



FLEA-FLI

Your **FREE**
Christmas plan

MODELS of models – why not? Perhaps this will be a new trend in R/C. Certainly, the Flea-Fli is an eye-opener as far as performance is concerned. Its characteristics are very similar to the large Kwik-Fli III, on which it is modelled, although it is faster. As far as contest flying is concerned, it scores very well in most manoeuvres, losing out, however, in these when overall smoothness is a factor.

For sport use or contest training, it's tops. I think it is really fun to fly and its advantages are obvious. It is less expensive to build and easier to maintain; good .19 size engines are plentiful and the 12-minute engine run on only four ounces of fuel is a real economy. It fits in the smallest of mini-cars fully assembled and despite its small size it is not exclusively a fair weather machine. I have flown demonstrations in winds of 45 m.p.h.

Weight is not a problem. Ours have ranged between 2½ and 3 pounds, with no effort expended toward lightweight construction – the KP-4B proportional system installed in the prototype, weighs just over 11 ounces. Admittedly, you may have a bit of trouble fitting more bulky systems in the space available, but if radio size and weight looks like becoming a problem, then try just aileron and elevator controls – these are basically the only controls you require, like Geoff Franklin's *Pylon Duster* – (remember it?).

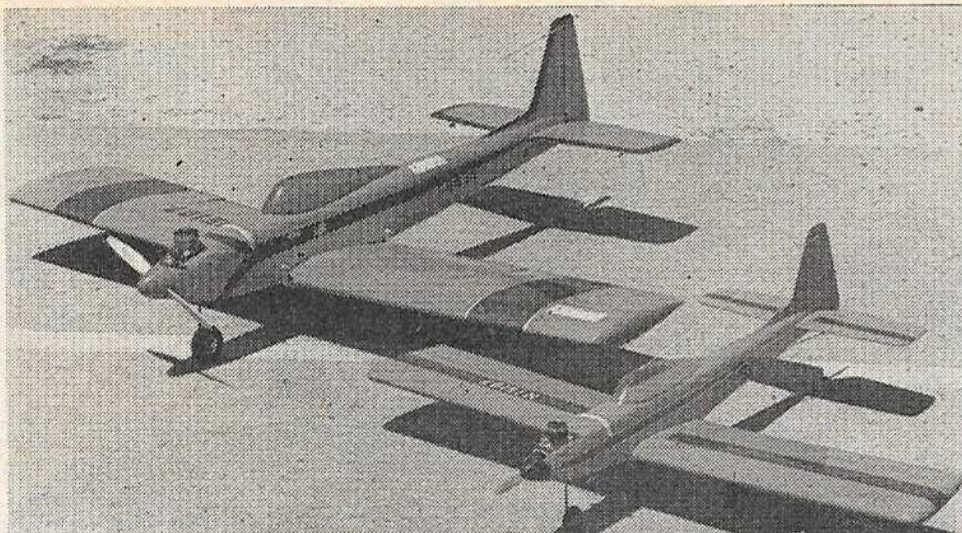
Construction is no problem at all – it's just like a big multi model only there's so much less of it. The steerable noseleg assembly requires a little bit of home fabrication, but is not difficult to make as the picture right shows.

Flea-Fli is quite capable of the entire F.A.I. aerobatic schedule using full-house proportional radio, which it will easily carry.

I think you will enjoy the Flea-Fli; perhaps more than any R/C ship you have flown. Try entering it in a scale event and see how you get on!

'Look what I caught!' Phil Kraft shows off prototype Flea Fli with latest Kraft Gold Medal radio. Left: Phil starts up .19 size motor. Easy on fuel.

Phil Kraft (tongue in cheek) scaled his Kwik-Fli III design down to 2/3rd size to produce this exciting little multi machine



Top right: prototype Flea Fli is offspring of 'Old Orange Trash' - Phil's prototype Kwik Fli III which must be the winningest R/C model ever, placing first at 1967 World R/C Championships plus both 1967 and 1968 U.S. Nats. Model still sports F.A.I. World Champs transfers on wing and fuselage. Right: close-up of wing showing bellcrank system exactly as per 'full size'. Note MonoKote aileron hinge. Below: close-up of steerable noseleg installation showing brackets fabricated from fibre block and tiller arm soldered to undercarriage leg. Below right: close-up of wing leading edge showing dowels which key into fuselage former for wing retention. Bottom: two views of the uncovered Flea Fli airframe. Model looks just like the big Kwik Fli III. Small size Micro Mold cockpit canopy used.

