AIR FRAME/MAST

Modified over the past 16 years to improve the design. Redundant mast supplies an anchor for the shoulder harness, and acts as a roll bar for pilot protection. Cheek plates are rudder mounted to compensate for the rotor blade loading and unloading. A patented adjustable Center of Gravity (C of G) with a range of adjustments from 135 pounds up to a 265 pound pilot. The C of G adjustment takes 5 minutes with no change of parts.

ROTOR BLADE

Utilizes leading airfoil technology

CABIN ENCLOSURE

Aerodynamic design. Features a fiberglass body with transparent Lexan windshield, doors and top window for visibility. Fully enclosed with large removable Lexan doors for pilot comfort.

REDUCTION DRIVE

Developed as a lightweight reduction drive using the latest belt technology. Delivers positive energy transfer under a wide range of torque and R.P.M.

ENGINE

Subaru: four cycle, water-cooled, reliable, quiet, fuel-efficient, electric start with a superior weight-to-power ratio.
2-PART RUDDER

Front vertical stabilizer and rear hinged rudder

CONTROL STICK

Positive Joy Stick control at gimble head

FUEL/SEAT TANK

Made of rotationally molded plastic; doubles as a seat. Also offer a fiberglass fuel/seat tank which allows for a luggage compartment and more comfort.

BRAKES

Drum type to hold Aircraft during engine warm up. Plus other ground handling requirements.

PROPELLER

68" - 3 blade, Composite, ground adjustable.

PRE-ROTATOR

Mechanical belt drive pre-rotator brings the rotor blades to approximately 200 - 220 RPM which
allows for a shorter take off roll.