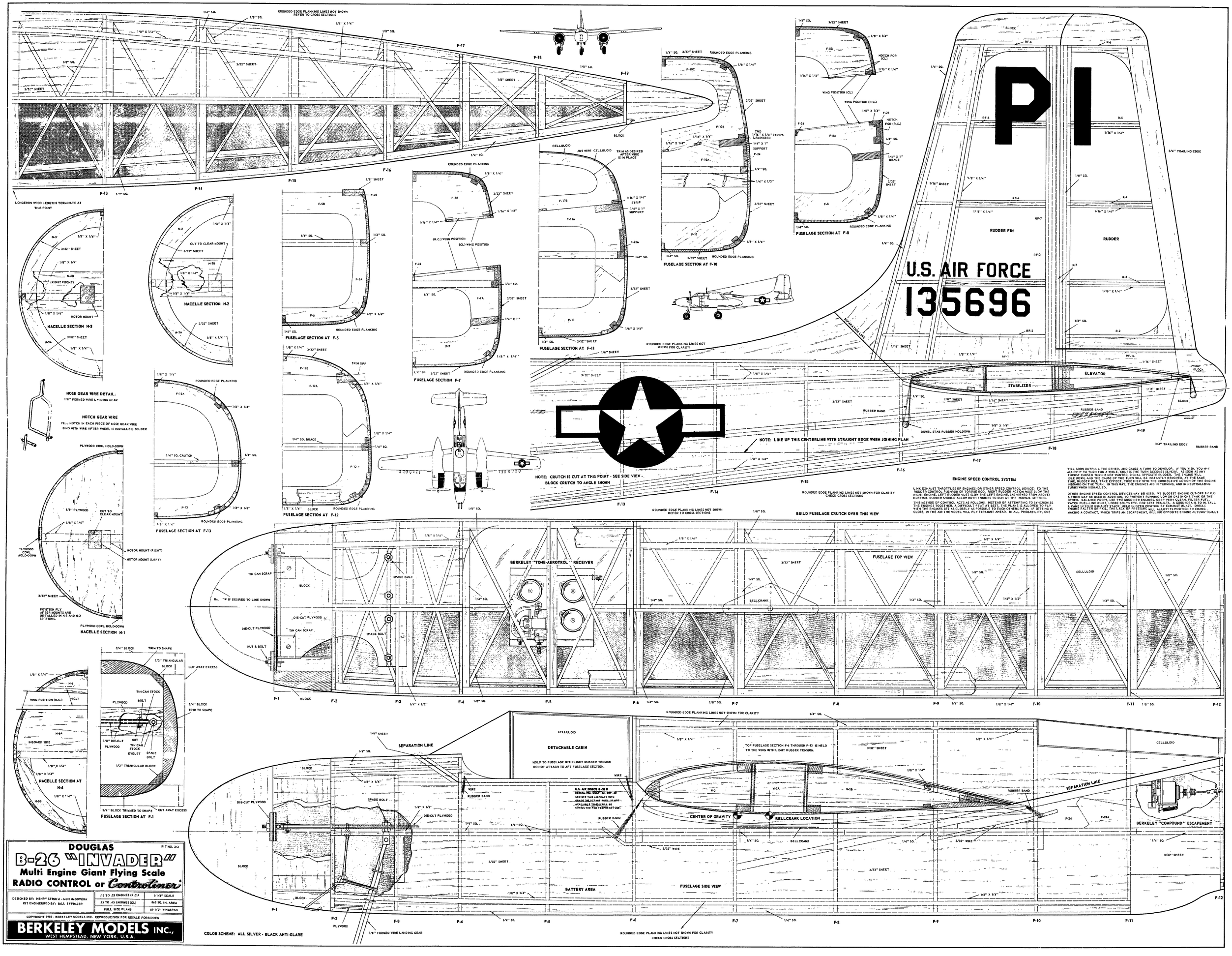


ENGINE SPEED CONTROL SYSTEM

LINK EXHAUST THROTTLES OF ENGINES (OR OTHER SPEED CONTROL DEVICE) TO THE RUDDER CONTROL. PUSHROD OR TORQUE ROD. RIGHT RUDDER ACTION MUST SLOW THE RIGHT ENGINE, LEFT RUDDER MUST SLOW THE LEFT ENGINE. (AS VIEWED FROM ABOVE) NUETRAL RUDDER SHOULD ALLOW BOTH ENGINES TO RUN AT THE NORMAL SETTING.

THIS METHOD OF CONTROL ACTS AS FOLLOWS. INSTEAD OF ATTEMPTING TO SYNCRONIZE THE ENGINES TOGETHER, A DIFFICULT FEAT AT BEST, THE PLANE IS ALLOWED TO FLY WITH THE ENGINES SET AS CLOSELY AS POSSIBLE TO EACH OTHERS R.P.M. IF SETTING IS CLOSE, IN THE AIR THE MODEL WILL FLY STRAIGHT AHEAD. IN ALL PROBABILITY, ONE WILL SOON OUTPULL THE OTHER, AND CAUSE A TURN TO DEVELOP. IF YOU WISH, YOU MAY ALLOW IT TO TURN FOR A WHILE, UNLESS THE TURN BECOMES SEVERE. AS SOON AS ANY THRUST CAUSED TURN IS NOT WANTED, SIGNAL OPPOSITE RUDDER. THE ENGINE WILL IDLE DOWN, AND THE CAUSE OF THE TURN WILL BE INSTANTLY REMOVED. AT THE SAME TIME, RUDDER WILL TAKE EFFECT, TOGETHER WITH THE CORRECTIVE ACTION OF THE ENGINE INBOARD ON THE TURN. IN THIS WAY, THE ENGINES AID IN TURNING, AND IN NEUTRALIZING TURNS WHEN SIGNALLED.

OTHER ENGINE SPEED CONTROL DEVICES MAY BE USED. WE SUGGEST ENGINE CUT-OFF BY R.C. A TIMER MAY BE USED IN ADDITION, TO PREVENT RUNNING LOW ON GAS IN ONE TANK OR THE OTHER. BALANCE PROPS, USE TWO GOOD NEW ENGINES, KEEP VERY CLEAN, FILTER FUEL, WATCH FUEL-LINE KINKS, LOOSE BOLTS ETC. FOR BEST RESULTS. A GOOD IDEA IS TO INSTALL A VANE IN YOUR EXHAUST STACK, HELD IN OPEN POSITION BY EXHAUST BLAST. SHOULD ENGINE FALTER OR FAIL, THE LACK OF PRESSURE WILL ALLOW ITS POSITION TO CHANGE, MAKING A CONTACT, WHICH TRIPS AN ESCAPEMENT, KILLING OPPOSITE ENGINE AUTOMATICALLY.

DOUGLAS B-26 "INVADER"

KIT NO. 2/4

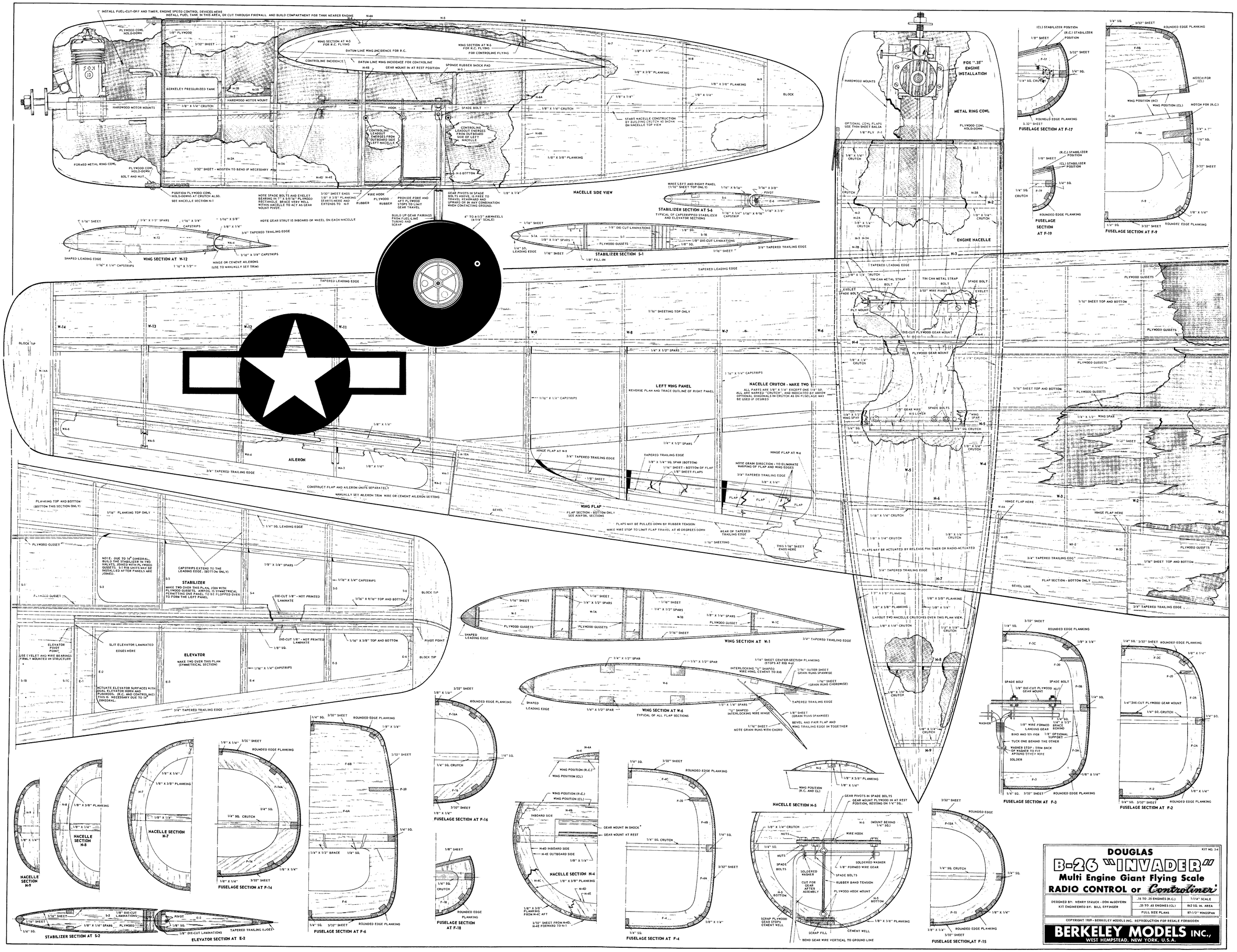
Multi Engine Giant Flying Scale

RADIO CONTROL or Controlmer

DESIGNED BY: HENRY STRULK - DON McGOVERN	.15 TO .25 ENGINES (R.C.)	1-1/4" SCALE
KIT ENGINEERED BY: BILL EFFINGER	.35 TO .45 ENGINES (CL)	862 SQ. IN. AREA
	FULL SIZE PLANS	67-1/2" WINGSPAN

COPYRIGHT 1959 - BERKELEY MODELS INC. REPRODUCTION FOR RESALE FORBIDDEN

BERKELEY MODELS INC.,
WEST HEMPSTEAD, NEW YORK, U.S.A.


INSTALL FUEL-CUT-OFF AND TIMER, ENGINE SPEED CONTROL DEVICES HERE
INSTALL FUEL TANK IN THIS AREA, OR CUT THROUGH FIREWALL AND BUILD COMPARTMENT FOR TANK NEARER ENGINE
PLYWOOD COWL HOLD-DOWNS
FOX 19
BERKELEY PRESSURIZED TANK
HARDWOOD MOTOR MOUNTS
HARDWOOD MOTOR MOUNT
FORMED METAL RING COWL
BOLT AND NUT
POSITION PLYWOOD COWL HOLD-DOWNS AT CRUTCH ALSO. SEE NACELLE SECTION N-1
NOTE SPADE BOLTS AND EYELET BEARING IN 1" X 5-8/16" PLYWOOD RECTANGLE. BRACE VERY WELL WITHIN NACELLE TO ACT AS GEAR MOUNT PIVOT.
NOTE GEAR STRUT IS INBOARD OF WHEEL ON EACH NACELLE
WING SECTION AT W-5 FOR R.C. FLYING
DATUM LINE WING INCIDENCE FOR R.C.
CONTROLINE INCIDENCE
DATUM LINE WING INCIDENCE FOR CONTROLINE
GEAR MOUNT IN AT REST POSITION
SPONGE RUBBER SHOCK PAD
WING SECTION AT W-5 FOR RC FLYING
FOR CONTROLINE FLYING
START NACELLE CONSTRUCTION BY BUILDING CRUTCH AS SHOWN ON NACELLE TOP VIEW
CONTROLINE LEADOUT EMERGES FROM OUTBOARD SIDE OF LEFT NACELLE
GEAR PIVOTS IN SPADE BOLTS ABOVE, TO FREE TO TRAVEL REARWARD AND UPWARD OR IN ANY COMBINATION WHEN CONTACTING GROUND.
PROVIDE FORE AND AFT PLYWOOD STOPS TO LIMIT GEAR TRAVEL
BUILD UP GEAR FAIRINGS FROM FUEL LINE TUBING AND SCRAP
4" TO 6-1/2" AIRWHEELS (4-1/4" SCALE)
NACELLE SIDE VIEW
FOX "35" ENGINE INSTALLATION
METAL RING COWL
ENGINE NACELLE
FUSELAGE SECTION AT F-17
FUSELAGE SECTION AT F-19
FUSELAGE SECTION AT F-9
WING SECTION AT W-12
STABILIZER SECTION AT S-6
STABILIZER SECTION S-1
LEFT WING PANEL
REVERSE PLAN AND TRACE OUTLINE OF RIGHT PANEL
NACELLE CRUTCH - MAKE TWO
ALL PARTS ARE 1/8" X 1/4" EXCEPT ONE 1/4" SQ.
ALL ARE MARKED "CRUTCH", AND INDICATED BY ARROW
OPTIONAL DIAGONALS IN CRUTCH AS ON FUSELAGE MAY BE USED IF DESIRED
AILERON
WING FLAP
STABILIZER
ELEVATOR
WING SECTION AT W-1
WING SECTION AT W-6
NACELLE SECTION N-5
NACELLE SECTION N-9
NACELLE SECTION N-8
NACELLE SECTION N-7
NACELLE SECTION N-4
FUSELAGE SECTION AT F-16
FUSELAGE SECTION AT F-14
FUSELAGE SECTION AT F-6
FUSELAGE SECTION AT F-18
FUSELAGE SECTION AT F-4
FUSELAGE SECTION AT F-3
FUSELAGE SECTION AT F-2
FUSELAGE SECTION AT F-15
STABILIZER SECTION AT S-2
ELEVATOR SECTION AT E-2
DOUGLAS
B-26 "INVADER"
Multi Engine Giant Flying Scale
RADIO CONTROL or Controliner
KIT NO. 3-4
DESIGNED BY: HENRY STRUCK - DON McGOVERN
KIT ENGINEERED BY: BILL EFFINGER
.15 TO .25 ENGINES (R.C.)
.25 TO .45 ENGINES (CL)
FULL SIZE PLANS
1-1/4" SCALE
862 SQ. IN. AREA
87-1/2" WINGSPAN
COPYRIGHT 1959 - BERKELEY MODELS INC. REPRODUCTION FOR RESALE FORBIDDEN
BERKELEY MODELS INC.,
WEST HEMPSTEAD, NEW YORK, U.S.A.