The Varieze

By Daniel Kaper
AVION Staff Reporter

Keep your eyes open! If you happen to see a somewhat look-alike airplane flash by you in the parking area you won’t be imagining things, just see one of the few Megon single place airplanes one who can say he built his machine.

While many of us watch TV in our space time, Bill Conr, who only three blocks from E-R-AU residence area in his space time. He is a private pilot with over 200 hours in light aircraft. Being frustrated by high flying costs and the inability of Joes Bode to ship all the B-40s Bill turned his attention to a different type of aircraft, the Variez. This airplane was designed by Bert Rutan, an airplane builder and designer in Cal. He has full plans for the step by step building program of the Variez. The step by step something cost is $25,500.

Bill has a choice between a 200 hp engine and an 85 hp engine. He decided to use the Continental 400. Air cooled, normally aspirated engine, which gives a gross weight of 1,700 lbs. for a few reasons. First of all he says that for the additional 250 hp of gross weight using the 200 hp engine, the gas consumption is 16% higher. Plus, the 200 hp engine does not use a master motor while the 85 hp, slt, and handpropelling is not a favorite position of Bill.

Bill’s airplane is shown parked with its nose gear folded in his driveway. The fine weather and from aircraft is under construction, with completion not too far, at what time it will take its rightful place at the airport. (Photo by Budmend)

Eagle Eyes

The preceding two weeks have seen the Eagles travel to St. Petersburg, Tampa and back and play a total of eight games. The University of Tampa Saturday double header as both the best and last to win the season, but after losing the first, Berti behind the strong pitching of Steve O’Sullivan was the one to hold the entire game of every play.

The Eagles gave string started with a doubleheader against the Florida Institute of Technology at Melbourne. Steve O’Sullivan threw a strong game in the first, but came out on the short end of a 1-2 win. The base was scored by first year starter Sidney Dykes, who became the fifth player in the past two weeks.

The second game was not as close as FT defeated the Eagles 13-3. Though good points are hard to find in such a game, there was an interesting battle of the art of the Eagles. Bill Minchak, Ken Ward, and reliever Jeff Ross all made big plays to hold the Eagles to one run in the seventh.

Friday afternoon found the squad playing in a ball game to St. Petersburg to play a double header on Saturday. The best weather we’ve seen in the last couple of weeks, left Steve O’Sullivan once again came through with an excellent performance (especially considering the conditions). In the first, Pete Tjo-7.5, the varsity squad broke out of a holesome dorm in the fifth, scoring six runs in one inning with Keith Cameron, Jeff Daugherity, and Ken Hoogend for the RB’s. Man of the week, Sidney Dykes, scored two runs in this game and was later interviewed by the St. Pete threatened with these runs in the ninth inning and were put down quickly by Keith Cameron, Jeff Daugherity, and Ken Hoogend for the RB’s. Man of the week, Sidney Dykes, scored two runs in this game and was later interviewed.

Richard L. Earley
Business Administration
Embry-Riddle West
Dear Editor,

"Stuffy's Don't Do It Again!"

You may not realize this fact, but I am a resident of the Royal Scottish Inn. Last Thursday, I brought a charge of negligence to the attention of the hotel's management. Since then, several residents have expressed similar grievances. We would like to see action taken to address these issues.

First of all, how can anyone charge someone $395 per night for a room that is supposed to be King Size? The hotel's management has already been notified about this matter. We believe that they are charging nearly $400 a month per room for staffing and maintenance. It is not clear how some of these charges are even covered.

Second, residents have complained about the cleanliness of the rooms. The hotel should be striving to maintain a standard of cleanliness that meets the expectations of its guests. It appears that the hotel is not taking these complaints seriously.

We hope that the hotel will address these issues and take steps to improve the overall quality of service. It is important for the hotel to maintain a high standard of service to ensure guest satisfaction.

Sincerely,

[Name]

LETTER TO THE EDITOR

Dear Editor,

I regret to report yet another concerning the removal of students' rights to contract with AMT. There are rumblings of a possible moratorium on student contracts, and it seems that the university intends to have the students sign a letter to have their contracts removed. This is concerning given that students have the right to make their own decisions about their education.

I believe that students should have the right to contract with any entity that they choose. This is particularly true in the case of AMT, which provides critical financial support to students. Students should have the freedom to decide whether or not they want to contract with AMT, and this freedom should be respected.

Sincerely,

[Name]

Klyde Morris

EDITORIAL

Two things happened today which I feel must be brought to the attention of the student body. They both center around that old problem: "student apathy." The first occurred during the Activities and Communications Board (ACB) meeting. Today's meeting was called to put forth the desired contract budget, the $11 each student pays to SGA Inc. It was noted that some of the seniors were not present, which could indicate a lack of interest in the affairs of the university.

The second instance of apathy occurred during the AVIVON staff meeting. I asked for a count of the number of seniors who would be staying during the summer. The count was discouraging to say the least. I'm guessing in April, which seems to suggest that at least 60% of the students are leaving for the summer. I believe that students should have the opportunity to stay and continue their education. This is especially true since many of them may come back for the fall semester.

In conclusion, I would like to urge students to get involved in the affairs of the university. It is important to have a voice in the decisions that affect their education. Let's work together to ensure that our voices are heard.

By Ray D. Katz

AVIVON Editor

The opinions expressed in this paper are not necessarily those of the university or all members of the student body. Letters appearing in the AVIVON do not necessarily reflect the opinions of the university. Letters must be submitted in writing, must be signed, and must not be libelous or obscene. Names will be withheld from print if requested.
Summer Mountain Journeys

Saratoga Springs, N.Y. - You should feel the wind against the granite edge of the mountain top, hugging feebly between heaven and earth. The wind rhythmically kisses your clothing, and far below the tree tops, you can smell the mixture ofutter and exhilaration through your open mouth.

You lean into the ropes, and a mine of life at your fingertips, over the rock, back off the cliff edge into the sky. In a moment you are a ghost and you're finding the sheer rock of the cliff, and you feel the power of vision, you glide down the ropes earthward.

This is one of the many experiences present by the Adirondack Mountain Journeys, located at Skidmore College in Saratoga Springs, New York. The Institute uses the Colorado Rockies, the Adirondack mountains, and the White Mountains of New Hampshire as departure points and introduces participants to the personalized instruction in rock climbing through offering three-credit hours in the mountain courses.

Participating complete their required courses of instruction by joining a gathering at the field sites for the experience's sake. One of the courses, which is in the mountain courses, is called "Rock Climbing: Principles and Practice." The participants are introduced to the techniques of rock climbing, rappelling, and river crossing.

The program has been so successful over the past five years that it has attracted students from 150 colleges in 22 states. The credit earned in the Institute is worth, and most of the students from different colleges have transferred back to the student's home institutions.

Professor Jonathan Fairbanks, chairman and director of the Adirondack Institute, explains that the program is intended to be a variation on the traditional courses of study. "The participants need to supplement their experiences, not replace them. The courses are different from the Institute's summer courses.

"Most literature courses taught in the classroom are essentially "book learning." If you're interested in the academic field, you should stay in the classroom. Our program is meant to be a form of "book learning,"" Fairbanks explains. "This program is designed for those who feel that the academic content of the classroom is not enough for them, and they need to experience the outdoors and learn what they can by doing it."
**SIGMA CHI**

With little on the social calendar this past week, the brothers of Sigma Chi were lacking a reprieve from any major social function. Being that the Birthday Party was the previous week's event it was timely. However, our pledge class came through on Friday night with a unique and very worthwhile activity. They took us all bowling at Dolchester Lanes. Being a fundraising activity they charged us a fee, but it was well worth it. Many of us were not sold for many years, and for some it was the first time. Besides a lot of gutter balls and missed spins, we all had a lot of laughs. It was one of those nights where a good time is unexpected and spontaneous and always long remembered.

The junior brothers of the fraternity (with the wind at their back) challenged the older brothers (with the sun in our faces) to the football game. The only score of the game was the time the ball fell into Paul W's hands. He used it for the goal line, a more than yard away, and even from great pressure the wish the golecon just once proven itself.

Later in the afternoons Sigmata and Delta Chi played a quick game. The engineers couldn't find a handle on the ball and Delta Chi came out victorious again.

Music was provided by WUBU. They brought all their equipment and a portable generator to the beach for a really nice scene.

The lead of the afternoon was one of hot dogs, hamburgers, potato salad, and of course beer. Our plebes did most of the cooking under the supervision of Bob H. and Charlie C. The three legs were prepared for us, but made the lunch last much better.

Saturday night always followed by the morning after.

Sunday morning 9:00 a.m., 15 and so "bright eyes and bushy tails" brothers met the members of Sigma Chi at the baseball diamond. After it, Sigma had the advantage 1-9. It was an enjoyable contest for anyone of the score.

Enjoyed viewing alums Run C. this weekend. Hope to seeing more alumni in the near future.

**Sigma Phi Delta**

by Joe Biehl

With week ten well under way, the brothers of SPF and still burning the midnight oil to make up for lost time due to last weekend's party and game.

Another noteworthy event happened Sunday morning on the baseball diamond. This was more than just another ball game since it was against our respected delta Chi. Our luck on the field in the past with our fellow Greeks has been poor, however this time luck was on our side. Despite an early Delta Chi lead we managed to get ahead (11-9). It was a well played game and a worthwhile victory, which leaves us with a 4-3 record. Let's keep up the good record.

**Sorrento Delicatessen, Inc.**

**Budweiser**

**FRATERNITY CORNER**

By Paul Ill

Why are the weekends here so fast? This past Saturday brothers Chi and Delta Chi in conjunction with the people from Sigma Phi Delta and WERU put together for an afternoon at Ponce Inlet. Standard procedures for the day were food, drink, sun and a rather loose interpretation of the. rules of football.

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By Bob McGee

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**Budweiser...King of Beers**

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Candidate for SGA

WE'LL MAKE IT HAPPEN FOR YOU!

The purpose of the Student Government Association is to serve YOU, the student. To accomplish this goal, we have established the following five point program to make the S.G.A. function for YOU.

1. Establish an S.G.A. office in the Academic, Maintenance Technology, and Flight Technology buildings. Each office will be staffed by the senators in an effort to make the S.G.A. more accessible and accountable to the students.

2. The School of each S.G.A. Senator and committee meetings will be posted in each academic and dormitory complex and published in the Arrow. This will allow all students of S.G.A. activities and allow the student to make his voice heard on issues being considered.

3. Establish a committee to invigilate student complaints and suggestions promptly. By doing this the S.G.A. will have a solution to student problems in a more timely manner.

4. Active representation of every campus committee to invite students that are aware of pending change policies and have the opportunity to voice their complaints and ideas.

5. Establish an S.G.A. executive committee comprised of representatives of each campus committee. This will all in the interest of bringing out the ideas of the S.G.A. and student body.

The internal workings of the S.G.A. need to be improved to better serve you. The true major area is need of immediate attention.

Paul Lennon for Senator

NITTE IN TIME to serve YOU in the SGA. The main problem with the SGA has always been, and will be, lack of positive ACTION. Those who know me, and those you've heard, have always seen results out of my involvement in any organization. My motto - "PERSISTENCE & PROFESSIONALISM".

Michael Jaworski and Frank Park

OPEN VOICE FOR STUDENTS

Note Kiddle-Alexander - Graduating Class '78

Having been a student at Embry-Riddle for five consecutive years, I have a sense of pride and a real interest in the school. It is my firm belief that this pride and interest can be utilized to advantage. As your representaive, I will seek to fulfill this sense of pride and interest by making the students aware of the school's policies and their involvement in these policies.

The students of Embry-Riddle are the very essence of the school, and it is the students' responsibility to see to it that the school functions as it should. As your representaive I will endeavor to see that our rights as students are recognized and that our views are heard and taken into account by the school.

You have my full support and I hope to have yours. Thank you.

DAVE BIDDOCPHORE FOR SENATOR

The senator position is very important to me because I enjoy getting involved with different people. Your suggestions are what I need to be a success. I am presently a senator for the S.G.A., so I know what it takes to be an effective leader and good representative. I feel that everyone should feel free to bring up any ideas to me.

I am presently a sophomore in the Astronautical Engineering program and very interested in attending S.R.A., an S.G.A. senator. Thanks for your time and please vote for Dave Biddoppore for senator.

Frank Park

PREVIOUS INvolvements & Achievements

- Boy Scouts (Star), Air-Royal British Columbia, top 20% of High School graduating class (1972), Red Cross Volunteer Life Guard (1973), Four years regular Air Force (Right - Minimum - Maintenance Flight Supervisor)

For YOU I am running on the SGA VP ticket

To finally make the office of V.P. a functioning office through proper organization and guidance of the S.G.A. Senate.

VOTE: GLEN HOKERBURY - SENATOR

Since the very first term I was enrolled at Embry-Riddle, which was the summer of 1977, I have been involved with the school and I think it's time I took the first step by having a seat on the board. This is obvious with my involvement with Alpha Kappa, the surry, and the Management Club. My goal is simply to be a senator for the S.R.A. It is not a position of prestige, but the fact of having a true voice.

I am confident that my involvement with other groups and activities will prove to be a positive advantage to the school. I am the only candidate for S.R.A. and I am a proven leader. I have the time and energy to work with the students for the betterment of our school.

My main goal is to make the S.R.A. a place where everyone can feel comfortable and be heard. I am the only candidate for S.R.A. and I am a proven leader. I have the time and energy to work with the students for the betterment of our school.

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**Riddle Sports**

Eagles Battle Through Unsuccessful Week

Facing the University of Tampa on Monday brought junior pitcher Nelson (Snake) Sudick back to the mound, who in his last three starts had fanned 32 men, while giving up only 11 hits in 16 innings. Unfortunately, his successful efforts ended him two losses, both by 3-2 scores. Against Tampa he and the rest of the Eagles didn’t fare as well. E-RAU was better 6-2, easily able to get enough bats working to score.

Coming home saw no rest for the team and a new addition to the pitching staff. Second baseman Jeff Ryan started this night game and made one obvious performance considering he’s not a regular pitcher. Bowling two runs in the first inning, it looked like the Eagles bats would finally erupt for their much needed big game. Unfortunately, that was not the case and Sudick gained a 7-2 advantage. The Eagles swarmed in the eighth and ninth and only to come up one run short. The ninth saw singles by Dwayne Vancleave, Butch Leonese, Howard, and Solari lead to two runs with the last out coming on an exciting play at the plate that cut down the tying run.

The last two games of the week were against Widener College, who now sees the return of Sudick and O’ Sullivan in the mound. Nelson (Snake) sudick went 10 long innings in the first game, giving up the go-ahead run in the eleventh before being relieved by Jeff Ryan. Before losing in 11 innings, the Eagles rallied for four runs in the eighth for what looked like the winning run. Widener had other plans through and came back in the ninth with four runs of their own, giving Sudick the win and in their half to keep the game live. Sudick, taking after approximately 200 pitches, gave up what proved to be the tying run to the better of the eleventh.

Steve O’Sullivan went the distance Saturday night at City Island, falling slightly better than his Jersey buddy, but still coming out on the short end of a 6-2 score. Eagle hitting was infrequent, though Kip Litwack and Joe Jenkins came up with two hits and a piece with the two RBIs going to Jenkins and Howie Taylor.

**EAGLE SHORTS**

Needless to say, it is not a pleasant feeling, and it’s compounded when you don’t get at least a little school support. Enough can’t be said for the bad luck that takes quite a big toll in your money to finance an away trip, paying for both their rooms and meals. You’re all more on this subject later.

Morris should be said of some fine performances by third baseman - outfielder and all around ballhopper Spud O’Dwyer.

Though the Eagles have been plagued by a lack of hitting in many of their last 10 games, O’Dwyer has come through with a good number of hits and based up defensive plays that have kept life in the Eagles. Steve O’ Sullivan has also become a consistently good pitcher, coming through with two strong performances in his outings.

Add to the starting mixture of Sudick “Sully,” one short relief specialist by the name of Jeff Ryan, the Eagles can’t blame the losses solely on their pitching staffs. We thank the few spectrums we saw Saturday night, and those that appeared at earlier games, and with the nicer weather we look for more in future games. Maybe with help of a few or two, the Eagles could come up with that out or two run rally that would shock up a win. Hope to see you soon!

---

**Daytona Beach Aviation**

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- MOONEY RANGER: CESSNA 172

**FLIGHT INSTRUCTION**

- COMPLETE: Private, Commercial, Instrument, CFIA, CFI
- PERSONALIZED: Study with one instructor
- EXPERIENCED: Instructors average over 5,000 hours flying logged
- FLEXIBLE: Tailor start date and schedule to your needs
- VA APPROVED

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For CESSNA and MOONEY

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**Scoreboard**

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**Prevent transmission trouble**

**Photo: Daytona Beach Aviation**

**Contact:**

- Daytona Beach Aviation
- 255-0471
- 820 MASON AVE
- 255-7913

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**Riddle Eagles Baseball Games**

**COMING UP THIS WEEK**

- Saturday March 18: Woorster 1:00 Field 4
- Tuesday March 21: Williams 2:00 Field 6
- Wednesday March 22: Mount Union 2:00 Field 6
Meet The ERAU Eagles

Donald (Spyder) Dykes
CLASS: Freshman
HOMETOWN: Cullman, Ala.
AGE: 19 years
MAJOR: Aeronautical Science
YEARS WITH CLUB: 1978
POSITIONS HELD: 3rd Base, Outfield
MEMORABLE SAYING: "I don't want a pickle. I just want a motorbike."

Nelson (Studie) Solaro
CLASS: Junior
HOMETOWN: Long Island, N.Y.
AGE: 21 years
MAJOR: Astronautical Science
POSITIONS HELD: Pitcher, Co-Captain, MVP, ERA Trophy 1976, 1977, 4-year AFROTC Scholarship
MEMORABLE SAYING: "Eat my shorts!"

Greg Foth
CLASS: Freshman
HOMETOWN: Potomac, Md.
AGE: 19 years
MAJOR: Astronautical Science
YEARS WITH CLUB: 1978
POSITIONS HELD: 3rd Base
MEMORABLE SAYING: "Do it!"

Dino Lemos
CLASS: Sophomore
HOMETOWN: Patchogue, N.Y.
AGE: 20 years
MAJOR: Astronautical Science
YEARS WITH CLUB: 1977, 1978
POSITIONS HELD: Centerfield
MEMORABLE SAYING: "Anybody but Tobby!"

Ken Houser
CLASS: Senior
HOMETOWN: Shirleysburg Falls, Ohio
AGE: 22 years
MAJOR: Astronautical Studies
POSITIONS HELD: Left Field, Co-Captain
MEMORABLE SAYING: "Don't let the clutch out on the Mundie.

Joe Golonski
CLASS: Senior
HOMETOWN: Waterford, N.Y.
AGE: 29 years
MAJOR: Astronautical Studies
POSITIONS HELD: Player/Coach, 1st Base
MEMORABLE SAYING: "If you can't get me at home or at school, call Big Daddy!"
Bill Cook went on to give me the specs on his airplane. Every bit of information he gave me surprised me a little because it varied dramatically from the airplanes I've flown, in weight, design, climb performance, etc. (He refers to Cornwallis, the other factor, made planes as "stockbroker").

The engine is a French-made de Havilland 145 hp. The propeller is of plywood and polyethylene foam covered with fiberglass cloth. The propeller tips are made of styrofoam. There are only four strips of wood in the entire airplane and the only steel is on the engine, the firewall, and the front firewall-mounting nose gear. (The rear gear is fiberglass.) Bert Rutan (Rutan Design) jokes that the lack of metal is great for flying through rutted areas, just turn off the transponder and there's not much to detect on radar. (A fact I'm sure the FAA will appreciate!)

The rear wing is 22'6", and the front wing, called a "canard," is 12'. The 85 hp Continental is mounted on the nose, use a pusher prop and spins a 58" fixed-pitch prop. The airplane looks like it flies backwards, but with a well-grounded climb of 1,800-2,000 feet per minute (ft/min), a cruise of 188 mph and a top speed of 190 mph, there's no question as to which way it goes — fast. The rear wings are selected (like an upside-down V) and Cook says this increases stability. Also, on the top wing, the lower wing is set at a 4.5 degree airfoil stablility called "swinging." These are not only to help the rudder but also to decrease wing — lift vibration, which induces drag. The rudders are independent of each other and can both be deflected an amount to landing to increase drag a little. On the underside of the fuselage there is a lever actuated by the size of a barn door which decreases drag a lot, but according to Cook causes no pitch change when lowered down.

The front canard holds the elevator. Bert Rutan says it will stall at about 49 mph. Meanwhile, the rear wing is still flying with minimal control. Also the rear wing is trimmed to the nose of the wing stalls first. If all else, Bill Cook believes the airplane to be extremely stable. He says that the pilot can stand it up in a 30 degree bank and have no altitude, the wings keep the lifting forces working against gravity.

The rear wings hold 12 gallon tanks, and surprisingly enough the gas tanks are made of a type of styrofoam which is impermeable by gas. There is also a two gallon reserve tank just behind the landing passenger seat. The Continental engine drinks 50 octane but the engine was rebuilt with values that allow the use of 100 LL.

Cook devised a hint from Rutan's design in a few ways, but everything to me sounded quite practical and increased performance in many ways. Cook didn't want an engine-driven winch so for his aircraft, motors were used to take it to eight hp. away from the engine, as he decided to use a venturic tube. The best part of his idea though was to put the venturic tube inside the engine-air-cooling scoop, thus bypassing it out of the wind flow and avoiding parasite drag. He also enlarged the oil sump to quench excessive engine cooling. When he first thought of this idea, he knew how big the idea was before and wasn't sure it would work. But a while later he read of a NASA engineer using it in his own household and how it worked. Cook also extended the nose about 12 inches. In Bert Rutan's design the landing light was right on the nose but Cook's landing lights are cut out either side of the retracted landing light and covered with plexiglas for unobstructed wind flow over the canopy.

For the pilot, the stick is on the right side of the fuselage and the position in the pilot's seat is relatively quite comfortable. There are also three-axis trim for pilot comfort. The visibility as Cook explained to me is as good as most fixed-wing singles. A canopy covering the pilot and passenger hinges to the right side of the fuselage and is a large plexiglas bubble which gives the plane its good visibility. The basic instruments for VFR flight are placed at eye level and a few temperature gauges are set into the arm rests. Cook redesigned the carb heat and mixture control using the shifters from a ten-speed bicycle. I had to laugh at that, but he told me that he designed them so if a cable should break, mixture goes full rich and carb heat goes full hot.

The landing gear is manual and just about unbreakable. If the pilot releases full throttle with gear up or puts down the door flapper with gear up, a red light flashes and a buzzer sounds. There is a small window the size of a gauge located between the pilot's lap, to check if the gear is down.

Another of Cook's added innovations is a locking, locking break and his innovative Radio Shack strobe lights. He has also changed the steering system by putting a plate of copper under his seat for better ground plane acceptability.

The one important thing I noticed was that nothing was on or in the airplane that did not serve a direct purpose in the flight of the airplane. No unnecessary weight, no unnecessary drag. Not even extra paint or vents people didn't look or where the man didn't think, special white paint was used to reflect heat and reduce width, light, which would tear against the airplane. Even on the inside the tubes were drilled in certain structural supports to get rid of unneeded weight and not sacrifice any strength. Bill Cook said the empennage of the airplane would allow the Varieze, which allowed the Varieze to experience the peak of aerodynamic strength.

When I asked him about the safety of his airplane compared to factory made he laughed and said, "I'm not interested in the strength and integrity than most stockurchased aircraft on the market." He gave me a few examples. One of Rutan's planes was coming in on final when the engine quit (because of improper fuel line hook-up) and the pilot stalled it. The plane hit just before the runway and bounced up about 40 feet. When it came down the second time it hit in an altitude of 60 degrees back and 45 degrees nose down. He broke the cowled off and slid it 100 feet down the runway. The pilot who was not wearing a shoulder harness at the time hit a fresh air vent on the canopy and cut himself. That was the extent of the pilot's injuries and the airplane flew two days later.

Another time a homebuilder built the canopy incorrectly on his Varieze, which allowed the canopy to pop open at 6,000 ft. and 165 mph. Being a light aircraft easily manageable, the canopy flew from an open canopy, the airplane nose, and struck an inverted spin. The pilot, not liking the maneuver at all, fought with the open canopy to close it. Five or six turns later he finally managed to close the canopy and pull out of the inverted spins at 1,400 feet. He held the canopy closed with one hand and crash-landed in a soybean field. The plane was crushed, ripped off the cowling, and tore some foam from the nose wing. The pilot, who had all harness secure, walked away from the airplane with nothing but some newly acquired experience. Cook attributes the pilot's safety to the canopy shock-absorption foam and fiberglass. Cook further explained that the light-weight compared to the strength of the material in the airplane relate the plane for 12+ G's.

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