

Skyleada

Jetex 50 Series

SUPERMARINE "SWIFT"

Scheduled for early delivery to the Royal Air Force, the Supermarine "Swift" was the first British fighter to adopt swept wings and tail surfaces. Although the "Swift" is still on the secret list, it is known that this aircraft has exceeded the speed of sound. Power is supplied by a Rolls-Royce "Avon" engine of 6,500 lbs. static thrust.

BUILDING AND FLYING INSTRUCTIONS

Carefully cut out all the various parts on the printed sheets and store in a safe place until required. Before starting to assemble 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 K1, K2, K3, K4 and K5; thoroughly cement all joints. Add half-formers for Port (left) side and when dry cement 1/16" sq. stringers in position. Allow to set for one hour then remove from plan, and add Starboard half-formers and stringers, in line with Port side. Between F5 and F6 add the strip F13 to the centre keel K4. The Jetex 50 mounting clip is later cemented to the "Tee" section so formed. Cement nose block in position and allow to dry thoroughly before shaping with razor blade and glasspaper. Next, take the six pieces marked F12 and cement three on each side of the fuselage between F5 and F8 as shown on the drawing. Add the two strips F15 between F10 and F11. From notepaper cut out the shape shown at the top left-hand side of the plan and cement to this a strip of asbestos sheet supplied with the Jetex 50 kit. Fit into semi-circular trough in underside of fuselage between F6 and F10. The rear portion of the fuselage is also covered with plain white notepaper and the shape for this is shown at the bottom left-hand side of the plan. Roll into a cone and cement to fuselage with paper joint at the top in order to give correct slope at rear of tail pipe.

Cover the fuselage with tissue strips running lengthwise. In some instances it will only be possible to cover the gap between two adjacent stringers with one strip of tissue, owing to the double curvature. Over the parallel portion of the fuselage (F5 to F8) it should be possible to cover right round the body with a single piece.

After covering, water spray the whole fuselage lightly 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 over-stretch the covering so that when it ultimately returns to its normal temperature the tissue will become slack and wrinkled. When completely dry give one thin coat of clear dope. Next, trim surplus from moulded cockpit cover included in the kit and cement in position on the fuselage. The rear part of the cockpit cover can be either covered with tissue or colour doped so as to leave only the portions shown on the drawing fully transparent.

WINGS: Pin down the two-piece leading edge W6 and W7, two-piece trailing edge W9 and W10, and wing tip made from two W8's cemented together. Cement all joints securely then add wing ribs W1, W2, W3, W4 and W5, also gussets W11 and W12. Add the three 1/16" sq. spars. Remember that rib W1 must be tilted outboard to suit the slope of the fuselage side. For this purpose a template is shown on the plan to ensure that the correct tilt is obtained. When cement is dry wings may be covered, but DO NOT water shrink or dope them until after they have been fitted to the fuselage.

FIN: Pin down R1, R2, R3 and R4, cementing joints carefully. Add 1/16" sq. centre rib. When dry, cover both sides, water shrink and give one coat of thin clear dope.

TAILPLANE: Construction of the tailplane is similar to the fin. Pin down T1, T2, T3 and T4. Add centre rib from 1/16" sq. When set remove from plan, cover top surface only with tissue and give one thin coat of dope. Build second half of tailplane in same way.

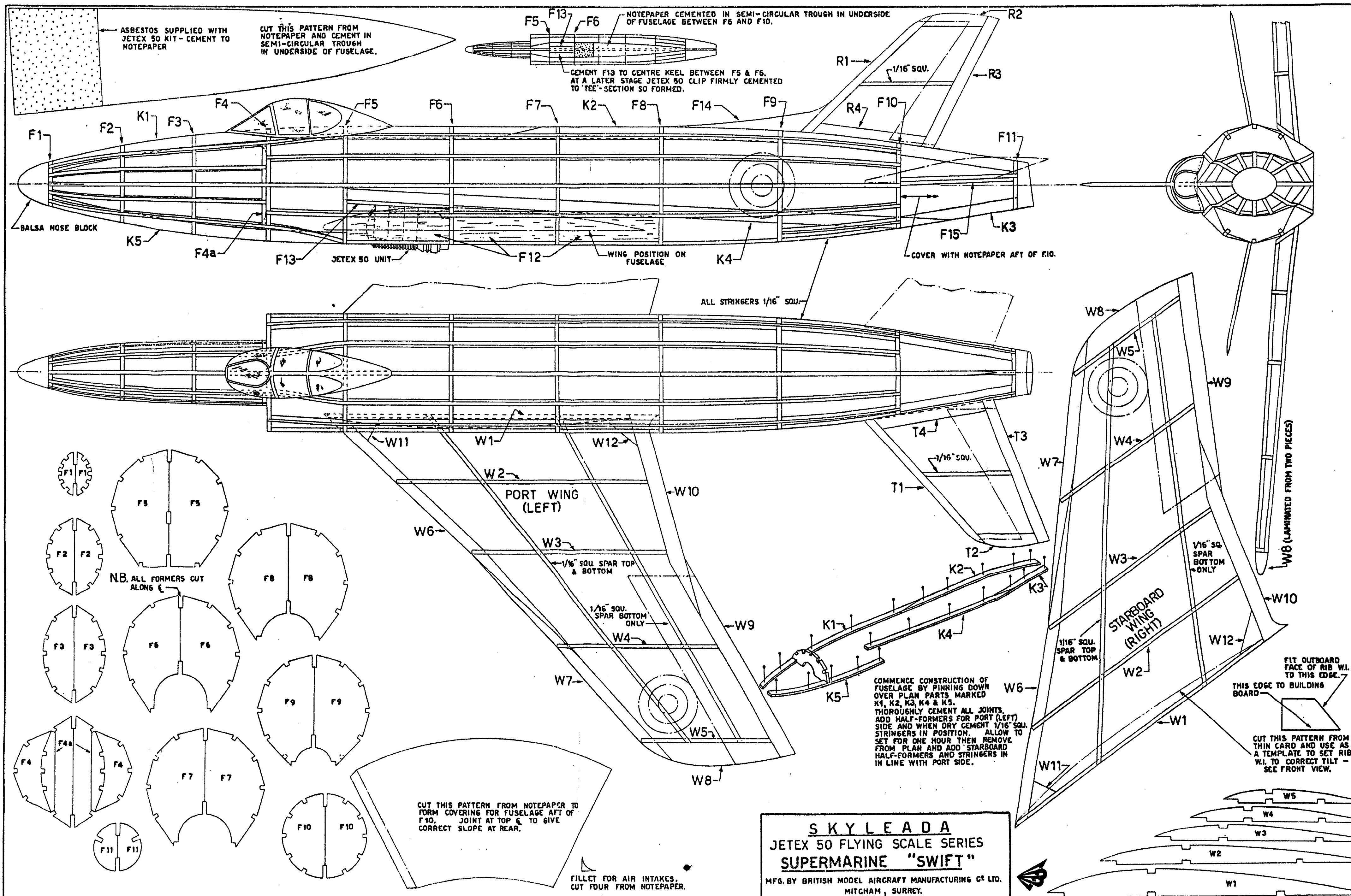
ASSEMBLY: Cement wings in position on each side of the fuselage, ensuring that the leading edges and trailing edges are in identical positions on both sides of the model. To assist in retaining the wings in their correct position until the cement is hard, pins may be pushed through the outside edges of Rib W1 into strips F12. Check alignment from time to time during the drying period as cement has a tendency to pull components out of place as it dries.

When finally set wings may be lightly sprayed with water and later clear doped. R.A.F. roundels may be cut from coloured tissue and doped in place on wings and fuselage. Avoid using coloured dopes as this will increase weight of model and seriously reduce the duration of the model's flight.

Next, cement dorsal (F14) to bottom leading edge of fin and attach to fuselage. Tailplane (in two halves) should be firmly cemented to stiff paper covering at rear of fuselage, in line with the two strips F15, and tilted up at the tips to the angle shown on the plan.

When the model is completed, fit the Jetex 50 unit in position. 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, add a small piece of plasticine to the inside of the tail cone and then repeat the launching procedure. Should the model climb, poise in the air then dive, add a small quantity of plasticine to the nose and test glide again. During trimming, all adjustments should 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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 JETEX 50 FLYING SCALE SERIES
SUPERMARINE "SWIFT"
 MFG. BY BRITISH MODEL AIRCRAFT MANUFACTURING CO. LTD.
 MITCHAM, SURREY.