

YT (ESM) Hurricane Refurb,

Part 1

A start on the refurb photos and wordy bits.

Elevators were taken off, including the joining wire - I didn't want an exposed elevator control horn so I needed to silver solder an internal horn to the wire and then run pull pull to it.

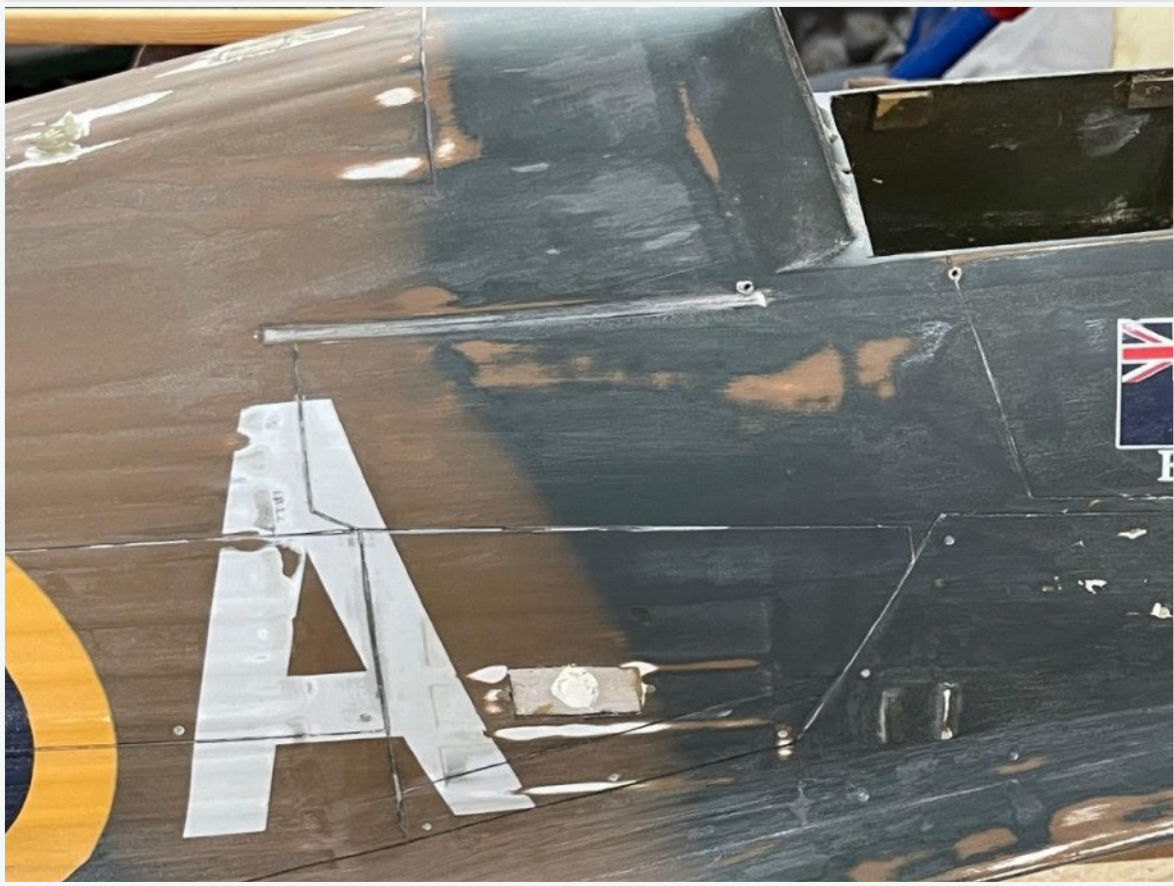


Started rubbing down the fuse to get rid of the thick fuel proofer that had been applied (see previous photos for the poor finish). I sort of like it like this, dry brush some aluminium paint onto the forward white highlights?



Fuselage - nearly finished with the rubbing down:





Next up was to make a start on the fitting of the new bulkhead to take the Laser 200i. As with the ESM Mustang (Laser 160i) the front of the fuse needed to be removed and the new bulkhead located about 80mm further back. Now this presented an issue, unlike the Mustang the Hurricane has quite a sharp taper on the nose which meant that if I just cut off the existing bulkhead I couldn't then just slot the new one in further back as it has to be larger than the hole left by the old one (the taper on the fuse). Plus I wanted to keep as much of the exiting nose in front of the new bulkhead in place to allow for the glassing overlap to give it strength as you can't easily get behind it to glass from the back. With me so far?? So this is what I've done.

Existing bulkhead cut off with panel saw:



I then cut back the top half of the fuse so that the new bulkhead can slide down from the top:



The new bulkhead (12mm ply) will sit in front of the former you can see in the last photo by 13mm so to give more strength to the top half where I've cut the fuse back I cut a backing former



Which was then epoxied to the fuse and to the existing former (fuse is inverted in the next shot):

