

Full size plans for JINTY

**A 31 inch wingspan
all sheet balsa model
for free-flight (or R/C)
by CLIFF WALKER**

"JINTY" WAS DESIGNED, as is known in Yorkshire, as a "Chuck-a-baht". This is an extra model to carry when out on a day's flying, and to be used as a relaxation model (a) at the end of the day, (b) should one prang the larger models, or (c) the queue is too long for radio.

The requirements for this type of model are: dimensions such that the model will fit into the boot of the car, along with picnic basket, folding chairs and what have you, a fuselage capable of taking lightweight radio should the model prove suitable, tough and, above all, easy and quick to build.

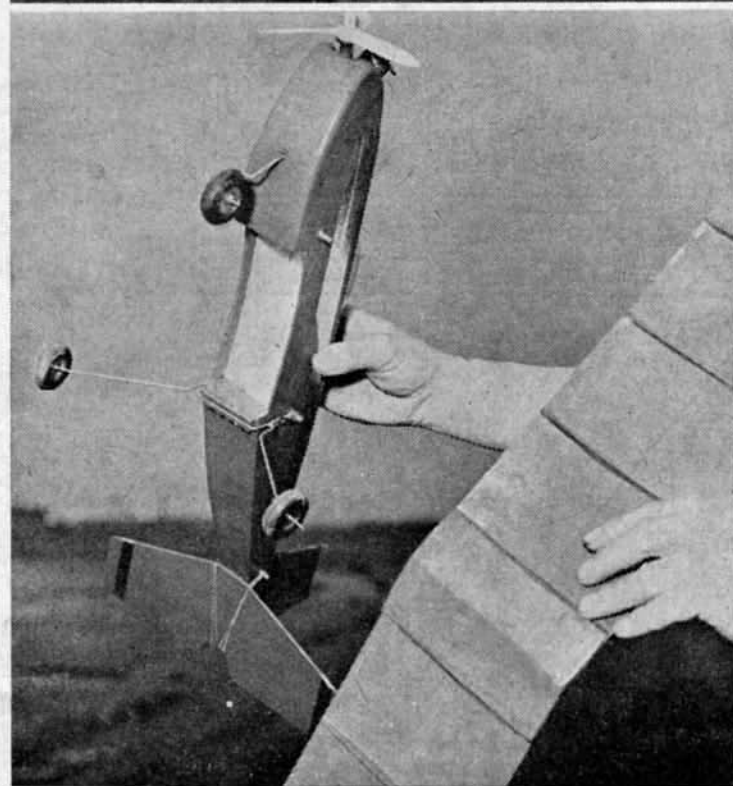
"JINTY" is the latest in a series designed and built over one weekend, looks like an aeroplane and is a really good performer. Interested?—then have a go, you will enjoy making it.

The original has a Mills .75 engine fitted with three-bladed prop; but any engine up to .8 would be suitable.

Straight-forward fuselage construction calls for pre-cementing engine bearers to suit your engine. Stitch on the front u/c leg and well cement. Assemble the fuselage frame on its back, over the plan. Use a couple of clothes pegs to nip sides to engine bearers until set. When set, add nose doublers, bottom planking, wing dowels, and fill in fuselage nose. Lay on to $\frac{1}{4}$ sheet, draw round fuselage for top deck with sharp pencil. Cut slightly larger. Cut slot in deck to receive fin. Sand roughly to shape. Pre-cement and fix firmly on fuselage. Sand off to fuselage with nice rounded curves. Fit fin; this does not require an anti-warp strip as the slot in the deck takes care of this, but don't be lazy here and omit the trim tab, as this is really useful.

Wings are all sheet construction. Build in two halves, cut wing strakes to shape but do not stick the joint yet. Pin ribs over plan, placing pins to the rear of the ribs. Cement on the front 3 in. strip, pinning through both the sheet and ribs into the board. Remove rear pins—cement trailing edge strips, pre-cementing joint-pin down. Notice that all the ribs are the same size and the wing tip rib is now protruding well beyond the tip T/E. Take the wing from the board and cut the tip rib flush with T/E, sand the underside of the rib till it meets T/E. You now have a half wing with a natural wash in at the tip—a great asset. Complete the other half. Bring the two half wing joints together, having placed 3 in. packing under the tips, and you will find they only touch towards the middle. Use a sanding block on the high spots each joint until they fit. Pre-cement and fix. Leave to dry well with dihedral packings still in place. When dry, cement well underneath the dihedral joint, and sheet between the first wing bays. This gives a platform for wing bands. Finally, dope on a 2 in. wide piece of fine linen around the joint for extra strength. The tailplane is a sheet shape with anti-warp strips.

Undercarriage is simple, but very efficient and virtually crash-proof. Don't alter its position as it gives a perfect take-off. For fixing, use one rubber band from each wing dowel, stretched round the U/C yoke and dowel twice.



Simple lines, quick and cheap to make—a fine flier and tough structure. . what more is wanted? Aluminium tape decorates an all red prototype seen demonstrated at the British Nationals. Note single surface sheet wing and clever u/c fitting

Sandpaper all components and cover with lightweight tissue doped on. Sand lightly. Give two coats of Butyrate dope and sand between each coat. I emphasise the sand because that is the difference between a good smooth finish and a daub. Decor to suit yourself. The prototype model was coloured red, and for speed the decor was effected in silver metal tape.

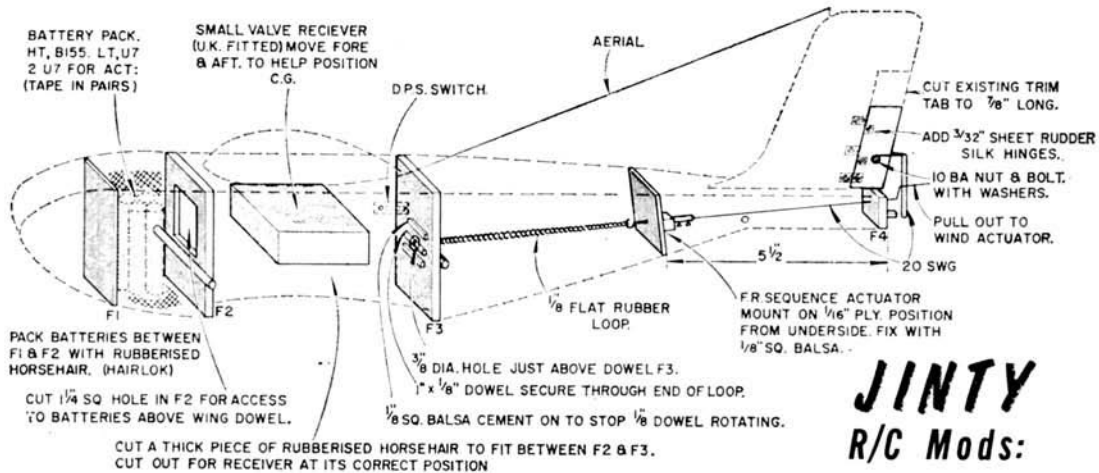
Test for glide in the usual manner; if you have the C.G. to plan position then it should be satisfactory; if not, the tailplane may be packed with thin balsa. Now here is the important part; bend the trim tab about $\frac{1}{8}$ in. to the left, this is a safety precaution as with most free flight low wings, a right turn under full power will build up into a spin; on the other hand you can trim to

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FULL SIZE PLAN JINTY (continued)

fly in left-hand circles as tight as you like and "JINTY" will keep on in the climb. All set? Place her on the runway and let go. "JINTY" has a beautiful take-off, then into a left climb, and when the engine cuts, a slow glide to the right. Watch your fuel for the first flight or you may require your running shoes!

If you are thinking of fitting lightweight radio, make the third former of $\frac{1}{8}$ in. ply with appropriate locators, and cut out for your escapement. See details as used on the prototype, at right.



JINTY
R/C Mods: