

An Unsolicited Proposal

Cargo Aircraft -- Military use: Vertical takeoff and landing; Flight Assist (Reference Design Sketch #101)

1. **"Gyrotor" Assist** as a gyrocopter takeoff by forward power flight. This Concept would utilize two jets (gas or chemical) on either end of the rotor for vertical takeoff assist. The free wheeling rotor would be approximately twenty feet long with a tapered chord (oval) of two feet to one foot at the tip of each wing (estimated proportions). Ailerons are extended on the following edge of each wing for added lift and roll control. While in "Earth effect" or adequate height, the "Gyrotor" is stopped parallel to the wing; the following wing rotates 180° to form a canard wing to give the aircraft added flight stability. This puts both ailerons on the following edge of the canard wing, to be adjusted up or down. With testing an oval chord "Gyrotor" there may be no advantage to a tear-drop shape, thereby eliminating the 180° adjustment of one rotor wing for canard mode.
2. **A Delta Wing Design** This aircraft type gives maximum lift using the unified body and wing, like "Concorde" and "X-71" (Blackbird). For stability the Delta wing would be turned up 1/4 of the length of the outer end of the wings, by hydraulics. Two jet engines with 90° flexible deflectors give lift to the rear quarter for takeoff to adequate height. Then the jets adjust to forward flight for powering the "Gyrotor" until adequate vertical height is obtained and the rotor is locked in the canard mode.
3. **The Escape Pod** This is an emergency "escape pod" to safely eject the crew from the aircraft at most speeds. A crew of four or five, prone in a pod that would use the same breakaway mechanics as an ejection seat, would use heavy-duty ribbon chutes deployed by explosive charge. The canard "Gyrotor" wing would give some Glide Control for a safe landing.

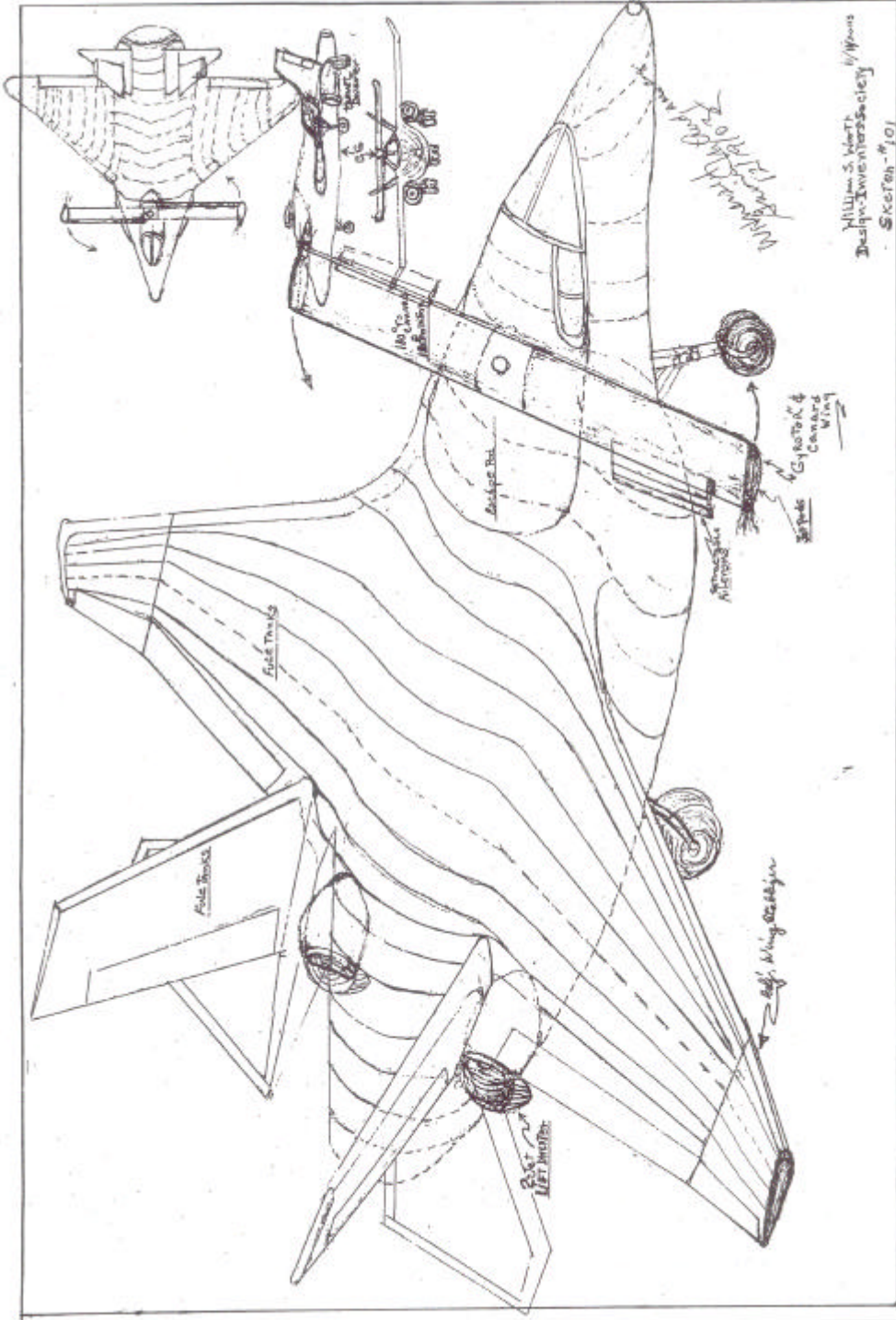
Comments:

Most of these concepts have been developed over the past 100 years of man's flight. Some need redesign, modification and more testing for complete satisfaction.

Our interest in this project was to simplify some aspects of Vertical flight after seeing a cutaway drawing of the proposed V-44 Tilt engine ("Osprey" type) aircraft in Popular Mechanics, September 2000. We felt there has to be a less complicated way for Vertical flight assist.

The ***Inventors-Design Society*** (vwww.inventors-design.org) (a non-profit 501-C-3 organization) submits these concepts for your consideration.

Please send your Comments to: **W .S. Worth**
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Sketch #101