

STEP 40 Aileron & Collective/Throttle Linkage (Airplane Radio)

Airplane Radio Setup

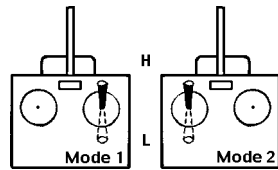
STEP 40

The Airplane setup for the Aileron servo is exactly the same as the Helicopter setup, use the same settings as in Step 34.

The Collective linkage slides the swashplate up and down causing the blades to increase or decrease in pitch causing the helicopter to go up or down.

For the Collective/Throttle using an Airplane radio, the two controls are made by the same servo. Install two steel balls and two 2mm nuts using threadlock at the locations shown below. The steel ball for the Collective Pushrod should be installed between 5-6 mm from the center of the servo whereas the ball for the Throttle Pushrod should be 10-15 mm. Install one steel ball and one 2mm nut on the Throttle Extension on the engine (**check to see that the carburetor is at half throttle or half way open when the arm is pointed straight up, the nut holding the arm may need to be loosened and the arm repositioned**) in the outermost hole using threadlock.

Assemble the Collective Pushrod by threading the two ball-ends onto the previously shortened pushrod (105mm shortened to 93mm) to a total length of 119mm tip to tip. Move the collective/throttle stick on the radio to the center and center the trim on the radio, attach the collective/throttle servo horn to the servo so the balls are at 90 degrees to the servo and then snap on the Collective Pushrod (H) and Throttle Pushrod. Move the stick completely in both directions to insure there is no binding in the linkages.



As the collective/ throttle stick is moved from the low position to the high position, the collective pushrod (H) moves backwards and the throttle pushrod (b) moves forwards as the servo turns clockwise.

