MISS COSMIC WIND.../4

Our newly signed QM reporter presents the ship which helped him win his first race..It's just the right plane if you want to give this relatively new and exciting sport a start in the right direction. By Fred Reese

PHOTOS BY THE AUTHOR

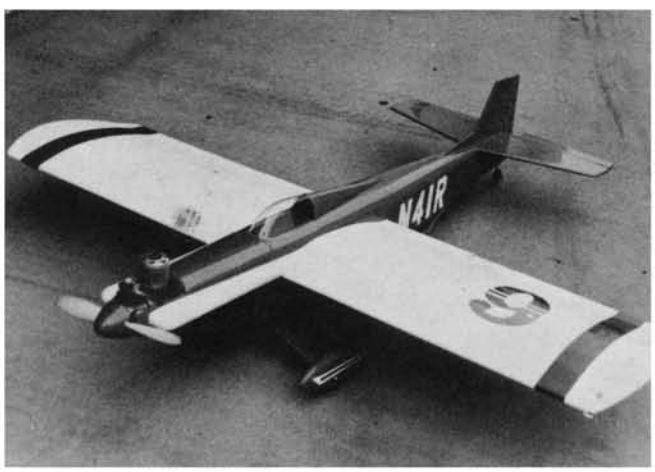
● On Sunday, January 23rd the Orange Coast R/C Club hosted Quarter Midget races at Mile Square. There were twenty one entries. At the end of six rounds of flying this airplane was delcared the winner. It was not the fastest airplane there, but it was consistent and reliable. It finished every heat either first or second. Almost every other racer either missed a heat, could not get off the ground, did not finish, or cut pylons which resulted in a zero for that heat.

Originally I had an O.S. Max in this airplane, but I switched to the Super Tigre for no other reason than to try it. I don't think the Tigre makes it go any faster and it is more trouble to set up. On KB 500 fuel I am getting about 14,000 rpm on a Top Flite 7-6 with the Max and only about 13,500 with the ST. The ST is, however, turning 17,000 with the 7-4, which gets this engine into its best power curve.

The "Miss Cosmic Wind" is a good airplane that is reasonably fast, with excellent take off and landing characteristics. At least you know that you are going to fly each race.

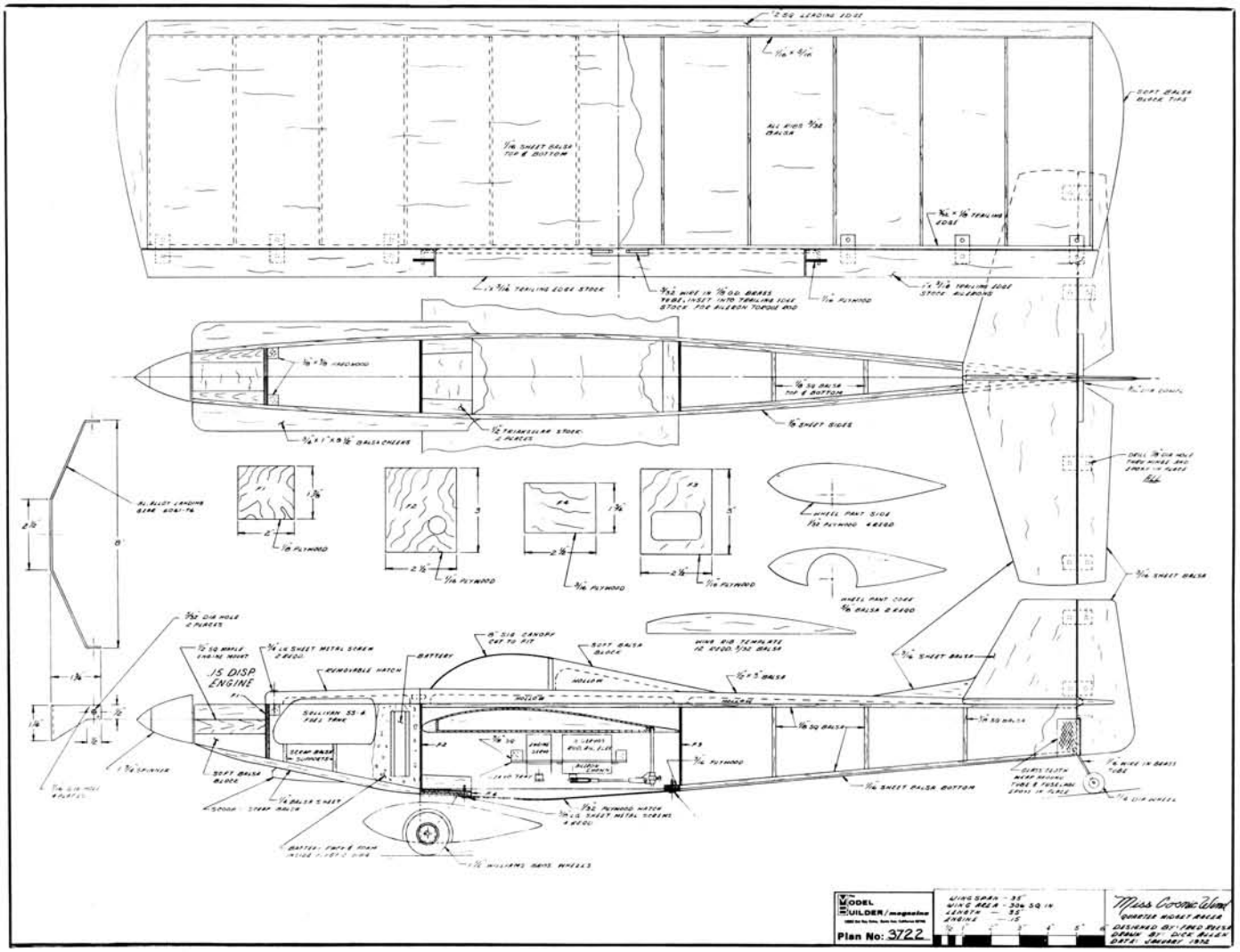
Begin construction with the wing. Make two 1/16 x 8 x 33 inch wing skins and cut 12 wing ribs out of 1/16 sheet. Mark off the rib positions on the lower skin and pin down to a flat surface. Glue the 1/2 inch square and the 1/16 x 5/16 inch leading edge pieces down and then add the ribs and the 1/16 x 1/8 inch trailing edge filler strip. Trim off any remaining 1/16 inch sheet from the trailing edge. Using white glue or titebond, glue down the top sheet. Use lots of pins and weights and allow the wing to dry for at least 24 hours, then trim the trailing edge and add the 3/16 x 1 inch T.E. stock.

Begin the fuselage by cutting the sides with the wing cut outs, and prepare the bulkheads, the motor mounts, firewall, and the 1/8 inch sq. strip stock. Glue all of the strips down and epoxy the motor mounts to the fuselage sides. Glue the two bulkheads into place and pull the tail together. Premark the centers of the bulkheads and the firewall so that you can check the straightness of the fuselage as you build it. Tack cement the top fuselage block in place and rough shape. Now remove the block and hollow it for lightness. After hollowing, permanently glue the top into place and separate the front hatch. Add



Fred's "Miss Cosmic Wind" is Supertigre powered. He finds the best prop for this engine is a 7x4. Uses K & B 500 fuel.

The smile of a winner! No, guys, it's not always warm and sunny in California, but after all, this was January 23. Put the clip back, Fred!



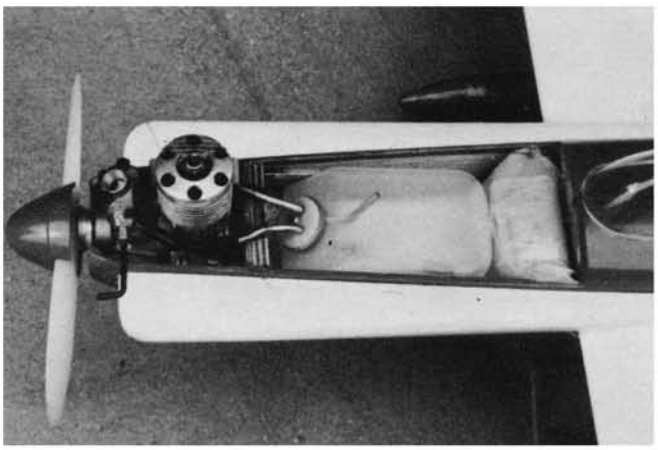
FULL SIZE PLANS AVAILABLE – SEE PAGE 56

the lower sheeting, front chin block and landing gear mount, and finish shaping the fuselage.

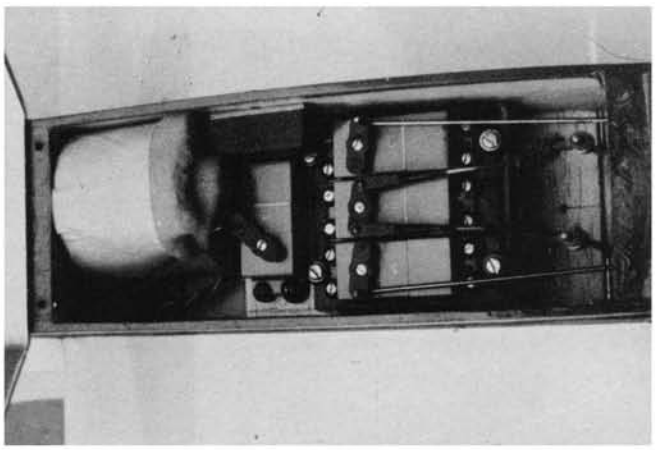
Slide the wing into the fuselage and epoxy in place. Epoxy the rudder and stabilizer into place. Make up the aileron linkages from 1/8 inch OD brass tubing and 3/32 inch piano wire. Notch the wing to receive the linkages and epoxy them into place.

The original was covered with red, white and blue Super Monokote according to the Hirsch three-view. I use No. 4 pan head sheet metal screws to mount the engine and most everything else. They seem to hold up very well.

Use a ruler to get all of the control surfaces straight and adjust everything for minimum control movement. You may wish to readjust things later to suit your own preferences. ●



This picture just about tells all as far as the engine and tank installation are concerned. Note carefully wrapped and padded battery pack.



And here's the operations department. One piece construction simplifies linkage setup. Switch has to come out before throttle servo!