HM Review

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Kadet EP-42

An American training standard goes EP.

Specifications

- Wingspan: 42 inches
- Area: 330 square inches
- Weight: 26.2 ounces
- Motor: Speed 400 brushed
- RC: 4-or-more channels with four micro servos
- ESC: SIG ESC-30 (30A)
- Battery: 7.2V 1100mAh NiMH

RTF Includes

- Factory-assembled components
- Factory-covered in SIG AeroKote-Lite
- Formed aluminum landing gear
- Light sponge wheels
- Fine CA hinges
- Complete hardware package
- Speed 400 motor
- SIG ESC-30 speed controller
- 16-page instruction manual

SIG Kadet! For decades, those two words have been one of the foremost answers to the aspiring RC pilot's question of what model to choose as a primary trainer. Whether an ARF or built from a kit, a mini-, standard-, large- or giant-size model, the SIG Kadet is a long-running gold standard of American RC trainers — and the legend lives on with the Kadet EP-42 ARF.

The Kadet EP-42 ARF is much like any other Kadet, but just a bit smaller and specifically designed for inexpensive electric power. The ARF kit is nicely packaged, and comes with all the parts needed to assemble the model, including the Speed 400 electric motor and a SIG ESC-30 electronic speed controller. A comprehensive instruction manual is provided with the model, and this clarifies assembly and helps keep bench time to a minimum.

The quality in this model is certainly up to SIG's high standards. Even though the components come factory assembled and covered, it's easy to see that the laser-cut parts are clean and tight fitting, and that a great deal of care went into its production. The Kadet EP-42 ARF is covered in SIG AeroKote-Lite film, and it looks good enough to make a savvy modeler suspect that SIG's Scott Christensen might have covered each model himself.

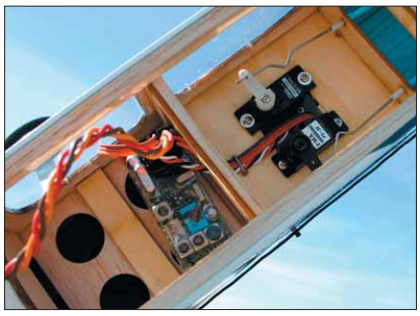
Assembly begins by securing the hinges with thin CA, then joining the wing panels over the plywood dihedral brace with epoxy. The wing panels and joiner fit perfectly, assuring a clean and solid center section. Installing the aileron servos and linkage is next, and I chose two FMA SP-30 micro servos, one in each wing panel. SIG provides factory-formed, light music wire pushrods with a Z-bend at their servo ends. Modelers need only to install the control horns, connect the pushrods to the servo output arms, then make a 90-degree bend where the rod crosses the holes in each horn. Cut the bends to 3/16", then connect the included keepers. Customers must be sure to slide the keepers onto the rods before making the bends, or the rods will have to be re-bent to accept them. They might get away with this once, but not twice, and don't ask how I know.

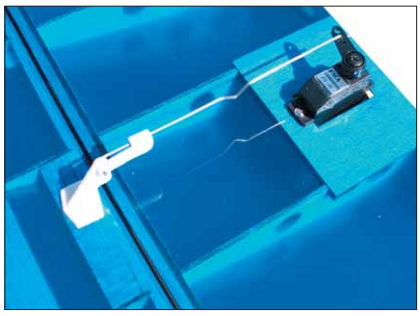
The rudder and elevator servos are installed in the fuselage, then the horizontal stabilizer and elevator, as well as the vertical fin and rudder, are hinged and installed at the tail. Control horns and pushrods are next, same as the aileron pushrods but longer, followed by mounting the aluminum landing gear and light foam wheels. Complete hardware is provided for every step, and modelers will appreciate that pilot holes for the landing gear screws (and all the control horns) have been drilled at the factory.

Kit, ARF or RTF, SIG's world famous Kadet outline is a time-proved winner, and unmistakable in any size or power configuration.

I chose my FMA eXtreme 5 receiver and a special five-channel, no-frills transmitter that was built for me by FMA. Installing

the receiver and routing the antenna wire are next, followed by connecting the SIG ESC-30 speed controller and checking the entire radio installation. Once satisfied, the motor leads can be connected for the power test.





HM's review model uses FMA's eXtreme 5 receiver, two FMA PS30 servos for ailerons and one for rudder, and GWS servo for elevator.

The Speed 400 is tucked neatly inside an ABS cowl. The cowl is already mounted on the model as it arrives, and the modeler doesn't have to remove it to complete the business end of the airplane. A SIG nylon spinner and 7-5 propeller are included, and it takes only a minute or two to fit them to the motor shaft and tighten everything up.

The final steps before flying the airplane are applying the pressure-sensitive markings, and checking the balance and control surface deflections. My model balanced perfectly with no adjustment required, but it should be noted that the elevator and rudder throws called out on page 9 of the manual are in error and might be somewhat confusing to a beginner. Callouts for elevator are 7/16" left and 7/16" right, and callouts for rudder are 5/8" up and 5/8" down. I wasn't sure if each entire line was crossed or just the up-down/right-left parts, so I split hairs and set both surfaces for 1/4" deflection in each direction.

This model will deliver approximately 12 minutes of flight time at varying airspeeds on the recommended 1100mAh 7-cell pack. The Kadet EP-42 flies as one would expect, smoothly, gently and always with a solid feeling of confidence at the box. There are no surprises in store for novice or intermediate pilots with this model. Clearly, any issues with a SIG Kadet must have been designed out of the plan before the first model rolled out of Montezuma, Iowa, more than 30 years ago.

If you're looking for a top-shelf, electric-powered, primary trainer that flies gently, assembles quickly and will be greeted with approval at the flying site, here it is.

For additional information about the SIG Kadet EP-42 ARF and all the other models in the fine line of Kadet aircraft, contact SIG Mfg. Co. at 641-623-5154. **HM**

Big airplane, tiny airplane, a SIG Kadet will always behave like a SIG Kadet. The EP-42 is a very gentle trainer.