

ParkFlyers R/C CESSNA 182

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In the world of full-scale recreational aviation, the Cessna 182 is the most popular and widely used civilian aircraft. This high-wing general aviation plane was first offered in 1956. Since then, more than 35,000 have been produced. Even today, it's an icon in pilot training programs due to its stability, ease of handling and durability. Now ParkFlyers R/C has recreated this exceptional plane in a durable foam flyer that you can take out and enjoy in a ball field or park.



**ALL-IN-ONE
PACKAGE FOR
ANYWHERE,
ANYTIME FUN!**

SPECIFICATIONS

MODEL: Cessna 182
TYPE: high-wing
MANUFACTURER: ParkFlyers R/C (parkflyers.com)
WINGSPAN: 32.5 in.
WING AREA: TK
WEIGHT: 22.7 oz.
WING LOADING: TK
PRICE: \$180

SCOREBOARD

- ⊕ Large battery pack
- ⊕ 2.4GHz radio system
- ⊕ All inclusive

This 32.5-inch-span Cessna has full-house control (throttle, elevator, rudder and ailerons), so it's very responsive in flight. It's also very stable and can fly slowly, so it's ideal for first-time flyers.

The plane comes ready to fly with a 2.4GHz radio and Himag brushed 480 motor, speed control and radio gear. Like its full-scale counterpart, the ParkFlyers R/C Cessna 182 delivers with its scale appeal and predictable flight characteristics. Anyone from a novice to a seasoned pilot will surely enjoy this great family flyer.

UNIQUE FEATURES

The ParkFlyers R/C Cessna 182 is constructed of a sturdy Z-Foam material that's adorned in the classic Cessna markings in the standard base white trimmed out with red and black highlights along with wing and fuselage registration markings.

The ailerons come attached to the wings with hinge tape, and the optional flaps are a nice feature (you can cut them out and make them functional, though it isn't necessary).

The elevator and rudder also come completed with compression hinges. The control horns are all factory installed and ready to connect to the pushrods—another great time-saver. All of the radio gear is also factory installed; you only need to connect the clevises to the control horns. The elevator and rudder need to be secured in place with the provided glue and allowed to set overnight. You can also use a little five-minute epoxy instead.

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**THE CESSNA IS
STABLE AND
SIMPLE TO FLY**

IN THE AIR

At our field we fly off a grass runway, so I decided to do a hand launch. I advanced the throttle to full power and gave it a toss upward at a 30-degree angle or so and the Cessna took to the sky.

STABILITY. The Cessna is stable and simple to fly. When it encounters a little turbulence, the wings return to level flight because of the wing dihedral, which is intended as a self-correcting mechanism and widely used in recreational and trainer aircraft.

TRACKING. I hold a bit of up-elevator in the turns along with in a little bit of aileron to maintain turns. The Cessna tracks very well in level and coordinated turns. I didn't notice any adverse roll tendencies at all.

AEROBATICS. From simple maneuvers like stall turns to loops, to inverted flight and snap rolls, the Cessna performs the basics nicely when I add a little bit of aileron to compensate for the dihedral.

GLIDE AND STALL. For slow flight, I maintain straight and level flight, gradually reducing the throttle while slowly applying

up-elevator until the nose of the aircraft starts to pitch down into a stall condition. Then I add a little throttle, level the wings and return to stable flight. When I cut the power, the Cessna has good glide characteristics: I have no difficulty turning back to base with ample speed to fly down to the end of the runway. With its high-lift wing design, the Cessna has enhanced glide and stall recovery performance.

PILOT DEBRIEFING

With the ParkFlyers R/C Cessna 182, one takes the guesswork out of RC flying and institutes a standard of simplicity in model aviation. It has an easy setup and simple-to-understand instruction to its scale appeal, plus high-visibility markings and a state-of-the-art digital proportional radio control system. With all these great features, plus a more than ample 480 powerplant, this is a park flyer aircraft you can take just about anywhere.

GEAR INCLUDED

RADIO: 4-channel 2.4GHz system w/ 4 installed microsensors

MOTOR: Himag 480 brushed w/ 30A ESC

BATTERY: 2-cell 2200mAh LiPo w/charger

The wheels and wheel pants come installed on the landing gear, and the gear just snaps onto the plane. The motor and ESC are also factory installed and ready to go. When installing the wing, simply plug in the aileron servo and install the wing to the fuselage with a couple of nylon screws provided with the kit. This aircraft comes with a very nice black & white glossy instruction manual with illustrations and a step-by-step assembly manual, guiding you through setup to ensure a successful assembly.

This plane comes with a brushed 480 motor, a 30-amp ESC and a 2-cell 2,200mAh LiPo battery pack and prop



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that provides more than 20-minute flights. The included LiPo charger ensures proper battery charging. A digital proportional 4-channel 2.4GHz transmitter rounds out this complete package.

CONCLUSION

The overall appearance of this airplane is quite scale-like, from the trim detailing to the corrugated control surfaces

on the ailerons and flaps. Total assembly time from the box to the air is less than an hour. By the time you first put the battery on charge, you'll have the plane done and ready to fly as soon as the battery is charged.

At the park, the Cessna 182 will impress you with its precision flight and slow-speed characteristics. Get one and get your friends hooked on RC! ☺



FLIGHT TIP: AILERON ROLLS

1. Start out straight and level, at full throttle.
2. Pull the nose up slightly, release elevator and immediately apply aileron.
3. As the plane gets to the position where its wings are vertical (knife-edge), they can't provide lift in the vertical direction, so the plane will fall a bit; that's why we aimed the plane upward a tiny bit at the beginning. The overall impression is that the plane has stayed at one altitude throughout the roll.
4. As the plane nears the inverted position, give a small push on the elevator stick (down-elevator) so that the nose doesn't fall, then release the elevator.
5. As the plane comes upright again, center the aileron stick. Now fly straight and level to finish off the maneuver cleanly. It takes some practice to get the timing right and to know just how much you have to push the elevator stick so that the plane doesn't balloon up or sag down inverted.