

Addenda to Previous Columns

This month we're going to provide some updates and additional information directly related to topics we've covered in previous columns. The provided dates denote the *RC Soaring Digest* issue in which the original article appeared.

A-12 "Dorito," February 1996

Although it never reached production, the "Dorito" did make it to the mock-up stage. Interestingly, the mock-up was on display in 1996 and 1998 at the Carswell NAS (Fort Worth, Texas) Open House. For those with internet access, several pictures of the A-12 "Dorito" mock-up are posted on the web. The pictures are of good quality and show several of the unique features of the A-12. The home page for the site listed at the end of this article has a number of links to other A-12 pages and sites.

Our 1/4 Scale "Pioneer II-D" at 60 Acres, March 1996

Our model is currently owned by Don Bailey of Seattle Washington. Don has taken it to several events during the last couple of flying seasons, and you may have seen pictures of it in some of the other model magazines. Somewhere along the line it gathered the moniker "flying egg," but that has not affected its performance — Don says it continues to fly beautifully.

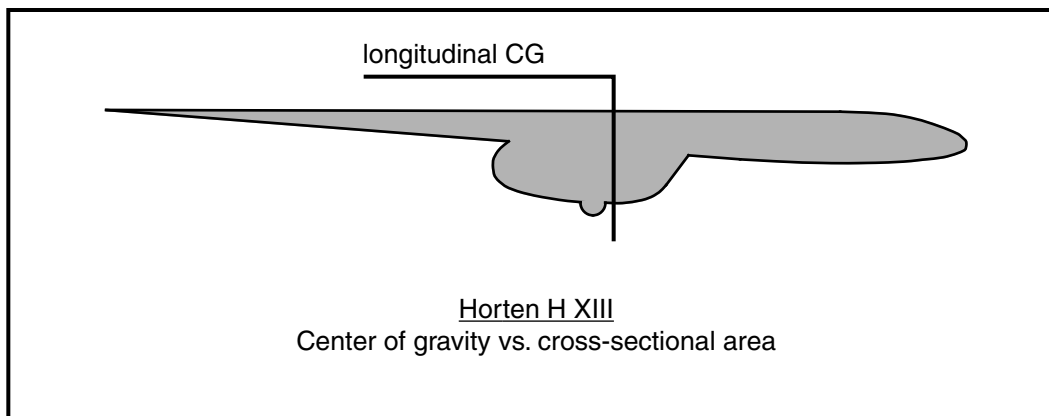
While we were building the Pioneer, we were in contact with John Irwin of Texas. At the time, John was building a full size Pioneer in his garage, and the project was nearing completion. In fact, there was some anticipation that both our model and John's full size 'ship would be getting maiden flights on the same day! Well, we recently learned that John never finished his Pioneer.

Lloyd Watson, also from Texas, purchased the nearly finished airframe and completed construction with the help of several family members. John's unique additions to the airframe — aerodynamic rear wheel fairing, streamlined skid, and NACA scoop — remain a part of the completed aircraft. What really sets this Pioneer apart, however, is the color scheme: red wings, blue underbelly, and a huge rendition of the Texas state flag across the fin and rudder. Color photos of the completed paint job are available on Lloyd's web pages, now on the Marske Flying Wings web site.

Lloyd's web pages include a history of N86TX, a large number of photographs, a description of the maiden flight and some subsequent flying experiences, and exuberant descriptions of his flying the Pioneer II-D cross-country.

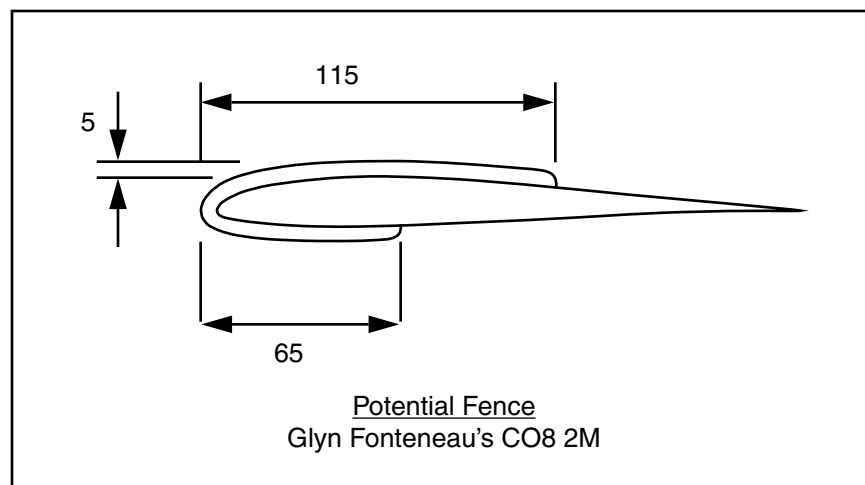
Horten H XIII, November 1998

While searching for information on effective dihedral, we found a small item on the H XIII in Nickel and Wohlfahrt's "Tailless Aircraft in Theory and Practice." Referring back to the *RCSD* column, we noted that the wing of the H XIII was constructed by mounting the wings of the Horten H III on a specially made diamond shaped central fixture. While the increased sweep angle (60 degrees) lengthened the wing chord and therefore reduced the percent thickness of the section, the side area of the wing root was made larger. Despite the gondola being mounted slightly aft of the CG, there was enough side area forward of the CG that the aircraft was slightly directionally unstable at high speed. (This did not appear in Hermann Strebel's report on the maiden flight of the H XIII, but was mentioned in private correspondence with Dr. Nickel.) We've included a silhouetted side view of the aircraft which we hope illustrates the reason for this difficulty.



Glyn Fonteneau & Dave Camp's CO8 2M, October 1999

Glyn Fonteneau has sent us a drawing of the "potential fence" he has installed on his CO8 2M. Glyn made the fences out of plastic card and simply taped them in place, positioned parallel to the air flow and right in front of the elevon root. Thus far we've not received a report from Glyn concerning performance improvements, but we anticipate much better behavior at stall, as



installation of potential fences often dramatically improves controllability at high lift coefficients. Watch for a comprehensive article on potential fences in a future “On the ’Wing...” column!

That’s about it for this column. Remember, if you have a suggestion for a future “On the ’Wing...” column, write to us at P.O. Box 975, Olalla WA 98359-0975, or at <bsquared@b2streamlines.com>.

References:

A-12 “Dorito”: <<http://www.geocities.com/CapeCanaveral/Hangar/1420/newFSM.htm>>

Lloyd Watson’s Pioneer II-D:

<<http://www.continuo.com/videowebpage/lloydweb/newhome.htm>>

Horten H XIII: Nickel, Karl and Michael Wohlfahrt. Tailless Aircraft in Theory and Practice. American Institute of Aeronautics and Astronautics, Inc., Washington D.C., 1994.

Fonteneau and Camp CO8 2M: Personal communication with Glyn Fonteneau.