ASSEMBLY MANUAL

P-26A PEASHOOTER

SEAGULL MODELS

Code: SEA305

“ Graphics and specifications may change without notice ” .

Specifications:

Wingspan----------71 in (180 cm).

Wing area----------965.7 sq.in (62.3 sq.dm).

Weight----------13.7 -14.1 lbs (6.2 - 6.4kg).

Length----------62.2 in (158 cm).

Engine----------30cc gasoline.

Radio----------6 channels with 8 servos.

SG SINCE 1998 MODELS

INTRODUCTION.

Thank you for choosing the **P-26A PEASHOOTER** ARF by **SG MODELS** . The **P-26A PEASHOOTER** was designed with the intermediate/advanced sport flyer in mind. It is a semi scale airplane which is easy to fly and quick to assemble. The airframe is conventionally built using balsa, plywood to make it stronger than the average ARF, yet the design allows the aeroplane to be kept light. You will find that most of the work has been done for you already. The motor mount has been fitted and the hinges are pre-installed. Flying the **P-26A PEASHOOTER** is simply a joy.

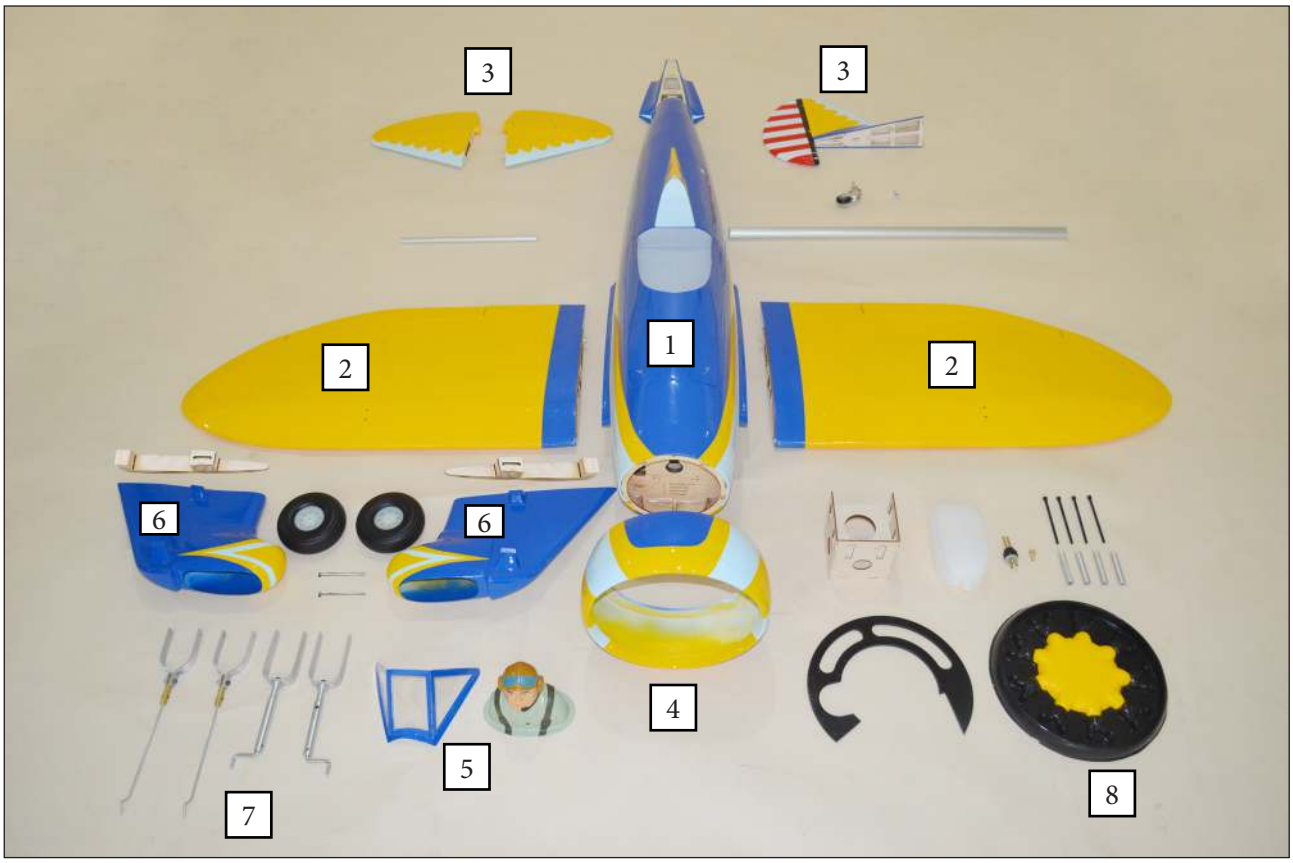
This instruction manual is designed to help you build a great flying aeroplane. Please read this manual throughly before starting assembly of your **P-26A PEASHOOTER** . Use the parts listing below to indentify all parts.

WARNING.

Please be aware that this aeroplane is not a toy and if assembled or used incorrectly it is capable of causing injury to people or property. WHEN YOU FLY THIS AEROPLANE YOU ASSUME ALL RISK & REPONSIBILITY.

If you are inexperienced with basic R/C flight we strongly recommend you contact your R/C supplier and join your local R/C model Flying Club. R/C Model Flying Clubs offer a variety of training procedures designed to help the new pilot on his way to successful R/C flight. They will also be able to advise on any insurance and safety regulations that may apply.

KIT CONTENTS



KIT CONTENTS.

SEA305 P-26A PEASHOOTER

1. Fuselage
2. Wing set
3. Tail set
4. Cowling
5. Windshield and pilot
6. Wheel pants
7. Landing gear
8. Dummy engine

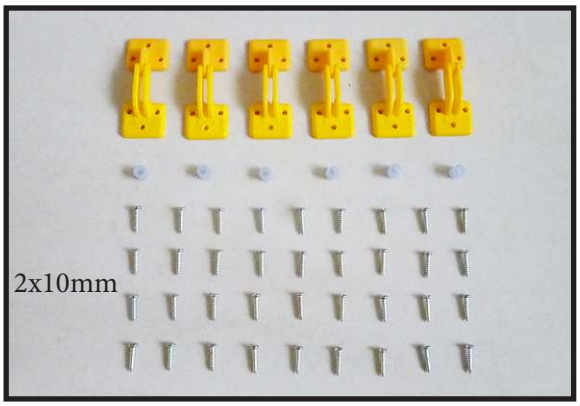
ADDITIONAL ITEMS REQUIRED.

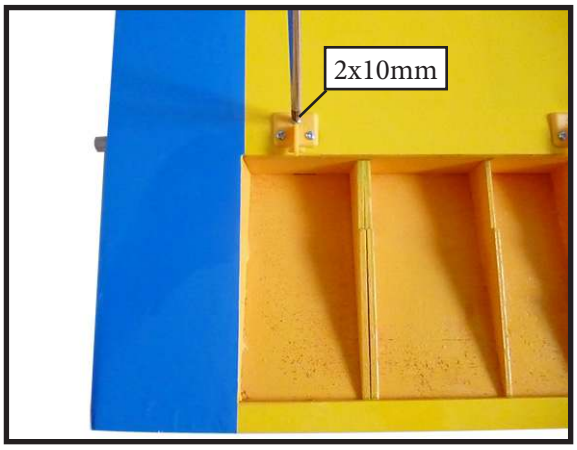
- ☐ 30cc gasoline engine.
- ☐ Computer radio with 6 servos.
- ☐ Glow plug to suit engine.
- ☐ Propeller to suit engine.
- ☐ Protective foam rubber for radio system.

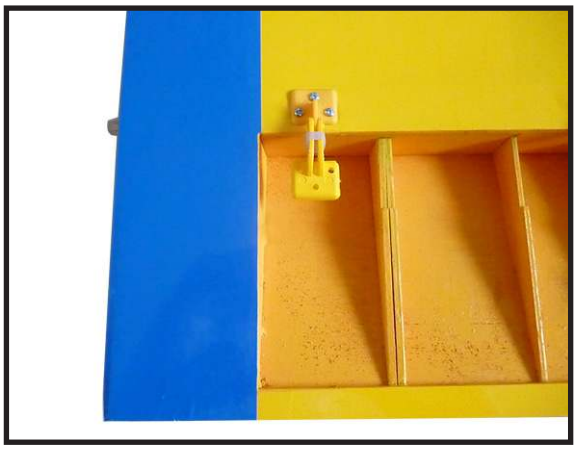
TOOLS & SUPPLIES NEEDED.

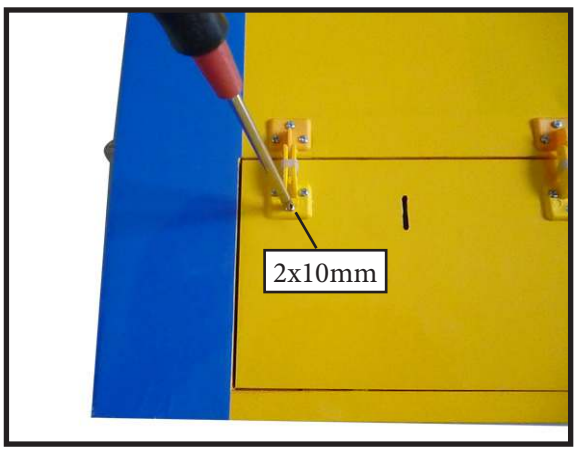
- ☐ Thin cyanoacrylate glue.
- ☐ Medium cyanoacrylate glue.
- ☐ 30 minute epoxy.
- ☐ 5 minute epoxy.
- ☐ Hand or electric drill.
- ☐ Assorted drill bits.
- ☐ Modelling knife.
- ☐ Straight edge ruler.
- ☐ 2mm ball driver.
- ☐ Phillips head screwdriver.
- ☐ 220 grit sandpaper.
- ☐ 90° square or builder's triangle.
- ☐ Wire cutters.
- ☐ Masking tape & T-pins.
- ☐ Thread-lock.
- ☐ Paper towels.

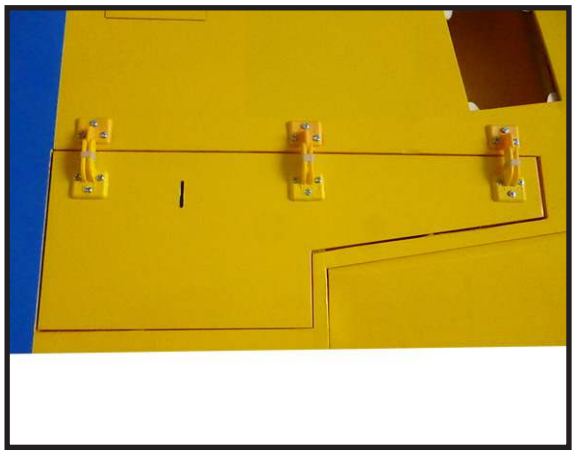
HINGING THE FLAP.





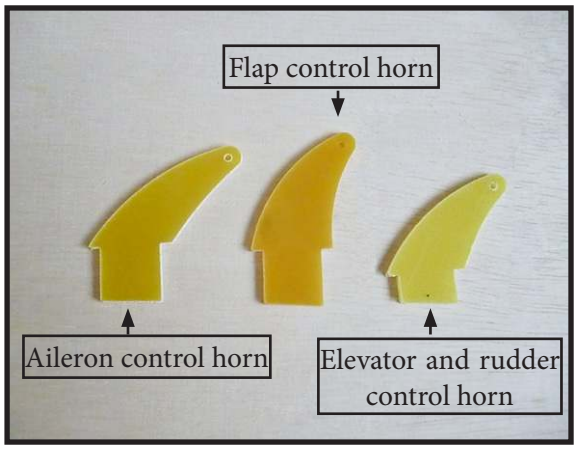




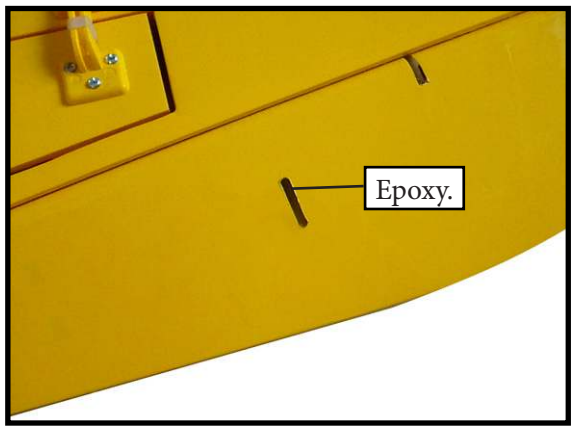


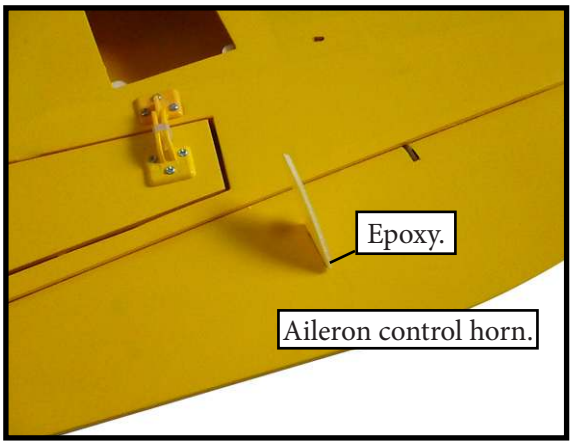
Repeat this process with the other wing panel, securely hinging the flap in place.

INSTALL THE AILERONS CONTROL HORN.

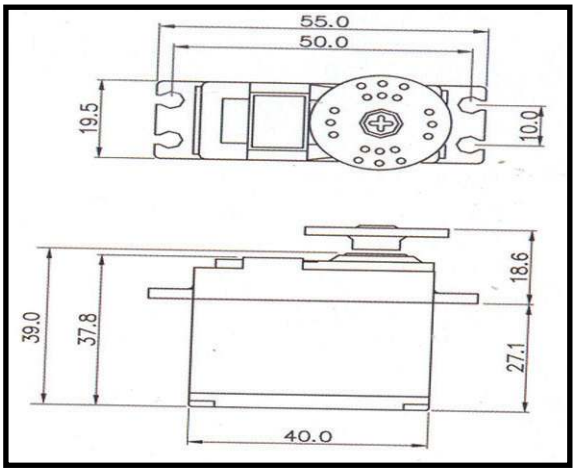


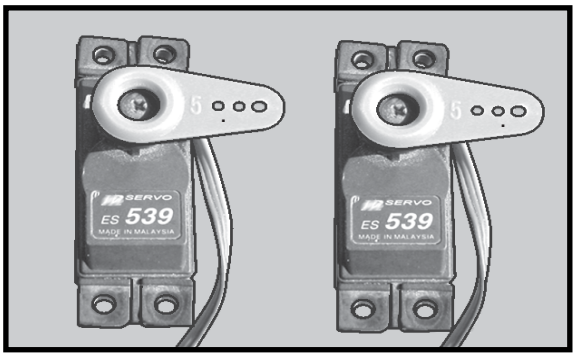
Locate the aileron, flap and elevator and rudder control horns. The taller control horn is used for the flaps, and the shorter horn for the ailerons and the shortest horn for elevator and rudder.





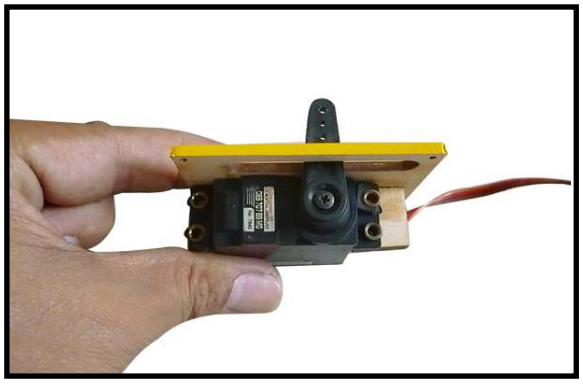
INSTALLING THE AILERON SERVOS.



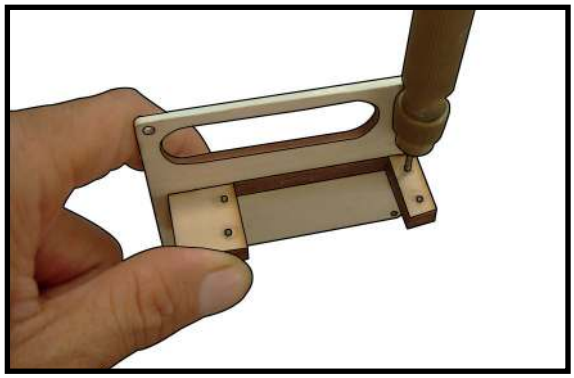


⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

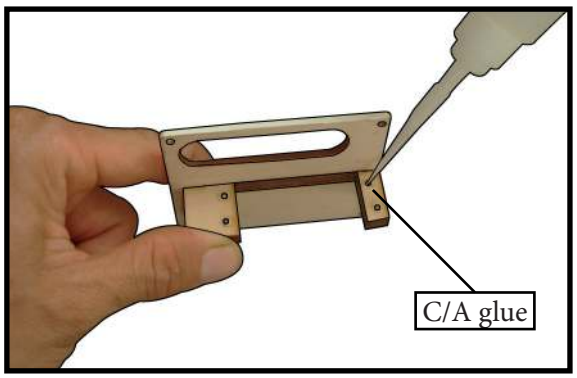
1) Place the servo between the mounting blocks and space it from the hatch. Use a pencil to mark the mounting hole locations on the blocks.



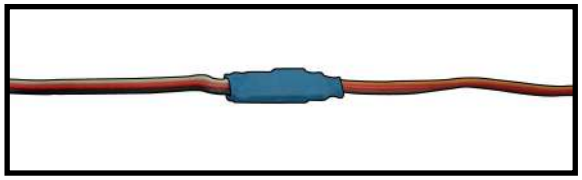
2) Use drill bit in a pin vise to drill the mouting holes in the blocks.



3) Apply 2-3 drops of thin C/A to each of the mounting holes. Allow the C/A to cure without using accelerator.

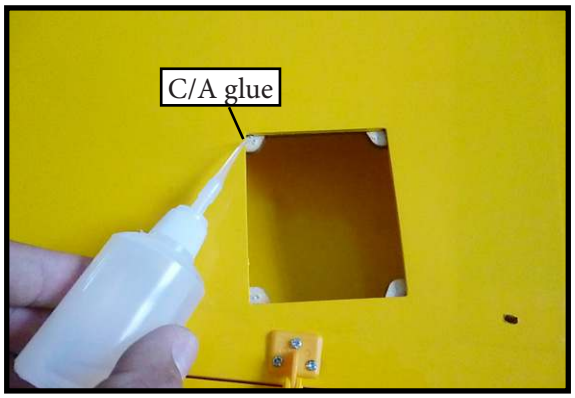


4) Use dental floss to secure the connection so they cannot become unplugged.

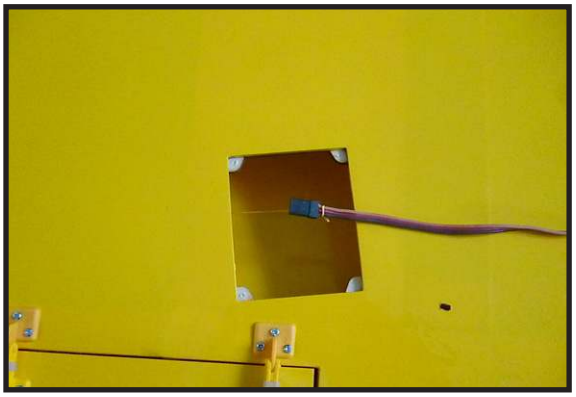


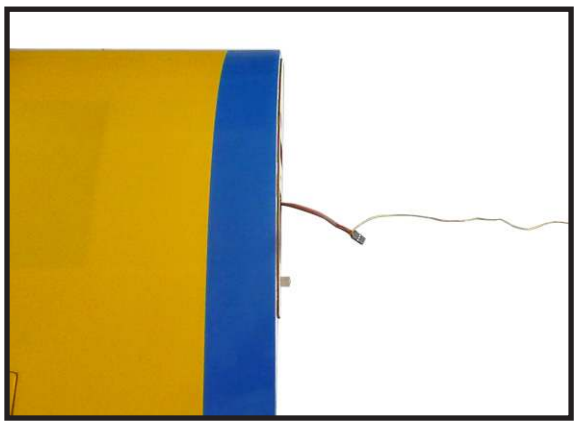
5) Secure the servo to the aileron hatch using Phillips screwdriver and the screws provided with the servo.

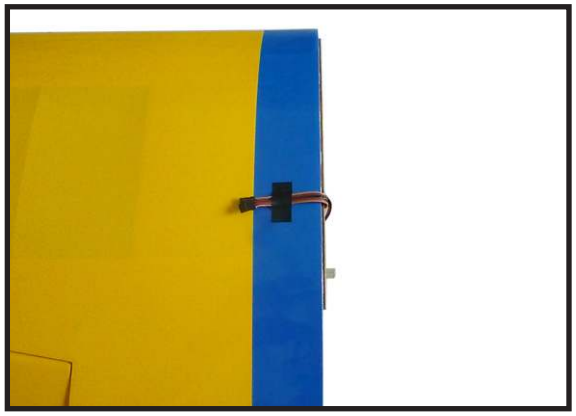
6) Apply 1-2 drops of thin C/A to each of the mounting tabs. Allow the C/A to cure without using accelerator.

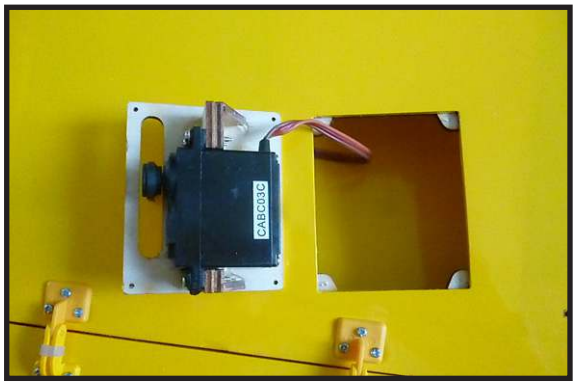


7) Remove the string from the wing at the servo location and use the tape to attach it to the servo extension lead. Pull the lead through the wing and remove the string.

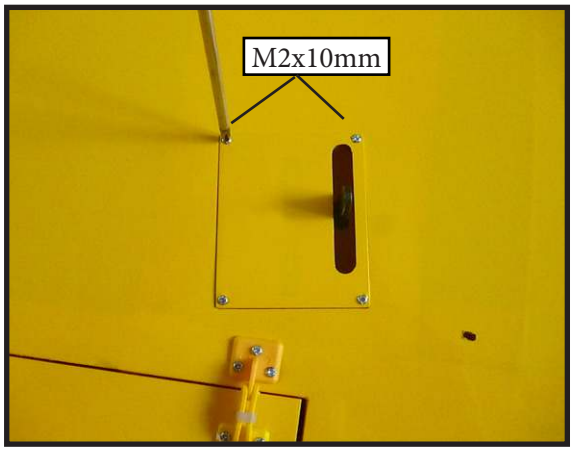


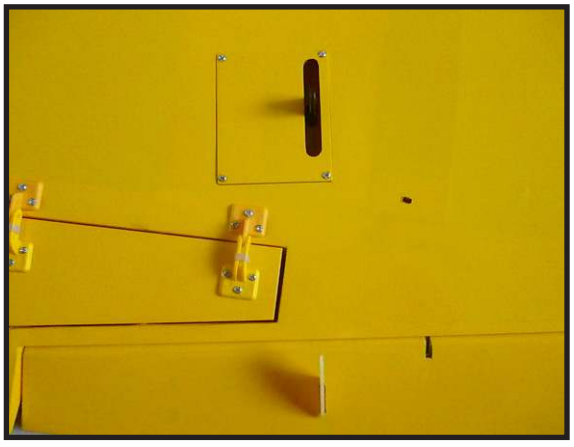






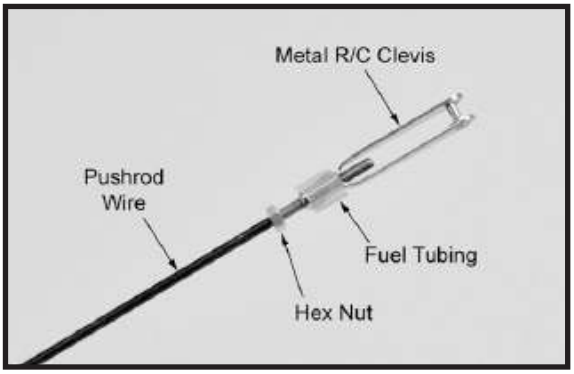
8) Set the aileron hatch in place and use a Phillips screw driver to install it with four wood screws.

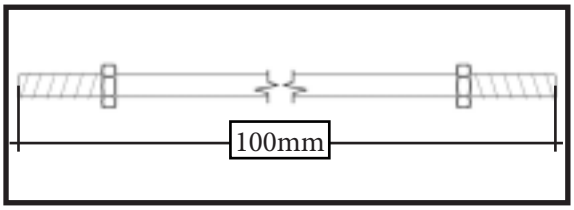


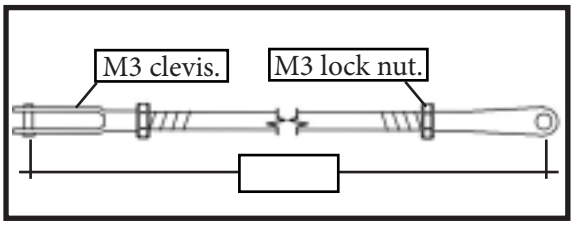


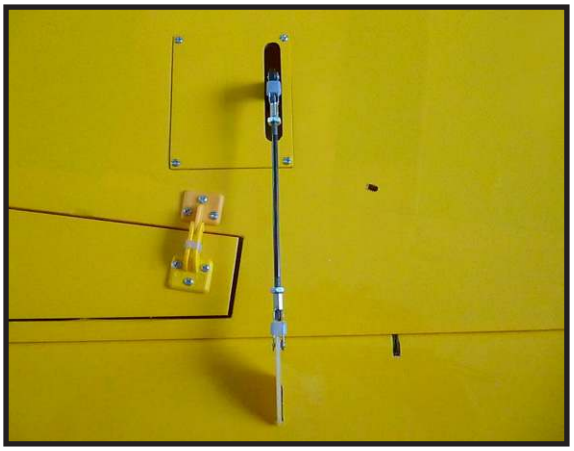
AILERON PUSHROD INSTALLATION.

Please see below pictures.



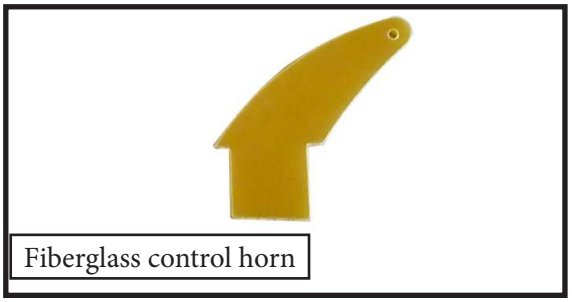


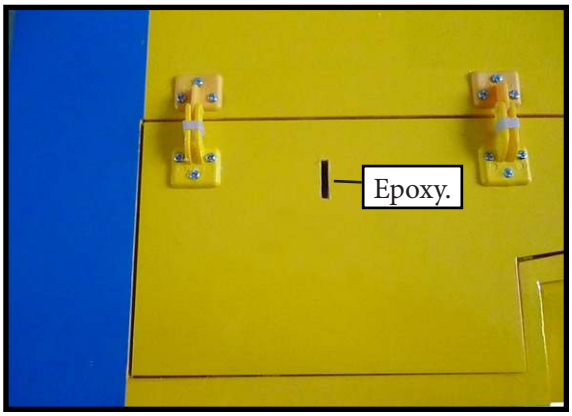


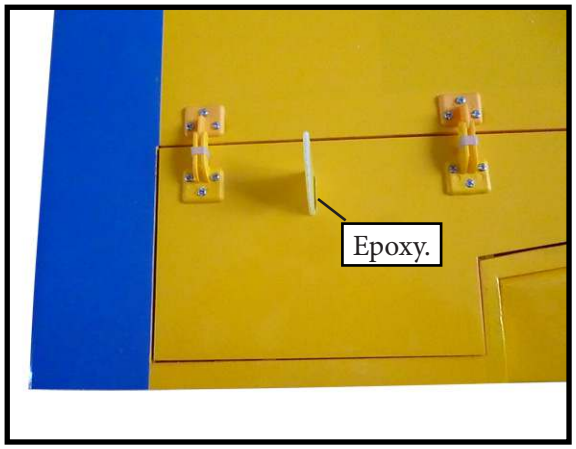


INSTALL FLAP CONTROL HORN.

Install the flap control horn using the same method as same as the aileron control horns.

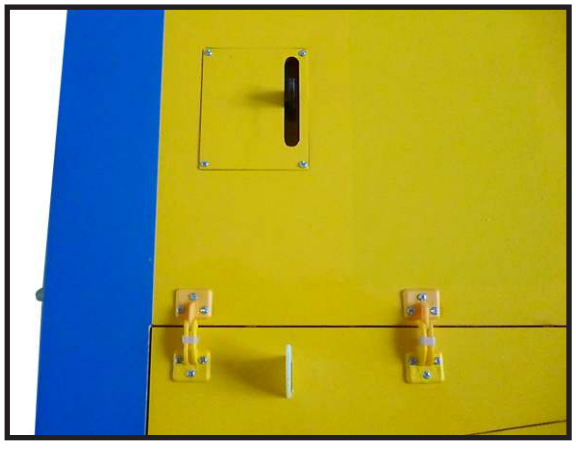






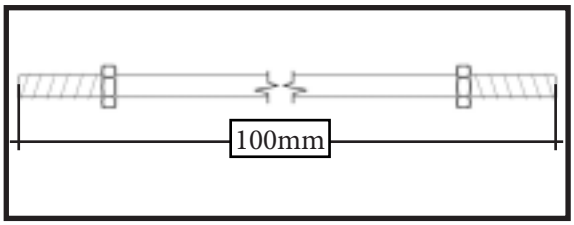
INSTALLING THE FLAP SERVOS.

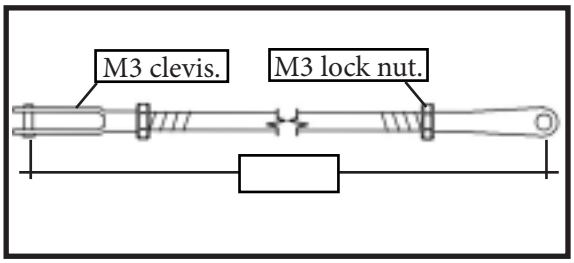
Repeat the procedure for the flap servo.

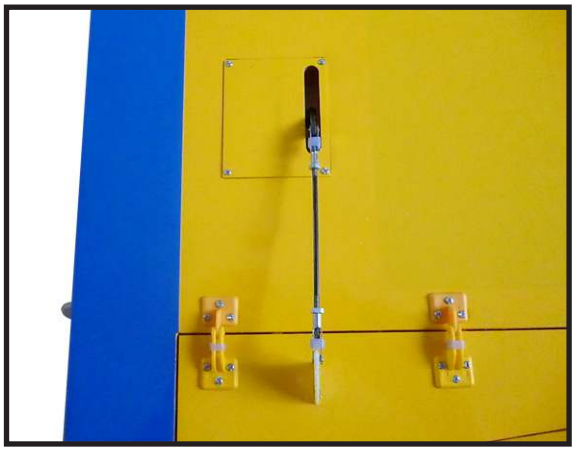


FLAP PUSHROD INSTALLATION.

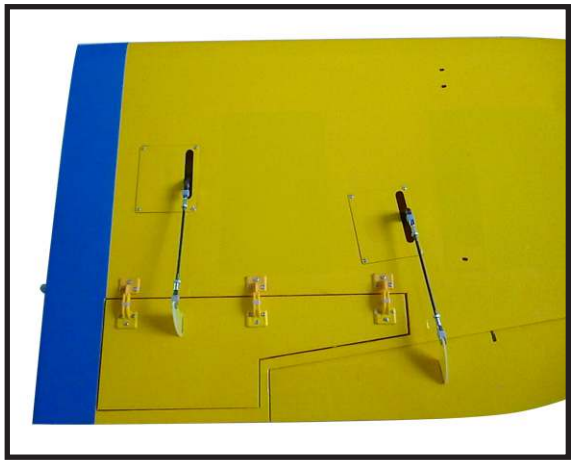
Repeat the procedure as for the aileron pushrod.

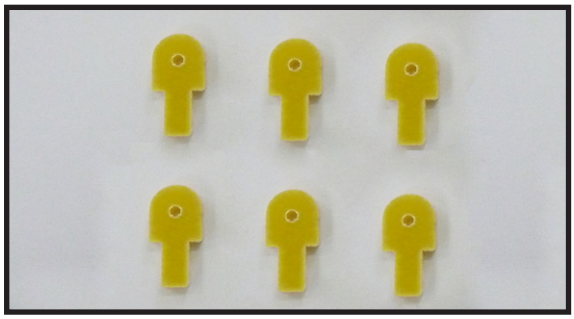




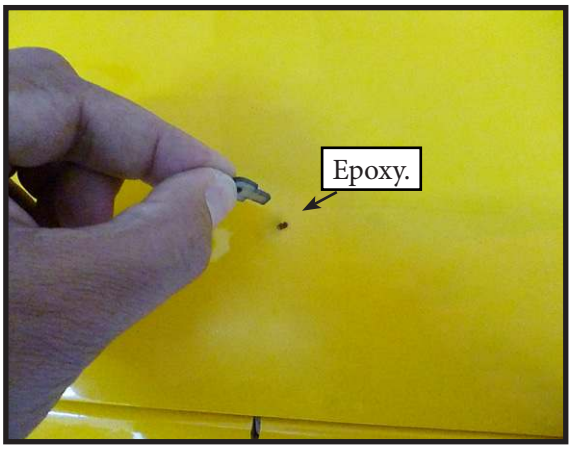


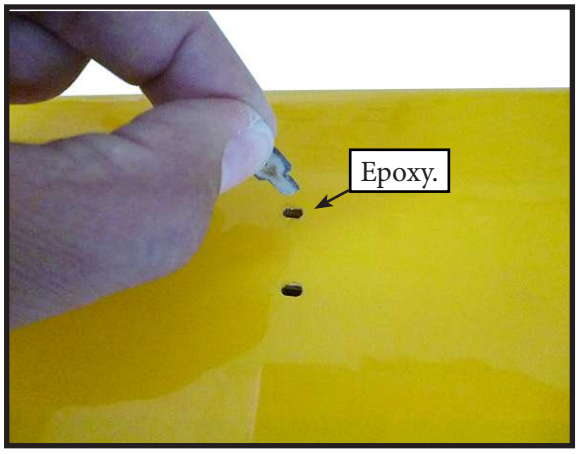
General picture :



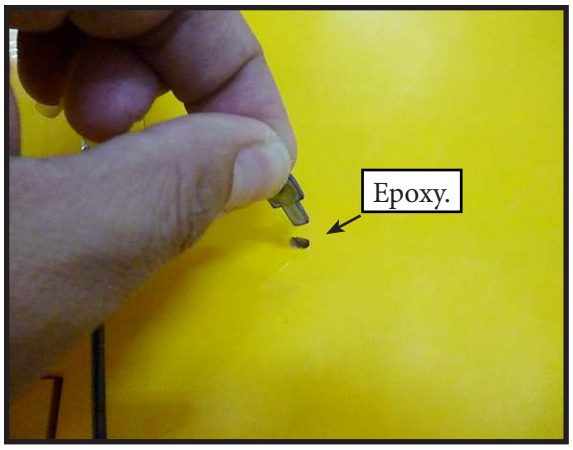


TOP VIEW

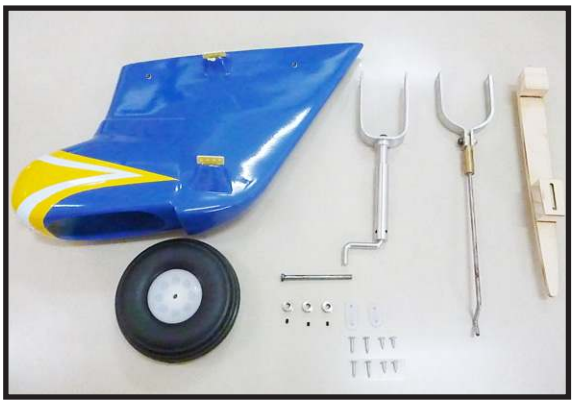


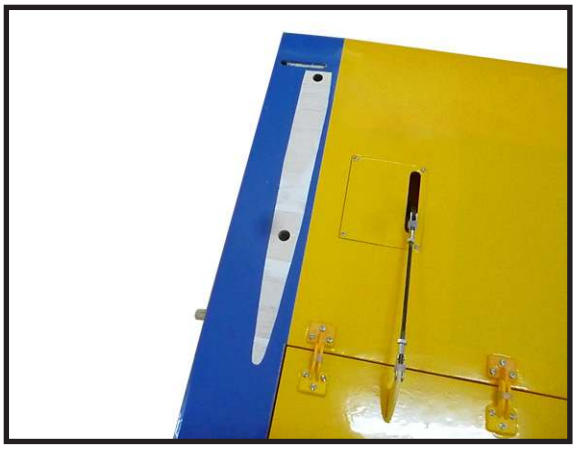


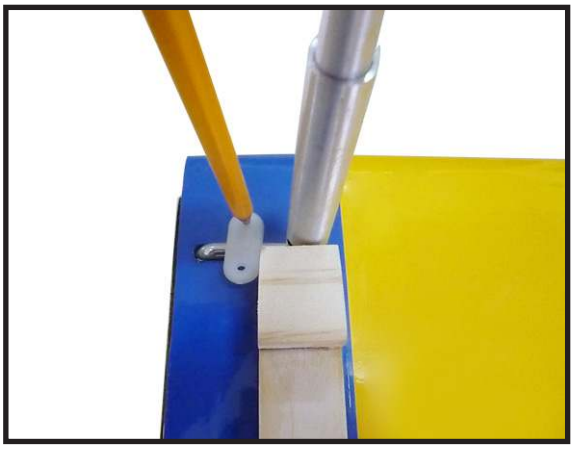
BOTTOM VIEW

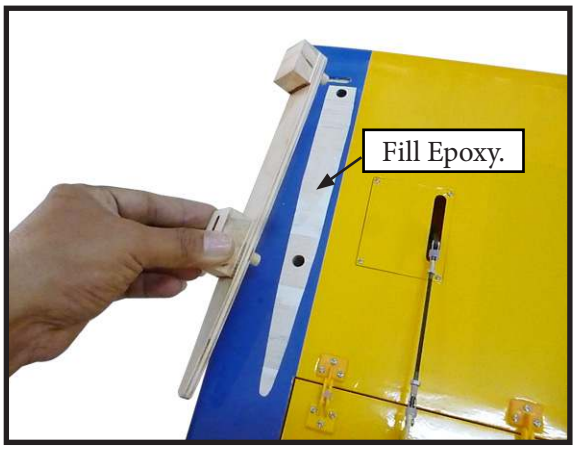


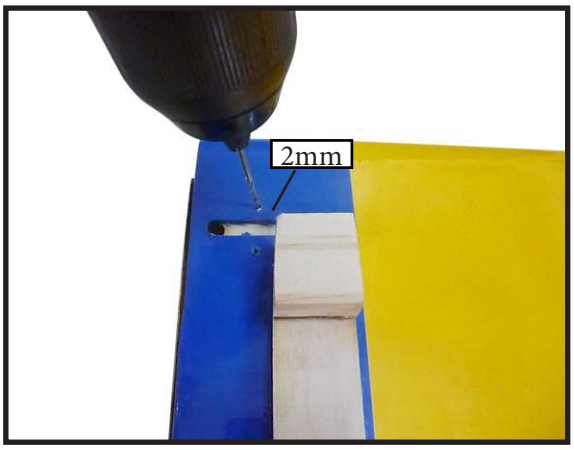
INSTALLING THE MAIN LANDING GEAR.

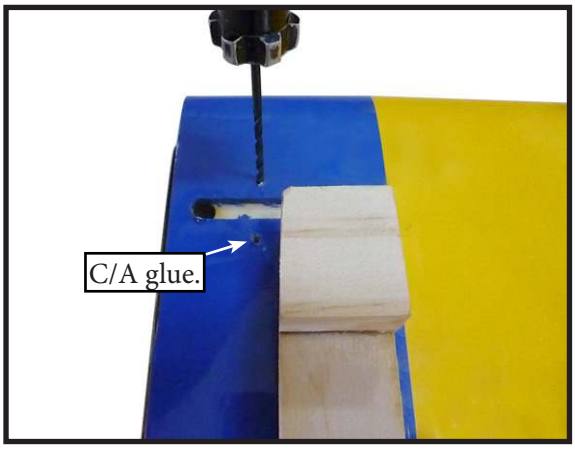


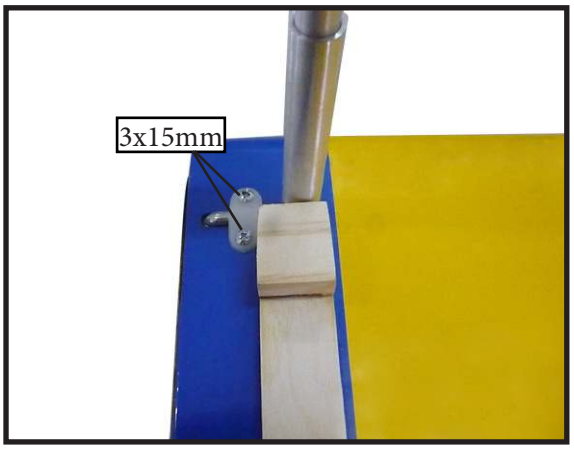


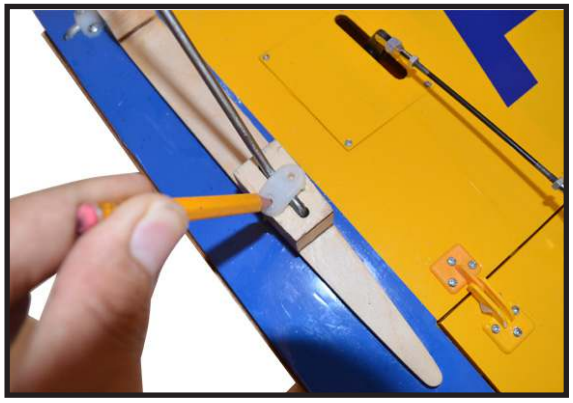


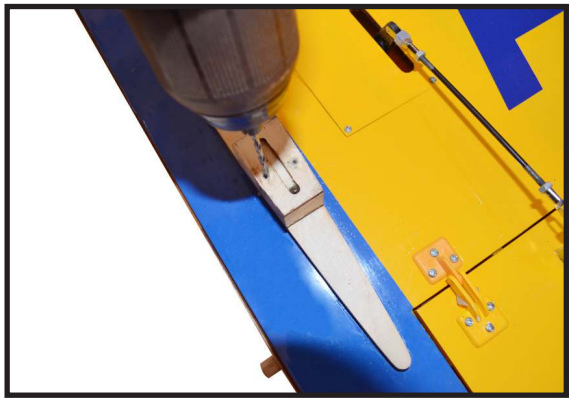

Fill Epoxy.


2mm

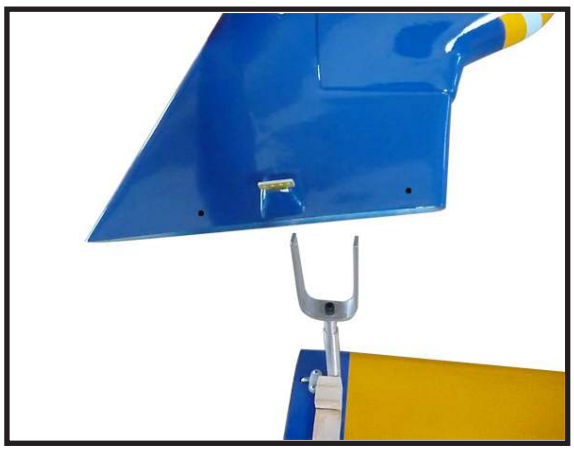

C/A glue.

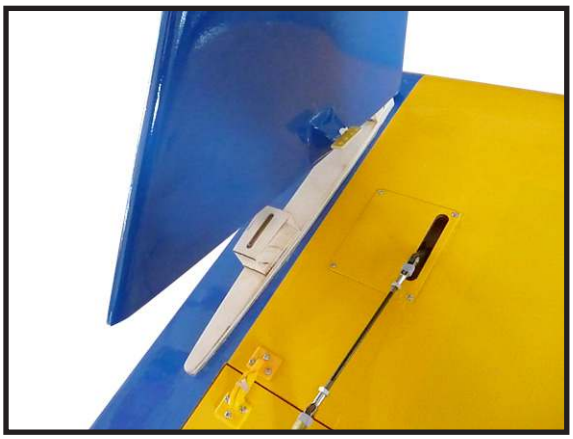

3x15mm

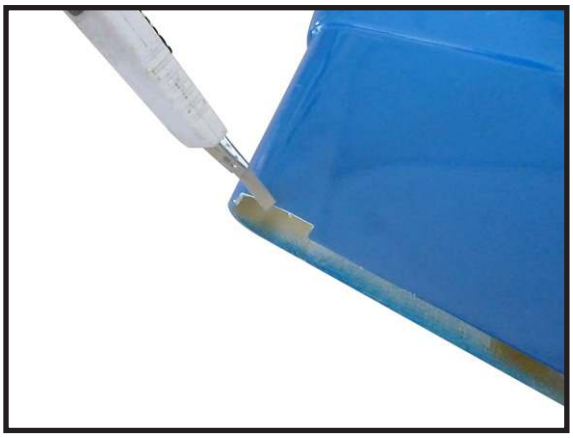


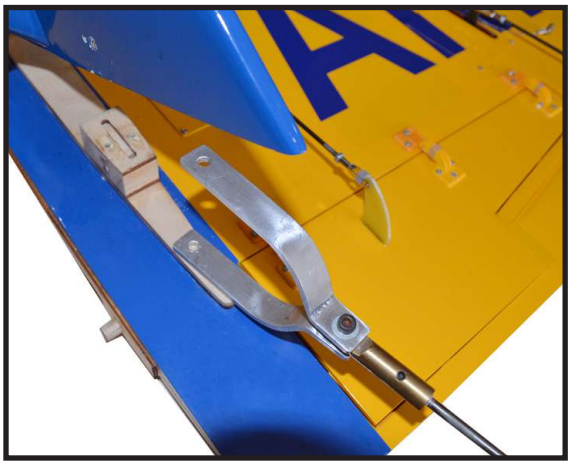


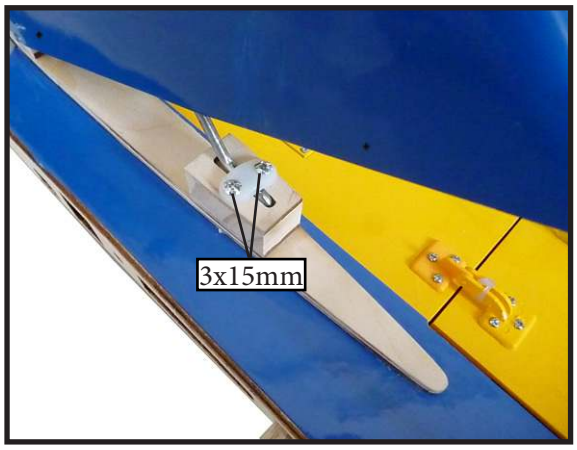
Note : You need to rotate wheel pant, then push down. Next step, rotate wheel pant back to fit landing gear and mark on it for cutting.

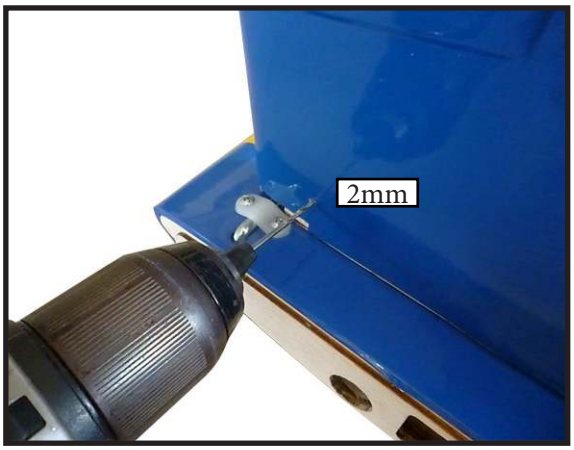


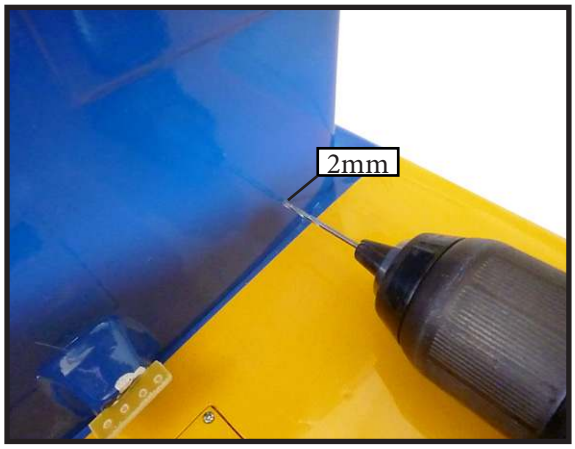


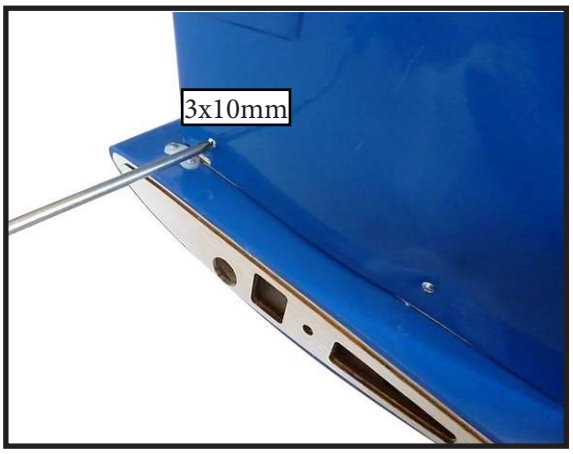




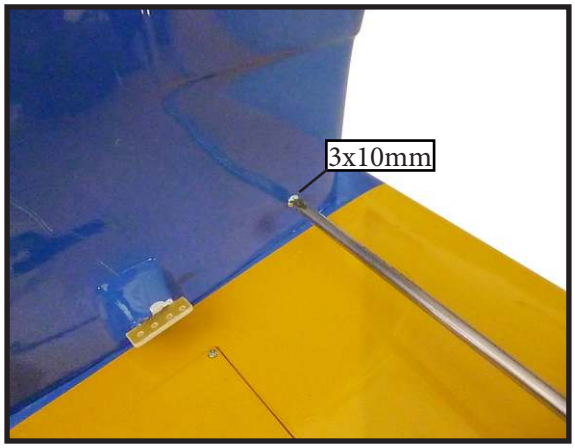


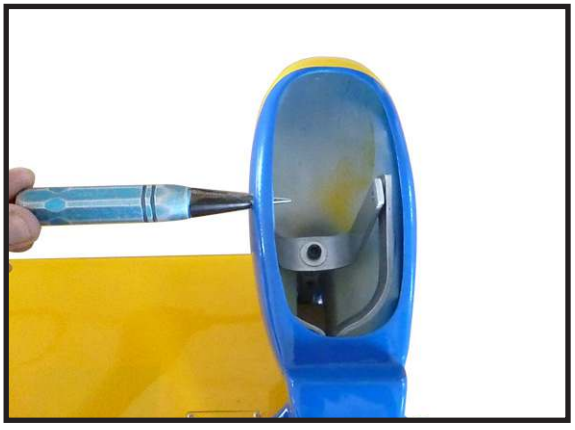


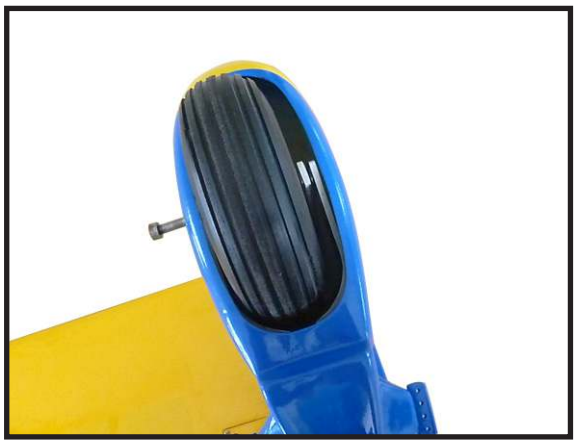


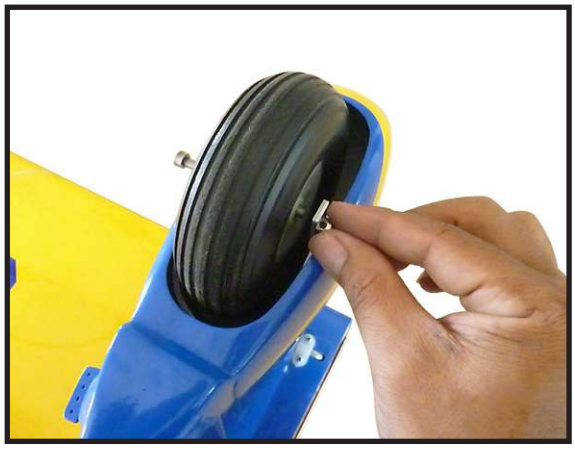


Drill hole on wheel pant, you can do as below pictures.

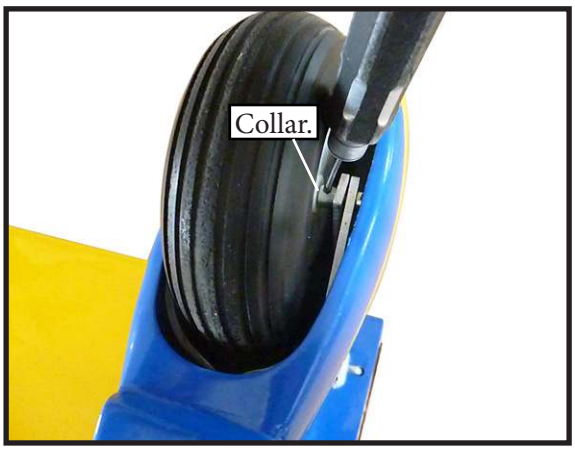


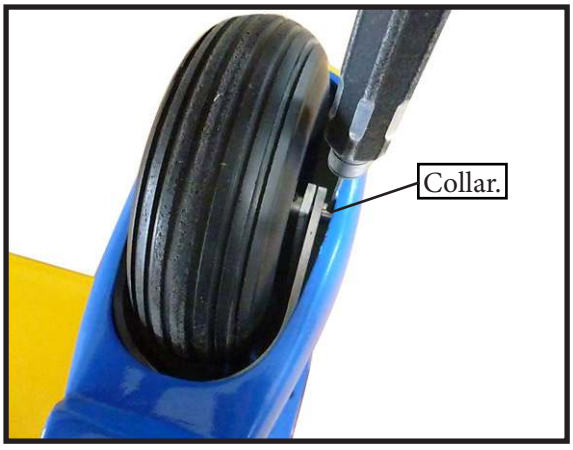







Collar.


Collar.

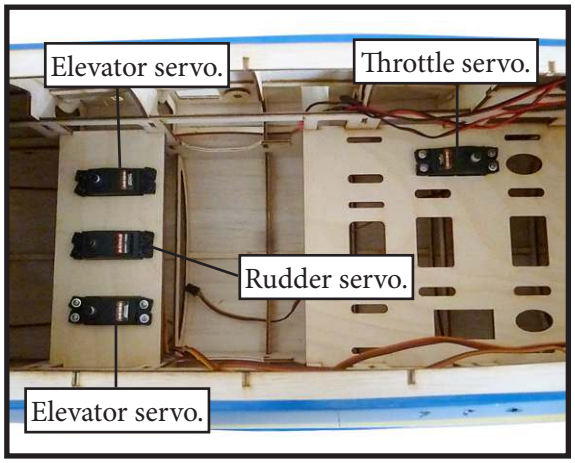

Collar.

INSTALLING THE FUSELAGE SERVOS.

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

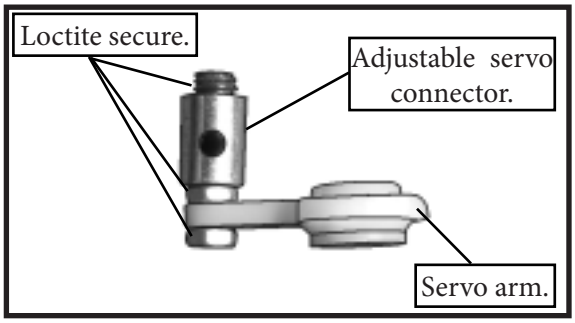
1) Install the rubber grommets and brass collets into all servos. Test fit the servos into the fuselage servo mounts.

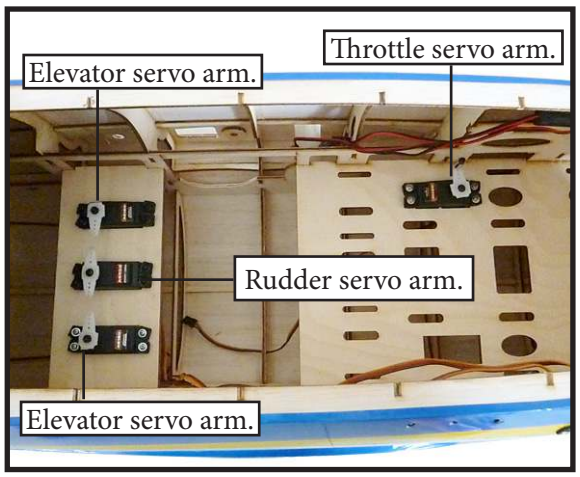
2) Secure the servos with the screws provided with your radio system.



THROTTLE SERVO ARM INSTALLATION.

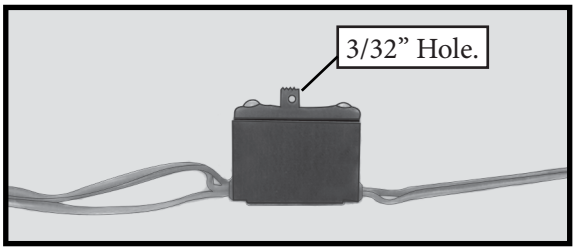
Install adjustable servo connector in the servo arm as same as picture below:

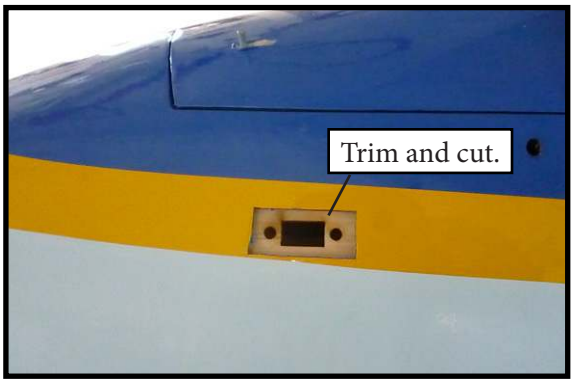


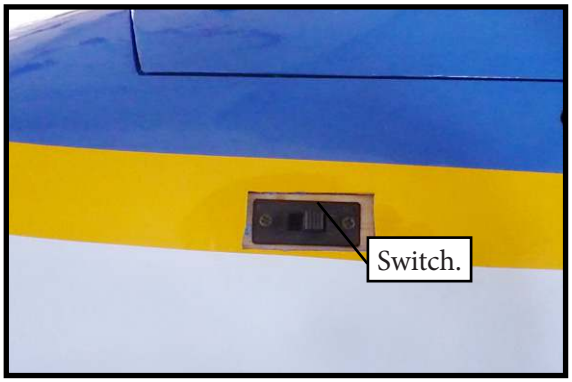


INSTALLING THE RECEIVER SWITCH.

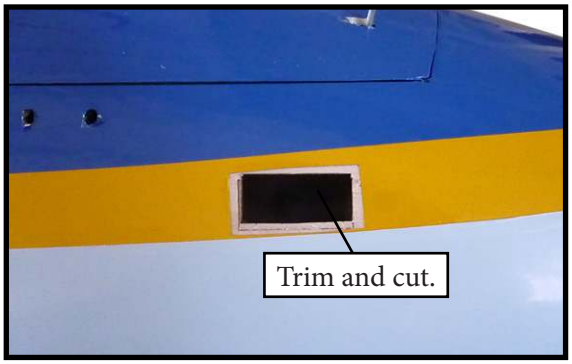
Install the switch into the precut hole in the side, in the fuselage.

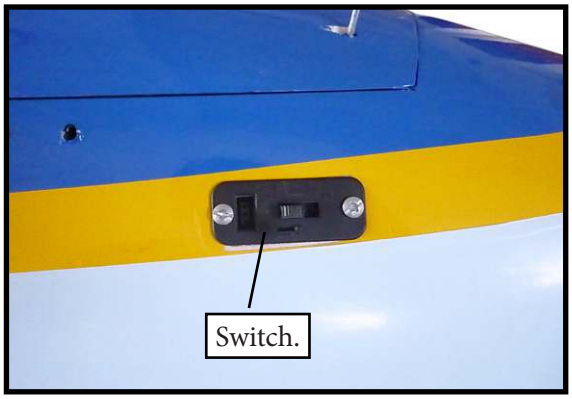






INSTALLING THE ENGINE SWITCH.

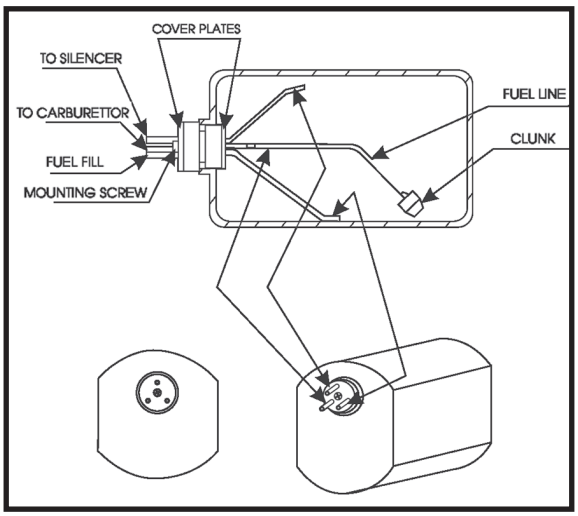


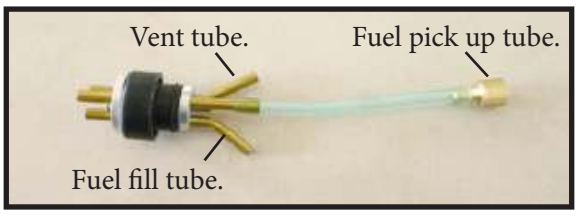


INSTALLING THE STOPPER ASSEMBLY.

1) Using a modeling knife, carefully cut off the rear portion of one of the 3 nylon tubes leaving 1/2” protruding from the rear of the stopper. This will be the fuel pick up tube.

2) Using a modeling knife, cut one length of silicon fuel line. Connect one end of the line to the weighted fuel pick up and the other end to the nylon pick up tube.





3) Carefully bend the second tube up at a 45º angle. This tube is the vent tube.

4) Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none falls into the tank.

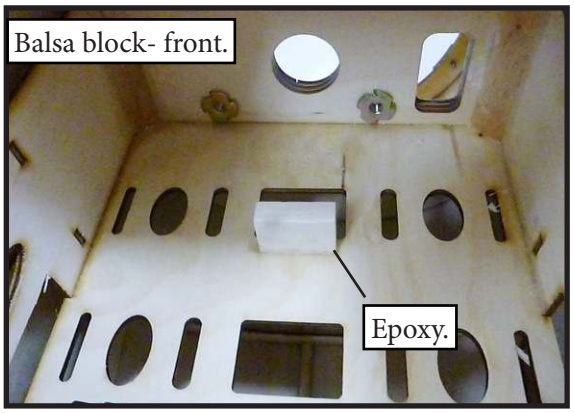
5) With the stopper assembly in place, the weighted pick-up should rest away from the rear of the tank and move freely inside the tank. The top of the vent tube should rest just below the top of the tank. It should not touch the top of the tank.

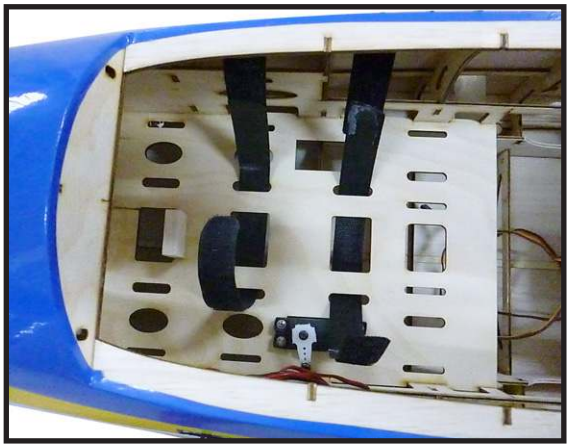
6) When satisfied with the alignment of the stopper assembly tighten the 3 x 20mm machine screw until the rubber stopper expands and seals the tank opening. Do not overtighten the assembly as this could cause the tank to split.

FUEL TANK INSTALLATION.

- ⚠ *You should mark which tube is the vent and which is the fuel pickup when you attach fuel tubing to the tubes in the stopper. Once the tank is installed inside the fuselage, it may be difficult to determine which is which.*

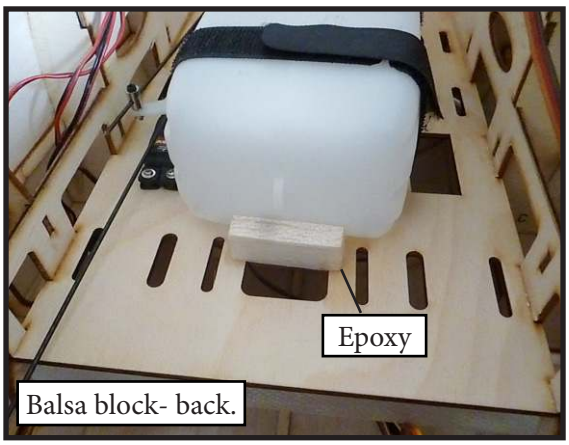
7) Use balsa block to hold in place the fuel tank with epoxy to secure the fuel tank inside the fuselage.





8) Slide the fuel tank into the fuselage. Guide the lines from the tank through the hole in the firewall.

9) Use balsa block to hold in place the fuel tank with epoxy to secure the fuel tank inside the fuselage.

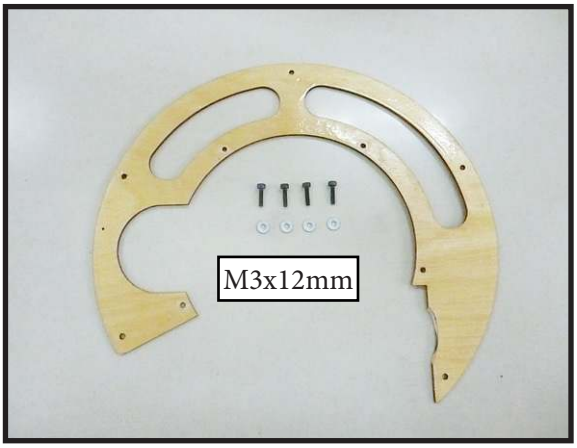


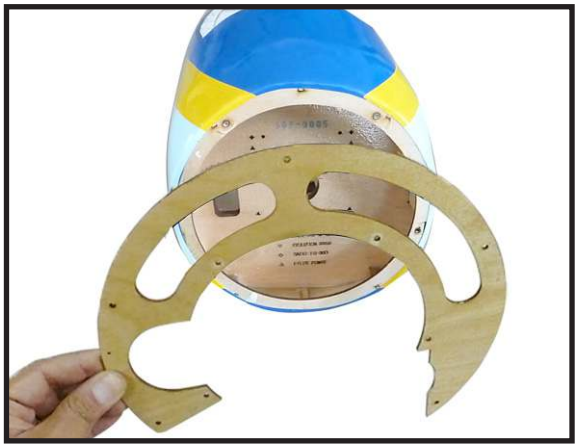
10) Connect the lines from the tank to the engine and muffler. The vent line will connect to the muffler and the line from the clunk to the carburetor.

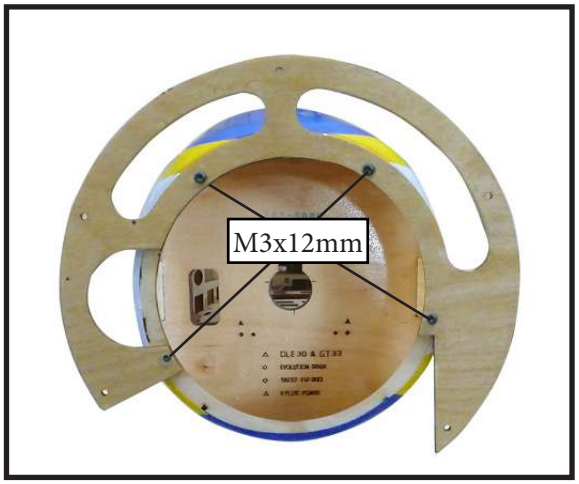
Blow through one of the lines to ensure the fuel lines have not become kinked inside the fuel tank compartment. Air should flow through easily.

MOUNTING THE ENGINE.

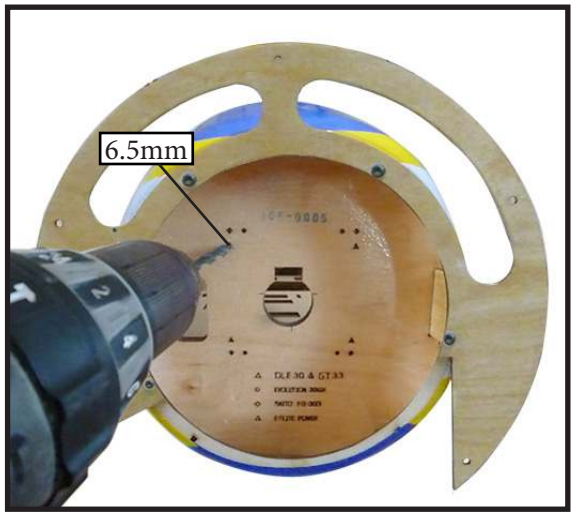
Please see pictures below



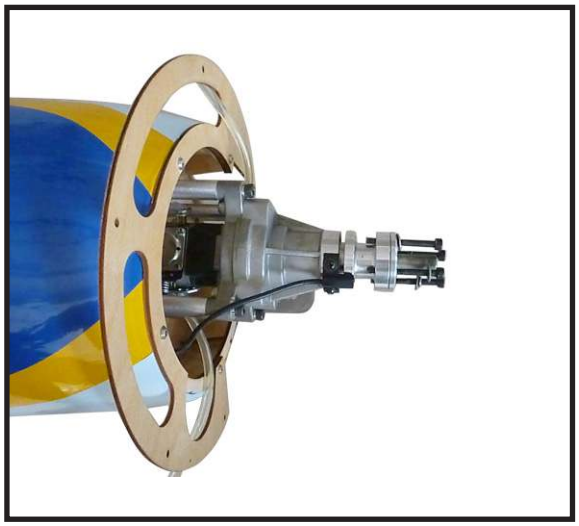




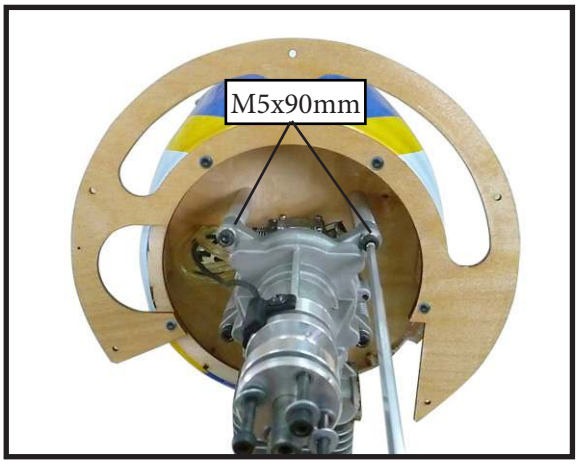
Locate the engine mounting in position on the firewall. Use a 6.5mm drill bit to drill the holes necessary to mount your particular motor choice.

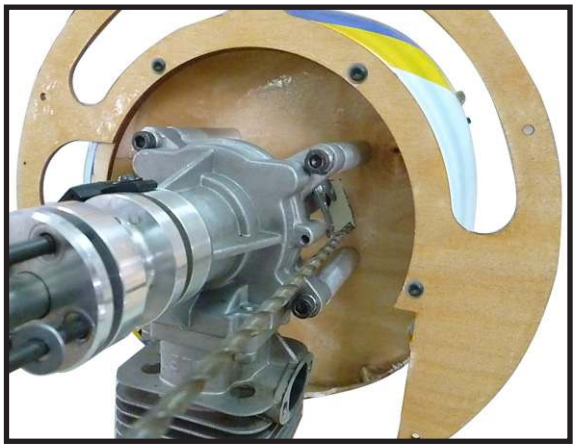


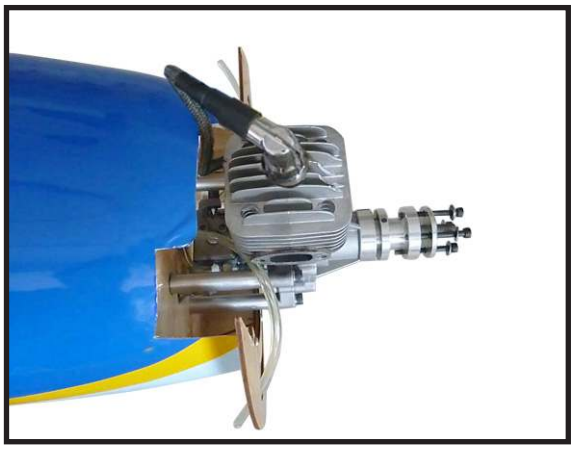
Position the engine with the drive washer (160mm) forward of the firewall.

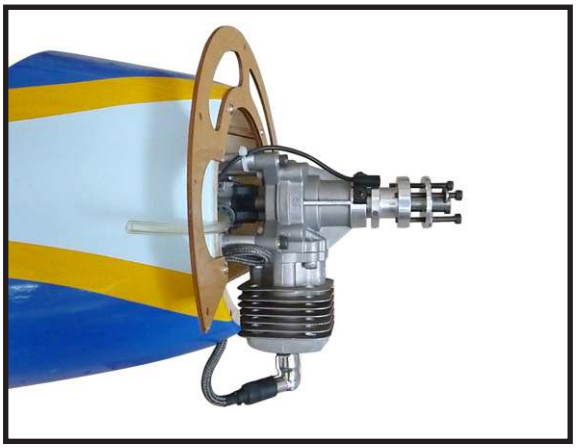



Use thread locker glue for each blind nut.

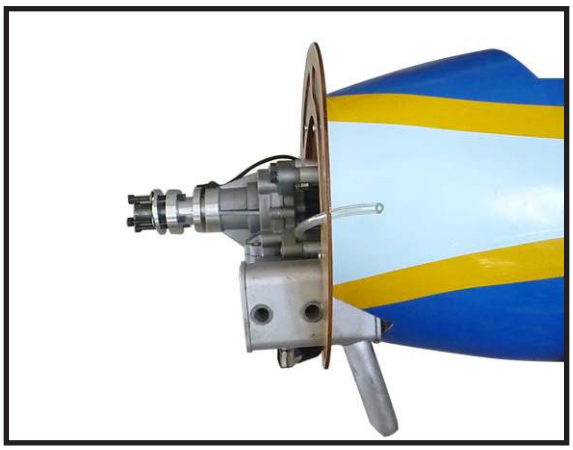

M5x90mm



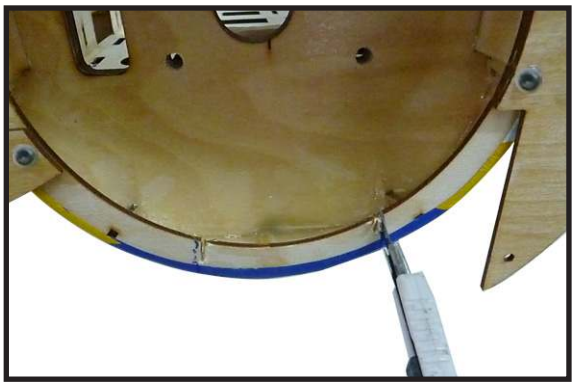




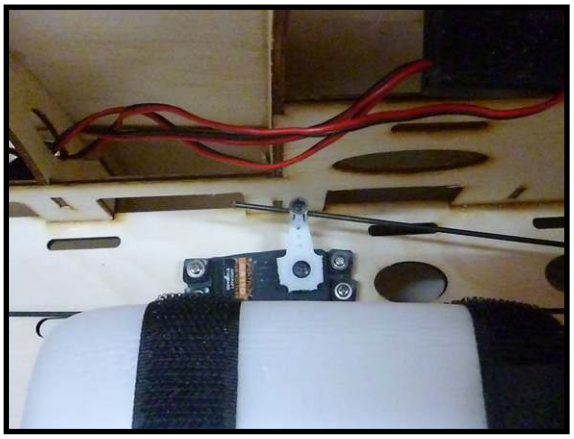
Attach the muffler to the engine using the hardware included with the muffler.



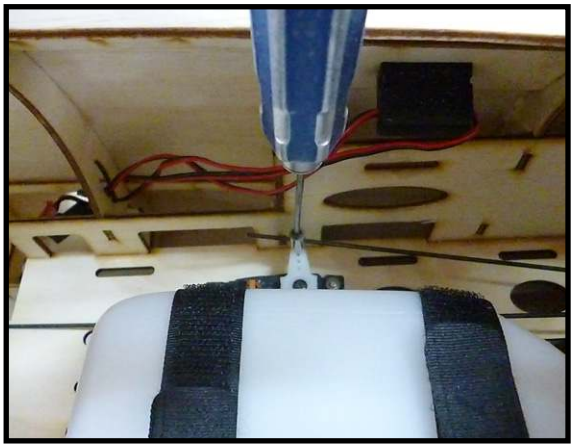
Cut the head of fuselage to fit over the muffler and exhaust stacks. Work slowly for the best results.



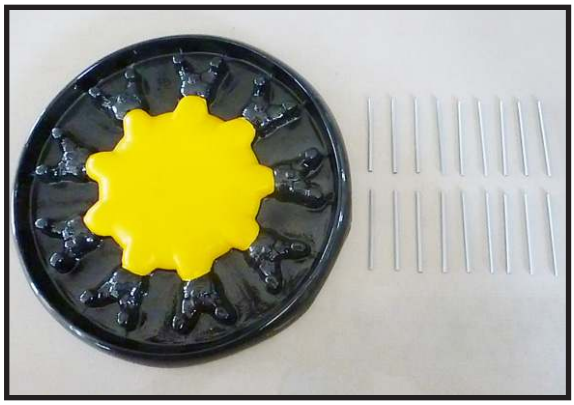
Reinstall the servo horn by sliding the connector over the pushrod wire. Center the throttle stick and trim and install the servo horn perpendiular to the servo center line.

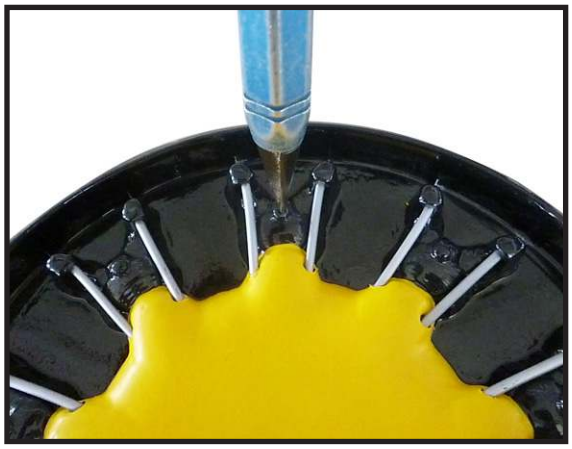


Move the throttle stick to the closed position and move the carburetor to closed. Use a 2.5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.

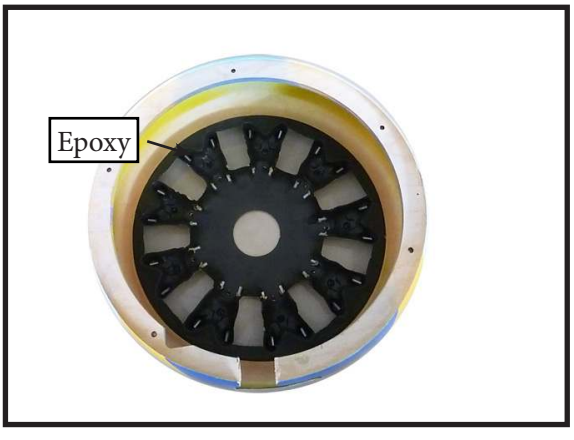


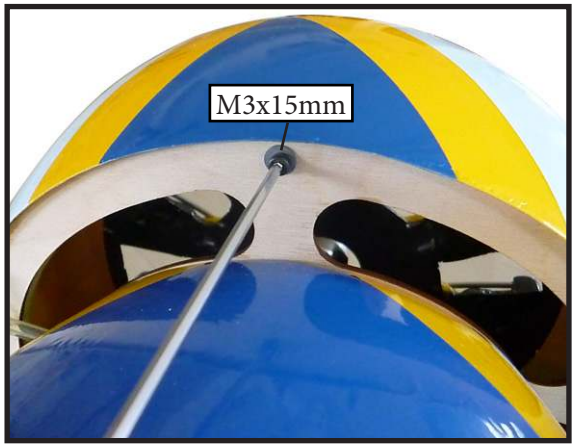
DUMMY ENGINE.

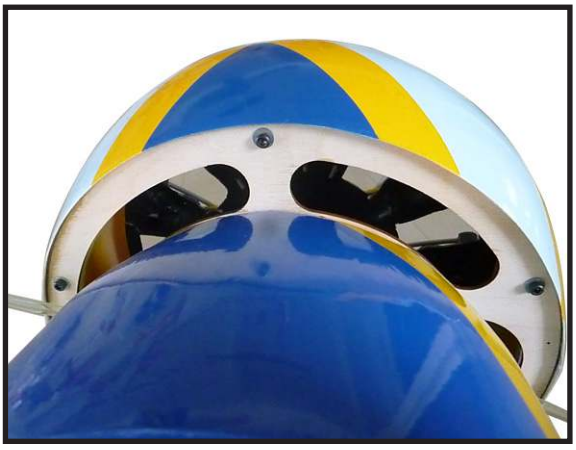




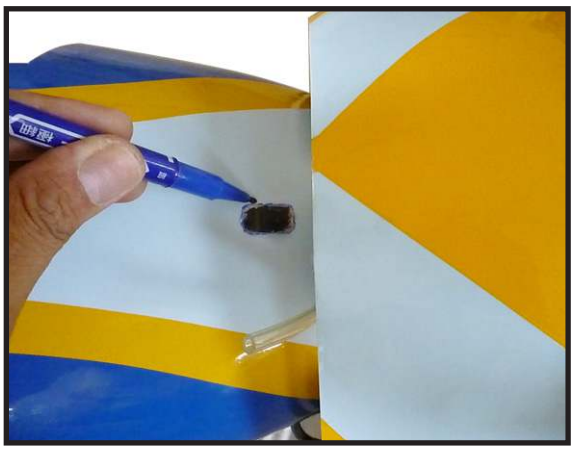
COWLING.

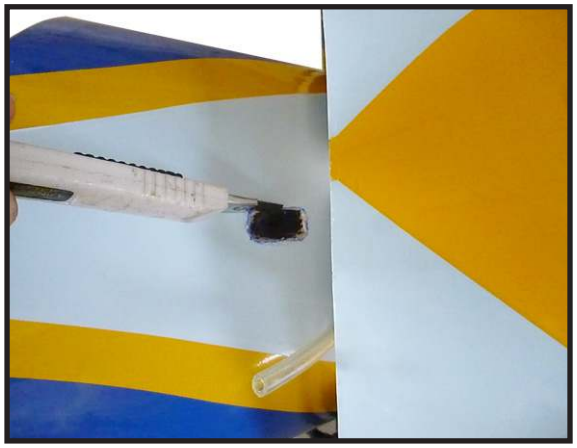


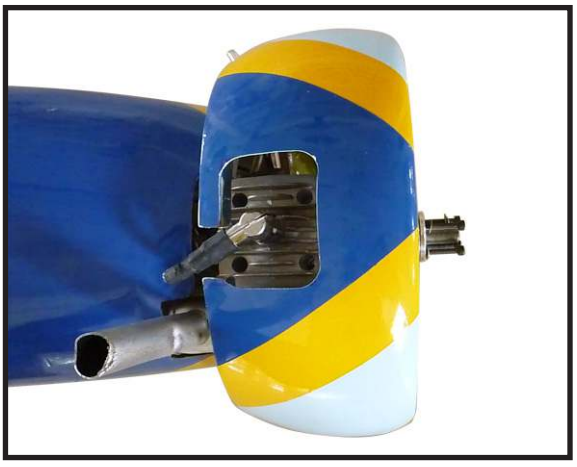




Mark and drill hole as shown to adjust gasoline clock.

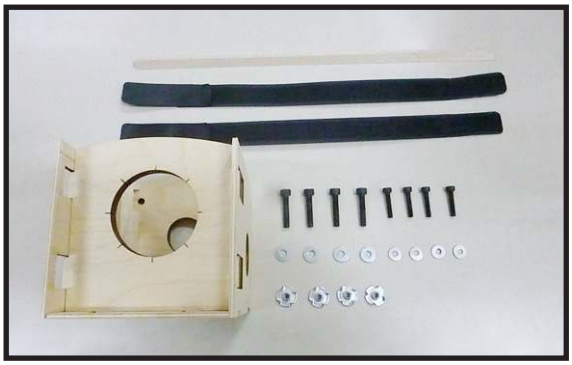




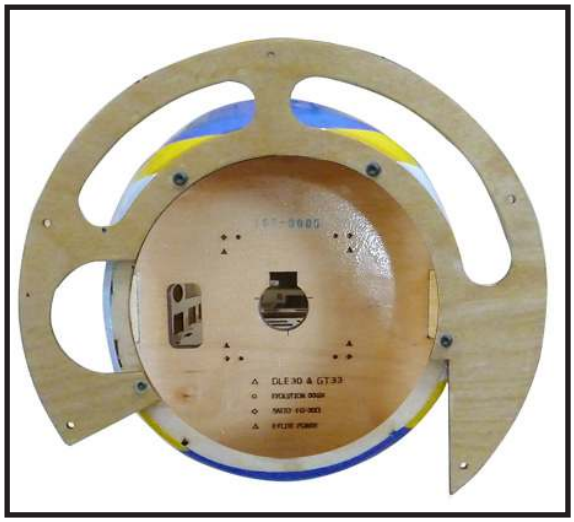


ELECTRIC POWER CONVERSION.

1) Locate the items neccessary to install the electric power conversion included with your model.



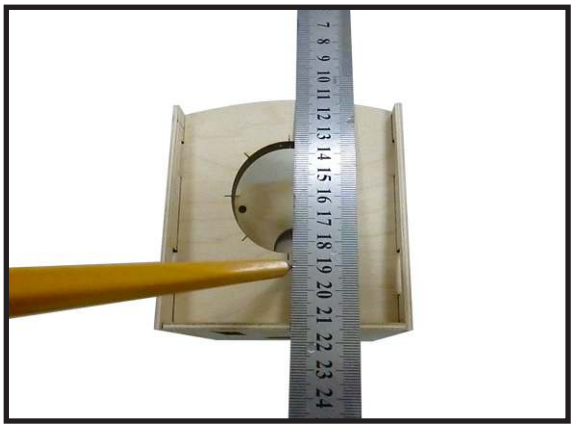
Use a drill bit to drill the holes necessary to mount your particular motor choice.

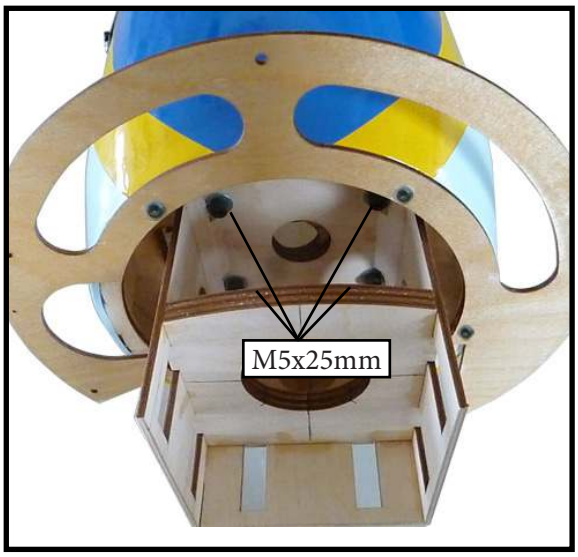


2) Recommend the items necessary to install the electric power conversion parts included with your model.

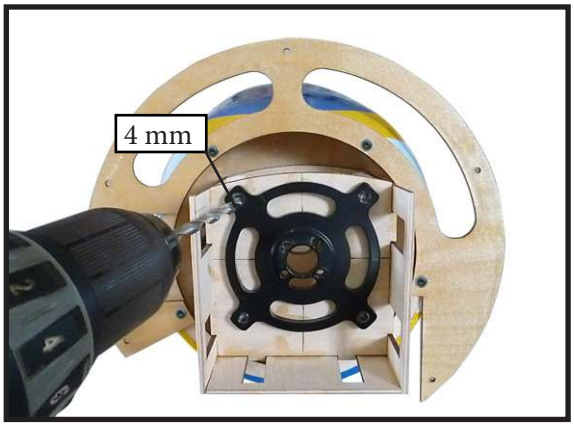
- **Motor: 160 - 2700 Watts**
- **Propeller: 18x8 ~ 20x10**
- **ESC: 70A - 100A**
- **9S- 10S Lipo**

3) Attach the electric motor box to the firewall suitable with the cross lines drawn on the electric motor box and firewall. Using epoxy and balsa stick to secure the motor box to the firewall. Please see pictures below.

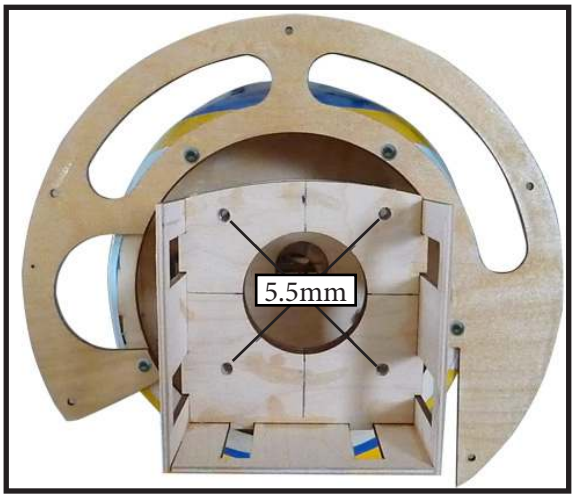


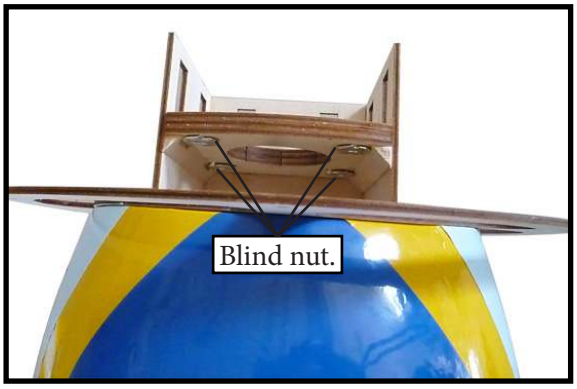


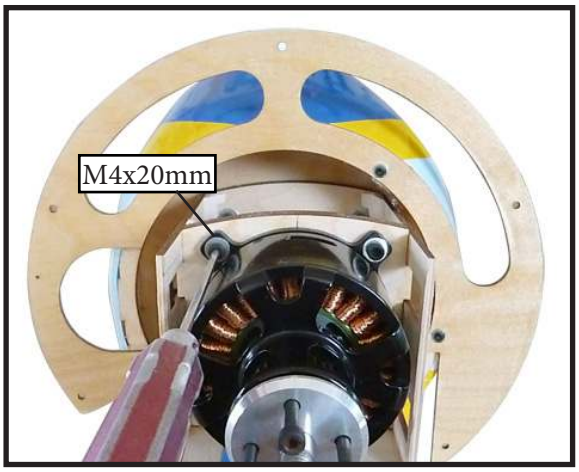
4) Attach the motor to the front of the electric motor box using four 4mm blind nut, four M4x20mm hex head bolts to secure the motor. Please see picture shown.

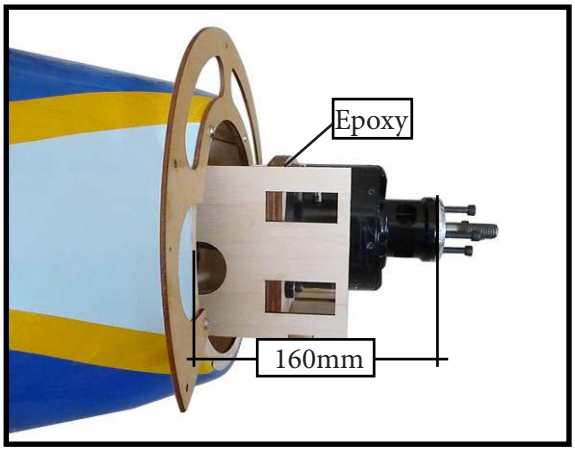


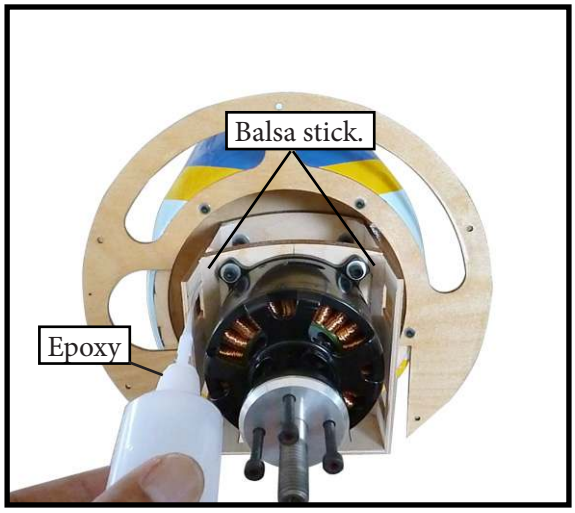
Then, use 5.5mm drill bit to enlarge the holes on the electric motor box.



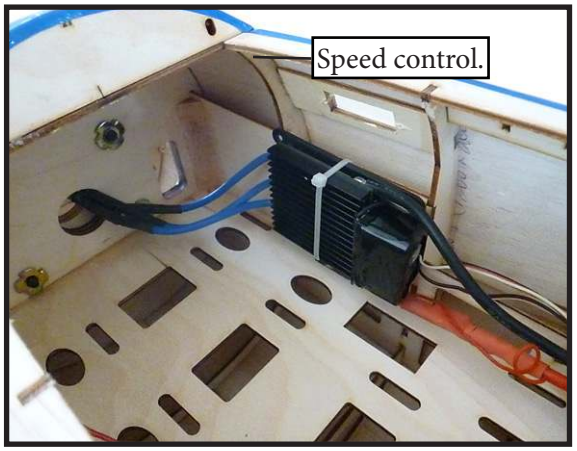


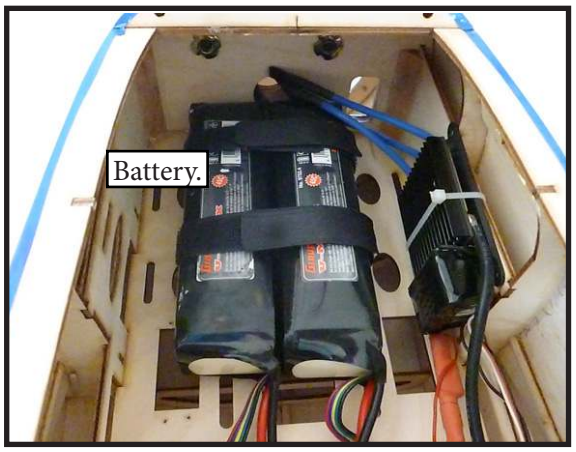


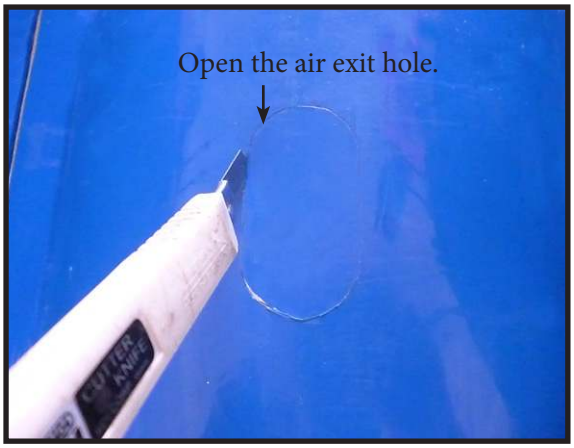




5) Attach the speed control to the side of the motor box using two-sided tape and tie wraps. Connect the appropriate leads from the speed control to the motor. Make sure the leads will not interfere with the operation of the motor.

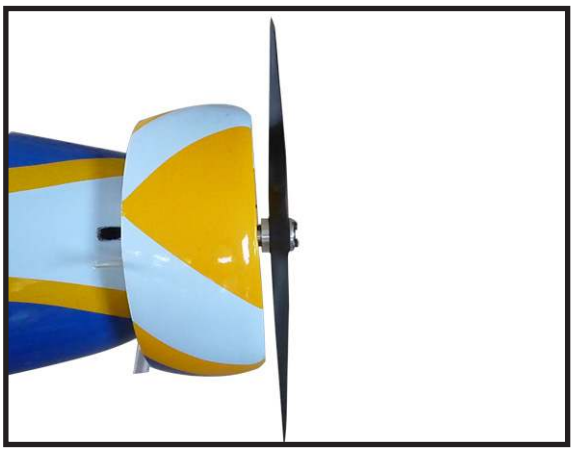






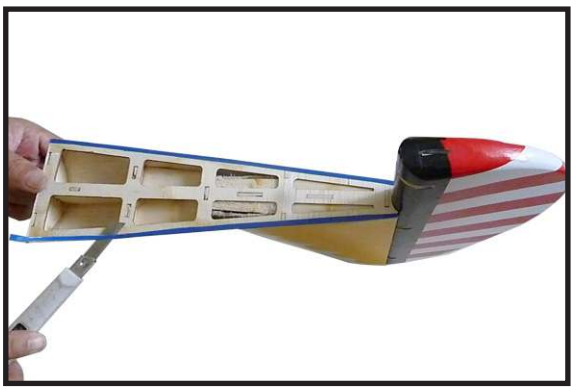
INSTALLING THE PROPELLER.

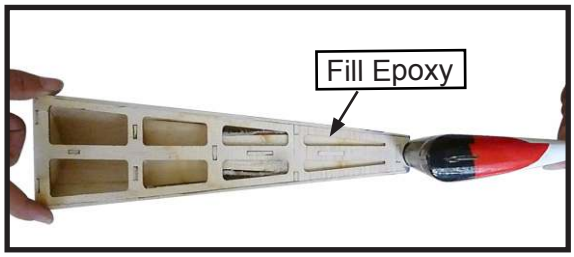
⚠ The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.



INSTALLING VERTICAL STABILIZER

1) Using a modeling knife, remove the covering from over the precut hinge slot cut into the lower rear portion of the fuselage.

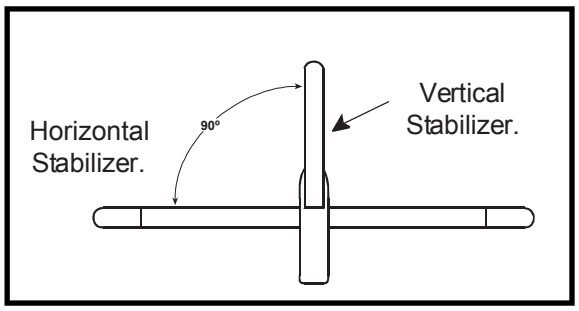




2) Using a modeling knife, carefully remove the covering at mounting slot of vertical stabilizer.

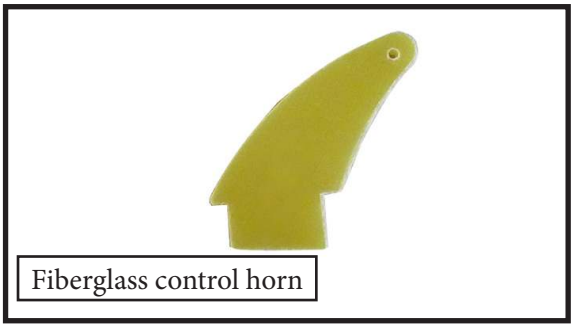
⚠ *When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering itself. Cutting into the balsa structure may weaken it.*

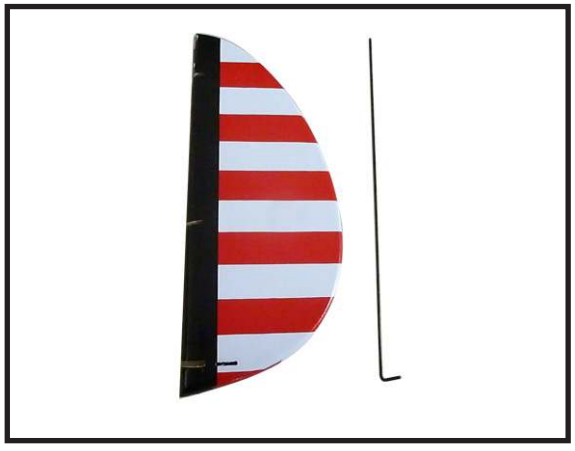
3) Slide the vertical stabilizer back in-place. Using a triangle, check to ensure that the vertical stabilizer is aligned 90° to the horizontal stabilizer.

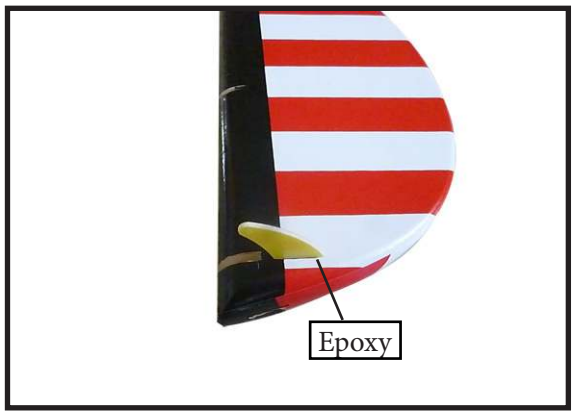


5) When you are sure that everything is aligned correctly, mix up a generous amount of Flash 30 Minute Epoxy. Apply epoxy to the bottom and top edges of the filler block. Set the stabilizer in place and realign. Double check all of your measurements once more before the epoxy cures. Hold the stabilizer in place with T-pins or masking tape and remove any excess epoxy using a paper towel and rubbing alcohol. Allow the epoxy to fully cure before proceeding.

INSTALL RUDDER CONTROL HORN.



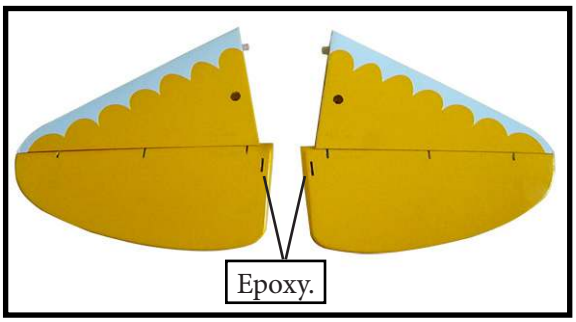


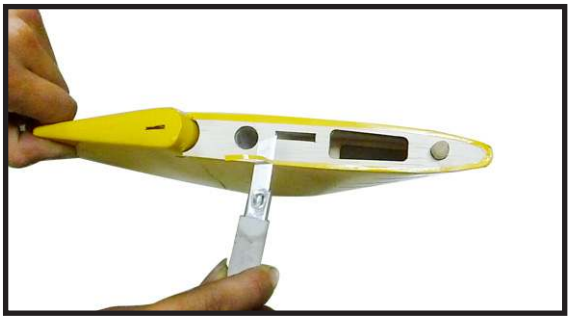


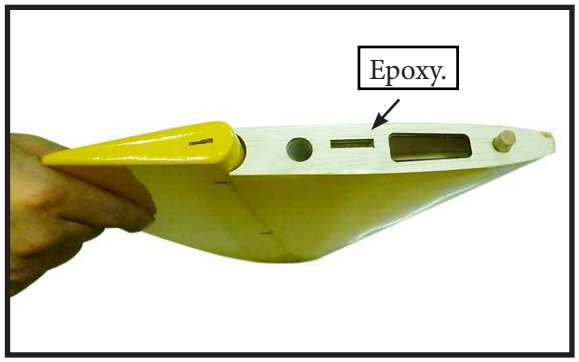
Use scotch tape to avoid pushrod drop out.

INSTALL ELEVATOR CONTROL HORN.

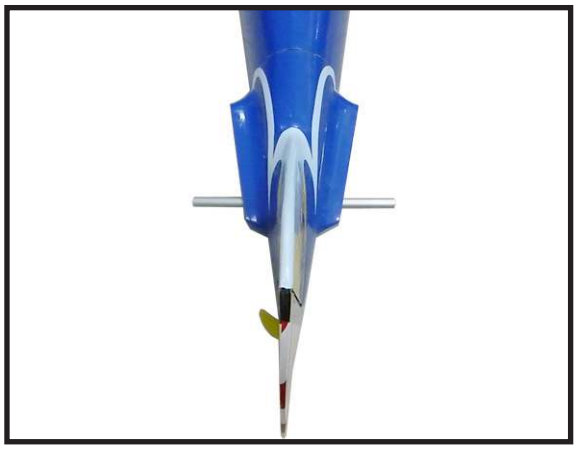
Fiberglass control horn

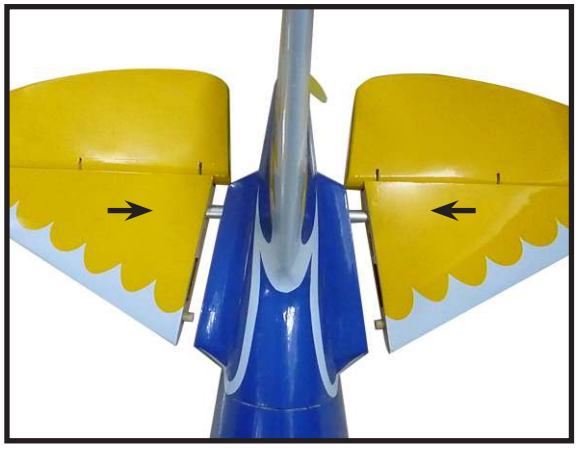


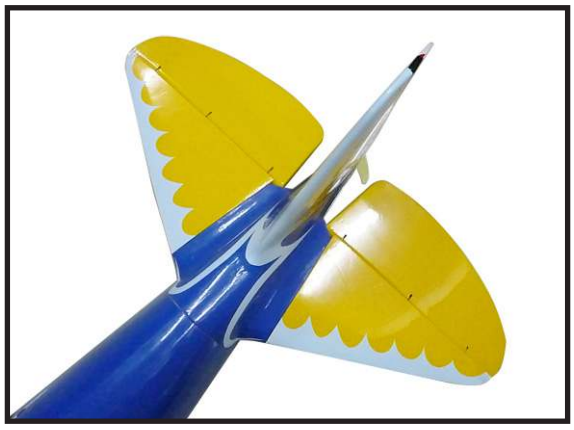




Attach the aluminum tube to combine two elevator as below pictures.



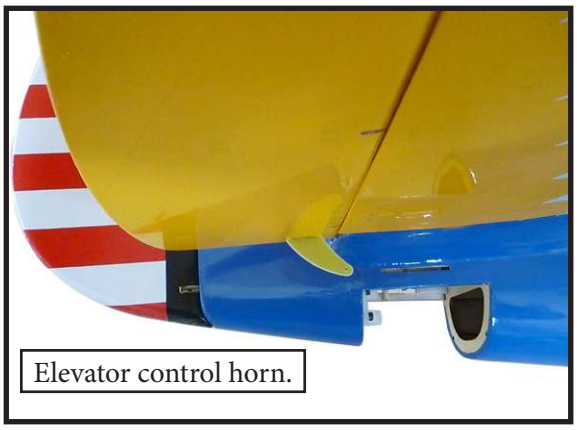




ELEVATOR PUSHROD INSTALLATION.

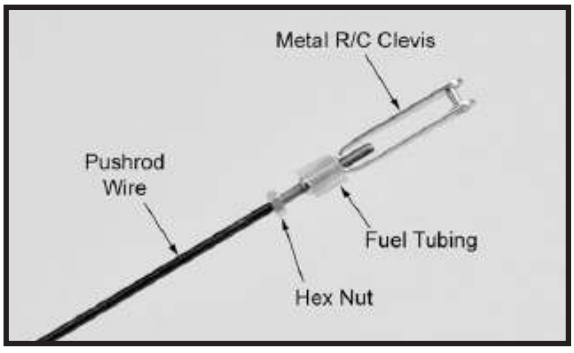
1) Install the elevator control horn using the same method as with the aileron control horns.

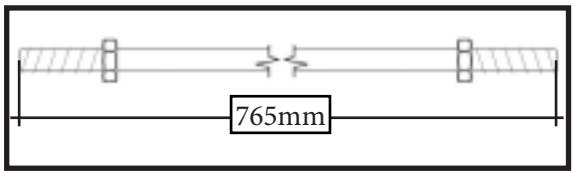
2) Position the elevator control horn on the both side of elevator.

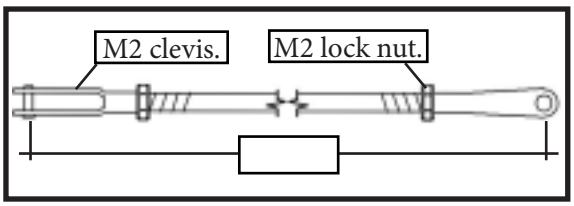


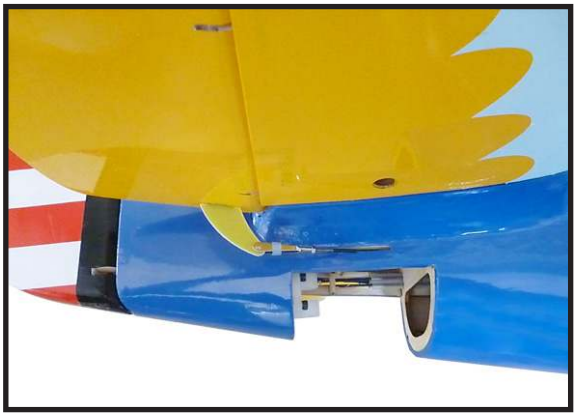
3) Thread one clevis and M2 lock nut on to each elevator control rod. Thread the horns on until they are flush with the ends of the control rods.

4) Elevator pushrods assembly as pictures below.



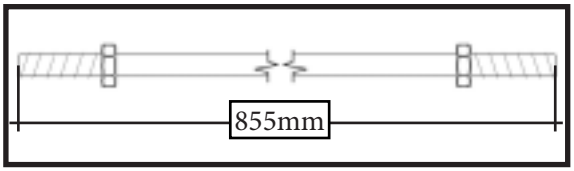


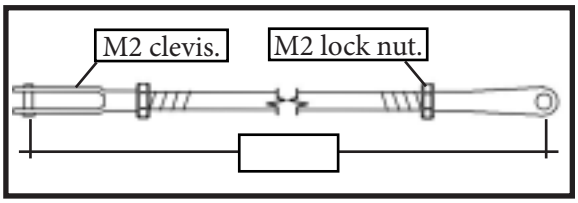


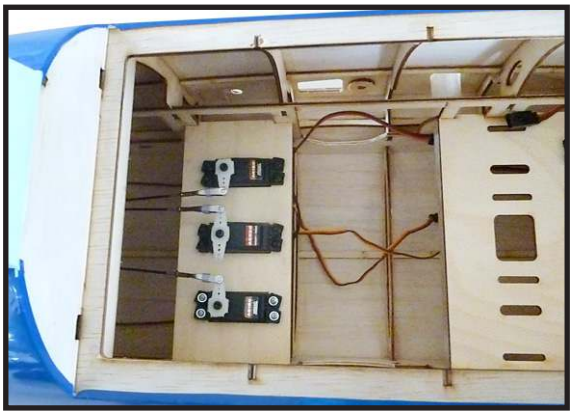


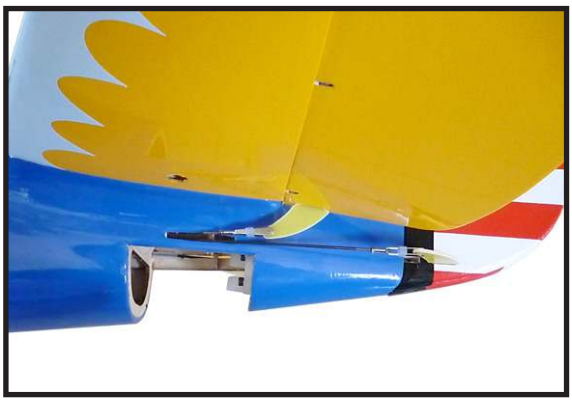
RUDDER PUSHROD INSTALLATION.

Repeat steps as same as steps done for elevator pushrod.



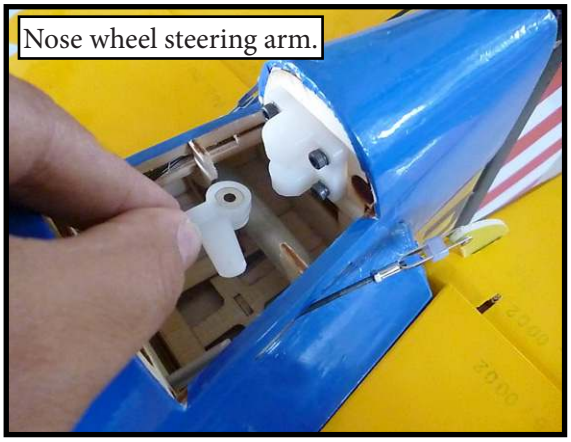


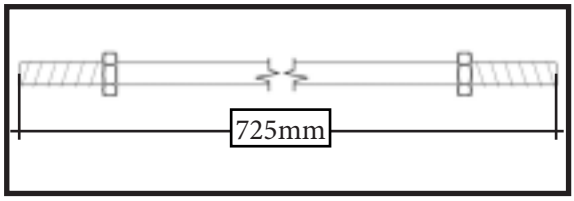


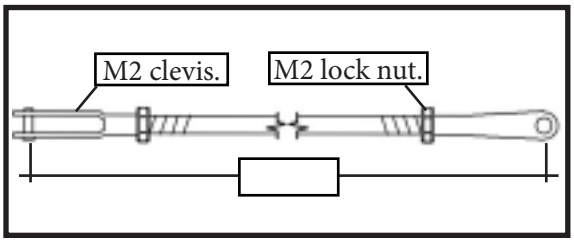


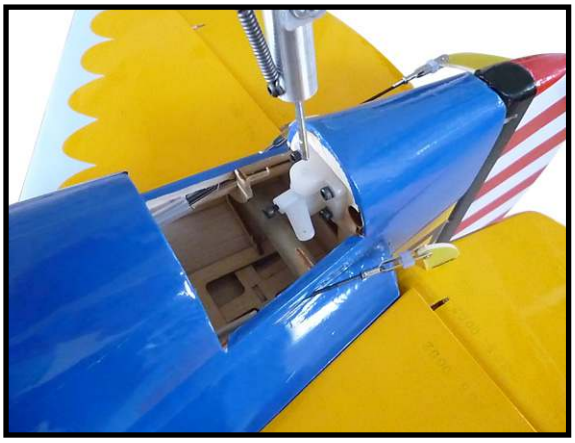
MOUNTING THE TAIL WHEEL.

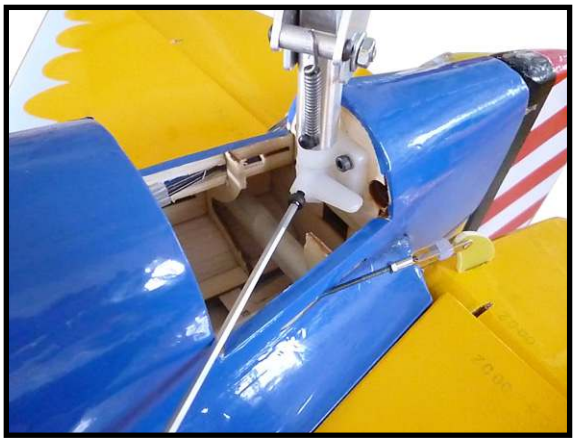
Locate items necessary to imstall tail gear.

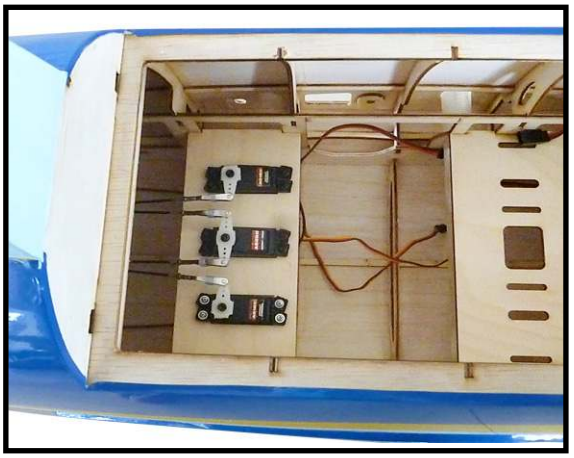

Nose wheel steering arm.

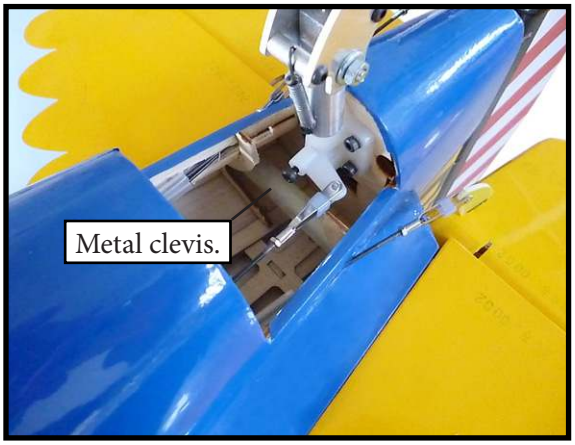

725mm

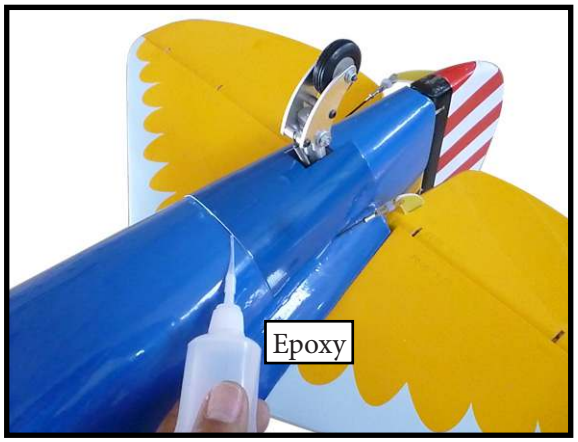

M2 clevis.
M2 lock nut.





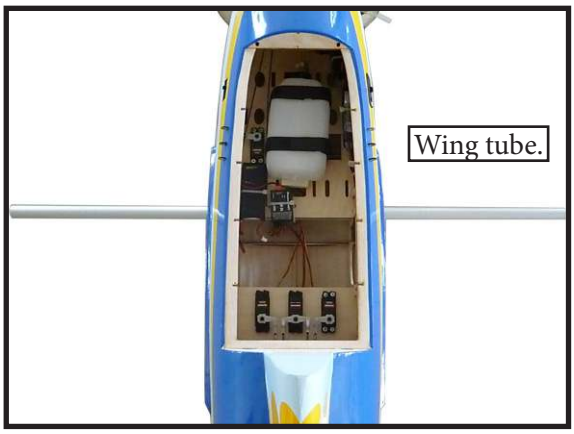



Metal clevis.

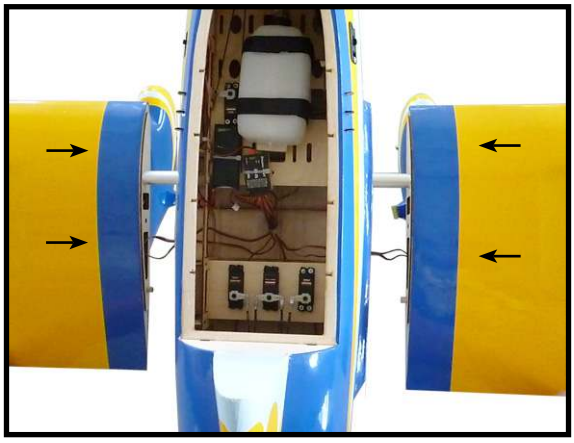

Epoxy

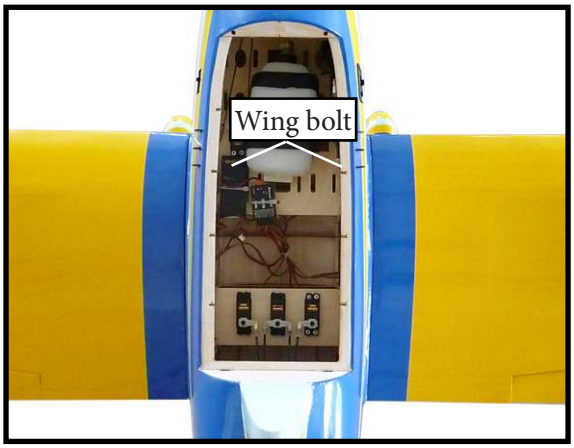
ATTACHMENT WING- FUSELAGE.

Attach the aluminium tube into fuselage.

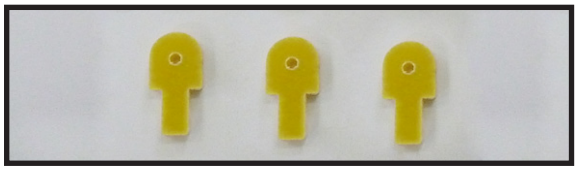


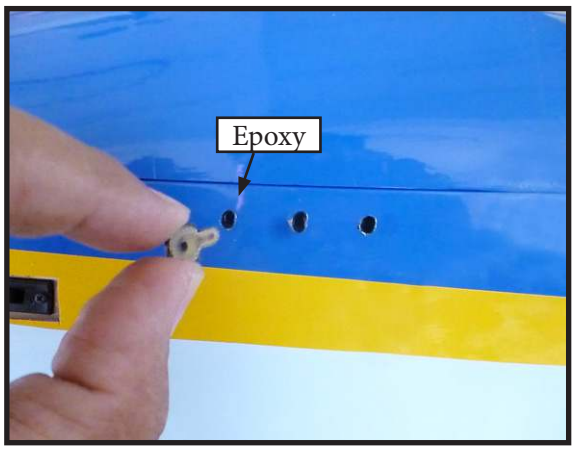
Insert two wing panels as pictures below.



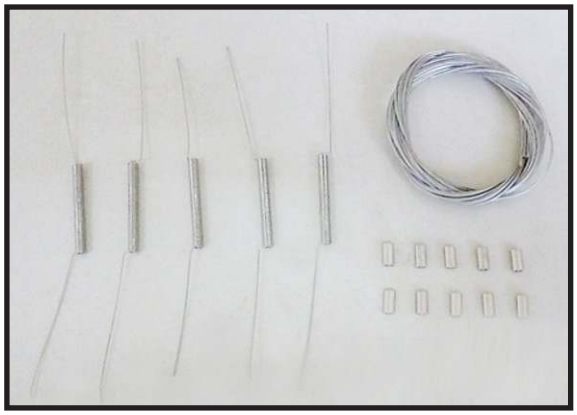


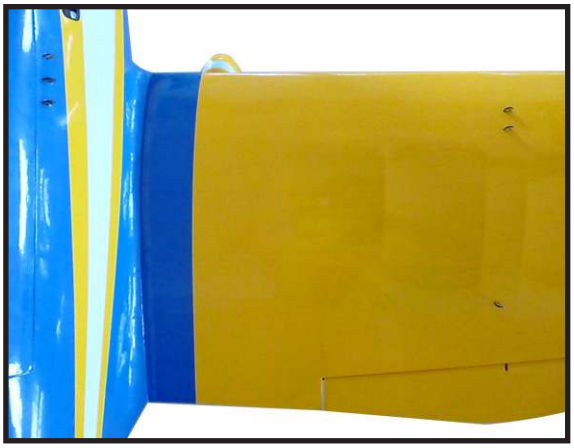
INSTALLATION WING STRUTS.

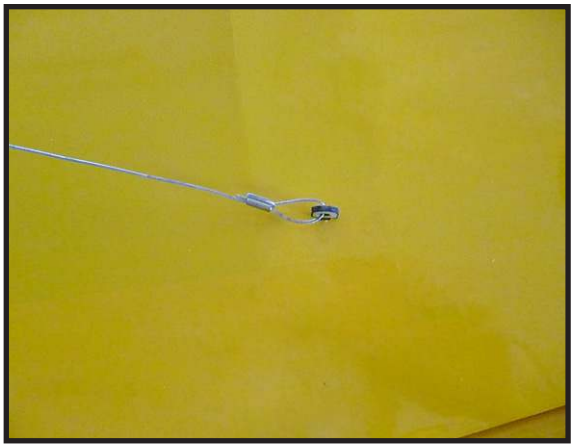


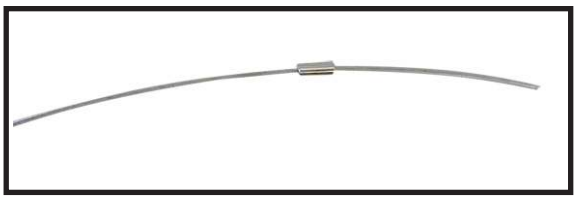


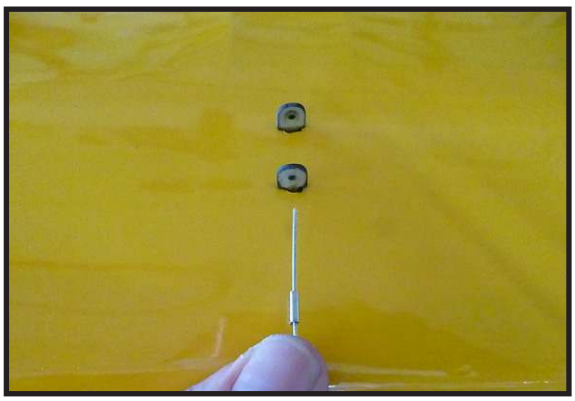
TOP VIEW.

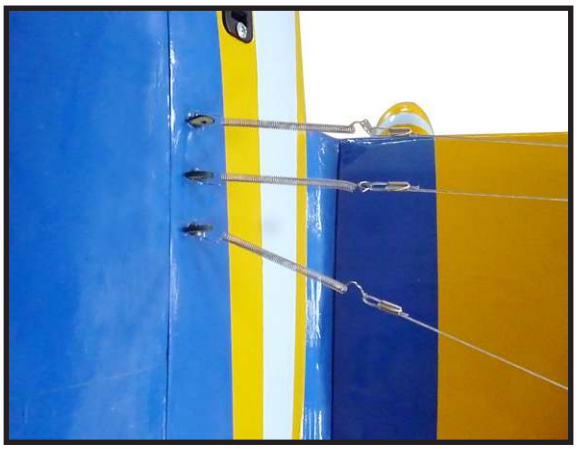


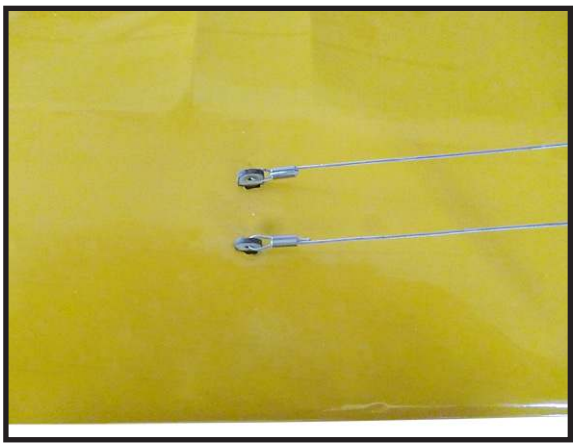




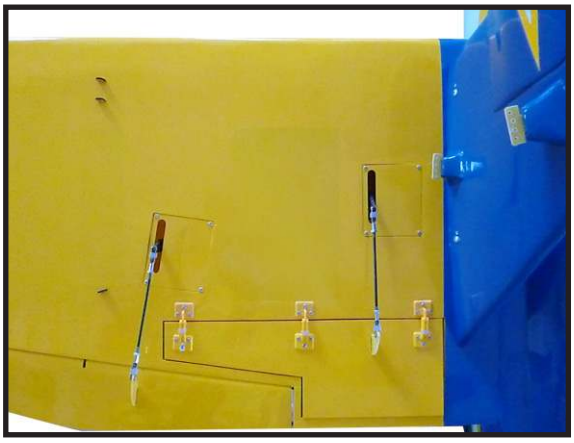


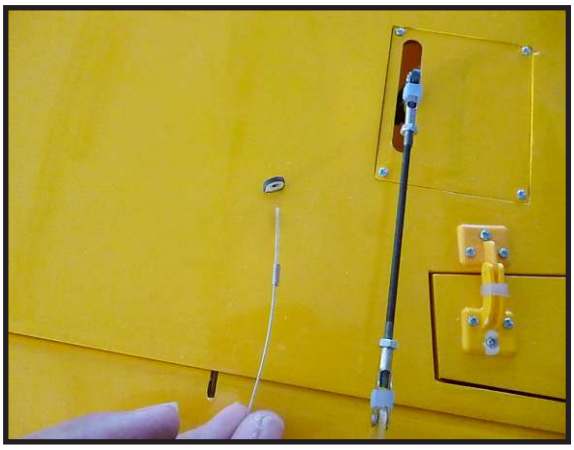


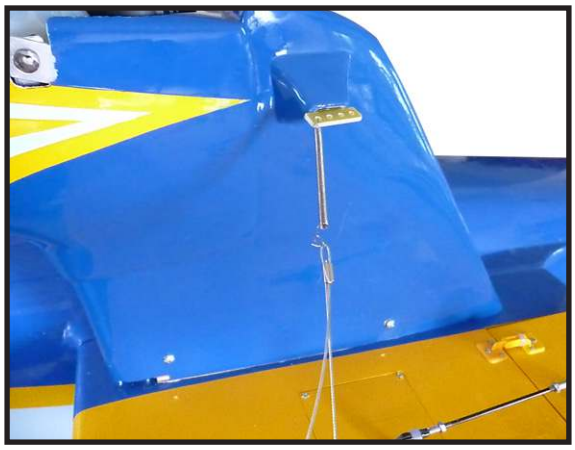


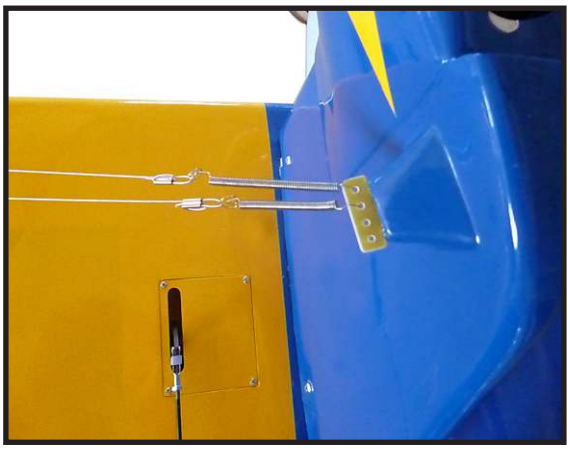


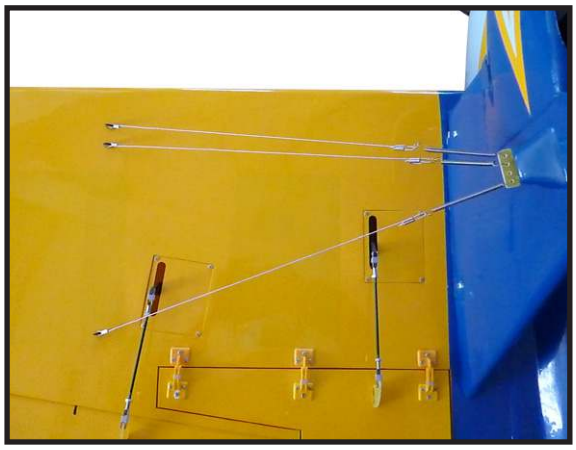
BOTTOM VIEW



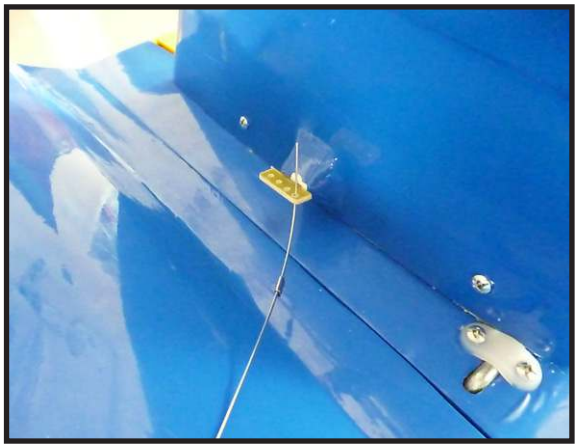


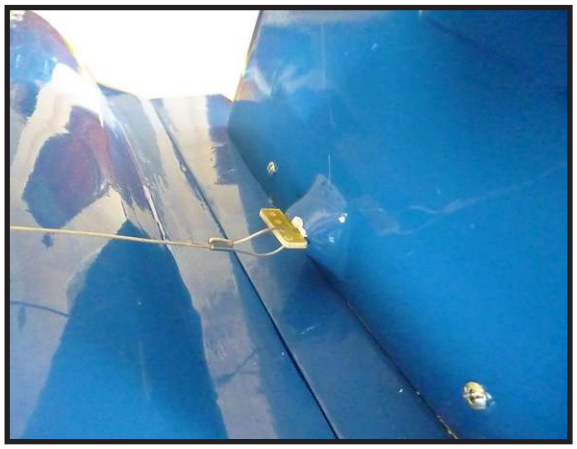


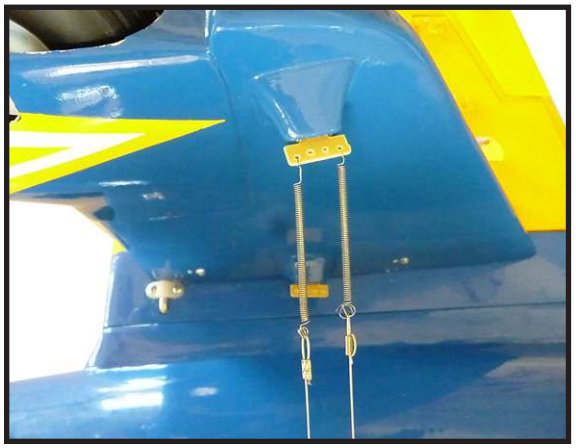


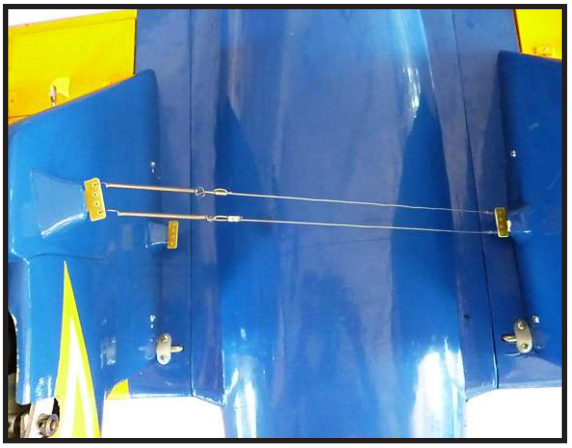


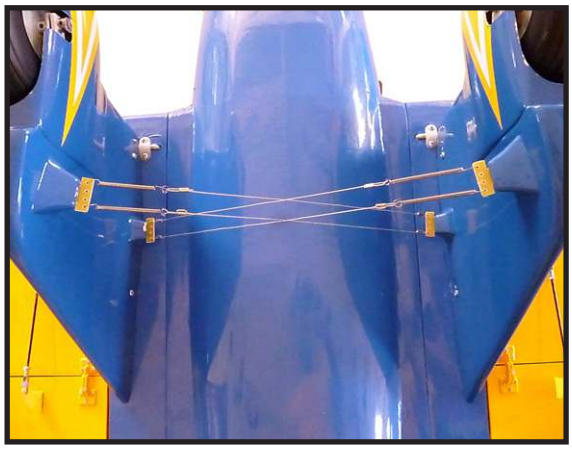
INSTALLATION GEAR STRUTS.

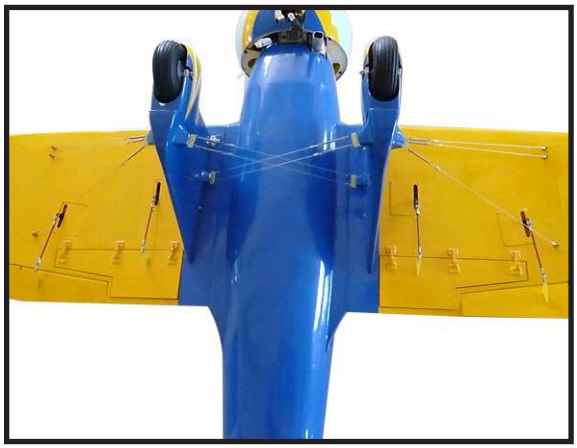












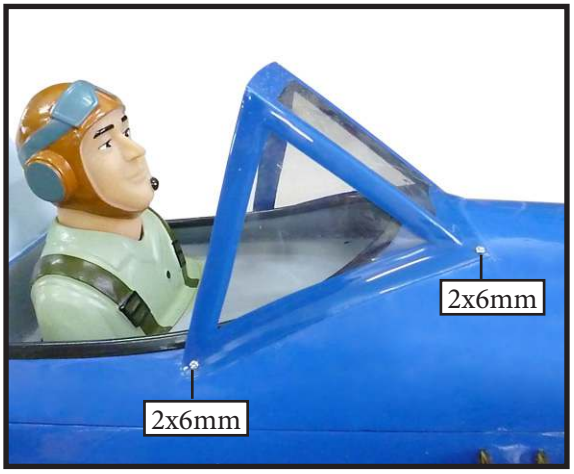
INSTALLATION PILOT AND WINDSHIELD.

1) Locate items necessary to install pilot and windshield.

2) A scale pilot is included with this ARF. The Pilot included fits well in the cockpit. (or you can order others scale pilot figures made by SG Models. They are available at SG Models distributors.).

If you are going to install a pilot figure, please use a sanding bar to sand the base of the figure so that it is flat.

3) Position the pilot figure on the cockpit floor as shown. Use epoxy to glue the base of the pilot figure, please see pictures as shown.



APPLY THE DECALS.

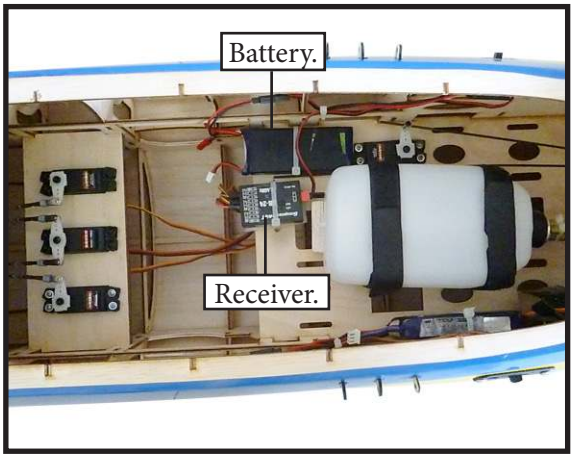
1) If all the decals are precut and ready to stick. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

2) If all the decals are not precut, please use scissors or a sharp hobby knife to cut the decals from the sheet. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

INSTALLING BATTERY - RECEIVER.

1) Plug the servos leads and the switch-lead into the receiver. Plug the battery pack lead into the switch also.

2) Wrap the receiver and battery pack in the protective foam rubber to protect them from vibration.



BALANCING.

1) It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash. THE CENTER OF GRAVITY IS LOCATED **120MM** BACK FROM THE LEADING EDGE OF THE WING AT THE WING ROOT.

2) Mount the wing to the fuselage. Place a piece of masking tape on the top of each wing 120mm back from the leading edge at the wing root.

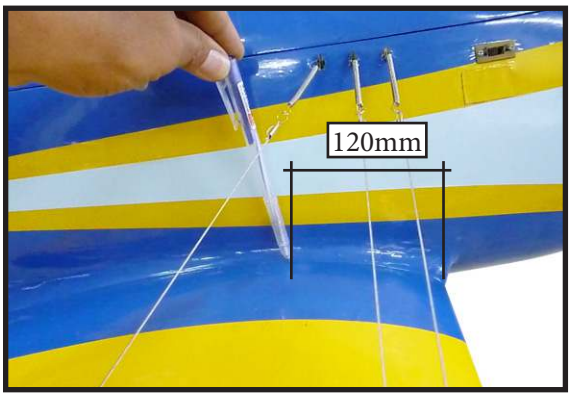
3) With the model inverted, place your fingers on the masking tape and carefully lift the plane. This is the point at which your model should balance for your first flights. Later, you may wish to experiment by shifting the balance up to 10mm forward or back to change the flying characteristics.

Moving the balance forward may improve the smoothness and arrow- like tracking, but it may then require more speed for take off and make it more difficult to slow down for landing. Moving the balance aft makes the model more agile with a lighter and snappier "feel". In any case, please start at the location we recommend.

With the wing attached to the fuselage, all parts of the model installed (ready to fly), and empty fuel tanks, hold the model at the marked balance point with the stabilizer level.

Lift the model. If the tail drops when you lift, the model is "tail heavy" and you must add weight* to the nose. If the nose drops, it is "nose heavy" and you must add weight* to the tail to balance.

*If possible, first attempt to balance the model by changing the position of the receiver battery and receiver. If you are unable to obtain good balance by doing so, then it will be necessary to add weight to the nose or tail to achieve the proper balance point.

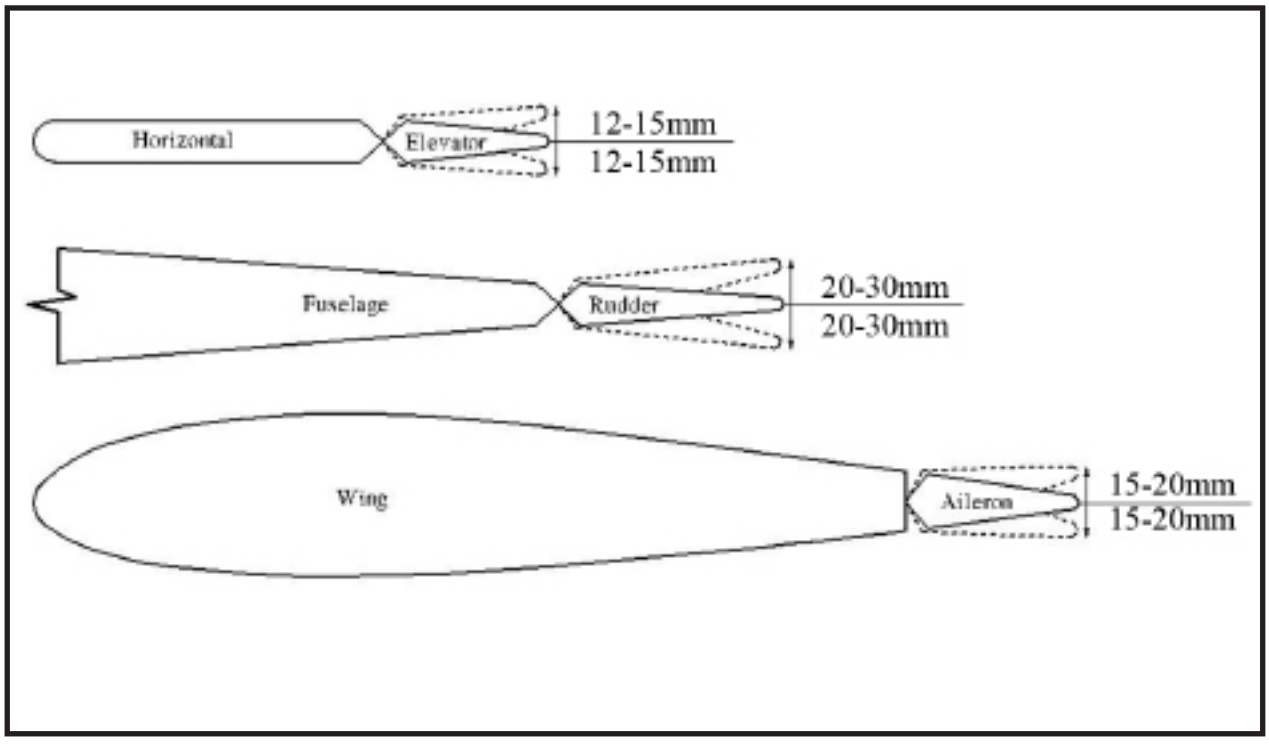


CONTROL THROWS.

Ailerons:
High Rate :
Up : 20 mm
Down : 20 mm
Low Rate :
Up : 15 mm
Down : 15 mm

Rudder:
High Rate :
Right : 30 mm
Left : 30 mm
Low Rate :
Right : 20 mm
Left : 20 mm

Elevator:
High Rate :
Up : 15 mm
Down : 15 mm
Low Rate :
Up : 12 mm
Down : 12 mm



FLIGHT PREPARATION.

Check the operation and direction of the elevator, rudder, ailerons and throttle.

☐ A) Plug in your radio system per the manufacturer's instructions and turn everything on.

☐ B) Check the elevator first. Pull back on the elevator stick. The elevator halves should move up. If it they do not, flip the servo reversing switch on your transmitter to change the direction.

☐ C) Check the rudder. Looking from behind the airplane, move the rudder stick to the right. The rudder should move to the right. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ D) Check the throttle. Moving the throttle stick forward should open the carburetor barrel. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ E) From behind the airplane, look at the aileron on the right wing half. Move the aileron stick to the right. The right aileron should move up and the other aileron should move down. If it does not, flip the servo reversing switch on your transmitter to change the direction.

PREFLIGHT CHECK.

☐ 1) Completely charge your transmitter and receiver batteries before your first day of flying.

☐ 2) Check every bolt and every glue joint in the **P-26A PEASHOOTER** to ensure that everything is tight and well bonded.

☐ 3) Double check the balance of the airplane. Do this with the fuel tank empty.

☐ 4) Check the control surfaces. All should move in the correct direction and not bind in any way.

☐ 5) If your radio transmitter is equipped with dual rate switches double check that they are on the low rate setting for your first few flights.

☐ 6) Check to ensure the control surfaces are moving the proper amount for both low and high rate settings.

☐ 7) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.

☐ 8) Properly balance the propeller. An out of balance propeller will cause excessive vibration which could lead to engine and/or airframe failure.

We wish you many safe and enjoyable flights with your P-26A PEASHOOTER.

If you have any queries, or are interested in our products, please feel free to contact us

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