



RC REPORT

Dennis McFarlane

UMX Cessna 182 BNF Basic

When it comes to civilian aircraft, the Piper Cub is undoubtedly a favorite with the Super Cub hot on its heels. Versions of these aircraft can be seen at about every radio control gathering held. That said, not everyone is a fan of the Piper series of aircraft, or perhaps there's just too many out there, leaving today's modeler of civilian aircraft with few choices to be different. We often talk about attracting younger enthusiasts to the hobby, which means newer, more modern aircraft, need to be made available.

Easily recognizable by its Cessna designed straight center section and double taper-tipped wing, fans of full-scale aviation can go to just about any airport in this country and find several 182's on the tarmac. First introduced in 1956 as an all-metal tricycle gear aircraft, and over the years offered in a number of configurations from retractable landing gear to floats, along with different engine combinations, the 182 remains in production, not only in the United States, but also in Argentina and France, to this day.

Enter the E-flite UMX Cessna 182. Packaged in a bright container that doubles as a carrying case, the Cessna is held securely in a molded tray. Following E-flite's standard Z-foam construction the brightly col-

ored 182 has a wingspan of 25 inches with a length of just over 20 inches and weighs in ready to fly at 4.6 ounces. The aircraft is advertised as an ultra-micro, but the size more aptly fits that of a small park-flyer size aircraft, without question it is definitely larger than an ultra-micro.

Factory installed are four servos, two for the ailerons and one each for the elevator and rudder/steerable nose gear. Also installed are a six channel UMX/SAFE receiver, 40amp speed control and a 180 class 2500kV outrunner motor. The airframe is complete and ready to fly, but this is not an everything included in one

box offering. E-flite describes the packaging as BNF Basic, which means the purchaser gets the airplane and an instruction manual. He must supply everything else; the transmitter, flight batteries, and battery charger. This should not present any problems, as many consumers of this product will already have a transmitter, and charger capable of handling the required 2S 7.4 volt 280mAh LiPo battery (EFLB2802S30) required for flight. If not, dealers have the opportunity to put together a dynamite package for the consumer.

As is often repeated, the instruction manual was read while the battery charged. The manual, printed in four languages of

**Something
for the fan
of modern
aviation.**



Should a modeler take a trip to any full-scale airport in the country, he will more than likely find any number of Cessna 182's on the tarmac. The aircraft has been in production for several decades, and like the model it is forgiving and very popular with pilots.



Individual servos are used for aileron control, thus eliminating the often flexible and troublesome linkage employed when using a single servo to operate both ailerons.



The main landing gear is securely attached to the fuselage yet is rather flexible so the occasional bounced landing won't cause any damage to the aircraft structure.



A single carbon fiber rod, which acts as a stiffening spar, is recessed into the horizontal stabilizer and provides considerable strength without adding any perceivable weight.

which 15 pages are in English, is clear and concise. Users of previous UMX equipped aircraft will have no trouble at all understanding the manual and its terminology. Should the purchaser be a first-time user, there may be a couple of gray areas dealers need to explain. Nothing is difficult it's just human nature to be nervous when exposed to something new.

Nothing in the manual was noted out of the ordinary, so it was time to prepare the transmitter for binding. Although there are a multitude of options available a DX6e is more likely to be the type of transmitter chosen by consumers of this type of model. Using the manual as a guide, once an empty memory had been selected, and the model named, the flight modes were inhibited. Channel-5, most often used for retractable landing gear, was verified as switch-A (although some may find a switch on the face of the transmitter more comfortable to use). This allows the pilot to switch from SAFE Mode—position 0 to AS3X Mode—position 1. The manual also recommends the timer be set to six minutes in countdown mode, and to set timer start and stop using the throttle stick. Pretty simple stuff really, but if the user gets stuck walk him through the procedure. I do not recommend dealers doing the programming for the customer. Every pilot has to start somewhere, and this is as good a model as any.

Like all of E-flite's UMX aircraft, flying couldn't be simpler. Flown in an open field there was no attempt to take off from the



Although snug, the battery compartment is well ventilated and after a number of test flights there was absolutely no evidence of any overheating of the flight battery.

ground, rather the motor was spooled to full throttle, and the aircraft was released into the wind. Even though the 182 is recommended for pilots in the intermediate category, and although it's not a true trainer, and I'm always going to recommend basic instruction at the very least, the Cessna 182 is rather easy to fly. Not only is it easy to fly, but it looks really good in the air. Some of the most fun I have with these airplanes is flying overhead while low and slow. On a breezy day, in AS3X mode, the servos can be heard working overtime, much faster than thumbs can respond, in keeping the model straight and level.

Fans of all-metal civilian aircraft will love this airplane. There may be a new demographic to look out for as well. Using myself as an example, over the years I've had the opportunity to fly every type of radio control aircraft produced, even competing in IMAC and helicopters, but as aging eyes and arthritic thumbs become a factor, I'm slowing down. If you think that means I'm crawling in a coffin and closing the lid, you are out of your mind, but every dealer has several customers in the same situation. Feel free to show them this airplane. Don't insult anyone's skill, but demonstrate how modern looking and fun airplanes like this can be, not only is it fun today, but it can provide an outlet for them to enjoy their hobby into the future.

Like all E-flite products, the UMX Cessna 182 BNF Basic is available exclusively through Horizon Hobby. **HM**

CELECTRA UMX-4 AC/DC Battery Charger

Mentioned in the Cessna 182 evaluation was the airplane is a BNF Basic package. This opens the door for dealers to put a complete package together for the purchaser. As a dealer you always need to think of what will fill your customers' needs, but a transmitter such as the Spektrum DX6e is ideal. Also needed is a battery charger, and the CELECTRA UMX-4 AC/DC Battery Charger (EFLC1105A) is an outstanding choice.

The CELECTRA is a compact unit that is powered by either AC house current, or by a DC power supply. The charger can easily charge any of the four LiPo batteries currently used in the Blade, E-flite or ParkZone micro series (along with many other manufacturer's products) from 1S 3.7 volt batteries of all capacities, to smaller 2S 120mAh to 300 mAh 7.4 volt batteries.

There are four available ports that can be used individually or together to charge any combination of batteries the end user might encounter. Operation is super simple. Plug the battery into the appropriate port, select a charge rate and push the start button. Charge status is provided by LEDs instead of the sometimes confusing scrolling numbers. A number of protection features prevent incorrect charging, which is a huge benefit to any end user of the product. Warning codes along with how to correct any problems are all explained in detail. Also provided is a USB outlet that with an adapter could be used as a fifth charge port, or perhaps more practical would be keeping a personal device charged and ready.

The DX6e transmitter and CELECTRA charger is the type of combination that will provide any pilot with a successful start. And this is the key; his success will keep him interested, plus the combination allows for plenty of expansion as he delves deeper and deeper into the hobby of radio control aviation. **HM**



The CELECTRA is a perfect choice for consumers of micro aircraft. With four available ports it can charge all single-cell and the smaller two-cell batteries used with Blade, E-flite and ParkZone offerings.