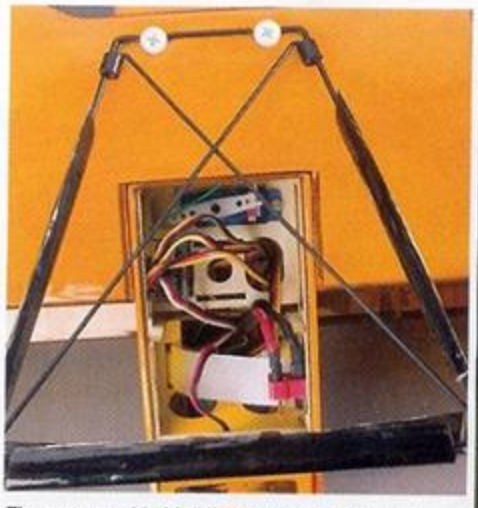
BY ROGER POST SR. ■ PHOTOS BY PETE HALL

Maxford USA CURTISS JENNY

With its **great looks and performance,** the Maxford USA Curtiss Jenny ARF is a park-flyer favorite

MAXFORD USA'S NEW OFFERING is in the form of a very scale-like Curtiss JN-4D Jenny. The full-size JN-4D with a stick control and an OX-5 engine finalized the Jenny's structural and aerodynamic detail. It had the JN-4A's downthrust but ailerons only on the upper wing. Its distinctive new features were the cut-out wing roots. It was the Army's principal primary trainer from 1917 to 1918; Curtiss built 1,405 and six other companies built 1,410 under license. The U.S. Navy took delivery of three. Maxford's Jenny is a smaller version of this and comes 95 percent assembled with most of the work completed for you.

The Jenny's laser-cut balsa and lite-ply assemblies are prebuilt and covered with an orange transparent film. The wings have carbon-fiber leading edges, and all decals are applied. The wings and struts come assembled, and the rigging wires are already in place. There is a preformed plastic cowl, and the fuselage windshields and cockpit combing come installed; prebuilt landing gear and a hardware package with wheels and all the required nuts



The preassembled landing gear is held on with four nylon bolts (two shown). The battery was placed just forward of the white hook and eye piece, and this battery/radio access area is covered with a spring-tab hatch.

THE SCALE APPEARANCE WILL REALLY TURN THE HEADS OF YOUR FLYING BUDDIES

SPECIFICATIONS

MODEL Jenny JN-4D

MANUFACTURER Green Model Airplanes

DISTRIBUTOR Maxford USA (DBA Green Model USA)

TYPE Electric semi-scale biplane

WINGSPAN 38 in. (top wing)

LENGTH 23.5 in.

WING AREA 297.3 sq. in.

READY-TO-FLY WEIGHT 19.2 oz.

WING LOADING 9.3 oz./sq. ft.

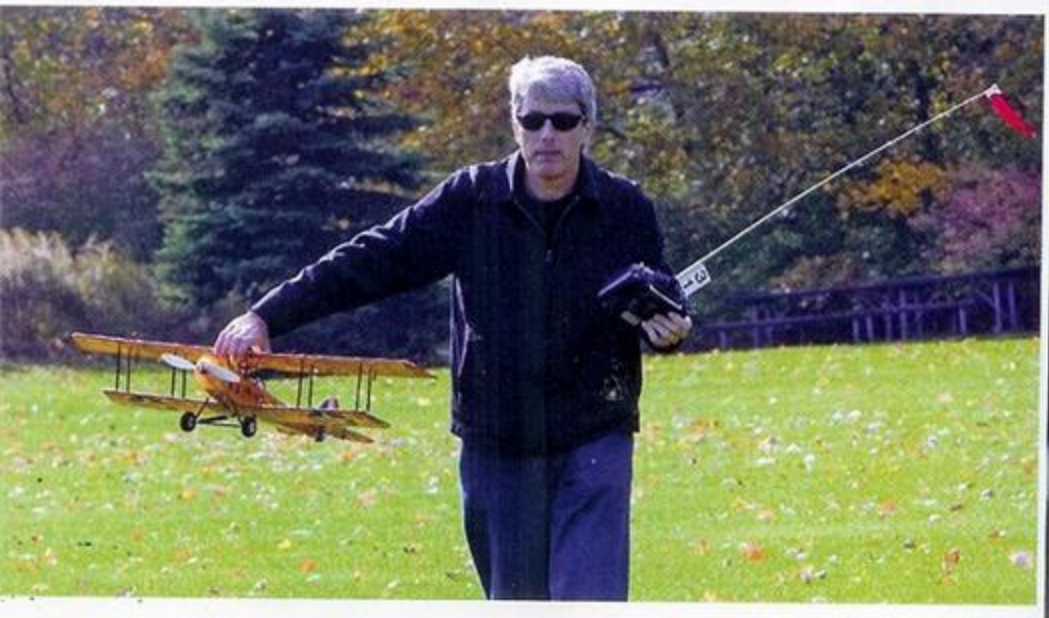
POWER REQ'D Brushless outrunner

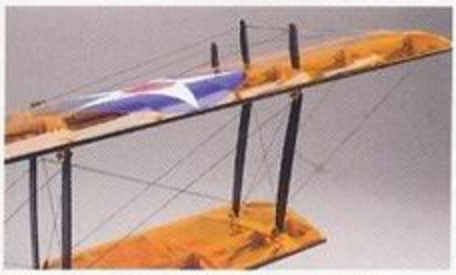
RADIO REQ'D 4-channel w/4 microservos

PRICE $146

HIGHLIGHTS

- Good construction quality and parts fit
- Great scale appearance
- Rigging and decals already in place
- Stable flyer





The wings, struts and flying wires come fully assembled. The nuts are not fully tightened, and all you have to do is raise the top wing to the correct height, and all the wires become taut—a tremendous construction time-saver.

and bolts are also included. Photo-instruction sheets complete the package.

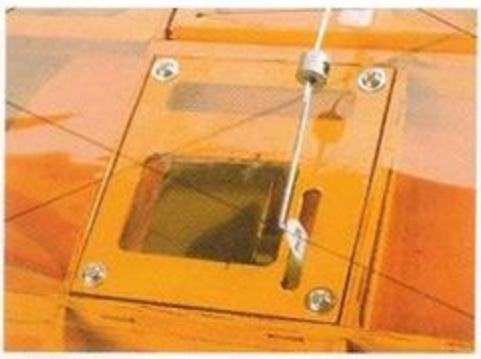
UNIQUE FEATURES

A brushless outrunner motor A18-28M, a brushless 20A ESC and an electric 9x6 propeller were provided for the review; for control, a 4-channel system with 4 microservos (2 aileron, elevator and rudder) and a micro-receiver is needed. If you need to purchase a power system for your Jenny, Maxford USA sells a couple of variations on its website.

All control surfaces are prehinged with the covering, and the empennage is bolted onto the aft fuselage. The plastic cowl is held on by three screws and fits well. The decals are applied, and the hardware is in metric sizes. The tires are made of a medium-hard rubber and have plastic wheels, and the preassembled landing gear is held on with four nylon bolts. The pull-pull elevator and rudder control cables are installed in the fuselage, and the wings, struts and rigging wires are completely assembled for you. Just raise the top wing into

place, and tighten the nuts after you've attached the wings. Having the wings and struts assembled for you saves at least two to three hours of work.

The motor Maxford USA supplied for the review didn't fit the mounts that came with the model, so I made a mounting plate to attach the motor to the firewall. I enlarged one of the lightening holes in the fuselage so that the Hitec 05S would fit inside without crimping the wires. To retain the wheels on their axles, I used wheel collars rather than the plastic keepers that kept falling off.



I like to have some leeway in adjusting control-rod lengths and opted for this arrangement, rather than a Z-bend on one end and a 90-degree bend on the other (which is how the instructions say to make the aileron control rods).

Go to the Maxford USA website, greenmodelusa.com, and print the instructions before you assemble the Jenny. It also has a photo section to click on, so you can see more of the assembly detail.

For the aileron pushrod installations, I like to have some leeway in adjusting their lengths and opted for splicing two pieces of wire together inside a wheel collar, rather than having a Z-bend on one end and a 90-degree bend on the other, which is how the instructions say to make them. You have only one shot at getting it right with that method.

CONCLUSION

I estimate the total building time to be six hours. You should definitely have model-building experience before you assemble the Jenny. I put it together without the benefit of the written directions, and many questions were answered only because of my years of building experience.

All in all, once it's completely assembled, it sure is a good-looking model. It certainly garnered many looks and questions at the field and at a recent club meeting. And it flies very well. ✚

See the Source Guide for manufacturers' contact information.

In the Air

The power system effortlessly hauled the Jenny to a safe flight altitude, and that was at just over ½ throttle. At full throttle, it climbs skyward very quickly. The Jenny moves rather briskly at a mid- to ⅔-throttle setting. I throttled it back to get a more scale-like airspeed. At the higher throttle settings, it really moves out and climbs quite rapidly. When power is reduced, it descends a little quicker than would be expected of this type of aircraft.

For a grass field, a hand-launch via an assistant is recommended. If you're alone, hold it just behind the bottom wing's trailing edge and toss it into the wind. It will take off from the ground if the surface is smooth. Some right rudder is required to keep it tracking straight.

To land, fly it to the ground by gradually reducing power. When it's inches from touchdown, pull power to idle and flare. It will glide, but it isn't a long, flat glide.

CONTROL THROWS

ELEVATOR ½ in. up and down
AILERONS ½ in. up and down
RUDDER ½ in. up and down

GEAR USED

RADIO JR 783; Hitec 05S receiver
DRIVE SYSTEM A20-28M brushless outrunner, 20A speed control and 9x6 electric prop (included)
BATTERY Thunder Power 3-cell 1320mAh LiPo

General Flight Performance

Stability. The model balanced perfectly and didn't require any trim changes during the test flights.

Tracking. In hands-off flight, it tracked straight and level until commanded to do otherwise. Weighing only 19 ounces, it was affected by rising and descending wind gusts. A 5-knot wind is about the maximum for this model.

Aerobatics. It will roll, loop and spin and do classic barnstorming maneuvers.

Glide & stall performance. When stalled, the Jenny fell straight ahead without dropping a wing.

Pilot Debriefing

I recommend setting enough elevator throw so that there's some extra when it comes time to flare. The instructions recommend ½ inch in either direction. Also, for the first few flights, a ½-throttle power setting is more than enough to fly this model when hand-launched. More than that will produce a climb that might catch the intermediate pilot off-guard.

It looks great in the air, and an aerobatic pilot will have loads of fun barnstorming with the Jenny. The scale appearance will turn the heads of your flying buddies.