

Phil is in two minds about his latest creation – picks it to pieces and then decides it's a good machine. We've flown one too, and we think it's great

SLIK-FLI

Phil Kraft's

IN the past, my design efforts have been towards radio control contest designs with the emphasis on fast construction, servability, and general simplicity. Aerodynamic efficiency was compromised to achieve this objective. The 'Slik-Fli' was an experiment to determine desirability of several aerodynamic features. These features were: (1) the swept leading edge tapered wing which, because of the sweep back, would contribute to stability; (2) the midwing configuration which supposedly would make the aircraft more manoeuvrable by concentrating the centre of lift closer to the centre of gravity; and (3) the flap coupled with the elevator which had proven so successful on control line models.

Certainly, the results of tests on one design are not conclusive, but after a great deal of testing, it appeared to me that none of these so called features offered any advantage over the standard approach. In fact, they seemed to have many disadvantages.

The first disadvantage to the 'Slik-Fli's' configuration was in the swept tapered leading edge wing. We had to stow the battery back behind the wing as the model came out quite nose heavy. First test flights, however, were quite impressive. Usually, one tends to become overly enthusiastic when flying a new design for the first time, and I certainly thought

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