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Turning fantasy into fact

Rotorcraft, whether they use a powered rotor as in a helicopter, or free, as in a gyroplane, probably come closest to man's fantasy of flight - to be able to take off and land anywhere without restriction. The fact that they are still something of a niche market in sport aviation demonstrates that the bridge between fantasy and reality is full of compromises, involving mechanical complexity and high power requirements, as well as very different piloting skills. There is a steady market for ready-to-fly helicopters (not covered in this publication), mostly for business users and well-heeled private operators. Nevertheless, the sport end of the market has seen a resurgence of interest in gyroplanes sparked by a number of products that are designed, manufactured and tested to the highest standards, and giving a degree of reliability and ease of use that is bringing this form of aviation more into the mainstream of sport aviation. For while the gyroplane requires more horsepower than its fixed-wing cousin, it is less susceptible to gusts and requires less storage space when it's not flying; and while it still needs a flat field to operate from, the field can be much smaller than for a fixed-wing machine.

David Bremner

Manufacturers, importers and advertisers are indexed at the back of this publication.

For a full list of abbreviations and metric/imperial conversions, see last page of this directory.

GYROCOPTERS

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GYROCOPTERS

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Autogyro GmbH

Shown at the Sports & Leisure Aviation Show in Birmingham in December 2008 as well as at Aero in Friedrichshafen in April 2009, the Calidus is a fully enclosed tandem-seated gyro with monocoque cabin and closed canopy. Its modest mass and slippery shape should ensure good performance with a Rotax 912 ULS, but nevertheless AutoGyro GmbH offers the 914 turbo as an option.

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EW	DR	CR	Tc	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
265	8/4 / 8.0	8.2	85	Rotax 912 ULS / 914 UL	100 / 115	450	2	185	180	-	05-hbv / 14-18	52	500	-	-

« EW » Empty weight kilograms (1kg = 2.20 lb)

« DR » Diameter of rotor metres (1m = 3.28ft)

« CR » Chord of rotor metres (1m = 3.28ft)

« TC » Tank capacity litres (1 l = 0.264gal(US), 0.220gal(imp))

« Eng » Engine

« HP » Horsepower (hp)

« MTOW » Maximum weight kilograms (kg)

« St » Number of seats

« Vmax » Maximum speed kilometres per hour (km/h)

« Vc » Cruise speed kilometres per hour (km/h)

« Vs0 » Stalling speed kilometres per hour (1km/h = 0.622mph)

« Vz » Climb rate metres per second (1m/s = 197ft/min)

« FC » Fuel consumption litres per hour (1 l/h = 0.264gph (US), 0.220gph (imp))

« Kit » Kit price Excluding local and national taxes

« Plan » Plan price Excluding local and national taxes

« Assembled » Assembled price Excluding local and national taxes

AIR COMMAND

Air Command's single-seater, the Commander Elite, is now offered with a Rotax 582 powerplant, although the Rotax 503 remains a possibility; some earlier examples used a Hirth 2706. All versions use Rotordyne rotors and benefit from the raised centre of gravity evident on the latest chassis, which greatly aids stability. For just over \$1500 the company offers a kit to raise the cg of older examples, an update which is well worthwhile. Our price includes the Rotax 582.

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Commander Elite



EW	DR	CR	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
122	7.01	0.20	34	Rotax 582	65	258	1	120	88	16	-	-	-	\$ 22 500	-

AIR COMMAND

For those who find tandem seating difficult to train with, or just plain antisocial, Air Command has produced this side-by-side machine. Power comes from a Subaru EJ22 and, like the rest of the range, the rotor is by Rotordyne. Note that the kit price includes the power plant.

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Commander Side by Side



EW	DR	CR	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
220	8.85	.20	38	Subaru EJ22	115	420	2	160	120	0	-	19	-	\$ 39 500	-

AIR COMMAND

New for 2009 is the option of a Rotax 912S engine for Air Command's tandem machine, although the car-derived Subaru EJ22 is still in the catalogue. Some earlier versions used a Hirth two-stroke. Our kit price includes the Rotax power plant and the attractive fiberglass fairing which is common to all models.

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Tandem



EW	DR	CR	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
222	8.53	0.20	34	Rotax 912S	100	412	2	176	135	32	-	19	\$ 65 900	\$ 39 500	-

AIR COPTER

This two-seater uses Air Copter's own rotor blades of NACA 8H12 section, just like the company's single-seater, but it looks completely different from the solo machine by virtue of being fully enclosed. The side-by-side seating makes for a wide cabin but control is ensured by the use of a double fin at the rear. The fairing is non-structural and made of composite materials.

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A3C



EW	DR	CR	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
250	8.40	0.20	70	Rotax 914	115	450	2	170	140	30	4	17	-	29 500 €	-

AIR COPTER

The DJP 1000 is the latest single-seater from Air Copter and like earlier models uses the company's own rotor blades, produced in-house and made of extruded dural using the NACA 8H12 section, 20cm chord. Also made in-house are the rotor head and pre-rotator. The kit comes complete with wheels and composite-suspension undercarriage but without engine or instruments.

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DJP 1000



EW	DR	CR	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
190	8	0.20	50	Rotax 912 UL	80	300	1	160	130	30	8	15	-	24 500 €	-