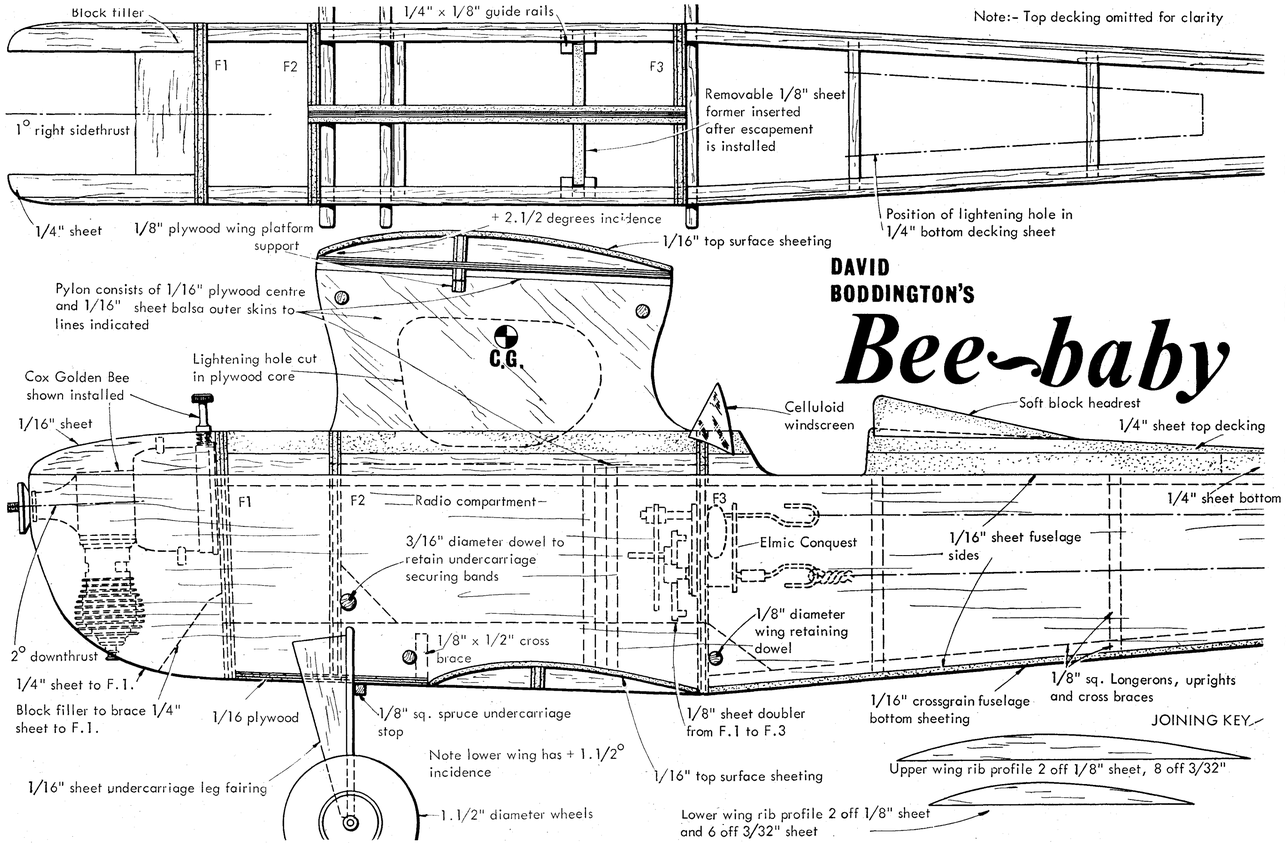
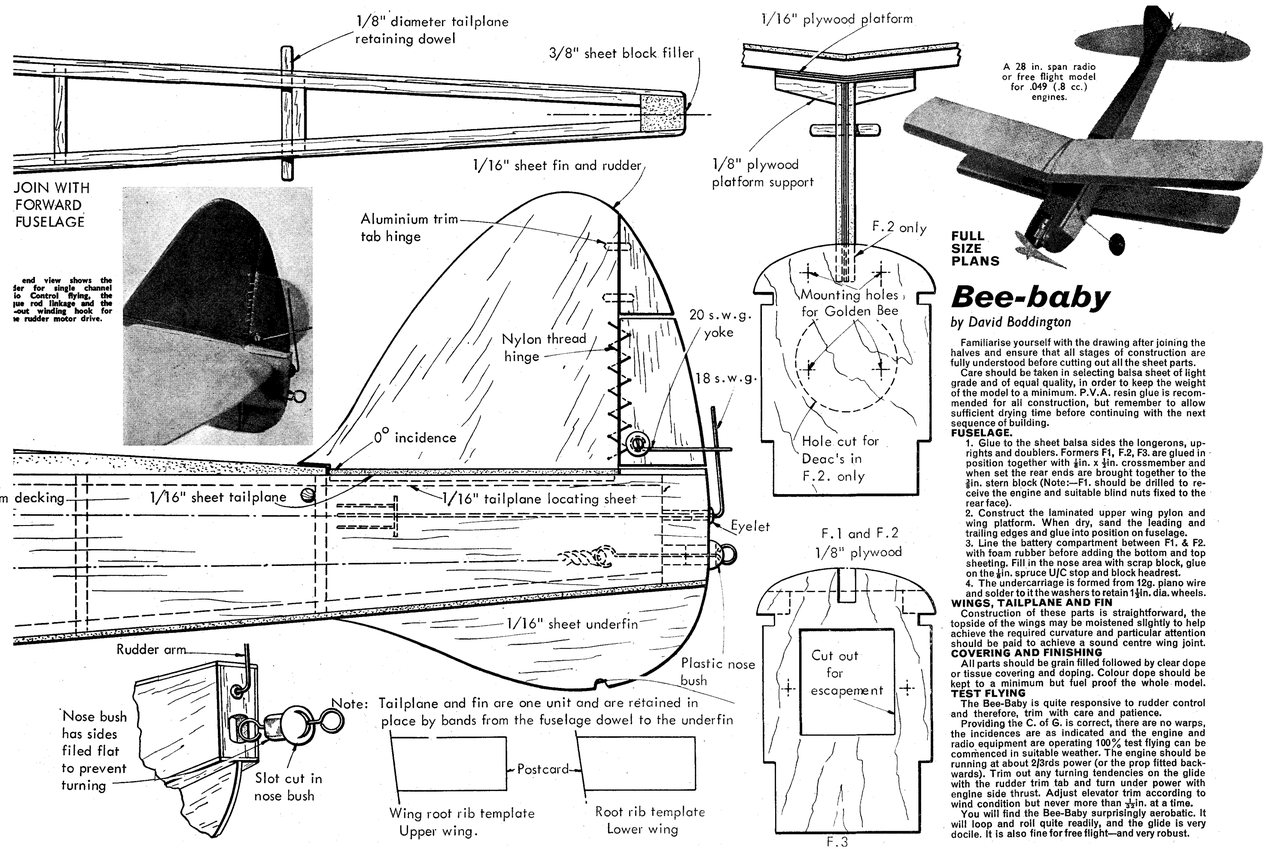


DAVID BODDINGTON'S

Bee-baby



Bee-baby

by David Boddington

Familiarise yourself with the drawing after joining the halves and ensure that all stages of construction are fully understood before cutting out all the sheet parts.

Care should be taken in selecting balsa sheet of light grade and of equal quality, in order to keep the weight of the model to a minimum. P.V.A. resin glue is recommended for all construction, but remember to allow sufficient drying time before continuing with the next sequence of building.

FUSELAGE.

1. Glue to the sheet balsa sides the longerons, uprights and doublers. Formers F1, F.2, F3. are glued in position together with $\frac{1}{4}$in. x $\frac{1}{2}$in. crossmember and when set the rear ends are brought together to the $\frac{1}{2}$in. stern block (Note:—F1. should be drilled to receive the engine and suitable blind nuts fixed to the rear face).
2. Construct the laminated upper wing pylon and wing platform. When dry, sand the leading and trailing edges and glue into position on fuselage.
3. Line the battery compartment between F1. & F2. with foam rubber before adding the bottom and top sheeting. Fill in the nose area with scrap block, glue on the $\frac{1}{2}$in. spruce U/C stop and block headrest.
4. The undercarriage is formed from 12g. piano wire and solder to it the washers to retain $1\frac{1}{2}$in. dia. wheels.

WINGS, TAILPLANE AND FIN

Construction of these parts is straightforward, the topside of the wings may be moistened slightly to help achieve the required curvature and particular attention should be paid to achieve a sound centre wing joint.

COVERING AND FINISHING

All parts should be grain filled followed by clear dope or tissue covering and doping. Colour dope should be kept to a minimum but fuel proof the whole model.

TEST FLYING

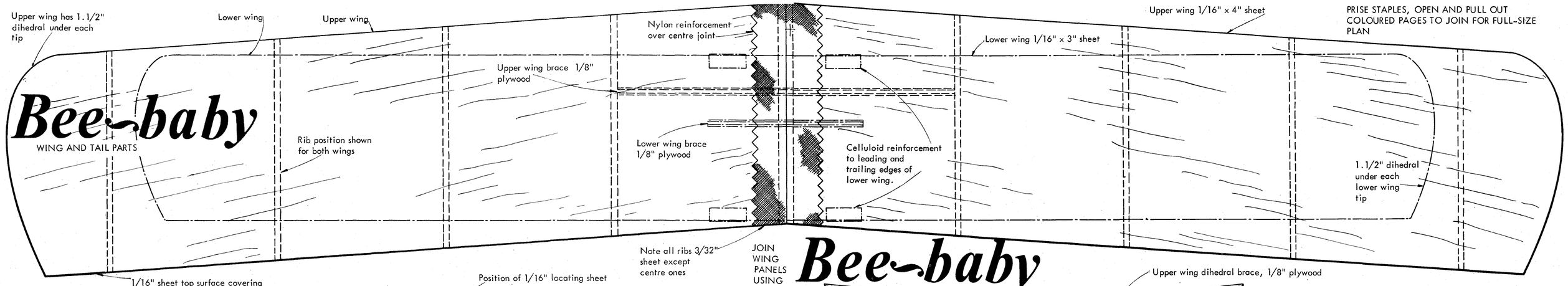
The Bee-Baby is quite responsive to rudder control and therefore, trim with care and patience.

Providing the C. of G. is correct, there are no warps, the incidences are as indicated and the engine and radio equipment are operating 100% test flying can be commenced in suitable weather. The engine should be running at about 2/3rds power (or the prop fitted backwards). Trim out any turning tendencies on the glide with the rudder trim tab and turn under power with engine side thrust. Adjust elevator trim according to wind condition but never more than $\frac{1}{16}$in. at a time.

You will find the Bee-Baby surprisingly aerobatic. It will loop and roll quite readily, and the glide is very docile. It is also fine for free flight—and very robust.

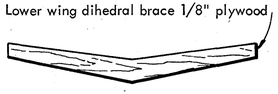
Bee-baby

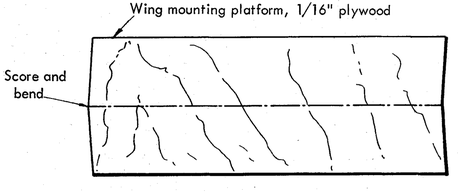
WING AND TAIL PARTS

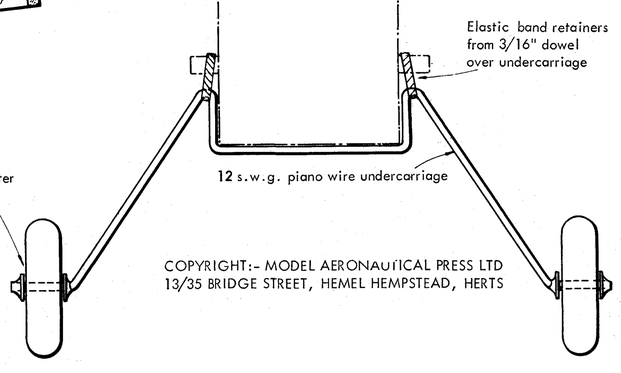


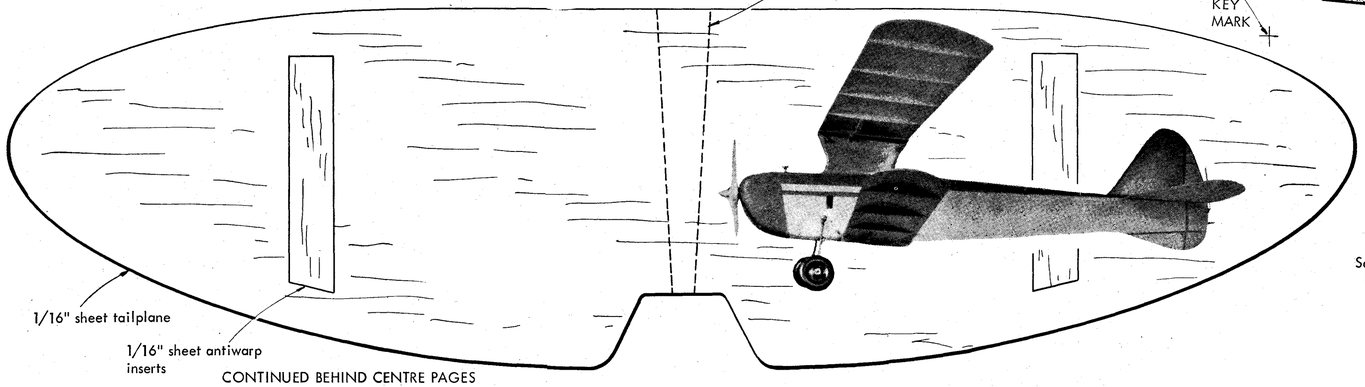
PRISE STAPLES, OPEN AND PULL OUT COLOURED PAGES TO JOIN FOR FULL-SIZE PLAN

Bee-baby









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