

Building a Vailly Aviation Hawker Hurricane....Instalment 10



Painting: I am a lousy painter of model aeroplanes, anybody looking for a few clues from this section of the build is well advised to look elsewhere. Try a 3 x CD set about painting and weathering from **Dave Platt** in the US www.daveplattmodels.com. but this saga wont be complete without this attempt so here we go..

Colour Matching: The above is the colour scheme of Slim Yarra's Hurricane, the squadron ID and serial numbers were different but the scheme is as it was in Malta in 1943. The official RAF colours were Azure Blue on the underside with a camouflage pattern of Dark Earth over Mid Stone on the upper surfaces.

You would think that if you were able to get pots of the paint used to paint the full size aircraft and used them to paint your model you would be right, but not so. The colours would look so intense on the smaller airframe that it wouldn't look real, the intensity of colours need to be toned down similar to the scale of the size. To do this I start with a white sheet of A4 paper and I paint the reference colours across the top, I pour enough paint of each colour into jars and add small amounts of black and white and keep testing against the originals until I think I've got it right.

I bought three little jars of Azure Blue, Mid Stone and Dark Earth from three different manufacturers and the colours were all miles different. Great help! So I mixed them altogether and added a bit of black and a bit of white to each of them to come up with the colours I wanted matched in Acrylic car paint.



I clearly labelled the small bottles and took them to **Durobond Paints** in Brookvale for matching and ordered a litre of each colour.
www.durobond.com.au.

Extensive
masking
number 1



The first top coat to be applied has to be the cockpit green in the flap area and in the wheel wells. This required extensive masking to avoid overspray.





Two coats later and finished with one colour out of four, so far so good !



The next colour is Azure Blue.

This is to be applied in areas on the underside as per the full size. Before I do this I need to fit the retracts, make and fit the undercarriage doors and make removable covers over the UC mounts. Extensive masking will be required again. I should buy **Bunnings** shares.



Retract mount covers, made from 12mm balsa, glassed with 3/4oz and screwed to bearers. Removable for retract maintenance





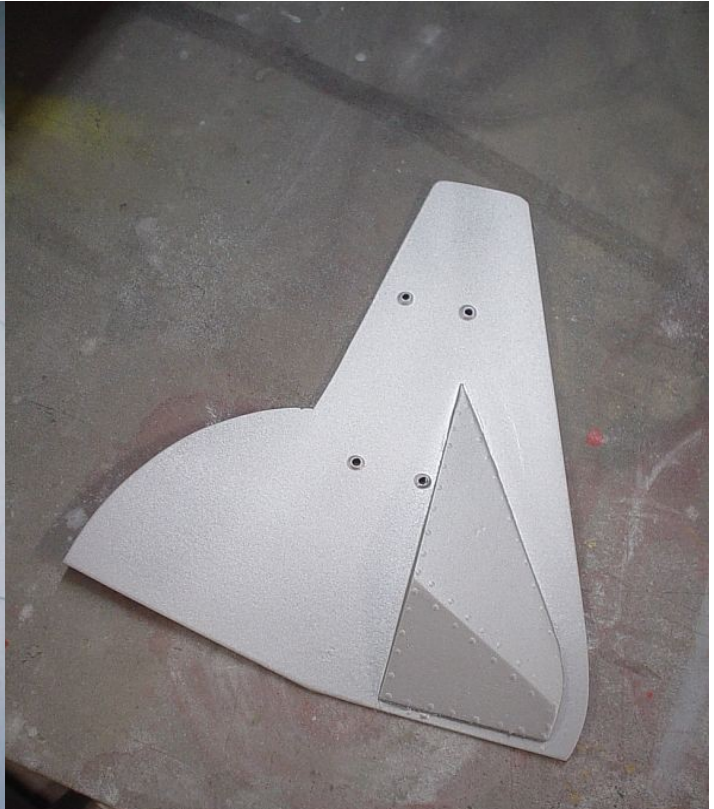
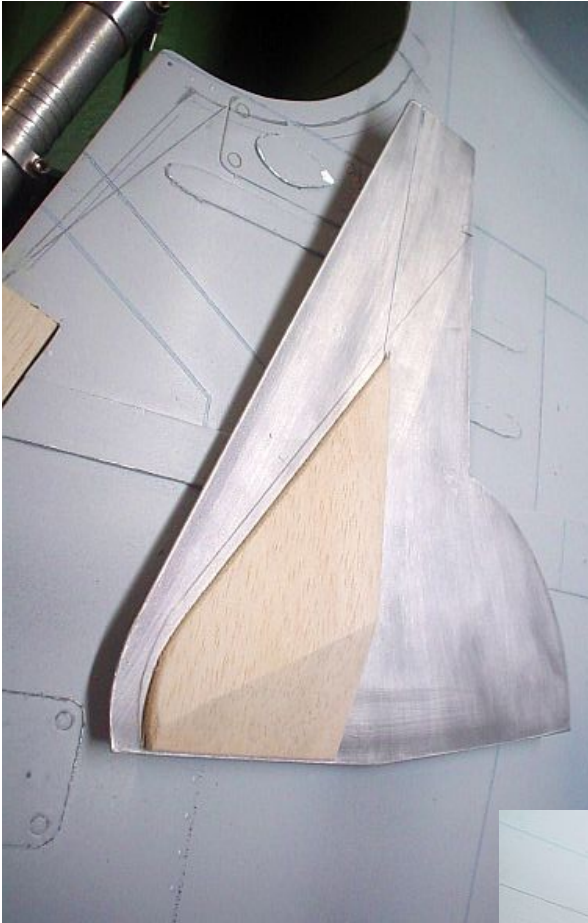
The retracts were bolted to the pre drilled holes and T nuts in the mounts using 6-32 cap head screws with flat and spring washers, then I marked out the shape and position of the gear doors on the wing. I transferred the shape with the aid of a bit of tracing paper to a sheet of 18 s.w.g aluminium that I had bought from a **Dick Smith** store for about \$5. I then bent the sheet to the airfoil shape of the wing over the front of my bench and cut them to shape on a scroll saw.



The doors were then painted with acrylic all purpose primer.



The inside of the full size gear doors has an aluminium structure that needs to be replicated on the model.



Unfortunately, I have to fudge a bit here due to the restricted size of the UC cut outs in the model's wing caused by the UC mounting rails. I am hoping that after I fit the dummy brake lines , rivets and paint the whole lot silver it will look sort of all right.

The infill is glued to the doors using [Hysol](#) and helps to stiffen the aluminium sheet.



Extensive masking number 2

All masked up but nowhere to go...The high humidity of late December early January has put me behind schedule. I am scared of the dreaded bloom caused by the lack of dry air. All the accessories are finished and all I want is a clear, sunny, dry day to knock over the second colour, Azure Blue.



Finally, a couple of dry hot days... Azure blue finished. I am glad to report that I am now the perfectly rounded spray painter as I have orange peel, voids, gloss and overspray all in the one finish. I just don't get it...%\$#@..

Thank God this is a war-plane and the final coat will be a coat of matt clear to hide all the gloss variations..





Another 10 bucks worth of masking (number 3) and a coat of Mid Stone completed. Dark Earth to go....



The masking for the camouflage pattern is a little different from your house or garden masking. I believe that in production of the full size, rubber sheet masks were wrapped around or laid on the various areas to be painted. This masking produced a soft edge that I will try to replicate with beer cartons and blue tack. Masking number 4.



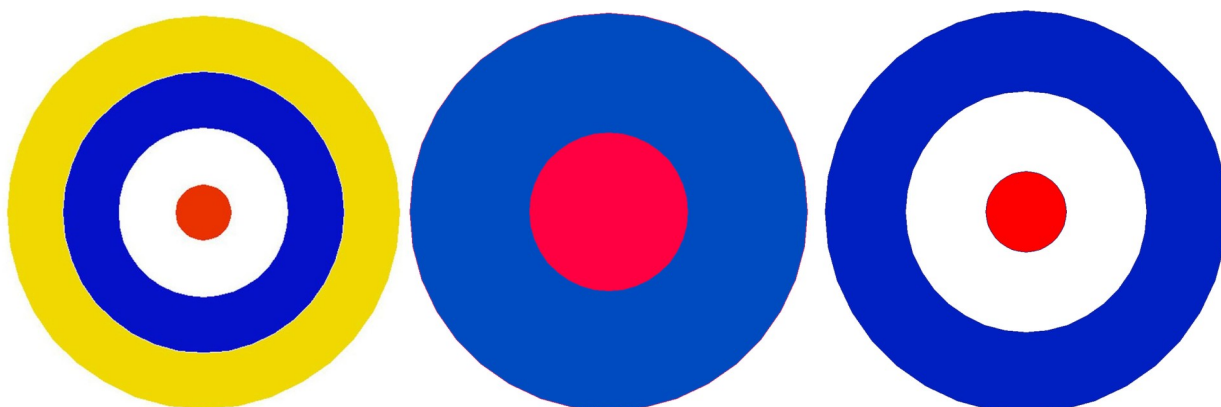
Painting complete and all masking removed...Hoo bloody ray!!!! I wish I had put a little more black in the Dark Earth though...bugger !!

Decals:

The next job is to make and apply all the roundels, fin flashes and all the various nomenclature stencils that were on the full size.

I have a good reference book to help here that gives me the position, composition and size of the full size so all I have to do is scale down the sizes to suit my model. The book is a Japanese production called **Aero Detail No.12** and is available from <http://www.aeroplanebooks.com>.

I will create a full set of all the decals using MS Word and print out on plain A4 until I am happy with the size, the font and the finished printed colours. Be aware that the colours you see on your PC screen may not be perfectly replicated by your printer.



The Hurricanes in 1942-43 had three different roundels painted on them, the yellow, red, white and blue rings were on the fuselage sides, the red and blue on the upper wing and the red, white and blue on the under wings. So much for standardisation.



The fin flash of the time was three equal width vertical bars in red, white and blue.

All the above were created in Word and saved as .jpg files

Next is all the nomenclature or little signs that were painted on nearly every surface of the full size. Once again I have created a full set in MS Word.

The original fonts used to create these little signs varied considerably, I suppose dependant on which factory made the aircraft. I selected a stencil font used by the RAF at a free font download site <http://hans.presto.tripod.com/fonts/stencil5.html>

**A IS YOUR OXYGEN
CYLINDER TURNED ON?**

**C PATCH TO INSIDE
OF LINE ONLY**

D COOLANT MIXTURE		COOLANT MIXTURE
GLYCOL WATER		GLYCOL WATER
30% 70%		30% 70%

E TRESTLE HERE TRESTLE HERE

F GA/LA/41H	24	NO STEP	NO STEP	I
17226D(S)	VOLT			
DTD512		NO STEP	NO STEP	

O DO NOT FORGET TO CHECK PULL-DOWN STEP	OIL H 9 GALS AIRSPACE 1 1/2 GALS
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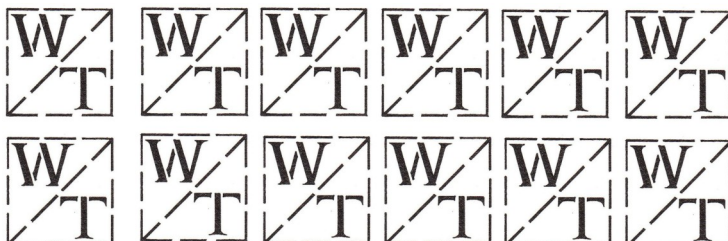
G GA/41H/	J LEPD/GA/41H	K P3144	L LFPD/41H/
15001	17226D	LFPD/41H/	16121P DTD617
DTD512	DTD512	16120S	
		DTD617	

N LFPD/41H/	P PA/G5/77673	Q P3144	P3144 Q
11873 DTD261	T2S	PA/G5/77673	PA/G5/77673
		T2S	T2S

**L LFPD/41H/
16121P DTD617**

GLA GLA

BN826 BN826



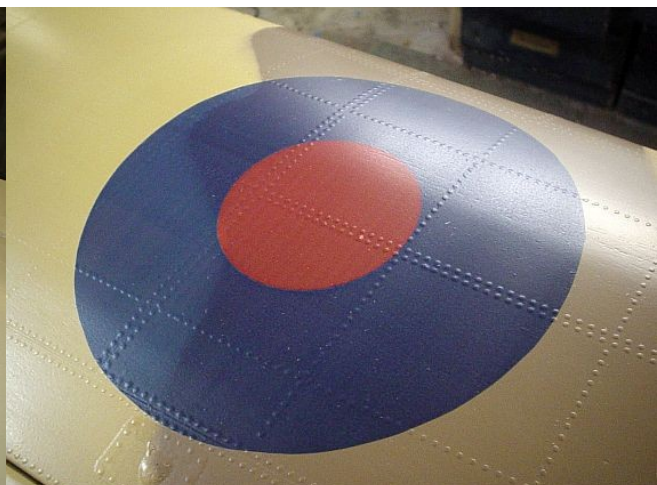
When I was happy with the size and colour of all I printed them onto sheets of the water slide decal paper. This paper comes in white and clear and is suitable for inkjet or laser printers. It is available from <http://www.thecopiercompany.com.au/products.asp?id=84> and costs about \$2 per sheet so get it right using plain A4 paper before you commit to the real stuff.



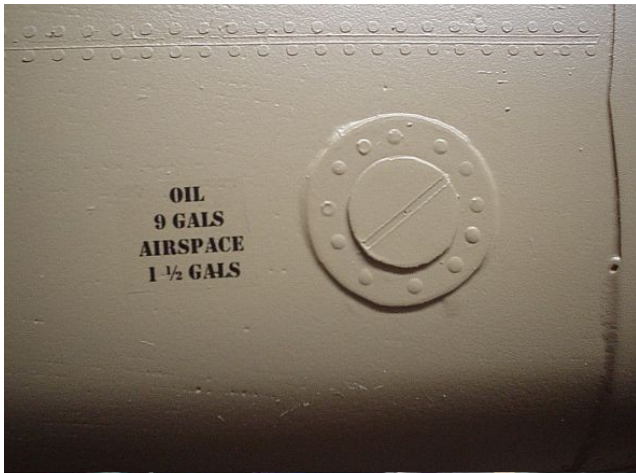
The application of the decals is reasonably straight forward if you follow the instructions that come with the paper but I like to use **Humbrol Decalfix** for added decal flexibility and conformance with compound curves. This stuff is painted on the surface where the decal is going to go and after the backing paper is removed it softens the decal which allows you to press the decal into the shapes needed, like covering rivets, panel lines etc.



Top of wing



Rivet detail showing through



All decals are now applied. After cockpit detail, fitting canopy and weathering all surfaces I will spray the whole plane with a coat of matt clear to protect the decals and to provide a much needed constant gloss level.





Full size Hawker Hurricane Mk.IIc....Don't know about the red spinner though!

We're on the road home now, next instalment will cover making canopies and canopy frames, fitting out the cockpit with controls and an instrument panel, making and fitting a chair, making and painting the pilot and attaching the pilot with all relevant harnesses and oxy pipes, weathering and a final coat all over of matt clear.

Cheers
Stan