



No. 2 : Vickers-Supermarine "Spitfire" (Rolls-Royce "Goshawk" engine).

No. 1, Hawker High-Speed "Fury"

This machine is an interceptor fighter, designed to chase and intercept enemy raiders, a function which demands that the aircraft shall be able to attain its operational altitude in a very few minutes, and shall have the highest possible speed at that altitude in order to overtake the raider. The Hawker "High-speed Fury" is a development of the "Super Fury," which had a speed of about 250 m.p.h. It is not known what the speed of the new machine is, but with the "Goshawk" engine it should be a good deal higher. The machine is quite small, having a wing span of 30 ft. only. The engine is steam cooled.

No. 2, Supermarine "Spitfire"

Like the next two machines, the new Vickers-Supermarine "Spitfire" is a day and night fighter, which means that it is carrying a good deal of equipment not demanded of the interceptor fighters, including navigational and night-flying equipment. The machine is an all-metal cantilever monoplane of 46 ft. span, and the wing arrangement is somewhat unusual in that the wing roots have a pronounced anhedral angle where they join the fuselage. Mr. R. J. Mitchell, who designed the famous Schneider Trophy Supermarine machines, has also designed the "Spitfire." A Rolls-Royce steam-cooled "Goshawk" engine is fitted. Four machine guns are carried, as in Nos. 3 and 4.

No. 3, Hawker Day and Night Fighter

Built by the firm as a private venture, the Hawker Day and Night Fighter shows unmistakable Hawker "lines." It is a biplane of 34 ft. wing span, and has its leading edge condensers supplemented by a retractable

radiator. As in the case of the other machines of this class, the engine fitted is the Rolls-Royce "Goshawk."

No. 4, Westland Day and Night Fighter

One of the most interesting, because one of the most unorthodox, machines in the class is that designed and built by the Westland Aircraft Works, of Yeovil. In order to give the pilot the best possible view, the positions of engine and pilot have been reversed. The pilot is placed ahead of the wings, and the "Goshawk" engine inside the fuselage, behind him. Transmission is by a shaft from the engine to the airscrew. Where they join the fuselage the wings are swept down, so that the pilot can look back as well as under the wing. The steam condenser is placed under the fuselage. The Westland Day and Night Fighter has a wing span of 38 ft. 6 in.

No. 5, Hawker "Dagger-Hart"

A standard machine, except for the engine installation, this "Hart" is, nevertheless, interesting on account of being fitted with the new Napier "Dagger" engine. The high power and small frontal area of this engine combine to give the machine an excellent performance, and visitors to Hendon are advised to watch its flying carefully. The wing span is 37 ft. 3 in.

No. 6, Hawker "Pegasus-Hart"

The Hawker "Hart" has been very extensively used by the R.A.F., and in sub-types it exists in various forms. Machine No. 6 is chiefly of interest because it is fitted with the Bristol 665-h.p. "Pegasus" III M engine, instead of the Rolls-Royce "Kestrel," which forms its standard power plant.



No. 3 : Hawker Day and Night Fighter (Rolls-Royce "Goshawk" engine). (FLIGHT Photo.)