There is no other way to start this review than to say that flying the new Twinstar II is twice as much fun as flying a single-motor airplane. This exciting twin-motor-powered model combines the clean, quiet qualities of electric power with the relaxed, easy flying of an affordable, super-strong, injection-molded Elapor® foam airplane. Multiplex’s new Twinstar II is a well-designed model that not only looks great, but also flies exceedingly well. It is an airplane that will deliver hours of enjoyment for any remote control pilot.

In the Box
What arrives in the box is just about everything you need to get this model flying except for servos, an electronic speed controller (ESC), a battery pack, and a receiver. The kit includes wings, fuselage, canopy, rudder/fin, elevator, motor mounts, two 6-volt Speed-400-type motors, and push-on propellers. There is also an illustrated instruction sheet with well-written instructions. To finish off the model, the kit includes a nicely designed decal set.

In the case of this review model, we outfitted it with Hitec RCD HS-81 servos throughout. You’ll need one for each aileron and one for both the elevator and rudder. For an ESC, we chose the Multiplex Pico Control 600 EMK. To provide remote control, the model was fitted with a 5-channel Hitec Micro 05S receiver. Battery power is provided by an Apogee 2S2P, 7.4-volt, 2170-mAh pack.

We recommend you use 6-minute epoxy glue where applicable. Also, when needed, we used E-flite™ foam-safe cyanoacrylate (CA) glue combined with E-flite’s CA kicker.
A Beginner’s Build

Even if you are a rank beginner in model aviation, you can build this model. The Twinstar II goes together quickly and easily with a bit of epoxy resin and some foam-safe CA glue. The illustrated and multi-language instructions will easily guide even a beginner modeler step by step through the process of building/assemblying the Twinstar II. No matter what skill level you’re at as a builder, however, we recommend that you take the time to read the instructions before you begin assembly, as there are a few items that must be built following the instruction set.

The fuselage, wings, and stabilizers are all made of super-strong and durable Elapor foam. The airplane comes out of the box pretty much ready for radio gear, motors, ESC, and decals. All parts mate together extremely well. The fuselage halves join easily. The two-piece wing mounts to the fuselage by means of two plastic screws. The canopy fits onto the fuselage and is held by simple plastic clip locks. The vertical fin and stabilizer are quickly and easily glued to the fuselage with foam-safe CA glue. The servos are easy to glue in place with some 6-minute epoxy used sparingly. The elevator and rudder pushrods are installed in just minutes with the use of some CA glue. The motor mounts glue into the nacelles with 6-minute epoxy or CA (we found using CA glue to be the quickest method). While there is a bit of soldering to wire the motors, ESC, and battery into a circuit, it is nothing that a rank beginner could not do. Multiplex has provided a nice little wiring bus that splits power to the motors, ESC, and battery into a circuit, it is nothing that a rank beginner could not do. Multiplex has provided a nice little wiring bus that splits power to the motors, ESC, and battery into a circuit, it is nothing that a rank beginner could not do. Multiplex has provided a nice little wiring bus that splits power to the motors, ESC, and battery into a circuit, it is nothing that a rank beginner could not do. Multiplex has provided a nice little wiring bus that splits power to the motors, ESC, and battery into a circuit, it is nothing that a rank beginner could not do.

As a result of the excellent engineering and simple building techniques employed for the Twinstar II, this model will go together in about four hours unless you are an extremely challenged builder. We found that our review model even balanced perfectly once the Apogee battery pack was pushed up into the nose of the airplane. When the model is finished, it’s a very nice looking twin-motor-powered high-wing airplane that will deliver hours and hours of fun and enjoyment.

A Beginner’s Airplane? No, but Maybe.

If you are a rank beginner in model aviation, you can build this model, but you probably will not be able to fly it. That’s because the Twinstar II is a twin-motor powered, aileron-equipped airplane that does not have a whole lot of inherent stability built into its design. As you build this model, you’ll notice that the wings do not incorporate much dihedral angle, and the wings do not have any washout built into them. Also, the ailerons are sized to...
make roll control quite quick and responsive. Consequently, if you are a beginner pilot and have purchased the Twinstar II, it would be wise to enlist the help of a more experienced pilot to get this model into the air.

Once in the air, however, the Twinstar II is a very enjoyable airplane to fly. We found it to have excellent roll control, as well as pitch and yaw stability. The power of the twin Speed-400 motors is more than adequate to fly the airplane on the 2S2P Li-Poly battery. Flight times with this setup range from about 7 to 10 minutes. We've talked to other pilots who are flying the Twinstar II on a 3S, 6200-mAh battery pack, and they are getting more power out of the motors and much longer flight times (in the 20-minute range). We're not sure how the higher voltage of the 3S pack will affect the Speed-400 motors, but we suspect that they will be somewhat shortened. We think that an upgrade in motors to brushless power would make this model a shockingly hot performer.

You will enjoy flying this model no matter what. It will loop, roll, perform Cuban-8s, fly inverted somewhat, and turn on a dime. We found it most fun to race around the airfield with this model doing touch-and-go landings, banking and yanking, and flying four-point rolls. It is also fun to do fast passes with the Twinstar II, although it is not a 200 mph model. Importantly, we found the Twinstar II to be a relaxing model to fly, without any unpredictable flight characteristics. When
we tried to stall the airplane, it did, but it didn’t do anything wild once it was stalled. With the model’s center of gravity back at its aft limit, the model spins well, too.

The little Twinstar II reminded all of us that flew it of a commuter airplane when it was in the air. It just has that look about it, which in our opinion is just one more reason to buy this model. Priced at just $89, it is a value-priced model as well—heck, you could find that much hidden money in that pair of socks in the bottom of your chest of drawers. So head on over to your local hobby dealer or Hobby-Lobby.com and take this model out the door. You’ll have it flying in about four hours.

There’s one last item to note: Because the new Twinstar II model from Multiplex USA is electric powered, you’ll be able to fly it at the local park. You will draw a crowd with this airplane, though, so buy two and sell the second one to those who flock around! QF