

Hummel Bird pictured on the first page was completed and test flown by John Sligar

Fuel: The standard location of the fuel tank is forward of the instrument panel. Some builders have moved it to the leading edges of the wings. By creating a sealed leading edge tank, the fuel is moved away from the pilot for better crash survivability with the added benefit of more than doubling the fuel capacity.

Fuselage: The plans state that a builder can increase the width and/or height of the bulkheads in an effort to make the fuselage more hospitable for larger pilots.

Engines: The standard engine for the design is the four-stroke, 1/2 VW engine. An engine literally made by cutting the block of a standard four cylinder VW engine in half. After machining and welding, the remaining two cylinder engine is light and powerful. Alternative engines include the more powerful but heavier four cylinder VW engine, the two-stroke Rotax 447, even the McCulloch 0-100-1 drone engine popular with the early gyrocopter builders.

Specifications Hummel Bird w/ 170# pilot

<i>Hummel Bird</i>	
These specs are with 37 hp 1/2 V engine and 170# pilot	
No spins - Low "G" Aerobatics	
Airfoil - modified Clark-Y	
HP (range)	30-40
Wing Span (ft)	18
Wing Area (sq. ft.)	57.2
Length (ft)	13' 4"
Empty Weight	300

Gross Weight	530
VNE Speed (mph)	145
Cruise (mph)	100-115
Stall (mph)	38
Takeoff Disatance (ft)	300
Take off over 50' obstacle (ft)	1000
Landing Roll (ft)	800
Fuel Capacity (gal)	6
"G" rating	6.6

NOTE: The publication of this newsletter was delayed three days because of the Memorial Day holiday.

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