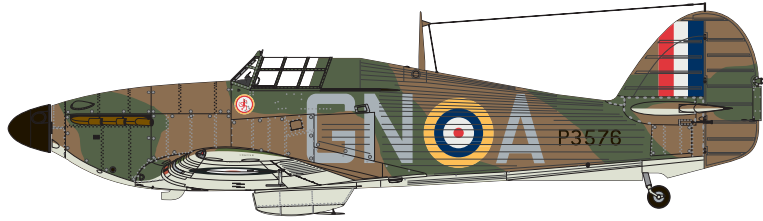


Hurricane Mk.I P3576 as GN•A of 249 Squadron, RAF

As flown by F/L James Brindley Eric “Nick” Nicolson VC, on 16 August 1940, during his Victoria Cross action (the only Fighter Command VC of the war).



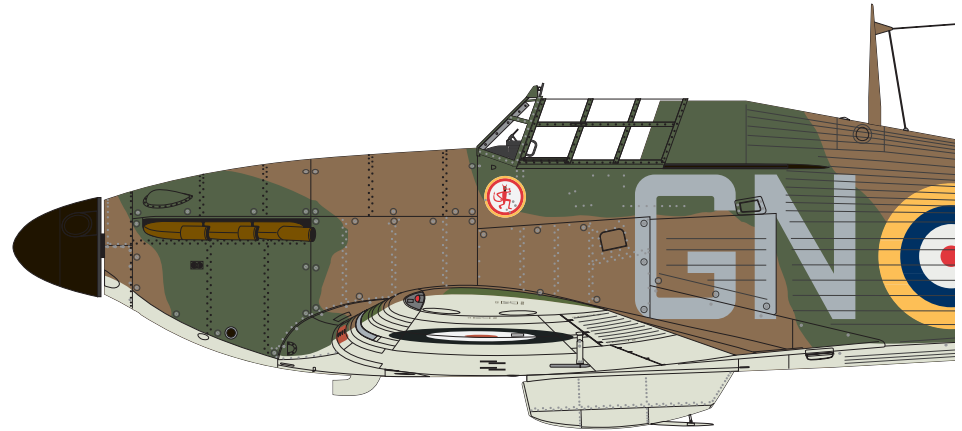
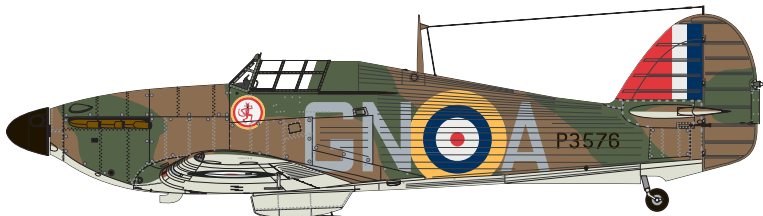
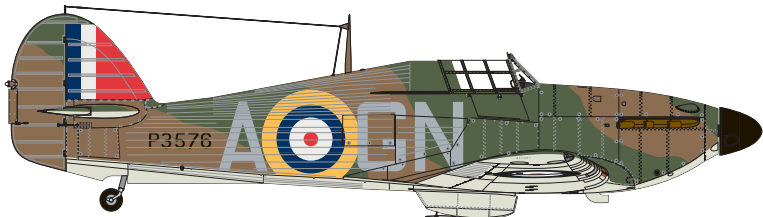
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Although no reference photos of the Nicolson Victoria Cross action Hurricanes have surfaced to date (this edition goes to press in December 2024), this historically significant subject seems an important enough one to be at the very least attempted in scale model form, just as it has already in the world of traditional two-dimensional art.

Based on photos of other squadron aircraft of the period and on what is known about other Hurricanes of P3576’s production block, with consideration given to depictions in a select few published works of art that also attempt to portray the aircraft, the reconstructions we offer here should be regarded as “informed representations” at best. In lieu of actual photographic evidence, your own reading list and other research may also give you ideas and insight on how to best represent this aircraft in model form. This set is intended to get you started on the markings part of that project.

*discussion continued overleaf*

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Variations and combinations available

- ADD24007-2 Full Set, includes all individual aircraft markings & ADD24c104-1 (Hurricane National Markings) in the same package.
- ADD24007-2x Basic Set, includes all individual aircraft markings, but not the Hurricane National Markings ADD24c104-1 (for those who prefer to use paint masks for roundels and fin flashes).
- ADD24007-2s Full Set + , with both ADD24c104-1 and ADD24s104 (Hurricane Airframe Stencil Data Markings) in the same package.
- ADD24007-2xs Basic Set + , with ADD24s104 in the same package (for those who prefer to use paint masks for roundels and fin flashes).

All components of each package described above are printed in small-batch production lots with the goal of making them continually available in our web shop, where availability may temporarily show “0” from time to time due to print run rotations for all products. The Full Set and Basic Set packages, as well as any subject-related stand-alone National Markings sets and Airframe Stencil Data Markings sets, are also made available to our distributors and retailers.

discussion continued

As a point of interest, a photo reproduced (albeit rather small and in cropped form) on page 103 of the Osprey Aces #18 book, reportedly taken in October 1940, shows a trio of 249 Sqn Hurricane I's taking off, with what looks like a replacement GN•A visible furthest from the camera. All aircraft show the port-side "GN" (the squadron code portion) arranged as we have them here, forward of the roundel, with the individual aircraft code letter "A" to the rear of the roundel. This is not surprising, as it is consistent with the official specification for wartime RAF code letters.

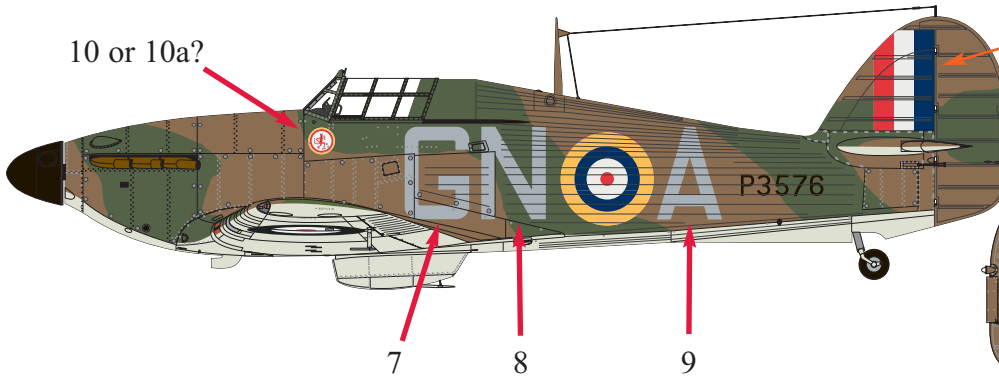
However, and in the absence of a definitive photographic record showing how these were applied on the ill-fated P3576, the arrangement on the opposite side has been subject to sometimes contentious interpretations, with anecdote-given-as-fact often confusing the matter.

Although nothing is fully resolved by the exercise, a review of the photos of the squadron's early Hurricanes reproduced in Tom Neil's autobiographical *Gun Button to Fire* may help. Although most are close-cropped images and none are definitively identified by the author as depictions of Nicolson's P3576, they do indicate that the squadron applied the "GN" forward of the roundel. Image number 7, for example, clearly shows what could only be the trailing vertical stroke of the

letter "N" if the author's caption "The author in cockpit of Hurricane GN-F, V7313" is to be believed. It is definitely not an "F." Some pages beyond this, image 14 is captioned as being a photo of another 249 Sqn pilot taken by the author in September 1940. The starboard side of (what is most probably the replacement) GN•A is clearly visible and, although apparently artificially sharpened at some stage in its reprographic history, this authentic period image nonetheless leaves no doubt that GN was applied forward of the roundel with the "A" to its rear. The aircraft in the background of image 36, although encumbered with a typo in its caption ("GJ-N" instead of the correct "GN-J") clearly shows portions of the letters "GN" closest to the cockpit.

While the practice of placing the squadron codes forward of the starboard roundel does indeed run counter to official finish and markings orders which specify that codes should be right-reading (squadron code to the left of the individual aircraft letter) when viewed on both sides, it does present as not at all spurious, for it is not inconsistent with what the admittedly limited photographic record tells us about how the squadron's engineering officer dealt with the smaller area to the rear of the roundel. And many of his contemporaries in other squadrons appear to have found the same solution. Ultimately though, for this particular subject it is up to you, the individual model maker.

Incidentally, as a point of interest, Tom Neil had also flown P3576 on at least one operational mission – a 50 minute "AA Co-op" sortie on 9 July 1940.



? See our ADD24c104 Instructions (enclosed if the Full Set was purchased) for details on fin flash variations.

? See our ADD24c104 Instructions (enclosed if the Full Set was purchased) for details on fuselage roundel variations.



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### Legends

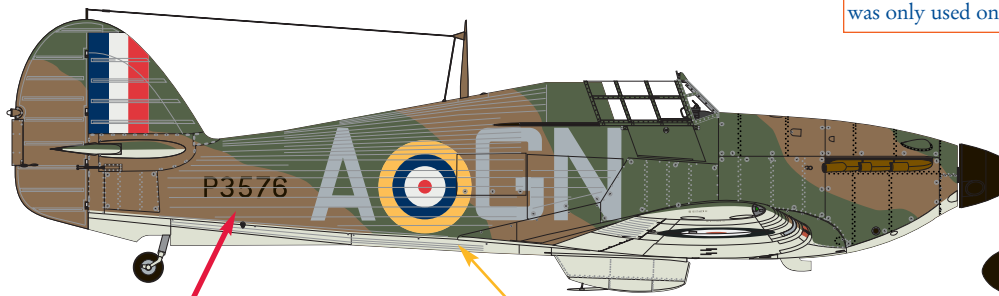
detail notes →  
Decal callouts →  
decal notes

Placements for wing roundels are shown in our ADD24c104 Instructions (enclosed if the Full Set was purchased).

Code letters (decals 7, 8, & 9) are common to both sides as shown in both views for both interpretations of this aircraft. Other interpretations may have the squadron letters "GN" to the rear of the roundel and the individual aircraft letter "A" forward of it on the starboard side. While there are reportedly photos of 249 Sqn aircraft marked in that way, others (see "discussion" above) show a number as presented below and in the alternate at right.

Both small and large versions are supplied to be used at your discretion. Two of each size are supplied but it seems it was only used on the port side.

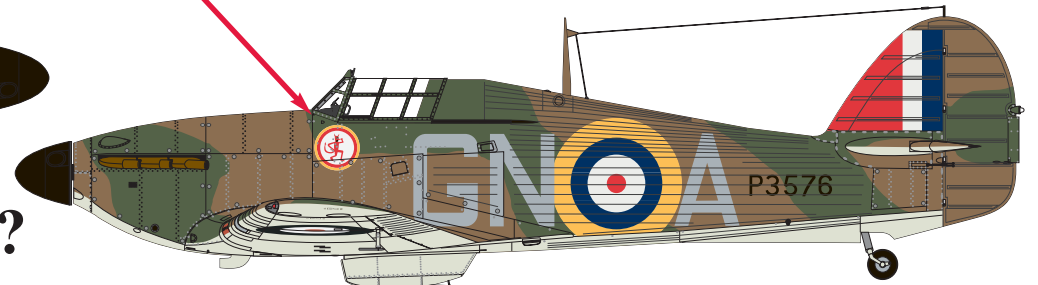
The "little red devil" (introduced with our 2015 Decals & Docs update) is based on material supplied by fellow model makers Steve Budd and Jim Nicolson (nephew of the pilot), and historian Andy Saunders. Their insights on the marking are based on a close-to-source anecdote – the pilot's own description of it to his wife. By all accounts, it was carried only on the port side, below the windshield quarter-panel.



10 or 10a?

See our ADD24c104 Instructions (enclosed if the Full Set was purchased) for details on fuselage roundel variations.

?



Night

Dark Earth

Dark Green

Sky?

Some references indicate Sky Blue or Eau de Nil and others instead of Sky