

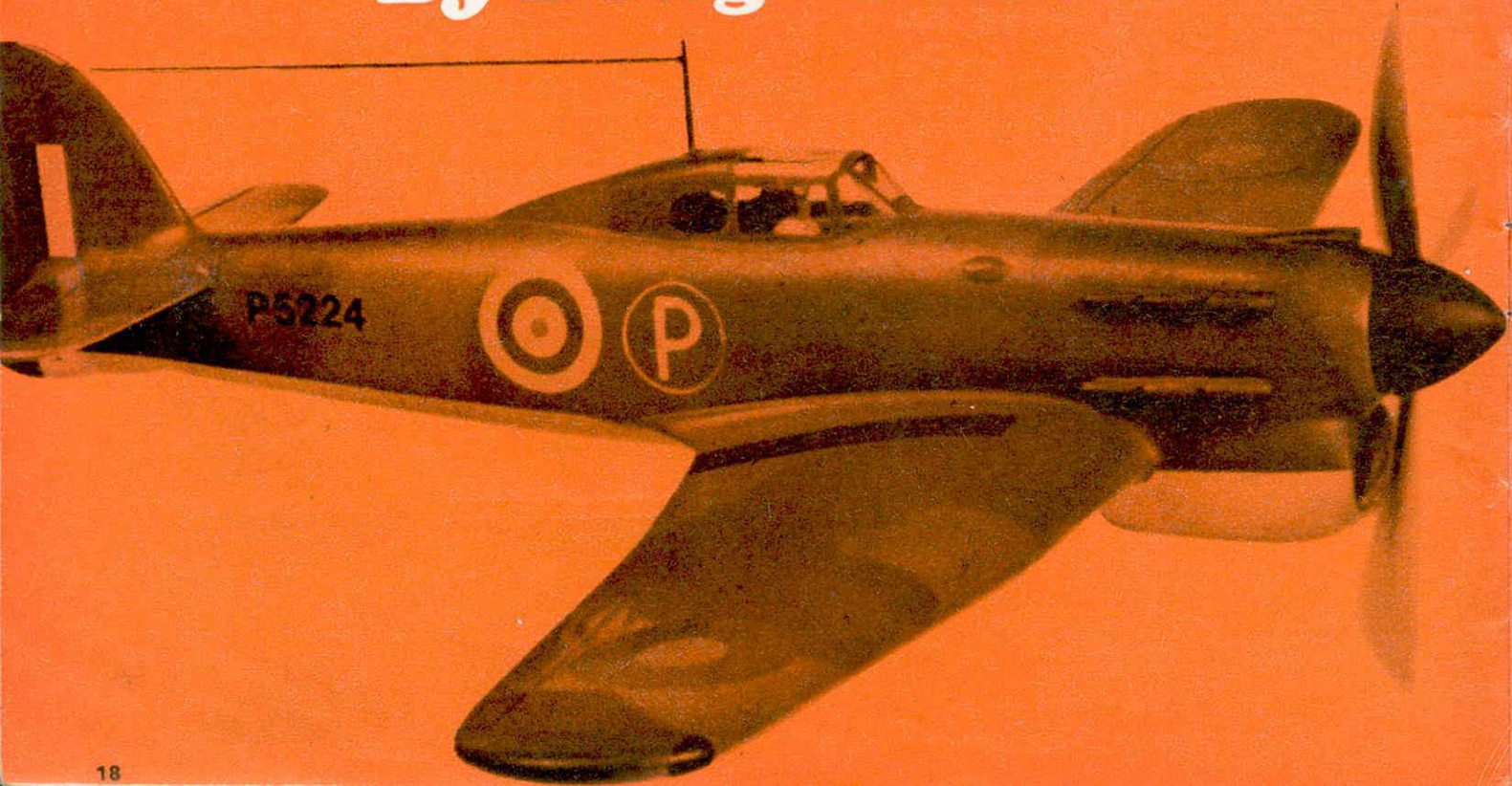
# A Hawker Miscellany

The introduction of the Tempest and Hurricane brings the number of Hawker aircraft in the Frog range to six. They are, the Hurricane, Typhoon, Tempest V, Sea Fury, Sea Hawk, Hunter. The Hurricane kit enables you to build it as a Sea Hurricane too if you prefer. In addition to these 'standard' kits, we showed you in the February M.M. how to convert the Tempest V into a Mk. I; last month we embellished the Sea Hurricane and this month it's the turn of the Typhoon, which Doug McHard converts to represent the Tornado. A whole plastic kit collection could be based on the innumerable interesting

products and projects of this prolific manufacturer of fighters—the basic Frog range now gives you enough raw material to keep you busy chopping for just about as long as you like! Hawker aircraft are well documented and data is not hard to come by. We would particularly mention the excellent Profile series of aircraft booklets in which colour schemes are also given. The Macdonald pocket books of W.W.2 Fighters give you drawings and photographs of a whole range of possible conversions as well; and on page 28 John Taylor tells you about some Hawkers that didn't quite make it!

Opposite page, top left: two Tempests—in the foreground the 'standard kit' version and behind it our Meccano Magazine February conversion to a Mk. I. Top right: both the Hurricanes are built from the standard kit. On the ground a night fighter Mk. IIc and in the air a Sea Hurricane. Bottom left: the Typhoon and the Hunter. Bottom right: the Sea Fury and the Sea Hawk.

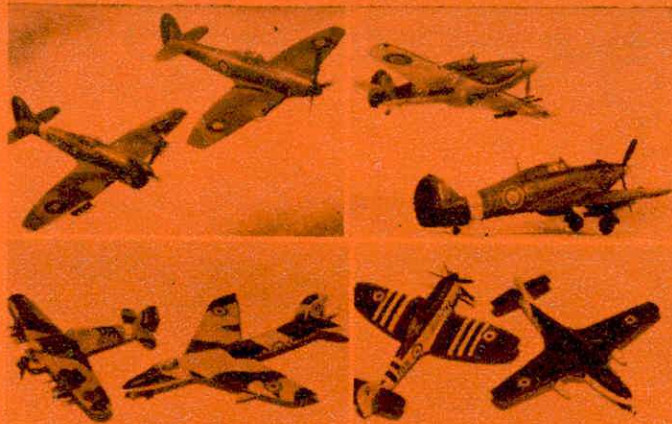
## By Doug McHard



**1** When the cement joining the fuselage halves has thoroughly dried, saw off the nose just ahead of the wing. Use a razor saw and keep the cut as straight as possible. Now mark off four 'spacing bulkheads' on  $\frac{1}{8}$  in. thick styrene sheet (Plastikard or Polycard). You will need more than four if the saw cut was uneven, necessitating the removal of yet more material in order to true up the cut surfaces. Refer to the full size sketch to see how many spacers you will need in order to build up the nose of your Tornado to the correct length

**2** Fill in the exhaust slots, and cement the bulkheads in place. Use a liquid solvent (Mek-Pak) rather than a tube cement, as when joining large areas like these, the latter softens the plastic too much and takes too long to dry. Be very careful to line up the nose correctly with the main fuselage. When the whole thing is quite dry, it can be filed smooth, removing the file marks with No. 360 'Wet or Dry' abrasive paper (used dry)

**3** Here's the smoothed-up nose. Now saw off the rear of the radiator cowl and



fill in the hole left in the fuselage bottom with a piece of sheet plastic

**4** The position of the transfers is embossed on the Typhoon fuselage side.

Those markings would, of course, be wrong for the Tornado and so they should be filed away. Fortunately, the fuselage mouldings are very thick and there is no danger of 'going through'

**5** The completed nose. Note the more-pointed spinner, small top intake (spare stem). Body Putty is used to fill in the engraved panel lines and also to build up the two cylinder bank blisters over the top exhausts. The slightly bulbous sides of the Typhoon's nose are also filed until the panel between the twin exhaust stacks is almost flat. Putty is used to fashion the little blisters between exhaust and cockpit. The exhaust stacks are filed up from  $\frac{1}{8}$  in. plastic sheet. Our cockpit was moulded from acetate sheet (instructions were given in the March 1966 issue) but if you wish, you can use the Typhoon blister hood and build up the rear fairing from Plastikard or Body Putty

Comparing the simulated in-flight photograph of our finished Tornado with photographs of the real one, it is apparent that our cockpit canopy is just a trifle too high and the nose could do with being  $\frac{1}{8}$  in. longer. Colour scheme was dark earth and dark green upper surfaces and trainer yellow undersurfaces with a yellow 'Prototype P' in a yellow circle on the fuselage sides. Propeller and spinner matt black with yellow tips

