



LSA Flyers, Inc.
 PMB #264
 9524 W. Camelback Rd. #130
 Glendale, AZ 85305
www.lsaflyers.com

SportCruiser Light Sport Aircraft: High Quality without High Costs

The Czech Aircraft Works' **SportCruiser** has made flying in a high-quality light sport aircraft affordable for the recreational flyer. While many general aviation aircraft are either too old or too expensive for the casual owner, the SportCruiser blends 21st century technology with low initial and operational costs to provide the pilot the best of all worlds. This aircraft also answers to the concerns of many light sport pilots who do not care to invest in aircraft with that "experimental" feel, which may lead to safety concerns from the owners' family and friends and a potential increase in insurance costs. The SportCruiser boasts an American-design, all-metal traditional construction, and US-sourced materials and airframe components with these special features:

- Dual control sticks with push-to-talk on the stick
- Low fuel consumption rate using unleaded gasoline
- Electric Aileron and Pitch Trim
- Upholstered interior with cabin heat and internal corrosion protection
- Powerplant option: ROTAX 912 UL-S or Jabiru engine
- Complete range of glass cockpit and Garmin GPS system upgrades



SportCruiser



Cockpit with DYNON D100/D120 Upgrade

There are several new entries into the U.S. light sport market, and all have similar operating characteristics, as seen below. The SportCruiser separates itself from these aircraft with a sleek traditional look, a comprehensive range of upgrade options, and low purchase and operating costs. LSA Flyers invites you to compare the data for yourself:

Category	Jabiru	Allegro 2000	SportCruiser	Tecnam Sierra	Tecnam Bravo
	<i>Jabiru Website</i>	<i>Fantasy Air Website</i>	<i>Factory Data</i>	<i>Tecnam Website</i>	<i>Tecnam Website</i>
Engine Type	Jabiru 2200	ROTAX 912 UL ROTAX 912 UL-S	ROTAX 912 UL-S Jabiru	ROTAX 912 UL-S	ROTAX 912 UL-S
Horsepower	85	85/100	100/120	100	100
Propeller Type	Wood	Woodcomp	Woodcomp	Woodcomp	Woodcomp
Length	18.2 ft.	20.0 ft.	21.3 ft.	21.7 ft.	21.7 ft.
Wing Span	31.6 ft.	35.4 ft.	28.8 ft.	28.2 ft.	27.5 ft.
Wing Area	100.0 sq.ft.	122.7 sq.ft.	141.6 sq feet	123.8 sq.ft	118.4 sq. ft.
Empty Weight	638 lbs.	628 lbs.	705 lbs.	730 lbs.	730 lbs.
Gross Weight	1200 lbs.	1150 lbs.	1320 lbs.	1320 lbs.	1320 lbs.
Useable Load	562 lbs.	522 lbs.	615 lbs.	590 lbs.	590 lbs.
Structural Loading	+3.8/-2.0	+4.0/-2.0	+4.0/-2.0	+4.0/-2.0	+4.0/-2.0
Fuel Capacity	35 Gal.	29 Gal.	30 Gal.	26 Gal.	26 Gal.
Range	900 nm	373 nm	900 nm	590+ nm	590+ nm
Endurance	9 hours	<i>Unlisted</i>	7 hours	<i>Unlisted</i>	<i>Unlisted</i>
Consumption @ Cruise	3.5 gal/hr	<i>Unlisted</i>	4.5 gal/hr	<i>Unlisted</i>	<i>Unlisted</i>
Max Speed	115 Knots	119 Knots	120 Knots	120 Knots	120 Knots
Ready-to-Fly Base Cost	\$79,900	<i>Unlisted</i>	\$74,500	69,500 €	67,800 €



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The SportCruiser's comprehensive upgrade packages give the owner the ability to fly a properly equipped aircraft within his personal pilot qualifications, as either a sport pilot or general aviation pilot certified by the FAA. With the **King KY 97 transceiver**, **Garmin 320 GTX transponder**, and a **PM3000 stereo intercom**, a pilot and passenger can travel throughout the U.S. in safety and in style.

For the experienced aviator transitioning from another airframe, there is no better flight package than the SportCruiser. This aircraft maximizes your investment with low purchase and operating costs, and eliminates the problems associated with downsizing to a smaller aircraft – poor avionics, weathered interiors, and aging powerplants with excessive maintenance costs. Below is a listing of aircraft for sale at *Controller.com*, with initial investment and total fuel costs projected through the first 1000 flight hours:

Year	Type	Aircraft Cost	Rate (Gal/Hr)	Cost/Gal*	Hrs	Fuel Cost	Total Cost*
2005	Cessna 182	\$339,500	14.0	\$4.00	1000	\$56,000	\$395,500
1994	Beech Bonanza F33A	\$259,400	10.0	\$4.00	1000	\$40,000	\$299,400
2006	Aviat Husky A1B	\$249,000	9.0	\$4.00	1000	\$36,000	\$285,000
1998	Cessna 182	\$199,000	13.0	\$4.00	1000	\$52,000	\$251,000
1977	Cessna 182	\$192,000	13.0	\$4.00	1000	\$52,000	\$244,000
2003	Piper Archer	\$165,000	10.0	\$4.00	1000	\$40,000	\$205,000
2003	Cessna 172	\$156,000	9.0	\$4.00	1000	\$36,000	\$192,000
2006	Diamond DA-20 Eclipse	\$158,000	5.5	\$4.00	1000	\$22,000	\$180,000
2002	Piper Super Cub	\$129,000	8.5	\$4.00	1000	\$34,000	\$163,000
2003	Symphony 160	\$134,900	6.3	\$4.00	1000	\$25,200	\$160,100
2003	Diamond DA-20 Eclipse	\$114,000	5.5	\$4.00	1000	\$22,000	\$136,000
1993	Aviat Husky A1B	\$83,500	10.0	\$4.00	1000	\$40,000	\$123,500
1980	Cessna 172	\$85,000	9.5	\$4.00	1000	\$38,000	\$123,000
1975	Piper Archer	\$69,000	10.0	\$4.00	1000	\$40,000	\$109,000
2006	SportCruiser	\$90,000	4.5	\$3.00	1000	\$13,500	\$103,500
1980	Cessna 152	\$34,900	8.0	\$4.00	1000	\$32,000	\$66,900
1956	Aeronca Champ	\$32,000	4.5	\$4.00	1000	\$18,000	\$50,000

*The SportCruiser uses premium unleaded fuel, typically a full dollar cheaper than 100LL

** Maintenance Inspection Costs, Hangar / Tiedown Fees, and Insurance Costs not factored into total cost

Your investment in a well equipped SportCruiser (\$88,325) gives you today's technology with yesterday's price, and allows you to fly freely under the FAA's Light Sport Aircraft rules. For a full explanation of this category, and to answer all of your questions on the benefits and how you qualify, check out AOPA's website: <http://www.aopa.org/sportpilot/>

The SportCruiser is the ideal aircraft for pilots both new and old to achieve their aviation goals. If you are looking for a high quality, cost-effective entry into flying, or want to transfer out of your older aircraft, look no further than the SportCruiser. High quality without high costs, and offered in the southwest only by **LSA Flyers** of Glendale, AZ.

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