

GLOBE/TEMCO SWIFT RC ARF EP SPORT-FLYER INSTRUCTION MANUAL



The Globe/TEMCO Swift is one of the most famous civil aircraft after WWII. As of today, there are still many active fans admiring and flying Swifts across the world.

In 1940 R.S. "Pop" Johnson of Fort Worth, Texas, designed and built the Swift as what today would be called a "homebuilt." In 1946 the Swift was redesigned by K.H. "Bud" Knox, production was financially secured by John Kennedy, president of the Globe Medicine Company, and the Globe Swift went into production by the newly formed Globe Aircraft Company. Advertised as the "All-Metal Swift" to set it apart from early wood, tube, and fabric prototypes, the Globe Swift was the very first low-wing, two-place, retractable-gear civil aircraft. National advertising resulted in great demand and a backlog of orders, but demand was not sustained. The Globe Aircraft Company was forced into insolvency and Temco Aircraft Corporation (TEMCO) obtained manufacturing rights for the Swift in 1947. A grand total of 1,521 Globe/TEMCO Swifts were built by the time TEMCO permanently ended production in 1951.

Many modifications were made to the Globe/TEMCO Swift during its years of production and in the hands of private owners. This ARF model is close in appearance to the actual early-production Globe Swift, though some necessary changes were made to meet the needs and expectations of RC pilots and to facilitate factory production.

This Swift is the 1st mass-produced RC airplane in the industry to include built-in leading edge slots. Our customers Kent Jones and Ike Medina recommended that Maxford USA produce the Swift in RC, and we gratefully take this opportunity to thank them publically for their advice.

If you are interested in learning more about the full-scale Globe/TEMCO Swift, you will find lots of information on the Internet. Here is one excellent source – <http://www.saginawwings.com/index.htm>.

We invite you to enjoy the pride of ownership and the joy of flying this model of the Globe/TEMCO Swift.

Maxford USA[®]

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I. SAFETY PRECAUTIONS & ASSEMBLY TIPS:

(IMPORTANT – READ THIS SECTION BEFORE YOU BEGIN ASSEMBLY)

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 assemble 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 this model airplane according to these instructions. Do not alter or modify the model beyond the assembly and power system options covered in these instructions, 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 a question or concern about these instructions, before you proceed with assembly of this product, contact your dealer or speak to a Maxford USA customer service representative at 562-529-3988 (Monday through Friday, except national holidays, 9 AM to 5 PM Pacific time).
3. While this kit has been flight-tested to meet or exceed our rigid performance and reliability standards in normal use, if you elect to perform any extremely high-stress flying, such as racing or advanced aerobatics, or if you install a larger power system 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.
4. Throughout the lifetime of this model, use only the Maxford USA-recommended or same-sized motor and a new or well-maintained radio control system and batteries recommended by the maker of your motor and radio system.
5. 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, retracts and controls operate correctly and smoothly.
6. 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 electrical and/or structural connections; do not fly without replacing any that you find damaged or worn.
7. Before you begin assembly of this model airplane, read all instructions and test-fit each part to ensure you fully understand the instructions and that no parts are missing, damaged or unsatisfactory. (Note: Temperature and/or humidity differences and changes between the factory, our warehouse and your home may dictate the need for slight adjustment to the retracts, wing and/or horizontal stabilizer; however, we recommend you contact us before you attempt any major adjustments.)
8. If you are not an experienced R/C pilot or have not assembled and flown this type of model before, we strongly urge you to get assistance from an experienced R/C pilot.
9. To help ensure the security of the servo and retractable landing gear's connections, we recommend you install optional Maxford USA servo extension safety clips wherever you connect the servo's or retractable landing gear's leads to any servo extender or Y-cable.
10. After you have determined each servo-mounting-screw's location, apply thin CA adhesive to harden the wood where the servo's mounting screws will be inserted.
11. Use the tip of a hot soldering iron to burn and remove any Mylar covering material that may prevent you from obtaining good wood-to-wood gluing surfaces (such as at the horizontal stabilizer).
12. If Mylar covers a CA hinge slot, find and open the slot by pressing with a fingernail or sharp hobby knife.
13. We recommend 30-minute epoxy for permanent attachment of critical parts such as where the horizontal and vertical stabilizers attach to the fuselage.
14. If you have any concern about the security of any factory fabrication procedure(s), we recommend you apply 30-minute epoxy around the perimeter of such part(s) as an extra safety precaution.



15. String may be supplied to pull your servo's lead and servo extension through the wing to your radio receiver; however, you may find it easier to use masking tape to temporarily attach the connector to the end of a length of coat-hanger wire, then use the coat-hanger wire to PUSH the lead and its connector through the airframe.
16. We recommend use of a thread-locking compound to secure all hardware from vibration.
17. This model includes some fiberglass and/or carbon-fiber reinforced parts. If you drill, grind or sand a fiberglass or carbon-fiber reinforced part, always wear safety goggles, a particle mask and rubber gloves to guard yourself from eye, skin and respiratory-tract irritation; never blow into the part to remove fiberglass or carbon fiber dust (the dust may blow back into your face).
18. Check the Mylar covering material's joints and surfaces; if necessary, carefully use an iron (do NOT set the iron's temperature too high) to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time.

II. WARRANTY, LIABILITY WAIVER & RETURN POLICY:

Maxford USA guarantees this kit to be free from defects in material and workmanship at the time of purchase. All 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 below in item 2.

If you think there is a missing, damaged or unsatisfactory part, please read our after-sales service and return policy, below.

1. Inspect your order upon delivery for any missing, damaged or unsatisfactory part(s). If you believe there is a problem, you must call us at 562-529-3988 (Monday through Friday except holidays, between the hours of 9 AM and 5 PM Pacific time) before you begin assembly and within 10 days from receipt of your purchase. During this telephone conversation, and with your support, we will determine how to resolve your concern.
2. To request a return-merchandise authorization number (RMA#), call 562-529-3988 (Monday through Friday except holidays, between the hours of 9 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 product's 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 RC Model Mfg, Inc.
15247 Texaco Avenue
Paramount, CA 90723

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

III. SPECIFICATIONS: (All dimensions and weights are approximate.)

Wingspan	56-inches
Wing Area	390 sq. inches
Length	40-inches (includes supplied spinner)
ARF weight	2 pounds and 13 ounces
Flying weight (with radio and recommended power system)	3 pounds and 9 ounces
Power System (not included)	U35425 Motor, 60A Electronic Speed Control and one 3S/2100 mAh Li-Po 20C battery (or two 3S/2100 mAh Li-Po 20C batteries in parallel)
Propeller (not included)	11-inch diameter x 6- or 7-inch pitch (or as recommended by your power system's manufacturer)
Radio system (not included)	Min. of 6 channels with 6 E-Max ES08A or equivalent mini servos (flaps is the 5 th channel; the 6 th channel is to operate the included preinstalled retracts)

IV. SPECIAL FEATURES OF THIS GLOBE/TEMCO SWIFT:

- Preinstalled electrically-operated retractable landing gear.
- Authentic and functional wing-tip slots and trailing edge flaps.
- Pretrimmed oversized cockpit canopy allows easy access and is secured by alignment pins and powerful magnets.
- Prepainted fiberglass cowl with Max-Cowling attachment.
- Adjustable motor box fits almost all different types of motors.
- Wing panels are easily removable for transport and storage.
- Jig-assembled, laser-cut balsa and light plywood construction, finished with Mylar covering material; steerable tailwheel.
- Includes scale decals, scale landing gear and wheels.



Special Options:

- Detail upgrade package: Spinner; dashboard with dummy instruments and lighted LEDs; interior trim panels; and mounting kit for optional pilot figures.



V. PARTS LIST:

1. Items you must supply

- Epoxy and cyanoacrylate (CA) adhesives, masking tape, a high-speed rotary tool, a soldering iron or wood-burning tool and common hand tools (such as screwdrivers, long-nosed pliers, etc.).
- Six(6) servos, four(4) 10-inch extender cables, three 12-inch Y cables, and a six-channel (or more) radio control system.
- Electric power system, propeller, with your choice of one or two Li-Po batteries, and a charger.
- 6-channel radio-control transmitter and receiver to use the preinstalled electrical retracts and included flaps.

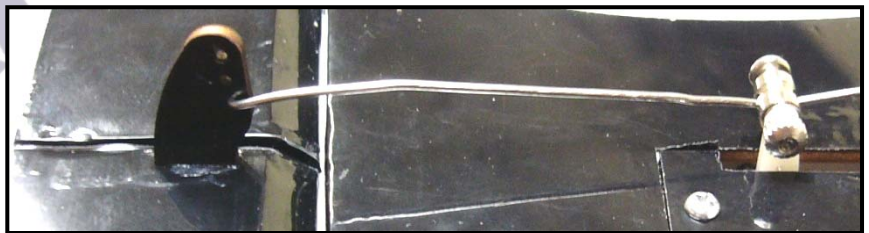
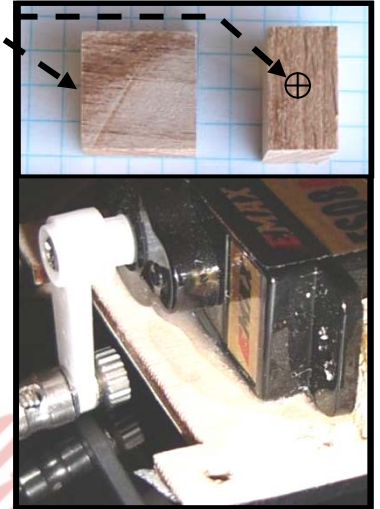
2. Included items

- Preinstalled electrically operated retractable landing gear and steerable tailwheel.
- Rudder and elevator pushrods, aileron and flap pushrods, and all related linkages; precut rudder and elevator servo mounting trays and in-wing aileron and flap servo mounting compartments.
- Hinges, control horns, and required hardware (except items normally supplied with servos and EP system).
- Pretrimmed, ready-to-install canopy, prepainted fiberglass cowl, and a complete set of scale markings.
- Preinstalled canopy/hatch magnetic anchors.

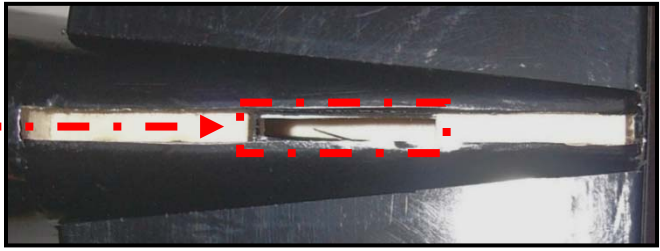
VI. ASSEMBLY INSTRUCTIONS:

Step 1. Ailerons and Flaps

1. Drill 1/16-inch guide holes in the supplied hardwood blocks — — — — — and attach your aileron and flap servos to the blocks with the mounting screws provided by the manufacturer of your servos.
2. (*First, read #10 a & 10 b, below.*) If you will use EZ Link Connectors on your aileron and flap servo arms, attach them now. Connect your aileron and flap servos to your radio, power ON the radio, and 'center' both aileron servos and put you flap servos in their fully raised or 'up' position. Disconnect the servos and set aside your radio system, then connect each servo to one of your aileron- and flap-servo-wire extensions.
3. Position the aileron servo arms so they are centered on their servos. Position each aileron servo on its servo mounting plate and secure the blocks to the servo mounting plates with epoxy.
4. Position each flap servo arm on its servo so when the servo is positioned on its mounting plate the flap servo's arm is toward the forward part of the slot. Use epoxy to secure the blocks (and flap servos) to their servo mounting plates.
5. Use string or some coat-hanger wire to guide each aileron- and flap-servo-wire extension between the root rib to each servo's wing opening.
6. Insert the provided CA hinges into the precut aileron and flap hinge slots and insert the free end of each CA hinge into its corresponding precut slot in the wing panels.
7. Test-fit the CA hinges to ensure UP and DOWN aileron and flap travel is not restricted. Apply thin CA to secure each aileron and flap to its wing panel.
8. Use epoxy to attach a control horn to each aileron and flap. Connect a pushrod to each aileron and flap control horn.
9. Temporarily hold each flap in its fully-raised or 'up' position by applying small pieces of masking tape between each flap and the adjoining trailing edge of its wing.
10. Attach the free ends of the flap's pushrods to the flap's control horns and adjust the length of each pushrod to hold its flap in a fully raised or 'up' position as explained below:
 - a) Many owners simply use pliers to make Z-bends in the provided pushrods. Some owners prefer to use optional EZ Link Connectors as shown. (The EZ Link Connector may be attached to the servo's arm or to the flap's control horn.)
 - b) If you use long servo arms on your aileron and flap servos, attach the pushrods to the outer holes on the aileron and flap control horns. If you use short servo arms, attach each pushrod to one of the aileron control horn's inner holes (as shown above), then use your radio's end-point-adjustment feature to ensure the servo arms do not pull the pushrods too far down into the slots in the servo mounting plates.
11. Temporarily hold each aileron in a 'neutral' position by applying a small piece of masking tape between each aileron and the trailing edge of its wingtip and between each aileron and its adjacent flap.
12. Attach the free ends of the aileron's pushrods to their aileron control horns and adjust the length of each aileron pushrod to hold its aileron in a 'neutral' position as explained above.
13. Cut and discard any excess wire from the aileron and flap pushrods. Remove the masking tape from the wingtips, ailerons, flaps and trailing edges of the wing panels. Set aside the wing panels.

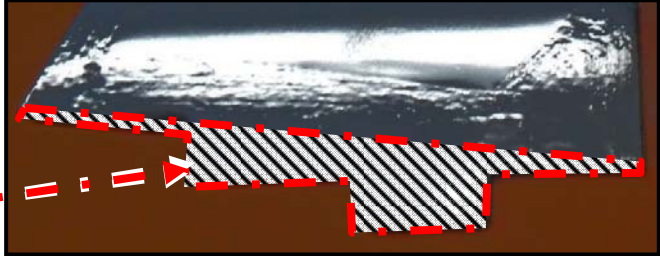


Step 2. Tail Surfaces and Tailwheel

1. Test-fit the horizontal stabilizer into its horizontal slot in the fuselage by observing and aligning the slots in the base of the opening for the vertical stabilizer and at the center of the horizontal stabilizer. 

2. Use a soldering iron to burn (or cut) and remove the excess Mylar covering material from the top and bottom of the horizontal stabilizer to ensure a good wood-to-wood glue joint.

3. Test-fit the vertical stabilizer to ensure its lower 'post' will fit fully down into its opening in the horizontal stabilizer.

4. Use a soldering iron to burn and remove the excess Mylar covering material from the vertical stabilizer  to ensure a good wood-to-wood glue joint.

5. Use epoxy to permanently secure the horizontal and vertical stabilizers in their positions. Use masking tape to hold the stabilizers in their correct positions until the epoxy fully cures.

6. Using thin CA adhesive and the supplied CA hinges, attach the elevator to the horizontal stabilizer.

7. Assemble the tail-wheel, strut and wheel collar. Test-fit the strut into its hole and slot in the front of the rudder. Use epoxy to secure the tail wheel's strut to the rudder.

8. Using thin CA adhesive and the supplied CA hinges, attach the rudder to the vertical stabilizer.

9. On the right side of the fuselage, locate and open the ends of the rudder's and elevator's pushrod housings, then insert the rudder's and elevator's pushrods into their housings.

10. Position a supplied control horn onto the Z-bend in each pushrod, then use the predrilled holes and provided hardware to mount the control horns onto the rudder and elevator.



Step 3. Fuselage

1. Using the hardware provided with your servos, install your rudder and elevator servos in the fuselage's preinstalled servo tray.

2. If you will use EZ Link Connectors on your rudder's and elevator's servo arms, attach them now. Connect your rudder and elevator servos to your radio, power ON the radio, and 'center' both servos. Disconnect the servos and set aside your radio system.

3. Use masking tape to temporarily hold the rudder in a 'straight-ahead' position and the elevator in a 'neutral' position.

4. If you use EZ Link Connectors for the rudder and elevator: Being careful to keep the servos centered, loosely insert the rudder and elevator pushrods into your EZ Link Connectors and position both servo arms on their servos so they are 'centered;' adjust and tighten the EZ Link Connectors onto the rudder and elevator pushrods. Leaving approx. 1/2-inch for adjustments, cut and remove the excess pushrod wire.

If you do not use EZ Link Connectors for the rudder and elevator: Being careful to keep the rudder and elevator servos centered, use pliers to make a Z-bend in the rudder's and elevator's pushrod where they need to connect to their servo arms. Twist the rudder and elevator servo's arms onto their pushrods, then attach the rudder's and elevator's servo arms to their servos.

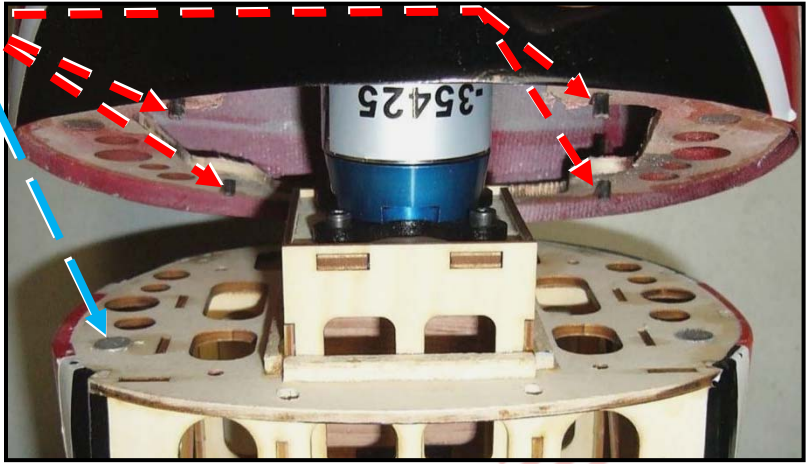
5. Remove the masking tape from the rudder and elevator.

6. Using thread-lock compound to protect your power system from vibration, attach your motor to its X-mount and to the motor box using the hardware provided with your motor. Do not attach a propeller at this time.

7. Using its built-in tilt and offset, position the motor mounting box in its opening in the firewall.

8. Guide the cowl's four alignment pins into the holes in the firewall and allow the cowl's three matching sets of magnets (at each side of and below the motor) to align and hold the cowl in position.

9. If necessary, ream the propeller's and the optional spinner's prop. shaft openings to fit your motor's prop. shaft.



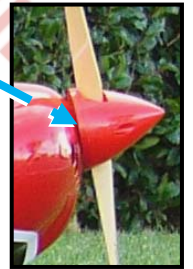
10. Adjust the motor mounting box's

position so the back of the propeller's back plate extends approx. 1/8- to 1/4-inch in front of the cowl.

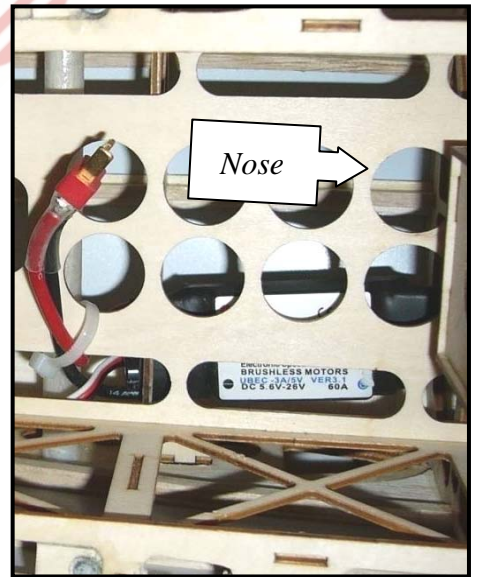
11. Remove the propeller and cowl. Secure the motor mounting box in the firewall with epoxy reinforced by balsa-wood strips at all four sides (as pictured above).

12. Connect your motor's 3 wires to your electronic speed control (ESC) and position the ESC inside the fuselage beneath the battery tray.

13. Confirm your motor rotates in the correct direction by connecting the ESC's throttle lead to your radio receiver's throttle channel; switch ON your transmitter and set the throttle and throttle trim to minimum. With no propeller on the motor, switch ON your transmitter and connect the ESC to the battery; after you hear a series of initialization sounds, slowly raise the transmitter's throttle to no more than 10% of maximum. Carefully run the motor very slowly and only for the few seconds necessary to observe its direction of rotation. If the motor rotated in the clockwise (correct) direction as viewed from the rear of the airplane, return the throttle to minimum, disconnect the ESC from the battery, switch OFF the transmitter, and set your battery and transmitter aside. However, if the motor powered up in the counterclockwise (wrong) direction, return the throttle control to minimum, disconnect the ESC from the battery, swap either two of the three ESC-to-motor wires, and repeat the above procedure to ensure the motor rotates in the correct direction.



14. Connect the rudder and elevator servos to your radio receiver and position your receiver behind the rudder and elevator servos.



Step 4. Wing

1. Ensure the flaps, ailerons and retracts may always get connected correctly: Mark the three connectors on the aileron's Y-cable with an "A" for ailerons; mark the three connectors on the flap's Y-cable with an "F" for flaps; mark the aileron servo extensions at the wing roots with an "A;" and mark the flap servo extensions at the wing roots with an "F." You may leave the retractable landing gear's connectors unmarked.
2. Insert the wing rod midway through the fuselage. Slide one of the wing panels onto one end of the wing rod and slide it toward the fuselage.
3. As the wing panel nears the fuselage, connect the aileron servo's extension to the Y-cable marked "A." Connect the flap servo's extension to the Y-cable marked "F." Attach the retractable landing gear's connector to the remaining Y-cable. (Reminder: To help ensure the security of the connections, we recommend you install an optional "servo-extension safety clip" at each junction.)

4. Guide the remaining connectors from each Y-cable into the fuselage and position them with their male connectors available for the aileron, flap and retractable landing gear connections from the remaining wing panel.
5. Slide the remaining wing panel onto its wing rod and connect its aileron, flap, and retractable landing gear connectors to their Y-cables. As you gently press the wing panels against the fuselage, guide the excess wire inside the fuselage.
6. Insert bolts into the openings in the bottom of the fuselage to secure each wing panel to the fuselage.
7. Guide the female ends of the Y-connectors to your receiver and connect them to the appropriate channels' ports on your receiver. Safely position your receiver in the space behind the rudder and elevator servos.
8. Test fit the wooden leggings and contoured plastic wheel well covers: If your Swift will be primarily a static display model with its wheels retracted, you may fully cover the mains wheels by leaving the round-shaped lower portion of the contoured plastic wheel well covers untrimmed. If you fly from grass, you may need to slightly compromise your Swift's scale appearance to maximize ground-clearance by trimming the lower portion of the covers, or you could elect to not install any wheel covers at all.
9. If you will use the covers, secure the covers and wooden leggings with epoxy.
WARNING: Be careful to *NOT* glue the leggings and covers to the insides of the wheel wells!



Step 5. Finishing Touches

1. If additional optional detail upgrades are to be installed, see the instructions included with the items in the upgrade package.



2. Guide the canopy's front alignment pins into the holes in the former behind the top of the cowl and allow the canopy's magnets to align and hold it securely in position.
3. Guide the cowl's alignment pins into the holes in the firewall and allow the cowl's magnets to align and hold it in position.
4. Balance and mount the propeller (and optional spinner, if used) on the motor's propeller shaft with approx. 1/8- to 1/4-inch clearance in front of the cowl.
5. Attach the stick-on scale decals.

VII. SETUP & ADJUSTMENTS:

1. For the initial flight, set your Globe/TEMCO Swift's **center of gravity (CG)** so the model hangs level (neither nose up nor nose down) when suspended at a point approximately 3 inches ($\pm 1/4$ inch) back from the leading edge of the wing next to the fuselage.
2. If you are **using a Computer Radio**, for your initial flight, set the ailerons, elevator and rudder for maximum possible deflections, then soften the aileron's and elevator's control throws by applying 60% exponential and 30% exponential for the rudder.

3. If you are **using a Non-Computer Radio ...**

	<u>Low rates</u>	<u>High rates</u>
Ailerons	± 10 degrees ($\pm 3/8$ inch)	± 20 degrees ($\pm 5/8$ inch)
Elevator	± 10 degrees ($\pm 5/8$ inch)	± 20 degrees (± 1 inch)
Rudder	± 12 degrees (± 1 inch)	± 20 degrees ($\pm 1 \ 3/8$ inches)
Fully-lowered flaps	-30 degrees (-7/8 inch) for low and high rates.	

4. Check each servo's centering, direction and end-point settings. Review your radio's instruction manual if you require assistance with any radio-related setup and/or servo-adjustment questions.
5. **Trim adjustments:** The ailerons, flaps and rudder will probably require no adjustment (in all probability you will be able to leave them as assembled). However, be prepared to set the elevator trim depending on how slow or fast you like to fly. For example, if you generally fly low and slow to take full advantage of the Swift's flaps and wing-tip slots, you may wish to dial in a small amount of elevator up-trim.
6. **Preparation for Transport (and Field Setup):**
 - a) Unscrew and remove the bolts that secure the wing panels to the fuselage. Carefully set these bolts aside for future use. As you slide the left- and right-side wing panels away from the fuselage, disconnect the ailerons, flaps and retractable landing gear from their Y-cables, then pull the wing panels fully free and away from their wing rods.
 - b) To reattach the wings, reverse the above procedure. As you align and slide the wing panels onto their wing tubes, carefully and correctly reattach the aileron, flap and retractable landing gear connectors to their Y-cables. Reinstall and snugly tighten (but do not overtighten) the wing retainer bolts through their openings in the bottom of the fuselage.

VIII. PRE-FLIGHT CHECKS:

1. Double-check the security of the motor, motor-mounting box and firewall. Ensure that all screws and other connections are secure throughout the air frame.
2. Double-check all control functions, directions, control-throws, and make sure there is no binding or excess load on any of your servos.
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 fly safely.
4. Get into the habit of moving your transmitter's throttle to minimum before turning ON your transmitter, and carefully operate your radio-control and power systems according to the manufacturer's instructions.

REMINDER: AN IMPORTANT NOTICE TO OUR CUSTOMERS!

- **ALWAYS SWITCH THE TRANSMITTER ON (WITH ITS THROTTLE & TRIM ALL THE WAY DOWN) BEFORE CONNECTING THE BATTERY TO THE ESC, AND ALWAYS RETURN THE THROTTLE TO MINIMUM AND DISCONNECT THE BATTERY FROM THE ESC BEFORE SWITCHING THE TRANSMITTER OFF.**
- **HANDLE THE MODEL WITH EXTREME CARE WHENEVER THE BATTERY IS CONNECTED TO THE ESC.**
- **STAY CLEAR OF THE PROPELLER AND THE PROPELLER'S ARC.**
- **THIS PRODUCT IS NOT JUST A TOY.**
- **ANY TESTING OR FLYING OF THIS MODEL AIRPLANE IS DONE ENTIRELY AT YOUR OWN RISK.**

**Order replacement parts, servos, batteries, brushless motors,
electronic speed controls, and a wide variety of high-quality
RC hobby items online at www.maxfordusa.com**

PLEASE ENJOY YOUR HOBBY AND FLY SAFELY!

Manufactured by:

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