

NEWS OF FAUVEL FLYING WINGS

The following information concerning new and modified models of the famous French Fauvel Flying Wings has been received directly from Mr. Charles Fauvel, the designer.

AV .22 .S

The AV .22 .S is a two-seat development of the original AV.36 single-seater. The first prototype, modified according to production standards and carrying license F-CCDC, is now flying at Chavenay. The second prototype, F-CCDD, is equipped with radio and is being used by the Fort Dauphin Aero Club in Madagascar, which also uses an AV.36.

been built in Australia by Mr. G. Almore. The first Fauvel built in Australia flew in 1955, with the builder making 100 kilometers (62 miles) on his first distance try. An improved version, the AV.361, or Super AV.36, is presently under construction in Belgium.

The AV.36.CM, a powered version of the standard AV.36, with a 12 hp engine and a folding propeller, has been built under license in Germany. It was flown 150 kilometers (93 miles) to the German powered-glider meet at Augsburg and flew home again under power. The direct-drive engine, which weighs 13 kilograms

(28 pounds) with propeller and cowling, drives the propeller at 5000 rpm but is not powerful enough to permit the ship to take off from grass. The AV.36.CM is taken off with a winch in compliance with prevailing temporary German power glider regulations. The letter C indicates the German-built version and the M means motorized.

AV.45

The AV.45 is a powered glider similar to the AV.361 and the prototype is under construction in the Survol factory at Cannes. Powerplant is a Nelson 44 hp engine, similar to that used in the Hummingbird, which is located inside the fuselage behind the main bulkhead, driving the pusher propeller by means of an extension shaft. With a feathered propeller or a folding-blade model of German design, the AV.45 will have a sinking speed of less than .85 meters per second (2.8 feet) and an L/D of 27.

Flights at the Paris Aero Show

One AV.36.CM was demonstrated by the German Bolkow company. Charles Fauvel himself demonstrated the second AV.22.S on June 15. He towed to 3000 feet before release, soared to 4000 feet and then returned to 3000 to begin his demonstration at the scheduled time and altitude. His performance consisted of many loops, wingovers, tight spirals, and many changes of direction. The roll rate, from a 45-degree bank to a 45-degree opposite bank, was 3½ seconds. Steep dives were performed with the aid of dive brakes at a rate of descent of 6000 feet per minute and a forward speed of only 100 mph, and a high-speed pass was made past the grandstand at 140 mph followed by a climb, turn, and spot landing at the starting point.



Photo: Rose Marie Licher

The only Fauvel AV-36 flying wing sailplane in the United States, being flown by its present owner, Jack Lambie of Santa Fe Springs, Calif., during the 1960 Torrey Pines Meet.

The first production model, F-CCGK, is being used at the Inter-Club soaring center at Fayence, and the second, F-CCGL, is in use by the Aero Club of Dinan and was demonstrated at Le Bourget airfield during the Paris Aero Show of June, 1959. The third, F-CCGM, was turned over to the Aero Club of Romans and was towed home behind the club's Stampe biplane. The fourth F-CCGN, has been delivered to the Aero Club of Poitou.

The wooden wings and the metal fittings of the AV.22.S are manufactured for Fauvel by C.A.D.A.F. at Aix-Les-Bains.

AV.36

A new AV.36 single seater has

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