



BUILDING AND FLYING INSTRUCTIONS

Study the kit contents carefully, and remove all die-cut parts from the sheets. The parts which might cause confusion are all printed with numbers. Other parts are fairly obvious and all will position themselves as you proceed. Sand edges if needed, and group parts by fuselage, wing, etc.

TAIL SURFACES: Start construction with the tail surfaces, as they are the easiest. All parts are die-cut of 1/8" sheet. A 1/20" plywood strip is used as an elevator cross-bar. Cement the elevators to this, and bolt the elevator horn in place on the plywood, after the surfaces have been sanded to a tapered airfoil. Cloth hinges are recommended for their ease of installation, but may not give you the smoothest finish. While they work perfectly if not smeared with cement or dope along the hinge line, they do leave a light bump on the finish. Install wire and tubing hinges if you prefer.

RUDDER: The rudder is built up with most parts die-cut. A 1/8" sq. leading edge and a 1/16" x 1/8" spar is used. Other die-cut ribs and spar units are indicated. Note R-2 at rudder post is a double lamination. The rudder fin tip block is fashioned of 1/8" scrap. Bevel trailing edges of die-cut 1/20" rudder sheeting to meet. Assemble rudder and rudder fin together, building in 1/8" right rudder to hold the craft tight on the lines when flying.

WING SURFACES: As wings go, nothing could be easier than this wing to construct. A 3/16" square leading edge and a tapered trailing edge is used to simplify construction. An 1/8" sq. spar top and bottom, and a 1/16" x 1/8" spar (aft) top and bottom reinforce the structure. Plywood gussets join the panels as detailed. Wing tips are formed of 1/16" die-cut parts, spliced together. The wing, when completed, is sheathed completely with 1/20" sheet, spliced as shown along the die ribs F-8 and F-1.

WHEEL PANTS: These are easily assembled and well detailed on the plan, and should afford no problem. Assemble directly on the wing, using the projecting 1/8" plywood as a starting point. The gear wire, already installed at this time, is sandwiched between the die-cut units provided. (WP-5, WP-6, and WP-7, and the pant siding sheet). Install WP-1, WP-1A, WP-7 and WP-2A in that order. WP-2 and WP-4 form the leading edge. Plank with 1/20" sheet. (Die-cut). Cap with 1/16" die-cut WP-8, (with wheel cut-out). Solder retainer washer in place, slip wheel on, etc., and cap the openings with the 1/6" sheet die-cut unit provided. Groove for gear wire and clearance as necessary.

When assembling the panels, align ribs carefully. If desired, one or more of the spars may be sanded. The ailerons should be inserted at this time. When building the opposite panel, rock the wing over until the gasset is flat on the plan. Block at this stage and proceed.

FUSELAGE: The fuselage is very easily assembled, and well detailed on the plan. Pin the top and bottom keels in place over the upper side view of the fuselage. The former halves at of the plywood firewall are next positioned, and aligned with the die-cut side keel strip. See detailed drawing of the first stage of fuselage assembly. Once this has been accomplished, allow to dry well, then remove from the plan and install the opposite former halves and the side keel strip again. The firewall, mounts and forward fuselage units may now be positioned. Tank installation and control system comes next. The wing may now be installed, assuming that you have completed that piece of structure. The fuselage is now ready for the engine. Silt the bottom keel and remove temporarily to insert the wing. Cement back in place with the wing, aligning carefully for the correct incidence setting. Test the bellcrank for freedom of movement, and install lead wires and pushrod. Test position the stabilizer and check control movement. Test for proper up and down elevator movement before cementing.

Once all the installations, such as the tail sheet, etc. have been completed, the rounded edge planking may be installed. Cement one to the other, starting along the side keel strip working up and down, till the fuselage is completed. Taper strips only where they meet each other. Sanding will smooth edges.

Cowl and dummy engine installation is best explained by reference to the plan views and detail drawings. The celluloid windshield too, is well detailed, and should be no problem.

BOEING "P-26"
 3/4" Scale *Controliner*
 DESIGNED AND DRAWN BY: DON MCGOVERN 21" WINGSPAN KIT No. 7-5
 KIT ENGINEERED BY: BILL EFFINGER .09 TO .15 ENGINES FULL SIZE PLANS
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