

Harmony LSA - The latest Evektor arrives

The latest aircraft to be produced by Evektor-Aerotechnik of the Czech Republic is the Evektor Harmony, an example of which is now based in Canterbury, having just been received by New Zealand Evektor distributor Colin Marshall. Penny Belworthy reports:



smoother and quiet flight because drumming and flexing are absent.

Engine options include the 100hp Rotax 912 (as fitted to Colin's aircraft), or the new fuel injected Rotax 912iS, or the Rotax 914. Colin has chosen a New Zealand made Airmaster AP430 constant speed feathering propeller with Sensenich blades. Colin says this has improved the climb out and cruise figures considerably and that on approach he can come in at a steeper angle and land on the spot every time. As this propeller wasn't a standard equipment option, it had to be sent to the company where it was tested before they would allow it to be fitted.

NOW ONE of the world's largest manufacturers of light aircraft and with a 40 year history, Evektor-Aerotechnik has produced in excess of 1000 aircraft operated by flight schools, aeroclubs, and private pilots worldwide, supported by a sales network spanning more than 40 countries.

The Harmony LSA is an evolution of the successful SportStar, offering further performance and comfort enhancements. Wings have been tapered and lengthened with swept up tips, drag has been reduced and cruise speed increased. The wing also features split flaps, aileron trim tabs and a step that makes access to the cockpit easier. Cross wind capability has been increased from 14 to 21kts.

The Harmony has excellent cockpit spaciousness with 46.5" (118cm) of shoulder space and extra leg room for tall and large pilots. Sporty seats and good ergonomics provide a very comfortable cockpit for long cross country flights.

New deluxe interior options are available, and the cockpit has better heating and ventilation systems, and improved storage for maps and water bottles. The pedal assembly has been redesigned and is easily adjustable. Colin's aircraft also has Dynon Skyview, an integrated avionics system with night VFR capabilities, 3D terrain maps, inputs for navigation systems and integrated autopilot.

Construction

Strength has also been improved with heavier landing gear, a larger nose wheel and improved steering. As for all of the SportStar line, the Harmony has an all-metal (anodised and corrosion-proofed) airframe with all construction joints riveted as well as bonded for high durability and long fatigue life. All heads of the pop rivets are sealed with mastic for durability. Evektor say that as well as providing for a long service life, such a build offers a

Towing Capability

An extra feature of the Harmony is a tow hook which is certified for glider towing up to 700 kg and for towing banners up to 140m².



The new Evektor Harmony offers a great combination of cabin space, comfort, style and performance, as well as a glider and banner towing capability.

In the air

The specification and appearance are impressive, but what is it like off the ground? Colin went flying with Evan Belworthy recently and these are Evan's comments:

"Sunday morning saw our first frost of the season. But with a nor-west arch already upstairs, by the time we got airborne the wind had arrived at ground level - so while conditions weren't ideal for establishing cruise speeds or upper air work, they were great for getting a feeling for the aircraft in typical NZ conditions.



The Harmony canopy opens forward for easy access to a spacious cockpit.



A tow hook is certified for gliders up to 700 kg and banners up to 140 m².



The rear view, highlighting the large canopy and excellent visibility.

Getting in and out is easy with the step assisting, plus the canopy hinges forward to allow easy entry. Starting the Rotax was a standard no fuss procedure and taxiing with the larger nose wheel is very positive. The throttle requires twisting for the right speed at the lower end and this took a couple of times to get the feel for position verses rpm. Run up is again standard with all of the data displayed on the Dynon. This display would really grow on you, though as with all new displays you need time for the eyes to locate the information. We start with one notch of flap for take-off and then depress the knob on the end of the throttle which allows it to be pushed in for full power. Acceleration is brisk and with steady back pressure the aircraft rotates when ready to fly and into a good rate of climb. The prop is already set to take-off so is self-managing, and when into cruise you simply adjust to the cruise position.

Once airborne the nor-west was quite evident but the aeroplane gave a very strong feeling and controlling the bumps was a nil issue. Back in the circuit and onto finals, we're down to 70 knots and the first notch of flap again. Speed control is good and with three notches we establish at 60 knots for a standard approach and flare. Another couple of circuits produced the same comfortable results.

Conclusion: a good stable platform, great data display, very comfortable with very good visibility and very good performance."

Colin only last week went to Omarama for lunch on a beautiful Autumn day and says the Harmony's cross country ability and comfort was a delight.

Acquiring a Harmony

Factory leadtime is currently 6 months, plus another month on the water to get to NZ. The Evektor Harmony is sold as either a LSA or a microlight. The price for the LSA model is 74,500 Euro plus extras and \$10,000 NZD for shipping, customs, assembly and CAA paperwork +GST. The aircraft arrives in a container with only the wings and the tail removed so there is very little re-assembly required. A comprehensive flight manual and spare parts package are included.

For more information

For more information, contact NZ Evektor distributor, Colin Marshall on 03 312 5402, email: colin-m@xtra.co.nz, view video footage on www.evektor.com.au, or visit www.evektoraircraft.com

Nelson Pilot Training reaches 1000 SportStar hours

Contributed by David Marriott, CFI, Nelson Pilot Training

Evektor SportStars have been well proven in flight training roles around the world. Indeed there are now 16 flying schools equipped with them just in Australia. Leading the way in New Zealand is Nelson Pilot Training, now with more than 1000 SportStar hours logged. CFI David Marriott explains their choice.



Nelson Pilot Training's two Evektor SportStars, NPT and MAC, absorbing some evening sunlight at their home base. The aircraft have logged more than 1000 training hours.

NELSON Pilot Training is a flying school and FBO based at Nelson Airport. We have been using the Evektor Sportstar type for private hire and for PPL and CPL training. We also use the Sportstars for initial instrument training because their avionics are so up-to-date (with EFIS, VOR and GPS installed in all our aircraft). The performance on climb is far better than the "TEA" Cherokee 181 we use for advanced IR training so we can get up to do holding pattern work real quick.

NPT has done over 1000 hours on these types now and will be coming up to 2 years of operations in July. We purchased ZK-MAC from Colin Marshall and have since imported a second Sportstar Plus, ZK-NPT.

The reason we like SportStars is simple:

They are wonderful to fly: Pilots converting to the type, on the initial climb-out, invariably go "aaaaaaah ...now I understand" whilst grinning from ear to ear. You've got to know to understand!

They are perfect for training: They are robust and conventional in their design and construction. The handling is precise and the aircraft always goes where it is pointed. The controls are nicely harmonised with a light touch meaning the aircraft responds precisely to pilot input making teaching exacting piloting skills and developing the pilot/machine integration more natural and straight

forward. The amazing visibility afforded by the bubble canopy, the upright seating position and the roominess of the cabin makes keeping a good lookout far more natural and instinctive - increasing safety and encouraging good habits.

Economics: From an operator perspective; our near-new aircraft require very little maintenance so reliability is high and workshop costs are low. The Rotax powerplant is cheap to run and fuel costs are around two thirds of comparable Cessna or Piper trainers. From our clients point of view; hire costs can be kept low and the good cruise speeds and performance means they can get to where they want to go quicker and operate into more places than the old fashioned types. We are also finding that newly qualified PPLs - who used to move up to larger aircraft - actually prefer to continue to fly the Sportstar due to the superior performance, comfort and style.

They are safe: The build quality is very very good and the Rotax 912 engine is the safest (and fastest selling) aero engine in the world today. The visibility and manoeuvrability means the Sportstar can keep a pilot out of trouble.

We are wondering how long it will take for other flying schools to wake up and see these aircraft as the way of the future - our clients certainly know this.

David Marriott, May 2012.