



52 in. Span Miles Hawk Speed Six

BY D · P · GOLDING

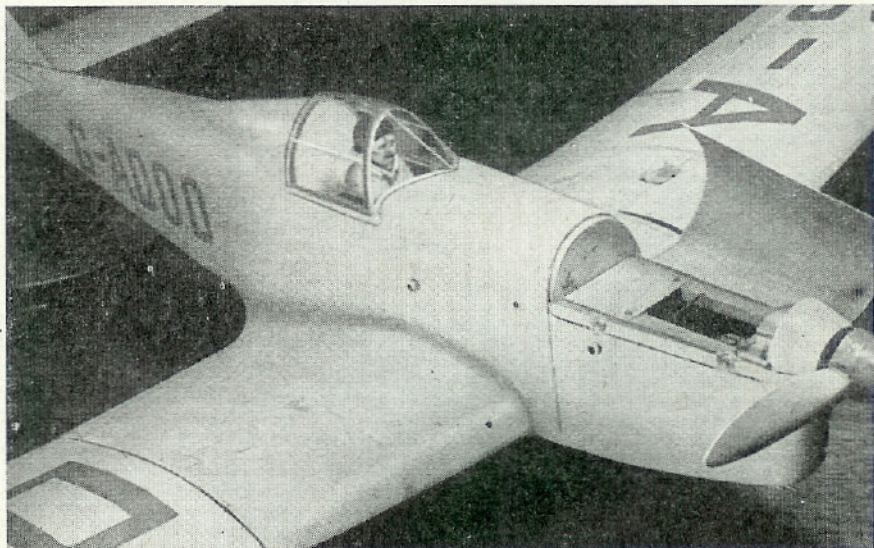
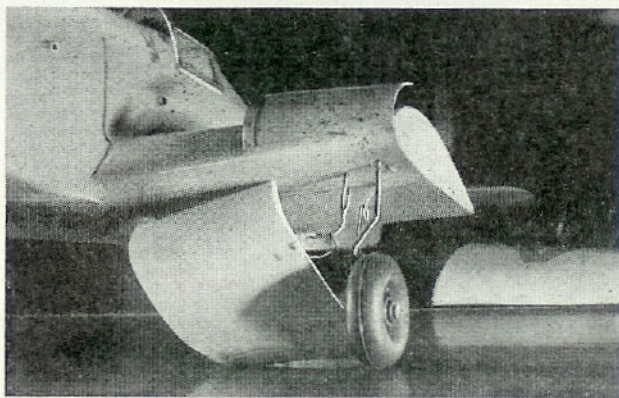
Artist by profession aged 34, married, one son
a regular Epsom Downs flier has been making scale
models for 15 years also keen on photography.

ALTHOUGH it is now some seventeen years since the Hawk Speed Six was new, it has, nevertheless, won a great reputation as a pure racer in post-war years. Generally considered as the most potent entrant in events since air racing restarted in this country, this aircraft has only just been rivalled in this field by the recent resurrection of the sole surviving Mew Gull.

Modellers may choose between three sets of registration letters for their planes; G-ADOD which D. P. Golding has modelled was accompanied by G-ACTE and G-ADGP and it is the last named of these that is still flying and is to be seen this summer at meetings and races. G-ADOD was first flown with an open cockpit by Ruth Fontes, but was later fitted with a new decking and a cockpit canopy. In this form F./O. Clouston flew it in the 1936 Johannesburg race, but engine trouble resulted in "DOD" being written off in Rhodesia.

This model, originally powered by E.D. Competition special 2 c.c. diesel, features pendulum control for both the Ailerons and the Rudder. In addition, the elevator may be adjusted for trim, thus providing a neat scale appearance with separated control surfaces, and at the same time using them to ensure stability. Detachable wings make it an easy model to transport.

Complete building instructions are issued with each full size drawing, which can be obtained price 6/-, post free, from the Aeromodeller Plans Service. Plans opposite are 1/5th full-size.



Top photo shows the finished model, coloured cream and red. Only the plastic prop. identifies it as a model. Centre photo gives undercarriage detail, the trouser fairing is removable, wings plug into the centre section. Bottom photo shows access to the E.D. 2 c.c. motor.

