

Time for a 2025 update from the wonderful world of RotorSport and AutoGyro!

Important Team Update

We regret to announce that Ben will be leaving RotorSport Services (RSS) for a new position outside of the company in January. Ben has been an invaluable part of our team, and while we have advertised for a replacement, the holiday season has delayed the process.

What this means for you:

- There may be minor delays in service during this transition period. Rest assured, Andrea and Gerry will do their best to maintain Ben's excellent service.
- If you need immediate orders or assistance, please contact us this week to ensure we can meet your needs.

Contact Us: Our mobile number remains +44 7853 671497, and you can reach us via voice, WhatsApp, or other messaging services. Note that we have cancelled our old BT landline because nearly no one used it anymore. If you do not get a timely response in this changeover period, please send us an email as well to info@rotorsport.org.



New Aircraft Releases

We are thrilled to share exciting developments in our aircraft range:

- [Cavalon 916](#) joined our UK-released lineup in March 2024.
- The [MTOsport 2017 916](#) has just been released by the CAA this week.
- The [Calidus 916](#) UK CAA release is in progress and expected in February 2025.

We continue to manufacture 915, 914, and 912 versions for those who prefer these models.

What Makes the Calidus 916 Special?

- A world-beating Vne of 140mph.
- 100-liter fuel tanks.

- Heated seats, lumbar support, new upholstery, and a taller cabin.
- Full Garmin suite with ADS-B in and out, and full night VFR capability.
- New heater system for better in-flight comfort.

Want to see for yourself? [Book a demo flight with Richard](#) in the Cavalon 916 or the upcoming Calidus 916 demo aircraft.

Note: Order soon, as German production is fully booked until end May 2025.



[Newly released MTOsport 2017 916iS](#)

Commercial Market Innovations

2024 was a pivotal year for AutoGyro, with the successful introduction of **volume commercial use gyroplanes**. The **Sentinel** versions of the Cavalon, MTOsport 2017, and Calidus have set a new standard in performance and reliability, meeting the strict requirements of UK Section T and CRIE-01 and enabling aerial work to be conducted legally.

Key Features of Sentinel Aircraft:

- Three independent radio systems.
- Full HD and IR cameras with 90x zoom.
- Live video and data downlink capabilities.
- Full autopilot and night VFR packages.
- Powered by the advanced Rotax 916 engine.

These innovations have already proven their worth, with nine aircraft operational in Turkey and eight in Benin. Interested in learning more? Visit www.auto-gyro.com.



Jandarma Police Cavalon 916 Sentinel

The commercial market is quite different from recreational. Performance claims have to be substantiated by real evidence, and that performance has to be met; day in, day out, 7 days a week, 365 days per year. The Cavalons in service in Turkey will probably accumulate 1000hrs each in the first year of operation.



Sentinel with specialist camera system installed.

However, the commercial market is really hard, so why does AutoGyro drive for this?

The global recreational market is small, and fought over by AutoGyro, ELA and Magni as the 'big three', with the smaller players such as Nikki and new players trying to get a share. The market – and the UK is no exception – is heavily constrained by lack of instructors, mechanics, regulatory bureaucracy, insurance limitations, costs and entrenched attitudes. And by the insane costs to be paid in every country for approvals with only tiny sales to pay for it. And time, for example it took eight years to get Cavalon approval in China.

We do it because there is an untapped global commercial market service that gyroplanes can effectively provide, and that therefore enables growth of the all gyro markets and of the company. The performance demands on our aircraft mean that reliability and robustness and feature options on the entire range is enhanced. The resulting demand for commercially capable pilots and maintainers, creates jobs and a career path into the industry, and out of it again. Pilots require instructors and flight schools.



[Will Roomes, another student passed in Benin](#)

This is all great, but what does it mean for regular weekend gyro pilots?

Surely we are forgotten now? Far from it! To date AutoGyro has released around 3200 recreational gyros into service, and is constantly building more. We are providing more service support and service training courses from Germany. We are providing the fixes from tough commercial lessons learned into the recreational market via SB's and SIL's. And higher volume production helps to minimise costs in what is really a hand-built skills-based assembly process.

And the income from growth enables new and enhanced models, like the 140mph 916 Calidus, autopilot, new engine integration and so on. Watch the press for more news this year..



[Calidus 916 at Le Touquet](#)

Experience Our Manufacturing Facilities

AutoGyro continues to manufacture around 90% of its aircraft parts in-house, ensuring the highest quality and precision. Visitors are welcome to tour our facilities, which include:

- A dedicated composite assembly hall.
- State-of-the-art CNC centers.
- Electrical and Avionics workshops.
- Welding facilities.
- Pre-assembly and final aircraft assembly halls, all located adjacent to our airfield for convenient flight testing.

How to Plan Your Visit

- **Contact Us:** Reach out to [Richard](#) to arrange your tour.
- **Location:** Hildesheim, Germany—our hub of innovation and manufacturing excellence.

Fly to Hildesheim This Spring!

Why not plan a group trip and fly the 7 hours to AutoGyro in Hildesheim? For permit aircraft, the process is straightforward:

- Obtain overflight permission for Belgium (the fastest route).
- No approval is needed for the Netherlands or Germany.
- French overflight approval costs just €50.



G-RDRD on tour, in Kortruyk, Belgium

Need Help?

RotorSport can assist with your journey planning. Tools like Skydemon work seamlessly across Europe, just as they do in the UK, and English is the universal language of air traffic control - making your trip even easier.

Whether flying in or taking another route, make your visit to AutoGyro an unforgettable experience!

Not sure about the flight? It's a dead easy BA, Air France or KLM short-hop to Hannover and a short taxi or train ride to Hildesheim. Visitors are welcome, and you can fly with us there.

In 2024, AutoGyro achieved a new milestone operating at 18,000 feet over the Himalayas in a fully loaded Cavalon 915. Taking off with the gyro loaded to 600kg, Gerry Speich and the local observer completed this epic 90-minute flight equipped with full fuel, oxygen systems, and emergency survival gear. This wasn't just a spur-of-the-moment idea; it required extensive testing and development. The view was spectacular, and the aircraft performed flawlessly, meeting all operational requirements.

Such high-altitude flights may not be part of everyday UK operations, but the insights gained help us continuously improve our aircraft. Gyroplanes aren't just for local trips—they're built for long distance and for adventure. Gerry, for example, continues his regular flights between Shropshire and Hildesheim in his CavPro.



Himalaya mountains, India, 18,000ft.

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That's it for now, have fun and fly safe!