

super — cyclone —

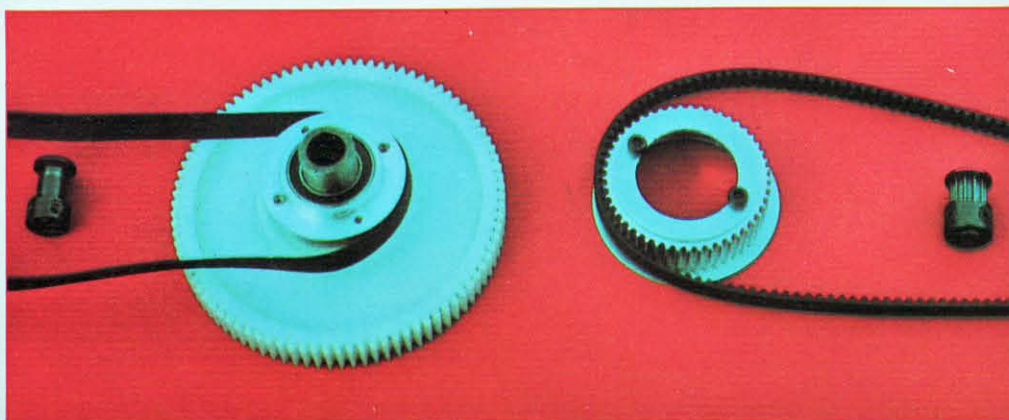


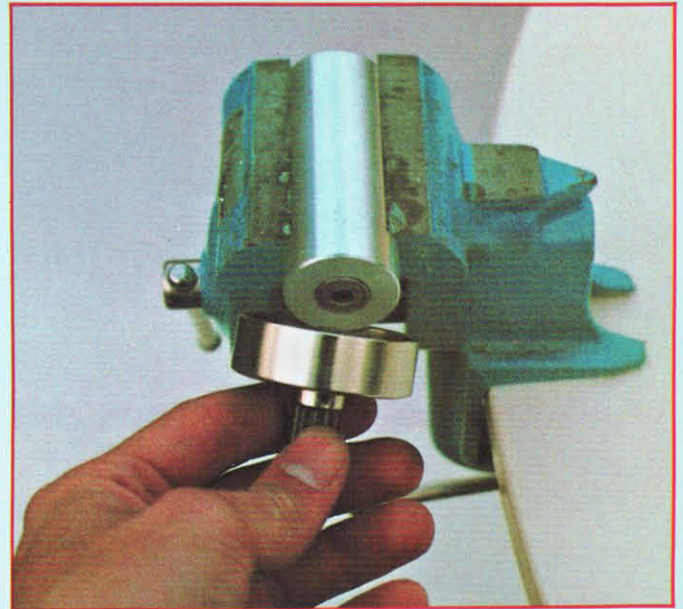
— Lots of add-on goodies for Kalt's Trainer —

Build up of the Super Cyclone. Powered by OS 61 FSRH. Fitted with High Efficiency cooling fan and 2mm wire substituted for the standard springs — no more broken clutch springs now! Finish is by Pactra spray paint: buggy paint on the canopy and formula U on the main frame — very easy to see at a distance. Tail surfaces are replaced with light-weight devices cut from aluminium sheet. Horizontal tail has turned down tips to obviate boom strike damage.



Replacing the standard flat belt with a toothed belt conversion is easy and removes all worries about tension — especially useful in scale applications. Be aware that the change effectively shortens the model slightly. However, longer belts are available which allow the use of a cut-down Baron 60 boom and longer main blades — also useful for scale applications.





Richard Daniel with the Clubman's aerobatic trophy at the Blue Eagles — June 1988. (John Taylor photo.)

Truing up the bell may be facilitated by using a special tool manufactured from a bar of aluminium, drilled and fitted with three ball bearings. The bell is then dropped in place and run-out adjusted out using a straight edge or dial gauge against the bell.

This article represents something of a new departure for us, in that it is really a photo essay rather than a conventional narrative piece. Richard Daniel had one of the

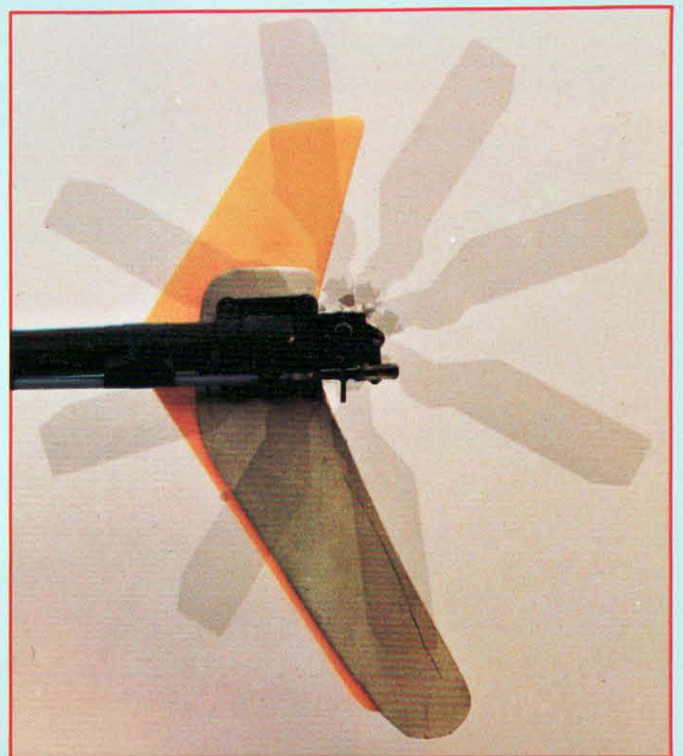
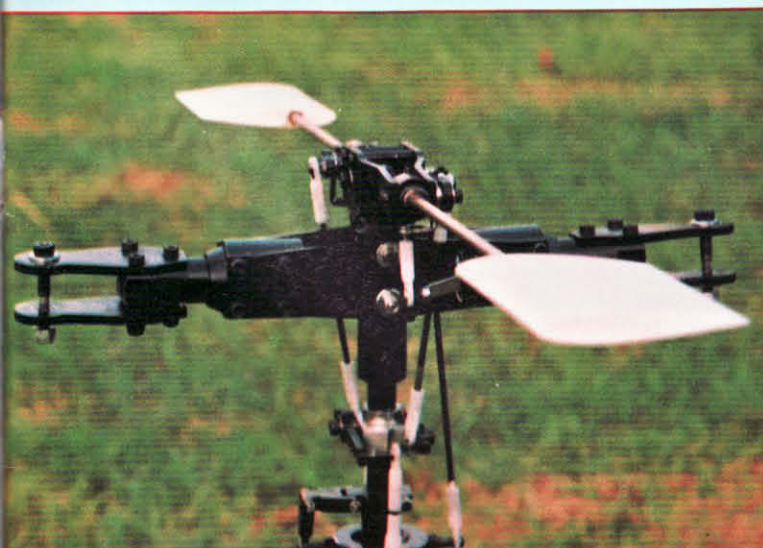
Richard's model is fitted with the Black Head SB Custom, as used by first World Champion Taya in Canada. Also used are the Kalt aerobatic white paddles — he wouldn't want to fly without them. Also visible in this shot is the all metal mixing system that compliments the Baron 50 collective mechanism.

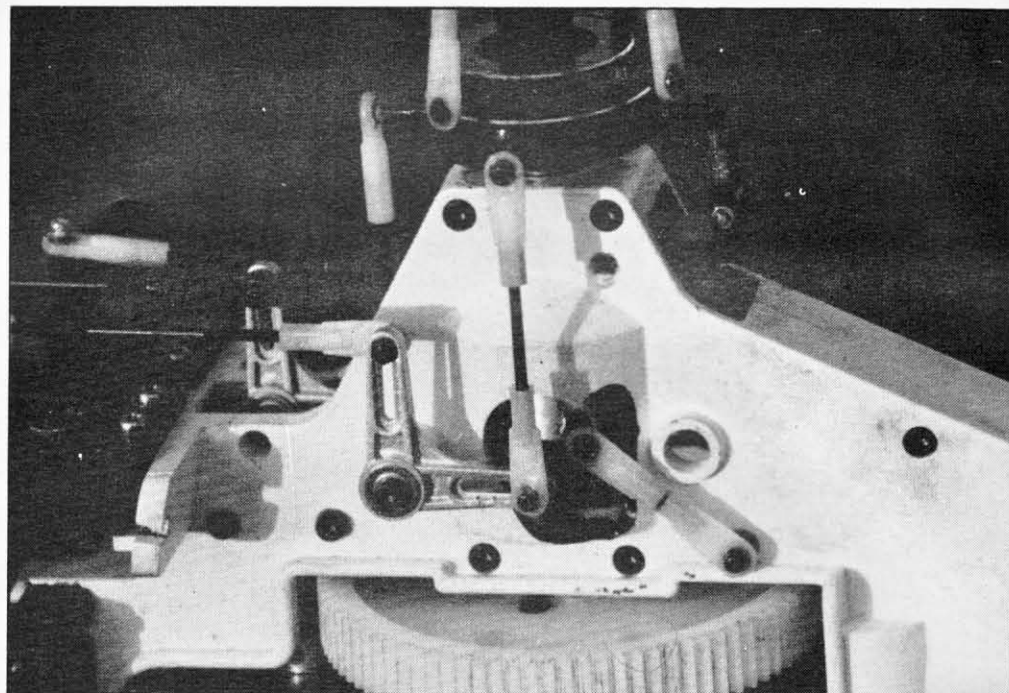
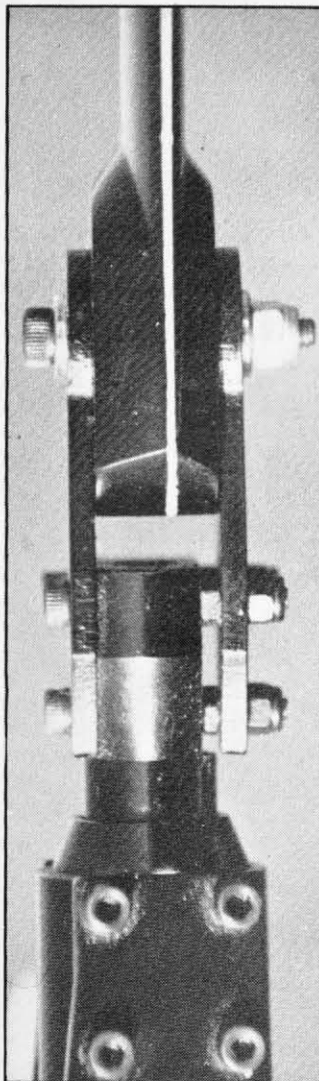
first Cyclones in the country and says that if he isn't the first man to fly one in the U.K., then he is the first to have crashed one! He regards it as a superb model in it's own right, and as a basis for extensive development, as the following will show. The fact that all the mods paid off is underlined by Richard's victory

This nifty multiple exposure shows how the replacement tail fin provides more tail protection than the standard item, and obscures less of the swept area of the tail rotor, increasing tail power.

in the Clubman's event at the Blue Eagles fly-in earlier this year. There is an enormous number of cyclones out there, and we hope that this might inspire a few of you to follow the silk purse into sow's ear route, tool! There is a reference to the use of a longer toothed belt in one of the captions, and this belt was obtained from a belt, seal

and bearing factor. Readers with perspicacity (What heli flyer doesn't?) should be able to pursue this possibility with their local suppliers. For those who haven't a suitable source near them, Richard is investigating making these belts available more directly to the modeller. See the ad. pages for possible sources.

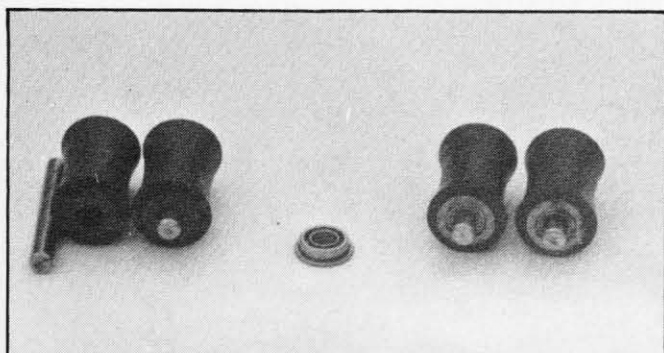
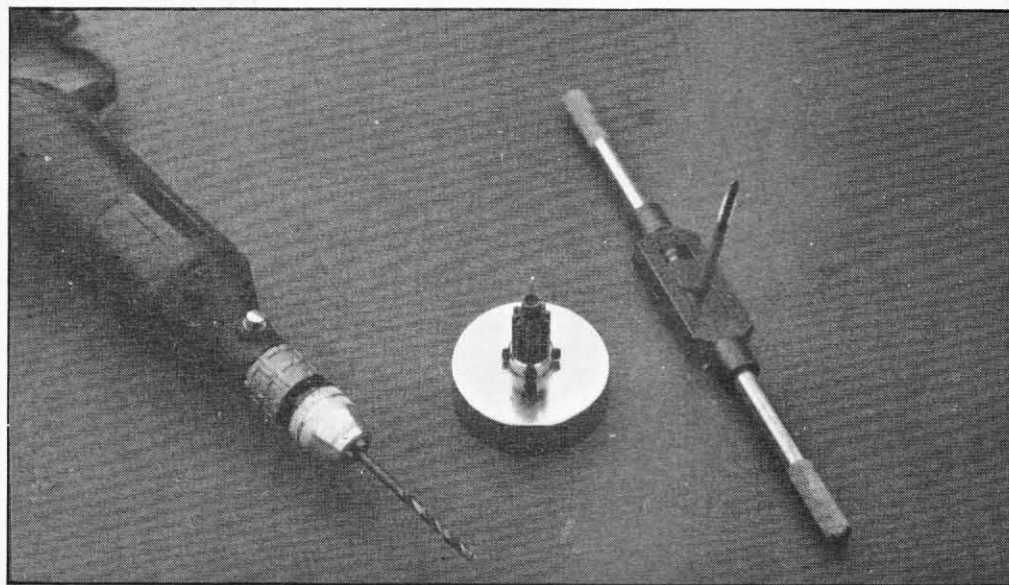




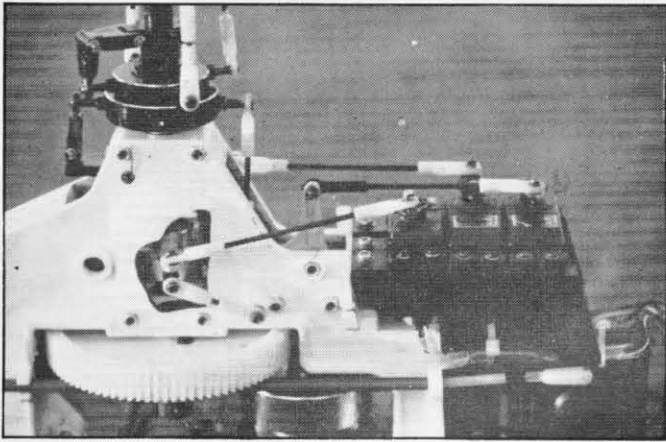
Slop in the cyclic controls is brought down to provide the same level of performance as the collective by fitting Kalt ball-raced bell cranks and ball links instead of joggles. The opposite side of the collective system can also be seen here.

The Cyclone clutch bell is retained by two grub screws, inserted at right angles to each other. Alignment of the bell may be improved by drilling and tapping two extra holes, making a total four, at all points of the compass.

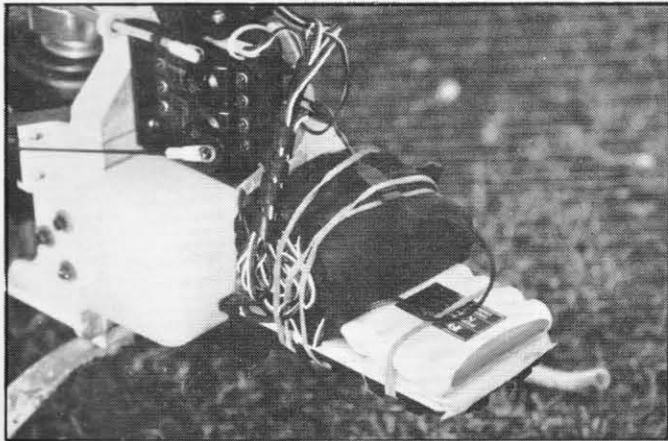
It only takes six longer cap bolts and six M3 nuts to space out a blade holder of the Black-Head to allow the fitment of blades with thicker roots than the standard Kalt ones, such as Rotor Sport and Sitar.



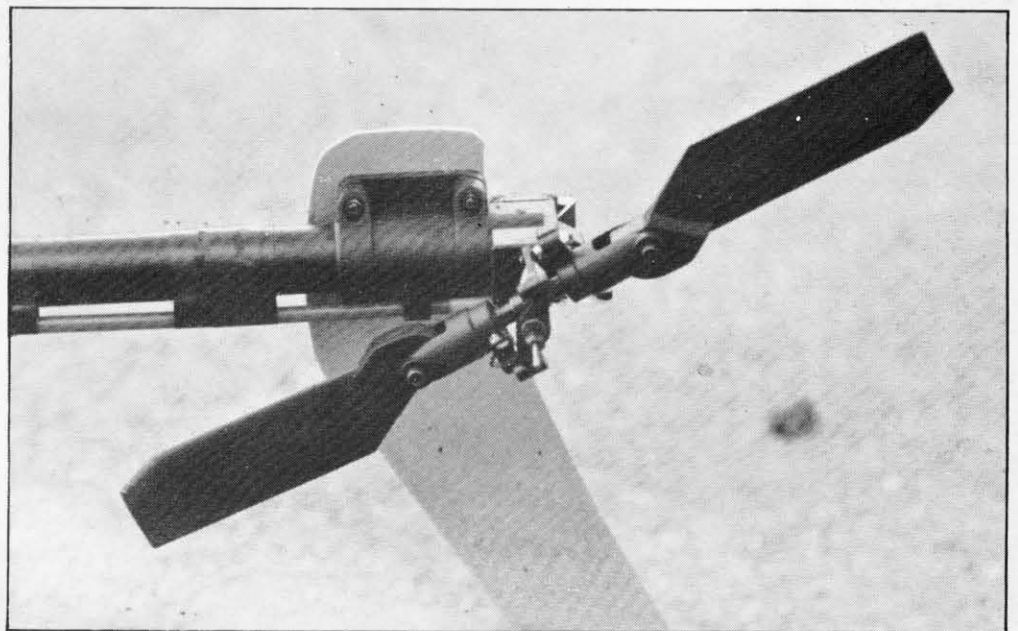
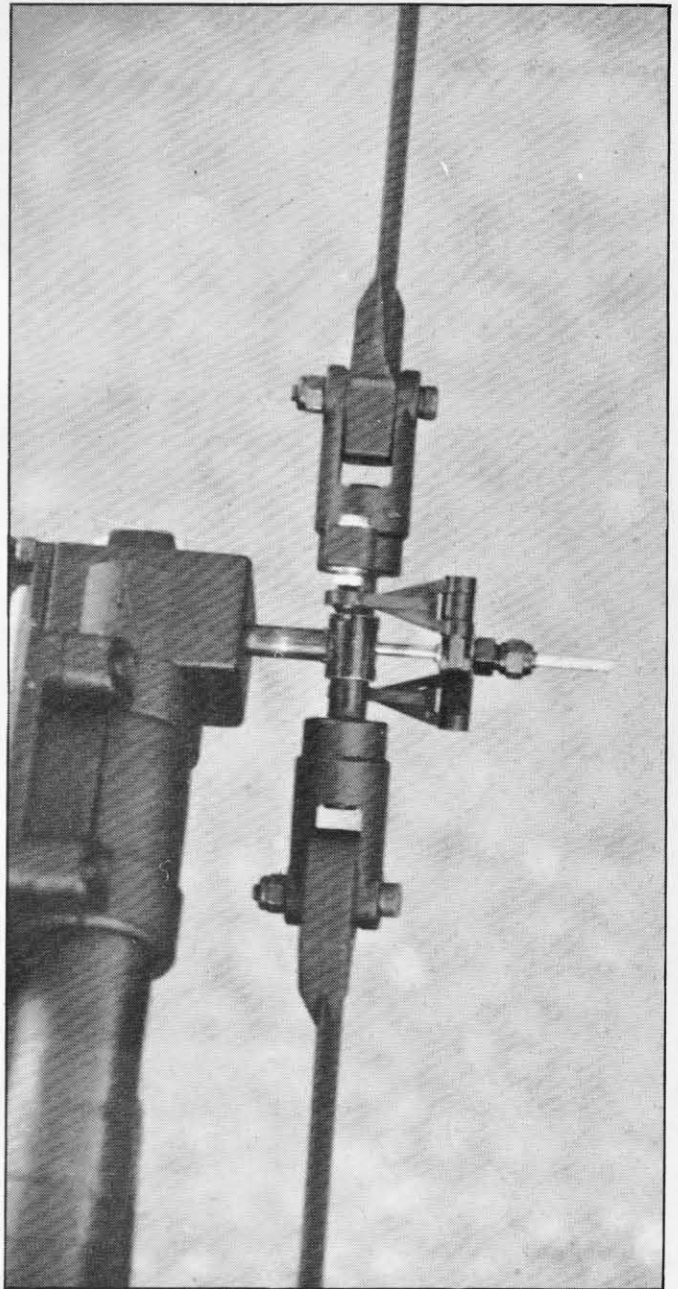
The standard idler rollers run directly on their shafts and can wear out both themselves and the housing — if they hunt up and down. They may be modified to take standard miniature flanged ball races. If the races are carefully cyanoed to the shafts, the up and down movement is removed and the whole deal should last forever.



Plastic side frames are cut away to allow the installation of the ball-raced Baron 50 pitch slide assembly. This is the most important modification to the Cyclone, removing the slop in the collective system.



Radio equipment may easily be removed by virtue of it's retention by foam pads attached to sticky back velcro. This may be unzipped as often as you like without the need to clean off old adhesive that dogs the use of sticky pads alone.



Ball and thrust rater X-Cell tail rotor system will drop straight onto the cyclone tail head (you don't use the X-Cell delta-hinge hub). Double ball-raced Kalt pitch plate removes all slop and risk of plastic item burn out.