

Double Trouble

An exciting new

machine from

Hirobo

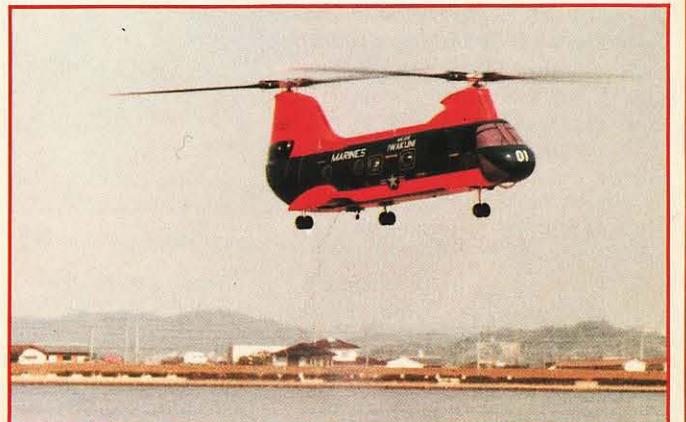
Throughout the history of helicopters, there have been a number of attempts to produce a twin rotor model of the "Chinook" layout, of varying degrees of success. Most of these have been in the 50/60 size engine range, though there was at least one, to our knowledge, that was based on two sets of twenty size mechanics, joined back to back. The various troubles that have been experienced have been associated



with power delivery and stability and control. As an example of the latter, one could conceive of fore and aft control using coupled cyclic controls, cyclic on one rotor or differential collective — just for starters! We

know that the full size Chinook uses a complex mix of differential collective and combined cyclic, with a pretty fancy bit of electronics involved in sorting it all out.

It is clear that some en-



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thusiasts have produced fairly workable models — some more successful than others. Couple that with the undoubted attraction of building something really different, and you can understand why a manufacturer might want to come up with a practical kit that would have a very ready market. Having said that, if you had come to us and said that the eventual produce would be 32 powered and would have genuine three bladed rotors, complete with flapping hinges, and we would have been checking the diary for the closeness of the beginning of April! However, we would have been well wrong, as Hirobo have done precisely that — it must be true because both Dave Nieman and John Gorham say so.

Also, fortunately, in our view, as we think it has more potential in a model, Hirobo didn't do the Chinook. What they have modelled is the KV 107, which is a Kawasaki-built variant of the Boeing Vertol model 107 which is in turn more commonly known as the CH-46 Sea Knight — not a lot of people know that! This machine turns up in a number of very colourful decors,

including the Canadian rescue variant, the similar CH-113 Labrador.

The model is, we are told, based on Shuttle parts and is powered by a rear cone start OS 32. The control system embodies a number of mechanical mixers, but we don't, at the moment, know what method of control has been adopted. (We

are taking bets with ourselves, but otherwise will wait and see!) Rotors are, indeed, three bladed and, as the accompanying photos will confirm, the model has absolutely superb atmosphere.

This machine is scheduled to be available in mid 1988, and John Gorham and Dave Nieman expect to have exam-

ples at the Toledo and Sandown shows, respectively. Frankly, we are really excited about this one, and JD is showing most uncharacteristic enthusiasm! As soon as we have had a closer look — and even more important, a test flight, we will let you know more. Until then, we will have to be content with the photos. □

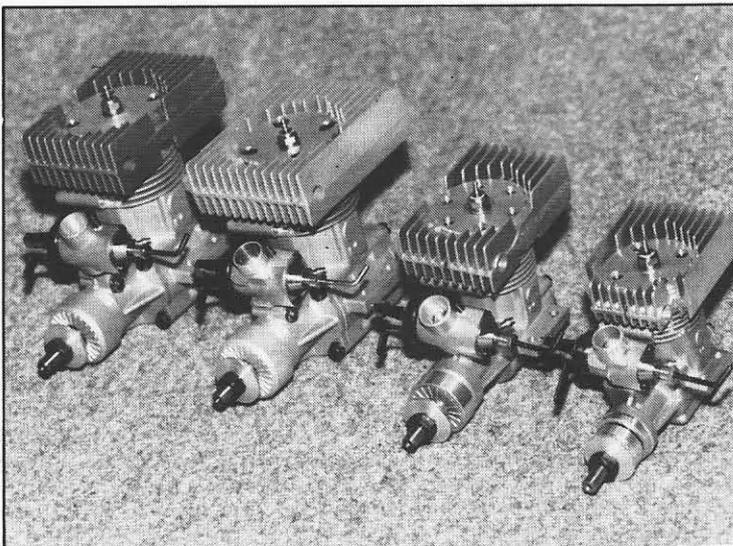


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Mike Wilshere
April 1988



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