

FIGHTER, ALL-WEATHER, MARK 1 . . .

a demand regulator and wear a normal g suit. Neither pressure jerkins nor partial pressure suits were in evidence at Odiham.

Although a series of steps and hand-holds are let in to the port side of the tailpipe housing, the crew and servicing personnel normally enter the aircraft with the aid of a massive ladder which attaches to the fuselage over the port intake. Access over the tail is not favoured because of damage to the high-speed finish which may result if the top of the fuselage is regularly used as a foot-path.

Nothing more than has already been related has been officially released concerning the Javelin's radar A.I. gear. It can be seen, however, that a short whip-aerial projects from underneath each tailplane and another whip aerial projects from the top of the fin. These aeriels would serve V.H.F. communications and possibly a navigation aid of the Gee type. Two streamlined dipoles, one under the port intake and the other under the port wing root indicate the presence of a radio altimeter and a short strip aerial set horizontally into the skin just aft of each intake lip suggests D.M.E. or I.L.S.—more probably the latter. Other equipment externally evident includes a high-speed pitot boom on the port wing and a smallish taxiing or landing lamp on each main-wheel leg.

All the Javelins at Odiham were fitted with the new "pen-nib" efflux fairing and these appear to have been added to the basic tailpipe structure late in the production sequence. A fuselage break is evident just ahead of the wing trailing edge, so that a good portion of the tailpipe housing can be removed bodily. It seems probable that the Sapphires could be unshipped in this direction, though removal of the tail section would not afford direct access to the engines themselves. There is a fairly large rectangular access panel just aft of the nosewheel bay and, when at Odiham two engines failed to start first-time, the ground crew changed cartridges having obtained access through this hatch.

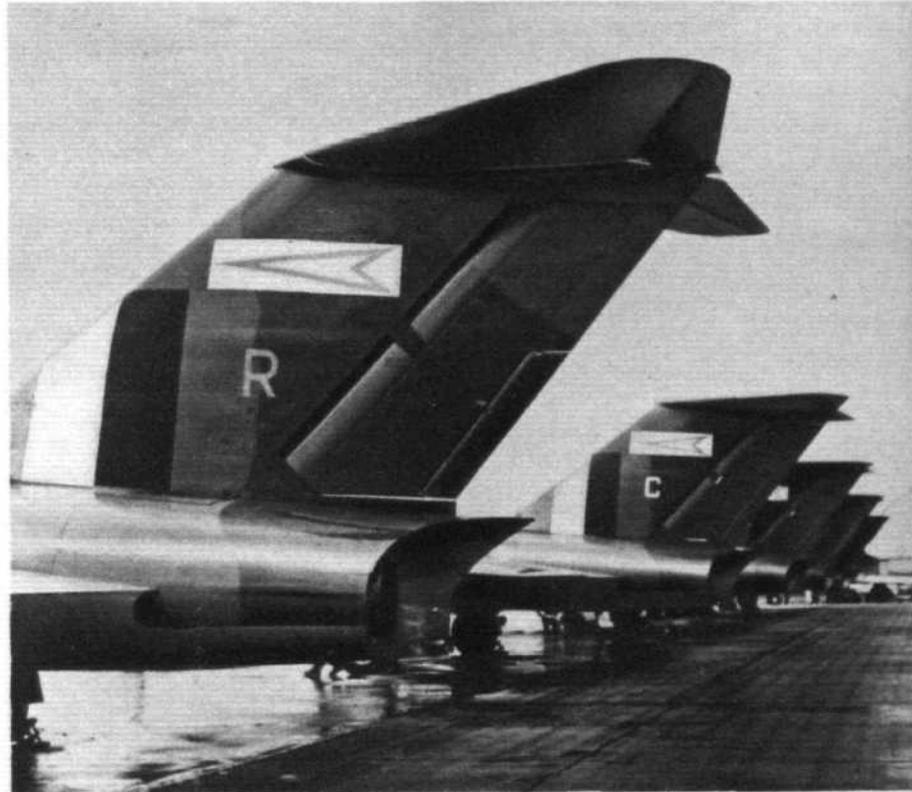
Although the thickness/chord ratio of the Javelin wing appears to be in the region of 11 per cent, the actual thickness is considerable and would afford space for a good deal of fuel or equipment. The guns, housed midway along each wing, are fed from ammunition containers and it appears that some form of winching is available to remove and replace these. Ejector tubes allow cases to be jettisoned, but no link chutes are in evidence and it is presumed that links are collected in the wing and removed after flight.

Representative serial numbers of the aircraft at Odiham were

XA 628, 627, 620 and 571, all well into the production batch.

Since the side of the Javelin's nose is occupied by the roundel and little space is available on the side of the after fuselage, No. 46 Squadron's arrow-head marking (in red on white) has been applied high up on the fin. The usual red-white-and-blue flash on the base of the fin is very much larger than usual. Individual aircraft letters are applied on the fin in either yellow or red. All upper surfaces are camouflaged and all lower surfaces are silver.

No. 46 Squadron is commanded by W/C. H. E. White, D.F.C., A.F.C.—all-weather fighter squadrons now being normally commanded by wing commanders, with squadron leaders as flight



(Top) Four Javelins, led by S/L. J. L. W. Towler, fly past in an impeccable box formation with wheels and flaps down.

(Above) A row of "pen-nib" fairings, with broad fins carrying extra-large flashes, small squadron markings and aircraft identification letters.

(Left) Ground crewmen help the aircrews to strap in ready for the demonstration flights at Odiham last week. Roundels and serial numbers are carried on the forepart of the Javelin.

