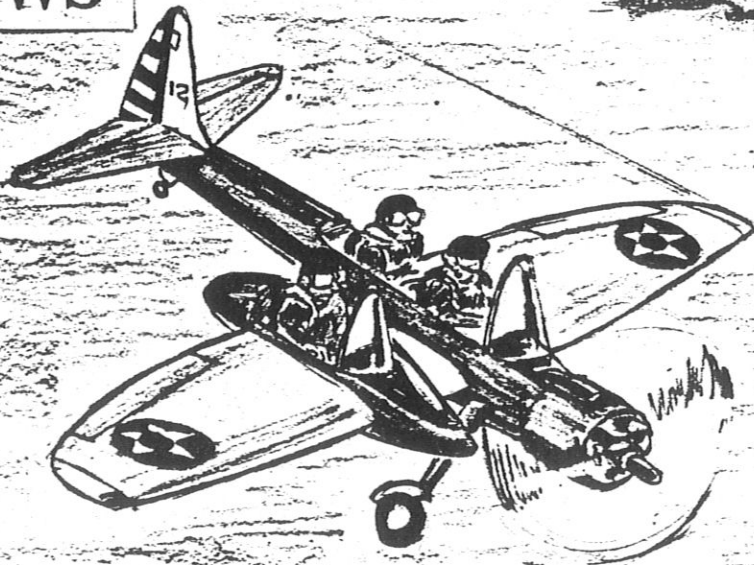


FLYING ACES

Club News

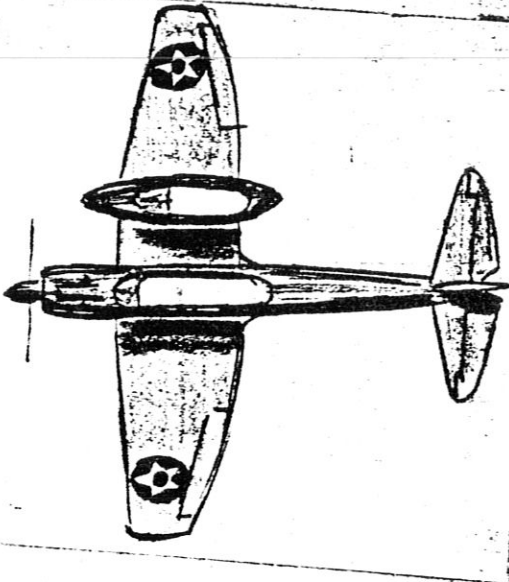


Issue #66



THE HARLEY - DAVIDSON XMBT-1
 by Captain Frank Scott
 Archivist, McCook Field Sqdn.
 FAC G-2

It is now fashionable, in some quarters, to wear large belt buckles bearing the well known emblem of the Harley - Davidson motorcycle factory. Few, if indeed any, of the weareres will know the story of these buckles, or even suspect that these are relics of World War Two! Only after long investigation and careful manipulation of these facts can we now assert that these belt buckles were purchased in great quantity by Harley - Davidson for use as safety-belt fasteners in the highly secret, and virtually unknown, Harley - Davidson XMBT-1 multiplace training plane.



With the onset of hostilities, it became quickly apparent that flight training establishments would be strained beyond capacity to fulfill the need for pilots. The newly formed Aeronautics division of Harley - Davidson therefore, took the boldly imaginative step of producing a training plane to enable a single instructor to train two student pilots at once, and, if the concept proved successful, sufficient "stretch" was provided for in the design to permit models to be built to accomodate four, eight, and even twelve students.

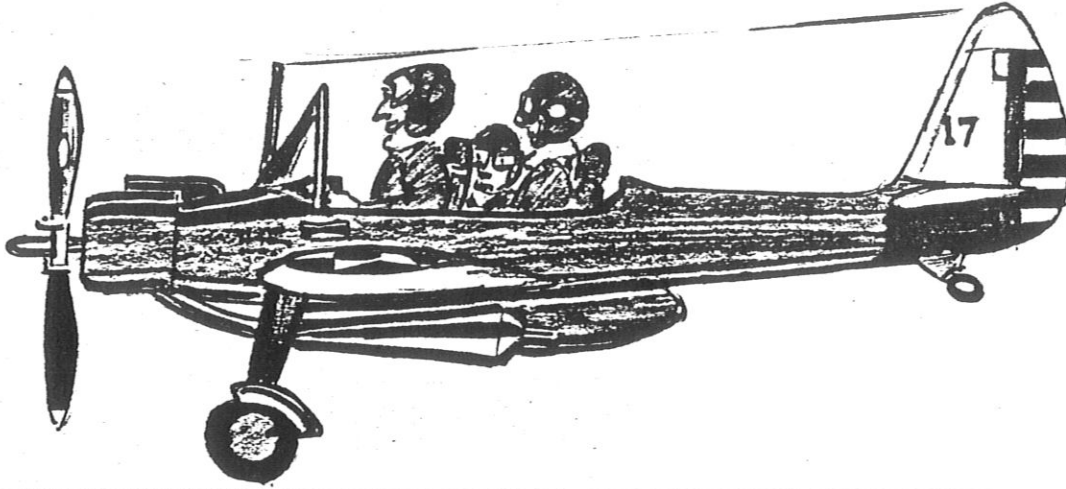
Aerodynamically, the design of the XMBT-1 was considered quite conservative apart from the unusual instructor's pod, which very neatly eliminated the torque swing to port during take-off so troublesome to fledgling aviators. Unfortunately, it was also responsible for a rather worse condition during landings.

In an effort to cut costs, complexity, and weight, only the instructor's cockpit was fitted with instrumentation, inasmuch as it was believed that the student pilots would not understand the many guages anyway. On the other hand, the instructor's station had no flight controls, it being his job, after all, to teach the others the rudiments of flight. The XMBT-1 was, incidentally, the only known aircraft to employ a kick starter.

It is not clearly understood why production orders were not forthcoming for this brilliant concept, although test pilots complained of a certain wing-heaviness, and that their standard AAF parachutes were awkward on the leather saddle type seats.

German agents in the United States, it is known, did take an active interest in the design and details were covertly transmitted to a Doktor Richard Vogt at the Blohm und Voss Werke in Hamburg. It is thought doubtfull, however, that any action was taken on the part of German officials regarding this information.

Discouraged, the directors of Harley - Davidson reluctantly closed down the still-born Aeronautical Division, and following the loss of the sole prototype, nothing remains except for those thousands of seat buckles.

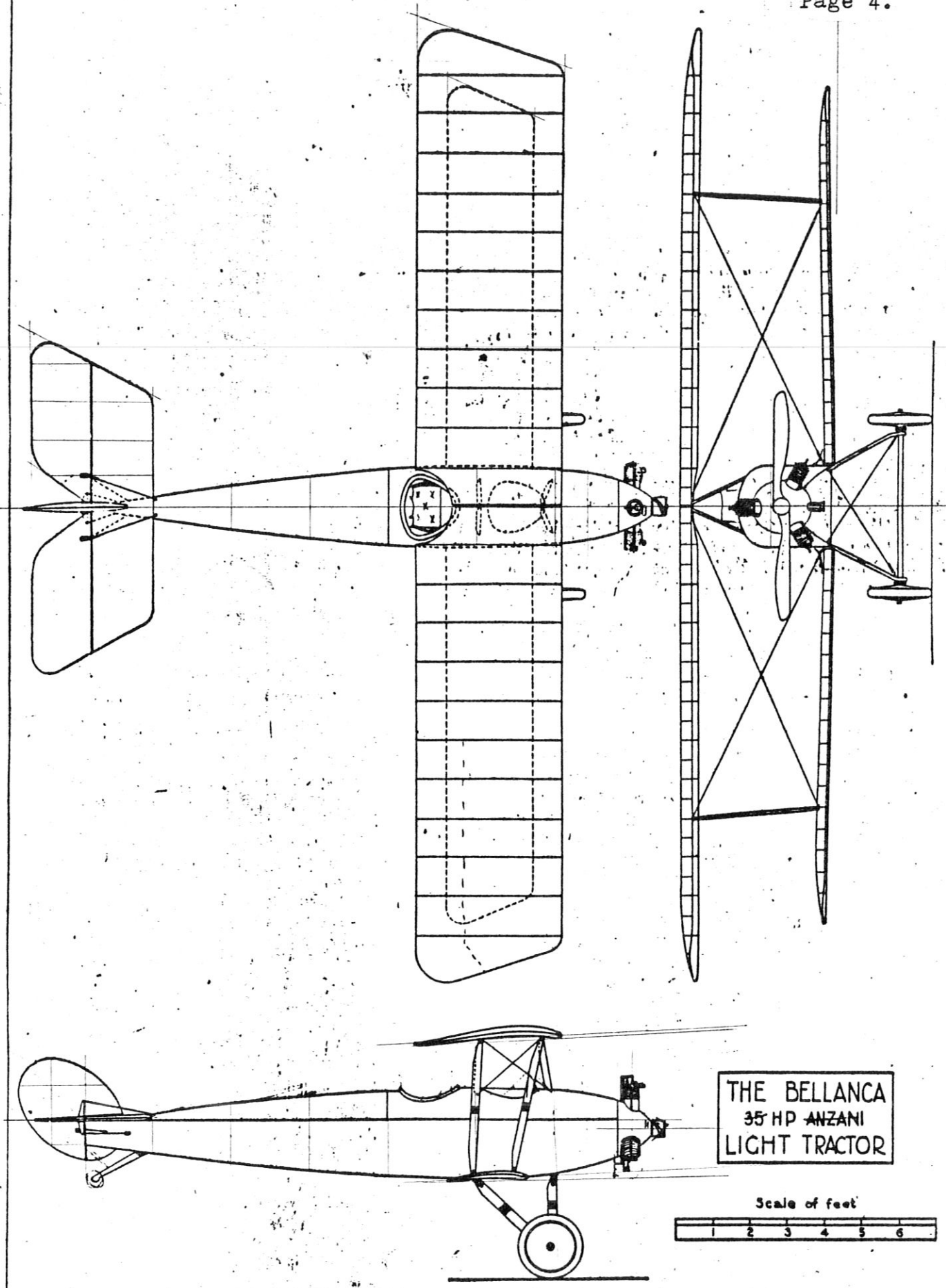


(How many of you FACs ever heard of the Blackburn "Sidecar"?
Now, that one was for real! Ed.)

FLYING ACES MODEL LABORATORY

Bellanca Two Place Biplane

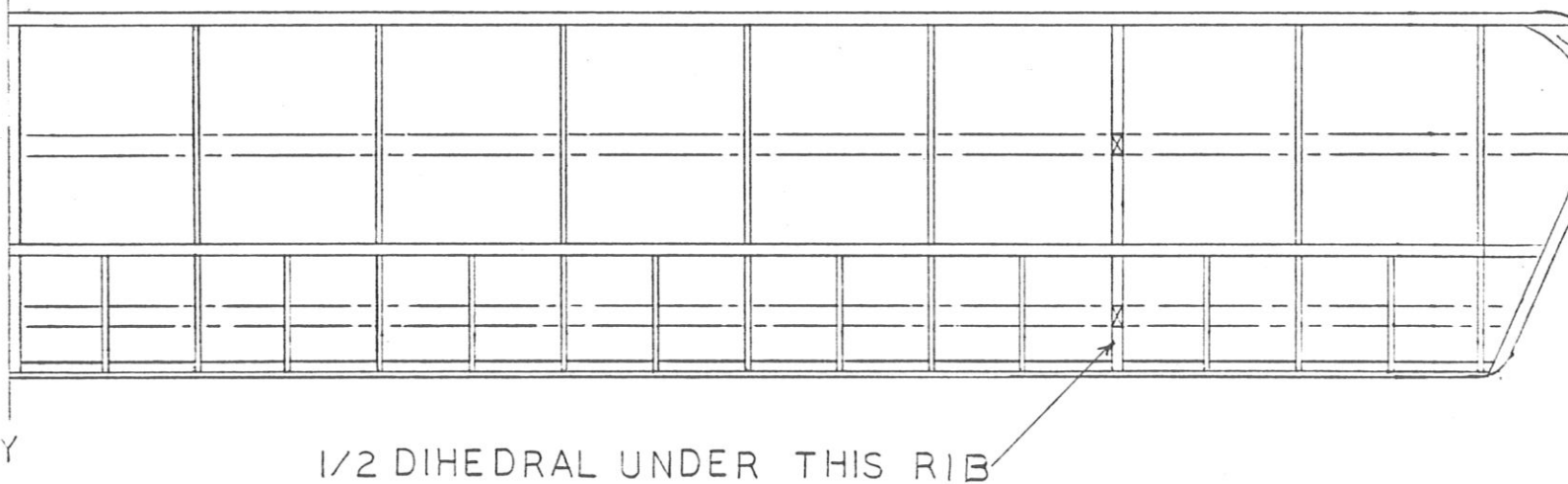
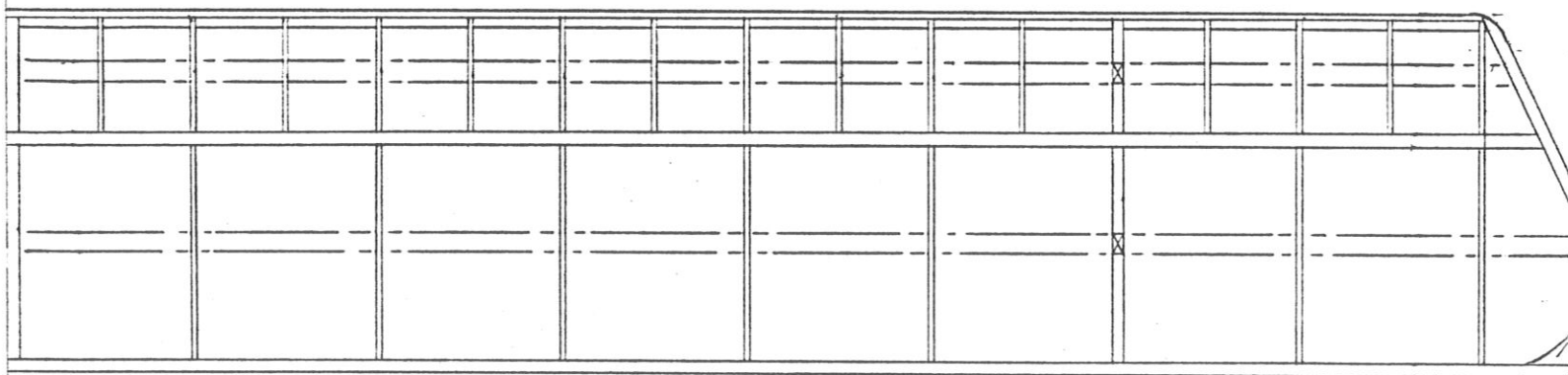
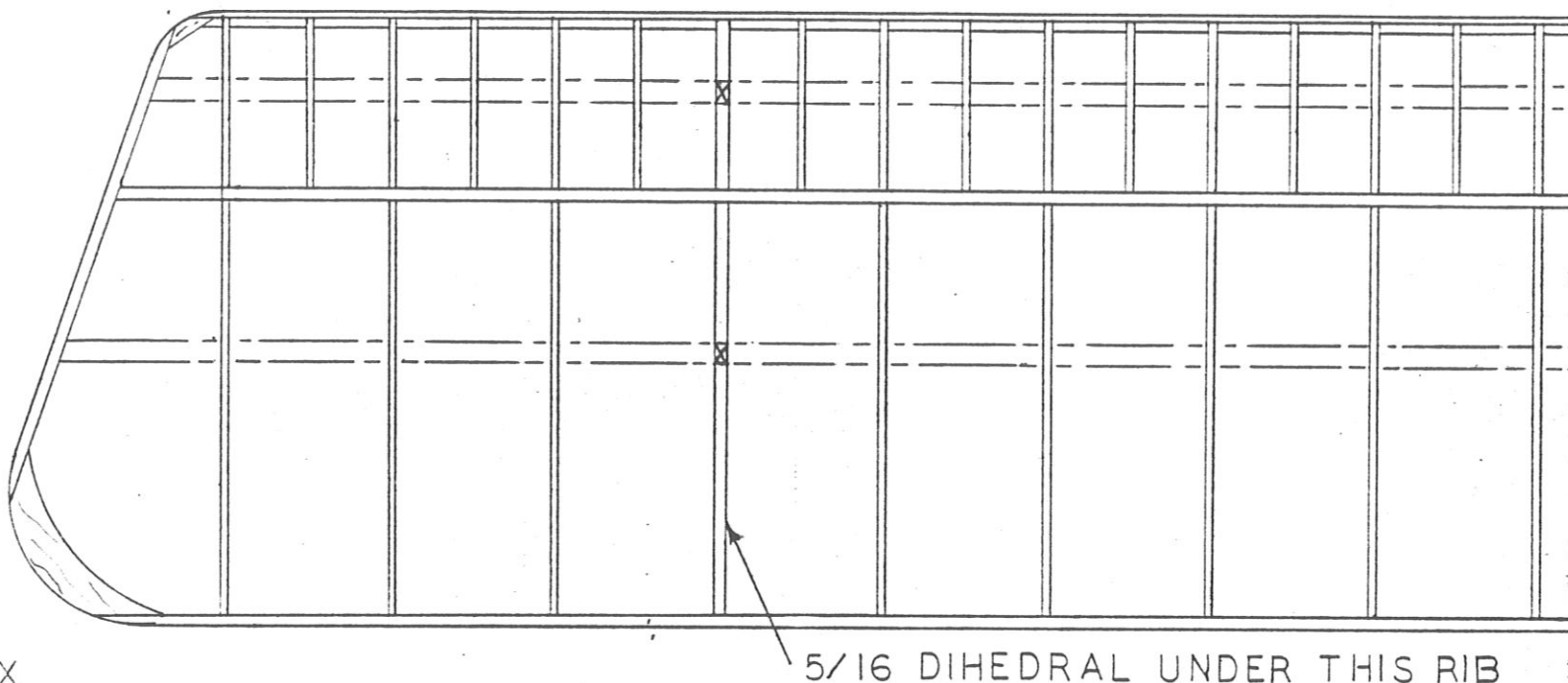
This nifty looking sky slicer was designed by the long time pal of many aeromodellers years before he learned to clip his wing tips in a way that became as famous in aeronautical circles as the signature of John Hancock in the world of normal people. Giuseppe was clever enough to design the cockpit up front tight enough a fit to the average guy, but too snug to fit mama-in-law, hence never overworking the ol' Anzani, which had the nasty habit of flinging cylinders hither and yon until some enterprising mech decided to wrap baling wire around the heads, forming a triangle, and holding each other in place. 'Tenny rate, she's got a sky-flirting look about her that makes her worth a try.



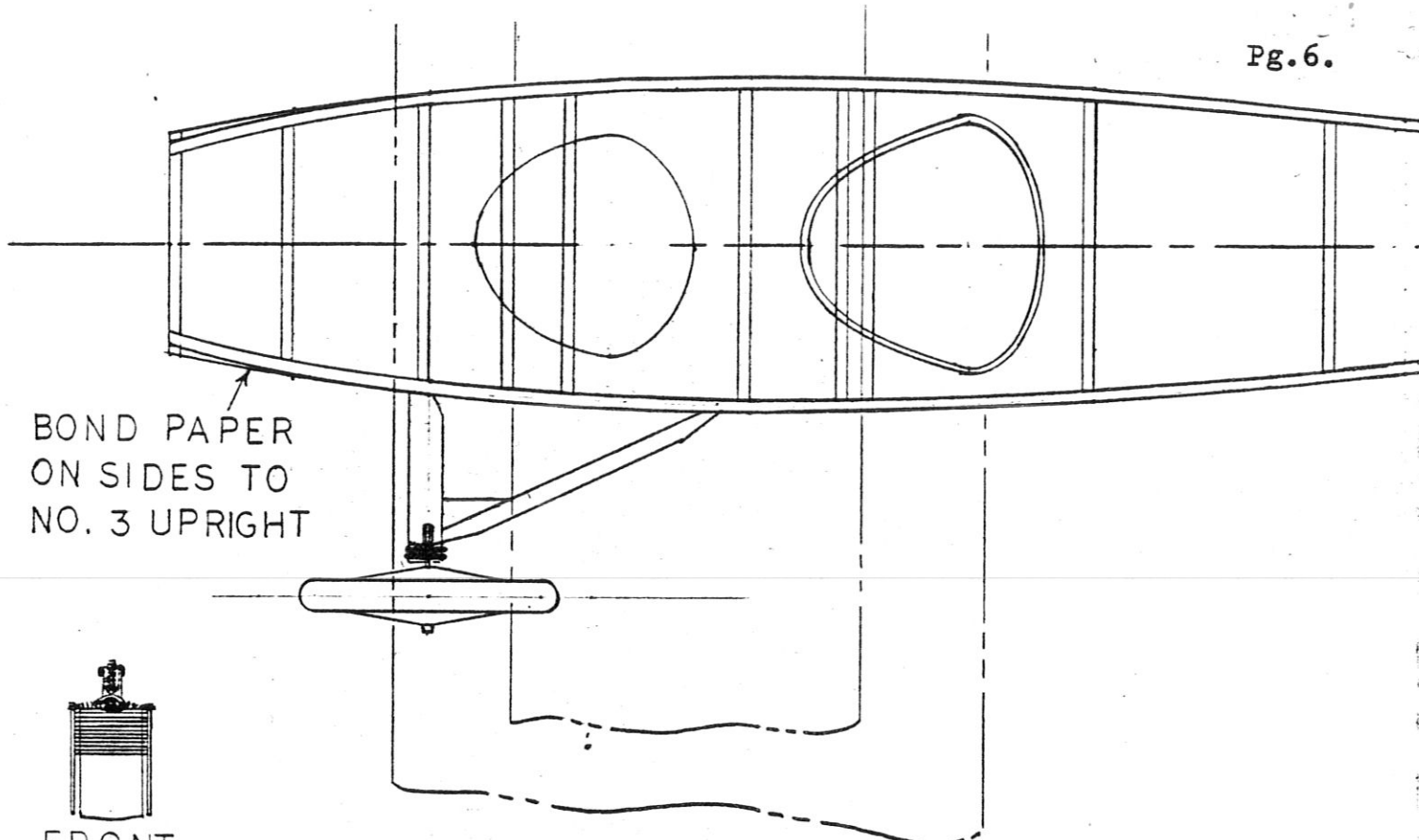
THE BELLANCA
35 HP ANZANI
LIGHT TRACTOR

Scale of feet

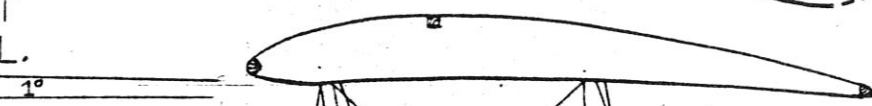




1/2 DIHEDRAL UNDER THIS RIB

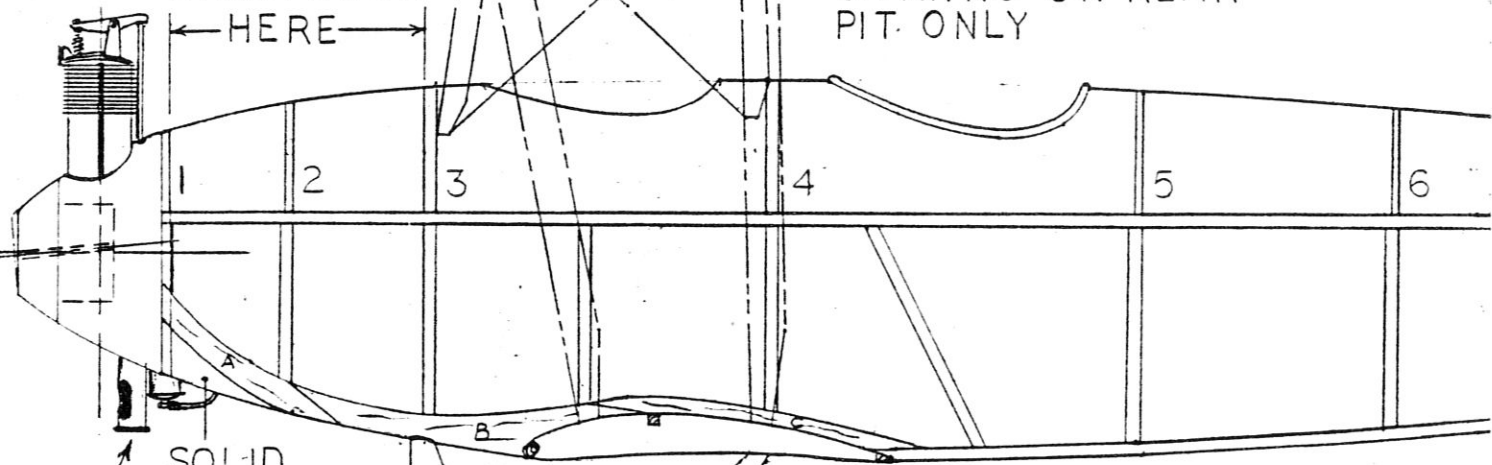


BOND PAPER ON SIDES TO NO. 3 UPRIGHT

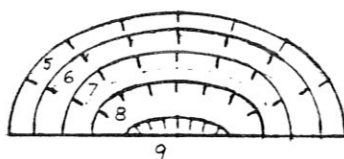
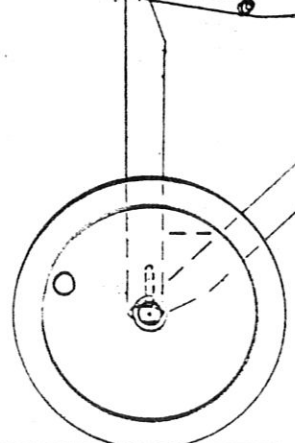


SHEET FILL-IN BETWEEN HERE

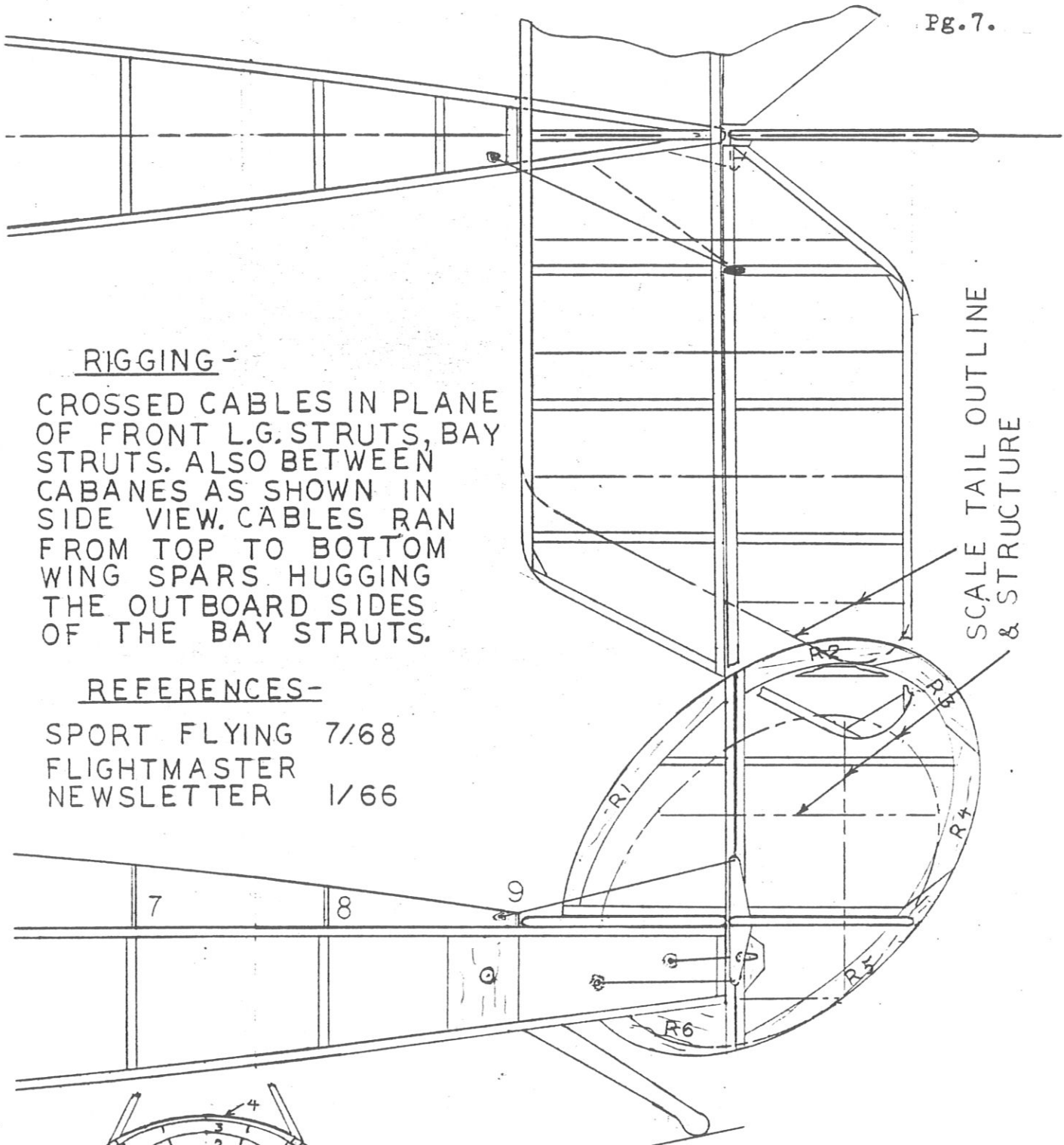
COAMING ON REAR PIT ONLY



SOLID CARB.



CUT IN FO

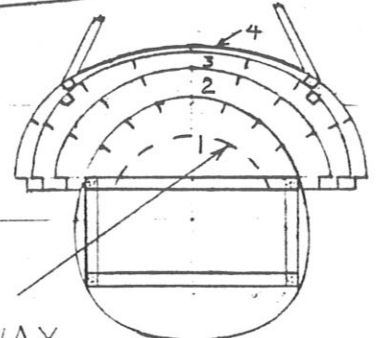
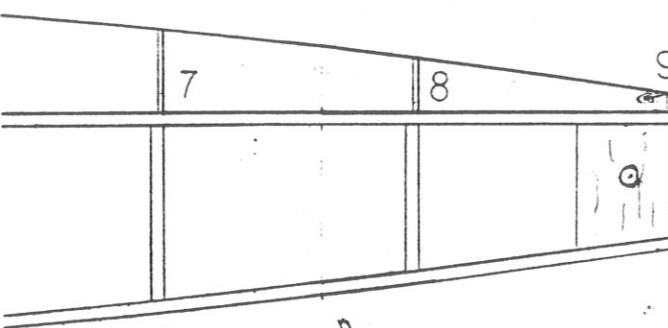


RIGGING -

CROSSED CABLES IN PLANE OF FRONT L.G. STRUTS, BAY STRUTS. ALSO BETWEEN CABANES AS SHOWN IN SIDE VIEW. CABLES RAN FROM TOP TO BOTTOM WING SPARS HUGGING THE OUTBOARD SIDES OF THE BAY STRUTS.

REFERENCES -

SPORT FLYING 7/68
 FLIGHTMASTER NEWSLETTER 1/66



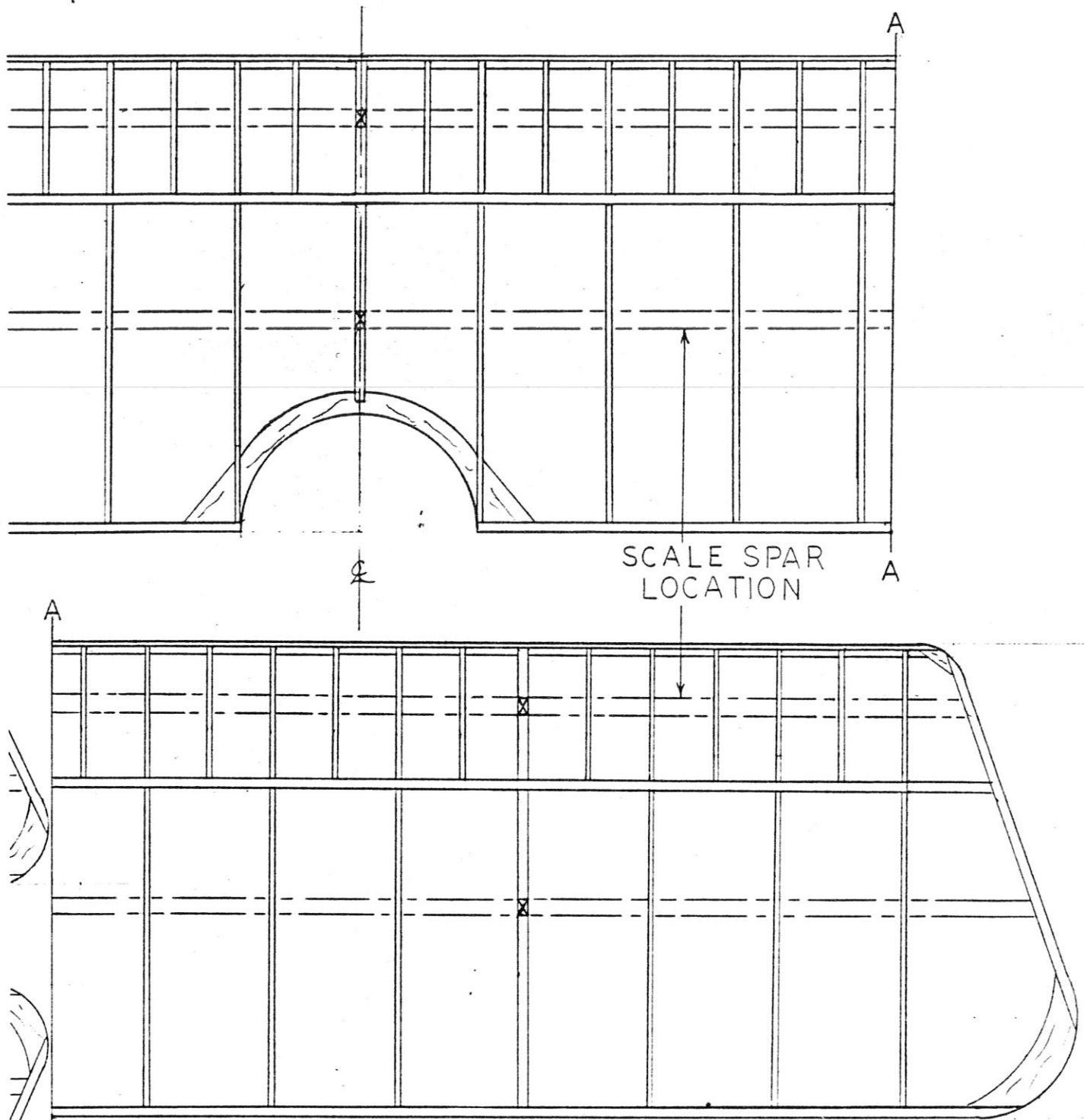
AWAY RMERS 2,3 & 4

BELLANCA C.D.

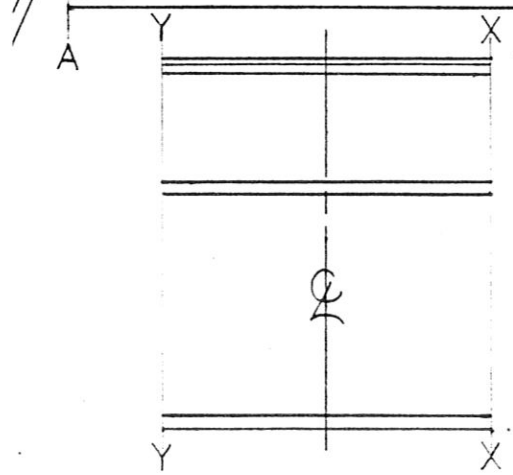
3 CYL. 35 H.P. ANZANI

A FLYING ACES CLUB PLAN

5/71
 D.A.B. ✕



SCALE SPAR
LOCATION



BELLANCA C.D. WING LAYOUT
SCALE RIB SPACING

⊠ INDICATES STRUT LOCATION
LATERAL CONTROL BY WARPING