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.

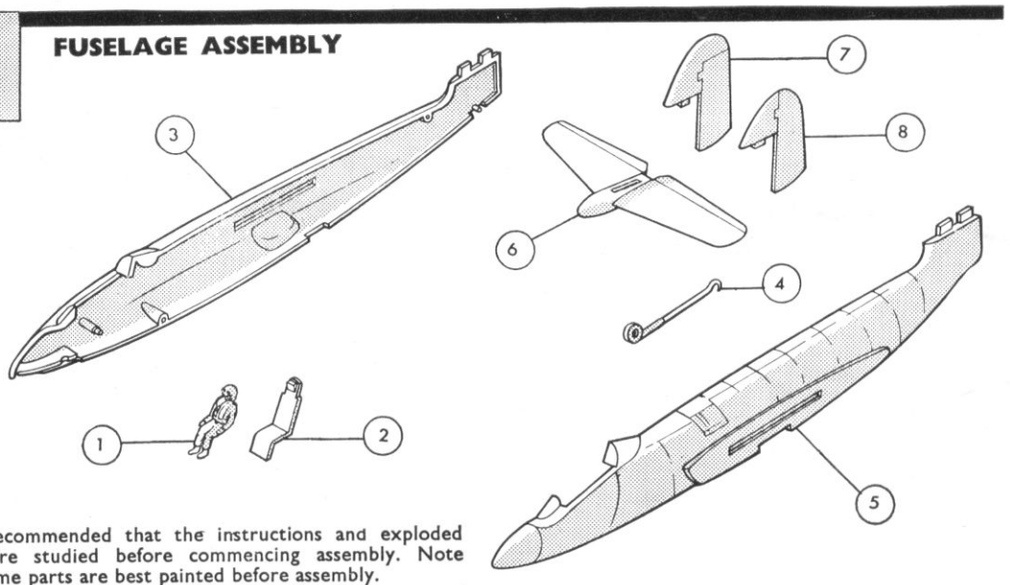
The first Sea Hawks were produced by the parent company, which later handed over production to Sir W. G. Armstrong Whitworth Aircraft.

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-tried and popular aircraft.

The Sea Hawk is powered by a 5,400 lb.st. 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: 39 ft. Length: 39 ft. 8 ins.

SEA HAWK
INSTRUCTIONS

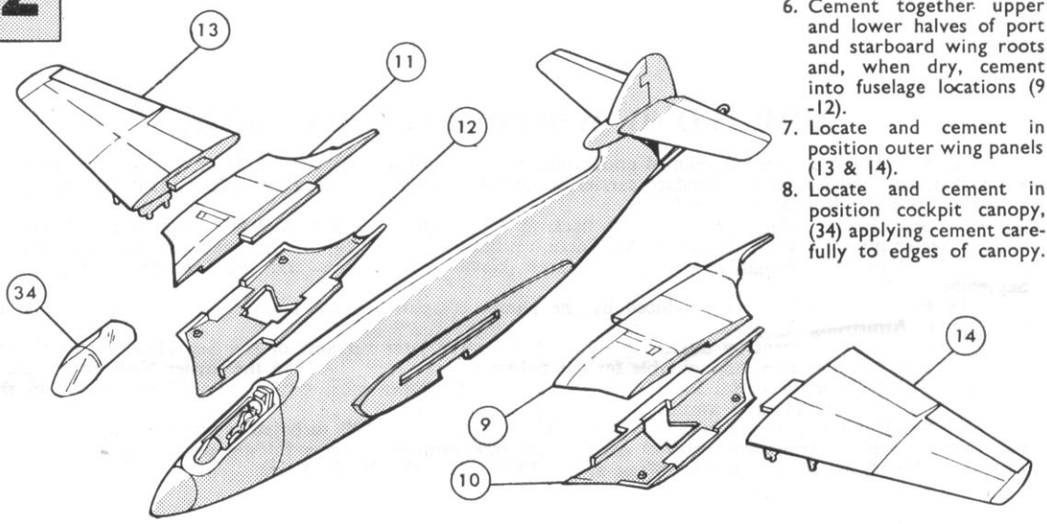
1 FUSELAGE ASSEMBLY



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

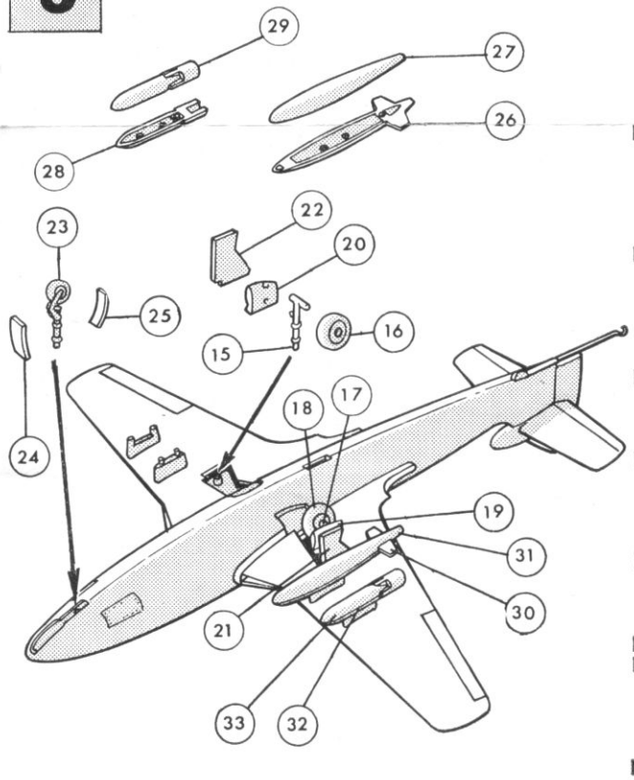
1. Cement pilot (1) to seat (2) after first painting if required.
2. Cement seat onto location in starboard fuselage half (3) and position arrester hook (4) on locating pivot in rear of starboard fuselage half .
3. Cement together port (5) and starboard fuselage halfs, ensuring no cement comes into contact with working arrester hook.
4. Locate and cement tailplane (6) to rear fuselage.
5. Select either the German (7), or the British (8) fin and rudder and cement in position.

2 WING ASSEMBLY



6. Cement together upper and lower halves of port and starboard wing roots and, when dry, cement into fuselage locations (9 -12).
7. Locate and cement in position outer wing panels (13 & 14).
8. Locate and cement in position cockpit canopy, (34) applying cement carefully to edges of canopy.

3 UNDERCARRIAGE ASSEMBLY



The desired undercarriage position should now be selected.

9. If the model is desired to stand upon the undercarriage the wheels (16 & 18) should now be cemented to the main undercarriage legs (15 & 17) and the legs cemented into the locating bushes within the wheel wells. For a model in flying position these parts should be discarded.
10. The inner undercarriage doors (19 & 20) 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.
11. Similarly the outboard undercarriage doors (21 & 22) 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.
12. The nose wheel undercarriage (23) is cemented into the locating hole in the nose recess, or omitted for the model with retracted undercarriage.
13. Locate and cement the nose wheel doors, (24 & 25) 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.
14. Locate and cement together upper and lower halves of drop tanks and bombs (26-33). and, when dry, cement to underwing pylons, the drop tanks inboard and the bombs outboard.
15. Cement together both parts of stand.
16. Cement arm of stand into slot provided in fuselage. If the stand is not employed the model can be made to assume its correct position by lowering the arrester hook to the ground.

NOTE:—If it is wished to paint the model, it should be done at this stage.

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