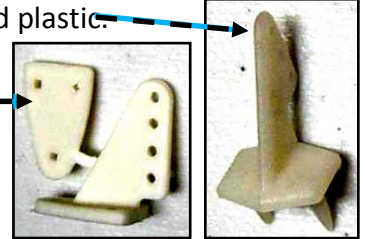
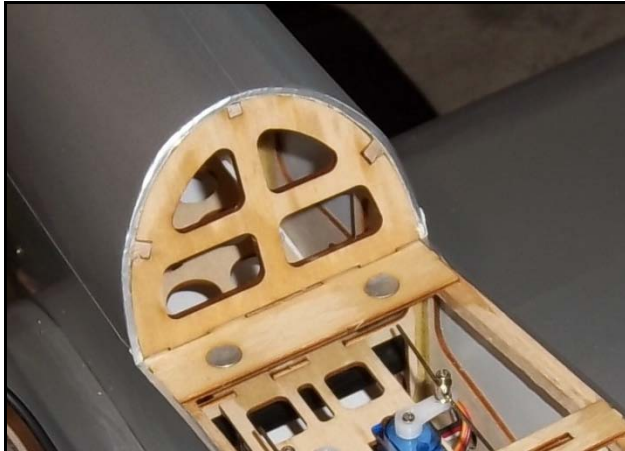


HANSA-BRANDENBURG W.29 ADDENDUM

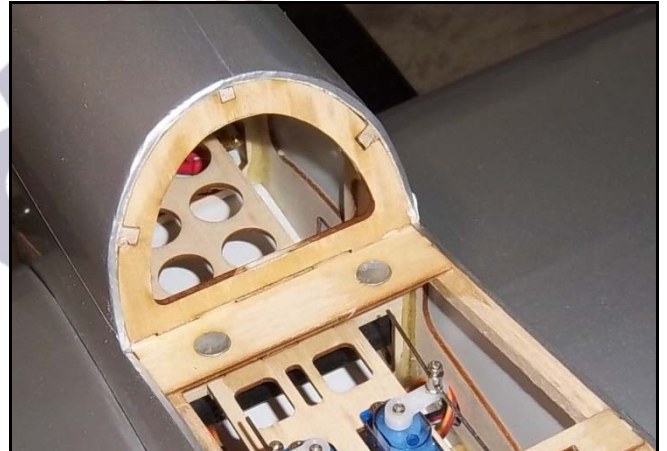
1. *Instruction Manual page 5 (Step 1 #7):* Aileron control horns are two-pronged plastic.
2. *Instruction Manual page 6 (Step 2 #5):* Rudder and elevator control horns are bolt-on plastic with mounting bolts and backplates.
3. *Instruction Manual page 7 (Step 3 #13) and page 10 (Step VII item #1):* As you experiment to determine the position of the center of gravity (CG) that best meets your flying style and personal preferences, notice this model offers the choice of two possible battery compartments to help you optimally position the CG:
 - a) If you would like to move the CG toward the tail, the tray behind servos will allow for easy battery changes. (However, you may then need to add a little lead to the nose for balance on water.)
 - b) If you would like to move the CG toward the nose, you may remove the cross-braces in the former in front of the hatch and use the tray in front of the servos as shown below. (This space in front of the servos might be a little tight for your battery and ESC, but this location may provide better balance on the water.)



View of fuselage former as shipped.



View of former with cross-braces removed.

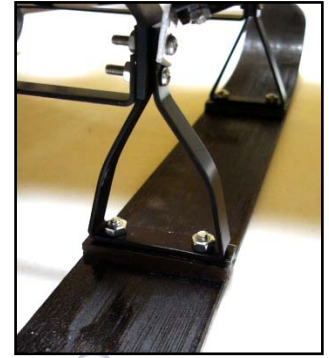
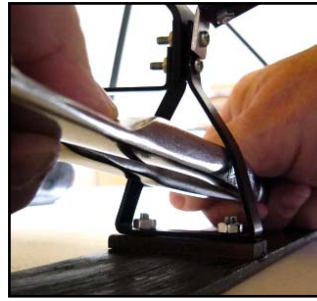


4. *Instruction Manual page 7 (Step 4.1 #3):* Floats:
 - a) Make sure you seal all possible seams before any testing on water, especially the tail part of floats.
 - b) Coat all metal-to-wood joints with epoxy.
 - c) After each flight, check if any water has leaked inside by gently shaking the airplane and listening for any internal 'splashing' sounds.
 - d) In case of a water leak, punch a small hole on the surface and allow the water to come out ASAP; let the wet area totally dry, then seal the hole with epoxy and resume normal checks with your next flight.

5. *Instruction Manual page 8 (Step 4.1 #8 and Step 4.2 #4):* Before securing the struts with the supplied screws and bolts, use two pairs of pliers to carefully bend the predrilled aluminum tab at the end of each wing strut to align each tab to its mounting point.



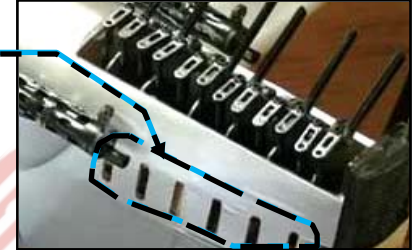
6. *Instruction Manual page 8 (Step 4.2):*
 - a) Each ski's angle of attack may be fine-tuned by using pliers to carefully bow a mounting bracket outward to slightly raise its end of the ski.
 - b) Ski or snowboard wax may be used on the lower surfaces of the skis to help keep them smooth.



7. *Instruction Manual page 9 (Step 6 #1):*
 - a) Before you glue in the dummy engine, you may maximize air flow around your motor by carefully cutting the covering material from the openings in the fuselage on each side of the dummy engine.
 - b) When positioning the dummy engine on its platform, point the engine's exhaust pipes upwards and toward the pilot's left-hand side.

8. *Instruction Manual page 9 (Step 6 #2):* You may choose to position the windshield by making small slots on the cowl behind the dummy engine or on the hatch in front of the pilot's cockpit, then secure it with glue.

9. *Instruction Manual page 9 (Step 6 #3):*
 - a) To provide extra safety for your rear-mounted Parabellum gun, also use glue to firmly secure it to the midsection of the observer/gunner.
 - b) Apply a little extra glue to seal any gap between the Spandau machine gun's mounts and the fuselage.



REMINDER:

THIS PRODUCT IS NOT A TOY.

PLEASE ENJOY YOUR HOBBY AND FLY SAFELY!

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

If you have a question or problem while assembling your Maxford USA Hansa-Brandenburg W.29, you may call us at (562) 529-3988 during our office hours, Monday through Friday, 9 AM to 5 PM Pacific time.

Happy Landings!

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