

## AERO DAY 2: FREE FLIGHT E-POWER DREAMING

*Gliderrider.today*

Sometimes you come to an airshow and you become obsessed with a particular aircraft, or at least the type of flying it represents. For an old hang glider pilot, what could be better than to fly an electric-powered trike like the EGO from Miloslav Novotny's Ultralight Design company?



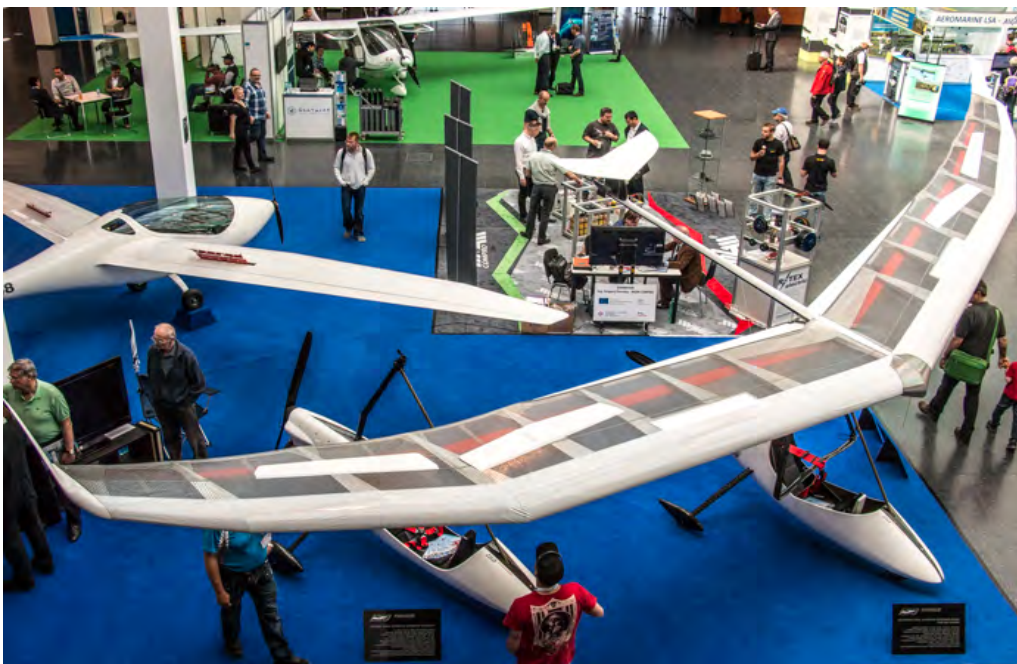
*No caption needed here...photo courtesy [www.ultralightdesign.cz](http://www.ultralightdesign.cz)*

I've talked at length already with Miloslav and he tells an amazing story of how he got into flying trikes illegally as a 14-year old in then-communist ruled Czechoslovakia, and how the crash of his RC plane when he was much younger than that got him on the road to developing this amazing trike in the first place.

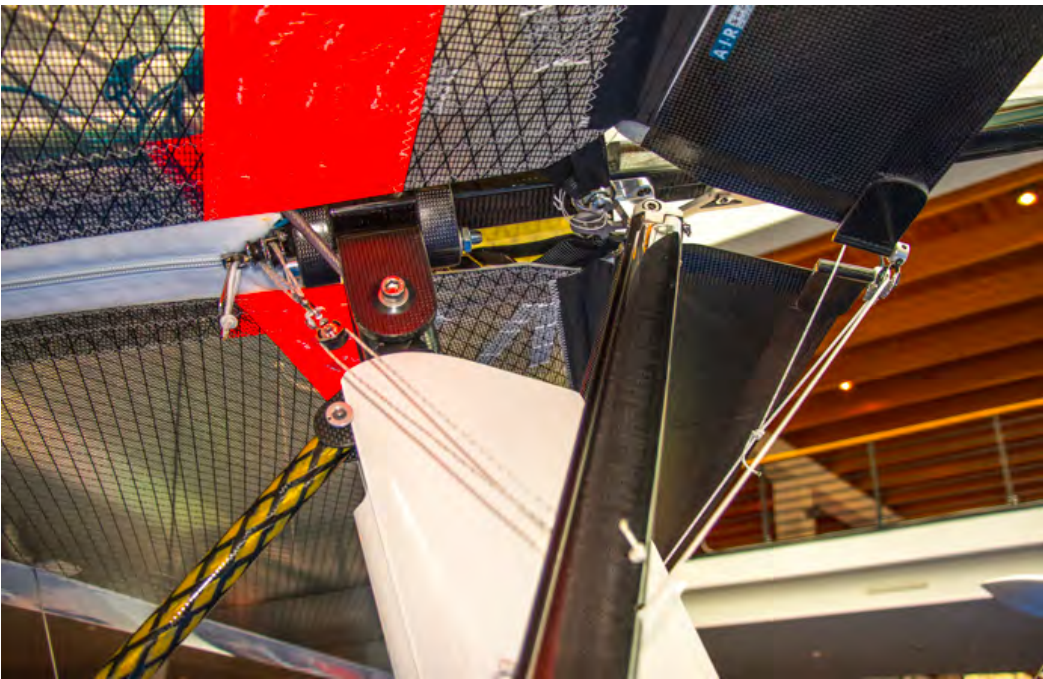
Look for a full story on this remarkable aircraft in our print edition very soon. In the meantime, feast your eye on the images and ready the captions for a tantalizing preview of this truly amazing innovation that's made even more exciting with the advent of an electric power pack from popular European maker Rotex. With a full charge, you get more than an hour of powered flight...much more than you'll need to get up to soaring altitude, turn down the engine (using a power lever on the speedbar like a bicycle's gear changer), and soar with the performance of the best topless hang glider...but in complete comfort.



EGO with E-Phoenix motorglider in the background: two very different approaches - and price points - to motorized soaring



















Miloslav told me one of his customers had never flown a hang glider before, but had time in sailplanes and other trikes. His first flight, he powered up about 800 feet, caught a thermal, cut the motor and soared, eventually, over the top of a 9,000 foot high peak in the nearby Alps.

His flight lasted more than three hours. He cruised with power back to the airport where he'd started, and bought the trike on the spot.

Now that's the kind of story that would make anybody drool. And for us old timers who find prone flying a challenge, here's an answer.



*The entire trike package fits in a compact car, which is the dominant size in Europe but works for American pilots on a budget too.*



*If solo e-soaring is fun, imagine doing it with a friend...or flying an EGO tandem rig with somebody special*

A few specs. Apologies for not converting from metric: there's just too much here to see to take the time.

- Weight: 120 KG (Part 103 legal though 264 lbs. because it carries an airframe rocket-deployed parachute (from Galaxy, a European company with an excellent product). There are two American dealers beginning operation this Spring, in Colorado and Oregon. Let's get one out on the East Coast, anybody!
- Both gas and electric power offered
- trike unit breaks completely down for inside car transport
- Gross weight incl. rocket rescue system GALAXY 4/240/240 SOFT: 48-56kg
- Wheel track: 1 500 mm
- Wheel base: 1 700 mm
- Hinge height: 2 000 mm
- Dimensions when dismantled: 1 700 . 440 . 750 mm
- Engine: 2stroke with electric starter FLYENGINE F200, 24 PS/6400 RPM alternatively VITTORAZI EASY 100, 18PS/8800 RPM
- Propeller: solid fix pitch HELIX 1 400 mm, alter.2 blades folding propeller
- Rate of climbing: 2-3 m/s
- Min. speed (ATOS VR) : 37 km/h
- Min. sink rate ( engine off ) : 0,9 m/s
- Cruise speed: 60-80km/h
- fuel consumption: 2 – 4,5 l/h

Alright, if you're feeling lazy, a couple takeaways translated from the above for you:

- climb rate under power: 394 – 590 fpm
- gross weight with 'chute: 105-124 lbs.
- min sink (ATOS VR) 177 fpm

Price is probably around \$45,000: once I have contact info for the new U.S. dealers we'll update this story.