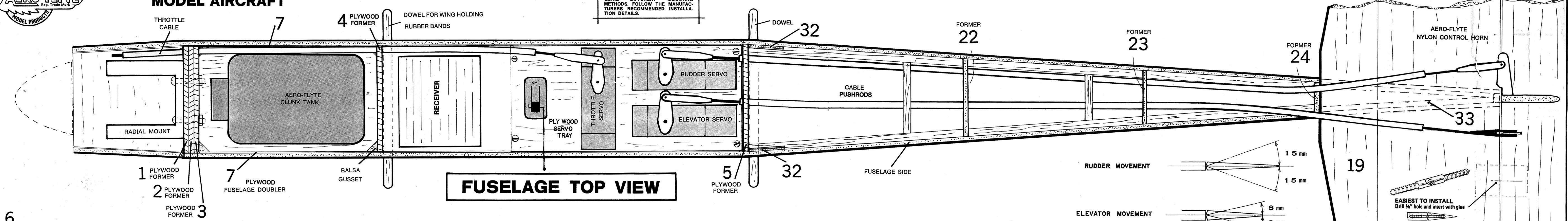


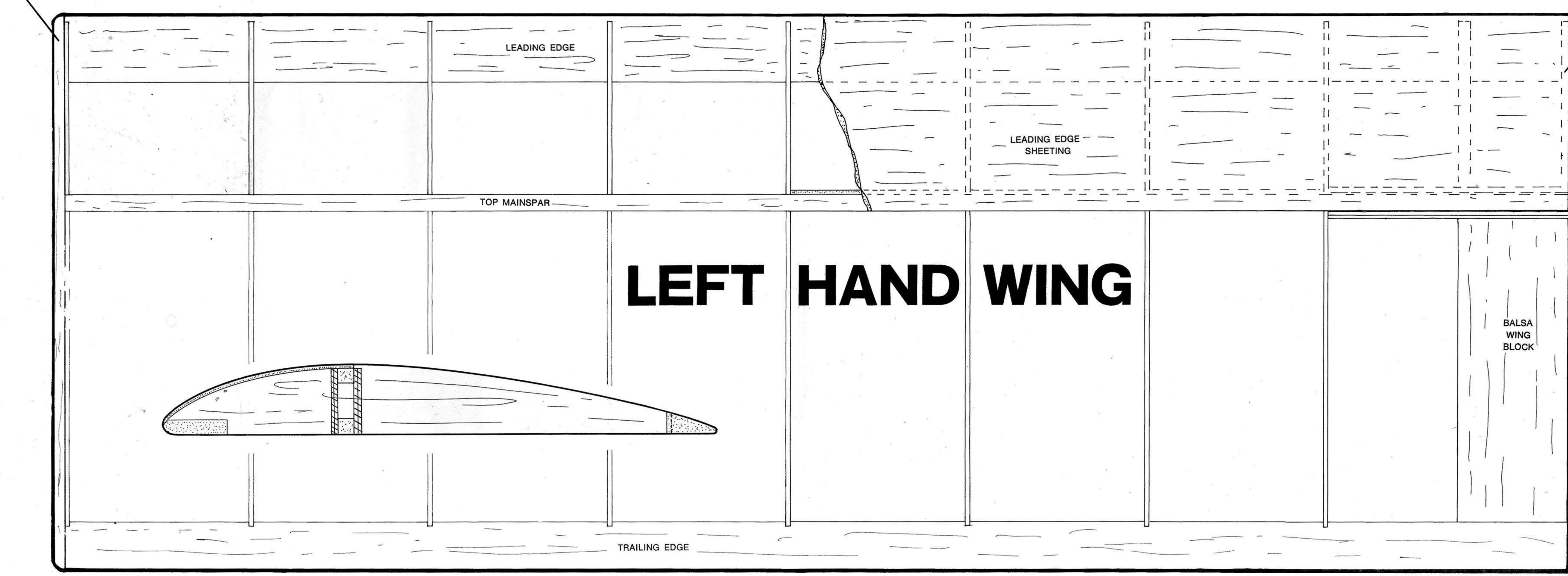


THE GREATEST NAME IN MODEL AIRCRAFT

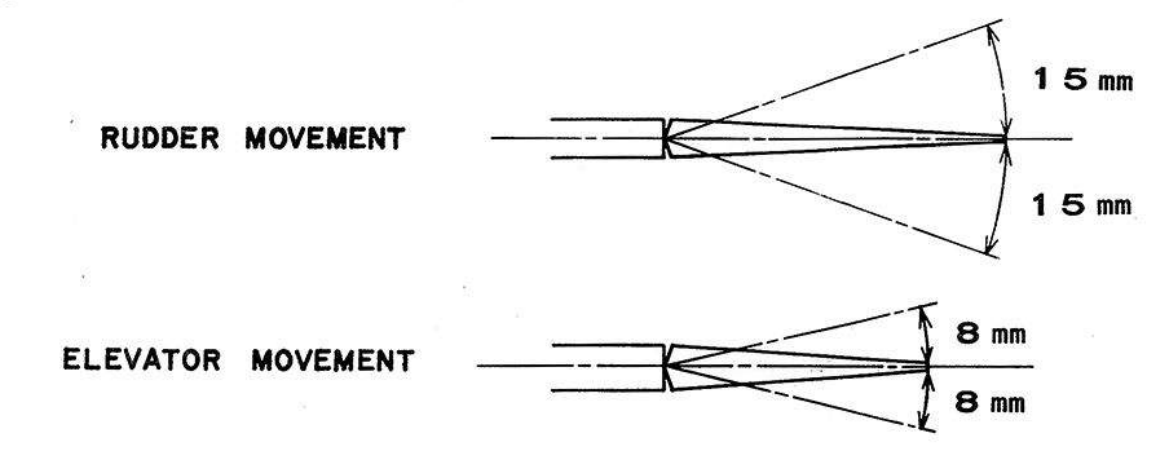
NOTE: INSTALLATION OF RADIO EQUIPMENT IS GIVEN ONLY AS A GUIDE AS DIFFERENT BRANDS REQUIRE DIFFERENT MOUNTING METHODS. FOLLOW THE MANUFACTURERS RECOMMENDED INSTALLATION DETAILS.



FUSELAGE TOP VIEW



LEFT HAND WING



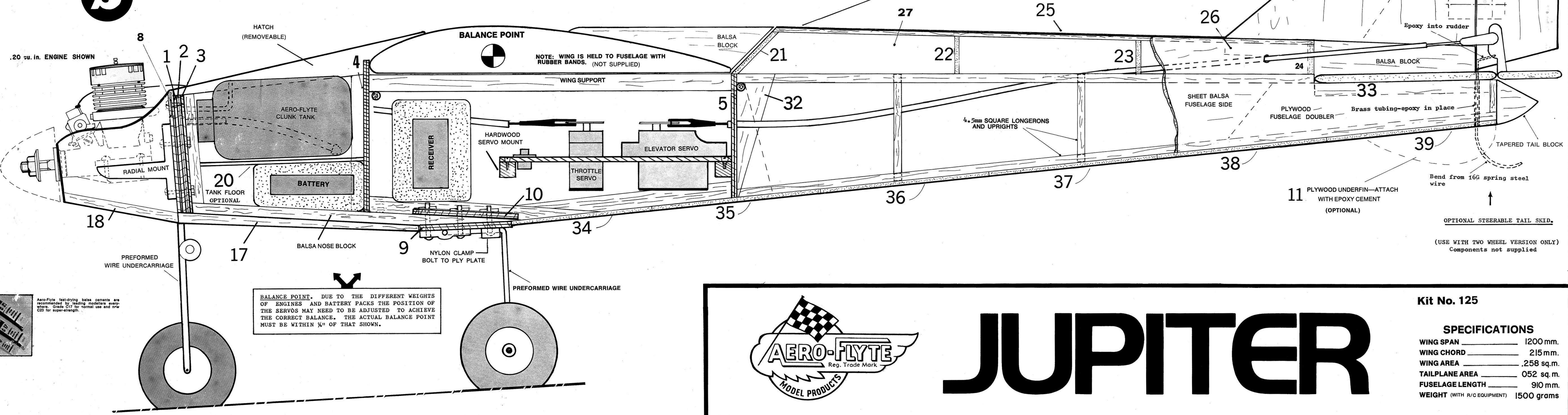
DIHEDRAL DIAGRAM

NOTE: IT IS IMPORTANT THAT WING AND TAILPLANE ARE CORRECTLY ALIGNED.

TAILPLANE AND FIN AFTER ASSEMBLY OF THESE PARTS ROUND OFF ALL EDGES AS SHOWN THEN CEMENT THE TAILPLANE TO THE FUSELAGE USING PLENTY OF CEMENT TO ENSURE A STRONG JOINT. MAKE SURE THAT THE TAILPLANE IS SQUARE WITH THE FUSELAGE. WHEN DRY CEMENT THE FIN FIRMLY TO THE TAILPLANE. MAKE SURE THAT THE FIN IS VERTICAL AND STRAIGHT.

COVER AND FINISH WITH Solarfilm

FUSELAGE SIDE VIEW



BALANCE POINT: DUE TO THE DIFFERENT WEIGHTS OF ENGINES AND BATTERY PACKS THE POSITION OF THE SERVOS MAY NEED TO BE ADJUSTED TO ACHIEVE THE CORRECT BALANCE. THE ACTUAL BALANCE POINT MUST BE WITHIN 1/4" OF THAT SHOWN.



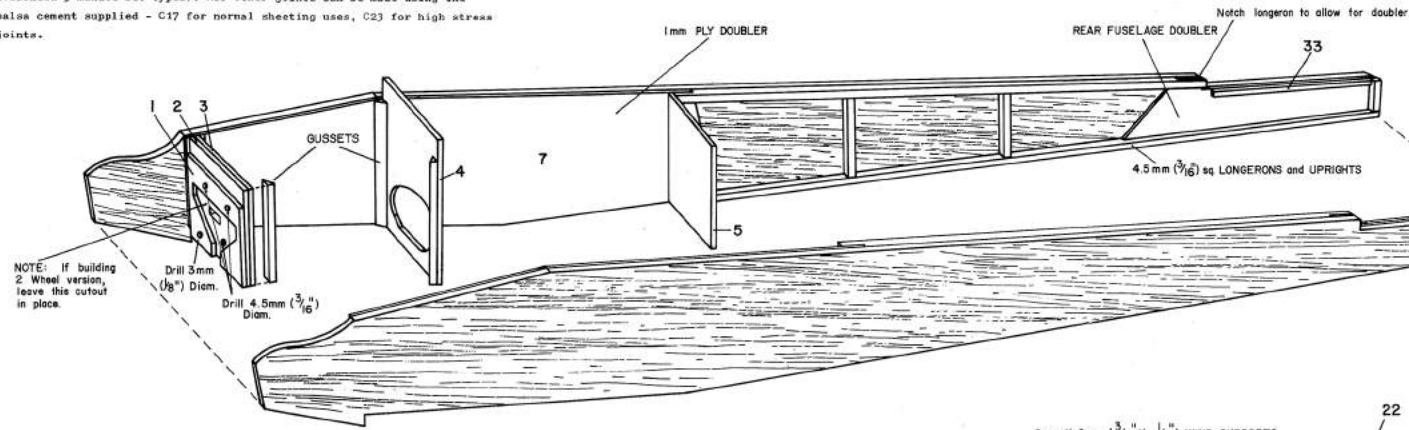
JUPITER

Kit No. 125 SPECIFICATIONS table with columns for WING SPAN, WING CHORD, WING AREA, TAILPLANE AREA, FUSELAGE LENGTH, and WEIGHT.

# BUILDING INSTRUCTIONS SHEET 2 KIT 125

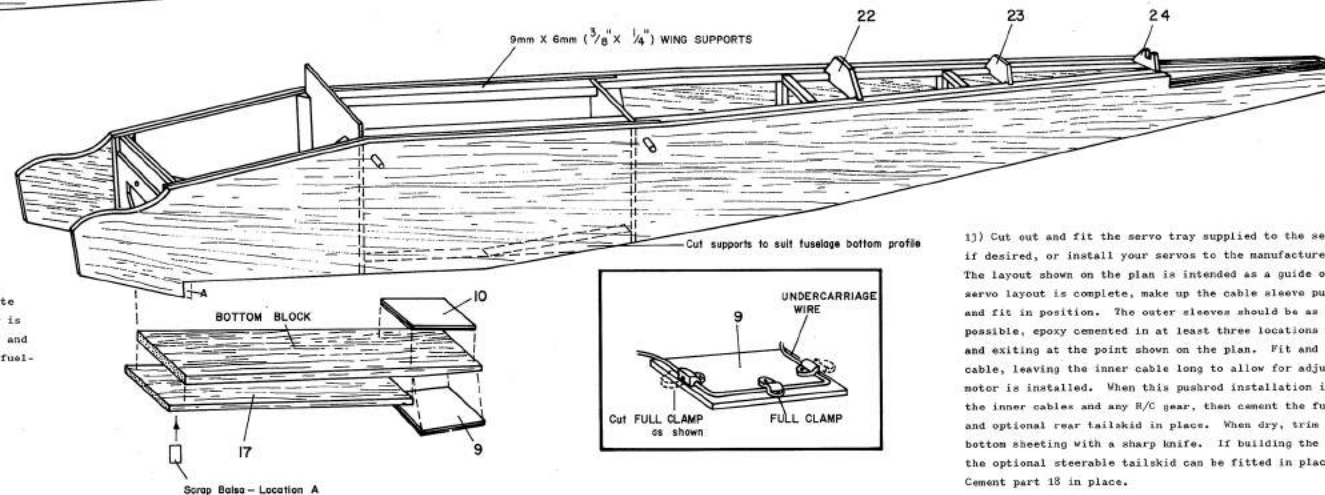
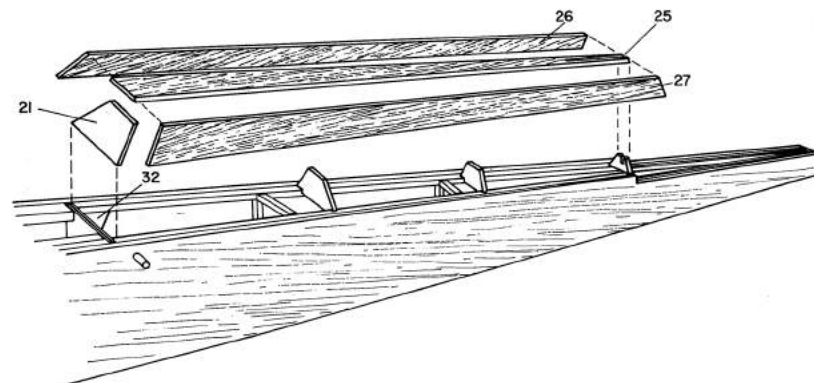
**JUPITER INSTRUCTIONS.**

Throughout these instructions, four glue types will be mentioned - Contact Cement, white glue (P.V.A. Woodworking glue) and epoxy (any of the available 5 minute set types). All other joints can be made using the balsa cement supplied - C17 for normal sheeting uses, C23 for high stress joints.

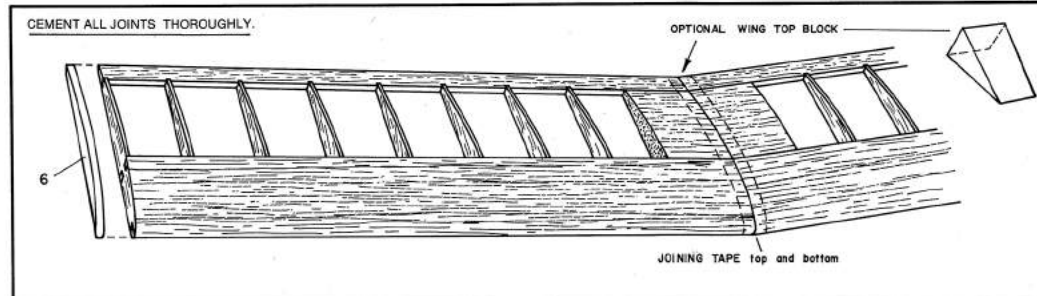


**Fuselage assembly:-**

- 1) Locate both front and rear doublers on the fuselage sides as shown, and contact cement in place - be careful to build one left and one right hand side. - Allow to dry fully.
- 2) Cement the 3/16 square stringers and uprights, and part 33 to both sides. - Leave to dry.
- 3) Epoxy formers 1, 2 & 3 together, ensuring the bottoms of these formers are in line. - when dry, drill the holes marked with 3/16" drill for the engine mount fixing, remove the centre slot for the fuel tank drain, and also drill the 1/8" throttle cable hole.
- 4) Locate this composite former, and formers 4 and 5 as shown on the printed doublers, noting the position of the top of F1,2,3, and bottom of F4, and white glue in place, adding the second fuselage side and ensuring that the assembly is square when drying. White glue the gussets in place in the tank compartment, and if you wish, this compartment can be coated with fibreglass resin or dope to fuel-proof the area.
- 5) When this assembly is dry join the rear of the fuselage sides and cement formers 22,23 and 24 as well as the 3/16 sq. cross braces. Ensure that the fuselage is still square.
- 6) Cement the 3/8x 1/4 supports (4 off) in position in the servo compartment, cutting the bottom supports to fit the fuselage side.
- 7) Cement the bottom block in place, and when dry, cement in the locking piece 17. Fill the two gaps so made with scrap balsa. Cement the undercarriage plate 9 in position on the fuselage bottom and cement in the ply locking plate 10 inside the fuselage. When dry, fit and locate the undercarriage clamps (1 full, 2 half clamps as shown) deciding whether you wish to build the two or three wheel version (see Assembly note 2) Drill the mounting holes, and fit the undercarriage. Epoxy cement the washers and nuts on the inner ply plate, coating the bolts with grease to ensure the epoxy does not stick to them, and when dry, remove the undercarriage and clamps.
- 8) Cement parts 32 in place, as well as the top rear deck assembly, parts 21,25,26 and 27. Cement part 21 in position, and then 25,26 and 27 - chamfer the rear section of part 25 to ensure 26 and 27 join neatly. The angle of part No. 21 will be seen from the angles on parts 26 and 27 - the location of 21 is shown on the plan. ....To 9)

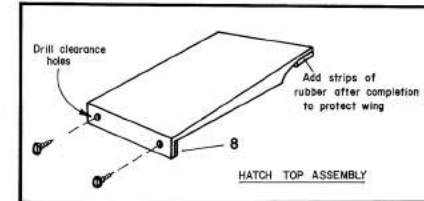


- 9) Drill 3/16 dia. holes and white glue in wing dowels.
- 10) If painting your model, assemble and cement the tailplane and fin as shown, and white glue to the fuselage, ensuring that fin and tailplane are square to each other and to the fuselage. Shape and cement the balsa block fin supports in place. Do not fit hinges or control horns in place at this stage. If not painting model, read instructions on "Covering" before fitting tailplane and fin.
- 11) Carefully cut the plastic hatch to shape (follow the cut lines with a sharp knife), and cement the nil ply reinforcement 8 in place. Sand the edges of the plastic flat and square and drill and fit two self tapping screws to the front of the hatch as shown.
- 12) If desired, cement the optional tank floor 20 in position, maintaining the centreline of the fuel tank just below the engine needle valve centre line. If your receiver battery is of the square type, you may wish to pack it in foam, and allow the clunk tank to sit on this foam, deleting the tank floor. ....To 13)



**COVERING.**

Lightly sand the model completely, and cover or paint as desired. If covering with Solarfilm or similar, read the covering instructions carefully before starting. If Film covering wings, ensure that no twists or warps occur - any such warps can be removed by twisting the wing back to shape and reheating the film where creases occur. Cover the elevator and rudder, ensuring the leading edges are angled to allow movement in each direction as shown. The tailplane and fin may be covered separately, the covering removed from the areas to be cemented, and then cemented to the fuselage. If the model is to be painted, after sanding, coat with two applications of Aero-Flyte Dope, lightly sanding after each coat, cover with tissue, and dope again.



- 13) Cut out and fit the servo tray supplied to the servo mount rails if desired, or install your servos to the manufacturers specifications. The layout shown on the plan is intended as a guide only. When the servo layout is complete, make up the cable sleeve pushrods as shown, and fit in position. The outer sleeves should be as straight as possible, epoxy cemented in at least three locations within the fuselage, and exiting at the point shown on the plan. Fit and epoxy the throttle cable, leaving the inner cable long to allow for adjustment after the motor is installed. When this pushrod installation is complete, remove the inner cables and any R/C gear, then cement the fuselage bottom sheeting and optional rear tailskid in place. When dry, trim the edges of the bottom sheeting with a sharp knife. If building the two wheel versions, the optional steerable tailskid can be fitted in place of the fixed skid. Cement part 18 in place.

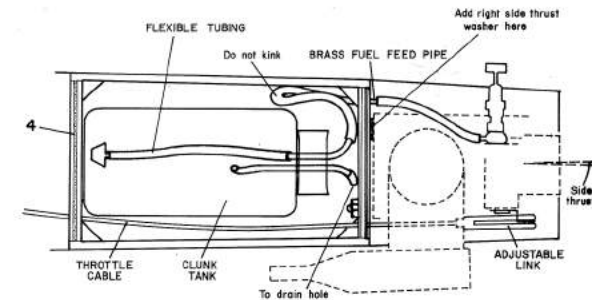
**WING ASSEMBLY.**

CHECK ALL JOINTS BEFORE ASSEMBLY - RE-CEMENT IF NECESSARY.

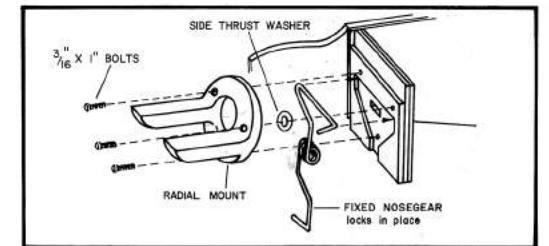
- 1) Slide the wing braces protruding from the left hand wing into position on the right hand wing and white glue in place. Fit the wing centre block as shown and white glue in place. Cement the front centre half rib in place at the centre line of the wing and block up the wing to the correct dihedral angle when drying. When completely dry, cement the wing tips (6) in place, then sand the leading edge to the shape shown on the plan. Fit the joining tape around the wing centre joint, and coat heavily with C17 cement.
- 2) Sand the wing lightly all over and cover.
- 3) Fit and shape the optional wing top block, or add a 1/16" pilot if desired.
- 4) Check the balance of the finished wing - glue and insert a small nail weight in the tip of the light wing if necessary.

**FINAL ASSEMBLY**

- 1) Fit your engine to the radial mount supplied, either by drilling and tapping or drilling 1/8 dia. holes and using the engine mounting bolts and nuts supplied. Remove engine and drill 3/16" holes in the mount where marked and fit with bolts supplied. Epoxy the nuts to the back of former 1,2,3 greasing the bolts again.
- 2) Fit the nosewheel with two washers supplied (epoxy or solder either side of wheel), and the main wheels in a similar fashion. Locate the nosegear in place and hold with three light joints of epoxy cement until the motor mount is fitted. Ensure that for the three wheel version, the main wheels have toe in - this is most important for correct on - ground steering. For the two wheel version, the nosegear is not installed, the main gear is reversed and the main gear wheels should be parallel or slight toe in.
- 3) Mount the motor and mount to former 1, with 3/16" washer behind the mount to give right side thrust. Fit the throttle linkage, and epoxy the brass fuel feed pipe supplied through the bulkhead as shown.
- 4) Make up clunk tank, and bend the feed pipe (connected to the clunk weight) at right angles (do not kink). Fit flexible fuel tubing in a loop to the brass fuel feed pipe. The drain pipe is bent to the inside top of the clunk tank, and exits straight from the tank for about 6mm. Feed a length of fuel tubing up from the bottom of the engine compartment throughout the slot provided and on to the drain pipe. Locate the tank as you pull this pipe back from the bottom. Pack the tank in place with foam rubber.



- 5) White glue the hinges and horns supplied into the covered or painted elevator and rudder, washing off any excess glue - ensure hinges are free.
- 6) Re-install all radio gear, and check for correct and free movement of all controls.
- 7) The wing is fitted with either large rubber bands (at least 3) or rubber strip - ensure the wing is firmly held in position, hard against the protruding top of former 4.



BASED ON AN ORIGINAL RON DE CHASTEL DESIGN DEVELOPED FOR MANUFACTURE BY...

**AEROFLYTE**

Kit No. 125

**JUPITER**