

**TRETER HEAD FOR START FINING**

**FLAPPING BLADE HEAD FOR THE FIRST TIME**

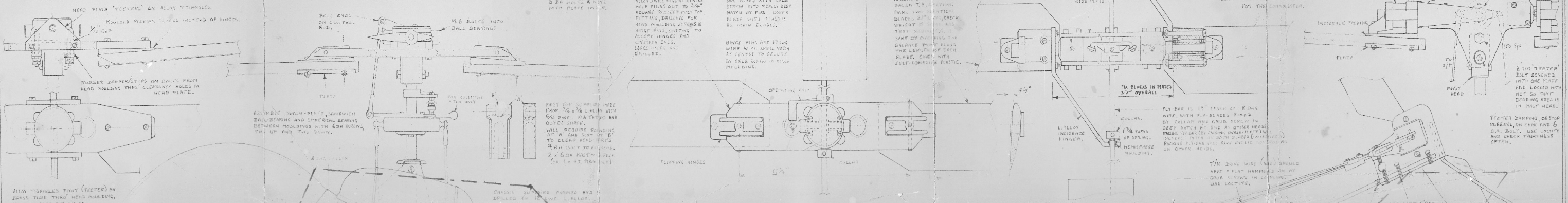
BLADES ARE FIXED TO ROTOR HEAD WITH 5 BA BOLTS & NUTS WITH PLATE UNDER.

ROTOR HEAD PLATE 6" LENGTH OF 3/4" x 1/4" ALLOY. REQUIRE CENTRE HOLE FILLED OUT TO 3/4" SQUARE TO CLEAR HULL TOP FITTING. DRILLING FOR HEAD MOUNTING SYSTEMS & HINGE PINS, CUTTING TO FIT HINGE AND CHAMFER ENDS. LARGE HOLE W/ CHAMFER.

FIX MODIFIED FLY-BAR TO FLY BAR (10" LENGTH OF 2 SWG W/IC) WITH ONE SCREW INTO REALLY DEEP INDIAN AN END. COVER BLADES WITH 7" HUBS & CHAIN BOLTS.

MAIN SCREW SHALES ARE MADE FROM 1" x 1/4" HARDWARE AND 1" x 1/4" BALLS T.E. SECTION. MAKE THE HINGE BLADES 20" IN LENGTH. WEIGHT IS 100 GRAMS. YEAR 2000 IS SAME BY CHANGING THE BALANCE POINT. BALANCE POINT IS THE LENGTH OF EACH BLADE. ONE WITH SELF-NUTTING PLASTIC.

**COLLECTIVE PITCH HEAD FOR THE COMMANDER**



ALLOY TRIANGLES PIVOT (TRETER) ON JUMPS TUBE THRU HEAD MOUNTING. FLY BAR FITS IN INSIDE. PIN BOLTS, DRILLING HOLE, AND BOLTS FITTED AS IN FLAPPING BLADE HEAD.

ASSEMBLE WASH-PLATE, SANDWICH BALL-BEARING AND SPHERICAL BEARING BETWEEN MOUNTINGS WITH 6 BA SCREWS, THE UP AND THE DOWN.

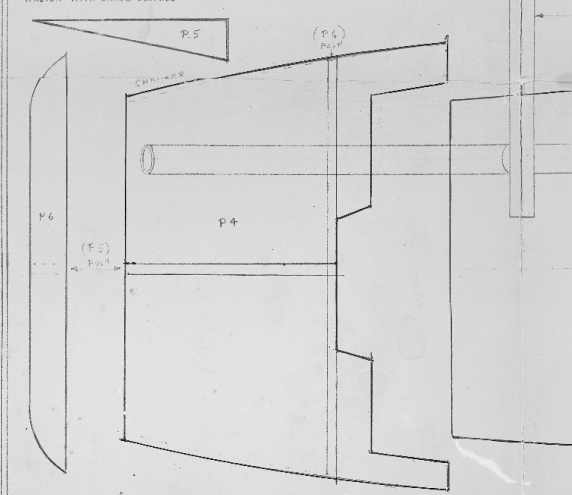
PISTON SUPPLIED MADE FROM 3/4" x 3/8" LILLY WITH 3/16" BORE. IN A THIN AND QUICK CHANGE. WILL REQUIRE BONDING AT A AND LAST AT B TO CLEAR HEAD AREA. HEAD ONLY TO BE USED. 2 x 6 BA PISTON (ON 1 x HT PLAIN W/IC)

CHASSIS SUPPLIES FORMED AND DRILLED IN 16 GAUGE ALLOY.

S/P CONTROLS VIEW ON A (FOR COLLECTIVE PITCH VERSION SEE RIGHT HAND SIDE OF THIS DRAWING)

SCALE TYPE SERVO MOUNT MAKE FROM FLY OR LIGHT ALLOY. DIMENSIONS TO SUIT RADIO GEAR.

ORIGINAL RADIO TRAY (EASIER WITH LANCE SCREWS)



- CABIN. MAKE P1 - P6 FROM 1/4" PLY.**
1. FIX P1 TO CHASSIS WITH 2 SWG COLLARS AND ONE 4 BA HEAD SCREW.
  2. FIX P2 TO P1 WITH GLUE & TA CHASSIS WITH AND SCREWS.
  3. FIX P3 WITH TUB (EASIER TO FIT TO P1. (TUBES WILL BE CABIN FINING & REMOVAL)
  4. GLUE P4 & P5 TO P6 AND CLIP TO P2. WHILE GLUING TO P3 WITH GLUETS.
  5. GLUE P4 TO EDGE ON P5 AND ON CHAMFERED PART OF P4. ALSO P4.
  6. WHEN FINING, WASH ROUND & GLUE TO P3.
  7. MAKE UP HEAD TUBE TO SUIT RADIO.
  8. USE DRAIN COUPLER TO FIX CANOPY TO TOP OF CABIN. ALLOW TO SET THEN FIX FRONT.

**WIRE SCHEDULE**

|     |                  |        |  |
|-----|------------------|--------|--|
| W14 | UNDERCARRIAGE    | 2 SWG  | 2 LENGTHS (OR 3 IF BUILT IN 2 SWG SECTION) |
| W56 | FLY-BAR          | 2 SWG  | 2 LENGTHS                                  |
| W7  | ARM              | 12 SWG | 1 "  |
| W13 | "                | 14 SWG | 1 "  |
| W12 | T/R DRIVE        | 16 SWG | 1 "  |
| W29 | T/R CONTROL LINE | 18 SWG | 1 "  |
| W10 | SHOULDER STOP    | 20 SWG | 1 "  |

MAKE FROM 1/4" BRASS T.E. SECTION & COVER AS MAIN BLADES. BIND WITH THREAD & BAILING TO WIRE BUSH.

**GENERAL NOTES.**

**CONSTRUCTION.** IT IS PROBABLY THE ENGINE AND TRANSMISSION. THEN MAKE UNDER CARriage AS IT IS EASIER TO COME TO THE CABIN WITH THE FUEL TANK. THE TUB WITH THE BOOM IS TO REAR. THE PING WIRE FIRST. BIND W/6.67 TO SHARP AND POSITION. MAKE JOINT AREA FIN AND BY T/R GEAR MOUNT. LIGHTLY SOLDER W/13 INTO POSITION AND THE FLOWERS 1/4" OF W/3 AND (GIVEN) THEN BIND AND LINE PROPERLY. PROGRESS REVERSE WITH BINDING & SOLDERING. REMEMBER SOLDER 1 NEW OR YOU WILL HAVE A C/G PROBLEM.

**FLIGHT.** GENERALLY ACCEPTED MADE IS ENGINE T/R ON LEFT SIDE (FALL WITH FORWARD & INCLINE T/R PITCH WITH LEFT) TIGHT STICK FOR CYCLIC, RIGHT LOWER RIGHT OF SURVIVAL, FLIGHT.

**SETTING UP.** ALL CONTROLS & MOTOR HEAD MOVEMENTS WILL BE LEFT. 1/2" SHALES OF 2" THAT MUST BE LINE FORWARD WHEN MODEL IS HELD BY HAND. MAKE SO FOR WINDY CONDITIONS.

ROTOR HEAD BALANCE IS VERY IMPORTANT. FOR FITTING TO CENTER LEFT OR ON WIRE HELD UNDER FLY BAR AS CORRECT BY ADDING EXTRA COVERING MATERIAL TO LIGHT BLADES. PAINT BAL WITH A DIFFERENT COLOR.

**TEST FLIGHT.** IT IS BEST INITIALLY TO HAVE AN ASSISTANT TO HOLD THE BOOM WHEN TRYING. USE A BARE CORD WITH A LOOP OF ELECTRIC STRAP.

THESE MAY BE SOME CLUTCH DRUG EVEN AT 1000 RPM. MEASURE Rotor AND OPEN UP SLOWLY, BUT NOT TO LIFT OFF.

**NOTE TRACKING (WHICH TIP IS HIGHEST AND SHOULD LATER BY SHARP TURN) AND NOW, WHEN ALL THE HORIZONTAL AND CYCLOPIC FORCES HAVE LATER THEMSELVES OUT, THE ROTOR FALLS THE WASH-PLATE ANGLE AND PROVIDES A THRUST IN THAT DIRECTION. YOUR EFFORTS AT BALANCE WILL BE APPARENT. RED TAIL CLIMB FROM HULL BELT IN TAIL. CHECK THE MODEL AT THIS STAGE. CONTROL MOVEMENT DEPENDS ON TASTE, ROTOR-SPEED AND WEIGHT. LIFT OFF SHOULD BE AT 1/4" THROTTLE. FIRST FLIGHT.**

A HARD FLAT SURFACE IS ESSENTIAL FOR THE FIRST ATTEMPT. OPEN THE THROTTLE VERY SLOWLY AND JUST BEFORE LIFT OFF YOU WILL BE ABLE TO ROCK THE MODEL WITH THE CONTROLS & STAY IN ALL DIRECTIONS. ADJUST THINGS SO THAT THERE IS NO RESISTANT BING, EXCEPT A SLIGHT FORWARD ONE AS THE MODEL SITS. A QUICK BIT MORE THROTTLE AND IT'S UP - THEN YOU HAVE TO 'JERK' THE CONTROLS IN THE APPROPRIATE DIRECTION (YOU SHOULD NOT KEEP A CONTROL ON) THE TERN WILL KEEP AN UNSTABLE THE MODEL WITH YOU. IT IS EASIER TO FLY INTO A STRONG WIND, BUT DON'T LET THE MODEL GET BEHIND YOU.

**GOOD LUCK WITH A NEW EXPERIENCE**

**MORLEY MK 2C**

MODEL HELICOPTER FOR FOUR CHANNEL RADIO CONTROL AND 35 TO 45 ENGINE.

FLYING WT 7 LBS. ROTOR 45" DIA

DESIGNED BY J.B. MORLEY 403 WOODHAM LANE WOODHAM WEYBRIDGE SURREY

PLAN #2-20 (POST FREE UK)