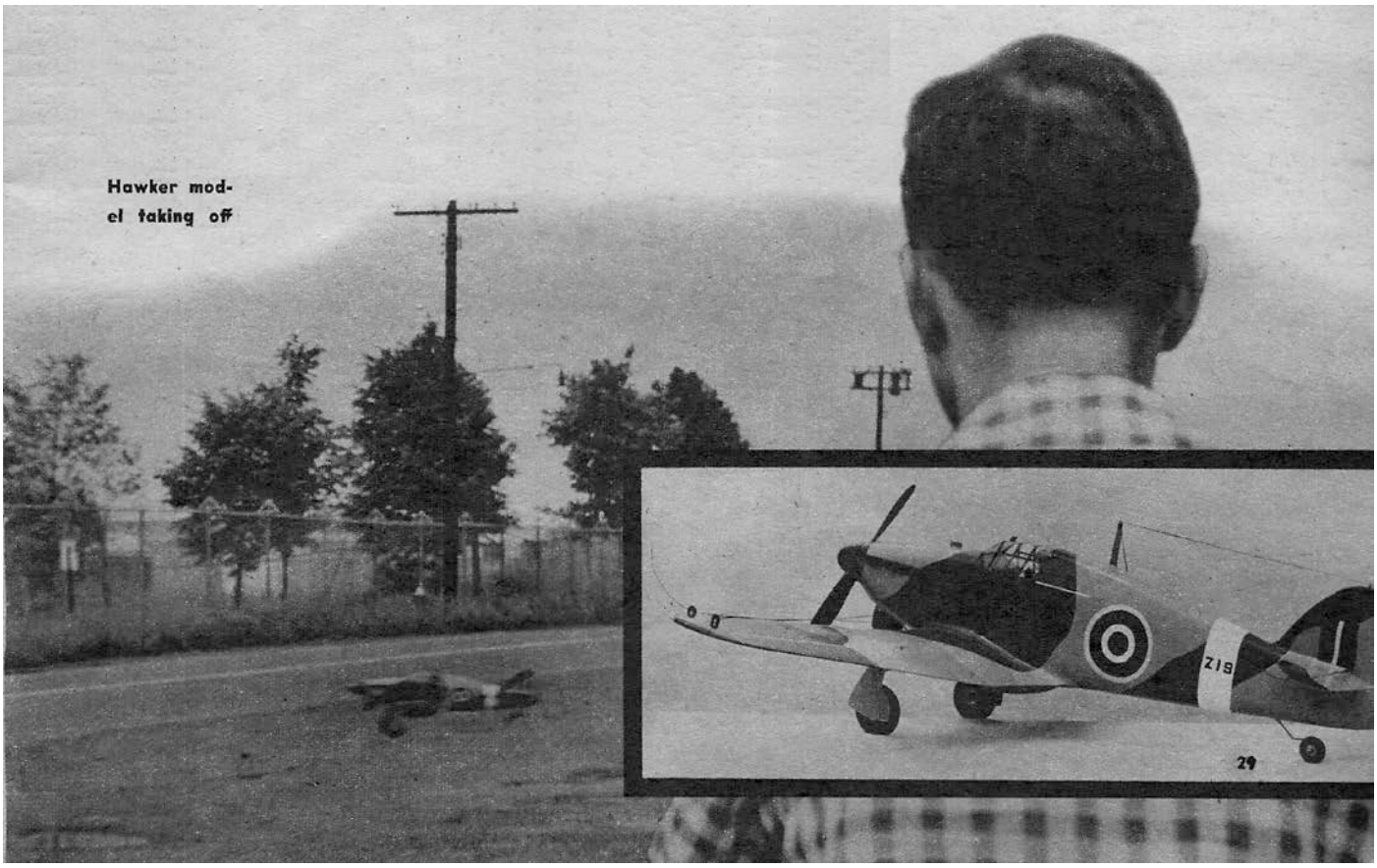
Hawker Hurricane



From the Battle of Britain to desert warfare at El Alamein this famous fighter proved itself a gallant son of the equally famed Hawker Fury by Walter Musciano.

Few, if any, of the world's fighting planes can rival the record of the famous Hawker Hurricane. Designed by Sidney Camm in 1934, the Hurricane was a low wing monoplane outgrowth of the famous biplane "Hawker Fury." Twenty four different versions of the Hurricane were used during World War II and it saw action on seventeen fronts

The early, eight machine gun, 300 mph, two bladed propeller Hurricanes were with the British Expeditionary Force in France in 1939.

It was during the Battle of Britain that these craft really made history. Working as a team with the handful of Spitfires available, the Hurricanes wreaked real havoc upon the German bombers while the faster Spitfires fought off the protecting Me 109 escorts. During the "Battle" four 20 mm cannon or twelve machine guns were fitted.

In order to combat Rommel's armor in Africa, the Hurricane was fitted with two 40 mm cannon in 1942 at El Alamein. This version utilized a special air intake housing filter because of the desert heat and sand (see plans).

A twelve cylinder, Vee type 1250hp liquid cooled Rolls Royce Merlin engine swinging a three-bladed wooden propeller pulled this fighter to a maximum speed of 335 mph. With a ceiling of about 31,000 feet its performance was inferior to the Spitfire, Mustang or Folke Wulf 190. Yet, the Hurricane could take care of itself against almost any adversary because of its ruggedness and firepower. Two auxiliary wing tanks boosted its range to 1500 miles.

Our model is built to the scale of 3/4" equals one foot and will accommodate engines from .14 to .35 cubic inch displacement. Plans illustrate the desert-version nose as well as 40 mm gun installation for the benefit of those who care to build this interesting modification. The early eight-gun version is also illustrated. When powered by a .29 engine the complete weight of our model was 24 ounces. Projected wing area is 128 square inches, which makes the

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ship eligible for team racing when using the desert fighter nose. This will enclose most engines up to .29 cubic inch displacement to meet the racing rules.

Construction is very simple throughout, utilizing sheet balsa fuselage sides and sheet-covered wings without leading or trailing edges. Start by cutting the 1/4" balsa sheet fuselage sides. Medium soft wood can be used but both sides must be cut from the same hardness of wood in order that they both will bend in identical fashion. Be certain to cut out the space to accommodate the wing center section and also for the engine mount if the wood type is to be used. Now, cut all bulkheads to shape from hard sheet balsa. Join the fuselage sides at the rear and insert bulkhead “E". Apply plenty of cement and set aside to dry thoroughly.

Complete building details are available on the full size plans.

Bill of Materials

2 ¼"x3"x36" med. balsa, empennage, spar, fuselage sides. 1 ⅛"x4"x10" plywood, spar, bulkhd., tail wheel support, landing gear support. 8 3/32"x¼"x36" med. balsa, fuselage planking. 4 3/32"x3"x36" med. balsa, wing covering. 1 ⅛"x3"x36" hard balsa, wing ribs, fuselage formers. 1 3/32" dia. 24" lg. music wire, landing gear struts. 1 1/16" dia. 24" lg. music wire, control rod, tail wheel strut. 1 ½"x3"x4" hardwood, engine mounts. 1 .020" dia. 36" lg. music wire, lead-out lines.

Miscellaneous: 1 oz. white dope, cement, 2 oz. fuel proofer, 4 oz. med. grey dope, 2 oz. brown dope, 2 oz. olive drab dope, pins, bellcrank, fuel tank, control horn, Plastic Balsa, 4 oz. Testor Sanding Sealer, red, white, blue, and yellow Trim-Film, aluminum spinner, nuts, bolts, 1¾" wheels, tin can, Scientific pilot, rubbing compound, .005" sheet plastic, “Alfa-bets.”