

THE GLOSTER GLADIATOR MK.1

The Gloster Gladiator started life as an improved version of an earlier fighter, the Gloster Gauntlet. Ordered into production in 1935 the Gladiator was unique among fighters of its time in using hydraulic flaps on both wings and having an enclosed cockpit.

This model is a replica of the early Mk. I Gladiators which had wooden fixed pitch airscrews, and is supplied in the pre-war markings of 72 Squadron R.A.F. One of these Mk. I Gladiators has been purchased by the original manufacturers, the Gloster Aircraft Company, and is maintained airworthy and in perfect condition.

Mk. II Gladiators, fitted with a later three-bladed airscrew, were widely used in the first years of the Second World War. In April of 1940 the Gladiators of 263 Squadron were sent to Norway where they operated from the only available "airfield", a frozen lake. Although slower than the German bombers the Gladiators succeeded in destroying fifteen enemy aircraft without losing a single machine in aerial combat.

The Malta campaign is the one in which the Gladiator achieved its real fame. Here three sea Gladiators, Faith, Hope and Charity, withstood the onslaught of the entire Italian air force until supplemented by Hurricanes after weeks of combat when the three Gladiators had been engaging formations of thirty and forty bombers and fighters.

The Gladiator Mk. I was powered by a 840 h.p. Bristol Mercury engine giving a top speed of 250 m.p.h. Armament consisted of four .303 in. machine guns. Wing span was 32 ft. 3 ins. and length 27 ft. 6 ins.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

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1/72 SCALE MODEL CONSTRUCTION KIT

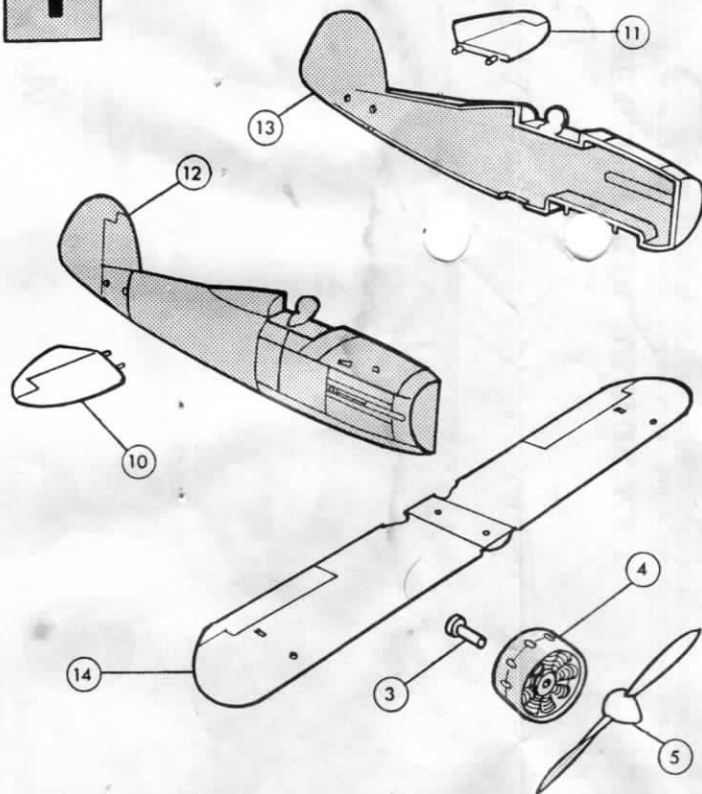
GLOSTER GLADIATOR Mk. I

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

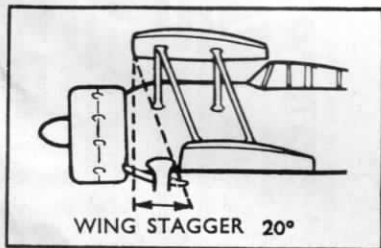
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FUSELAGE & ENGINE ASSEMBLY ETC.



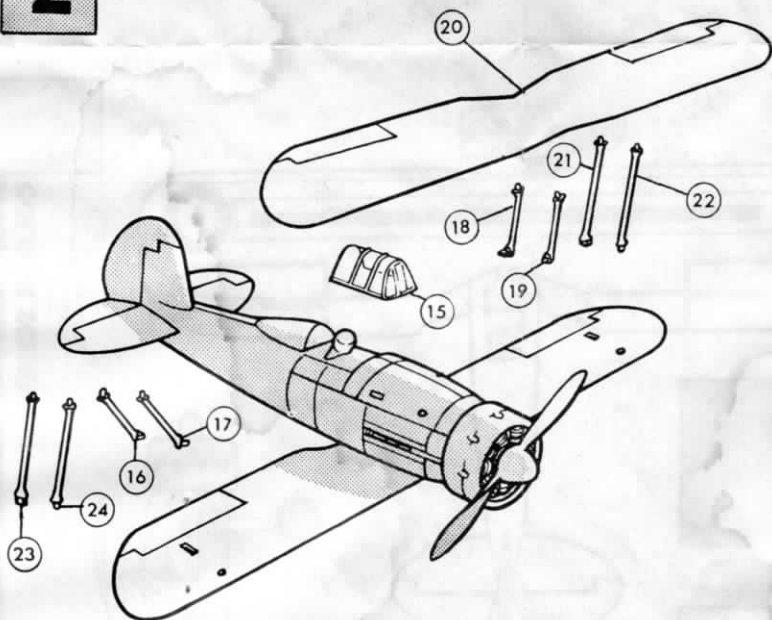
It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as pilot, cockpit interior, this is best done before assembly.

1. Cement together port and starboard fuselage halves (12, 13).
2. Insert propeller shaft (3) through rear of engine cowling (4), cement propeller (5) to shaft ensuring no cement comes into contact with cowling. When dry cement to fuselage front, cut outs in cowling to bottom.
3. Cement locating pins on port and starboard tailplanes (10, 11) into locating holes in rear fuselage sides.
4. Locate and cement lower wing (14) onto locating pins beneath fuselage.



2

WING ASSEMBLY



5. Cement in position cockpit canopy, applying cement carefully to edges of canopy (15).

NOTE: One end of rear wing struts have square tabs; ensure that these are located in the corresponding square holes on lower wing and fuselage.

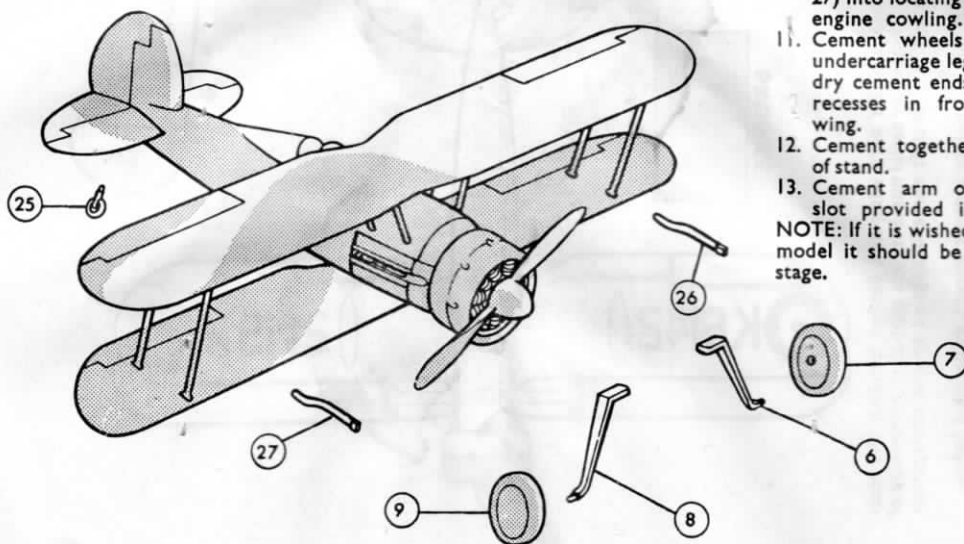
6. Locate centre section struts (16, 17, 18, 19) into fuselage recesses and cement in position angled as shown on the diagram above in section 1.

7. Cement in position on lower wing the main struts (21, 22, 23 and 24), staggered at the angle shown on the diagram.

8. Locate and cement in position upper wing (20), before cement has dried check that the wing is correctly aligned, set assembly aside to dry.

3

UNDERCARRIAGE ASSEMBLY



9. Cement locating pin on tail-wheel (25) into locating hole beneath rear of fuselage.

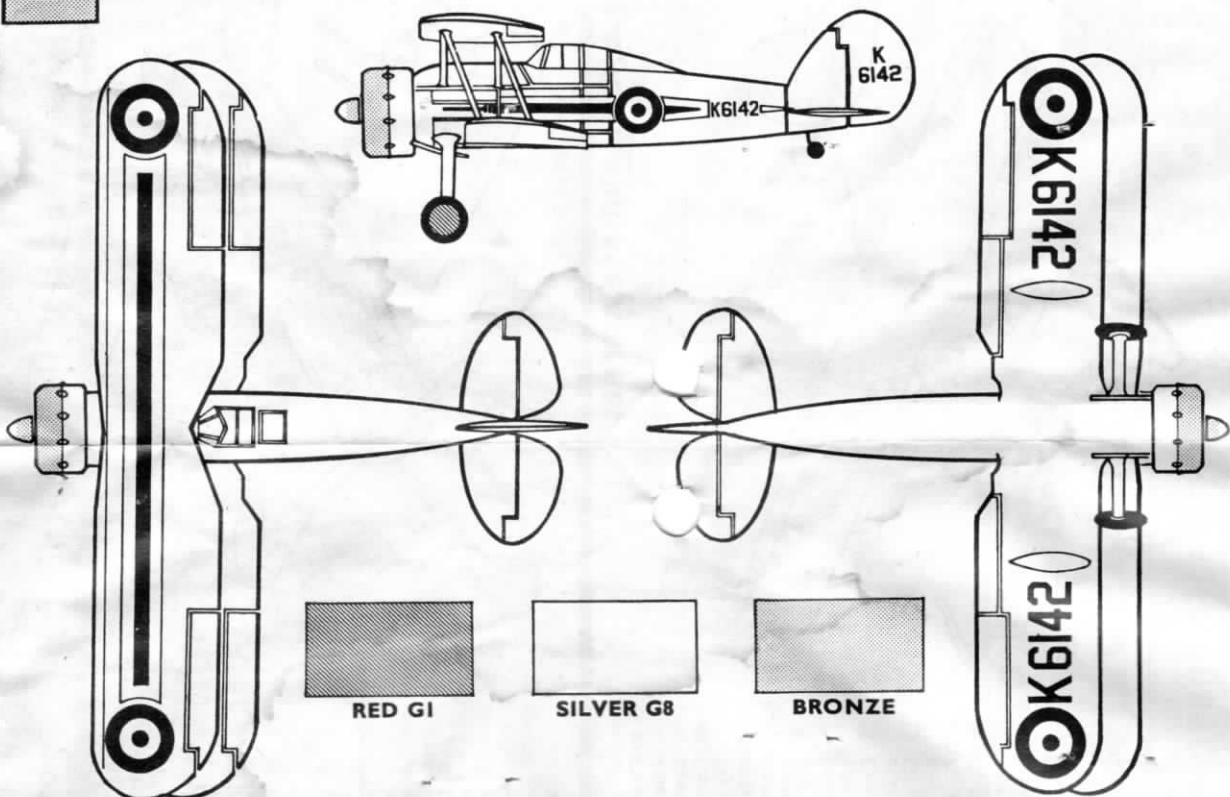
10. Cement exhaust pipes (26, 27) into locating slots beneath engine cowling.

11. Cement wheels (7, 9) onto undercarriage leg (6, 8) When dry cement ends of legs into recesses in front of lower wing.

12. Cement together both parts of stand.

13. Cement arm of stand into slot provided in fuselage.

NOTE: If it is wished to paint the model it should be done at this stage.



Apply transfers. First cut the sheet into ten separate subjects. Then dip each in warm water for a few minutes, slide off backing into position as shown on illustration. The long red and blue flash, with its attached roundels is applied above the upper wing, the shorter flashes are applied on either side of the fuselage, the point at the rear, immediately in front of the tailplane. The large separate roundels are applied beneath the lower wing tips, and the large serial numbers beneath the lower wing, inboard of the roundels, so as to read from in

front beneath the port wing and behind beneath the starboard. The smaller serial numbers are applied to either side of the fin and the aircraft name is applied to the transparent base.

SILVER G8: Complete aircraft except as detailed below.
BLACK M6: Engine front, tyres, machine-guns and exhaust.
RED G1: Wheel discs.
BRONZE: Front ring of cowling.
DARK BROWN G9: Propeller.



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GLOSTER GLADIATORI



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