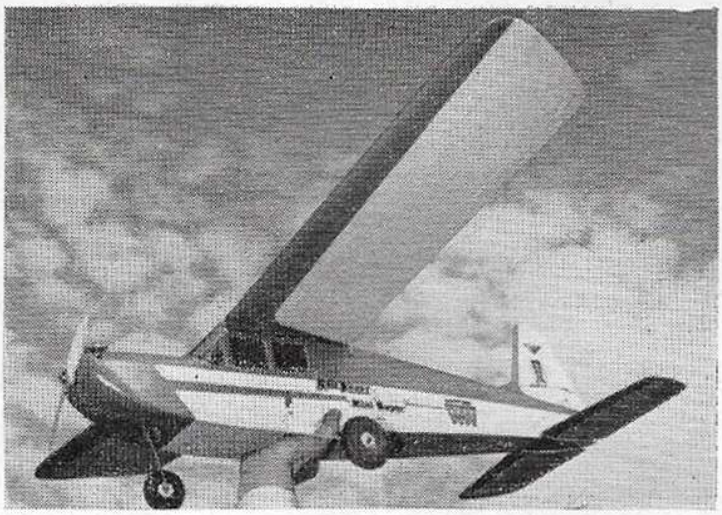
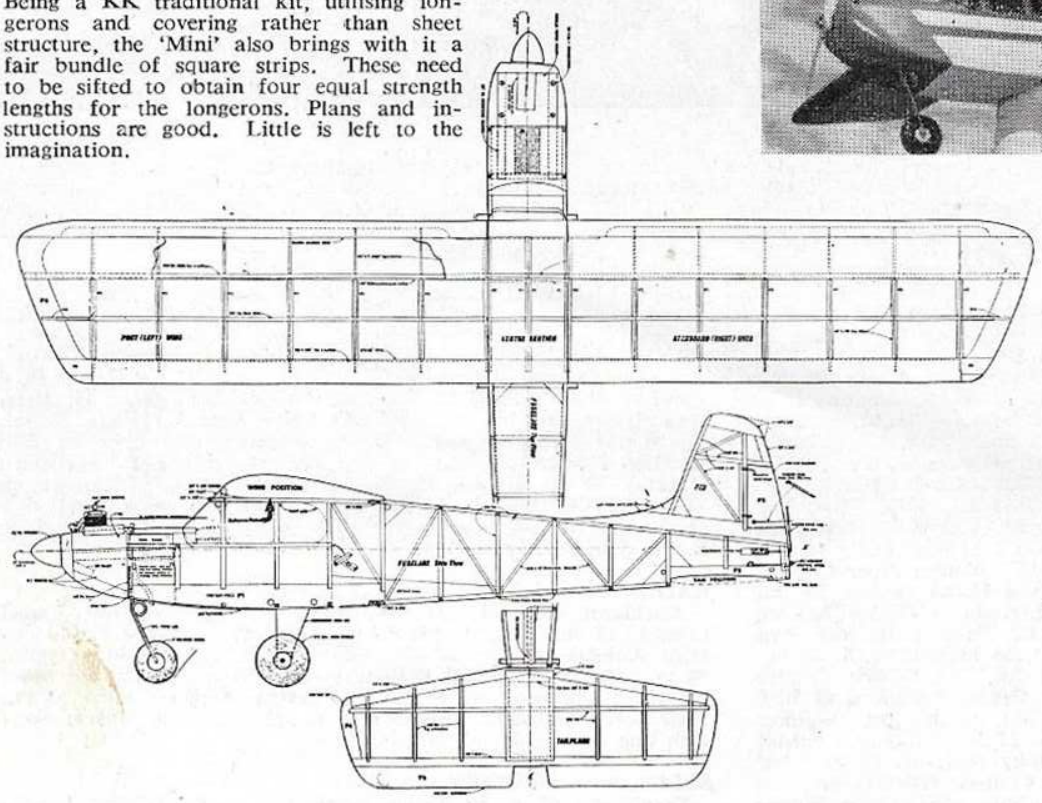
Testing KeilKraft's Mini-Super



OPENING the £4 .10s. (including purchase tax) kit for this long awaited Radio Control design gives an immediate impression of completeness. Undercarriage is pre-formed, sponge rubber wheels of acceptable weight and a metal 'clunk' tank are items of hardware that the lone modeller really appreciates. As for the wood, this too is well prepared with a pre-shaped leading edge for the wing panels and all parts cut ready to push out and assemble. Being a KK traditional kit, utilising longerons and covering rather than sheet structure, the 'Mini' also brings with it a fair bundle of square strips. These need to be sifted to obtain four equal strength lengths for the longerons. Plans and instructions are good. Little is left to the imagination.

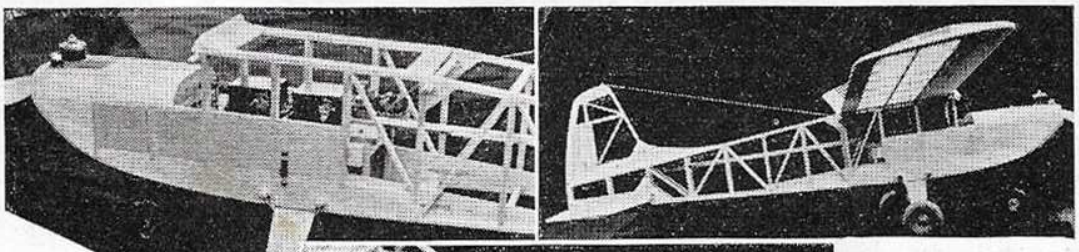




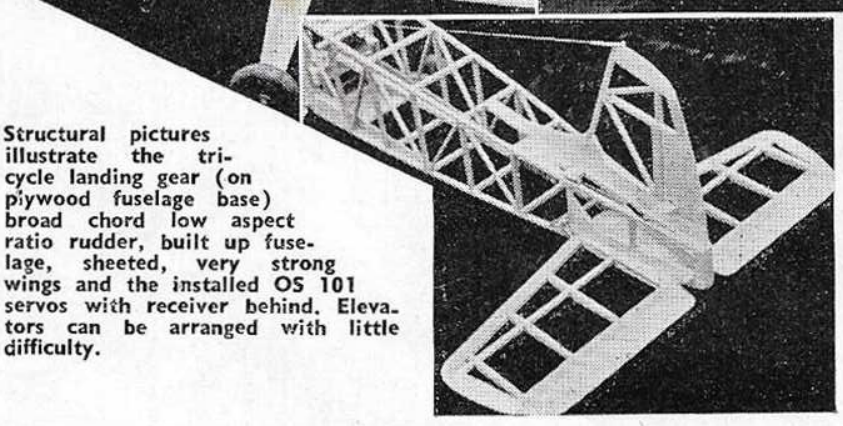
Assembly was a charm. Only the tail seat and fuselage parts P1 at the base needed slight trimming to fit. The nose cowl also needs a groove to accept a silencer but that really depends upon the engine and chosen silencer. Our selection was an O.S. Pet 1.6 c.c. glow plug engine with a Spinaflo unit. This proved adequate for the job.

Criticism of the structure is twofold. The tail is made of square stock, having superimposed strips added at 'rib' positions which are then sanded to a section. We did not find this particularly easy and would have preferred to pre-cut the tail ribs with holes for the central spar. Secondly, the front wing dowel is attached to the leading edge fairing and vertical struts only. It seemed insecure and proved vulnerable at the first test glide when the beautiful transparent windscreen shattered as the dowel came adrift. We now have a block screen alas!

Equipment used was at first a Kraft KV3K receiver and the new OS motorized single channel servos types S101 and S101M. The Rx was over sensitive to the servo motors and didn't function properly. It was changed to a "Minimac" and the equipment works well except that motor control is sporadic. O.S. have to sort this out somehow—it was enough for us to fathom the tentacle directions of the 8 wire S101 Octopus without instructions. At 2 lb. 13 oz. all up weight the "Mini Super" becomes quite a lively performer despite the 'Trad' appearance in this age of cabinless wonders. **Verdict** top class value, just the right size to have for precision flying and adaptable to six channel multi-control. A perfect first R/C model.



Flight shot shows constructor Michael Charles making the first power launch on our local field. His fine workmanship is revealed in upper view. Colouring is Blue and Blue/White—plus the kit, club and S.M.A.E. transfers.



Structural pictures illustrate the tricycle landing gear (on plywood fuselage base) broad chord low aspect ratio rudder, built up fuselage, sheeted, very strong wings and the installed OS 101 servos with receiver behind. Elevators can be arranged with little difficulty.