

HM Review

Harris Malkin

AirScoot

Silent power, minimal assembly, high-end equipment and a quick learning curve make the right combination in this entry-level electric helicopter alternative.



Specifications

- Rotor span: 28"
- Flybar span: 18"
- Height: 14-3/4"
- Width: 4"
- Weight: 66 ounces
- RC: Hitec Laser 4G FM
- Motor: Cobalt 05
- Battery: ID-cell 2400 mAh

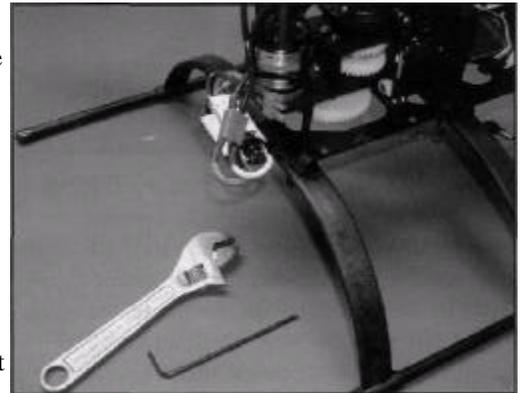
RTF Includes

- Factory-assembled airframe
- Factory-installed RC system
- Factory-installed motor and electronic speed control
- Dual counter-rotating rotors
- Coaxial rotor design
- Twin tail booms and fins
- Six-page assembly manual
- 12-page parts manual

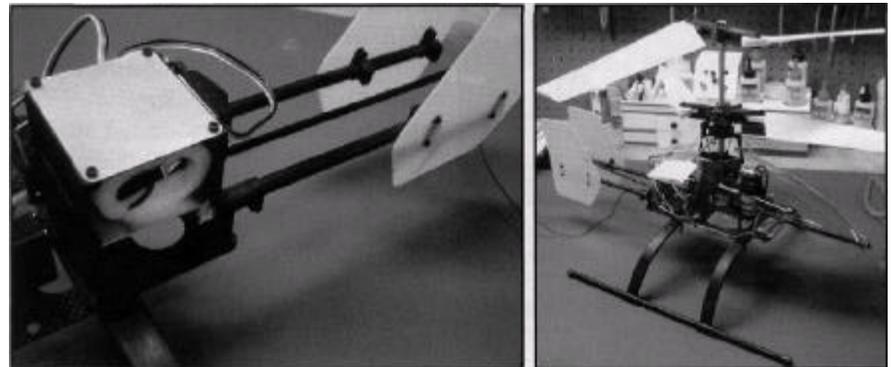
Technology stands still for nothing, and the new AirScoot coaxial helicopter is an ideal example of just how true that is. As an advocate of the unusual, getting involved with this project was of particular interest to me, and a close examination of the model reveals many unusual characteristics. The AirScoot's most obvious deviation from conventional helicopter design is its lack of a tail rotor, although the need for a tail rotor is offset by its counter-rotating main rotor blades. Some modelers might think that this rotor head's complexity would make the model too heavy to fly well with electric power, but that isn't the case. This machine has plenty of pull, and the counter-rotating blades add a built-in stability that isn't found in a conventional rotor.

Approximately 95 percent of the assembly is already done, eliminating most the time that modelers would expect to spend assembling a flying machine this sophisticated. The servos, gyro, pushrods and all relevant components of the RC guidance system except the receiver come factory installed and adjusted,

AirScoot's instructions guide modelers through the few steps that couldn't be completed at the factory. The first is attaching the composite landing gear



Only a spanner and a few hex keys are required for the AirScoot's final assembly.



Tail booms insert into rear of main frame. Clear, two-piece canopy is held to the frame with four socket head cap screws and flat washers. Preparation for flight can be completed within one or two hours.



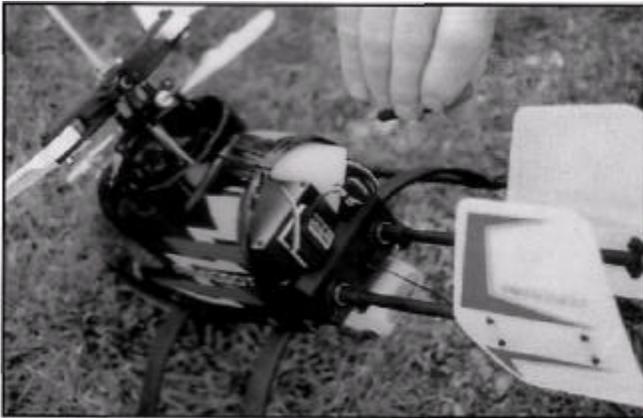
Canopy will accept a wide variety of hobby and automotive paint, best applied to the inner surface.

assembly to the bottom of the frame, then the twin booms are then fitted into sockets in the rear, aligned vertically. Attaching the four rotor blades to the counter-

rotating hubs is next, followed by connecting the servo

leads, wrapping the receiver in protective foam and inserting it into the recess in the main frame. Once these final assembly steps are completed, the canopy is painted and the graphics are applied.

After an overnight charge in the Hitec Laser and a peak charge in the 10-cell 2400mAh motor pack with the Hitec CG-340 DC Charger, my AirScoot was ready.



The gyro is initialized with the AirScoot sitting level when the battery is connected. AirScoot's open-end canopy offers easy access for gyro adjustment.

When something this peculiar shows up at our flying site, it always draws a crowd. I can't deny that I was somewhat skeptical about this model's capability of rotating, but wow, it sure does. It took several failed attempts at hovering before I realized that when the battery is connected to the speed control, one must follow the directions and give the Hitec gyro several seconds to initialize; the model must be in a perfectly flat position when the battery is connected, so the gyro knows exactly where "level" is.



Harris Malkin hovers AirScoot after adjusting rotor ball links, and setting and initializing gyro.

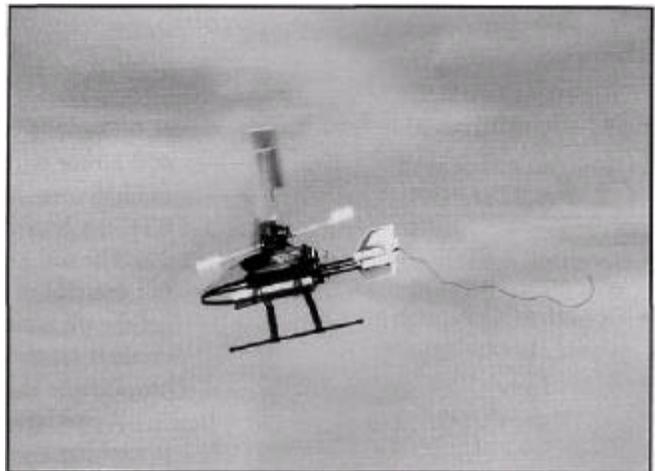


Once correctly adjusted, the AirScoot is easy to hover with reliability and stability, nose in or out.

During my early hover attempts, the AirScoot showed a tendency to rotate clockwise. Puzzled by my inability to correct the affect, I consulted the appendix in the instructions and found the remedy. Adjustments were made to the ball links in the head, and the problem was gone.

I had severely tested the AirScoot's durability during these early moments. The model survived repeated tip-overs without so much as a scratch on the blades or anywhere else. I learned that the AirScoot is much more than just fun to master; it's an exceptionally sturdy machine,

My first battery run was spent hopping and hovering around the field, and tweaking the AirScoot for hands-off stability. The machine has plenty of power to spare, and motor stick position was approximately halfway forward



At altitude, AirScoot is an impressive flying machine. AirScooter Corporation, Reader Service Card #259.

at hover, which parallels the stick position for similar results in larger glow powered models. By the second flight, I had become much more confident in the model's ability to perform, and I'm now looking forward to many hours of trouble-free, silent flight with the AirScoot, It's a most unusual flying machine.

For more information about the unique AirScoot, circle #259 on the Reader Service Card, or contact AirScooter Corporation at www.airscoot.com. HM