



October 2020
M2 Update

Introducing N828SC — the first flying M2-915!



Introducing N828SC — the first M2-915 with Airworthiness Certificate! It is currently test-flying off its first 40 hours in Phase I. This will pass quickly, as the M2-915 is a joy to fly and we take it up whenever our Fall weather allows.

ROTAX 915iS & MT PROP (w/Stock Box pitch controller)

The most technologically advanced LSA piston powerplant yet available. Turbo-normalized up to 15,000' MSL for 131hp. Take-off and climb power of 141hp for up to 5 minutes. The 915iS starts up instantly and smoothly. It is noticeably quieter than its 912 or 914 counterparts. (Due to its complexity, the 915iS has a more detailed start and warm-up procedure, but we've distilled that into a handy one sheet Checklist.)

(For those interested in the Aeromomentum engined M2-AM, we are now mounting the first AM15-HP to its frame. This will become N325SC.)

GROUND HANDLING

Very nimble, like its little brother Vortex M912. You can make 180° turns on the narrowest of taxiways. The rudder boxes and toe brakes have excellent ergonomics, so it's natural to drive the M2 around.

OFF-ROAD

Our preliminary tests there so far show the M2 to be poised, rugged, and capable. We'll film much more about this soon.

PREROTATION

Prerotation is a real marvel! Initial engagement feels just like the Vortex M912, but with a greater sense of smoothness from the more robust mast and rotorhead. The 8.5"x29' rotor spools up quickly, and gets to 200 RRPM in just several seconds for a normal take-off roll. 300 RRPM takes only moments longer, if you need it. We've seen 330 RRPM at 4250 ERPM (a considerable power level, which would provide about 50 mph airspeed), but it understandably becomes difficult to brake the tires after that.

We are confident that our M2 has the strongest, smoothest, and most powerful prerotator of any gyro in its class! Also, its 300+ RRPM can be had with full aft stick before the take-off roll (not so with drive-shaft/U-joint prerotators). When ready to launch, the prerotator control is disengaged with an easy flick of the finger, and springs off at once.

TAKE-OFF

Very similar feel and performance to the Vortex M912. We'll soon compile some data on take-off roll distances.

FLIGHT

Jim said that it feels quite like the Vortex M912, but more solid. It tracks straight and true, with very fast roll response.

The constantly vertical stick grip quickly feels natural, and the throttle and prerotator controls are very comfortably at hand.

LANDING

The 600x6.0 tires all around, castoring nosewheel, and our renowned suspension combine to make the M2 our best landing gyro (not that the M912 or SCII are slouches!). We'll soon film the M2 with some intentionally poor landing attitudes to demonstrate how forgiving it is. The M2 will serve as an excellent trainer.

M2-915 Panel



M2-915 Panel left-side locking door





Safe flying!

503.543.7000 www.sportcopter.com

“REMEMBER: WE BUILD THE BEST BECAUSE WE WILL ONLY FLY THE BEST!!”