Low-Speed Vehicles Branch
NASA Langley Research Center
Mail Stop 404
Hampton, Virginia 23365

January 30, 1970

Mr. J. W. Dickenson
7 Wesley Street
Elanora Heights, N.S.W. 2101
Australia

Dear Mr. Dickenson:

Thank you for your letter of November 17 and the very attractive diary. They arrived shortly after Christmas, and I would have answered sooner, but I have been trying to get in touch with an american who built a couple of small flexible-wing airplanes about two years ago. One had two 7-horsepower engines and the other had one 15 horsepower engine. They weighed about 150 pounds empty, which is about what you estimate for your design weight, but you have larger engines. However, this chap has moved since I wrote to him two years ago and I have not yet caught up with him; so I will not delay any longer your answer.

The Ryan Aircraft Company built and flew the airplane of figure 6 of the enclosed report. Later they built the XV-8A with more power, less wing area, and some tail area on the platform. There are some Army reports on these two designs that I may be able to send you if you want them, but these aircraft are much larger than what you are designing.

The Ryan Company also did some design work on the small aircraft covered by their enclosed patent, but I am sure they never built one. They did build a 7-horsepower drone for the Marine Corps, however. An artist's concept of it is figure 7 of the enclosed report.

I am also enclosing a copy of a newspaper announcement of a demonstration of your ski wing near Washington last summer. Unfortunately, I did not hear about it ahead of time and missed it.

Let us hear how you progress and if we can be of further help. Best wishes to you and your wife for the 70's.

Sincerely,

Francis M. Rogallo

Francis M. Rogallo

Enclosures:
Patent No. 3,361,388
"Flexible Wing Research and Development"