

the PB-2

OLD TIMER Model of the Month

Designed by: Thracý Petrides

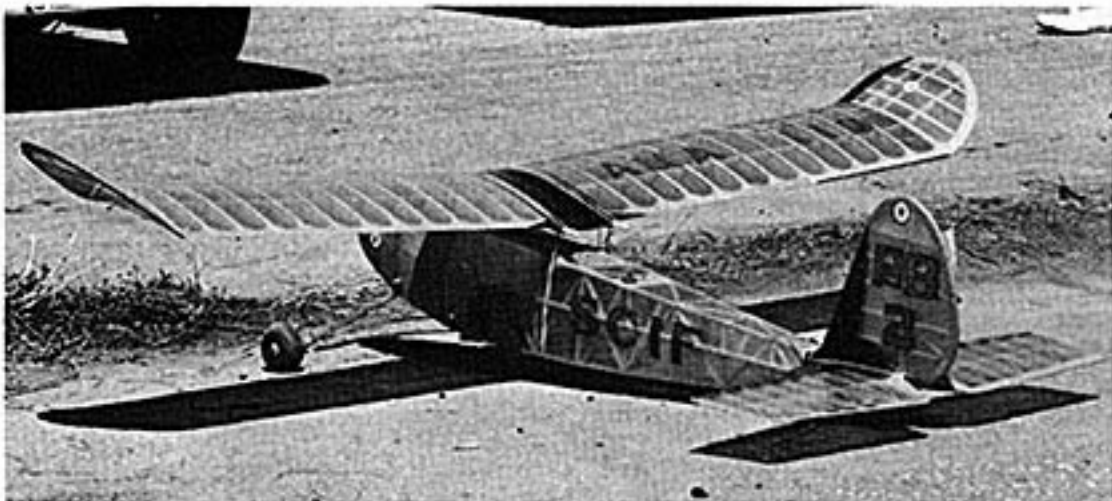
Drawn by: Al Patterson

Text by: Bill Northrop

• Here we go again . . . another old timer plan without the balance point located! This all-important item seemed to be one of the best-kept secrets of model designs in the pre-WWII days. Oddly enough, the author/designer went into great detail about proper location of the payload weight in relation to the center of gravity (CG), but still managed to avoid giving its location. As the stab is full symmetrical, we'd suggest locating the balance point about 1/3, or 4-5/8 inches back from the leading edge of the wing.

For R/C conversion, it should be a simple matter to double both the stab and fin spars to provide movable rudder and elevators. However, we'd suggest increasing the stab and fin spar thicknesses to 1/4 inch, and the rudder elevator spars to 3/16 inch.

Incidentally, flying Spiro Nickolau's O.S. '60 Gold Head powered PB-2 with Futaba radio, several years ago, was our first experience with R/C old timers. In addition to getting us turned on to this great facet of modeling, it also acted as the first inspiration for our big-and-light conception of quarter-scale classic era R/C models, Mammoth Classic Scale. •



The late John Keller's PB-2 was the first winner of the Texaco Trophy competition as revived by the SCAMPS club of Orange County, California. An extremely stable aircraft.