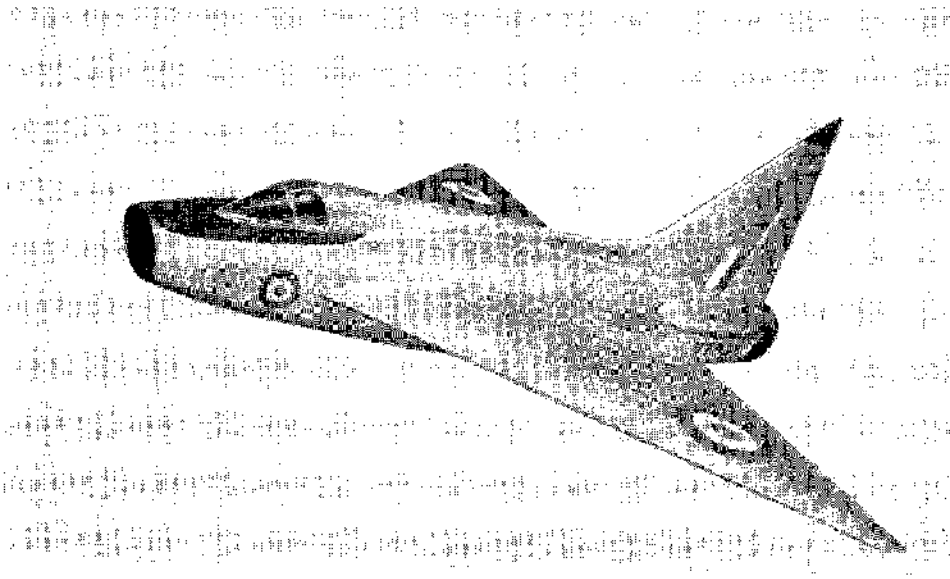
PLANE ON THE COVER



A 24 in. Jetex powered

Boulton & Paul P.111A. by D. P. Golding

For Jetmaster or "200"

ONE of the earliest deltas, the P.111A has always attracted modellers with its clean lines, stubby fuselage, and general pert appearance. Besides stubbiness, the body also features, from the modeller's point of view, a capacious interior and easy curves which lend themselves to moulded sheet construction. D. P. Golding has taken full advantage of these points in this neat and smooth-flying scale model.

Building

Construction commences by carving a solid block fuselage (preferably from obeche); this is the only "awkward" stage of the construction, but it is essential for true scale appearance. The block is carved $\frac{1}{32}$ in. undersize overall, smoothed and given one coat of clear dope. Four sheets of fairly soft $\frac{1}{32}$ in. balsa are required, and one of these should be soaked in hot water for about ten minutes. After shaking or wiping off the surplus, lay one edge on the fuselage block centre line and bind tightly with $\frac{1}{4}$ in. rubber. Where wrinkles occur (probably two at each end) cut and allow to overlap, butt-joining when dry. The corresponding quarter should be made in the same way and, when dry butt-joined to the first piece, replacing the complete half-shell on the former and binding in place. Steam in front of a kettle for a couple of minutes and allow to dry before removing and laying aside. The bottom half repeats the process, and two $\frac{1}{32} \times \frac{1}{4}$ strips are cemented along the edges to facilitate jointing. Rubber marks, etc., will sand away quite easily.

Construct all formers and fit in F1–5, the lower halves of F12–15, and F16, followed by the motor mount. Add top halves of F12 and 15, and F7–11 and install the augmenter tube which must be accurately lined up and will need approximately 3 in. cut off the end. Build fin, etc., and fair in place and make parachute housing, which is added after completion of the fuselage. Fit and align top shell and cement in place. Silk cover the lower half up to just above the join and cover the top with rag tissue.

Fit a bevelled cockpit frame ($\frac{1}{8}$ sq. sanded down) and the canopy, which is moulded from acetate sheet in the usual way. The engine hatch can be carefully cut free and cleaned up; it is attached by a silk hinge on the starboard side and held down by a scrap of cellophane tape.

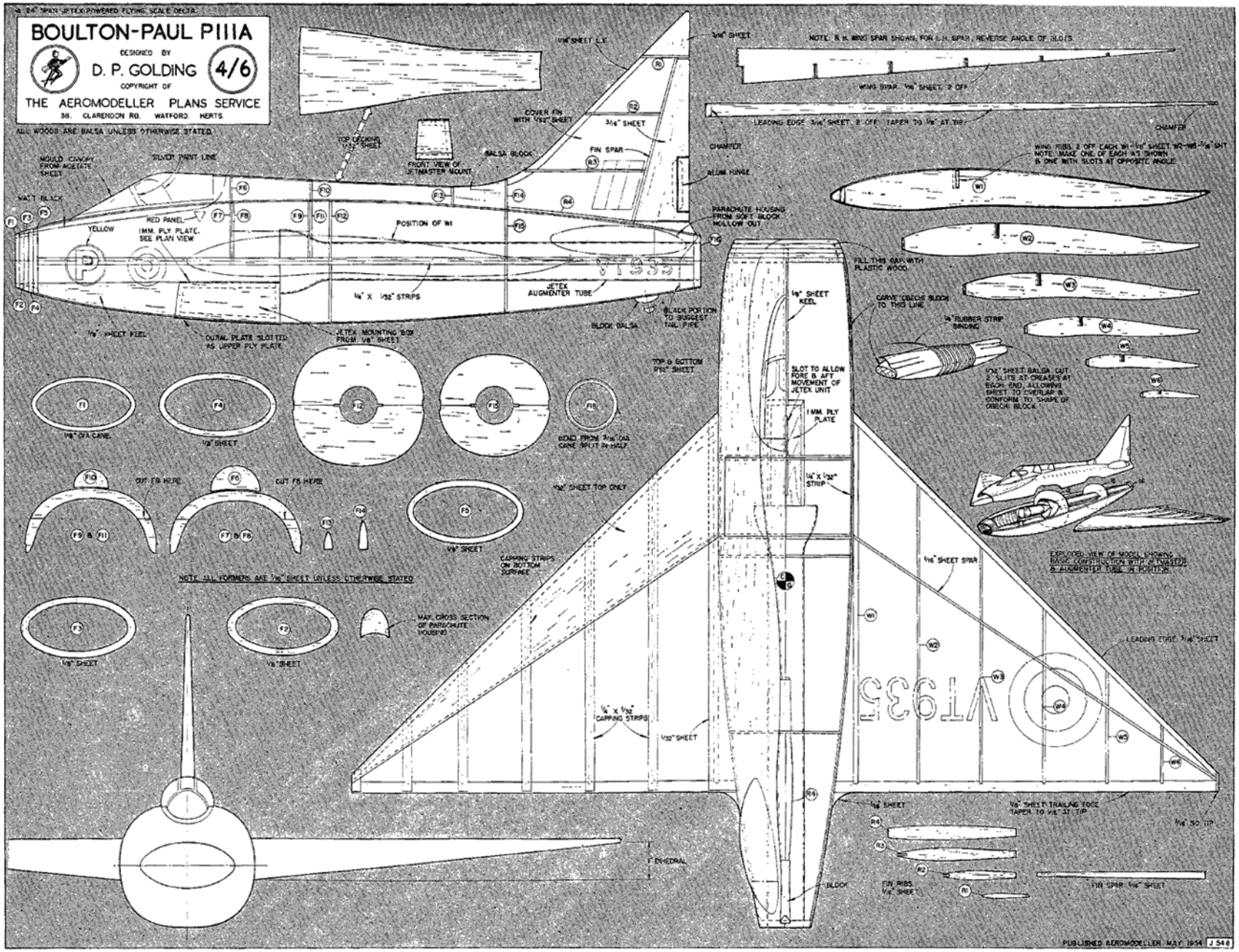
The wing outline is built in place after fitting W1s carefully. It is best to work between two level boards with the fuselage inverted, since only the underside is dihedralled. When the outlines and mainspars are firmly set add ribs; sheet upper leading edge and add cap-strips, etc. Small ailerons can be fitted from W5 to tip to aid trimming if desired. Cover with lightweight Modelspan and dope one coat clear.

The fin can be rag-covered and doped, after which the whole model requires two coats of silver. Add black lettering, roundels, and other colour detail.

Flying

Check glide with empty unit and avoid a nose-up float. (A calm day is essential.) Load unit and launch naturally, when thrust has built up. Observe trim changes required, especially at end of power run, and when final trim has been achieved cement everything securely. Stall recovery is extremely good, but rough weather flying is not recommended if it can be avoided.

Complete building instructions, including details of cockpit moulding, etc., are included with each copy of the full-size plan, which is available, as noted opposite, price 4/6d. post free from the Aeromodeller Plans Service.



THIS IS A $\frac{1}{4}$ SCALE REPRODUCTION OF THE FULL SIZE PLANS WHICH ARE AVAILABLE, PRICE 4/6 POST FREE, FROM THE AEROMODELLER PLANS SERVICE