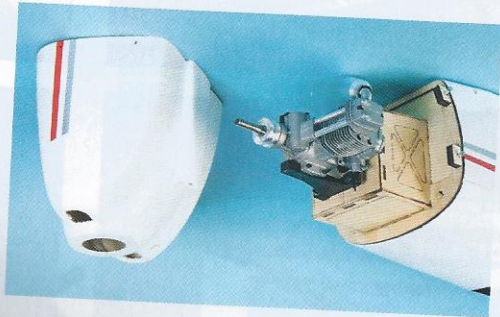


Cutting a cowl

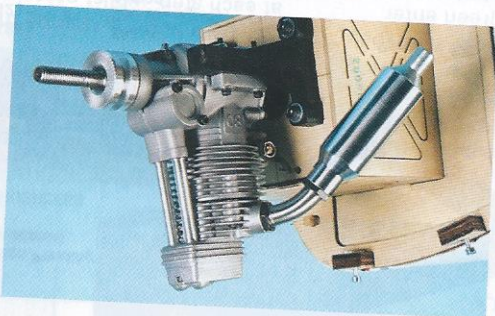
TIDY WORKMANSHIP IS KEY TO MAKING YOUR ARTIF STAND OUT FROM THE CROWD AND THERE'S NO GREATER TESTAMENT TO YOUR BUILDING SKILL THAN A NEATLY CUT COWL



1 In much the same way as a hacked or bodged cowl, a tidy, cleanly cut example says a lot about the builder. Often, bad workmanship draws the eye quicker than good. Why not take time to produce an example to be proud of? After all, what's the hurry?



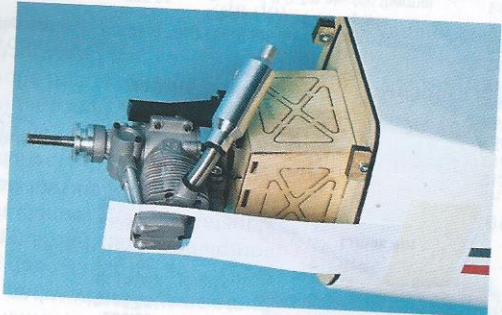
2 A mini drill is the essential tool here, cordless versions more so. You'll also need to have a cutting bit and a shaping attachment at the ready, along with some fine grit sandpaper.



3 Think about the holes you'll need to cut, noting that the sizes and positions of such will differ depending on the type (two- or four-stroke), size and make of engine you're fitting. Fit the engine to the model noting the correct distance from firewall to prop driver.



4 Fit the cowl (you may need to remove the engine to do this) and check (by transferring measurements) that the prop driver will clear the cowl nose ring when fitted.



5 Okay, let's start with the cylinder head. Produce a paper template incorporating a hole that fits neatly (with suitable clearance) over the cylinder head of your model. Secure the template against the side of the fuselage with masking tape.



6 Remove the engine (if necessary), fold back the template and refit the cowl. You can employ several templates at once if you prefer.