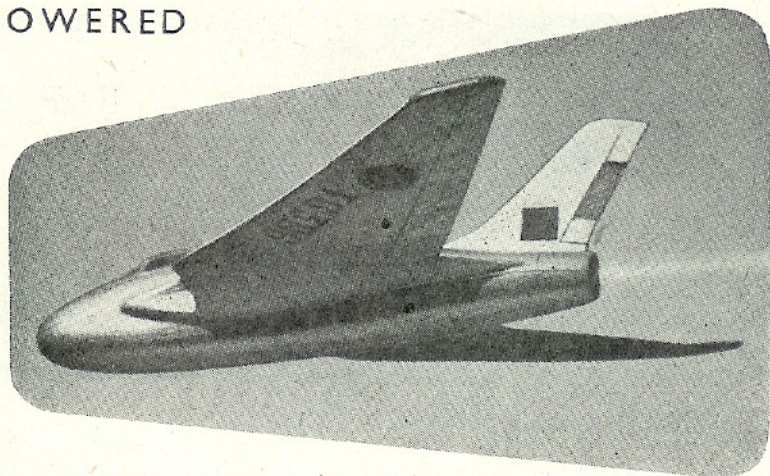


A "JETEX" 100 POWERED

D.H.
108
SWALLOW

By D. P. GOLDING

THE famous T.G.306 "swept" flying wing that provided so much valuable information for the design of the Comet and subsequent de Havilland jet fighter designs, is the subject chosen by scale expert D. P. Golding for scale Jetex free-flight. And for fast flying thrills, unique stability and absolute realism, this departure from the normal Jetex type of job is very hard to beat.

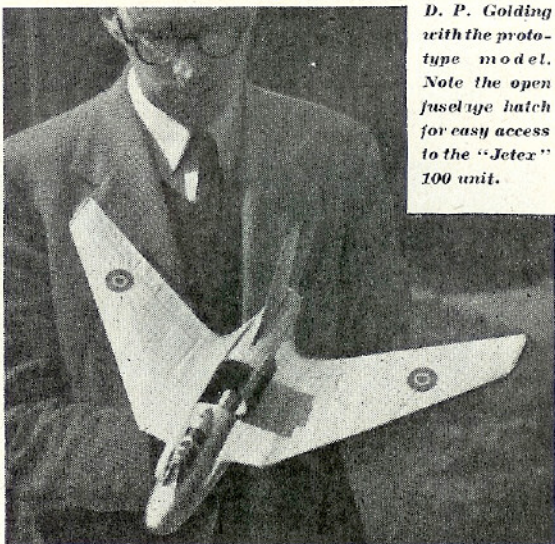
The **Fuselage** is carved from a soft balsa block to the external contours given in the four cross-sections. The cockpit, jet access hatch and wing root openings are then marked on, and the fuselage is cut into two identical halves by bisecting on the vertical centre line. Hollow out to the internal contours, give the insides a coat of clear dope and line the rear half with asbestos sheet or aluminium foil as a safety measure if you feel this is necessary; the original had none. Then assemble the two halves and cut away the marked cockpit, etc. Save the jet access hatch, so that it can be hinged with a silk strip at a later stage, it is retained on the other opening side with Sellotape.

The **Fin** root is cut to plan and side views from soft block, fixed in place and carved concave to fair in with the normal fin structure. Attach to fuselage, then add fin after building over plan. Cement the root ribs accurately in position, add fairing blocks carved from $\frac{3}{8}$ in. soft balsa and build **Wing** over plan, starting with the 1/16th square lower mainspar. Add upper spar, lift the wing off the board to fit one piece rear spar, and then the tips and leading and trailing edges. Trimming tabs can be inset into the T.E.; but rudder correction is generally adequate.

The main spar (root) may now be cemented to the fuselage at the correct angle, and the trailing edge curve added also. When set, add the wing panels to the fuselage, again checking the sweep-back angle and making good butt joints at each spar. The centre section is capped with 1/32nd sheet, leaving the duct open at the leading edge for cooling air to pass through to the jet mounting via the hole in the root rib.

After covering the whole model with lightweight Modelspan, making sure that the reflex trailing edge is not warped out of shape, the bubble cockpit can be added, and the $2\frac{1}{8} \times \frac{3}{8} \times \frac{1}{2}$ ins. hardwood jet mounting block inserted through the access hatch and glued firmly to the fuselage bottom. Jet alignment is easily accomplished by attaching the clip with one screw only, then inserting a wooden dowel of about $\frac{3}{8}$ in. dia. through the fuselage from the rear and engaging it in the jet clips. Thus aligned, packing can be added and the second screw fitted to lock the clip in correct place. Now hinge the hatch in place and colour the model all silver with black lettering and national insignia.

Use rudder trim for **Flying** tests, which should start in calm conditions over long grass. Wing tabs can be used to correct warps but careful construction should eliminate this altogether.



D. P. Golding with the prototype model. Note the open fuselage hatch for easy access to the "Jetex" 100 unit.