



FURIO—A New Zealand design to take on the World.

New Zealand aviation is in for a treat and is likely to be the focus of the international sport and general aviation communities' attention with the introduction of one of the most beautiful "kit" aircraft designs ever built. Giovanni Nustrini (of Tecnam New Zealand fame), Lapo Nustrini, Lapo Ancillotti and Kevin Grant in Auckland have spent a number of years refining a design first mooted by Giovanni and Lapo's father Luciano Nustrini.

Unlike many designers with ideas for new aircraft, the Falcomposite team has done things the right way—the Furio LN27X, as the two-seat aircraft will be known, is no mere concept. Funding for the entire project was the first thing to be finalised before serious work was begun. Components of the all-composite Furio are already under construction and the first prototype aircraft should be ready to fly by next year.

Stunningly proportioned, the Furio is rather reminiscent of Giovanni's beloved Falco, although it shares nothing with the Falco but that type's aesthetic appeal. If anything, the Furio might best be described as what every Falco might secretly have wanted to look like—but couldn't before the advent of modern composite construction.

The fully aerobatic machine will be produced as a quick-build kit requiring a minimum of builder expertise or experience and should be easily completed in a "genuine" 500 hours, according to Giovanni Nustrini, who says that most other kits on the market typically require at least twice the amount of time to complete that their manufacturers advertise.

The Furio will quite possibly be one of the most advanced



kits available anywhere and has been designed using the same principles as Boeing's 777 with the entire aircraft and all its components having been built, assembled and flown in virtual-reality inside a computer. This technique has allowed the design team to continually refine and alter the design at every stage—to within hours of tooling construction, if necessary, to incorporate important changes.

The Falcomposite team has secured the services of world-leading designers, stress-analysts and engineers to test and oversee every stage of design and construction, and although the Furio will be produced as a "kit", its inherent design will be the equivalent of the very best certified aircraft—only the massive cost of certification prevents the team from turning it into a certified production aircraft. However, because of the efforts the team has gone to in having every stage supervised and overseen by such qualified experts, should the decision be made to certify it later, it will be a straightforward (if expensive) procedure to achieve it.

Engine choice for the new masterpiece—which is a truly indigenous New Zealand aeroplane and not a re-branded licence-build of another type—has yet to be finalised, but looks likely to be the new Lycoming IO-390, although the prototype will feature an IO-360. The Furio will be capable of accommodating powerplants up to 260 hp.

With a comfortable cruise predicted to be in the vicinity of 180 kts, the Furio will sacrifice nothing in airfield performance and will be easily capable of operating from grass strips of 500 metres, making it as suitable for New Zealand as it will be for the continental US!

Pacific Wings has been confidentially following the Furio's progress for several years and is pleased to be finally able to discuss it publicly; the magazine will be following its future success with great interest!

(Donations from charitable readers prepared to help secure the editor an early kit production slot will be gratefully received!)

