



Bill Thomas and II Perfection with 1967 first place trophies.

II PERFECTION

RCM presents the top Class II plane in the country . . . William E. Thomas's 1967 Nationals' winning II Perfection.

By William E. Thomas

HAVE you ever stood spellbound at an airshow and watched as one of the great aerobatic pilots flash past working his routine II Perfection? Very few sights can offer the same thrill. I think of the pattern as similar to an artist and his painting — very beautiful to look at, but only the artist himself, can feel the fleeting, electrifying thrill of the masterpiece, he created. I experience this thrill each time I complete a good pattern, land and taxi back — the big difference being that, unlike the full-scale aerobatic pilot, my feet never leave the ground.

So for all aerobatic champs, II Perfection is my contribution to help you attain the same thrill that I experience each time I fly. At this time I would like to acknowl-

edge the contributions made by my wife and my family and my many friends, without whose cooperation and encouragement this development would have been impossible. Having been eaten alive by my first two Class III airplanes, I naturally turned to Class II to try to bridge the gap from rudder only. Having built and flown about everything that would fly Class II, I was still unhappy with many of the characteristics of the available Class II airplanes. II Perfection is the culmination of a long and diligent search for a Class II airplane that handles very well in strong wind as well as in calm air. To many this means nothing, but to we who live in Oklahoma it means hanger flying through most of the spring and early summer because of

extremely windy weather.

Every good plane needs a heart of gold, and for this I use my most prized possession (other than my wife and children) and that is my Logictrol II-5. In two full years of flying I have not experienced a single failure. Match the components with a Veco 61 and you have a winning combination!

I would like to say that this plane won the 1966 Nationals as well as the 1967 Nat's, but due to an unfortunate experience while I was completing my pattern (like a transmitter turned on on my frequency), I lost II Perfection and had to fall back on one of my older airplanes to finish the



Clean flowing lines of Nat's winning II Perfection.

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contest season and to fly at Glenview. At the 1967 Los Alamitos Nationals, I flew the II Perfection with the Logictrol II-5 proportional system, Veco .61 with Fox glow-plug, Top Flite 11-8 prop, and Glo-Go fuel. Weight was 7 lbs. 4 oz.

This airplane is a very docile ship with a 6° wing and 0° incidence, and with the pushrods out to the end of the control horns. Set up as the plans show, and with the pushrods in the inside hole, things happen fast! To illustrate this, II Perfection will do four point rolls that will be the envy of many Class III planes. I built II Perfection without any rubber bands in order to clean it up, and this really helps to carry it through the third loop and the third roll. Class II planes almost always slow down and fall off in the last roll and the last loop.

The construction is very straight forward so I will caution you on critical areas only, (1) balance the plane as shown + or - 0, (2) be sure to check the wing and stab for correct alignment. I plank my entire wing, but you may use four inch planking on leading and trailing edges and cap strip the wing, if you desire. Finish was Hobbypoxy "Easy-Does-It."

May you be as happy flying II Perfection as I have.

Roomy radio compartment and sealed tank well.

