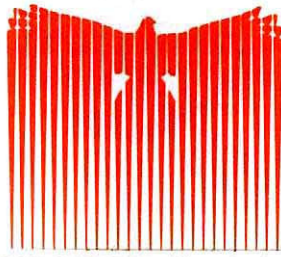


mainair sports



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Tel.(0706) 55134 Telex 635091 ALBION G ATTEN.MAIN

Date: 6th January, 1982

Our Ref:

Your Ref:

TRI-FLYER BULLETIN - No. 6

Fuel Tank Position.

It has been noticed that the tolerance between the inside edge of the fuel tank and the end of the main drive shaft is a little too small on a couple of trikes. Check yours and if it does seem near, or is marking the tank, file off the end of the shaft and ensure the tank is tight up to the vertical strut.

Cockpit.

We have recently conducted flight tests with a full cockpit enclosure which fits around the vertical strut and enclosed the whole seat frame and fork assembly... it's amazing! - very warm and streamlined, and the aerodynamic advantages in clean air to the prop boosts performance considerably.

It will be a month or so before a production model is available but worth the wait. We'll keep you informed.

Skis.

Triking with snow skis was a full success and tremendous fun. The snow has all gone now, but at least we have proved the concept. Many pilots are making their own from laminated wood, but beware of designing them in such a way that they collect snow. It's easy to pick up five pounds of snow on each ski, and we cured the problem by a fabric 'boot' which enclosed the ski.

Axle Wire.

We have heard of a couple of Ultrasports Tri-pacer trikes which have suffered badly when the axle tie wire broke upon landing. The Tri-flyer uses a stronger wire and we have had no problems; but think about replacement after a couple of hundred landings. Stress fatigue affects all trikes regardless of make, and since the wire costs only £6.50, and you can guarantee totalling your trike if it breaks, replacement is very cost effective. We re-emphasize, we have had no breakages at all.

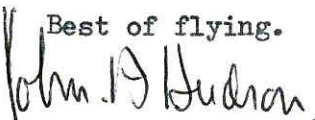
Twin Cylinder.

There is a great shortage of Robin 330 twin engines just now, but we have a couple flying well. We use the same basic frame with modifications to the engine mountings, prop size, sleeving etc. Kits will be available in March.

Two Seater.

We are well on with the prototype tandem two-seater Tri-flyer which uses the Robin 440cc twin engine. It looks great, balances out perfectly, and if it flies as well as it looks we shall be very happy. It's basically the same design concept as the Tri-flyer, but has telescopic side struts, larger wheels and wheel base and a stronger frame. Kits should be available around March.

Best of flying.


John Hudson.