

THE HUNTING JET PROVOST T Mk.3

The Jet Provost T.3 now in service with the Royal Air Force is the first *ab initio* jet trainer to be standardised by any Air Force.

The Jet Provost 3, the third successive R.A.F. trainer to be produced by Hunting Aircraft Ltd., takes the pilot through all his elementary and basic flying training, and through certain stages of his advanced training. This standardisation on one aircraft, in place of the variety of types previously required, produces a better trained pilot in a shorter time than was previously possible. By eliminating the varied stock of spares and equipment which had to be carried the Jet Provost is coupling higher training standards with economy in operation.

First adopted from the piston engined Provost, the first Mk. 1 flew in June 1954, and Mk. 1 and 2 aircraft were tried out by the R.A.F. in 1956 and 1957. From the results of these trials the Mk. 3, of which our model represents the first production aircraft, was developed. The Mk. 3 is characterised by its comfort and good vision, the ability to operate from grass airfields and a performance equal to that of a World War 2 fighter. Armament can also be fitted to the Jet Provost, and armed versions are employed by the Royal Ceylon Air Force.

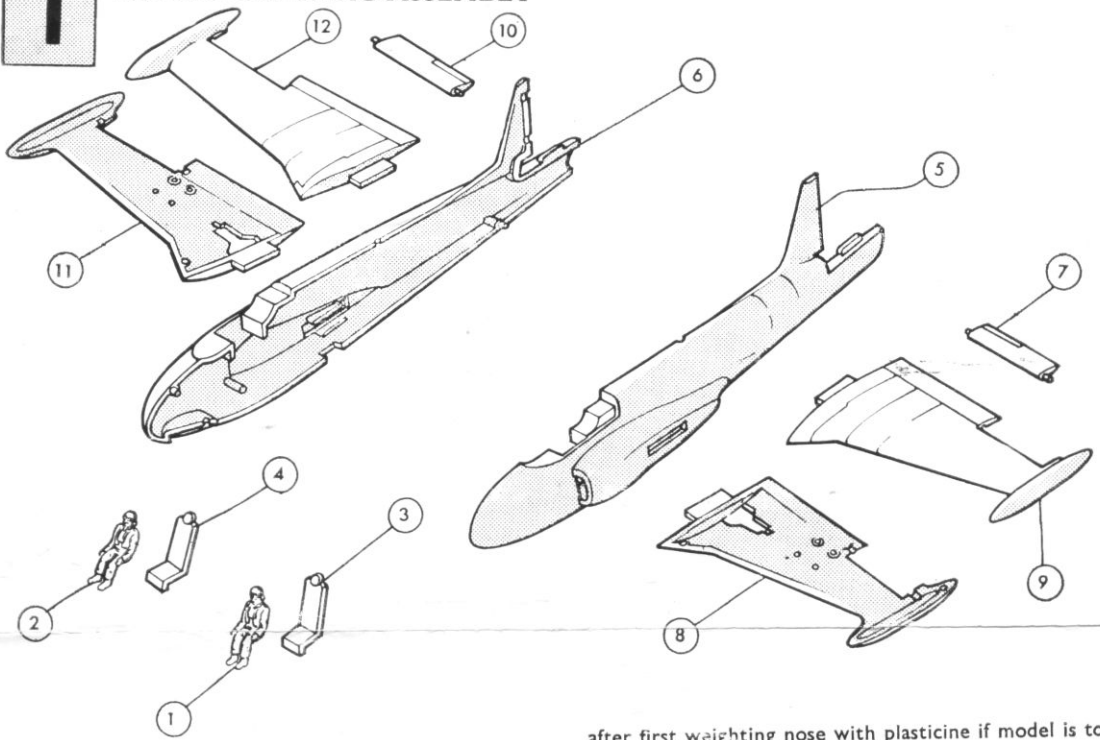
The Jet Provost T Mk. 3 is powered by an Armstrong-Siddeley Viper turbojet giving a speed of 330-m.p.h. and a range of 570 miles. Wing span is 35 ft. 2 in. and length 31 ft. 10 in.

JET PROVOST T. MK.3

INSTRUCTIONS

FOR FIXING USE POLYSTYRENE CEMENT

1 FUSELAGE & WING ASSEMBLY

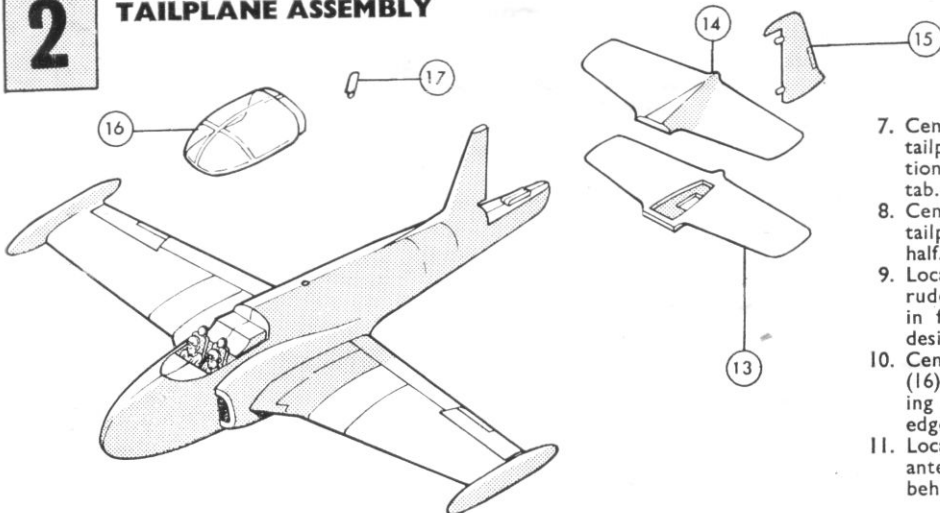


It is recommended that the instructions and exploded view are studied before commencing assembly. Note that some parts are best painted before assembly.

1. Cement pilots (1, 2) on to seats (3, 4), after first painting if required.
2. Locate and cement seats in position, one in each fuselage half (5, 6).
3. Cement together port and starboard halves of fuselage

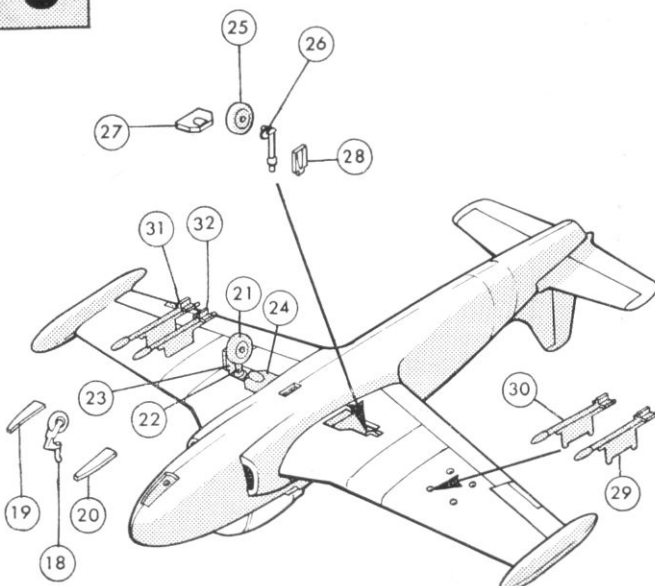
4. Place one aileron (7) within slot of port lower wing section (8) then cement upper wing section (9) in place, ensuring no cement comes into contact with moving aileron.
5. Repeat the above procedure for the starboard wing assembly (10-12).
6. When wings are firmly set cement to fuselage locations.

2 TAILPLANE ASSEMBLY



7. Cement lower half of tailplane (13) in position over rear fuselage tab.
8. Cement upper half of tailplane (14) to lower half.
9. Locate and cement rudder pins into holes in fin (15), setting at desired angle.
10. Cement cockpit canopy (16) in position, applying cement carefully to edges of canopy.
11. Locate and cement antenna (17) in hole behind canopy.

3 UNDERCARRIAGE ASSEMBLY



The desired undercarriage position should now be selected.

12. For a model with extended undercarriage the nose wheel (18) is cemented into locating hole beneath nose, and the nose doors (19, 20) cemented in the open position in either side of the recess. For a model with retracted undercarriage the nose wheel is omitted and the doors cemented flush with the fuselage.
13. Next assemble the main undercarriage, first cement wheel (21) on to axle (22), then locate and cement leg into bush inside wheel well. Locate and cement tab on outer undercarriage door (23) into extreme end of wheel well, the door positioned parallel with the undercarriage leg. The inner door (24) is cemented in position, flush with the lower wing. For a model with retracted undercarriage the wheel and leg are omitted and the doors cemented in place in the closed position.
14. Repeat the above procedure for the starboard undercarriage (25-28).

NOTE:—If it is wished to paint the model it should be done at this stage. Note that engraved guide lines are given for the fuselage and wing bands.

CARE MUST BE TAKEN TO ENSURE THAT GLUE IS KEPT AWAY FROM THE EYES.

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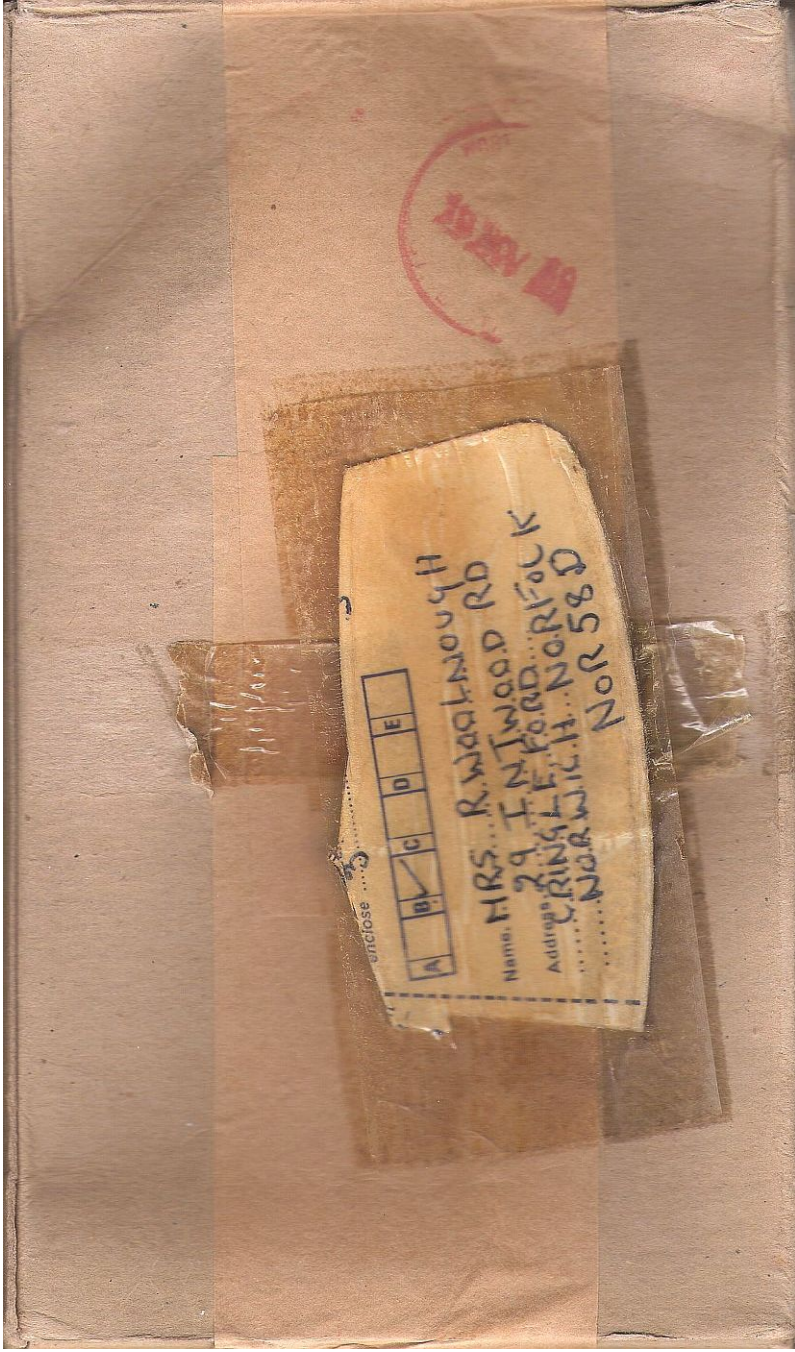
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JET PROVOST T.Mk3



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