## De Havilland Hornet build, part 12

Still in search of the ideal size and position for a 2S battery to yield the correct CofG, I started covering with silver solite.

I added cardboard air scoops, inboard of the nacelles, and prepped and painted all those fiddly pieces so difficult to cover, as well as adding additional support where the covering required support.



It's the first time that I have attempted covering a fully constructed airframe. I hope that its the last!

The nacelles are too insubstantial to rest the plane on the worktable; the legs/retract mechanism too feeble to take an idiot leaning/applying pressure to covering; the constructed aircraft doesn't rest happily on the Robart stand I use and the only safe handling points are the wings at the leading edge between the nacelles and the fuselage...where cardboard air scoops live.

Most of the body and nacelles is made up of 1/16" (2mm) stringers.

So, several repairs along the way.



Which is when I learned that a 2s 2200 battery would balance the aircraft, if it was set back as far as possible to the rear of the wing. Nice thing about that is no decision necessary - it could only go beneath the wing.

Where, naturally enough, there is no substance at all.



Another plus. The natural bay in the belly would be just wide enough for such a battery. With only the keel and 3 formers needing 'modification'. There is almost enough depth too.

First I strengthened the side stringers that would line the battery bay.

Then I hacked out the formers and added an access hole for power wiring.



Stripped covering, and bent and fitted side pieces. Effectively constructing a D box on each side:



Thin sheeting over the nose belly and at the aft of the battery bay, covered and done.



A cockpit hatch remains desirable, as the only possible access to the receiver. The body above the wing can be cleared of cables and obstructions although the canopy itself is made of very flimsy plastic.



The shell of the cab is a very tight fit to the body sides and back.



It has a very flexible balsa, paper and tape latch at the front which clips under the upper fuselage. A prod through the nose releases the catch.

Of course, breeze over/ through the canopy may do the same.



Having first checked the Rx connections, the canopy is glued to the sides of the cab shell. Some silver Solartrim front and back may help fight the breeze. Otherwise wee Charlie is in free flight to a turnip field.

Whilst the cab is theoretically removable, the tape would make refitting it a non trivial activity.



Finally, decals. Easy and beautiful on Solite, ridiculous over the yellow tissue. All sealed and doped with EzeDope, the mere suggestion of water (actually 5% EzeDope solution) and the tissue wrinkles, taking the decal along for the ride. Especially challenging because the decals won't slide fit over the tissue, just wrinkle, crack or both.

Ah well, I tried. And, I have to say, I'm pretty pleased with the model.

Settling on a 2s2200 battery for balance, and adding structure beneath the wing to house it, all up the Hornet is weighing in at 714g (1.6lb). Considerably more than my target 600g.

If it flies, I will post a video.



So, whilst I underestimated the task, this has proven to be a thoroughly enjoyable build. Nothing lost, it was a cracking experience to get this far.

If the model survives its first flight I will add the armaments and investigate how to swap to the 3 blade props I have for it. I have't yet been able to source 3 blade spinners, and gave up on 4 blade with one contra-rotating.

Meanwhile, I am looking forward to tackling the VMC Gloster Gladiator, reworked from the Aerographics kit and with instructions from Chris Long on rc conversion.

After building our 2023 Club competition model, a Hanky Planky, of course.