

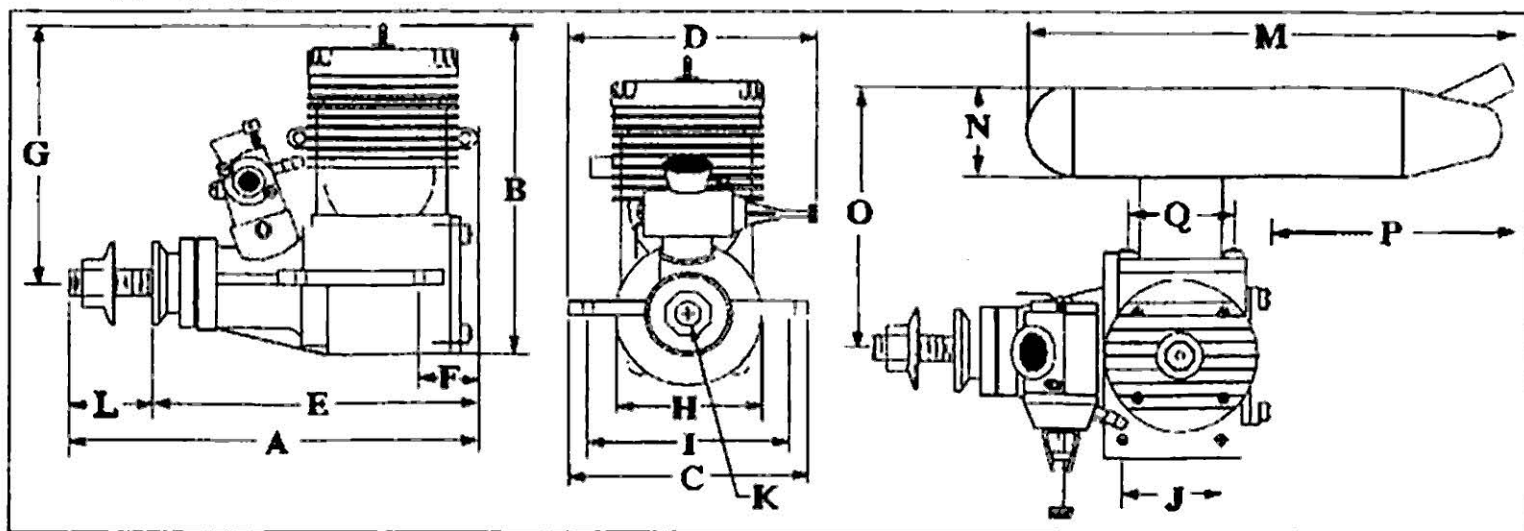


Mounting Hole Centers	... side to side - 1-11/16"
	front to rear - 11/16"
Propshaft Length	 1-1/32"
Propshaft Diameter	 7 mm (nearly 9/32")
Muffler Length	 4-3/4"
Muffler Screws Centers	 1-21/32"
Muffler Diameter	 1-7/16"
Side Projection	 3-19/32"
Rear Projection	 2-19/32"
Fuel Used	 Morgan's Omega 10%
Glowplug Used	 Fox R/C Long
Weather/Power Factor	 0.9774

NOTE: All Test Props are Zinger wood props except where otherwise noted.

Minimum Reliable Idle	
Propeller	RPM
10x6	2400
11x6	2200

Maximum Measured Noise	
Propeller	dB(A)
10x6	93.5
11x6	91.5



Maximum Measured RPM

Propeller	RPM	Thrust (oz.)
9x6	14,700	77
10x6	13,000	90
10x7	12,200	84
11x5	11,800	102
11x6	11,600	95
11x7	10,700	87
12x4	11,800	114
12x5	10,200	103
12x6	9,400	95

OTHER 10x6 PROPS

APC	13,400
Bolly	14,000
Graupner	13,800
Grish Magnum	14,200
Kavan	14,000
Master Airscrew (plastic)	13,800
Master Airscrew (wood)	13,100
RevUp Pro 3	13,900
Taipan	13,900
Top Flite	13,400
World Expert	13,500
Yoshioka	13,900

CHEERS - comes with an effective (albeit leaky) muffler; overall appearance; easy starting; good idle; good overall handling; clean, leak-free running (except for the muffler); very good power.

JEERS - brief warranty; muffler leaks profusely at center section joint; non-standard (7mm) propshaft size requires drilling props; air bleed idle type carburetor; sensitive high speed needle.

ENYA .45 CX	I	1-11/16"
A 4-11/32"	J	11-16"
B 3-19/32"	K	7mm
C 2-1/16"	L	1-1/32"
D 2-7/8"	M	4-3/4"
E 3-3/8"	N	1-7/16"
F 21/32"	O	3-19/32"
G 2-15/16"	P	2-19/32"
H 1-11/32"	Q	1-21/32"

NOTE 1: WARRANTY: Our test engine came with no paperwork mentioning any warranty whatsoever. In the Altech/Enya ads, however, Altech proudly points out what they call their "Pledge of Performance". It's been a while since we've reviewed an Enya, so we took another look at the "Pledge". What it boils down to is that Enya engines are covered by the "Enya Engines Pledge of Performance" for 90 days. The "Pledge" clearly says that *after* break-in and *prior to the first flight*, the engine is guaranteed to perform *as advertised*.

Question 1: Perform as advertised how? Where are these advertised performance figures?

Question 2: Is the engine covered if it fails *during* break-in?

Question 3: Is the engine covered after the first flight begins?

Finally, with Fox, K&B, and Royal engines guaranteed for life, Magnum, O.S., Supertigre, and Webra engines warranted for two

years, some others for one year, and still others for 180 days, is a 90 day warranty worth bragging about? Frankly, everyone here is of the opinion that the "Enya Pledge of Performance" is merely a marketing and advertising gimmick that insults the intelligence of modelers everywhere.

That's the bad news. The good news is that we have heard from several modelers relating instances where their Enyas were repaired or replaced by Altech during the 90 day warranty period, with little or no fuss.

So, if you're satisfied with the brief 90 day warranty, then don't let the "Pledge" scare you off.

If there is one thing widely known about Enya 2C engines, it's that they produce *power*. We may have a complaint or two about this or that Enya engine, but a lack of power is not a common grievance. Some Enyas are leaders in their size range when it comes to power, and while it's no dog by any means, the .45CX does not enjoy such distinction. It's a tiny bit shy when compared with the Fox .45 BB or the Magnum Pro .45, but a little stronger than the Royal .45. All of these others, however, offer better warranties, and carry more palatable price tags to boot.

Nevertheless, Enya engines have been around a long time, and

they have their loyal followers... something you don't get without offering a good solid product.

We were glad to see a genuine gasket for the muffler-to-engine joint, and it works. The muffler itself, on the other hand; weeps fuel residue badly at the joint of the front and rear halves. The rear half never loosened or anything, but the leaking persisted and it doesn't take long before the muffler is an ugly mess... if you're using a fuel with some castor oil for lubricant. And in an ABC type engine, I certainly hope you are!

The Enya .45 CX starts easily and idles well with an R/C type glow plug. The old air bleed idle circuit carburetor design works fine here, but modelers at high altitudes may have problems with it.

The engine produces so much power at high rpm on the smaller props that we tried a standard (non-idle bar) plug in it to see if it would yield a few more rpm. This commonly happens at rpm over 13,000. The Enya, though, proved equally happy with the idle bar type.

All in all, we were all quite happy with the Enya .45 CX. The warranty bugs us, and the leaky muffler is an annoyance, but the friendly handling, smooth running, and good power just about make up for it. It's a nice enough engine, but not our favorite .45 2C. That would have to be either the Fox or the Magnum Pro.

-Brian Lee

