"It doesn't say that in the rules," Lee asserted.

"Let me check," said the software entrepreneur as he pulled a tablet computer out of his briefcase and zeroed in on an online copy of the AC72 class rules.

"She's right," he said after some searching. "I don't see anything about the rudders always working together. You could have a control on the tie bar length that would work as a pitch tiller. Or just have two people control the two rudders separately, if they were good at it. But wait, there's a problem . . . ."

He read a short item from the rules: "Rudders shall rotate only, and that rotation shall be about a single axis which is within 10° of vertical."

Lee's face fell.

"So much for your V-tail theory," I said.

"No, it still works!" She said a few seconds later as her face brightened up again. "The axis of rotation has to be within 10° of vertical, but the blades can still be at any angle. The near-vertical axis totally increases the forces needed on the blades to make them turn, but the tie bar will mostly neutralize that."

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The original Beechcraft Bonanza V-tail.

"It also requires that no part of the rudder ever swings aft of one meter or forward of three meters from the plane of the transom," the software guy announced as he read more of the applicable rules. "So you only have two meters of longitudinal space to contain the rudder through its entire range."

Lee did a quick calculation in her head.

"No prob. We only need, like, small angles of attack. Okay, that range of motion limit might compromise the boat's ability to make sharp turns just a little, but these things go too fast to turn sharp anyway."

"So how would this work in practice?" I asked. "How do you think the controls will be set up?"

"The rudder stocks would angle inward at the allowable 10° as they go down. Then the rudder blade might be at, for example, 45° angled inward, tips closer than the roots. Steer with tillers connected by a tie bar, same as the normal arrangement. All you need is a mechanism for quickly adjusting the