

Goblin 500 Manual





### Goblin 500 Manual

Release 1.0 - February 2013

SAB HELI DIVISION S.R.L. Via San Crispino, 47 47030 San Mauro Pascoli (FC) - ITALY



**The Goblin** is a high performance radio controlled helicopter. The design is original, moving away from traditional schemes, searching rationality for simplicity. Our goal was to create a simple, high performance helicopter, with a minimum of mechanical components, and simple maintenance.

Please read this user manual carefully, it contains instructions for the correct assembly of the model. Please refer to the web site www.goblin-helicopter.com for updates and other important information.

#### **Very Impotant:**

Inside Box 4, you will find Bag 9 with a red label. This bag contains your serial number tag. Please take a moment to register your kit online via our web site at:

#### http://www.goblin-helicopter.com/

It is extremely important that you take a moment to register your helicopter with us. This is the only way to ensure that you are properly informed about changes to your kit, such as upgrades, retrofits and other important developments. SAB Heli Division cannot be held responsible for issues arising with your model and will not provide support unless you register your serial number.

To mount the serial number tag on your helicopter, please refer to page 26.

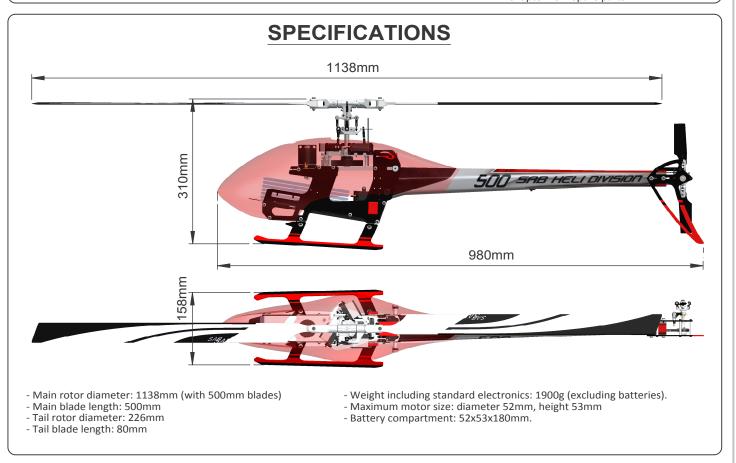
Thank you for your purchase, we hope you enjoy your new Goblin helicopter!

SAB Heli Division

#### Sab Heli Dimeion

#### INDEX

- Chapter 01 Serial number/Specifications Chapter 02 – Important notes Chapter 03 – In the Box Chapter 04 – Carbon frame assembly Chapter 05 – Trasmission assembly Chapter 06 – Head assembly
- Chapter 07 Tail assembly Chapter 08 – Installation of the servos Chapter 09 – Assembling the modules Chapter 10 – Gear Ratios
- Chapter 11 Installation of the ESC and Bec Chapter 12 – Motor Belt
- Chapter 13 Installation of the FBL System Chapter 14 – Boom Assembly Chapter 15 – Battery / Canopy Chapter 16 – In Flight ↑ Chapter 17 – Maintenance Chapter 18 – Exploded views Chapter 19 – Spare parts





#### **IMPORTANT NOTES**

- \*This radio controlled helicopter is not a toy.
- \*This radio controlled helicopter can be very dangerous.
- \*This radio controlled helicopter is a technically complex device which has to be built and handled very carefully. \*This radio controlled helicopter must be built following these instructions. This manual provides the necessary
- information to correctly assemble the model. It is necessary to carefully follow all the instructions.
- \*Inexperienced pilots must be monitored by expert pilots.
- \*All operators must wear safety glasses and take appropriate safety precautions.
- \*A radio controlled helicopter must only be used in open spaces without obstacles, and far enough from people to minimize the possibility of accidents or of injury to property or persons.
- \*A radio controlled helicopter can behave in an unexpected manner, causing loss of control of the model, making it very dangerous.
- \*Lack of care with assembly or maintenance can result in an unreliable and dangerous model.
- \*Neither SAB Heli Division nor its agents have any control over the assembly, maintenance and use of this product. Therefore, no responsibility can be traced back to the manufacturer. You hereby agree to release SAB Heli Division from any responsibility or liability arising from the use of this product.

#### SAFETY GUIDELINES

- \*Fly only in areas dedicated to the use of model helicopters.
- \*Follow all control procedures for the radio frequency system.
- \*It is necessary that you know your radio system well. Check all functions of the transmitter before every flight.
- \*The blades of the model rotate at a very high speed; be aware of the danger they pose and the damage they may cause. \*Never fly in the vicinity of other people.

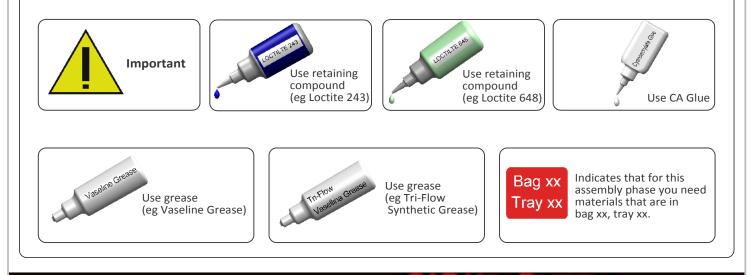
## NOTES FOR ASSEMBLY

Please refer to this manual for assembly instructions.

Follow the assembly order shown here, the instructions are divided into chapters, the chapters are structured in a logical sequence as each step is based on work done during the previous step. Changing the order of assembly may result in additional or unnecessary steps.

Use thread lockers and retaining compounds as indicated. In general, each bolt or screw that engages with a metal part requires thread lock.

It is necessary to pay attention to the symbols listed below:





- \*Electric Motor: 6S 900 / 1400Kv
- maximum diameter 52mm,
- maximum height 53mm, pinion shaft diameter 5 6mm \*Speed controller:
- minimum 80A, recommended 100A
- \*Batteries: 6S 3300-45000mAh
- \*1 flybarless 3 axis control unit
- \*Radio power system, if not integrated with the ESC
- \*3 cyclic servos
- \*1 tail rotor servo
- \*6 channel radio control system on 2.4 GHz

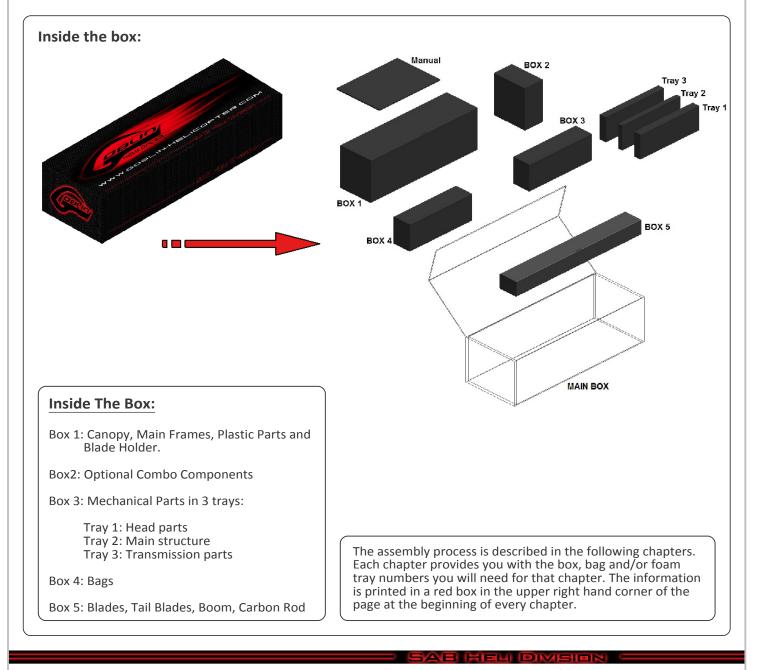
(See configuration examples on page 19)

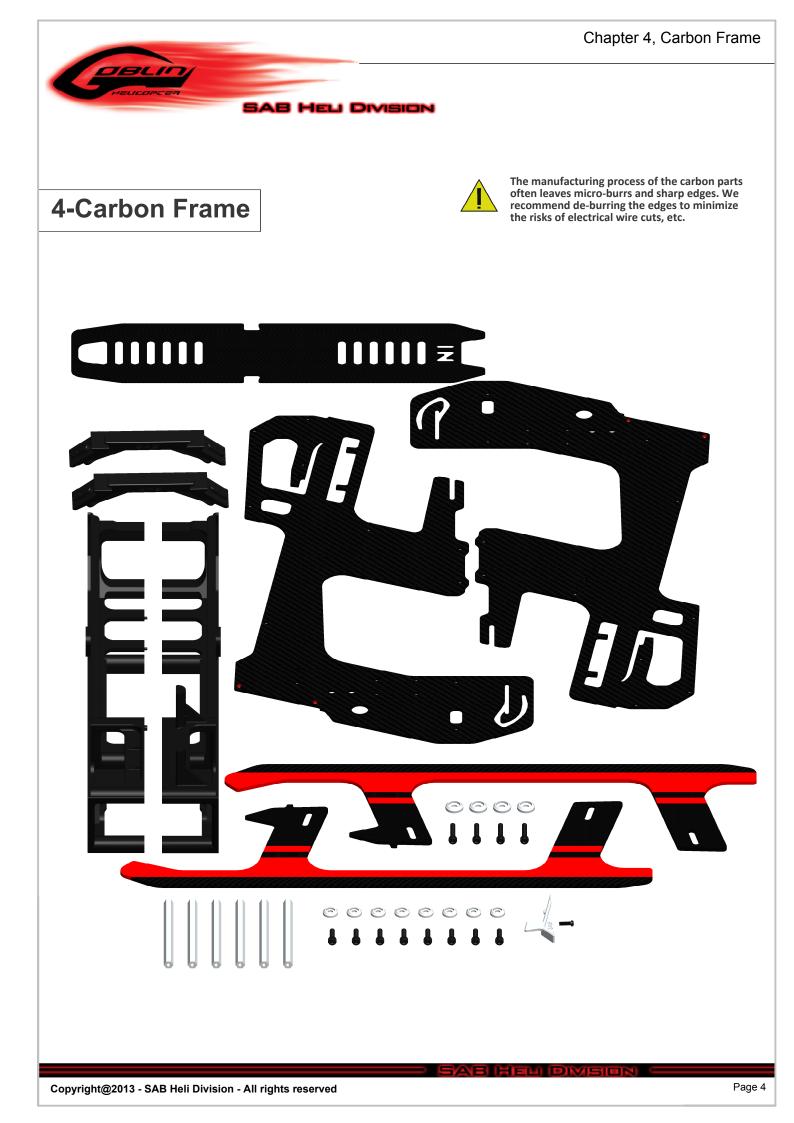
#### **TOOLS, LUBRICANTS, ADHESIVES**

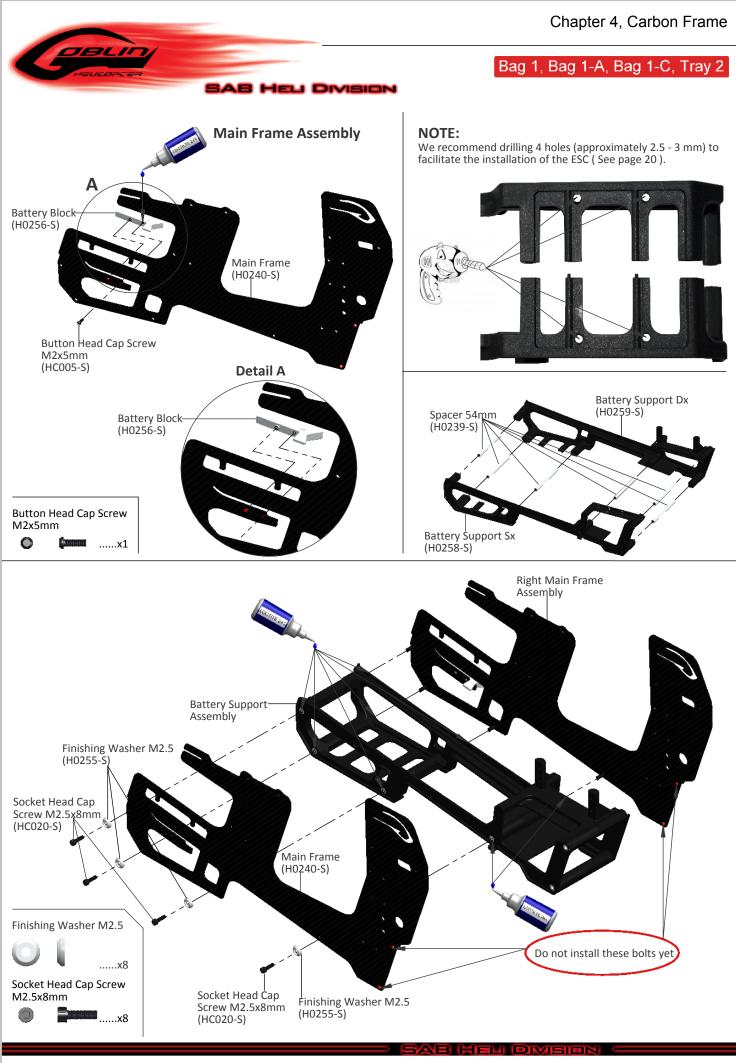
Chapter 3, In The Box

- \*Generic pliers
- \*Hexagonal driver, size 1.5, 2, 2.5, 3,4 mm \*4mm T-Wrench
- \*5.5mm Socket wrench (for M3 nuts)
- \*7mm Hex fork wrench (for M4 nuts)
- \*Medium threadlocker (eg. Loctite 243) \*Strong retaining compound (eg. Loctite 270) \*Spray lubricant (eg. Try-Flow Oil)
- \*Synthetic grease (eg. Tri-Flow Synthetic Grease)
- \*Grease (eg. Vaseline Grease)
- \*Cyanoacrylate adhesive

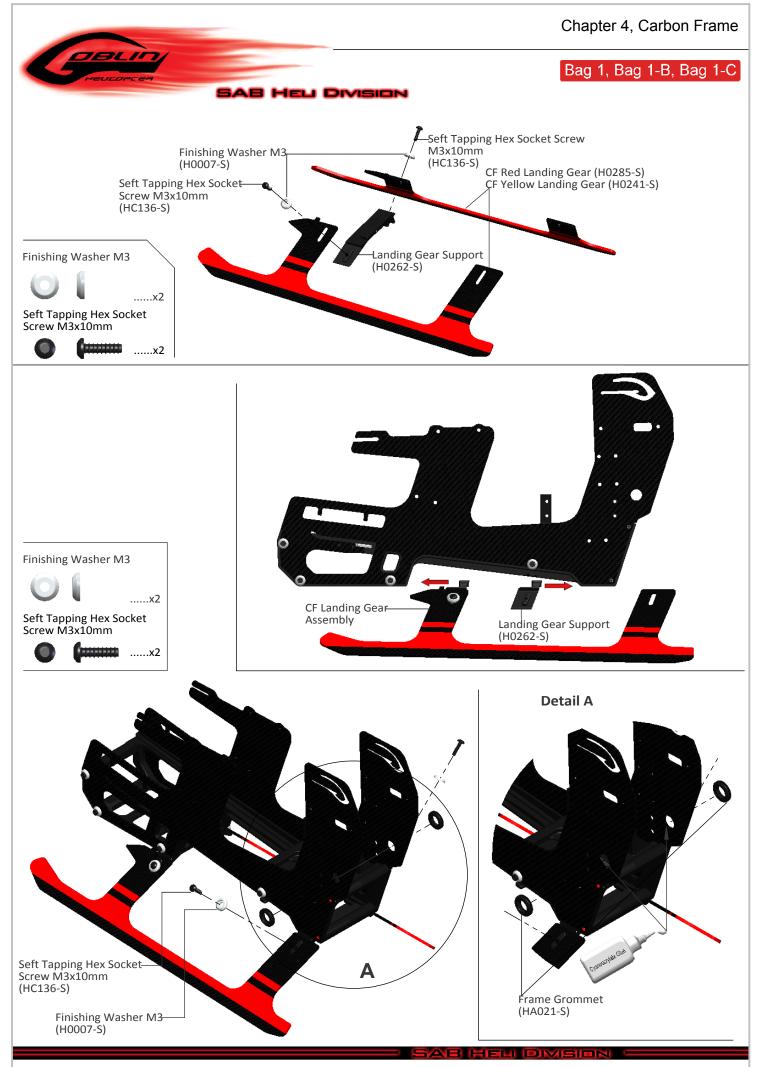
\*Pitch Gauge (for set-up) \*Soldering equipment (for motor wiring)



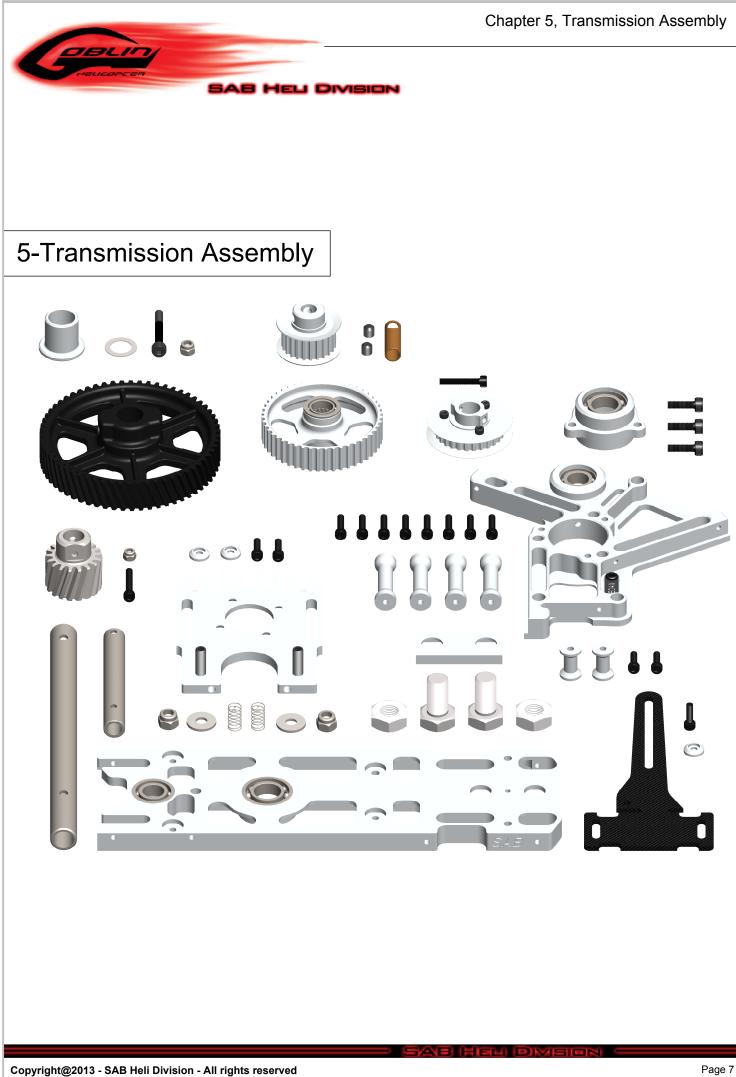


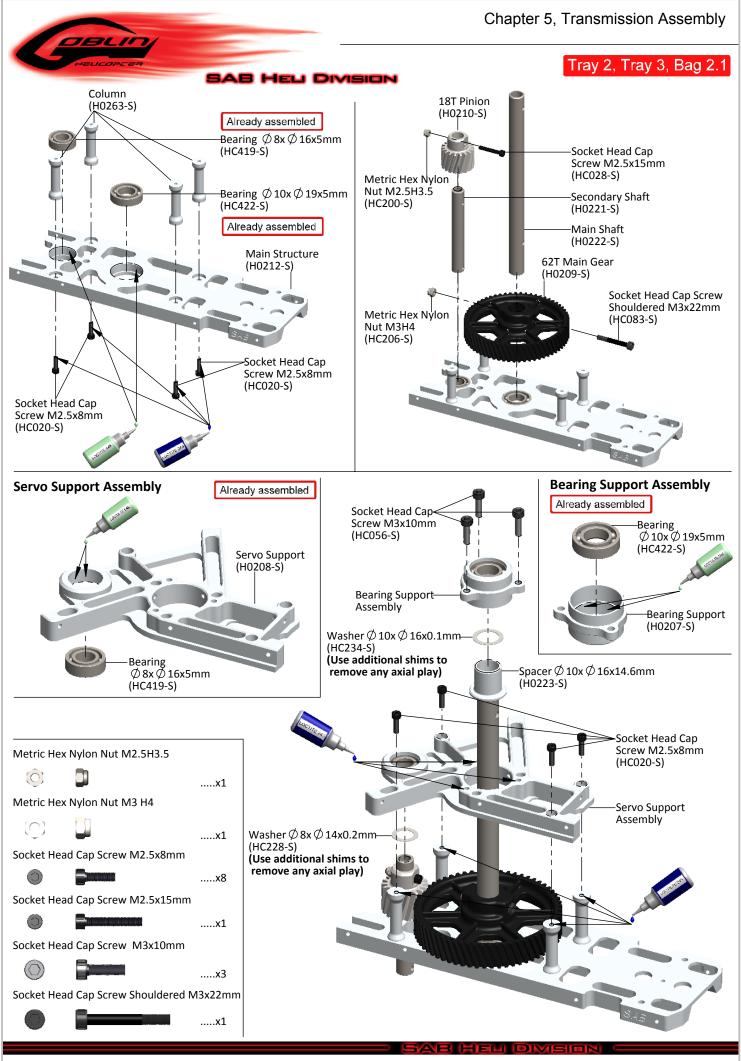


Copyright@2013 - SAB Heli Division - All rights reserved

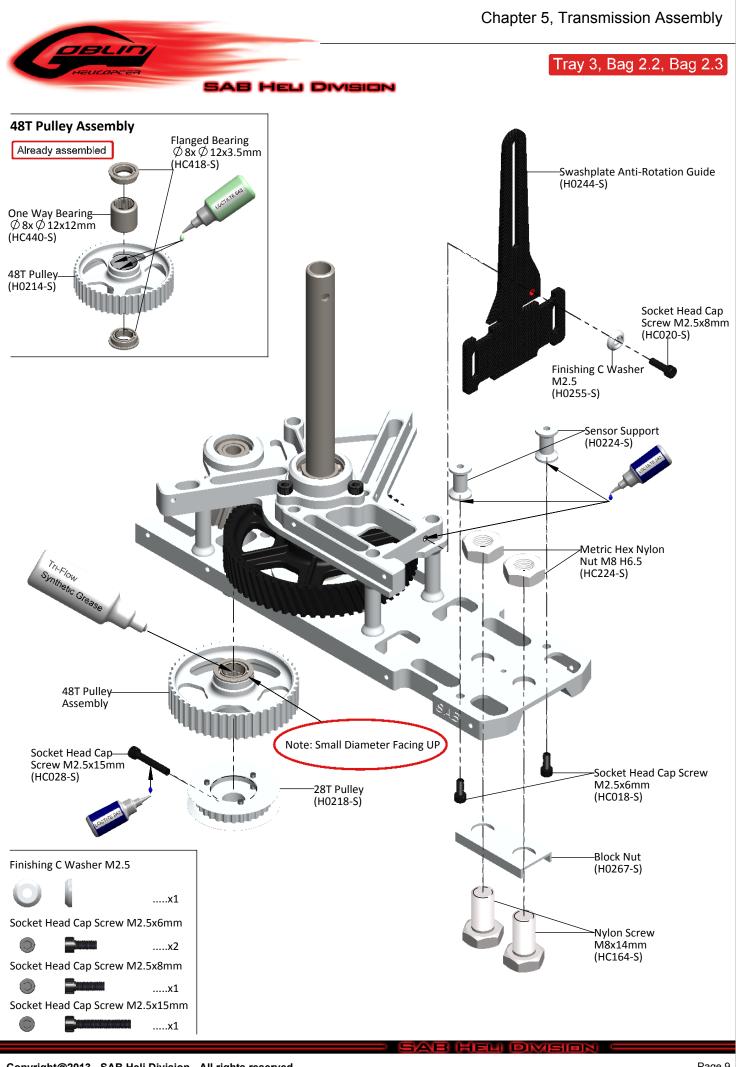


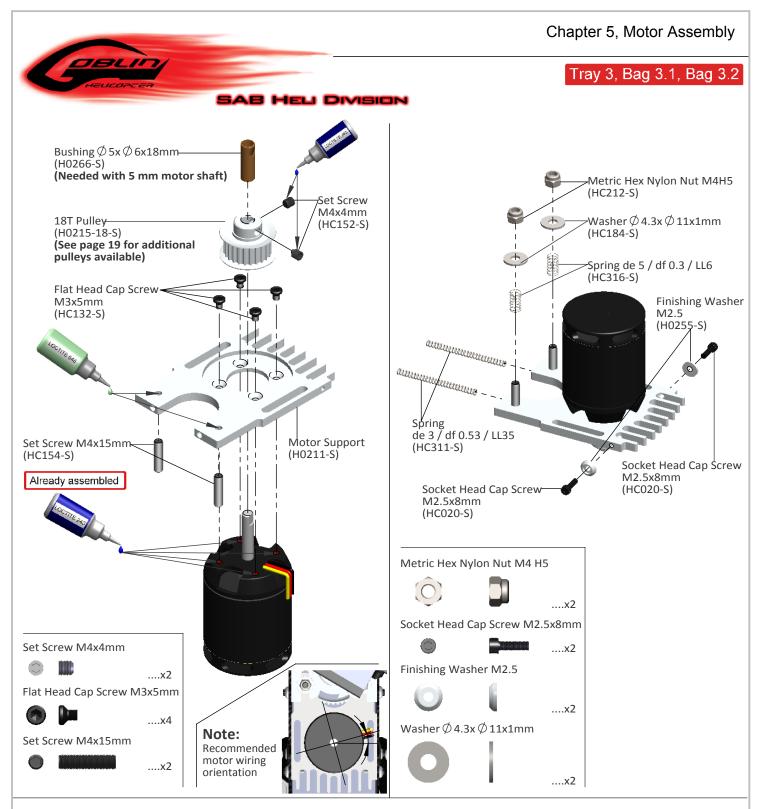
Copyright@2013 - SAB Heli Division - All rights reserved



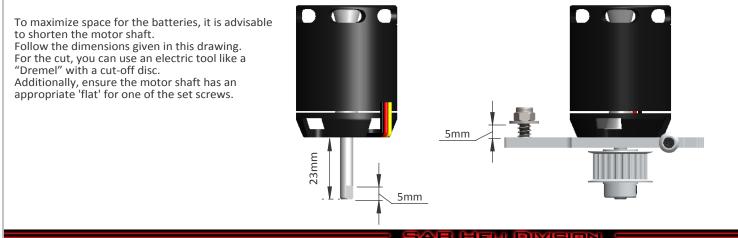


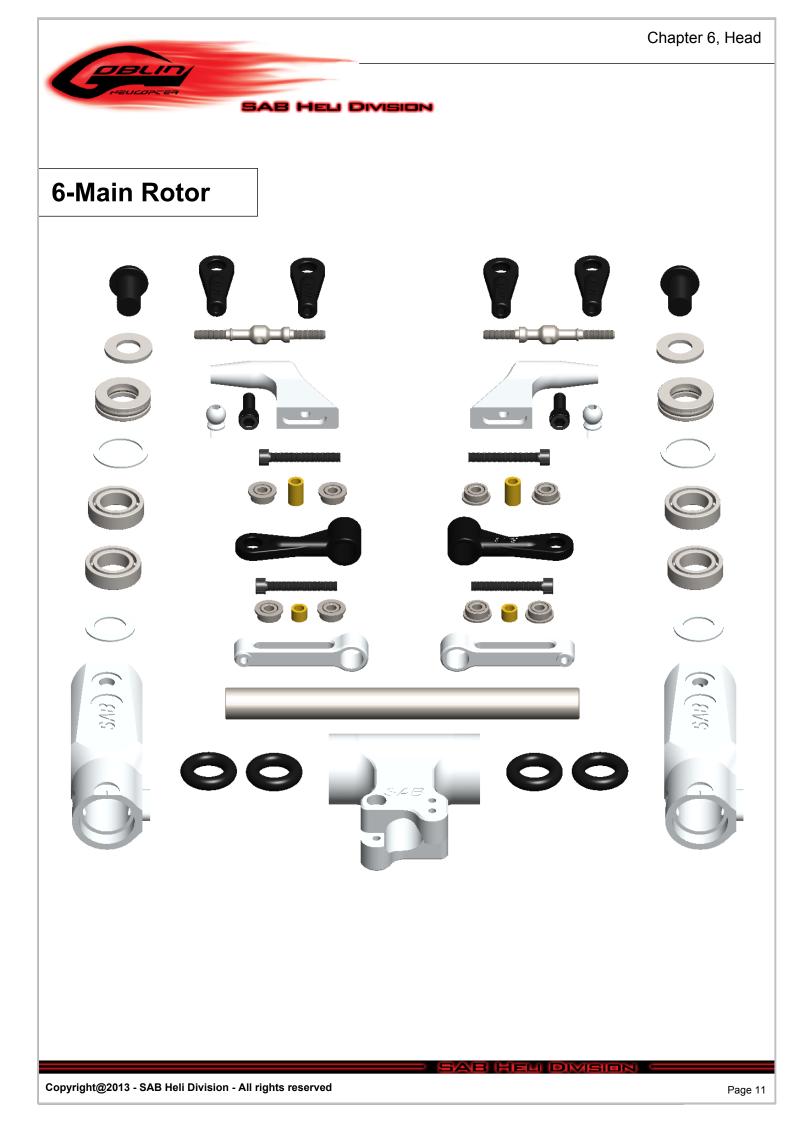
Copyright@2013 - SAB Heli Division - All rights reserved

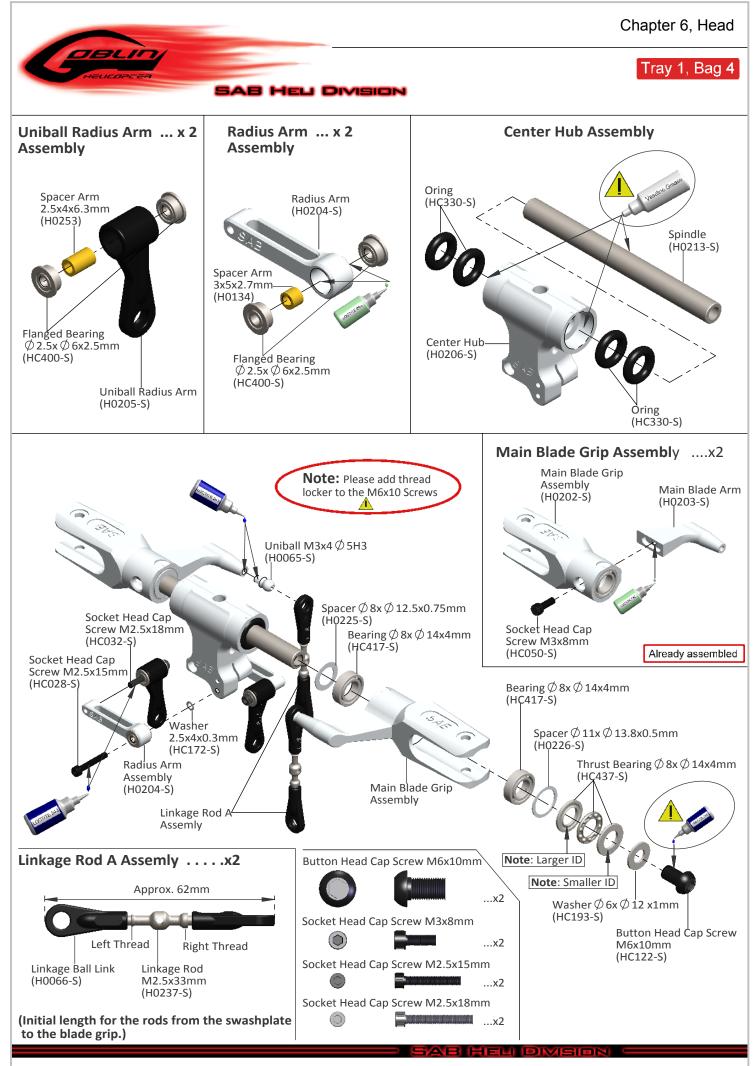




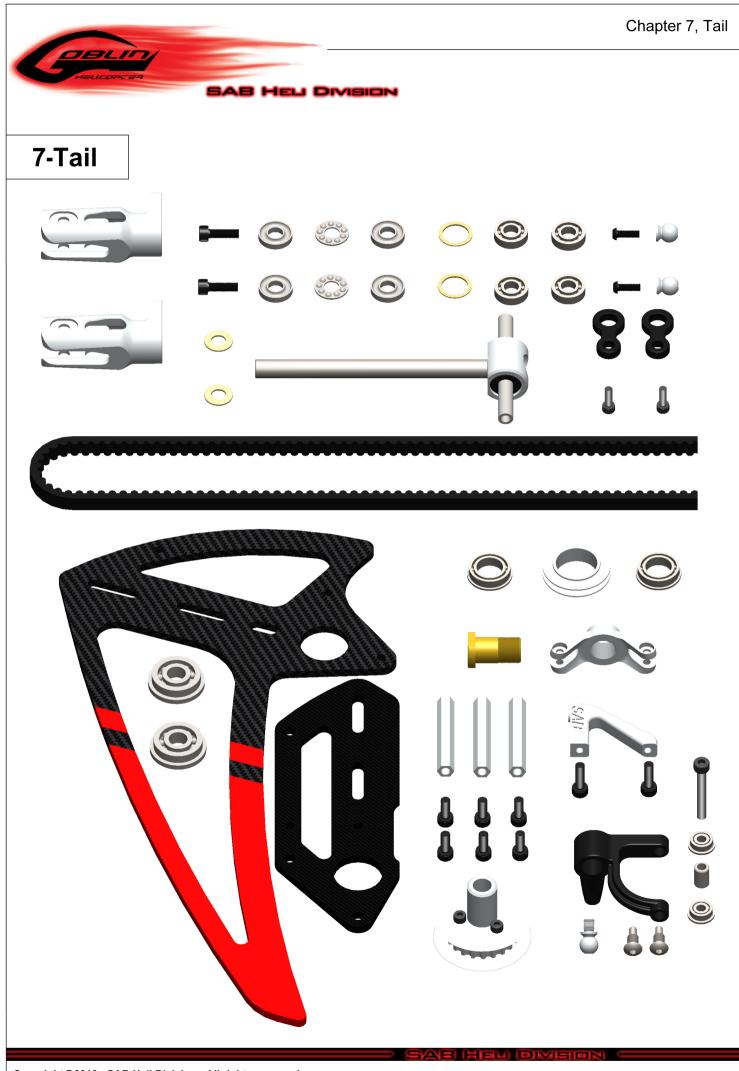
#### Note:

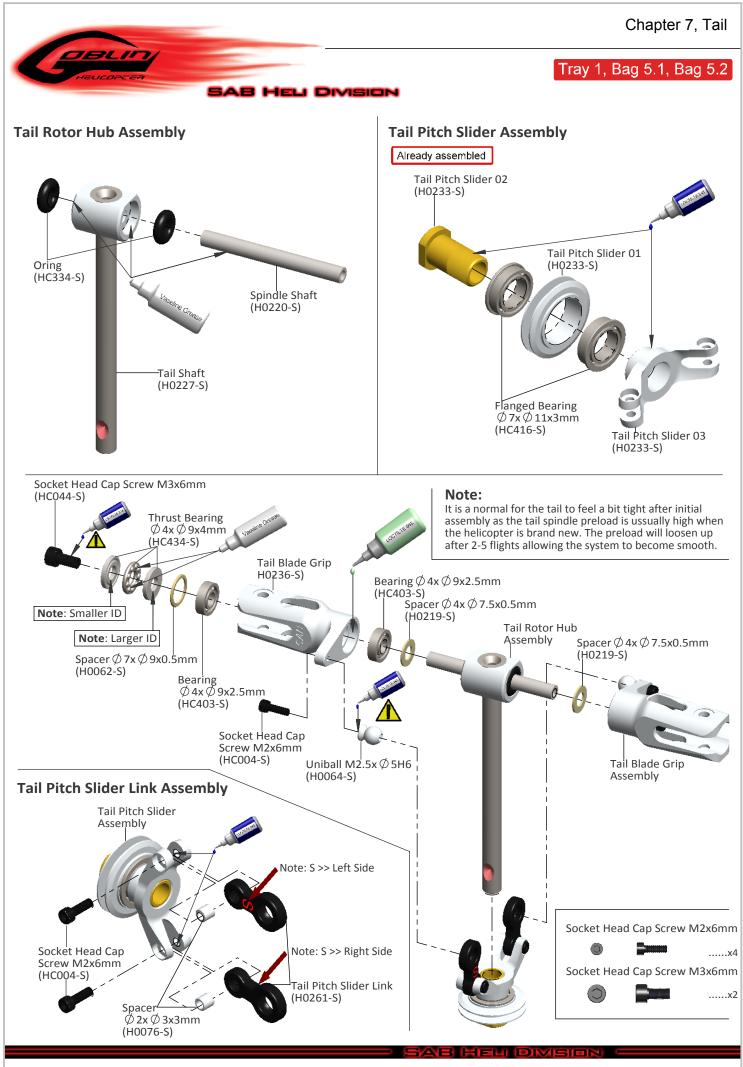




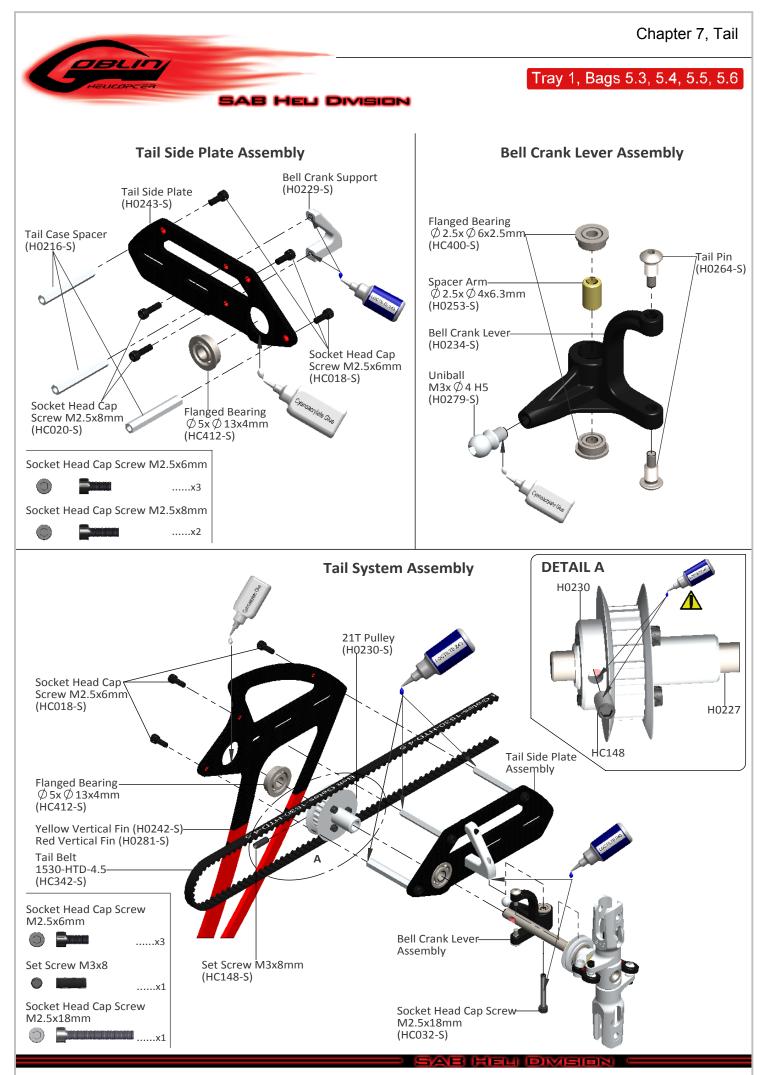


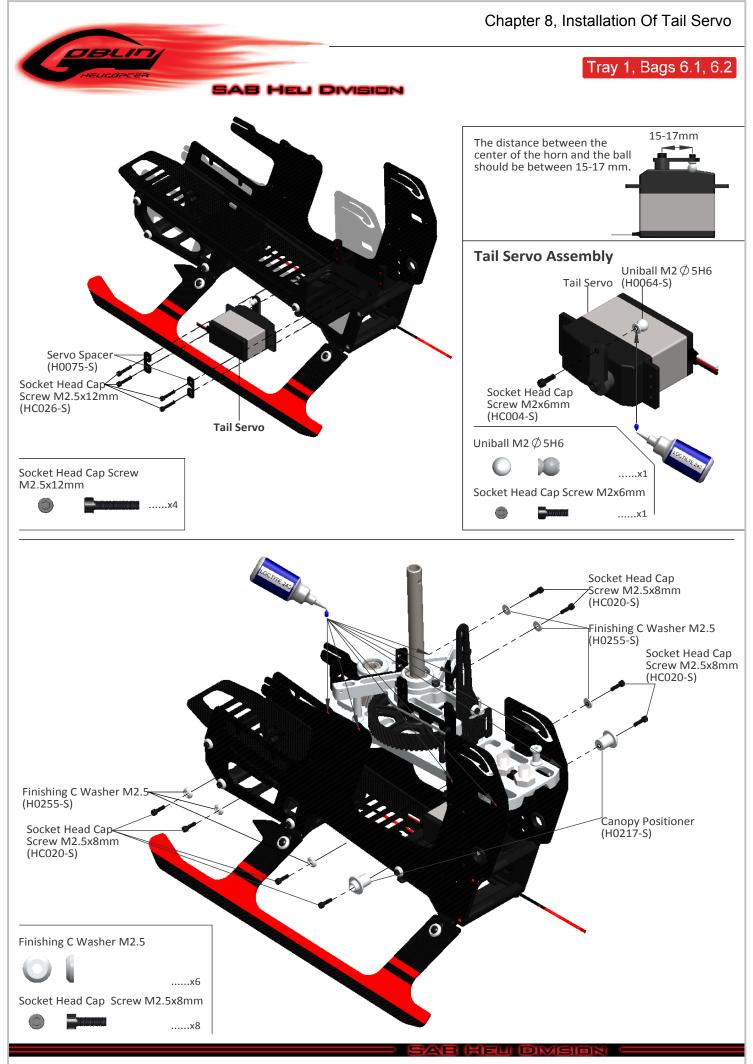
Copyright@2013 - SAB Heli Division - All rights reserved





Copyright@2013 - SAB Heli Division - All rights reserved

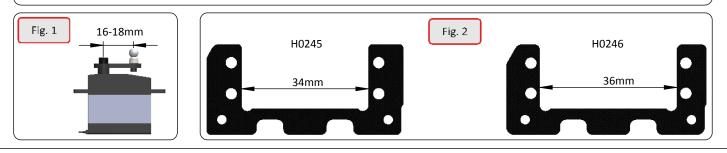






#### Installation Of The Swashplate Servos

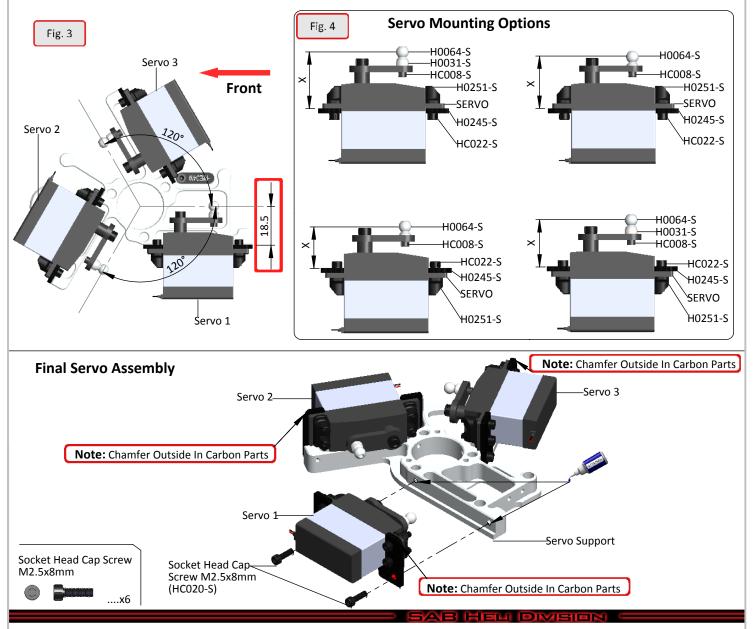
The distance between the center of the horn and the ball should be between **16-18 mm (Figure 1)**. Select the carbon fiber servo mount that is suitable for the size of servos to be used **(Figrure 2)**.

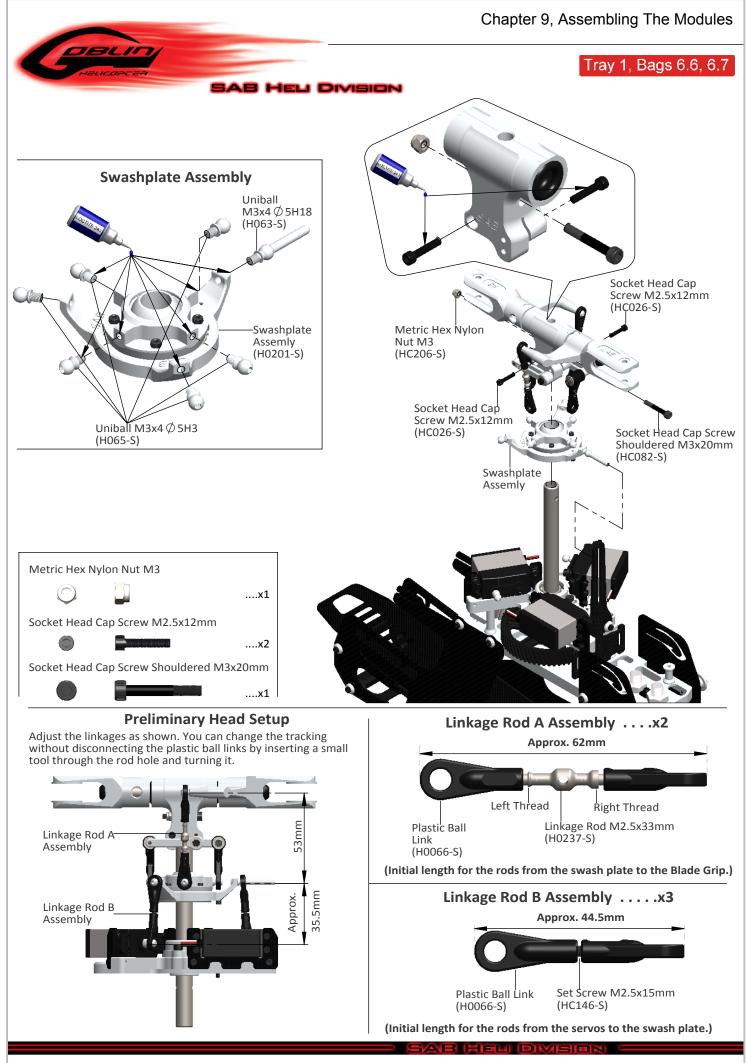


#### **Servo Mounting**

The servo linkages must be aligned correctly. In order to do this, you must chose from one of the options shown here. Figure 3 shows the installation of the servos at 120 degrees. Note that the distance between the carbon fiber servo mount and the center of the ball should be 18.5mm.

Figure 4 shows 4 different mounting options, the distance "X" should be as close as possible to 18.5mm.







#### **TRANSMISSION SETUP**

It is important to choose the right reduction ratio to maximize efficiency based on your required flight performance. The Goblin has many possible reduction ratios at your disposal. It is possible to optimize any moror and battery combination. It is recommended to use wiring and connector appropriate for the currents generated in a helicopter of this class.

If you are using a head speed calculator which requires a main gear and pinion tooth count, use 165 teeth for main gear (this takes into account the two stage reduction) and the tooth count of your pulley as the pinion count.

Below is a list of available reduction ratios:

H0215-15-S-15	T Pinion = ratio 11:1	H0215-20-S-20T	Pinion = ratio 8.26:1
H0215-16-S-16	T Pinion = ratio 10.33:1	H0215-21-S-21T	Pinion = ratio 7.87:1
H0215-17-S-17	Pinion = ratio 9.72:1	H0215-22-S-22T	Pinion = ratio 7.51:1
H0215-18-S-18	BT Pinion = ratio 9.18:1	H0215-23-S-23T	Pinion = ratio 7.19:1
H0215-19-S-19	T Pinion = ratio 8.7:1	H0215-24-S-24T	Pinion = ratio 6.91:1

These are pulleys for motors with a 6 mm shaft. Each pulley includes an adapter for motors with a 5 mm shaft.

#### Some example configurations:

GOBLIN 500 CONFIGURATIONS							
Performance	Battery	Mortor	ESC	Pinion	Gov	RPM Max	Pitch
GENERAL	6S 3300/4500	Scorpion HK 4015-1070	CC Talon 90	19T	SET RPM	2450	± 12,5
			Koby 90 YGE 100 LV	18T	Gov @ 80%		
		Quantum 4115-1200	CC Talon 90	17T	SET RPM		
			Koby 90 YGE 100 LV	16T	Gov @ 80%		
3D	6S 3300/4500	Pyro 600-1200	CC Talon 90	18T / 19T / 20T	SET RPM		± 12,5
			Jive 100LV YGE 120 LV	17T / 18T / 19T	Gov @ 80%		
		Quantum 4120-1200	CC Talon 90	18T / 19T / 20T	SET RPM	 2600 / 2700 / 2850 	
			Jive 100LV YGE 120 LV	17T / 18T / 19T	Gov @ 80%		
		Scorpion HK4020-1100	CC Talon 90	19T / 20T / 21T	SET RPM		
			Jive 100LV YGE 120 LV	18T / 19T / 20T	Gov @ 80%		
		Scorpion HK4020-1350	CC Talon 90	16T / 17T / 18T	SET RPM		
			Jive 100LV YGE 120 LV	15T / 16T / 17T	Gov @ 80%		
		Savox BMS 4750-1200	CC Talon 90	18T / 19T / 20T	SET RPM		
			Jive 100LV YGE 120 LV	17T / 18T / 19T	Gov @ 80%		

Note: Although the Goblin can fly at high RPM, for safety reasons we recommend not exceeding 2900 RPM.

SAB HELI DIMISION



#### **De-Burr The Side Frames**

We recommend de-burring the edges of the carbon parts in areas where electrial wires run.



#### **ESC Installation**

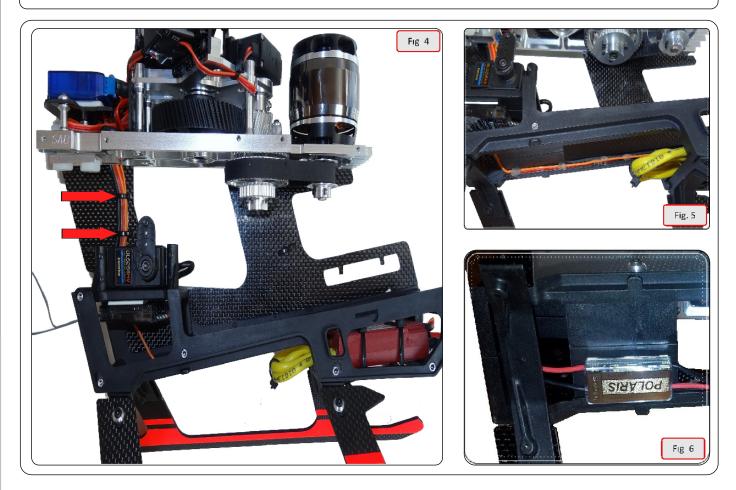
The electronic speed control (ESC) is intalled in the front part of the helicopter. If you have drilled the 4 holes (Fig 1) as suggested on page 5, you can easily fasten the ESC with cable ties as shown in figures 2 and 3.



Figure 4: You can see the wiring for connecting the ESC to the central unit. Use cable ties to fasten the wires as indicated by the arrows.

Figure 5: Route the ESC throttle wire as shown, you can use hot glue to keep the wire in place.

Figure 6: You can install a BEC if required as shown.



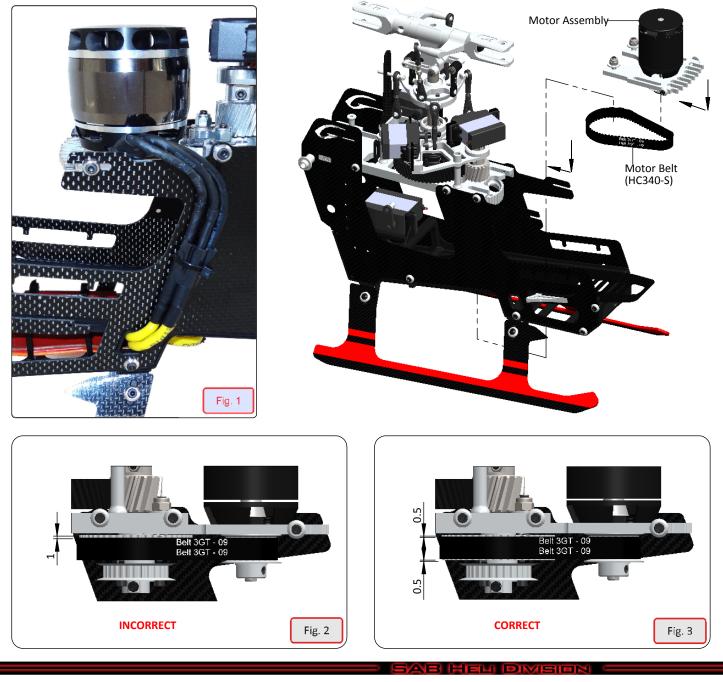


#### **Motor Belt Tension**

- Install the motor and pulley to the motor mount plate.
- Place the motor assembly in position.
- Compress the springs by pushing the motor towards the main shaft.
- At max compression, tighten one of the slide screws temporarily.
  Put the belt around the motor pulley first, then put it around the big pulley.
- Rotate the motor a few times by hand to allow the belt to site properly.
- Loosen up the slide screw; the springs will tension the belt.
- Help the springs by pulling the motor and tighten.
- The belt must be very tight.
- Make sure to tighten all screws and nuts.

Figure 1 shows the correct wiring for the motor. We recommend to use heat shrink in the joins between the motor and the ESC wires.

Check for proper vertical alignment of the motor pulley. Simply turn the motor several times by hand in the direction of normal rotation (counter clock-wise when viewed from above) and check to see if the belt is aligned with the big pulley. If the belt is riding too high, simply loosen up the motor pulley and drop it a bit, if it is riding too low, loosen up the motor pulley and raise it a bit (Fig 2 - 3).



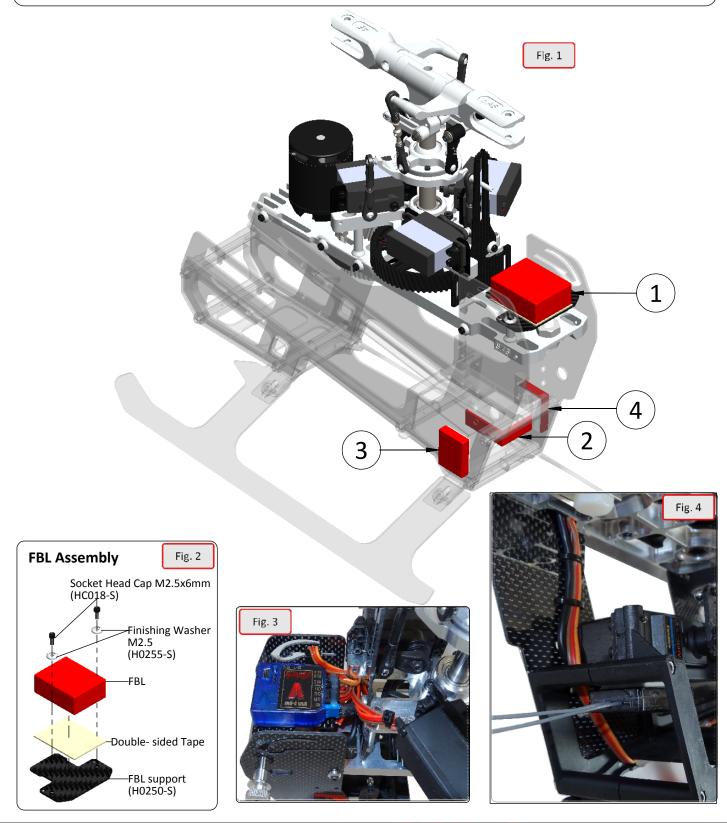


#### **FBL System Installation**

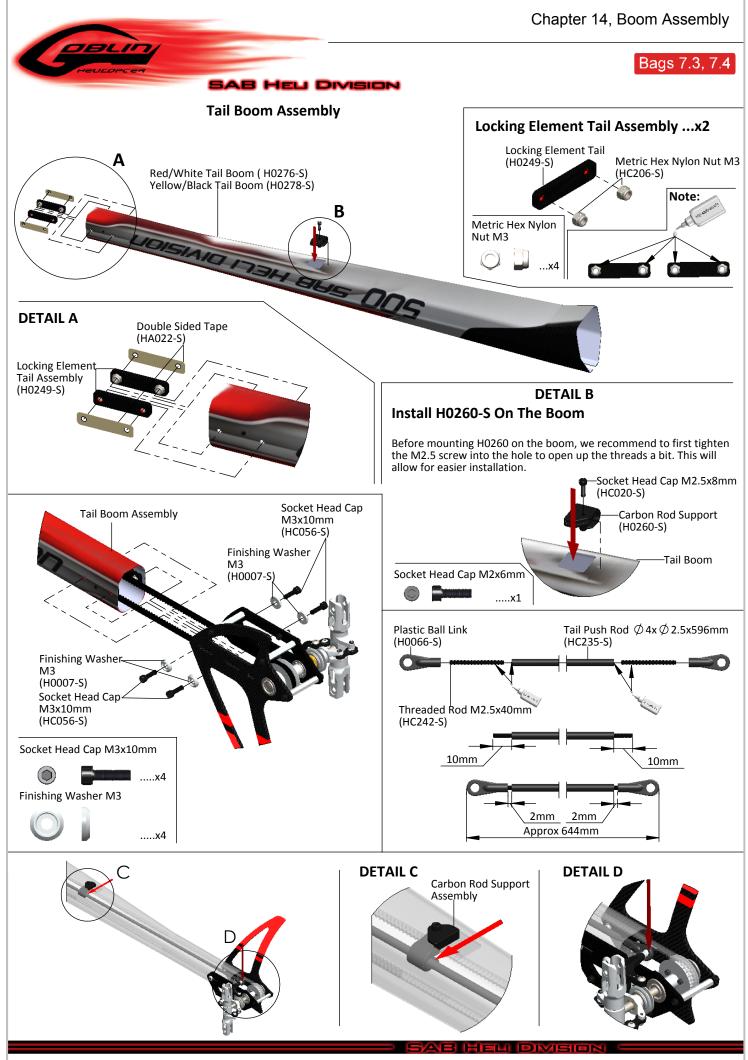
We recommend the use of a one unit flybarless system, i.e. Mini vBar, Microbeast, etc. However, a two unit flybarless system can also be installed. For one unit systems, the unit is installed as shown in position 1 (Fig 1)

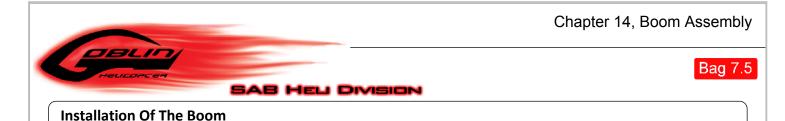
Two unit systems can be installed as follows: control unit in position 1 and sensor in position 2 or vice-versa. (Fig 1). See Fig 2, 3 & 4.

Position 3 and 4 can be used for a Spektrum sattelite. (Fig 1)

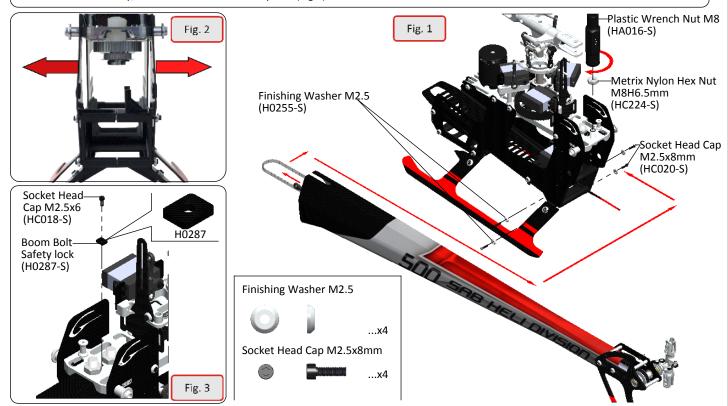


SAB HELI DIVISION





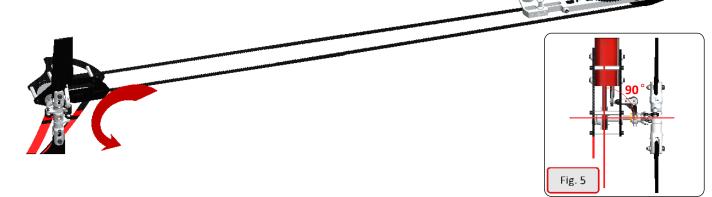
- Make sure the 4 2.5x8 screws that go in the rear section of the side frames (2 on each side) are not installed or tightened all the way.
- Insert the boom in place helping enlarging the frame (Fig 1,2).
- Push the boom forward until the nylon bolts bottom out against the end of the slot on the boom.
- Tighten the nylon bolts
- Insert or tighten the 4 side frame screws.
- For additional safety, install the boom bolt safety lock (Fig 3)



#### **Tail Belt Tension**

- Make sure the boom is assembled and installed correctly.
- Loosen up the tail case by loosening the 4 M3 screws.
- Mount the tail belt on the front pulley making sure the direction of rotation is correct (Fig 4).
- Adjust the belt tension by pulling on the tail case.
- Tighten the 4 M3 screws.
- Check that the tail output shaft is perpendicular to the boom (Fig 5).
- Connect the tail push rod to the tail servo.
- Make sure the tail belt and carbon rod are free, check the belt to ensure it is not twisted.

**NOTE:** To remove the tail boom from the helicopter, it is possible to remove the front tail pulley H0218-S without having to loosen up the tail case. Simply remove the locking screw and pull.



SAB HELLDIMISION

Fig. 4



#### **Batteries**

The Goblin has a quick release battery tray system.

The batteries must be installed onto the battery tray to take advantage of the quick release locking system. Install the battery to the battery tray using double sided tape and the long Velcro straps included.

Make sure to find the right position of the battery to optimize the center of gravity.

To insert the battery, simply align the battery tray in the slots at the front of the helicopter and slide all the way. The battery will lock in place.

To remove the battery, simply lift up on the locking lever (Fig 4) and pull.

IMPORTANT: Make sure the battery is locked in place before flight; the battery tray must be inside the slots on both sides! When removing the battery, pull gently on the locking lever, using excessive force can break the area of carbon that supports the locking lever damaging the quick release mechanism.



#### Canopy

screws H0248 [Tray 2] (Fig 7).

The canopy touches the frames on the Goblin, this is normal and expected as it is part of the design. To avoid canopy damage due to high frequency vibration, it is necessary to attach the adhesive foam tape HA006 to the canopy. [Bag 8] (Fig 5).

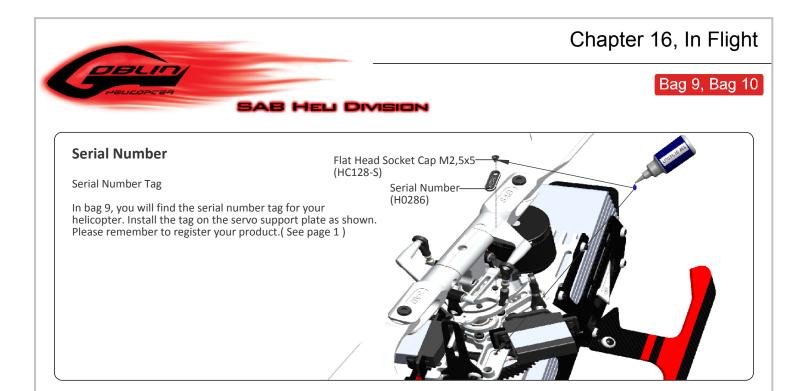
The canopy locks in the front as shown by the arrow in Figure 6 and in the rear by the canopy





Install the canopy grommets [Bag 8] as shown in Figure 5.

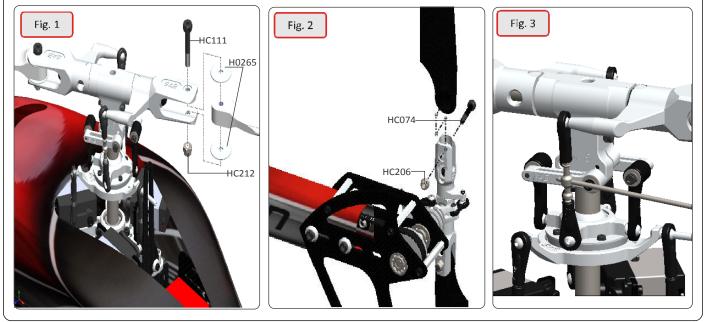




#### **Operations Before Flight**

- \*Set up the transmitter and the flybarless system with utmost care.
- \*It is advisable to test and verify all the settings on the transmitter and flybarless system without the main or tail blades on initially. \*Check that all wiring is isolated from the carbon/aluminum parts. It is good practice to protect them in the areas where they are at most risk.
- \*Be sure of the gear ratio, verifying carefully the motor pulley in use. The forces acting on the mechanics increase enormously with increased rpm. Although the Goblin can fly at high rpm, for safety reasons we suggest to not exceed **2900** rpm on the Goblin 500.
- \*Check the correct tension of the tail belt, use common sense; the belt should be tight enough, but not too tight. \*Fit the main blades and tail blades. (Fig.1 and Fig.2)
- \*Please make sure the main blades are tight on the blade grips, you should be able to violently jerk the head in both directions and the blades should not fold.
- \*Check the collective and cyclic pitch range. For 3D flight, set about +/- 12°-13°. The outer marks in the blade grips and head hub indicate 13°.
- \*It is important to check the correct tracking of the main blades.
- \*On the Goblin 500, in order to correct the tracking, adjust the main link rod as shown in figure 3. The threads are opposite, one side clock-wise and the other side counter clock-wise, this system allows for continuous fine adjustments of the length of the control rod; it is not necessary to detach any of the ball links.
- \*The tail of the Goblin 500 is quite unique in the sense that the tail hub is dampened like the main rotor head. It is normal for the tail slider to be a bit tight in the very beginning as the tail spindle preload is usually a bit high when the helicopter is brand new. The preload will loosen up after a few flights once the o-rings start to wear, it is completely normal for the tail blade grips to have what appears to be "lose dampening" over time.

\*Perform the first flight at a lower head speed than normal, for example 2400 rpm. After this first flight, do a general check of the helicopter. Verify that all screws and bolts are correctly tightened.





#### In Flight

The Goblin 500 has been tested at head speeds as low as 1800 rpm and as high as 3000 rpm. However, due to the nature of the head and dampening system, the model could exhibit swaying phenomena at some lower head speeds between 1800 rpm and 2400 rpm.

This phenomena is noticeable in the elevator axis and can present itself at different head speed ranges based on the types of blades used, flybarless system gains, etc., usually this goes away by increasing or decreasing the head speed in order to move away from the harmonic's rpm.

For 3D flight, it is recommended a head speed of 2400 rpm or higher, at these higher head speeds, the phenomena is non-existent as the machine is then outside this harmonic range.

The Goblin 500 uses the HPS head (High Precision System)

The dampening system of this head allows for a wide range of head speeds to be used without sacrificing safety.

The dampening preload is set for optimal flying characteristics at a wide range of rpms, it is recommended not to change the preload by adding or removing shims.

#### Maintenance

\*On the Goblin 500, some areas to look for wear include:

- \* Motor belt
- \* Tail belt
- \* Dampers
- \* Main gear and pinion

\*The lifespan of these components varies according to the type of flying. On average it is recommended to check these parts every **100** flights. In some instances, based on wear, these parts should be replaced every **200** flights.

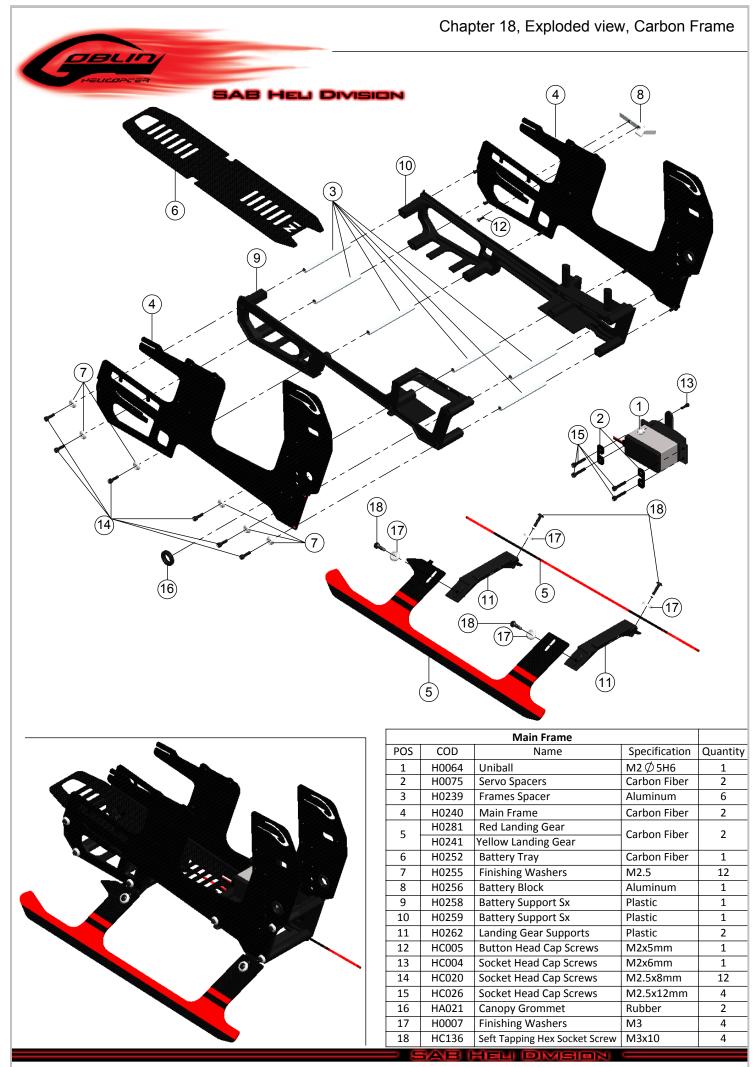
\*The most stressed bearings are definitely those on the tail shaft. Check them frequently. All other parts are not particularly subject to wear.

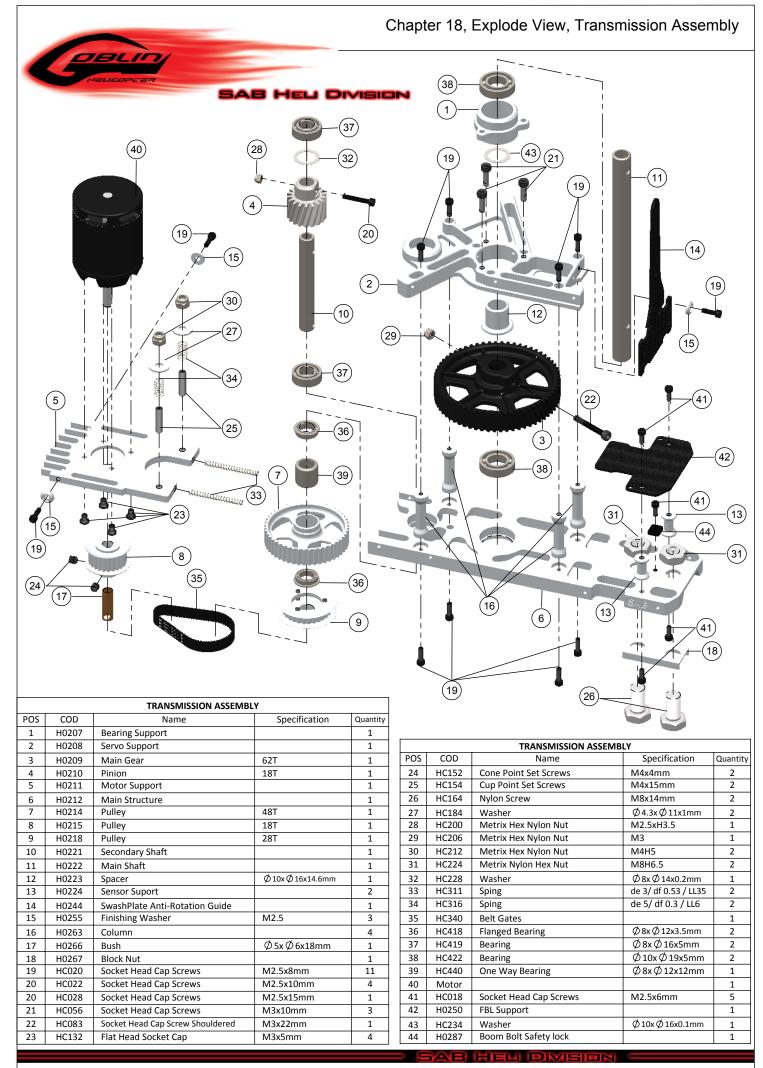
\*Periodically lubricate the tail slide movement and its linkages as well as the swash plate movement and its linkages.

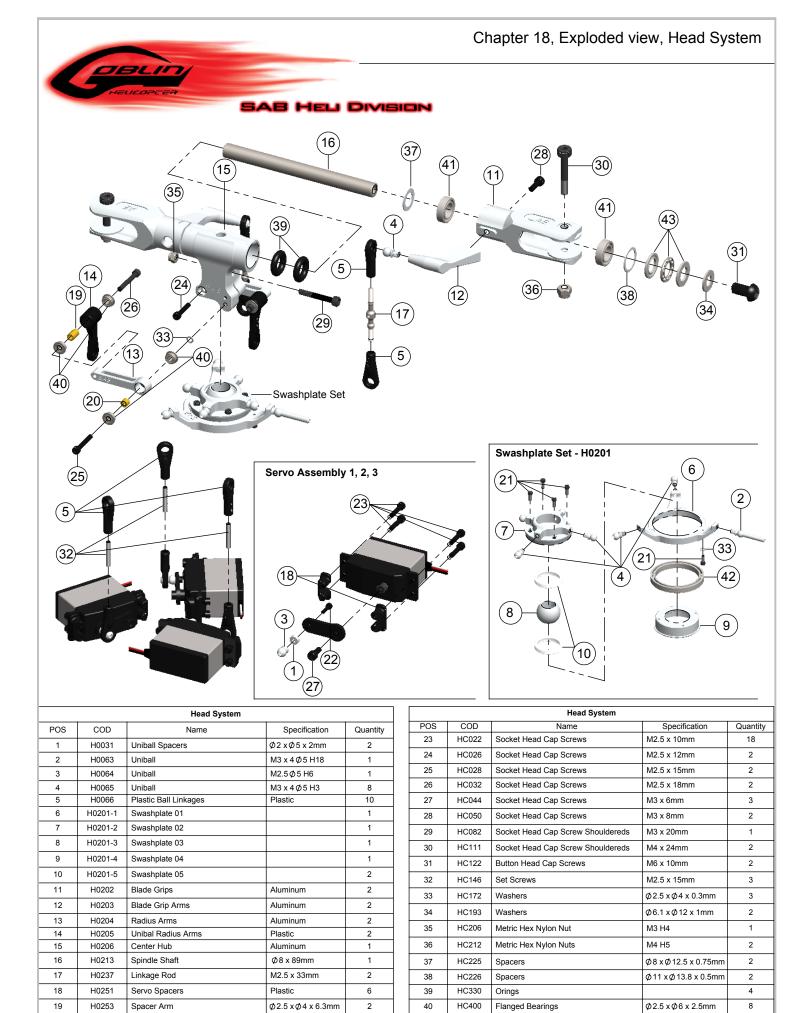
\*To ensure safety you should do a general inspection of the helicopter after each flight. You should check:

- \* Proper belt tension (motor belt and tail belt).
- \* Proper isolation of the wires from the carbon and aluminum parts.
- \* All screws remain tight.

After a crash, please inspect the carbon servo mounts (H0245 or H0246) to make sure they are not cracked or weakened. Failure to check and detect a possible crack could result in a future crash if a carbon servo mount breaks in flight.







Button Head Cap Screws

Socket Head Cap Screws

Spacer Arm

Ø2.5 xØ4 x 3mm

M2 x 5mm

M2 x 6mm

2

6

3

41

42

43

HC417

HC430

HC437

Bearings

Bearings

Thrust Bearings

20

21

22

H0254

HC005

HC004

Page 30

4

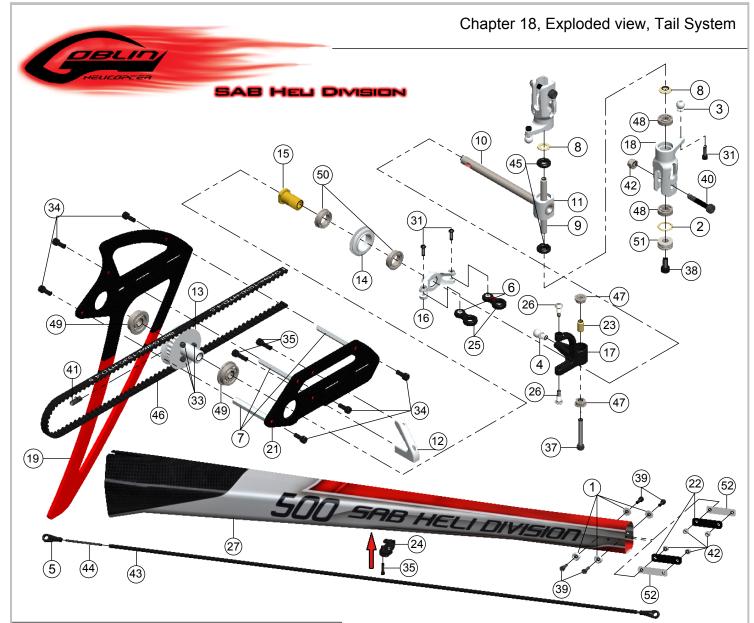
1

2

Ø8 xØ14 x 4mm

Ø30 xØ37 x 4mm

Ø8 xØ14 x 4mm

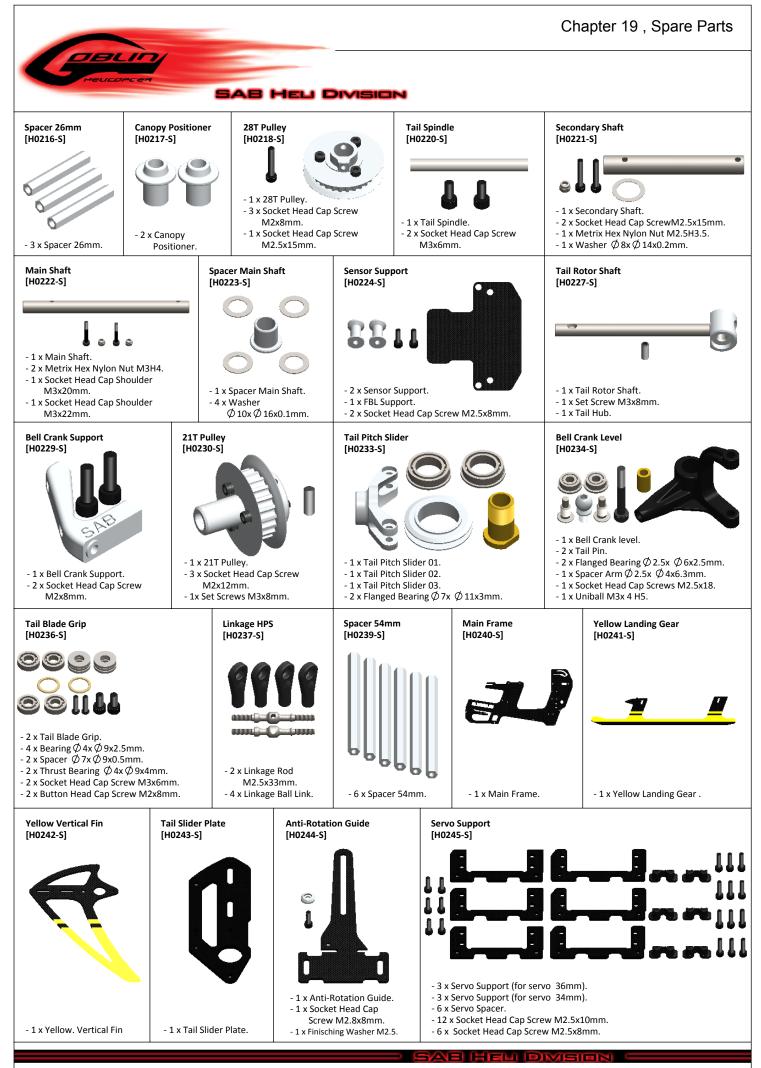


	TAIL SYSTEM				
POS	COD	Name	Specification	Quantity	
1	H0007	Finishing Washer M3	Aluminum	4	
2	H0062	Spacer	Ø7 x Ø9 x 5mm	2	
3	H0064	Uniball	M2Ø5H6	2	
4	H0279	Uniball	M3x4Ø5H5	1	
5	H0066	Plastic Ball Linkages	Plastic	2	
6	H0076	Spacer	Ø2 x Ø3 x 3mm	2	
7	H0216	Tail Case Spacer	Aluminum	3	
8	H0219	Spacer	Ø4 x Ø7.5 x 0.5mm	2	
9	H0220	Spindle Shaft	Carbon Steel	1	
10	H0227	Tail Shaft	Carbon Steel	1	
11	H0228	Tail Rotor Hub	Aluminum	1	
12	H0229	Bell Crank Support	Aluminum	1	
13	H0230	Pulley	21T	1	
14	H0231	Tail Pitch Slider 01	Aluminum	1	
15	H0232	Tail Pitch Slider 02	Aluminum	1	
16	H0233	Tail Pitch Slider 03	Aluminum	1	
17	H0234	Bell Crank Lever	Plastic	1	
18	H0236	Tail Blade Grips		2	
10	H0242	Yellow Vertical Fin	Carbon Fiber	1	
19 H0281	H0281	Red Vertical Fin	Carbon Fiber	1	
21	H0243	Tail Side Plate	Carbon Fiber	1	
22	H0249	Locking Element Tail	Carbon Fiber	2	
23	h0253	Spacer Arm	Ø2.5 xØ4 x 6.3mm	1	
24	H0260	Carbon Road Support	Plastic	1	
25	H0261	Tail Pitch Slider links	Plastic	2	
26	H0264	Tail Pins	Aluminum	2	

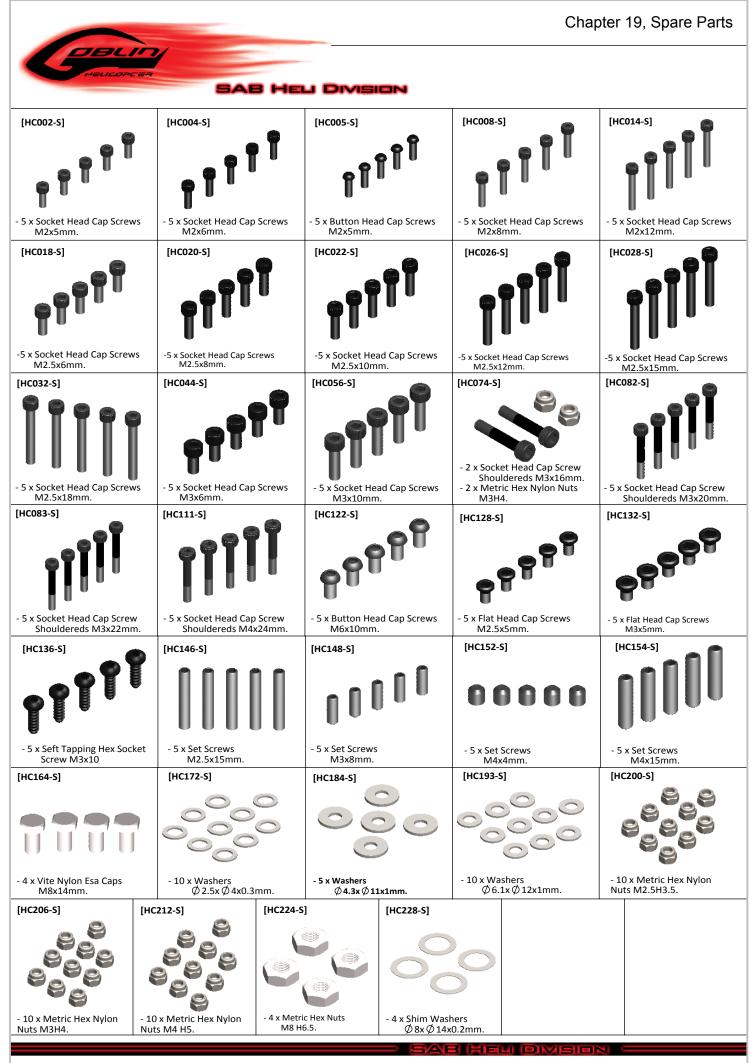
TAIL SYSTEM				
POS	COD	Name	Specification	Quantity
27 H0275 H0276 H0277	White / Red Tail Boom	Fiber Glass	1	
	H0276	White / Red Tail Boom	Carbon Fiber	1
	H0277	Yellow / Blue Tail Boom	Fiber Glass	1
	H0278	Yellow / Blue Tail Boom	Carbon Fiber	1
31	HC004	Button Head Cap Screws	M2 x 6mm	4
33	HC014	Socket Head Cap Screws	M2 x 12mm	3
34	HC018	Socket Head Cap Screws	M2.5 x 6mm	6
35	HC020	Socket Head Cap Screws	M2.5 x 8mm	3
37	HC032	Socket Head Cap Screws	M2.5 x 18mm	1
38	HC044	Socket Head Cap Screws	M3 x 6mm	2
39	HC056	Socket Head Cap Screws	M3 x 10mm	4
40	HC074	Socket Head Cap Screw Shouldereds	M3 x 16mm	2
41	HC148	Set Screw	M3 x 8mm	1
42	HC206	Metric Hex Nylon Nuts	M3	6
43	HC237	Carbon Rod	Ø2.5 xØ4 x 596mm	1
44	HC242	Set Screws	M2.5 x 40mm	2
45	HC334	Orings		2
46	HC342	Bell Gates	1530-HTD-4.5	1
47	HC400	Flanged Bearings	Ø2.5 xØ6 x 2.5mm	2
48	HC403	Bearings	Ø4 x Ø9 x 2.5mm	4
49	HC412	Flanged Bearings	Ø5 x Ø13 x 4mm	2
50	HC416	Flanged Bearings	Ø7 x Ø11 x 3mm	2
51	HC434	Thrust Bearings	Ø4 x Ø9 x 4mm	2
52	HA022	Double Sided Tapes		2

**SAB HELI DIVISION** 











Copyright@2013 - SAB Heli Division - All rights reserved

# WWW.GOBLIN-HELICOPTER.COM

SAB HELI DIVISION