Maxford USA Jenny EP

"Jenny" is a play on the classic Curtiss biplane's JN-4 designation.

ASHLEY RAUEN

TYPE	Almost-ready-to-fly sport scale
SPAN/AREA	38 inches/297 square inches
WEIGHT	17 ounces
LENGTH	23.5 inches
PRICE	$135.99 - $199.99
INFO	www.maxfordusa.com

ARF FEATURES

- Factory-built, wooden airframe components
- Upper and lower one-piece wings
- Factory-covered in heat-shrink film
- Factory-installed wing rigging wires
- Intricate wire landing gear
- ABS plastic cowl
- Designed for electric power
- Complete hardware and fastener packages
- Control horns, pushrods and linkage
- Factory-applied graphics
- Available in two color schemes
- Available with optional brushless motor
- Kit instruction manual; manual update online

Maxford USA really hit the mark when developing their electric powered, 38-inch-wingspan Curtiss Jenny EP. This little girl is a gorgeous biplane just waiting to be added to your fleet. It's a project for the more advanced park pilot, but anyone with a little patience can put it together.

Maxford USA is revising and updating their instruction manuals. As each one is complete, it is loaded to the Maxford Web site for easy accessibility. My Jenny kit arrived with the old instructions, and I quickly downloaded and printed the new instructions.

Having both instruction manuals is actually helpful, and I recommend that for all Jenny builders, if possible. Each manual contains slightly different photo illustrations. I found that using them together gives a great visual for whatever step you're working on.

The Maxford Jenny is available in two different color options — transparent orange and solid yellow. The transparent orange is very attractive, and a bit easier to work with because you can see everything inside through the covering. I wanted something more scalelike in appearance, and really liked the look of the solid yellow film much better.

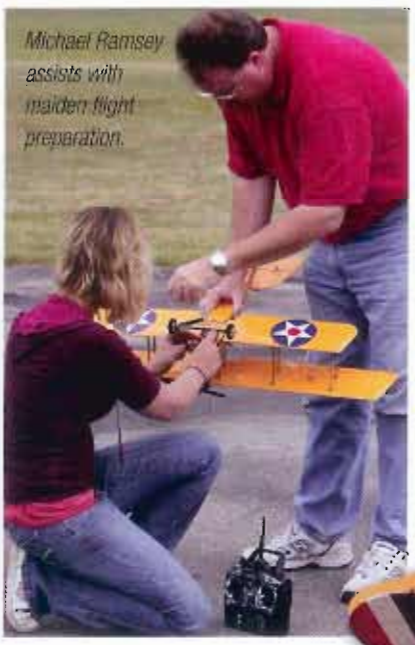
As an almost-ready-to-fly kit, the Jenny has several steps to prepare it for flight. The kit comes with almost everything needed to assemble it, and the parts that are not included are listed in the instruction manual. This is a big advantage, as I didn't have to guess what battery, servos, or connectors I would need to complete the project.

The manual suggests four Hitec HS-55 or SG-50 mini servos. I chose two SG-50's for my ailerons, and opted for G9's for my tail controls. They have just a little more output power, and it's easy to modify the fuselage to accommodate these stronger servos. Your best bet is using a rotary tool, although a hard-grit nail file works almost as well. I completed my radio package with the Futaba 6EX FASST transmitter and receiver, which I've also reviewed for you on page 42.

One of the greatest features of this kit is the wings, which come fully set up with all the rigging completely finished and installed. All you do is tighten the rigging lines a bit once the wings are standing apart from each other on their leading edges. This is very easy to do. Another great highlight is the landing gear setup. The intricately detailed gear is notched to make for a stronger, easier installation.

Ashley Rauen's 38-inch Maxford USA Curtiss "Jenny" is a spectacular model in flight. Solid yellow film covering gives a proper, scalelike appearance.

Two SG-50 servos are buried inside the Jenny's upper wing panels.



Michael Ramsey assists with maiden flight preparation.

Everything on this model bolts together — little to no glue — and that's very convenient. The transparent covering's advantage really shows when you get to the tail control cables. You can actually see them to make sure that none are twisted or knotted before you connect them to the servo horns. The kit comes with the cables already pulled through to their appropriate places, so my solid color model was no problem. *Make sure* that the cables are not twisted before connecting them to the servo arms or you'll have to go back and do them over.

I used scrapbooking tape to mount the cowl. I also slightly enlarged the hole so the motor shaft could protrude the inch needed to install the propeller.

I had some fun with the two cockpits. While the aileron leads run into the first seat and down through the fuselage to the receiver, the rear seat is open for adding a pilot if you so desire. I cut out a photo of my dog, Princess Leia, who rules her cockpit with a big doggy smile.

Flying the Jenny is very exciting. She powers around at half throttle and packs enough punch for loops and inverted flight. I got approximately 8 minutes on my first flight with a 1000mAh LiPo pack. The pull-pull controls precisely actuate the Jenny's large tail surfaces. My elevator ATV is set to 50 percent, and my low rate switch is set to 75 percent aileron, 50 percent elevator and 75 percent rudder.

Maxford's 38-inch Jenny is absolutely stunning in flight. Her bright yellow body glows in the air, like sunshine breaking across the sky. A few of the local, winged wildlife were intrigued by her, too, dodging around her wings for a spell.

I really like biplanes, and I'm glad that the Jenny EP got to be my first. She sure turns heads at the field.