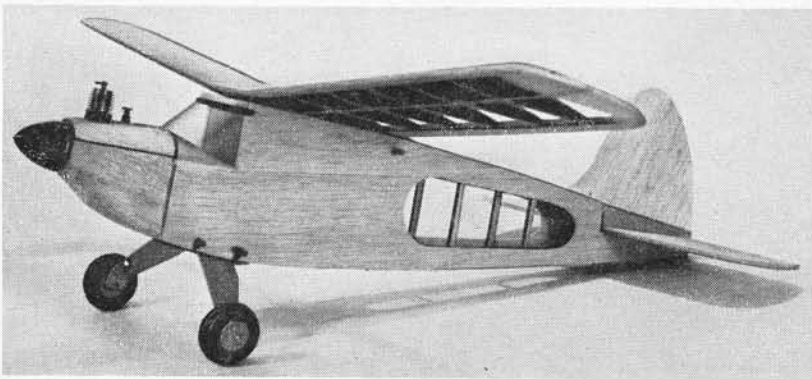


your Two

IF YOU'VE EVER heard a Galloping Ghost system working without the motor running, you'll know why *Chatterbox* was picked for a name! With Ghost system and any small transistor receiver, the total radio weight including Mighty Midget and all batteries, comes out at just about 7½ ozs., which is the suggested safe maximum for this little design. A similar weight is attainable with rudder-only operation, using a Rising clockwork actuator, or with a rubber escapement; since this last is perhaps the most awkward device to install, we have drawn a Conquest actuator on the full-size plan.

Of course, if you're looking for an immensely rugged small sport model, *Chatterbox* without radio should fill the bill admirably, and with that fairly bulky fuselage, you can experiment with parachute dropping and so on. There will be hundreds of *Chatterboxes* flying soon, and we're sure that it will be only a matter of time before we see the first biplane payload version!

Vic Smeed's CHATTERBOX



Vic Smeed launches his red and yellow Chatterbox with Mills .75 power on our local flying ground. Chubby fuselage accommodates any of the latest transistorised radio sets, details are given below for two alternative installations to that shown on the plan.

- Any motor of from .5 to .8 c.c. can be used for free flight, but a .75 or .8 c.c. is recommended for radio. The "empty" weight of the prototype in flying trim is just under 12 ozs., which makes it the heaviest model of this size we've ever built; however, the uncovered weight is 9½ ozs., of which nearly two is accounted for by the

undercarriage, so if you're wanting it for sport flying only, it should be possible to come out at 10 ozs. total.

Constructionally, the fuselage is a simple slab-sider built in the usual way, then covered with hard ½ sheet and light nylon. In early tests, with 8 ozs. of ballast moved up and down to alter the vertical C.G., the model several times came straight in on its nose with no damage at all. For F/F, tissue over the basic frame would be adequate.

The wing is different in that the upper and lower spars are glued to the dihedral brace and left to dry first. After checking dihedral—it must *not* be less than shown—the wing halves are built one at a time, blocking the up-ended half. Tissue covering has stood up well on the original. The tail surfaces are cut from the softest ⅜ in. sheet you can find and sanded well before tissue covering. Cut ⅜ in. full-span split elevators if you propose to use Ghost R/C.

An alternative undercarriage is sketched on the plan; use solid rubber wheels of fair weight for either type. Hold U/C in place with one ¼ in. by 4in. rubber band only.

Check finished model balances on mainspar, set rudder tab for right circle (F/F) and release on low power, adjusting turn with subsequent flights up to full power.

For radio, it is useful to build a frame to slide into the fuselage, as sketched, in which all the equipment can be built. An external switch is desirable to avoid removing the wing to switch off between flights.

