

# To Fly a "Javelin"



Photos by the Author

by **Ted Bozanich**

Vacation bound? To far valleys? In a compact car? J.P.'s beautiful "Javelin" soarer travels within its box, a third generation machine for slope lift and Spring thermals.

**V**acation bound? Tired of squeezing your sailplane into the car with the wife, kids, dog and then gluing the thing back together after you reach the flying site? If these problems plague you, then J.P. Models' new eight foot "Javelin" just might be the answer. It's the year of the compact. Miracle of miracles, this 98" beauty can be transported to the flying site in the same box you purchased it in.

If you're familiar with the *Dart* or the *Dart II*, you'll find the "Javelin" closely related, but with several nice refinements. Just to name a few: a new wing hold-down that doesn't use rubber bands strapped over the top of the wings, a plug-in flying stab that doesn't need a complicated bell-crank system, a complete package of pre-cut plywood parts and hardware, and of course it packs away in the original box.

The minute you pull the lid, you know you've made a wise choice. Excellent balsa, complete full size plans and instructions, separate packages for the parts, all of the hardware, hand-cut plywood pieces, and a completed plywood fuselage with a white epoxy finish.

For the building project, all you need is about a four foot flat surface and a couple of hours every evening for a week.

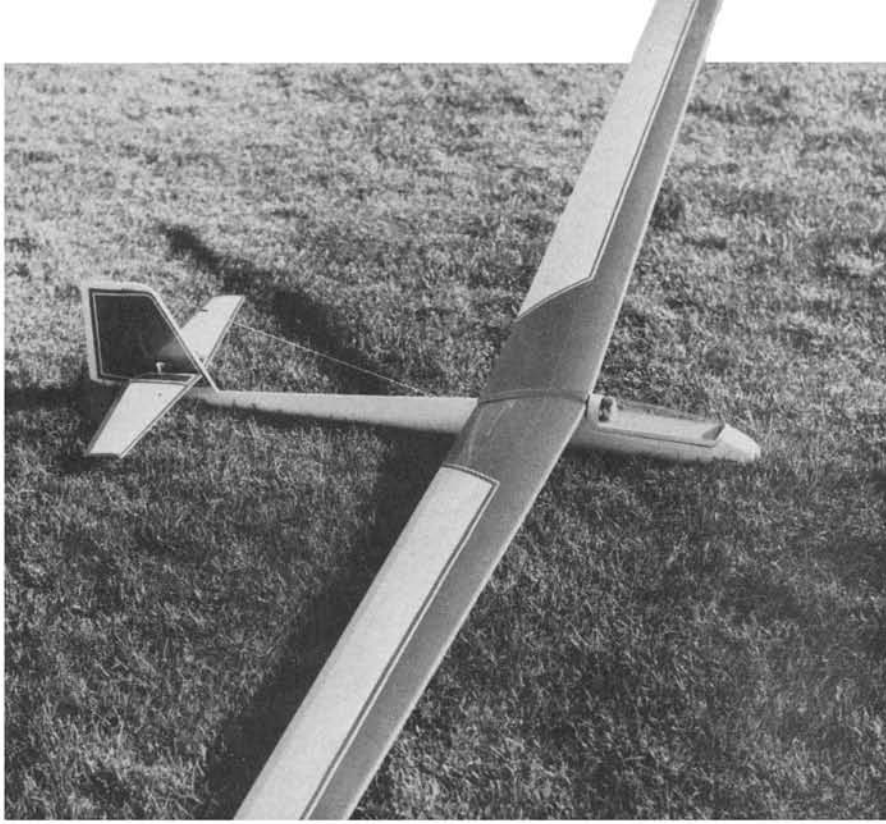
Construction is fast. The wing is a D-box which is built right on the building board. The vertical stab, believe it or not, is assembled directly on the pre-notched fuselage. Don't try to build it on the plans, just follow the instructions. The base of the vertical stab sandwiches a flex cable which in turn drives the plug-in flying stab. The only real important thing here is be sure you get a good solder joint on the flex cable for the plug-in pin.

The flying stab and rudder are built on the plans. We extended or increased rudder area by adding  $\frac{3}{4}$ " to the trailing edge. This is recommended if you're doing any slope racing or aerobatics.

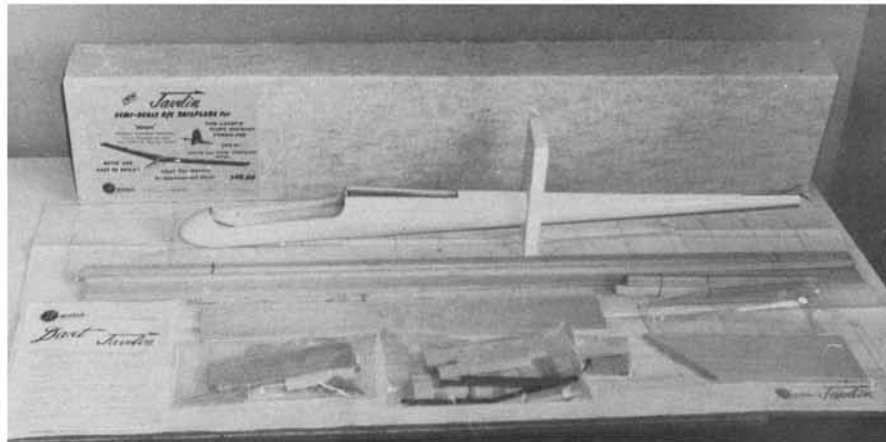
The wing hold-down is simplicity at its



The J.P. Models' family of sailplanes. Left to right: The *Dart*, *Dart II* and new *Javelin*. Human models are Ted's kids, Dee, Tim and Jen. Tree eats all wayward gliders. Soaring is family fun.



MonoKoted, radio installed, balanced and ready for the first flight. Ship weighed in at 32 oz.  
**Beneath:** Kit comes with all hardware, and a pre-finished fuselage. Structure assembles rapidly.



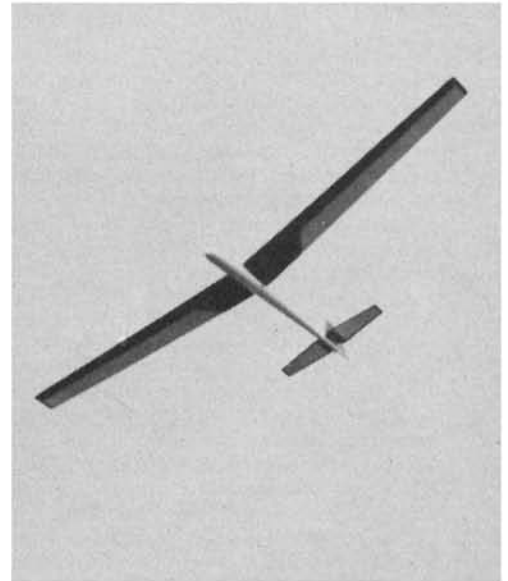
best. The pre-drilled center block has a formed  $\frac{1}{4}$ " dia. steel dihedral bar and an  $\frac{1}{8}$ " steel pin for the wing plug-ins. Two other  $\frac{1}{8}$ " steel pins hold the wing on the fuselage, one at each end of the center block. The rear pin slips into a hole you drill into the rear fuselage bulkhead. The front pin along with two rubber bands stretched around another pin near the bottom of the fuselage complete the hold-down. The front pin and rubber bands are now neatly covered up by a false back on the canopy frame.

We have stalled this airplane into the ground from six feet and the wings and canopy slid forward and off the fuselage with no damage sustained to any portion of the model.

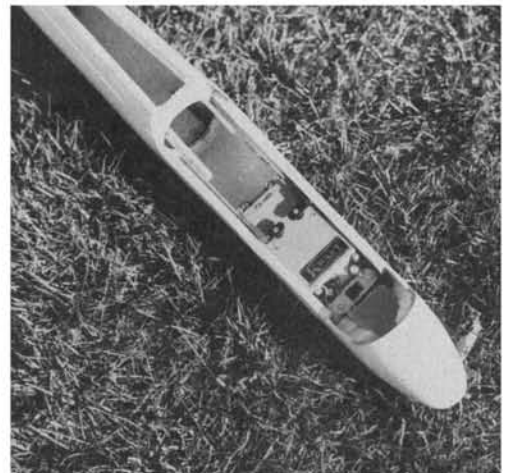
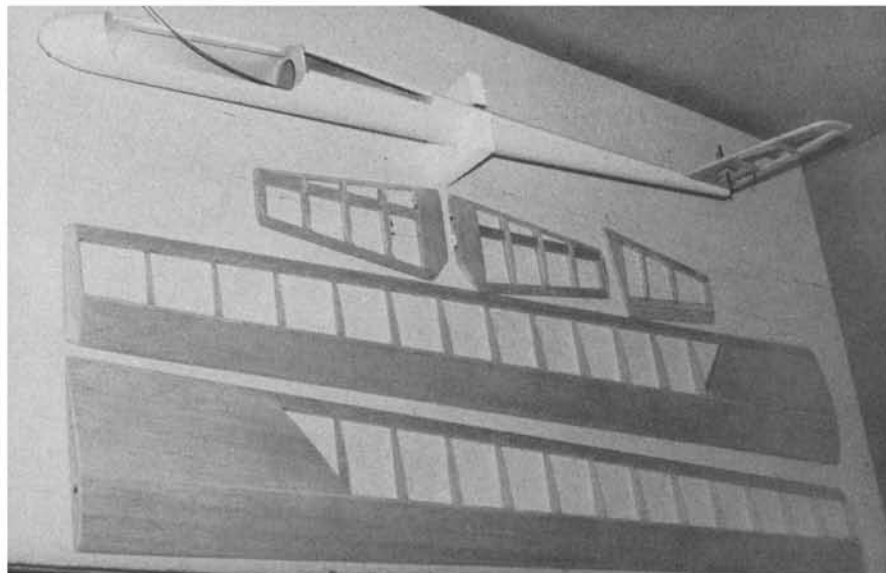
If you use the larger servos or a brick in the radio compartment, you must put the canopy floor on top of the  $\frac{1}{4}$ " side rails, rather than on the bottom to obtain sufficient clearance.

We used the Kraft brick for our installation. It's so snug you can barely get a piece of paper between the brick and fuselage side, but it fits and works fine.

The model was covered with Super MonoKote and trimmed with D.J. Pin Stripe. All up weight was 32 ounces, which included a  $\frac{1}{2}$  oz. of ballast in the nose



Wheeling in the wind. The glint of sun on the MonoKote and silent rising lift stir the soul.  
**Below:** A Kraft Brick fits, but no finger room.



to balance the model.

Flying this model was something else. Just walking up the hill with a kit box in our hand raised quite a few eyebrows. Then the excitement started. We proceeded to assemble an eight foot span sailplane out of that box. Kind of like the old rabbit in the hat trick. Then to top it all off, the plane flew right off of the building board, with no trim adjustments. A textbook flight.

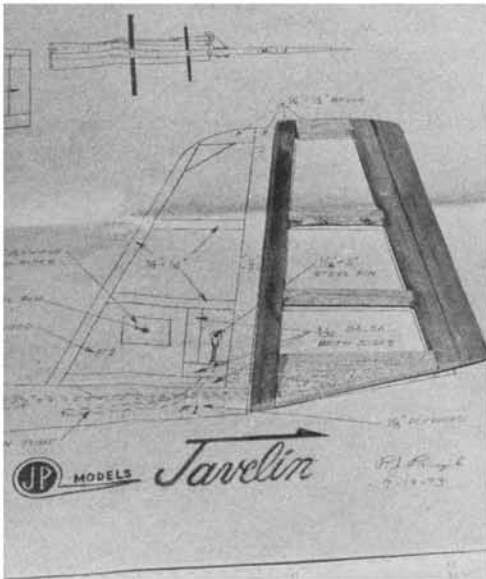
The model is extremely stable and due to the light weight is also an excellent thermal soarer. On the slope it's masterful and quite respectable. With the added rudder area, slim fuselage and a little down trim, you've got a slope racer that turns like a Formula I machine. Get it up to some altitude and it spins, loops, rudder rolls and flies inverted. It is also fine for the beginner. Take out some of the action on the control surfaces and it's gentle as a lamb.

Note: We pulled so many G's on pull-outs that the 1/4" steel dihedral bar was bent a full inch from the normal position and nothing gave. The model was a little unstable, but still flew.

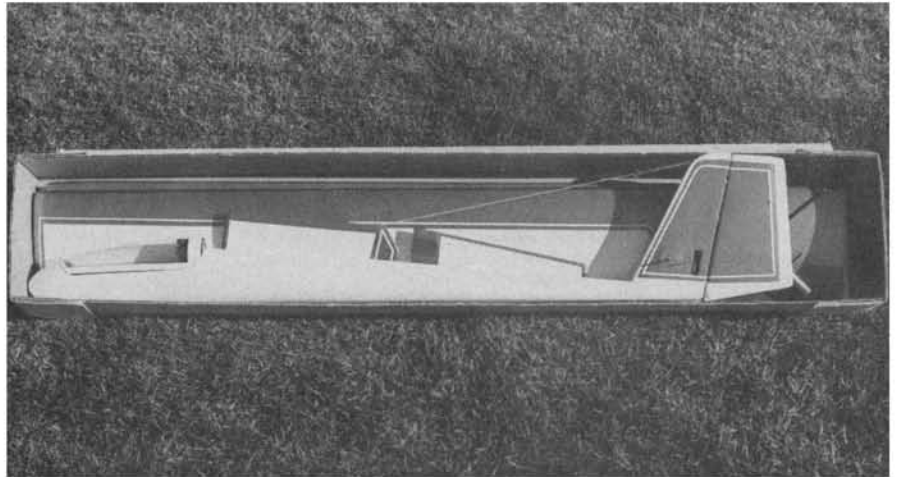
All in all, it's a fine design, pretty in the air, and you can take it anywhere you want to go.



Even a suitcase handle on it. Upside down, but on it. A finished flyable "Javelin" is within. Paul Parsik, the designer-manufacturer enroute to flying site. Travels well via car or airliner.



Full size plan shows detail of the flying stab. **Below:** Flying stab just plugs in, no bellcrank hookup to mess with. Ted added 3/4" to rudder.



See, we weren't kidding, it really fits back into the box. If you've got one of the ultra small transmitters, it might fit in too. Compact ships can squeeze into a small vacation-packed car. **Below:** Wing panels, stab, canopy and wing saddle slip together in seconds. Bred for rising air.

