

ALTITUDE ADJUSTMENT AVIATION cc

T/A

SABRE AIRCRAFT

www.aircraftafrica.co.za

PRESENT THE

JK-05 JUNIOR

&

KR 030 TOPAZ

Demo Flights Welcomed

We call it affordable brilliance!

OUTSTANDING QUALITIES

- 6.0 M/S CLIMB RATE:17:1:00 GLIDE RATIO
- SUPERIOR VISABILITY:10L/HR ECONOMY
- FULL ANOLOGUE INSTRUMENTATION
- 120CM WIDE "BIG MAN" COMFORT
- ROTAX RELIABILITY& PERFORMANCE
- FACTORY BUILT QUALITY
- PROVEN TECHNICAL SUPPORT
- GUARANTEED DELIVERY TERMS
- SUPERB STOL PERFORMANCE
- REMARKABLE AFFORDABILITY

TOPAZ - CANTILEVER WING



PERFORMANCE DETAILS

- ✓ TAKE OFF DISTANCE: 80M
- ✓ LANDING DISTANCE: 100M
- ✓ T/O DIST OVER 15M OBSTACLE: 150M
- ✓ CRUISE @ 5000 RPM: = 100 KNOTS
- ✓ STALL: FLAPS SET AT 28° 30 KNOTS
- ✓ RANGE: (60 LITRES) 520 N/MILES
- ✓ MAXIMUM SPEED: 108 KNOTS
- ✓ VNE: 120 KNOTS



JK-05 - SINGLE STRUT WING



CONTACT DETAILS

Richard Stubbs

• 083 655 0355 (Cell)

richardstubbs@mweb.co.za

TECHNICAL DATA

LENGTH: 5.95m
HEIGHT: 2.30m
WINGSPAN: 10.76m
LIFTING SURFACE: 11.0m²
EMPTY WEIGHT: 280 -300 kg
MAX TAKE/OFF WEIGHT: 550kg
W/LOAD: (+5 / -3) 49.4 kg/m²

ENGINE DETAILS

MODEL: ROTAX 912ul
TYPE: BOXER FOUR-STROKE
Air-Cooled Block/Water Cooled Cylinders
ENGINE CAPACITY: 121cm³
PISTON DIAMETER: 79.5mm
PISTON STROKE: 61 mm
COMPRESSION RATIO: 17/1:00
MAX POWER: 81hp @ 5800 rpm
CONTINUOUS: 79hp @ 5500 rpm
DUAL IGNITION
ALTERNATOR: 12v /250 w
TWIN BING CARBURETTORS
OIL COOLER
RADIATOR
REDUCTION GEARBOX: (1:2, 27/1:2, 43)
TBO: 1600 hrs
FUEL:
100 LL AVGAS or
92 - 95 OCTANE UNLEADED MOGAS

PROPELLER SPECIFICATIONS

PESZKE 1.73m GROUND ADJUSTABLE
3-BLADE COMPOSITE

THE **JK-05 JUNIOR & KR 030 TOPAZ** ARE BOTH HIGH-WING MONOPLANES OF COMPOSITE CONSTRUCTION UTILIZING GLASS & COMPOSITE FIBRE REINFORCED VINYL-ESTER RESINS FOR THEIR SUPERIOR MECHANICAL & THERMAL RESISTANCE QUALITIES. THE MODIFIED NN 1817 LAMINAR WING PROFILE IS EMPLOYED WITH A **SINGLE SLOTTED FLAPERON ON THE JK-05** OR **SEPARATE FLAPS & AILERONS** FOR OUR SINGLE SECTION CANTILEVER WINGED **TOPAZ MODEL TO FACILITATE A HIGHER CRUISE SPEED AND IMPROVE SHORT FIELD CAPABILITY. BOTH** AIRCRAFT PRESENT VERY LOW-DRAG AERODYNAMIC QUALITIES TO PROVIDE AN EXCEPTIONAL 17:1.00 GLIDE RATIO. ENTRY TO THE COCKPIT ON BOTH IS SIMPLE THROUGH A CENTRE HINGED PERSPEX **"GULL WING" CANOPY ON THE JK-05 &** FORWARD HINGING DOORS ON THE **TOPAZ**. IN ALL OTHER RESPECTS BOTH PLANES ARE PRACTICALLY IDENTICAL.



TOPAZ



JK-05

THE MAIN CONTROL SYSTEM USES RIGID PUSH-PULL TYPE TORSION TUBES. FLAPS AND TRIM ARE BOTH ELECTRICALLY CONTROLLED BY PUSH BUTTON ON THE CENTRALLY MOUNTED STICK. THE FUSELAGE STRUCTURE FACILITATES THE INSTALLATION OF AN OPTIONAL BRS BALLISTIC PARACHUTE. HYDRAULICALLY BRAKED MAIN WHEELS ARE FITTED TO CANTILEVER COMPOSITE LEGS THAT ENSURE EXCEPTIONAL SHOCK ABSORPTION - EVEN ON VERY ROUGH SURFACES. UNDER NORMAL OPERATING CONDITIONS THE AIRFRAME WILL NOT REQUIRE ANY ROUTINE MAINTENANCE & FINANCE INCLUDING ALL CAA/RAASA DOCUMENTATION CAN BE ARRANGED.



Standard Features

- ADJUSTABLE CUP VENTS
- DUAL BAGGAGE LOCKERS
- LOCKABLE COCKPIT
- ELECTRIC FLAP & TRIM CONTROLS
- WHEEL SPATS
- COCKPIT HEATING
- HYDRAULIC DISC BRAKES