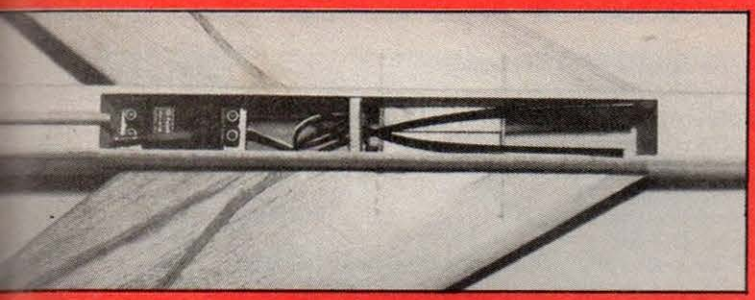
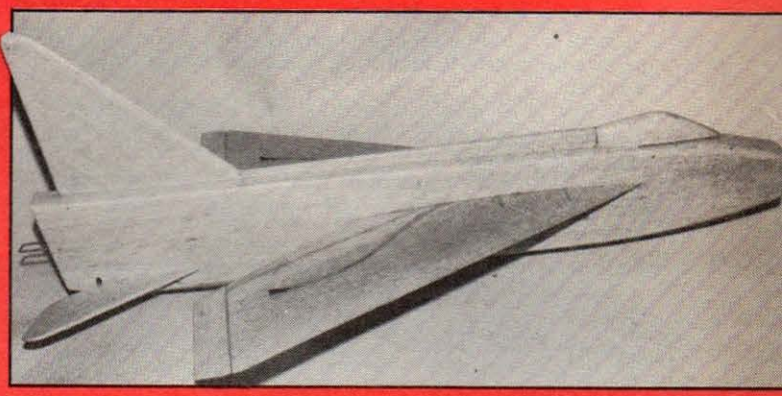
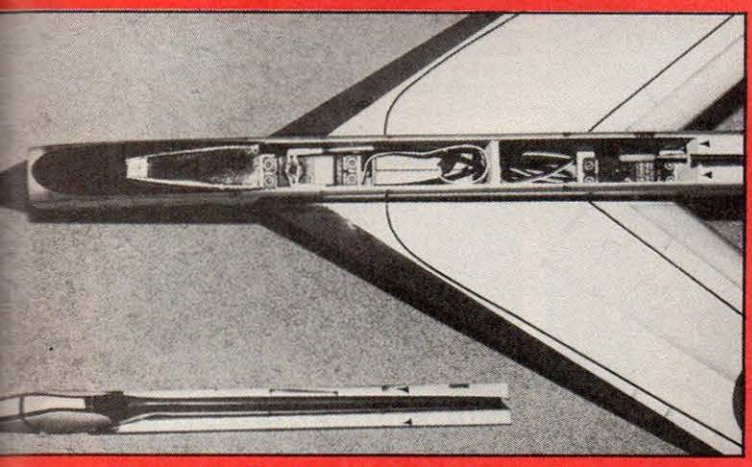
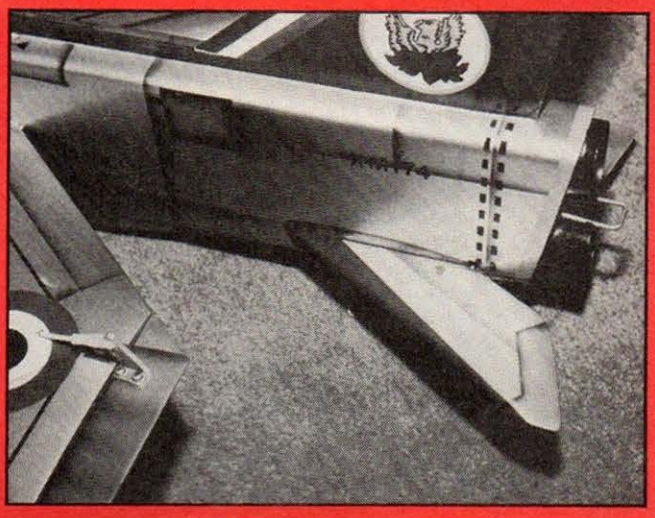


Servo installation in the Lightening is as shown on the drawings. Note the position of the aileron linkage snakes routed in the wings.

Model complete and awaiting the finishing touches, good preparation is essential for a good paint finish.

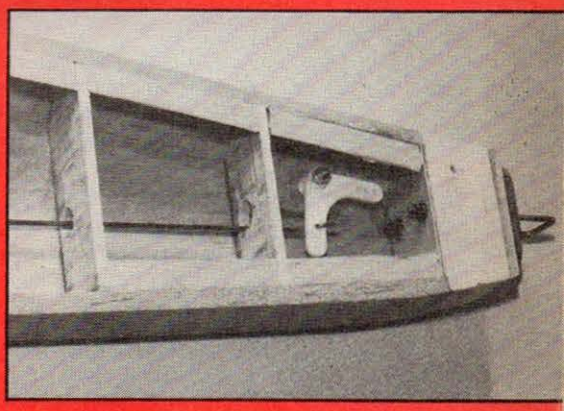






Cockpit and top fuselage spine is removable for access to radio equipment, illustration on the right shows the rear hook attachment and aileron horn control linkage.

Right. Bellcrank linkage from the servo pushrod to the all-flying-tail, fitted before side sheeting is applied.



Before (above) and after (below and right) pictures say it all. The effort in producing a first rate finish is well worthwhile.

Catapult Jets

START HERE WITH YOUR FLYING FOR FUN

Diminutive B Ae Hawk, beautifully built and decorated by Ian Peacock, could be enlarged from the free plans.

LAST MONTH WE INTRODUCED catapult jet models to you with the HS Gnat design; in this issue we have two further design submissions, the BAe Lightning and the BAe Hawk. Although we hope you will be sufficiently interested to build from the free plans provided please remember that the whole concept of Cat-jets is intended to get you experimenting with and designing your own models. Nor need your activities be limited to catapult launching, try the models on the slope, release them from a 'mother' aircraft or even try fitting a small engine to them. Try larger versions of jets, using the same forms of construction. Our hobby is – or should be – all about enjoyment and having fun and the more you put into the hobby, the more you will get out of it. You won't win any prizes with these types of models but they can give a great deal of satisfaction.

BAe Lightning

Designed by Bob Petrie, the Lightning has become a popular model subject recently with kits becoming available for slope soarers and semi-scale powered models and at least two designs have featured ducted fan power plants.

Construction of the Lightning is slightly different from the others of the Cat-jet group in that the wing halves are constructed separately and then joined onto a partially built fuselage, ie without the top and bottom sheeting attached. Fuselage construction features 3/16in balsa sides and the top access hatch is removable from the front of the cockpit to the rear of the wing trailing edge. A suggested 'split' battery layout is shown on the drawings for 500 mAh cells, smaller capacity batteries would fit under the wings.

Control linkage 'snakes' must be used for aileron operation – this is a one-piece model – elevator control may be from a pushrod or 'snake'. Do ensure that the rear fuselage former is well glued to the fuselage sides and doublers, it takes the full tension of the catapult at the point of launch. From the safety angle the pointed cone is potentially dangerous, it is suggested that the point is given a radius or the cone is made from soft rubber.

BAe Hawk

The Hawk, properly finished (the prototype was built and decorated by Ian Peacock) makes an attractive, but small, model. Those of you with photocopying facilities could enlarge this design if you wished, either for catapult launching or slope soaring. For construction to the size shown on the drawing it is recommended that miniature radio equipment is fitted. Standard size servos will fit but it is important to keep the overall weight to reasonable limits – this fact should also be remembered when finishing the model, an attractive paint job *does not have to be a heavy one*. Construction of the Hawk follows the methods used on the HS Gnat (featured in the June issue of RM, together with illustrations of the Hawk construction). Select your wood carefully, light but tough, and plan the R/C installation before you commence building.

Have fun with your Cat-Jets, they are inexpensive to build and free to fly, so why not get a group together to have an hour or two's excitement. Let us know how you get on and any developments you have made.