

SECTION/OPERATION

9

REMOVE TAIL AND BODY

At this time the body can be removed for access to the airframe for the remainder of assemblies and it can be stripped and made ready for paint. Some parts of the body may require installation more than once for locating future assemblies; for example, the seat back must be installed to determine fuel tank location.

Some master holes in the fiberglass have been provided, however it may be necessary to relocate these to achieve a better fit.

It is also recommended that the tail boom be removed from the airframe at this point, for ease of working on the remainder of the components (see Section 6).

While the tail boom is separate from the body the following part should be fitted:

	<u>PRINT #</u>	<u>TEMPLATE</u>
IDLER PULLEY MOUNTING SCISSOR	E09-2000	E18-1

ROTORWAY

TOOLS REQUIRED FOR OPERATION 9:

Band saw
Cleco
Cleco pliers
Drift punch
Files
Mallet
Painting equipment
Ratchet with sockets of the following sizes: 3/8"
7/16"
1/2"
9/16"

Screwdriver
Wrenches of the following sizes: 3/8"
7/16"
1/2"
9/16"

PAINTING



Photo #1

Fill any hole or noticeable depression with bondo prior to final sanding.



Photo #2

Final sand body panels with 400 grit sandpaper and then lightly with 600 wet and dry paper. Use plenty of water. It is desirable to achieve a smooth satin finish on the fiberglass panels prior to painting.

We recommend the use of a two part polyurethane paint for the fuselage and tail cone. This will give the best chance for the novice painter to achieve a beautiful and long lasting finish, with a minimum of effort or experience. Polyurethane paints are readily available and come in a variety of colors. When you purchase your paint, purchase the primer that is compatible with it. If the fiberglass surfaces have been finished properly before priming, very little if any sanding will need to be done to the primer coat before final painting. Follow the instructions given with the paint you purchase for its application. We recommend painting the panels and tail boom when they are disassembled. In this manner all the overlapping areas will have a coat of paint. After final fuselage assembly you may mask off and paint the trim scheme that you desire.

While the tail boom is separate from the body it is recommended to do the following:

IDLER PULLEY MOUNTING SCISSORS

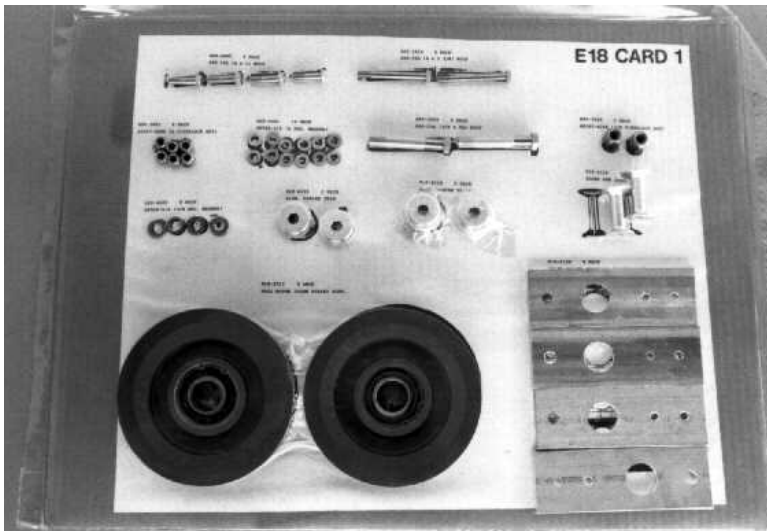


Photo #3

Use print E09-2000 and template E18-1. Parts as received from RotorWay International for the idler pulley mounting scissors.

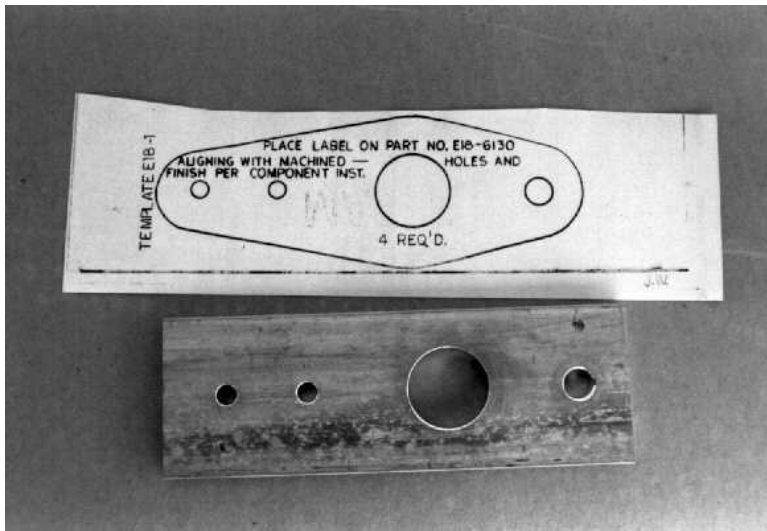


Photo #4

Use template E18-1 and cut out the idler pulley mounting scissors.



Photo #5

Bolt two of the idler pulley mounting scissors together with the idler arm spool between them.



Photo #6

Install the spacers into each pulley bearing, then bolt the pulley assembly into the mounting scissors. Tighten both bolts.



Photo #7

Apply grease to the outside of the scissors, inside of the bulkhead lugs, and both bolts. Install the pulley assemblies into the bulkheads. Tighten bolts snug, then loosen them just enough to allow the scissors to pivot freely in the bulkheads.

NOTE: It is important that there is clearance around the ears of the scissors and the inside radius of the bulkhead to allow the assembly to pivot freely throughout its full range of travel.

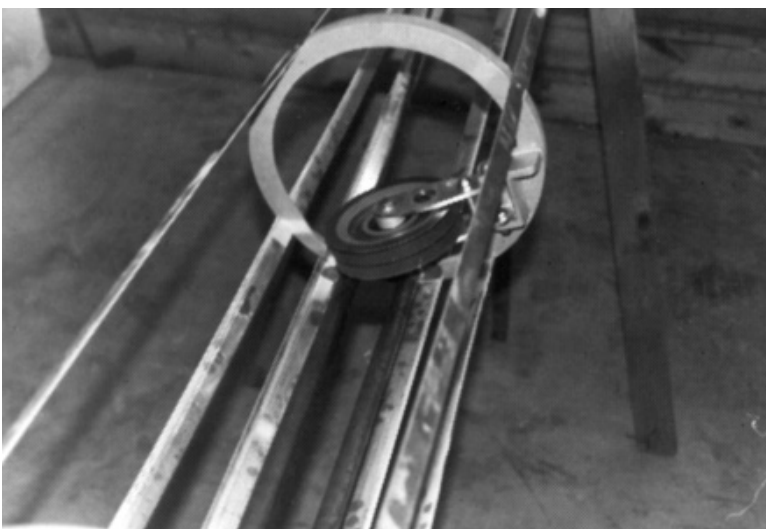


Photo #8

A view of the idler pulley and scissors mounted in the bulkhead (with tail boom skin removed for clarity).