PRIVATE FLIGHT

Swiss

two-seater

takes wing
LANGENTHAL

Yet another new two-seater
trainer is now flying in
Europe—this time from Swit-
zerland. The MD-3 is the
brainchild of industrialist
Max Daetwyler, whose earth-
bound interests include devel-
oping and producing machin-
ery for the printing industry
in the USA and Switzerland.

Keynote of the MD-3 is its
modular design, the fuselage
consisting of two main
portions, and each wing com-
prising five main components.
Commonality is also a big
feature, the ailerons, flaps,
elevators, and rudder all being
the same basic component.
Both of these features have
obvious advantages for low-
cost production.

Daetwyler intends the
MD-3 for possible licence-
production by a developing
nation, and is working and
flying the prototype towards
certification to FAR 23 in
both utility and aerobatic
categories.
The first prototype is flying
with a 160 h.p. Lycoming
O-320-D2A engine (in which
version it would be optimised
for glider towing) and known
as the MD-3-160. A lower-
powered training version, the
MD-3-115, will have a Lyco-
ming 0-235-N2A. Total fuel
capacity is 36 US gal in two
integral wing tanks, the wings
carrying mechanical flaps and
single-slotted mass-balanced
ailerons. The nosewheel is
steerable, the two mainwheel
legs having conventional
sprung steel struts.

Max Daetwyler AG is
at CH-3368 Bleienbach-
Langenthal, Switzerland,
telephone 063/22 83 83, telex
68218 MDC CH.

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MD-3 160 Leading Data
Wingspan
Length
Height
Cabin width
Empty weight
Max t.o. weight:
utility
aerobatic

Quoted performance:
75 per cent cruise
66 per cent cruise
Stall, full flaps
Initial climb rate
Range {no reserve)

32ft 9in
22ft 103in
9ft 7 in
3ft 8in
1.2501b

1,9801b
1,6501b

124kt
117kt
46kt
1,378ft/min
588 n.m.

Good visibility is one of the MD-3's assets; versions with 115 or 160 h.p. are planned

Amy Johnson
memorial

scholarship
LONDON

A scholarship to help a
woman to qualify as a flying
instructor is again being
offered by the Amy Johnson
Memorial Trust, together
with Airtour International.

The scholarship is worth
£750 towards the cost of an
Assistant Flying Instructor
course.

Candidates must be British
subjects by birth, and entry
requirements include a UK

PPL and IMC rating, with
150hr in command and at
least 35hr dual. One flight of
at least 300 n.m. with two en-
route landings must have been
completed, and a pre-entry
examination passed. More
details on instructor rating
requirements are available in
A Guide to the Flying
Instructor's Rating in the UK
from the Aircraft Owners and
Pilots Association at 50A
Cambridge Street, London
SW1V 4QQ.

Closing date for scholarship
application is February 29,
1984, and forms are available
by sending a foolscap sized
s.a.e. to Muriel Tucker, 12
Church Lane, Merton Park,
London SW19 3PD.

Staff changes
at Aopa US
MARYLAND ~

Reorganisation at the head-
quarters of the US Aircraft
Owners and Pilots Associ-
ation has led to several staff
appointments.
Robert T. Warner is head of
the new Government and
Public Affairs Division, with
Steve Bassett now in charge
of News and Public Affairs.
Don Koranda, head of the
Service and Reference Dept,
has additional responsiblities
for member services.
John Sheehan is now direc-
tor of the Ultralight Division.

The first European-built two-seat Quickie Q2 is now flying in the UK, completed at Coventry by distributor
Aircraft (Europe), telephone 0203 307183. Five are under construction in the UK; 1,000 kits have been s
American design company

FLIGHT International, 7 January 1984 11