

P2902

Right
An air-to-air view of
recently restored Mk.I
P2902.

Latest to join the increasing band of airworthy Hurricanes, MkI P2902 made its first post-restoration flight at Hawker Restoration's new base at Elmsett, Suffolk, in the hands of Stu Goldspink on June 19, 2017. It is painted as 'DX-R' – *R-for-Robert*, hence its registration G-ROBT – of 245 Squadron's 'B' Flight, which it joined on May 19, 1940.

The unit was based at Drem, Scotland, but detachments were made to Hawkinge, Kent, for patrols over Dunkirk and the English Channel. *Robert* had only eight hours' flying time recorded when it took off from Hawkinge on May 31 in the hands of 19-year-old Scot, Kenneth 'Mac' McGlashan. As he prepared to attack a pair of Messerschmitt Bf 109s, he was 'bounced' from the rear by another five.

Mac successfully force-landed the damaged P2902 on a beach. He attempted to set fire to it, but it would not catch so he abandoned the Hurricane to its fate. He managed to board the Thames paddle steamer *Golden Eagle*, which took him to Margate.



Over the years, P2902 disappeared from view in the sands and remained undisturbed until 1989, when its substantially intact remains were revealed and recovered. The fuselage, centre section and engine, complete with Rotol three-bladed propeller hub, were displayed in the *Mémorial du Souvenir* in Dunkirk.

In April 1994, warbird restorer Craig Charleston secured a deal to acquire both P2902 and the remains of another Hurricane, P3311 (the latter is under restoration in the USA). Within days, the project had changed hands, going to Rick

Roberts. A few weeks later, Craig received a letter from Sqn Ldr Kenneth McGlashan AFC from his Australian home. In the letter he commented that if he "hadn't put it down on the beach so gently there would be nothing to restore"!

Registered as G-ROBT in September 1994, restoration was carried out at the Milden, Suffolk premises of Hawker Restorations. In May 2016, the project was sold to Anglia Aircraft Restorations. *Robert* had its first public outing at Flying Legends, Duxford, in July 2017.

P3351

Right
Hurricane Mk.IIA P3351
is on the French civil
register as F-AZXR.

At the end of May 1940, Mk.I P3351 joined 73 Squadron and the following month was based on farmland at Gaye, south of Reims. As the German forces advanced, the unit retreated and P3351 left Nantes on June 18 on route to Church Fenton, Yorkshire.

Issued to 32 Squadron at Acklington, Northumberland, on September 6, P3351 was reassigned to 71 'Eagle' Squadron, at Kirton-in-Lindsey, Lincolnshire, and was later based at Martlesham Heath, Suffolk. On April 18, it was transferred to 55 Operational Training Unit at Usworth, near Sunderland. Allocated to Rolls-Royce at Hucknall, Nottinghamshire, on September 16, P3351 was upgraded to Mk.IIa status with a Merlin XX engine as part of a batch being prepared for Russia and was allocated a new serial number,



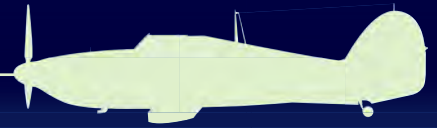
DR393. No operational details have been located for DR393's career in Soviet hands, but it is believed to have crashed in the winter of 1943.

The wreck was recovered in 1991 and brought to the UK by Sussex-based recovery specialist Jim Pearce and purchased by New Zealand enthusiast, Sir Tim Wallis, in 1992. Hawker Restorations undertook the rebuild at Milden, with engineering design support provided by Air New

Zealand Engineering's Technical Services.

Late in 1995, the project was shipped to New Zealand and, registered ZK-TPL, its post-restoration flight took place on January 12, 2000 at Christchurch. Leaving New Zealand by ship on February 10, 2013, P3351 was bound for a new home in France, as F-AZXR, with Jan Frisco Roozen at Cannes-Mandelieu.

P3717



Issued to 253 Squadron at Kirton-in-Lindsey, Lincs, in July 1940 and coded 'SW-P' – by the following month, Mk.I P3717 was based at Kenley in Surrey. On August 30, Plt Off W M C Samolinski attacked two Messerschmitt Bf 110s while flying P3717 and was credited with the destruction of one of them.

By mid-September the fighter was with 257 Squadron at Debden, Essex, but was damaged on the 23rd. Repaired, the Hurricane was assigned to 43 Squadron at Drem, Scotland, on January 20, 1941. There was little action for the aircraft, and subsequently P3717 was transferred to 55 Operational Training Unit at Aston Down in Gloucestershire, in April, and on to 8 Service Flying Training School at Montrose, Scotland, on June 12.

On June 28, P3717 was issued to Rolls-Royce at Hucknall, Notts, to be converted to Mk.IIa standard, including the installation of a Merlin XX engine. It was destined for supply to the USSR and was struck off charge in October. Its Russian service details are not known, but its crashed remains were recovered from the Kola Peninsula in Northern Russia and brought back to the UK by recovery specialist Jim Pearce.

The wreck was acquired by Steve Milnthorpe of Hinckley, Leicestershire, on October 28,



Above
A dramatic view of Hugh Taylor's Mk.I P3717 (G-HITT).

Left
Hurricane Mk.I P3717 was returned to airworthiness by Hawker Restorations.



1990 and with the help of Hawker Restorations, Geoff Rodwell of Autokraft, Chris Chippington of the Imperial War Museum, Peter

Rushen of The Fighter Collection and many others, Steve began to restore the Hurricane to static condition.

After ten years of work, Steve sold the project to Tony Ditheridge of Hawker Restorations to be brought up to airworthy status. The aircraft was then registered to Hugh Taylor of Hawker Hurricane Ltd as G-HITT on December 19, 2008. Much of the work was completed at Milden, before P3717 was moved by road to Turweston, on the Northamptonshire border, on February 10, 2015. There, Bygone Aviation completed the task and on March 21, 2017, P3717 was successfully test-flown by Stu Goldspink. 'Tango-Tango' arrived at the Old Warden aerodrome in Bedfordshire on May 9, bringing the resident fleet of airworthy Mk.I Hurricanes up to three.

R4118



Above
Hurricane Mk.I R4118 turns to port in this evocative air-to-air study.

Right
This atmospheric black-and-white image captures a pair of Hurricane Mk.Is - P3717 (right) with R4118.



Right
Five enemy aircraft were shot down by Hurricane Mk.I R4118 during the Battle of Britain.

Based at Drem in Scotland, 605 Squadron deployed to Croydon, Surrey, on September 7, 1940 with Mk I R4118 'UP-W' included in the contingent. On the 24th, Plt Off Jock Muirhead was flying it when he shared a Dornier Do 215 'kill' with Plt Off Witold Glowacki. Three days later, in R4118, Canadian Plt Off J A 'Archie' Milne downed a Messerschmitt Bf 110. Other pilots who flew R4118 at the time included Plt Off (later Wg Cdr, DFC) Bob Foster, who damaged a Junkers Ju 88 on September 28, and shared another kill on October 1. In less than two months, R4118 had flown 49 sorties with 11 different pilots and had been directly or partially responsible for the destruction of five enemy aircraft.

On January 18, 1941 the Hurricane was issued to 111 Squadron at Dumfries, Scotland. It remained with 111 until April 26

where it languished outside in a courtyard.

Vintage car enthusiast Peter Vacher was lucky enough to stumble upon it four decades later while searching for vintage Rolls-Royces. After tortuous negotiations, R4118 returned to the UK in July 2001. Entering the UK civil register, R4118 became G-HUPW, after its codes with 605 Squadron. After three years'

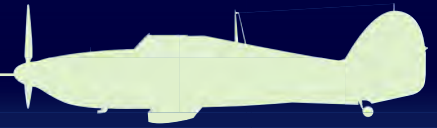


when it was sent to 59 Operational Training Unit (OTU) at Crosby-on-Eden, Cumberland, then joining 56 OTU at Tealing in Scotland in May 1942.

After overhaul and a period of storage, R4118 was allocated to Air Command, South East Asia, in June 1943. It left the UK aboard the SS *Singkep* and arrived at Santa Cruz, Bombay (now Mumbai) India, in February 1944. It saw no service in India and ended up at the Hindu University at Banaras (present-day Varanasi) Hindu University,

work by Hawker Restorations at its Suffolk workshop, it was lifted off the ground on December 23, 2004 at Cambridge Airport by Pete Kynsey – airborne for the first time since 1943.

For 11 years, R4118 made its home at an Oxfordshire airstrip until September 2015, when James Brown of Hurricane Heritage acquired it. On October 3, R4118 left for its new home at Old Warden in Bedfordshire, where it is maintained by Bygone Aviation.



Z7015

Built by the Canadian Car and Foundry at Fort William, Ontario, Canada, Z7015 was delivered to Henlow in Bedfordshire, in March 1941. June 27 saw it allocated to General Aircraft Limited (GAL) at Hanworth, Middlesex, for conversion to Sea Hurricane Ib configuration – including slinging points, catapult spools and an arrester hook, plus airframe strengthening.

Now in full naval configuration, the fighter was issued to 880 Squadron at St Merryn in Cornwall on July 29, 1941 – later serving in the Shetland and Orkney islands. By December 1942, Z7015 was on charge with 759 Squadron at Yeovilton, Somerset, as a fighter trainer.

In November of the next year, the Sea Hurricane was retired to Loughborough in Leicestershire, becoming an instructional airframe for the College of

Aeronautical Engineering. The Sea Hurricane was donated to the Shuttleworth Collection at Old Warden on February 21, 1961. During the summer of 1967, Z7015 was surveyed for possible restoration to flying condition for the film *Battle of Britain*, but was only used in ground scenes.

Dowty of Cheltenham, Gloucestershire, undertook to carry out a restoration to flying condition and Z7015 was moved to Staverton in April 1975, but the fuselage was badly corroded so the attempt was abandoned. The Sea Hurricane was moved to Duxford in 1982, but it was not until June four years later that the project was put onto a formal footing. Nine years, nine months and nine days after restoration began, Z7015 was test flown by Andy Sephton at Duxford on September 17, 1995. For the first few years after restoration, Z7015 was based at Duxford, but it is now permanently based at Old Warden.



Above
Sea Hurricane Mk.IB Z7015 is owned and operated by the Shuttleworth Trust.



Left
Inside the cockpit of Hawker Sea Hurricane Mk.IB Z7015 (G-BKTH).

'KZ321'

The true identity of this Hurricane IV is unknown; all manufacturer's plates having disappeared in the years between its discovery in a Jaffa, Israel, scrapyard in 1983 and its acquisition some ten years later

by Stephen Grey of The Fighter Collection. It was found with another (KZ191, held in storage in Berkshire) and probably served with 6 Squadron in Palestine. It may well have seen previous service in Yugoslavia.

Warbird operator and restorer

Doug Arnold repatriated this machine in 1983 bringing it to Blackbushe, Hampshire, later moving it to Biggin Hill in Kent. Arnold had purchased a pair of wings and other components from Dehradun, India, during a visit in February 1976, and these and the Israeli fuselage formed the basis of a restoration project.

During 1991, the Hurricane was obtained by The Fighter Collection and moved to Duxford. The project was entrusted to Hawker Restorations at Mildenhall, and flew again on July 8, 2003, registered as G-HURY. The final configuration chosen was representative of North African-based, cannon-armed Mk.IId KZ321, which served with 6 Squadron.

It was based at Duxford for three years until being sold to Michael Potter's Vintage Wings of Canada, arriving at its new home at Gatineau, Ottawa, Ontario, on May 18, 2006, taking up the Canadian registration C-FTPM.

Below left
Based in Canada, Hurricane KZ321 is currently the only airworthy Mk.IV. It is seen here flying with Supermarine Spitfire XVI SL721. ERIC DUMIGAN



LF363

First flown at Langley, Berkshire, on New Year's Day 1944, Mk.IIc LF363 joined 63 Squadron at Turnhouse in Scotland, on March 30. It moved to 309 (Polish) Squadron at Drem, Scotland, on May 23.

The Hurricane re-joined 63 Squadron – by then at Manston in Kent – on November 2. This was brief as at the end of the month, LF363 was issued to Tangmere, Sussex, joining 26 Squadron. The unit re-equipped with Mustangs in December 1944 and the Hurricane was transferred to 62 Operational

at Langley. In August the following year, it was issued to Waterbeach in Cambridgeshire and made appearances in the films *Angels One Five* (1952) and *Reach For The Sky* (1956). Following this, it returned to Langley for a major overhaul and on June 10, 1956 was delivered to Biggin Hill where it became the first member of the Historic Aircraft Flight (HAF), founded by Wg Cdr Peter Thompson DFC.

The Flight's first official sortie was on Battle of Britain Day (September 15), 1957 when LF363 and a Spitfire XVI (presently displayed in

a museum in Beijing, China) flew over London. The HAF became the present-day Coningsby-based Battle of Britain Memorial Flight, of which LF363 was a founder member. An engine fire on September 11, 1991 reduced the Hurricane to a charred wreck after a forced landing at Wittering in Cambridgeshire. Reconstructed between 1995 and 1998 by Historic Flying Limited at Audley End, Essex, Hurricane LF363 currently represents the wartime aircraft flown by 1 Squadron's Sgt Arthur Clowes.



Above
Hurricane Mk.IIc
represents the
aircraft flown by 1
Squadron's Sgt Arthur
Clowes.

Training Unit at Ouston, near Durham, where it served for the remainder of the war.

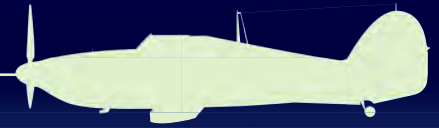
At the end of August 1945, LF363 was taken on charge by the Station Flight at Middle Wallop, Hampshire. On February 6, 1948 this notable machine was transferred to the Station Flight at Thorney Island, West Sussex, where AVM Sir Stanley Vincent DFC AFC was Senior Air Staff Officer, Fighter Command. Vincent's 'boss', Sir James Robb, had a Spitfire XVI SL721 (presently airworthy in Canada, see page 7), as his personal 'hack' at the time and Vincent 'acquired' LF363.

With Vincent's retirement in 1949, LF363 was put into storage



Right
The Battle of Britain
Memorial Flight's
Hurricane Mk.IIc
LF363.

PZ865



The last Hurricane ever built, Mk.IIC PZ865 made its maiden flight at Langley, Berks, in late July 1944, in the hands of Hawker chief test pilot, 'George' Bulman. It was retained by the manufacturer and flew from Langley until December 9, 1945 when it was inhibited and stored.

It received a special category Certificate of Airworthiness and was registered as G-AMAU. Test flown on May 12, 1950, it made a surprise appearance at the Royal Aeronautical Society's garden party at White Waltham in Berkshire, two days later. It was finished in an Oxford Blue and gold trim colour scheme.

The King's Cup Air Race



Above
Hurricane Mk.IIC PZ865 was the last of the 14,533 examples of the famous Hawker fighter to roll off the production line.

Left
The last Hurricane to be built - PZ865 - was christened 'The Last of the Many' at a special ceremony in July 26, 1944 at Hawker's Langley factory.
KEY COLLECTION

was held at Wolverhampton, Staffordshire, on June 17 that year, and G-AMAU was entered on behalf

of HRH Princess Margaret and flown by Gp Capt Peter Townsend CVO DSO DFC, coming home second with an extremely low pass over the finishing line. The Hurricane took part in many more races and airshows throughout the early 1950s. It appeared in the films *Angels One Five* in 1952 and *Battle of Britain* during 1969.

During 1971, PZ865 was presented to the Battle of Britain Memorial Flight. John Farley carried out a test flight at Dunsfold, Surrey, on March 21, 1972 and it was flown to Coltishall in Norfolk shortly afterwards by Duncan Simpson. Since 2012, it has carried the 1944 colours of 34 Squadron, South East Asia Command.

Below left
The Battle of Britain Memorial Flight's Hurricane Mk.IIC PZ865 has worn a South East Asia Command paint scheme since 2012.



AE977



Above
The Biggin Hill Heritage Hangar's Hurricane X began life as Hurricane Mk.I AE977. It was repainted to represent P2921 in 2015. STEVE BRIDGEWATER

Right
Biggin Hill-based Hurricane X AE977 undergoing maintenance.



Built at Fort William, Ontario, Mk.Ia (later designated Mk.X) AE977 arrived at Henlow in Bedfordshire on April 21, 1941. After a period in storage, it was issued to 759/760 Squadrons in August 1941; the combined unit conducted shore-based operational training.

On December 5, 1942, AE977 was involved in a mid-air collision with another Hurricane, Z4702,

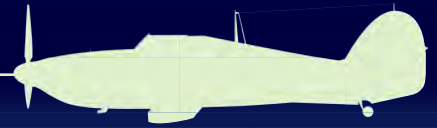
and crashed close to Godney, on the Somerset Levels, near Glastonbury. The pilot escaped unharmed, but the Hurricane was beyond repair and was written off. Much of the wreckage remained at the crash site until the 1960s when it was recovered and placed in store at Milford, Surrey, eventually passing into the ownership of Malcolm Clube who in turn passed it on to Tony Ditheridge of Hawker

Restorations in 1994.

Over the next six years, this rare aircraft was restored to flying condition, effectively as a Mk II – as evidenced by the deeper radiator and oil cooler characteristics of the later Hurricanes. Civil registered as G-TWTD, the airframe was taken by road to Wattisham in Suffolk, where Stu Goldspink took it up for its first test flight on June 7, 2000.

Sold to American operator Tom Friedkin, AE977 was shipped to Galveston, Texas, in April 2001, becoming N33TF. Its new home was at Chino, California, with the Planes of Fame Air Museum. On April 19, 2012, AE977 was re-registered to Tom's new company, Comanche Warbirds, and flown to Houston, Texas.

The Hurricane returned to Britain and on March 12, 2013 was re-registered in the UK as G-CHTK, joining Peter Monk's Biggin Hill Heritage Hangar Collection. It flies in the markings of 32 Squadron, as flown from Biggin Hill by Flt Lt Pete Brothers during July and August 1940.



BW874

As with other Hurricanes whose history can be traced back to well-known Canadian collector Jack Arnold of Brantford, Ontario, BW874 has been misidentified by some sources in the past. Its Canadian manufacturer's identity plate bears the number 'CCF R30040' which confirms it as BW874.

Originally built as a Sea Hurricane I, BW874 was delivered to 118 Squadron Royal Canadian Air Force at Dartmouth, Nova Scotia, on January 8, 1942.

As part of an upgrade, BW874 was returned to CCF on June 23, 1943 for conversion to Mk XIIA standard before being issued to 1 Operational Training Unit at

Bagotville, Québec, on September 20.

Flown by Sgt Raymond W Bailey, BW874 went missing from Bagotville on November 15, 1943 when a sudden heavy snowstorm hit the entire area, resulting in 'zero-zero' conditions.

An extensive search revealed no trace; and it seemed likely that Bailey had crashed through the ice of a lake close to the base.

Thirty years later a logging crew discovered the wreck of BW874 and the body of its pilot in dense woodland. Bailey was buried at Chicoutimi and the wreck found its way to Jack Arnold.

Arnold traded the centre section to Matt Sattler, who in turn passed it to Tony Ditheridge of Hawker Restorations. Tony sold it to Classic

Aero Engineering at Thrupton in Hampshire, where it was registered G-CBOE in May 2002. Work on the fuselage was subcontracted back to HRL.

Later, the Hurricane project, together with hangar space and some workshop machinery, was acquired by Phil Lawton, who set up a new company – Phoenix Aero Services – to carry on the restoration of BW874.

Stu Goldspink carried out the first air test, at Thrupton on July 16, 2014. That December, BW874 was sold to German enthusiast Karl-Friedemann Grimminger of Munich and it is based at Bremgarten under the care of Meier Motors. It flies in a distinctive silver paint scheme.

*Below
Distinctively
painted Hurricane
Mk.IIB 'AG244'
(G-CBOE) is owned
by Karl-Friedemann
Grimminger. STEVE
BRIDGEWATER*



BW881

Built in 1941 as a Sea Hurricane I by Canadian Car and Foundry, BW881 was intended for use by the Fleet Air Arm. Royal Canadian Air Force records indicate that the naval machine was assigned to 118 Squadron at Dartmouth, Nova Scotia on January 22, 1942.

Eventually, it returned to Fort William, where conversion to Mk XIIA standard took place, after which it was issued to 1 Operational Training Unit at Bagotville, Québec, on September 20, 1943. The Hurricane crash-landed, wheels up,

at base on September 7, 1944. Three weeks later, it was declared a write-off.

Eventually, the battered remains were acquired by Matt Sattler, of Carp, Ontario, who sold them in the summer of 1987 to Tony Ditheridge, of Hawker Restorations (HRL). Tony passed BW881 on to Henry Pearman who kept the dismantled aircraft at Ulcombe in Kent.

After several years in storage, BW881 was sold to Mustang pilot and restorer Maurice Hammond and it became G-KAMM on February 23, 1995. The project found its way back to HRL at Milden, where, on

December 10, 1998 the well-travelled aircraft was re-registered to Sir Tim Wallis' Alpine Deer Group of Wanaka, New Zealand.

The Flying Heritage Collection acquired BW881 from Wallis and work continued at Milden. It made a successful return to the air in the hands of Stu Goldspink, at Wattisham in Suffolk, on March 15, 2006.

Registered in the USA as N54FH, the Hurricane was shipped to Arlington, Washington, in August 2006 and is now based at Paine Field, Everett.

1374



Hurricane 1374 became one of the wrecks collected by Jack Arnold of Brantford, Ontario, who traded parts for Hurricanes across the world. Arnold sold five Hurricanes to Americans David Tallichet and Bob Schneider in the late 1980s and 1374 is known to have been one of them. Schneider, trading as RRS Aviation, and Tallichet's Military Aircraft Restoration Corporation, were also well known for trading in warbirds.

When RRS wound down, Hawker Restorations acquired a stock of drawings and parts from at least three aircraft. As 1374 still carried its manufacturer's data plate, it was decided to restore this example.

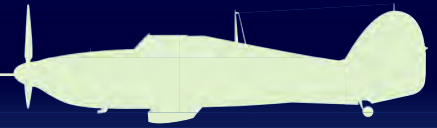
It was placed on the UK civil register as G-HRLO on September 26, 2005 but following the sale of the partially completed project to Peter Teichman's Hangar 11 Collection, the identity was changed to G-HHII. The restoration was completed in January 2009 and its first post-restoration flight took place from North Weald, Essex, on January 27, 2009. It carries the markings of Manston-based BE505, which served with 174 Squadron in the spring of 1942.

Above
Peter Teichman
flying Hurricane IIB
'BE505'.

First laid down at Fort William, Ontario, for the RAF as Mk I AG287, this Hurricane was soon transferred to the RCAF. It joined 125 Squadron on April 30, 1942 at Sydney, Nova Scotia, transferring to 128 Squadron, also at Sydney, on June 7 the same year.

It was returned to Fort William on

September 2, 1943 for conversion to Mk XIIA standard by the installation of a Packard Merlin 29 engine and fitting 12-gun wings. In this guise, 1374 joined 1 Operational Training Unit at Bagotville, Québec, on November 18. A crash at Bagotville resulted in the Hurricane being written off for salvage and disposal on April 22, 1944.



5481

Another Ontario-built example, 5481 was taken on charge by the Royal Canadian Air Force's 3 Training Command on October 7, 1942. From early November, it served with 1 Operational Training Unit at Bagotville, Québec before being used by 9 Bombing and Gunnery School in Mont Joli, Québec, from July 6, 1944. After just over two years' service, the aircraft was struck off charge on November 29.

Hurricane trader Jack Arnold of Brantford, Ontario, began the restoration of this airframe over a long period and, in 1984, the rebuild project was acquired and continued by Terry Dieno, of

Davidson, Saskatchewan.

Unfinished, 5481 was sold to pilot/restorer Charles Church of Micheldever in Hampshire, in 1986 and shipped to the UK. Restoration started once again, this time by Paul Mercer at Sandown on the Isle of Wight.

Following Church's death in the crash of his Spitfire V EE606 (G-MKVC) on July 1, 1989 the Hurricane was registered as G-ORGI and transferred to Dick Melton's workshop at Micheldever. It was completed and test flown on September 8, 1991.

The aircraft had already been sold to David Price of Santa Monica, California, being shipped there in March 1992. Next registered as

N678DP, it was initially based at Santa Monica with the Museum of Flying, before being loaned to the Camarillo-based Southern California Wing of the Commemorative Air Force from April 1, 2003.

April 27, 2004 saw it sold to Ed Russell of Niagara Falls, Ontario, and registered in Canada in May 2005 as C-FDNL.

In 2013, Russell decided to part with his collection and the Hurricane was shipped to Scone in New South Wales, Australia, arriving on April 7, 2014.

Overhauled by Col Pay's Vintage Fighter Restorations, it was registered as VH-JFW to Galway Scone. It is the only Hurricane flying in Australia.

5677

Built by Canadian Car and Foundry at Fort William, Ontario, Mk.XII 5667 was issued to 126 Squadron Royal Canadian Air Force at Dartmouth, Nova Scotia in February 1943. It moved during July the same year to 127 Squadron, at Torbay, Newfoundland, returning to Dartmouth and 129 in December.

By May 1944, its flying days appeared to have ended with its issue to 3 Training Command and move to Ottawa in October for use with the 7th Victory Loan Drive, as a static display. After that it was placed in storage and is recorded as having a total of 615 hours' flying time when the aircraft was handed to the War Assets Corporation for sale on October 1, 1946.

A farmer in Gravelbourg, Saskatchewan, bought the now-dismantled Hurricane, but he inexplicably ended up receiving two starboard wings. It remained stored until discovered by Neil Rose who bought 5667 in June 1965 and took it to Vancouver, Washington, USA, for restoration. The problem of



Left
Hurricane XII 5667 is operated by Jerry Yagen's Military Aviation Museum in the US. It is seen here with Supermarine Spitfire Mk.IX MJ730.
COURTESY JERRY YAGEN

the two starboard wings was solved in August 1970 when a swap was arranged with Rem Walker's group in Regina, Saskatchewan, who had acquired two port wings for their project, 5711 (see overleaf).

After 29 years, the Hurricane,

registered N2549, returned to the skies on May 10, 1994. Jerry Yagen of Virginia Beach, Virginia, USA, acquired it on June 1, 2001. Registered as N943HH, it is based at the owner's Military Aviation Museum.

RCAF 5711

Right
The Historic Aircraft Collection's Hurricane XII G-HURI marked as Z5140, a Mk.IIB of 126 Squadron. It has since been repainted to represent P3700 of 303 (Polish) Squadron.

Right
An array of Hurricanes and Spitfires on the grass at Duxford. Hurricane XII 'P3700' (G-HURI) is nearest to the camera.

Brought to the UK as an unfinished project by The Fighter Collection's Stephen Grey in 1982, Mk.XII 5711 was built by Canadian Car and Foundry at Fort William, Ontario. Grey had bought it from a four-man group based in Regina, Saskatchewan: Rem Walker, Bob Hamilton, Gary Rice and Laurie Wright.

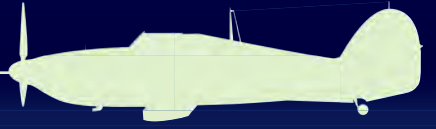
The quartet's first discovery was a complete tail assembly in Shaunavon, Saskatchewan, and two port wings on a nearby farm in January 1970. The problem of the two port wings was solved when they learned that Neil Rose of Vancouver, Washington, had two starboard examples with his project, 5667 (see page 13), and a trade was arranged in August 1970. The partial fuselage of 5424 came from the (then) Aero Space Museum in Calgary in September 1970.

The group spent 12 years working on the Hurricane's restoration, but realised the task was beyond their means and, in 1982, Stephen Grey took it on. Registered as G-HURI, the project was initially stored in Coventry, before moving on to Coningsby in Lincolnshire, where Paul Mercer had been contracted to restore it to flying condition.

Work was transferred to Duxford in January 1988 and Mercer continued to oversee the process, assisted by Peter Rushen and other engineers from The Fighter Collection. It first flew on September 1, 1989, finished as Z3781, coded XR-T of 71 'Eagle' Squadron.

G-HURI was acquired by the Historic Aircraft Collection, Duxford, in August 2002. The deal included an exchange of Hawker Nimrod I S1581 (G-BWWK). Today, the aircraft flies in 303 (Polish) Squadron colours.







FlyPast

www.flypast.com

Illustration of a Spitfire Mk. I in flight, with the name 'Spitfire' written on the fuselage.





