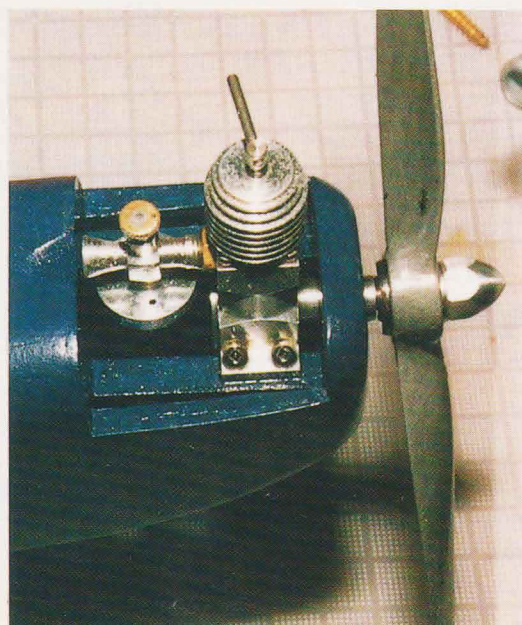
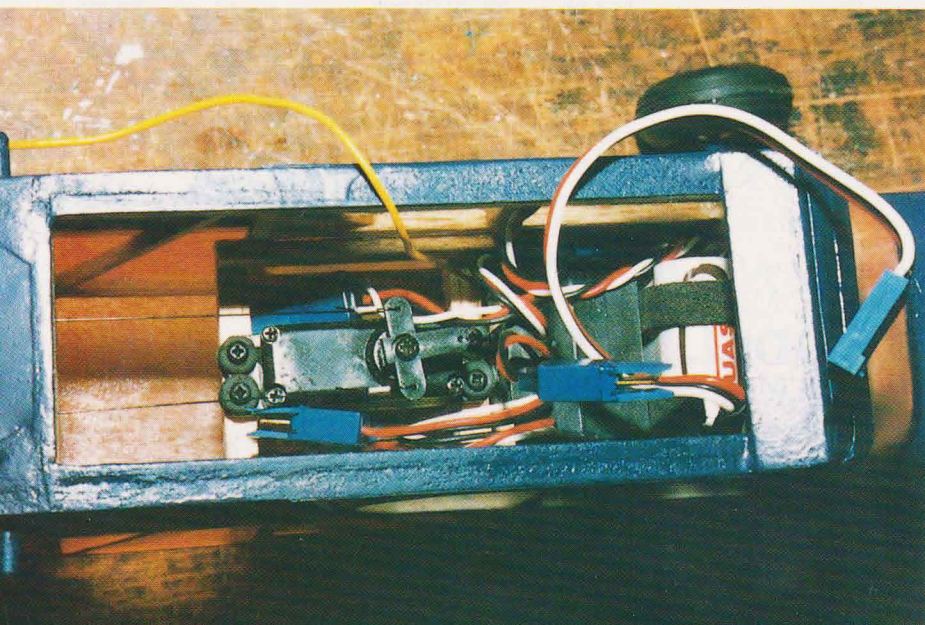
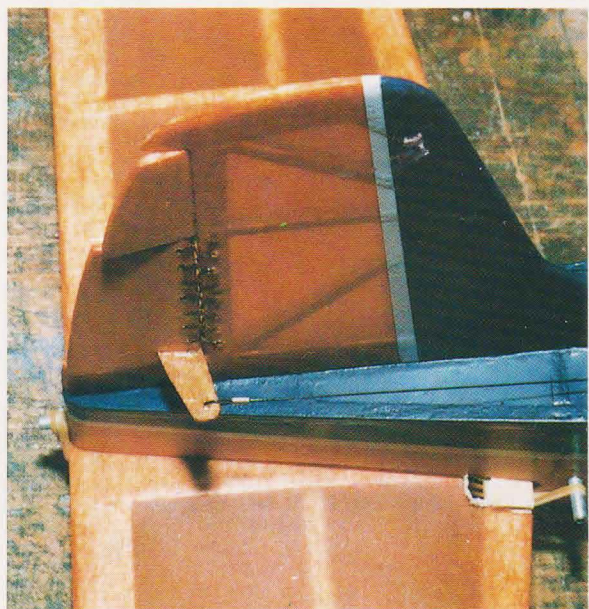


# MICRO SUPER

**Sharpen your flying wits on this miniature Super Sixty for .020/.030cu.in. engines and one-two function radio. Fly all year on a can of fuel**



**H**AVING BUILT 'SUPER SIXTIES' in at least six different sizes and types the fascination of this model remains with me. Whether it is because I did my first really successful R/C flying with the original model I don't know, but it still gives me great pleasure. Indeed, the 'Mini Super' was my first 'design' to be kitted, by Keil Kraft — I put design in inverted commas because it was nothing more than a reduced version of the '60' version designed by Ernie Webster admittedly it was later modified to have a wider fuselage and tricycle undercarriage (in my eyes a shame).

My latest version is the smallest yet, a mere 25in. span, and is intended for small diesels (mostly vintage) or a Cox

Pee Wee or G-Mark .3 engine. You can fly it rudder only or, with mini servos and a small Ni-Cad (100-150 m.A.H.) rudder and elevator.

I do not intend describing the building construction, it is all very conventional, just keep the weight to a minimum. Careful builders could use 3/32in. sq. instead of the 1/8in. sq. shown but the weight saving would not be very great. Cover in lightweight tissue or Micafilm.

All of the 'Super 60' variants I have flown have had the same excellent characteristics — quite amazing for the size differences, and a credit to the original designer. My 'Micro Super' needed a couple of layers of 'fag packet' to get the elevator trim right, don't forget

to waggle the rudder up, just before touch down, to get the nose up — unless you've got elevator control fitted.

Modellers wishing to build a slightly larger model (32in. span) of the same ilk need look no further than the May issue of our sister magazine 'Radio Modeller'. There you will find a pull-out plan of the 'Bi-Mini', a biplane version of the Super 60 for .5 to .8cc engines.

*Opposite page illustrations show Derek Giles, designer and builder of the Mills .375cc engine fitted in the model, giving the typical single channel launch. Rudder operation is by closed loop control, note retention of trim tab, obviates the need for adjustments on cables - also the 'fag packet' tailplane packing. Ample room for the Fleet Mini R/C gear, enough space for a second servo. Smell that engine! Runs as sweetly as the original Mills .75.*

