

Skyleada

Jetex 50 Series
GLOSTER G.A.5

Designed as a heavy all-weather day "Javelin" is scheduled to be the first delta service. Although no performance figure generally accepted that the "Javelin" is a 7 by two Armstrong-Siddeley "Sapphire" jets.

BUILDING AND FLYING

Carefully cut out all the various parts in a safe place until required. Before cover the plan with greaseproof paper to which are built up directly on the plan.

FUSELAGE: Commence construction of the fuselage by pinning down the plan parts marked K1, K2, K3, K4, K5 and K6. Add half-formers for Port (left) side. Between F5 and F6 add $\frac{1}{16}$ " square keel (K5). The Jetex 50 mounting block so formed, the centres of the screws with the positions indicated on the plan, and allow to dry thoroughly before shaping paper. From notepaper cut out the shape of patterns "Y" (one only) and "Z" (two only) a piece of asbestos sheeting supplied with notepaper into purpose of this paper is to 1 Jet damaging the fuselage. Cement one piece of the fuselage and the other to the underside two "Y" patterns are cemented to the rear of short straight edge of the paper being flush. The "Y" patterns are curved round the last patterns to form the two engine tail pipes. Cement edges of "Z" and "Y" patterns together.

Cover the fuselage with tissue strips run the fuselage with one strip of tissue, due to the top centre, however, it will be a simple matter two or three adjacent stringers with one strip.

After covering, water spray the whole naturally. On no account should any stretching process by placing the wet model over-stretch the covering so that when it is perature the tissue will become slack and dry give one coat of thin clear dope. Next cockpit cover included in kit and cement rear part of the cockpit cover can be either doped so as to leave only the portions transparent.

WINGS: Pin down Ribs W1, W2 and W3 edges of each rib are equidistant above the drawn through the centre of each rib from the edge is parallel with the building board. Cut trailing edge (W4) to ribs. Add gussets W5 top spar to ribs and tip (W6), adding both from plan when dry. **IMPORTANT.** Do N

FIN: Pin down over plan parts marked R1, joints carefully. Add $\frac{1}{16}$ " square strips form dry cover both sides, water shrink and give

TAILPLANE: Construction of the tailplane down parts T1, T2, T3, T4, T5 and T6. square, then cement gussets T7 in place, cover top surfaces only with tissue and give on possible warps in structure.

ASSEMBLY: Before covering wings cement 1 of the fuselage, ensuring that the leading edge identical positions on both sides of the model rear the trailing edge should be perfectly dihedral whatever. To assist in retaining location until the cement is hard, pins may into formers F4, F5, F6 and F7. Check during the drying period as cement has a tendency to shrink.

When finally set wings may be covered & clear doped. R.A.F. roundels may be cut from cemented or doped into position on fuselage coloured dope as this will aerically reduce flight.

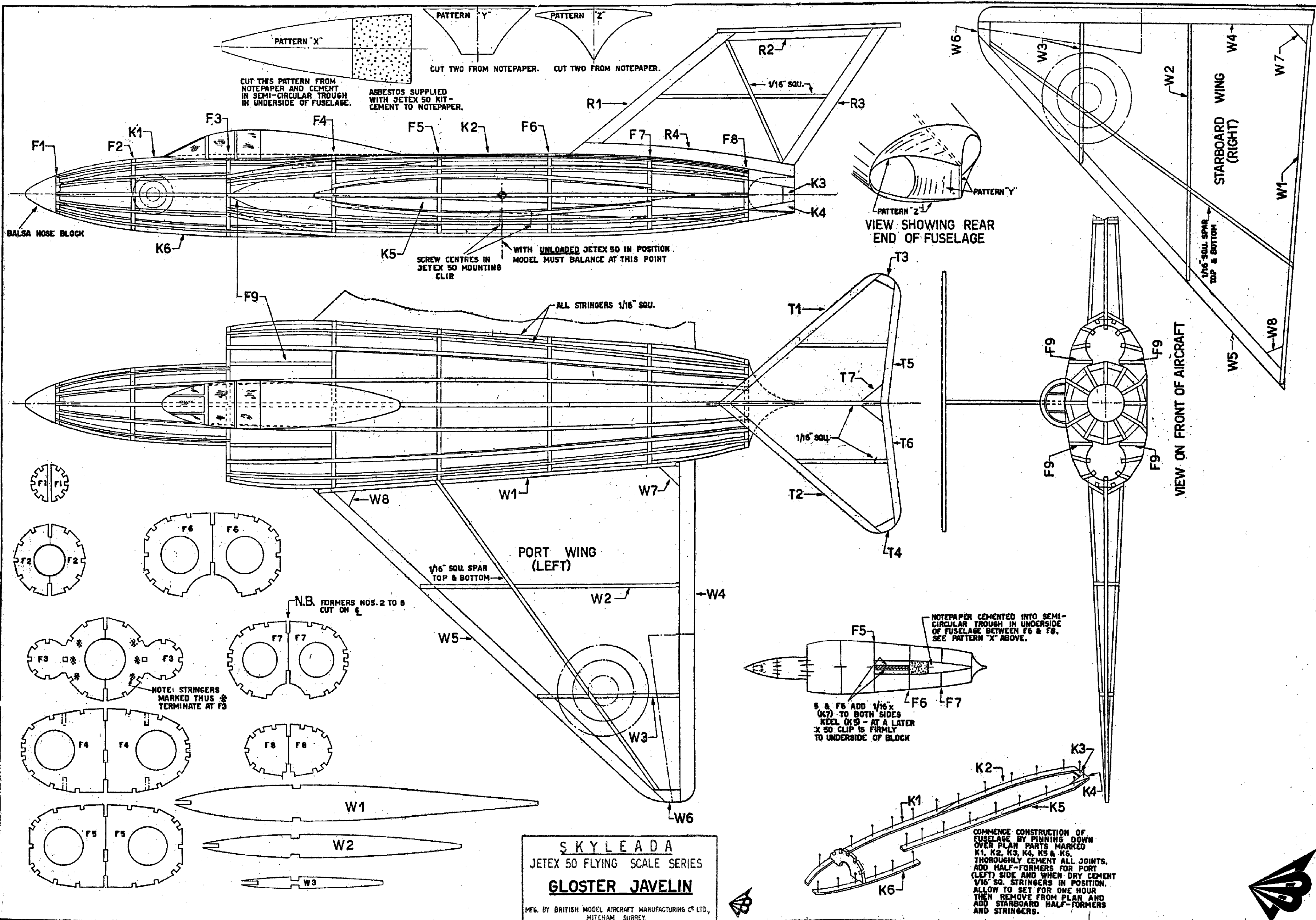
Next cement fin to top of fuselage and when top of fin. Check that fin is truly vertical angles to fin.

When model is completed, carefully check shown on the drawing. This test must be carried out with the model in the appropriate position should the model balance aft of the position being the model showing any tendency towards being added to the nose until the model balance

There is, however, more latitude in the balance does not move forward more than $\frac{1}{4}$ plan. Should the point of balance be more required position, plasticine must be added to the centre of gravity comes within the limits.

Test gliding should be carried out in a possible, over fairly long grass. Launch on directly into wind (if any), nose pointing slightly the model dives steeply, gently bend up the slightly and repeat launching procedure. Show in the air and then dive, bend down the trailing gently at the tips. During trimming, all adjust a little at a time, until a smooth, flat glide is obtained.

It is important to remember that hand launch a completely true indication of the model does, however, serve as a guide until the model height under power to enable it to settle down before attempting power flights, read carefully with the Jetex 50 unit.



SKYLEADA
JETEX 50 FLYING SCALE SERIES
GLOSTER JAVELIN
MFG. BY BRITISH MODEL AIRCRAFT MANUFACTURING CO. LTD., MITCHAM, SURREY.

COMMENCE CONSTRUCTION OF FUSELAGE BY PINNING DOWN OVER PLAN PARTS MARKED K1, K2, K3, K4, K5 & K6. THOROUGHLY CEMENT ALL JOINTS. ADD HALF-FORMERS FOR PORT (LEFT) SIDE AND WHEN DRY CEMENT $\frac{1}{16}$ " SQ. STRINGERS IN POSITION. ALLOW TO SET FOR ONE HOUR THEN REMOVE FROM PLAN AND ADD STARBOARD HALF-FORMERS AND STRINGERS.

F5 & F6 ADD $\frac{1}{16}$ " x KEEL (K5) - AT A LATER X 50 CLIP IS FIRMLY TO UNDERSIDE OF BLOCK

NOTE: PAPER CEMENTED INTO SEMI-CIRCULAR TROUGH IN UNDERSIDE OF FUSELAGE BETWEEN F6 & F9. SEE PATTERN "X" ABOVE.

NOTE: STRINGERS MARKED THUS TERMINATE AT F3

N.B. FORMERS NOS. 2 TO 8 CUT ON $\frac{1}{16}$ "

CUT THIS PATTERN FROM NOTEPAPER AND CEMENT IN SEMI-CIRCULAR TROUGH IN UNDERSIDE OF FUSELAGE. ASBESTOS SUPPLIED WITH JETEX 50 KIT - CEMENT TO NOTEPAPER.

CUT TWO FROM NOTEPAPER. CUT TWO FROM NOTEPAPER.

WITH UNLOADED JETEX 50 IN POSITION MODEL MUST BALANCE AT THIS POINT

SCREW CENTRES IN JETEX 50 MOUNTING CLIP

ALL STRINGERS $\frac{1}{16}$ " SQ.

VIEW SHOWING REAR END OF FUSELAGE

VIEW ON FRONT OF AIRCRAFT

PORT WING (LEFT)

STARBOARD WING (RIGHT)