

BOEING P-26 "PEASHOOTER"

H-656-380-A (C)1971 BY REVELL INC., VENICE, CALIF. 90291



Boeing's pint-sized P-26 was the fastest and most advanced fighter in the world when it first appeared in the early thirties. Its performance was so outstanding that the U.S. Army Air Corps formed their top pursuit squadrons around the little fighter.

Prior to the production of the P-26, American fighter squadrons were comprised of the traditional biplanes, whose design originated back in World War I. Boeing undertook the development of the radically advanced fighter on the basis of experiments that indicated the superiority of the monoplane over the contemporary biplanes.

The P-26 could easily outrun its two-winged sisters, exceeding the fastest biplanes by some 80 mph. It soon became the pride of the Air Corps, whose pilots fondly referred to the tiny plane as the "Peashooter". In service, the P-26 continued to prove its worth by establishing several speed and altitude records. The pattern for future fighter planes was clearly defined by the new monoplane, and the era of the biplane was past.

In 1934 Boeing began shipping Peashooters to China where they were used against the Japanese early in World War II. On December 10, 1941, three Philippine Army Air Corps P-26's surprised a superior force of Japanese bombers and completely disrupted the enemy attack. One of their nine bombers was destroyed while the P-26's were undamaged. Other P-26's were in service in Hawaii and the Panama Canal Zone when the war began.

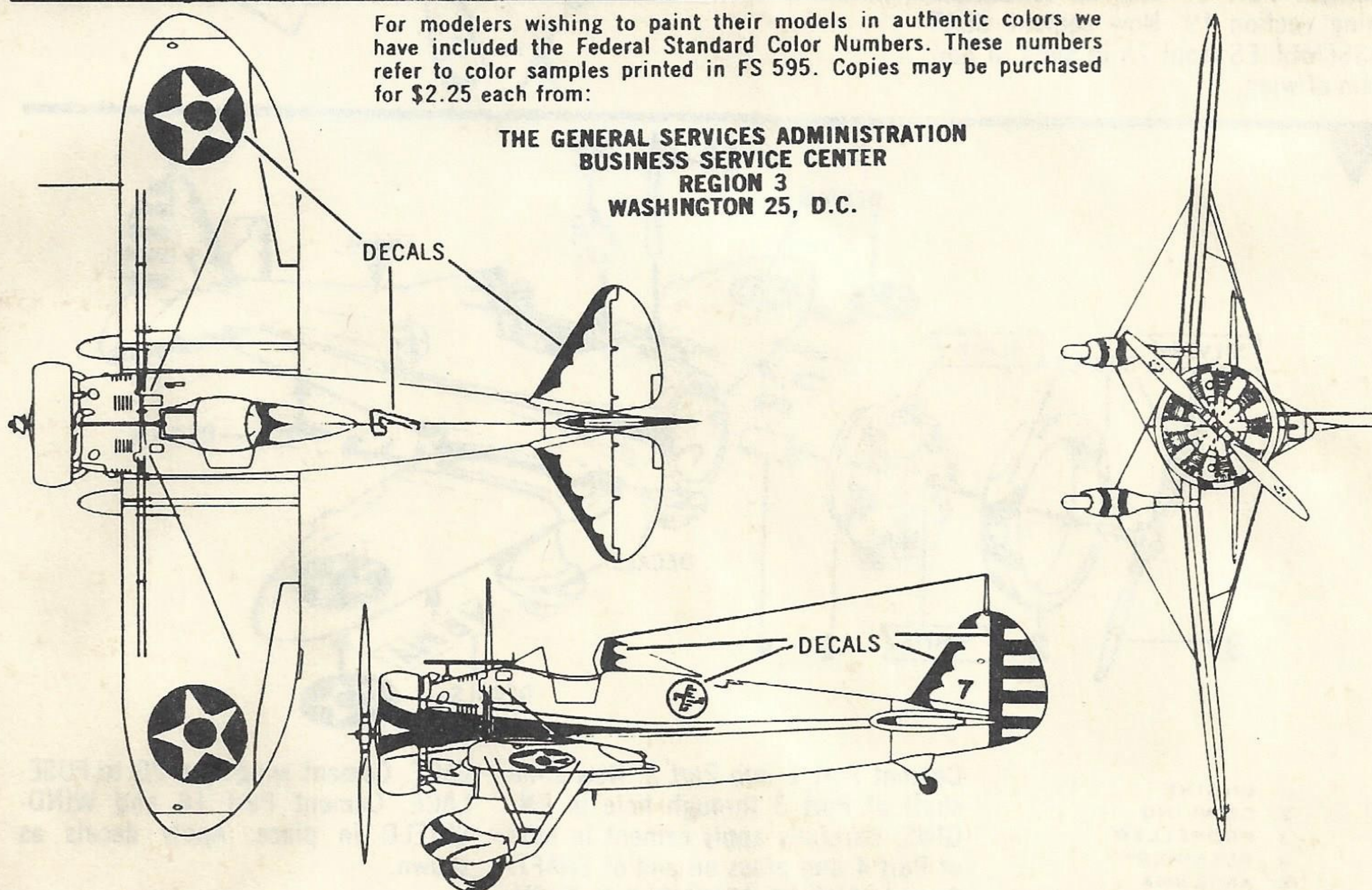
In 1942 Guatemala formed her first operational squadron with seven P-26's obtained from the Canal Zone. These remained in first-line service until 1946, then continued as trainers until the mid-1950's. Two of these aircraft are now preserved in museums. Revell's Peashooter model bears the markings of the 34th pursuit Squadron as carried by the P-26A on display in the United States Air Force Museum, Wright-Patterson Air Force Base, Ohio.

SPECIFICATIONS:

WINGSPAN	27' 11"
LENGTH	23' 7"
HEIGHT	10'
POWERPLANT	Pratt & Whitney Wasp; 500 hp.
MAXIMUM SPEED	234 mph.
RANGE	635 miles
SERVICE CEILING	27,400 feet
ARMAMENT	Two 0.30 inch machine guns

For modelers wishing to paint their models in authentic colors we have included the Federal Standard Color Numbers. These numbers refer to color samples printed in FS 595. Copies may be purchased for \$2.25 each from:

THE GENERAL SERVICES ADMINISTRATION
BUSINESS SERVICE CENTER
REGION 3
WASHINGTON 25, D.C.



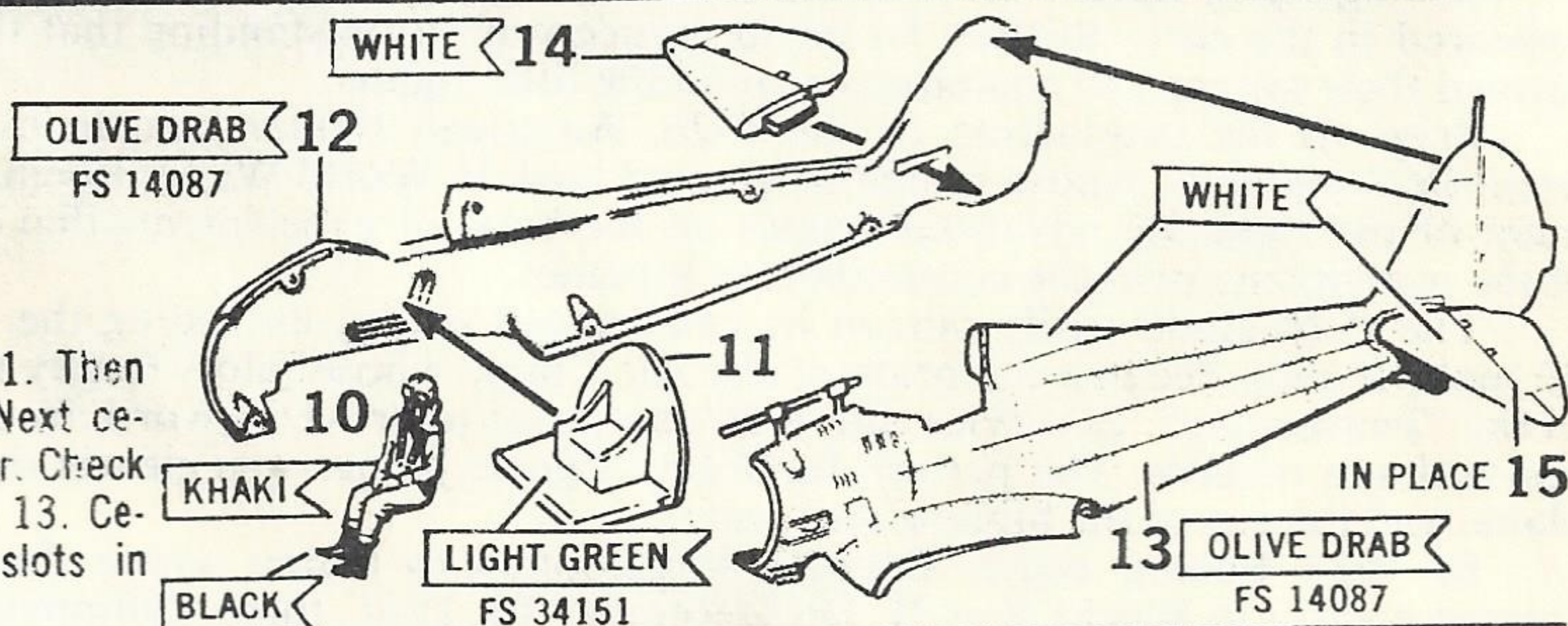
FOR BEST RESULTS, READ THIS FIRST

This kit is molded of styrene plastic. Always fit parts together to be assured of proper assembly before cementing. Before assembling, paint parts with paints formulated for plastics as indicated **BLACK** and allow to dry. Avoid spilling cement or paint, on clothing, or furniture.

1

- 10. PILOT
- 11. SEAT
- 12. FUSELAGE R. H.
- 13. FUSELAGE L. H.
- 14. STABILIZER R. H.
- 15. STABILIZER L. H.

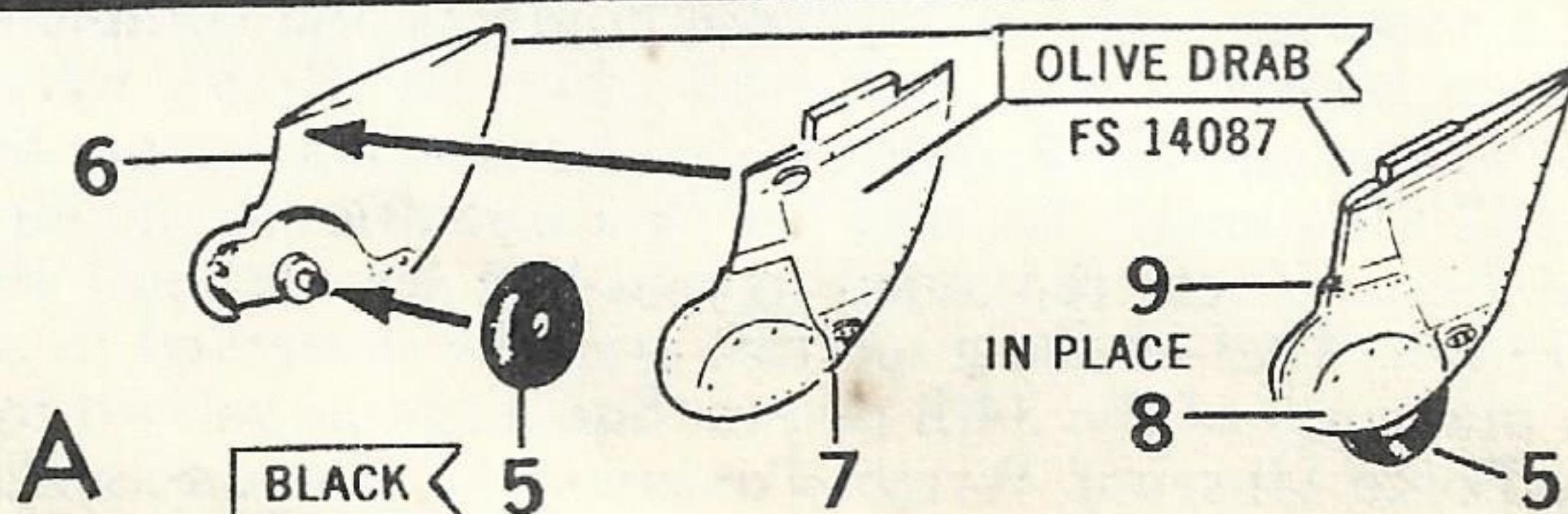
Cement PILOT 10 to SEAT 11. Then cement Part 11 to Part 12. Next cement Parts 12 and 13 together. Check proper location of Part 11 to 13. Cement Parts 14 and 15 to slots in FUSELAGE.



2

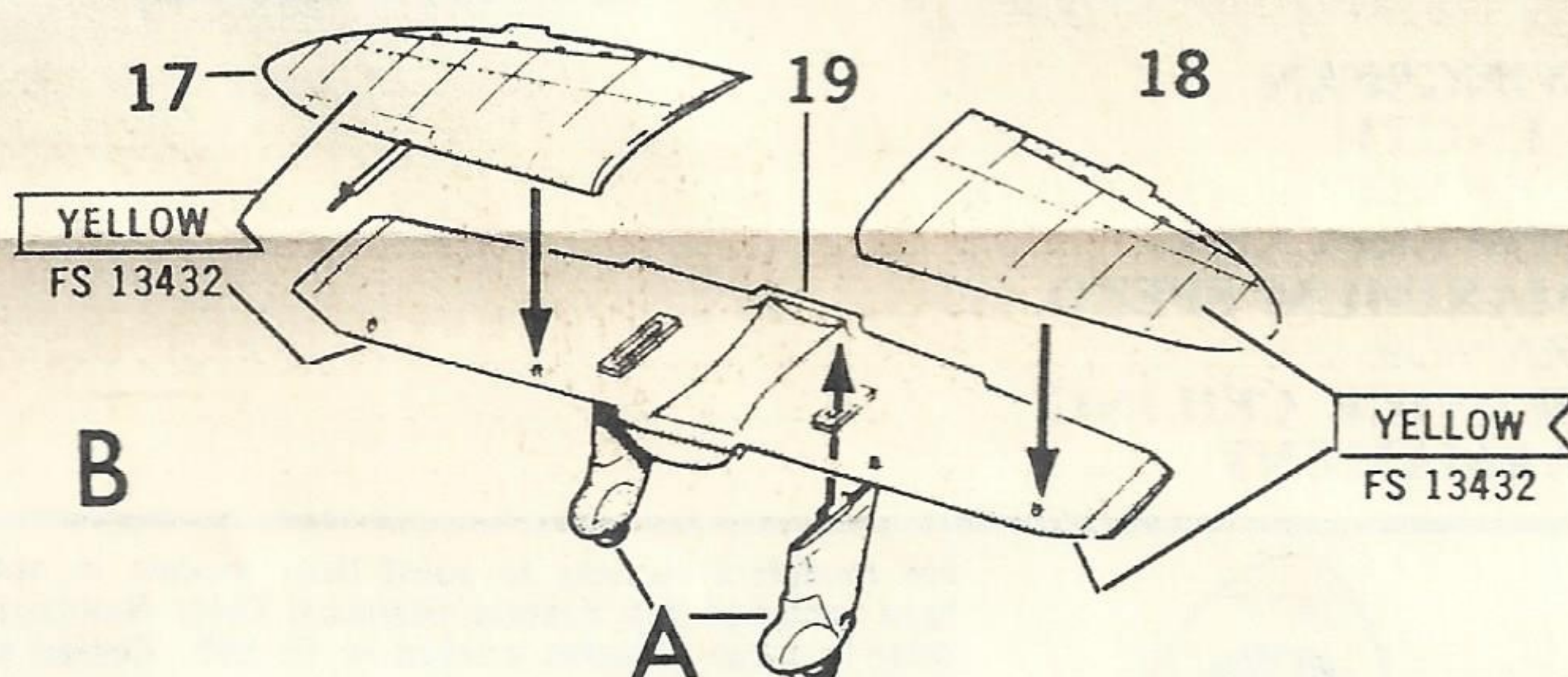
- 5. WHEEL (2)
- 6. GEAR OUTSIDE R. H.
- 7. GEAR INSIDE R. H.
- 8. GEAR OUTSIDE L. H.
- 9. GEAR INSIDE L. H.

Place (DO NOT CEMENT) one Part 5 on hub of Part 6. Then cement Part 7 to 6. Do not let cement touch wheel or it will not rotate. Assemble L. H. GEAR in the same way using one Part 5 and Parts 8 and 9.

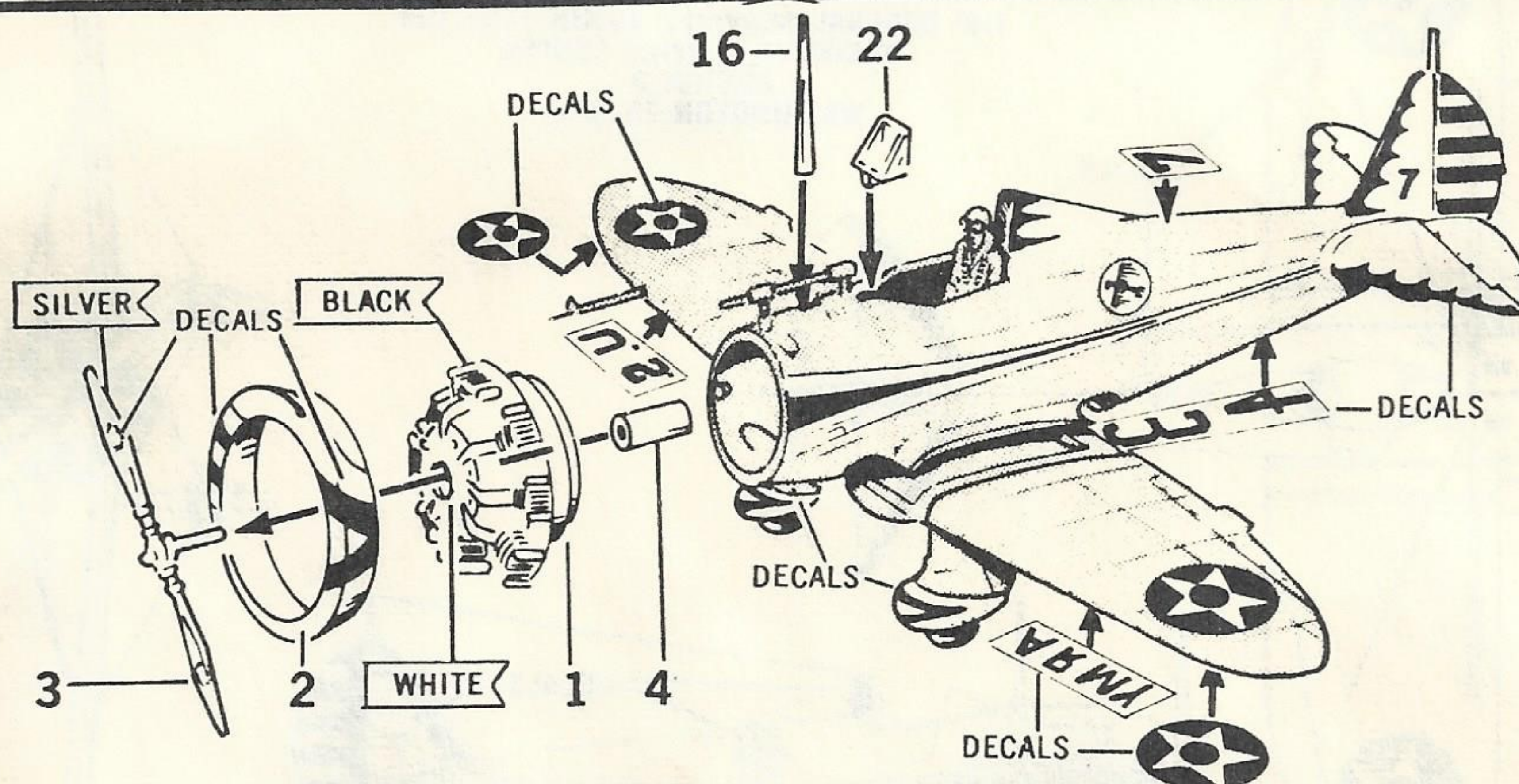


- 17. RIGHT WING TOP
- 18. LEFT WING TOP
- 19. WING BOTTOM SECTION

Cement Part 17 and 18 to bottom wing section 19. Now cement GEAR ASSEMBLIES from 2A in slots in bottom of wing.



3



- 1. ENGINE
- 2. COWLING
- 3. PROPELLER
- 4. RETAINER
- 16. ANTENNA
- 22. WINDSHIELD

Cement Part 1 into Part 2. Now slide shaft of Part 3 through hole in ENGINE. Carefully apply cement in hole of Part 4 and press on end of SHAFT. Cement ENGINE ASSEMBLY to FUSE-

LAGE. Cement wing step 2B to FUSELAGE. Cement Part 16 and WINDSHIELD in place. Apply decals as shown.