

## Built for two

By Dan Johnson, January 20, 1998



After ten years of producing exclusively single seaters, Tennessee-based TEAM Aircraft broke with tradition and rolled out their very first two seater, the Tandem Air-Bike, at Sun 'n Fun '96, following the company's successful Air-Bike design debuted two years earlier.

Wayne Ison's TEAM got a lot of attention from the Air-Bike - it being regarded as an aircraft you get on, not in. That same sporty, fun-to-fly concept has now stretched into a two-seat model.

Some buyers will use the Airbike Tandem for instruction under the training exemption to Part 103. Others will N-number the machine and use it for the occasional joy ride with a passenger. It should work well either way. In fact, the close-quarters tandem seating means that when the aircraft is flown solo, it should perform well and yet feel more like the agile single seater than some other designs. This theory has worked well for Kolb and their Firefly II, for example.

Certainly, "An Air-Bike built for two" succinctly sums up the intent of this plane. That slogan was dreamed up by then-TEAM President, **Scott Severen who was the principal motivator behind the two seat offering. A pivotal previous contribution from Severen was directing the evolution of the intriguing EZE-Max, originally introduced in the 1980's, into the single seat Air-Bike.** Like many who saw the EZE-Max, Scott had been drawn to the simple machine. However, it had flight problems that caused it to be withdrawn before any were produced.

By moving the wing above the pilot's head and closing the open center section, thought to be the root of the problem, and by adding a welded steel structure, the ill-fated EZE-Max was transformed into the well received Air-Bike.

Though the Air-Bike is simplicity itself, it is nonetheless a modern execution of ultralight aircraft. Since it enjoyed good response from the marketplace, it became the platform for TEAM to use in creating the Tandem, their first-ever two-seat model.