

Speedy Bee

Our man Swailes takes the sting out of the Bee

Having reviewed the Lazy Bee from Hillcot Electronics back in June 1996 issue of AMI and had lots of fun with it, I was well up the front of the queue when its stablemate in the shape of the 'Speedy Bee' was looking for a good home. Our new Editor, Simon, asked me if I could have it ready to fly in two weeks. Does a politician tell fibs?! However, I digress (Again - I'm getting used to this. Ed!). Speedy Bee is of similar all-built-up construction to the Lazy Bee - no foam or 3/8" sheet here. Really high quality die cutting with the parts fitting spot on with no trimming needed makes construction a pleasure. A word of warning here won't go amiss - there's a lot of bits and they have to go into place in the right order, so the standard Ken approach of a pint and a read through the instructions is a good move. The super sketches, words and drawing make it easy to follow, so don't be put off! Like the man sez, start off with...

...The Wing

Put the tips together and prop them up with the templates provided, then connect them with the spars. Be careful with the ribs as they all look similar but have to go in the right place and they do fit exactly. If they don't, you've got the wrong rib! Hey, this is daft! The drawings and words tell it better than I can - just don't forget the bit o' bike spoke along the trailing edge to keep the bands from digging in (usual Swailes mod.) and have the wing finished, shaped and all sanded nicely before cutting the ailerons out. I webbed the front edge of the ailerons and the rear face of the wing to

keep them from pulling out of shape with the covering. Three hinges, please, on both ailerons - two is called 'pushing your luck'! If one breaks, you've still got two left (Belt and braces. Ed!).

Sorry about all the comments in brackets, I'm running in a new Editor. Where was I? Oh yes, the wing's about done and we move on to the bit that connects the wing and tailplane, better known as...

...The Fuz-e-u-lage

The Lazy Bee has spruce longerons but curiously the Speedy Bee is drawn with 3/16" balsa ones. As we've got over three square feet of lifting surface I put the spruce in and never mind the weight, plus an odd gusset (lovely word!!) here and there. Sand the two fuselage side frames before

joining them. Pin the belly sheet down firmly and glue the sides onto it, then add the spacers and leave overnight to set rock 'ard. Mine had a doubler of 3/16" balsa to the top longeron to give a wider wing seat. At this point, check all is square by putting the wing on and slotting the tailplane in place. It's OK, fine. If not, now is the time to fiddle with it to get it right. While the wing is banded to the fuselage, do the turtle deck but don't glue it to the wing yet. When it's all set, slide the wing forwards to get it off and sand the decking to shape before cutting off the front part that glues on the wing after covering. Do the motor nacelle next. Lots of Bee's have been done with electric thingies on the front so just to be different, this one is wearing an Enya .15. If you are

going down this route, any motor from a .09 to a .26 four stroke will do the business but the .09 size will need a lightly built model and the .26 four stroke seems like overkill to me. Take yer pick!

Having sorted the tank and engine mount, don't forget to put the throttle rod in before you sheet the top of the nacelle (like I did!). Now for...

...The steering bits at the back

More or less self explanatory but go steady with the rudder as its different construction to the usual way. The 1/8" balsa tailplane and elevators looked like they might benefit from a touch of strip laminated around the end grain bits to tidy and stiffen, so

And boy, does she fly! Smooth and stable with reduced rates for gentle relaxation - high rates and a bit of bottle and the speedy Bee will satisfy the most adrenaline crazed appetite you could think of! Don't get left Bee-hind - get yerself one!



out came the 1/6"x1/8". Works well. The removable tailplane and rudder seemed a bit messy and over-complicated to me so I glued 'em on. By now you should have lots of naked bits hanging about so it's time to consider...

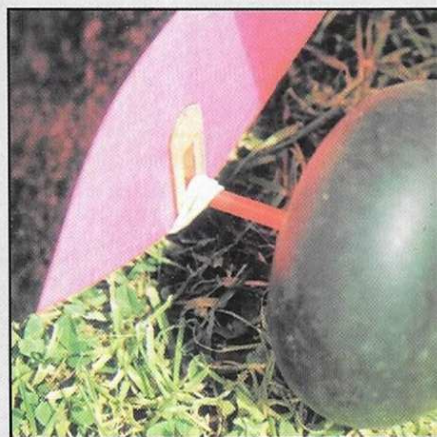
...Covering

The .049 powered jobbie will need Litespan or tissue and dope, otherwise Solartex or better still, Polytex, as it's a bit lighter and will take dope. I used pink Polytex on mine for technical reasons (he hadn't got any yellow. Ed!).

Do the lot in one colour and put the trim bits on top. The patterns for the trim fit quite



The generic 'Bee' undercarriage is used for the Speedy - rubber band damped with the axle running in a reinforced slot in the fuselage.



OK, if you insist

Band the wing onto the fuselage and centralise it dead on - this is your last chance to get it right (or wrong!). Cut the covering away on the wing where the rear decking fits and glue it on. With the wing still on the fuselage, do the same with the engine nacelle and leave to set. When you get

well - better than the Lazy Bee ones did. Mine had Polytex ironed on, two coats of 50/50 shrinking dope sprayed on, then one of fuel-proofer to give a nice shine to the proceedings. The black trim is tissue, doped on. Shall we put it all together now?

back from the pub, hinge the elevators to the tailplane before you glue it into the slot, hinge the rudder and ailerons and that's about yer lot, except for the odd bits. It'll look 'orrible without a pilot in the office and the Trexler Super Squishy wheels finish the job. The markings were cut by Rutherford's, our tame local vinyl thingy cutter-outer and saved hours of paint brush wielding. Now for...

The Guidance Gizmos

The aileron and throttle

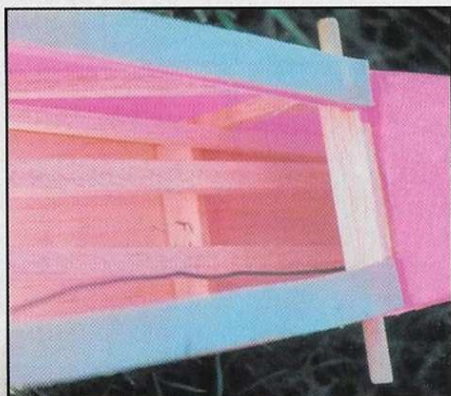
servos have to go where the man sez but the rest of it...

The fuselage is big enough to get the radio, both feet and a picnic lunch in, so balance is no problem. Chuck it all in, shuffle it until the CG is just a little forwards of where the plan says it should be and the job's done for an all up weight of 3lb 4ozs. I'm off to see what sort of pilot/camera jockey this new Editor is going to be. Back soon, talk among yourselves.

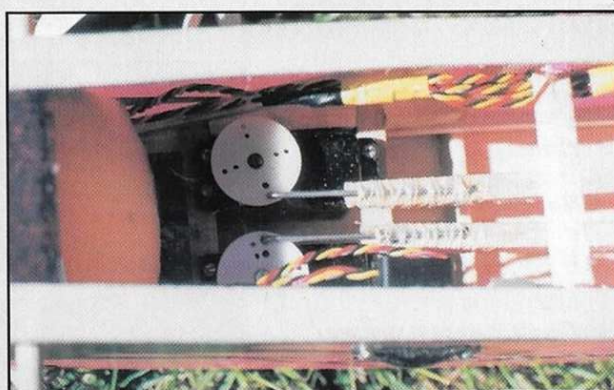
The How It Flies Bit

You still here? Must be keen!

The first thing I found was that our new Ed flies on the cack-handed mode and I was going to have to do the test flight. Having done the checks and fixed a loose hinge (physician, heal thyself. Ed!), the ancient Enya was fired up, checked out and pointed into wind. With full blat, Speedy Bee took off dead straight and climbed out to a safe height to start the chucking-it-about bit. The recommended throws of 3/4" on the tail end bits and 1" on the ailerons works out well,



The open construction of the Speedy Bee makes it light and strong, following the established format of Andy Clancy's 'Bee' family.



There is little in the way of radio to be seen here since the fuselage is cavernous to say the least. Shuffle the gear around until the balance checks out.

if a little soft, so having got it safely up, the rates went off and the fun started in earnest. We couldn't find a manoeuvre she would not do in her own inimitable style. Simon took all the pic's and headed back home to give the Big Boss Man his car back (He'd blown his own wheels up!) and the Speedy Bee put to one side to await the arrival of our club wringer-outer, namely one Colin Chapman. He rolled up and said "Does it?" Yup, not 'arf was the reply.

Gissa Go on Yer Toy, Mister!

OK Colin, just the one then. He proceeded to go the whole hog, low down, complete with eight point rolls and knife edges all over the place and pronounced Speedy Bee to be pleasantly aerobatic, no vices, slow and steady on the approach. Also he, like Simon and I, can't think of anything else it flies like. A sort of flying Thomas the Tank Engine!

Conker-Lusions

Relatively easy to build, aided by the top notch plan and instruction manual, Speedy Bee oozes character and flies well with a distinctive air all of its own. Definitely different, this one you must see to believe. No I don't want to sell it - send yer

dosh to Hillcot Electronics and treat yourself. Incidentally, the Enya .15 is adequate, a .19 would be better and a .26 four stroke wouldn't be overkill like I thought it may be. Double the quoted throws is about right. Go for it and get your amazing quality kit (or plan) from Hillcot Electronics, 40 Church Lane, Henbury, Macclesfield, Cheshire, SK11 9NN. Tel/fax: 01625 420247.

Kit price is \$69.95 including p&p whilst the plan sells at \$15.50. Hillcot will even accept your flexible friend if you quote it on the phone!

P.S. The new Editor will do OK. It won't take too long to get 'im kicked into shape.

P.P.S. There was a young lady from (Oi! Cut that out! It's not that sort of magazine. Ed!)

Oops! Sorry Ed. How about this one then?

It looks like it's made out of wicker

But it won't overspeed your ticker.

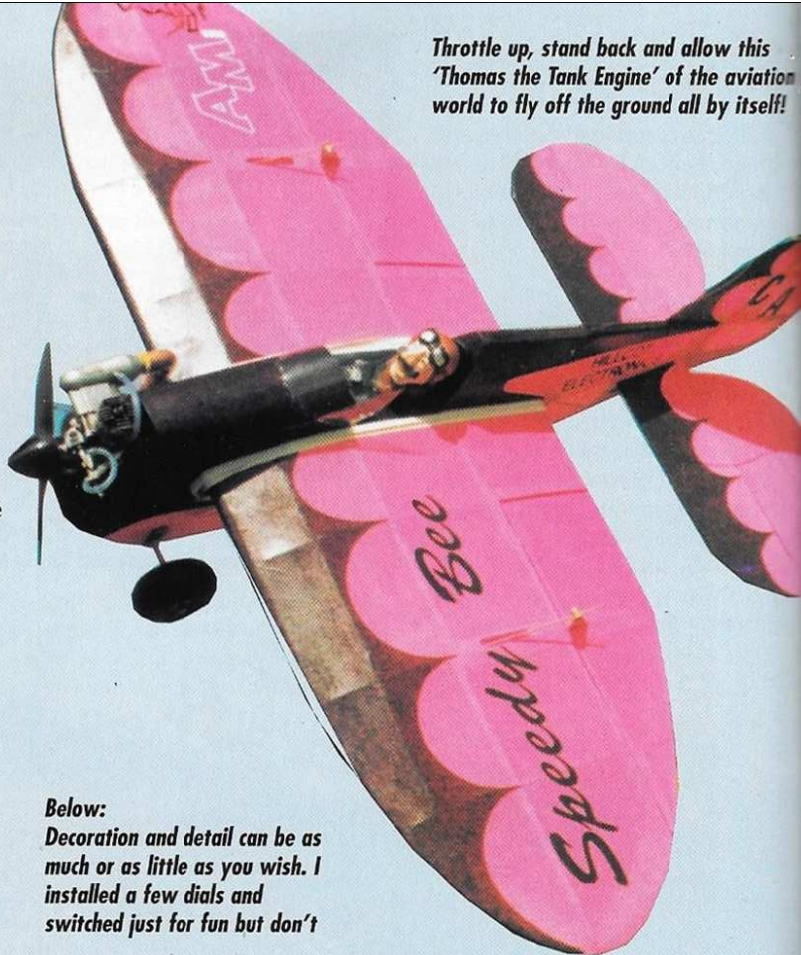
It flies very nice with nary a vice

Like a Lazy Bee does, only quicker

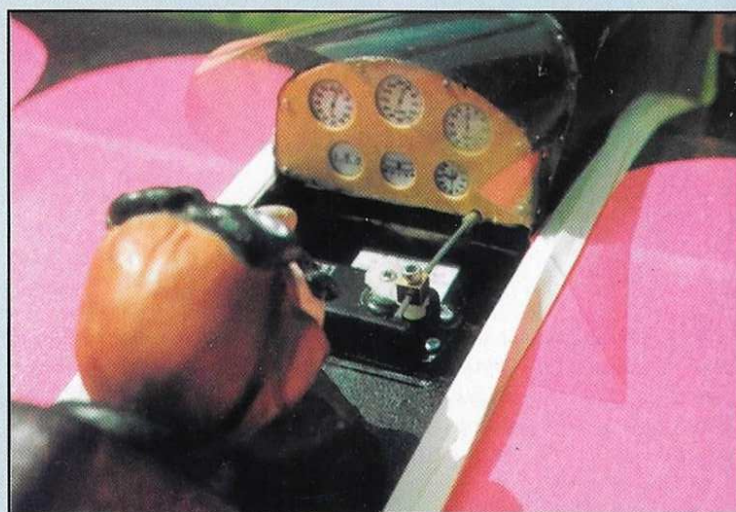
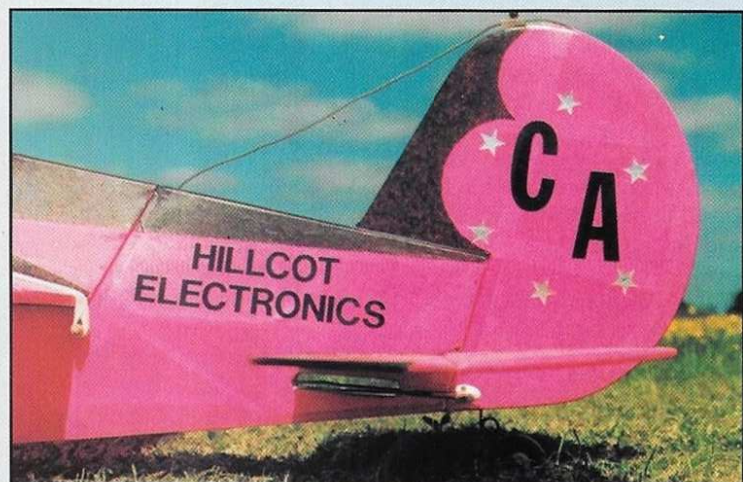
(Accept no substitutes, read the original AMI poet and not the Pale Peacock imitations!)

Ken 'Impact' Swailes

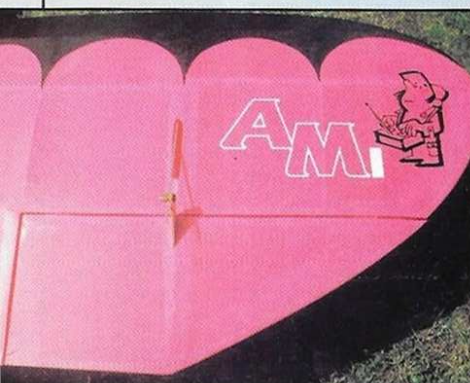
Throttle up, stand back and allow this 'Thomas the Tank Engine' of the aviation world to fly off the ground all by itself!



Below: Decoration and detail can be as much or as little as you wish. I installed a few dials and switched just for fun but don't



The Enya 15 proved to have sufficient 'Oomph' for enjoyable flying. Much more and you'd start to lose the essential friendliness of this unmistakable little model.



Above: That all moving rudder is powerful! Mind you, it needs to be with that strange shaped fuselage trying not to yaw under any circumstances!

Left: The wings are open structure covered in doped Polytex. Please remember to use three hinges per aileron - it may be belt and braces but it's definitely worthwhile. Decoration is like the reviewer - high impact!

