

Sumitomo commissioned Ikenga / Cygnus 21-P2

For the collector/rotorcraft enthusiast: The Ikenga Cygnus 21-P2 is the second of two Autogyros commissioned by Sumitomo Heavy Industries of Japan. The Cygnus 21-P1 Autogyro was debuted at the 1989 Sky Sports Japan Airshow in Okegawa, Japan.

The Cygnus 21-P2 is new in every manner: Stored following its completion in January 1990, this aircraft was a feature of the G-WIZ Science and Technology Museum in Sarasota, FL for ten years, until its recent deinstallation after the museum's closure.



http://dwij.org/dwij/a_cygnus21p.html



Installation of Cygnus 21 P-2 at the G-WIZ Science and Technology Museum Sarasota, Florida, USA

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Invitation to collectors / museums / rotorcraft enthusiasts:

Dear colleagues of art, design, flying, and entrepreneurship,

Having experienced a lifetime of exploration and innovation in many areas of design, I am seeking a museum or aviation collector for my Ikenga / Cygnus 21-P2 Autogyro, the last in a series of proof-of-concept Autogyros developed by Gyro 2000, my New Mexico-based design studio.

The joint venture with Sumitomo Heavy Industries, the creation and debut of the Cygnus 21-P1 Autogyro at the 1969 Sky Sports Japan Airshow held at the Honda airport in Okegawa, and the installation of Cygnus 21-P2 as a featured museum exhibit are wonderful reminders of that relationship: bringing ideas into reality in ways that are inspirational, of benefit to community, and economically successful.

Projects of David Gittens in Museums/Collections

It's a delight seeing my creations in museums/collections world wide, including the Smithsonian National Air & Space Museum, G-WIZ Science/Technology Museum, Manx Motor Museum, and Santa Fe Children's Museum. My McLaren-based 1969 Ikenga MKIII GT, valued at \$1.2 million, is in a collection on the Arabian peninsula.



Cygnus 21-P2 Engine, Rotors, and Other Features

Cygnus 21-P2 is powered by a Suzuki 530 95hp watercooled and oil injected motor turning a three-blade, 60 inch, ground-adjustable Precision propeller via a Rotax 2.58 to 1 reduction unit. The rotor, a 23ft. McCutchen Skywheel, is mounted on a Ken Brock rotor head. The joystick control system and the five gallon seat tank are from Ken Brock Mfg, whilst the disc brakes and wheels are from Azusa Engineering. The instruments are: altimeter, airspeed indicator, CHT/EGT gauge, RPM/WTG gauge, Hobbs hour meter, and compass.

Cygnus 21-P2 features a tall tail with the vertical stabilizer on the thrust line.

If you are interested in owning/purchasing Cygnus 21-P2

Cygnus 21-P2 is a beautiful little ship, which, along with other Ikenga creations, has a very rich history and promises great investment value for the collector.

The intention of this correspondence is to attract buyers who are interested in preserving the Cygnus 21-P2 in its "like new" condition, and to gain the interest of rotorcraft collectors/pilots who may take Cygnus 21-P2 to its formative goal: the successful and safe flying that the Sumitomo Heavy Industries team and I envisioned when we celebrated our contract to build these Suzuki powered Autogyros for the expanding Japanese sports recreation flying market.

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Video of Ikenga 530Z First Flight 1988: <http://youtu.be/65GTibxR2hY>

Smithsonian National Air and Space Museum link to Ikenga 530Z:
http://airandspace.si.edu/collections/artifact.cfm?object=nasm_A19940171000

