

B.O.T *aircraft*



SC07 Speed Cruiser, the new world of freedom!



SC07 *speed cruiser*

From Pilot to Pilot!

"Speed" and "Cruise" do not fit together?

Then it is time to meet the flying proof!



The SC07 Speed Cruiser is a perfect long range traveller not only because of its wide cabin and the great comfort; but also the remarkable view which underlines the entire flying experience.

A high-end ultra-light aircraft **"Made in Germany"** which combines **technology, security** and **comfort!**

"Speed" + "Cruise" = modern and enjoyable flying!

Great words? **Yes!**

The proof is ready for your test flight! Fly the SC07 Speed Cruiser before you find yourself "sitting in a compromise"!

Born from Passion – The spirit of the SC07 Speed Cruiser

"Born from Passion" is B.O.T Aircraft's program. All of us, employees and owners alike live their passion for aviation. This passion gave the SC07 Speed Cruiser its spirit and birth to a world class aircraft full of technical refinements and intelligent solutions but also full of emotions which reflects all our passion.

The initiators of B.O.T Aircraft have realised with the SC07 Speed Cruiser their very personal dream and are ambitious to share it with other pilots and those who would like to become one. Beyond all possibilities to realize the dream of flying, flying with the SC07 Speed Cruiser, a full-fledged aircraft, is something very special. Ultra-light is poised here for conquering the skies in an economical and affordable manner.

This is the freedom we are looking for - **Welcome to the New World of Freedom!**

The innovative D-Motor LF26

B.O.T. Aircraft GmbH, namely our team of engineers, have spent tremendous time in testing this engine and together with the engine manufacturers have improved it continuously. The UL-World has had to wait a long time for this engine, but it has been worth the wait. The D-Motor sounds like a "real" aircraft engine and is subjectively much quieter than a standard Ultra-light engine. In fact, it is reminiscent of these nice older aircraft. The exceptional sound and the special running smoothness makes this engine, in tandem with the SC07 Speed Cruiser, a perfect traveller for long distance flights and guarantees a lot of fun.



Caution: compelling addiction

Please be careful because you would risk a serious addiction to the SC07 Speed Cruiser equipped with the D-Motor LF26. You could be bind permanently to the aircraft as together they are just the perfect harmony.

The D-Motor LF26 is, equipped with an electronic multi-field injection and an electronic double ignition, technically state-of-the-art. The direct driven concept is also a tremendous advantage. Less parts = less problems and easier for maintenance.



Here a few facts:

- Double ignition !!
- Low consumption !!
- 93 HP / 220 Nm - direct drive !!
- Exceptional running smoothness !!
- 4-Stroke, 4 Cylinders !!
- Multi Point injection !!
- Robust and compact engine !!
- High engine torque !!
- 2.7 litre engine displacement !!
- Straight forward construction !!
- Extremely light !!

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SC07 *speed cruiser*



...Made in Germany

Dimensions

Wing span	8.10 m
Wing area	10.03 m ²
Length	6.65 m
Height	2.22 m
Cabin width	1.24 m

Weight

Empty weight	> 275 kg including rescue system (depend on the equipment configuration)
MTOW	Depending on the registration and according to national law UL-Class: 450 kg or 472.5 kg including rescue system UL-Class with floats: 517 kg or ELA1/LSA: 600 kg

Engine group

Engine	ROTAX 912 ULS (100 HP) or D-MOTOR LF26 (93HP)
Propeller	Carbon propeller adjustable on ground
Fuel pump	Auxiliary electric fuel pump
Fuel tank	87 litres

Performances

V _R	75 km/h	Lift-off speed with flaps at 15°
V _{REF}	90 km/h	Speed of approach with flaps at 42°– Landing at 65 km/h
V _{SF}	64 km/h	Minimum speed with Flaps at 42°
V _{SF15}	80 km/h	Minimum speed with Flaps at 15°
V _S	90 km/h	Minimum speed with Flaps at 0°
V _{FE42}	120 km/h	Maximum allowed speed Flaps at 42°
V _{FE15}	150 km/h	Maximum allowed speed Flaps at 15°
V _X	120 km/h	Speed for best angle of climb
V _Y	140 km/h	Speed for best rate of climb
V _A	156 km/h	Maximum manoeuvring speed
V _B	209 km/h	Maximum allowed speed with heavy vertical gusts
V _C	215 km/h	Cruising speed at 75% power setting and 100 HP
V _H	240 km/h	Maximum horizontal speed
V _{NE}	250 km/h	Maximum allowed speed to never exceed
Climb performance	6.2 m/s	Flaps at 0°, 110 km/h, 100 HP and 472.5 kg MTOW
Take off distance (1)	290 m	Over 15 m obstacle (flaps set to 15°)
Take off distance (2)	130 m	With flaps set to 15°
Landing distance	160 m	
Range	~1200 km	Depending on the speed, equipment and motorization
Cross wind	20 kt	Maximum demonstrated cross wind at landing