NOTES:

1. ALL WOODS ARE BALSA UNLESS OTHERWISE SPECIFIED.
2. FUSELAGE FOAM FILLER BLOCKS ARE LOW DENSITY RIGID POLYURETHANE

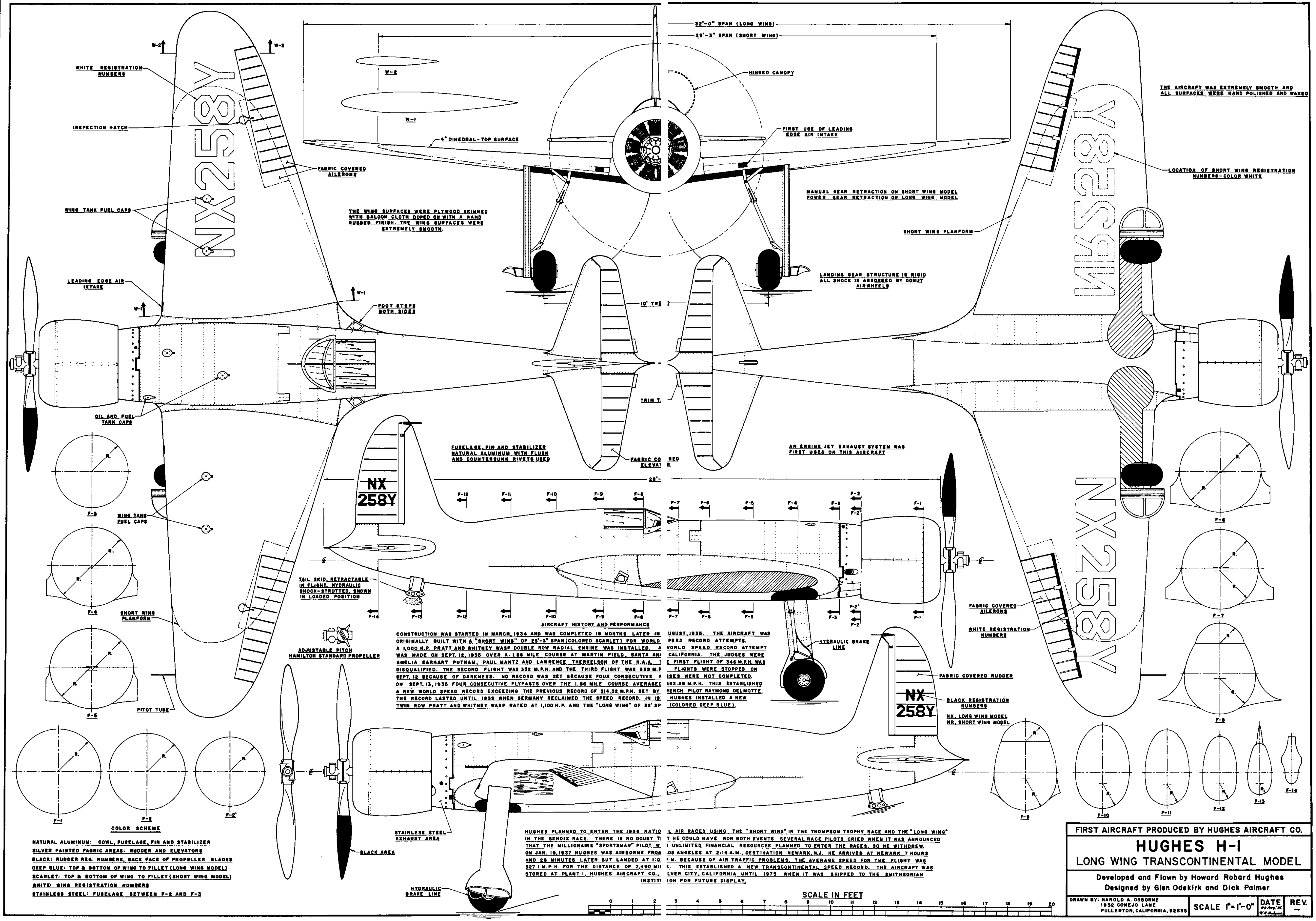
LONG WING SPAN 60 1/2", WING AREA 733 SQ. IN., .60 ENGINE AND 4 CHANNEL RADIO
SHORT WING SPAN 47 1/2", WING AREA 580 SQ. IN., .60 ENGINE AND 4 CHANNEL RADIO

HUGHES H-I

LONG AND SHORT WING MODEL

Designed by J.A. deVries, Colonel, U.S.A.F.

DRAWN BY: HAROLD A. OSBORNE 1932 CONEJO LANE FULLERTON, CALIFORNIA, 92633	Scale 1 7/8" = 1'-0"	Date



AIRCRAFT HISTORY AND PERFORMANCE

CONSTRUCTION WAS STARTED IN MARCH, 1934 AND WAS COMPLETED 18 MONTHS LATER IN UGUST, 1935. THE AIRCRAFT WAS ORIGINALLY BUILT WITH A "SHORT WING" OF 25'-3" SPAN (COLORED SCARLET) FOR WORLD PEED RECORD ATTEMPTS. A 1,000 H.P. PRATT AND WHITNEY WASP DOUBLE ROW RADIAL ENGINE WAS INSTALLED. A WORLD SPEED RECORD ATTEMPT WAS MADE ON SEPT. 12, 1935 OVER A 1.86 MILE COURSE AT MARTIN FIELD, SANTA AN CALIFORNIA. THE JUDGES WERE AMELIA EARHART PUTNAM, PAUL MANTZ AND LAWRENCE THERKELSON OF THE N.A.A. T E FIRST FLIGHT OF 346 M.P.H. WAS DISQUALIFIED. THE SECOND FLIGHT WAS 352 M.P.H. AND THE THIRD FLIGHT WAS 339 M.P. FLIGHTS WERE STOPPED ON SEPT. 12 BECAUSE OF DARKNESS. NO RECORD WAS SET BECAUSE FOUR CONSECUTIVE SSES WERE NOT COMPLETED. ON SEPT. 13, 1935 FOUR CONSECUTIVE FLYPASTS OVER THE 1.86 MILE COURSE AVERAGED 352.39 M.P.H. THIS ESTABLISHED A NEW WORLD SPEED RECORD EXCEEDING THE PREVIOUS RECORD OF 314.32 M.P.H. SET BY RENCH PILOT RAYMOND DELMOTTE. THE RECORD LASTED UNTIL 1939 WHEN GERMANY RECLAIMED THE SPEED RECORD. IN 19 HUGHES INSTALLED A NEW TWIN ROW PRATT AND WHITNEY WASP RATED AT 1,100 H.P. AND THE "LONG WING" OF 32' SP (COLORED DEEP BLUE).

HUGHES PLANNED TO ENTER THE 1936 NATIO L AIR RACES USING THE "SHORT WING" IN THE THOMPSON TROPHY RACE AND THE "LONG WING" IN THE BENDIX RACE. THERE IS NO DOUBT T T HE COULD HAVE WON BOTH EVENTS. SEVERAL RACE PILOTS CRIED WHEN IT WAS ANNOUNCED THAT THE MILLIONAIRE "SPORTSMAN" PILOT W UNLIMITED FINANCIAL RESOURCES PLANNED TO ENTER THE RACES, SO HE WITHDREW. ON JAN. 19, 1937 HUGHES WAS AIRBORNE FROM OS ANGELES AT 2:14 A.M., DESTINATION NEWARK, N.J. HE ARRIVED AT NEWARK 7 HOURS AND 28 MINUTES LATER BUT LANDED AT 1:0 P.M. BECAUSE OF AIR TRAFFIC PROBLEMS. THE AVERAGE SPEED FOR THE FLIGHT WAS 327.1 M.P.H. FOR THE DISTANCE OF 2,490 MI S. THIS ESTABLISHED A NEW TRANSCONTINENTAL SPEED RECORD. THE AIRCRAFT WAS STORED AT PLANT 1, HUGHES AIRCRAFT CO., LVER CITY, CALIFORNIA UNTIL 1975 WHEN IT WAS SHIPPED TO THE SMITHSONIAN INSTIT ION FOR FUTURE DISPLAY.

COLOR SCHEME

NATURAL ALUMINUM: COWL, FUSELAGE, FIN AND STABILIZER
SILVER PAINTED FABRIC AREAS: RUDDER AND ELEVATORS
BLACK: RUDDER REG. NUMBERS, BACK FACE OF PROPELLER BLADES
DEEP BLUE: TOP & BOTTOM OF WING TO FILLET (LONG WING MODEL)
SCARLET: TOP & BOTTOM OF WING TO FILLET (SHORT WING MODEL)
WHITE: WING REGISTRATION NUMBERS
STAINLESS STEEL: FUSELAGE BETWEEN F-2 AND F-3

SCALE IN FEET

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

FIRST AIRCRAFT PRODUCED BY HUGHES AIRCRAFT CO.

HUGHES H-1

LONG WING TRANSCONTINENTAL MODEL

Developed and Flown by Howard Robard Hughes
Designed by Glen Odekirk and Dick Palmer

DRAWN BY: HAROLD A. OSBORNE 1932 CONEJO LANE FULLERTON, CALIFORNIA, 92633	SCALE 1" = 1'-0"	DATE 28 Aug. '76 H. A. Osborne	REV. —