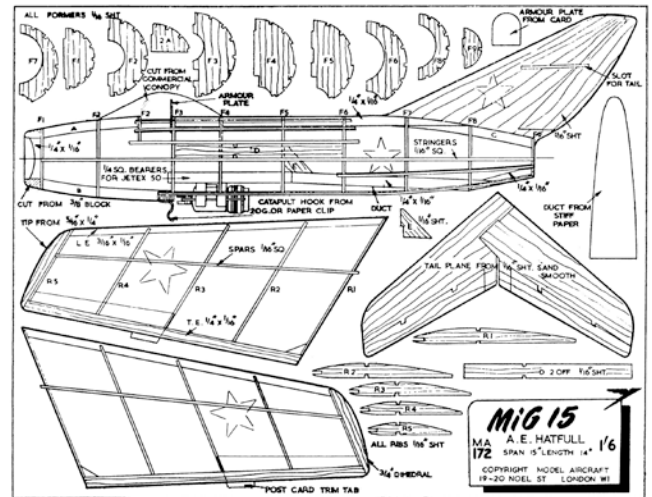


Mig-15



A Jetex 50 powers this Scale Model of Russia's first line fighter by A.E. Hatfull.

This Russian fighter makes an ideal flying scale model for the Jetex "50." The barrel-shaped fuselage is very simple to construct and the all-sheet tail surfaces help to speed building. The original model was finished up to the colour doping stage in just on four hours. By placing the Jetex "50" in a trough under the fuselage the need for access hatches is eliminated and the unit operates more efficiently.

Fuselage: Cut pieces A, B, C and E from 1/16 in. sheet and pin in position over the plan with the strips of 1/4 in. X 1/16 in. Note strip "X" which is cemented to piece E, and the strip which joins A and B together at the nose; this latter strip forms the "division" in the nose intake. Cement all the half formers in place except 2A. Cement the two stringers in place which pass on either side of piece D, then add piece D. Cement former 2A in place and the rest of the stringers. It may be found easier to add the extreme lower stringer which passes along the edge of the "duct," after the side has been lifted from the plan. Notice how the stringers cement to the inside face of former 9, these may be held in place by sticking a piece of Sellotape to the plan above the fuselage, wrapping over the stringers and pressed on to the plan below the fuselage. Lift this first side from the plan when set and build the other side on to it. Cut the nose block from 3/8 in. balsa, make a disc first, cut in half, hollow out the center, cement in place on former 1 and sand smooth to the shape of the protruding ends of A and B. The nose is circular in

front view. Install the 1/4 in. X 1/8 in. bearer for the "50" clip by cementing into the notches in 3, 4 and 5, cement and screw the clip in place. Cut the duct from stiff paper and cement into the arched recesses in 5, 6, and 7. Fine sandpaper the fuselage all over.

Wings: Pin the lower 1/16 in. X 1/16 in. spar and the trailing edge over the plan. Cut the ribs from 1/16 in. sheet and cement in position. Cement the leading edge into the rib notches then add the top spar, note both top and lower spars protrude beyond rib R1 providing ends to fit into pieces D on the fuselage. Carve the tip blocks roughly to shape, cement in place on ribs R5 and finish off with fine sandpaper.

Cut the fin and tailplane from 1/16 in. sheet and sandpaper both smooth and free from saw marks.

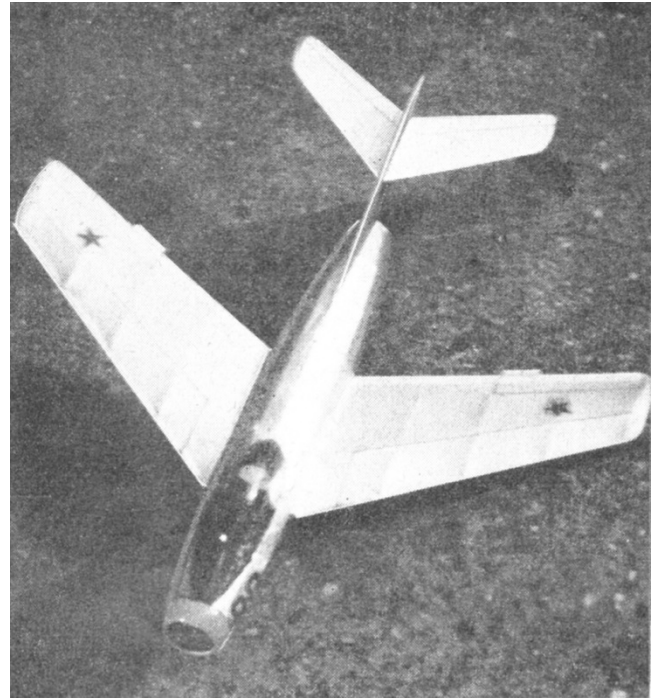
Cover the fuselage using "bands" of tissue, cover the wings in the usual manner. Water shrink all the covering and apply one thin coat of clear dope, take care to avoid warps in the wings. Cement the fin in position perfectly upright at the rear of the fuselage, apply cement to each of the tenons of the tailplane then join the two halves together through the slot in the fin. Run a fillet of cement along the four corners of the fin/tailplane joint. The fin, tailplane and nose block may be treated with a coating of clear dope mixed with french chalk. When dry use extremely fine sandpaper to obtain a smooth finish. Apply cement to ribs R1, then press the wings in place on to pieces D on the fuselage. The lower edge of the rib should follow the lower edge of D. Check for 3/4 in. dihedral. Paint the top of the fuselage black from former 4 to 1 including the cockpit position, inside the nose cowling,

Mig-15

and the rear face of former 9. Thin down some aluminium silver dope and apply one coat only over the whole model, trimming the black at the front into a curved shape to represent the anti-glare panel. Secure the cockpit cover by running a fillet of cement around its lower edge while held in place on the fuselage. Some modellers may prefer to attach the cover before silver doping.

With a small piece of plasticine inside the nose intake the original balanced slightly aft of former 5 in flying trim. Test glide with the unit in the model, but not loaded try to obtain a fast flat glide. When the glide is satisfactory load up the " 50 " for power flights; the jet itself will not scorch the duct, but it is advisable to bend the fuse away from the paper before lighting up. A faster, smoother launch may be obtained using the hook detailed on the plan in conjunction with a 10 ft. strip of J-in. rubber, one end staked to the ground the other held by a helper.

If difficulty is experienced in obtaining Russian insignia transfers, use the gummed red stars sold by some stationery shops.



Model Aircraft Magazine January 1954