28. The method of claim 27, further comprising:

providing rotor blade pitch control to a second port rotor coupled to a second port wing, the rotor blade pitch control selected from the group consisting of longitudinal cyclic control, lateral cyclic control and collective pitch control; and

providing rotor blade pitch control to a second starboard rotor coupled to a second starboard wing, the cyclic control selected from the group consisting of longitudinal cyclic control, lateral cyclic control and collective pitch control.

29. The method of claim 27, wherein providing rotor blade pitch control affects symmetric cyclic control of the first port rotor, first starboard rotor, second port rotor, and second starboard rotor so that the first port wing, first starboard wing, second port wing and second starboard wing are induced to translate horizontally.

~~30. A fixed-wing aircraft, comprising:~~

~~a fuselage;~~

~~a first port wing and a first starboard wing extending from opposite sides of the fuselage, the first port wing and first starboard wing lacking in-flight controllable surfaces;~~

~~a first port rotor coupled to the first port wing, the first port rotor driven by a first electric motor and having a first swash plate; and~~

~~a first starboard rotor coupled to the first starboard wing, the first starboard rotor driven by a second electric motor and having a second swash plate.~~

~~31~~ 30. A fixed-wing aircraft, comprising:

a fuselage;

a first port wing and a first starboard wing extending from opposite sides of the fuselage, the first port wing and first starboard wing lacking in-flight controllable surfaces;

a first port rotor coupled to the first port wing, the first port rotor driven by a first electric motor and having a first swash plate; and

a first starboard rotor coupled to the first starboard wing, the first starboard rotor driven by a second electric motor and having a second swash plate;

~~The fixed-wing aircraft of claim 30,~~ wherein the first and second swash plates enable first port rotor blade pitch control and first starboard rotor blade pitch control each independently selected from the group consisting of longitudinal cyclic control, lateral cyclic control and collective pitch control.

~~32~~31. The fixed-wing aircraft of claim 30, further comprising:

a second port wing and second starboard wing extending from opposite sides of the fuselage;

a second port rotor coupled to the second port wing, the second port rotor driven by a third electric motor and having a third swash plate; and

a second starboard rotor coupled to the second starboard wing, the second starboard rotor driven by a fourth electric motor having a fourth swash plate.