



SPORTSTAR RTC

EASA CERTIFIED PPL / Part-FCL TRAINER

AIRCRAFT INFORMATION



Operate a flight school?

Modern design, outstanding flight characteristics, operating costs cut halve compared to conventional training aircraft and flight schools proven reliability of the SportStar RTC represents the best training platform for your flight school business.

The SportStar RTC was designed for flight school operation, to become not only an easy to fly airplane with outstanding control harmonies but also to generate maximum margins for flight school owners and to meet different missions of your flight training.

SportStar RTC - Opportunities for flight schools:

- ✓ **Modern Design, Robust Metal Airframe**
- ✓ **Cut Acquisition Costs in Half (compared to Cessna 172)**
- ✓ **Cut Operating Costs in Half compared to conventional training aircraft**
- ✓ **Less Downtime due to Ease of Maintenance**
- ✓ **Lower Insurance Cost**
- ✓ **Operation on Low Cost Automotive Fuel or AVGAS**
- ✓ **Excellent Reliability Proven in Flight School Operations Worldwide**
- ✓ **Built by EASA Certified Manufacturer with 40+ Year Experience**
- ✓ **2-Year Warranty without limitation of flight hours**

Modern design, EASA JAR-VLA origin

The SportStar RTC was certified as a derivate from Evektor's EASA JAR-VLA training aircraft Harmony VLA (EASA JAR-VLA certified in 2005) and reflects the latest development in design, safety and cockpit comfort of the latest light sport airplanes.

The US LSA version of the SportStar has become the very first aircraft in the world approved by the FAA in the U.S. S-LSA category and is holder of the „S-LSA Aircraft of The Year“ honors from AeroNews Network (ANN).

Excellent strength and reliability proven in flight school operations worldwide

The airplane has a robust anodized and corrosion-proofed metal airframe which delivers significantly higher durability than most of the airplanes in the category. Advanced airframe has all joints of construction riveted and also bonded for high durability and long service life. Such build provides also better crash characteristics and smoother and quieter flight because drumming and flexing are absent. All heads of pop rivets are sealed with mastic. Excellent strength and reliability of the SportStar

has been proven in flight school operations by training organizations all around the world.

"Our SportStar hours are as follows: the oldest 4399 has 3500 hours, the other 2 around 3000 hours each, the 3 new SL models have around 1350 hours each and are in daily training use. We conservatively estimate we have over 70,000 landings on these fantastic little aircraft, without major incident at all. We are very happy with the airplane, and have had no significant airframe faults throughout our time operating them." Adelaide Biplanes, Willunga, Australia

Outstanding flight characteristics & Control harmonies

The SportStar RTC is an easy to fly airplane with outstanding control harmonies, excellent flight characteristics and uncompromising stability. The SportStar passed extensive spin testing program to meet certification requirements in various countries. During EASA certification the SportStar RTC carried out over 250 spins in all flight configurations and demonstrated ability to recover from spins. All SportStar models performed over 800 spins during certification testing programs.

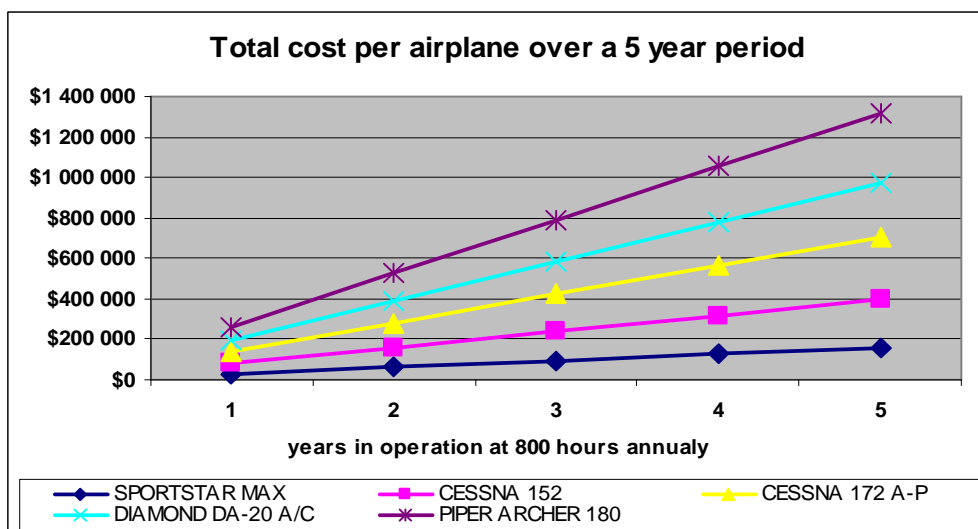


„The Evektor SportStar has outstanding control harmonies, excellent manners, an uncompromising stability and control profile, tremendous performance for such a small package, and is a delightful ride“. AeroNews Network

Easy maintenance & Low operation costs

The SportStar RTC was designed from the very beginning with flight school operation, easy maintenance and low operation costs in mind. Evektor's long-term cooperation with many flight schools from the USA, Australia, Canada, Germany, Italy and other countries enabled Evektor to meet perfectly this target. All the aircraft parts were designed with respect to aircraft daily operation in demanding flight school conditions and with respect to easy maintenance. Maintenance system is based on scheduled visual inspections of aircraft parts and replacement of consumable parts like engine oil, oil / fuel filters and brake pads (similar to modern car maintenance).

The SportStar RTC is powered by legendary Rotax 912 S/ULS engine – legendary for its excellent reliability and global product support. The SportStar RTC has a low average fuel consumption – 15 l per hour only. Further reduction of operating costs is achieved by possibility of using unleaded automotive fuel which is significantly cheaper and available compared to AVGAS. The engine TBO is 2000 hours.



„Our flight school has been successfully operating for almost 5 years with Evektor SportStar airplanes. We were testing several other light sport airplanes before we made the decision which airplane would be the best for flight training. The decision to go with Evektor SportStar was based on these preferences: An excellent handling characteristics and performance, excellent cockpit visibility, metal structure with easy maintenance and low operating costs.“
Aviator Academy, Ontario, Canada.

Maximum comfort for your instructors & students

Flight school instructors and pilot students can enjoy comfort of the SportStar RTC. Spacious cockpit has 1,18 m shoulder room (more than Cessna / Piper four seaters), providing enough space even for large / tall pilots. Stylish cockpit



arrangement, adjustable pedals, upholstered arm rests, bottle holders, minimized noise level, efficient ventilation / heating system and other interior features will keep you relaxed during training and also on cross country flights.

Nearly 360° all-round view provides you **best in the class cockpit view and situational awareness** in all phases of your flight, including take-off, landing and steep turns. Thanks to optimal position of seating and panoramic glazing your cockpit view is not anyhow restricted by cockpit airframe or by wing like high wing aircraft.

Safety features

Nothing is more important to us than your safety. Over 45 years experience in aircraft manufacturing, EASA certified aircraft production and using the latest technologies are the base for reliability and safety of Evektor airplanes. The SportStar passed through extensive testing to meet Airworthiness Standards in many countries.

- Aircraft design with safety in mind

The SportStar RTC was designed with significant importance paid to flight characteristics and handling qualities to ensure safe and reliable aircraft operation. The result of this effort is an easy to fly airplane with excellent handling qualities, uncompromising stability, proven ability to control spins and providing safe and reliable flying.

- Canopy and airframe meets crew protection requirement of EASA JAR-VLA

The canopy and airframe is designed to handle turnover conditions and meets all the crew protection requirements of EASA JAR-VLA regulations. Seats are equipped with a 4-point seatbelt restraint system as standard.

- All metal airframe safety benefits

The SportStar RTC has an advanced metal airframe with all joints of construction riveted as well as bonded bringing significant safety benefits in area of airframe fatigue life and also improved crash characteristics including elimination of dangerous unzipping. The all metal airframe has been chosen for its proven long operating life, safety, easy controllability and low maintenance costs. Thanks to material stability all metal structures are durable and unlike composite structures are not susceptible to structural changes caused by UV radiation and high temperatures.

- Ballistic Recovery System

For further enhancement of safety features the SportStar RTC can be equipped with a ballistic rescue system.

- Reliability and excellent safety record proven on 1.300+ delivered airplanes

The SportStar operation reliability has been proven on already over 1.300 airplanes manufactured by Evezor-Aerotechnik, which are operated in flight schools and by private individuals in different operation conditions in 50 countries worldwide.

Perfect all-rounder

Modern design, outstanding flight characteristics, low operation costs together with the **best useful load in its category** and range up to 1.300 km make the SportStar RTC perfect all-rounder ready for any your training as well as touring missions.



"In 2005 I made a decision to purchase the Evezor SportStar. In January of 2006 I ordered my first SportStar and put it to work in the flight school. We put 700 hours on that aircraft in less than a year. That SportStar was very popular with flight instructors because of the ease of training pilots in an aircraft with such great flying characteristics. The students liked the aircraft not only because of the ease of operation but also for the attractive styling and comfort of the SportStar. I liked it because of the economical operation and minimal maintenance requirements" AB Flight, Alentown, Pennsylvania, USA.

The Evezor SportStar is an exceptional product. It provides my student an excellent training platform. The Evezor SportStar is a very strong platform that is built to last even in the harsh environment of flight training. The SportStar has low operating cost, and performs well in my FAA certified FAR Part 141 training program operated by Aviation Sales Inc. in Springboro Ohio. Dreams Come True Aviation, Tipp City, Ohio, USA

Built by EASA certified manufacturer with over 45-year experience

The SportStar RTC is manufactured by Evektor-Aerotechnik - one of the world's largest manufacturers of light sport aircraft, advanced UL and training airplanes, with over 45 years experience in aircraft manufacturing, EASA certified production (POA + DOA) and sales network in 50 countries all around the world. This means that the airplane is assembled according to the very best of today's General Aviation standards.

Global product support

By purchase of Evektor aircraft you are getting not only great airplane but also benefits of our experience in professional product support. Evektor-Aerotechnik provides service activities to fleet of more than 1.300 airplanes in 50 countries, providing customer support to flight schools, aero clubs and private individuals.

Equipment specification

The SportStar RTC is available with analogue as well as modern glass cockpit versions:

SportStar RTC Analogue version



SportStar RTC Digital version



SPORTSTAR RTC analog version



Certification basis EASA CS-LSA
Design and manufacturing in compliance
with EASA PART21 (DOA and POA approvals)

Appendix 1 - LIST OF EQUIPMENT

Description:

FLIGHT INSTRUMENTS

Set of standard flight instruments (ASI - kts, ALT - ft/ mBarr, VSI - ft/min.)

Turn and bank indicator BZW 4B

Artificial horizon RCA 26AK

Directional gyro RCA 15 AK-1

Compass SIRS

Digital flight clock

ENGINE INSTRUMENTS

RPM Indicator

Cylinder Head Temperature Indicator (°C)

Electric fuel indicator (left & right)

Fuel pressure gauge (psi)

Oil Temperature Indicator (°C)

Oil Pressure Indicator (psi)

Outside air thermometer (°C)

Voltmetr

Engine hour meter Hobbs with oil pressure sensor

AVIONICS

COMM GARMIN GTR225A + GTX328 + ACK A30

GARMIN GPS AERA 500 Atlantic + AIRGIZMO

Headset FLIGHTCOM 4 DLX (2 pcs)

Avionic master switch

CONTROLS

Steerable nose wheel with adjustable pedals

Stall speed warning

Parking brake MATCO

Electric trim with dual control switches (PITCH)

POWERPLANT & PROPELLER

Engine Rotax 912ULS (100 HP)

Propeller Woodcomp Klasik 170/3/R, 3 blades, ground adjustable

Electric fuel pump + back valve

INTERIOR APPOINTMENTS

Heating + windshield air blowing

New comfort interior set, standard seats with low back rests

Tinted canopy with closed/open signaling

Side ventilation windows (sliding)

Fire extinguisher

First aid kit

Emergency hammer + cutter

EXTERIOR APPOINTMENTS

Wheel spats

Tyres 15x6.00-6

WHELLEN LED 90340 (A 600) Anticollision beacon and position lights, wing

WHELEN LED 71141 (A 715) Landing light, wing

Emergency locator transmitter

Paint scheme - standard white painting

ACCESSORIES INCLUDED

Pilot operating handbook, Maintenance manual, Airframe & engine logbooks, Flight training syllabus, Set of test records. Tow bar, Airframe and Rotax metric tools, Wheel chokes and tiedown stakes/straps, Canopy cover with straps.

ADDITIONAL NOTES

Pilot seat - left side
Integral fuel tanks in wings - 120 l
Adjustable pedals
Luggage compartment racks

SPORTSTAR RTC

digital version



Certification basis EASA CS-LSA
Design and manufacturing in compliance
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Appendix 1 - LIST OF EQUIPMENT

Description:

FLIGHT AND ENGINE INSTRUMENTS

DYNON SkyView 10" EFIS + 7" EMS + ADAHRS + GPS module (2) + back-up battery (2)

Back-up ADAHRS module + OAT

Back-up instruments ASI, ALT (dia 2 1/4")

Compass SIRS

AVIONICS

COMM GARMIN GTR 225A + GTX328 + ACK A-30

DYNON Mapping + Synthetic Vision SW

Headset FLIGHTCOM 4 DLX (2 pcs)

Avionic master switch

CONTROLS

Steerable nose wheel with adjustable pedals

Stall speed warning

Parking brake MATCO

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Luggage compartment racks

Optional equipment:

Avionics

- COMM/NAV VOR/LOC/GS Garmin GNC255 + GI106A + GTX328 + ACK A30
- COMM/NAV VOR/LOC/GS Garmin GNC255 + Dynon CDI + GTX328 + ACK A30
- COMM Becker AR6201 + Transponder BXP6401 + BE6400
- Intercom PM3000

Flight instruments

- Airspeed indicator BK-300 (km/h)
- Altimeter BG-3E (ft/inHg)
- Altimeter BG6-2 (m/hPa)
- Vertical speed indicator BC10-1B (m/s)

Other equipment

- Ballistic Recovery System Magnum Speed Soft 601
- Engine Rotax 912S (100 hp)
- Auxiliary generator SD20
- Oil thermostat
- Towing equipment (up to 700 kg)
- Holder for i-Pad mini
- Good Year 15x6.00-6
- External power plug
- Glareshield
- Koger retractable sunshade
- Canopy top painted
- Cockpit isolation
- Front ventilation window (L+R)
- Paints from Evektor paint schemes catalogue

Scope of optional equipment may change without prior notice.



Technical parameters

Dimensions & Performance

Dimensions

Length	19 ft 7 1/2"	5.98 m
Height	8 ft 2"	2.48 m
Wing span	28 ft 5"	8.65 m
Cabin width	46 1/2"	1.18 m
Baggage compartment volume	10.1 cu.ft	285 l

Weight & Quantities

Max take-off weight	1320 lb	600 kg
Empty weight (equipped a/c)	756 lb	343 kg
Max. baggage	55 lb	25 kg
Design load factors	+6 / -3 g	+6 / - 3 g
Operation load factors	+4 / -2 g	+4 / - 2 g
Wing tank capacity	31.7 USgal	120 l

Flight performance

	Rotax 912 ULS	Rotax 912 ULS
	(100 HP)	(100 HP)
Never exceed speed	146 kts	270 km/h
Maximum level speed	115 kts	214 km/h
Cruising speed	108 kts	200 km/h
Stall speed VS1	45 kts	83 km/h
Stall speed VS0 (full flaps)	40 kts	74 km/h
Rate of climb	1 020 ft / min	7.5 m/s
Service ceiling	15 500 ft	4 720 m
Take-off run (concrete RWY)	620 ft	190 m
Landing run (concrete RWY)	590 ft	180 m
Range	700 nm	1 300 km

Under ISA conditions. All information can change without prior notice.

SportStar RTC range map

