

A GREAT CHOICE FOR BEGINNERS, THIS FORGIVING FLYER IS LOADED WITH FEATURES



VIDEO ONLINE

Go to backyardflyer.com to see this plane in action!



Maxford **BUTTERFLY**

Over the last few years I've had the opportunity to check out a number of planes intended for new pilots and they all have some interesting characteristics, but the third incarnation of the Butterfly from Maxford is one of the coolest yet. It is lightweight with a low wing loading and has lots of power with its included brushless motor. It is intended to fly slowly and has very forgiving flight characteristics.

The Type G comes as a complete package. It has high-quality construction with a laser-cut balsa ply frame and transparent covering. It is available in red, blue or orange and you can choose from two kinds of kits. The basic kit includes the plane with the motor and ESC, but there is another kit available that includes lights inside of the wing, which is the one I received. Both kits come with landing gear and all of the required hardware. The pushrod linkages are professionally installed from

the factory and work very smoothly. The wing comes in finished halves that are beautifully covered and feature a carbon-fiber leading edge for extra strength and reduced weight. The battery compartment hatch is held in place by tiny rare earth magnets.

An optional float set is also available if you'd like to go amphibious (the included brushless motor provides more than enough power to fly off water).

UNIQUE FEATURES

The Maxford Butterfly is a beginner's dream come true. The kit arrives 95-percent assembled and is a piece of cake to put together despite the poorly written instructions. This little beauty includes some great features for any pilot, but especially newbies. First, almost no glue is required at any stage of the assembly, only to secure the control horns. Repair parts for covering and the fuselage are included in case you break something. All you need is a small screwdriver and a hobby knife. The motor mount system is very well thought out. The spring-loaded motor mount will keep the motor protected in the event of a nose over on landing.

The tail feather attachment system is another interesting feature on this gem. The tail feathers mount to the plane through slots in the fuselage and are held in place by two screws in the fuselage itself. That means you can take them off for transport and not worry about damaging them in your car. The pushrods come installed in the fuselage with clevises at both the servo end and the tail feather end. The lengths are very close to proper from the factory. I only had to lengthen them three turns to achieve perfect trim.

The Butterfly has a distinctive appear-



The main gear is held in place with a friction plate and the battery cover is held in place with a tiny magnet.

SPECIFICATIONS

MODEL Butterfly

MANUFACTURER
Green Models USA

DISTRIBUTOR Maxford

TYPE slow flyer

SMALLEST FLYING AREA
baseball outfield

WINGSPAN 47 in.

WING AREA 309.5 sq. in.

WEIGHT 15.7 oz.

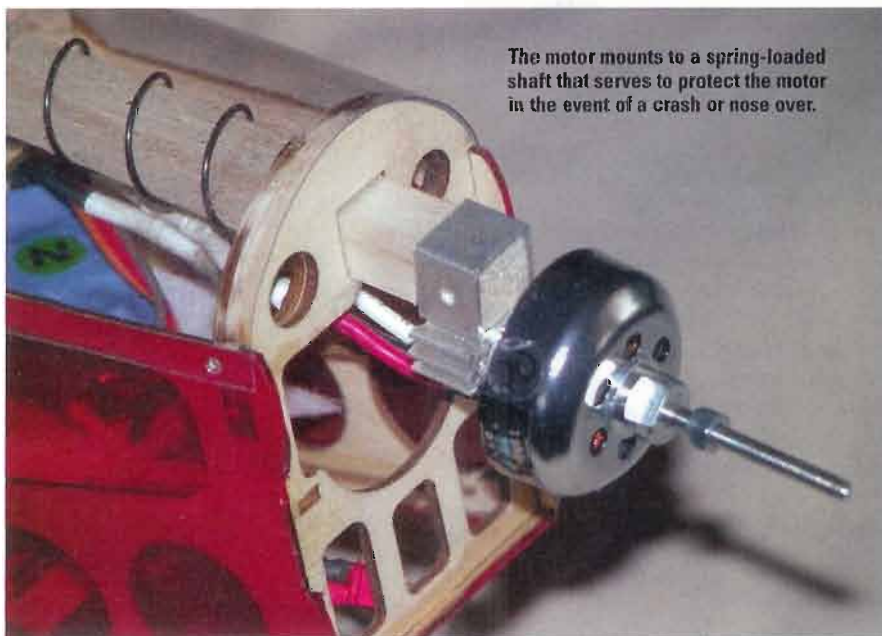
WING LOADING 7.3 oz./sq. ft.

FLIGHT DURATION 8 to 10 minutes

PRICE \$140 (w/out lights); \$150 (w/lights)

SCOREBOARD

- ⊕ High-quality construction
- ⊕ Minimal assembly
- ⊕ Flashing lights look great
- ⊖ Poor instructions



The motor mounts to a spring-loaded shaft that serves to protect the motor in the event of a crash or nose over.



The radio compartment has plenty of room for the servos and receiver.

ance that is achieved by transparent colored coverings and clear, see-through cowl, cockpit canopy and upper fuselage. The battery compartment is on the bottom front of the fuselage.

The radio compartment has loads of room for the servos, ESC, and receiver. I had to trim a tiny bit (about 3mm) out of the servo tray to fit the servos I chose, but that was easy with a hobby knife. Velcro straps are already in the plane to hold the battery and receiver in place.

The wing is exactly what you'd expect in a beginner plane; it has dihedral built in. The wing has two cool features that you might not expect in a trainer, though: the leading edge is made of carbon fiber and the wing has a clear pipe that houses the lights in the wing. The lights just plug into channel four of the receiver and blink on and off. How cool is that?

CONCLUSION

The Butterfly's powerful, lightweight design makes it a blast in the air. The finely crafted construction makes the plane easy to assemble and straightforward to fly. Its classic good looks and strong flight characteristics make it a fun plane for even the most experienced pilots. If you are new to the hobby or are just looking for a plane that is loaded with great features, this is a great choice. ☺

See the Source Guide for manufacturers' contact information.

IN THE AIR

CONTROL THROWS

ELEVATOR ±1 in., expo: 15%

RUDDER ±1½ in., expo: 15%



I've flown the Butterfly on both grass and dirt. The wheels are too small for a rolling takeoff from grass, but hand-launching is a breeze with this plane. On hard dirt, rolling takeoffs are also easy and the plane becomes airborne in about 20 feet. Landing on grass doesn't work well because of the small wheels, but on a hard surface it lands predictably and smoothly with very little effort on the pilot's part. Because of its tendency to float and glide so well, I recommend a long approach for the best landing. The plane will glide in on its own with the power cut; it just takes a while for it to come down.

STABILITY Once trimmed, the Butterfly is very stable in the air.

TRACKING It tends to stay right on the course I set for it with no problem.

AEROBATICS While not a 3D plane, it will do loops and rolls, but you need to keep the altitude a little on the high side to make certain there is room to recover.

GLIDE & STALL PERFORMANCE The Butterfly has so much power that stalling is not an issue. Gliding is a strong point with this plane. It is so light in terms of wing loading that it floats through the air with no throttle.

PILOT DEBRIEFING The Butterfly is a great trainer because of its forgiving flight characteristics. It is stable yet responds very quickly to inputs. A little expo helps dampen the quick responses and adds an element of smoothness to the handling. The brushless motor gives the plane great power; it will easily climb at a 45-degree angle as long as you care to push it. The Butterfly will turn very sharply in the air, but if you really heel it over it will lose some altitude in the execution of the maneuver, so a little up-elevator is necessary to maintain altitude.

This plane gave me a delightful little surprise while I was flying it in the late morning. If there is just the slightest bit of lift present, the plane can exploit it and stay aloft much longer. It rides lift just like a glider. Loops are fairly straightforward and easy to do if you gather a little speed first with a shallow dive. The plane comes over and levels off beautifully.

GEAR USED

MOTOR brushless outrunner and 18A ESC (included)

RADIO Royal Evo 9 with Multiplex Pico 6 receiver, two Hitec HS-55 servos

BATTERY 3-cell 800mAh LiPo

PROP GWS 9x6