

# Product Review

Awesome RC  
Chinook  
by  
Reg Neville.



Rotor diameter 340 mm, weight 400gm, 3s LiPo, 4 channel ready to fly.

In the last issue of the magazine the editor “kindly” added a few words to the review and informed everybody that I have a collection of counter rotating helicopters, the fact is that I like to take models to our indoor meetings that look like their full size counterparts are easy to fly and look good in the air.

The model in this review achieved all of these tasks far better than I had anticipated. The “Australian” version of the Chinook helicopter has undergone an upgrade and the RAAF livery has now been replaced and it assumes the ARMY camouflage colour scheme, whilst I like the new colours (mind you I am colourblind) all who have seen it agree that this is a definite improvement and the model looks much better for the change. The Chinook has a very realistic stand off scale appearance, the panel lines are moulded into the body, decals are already fitted and the canopy is tinted, you will see in the photos that this really is a well detailed model and in flight it looks just like the full size CH 47.

The modifications cover a lot more than just improving it's appearance. The gyro software has been upgraded to achieve even greater stability, the chassis has been lengthened and changes have been made to

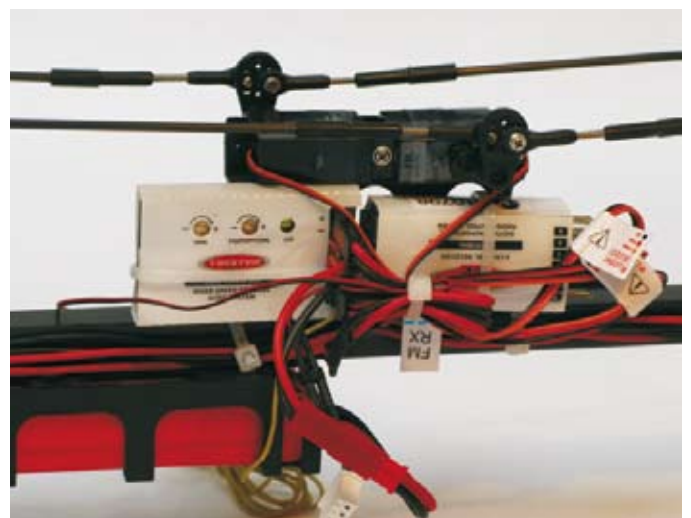
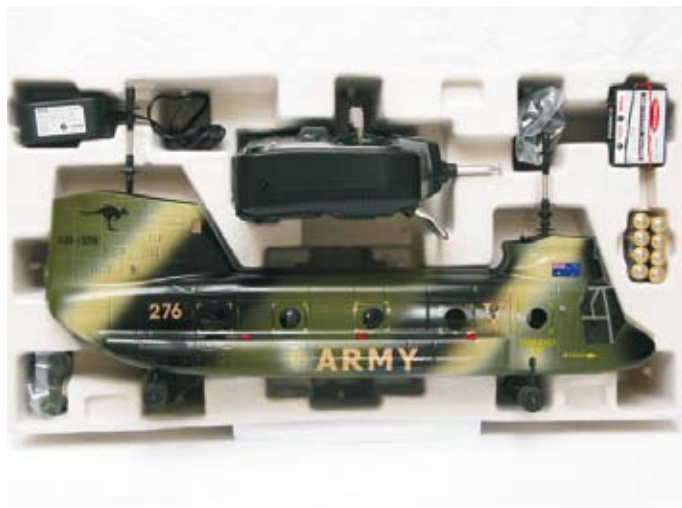
the set up and programming to improve the flight performance. Twister were the first manufacturer in the world to produce a 4 channel tandem twin rotor helicopter and the other three models in their range are also stand off scale versions of actual aircraft, the Chinook really stands out in this quartet because it's somewhat larger and of course it does have rotors at “both” ends.

The model arrived in perfect condition and when you open the box and check the contents you will find that everything needed to get you into the air is included. The “hard” work on your part is to attach a pair of gas turbines to the body then fit the swashplates and rotor blades, all of this can be accomplished in the time it takes to charge the battery.

It's good to see that the charger included is the type that balances the cells in the 11.1v li po battery and it operates from 12 volts or alternatively a normal power point

can be used. If you are new to helicopter flight you will like the D.V.D. that clearly shows how to operate the transmitter and walks you through the learning curve on the journey to your first solo flight. The footage showing the model flying outdoors looks great but should only be attempted in very little or preferably no wind which usually means early in the morning or the evening.

The instruction book is clearly written and covers everything that you would ever need to know, also a USB cable is included and connects the transmitter to your computer, you can then practice on the flight simulation program that can be downloaded free of charge. The helicopter is fitted with LBW, which stands for low battery warning. This is a beacon positioned on top of the body and it flashes when the battery voltage is getting too low warning you that it's time to land and recharge. Another



One servo does fore and aft, the other for lateral cyclic.



This heli can be enjoyed by beginners and sport flyers alike.

safety feature is MOPS an acronym for motor overload protection system, this helps to prevent damage to the electronics by cutting power to the motors if the blades are stalled.

A word of warning here, you “must” lower the throttle immediately as the system will re arm a few seconds later and the chicken dance across the floor is not a pretty sight. When the body is removed you see that the chassis is a strong square section and at each end the main frames are positioned, these each hold a



Nightflying under lights at Shepparton Mammoth Scale.

pair of motors, the gears, shafts, bearings and the linkages to the rotors.

Located in the centre of the chassis the 3 in 1 control unit is mounted, this houses the piezo gyro, speed controls and the receiver, the 2 hi torque micro servos are also fitted in this section. The interesting thing here is that the two rotors at “both” ends are controlled by only one gyro and the two hi torque servos.

The general opinion from those who have seen both versions of the Chinook fly are that this one appears to be more stable, is smoother in flight and looks very realistic in the air. From these comments one can only come to the conclusion that all of the improvements that have been put into the Chinook upgrade have been well worthwhile. From my point of view I have now flown a number of different counter rotating helicopters and the Chinook as they say is rock solid, very easy to control and whilst twin rotor helicopters are not difficult to fly, accidents can happen.

I did have one during the photography session at home and I wasn't even flying it at the time. I mention this because when you choose a model make sure that spare parts are readily available and the Twister range of helicopters are well backed up in this regard. Back to the Chinook what else is there to say,

I think that almost anybody can easily learn to fly it, and if you want to take something different to the next indoor meeting that looks like the original, has a realistic flight performance and is enjoyable to fly then you should consider counter rotating helicopters and the Chinook would be an ideal place to start. Another good reason is that the Chinook helicopter was voted as the best hobby product of the year at the 2008 Toy and Hobby Fair.

The Awesome R/C Chinook is distributed to hobby shops by Model Engines Australia tel 03 8793 5555 [www.modelengines.com.au](http://www.modelengines.com.au)

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