

PATTERN NO. 105
MADE IN ENGLAND

ARMSTRONG WHITWORTH

SEAHAWK

ARMSTRONG WHITWORTH SEA HAWK

The Sea Hawk has been developed and produced by Armstrong Whitworth from the original Hawker Aircraft design, and is now the standard carrier-borne fighter-bomber in the Royal Navy. It is also in service with the Netherlands and German forces.

The Sea Hawk's original design dates back to 1944, when Hawker Aircraft initiated the design of a single-seater interceptor for the Royal Air Force, resulting in the P.1040. Although this was not adopted by the Air Force the design was adopted to meet Naval requirements and the first prototype flew in September 1947.

The first Sea Hawks were produced by the parent company, which later handed over production to Sir W. G. Armstrong Whitworth Aircraft.

Progressive development by this company resulted in the later versions of the Sea Hawk, strengthened to carry heavy external loads and suitable for the fighter-bomber role. In 1956 the earlier Nene power plant gave place to the more powerful Nene 103, with increased performance, giving a new lease of life to the already well-liked and popular aircraft.

The Sea Hawk is powered by a 5,400 lbst. Rolls-Royce Nene 103 turbojet, giving a speed of approximately 630 m.p.h. Armament consists of four 20 mm cannon, and the folding wings can carry bombs, rockets and long range fuel tanks. Wing span: 39ft. Length: 39ft. 8ins.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

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1/72nd SCALE MODEL
CONSTRUCTION KIT

INCLUDING DISPLAY STAND

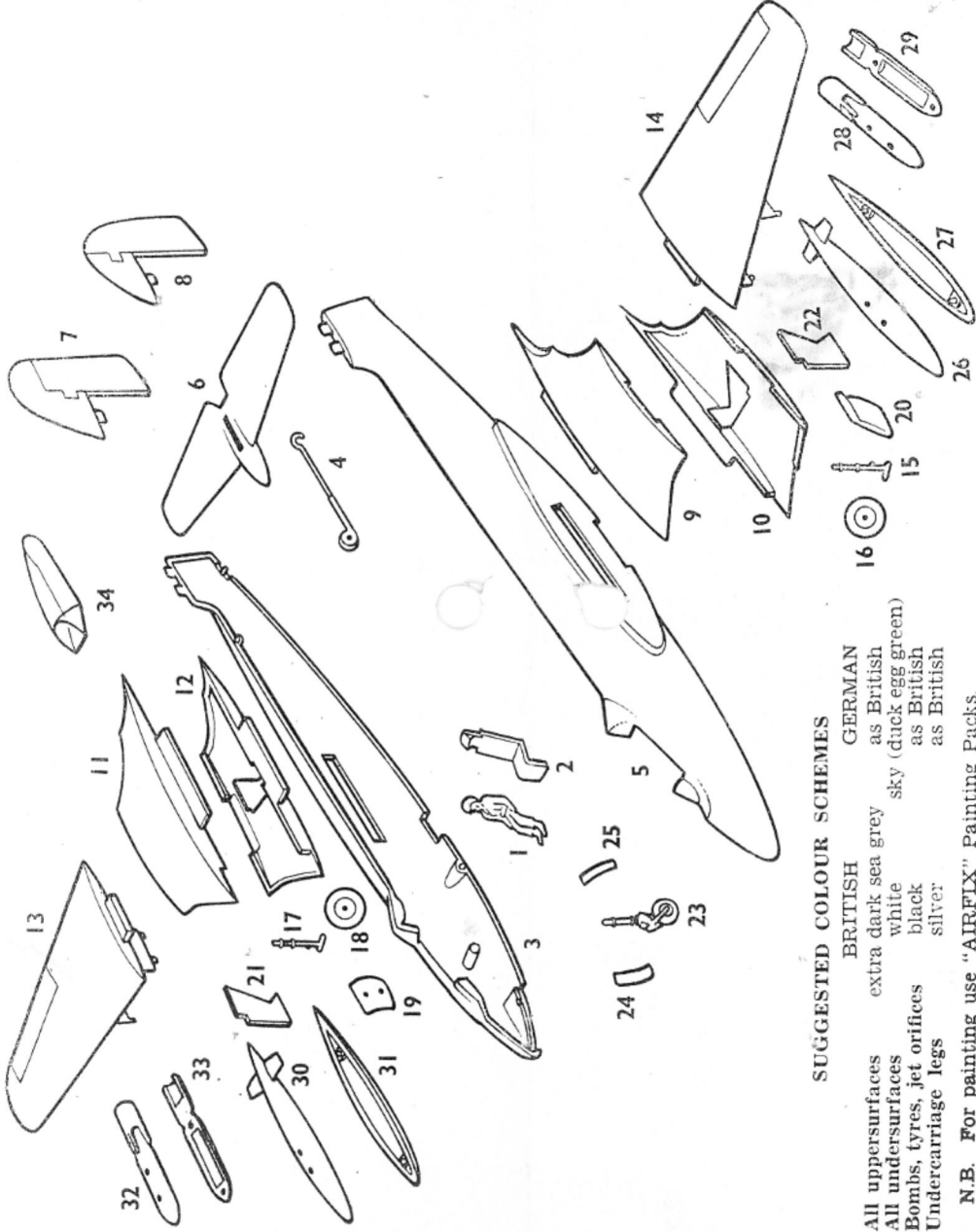
OPTIONAL

AIRFIX

BRITISH/GERMAN VERSION
MODELS OF FAMOUS TYPES OF AIRCRAFT

ONE OF THE AIRFIX SERIES OF SCALE





SUGGESTED COLOUR SCHEMES

	BRITISH	GERMAN
All uppersurfaces	extra dark sea grey	as British
All undersurfaces	white	sky (duck egg green)
Bombs, tyres, jet orifices	black	as British
Undercarriage legs	silver	as British

N.B. For painting use "AIRFIX" Painting Packs.
 For fixing use "AIRFIX" Polystyrene cements.

Instructions

NOTE: In this construction kit provision has been made for producing either the British Naval Sea Hawk F.G.A.6 or the West German Sea Hawk Mk.100. For this reason optional transfers and rudders have been supplied.

1. Cement pilot to seat, after first painting if required (1 & 2).
2. Cement seat onto location in fuselage, and position arrester hook on locating pivot in starboard fuselage half (3 & 4).
3. Cement together port and starboard fuselage halves, ensuring no cement comes into contact with working arrester hook (5).
4. Locate and cement tailplane to rear fuselage (6).
5. Select either the German (7), or the British (8) fin and rudder and cement in position (7 & 8).
6. Cement together upper and lower halves of port and starboard wing roots, and when dry cement into fuselage locations (9, 10, 11 & 12).
7. Locate and cement in position outer wing panels (13 & 14).
8. If the model is desired to stand upon the undercarriage the wheels should now be cemented to the main undercarriage legs, and the legs cemented into the locating bushes within the wheel wells. For a model in flying position these parts should be discarded (15, 16, 17 & 18).
9. The inner undercarriage doors should now be positioned, for a model with extended undercarriage, they should be cemented to the projecting pins on the undercarriage legs, and for a flying position cemented directly into the fuselage recess (19 & 20).
10. Similarly the outboard undercarriage doors should be located, either cemented into the ends of the undercarriage well, or for a retracted undercarriage cemented straight into the wing opening, to lay flush with the wing (21 & 22).
11. The nose wheel undercarriage is cemented into the locating hole in the nose recess, or omitted for a model with retracted undercarriage (23).
12. Locate and cement the nose wheel doors, the front vertically down from the front of the recess, and the rear angled back from the rear; for a flying position cement both doors flush with fuselage (24 & 25).
13. Locate and cement together upper and lower

14. halves of drop tanks and bombs (26-33).
When tanks and bombs are dry cement to under wing pylons, the tanks inboard and the bombs outboard.
15. Locate and cement in position cockpit canopy, applying cement carefully to edges of canopy (34).
NOTE:—If it is wished to paint the model it should be done at this stage.
16. Apply transfers, selecting either British or German markings.

a) British Markings

First cut the sheet into twenty-one separate subjects. Then dip each in warm water for a few minutes, slide transfer off backing into position as shown on illustration. The roundels are applied above and below each wing and on either side of the rear fuselage. The "Royal Navy" transfers are applied to the fuselage sides directly behind the roundels with the small serial numbers immediately above. The letters "A" are applied to either side of the fin, and the figures "171" to either side of the fuselage, behind the cockpit. The ejector seat warning triangles are applied directly beneath the cockpit and the squadron tiger badge to either side of the nose. The large serial numbers are applied beneath the wings, so as to be read from the rear beneath the starboard wing, and from the front beneath the port; note that it is necessary to separate the figure "5", so as to fit between the bomb and tank pylons. The aircraft name is applied to the transparent base.

b) German Markings

Prepare and apply transfers as above, separating the sheet into thirteen separate subjects. The national crosses are applied above and below each wing, and the markings with the identification numbers to the rear fuselage sides. The ejector seat warning triangles are applied beneath the cockpit and the anchor insignia on either side of the nose. The fin flashes are applied on either side of the fin, black uppermost. The aircraft name is applied to the transparent base. Cement together both parts of stand.

17. Cement arm of stand into slot provided in fuselage.
18. N.B.—If the stand is not employed the model can be made to assume its correct position by lowering the arrester hook to the ground.