

Morley Helicopters

In case of difficulty contact us direct

Morley Helicopters Ltd
West Entrance - Fairoaks Airport
Chobham - Woking - Surrey
GU24 8HX - England

Fax and Phone: +44 (0) 1276 856292

Email: morley@carbon.fttech.co.uk

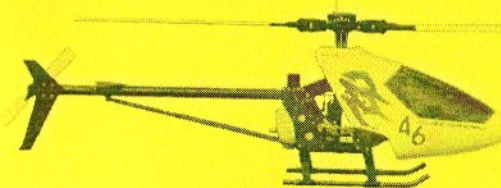


Your local Morley Dealer

**MH
DESIGN**

Morley Helicopters

Catalogue and Information Pack



*Inside - the
new F1 Carbon*

46

Summer 1997

**MH
DESIGN**

ABC R/C Inc, Plymouth
01752 260060. *Stu Smiley*

Addlestone Models, Addlestone, Surrey
01932 845440. *Neville Smith*

Alans Model Shop, Whitley Bay
0191 253 3682. *Alan or Cameron*

Antics, Cardiff
01222 229065. *Jon Sanders*

Antics, Gloucester
01452 410693. *Gary Phipps*

Ashton Models, Ashton u Lyne, Lancs
0161 330 1137. *Roy*

Bagnalls Models, Stafford
01785 223349/50. *Laurence Adnitt*

Barneys Models, Kings Lynn
01553 764540. *John Riches*

Blackburn Model Supplies, Blackburn
01254 265358. *Keith Turner*

Border Model Centre, Brampton, Cumbria
01697 741090. *Tony Rees*

Brentford Radio Control Centre, Brentford
0181 560 6856. *Eric Falkner*

Colchester A1 Models, Colchester
01206 572094. *David King*

Flying Models, Leeds
0113 264 6117. *Andy Femae*

Formby Models, Formby, Merseyside
01704 870432. *Steve Newey*

Fred Coulson Models, Bristol
0117 971 6522. *Fred Coulson*

Galaxy Models & Hobbies, Ipswich
01473 729279. *Gary Western*

Hobby Corner, Wrexham
01978 355231. *Kerin Taylor*

Hurricane Models, Broxbourne, Herts
01992 447346. *Alan or Neil*

John White Models, St Helens, Merseyside
01744 752204. *John White*

Maple Models, Luton, Beds
John or Steve Blake
01582 28435

Martin Briggs Models, Ledbury, Herefordshire
01531 635298. *Martin Briggs*

Midland Helicopters, Hinckley, Leics
01455 637762. *Trevor Wallinger*

*Contact these Guys first, they hold stocks or can
order from us for next day delivery!*

Morley Helicopters Authorised Dealers

**MH
DESIGN**

Welcome

Welcome to the latest Morley Helicopters Catalogue.

We hope you will find plenty of things inside these pages to interest you, we've tried to make this more than just a price list. You'll find advice on learning to fly, choosing a helicopter, maintenance, plus lots of goodies for your many loved ones to buy and shower upon you.

Read on and enjoy, and don't forget we're here to help. If you've got any questions please contact us or one of our nationwide dealers.

Index

Page 2 - Hughes 500E Body Kit

Page 3 - Learning to Fly

Page 4 - Accessories - DS Tape, Cable Wraps, Coloured Fuel Tube, Rx Strong box

Page 5 - The Fastener's Box

Page 6 - Choosing your first helicopter

Page 7 - Groundwork - Training Undercarriage, Float set

Page 8 - Got the shakes? - Blade balancer, Blade Caddies, Fluorescent tracking and blade covering tape

Page 9 - Who's afraid of CCPM?

Page 10/11 - F1 Carbon 60 and F1 Carbon 46 machines

Page 12 - Maintenance tips

Page 13 - F1 Carbon mechanics

Page 14 - Maverick and Maverick XR

Page 15 - Upgrade Parts - Ballraced mixer slider, Double ballraced tail bellcrank, Skeleton tail surfaces, HD Clutch Bell, M3 Finishing Caps, Steel pinions

Page 16 - Tools - Ball ended drivers, Allen Key Set, 3 pc and 10 pc spanner sets

Page 17 - Tools - HSS Drill Set, 10 pc Needle File Set, Ball Link pliers

Page 18 - Tools - 6 pc and 11 pc Precision Screwdriver Set

Page 19 - Tools - Socket and Ratchet Set, Thread Tapping Set

Page 20 - Ray's Helicopter Manual

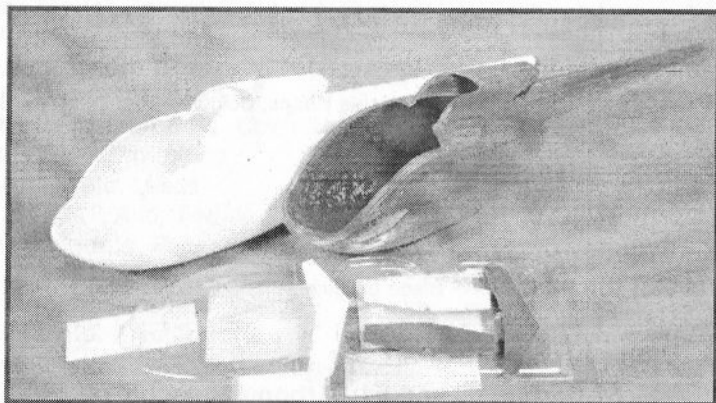
**MH
DESIGN**

Hughes 500E Body Kit



For Maverick
and XR
Mechanics

Manufactured from high quality polyester resin and superb Gelcoat



A very well priced and superb looking body conversion kit which includes all die-cut woodwork, clear screens etc. No visibility problems with this body, it's large! Easy access to mechanics, available in red or white. Other mechanics can be fitted with some modifications.

*Compare our terrific
value for money body
kit prices with others!*

Code: H500CW (white)
or H500CR (red)

MH
DESIGN

Learning to Fly

Like any complex sport, learning to fly a model helicopter is not a skill that can be learned overnight. In fact it's a sad fact that well over half the newcomers who invest the money and time to put their first machine into the air give up trying, often at an early stage. Model helicopters are generally considered to be more difficult to fly than fixed wing models, yet many newcomers still expect to be able to hover and fly around almost immediately. Unfortunately, this is rarely the case.

So what's a newcomer to do to increase his or her chances of success? Probably the single most important factor is a ready supply of help and advice, so seek out your local Club, perhaps via the local model shop, and get yourself down to their flying field to see what goes on. Don't be afraid to ask for help, as any Club worthy of its name will gladly help - and gain a member as a result! With the Club's experience and knowledge behind you, first flights are likely to be in the hands of an experienced flyer, guaranteeing that the model stands the best chance of working with you rather than fighting against you when it's your turn.

But suppose there isn't a Club nearby, is it possible to 'go it alone' successfully? It certainly is, and many flyers have done just that - they may even be better pilots as a result, so don't let a lack of local help put you off. It is worth considering travelling to one of the many helicopter meetings around the country to get your model checked over and test flown by an experienced pilot, but after that you might just as well get on with it.

The first thing that you must master is hovering; since any flight has to start and end with the model hovering it's pretty vital that you get the hang of this! A training undercarriage is essential, it can be the crossed stick type or you can get a toy Hula Hoop and strap it to the undercarriage with tie-wraps and 4 x 8mm wooden dowels. Model helicopters are extremely easy to tip over, so don't think you can get away without this simple aid as it will pay for itself many times over in the first few hours flying.

For your first flights don't even try to lift the helicopter off the ground, concentrate on getting it 'light on the skids' and try to get a feel for the sticks. If you do lift off (accidentally or otherwise), pull back the collective/throttle stick gently and let it drift back towards the ground. Experienced fixed wing flyers may be at a disadvantage here as the natural reaction is to pull both sticks back, which puts the helicopter into the ground hard and tail first - the most expensive way to crash.

Once you feel that you have got some sort of feel, then try lifting the helicopter off the ground for a few seconds, but don't be tempted to try to control it if it seems to be getting away from you - put it down gently and let the training undercarriage take the strain.

Your only aim during these initial 'flights' should be to hover a few centimetres above the ground, keeping the tail straight towards you, and correcting any drift with the cyclic controls. Easy, eh?

MH
DESIGN

Morley Quality Accessories



Double sided tape

Superb quality double sided tape coated with a tenuous adhesive that's still easy to peel. In 1 metre lengths, 3mm and 4mm thickness.

Code: ACC/TAPE3

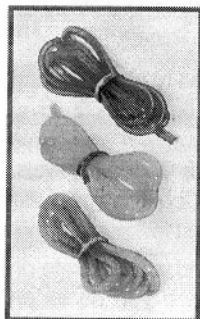
Code: ACC/TAPE4



Cable wraps

50 small cable wraps, ideal for securing wiring or restraining fuel tube.

Code: ACC/WRAP

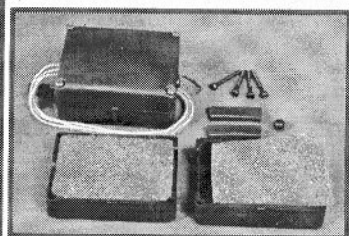


Coloured fuel tubing

High grade anti kink thick walled (2.5mm ID, 5.5mm OD) silicon fuel tubing manufactured to our specification, in Red, Green or Blue. In 1 metre pack or 3 metre pack (1M of each colour).

Code: ACC/SFT

Code: ACC/FT3



Receiver protection strong box

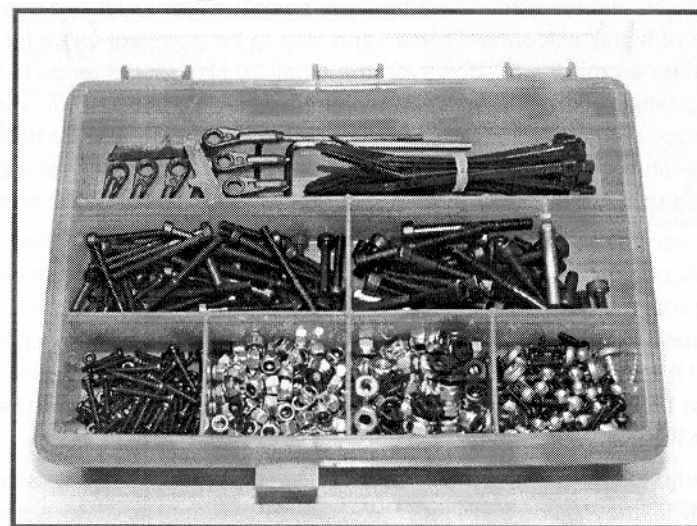
Save your receiver in a crash with this substantial box! Secured with 4 x 3mm cap screws, foam padded interior, rubber shutters to protect plugs and sockets.

Code: ACC/BBOX

MH
DESIGN

The Fastener's Box

Full of useful screws, nuts, washers, etc. Over 600 items



A selection of over 600 fasteners, featuring 3mm and 4mm Capscrews and 2mm pan head screws in various lengths, 2mm, 2.5mm and 3mm Allen keys, an assortment of self tapping screws, cable ties, brass balls (2mm fixing hole), ball yokes, M2, M3 and M4 nuts (nyloc and plain) and washers, all in a neat partitioned box. If you can't find what you need for that urgent job in this box - it may not exist!

Code: ACC/NBSET

MH
DESIGN

Choosing your first Helicopter

The right model to learn on is not always the one that you might finally want. By far the most practical type of model for learning is the "pod & boom" model, with exposed mechanics and a simple canopy.

There are 3 main size groups for model helicopters. The smallest is referred to as "30" size and powered by a two stroke glowplug engine of about 0.30 cubic inches capacity (5-6 cc). Mid range models (such as the Maverick or Maverick XR) are known as "40/50" size and the largest and most expensive models are known as "60" size as they are powered by 10 cc (0.60 cubic inches) motors. Most of the lowest priced entry level helicopters are 30 size and generally originate from the Far East, common examples being the Kyosho Nexus 30, Kalt Baron 30 and the Hirobo Shuttle. The "basic" versions of these models are available at highly discounted prices and look to be excellent value for money and ideal for learning with. However, the small 30 size model tends to be very light, and while this is OK in calm weather, windy conditions can make the model much more difficult to handle. The larger 40/50 and 60 size helicopters are more stable in windy weather and are easier to see at distance. The airframe is usually more robust and will often withstand impact damage better.

Another very important thing to take into account is local support. Which models does your local helicopter shop stock and support, and what are the most popular models at the local club field? It's all very well buying the 'Bloggs 30' because a mail order shop 200 miles away sells them at an unbeatable price, but if you always have to wait several days for spares, or if your new found friends at the local club shake their heads when you ask them for help, you might well regret your original decision.

Particularly when learning, the cost of spares can be quite significant, especially if they have travelled half way across the world to get to your doormat, so the true cost of operating a model helicopter comes down to the cost of maintaining and repairing it. Do check out prices of the more commonly used spares such as rotor blades, mainshaft, tail boom and feathering spindle(s).

Model helicopters are most fascinating and make for an exciting and absorbing hobby but all the different types of machines have their own merits and compromises. There's a variety of publications and videos available that deal with model helicopters, from which you can glean a basic understanding of how helicopters work and the associated equipment required to operate them. Compile as much information about the various models on offer before you buy - you will be making the final decision so make sure it is an informed one!

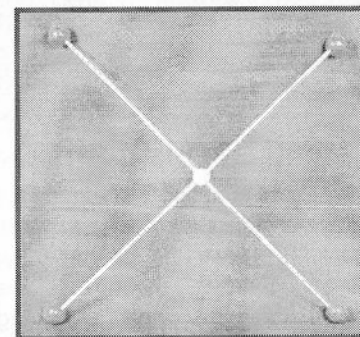
MH
DESIGN

Groundwork

The Morley Training Undercarriage

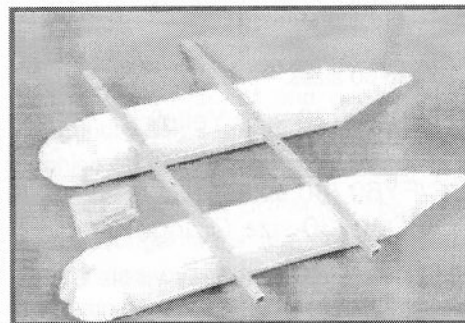
Simple and effective, for all 30 and 60 machines

If you are just starting out with helicopters, a training undercarriage should definitely be on your shopping list. One of the most common problems a beginner has is freezing on the sticks - if the helicopter happens to be tilting over at the time, it will just keep going. A training undercarriage gives the newcomer time to react, and can also absorb a good deal of the energy in a hard landing.



30 Size ACC/TR30
60 Size ACC/TR60

Float Set for 40-60 size machines



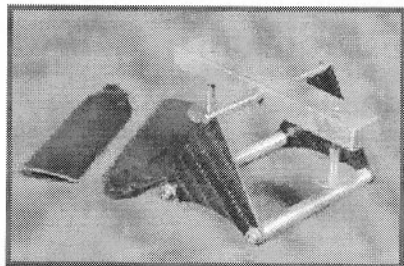
Looking for something different? The Morley Float Set is distinctive, and if you fly off snow or like to play around in lakes (and who doesn't) it's an ideal addition to the bottom end of your machine. Easily fitted to practically any model, and a definite aid to orientation in murky winter conditions

Part No. ACC/MFLTS

MH
DESIGN

Got the Shakes?

*Balance and track it with
our accessories*



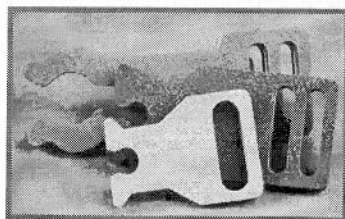
Blade Balancer & Stand

A precision blade balancer with crossbar and adapters for 3mm and 4mm blade bolts. Get your balance spot on, suitable for any main and tail blades.

Part No. ACC/BBB

Blade caddies allow you to fold the blades back for easy transportation rather than removing them, though it's also a wise precaution to disconnect the linkages to avoid any linkage strain. Three types for 30 and 60 pod & boom, and fuselage type models.

Blade Caddies

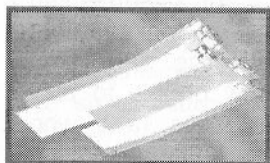


ACC/CAD1 (30 size blade caddy)

ACC/CAD2 (60 size blade caddy)

ACC/CAD3 ('Fuselage' blade caddy)

Blade Covering and Tracking Tape



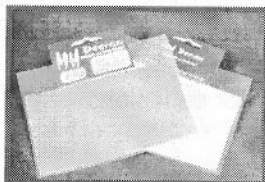
A black and white picture doesn't do this justice! Very bright fluorescent yellow and orange self adhesive covering in 30 and 60 sizes.

ACC/FY30 (30 size Yellow)

ACC/FO30 (30 size Orange)

ACC/FY60 (60 size Yellow)

ACC/FO60 (30 size Orange)



And for the brightest and most easily visible blade tips, we've packaged the same self adhesive material into convenient packs for blade tracking tape.

ACC/GLOW Rotor Tip Tape

MH
DESIGN

Who's afraid of CCPM?

Most helicopter fliers know that CCPM stands for Cyclic and Collective Pitch Mixing, but there's often a bit of confusion beyond that stage. All helicopters that have a moving swashplate, where the swashplate slides up and down the mainshaft to change the collective pitch on the main blades, use CCPM.

Mechanical CCPM is usually accomplished via a fairly complex series of levers, bellcranks, pivot arms, kitchen sinks and a left handed grummet plate. Common examples include the X-Cell range, Hirobo Shuttle and GPH346, JR's new Ergo, the Bergen Intrepid and the robbe Schluter Futura and Moskito.

The objective of any control system is to locate the swashplate firmly and precisely, and it's a tribute to some of the designs above that they manage to control the swashplate at all. A wrong adjustment here or there can easily result in interaction - where a change in collective pitch, for example, causes the swashplate to tilt and introduce an unwanted change in cyclic pitch.

In almost every way, *electronic* CCPM is superior to the mechanical methods. The swashplate still rises, falls and tilts for collective and cyclic pitch of course, but it is controlled via short, straight links directly from 3 (or sometimes 4) servos clustered around the mast and positioned directly below the swashplate. There are no bellcranks, levers or pivots between the servos and swashplate, so there is no flex, slop or of course, interaction. However, at any given time, the position of each servo output arm has to reflect the nett result of the collective, fore/aft and roll cyclic sticks, not a trivial task.

Enter the computerised transmitter. Many modern units incorporate several different CCPM mixes to cope with the various different configurations of 4 servos and 3 servos in different locations around the swashplate. And if you want to use CCPM and get all the advantages, but you haven't got a computerised set, then Morley can provide a CCPM mixer (see page 11) which will work with most radio equipment.

Finally, electronic CCPM can't be perfect, so what are the disadvantages? Well, longer arms are needed to ensure that the swashplate can be controlled over the full range of collective and cyclic travel, and it's reasonably important to ensure that the three servos track together in both throw and speed. But apart from that, electronic CCPM is arguably an almost perfect swashplate control system.

MH
DESIGN

F1 Carbon

Now available in 46 and 60 versions

The Morley F1 Carbon series is one of the most innovative designs to emerge in recent years, it's all made in Britain and now there's a 46 powered version to compliment the successful 60 machine.

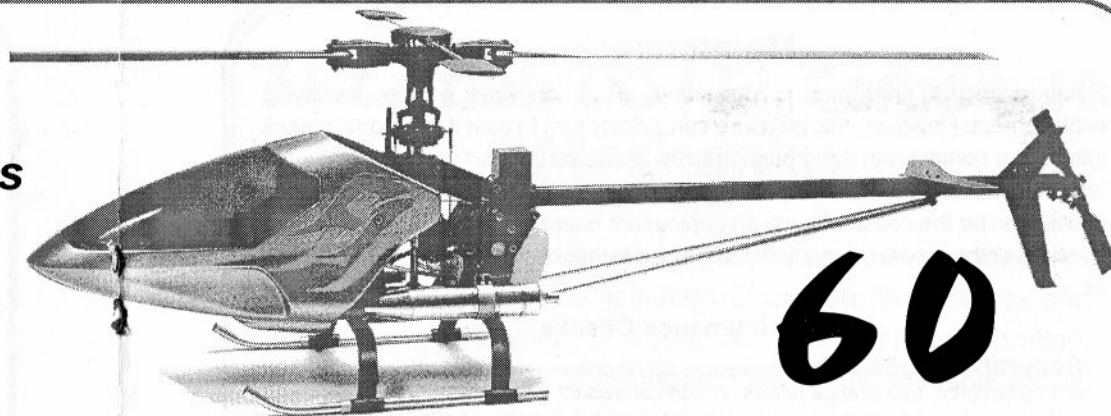
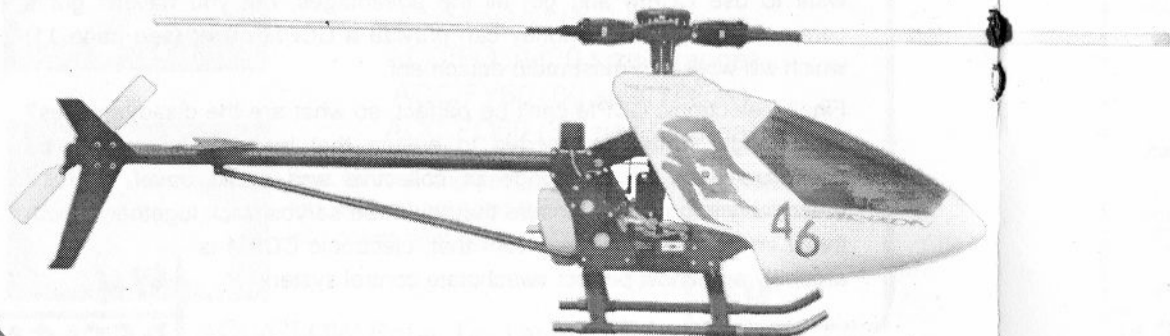
The use of carbon fibre and glass reinforced nylon results in a light and extremely tough airframe which actually damps excessive vibration. The 60 weighs in at only 4.4 Kg (9 3/4 pounds) ready to fly, with the 46 coming in at 3.9 Kg (8 3/4 pounds).

Both kits include high quality multi laminate main blades, tail rotor blades, and even enough fuel tube to complete the model.

F1 Carbon 46 Specification

- Rotor diameter 1330 mm (52.4")
- 56 cm blades included in kit
- 10 mm mainshaft
- 1220 mm (48") overall length
- 500 cc highly visible fuel tank
- Carbon fibre tailboom
- Carbon fibre sideframes
- 3 point 120° CCPM control system
- Ready to fly weight 3.9 Kg (8 pounds 10 ounces)
- 6mm Hex top start

46



F1 Carbon 60 Specification

- Rotor diameter 1500 mm (59")
- 64 cm blades included in kit
- Thrust raced main blade holders
- 10 mm mainshaft
- 1350 mm (53") overall length
- 500 cc highly visible fuel tank
- Carbon fibre tailboom
- Carbon fibre sideframes
- 3 point 120° CCPM control system
- Ready to fly weight 4.4 Kg (9 3/4 pounds)
- Integral top cone start

Carbon Fibre Technology

46 easily upgraded to 60 specification.

No CCP mix on your Tx? No problem - use our ACC/CCPM mixer, easy to set up, suits most Tx's.



**MH
DESIGN**

Maintenance

Flying a model helicopter is (to some of us anyway) a very satisfying achievement. However, this pleasure can quickly turn to pain if the model comes into harder contact with the ground than usual (we've banned the use of the word 'cr*sh' in this booklet) and repair becomes necessary. A lack of maintenance could even be the cause of such an unpleasant happening, so it makes sense to check over the model regularly. Here's a basic checklist to help you keep it in the air.

Maintenance Checks

General - During the last flying session, did anything unusual occur, such as a short or long tank run, any strange noises, or odd behaviour?

Ball joints - Ensure that these are not too loose or too tight, particularly ensure that they cannot pop off.

Screws - Check all screws for tightness.

Servo mountings - check for loose or missing screws, damaged or perished grommets, damaged or broken lugs.

Engine - check for oil leaks, ensure that the carburettor is not loose, check security on mountings

Sideframes/chassis - Metal frames are particularly susceptible to being bent, glass nylon or plastic parts can also crack, some of these can be 'hairline' and quite difficult to see. Carbon fibre frames are generally trouble free.

Tailplane/fin - Ensure that they are tight and cannot rotate on the boom, check also for hairline cracks, more likely if the machine has been vibrating.

Tailboom - Ensure it is firmly clamped in the chassis and that it has not slipped forwards or backwards.

Main blades - Check for stress cracks, particularly if covered with heatshrink or stick on covering, twist the blades along their length and look for ripples which might indicate a crack underneath. On glass fibre, epoxy or carbon fibre blades check the roots for stress cracks.

Tail rotor blades - Check for damage caused by contact with the ground, such as splits or bad nicks.

Canopy - If grommet mounted, check grommets, check for stress cracks. Also inspect internally for oil splash which might indicate a new leak.

Gears - Check for backlash, and lubricate metal gears as required.

Belts - Check tension, side and tooth wear.

Radio installation - Check wires for chafing, ensure all plugs are firmly engaged, exercise servos by hand to check for gear problems.

Gyro - Check security of mounting, check for noise while motor running, and note time to run down to stop.

Linkages - Look for bent or damaged pushrods, check for freedom of movement; most linkages should operate under their own weight.

MH
DESIGN

F1 Carbon 60 // F1 Carbon 46 Mechanics

The F1 Carbon chassis, used on the 46 and 60 versions, uses a carefully matched combination of carbon fibre frames and glass reinforced nylon. This reduces high frequency vibration, and produces one of the toughest airframes available today. Easy starting on the F1 Carbon 60 via a top cone start, with a 6mm Hex start for the 46 version, plus exceptionally easy engine access, a range of mufflers and tuned pipes, a variety of upgrade parts and superb flight performance - why look elsewhere? Just look at the features below...

F1 Carbon 46
aluminium parts
anodised purple

Substantial head mechanics with
hardened 10mm mainshaft

Ample room on
front tray for
radio equipment

Rear gyro platform

Carbon fibre
frames, tailboom,
fin and tailplane

Highly accessible
engine and
carburettor

Massive 500
cc tank

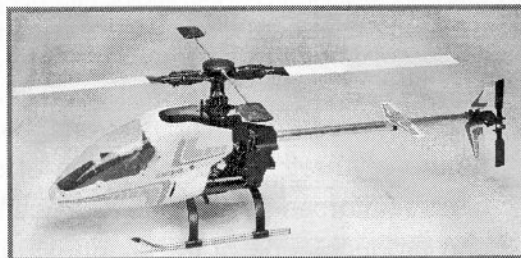
Muffler or tuned pipe
system available

CARBON FIBRE TECHNOLOGY
FROM MORLEY HELICOPTERS

MH
DESIGN

Morley Helicopters Ltd

Maverick -
Made in
Britain



The standard Maverick is an ideal beginner's machine, with the lowest cost spares in the industry, tough construction and easy build and maintenance. Suitable for most engines in the 40 - 53 range, with a rotor diameter of 1250 mm (49") and overall length of 1150 mm (45"). Maverick can be upgraded to 'XR' specification and a variety of upgrade parts are also available to carry the beginner through to intermediate stage and beyond.



The Maverick XR is exceptional value for money, even in today's aggressive marketplace. Featuring carbon fibre rear sideframes, longer alloy tailboom, twin boom stays and longer blades, the 'XR' has a rotor diameter of 1320 mm (52") and can handle the most powerful motors up to .53 cubic inches capacity.

MH
DESIGN

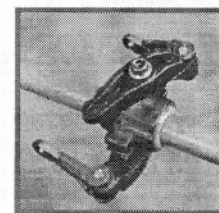
Maverick XR

Upgrade Parts



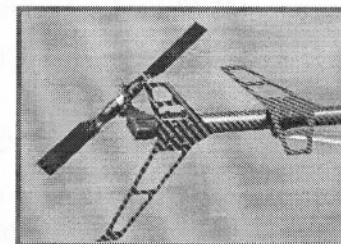
**Double ballraced
tail bellcrank set**

Tighten up that tail! - for Maverick,
XR and F1 Carbon
Part # F2081



Ballraced mixer slider

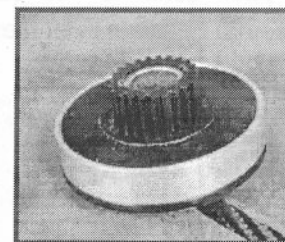
Increased control resolution,
longer life - for Maverick, XR
and F1 Carbon
Part F1131



Skeleton 3D tail surfaces

F1 - 3D tail surfaces for hooligans
- saves weight too!

Fin - F7013
Tailplane - F7023



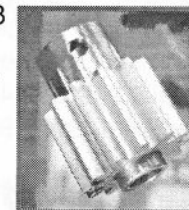
Heavy Duty Clutch Bell

Reinforced bell with liner
already glued, ready to fit.
Maverick, XR or F1 Carbon

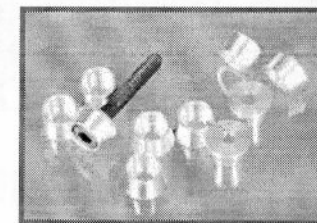
Part # F5001

Steel Pinions

11, 12 or 13
tooth
pinions for
Maverick /
XR / F1



Part # F4011/12/13



M3 Skt Hd finishing caps

Very attractive caps, lighter than steel
washers. Pack of 10 for general use or
pack of 42 for F1 screw set.

Pack of 10 - ACC/M3CAP
Set for F1 - ACC/M3F1

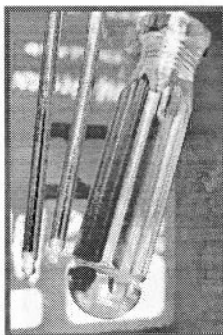
MH
DESIGN

Tools

Ball ended drivers

Ball ended drivers drop easily into hexagon sockets and can drive the screw up to 25° off axis, essential for some of the screws hidden away in the depths of many helicopters. 2.5mm and 3mm size for M3 and M4 socket head capscrews.

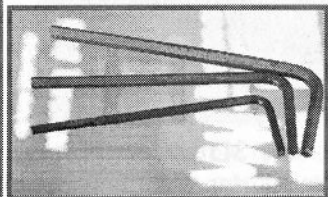
Code: TLS/BHEX



Allen Key Set

Need a second set of keys, or forever losing them? This little pack contains one each 2mm, 2.5mm and 3mm hexagon Allen keys.

Code: TLS/KEY

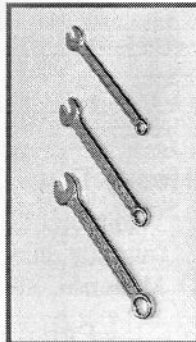


3 pc Spanner Set

High quality (West German made) combination ring and open ended spanners in 4mm, 5.5mm and 7mm A/F sizes to fit M2, M3 and M4 nuts.

Lifetime Guarantee

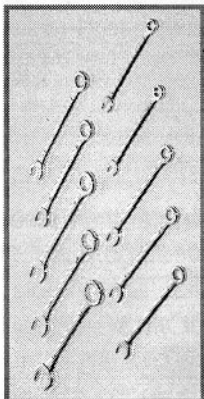
Code: TLS/SPN3



10 pc Spanner Set

A superb 10 piece set of miniature high quality combination ring and open ended spanners to cover virtually any eventuality. Sizes: 4mm, 4.5mm, 5mm, 5.5mm, 6mm, 7mm, 8mm, 9mm, 10mm and 11mm.

Code: TLS/SPN10



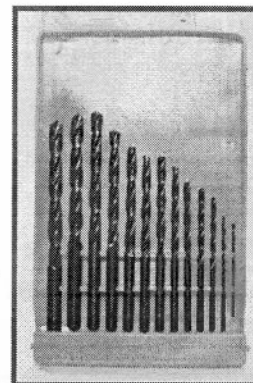
MH
DESIGN

Tools

HSS Drill Set

13 piece metric drill set covering 1.5 mm to 6.5 mm. High Speed Steel for strength and quality

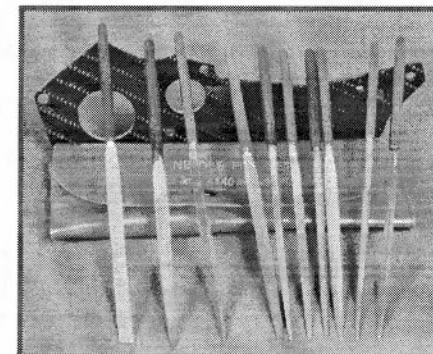
Code: TLS/DS13



10 piece Needle File Set

10 different precision needle files in this popular set, complete with storage wallet.

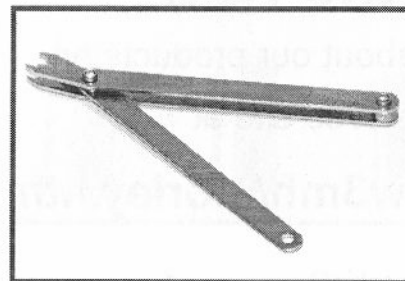
Code: TLS/NF10



Ball Link Pliers

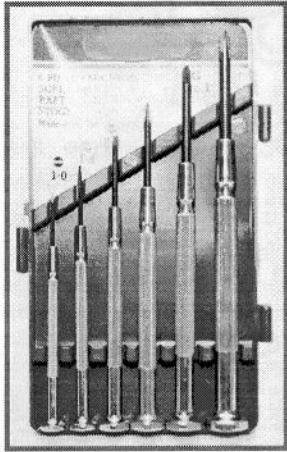
Remove and refit ball yokes quickly and easily without damage to the yoke or ball. A must for any helicopter flyer.

Code: TLS/PLS



MH
DESIGN

Tools



High Quality 6 pc Precision Screwdriver Set

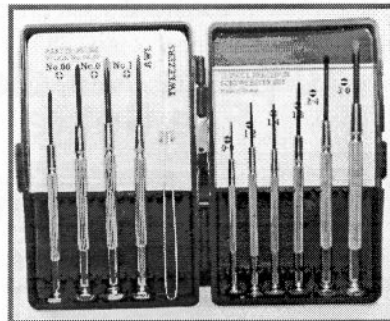
Three flat blades (1.0, 1.4 and 2.0 mm) and 3 cross points (No. 1, No. 0 and No. 00). Ideal for many of the smaller screws on helicopters, servos, etc.

Code: TLS/S6

High Quality 11 pc Precision Screwdriver Set

Includes 6 pieces as above, plus tweezers, awl, 1.2 mm, 1.8 and 3.0 mm flat blades.

Code: TLS/S11



We're on the Net!

You can find out more about our products on our World Wide Web site at

<http://lance.co.uk/w3mh/morley.htm>

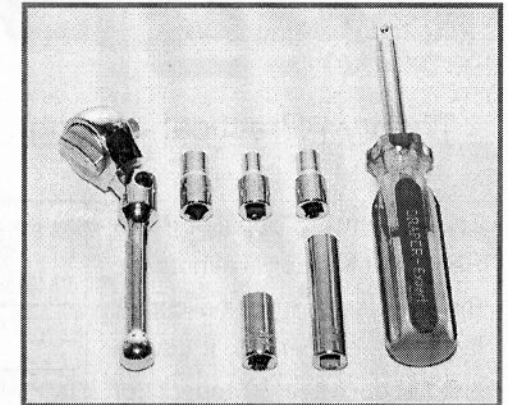
Email: morley@carbon.fttech.co.uk

MH
DESIGN

Tools

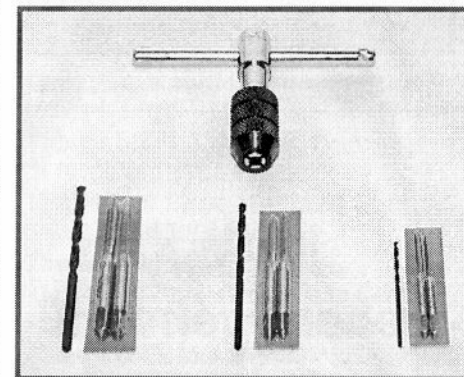
Socket and Ratchet Set

1/4" driver handle and swivel head ratchet, plus M2, M3 and M4 nut drivers, short and long glowplug sockets (5/16" AF) and 11 mm to suit many engine nuts.



Code: TLS/SKT

Thread Tapping Set



Ideal for cleaning out dirty or damaged threads in plastic, aluminium or steel, this economically priced tap set includes a tap wrench, M2, M3 and M4 taps in both plug and 1st taper forms together with suitable tapping size drills.

Code: TLS/TAP

MH
DESIGN

The definitive reference.....

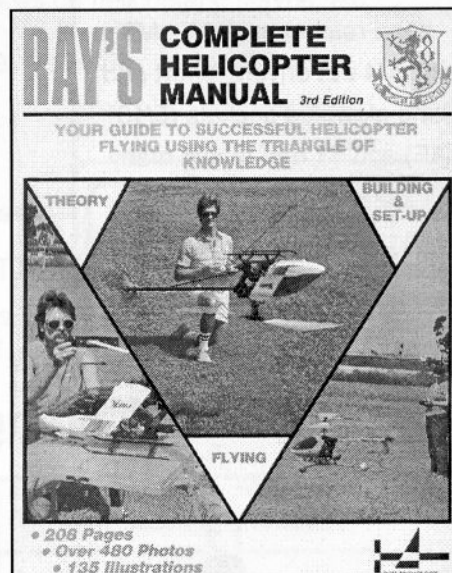
Ray's Complete Helicopter Manual

Theory - Practical - Flying

3rd Edition

The immensely popular Ray's Helicopter Manual is almost the Bible as far as most helicopter flyers are concerned. It covers just about every aspect of model helicopter building, maintenance and flying in a straightforward manner, and each of the 34 chapters is superbly supported by photographs and diagrams, a total of over 600 in all!

Whether you are new to the Sport or an experienced flyer (in which case you have probably got Ray's already!) this book is certain to contain valuable and relevant information.



“Highly recommended”

Code: book2

**MH
DESIGN**

Mikes Models, Birmingham

0121 360 4521. *Marc Leavesley*

Model Gear, Grantham

01476 561840. *Lol Winter*

Model Heli Services, Co. Clare, Ireland

00353 655 0054. *Liam Broderick*

Model & Hobby World, Lancaster

01524 843553. *Andrew Boon*

Model Maniacs, Calne, Wilts

01249 817731. *Trevor Cooper*

MPM Models, Wellingborough

01933 274440. *Tony Van Geffan*

Northern Heli Supplies, Larne, Co. Antrim

01574 260036. *Ian Mulholland*

Pegasus Models Ltd, Norwich

01603 419515. *Tony, Matt or James*

Peterborough Model Centre, Peterborough

01733 322894. *Mike Elsom*

Portsmouth Models, Portsmouth

01705 200747. *Chris*

Preston Model Centre, Preston

01772 251243. *Chris Rigby*

Redbank Models, Blackpool

01253 751537. *Gary Norton*

Solent Models, Southampton

01703 331859. *Toby Webber*

Surrey & Hants Models, Frimley, Surrey

01276 27311. *Martin Nicholls*

Sussex Model Centre, Worthing, Sussex

01903 207525. *Robert Hobbs*

Swindon Model Centre, Swindon

01793 526878. *Jan Korda*

The Hobby Lobby Ltd, Southampton

01703 225919. *Mike Barrett*

The Model Shop (Belfast) Ltd

01232 240853. *Des McNeill*

The Model Shop, Guernsey

01481 724729. *Steven & John Cocks*

The Model Shop, Northampton

01604 31223. *Nick Evans*

Three 5 Models, Hertford

01992 505335. *Douglas Bone*

Williamson's Model Shop, Doncaster

01302 875559. *David & Richard Williamson*

Contact these Guys first, they hold stocks or can order from us for next day delivery!

Morley Helicopters Authorised Dealers

**MH
DESIGN**