

HAWKER

Hurricane

Every effort has been made to insure the completeness of this Kit — however, should any part be missing, write to:

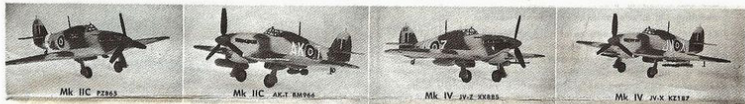
REPLACEMENT PARTS DEPT.
P. O. Box 48745, Niles, Ill. 60648

When writing, please print your name & address plainly.

KIT 6965

SCALE: $\frac{1}{4}$ " = 1'
1/48 SIZE

Mk IID JV-Z BP188



Mk IIC PZ863

Mk IIC AKT 8M944

Mk IV JV-Z X8883

Mk IV JV-X K2187

The Hawker Hurricane was born into the troubled world of 1933. Conceived by Hawker's chief designer Sydney Camm, the Hurricane was a contemporary of Willy Messerschmitt's Me 109 and Mitchell's famous Spitfire. These three fighters were the principal antagonists in that greatest air battle of all time—the Battle of Britain in 1940. On the opening day of that battle, August 8th, Britain's Fighter Command possessed about 400 operational Hurricanes as compared with only 240 Spitfires. The first shots of the battle proper were fired by Hurricanes from Squadron No. 145 though joined shortly by Spitfires from Squadron No. 638.

The Hurricane was 32 ft. 3 in. in length and had a 40 ft. wingspan, was powered by a 1280 h.p. Rolls Royce Merlin XX engine, giving it a top speed of 340 m.p.h. at 21,000 feet. With its great strength and operational flexibility, the Hurricane gained the distinction of being the most heavily committed Allied fighter during the first year of the war. Hurricanes fought in Russia, the North African campaign, as well as all over Europe and Britain. They were still in action against the Japanese when the atom bomb brought the War in the Far East to an end.

Over 14,000 Hurricanes were built before production ended in August of 1944. PZ 865 was the last Hurricane ever built and was never issued to the R.A.F. It was bought by Hawker

Aircraft Ltd. and appropriately named and emblazoned "The Last of the Many".

To distinguish various types of Hurricanes, the R.A.F. allotted Mark numbers. The most popular types being the Mark IIA, Mark IIB, Mark IIC, Mark IID, and Mark IV.

Your Hawker Hurricane kit will authentically reproduce one of five specific Hurricanes consisting of: PZ 865, a Mark IIC version which was dubbed "The Last of the Many".

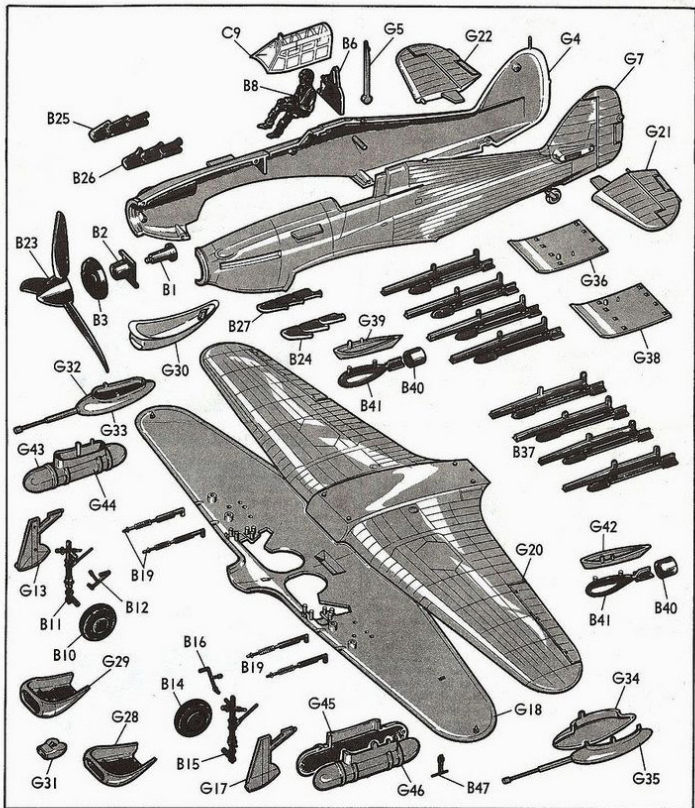
BM 966, also a Mark IIC version, equipped with four 20mm cannon, could also carry beneath its wings, rockets, bombs, or two 44 gallon drop-tanks,

BP 188 which was a Mark IID, carried two 40mm cannon under its wings for armament.

KX 885 was a Mark IV type, it carried two 40mm cannon beneath its wings for armament.

KZ 187 also a Mark IV, which carried rockets beneath its wings.

In addition to the five specific aircraft mentioned you can also assemble an authentic Mark IIA, and Mark IIB. The Mark IIA, had only eight machine guns concealed in its wings, for armament. The Mark IIB, had twelve machine guns concealed in its wings and was capable of carrying rockets, bombs, or drop-tanks beneath its wings.



EXPLODED DRAWING OF THE HURRICANE

BEFORE YOU BEGIN ASSEMBLY . . .

Your Hawker Hurricane Kit will authentically reproduce one of five specific Hurricanes. Read the introduction and study the photographs carefully to decide on the Hurricane you want before beginning assembly.

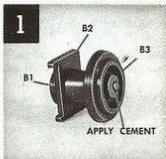
Read each assembly step, study the exploded drawing and the photos to become familiar with all parts of the model. Check the fit of each part before you cement it in place and compare your assembly with the one in the photo. Your Hurricane features retractable landing gear, therefore it is **IMPORTANT** that vegetable oil be applied where indicated. Do not get cement on movable parts.

Each "tree" of plastic parts is molded with identifying numbers, appearing on the parts or on tabs next to the corresponding parts. In the assembly instructions, identifying numbers are preceded by the letter G or B, to indicate whether the part can be found on a Gray or Black parts tree. This method makes it easy for you to locate parts during model assembly.

Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic. Use a small sharp knife, such as a modeling knife, available at your hobby counter.

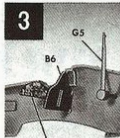
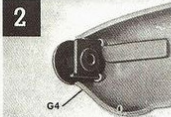
Keep in mind, the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents which dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. When applying cement to small or confined areas, use cement on the end of a toothpick instead of the tube nozzle to better regulate the amount of cement being applied.

If you plan to paint your model, refer to the instructions, "Finishing the Hurricane", for helpful hints on painting. It is best to paint some parts before cementing them into place. Remember to scrape paint away from areas which will be cemented. Cement will not stick to paint.



1 Insert (do not cement) **B1** propeller shaft through hole in **B2** bearing plate. Next, slip **B3** spinner backplate over propeller shaft, and cement to the shaft end and onto spinner backplate. Spinner backplate and propeller shaft must spin in bearing plate.

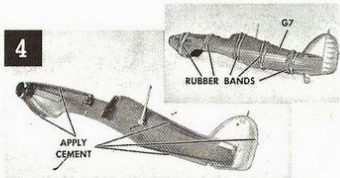
2 Cement two pins on assembled bearing unit into two holes inside **G4** right fuselage half, as shown.



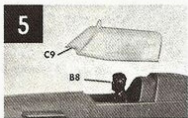
INSTRUMENT PANEL FROM DECAL SHEET

3 Cement lower end of **G5** antenna mast over end of long pin inside right fuselage half, as shown in photo. Attach **B6** armor plate by cementing two pins on armor plate into holes inside right fuselage half. Next, cut closely around outline of instrument panel on decal sheet (do not remove decal from backing sheet) and using cement very sparingly attach it to panel in right fuselage half.

4 Apply cement to edges of right fuselage half and fasten it to **G7** left fuselage half. Make sure pin on propeller bearing plate lines up with hole in left fuselage half and that back of armor plate rests against pin inside left fuselage half. Wrap rubber bands around fuselage for a tight fit as shown in photo.

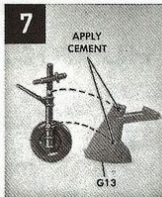


5 Apply cement to slot in armor plate and attach **B8** pilot by fitting tab on pilot's back into slot in armor plate. Next, apply cement sparingly to bottom edges of **C9** clear canopy and install over cockpit.

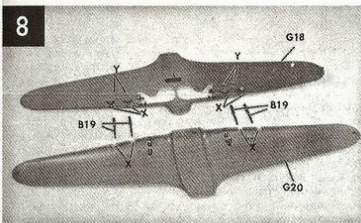


6 Slip (do not cement) one **B10** wheel over axle of **B11** right landing strut with spokes of wheel facing away from strut as shown. Flare over end of axle (so that wheel is retained on axle and can rotate freely) with the heated blade of an old knife.

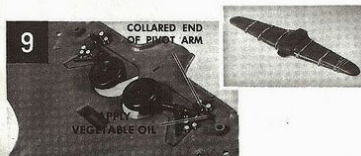
7 Apply cement to two small holes on **G13** right strut cover and attach to assembled right landing gear strut as shown. Now assemble left landing gear by repeating steps 6 and 7 using parts **B14**, **B15**, and **G17**. Before cement holding strut covers to the landing struts dries, continue assembly through step 9 when strut covers are adjusted flush with underside of wing.



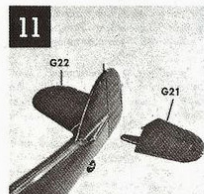
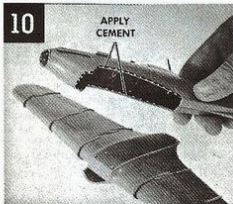
8 For the Mk IIC BM 966 version only, open the eight areas, at leading edge of both **G18** and **G20** wing halves, indicated X, with the point of a modeling knife. Cement the four **B19** 20mm cannon into holes in bottom half of wing. NOTE: Only the Mk IIC BM 996 carries the 20mm cannon. For the Mk IID BP 188 and Mk IV KX 885, clear out the four holes in **G18** bottom wing half, indicated Y. These are used for mounting the 40mm cannon in step 15.



9 IMPORTANT! To make the operating landing gear work smoothly, apply a tiny amount of vegetable oil to the two ends of each landing strut. Next, place (do not cement) both strut units into wing exactly as shown. Apply cement carefully along edge of upper wing half and attach to lower wing half. Make sure landing struts remain in place when attaching wing halves. Wrap rubber bands around wing to hold halves together tightly (especially near center of wing where landing strut pivots are located). DO NOT OPERATE LANDING GEAR UNTIL CEMENT HAS DRIED OVERNIGHT.

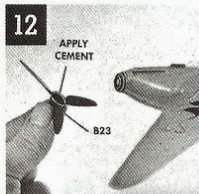


10 Apply cement carefully to edges of fuselage as indicated and fit fuselage down onto wing. Hold parts together until cement sets.



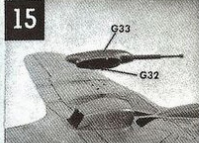
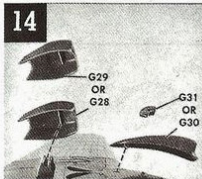
11 Apply cement along inside edge of **G21** left stabilizer and insert tab and small pin into slot and hole in fuselage tail section. Cement **G22** right stabilizer into place in the same manner.

12 Apply cement sparingly around rear edge of spinner on **B23** propeller and attach to face of spinner backplate as shown. Make sure propeller is centered and surfaces are flush with backplate.



13 For Mk IIA and Mk IIB versions, cement **B24** left and **B25** right exhausts into fuselage as shown. All other versions use **B26** right and **B27** left exhausts, installed in the same manner.

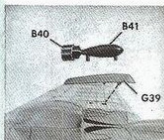
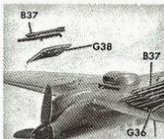
14 Cement **G28** radiator (Mk IV use **G29** radiator) to underside of wing making sure that rib in radiator fits into slot as shown. Next, apply cement to tab and edges of **G30** tropical air filter (Mk IIC PZ 865 use **G31** air scoop) and place tab in slot on underside of wing.



15 Cement **G32** and **G33** 40mm cannon halves together, (for Mk IID and Mk IV KX 885 only) attach to underside of right wing making sure that pins on cannon align with holes (opened in step 8) in wing as shown. Assemble **G34** and **G35** 40mm cannon and attach to left wing in the same manner.

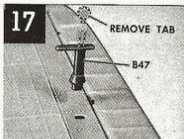
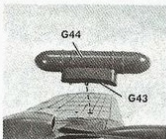
16 If you are assembling the Mk IIC BM 966 or the Mk IIB you have the option of attaching either rockets, bombs, or drop tanks. The Mk IV KZ 187 uses only rockets.

ROCKETS — Apply cement to **G36** right rocket mount and fit the two pins on mount into the proper holes as shown in photo. Next, apply cement to the eight holes in the rocket mount and insert the pins of four **B37** rockets. Attach **G38** left rocket mount and four **B37** rockets using the same procedure.



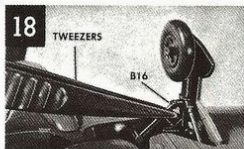
BOMBS — Apply cement to edges and two pins on **G39** right bomb mount and insert pins into the proper holes as shown in photo. Now, cement **B40** ring to **B41** bomb fins. Next, apply cement to holes in bomb mount and insert pins on bomb. Attach **G42** left bomb mount, **B40** ring and **B41** bomb using same procedure.

DROP TANKS — Cement **G43** and **G44** right drop tank halves together. Now, cement edges and pins of drop tank and insert pins into proper holes as shown in photo. Repeat procedure using **G45** and **G46** left drop tank halves.



17 Apply cement to hole in left wing undersurface and after removing the round tab from bottom of pitot tube **B47** insert end as shown.

18 If desired, the landing gear locking arms may be installed for additional detail with the landing gear in the permanent down position only. When locking arms are attached do not attempt to move gear to retracted position. To attach, cement pin on **B16** left locking arm into hole on inside of landing strut using tweezers. Position locking arm as shown in photo. Repeat procedure for **B12** right locking arm. Landing struts or strut covers may also be cemented to wing to prevent gear from accidentally being operated.



OPERATING THE LANDING GEAR

Your Hurricane model features an easily operated landing gear. To extend landing gear, hook a finger nail or pencil point under the strut cover, as shown in photo, and swing gear down and out to locked position.

To retract gear into "up" position merely push inward on strut cover. The gear will pivot toward fuselage and upward into wing. The wheels are held securely in either the up or down position by a friction-lock at the top of the strut in the wing.



FINISHING the HURRICANE

PAINTING. The plastic parts in this kit are molded in medium gray, black, and clear polystyrene. A realistic and attractive model can be completed without painting. However, if you wish to paint additional details and camouflage your Hurricane as shown in the photos, suggestions are given below.

It is best to paint most of the small parts before cementing them. The large surfaces such as the wings and fuselage may be painted after assembly. Only enamel or paint for plastics should be used. Camouflage colors should have a flat finish. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 in. wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas to be cemented because cement will not hold to paint.

British camouflage varied greatly with the area of operation, the season of the year, and aircraft function. The original gray of the plastic in your kit lends itself to camouflage patches of gray on the upper surfaces of the model. It does not require painting if you decide to use a flat dark olive green for irregular shaped patterns over the gray. Another popular camouflage scheme, for desert operation, was brown over sand, this scheme however, requires painting the entire upper surfaces. Lower surfaces on either version should be a light gray. Include canopy framework when painting upper surfaces. The remaining details use the following colors:

SILVER—Landing gear struts, gun barrels, and rockets.

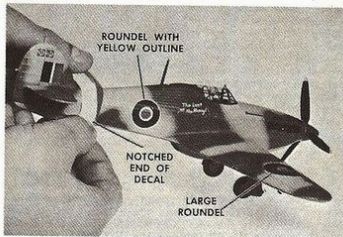
RED—Rocket tips and propeller spinner.

BLACK—Tip of cannon barrels, tail wheel and mouth of air scoop or filter.

YELLOW—Propeller tips.

LIGHTS—Small dome in front of antenna mast and tail light are white; right wing light—green, left wing light—red.

PILOT—Tan flying suit, flesh face and hands, brown helmet, parachute and straps, yellow life jacket, black earphones and shoes, and silver goggles.



APPLYING DECALS. When applying decals refer to the photos for exact location of each decal marking.

Then proceed with one subject at a time. For a neat job, cut closely around outlines with scissors or a sharp knife. Dip decal into water for a few moments until it slides easily on paper backing and place decal in correct location on the model. Hold decal in position with one finger and slide paper backing out from underneath, as shown in photo. Decal can be shifted slightly on the model. When applying the white band, line up the notched end with the seam on the bottom of the fuselage, exactly as shown in the photo. When it is in correct position, press out trapped air bubbles and blot out any excess water with a soft rag. Before drying, decals should be pressed firmly against contours of the surface, such as rivets and blisters on wings.

