

There are several notes I need to provide to aid you with the enclosed package. The original kits used 1/16" balsa. Since I wanted to print these directly on balsa sheet I developed the parts for 1/32" balsa sheet. My printer will handle up to 1/20" sheet, but I find 1/32" is a little easier to handle in the printer. As a result, some of the parts have been drawn to allow for cross grain laminations. The fuselage formers are a good example. The fin as also been drawn with a mirror image to allow for markings on both sides. This works fine as long as you are using 1/32" sheet stock.

I like to use a removable nose for winding. The parts have been drawn with this in mind. The nose former has been drawn so a removable nose plug can be used. A colored nose plug has also been drawn. Back the colored nose piece with 1/64" plywood. This assembly will then plug into the opening formed by the fuselage structure. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose plug.

When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. This makes holding the model in a winding stooze very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of 1/64" plywood to the inside of each fuselage side at the peg location. This has proven to be plenty strong for a fully wound motor of 1/8" Tan II rubber. A piece of 3/32" OD aluminum tubing is used for the rear motor peg.

The landing gear parts for the Hurricane have been modified from the original kit. This was done to make bending the wire and installation easier. A drawing showing the modified landing gear installation has been provided. The location of the gear legs has been printed on each wing panel. You will see a line with a circle on one end. Push the landing gear wire through the printed circle. The bent wire will line up with the printed line.

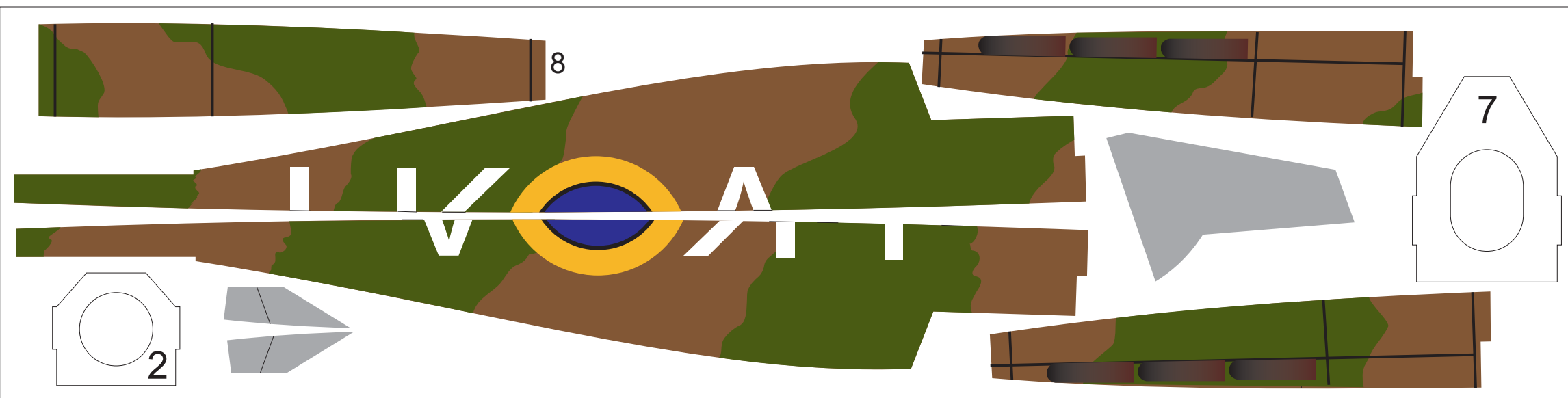
Another modification made to the original kit layout was to include a pilot figure. This was done in the same manner as the Jigtime models. The profile pilot figure is simply glued into the slot provided in a new fuselage former. That former is placed at the rear of the cockpit opening. This closes the opening as well as provide a place to mount the pilot figure.

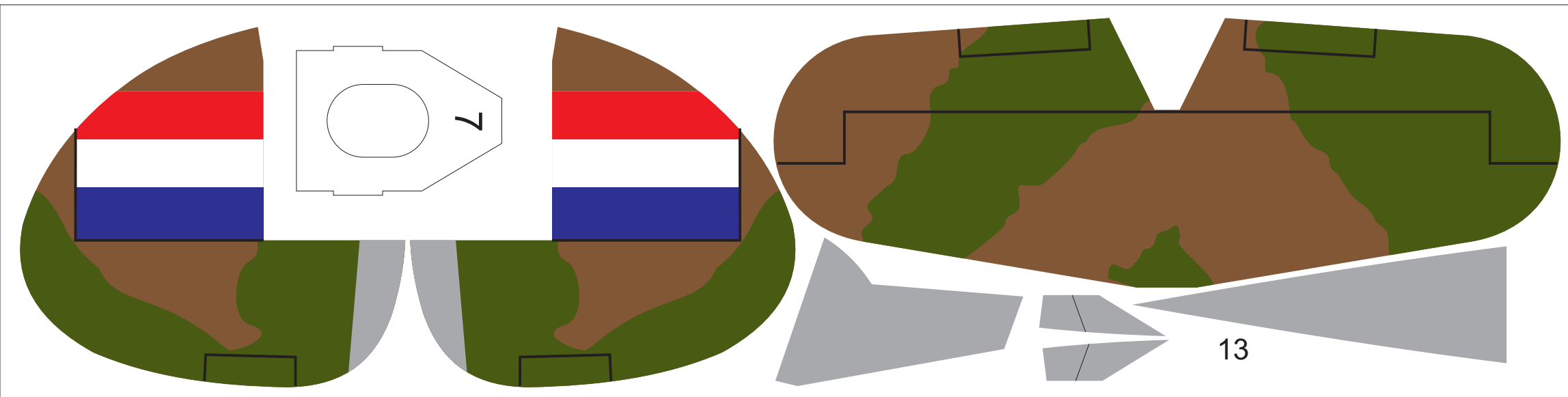
The original kits came with a vacuum formed canopy and an injection molded prop/spinner. A drawing has been provided that will allow you to develop forms for making your own vacuum formed canopy. The canopy also is easy to make from bent flat clear plastic sheet. A pattern has been provided if you would prefer to avoid the hassle of carving a vacuum forming plug. The original kit spinner came molded with a three bladed prop. A separate spinner has been drawn for use with a better performing two bladed prop.

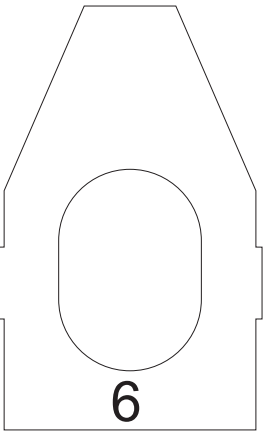
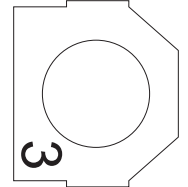
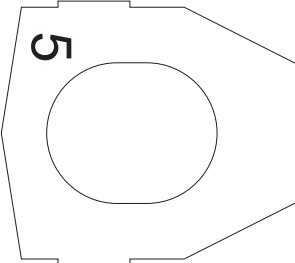
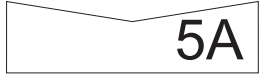
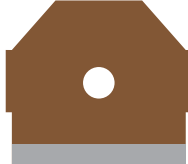
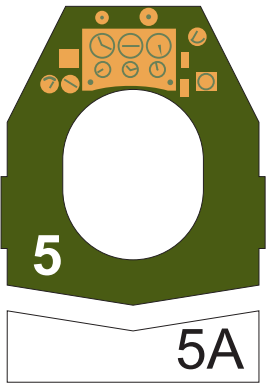
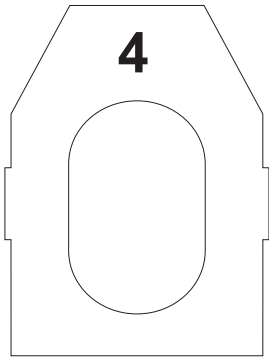
I do hope you build and enjoy a model from this plan package.

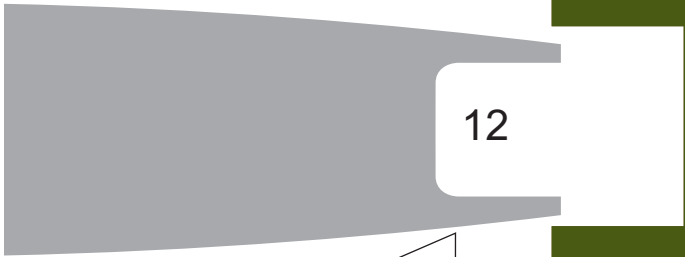
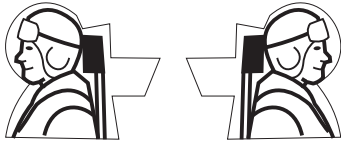
Paul Bradley



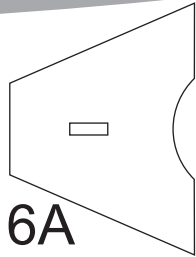




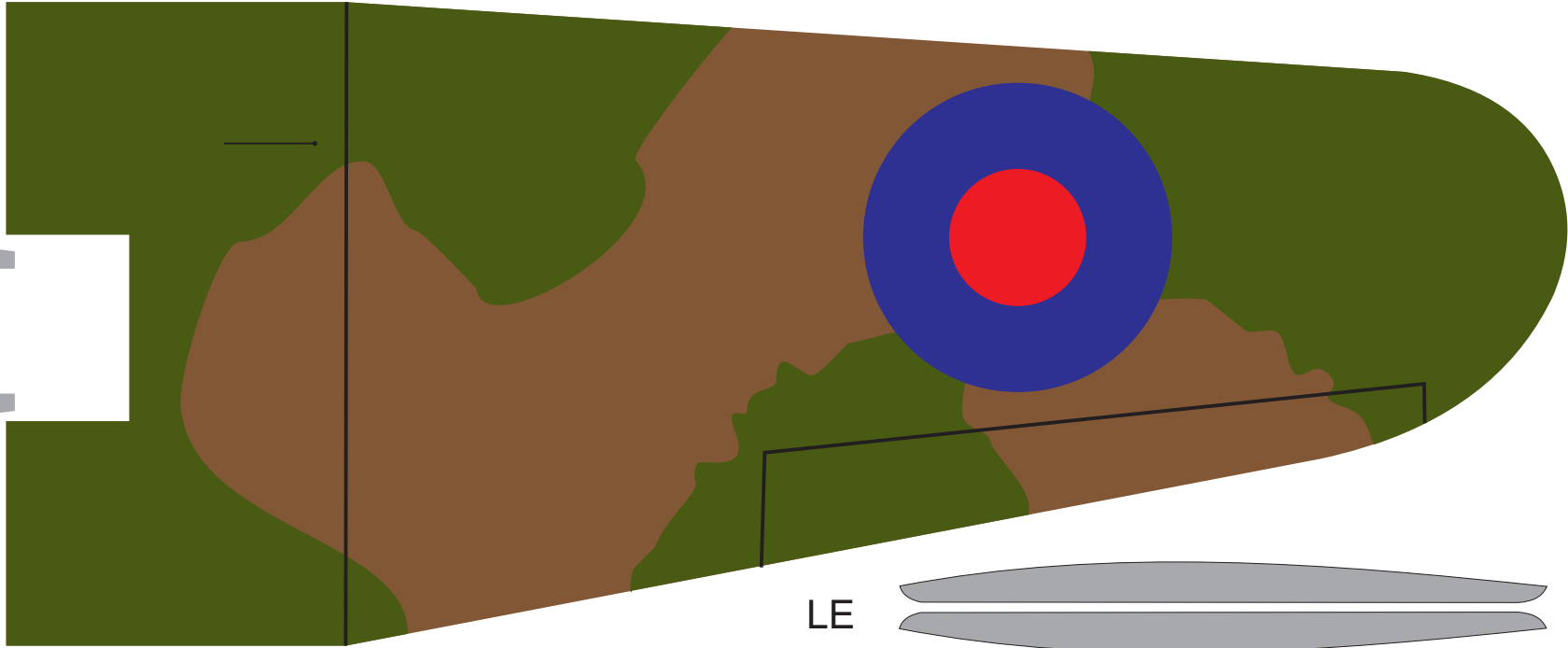




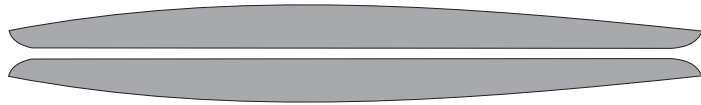
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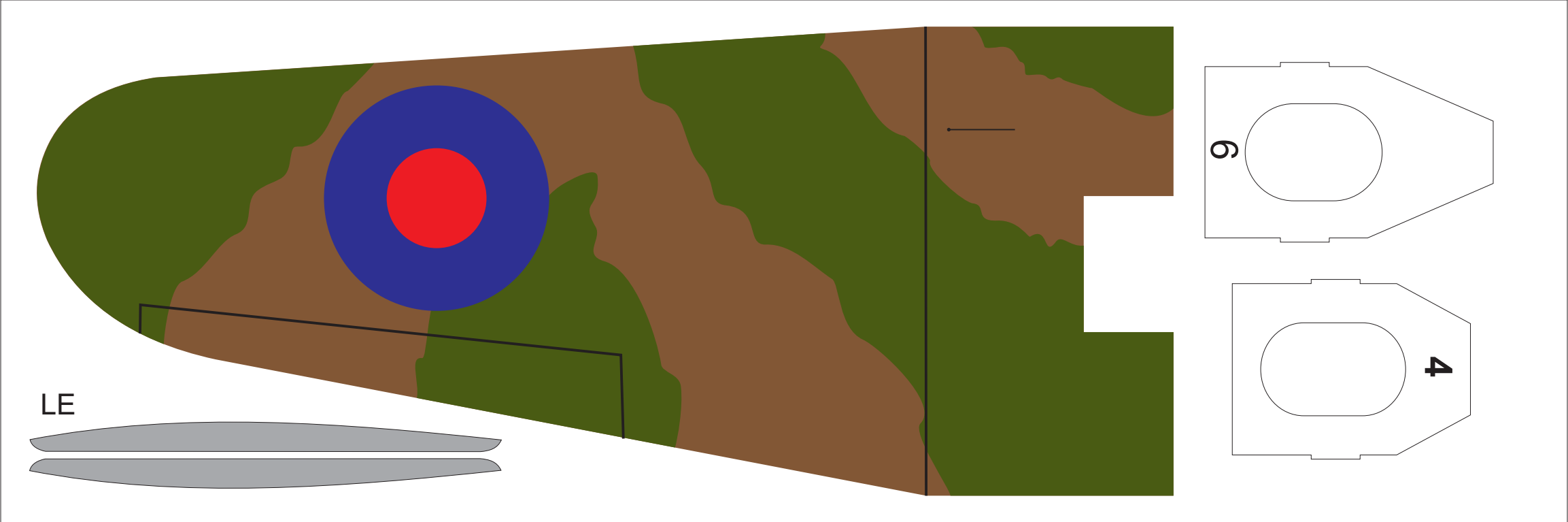


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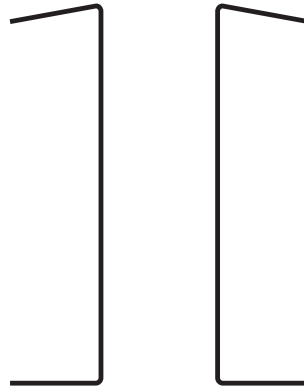


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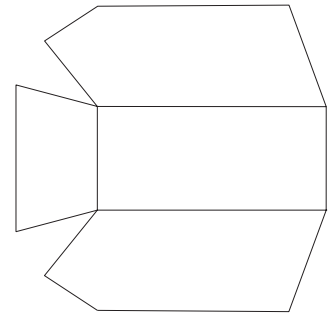
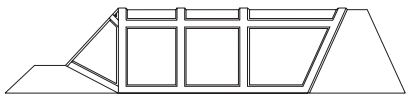
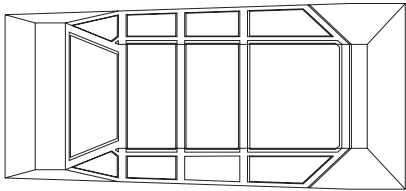
Top



Landing Gear

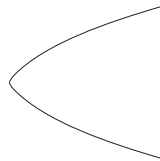
Make from .025 music wire

Wheels are .75" diameter



**Canopy Form
for Vacuum Forming**

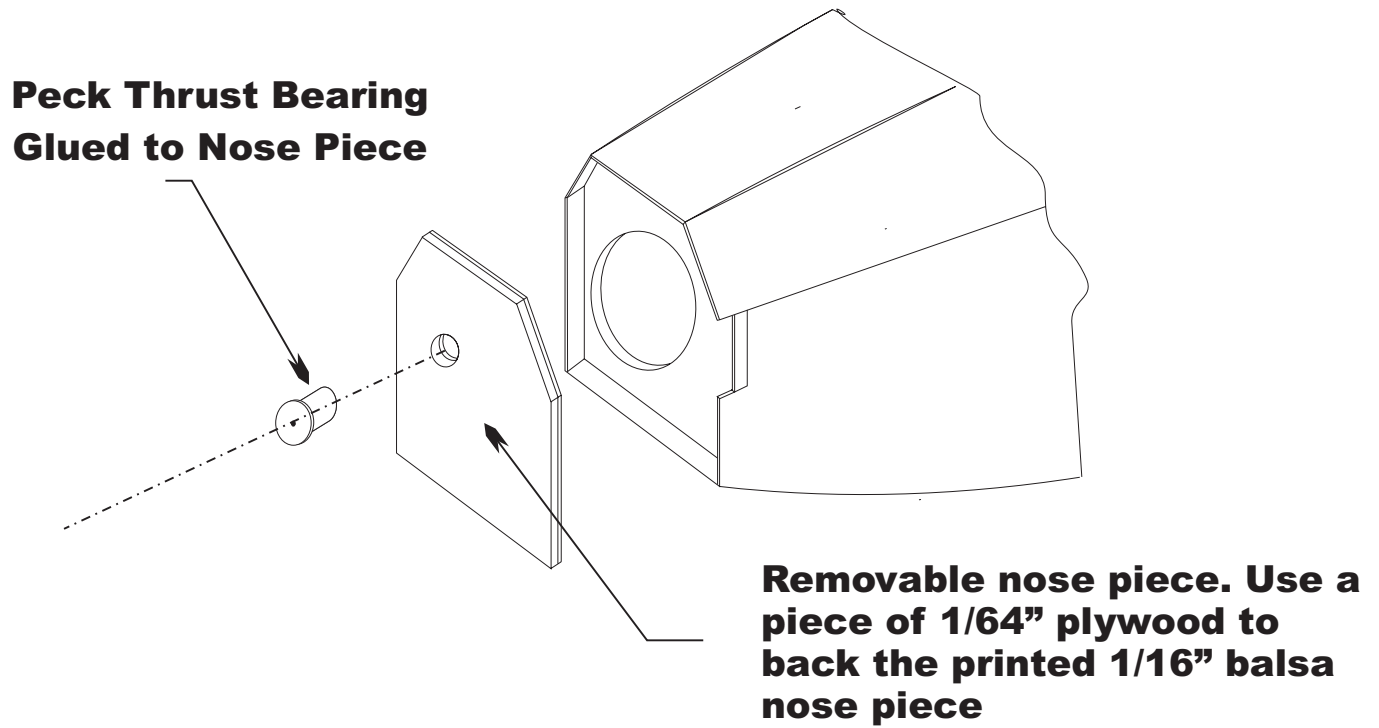
**Pattern for forming
canopy from flat sheet**



Spinner

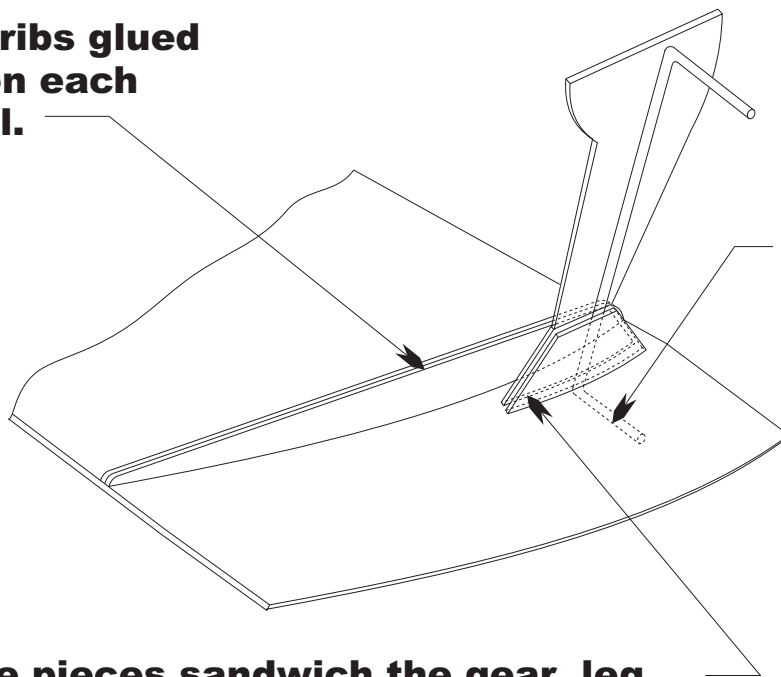
Hawker Hurricane

Modification to the nose to allow for a removable noise piece for stretch winding.



Landing Gear Modification

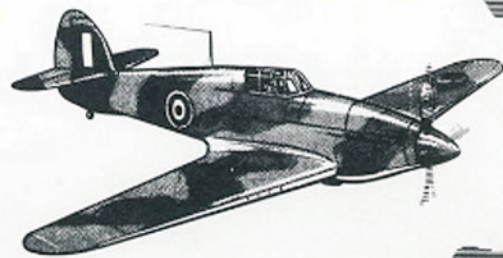
Two wing ribs glued together on each wing panel.



Landing Gear leg goes through the wing and is cemented on top. Use the printed line and dot on the top of the wing as a location guide.

These pieces sandwich the gear leg piano wire. Trim the gear cover to fit on top of the base supports.

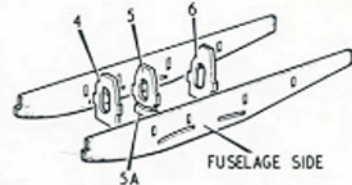
FLYING SCALE SERIES



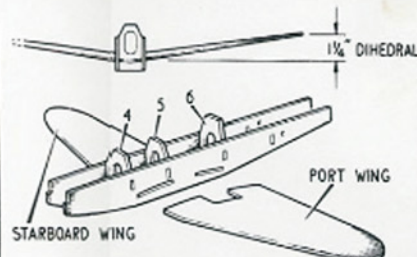
HAWKER HURRICANE

Flying ---

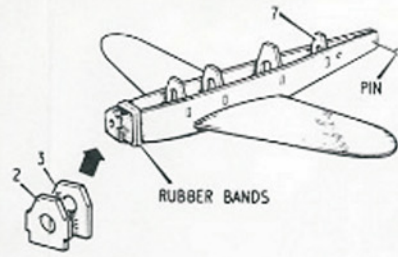
Building --



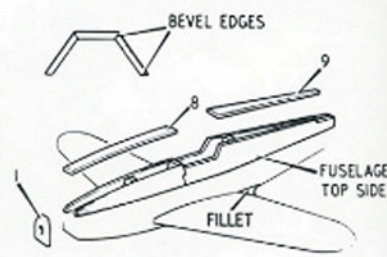
1 ASSEMBLE FUSELAGE SIDES TO FORMERS 4, 5 AND 6 AND ADD SA, MAKE SURE ASSEMBLY IS SQUARE AND THAT ALL SLOTS LINE UP WITH EACH OTHER.



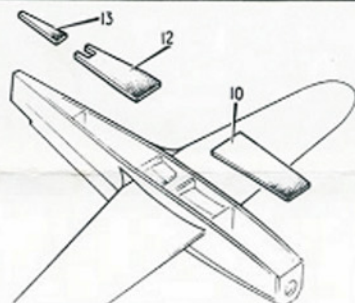
2 SLIDE WINGS IN PLACE THROUGH SLOTS IN FUSELAGE. CHECK DIHEDRAL AND SECURE BY SQUEEZING CEMENT OVER ALL WING/FUSELAGE JOINTS INSIDE FUSELAGE ONLY.



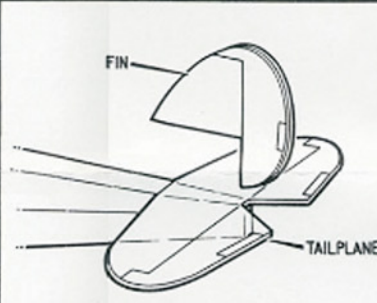
3 CEMENT FORMERS 2 AND 3 TOGETHER. JOIN FUSELAGE AT NOSE AND TAIL, FITTING FORMERS 2, 3 AND 7. HOLD TOGETHER WITH PINS OR RUBBER BANDS UNTIL SET.



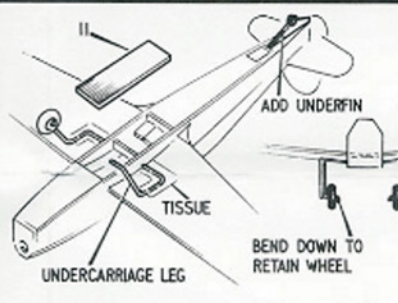
4 ADD FUSELAGE TOP SIDES, BEVELLING EDGES AS SHOWN. BEVEL EDGES OF PARTS 8 AND 9 AND FIT IN POSITION. WHEN DRY, ADD NOSE FORMER, PART 1. ADD FILLETS.



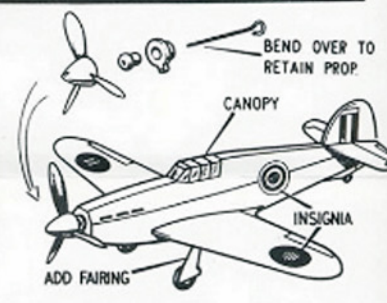
5 CEMENT PARTS 10, 12 AND 13 IN PLACE, PINNING IN POSITION UNTIL SET. LEAVE SUFFICIENT SPACE TO ADD PART 11. SEE FIG. 7.



6 CHECK THAT TAILPLANE ASSEMBLES SQUARELY ON FUSELAGE, THEN CEMENT IN PLACE. JOIN FIN HALVES TOGETHER AND CEMENT IN PLACE. ADD UNDERFIN, SEE FIG. 7.



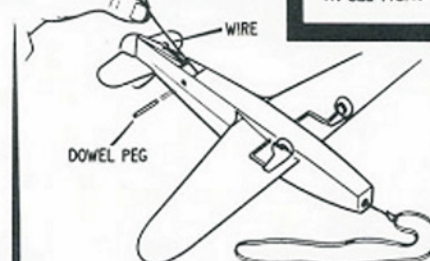
7 PUSH UNDERCARRIAGE LEGS THROUGH FUSELAGE SIDES AT POSITION SHOWN AND CEMENT WELL, REINFORCING WITH PIECES OF TISSUE. ADD PART 11 AND FIT WHEELS.



8 TRIM SURPLUS MATERIAL FROM CANOPY AND CEMENT IN PLACE. FIX INSIGNIA TO FIN, WING AND FUSELAGE SIDES. ASSEMBLE NOSE UNIT AND CHECK FOR FIT IN FUSELAGE.



1 PREPARE RUBBER MOTOR FOR FLYING BY LUBRICATING WITH RUBBER LUBRICANT OR CASTOR OIL. CAREFULLY RUN IN, MOTOR SHOULD TAKE APPROX. 200-250 TURNS.



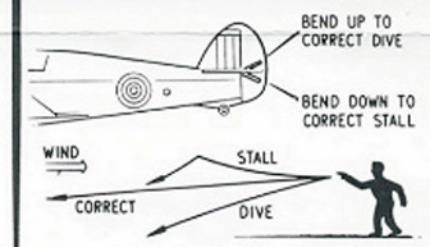
2 INSTALL RUBBER MOTOR BY MEANS OF A PIECE OF WIRE OR THREAD INSERTED FROM THE TAIL END OF FUSELAGE. SECURE AT REAR END WITH 1/8" DOWEL PEG.



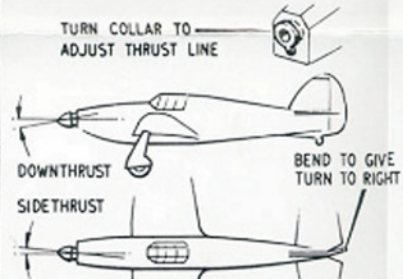
3 CHECK THAT ALL SURFACES LINE UP TRUE WHEN VIEWED FROM THE FRONT OR FROM ABOVE. WINGS SHOULD BE STEAMED TO INCORPORATE SLIGHT WASHOUT AT TIPS.



4 MODEL SHOULD BALANCE AT ABOUT 40% OF WING CHORD AS SHOWN. PLASTICINE MAY BE ADDED TO NOSE OR TAIL TO CORRECT IF NECESSARY.



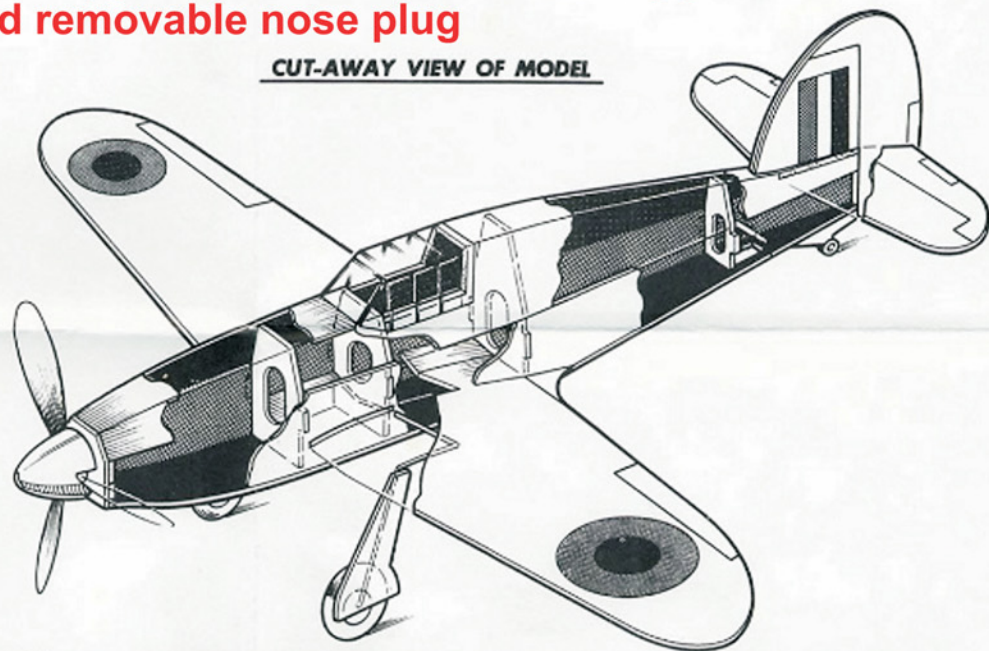
5 TEST FOR GLIDE ON A CALM DAY. LAUNCH GENTLY AND OBSERVE FLIGHT PATH. CORRECT FAULTS BY BENDING ELEVATORS OR BY ADDING WEIGHT IF REQUIRED.



6 COMMENCE FLYING UNDER POWER WITH 50 TURNS ON MOTOR. ADJUST THRUST LINE TO PREVENT STALLING. CEMENT COLLAR IN PLACE WHEN BEST SETTING IS FOUND.

See supplemental notes for landing gear installation and removable nose plug

CUT-AWAY VIEW OF MODEL



KETILKRAFT



MADE IN ENGLAND
USING Balsa BY



CE



E^EZ^EBILT

17½" (445mm) SPAN

HURRI

FLY