

NOT FOR RESALE

Hillson F.H. 40 “Slip Wing” Hurricane

These notes are additional to those supplied with the Vintage Model C^o’s MFM Mark I Hurricane Kit.

Original kit part profiles are reproduced by kind permission of Andrew Darby the kit designer.

Centre Section

Parts

Two new part CS3, centre spar, with vertical ends must be made. The part depth is 5/16” and, if required, the weight reduction voids can be made with sharpened brass tube.

The rib profiles given assume that the LE for the upper wing is not notched, but the the TE is.

Construction

Centre section construction order is slightly different to the kit order.

- Fit the struts slots to all ribs R2 using the guides on mod. sheet 1 & mod. sheet 2
- Pin down the leading and trailing edges.
- Fit ribs R2 & R1 (top wing R1a) ensuring all are vertical.
- Fit new CS3.
- Fit remaining parts.

Covering

The prototype used VMC’s grey tissue as a base layer and VMC’s olive drab for the disruptive pattern. Base layer water or steam shrunk & doped with 30% by volume non-shrinking dope. Top layer fixed with 20% by vol. Non-shrinking dope.

Recommend using pre-shrunk tissue for the flying surfaces and all of the olive drab pattern parts.

Scanned copies of the templates I used to create the pattern overlays are included. They are *about* right, scale purists are likely to quibble though. If you use them, you will need to adjust them slightly, see the scribbled notes on some of them.

NOT FOR RESALE

Trimming

Guideline weights.

Built & covered as described above. 34-35g

Balanced for flight with suggested motor 39-40g

Balance on centre spar in upper main plane mid section.

Suggested Motor. 15" loop of 3/16" strip. This will give a flight from ROG of 20-25s.

Right thrust 4°

Down thrust 4°

A smidgen of down elevator.

History & Scheme Notes

If we accept the commonly available histories as accurate, there is some dissent, L1884 was a Block 1, Hawker Aircraft Ltd. machine built between 15th of Dec 37 and the 6th of Oct 1939. It was shipped to Canada and was in service with the RCAF as 321 by the 22nd of May 1939 at Sea Island BC. It returned to the UK with units of the RCAF in 1940 and it was struck off charge on the 20th of May 1940.

The aircraft still had its fabric wings when Hills received it for his experiments in 1943, there are memoranda from Hills complaining about this, and as an early L series airframe it would have originally been fitted with 5 spoke wheels (L & N serials).

I went with a 5 spoke centre because 321 still had its original fabric covered wings and had been "off the books" so wasn't being flown or subject to anything but the barest minimum of maintenance so could quite feasibly still be fitted with its factory issued wheels.

The grey & green rather than dark earth & green is used because regulations required the use of the current day fighter scheme for flying airframes which, in 1943, was grey/green. It is very difficult to be certain from the few photographs there are, but if you squint right you can just about convince yourself it is grey rather than dark earth.

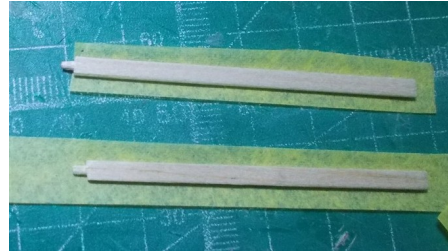
All available photographs of the F.H. 40 show that it retained the RCAF 321 serial.

The prototype yellow undersides are highly likely given that the fuselage carried the yellow prototype "P".

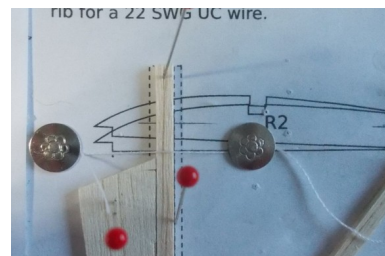
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Odds & Ends

You may find the following suggestions helpful.

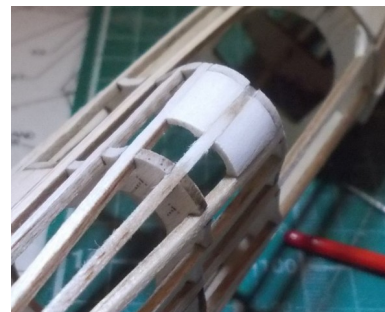
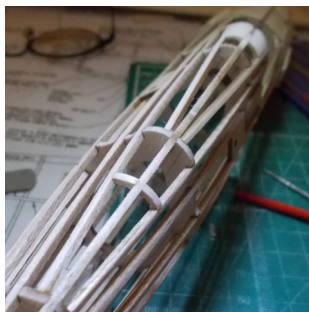


When making the side bracing struts cut/sand a plug into the end and make a matching socket in the support sheet. This makes it very much easier to fit the side braces at final assembly.



If you sheet infill the nose you can add a concealed ballast chamber with a (tight) push fit lid.

Use short lengths of white or other pale thread glued to the interplane struts to provide fitting guides.



A couple of extra bits of strip and a small amount of sheeting in the dog kennel make it easier to cover this area without wrinkles if you're using domestic tissue.