



ave Unwin flies
his extraordinary
ghtweight wide body.

Skyleader

here is a test pilot's urban legend that during the 1950s an eminent test pilot was writing a report on an aircraft that had a particularly unsatisfactory characteristics. He is alleged to

this point is probably not too critical for some types of aircraft, I believe that it is important for LSAs. Why? Well, while walking around this year's Sport Aviation Expo at Sebring I'd noticed — perhaps not entirely unexpectedly — that quite

very important, and while I'll agree that simply saying 'there's a bias' it' is acceptable for some sport aircraft particularly if it's your own, it won't wash for any aircraft aimed at the trainer market.



for me — to step straight into the cockpit while still standing upright! An excellent quality, but — as I was soon to discover — the SL500 has a number of interesting design features. I approached the SL500, my initial impression was that it is quite big for a Sport Aircraft. Indeed, it is one of the biggest LSAs, as it has a particularly large wingspan. I made a mental note to check the longitudinal stability carefully, as I suspected it would be only positive, possibly too much so. It struck me that, although quite compact, it seemed rather narrow for a side-by-side aircraft. However, as I was soon to discover, this machine has one of

bright. The engine is the ubiquitous 100hp Rotax 912, and I spotted that the air intake for the radiator seemed slightly on the large side. The propeller is a three-blade WoodComp 54200 and is ground adjustable. Access to the engine bay is excellent —

clearly on a par with the very best I've seen in this class. With a few exceptions, the engine bay is a good feature. I'd never seen before I believe they are

