



INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model, preferably nudging it along with a small wet brush.* You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Let decals dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but are not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, and various other sources.

CanMilAir DECALS

Set #

341

Hawker Hurricane Mk IV - 6 Sqn, Italy 1944

Markings for the Hurricane on display at Vintage Wings of Canada.



	Top Side Camo RAF Dark Earth	Top Side Camo RAF Middle Stone	Under Side RAF Azure Blue
CGSB 1-GP-12:	BS.381 450	-	BS.381 104
Federal Standard:	30095, 30118	30266	-
Testors MM:	1702	-	2048
Humbrol:	29 or 142	3*Hu:81 + 2*Hu:26	157
Tamiya:	XF-52	XF-60	XF-8
Gunze Sangyo:	H72	H71	H15

1:200
 1:144
 1:100
 1:72
 1:48
 1:35
 1:32
 1:18
 1:

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The Spitfire will forever be associated in the public's mind with the Battle of Britain, but it was the Hawker Hurricane that shouldered the lion's share of the fighting and the eventual victory during that titanic aerial struggle. Day after day, the exhausted RAF and Commonwealth pilots from 32 Hurricane-equipped squadrons rose from the airfields of East Anglia to meet and eventually defeat the Luftwaffe, thereby making this aircraft forever synonymous with the "Few".

The "Hurry" was a design of many firsts for the Royal Air Force. The Hurricane was the first monoplane fighter aircraft of the RAF, its first fighter with both an enclosed cockpit and retractable landing gear as well as the first to exceed 300 mph in level flight. While it may have been first, it proved to be an exceptional design which could be adapted to just about any role needed from a single seat aircraft, from interceptor to naval reconnaissance to ground attack. The Hurricane Mk 4 of Vintage Wings of Canada is painted in the markings of RAF 6 Squadron, "The Flying Tin Openers", which operated the Hurry in the "tank-busting" and ground attack role. Many Canadian pilots flew the cannon-equipped tank-buster variant with 6 Sqn. on operations in North Africa.

This Mark IV was originally manufactured by Hawker Aircraft Ltd. at the company's Kingston-upon-Thames factory sometime after 1942. It was assigned constructors number KZ321. The aircraft was stored for a time until taken into service with the RAF's No. 6 Squadron at Grottaglie Italy in March of 1943.

The unit was transferred to the RAF's Balkan Air Force (which in 1944 included a Yugoslav contingent of one Hurricane squadron) four months later at Canne Greece. The aircraft operated from various detachments in Greece, Italy and Yugoslavia. The squadron ended up in Proks, Yugoslavia where it remained until VE day.

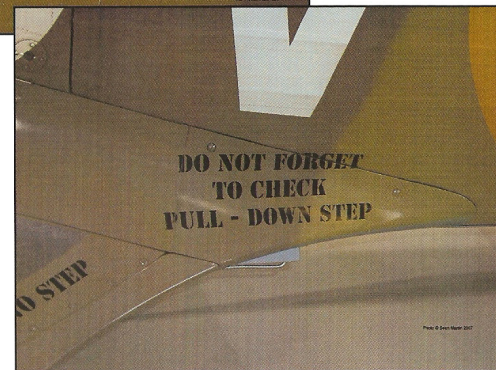
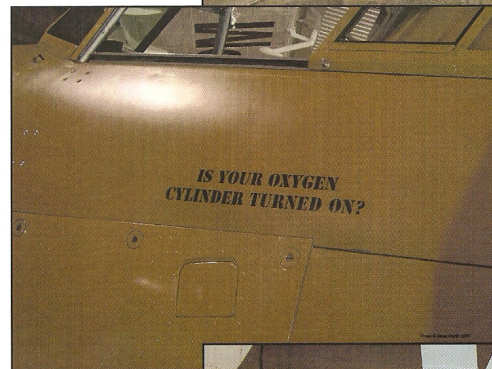
Post-war, the unit moved to Palestine and Nicosia, flying Hurricanes including this aircraft.

KZ321 was ultimately abandoned in what is now Israel when the squadron converted to Tempest F.VIs on 15 January 1947, the last RAF unit to operate Hurricanes. Recovered from a Jaffa scrap yard by Doug Arnold's Warbirds of GB Ltd, it was returned to the United Kingdom in 1983 where it was stored at Blackbushe and Biggin Hill.

It was then acquired by The Fighter Collection of the Imperial War Museum at, Duxford England in 1991. Restoration was started by Hawker Restorations Ltd. of Suffolk, England in 2001 returning the aircraft to zero hour condition using original and refurbished parts. It was registered as G-HURRY, painted in the authentic RAF markings of No. 6 Squadron. Its first post restoration flight was in 2003 and was thereafter flown by The Fighter Collection.

Vintage Wings acquired and registered KZ321 in Canada as CF-TPM in May of 2006.

KZ321 is the last Hurricane Mark IV in existence.

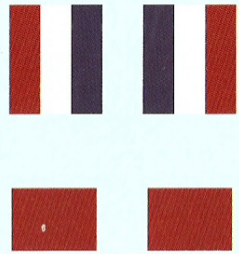
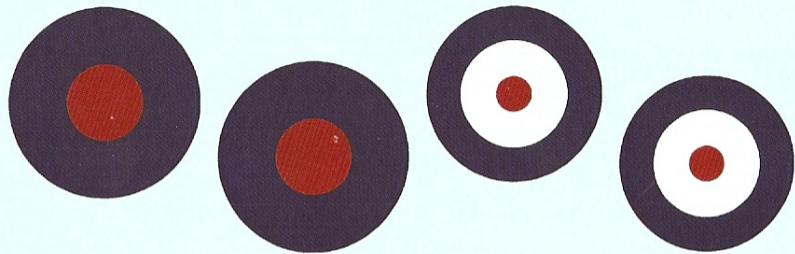




page 4



page 3



OIL S100
9 GALLS
AIRSPACE
1 1/2 GALLS

KZ32I KZ32I

CF-TPM CF-TPM

DO NOT FORGET
TO CHECK
PULL-DOWN STEP

COOLANT MIXTURE	BATTERY
GLYCOL WATER	24 VOLT
30% 70%	

NO STEP NO STEP

TRESTLE HERE TRESTLE HERE

NO JVON [Yellow square] [Circle with 'E']

JACK
HERE

JACK
HERE

IS YOUR OXYGEN
CYLINDER TURNED ON?

TYRE PRESS.
40 P.S.I.

TYRE PRESS.
40 P.S.I.

HYDRAULIC FLUID
DTD 585