

Maxford USA EXTRA 260 EP

With the flick of a dual-rate switch, this aircraft goes from mild to wild

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THE HIGHLY AEROBATIC electric 3D-type aircraft is a recent newcomer to the RC world. From foamies to balsa models, these aircraft all have one thing in common—they give impossible flight performance that used to exist only in our imaginations. The new Extra 260 EP from Maxford USA helps to fill the gap between a nice and easy Sunday sport flyer and a monster with wings. Designed for intermediate modeler/pilots, it offers a great game with all-out fun. This was a well-packaged kit and the plane came out of the box in a red, white and blue color scheme. Constructed of balsa and lite-ply, it includes a two-piece wing that you can assemble at the field to make transporting simple. Also included in the package are the cowl, a carbon-fiber wing tube, all the pushrods, control horns and assorted nuts, bolts and screws that hold it all together. Last but not least, the assembly instructions had plenty of pictures and written instructions to help guide you through the building process. The



The tailwheel assembly and control hook-up is easy to install and provides plenty of ground authority. Steering is easy for this tail-dragger.



The cowling has plenty of area for cooling. Only a little trimming was necessary for a good fit.

intermediate modeler should have no problems putting this aircraft together. Also included in my package for review was the recommended motor and speed controller that comes with the brushless combo package. It all looked great and I couldn't wait to get it in the air.

UNIQUE FEATURES

Coming from the factory, the ailerons were just taped in place and all you need to do is CA the hinges. The design allows for maximum deflection for those 3D maneuvers. The servos I used on this aircraft were a little larger than the opening for them, but a little trimming with a sharp hobby knife was all it took to remedy this. Moving on to the landing gear, the wheel pants did not come from the factory with any indication as to where to drill the holes for the axle bolts, but with a little measuring and a good eye, I got them pretty straight. The bolts themselves were a little long; however, my Dremel tool outfitted with a cutoff wheel took care of this. Make sure you secure the wheel pants to the main landing gear with

SPECIFICATIONS

MODEL: Extra 260 EP
DISTRIBUTOR: Maxford USA RC Model Mfg., Inc. (maxfordusa.com)
TYPE: Aerobatic Electric 3D
WINGSPAN: 49 in.
WING AREA: 515 sq. in.
LENGTH: 47 in.
WEIGHT: 54 oz.
WING LOADING: 15.09 oz./sq. ft.
MOTOR REQ'D: brushless outrunner
RADIO REQ'D: 4-channel w/4 mini servos
PRICE: \$129 ARF; \$261 motor combo

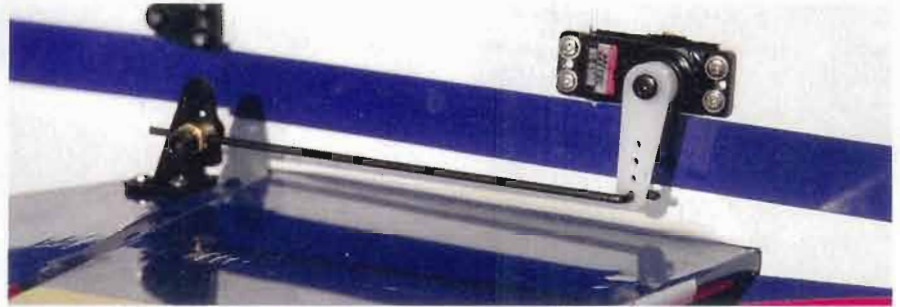


**ROLLS AND
LOOPS ARE EASY
AND IF YOU ARE
INTO THE WILD
3D STUFF,
HAVE AT IT**



HIGHLIGHTS

- Easy to build and fast assembly time
- Great color scheme
- Mild to wild with the flick of the dual-rate switch



With the servos located under the horizontal stabilizer, the control surfaces are easy to adjust. The pushrods are nice and short for slop-free performance. I used longer than stock servo output arms to increase the control throws.

the four small screws that are provided with the kit. Don't forget to add some thread-lock on the screws that hold the main landing gear to the bottom of the fuselage.

All of the hardware is metric and if you build enough models, you should have plenty of tools. The next item of assembly is mounting the motor mount to the fuselage. No problem here; I used 30-minute epoxy to secure the mount and when the epoxy dried, I went around the joint again

with a little more epoxy to make sure that it stayed tight. I used a 4-cell LiPo with this motor/ESC combo, and this power setup pushed it to the limit in this aircraft. The extra epoxy prevented the motor from leaving without the airplane. About the only

modifications I made that were not in the assembly instructions, was to make a battery and ESC tray out of some thin-sheet balsa, and I located the ESC tray in back of the motor. I secured both the battery and ESC with some heavy-duty Velcro; this



allowed back and forth movement of the battery, which can help with the balancing. After I assembled the model and added the few decals that came in the kit, it balanced slightly nose-heavy with the battery as far forward as I could get it. A good starting point for the first flight! My only recommendation for the power package is to get the programming card for the ESC; it will help to change the options available to you at the field.

CONCLUSION

I believe this model could be assembled in 6 to 8 hours—even with the little things I did that I mentioned earlier, assembly took me a little over the 8-hour mark. An intermediate builder should have no problems with this kit. ✚



There is a lot of room inside the fuselage for electronics, and everything is easy to get to!

CONTROL THROWS

ELEVATOR: $\pm 1/2$ in., 25% expo (low);
 $\pm 1 1/2$ in., 35% expo (high)

AILERON: $\pm 1/2$ in., 20% expo (low); $\pm 1 1/4$ in., 35% expo (high)

RUDDER: $\pm 3/4$ in., 20% expo (low); ± 2 in., 25% expo (high)

GEAR USED

MOTOR: Uranuse 35425, ESC: Uranuse 60amp (combo package)

RADIO: Spektrum DX-6, Spektrum AR6000 Receiver (spektrumrc.com), 4 HS-65 servos (hitecrod.com)

BATTERY: Impulse 4-cell 2500mAh LiPo (globalhobby.com)

PROPELLER: APC 11x5.5 (apcprop.com)



In the Air

On the day that I got to the lakebed where I fly, I found it to be a little breezy and winds were 8 to 10mph. However, taxiing around on the runway proved to be no problem and the Extra 260 was easy to control. Once pointed into the wind, the plane broke ground at about half-throttle. I found that the balance point was a little too far back, as it seems tail heavy in the air. It was probably a good thing the wind was blowing because the landing came off flawlessly and floated down to the runway for a nice, gentle landing. After I added 2 ounces of lead weight under the cowl and dialed in some more expo, the plane flew great. This aircraft is an absolute blast to fly on calmer days when the desert weather cooperates.

GENERAL FLIGHT PERFORMANCE

Stability The plane was very stable and it showed on that windy day. The Extra flew even better after I made the change to the CG.

Tracking This aircraft handled well on the ground and went where the rudder stick commanded it. In the air on the second flight, it was a dream to fly. It will go right where you point it until the next command from the sticks.

Aerobatics This aircraft will do all of them with ease. With the power setup I had, this plane is capable of anything you throw at it. As it left the ground, a little bit of right aileron stick took it to knife-edge in a heartbeat. Rolls and loops are easy and if you are into the wild 3D stuff, have at it.

Glide and stall performance I did not notice any bad stall tendencies while in the air. As it came in for the landing, it just floated right down to the runway with no tip stall to the right or the left.

PILOT DEBRIEFING

I was generally impressed with the flight performance of this model. I do believe that the recommended CG $3 3/4$ inches back from the leading edge of the wing is too much and will make it tail-heavy. After adding the lead weight I mentioned earlier, it put the CG about $3 1/4$ inches and straightened its flight characteristics out considerably. Intermediate pilots and above will have a great time with this one. If you're looking for that next step up to a more spirited model aircraft, the Maxford Extra 260 EP is a good choice to have in your hangar!