

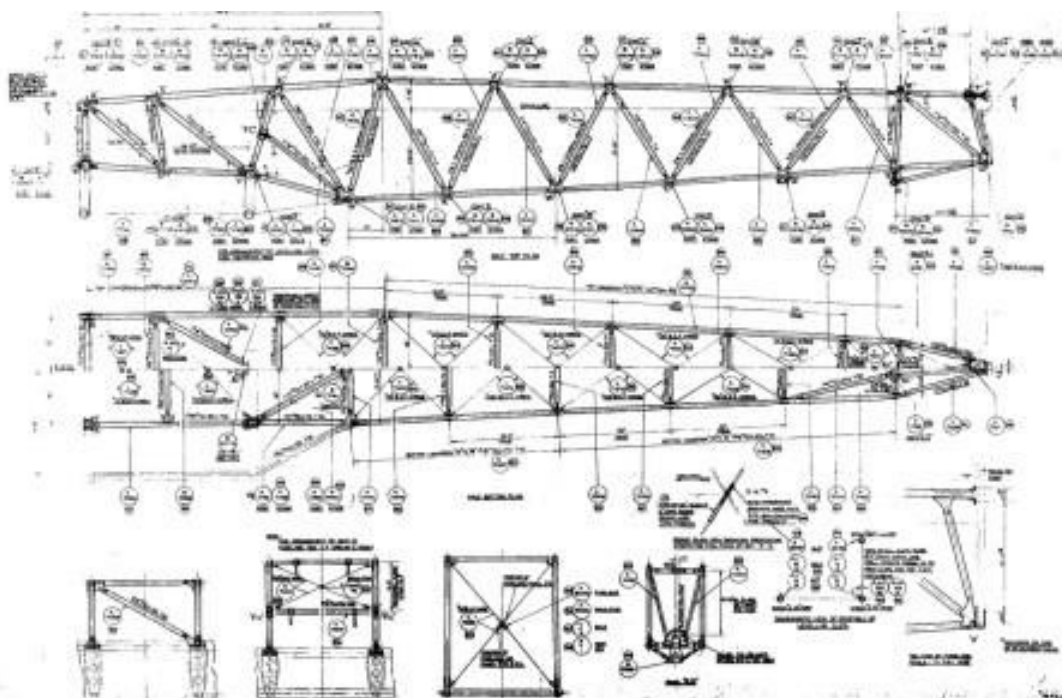
Building a Mick Reeves 1/4.5 scale Hurricane— Instalment 2

Framing the Fuselage



The fuselage on the full size Hurricane is built on a base of a tubular box frame. This frame then has formers and stringers attached to build up the distinctive shape of the Hurricane. The image above is of the Hurricane R4118 that was rescued from India and fully restored.

Below is a line drawing of the basic frame structure.

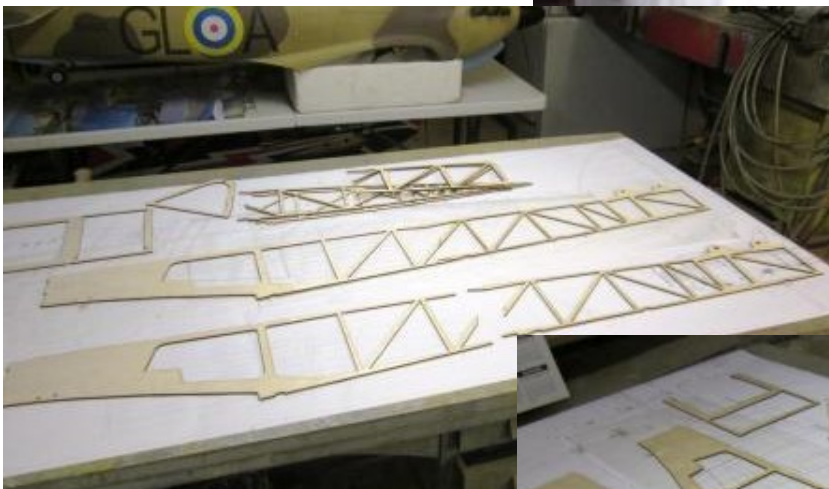
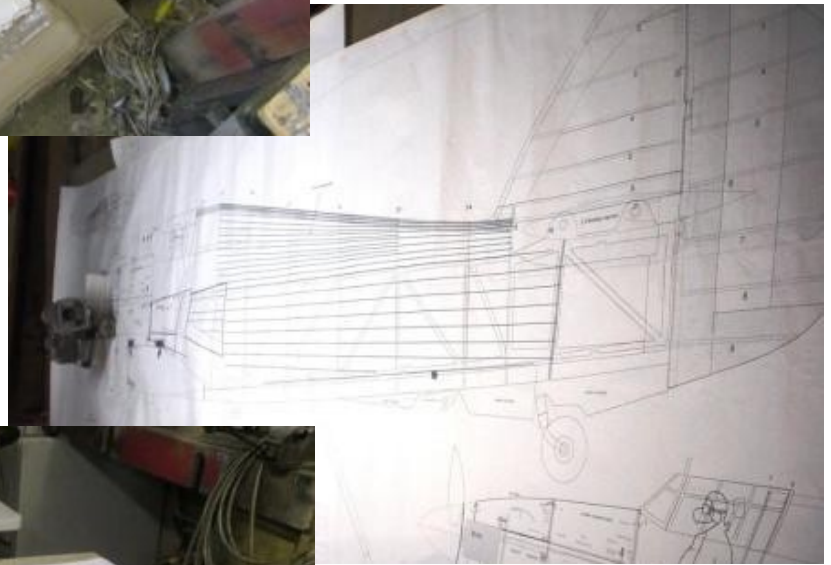


Building the Fuselage.



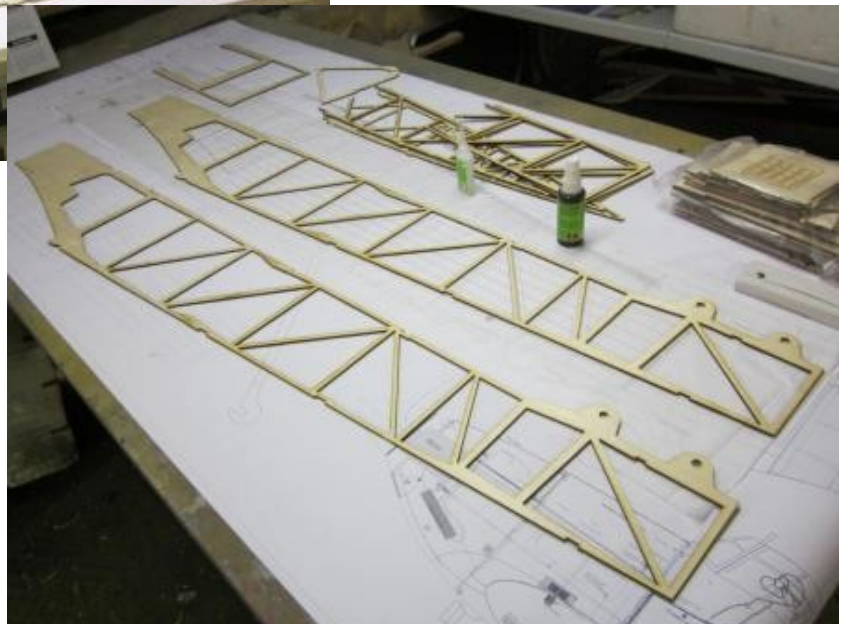
I have divided up the hundreds of laser cut parts into fuselage parts and everything else, laid out the plan and I have even looked at the pretty basic instructions.

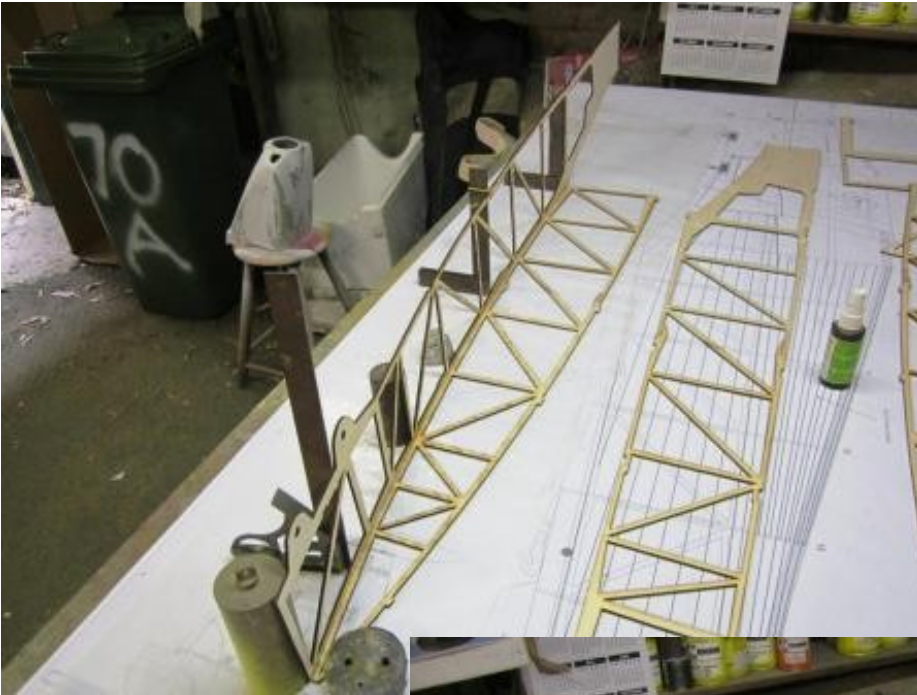
To start the build I have got to accurately join the halves of the frame sides, top and bottom.



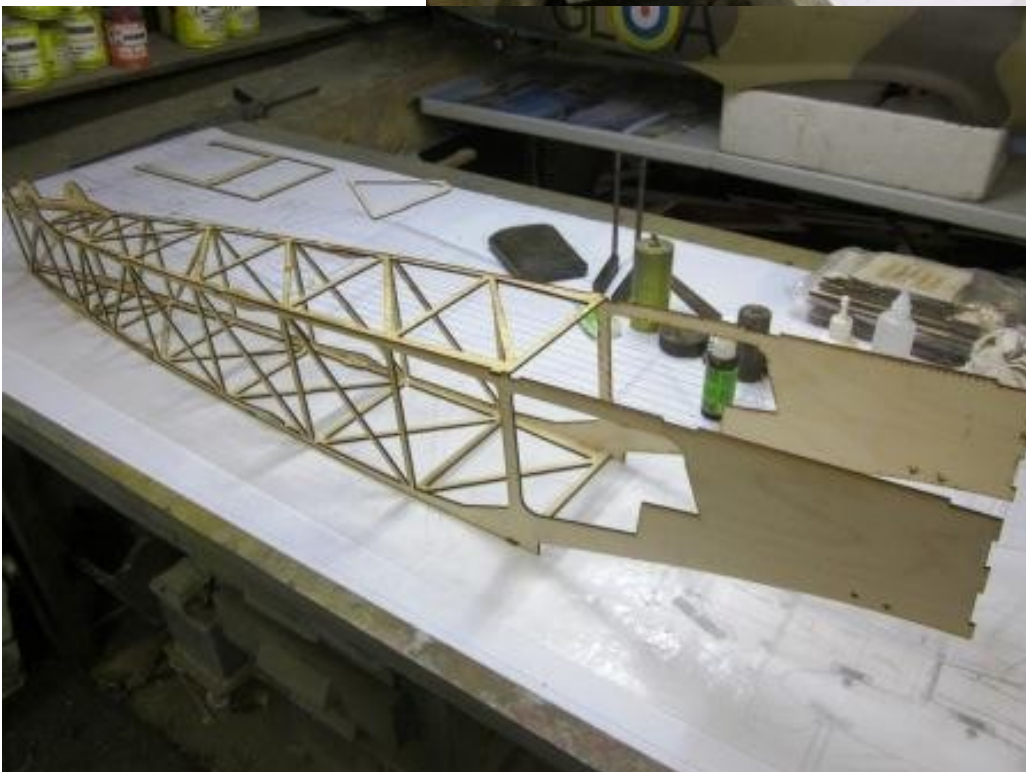
I immediately hit a snag when I found out that CA glue doesn't like the laser cut plywood burnt edges

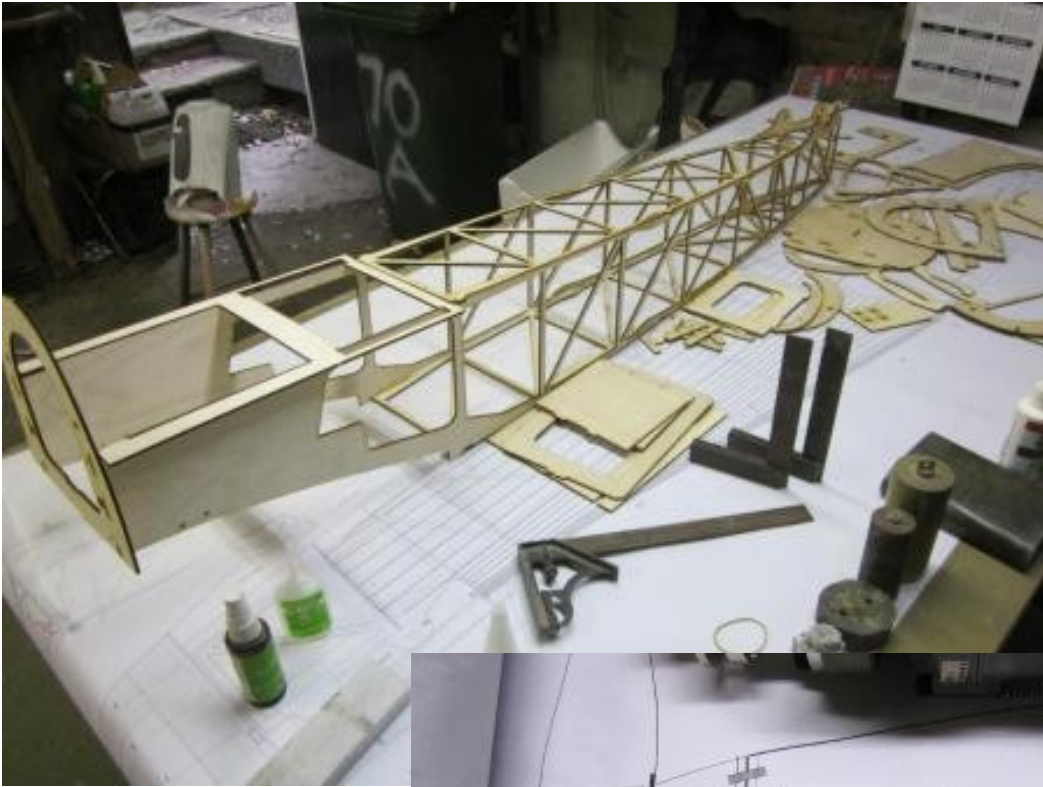
so from now on all glued edges have to be sanded down to the clean wood which is a bit of a bummer.





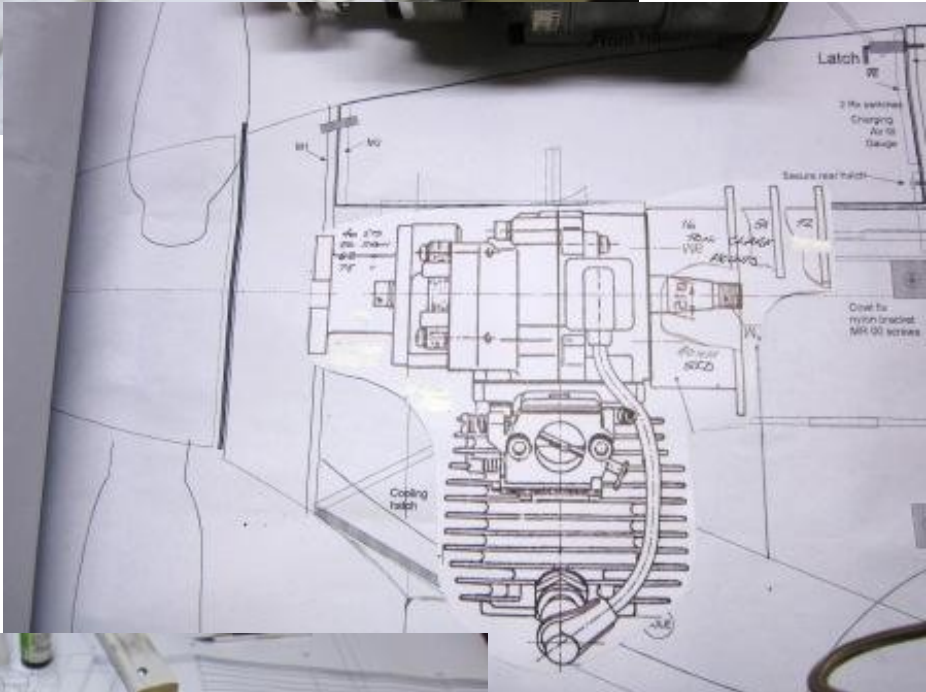
After the sides, top and bottom were joined they then had to be assembled and glued to form the box frame.





Mick has designed this model to have a fuselage in two parts. The rear part is the basic frame and the front part is a strong plywood structure to mount the motor etc.. The join is forward of mid chord.

This engine mount assembly has to be cut to length to suit the motor to be used. I got my dimensions from the full size G62 drawing I had overlaid on the plans earlier



The mount has to be seriously reinforced with internal triangular solid wood stock as the structure is only made up from 4mm ply . The exception is the firewall which is made by laminating two 4mm pieces together.

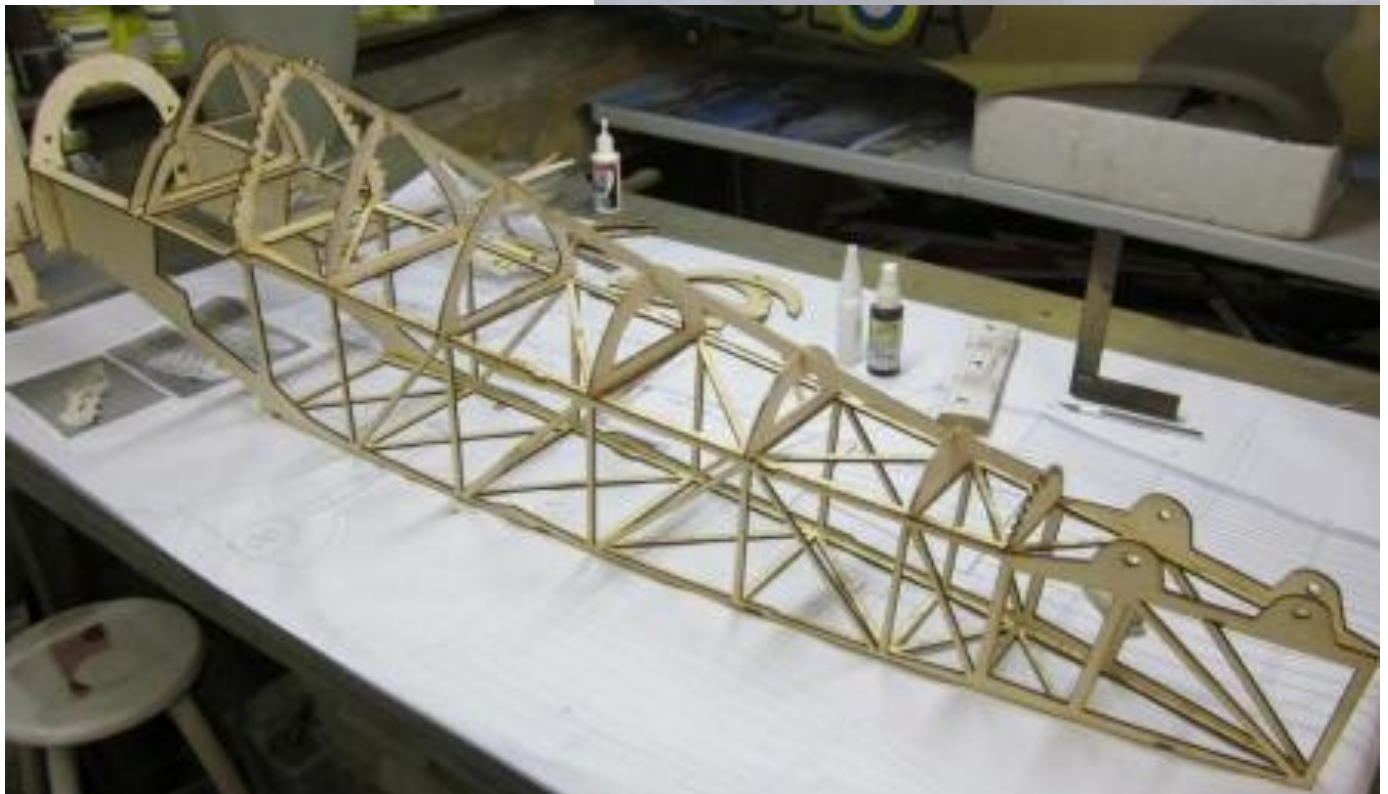
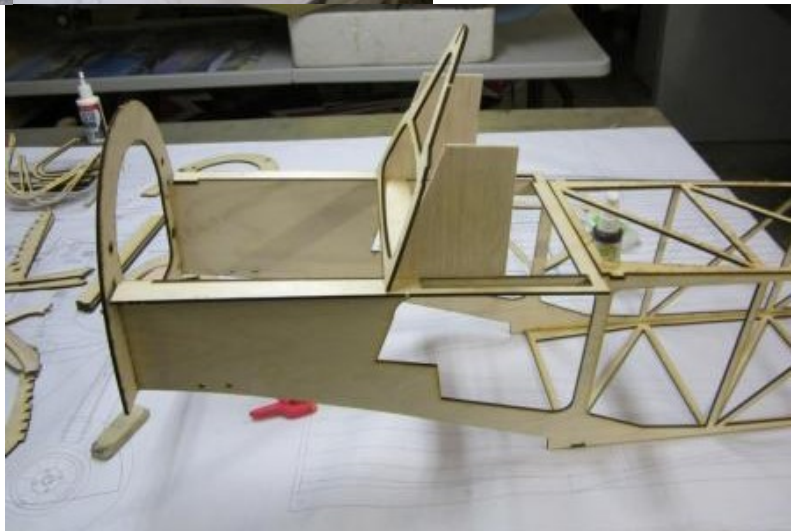


I reinforced the engine mount with 12mm Mer-ranti quad from Bun-nings. It's cheap but it's heavy but as I'm not worried about saving weight forward of the C of G it's a good convenient and strong material to use.

The whole front assembly is bolted and glued to the front former of the rear frame.

The next step is to fit the tops of the four piece fuselage formers or frames to the box frame. The first two formers are set at an angle and required the use of two jigs to position accurately.

All other formers followed on at right angles from the frame over their relative stations. The laser cut top backbone was then glued into the notches on top of all the formers





This is a big model aeroplane as can be seen by it overhanging the ends of my workbench.

Side, bottom and top frames have now been fitted and the fuselage is ready for stringers.





This is a picture of the finished assembled frame from Mick's instructions. The front part of the forward structure is the part that is cut down to suit the motor to be fitted. My motor mount is about half as long as Mick's to suit the Zenoah G62.

This picture is of the full size fuselage showing how Mick has copied the basic construction principles.



Stringers, lots of stringers. There are 26 stringers in the top section alone and a further gazillion on the sides and the bottom. They all are 1/8" x 3/16" balsa and not the spruce stringers that were used in the Vailly model. This has to result in a much lighter rear end.



The top section stringers are all done and the radio mast mount and backbone reinforcing for the mast completed.

I'll put the fuselage aside at this point and get on with making all the tail feathers. I'll complete the rest of the stringers after I have fitted the elevator system and the tail wheel.

Cheers
Stan

