

Remington Burnelli

RB-2

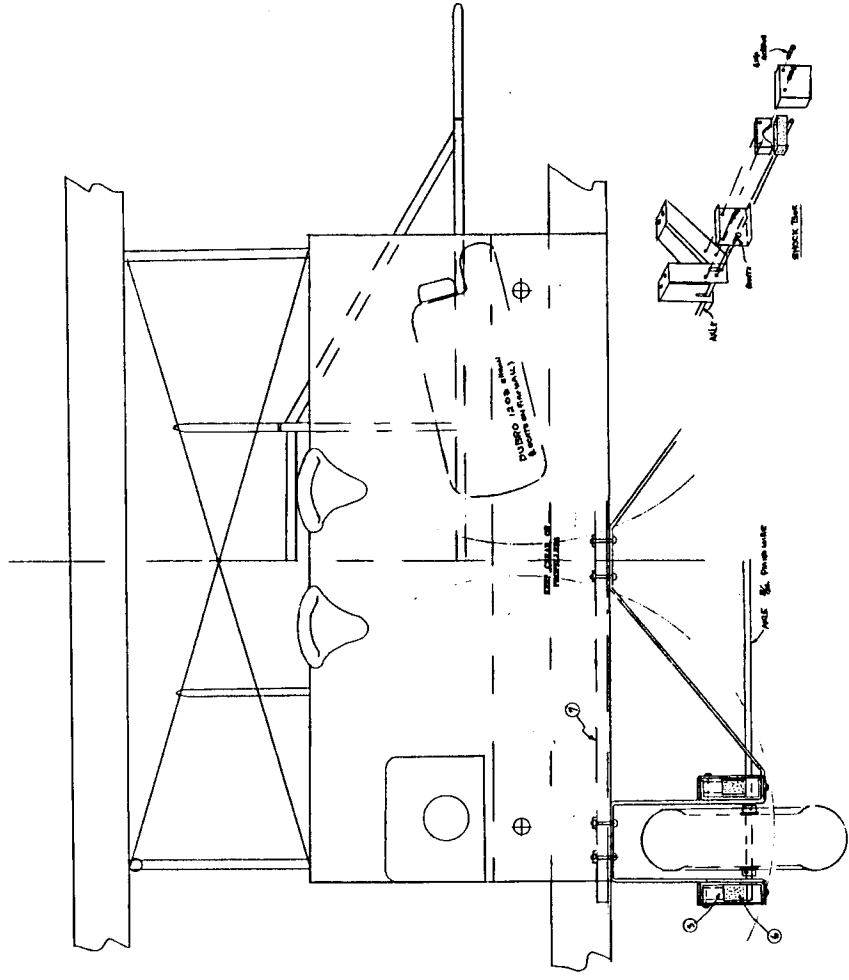
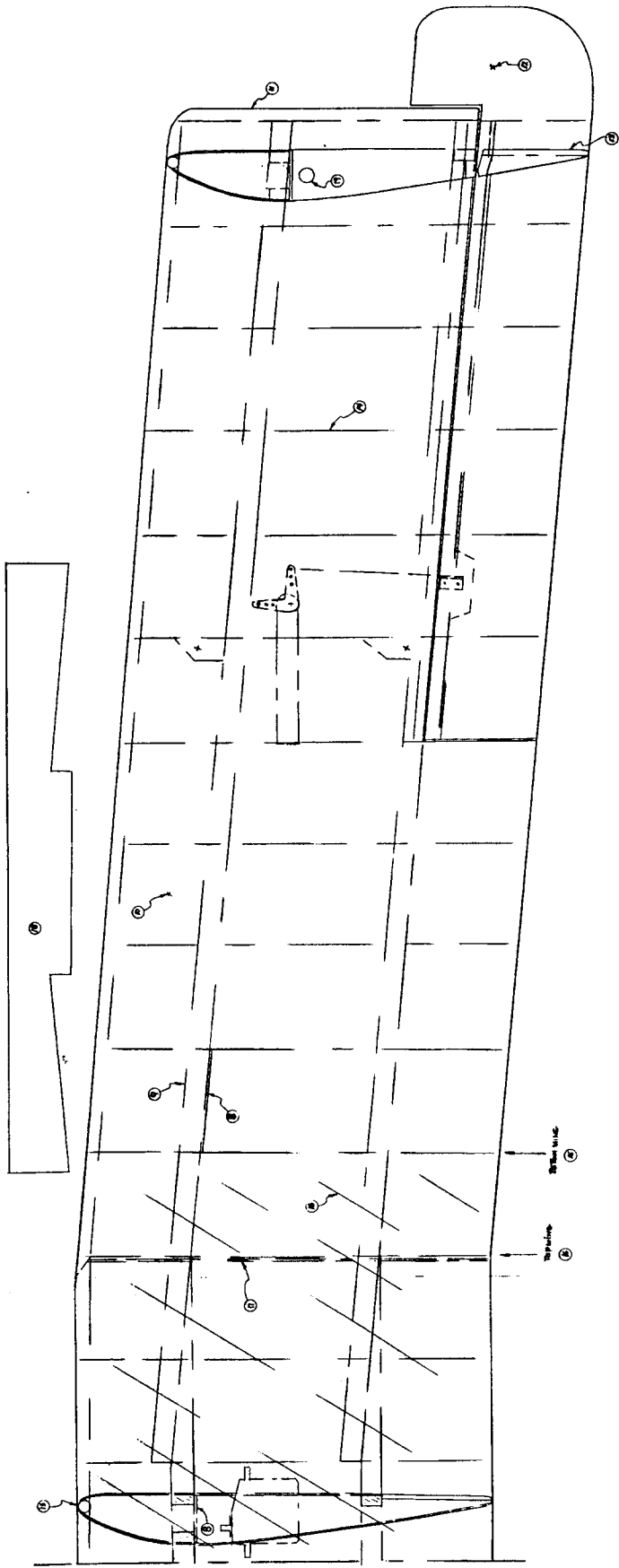
Model plans

for more information on the RB-2 including pictures and the story behind this and other Burnelli aircraft, please visit

www.aircrash.org

WARNING:

By reading these plans you express your full agreement with the terms and conditions as they are outlined at <http://www.aircrash.org/burnelli/model.htm> whether you have read them or not.



1. All dimensions are in inches unless otherwise specified. The tolerance is ± 0.005 inches for all dimensions.
2. The work is to be done in accordance with the drawings and specifications.
3. All parts are to be made of the material specified.
4. All parts are to be finished to the finish specified.
5. All parts are to be assembled in accordance with the drawings and specifications.
6. All parts are to be tested in accordance with the drawings and specifications.
7. All parts are to be marked in accordance with the drawings and specifications.
8. All parts are to be stored in accordance with the drawings and specifications.
9. All parts are to be handled in accordance with the drawings and specifications.
10. All parts are to be disposed of in accordance with the drawings and specifications.

Al Heim's Burnelli RB-2

Notes

1. Drill two holes for wire, one on each side of cabane wire. Then insert a "U" shaped wire from outside and twist and solder on inside.
2. Wrap each at center crossing with fine copper wire and solder.
3. 1/4 inch plywood
4. 3/32 inch plywood
5. 1/4 inch hardwood dowel
6. Pink Pearl eraser (one required for each of four shocks). Cut in half lengthwise and trim ends.
7. Landing gear base. 1/4 inch plywood sheet cut to 15 inch length. See #18
8. 1/16 inch verticle sheet stiffners from wing tip to wing tip between all ribs.
9. All spars 1/2 X 1/4 harder balsa.
10. 3" X 1/16 sheet balsa top and bottom leading edge both wings.
11. 1/4 " sheet balsa wing tips.
12. Solid balsa aileron tips of built up 1/8 sheet.
13. All bottom side of ailerons and trailing edge 1/8 sheet balsa.
14. All ribs and complete fuselage 1/8 sheet balsa.
15. Leading edges 5/16 hardwood dowel.
16. BOTTOM WING: 1/16 " sheet center nine ribs front to back top and bottom sides.
TOP WING: 1/16 " sheet center seven ribs front to back bottom only.
17. 1/16 " plywood rib doubler lower wing only. Cut out for landing gear base 1/4" ply (see # 18).
18. 1/4" plywood landing gear base. Shown front only. Rear is 2" X 15" rectangle. Trim front base to fit into front spar.
19. Drill 3/8 " hole all ribs for push rods.
20. Locate the three servos (elevator, throttle and rudder) with rudder in center and with rods on opposite sides of servo arm. With rudder rods exiting between rudders (horns on inside of rudders) operation is together.
21. Colors : One color scheme (deduced from 1925 photo and information from the Burnelli Co.) was top 1/2 of fuselage and all struts medium blue with all other surfaces aluminum. All lettering black. No registration numbers on aircraft as period was prior to required federal registry.

Specifications

Model: Remington Burnelli model RB-2 "Transport"

Type: Stand off 1/12 scale

Wingspan: 76 in. (including ailerons)

Wing area: 1300 sq.in. (wings only)
1950 sq.in. (incl. Max. body
lift of 33.3% - conservative)

Length: 44.5 in.

Weight: 9.5 lbs.

Wing loading: 16.8 oz/sq. ft. (wings only)
11.22 oz/sq. ft. (including max. body lift)

Engines: K&B .45 Sportster with 11 x 7.5 props.

Fuel Tank: 12 oz. Tank each engine shown
(10 oz. was used)

Radio req.: 4 channel - five servos
(2 aileron, 1 elevator, throttle and rudder)

Radio used: Futaba T6XA

Comments: Designed by Alan Heim, the plans were drawn from photos and three-views from the Smithsonian Archives division. The model is conventional built up balsa and light plywood construction. Adhesives were epoxy, CA and Elmer's "Pro" wood glue. Build time was approximately 120 hours over six weeks.

If you like biplanes and thought of synchronizing and flying twins are of interest, but you have concerns for stability with one engine out, be concerned no longer, even if you have never flown a twin (this is my first twin), as this subject is very gentle and is well worth modeling.