



**Comes the test flight you get yellow fever ...  
Ted's sweet beast is an infectious insect,  
brings plague to the flying field.  
Color it malaria.**

Hold it tightly. Crackle your fingers into the soft spongy sheet. Be a good lad and tell all the neighbors your daddy raises misskeetos to fly about under his control yet. See dad in tar & feathers event

Son Eric, VI years old, restrains the de-energized cosmos conqueror.

# "MISS KEETO"

by Ted Strader

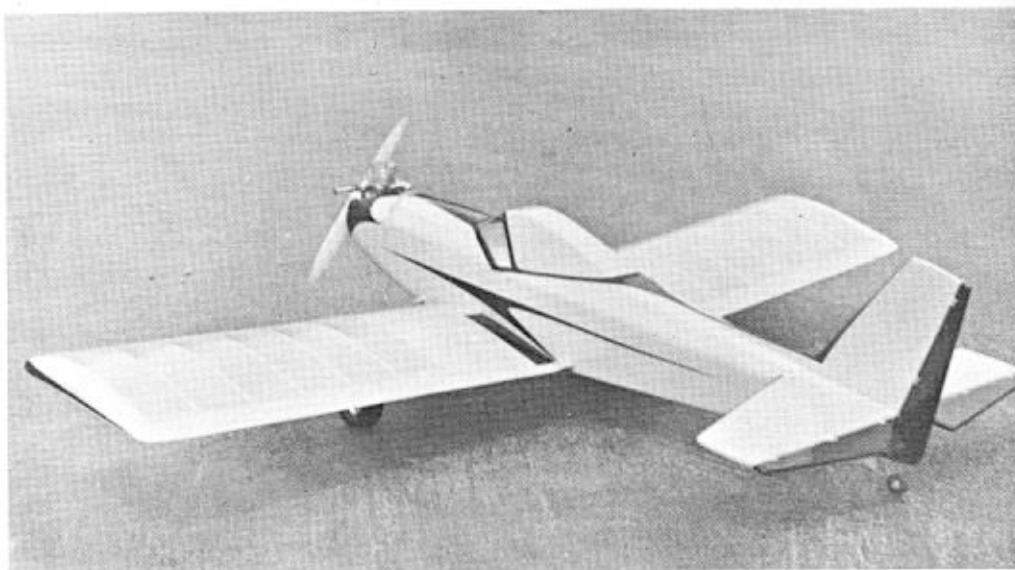
**Runs on usual insecticides, Class II and III stuffings.  
.19 to .35 mills, wild on a .40 size. Go-Ac "sidewinder" ...  
A "Scorpion" descendant, roomy, stable multi low-winger.**

◆ The "Scorpion" had hardly made its first pass of the field when I began to envision a low wing configuration of the same size—using essentially the same general type wing structure. There was a long stretch of time between the original thought and any tangible example of what path that thought would finally take.

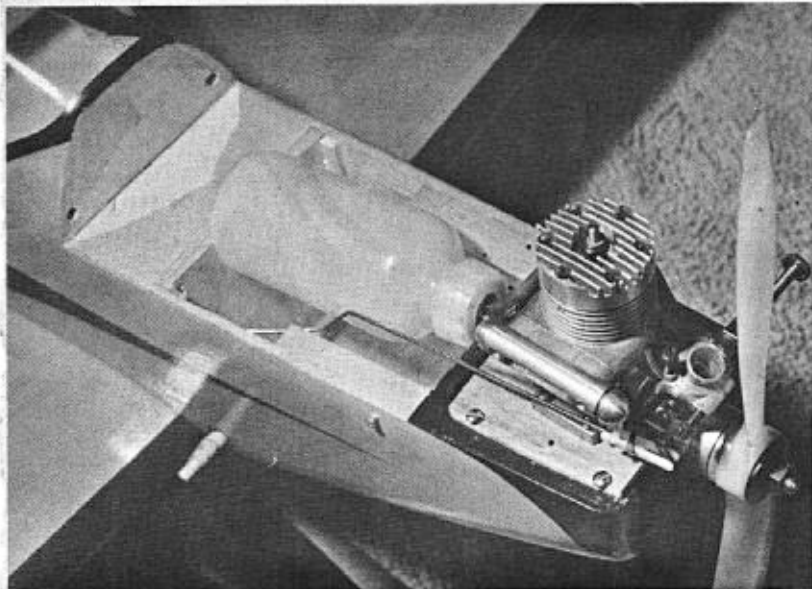
Early this year I finally got around to scribbling out some ideas. The basic thought was to build a squarish type which would be strong, spacious and still have appealing lines. "Miss Keeto" is certainly spacious with regard to places to install equipment. You should encounter no difficulty installing any of the modern, as well as some of the older bulkier rigs still floating around.

At one time I planned to mount the rudder and elevator servos, of my new single channel dual simultaneous pulse system up in the cockpit enclosure. The third servo for throttle can be positioned on the ledge at the rear of the tank cavity just beneath the forward hatch cover.

At this writing, I have a new "Go-Ac  
**FLYING MODELS**



**FULL SIZE "SPECIAL EDITION" PLAN AVAILABLE**



Roomy neat engine/tank installation. O.S. .40.



I wonder if there is any subconscious implication manifest in Eric's crossed finger while displaying the profile of the voluminous viper?

## "MISS KEETO" R/C

... continued ...

"Sidewinder" actuator in the cavity above the wing and the remaining equipment, i.e., the receiver and six pen cells sharing the front compartment with the fuel tank. This leaves about 75% of the section above the wing vacant.

It should be stressed here that the "Miss Keeto" was designed primarily to haul the weight of multi equipment and the weight distribution of this larger equipment was a prime design consideration. As a result, when the "Go-Ac" was installed, it became necessary to mount all of the batteries and the receiver up in the tank compartment,

just to establish the necessary balance point. Those of you who may use this ship to haul your three and four channel proportional rigs or six or eight channel reed jobs around will have no difficulty with balance . . . it was laid out with this weight and size of equipment in mind.

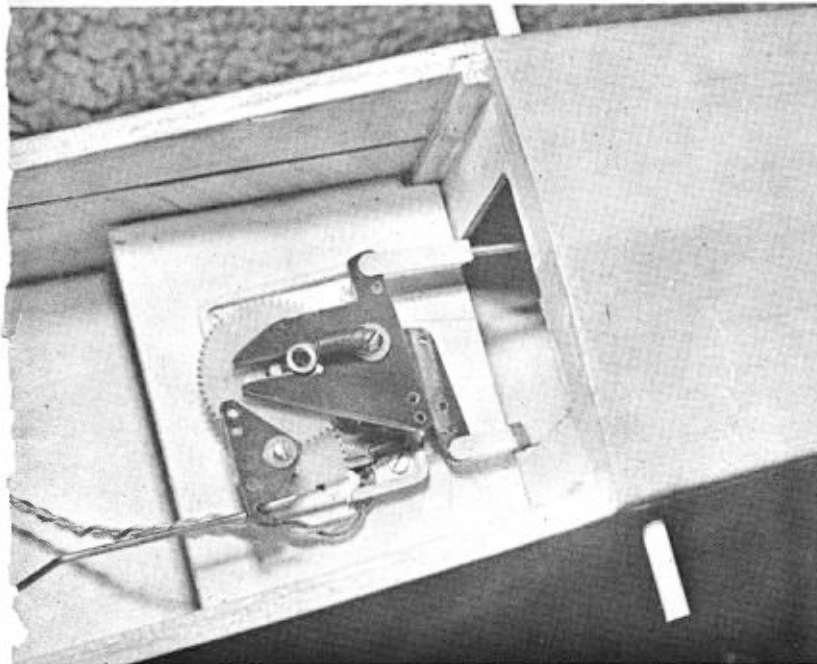
One other design feature I had in mind at the time this ship was developed was to be able to use either a two or three wheel landing gear arrangement. This idea is not new, but I think you'll find the arrangement on the "Miss Keeto" novel. By bending the main gear in such a manner, it was possible to use only one main mounting location in the wing. As shown, the landing gear mounting is located approximately at the balance point. When mounted as a

two wheel conventional gear the struts point forward. When a trike arrangement is desired, the main gear struts are reversed and thus point backwards.

Everything else about "Miss Keeto" is pretty much standard. Construction is simple, though a little time consuming. This due to the fact that you are working with thicker pieces of wood which are later sanded down to give a nice rounded appearance. Underneath, it's still a boxy type ship for all around flying.

### CONSTRUCTION

**Fuselage:** The basic side pieces are cut from 1/8" x 4" medium grade balsa sheets; however, narrower sheets could be spliced together. Try to use matched  
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Go-Ac "Sidewinder" floor-mounted, ready to go.

The pestilence of Schenectady. Yellow with blood trim. An O.S. .40.



# "MISS KEETO" R/C

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sheets from the same log for equal bending.

Trace the side outline onto the two fuselage sheets, then cut out and compare the two sides for uniformity. Cement the  $\frac{1}{8}$ " x  $\frac{1}{2}$ " strip doublers on each, noting the gap between the top edge of each and the top line of the  $\frac{1}{8}$ " fuselage side pieces. Cut the  $\frac{1}{8}$ " plywood wing rest doublers and cement them in position as shown on the plans. The remaining  $\frac{1}{8}$ " sheet doubler material can now be cemented in place at an angle.

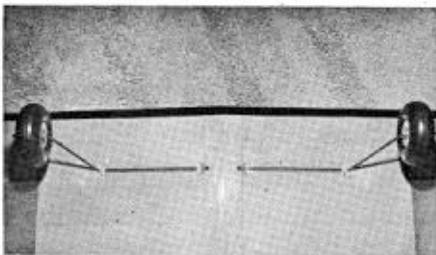
The  $\frac{1}{8}$ " x  $\frac{1}{4}$ " strips can now be cemented along the fuselage side bottom line, back to the tail; the  $\frac{1}{4}$ " x  $\frac{1}{2}$ " pieces along the fuselage bottom line in the tank area and the  $\frac{1}{4}$ " sheet doubler for the nose section can also be cemented in place now. While both sides are pinned down, cement the maple or hardwood engine bearers in place as shown.

The next step is to begin installing the bulkheads. Construction is simplified by cutting and cementing the plywood floor in place, which runs between bulkheads #1 and #6A. At the same time, install #1—which is  $\frac{1}{4}$ " thick and cut either from  $\frac{1}{4}$ " ply, or two sheets of  $\frac{1}{8}$ " ply laminated. Also bulkhead #2. The installation of these three items simultaneously will help you keep the framework in alignment as you progress.

Next add the  $\frac{1}{4}$ " firewall which is fashioned in a manner similar to #1. Hold the sides in shape with rubber bands, or masking tape until dry. The remaining bulkheads can be cemented in place and the fuselage sides held in a similar manner.

The upper fuselage side pieces from the canopy back are cut and beveled to fit the line where they join the basic fuselage sides. The upper parts need only be large enough to cover the area intended, as they can be sanded later to accept the rear top  $\frac{1}{4}$ " sheet. This after the stabilizer has been mounted in place.

The upper side pieces can be sanded to assume the canopy base angle from bulkhead #6A to the point where these upper side pieces meet the basic fuselage side top line. Next, bulkhead #4B is cemented in place. Then the  $\frac{1}{4}$ " sheet



Gear lashed to wing with nylon straps screwed into hardwood gear mount. Neat, easy, adequate.

# FULL SIZE PLANS

56" WS  
.19-.40  
Class II-III



Full Size Plans .....\$2.00  
Set of Die Cut Ribs .....\$1.75 PP

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Plans Only .....\$1.50  
Basic Scratch Parts  
(die cut ply, plans  
& Formed L.C. ....\$3.50

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NOMAD 48" Sailplane .010-.020 .....\$ .75  
CHICKEN HAWK 34/24" Bipe .049 .....\$ .75  
SOUTH WIND 40" Sport .049-.09 .....\$ .75  
SHINER 40" Midwing Sport Racer .....\$ .75  
GULLIVER 48" Sailplane .010-.020 .....\$1.00  
GO-WIND 46" Stunt .09-.15 .....\$1.25

SEND CHECK OR M.O. (NO C.O.D.)

## Special Edition Plans

Box 2555 Schenectady, N.Y. 12309

triangles, which angle down to meet the rear upper side pieces, can be cut and fitted into place.

At this point we are going to jump ahead and assume you have the stabilizer finished and ready for installation. Cemented the finished stabilizer in place and then add the  $\frac{1}{4}$ " sheet rear fuselage top piece. When this has been sanded to shape, the  $\frac{1}{8}$ " sheet canopy base piece, or pieces, can be cemented in place and sanded to shape. The canopy sides are then cemented in place and when dry, the top sheet (grain crosswise) is adhered in place. The rest of the fuselage is pretty much routine. Don't forget to make allowances for whatever equipment you plan to install! Liberal use of sandpaper will turn this squarish type box into a rather well rounded sidekick.

The removable front cowl block which covers the fuel tank and whatever you may plan to ensconce in this cavity, (I hate that word.) is built as a separate unit.

Pin the two  $\frac{1}{4}$ " x  $\frac{1}{2}$ " strips down and cement the bulkheads in place. Next, bevel the two  $\frac{1}{4}$ " side sheets and adhere in place. When dry, sand the top of this assembly straight and smooth to accept the  $\frac{1}{4}$ " top sheet. Cement this in position and sand to shape. You may find that by cementing this assembly lightly in place it will be easier to get a flowing fit between it and the fuselage. We installed a couple of dowel

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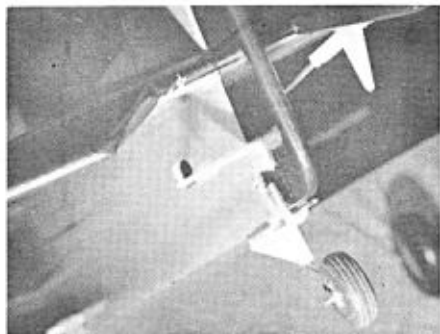
# "MISS KEETO" R/C

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pegs into the #4A bulkhead and corresponding holes in #4B to keep the cowling in alignment. Two wood screws in the fuselage sides allows use of a rubber band over the top to keep the whole piece in place.

**Wings:** Pin the main spar securely to your workbench—directly over the plans. Make certain the spar is perpendicular. Position ribs in place on the spar and then place the strip under the trailing edges of the ribs as shown. This will keep the ribs at their proper elevation while they are drying. Next cement the top  $\frac{1}{4}$ " square strip in place and then add the leading edge. Once this much of each wing panel has dried thoroughly, remove pins from the main spar and cement the bottom  $\frac{1}{4}$ " square strip in place. Next position the wing so the bottom portion of the  $\frac{1}{16}$ " sheet trailing edge can be cemented in place. As this is drying the top trailing edge sheet can be installed. The leading edge  $\frac{1}{16}$ " sheeting can be attached and cemented next.

The  $\frac{1}{16}$ " sheeting at the center-section of each wing can be cemented in position now . . . with the exception of the small area on the bottom of each panel where the hardwood main landing gear mounting strips are located. Make certain that these are well cemented in



Horn linkages & tailwheel. (Round type, proven best over square wheels in hundreds of tests.)

## FLYING MODELS

place. Snap clothes pins will keep them clamped until it is safe to handle the wing panel. Add the dihedral brace and then join the two panels together. The remaining center-section sheeting can be cemented and then the capstrips added. Shaping and installing the tip blocks will complete the wing.

**Tail Surfaces:** The quickest way to make the fin is to cut one complete side outline from  $\frac{1}{16}$ " sheet and mark the location of the  $\frac{1}{8}$ " x  $\frac{1}{4}$ " strips. Cement these strips in place and then cover this with the other  $\frac{1}{16}$ " sheet side outline. Keep well pinned to a flat surface until this assembly is thoroughly dry.

The stabilizer can be constructed in the very same manner. Both the elevators and the rudder are fashioned from either  $\frac{1}{4}$ " sheet or a sandwich of  $\frac{1}{8}$ ". The latter is usually preferred by those who use strip nylon hinges.

**Finish:** The original is completely covered with yellow silk for a base color scheme. As per usual, we stopped doping after five good coats which were applied over a period of a week. The trim is in black and took two coats.

**Flying:** Make certain your ship balances quite close to the spot shown on the plans (just ahead of the front edge of the spar). A slight bit of downthrust has been built into the design and in all probability you will not need any more unless you decide to go into orbit with a .40 sized mill.

Chances are good that there will be several who will eye this with the idea of flying it single channel. We wish you luck. If I say I don't think it's such a good idea I'll get a hundred vitriolic letters from modelers later who will have tried it and succeeded and wish to take me to task. If I say it should (I haven't had the nerve, myself!) make a good single channel performer, I'll get twice as many letters from those who tried, failed and are forming a night riding vigilante!

Having given it some thought, I think I'll simply say: "Good Luck and Good Flying!" . . . and disconnect the phone. ●