

FLYING WITH A **BLUE ANGEL**



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## 2012 **JOE NALL**

*RC'S LARGEST FAMILY REUNION!*



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W.29** Page 44

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**mx-20** TALKING 12-CHANNEL  
RADIO SYSTEM Page 28



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DISPLAY UNTIL SEPTEMBER 3, 2012



BY JIM ONORATO [jimo@flyrc.com](mailto:jimo@flyrc.com)

*Fly a truly unique WWI German fighter*

MAXFORD USA

# Hansa-Brandenburg W.29

**NEED TO KNOW**

**MANUFACTURER:** Maxford USA  
**DISTRIBUTOR:** Maxford USA  
**TYPE:** Electric Semi-Scale Sport Flyer ARF  
**FOR:** Intermediate pilots  
**PRICE:** \$219.99  
**MINIMUM FLYING AREA:** RC club field

**NEEDED TO COMPLETE:** Brushless motor, 60A ESC, 3S 2100mAh 20C LiPo battery, 4-channel radio system, four micro/mini servos, 11x6 or 11x7 propeller, two 12-inch servo extensions, "Y" harness, building tools and adhesives.

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**Author's Opinion**

The Hansa-Brandenburg is, by far, one of the most unusual looking subjects I have ever seen as an RC model and one that I suspect will not be seen at your local flying site very often. With its banana-shaped fuselage, lack of vertical stabilizer, inverted rudder, exposed cylinders and complex under carriage supporting either skis or floats, it is clearly a one-of-a-kind that will surely attract attention wherever it is flown. As far as the kit is concerned, Maxford USA has done a nice job bringing this unusual plane to RC'ers in the form of a well made, quality ARF.



PHOTOS BY WALTER SIDAS AND JIM ONORATO

The Hansa-Brandenburg W.29 German fighter monoplane was a new type of seaplane evolved by Ernst Heinkel late in 1917 and served mainly on the North Sea during the closing months of WWI. It was built in hydro and ski versions and its most famous pilot was Oberleutenant Friedrich Christiansen who, in 1918, led a formation of W.29s in a successful attack on British submarine C25 that they discovered on the surface.

Maxford USA's Hansa is built-up with balsa and lite ply and comes with everything you need except the motor, ESC, radio system and battery. It is offered with either skis or floats and both the skis and floats are offered separately as are several upgrade packages. Its 11-page instruction manual consists mainly of text with a few photos. It is intended to be powered with an electric motor. The kit also includes a painted plastic cowl, dummy engine, painted aluminum under carriage, decals and a complete hardware package that consists of numerous metric nuts and screws. 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 with short metal pushrods.

The rudder and elevator are connected to mid-fuse mounted servos with already installed wire pushrods in plastic housings.

**Key Features**

- > The Hansa-Brandenburg is offered with either skis or floats and both ski and float sets are offered separately.
- > The fuselage, wings and tail feathers are jig-assembled, laser-cut balsa and light ply wood and finished with Mylar.
- > An optional military weapons upgrade package including two scale WWI pilot figures, three scale machine guns and machine gun mounts is available from Maxford USA as is a land-mobile display upgrade kit that includes two-spoked 2-1/2 inch wheels.
- > The removable cockpit assembly includes cockpit coaming an windshield allows easy access to equipment and is secured with alignment pins and magnets.
- > The rudder and elevator pushrod housings are already installed with metal pushrods already in place.

**Pros**

- > Nice, wrinkle-free covering and unique overall appearance
- > Available in ski or float versions
- > Optional military upgrade and land-mobile display packages available
- > Completeness of hardware package

**Cons**

- > Instruction manual has very few photos or drawings and contains several minor errors.
- > Scale floats too small to provide adequate buoyancy when at rest on the water
- > Difficult access to flight battery





## IN THE AIR

The kit I received for review came with both skis and floats and I chose to use skis on a grass runway for my first outing. With the control throws and exponential values set as recommended in the manual and my rate switches on "high", I set the Hansa on the grass and throttled up. Nothing! Even after applying ski wax to the skis, the Hansa just would not move forward on the grass. I finally moved to a field with much shorter and smoother grass which worked much better allowing the model to get airborne after about 100 feet. A steady, climbing right turn had it at a comfortable altitude in just a few seconds. The Maxford motor provided enough power to keep the plane moving at a brisk clip and it was able to pull the Hansa into nice round loops from level flight. Rolls were a bit awkward as the pendulum effect of the skis really made the plane whip around through the last half of the roll. Stall turns and spins were performed without problems and induced stalls were gentle and straight ahead. The landing approach was fine, but the actual landing was anything, but fine as the Hansa came to an abrupt halt as soon as the skis hit the grass runway. "Oh well", I thought, let's head for the lake and try it on the water.

Fast forward to later that same day. It took me about 30 minutes to convert from skis to floats and, shortly after lunch, we found ourselves on our nearby lake with freshly charged batteries and a fresh resolve to get the Hansa flying again. This time things were different. I placed the Hansa in the water, throttled up the motor and the plane skimmed over the water at a fast rate of speed. It was airborne in about 50 feet and, once again, climbing nicely to a safe altitude. Success at last! I flew it around for several minutes and was happy with its performance. It performed pretty much the same in the air as it did earlier in the day while in the ski version. One difference I noticed was that the rolls were much smoother because the lighter floats did not cause that pendulum effect that the skis did. The other major difference was the landing. I made a gentle approach with power on and the Hansa slid onto the water without so much as a slight bounce. Perfect landing!

I taxied it back to the boat and noticed that the air rudder did not have much effect in turning the plane even though there was only a slight breeze. As soon as I cut the motor, the Hansa set back on its floats until the trailing edge of the elevator was touching the water. After readjusting the battery location per the addendum on Maxford's website ([http://www.maxfordusa.com/manual/Adndm\\_W29.pdf](http://www.maxfordusa.com/manual/Adndm_W29.pdf)) the plane sat level on the floats. As a side note, because the floats on the model are made from wood, it is important to make sure that you properly seal them. Failing to do so will allow water to get inside causing them to weigh down the plane or even sink.



Maxford offers a Land Mobile kit option for the Hansa.

## THE LAST WORD

Whether you call it weird, odd, unique or strange, the Hansa-Brandenburg is a cool-looking plane in the air. It looks more like a caricature of a plane than a scale model of a full-size fighter that flew many years ago. Maxford USA's rendition of this WWI German fighter offers the average RC'er something different to show off to his/her buddies at the local flying field and may even bring stares of wonderment from casual observers. I found it fun to build and I welcome all the conversation it generates. I can't wait to try those skis on snow. ☺

## SPECS

- WINGSPAN:** 53 in.
- WING AREA:** 530 sq. in.
- WEIGHT:** 3 lb. 15 oz.
- WING LOADING:** 17.1 oz./sq. ft.
- CUBE LOADING:** 8.9
- LENGTH:** 43 in.
- RADIO:** Graupner MX-20 12-channel transmitter, Graupner GR-24 12 channel receiver, four E-Max ES08A micro servos, two 12-inch servo extensions and one "Y" harness.
- MOTOR:** Maxford URANUS U35425 brushless outrunner
- ESC:** Maxford URANUS 60A
- PROPELLER:** APC 11x7 electric w/spinner nut provided with motor
- RPM:** 8,640
- BATTERY:** Thunder Power 3S 2100mAh 25C LiPo
- DURATION:** 8-10 minutes

## We Used

### TRANSMITTER

Graupner MX-20 12-channel, 33124.USA



### RECEIVER

Graupner GR-24 12-channel, 33512



### SERVOS

(4) E-Max micro servos, ES08A



### MOTOR

Maxford USA Uranus brushless outrunner, U35425



### PROP

APC 11x7E



### BATTERY

Thunder Power G6 Pro Lite 3S 2100mAh 25C LiPo, TP2100-3SPL25



### ESC

Maxford USA Uranus 60A, HW-Pentium-60A



## CONTACTS

### GRAUPNER USA

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(941) 925-9653

### LANDING PRODUCTS

apcprop.com, (530) 661-0399

### MAXFORD USA

maxfordusa.com, (562) 529-3988

### THUNDER POWER

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For more information, please see our source guide on page 105.