

For immediate release

San Diego—22 May 2008—
LEI AEROSPACE, a division of LAPCAD
Engineering, Inc., announces the maiden flight of
their LARV UAV demonstrator.

This test is the second in a series of three planned
POC flights that may demonstrate that an aircraft
with VTOL and hovering capability can operate in a
wing-borne mode with an efficiency approaching
that of a conventional airplane. The high degree of
expected efficiency is derived by shutting down one
of the in-line mounted engines during cruise, without
the need for re-trimming the aircraft.



The first test, which was conducted 12 April 2007, demonstrated VTOL and hovering capability, using a twin motor equipped vehicle that flew without having wings. Pitch and roll control was achieved via tilting of the gimbaled mounted twin motors. Yaw control was via differential thrust of the inline mounted motors.

The third and final test, which is expected to take place later this year or early next year, will combine the lessons learned from the previous tests, into a vehicle capable of both VTOL, hover, and wing-borne flight, as well as transitions between these modes of operation.

The scale vehicle used in this second test, is powered by two inline mounted electric motors. The aircraft was equipped with a forward mounted rudder that utilizes the same actuator that provides nose wheel steering during taxi. The use of a nose rudder in this fashion will result in cost and weight savings by means of eliminating actuators, while at the same time providing a more efficient means of yaw control. As the high-mounted nose rudder is deflected, it also rolls the aircraft in the same direction as the intended turn.

LAPCAD Engineering, Inc. was founded in 1988.

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