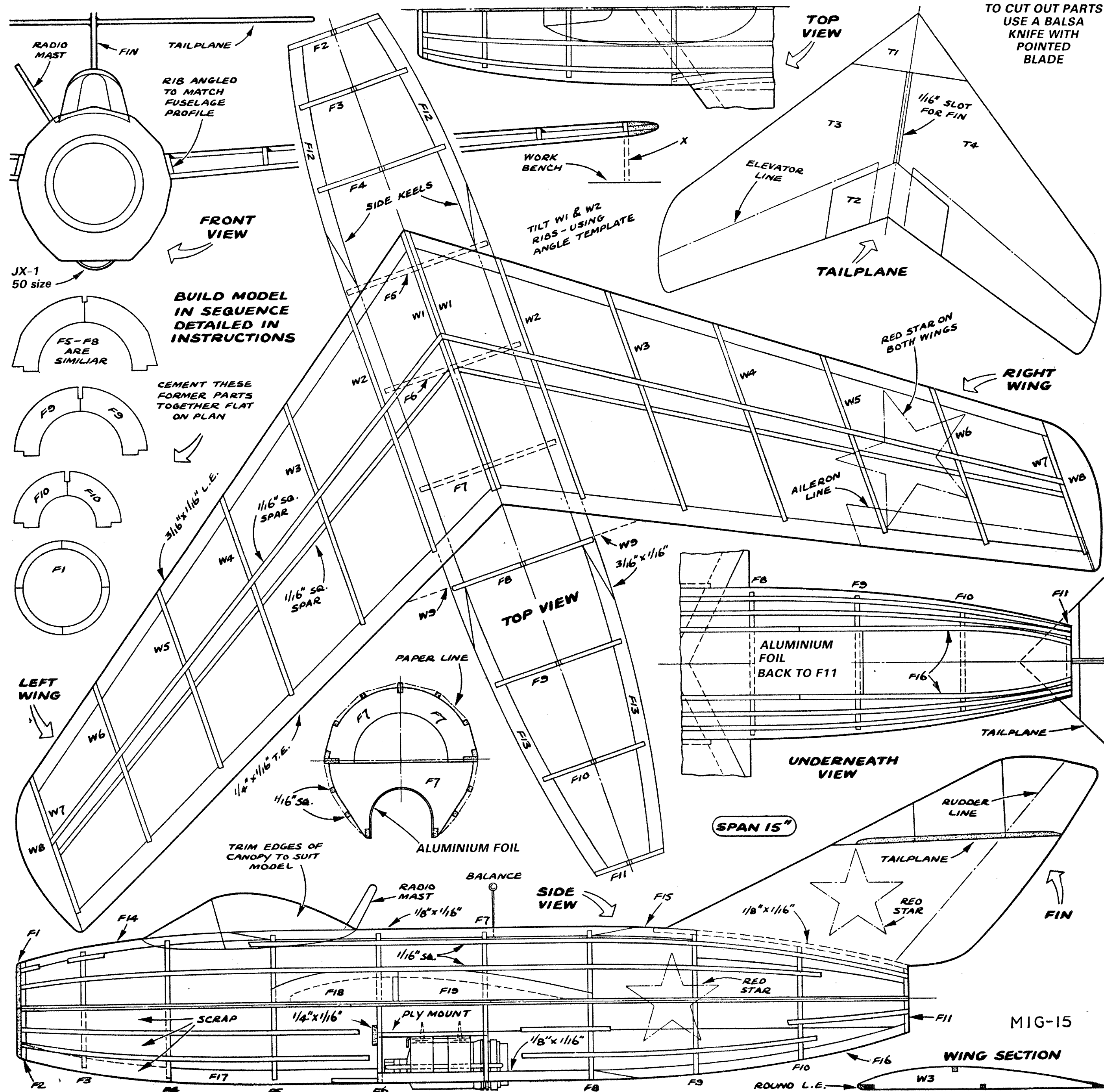


RUSSIAN MIG-15



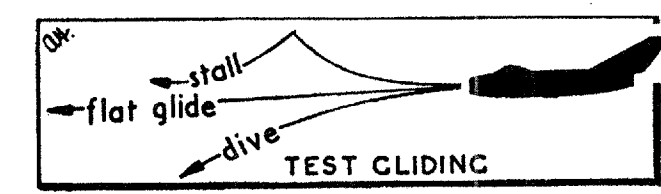
TO CUT OUT PARTS
USE A BALSA
KNIFE WITH
POINTED
BLADE

The Russian MIG-15 was one of the fastest and most manoeuvrable fighters in the Korean campaign. Used by the Chinese Reds, its top speed is in the region of 700 m.p.h., span is 33½ feet and the usual swept-back flying surfaces, typical of most jet-fighters, are used. The MIG-15 was originally designed for high altitude operation against the B-36 bombers and can be regarded as the counterpart of the American SABRE. The layout of this aircraft is ideal for a JX-1 50 powered model and the mid-wing position enables an extremely simple construction sequence to be followed.

Cut out all the sheet parts with a modelling knife — and place them in the box lid to avoid loss or damage. Hold parts in position on the plan with fine steel pins and use a pair of eyebrow tweezers to handle the really small parts. Build your model in the following sequence and prevent the parts from sticking to the plan by covering it with greaseproof paper.

QUICK BUILDING SCHEDULE

1. Begin by building left wing panel. Pin leading edge, lower spar and trailing edge flat on the plan. Laminate three W8 pieces together to form tip and cement in place. Add W1 and W2 ribs, tilting them to the correct angles with the aid of the angle template provided. Add the remaining ribs (W3-W7) and follow with the upper spar.
2. When dry, lift up from the building board and build the right wing panel in a similar manner. Join the left panel to the right, ascertaining correct dihedral by placing the complete 'X' template under the left W7 rib. When dry, remove wing from the plan and round off lower corner of the leading edge. Shape trailing edge pieces to a triangular section (see plan), but leave the portion to which the W9 fairing pieces attach, unsanded. Round off the tips and reinforce centre section joints with plenty of cement.
3. Next cover wing panels (using tissue paste as adhesive), leaving open the space between the two W2 ribs. Cover top surfaces first trimming overlap to about 1/8" and pasting this over the leading edges, trailing edges and tips. Cover the undersurfaces and trim to the outline. Spray the covering with water (or steam) to tighten in preparation for dopping.
4. Put wing on one side and start on fuselage. Pin F12 and F13 side keels to plan and join pieces of 3/16" x 1/8" to them. Cut the 'X' template in two — along the dotted line — and pin each piece in position over the W7 ribs marked on plan. Now give wing panels a coat of thinned (50/50) clear dope and cement wing accurately in position on top of the fuselage side keels. Check for alignment, then pin wing tips to the 'X' pieces. This ensures that wing panels are not twisted out of shape by the shrinking action of the dope.
5. Join upper keel parts (F14, 1/16" x 1/8" and F15) flat on side view of the fuselage. Join F5-F10 upper former parts flat on the patterns provided (see plan). Cement upper halves of formers (F2-F11) to side keels. When dry, slot in upper keel — checking that all formers are vertical. Add the F18 and F19 side pieces and the W9 fairings. Round off edges of fin — cut free the upper segments — and cement to F9-F10 and F15.
6. Pin T1 and T2 to tailplane pattern — then add T3 and T4 pieces, leaving a slot at the centre to take fin. When dry, lift up from plan and round off the edges. Push the fin tongue through the tailplane slot, well cement and check that fin and tailplane are square to each other and the building board. Now replace the cut out segments of the fin, after shaping lower edges to allow for tailplane profile.
7. When this assembly is dry, remove from the plan and add lower halves of formers (F2-F11). Screw the JX-1 mounting clip to piece of ply provided and cement latter in F6 and F7 slots. Reinforce mount with a piece of 1/4" x 1/16" cemented to front of F6. Slot central F17 keel into lower formers (F2-F6). Make the twin lower (rear) keels flat on plan (1/8" x 1/16" and F16 pieces) and cement to F6-F11. Note how F16 pieces curve inwards at rear.
8. Line the recess in the underside of fuselage with aluminium foil from F6-F11. It is a good plan to reinforce the area around ply mount with scrap strip. Cement the eight main stringers to F5-F8 (positions are indicated on formers) — allow to dry, then pull in at nose and tail and cement to remaining formers. Add 1/16" square stringers from lower keels at F6 to F2.
9. Fill in between lower stringers (from F2-F4) with scrap strip. Join F1 former pieces together flat on the plan, lift up when dry and attach to front of F2. Add 1/8" x 1/16" strip to side of the fin (at the root) to provide a seating for tissue attachment. Round off outer edges of the lower (rear) keel pieces and front formers (F1 and F2).
10. Cover fuselage with long strips of tissue (about 6 or 8), water dope and put aside until tissue has tightened. Carefully trim lower edge of canopy so that it fits snugly on top of fuselage. Round off the edges of the radio mast. Give fuselage two coats of clear dope and the tailsurfaces one. Cement the canopy in position. Cut a slot in the tissue and cement radio mast to the side of the right hand top stringer (see plan). Control surface outlines may be indicated with thinned black dope, applied with a ruling pen.
11. Check tailsurfaces for warps and twist true if necessary. Warps in wing panels may be corrected by holding the affected part about 18" from a hair drier at the same time twisting out the warp. *Be careful not to get too close as a doped model is highly inflammable.* Clip the loaded JX-1 motor in position and push a pin in the upper keel (see plan). The model should balance level when suspended by this pin and it may be necessary to push a few drawing pins in F2 to achieve this.
12. Choose a dead calm day for the first test flights and begin by gliding the model — preferably over long grass, to avoid damage. If nose comes up sharply and then abruptly drops, add more weight to front. If model dives, take off some weight. Violent turns in either direction are usually due to warped flying surfaces. Correct a sharp turn by slightly twisting a wing tip. If stalling is very pronounced, try twisting (again using the hair drier method) both tips so that the leading edges at the tips are slightly lowered. This is known as "wash-out". When the glide is correct, try a power flight. Follow the instructions provided with the Jetex motor and always remember to allow the thrust to develop for a couple of seconds before launching.
13. For a glider or non-flying version, cover in the recess in the underside of the fuselage. The aircraft in action in Korea are left in their natural (silver) finish. Red stars are carried on upper and lower wing surfaces — and both sides of the fuselage and fin.



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