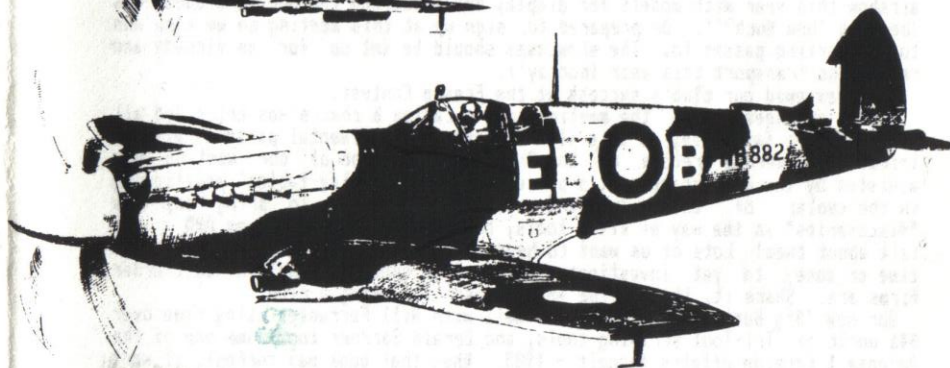


SAN JOSE SCALE MODELERS

P.O. Box 1052
Cupertino, CA 95015

IPMS-San Jose

MAY 1988



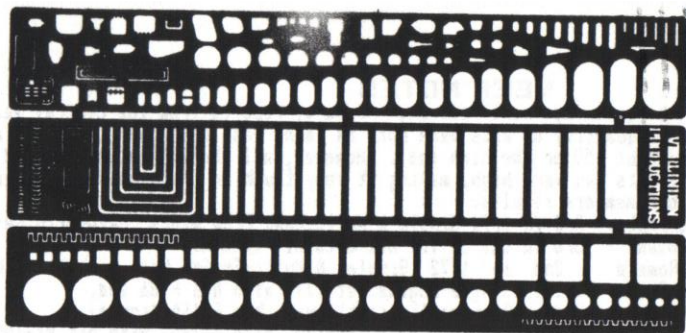
Next Meeting: May 20, 1988; Friday

Meeting Time: 7:30 PM - Gab, Shop,
8:00 PM - Business, Raffle
9:00 PM - Speaker

Location: Mercury Savings Meeting Room
19376 Stevens Creek Blvd. Cupertino

** HIGHLIGHTS **

- * SPEAKER: 20 YRS/NAVY - F2F-1 TO MARTIN MARS
- * THIS NEWSLETTER IS WORTH \$7.00!!
- * MANY NEW VIDEOS
- * BIGGER RAFFLE PRIZES
- * A-7 "AS-YOU-LIKE-IT" CONTEST ONE MONTH AWAY
- * MORE EVENTS THAN TIME IN MAY!



San Jose Scale Modelers
P.O. Box 1052
Cupertino, CA 95015



FIRST CLASS MAIL

DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345

IMPORTANT: Check the Year/Month code following "your name \$\$" for the month your dues expire after. Renewal \$10.

This newsletter is the official publication of the San Jose Scale Modelers. All inquiries, change of addresses and submissions may be sent to: San Jose Scale Modelers, Atten. Editor, P.O. Box 1052, Cupertino 95014. This newsletter is sent free to all current members. Annual membership is \$10.00 paid at the meetings or mailed to the same P.O. Box 1052, Atten. Treasurer.

Officer Elections are held annually in March. Current Officers are:
President; Barry Bauer, 408/946-6135
Vice-President; Eric McClure, 408/945-0692
Secretary/Editor; Alan Wolcott, 408/996-3535
Treasurer; Rex Barden, 408/371-3762

APRIL MINUTES

New President Barry Bauer showed his authority in his new role by not even showing up!..actually the traffic was just to bad to get back from FRANCE (as in Eiffel Tower!). Do not worry, the club treasury is still intact, and in Mercury Savings. He did promise to take lots of pictures at the Paris Air Museum and show them to us.

Due to absence of said pres., new V.P. Eric McClure got his baptism by fire as he had to host our unruly ranks through the disorder of business. Such business was mercifully short with new badges arriving (the 'security style') and being handed out [SO BRING 'EM & WEAR 'EM!].

The Moffet Field Air Show was briefly discussed. Please try and help at the airshow this year with models for display AND answering the public's questions (besides 'How Much?'). Be prepared to sign up at this meeting so we know who to get parking passes to. The showcases should be set up for us already and require no transport this year (hooray!).

Eric reviewed our club's success at the Fresno Contest.

A new arrangement of the meeting room's tables & chairs was tried and all comments were favorable, so this plan or other experimental patterns will be tried. Our overdue return of the Show & Tell portion of our meeting was assisted by the new arrangement's placement of the display tables' positioning in the center of the room and members. Remember to bring any new "discoveries" in the way of kits, tools, books, etc. to the meeting AND talk about them! Lots of us want to hear about something we have not had the time or money to yet investigate, or even how good/bad certain mail-order firms are. Share it, that is the whole reason for being a club.

Our new "Big Buck" raffle went real well with Bill Ferrante taking home over \$46 worth of Tri-Tool scribing tools, and Gerald Gardner took home one of the Defense & Foreign Affairs Annuals - 1985. When that book was current, it went for nearly \$200. Remember the whole point of this raffle is add interest to the meetings. All money recieved goes right back into the raffle pot, none goes to club general funds. And we took in more than we spent on these, so we will probably have \$60-80 worth of tools up for grabs, plus another of these books. Bring your dollar bills! One ticket-\$1.50 or Three for \$1.00. A big thanks to Dayr! at D&J Hobby for giving us a discount on merchandise, so we can offer our members about 25% more value than we could without their help.

MAY'S MERRIMENT

KEEP THIS NEWSLETTER!! Take it to D & J HOBBY, spend \$25.00 on anything in the store, pay for it at one of the two front hobby counters AND show them your newsletter with mailing label. They will initial it and give you (if you ask) a Hasegawa 1/72 F-20 Tiger Shark for FREE!! That is a \$6.49 kit, and no tax (\$.46) either, so a \$6.95 value! There are a limited number of these, but they have enough to offer this deal to over half our membership. Offer ends June 10, 1988. Other chapters may copy there complimentary copy's cover and use it the same way for their members. One per person, please.

We will have a speaker this month; William Hargraves. This interesting gentleman spent 20 years in the Navy, starting on the old Lexington carrier as crew chief on an F2F-1, I believe in 1937, and concluding by serving with a Martin Mars, the Navy's biggest flying boat. He has many interesting photos which he will probably bring.

VEEP NOTES

Well here goes my next column. From my reports from the Central Valley Contest, the quantity of kits were not as many as some of the who went expected (about 150 on the high end). However, all those I talked to said the quality of kits was very high, making it very tough on those who were judging. Here are our members results:

Bill Ferrante - 3rd in 1/72 Single & Multi-Eng. Prop w/his Lavochkin LA-5fn
Dave Hansen - 3rd in Out Of The Box with his 1/48 A7E
Javier Romero - 2nd in 1/72 Single & Multi-Engine Prop with his F4U-1D
Charles Speir - 1st in Single Engine Jet 1/72 with his F-86 and,
2nd in Diorama(Aircraft) with his F-16A diorama
2nd in Single & Multi-Engine Prop 1/48 with his Bf-109G-5
Rodney Williams - 1st in Multi-Engine Jet with his Cutlass

Remember, I need reporters for this column, so if you attend a contest or show, call me with your thoughts. Also, this month's theme is Procrastination. I prefer those unfinished projects. The June theme is the Special A-7 Corsair Contest, so bring those in as well as any A-7's you have on your shelf.

Now for a short video review: Found at my local warehouse; "Korea: The Forgotten War", narrated by Robert Stack, running time 94 minutes. Overview history of the build up and about the war is fairly accurate. As far as using the film for schemes, the armor & figure builders, there is some good shots, aircraft almost zip. Entertainment value; fair. Some parts seemed a little long. Cost (at my Warehouse Records); \$1.00. Overall, if you are planning to do an armor or figure diorama and have nothing else to watch, this tape is worth renting for the ideas it will give you. That is all for now - Eric.

WWII IMPERIAL JAPANESE NAVAL AIRCRAFT INTERIOR METALLIC BLUE/GREEN by MATT MATSUSHITA

* Paint parts/surfaces with a fine-grain gloss silver. I recommend SNJ or Pactra Gloss Enamel. Acrylic metallics are too grainy.

* The transparent Blue/Green was my concoction using Tamiya Transparent Blue, Transparent Green, Clear Gloss & Flat Base.

-First mix the Blue & a little Green to an appealing shade. Do it in terms of drops and test frequently on a 3x5" card. I like more Blue than Green, but after finishing reading though this procedure, you will understand why I am being so vague now. Once satisfied with the hue, mix enough to do some airbrushing (1/4-1/3 oz.)

-Cut the color mix w/Clear Gloss(or Clear Flat, or both) at a 1:1 ratio. This may have to be altered later depending on your airbrush & your desired result. The result for adding so much clear is to allow application of many coats, misted on, to achieve uniform coverage (vs. a polka-dot pattern which results from one coat misted on) while not getting too intense (dark) a color build-up.

* For airbrushing, I thinned the "cut color mix" with water & alcohol in the following ratio; 2 parts "mix" + 1 part water + 1 part denatured alcohol. The 1st coat should yield no perceptible indication of color. The 3rd or 4th should yield visible color. Now it is decision time: Do you still like the color? Is it too Dark? Is it too Light? Add Blue or Green to darken and reduce the number of coats. Add Clear to lighten the color, which may necessitate more coats. What you need to achieve is the "right" mix that is going to yield the desired color shade and uniform coverage. The only way I found was to test spray and alter accordingly.

* Other paints than acrylics should work equally well, just use paints & thinners of compatible bases.

* A final coat of Clear Flat may or may not appeal to you - try it!

Good Luck & Good Modeling!

Contest

**** SPRING CLASSIC 1988! ****

This years' event takes place at Howard Johnson's Continental Inn on Bradshaw Road and Hwy 50.

DATE: June 5th, Sunday.

PLACE: HoJo's Continental Inn. Bradshaw & Hwy 50.

TIME: Registration - 9:00 am to 1:00 pm.
Judging - 1:00 pm to 3:00 pm.
Awards - 4:00 pm onwards.
Raffles - Throughout.

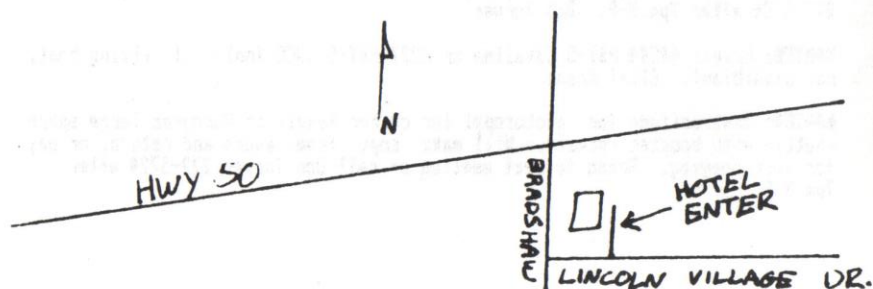
SPECIAL THEME: Naval Aviation, all scales, all eras, all nations. *SnJ will award a \$20.00 gift certificate to the winner of the special theme.

Special Model Railroading Class with 75% plastic rule waived. Metal trains are eligible in this category.

FEES: Registration - \$1.00. Per Model adult - \$1.00
junior - \$.75

All categories must have at least four entries to be considered a valid category. Contest Director may split or combine categories as necessary.

For further information, call Pat Lipscomb at 927-8970.



Initial sign-ups and preparations for the Moffet Field Air Show will take place at this meeting.

All those of you who borrowed club tapes at the April meeting, remember to bring them back, or have someone bring them for you. That's your part of this free deal. Also, those of you who took tapes to copy for the club, if you finished any of them, bring them to the meeting so we can put them in the library. Dave Hansen loaned me a tape, that I should have recorded by the meeting, of two hours of General Dynamics/Convair promotional films on the B-58 Hustler and many of its record-breaking adventures.

Soda prices will be REDUCED to \$.50 each. I stocked up on recent sales and will have all kinds of flavors at this meeting! Also, I decided the club will provide free cookies at this meeting. We will have 4 lbs. of Danish butter cookies so have your tongues ready. Note: at this time I have a reliable but unconfirmed rumor that Mercury Savings has finally 86-ed the free coffee. I believe the coffee maker will remain, but we will have to supply the coffee, and I assume therefore, sugar, creamer, stir-sticks and maybe even cups and filters, too. If true, the club will need to vote on this one. I will try to clarify this by meeting time.

Remember, our Swap & Auction comes up in July, so we need to beg, plead, coerce, thumb-wrestle or whatever to get KIT DONATIONS for the auction. This is our big fund-raiser for the year and it really pays the majority of the contest and all the perks the club is offering now. So dig into that closet and pull out all those kits that have fallen from favor this year. Bring those donations to this meeting to ease the load on the staff on auction day.

Only one more month until those MPC/Airfix A-7 Corsairs, or what ever they turn out to be, need to be presented for judging. Mine is underway, keep yours moving too. Remember, creativity will be judged evenly with detailing.

This month's raffle will have at least, a very nice, flourescent, work/desk lamp, Tri-tool Saws, Sanding Sticks, and maybe more!!!

TID-BITS

Mentioning Tri-Tool, those new saws are really something else. Eight saws, all etched-metal, spring, stainless-steel. All are as thin as the thinnest (1/4" model) Xacto saw, but are all different small shapes, such as a circle, a half-moon, a pair of small butter-knife shaped models and more. Boy are they handy! They get into small spaces, they guide around curved surfaces, they do not accidentally cut nearby panels like long Xacto saws. They really can cut, too! However, Dave Hansen says they get dull with a lot of use, so save them for those special cuts.

I tried out my Tri-Tool and Verlinden scribing guides and Tri-Tool scriber and found them REALLY easy to use. Do not press too hard with the scriber, or you will raise plastic on each side of the groove. Most plastic fuzz can be removed with a soft toothbrush. The Tri-tool guides at \$17.50 for either set are expensive, but they are spring steel and have a lot of useful shapes. The Verlinden set is only \$6.95, but is thinner, has some different patterns, but less of them, and is not spring steel and can be easily bent by accident. A note, do NOT use the Tri-Tool scriber with the Verlinden guide. The Verlinden slots are narrow and the taper of the Tri-Tool scriber gets stuck in these slots when pressed into the plastic. Trying to remove it may bend the Verlinden guide.

Some upcoming how-to demo's should be Rodney Williams with an actual demonstration of how to paint and polish SNJ metal finishes - Dave Hansen and more things he has learned about super glues and scribing.

The 2nd Annual Northern California Model & Hobby Expo has invited our club to exhibit at their show, at no charge. They have gotten the mayor of San Jose to declare June 12-19 "Model & Hobby Week". Are we interested?

COMING ATTRACTIONS

- CONTESTS:** June 5, IPMS/Silver Wings, Sacramento
July/Aug. IPMS/Nationals, Dayton, Ohio
- DISPLAYS:** June 17-19, Santa Clara County Fairgrounds; Model & Hobby Expo.
Admission \$5.00, under 12 \$3.00
- July 23, Sacramento Model Car Show '88 - 12-7 PM, Special Theme;
Pony Cars 1964-1974. Rodeway Inn, Watt Ave. at I-80.
Admission \$3.00 Contact: David Tucker, 6242 Cardigan Ct.,
Citrus Heights, CA 95621
- August 20, GoodGuy's West Coast Nationals '88/Street Rods. Model
Car Show in Conjunction. 10-4:30 PM. Pleasanton, CA
(Alameda County Fairgrounds). Contact: Eyeball Engr.,
605 Debbie Dr., Santa Rosa, CA 95407
- October 2, Model Car Show, in Conjunction with Modesto Concours
D'Elegance. All model cars welcome, special theme:
Lincoln Continentals. Contact Vince Nemanic 209/522-4729
or Bobby Duvall, 209/577-4769 or write P.O. Box 2327,
Modesto, CA 95351

AIR SHOW TEAMS:

Blue Angels - 4/16; NAS China Lake, 4/17; NAS Lemoore, 4/23-24;
MCAS El Toro, 8/20-21; NAS Miramar, 10/8-9; NAS Point Mugu
Thunderbirds - 5/20-21; San Diego, 6/18; Mather AFB, 7/2; Redding,
CA, 7/3-4; Moffet NAS, 8/10; Beale AFB, 9/17; Reno (Air Races),
9/18; Vandenberg AFB, 10/29; Salinas, 10/30; George AFB, 11/12;
Bakersfield

- AVIATION:** May 13-22; San Diego - Air/Space America 88. 1st International
Aerospace Trade Exposition. Brown Field.
Contact: Dub Allen 619/294-8808
- May 20-22; Hayward - 24th Annual Hayward-Bakersfield-Las Vegas Air
Race. Contact: Lou Chianese, 415/581-2345
- May 27-29; Watsonville - 24th Annual West Coast Antique Fly-in and
Airshow. 12-6 Fri, 9-6 Sat, 9-5 Sun. Air show 12-4, Sat
& Sun Only. Admission: Fri; \$3 Adult/\$1.50 Child, Sat &
Sun; \$6A/\$3C. Information: 408/728-5300
- May 28-29; Stockton - San Joaquin County's Airshow '88. Ray-Ban
Gold, Bob Hoover, Coors Light Silver Bullet, WWI & WWII
combat aircraft. Contact Air Expo Inc., 209/467-3976
- June 25-26; Truckee-Tahoe Air Show - 10-4pm. Waco Wing Walkers, Don
Beck race demo, Parachuting (US Army Golden Knights &
the all-female Chuting Stars), Sailplane act, Balloon
Race. Antique, Experimental & Warbird display &
flyby's. Truckee-Tahoe Airport, Hwy 267, 916/587-4119.

AUTO RACING: Sears Point International Raceway - 707/938-8448

- May 27-29; L-M SCCA Trans-Am (save 20% w/adv. tickets; BASS/Track)
- June 4-5; CSRG Vintage Car Races
- June 25-26; NHRA Winston Drag Races
- July 1-3; Shelby American Convention
- July 29-31; NHRA Motocraft-Ford California Nationals
- Aug. 12-14; 13th Annual L-M California GP/INSA Camel GT
- Sept. 16-18; Super Chevy Sunday Weekend
- Sept. 23-25; General Tire SCCA Championship
- Oct. 8-9; CSRG Vintage Car Races
- Palo Alto Concours D'Elegance;** June 26 - Next to Stanford Stadium,
El Camino Real & Embarcadero. Contact Don Day, 408/446-0689

For registration to attend the National Shelby American Convention, write to
SAAC 13, c/o Don Odiorne, 1054 Sherman Dr., Salinas, CA 993907. Here is a
quick schedule of what it going on:

- June 30/Thursday - Sears Point Raceway: Bondurant School special half-day
course. Evening (5:30) Drag Racing, Grudge & Bracket.
- July 1/Friday - Sears Point Raceway: 9-5 Open Track. El Rancho Conv. Ctr./
Santa Rosa: 8-? Tech Questions
- July 2/Saturday - Sears Point Raceway: 9-5 Open Track. El Rancho Conv.Ctr./
Santa Rosa: 7:30-Cocktails, 8:30-Guest Speakers
- July 3/Sunday - Luther Burbank Center for the Arts/Santa Rosa: Car Show 8-6

NATIONAL NEWS

Jim Ireland's Region 9 newsletter, "Ninecompoop", is taking on a more
professional appearance and is getting quite large and informative. News of
interest; national dues are returning to \$20.00 annually, now that the "money
crisis" is over; the new magazine will be called the 'IPMS/USA Journal'; the
update should be here before the end of the month; constitutional amendments
are on hold until the new Constitutional Review Board takes office; one of my
suggestions took hold, thanks to Jim Ireland and each chapter will be sent a
copy of the IPMS/USA Journal as a "library copy".

Jim's news contained one rather disturbing item, disturbing to me, not to
him, in that the political newsletter only had 18 members respond saying they
wanted it, by paying for it, so the political newsletter will not be produced.
To quote Jim, "It's nice to know that the majority of IPMS membership isn't
interested in the B.S. aspect of a club." I find no reason to rejoice, but
instead am quite worried. Assuming that all members were notified of the
availability of this letter, then only 18 out of 6400, or so, members have shown
any interest in knowing what direction our "democratic" organization is taking
and what decisions it is considering. So that is only 0.25% that cared enough
AND were willing to pay an added \$5.00, to know what our elected officers are
doing. Nothing in these numbers suggests how many did not renew because of
the handling of this, nor how many boycotted paying \$5.00 above their normal
dues so that they would be allowed to know what other members thought and
suggested to improve the IPMS, or whether the Executive Board had taken any
actions for better or worse. Not my cup of tea.

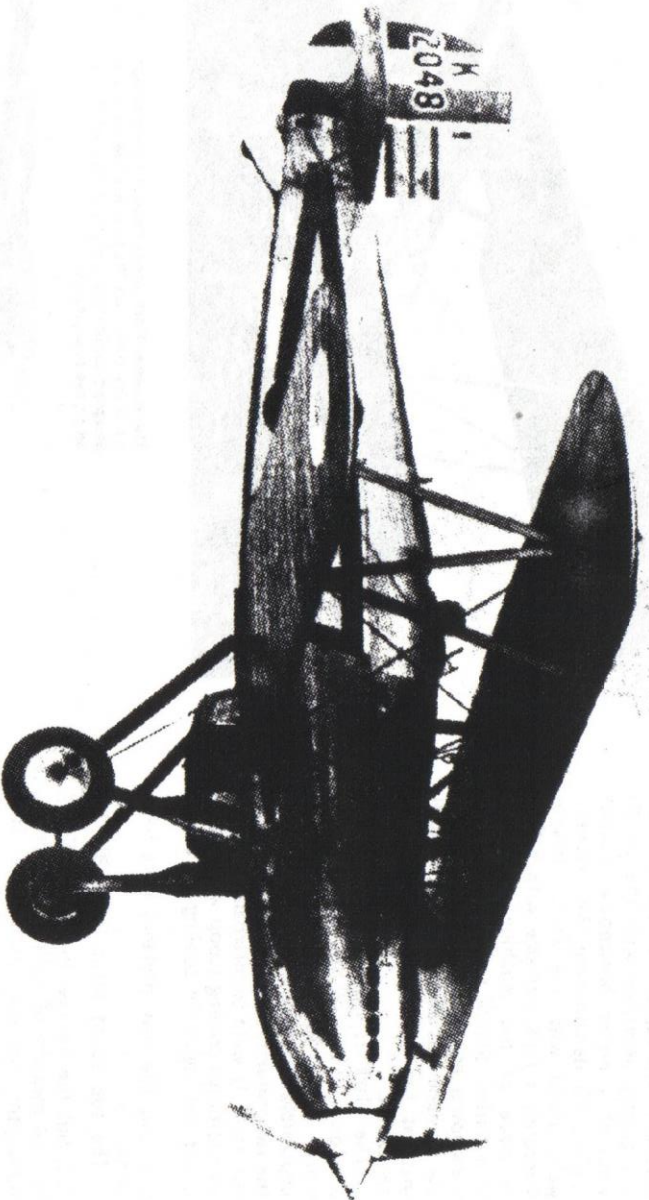
The REGIXMINCOMPAC (Reg. 9 Contest) is coming along fine. The special theme
is "The Missiles of October" having to do with the Cuban Missile Crisis. The
special category of Model RR is confirmed as is its waiver to the plastic
content rule. Bill Evelyn, aka Commander Bill of KFBK who is a Korean and
Vietnam veteran, and Craig Luther, author of "Blood and Honor: History of the
12th SS." will be among the speakers. Tours of McClellan AFB Museum and USCG
are being investigated.

WANT ADS

WANTED: Old Bandai 1/48 WWII Armored Division Series: Tanks, half-tracks,
jeeps, howitzers, trucks(1/2 ton to 8 ton), cargo trailers, motorcycles,
3-wheels, command cars, light weapons, diorama sets, livestock, accessories
sets, German, British, Japanese, US, etc. Bring to next meeting or call:
272-5724 after 7pm M-F. Bob Turner

WANTED: Revell #4544 PBV-5 Catalina or H227 PBV-5 USCG (only if flying boat,
not amphibian). Cliff Kranz

WANTED: Instructions (or photocopy) for either Revell or Monogram large space
shuttle with booster rockets. Will make copy from yours and return, or pay
for your copying. Bring to next meeting or call Bob Turner 272-5724 after
7pm M-F



The Hawker Fury Mark I was possibly the most beautiful biplane fighter ever created. K2048 was No. 1 Squadron Commander's aircraft. 'A' flight leader had a red fin, 'G' flight leader had a yellow fin. Long landing gear nice for scale rubber props.

The HAWKER



PART ONE

BY PETER WESTBURG



FURY



- Whenever men gather to talk about old airplanes, the name Fury comes up. It was an airplane, that once seen, be it in photographs or actuality, was forever remembered. It had the long, lean, hungry look of a greyhound, but it earned its reputation on more than just good looks. Under the highly polished aluminum and skin tight fabric was a tough structure of steel and aluminum, and a reliable, powerful engine.

Sydney Camm, whose name is legend, created the Fury. A stubborn proponent of the liquid cooled, in-line engine, he held out for the Rolls-Royce 12 cylinder Kestrel against the wishes of the British Air Ministry. The Hawker Hart, a two-seat day bomber powered by the Kestrel and designed by Camm, was the fastest airplane in the skies over England, faster by 10 mph than the Bristol Bulldog, standard RAF fighter.

The Air Ministry had trapped itself, but out of the embarrassment came two airplanes that could catch the Hart. One was a Hart stripped of all bombing equipment, the Hawker Demon, first two-seat British fighter since the famous Bristol Fighter of WWI.

The other airplane was the Hornet. In actuality, a single seat version of the Hart, it was smaller, faster, and more

maneuverable. Flying for the first time from Brooklands in March of 1929, it was an immediate sensation. It was the first Fury, and but for a regulation that all landbased fighters carry names beginning with 'F', it would have remained a Hornet.

Testing at Martlesham Heath, the RAF version of Wright Field, proved that the Fury had everything. It was the first fighter in the RAF to top 200 mph, doing 207 at 14,000 feet. It could climb to 10,000 feet in four and one-half minutes, and it was extremely maneuverable, with a fast roll rate and light controls. It was truly a pilot's airplane.

The first twenty-one Furies were completed in the short space of three weeks, the first, K1926, flying on the 25th of March, 1931. In all, 117 Fury Mark I's were produced, but good as it was, the Fury Mark II had an even better performance.

The accompanying drawings are based on prints obtained through Bob Coles of Hawker-Siddeley Aviation. Most were signed by none other than Sydney Camm, which should be proof enough of their official status.

● Though the Mk I Fury was an excellent interceptor, its performance was greatly improved with the installation of a higher horsepower Kestrel engine. To demonstrate this, Hawker went ahead with the PV-1, (Private Venture), a Fury airframe with ballast in place of the machine guns and ammunition. Several successively higher horsepower engines were tried out, and the airplane was also fitted with wheel spats at the request of the Yugoslav delegation.

The Mark II Fury went into production with the 640 hp Kestrel and the wheel spats. Spats off, it is nearly impossible to tell the difference between the two models. The control surfaces on the Mark II were counterbalanced, and an additional cooling scoop was located under the engine for cooling the crank-

case, but the two airplanes were near twins.

The top speed went from 207 to 223, but the increase in rate of climb, the real measure of performance in an interceptor, was truly remarkable. The gain was 34% . . . from 2380 fpm to 3200! Production of the Mk II began with 23 in late 1935 and early 1936. Most went to refit No. 25 Squadron, which, along with No. 1 and No. 43, were the only RAF squadrons to fly the Fury operationally. An additional order for 75 airplanes was filled by the General Aircraft Co., the Hawker Co. being too busy on a new monoplane to handle the production. Three more squadrons, the 41st, 73rd and 87th, were equipped with the Mk II's; many went to training schools, some into storage and some to the South African Air Force.

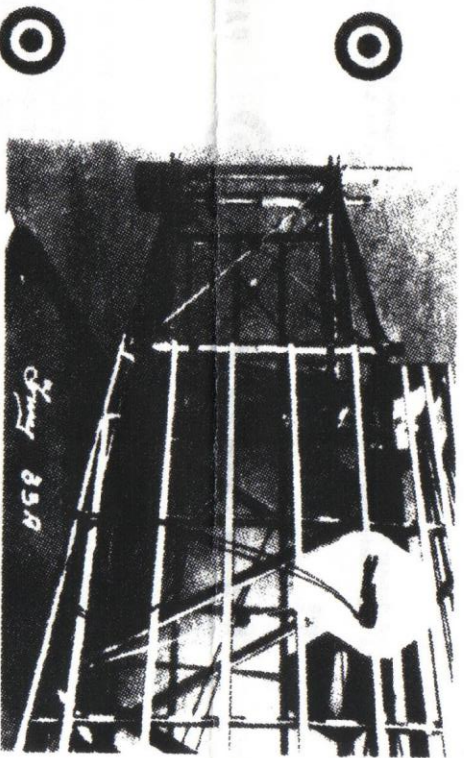
The day of the biplane fighter was ending rapidly and inexorably. In October of 1933, just as the Fury was entering its prime, Sydney Camm and his engineers began work on a Fury monoplane. Scheduled to be powered by the evaporative or steam cooled version of the Kestrel, the Goshawk engine, a historic change was made in January of 1934. A new engine, the Rolls-Royce PV-12 replaced the Goshawk, and at the same time the name of the airplane was changed to Interceptor Monoplane.

On the morning of November 6, 1935, two years after start, the new airplane flew into history for the first time to become the Hurricane, powered by a Merlin engine.

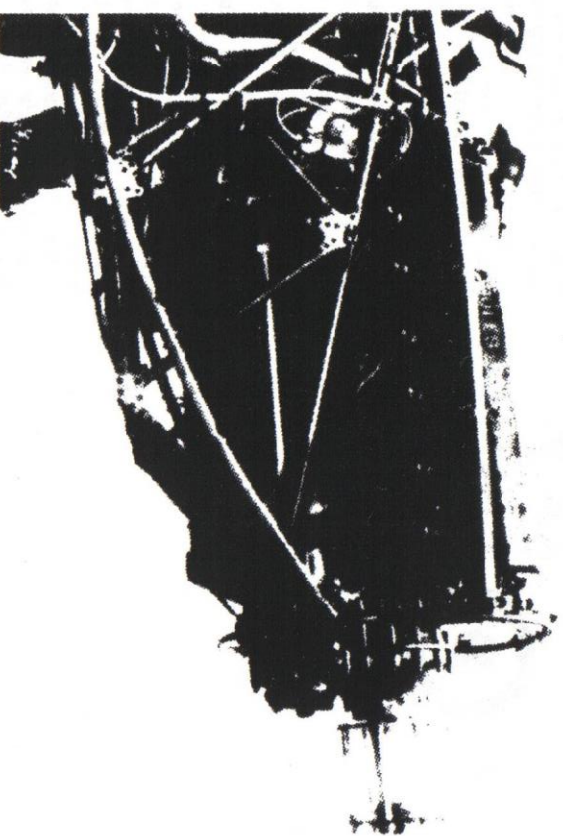
The basic color scheme of the Fury in fighter squadrons was aluminum dope on fabric surfaces and highly polished aluminum panels. Squadron and commander aircraft markings were varied and colorful, the checkerboard shown on Squadron Leader Slatter's Fury being among the most distinctive. For these and other markings, see Profile No. 18 and Munson's, Fighters, 1919-1939. ●



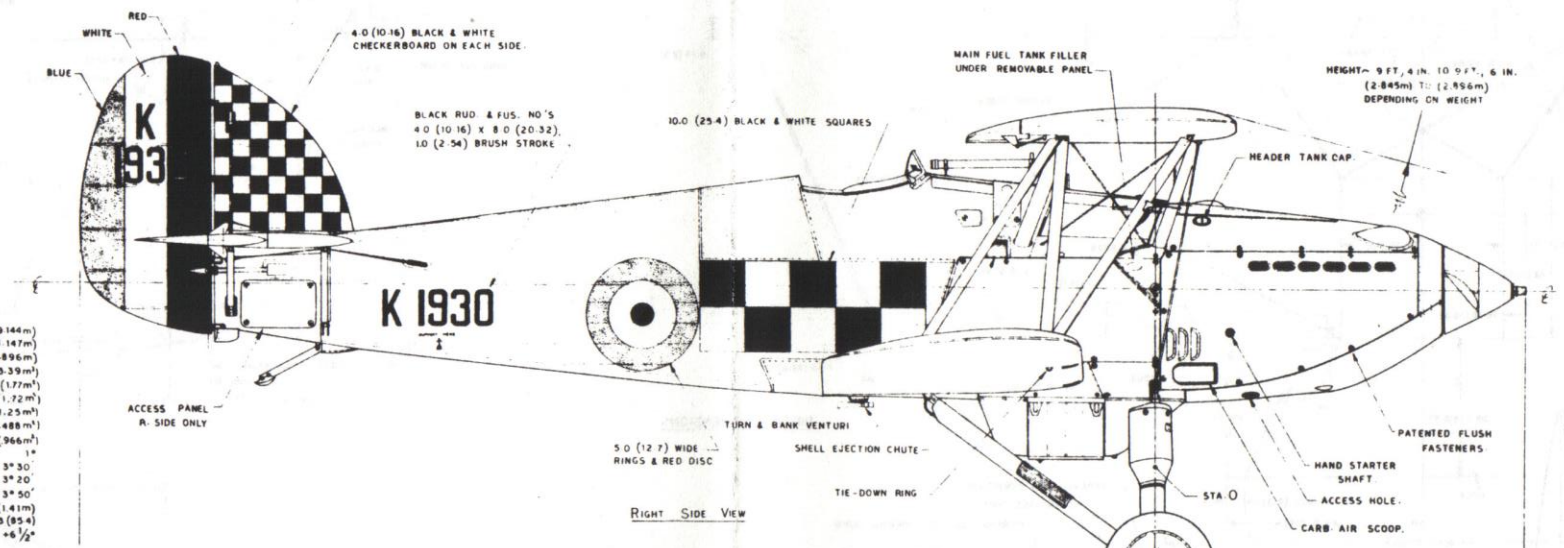
The Hawker Hart, faster than any British fighter at the time, was the airplane the Fury was designed to intercept. Many parts were common to the two aircraft.



Tail end structure of Fury was conventional, bolted aluminum tubes, squared at joints. Fairing sprung by compressing rubber discs.



Rolls-Royce Kestrel was developed from Falcon engine of WW I Bristol Fighter, and was direct ancestor of famous WW II Merlin. Large tube at left is waterline from header tank to radiator.



CHARACTERISTICS

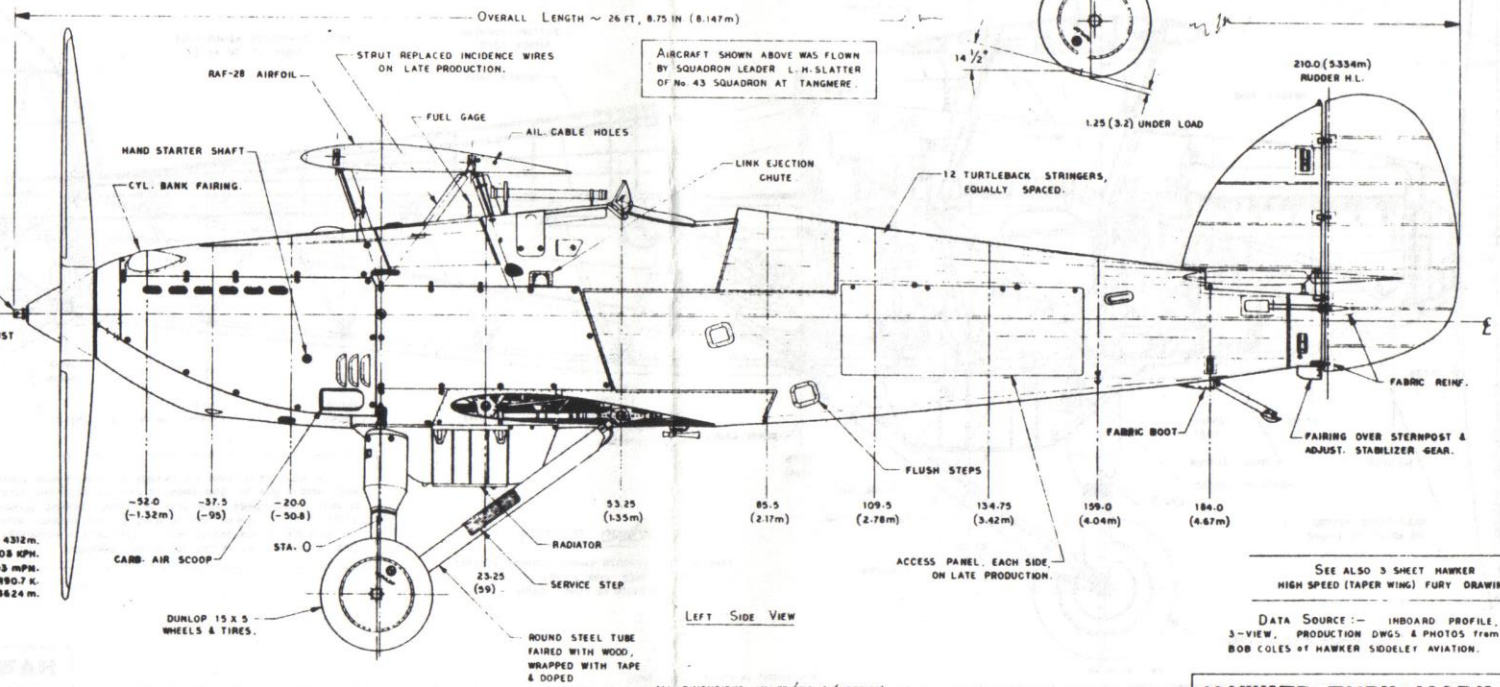
SPAN	30 FT. 0 IN (9.144m)
LENGTH	26 FT. 8.75 IN (8.147m)
HEIGHT	9 FT. 6 IN (2.896m)
TOTAL WING AREA	251.8 SQ. FT. (23.39m ²)
AILERON AREA	19.0 SQ. FT. (1.77m ²)
TAIL PLANE AREA	18.5 SQ. FT. (1.72m ²)
ELEVATOR AREA	13.5 SQ. FT. (1.25m ²)
FIN AREA	5.25 SQ. FT. (488m ²)
RUDDER AREA	10.4 SQ. FT. (966m ²)
DIHEDRAL TOP	1°
DIHEDRAL BOTTOM	3° 30'
INCIDENCE, TOP	3° 20'
INCIDENCE, BOTTOM	3° 50'
GAP AT CTR SECT	55.5 (1.41m)
STAGGER AT CTR SECT	33.63 (85.4)
TAIL PLANE RANGE	-1° ~ +6 1/2°

CAPACITIES & WEIGHTS

PETROL	50 IMP. GALS. 60 U.S. GALS. 227.1 LITERS.
OIL	4 1/4 IMP. GALS. 5.1 U.S. GALS. 19.3 LITERS.
LOADED WEIGHT	3490 LB (1583 KG)
WEIGHT EMPTY	2623 LB (1190 KG)

PERFORMANCE

MAX. SPEED	207 MPH at 14,000'; 333 KPH at 4312m.
STALLING SPEED	64 MPH, 108 KPH.
INITIAL RATE OF CLIMB	2380 FPM; 733 MPM.
RANGE	305 MI; 490.7 K.
SERVICE CEILING	28,000'; 8624 m.



AIRCRAFT SHOWN ABOVE WAS FLOWN BY SQUADRON LEADER L. H. SLATTER OF NO. 43 SQUADRON AT TANGMERE.

SEE ALSO 3 SHEET HAWKER HIGH SPEED (TAPER WING) FURY DRAWINGS

DATA SOURCE: - INBOARD PROFILE, 3-VIEW, PRODUCTION DWGS. & PHOTOS FROM BOB COLES OF HAWKER SIDDELEY AVIATION.

HAWKER FURY MARK I

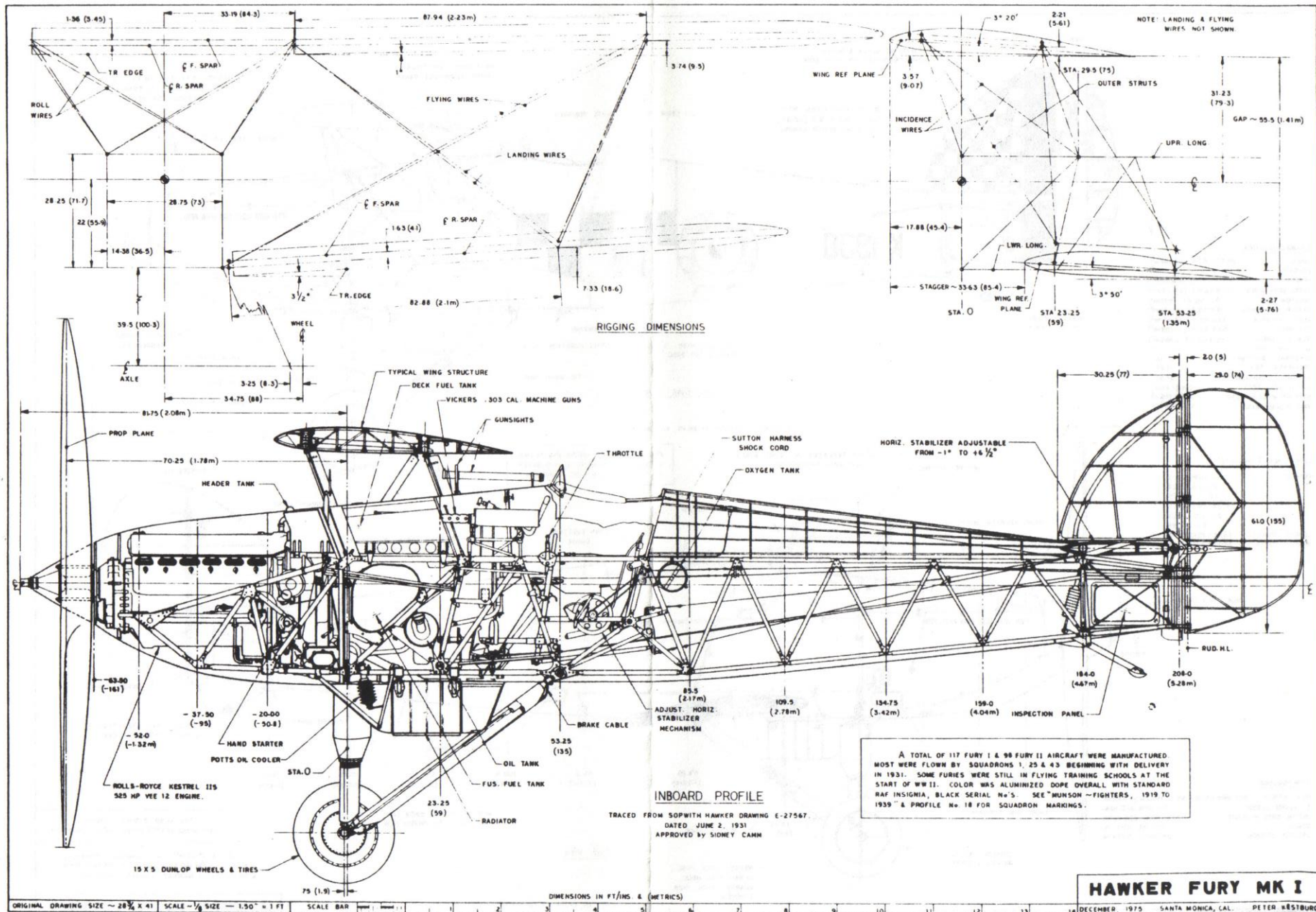
ALL DIMENSIONS IN FT./INS & (METRICS).

SCALE: 1/10 SIZE

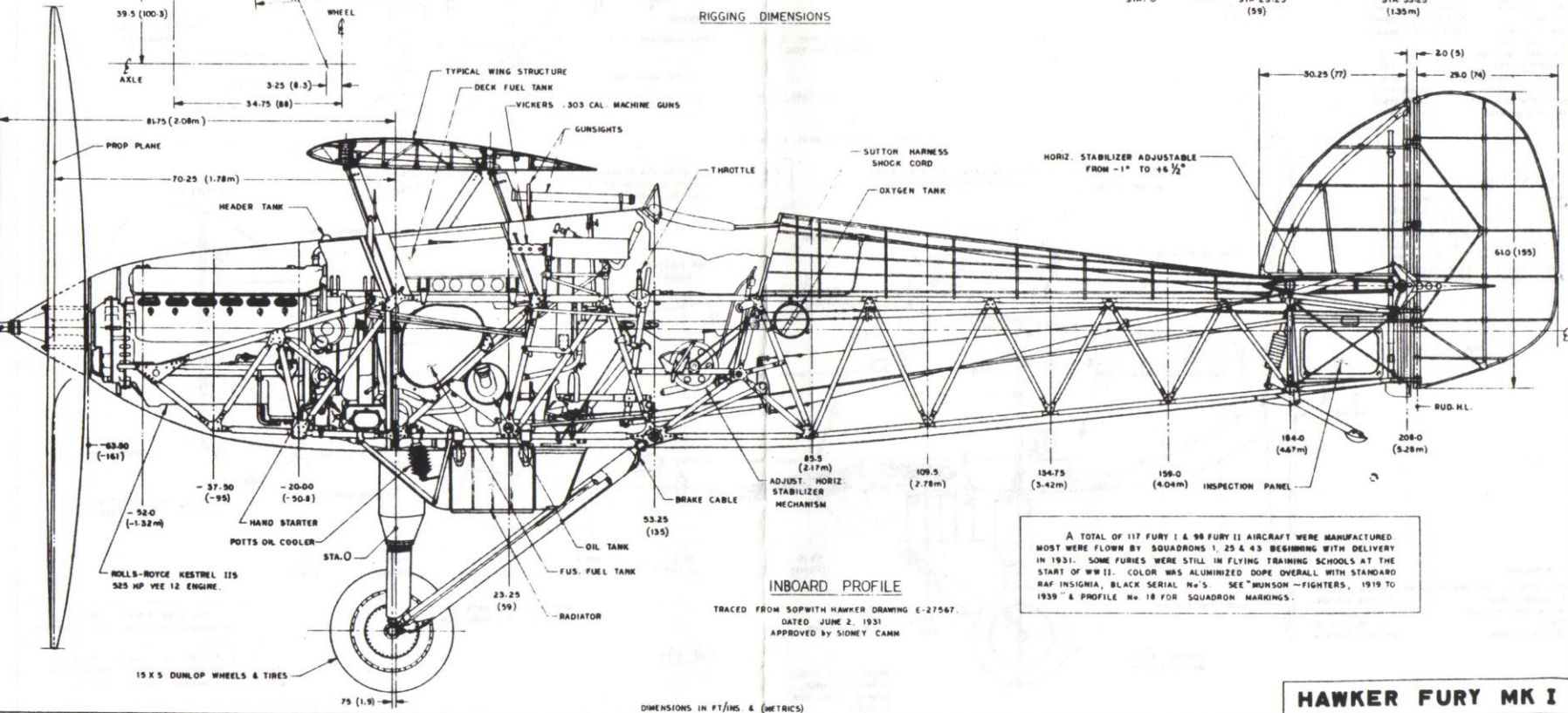
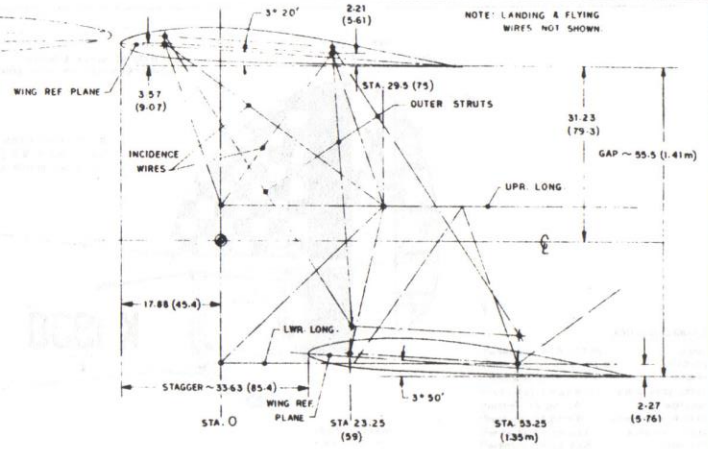
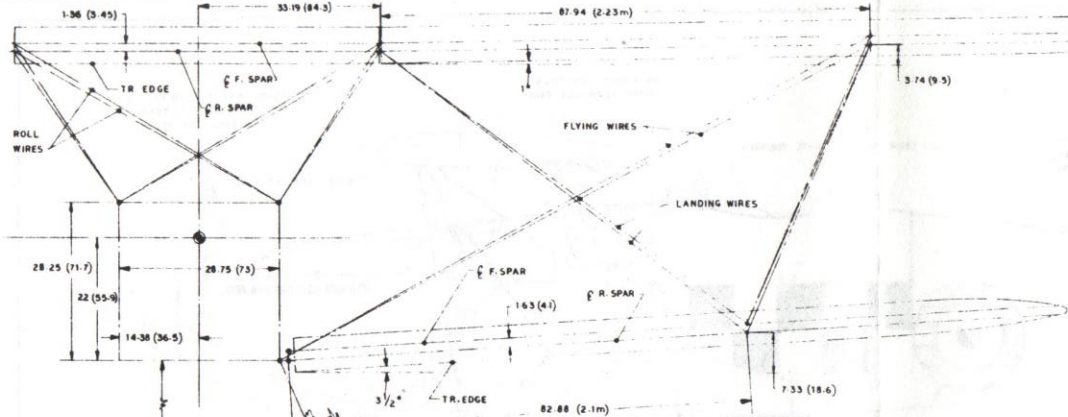
10 cm = 1 METER

DRIVING SIZE ~ 28.54" (72.5cm) X 40.55" (102.5cm)

JANUARY, 1976 SANTA MONICA, CAL. PETER WESTBURG



NOTE: LANDING & FLYING WIRES NOT SHOWN



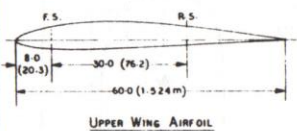
A TOTAL OF 117 FURY I & 98 FURY II AIRCRAFT WERE MANUFACTURED MOST WERE FLOWN BY SQUADRONS 1, 25 & 43 BEGINNING WITH DELIVERY IN 1931. SOME FURIES WERE STILL IN FLYING TRAINING SCHOOLS AT THE START OF WW II. COLOR WAS ALUMINIZED DOPPE OVERALL WITH STANDARD RAF INSIGNIA, BLACK SERIAL No'S. SEE "MUNSON - FIGHTERS, 1919 TO 1939" & PROFILE No 18 FOR SQUADRON MARKINGS.

INBOARD PROFILE
 TRACED FROM SOPWITH HAWKER DRAWING E-27567.
 DATED JUNE 2, 1931
 APPROVED BY SIDNEY CAMM

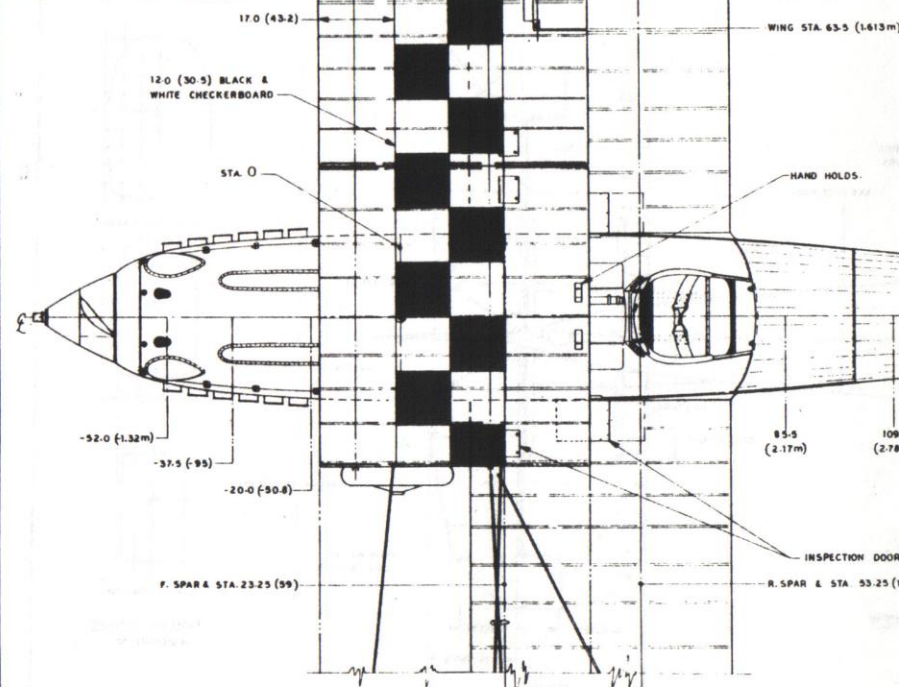
HAWKER FURY MK I

COORDINATES FOR RAF 28 AIRFOIL
60.0 (1.524) CHORD
0° INCIDENCE

PERCENT	UPPER		LOWER	
	IN	CM	IN	CM
L. E.	0	0	0	0
1.25	.87	2.21	-.75	-1.90
2.5	1.26	3.20	-.99	-2.51
5	1.88	4.77	-1.32	-3.35
7.5	2.34	5.94	-1.57	-3.99
10	2.68	6.80	-1.65	-4.19
15	3.22	8.17	-1.83	-4.65
20	3.60	9.14	-1.92	-4.88
30	4.02	10.20	-1.87	-4.75
40	4.03	10.24	-1.72	-4.37
50	3.75	9.50	-1.50	-3.81
60	3.24	8.23	-1.26	-3.20
70	2.59	6.58	-.96	-2.44
80	1.82	4.62	-.66	-1.68
90	.98	2.49	-.38	-.97
95	.53	1.34	-.26	-.66
T. E.	0	0	0	0

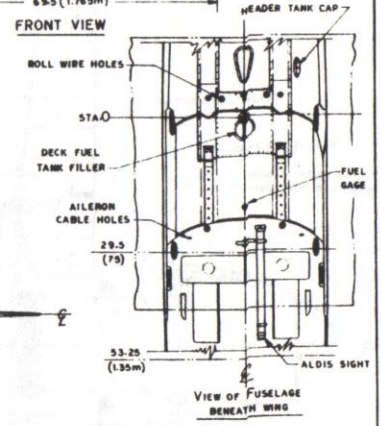
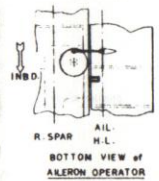
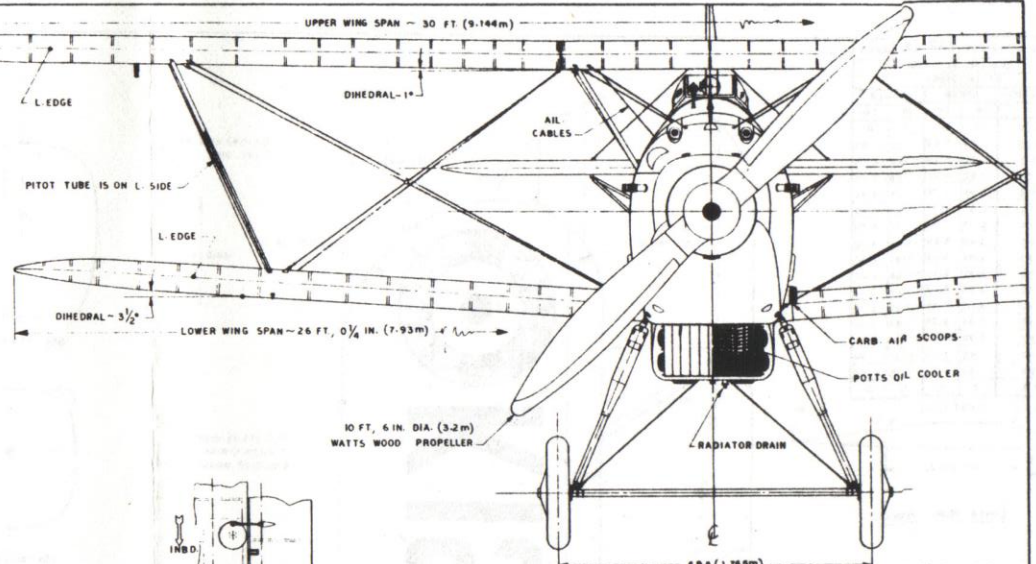


RIB LOCATIONS OBTAINED FROM PHOTOS OF UNCOVERED STRUCTURE



8.0 (20.3) WIDE RINGS & RED DISC

AILERON H.L.

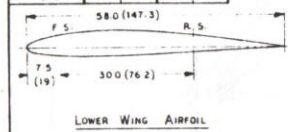


4.0 (10.1) BLACK & WHITE CHECKERBOARD REPEATED ON BOTTOM SURFACE.

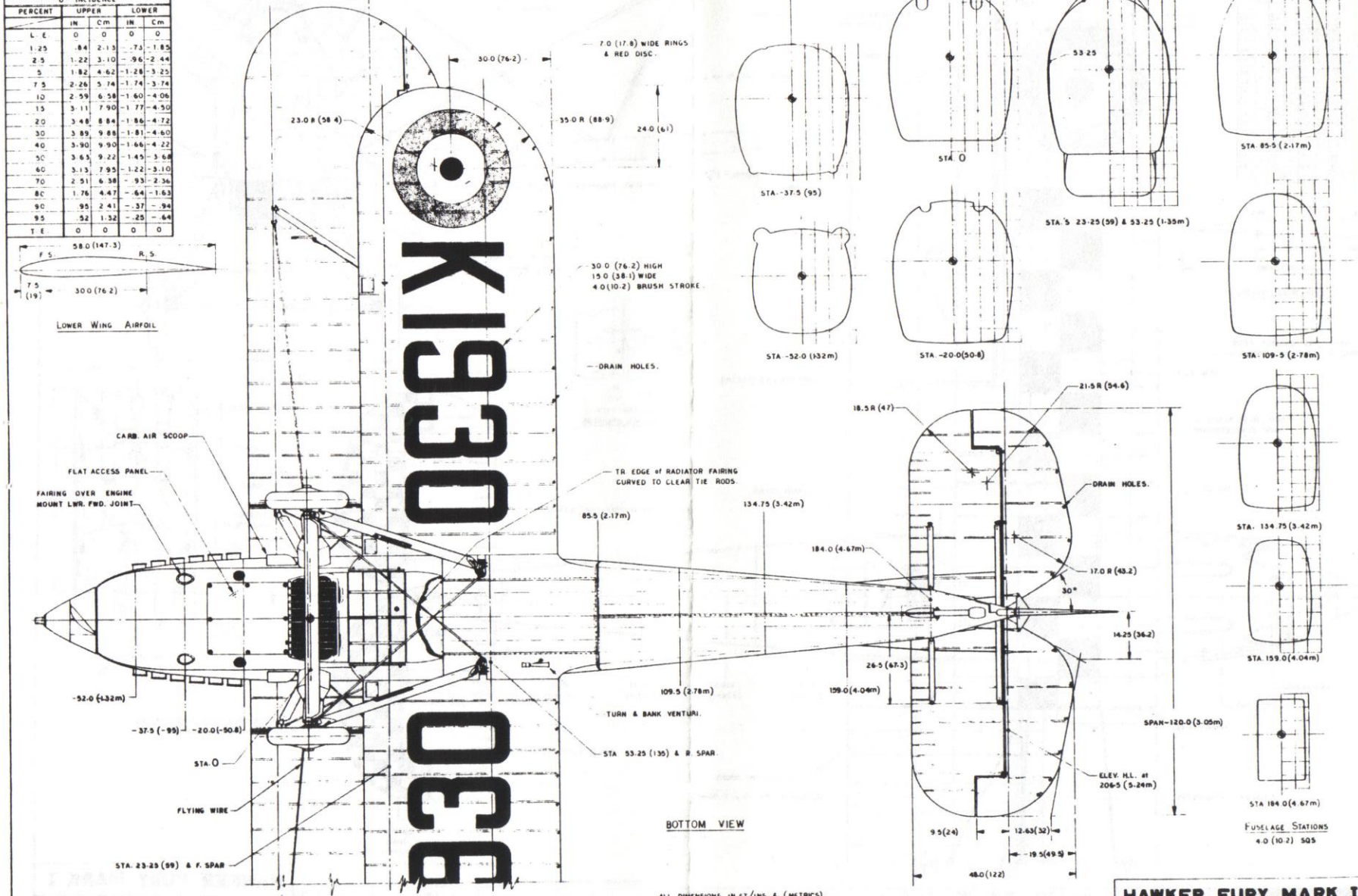
ELEV N.L. 206.5 (5.24m)

COORDINATES FOR RAF 28 AIRFOIL

58.0 (147.3) CHORD				
0° INCIDENCE				
PERCENT	UPPER		LOWER	
	IN	CM	IN	CM
L E	0	0	0	0
1.25	.84	2.13	-.73	-1.85
2.5	1.22	3.10	-.96	-2.44
5	1.82	4.62	-1.28	-3.25
7.5	2.26	5.74	-1.74	-3.74
10	2.59	6.58	-1.60	-4.06
15	3.11	7.90	-1.77	-4.50
20	3.48	8.84	-1.86	-4.72
30	3.89	9.88	-1.81	-4.60
40	3.90	9.90	-1.66	-4.22
50	3.63	9.22	-1.45	-3.68
60	3.13	7.95	-1.22	-3.10
70	2.51	6.38	-.93	-2.34
80	1.76	4.47	-.64	-1.63
90	.95	2.41	-.37	-.94
95	.52	1.32	-.25	-.64
T E	0	0	0	0



LOWER WING AIRFOIL



ALL DIMENSIONS IN FT/INS & (METRICS)

HAWKER FURY MARK I