

ELECTRIC 60-INCH WINGSPAN NEUPORT 17 INSTRUCTION MANUAL

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Congratulations on your purchase of Maxford USA's scale WWI Nieuport 17 !

We invite you to enjoy the pride of ownership and the joy of flying this high quality balsa, composite, and light-ply Almost-Ready-to-Fly aircraft.



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HISTORY

The **Nieuport 17** was a French biplane fighter aircraft of World War I, manufactured by the Nieuport company. It had outstanding maneuverability, and an excellent rate of climb. Initially, the Nieuport 17 retained the above wing mounted Lewis gun of the "11", but in French service this was soon replaced by a synchronized Vickers gun. In the Royal Flying Corps, the wing mounted Lewis was usually retained, by now on the improved Foster mounting, a curved metal rail which allowed the pilot to bring the gun down in order to change drums or clear jams. A few individual aircraft were fitted with both guns - but in practice this reduced performance unacceptably, and a single machine gun remained standard.

The type reached the French front in March 1916, and quickly began to replace the smaller Nieuport 11 and 16 in French service. The type went into service with Escadrille N.57 on May 2, 1916. With the British DH.2 the Nieuports were responsible for ending the reign of the Fokker Eindecker - the so-called 'Fokker scourge' period, proving a severe shock to German aviation high command. Most French aces used the nimble Nieuport during their career including Georges Guynemer, Charles Nungesser, Maurice Boyau, Armand Pinsard, René Dorne, Gabriel Guerin, Alfred Duellin and Jean Navarre. The type was also used by American volunteers of the Escadrille Lafayette when they replaced their earlier Nieuports.



The Maxford USA version of the Nieuport-17 has a 60' wingspan which is roughly 1/5 scale. The color scheme of this model is a replica of René Dorne's Nieuport-17. M. Dorne was one of the French aces in WWI.

These references provide more information on the Nieuport-17 and René Dorne.

http://en.wikipedia.org/wiki/Nieuport_17

http://en.wikipedia.org/wiki/Ren%C3%A9_Dorne



IMPORTANT SAFETY PRECAUTIONS TO PROTECT YOUR MODEL, YOURSELF & OTHERS

1. This product should not be considered a toy, but rather a sophisticated, working model that functions much like a full-scale airplane. Because of its performance capabilities, this product, if not assembled and operated correctly, could cause injury to you or spectators and damage to property. Maxford USA provides you with a high-quality, thoroughly tested model airplane kit with assembly instructions. However, the quality and capabilities of your finished model airplane depend on how you build it, and your safety depends on how you use and fly it. Any testing or flying of this model airplane is done entirely at your own risk.
2. Assemble the model airplane according to these instructions. We recommend that you do not alter or modify the model, as doing so may result in an unsafe or unworkable model. In a few cases the instructions may differ slightly from the photos; in those instances the written instructions should be considered as correct. If you have any question or concern about these instructions, before you proceed with assembly of this product, contact us at (562) 529-3988, Monday through Friday, except national holidays, between 8:30 AM to 5 PM Pacific time.
3. It is your responsibility to install the R/C system and other components in such a way that this model airplane passes all applicable safety/range tests and that the power system and controls operate smoothly and correctly.
4. Recheck the operation of this model airplane before every flight to ensure that all equipment is still operating correctly and that the model has remained structurally sound. Also, before every flight check all clevises and other connectors; do not fly without replacing any that you find damaged or defective.
5. If you are not an experienced R/C pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced R/C pilot.
6. Throughout the lifetime of this model, use only the Maxford USA-recommended or same-sized engine or equivalent electric power system and a new or well-maintained R/C radio system and batteries recommended by the maker of the engine (or motor) and radio system.
7. **LITHIUM BATTERY HANDLING & USAGE: WARNING!!** If you use LiPo batteries, read the battery's instruction sheet or on-line information. Failure to follow all instructions could result in permanent damage to the battery, its surroundings, and bodily harm! If you crash this model airplane, check for battery damage. Do NOT use or charge a damaged Li-Po battery.

ONLY use a LiPo approved charger. (NEVER use a NiCd/NiMH charger!)

ALWAYS set the charger's output to match the battery's voltage and mAh ratings.

ALWAYS charge through the battery's "charge" connector. (NEVER charge through the "discharge" leads.)

ALWAYS charge in a fireproof location.

NEVER place on combustible materials or leave unattended during charge or discharge.

NEVER charge a LiPo battery in excess of 4.2V per cell.

NEVER discharge a LiPo battery below 2.5V per cell.

NEVER allow battery temp. to exceed 150° F (65° C).

NEVER charge at a current greater than 1C (for example, in the case of a 900 mAh battery, that's 0.9 amps).

NEVER trickle charge.

NEVER disassemble or modify pack wiring in any way or puncture cells.

KEEP BATTERIES OUT OF CHILDREN'S REACH

8. While this kit has been flight-tested to meet or exceed our rigid performance and reliability standards in normal use, if you plan to perform any extremely high-stress flying, such as racing or advanced aerobatics, or if you plan to install a larger engine (or motor) than specified, you (the buyer or user of this product) are solely responsible for taking any and all necessary steps to reinforce the high-stress points and/or substitute hardware that is more suitable for such increased stresses.
9. This model may include fiberglass and/or carbon-fiber reinforced plastic parts that may require some cutting or sanding. Carbon-fiber and fiberglass dust may cause eye, skin and respiratory tract irritation. If you ever grind, drill or sand such parts, always wear safety goggles, a particle mask and rubber gloves; never blow into such a part to remove fiberglass or carbon-fiber dust, as the dust may blow back into your eyes.

WARRANTY, LIABILITY WAIVER, AND RETURN POLICY

Maxford USA guarantees this kit to be free from defects in material and workmanship at the time of purchase. All of our products have been inspected in our factory and are checked again when shipped from our warehouse.

However, Maxford USA cannot directly control the materials you may use nor your final-assembly process. Therefore, Maxford USA can NOT in any way guarantee the performance of your finished model airplane. Furthermore, in purchasing this product, you (the buyer or user of this product) exempt, waive, and relieve Maxford USA from all current or future liability for any personal injury, property damage, or wrongful death, and if you (the buyer or user of this product) are involved in any claim or suit, you will not sue Maxford USA or any of its representatives.

If you do not fully accept the above liability and waiver, you may request a return merchandise authorization number (RMA#) as explained in item 2, below.

If you think there is a missing part or any shipping damage, please read our after-sales service and return policy as outlined below.

1. Inspect your order upon delivery for any shipping damage or missing part. If you find a problem you must contact us within 10 days from receipt of your purchase by calling (562) 529-3988, Monday through Friday, except holidays, between the hours of 8:30 AM and 5 PM Pacific time. During this telephone conversation, and with your support, we will determine how to resolve your concern. (NOTE: Maxford USA Li-Po batteries are sold without warranty and are not eligible for return or credit.)
2. To request an RMA#, call (562) 529-3988, Monday through Friday, except holidays, between the hours of 8:30 AM to 5 PM Pacific time. If we elect to issue you an RMA#, you must clearly mark this RMA# on the outside of the package. (No return or exchange will be authorized after 10 days from the date of your receipt of the product; any package delivered to us without a Maxford USA RMA# is subject to being returned to the sender, as received, with return postage payable upon delivery.) Returned merchandise must be in its original condition as received from Maxford USA, with no assembly or modification, in the original packing materials, complete with all manuals and accessories. Return shipping and insurance charges must be prepaid by you, the buyer.
3. Returned merchandise that is accepted by Maxford USA for credit is subject to a 10% to 20% restocking fee (the final amount will be determined by Maxford USA upon receipt and examination of the returned merchandise).

Return Address:

Maxford USA Distribution Inc.
15939 Illinois Ave., #C
Paramount, CA 90723

IMPORTANT: Print the RMA# issued by Maxford USA on the package near the above address.

SPECIAL FEATURES OF THIS NIEUPOORT 17

- Fits full assembled in most vehicles.
- All assemblies are precovered and required openings are predrilled and/or precut.
- The cowl and wheels are prefinished.
- Each aileron is separately operated by its own servo.
- True to scale decals.
- Optional scale machine guns and WW I pilot figure are available.

SPECIFICATIONS*

Wingspan	60 inches
Wing Area	615 sq. inches
Overall Length	40 inches
Flying weight	4 pounds 12 ounces
Wing Loading	17.8 oz/sq. ft.
Power System (Not included)	Maxford U35425 and U60 amp ESC or equivalent
Propeller (Not included)	12x6e or 11x6e (or as-recommended for your motor)
Battery (Not included)	3s or 4s, 3300-4000mAh LiPo
Radio system (Not included)	Minimum of 4 channels, 2 micro and 2 sub-micro servos

NOTE: You can fly this airplane with a basic 4 channel radio with no mixing capabilities, but adding aileron differential and rudder-to-aileron mixing makes it a lot easier to fly. To add those functions you will need a radio with 5 or more channels and channel mixing capabilities.

*(All dimensions and weights are approximate.)

PARTS LIST

1. Items you must supply to complete this Nieuport 17

- 5- and 30-minute epoxy glue, thin and thick Cyanoacrylate (CA) adhesives, and a few common hand tools (such as long-nosed and diagonal or side-cutter pliers, Phillips screwdriver, etc.).
- A 600 to 750 watt brushless outrunner electric motor..
- An Electronic Speed Control and propeller to suit your motor.
- Two micro size servos, two sub-micro size servos, two 18-inch extensions, one 12" Y-connector (for 4 channel setup) or two 12-inch extensions (for 5 channel setup) and a 4 or 5-channel radio control system.
- A 3s or 4s LiPo battery. (Added nose weight will be needed if using a 3s LiPo.)

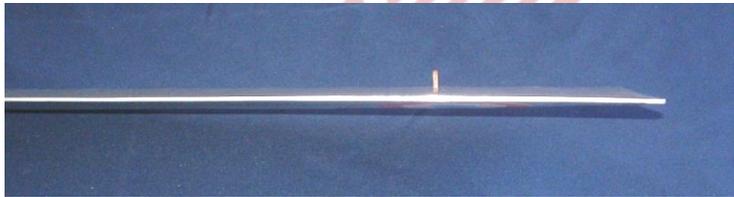
2. Items included with this Nieuport 17

- Precovered fuselage, wing panels, rudder, horizontal stabilizer and elevators.
- Prepainted plastic cowl with dummy engine.
- Fully assembled 5" diameter WW I style wheels.
- Precut hinge openings and all needed CA hinges.
- Aileron pushrods, rudder and elevator cables and related linkages.
- Composite wing joiner tubes, all required control horns, and all related hardware (except those items normally supplied with servos and the electric motor).
- Flying wires and all related hardware.

ASSEMBLY INSTRUCTIONS

BEFORE YOU START:

- Open the box and look over the parts. Check everything against the parts list and make sure everything is there and undamaged. If anything is missing or broken, contact Maxford USA at the address given on the last page of this manual within 10 days of receipt of the kit
- Mark the top of the sliding motor mount box to make sure that you don't later put it in upside down.
- If necessary, use a covering iron to go over the covering material on all of the parts to eliminate any loose edges or air bubbles, then re-shrink the covering over all the open areas.
- Check the wing panels, ailerons, stabilizer, elevators and rudder for warps or twists. They should look like this picture. If any of the flying surfaces are twisted, contact Maxford customer service for instructions.



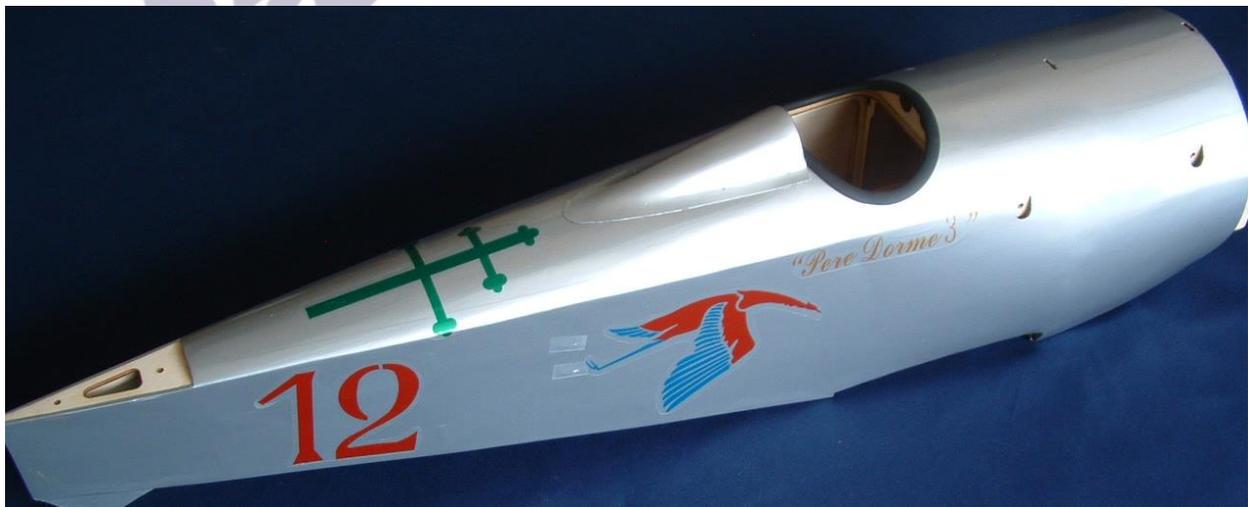
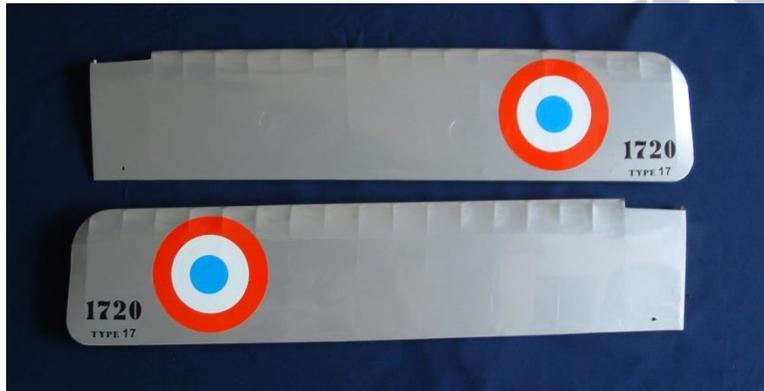
ATTACH THE CONTROL SURFACES:

- The hinge slots are precut in the leading edge of the control surfaces and the trailing edge of the wing and stab. Push the provided CA hinges into the slots in the control surfaces so that half of the hinge is exposed. **DO NOT GLUE THE HINGE IN YET.**
- Push a T-pin or straight pin through each hinge right next to the front of the control surface. Attach the ailerons by pushing the hinges into the precut slots in the trailing edge of the wing. Bend the aileron down and hold it firmly against the wing, then drip 3 drops of thin CA onto each hinge. Remove the pins, then turn the wing over and drip 3 more drops of thin CA onto each hinge.
- Attach the elevators to the stabilizer using the same procedure. Do not attach the rudder yet.



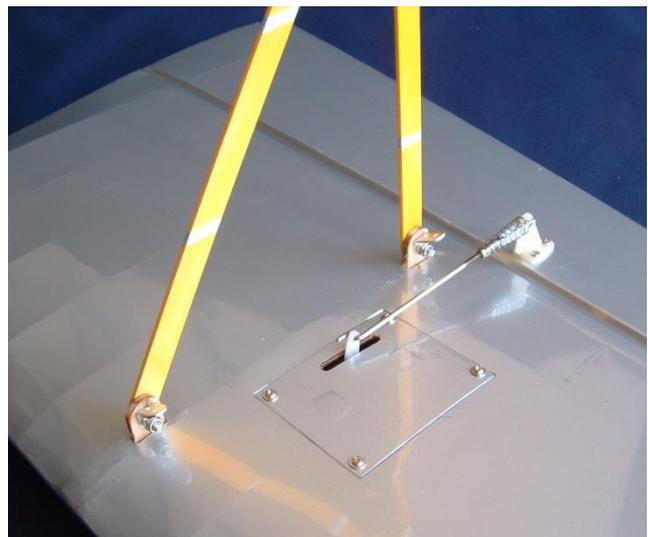
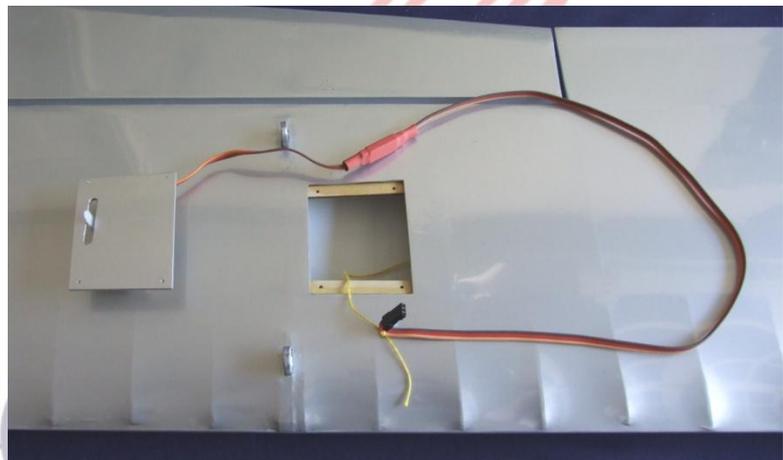
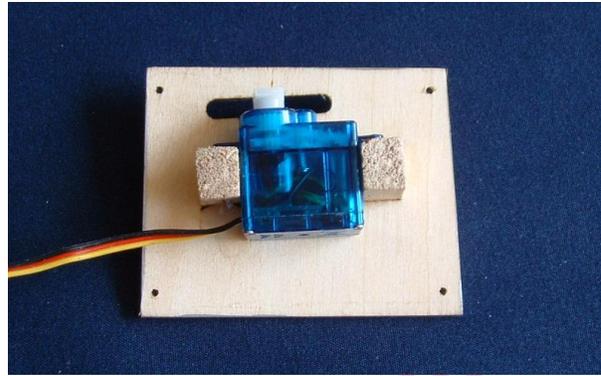
APPLY THE MARKINGS:

- Trim off the flange on the front bottom of the headrest, then use thick CA or contact cement to glue it in place.
- Carefully trim the decals (stickers) and apply them as shown. Use dish washing soap and water on the larger stickers to allow a little movement before they stick permanently.



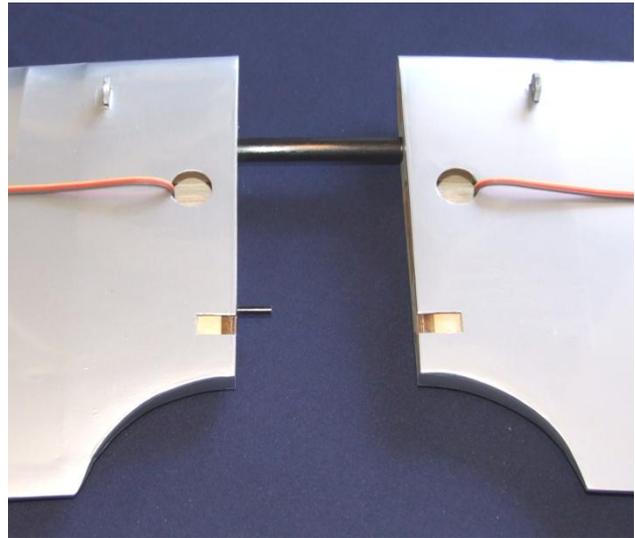
ASSEMBLE THE WINGS:

- Remove the aileron hatches from the bottom of the upper wing panels and install a sub-micro servo on the back of each hatch using the hardware that came with your servos.
- Attach an 18 inch extension to the servo wire and secure the connection by tying, taping, or shrink tube so that it won't come apart.
- Use your transmitter to center the servo, Use a long servo arm so that the pushrod will not hit the wing surface when it travels and **BE SURE TO INSTALL THE SCREW THAT HOLDS THE ARM TO THE SERVO.**
- There is a string inside the wing that is attached to the frame of the servo hatch and leads to the wire exit hole near the root of the wing. Tie the servo hatch end of the string to the end of the extension and then pull the string and the wire through the wing and out the hole near the root.
- Install the hatch in the wing using the M 2x10 self-tapping screws provided. Remove and discard the string, then temporarily tape the end of the extension to the bottom of the wing.
- Install the control horns using the M2x18 machine screws provided. Put the Z- bend of the pushrod through the outer hole of the servo arm and connect the clevis to the horn.
- Re-center the aileron servo and then slip the aileron pushrod through the outer hole in the servo arm. Adjust the length of the pushrod by screwing the clevis in or out until the aileron trailing edge is level with the wing trailing edge. Tighten the locking nut against the back of the clevis to lock in the adjustment.
- Install and adjust the aileron servo, horn and pushrod on the other wing as well.



- Locate the two metal interplane struts and four flying wire brackets. Mount the struts and brackets to the wingtip side of the wooden tabs that protrude from the bottom of the upper wings using the M3x12 machine screws and M3 locknuts provided.

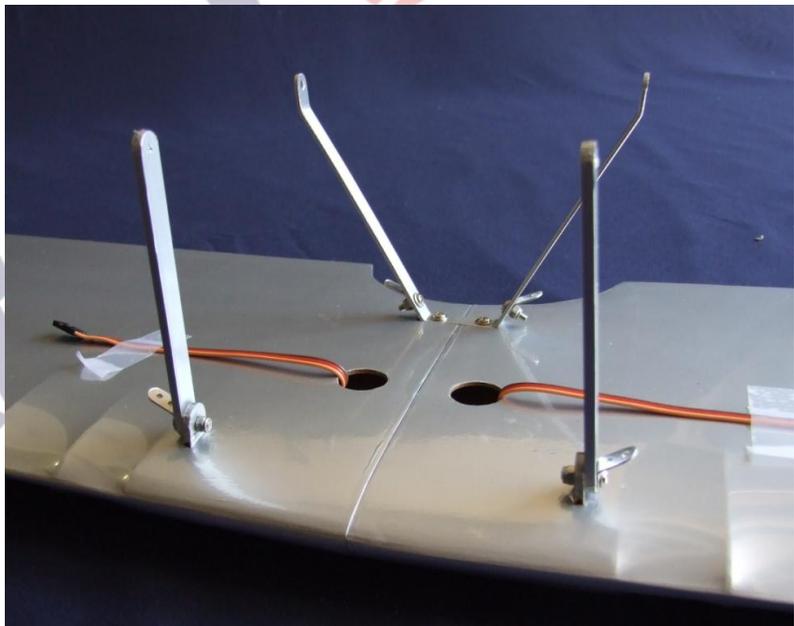
- Locate the fiberglass wing joiner tubes for the upper and lower wings. Test fit them into the wings and slide the wings together to make sure the wing tube sockets are not obstructed.



- Slide the wing joiner tube into one upper wing half. Put thick CA or epoxy on the root end of the other wing and slide the wing halves together. Glue the lower wing halves together as well.

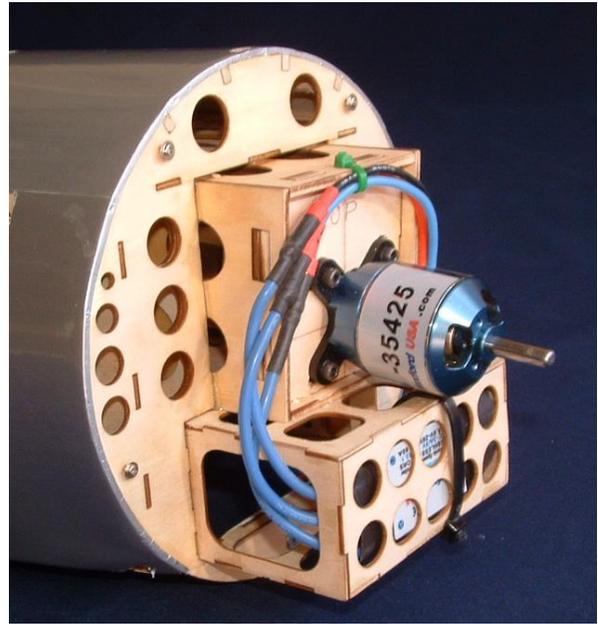
- Locate the metal rear cabane strut, the two pre-covered wooden front cabane struts and four flying wire brackets. Carefully center the rear cabane strut over the rear mounting position on the bottom of the upper wing. Drill two 1/6" holes, through the pre-drilled holes in the strut, into the wood for the mounting screws.

- Screw the rear cabane strut in place with the M3x10 self tapping screws provided. Mount the front cabane struts to the wingtip side of the wooden tabs that protrude from the bottom of the wing using the M3x10 machine screws and M3 locknuts provided. Put a flying wire bracket on the wing tip side of each strut.



INSTALL THE MOTOR AND ESC:

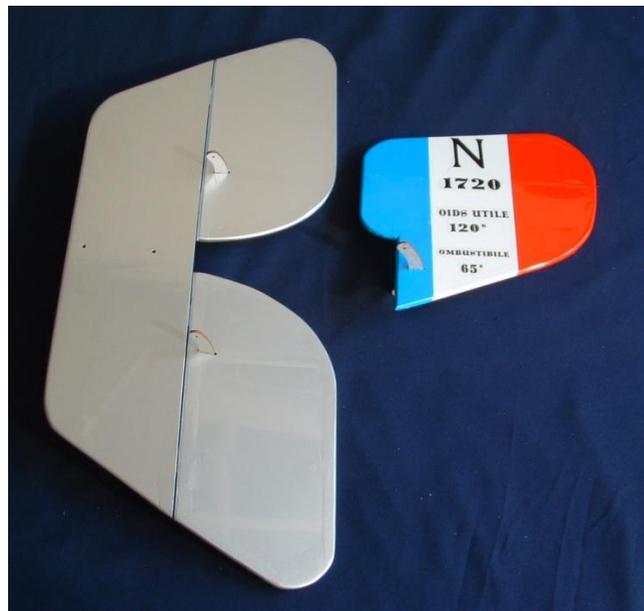
- The twist-on "Max-Cowling" is a Maxford exclusive. Notice the four small holes near the edge of the front of the fuselage. These are for the screws that hold the cowl in place. Screw the four provided M2x12 self tapping screws into the holes. Do not screw these screws all the way in. There should be a 3/32" gap between the screw heads and the wood. Test fit the cowl by pushing it over the screw head and then twisting the cowl a few degrees clockwise. If the cowl won't turn, loosen the screws. If it goes on but is loose, tighten the screws.



- Remove the cowl and the sliding motor mount box. Mount your motor onto the box using the M3x20 socket head machine screws and M3 blind nuts provided. Carefully measure back 3 3/4" from the rear of the propeller and put a mark on the side of the box. Slip the box into the fuselage but DO NOT GLUE IT IN YET.
- Install the cowl and verify that the prop clears the cowl by about 1/2 inch and that the prop shaft is near the center of the opening in the dummy engine. If you chose to use a different motor and it is shorter than the Maxford U35425 that we used in the prototypes, you can slide the motor box forward to make prop shaft come out nearer the center of the hole. When you are happy with the fit go ahead and glue the box into the fuselage.
- The best place for the ESC is inside the small box that protrudes from the firewall below the motor, but you can also mount it above or along side of the motor mount.

INSTALL THE STABILIZER:

- Locate the three wooden control horns. Slide these into place through the pre-cut slots in the elevators and the rudder. Glue them in with thin CA.
- Attach the stabilizer to the top of the fuselage using the M3x16 machine screws provided. The short pre-covered plywood bar that looks like a front cabane strut is used to reinforce this joint. Put the screws through the bar first, then through the stab, then into the blind nuts in the fuselage. Use a threadlocking compound on these screws.



ASSEMBLE THE PULL-PULL CABLES AND FLYING WIRES:

- Assemble the clevis/cable connector assemblies. Put the clevis near the end of the cable adaptor so that there is at least 1/4" of thread left behind the clevis. Temporarily tighten the locking nut.



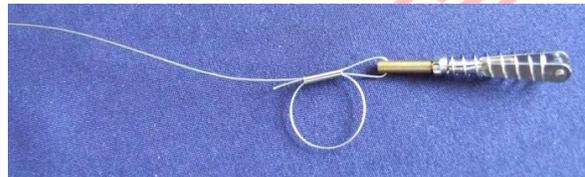
- Install a clevis/cable end assembly onto ONE end of each of the wire cables provided.

1 - Feed the cable through the crimp tube, then through the cable adapter, then back through the crimp tube.

2 - Bend the cable around and feed it through the crimp tube again from the adapter end.

3 - Grab the end of the cable with a pair of pliers and pull it tight .

4 - Use crimping pliers or dull wire cutters to crimp the tube onto the cable and then cut off the excess cable.



IMPORTANT: Put a drop of thin CA at each end of the crimp tube to prevent slipping.

INSTALL THE ELEVATOR PULL-PULL CABLES:

- Install two micro servos in the servo tray in the fuselage using the mounting hardware that came with your servos.
- Locate the wire exit holes in the sides of the fuselage. There are two for the elevator cables and one further back for the rudder cable in each side.



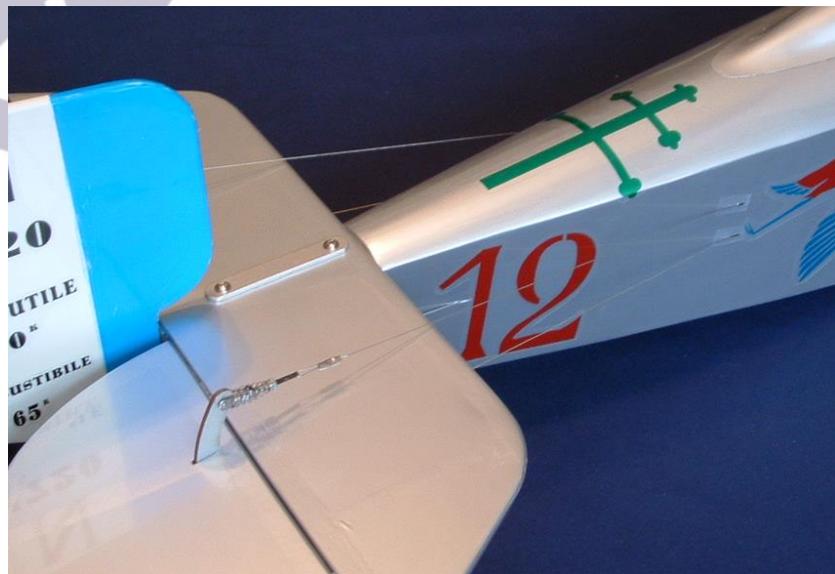
- Pay careful attention to the way the elevator cables are routed. **One continuous cable** goes from the control horn on the **top of one elevator**, through the fuselage, through a crimp tube, and through **that same side of the servo arm**, then back out through the crimp tube, through the other side of the fuselage and to the control horn on the **top of the other elevator**.

- Read that last instruction again until you are sure you get it. Then locate one of the longest cables and connect the clevis to the control horn on top of one elevator. Thread the cable through the forward upper exit hole in the side of the fuselage. Put a crimp tube on the cable and then feed the cable through the outer hole of that side of the servo arm of the **rear servo**. **Make sure the servo is centered.**



- Now feed the cable back through the crimp tube, then out through the upper exit hole in the opposite side of the fuselage and pull out the slack.
- Connect a clevis/cable connector assembly to the control horn on top of the other elevator. Run the cable through a crimp tube and then through the cable connector and back through the crimp tube. Use clamps to hold the elevators in neutral position while you pull the cable tight. Keep the cable tight while you finish the cable end as you did above.

- With the servo centered, and the clamps removed, push down equally on both elevators while you crimp the tube that is next to the servo arm. Remember to put thin CA on the end of all crimp tubes after crimping to prevent slipping.

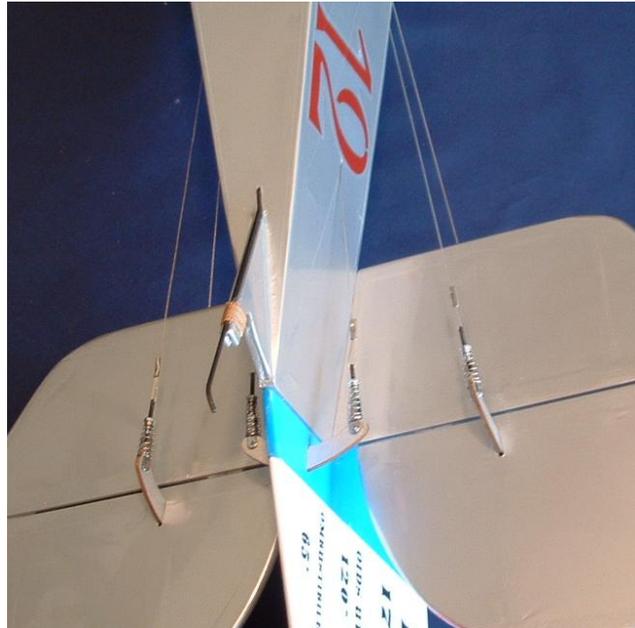


- The cable will probably be a little slack after you finish it. Don't worry you can screw in the clevises to adjust the tension.
- The bottom elevator cable is installed the same way, but through the lower exit holes in the fuselage and the **other side of the servo arm**.

INSTALL THE RUDDER PULL - PULL CABLES:

- Attach the rudder to the fuselage with two CA hinges using the same procedure as you used for the ailerons and elevators.

- Locate the two shortest cables and connect the clevis of one to the control horn on one side of the rudder. Thread the cable through the rear exit hole in the side of the fuselage. Pay attention to the cable routing through the rear fuselage. (See photo above.) You do not want the cables to rub together. Do not cross the rudder cables. Put a crimp tube on the cable and then feed the cable through the outer hole of that same side of the servo arm of the **front** servo. **Make sure the servo is centered.**

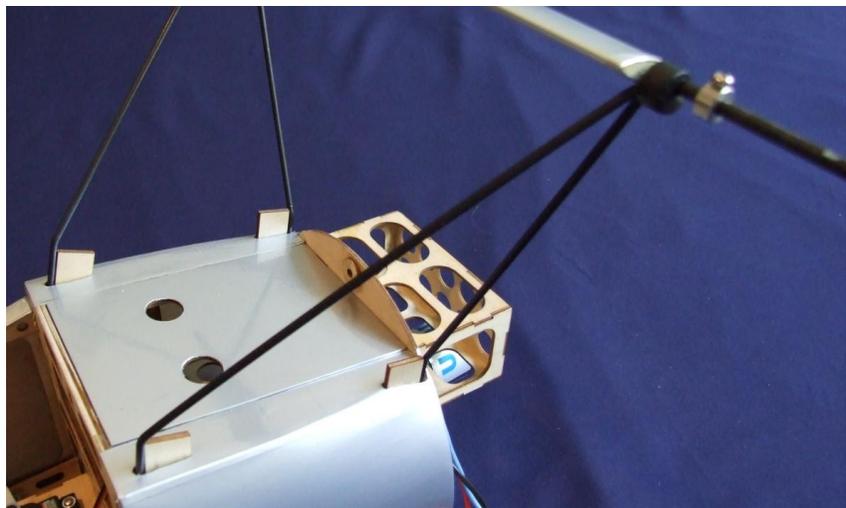


- Feed the cable back through the crimp tube, then, while holding the rudder centered, pull the cable tight and finish the cable end the same way as the elevator cables.
- Now build the cable for the other side of the rudder the same way. Don't worry too much if the cables are loose. You will tighten them up later when you set up the control throws.

ASSEMBLE AND INSTALL THE LANDING GEAR:

- Locate the left and right main landing gear struts and the axle, the axle fairing and the four plywood landing gear fillers. Slip the axle through the fairing and drip thin CA on the ends to hold it in place. Pass the axle through the round fitting at the bottom of the both of the struts. Insert the ends of the struts into the slots in the bottom of the fuselage.

- Now you need to add the plywood fillers. Push the fillers all the way in until they are flush with the bottom of the fuselage. Do not put CA glue on the fillers before you push them in. The CA will grab before they are all the way in. You can use wood glue or epoxy, or drip thin CA on them after they are all the way in.



- Put one of the supplied wheel collars on each side of the axle, followed by the wheel, followed by another wheel collar.

- Locate the predrilled holes and install the two flying wire brackets near the landing gear struts on each side of the fuselage using the M3x16 self-tapping screws provided



- Install the tailskid wire in the groove of the wooden tail skid using thick CA or epoxy. Then wrap the wire and the wood using the scale rope provided. Put thin CA on the rope to hold it in place.

INSTALL YOUR RECEIVER NOW

- Plug all of the servos and the ESC into your receiver and mount it somewhere in the area of the cockpit. Plug in the 12" extensions you will connect to the aileron wires. (You can use a "Y" extension for this, but using aileron differential will require two separate channels and separate extensions.) Pull the extensions through the holes in the top of the fuselage near the rear cabane mounts.



- Now is a good time to tighten the pull - pull cables and set the direction and travel of the elevators and rudder (see Setup below). The cables should be just tight enough that there is no sag between the ends.

FITTING THE WINGS:

- Mount the bottom wing onto the fuselage using the supplied nylon machine screws.
- Now mount the top wing using the supplied M3x10 machine screws to connect the cabane struts to the blind nuts in the sides of the fuselage and the supplied M3x10 machine screws, M3 locknuts and flying wire brackets to connect the interplane struts to the wooden tabs in the top of the bottom wing. (See photos below.)

INSTALLING THE FLYING WIRES:

- Select one of the two remaining long cables and connect the clevis to the flying wire bracket at the top of the rear cabane strut. This cable goes through a crimp tube, through the bracket at the bottom of the interplane strut, back through the crimp tube

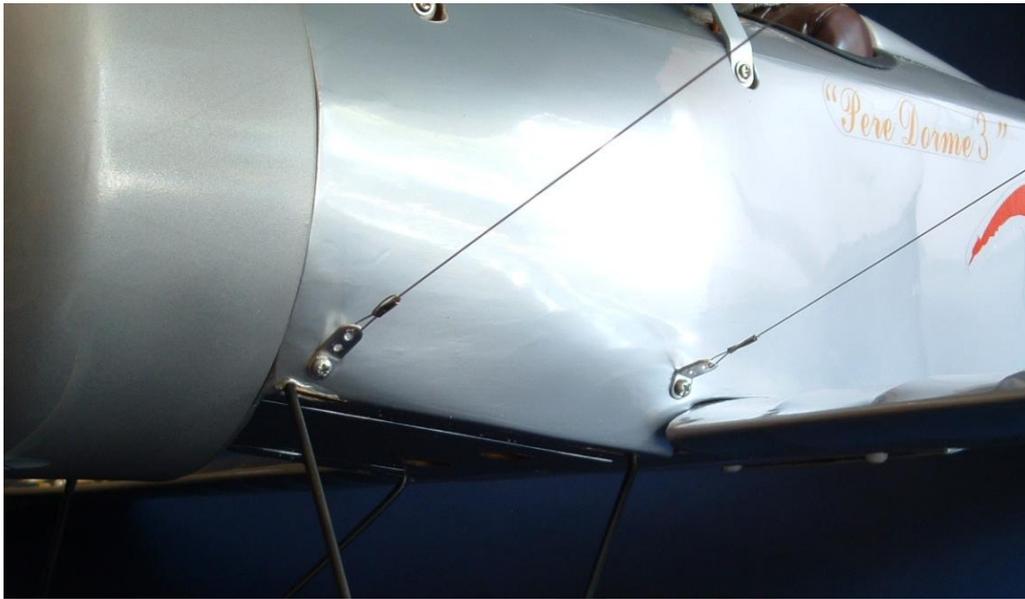
and then to the top of the front cabane strut. Attach a clevis/cable adapter assembly to this end as well so that the wings will be removable. Don't forget to crimp and glue the tube at the bottom of the interplane strut also. (Optional pilot shown)



- Using the shorter cables, make up the two remaining flying wires for each wing. They go from the rear top of the interplane strut to the fuselage behind the rear landing gear strut, and from the front top of the interplane strut to the fuselage just above the front landing gear strut.

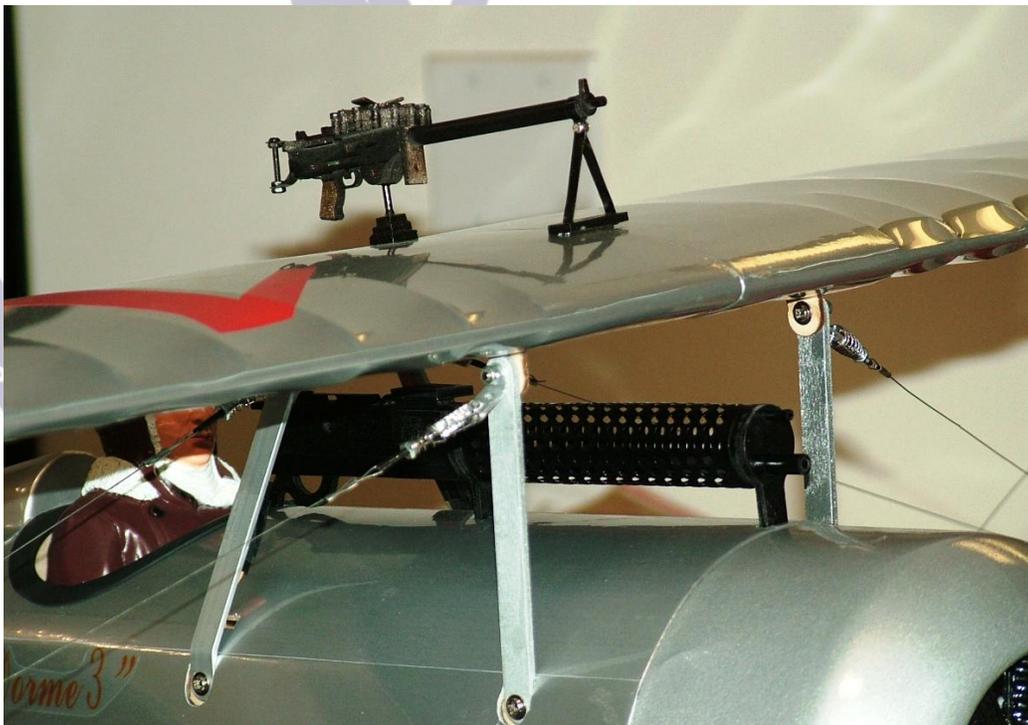


- Carefully adjust the clevises to tighten the flying wires. They should all be tight enough to maintain a little tension, but not much. Tighten them evenly so that you do not create a warp in the top wing. The cables will stretch a little after a flight or two so you will have to retighten them later, but probably only once or twice.



SETUP AND ADJUSTMENTS:

- Mount the cowl and if you have the optional machine guns, glue the larger Vickers gun into the precut holes in the top of the fuselage, and or the smaller Lewis gun to the top of the upper wing.



- If you wish, you can install the pre-covered and folded black cockpit floor and the optional pilot.

- Slip the floor into the cockpit with the wider side toward the front. Carefully work it around so that it lies flat on top of the side frames. (Yes, it can be done.) Once the pilot is installed, it will stay in place without gluing. We chose to use Velcro (not included) to hold the pilot in place.



- Install your receiver and a battery (Do not install a propeller yet.) and center all of the servos . Adjust the clevises on the ailerons, rudder and elevators so that all of the control surfaces are centered.

Set the **initial control travels** as follows: (Measured at the widest point of the control surface.)

	<u>High Rate</u>		<u>Low Rate</u>
Ailerons (with differential)	1" up	1/2" down	80%
Ailerons (without differential)	3/4" up	3/4" down	80%
Elevator	1" up	1" down	70%
Rudder	1 1/2" left and right		70%

If you use exponential, add 20% on the high rates.

Set the rudder-to-aileron mix at +15%.

Install the propeller and set the **Balance Point (C/G) at 4 inches** behind the leading edge, at the center of the upper wing, with the stabilizer level to the ground.

PRE-FLIGHT CHECKS

1. Make certain that all screws, clevises and other connections throughout the air frame are secure.
2. Double-check the control travel directions of the throttle, ailerons, elevator and rudder.
3. As with all radio-controlled model airplanes, this model must pass the radio range ground check recommended by your radio's manufacturer, or you may not safely fly.
4. Get into the habit of turning on your transmitter and moving the throttle to minimum before plugging in your battery, and operate your electric power system according to the manufacturer's instructions.

REMINDER: An important notice to our customers!

THIS PRODUCT IS NOT A TOY.

The quality and capabilities of your finished model airplane depend on how you build it.

Your safety depends on how you use and fly it.

Any testing or flying of this model airplane is done entirely at your own risk.

We thank you for choosing Maxford USA and
we sincerely wish you many happy landings!

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