

Photos and thoughts from a wierd flying session.

We Test

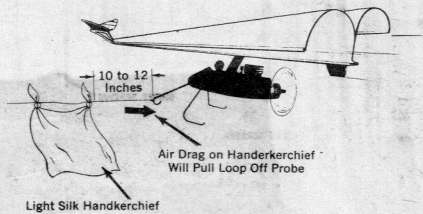
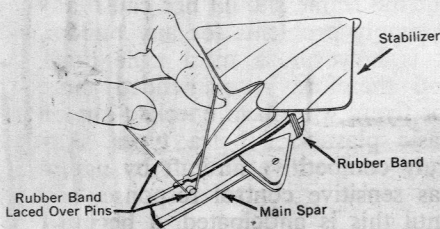
The Wing Thing

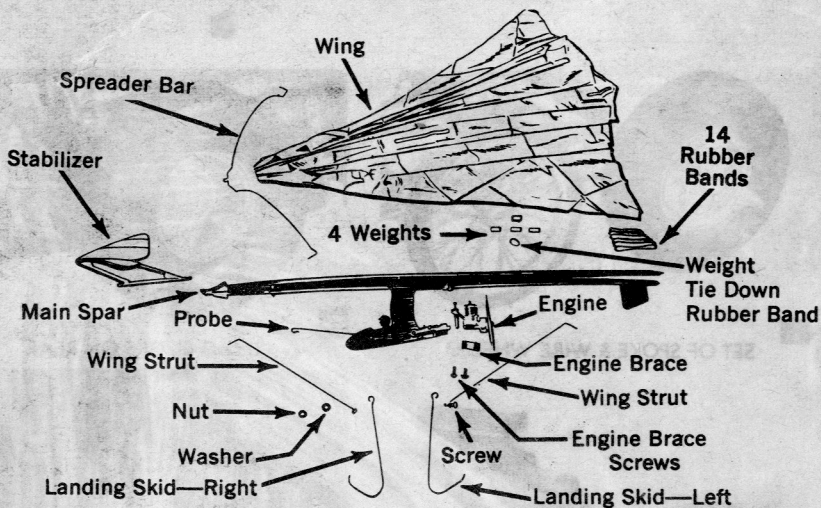
THE "FLEX-WING", as it is dubbed in aeronautical engineering circles, is a major stride forward in the art of flight. Its versatility and strange advantages are many, and we will see more full scale aircraft of this configuration appearing in the years to come. Man has already flown very successfully in such aircraft, and many are under intensive development. It is even under consideration as a means of returning space craft back to earth's atmosphere.

A. C. Gilbert's versatile version of the principle is a large aircraft, spanning about 46", with an overall length of 40". The frame is molded

of tough light plastic, stressed to flex as operating conditions require. Wire gear and bracing provides the necessary support and shock-absorption qualities. Almost a square yard of plastic forms the surface, which airfoils itself under conditions of flight only. It is available in almost every brilliant color you could wish for.

But the fascinating part about it is its versatility. It flies in conditions of high wind, no wind, free-flight, towline, with engine, without, or strangest of all, with engine running while on the towline. The design circles to boot. Test versions have been lost out of sight, when flown with full tanks of fuel, and so should





be equipped with flight timers in most cases. (Flight timers may be purchased from any model aircraft hobby shop.)

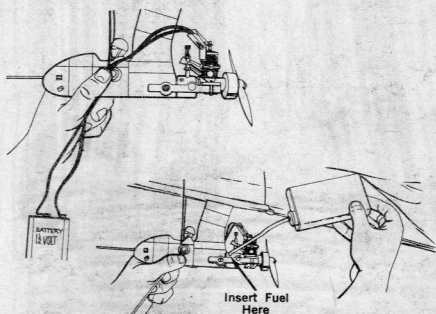
This is not a toy-type-thing to be pulled out of a box and shoved airborne without thought. It is a sensitive scientific experiment in flight, and its full potential is only now being glimpsed. Those of you who explore its flight in detail might do well to drop a note to the manufacturers as to your suggestions for enhanced and varied performance. We found the assembly from box to ready-to-fly state a simple matter. There is nothing to build whatsoever, and details for attachment are clearly illus-

trated.

The engine is a specially designed Gilbert "Thunderhead" .074 glow engine, spring starter equipped, flinging a 5½" nylon pusher prop at 16,000 to 18,000 r.p.m.'s. The fuel tank is molded into the fuselage/engine mount pod.

Forward stabilizer is lashed in place with light rubber tension, permitting easy knock-off in the event of a hard landing jolt. It is adjustable for flight settings, and further trim is achieved through the use of sliding metal weights provided. The tow-hook locations are instantly adjustable for varied wind conditions.

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WE TEST THE WING-THING

(Continued from page 53)

We found it advisable to read and digest all the knowledge packed into the concise illustrated instruction pamphlet, before our test flying session. In this way, you are free to concentrate on trimming the strange bird for maximum performance, and with a firm understanding of the cause and effect of minor adjustments.

Rigging, fueling, starting, towline arrangements, launching, balance, wind direction, field layout, transition to powered flight and engine maintenance are but a few of the subjects covered in this ambitious presentation by the famed A. C. Gil-