



Soldiering on! Left top to bottom:

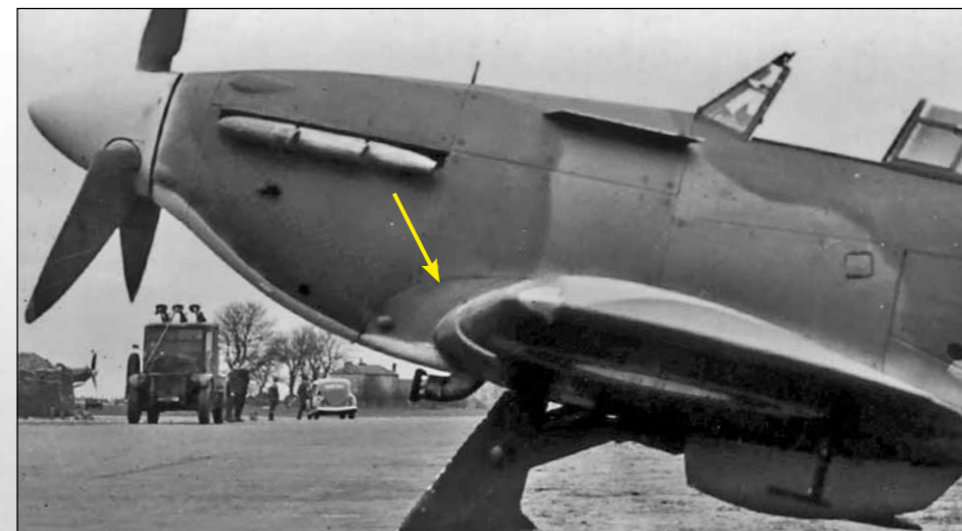
Top: Mk I, V6703, HE•A joined 263 Squadron in March 1942, possibly as a unit hack. It is seen here next to a Curtiss Commando and a 264 Squadron Defiant. V6703 was later transferred to 257 Squadron, and eventually struck off charge in January 1945.

Middle: Gloster-built Hurricane Mk I, W9132 HP•P of 247 Squadron photographed in early 1941 before the unit's codes were changed to ZY (see later). W9132 was later transferred to the Middle East and served with 30 Squadron from June to September 1941, when it force-landed on Idku Lake, Nile Delta, Egypt.

Bottom and right: Gloster-built Hurricane Mk I, W9200 DX•? of 245 Squadron in early May 1941. This aircraft was flown by the unit's CO, Squadron Leader John Simpson DFC, (sitting in the cockpit) when the unit was based at Aldergrove, Co Antrim, Northern Ireland. The cartoon is of a jester within a (yellow) diamond. There are eleven swastika 'kill' marks under the cockpit sill, the last of which was claimed on 8th April 1941. The 'invisible' yellow surround to the fuselage roundel was caused by the orthochromatic film used.



ENTER THE Mk II



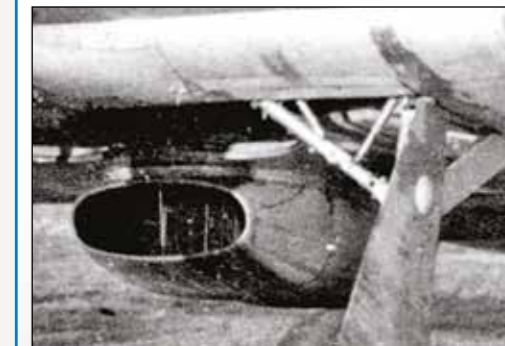
Comparison views of the main differences between the Merlin III-engined Mk I and the Merlin XX-engined Mk II.

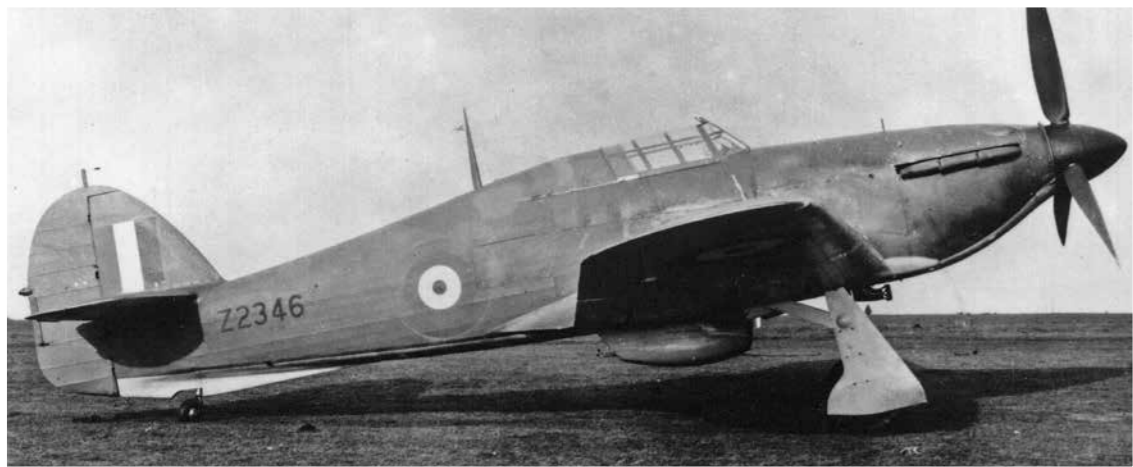
Left: The Mk I can be identified by the short wing root fairing (arrowed) on the cowling side.

Below: The nose cowling of the Mk II was 4.5 inches longer than the Mk I, measured from the panel line (A) in front of the windscreen to the panel line (B) immediately to the rear of the exhaust manifolds. This caused the wing root fairing on the cowling side to be elongated. The carburettor intake (C) was also moved, being positioned a few inches further back on the Mk II (see page 21). The difference in cowling fasteners (D) is shown on page 3.

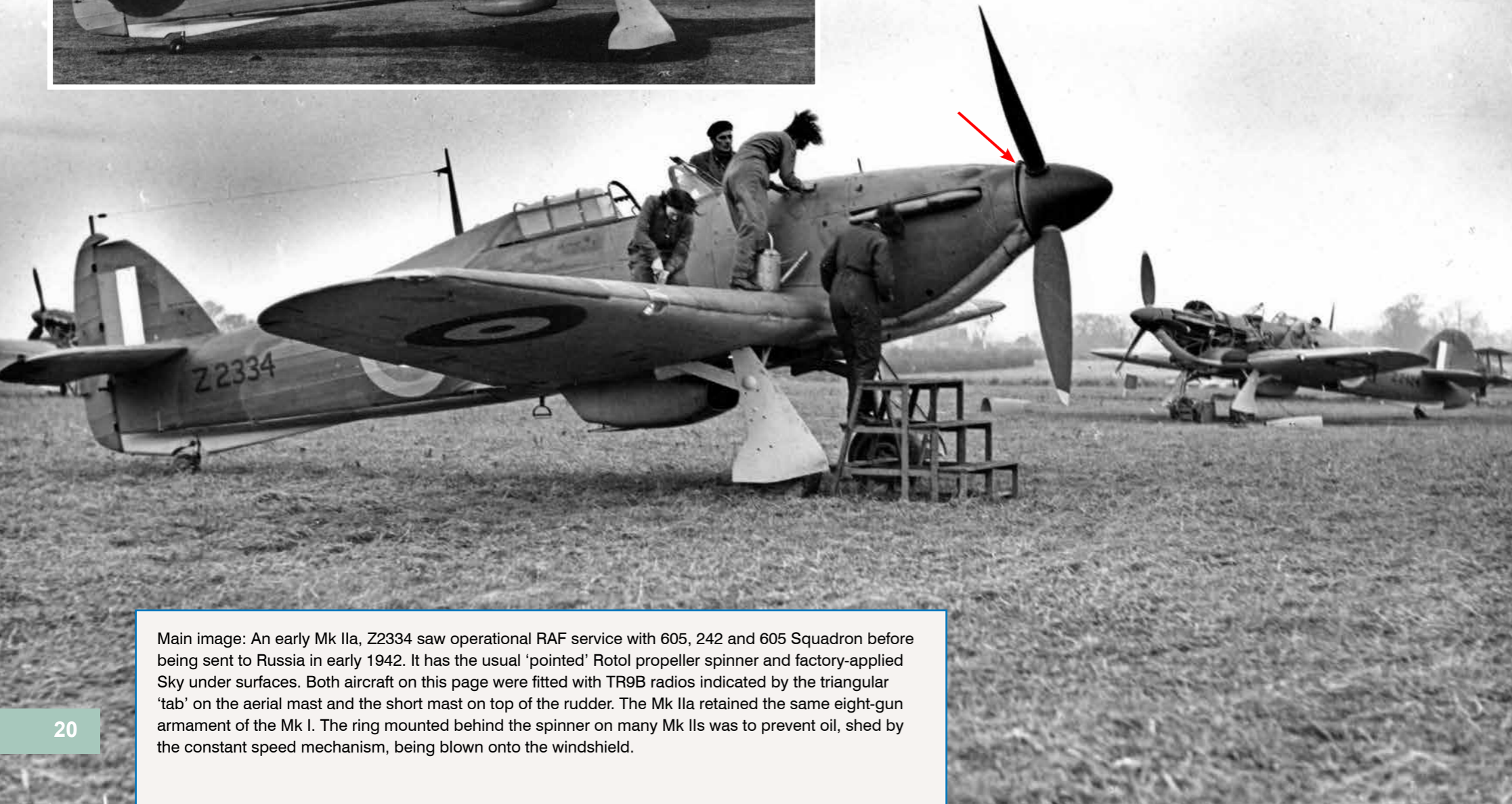
Upper right: The Mk I's underside radiator bath had a shallow oval-shaped intake and vertically ribbed radiator and oil cooler.

Lower right: The Mk II's radiator was deeper and had a more rectangular-shaped intake with a circular oil cooler in the centre.

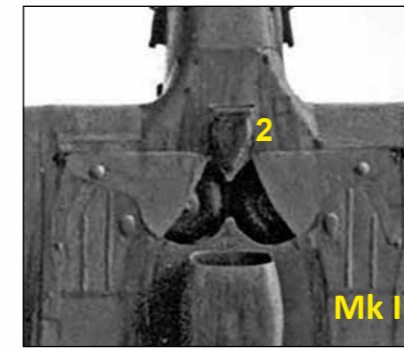
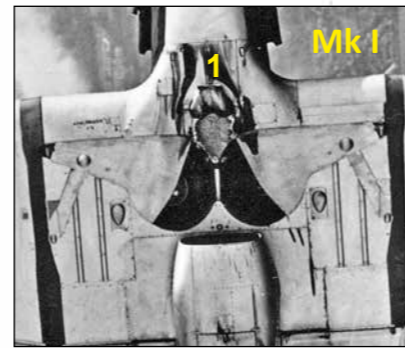




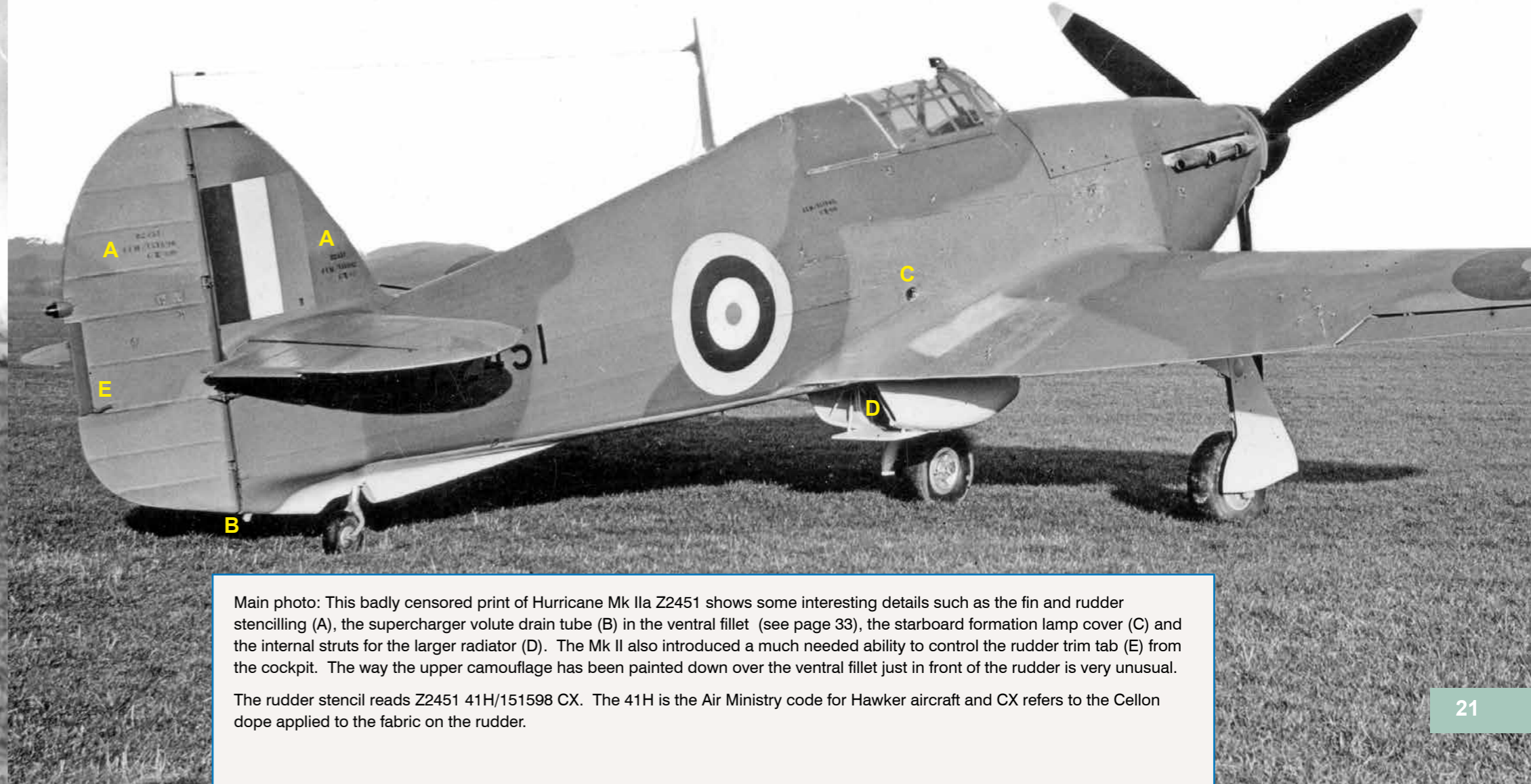
Inset left: Z2346 was built by Hawkers and completed in the summer of 1940. The early aircraft were fitted with 'pointed' Rotol propeller spinners and factory-applied Sky under surfaces. Z2346 was retained by Hawkers and used by Rolls-Royce for trials, not being struck off charge until July 1944.



Main image: An early Mk IIa, Z2334 saw operational RAF service with 605, 242 and 605 Squadron before being sent to Russia in early 1942. It has the usual 'pointed' Rotol propeller spinner and factory-applied Sky under surfaces. Both aircraft on this page were fitted with TR9B radios indicated by the triangular 'tab' on the aerial mast and the short mast on top of the rudder. The Mk IIa retained the same eight-gun armament of the Mk I. The ring mounted behind the spinner on many Mk IIs was to prevent oil, shed by the constant speed mechanism, being blown onto the windshield.



Left: The Mk I had a distinctive 'W' shaped carburettor intake (1) whereas the Mk II had a much longer intake (2) that extended back into the panel between the wheel wells.

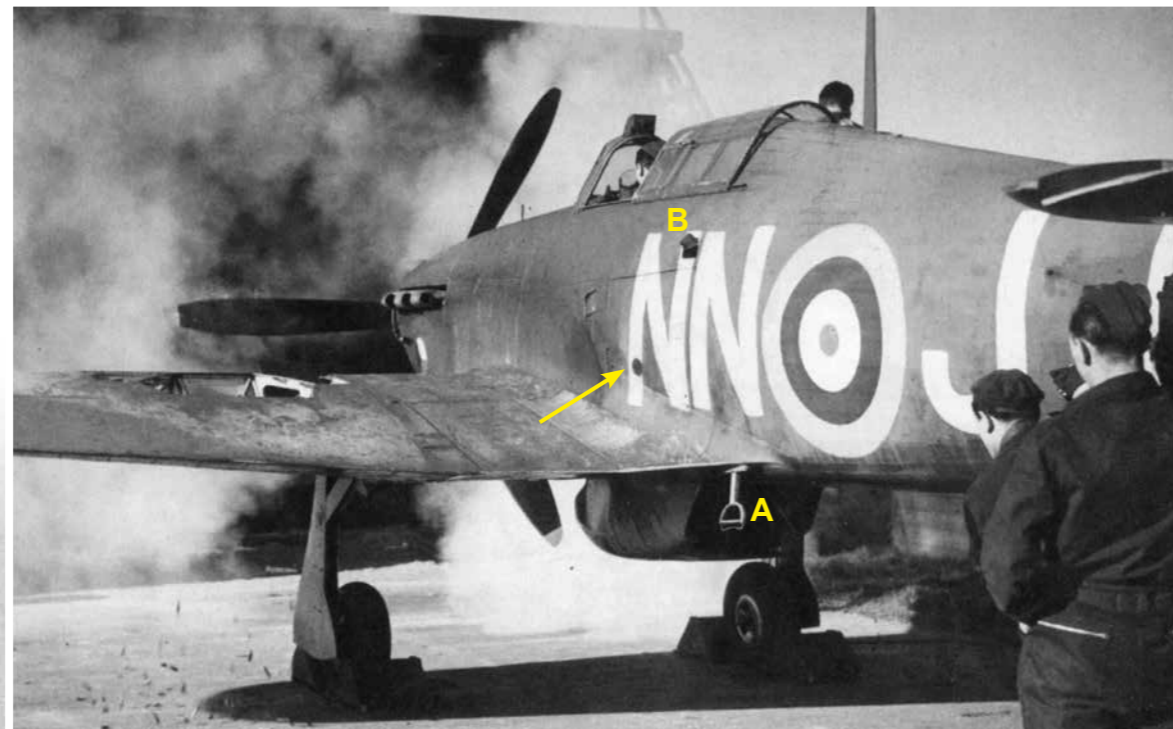


Main photo: This badly censored print of Hurricane Mk IIa Z2451 shows some interesting details such as the fin and rudder stencilling (A), the supercharger volute drain tube (B) in the ventral fillet (see page 33), the starboard formation lamp cover (C) and the internal struts for the larger radiator (D). The Mk II also introduced a much needed ability to control the rudder trim tab (E) from the cockpit. The way the upper camouflage has been painted down over the ventral fillet just in front of the rudder is very unusual. The rudder stencil reads Z2451 41H/151598 CX. The 41H is the Air Ministry code for Hawker aircraft and CX refers to the Cellon dope applied to the fabric on the rudder.

Right: Z2770, NN•J of 310 (Czech) Squadron, an eight-gun Mk IIa, at the Duxford firing butts in the summer of 1941. The formation-keeping lamp window is visible on the first N (arrowed). Z2770 was sent to Russia in January 1942.

Below: Z2487 was also an eight-gun Mk IIa. It had a longer life, serving with two front-line squadrons, 306 and 32. It then went to the Station Flight at Northolt, in whose codes, FC•T, it was photographed in mid-1941. Later, it served with 9 Pilots Advance Flying Unit (PAFU) and 59 and 56 OTUs before being struck off charge in July 1944. Again, there is an oil collector ring behind the spinner. This ring only covered the upper two thirds of the spinner.

Note that on both aircraft, the lower foot step stirrup (A) has been pulled down, so the upper hand hold cover (B) has automatically opened. When the pilot had climbed onto the wing, he pushed the hand hold cover flush, and the foot step was pulled back up by a connected internal bungee cord. A feature often missed in model kits.



IMPROVING FIRE-POWER, THE Mk IIb

Hurricane Mk IIb, Z3661, photographed at Hunsdon on 6 September 1941. This was a twelve-gun machine, note how the outer two gun barrels are staggered and protrude from the wing leading edge. The two intakes/vents on the cowling side (A) are for cooling the generator. The circular hole (B) is for the inertia starting handle and appeared on both port and starboard sides of the cowling. Z3661 served with 3 Squadron until mid-1941.

Hurricane Mk IIb production began in February 1941, and most were fitted with 'pointed' Rotol CM/1 spinners.



Right: A camouflaged Mk IIb wing with the two outer machine gun loading panels removed.

Below: An unpainted Mk IIb wing at the factory with all gun panels removed. The outer guns were aligned together horizontally with the main spar but the outer gun was mounted slightly lower than the inner gun. The four main guns (A,B,C,D) were stepped forwards and backwards to allow the belt feeds (E) to be fitted alongside each other.



Above: Trials of the 12 gun armament began in June/July 1940 but production didn't begin until February 1941. This is a Mk IIb in mid-1940 colours.

Below: Head-on view of a Mk IIb showing the positions of the outer two machine guns in relation to the landing lights and inner four machine guns. Note the shape of the 'pointed' wooden Jablo blades and wear on the leading edge of the metal sheathing.

