



THIS BARNSTORMING
BIPLANE IS IN A
CLASS ALL ITS OWN!

Maxford USA

CURTISS JENNY

Every once in a while an exceptional plane comes along that just knocks your socks off when you open the box. Maxford USA now offers a scale Curtiss Jenny that is nothing short of exquisite in construction and detail. The plane is constructed of laser-cut balsa/ply and is expertly covered. It is available in your choice of transparent orange or solid yellow. The plane is designed to be built with many different power options. You may use a .15 to .21 glow engine or an electric brushless motor. Because this is an ARF, it is 99-percent complete and includes guide wires, hinges, and cabanes. The Curtiss Jenny is designed for intermediate or advanced pilots.



VIDEO ONLINE

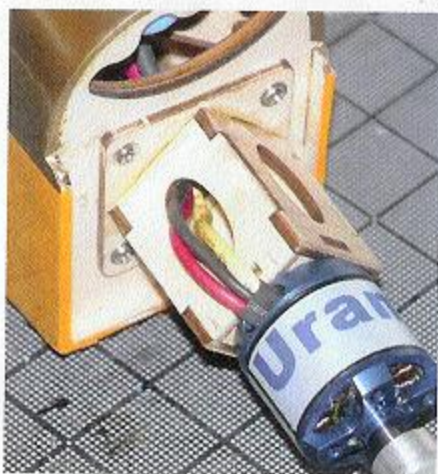
Go to
backyardflyer.com
to see the Jenny
in action!



The rather large box includes the fuselage, elevator, rudder, and wings in a ready-to-assemble state. The main gear cage is soldered together and ready to fit to the fuselage. The very detailed fiberglass cowl comes protected in its own small box and only needs a little attention to fit properly. This kit is made for someone who has quite a bit of experience assembling ARFs as the instructions consist of three pages of sequential photographs and very little text. Most of the photos are very helpful and fairly easy to follow. All you need to do is choose your power type and put it together with your choice of radio gear. Naturally, I chose the electric option. If you choose glow, you will need to add a 100mL fuel tank.

UNIQUE FEATURES

One of the main features of this plane is its finely detailed construction. There are a few things to do to get the Jenny into the air, but all of the cosmetic stuff is finished in great detail. A complete metric hardware kit is supplied for all the mounting operations. All of the control surfaces come hinged from the factory as part of the covering, which gives the surfaces a nice visual continuity. The rudder and elevator are both controlled by a

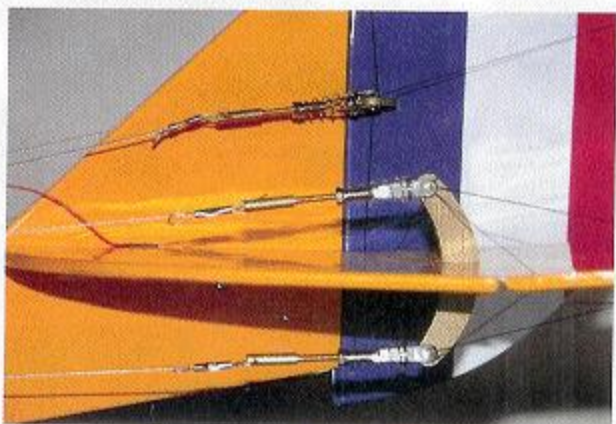


The motor is mounted to its own pedestal, which makes the alignment and final installation pretty much foolproof.

pull-pull system, and the tiny steel actuating cables are neatly placed inside the fuselage. You do need to spend a little time adjusting the lengths of the cables to your servos but the resulting look and control is worth the effort. The radio compartment is ready to accept two servos, a receiver, battery and ESC, and still has lots of extra room for big fingers. The tail feathers fit together with a slot and tab arrangement and are held to the fuselage with a single bolt. It is virtually

impossible not to get perfect alignment of the tail feathers after assembly.

The motor mounts to a nicely constructed wooden platform that's held to the firewall with four bolts. It



Left: the final setup of all the pull-pull controls gives the tail feathers a unique visual appeal. **Below:** with the receiver, servos, and battery in place, there is still plenty of room for fingers to install and remove the battery pack.



SPECIFICATIONS

- MODEL** Curtiss Jenny
- DISTRIBUTOR** Maxford USA and Atlanta Hobby
- TYPE** WW I scale park flyer
- LENGTH** 32.68 in.
- WINGSPAN** 49.96 in.
- WING AREA** 363.68 sq. in.
- WEIGHT** 71.9 oz.
- WING LOADING** 28.13 oz./sq. ft.
- MOTOR REQ'D** .15 to .21 glow or equivalent brushless motor
- RADIO REQ'D** 4-channel
- PRICE** \$220

SCOREBOARD

- ✦ Museum-quality detail
- ✦ A lot of detail for a little work
- ✦ Stunning scale appearance
- ✦ Top-drawer craftsmanship



The fiberglass front cowl gives the plane an authentic scale appearance.

also provides perfect alignment of the motor in relation to the fuselage. The engine cowl is painted fiberglass with replica cylinder head and exhausts mounted to the cowl for a more scale appearance. The cowl is held on with wires, springs and two screws for which you need to drill holes. The heavy-duty main gear affixes to the bottom of the fuselage with four nylon screws that also hold on to the bottom wing. The main gear includes two 2 1/2-inch-diameter wheels with hubs painted to match the fuselage. A heavy wire tailskid comes formed and ready to mount to the bottom rear of the fuselage with two screws.

The wings come attached to each other with pivoting cabanes and are ready to attach to the matching cabanes on the fuselage. One very nice feature is that the wings are constructed with carbon-fiber leading edges. The top wing accepts two servos that actuate the ailerons. You need two 12-inch extensions and a Y connector to control the servos. The wire rigging is threaded and all you need to do is attach the ends and strengthen them a bit. The fuselage, wings, and tail feathers are all finished with detailed decals that are both scale and colorful.

CONCLUSION

I was able to complete the Jenny in about three evenings. I recommend that you take your time with the pull-pull wires and ensure that they have good tension and positively actuate the controls. None of the assembly is difficult, but it does require the attention to detail for which this plane is worthy. If you are looking for a rewarding building and flying experience, this plane will not disappoint you. All of your flying buddies will envy you when you show up with this little treasure. ☺

See the Source Guide for manufacturers' contact information.

IN THE AIR



CONTROL THROWS

ELEVATOR ±3/4 in., expo: 35% (high); ±1/2 in., expo: 10% (low)

AILERON ±1/4 in., expo: 35% (high); ±1/8 in., expo: 30% (low)

RUDDER ±1 in., expo: 35% (high); ±1/2 in., expo: 10% (low)

I flight-checked this beautiful plane on a dry lake bed where the surface is smooth and even. Taking off is a nice, pleasant experience. Just ease the throttle up and in about 25 feet the Jenny lifts off and begins a gentle controlled ascent. I was able to easily climb out at an approximate angle of 30 degrees. The Jenny tracks nice and straight on the ground with no tendency to wander off to one side or the other while accelerating for takeoff. The trickiest part of landing the Jenny is allowing lots of room for it to settle back to earth. It tends to float in but keep the speed up a little for a smooth landing. The tailskid doesn't really allow an easy taxi back to the pit area, so you need to plan ahead a little to land near yourself.

STABILITY This is one of the Jenny's strong suites. Once it is trimmed it has no tendencies to wander about in the air.

TRACKING It's predictable and smooth. It goes exactly where you direct it and stays on track until you ask it to change direction.

AEROBATICS Aerobatics is not what this plane is all about. This is a scale plane and flies like its full-size counterpart. It has plenty of power and control to do loops and rolls, but leave plenty of altitude to complete the maneuvers.

GLIDE & STALL PERFORMANCE The Jenny floats pretty well with the throttle off or at low. I put it into some pretty steep sharp turns and it maintained altitude nicely with no slip stalling. On takeoff, you can turn as soon as you are ready without stalling.

PILOT DEBRIEFING The Jenny is a real eye catcher at the flying field. Its detailed appearance just adds to the beauty of its scale flight characteristics. From the moment it left the ground, I felt completely relaxed and in control, even on the first flight. It responds so well that you can begin tossing it around the sky right away. The large tail feather control surfaces move the plane with instant authority, so I went to dual rates with expo to dampen out some of the quick responses. At high rates, it is very snappy and crisp, and at low rates, the scale flight characteristics are consistent with the full-size plane.

GEAR USED

RADIO Hitec Eclipse 7 transmitter with Dymond receiver 8D and four Hitec HS-55 servos

MOTOR Uranus 35425 brushless motor, HS-60A brushless controller

BATTERY 1800mAh 3-cell 11.4V LiPo

PROP APC 11X5.5