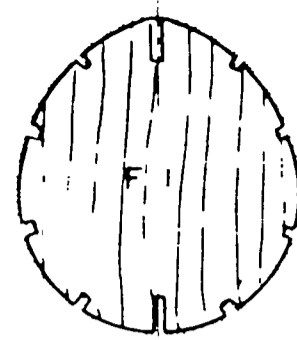
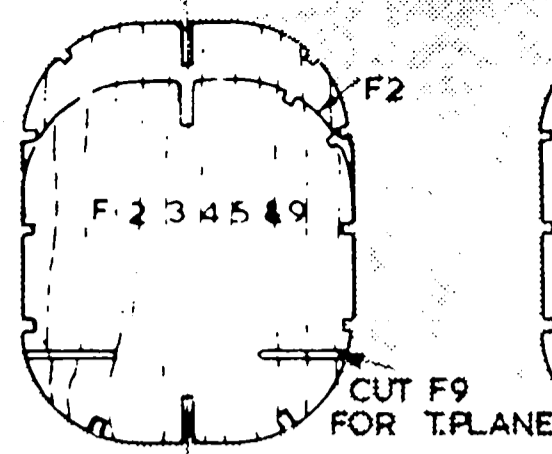


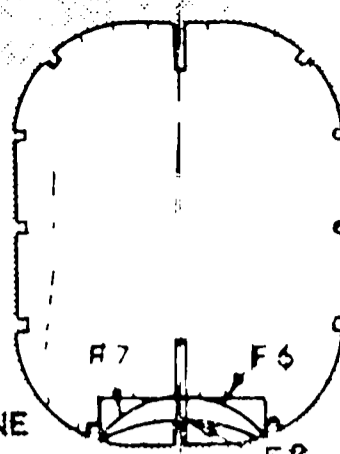
NOSE BLOCK



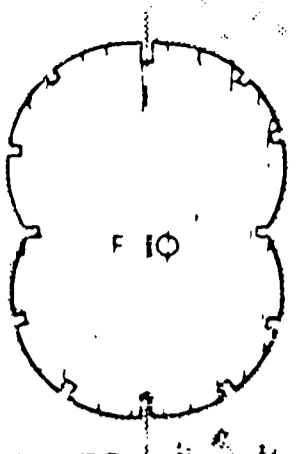
F1
1/8 SHT.



F2
CUT F9 FOR T.PLANE



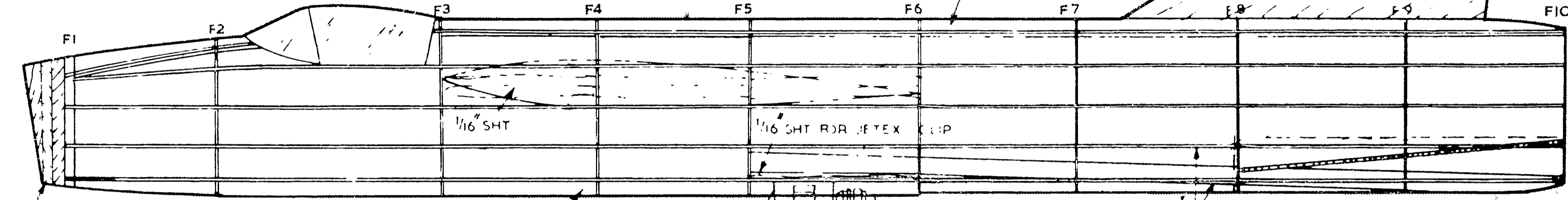
F7



F10

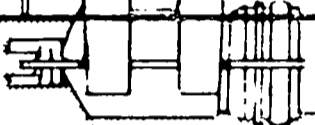
FORMERS F2-F9 1/32 SHT.
FORMERS F5 & F10 1/16 SHT.

1/16 SHT RUDDER



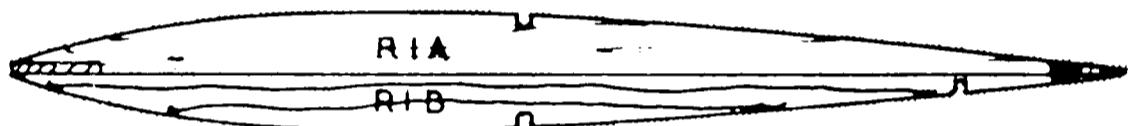
LAMINATED 1/8 SHT

BOTTOM KEEL 1/4 x 1/16



JETEX 50 OR 500 UNIT

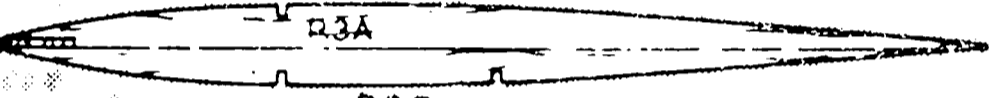
ALL STRINGERS 1/16 SQ.



R1A

R1B

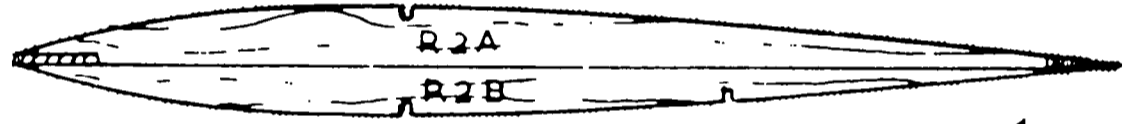
RIB R1A & B. 1/16 SHT
ALL OTHERS 1/32 SHT



R3A

R3B

TAIL PLANE 1/16 SHT.
IN HALVES. JOIN ON
C.L.



R2A

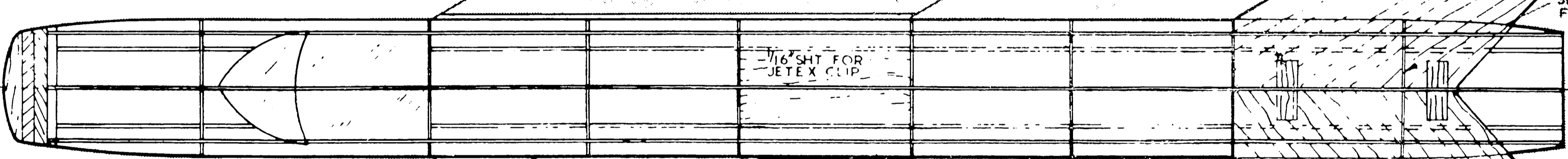
R2B



R4A

R4B

1/4 x 1/16 SHT SCRAP
STRENGTHENING
PIECES



SLOT T.P. TO
FIT IN SLOT
IN F9

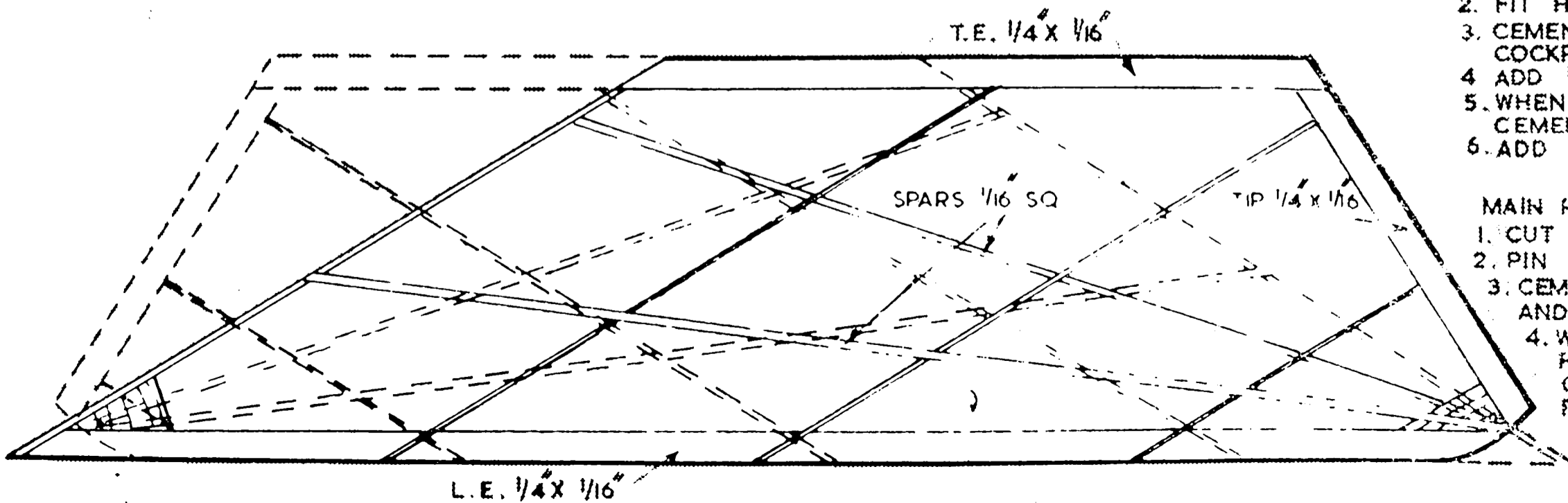
COVER FUSELAGE WITH LIGHT TISSUE
WATER SPRAY AND APPLY CLEAR DOPE

FUSELAGE CONSTRUCTION -

1. PIN KEELS TO PLAN
2. FIT HALF FORMERS F1-F10 AND CEMENT
3. CEMENT STRINGERS IN POSITION & CUT AWAY COCKPIT SECTION
4. ADD 1/16 SHT. AT MAIN PLANE ROOT POSITION
5. WHEN CEMENT IS SET REMOVE FROM PLAN AND CEMENT OTHER HALF FORMERS & STRINGERS IN PLACE
6. ADD NOSE BLOCK & JET MOUNTING

MAIN PLANE CONSTRUCTION -

1. CUT OUT RIBS, L.E. & T.E.
2. PIN L.E., T.E. & TIP TO PLAN
3. CEMENT TOP HALVES OF RIBS IN PLACE AND ADD TOP SPAR
4. WHEN CEMENT HAS SET REMOVE FROM PLAN & ADD BOTTOM HALVES OF RIBS & SPARS. MAKE GUSSETS FROM SCRAP & CEMENT IN PLACE



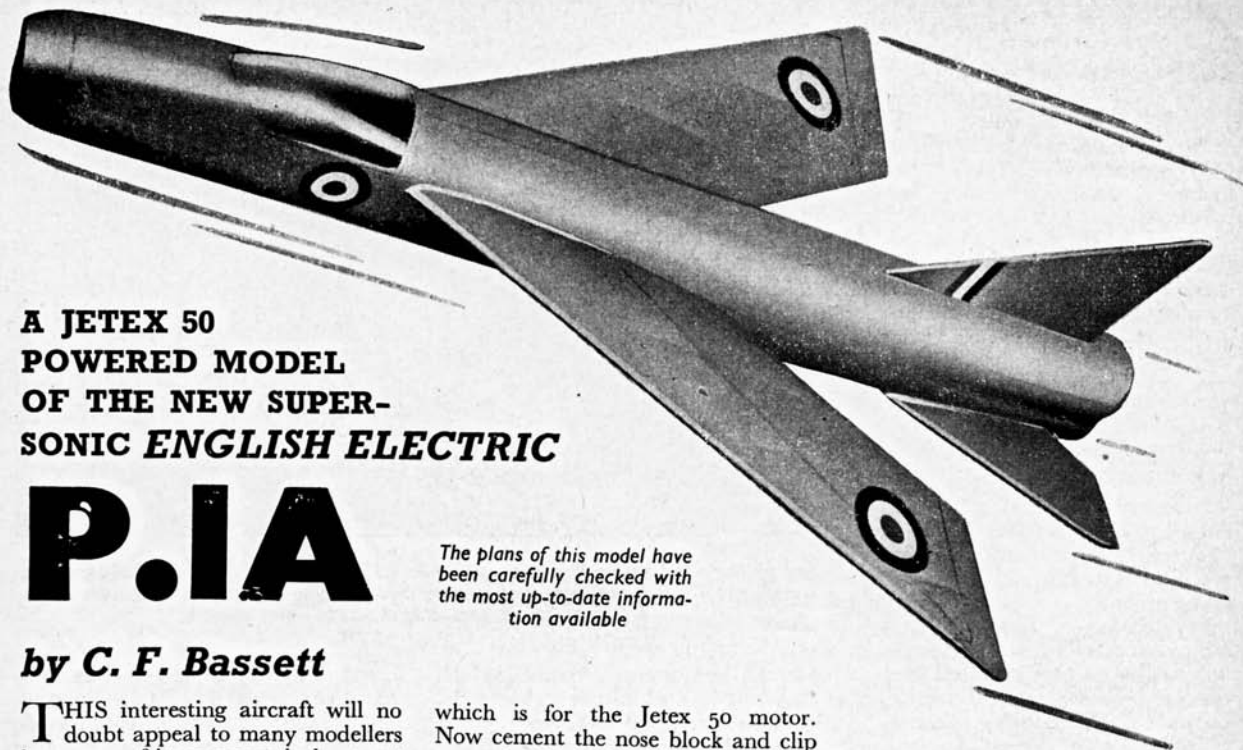
T.E. 1/4 x 1/16

SPARS 1/16 SQ

TIP 1/4 x 1/16

L.E. 1/4 x 1/16

ENGLISH ELECTRIC
P.1A
 M.A.
 202 C.F. BASSETT 2/16
 SPAN 13 1/2" LENGTH 19"
 COPYRIGHT MODEL AIRCRAFT
 19-20 NOEL ST. LONDON W1



**A JETEX 50
POWERED MODEL
OF THE NEW SUPER-
SONIC ENGLISH ELECTRIC**

P.1A

The plans of this model have been carefully checked with the most up-to-date information available

by C. F. Bassett

THIS interesting aircraft will no doubt appeal to many modellers by reason of its comparatively recent release from the secret list. In addition, the rather unusual design readily lends itself to a flying scale version powered by a Jetex motor.

It is the second model of the P.1A I have built, the first being considerably smaller. In fact, it was the success of the smaller model that prompted the building of the larger version described here.

Fuselage

This is constructed in two half sections. First, place $\frac{1}{8} \times \frac{1}{4}$ in. strips of medium balsa on to the plan to form the top and bottom centre keel formers; then cement in position one set of half-section formers from F1 to F10. Note that F1 is $\frac{1}{8}$ in. sheet, F5 and F10 are of $\frac{1}{8}$ sheet, whilst the remaining fuselage formers are of $\frac{1}{32}$ sheet. When this operation is completed and the assembly has set, cement $\frac{1}{8}$ sq. stringers into positions indicated on the plan and cut away the section occupied by the cockpit.

The area occupied by the wing root between formers F3 and F7 is covered with $\frac{1}{8}$ sheet. Repeat this, of course, for the opposite side of the fuselage. The wing is in two halves and as there is no dihedral, no bracing is necessary, the cemented joints and fillets being sufficiently strong to hold the small wings firmly in position. Trim any surplus wood showing in the trough underneath,

which is for the Jetex 50 motor. Now cement the nose block and clip mounting piece into position. Sandpaper the nose block and fuselage carefully and cover with light tissue. Water spray and then apply clear dope—two coats should be sufficient. Note: The dotted area shown on the plan near the fuselage tail should be left uncovered to receive the tailplane.

Wings

Cut ribs R2, R3 and R4 from $\frac{1}{32}$ sheet, and R1 from $\frac{1}{8}$ sheet. Pin $\frac{1}{4} \times \frac{1}{8}$ in. leading and trailing edges on to the plan. Cement top halves of ribs R1A and R4A into position, then add $\frac{1}{8}$ sq. spar as shown and allow to set. Owing to the considerable amount of camber, this method of halving ribs proved the quickest and easiest way of assembly.

Now remove the section from the plan and add the lower halves of ribs (R1B to R4B) and the spars. Scrap fillets are inserted at the wing roots to strengthen the joints to the fuselage. Now cover the wings with light tissue, water spray, and, when taut, apply clear dope.

Tail Unit

The fin and rudder are made from $\frac{1}{8}$ hard sheet balsa, then covered with tissue doped on. The tailplane is also made from $\frac{1}{8}$ sheet in two halves and similarly covered. Now cut a slot in former F9 on the fuselage to take the tailplane. When this is

done, the two halves can be cemented into position and the joints filled in with $\frac{1}{8} \times \frac{1}{4}$ in. scrap for strength. The area shown on the fuselage by the dotted line can now be covered with tissue and doped. Cement the rudder and wings into position, and cover the cockpit with celluloid.

It will be seen from the plan that there is no dihedral on the mainplane and, in fact, the marked sweep-back and angle of incidence give the illusion of anhedral. These angles on the mainplane and tailplane are necessary for stability.

Flying

When the balance is in the position indicated, with an empty Jetex 50 motor in position, a long straight glide should result. The speed of my model in level flight was high, and with the nose up above a certain angle of attack, the rate of climb exceeded that of other models with comparable wing areas. With slight modifications this model can be powered by any of the larger Jetex units using an augmentor tube, and making the compensating adjustments in the trim.

With the Jetex unit mounted externally, I found it advisable to attach the motor to the clip with a small length of strong thread so that if the motor comes adrift from the clip it won't be lost.