

eduard

LIMITED EDITION



Hurristory
Hurricane Mk.I

INSTRUCTION SHEET

DUAL COMBO

2138-NAV1

1/72



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS

INSTR. SYMBOLS

INSTRUKTION SINNBILDEN

SYMBOLES

記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



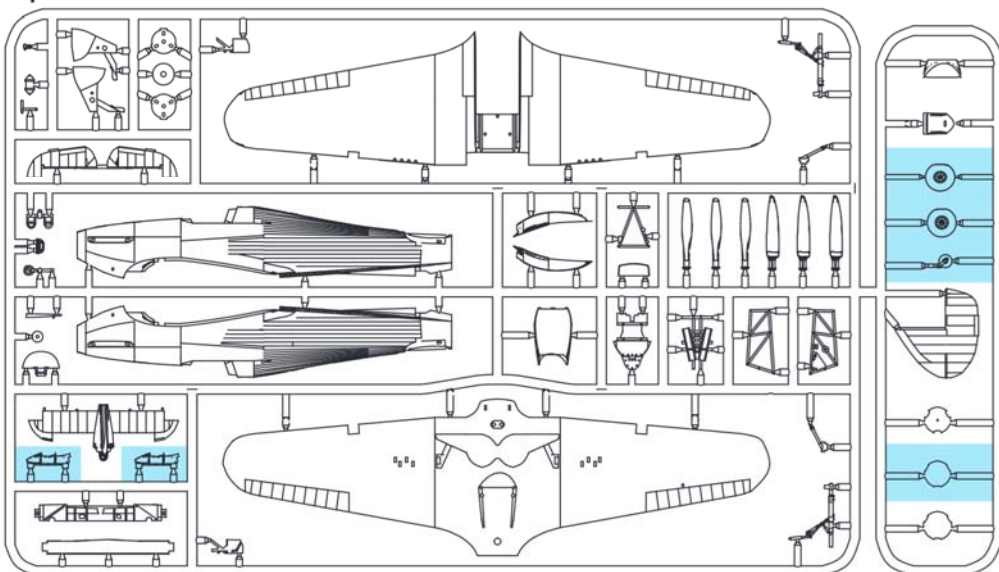
PIÈCES



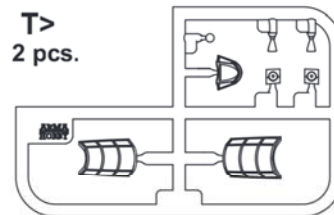
部品

PLASTIC PARTS

2 pcs.



T>
2 pcs.



eduard
MASK
2 pcs.



RP - RESIN PARTS



R1
2 pcs.



R2
2 pcs.



R3
2 pcs.



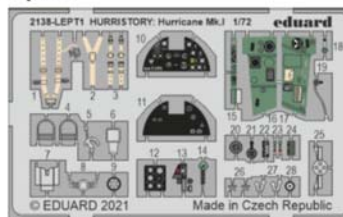
R4
2 pcs.



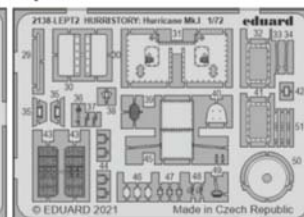
R5
2 pcs.

PE - PHOTO ETCHED DETAIL PARTS

2 pcs.



2 pcs.



FILM



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



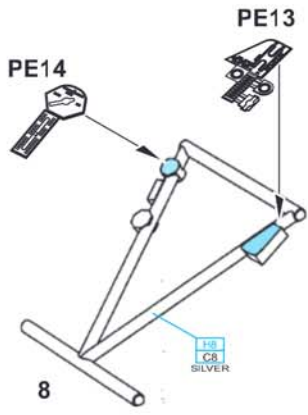
PEINTURE



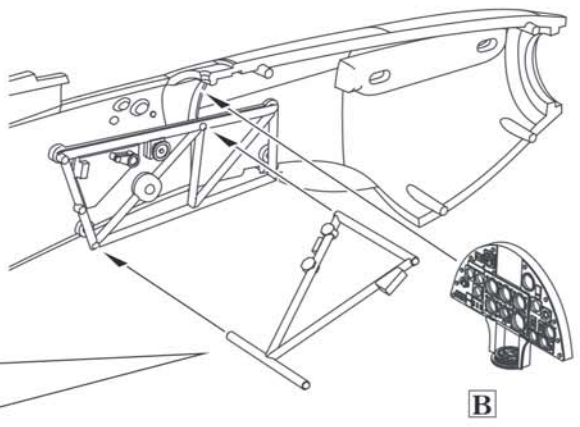
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-007	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H27	C44		TAN
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY

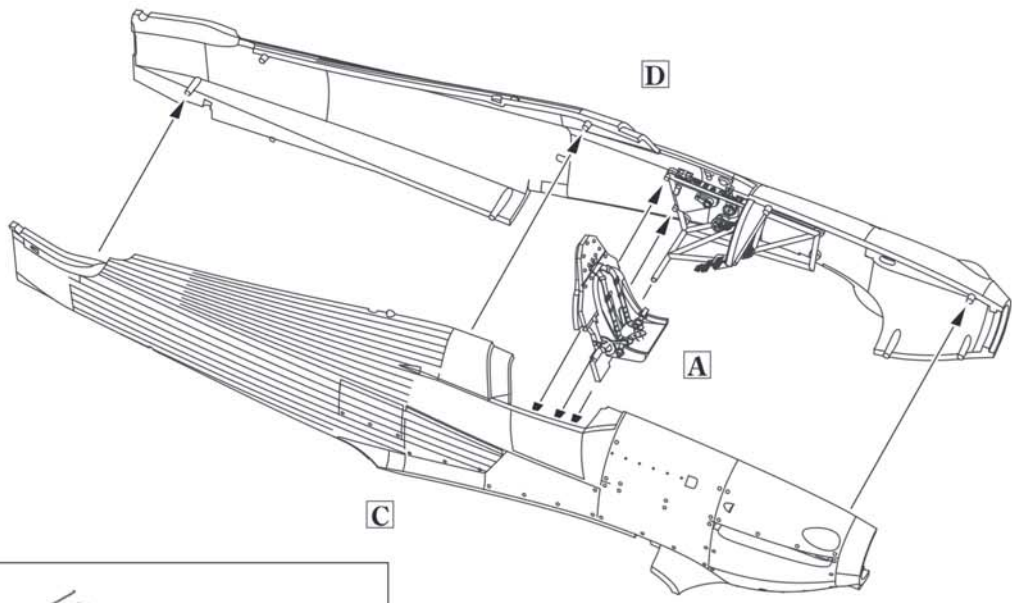
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H330	C361	MMP-077	DARK GREEN
	C26	MMP-080	DUCK EGG GREEN
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C370	MMP-092	AZURE BLUE
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER



8



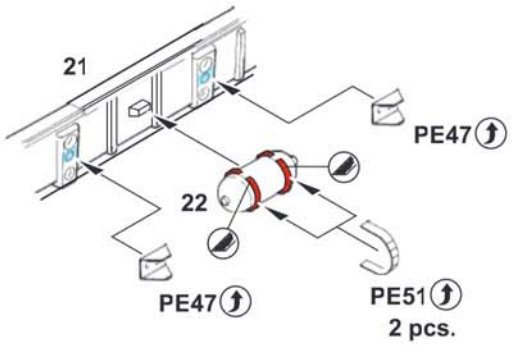
B



C

D

A



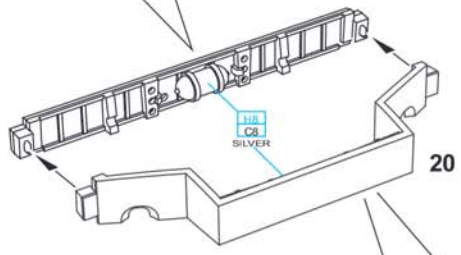
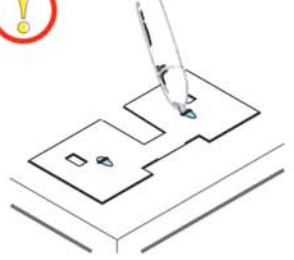
PE47

PE51
2 pcs.

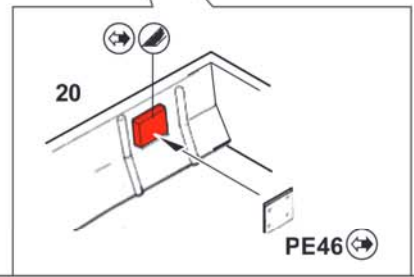
HOW TO MAKE THE RELIEF
ON OPPOSITE - REVERSE -
OF THE PLATE



ball pen

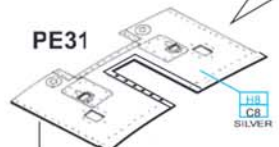


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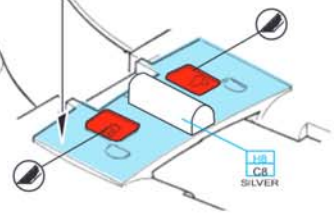
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PE46

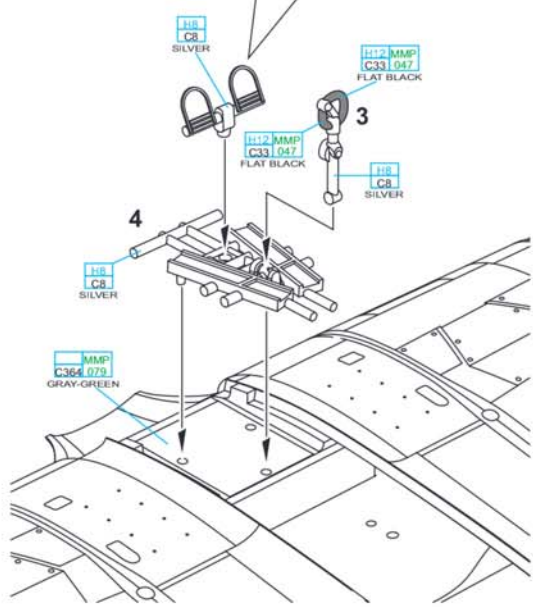
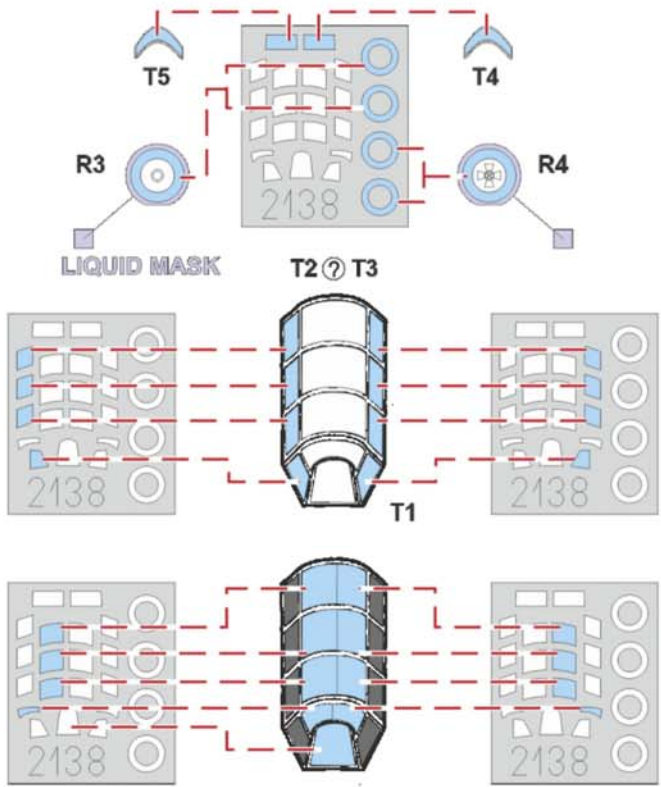
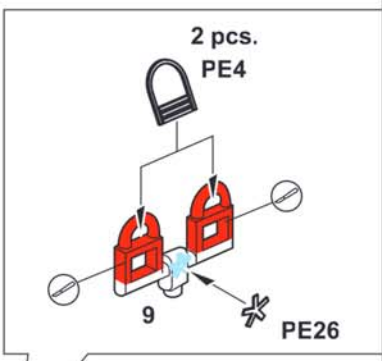
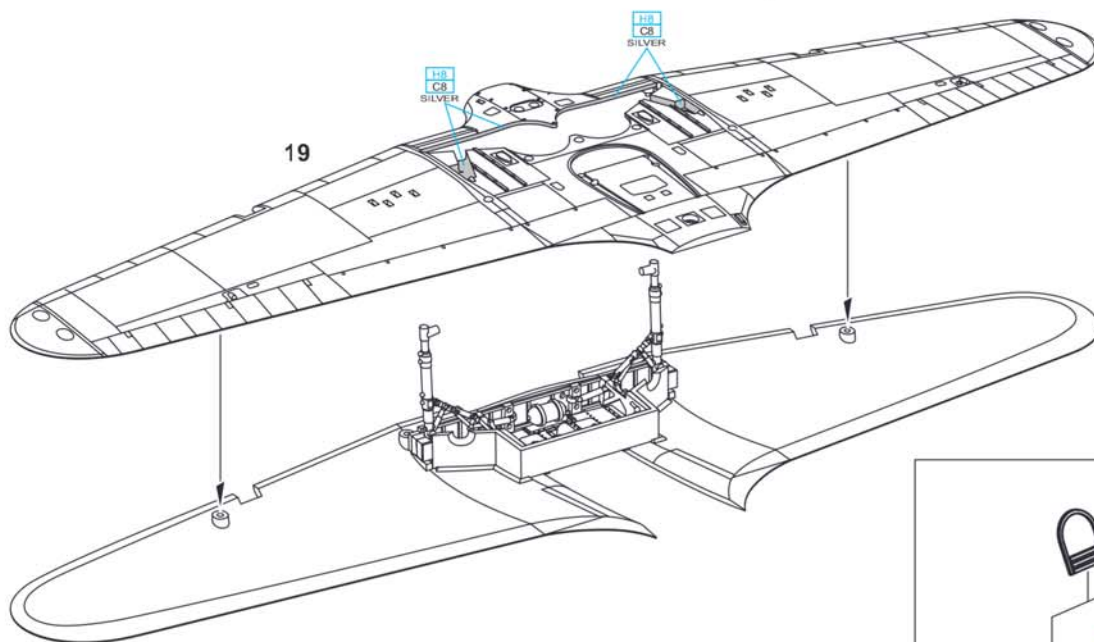
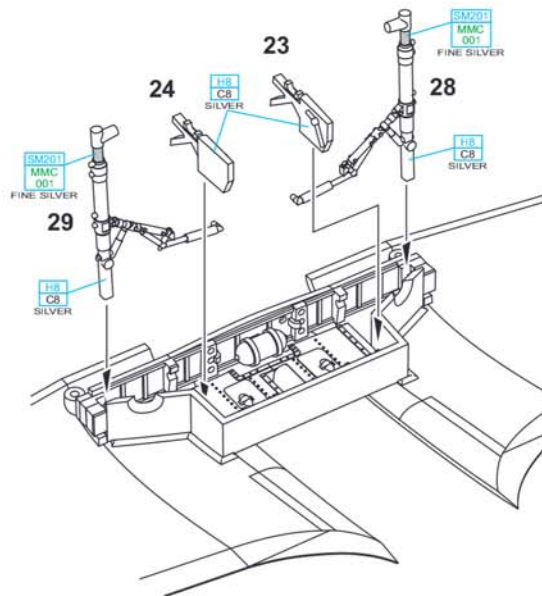
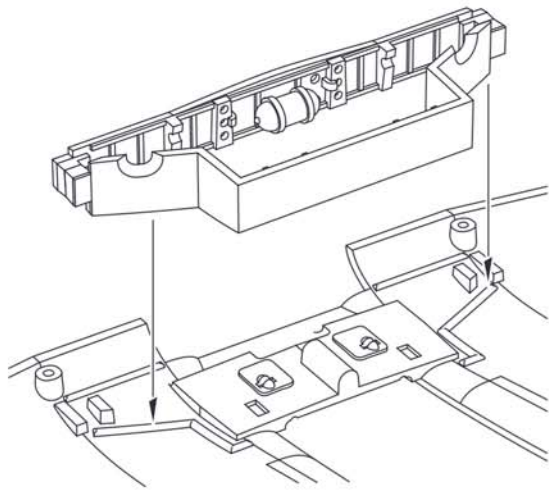


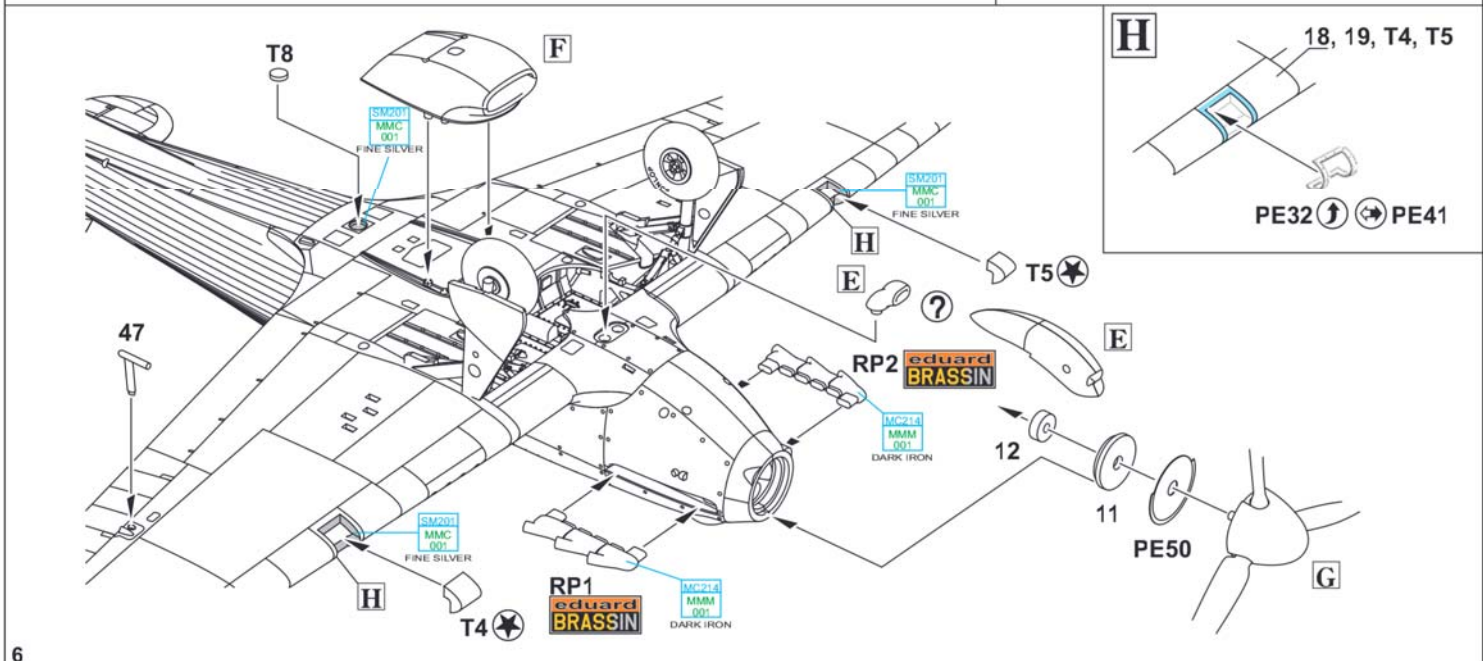
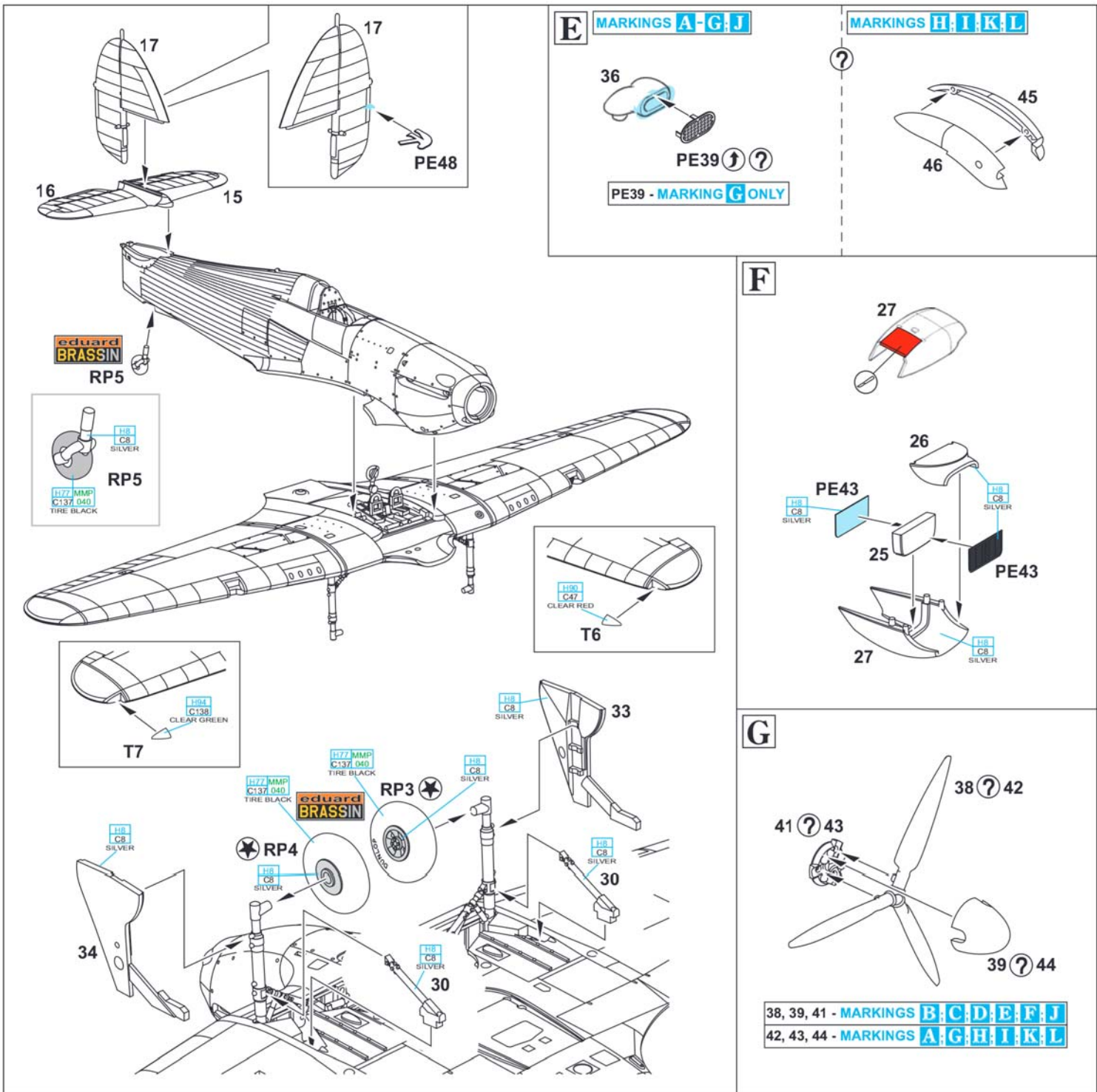
PE31

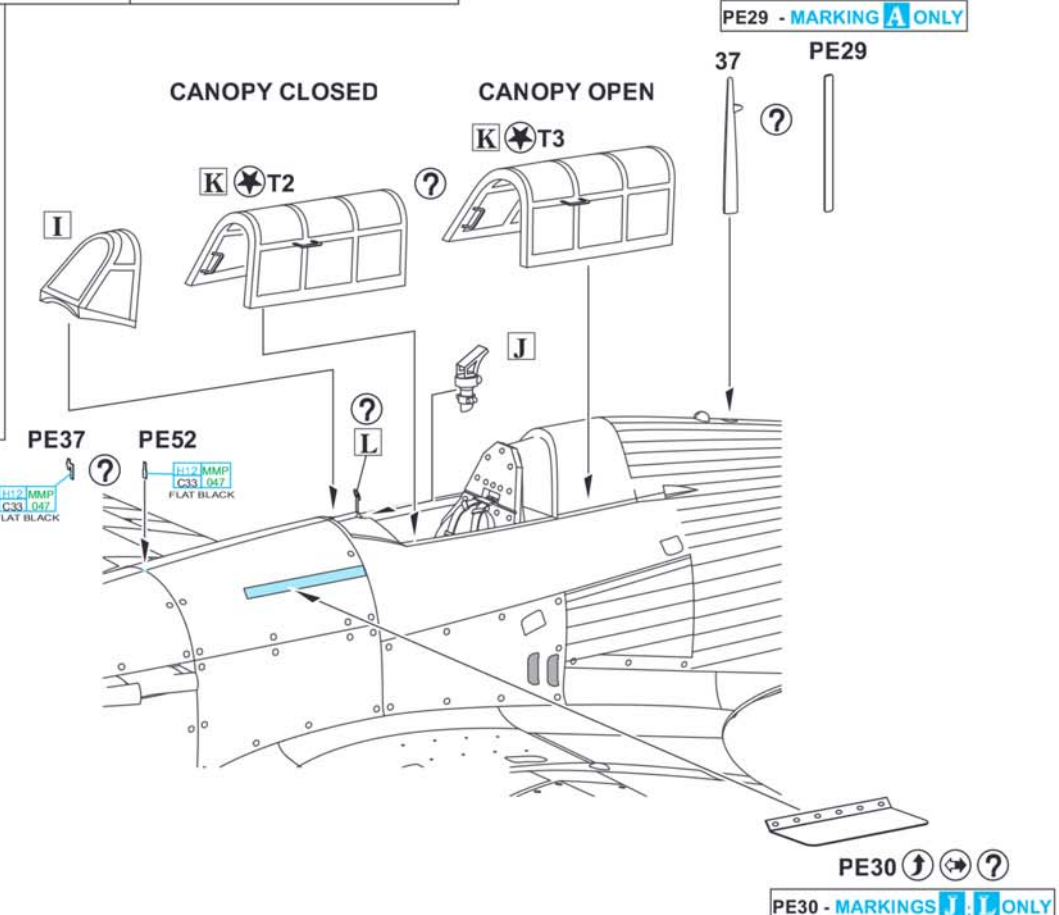
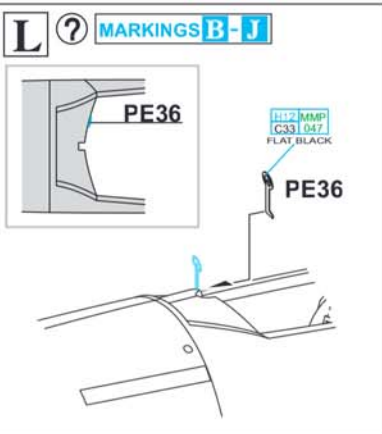
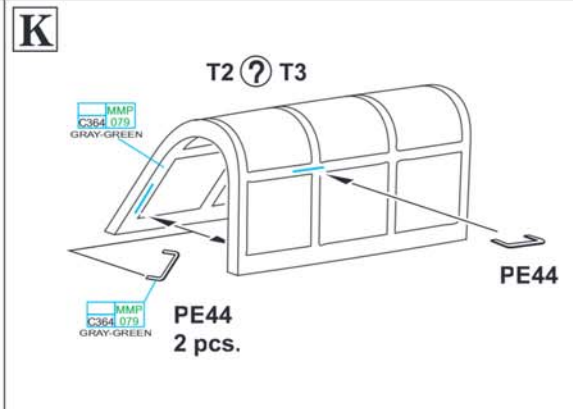
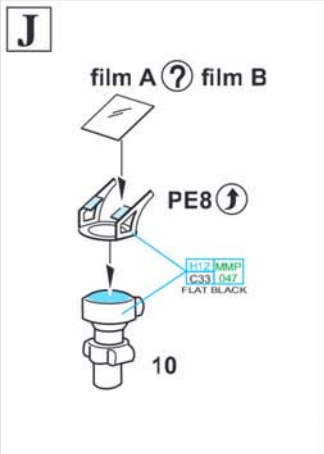
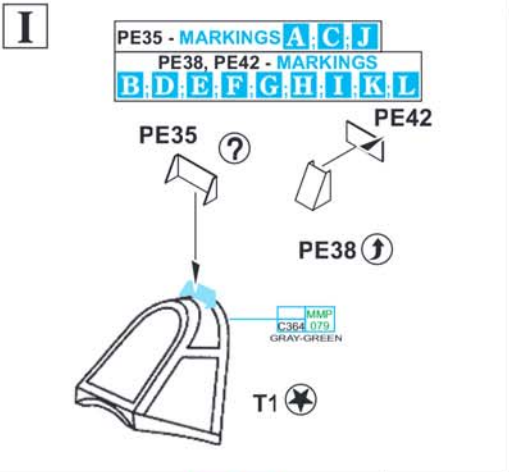
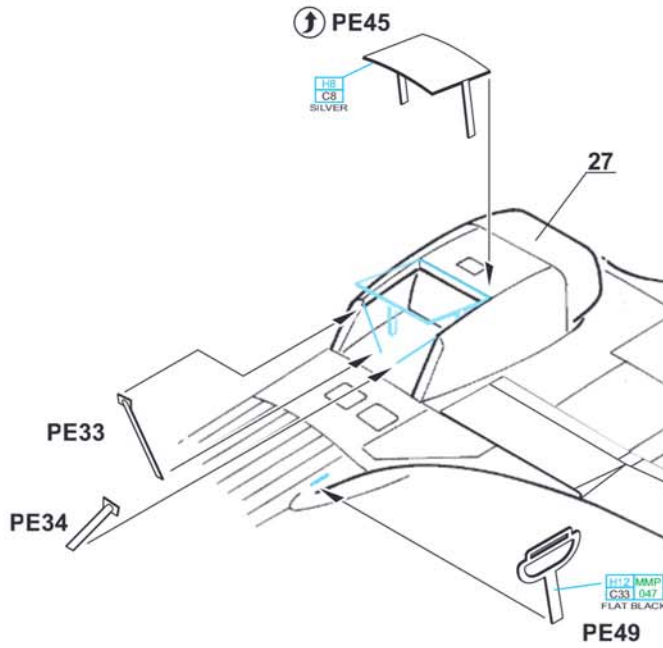
18



HR
C8
SILVER

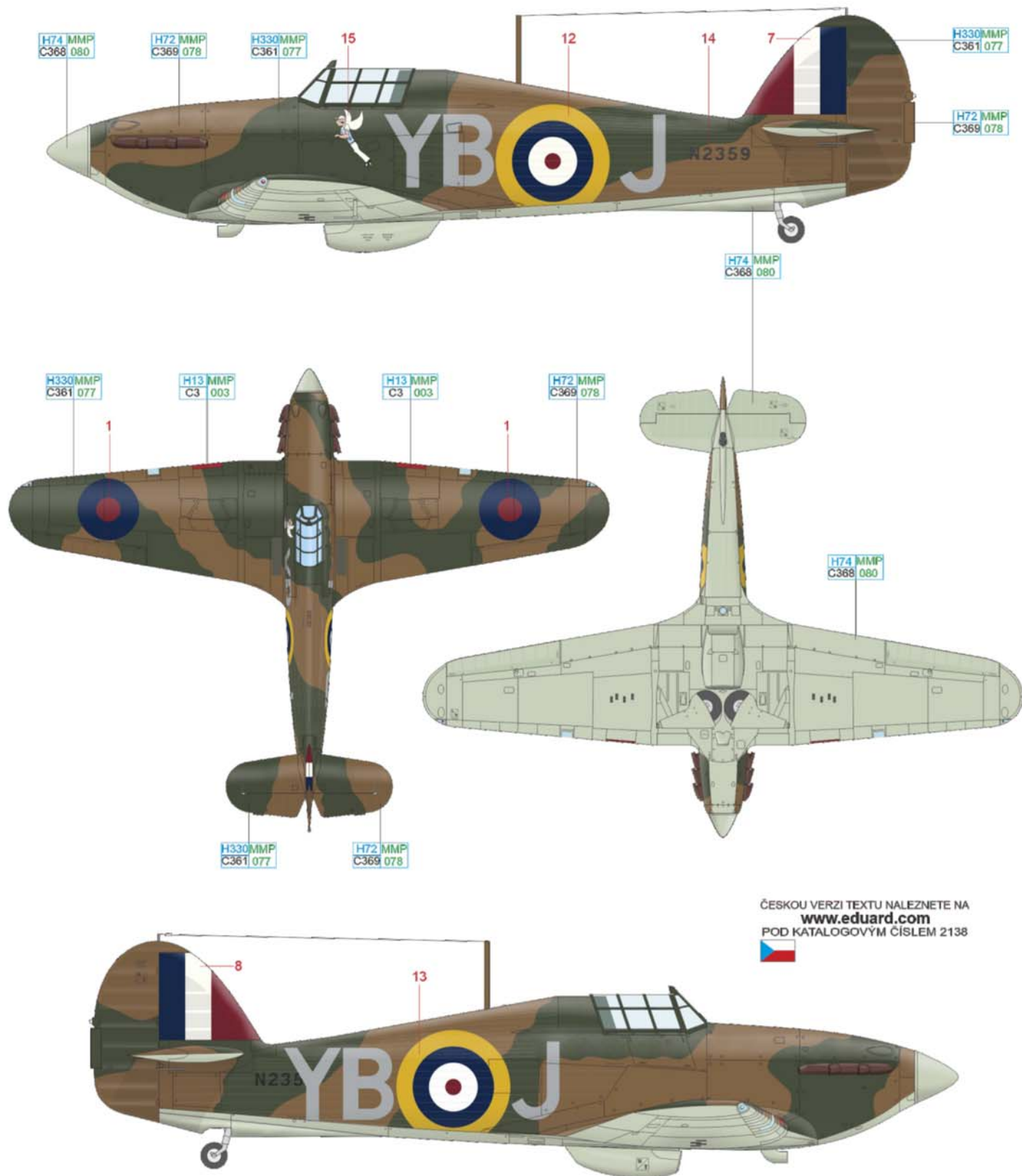






A N2359, P/O L. W. Stevens, No. 17 Squadron, Debden, Great Britain, July 1940

Leonard Walter Stevens was born on March 7, 1914, in the village of Hindhead in the county of Surrey. He enlisted in the RAF in January 1939. After the training and conversion to Hurricane he was posted to No. 229 Squadron but from the beginning of July he flew with No. 17 Squadron, at that time based at Debden air base. On March 30, 1941, he was transferred to No. 145 Squadron where he flew as a B flight leader. His life came to an end on May 21, 1941, when upon returning from a patrol he collided with his wingman over Tangmere. Stevens' Spitfire Mk.IIa together with Canadian D. W. Owen crashed and both pilots perished. The ground personnel painted Popeye the Sailor as an angel on the Hurricane regularly flown by Leonard Stevens. Note the older type of antenna and large fuselage cockades. Their „trim“ according to the upper and lower colors demarcation is fairly rare.



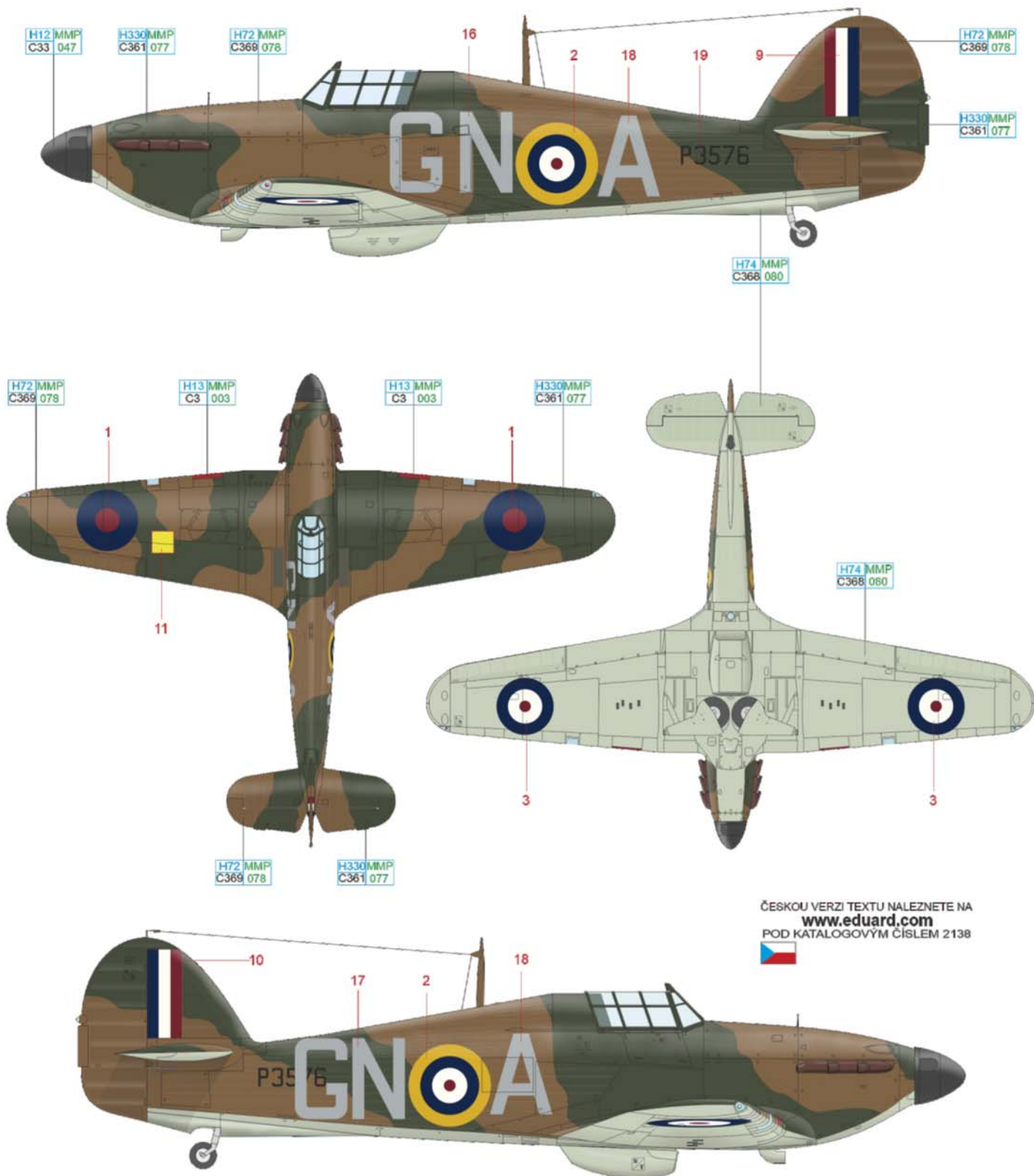
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080	FLAT RED	H13 MMP C3 003
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B P3576, Fl/Lt J. B. Nicolson VC, No. 249 Squadron, Boscombe Down, Wiltshire, Great Britain, August 1940

Twenty-three years old A flight leader James Brindley Nicolson was awarded Victoria Cross for the mission which took place on August 16, 1940, when at 13:00 the whole unit took off for a patrol. During the flight Nicolson with his two wingmen was tasked to search an area of a probable location of three Ju 88 which in the meantime were attacked by Spitfires. Upon their return to the unit the trio of Hurricanes was jumped from the sun by Messerschmitts Bf 110 and all British airplanes were hit. Their pilots had to either bale out or return to the base. Wounded Fl/Lt Nicolson wanted to bale out of the burning aircraft but during his „stepping out“ of the cockpit he was taken over by a Bf 110 so James returned to his seat and fired a good burst into him! After that he finally baled out, burnt, and wounded and moreover, after he landed, he was shot at (and hit) by a sergeant from the Home Guard. After he returned from the hospital in September 1941 he was ordered to India where, between August 1943 and August 1944, he led No. 27 Squadron flying Beaufighters. W/Cdr Nicolson perished on May 2, 1945, when during the flight over the Bay of Bengal the No. 355 Squadron Liberator, in which he was on board as an observer, caught fire. His body has never been found. By the order dated August 11, 1940, the British cockades were to be painted on the lower surfaces of the RAF fighters. It is not clear if, by August 16, the order was complied with on Hurricane P3576.



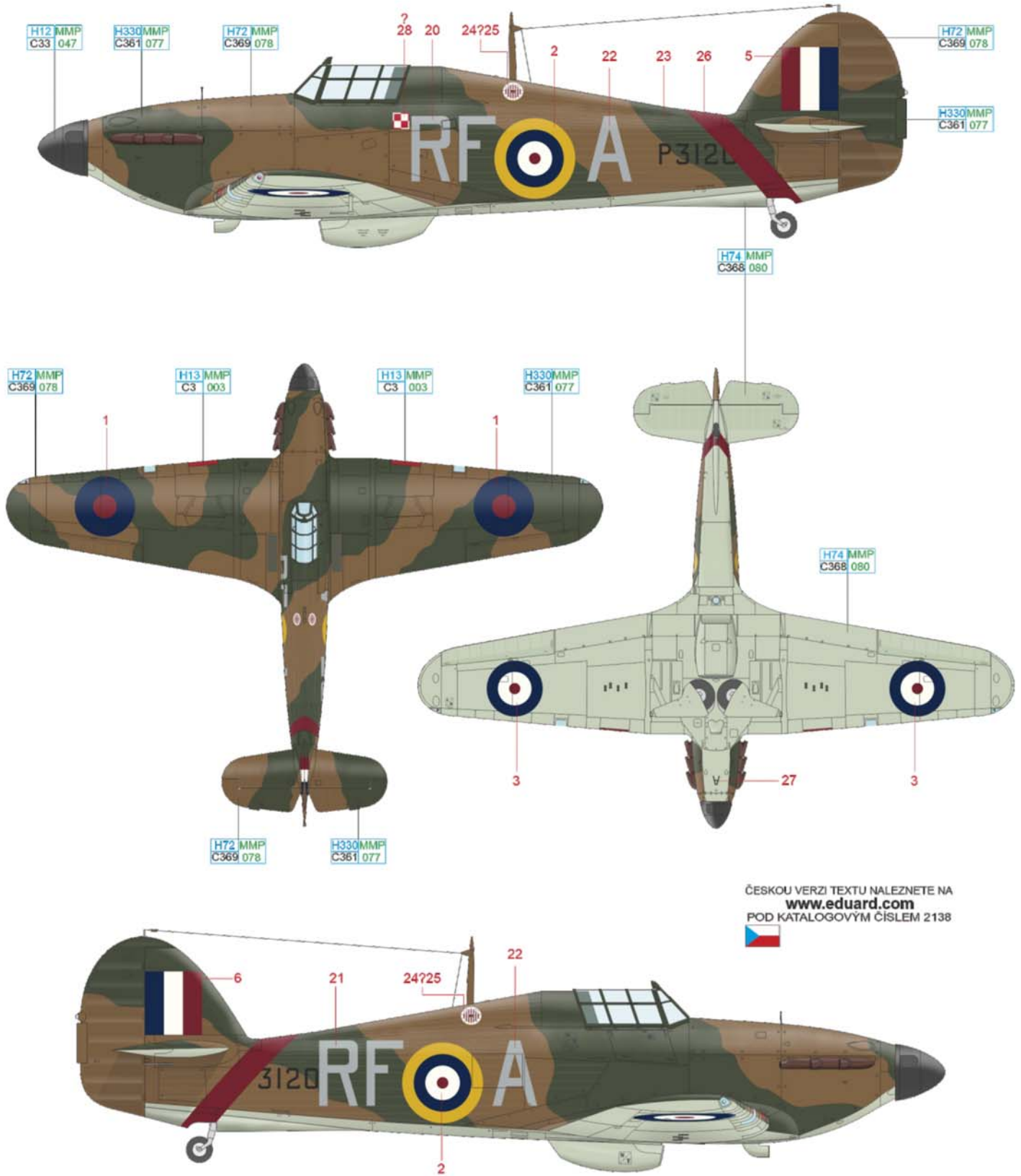
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DARK EARTH H72 MMP C369 078 DARK GREEN H330MMP C361 077 SKY H74 MMP C368 080 FLAT BLACK H12 MMP C33 047 FLAT RED H13 MMP C3 003

C P3120, F/O Z. Henneberg, No. 303 (Polish) Squadron, Northolt, Great Britain, September 1940

Apparently, the best-known Polish fighter squadron, No.303 (Polish) Squadron, was established in July 1940 in Blackpool. After a short training in August, it was declared operational and flying Hurricanes took part in the Battle of Britain. Its flying personnel was formed by experienced aviators who had fought in Polish and French skies therefore right after their combat deployment the number of the enemy aircraft shot down was rising rapidly. Until the end of the Battle of Britain the No. 303 Squadron pilots shot down 126 enemy aircraft in total, 13 were probables and 9 damaged. Hurricane coded RF-A, camouflaged in standard Temperate Land Scheme colors (upper and side surfaces in Dark Earth and Dark Green, lower surfaces in Sky), carries the unit insignia under the antenna mast. It is possible that closer to the cockpit it also sported small Polish national insignia, but it cannot be ascertained from the photograph. The red stripe on the rear fuselage was a recognition marking of the formation leaders.



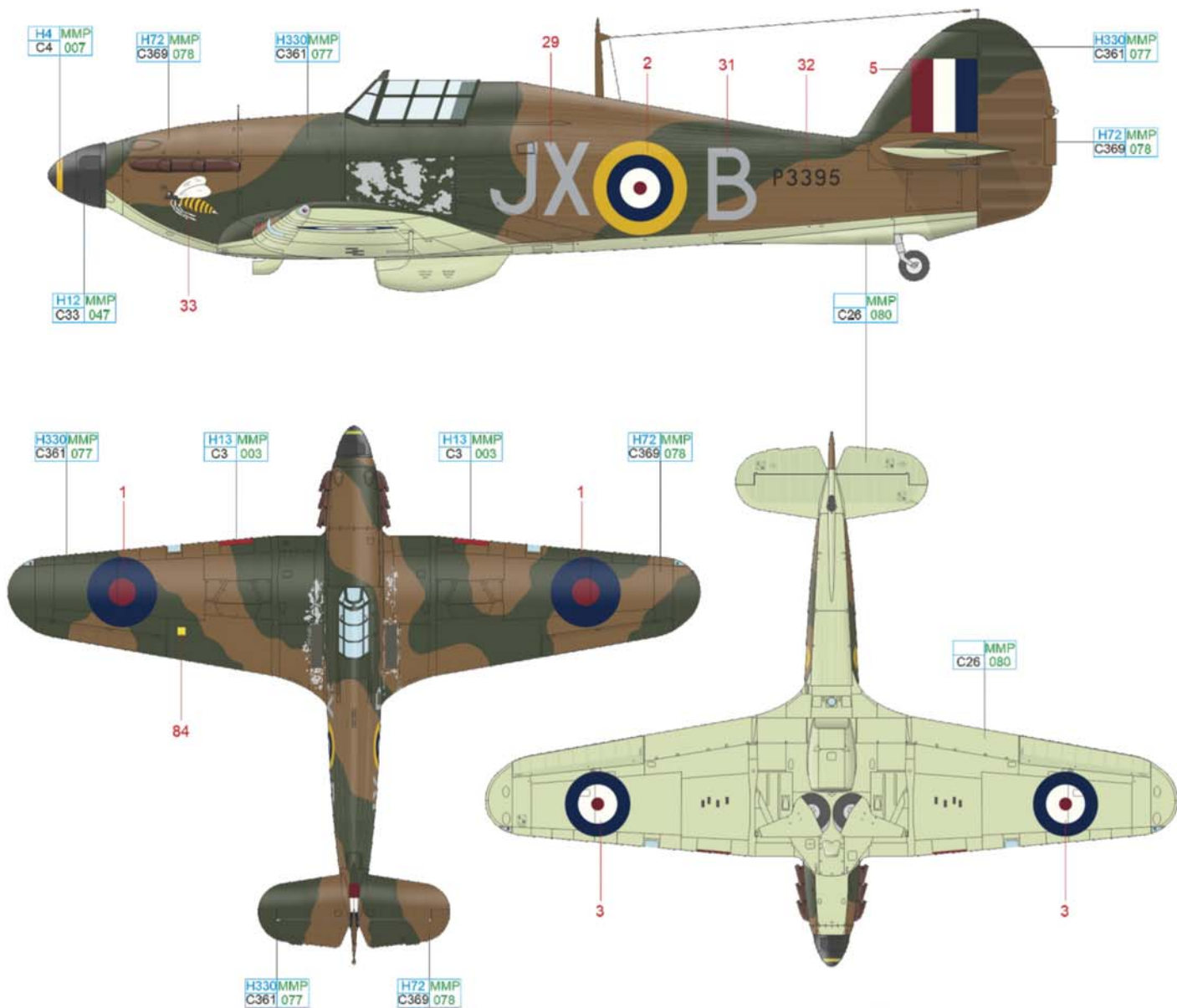
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- DARK EARTH H72 MMP C369 078
- DARK GREEN H330 MMP C361 077
- SKY H74 MMP C368 080
- FLAT BLACK H12 MMP C33 047
- FLAT RED H13 MMP C3 003

D P3395, S/Ldr A. V. Clowes, No. 1 Squadron, Wittering, West Sussex, Great Britain, autumn 1940

Arthur Victor Clowes was born on August 16, 1912, in New Sawley in the county of Derbyshire. He enlisted in the RAF in January 1929. Initially he served as a ground personnel member but later he completed the pilot training. At the outbreak of WWII, he flew with No. 1 Squadron equipped with Hurricanes. He participated in the air battles over France and after that in the Battle of Britain. During these fightings he was credited with nine kills (plus one in cooperation), three probables and two damaged enemy aircraft for which he was awarded DFC in May 1941. Since December 1941 he commanded No. 79 Squadron and between August and November No. 601 Squadron in North Africa. After the rest he led No. 94 Squadron between July and September 1943. During one wild party he lost sight in one eye and consequently was invalidated from combat. He remained in RAF service after the war. He passed away on December 7, 1949, from a liver cancer. He flew his Hurricane Mk.I P3395 with a wasp marking on its nose. The areas where ground personnel stepped frequently show the paint worn down to the bare metal.



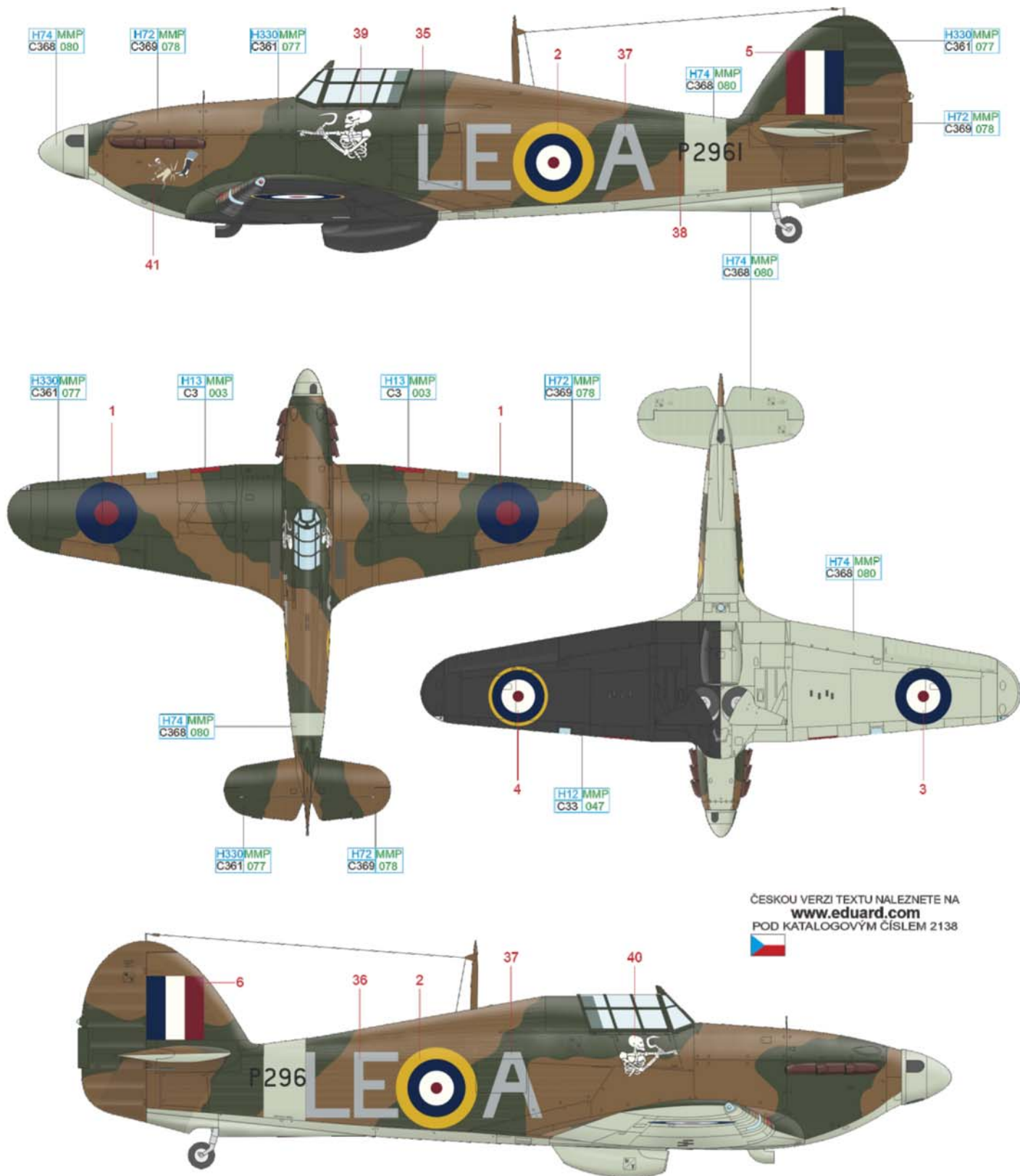
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330MMP C361 077	DUCK EGG GREEN	MMP C26 080	FLAT BLACK	H12 MMP C33 047	FLAT RED	H13 MMP C3 003	YELLOW	H4 MMP C4 007
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E P2961, F/O W. L. McKnight, No. 242 Squadron, Coltishall, Norfolk, Great Britain, December 1940

The future fighter ace, William Lidstone McKnight, was born on November 18, 1918, in Edmonton, Canada. He enlisted in the RAF in February 1939 and completed his pilot training in the Great Britain. On May 6, 1940, he was posted to No. 242 Squadron with which he saw combat in France and consequently in the Battle of Britain. During this half a year he shot down 17 enemy aircraft (plus two in cooperation), another three kills were not confirmed. For these accomplishments he was decorated with DFC in August and Bar to DFC in October. On January 12, 1941, his unit started to fly the offensive missions to the French coast. F/O McKnight flew a mission codenamed Rhubarb, an attack against the ground communications, ground troops etc. from which he did not return, and his body has never been found. He is mentioned on the memorial in Runnymede. Hurricane flown by „Willie“ McKnight carried the personal insignia in the form of the boot kicking Adolf Hitler painted on the nose port side. There was also a skeleton painted under the cockpit with one hand pointed forward and the other hand holding a sickle.



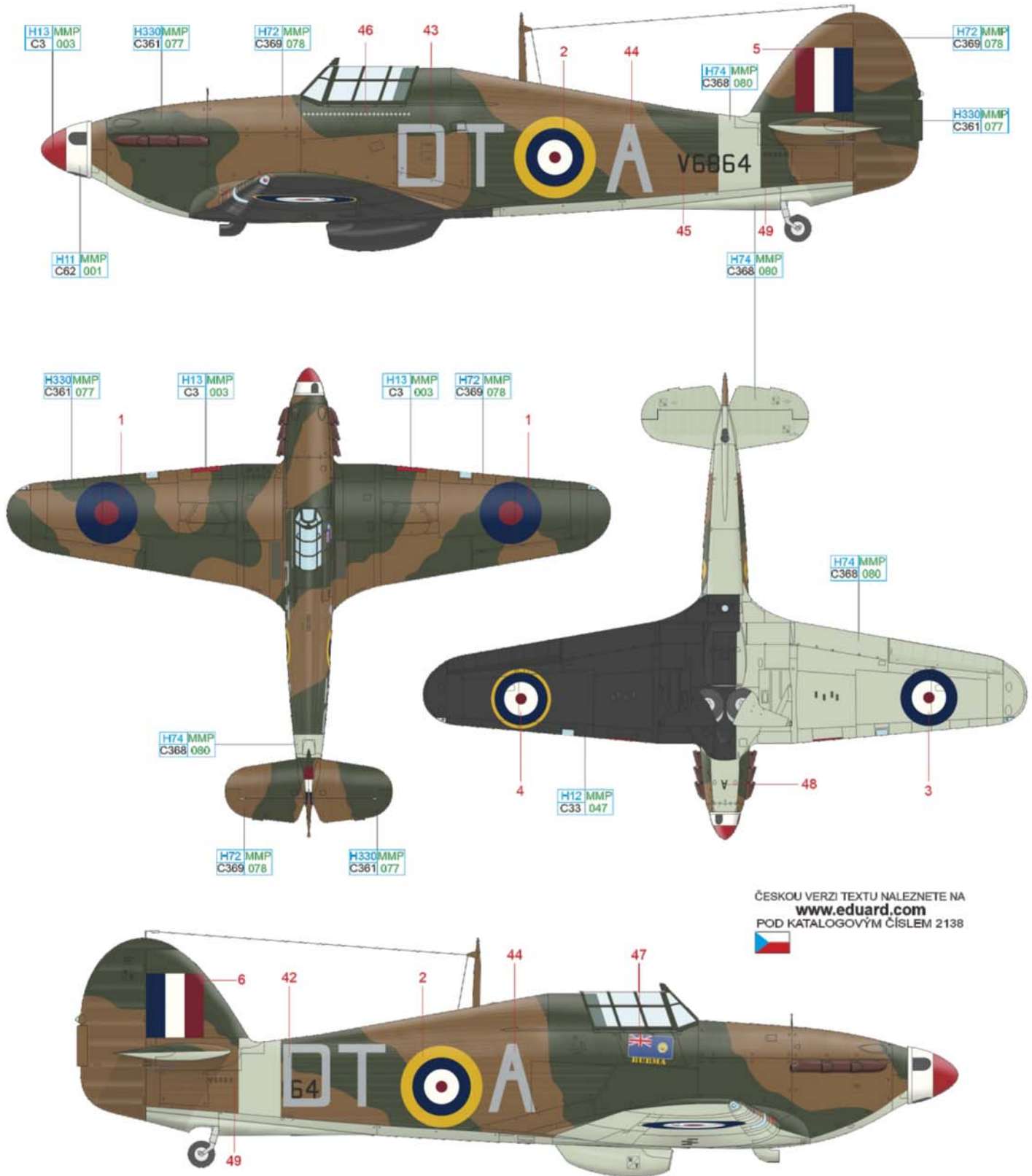
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080	FLAT BLACK	H12 MMP C33 047	FLAT RED	H13 MMP C3 003
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F V6864, S/Ldr R. R. S. Tuck, No. 257 (Burma) Squadron, North Weald, Essex, Great Britain, winter 1940

Robert Tuck enlisted in the RAF in 1935. In May 1940 he was given the command of a No. 92 Squadron flight equipped with Spitfires. He claimed his first kills over Dunkerque, and his score was increasing rapidly. On June 11 he was decorated with DFC. On September 11 he took over the command of No. 257 Squadron equipped with Hurricanes, and he continued to shoot down the enemy aircraft. Tuck received his first Bar to DFC on October 25 and the second one in March 1941. In June of the same year, he was promoted to the Wing Leader at Duxford followed by the command of the Biggin Hill Wing. On January 28, 1942, during the Rhubarb mission (fighter attacks on the ground targets) his Spitfire was hit by the anti-aircraft fire and W/Cdr Tuck ended up in the POW camp. He did not stop fighting there and participated in the preparation of several escapes (among others the famous escape from Sagan). Only the escape together with Zbigniew Kustrzyński from Stalag Luft III satellite camp called Belaria on February 1, 1945, was successful. After that they made it behind Soviet lines (Tuck's knowledge of Russian was helpful). His total score during the WWII is 27+3-6-6+1. He left the active service in RAF on May 13, 1949, and after that he worked as a test pilot. In 1953 he became a co-founder of the mushroom growing farm and dedicated himself to this business until the retirement. He passed away on May 5, 1987.



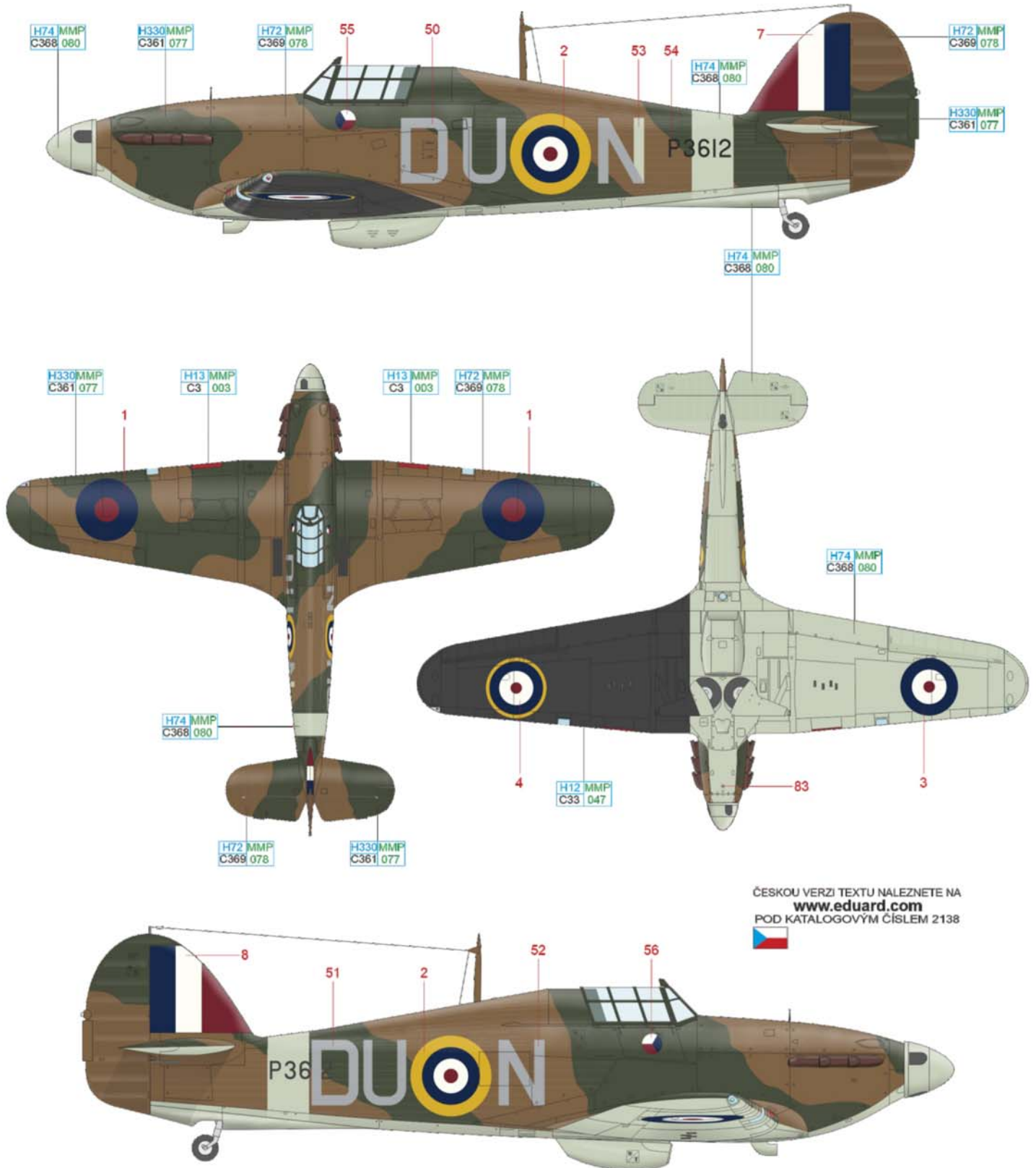
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| DARK EARTH | H72 MMP C369 078 | DARK GREEN | H330 MMP C361 077 | SKY | H74 MMP C368 080 | FLAT BLACK | H12 MMP C33 047 | FLAT RED | H13 MMP C3 003 | WHITE | H11 MMP C62 001 |
|------------|------------------|------------|-------------------|-----|------------------|------------|-----------------|----------|----------------|-------|-----------------|

G P3612, No. 312 (Czechoslovak) Squadron, Speke, Great Britain, January 1941

No. 312 (Czechoslovak) Squadron was the second fighter squadron formed from the former pilots of the pre-war Czechoslovak Air Force who served in the French Air Force. It was established on August 29, 1940, in Duxford. It was declared operational on October 2 at the Speke airfield from where it was deployed to the defense of the important port of Liverpool. The unit became famous on October 8 because of its aerial kill scored right in front of the eyes of Liverpool citizens. During the WWII its pilots flew initially Hurricanes which they traded for Spitfires in the fall of 1941 and flew various versions of them until the end of war. According to the order issued on November 27, 1940, RAF fighters carried so called Temperate Land Scheme with upper surfaces camouflaged in the disruptive patterns of Dark Earth and Dark Green, lower surfaces in Sky and the left lower wing was painted black. At the same time 18 in wide fuselage stripe in Sky color painted in front of the tail surfaces was introduced. The propeller spinner was painted in the same color. Code letters continued to be painted in Medium Sea Grey.



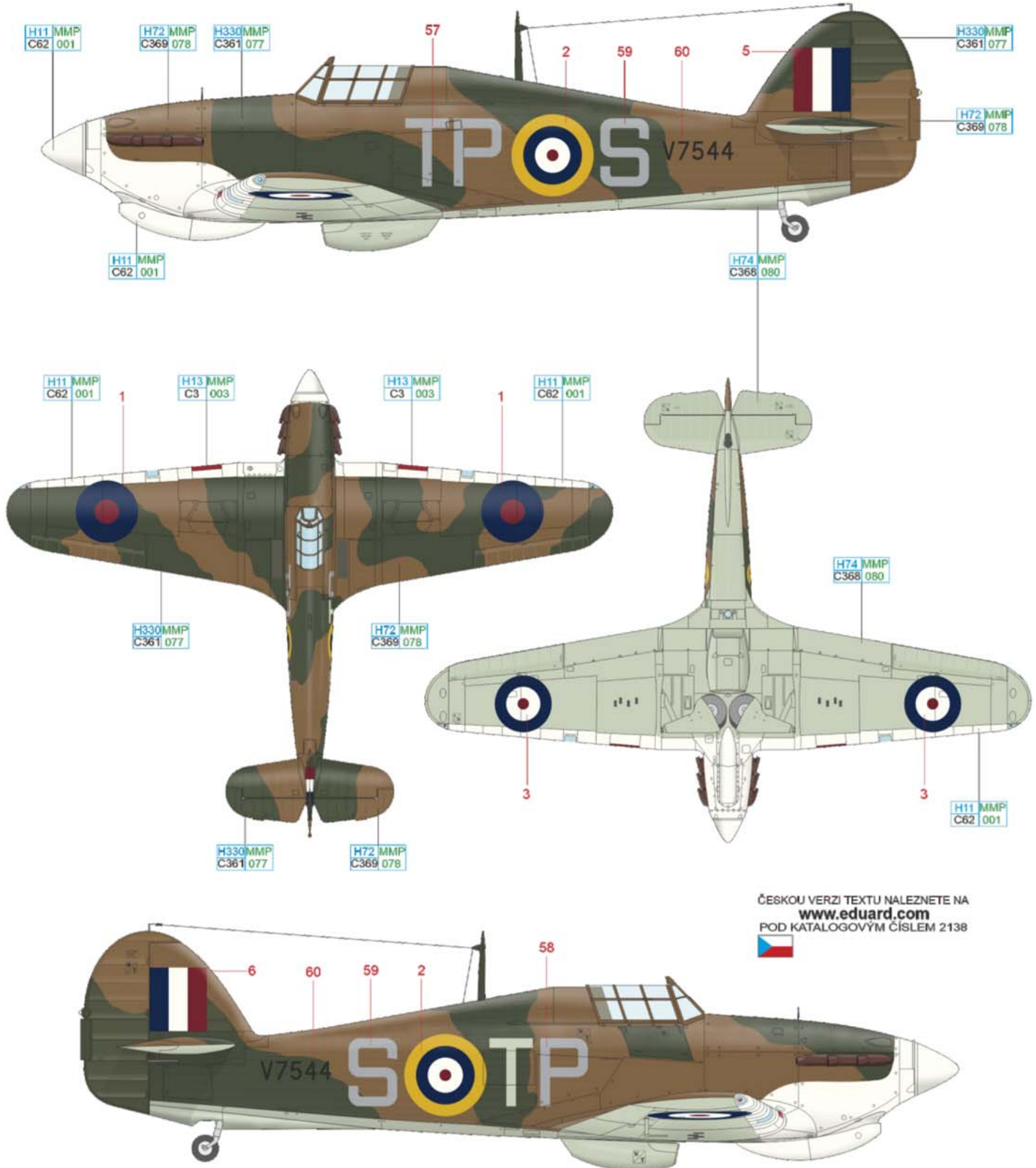
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080	FLAT BLACK	H12 MMP C33 047	FLAT RED	H13 MMP C3 003
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H V7544, F/O J. E. Storrar, No. 73 Squadron, El Adem, Libya, February 1941

James Eric Storrar was born on July 24, 1921, in Ormskirk. He enlisted in the RAF in 1937 and after he completed the pilot training in October 1939, he was posted to No. 145 Squadron which in March 1940 converted from Blenheims to Hurricanes. During the Battle of Britain, he was transferred to No. 73 Squadron (October 23) with which he was dispatched on board of HMS Furious to the Middle East. The unit was off loaded in Takoradi on the Golden Coast and flew their Hurricanes over to Egypt. He returned to the Great Britain in November 1941 and the rest at No. 55 OTU followed. James Storrar continued combat flying, commanded several units, and participated in the famous attack on Gestapo Headquarters in Copenhagen. At that time, he was already flying the P-51 Mustang. He finished his combat career by participating in the liberation of the Channel Islands. During WWII he shot down 12 enemy aircraft. He continued his service with RAF after the war and retired in 1957. After he finished his veterinary studies at the Edinburgh University, he opened the private practice in Chester. He passed away on March 29, 1995. No. 73 Squadron Hurricanes which the pilots flew over to Egypt, were camouflaged in the disruptive patterns of Dark Earth and Dark Green, the lower surfaces were painted in Sky color. Leading edge coloration is the subject of the varied opinions of the aviation historians. It varies from silver to light grey to white color. Color selection in this case will be up to the modeler's decision, his references and opinion.



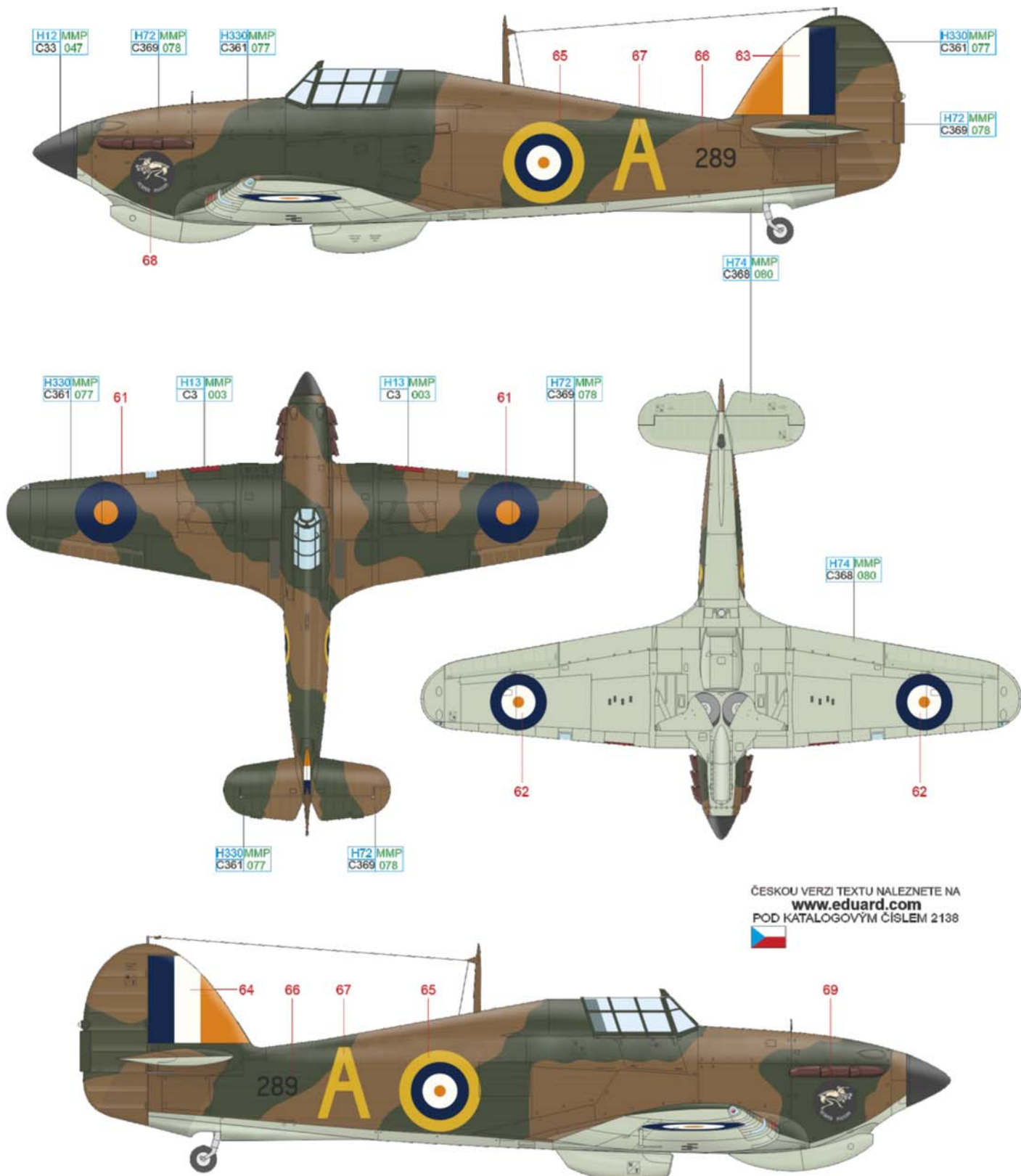
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080	FLAT RED	H13 MMP C3 003	WHITE	H11 MMP C62 001
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Capt. J. E. Frost, No. 3 Squadron SAAF, Jigiga, Abyssinia (Ethiopia), March/April 1941

John Frost was born on July 16, 1918, in Queenstown, South Africa and enlisted in the South African Air Force (SAAF) in 1936. In 1940 he served as a flight leader with No. 3 Squadron SAAF flying Hurricanes. The unit took part in the fighting against Italian troops in Ethiopia. On May 22, 1941, his service was interrupted as he was sent to hospital diagnosed with appendicitis. After his recovery he was given command of the No. 5 Squadron SAAF flying P-40 in the North African combat zone starting in March 1942. He met his fate on June 16, 1942, when his unit was escorting the Boston formation which was attacked by Bf 109s from JG 27. Neither John Frost's Kittyhawk nor his body have ever been found. During his WWII combat career John Frost shot down 14 enemy aircraft (plus two in cooperation) for which feat he was decorated DFC and Bar. Major John Everitt Frost was the highest scoring SAAF fighter ace of WWII. His Hurricane flew in the same camouflage and markings as the aircraft serving with RAF. Red color in the national insignia was replaced with orange as a standard on all SAAF aircraft.



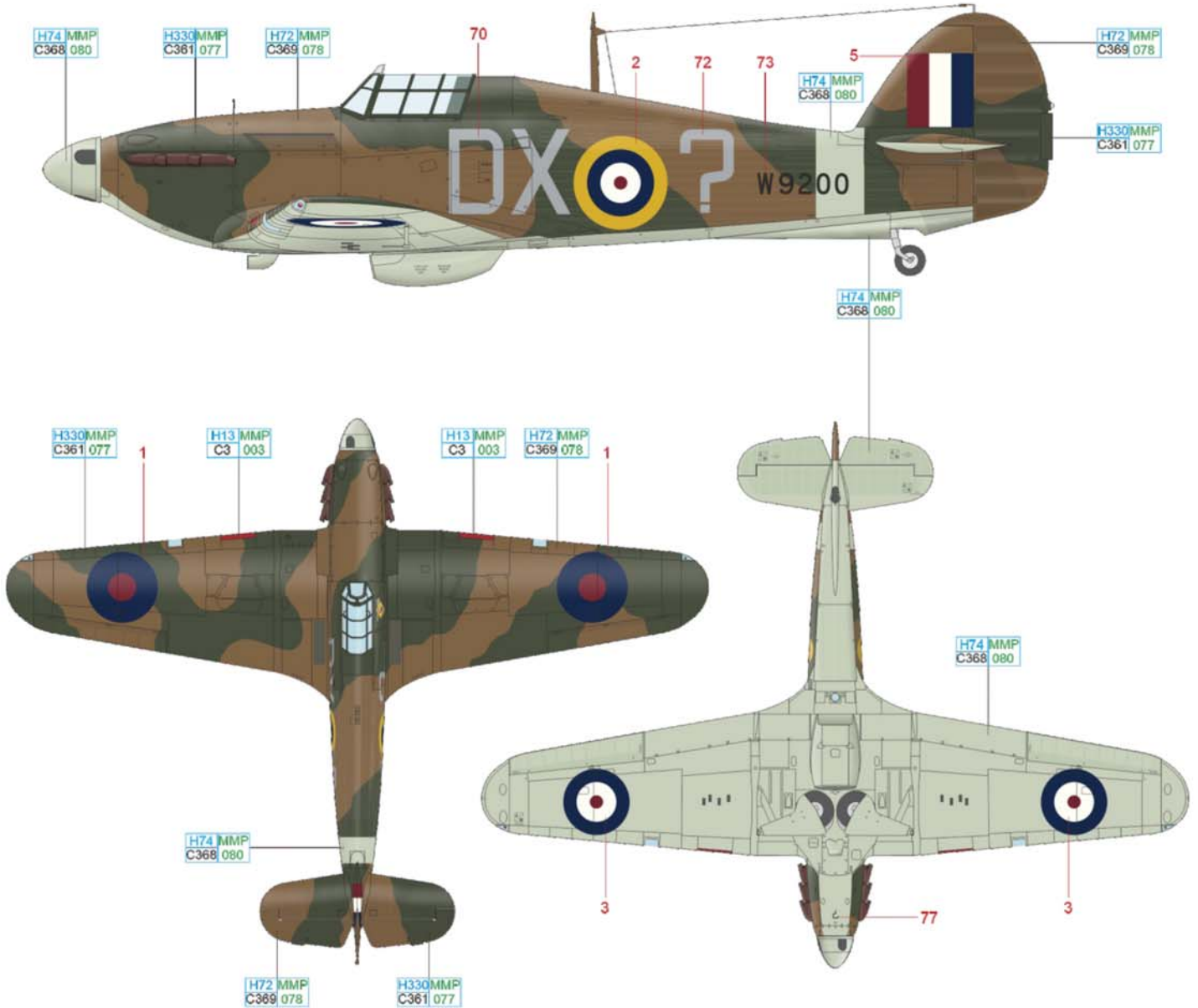
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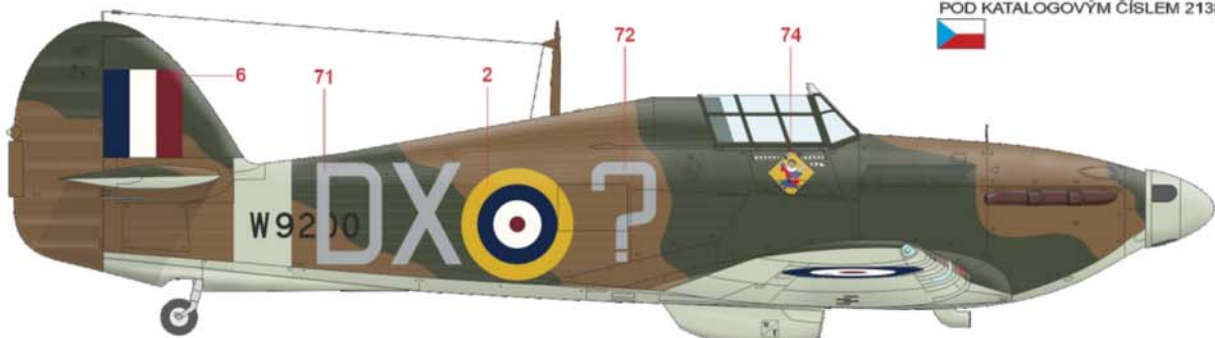
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080	FLAT BLACK	H12 MMP C33 047	FLAT RED	H13 MMP C3 003
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J W9200, S/Ldr J. W. C. Simpson, No. 245 Squadron, Aldergrove, Antrim, Northern Ireland, Great Britain, end of May 1941

John William Charles Simpson was born on March 14, 1913, in Ramsay St. Mary's. He enlisted in the RAF in January 1936 and the first unit he was posted to after the pilot training was No. 43 Squadron flying Fury fighters. He flew with this unit, already re-equipped with Hurricanes, at the beginning of WWII. In December 1940 he was given command of No. 245 Squadron based in Northern Ireland. Here, during night combat, he shot down two German He 111 bombers for which he was decorated with Bar to DFC in June 1940. His 13th and last victory was a Do 17 shot down over the Irish Sea on May 13, 1941. After that he served in several HQ posts in Gibraltar and North Africa. He remained in the RAF service after the war and passed away on August 12, 1949. On May 22, 1941, an order was issued which required the black color from the fighters' lower surfaces to be deleted and at the same time the fin flash size to be modified. The Simpson's personal marking carried on his Hurricane in the form of a question mark is rather atypical. Playing cards Joker was painted on the fuselage port side under the cockpit.



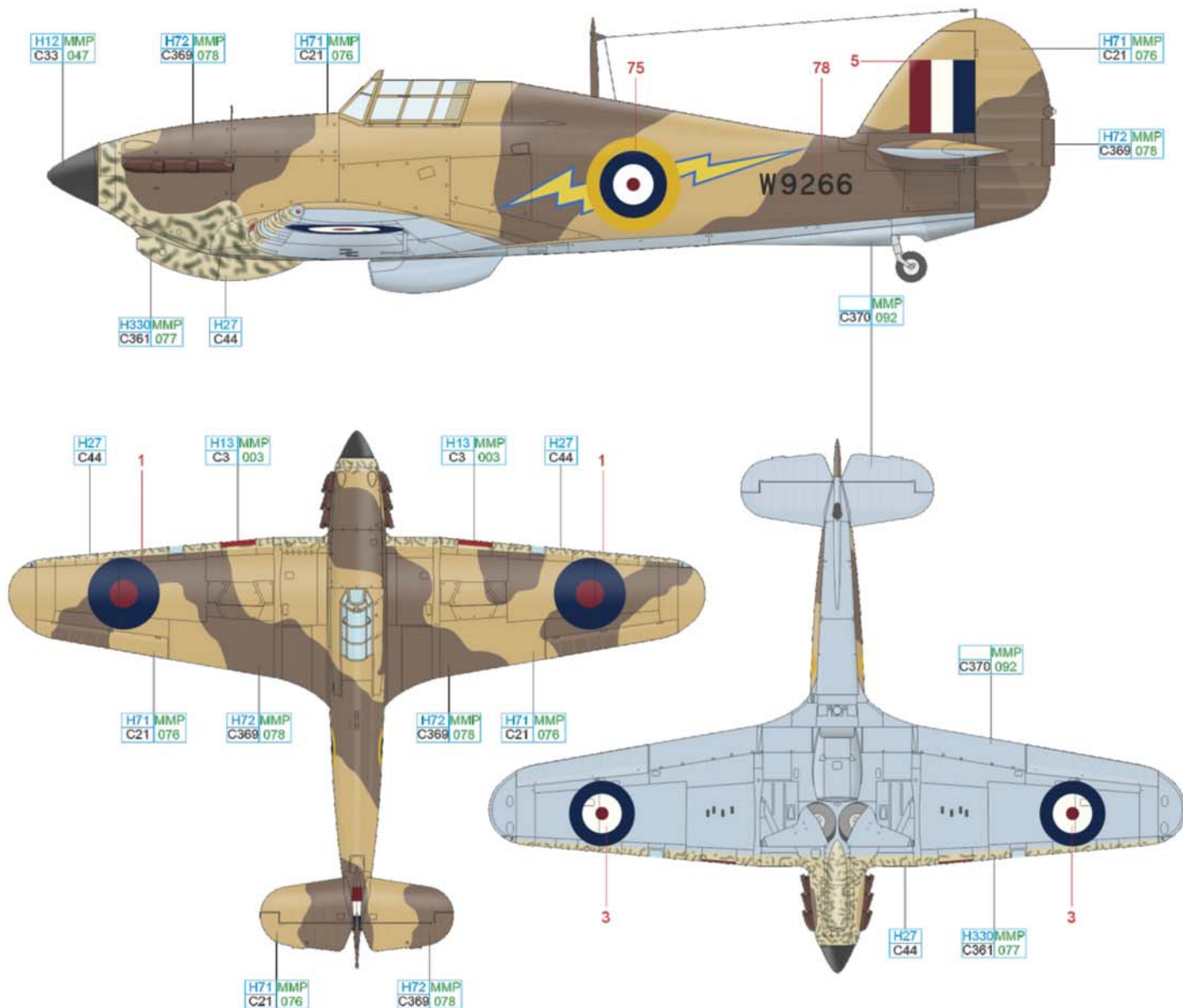
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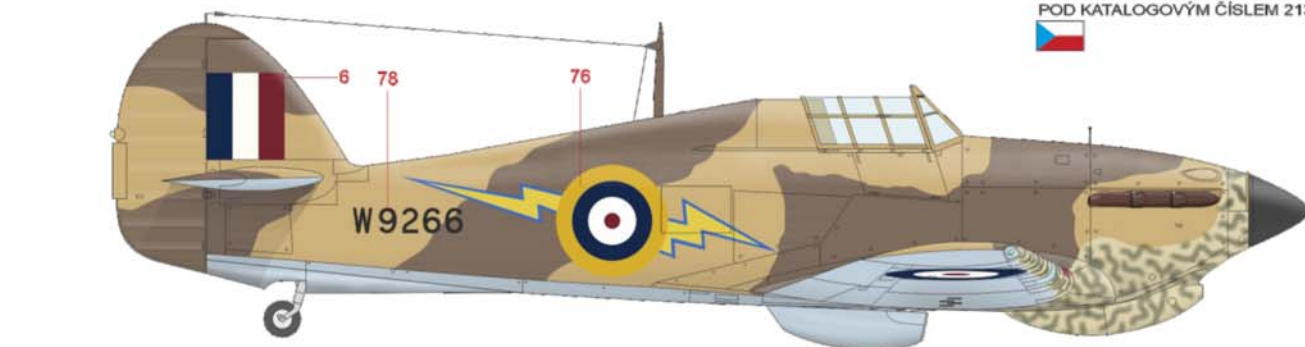
DARK EARTH H72 MMP C369 078 DARK GREEN H330 MMP C361 077 SKY H74 MMP C368 080 FLAT RED H13 MMP C3 003

K W9266, Fl/Lt D. S. G. Honor, No. 274 Squadron, Gerawla, Egypt, May 1941

Dudley Sandry Garton Honor was born on September 5, 1913, to the British parents in Quilmes, Argentina where he was also educated. After that he relocated to the Great Britain where, in July 1937, he enlisted in the RAF for pilot training. After the training completion he was posted to No. 88 Squadron equipped with Fairey Battle with which he participated in combat at the beginning of the German advance in France. During these battles the unit suffered heavy losses and F/O Honor was decorated with DFC for his conduct. After his conversion to Hurricanes, as of August 28, 1940, he started his service with No. 145 Squadron. After a short stint at the No. 85 (Night) Squadron on January 29 he was promoted to lead a flight with No. 274 Squadron operating in the Middle East. On May 25, 1941, he was shot down in this aircraft near Crete and after seven days of evading the capture he was rescued by a Sunderland flying boat crew. In August 1941 he assumed command over the whole squadron and as of November 12, 1941, he commanded No. 258 Wing. In 1944 he was named an aviation attaché to Columbia, Venezuela, and Ecuador. He retired from the RAF in 1947 and remained in South America as a representative for several airlines. In 1973 he moved to Spain where he successfully grew and cultivated lettuce until his return to England where he passed away on December 26, 2007.



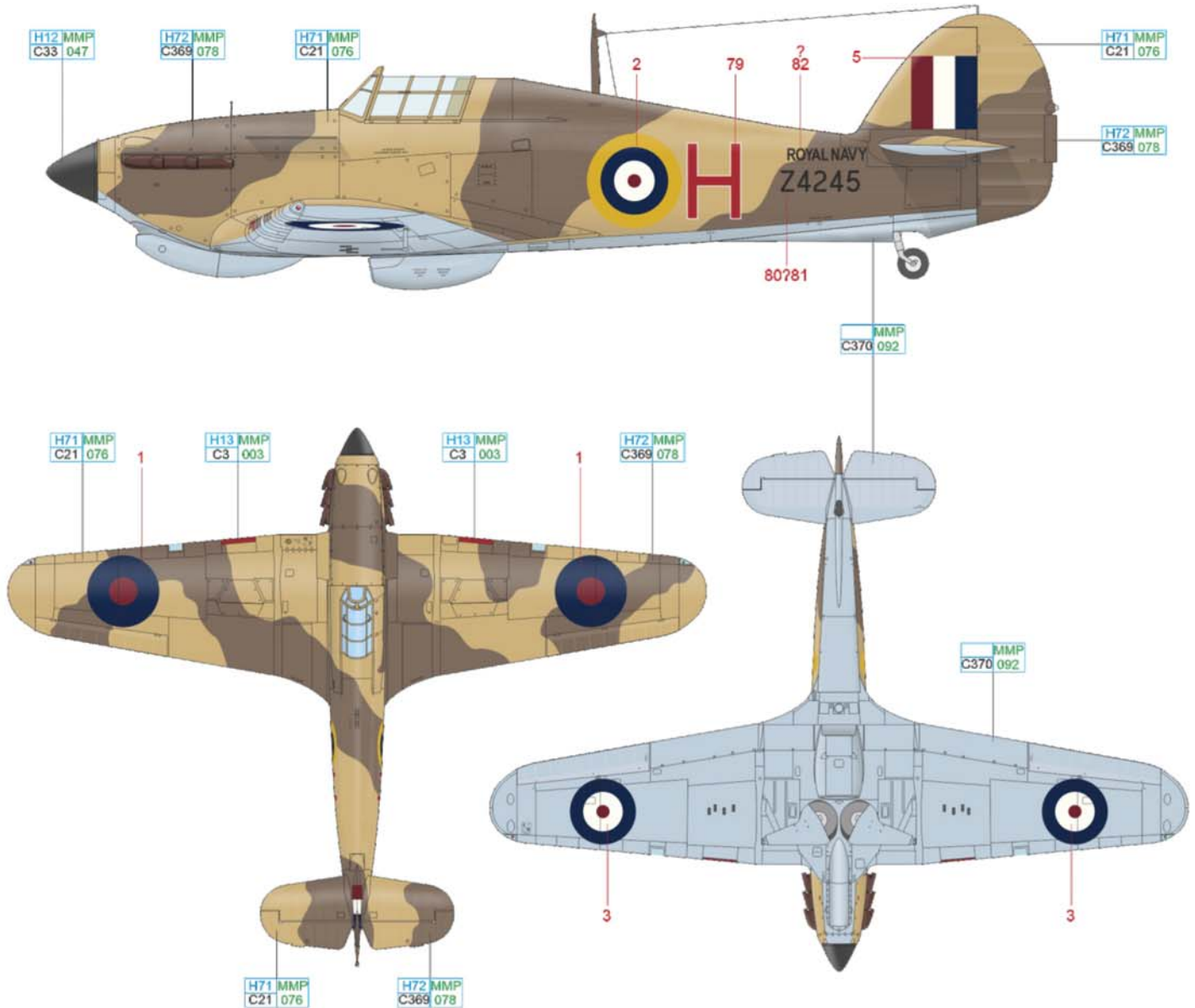
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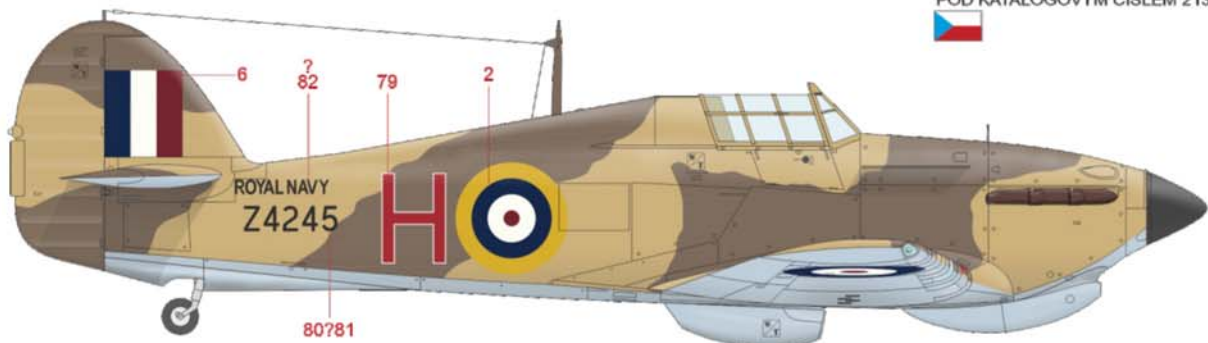
TAN	H27 C44	MIDDLE STONE	H71 MMP C21 076	AZURE BLUE	MMP C370 092	DARK GREEN	H330 MMP C361 077	FLAT BLACK	H12 MMP C33 047	FLAT RED	H13 MMP C3 003
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Z4244 or Z4245, Lt. H. P. Allingham, Royal Navy Fighter Squadron, Western Desert, August 1941

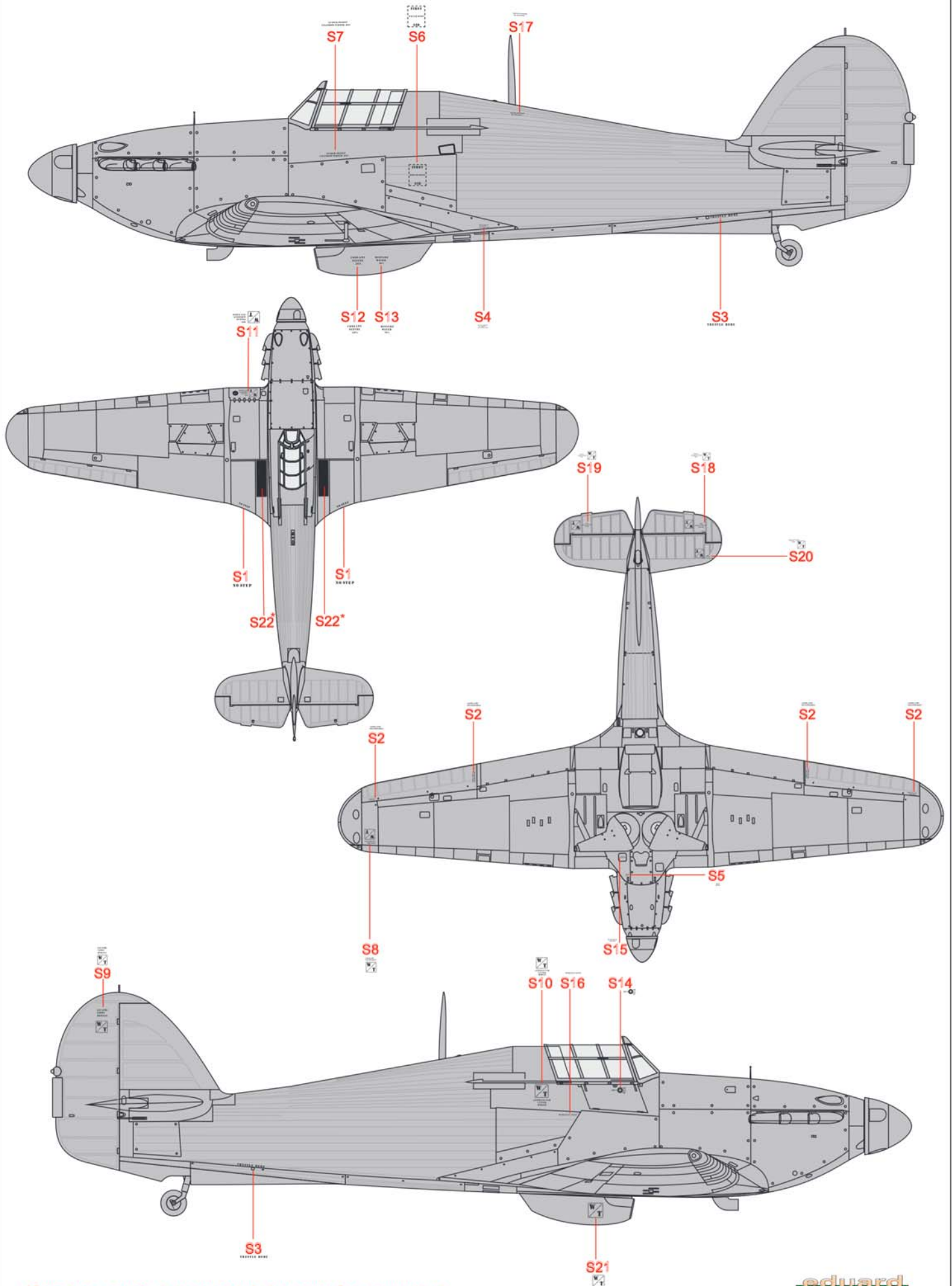
After the Allied occupation of Syria (June 8 - July 11, 1941), from the remnants of 803, 805 and 806 Naval Air Squadrons at Dekheila base the unit called Royal Navy Fighter Squadron was formed and equipped with Hurricanes (803 and 806 NAS) and Wildcats (805 NAS) originally destined for Greek Air Force. Its mission was convoy escorts and defense behind the front lines. During the large-scale attack on German and Italian forces in Libya the unit was also sent into combat. Lt. Henry Allingham, originally 806 Naval Air Squadron pilot, achieved his first success on August 21 when he shot down a Bf 109. In December he added two more kills. Royal Naval Fighter Squadron was disbanded in spring 1942 when 803 and 805 NAS were re-equipped with Fulmars and dispatched to Ceylon. There is no clarity in regard to „red H“ serial number. Some sources state Z4244, others Z4245. It is probable that the ground personnel painted additional ROYAL NAVY above the serial number.



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DARK EARTH H72 MMP C369 078 MIDDLE STONE H71 MMP C21 076 AZURE BLUE MMP C370 092 FLAT BLACK H12 MMP C33 047 FLAT RED H13 MMP C3 003



20 *Sometimes scratched or overpainted when camouflage was applied.