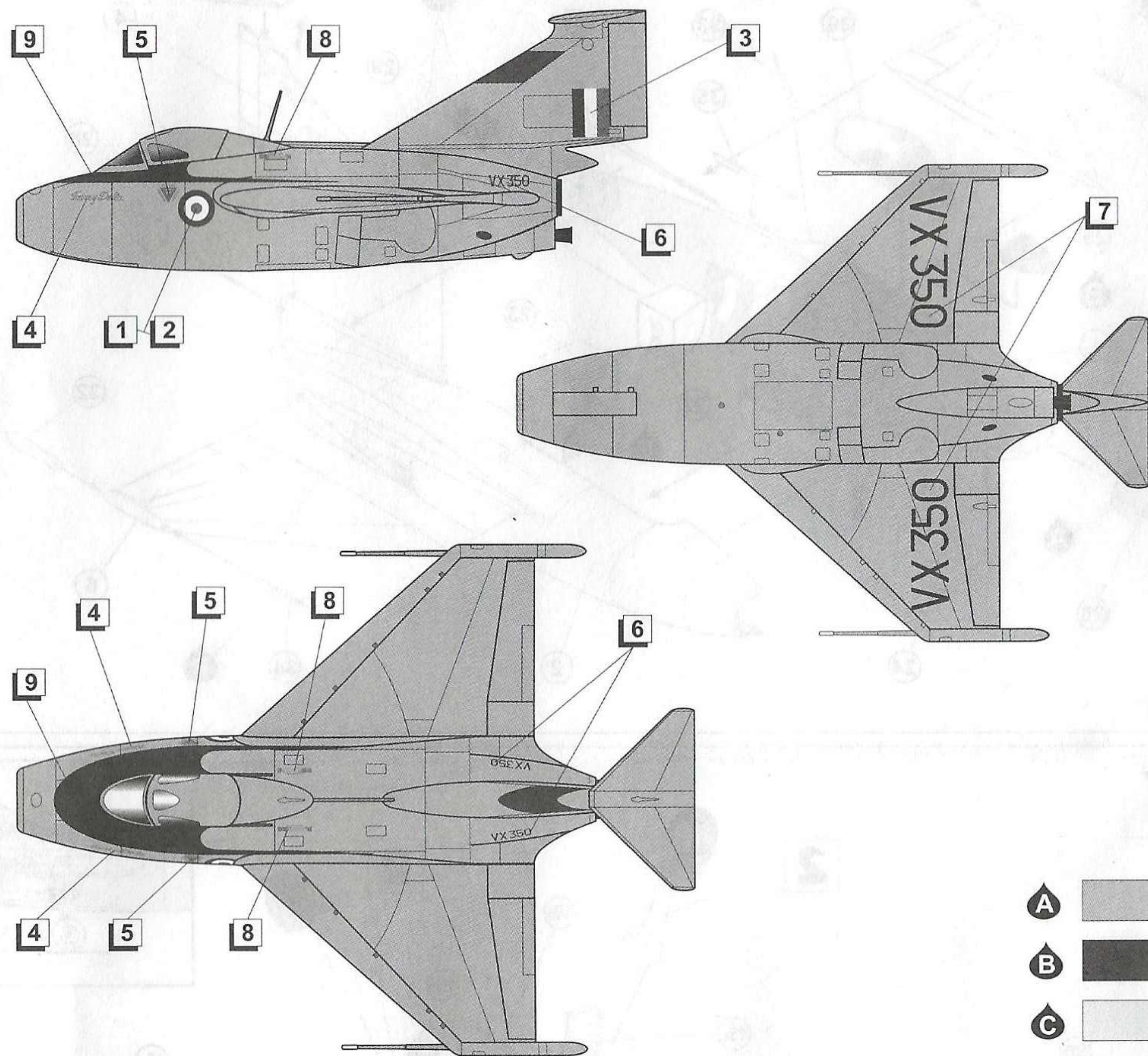


# Fairey Delta 1.

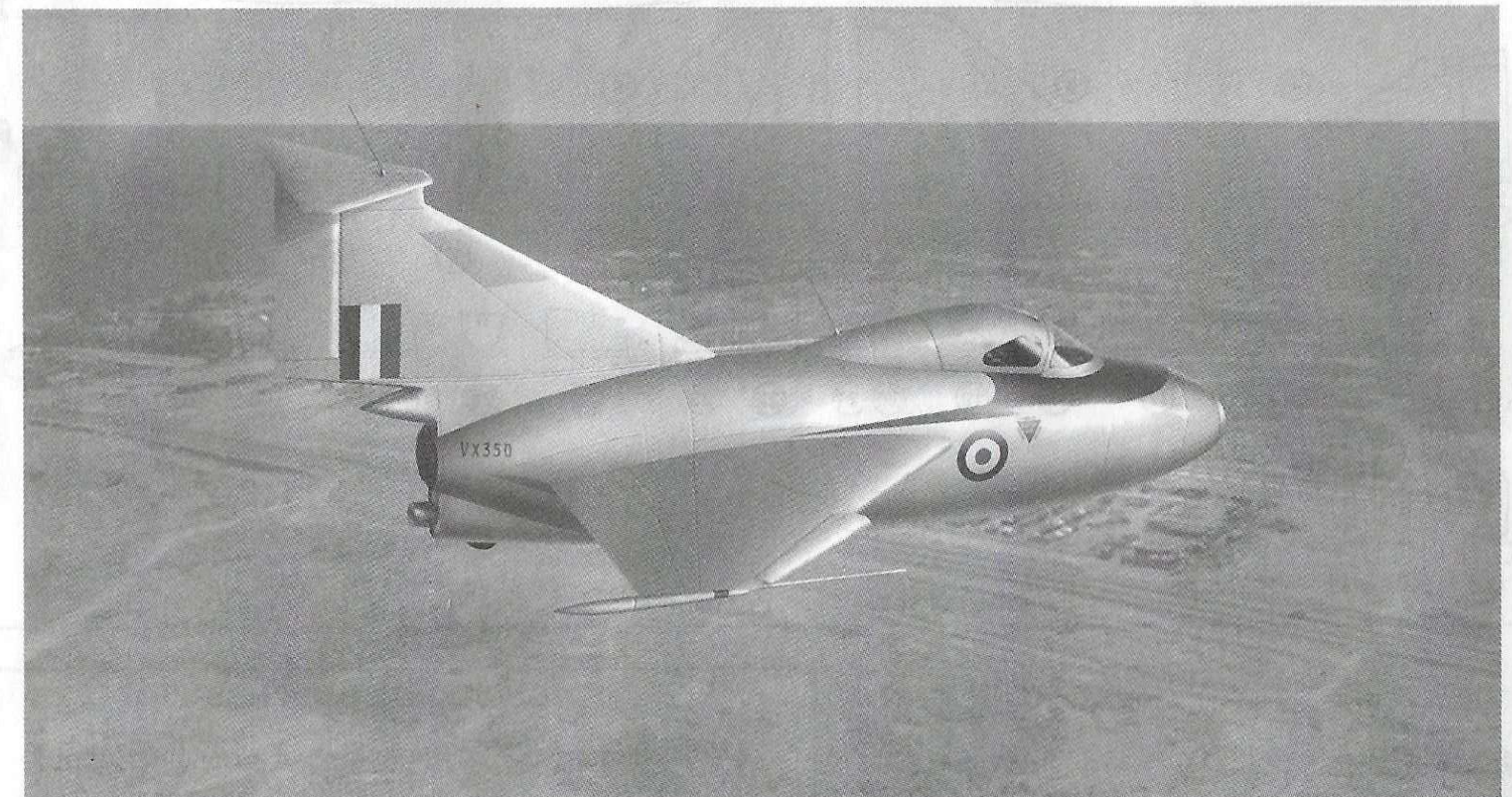
VX 350 attended the 1954 SBAC, Farnborough.



Symbol	Name	Humbrol	Model Master	Revell
A	Aluminium	056	1781	99
B	Flat black	033	1749	08
C	Chrome silver	191	1546	90
D	Dark grey	156	1723	378
E	Medium grey	145	1721	374
F	Light Grey	147	1731	371
G	Olive drab	066	1711	66
H	Khaki drab	159	1742	86
I	Gloss black	021	1747	07
J	Metallic black	201	1406	-
K	Steel	27003	1780	91

R72-043

# FAIREY DELTA 1



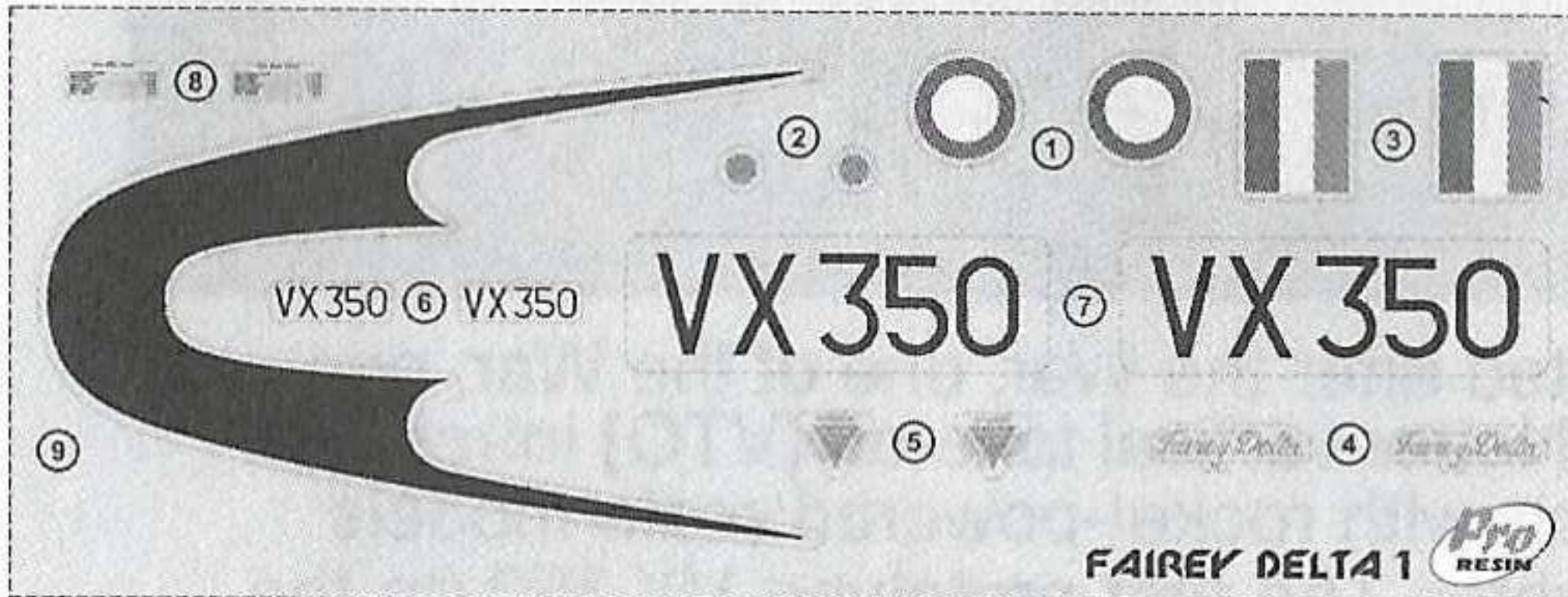
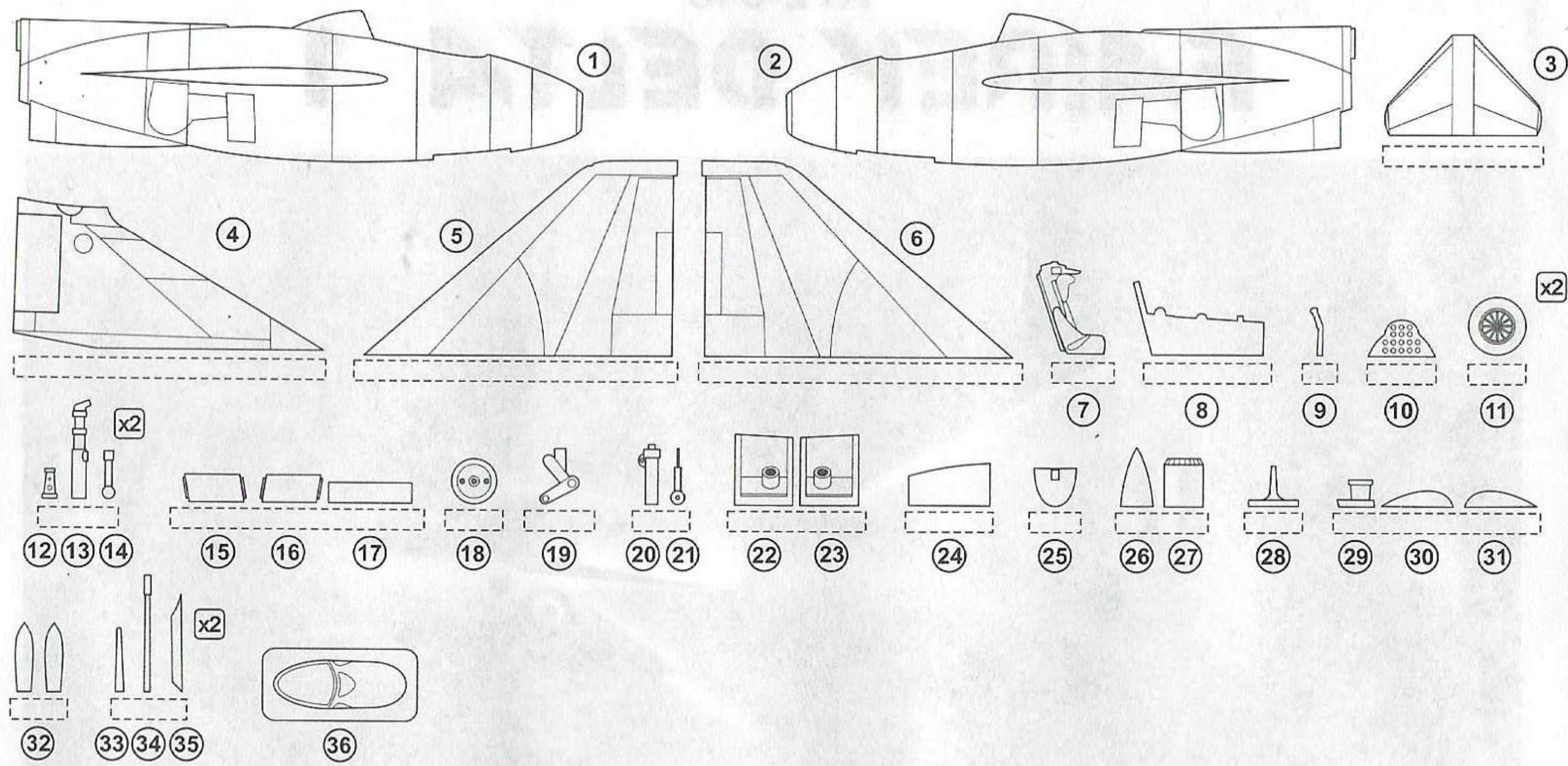
When all of the captured German data was evaluated after the War, one of the aircraft that seemed really was the Bachem Natter vertical take-off (VTO) intrceptor. In July 1946 the Air Ministry proposed a series of tests with rocket-powered scale models culminating in full-scale trials of the ultimate VTO fighter. The first prototype, VX 350 (to the Specification E. 10/47), flew with the four fairings around its normal jet orifice, originally intended for the swivelling nozzles, still fitted. Construction of VX 350 was completed at Fairey's Heaton Chapel, Stockport factory, and commenced on 12th May 1950 at Ringway Airport (now Manchester International). It was then dismantled and transported by road to Boscomb Down, where it eventually made its first flight on 12th March 1951, some ten months later. Another landing accident occurred on 6th February 1956, causing the aircraft to veer off the runway and the undercarriage to be torn off. Repair was deemed to be uneconomical and the aircraft was allocated to the Mechanical Engineering Department, Farnborough. On 9th October 1956 it was transported to Shoeburyness Range for use as a gunnery target for airframe battle damage assessment. Presumably, at the end of these tests, what remained of the airframe was scrapped.

## Technical Data

Crew	1
Length	26 ft 3 in (8.00 m)
Wingspan	19 ft 6 in (5.94 m)
Height	11 ft 5 in (3.50 m)
Wing area	155.6 ft <sup>2</sup> (11.44 m <sup>2</sup> )
Empty weight	14,608 lb (6,626 kg)
Powerplant	1 Rolls-Royce Derwent 5 turbojet 3,500 lb (1,600 kg) thrust
Maximum speed	345 mph (555 kmh)
Stalling speed	155 mph (249 kmh)
Critical Mach	0.85
Wing loading	51.4 lb/ft <sup>2</sup> (254 kg/m <sup>2</sup> )

## References

1. "British experimental turbojet aircraft" Barry Jones, The Crowood Press Ltd. 2003.
2. "British experimental jet aircraft" Barrie Hygate, Argus Books, 1990.



**CONDITIONAL MARKINGS**

<b>1</b> Resin parts	<b>▶</b> Photo-etched parts	<b>✂</b> Cut
<b>A</b> Paint	<b>▽</b> Drill or pierce	<b>↕</b> Choose
<b>12</b> Use decal	<b>x2</b> Repeat operation	<b>📦</b> Load

