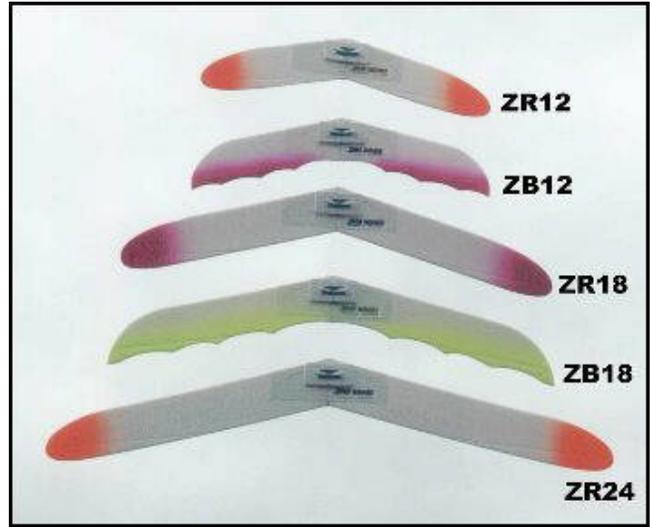


T.W.I.T.T. NEWSLETTER



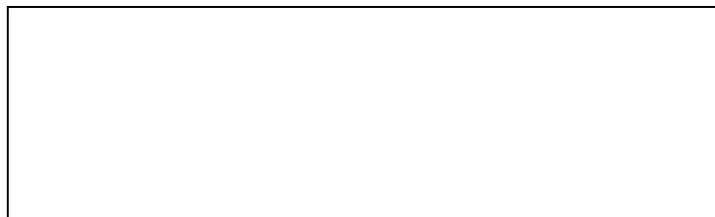
The real thing for some of us. Jeff Byard's Genesis 2 at this year's SHA Western Workshop at Tehachapi, CA.



The attainable things(s) for all of us. These are Tim Huff's "ZING WINGS." See page 6 for more information.

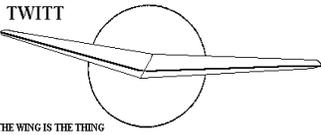
T.W.I.T.T.

The Wing Is The Thing
P.O. Box 20430
El Cajon, CA 92021



The number after your name indicates the ending year and month of your current subscription, i.e., 0009 means this is your last issue unless renewed.

Next TWITT meeting: Saturday, September 16, 2000, beginning at 1:30 pm at hanger A-4, Gillespie Field, El Cajon, CA (first hanger row on Joe Crosson Drive - Southeast side of Gillespie).



**THE WING IS
THE THING
(T.W.I.T.T.)**

T.W.I.T.T. is a non-profit organization whose membership seeks to promote the research and development of flying wings and other tailless aircraft by providing a forum for the exchange of ideas and experiences on an international basis. T.W.I.T.T. is affiliated with The Hunsaker Foundation which is dedicated to furthering education and research in a variety of disciplines.

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Meetings are held on the third Saturday of every other month (beginning with January), at 1:30 PM, at Hanger A-4, Gillespie Field, El Cajon, California (first row of hangers on the south end of Joe Crosson Drive, east side of Gillespie).

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PRESIDENT'S CORNER

Just got back from the SHA Western Workshop and as usual it was a big hit with the attendees. The programs were all excellent with the speakers giving everyone something to think about or a new building technique for their favorite project. If you live in the southern California area and don't attend at least one day of this event, you are missing an opportunity to talk with a lot of people who are trying to do the same things you are. Some may want tails on their craft, but you've got to understand "how" to build it before it will ever reach the end result.

I have been amazed at the amount of interest there has been in the BKB-1 glider, even though it is old technology and in today's terms not an outstanding performer. We have had several people asking for copies of plans, either to build a full size version in modern materials or scale it down to an R/C model. I imagine it has something to do with its unusual shape and claims of being able to tumble and do full stall controllable sinking.

I hope that when all the dust settles from Stefanie's work in assuring all patents and other rights have been properly complied with, that plans we become available for those who want them. It would be quite interesting to see the basic concepts used to produce a glider with a modern airfoil and composites to make it lighter without losing its strength. Wouldn't it be a kick to go to your local glider field and see someone actually tumble the glider right in front of your eyes and, then put it into a slow sinking mush for landing without much ground roll? Impressive to say the least.

Well, I'm waiting to hear from all of you that worked on your projects in the basement this winter. How did they come out?



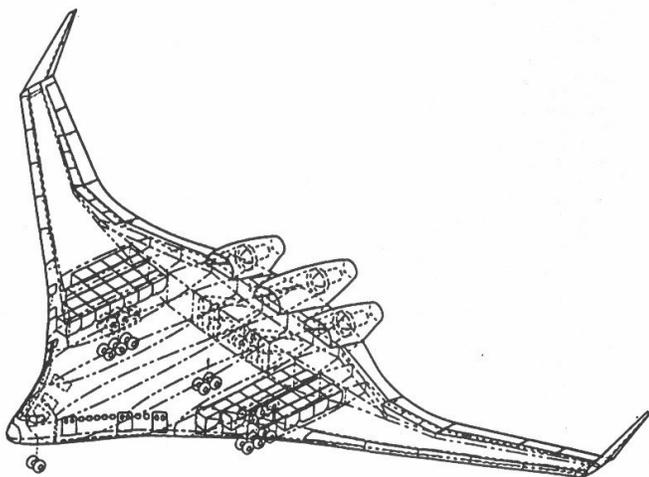
**SEPTEMBER 16, 2000
PROGRAM**

As announced in last month's newsletter, we are pleased that Al Bowers will be giving a presentation on the joint NASA/Boeing Blended Wing Body (BWB). He has indicated he will be telling all that is releasable at this time, so our knowledge should be at the leading edge after he is done. Below is an abstract of his presentation.

**Blended-Wing-Body:
Design Challenges for the 21st Century**

The Lure of Large Aircraft

The projected growth of the air travel market for the immediate future make larger aircraft attractive. By increasing the number of passengers per aircraft, it may be possible to use existing airport infrastructure and maintain pace with air travel bandwidth demands. By use of these larger aircraft, it may be possible to lower operating costs; existing infrastructure can support a larger number of passengers. And fewer operations can also support more passengers with large aircraft. The market is very



competitive, which makes large aircraft attractive. Potential market areas include the intra-Asian market where large passenger loads are more common than in the North American market. And making the aircraft suitable for both the North American domestic market and suitable for short haul in foreign markets is of key interest. There also exists a large cargo market for such an aircraft. In light of these ideas, unconventional configurations may offer breakthrough potential to solve some these challenges.

Al is a senior aerodynamicist for NASA at the Dryden Center on Edwards AFB, CA.. He is a member of US

Hanglider Association, SSA and AIAA. He has worked on a variety of projects at NASA, including the Eclipse towed space launch vehicle and, the SR-71's high alpha trust vectoring. He co-authored NASA Technical Memorandum 86035 (December 1984), "A Comparison of Wortmann Airfoil Computer-Generated Lift and Drag Polars with Flight and Wind Tunnel Results", which is recently covered at the SHA Western Workshop. Al also gave an excellent presentation to TWITT in September 1998 on the Horten Xc, which has always been an aircraft he would like to eventually build.

Looking forward a little, we think we have a program lined up on the Genesis 2 that will include having an actual aircraft at the meeting. Sometime early next year we will have a program updating us on how to use the new composite materials that have come to the forefront since Alex Kozoloff gave his talk years ago. There is also a new ultralight flying wing under development and it looks like we will be having one of its designers giving us an update on that project next year. Lost of good stuff coming, so make sure to keep your third Saturday of the month, every other month starting this month (Sept.) free to attend the meeting.



**MINUTES OF THE
JULY 16, 2000
MEETING**

(ed. – This is the conclusion of Stefanie Brochocki's notes she used for her presentation on the BKB-1 at the July 16th meeting.)

Not much was heard about the BKB in the years following 1965, the last dated correspondence from Kasper. Soaring magazine listed the BKB as designed by Stefan Brochocki and manufactured by the partnership in its May 1964 *Directory of Active Sailplanes in the United States*. It appeared that Kasper's design claims were either forgotten or generally disbelieved. However the Directory did mention that both Kasper and his test pilot, Al Wilson were individually working on their own designs based on the BKB.

Curtis McPhail, a pilot for Northwest Airlines, was killed in a crash in 1971 while piloting the BKB at Canaday Airport in Arlington, Washington. The story was reported in the Seattle Glider Council publication, *Towline*, and mentioned a brief history of the glider and the partnership that developed it. Stefan Brochocki was devastated at the loss of life. He tried to obtain details of the crash but nothing was received from Kasper. To this day he has been unable to ascertain the cause of the accident and subsequent loss of the pilot's life. He has never come to terms with it. Accidents can be expected in a risky sport, and somehow one can deal with them. But being left in the dark about the details is haunting and leaves no peace of mind in the long run. *(TWITT library has provided one version of details of the crash.)*

More stories began to surface about Kasper's claims regarding the BKB. In the Post-Intelligencer (date & location unknown), he claims to be the developer of the control system and the "elevons", special adaptations of the wing designed by Brochocki. He makes further and greater claims in Soaring (Nov 1969) despite the magazine's previously published crediting of the design to Brochocki. Lengthy articles were featured in US Sport Aviation Magazine (July 1973, *Flight Testing the Bekas-N*) and Canadian Sport Aviation Magazine (Spring 1984, *Remarkable L/D Achieved by Short-span Tailless Sailplane*) repeated in great detail Kasper's claims to the unique design of the BKB. Stefan wrote to publishers of the latter to set the record straight and was ignored.

In 1997, Bob Gairns of the Montreal Soaring Council wrote Stefan to notify him that Soaring (July 1997) had again published information describing Kasper as the designer of the BKB. Bob had contacted Soaring and furnished them with documents (1955 article in Free Flight by Stefan Brochocki) to refute this. He, too, never received an acknowledgment or thanks. *(Bob Gairns passed away, tragically, last year at the age of 80, when the glider he was flying crashed.)*

Kasper did indeed introduce other designs; his well-publicized Bekas and Kasper Wing. The Bekas was essentially the BKB. Kasper had attempted to increase its performance by increasing the wing span. By doing so, he ran into some difficulty because this further decreased the already low aspect ratio, causing

added. The extra length for the Bekas wing was not there in the drawing.)

All of these aircraft were developed from concepts initiated and tested on the BKB-1, violating design rights of the originator and contradicting Kasper's signed agreement with Stefan Brochocki. Over the years numerous articles continued to appear linking Kasper, and Kasper alone to the BKB-1. Present endeavors to set the record straight were initiated in 1994 by myself, and have, until the past year with the help of the Internet, proven difficult. Many individuals and organizations are now showing an interest in the real BKB story.

It is clear that despite the fact that the BKB no longer exists, there is much left to unfold in its story. The record needs to be set straight. Stefan Brochocki, his family, and those who have worked with him over the years and lent their invaluable assistance in many ways don't agree with Kasper's claim;

"Only a stupid fellow tells the truth." (Seattle Times, Sunday, Oct. 7, 1971).

If only Kasper were still here to face it!

THE FUTURE

It's clear that a great deal of public information currently available concerning the BKB is erroneous, and what I seek to accomplish is the absolute and sole



instability. The wing became more elastic and lost its aero-isoclinic properties. As Stefan describes this situation, it became a case of the airplane flying the pilot. Kasper called it *dynamic soaring*. *(Since this presentation I was able to locate a set of Kasper's plans for the Bekas and BKB-1a, included together on the same paper. I laid one of Stefan's original drawings of the BKB-1 wing over the top of Kasper's drawing of the same feature: they matched perfectly. Except for some gussets and modifications to the wing-tip rudders, it was essentially the same drawing with some details removed and some*

connection of Stefan Brochocki with the aerodynamic design of the aircraft, and in conjunction with Bodek in some mechanical aspects, in print and in the minds of the interested public. It must also be similarly acknowledged that subsequent designs by Witold Kasper with aspects resembling those of the BKB were based on that original design and violated an agreement he had made with Stefan Brochocki. Fred Bodek's contribution to the production as a whole must also be recognized.

Patents have been taken out by Kasper on various details of the BKB design. These patents are now being

investigated with a view to the origins of their subject matter.

I don't seek to discredit Mr. Kasper for any legitimate contributions he may have made towards the refinement of the BKB design or performance, and I acknowledge the inspired flying he has done to test and promote this experimental aircraft. The fact that he failed to credit his partners while heaping praise upon himself alone is repugnant and incomprehensible. In assigning credit for the work on the BKB, Brochocki always referred to it as a partnership. In his address to the McGill Aeronautics Department in 1961 he wrote: *"Speaking of the BKB-1 sailplane I am also speaking on behalf of my partners, Witold Kasprzyk and Fred Bodek, without whom this project would not have reached the flying stage."*

Let's restore Brochocki and Bodek to their deserved place in the story of the BKB.

The whole matter raises many questions, and it would be rewarding if there were parties interested enough to follow up. For example, I am unaware if Kasper's work was ever submitted for rigorous peer review. What I've seen in print generally appears to focus on Kasper's claims or those of public relations man, Horst Petzold. It's quite possible that there are performance analyses that my family has not seen. What we have been made aware of has generally been sent to us by concerned individuals who had happened upon one of Mr. Kasper's articles in some gliding magazine. I would welcome other resources, and I haven't yet had the time to access TWITT's library.

The BKB testing to ascertain its performance in relation to the original objectives of the designer was never fully completed, and it is regrettable that the rigorous testing it was to receive at Mississippi State University never came to pass. Consequently, there may have been design modifications still required but never attempted. After leaving Canada, the BKB was commandeered for aerobatic uses. It became a stunt flyer, and it appears that its other capabilities, potential, or use as a tool in design research became of secondary importance to its role as a vehicle for publicity. This is not to say that the publicity was without merit, it just overshadowed the original objectives of the design.

What really happened to the BKB in America? What had it accomplished? What caused its fatal crash? Was it properly maintained, and how did it become licensed for aerobatics? Were there other mishaps before the final one? What happened to its remains? It would be extremely satisfying to Stefan Brochocki and his family to recover even a small piece of his project. Both Bodek and Brochocki have many questions they would like answered.

Having the opportunity to speak to this distinguished and interesting group of TWITT members has given all of us involved with the BKB the chance of hearing some answers and of acknowledging the correct facts in the matter of the little Canadian sailplane. There are many interested parties back home and across the continent who are anxious to know the outcome, and who realize your group's potential to acknowledge the truth and to encourage us in our endeavor. I thank you all.

Andy Kecskes of TWITT deserves my most whole-hearted thanks for the hours of time he has spent corresponding with me over the past 10 months and researching information and links to assist me. Without his kind help and encouragement, I would never have had this opportunity. And to John Mitchell, your telephone call made me realize I was on the right track. Many thanks.

I would also like to extend my thanks to George Knight who has become a most valuable force in this project. I could not continue without his technical knowledge, assistance, and encouragement.

Now, enjoy the video.

(ed. – At this point we showed the short video Stefanie brought that may or may not have really shown the BKB doing a tumble. We watched that particular section numerous times, and I don't think anyone was really 100% certain it tumbled versus fell through a stall.)

NOTE: A video of the entire program (including Henry Jex on the R/C Pterodactyl) is available for TWITT at \$8.00 US dollars for stateside destinations and \$10.00 US dollars for Canadian and overseas delivery. Send your cash, check or money order to the address on page 1.



LETTERS TO THE EDITOR

(ed. – I apologize for some of these letters being so far behind. I was trying to make room last month for the two sections of meeting minutes that I thought everyone would be most interested in. This should catch everything up to date.)

7/19/00

TWITT:

My name is Tim Huff. I have a great love of flying wings and really enjoy your site. I own a small flying wing model business complete with web site (gotta have one these days). I would like to put a link up to your site (if that's o.k.) the next time I update my site. My site is at www.zingwing.com. Keep up the great work.

Thanks,

Tim Huff
sam.huff@teligent.com
Zing Wings
P.O. Box 489
Enumclaw, WA 98022

(ed. – Of course I was happy to let him know we would be pleased to have a link to our site on his. I also let him know

7/20/00

I would do the same from ours when I got around to the next series of updates. He replied with the following:

"That sounds great. I have 5 Zing Wing models (only 2 are on my web site...that's why I really need to update it soon) and will send you a sample of each. I didn't mention it, but I am also a hang glider pilot (almost 23 years now), and I guess that has a lot to do with my love of flying wings. There is just something magical in their simplicity. I really think I ought to get a subscription to your newsletter so I can keep up with what's going on in the world of flying wings.



They fly best in light wind conditions, although the smaller 12" gliders can be flown in winds up to 10-15 mph. I recommend that the 24" gliders only be flown in really light conditions as they can go a long ways. It is best not to launch the 18" or 24" gliders too hard because if they accelerate too fast the wings can be damaged. We will soon be switching to launching rubber bands that aren't quite so "strong" to fix this minor problem.

By the way, Tric R/C makes some dandy R/C flying wings called Zagis (I can vouch for their performance and durability), they are a lot of fun to fly. I suppose you are familiar with them living in S Cal. They are primarily used for combat flying. I really wish one could be scaled up to accommodate a pilot. They have incredible performance. You can check them out at <http://www.zagi.com/> (I am in no way affiliated with them, I just really like their products). Well, I gotta go now."

The samples he sent all have a little different shape and wingspan, and from the flight-testing I have done so far work quite well. I did numerous launches of the 12" version in over 15-mph winds at Tehachapi and, although it bounced around a lot, it still flew in a controlled manner. They are folded in half, launched by rubber band and then after reaching the apex unfold and glide down based on how you have the tip controls set. I had a number of kids ask if I had any for sale, so they obviously found them fascinating.

The prices for these fun little gliders are \$2.50 for 2-4 items (you can mix the sizes with each order) plus \$3.50 shipping and handling (priority mail). Prices go down slightly for larger orders.

I find it interesting that there are several companies out there that are producing flying wing gliders as part of their product lines. Obviously, they find them easier to build and easier for novices to get flying quickly.)

TWITT:

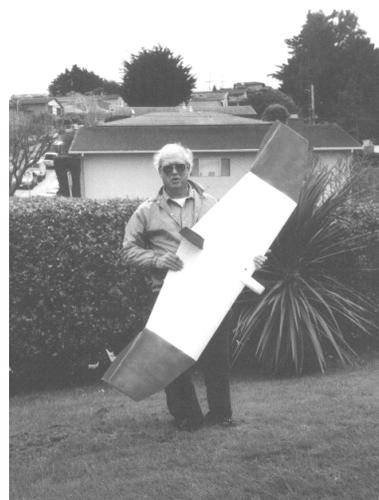
Please find enclosed my renewal check. I have one new wing in the building process, but no new models flying this year. However, the six-foot span wing pictured on your web site is now named THING 1. It has many hours of flying time on it, some repairs and modifications. No nasty surprises in the flight characteristics have appeared. Other pilots who have flown it have remarked "it flies like any other large slope glider, except it's slippery and builds up speed quickly." Indeed, on one very windy day with six pounds of lead ballast installed, several observers put the speed into the 100+ mph range.

Krzysztof Waskiewicz recommended the step four wing design demonstration at: www.step-four.at/soft_d.htm to me and it looks very interesting, but it is in German. Could anyone do or know of an English translation? If you do, please e-mail me at:

Skunkdaddy@juno.com

Sincerely,

Allan Morse



(ed. – Above is a reminder of what this model looked like.

I sent along the following URL that contains a translator which works well enough to give you an idea of what is being talked about. It appears you request a download file of the program.)

<http://babelfish.altavista.digital.com/translate.dyn>

8/6/00

Dear Stefanie Brochocki--

Thank you (see her original letter below). I'm writing a web page about vortex lift because every once in a while a modeler asks and there isn't really a good reference accessible to amateurs. As you may know, most planes that gain extra lift from vortices are

extremely low aspect ratio. There is very little literature about spanwise vortices on wings of A/R greater than 2.

My interest in the BKB-1 is because Kasper investigated it's post stall behavior and found that, at AoA higher than 30 degrees, a large spanwise vortex forms on the upper surface and CL was around 3.17. To my knowledge the BKB-1 and it's derivatives are the only full size airplanes, with significant A/R, to have operated in a post stall regime, so the data collected from them is quite valuable.

Most of the available literature was written by people who were influenced by Kasper and, in some cases, weren't qualified to make an independent judgment. I was hoping to find something by Mr. George-Falvy more detailed than his presentation to the Harris Hill Flying Wing Symposium but, after some investigation, I decided it's best to leave him alone for now. I have seen the Horten-IV report you mention (it is well written, objective and fairly through) and it is the main reason I trust George-Falvy.

Do the papers you have include stall tests?

E. Norman Masters
enormas@gj.net

(ed. – This is Stefanie's original message:

“Dear N. Masters

While browsing through the FAA website I noticed your request for more extensive documentation of D. George-Falvy's analysis of the BKB. I have been attempting also to contact Mr. George-Falvy and have found out that he is very ill right now with kidney failure. I did not press for further information under the circumstances, but I do have his telephone number.

As far as BKB data is concerned, I have a great deal including photos and almost all of the original 40+ test flight reports in Canada where it was designed by my father, Stefan Brochocki. No, Kasper did NOT design it, not even one bit, in case that is what you have heard.

My father and the other partner, Fred Bodek, are still alive and are amazed at the amount of interest that is still being shown in the BKB.

I'm not sure what sort of info you are looking for, but I'd be glad to help. Kasper made some changes to the original craft. I am not sure they all resulted in improvement. In fact, I had wanted to find out from Mr. George-Falvy when he had test-flown it and what modifications had been made to it at that point. In Mr. Kasper's data it is sometimes difficult to ascertain the facts.

You might try Swiss Aero Revue 1960 for my father's OSTIV presentation on the BKB-1 performance from 1958-61. Coincidentally, George-Falvy made a presentation on the Horten IV at that same OSTIV congress.

Stefanie Brochocki”

It is nice to see that the story of the BKB is coming alive again in a wide number of places. This should help find more of the information Stefanie is looking for.

Krzysztof Waskiewicz provided the following names and phone numbers of potential sources of information in the northwest that he got from Dezso George-Falvy. If anyone has contact with them and could get some firsthand recollections of their BKB experiences, it would be much appreciated. They are:

Fred Bellmont, 6260 139th Ave NW, Redmond, WA 98052. Tel:(425) 881-2309

Horst Petzold, Everett, WA. Tel: (206) 339-0163

Viki Elison, P.O.Box 922, Fall City, WA 98024. Tel: (425) 222-6338)

8/7/00

TWITT:

Do you have the address/phone number for Stefan Brochocki builder of the BKB glider flown by Witold Kasper? Bruce Carmichael told me that Mr. Brochocki was the designer of the glider.

I am working on a motor glider version of the 'Kasper Glider' having purchased the plans from Witold Kasper in 1978. Would like to contact Mr. Brochocki regarding my project.

Thank you.

Dan Palmer
505 281-7275
danpal1@netzero.net

(ed. – I sent Stefanie's e-mail address to Dan and he was able to make the contact he desired. For those of you who would also like to communicate something related to the BKB and assist Stefanie, her e-mail address is:

*Stefanie Brochocki
sbrochocki@yahoo.com*

Or for those of you without a computer, but still have something to contribute, her mailing address is:

*c/o George Knight
RR # 1
Demorestville
Ontario
K0K 1W0*

I hope there is a lot of response to, especially from those of you in the northwest where some of this history took place.

Since the meeting we have learned that Paul DeHaan, of Prescott, Arizona, has a BKB that he purchased in the Seattle area a number of years ago. It was on display at the Castle AFB, CA (Merced) up until several years ago when the base closed. Since then he has kept in the Prescott area. He is willing to sell it at a price of \$20,000, but we understand it has broken spars from some type of landing accident, otherwise in intact. Obviously, this is sort of a high price for a broken aircraft, but if anyone is interested in trying to negotiate something lower, he can be reached at: Paul DeHaan, P.O. Box 2937, Prescott, AZ

86302, (520) 759-9175 or cell phone (602) 571-0589 since he might be moving soon.)

8/24/00

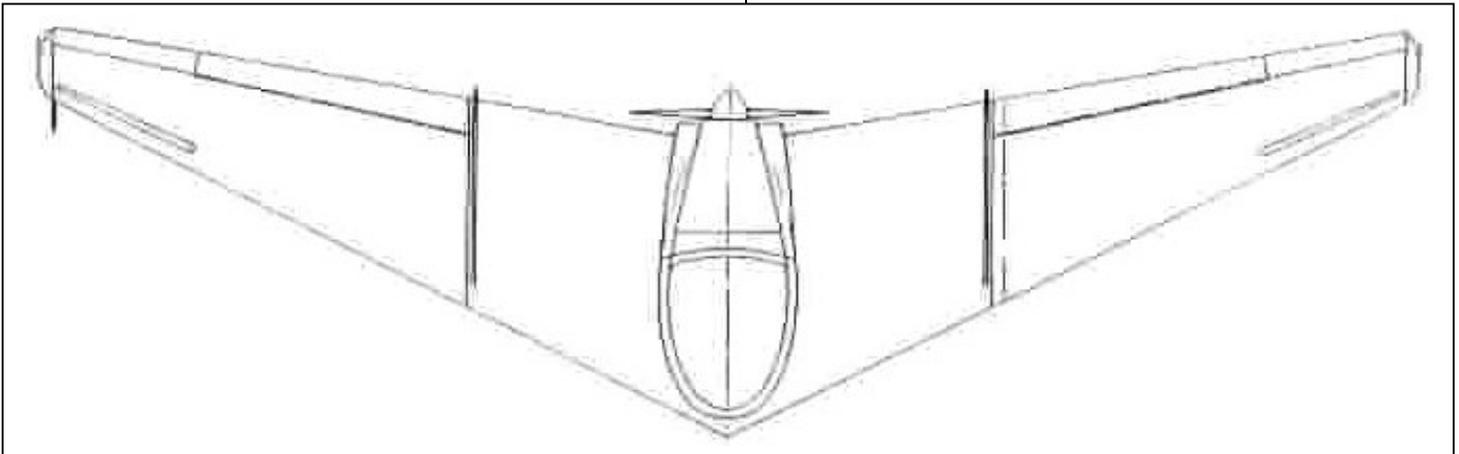
TWITT:

My old bolted aluminum tube and fabric Kasperwing 180 ultralight has about vibrated itself to death after almost 20 years and 600 hours of flying time. My hope is that someone, somewhere might be planning to build a similar design constructed entirely of composite material or possibly of all metal. It is imperative

and fabric KW 180 in the next 6-8 months, I will rework my antique. Keep me in mind if you learn of a prospective builder who needs a large deposit in order to start his business! Thanks.
John”

Perhaps one of our members knows of such an aircraft currently available or under development. We will also keep our ear opening for anything like it.

For those of you who might be interested in purchasing a KW for yourself, you can contact J-Bird at 212 Main Street or P.O. Box 438, Kewaskum, WI 53040, (262) 626-2611. They have a new 1987-88 kit with a 35-hp Kawasaki engine for \$8,800 and two used kits with the original Zenoa engine for \$2,900 each.



that I find something with low wing loading (slow) and sturdy, flexible landing gear in order to handle my short 300 foot mountain top strip. At this stage of life, I have more money than time and would not be interested in trying to design and build an aircraft myself. If anyone has any suggestions, please reply. I will send a check for your newsletter....although I'd rather be flying than talking about flying!

Thanks for any help.

John W. Bottoms
431 Bottoms Way
Waynesville, NC 28786
828 452-5165
Bottoms@primeline.com

(ed. I sent John an e-mail telling him about some Kasperwings available from J-Bird in Wisconsin (bought out Cascade), and he replied with the following:

“Thanks for your reply. Before buying another Kasperwing similar to mine, I would rebuild mine, which has been updated several times. What I would really like is a flying wing with same or better gliding and STOL performance as the KW, but constructed of modern materials. If I can find nothing better than my existing tube

I hope you will enjoy your new subscription and perhaps will tell us a little more about some of your experiences with the Kasperwing ultralight.)

ABOVE: Top view of the Davis Wing from the specification sheet. See next page for more.

(ed. – In the July issue Dave King (Kingdws@home.com) had asked about whether there was any on-line information on the Davis Wing. I commented we had some information, but I didn't have time to research it before publication. So here is what we received on the resurrection of the Davis Wing.

Davis Wing, Ltd.
P.O. Box 5903
Boise, ID 83705

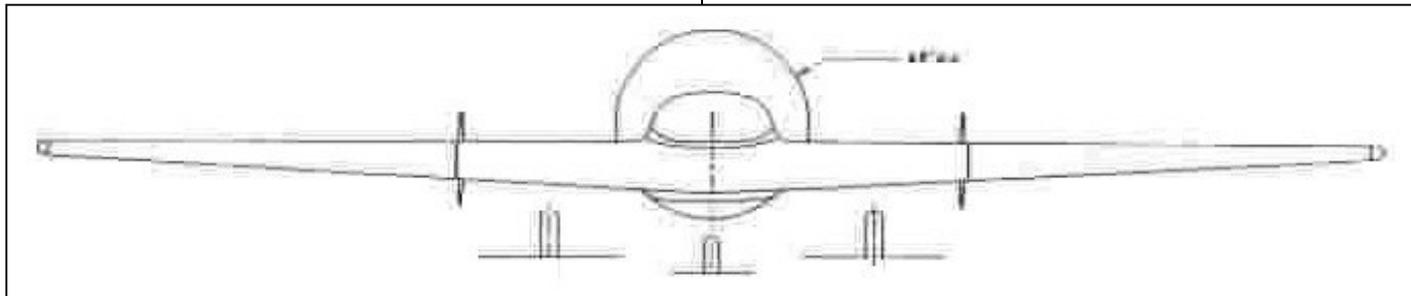
Dear Customer:

No doubt you have wondered what happened to the Davis Flying Wings. I as President and Chairman of the Board and major stockholder, never, never gave in.

The proof-of-concept Flying Wing Alpha was right at 300 flights and, construction on the larger 2-3 place Flying Wing Gemini was coming along well. Then our family had a string of very expensive operations and long hospital stays

with the phase of the project, please send copies to the address on page 1.

By the way, the molds for the quarter scale model are progressing quite well. I looks like there is hope on the



not covered by our health insurance. The Company research and development aero hanger was vandalized, with not only destruction of the Gemini but records and plans were lost. A short time thereafter there was a very expensive divorce.

Now that I have \$40,000 again, what with a few more stockholders, who also believe in the dream of Jack Northrop, we will make it all happen with style.

(ed. – The rest of this flyer had a kit production date reservation form attached, one for August and one for November 2000.)

Also attached was a purchase contract indicating a final price of \$21,500 for the kit, but it doesn't indicate if this includes the Lycoming O-320 engine.

The performance summary sheet indicated an information packet could be purchased for \$15.00 for US delivery and \$18.00 (US funds) for airmail, overseas delivery. No telephone numbers were given for the company.

horizon that there could be models available sometime in the future. Don't hold your breath, but don't give up hope.

GUEST BOOK MESSAGES

Thursday, June 08, 2000

Enjoyed this website very much. I was last at El Cajon in 1997 and wished I had known of this activity while there as I would loved to have visited with the principals. I am most interested in getting details plans of HO VII so that I can build a flying replica. Thanks.

Eugene Whitt ewhitt5525@aol.com
Pearland, TX USA -

Wednesday, August 09, 2000

I have come to the flying wing via the excellent model flying wings that exist today. No more difficult to fly, nor too sensitive in pitch, rather very forgiving planes if not the best when in a thermal. Hope to build a much bigger soon, also powered by a fan, like my Mongojet.

Tord S Eriksson tord@mindless.com
Sweden -

INFORMATION REQUEST

Bob is looking for pictures of the front and rear of the Horten IV transport trailer to supplement the ones he already has. Unfortunately, they don't give him the perspective he needs to determine the shape of these sections so he can built the proper molds. So, if you have something that might help him

