

GLOW/ELECTRIC 60-INCH WINGSPAN NEPTUNE — VERSION 2.1 INSTRUCTION MANUAL



Congratulations on your acquisition of Maxford USA's Neptune Version 2.1 boatplane!

This Neptune V2.1 ARF boat plane is the improved version of our previous Neptune. Its color scheme is bright and visible in the air and on the water. The engine pod sits atop a carbon-fiber tube big enough for any wires that need to go between the engine pod and fuselage to fit inside. The three-piece engine pod is redesigned and the servo tray in the bottom piece is now cut to fit a micro-servo for the throttle.

The V2.1's carbon-fiber wing rod is light weight. Both aileron servos are located safely inside the fuselage near the center of the wing. The nose compartment has a new, larger hatch which makes it easier to use this compartment for batteries or to add any necessary weight to adjust your Neptune's center of gravity. This compartment is also the perfect location if you decide to add an onboard glow plug driver in your Neptune. The hatch arrives out-of-the-box covered-over. To access this compartment, cut the covering material around the edges of the hatch.

We invite you to enjoy the pride of ownership and the joy of flying this high quality balsa, carbon-fiber, fiberglass and light-ply almost-ready-to-fly aircraft.

Maxford **USA**®

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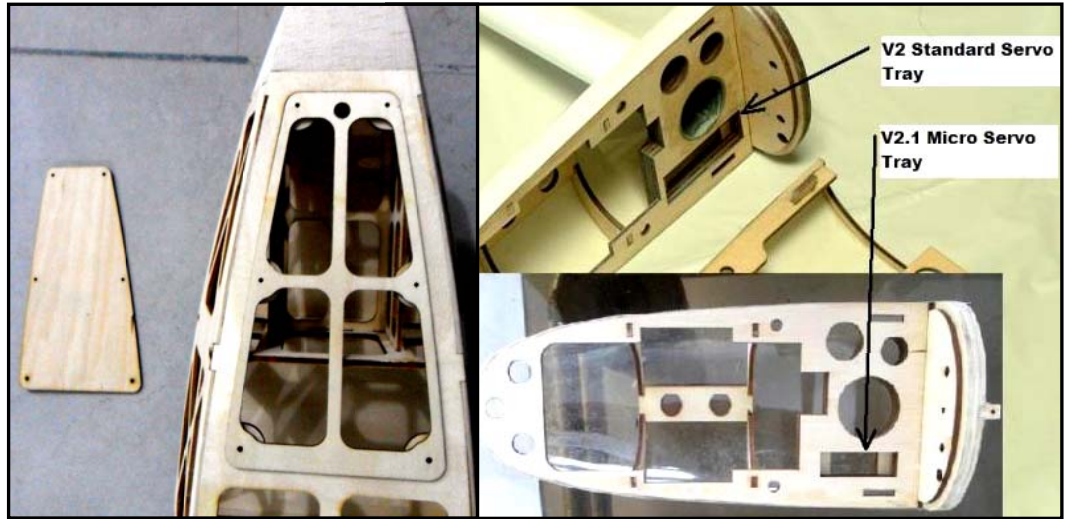
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IMPORTANT SAFETY PRECAUTIONS TO PROTECT YOUR MODEL, YOURSELF & OTHERS

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 Li-Po 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 includes fiberglass and 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.

SPECIAL FEATURES OF THIS NEPTUNE V2.1

- The hatch for the nose compartment is enlarged for easier installation and removal of batteries and other items.
- The throttle-servo cutout is re-sized for a micro servo. (Recommended throttle servo is the E-Max ES08MA.)
- Designed for .40-class glow engine, but easily converted to electric power. (Recommended motor is Uranus 35425 or larger, 60A ESC with two packs of 3S/2100 mAh Li-Po batteries in parallel.)



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 RC Model Mfg., Inc.
15247 Texaco Ave.
Paramount, CA 90723

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

SPECIFICATIONS*

Wingspan	60 inches
Wing Area	713 sq. inches
Length	55 inches
Flying weight	6 pounds 2 ounces
Engine (Not included)	40-60 2C or 60-90 4C glow engine, or equivalent-powered motor system
Propeller (Not included)	11x7 (or as-recommended for your engine or motor)
Radio system (Not included)	Minimum of 4 channels with 5 servos

*(All dimensions and weights are approximate.)



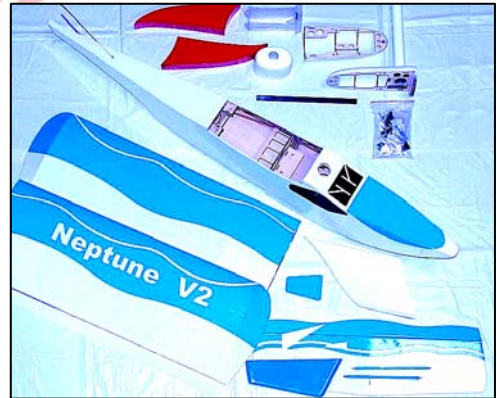
PARTS LIST

1. Items you must supply to complete this Neptune V2.1:

- Epoxy glue, Cyanoacrylate (CA) adhesive, and a few common hand tools (such as long-nosed and diagonal or side-cutter pliers, etc.).
- .40- to .60-sized 2C or .60- to .90-sized 4C glow engine, or equivalent electric powered motor system.
- 11x7 propeller (or as-recommended for your engine) and optional spinner.
- Minimum of four(4) standard servos (such as the Hitec HS311) for flight surfaces plus one(1) micro servo (such as the E-Max ES08MA) for throttle, one(1) 18-inch extension, one(1) 6-inch Y-connector, and a 4-channel radio control system.

2. Items included with this Neptune V2.1:

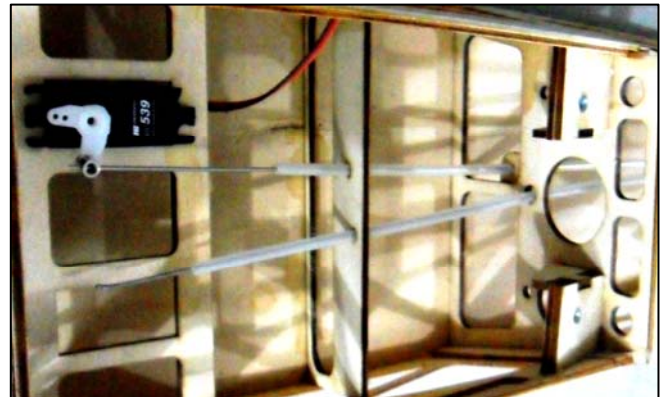
- Precovered fuselage, wing panels, vertical and horizontal stabilizers, rudder and elevator.
- Engine pod's cowl, bottom piece (to hold the supplied fuel tank and your throttle servo), and its magnetic hatch/pod cover.
- Precut hinge openings and all related CA hinges.
- Aileron, rudder and elevator pushrods and related linkages.
- Wing joiners, all required control horns, and all related hardware (except those items normally supplied with servos, a glow engine or an electric motor).
- Fuel tank, complete with tubing, clunk and fuel lines, plus this detailed, illustrated instruction manual.



ASSEMBLY INSTRUCTIONS

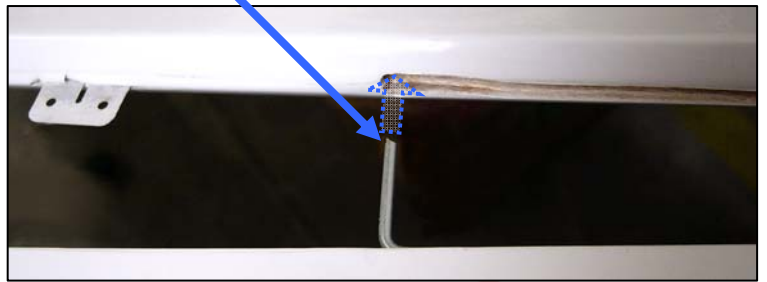
RUDDER & ELEVATOR SERVOS:

1. Harden the servo tray's wood with CA adhesive where the screws will be inserted, then mount your elevator and rudder servos in the fuselage-mounted servo tray. If necessary, adjust the servo tray's openings to fit your servos by adding wooden spacers or by routing-out the servo tray openings. Also, some flying-boat owners like to reinforce their airplanes against long-term vibration, water and hard landings by applying extra 30-minute epoxy to all accessible points of contact between the fuselage formers and the fuselage's sides; if you choose this option, now is a good time to add this epoxy.
2. Using the supplied clevises and threaded rods, attach the servos' arms to their rudder and elevator pushrods.

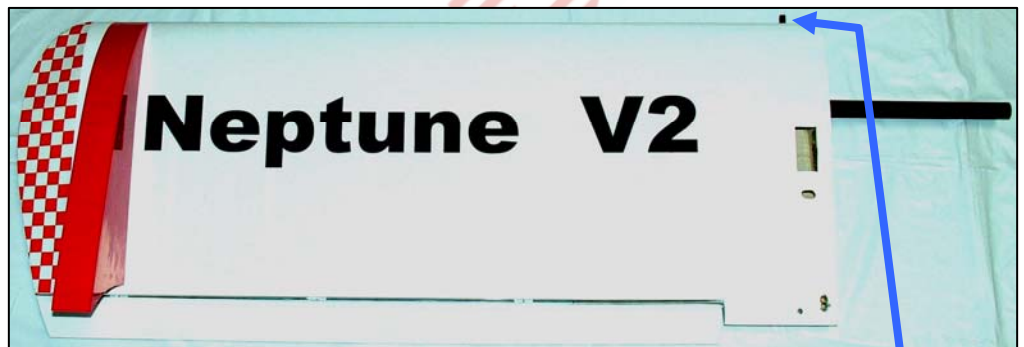


WING & AILERONS:

3. Test-fit both ailerons, their CA hinges, and the rear-projecting ends of the metal aileron control rods.
4. Apply a small dab of 5-minute epoxy to the rear-projecting end of one of the metal aileron control rods and insert the control rod into the predrilled hole in its aileron.
5. Before the epoxy has time to thicken, insert the CA hinges into their precut openings in the aileron and at the trailing edge of the wing panel. (Be careful to make sure the inner end of the aileron does not bind against the cutout in its mating wing panel and also be careful to leave enough clearance between the trailing edge of the wing panel and its aileron so full UP and DOWN aileron travel is not restricted.) Apply a few drops of thin CA to permanently secure each aileron hinge into its wing panel and into its aileron.
6. Now, as the 5-minute epoxy cures, hold the aileron control rod and aileron so the free end of each aileron control rod (the end nearest the center of the wing) is at-or-near a 90-degree angle to its aileron.
7. Attach the remaining aileron to the other wing panel by repeating steps 4, 5 and 6, above – and hold this second aileron while its 5-minute epoxy cures so its aileron control rod's free end has the same at-or-near 90-degree angle as the first aileron.
8. Cut away any excess Mylar covering material from each wing panel's root rib to maximize its gluing-surface.
9. Apply 30 minute epoxy to one end of the carbon fiber wing rod, and insert the wing rod midway into the right wing panel.



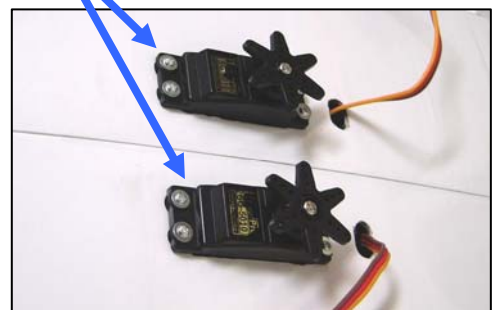
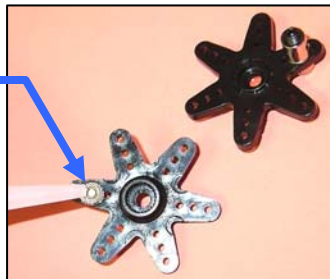
10. Apply 30 minute epoxy to the projecting end of the carbon fiber wing rod and to both wing panel's root ribs. Keeping the wing rod centered, slide the root ribs of the two wing panels together. Carefully line up the leading and trailing edges of the wing panels. (NOTE: When you have the wing panels correctly aligned, you may notice some slight but unavoidable misalignment of the blue and white Mylar trim on the top-side of the wing. Do NOT attach the tip floats at this time.)



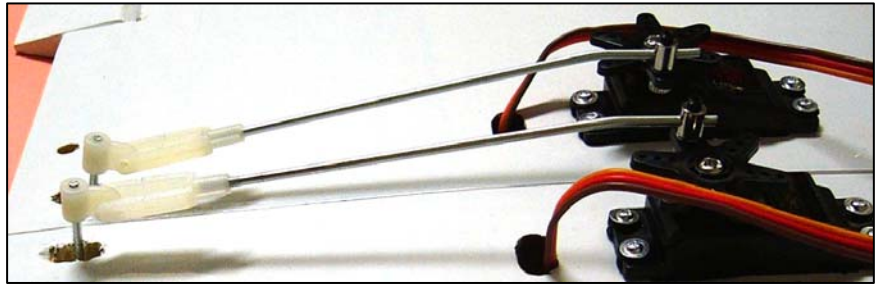
11. Apply masking tape to hold both wing panel's leading and trailing edges in alignment; secure the two carbon fiber 'pins' in the leading edge of the wing with 5-minute epoxy; and set the wing assembly aside to allow the epoxy at least 3 hours to fully cure.
12. Connect two(2) of your servos to a Y-connector and the Y-connector to your radio's aileron channel, power ON the radio, and 'center' the aileron servos. Disconnect the aileron servos and set aside your radio system. (NOTE: To help ensure the security of your servo wire to Y-cable connections, during flight we recommend you use an optional "servo extension safety clip" at each of the servo wire to Y-cable connections.)
13. Route the aileron servos' leads through the precut openings in the wing. Position each aileron servo in its opening and use your servo manufacturer's hardware to mount each aileron servo in the wing. (NOTE: If necessary, adjust the aileron servos' openings to fit your servos by adding wooden spacers or by routing-out the wing's aileron servo openings.)



14. Attach a supplied quick-connector to each of the servo arms, and secure each quick-connector onto its servo arm with a dab of thick CA adhesive on the exposed threads at the bottom of each nut. Use the hardware supplied with your servos to attach the aileron servo arms to the aileron servos.
15. Twist a supplied nylon horn bracket onto the threads at the the end of each aileron control rod.



16. Position and temporarily hold the ailerons in a 'neutral' position by applying a small piece of masking tape between each aileron and the trailing edge of its wing.
17. Twist a clevis onto one end of each supplied aileron pushrod. Insert the pushrod's other end into the opening on each quick-connector, and attach each aileron pushrod's clevis to its nylon horn bracket.



18. Use the quick-connectors to secure each aileron pushrod to its servo's output arm. Bend each pushrod to minimize any possible binding at the servos' control-arms, then cut off the excess length from each aileron pushrod and remove the piece of masking tape you applied in '16' above. (NOTE: Some flying-boat fans report they like to include a bit of aileron differential by using and setting up their computer radio with separate servos and channels for each aileron; others report they simply set up each aileron pushrod with some forward-offset where each aileron pushrod attaches to its aileron servo's control arm.)
19. Attach the tip floats to the bottom of each wing panel near to (and parallel with) the tip ribs as shown in the photo at the top of this page. (NOTE: Adhesive-backed hook and loop materials are generally most popular, but some flying-boat fans report they prefer to permanently attach their tip floats with Shoe Goo, ZAP A-DAP-A GOO II, or with some double-sided foam tape.)

EMPENNAGE (TAIL GROUP):

20. With the elevator's pushrod and its housing directed out through the opening at the top-aft portion of the fuselage, firmly grasp the elevator's pushrod housing to 'stretch' it through the fuselage, then route it into and through the vertical stabilizer. Test-fit the vertical stabilizer (wide-end down) onto the top-aft portion of the fuselage, being careful to leave enough of the elevator's pushrod and housing projecting above the top of the vertical stabilizer for connection to the elevator.
21. Use the tip of a hot soldering iron to burn (or carefully cut) and remove covering material as necessary to obtain good wood-to-wood gluing surfaces between the vertical stabilizer and its mounting surface at the top-aft portion of the fuselage.
22. With the elevator's pushrod housing 'stretched' through the fuselage, confirm the aft-end of the elevator's pushrod will be able to reach to where the elevator and its control horn must be attached behind the top of the vertical stabilizer. Using 30-minute epoxy, permanently attach the vertical stabilizer to the top-aft portion of the fuselage. Before the vertical stabilizer's epoxy has noticeably thickened, make certain the vertical stabilizer is aligned along the length of the fuselage and vertically to the bottom of the fuselage and wing-saddle, then apply enough masking tape to securely hold the vertical stabilizer in position. Set the fuselage and vertical stabilizer assembly aside and allow the epoxy at least 3 hours to fully cure.
23. Test-fit the horizontal stabilizer to the top of the vertical stabilizer. Use the tip of a hot soldering iron to burn (or carefully cut) and remove covering material as necessary to obtain good wood-to-wood gluing surfaces between the top of the vertical stabilizer and the bottom-center of the horizontal stabilizer. Apply 30-minute epoxy to permanently attach the horizontal stabilizer to the top of the vertical stabilizer. Before the horizontal stabilizer's epoxy has noticeably thickened, make certain the horizontal stabilizer is aligned parallel to the bottom of the fuselage and to the wing-saddle, then apply enough masking tape to securely hold the vertical stabilizer in position. Set the fuselage with its vertical stabilizer and horizontal stabilizer aside and allow the epoxy at least 3 hours to fully cure.

24. Using the bottom of the supplied elevator pushrod fairing as your guide, use the tip of a hot soldering iron to burn (or carefully cut) and remove enough covering material from the bottom of the elevator pushrod fairing and the top-center of the horizontal stabilizer to obtain a good wood-to-wood gluing surface.



25. Slide the elevator pushrod fairing over the elevator pushrod's housing, and use 5-minute epoxy to permanently attach the elevator pushrod fairing to the top of the horizontal stabilizer.



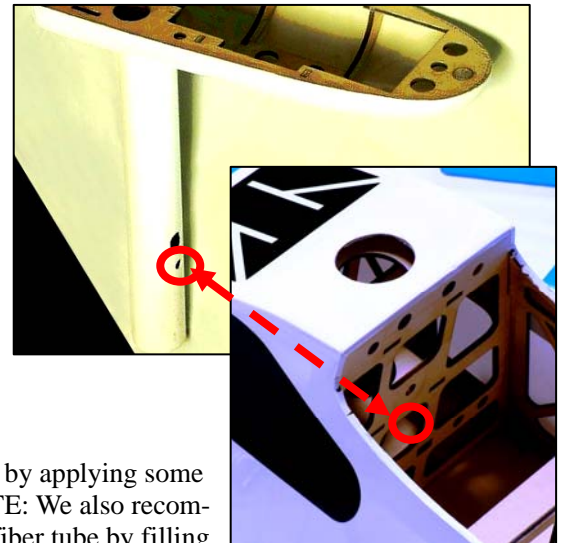
26. Attach the elevator to the horizontal stabilizer using the supplied CA hinges, the precut hinge slots, and a few drops of CA adhesive.
27. Attach a control horn with its provided hardware to the elevator (in line with and directly behind the elevator pushrod fairing and elevator pushrod).
28. Cut the elevator pushrod to length and use the supplied clevis and threaded rod to attach the elevator pushrod to the elevator's control horn.

29. Use 5-minute epoxy to permanently secure the small triangular-shaped fin to the bottom of the fuselage in line with the aft-end of the vertical fin. (Note: Some customers choose to not install this small fin to better enjoy 'drifting' through turns on the water.)
30. If necessary, cut the covering material to open the rudder's precut CA hinge slots. Then, permanently attach the rudder to the vertical stabilizer, fuselage and bottom fin using the supplied CA hinges and a few drops of CA adhesive.
31. Attach a control horn with its provided hardware to the rudder (in line with and directly behind where the rudder pushrod exits the fuselage).
32. Cut the rudder pushrod and housing to length and use the supplied clevis and threaded rod to attach the rudder pushrod to the rudder's control horn.
33. Using the supplied wood screws, attach one end of each tail-section strut near the top-rear corner of each side of the fuselage (at the base of vertical stabilizer). Attach the upper end of the struts to the wooden 'hardpoints' in the horizontal stabilizer.



ENGINE (OR MOTOR) POD:

34. Test fit the engine pod's carbon fiber tube into the round opening in the fuselage. Pull all necessary wires (such as throttle servo's lead and any optional onboard glow plug driver) down through the carbon fiber tube and into the fuselage. Then, with the engine pod and all related wires in position, insert the supplied nylon bolt from inside the fuselage, through the carbon fiber rod and snugly secure the bolt into the pre-installed blind nut inside the fuselage.
35. Decide on your engine's mounting position. (NOTE: When a glow engine is mounted inverted or on its right side, with its muffler above the engine, problems such as 'hydro lock' and 'fouling of the glow plug' are sometimes the result. Therefore, we advise mounting your engine with its cylinder on the right side, with the muffler below the engine, or with its cylinder straight up.)
36. Once you have decided on your engine's mounting position, mark and drill the holes needed in the pod's firewall, use the supplied bolts and blind nuts to securely attach the engine mount to the firewall, mount your throttle servo, and install and connect the throttle-control linkage. Decide where the fuel-tank's clunk and pressure lines need to be routed. Or, if you are using electric power, use the mounting hardware supplied with your motor to solidly attach the motor to the pod's firewall. Mount your propeller onto the engine or motor.
37. If necessary, fine-tune the engine pod's angle to set the propeller at zero-degrees left/right offset by gently twisting the carbon fiber tube in its mounting hole. When you are content with the propeller's angle, secure the pod into the fuselage by applying some 5-minute epoxy where the base of the carbon fiber tube meets the fuselage. (NOTE: We also recommend you waterproof the opening at the top of the fuselage for the pod's carbon fiber tube by filling this gap with 5-minute epoxy, [Shoe Goo](#) or [ZAP A-DAP-A GOO II](#).)
38. If you are using a glow engine, maximize the supplied fuel tank's usable capacity by installing its vent line as near as possible to the top-center of the tank, then install the fuel tank inside the engine mounting pod. (NOTE: The almost 11-ounce fuel tank must be positioned on its side to fit inside the pod's fuel tank compartment; it may be necessary to remove some wood so the tank can fully fit down inside the pod's allotted fuel tank space, and to ensure the pod's hatch is able to fully close.)



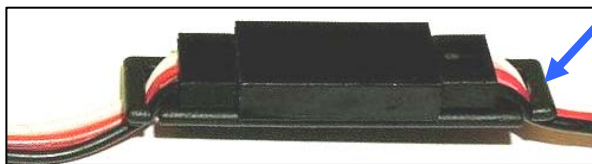
39. Connect the tank's 'clunk' line to the carburetor and the 'vent' line to the muffler. If you set up your Neptune for electric power,

your power system's battery and ESC may be able to fit into the cutout for the fuel tank; if not, then mount both the battery and the ESC down inside the fuselage. (NOTE: A power system that needs longer wires MUST gain that additional length by extending the three wire between the ESC and motor; NEVER lengthen the wires between your battery and your ESC.)

40. Mark and then carefully cut any necessary openings in the cowl for the engine's cylinder head, exhaust, fuel tank vent line, and/or cooling. Attach the cowl with the supplied wood screws.

CONTROLS & FINAL PREPARATIONS:

41. To install an onboard glow plug driver and battery in your Neptune, you may need to slightly enlarge the opening in the base of the pod's carbon fiber mounting tube to accommodate the additional wiring between the fuselage and your engine.
42. Install your radio receiver, connect the servos, and make any necessary adjustments to the servo directions and control throws.
43. Position the wing over the fuselage and connect both aileron servos to the Y-cable and align and slide both of the wing's leading-edge pins into their corresponding holes in the fuselage. (NOTE: To help ensure the security of your servo wire to Y-cable connections, we recommend that during flight you use an optional "servo extension safety clip" at each of the servo wire to Y-cable connections.)



44. Snugly attach (but do not over-tighten) the wing-retainer screws in their blind nuts in the wing saddle mounting blocks inside the fuselage. (NOTE: Some flying boat fans like to create an improved water seal at the wing-saddle by adding some weather-stripping, such as M-D Building Products' white 'Rubber Weatherseal' item #02576, available at many hardware stores.)
45. The included two pieces of triangular-shaped material may be used as strakes, but their installation is optional: If you do not enjoy 'drifting' on the water during high-speed turns, use 5-minute epoxy to attach one strake at the center of the fuselage immediately in front of the step, and attach the second strake immediately behind the step.
46. Install the pod's hatch (secured with rare-earth magnets), and add the supplied decorative stickers, if desired.

Congratulations! Assembly is finished!

SETUP AND ADJUSTMENTS

1. The Neptune's center of gravity (CG) must fall within 3¾-inches to 4½-inches (approx. 102 mm) back from the leading edge of the wing. If necessary, move batteries and/or add weight to the nose or tail to ensure the CG is correct.
2. Check the heat-shrink covering material's joints and surfaces; if necessary, carefully use a dedicated covering-material iron to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time.
3. Check/adjust servo centering, direction and end-point adjustments. When you pull the right stick toward you, the elevator should deflect upwards; push the right stick to the right and the right aileron should deflect upwards and the left aileron should deflect downwards; push the left stick left and the rudder should deflect to the left as viewed from the rear of the fuselage. Review your radio's instruction manual if you require assistance with any radio-related servo-adjustment questions.
4. If you are using a Computer Radio: For initial flights set all linkages for near-max. possible deflections; then, soften the aileron's and elevator's control throws by applying 60% exponential (use 30% exponential for the rudder).

Initial settings if you are using a Non-Computer Radio:

	<u>Low rates</u>	<u>High rates</u>
Ailerons	±20 degrees (±3/8 inch)	±35 degrees (±1/2 inch)
Elevator	±25 degrees (±1/2 inch)	±30 degrees (±5/8 inch)
Rudder	±25 degrees (±1 3/4 inches)	±30 degrees (±2 1/8 inches)

5. Trim adjustments: The ailerons and rudder will probably require no adjustments (in all probability you will be able to leave them centered, as assembled); however, be prepared to set the elevator trim depending on how slow or fast you fly. For example, if you like flying low and slow around the lake, your Neptune's elevator may require a bit of up-trim.

PREPARATION FOR TRANSPORT AND FIELD SETUP

1. Unscrew and remove the two screws that secure the wing to the fuselage.
2. Gently lift and slide the wing back, then lift it up and away from the fuselage.
3. Disconnect the aileron's Y-cable from each of the two aileron servos.
4. To reattach the wings, reverse the above procedure. Be careful to firmly connect both aileron servos to the Y-cable (please review the 'safety clip' note at the bottom of page 7), to align and slide both of the wing's leading-edge pins into their corresponding holes in the fuselage, and to snugly reattach (but not over-tighten) the wing-retainer screws into the blind nuts in the wing saddle mounting blocks inside the fuselage.

PRE-FLIGHT CHECKS

1. Double-check the security of the engine-pod, and make certain that all screws, clevises and other connections throughout the air frame are secure.
2. Double-check the control 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 moving your transmitter's throttle to minimum before turning ON your transmitter, and carefully break-in and operate your engine or 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!

Distributed by:

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