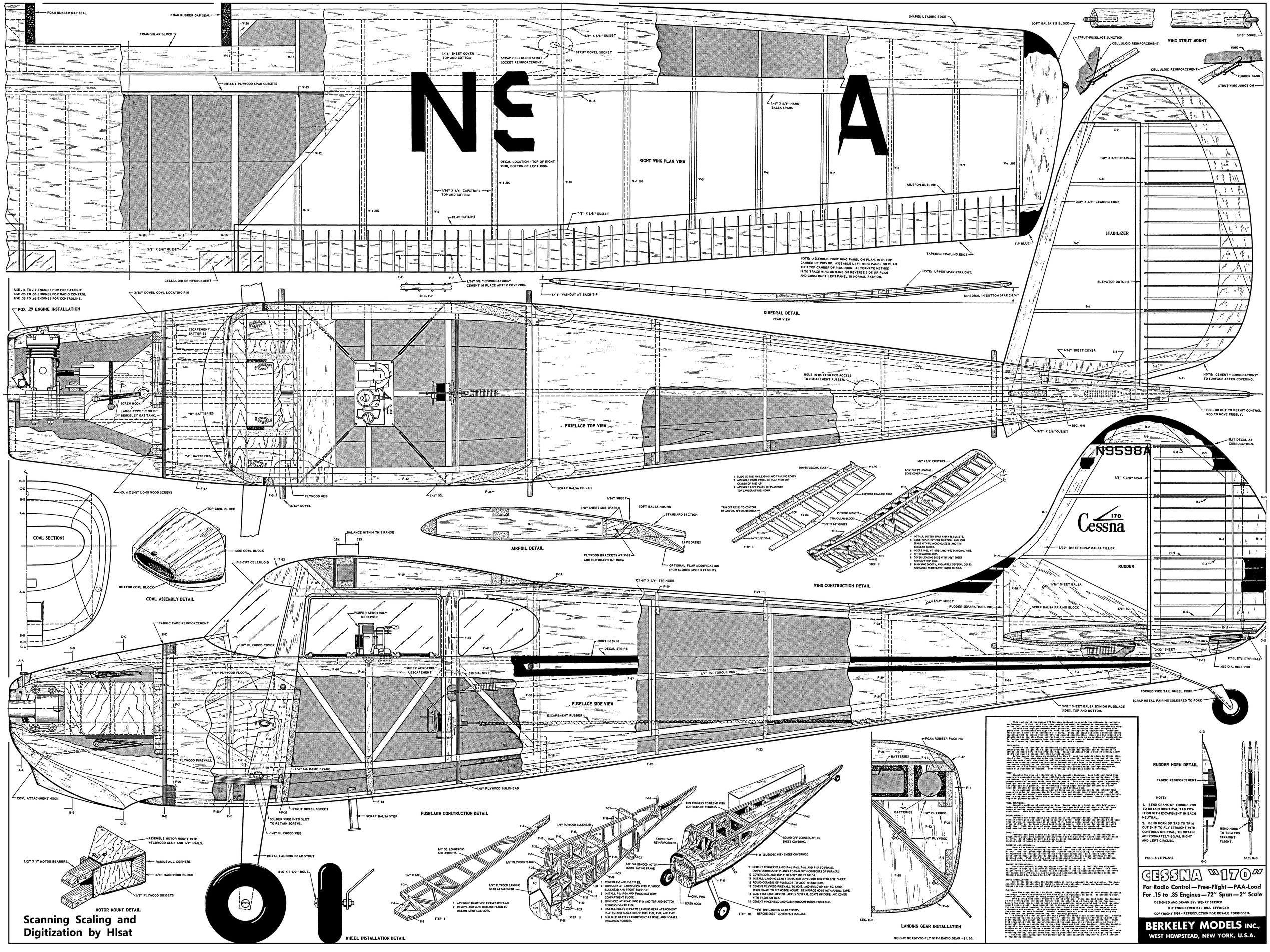
RIGHT WING PLAN VIEW
FUSELAGE TOP VIEW
FUSELAGE SIDE VIEW
FUSELAGE CONSTRUCTION DETAIL
STABILIZER
RUDDER
DIHEDRAL DETAIL
REAR VIEW
AIRFOIL DETAIL
WING CONSTRUCTION DETAIL
COWL SECTIONS
COWL ASSEMBLY DETAIL
MOTOR MOUNT DETAIL
WHEEL INSTALLATION DETAIL
LANDING GEAR INSTALLATION
WING STRUT MOUNT
RUDDER HORN DETAIL
FOX .29 ENGINE INSTALLATION
USE .14 TO .19 ENGINES FOR FREE-FLIGHT
USE .25 TO .35 ENGINES FOR RADIO CONTROL
USE .35 TO .45 ENGINES FOR CONTROLINE.
NOTE: ASSEMBLE RIGHT WING PANEL ON PLAN, WITH TOP CAMBER OF RIBS UP. ASSEMBLE LEFT WING PANEL ON PLAN WITH TOP CAMBER OF RIBS DOWN. ALTERNATE METHOD IS TO TRACE WING OUTLINE ON REVERSE SIDE OF PLAN AND CONSTRUCT LEFT PANEL IN NORMAL FASHION.
NOTE: UPPER SPAR STRAIGHT.
NOTE: CEMENT "CORRUGATIONS" TO SURFACE AFTER COVERING.
HOLLOW OUT TO PERMIT CONTROL ROD TO MOVE FREELY.
SLIT DECAL AT CORRUGATIONS.
N9598A
Cessna 170
BALANCE WITHIN THIS RANGE
27%
33%
15 DEGREES
OPTIONAL FLAP MODIFICATION (FOR SLOWER SPEED FLIGHT)
"SUPER AEROTROL" RECEIVER
"SUPER AEROTROL" ESCAPEMENT
ESCAPEMENT RUBBER
JOINT IN SKIN
DECAL STRIPE
FABRIC TAPE REINFORCEMENT
COWL ATTACHMENT HOOK
SCREW HOOK
LARGE TYPE "C OR D" BERKELEY GAS TANK.
"B" BATTERIES
"A" BATTERIES
ESCAPEMENT BATTERIES
NO. 4 X 5/8" LONG WOOD SCREWS
TOP COWL BLOCK
SIDE COWL BLOCK
BOTTOM COWL BLOCK
DIE-CUT CELLULOID
DIE-CUT PLYWOOD SPAR GUSSETS
FOAM RUBBER GAP SEAL
TRIANGULAR BLOCK
CELLULOID REINFORCEMENT
1/16" SHEET COVER TOP AND BOTTOM
SCRAP CELLULOID STRUT SOCKET REINFORCEMENT.
STRUT DOWEL SOCKET
3/8" X 5/8" GUSSET
1/16" X 1/4" CAPSTRIPS TOP AND BOTTOM
FLAP OUTLINE
DECAL LOCATION - TOP OF RIGHT WING, BOTTOM OF LEFT WING.
1/4" X 5/8" HARD BALSA SPARS
AILERON OUTLINE
TAPERED TRAILING EDGE
TIP BLOCK
SHAPED LEADING EDGE
SOFT BALSA TIP BLOCK
STRUT-FUSELAGE JUNCTION
STRUT-WING JUNCTION
RUBBER BAND
3/16" DOWEL
1/8" X 3/8" SPAR
3/8" X 5/8" LEADING EDGE
ELEVATOR OUTLINE
1/16" SHEET COVER
3/16" WASHOUT AT EACH TIP
DIHEDRAL IN BOTTOM SPAR 2-1/4"
HOLE IN BOTTOM FOR ACCESS TO ESCAPEMENT RUBBER.
SCRAP BALSA FILLET
PLYWOOD WEB
3/16" DOWEL
1/4" SQ.
1/8" PLYWOOD COVER
1/8" PLYWOOD FLOOR
PLYWOOD FIREWALL
1/4" SQ. BASIC FRAME
1/8" PLYWOOD BULKHEAD
1/4" SQ. TORQUE ROD
.050 DIA. WIRE
1/8" X 1/4" STRINGER
STRUT DOWEL SOCKET
SOLDER WIRE INTO SLOT TO RETAIN SCREWS.
1/4" PLYWOOD WEB
DURAL LANDING GEAR STRUT
8-32 X 1-1/2" BOLT
SCRAP BALSA STEP
1/8" X 3/8" SPAR
1/16" SHEET BALSA
SCRAP BALSA FAIRING BLOCK
RUDDER SEPARATION LINE
1/16" SHEET
3/32" SHEET SCRAP BALSA FILLER
3/32" SHEET
3/32" SHEET BALSA SKIN ON FUSELAGE SIDES, TOP AND BOTTOM.
EYELETS (TYPICAL)
.050 DIA. WIRE ROD
FORMED WIRE TAIL WHEEL FORK
SCRAP METAL FAIRING SOLDERED TO FORK
1/8" SHEET
1/8" SHEET SUB SPARS
SOFT BALSA NOSING
STANDARD SECTION
PLYWOOD BRACKETS AT W-14 AND OUTBOARD W-1 RIBS.
TRIM OFF RESTS TO CONTOUR OF AIRFOIL AFTER ASSEMBLY.
PLYWOOD GUSSETS
TRIANGULAR BLOCK
1/4" X 1/4" CAPSTRIPS
1/16" SHEET LEADING EDGE COVER
1/4" X 5/8" SPAR
STEP I
STEP II
STEP III
1/8" PLYWOOD BULKHEAD
1/8" PLYWOOD FLOOR
1/4" SQ. LONGERONS AND UPRIGHTS.
1/4" PLYWOOD LANDING GEAR ATTACHMENT
3/8" SQ. RDWOOD MOTOR MOUNT LATHING FRAME.
CUT CORNERS TO BLEND WITH CONTOURS OF FORMERS.
ROUND OFF CORNERS AFTER SHEET COVERING.
F-44 (BLENDED WITH SHEET COVERING.)
COWL PINS
SCREW HOOK
FIT THE LANDING GEAR STRUTS BEFORE SHEET COVERING FUSELAGE.
1/2" X 1" MOTOR BEARERS
ASSEMBLE MOTOR MOUNT WITH WELDWOOD GLUE AND 1/2" NAILS.
RADIUS ALL CORNERS
3/8" HARDWOOD BLOCK
1/8" PLYWOOD GUSSETS
FOAM RUBBER PACKING
BATTERIES
1/8" PLYWOOD
1/4" PLYWOOD
SEC. E-E
FULL SIZE PLANS
SEC. G-G
BEND HORN TO TRIM FOR STRAIGHT FLIGHT.
NOTE:
1. BEND CRANK OF TORQUE ROD TO OBTAIN IDENTICAL TAB POSITION WITH ESCAPEMENT IN EACH NEUTRAL.
2. BEND HORN OF TAB TO TRIM OUT SHIP TO FLY STRAIGHT WITH CONTROLS NEUTRAL. TO OBTAIN APPROXIMATELY EQUAL RIGHT AND LEFT CIRCLES.
CESSNA "170"
For Radio Control—Free-Flight—PAA-Load
For .15 to .35 Engines—72" Span—2" Scale
DESIGNED AND DRAWN BY: HENRY STRUCK
KIT ENGINEERED BY: BILL EFFINGER
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BERKELEY MODELS INC.,
WEST HEMPSTEAD, LONG ISLAND, N.Y., U.S.A.
WEIGHT READY-TO-FLY WITH RADIO GEAR - 6 LBS.
Scanning Scaling and Digitization by Hlsat