

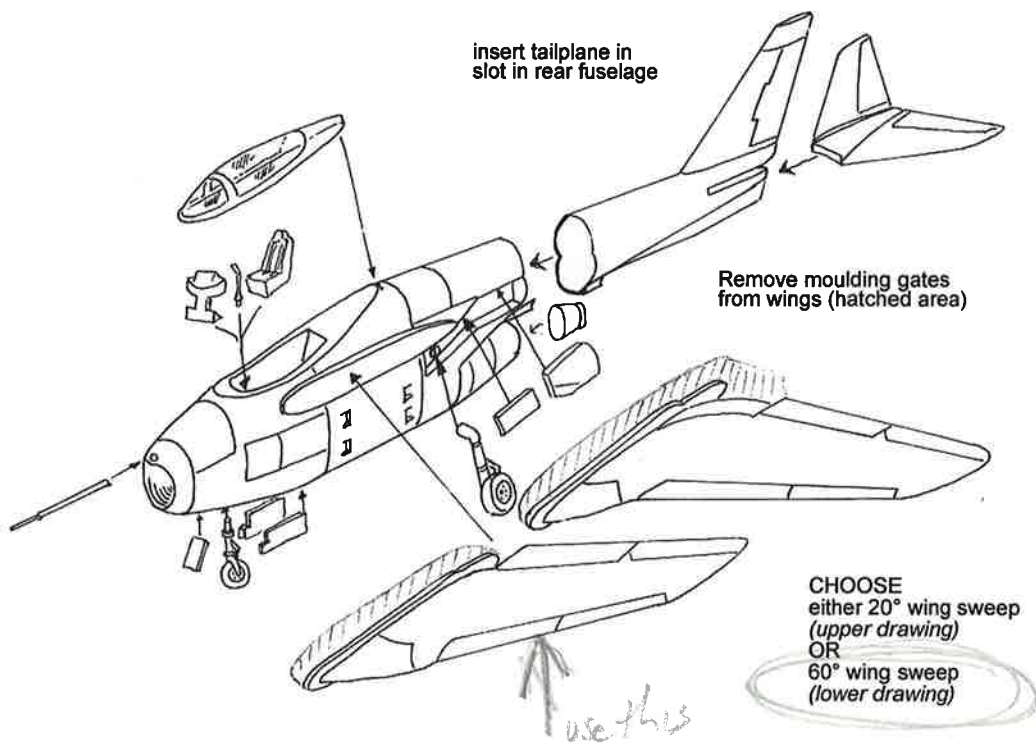
Bell X-5

Variable sweep wing research aircraft

Aircraft History

The Bell X-5 was based on the design of the German Messerschmitt P, 1101 to which it bore a very strong resemblance. Whereas the P. 1101 was intended to allow variable sweep of the wings adjustable on the ground, the X-5 was designed to evaluate the variable sweep of the wings from 20 to 60 degrees during flight. Two aircraft were built (50-1838 and 1839) and flight tests commenced in 1951, continuing through 1955. Although 1839 was lost in an accident, aircraft 1838 survives with the U.S. Air Force Museum. Despite the successful demonstration of the principles of variable sweep wings, it was not until the F-111 entered service that the USAF acquired a combat aircraft with such a capability. The X-5 was last flown by a young National Advisory Committee for Aeronautics (NACA) test pilot named Neil Armstrong on Oct. 25, 1955.

Assembly Drawing



Construction Notes:

Using Cyanoacrylate adhesive (super-glue), cement tailplane into slot at rear of fuselage. Note that two alternative wing configurations are supplied with this kit. These represent maximum (60 degrees) and minimum (20 degrees) sweep. Choose which configuration you prefer for your model, remove the moulding gates and then cement the chosen wing parts to the fuselage locating points. Fill joints as necessary, and sand to a smooth finish.

Cement metal seat, instrument panel and control column in place in cockpit recess. Detail the cockpit as required and paint. Prepare vac-form canopy by removing excess matter using a sharp knife - two are provided to allow for "a slip of the hand...". Test fit to ensure you have trimmed the part correctly before cementing in place using a contact adhesive - PVA glue or equivalent. Note that conventional super-glue will fog the canopy!

Assemble metal undercarriage components, then drill locating holes in nose and main wheel bays for the undercarriage legs. Cement in place with super-glue. Paint these items before cementing undercarriage doors in place. Finally, cement jet exhaust orifice in position.

Colour Notes:

The aircraft was painted *white* overall. Wheel wells, interior of undercarriage doors and undercarriage legs were *also white*. Wheels were tyre black, and the exhaust a sooty gun-metal /bronze. The cockpit interior was *Black*, with olive drab/brown cushions on the seat.

Decal Application:

The decals supplied with this kit are printed on a Oki printer with continuous decal film. See enclosed *Decal Care Instructions* for proper use.

When all the decals have been applied, if required the aircraft can be varnished as normal.

References:

The X-Planes X-1 to X-45, Jay Miller, Midland Publishing, 2001

X-Planes Photo Scrapbook, Dennis R. Jenkins, Speciality Press, 2004

5 Great Postwar American X-Planes, Henry Matthews, HPM Publications, 1998

A series of useful photographs of the X-5 at the US Air Force Museum can be found at:

http://www.ninfinger.org/~sven/models/x_planes/x5.html

Kit produced by...

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**WHIRLYBIRD
DECALS**

TSN

Decal Care Instructions

Thank you for choosing *Whirlybird* decals. In order for you to achieve the perfect finish to your model, we have some pointers on the care and usage of these decals.

- ✓ The decals scratch rather easily, so keep the interleave sheet on until you are ready to use the decal. It might help to cut the decals out with the tissue interleave sheet still in place to avoid accidental scratching.
- ✓ These decals are printed on a continuous carrier film. After application, we suggest that you give the decals a couple of coats of acrylic varnish. We have had very good results using *Johnson's Klear/Future floor wax* - if you use anything other than this, then we would suggest that you try it out first on the *Whirlybirds* logo on the decal sheet. We have noticed that some varnishes and decal coatings react with the ink we use for our decals and cause wrinkling.
- ✓ Only soak an unvarnished decal for about 20 seconds - if you apply varnish, you may find that it takes a little longer to release the decal.
- ✓ Use decal application solutions (*we like Johnson Klear/Future floor wax - if you use anything else, try it out on the Whirlybird logo first!*) to lay the decal with.
- ✓ Float the decal carefully onto the model as close to it's final position as possible. As the decals are very thin, they may break up if handled too much.

We hope that this decal sheet has given you the opportunity to make an aircraft in a scheme not covered by the main-stream decal producers.

Please remember, however, that these are hand-produced decals, so bear this in mind as you use them, and give them the TLC they require.

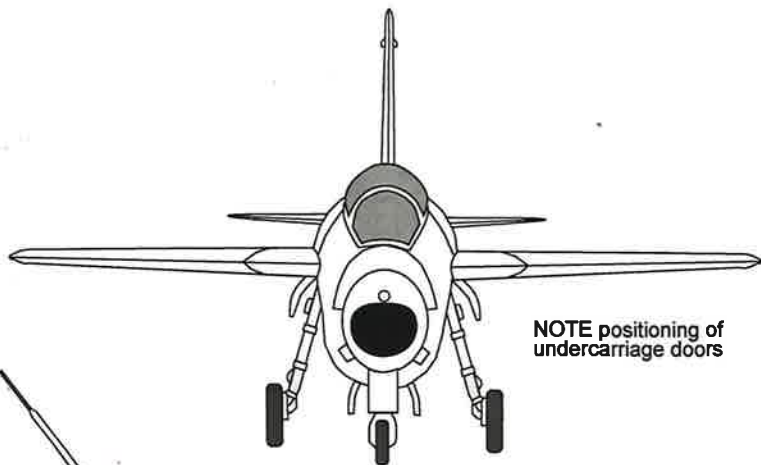
A point to ponder...

Have *YOU* got a scheme you would *LOVE* to model, you've done the research, but nobody has produced the decal sheet yet?

Give *Whirlybird* a ring on **+44(0)1226 203784**
or send us an e-mail to **rgrevans@compuserve.com**
- we just might be able to help!

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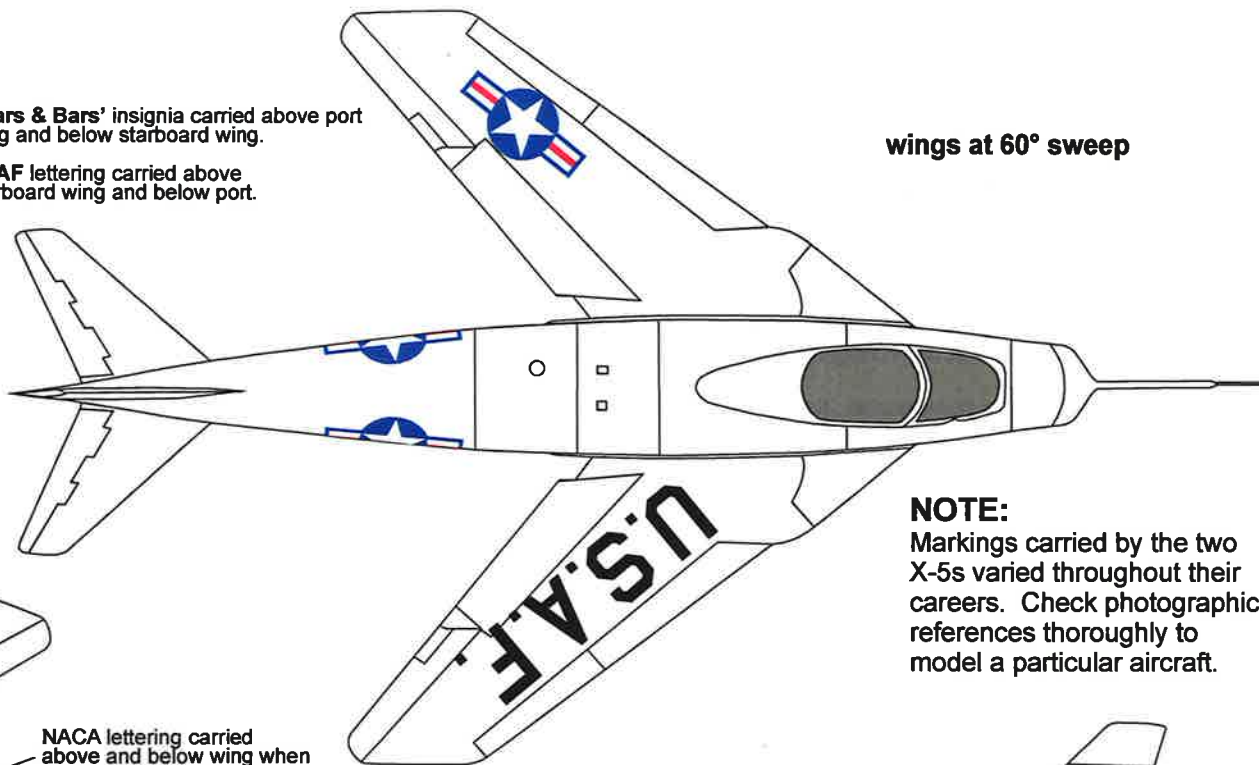




NOTE positioning of undercarriage doors

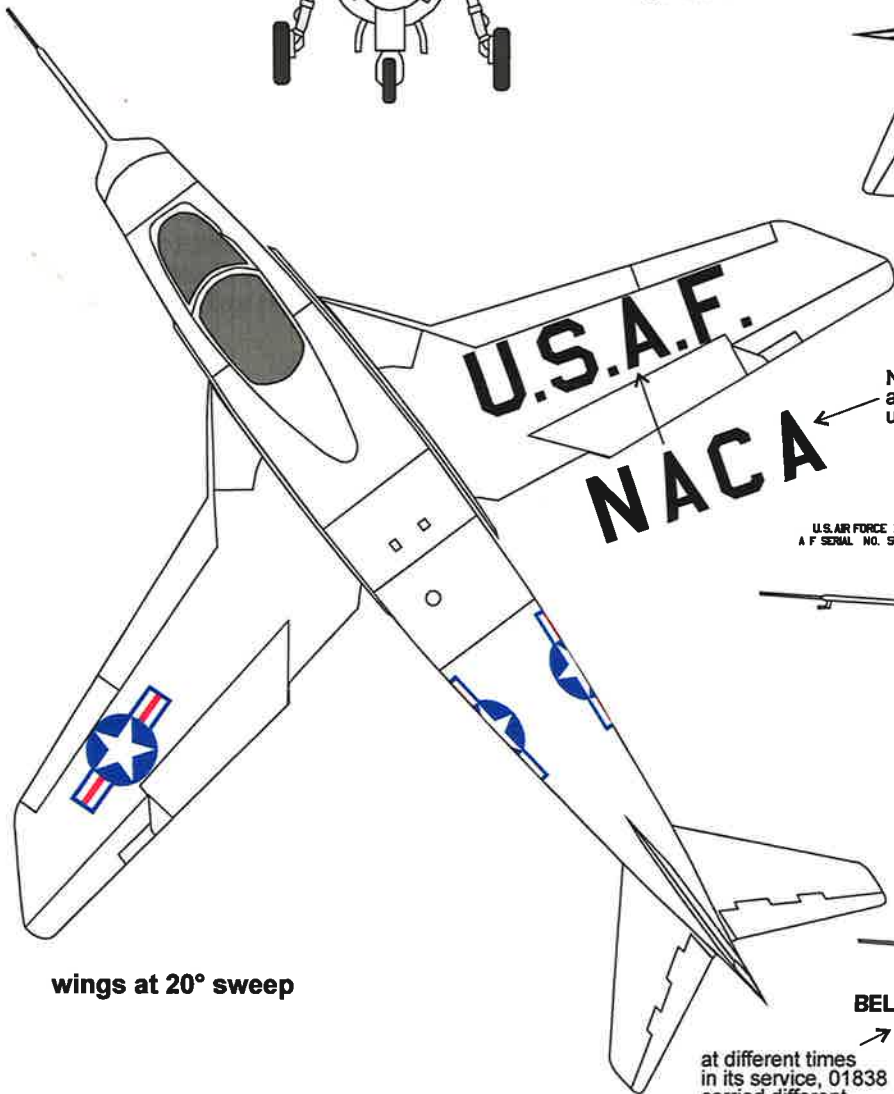
'Stars & Bars' insignia carried above port wing and below starboard wing.

USAF lettering carried above starboard wing and below port.



wings at 60° sweep

NOTE: Markings carried by the two X-5s varied throughout their careers. Check photographic references thoroughly to model a particular aircraft.



wings at 20° sweep

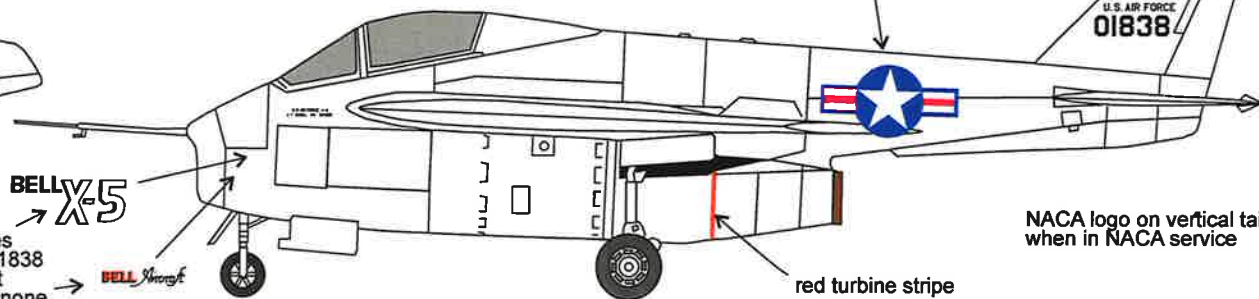
NACA lettering carried above and below wing when used by NACA later in its career



U.S. AIR FORCE X-5
A F SERIAL NO. 50-8239

Air Force Flight Test Center crest not always carried

'stars & bars' on fuselage sides different sizes at different times in the X-5's service



at different times in its service, 01838 carried different BELL logos, or none

BELL X-5

BELL logo

red turbine stripe

NACA logo on vertical tail when in NACA service