

The current breed of contemporary microlights are magnificently fast with mile eating performance but inevitably have price tags to suit. They bare little resemblance to the machines that laid down the roots of microlighting back in the early eighties, and sadly the fun and simplicity of the early aircraft seems to have been missed.

The Dragonfly is a return to that era, but embodies high-tech, contemporary design from both hang gliders and microlights with simplicity, efficiency and fun as the prime objectives as opposed to horse power and speed that have dominated the sport in later years.

Economy and portability:

The trike breaks down quickly without tools to stow easily into the back of an average sized car. The wing is light and easily managed onto the roof of the car which negates the need for expensive hangarage as the whole aircraft can be driven home and stored in the garage without the need to evict the car. Couple this with the incredible low fuel burn and you have an exceptionally affordable aeroplane.

Legality:

All that is required to fly the sub 115 kg Dragonfly is a valid microlight license, a registration and noise certificate. All of these can be provided by Flylight. There is no annual 'Permit to Fly' fee.

Powerplants:

Flylight offer the Dragonfly with 3 engine options. These are:

- 1) The Radne Raket Aero 120 ES, 15 hp 2 stroke.
- 2) The Fly 200 26 hp 2 stroke.
- 3) The Bailey 175, 18 hp 4 stroke.

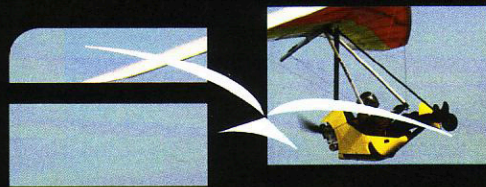
Performance:

Flight data with the Aeros Discus 15T and the Bailey 4 stroke (80 kg pilot):

Climb rate:	450 ft/min (2.3 m/s)
Cruise speed:	44 mph (70 kph)
Max straight and level speed:	59 mph (95 kph)
Min sink (engine off):	200 ft / min (1.1 m/s)
Best economy:	2 litres / hour
Best glide (30 mph):	12:1
Handling:	Sweet!

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