JP-SI

EPP foam

OUTRAGEOUSLY UNSMACKABLE & INCREDIBLY FLYABLE

INSTRUCTION MANUAL

E.P.P COMPOSITE SLOPE SOARER

BASH IT, BUMP IT, SMACK IT,
BUT MOST OF ALL FLY IT.....

Specifications

Wingspan _____ 47 inches, 120cm
Wing area _____ 2.8 sq. feet
Wing section _____ J.P. 12/5
Approximate flying weight_____ 16-22 ounces, 450g
Recommended R/C _____ 2 channel with mixer
Flying skill level _____ all
Channels _____ aileron/elevator

Additional items required

2 Channel Radio (plus mixer JP part no. 4460520)
Glue
Standard modelling tools

Kit features

- ❑ **Suitable for beginners & experts**
- ❑ **Quickbuild–buy today, fly tomorrow**
- ❑ **High gloss polypropylene tape covering included in kit**
- ❑ **Can be built in three versions to suit flat field flying through to combat use**
- ❑ **Factory moulded & finished wing speeds assembly**
- ❑ **All composite construction with servo & R/C cutouts ready moulded**
- ❑ **E.P.P leading edge absorbs impact–safer & much stronger than conventional construction**

JP-SI

Made in England

INTRODUCTION

An outrageously flyable wing using fiendishly clever EPP foam to give every pilot boot-loads of fun with hours of phenomenal flying.
Brilliantly bounceable and creamily crunchable you don't need to worry if you deck your JP-Si - just pick it up and fling it off again! It's just so outrageously unsmackable!
From the flat field, use a ridiculously small bungee and nylon line system to sizzle your JP-Si piercingly into the blue. We guarantee you will be completely and hopelessly boonied by your JP-Si's seamless blend of penetration, agility and unbridled zip.
Get your friends kitted out with a JP-Si too and enjoy the thrill of a herd of JP-Si's trampling over the Horizon, all singlemindedly bent on the ultimate in aviation jolification!

WARNING

CAUTION! The JP-Si is not a toy. Even though the plane is made partially from E.P.P foam, it could potentially cause injury to persons and/or property. You should take care and observe the principles of safety when flying this model. Observe the BMFA safety code at all times. YOU ASSUME ALL RISK. Before beginning construction, please read the instructions thoroughly and familiarize yourself with the construction sequence of the JP-Si.

E.P.P FOAM PART PREPARATION

The Zagi leading edge is constructed of E.P.P foam which may have pieces of residue attached to it. Such residue should be pulled off or rubbed away prior to covering.

PREPARING THE WING

Remove the moulding marks from the edges of the wing surface using fine sandpaper on a block. You can if you wish remove the round moulding marks from the surface of the wing, but try not to mark the surface too much. This is only necessary for cosmetic reasons and will in no way affect the flying quality of the aircraft.

FITTING THE E.P.P LEADING EDGE

Apply glue to the front edge of the wing panel making sure that you do not get glue on the wing surface. Attach the E.P.P leading edge and hold in position with tape as per fig. 1 (you can use small pieces of the supplied covering tape).
Two part epoxy adhesive works well; always make sure you use a glue that does not melt polystyrene foam.

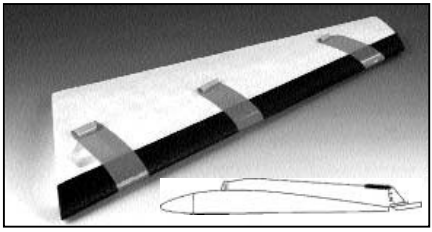


fig.1

Fit E.P.P leading edge the correct way up - curved surface to the top.

JOINING THE WING PANELS

Check wing root for fit, if necessary sand slightly. Apply glue to both surfaces and bring them together so that they line up. Hold the joint secure with covering tape and allow to dry (see fig. 2).

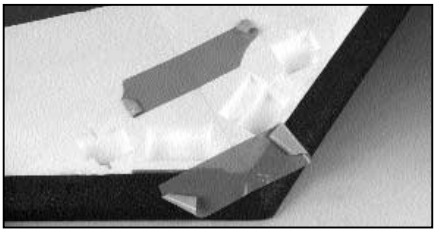


fig.2

FINAL WING PREPARATION

Lightly sand the wing panels at the glue joints to remove any excess glue taking care not to damage the wing surface.
Now remove any traces of dust before starting the tape covering.

COVERING

❑1. Start by laying a cross of tape top and bottom of the wing as shown in fig. 3.

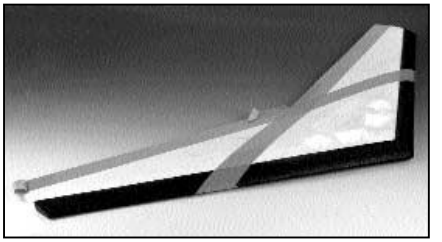


fig.3

❑2. Now lay strips of tape from the tip to the centre of the wing at least 50mm past the centre. Lay one strip of tape at a time, working forward and over lapping by approximately 6mm each time (see fig. 4). Cut the tape in line with the leading edge wrapping around approximately 20mm. Now repeat for the other panel and also the other side of the wing.

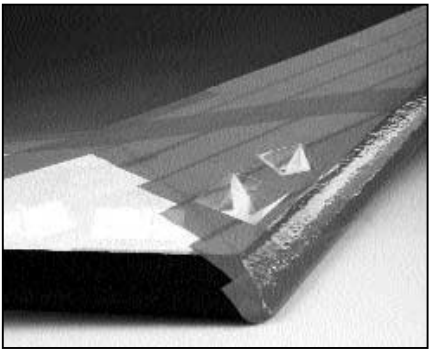


fig.4

❑3. For extra strength, these strips can extend right across the opposite wing just as the first strips did.

❑4. For ultimate strength this covering process can be done with Bullet tape (JP part no. JPBUL17). You can then apply an additional covering of the supplied coloured tape (this will protect the Bullet tape from UV rays).

❑5. Finish each wing with a single piece of tape wrapped around the whole length of the leading edge and a single piece of tape wrapped around the centre of the trailing edge extending approximately 150mm out from the centre line as can be seen in fig. 5.

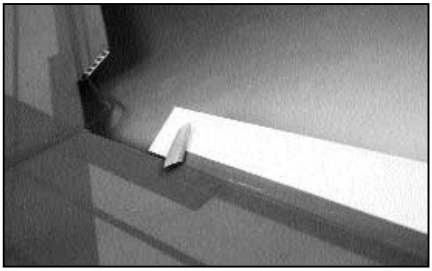


fig.5

❑6. You will now need to clear the covering from the R/C ready-moulded holes. Cut the covering diagonally across each hole, fold down and stick (see fig. 4).

ELEVON ASSEMBLY

❑1. Before fitting elevons it is best to cover them. Make sure that the tip edges are covered as this will prevent dirt entering the flutes.

❑2. Position the elevons (widest part near tip) against the trailing edge of the wing and hold it in place temporarily with small pieces of tape placed on the top surface of the wing. Remember to position the wide end of the elevons approximately 5mm inboard from the tip to clear the tip fin.

❑3. Ensure that the elevons are free to move at least 15mm in each direction.

❑4. Using the supplied covering tape, cut a narrow strip approximately 25mm wide to make a top hinge the full length of each elevon (see fig. 5, 6 & 7). Ensure that the elevon can move freely in BOTH directions.

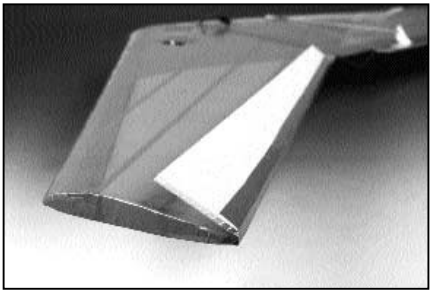
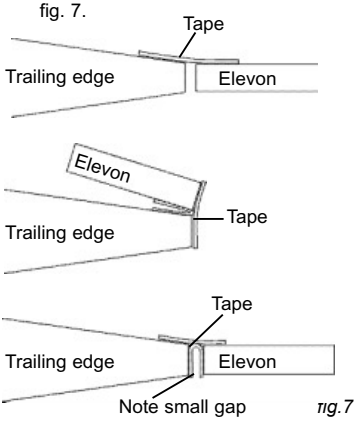


fig.6

❑5. Swing the elevon to the top of the wing and lay flat. Use a small piece of tape to hold it there (see fig. 6 & 7).

❑6. Complete the hinge with another full length strip on the bottom as shown in fig. 7.



ɪɪg.7

RADIO INSTALLATION

NOTE: We recommend the use of standard servos (JP part no. 7720200) and a flat 900 mAh Rx. battery (JP part no. 5510470).

❑1. The ready moulded holes are made to suit standard sized R/C. Smaller and lighter components may be used but extra nose weight will be needed to compensate.

❑2. Before installing the servos plug the whole radio system together. Switch on and centre trims. Position the servos in the servo wells with the arms extending vertically. The servos should be a good push-fit into the wells.

❑3. Fit the battery in the ready-moulded hole. Hold the battery in place with double-sided tape.

❑4. Now fit the receiver. The readymoulded receiver hole will accept most receiver types.

❑5. The battery can be plugged in or out of the receiver to switch on and off, or if you prefer to use a switch, make sure that it is recessed below the wing surface to avoid accidental operation.

❑6. Cut slots in the wing 5mm deep to conceal all wiring (see fig. 8).

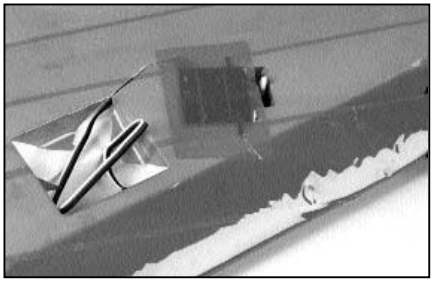


fig.8

❑7. The receiver aerial is best routed back along the centre of the wing and down one of the elevon flutes (see fig. 5 on page 4).

❑8. Your R/C installation should now appear as in fig. 9.

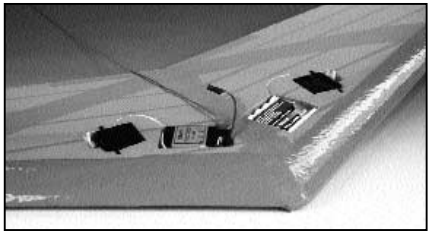


fig.9

❑9. With the supplied tape over-cover all the R/C installation including the servo wires leaving a small space for the servo horns and the on/off function (see fig. 8 & 10).

CONTROL LINKAGE INSTALLATION

❑1. Position elevon control horn so that the pushrod from the servo will run parallel to the airflow.

❑2. The control horn should be fitted near the front of the elevon so that the holes are directly above the hinge line.

❑3. The pushrod clevis is fitted into the third hole from the centre of the servo horn. The other end of the pushrod is fitted to the elevon horn using a Z bend.

❑4. The final pushrod installation should now look like fig. 10.

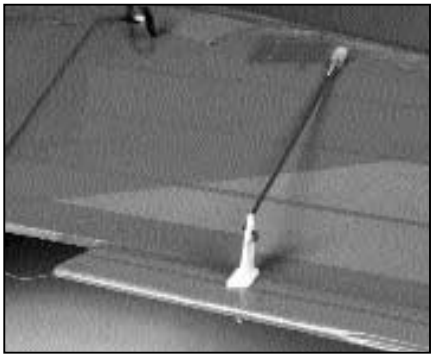


fig.10

RADIO SETUP

❑1. Switch on radio and centralise the trims.

❑2. Set the elevon neutral by laying a straight edge under the wing at the trailing edge (see fig. 11). The elevons should appear to have a few degrees of reflex (up elevator).

fig.11

❑3. Move the transmitter aileron stick from centre to full left (not up or down). The elevon throw should be 10mm (measured 25mm from the tip). Now repeat moving TX stick to full right and check again for 10mm control movement.

❑4. When moving the elevator stick full up to full down, the throw should also be 10mm in each direction.

WING TIP FINS

❑1. Cut the Correx wing tip fins to match the bottom contour of the wing tip. Cut a 30mm slot in the fin (see fig. 12).

❑2. Tack glue the fin in place.

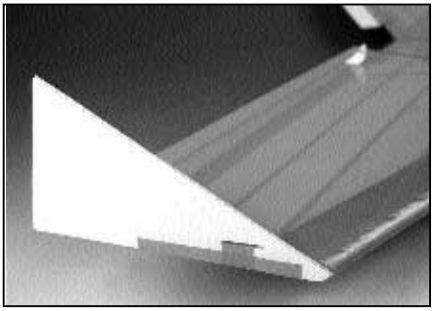


fig.12

❑3. Pass a piece of tape through the slot to the top of the wing and wrap it around to the bottom of the wing. Add two more pieces of tape to secure the fin in place. Make sure that the elevon will not bind as it moves.

DECORATION

A further range of coloured trim tape is available from your local model shop (JP part no. JPBUL19). Colours available as per box top plus many more.

CENTRE OF GRAVITY

Balancing of the aircraft to achieve the correct centre of gravity is very important.

❑1. Lay wing bottom-side up. Using a square, mark the balance point by making a line perpendicular to the centre line 20cm back from the nose on both panels.

❑2. Tape a round pencil or ballpoint pen directly over this line and place the wing right-side-up on a flat surface. Balance is achieved when the wing balances on the pencil. Add lead in the moulded balance slot in front of the receiver until balance is achieved. Suitable weights are obtainable from your local model shop (JP part no. 5508490).

We wish you many safe & enjoyable flights with your JP-Si.

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Specifications

Wingspan	47 inches, 120cm
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Wing section	J.P. 12/5
Approximate flying weight	16-22 ounces, 450g
Recommended R/C	2 channel with mixer
Flying skill level	all
Channels	aileron/elevator

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