



Harris Malkin

Flight Report

E-flite Blade CP

Here's a 3D capable, out-of-the-box RC helicopter that really delivers.

Over the years, small electric powered helicopters have gained popularity and have gotten much more sophisticated. Small electrics offer a great way for helicopter fanciers to get their flying fix. We can fly these models indoors during severe weather, and even a small back yard can offer conditions enough for flying patterns and 3D maneuvers. Naturally, outdoor flying with these small machines can only be done safely in light wind. Other than that, the possibilities are almost unlimited.

The Blade CP comes complete — a true RTF helicopter with an entire six-channel radio system included and all the equipment factory installed. Since helicopters are really where my heart is in the wonderful world of model aviation, I was very anxious to test fly the new Blade.

This is my second small electric machine, and I must admit that there was concern. Small rotating parts and tiny little pieces can be frightening, even when the machine comes professionally built. In



E-flite's Blade CP electric helicopter is 100 percent factory assembled and tested. Just charge the Ni-MH motor pack and fly. The model's factory-installed six-channel RC system has a built-in gyro and electronic speed control, and the transmitter features idle up and CCPM mixing. The 9.6-V 650mAh Ni-MH pack is included.



a heartbeat, this model laid all my worries to rest. A complete checkout revealed that everything was in order, and the carefully written directions let me know that the E-flite design and engineering people had completed all their homework before sending this machine out the door.

The Blade CP's instruction manual is straightforward,

with plenty of pictures that leave no room for error. The model's injection molding is precise, and the parts fit reveals sound design and meticulous attention to detail. The Blade CP utilizes CCPM mixing on the head, which is a feature you generally see only on much larger and more costly machines. Since the radio comes already set up, a great deal of trial and error is eliminated, as is the otherwise difficult task of setting up an RC heli with this type of mixing on the head.



Specifications

- Main rotor diameter: 20.75 inches
- Weight with battery: 11.4 ounces
- Motor: 370
- Battery: 9.6V 650mAh Ni-MH
- Transmitter: 6-CH FM w/ CCPM mixing
- Electrics: On-board 4-in-1 receiver, mixer, speed control and gyro
- Eight AA batteries required

RTF Features

- 100 percent factory assembled
- Factory-painted body shell
- Factory-installed radio system
- Motor battery and AC charger
- Stable flight characteristics
- 3D capable with optional Aerobatic Enhancement Kit and Li-Po battery
- 28-page instruction manual



E-flite offers a Crash Kit that includes a set of main rotor and tail rotor blades, landing skids and a flybar. The Aerobatic Enhancement Kit comes with a 370 motor and 9-tooth pinion, main motor and tail motor heat sinks, and a symmetrical blade set.

and tail rotor blades, landing skids and a flybar. The Aerobatic Enhancement Kit comes with a 370 motor and 9-tooth pinion, main motor and tail motor heat sinks, and a symmetrical blade set. Add a Li-Po battery and the Blade CP is a 3D ready machine.

I was amazed at how simple the complete setup was, and simplicity usually results in saving weight, which is always a plus. There was no nasty flash to be removed from the molding process, and the body fit the frame perfectly on my test model. The Blade's tail system utilizes a small electric motor rather than a mechanically driven tail. This provides a very simple and light assembly with no power robbing belts or complex gear drives. This model also uses a receiver that also incorporates the gyro and speed control. The tail drive motor gets its signal from the receiver-gyro and no other system is needed. There are two electronic adjustments, one for gain sensitivity and the other for tail rotor input. These two variables permit the operator to fine

tune the machine. After my thorough inspection and excited anticipation, this baby was finally ready to thrash some air.

The day of the test flight was a bit windy, which concerned me. After the battery was installed, I performed a simple check to make sure the control surfaces were moving in the correct directions. Once again, flawless. My concerns with the wind quickly were cast aside as the Blade spooled up and rotated with authority. There was a small wag in the tail, but I just couldn't resist going around for a quick circuit anyway. I landed, made a gain adjustment and a small adjustment on the tail rotor mix control, all done per the directions, as the model was rotating slightly to the right with center trim.

Even though the model was being test flown with flat bottom main blades, I still managed to squeak out a loop in idle up. This is another interesting feature of this little heli — the radio comes programmed from the factory, with idle up 1 ready to go. The Blade CP has plenty of power for maneuvering around and aggressive flying, just the kind I like. Hovering somewhat close in showed no signs of excessive vibrations. This model is really smooth.

The Blade CP is a clear winner. As a true RTE, this model has mass appeal. With the factory-programmed radio to complement the package, the appeal is even greater. RC heli technology has certainly come a long, long way. **HM**



CCPM mixing and idle up are standard features in the Blade CP's six-channel transmitter.



E-flite's Blade CP is a tiny machine, but it performs with the heart of a lion. E-flite distributed by Horizon Hobby, Champaign, Illinois.