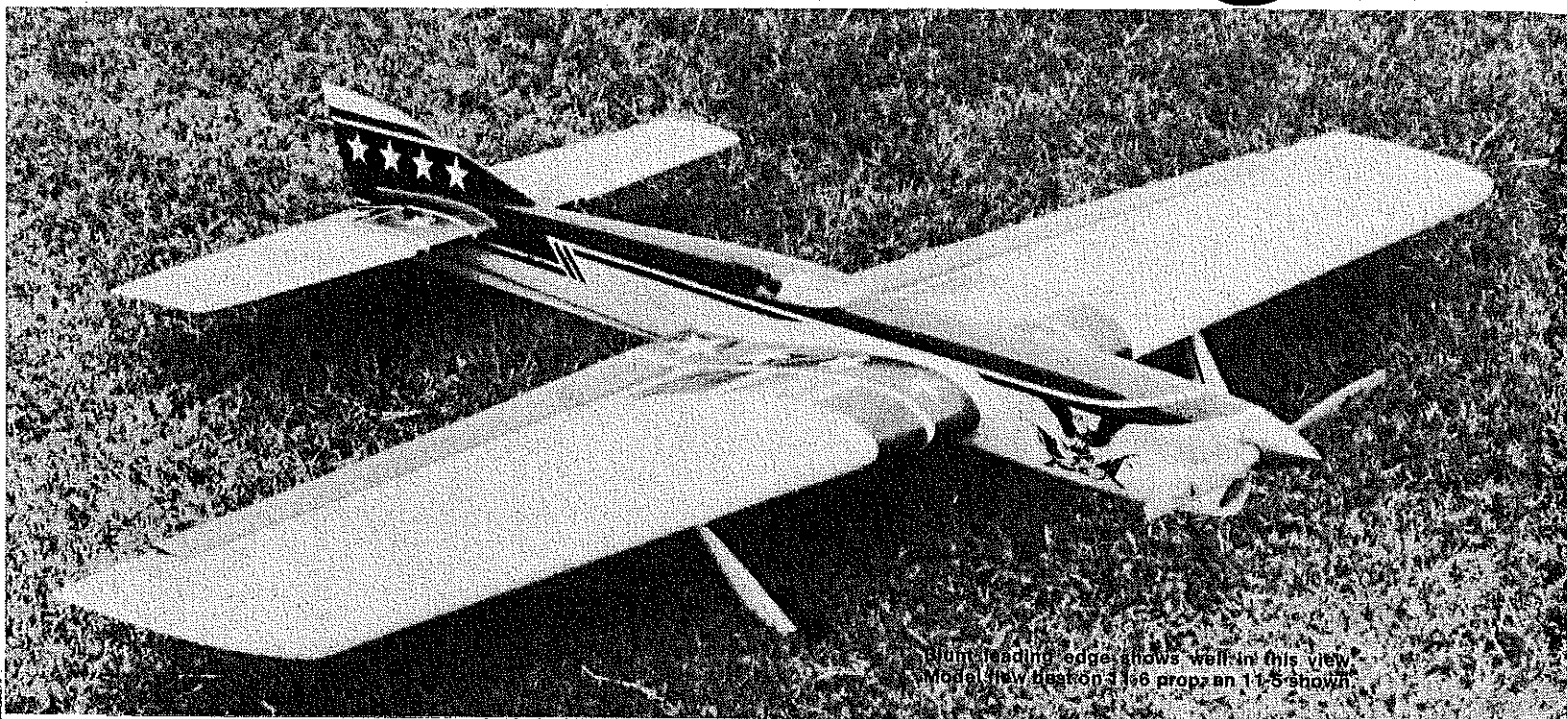


EXCITATION

353



Blunt leading edge shows well in this view.
Model flew best on 1:5 props on 1:5 shown.

If you have an interest in *any* form of competition, this story is must reading. The author's odyssey through three Nats and two close-but-no-champagne endings culminating in a heartbreaker is striking, whether or not you're into CL Precision Aerobatics. Plans are included for construction of this very special airplane. ● Ted Fancher

EXCITATION! Little did I know at the time I chose the name how prophetic it would become. Never in my experience has an airplane taken its builder/flier on such an emotional roller coaster ride as did the late, almost great, Excitation.

The Excitation was completed in the spring of 1978. After a period of flight testing and trimming, I was convinced I had a machine which would be competitive with the best. This would be a necessity as the Lincoln Nats would mark the return of many top competitors who had been unable to compete in 1978 due to their attendance at the World Championships. There would be no easy wins at Lincoln!

Victories at two local California contests in July proved the Excitation's ability to score as well as she flew, and I left for the Nats in an optimistic state of mind. My optimism appeared well-founded, as at the end of qualifying and the semi-finals we were in third place and very much in the chase for the National Championship.

Unfortunately, on the morning of the Walker Cup flyoff we awoke to a Stunt flier's nightmare—gale force winds! It was a day of airplanes tied to tool boxes, blown away hats and tents, and impossible judging and flying conditions—a

real "Stunt" event as opposed to a Precision Aerobatics championship.

The Excitation performed admirably, although it was definitely in need of more horsepower than the ST.40 was capable of providing. Despite flying the highest score of the second round and having a legitimate shot at the Walker Cup right up to the last flight of the day, our total effort was not up to the demands of the day or the competition, and we ended up in 5th place. It was a satisfactory, if not totally satisfying, national debut.

Although somewhat disappointed, I felt I had learned a great deal from the Lincoln experience. First and foremost, the ST.40, although adequate for most conditions, did not provide the reserve horsepower necessary for top performances under poor conditions. The advantage of the .40 was that its use allowed the Excitation to be legally flown on .015 cables. I thought that the reduction in drag thus achieved outweighed the potential loss of torque available from a larger engine. The performance at Lincoln proved that I was wrong. I had, however, a simple cure—a drawer full of outstanding Vic Garner-prepared ST.46s that would drop right in.

Since the next major competition was the FAI Team Trials in Dayton the following month, I could use the .46 without the .018 "anchor chains" required by AMA rules, inasmuch as FAI rules require no minimum line diameter. More horsepower and less drag equals increased performance in any event. I was convinced that the .015 lines were strong enough. I was to pay dearly for that conviction!

Once again, I took off from the beautiful San Francisco peninsula where I live with the Excitation in the baggage pit—and visions of Poland dancing in my head. Surely after performing to a near stand-off in its anemic Lincoln condition, the new "Charles Atlas-ized Excitation" could finally be leading rather than scrambling in the pack.

Oh my, it was so nearly so!
From the first day in Dayton it appeared as though, indeed, it was to be our week at last. Hot, muggy weather and resultant high density altitudes had the top guns scratching their heads when they weren't catching their floundering airplanes as they fell out of the thin, calm and dead Ohio skies. The Excitation, on the other hand, was performing perfectly—flying a little



According to the author, the on-field disassembly allows the model to be stored in a compact shipping case. Extra small pieces are stored in Windy Urtnowski's Sweeper van.

faster, to be sure (and purposely so), and generally taking delight in its new-found muscles.

Such was the state of affairs on the day of qualifying: everyone looking for a breath of air—and finding none—and the Excitation performing better than she ever had. At the end of the day we were on top—not by a little, but by a sizable margin, having had the highest score in each of the qualifying rounds. I was on Cloud Nine—even going so far as to call Shareen (my #1 supporter) and telling her she'd better get some books on speaking Polish, as we were as good as in.

Talk about premature! I could write a new definition for Mr. Webster!

For two rounds the following day, things continued going my way. Most of the pilots were still fighting the dead air—with the notable exception of "Stiletto" McDonald—and going into the third and last round, we were in a very solid second place with, again, a shot at #1.

I had just put in a practice flight about which my mentor and impossible-to-please critic, Bill Fitzgerald, stated, "You're finally starting to get the idea." Such staggering praise (the first good thing he had to say all week) had me so pumped up that, as I moved to the pull-test area for my last flight, I was convinced there was no way I could be kept off the team. Years of hard work were about to pay off. If ever a man was ready, it was me.

"OK, Ted, you pull, and I'll release." No sweat, done this a thousand times and never had a problem! A snap and a jerk!...my lines, and perhaps my heart!

"The up line broke!"...damn! I don't have spare lines (dumb, dumb, dumb)! Wynn Paul asks: "What size lines do you need, Ted?" I don't know; can't think! "How come the controls don't work?" What do you mean? "They're jammed full down!" Terrific, something inside must have broken.

Bob Whitely and Bart Klapsinski bring a knife, and surgery begins. Bob Hunt: "Ted, you have to fly after the next flight, or lose your turn!" The

AIRCRAFT: Excitation	DESIGNER: Ted Fancher	SOURCE: Original
WING		
Span	58.7"	
Asymmetry: Inboard Span In Inches: 29.7; Outboard Span In Inches: 29; I/B	102.4%	
Root Chord: 13.26"; Tip Chord: 8.88"; Mean Chord: 11.07"; Taper Ratio	.67%	
MGC: (See <i>Fundamentals of A/C Flight</i> , p. 35) Location on Halfspan 13.76" Lgth., 11.25"		
Area: (Span x Mean Chord) 650 sq." (4.514 sq.') Volume (MGC x Area)	7312.5 sq."	
Aspect Ratio (Span ² /Area)	5.3 to 1	
Center of Lift: (MGC/3) inches from leading edge at MGC	3.75"	
Airfoil High Point from leading edge: Root 2.9"—22%; Tip 1.95"—22%		
Airfoil Thickness: Root: 18%—2.4"; Tip: 22%—1.95"		
Center of Gravity in % of MGC: 16%—1.8" from leading edge		
Center of Gravity to Center of Lift (+ If CG forward, — If CG aft)	+1.875"	
Center of Gravity to Leadout Midpoint (+ If CG forward, — If CG aft)	+1.15"	
FLAPS		
Area: $\frac{(\text{Root Chord} + \text{Tip Chord}) (\text{Span})}{2} = \frac{(2.32)+(1.57)}{2} \times (46.7)$	90.83 sq."	
Flap Moment: C/L to Hinge Line @ MGC	5.625"	
Flap Volume: (Flap Area/Wing Area)	.14%	
Flap/Tail Ratio	.61.4%	
Flap Effectiveness Ratio: $\frac{(\text{Area}) 90.83 \times (\text{Moment}) 5.625}{(\text{Wing Volume}) 7322.5}$.069	
TAIL		
Span	26"	
Area: $\frac{\text{Root Chord} (6.8) + \text{Tip Chord} (4.56)}{2} \times \text{Span}$.148 sq."	
Area of Elevator: 66.6 sq."; Area of Stabilizer: 81.4 sq."		
Tail Volume: Tail Area/Wing Area	.22.8%	
Tail Aspect Ratio	4.56 to 1	
Tail Moment: C/L Wing to C/L Tail	.22"	
Tail Effectiveness Ratio: $\frac{(\text{Tail Moment} \times \text{Tall Area})}{\text{Wing Volume}}$.445	
Total Control Effectiveness Ratio: $\frac{(\text{Tall Moment} \times \text{Tall Area}) - (\text{Flap Mom.} \times \text{Area})}{\text{Wing Volume}}$.375	
Stability: $\frac{(\text{Tall Area} \times \text{Tall Moment})}{\text{Wing Volume}}$.452	

incision is complete. The bellcrank has swung past 180° and is jammed over center. With fingers crossed I force it back...is it okay now? ...sure, sure it is...it has to be...there's no time!

A voice from the crowd: "Why are the flaps and elevators both down?"...oh, it's trimmed that way...no, not a little down, a lot!...what now? ...something must be bent—control horn, push-rod?...no way to tell.

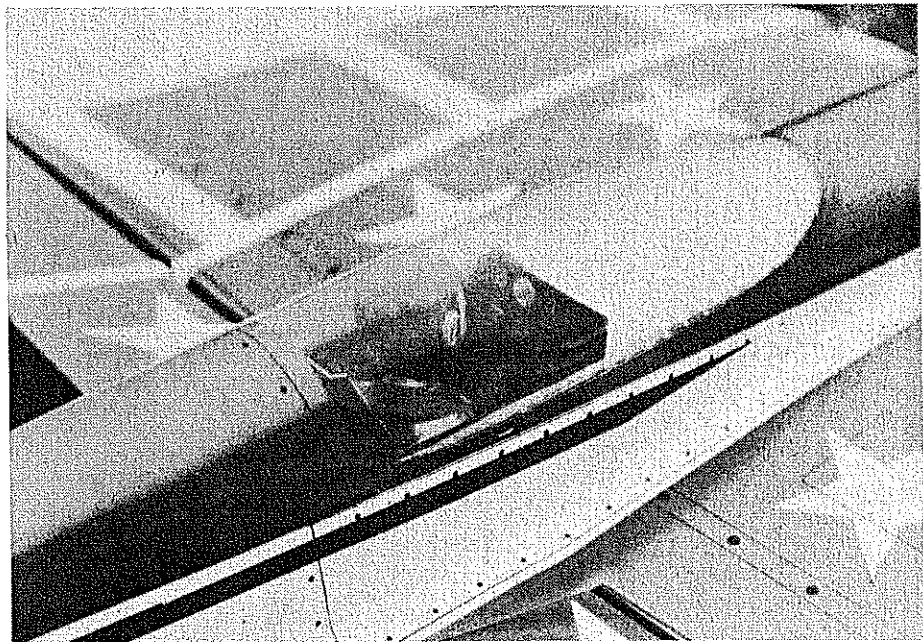
Bob Hunt: "Ted, you must fly now or pass." Oh boy, here we go...is the handle set right...who knows?...ease her into the wing-over...whoops! ...well, at least we know the handle isn't right ...try to adjust it in inverted flight...nothing's right... won't turn outside...almost stuck it that time...disaster...disaster...thank God, it's over!

Was it ever over! After all the numbers were in,

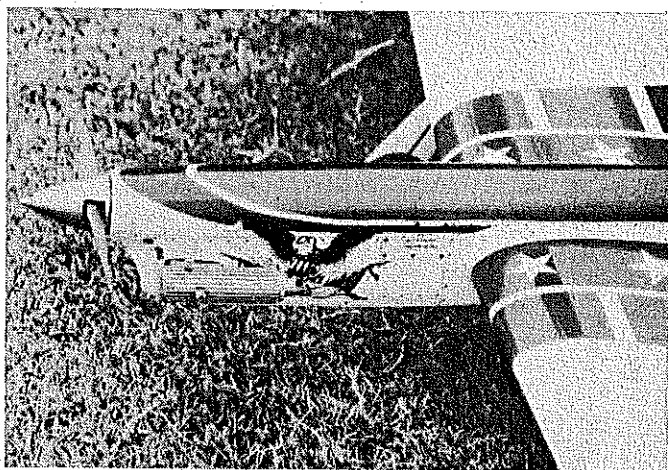
not only had we not made the team, we had fallen from the pinnacle to an ignominious 6th Place. I was an emotional wreck and came as close to quitting competition as I ever have. The Excitation was proving itself aptly named.

Unfortunately, my Jekyll and Hyde relationship with this capricious lady was not quite over. As I was to learn, when she was through toying with my emotions and abusing my psyche, she would let me know with finality.

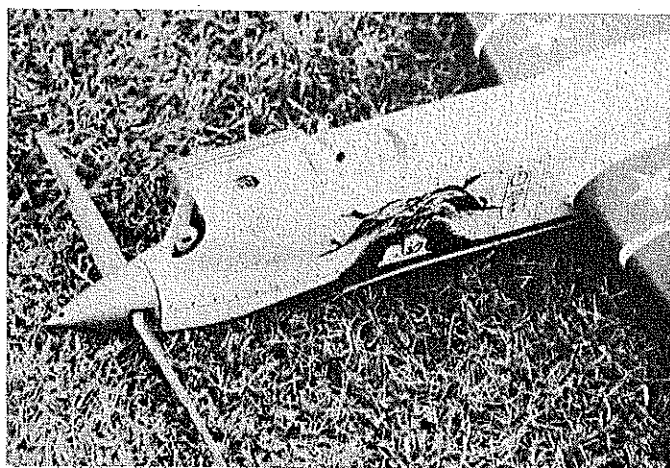
More complete examination at home uncovered severe trauma to the control system, including a control horn twisted about 20° by the force of the jammed controls—which had caused the previously inexplicable condition of both flaps and elevators being down about 15° at the same time. There was also a broken solder joint



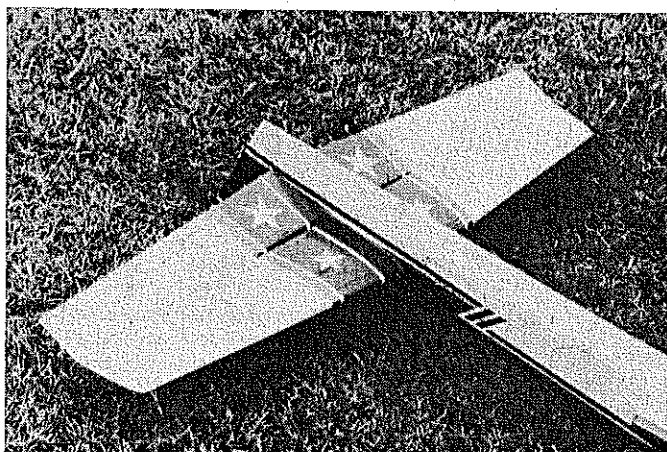
A rough facsimile of the author peers around the edge of his instrument panel. The canopy was dyed dark blue with fabric dye. All photos by the author.



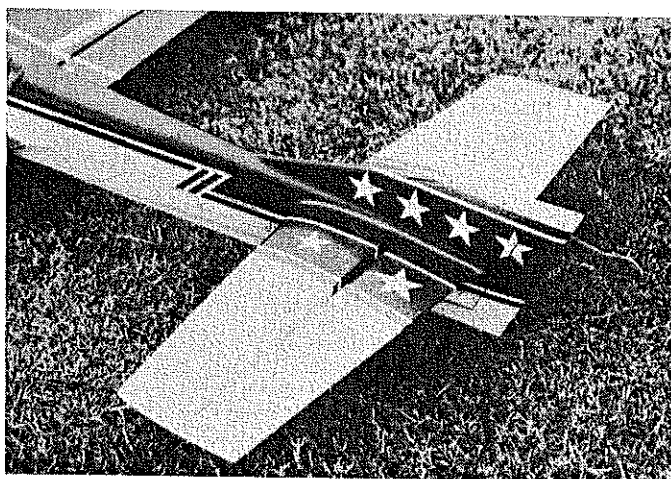
Supertigre .46 prepared for the author by Vic Garner sports an Adamisin muffler. Note the cooling air inlet and louvers.



Heated air needs more room to escape, so there must be large air outlets—larger than the inlets. Finish is Sig dope and lots of elbow grease.



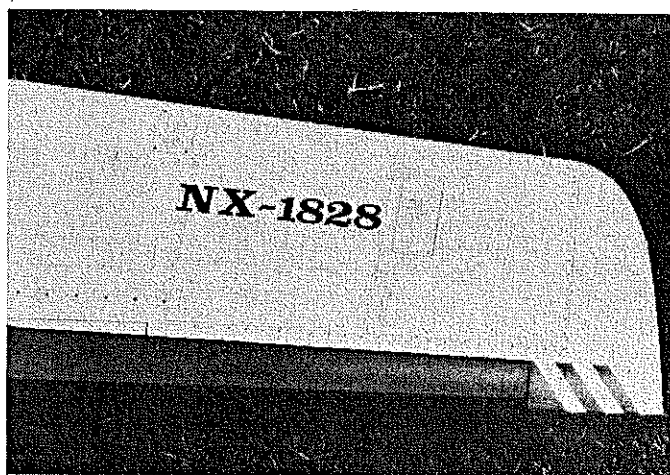
The inch-thick tail requires careful shaping of the hinge line to allow full range of movement. Note the hatch in the fuselage at the hinge line to allow access to the elevator control horn.



Those detail points can make a lot of difference when you're up there in the top three or so. Ruling pens and dry transfers do the trick.



Slightly tapered flap is a constant 17% of wing chord. Lines and details were done with a Rapidograph technical pen, available at art stores.



Right wing features a storage compartment for the Jim Walker Trophy—unfortunately, a little bit premature.

between the arms and horn of the flap control horn. Surgery was performed on the affected areas, and after a recuperative retrimming this "Devil Lady" appeared ready for another assault on the Walker Cup.

Come 1980, we made one last pilgrimage to Ohio and the Wilmington Nats. Early in the week things were not going well. I had not prepared as well as before, and was having trouble adjusting to two days of travel without sleep. Had the finals been held the second day, I would have been a spectator (and perhaps happier, without knowing why).

After a day of practice, two days of qualifying rounds, and a very nearly disastrous first round in the semi-finals, I finally had my health, my airplane, and my act all together at the same time and place. For the fourth year in a row I was in 3rd place entering the Walker Cup flyoff, and once again my optimism was creeping out onto my sleeve. How could I lose when I was so sincere?

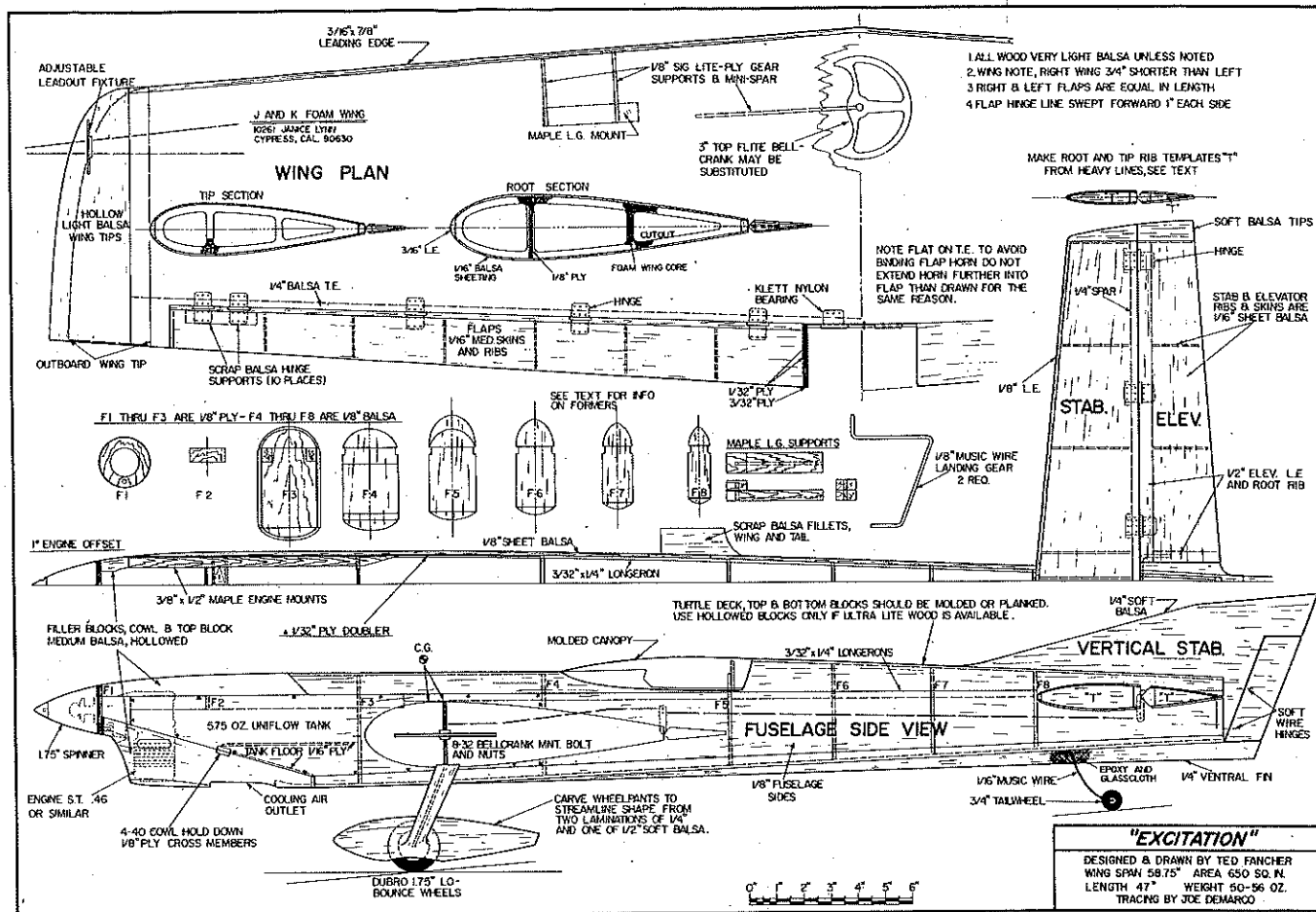
Let me tell you how!

The morning of finals dawned a little cloudy and blustery, but no rain appeared imminent, and conditions were, if not ideal, certainly superior to

Lincoln's gales.

At the crack of dawn, with my unflappable buddy Bill Fitzgerald holding on, the Garner ST.46 barked to life for the first of a planned three warm-up flights prior to the start of competition. Not uncharacteristically, Excitation came off a little rich in the cool morning air, and we went perfunctorily through a slow and sloppy pattern to run out both the fuel and my nervous jitters. After completing the pattern, I habitually do three outside triangles to clear the lines for landing.

It was now that the Excitation's final perversity



showed itself. On the last inverted corner of the triangles, she gave me a jerk through the lines. My heart dropped to my stomach as I realized what was happening. She wavered up and down once or twice as if to wave good-bye while I moved the handle ineffectually hoping that I was wrong. I wasn't...the controls had failed. She went into the concrete a quarter lap later, scattering debris about the feet of a very startled Bill Fitzgerald ...perhaps a final, rude gesture at his endless criticism of her performance.

When she was through with me, as I said, she let me know.

Upon sober reflection, it became obvious—even to me—that the Excitation's perverse nature was the result, not of demonic forces, but simply of poor execution and preparation on the part of the pilot. The final failure—a broken pin in a heavy duty 4-40 Kwik-Link—was almost surely caused by the extreme load placed on it from the line failure 10 months previously. The link should have been replaced. It wasn't, and as a result one of the outstanding Stunt ships of the last two years is only a memory.

The design is a proven performer at the highest levels of competition, and it is a worthy project for anyone interested in serious Stunt activity. A second Excitation—probably to be renamed for superstitious reasons—is nearing completion in my shop as this is written. This time, however, preparation and execution will be worthy of the Excitation's aerobatic potential. I won't be giving it away again!

Construction. The Excitation was designed in early 1978. It incorporates many of the design characteristics tested and proven in my Imitation (MA September and October 1979). Specifically, these designs utilize a higher than normal aspect ratio wing with blunt leading edges and narrow chord, nearly full-span flaps, a long tail moment,

and a moderate size low aspect ratio horizontal stab and elevator. Finally, a more refined control system is used. It consists of longer length control horns and a larger 3 1/2-in. diameter circular bellcrank which moves smaller than customary control surfaces. Rather than reiterate the design logic of these features, I suggest you reread the Imitation article, as my general hypotheses are unchanged.

Excitation is generally conventional in construction. The only unusual feature is the very thick built up stabilizer and elevator. I'll deal with it in some detail in a moment.

The wing, and (if you wish) the stab and elevator are available from J and K Custom Foam Wings, 10261 Janice Lynn, Cypress, CA 90630. I strongly urge builders (especially if you are just getting started in competitive aerobatics) to take advantage of the expertise of John Poynter. Foam wings from accomplished artisans such as John and others have done more to make overnight Stunt success stories than anything since George Aldrich's Nobler. They are straight, light, and for what you get, cheap.

The wings are available in a variety of degrees of completion. The ultimate is the J and K Master series which come sheeted with leading and trailing edges installed and shaped, and the lite ply spar and gear supports shown on the plans in place. It is also available without the gear supports for a few bucks less. However, the supports are cheap insurance, since you literally have to destroy the whole wing to break them loose. This is extremely important if you can't fly on smooth pavement all the time.

The J and K wings come with complete assembly instructions showing bellcrank installation and the method of joining the panels. This is a simple butt joint reinforced all around with lightweight glass cloth and Hobbypoxy Formula

II glue.

The wing can, of course, be built up in conventional fashion using the root and tip templates shown on the plans, employing appropriate spars, planking and cap strips in the historical D-tube construction method.

The wing tips are carved from light balsa (hollowed). Add 1/2 oz. of permanent lip weight, and make provision for more as dictated by flight testing. The original carried about 3/4 to 1 oz. in final trim.

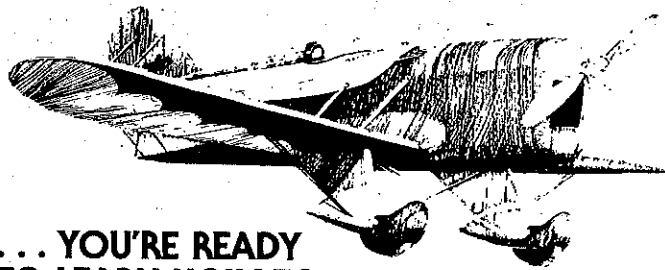
The inboard tip should have adjustable leadout guides, either as shown on the plans or your own favorite system. The forward foam spar was located during design so as not to interfere with the leadouts during adjustment. To be on the safe side, you might want to remove the outer 6 in. or so of the foam spar on the inboard wing to allow for additional leadout movement.

The wing flaps can either be built up as shown on the plans, or if you have some light, rigid 3/8 sheet, they could be carved to shape. I stress that they must be rigid. Flexible flaps create impossible flight trim problems. Again, to allow for the swept-forward hinge line, you must either use two horns (complex, difficult to build, and impossible to tweak) or else use the Werwage single horn method, inserting the horn into a plywood rib sandwich right at the root (simple, easy to build and tweakable).

The basic fuselage box is of conventional construction: 1/8-in. sheet sides with 1/32 ply doublers, 3/8 x 1/2-in. maple motor mounts, and a longeron on top to allow for attractive shaping. The bulkheads are shown in three parts. If very light blocks are not available (especially aft of the C.G.) use the upper and lower sections either for planking with 3/32 x 1/4 strips or molding 1/16 balsa sheet. In any case, the cowl and nose

Continued on page 132

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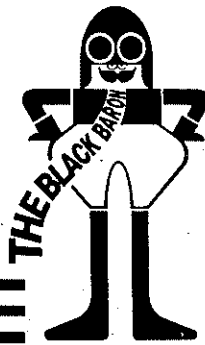
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ence from your brain. Things start to come together and you wonder why it took you so long.

"Another tack on the same subject (Helicopters), this about training gear. I pondered training gear for a long time. The Cricket has a nice, wide stance, but I wanted something longer, and skids that looked like they belong to a Helicopter instead of a plumber's junk pile.

I discovered polyethelene golf club separator tubes. Take one tube, cut it in two. Stuff one-half of an oblong styrofoam fishing bobber in each end, and use instant glue and soda to hold the bobbars in. Cover the tubes with your favorite contact "paper." Make four clamps from springy steel strapping, and clamp the tubes to your main gear legs. The bobbars come with grommets in them, so run an inner Nyrod from your radio compartment and through one skid to hold your antenna. These skids cost about \$1.50 a pair to make. They are durable, springy, light, easy to clean, look almost like pontoons, and allow you to fly, taxi and scoot sideways on grass.

"Finally, I have never seen another model chopper fly. Are there any state, regional, or national organizations devoted to them? Are there any directories of Helicopter pilots that I could contact when I need help? In turn, if I can be of help, based on my limited experience, I would be willing and eager to get people started in the hobby.

"Lastly, I've enclosed some pix of my Cricket 'Semper Humilis.' You will notice the training skids and other minor mods to the landing gear and tail boom. I'm against modifying just for its own sake, but I had good reasons for these. I've found the Cricket very durable, stable and responsive. With a few minor mods, I've been able to fly it every day for about two months with the only maintenance being cleaning and oiling. That says a lot for the Cricket, the HB .25 PDP,

and the Futaba electronics, especially if you knew what kind of stresses I have put them through!

"Thanks for listening. Tom Gibbons."

By the way, Tom's letter was received in August; not bad progress. But again, the rate of progress is an individual thing. I've had a student solo an Aeronca Champ in five hours and have had another who couldn't solo a Cessna 150 in fifteen; and yet which one was most satisfied with his first solo?

Glenn Willison and I have been doing a little flying at a nearby parking lot. Glenn just began flying recently and called for some instruction and trim-out of his Cricket. I think we've had fun—but you probably can't tell it by our expressions. (Um, if I can just figure out how those two-stick radios work. . .)

Dave Chesney, Rt. 9, Box 621-A, Greensboro, NC 27409.

Excitation/Fancher

Continued from page 4.

block should be carved from light balsa blocks.

My procedure is to build the fuselage box, then tack-glue the cowl, turtle deck, top and bottom blocks in place, and proceed to shape the whole works to near completion. Once shaped, pop off the blocks, and pin the fuselage box upside down firmly to a large flat building board. Cut out the belly cradle, and carefully align and install the wing. Use a slow-drying glue to make a strong joint. Measure, remeasure, and measure again—nothing is more critical to performance.

The tail is built-up just like a small wing. Make 1/32 plywood templates of the root and tip ribs. Sandwich the appropriate number of 1/16 rib blanks between the templates, and sand to shape. Glue the ribs to the spars, ensuring that they are 90 degrees to the spar and properly aligned. Add the scrap balsa supports for the hinges at this time. While these are drying, cut the skins from very light 1/16 balsa sheet. Two stab and four elevator skins are necessary.

First, glue the stab skins to the spars only. When dry, use a small paint brush to apply Titebond glue to all the ribs, top and bottom. Pin the skins securely to the ribs to ensure uniform adhesion. When dry, use a long sanding block to make a flush surface on which to glue the leading edge. Cut slots for your favorite hinges. Dump the shavings out the leading edge gap, and install and shape the 1/2 leading edge.

To complete the elevators, first cut the hinge slots to match the stab, and then apply the sheeting to both sides at once with Titebond. Shape when dry. If you have used good wood and sanitary construction techniques you should now have a 140 sq. in. stab and elevator which weighs 1 to 1 1/4 oz.

Now is the time to install the tail, right? Wrong!

After building Stunt ships for 25 years and having the tails end up crooked despite my most strenuous efforts, I finally broke the code. No matter how carefully you align the stab, if you attach the top and bottom blocks after the tail is glued in place, they will invariably twist the fuselage one way or another, thereby destroying your perfect alignment.

The answer is to install all your controls, down to the last minor bit of pushrod adjustment. Leave just a little space for fore and aft movement of the stab, for achieving exact neutral when you finally glue it in place. Now proceed to permanently attach the turtledeck and (if not already attached) the bottom block. Only after these are dry and the fuselage made rigid can we

finally secure the tail in place and be sure it will remain that way.

With all the major components assembled, we can get down to the detail work. Cut and shape the rudder and vertical stabilizer from 1/4 in. balsa. Hinge the rudder to the vertical stab with soft wire so that the rudder can be adjusted. Glue in place in the conventional location at the top rear of the fuselage.

Cut the ventral fin from 1/4 in. firm balsa. Install the tail wheel wire, reinforcing it with medium weight glass cloth and Formula II Hobbyepoxy.

The original canopy of .040 butyrate plastic was molded in a vacuum box. However, many of the commercially-available canopies could be employed. A hint: the back of one of those RC teardrop-shaped canopies lend themselves very well to this style.

The degree of cockpit detail is your choice. I used to go whole hog with seats, seatbelts, instruments, fire extinguishers, etc. Current trends are leaning more toward the basics: a pilot head, a few instruments, and a darkly tinted canopy, or even a simulated painted-on cockpit carved from balsa blocks. The most imaginative cockpit detailing I have personally seen was employed by a high-ranking officer of the Atlanta Stunt Conspiracy (I refuse to give his initials but his last name began with Dixon). Colonel Tom flew a neatly-built Nobler with an untinted clear canopy through which an interested bystander could view a beautifully painted black cockpit interior with a strip of paper neatly glued to the floor on which were typed two words, "Cockpit Detail." When it comes to innovation and technological breakthroughs, you can't top those rebels!

When it comes to finish, I'll defer to the masters. Until I can build a plane whose fillets don't look like Mt. Saint Helens, I won't pretend to give advice. Whatever type of finish you use, make it neat and light. One thing I do know about paint: it is heavy!

The design. I have included my standard pre-drafting numbers-sheet detailing the design parameters for the Excitation. A comparison with the Limitation numbers will plainly show that the Excitation is nearly identical aerodynamically. The major difference is a more highly tapered wing (primarily for appearance) which resulted in a swept-forward flap hinge line. To achieve the 67% taper ratio with a straight hinge line would have resulted in a highly swept leading edge. In order to place the aerodynamic center in the proper location, the fuselage forward of the leading edge would have needed to be very short—too short to allow a tank to fit.

The swept-forward flaps will work smoothly with a single horn if carefully constructed as per the drawings. The only important consideration is that the arms enter the flaps right at the root, and a very strong joint, therefore, is mandatory. I make a plywood sandwich as shown to ensure adequate strength. The sandwich is then epoxied directly to the root of the flap.

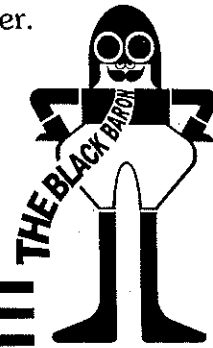
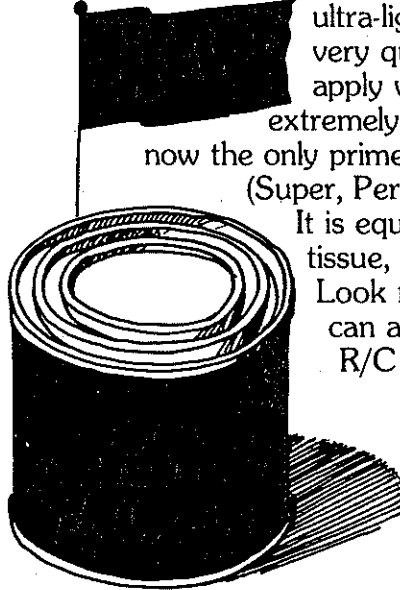
Final weight should be in the low 50-oz. range for best performance. Excitation, at 650 sq. in. area, is small by most current standards. Higher weights will still fly well, but power loading becomes marginal, particularly in vertical maneuvers.

A couple of trimming suggestions: the longer-arm control system provides more than adequate mechanical advantage over control-surface air loads under even the most severe circumstances. The setup shown (3 1/2-in. bellcrank, .90-in. push-rod arm on the bellcrank, .75-in. control horn arms) results in a sensitive system with a conventional 4-in. handle, such as a Hot Rock. I

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encourage the use of a Baron-style adjustable handle to provide control sensitivity that suits your taste. Adding nose weight to an airplane that is not aerodynamically unstable, when done simply to desensitize the control feel, results in an airplane trimmed to less than its full aerobatic potential.

Optimum center of gravity (CG) location can be determined through flight testing. Move the CG aft a quarter inch or so at a time, and observe the flight. At a certain point the ship will go effortlessly around a corner, hard and flat, with no tendency to hunt after the controls are neutralized. How far aft this position will be is primarily determined by the K or stability factor. A design such as the Excitation with a long tail moment and/or large tail area will accept a further aft CG than will a design with a short and/or small area tail. When this hard, flat corner is achieved, the ship will probably be too sensitive for your taste—*don't add nose weight.*

The next important indication of proper CG is the manner in which the ship glides when the engine quits. If the CG is too far aft, when the engine quits the ship will immediately go light on the lines and nose up slightly. Smooth approaches will be difficult and may become impossible and possibly hazardous upwind. If such is the case, add nose weight only until control is positive. Unless you have a very small tail (and thus an inadequate K factor) you will achieve the two goals within a fraction of an inch of the same CG location.

When you've found the proper CG, adjust your handle line spacing to fine-tune sensitivity to your taste. Once you have achieved this combination, you will have an airplane which is comfortable for you to fly, but yet is aerodynamically trimmed to its maximum potential with a large reserve available merely by opening up line

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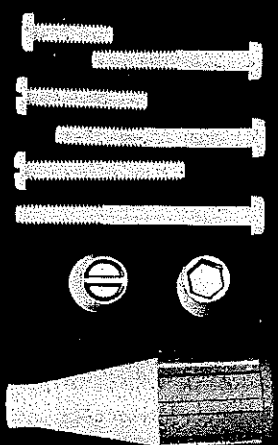
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spacing. This is an important capability when flying in high winds. An airplane aerodynamically detuned through the addition of nose weight will have no reserve turn available when conditions demand it.

In conclusion, the Excitation is not merely another Nobler with new cosmetics. It is a truly better mousetrap designed to fill one man's demands, but with the capability to adapt to a variety of flying styles. Simply because it has way more performance available than is ever called for to win in today's Precision Aerobatics arena, a properly trimmed Excitation can be adjusted to suit any Precision Aerobatics flier. How about you?

CL Scale/Byron

Continued from page 49

East Coast, and I am sure several of you people are familiar with his aircraft. He is also an excellent photographer, as the pictures reflect. An outstanding aircraft.

Profile Publications. It has come to my attention that Profile Publications are being put back into print again. They are outstanding modeling assistance for all Scale modelers. I am looking forward to acquiring the entire series; I now have about 70 of them. This is something every Scale modeler should have because of the value of the 5-views which come with each publication. They probably will be more expensive than they were in the past, but they will be worth every penny of it for the serious Scale modeler and historian. Look for them to be advertised in upcoming issues of many of the model magazines. Don't let them slide through your hands like I once did.

Richard P. Byron, 2506 So. 161st Circle, Omaha, NE 68130.

CL Racing/Lee

Continued from page 50

ing. Where is Racing headed?

Each of us has his or her own opinion, and since I have the pencil in my hand, here's mine. Ther will probably always be a core of avid AMA Racing enthusiasts. In all likelihood, these are the ones who will always be found at the Nats. The sad part is that, year after year, this hard-nosed group seems to be a little smaller than the year before. There isn't any new infusion of interest to provide the numbers that used to exist. Where have all the Racers gone? What needs to be done to get the interest back?

A lot has been written about various Racing events or types of events in this column and in other publications. The generally accepted terminology (coined by Jim Thomerson) is True Sport (TS) and Just Another Racing (JAR) event. Basically, a TS event is one that is extremely specific in its rules in an effort to allow a sport flier to use his sport flying equipment and be competitive. A TS event should be capable of being flown with equipment available at any local hobby shop, and not be dominated by non-available equipment. The various TS events I have heard of recently generally specify the engine brand and model, plane configuration, etc.

A JAR event is usually a limited version of a normal AMA Racing event. Rules are added to keep the performance level down, but in general the events leave a lot of room for "progress." These events tend to follow the same curve of popularity that all of the AMA events have followed, with the initial burst of popularity being followed by decline in interest as the rules

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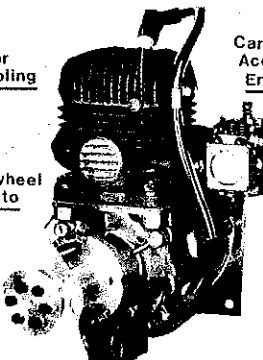
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