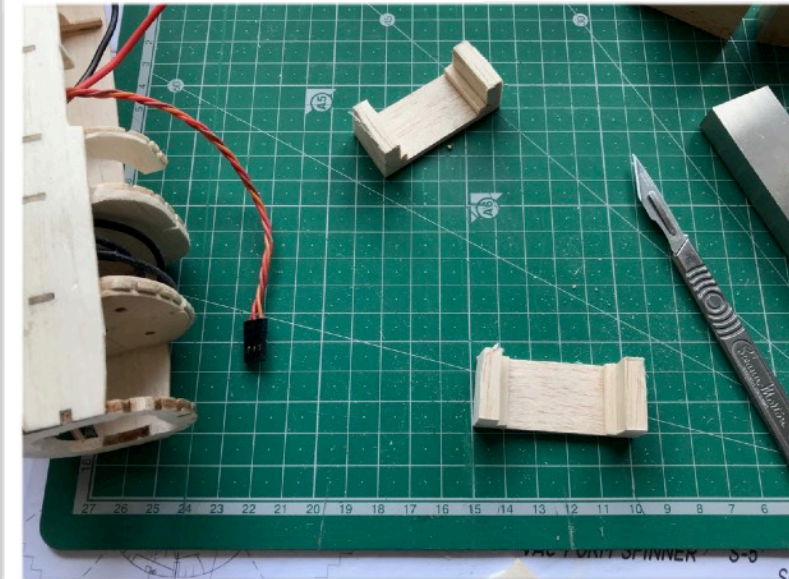


De Havilland Hornet build, part 10

On advice, to address the frame flexibility I settled on tissue covering for relative strength. Fingers crossed.

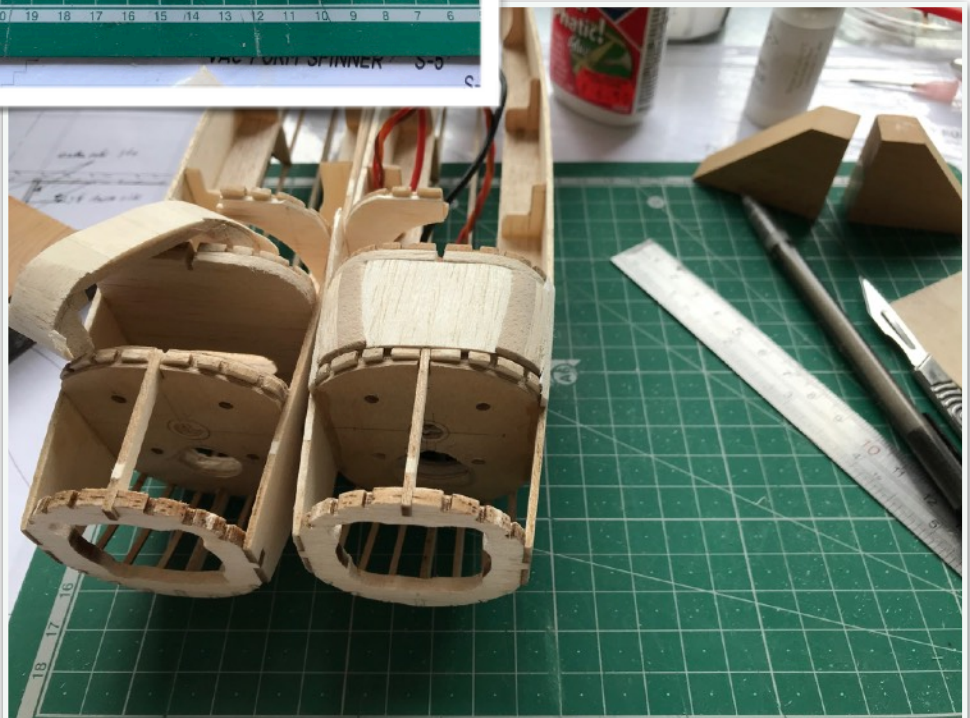
Nacelles - I resolved the trapped motor issue by extensive surgery, then built the second nacelle. Even with a plan and experience of the first one, this took time.

Then moved them forward in parallel with upper sheeting and hatches.

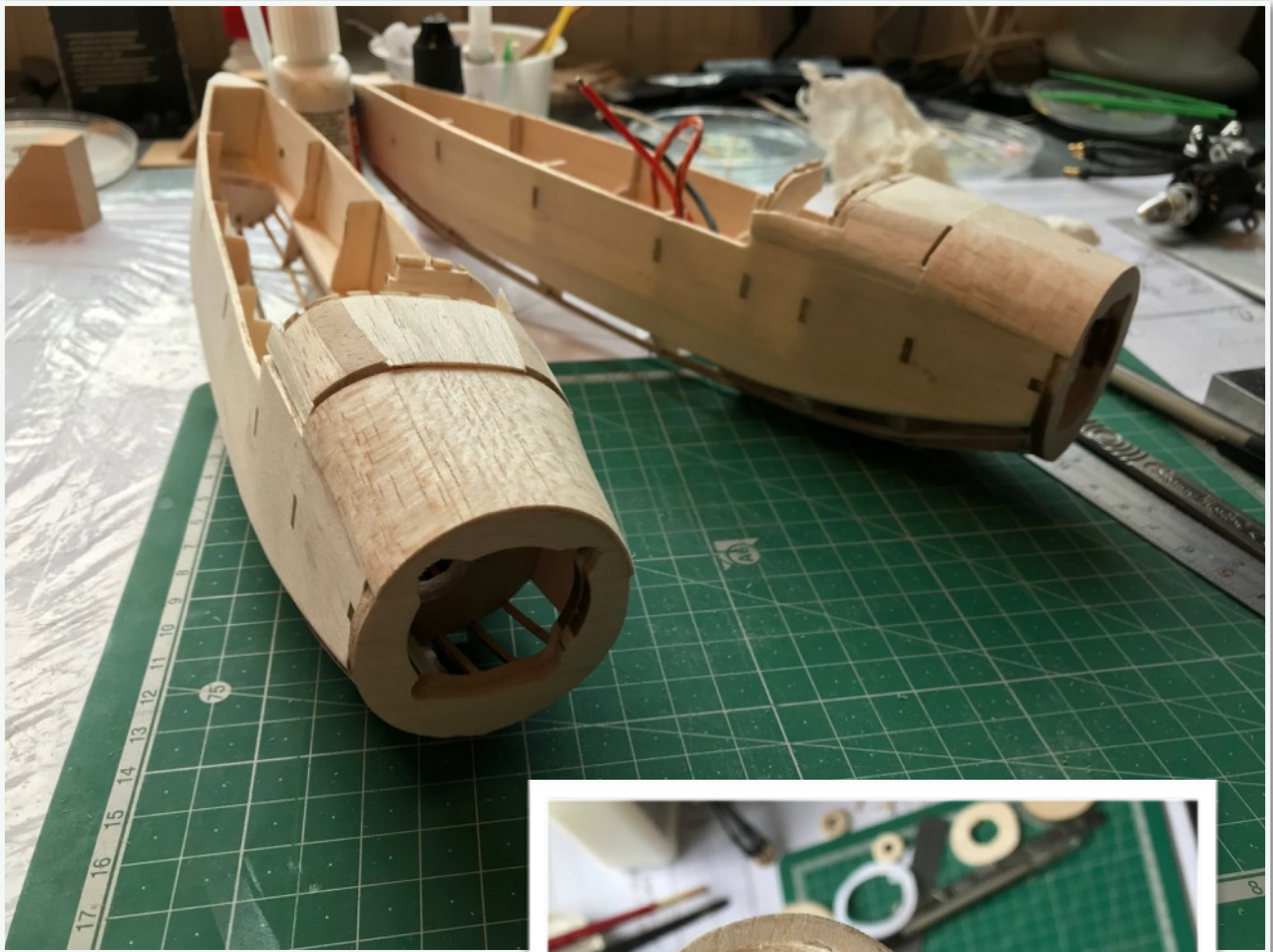


The hatches are essential for motor wire access. Currently I have no idea how they will be retained, but as of now they are a tight friction fit.

Part 0 chamfered and cut to match the teddy bear hole profile necessary for motor access!



Permanently sheeted the first nacelle bay so that the whole top of the nacelles will ultimately be sheeted. Also, far too late, I increased the hole size for the motor power wires deep inside. Just too tight. Upper sheeting over the hatch to blend into the wing must wait until the nacelles are fitted.



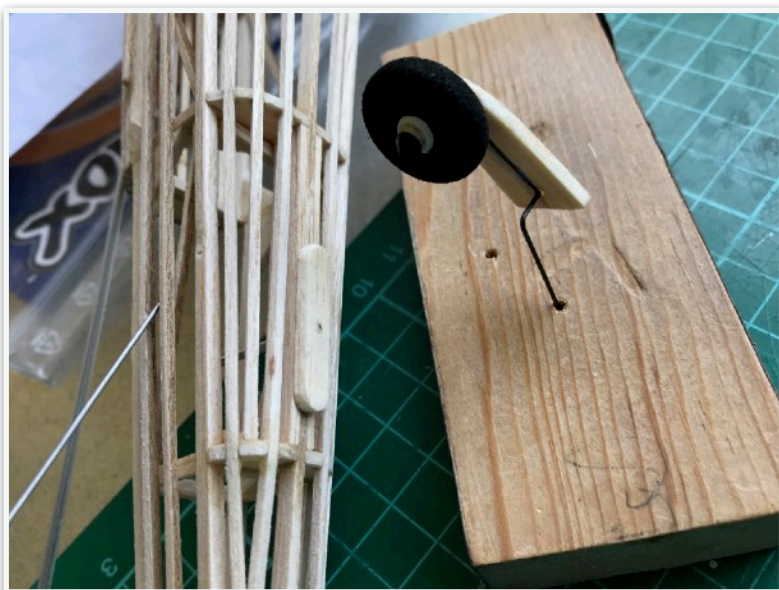
Through bad planning the prop drivers have ended slightly forward of the nacelle face. Happily this allowed for one of the 3/32" wheel discs be remodelled on each nacelle to bring the face neatly down to 45mm diameter as per the plan. Which is usefully a standard spinner size. Though not a 3 blade spinner that I can find.

I need to temporarily re-fit the motors before finally sanding these.



Ah, but the little jobs.

Resolved tailwheel, reverted from free castering to limited caster and shaped a little like the real thing.



Added the forward top deck. I found the shaping of this really challenging and have ended with a compromise that looks about right, but is not as per the plan. This shot also shows the nose block after initial rough shaping.



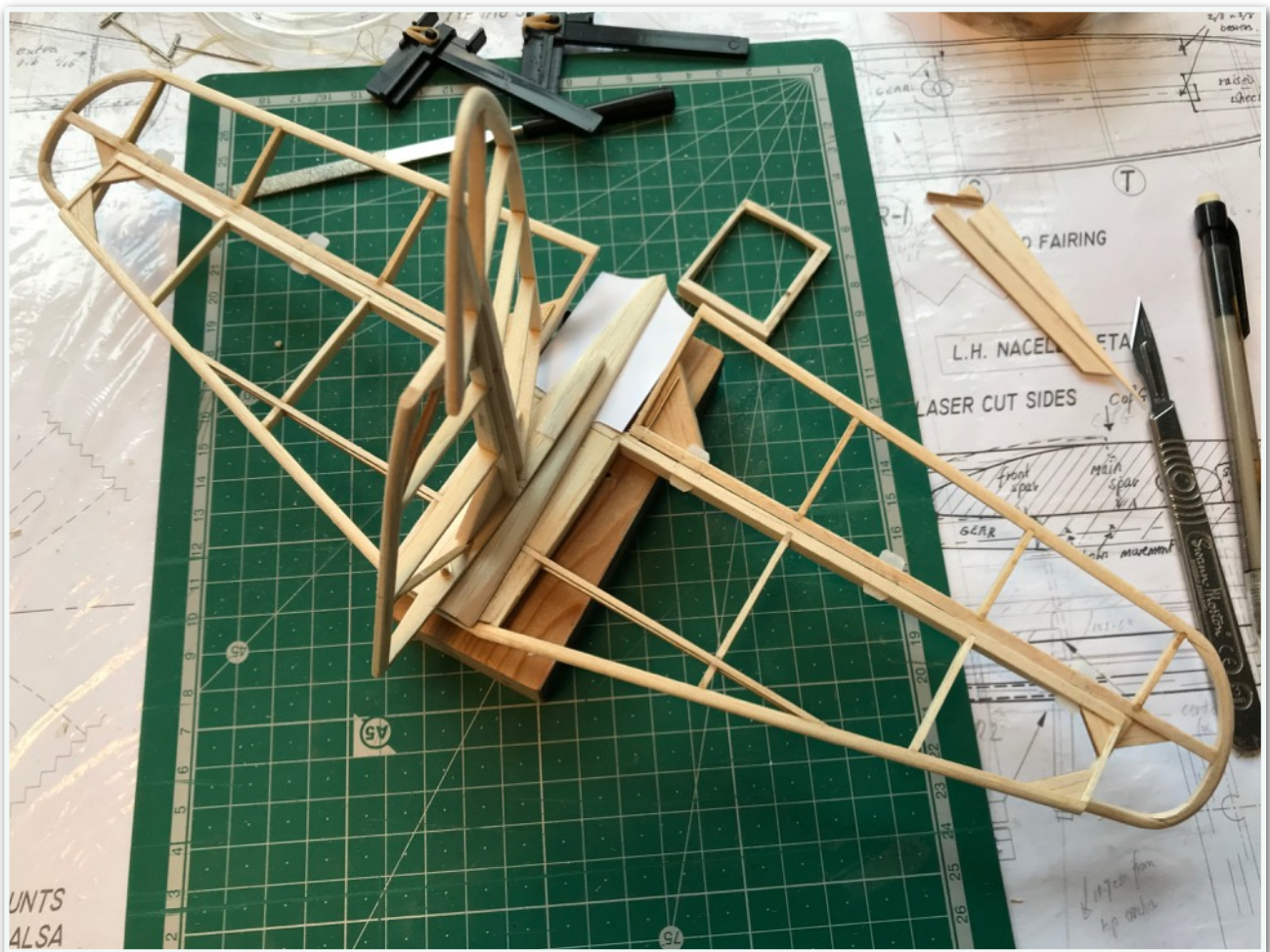
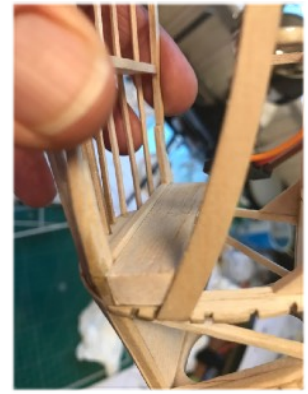
This damaged several lower front stringers through rough handling. So next I sheeted the lower first bay with 1mm balsa over the stringers. This gave me the courage to cut through the false nose sheets and fit retaining magnets for the nosecone. Just two matched pairs for now with 1.2kg pull between the four. I may have to revisit that when I understand how the battery will fit.



Then on to final adjustments ahead of a trial fit and covering. The wing centre section leading edge needed a fair bit of work to ensure it is close and square to the fuselage sides and nose floor. Fiddly and challenging, but diddly squat to be seen for it.

Finessed aileron fit and shape, adding the weird outer aileron pieces. Very '40's.

And, back to the tailset. The elevators were cut free and the hinge line sanded. Additional corner fillets were added in the hope of yielding twist resistance. The rudder had already been prepped for hinges, but I decided to add an upper leading edge fillet in the fin too.

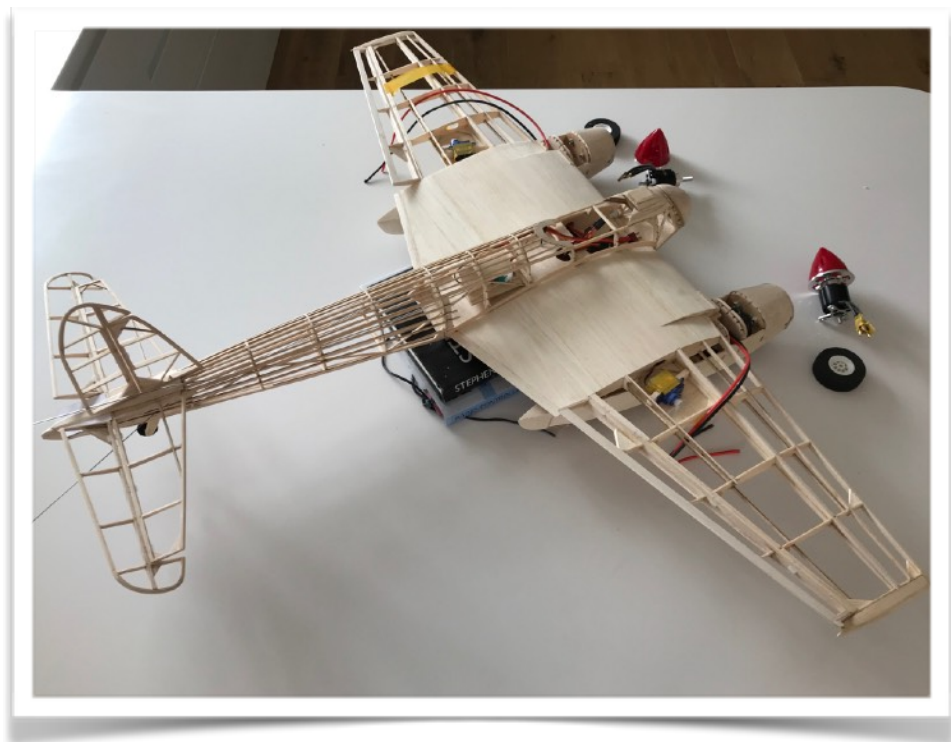


All moving surfaces have been hinged and attached to one side.

Finally, a lot of final shaping and sanding of flying surfaces, plus provision for all 4 wing leading edge radiator simulations. Then used sanding sealer and more light sanding on all of the solid block parts, including the wing tips. I am assuming that all these will be better painted than poorly covered.

I also spent an inordinate amount of time trying to figure out how the canopy fits the nose and how I can use it as a hatch. So far with no conclusion.

But, at this point I am pretty chuffed to have converted a dozen laser cut sheets (several untouched) into half a dozen co-ordinated components. After this its going to get tricky!



Still a few challenges with the final build/covering sequence and battery fitting/ CofG/canopy attachment.