

The Transition®

Every pilot faces uncertain weather, rising costs, and ground transportation hassles on each end of the flight. The Transition® combines the unique convenience of being able to fold its wings with the ability to drive on any surface road in a modern personal airplane platform. Stowing the wings for road use and deploying them for flight at the airport is activated from inside the cockpit. This unique functionality addresses head-on the issues faced by today's Private and Sport Pilots.

Terrafugia's award-winning MIT-trained engineers have been advancing the state-of-the-art in personal aircraft since 2006. Now you can streamline your flying experience with the revolutionary integration of personal land and air travel made possible by the Transition® Roadable Aircraft.

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Tired of getting stuck in traffic then better fly with Terrafugia's light sport roadable aircraft, Transition, which can be transformed from a car to a plane in just just 30 seconds. The world's first flying car of the 21st century is ready for the road.

The flying car has been cleared by the National Highway Traffic Safety Administration (NHTSA) for use on roads and granted it special exemptions as a roadable aircraft.

"Terrafugia's Transition is the first combined flying-driving vehicle to receive such special consideration from the Department of Transportation since the Federal Motor Vehicle Safety Standards came into being in the 1970s," the Woburn, Massachusetts-based Terrafugia Inc. said in a statement.

In the exemption text, NHTSA states "We further conclude that the granting of an exemption from these requirements would be in the public interest and consistent with the objectives of traffic safety."

The U.S. Department of Transportation has granted a three-year hardship exemption that will allow the manufacturer to enter its planned 2012 production time frame. Previously, the company said deliveries of the Transition are scheduled to begin in late 2011.

But, the company, after the approval, said the flying car will start shipping in 2012 and will be priced at around \$250,000. Terrafugia has about 100 orders for the Transition with a \$10,000 reservation fee.

Terrafugia Inc. said extensive analysis and simulated crash testing are also being employed with industry partners to ensure that the Transition meets all other applicable crash safety standards.

The NHTSA's exemptions allowed the roadable aircraft to use lightweight plastic windows and use a different type of tire than that used by other vehicles.

In order to prevent shattering of the windshield in case of a bird-hit, Terrafugia used polycarbonate materials instead of automotive safety glass. The tires are heavier like any other small aircraft to handle landings as well as road driving.

The Transition can fly at 115 mph and reach 65 mph on the road. On the ground, with its wings tucked up and in, it can fill up with auto gas at a normal filling station and it fits in any average-sized garage.

The Transition has a 26 feet wingspan and will retract and expand with only the push of a button. It has a range of nearly 500 miles. "A lot of people said they never thought it would fly. But we have a vehicle right here, right now that drives and flies, and converts between the two in 20 seconds," says Terrafugia CEO Carl Dietrich.

The "roadable aircraft" first flew in 2009 and is the first light airplane to incorporate features found in most cars like a rigid carbon fiber occupant safety cage, and passenger and driver airbags.

"This is an aeroplane first and foremost. The idea is you can drive it to and from a regulation airport. Fully fueled, you can fly it for a range of 400 to 450 miles. We have 100 orders so far. There are still some minor changes that need to be made because it has to meet both road and aviation standards," said Richard Gersh, VP Business Development of Terrafugia on February.

It has been cleared by the Federal Aviation Administration for flight as a "light sport aircraft". The NHTSA clearance finally made the flying car both air and road ready.

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STOP

HESS

SELF SERVICE STATION
WARNING
FLAMMABLE LIQUIDS
NO OPEN FLAMES

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Performance

Max, Vh: 100 kts (115 mph, 185 km/h)

Cruise, Vc: 93 kts (105 mph, 172 km/h)

Stall, Vs: 45 kts (51 mph, 83 km/h)

Range: 425 nmi (490 mi, 787 km)

Takeoff: 1700' (518 m) over 50' obstacle

Gross Takeoff Weight: 1430 lbs (650 kg)

Empty Weight: 970 lbs (440 kg)

Useful Load: 460 lbs (210 kg)

Fuel burn at cruise: 5 gph (18.9 L/h)

Useable Fuel: 23 gal (87L)

Mileage on road: 35 mpg (14.9 km/L)

Light Sport Aircraft (LSA)

Convenience

Rear wheel drive on the ground, Automotive-style entry and exit, Two place, side by side

Automated electromechanical folding wing, No trailer or hangar needed, Cargo area holds golf clubs

Safety

Drive in case of inclement weather, Proven 100 hp Rotax 912S engine, Full vehicle parachute available,

Modern glass avionics, Automotive crash safety features

Dimensions

Driving: 80" (2m) tall/90" (2.3m) wide/18' 9" (6m) long

Flying: 78" (2m) tall/26' 6" (8m) wingspan/19' 9" (6m) long

Cockpit: 48" at the shoulder/Carry-on luggage

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