

## Building a Mick Reeves 1/4.5 scale Hurricane—

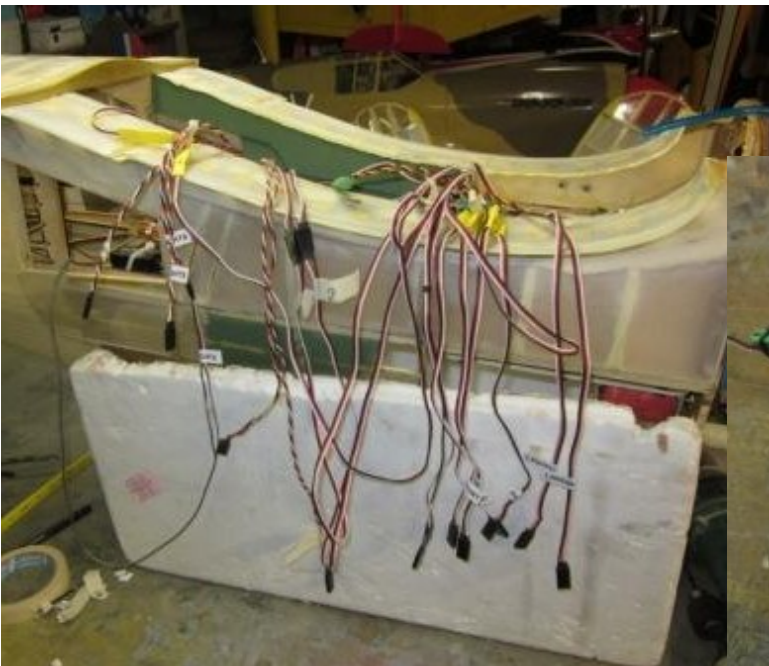
### Instalment 11

#### The Start of a Bit of Detail

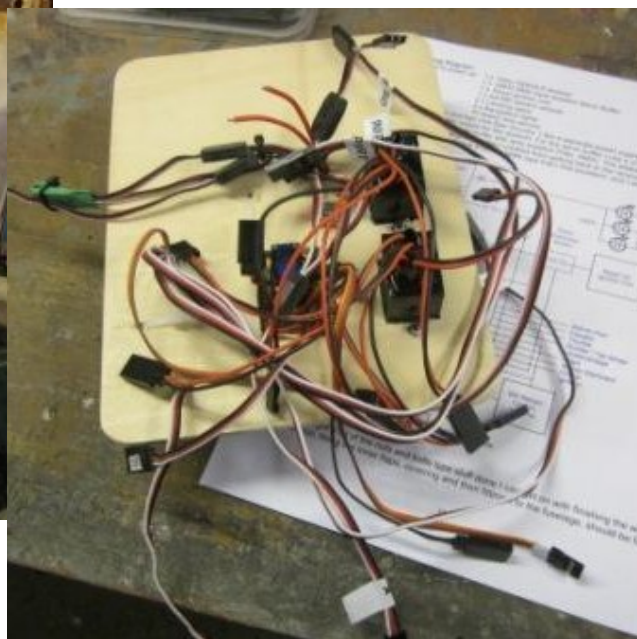


#### Finishing off Wiring:

Before I could start to do some detailing I had to get all the systems and servos operational, this entailed making wiring looms and connectors for the wings, wing centre section and fuselage. I used over 30 assorted 22swg servo extension and “Y” leads and tied them all together in some sort of order with small zip ties. Every lead had to be tested and clearly labelled with Dymo tape..

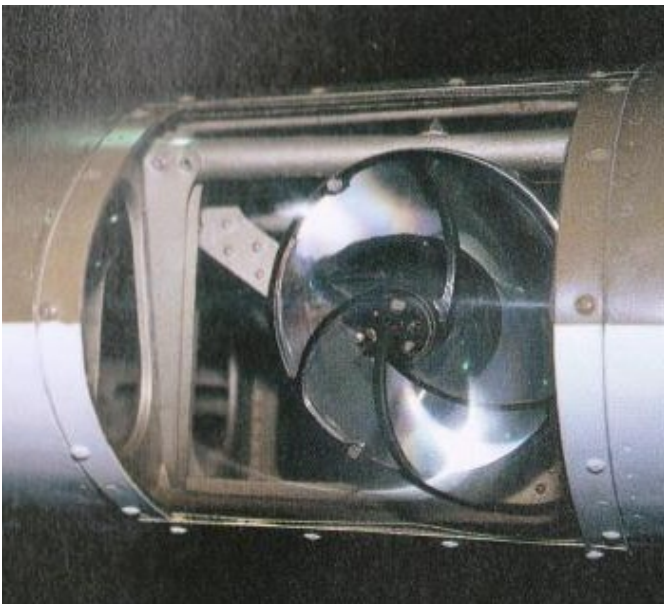


All connections had to be secured with heat-shrink tubing





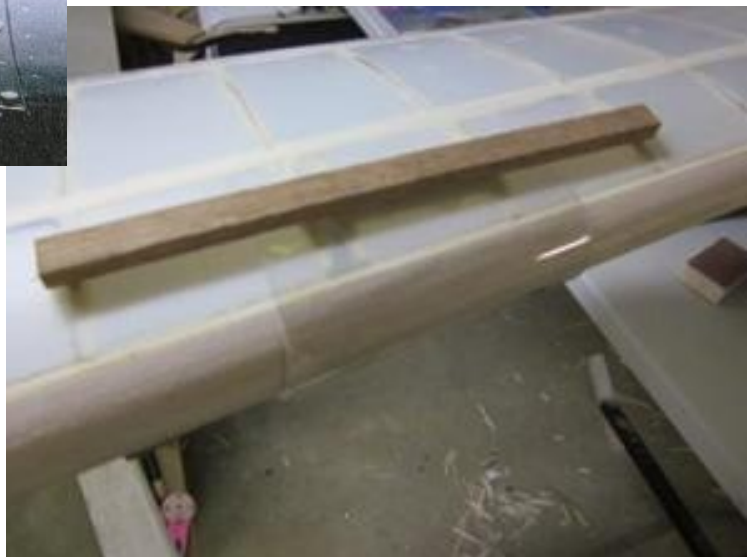
The wing centre section is, again, the most complicated, it has to have 4 x flap leads, 2 x aileron leads, 2 x retract leads, 2 x nav light leads and 2 x landing light leads routed into and through it. It's a lot of wire and a lot of connections. All connections are secured with heat-shrink tubing. All leads are clearly identified with Dymo labels



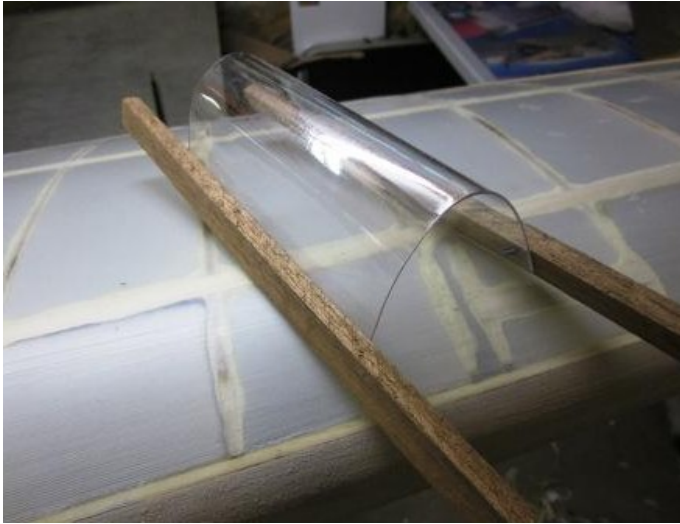
#### Landing Lights:

The distinctive landing lights of the Hurricane are embedded into the leading edges of both wings. To replicate them on the model involves cutting a chunk out of the leading edges and making a mount but before doing this I had to make a clear cover and cover surround.

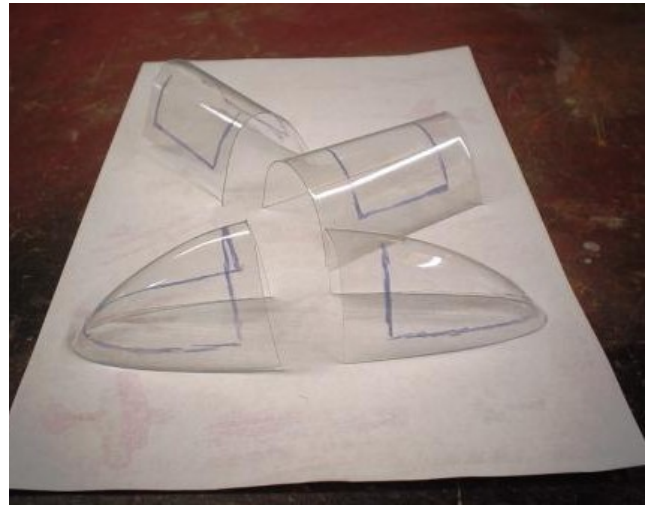
This is done by stapling sheets of 0.6mm clear PET sheet to two sticks, heating the PET with a hot air gun until floppy and then pushing it back over the leading edge and waiting for it to cool.



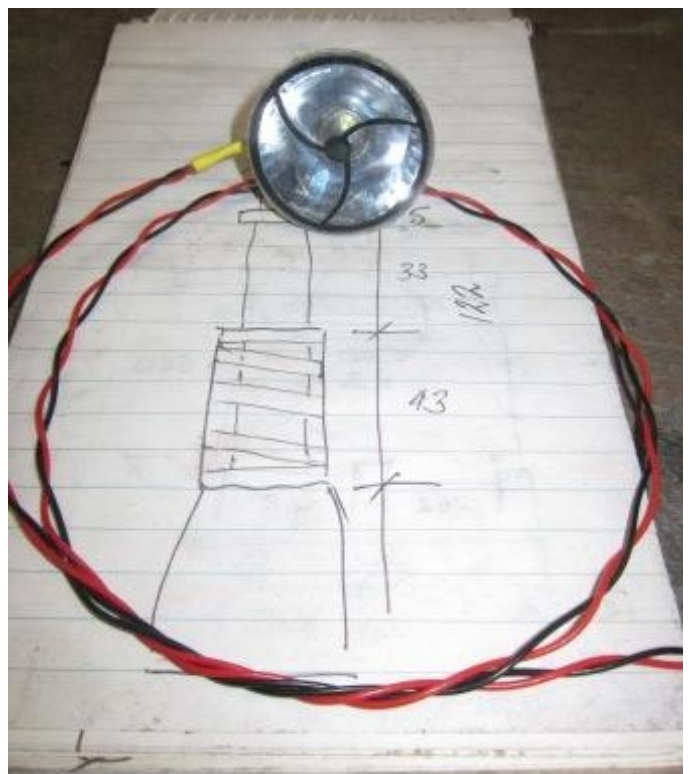


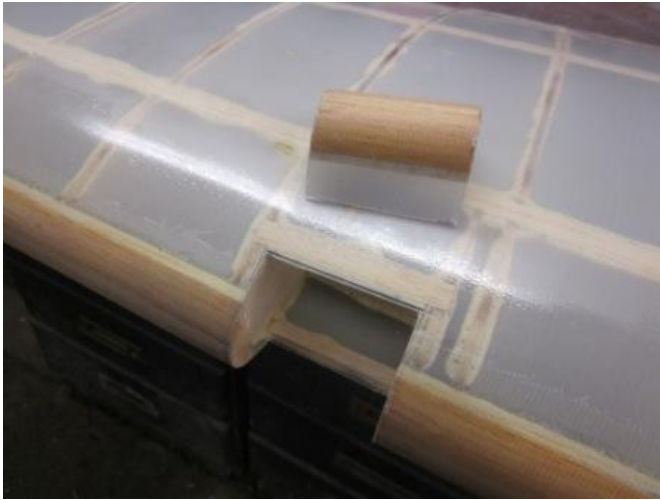


While I was at it I formed a couple of wing tip lens surrounds as well.



The landing lights are made from the lenses and reflectors from two \$2 plastic torches. I've discarded the incandescent bulbs and glued white LED's into the back of the reflectors. The black replicated bulb carriers that came with the Mick Reeves instrument panel kit were glued to the clear lens covers. The covers were then glued to the reflectors and trimmed to size, flexi lead soldered to LED, voila! All done.





The wing leading edge is cut out to the internal framework and a light mounting plate glued vertically. The recess is painted with flat black and a silver painted plastic tube is glued above and below the reflector to look like the full size framework. The clear cover is glued over the lot



### Nav Lights:

The Mick Reeves wingtips are made up from a framework with a clear vac formed moulding glued over. The good part about this method is that you have a ready made nav light lens.

I've made the lights behind the lens by making up a small frame to mount the red and green LED's that will come on when the receiver is powered up. I've made two vac formed surrounds that fit over the lens and will be screwed to the wing tip with small self tappers.



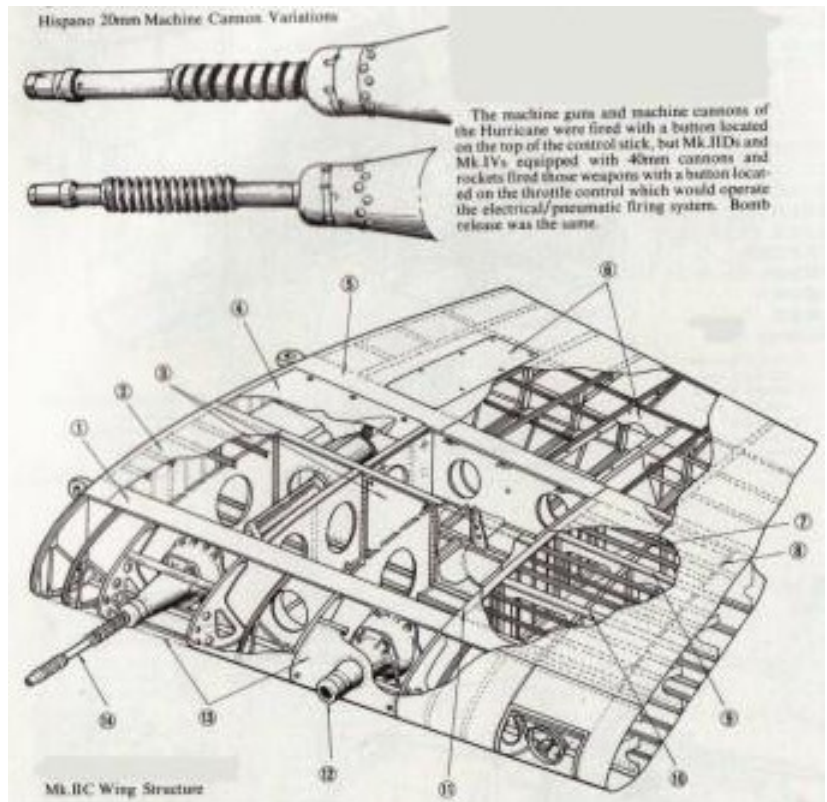


Canons:

The canons on the IIb and IIc Hurricanes were the large 20mm bore Hispano type. There were two versions and an accurate replication of one of them is necessary for the thing to look right when completed.



I'm going to make the version with the recoil spring at the rear of the barrel.



I'll use Evergreen plastic tubing to make the barrels and cuffs and wrap the barrel with Spirap to represent the spring.

The barrels are 5/16" OD. The cuffs are 3/8" OD and the muzzle is 1/4" OD all stuck together with Pacer canopy glue.



The completed canons were epoxied to turned wooden bases with an 8-32 threaded rod through for screwing into the "T" nuts in the wing.







Because the canons stick out so far from the LE of the wing it is imperative that they are mounted parallel to the axis of the aircraft. This caused a bit of head scratching until I came up with counter boring the LE to give me a flat surface to work off and then hammering 8-32 T-nuts into the centre of

the flat surface. I tacked the T-nuts with CA and screwed 4 x 100mm 8-32 cap screws into them. I then aligned all the screws until they all lined up with the fuselage axis. I added another drop or two of CA to the T-nuts to secure.



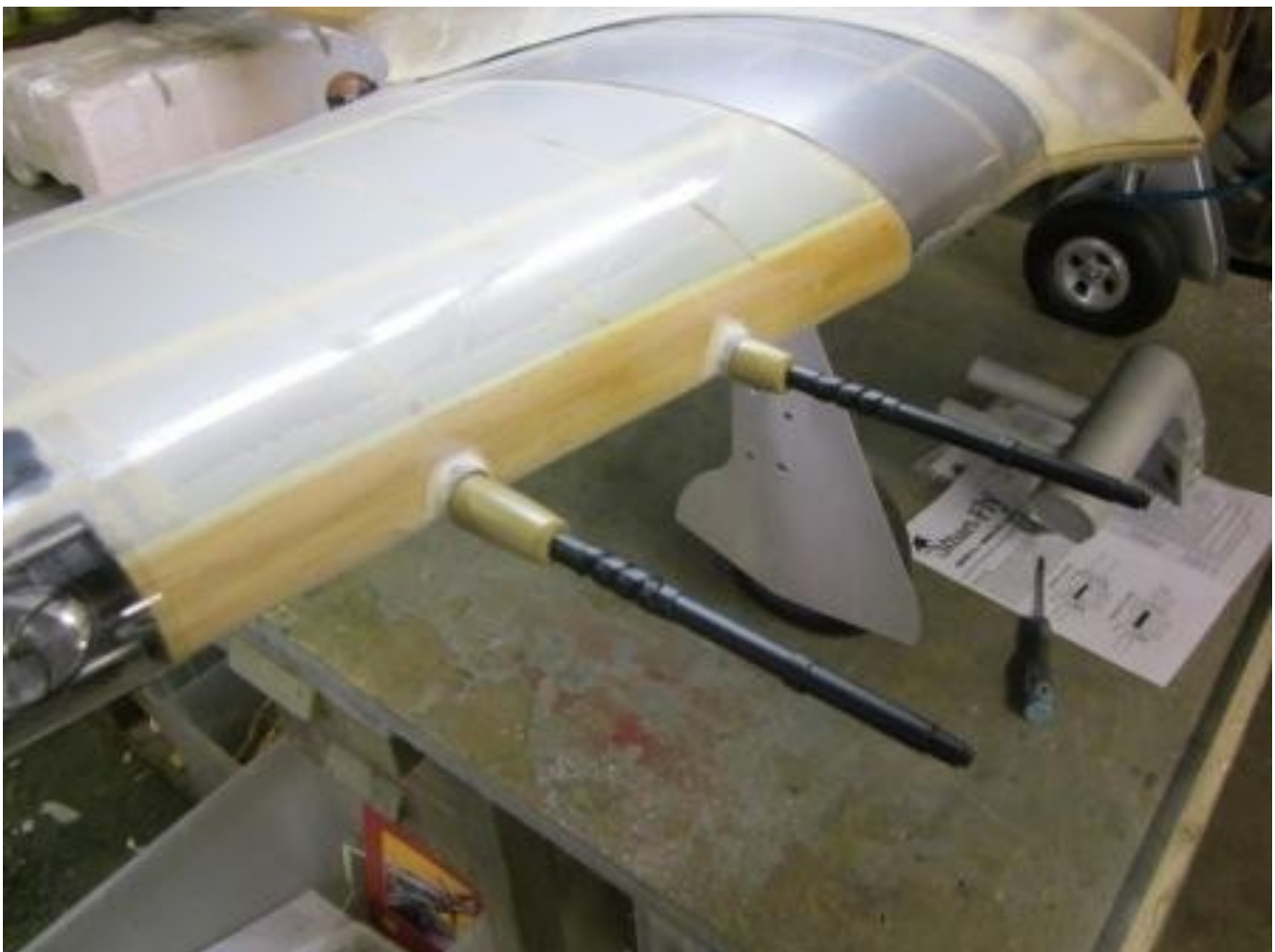
Next I epoxied a disc of dowel over the T-nut and held it in place with a well greased short 8-32 cap screw into the T-nut.



I built up the void with my usual mixture of bog and removed the cap screws when all was set.

The final shaping was then carried out, referring to the scale drawings and the plastic model..

The upside of all this fiddling around is that the cannons are easily removed when travelling to the field or avoiding hanger rash when in storage.

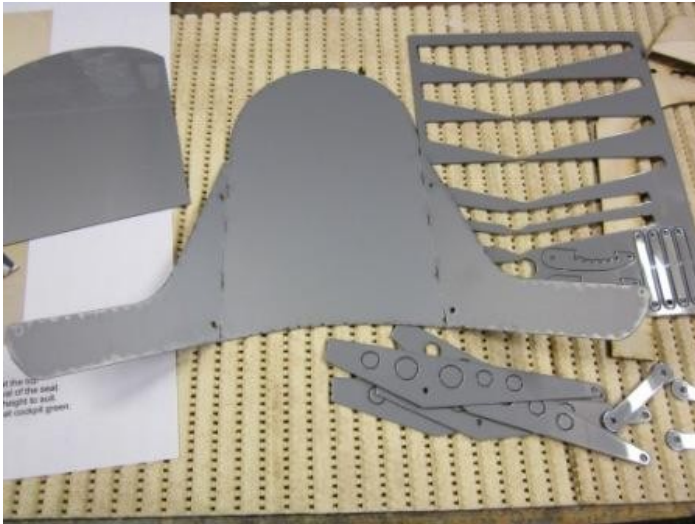




Instrument Panel: I bought a Mick Reeves instrument panel kit with the plane kit. It's made from plastic sheet that has been laser cut to make the panels and instrument bezels. The instrument dials are glued and screwed over and sandwiched between the panels. Eye strain, tweezers and watchmakers screwdriver are required but well worth the trouble and reasonable cost.



Pilot Seat:



Another one of Micks kits, again made from laser cut plastic sheet. The chair is bent to shape and the glued and screwed together with a bit of softwood to reinforce the base. Very easy way to make a good looking scale chair. A coat or two of Cockpit Green finishes the job.







### Pilot:

Above is a picture of a Vailleyaviation 1/4 scale pilot as supplied, its made from a flexible rubber and is reasonably light. I've glued him all together in the pose that I want and an artist friend of mine has painted him for me.

Next on the list is the canopy and the cockpit. See you in a week or two or three.

