

DADDY RABBIT HISTORY

Since I hung around Dennis Hunt's factory a lot, and worked for/with him the last year, or so, that he ran the factory, I may be able to shed some light on this whole Daddy Rabbit situation.

As far as I know, there are four plans for the DR that planes have been built from. One is the original plans, printed along with Jim Whitley's article in the May, 1967, MAN issue. Over the next few years, Whitley made some AMA-legal modifications to the original DR, but those mods have not appeared on drawings, so we don't know exactly what they were, except what we can glean from photos.

The second set of plans is the one that Ed Hartley drew. Ed borrowed one of Jim Whitley's actual planes, and drew the plans based on measurements from that airplane. Hartley's plans were approved by Whitley, himself. It is this set of Ed's plans that is "officially" designated as Daddy Rabbit 5.

The **third set of plans** does not exist in any formal sense. This has never been formally documented, so here goes: Sometime around Y2K, +/- 2-3y (I think), the SPA had a semi-formal "rule" allowing a 3% deviation from original plans. At that point, Dennis increased the DR plans (as well as at least one other SPA plane) by 3%. He had fuselage sides and doublers laser cut to that new spec by a vendor in the Nashville area. He always cut his own cores for wings and stab, and he made templates for the fin/rudder, as well as fuse formers, from the altered plans. Those plans were never printed out in full, because Dennis was only interested in getting his ARC (almost ready to cover) kits out for customers, so he had no need to print the plans. However, there are a number of planes that have been built by Dennis (and some by Dennis & me), that are lollygagging around the SPA. In fact, I have one of these that Dennis built (nose broken off in a crash, but all here), as well as one of the last batch of ARCs that Dennis & I created, still unassembled, that I bought from Jim Johns. I also have a set of fuse sides and doublers that I got from Dennis as he closed his factory. So, in theory, I can recreate one of those "Y2K DRs" if necessary. Also, this may be the "DR 98" version that has been alluded to from time to time.

The **fourth set of plans** was created by Eric Nessler. I have read somewhere that the engine offset on Eric's plans is 1 deg down, and 2 deg right, which is a pretty typical engine offset for many pattern planes. This is all I know about Eric's plans. I am sure you can find out more if you email him.

So, if anyone wants more information about the DR offset, I can get my DR ARC out and take some measurements. I know how the airframes were built, and how to determine the datum line from which engine offset can be measured. I think the 1-D and 2-R is a good place to start, and as Jimmy Russell has said, the final settings need to be determined by dynamic flight trimming, and adding spacers as needed. Dynamic trimming is always the last step for any plane, as milligram weight distribution in an airframe (from different densities of balsa), as well as engine and propeller size also contribute to engine offset required.

Phil Spelt, SPA L18
October 14, 2021