

AEROBOT® MODELS UNDER DEVELOPMENT**(Non-Transitioning)**

| Designation | ELECTRIC POWERED (From Ground) | | | FUEL POWERED (Rotary Engine) | | | | |
|------------------------------|---|---------------|-----------------|---|---------------|----------------|----------------|------------------|
| | AM11-2 | AE15-5 | AE20-15* | A15-15* | A20-30 | A24-50* | A24-100 | A20M-350* |
| Fan Diameter (inches) | 4x11 | 15 | 20 | 15 | 20 | 24 | 24 | 8x20 |
| Power (hp) | 2 | 5 | 10 | 2x5 | 20 | 60 | 2x60 | 8x60 |
| Duct-Engine Wt. (lbs.) | 15 | 20 | 35 | 35 | 60 | 125 | 150 | 900 |
| Max. Thrust | 25 | 40 | 60 | 65 | 100 | 225 | 350 | 1500 |
| Net Payload | 5 | 10 | 15 | 15 | 30 | 50 | 100 | 350 |
| Max. Hover Time (hrs.) | Indef. | Indef. | Indef. | 1.2 | 1.0 | 1.0 | 1.0 | 1.3 |
| Max Speed (mph) projected | N/A | N/A | N/A | 40 | 50 | 60 | 60 | 100 |
| Max Range projected | 75 ft. | 125 ft. | 125 ft. | 45 mi. | 50 mi. | 60 mi. | 60 mi. | 130 mi. |

Comments on Above Data:

1. Asterisk models have been tested.
2. A payload increase of 50% is possible with an achievable 25% increase in the power output of the present engines.

(Transitioning—Projected Performance)

| Designation | AT24-50 | AT20-25 | AT15-10 | ATM24-750 | ATM24-250 | ATM15-100 | ATM6-2.5 |
|---------------------------------------|----------------|----------------|----------------|------------------|------------------|------------------|-----------------|
| Nacelles | 1 | 1 | 1 | 4 | 2 | 4 | 4 |
| Fan Diameter (inches) | 24 | 20 | 15 | 24 | 24 | 15 | 6 |
| Power (hp) | 2x60 | 2x20 | 2x5 | 8x90 | 4x120 | 4x37.5 | 4x1.5 |
| Gross Weight (lbs.) | 400 | 150 | 55 | 2,400 | 1,100 | 425 | 20 |
| Max. Endurance ⁽¹⁾ (hours) | 4 | 3 | 3 | 5 | 3 | 5 | 2 |
| Net Payload at maximum fuel | 50 | 25 | 10 | 750 | 325 | 100 | 2.5 |
| Max. Hover Time (hours) | 1.0 | 1.0 | 1.0 | 0.75 | 1.0 | 1.0 | 0.25 |
| Max Speed (mph) | 250 | 200 | 150 | 350 | 350 | 250 | 100 |
| Max Range (miles) | 250 | 225 | 200 | 750 | 600 | 600 | 150 |

Comments on Above Data:

1. Translating at maximum L/D.
2. Specific fuel consumption is .5 lbs./hp.hr.
3. Pitch control of all fans is required to maintain good propulsive efficiency during both hover and cruise.
4. Duct propulsive efficiency is assumed to be 75%