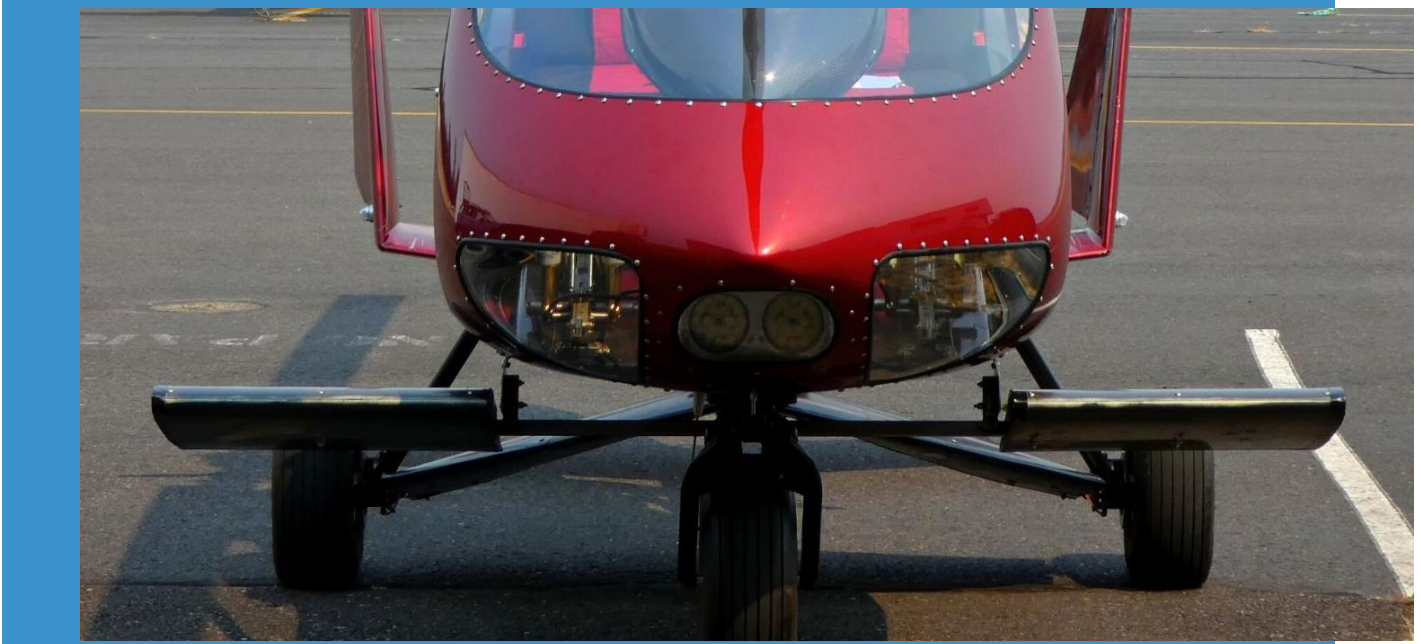


# M2'S REVOLUTIONARY "NEW" TECHNOLOGY



## FASTER FLIGHT FOR 2

Sport Copter has developed a new technology, the "Wing Step System", to enable the M2 to perform and fly faster while carrying 2 people. The "Wing Step System" not only works as a step to climb into the aircraft, but also improves airspeed and creates a higher level of stability with both the pilot and co-pilot. (Photos depicted on this page, are for prototype testing only, not the finished product)

## ORIGIN OF WING STEP

The idea was first thought of during the testing of our SC11. Due to the difference in CG and weight of the SC11, the Wing Step was never brought into production. Many years later, it was brought up in a discussion with our Australia Dealer. So we brought this innovative idea back knowing the potential performance upgrades it brings to the M2.

## AGILITY IMPROVED

The M2 is now more stable in the air at cruise with the Wing Step. This gives the pilot more control in the air with zero loss of maneuverability or agility.

### HUGE IMPROVEMENT!



## A FIX WAS NEEDED..... AND FAST!

The new "Wing Step System" is a major part of the M2's performance and safety. It provides safe agility for mustering and speeds to travel between job sites with a ranch head or extra gear as needed. During testing we were able to correct a 12-30mph loss of speed when weight was added (Co-pilot). You will not find this technology on other gyros.

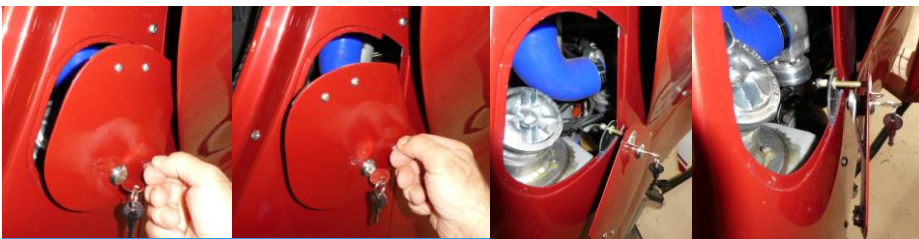
## Lock of Assurance

Due to many requests of a locking fuel cap, we have created a unique hinged locking fuel door. Your typical locking fuel cap (which we tested many) creates back pressure which then causes the cap to not seal properly, potentially creating leaks. It may not seem important to have now, but it will if someone ever tries to fiddle with your fuel. Being the “key holder” is a great reassurance that only “YOU” have the ability to refuel, maintaining your personal safety and liability.



## PIVOT DOOR EVOLUTION

The positioning of the cowling “scoop” was so close to the door it required us to design a special mechanism that would allow the fuel door to rotate open but still stay attached. As you can see when the key unlocks it also unlatches at the top and bottom. As you pull the fuel door open it rotates on a special pivoting fastener. This special fastener not only allows the rotation of the door, but also retains the fuel door.



**SAFETY IN  
THE AIR  
STARTS ON  
THE GROUND**

## TAIL OF PRODUCTION

We are currently prepping faster means of bonding and assembling of our tail sections. The duplication of specific tail molds was necessary for the level of production we want to achieve. When moving forward with these new procedures we will save at least 2 days of production time per tail. Prior to this new procedure we had to take the tooling apart and realign them when we switch processes (Making parts to Bonding finished parts). We are very confident that these extra molds will increase production efficiency and potential inventory.



### WING STEP SYSTEM - 1<sup>ST</sup> (WOOD) AIRFOIL TEST



### 2<sup>ND</sup> AIRFOIL TEST



### MOUNTING/BRACKETS

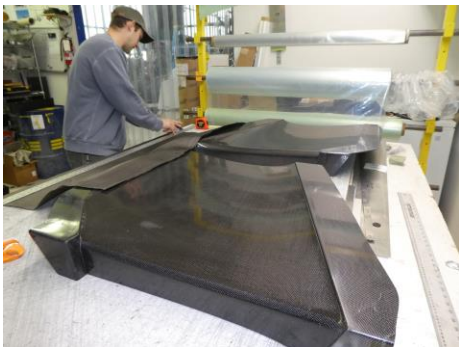


## FINAL WING STEP "NEW" AIRFOIL TEST

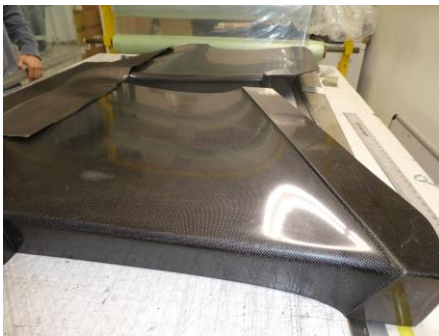


This is not the finished part. These photos are to show the different airfoils and positions tested. Final version will be a molded composite, removable bolt-on part with an additional location on the leading edge for LED lights.

## PRODUCTION TAIL TOOLING



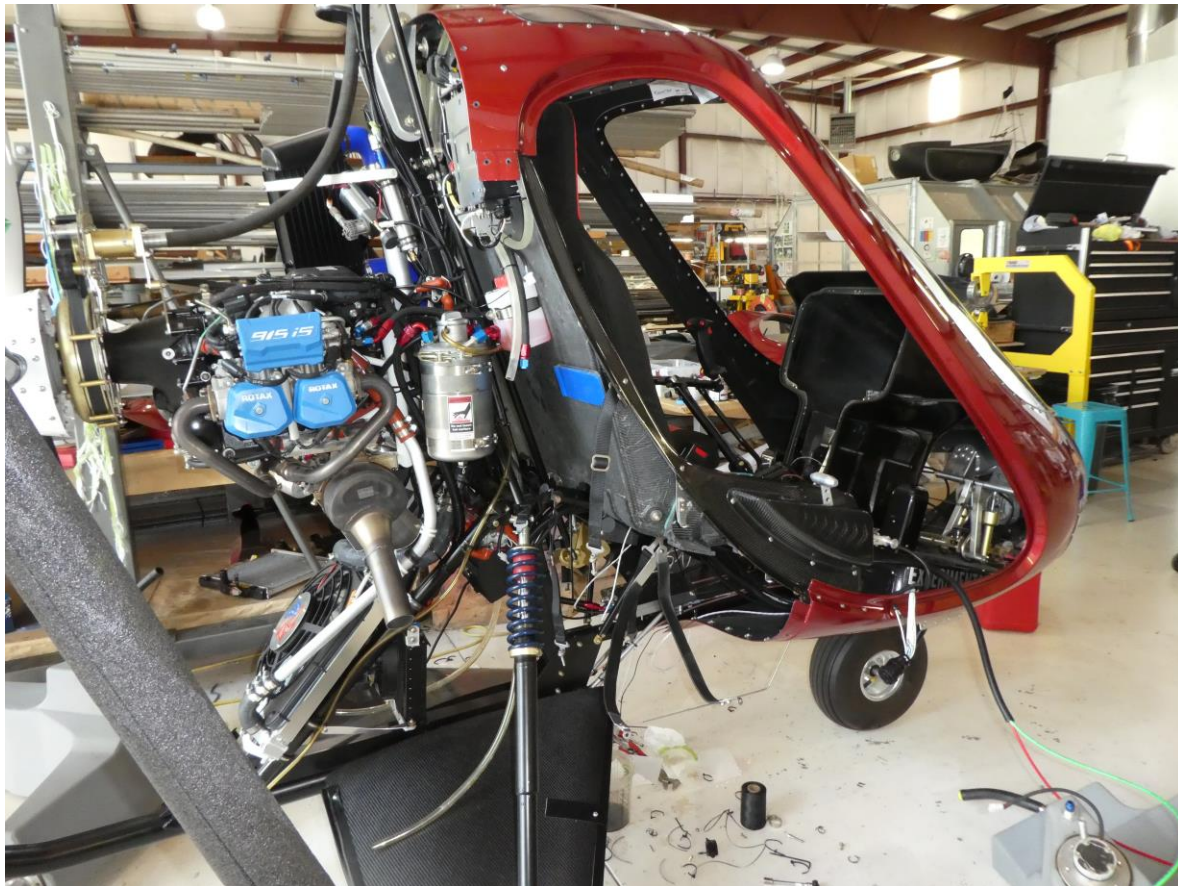
## NEW PRODUCTION ADDITIONAL MOLDS



## SOME EXISTING MOLDS



THE DESIGN OF THE M2'S REMOVABLE REAR PANEL, ALLOWS FOR EASY ACCESS FOR REPAIR (E.G. FUEL CELL REMOVED) AS SHOWN IN PHOTOS BELOW





Bobby (left): 6ft 4in (193cm) 250lbs (113kg)

Jim (right): 6ft (183cm) 205lbs (93kg)

Below: The Rudder Pedals are not at full extension when adjusted for Bobby's height.

