

E-FLITE UMX VAPOR

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Without doing any homework I would have to say the Vapor has been on the market in a variety of configurations from the familiar standard size slow flier to an FPV platform of the same basic design for about a decade, if not longer, and there is a very simple reason for this; it is inexpensive and it works exactly as advertised.

UMX, or Ultra Micro eXtreme, is the designation for this model and it fits the latest rendition perfectly. The Vapor Lite HP spans 338mm (13.3 inches) and has a length of 292mm (11.5 inches).



The manual states the model can be flown outside in dead calm air, but at the time of the review it was kite flying season, so the photo flights were all done indoors.

Manufactured from carbon fiber and light weight film, the all up flying weight is 12.5 grams, or less than half an ounce. Installed from the factory is a super light weight DMX protocol receiver, two servos (elevator and rudder) and the motor's speed control all part of one circuit board. Also installed is a high performance (HP) coreless motor that includes a geared propeller drive.

The UMX Vapor Lite is available in two packages. One is the Bind-N-Fly basic and the other, as evaluated in this review, is the Ready to Fly version. As always with the BNF the customer supplies a Spektrum DSM protocol transmitter, flight battery and charger. The RTF includes all of the necessities including a transmitter.

As is standard practice in any product review the manual was read as the flight battery charged.

The Vapor Lite RTF utilizes the industry standard USB plug in charger and a 1S 3.7V 70mAh battery is incorporated. Every dealer is familiar with the setup, but if this is a first time buyer he should take a minute and explain the system to the customer. Otherwise it is standard operating procedure. Plug the battery into the charger and read the manual until completely familiar with every aspect of the platform's operation.

Flying the little Vapor proved to be more of a challenge than expected. It's super easy to fly, that's not the issue. Where I ran into difficulty is the indoor season has ground to a halt, and as dealers inventory for the change of season they are stocking kites. It should be obvious, but outdoor kite flying weather and an airplane that weighs less than half an ounce don't mix. The manual suggests outside requires dead calm air—so that option was out—or an inside room of at least 15ft x 15ft with an 8ft ceiling is sufficient, and it is, but unlike a drone, where the pilot can place the platform where wanted to take the necessary photos, the Vapor is always moving, and avoiding furniture, while constantly turning and managing the throttle was actually quite a bit of a challenge. I'm not complaining, this was something I truly enjoyed, it actually made me laugh out loud, but perhaps it would be a little much for the new pilot. He'd be better off flying the Vapor in a larger venue with a much higher ceiling until the model is completely understood.

The manual suggests repairs be made with clear cellophane tape. This works, especially on the thin plastic film used to cover the wing, but after a couple of mishaps with furniture and light fixtures, repairs alone are adding almost 10 percent to the overall weight of the machine. Even though there isn't a blow-up diagram of the airframe this really isn't a problem as the Vapor is so simple and the manual includes a comprehensive parts listing on the last two pages.

The only issue I ran into with the model was upon initial start up the propeller wasn't turning. A quick examination revealed the motor had slipped back in its mount about three millimeters preventing the pinion gear from meshing with the drive gear. The fix was beyond easy; a drop of adhesive was placed on the motor's case and the tip of my finger was used to push the motor back into place, but today's dealers are running into such a con-



Above: Over the years the same basic design has undergone a number of incarnations. As an example an E-flite mini Vapor was first reviewed in the March '13 pages of HM, yet even after the years have passed the same basic layout continues to be popular during the indoor season. Bottom: The latest version is sized somewhere between the original Vapor and the mini-version shown above, but is still recognizable as it uses the same basic layout and even for the experienced modeler it can be fun to fly,

LITE HP

Indoor season may be at an end for the year, but there's still the living room.

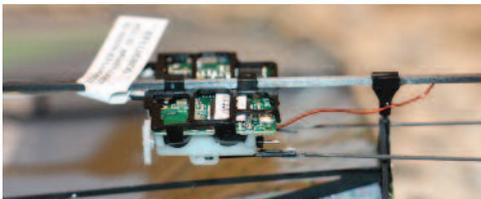


Included with the Vapor Lite HP is a USB style charger and a 3.7V 70mAh flight battery.

stant influx of customers who are so unable to do anything for themselves should the airplane be returned for a similar problem a dealer may have to show the customer his finger can be used for

more than picking his nose.

The UMX Vapor is ultra small, ultra lightweight, ultra simple in design and in almost every application ultra easy to fly. If I sounded a bit negative during the flight segment, I'm not at all as in certain situations, such as a small room with a low ceiling it is also a bit of



Experienced dealers should need no introduction to the all-in-one board used on the Vapor, but for those who need a bit of updating the board contains the receiver, two servos and a speed control.

a challenge to fly. Overall it's just a fun little machine that with minimum instruction everyone can enjoy.

Although reviewed was the RTF, after the initial couple

Ultra simple in design, the Vapor incorporates a square carbon tube for the fuselage boom and bent carbon rods for the tail feathers and wing outline. Covered with a thin plastic film, most repairs are made with cellophane tape.



of flights the Vapor was bound to a full-size DX6e transmitter. Super simple to do, and only taking a few minutes to program, there really isn't much advantage to this, but if a customer is experienced and has a multiple model memory transmitter on hand, or as an example if he's going to be taking a number of models to a venue to fly, there is the benefit of only needing to tote one transmitter around. In applications such as the BNF version this would be the transmitter of choice otherwise; the included bat wing or game controller style of transmitter works just fine and will most likely be the transmitter desired by younger users anyway.

Like all E-flite products, the UMX Vapor Lite HP is available exclusively through Horizon Hobby. **HM**

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