

Evektor Harmony on way

THE LATEST aircraft to be released from the Evektor stable is the Harmony LSA and New Zealand Evektor dealer Colin Marshall has one on the way here. An evolution of the SportStar MAX, the new Harmony offers improved looks, speed and performance, most noticeably from a new swept wing and tail design. Colin says there are a lot of other changes under the skin as well, including more legroom, new brake and rudder pedals, bigger ailerons offering

elbow and shoulder.

A large range of optional equipment includes exchanging the engine for a Rotax 914 turbo, adding night VFR or IFR instrumentation, autopilot, alternate propellers including CSU, glider tow equipment, a BRS system, and upgraded interior fitments.

With the proven flight training heritage of Evektor's SportStar range behind it and our currently more favourable exchange

rates, Colin is looking forward to receiving his new aircraft and demonstrating it around the country to interested purchasers.

About Evektor

Founded in 1991, Evektor's early years involved co-operative partnerships with other aircraft manufacturers

such as Aero Vodochody. In 1996 they purchased Aerotechnik and developed their first all metal light aircraft, the EuroStar, of which almost 1000 have now been produced. Other aircraft available from the Evektor stable include the SportStar LSA and the four seat, VUT100 Cobra powered by a Lycoming IO-360.

For more information

Contact Colin Marshall at AeroFlight Aviation on 03 312 5402 or 0274 125 402, email: colin-m@xtra.co.nz
The Evektor website is www.evektor.com



Evektor dealer for NZ, Colin Marshall has a new Harmony model due here soon.

improved crosswind ability, a bigger rudder for improved side slip control, a revised nose gear leg, and more.

Fitted with a 100hp Rotax 912ULS engine, and retaining the all metal construction of its predecessor, the Harmony is quoted as having a cruise at 75% power of 110kts for 18 litres per hour fuel consumption. Max level TAS is 120kts and Vne is 146kts. Range is 700nm with a 6.5 hour endurance, and max weight climb performance exceeds 1000fpm. Empty weight is 310kgs and useable is 290kgs. Cabin width is a generous 118cm (46") at

First flight for twin turboprop Evektor Outback



The Evektor Outback boasts accommodation for 14 and performance of 220kts at 10,000 feet.

AT THE end of June 2011, Evektor Aerotechnik celebrated the first flight of their prototype 14 seat passenger / cargo aircraft. Designed for a cruising speed of 220kts at 10,000 feet, the twin turboprop EV55 Outback is intended to excel in STOL operations from short unpaved and potentially high altitude runways. It has been conceived especially for utility operators in countries with under-developed transport infrastructures such as in South America, Africa and Asia.

The Outback is intended to be cost competitive with existing single engine turboprop offerings and to offer high flexibility of use, with a cabin able to be easily reconfigured depending on the mix of passengers and freight required for any particular flight.

This first flight has been a milestone for the project which was conceived in 2004 by Evektor and an association of aircraft manufacturers in the Czech Republic. The project is also supported by the Czech Government. Test pilot Josef Charvat took the aircraft to 125kts at 3500 feet and said that "the airplane behaved exactly as we supposed, being easily controllable and promptly reacting to control interventions."

For your Aviation Insurance

Contact your broker for a quote or phone us today



Aviation Co-operating

UNDERWRITERS PACIFIC LIMITED

P: (04) 473-5593

F: (04) 472-6774

E: admin@aviationcoop.co.nz

69-71 Boulcott Street, PO Box 10-027, Wellington

www.aviationcoop.co.nz