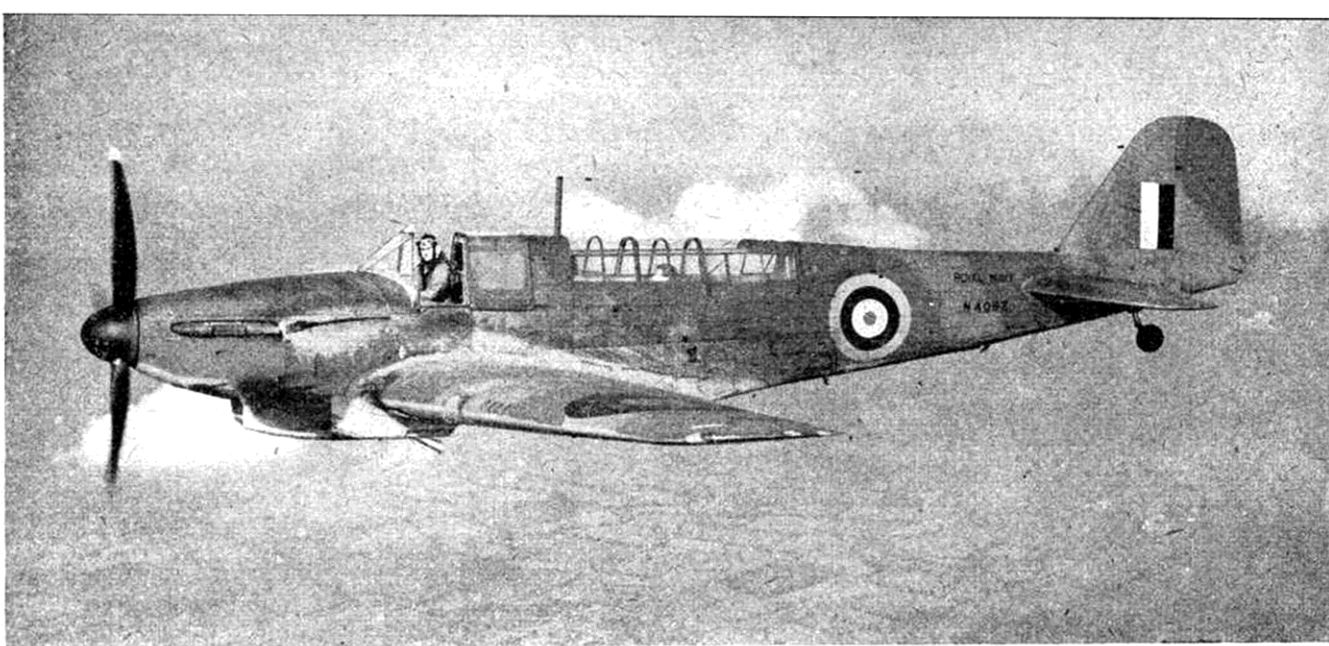


FAIRLEY FULMAR



A 24-in. Span Flying Scale Model designed by W. R. Jones

The following details of this highly successful Fleet Fighter are taken from the book "Aircraft of the Fighting Powers" (Harborough Publishing Co., Ltd., 12s. 6d.). Eighty-six other craft are described in this useful publication, which is proving invaluable to model builders.

On the following four pages are full-size scale plans for building a $\frac{1}{4}$ in. to 1 ft. flying scale model of the "Fulmar" as illustrated below.

Origin and Development.

Developed from the P.4/34 prototype aeroplane of 1937, which was built to a specification for dive-bombing, but did not go into quantity production. Consequently, only two prototypes were built in this country, although the design was chosen for use in the Royal Naval Air Service of Denmark, as a replacement for the Hawker Nimrod. Arrangements were made for the machine to be manufactured under licence at the Royal Naval Dockyard, Copenhagen, but it is not likely that the scheme had developed far at the time of the German invasion. The Fulmar was first mentioned publicly in Parliament in September, 1940, as having been in action with the F.A.A. in the Mediterranean. Apparently the machine had then been in production for a considerable time, following the "Battle" through the shops. The Fulmar is substantially the same as the P.4/34, but minor modifications are, however, visible externally.

Power Plant.

One Rolls-Royce Merlin X. Maximum power, 1,145 h.p. at 5,250 ft. Take-off, 1,065 h.p.

Construction.

Wings—All-metal with flush riveted stressed-skin covering.

Fabric-covered ailerons and split trailing edge flaps. Fuselage—All-metal monocoque. Tail unit—Metal structure, metal-covered except movable surfaces, which are fabric-covered.

Dimensions.

(P.4/34)—Span, 47 ft. 4 in. Lgth., 40 ft. Hght., 14 ft. 1 in.

Areas.

Wings (P.4/34), 346 sq. ft.

Weights.

(P.4/34)—Empty, 6,405 lb. Loaded, 8,787 lb. Disposable load, 2,832 lb.

Performance.

Not released, but top speed is believed to be just below 300 m.p.h. The figures for the P.4/34, with 1,030 h.p. Merlin II, are: Maximum speed, 284 m.p.h. at 17,200 ft. Cruising speed, 230 m.p.h. at 15,000 ft. At S.L., 245 m.p.h. Landing speed, 55 m.p.h. Initial rate of climb, 1,175 ft./min. Service ceiling, 29,600 ft. Range, 1,000 miles.

Armament.

Eight fixed machine-guns, firing forward, four in each wing.

Fulmar fighters on aircraft-carriers are shadow-shaded dark green and light earth on the upper surfaces of wings, fuselage and tail-plane, and painted duck-egg blue underneath. On the fuselage the camouflage extends down the sides to the belly, and also down the sides of the radiator. The fin and rudder are painted duck-egg blue.

Red and blue cockades are carried above the wings, while red, white and blue rings are surrounded with an additional yellow ring on the fuselage. Red, white and blue cockades without any outline are carried beneath each wing tip, not overlapping the ailerons. No serial number is painted beneath the wings, but it is marked in black on the sides of the fuselage, just forward of the tail-plane. Red, white and blue stripes are carried on a small portion of the fin, the red being foremost.

The two prototype P.4/34 aircraft were painted light grey. They both carried red, white and blue cockades on the fuselage and above and below the wing tips.

The first prototype had the serial number K 5099 painted in black on the sides of the fuselage and beneath the wings. It was not painted on the rudder.

The serial number of the second prototype was K 7565, which was carried on the sides of the fuselage and beneath the wings, and was also marked on the rudder.

