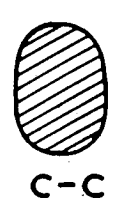
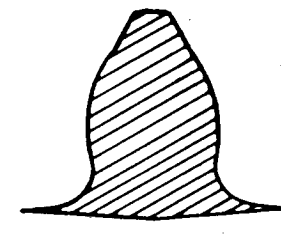
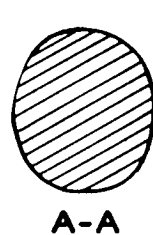
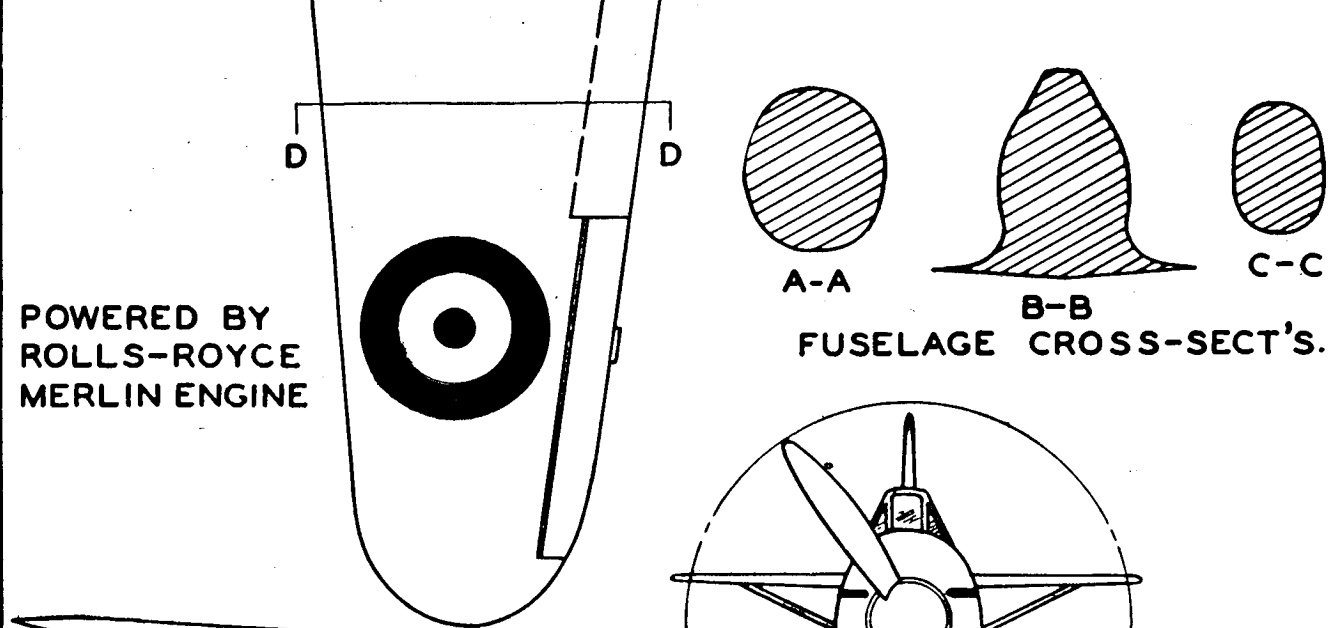
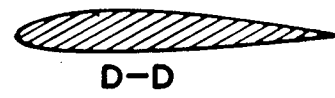
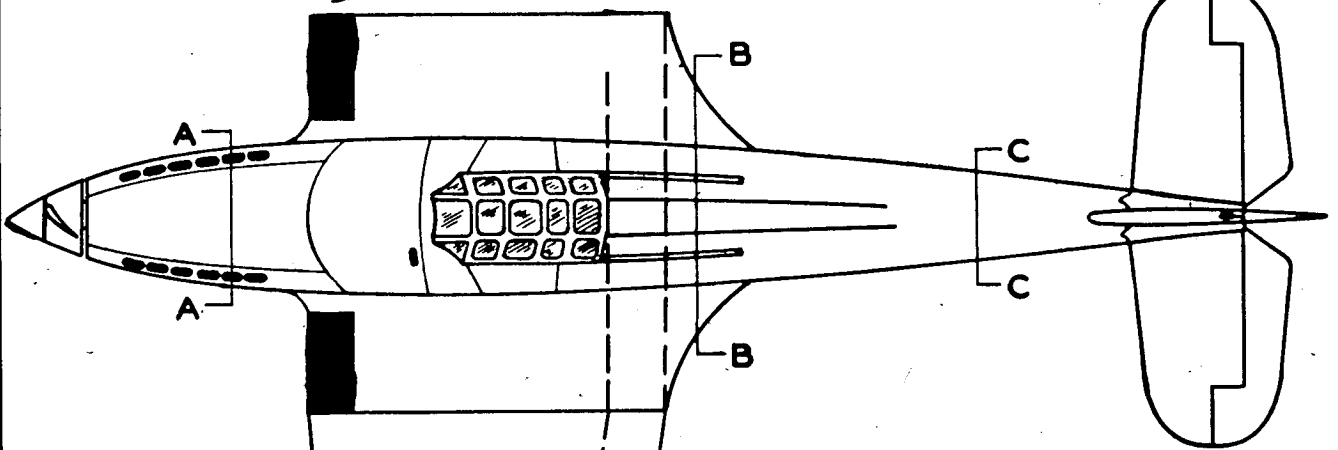
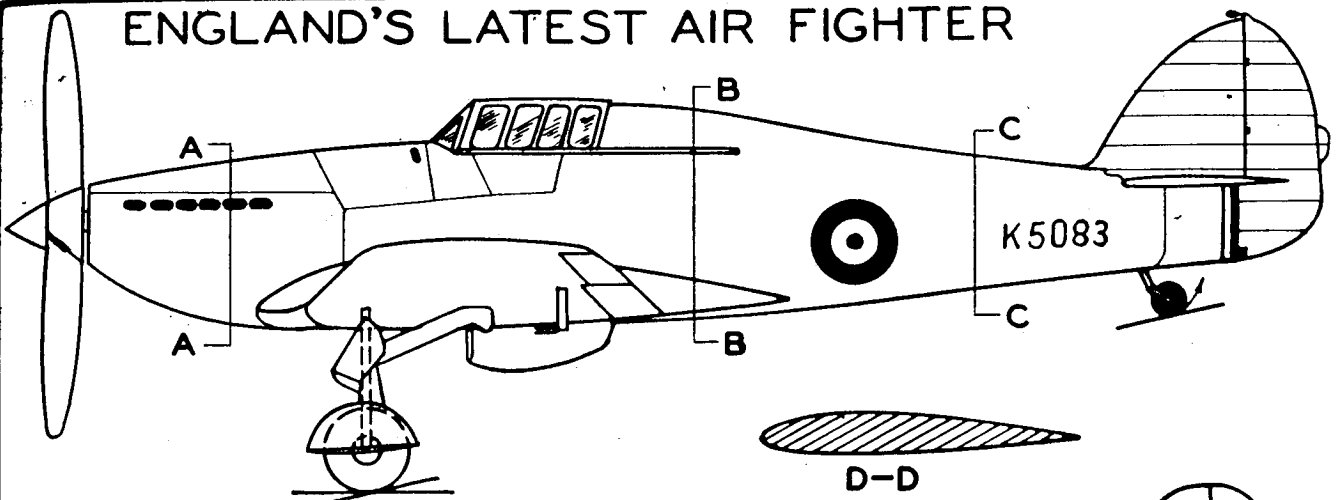


HAWKER'S 1936 FIGHTER

ENGLAND'S LATEST AIR FIGHTER



A-A

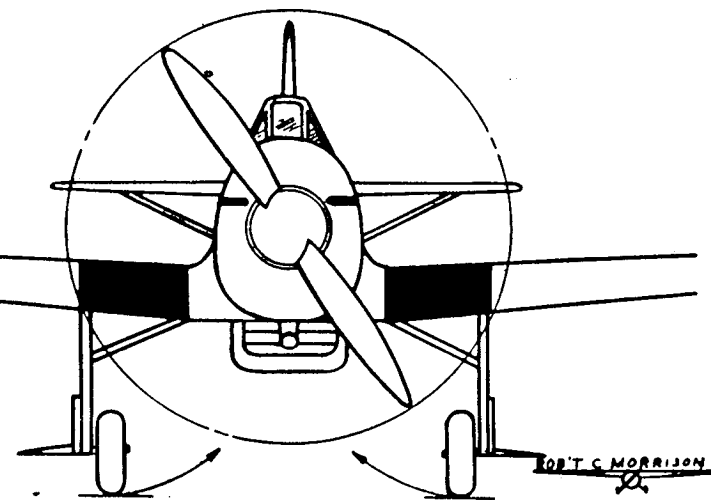
B-B

C-C

FUSELAGE CROSS-SECT'S.

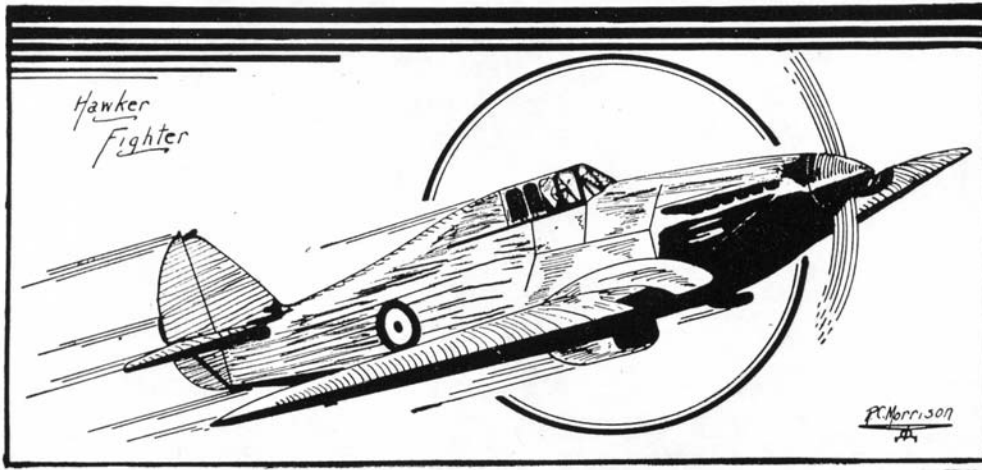
POWERED BY
ROLLS-ROYCE
MERLIN ENGINE

THE 1936 HAWKER
FIGHTER



LORD T. C. MORRISON

Bob Morrison set his completed Hawker Fighter before him, got busy with pen and ink, and turned out this neat impression of his speedster flashing through the air.



HAWKERS 1936 FIGHTER | MODEL FANS, HERE'S A BIG SURPRISE FOR YOU—THE FIRST PUBLISHED PLANS OF GREAT BRITAIN'S FASTEST AND FINEST | FIGHTER, THE NEW 1936 HAWKER! REPORTS SAY IT'S BEEN OFFICIALLY CLOCKED AT BETTER THAN 300 M.P.H. AND HERE I ARE FULL INSTRUCTIONS FOR BUILDING A SOLID SCALE MODEL OF THIS OUTSTANDING JOB.

By Robert C. Morrison

THE intended large expansion of the Royal Air Force has encouraged British airplane makers to develop super air weapons to guard Great Britain and its territories from enemy attack. In the past few months, Britain has produced some very fast planes, but none has equalled the outstanding performance of the Hawker low-wing fighter just completed. Reports have flashed across the ocean that the new plane has been accepted by the Royal Air Force after exhaustive tests at the Hendon Airport. Its speed, they say, has been officially clocked at 300 m.p.h. top!

The power plant is a twelve cylinder inline Rolls-Royce engine known as the Merlin. In design, the swift fighter has many of the popular American features, such as split trailing edge wing flaps, wing fillets, retractable landing gear and tail wheel, and control tabs. Its engine radiator is underslung well aft of the fuselage and thus offers very little wind resistance.

ON the accompanying page are the plans of England's fastest air weapon published for the first time! Follow the instructions and build a model of the ship.

First, get dimensions for purchasing material from accompanying full size plans. It is preferable to purchase the wheels already made. The model should be made from balsa wood.

Start with the fuselage. Draw the outline of the top view of the fuselage on stock and cut to shape with a jigsaw. Go over rough surfaces with coarse sandpaper. Then draw the outline again and cut once more. Be accurate. Sandpaper the top and the bottom of the fuselage sufficiently to smooth out the bumps. Using a sharp razor blade, shape off the edges and sides until the correct contour of the fuselage is obtained as shown by the three cross-sections on plans. The enclosed cockpit may be hollowed out, if desired, with a sharp chisel. The enclosure may be made of thin strips of balsa wood with cellophane for windows. Use model cement for connecting window panels and cellophane. Go over the entire fuselage thoroughly with fine sand-paper until a smooth finish is obtained.

Make the wing next in two parts, one for each side of the fuselage. Draw the outline of the top view on stock- with the grain in the wood running lengthwise. The fillets (streamlining where wing joins fuselage) may be made after the assembly of the model with plastic wood or putty. Cut around the outline of the wing with jig-saw and then taper down the wing as shown in front elevation on plans with a sharp, flat chisel. Shape out the airfoil as shown by the airfoil section D-D (See Plan). Go over the surfaces of the two wing halves with coarse, and then fine, sandpaper. Pressing heavily on a pencil so as to make a groove in wood, draw on the ailerons and the trailing edge wing flaps underneath the wing. Wing flaps are denoted by the dash lines on the plans.

The tail units, rudder, elevators, fin, and stabilizer, are easily made with a razor blade, as sufficiently shown by the plans. Make the "prop spinner from a scrap piece of balsa with a razor blade or on a lathe if you have one. Shape out two prop blades and cement them to the spinner.

Construct the engine "belly" radiator and then the landing gear fairings and struts. These are to be made from 1/16" sheet balsa and sanded down to a slightly lesser thickness. If you desire, you may make the landing gear retractable. In such case, the bottom of the fuselage and wing will have to be partly hollowed out to make room for the wheels and struts. Wire may

be used for hinges or even a fine grade of paper would act as such successfully. A piece of copper wire joined to both ends of the tail-wheel axle will hold the wheel to the bottom of the fuselage.

Go over all parts of the model with fine sandpaper once more, then brush off all dust, making them ready for painting. Dope or lacquer should be used in painting the model. Several coats will have to be applied before a smooth finish is obtained. The entire model is to be painted silver with trimmings in black. The insignias are to be doped red in the outer circle, blue in the inner circle, and white between the two. Wheels, exhaust pipes, etc., are to be black. Do not apply a second coat before the first has dried. It is helpful to sandpaper the parts once more after the first coat has dried.

ASSEMBLY

WHEN the dope has dried, begin the assembly. Lay the fuselage on a flat surface in an upright position. Lay the wings along side in their correct position with blocks under the wings tips to give the correct dihedral. Applying plenty of cement, join the wing halves to the fuselage.

Cement the tail units in place with care. Make two tail struts as shown in front and side views and put them in place with cement. When connections have thoroughly dried, begin the construction of the landing gear.

Lay the model on its back and connect the struts to the bottom of the wing. The wheels may be connected to the main vertical struts by pieces of wire for axles. Cement the radiator under the "belly" of the fuselage and connect the prop to the nose, using a straight pin as a shaft.

Touch up all joints with cement and dope, and the model will be completed.