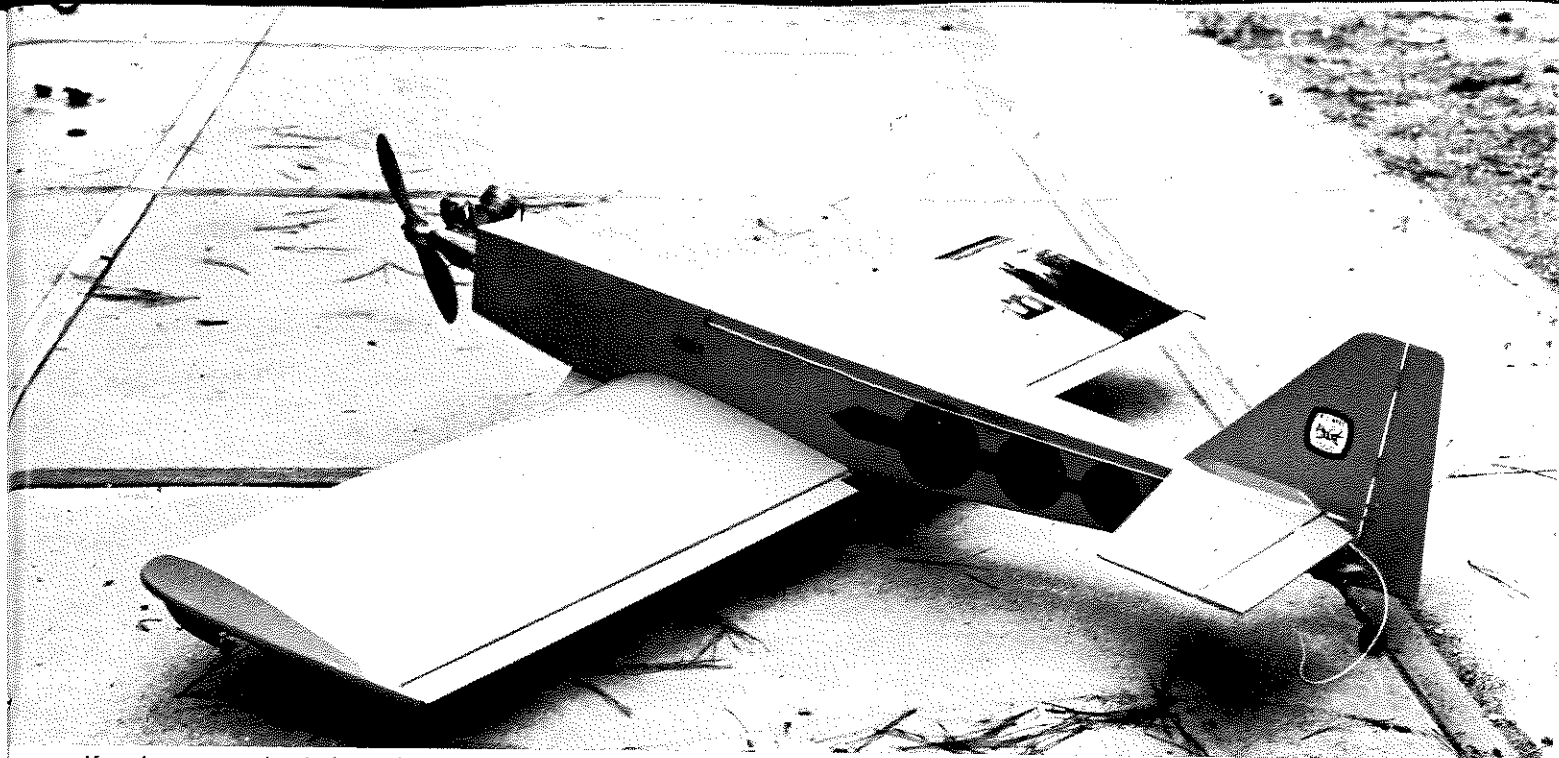


FULL SIZE PLANS AVAILABLE - SEE PAGE 64



If you've ever wondered what a plane would look like if its construction were really "straight forward," now you know! Here is the epitome of fast, simple construction in a model that most anyone can build. One-design racing should really get the casual fliers out for competition.

T "RIVET" O "RIVET" A "RIVET" D A ONE-DESIGN PYLON RACER COMPLETE WITH A SET OF RULES

This may be the answer for the sport flier who wants to compete on an equal equipment level with his fellow modeler. The idea of a one-design has been talked about many times. Maybe this is it. Text by the editor from material furnished by Gil Horstman.

● The TOAD resulted from the combined designing efforts of Bob Francis and Bill Boone, who were developing a one-design pylon racing airplane for the average club sport flyer, primarily in this case, members of the R/C Bees of Santa Cruz County, California. Bob Francis is a well known manufacturer of fiberglass pylon racing models and the source of Francis Products Finishing Resin. Bill Boone is president of the R/C Bees. Although timing and general design similarities would indicate otherwise, development of the TOAD and Glen Spickler's "Quicky 500" pretty much took place independently.

Glen's design, featured in AMA's

magazine, though as easily constructed and as much of a general purpose airplane as the TOAD, is considerably faster than what the Santa Cruz designers were after. The airfoil is only 11-1/2 percent as compared to about 17-1/4 percent on the TOAD. This airplane came about as the result of the desire to accomplish several goals. First, Gil Horstman, as Sec-Treasurer of the NMPRA, had received many letters, stating concern over the organization's lack of a program to develop new Formula I pilots.

Secondly, Gil, Bob, and Bill were concerned about the speed and handling of a design that any modeler of average

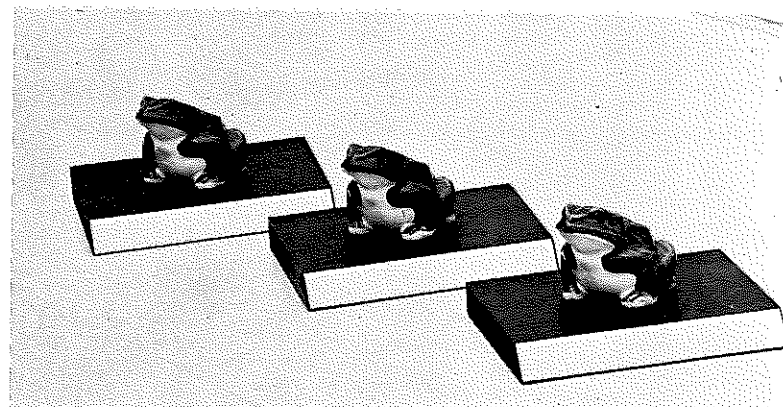
experience could build quickly and fly without too much difficulty.

Finally, they wanted a racing event that wasn't another 2-in-1 affair (One race is around the pylons, the other is the equipment race that always develops in the background, and where the all mighty buck is the dominating factor.)

Going back to the first problem, it is fast becoming obvious that quarter mid-gets, though growing rapidly in popularity, are also beginning to settle into the same specialized rut as Formula I. The building time is nearly equal to Formula I, and it already has its set of "professional racers" who dominate the win



"Alright, gentlemen, first of all . . . THAT . . . is a pylon!" Well known pylon flier and model manufacturer, Bob Francis, lays down the rules.



Trophies . . . rivet . . . for the first . . . rivet, rivet . . . TOAD race seem very . . . rivet, rivet, rivet . . . appropriate. Furnished by Bill Boone . . . RIVET.



Winners of the first . . rivet . . TOAD race (l to r): Bill Mandarino, 3rd, K & B 40; John Rouse, 2nd, HP 40; and Jim Patrick, 1st, HP 40.



Gene Sanford cleaning his plane after a heat. Incidentally, that's not a field-box he's using. It's a TOADstool. . . No doubt there will be some wild paint jobs to try to cover up that one-design.

columns.

It was felt that a one-design of a simple nature would be the way to avoid this problem. An Ugly Stik might do the job, but it's too big. Also, to somewhat resemble a racer, the plane should at least be a moderate to small low wing design. Bob Francis made the rough de-

sign layout based on the above parameters and the bees developed a simple set of rules to team up with the airplane.

The design was completed by Bill Boone and it fell right into the second requirement; a plane that was quick to build, rugged, and also easy to fly.

The rules developed by the R/C Bees

fulfilled the final requirement. The combination of front rotary engine, muffler, 10X5 prop, and 10 percent fuel put everyone on the same equipment level. All of a sudden, racing came down to one thing . . . Who was the best pilot?

The first race was a great success. There were 18 entries, with some flyers sharing airplanes. Well known Formula I flyers Joe and Ed Foster, Bob Francis, and Gary Korpi were on hand to help the contestants. They released airplanes, called turns, and gave the pilots help in flying the best course. Quite an inspiration to the novice racers!

Race horse starts were employed, and with the planes being so equal in speed and acceleration, it was quite exciting to see them all lift off and head for Number One pylon at about the same time! Considering the closeness, it was interesting that only two mid-air accidents occurred. In one, a plane lost its fin but landed safely while the other plane went on to finish the race. The pilots were Gil Horstman and Gary Korpi. Ron Sheldon and Jerry Arana did a more complete job, totaling both ships.

Continued on page 55



A three-plane . . er . . . Toad heat about to get under way. Gary Korpi has just released John Rouses model. Similar speeds of various Toads add to the excitement; even though slower, they're flying close together a lot of the time. It should make a great general sport plane too.

