OVER THE COUNTER KIT REVIEW

The KEILKRAFT JUNIOR 60

The *Junior* " 60 " is a time-honoured sports design which was adopted in the early days of R/C flying as a standard machine, appearing in a variety of forms, such as extended wings for greater area, ply-sheeted fuselage back to the rear of the cabin position, and sometimes overloaded up to 6 or 7 lb. flying weight. Whatever the modifications adopted, these models flew, and flew well, but the original layout would still more than hold its own with any for R/C work.

Right up to the present time, in fact, most people experienced in radio flying would be the first to recommend the *Junior* " 60 " to anyone starting this branch of the hobby. The size was right, the design was right, and its payload capacity well within any standards of workmanship, plus as much radio gear as could be accommodated within the fuselage. Above all else it was a really stable aeroplane which, on being left alone, would quickly sort itself out from any trouble which it had got into through mal-operation of the control button. And all through, remember, this kit model was produced as a sports type F/F design.

Now the *Junior* " 60 " has reappeared, somewhat modified in detail design, and expressly intended for R/C work. The fuselage is rather more capacious, especially in the cabin area, whilst complete details are given for the installation of the radio gear, batteries, etc., together with a pivoted rudder and the necessary intermediate linkage. The kit itself is most attractive, with " integral " strip lengths die-cut, clearly printed sheet, etc. The structural design is quite orthodox and the kit itself straightforward in contents. All the ply parts are ready cut to shape (including that especially tricky job of making dihedral braces without " notching " vital bends), the set of finished wing ribs are more accurate than the majority of amateur builders could produce, whilst the balsa quality is uniformly excellent, although tending a little to the soft side. Four giant tubes of cement and four tubes of tissue paste are also included, as well as shaped blocks for the cowling, wire, dowel and really tough (beech) motor bearer stock. We know from experience that the structure is more than rugged enough for R/C work, and also that it is quite straightforward for building. Not even a beginner should get into any real trouble with assembly.

Design-wise, the *Junior* " 60 " is an orthodox cabin layout with a low wing height, generous dihedral coupled with relatively large fin area, and a certain amount of sub-fin area which could be expected to improve stability in turns. Both the tailplane and fin are flat plate sections. Were we asked to recommend R/C design features most likely to be foolproof, our experience in this field would say wing height above thrust line fairly small, flat plate tail and fin sections, generous wing dihedral to make fin area non-critical and balancing with c.g. well forward. Just the layout, in fact, that the *Junior* " 60 " employs. The only design feature we would criticise is the undercarriage position. The track is rather too wide and the wheels too far forward for good straight take-offs on roughish ground, but such a layout does give better " ground " stability on landing. You cannot have it both ways and since a model always has to land, but can be hand-launched, this is quite a logical solution for a kit designed for general consumption.

Modification of the undercarriage could, in any case, upset the balance of the finished model. The nose is extremely short for an R/C design and so it is rather important to keep the tail end light and the nose end relatively heavy to balance on the wing front spar.