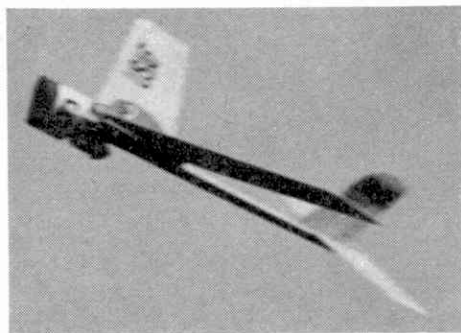


MOST of today's modern war planes are powered by jet engines, and the model we are presenting this month—'Jetrida'—not only has the sleek swept-wing layout of an up-to-the-minute fighter, but it is also jet powered. The power unit for this really easy-to-build model is the famous Jetex 50 C motor. This little motor has three main advantages over the other means of model aircraft propulsion. It is easy to operate, gives the same thrust for each flight, and in these days of the noise nuisance it is *silent* in operation. If you have never flown a Jetex-powered model before, then get in on the exciting jet age with 'Jetrida'. If you are already a Jetex fan, then you will need no encouragement to get started right away on this super little jet-job.

Construction is so easy that we are going to leave the 'easi-build' sketches and photographs to take care of the building session. Build your model step-by-step, as shown in the sketches, and your 'Jetrida' will be ready for action in a very short time. So straight on to a word or two on Jetex operation and the trimming and flying of 'Jetrida'.

It is very important to carefully balance a Jetex model. Do this as shown in the sketches. With the wing in the position indicated on the plan, you may need a very small amount of nose or tailweight to get your model to hang level with the ground. Now look at the model from the front view. If one wing hangs down lower than the other, a tiny piece of lead, or a paper clip can be neatly Sellotaped to the undersurface of the lighter wing panel (somewhere near the tip) until the model balances perfectly. Glide tests are the same as for any other type of model (see the August issue of Meccano Magazine). Be sure the Jetex 50 C motor is in position in the clip, but is *not* loaded. Launch gently into any breeze that may be blowing, but *never* throw the model. 'Jetrida' should leave your hand, and glide straight ahead, landing some 25-30 feet in front of you. You can adjust the rear edge of the fin to correct any slight turning tendency. Bend it gently to the left to correct a right turn, and to the right to correct a left turn (model viewed from the rear). Adjust only about $\frac{1}{16}$ in. at a time. Having obtained a straight glide, you can load your Jetex motor with *one* charge. The Jetex 50 C

'JETRIDA'



It's easy to be a Jet Set Leader with this sparkling new Malmström creation. Your wing men will soon provide the rest of the squadron when they have seen your 'Jetrida' in high speed action.

Kit includes full instructions for loading, firing, and maintaining your motor. *Please* read them!—they will save you a lot of time and trouble. When you are ready for your first power flight, ignite the wick with a piece of smouldering balsa wood or thick string: do **NOT** use a match. Wait for the Jetex motor to really get going and build up full thrust (you'll hear a steady hissing sound when this occurs), and then launch the model steadily as you did for the glide tests. Never launch the model before the wick has ignited the charge, otherwise your model will just glide to the ground and the charge will be wasted. For some reason or other even experienced Jetex fans find it difficult to wait for the motor to develop full thrust (about 2 seconds only) before launching—so please be patient, and wait for the thrust! Under jet-power your model will climb to a fair height, probably turning a little, and then as the Jetex motor cuts, it will settle into a long shallow glide back to land. If this happens, all is well, and you can try two charges for your next flight. Remember to always clean out the motor carefully after each flight, and clean the jet hole with the wire provided. If your 'Jetrida' stalls (climbs steeply, falls back on its tail, and then dives in), move the wing back a little, or add a wee spot more nose weight. If it dives, move the wing forward a little (about $\frac{1}{4}$ in.) or reduce the nose weight. Incidentally, your model, like our own original 'Jetrida' may balance perfectly, and not need any additional nose or tail weight at all. Violent turns (ending in spinning-in) under power, usually indicate that your Jetex 50 C motor is not lined up correctly down the centre line of the fuselage. So if you have really had turning trouble (unlikely

Down again, and ready for another display to thrill the crowd—proud expression needs no words!

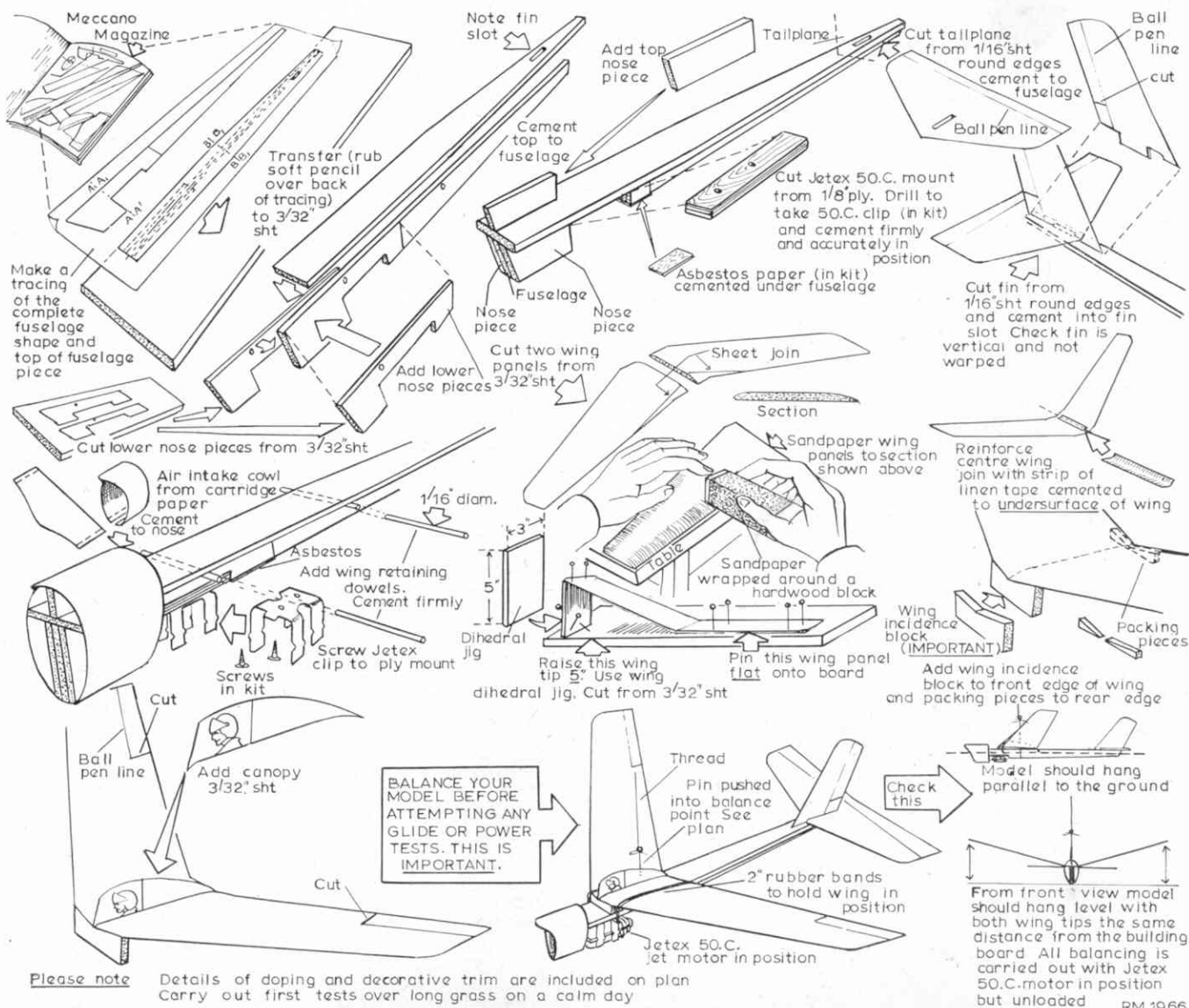


On two charges, 'Jetrida' will really get upstairs—so fly in a field with plenty of space. If you are restricted in your flying space, stick to one charge. 'Jetrida' will still give you lots of flying fun! Gentle turns can be

achieved by bending the tabs on the trailing edges of the wing tips. For a right-hand bank, bend the left tab down about $\frac{1}{8}$ in. But be careful; trimming by wing tabs (ailerons) can be fun but it is rather tricky. Your 'Jetrida' should fly perfectly without your ever having to touch the wing tabs. Now you are all ready to join the 'jet-set'. So good luck and 'jet-going'!

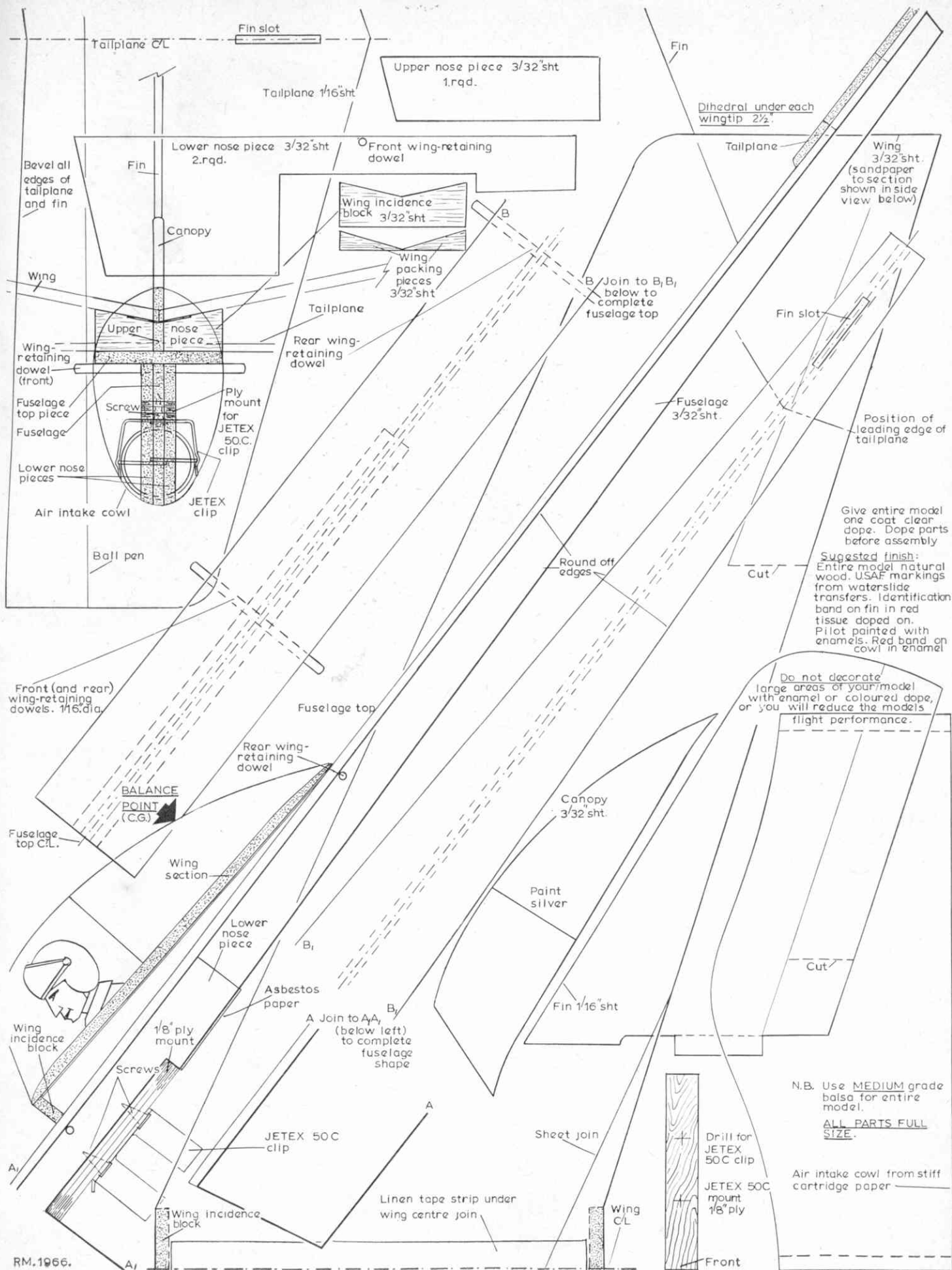
2 sheets $\frac{3}{4}$ in. by 3 in. by 36 in. medium grade balsawood
1 sheet $\frac{1}{8}$ in. by 3 in. by 18 in. medium grade balsawood

- 1 piece $\frac{1}{8}$ in. plywood 2 in. by $\frac{1}{2}$ in.
1 piece of stiff cartridge paper 3 in. by 6 in.
1 length of dowel rod $\frac{1}{16}$ in. diameter by 3 in.
2, 2 in. rubber bands
Sheet of waterslide transfers (national markings to own choice)
Small piece of red tissue
Small quantity of coloured dope or enamel for colour trim (optional)
1 tube (medium size) balsa cement
1 small bottle clear dope
1 Jetex 50 C. motor kit (price 5s. 11d.)
(Extra boxes of Jetex igniter wick, 9d. per box)
(Extra boxes of 20 Jetex 50 C. charges 20 for 1s. 11d.)



These photos show the parts of the model and the Jetex 50 unit with its clip mounting screwed in position





N.B. Use MEDIUM grade balsa for entire model.

ALL PARTS FULL SIZE.

Air intake cowl from stiff cartridge paper