HAWKER SIDDELEY FOLLAND GNAT

The Gnat is now in service with the Royal Air Force as the standard advanced trainer, replacing the elderly Vampire T11's at the Advanced Flying Training Schools and the Central Flying School. Together with the Jet Provost *ab initio* trainer the Gnat is an integral part of the R.A.F.'s all through jet training programme.

Until recently the Gnat has been better known as the Folland Gnat, and its design stems from the Folland Gnat lightweight fighter which first flew in 1955. Although ordered by India and Finland, the fighter was not adopted by the R.A.F. but a training version which had been considered as a private venture was given a development contract. The first Gnat trainer flew in August, 1959, and the type was ordered into production in the following year and Gnats are now being produced at the rate of four per month.

The Gnat trainer has an exceptionally high performance, being supersonic in a shallow dive and is completely aerobatic. The tandem seat arrangement is ideal for the advanced training rôle, giving excellent forward and sideways visibility together with the feeling of solo flying. In service Gnats have proved to be particularly economical, the cost of pilot training being only half of the cost incurred with comparable types of aircraft. Operational training and combat duties can also be performed when required and attachment points are provided for underwing stores such as guns, bombs, rockets and cameras.

The Gnat is powered by a Bristol-Siddeley Orpheus 101 turbo-jet giving a maximum speed of Mach. 0.95 and a range of 600 miles. Wing span is 24 ft. and length 31 ft. 9 in.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

Patt. No. 116.

Ask for other AIRFIX Models in this series

PRINTED IN ENGLAND

AIRFIX CONSTRUCTION KIT

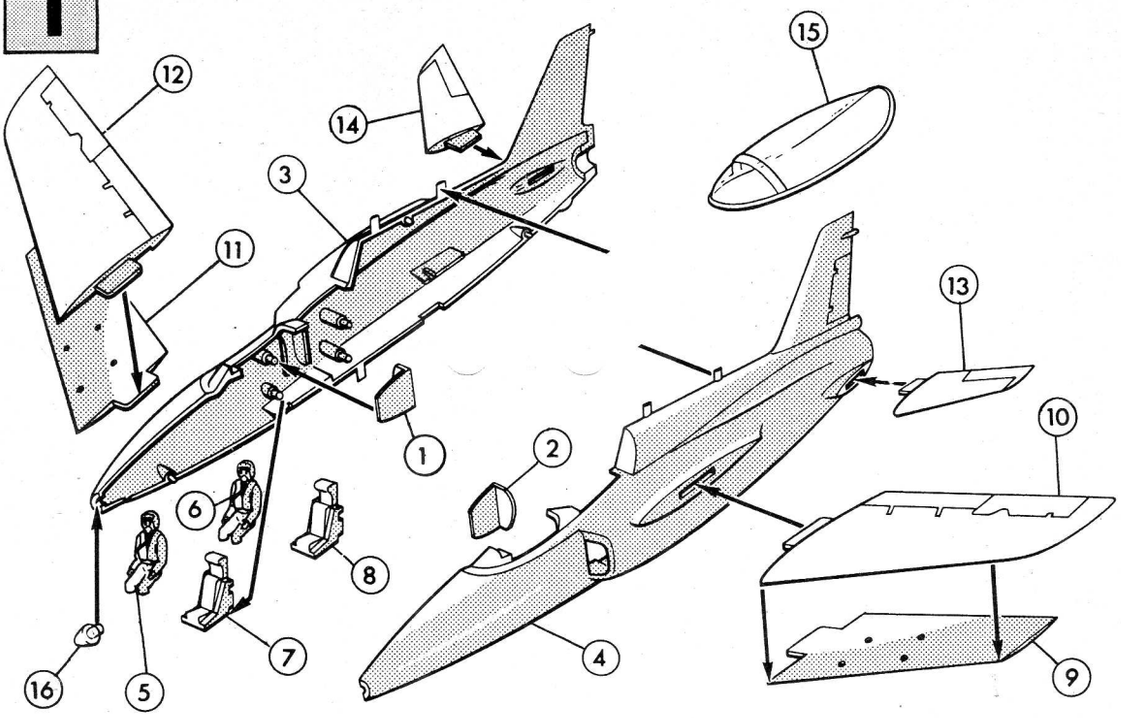
1/72 SCALE MODEL CONSTRUCTION KIT

FOLLAND GNAT

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

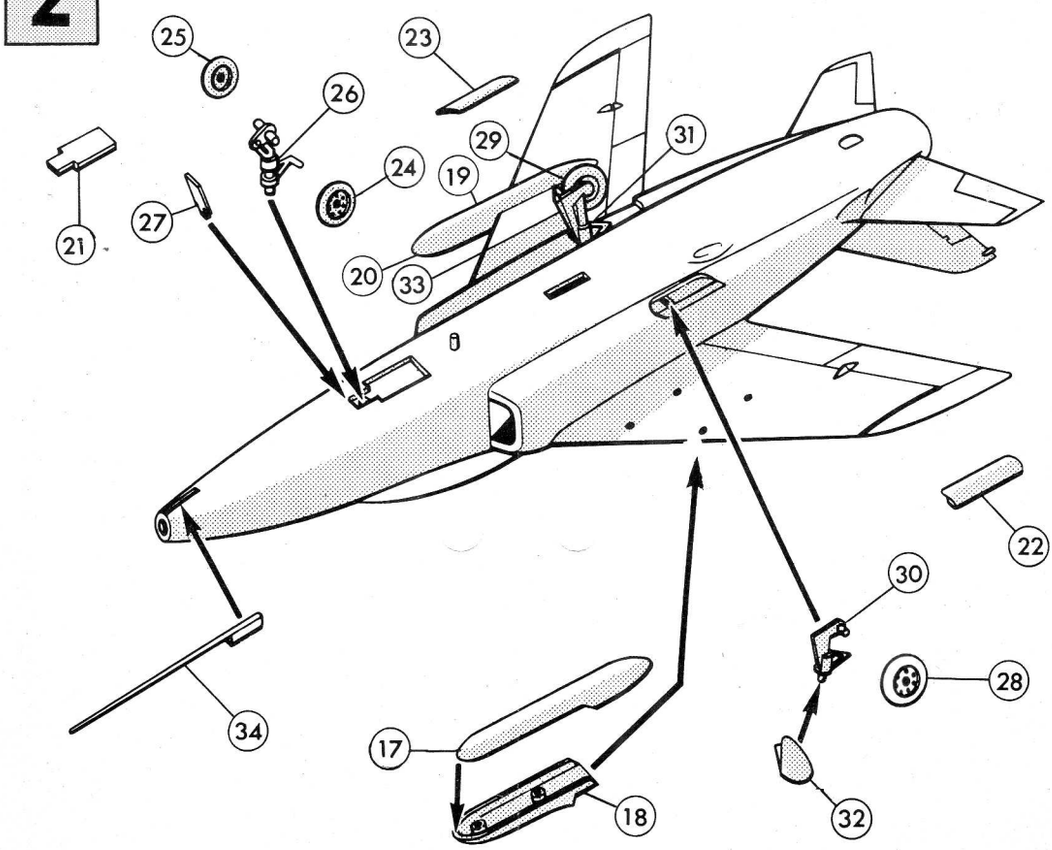
1 FUSELAGE AND WING ASSEMBLY



It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, cockpit interiors, this is best done before assembly.

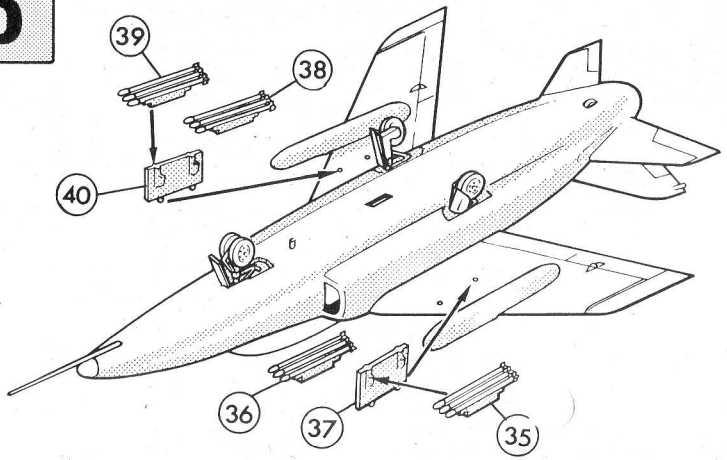
1. Locate and cement back plates of air intakes (1,2) onto inside of fuselage halves (3,4). The small rib on each plate locating behind fuselage bulkhead.
2. Cement pilots (5,6) on to ejector seats (7,8) (after first painting if required).
3. Cement seats onto locations in starboard fuselage half.
4. Cement together port and starboard halves of fuselage.
5. Locate and cement together port wing halves (9,10).
6. Repeat the above procedure for the starboard wing (11,12).
7. When the wings are firmly set cement into fuselage (note they are angled down).
8. Locate and cement tailplanes (13,14) into fuselage.
9. Carefully cement cockpit canopy (15) to fuselage applying cement to edges of canopy only.
10. Cement nose cone light into hole in nose of fuselage (16).

2 UNDERCARRIAGE AND SLIPPER TANK ASSEMBLY



11. Locate and cement together the two halves of the port slipper tank (17,18).
    When dry cement tank into outer pair of locating holes beneath wing.
12. Similarly locate and cement starboard tank (19,20).
    The required undercarriage position must now be selected.
13. For a model with retracted undercarriage the main wheels and legs are omitted, and the doors (21 with long tab) (22,23) are cemented in place flush with the underside of the fuselage.
14. For a model with lowered undercarriage, cement the nose wheels (24,25) onto nose leg (26) and cement leg into locating hole in nose.
15. Cement tab of short nose door (27) into fuselage recess in front of nose wheel with the door angled forward.
16. Cement main wheels (28,29) onto main undercarriage legs (30,31) and cement legs into locating holes in fuselage. Note that these legs are angled outwards.
17. Cement main undercarriage doors (32,33) onto front of the main legs. See drawing for exact position.
18. Locate and cement nose probe (34) into recess beneath nose. Note: Now paint if required and apply transfers beneath wings.

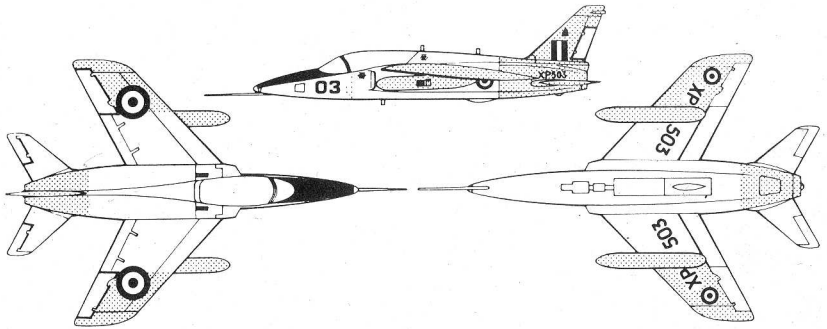
3 ARMAMENT ASSEMBLY



Note: Armament of rockets is included and is optional.

19. If these are to be fitted, cement rockets (35,36) into locating steps either side of rocket pylon (37). Repeat for 2nd set (38,39) to (40).
20. Cement rocket pylons into locating holes beneath wings (through transfers).
21. Now apply remaining transfers.
22. Cement together both parts of stand.
23. Cement arm of stand into slot provided in fuselage.

4 SUGGESTED COLOUR SCHEME



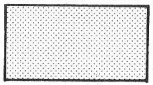
Apply transfers, first cut sheet into 16 separate subjects (underwing roundels and serials should already be applied). The large roundels are applied above the wings and the remaining small roundels to the fuselage sides. The red, white and blue flashes are applied to either side of the fin and the squadron badge to the port side of the fin only. The ejector warning triangles are applied beneath either side of the cockpit and the numbers '03' to either side of the nose. The small data panels are applied to the outboard side of each slipper tank in front of the wing and the aircraft name to the transparent base.

MATT BLACK Tyres, complete cockpit interior, anti-dazzle panel

BRIGHT RED All areas marked on drawing

SILVER remainder of aircraft

BRIGHT RED



MATT BLACK

SILVER