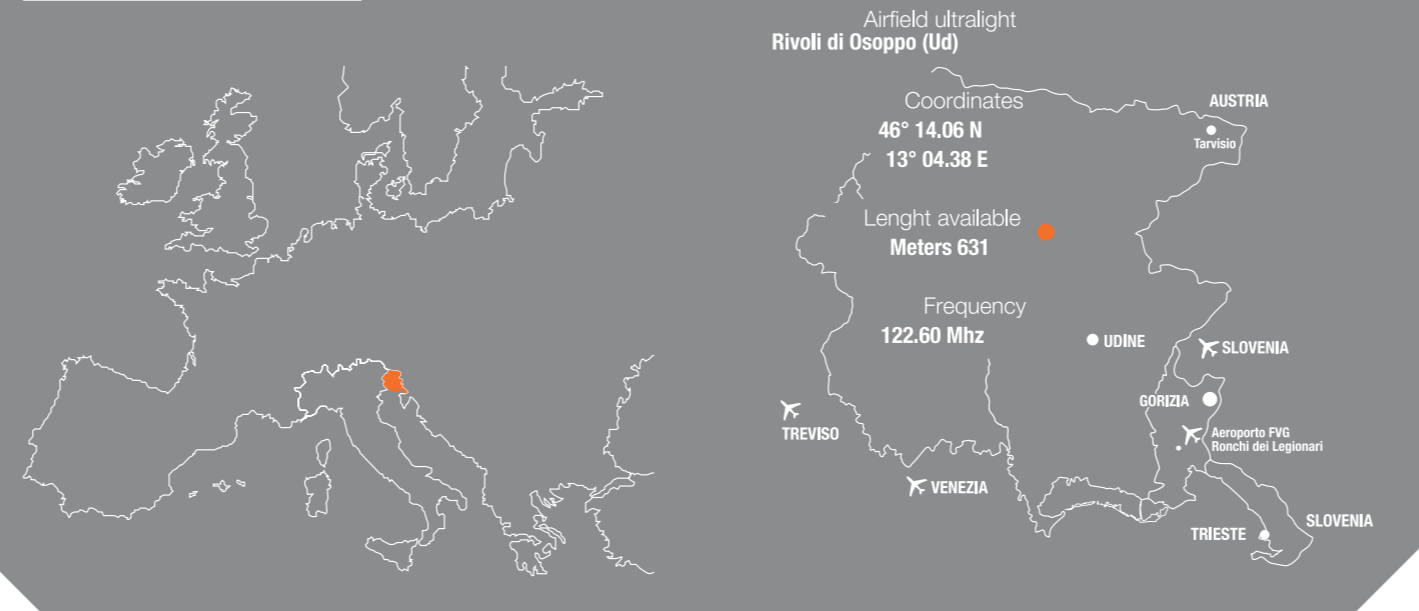


Since 2002 Konner develops state of the art aeronautical products, making the most of 25 years of expertise and passion to reach extraordinary performances and total reliability even in extreme conditions. Ten years of research and dedication led to the development of K1, synthesizing technology and freedom of movement in a helicopter that stands out for performances, lightness and reliability. Afterwards K2 has been developed merging generous dimensions, great comfort and a polished design to the exceptional technical features of the TK:250 turbine. All our projects are conceived with great attention to the details and can be customized to fulfil the desires of our customers according to the best tradition of the Italian taylor made philosophy.



WHERE WE ARE



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K2 HELICOPTER

100% MADE IN ITALY





CARBON FIBER

Konner introduces the concept of monolithic carbon fiber structure in the aircraft world, an idea widely used in aerospace and Formula 1. The fuselage of the K2 is entirely made in composite material: a careful distribution of carbon, glass and Kevlar fibres makes possible to realize a single assembly that merges endearing shapes with the highest standards of security, structural proprieties and lightness. This design allows the proper distribution of loads and the vibration damping along the entire fuselage, avoiding tensions and breaking points while obtaining a considerable reduction in the overall weight. Another benefit of this composit material is the grat endurance to fatigue stress and corrosive environmental factors.

BEARINGLESS ROTOR

The K2 main rotor is a 4 bladed semi-articulated system. The blades in composite material and the bearingless rotor allow to merge high efficiency blade profile distribution, low drug forces on main rotor head, high reliability and long fatigue life components. The main rotor head components and the mast shaft are made in special aeronautical alloys. The elastic elements on the beringless main rotor head ensure the perfect operation of the blade articulation-during flapping, feathering and pitch movements, while securing high reliability and reduced maintenance costs.

SAFETY

K2 Italia wants to raise safety standards. Konner researchers developed the best active and passive safety systems and integrated them with style, design and lightness of K2. The carbon fiber fuselage has been designed to ensure energy absorption in the event of a frontal or vertical impact. On K2 Italia are available the following optionals:

- Crashworthiness seats for all occupants, ensuring energy absorption in case of impact;
- 4 points safety belts, with quick release system even in case of rollover;
- Flexible tank in self-sealing material and non-return valves to ensure the containment of the fuel in case of impact or rollover;
- Hybrid Assistant system, the revolutionary active security device.

FADEC EASY TO FLY

TK-250 TURBOSHAFT

The Engine is equipped with the last generation electronic systems that automatically control the engine functionality for the pilot's peace of mind:

FLYING K2 IS EXTREMELY SIMPLE:

AUTOMATIC STARTING

Just move the dash board selector from OFF to IDLE and the FADEC will start up the engine automatically, in total safety for the machine and the crew, keeping the engine parameters within the safety limits and stabilizing the speed at the IDLE set-point of 80%. The sequence is completely controlled by FADEC.



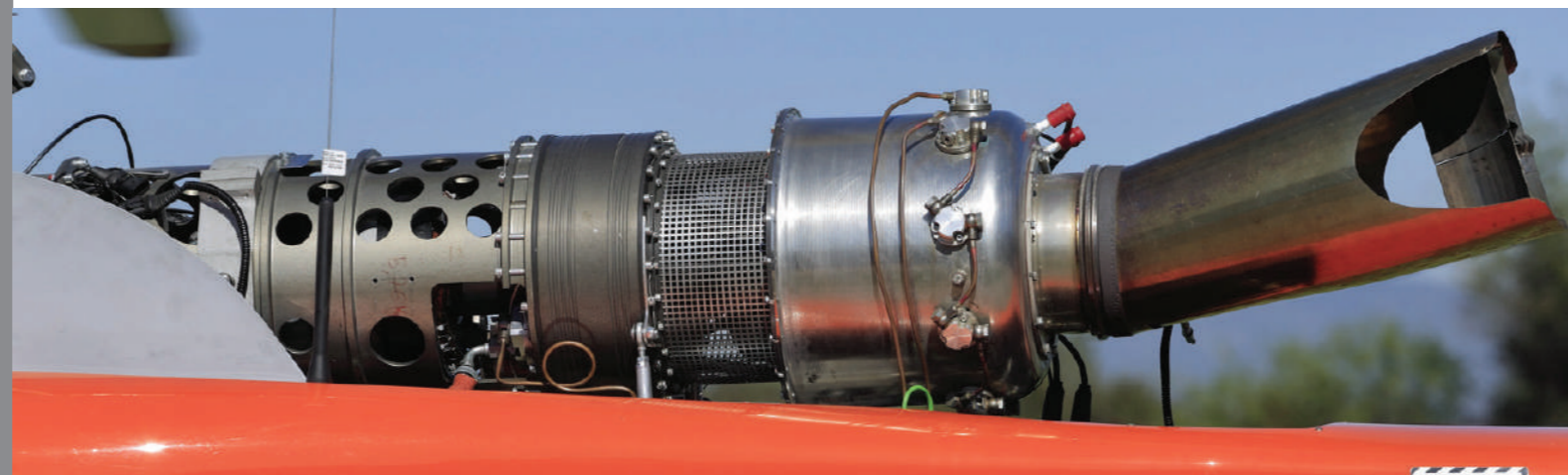
250 SHP DIESEL GAS TURBINE

GO TO FLY

When you are ready to take-off, move the selector from the IDLE to FLY position and the FADEC will stabilized the RPM in the green arc range. FADEC will keep managing the engine functionally and all of it parameters during the flight so it can be performed in total safety and the pilot won't need to worry about controlling the engine. The FADEC also serves to keep the engine within the manufactured established safe parameters all time hence eliminating the possible human factor.

SHUT OFF THE TK-250

If you decide to shut the engine OFF, move the selector from FLY to IDLE position. The FADEC will immediately carry out the RPM down to the IDLE set-point of 80%. Afterwards, the pilot needs to move the selector back to the OFF position and the FADEC will shut-down the engine with a safety procedure.



SPECIFICATIONS & DIMENSIONS

FLYING MADE EASY

- Engine Type:** Konner TK-250 turboshaft
- Fuel type:** Diesel fuel, biodiesel, JP- 1, JP-4
- Maximum power available:** 270 shp for 5 minutes
- Cruise speed:** 130 Kts (150 mph 241 Km/h)
- VNE (Sea level):** 150 Kts (173 mph 278 Km/h)
- Maximum range:** 325 nm (602 Km)
- Hover Operating IGE at MTOW:** Over 10.000 ft
- Maximum Operating Altitude:** 15.000 ft
- Maximum rate of Climb:** 2000 fpm (610m/min)
- Fuel Capacity (200lt):** 388lb (176kg)

