

Once the fuselage is painted, clean and wipe acetone (do not get any on the painted surface) on the inside surface of the window openings on the fuselage to be bonded. Using “Goop” or “R/C 56 windshield adhesive” commonly found in the local model-airplane hobby shop, apply an even coat to the edge of the windshield. ***Be careful not to get any adhesive or acetone*** on any area of the clear part that will be exposed as a window, as they may create a blemish that cannot be removed.

### **Step 32.**

Installation of the side doors can be done in the closed or open position. In either position, the doors are bonded to the main fuselage using Epoxy. Remember to install after painting and prepare the contact edges by sanding through the paint before permanently bonding in place.

### **Step 33.**

Position the wooden substructure and place the helicopter mechanics into the center section of the fuselage with the muffler fitted to the engine. Measure, mark and drill/grind the hole for a flexible exhaust diverter (not included) to evacuate the exhaust from the fuselage. Do not attempt to route the exhaust to the “scale” positions as the extra length of the exhaust diverter will cause unpredictable and inconsistent engine performance that is highly undesirable in a scale helicopter.

### **Step 34.**

The next major task is to attach the tail section to the main fuselage section. This can be done after the fuselage is painted but it is recommended to complete before to allow filling and blending of the tail to the main fuselage. Start by sanding through the gelcoat surface of the mating surface on the main fuselage section and sand the inside surface of the tail section. Test fit the joint to make sure the two parts match correctly when brought together. Also note that the brass housing and the flexible cable drive system need to be routed through the F11 and F9 formers in the process of bonding the tail section. Do not bond the brass housing in place until after the tail drive system is completely connected and working. Once satisfied, mix up plenty of Stabilit or Epoxy and coat one surface with glue and slide the two parts together. A little preparation here can go a long way, sight the front to back alignment and look at the side view for proper alignment, blocks of various sizes can be used to hold the tail section until cured. Secure both the main fuselage and the tail assembly in place using long strips of masking tape. Make adjustments as necessary to get the perfect alignment.

### **Step 35.**

Insert the tail coupler onto the tail transmission output shaft on the mechanics. Mark and grind the appropriate flat spots positioned at 90 degrees to one another on the tail shaft. Also remove any extra shaft length using the moto-tool with a cutoff wheel. Remember to deburr the end of the tail shaft when finished and to slightly countersink the entrance hole where the flexible cable will enter the coupler.

### **Step 36.**

Install and align the main helicopter mechanics into the main fuselage to center the main shaft with the top hatch of the fuselage. Move the mechanics off to the in order to complete the measurements required for fitment of the t/r drive wire. Initially position the brass housing flush against the side of the mechanics. While viewing from above, mark on the brass housing the position that will be approximately 1/2” past the end of the tail coupling already installed on the tail output shaft. Trim the brass housing at the marked location and deburr the end.

### **Warning**

It is recommended, once the cut point has been decided, to disassemble the tail gearbox assembly and remove the flexible cable. ***NOTE: cutting the brass housing with the cable inside will almost guarantee a burr on the inside of the housing. This will result in a tail drive failure shortly after lift off on the maiden flight.***

### **Step 37.**

Slide the flexible cable drive shaft into final position but do not completely re-assemble the tail gearbox. Measure and mark where the flexible cable would be positioned inside the tail coupling at the front. Again, remove the