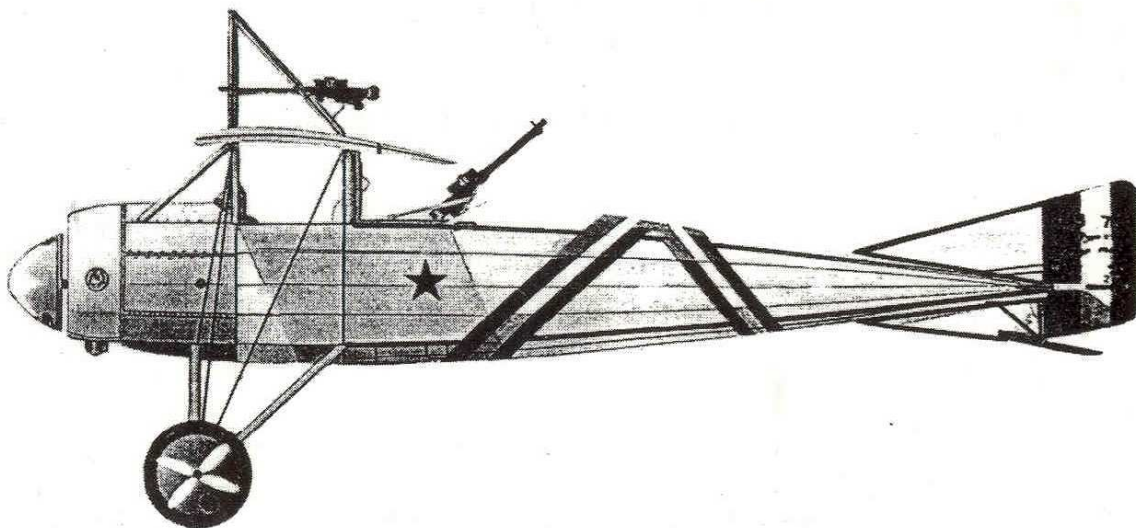


JOYSTICK MODELS

JOY 25



MORANE-SAULNIER TYPE P

FOR EXPERIENCED MODELLERS
DECALS INCLUDED
EACH KIT CONTAINS WHITE METAL PARTS

CONSTRUCTION GUIDE FOR THE MORANE-SAULNIER TYPE P

Please check reference material before you begin.

1. Remove all parts from the backing sheet. Carefully rub down the excess 040' of plastic on inner surfaces. You should check at regular intervals to ensure you do not over-sand as this will cause a bad fit of parts during assembly.
2. Remove plastic from covered areas of cockpit, gun ring, observation window, radiator, engine covers and exhaust.
3. Fit all cockpit components together, test fitting into left fuselage half. Leave aside to set. Test fit right fuselage half.
4. Glue both halves of the fin and rudder together and set aside to dry.
5. Prepare undersurface of the tail-plane using wet & dry paper. using the upper rib lines as a guide, scribe rib lines on undersurface.
6. Using the colour guide, paint the cockpit interior and inner surfaces of both fuselage halves. Set aside to dry.
7. Prepare under surfaces of both upper and lower wings. Use the same method as for the tail-plane to produce undersurface rib detail.
8. Glue cockpit interior to left fuselage halves. Add radiator to opening in undersurface of nose. Place right fuselage half over cockpit interior and radiator to check the fit before gluing together. Set aside to dry.
9. Using strut and rod provided, manufacture the struts for the main wings, tail-plane, undercarriage, axle and tail-skid.
10. Using the plan as a guide, either butt joint the lower wings too the fuselage or cut out the lower centre section of the fuselage and slot the complete lower wing i, checking alignment with the plan.
11. Taking pre-prepared main wing struts, glue to points indicated on the top of the lower wing. Add top wing, checking alignment with the plan.
12. Glue completed rudder to top centre of tail-plane. Glue tail-plane/rudder assembly to rear-most section of fuselage. Check with plan for correct position. Glue tail-plane struts to lower surface of tail-plane and fuselage. Position fin to front area of tail-plane/rudder section before gluing.
13. Glue undercarriage to under surfaces of fuselage, checking plan for correct position. Add the pre-prepared tail-skid to rear of fuselage, checking with plan for correct alignment.
14. Glue gun-ring to opening in upper fuselage section as indicated. Glue propeller to opening in front of nose. Put whole assemble aside to set firmly.
15. The model may now be painted using the guide provided. When painting is complete the decals may be rigged using the drawing as a guide.

COLOUR GUIDE MORANE-SAULNIER TYPE P

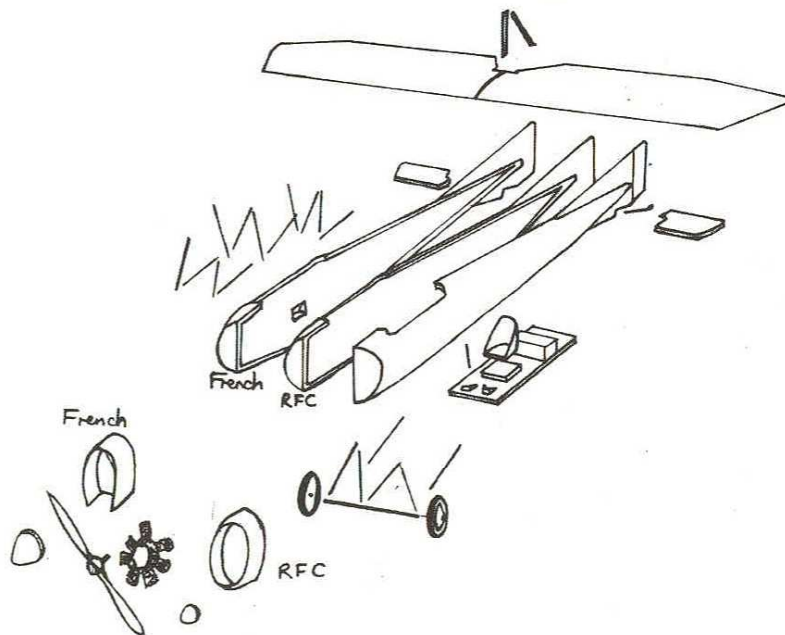
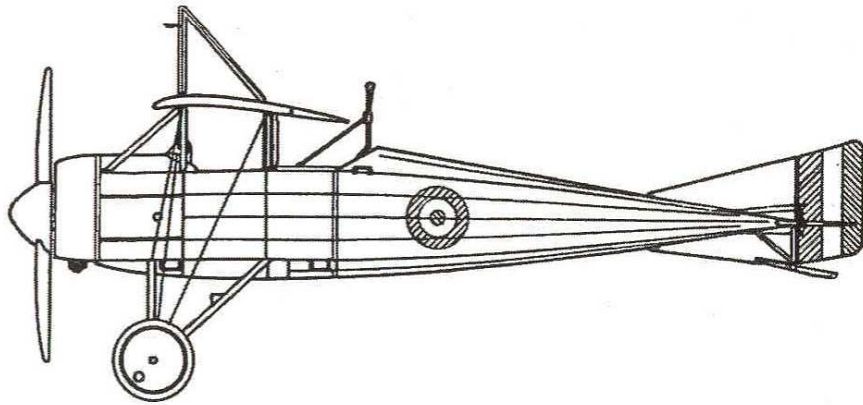
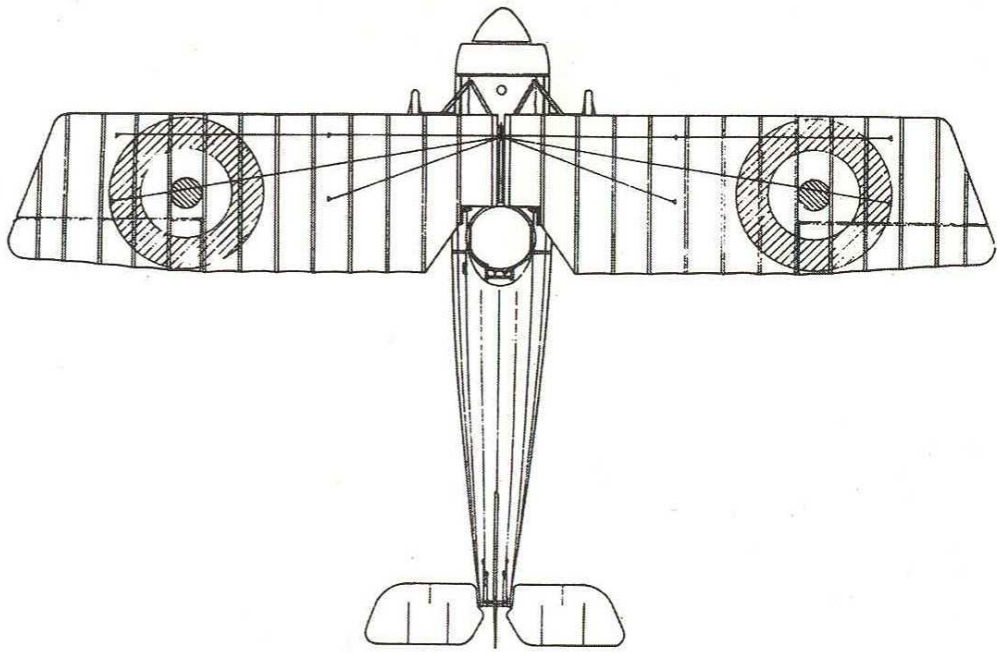
CLEAR DOPED LINEN: OVERALL APPLICATION LESS LISTED BELOW.

BLACK: LINE AROUND FIN. WHEELS AND COVERS, MACHINE GUNS.

NATURAL WOOD: ALL STRUTS, COCKPIT FLOOR.

LAMINATED WOOD: PROPELLER.

SILVER: DRY BRUSH OVER BLACK OF M/GUM, PILOTS SEAT.



BRIEF HISTORY MORANE-SAULNIER TYPE P

DURING THE SUMMER OF 1915 THE MORANE SAULNIER COMPANY PRODUCED A REFINED TYPE L MONOPLANE. IT RETAINED THE 80HP LE RHONE ROTARY BUT FEATURED A MORE STREAMLINED FUSELAGE, REVISED COWLING AND A LARGE SPINNER FOR THE AIRCREW. THE WING WAS RE-DESIGNED WITH AILERONS INSTEAD OF THE TYPE L WING WARPING. THE TYPE LA WAS BUILT IN LARGE NUMBERS AND SERVED BOTH IN THE RFC AS WELL AS THE FRENCH ESCADRILLES.

IN EARLY 1916 THE LA WERE BEING REPLACED BY THE TYPE P PARASOL FITTED WITH THE 110HP LE RHONE. IT WAS A COMPLETELY NEW DESIGN FOLLOWING THE LINES OF THE BB AND N. THE PROTOTYPE TOOK ITS OFFICIAL TESTS IN MARCH OF 1916, THE RFC ORDERING A NUMBER OF THEM EVEN BEFORE THE RESULTS WERE KNOWN. OVER 550 TYPE P WERE COMPLETED EVENTUALLY BUT NO FRENCH UNIT WAS EVER FULLY EQUIPPED WITH THE TYPE.

THE 80HP VERSION USED BY THE RFC DIFFERED VISIBLY MOST NOTABLE BEING THE COWLING AND SMALLER SPINNER BUT IT ALSO HAD STRUCTURALLY DIFFERENT WINGS, UNDERCARRIAGE, BRACING STRUTS, FUEL TANKS AND AILERON LINKAGES.

THE 110HP TYPE P WAS FURTHER DEVELOPED DISPENSING WITH THE LARGE SPINNER HAVING A WELL CAMBERED FULLY CIRCULAR COWLING.

SPECIFICATIONS:

ENGINE, 110HP LE RHONE OR 80HP LE RHONE.

SPAN, 11.2m LENGTH, 7.2m HEIGHT, 3.47m

MAX SPEED AT SEA LEVEL 162KM/H

CEILING, 4.800m ENDURANCE 150 minutes

ARMAMENT, 1x.303 VICKERS AND 1x.303 LEWIS OR 2x.303 LEWIS AND A SMALL BOMB LOAD.

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