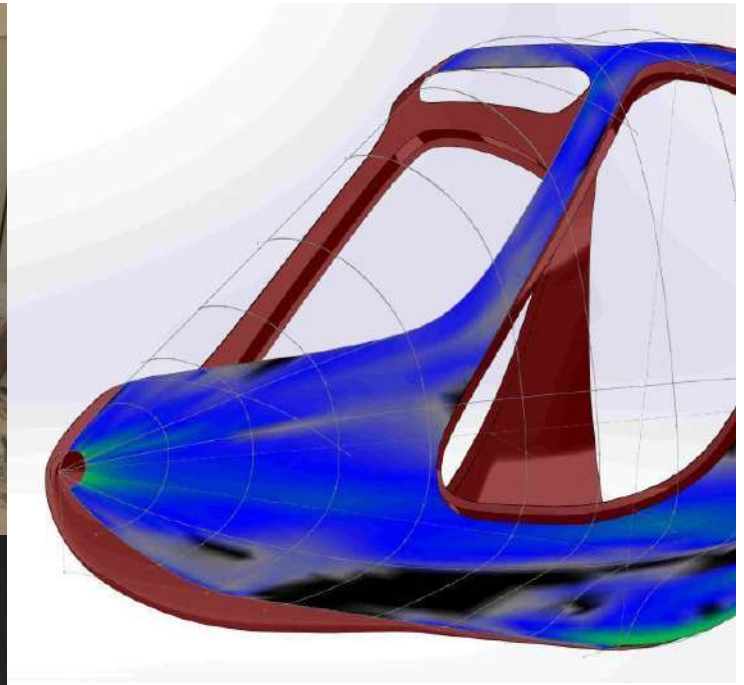




Spring 2018 M2 Update

M2 Cabin Body Tool



CNC and carefully polished plugs make for top-quality molds, which produce superb aerospace parts. The carbon-fiber molds are framed in 4130 chrome-moly steel.

Very little hand-fitting is then required of close-tolerance pre-preg carbon-fiber parts.

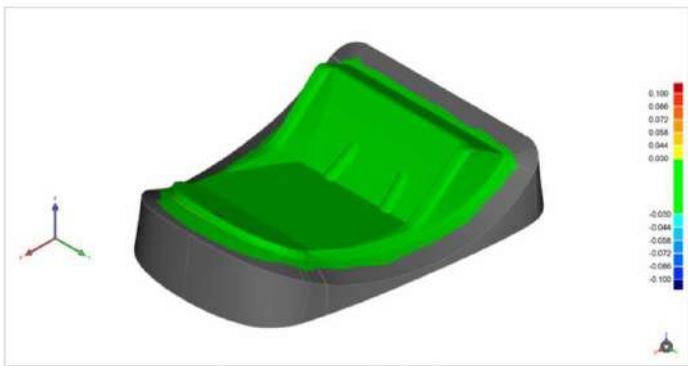


The unidirectional reinforcing ribs around the doorways, floor, and roof hugely increase structural integrity. The body halves are bonded together, and the shell is then bolted to the frame and seat pan for cabin modular strength and repairability. (A monocoque body, however, is the “frame” and often cannot be repaired after a crash, resulting in a totalled gyro.)

Each body half weighs only 13 lbs, but its complete “egg” shape with reinforcing ribs provides rollover protection.



M2 Seat Pan Firewall Tool



Alignment Statistics

Alignment Name: Best fit alignment: seat jig rev2 (2)
RMS Error: 0.011419873in
Model Max. Length: 74.146326753in
Average Error: 0.006052420in



We CNC the plug for its very close tolerances (only 6 thousands of an inch, just slightly thicker than a sheet of copy paper), which is essential for seamless joins of parts.



M2 Engine Cowls and Other Parts



Every carbon-fiber body part is made off precision molds, which are formed on the above CNC plugs. These plugs can be re-used for replacement molds.

Rotax 915 Engine School



Enroute to Alaska from Missouri with the 915 in his airplane, a Rotax rep with a group of others made a special stop at Sport Copter to show us the installation of the 915, and explain the advanced differences of the new engine.

Safe flying!



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"REMEMBER: WE BUILD THE BEST BECAUSE WE WILL ONLY FLY THE BEST!!"