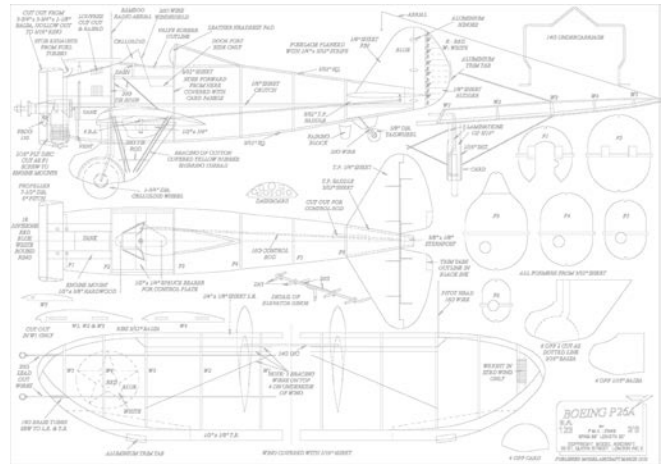
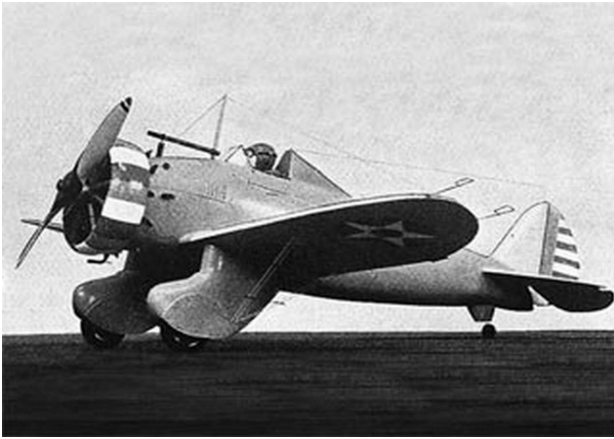


# Boeing P-26A



## Scale Control Line Model by Peter Lewis.

The Boeing P.26A was a most attractive little low-wing fighter used from 1933-1936 by a number of the Pursuit Groups of the U.S. Army Air Corps. The span was 28 ft. and the engine the 600 h.p. Pratt and Whitney 9 cyl. Wasp R-1340-27. The machine reached a top speed of 234 m.p.h., and the construction was of metal, covered over-all with stressed skin. The aircraft makes up into a very colourful scale model of simple, yet strong, construction.

**Fuselage:** Start by transferring the outline of the fuselage crutch from the plan view on to a sheet of 1/8 in. medium balsa. Drill the engine bearers to suit the engine to be used, and cement them firmly into place in the crutch. Cut the slots at the rear of the crutch to accommodate the control-rod and stern-post, then cut out the formers and cement them above and below the crutch as indicated. Cement the stern-post into place, and fit the tail plane saddles at this stage, 3/32 sq. stringers are next fitted into the slots in the formers at top and bottom, together with those between formers 2 and 3, either side of the cockpit. Tail plane and fin are cut from 1/4 in. soft sheet sanded to streamlined section and cemented in position. The elevator hinge is formed from 20 gauge wire as shown, and the horn bound and soldered to it together with the two inner prongs. The unit is secured to the tail plane by four wire eyes, whose prongs are pressed into the sheet balsa. The upper half of the fuselage is now planked, the cockpit being cut out when this is completed. Next shape the undercarriage wire, and sew and cement it firmly on the front of F2. The control plate is bolted so that it

pivots freely on its hardwood support, which in turn is cemented between the 1/4 x 1/8 strips between F2 and F3. At this stage fit the push rod and leadout wires. The tailwheel axle should be bound and cemented to F6. Fit the tank below the engine bearers, fitting extension tubes to the vents if necessary. The fuselage planking may now be completed and sanded to a smooth surface all over, leaving holes to take the leadout wires.

**Wing:** Note that the leading and trailing edges extend 1 in. into the fuselage. Rib W1 is cemented at an angle as shown in the front view. The ribs in the port wing arc slotted to take the leadout wires, and two short lengths of 18 gauge brass tube are bound and cemented to the tip as guides. A balance weight of strip solder is fitted inside the starboard tip. Cover both wings with 1/16 soft sheet in as far as W1, and sand to a smooth surface.

**Spats:** Each spat is built up from three laminations of 3/16 in. medium balsa, the center one being cut away for the undercarriage leg. Two outer pieces of 1/16 in. hard sheet are added and when dry the unit is sanded in shape. Finally add the imitation wheel covers of card.

**Cowling:** This is made from balsa block, with the grain running from front to rear. Shape the outside first, then hollow out to leave a 3/16 in. maximum section. A 1/16 in. ply disc is cut to fit inside the cowling and cemented in place. The complete cowling is screwed to the front of the bearers.

**Finish:** The whole model is covered with lightweight tissue and given three coats of clear dope. Cowling panels are represented by panels of card.

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**Colour scheme is as follows :** Fuselage, spats and wing roots, Mid blue. Wing, tail plane, elevators, fin, Yellow. Cowling Eighteen alternate red, white and blue stripes (six of each colour), interior black. Rudder Red, white and blue as shown.

**Assembly:** After finishing, the wing halves should be pre-cemented, and when dry the leading and trailing edges are plugged and cemented into holes cut in the fuselage planking, taking care to set them at the correct dihedral angle. It will be necessary to cut slots in the lower wing surface to take the U/C legs during assembly. These can be filled in afterwards with scrap. After tilting the wheels to the axles, split the spats in half down the center line and cement them over the legs and to the lower wing sheeting.

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