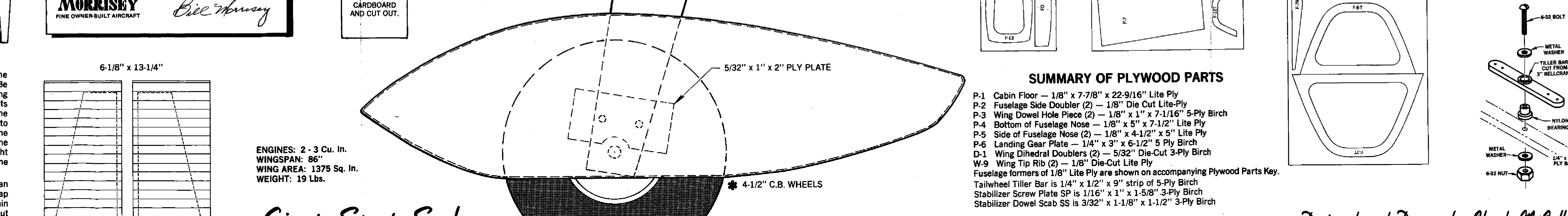
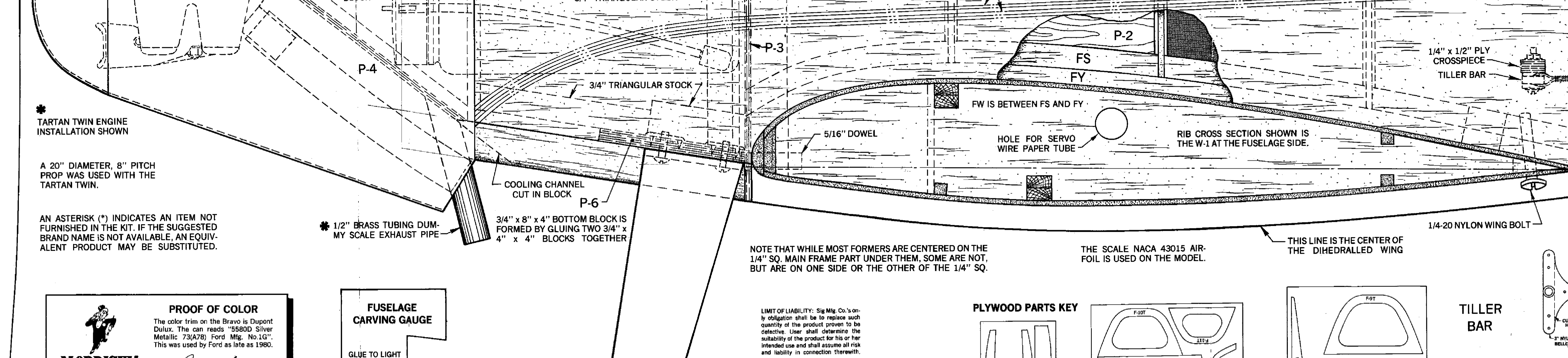
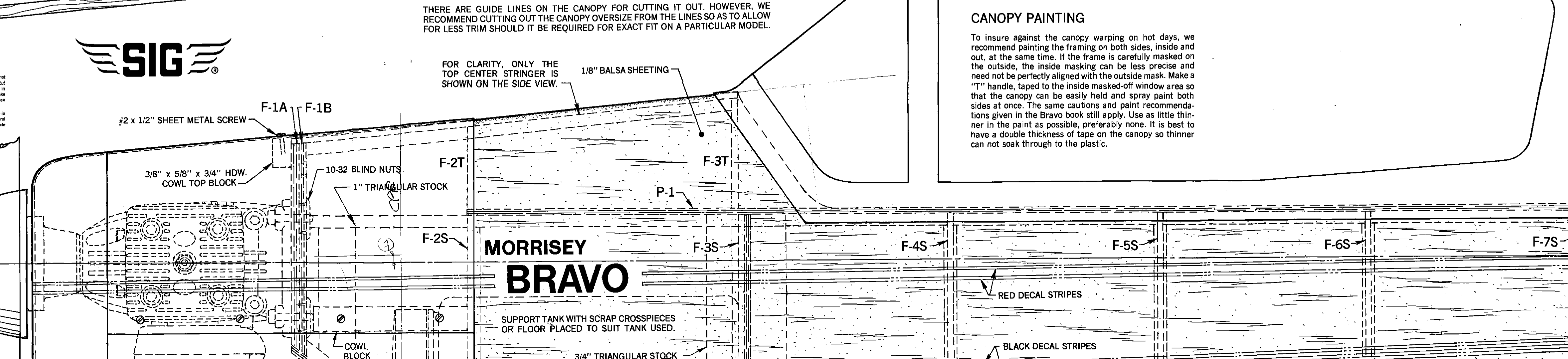
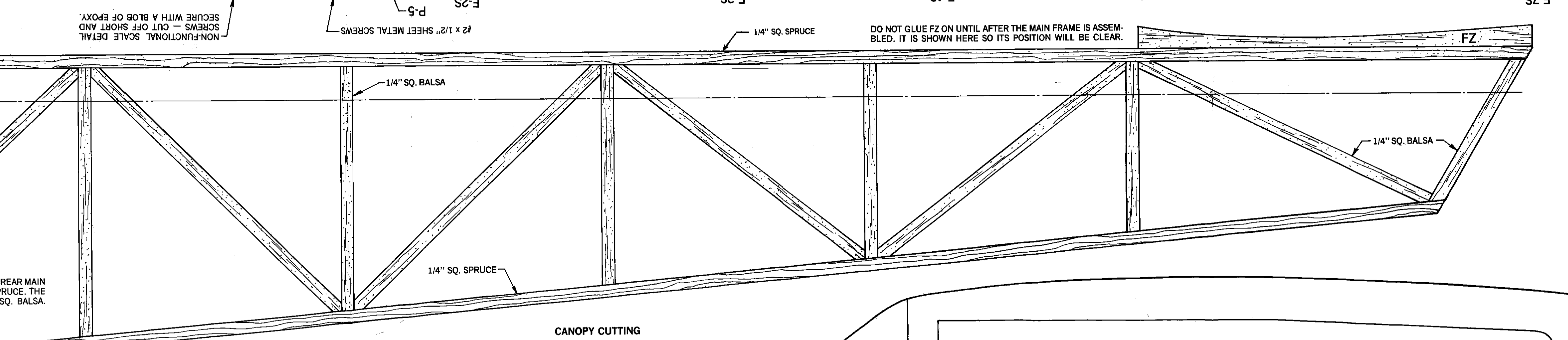
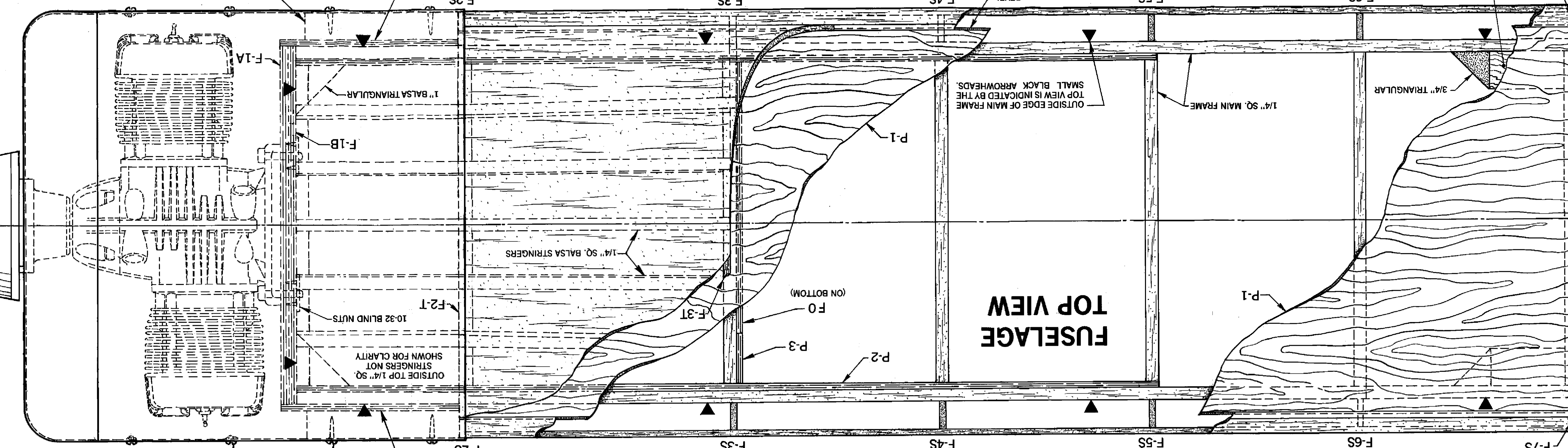
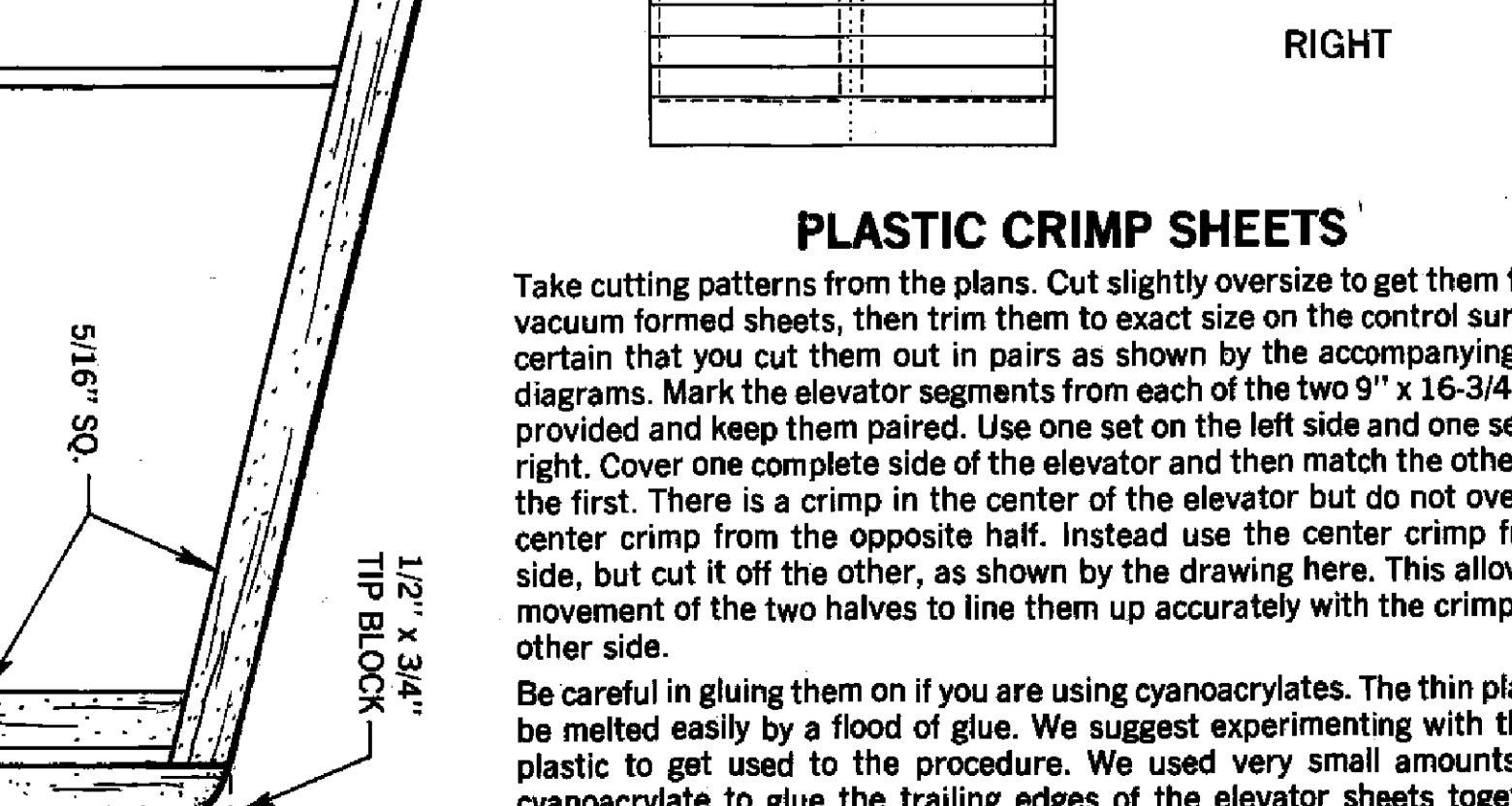
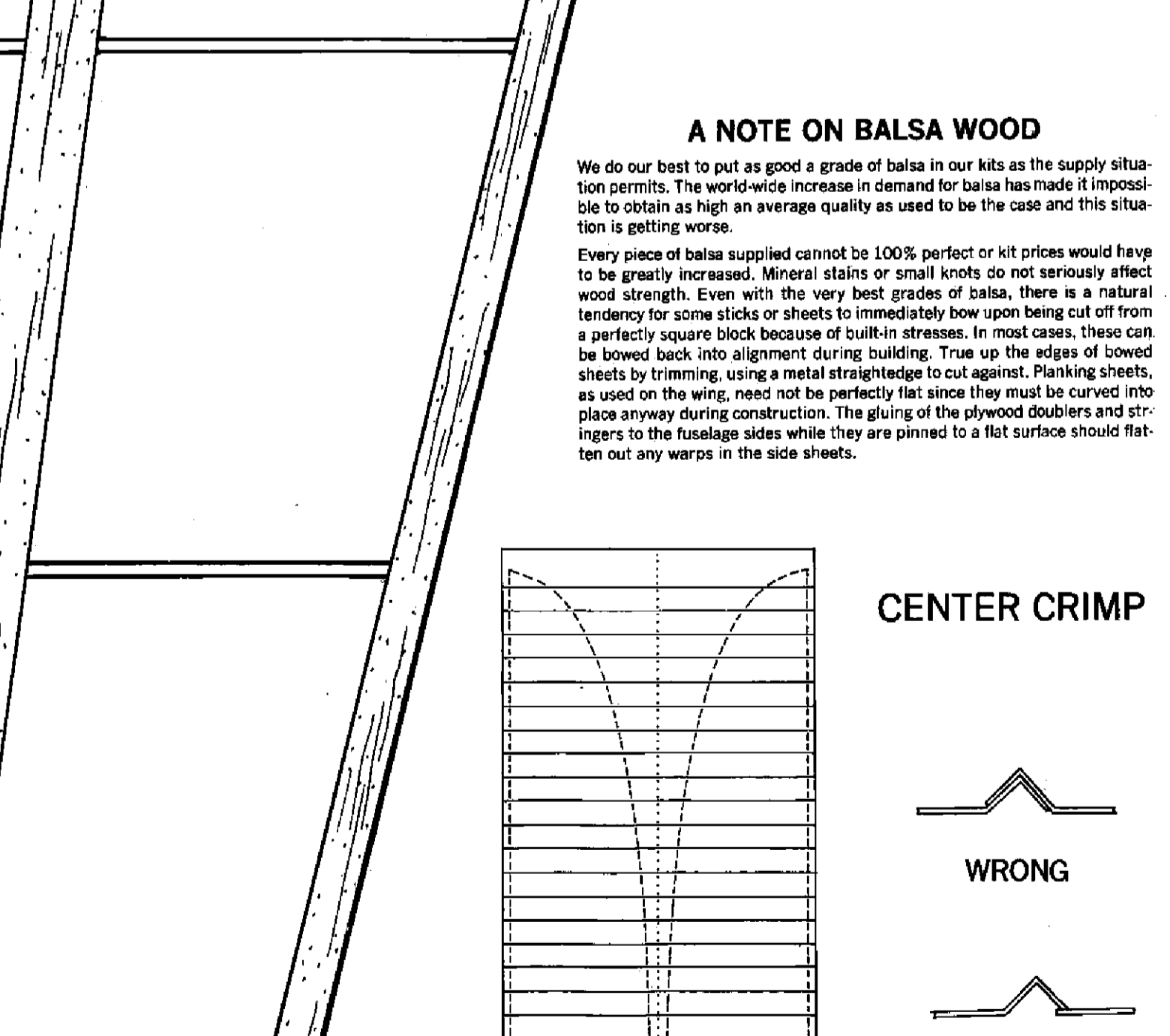
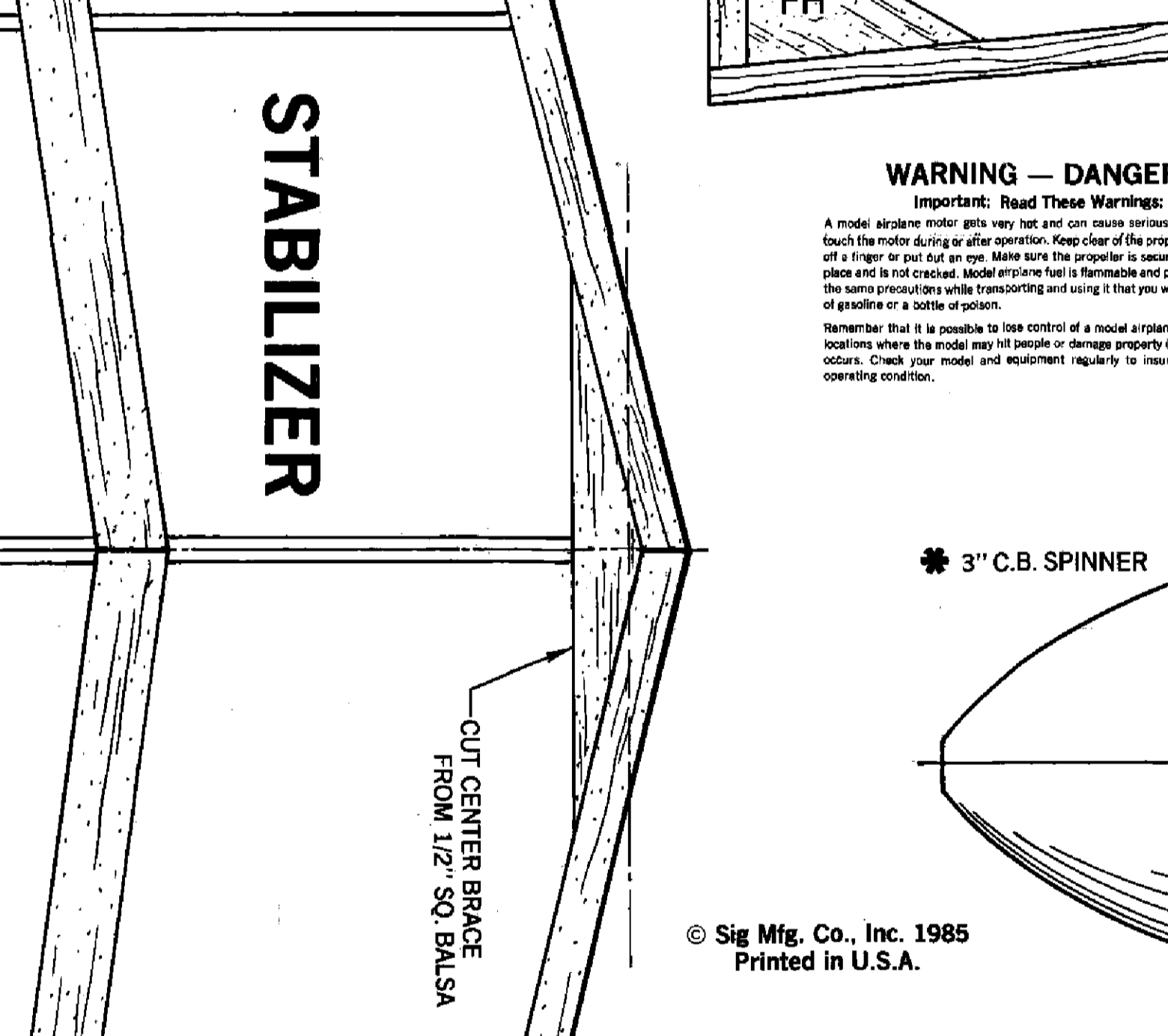
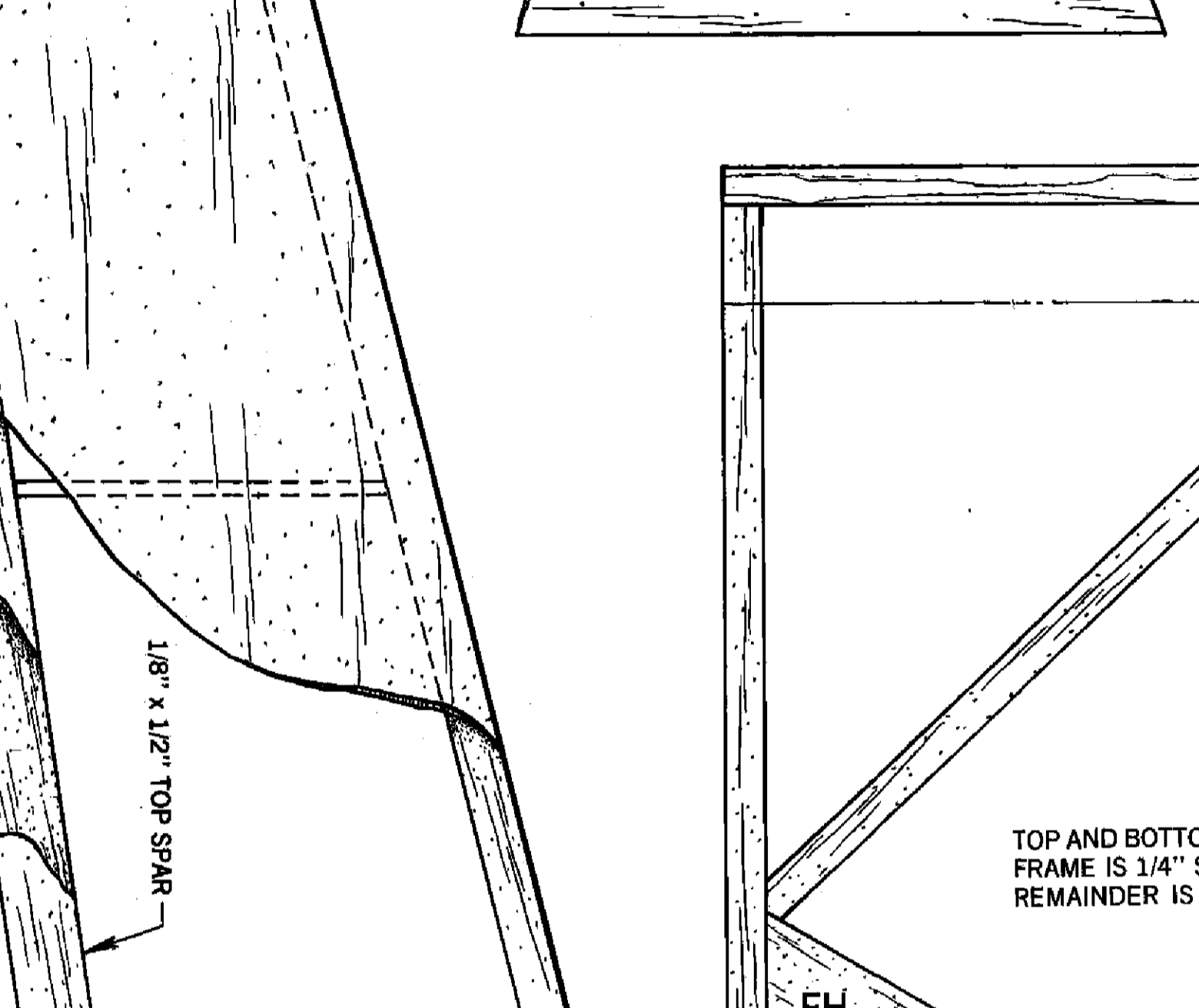
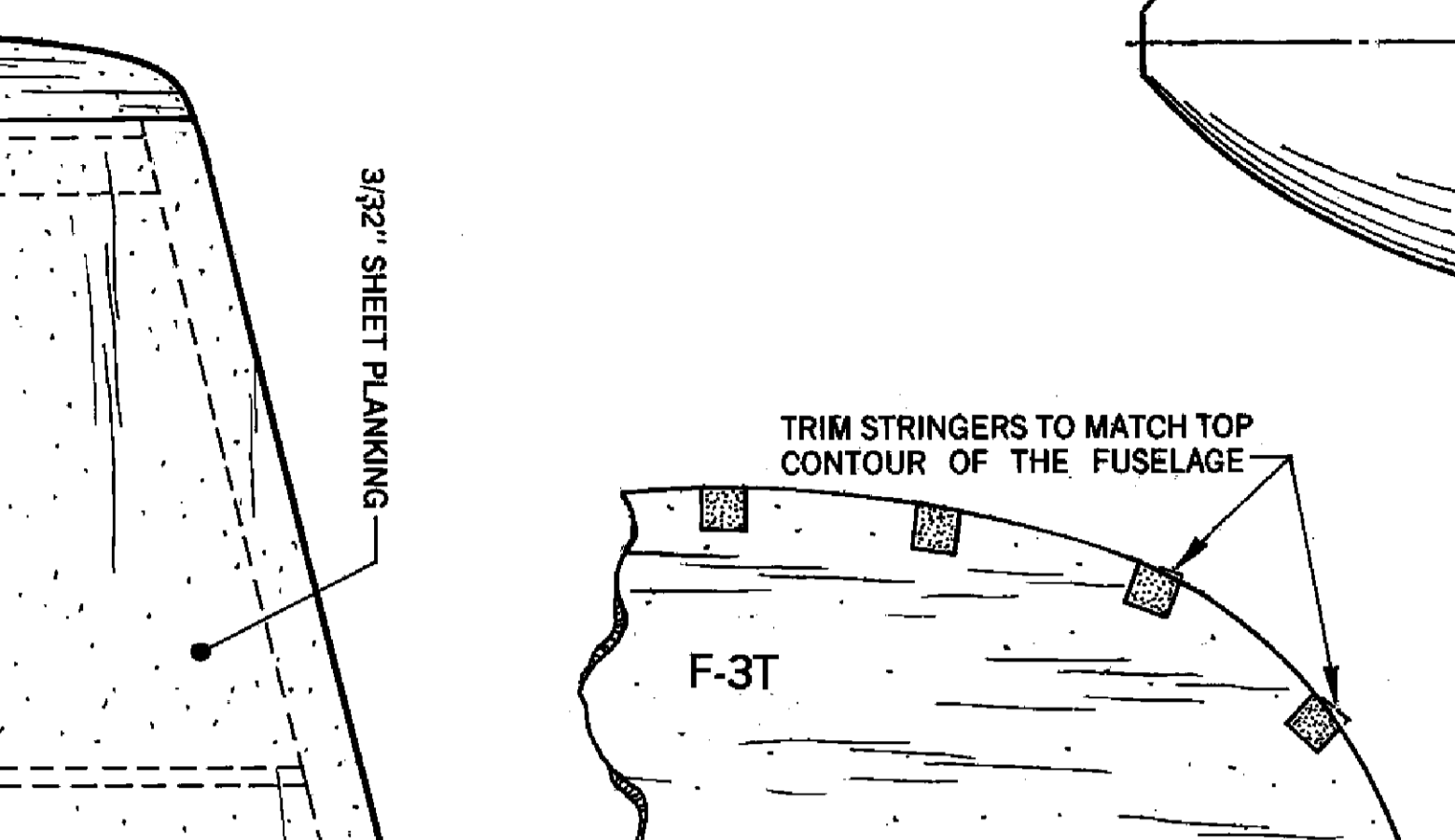
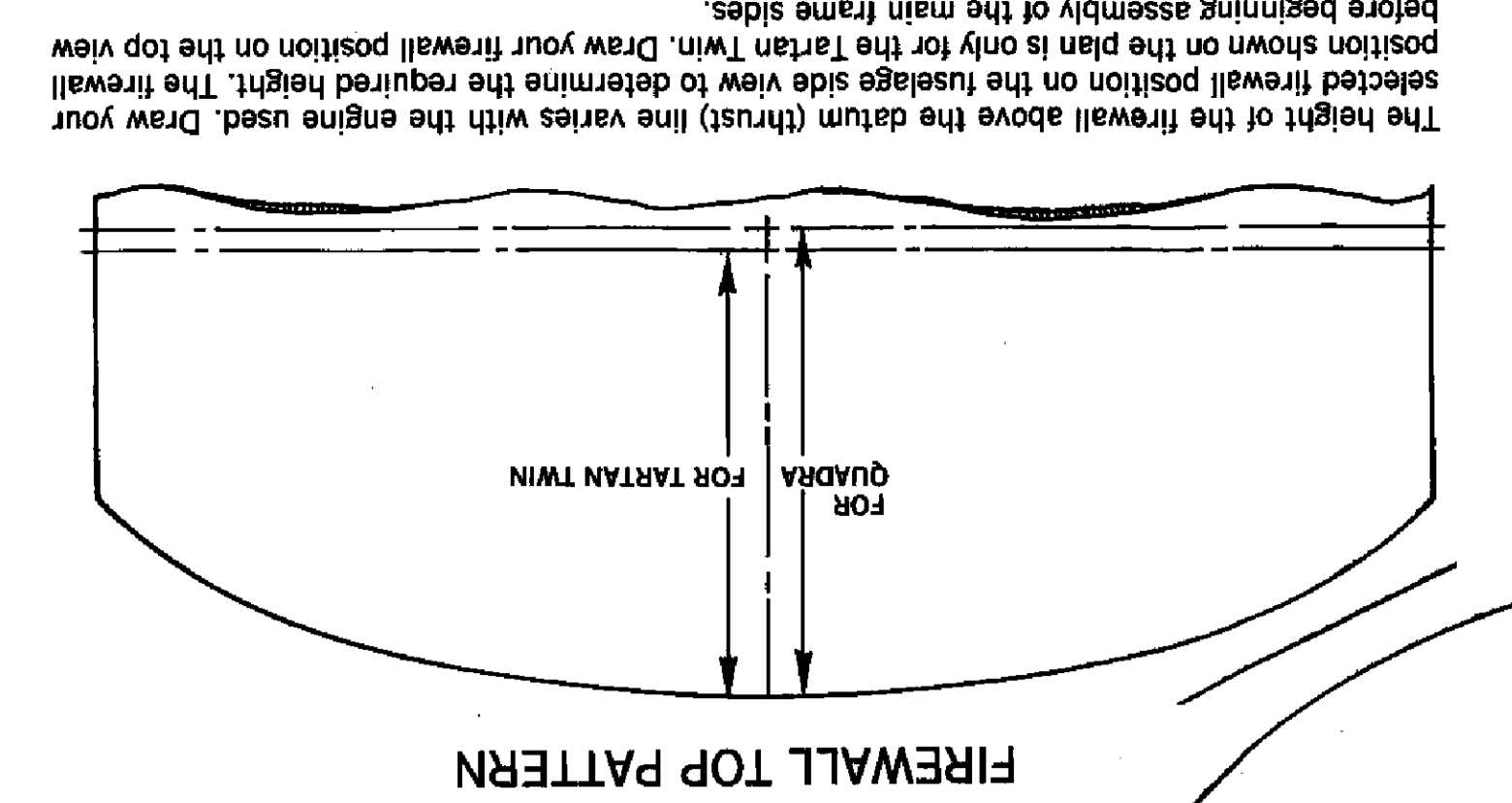


MORRISEY BRAVO RC-57 PLATE ONE OF THREE



The height of the firewall above the datum (thrust) line varies with the engine used. Draw your indicated firewall position on the plan to determine the required height. The firewall assembly of the main frame sides.

TRIM STRINGERS TO MATCH TOP CONTOUR OF THE FUSELAGE

TOP AND BOTTOM OF REAR MAIN FRAME IS 1/4" SQ. SPRUCE. THE REMAINDER IS 1/4" SQ. BALSAL.

WARNING - DANGER!
Important: Read These Warnings:
A model airplane is not a toy. It is a precision instrument. Do not touch the motor during or after operation. Keep clear of the propeller. If you are not sure how to use the motor, refer to the instruction manual. Do not use the motor for anything other than the intended purpose. Do not use the motor for anything other than the intended purpose. Do not use the motor for anything other than the intended purpose.

A NOTE ON BALSAL
We do our best to give you a grade of balsa in our kits as the supply situation permits. The world-wide increase in demand for balsa has made it impossible to obtain the same average quality as used to be the case and this situation is getting worse.
Every piece of balsa supplied cannot be 100% perfect or it prices would have to be greatly increased. Minimal stains or small knots do not seriously affect wood strength. Even with the very best grades of balsa, there is a natural tendency for some blocks or sheets to immediately show upon being cut from a perfectly square block because of built-in stresses. In most cases, these can be bowed back into alignment during building. Trim up the edges of covered sheets by framing, using a metal straightedge to cut against. Planing sheets, as used on the wings, need not be perfectly flat since they are curved into place anyway during construction. The gluing of the plywood doublers and stringers to the fuselage sides while they are attached to a flat surface should flatten out any warps in the side sheets.

PLASTIC CRIMP SHEETS
Take cutting patterns from the plans. Cut slightly oversize to get them from the vacuum formed sheets, then trim them to exact size on the control surface. Be certain that you cut them out in pairs as shown by the accompanying cutting diagrams. Mark the elevator segments from each of the two 5" x 15-3/4" sheets provided and keep them paired. Use one set on the left side and one set on the right. Cover one complete side of the elevator and then match the other side to the first. There is a crimp in the center of the elevator but do not overlap the center crimp from the opposite half. Instead use the center crimp from one side, but cut it off the other, as shown by the drawing here. This allows slight movement of the two halves to line them up accurately with the crimps on the other side.
Be careful in gluing them on if you are using cyanoacrylates. The thin plastic can be melted easily by a flood of glue. We suggest experimenting with the scrap plastic to get used to the procedure. We used very small amounts of thin cyanoacrylate to glue the trailing edges of the elevator sheets together but don't get a puddle of it in the "V". The overall gluing on the surface of the elevator and rudder is safest if done with a contact type of cement or a plastic compatible glue like Willhold RC-56.

DO NOT GLUE FZ ON UNTIL AFTER THE MAIN FRAME IS ASSEMBLED. IT IS SHOWN HERE SO ITS POSITION WILL BE CLEAR.

CANOPY CUTTING
THERE ARE GUIDE LINES ON THE CANOPY FOR CUTTING IT OUT. HOWEVER, WE RECOMMEND CUTTING OUT THE CANOPY OVERSIZE FROM THE LINES SO AS TO ALLOW FOR LESS TRIM SHOULD IT BE REQUIRED FOR EXACT FIT ON A PARTICULAR MODEL.

MORRISEY BRAVO
SUPPORT TANK WITH SCRAP CROSSPIECES OR FLOOR PLACING TO SUIT TANK USED.

PLYWOOD PARTS KEY

P-1	Cabin Floor - 1/8" x 7-7/8" x 22-9/16" Lite Ply
P-2	Fuselage Side Doubler (2) - 1/8" Die Cut Lite Ply
P-3	Wing Dowel Hole Piece (2) - 1/8" x 1" x 7-1/16" 5-Ply Birch
P-4	Bottom of Fuselage Nose - 1/8" x 5" x 7-1/2" Lite Ply
P-5	Side of Fuselage Nose (2) - 1/8" x 4-1/2" x 5" Lite Ply
P-6	Landing Gear Plate - 1/4" x 3" x 6-1/2" 5 Ply Birch
D-1	Wing Dihedral Doublers (2) - 5/32" Die-Cut 3-Ply Birch
W-9	Wing Tip Rib (2) - 1/8" Die-Cut Lite Ply

Fuselage formers of 1/8" Lite Ply are shown on accompanying Plywood Parts Key.
Tailwheel Tiller Bar is 1/4" x 1/2" x 9" strip of 5-Ply Birch
Stabilizer Screw Plate SP is 1/16" x 1" x 1-5/8" 3-Ply Birch
Stabilizer Dowel Scab SS is 3/32" x 1-1/8" x 1-1/2" 3-Ply Birch

PROOF OF COLOR
The color trim on the Bravo is Dupont Dulux. The can needs "5500 Silver Metallic" 75A76, Ford Mfg. No. 101. This was used by Ford as late as 1980.

FUSELAGE CARVING GAUGE
GLUE TO LIGHT CARDBOARD AND CUT OUT.

ENGINES: 2 - 3 Cu. In. WINGSPAN: 80" WING AREA: 1375 Sq. In. WEIGHT: 19 Lbs.

LIMIT OF LIABILITY: Sig Mfg. Co.'s only obligation shall be to replace such quantity of the product proven to be defective. User shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith.

PLYWOOD PARTS KEY

SUMMARY OF PLYWOOD PARTS

TILLER BAR

6-1/8" x 13-1/4"

4-1/2" C.B. WHEELS