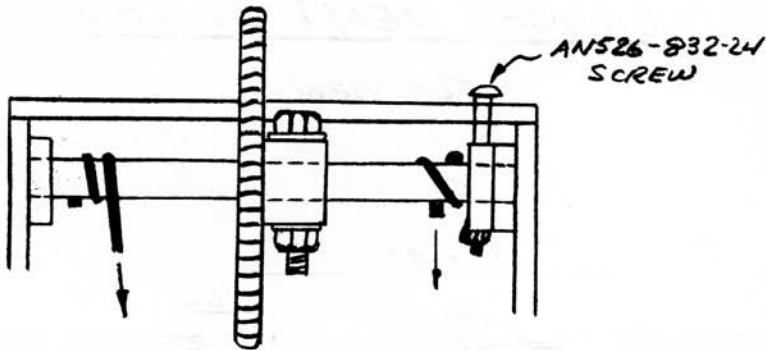


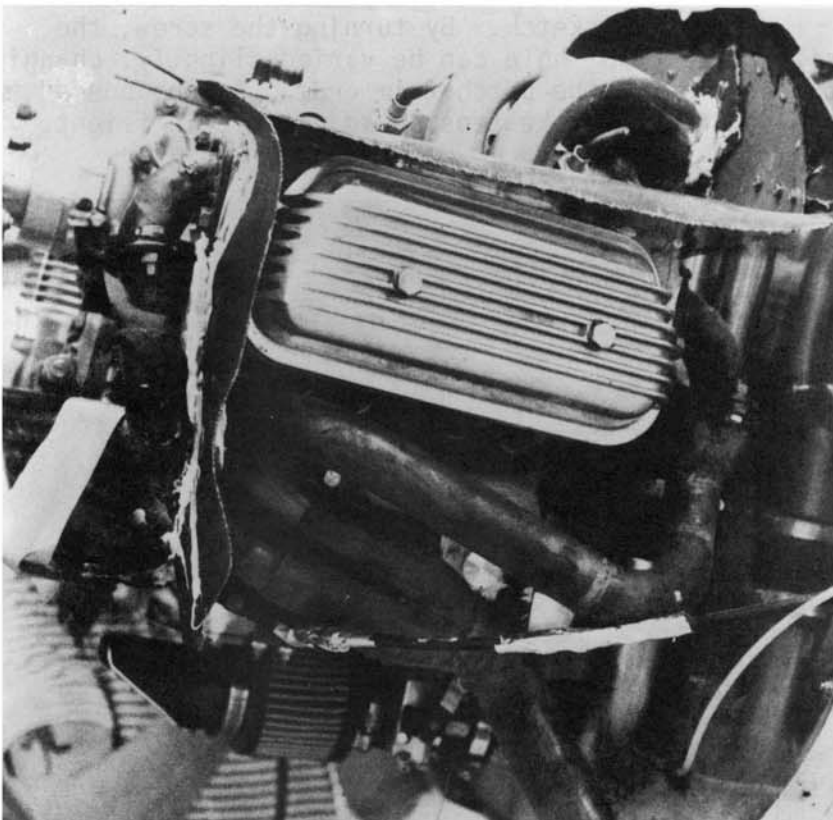
PITCH TRIM TENSION
ASSEMBLY



TRIM WHEEL
(LOOKING FORWARD)

EXHAUST SYSTEM MOUNTING

The exhaust pipe exits the cowling next to the cowl flap. In traveling from the cylinders to the exit, the exhaust system will enter and exit the baffling. These holes must be closed up to prevent air leaks, and consequent reduction in cooling. Also, the warm exhaust pipe must not come into contact with fiberglass or any of the engine controls, so use asbestos where necessary.



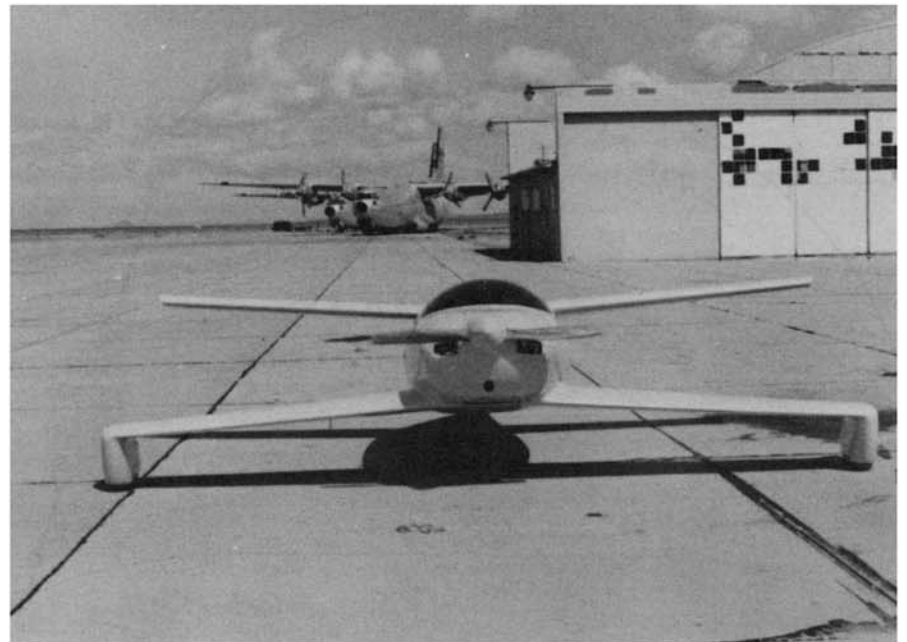
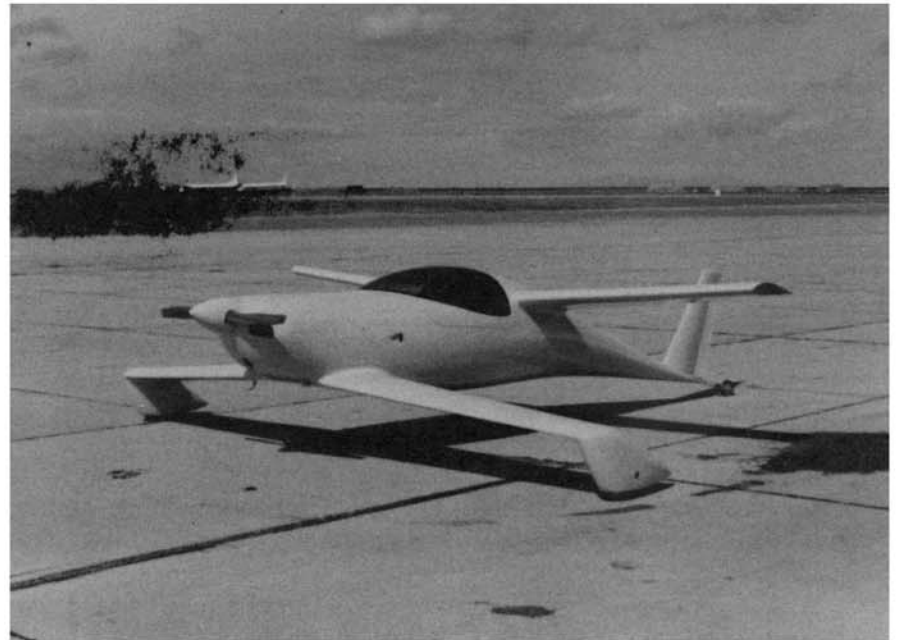
PAINT AND FINISH

You are now ready for finishing and painting your Q2. Refer to Chapter 3 for recommendations on the finish and paint. Your aircraft may look like the aircraft pictured here, but you still have a ways to go in order to achieve a sparkling surface finish that will turn heads at all the airports you will be visiting.

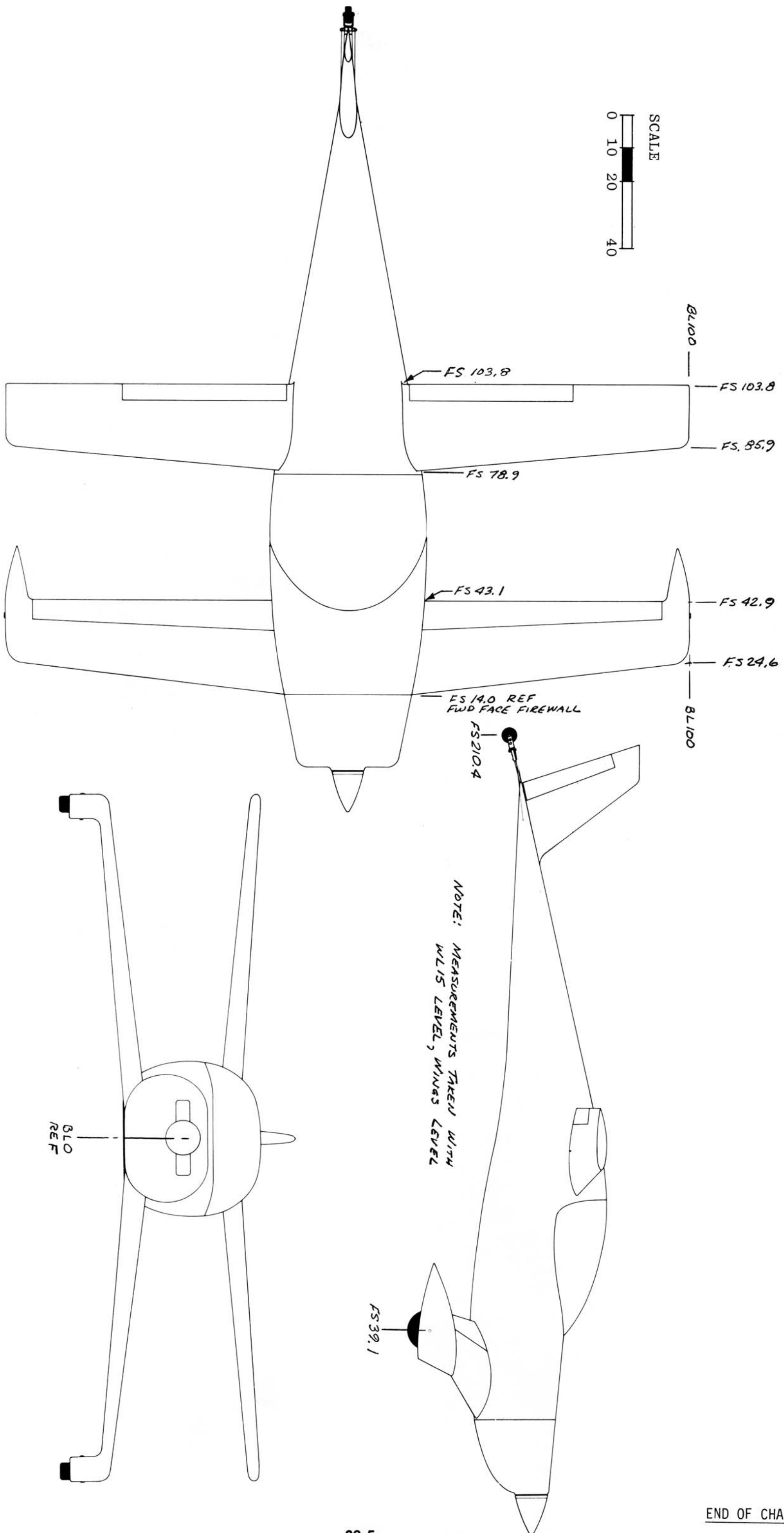
Q2 GEOMETRY

On the following sheet is a three view of the Q2. On it has been indicated the important aerodynamic and geometric references. These have been expressed in terms of your old friends WL, BL, and FS. They represent the geometry of a Q2 built properly from these Q2 Construction Plans. Please check them against your aircraft looking for any major discrepancies. (See Q2 Pilot's Manual.)

It is necessary to mark WL15 location somewhere inside the aircraft for weight and balance measurements.



Congratulations on completing your very own Q2.



SCALE
0 10 20 40

NOTE: MEASUREMENTS TAKEN WITH
WLIS LEVEL, WINGS LEVEL

END OF CHAPTER