

# Stabilizer

## 1. FOREWORD

The **Stabilizer** is a completely innovative electronic device, so please read the **whole** manual before installing and using it.

Thank you for purchasing the **Stabilizer**! The **Stabilizer** is warranted to be free of manufacturing defects for 2 years from the date of purchase. Also anyone who is dissatisfied with it or is unable to make it work will be cheerfully refunded the purchase price, if the **Stabilizer** is returned to us / our dealer within 30 days of the purchase date.

**Stabilizer** is a patented, compact, lightweight, easy to install 2-axis flight stabilization system (Roll- and Nick-function) developed for modell helicopters and is based on the analysis of infrared datas in a spectral area, where the composition of the ground (grass, water, asphalt, snow etc.) and the solar radiation are almost not relevant. The **Stabilizer** gets connected between the rc-receiver and the Nick- und Roll-servos.

The **Stabilizer** functions only outdoor properly, an indoor-use is impossible.

**Stabilizer** works in almost all weathers, on day and night. Light or direct solar radiation into the sensors have no influence. The system does not perform well (or even at all!!!) in low stratus, smog, when it is raining or in snow shower. The infrared horizon has to be straight / near to straight or simmetrical. In even or in a slightly hilly site, also in a valley between two mountains it will perform well. Among building or in a forest between the trees the **Stabilizer** will work after the helicopter is above the houses / trees (usable infrared horizon). If the helicopter is above inclined plane, or in a flat country site, but close to high hill/ big building, the infrared horizon is not symmetrical and the helicopter will drift from the hill/building away. The wind direction has no influence on the stabilization, but the helicopter will drift with the wind, if the pilot does not control against the wind.

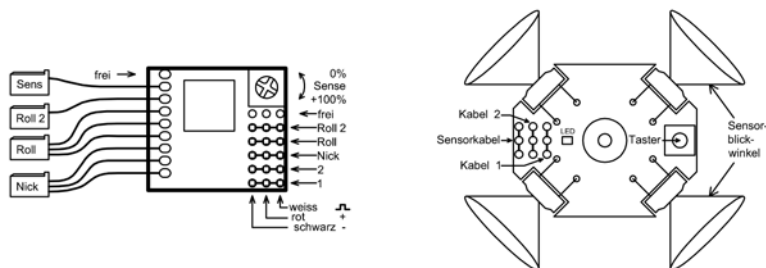
## 2. FEATURES

- Stabilizes Normal Flight.
- For helicopters with and without flybar, also for multi-bladed systems, for aerial photography helicopters, as learning aid for beginners, as assistance for advanced and as „emergency switch“ for specialist.
- Compatible with all PPM-receivers, all Futaba PCM 1024 and Futaba PCM 2048 G3-receivers and all JR/Graupner SPCM-receivers.
- Compatible with analog and digital servos.
- Sensibility can be set from the transmitter or from the control-unit trimmer.
- Compatible with 2-Servos-90° and 3-Servos-120° swashplates, mechanically and electronically mixed, recognizes automatically the swashplate type, for 2 or 3 servos. 90° swashplates with 3 or 4 servos are not supported, trying to control such systems will cause mechanical or electronic damages!!! (A new H4 90° 4-servos-swashplate **Stabilizer** -version will be available in autumn 2005).
- Only for outdoor use.
- Compact and lightweight.
  - Control unit 22 x 25 x 8mm, 11g
  - Sensor unit 28 x 34 x 9mm, 16g
- Current draw max. 20 mA, operating voltage 4V to 10V.

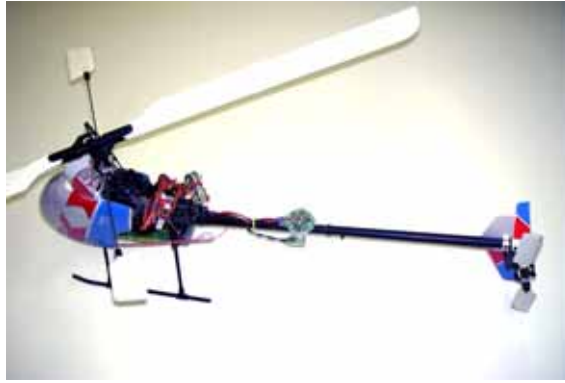
## 3. SCOPE OF DELIVERY

- Control unit with ca. 10cm long servo cables.
- Sensor unit with ca. 25cm. long servo cables, pushbutton, LED and 4 sensors.

## 4. INSTALLATION



1. The model helicopter must be mechanically and electronically rightly set.
2. The control unit cables must be connected with the receiver according the markings – Nick on the place of the Nick servo, Roll on the place of the Roll servo, Roll2 on the place of the second Roll servo for 120° swashplates, Sense on another free channel, if available. For 90°-swashplates only one roll- and only one nick-servo have to be connected, the Roll2 cable stays unused and free.
3. Connect the swashplate servos according the markings with the control unit.
4. Mount the sensor unit on the boom (tail pipe) horizontally, parallel to the main rotor plane (Pic. 1.).
5. On helicopters with combustion engines the sensor unit must be mounted in such position, that no direct view from the sensors to the exhaust pipe is possible. Also no fuel and oil rests should reach and pollute the sensors!!! Polluted sensors must be cleaned with cotton-sticks or cotton tissue and alcohol.
6. Connect the sensor unit with the two cables 1 and 2 with the control unit. The ca. 25cm long cables of the sensor unit can be extended up to 100cm. There are 1,2 marks on the control unit, which correspond with the 1,2 cables from the sensor unit.



Pic. 1.

The **Stabilizer** recognizes automatically, if your helicopter has a 90° or a 120° swashplate type (2 or 3 servos) and if the sense-channel has to be read from the transmitter or from the on-board trimmer.

## 5. SETTINGS

### 5.1. Servo Reverse

If the servo directions are correct, the swashplate will tilt only to the front of the helicopter, when you hold your hand behind the 2 rear sensors or cover them with 2 fingers (Pic.2.). If you cover the front 2 sensors, the swashplate must tilt only to the tail of the helicopter. Covering the 2 left sensors or holding your warm hand in front of them will cause a tilt of the swashplate only to the right (Pic.3.). If you cover the right 2 sensors, the swashplate will tilt only to the left. For all (90° and 120°!!!) swashplates **only nick- and roll-corrections** will occur, if the **Stabilizer** is correctly set, **no pitch-corrections**. Generally, if you hold the helicopter in the air above your head and tilt it, the swashplate must always try to stay horizontally. Only in case that works you may fly!!! Otherwise you will have a destabilisation, instead of stabilisation and will have to set the servo-reverse on some or on all servos:



Pic. 2.



Pic. 3.

The servo-reverse is made in the setup-mode by nick-, roll- and sense-commands from your transmitter. If you do not have a free channel for sense, you can disconnect the tail servo and use its channel for sense during the settings, after that connect the tail servo again.

1. The sense cable of the **Stabilizer** must be connected to the receiver. If you do not have a free channel for the sense, disconnect the tail servo and use its channel for the sense during the settings. No mixers should be programmed on the sense channel. If you have already programmed mixers on sense, you can use the tail servo channel for sense during the settings.
2. Switch the transmitter on.
3. Push the button on the sensor unit and hold it pushed down.
4. Switch on the receiver, hold for min. 5sec the button pushed and then release it. The LED will blink 3-times (triple blink) with pauses. You are now in the setup mode for the servo reverse.
5. By giving of Sense-command from your transmitter (changing the sense value) you mirror only the nick-corrections of Roll2, the second roll-servo referable to Roll, the first roll-servo. The nick-corrections of the two roll servos must be opposite to the nick corrections of the nick servo, but this is set under point 6. Point 5. is not relevant for 90° swashplates.
6. If the direction of the nick-servo corrections must be reversed – give once a full nick command, than go back again to the nick middle position, the LED blinks 1-time or 2-times, depending on the side you have moved the nick-stick to. After ca. 3sec the LED will blink 3-times (triple blink) with pauses again.
  - 1 single blinking – all 3 servos are reversed (mirrored) if you have 120° swashplate; if you have a 90° swashplate with one roll- and one nick-servo - only the one nick-servo will be reversed (mirrored).
  - 2 blinkings – only the one nick-servo is reversed (mirrored) for both 90° and 120° swashplates.
7. If the direction of the roll-servo-corrections must be reversed – give once a full roll command, than go back again to the roll middle position, the LED blinks 4-times or 5-times, depending on the side you have moved the roll-stick to. After ca. 3sec the LED will blink 3-times (triple blink) with pauses again.
  - 4 blinkings – both roll servos are reversed (mirrored) if you have 120° swashplate; if you have a 90° swashplate with one roll- and one nick-servo - only the one roll-servo will be reversed (mirrored).
  - 5 blinkings – only the one Roll2 servo is reversed (mirrored) for 120° swashplates; for 90° swashplates is the 5-times blinking not relevant, no changes are made.
8. Switch off the receiver, the settings will be permanently saved.

You can repeat the points 5. to 7. as long as necessary.

*Tip: If you are not sure, what has to be done to have all servos work properly, than make only one servo reverse and try what the result is. After that make the next servo reverse, if necessary and try again the result.*

## 5.2. Sense

1. If there is a free channel on transmitter and receiver, you can connect the sense cable to this channel and change the sense of the **Stabilizer** during the flight (0% - channel middle, no stabilisation; +100% - max. stabilisation.) The area from -100% to 0% is used for horizon calibration in the air and have to be used only if explicit desired, no corrections from the **Stabilizer** are mixed to the commands of the pilot in that sense range. This is a good way to set the proportion of the influence of **Stabilizer** during the flight.
2. For 3D flight the sense of the **Stabilizer** must be reduced from the set value (for example +65%) with increasing roll- and/or nick- commands. Otherwise the electronics will always try to keep the helicopter in horizontal position. This is achieved with programming of two mixers in the transmitter, so with greater roll- and nick- commands the sense gets reduced to 0% (!!!Attention, not negative values allowed! At under -75% you get a new horizon calibration! This two mixers are not obligate, but recommended.
3. If the sense cable is not connected, the sense will be read from the on board trimmer.
4. Like well known from the Gyros, if the sense is set too high you can get an over-reaction of the stabilisation. In that case just reduce slightly the sense. Especially models without flybar have a direct control and need in the most cases much lower corrections than helicopters with flybar (with Bell-Hiller-Mixer). In these cases the sense shouldn't vary up to 100% (for example only from 0% to 50%). It is recommended to start with Sense 10% and step by step set it higher, till you achieve the wished stabilisation.

The +/- directions of different transmitters may be different, in some cases you may have the full Sense at -100% and the horizon calibration at +100%. In that case you can make a servo-reverse to set the desired + direction correctly.

## 6. CALIBRATION AND FLYING

A horizon calibration is necessary before the first flight, after mounting the **Stabilizer** on your helicopter. For the next flights you do not have to calibrate, you can fly with the old calibration. A new calibration at the beginning of each day you are flying on is recommended.

### 6.1. Pre-Flight Check

1. Test before every flight with sense set to 0%, if your commands to the swashplate are right.
2. Set the sense to the position you want to fly with (min 25%) and check with your hand, if the corrections of the **Stabilizer** are right.

If the **Stabilizer** reactions are correct, the swashplate will tilt only to the front of the helicopter, when you hold your hand behind the 2 rear sensors or cover them with 2 fingers (Pic.2.). If you cover the front 2 sensors, the swashplate must tilt to only the tail of the helicopter. Covering the 2 left sensors or holding your warm hand in front of them will cause a tilt of the swashplate only to the right (Pic.3.). If you cover the right 2 sensors, the swashplate will tilt only to the left. Generally, if you hold the helicopter in the air above your head and tilt it, the swashplate must always try to stay horizontally. No pitch-corrections should occur, the **Stabilizer** makes only nick- and roll-corrections. Only in case that works you may fly!!!

### 6.2. Horizon calibration on the ground, especially for beginners

1. The helicopter must be horizontally on the ground, houses, trees and cars must be at least 10m away from the helicopter.
2. Switch the transmitter on.
3. Switch the receiver on.
4. The red LED must blink in single pulsed mode.
5. Push shortly the button on the sensor unit and release it.
6. The red LED will blink 10 sec. In this time you have to go away from the helicopter to min. 5m and stay exactly behind it or exactly in front of it. In this way you are staying between the sight fields of the sensors and allow a precise calibration.
7. Right after the last LED blinking the system calibrates. The values get permanently saved in the memory and the LED lights permanently.
8. The **Stabilizer** is ready for use, you can make the Pre-Flight-Check and can fly.

Another possibility to calibrate is, instead of doing the points 5,6 and 7, just to go away from the helicopter and set the sense channel to -100% shortly – that's it. The horizon calibration happens only once in the moment when the Sense has reached -100%. To make a new horizon calibration you need to set the sense to 0% back and than again to -100%.

If on your landing field you have an asphalt – beton – grass – snow ground, it is better to calibrate over the coldest surface (above is the gradation from warm to cold).

Tip: In normal hover position the helicopter is (mostly) slightly inclined, because the rear rotor is mostly not in the plane of the main rotor. To calibrate on the ground under the same angle you hover, you can do the following:

1. Incline slightly the helicopter on the ground (~2°) on the side it is inclined when hovering, try to reach the same angle as in flight.
2. You can let the helicopter horizontally on the ground, but trim the roll to the opposite side as hovering. After you calibrate, set the trimmer in neutral position.
3. If you do not follow these tips, the helicopter will drift slightly in flight and you must trim against that. A rightly set helicopter must hover with and without stabilisation without retrimming.

### 6.3. Horizon calibration in the air, during the flight

1. Control the helicopter in stabile hover position, not away from you and in height 2-4m, so you can see the aircraft is not drifting and also see the ground as reference.
2. Move the sense channel to -100% shortly.
3. In the moment you have reached Sense -100%, the horizon position is saved.
4. Put the sense to the position you want to fly with.

You can repeat the points 2. to 4. as long as you want.

### 6.4. Flying without calibration

1. Switch the transmitter on.
2. Switch the receiver on.
3. The red LED must blink single pulsed with pauses.
4. Wait for 5 sec. (systemcheck) and than give a roll or nick command. The last saved calibration values get adopted.
5. The red LED starts lighting continuously.
6. The system is ready, after the Pre-Flight-Check you can fly.

## 7. GENERAL INFORMATION

1. On **Futaba PCM** and **JR/Graupner SPCM-receivers**, the **Sense** must be on channel 7 or 8, when using **Futaba PCM G3 and 3 servos** (120° swashplate) the Roll2 channel (6) must be copied on channel (9) and the Roll2 cable from the control unit must be connected with channel (9) on the receiver.
2. For 3D flying you can program in the transmitter two mixers for the Sense, look above.
3. In critical situations you can just let roll and nick on neutral, just control pitch, the rest makes the **Stabilizer**, the sense should be on 40% or more.
4. Some advanced pilots can use the **Stabilizer** just as an emergency exit in case of gyro failure, motor failure, lost sight to the model and so on.
5. The sense can be set also on a three position switch (instead of trimmer). For example:
  - 1- position – calibration in the air, -100% sense
  - 2- position – 0% sense, the pilot commands are just conducted to the servos
  - 3- position – stabilisation needed for flying, from 0% to +100%
6. Some pilots use also two-position switch for the sense:
  - 1- position – calibration in the air, -100% sense.
  - 2- position – 0% sense, the pilot commands are just conducted to the servo.The pilot takes off with 0% sense. When the helicopter is hovering horizontally, the pilot switches shortly to sense -100% and back to 0% and than lands. Than the pilot programs again the two-position-switch in the transmitter:
  - 1- position – 0% sense
  - 2- position – the % sense you want to fly with.
7. Cleaning of the sensors: with cotton-sticks or cotton tissue and alcohol.
8. It is recommended to make the first few flights with sense ca. 50% for helicopters with flybar to get familiar with the **Stabilizer**. For helicopters without flybar are 20% for the beginning recommended.

## 8. FAILSAFE

1. Trim the helicopter in stable hover position.
2. Calibrate the horizon.
3. The helicopter should hoover without your aid.
4. Trim the motor so, that the helicopter is slowly sinking and landing.
5. Chose from the transmitter the function Failsafe and save all the datas for Nick, Roll, Tail, Pitch, Motor, Gyro and **Stabilizer Sense**.
6. On the most transmitters you just have to push SET.
7. In case of Failsafe, your helicopter will sink slightly and land.

## 9. WARNING

A model helicopter is not a toy, it can cause serious injuries and property damages. Mistakes in building and piloting of the helicopter can lead to extremely dangerous situations.

We can not control our customers for the proper use of the **Stabilizer** and do not carry any responsibility for any damages of property and material, and also for any injuries of persons and animals.

**Stabilizer** is a product of



**GENERAL LASER**

Mariahilfer Str.118/36, A-1070 Vienna, Austria  
Telefon: +43 1 5247603, Fax: +43 1 52476034  
general-laser@chello.at, www.general-laser.at