

LEVASSEUR-BUILT REED DURALUMIN PROPELLER WAS FITTED IN DECEMBER 1924. NATURAL METAL FINISH.

ORIGINAL WINGTIP
OCTOBER, 1924.

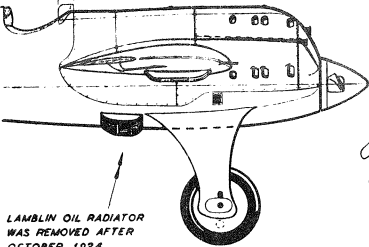
ELEVATOR AT HINGELINE

DETAILS OF ORIGINAL WINDSCREEN

ORIGINAL CIRCULAR-SECTION BRACING REPLACED BY STREAMLINED WIRE IN DECEMBER, 1924.

F-10

EACH RADIATOR SEGMENT CONTAINS 16 ELEMENTS AT 17mm (0.669") CENTRES.



LAMBLIN OIL RADIATOR WAS REMOVED AFTER OCTOBER 1924.

ORIGINAL WOODEN PROPELLER DARK MAHOGANY OR SIMILAR.
NOTE LARGER EXHAUST STUBS & SMALLER BELLMOUTHS TO AIR INTAKES THAN IN DEC. 1924

OCTOBER, 1924.

CONTINUOUS ONE PIECE SPARS
STIFFENERS
CORNER BLOCKS
SPRUCE FLANGES OF SPAR-BOX
PLYWOOD RIB WITH LIGHTENING HOLES
PLYWOOD COVERING
CAPSTRIP

WING SECTION AT ROOT, TWICE GIVEN SCALE.
INCIDENCE
6° IN OCTOBER 1924
-3° IN DECEMBER 1924

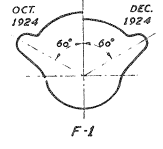
F-9

DATA:

	OCT. 1924	DEC. 1924
WINGSPAN	9.904m (32'-5 7/8")	9.100m (29'-10 1/2")
LENGTH	6.800m (22'-3 3/4")	AS OCT.
TAILSPAN	3.300m (10'-10")	AS OCT.
WHEELTRACK	1.740m (5'-8 1/2")	AS OCT.
ROOT CHORD	1.640m (5'-4 7/8")	AS OCT.
WING AREA	11.60sqm (125 sq ft)	10.80sqm (116 sq ft)
WEIGHT EMPTY	952 kg (2,099 lb)	AS OCT.
LOADED WT.	1,183 kg (2,609 lb)	1,200 kg (2,646 lb)
WING LOADING	102 kg/sqm (20.9 lb/sq ft)	111 kg/sqm (22.8 lb/sq ft)

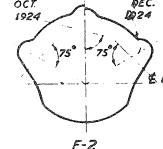
DETAILS OF UNDER-CARRIAGE BRACING & AXLE MOVEMENT. TWICE GIVEN SCALE

SLOT FOR AXLE SHOCK TRAVEL



F-1

WHEELS & TAILSKID SPRUNG BY RUBBER SHOCK-CORD.



F-2

EXHAUST

ALL RADIATORS ARE DULL, OXIDISED ALUMINIUM FINISH

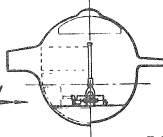
F-8

DETAILS OF TANK FILLER CAPS. FOUR TIMES GIVEN SCALE

UPPER PLATE REMOVED TO SHOW RUDDER BAR & CONTROL COLUMN PIVOTS.

PLAN OF CONTROLS & TANKS.

INSTRUMENT PANEL & CONTROL COLUMN SHOWN IN FULL IN SECT. F-5



F-4

FUEL TANKS TO ELEVATORS OR TANK TO RUDDER

LAYOUT OF COCKPIT & CONTROLS

F-5

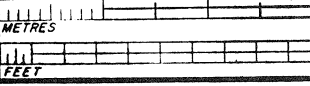
F-7

F-6

SINCERE THANKS TO COLONEL ROUGEVIN-BAYLLE, CONSERVATEUR DU MUSÉE DE L'AIR; M. MARCEL STANI DUCOUT OF L'AÉRO-CLUB DE FRANCE; & MM. JEAN LIRON, JACQUES TIEROU, & JEAN NOËL.

Reprints of this 1/72nd scale plan plus 1/32nd scale dye-lines are sold as plan pack JU 2794 price 2/6d. plus 6d. postage from A.P.S., 13 Bridge St. Hemel Hempstead, Herts.

COLOUR SCHEME. M. JEAN DUMERG, FORMER BERNARD CHIEF TEST PILOT, REMEMBERS THE V.2 AS DOPED ALUMINIUM OVERALL. ENGINE COWLING, SPINNER, & ALUMINIUM WHEEL DISCS (DEC. 1924) WERE NATURAL METAL. THE MODEL DISPLAYED AT THE MUSÉE DE L'AIR IS PAINTED PALE BLUE OVERALL. THE LEGEND ON THE RUDDER IS BLACK, AS ARE EXHAUST STUBS, FILLER CAPS, AIR INTAKES, PITOT TUBE, & STEEL SHOE OF TAILSKID.



ENGINE:
12 CYLINDER BROAD-ARROW HISPANO-SUIZA
TYPE 5a. NOMINAL POWER 450hp, DEVELOPING 680hp AT 2,200 rpm AT 450m/hr.

THIS DRAWING SHOWS THE BERNARD V.2 No. 02 ONLY. No. 01 WAS DISPLAYED AT THE 1924 PARIS SALON & DIFFERED IN MANY DETAILS. PORT & FRONT ELEVATIONS & PLAN SHOW V.2 No. 02 AS ON OCTOBER 11, 1924. OTHER VIEWS SHOW THE AIRCRAFT AS IN OCTOBER, 1924.

BERNARD S.I.M.B. (FERBOIS) V.2 No. 02