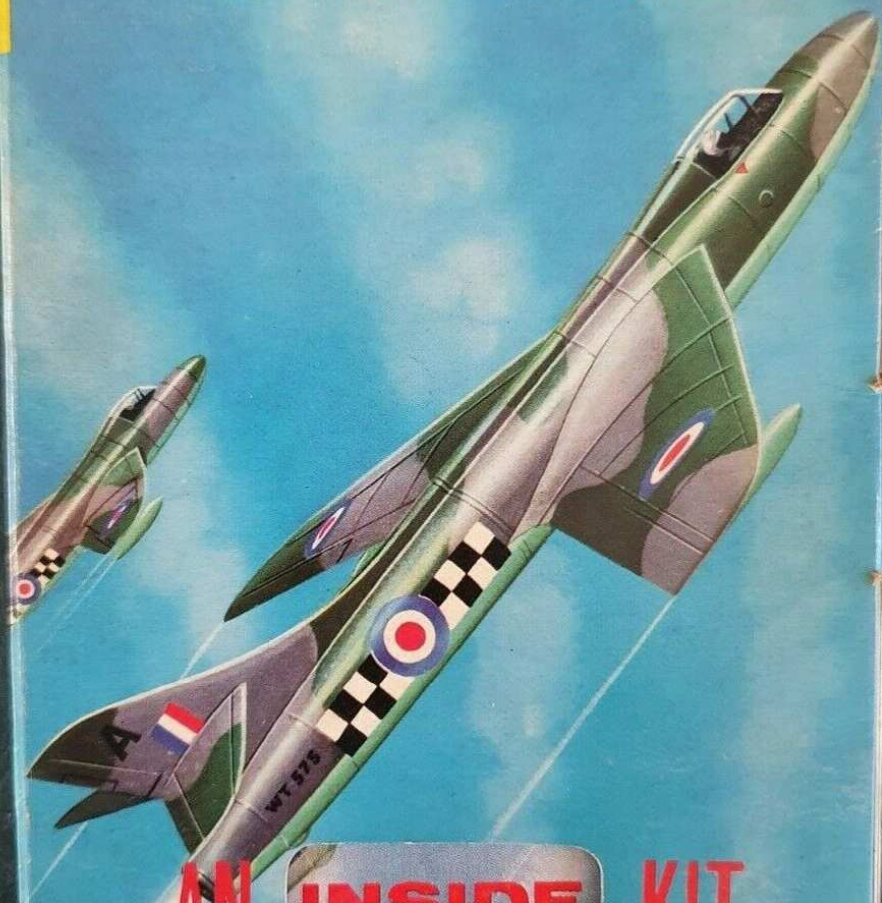


THE ATTACKERS

HAWKER HUNTER



AN **INSIDE STORY** KIT

NUMBER 4
BY

FROG

DAVID
ATKINSON



SAVE THE 12 GOLD TOKENS
INSIDE FOR FREE GIFTS
(UK ONLY)

THE ATTACKERS

HAWKER HUNTER

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AN INSIDE STORY KIT BY FROG

THE ATTACKERS

No. 4

HAWKER HUNTER



INSIDE STORY



GUARDIAN OF FREEDOM

On September 7th, 1953, as R.A.F. watchers assembled on the ground near Rustington, on the South Coast, a single aeroplane, painted brilliant scarlet, howled at full jet up the English Channel. Out at sea were two orange marker pylons, indicating a measured mile. On shore, precise photographic equipment. At the controls of the aeroplane, famed Test Pilot, Squadron Leader Neville Duke.

A few thousand feet from the measured mile, the scarlet aeroplane put its nose down in a shallow dive. A few hundred feet from the water it straightened out, jet howling, streaked for the first pylon. Cameras went into action. It flashed over the near pylon, streaking for the second a mile off. Just a fraction under 5 *seconds* later it had crossed the second pylon, and was hurtling victoriously skyward, a scarlet bolt against the sky. It was a new official World Absolute Speed Record: 726.7 miles per hour. The aircraft: a Hawker Hunter.

That was a peacetime victory. Since then, around the world, the Hunter has proved itself one of the most flexible, resilient and superlative fighting planes ever to fly.

Some stories of this astonishing aircraft have an almost magical quality. There was the Hunter of the Danish Air Force which achieved glory by flying serenely several miles to its base, descending, and executing a perfect wheels-up landing on its own runway—after its pilot had ejected himself after engine flame-out! Another Hunter collided with another plane, then was landed, wheels down—without a tail! A Hunter of the Belgian Air Force, G-APUX, had a flame-out at 1,500 feet. The pilot ejected, the Hunter went on to pick a field, land wheels up—felling two trees, killing two horses and penetrating a stone wall. It later went on to a long and successful career in test-flying, including tests of airframe-torturing inverted spins.

Over 2,000 of these aircraft have been produced, not only for Britain, but for the Air Forces of many other Allied countries as well.

Its performance, strength and reliability in combat have made it one of the most successful fighting planes ever designed, and its length of service has been phenomenal: introduced over eleven years ago, its record of successes in different roles has been so great that it is still in demand by many Air Forces of the world, and it will probably be many years yet before the Hunter is completely passed out of active service. Requiring only the quickest field servicing, it has shown itself capable of carrying many different kinds of weapons including paired Firestreak beam-guided air to air missiles. Its record of successes in operational theatres round the world is prodigious.

Hunters proved their swift deadly effectiveness most recently in a typical emergency operation in South-East Asia. By cover of night, Indonesian saboteurs had crossed the straits of Malacca to disrupt communications on the Malaysian borders. Landing on the coast, they fanned out into deep jungle, heading for the interior. Allied intelligence was alerted: Hunters were sent. Pouncing by daylight with bombs and rockets in a lightning attack they drove the saboteurs out of hiding onto the open beaches—where they were quickly rounded up and dealt with. The absolute reliability of Hunters in quick operations like this has made them a stand-by in the world's trouble spots and a favourite with pilots in every kind of climate and situation.

You've probably never seen a Hunter, jets shrieking with guns blazing, coming down at you in anger! But millions have seen this beautiful plane in an equally impressive, though very different, sort of role: till recently it was a group of jet-black Hunters, with the famed Black Arrows Royal Air Force Aerobatic Team, that dazzled the crowds with their astonishing aerobatic displays every year at the Farnborough Air Show.

Twelve Marks of Hunter have now been produced. The Mark 6, powered by a Rolls Royce Avon 203 jet engine has a maximum speed at 36,000 ft. of 630 m.p.h. Maximum speed at sea level 716 m.p.h. (0.93 Mach.). Time to 50,000 ft. from wheels rolling, 10.3 minutes. Absolute ceiling, 54,000 ft. Wing span, 33 ft. 8 in., Length, 45 ft. 10½ in., Height, 13 ft. 2 in. Sweep back, 40°. Ejector seat: Martin-Baker Mk. 3H. The Mark 6 Hunter has been equipped with wing drop tanks of varying size and a braking parachute for short landing runs in combat areas. Armament systems include Radar Ranging Mark 1 in the nose and gyro-gunsight Mk. 8.

The Hunter deserves a salute as a great British aeroplane—in every way a worthy successor to the Hurricane.

(Story by courtesy of Triang Magazine)

INSIDE STORY BY FROG

THE HUNTER

From the following four pages you will see the actual construction of the Hunter Mark II. The immediate impression you get, is of the plane coming in to land with wheels down. Lift page 7 and the picture on page 8 reveals the Hunter in flight, wheels up and diving to action. Pages 9 and 10 show the immense power of the engine and many other interesting details.

KEY TO PAGES 7—10

Page 8

- 1 RUDDER
- 2 TAIL AILERON
- 3 WING AILERON
- 4 UNDERCARRIAGE IN HOUSED POSITION
- 5 NOSE WHEEL IN HOUSED POSITION

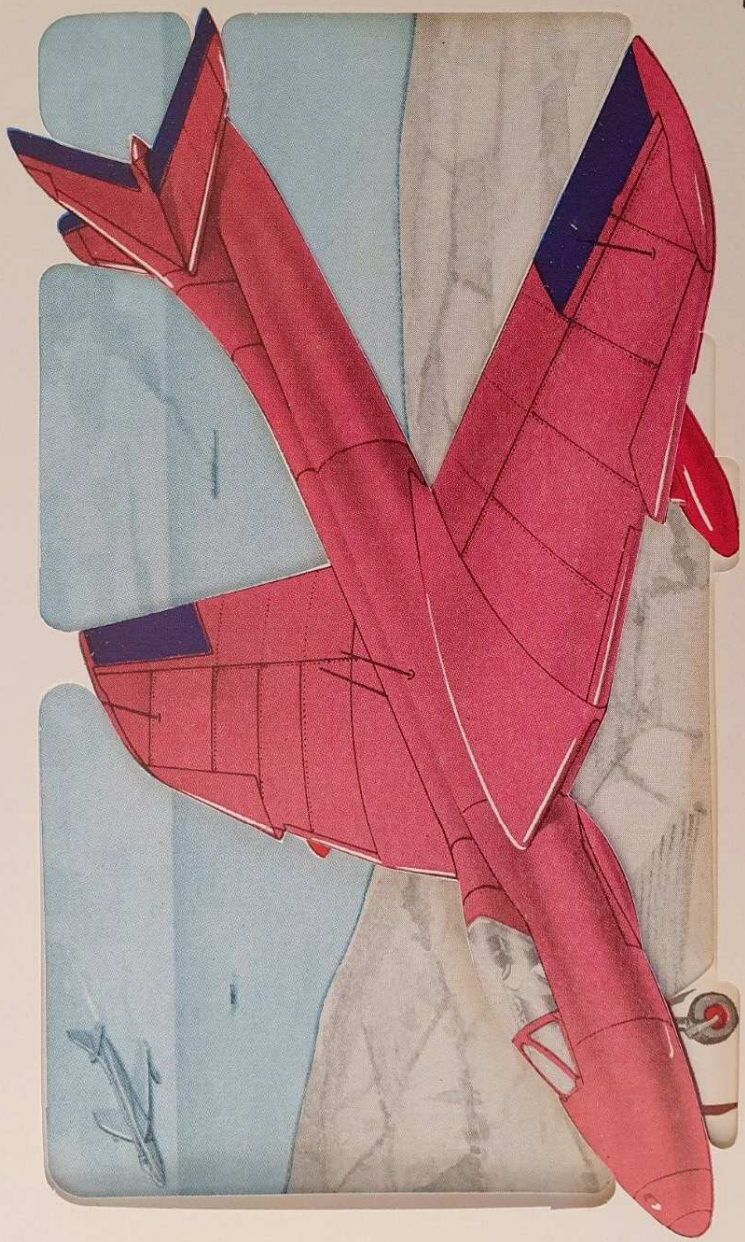
Page 9

- 6 GUN PACK, 4 30mm CANNON
- 7 AIR INLET FOR GAS TURBINE ENGINE
- 8 MAIN FUEL TANK
- 9 WING FUEL TANK
- 10 DROP FUEL TANK

- 11 ROLLS ROYCE AVON, GAS TURBINE ENGINE
- 12 JET PIPE

Page 10

- 13 LANDING FLAPS
- 14 UNDERCARRIAGE GIRDER
- 15 FRONT SPAR
- 16 LANDING WHEEL SHROUD
- 17 PILOT'S EJECTION SEAT
- 18 FLIGHT INSTRUMENT PANEL
- 19 FLYING CONTROLS
- 20 RADIO AERIAL





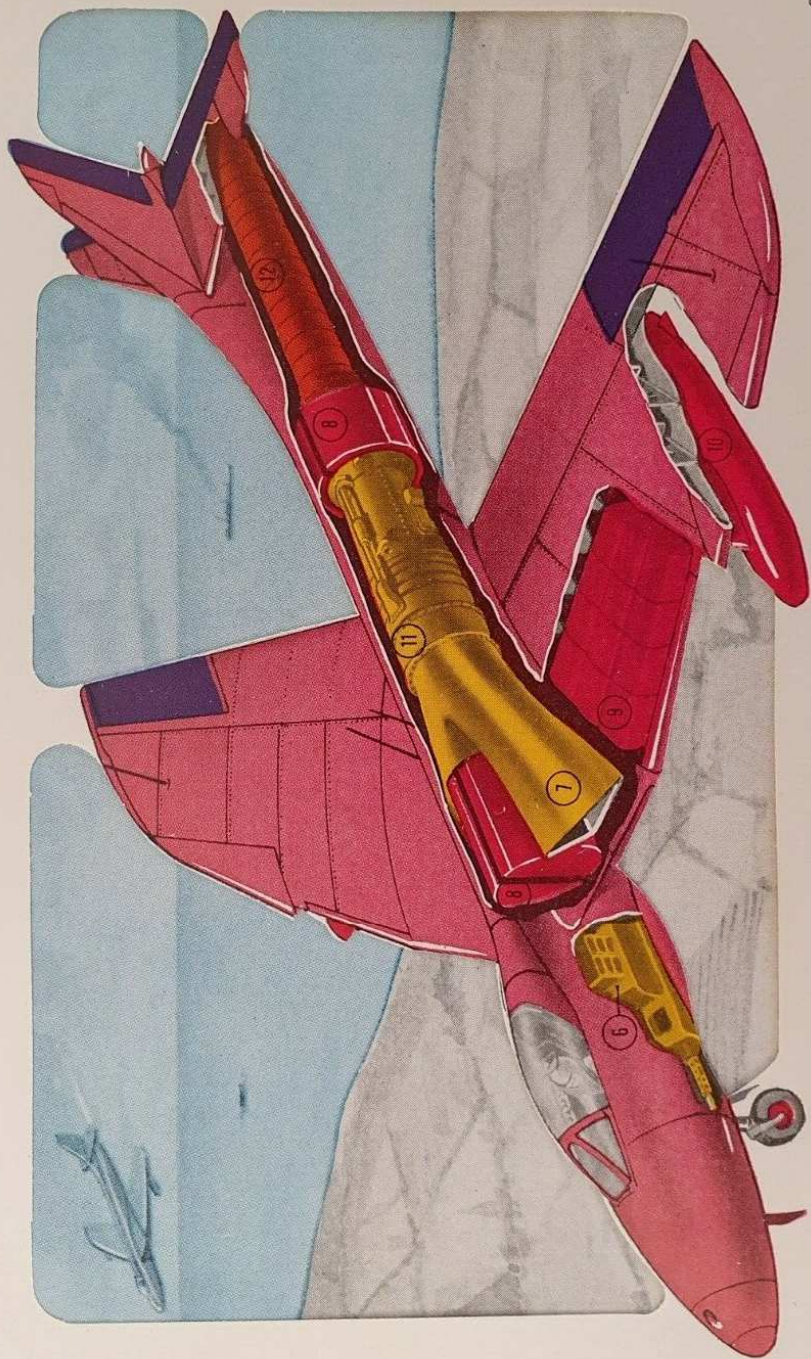


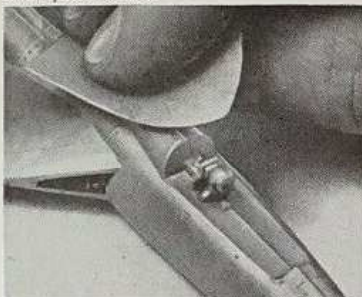
PHOTO HINTS FOR CONSTRUCTION



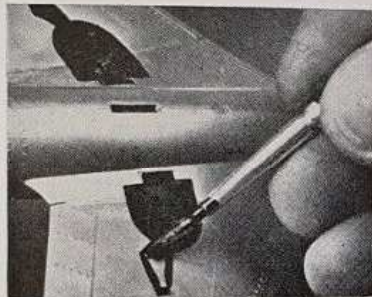
1. Paint capsules should be completely squeezed out into tin lids and well mixed before use. Paint small parts before removal from plastic stems.



2. Fuselage and wing tank halves are held together with rubber bands or adhesive tape until the cement dries.



3. Joint ridges can be smoothed down when the cement has dried with No. 400 "wet or dry" paper.



4. If the wheels are to be fitted in the "down" position, the wheel wells should be painted black. Follow the engraved outline.



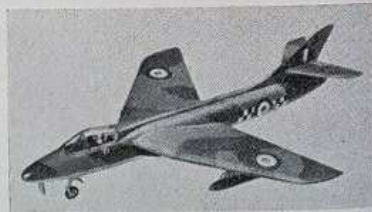
5. Tweezers are very useful for positioning small parts like this nosewheel door.



6. Mark the approximate colour pattern with a soft pencil.



7. Cut the transfer sheet to separate individual markings. Use a dry brush to press the transfer in place.

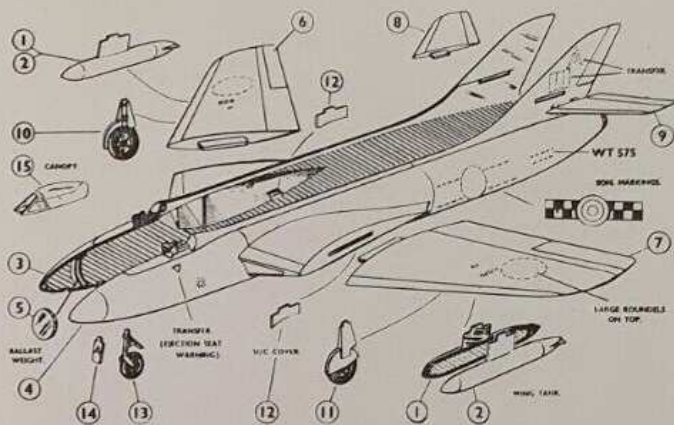


8. The completed model.

These Photo-Hints were prepared by Doug McHard, Editor of Tri-ang Magazine.

KIT ASSEMBLY INSTRUCTIONS

HAWKER HUNTER



INSTRUCTIONS

It is recommended that the instructions and exploded view are studied and assembly practised before commencing.

Use Frog or Britfix Polystyrene Cement and Frog or Humbrol Paints.

It may be necessary in some cases to mix two or more colours to obtain shades required. Paint all small parts before assembly.

NOTE: To open capsule of cement, snip off end with scissors, and squeeze gently onto surface to be adhered. Excessive pressure on the capsule should not be used. Squeeze paint from capsule onto palette before using.

ASSEMBLY INSTRUCTIONS

First detach all the parts from the stalks, and lay them on the work table, to identify them with the above drawing. Make sure that each part fits before assembling, and trim off any surplus material if necessary.

This precision moulded Model is made of high quality Polystyrene plastic, and care should be taken when cementing the parts together.

Use the Frog cement very sparingly and avoid getting any on the outer surfaces of the model.

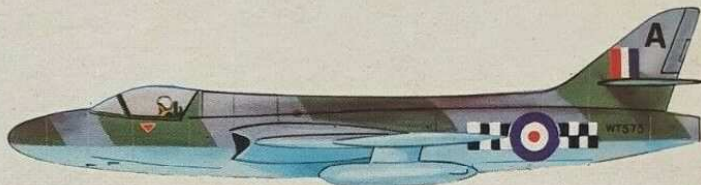
The model is supplied with plug-in undercarriage legs and wing-tanks which are normally cemented into place, but the undercarriage can be omitted if desired when the model is mounted on the stand

1. Cement the two halves of each wing-tank 1 and 2 together and put aside to set.
2. Place the ballast weight 5 in the nose of one of the fuselage halves in the groove made for it, wedging it in with scraps of card, or plasticine. This will enable the model to balance properly on its undercarriage.
3. Apply cement to the edges of the fuselage halves 3 and 4, and press these together, using elastic bands to hold them firmly until they are set. Carefully clean off any surplus cement which may have squeezed out.
4. Cement the two wings 6 and 7 to the fuselage, with the undercarriage and tank slots on the underside.
5. Cement the tailplane pieces 8 and 9 through the slot in the fin.

FROG[®] THE ATTACKERS

HAWKER HUNTER

1/72nd SCALE MODEL CONSTRUCTION KIT



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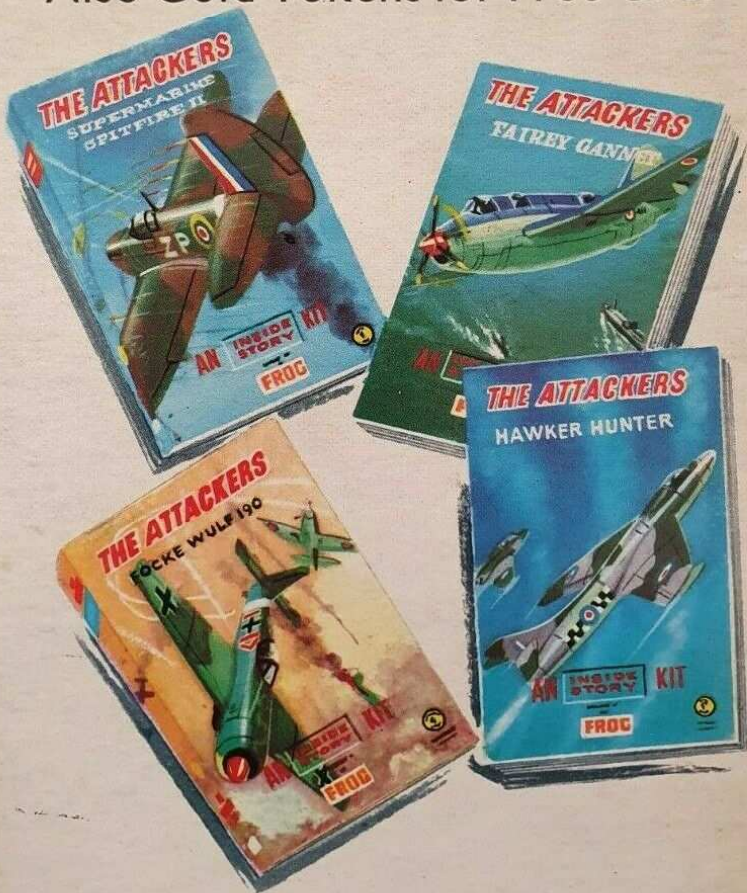
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OTHER 'INSIDE STORY' KITS BY **FROC**[®]

Each of these **FROC** kits is supplied complete with cement, brush and paint.

Also Gold Tokens for Free Gifts



FROC PLASTIC CONSTRUCTION KITS ARE MADE IN ENGLAND
BY **INTERNATIONAL MODEL AIRCRAFT LIMITED**

Patent Application No. 12520/65

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