

# Gee Bee Sportster Model “E”

## 1/5 SPORT-SCALE ARF RADIO-CONTROLLED MODEL AIRPLANE

### INSTRUCTION MANUAL



*Shown with included dummy engine and an optional electric power system using an 11 x 7 nylon propeller.*

Located at the Springfield Airport in Springfield, Massachusetts, Granville Brothers Aircraft operated from 1929 until bankruptcy in 1934. Brothers Zantford, Thomas, Robert, Mark and Edward built a total of 24 aircraft.

With its 7-cylinder 110 HP Warner Scarab radial engine, the Gee Bee Model E is considered by many golden era aircraft aficionados to be the definitive member of the Gee Bee Sportster family. A prominent feature was its Townend Ring, the narrow-chord cowling ring fitted around the cylinders to reduce drag and improve cooling.

Sadly, all four of the Model Es produced were eventually destroyed in crashes, including one which was flown by Zantford Delbert “Granny” Granville who was killed in February 1934, attempting to land after an engine failure, while trying to avoid people on the runway.

Two replica Gee Bee Model Es are known to have been built and flown; one may be seen on display in McMinnville, Oregon at the Evergreen Aviation & Space Museum, home of the famous Spruce Goose.

This 1/5 scale balsa, light-ply and fiberglass RC model is designed to be flown with an electric power system that has a rating of 400 to 600 Watts.

*We invite you to enjoy the pride of ownership and the joy of flying this beautiful model of the famous Gee Bee Model “E.”*

# Maxford

# USA<sup>®</sup>

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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. If the instructions differ from the photos, the written instructions should be considered as correct. If you have any 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 much 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-supplied or a same-sized motor and a new or well-maintained radio-control system and batteries recommended by Maxford USA or your radio system.
5. It is your responsibility to install the receiver and connect the R/C 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, control and 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 between the factory, our warehouse and your home or workshop may indicate the need for slight adjustments to the wing saddle, struts and/or the vertical or horizontal stabilizer's mounting surfaces to ensure proper alignment of these surfaces; however, we recommend you contact us before you attempt any such adjustments.)
8. To help ensure the security of your servo connections, we recommend use of optional Maxford USA servo extension safety clips.
9. If you are not an experienced R/C pilot or have not flown this type of model before, we strongly urge you to get assistance from an experienced R/C pilot.
10. You may use 30-minute epoxy to permanently attach critical parts (such as where the horizontal and vertical stabilizer attach at the end of the fuselage) and apply a threadlock compound to secure the motor's mounting hardware from vibration.
11. If you have concern about the security of any factory fabrication procedure(s), you may apply 30-minute epoxy around the perimeter of such part(s) as an extra safety precaution.
12. This model includes some plastic, fiberglass and carbon-fiber reinforced parts. If you drill, grind or sand such a part, always wear safety goggles, a particle mask and rubber gloves to guard yourself from eye, skin and respiratory-tract irritation and never blow into the part (the dust may blow back into your face).
13. 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.
14. Read all instructions included with your battery and charger. Failure to follow all instructions could result in permanent damage to the battery, its surroundings, and bodily harm! If you crash this model airplane, check whether the battery is damaged. Do NOT attempt to use or recharge a damaged battery.



## 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:

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**  
**15939 Illinois Avenue, #B-C**  
**Paramount, CA 90723**

IMPORTANT: Print the RMA# issued by Maxford USA near the above address.

## III. PARTS LIST:

### 1. Included items

- Realistic-looking dummy engine and Townsend Ring.
- Windshield (with mounting screws).
- Wing struts and simulated wing wires.
- Prebuilt and precovered horizontal stabilizer, elevator, vertical stabilizer & rudder.
- Stearable tail gear.
- Scale-looking fiberglass wheel pants.
- Complete set of scale stick-on markings.
- Hardware package.
- All-wood built-up fuselage, precovered with iron-on Mylar film.
- This illustrated Instruction Manual

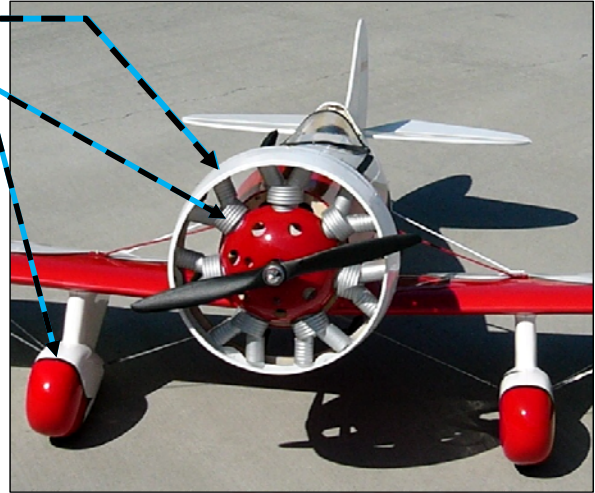
### 2. Items you must supply

- 5-minute epoxy and thin cyanoacrylate (CA) adhesives, threadlock compound.
- Low-tack masking tape and common hand tools (such as screwdrivers and long-nosed pliers).
- A four- (or more) channel radio system with 4 ea. mini servos, 2 ea. 12-inch servo extensions and 1 ea. 6-inch Y cable.
- Electric power system (with 400 to 600 Watt motor and compatible electronic speed control).
- 11 or 12 inch diameter by 6 or 7 inch pitch propeller (or as recommended by the maker of your motor).



#### IV. SPECIAL FEATURES:

- 95% preassembled ARF with prepainted Townend Ring and dummy engine.
- Scale looking landing gear with mains wheels fully enclosed by prepainted fiberglass wheel pants.
- Includes a realistic looking windshield, steerable tail wheel and stick-on scale markings.
- The two-piece wing has detachable top struts; the lower wing's wing wires may remain attached whenever the wing is removed for transport and storage.
- Fuselage, wings and empennage are jig-assembled, laser-cut balsa and light plywood.
- The semi-symmetrical wing is optimized for excellent sport-scale aerobatic performance.
- The light-weight design has built-in cooling airflow for efficient electric-power operation.



#### V. SPECIFICATIONS: \*

- Wingspan ..... 59 inches
- Wing area ..... 529 square inches
- Length ..... 41 1/2 inches
- ARF weight ..... 3 pounds 10 ounces
- Power system ..... 400 to 600 Watt motor and 60A ESC, or as recommended by the maker of your motor
- Propeller ..... 11 or 12 inch dia. x 6 or 7 inch pitch, or as recommended by the maker of your motor
- Radio ..... Minimum of 4 channels
- Servos ..... 4 ea. mini servos

\* (Dimensions and weight are approximate.)

#### VI. ASSEMBLY INSTRUCTIONS:

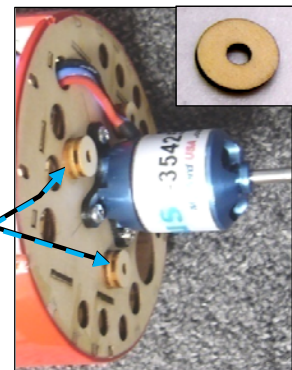
##### 1. Fuselage-Mounted Servos –

- Using hardware supplied with your servos, install the rudder and elevator servos in their servo tray.
- Connect the EZ Link connectors to the servo arms. Guide the EZ Link connectors onto the rudder and elevator pushrods. (Do NOT tighten the EZ Link connectors onto the pushrods at this time.) Mount the servo arms onto the servos. Connect the servos to your receiver and position the receiver under or behind the servos.



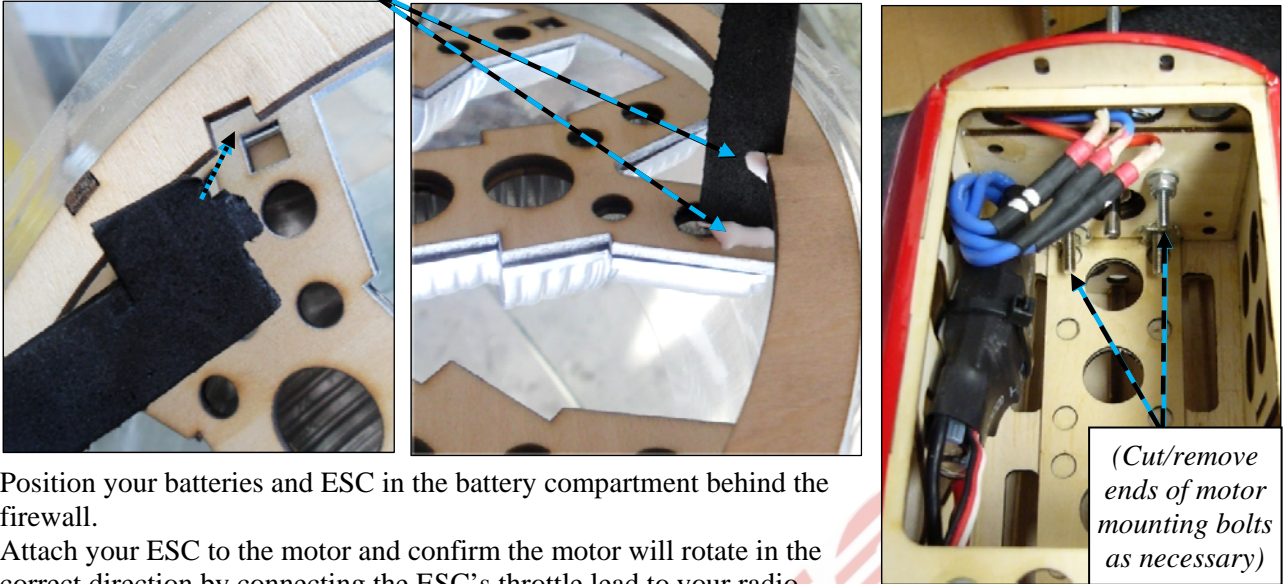
##### 2. Motor and Dummy Engine –

- This airplane is designed for a Uranus 35425 motor. However, since you may have your own motor preference, we provide wooden spacers to help fit other motors. Determine how many spacers may be required behind the motor and/or the dummy engine by test fitting the motor to the firewall, placing the dummy engine over the motor, and using spacers to adjust the motor and/or the dummy engine to bring the prop. backplate approx. 1/4 inch in front of the dummy engine. Attach any required spacers to the firewall with CA adhesive.
- Use the hardware provided with your motor to secure the motor to the firewall. Apply threadlock compound to protect your motor mounting bolts from vibration. If necessary, cut off and discard the ends of any bolts that may be projecting behind the firewall, into the battery compartment.

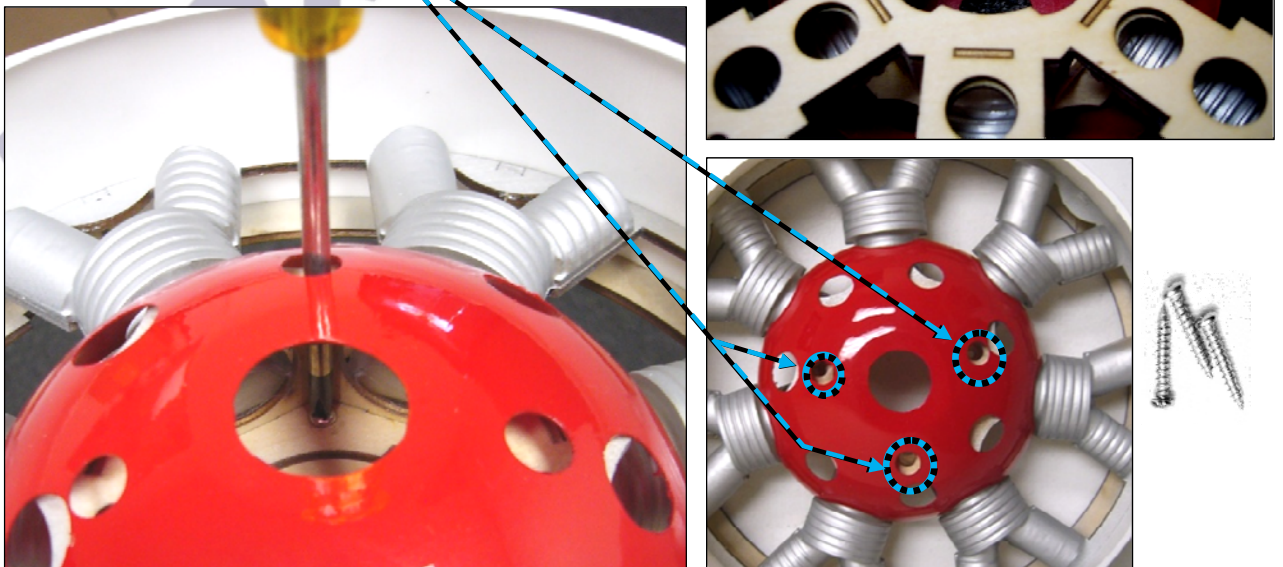




- c. Use 5-minute epoxy or hot-melt glue to attach the exhaust stacks to the back side of the Townend Ring.



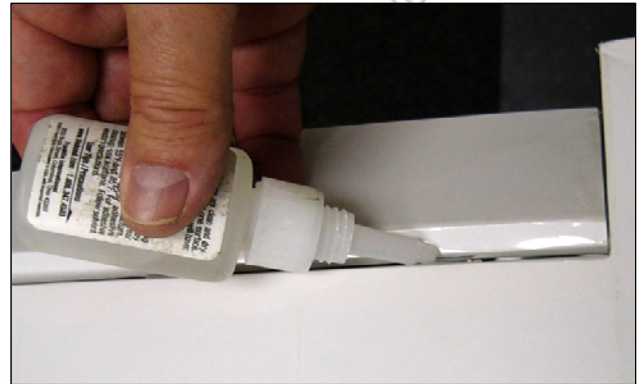
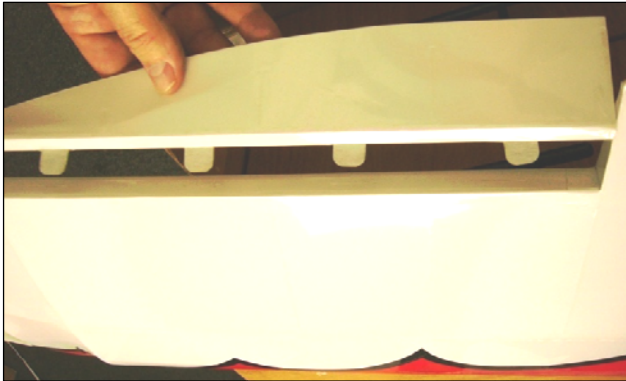
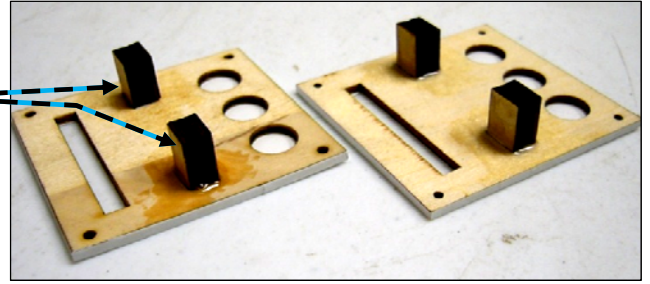
- d. Position your batteries and ESC in the battery compartment behind the firewall.
- e. Attach your ESC to the motor and confirm the motor will rotate in the correct direction by connecting the ESC's throttle lead to your radio receiver's throttle channel; switch ON your transmitter and set the transmitter's throttle and throttle trim controls to minimum; with no propeller on the motor, switch ON your transmitter and connect the ESC to the battery; after you hear a series of initialization sounds, slowly raise the transmitter's throttle to no more than 25% of maximum.
- f. Carefully run the motor slowly and only for the few seconds necessary to observe its direction of rotation. If the motor rotated 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. If the motor powered up 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.
- g. Place three provided wood screws into the predrilled holes in the dummy engine and use a scrap of paper to hold each screw in position.
- h. Hold the fuselage with its nose in the air and align the wood screws with the guide holes in the firewall. Inserting your screwdriver through the holes in the dummy engine and drive these screws firmly into the firewall.



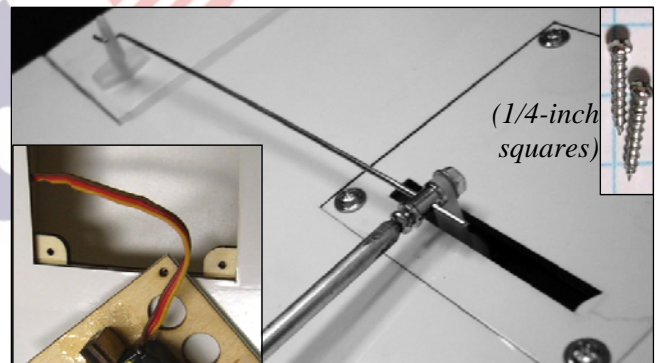


## 6. Aileron Servos and Ailerons –

- a. Test fit your aileron servos and prepare the aileron servo mounts by using epoxy to attach two servo-mounting pedestals to each servo hatch cover.
- b. Test-fit the ailerons to their wing panels, control horns and pushrods. (NOTE: If necessary, you may reposition the aileron control horns to fit your servos; you might need to slice through any Mylar covering the precut CA-hinge slots.)
- c. Use the predrilled holes in each aileron and CA adhesive to attach a control horn to each aileron. Center the CA hinges in their slots and use thin CA adhesive to attach the ailerons to their wing panels.

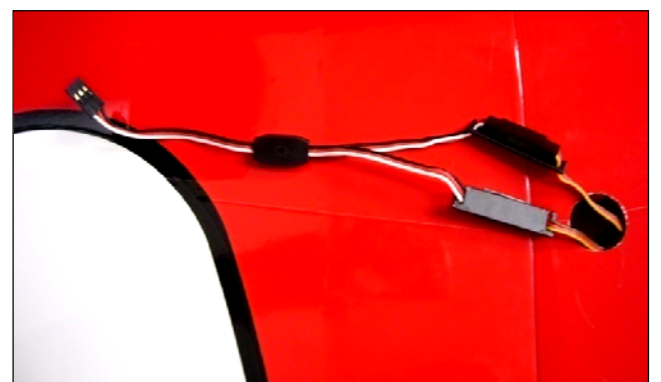
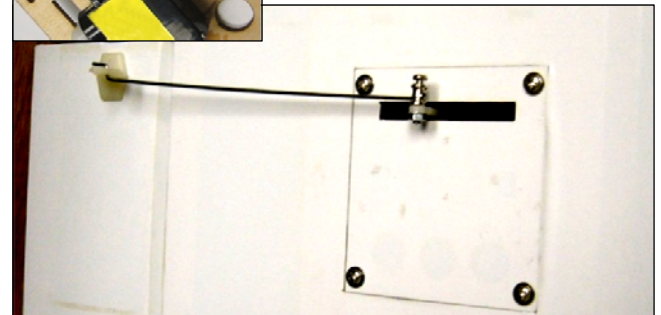


- d. Mount the aileron servos to the servo hatch covers. Attach a 12-inch servo extension to each servo. (NOTE: We recommend you also install optional Maxford USA servo extension safety clips.)
- e. Install a servo and attached extension in each wing panel by pulling the aileron extensions out through the root ribs. Guide the right extension out the hole in the top of the right wing panel. Secure the aileron servo hatch covers to the wing with 5/16-inch wood screws.
- f. Use the Z-bend in the pushrods and supplied EZ Connectors to attach the aileron pushrods between the aileron control horns and aileron servos.



## 7. Wing and Mains Gear –

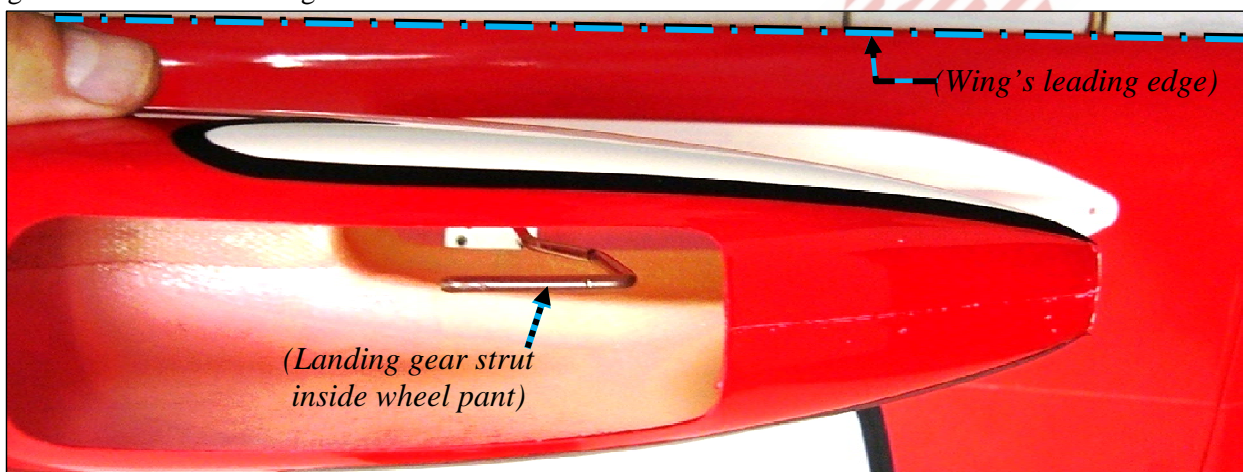
- a. Insert the wing rod half way into either wing panel. Slide the remaining wing panel onto the wing rod until the root ribs are 2 to 3 inches apart.
- b. Guide the left aileron's lead into the root rib of the right wing panel and pull it out through the hole in the top of the right wing panel.



- c. Slide the wing panels' root ribs firmly against each other. Attach a 6-inch Y-cable to the aileron leads. (NOTE: We recommend you install optional Maxford USA servo extension safety clips here, too.) Connect the Y-cable to your receiver's aileron port.
- d. Use a wooden insert, metal retainer and wood screws to install a main landing gear strut in each wing panel. (NOTE: If the ability to perform future repairs is not a great concern, you may also apply 5-minute epoxy to permanently secure each wooden insert into its opening.)



- e. Position each fiberglass wheel pant at 90-degrees to the wing, then lower the wheel pant over its main-gear strut toward the wing's surface.



- f. Reposition the wheel pants as necessary to slip a main-gear wheel and wheel collar onto each strut. Leaving enough space between each wheel collar and its wheel so each wheel spins freely, use an Allen wrench to securely attach each wheel collar to its strut.

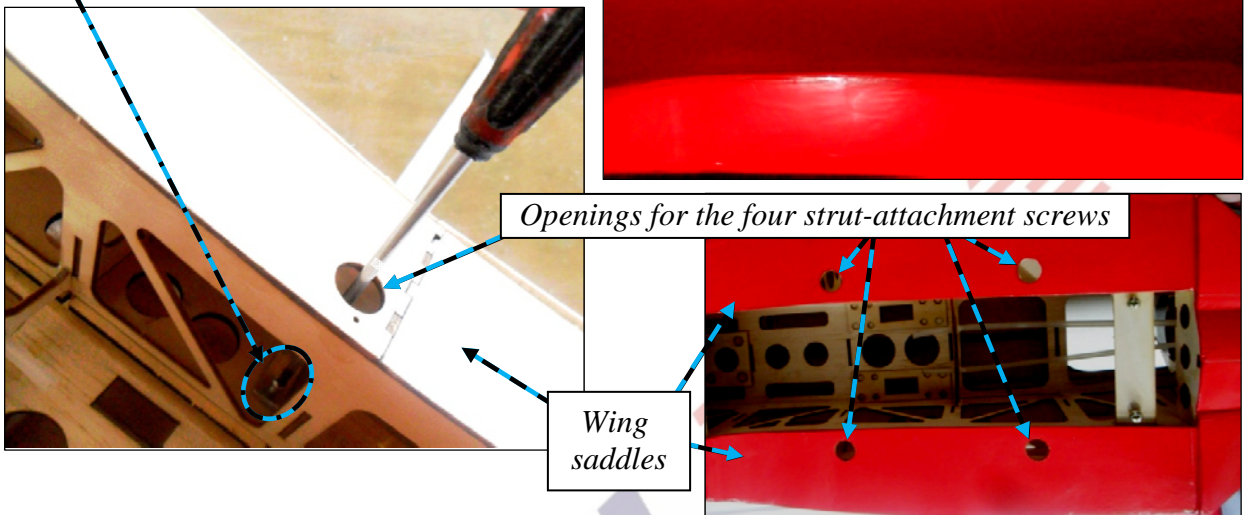


- g. Position each wheel pant so its wheel has equal side-to-side clearance. Using three predrilled holes in each wheel pant and three wood screws, secure each wheel pant to its wing panel.



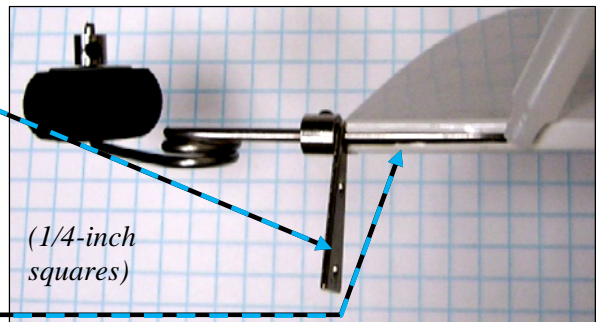
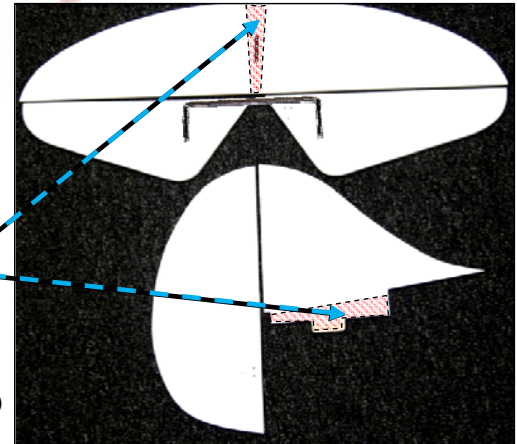


- h. Slide the red and white painted aluminum top wing struts into their openings in each the side of the fuselage. (NOTE: The red struts go in the front; the white struts attach in the rear.)
- i. Secure all four of the top wing struts to the fuselage by inserting a wood screw into each of the four holes in the wing saddles, through each of the struts, and snug each of the screws into the wood inside the fuselage.



**8. Tail Surfaces –**

- a. Test-fit the vertical stabilizer, rudder, horizontal stabilizer, elevator joiner and both halves of the elevator to the fuselage and, if necessary, cut through any Mylar covering the CA-hinge slots. (NOTE: Be sure to position the metal joiner in the horizontal stabilizer's slot *before* sliding the horizontal stabilizer into its slot.)
- b. Ensure good wood-to-wood glue joints by trimming and removing any Mylar covering the parts of the horizontal and vertical stabilizer that will be 'buried' inside their mounting slots in the fuselage. (NOTE: We recommend using a hot soldering iron to cut the Mylar; a sharp blade damages wood.)
- c. Slide the elevator's metal joiner and the horizontal stabilizer into the horizontal slot at the end of the fuselage. Center and align the horizontal stab. at a right angle to the centerline of the fuselage. Use epoxy to secure the horizontal stabilizer to the fuselage.
- d. Use a wheel collar to attach the tail wheel to its strut.
- e. Position the tail wheel strut's metal mounting base onto the tail wheel's strut.
- f. Test fit the tail wheel's strut into its groove and the opening in the base of the rudder. (NOTE: You may find it necessary to remove excess Mylar covering these openings at the leading edge of the rudder.)
- g. Use epoxy or CA adhesive to secure the tail wheel strut into the rudder.
- h. Secure the vertical stabilizer into its slot in the top of the fuselage with epoxy.
- i. Attach the rudder to the vertical stabilizer with CA hinges and thin CA adhesive.



- j. Use two 5/16-inch wood screws to attach the tail wheel strut's metal mounting base to the bottom of the fuselage.
- k. Twist a control horn onto the elevator's and the rudder's pushrod. Use the supplied bolts and backplates to secure the control horns to the rudder and elevator.



- l. Test fit the elevator's metal joiner and CA hinges.
- m. Secure the elevator's metal joiner into each half of the elevator with a small dab of epoxy; before the epoxy has time to cure ...
  - 1) Using thin CA and the supplied CA hinges, attach each half of the elevator to the horizontal stabilizer.
  - 2) Viewing both horizontal surfaces of the elevator at the same time, determine if one appears to be at a slightly different angle than the other. If you see any difference, gently apply and hold enough pressure to align both surfaces of the elevator until the epoxy has fully cured.

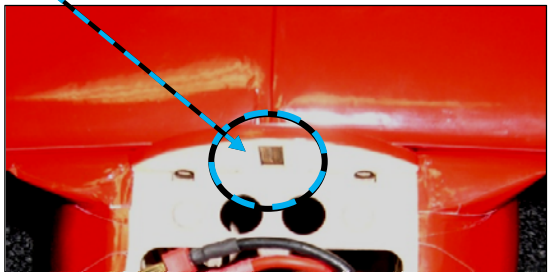


- n. Center the rudder and elevator servos, hold the rudder at a neutral 'straight ahead' position, and tighten the rudder servo's EZ Link connector onto its pushrod. While holding the elevator at a neutral 'level flight' position, tighten the elevator servo's EZ Link connector onto its pushrod.
- o. Cut off and discard the ends of the rudder and/or elevator pushrods that extend excessively forward of their EZ Link connectors.



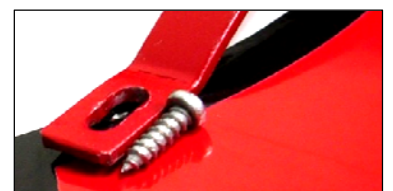
- p. Connect the aileron's Y-cable to your receiver's aileron port. Secure the receiver inside the fuselage.
- q. Insert the two forward-projecting portions of the wing's root ribs into the opening in the center of the fuselage former located between the back of the battery compartment and the front of the fuselage's radio compartment/wing opening.

- r. Secure the wing to the fuselage by gently pressing the trailing edge of the wing into the wing saddle and driving two machine screws into the wooden wing hold-down plate inside the fuselage. Firmly 'snug' but do not over-tighten these wing attachment screws.



- s. View both the wing and the horizontal stabilizer at the same time to determine if one appears to be at a slightly different angle than the other. If you see a difference, remove the wing attachment screws, insert enough paper between the wing and the wing saddle to shim the left or right side of the wing to align the wing to the horizontal stabilizer, and secure the paper to the wing saddle with CA adhesive or tape.

- t. With the wing aligned to the horizontal stabilizer, reinstall the wing attachment screws and use wood screws to attach the outboard ends of each of the four struts to the wing. (NOTE: The outboard ends of the struts have elongated openings that may be used to slightly adjust the wing as you tighten each wood screw against the strut and to the wing's surface.)



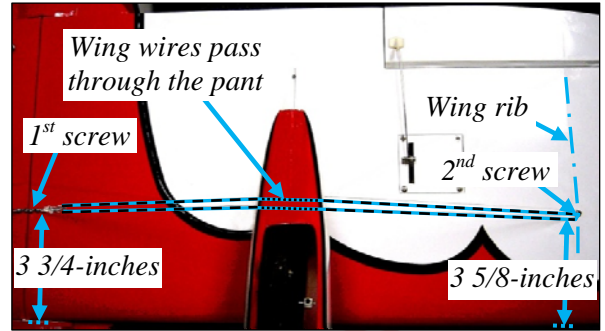


## 8. Finishing Touches –

- a. The lower-wing wires are ‘cosmetic’ and designed only for appearance. If you install the lower-wing wires, select one of the following options:

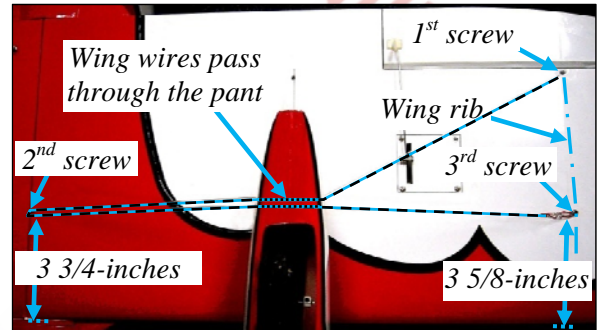
**❑ Option #1 –**

Using 5/16-inch wood screws, attach one end of a swivel with an attached spring and wing wire to the bottom edge of the root rib. Direct the wing wire into and through the wheel pant. Drive a 2<sup>nd</sup> screw into the lower-wing spar at the 3<sup>rd</sup> rib from the wheel pant, wrap the wing wire around the 2<sup>nd</sup> screw, direct it into and through the wheel pant, and attach it to the spring. Install a wing wire on the remaining wing panel in the same manner.



**❑ Option #2 –**

Using 5/16-inch wood screws, attach one end of a wing wire to the trailing edge at the 3<sup>rd</sup> rib outboard of the wheel pant. Direct the wing wire into and through the wheel pant. Drive a 2<sup>nd</sup> screw into the bottom edge of the root rib, wrap the wing wire around the 2<sup>nd</sup> screw, and direct it into and through the wheel pant. Drive a 3<sup>rd</sup> screw into the 3<sup>rd</sup> rib outboard of the wheel pant and attach one end of a swivel with an attached spring. Attach the wing wire to the loose end of the spring. Install a wing wire on the remaining wing panel in the same manner.



- b. Use 5/16-inch wood screws to hold the windshield in position directly in front of the cockpit.

- c. If desired, you may also use epoxy and a Popsicle stick or other scrap wood or plastic to install an optional Maxford USA 1/5-scale pilot figure in the cockpit.



- d. Trim the supplied stick-on markings as necessary. Peel and apply each of the markings in the locations shown below:





## VII. SETUP & ADJUSTMENTS:

1. Ensure all parts are secure and ready for flight.
2. Center of gravity: For your initial flight we recommend that your Gee Bee "E" balance when lifted at a point approx. 2 3/4-inches (70 mm) behind the leading edge of the wing (when balanced, it should hang level; neither nose up nor nose down).
3. Servo centering, direction and end-point adjustments: When you pull the right stick toward you, the elevator should deflect upwards; push the right stick to the right and the right aileron should deflect upwards and the left aileron should deflect downwards; push the left stick left and the rudder should deflect to the left as viewed from the rear of the fuselage. If you are using a Computer Radio: For initial flights set all linkages for near-max. possible deflections; then soften the aileron's and elevator's control throws by selecting 60% or more exponential and 30% exponential for the rudder.

Initial settings if you are using a Non-Computer Radio:

Recommended Deflection

Elevator ..... 20 degrees (3/4 inches) up and down from center.

Rudder ..... 25 degrees (1 inch) left and right from center.

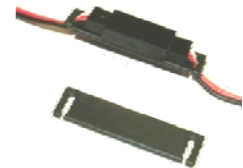
Ailerons ..... 15 degrees (3/4 inches) up and down from center.

4. Check the Mylar covering material's joints and surfaces. If necessary, carefully use an iron on medium heat to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time; be careful to NOT use too much heat when you secure edges or tighten the Mylar. Press down and/or apply clear tape over any loosened trim; do NOT apply heat to any trim, insignias or markings.
5. Check to ensure the propeller is securely attached to your motor, is undamaged and correctly balanced.

***Congratulations! Assembly is finished!***

## VIII. TRANSPORT & PREFLIGHT CHECKS:

1. You may prepare your Gee Bee "E" for transport and storage by disconnecting the top wings' struts and removing the two bolts that screw into the wing mounting plate at the rear of the wing saddle; safely set aside the strut-mounting screws and bolts for future use. Slide the wing to the rear and away from the fuselage and carefully disconnect both aileron servo extensions from the Y-cable. You may also separate the wing panels from the wing rod. Safely transport and store your Gee Bee "E" to await its next flight.
2. To prepare your Gee Bee "E" for flight, reattach the wings by reversing the above procedure. As you lower the wing toward the fuselage, connect and guide the aileron servo extensions into the fuselage. (NOTE: To help ensure the security of the servo connections, we recommend use of optional Maxford USA servo extension safety clips.) Reattach the strut screws and wing hold-down bolts.
3. Double-check the security of your motor and make certain that all control surfaces, pushrods, screws and other connections are secure throughout the air frame. Double-check the control directions and amount of control throw of the ailerons, elevator and rudder.
4. As with all radio-controlled model airplanes, your Gee Bee "E" must pass the radio range ground check recommended by your radio's manufacturer or you may not fly safely.
5. Be sure your battery is fully charged and able to provide the current demanded by your electric power and radio systems. (NOTE: Some pilots install a separate battery to power the radio's servos and receiver.)
6. For your safety we urge you to get into the habit of always moving your transmitter's throttle to MINIMUM before turning ON your transmitter, and carefully operate your choice of radio and power system according to the manufacturer's instructions.
7. Whenever possible, point the nose of your Gee Bee "E" into the wind for takeoff. As you advance the throttle, keep the nose pointed straight ahead as your Gee Bee "E" picks up speed. Then, after the tail has lifted off and when you feel confident your Gee Bee "E" has achieved adequate flying speed, give only a slight amount of UP elevator to gently climb to a safe altitude before attempting any other maneuvers.



*Congratulations on your new Gee Bee "E"*

*May you enjoy many Happy Landings!*

*Please remember ...*

- *This product is NOT a toy.*
- *The quality and capabilities of your finished model airplane depend on how you assemble it.*
- *Your safety depends on how you use and fly it.*
- *Any testing, flying and use of this model airplane is done entirely at your own risk.*
- *Please enjoy your hobby and fly safely!*

**Manufactured by:**

**Maxford USA RC Model Mfg, Inc.**

**Distributed by:**

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