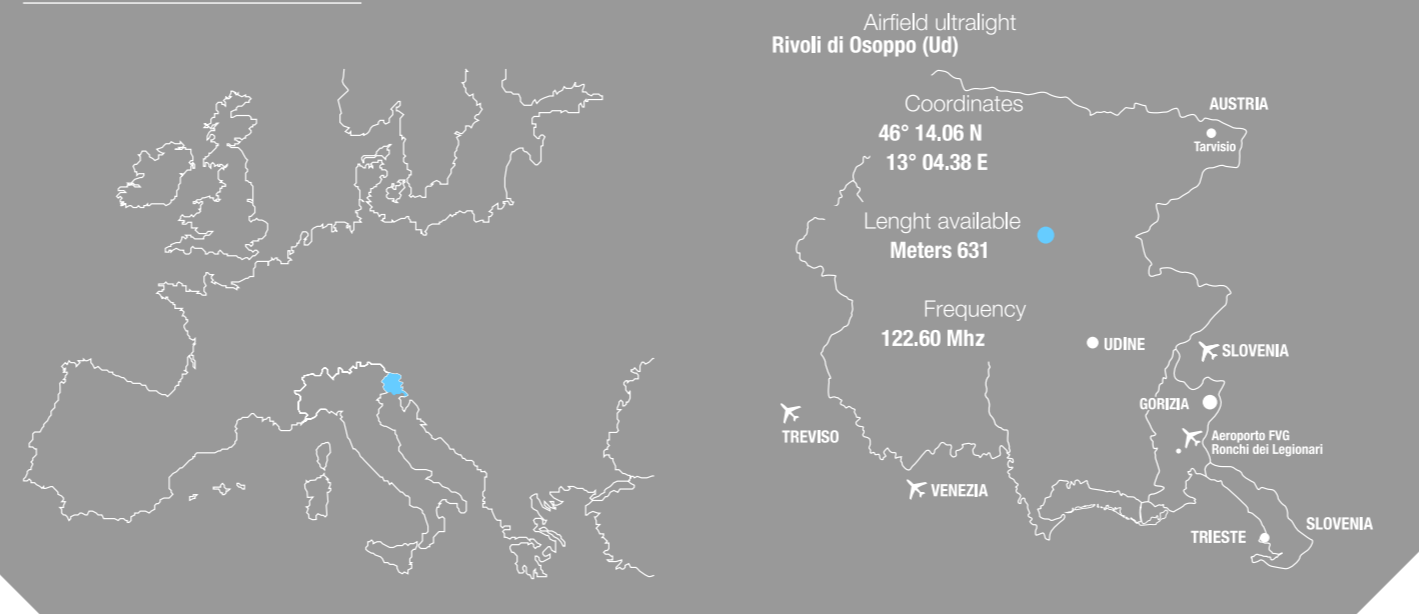


Since 2002 Konner develops state of the art aeronautical products, making the most of 25 years of expertise and passion to reach extraordinary performances and total reliability even in extreme conditions. Ten years of research and dedication led to the development of K1, synthesizing technology and 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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**COORDINATES**  
46° 22' 12.05",N 13° 4' 50.80" E



# K1 S19 HELICOPTER

100% MADE IN ITALY





#### CARBON FIBER

K1 introduces worldwide the concept of monolithic carbon fiber structure in the aircraft world, an idea widely used in aerospace and Formula 1. The fuselage of the K1 are entirely made of carbon fiber and it is designed as a single assembly that performs structural, supportive, restraint and aerodynamic function so as to ensure proper distribution of loads, vibration damping along the entire fuselage, avoiding of tensions, breaking points and obtaining a considerable reduction in overall weight.

#### BEARINGLESS ROTOR

The K1 main rotor is a 3 bladed semi-articulated system. The blades are made of composite materials and the main rotor is bearingless. The main rotor head components and the mast are all made from special steel alloys. The management system of blade pitch change, the flapping and fathering are based on the use of bearingless elastic elements and it ensures high reliability and reduced maintenance cost.

#### SAFETY

K1 S19 wants to raise safety standards. Konner researchers developed the best active and passive safety systems and integrated them with style, design and lightness of K1. The carbon fiber fuselage has been designed to ensure energy absorption in the event of a frontal or vertical impact.

On K1 S19 are available the following optionals:

- 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;
- Crashworthy seats;
- Hybrid Assistant System, the revolutionary active security device.\*

#### AUXILIARY TANK

The great versatility, the handling and stability and precision, large power availability and reducing operational cost have made the K1 the ideal machine for the performance of operational missions: research, power lines and pipelines monitoring.

\*depending on the laws in force in different countries

## FADEC EASY TO FLY

#### THE TK-250 TURBOSHAFT

Engine is equipped with the last generation electronic system that automatically manage the engine functionality for the pilot's peace of mind. Flying K1 is extremely simple to start up, manage and shut-down.

The steps are described below:

#### 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 engine and the crew, keeping the engine parameters within the safety limits and stabilizing the speed at the IDLE set-point of 80%.



# 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 stabilize the RPM in the green arc range.

FADEC will keep managing the engine functionality and all of its 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
- Engine TD Power Available:** 250 shp
- Maximum Takeoff Weight:** 1323lb (600kg)\*\*
- Empty Weight:** 771lb (350kg)
- Maximum Weight per seat:** 242.5lb (110kg)
- Fuel Capacity (150lt):** 290.54lb (132kg)
- VNE:** 115kts (132.3mph 213km/h)
- Maximum range:** 200nm (370,4km)
- Hover operating IGE at MTOW:** Over 10.000ft
- Maximum Operating Altitude:** 10.000ft\*
- Maximum rate of Climb:** 2600fpm (800m/min)

\*\*limited depending on the laws in force in different countries

