

Photos by the Author

## A "Hurricane" for Stunt

by Jack Sheeks

A Fox .35 in this Hawker inspired  
Stunt Controline blends realism with flying ability.  
Compact in size, competitive.

Not a really fast fighter, but a good machine. In the early days of the Battle of Britain, the legendary Hawker "Hurricane" became known among the pilots who flew her as the "Hurry Box." It was overshadowed by the magnificent "Spitfire" to be sure, but it was a maneuverable machine, a robust design, and above all, available. There just weren't enough "Spitfires" to go around, which made the still formidable "Hurricane" a wonderful thing to have when an air raid was imminent. While it was found lacking in some respects, it was a tough aircraft and it brought many a pilot back when by rights his aerial steed

might well have given up to the laws of flight. And so it became the mainstay of the fighter squadrons on the line in England. It was called upon for impossible tasks, met the challenge and did things a fighter should never be asked to do.

"Hurry Box" became its name. Where the name came from I'm not too sure, but it must have been a combination between "Hurricane" and the race to take-off on a cold engine to do battle with the hostile aircraft approaching. Our Stunt Controline "Hurricane" is but an impression of the design, rather than a scale attempt. Areas, airfoil, wing flaps and other liberties in

the airframe were taken to squeeze maximum performance from the machine, a necessity in this hotly contested event. It is therefore not Scale, never will be Scale, and it is too far out to be considered even Stand-Off Scale. It is just a fine Stunt design with the realism of a "Hurricane" included for the flavor. As a Stunter, it makes no apologies. A capable aircraft for the purpose and the purpose is competition Stunt.

The finish is the part that meets the eyeballs. To capture the essence of a beat-up fighter in the field, a somewhat flat and shiney scheme was chosen. While some

judges may think that a model that is not sparkling is no good, I felt justified in a more realistic approach. Green and brown, with a light gray bottom. And after the basic colors are on, rubbing compound can buff down through the darker color until a trace and a hint of the lighter base coat is revealed a bit for a worn look. Follow this with a spray of clear dope and once again rub it out. To create an aged look, spray some thinned flat black over the flying surfaces until it looks as if it has been playing in the mud. Hand rub it next, in places, so that it shines here and not there. While there are as many different color schemes and methods of applying them, I've found this to be an easy way of achieving the desired realism. Of course the neatest part of the trick is that you've just painted an aircraft you haven't even built yet. Time here to get busy on the structure.

Since I have been pre-occupied with R/C of late, a need arose for a light, small Control-line Stunter that could be tossed into the trunk of a car without a lot of fanfare. The "Hurry Box" seemed to fit every requirement and chips of wood began to fly. At a scant 36 ounces it sails through the pattern maneuvers. An aged Fox .35 was installed in the nose and while the engine had seen newer days, it still had more than enough thrust for this aircraft.

The fuselage is slender, which helps to hold the weight down. It creates one problem however, in that the Fox engine mounting lugs have to be dressed down a bit. This fuselage width is optional and a wider set of formers are offered on the plans. Take your pick, it is but a minor thing to overall performance. Either way, the "Hurricane" Stunter will try not to let you down.

### Construction Notes

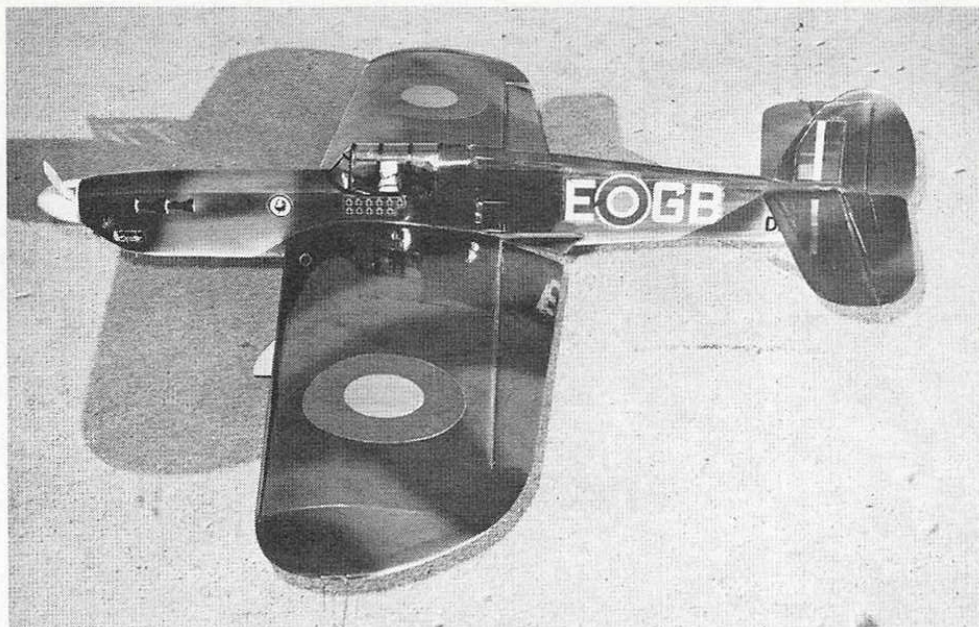
The building phase starts with the selection of your wood. If you don't bother to pick the lightest wood available, you can forget about having a lightweight stunt design.

I usually begin by stacking the required number of rib sheet blanks between the rib templates, and proceed to cut out the ribs. The bottom wing spar is then pinned to the plan and each rib in turn is cemented in position and pinned in alignment. With the aid of a centerline, align the leading and trailing edges of each rib and install them carefully. Follow this with the top spar, and leading and trailing edge planking on the top camber of the wing panel. The wing structure is still fragile at this point, so don't be heavy-handed with it as yet. Install the landing gear at this point in the proceedings. After the panel has dried, complete the wing planking and build the opposite panel in like manner.

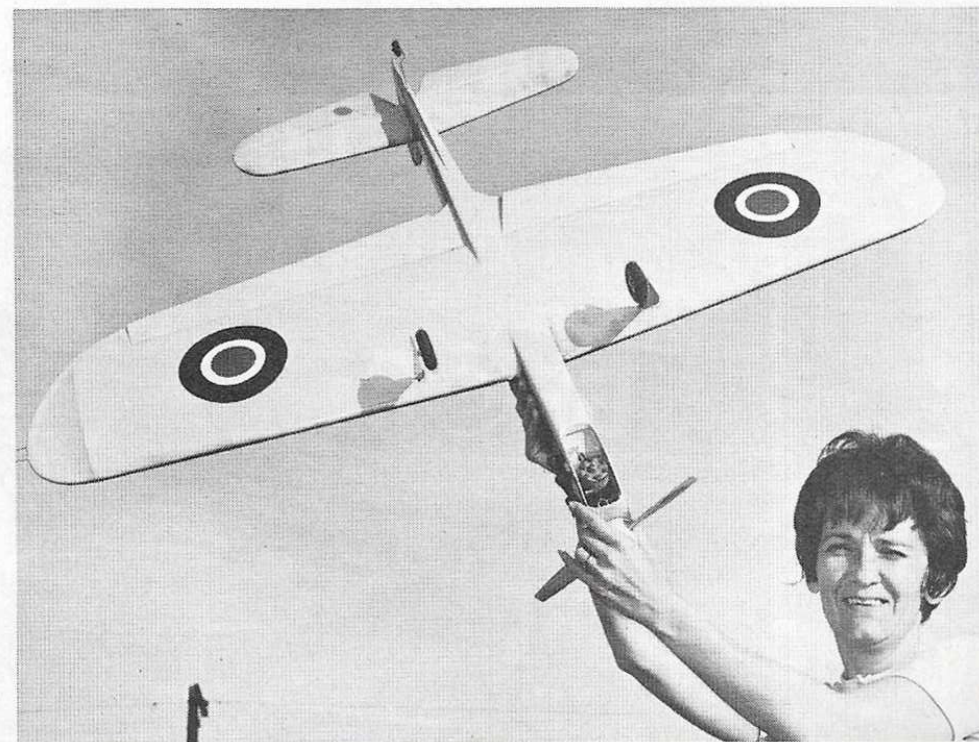
Join the two halves of the wing with the center planking on the bottom first, leaving the upperside open to receive the bellcrank, the plywood floor for same and the leadouts.

The wing flaps are your next concern. Cut them out, shape and rib them, after which they may be hinged and installed in position along with the control horn and pushrod. Next, complete the wing center planking and add the capstrips to the ribs. Shape and install the wing tips and your wing structure is about finished. Set the

FLYING MODELS



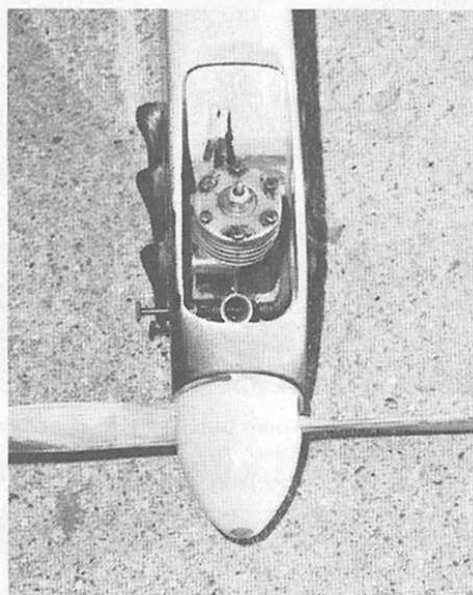
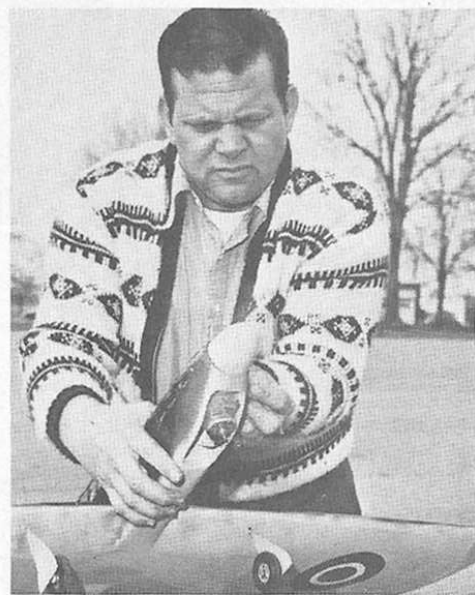
Mike will catch it when Donna checks out the nifty exhaust-encrusted shirt. That's life I guess. Top photo: It's smaller than most, lighter too. It really turns on with the .35 sized powerplant. Below: No complications beneath. Donna puts up with a lot I would think. Notice how she loves it.





Fueling up. Electric pumps are the greatest. A way of filling, and at day's end, to drain dry. Below: Happiness is a hobby. A tweek to richen.

Cowl is self-draining, as like on the rug etc. Below: The decals and trim give it realism and character. First rate when it comes to scoring.



sanded wing aside and take a 30 second break.

### Tail Surfaces

The construction of the rudder, fin, stab and elevators is rather obvious on the plan. Trim and sand smooth, then hinge and install the elevator horn and pushrod.

### The Fuselage

Cut out the fuselage sides as visible on the plan drawings and install the doublers and motor mounts. While this is drying, chop out the formers. Epoxy the forward two into position, checking alignment carefully. When dry, pull the rear of the fuselage sides together and cement and pin together. The remaining formers may now be added.

The wing is now test fitted into the saddle, making certain that the motor thrustline is parallel with the wing. Next comes a tricky performance. Permanently attach the pushrod to the elevator horn and slide the pushrod through the formers from the rear, seating the stabilizer into position. Now install the pushrod to the flap horn, after which all the turtle deck formers are positioned. Align now by shifting the stab forward or rearward a bit until flaps and elevators are in alignment. It may then be glued into place.

The stringers that form the sides and turtle deck of the fuselage are next on the agenda. The nose section is your next concern, including the small nose block which is installed after you have drilled the motor mounts and installed the blind mounting nuts. The fuel tank and remaining nose blocks are positioned at this point. Set the engine in the nose with a spinner attached and shape the blocks to section.

The tailwheel wire is attached to a plywood plate and installed. Bush the pushrod so it cannot flex excessively during control movements and following this, install the rudder fin into its slot.

With the structure complete, go after the nasty lumps and bumps, knicks, glue glops and dings. Trim, sand, fill, smooth and generally arrive at a smooth structure before covering. I used "SG" grade Silkspar. Everyone has their own method of finishing, but Kemtone on a roller is going too far! Pull test your lines and fly it safely forever after.

