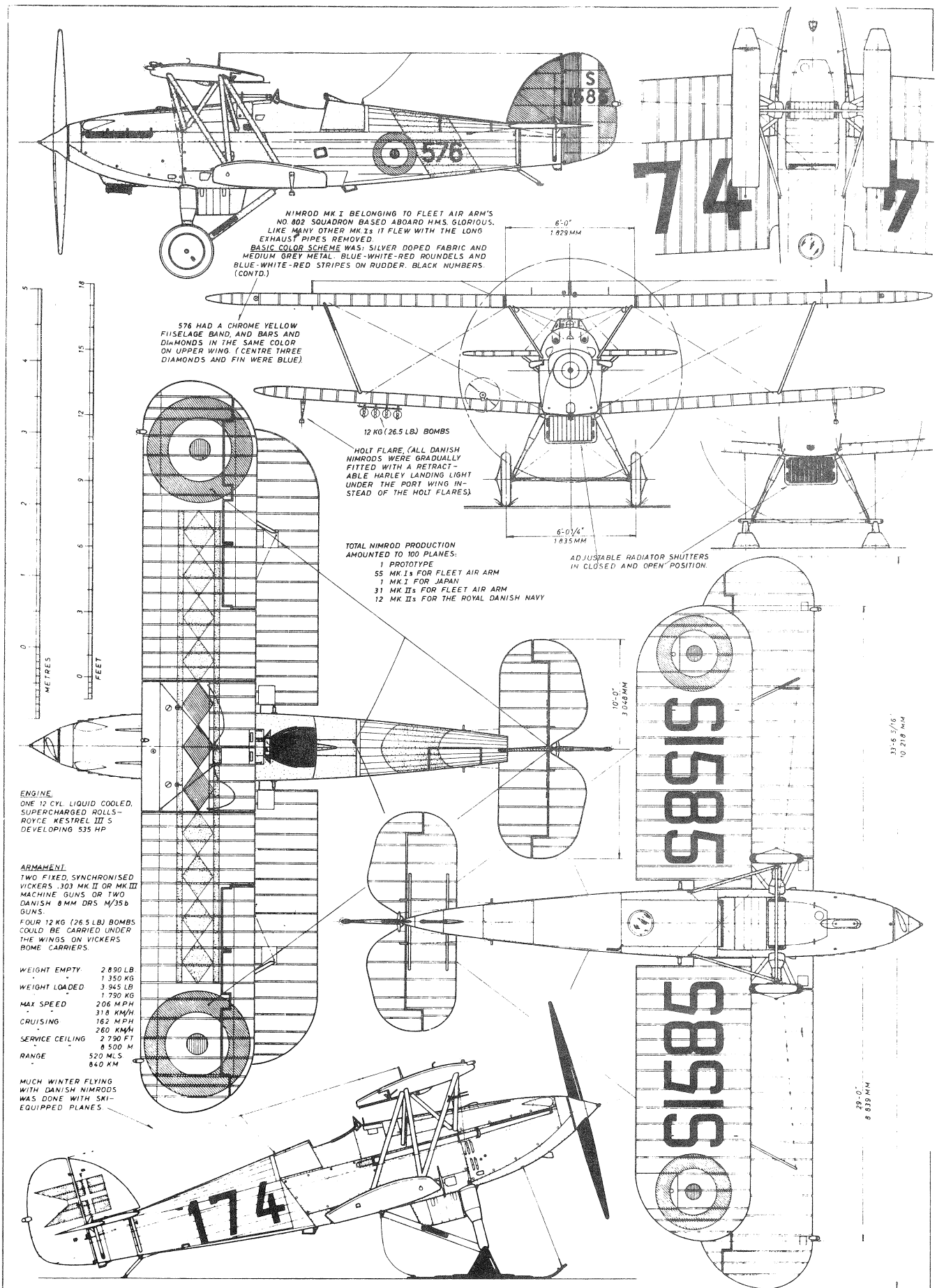


PLANES WORTH MODELING



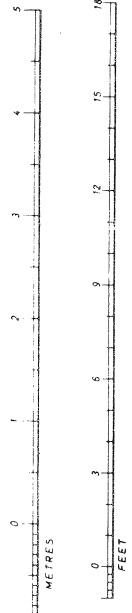
NIMROD MK I BELONGING TO FLEET AIR ARM'S NO 802 SQUADRON BASED ABOARD HMS. GLORIOUS. LIKE MANY OTHER MK I'S IT FLEW WITH THE LONG EXHAUST PIPES REMOVED. BASIC COLOR SCHEME WAS: SILVER DOPED FABRIC AND MEDIUM GREY METAL. BLUE-WHITE-RED ROUNDELS AND BLUE-WHITE-RED STRIPES ON RUDDER. BLACK NUMBERS. (CONTD.)

576 HAD A CHROME YELLOW FUSELAGE BAND, AND BARS AND DIAMONDS IN THE SAME COLOR ON UPPER WING. (CENTRE THREE DIAMONDS AND FIN WERE BLUE)

12 KG (26.5 LB) BOMBS
HOLT FLARE, (ALL DANISH NIMRODS WERE GRADUALLY FITTED WITH A RETRACTABLE HARLEY LANDING LIGHT UNDER THE PORT WING INSTEAD OF THE HOLT FLARES)

TOTAL NIMROD PRODUCTION AMOUNTED TO 100 PLANES:
1 PROTOTYPE
55 MK I's FOR FLEET AIR ARM
1 MK I FOR JAPAN
31 MK II's FOR FLEET AIR ARM
12 MK II's FOR THE ROYAL DANISH NAVY

ADJUSTABLE RADIATOR SHUTTERS IN CLOSED AND OPEN POSITION



ENGINE
ONE 12 CYL. LIQUID COOLED, SUPERCHARGED ROLLS-ROYCE KESTREL III S DEVELOPING 535 HP

ARMAMENT
TWO FIRED, SYNCHRONISED VICKERS .303 MK II OR MK III MACHINE GUNS OR TWO DANISH 8 MM DRS M/35b GUNS
FOUR 12 KG (26.5 LB) BOMBS COULD BE CARRIED UNDER THE WINGS ON VICKERS BOMB CARRIERS.

WEIGHT EMPTY 2 890 LB
1 350 KG
WEIGHT LOADED 3 945 LB
1 790 KG
MAX SPEED 206 MPH
318 KM/H
CRUISING 165 MPH
260 KM/H
SERVICE CEILING 2 790 FT
8 500 M
RANGE 520 MILES
840 KM

MUCH WINTER FLYING WITH DANISH NIMRODS WAS DONE WITH SKI-EQUIPPED PLANES.

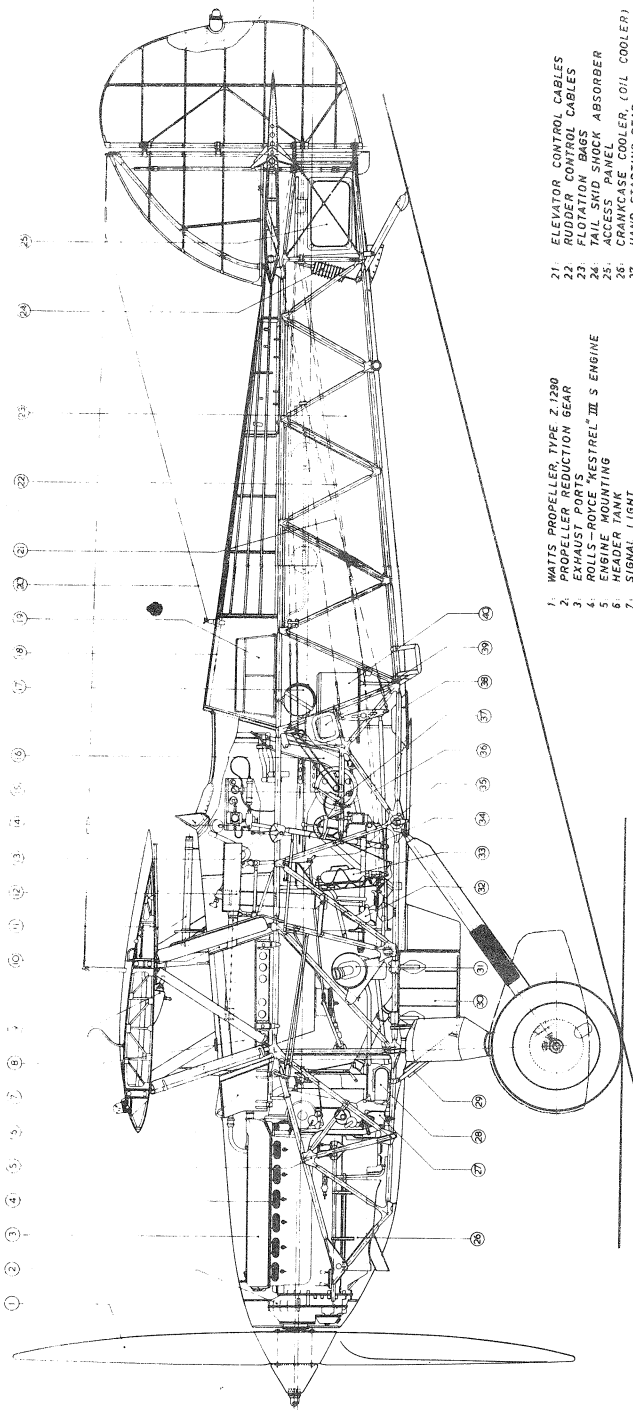
29'-0"
8 839 MM

33'-6 1/2"
10 218 MM

PLANES WORTH MODELING

"HAWKER NIMROD" By Tage Larsen

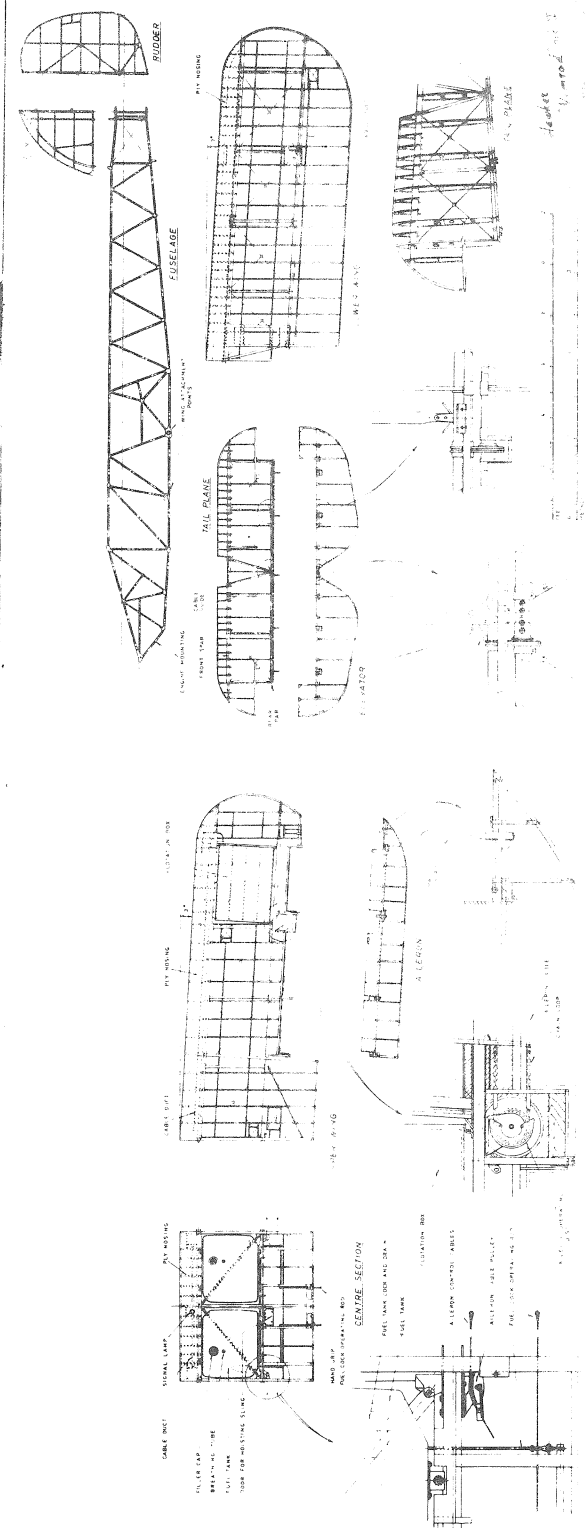
(Continued from page 63)



- | | |
|---|-----------------------------------|
| 1. WATTS PROPELLER TYPE Z-1280 | 21. ELEVATOR CONTROL CABLES |
| 2. PROPELLER REDUCTION GEAR | 22. RUDDER CONTROL CABLES |
| 3. EXHAUST PORTS | 23. FLOTATION BAGS |
| 4. ROLLIS-ROYCE "KESTREL III S" ENGINE | 24. TAIL SKID SHOCK ABSORBER |
| 5. EXHAUST MOUNTING | 25. ACCESS PANEL |
| 6. HEADER TANK | 26. MAIN FUEL TANK |
| 7. SIGNAL LIGHT | 27. MAIN FUEL COOLER (OIL COOLER) |
| 8. MAIN FUEL TANK | 28. CARBURATOR AIR INTAKE |
| 9. WING TANK COCK AND DRAIN | 29. RADIATOR |
| 10. WING TANK COCK AND DRAIN | 30. RADIATOR |
| 11. GUN SIGHTS, BODY AND RING & BEAD | 31. RUDDER PEDALS |
| 12. 9 MM DANISH DRS (HADSSEN) MACHINE GUN | 32. RUDDER PEDALS |
| 13. THROTTLE AND MIXTURE CONTROLS | 33. PYRENE FIRE EXTINGUISHER |
| 14. OXYGEN EQUIPMENT | 34. FUEL COCK, MAIN TANK |
| 15. OXYGEN EQUIPMENT | 35. CONTROL COLUMN |
| 16. PILOTS' EVIDENCE CONTROL | 36. BOMB RELEASE HANDLE |
| 17. OXYGEN BOTTLE | 37. PILOTS' SHOOTER CONTROL |
| 18. SUTTON HARNESS | 38. SIGNAL LIGHT |
| 19. RADIO COMPARTMENT | 39. FOOT STEP |
| 20. RADIO AERIALS | 40. BATTERY |

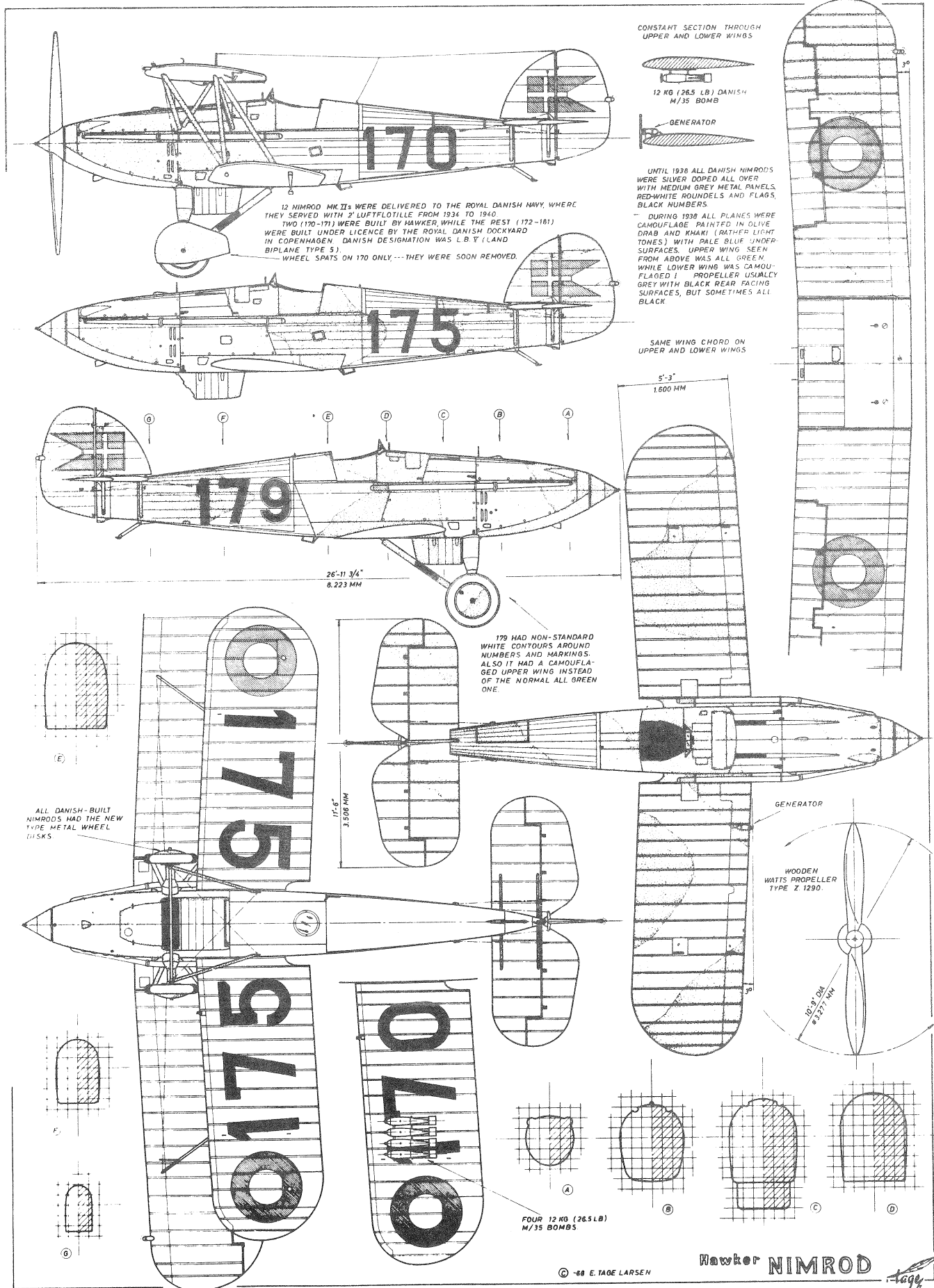
PLANES WORTH MODELING

"HAWKER NIMROD" By Tage Larsen



(Continued on page 62)

"HAWKER NIMROD" By Tage Larsen



12 NIMROD MK.II's WERE DELIVERED TO THE ROYAL DANISH NAVY, WHERE THEY SERVED WITH 2nd LUFTFLOTILLE FROM 1934 TO 1940. TWO (170-171) WERE BUILT BY HAWKER, WHILE THE REST (172-181) WERE BUILT UNDER LICENCE BY THE ROYAL DANISH DOCKYARD IN COPENHAGEN. DANISH DESIGNATION WAS L.B. Y (LAND BIPLANE TYPE 5). WHEEL SPATS ON 170 ONLY --- THEY WERE SOON REMOVED.

CONSTANT SECTION THROUGH UPPER AND LOWER WINGS

12 KG (26.5 LB) DANISH M/35 BOMB

GENERATOR

UNTIL 1938 ALL DANISH NIMRODS WERE SILVER DOPED ALL OVER WITH MEDIUM GREY METAL PANELS, RED-WHITE ROUNDELS AND FLAGS, BLACK NUMBERS.

DURING 1938 ALL PLANES WERE CAMOUFLAGE PAINTED IN OLIVE DRAB AND KHAKI (RATHER LIGHT TONES) WITH PALE BLUE UNDER SURFACES. UPPER WING SEEN FROM ABOVE WAS ALL GREEN WHILE LOWER WING WAS CAMOUFLAGED. PROPELLER USUALLY GREY WITH BLACK REAR FACING SURFACES, BUT SOMETIMES ALL BLACK.

SAME WING CHORD ON UPPER AND LOWER WINGS

26'-11 3/4"
8,223 MM

179 HAD NON-STANDARD WHITE CONTOURS AROUND NUMBERS AND MARKINGS. ALSO IT HAD A CAMOUFLAGED UPPER WING INSTEAD OF THE NORMAL ALL GREEN ONE.

ALL DANISH-BUILT NIMRODS HAD THE NEW TYPE METAL WHEEL DISKS

17'-6"
5,306 MM

GENERATOR

WOODEN WATTS PROPELLER TYPE Z 1290

10'-11" DIA
#3271 MM

FOUR 12 KG (26.5 LB) M/35 BOMBS

Hawker NIMROD

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(Continued on page 67)