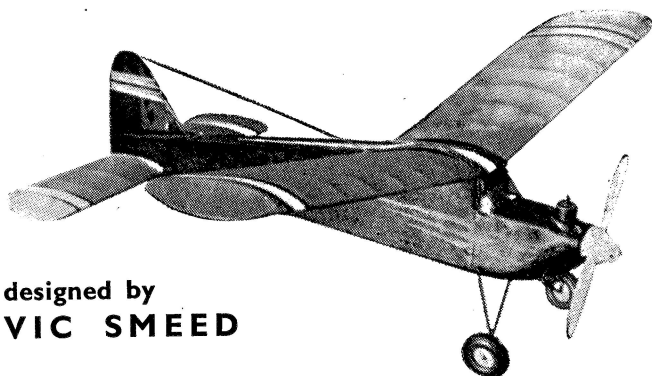


**A 36 inch simpleton for
Sunday session sport flying—
with or without radio-control**

BAND

BOY



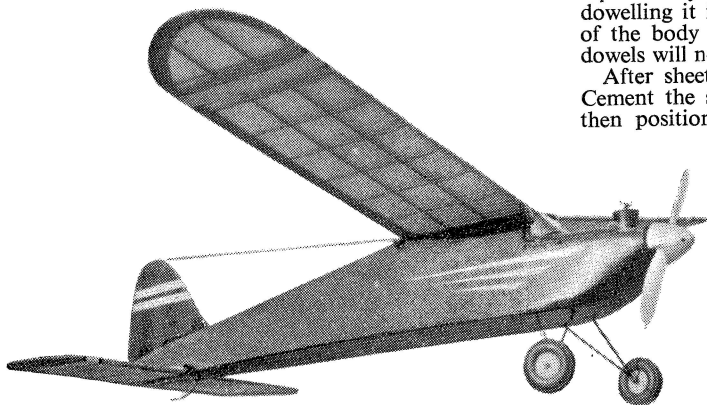
**designed by
VIC SMEED**

FOR THE CHAP looking for a small, handy sized, second radio model to take along as a "spare", *Bandboy* fills the bill admirably. If you want a model to do upward inverted tail-first flick half-rolls there are other designs which might make a better showing, as the combination of dihedral, wing and tail sections, moments and areas used in *Bandboy* add up to an easily trimmed (but lively) sport flying model—in fact, it makes a rugged little sportster for free flight if you are no radio fancier.

Empty weight of the completed model is nearly 16 ozs., and it is suggested that radio weight, if carried, is limited to 8 ozs., giving a wing loading of approximately 16 ozs./sq. ft. Half a pound of radio covers the Reptone unit, and this is about as small a model as will comfortably carry this one-piece outfit. Alternative installations are shown on the plan, and those with a little experience will soon find that the trapezoid fuselage cross section will obligingly accommodate quite sizeable equipment, always remembering the advisability of keeping a weight limit, while still retaining apparently slim lines.

There is little unusual in construction. The fuselage sides are cut from 3/32 by 4 in. medium hardish sheet—no need to use rock-hard material, as local reinforcement by doublers etc. can be used round areas of stress. Bind the undercarriage in place on F2 and F3 before assembling the fuselage; double cement all joints—it's silly to attempt to prevent the structure breaking only to have the joints give. If you are fitting radio, plan out the installation and carry out as much work as possible inside before sheeting the bottom. If you wish to follow the Reptone style of installation, cement the 1/4 in. square strips and inner skins in place, sand flush, and sheet the bottom with fairly hard 3/32 in., grain across. A scrap of silk or nylon reinforcement cemented round the corner will prevent the bottom falling out in any but the heaviest landing. An alternative means of access is to make a tapered tray fitting up into the bottom of the fuselage, dowelling it in place. In this case reinforce the insides of the body with 1/32 in. ply or celluloid so that the dowels will not tear out.

After sheeting in the bottom, make and fix the fin. Cement the spar and ribs to one sheet, add the tape, then position the other side and clamp with clothes



Vic's unmistakable lines, with the appeal of simplicity coupled with fine performance is evident in these three views of *Band Boy*. Details of three different R/C installations are given on the plan including the popular unit construction sets now available for easy fitting. Prototype has a D-C Spitfire and is finished black and yellow with white fuselage decor and wing stripes