

SportCruiser



Nick Lambert flies the first G-Reg SportCruiser on an EASA Permit and discovers a great-looking two-seater LSA that's a pleasure to fly

Ever since I saw the SportCruiser at AeroExpo back in June, I'd been looking forward to flying one – and the demonstrator G-CGDW didn't disappoint.

The aircraft looked fantastic and clearly stood out among the more familiar aircraft on Wycombe's apron. It might be another two-seat, low-wing, tricycle undercarriage, Rotax-powered aircraft, but it looks just beautiful. Construction is of aluminium, with the exception of composite cowlings and fairings.

This particular aircraft is painted white and grey with some red detailing – my own choice would be red and white with tan leather. Although the exterior fit and finish of the demonstrator is of a high standard, I did find

some messy sealing around the filler caps on each wing.

Opening the large canopy reveals a well-laid-out cockpit. This being the Professional model, the panel is dominated by two large Dynon screens, one configured as an Electronic Flight Information System (EFIS) and the other a comprehensive Engine Management System (EMS). Explaining the functionality of these would take up the rest of this article – suffice it to say they work very well and are capable of displaying all the information you could possibly desire. They are also totally over the top for a VFR machine, but if you like your toys, why not?

I was flying with the UK importer-distributor, Ben Fitzgerald-O'Connor. Once we were sitting in

front of those screens, he demonstrated a rather neat trick. The EFIS/EMS functions can be swapped over from screen to screen at the touch of a button – handy in the event of a failure or for changing the handling pilot mid-flight.

Starting on the left-hand side of the panel, we have the ignition switch and a plunger-style parking brake. Next come the standby altimeter and airspeed indicator, which are calibrated in kph and inches of mercury, therefore not much use on the UK market and a surprising gaffe for such a well-thought-out machine. Ben assures me that future UK aircraft will be more conventionally equipped.

In the middle of the panel is a large Dynon screen, the autopilot controller and an interface

