

HOBBY LOBBY

WINGO

SPECS

- MODEL** Wingo
- MANUFACTURER** Hobby Lobby
- TYPE** Electric trainer
- SMALLEST FLYING AREA** Infield
- IDEAL FOR** Beginner and intermediate pilots
- WINGSPAN** 43¼ in.
- WING AREA** 403 sq. in.
- READY-TO-FLY WEIGHT** 20 oz.
- WING LOADING** 7.2 oz./sq. ft.
- FLIGHT DURATION** 8 to 10 min.
- PRICE** \$119

We all remember the Wingo from a few years back; it was a hot import with an almost cult-like following. Easy to build and fly, the Wingo displayed unique flight characteristics that allowed experiences that other planes could never match. It wasn't unusual to see the most experienced pilot on the field whip out his Wingo for a quick flight right next to a beginner who was learning how to fly on the same plane. Now, armed with an attractive set of accessories, the Wingo is back in full force, and Hobby Lobby offers this great kit at an even better-looking price.

SCOREBOARD

- ⊕ Parts fit perfectly
Assembles in one evening
Easy to fly
- ⊖ Drawings in manual can be misleading

YOU NEED

- ✦ Epoxy
- ✦ Radio
- ✦ Battery
- ✦ ESC
- ✦ Micro- or miniservos (2)

LEARNING TO FLY HAS NEVER BEEN EASIER





I secured the Speed 400 motor with the rubber band over the plastic housing to help protect it from the motor's heat.

WHAT'S IN THE BOX?

The Wingo arrived in an attractive box that got me excited to see all of the accessories you can order for this plane. From cameras to smoke systems to skis, the possibilities seem endless. I quickly opened the box to find the airplane securely packaged in a neatly organized manner. The foam enclosure can be used as a carrying case for added protection when you carry it to and from the flying field. The included decals dress up the Wingo in a USA scheme that looks good once completed. Lacking visible dings and dents, the foam appears to be very durable. The wings come in three pieces that you epoxy and tape together. I notice that this plane has a large wing area that delivers very stable and slow flights. The plastic cockpit can take a beating on harsh landings. A strong aluminum tail boom helps keep the weight down and provides a strong foundation for hard bumps. The landing gear looks great, but unless you have a paved runway or very short grass, you will have to hand-launch the Wingo. Hobby Lobby includes a powerful speed

400 motor and a propeller. This combination provides plenty of power for such a light slow-flying airplane. You have to provide the electronics, and with plug-and-fly components, the kit builds very quickly.

ASSEMBLY

WING The manual recommends that you use of Scotch tape to join the three pieces. This won't hold up under heavy winds or during light stunts, so I recommend that you use packing tape; it provides a much stronger bond. I didn't use epoxy (although it can be used) because you have to disassemble the wing to attach many of the accessories. If you're sure that you won't upgrade the Wingo, go ahead and use 30-minute epoxy to glue the wings together. I plan to upgrade, so I used packing tape. This is a good time to attach the decals; it's more difficult after you've installed the servos and similar equipment. The wing is attached to the fuselage by way of rubber bands and wire reinforcements.

LANDING GEAR & COCKPIT The landing gear looks great. The simple design makes takeoffs easy on pavement, but don't expect much control over steering because of the lack of a steerable tail-wheel. This was not an issue for me because most of my takeoffs came via hand-launches. Attach the wire reinforcements to the wing; they provide stability under extreme conditions. I painted the canopy to match the plane; I recommend blue or red to go with the color scheme, but black would even work well, too. Get

FEATURES

Speed 400 motor and propeller, lightweight aluminum tail boom, upgradeable parts

creative; I saw pictures of amazing-looking cockpits on the Web. I was surprised that the cockpit fit so perfectly; I expected to do a lot of sanding to fit the cockpit, but that was not necessary. It is attached to the top of the battery with Velcro.

TAIL FEATHERS Use epoxy to attach the tail surfaces to the aluminum tail boom. Hinging the control surfaces was so easy that it could be completed in a matter of seconds. All you have to do is peel off the backing and attach the hinges to the designated areas on the rudder and elevator. They are much easier to attach than CA hinges, which would be overkill for the Wingo anyway. I was pleased with how quickly I was able to mount the tail assembly and again was impressed with how well the parts fit together—no modifications needed.

POWER SYSTEM The kit includes a speed 400 motor. This motor suits this trainer perfectly. I used the recommended 8-cell 1100mAh NiMH pack, and it fits well in the cockpit area. This motor and battery



There is plenty of room in the radio bay for all the electronics. Velcro secures not only the battery to the bay but also the cockpit to the battery.

GEAR USED

DRIVE SYSTEM: Speed 400 motor (included), Jeti 12A ESC

RADIO SYSTEM: Hitec Focus SS transmitter, Hitec Micro 05S receiver, Hitec HS-81 servos (2)

BATTERY: Hobby Lobby Sport 8-cell, 1100mAh NiMH



The foam tail feathers are mounted to the sturdy aluminum boom with epoxy.

combination allows much longer flight times than other electric trainers; flights of up to 10 minutes are not uncommon. What I liked most is that nothing had to be set up; I just plugged in all of the electronics, and once the battery was charged, I was ready to fly.

TIP



When you attach the motor, put the included rubber band over the plastic engine mount; this allows a tighter fit.

RADIO GEAR & FINAL ASSEMBLY All that is left to do is to install the radio gear. I used all of the recommended electronics, and again, everything fit perfectly. Once you've attached the control horns to the rudder and elevator, slide the servo control rods into the holes. Just be sure that you have the rods in correctly; I had trouble determining whether some of the rods were supposed to go inside or outside of the fuselage. The Wingo is set up so that the rods cannot slide out of the control horns, and they don't need any Z-bends or special connectors. Attach the servos, radio equipment and charge the battery; you are good to go.

CONCLUSION

I challenge you to find another trainer that is more pleasurable to build and fly than the Wingo. Its parts fit perfectly, and it features a plug-and-fly setup when you use the recommended electronics. Although this plane is perfect for beginners, experienced builders should be nearby to help with the installation and



THIS PLANE MAKES THE PERFECT ADDITION TO ANYONE'S COLLECTION

IN THE AIR

Although the Wingo is easy to fly, if you're a newcomer, I recommend that you get the help of an experienced instructor pilot for the first couple of flights. If one isn't available, make sure that you double-check all the controls for direction and travel and make your inputs smoothly and gently. Also, pick a calm day for your first flight and go to a field that has plenty of open area. Once accustomed to the Wingo's handling, it can safely be flown in a park.

CLIMB PERFORMANCE I had a helper hand-launch the plane the first time, and it flew out of his hand without requiring any trim changes. Climb straight ahead at full power to a safe altitude before you make any turns. The stock Speed 400 motor has plenty of power for a brisk climbout. From a smooth surface, it will rise off the ground easily when pointed into the wind.

FLIGHT STABILITY The plane is very stable and will fly hands-off like a free-flight model. It has excellent self-righting characteristics, and if you get into trouble, it will quickly recover itself. By reducing power and pointing the plane toward the runway, the Wingo will gently settle toward the ground and practically land itself.

PILOT RECOMMENDATIONS Due to the polyhedral wing, the rudder is very powerful. Use only light rudder pressure until you have sufficient altitude; then explore the Wingo's flight envelope. If you plan to do aerobatics, do so early in the flight while the battery is fully charged. It will loop from a slight dive and can do barrel rolls. It's also fun to take it up high and just glide around lazily.

PERFORMANCE HIGHLIGHT It's easy to see why the Wingo has such a devoted fan base. It's easy enough to build and fly for beginners, yet seasoned fliers will enjoy the model as relaxing change of pace. It's also easy to repair with 5-minute epoxy or foam-safe CA. I look forward to adding the optional float kit so I'll be able to fly off the water at our club's next float-fly. In the mean time, I'll be having a ball with the Wingo at the park.

setup of the electronics. My only complaint was that it took a long time to apply the decals, but afterwards, I realized it was worth it! Hobby Lobby is convinced you can build the Wingo in one evening, and this certainly seems feasible. This plane makes the perfect

addition to anyone's collection; it looks like Hobby Lobby has plans to import many of the accessories for the Wingo. I can't wait to attach a camera to mine to take nice in-flight shots. ☺

See the Source Guide on page 96 for manufacturers' contact information.