

Scout B1-100

Autonomous Industrial Unmanned Helicopter



TECHNICAL DATA

Main rotor diameter	3.2 m
Tail rotor diameter	0.65 m
Main rotor speed	840 rpm
Empty weight (no fuel, no payload)	44 kg
Gasoline engine	100 ccm
Engine power (approx.)	18 HP
Electric starter (onboard included)	12V
Fuel tank volume (standard)	2 x 5.0 l
Material of rotor blades	carbon
Material of body	aluminum
Engine cooling system	air-cooled
Length	3.3 m
Width	0.5 m



FEATURES

- Air-cooled gasoline aircraft engine with electric starter onboard
- Easy transportability and maintainability through modularity
- Sealed gear boxes and electronics
- Highly reliable mechanical design
- Autorotation capability
- Optional integrated, autonomous flight control system FCS
- Optional (D)GPS/INS integrated navigation system with accuracy evaluation
- Flexible payload options
- High maneuverability
- Smoothly running engine and optimal vibration isolation of the payload
- Long-term flight endurance up to 90min non-stop



PAYLOAD DATA

- | | |
|---|------------------------|
| • Optional autonomous INS/GPS flight control system | 4.0 kg (incl. battery) |
| • Standard fuel tank (approx.) | 10.0 kg |
| • Free payload capacity (approx.) | 18.0 kg |

GENERAL The autonomous industrial unmanned helicopter Scout B1-100 has been developed for professional airborne applications such as aerial mapping, airborne broadcasting, search & rescue, surveillance and inspection as well as law enforcement.

PAYLOAD The helicopter provides a payload capacity of up to 31 kg (incl. 10 l of fuel (standard), 2 kg flight control system FCS) with an empty weight of only 44 kg (MTOW 75kg).

SAFETY The helicopter has been developed under severe safety policies, including autorotation capability under full payload, high engine power reserve capacities, mechanical robustness (3x load excess), and environmental robust against spray water.

Viking Aerospace, LLC
P.O. Box 459
Independence, OR 97351

Tel.: +1.503.410.6390
contact@vikingaero.com

