

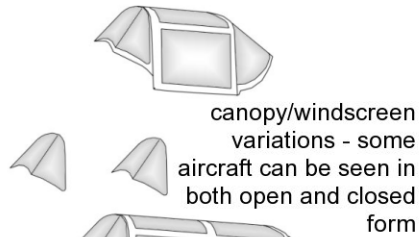


engine variations :

Renault 4P (top) usually has small oil reservoir with built-up oil cooler.

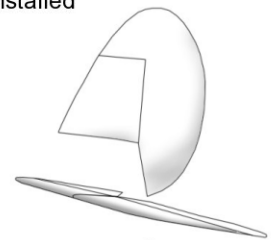
De Havilland Gipsy Major (lower) usually has large oil reservoir.

Blackburn Cirrus (not shown) as Gipsy Major but with 4 separate exhaust stacks



canopy/windscreen variations - some aircraft can be seen in both open and closed form

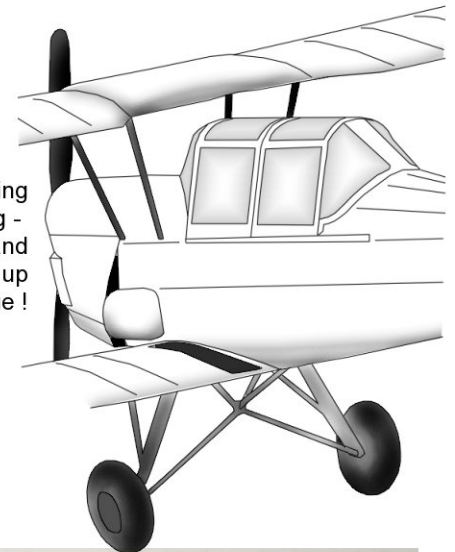
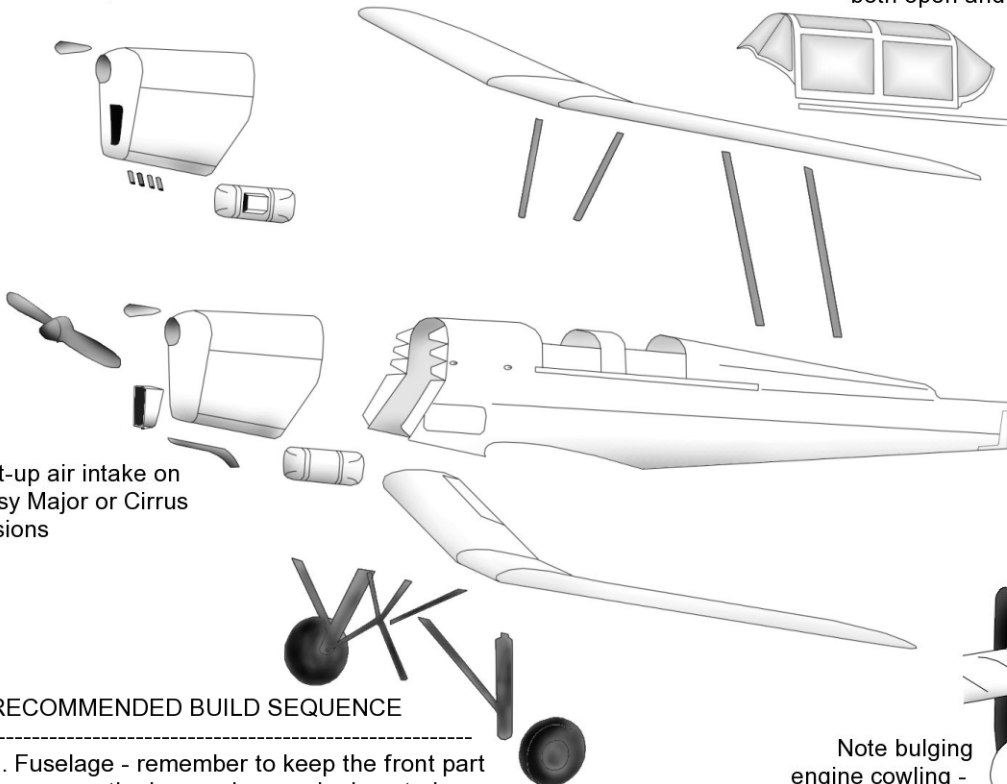
sliding canopy guiding rail - sometimes retained when open cockpit windcreens are installed



tailwheel fork mounts over rear fuselage



built-up air intake on Gipsy Major or Cirrus versions



Note bulging engine cowling - both top and bottom line up with fuselage !

RECOMMENDED BUILD SEQUENCE

1. Fuselage - remember to keep the front part open so the lower wing can be inserted afterwards.
2. Horizontal and vertical tail - attach to fuselage.
3. Cockpit interior and windcreens or canopy.
4. Lower wing - attach to fuselage - close front part of fuselage.
5. Wing struts - attach to lower wing.
6. Top wing - attach to wing struts.
7. Struts between fuselage and top wing.
8. Oil reservoir, engine cowling and propellor.
9. Undercarriage.

