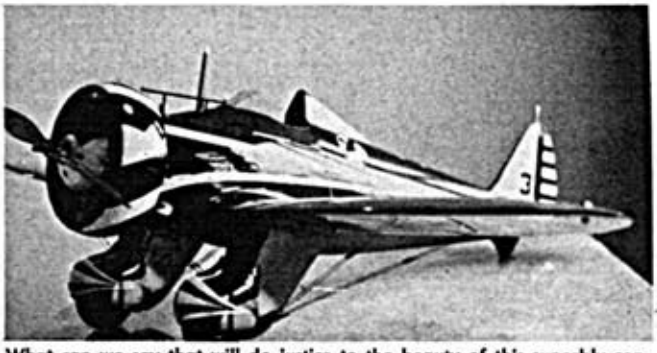
BOEING P-26A

F-1 1/8" Ply
1-7/8" R
Cowl ring 1/2" sheet balsa 4 Req.
F-2 1/8" Ply
F-8 1/8" Balsa
2-17/32"
1-25/32" R.
F-5 1/8" Ply.
1/8" balsa
F-9 7/16" R.
1-1/4" R
3/32" Brass tube leadout guides
F-6 1/8" Ply
2-17/32" R
F-4 1/8" Ply.
2-21/32 R
F-3 1/8" Ply
2-5/32 R
Bend rear strut here. See side view.
Bend front strut here
End front strut here
F-7 1/8" Balsa
1-11/32 R
2-7/32" R
Landing gear detail front & rear strut 1/8" piano wire.
Soft balsa block
Navigation Light
Leading edge formed from 5/8" balsa sheet
Outer wing main spar – 2 Req. 1/8" balsa
W-1
W-2
W-3
W-4
1/16" Dowel
Aux. fuel
W-2 Rib outline
W-1 Rib outline 10- req
.030 Wing flying wires
See front view
Flap outline
Insignia top & bottom both wing panels red dot, white star, blue disc.
Aileron outline
1/32" Sht. alum. tabs
Seam line
3/32" Sheet balsa top planking
C-1
1/8" Ply
C-2
C-3
Main spar
C.C.-4
Top planking omitted for clarity
1/16" Brass tubing segments for hinge bearings use 1/32" P.W. hinge pins
Stab & elev. 3/4" soft sht. balsa
Basswood inserts
Taper
3/32" Sheet balsa bottom plank.
"J" bolt holes 5/64" Dia
L.G. strut
C.C. 2 & 3 1/8" Ply.
Extend C.C. 2 & 3 if additional root strength req.
Fillet
Trim tab outline
Dummy rudder cont. cables extend thru if moveable controls are used.
Elev. control horn.
Main spar 1/8" sheet balsa.
1/8" Ply bellcrank mount & floor
Form seat of .010 sheet alum.
3/32" Sheet
1/8"X3/8" Planking strip- entire fuselage
1/4" Sheet (HARD) balsa crutch members
Fuel tank here
Wing walk-sandpaper painted dull black both wing panels.
3/8"X3/4" Hard maple engine bearers
Cowl strap and attaching wood screws-see detail.
Carb intake alum tubing.
1/8" Plywood cowl backplate.
1/16" Dowel tie bar
Mach. gun blast tube
Alum. cowl straps
1/16" Dowel tie bars
.030 Dia. flying wires
Front view showing rigging arrangement & positon of farings made of soft balsa.
NOTE:
See 1961 M.A.N. annual page 31 for excellent 4 view drawings with good scale. detail
Air Speed Ind.
Clock
Altitude
Ammeter
Suction
Compass
R.O. Climb
Gyro
R.P.M.
Manifold Pressure
Instrument Panels
Dull matte black finish
1/16" Alum. mast
Insignia blue
Insignia red
Typical 7 places
Rudder 3/4" Soft sheet balsa.
Navigation light
White Typ. 6 places.
Soft balsa blocks
Fillet
Remove top crutch section after assy.
.040 Celluloid windscreen
Hardwood mast
Build up gunsight from brass tubing
1/2" Sq. sight mount shape as shown.
Soft balsa block headrest
Hollow out as shown
Seat outline
1/4" Hard balsa crutch
Instrument panel
F-1
F-2
F-3
F-4
F-5
F-6
F-7
F-8
F-9
Floor
Bellcrank
3/32" Dia. piano wire pushrod
Machine gun blast tube
Indicates dummy radial engine crankcase fairing-see front view for outline. Detail is not shown, use hardwood form and dead soft .020 alum. sheet. Refer to photos for other information for this detail.
Oil cooler cowl carve from soft balsa.
Exhaust headers formed from soft copper tubing
Simulated Dzus fastners
Laminate 1/2" balsa sheet for undercarriage fairings. Hollow out to receive L.G. struts.
1/8" Piano wire struts – bind with soft copper wire & solder
1/16" Dowel tie bar
.030 Dia flying wires – See front view
Soft balsa strut faring– Shape as shown
Carve wheel pants from soft balsa.
3" Banner wheels
Note: Offset rudder 3° for flying.
1/16" Piano wire tailwheel strut.
1-1/2" Veco wheel
Bind tailwheel strut to 1/16" ply plate–use copper wire
Tailwheel faring carve from soft balsa.
Solder wheel retaining washers to landing gear. Position wheel pants halves and coat with epoxy resin at all points of contact with landing gear. Also at point where halves join.
LANDING GEAR AND WHEEL PANTS DETAIL
BOTTOM VIEW
COWL STRAP DETAIL
Epoxy
Shape to fit cowl.
Angle screws into motor mount-see top view.
1-15/16"
3/4"
1-3/4"
.060 Alum.- 2 req.
Screw into position on motor mount and then epoxy to cowl.
W4
W3
1/8" Balsa- 2 ea. req.

Drawn: JERRY WORTH Inked: Herb Kohler

Jerry checking the movable control systems that he incorporated in his Nats winner. Cockpit details add many scale points to winning total.



What can we say that will do justice to the beauty of this superbly conceived and executed model airplane? Winning Open Scale tells the story.

BOEING P-26A

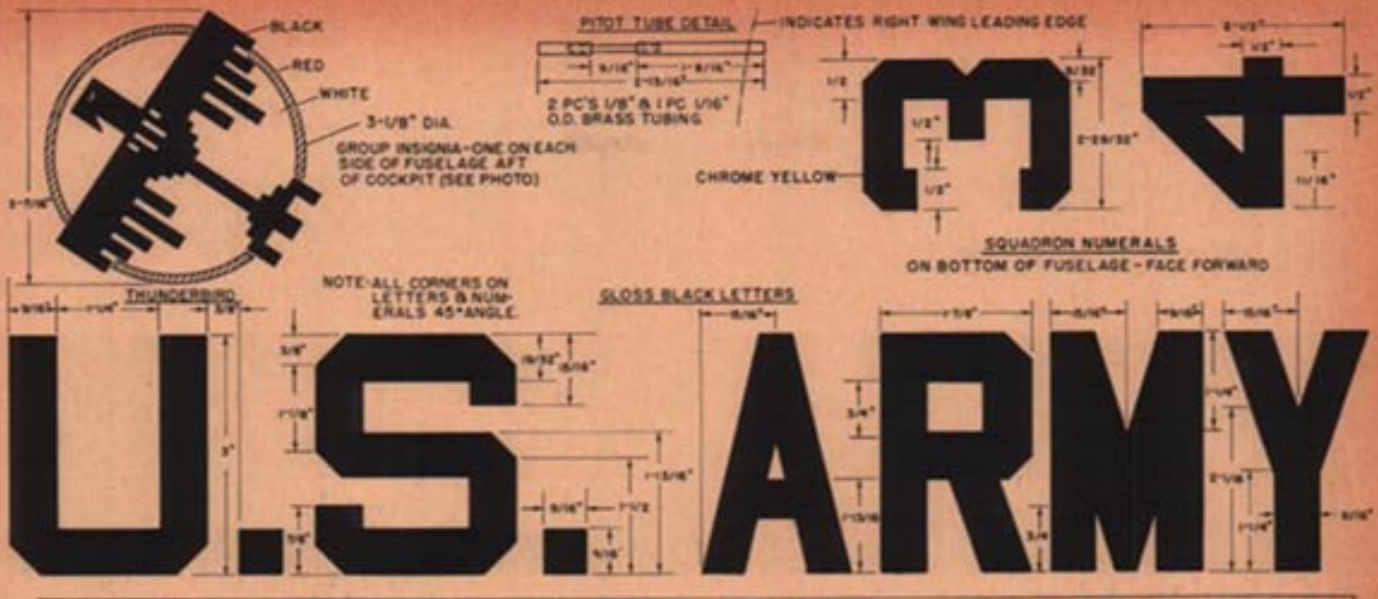
By JERRY WORTH

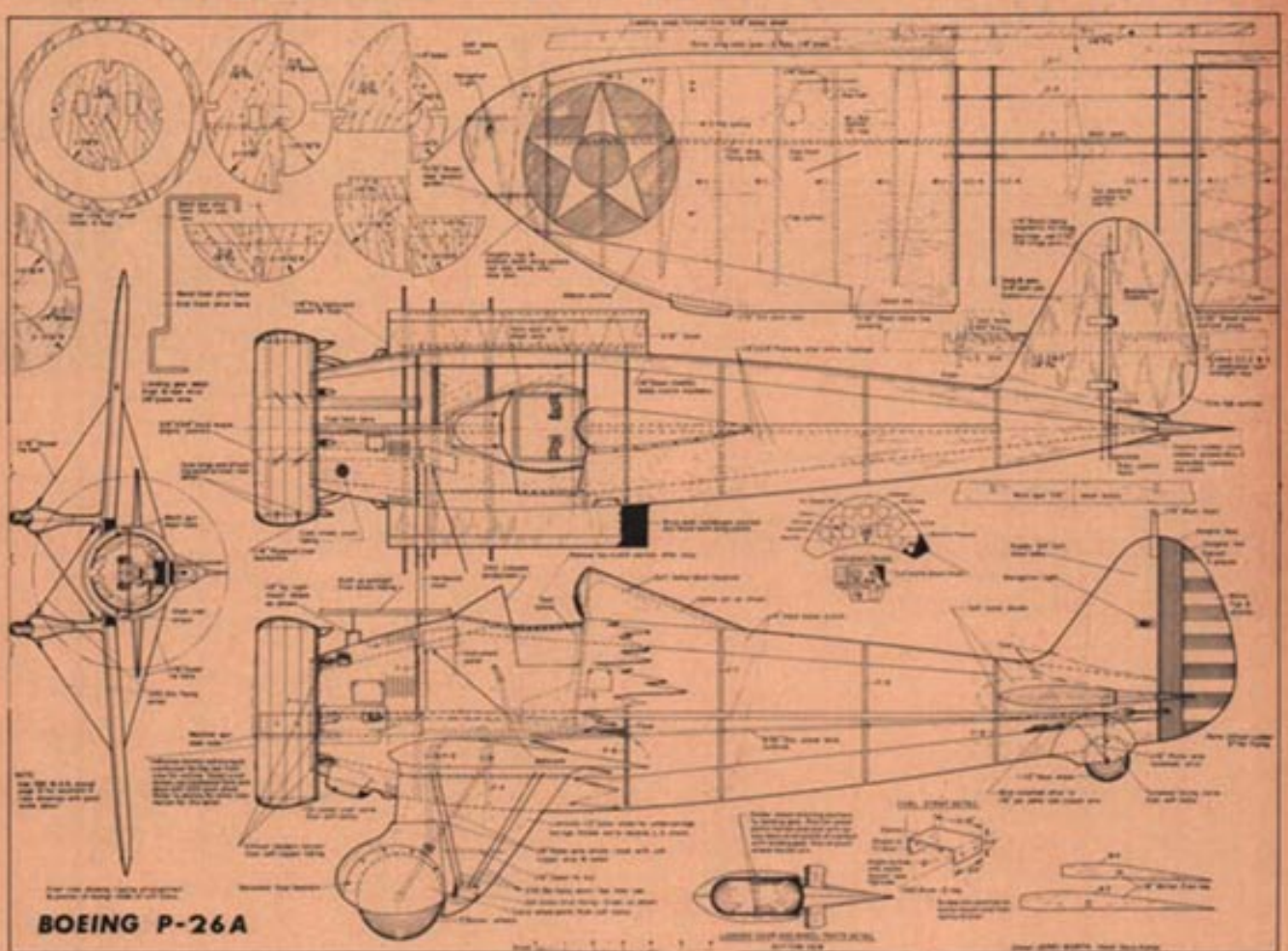
'64 NATS SCALE CONTROL-LINE WINNER IS THE MOST SUPERBLY DETAILED AND FINISHED MODEL FEATURED ON OUR PAGES.

Here the proof of the winning. Trophy, at left, is '64 Nats Open Scale; Testor's Perpetual Best Finish award center, at right, we don't know.

►Remember when we were kids? We sat at our desks at school looking at the window, day-dreaming and doodling. It seems as though we were always drawing a side profile of some racy-type airplane, (these were the days of the Thompson trophy racers) or some Bill Barnes style military ship. Keep remembering now, weren't these ships always low-winged, big huge cowling around a brute horsepower mill, open cockpit, and fancy wheelpants? Yes, I think you're geting the picture now. These were also the days of great changes taking place in military aviation. While we were sitting in the school-room doing all this doodling, weren't we supposed to be doing an arithmetic assignment? Yeah! Yeah! Yeah! I guess that's why I haven't become an astrophysicist as yet.

A great change in military aviation was definitely taking place. These Thompson racers and others similar planes were setting all sorts of records around the country, and were "opening the eyes," of the military powers that be. Planes, such as the old Travel Air mystery ship, piloted by Doug Davis, in 1929, averaged (*Continued on next page*)





FULL SCALE PLANS AVAILABLE—SEE PAGE 55

the common faults plaguing many manufacturers at this time. Here was this little plane: low-winged, all metal, thick chord wing; low A.R., very smooth flowing lines from the large N.A.C.A. cowl, all the way to the rudder; wheels all encased in smooth pants; landing gear struts shrouded in extremely large, streamlined fairings; tail wheel also faired in; large root section fillets around the empennage; two forward firing 30 cal. machine guns protruding from between the cylinders of the large Pratt Whittney R-1340-27 of 570 H.P., headrest a little enlarged now, to enclose a roll bar; Bendix wheel brakes, now; landing flaps added, slightly offset vertical fin (3 degrees) to counteract engine torque; wing span at 27' 4-53/64"; speed 222 mph; landing speed—66 mph; gross weight—2,740 lbs.; the same plane we drew in the school room, the Boeing P-26-A.

I can't remember at any time, ever talking to anyone that did not like the lines of this ship; short, chunky; a bulldog looking sort of toughness. This was always appealing to us, somehow. I had always built models as a kid, but as much as I liked the P-26-A, I never did get around to doing anything about it until 1962, about twenty-five years later.

There are two examples of (*Continued on page* 39)