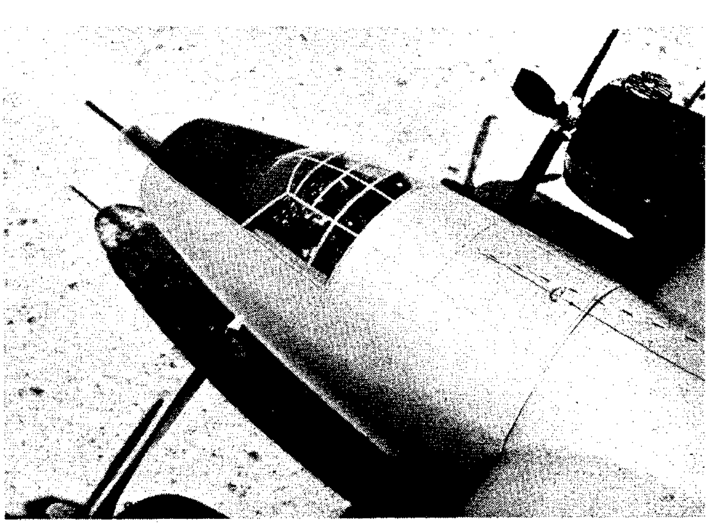

1/2 x 3/4 L.E.
R12
3/32 Ply
R11
R1
R1A
Sheet With 1/16 Balsa
Ribs 3/32 Sht
R2
R3
R4
R5
R6
R7
R8
R9
R10
1/4 x 1/2 Spar
3/32 Sht.
Aileron Servo Flap Servo In Other Wing Panel
To Flap Servo
Nyrod To Motor
To Flap Servo
Bellcranks
To Aileron Servo
3/32 Ply
Motor Servo
3/32 Ply
3/8 x 1 T.E.
Balsa Sht.
Aileron
Outboard Flap
Inboard Flap
Balsa Fill
3/32 Ply
1/4 Sq. Balsa
See Text.
Entire Fuselage Sheeted With 3/32 Sht.
A
AA
B
C
D
E
F
G
H
Designed by
JOE DAMICO
3/32 Sht
Turret
3/32 Ply
Dowel
1/4-28 Nylon Bolt.
3/32 Sht
Inst. Panel
5/16 x 1/2 Hardwood Block
1/8 Ply
3/8 x 1/2 Maple
Wing Saddle 1/4 Sht.
1/2 x 3/8
1/16 Ply
Tiller Arm
TOP FLITE Blocks
3 3/4"

Brace
1/4x3/8
1/8x1/4
1/4" Sheet
1/8 Ply.
Elev. Horn
Hinge (Typ)
1/4 Sht.
1/16 Ply.
3/32 Sht.
1/8x1/4
1/16 Ply
A
AA
3/32 Ply.
B
C
3/32 Ply
Wing Saddle
D
E
Wing Saddle
F
G
REAR SPAR
1/4
1/2
2"
LEADING EDGE
H
J
K
M
N
Cut Out
3/32 Ply
1/4 Sq.
3/32 Sht.
P
Q
1/4x1/2
R
S
T
Balsa Block
K
1/4x3/8
1/4 Sht.
1/8x1/4
Cut Down TAURUS Canopy
1/4" Sht. Stab Saddle
AILERONEE Arm
Cowl (See Text)
ENYA
3/8x1/2 Hardwood
6 oz. CLUNK Tank
Clips
Landing Gear
Balsa Block
3/32 Sht.
T
M
N
P
Q
R
6"
S
Wrap & Solder
L.E.
4° Right Thrust
Spar
2° Left.
Balsa Fill
Sheet Metal
Solder
FLEXIBLE ELEV. YOKE TO COMPENSATE FOR DIHEDRAL OFFSET

Joe and his monster. A well known WWII medium bomber. Stripes for the "D-Day" invasion.



Cowls, turrets, the hard stuff can be found in other abandoned kit projects, or molded new.

WORLD WAR II MEDIUM BOMBER . . . A gripping Scale R/C project:

B-26 Martin "Marauder"

Twin Enya .45's haul the load:

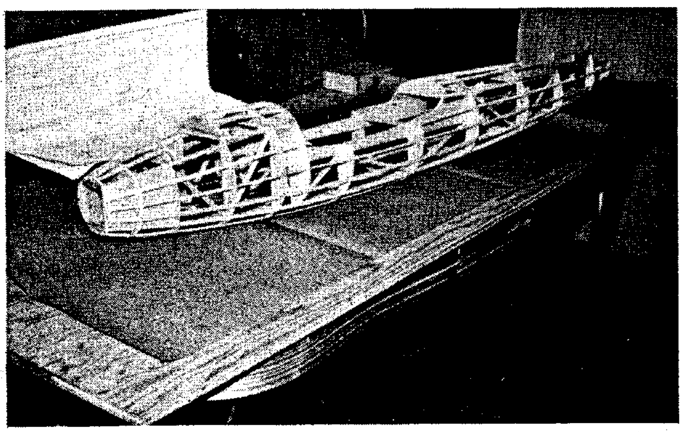
by Joe D'Amico

◆ I have been in radio control since 1951 which is about 18 years in the hobby. My greatest interest has been mainly scale modeling. I remember a few years ago when all that was needed to place high at a local contest was a basic scale kit type plane which in most cases was far from true scale. But, with only three or four entries as an average, it wasn't hard to take home some hardware. Flying them has not always been successful, however today with proportional controls, almost every scale model can be made to fly.

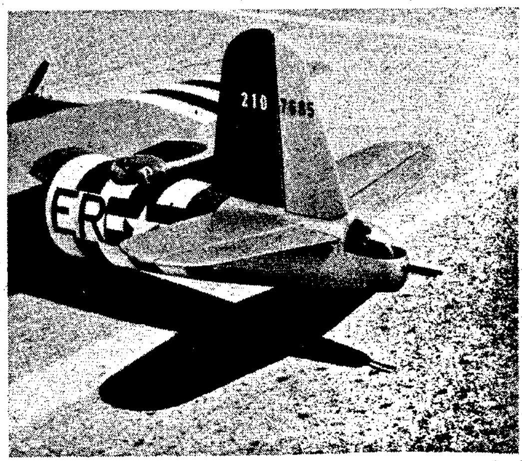
As can be seen, the interest in scale has been enormous. Times have changed, it is not unusual to see 14 to 24 scale planes at a contest nowadays. They are of a most sophisticated nature with superb and authentic detail. Therefore, in order to stay in the competition, I realized I needed more than the ordinary kit plane. I wanted something original and different, something that had not been built in Radio Control.

With this in mind, I spent many hours in research. Reading aircraft magazines, Profile Publications, books etc. In my search for an appropriate aircraft I finally decided on the B-26.

The B-26 Martin "Marauder" was always a fascination to me. With the on and off reputation of this plane, it was probably one of the most controversial airplanes of World War II. The original model had a 65 foot wing and flew great until machine guns, bomb loads, armor plate, radio gear and other equipment were added, resulting in heavy loads which gave the plane a



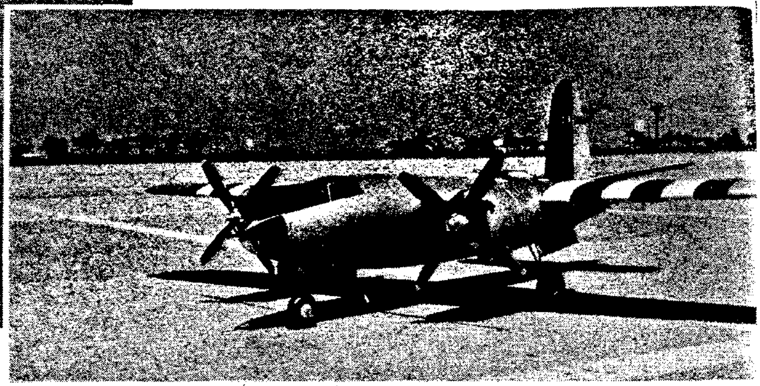
The B-26 structure underway. Not for the faint of heart. A project for experienced R/Cers.



The B-26 is a distinctive aircraft. Fuselage is circular, which simplifies former work.

The two Enya .45's are ample! Joe's ship was a heavyweight due in part to older R/C system.

Engines face outward a couple of degrees, ease transitional flight should one fail. Thrust is directed at rudder and design tends to fly as an assymetrical configuration on one prop.



. . . continued . . . "Marauder"

high stall rate and many crashes resulted. The B-26 received many unkind nicknames, such as "Widow Maker, Flying Prostitute and Lady With No Visible Means of Support." However, modifications were made adding six feet to the wing, extending the span to 71 feet, an increase in angle of incidence and better training of the crews in handling. After this, she went through the war and vindicated herself. The B-26 did a terrific job of pinpoint bombing and helped us win the war.

This plane presented a challenge which I could not resist. Also, I needed a twin (the extra points for a second engine are a big help). Flaps also were a great inducement. Many other possibilities such as, retractable gear, bomb drop, rotating turrets are all good for extra points. The plane has a tricycle landing gear which is good for ground handling, landing, take-offs and touch and gos. It is much better for long extended takeoff runs.

Statistics on the B-26 are quite easily available. Profile Publications #112 is a good presentation. Wylan plan set #6W can be used for three-view drawings. Our plane uses a constant scale of one inch to the foot and is easily judged. Another reason for this scale was that the plane ended up just the right size to fit into my car. The 71" wing sits across the front and back seats and the fuselage which is 58 inches long goes on the back seat snug as a bug. It works equally well in a Chevy and a Caddy.

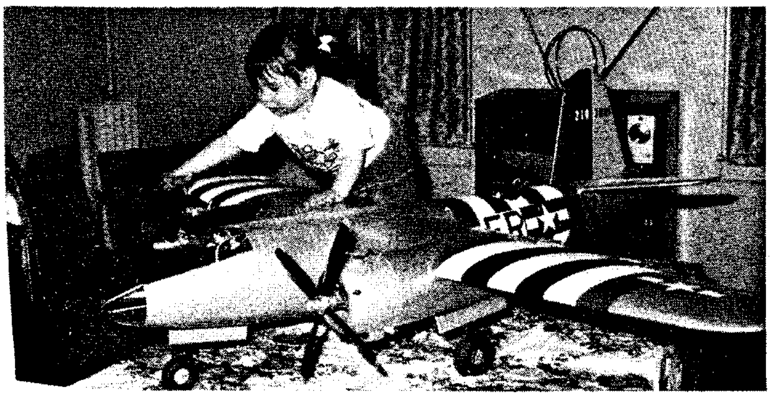
Two inches added to the chord at wing tip was the only deviation from scale. This small change is hardly noticeable. The added wing area I feel is worth the small loss of scale points, if any. A small correction had to be made in scaling down the construction plans from the Wylan Plans. The error was in fuselage length, but correction has been made in our plan.

The airfoil used on this wing is a progressive airfoil where the center-section is a Davis high lift and gradually progresses to symmetrical on the wing tips. This airfoil works extremely well on other planes I have built. It gives the most lift at the center-section where the wing is strongest.

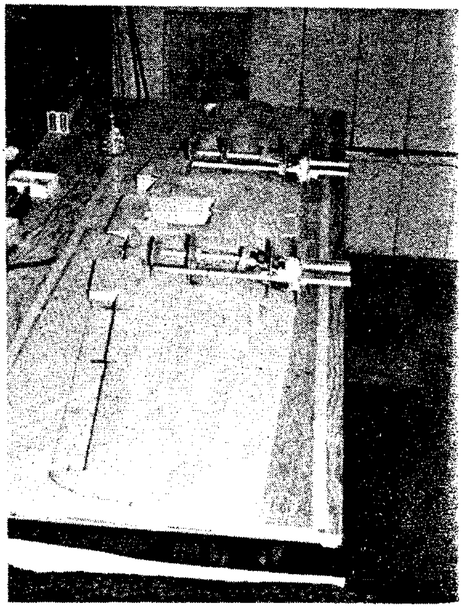
The symmetrical wing tips act as stabilizers and prevent wing tip stall at low speed. On other planes where this was used, landings were always a pleasure as the plane would have no tendency to fall off in either direction, no matter how much I would stretch the glide. However, it was important to keep the plane a little nose heavy.

The engines are set at 4 degrees right on the right engine and 2 degrees left on the left engine which aims the prop blast at the large rudder. In effect, if one engine quits the prop blast from the remaining engine should counteract the power of the one engine until throttle

(Continued on Page 26)



Joe's Granddaughter services engines with pablum.



Nacelles join onto the wing.