

**From:** "[REDACTED]"

**To:** "Je vacation" <jeevacation@gmail.com>

**Subject:** Re: S76D tour / X2 prototype

**Date:** Wed, 19 Aug 2009 15:24:25 +0000

**Importance:** Normal

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Can I go over to finish the gym wires in ceiling? 1230pm if that's ok?

Sent from my BlackBerry® wireless handheld

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**From:** Jeffrey Epstein

**Date:** Wed, 19 Aug 2009 04:49:41 -0400

**To:** <[REDACTED]>

**Subject:** Re: S76D tour / X2 prototype

ok,, just you and i

On Tue, Aug 18, 2009 at 11:32 PM, <[REDACTED]> wrote:

Jeffrey,

Howard German would like to give us a brief 15 min tour of their new generation Sikorsky X2 helicopter during our S76D model tour,, it is located in the same facility, flight test has recently begun.

Howard asked, if all attending the tour are US citizens, he is not permitted to show this machine to any foreign nationals, due to sensitivity of production. He said all non-US citizens could stay in conference room while we inspect the X2, or we could just skip the X2 if you like.

here is an article with brief description:

## **World fastest helicopter zooming to airfield west of West Palm Beach**

By [STACEY SINGER](#)

Palm Beach Post Staff Writer

Tuesday, April 14, 2009

In a place where eagles and ospreys soar, a helicopter tarmac awaits an exceptionally rare bird.

Sikorsky Aircraft Corp. is about to truck its one-of-a-kind X2 helicopter prototype to an airfield 12 miles west of West Palm Beach, where the aircraft will try to break the helicopter speed record.

**Correction:** A previous version of this story about Sikorsky Aircraft's X2 high-speed helicopter suggested the aircraft requires a runway to land. Sikorsky says the X2 is capable of vertical takeoffs and landings.



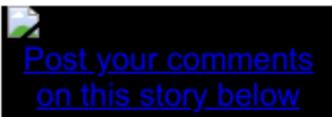
Damon Higgins/The Post

[enlarge](#)

Pilot Rick Becker, with an S-76B helicopter, conducts experimental flights for Sikorsky. The company builds aircraft for the military.

 [graphic How this helicopter is different](#)

[REDACTED]



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### [What are these?](#)

Sikorsky Aircraft's schedule calls for the X2 to pass the 250-knot mark - 287 miles per hour - by year's end. It would make the X2 the fastest helicopter and shatter the belief that helicopters cannot exceed 250 mph without spinning out of control.

The Sikorsky Aircraft Development Flight Center is tucked between the J.W. Corbett Wildlife Management Area and the Beeline Highway, off the radar of most. Despite its low profile, the West Palm Beach-area flight center has become a winner in a difficult economy.

In its 20-year history in South Florida, Sikorsky Aircraft has never employed as many people as it does now. In 2008, the firm added 365 workers, bringing its head count to 878, said General Manager Pete Ladyko.

Part of United Technologies, Sikorsky Aircraft's home is in Stratford, Conn. The addition of the X2 to its local operation will require several Connecticut-based employees to relocate here, at least temporarily, Ladyko said, but it won't add substantially to the number of local workers.

Most local Sikorsky employees are building next-generation Black Hawks and the aircraft that Canada is using to replace its aging maritime helicopter fleet, the CH-148 Cyclone.

Others are test pilots and engineers dedicated to refining and customizing models such as the 19-passenger luxury bus called the S-92, often used to carry workers to oil platforms. Five aircraft development programs are in testing here.

Last week's budget briefing from Defense Secretary Robert Gates suggested the company would continue to grow under the Obama administration. Gates said helicopters are "in urgent demand in Afghanistan."

Thirty to 35 UH60-M Black Hawk helicopters are made each year near West Palm Beach, Ladyko said.

The next-generation Black Hawks, like the X2 and Canada's CH-148, feature a computer technology called "fly-by-wire" that replaces mechanical controls with digital ones. The fly-by-wire software must be refined in test flights.

Test pilot Rick Becker handled the controls for the first flight of the CH-148 near West Palm Beach in November. The systems had been analyzed for more than 100 hours on the ground before going airborne, Becker said.

"It does have an exhilarating quality to it the first time you lift off, but it's the logical culmination of what we've been doing," he said. "You build up to it."

A similar process is under way for the X2.

The X2's first flight was Aug. 27 at the Sikorsky-Schweizer Hawk Works near Elmira, N.Y. The pilot initially ran the aircraft at slow speeds, assessing stability and basic systems.

The helicopter speed barrier could be breached this summer after the X2's unusual boat-like pusher-propeller is tested.

Most helicopter designs include a tail rotor that counters a helicopter's tendency to rotate opposite the blades' direction. Having twin rotors gives the same balance and means the tail can be freed to push the aircraft forward at high speeds. It also gives maneuverability and enables the aircraft to carry up to 40 tons, according to the journal *Aerospace Testing International*.

Sikorsky Aircraft says the X2 is designed to "cruise comfortably" at 287 mph. That would be exceptional.

"The speed record for any helicopter is held by the Westland Lynx at 249 mph, or about 220 knots, but this was a one-time record," said helicopter pilot R. Randall Padfield, the editor of *Aviation International News*.

That Westland Lynx sits in a museum today.

Breaking the helicopter speed barrier would be exciting. Will the market embrace it?

Padfield is skeptical.

"I think the market is not as great as helicopter promoters like to say it is," Padfield said.

Sikorsky says the X2 is capable of vertical take-offs and landings, and does not require a runway.

The X2 is intended to lead to development of a commercial or military aircraft. Its ultimate price is unknown. Sikorsky Aircraft is paying for the X2's development, a company representative said.

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