

HM Review

Mike Geiger

EVO 50

Hirobo's Scedu Evolution 50 is an outstanding and versatile 50-class helicopter.



Specifications

- Rotor diameter: 53 inches
- Height: 17-1/4 inches
- Weight: 7.2 pounds
- Length: 46-3/4 inches
- Engine used:
O.S. Max 50SX-H Hyper
- RC system used:
Futaba 9C-HP, Futaba 9202 Servos (3), Futaba 9001 Servo (1), Futaba GY401 AVCS Rate Gyro with Futaba S9254 digital servo and Throttle Jockey Pro Governor

Kit Features

- FZ-IV rotor head
- Ball bearings on all pivot points
- Split gear for driven tail rotor
- Tough new main frames
- Push-pull linkage
- 82-page instruction manual

Forward end of EVO 50 has ample room for receiver and battery. Mike Geiger chose rugged and reliable 4.8-Volt nickel-cadmium pack from Larry Sribnick at SR Batteries.

Japan's Hirobo Limited, exclusively distributed in the United States by MRC-Model Rectifier Corporation in Edison, New Jersey, has produced their overwhelmingly successful Shuttle series of RC model helicopters for more than two decades. The new Shuttle Scedu Evolution is available as a .30-size or .50-size machine, and the .50 was designed with 3D pilots in mind. The Scedu Evolution 50, or "EVO," is priced at the affordable level of most typical 50-size machines, and would still be a bargain at twice the price.

The kit comes nicely packaged with its parts groups bagged separately for each step of the assembly procedure. The manual has lots of useful images of each step, and the pictures show all the detail needed to complete the assemblies correctly. The written instructions are straightforward and easy to follow, and assembly is thereby simplified.

Looking over the parts list, checking carefully for any missing or defective, revealed that everything was in perfect order, and the time to start assembling my EVO was at hand. Building the Scedu is a lot of fun, and since none of the assemblies was factory built, I was able to spend some time in appreciation of all the parts, which are extremely high in quality. Throughout the model's assembly, the fit of all the parts is excellent, and no adjustment is necessary to get things together correctly. Hirobo's many years of experience with the Shuttle design assures modelers of a smooth and trouble-free build.

The main frames are assembled with the bearings and servo mount assembly. The fuel tank slides into the frame, and uses rubber isolators to help prevent the fuel from foaming. The main mast and main gear are installed in the frames, the swash plate and washout assemblies go in, then the remaining parts of the rotor head are installed. The model's fly bar paddles have removable weights so that the EVO's flight characteristics can be easily adjusted to suit the pilot. Hirobo's manual suggests specific control response options for



New O.S. 50 SX-H Hyper engine hauls Mike Geiger's EVO.



the seesaw — standard and high mobility. I chose the higher performance, high mobility setup.

I also chose the new O.S.50SX-H Hyper for my EVO 50. The engine had just been released when my kit arrived, and I was very excited about having this new engine available. Once the engine was installed, the model was finished with the addition of the rotor blades and radio gear. I used Futaba's 9C-HP for my Scedu, with three 9202 servos, one 9001 Servo for throttle, a Futaba GY401 AVCS Rate Gyro with a Futaba S9254 digital servo and Throttle Jockey Pro Governor. I also chose a high quality 4-cell flight battery from Larry Sribnick at SR Batteries, and the EVO has ample room up front for the battery and Futaba's 9-channel PCM receiver. I spent quite a bit of time in getting the gyro, governor and control throws set correctly, which contributes a lot to a successful first flight and many more to follow. Once done, all that was left was to install the canopy, apply the graphics and mount the tail fins.

Flying the Shuttle Scedu Evolution 50 was better than I could have imagined. The first flight went well, with only a few minor adjustments made to the gyro. As the EVO rotated into a steady hover, the machine looked good and proved to be rock solid. I spent some time getting familiar with the machine, hovering in place and doing a little forward flight before going to the idle-up. With the governor in the system, you don't have any over-speeding issues, and once in idle-up, the helicopter really

comes to life. Back flips and loops are nice, and climbout is great with power to spare.

This machine is very 3D capable, and has made me a better pilot, taking me to new heights and giving me the confidence to develop my low inverted hovering skills. This new EVO is extremely capable of hot 3D or can just as easily be configured as a primary helicopter trainer. Building the EVO is a pleasure, and the flight performance is nothing short of outstanding.

For more information about the Hirobo Scedu Evolution 50, see the ads on Cover 2 and page 18, or contact MRC-Model Rectifier Corporation in Edison, New Jersey, at 732-225-2100. **HM**



Mike Geiger and Hirobo, Ltd. Scedu Evolution 50.



Hirobo's shuttle Scedu Evolution 50 is versatile. The machine can be used for basic flight training or tweaked for competition-level 3D flying. Hirobo is exclusively distributed by MRC, Edison New Jersey: 732-225-2100.