

and the supplied reinforcing plate for the wing bolts, and the wing is complete. Before gluing the wing bolt plate in place I bolted the wing in position and checked the alignment with the fuselage and tail. Bolting the wing on using the pre-drilled bolt holes in the trailing edge of the wing, I measured from each wingtip to the rudder-post at the rear and was very happy to find that the dimensions were less than 2 mm different, again showing that the airframe has been built very straight. Following a tiny position adjustment to get the two dimensions the same, I tightened the wing bolts, re-checked and then ran thin superglue around the bolt reinforcement plate.



Optional West Eurotech 52 T1 'Curare Special' engine with matching Genesis tuned pipe and manifold

Body Work

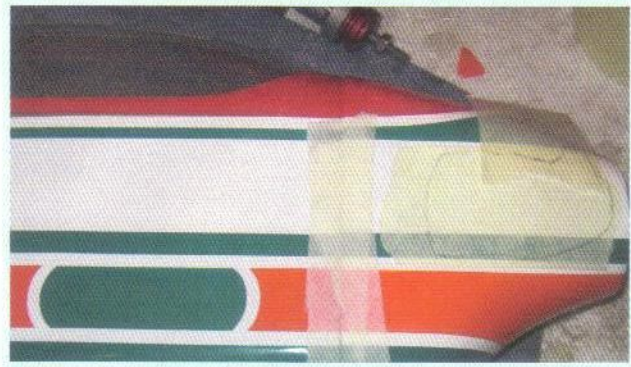
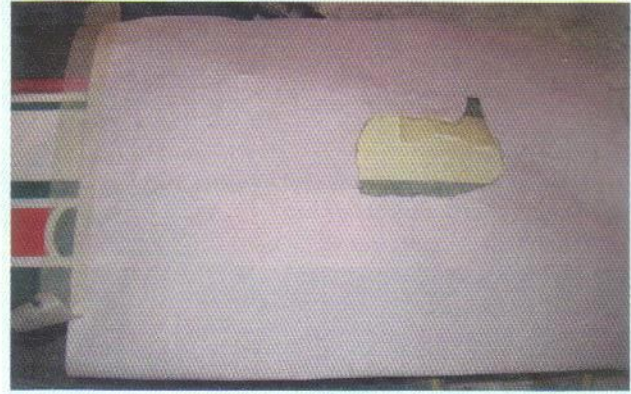
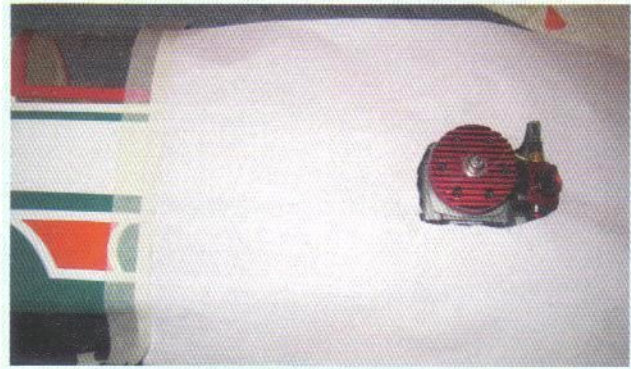
Moving on to the fuselage assembly, I started with installing the nose leg retract unit. Using a sharp blade, I cut the film away around the opening and ironed down the edges. I then sealed the exposed wood and film edges with laminating epoxy; it had already been sealed with something at the factory, but I wanted to make sure no oil got in under the film. Hardwood bearers are pre-installed to take the retract unit so it was a simple job to screw the unit into position, cut the leg to the correct length and attach the supplied axle and wheel. The model sits on the undercarriage with a pronounced nose down attitude, which is very helpful to prevent bouncing on landing, but it can produce issues with take-off, requiring a lot of elevator to un-stick, resulting in a sudden jump into the air. I reduced this as much as I could by adjusting the leg lengths but I was restricted by the wheel well locations, needed to enable the undercarriage to fully retract. One other issue encountered was that the nose wheel will not fully sit within the depth of the wheel well, protruding below the fuselage underside by a few millimetres. There is nothing that can be done about this other than fitting a smaller nose wheel, which would increase the nose down stance and give problems in use, particularly if flying off grass as I do. The depth of the wheel well is restricted by the tank bay above it so it could not be increased. This is not a major issue for me, and I suspected that it probably wouldn't be noticeable in flight anyway.

I decided not to set up the nose wheel steering but to fix the nose leg to centre by tightening up the centre grub screw. I have never been a fan of nose wheel steering as I fly off grass, which tends to give the steering mechanism and servo a battering. As it turned out the model steered perfectly adequately on the ground with just rudder.

Next, I installed the engine. Two 'T' bar plastic engine mounts are supplied which fix with bolts and blind nuts pre-installed in the front bulkhead. Side thrust and engine offset are all then preset. I then measured the cowl length to determine the required dimension from front bulkhead to motor prop driver and bolted the motor to the motor mount to suit.

As mentioned earlier, if you choose electric power there is a supplied pre-assembled motor box that bolts to the same bolt positions on the bulkhead.

To fit the cowl, a cut out will need to be made to clear the cylinder head, carb and exhaust manifold. This can be a tricky



Cutting out a neat hole for the engine and carburettor using a paper template and transferring the shape developed to the glassfibre cowl