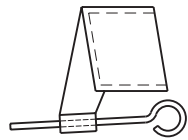


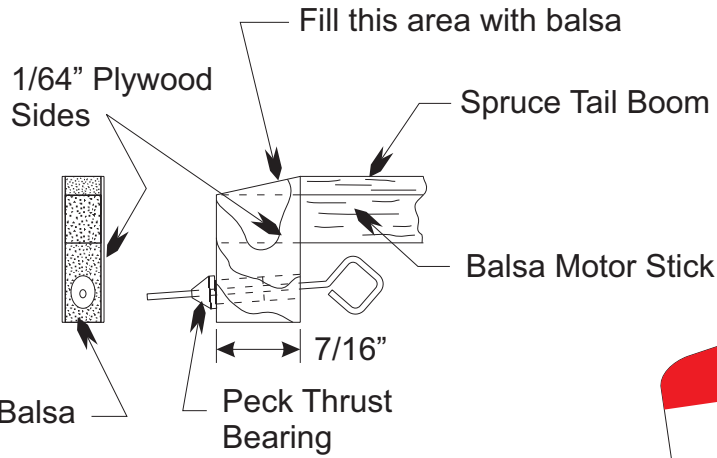
JASCO Flash X-18 Reproduction Drawing Package

By Paul Bradley

Use a 7" prop for this model. The original kit used a plastic prop hanger that fits over the nose of the balsa fuselage stick. An alternative front end can be made up using this drawing.



Style of original kit plastic prop hanger

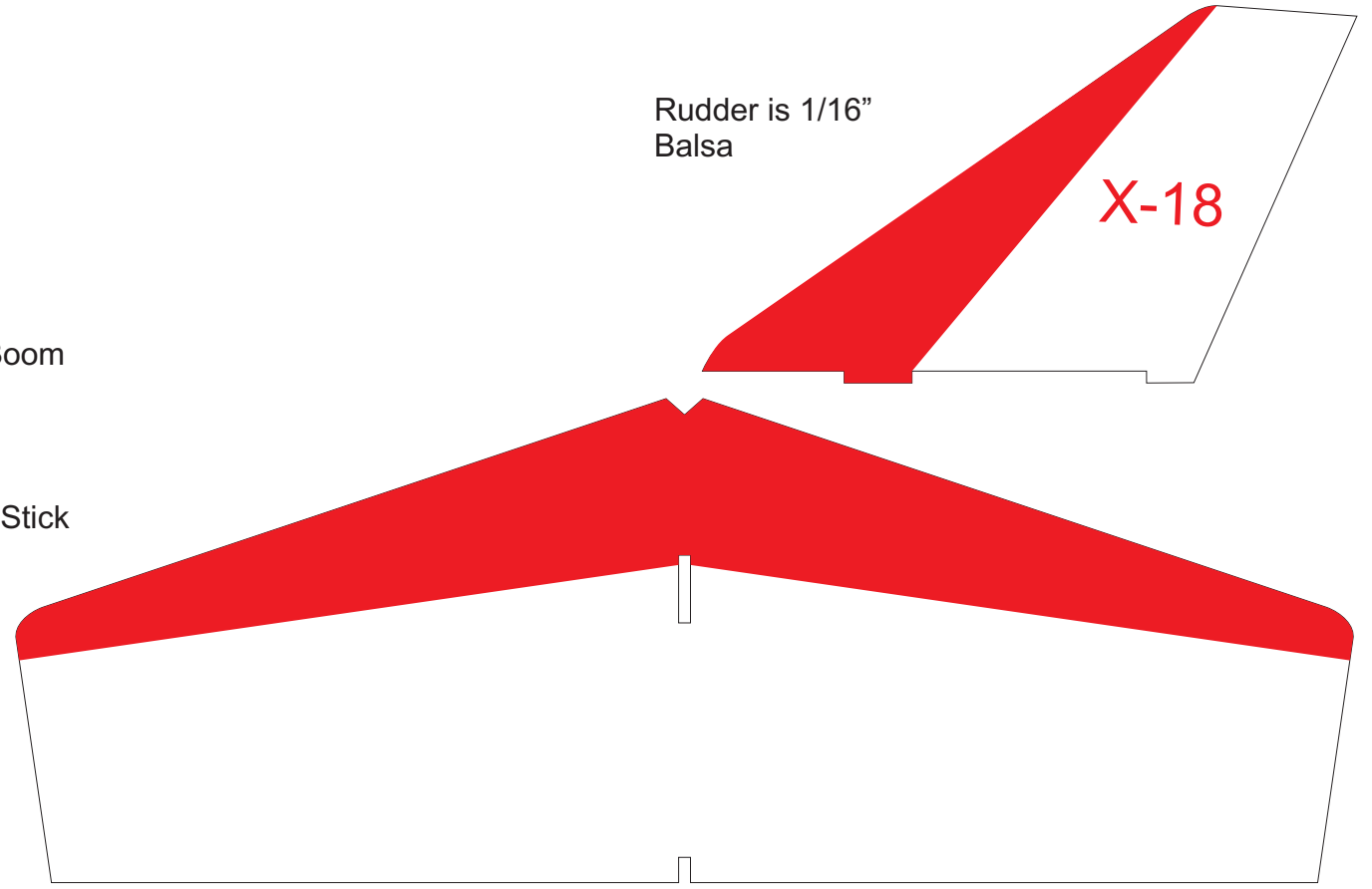


3/16" Balsa Core

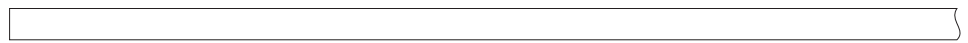
Stab is 1/16" Balsa

Rudder is 1/16" Balsa

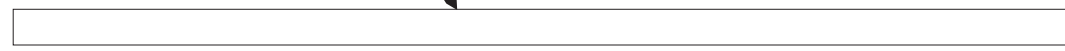
X-18



Motor Stick
1/4"x3/16" Balsa
Strip 11.5" Long



Wing Rest 3/16"x3/32"
Spruce 5.5" Long



Tail Boom
3/16"x3/32"
Spruce 18" Long



JASCO Flash X-18



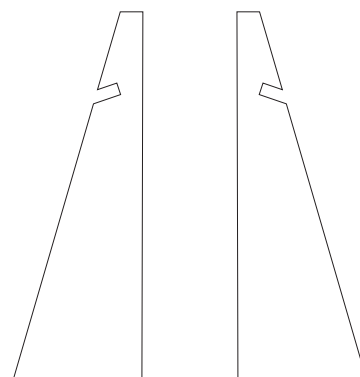
All wing components
are 1/16" balsa



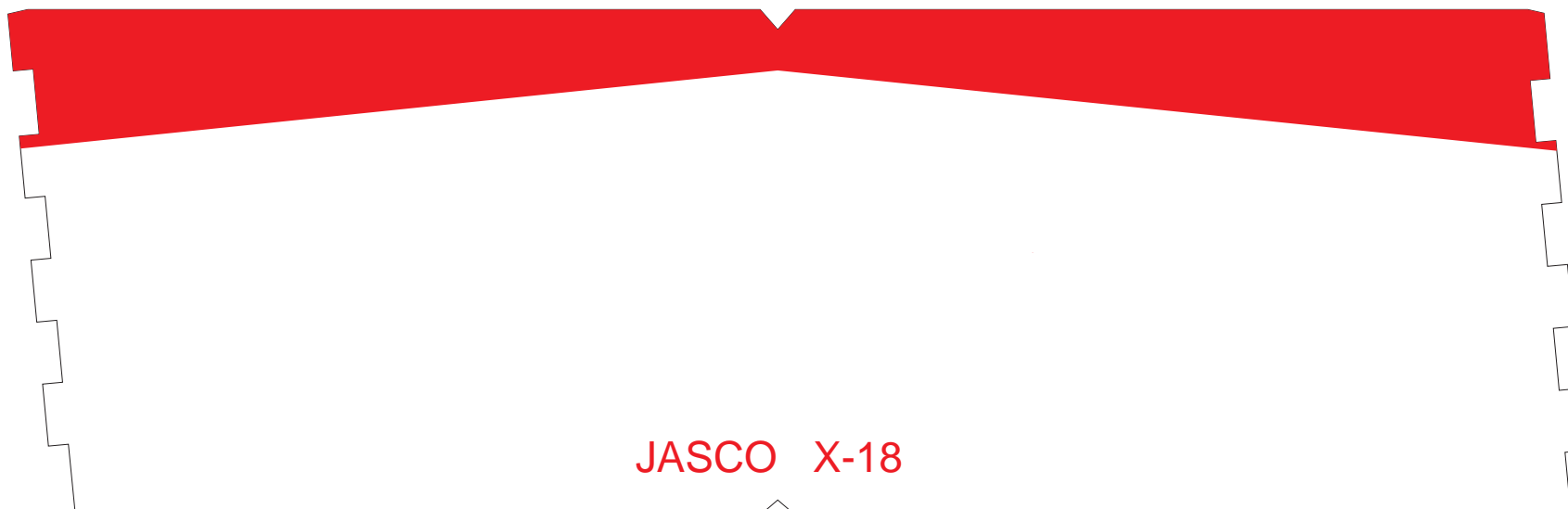
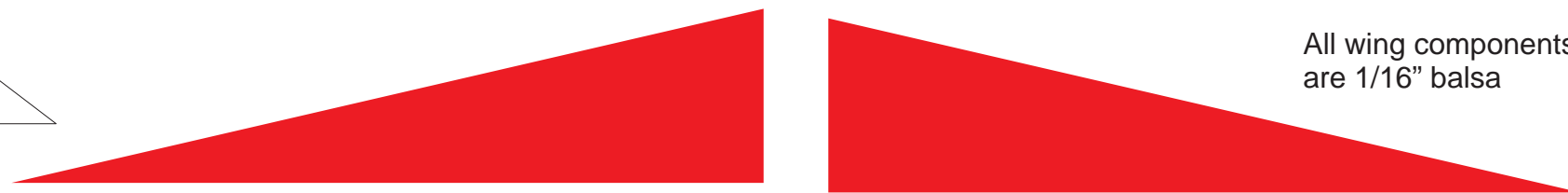
Wing Faring Parts
1/16" Balsa



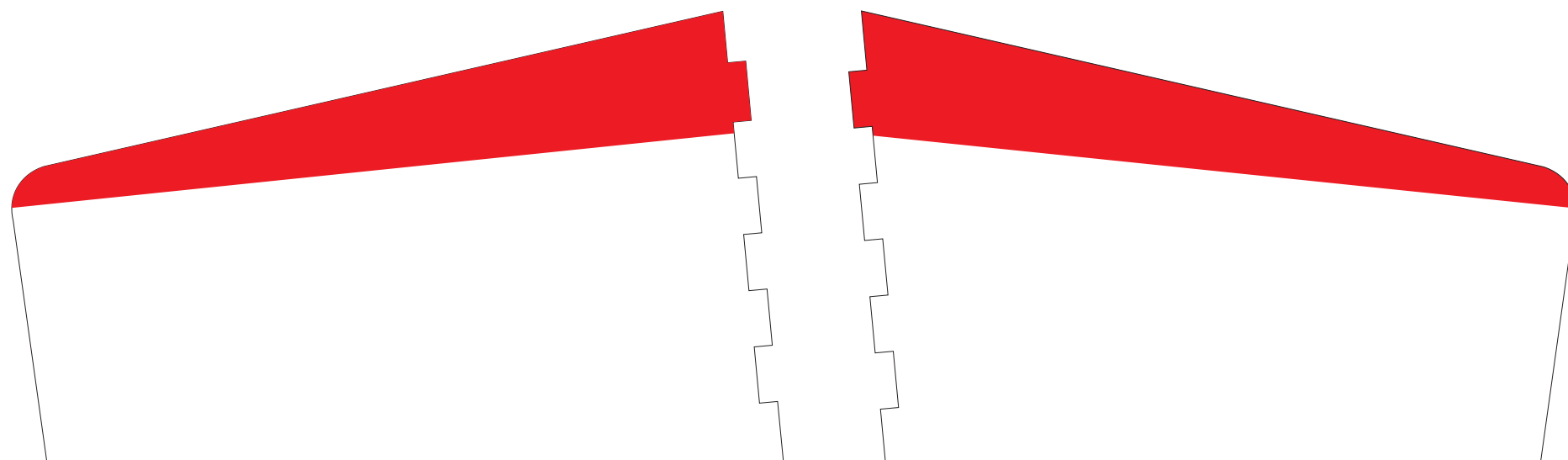
Incidence Strip
1/16" Balsa



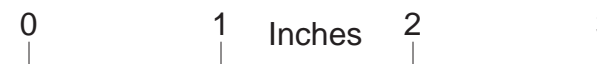
Dihedral Jigs

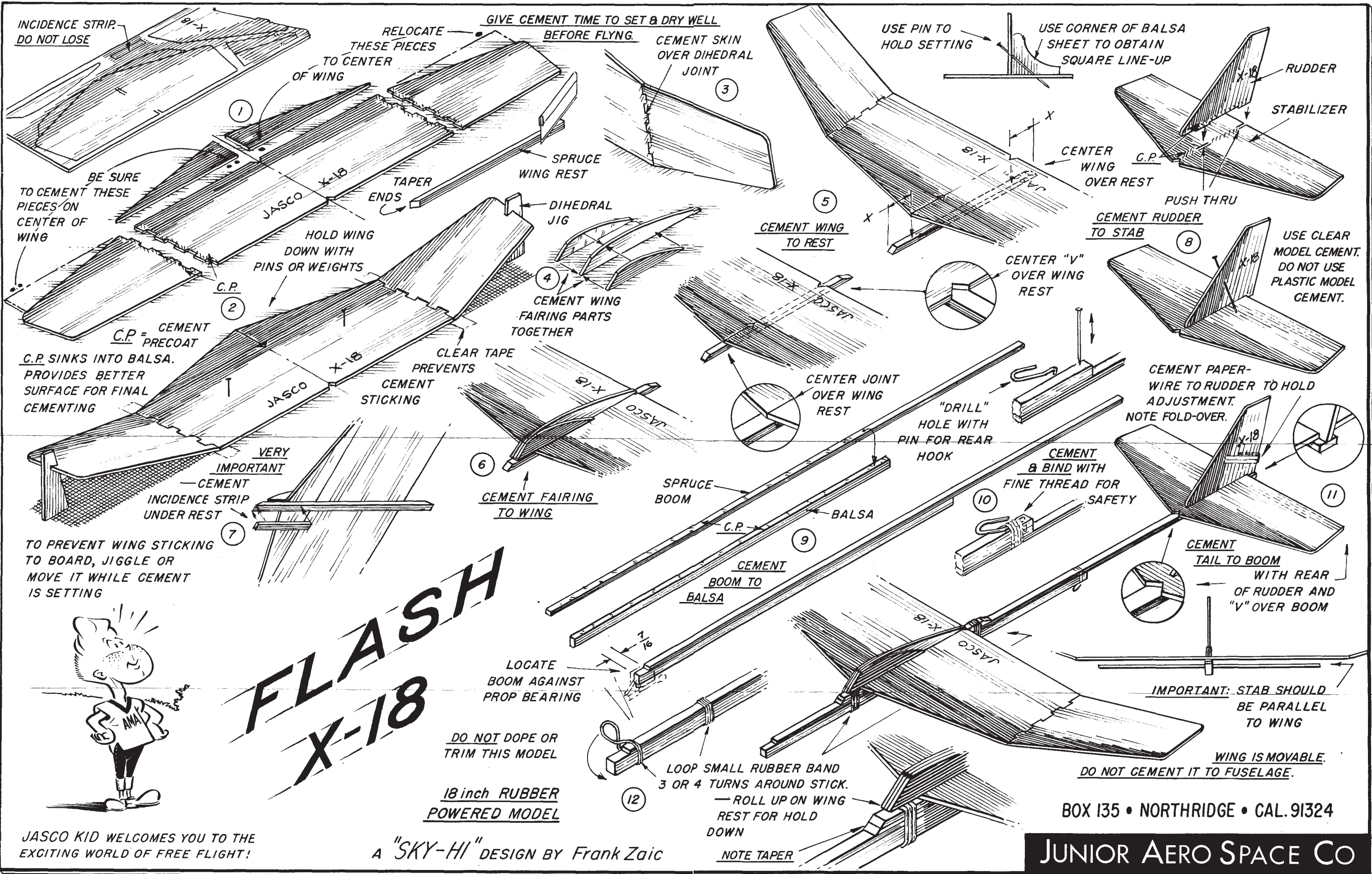


JASCO X-18



JASCO Flash X-18





FLASH X-18



JASCO KID WELCOMES YOU TO THE EXCITING WORLD OF FREE FLIGHT!

A "SKY-HI" DESIGN BY Frank Zaic

BOX 135 • NORTHRIDGE • CAL. 91324

JUNIOR AERO SPACE CO

NOTE: RUDDER IS THE ONLY FLIGHT ADJUSTMENT OR CONTROL YOU NEED. ALL OTHER ADJUSTMENTS ARE BUILT INTO THE DESIGN.

Jasco

for Flying Models

WITH RUDDER STRAIGHT, FOUR STRANDS OF $\frac{5}{32}$ WILL ROCKET THE MODEL INTO A VERTICAL "DEAD STICK". TWITCH RUDDER TO RIGHT UNTIL MODEL TRANSITIONS INTO A RIGHT GLIDE BEFORE IT "DEAD STICKS."

TRANSITION FROM POWER TO GLIDE

CHECK BOOM TO MAKE SURE IT IS ALWAYS STRAIGHT. VERY IMPORTANT.

STALLING OR SLOPPY GLIDE MAY BE CAUSED BY NOT ENOUGH RIGHT RUDDER, WING TOO FAR FORWARD OR COMBINATION OF BOTH.

AFTER FEW DAYS: CUT OUT CORNER CEMENT FILLET. OTHERWISE, IT MAY IN TIME PULL THE BOOM DOWN.

STEEP TURN IN GLIDE - MAY BE CAUSED BY TOO MUCH RIGHT RUDDER, WING TOO FAR BACK OR COMBINATION OF BOTH.

WINDING WITH A HAND DRILL

FIRST TEST FLIGHT SHOULD BE MADE IN CALM WEATHER.

UNSCREW UNTIL ALMOST OUT. HOOK NAIL HEAD BEHIND CHUCK JAWS SO THAT IT WILL NOT PULL OUT WHILE WINDING. USE 2" NAIL WITH VERY THIN HEAD. FORM HOOK AFTER NAIL IS IN CHUCK.

FILE OFF POINT

START FLYING WITH WING 3" FROM FRONT. MOVE WING BACK AND FORTH TO OBTAIN SMOOTH CIRCLING GLIDE WHILE ADJUSTING RUDDER FOR RIGHT TURN GLIDE.

UNDER FULL POWER TOO MUCH RIGHT RUDDER, WING TOO FAR FORWARD, OR COMBINATION OF BOTH MAY CAUSE TAIL CHASING.

CEMENT COAT BOTH SIDES TO PREVENT CRACKING WHILE ADJUSTING.

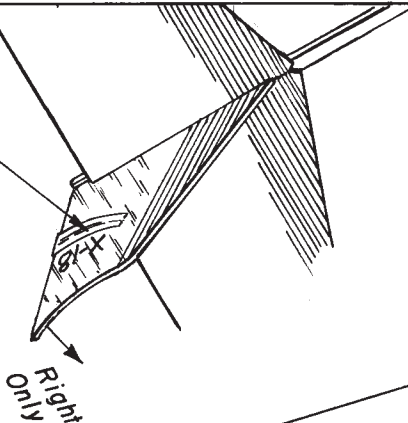
WHEN FULLY WOUND - THE MODEL WILL CLIMB VERY STEEPLY, AND MAY LEVEL OUT WITH STRAIGHT RUDDER. BUT IT MAY NOT BE IN A DEFINITE GLIDE PATTERN. SLIGHT RIGHT RUDDER WILL SMOOTHEN THE TRANSITION INTO A CIRCLING GLIDE.

TO SENSE WHEN RUBBER IS REACHING MAX TURNS, CHECK HOW MUCH ELASTICITY IS LEFT. WHEN RUBBER TIGHTENS SO THAT YOU CAN ONLY MOVE IT ABOUT ONE INCH EACH WAY, IT IS TIME TO STOP WINDING.

APPLY A DROP OF OIL ON BEARING EVERY 5th FLIGHT

LONG EXPOSURE TO SUN OR MOISTURE MAY WARP THE MODEL AND CHANGE ADJUSTMENTS.

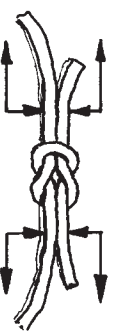
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PAPER-WIRE HOLDS ADJUSTMENTS. ADJUST RUDDER GRADUALLY TO OBTAIN TRANSITION TO RIGHT.

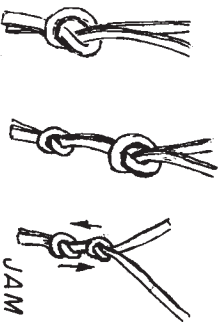
LAUNCHING

HOLD PROP WITH LEFT HAND & MOTOR STICK WITH RIGHT. WHEN FULLY WOUND, LAUNCH ALMOST VERTICALLY. WITH HALF TURNS, LAUNCH AT 45°. NEVER LESS. HAVE WIND ON LEFT CHEEK.



TIE ENDS WITH SQUARE KNOT BEFORE LUBRICATING. WET RUBBER. HOLD & PULL VERY HARD AS PER ARROWS.

RUBBER MUST BE LUBRICATED. USE JUST ENOUGH CASTOR OIL TO WET. RUB-IN BETWEEN PALMS.



TO TIE RUBBER ENDS AFTER IT HAS BEEN LUBED.—WASH AS BEST YOU CAN. TIE WITH TWO OVERHAND KNOTS.

RUBBER SUPPLIED IN KIT MAY BE $\frac{1}{8}$ OR $\frac{1}{4}$ FLAT, ENOUGH TO MAKE UP TWO MOTORS. (CONTEST GRADE)

MAKING MOTOR FROM 40" LENGTH OF $\frac{1}{8}$ FLAT

MAKING MOTOR FROM 20" LENGTH OF $\frac{1}{4}$ FLAT

CONDITION RUBBER FOR MAX TURNS BY PRE-WIND. CHECK RUBBER AFTER EVERY LANDING & REMOVE GRIT.

IF YOU LIKE SPECTACULAR FLYING, EXPECT TO BREAK MOTORS.—IF UNABLE TO OBTAIN CONTEST RUBBER LOCALLY, SEND 50¢ TO JASCO FOR 20 FT. OF $\frac{1}{8}$ th OR 10 FT. OF $\frac{1}{4}$. YOU CAN ALSO ORDER $\frac{5}{32}$. 17 FT.—50¢

RUBBER CONDITION	SAFE TURNS
NO LUBE	275
NO STRETCH	340
LUBED NO STRETCH	400
LUBED STRETCHED	460