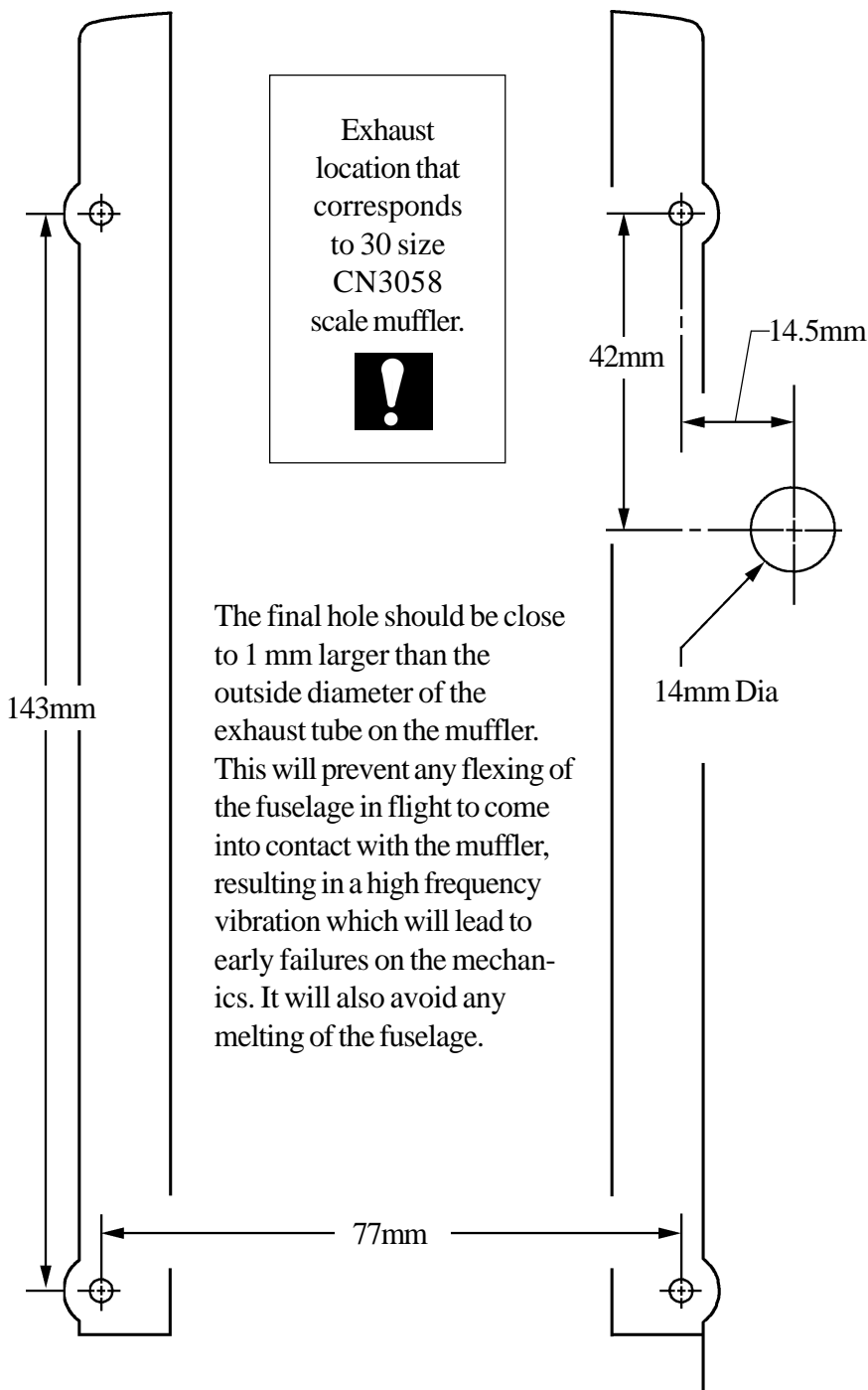


Overheating

It is worth mentioning that the scale helicopter will always have an engine exhaust exiting the fuselage at the bottom of the mechanics. Be warned that trying to route the engine's exhaust to a scale location at the rear or the top of the fuselage is extremely dangerous. Any type of exhaust extension should be limited to 2-3 inches, any longer will significantly reduce power to the point that the engine will overheat. It is like a time bomb, the engine will quit at some point and can severely damage the fuselage. Just don't do it.

Exhaust Hole

The drawing below shows the location of the exhaust hole for the optional 30 size scale muffler [CN3058]. For those that are installing the 46/50 engine, the center location of the exhaust will need to be moved. The template can be traced from this page and laid directly on the bottom of the fuselage, overlapping the landing gear bolts, then the hole for the scale muffler exhaust can be made. Our recommendation is to use a grinding bit on a moto-tool starting from the center and working outwards.



Fuel Proofing

After any holes are made in the fuselage after painting, it is strongly recommended to seal the opening with clear or matching color paint. Raw fuel, especially the high nitro-methane fuels can easily start to eat away at the painted surface leaving a unsightly stain or run in the paint.

Any wooden parts that are installed inside the fuselage in terms of formers or rails should similarly be fuel proofed. Generally this can be done before or after the fuselage is painted. If afterward, a 1:2 mixture of Epoxy glue and rubbing alcohol mixed to a watery consistency makes an excellent combination that remains lightweight and will sufficiently protect the wood.

Fueling System Routing

Attention to the fueling system will avoid a lot of problems later. The only method to access the fuel system is through one of the windows in the side of the fuselage. A popular method to fuel the helicopter is to use a 3-way valve between the carburetor and the fuel tank. This will allow the 3rd line to be used for fueling and can minimize any fuel leakage on the inside of the fuselage. This method also requires a fuel line stopper or lock to be closed when filling the fuel tank.