The dash has been simplified, and has a cleaner, neater look that actually improves functionality. There are plenty of instrument options to match any budget, allowing pilots to build the sort of aircraft that perfectly meets their needs.

The electronic systems have also undergone big changes; they’ve been overhauled to reduce their complexity and noise levels. Not only does this allow for a more pleasant flight, but it also makes the guts of the aircraft more durable and easier to maintain.

Other minor alterations include slight modifications to the battery, to allow for easier access, and improvements to the fuel system that allow for real time updates on fuel use and levels.

The snazzy new XRS wing is the most notable feature of the M3 Sport, and it more than delivers on its potential. The underside sail area has been increased, and the tip struts have been modified to provide a more rigid winglet mounting. The winglets have been custom designed to improve stability and wing efficiency, and these features make a huge difference to the way the aircraft flies.

There are actually three versions of the XRS wing available to M3 Sport buyers, aimed squarely at beginner, intermediate and advanced pilots. The XG-M is the slowest of the trio and is excellent for short field take offs and landings. It has a relatively short wingspan and is particularly friendly in rough conditions, meaning it’s the perfect entry point for someone looking to take to the skies for the first time. It has a respectable top speed of around 45 knots.

It’s not just the inside of the cockpit that’s been transformed, because the outside of the M3 Sport has been shined up from front to back, and we’re happy to reveal it’s the perfect entry point for anyone looking to take to the skies for the first time. It has a respectable top speed of around 45 knots.

The intermediate XR-K can reach speeds 10 knots above that of the XG-M, due to a handful of notable improvements. It utilises a standard dextrose top surface and also has a knogstop with wide bearing, proving the way to a lighter wing that’s still strong and speedy.

For the serious pilots, however, the only option is the incredible XR-S. This thing is truly amazing, with a myriad top surface and a sleeker turn that allows its speeds of up to 60 knots. The underside sail area has been increased, leading to a dynamic and versatile wing that is right of the cutting edge of technology.

The new features certainly look impressive on paper, but it’s not until you actually ascend into the clouds aboard the M3 that it becomes apparent just how advanced it truly is. Takeoff is a dream, thanks to the enlarged wheels, and the machine climbs beautifully. The Rotax 912 engine has more than enough grunt to power this tiny thing, and it can hit impressive speeds in a heartbeat.

Once up, it’s striking just how straight it tracks, largely thanks to the fancy new winglets that provide plenty of stabilisation. There’s almost no adverse yaw in the turns, meaning a reduction in sharp twists - for many pilots, that’s going to result in much more pleasant flights with fewer nasty surprises.

The controls are particularly responsive without ever making it feel too difficult to keep in line. The M3 Sport will do what you want, when you want it, and if a heap of fun to cruise around in. As you’d expect, it’s steady to land and can be put down in a space the size of a postage stamp, with the tough new wheels proving to be more than a match for the rugged Aussie landscape. In fact, the entire build structure is perfect for this tough land, with the heavy duty framework, beefy engine and reliable electronics allowing it to effortlessly explore every inch of the continent. Since hitting the market late last year, the M3 has proven to be a raging success both domestically and internationally, with sales exceeding expectations. The Airborne factory has been burning at the seams to meet demand, and microlight pilots from Brisbane to Ballarat and Berlin to Boston have been enamoured by the performance of this wonderful little plane.

The M3 Sport is the next stage in the evolution of microlights, boasting features, stats and comfort that were, until recently, thought to be beyond the grasp of microlight pilots. It’s an incredible machine that can be tailored to meet the demands of a wide range of aviation enthusiasts, and is versatile enough to handle a huge array of demands and conditions. It’s fun to fly, reliable and well ahead of its time - and we highly recommend that you get out there and have a whirl in an M3 Sport as soon as possible.