COMING SOON

AutoGyro MTOsport

Wrocław, Poland



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LOT	AUCTION	BRAND	CATEGORY
#182	#153	AutoGyro	Aircraft

BIDDING CLOSES	SELLER
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DESCRIPTION

When AutoGyro introduced the redesigned MTOsport 2017, it set out not to alter the fundamental appeal of open-cockpit rotorcraft flight, but to elevate its engineering standards. The original MTOsport had already established itself as one of the world's most widely produced light-sport gyroplanes, favored by flight schools and recreational pilots for its low operating costs and inherently forgiving handling. The 2017 iteration modernized that winning formula, introducing a redesigned stainless steel airframe chassis, enhanced seat ergonomics, superior airflow protection, and optimized rotor mast alignment that elevated cross-country comfort.

Manufactured in Hildesheim, Germany, AutoGyro built the MTOsport 2017 to comply with stringent international rotorcraft airworthiness certifications, including the United Kingdom's BCAR Section T. Designed to accommodate multiple engine configurations—ranging from the naturally aspirated Rotax 912 ULS to the turbocharged Rotax 914 UL and fuel-injected Rotax 915 iS—the aircraft delivered enhanced payload capacity and short-field performance. It proved that open-air flying could combine rugged reliability with refined German production engineering.

Quick facts

What makes the MTOsport 2017 the benchmark for tandem gyroplanes?

The MTOsport 2017 excels in conditions that leave conventional fixed-wing light-sport aircraft sitting in the hangar. Because its primary lift comes from an autorotating rotor system moving through the air at high rotational speed, the gyroplane is naturally cushioned against thermal activity and wind gusts. The result is a smooth ride on bumpy summer afternoons, giving pilots confidence when operating in turbulent or hilly terrain.

Flight controls on the 2017 model are light, direct, and mechanically intuitive. Pitch and roll inputs directly tilt the teetering rotor head via dual control sticks, providing predictable roll rates and immediate response without complex hydraulic or fly-by-wire overhead. The refined mast geometry reduces engine torque reaction and aligns thrust forces closer to the overall centre of gravity, eliminating pitch displacement when adjusting power settings.

Powerplant, systems and technical highlights

- Choice of reliable Rotax 912 ULS (100 hp), turbocharged 914 UL (115 hp), or fuel-injected 915 iS (141 hp) four-cylinder engines.
- Pneumatic pre-rotator system that uses engine drive to spin the rotor head prior to ground roll, minimizing takeoff distance.
- High-grade electropolished stainless steel main chassis providing exceptional corrosion protection and crashworthiness.
- Composite main fuel tanks positioned low within the airframe to keep the centre of gravity stable as fuel depletes.
- Two-blade teetering rotor system made from extruded aluminum alloy, optimized for low vibration and easy field inspection.
- Dual flight controls standard, making the type exceptionally well-suited for flight training and dual cross-country operations.

How it compares

Comparative figures for the Magni M16 Tandem Trainer provided for context. Performance varies significantly depending on installed engine option, rotor diameter, gross weight, and local atmospheric conditions.

Honest ownership note: Gyroplane ownership involves different maintenance priorities than standard fixed-wing aircraft. While the Rotax powerplants are well-understood and supported globally, the rotor drive system, pre-rotator clutch, and teeter hinge bearings require regular inspection and precise setup. Blade tracking and dynamic balancing are critical to keeping control stick vibration to a minimum. Prospective owners should ensure

access to an A&P mechanic or maintenance shop familiar with light rotorcraft, and pilots must complete dedicated gyroplane conversion training to safely master low-G avoidance and autorotation management.

Exterior and cabin

Exterior

- Streamlined fiberglass front pod and wheel pants engineered to route airflow smoothly around the cockpit legs.
- Slender stainless steel mast and tail boom supporting a large vertical stabilizer and horizontal tailplane for yaw stability.
- Wide-track main landing gear with trailing-link suspension designed to absorb firm landings on grass strips.
- High-mounted two-blade rotor disc positioned clear of ground obstacles and passengers.

Cabin and cockpit

- Tandem seat arrangement giving both forward pilot and rear passenger unobstructed 360-degree visibility.
- Tall windshield contoured to deflect headwind over the occupants while retaining an open-air flight experience.
- Padded composite seat shells featuring integrated harness anchor points and adjustable lumbar support.
- Clear, high-visibility instrument dashboard designed for easy scan of engine parameters and flight instruments.

Who is the AutoGyro MTOsport 2017 right for?

- Pilots looking for an open-air recreational flying experience with modern engineering standards.
- Flight instructors and flight schools requiring a rugged, easy-to-maintain gyroplane trainer.
- Ranchers and field operators needing short-field capability to land on unpaved surfaces.

The AutoGyro MTOsport 2017 remains one of the definitive open-cockpit gyroplanes of its generation, blending precise German manufacturing with pure aerial freedom. By refining airframe strength, pilot seating, and powerplant integrations over earlier generations, AutoGyro delivered an aircraft that serves equally well as a dependable flight school trainer or an exhilarating weekend cross-country machine. For aviators seeking raw flying enjoyment combined with modern airframe standards, the MTOsport 2017 remains a benchmark choice.

SPECIFICATIONS

General Information

Model	**AutoGyro MTOsport 2017**

Engine & Power Systems

Engine Type	**Rotax 912 ULS / 914 UL Turbo / 915 iS Turbo**
Propeller Type	**3-blade ground-adjustable composite propeller**

Avionics & Equipment

Avionics	**Basic VFR flight instruments with digital Rotax engine monitoring display**

PHOTOGRAPHS

3 of 4 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



HOW TO BID ON THIS LOT

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