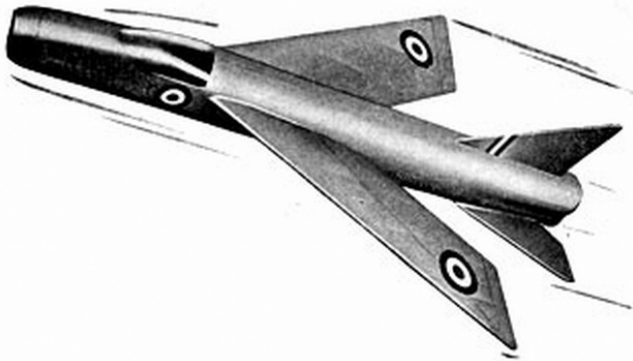


English Electric P1A



A Jetex 50 Powered Model of the New Super English Electric P.1A by C.F. Bassett.

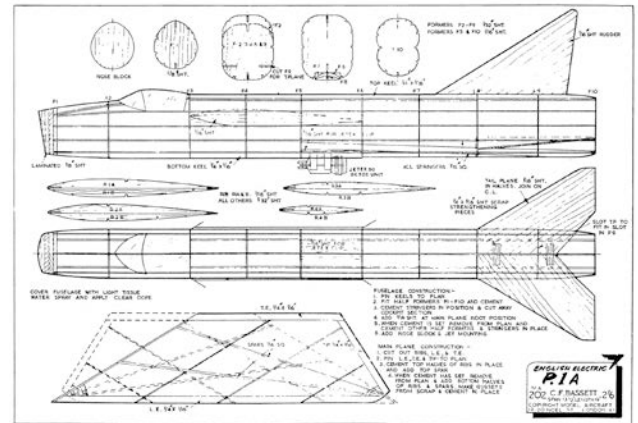
The plans of this model have been carefully checked with the most up-to-date information available.

This interesting aircraft will no doubt appeal to many modellers by reason of its comparatively recent release from the secret list. In addition, the rather unusual design readily lends itself to a flying scale version powered by a Jetex motor.

It is the second model of the P. 1A I have built, the first being considerably smaller. In fact, it was the success of the smaller model that prompted the building of the larger version described here.

Fuselage: This is constructed in two half sections. First, place 1/16 x 1/4 in. strips of medium balsa on to the plan to form the top and bottom center keel formers, then cement in position one set of half section formers from F1 to F10. Note that F1 is 1/8 in. sheet, F5 and F10 are of 1/16 sheet, whilst the remaining fuselage formers are of 1/32 sheet. When this operation is completed and the assembly has set, cement fa sq. stringers into positions indicated on the plan and cut away the section occupied by the cockpit.

The area occupied by the wing root between formers F3 and F7 is covered with 1/16 sheet. Repeat this, of course, for the opposite side of the fuselage. The wing is in two halves and as there is no dihedral, no bracing is necessary, the cemented joints and fillets being sufficiently strong to hold the small wings firmly in



position. Trim any surplus wood showing in the trough underneath, which is for the Jetex 50 motor. Now cement the nose block and clip mounting piece into position. Sandpaper the nose block and fuselage carefully and cover with light tissue. Water spray and then apply clear dope two coats should be sufficient. **Note:** The dotted area shown on the plan near the fuselage tail should be left uncovered to receive the tail- plane.

Wings: Cut ribs R2, R3 and R4 from 1/32 sheet, and R1 from 1/16 sheet. Pin 1/4 x 1/16 in. leading and trailing edges on to the plan. Cement top halves of ribs R1A and R4A into position, then add 1/16 sq. spar as shown and allow to set. Owing to the considerable amount of camber, this method of halving ribs proved the quickest and easiest way of assembly.

Now remove the section from the plan and add the lower halves of ribs (R1B to R4B) and the spars. Scrap fillets arc inserted at the wing roots to strengthen the joints to the fuselage. Now cover the wings with light tissue, water spray, and, when taut, apply clear dope.

Tail Unit: The fin and rudder are made from 1/16 hard sheet balsa, then covered with tissue doped on. The tailplane is also made from 1/16 sheet in two halves and similarly covered. Now cut a slot in former F9 on the fuselage to take the tailplane. When this is done, the two halves can be cemented into position and the joints filled in with 1/16 x 1/4 in. scrap for strength. The area shown on the fuselage by the dotted line can now be covered with tissue and doped. Cement the rudder and wings into position, and cover the cockpit with celluloid.

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It will be seen from the plan that there is no dihedral on the main- plane and, in fact, the marked sweep-back and angle of incidence give the illusion of anhedral. These angles on the mainplane and tailplane are necessary for stability.

Flying: When the balance is in the position indicated, with an empty Jetex 50 motor in position, a long straight glide should result. The speed of my model in level flight was high, and with the nose up above a certain angle of attack, the rate of climb exceeded that of other models with comparable wing areas. With slight modifications this model can be powered by any of the larger Jetex units using an augmentor tube, and making the compensating adjustments in the trim.

With the Jetex unit mounted externally, I found it advisable to attach the motor to the clip with a small length of strong thread so that if the motor comes adrift from the clip it won't be lost.

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