

If you find any of the bags containing these products unmarked, don't use it until you are absolutely sure what it is.

To help in their identification the Q-Cell type of Micro is white in colour and will flow almost like a liquid if you disturb it, whereas the other type of Micro, Expancell, is a light tan colour and can be squeezed into a ball much as you can with snow or dough.

Flox is off-white in colour and neither flows nor can be squeezed into a ball that will stick together. Flox is made up from very fine fibres rather than the spheres that make up Micro.

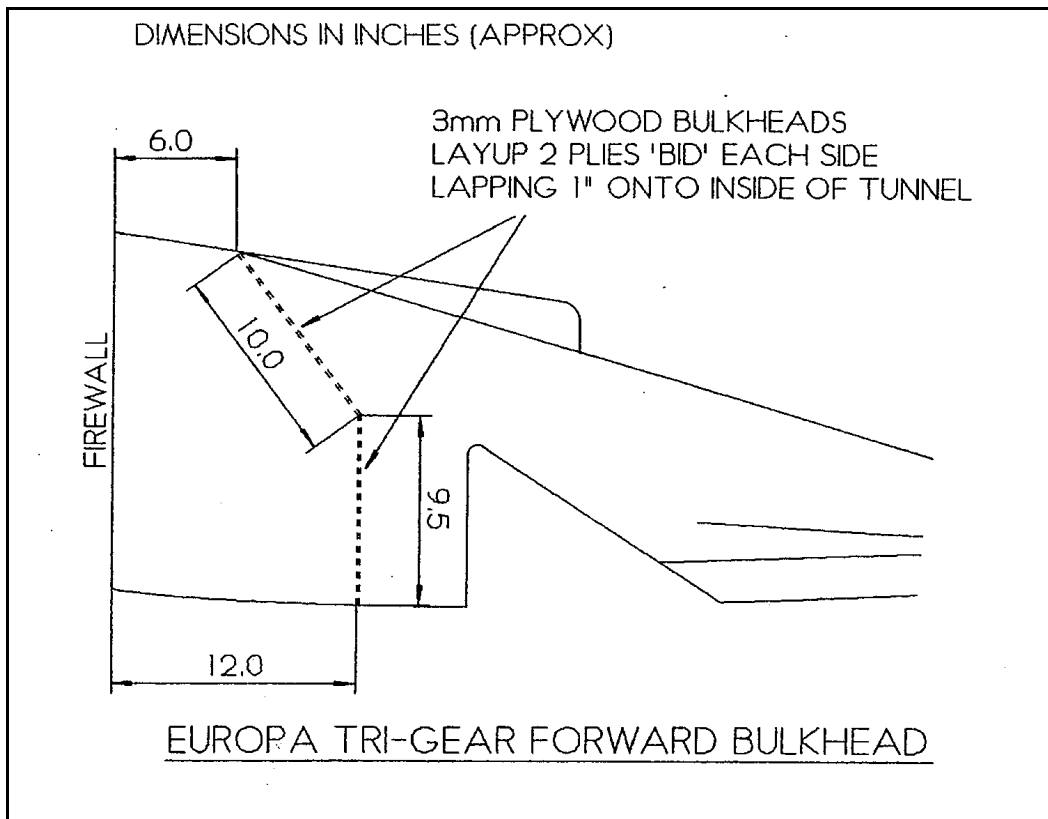
Fuel Filler:

The extended baggage bay modification (Mod 47) includes a new style of fuel filler assembly. This means that the old fuel filler cap and receptacle will become redundant and ideally should be removed completely. If you decide to leave the old filler cap installed, do make sure that you fit a locked cap or wire lock it such that it can't be opened and used inadvertently.

XS Tri-gear Cockpit Module Bulkhead:

A glaring omission from the Tri-gear build manual (to be corrected in the forthcoming manual revision) is the inclusion of a bulkhead in the centre tunnel of the cockpit module just aft of the nose gear mounting frame. The illustration below shows the bulkhead's location in the central tunnel. Note that the bulkhead is made up from two pieces of 3mm plywood.

Fig. 2



Tailplane Torque Tubes:

When building the Europa, you'll need to disassemble and reassemble the tailplane torque tube a number of times. The action of removing and replacing the pins holding the various parts together will quite quickly cause enough wear such that you may end up with a small amount of play. This small amount of play could quite easily result in excessive play between tailplanes after the aircraft has been in service for a while.

Continued on Page 12