

Giantscaleplanes.com  
**Boeing P-26**  
**Peashooter**

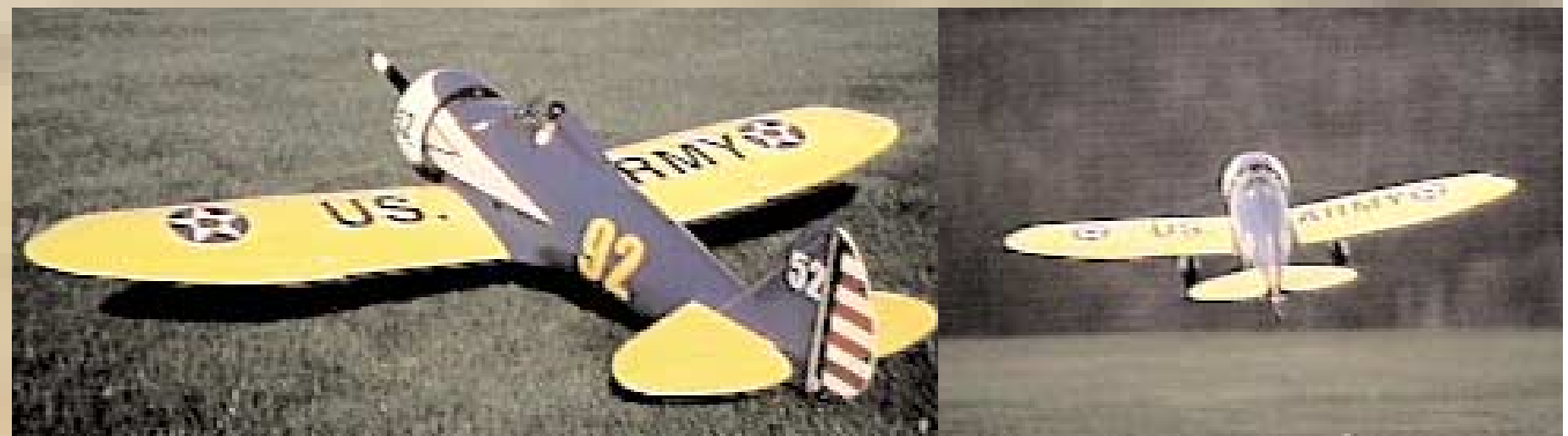
*Quick-build classic* by Vic Olivett

**D**esigned in 1931, the Boeing P-26 Peashooter was a novel aircraft that incorporated some firsts in aviation. It was the first all-metal pursuit monoplane produced for the U.S. Army Air Corps, and it was the first plane to use flaps to reduce landing speeds. The P-26 was also the last Army Air Corps pursuit aircraft with an open cockpit, a fixed undercarriage and an externally braced wing. Giantscaleplanes.com now offers a very nice, almost-ready-to-fly (ARF) model of this early fighter.

THE KIT

This is truly an ARF model, as the fiberglass fuselage is gelcoated and finished; no paintwork is necessary. The tail group and the foam-core, balsa-sheeted wing are finished in a yellow iron-on covering, and the fiberglass landing-gear covers are finished to match the color scheme. A nice decal sheet is also included to finish the Peashooter.

The manual is adequate if you've built this type of model before, but if this is your first one, you may find yourself wishing that it included a little more information and some helpful hints.



## SPECIFICATIONS

**MODEL:** Boeing P-26 Peashooter  
**MANUFACTURER:** Giantscaleplanes.com  
**TYPE:** standoff-scale ARF  
**WINGSPAN:** 71 in.  
**WING AREA:** 736.25 sq. in.  
**LENGTH:** 51 in.  
**WEIGHT:** 8.2 lb.  
**WING LOADING:** 25.43 oz./sq. ft.  
**ENGINE REQ'D:** .60 2-stroke or .91 to 1.20 4-stroke  
**ENGINE USED:** Saito FA-90R3D radial 4-stroke  
**RADIO REQ'D:** 4-channel with 5 servos  
**RADIO USED:** JR XF631 with 5 JR 4131 servos (ailerons, elevator, throttle, rudder)  
**FUEL USED:** Wildcat 15% nitro  
**PROP:** APC 14x7  
**PRICE:** \$279.99

**FEATURES:** gelcoated-fiberglass fuselage, cowl and wheel pants; foam-core balsa-sheeted wing, tail feathers and wing covered in heat-shrink plastic film; includes flying wires and decals.

**COMMENTS:** the Boeing P-26 is a scale subject that, until now, has intimidated sport fliers. By increasing the aspect ratio, widening the main gear stance and giving the wing a thick, sport airfoil, Giantscaleplanes.com has turned this Golden Age classic into a Sunday flyer. This Peashooter is a "sweet pea" in the air.

### HITS

- Easy to assemble.
- High-quality fiberglass parts.
- Classic looks.
- Fine flight characteristics.

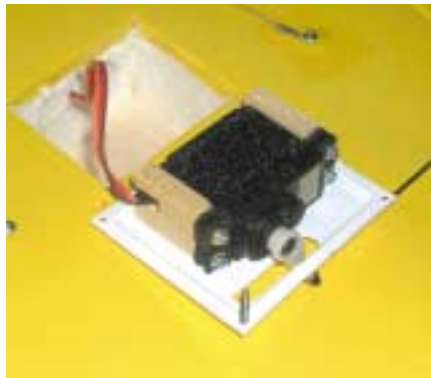
### MISSES

- Landing gear is too flexible.

### ASSEMBLY

**Wing.** The servos are mounted on the wing halves out near the ailerons. The servo lead channels extend from the aileron servo bay to the wing root. You'll need to cut an exit hole for the leads just above the channel at the root.

A lite-ply joiner connects the wing halves. To hinge the ailerons to the wing, I used Robart hinge points; each aileron already has hard points in place for the control horns. Look carefully, and you will see them under the covering. After



*The aileron servos are mounted on plastic hatches that screw to the bottom of the wing. Glue the servo-mount blocks to the hatch to accommodate the servo you use.*

installing the aileron servos, test them for proper clearance and movement.

Next, I flipped the wing upside-down and started work on the landing gear. After installing one of the gear legs, I found that the long strut was overly flexible. I knew that this would cause problems on takeoff and landing, so I decided to add a brace from the landing-gear leg to an anchor placed to the rear of the leg. This kept the gear from flexing too much and stiffened it significantly. It's a simple fix and will help save you from damaging the pants, and maybe the plane, during takeoff and landing.

The wing has several hard points for the flying wires that you'll attach later and the wires for the landing-gear fairings are very important; they help stiffen the assembly and hold the fairings in place. The flying wires also look very nice on the completed model.

**Fuselage and tail group.** The Peashooter fuselage is well designed, and the firewall is strong enough to handle just about any engine you choose; it has hard points installed in it for the upper flying wires. A

tail post needs to be installed at the rear of the fuselage; I used epoxy to secure it in place and then installed the tailwheel assembly on the rudder before hinging the rudder in place.

I slid the horizontal stabilizer into a slot at the rear of the fuselage, and when I checked the incidence, I found that it was right on the money. I recommend that you do all of the hinge work without using glue before you glue the stabilizer in place. This allows for an easier installation and less hangar rash.

**Engine.** With its large, round cowl, the Peashooter just begs to have a nice-looking radial engine. My powerplant choice was the Saito FA-90R3D. The Saito radial is very easy to install, and I bolted it directly to the firewall without any spacers. I mounted the fuel tank just behind the firewall; this allows proper clearance for the throttle linkage from the engine to the servo.

I attached the cowl to the fuselage with the supplied cowl ring and bolted them on the firewall. I used the paint trim on the side of the fuselage to align the cowl, and the match was perfect. To strengthen



*Above: I thought the landing-gear legs were too flexible, so I added an additional support. I secured it to the gear leg and to a hard point that I added to the wing.*

*Left: the wheel pants completely cover the landing gear and really enhance the Peashooter's looks. The flying wires and screws secure them in place.*



**TAKEOFF AND LANDING**

With its light wing loading and thick airfoil, the Peashooter is very stable during takeoff and landing. The model has a somewhat high stance when it's sitting on the ground, and this means you'll need to be on the elevator during takeoff runs and landing rollouts. When taxiing, I use full up-elevator, and as the takeoff run speed builds, I neutralize the elevator as the lift builds. Don't hold too much up-elevator, or you could put the plane into the air prematurely, and it could snap.

On landings, to avoid nosing over, you'll need to feed in up-elevator as the model touches down and loses speed during rollout. Once you have a feel for the Peashooter, you'll find that it flies like a sport plane during takeoff and landing. The model's widened stance makes taxiing very stable.

**LOW-SPEED PERFORMANCE**

Because of its low wing loading, the Peashooter is fantastic at low speeds, but with its considerable frontal area, flying wires and big wheel pants, the P-26 has a lot of

inherent drag. When flying slowly in windy conditions, it's wise to keep the power up to prevent the speed from bleeding off so quickly that you're caught off guard. This is something to really watch out for when turning downwind at lower throttle settings.

**HIGH-SPEED PERFORMANCE**

The Saito radial engine and APC 14x7 propeller combination is a perfect match for this airframe. With the drag of the design, the Peashooter isn't a rocket, nor should it be. All controls respond very crisply at high speeds.

**AEROBATICS**

Although the Peashooter of the 1930s wasn't designed for aerobatics, barnstorming with this model is a lot of fun. Spins are my favorite maneuver, and they are a sight to behold; recovery is instantaneous. I also enjoyed watching the plane perform loops, rolls and even an avalanche or two. This is one, fun, Golden Age beauty that flies like a sport plane, and I love flying it. I think you will, too!



the inside of the cowl's front ring. I added a fillet of epoxy and microballoons. This may save some damage to the cowl on a nose-over landing.

**Finishing details.** The Peashooter kit comes with a servo tray that will accept almost any standard-size servo; it also has room to mount the receiver. Use high-

weight. The switch can be placed just about anywhere, and the large, hollow fuselage has more than enough room to add any goodies you might want to install.

The Giantscaleplans.com P-26 Peashooter comes with a very nice decal package so that you can finish the plane to look like the one on the box cover. The flying wires add a nice touch, and they are needed on the bottom of the wing to support the landing-gear cuffs. I installed the windscreen and a pilot, and the Peashooter was ready to go.

**CONCLUSION**

This is one beautiful plane. The color choice was perfect, and the easy construction will save you many hours of work. If you like the look of old classics, you're going to like this one. ⬆

**APC Props;** distributed by Landing Products (530) 661-0399; [apcprop.com](http://apcprop.com).

**Giantscaleplanes.com** (610) 282-4811; [giantscaleplanes.com](http://giantscaleplanes.com).

**Horizon Hobby Inc.** (800) 338-4639; [horizonhobby.com](http://horizonhobby.com).

**JR;** distributed by Horizon Hobby Inc.

**Robart Mfg.** (630) 584-7616; [robart.com](http://robart.com).

**Saito;** distributed by Horizon Hobby Inc.

**Wildcat Fuels** (606) 885-5619; [wildcatfuel.com](http://wildcatfuel.com).

Above: the fuselage's interior is absolutely cavernous; the servos look lost. Note the simple and effective way that the fuel tank is secured. Below: mounting the cowl is super easy. Attach the plywood ring to the firewall (clearing the engine) and then match the trim lines on the cowl to the fuselage. Then it's a simple matter to glue the cowl to the plywood ring.



Above: hard points for the many flying wires are preinstalled in the wings and fuselage. This makes attaching the flying wires easy.

torque servos (I used JR 4131 servos); this is a big airplane, and I'm sure that you'll do more than just straight and level flying!

I balanced the plane using just the battery pack and added no dead

