

HANSA-BRANDENBURG W.29

RC ARF EP SEMI-SCALE SPORT-FLYER

INSTRUCTION MANUAL



Shown with available options, including customer's choice of floats and/or skis, pilot, electric motor power system, propeller, military weapons upgrade package and land mobile/display kit.

The Hansa-Brandenburg W.29 German fighter monoplane was a new type of seaplane evolved by Ernst Heinkel during the last months of 1917 and served during the closing months of World War I. It had a 195 hp Benz engine with exhaust stubs discharging above and to left of the exposed cylinder heads. Its front-mounted radiator and side-panel louvers provided excellent cooling, and its thick, broad wood-and-fabric wings, rigged with several degrees of dihedral, made it a strong, stable fighting platform.

Armament consisted of a synchronized Spandau gun on each side of the pilot's cockpit, and the observer shared his cockpit space with a Parabellum gun on a mounting ring. With a top speed of 110 mph and excellent maneuverability, the Hansa-Brandenburg W.29 was a worthy adversary against the opposing Short sea planes and Curtiss and Felixstowe flying boats.

It was built in hydro and ski versions, and you may choose to fly this model with floats or skis. True to the original, the struts between the floats or skis and the fuselage and lower wings provide great strength. The depth and shape of the fuselage make up for the lack of a vertical stabilizer, and the position of the rudder gives the observer a wide field to fire his ring-mount Parabellum machine gun.

Flown mainly on the North Sea, its most famous pilot was Oberleutnant Friedrich Christiansen. On July 6th, 1918, a formation of Hansa-Brandenburg W.29s led by Christiansen made a surprise attack on the British submarine C25 they discovered on the surface. The submarine's motors were quickly put out of action and many of the crew, including its Commanding Officer, became casualties.

*We invite you to enjoy the pride of owning and flying
this model of the Hansa-Brandenburg W.29.*

Maxford 

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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 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 wing and/or the horizontal stabilizer to ensure the wing is parallel to the horizontal stabilizer; however, we recommend you contact us before you attempt any such adjustment.)
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 connections, we recommend you install optional Maxford USA servo extension safety clips wherever you connect servo-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 hides a CA hinge's 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 stabilizer attaches to the fuselage.
14. If you have 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 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, as follows:

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.

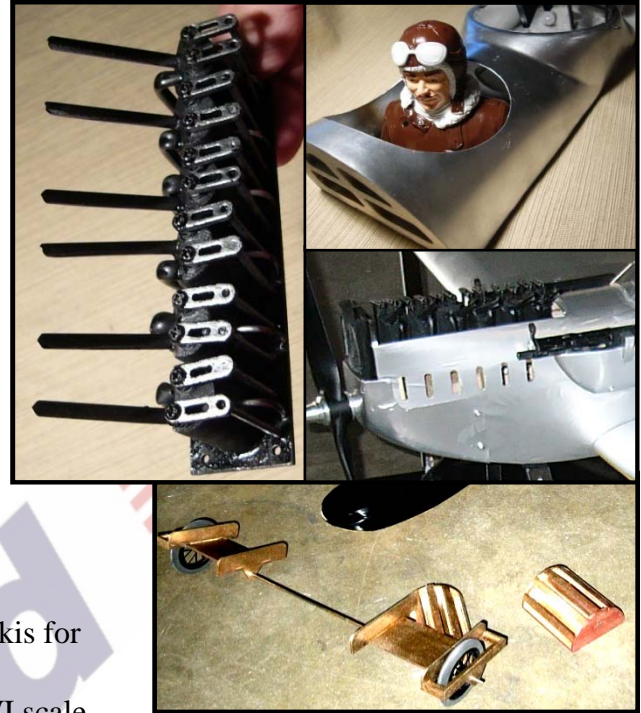
III. SPECIFICATIONS: (All dimensions and weights are approximate.)

Wingspan	53-inches
Wing Area	530 sq. inches
Length	43-inches
ARF weight	2 pounds and 8 ounces
Flying weight (with radio and recommended power system)	3 pounds and 10 ounces
	(ready-to-fly hydro and ski versions each weigh about the same)

- Power System (not included) U35425 Motor, 60A Electronic Speed Control and one(1) 3S/2100 mAh Li-Po 20C battery
- 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 4 channels with 4 E-Max ES08A or equiv. mini-servos

IV. SPECIAL FEATURES OF THIS HANSA-BRANDENBURG W.29:

- Prepainted cockpit assembly allows easy access and is secured by alignment pins and powerful magnets.
- Scale dummy-engine and nose-mounted radiator.
- Prepainted scale-looking cowl.
- Each aileron is separately operated by its own, in-wing servo.
- Fuselage, wings and empennage are jig-assembled, laser-cut balsa and light plywood, finished with Mylar covering material.
- Preinstalled rudder and elevator outer pushrod housings.
- Includes cockpit coaming and pilot's windshield.
- Includes scale landing-gear struts.
- Customer's choice of optional floats and/or skis.



Special Options:

- Customer's choice of floats for flying from water, or skis for flying from grass, snow and ice.
- Military-weapons upgrade package (includes two WWI scale pilot figures, three scale machine guns and machine gun mounts).
- Land-mobile/display upgrade kit with two spoked 2½-inch scale wheels.

V. PARTS LIST:

1. Items you must supply


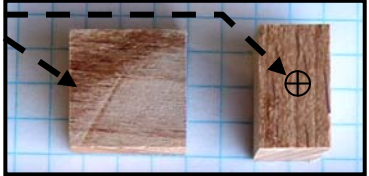

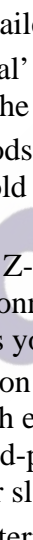
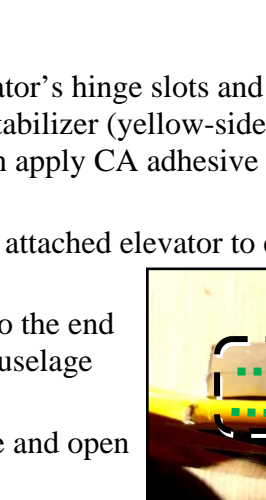
- Epoxy and cyanoacrylate (CA) adhesives, masking tape, a high-speed rotary tool or drill-motor, a soldering iron or wood-burning tool and common hand tools (such as screwdrivers, long-nosed pliers, etc.).
- Electric power system, propeller, Li-Po battery and charger.
- Four servos, two 12-inch extender cables and one 12-inch Y cable.
- Minimum of 4-channel radio control transmitter and receiver.

2. Included items

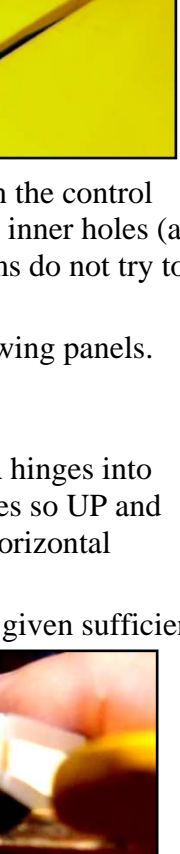
- Rudder, elevator and aileron pushrods and all related linkages; precut rudder and elevator servo mounting trays and in-wing mounting compartments for aileron servos.
- CA hinges, control horns, and all required hardware (except those items normally supplied with servos and EP system components).
- Prepainted, ready-to-install cockpit/hatch assembly, prepainted cowl, and the fuselage, wing panels, horizontal stabilizer, rudder and elevator are all precovered with Mylar.
- Complete set of scale markings.
- Wing rods and preinstalled canopy/hatch magnetic anchors.
- Scale-looking landing gear struts, usable for customer's choice of floats or skis.
- This illustrated Instruction Manual.

VI. ASSEMBLY INSTRUCTIONS:

Step 1. Ailerons

1. Drill 1/16-inch guide holes in the supplied hardwood blocks.  Attach your aileron servos to the blocks with the mounting screws provided by the manufacturer of your servos. 
2. If you plan to use EZ Link Connectors, attach them to your aileron servo's arms. Connect your aileron servos to your radio, power ON the radio, and 'center' the aileron servos. Disconnect the aileron servos and set aside your radio system, then connect the servos to your aileron-servo-wire extensions. (Reminder: To help ensure the security of these connections, we recommend you install an optional "servo-extension safety clip" at each junction.) 
3. Attach the aileron servo arms, centered on their servos. Test-fit the aileron servos and mounting blocks on the servo mounting plates. Use epoxy to secure the servo mounting blocks to the servo mounting plates.
4. Use string or coat-hanger wire to guide the aileron-servo-wire extensions from the root ribs to the aileron servo's compartments in each wing panel.
5. Position the aileron servo mounting plates in their openings and secure them with wood screws.
6. Insert the provided CA hinges into the aileron's hinge slots. Insert the free ends of each CA hinge into their corresponding slots in the wing panels. Position the CA hinges so UP and DOWN aileron travel is not restricted, then apply CA adhesive to secure each aileron to its wing panel.
7. Use epoxy to attach a control horn to each aileron. 
8. Temporarily hold each aileron in its 'neutral' position by applying a piece of masking tape between the ailerons and the trailing edges of the wingtips.
9. Attach the free ends of the aileron's pushrods to the aileron's control horns and adjust the length of each pushrod to hold its aileron 'centered' as explained below:
 - a) Some owners simply use pliers to make Z-bends in the provided pushrods. Others prefer to mount EZ Link Connectors to the servo's arms or to the flap's control horns. The choice is yours.
 - b) If you use long servo arms on your aileron servos, attach the pushrods to the outer holes on the 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 try to pull the pushrods too far down into their slots in the servo mounting plates.
10. Cut and discard excess aileron pushrod material. Remove the masking tape and set aside the wing panels. 

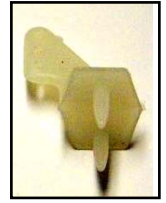
Step 2. Tail Surfaces

1. Insert the provided CA hinges into the elevator's hinge slots and insert the free ends of the CA hinges into their corresponding slots in the horizontal stabilizer (yellow-side down). Position the CA hinges so UP and DOWN elevator travel is not restricted, then apply CA adhesive to secure the elevator to the horizontal stabilizer.
2. Test-fit the rudder, horizontal stabilizer and attached elevator to ensure the elevator's joiner is given sufficient clearance for UP/DOWN elevator travel.
3. Use thin CA adhesive to mount the rudder to the end of the fuselage with slots in the rear of the fuselage and front of the rudder. 
4. On the lower left side of the fuselage, locate and open the end of the rudder's pushrod housing.

5. Position a control horn onto the Z-bend in the rudder's pushrod. Guide the pushrod into its housing and press the control horn's mounting pins into its holes in the rudder. Use CA adhesive to secure the control horn into the mounting holes in the rudder's extra-firm balsa wood.



6. Test-fit the horizontal stabilizer onto its platform. Be careful to align and center the elevator's V-shaped opening to the rudder and the center of the fuselage.



7. Use a soldering iron to remove the Mylar covering material from the bottom of the horizontal stabilizer to ensure a good wood-to-wood glue joint to the horizontal stabilizer's platform.

8. Use epoxy and three wood screws to permanently secure the horizontal stabilizer in position. You may also use masking tape to help hold the stabilizer in position until the epoxy fully cures.



9. At the upper-rear right side of the fuselage, locate and open the end of the elevator's pushrod housing.

10. Position the Z-bend in the elevator's pushrod into a control horn. Guide the elevator's pushrod into its housing in the fuselage and press the elevator's control horn into its holes the bottom (yellow) right side of the elevator. Use CA adhesive to secure the control horn into the mounting holes in the elevator's extra-firm balsa wood.

Step 3. Fuselage

1. Use the hardware provided with your servos to install your rudder and elevator servos in the fuselage's preinstalled servo tray. If you will use EZ Link Connectors on your rudder and elevator servo arms, attach them now.
2. 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 elevator in a 'neutral' position and the rudder in a 'straight-ahead' position.

4. If you use EZ Link Connectors: Being careful to keep the servos centered, loosely insert the rudder and elevator pushrods into your EZ Link Connectors and position both of the servo arms on their servos in a 'centered' position; adjust and tighten the EZ Link Connectors onto their rudder and elevator pushrods; then cut and remove the excess pushrod wire.

If you do not use EZ Link Connectors: Being careful to keep the rudder and elevator servos centered, use pliers to make a Z-bend in the rudder's and the elevator's pushrod where each needs to connect to its servo arm. 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's X-mount to the motor.
7. Test-fit your motor to the firewall; temporarily position your propeller on the motor's shaft and test-fit the cowl with the rear of the propeller's back plate extending approx. 1/4-inch in front of the cowl by adding any necessary spacers between the motor and firewall and/or adjusting the diameter of the cowl's prop-shaft opening.

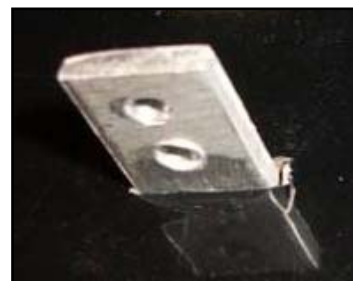


8. Mark the position of the four motor-mounting holes required on the firewall, drill the holes, then secure the motor-mount's blind nuts to the back of the firewall.
9. Using thread-locking compound, attach your motor and its mount to the firewall. Do not attach a propeller at this time.
10. Connect your motor's 3 wires to your electronic speed control (ESC) and position the ESC below the motor inside the fuselage.
11. Confirm that your motor rotates in the correct direction: Connect the ESC's throttle lead to your radio receiver's throttle channel; switch ON your transmitter and set its throttle and throttle trim to minimum; with no propeller on your motor, connect the ESC to the battery; after you hear a series of initialization sounds, slowly raise the transmitter's throttle to no more than 15% of maximum to run your motor very slowly and only for the few seconds necessary to observe its direction of rotation. If the motor rotates 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 rotated 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.
12. Connect the rudder and elevator servos to your radio receiver and position your receiver on the tray in front of the rudder and elevator servos.
13. You have the option to position your battery in front of the rudder and elevator servos or on the tray that extends behind the rudder and elevator servos. Wait to decide the battery's final position when you fine-tune your Hansa-Brandenburg W.29's center of gravity. Some added weight may be required in the tail if you place your battery in front of the rudder and elevator servos; you might need to make a motor-wire extension for attaching your ESC's leads to the motor if you place your battery on the tray behind the servos.



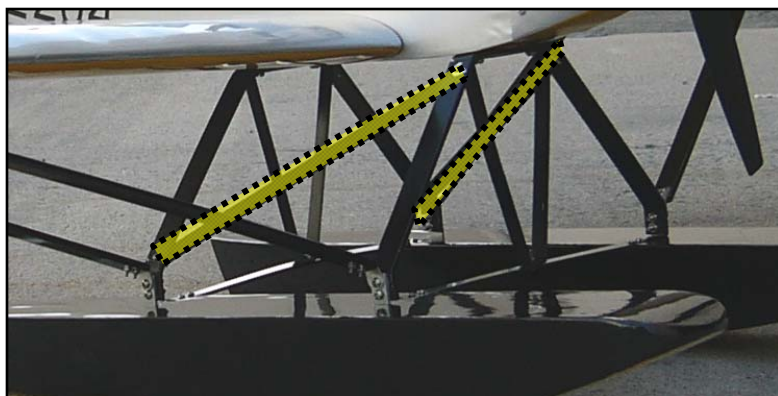
Step 4.1. Hydro-Gear (Floats) Assembly *(Note: Parts are pictured fully assembled to provide the 'big picture.')*

1. If you are using skis, see step 4.2. Test-fit the four aluminum strut mounting tabs into their openings in the tops of the floats. Using epoxy, secure each strut mounting tab into its opening.
2. Test-fit the spreader bars into their mounting slots in the tops of the floats. Drive screws through the holes in the ends of the spreader bars into the recesses in the floats to secure the spreader bars into their slots in the floats.
3. To help ensure the floats remain watertight, cover the Mylar seams on each float and seal all wood-to-metal joints with a coat of epoxy. Set the floats aside to let the epoxy cure.
4. Using four bolts and nuts, snugly attach the two diagonal cross-braces between the front and rear main struts.

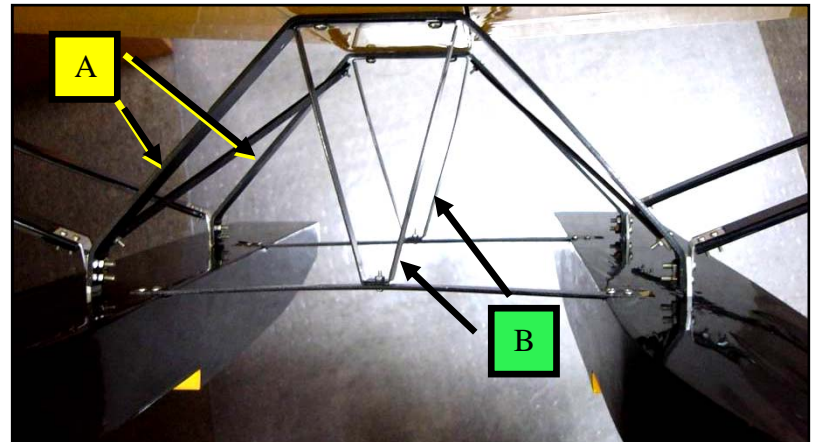
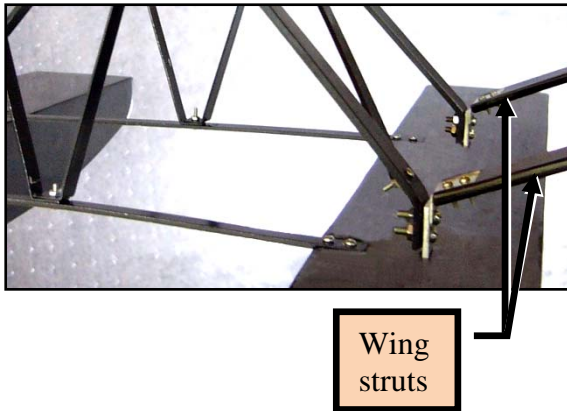


Note:

Attach the UPPER end of each diagonal cross-brace to the FRONT main strut, as was done on the actual Hansa-Brandenburg W.29. As you 'test fit' in the following steps, parts may need to be slightly rebent to ensure a proper fit.

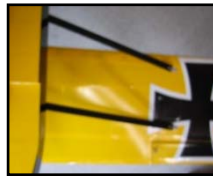


- When the epoxy which you applied in step 3 on page 7 is fully cured, test-fit the main struts to the floats' strut mounting tabs and to the wing struts.



- Test-fit the main landing gear struts ("A" in the above photo) and the V-shaped center braces ("B" in the above photo) to each other, to the spreader bars, and to the predrilled holes in the bottom of the fuselage.
- Drive two bolts through each front and rear main landing-gear strut and its V-shaped center brace and into the blind nuts preinstalled inside the holes in the bottom of the fuselage.

- Test-fit the wings to the fuselage and identify the hard points where the outboard ends of the wing struts will be attached to the bottom of each wing panel.



- Remove and set aside both wing panels.
- Use bolts and nuts to secure the V-shaped center braces to the floats' spreader bars.
- Use bolts and nuts to secure the main struts to the floats' strut mounting tabs and to the wing struts.



Step 4.2. Ski Assembly

- Test-fit the four ski mounting brackets to the tops of the skis. Using eight(8) flat-head bolts and matching nuts, secure two ski mounting brackets to each ski.
- Test-fit the main landing gear struts ("A" in the top-right photo) and the V-shaped center braces ("B" in the top-right photo) to each other, to the ski's spreader bars, and to the predrilled holes in the bottom of the fuselage.
- Drive two bolts through each front and rear main landing-gear strut and its V-shaped center brace and into the blind nuts preinstalled inside the holes in the bottom of the fuselage.
- Test-fit the wings to the fuselage and identify the hard points where the outboard ends of the wing struts will be attached to the bottom of each wing panel. Remove and set aside both wing panels.
- Use bolts and nuts to secure the V-shaped center braces to the ski's spreader bars.
- Use bolts and nuts to secure the main struts to the skis' strut mounting tabs and to the wing struts.



Step 5. Wing Attachment

1. Insert both wing rods into their openings and slide them midway through the fuselage. Position one wing panel onto the wing rods and gently slide it toward the fuselage.
2. Connect its aileron servo's extension to one end of the aileron's Y-cable.
3. Guide the remaining ends of the Y-cable into the fuselage. Position the male connector so it is available for the remaining wing panel's aileron servo's extender cable. Guide the female connector to the aileron channel's port on your receiver.
4. Slide the remaining wing panel onto the wing rods and connect its aileron servo's extender cable to the Y-cable. Guide the excess wire into the fuselage as you gently press the wing panels to the fuselage.
5. Use wood screws to attach the wing struts to their hard points in the bottom of each wing panel.

Step 6. Finishing Touches

1. Test fit and use epoxy to attach the radiator at the nose and the dummy engine to its platform.
2. Use epoxy to attach the windshield to the cowl behind the engine and to secure the cockpit coaming.
3. If you will install the optional military weapons upgrade package: a) Glue two pilot figures to scrap wood, then glue the scrap wood to the base of each cockpit; b) Use the mounting ring to attach the observer's Parabellum gun; remove covering material as necessary to obtain a good wood-to-wood glue joint and attach the Spandau guns to their mounts; c) Remove the covering material at each of the cockpit to expose good wood-to-wood gluing surfaces; d) Glue the side-mounted machine guns to the fuselage at approx. 1 1/2-inches — — — — — in front of the cockpit with their nozzles aligned near the tops of the louvers on each side of the dummy engine.
4. Guide the cowl over the motor and hold it in position with four wood screws.
5. Balance and mount your propeller on the motor with approx. 1/4-inch between the propeller's backplate and the front of the cowl.
6. Attach the stick-on scale markings.
7. Guide the canopy's alignment pins into the holes at the rear of the cockpit and allow the canopy's magnets to align and hold it in position.
8. If you have the optional land-mobile/display kit, assemble it per the included instructions.



Congratulations! Assembly is finished!

VII. SETUP & ADJUSTMENTS:

1. Review the battery placement options outlined in item 13 on page 7. For your initial flight, we recommend you set your Hansa-Brandenburg W.29'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 20% exponential for the rudder.

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)

3. Check servo 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.
4. **Trim adjustments:** The ailerons and rudder will probably require no adjustment (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 may like to fly. For example, if you generally fly low and slow, you might wish to dial in a small amount of elevator up-trim.

5. **Preparation for Transport (and Field Setup):**

We recommend your Hansa-Brandenburg W.29 be transported and stored fully assembled due to its sturdy and securely-attached landing-gear-to-wing struts. Nonetheless, if space is a problem, very carefully ...

- a) Unscrew and remove the screws that secure the four landing gear struts to the left and right wing panels. Carefully set aside these screws for future use. As you slide the left- and right-side wing panels away from the fuselage, disconnect the aileron extender cables 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 rods, be careful to securely reattach the aileron extender cables to their Y-cable. Reinstall and snugly tighten (but do not overtighten) the landing-gear-to-wing strut attachment screws to the bottom of the wings. (Reminder: It is your responsibility to repair any damaged or weakened wood in the bottoms of the wing panels that may result from repetitive removal and reinstallation of the landing-gear-to-wing struts.)

VIII. PRE-FLIGHT CHECKS:

1. Double-check the security of the motor mount at the firewall to make certain that all screws and other connections throughout the air frame are secure.
2. Double-check all control functions, directions and control throws, and ensure 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.**

PLEASE ENJOY YOUR HOBBY AND FLY SAFELY!

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