

Barry Palmatier's Raptor trike, N227BP, at the Otay Mesa Airfield near San Diego.



Student Barry Palmatier (left) and flight examiner Galen Fisher preflight the Air Creation trike used in Barry's flight check.



A Sabre trike in flight over farm land.

Two Students Become FAA Licensed Glider-Trike

On July 16 trike pilot Barry Palmatier became the first person in aviation hist glider-trike to obtain his FAA Private Pilot Glider certificate. Barry received hi type of flying machine called a "glider-trike" motorglider.

A "trike" is a large, engine-powered hang glider. A flex wing is mounted on a the engine, landing gear, fuel tank, instruments, and optional parachute. It is The wing can be removed, rolled up, and carried on top of a vehicle, just like a trailer.

Except for the United States, trikes are the most popular form of personal rec more popular in the US, but are mostly flown as ultralights in rural areas.

The 1997 movie, "Fly Away Home," featured a trike which was used to guide grounds in the southern United States.

Recently several trikes have been placed in the Experimental category in the experimental airplanes. Once an aircraft is put into the Experimental categor flown over congested areas, and is not subject to the weight, fuel, and speec

Although an FAA pilot's license is not required to fly an ultralight, a license is of pilot's license is required to fly an experimental *trike*?

After months of negotiating with the FAA, it was determined that a *glider* pilo experimental trike. Since a trike is basically a large hang glider, it was logica "motorglider," (or "self-launched glider," as the FAA refers to it).

Thus was born what is now known as the "glider-trike program." This was a j into the motorglider experimental category, producing a glider-trike flight inst The FAA was also required to create the appropriate logbook endorsements commercial training in experimental aircraft.

The first person to take a flight examination in a glider-trike was John Ballant

John already had a Private Pilot Glider license, which he received while flyin 30, 2000, John took the first flight check in a glider-trike to obtain his Comme

Now Barry Palmetier (pronounced "Palm-ah-teer") has followed in John's foc to a new level. John Ballantyne already had a pilot's license before he took k Barry did not have any FAA license. So, Barry became the first person to rec in the trike.

The flight exam (called a "practical test" by the FAA) was administered by Ga gliders. The testing took place at Torrance Airport in southern California. Bar "Fun 18" experimental glider-trike. The trike is especially equipped with dual

Because Barry was to receive a glider pilot's license, he was tested on tradit trikes. He was required to know traditional glider items such as soaring techr glider cross-country flying skills.

The flight test was conducted in accordance with the Practical Test Standarc exam consisted of shallow and steep turns, stalls, simulated engine failures, included questions on pilot privileges and limitations, airspace rules, radio cc briefings, and aeronautics.



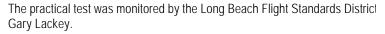
Except for the United States, trikes are the most widely flown personal recreation aircraft throughout the world.



Barry Palmatier flies over southern California in his Raptor trike.



This beautiful Air Creation Clipper trike is made especially for touring the countryside.



The following day, on July 17, 2001, Chris Haarhoff (which rhymes with "soa Barry Palmetier did not have a pilot's license, he did have about five hours or never flown any aircraft with an elevator and rudder; neither a glider nor an a receive all of his training in a trike, and to take his FAA practical test in a trike

Chris took his exam in his own Aerotrike Cobra, which is manufactured in his the Cobra is a four-cycle, four-cylinder Rotax 912. This 80 hp engine is the s trainer. The maximum weight of the Cobra is nearly 1000 pounds, and the to

Both Chris and Barry were thrilled to receive their pilot's licenses and to be a Frank Oyama, John Kemmeries, Mike Jacober, and Lanse Welch will also be

For more information on the glider-trike project you may e-mail Barry Palmet at <u>explodi@aol.com</u>, or glider-trike flight instructor Jon Thornburgh at <u>JonTh</u>, 800-971-8710.

Additional information may be obtained at the following sources:

"The New Glider-Trike: The Best Deal in Aviation," published in <u>UltraFlight M</u> Magazine, 2167 14th Circle North, St. Petersburg, FL 33713. Telephone: 80

"The Experimental Glider-Trike Program," UltraElight Magazine, February 2C

"The Difference Between An Experimental Trike and An Experimental Glide

"New Category: Glider-Trike," at Aero-News Network (ANN), a daily Internet http://web.archive.org/web/20040730164306/http://web.archive.org/web/200news.net/news/archive2000/0700news/073000a.htm

"Glider-Trike Instructor Ranks Grow Some More," Aero-News Network at <u>ttp.</u> <u>news.net/news/archive2000/1200news/120500a.htm</u>

There is a web site dedicated to the experimental glider-trike project at http:/

Archives of previous articles written by Jon Thornburgh are available at <u>http://web.archive.org/web/20040730164306/http://web.archive.org/web/200</u>

About the author: Jon Thornburgh is an FAA and ultralight flight instructor. H and Aero-News Network.



There are no kingposts or liff lines on the strut-braced North Wing Maverick trike.



The bare -essentials trike can easily be assembled from the manufacturer's kit.