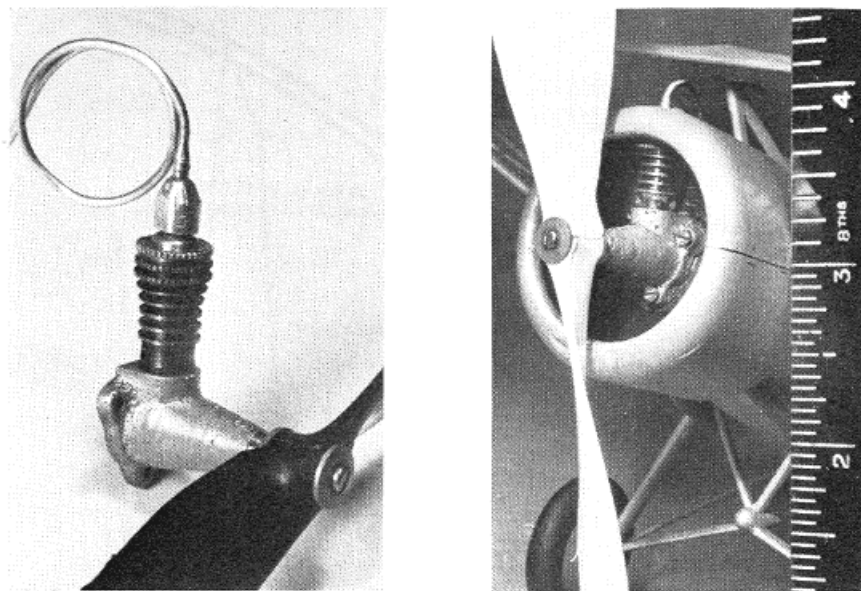


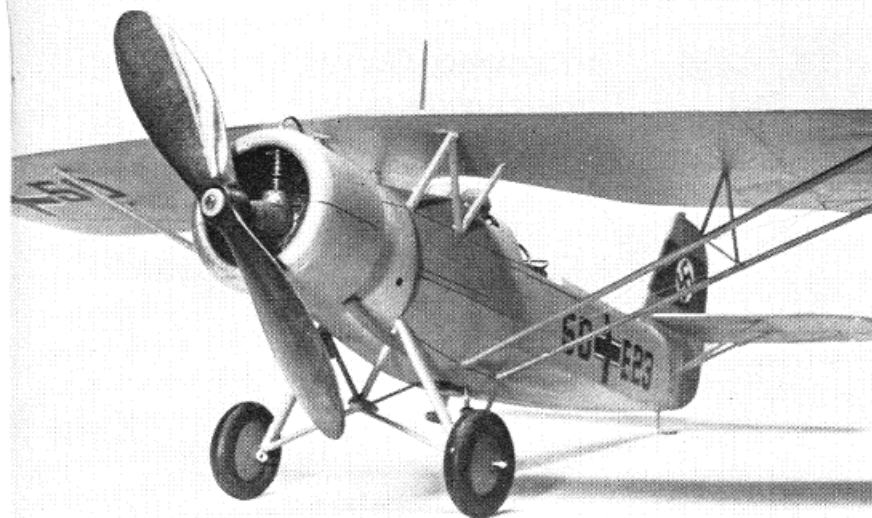


Having said this, there are nevertheless occasions when the flight capsule can only be built into the framework in an inaccessible position, and if the gas pipe is then permanently attached to the engine, it becomes impossible to change the engine unless you have some spare cylinder heads which you can leave attached to the permanently installed gas pipe.

To overcome this problem I have devised a simple means of attaching and detaching the gas pipe from the cylinder head requiring no machining, and the details are shown on page 15.



Above left and immediately left: Two views which illustrate the Author's conversion of the cylinder head for practical operation in more than one model. The conversion uses parts of a Davies Charlton aluminium needle valve assembly as sketched on previous page. Above right: Almost actual size view (note ruler) of the Heinkel He 46 with the Williams Brothers nylon prop supplied with the engine; and above opposite: Doug McHard's specially carved wooden propeller, which improves performance. Immediately right is the Heinkel being charged, using the Brown charging unit with a standard British Sparklet bulb, the flight capsule fitted in this case to the rear cockpit.



If you have some modest workshop facilities an even neater job can be made using a section of brass 6 BA bolt drilled and then soldered over the cylinder head tube and a 6 BA tapped length of thick-wall brass tube with a 6 BA screwed insert in the top end in place of the aluminium needle valve sleeve.

Make sure that the soft PVC washer is a tight fit within the sleeve. It is also important to ensure that the washer faces are cut parallel and flat—use a

