

**SPECS**

**PLANE:** Curtiss Jenny  
**MANUFACTURER:** Green Models  
**DISTRIBUTOR:** Maxford USA  
**TYPE:** Vintage sport-scale biplane  
**FOR:** Intermediate pilots  
**WINGSPAN:** 50 in.  
**WING AREA:** 364 sq. in.  
**WEIGHT:** 44 oz.  
**WING LOADING:** 17.4 oz./sq. ft.  
**LENGTH:** 33 in.  
**RADIO:** 4-channel required; flown w/JR

XP-652 transmitter, Berg Microstamp 4L receiver, 4 TowerPro SG90 miniservos

**POWER SYSTEM:** Uranus 35425 outrunner motor, 12x6 EP prop, Uranus 60A speed control, ThunderPower X2 25C 3S 2200mAh LiPo battery

**FULL-THROTTLE POWER:** 59 amps, 500 watts, 11.36 W/oz., 181.8 W/lb.

**TOP RPM:** 7,300

**DURATION:** 2.5 min. at full power, 6-8 min. at cruise power

**MINIMUM FLYING AREA:** Ballfield

**PRICE:** \$219 (airframe only), \$337.99 (brushless combo w/motor and ESC)

**COMPONENTS NEEDED TO COMPLETE:**

4-channel radio w/4-5 miniservos, motor, prop, ESC, battery, or .15-.21 glow engine and 3-4-oz. fuel tank

**SUMMARY**

The Maxford Jenny is a fun scale model of a classic airplane. Easy to fly with both scale and non-scale performance, it's a perfect airplane for low-time pilots who want to expand their flying, and it will give more experienced pilots something unique to fly at the field. There's just something about the classic lines of this airplane that look good even to pilots who like to go fast.

**MAXFORD****Curtiss Jenny**

Fly America's first warbird

by Steve Kessinger

In every era of aviation, one or two airplanes seem to stand out to epitomize it. I dare you to try to think about Vietnam without thinking about the F-4 Phantom, or Korea without having an F-86 or a MiG-15 leap to mind. Think old-school air racing, and you can almost hear the roar of a red and white Gee-Bee. And when thoughts of barnstorming drift through your mind, well, there is really only one.

We all have a favorite airplane, and the Curtiss JN-4 Jenny has always held a warm spot in my heart. Anytime I get to fly one, I'm like a kid at Christmas, and after reviewing the 38-inch Maxford Jenny last year, I was happy to receive their new 50-inch version to review. I was pleased to see that Maxford has paid attention to some of my earlier critiques and implemented my suggestions on this larger version. Probably the biggest and nicest change is that both sizes are now available in transparent orange and in the opaque yellow it wore as a trainer at Kelly Field.

Like most models today, the Jenny can be flown with glow or electric power, but thinking about trying to keep all that wire rigging clean of oil made me quickly decide to do this review with electric power. Electric power also makes the Maxford Jenny a perfect, quiet model for fun, scale, park flying.

**ASSEMBLY**

Jenny is not something you'll put together overnight. I spent about 10 hours on the assembly, but the result is well worth it. I started my build with the wings and the aileron servos. The servos are mounted in the upper wing, and there are pull-through strings for the leads. Short pushrods and E/Z links make quick work of connecting the ailerons. The use of E/Z links requires that you get the bends right the first time, so my preference is to replace these links with E/Z connectors.

The fuselage and connecting the scale pull-



Top: The realistic pull-pull control cables give lightweight positive control to the rudder and elevator surfaces. Above: The kit includes mounts for both glow and electric power systems with proper thrust line all preset. The Uranus motor is available direct from Maxford USA.

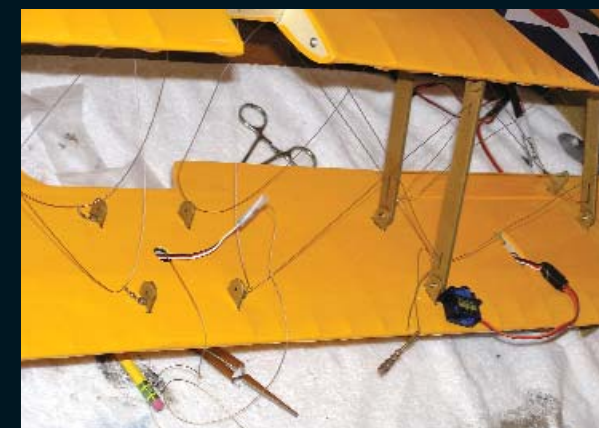
pull elevator and rudder control cables take the most time. If this is your first round with pull-pull cables, you may want to make it a buddy project and recruit a friend to double-check your work. If you've done pull-pull controls before, you know there's no real trick to it except for being patient. I did mine over a couple of nights. Years ago, I learned the hard way that when you're tired, it's time to quit for the night.

Bolt the tail surfaces into place, capturing the fin and horizontal stabilizer against the fuselage. This goes quickly, and there is no mess or question about the correct alignment. The elevator and rudder servos go into preassembled trays in the radio compartment, and the cables are attached to the servos and the tail feathers.

Mounts for a glow engine and an electric outrunner motor are included, and both supply the correct amount

of right and down thrust. The ESC gets plenty of cooling air thanks to a very large opening in the top of the firewall where the 100-milliliter- (3.5-ounce) fuel tank is mounted for a glow-engine installation.

Double-check your radio and control installations one last time before you slide the fuselage



The wings come preassembled, covered and rigged. Simply slide the fuselage through the gap and bolt the assembly in place.



Battery access is through the hatch above the landing gear legs.

## MAXFORD CURTISS JENNY

assembly into the wings. There is no access to the elevator and rudder servos with the wings mounted, and removing the wings to adjust a linkage takes a while. Bolt the wings to the preassembled cabane struts and fuselage. Again, all the critical alignments are factory-jigged, so there is no difficulty getting things straight. This is one of the beautiful things about this model: many small nuts and bolts hold everything together, and Loctite is your friend here. The wings have carbon-fiber leading edges that protect them during a bad landing and from “hangar rash” during normal transportation and handling. Maxford includes extra covering material for small repairs—a great touch.

The very solid fiberglass cowl is attached with small screws that look quite scale. They hold the cowl securely but instead of breaking the cowl in the event of a bad landing, the screws will pull out of the wood to dissipate the force of the crash.

Often overlooked on many models are the four drag wires from the wing to the nose that Maxford includes on this Jenny.

Another unique addition is a foam dummy engine mounted on the cowl that allows it to take bumps without breaking. These are small things, but that extra detail goes so far to make this model look good.

The wire tailskid makes taxiing awkward on a hard surface—an authentic Jenny experience for you, since real ones didn’t have tailwheels either. The main wheels are a bit too big and wide for scale, but they allow the Jenny to easily operate off a grass strip, and the covers hide the wheel collars nicely. The landing gear in my kit was made of 1/16-inch wire with rubber fairings. During this review, it proved to be the weakest part of the model and was easily bent and broken during regular flying. Other models in this size and weight range typically use 3/32-inch wire, and I quickly recommended that Maxford increase the size used. They have informed me that a larger-diameter wire is being incorporated in future kits.



Access to the receiver, and rudder and elevator servos is through the lower wing saddle. Make sure these controls are setup and working properly before assembling the wings to the fuselage. Note the large battery compartment to the left.

### TIPS FOR SUCCESS

The recommended 12x6 prop was too long for takeoffs from our grass field. If you plan to fly off grass with electric power, go with the 11x6 prop.

The battery compartment is large, but access to it is through a hatch between the landing-gear struts. A longer, skinny battery pack will fit much better than a short fat one.

Don’t forget the Loctite! A multitude of small nuts and bolts hold the airplane together, and it would be easy to miss a loose nut during preflight.

Carbon-fiber rods are provided to prevent your wingtips from dragging. I thought this was a good idea, but during use, the carbon fiber frayed because it dragged on our hard runway and had to be kept trimmed. The skids are non-structural and don’t require the flexible strength of carbon fiber, so you might consider using good, old-fashioned, 1/16-inch steel wire.

### CONCLUSION

The Maxford Jenny is a great fun scale model that’s built for lazy flying. It can’t be disassembled for transportation, but it’s big enough to be able to handle a bit of wind, so it’s the perfect size to keep on the back seat for lunchtime or after-work flying. The Jenny would be terrific for a beginner who has a little tail-dragger time, and it would even be a good introductory airplane for scale flying. In fact, any pilot will enjoy this airplane. ✪

### Links

Castle Creations, [www.castlecreations.com](http://www.castlecreations.com), (913) 390-6939

JR, distributed exclusively by Horizon Hobby Distributors, [www.jrradios.com](http://www.jrradios.com), (877) 504-0233

Maxford USA, [www.maxfordusa.com](http://www.maxfordusa.com), (866) 706-8288

Thunder Power Batteries, [www.thunderpower-batteries.com](http://www.thunderpower-batteries.com), (702) 228-8883

For more information, please see our source guide on page 153.



### AIRBORNE

Jenny doesn’t taxi very well on a hard surface with its tailskid, but it’s fine in the grass with blips of throttle to pick the tail up. I usually just pick the plane up and set it down where I want to start the takeoff roll. You could easily replace the skid with a tailwheel if you wanted, but that would impact the scale looks.

On the first flights, I used the 12x6 prop and eased in power for scale takeoffs. With no tailwheel, it’s easy to get into a slight yaw oscillation if you get behind the airplane, but it isn’t severe. Just add a little power and get airborne. I found that I could use a little up-elevator to hold the tail down and do a three-point takeoff without a problem, but it’s so much more fun and realistic to roll on the mains for a while until you reach flying speed. Remember, the Jenny was pretty under-powered, so take your time to accelerate smoothly.

The Jenny again showed me why I like it so much when it’s airborne. You don’t buy this airplane to fly fast or do 3D. There’s an excess of power available with the stock motor, but it’s so much more fun to get up, power back and just cruise along at eye level. The model has a nice, thick, semisymmetrical airfoil and a light wing loading, and it’s very capable of aerobatics and slow flying. So keep the power back and do some Jenny-style aerobatics with egg-shaped loops and big old barrel-rolls while pretending you’re the Great Waldo Pepper. The ailerons are of scale size, so the roll rate is scale, i.e., slow—perfect for slow rolls though, and with its slow speed, you can still easily stay inside a ballfield.

If you get tired of plugging away low and slow and being passed by birds, switch to the 11x6 prop. The first time I did this, I decided not to worry about scale flying and just get airborne, so I held a little back stick and rapidly and smoothly added full power. The results were about the same as launching a rocket. It was airborne in less than 10 feet and climbing at a 45-degree angle before I could blink. Now, that’s something you don’t see a Jenny do every day!