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MAXFORD USA

22%

Nieuport ARF



Key Features

- > Prepainted fiberglass cowl with Maxford USA's Max Cowling "invisible" attachment system.
- > Precut dashboard openings for ignition and radio switches.
- > Wing support frames are included for safe transport and storage.
- > Streamlined landing gear with scale-like wheels and steerable tail wheel.
- > Scale looking dummy engine, fuel-system venturi and air intake tube included.
- > Optional machine guns available.
- > Adjustable engine box.

Pros

- > Excellent, wrinkle-free covering and outstanding overall appearance
- > Adjustable engine box and invisible cowl attachment
- > Realistic, scale-like flight performance
- > Optional scale-like machine guns available
- > Completeness of hardware package

Cons

- > Instruction manual has very little information on radio installation
- > Mounting platforms for optional machine guns are brittle
- > Limited access to radio equipment through cockpit

NEED TO KNOW

MFG/DISTRIBUTOR:
Maxford USA

TYPE: Sport-Scale
WWI Fighter ARF

FOR: Intermediate pilots

MINIMUM FLYING AREA:
RC club field or smaller

PRICE: \$219.99

NEEDED TO COMPLETE:
Engine, radio, propeller, servo extensions, "Y" harness, building tools and adhesives

The Nieuport 28 was a French biplane fighter flown during WWI and was the first aircraft to see service in any American fighter squadron. Considered surplus by the French shortly after it was available in 1918, it was offered to the United States and was immediately accepted by the American Expeditionary Force and almost 300 Nieuport 28s were put into service in four U.S. squadrons. Several well-known WWI American pilots, including American ace, Captain Eddie Rickenbacker, flew Nieuport 28s. Maxford USA's Nieuport is a new design constructed mainly of laser-cut balsa and light ply and is finished with a Mylar film covering patterned after the "Hat in the Ring" aircraft flown by Captain Eddie Rickenbacker.

It can be powered with gas, glow or electric power systems. Its 16-page instruction manual consists of enough text and photos to guide any intermediate builder through the assembly process. The kit includes a painted plastic cowl with invisible attachment system, dummy engine, decals and a complete hardware package that includes cable for flying wires and the pull-pull system for the rudder. It utilizes CA-type hinges that need to be installed and glued in place. Two aileron servos attach to hatch covers and connect to the ailerons in the lower wing with short metal pushrods. The rudder and elevator servos are located mid-fuse and accessible through the open cockpit.

Fly Captian Eddie Rickenbacker's "Hat in the Ring" Aircraft!



PHOTOS BY WALTER SIDAS & JIM ONORATO



IN THE AIR

Overcast sky, no wind and a recently cut grass runway were the conditions we had for the initial flights of the Nieuport 28. I set the control throws as recommended in the instructions with 40-percent expo on high rate and 30-percent on low. High rate was used for the initial flight. Since I had installed a Sonic Tronics Pulsed On-Board Glow Driver in the Nieuport, all I had to do to get things going after the radio was turned on was lower the throttle to ignite the plug and give the O.S. a few quick flips. The “not-so-new” yet very reliable O.S. four-stroke started immediately and soon settled into a nice purring idle. I ran it up to make sure everything was okay then taxied out to the center of the runway. The Nieuport has a rather narrow footprint and will tip onto a wingtip if turned too sharply, so I took it easy on the rudder. When I increased power, the tail came up almost immediately and the plane was accelerating quickly on its mains. A little right rudder kept it tracking nicely but, as it lifted off the ground, the torque of the engine caused it to roll left, requiring a bit of right aileron to keep the wings level. Not the prettiest takeoff but now, safely in the air, the Nieuport flew just fine. A steady, climbing right turn had it at a comfortable altitude in just a few seconds. The O.S. 120 provided more than sufficient power to pull the Nieuport through nice round loops from level flight. Axial rolls were not very axial and needed coordinated inputs of rudder and elevator along with the ailerons although a little practice on my part did have them looking much better. Anyway, barrel rolls seemed much more appropriate for the Nieuport and it performed them flawlessly. Inverted flight required a touch of down elevator to keep the plane at altitude and banking turns required coordinated rudder input to make them presentable. Stall turns and spins were performed without problems and induced stalls were gentle, but not straight ahead as the Nieuport is as likely to drop the right wing as the left. Landing approaches were things of beauty as the Nieuport has a shallow glide angle and makes perfect wheel landings with very little effort on the part of the pilot. Just remember that narrow footprint as you taxi back to the pits for your next mission.



Wing support frames make wing removal and storage easy.



Author's Opinion

I'm partial to biplanes and like the way they look and fly so, when offered the chance to review this Nieuport, it didn't take long for me to say yes. I particularly like Maxford USA's rendition of this classic WWI fighter because of its overall appearance and several of its unique features including the adjustable engine box and invisible cowl attachment. In addition, its trim scheme, patterned after the “Hat in the Ring” aircraft flown by Captain Eddie Rickenbacker has special meaning for me as “Hat in the Ring” is the name of the youth program used by my flying club—Westchester Radio Aero Modelers (WRAM).

ASSEMBLY TIPS

- The wing support frames are great for transporting and storing the Nieuport, but the instruction manual is not real clear on how they go together. If you first lay out all of the pieces it will be easier to figure things out. The short pieces of the upper and lower parts of the frames get sandwiched in between the long curved pieces. The two vertical pieces are different lengths and the shorter one goes in the front and the longer one goes in the rear closest to the trailing edge of the wing.
- When gluing the tabs for the interplane struts into their slots in the wings, it is a good idea to remove the covering from the side of



SPECS

- WINGSPAN:** 70 in.
- WING AREA:** 1165 sq. in.
- WEIGHT:** 12 Lbs. 6 oz.
- WING LOADING:** 24.5 oz./sq.ft.
- CUBE LOADING:** 8.6
- LENGTH:** 56 in.
- RADIO:** Graupner MX20 12-channel Tx, Graupner GR24 12 channel Rx, Sanyo 4-cell 1100mAh NiCd battery
- ENGINE:** O.S. FS 120S-E four-stroke w/ Slimline Pitts-style muffler
- PROPELLER:** Master Airscrew composite 18x6 Classic Series
- RPM:** 8800
- SERVOS:** (4) Savox SC-0352, (1) JR DS-821
- FUEL:** Byron Aero Gen2 15%

We Used

TRANSMITTER

Graupner MX20 12 channel, 33124



RECEIVER

Graupner GR24 12 channel, 33512



CHARGE SWITCH

JR, JRPA004



SERVOS

Savox SC-0352 and JR DS-821



MOTOR

O.S. FS 120S-E four-stroke (35530) w/ Slimline Pitts-style muffler



ON-BOARD GLOW DRIVER

Sonic Tronics Pulsed On Board Glow Driver, Mcd471



PROPELLER

Master Airscrew composite 18x6 Classic Series



FUEL

Byron Aero Gen2 15%



the tabs to which glue will be applied. Keep in mind that only the tabs are to be glued in step 42 and not the struts themselves.

- You will find it much easier to attach the wing wire anchors to the lower wing if you do that before the wing is attached to the fuselage.

- Once the engine box is installed, the radio equipment is only accessible through the cockpit which is pretty small so it is best to install all of the radio equipment before the engine box is fastened in place. This will allow access through the front of the plane and greatly simplify installation of the receiver, servos and battery.

- If you purchase the optional machine guns (which I strongly recommend), you should consider fastening the gun mounts to the fuselage with four small screws as well as glue. The uppermost gun is easier to attach if the cabane is temporarily removed.

- The engine box gets held in place with two aluminum angles, each of which get attached with six screws. I added 1/8-inch ply doublers inside the firewall to give the screws more "bite". I also had to trim the top corner of each angle to clear the cowl ring.

- I mounted the O.S. 120 on its side with a Slimline "Pitts-style" muffler and used a Sonic Tronics Pulsed On-Board Glow Driver (#471) for added insurance. The driver module and battery were both mounted on 1/8-inch plywood attached to the engine box with screws and glue.

THE LAST WORD

I really enjoyed building and flying this plane. The addition of the optional pilot bust and dual machine guns enhance the already outstanding appearance of this classic WWI biplane. Thank you, Maxford USA, for bringing this awesome plane to the RC community for a very reasonable price. Watch out, Red Barron, we're coming to get you! 🍷

CONTACTS

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- MASTER AIRSCREW** masterairscrew.com
- MAXFORD USA** maxfordusa.com, (866) 706-8288

- O.S.** osengines.com, (800) 682-8948
- SAVOX** savoxusa.com, (800) 622-7223
- SONIC TRONICS** sonictronics.com, (215) 635-6520

For more information, please see our source guide on page 113.