

Skyleada

Jetex 50 Series

HAWKER "HUNTER"

The name of Hawker has long been associated with fighter aircraft in the Royal Air Force. Even twenty years ago when the biplane was at the height of its supremacy the Hawker Company produced some extremely elegant machines, despite bracing wires and inter-plane struts. In the "Hunter" the Hawker Design Staff have produced one of the most graceful aeroplanes of all time. At present fitted with a Rolls-Royce "Avon," with provision for retract, the Hunter has flown through the sound barrier on innumerable occasions, and is on priority manufacture for the Royal Air Force.

BUILDING AND FLYING INSTRUCTIONS

Carefully cut out the various parts on the printed sheets and store them in a safe place until required. Before starting to construct the model cover the plan with greaseproof paper to prevent the balsa wood parts, which are built up directly on the plan, from sticking to the paper.

FUSELAGE: Commence construction of the fuselage by pinning down over the plan parts marked K.1, K.2, K.3, K.4 and K.5. Thoroughly cement all the joints. Add half formers for Port (left) side and when dry cement the $\frac{1}{16}$ " square stringers in position. Add root rib W.1 and gusset F.17 as shown on plan. Allow to set for one hour then remove from the plan. Add starboard (right) half formers and stringers in line with the Port side, complete by adding starboard W.1 and gusset F.17. Between F.5 and F.6 add the strip F.13 to the centre keel K.4 to form Tee-Section platform. The Jetex 50 mounting clip is later cemented to F.13. Cement nose block in position and allow to dry thoroughly before shaping with razor blade and glasspaper. From notepaper cut out the shape shown at the top left-hand side of the plan, and to this cement a piece of the asbestos sheet supplied with Jetex 50 unit. When dry fit into the semi-circular trough in the underside of the fuselage between F.6 and F.10. The asbestos sheet prevents damage to the model by hot gases from the jet unit. Note that pieces F.15 and F.16 forming the leading edge intakes are not added until the fuselage has been covered and doped.

Cover the fuselage with tissue strips running lengthwise. Over some parts of the fuselage it will only be possible to cover the gap between two adjacent stringers, with one strip of tissue, due to the double curvature. Over the parallel portion of the fuselage, however, it will be simple to cover larger portions with a single strip. After covering, water spray the whole fuselage and allow to dry naturally. On no account should any attempt be made to speed up the drying process by placing the wet model near a fire. Excess heat will overstretch the covering so that when it later returns to its normal temperature the tissue will become slack and wrinkled. When completely dry give one coat of thin, clear dope. Give dope time to harden then add the pieces F.15 and F.16 forming intakes. Next, trim surplus from moulded cockpit cover included in the kit so that it fits against the top of former F.4 and cement in position. The window frames can be marked in black dope or indicated with thin strips of coloured tissue.

WINGS: First cement together the three W.6 pieces which form the wing tips. Pin down on the plan trailing edge W.7, ribs W.2 to W.5, wing tip W.6 and the two bottom $\frac{1}{16}$ " square spars. Incline W.2 towards the wing tip with the aid of the template shown on the plan. Cement all joints well and then cut the leading edge from the $\frac{1}{16}$ " x $\frac{1}{16}$ " strip provided in the kit. Cement this into the slots in the leading edge of the ribs. Finally add the top $\frac{1}{16}$ " square spar and gussets W.8 and W.9. Sand wings to airfoil shape. Tips should be sanded to the shape indicated in the front view, this particular operation being carried out just before covering. Tissue cover, water spray and give one coat of thin clear dope.

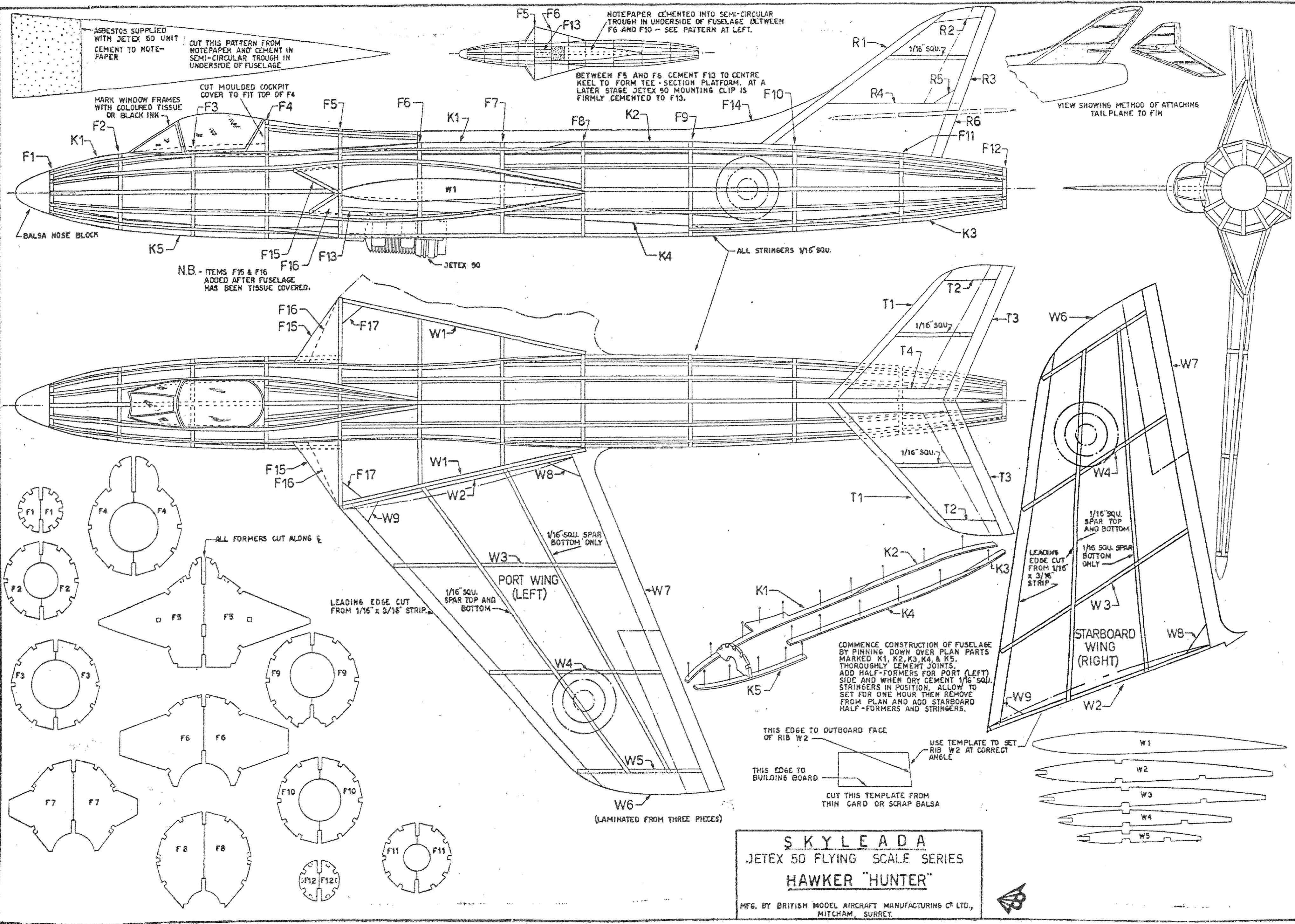
FIN: Pin down over plan parts marked F.14, R.1, R.2, R.3, R.4, R.5 and R.6, cementing all joints carefully. Add $\frac{1}{16}$ " square strip forming centre rib. When dry remove from plan, sand smooth and tissue cover both sides, water shrink and give a coat of thin clear dope.

TAILPLANE: Construction of the tailplane is similar to the fin. Pin down parts T.1, T.2, T.3 and T.4, thoroughly cementing all joints. Add $\frac{1}{16}$ " square ribs. When dry, sand smooth and cover top surface only and give one coat of thin clear dope.

ASSEMBLY: Cement the wings to the fuselage, ensuring that the leading edges and trailing edges are in identical positions on both sides of the fuselage. The tilting of rib W.2 during construction automatically sets the wings at the desired dihedral angle for the flying model. To assist in retaining the wings in their correct positions until the cement is hard, pins may be pushed through rib W.2 into W.1. Check alignment from time to time during the drying period as cement has a tendency to pull components out of place as it dries. R.A.F. roundels may be cut from coloured tissue and doped in position on the wings and fuselage.

Next, cement fin to top of fuselage and when set firmly cement tailplane into the slot in R.4, checking that the tailplane is at right-angles to the fin.

Test gliding should be carried out in calm weather, and, if at all possible, over fairly long grass. Launch model from shoulder height directly into wind (if any), nose pointing slightly towards the ground. If the model dives steeply, gently bend up the rear of the tailplane tips slightly and repeat launching procedure. Should the model still persist in diving, add a little plasticine to the rear end of the fuselage. In the event of the model being tail heavy it will climb steeply, poise in the air then dive into the ground. This should be corrected by adding a little plasticine to the nose. During trimming, all adjustments must be carried out a little at a time, until a smooth, flat glide is obtained. It is important to remember that hand launching does not necessarily give a completely true indication of the model's gliding qualities, but it does, however, serve as a guide until the model has attained sufficient height under power to enable it to settle down in its own natural glide. Before attempting power flights, read carefully the instructions supplied with the Jetex 50 unit.



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MFG. BY BRITISH MODEL AIRCRAFT MANUFACTURING CO. LTD.,
MITCHAM, SURREY.