

NIEUPORT 28

ELECTRIC-POWERED ARF R/C SEMI-SCALE SPORT-FLYER INSTRUCTION MANUAL

Shown with optional detail upgrade package



Captain Eddie Rickenbacker



Lieutenant Quentin Roosevelt

The Nieuport 28 was the first aircraft to see service in any American fighter squadron. Nonetheless, the Nieuport 28 was a French biplane fighter designed by Gustave Delage and built by Nieuport, also known as Nieuport-Delage, a French airplane company famous for racers before World War I and fighter aircraft during World War I and between the wars.

Retaining many of the Nieuport 17's best features, the Nieuport 28 was a lightly built, highly maneuverable fighter: It had a more powerful engine, carried twin synchronized machine guns, its ailerons were fitted only to the lower wing, and it had two-spar wings – top and bottom, in place of the earlier Nieuport types' sesquiplane (a biplane with one long wing and one short one above or below it).

By the time the Nieuport 28 became available in early 1918, it was already considered "surplus" from the French point of view. Their SPAD S.XIII was a superior aircraft in most respects and had already become firmly established as the standard French fighter.

When the Nieuport 28 was offered to the United States, it was immediately accepted by the American Expeditionary Force, and 297 Nieuport 28s were put into service in the 27th, 94th, 95th and 103rd Aero Pursuit Squadrons.

American pilots Lieutenant Quentin Roosevelt (who was the youngest son of former President Theodore Roosevelt) and 26-victory American ace Captain Eddie Rickenbacker were among those who flew a Nieuport 28.

This model of the Nieuport 28 is an almost-ready-to-fly semi-scale sport-flyer ARF designed for RC pilots who appreciate the skill and artistry that comprised the making and flying of World War I aircraft. This model combines scale appearance with the ease of transport and flying characteristics which have made 40-inch wingspan EP models so very popular among many sport/scale RC airplane enthusiasts. Constructed mainly of laser-cut balsa and light ply, this model is finished with a Mylar film covering patterned after the "Hat in the Ring" aircraft flown by the 94th Aero Squadron's ace Eddie Rickenbacker (a replica of which may be seen at "The Great War Flying Museum" at the Brampton Airport approximately 30 minutes northwest of Toronto, Canada).

*We invite you to enjoy the pride of ownership and the joy of flying
this beautiful model of the famous Nieuport 28.*

Maxford USA

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I. IMPORTANT SAFETY PRECAUTIONS TO PROTECT YOUR MODEL, YOURSELF & OTHERS:

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 build 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 the model airplane according to these instructions. We recommend that you do not alter or modify the model beyond the assembly options covered in these instructions, as doing so may result in an unsafe or unworkable model. In a few cases the instructions may differ slightly from the photos; in those instances 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 us at 562-529-3988 (Monday through Friday, except national holidays, between 9 AM to 5 PM Pacific time).
3. It is your responsibility to install the R/C system and other 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.
4. 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 and/or structural connections; do not fly without replacing any that you find damaged or worn.
5. If you are not an experienced R/C pilot or have not flown this type of model before, we strongly recommend that you get the assistance of an experienced R/C pilot.
6. Throughout the lifetime of this model, use only the Maxford USA-recommended or same-sized motor and a new or well-maintained R/C radio system and batteries recommended by the maker of the motor and radio system.
7. While this kit has been flight-tested to meet or exceed our rigid performance and reliability standards in normal use, if you plan to perform any extremely high-stress flying, such as racing or advanced aerobatics, or if you plan to install a 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.

II. WARRANTY, LIABILITY WAIVER, AND RETURN POLICY:

Maxford USA guarantees this kit to be free from defects in material and workmanship at the time of purchase. All of 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 in item 2 on the following page.

If you think there is a missing, damaged or unsatisfactory part, please read our after-sales service and return policy on the following page.

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 RC Model Mfg., Inc.
15247 Texaco Ave.
Paramount, CA 90723

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

III. SPECIFICATIONS: *

Wingspan	40-inches
Wing Area	326 sq. inches (combined, top and bottom wings)
Length	33-inches (includes prop. and spinner-nut on recommended motor)
ARF weight	1 pound 7 ounces
Flying weight (with motor, ESC, 2100 battery and radio system)	2 pounds 2 ounces
Motor (Not included)	277 Watt / 1,280 RPM per Volt (Uranus 28309 or equivalent)
ESC (Not included)	25A (Uranus 25A or equivalent)
LiPo Battery (Not included)	11.1 V / 1300 to 2100 mAh, 20C
Propeller (Not included)	Slow Fly 9x6
Radio system (Not included)	Minimum of 4 channels with 3 mini-servos (Maxford USA ES08A Mini Servo or equivalent)

*(All dimensions and weights are approximate)

IV. SPECIAL FEATURES OF THIS ARF NIEUPORT-28:

- 9-cylinder dummy engine is visible within the pre-painted fiberglass cowl.
- Windshield and scale machine guns are included.
- Airframe assemblies are pre-finished with Mylar covering material.
- The fuselage, wings and empennage are jig-assembled laser-cut balsa and plywood.
- Motor's mounting position is adjustable to fit most popular motors.
- Aileron linkages are fully concealed.
- Steerable tail wheel.



- Optional detail upgrade package (available separately): windshield frame; cockpit coming; dummy fuel-system venturi; engine air intake tube; wheel covers; and pre-painted 1/8 scale WWI pilot figure.



V. PARTS LIST:

1. Items you must supply

- Epoxy, cyanoacrylate (CA) and silicone adhesives, masking tape, a drill or high-speed rotary tool, and a few common hand tools (such as long-nosed and diagonal or side-cutter pliers, etc.).
- Electric power system (motor, electronic speed control, LiPo battery and your choice of solder-connectors) and Slow Fly 9x6 propeller.
- Three(3) servos (Maxford USA ES08A or equivalent mini-size servos, 23.56mm x 11.56mm x 20.42mm, weighing approx. 8g / 0.28 oz each) and a 4-channel radio control system.
- Optional: Accessory-upgrade package (including windshield frame, wheel covers, cockpit coming, dummy fuel-system venturi, engine air intake tube, and pre-painted 1/8 scale WWI pilot figure).

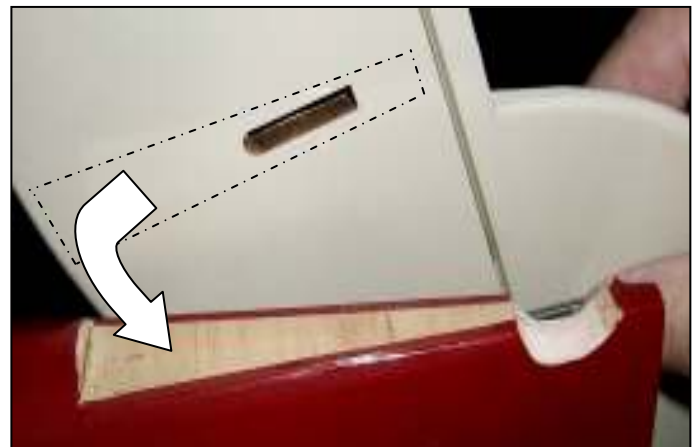
2. Included items

- Fully precovered fuselage, wing panels, vertical and horizontal stabilizers, rudder and elevator, with a full set of insignia and marking decals.
- Windshield, pre-painted fiberglass cowl, and plastic turtle-deck cover.
- Wing attachment bolt, wing and tail wires and all related cabane, strut and wing wire connection hardware.
- Precut hinge slots and CA hinges.
- Aileron, rudder and elevator pushrods and linkages, with precut mountings for the rudder and elevator servos and with all related control horns and pushrods.
- Pre-formed steel rod main landing gear with rubber wheels and mounting hardware and pre-installed wooden fairings.
- Steerable tail wheel assembly with mounting hardware.
- Hook and loop battery-strap material and all required hardware except those items normally supplied with the servos and motor.
- This detailed, illustrated instruction manual.



VI. ASSEMBLY INSTRUCTIONS:

1. Test fit the **horizontal stabilizer** on its platform, then remove the Mylar covering from the horizontal stab where it will be glued to the platform.
2. Using 5-minute epoxy, secure the horizontal stab. fully forward on its platform at the rear of the fuselage; before this epoxy thickens, **make sure the horizontal stabilizer is aligned** at right angles to the fuselage and adjust the horizontal stabilizer so it is centered on the fuselage, then remove any excess epoxy.
3. Insert the elevator's CA hinges in their precut slots in the elevator and in the horiz. stabilizer, then apply thin CA adhesive to each of the elevator's CA hinges to **secure the elevator to the horizontal stabilizer**.

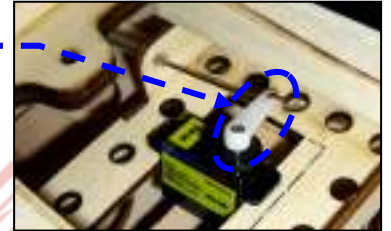


4. Test fit the vertical stabilizer in its slot at the center of the horiz. stab. to make certain the rear of the vertical stab aligns with the rear of the fuselage. Remove the Mylar covering from the vertical stabilizer that will be 'buried' inside the slot in the horizontal stabilizer, and **secure the vertical stabilizer into its slot with 5-minute epoxy.**



5. At each side of the fuselage's tail, use the straight end of a rudder or elevator pushrod to poke holes through the Mylar that is covering the **openings for the preinstalled rudder and elevator's pushrod tubes.**

6. From inside the fuselage, insert the **rudder's pushrod** (which is slightly longer than the elevator's pushrod, and exits at the right-rear side of the fuselage) until it is about halfway into its preinstalled tube. Mount a servo arm on your rudder servo and attach the Z-bent-end of the pushrod to your rudder servo. — — — — — Then, while continuing to slide the rudder's pushrod into its tube, guide your rudder servo into position in the preinstalled servo tray inside the fuselage. Secure your **rudder servo into the servo tray** with the servo mounting screws provided with your servo.

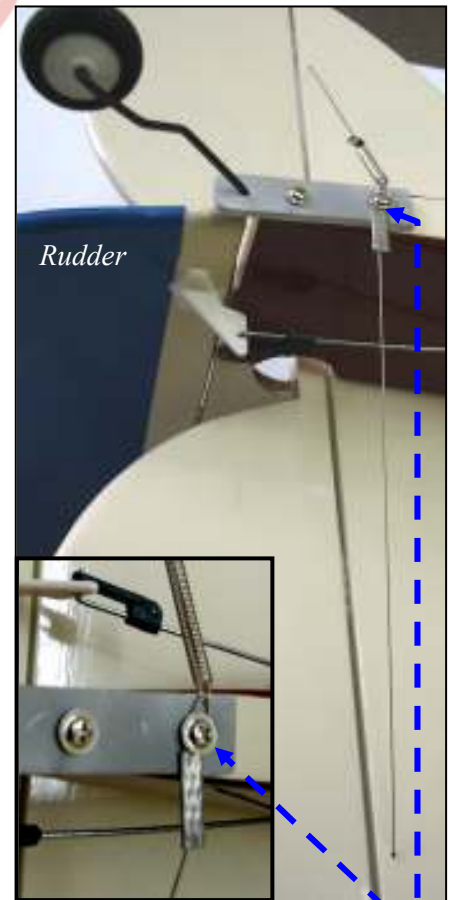


7. Repeat the above procedure for the **elevator's pushrod and servo.**

8. Test fit (and make mounting-holes for) the supplied **rudder and elevator control horns** in-line with their pushrods. Apply thick CA adhesive to secure the control horns to the rudder and elevator.



9. Slide a plastic pushrod 'keeper' onto the **elevator's pushrod**. Center the elevator's servo, and apply masking tape to hold the elevator's surface neutral/centered. Using pliers, make a sharp 90-degree bend in the pushrod where it needs to enter the elevator's control horn. With the pushrod bent at the correct length, secure the elevator's pushrod to the elevator control horn with the plastic pushrod 'keeper' and cut off and discard the extra pushrod wire.



10. Slide the **tail wheel** onto the **tail-wheel wire strut** and secure the tail wheel with the provided wheel collar and set screw.

11. Slide the tail wheel strut fully through the hole in the end of the aluminum tail wheel mounting bracket. Test fit the tail wheel's wire strut at the trailing edge of the vertical stabilizer and the fuselage, and secure the **tail-wheel assembly** to the bottom of the fuselage with two provided wood screws. (Use thin CA adhesive to reinforce these two holes for their screws.)



12. Test fit the free/'top' end of the tail wheel strut into the predrilled hole in leading edge of the **rudder**. Apply a small dab of 5-minute **epoxy to the end of the tail-wheel-strut's wire** and insert the wire into the hole in the rudder. Before the epoxy thickens, use two(2) **CA hinges** to attach the rudder to the vertical stabilizer and apply thin CA adhesive to the CA hinges and use masking tape to hold the tail wheel strut's wire in alignment with the rudder until the 5-minute epoxy cures.

13. Using pliers, attach one end of a **spring** to the loop on the **21-inch wire** (the wire which does not have a loop on its other end), then secure the loop under the front screw in the tail wheel bracket as shown. — — — — —

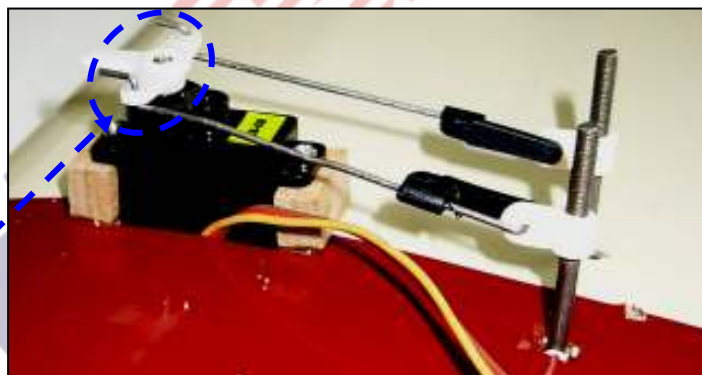
14. Using the point of a needle or other sharp instrument, open a hole in the Mylar that covers both ends of the two **precut/reinforced openings in the horizontal stabilizer** and the single **precut/reinforced opening in the vertical stabilizer**. Guide the free end of the 21-inch wire through the nearest precut/reinforced opening in the horizontal stabilizer; through the nearest precut/reinforced opening in the vertical stabilizer; through the nearest precut/reinforced opening in the other end of the horizontal stabilizer; and guide it toward the loose end of the spring.
15. In this step, **tighten the wire** to slightly expand the spring **and secure the wire** to the spring as follows: a) Slide a crimp-tube onto the end of the wire; b) Pass the end of the wire through the end of the spring; c) Bring the end of the wire back into and through the crimp-tube; d) Pull the wire to shorten its length and expand the spring; e) Slide the crimp-tube toward the spring to adjust the desired size of the loop in the end of the wire; and f) Use pliers to squeeze and crimp the tube onto the wire, then cut off and discard the extra wire.

16. Test fit the **aileron torque rods** in their predrilled holes in the leading edge of each aileron. Apply a small dab of 5-minute epoxy to the end of the rods and insert them into their holes in the ailerons. Before the epoxy thickens, insert three(3) **CA hinges** in each aileron and, using thin CA, secure the ailerons to the wing. Using masking tape, hold the torque rods in alignment as the epoxy cures.



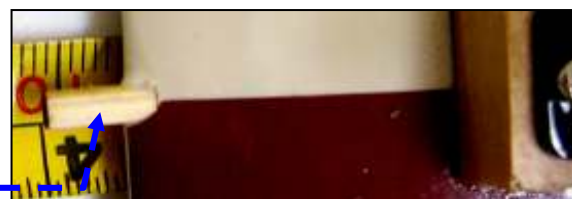
17. Drill guide-holes in the supplied **hardwood blocks** and attach your **aileron servo** to the blocks with the mounting screws provided with your servo. Use 5-minute epoxy to secure the blocks (and aileron servo) to the wing.

18. Center your aileron servo, then attach its output arm. Attach an aileron horn to each torque rod. Using the supplied **aileron pushrods and linkages** and the Z-bends in the end of each pushrod, attach the aileron pushrods to the aileron servo's output arm as shown.



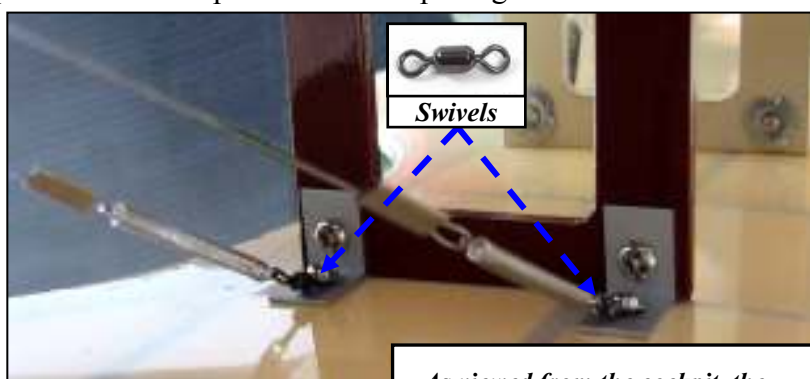
19. Slide a plastic pushrod 'keeper' onto each of the **aileron pushrods** and make a sharp 90-degree bend in the pushrods where each needs to enter its control horn (the same as you did for the rudder's and elevator's pushrods).

20. With the aileron's pushrods bent to the correct length, **secure them to their control horns** with the keepers and cut off and discard the extra wire from each aileron pushrod.



21. Ensure the **wing-dowel** is securely glued, with approx. 1/4-inch exposed from its opening at the center of the lower wing's leading edge.

22. Use four(4) swivels, coil springs and 10 3/8-inch wires to prepare four wing wires as follows: a) Use pliers to attach one swivel to one end of four springs; b) Use pliers to attach the other end of the four springs to the loop in one end of one of each of the four 10 3/8-inch long wires. (Upon completion of this step, you have one spring and one swivel attached to one end of each of four 10 3/8-inch long wires.)



23. Using four L-brackets, four wood screws, four machine bolts, and the predrilled holes near the center of the top wing's bottom surface: Attach the cabanes and the four 10 3/8-inch long wires prepared in the preceding step near the center of the bottom surface of the top wing as shown.

As viewed from the cockpit, the brown cabane is attached on the top wing's left side and the tan cabane is attached on the top wing's right side.

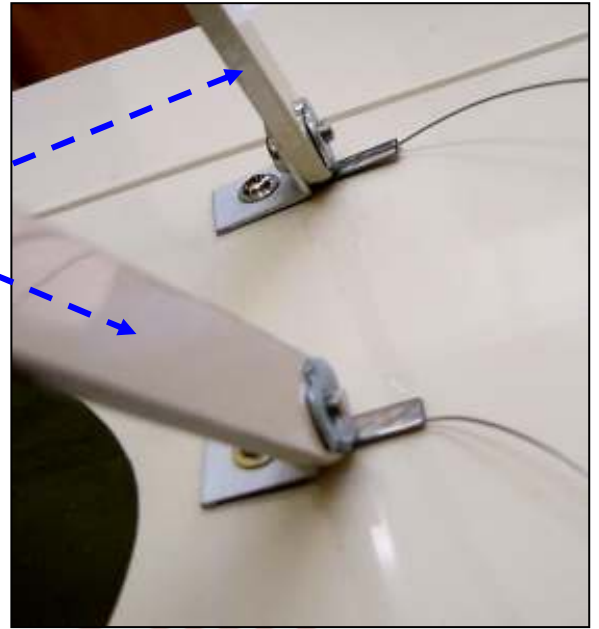
24. Using four L-brackets (angled toward the tail), four wood screws, four machine bolts, and the remaining four predrilled holes in the bottom surface of the top wing: Attach four struts and four 9 1/2-inch long wing wires to the top wing as shown:



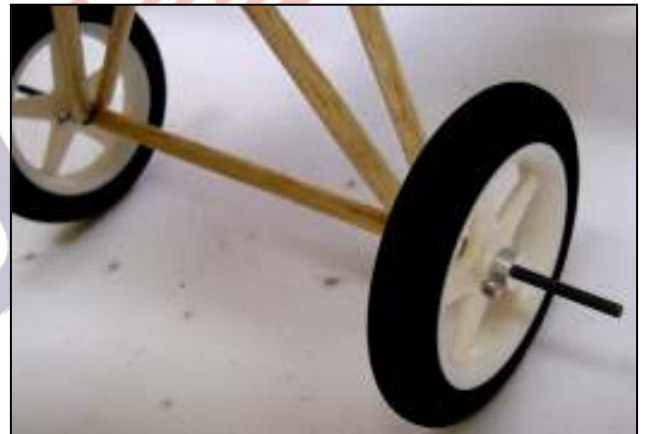
*Mount shorter struts near the wing's trailing edge.
Mount longer struts near the wing's leading edge.*



*Wing wire's loops go around the screws
and under the brackets.*



25. Using the supplied landing gear straps and wood screws, attach the landing gear to the floor of the battery compartment; then, mount the wheels onto their axles with one wheel collar on each side of each wheel.



26. If you intend to attach the optional wheel covers, cut off and discard the excess length of each axle that extends beyond each outer wheel collar, then trim and shape the wheel covers to fit the wheels and use thick CA to attach the wheel covers to the wheels.



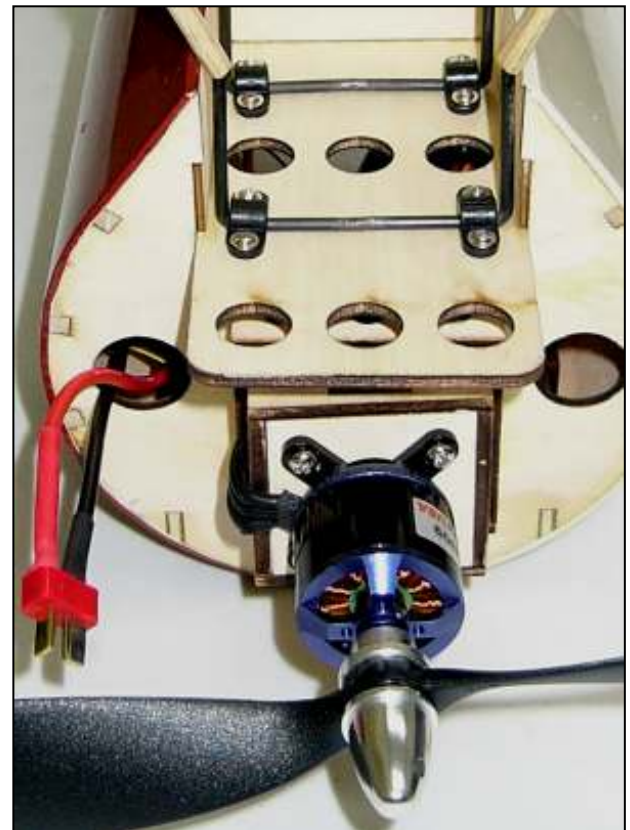
27. Stand the Nieuport 28 solidly on its landing gear, then press the four ends of the cabane struts fully into their precut openings at each side of the fuselage. (Note: Though not required, if you are not concerned about facilitating the possible need for future repairs, before pressing the cabanes into the fuselage's precut cabane openings, you may wish to first apply a small amount of 5-minute epoxy inside each of these openings.)

28. Carefully position the Nieuport 28 on its back on a smooth, soft surface.

29. Use pliers to attach a **swivel** to one end of four **springs**. Then attach the free end of each of these four springs to the **loops** in the loose ends of the four 9 1/2-inch long wires which were attached to the top wing's struts during step 24.
30. Insert a supplied wood screw through the open ends of each of the four swivels, then guide each wire with its spring, swivel and wood screw toward the fuselage, and use the wood screws to **secure the swivels to each side of the fuselage** at approx. 3-inches below the mounting point for each of the four cabane struts.
31. **Attach your motor** to the Nieuport 28's motor box using the mounting hardware supplied with your electric motor and the motor box's predrilled holes. (Note: Due to production tolerances, it may be necessary to slightly ream the holes in your motor's mount to allow the motor's mounting bolts to align with the holes in the motor box.)
32. Following the instructions supplied with your motor and ESC, solder **barrel connectors to your ESC**. (Use the barrel connectors supplied with your motor.) Solder a **power connector** (not supplied) to the red and black powers leads on your battery and solder a matching power connector to your battery. **Route your motor's wires** into the motor box **and attach your ESC** to the motor, and connect the ESC's three-wire throttle lead to your radio receiver's throttle channel.



33. With NO propeller on the motor, set your transmitter's throttle and throttle trim controls to minimum. Switch ON the transmitter and connect the ESC to the battery. Listen for a series of initialization sounds, then slowly raise the transmitter's throttle to no more than 25% of the way up; **the motor should rotate in the clockwise direction** as viewed from the rear of the airplane. (Carefully run the motor slowly and only for the few seconds necessary to observe its direction of rotation.)
34. **If the motor rotated in the clockwise (correct) direction**, return the transmitter's throttle to minimum, disconnect the ESC from the battery, switch OFF the transmitter, and set your battery and transmitter aside. However, **if the motor powered up in the counterclockwise (wrong) direction** as viewed from the rear of the airplane, 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 step to ensure the motor rotates in the correct direction.
35. Positioning the motor box's firewall so it provides a slight amount of down- and right-thrust, slide your ESC and motor box into the Nieuport 28's nose.
36. Bring your ESC's power connector and red and black leads out of the fuselage and in front of the firewall, as shown.



37. If you are using a U28309 motor, **adjust the motor box** so the front of the motor's rotor is approx. 1 7/8-inches forward of the front of the Nieuport 28's motor box housing, **secure the motor box** within the fuselage with 5-minute epoxy, then set the Nieuport 28 'right side up' on its landing gear. If you are using a different motor, test-fit and secure the motor box as you fit and attach the cowl.



38. **Free the machine gun mount** from its molding-flash, then test fit and trim the machine gun mount to fit around the left rear cabane strut and at the edge of the cockpit. Apply thick CA adhesive under the mount



and (using care to position the mount around the cabane and the edge of the cockpit) hold it firmly against the fuselage until the glue has set. Then use thick CA adhesive to **glue both machine guns** to the mount.

39. From the lower wing's opening at the bottom of the fuselage, **connect the rudder and elevator servos and the ESC's throttle lead** to your radio receiver. Then **connect the aileron servo's lead** to your radio receiver.

40. **Wrap your receiver** in foam-rubber, slide the receiver into the fuselage from the lower wing's opening in the bottom of the fuselage, and **position your receiver** in the space above the battery tray. (If you use a 72MHz. radio, **route the antenna** through the cockpit and use clear tape to attach the antenna to the vertical stabilizer.)

41. While carefully feeding the aileron servo's lead into the fuselage, direct the wing-dowel into its bulkhead-opening and **guide the bottom wing into its saddle**. Slide a provided flat washer fully onto the wing bolt, insert the wing bolt fully through the plywood wing plate, then guide the wing bolt into the hole in the wing's center trailing edge and into the blind-nut inside the fuselage. '**Snug**' the wing bolt with a screwdriver, but do not tighten the wing bolt so much that the wing's trailing edge becomes crushed or deformed.



42. Return the airplane to its 'right side up' and use four L-brackets (angled toward the nose), four wood screws, four machine bolts, and the remaining four predrilled holes in the top surface of the bottom wing to attach the four **10 3/8-inch long wires (from the cabanes)** and the four struts to the bottom wing.



43. **Prepare the optional coming** to fit around the edge of the cockpit by slicing halfway through the length of the coming's rubber tubing. Test-fit the coming by smoothly pressing the split tubing onto the edge of the cockpit's opening. If one will be installed, **also test-fit the optional pilot figure**.



Wing wire's loops go around the screws and under the brackets.

44. We recommend using a dab of silicone caulking or equivalent to **secure the optional WWI pilot figure** to the balsa cross-member in the floor of the cockpit and **to the inside of the coming** where it touches the fuselage. Allow the caulking at least six hours to fully cure.

45. **Free the windshield** from its molding-flash, then test fit and trim the windshield to fit in front of the cockpit. Using thick CA adhesive, **secure the windshield** in front of the cockpit and behind the top machine gun. (Use extra care to ensure the top-edge of the windshield visually aligns with the top wing.) To install the optional **windshield frame**, use a tiny amount of thick CA adhesive to attach the frame to the front of the windshield.



Windshield with optional frame

46. **Free the provided turtle deck** from its molding-flash. Then use thick CA adhesive to secure the turtle deck behind the cockpit at the center-top of the fuselage.



47. Using your motor's propeller backplate as a guide, **make an opening** in the center of the 9-cylinder dummy engine. (Start with an undersized hole; then, use a small sanding drum on a high speed rotary tool to form a smooth, snug-fitting opening.)



48. Test fit the 9-cylinder dummy engine inside the fiberglass cowl; when you are content with the fit, use a windshield adhesive such as RC-56 or equivalent, or some 30-minute epoxy to **secure the dummy engine** into the cowl.



49. When the dummy engine's glue has fully cured, slide the cowl and its dummy engine onto the Nieuport 28's nose and adjust its position so your motor's prop. shaft is centered on the opening in the dummy engine and so there is at least 1/8-inch clearance between the propeller's blades and front of the cowl. Apply masking tape in three or four places between the cowl and fuselage to hold the cowl in position; then, **drill four equally spaced guide-holes** through the cowl and into the fuselage, install four supplied wood screws to secure the cowl in position, and remove the masking tape.



50. Test-fit your LiPo battery, then **trim and install the supplied hook-and-loop material** to securely hold your battery to the 'floor' of the battery compartment.

51. **Prepare for installation of the optional dummy fuel-system venturi and engine air intake tube** by making two holes in the right side of the fuselage: Both of these holes are located 3/8-inch behind the back edge of the cowl.

- The bottom hole is for the dummy air intake tube: Locate this hole 1 1/4-inch above the fuselage-mounted wing wire anchor and make it 1/4-inch diameter.
- The upper hole is for the dummy fuel-system's double-funnel shaped venturi: Locate this hole 3/4-inch above the first hole and make it 5/64-inch diameter.



52. Use thick CA to **secure the double-funnel shaped venturi to its mount**. (This mount is a wooden dowel that is approx. 1/2-inch long by 5/64-inch diameter.)

53. Test fit the venturi and air intake; when you are satisfied with their fit, **secure the venturi and the intake tube** in their holes on the fuselage with thick CA.

54. Attach the vinyl **insignias and markings** as pictured.



55. Balance the propeller and use the hardware supplied with your motor to install the propeller on your motor.



Congratulations! Assembly is finished!

VII. SETUP AND ADJUSTMENTS:

1. The Nieuport 28's **center of gravity (CG) must fall approx. 3 1/2-inches back** from the leading edge of the top wing. If necessary, try using a larger or smaller battery and/or add some weight to the nose or tail to ensure the CG is correct.
2. **Check the Mylar** covering material's joints and surfaces; if necessary, carefully use a dedicated covering-material iron to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time.
3. **Check/adjust servo** centering, direction and end-point settings. Review your radio's instruction manual if you require assistance with any radio-related setup and/or servo-adjustment questions.
4. For your initial flight, set all linkages and radio adjustments for **maximum possible deflections**.
 - a) If you are using a **Computer Radio**: Soften the aileron's and elevator's control throws by applying approx. 30% exponential.
 - b) Initial settings if you are using a **Non-Computer Radio**:

	<u>Low rates</u>	<u>High rates</u>
Ailerons	± 15 degrees	± 30 degrees
Elevator(s)	± 15 degrees	± 25 degrees
Rudder	± 15 degrees	± 25 degrees

5. **Trim adjustments:** The ailerons and rudder will probably require no adjustment (in all probability you will be able to leave them centered, as assembled); however, be prepared to set the elevator trim depending on how slow or fast you may like to fly. For example, if you generally fly low and slow at scale-looking speeds, your Nieuport 28's elevator may require a small amount of up-trim.

VIII. PRE-FLIGHT CHECKS:

1. Double-check the security of the motor and make certain that all screws, linkages and other connections throughout the air frame are secure.
2. Double-check the control directions and amount of control-throw of the ailerons, elevator, rudder and throttle.
3. As with all radio-controlled model airplanes, this model must pass the radio range ground check recommended by your radio's manufacturer, or you may not safely fly.
4. Get into the habit of moving your transmitter's throttle to minimum before turning ON your transmitter, and carefully operate your motor according to the manufacturer's instructions. Propellers can be dangerous!

REMINDER: *An important notice to our customers!*

- *The quality and capabilities of your finished model airplane depend on how you build it.*
- *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.*

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