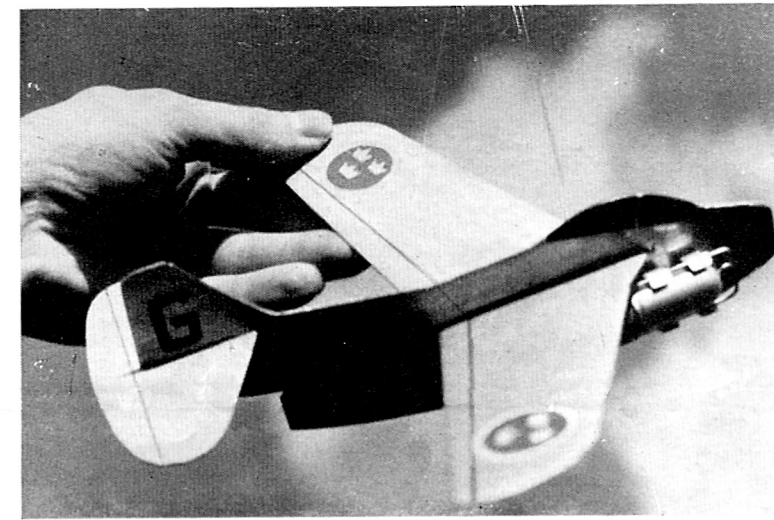
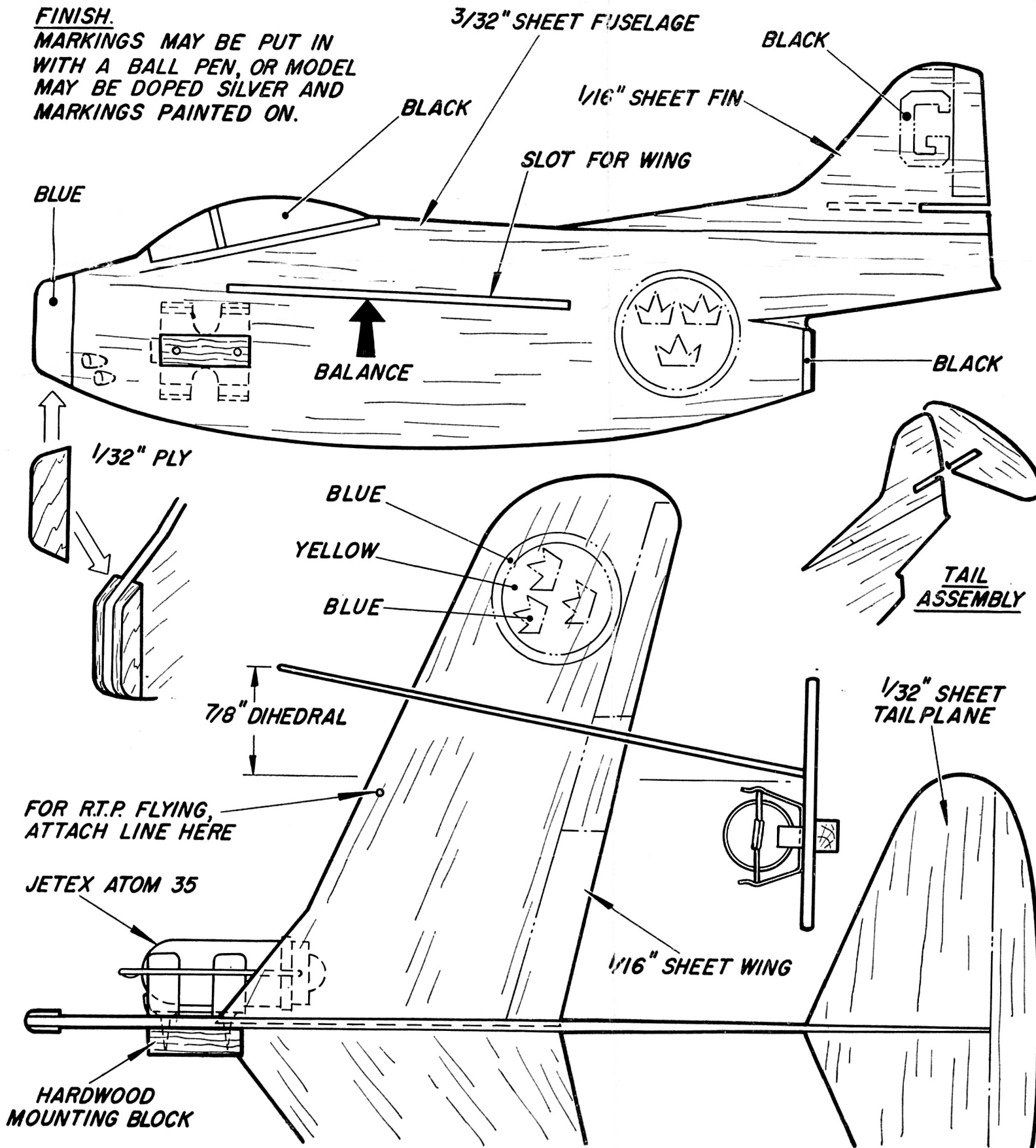


FINISH.
 MARKINGS MAY BE PUT IN
 WITH A BALL PEN, OR MODEL
 MAY BE DOPED SILVER AND
 MARKINGS PAINTED ON.



SAAB J29 by Ray Malmstrom

WATERBEACH R.A.F. Station, the scene of the two most recent British Nationals, also happens to be within close distance of the Malmstrom abode and the place where Ray strives to indoctrinate younger Cambridgeshire with Art and like subjects at the local Impington College. It so happens, too, that the large aerodrome is also an arrival point for visiting aircraft from overseas, and when a squadron of tubby swept-wing J.29's came in from Sweden last year, we fancy that Ray was rubbing his hands in glee. For as his name suggests, Ray is of Swedish extraction, and the sight of these remarkable fighters just called for balsa and razor blade.

A newly-acquired Jetex Atom 35 was fitted to the nose for power, and within an hour or two of inception this profile scale job was airborne on its first of many a thrilling free-flight. Not satisfied with daylight activity alone, Ray tried it as a round-the-pole project in the living room, and smell and fumes notwithstanding in his jolly household, the J.29 showed a turn of speed that makes it closely resemble the full-size jet in establishing a world's closed-circuit speed record.

Some $\frac{1}{32}$, $\frac{1}{16}$ and $\frac{3}{32}$ ply scrap and a small hardwood block are all that you will require, and construction begins with transferring the fuselage profile, less fin, on to the $\frac{3}{32}$. Sliver out the wing slot, and cement on the Jetex block, then add the ply reinforcing at the nose and fit the $\frac{1}{16}$ fin.

The wing is cut in two separate halves, which are fitted to the fuselage slot and dihedralled at the same time. Be liberal with the cement at this stage and also see that the tail fixing is secure. A coat of Sanding Sealer, then silver dope and painted National markings complete the "29" and with an Atom 35 in the clip we are ready for a glide test.

Take it over long grass and check through a few straightforward hand launches. Plasticine added at nose or tail will find the best trim; but Ray's original flies perfectly without any additional ballast. A slight warp to lift the leading edge on the righthand (starboard) wing will induce a gentle turn in the very fast glide, and violent banking to either direction can be cured with lifting the leading edge of the wing on the inside of the bank. Now try a power flight and launch into the natural turn as the Atom 35 begins to develop thrust. You'll be surprised at the performance, it's terrific!