

PARKFLYERS R/C

CESSNA

182

SPECS

**MODEL:** Cessna 182 RTF

**MANUFACTURER:** ParkFlyers R/C

**TYPE:** sport flyer

**SMALLEST FLYING AREA:** baseball infield

**IDEAL FOR:** beginners and sport pilots

**WINGSPAN:** 38.5 in.

**READY-TO-FLY WEIGHT:** 21 oz.

**WING AREA:** 1.675 sq. ft.

**WING LOADING:** 12.5 oz./sq. ft.

**NO OF CHANNELS:** 3 or 4

**FLIGHT DURATION:** 18 min.

**PRICE:** \$160 (3-channel); \$180 (4-channel)

With its super scale looks and durable foam construction, the ready-to-fly ParkFlyers R/C Cessna 182 is sure to impress with its power and performance. Because it comes with and without ailerons, it's great for anyone, from folks just learning to fly to pro pilots who want a plane to relax with. My review plane came with ailerons and a 4-channel, 72MHz proportional radio.

YOU NEED

- 8 AA batteries

SCOREBOARD

Complete package.  
Easy to assemble.  
Nice flyer.

Tight aileron-wire connections



NOT JUST ANOTHER PRETTY FACE!



ParkFlyers R/C provides just about everything you need to get your Cessna airborne, including an installed motor and radio system.



It's important to center all the control surfaces before you fly the model.



When installing the battery pack, be sure to stick the connector all the way into the small opening in the compartment. This ensures that there's room for the battery pack to fit properly, and you'll be able to close the hatch and secure the thumb tabs that hold the hatch shut.



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**OUT OF THE BOX**

ParkFlyers R/C provides everything you'll need to fly except 8 AA batteries for the transmitter. The Cessna 182 comes with a completely assembled fuselage and installed radio components, an installed Speed 480 motor, a foam wing, elevator and rudder, a 3-channel 27MHz or or 4-channel 72MHz transmitter, a 7-cell 1000mAh NiMH battery pack, a four-hour AC battery charger, landing gear, propeller and glue.

**ASSEMBLY**

► **TAIL SURFACES.** The manual suggests that you first attach the horizontal stabilizer. The end of the fuselage comes molded to accept it, but to insert it, you need to slice gently through the top of the fuselage with a hobby knife and then slide the stabilizer into place. I used a ruler to measure both sides of the stabilizer from the tail to make sure that it was centered. I gently penciled a line along the stab where it met the fuselage. At this point, the rudder and stab should be attached to the Cessna using the provided glue; but,



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**GEAR USED**

- RADIO SYSTEM**  
4-channel radio (provided)
- DRIVE SYSTEM**  
Speed 480 motor and 50A speed control (installed)
- BATTERY**  
7-cell 1000mAh NiMH

**TIP**



It is important to center all the control surfaces before you fly the model. When the radio has been turned on and the battery is plugged in, you must center the elevator, aileron and rudder trim levers, and check the position of the control surfaces. To center the ailerons, use a small Phillips-head screwdriver to loosen the connector, center the ailerons so that their trailing edges are even with the wing's trailing edge, and then tighten the connector.

being impatient and wanting to test my new model the second I got it, I decided to use 5-minute epoxy to speed up the process. I removed the stab, mixed the epoxy and applied it to the cutout in the fuselage between my pencil markings along the horizontal stab and along the slit I made to access the cutout. The stab slid right in, and I was careful to line it up with my pencil marks.

Attaching the vertical stabilizer is simple: just spread epoxy or glue over its mounting tab, and push it into its precut slot on top of the horizontal stabilizer.

ParkFlyers R/C has installed the radio components, so you need only to attach the pushrods to the rudder and elevator. To guarantee that the control surfaces remain neutral, I had to shorten each pushrod. Using needle-nose pliers, I twisted each clevis down on its rod. With the pushrods in place, I popped each clevis open and snapped each one onto the first hole of each control horn.

► **LANDING GEAR.** The Cessna 182 fuselage has precut slots for the nose gear and main landing gear at the front. First, push the main landing gear into the slot behind the battery hatch, and then push the wheel between the nose cover and the

**IN THE AIR**

This little all-foam Cessna is a truly impressive flyer. It can easily handle a moderate breeze and is at home in a baseball field.

► **CLIMB PERFORMANCE.** Powered by a Speed 480 motor and a 7-cell 1000mAh NiMH pack, the model has good, solid climbout. The first few flights were on a warm day with little, if any, wind, and it easily climbed at a 25-degree angle. While circling, the Cessna reached an altitude of about 100 feet in less than a minute.

► **FLIGHT STABILITY.** The Cessna is stable enough to make it easy to handle, even for a relatively new pilot. Once trimmed for flight, it takes a moderate gust to upset its flight path. When you have your Cessna at a safe altitude, you can pull the throttle back a little and then trim it so that it doesn't lose or gain altitude.

Control response is solid and very well balanced. The ailerons are very effective and quickly level the wing. In turns, you can do a good job of changing direction with aileron and

elevator control, but adding a hint of rudder makes each turn much more precise.

► **PILOT RECOMMENDATIONS.** At the start of a flight, while the battery is fully charged, you can loop and even do a nice barrel roll. If you're a little daring, you can climb to altitude, slowly throttle back, add full up and right rudder and put it into a nice spin! The model comes out of a spin as fast if you center the controls and add power. Setup for landings is easy: just keep the wings level, point the nose into the wind and throttle back. It descends nicely and is easy to flare for a soft and uneventful reunion with the ground.

► **PERFORMANCE HIGHLIGHTS.** The best part of flying the 182 is its low-speed handling. Powered back to a little less than 1/2 throttle and with a little up-trim dialed in, you still have excellent control. If you like flying low and slow, you'll enjoy the Cessna.

thick foam fuselage. This slot is harder to find, since there are vents at the same location in the nose.

► **WING.** Although the manual does not offer instructions on connecting the ailerons to the radio, this is an important step. Because the radio compartment is small and the aileron connector is ~short~, an aileron servo extension would be a great help. After you've plugged in the aileron servos, squeeze the wing into place and use the two plastic screws provided to secure the wing to the fuselage.

► **BATTERY.** After I had completely charged the battery with the provided charger, I opened the hinged battery compartment underneath the fuselage and slipped the battery into place. Having

made sure that the hatch was securely shut, I was ready to fly.

**CONCLUSION**

With its terrific scale looks and amazingly realistic flight, the ParkFlyers R/C Cessna 182 is sure to strain quite a few necks at the park. It proved to be a very stable flyer that could be suitable for novices and pros. Easy to put together and fun to operate, this beauty will surely provide hours of relaxing flight time. ☺

See the Source Guide on page XX for manufacturers' contact information.

**FEATURES**

The Cessna 182 RTF comes with the motor and radio gear installed and with a 3- or 4-channel transmitter, a battery pack, an AC battery charger, landing gear, glue and a propeller.

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