FLYING CARS / ROADABLE AIRPLANES
AUGUST 2012

Please send updates and comments to Tom Teel: tfteel@gmail.com

Terrafugia
INTERNATIONAL FLYING CAR ASSOCIATION
http://www.flyingcarassociation.com
We’d like to welcome you to the International Flying Car Association. Our goal is to help advance the emerging flying car industry by creating a central resource for information and communication between those involved in the industry, news networks, governments, and those seeking further information worldwide. The flying car industry is in its formative stages, and so is IFCA. Until this site is fully completed, we’d like to recommend you visit one of these IFCA Accredited Sites.

- www.flyingcars.com
- www.flyingcarreviews.com
- www.flyingcarnews.com
- www.flyingcarforums.com

REFERENCE INFORMATION

Roadable Times
http://www.roadabletimes.com

Transformer - Coming to a Theater Near You?

INTRODUCTION ANNOUNCED

GLASAIR AVIATION
http://www.glasairaviation.com

PLANE DRIVEN – GLASAIR CONVERSION
http://planedriven.com
The PD-2 conversion kit allows a Glasair Sportsman GS-2 light aircraft to be flown, or driven on the road as a trike.

PARAJET AUTOMOTIVE - SKYCAR
http://www.parajetautomotive.com/
In January 2009 the Parajet SkyCar expedition team, led by former British army officer Neil Laughton and SkyCar inventor Gilo Cardozo successfully completed its inaugural flight, an incredible journey from the picturesque surroundings of London to Tombouctou. Supported by an experienced team of overland adventurers using an assortment of all-terrain vehicles including, 4x4’s, off-road motorbikes and a specialist 8x8 truck to carry supplies, bio-fuel and water, the 42-day expedition travelled through France, Spain and Morocco, and then across the Sahara by way of Mauritania and Mali, before returning home via Senegal - an intrepid maiden voyage of some 9000 km.
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NEAR TERM INTRODUCTION

MAVERICK LSA
http://mavericklsa.com
VIDEO:http://www.youtube.com/watch?feature=player_embedded&v=Oe0Q2ZxTcg
The Maverick LSA “Flying Car” is the fulfillment of a dream. It is the result of six long years of research and development by a creative non-profit organization known as the Indigenous Peoples’ Technology and Education Center (I-TEC) Visit www.itecus.org. I-TEC’s mission is to provide tools and technologies to God-followers in frontiers areas to meet their needs.

PAL-V ONE
http://pal-v.com
For more than a century man has dreamed of the freedom provided by a flying car. The ultimate vehicle to go wherever and whenever you want to, easily overcoming all sorts of barriers. Now you can leave home and fly-drive to almost any destination! Avoid traffic jams and cross lakes, fjords, rivers or mountain ranges like an eagle. Land on the other side and drive in your own vehicle to your final destination. In uncontrolled airspace you are in full command of your own time and destiny. This is what the PAL-V ONE is all about: it combines within one vehicle the freedom and excitement of flying like a bird in the sky with the choice of driving with breathtaking performance on the roads and highways.

TERRAFUGIA
http://www.terrafugia.com/index.html
Terrafugia (ter-RA-FOO-gee-ah) was founded in 2006 by award-winning MIT-trained aeronautical engineers and MBA's – who also happen to be passionate private pilots. The company’s mission is to provide innovative solutions to the challenges facing personal aviation. The result: the Transition® Roadable Aircraft.
**MOLLER SKYCAR**

http://www.moller.com

Moller International was founded in 1983 as a spin-off of Moller Corporation to continue to design, develop, manufacture and market personal vertical takeoff and landing aircraft (VTOL). The company has developed and integrated the disparate technologies required for small, powered-lift VTOL aircraft. These include electronic stabilization and control systems, efficient ducted fan designs, thrust vectoring mechanisms and aerodynamically stable composite airframe structures. The single most significant spin-off technology is the Rotapower engine, a Wankel rotary engine. This engine is now produced and marketed by Freedom Motors.

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**LABICHE AEROSPACE**

http://www.labicheaerospace.com

After years of investigating various designs for technical merits, the breakthrough came when we asked a couple of key questions. "OK. Some pretty smart people have built cars in the past that could fly, but they didn't sell. So, what kind of vehicle do customers want to buy?"

LaBiche Aerospace launched an extensive marketing and questionnaire evaluation over several years. From this evaluation, it was determined that as a car based society, potential owners would really prefer to drive everywhere possible... if they could only "magically" shorten the travel time!

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**CONCEPTS**

**SAMSON MOTOR WORKS**

http://www.samsonmotorworks.com

The Switchblade is a three-wheeled, fully enclosed vehicle that you drive from your garage to a local airport. Once there, you swing the wings out and fly directly to your destination at up to 200 mph, at altitudes to 10,000 feet. You simply land and swing the wings closed, continuing on wherever you want to go.

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**DARPA**

DARPA'S 'FLYING HUMVEE' IS MOVING AHEAD, READY FOR PROTOTYPE
10.25.2011, Clay Dillow

A flying car in mid-2015? There are no guarantees in the world of envelope-pushing, mind-bending military tech, but DARPA says both AAI and Lockheed Martin have produced “feasible designs” for its Transformer (TX) program, known more casually as the “flying Humvee” initiative. Both designs have moved to Phase 2, which requires them to begin work on prototypes for evaluation at the end of fiscal 2012.

Here’s a look back at a few of the flying cars that distinguished themselves from the pack:

**Curtiss Autoplane** - In 1917, Glenn Curtiss, who could be called the father of the flying car, unveiled the first attempt at such a vehicle. His aluminum Autoplane sported three wings that spanned 40 feet (12.2 meters). The car’s motor drove a four-bladed propeller at the rear of the car. The Autoplane never truly flew, but it did manage a few short hops.

**Arrowbile** - Developed by Waldo Waterman in 1937, the Arrowbile was a hybrid Studebaker-aircraft. Like the Autoplane, it too had a propeller attached to the rear of the vehicle. The three-wheeled car was powered by a typical 100-horsepower Studebaker engine. The wings detached for storage. A lack of funding killed the project.

**Airphibian** - Robert Fulton, who was a distant relative of the steam engine inventor, developed the Airphibian in 1946. Instead of adapting a car for flying, Fulton adapted a plane for the road. The wings and tail section of the plane could be removed to accommodate road travel, and the propeller could be stored inside the plane’s...
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Fuselage. It took only five minutes to convert the plane into a car. The Airphibian was the first flying car to be certified by the Civil Aeronautics Administration, the predecessor of the Federal Aviation Administration (FAA). It had a 150-horsepower, six-cylinder engine and could fly 120 miles per hour and drive at 50 mph. Despite his success, Fulton couldn't find a reliable financial backer for the Airphibian.

ConvAirCar - In the 1940s, Consolidated-Vultee developed a two-door sedan equipped with a detachable airplane unit. The ConvAirCar debuted in 1947, and offered one hour of flight and a gas mileage of 45 miles (72 kilometers) per gallon. Plans to market the car ended when it crashed on its third flight.

Aerocar - Inspired by the Airphibian and Robert Fulton, whom he had met years before, Moulton "Molt" Taylor created perhaps the most well-known and most successful flying car to date. The Aerocar was designed to drive, fly and then drive again without interruption. Taylor covered his car with a fiberglass shell. A 10-foot-long (3-meter) drive shaft connected the engine to a pusher propeller. It cruised at 120 mph (193 kph) in the air and was the second and last roadable aircraft to receive FAA approval. In 1970, Ford Motor Co. even considered marketing the vehicle, but the decade's oil crisis dashed those plans.

Avrocar - The first flying car designed for military use was the Avrocar, developed in a joint effort between Canadian and British military. The flying-saucer-like vehicle was supposed to be a lightweight air carrier that would move troops to the battlefield.