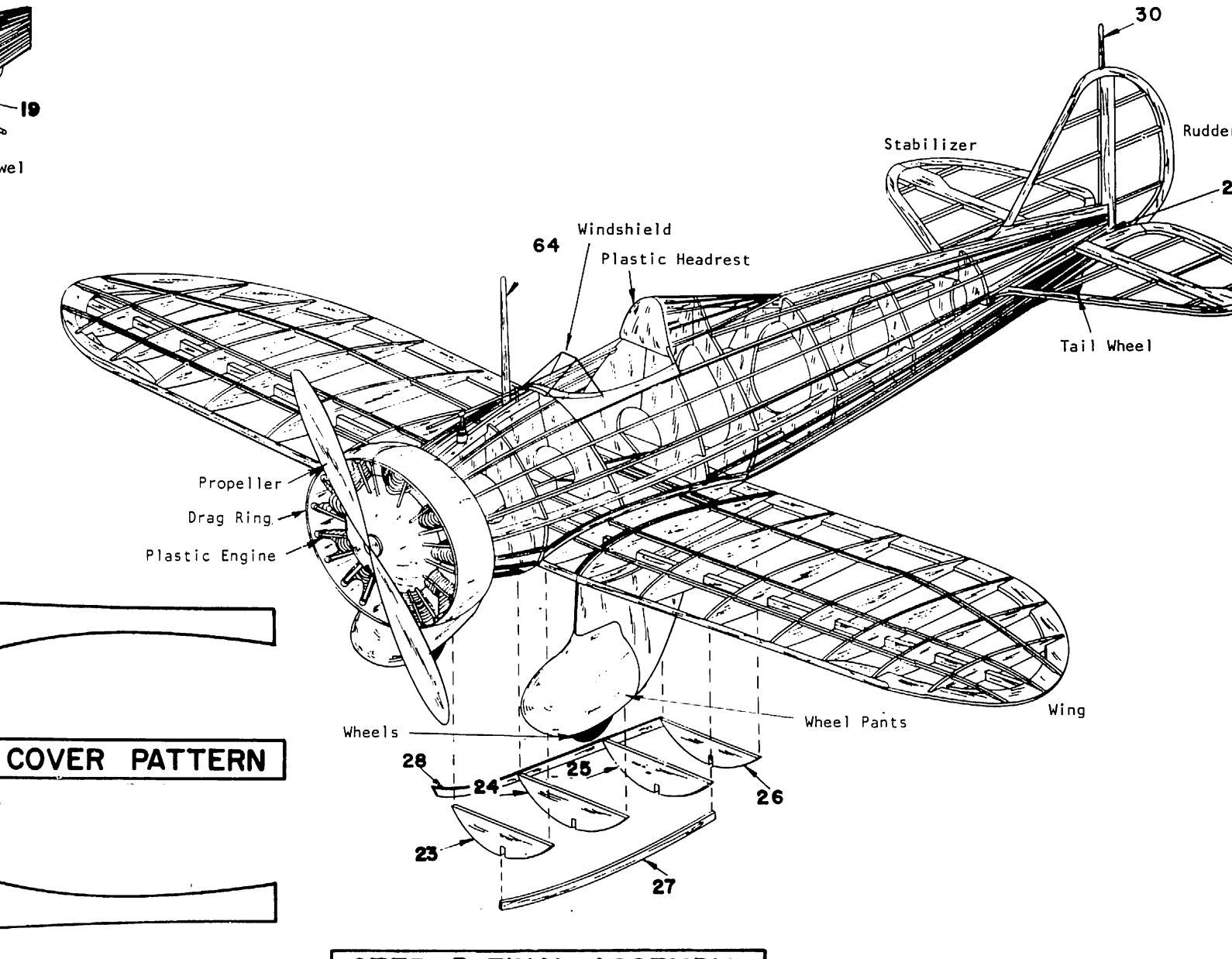
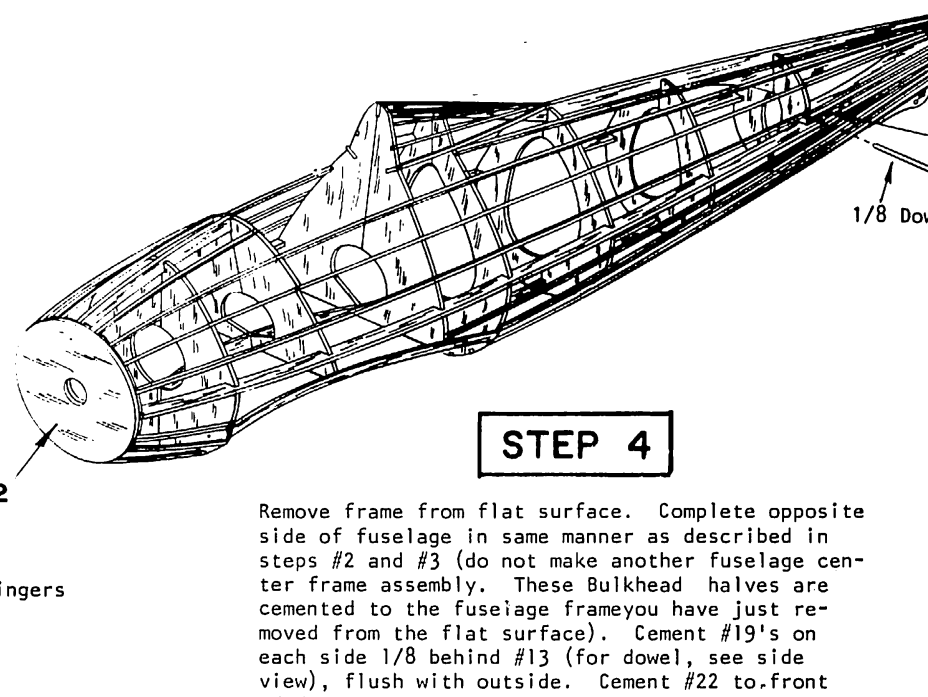
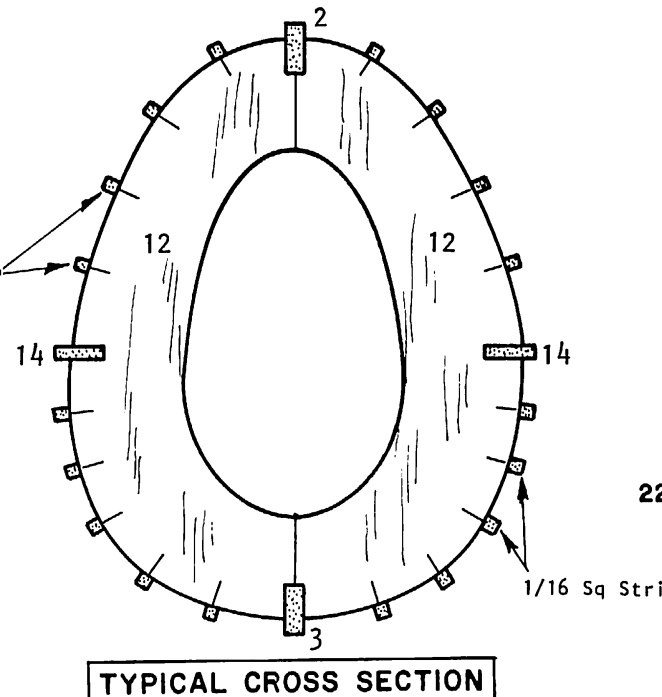
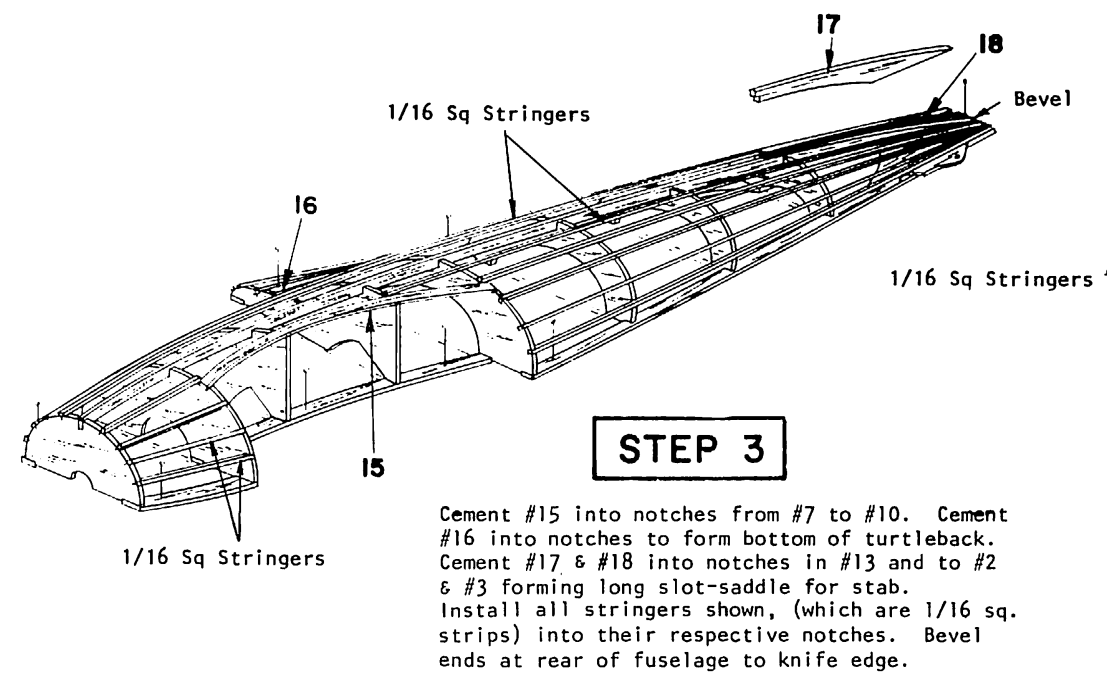
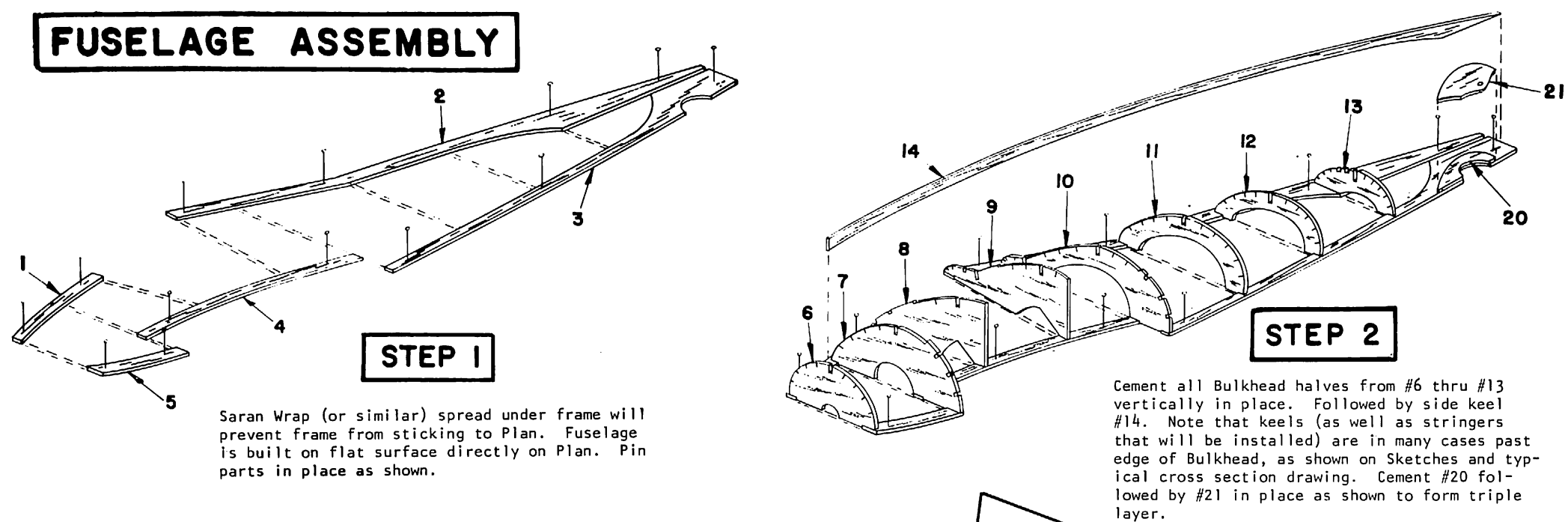
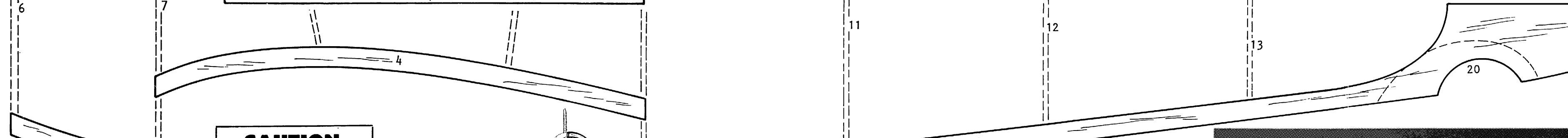


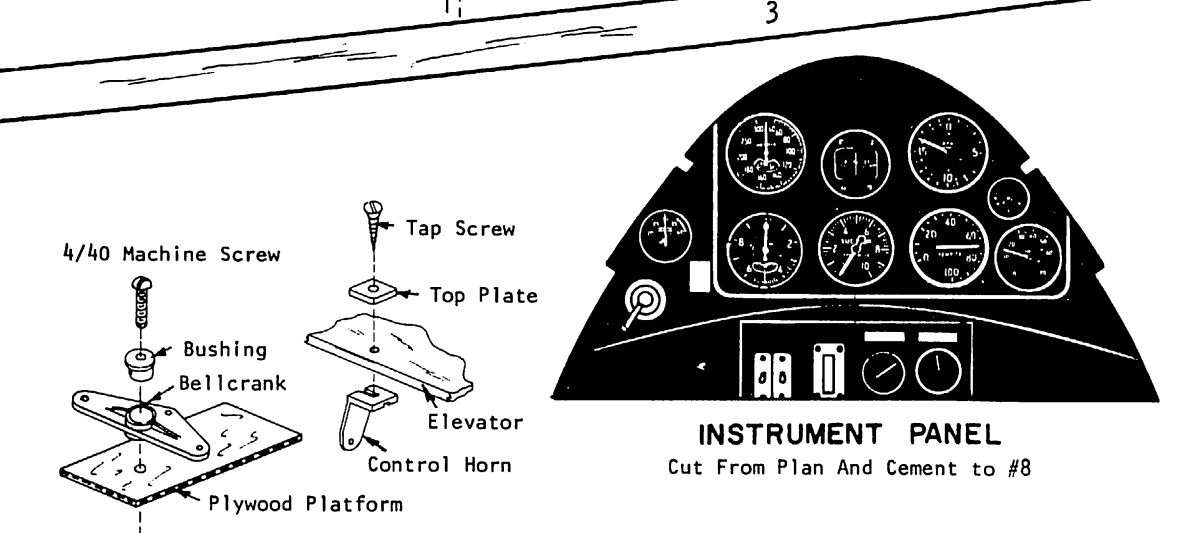
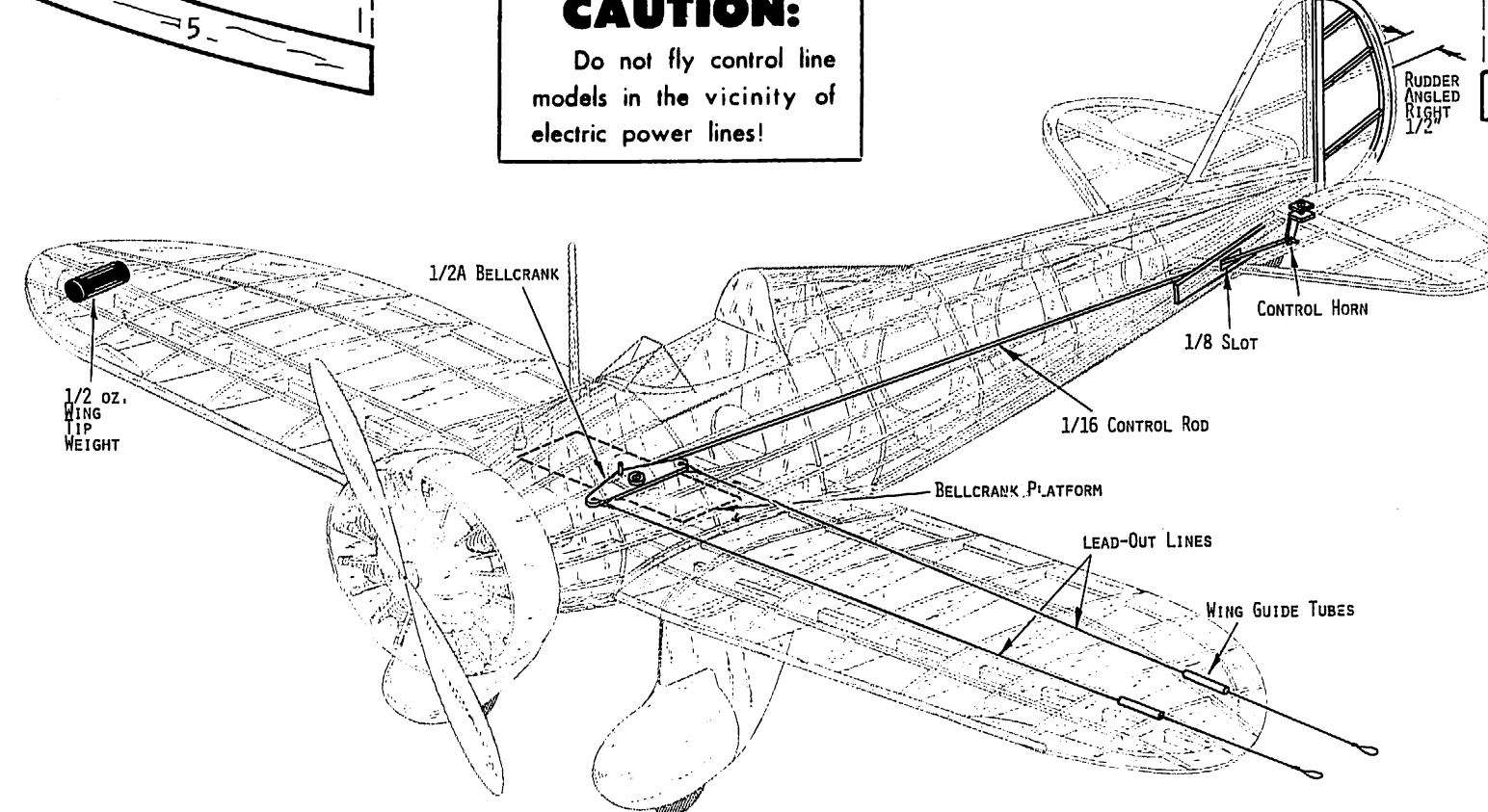
FUSELAGE ASSEMBLY



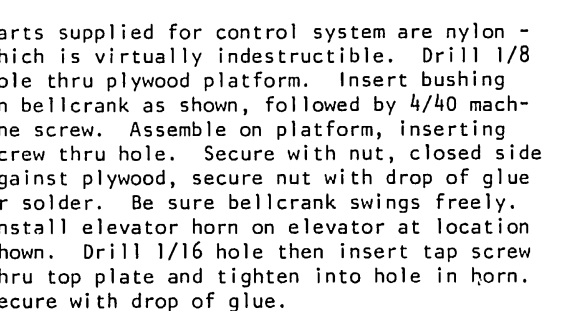
FUSELAGE CENTER FRAME ASSEMBLY



CAUTION:
Do not fly control line models in the vicinity of electric power lines!



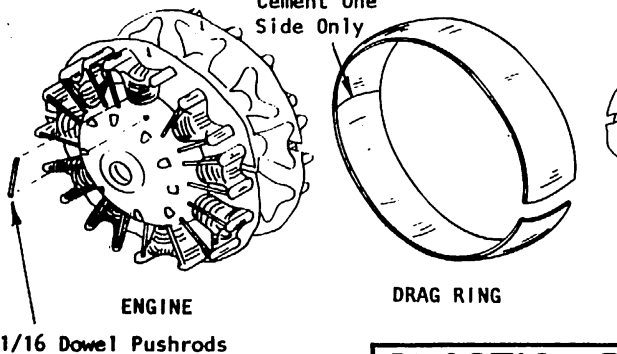
CONTROL ASSEMBLY



CONTROL LINE INSTALLATION

Install controls after Fuselage Step #4 has been completed. Fill area from #13 to rear with scrap 1/16 sheet balsa, flush with outside of frame; as shown. Clip off excess and insert into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cut rudder apart on dotted lines, cement fin in place. Cement rudder to fin and rear of fuselage, angled 1/2" to outside of circle flow, as shown. Assemble wing fuselage as described in Final assembly Detail. Cement Wing Guide Tubes securely to wing at location shown on sketch and full size drawing. Reinforce fuselage holes with washers or eyelets. Thread lines through wing guides and tie loops in end of lines at least 2" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. **CAUTION:** Model must balance (or slightly nose down) at point where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/2A control lines when flying your P-26A Peashooter. GOOD LUCK AND GOOD FLYING !!

freely. Make a right angle bend at rear end of rod at precisely the location of hole in elevator horn, with bell crank in neutral position as shown. Clip off excess and insert into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cut rudder apart on dotted lines, cement fin in place. Cement rudder to fin and rear of fuselage, angled 1/2" to outside of circle flow, as shown. Assemble wing fuselage as described in Final assembly Detail. Cement Wing Guide Tubes securely to wing at location shown on sketch and full size drawing. Reinforce fuselage holes with washers or eyelets. Thread lines through wing guides and tie loops in end of lines at least 2" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. **CAUTION:** Model must balance (or slightly nose down) at point where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/2A control lines when flying your P-26A Peashooter. GOOD LUCK AND GOOD FLYING !!



PLASTIC PARTS DETAIL

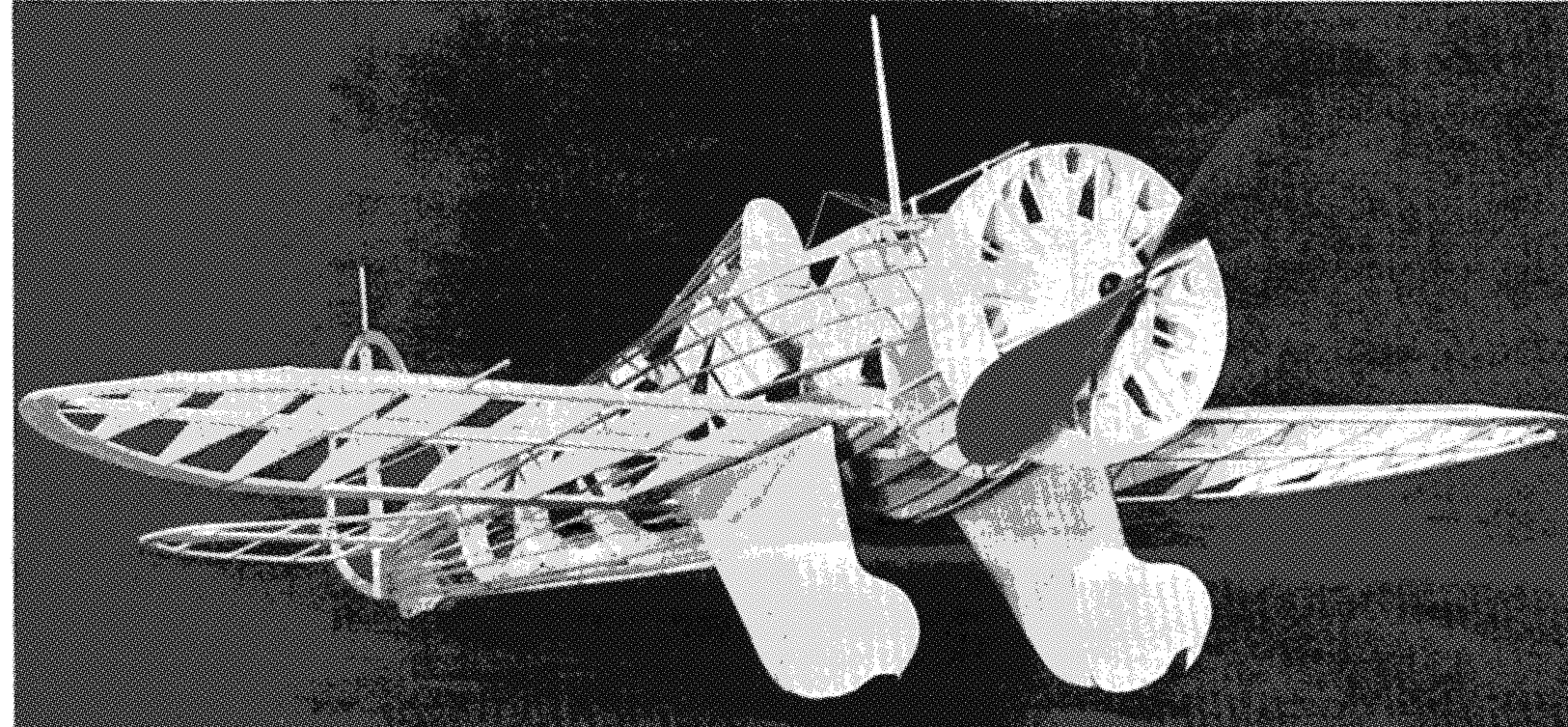
For best results, follow instructions carefully. Carefully remove all parts from Plastic Sheet. This is easily done by cutting part way thru. Then part will snap off. Scissors may also be used. When cutting, leave about 1/16 excess on each part, which is then carefully trimmed and sanded off while fitting parts in place as described in final assembly. Follow instructions carefully. **POWER ENGINE:** Engine is mated in two halves. Cut both parts out of sheet in a complete circle, leaving 1/8" excess material. Note the #1 notched on one cylinder of each half; it appears on both halves for accurate alignment. Trim out slots about 1/8 wide on other three sides as shown in sketch, right to the edge of the cylinders. Engine halves can now be lined up accurately. Cement halves together, carefully lining up. Since plastic is polystyrene, regular plastic cement can be used. Model airplane cement can also be used, however use sparingly since excessive use of cement may distort the plastic. After assembly allow to dry thoroughly. When absolutely dry, excess material is carefully trimmed out around and between cylinder heads, then center hole is cleared for nose bearing. Cut 1/16 dowel and

ENGINE INSTALLATION

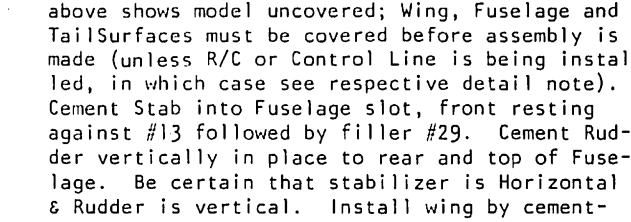
cement of notches in crank case and underneath of rocker arm covers as shown. DRAG RING: Cut from plastic and cut halves apart carefully. Cement one side only together as shown. Opposite side must be opened to install over plastic part, which is then cemented in final assembly. **NUT PLATES:** Are used on engine powered models as described in engine installation. Headrest and Oil Radiator are cut from plastic and installed as described in final assembly. **WHEEL PANTS:** Cut from sheet and assemble halves to each other as shown in sketch. Trim & sand seam. Install in final assembly. **PAINTING:** Regular plastic model paint or enamel can be used. Model airplane dope can be used only if applied in LIGHT spray coats, allowing paint to dry thoroughly between coats. Excessive use of dope may deform plastic. Parts may be used as provided, or if painting parts, apply a light coat of silver, followed by a light coat of white before painting final color. Darker paints may be applied directly to plastic. When cementing parts in place on model, use light coats of cement applied sparingly. If necessary, use more than one coat, but DO NOT APPLY A THICK COAT AT ANY TIME.

ENGINE INSTALLATION

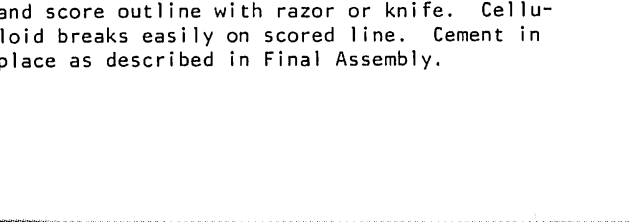
Engine is used if model is being built for R/C, Control Line or Free Flight flying. Engine is not provided in kit. Drawing shows the installation of a Cox .020 Pee Wee engine. Cement die cut plywood firewall against #22. Drill 3/32 holes at punch marks and mount engine to firewall with #2 nuts and bolts (not provided) and tighten nuts securely. Cut plastic nut plates from molded sheet, trim to 1/8" around nut itself to provide gluing surface, then cement to back of #6 over nuts, drilling hole through so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry remove engine. Fuselage should be covered at least back to #10 with 1/32 or 1/16 sheet balsa. Engine is then installed after model has been painted. Cut out front, back and top of plastic engine for engine clearance. Cowling is cemented in place. Engine & cowling are cemented in place, breaking glue joint each time engine is removed, or it can be made removable by cementing small blocks to the back of #6 which receives tiny wood screws (not provided) through plastic engine.



COCKPIT COVER PATTERN



WINDSHIELD PATTERN



LEGENDARY FACTS ABOUT THE P-26A PEASHOOTER

The Boeing P-26A Peashooter was one of the best known U.S. Army Pursuit Aircraft between World War I and II. Not only was it far advanced in design and construction, but it was the first all metal American Fighter and likewise the first production Monoplane Fighter. It was also the last with an open cockpit, external fixed landing gear and externally braced wing. For the Boeing Company it was their last production Fighter after 35 years of being the leading supplier of Pursuit Aircraft to the Army and Navy.

The design was started in September or 1921 and incorporated many features proposed by both company designers and service advisors. The last of the 111 of the original order was delivered June 1924.

Specs are: Wing Span 27'11 1/2", fuselage length 23'10", Wing area 149.5 sq. ft., maximum speed 234 mph, cruising speed 200 mph, Service Ceiling 27,400', Wgt. loaded 2955 lbs.

The Peashooter saw service at Pearl Harbor in World War II and also was used by other countries. It established many military Speed and Altitude records.

WHEEL HUB DETAIL

Dotted lines on full size drawing show shape of wheel hub as supplied. Sand to shape shown in solid line (removing point) before installing as described in Final Assembly.

FLIGHT INSTRUCTIONS

When model has been completed, it must balance at point shown on side view. DO NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Check Wing and Tail. If warps have developed, remove using steam method described in Silkspar Step. Model is now ready. Pick a calm day for test flying. On Rubber Powered models, wind Propeller clockwise and launch into any prevailing wind, slightly nose down at a point on the ground approximately 50 ft. ahead of you. If model noses up and then falls off and stalls (AFTER MODEL WAS BALANCED), then bend Elevators down slightly, using hot breath in same manner as steam. If model dives, bend Elevators up. If model veers too much to one side, bend Rudder to opposite side. Take-offs require more power and therefore more turns in Rubber Motor. For longer flights and competition, it is recommended that the loop of rubber be lubricated with a model lubricant (available at most Hobby Shops) or with Castor Oil. Apply sparingly. Use winder which you can make by tightening hook into hand drill. To store winds in model, stretch rubber out 3 to 5 times original length, then proceed to wind, moving slowly back to model. Feeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the Nose, motor should be completely wound. When replacing rubber Motor, purchase contest grade 156 brown rubber at your favorite Hobby Shop. Engine powered Free-Flight models are tested and flown in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. GOOD LUCK AND GOOD FLYING!!



BOEING P-26A PEASHOOTER

KIT E-10
SPAN 28"
SCALE 3/4"=1'-0"

