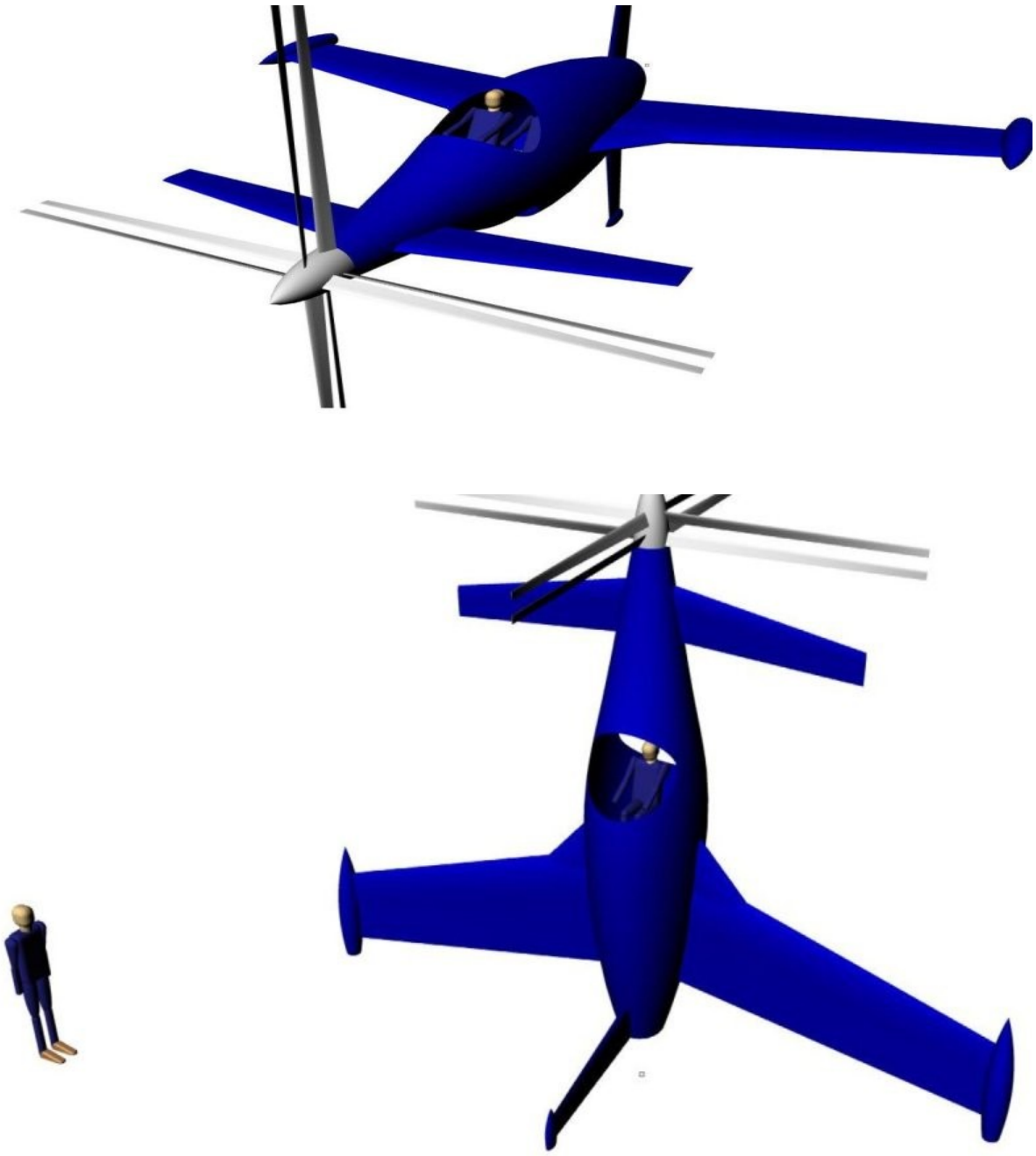

This is even cheaper and easier than building a scaled down Osprey. Nothing new here. This was done back in the 60's. The pilots had problems with landing because they did not rotate the pilot and he was ahead of the wing so visibility on landing was poor. Modern fly by wire will make it easier to rotate the pilot for helicopter mode. It would still be twice as fast as any gyro or helicopter and have three times the range. Much easier to build than any VTOL aircraft I have seen so far. The beauty about being able to use turbulent sections for the wing, is you can use 18% or better airfoil's (airfoil thickness is 18% of chord) This gives you the ability to make a really strong wing with minimal structure, because of spar depth. You need coaxial rotors with cyclical pitch control to neutralize the torque and control the canard in

hover mode. A canard version is more stable when parked. The 3 rotor engine is behind the pilot and passenger and drives the coaxial props with a carbon fiber drive shaft out of an RX8. Gear box is in the nose. This configuration is much more stable when tied down on the ground. A canard configuration was something else they did not have in the 60's.

Paul Lamar August 2007