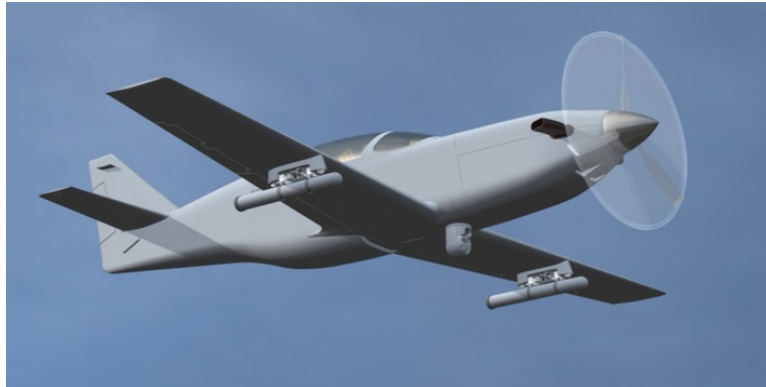


The New Corvette CLA For ISR Missions



2,000 Mile Range* / 320 to 370 Knots Max Cruise / 35,000 ft ceiling / Low Operating Costs
All-Carbon Construction, Numerous Engine Options to Achieve Max Range, Ceiling and Payload

Corvette ISR is derived from the aerodynamically clean Turbine Legend, a racing airplane developed in the USA under FAA Certification 14 CFR 21.91. 25 Turbine Legends are currently flying. The all-carbon airframe, computer-optimized P-51 derivative aerodynamics, and ability to accept range turbo prop engines – enable Corvette ISR to be a remarkably adaptable airplane for a range of ISR missions.

- 200-gallon fuel capacity (without external tanks) / Range +2,000 NM / Up to 3,000 lbs useful load*
- Standard Features: Trailing-link land gear, ballistic safety chute, winglets, stall strips
- Pressurized / Single or Tandem Seat / Fully Aerobatic / 15-G one-piece Carbon Wing
- 3, 4, or 5-blade Propeller Options – Provide Quieter Options / Engine HP Range: 400 to 1,100
- Empty Weight: 2,050 Lbs / MTOW: 5,100* Lbs / Up to 10,000* FPM Climb Rate
- P&W PT-6, Honeywell-Garret, GE-Walter, Ivchenko-Progress; Rolls Royce/Allison
- New Engineering: 60 Knot Stall Speed *; “pilot-optional” navigation possible
- Open architecture Integration; sensors & data link to customer specs
- Will accept MX-15/or equivalent; SAR; data link options
- Ample/additional electrical power; anti-ice; retractable sensor pod option



Corvette ISR is based on the Aerodynamics of the Famous P-51 – Long-range Fighter

Engine Options For ISR

P&W PT-6 -- 500 to 1,200 HP
 Honeywell Garrett – 1,000
 GE-Walter -- 850 HP
 Ivchenko-Progress – 450 to 650 HP
 Rolls Royce/Allison – 400 HP



*Synthetic Aperture Radar (SAR)
 58 inches long, 24 pounds, 275 watts*

See Flying Demo: <http://corvetteaerospace.com>

*Depending on engine, propeller, and systems



Corvette CLA Snap-Shot / Training Configuration

| | |
|--|---|
| Performance* | |
| Max Cruise* | 320 to 370 Knots (368 to 426 mph) |
| Loiter Speed | 110 to 160 mph / 127 to 184 knots |
| Stall Speed* | 60 knots (69 mph) |
| Max (Proven) Fuel Efficiency @ Cruise | 28 gph @ 270 knots (311 mph) at 25,000 ft |
| Service ceiling* | 35,000 ft (10,668 m) |
| G limits | + 15/-9 |
| Max Rate of climb* | 10,000 ft/min (3,048 m/min) |
| Take Off Distance | < 1,500 ft |
| Landing Distance | < 1,500 ft |
| Max Range | +2,000 NM (200-gallon optional inboard tanks/Walter Engine) |

* depending on engine

| | |
|--|---|
| Basic Configuration | |
| Crew | 1 or 2 / Tandem Seat / Pilot Optional** |
| Sensor Operator | Sensor Operator Can Be Rear Seat or Ground-based** |
| Empty weight | 2,050 lbs (930 kg) |
| Max takeoff weight / ISR Missions | 4,100 lbs (1,860 kg) |
| Length | 25 ft 9 in (7.84 m) |
| Wingspan | 28 ft 6 in (8.69 m) |
| Height | 9 ft 5 in (2.86 m) |
| Wing area | 101.0 sq ft (9.38 m ²) |
| Aspect ratio | 8 |
| Powerplants | Pratt & Whitney – PT-6 (550 to 1,200 HP) Walter M601/GE H Series – 720 hp (540 kW) Honeywell/Garrett – TPE-331-10; 1,000 HP (740 kW) Ivchenko-Progress Motor – 650 HP (485 kW) Rolls Royce/Allison 250 -- 350 HP (261 kW) |
| Propellers | 3- 4- and 5-blade options |

* Note: Corvette CLA performance varies according to engine type, propeller combination, and fuel load

** Sophisticated options are available for discussion



Corvette CLA – Features and Performance Data / ISR Configuration

| Corvette CLA ISR Aircraft | 2021 Specification |
|--|---|
| Configuration | 2 place Tandem, Center Sticks, Bubble Canopy |
| Empty Weight (Standard A/C) | 2,100 lbs / #'s |
| MTOW | 4,100 #'s |
| Std Fuel / Optional Fuel Capacity | 120 US Gallons / 200 US Gallons / |
| Max. Crew Wt. (Each) | 220 #'s W/ Parachutes |
| Stall Speed (Vso) | < 60 KIAS |
| Rate of Climb (650 HP/1,000) | > 6,200 / 10,000 FPM |
| Takeoff Distance (50' obst, Sea Level @ MGW) | < 1,500 FT |
| Landing Distance (50' obst, Sea Level @MGW) | < 1,500 FT |
| Max Cruise Speed (1,000 HP) | 370 KTAS |
| Max Range | > 2,000 NM (200-gallon tankage) |
| Maximum Ceiling | 35,000 FT / 10,668 m |
| Wing Configuration | Low Wing – One Piece / All Carbon |
| Landing Gear Configuration | Retractable Trailing-Link Tricycle |
| Primary Construction | All Carbon (Pre-Preg) |
| Load Factors | +15 / -9 G's (Infinite Life Rated) |
| Flaps | 2/3 span Fowler Style Electric Actuation/40degrees deflection |
| Trim Tabs | 3 axis, Roll, Pitch & Yaw Electric Servo on Center Stick Grip |
| Power Plants -- Standard / Options | P&W PT-6 / Honeywell-Garrett / GE-Walter |
| Power loading (650 HP / 1,000 HP) | 5.3 / 4.1 |
| Wing loading | 34 / 40 |
| Fuel System & Type | Pressurized / Dual Pumps |
| Propeller (Standard / Optional) | 3 Blade Constant Speed Aluminum / Composite |
| Certified Operational | Day / Night / VFR / IFR as equipped / Known Icing** |
| Restraints | 4- or 5-point harness |
| Standard Equipment Options | Adjustable Rear Seat / Adjustable Rudder Pedals |
| Panel & Avionics | Defined by Customer (Garmin G1000 suite is Standard) |
| Special Safety Features | Airframe Ballistic Parachute |
| Special Airframe Features | Stability Strakes on Empennage / Winglets / Over-sized flaps |
| Popular Optional Features* | Pressurization / Air Conditioning |
| Special Optional Features** | Hard Points / Weapons Systems / Ballistic Matting |
| | Integration Pre-Wired & Sensor Systems |
| | Data Link /Special Communications gear |
| | 24" Wing Extensions (+ fuel tankage / - wing loading) |

*Engineering Complete

** Engineering In Process



Corvette CLA – Detailed Features / ISR Configuration

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|--|--|
| <p>Airframe:</p> <p>All Carbon Components Assembled/Flight Tested in US or In-Country One Piece all carbon +15-G / -9 Wing Assembled Canopy, Inflatable Canopy Seal Firewall Insulation Blanket & Engine Mount Complete Landing Gear and Retract Systems Trailing Link Landing Gear Suspension System Wheels, Brakes, and Tires Pilot/Co-Pilot Braking Systems Aileron, Elevator, Control Stick Systems Flap Control System / 40 degrees deflection Flap System on Roller Bearing Extension Tracks Elevator, Aileron & Rudder Electric Trim Systems Fuel System -- W/Selector, Probes, Locking Caps Seat Belts and Shoulder Harnesses Pitot Static Hardware Lights, Antennas, Eyeball Vents, Cabin Heat Boost Pump, Voltage Regulator, Battery, Battery Box, Necessary Airframe Hardware, Tubing and Hoses</p> <p>Firewall Forward:</p> <p>Pratt & Whitney PT-6A – 750 HP or GE-Walter (Std.) Hartzell Propeller, 3-blade All Controls, Accessories and engine systems complete</p> <p>Full Glass Panel, Electronics & Avionics:</p> <p>Garmin G-1000 is Standard Engine Information System SAM Instrument back up gauges GSU 25 Dual ADAHRS Landing Gear Indication Compass Power Distribution Grids, Single Alt / Single Batt Infinity Stick Grips Kannad Integra ELT Comm and Data Link Antennae Plug & Play Airframe & Engine Harness Co-Pilot EFIS + Emergency gauges Pencil Cameras – Forward-looking</p> | <p>Air Frame & Wing:</p> <p>BRS – Airframe Ballistic Safety Chute Winglets & Stall Strips Adjustable Rudder Controls - Pilot / Co-Pilot Adjustable Co-Pilot Seat Canopy Cover Ballistic Matting (pilot protection) Specialty Paint and Coatings Mission Data/Performance Recorder</p> <p>Integration, ISR Sensors and Data Link:</p> <p>Open-Source Integration Architecture Templated wiring harness, screens, computer systems >> Installed in USA >> Installed in-country according to customer preferences EOIR as large as MX-15 w/laser designator, sensors include all best-technology platforms – high-rez digital video/still, LiDAR, and hyper-spectral SAR – both flat-panel or tube Advanced technology amplification, antenna systems, encryption tools are available Advanced on-board computer and multiple petabyte data storage systems are available</p> <p>Additional Services:</p> <p>Execution of all FAA Paperwork Completion of Customer POH Ferry / Shipment & Assembly In-Country Quality Assurance Pilot Training – Traditional Pilot Training – New Virtual Reality (VR) Tools Maintenance Modules Public Affairs Services</p> |
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