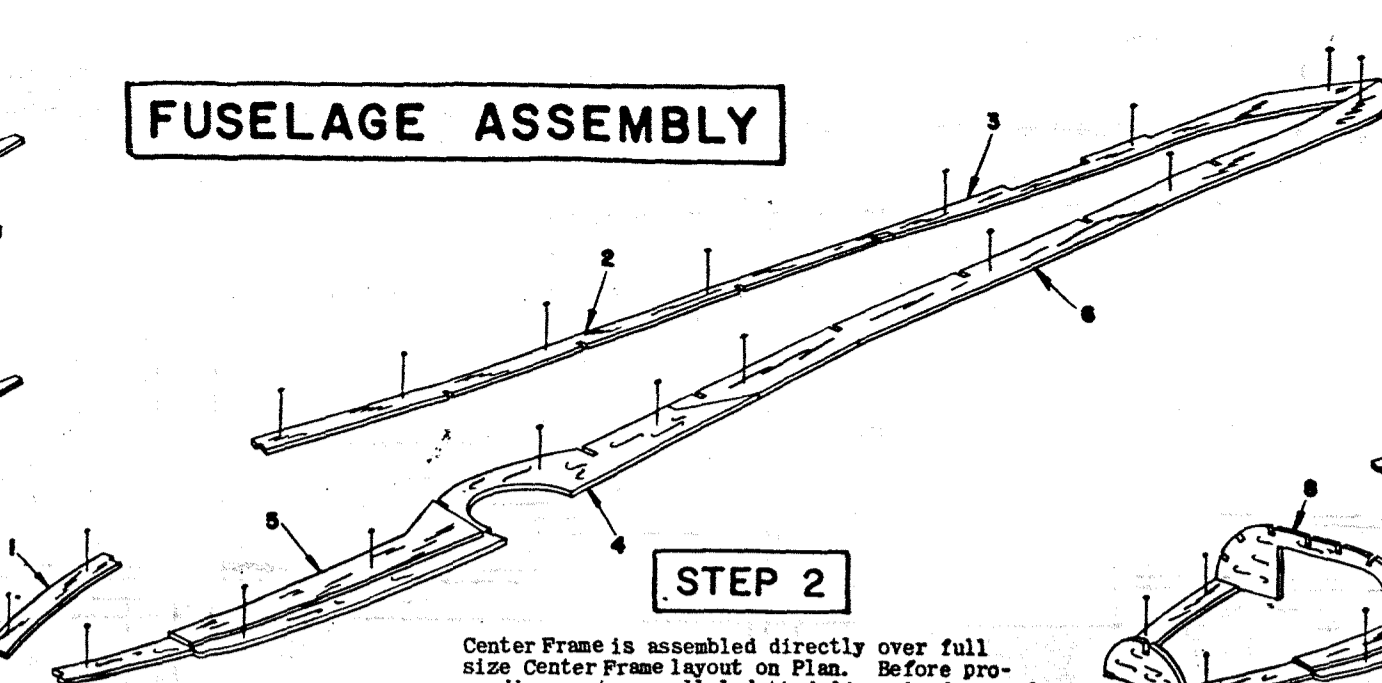


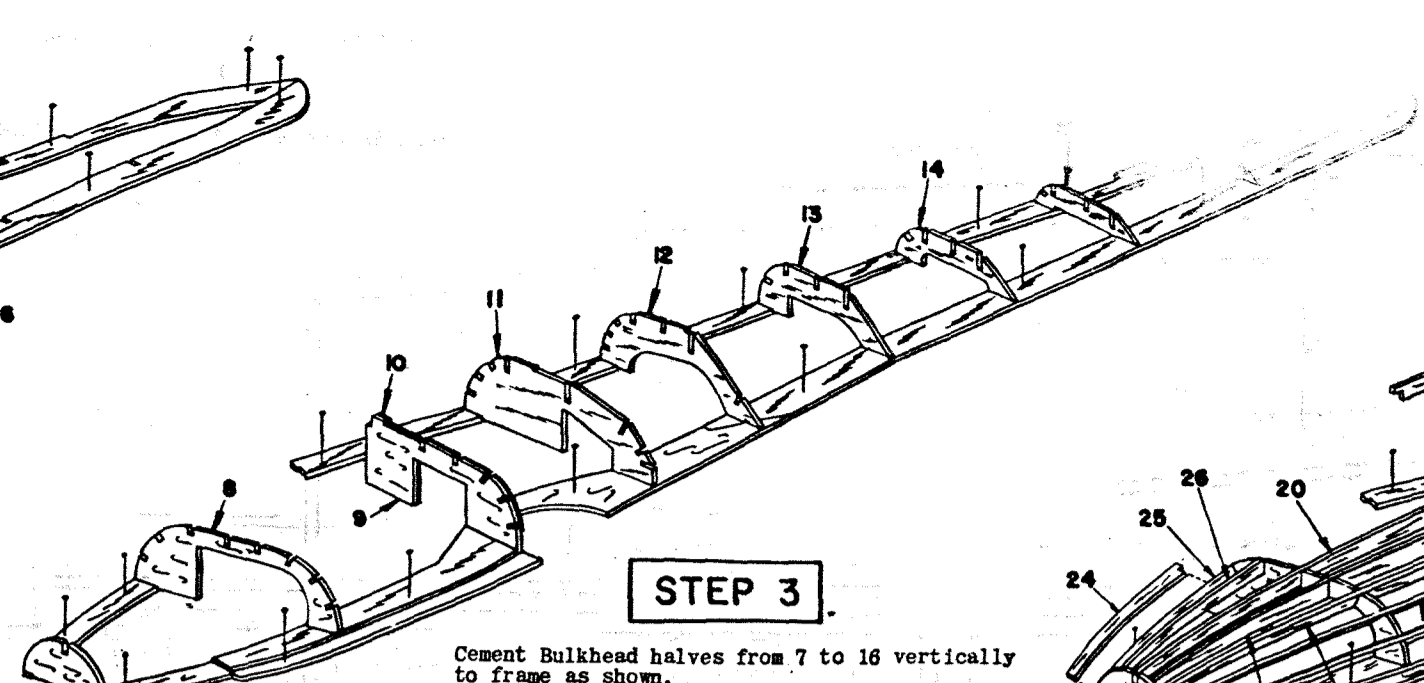
**FUSELAGE ASSEMBLY**

**STEP 1**  
Place Saran Wrap or any similar kitchen plastic film over Plans, so frames won't stick. So that construction can proceed as rapidly as possible, begin started, make the following sub-assemblies:  
Assemble Plywood doublers to ribs, using Part No. 1, as shown in sketches. Be sure that a left and right hand of each Assembly is made. Cement Bulkhead halves 9 & 10 together, making a right a left as shown.



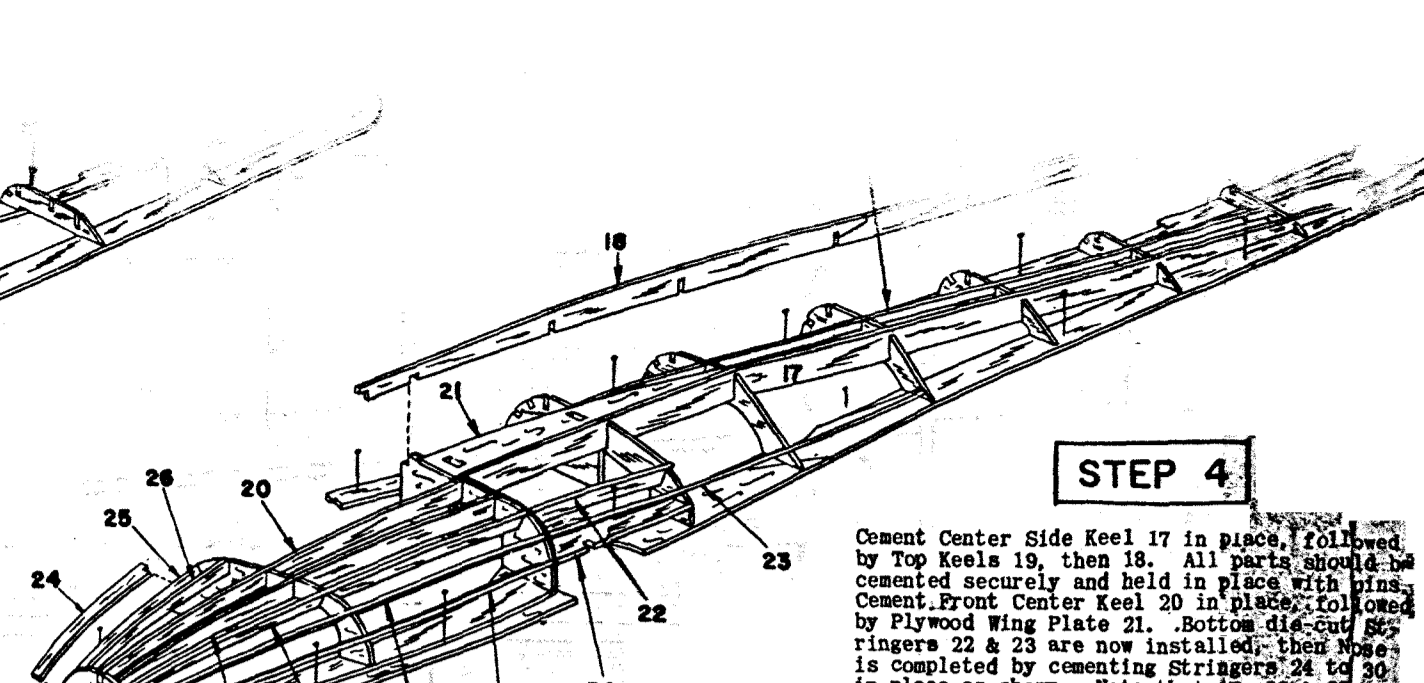
**STEP 2**

Center Frame is assembled directly over full size Center Frame layout on Plan. Before proceeding, note parallel dotted lines in front of Part 2. If a Power Pod is to be used, this location should be marked before assembly is started. Likewise, there are three sets of parallel dotted lines on Parts 4 & 5 for installation of Towing Gear. Part 4 is notched to receive 1/8" Tubing provided in kit. Tubing will then be cemented into notches. Towing Gear detail shows type of Hook and method of operation. This method eliminates extra work, which can be troublesome. In order to keep 4 as one piece, cut only half the length of the notches. After Center Keel is assembled and opposite 5 is installed (Step 3) slots provide starting location for drilling 1/8" holes. Tubing is then cut to proper length and secured in place. Plan 1, 2, 3, 4 & 6 of full size Plan, cementing together where they join, then cement 5 in place over 4.



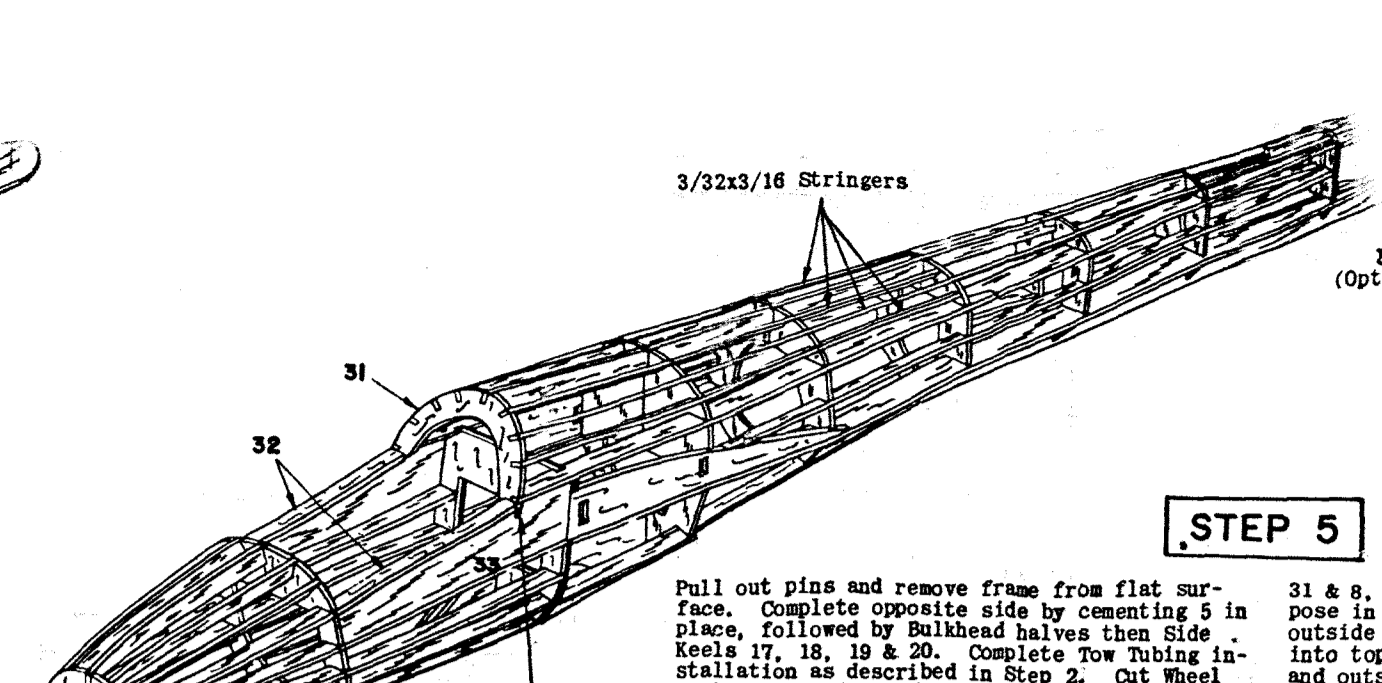
**STEP 3**

Cement Bulkhead halves from 7 to 16 vertically to frame as shown.



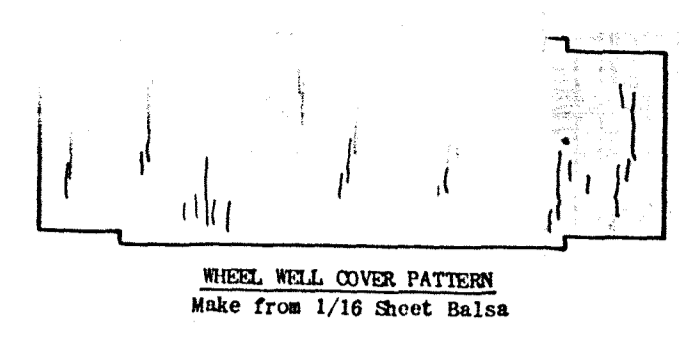
**STEP 4**

Cement Center Side Keel 17 in place, followed by Top Strainer 18, then 19. All parts should be cemented securely and held in place with pins. Cement front Center Keel 20 in place, followed by Plywood Wing Plate 21. Bottom die-cut strainers 22 & 23 are now installed. This step is completed by cementing Strainers 24 to 29 in place as shown. Note that 19, 20 & 21 tend past Bulkheads as shown in sketch for Scale Strainer effect and that 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 are Plywood Wheel Well 34 is now cemented into place. Be allowed to dry thoroughly, overnight, before. Install 1/8" side Strainers from 18 forward, front end is beveled to fit and is cemented to Wing Plate.

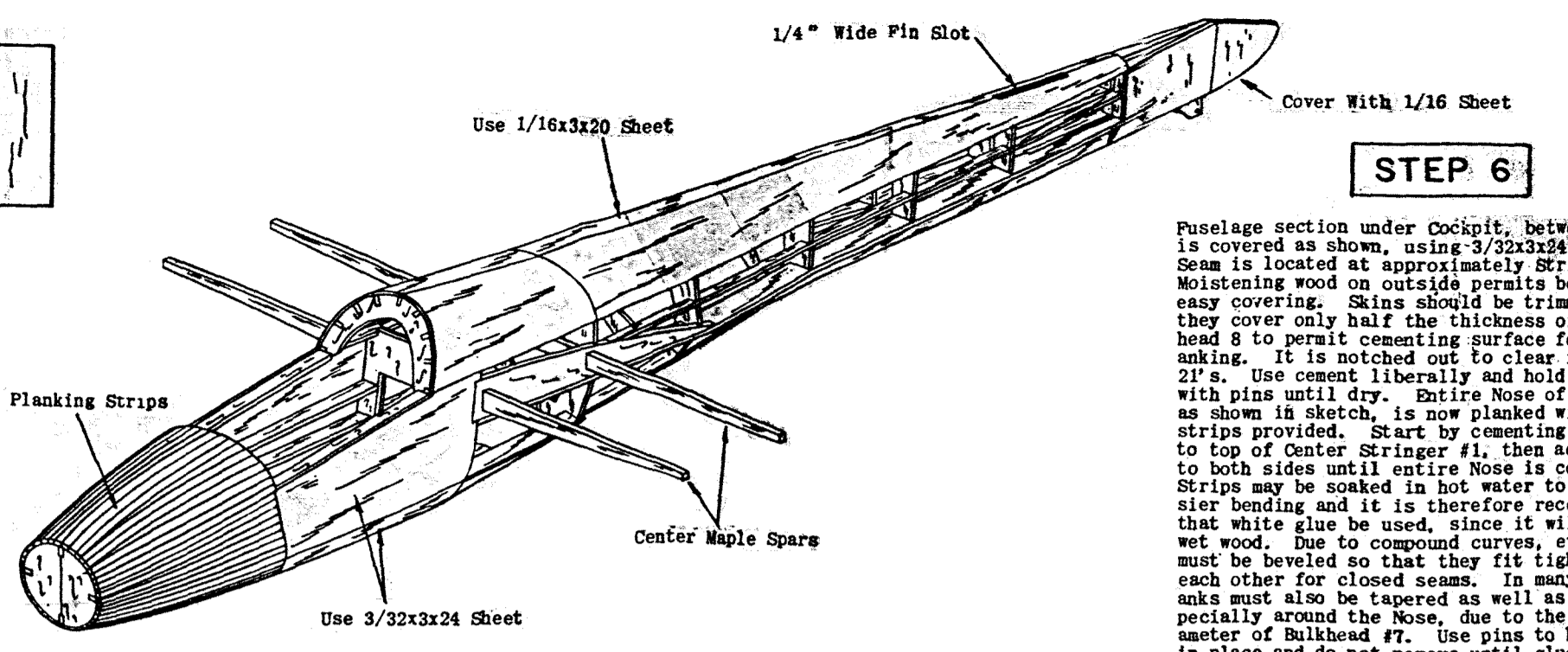


**STEP 5**

Pull out pins and remove frame from flat surface. Complete opposite side by cementing 5 in place, followed by Bulkhead halves then Side 19 to 20. Complete Top Ribbing in place as described in Step 2. Cut Wood side so that it bends easily, then insert and cement into place around the inside of 4 and over the outside of 34, already in place. Opposite 34 is now immediately cemented in place completing the Wheel Well. Balance of Strainers are now cemented in place in same manner as opposite side. Cement 31 to front of 32, and to top of 18, flush with front. Follow immediately by cementing 32's, which are cemented between

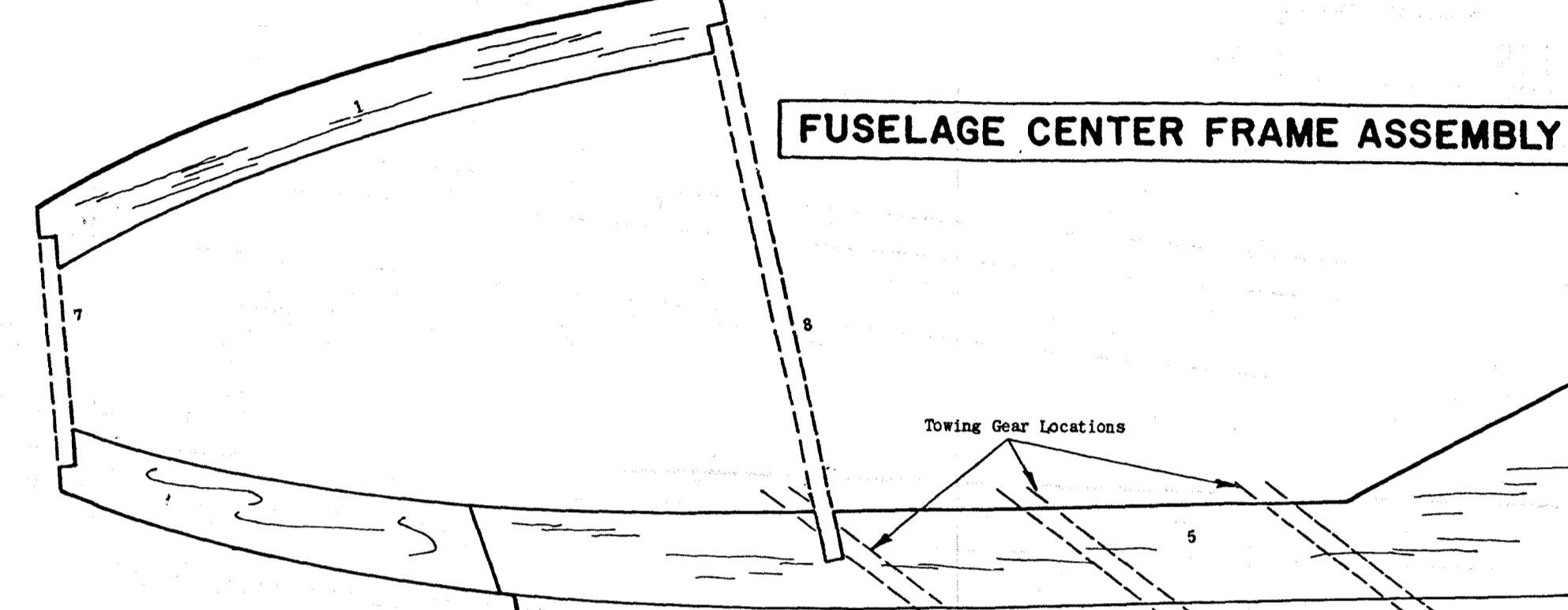


MESH WALL COVER PATTERN  
Make from 1/16 Sheet Balsa



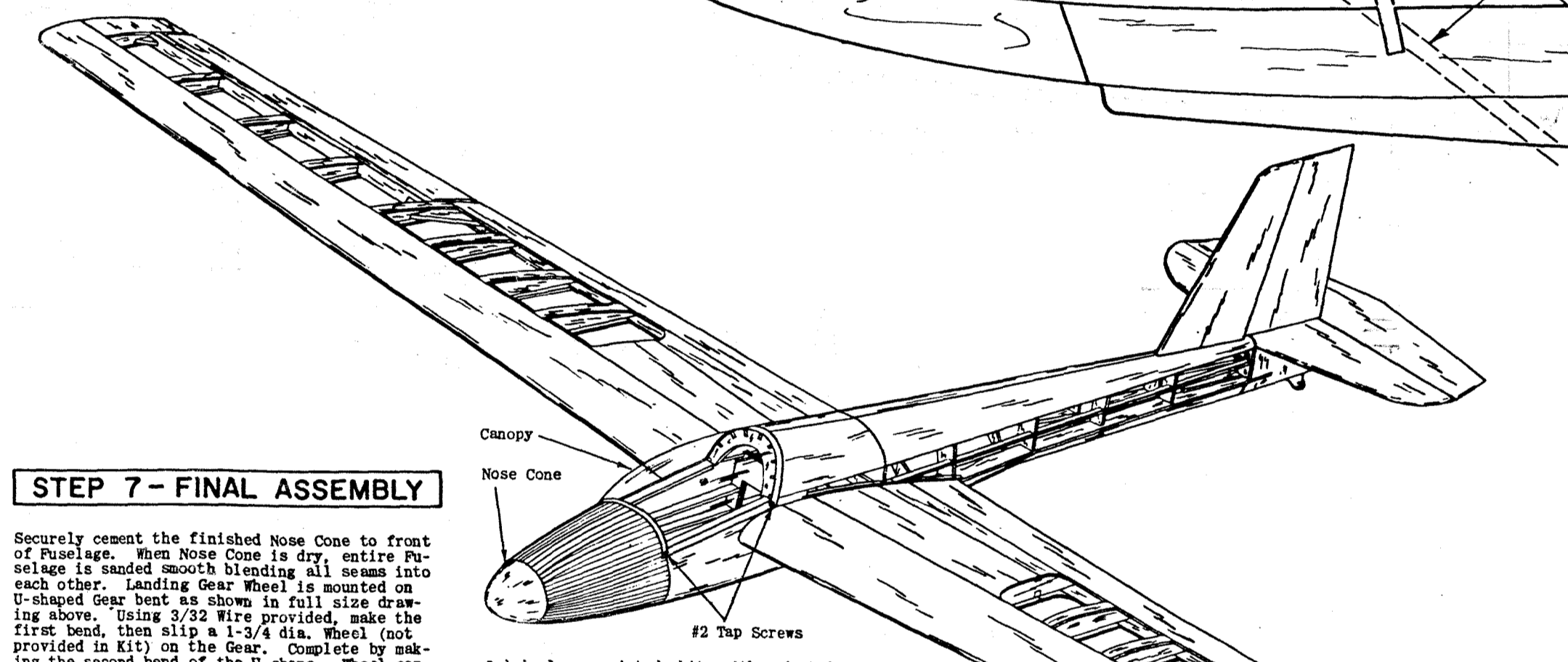
**STEP 6**

Fuselage section under cockpit, between 8 & 9 is located at approximately Strainer #28. Moistening wood on outside creates bending for easy covering. Skin should be trimmed so that they cover only half the thickness of the Bulkhead 8 to permit cementing surface for Nose planking. It is notched out to clear front of 21's. Use cement liberally and hold in place with pins until dry. Shire nose of fuselage, as shown in sketch, is now planked with 3/32x1/4 strip provided. Start by cementing first strip to top of Center Strainer #1, then adding strips to both sides until entire nose is covered. Strips may be soaked in hot water to permit easier bending and it is therefore recommended that white glue be used, since it will work with wet wood. Due to compound curves, etc., planks must be beveled so that they fit tightly against each other for closed seams. In many cases, planks must also be beveled as well as beveled especially around the Nose, due to the smaller diameter of Bulkhead 87. Use pins to hold planks in place and do not remove until glue is absolutely dry. The two Center Maple Spars are now cemented in fuselage through notches for them in Wing Plates as shown. Be sure Spars are centered. Use cement generously across inside of Bulkheads. If Power Pod is to be used, assemble Power Pod and install as shown and described in detail note. Cover Fuselage top in two sections between 11 & 12 using 1/16x3/32 sheet. Covering is flush with front of 31, but only on half the thickness of 11 which will provide shoulder for rear skin which are cut cemented from Bulkhead 11 to 18 in 1/4" sections in same manner, using 1/16x3/32 sheet. Using 1/16 scrap sheet Balsa, cover both sides of Passage from 16 to rear as shown, notching out for 15 as required. Fuselage should not be permitted to dry thoroughly (overnight), leave all pins and removed, and the wide Pin slot is notched out of top skin covering as shown. Notch starts at rear of 15 and is 1-7/8" long, corresponding to notch in 15.



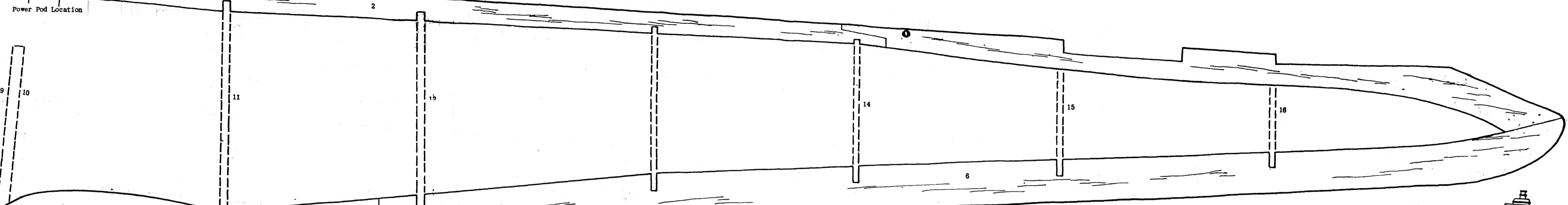
**FUSELAGE CENTER FRAME ASSEMBLY**

**INSTRUMENT PANEL**  
Cut from Plan and cement to Bulkhead 8.



**STEP 7 - FINAL ASSEMBLY**

Securely cement the finished Nose Cone to front of fuselage. When Nose Cone is dry, entire fuselage is sanded smooth blending all seams into each other. Landing Gear Wheel is mounted on bushing Gear best as shown in full size drawing above. Using 3/32 Wire provided, make the first bend, then slip a 1/4" dia. Wheel (not provided in kit) on the Gear. Complete by making the second bend of the U-shaped. Balsa can be required. Be certain Wheel spins freely. Assembly is now slid into place into notches on 31's and secured in place. It is highly recommended that epoxy cement be used on this installation. Cut four blocks 3/8 long from 1/4x3/8 hardwood strip. Blocks, which will receive Canopy mounting screws, are cemented at corners inside of Cockpit under 22 as shown on side view. Trim Canopy and fit in place, then drill tin holes for #2 Top Screws, which hold Canopy in place. Assembled Rudder is now installed by inserting and securing cementing tab into notch at rear of top Keel. Use cement generously and be certain that Rudder is held vertical until dry. Assembled Stabilizer is cemented to top of fuselage against rear of 16. Be sure Stabilizer is centered when viewed from top and horizontal when viewed from front. Use cement generously and hold in place securely until dry. If necessary, preliminary installations of Radio Gear and Pushrods are installed before covering. When all installations are dry, check entire model for smoothness. Model is now covered with fabric or covering material of your choice (not supplied in kit). It is recommended that bottom of fuselage be made of Fiberglass. Fiberglass is available at most hobby shops and instructions for its use come with it. Model is now painted.



**TAIL ASSEMBLY**

Sketches above show die-cut Fin & Rudder, and Stabilizer & Elevator. Both units are finished in the same manner by sanding them to streamline cross section of Stabilizer shown on full size side view. This cross section is at center of Rudder. Stabilizer tapers gradually from thickness of cross section shown to approximately 1/8" thick at tips, retaining a similar cross section. Rudder is tapered in same manner. Hinge together as shown above and also as shown and described in Hinge detail. Units are now ready to be installed as instructed in final assembly.

**TOW HOOK**

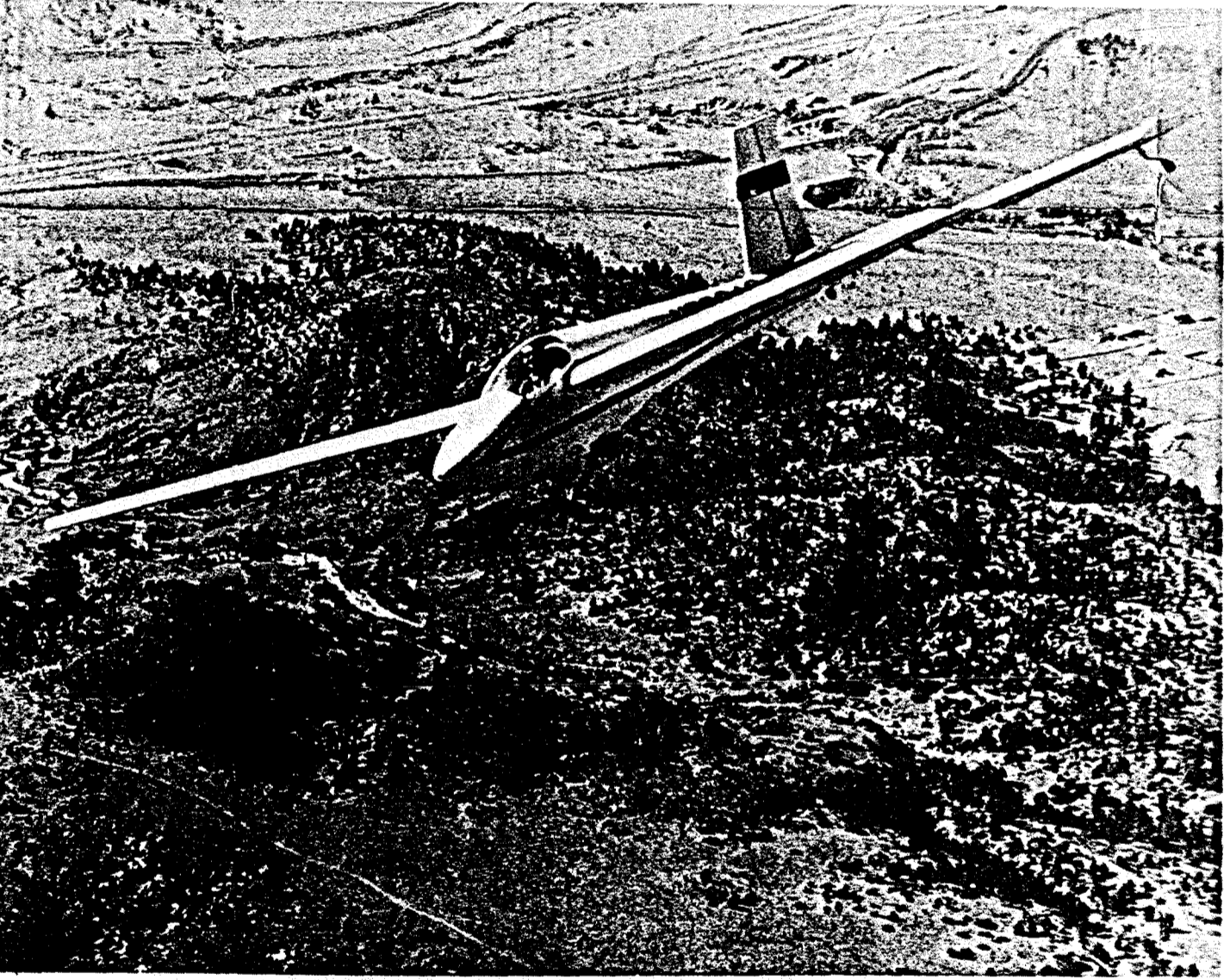
Bend Tow Hook from 1/16 Wire. Tow Line is secured to Wire bend in Hook. When Towing, Hook is inserted into tube in keel as shown on side view. Tube selection depends on wind conditions. For windy days, Hook location moves forward and vice versa. Line tension keeps Hook securely retained in tube while towing. Upon release of Tow Line, Hook disengages promptly, smoothly and positively.

**MAIN GEAR DETAIL**

Make from 3/32 Wire. Using full size pattern above, bend in sequence described in Step 7 Final Assembly and install.

**Specifications and Performance**

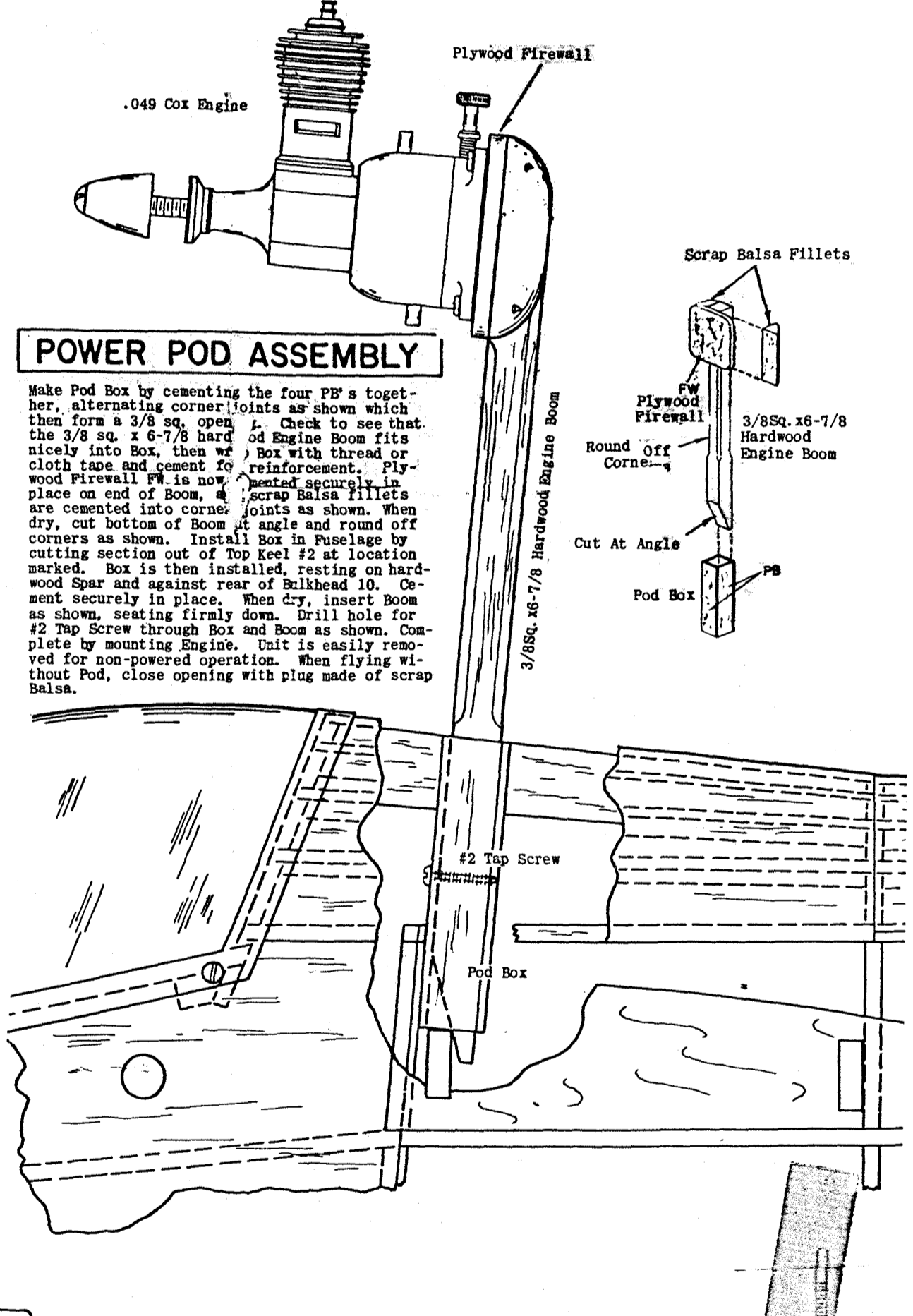
Wing Span	40 ft.	Airplane Tow	114 mph
Length	21 ft. 6 1/2 in.	Auto-Winch Tow	63 mph
Height	7 ft. 2 1/2 in.	Dive Brakes Extended	(max)
Aspect Ratio	10	Stall Speed Solo	114 mph
Empty Weight	430 lbs.	Stall Speed Solo	33 mph
Gross Weight	700 lbs.	Gliding Ratio	23
Wing Loading	4.37 PSF	Sink Speed (Calculated)	
Wing Area	160 sq. ft.	Solo	2.6 ft. per sec.
Level Flight High			
Speed	114 mph		



Sliding slot in the real Schweizer 1-26D over beautiful countryside. What a life.

**POWER POD ASSEMBLY**

Make Pod Box by cementing the four PW's together, adjusting corner joints as shown which then form a 3/8" sq. open box. Check to see that the 3/8" sq. 2-7/8" long of Engine Boom fits nicely into box, then fit a box with thread or cloth tape and cement for reinforcement. Plywood Firewall PW is now cemented securely in place on end of Boom. 4 Scrap Balsa Fillets are cemented into corner joints as shown. When dry, cut bottom of Boom at angle and round off corners as shown. Install box in fuselage by cutting section out of Top Keel #2 at location indicated. Box is then installed, resting on hardwood spar and against rear of Bulkhead 10. Cement securely in place. When dry, insert Boom as shown, seating firmly down. Drill hole for #2 Top Screw through box and Boom as shown, complete by mounting Engine. Unit is easily removed for non-powered operation. When flying without Pod, close opening with plug made of scrap Balsa.



**KIT FS-28**

SPAN: 70"  
AREA: 500 sq. in.  
WEIGHT: 1 1/4 lb. (Less R/C)  
SCALE: 1 1/4 in. = 1 ft.

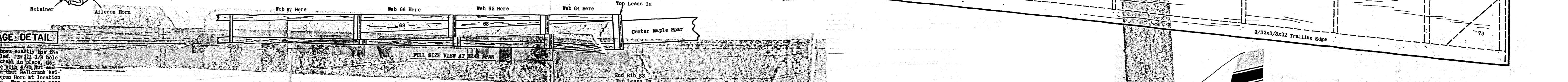
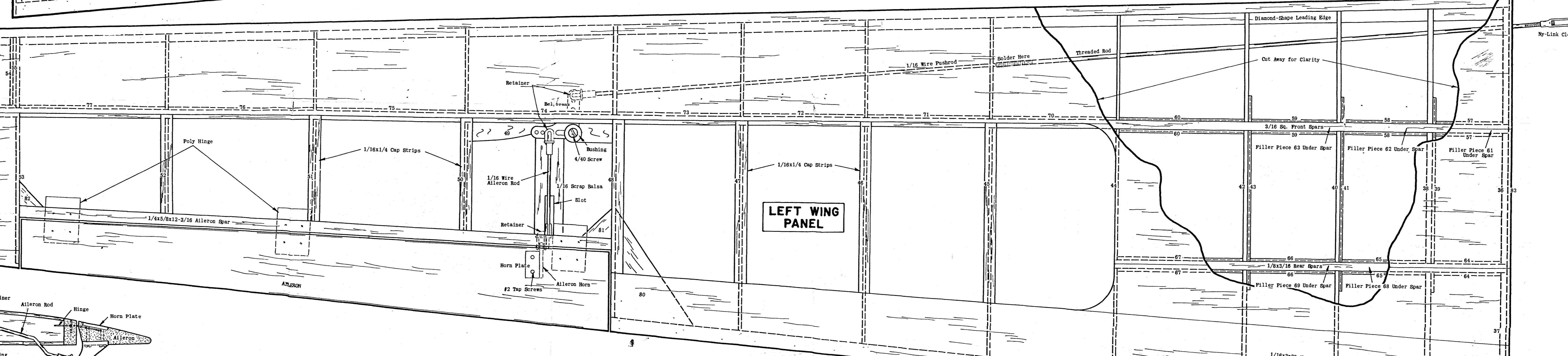
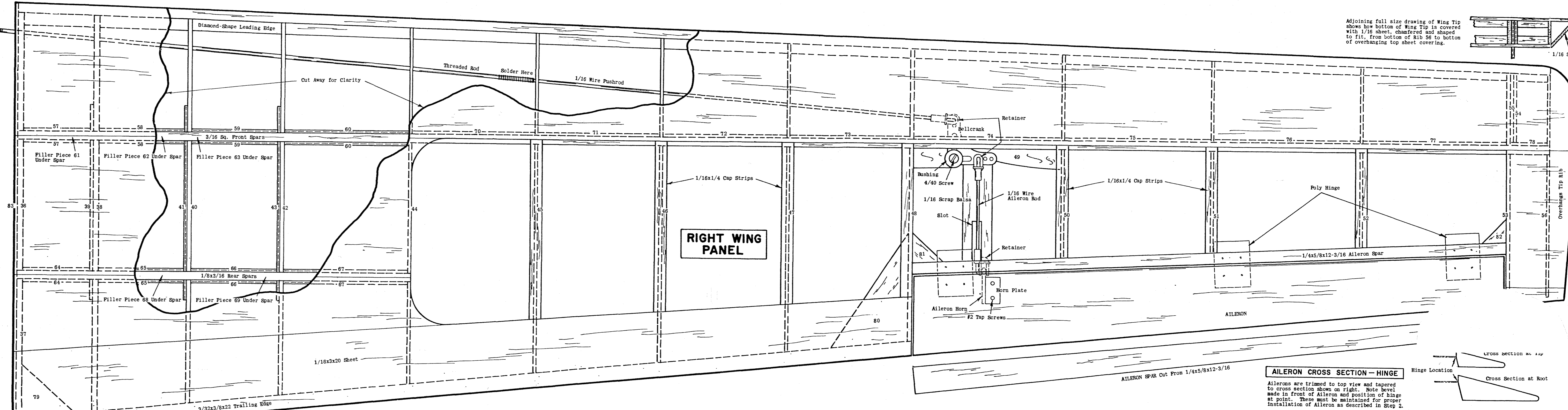
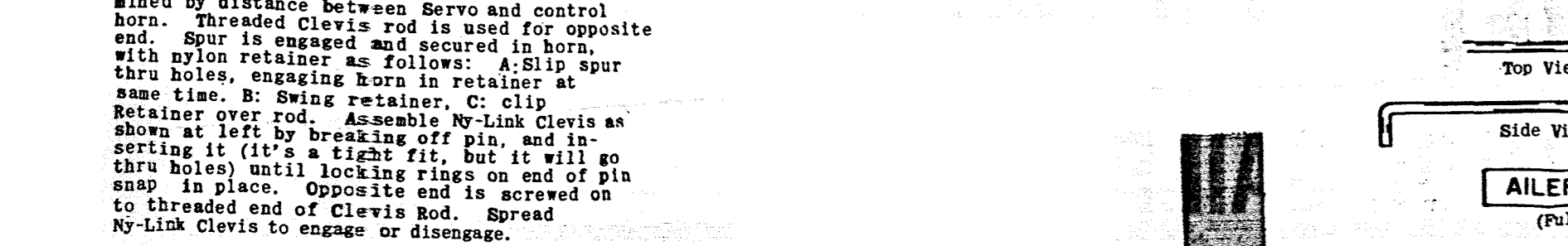
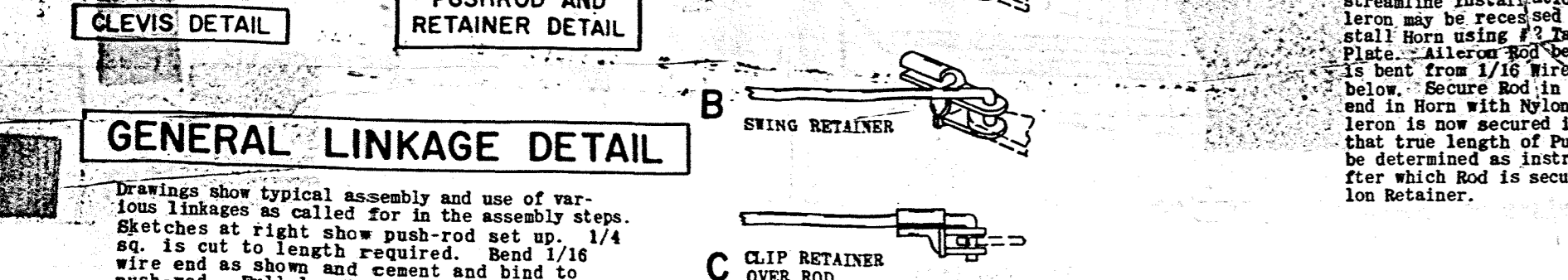
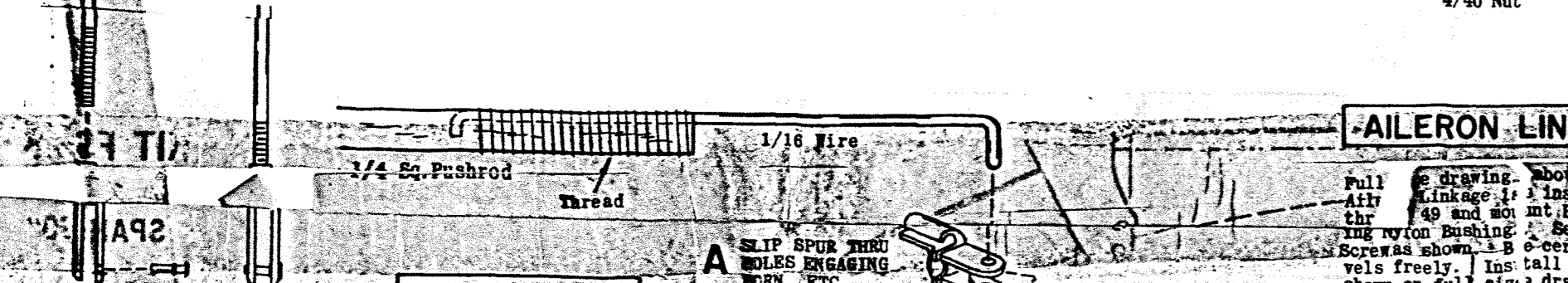
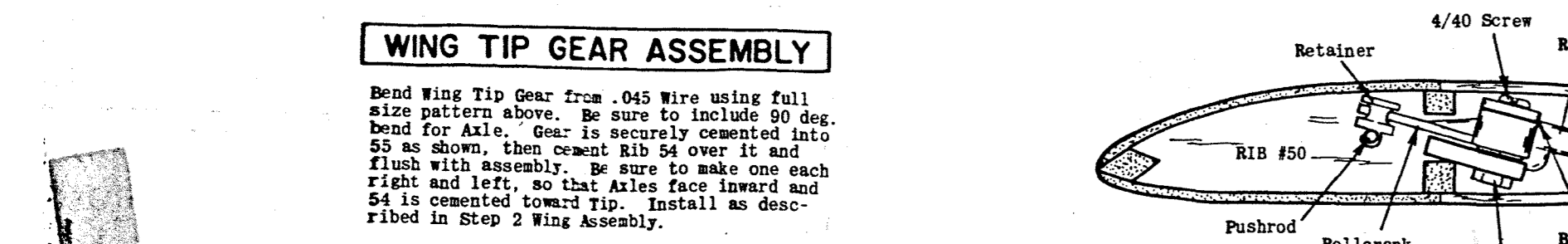
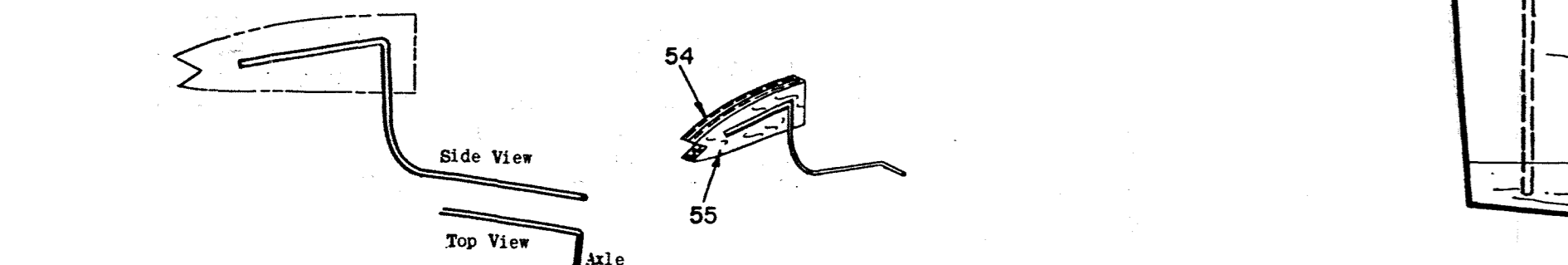
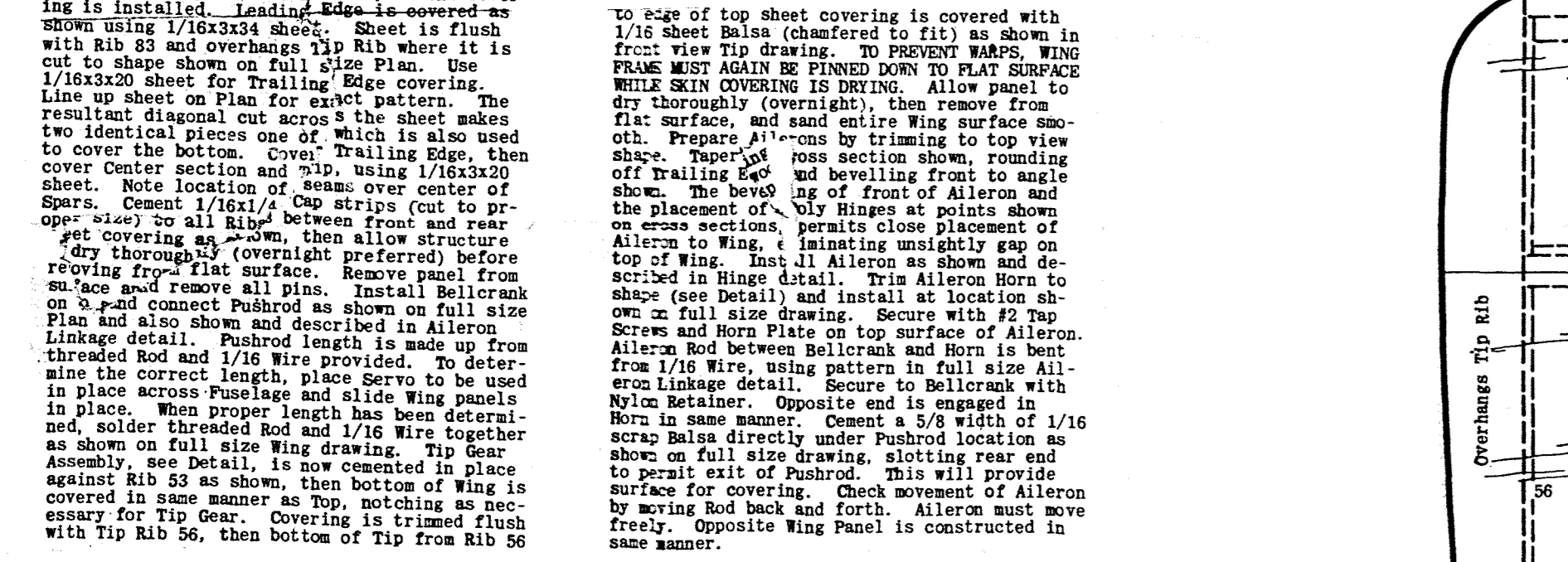
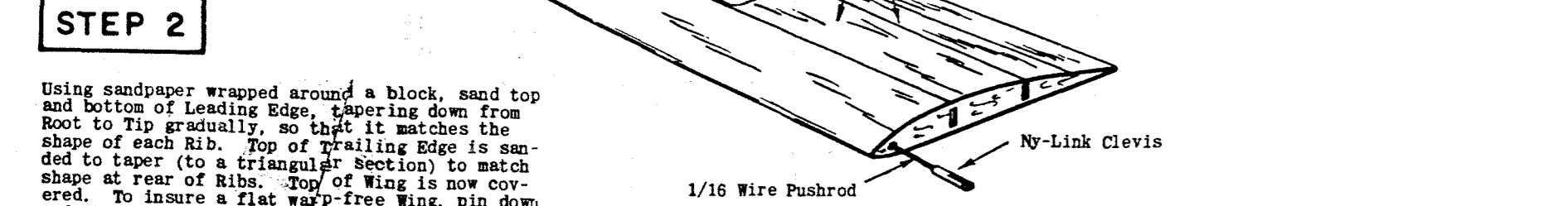
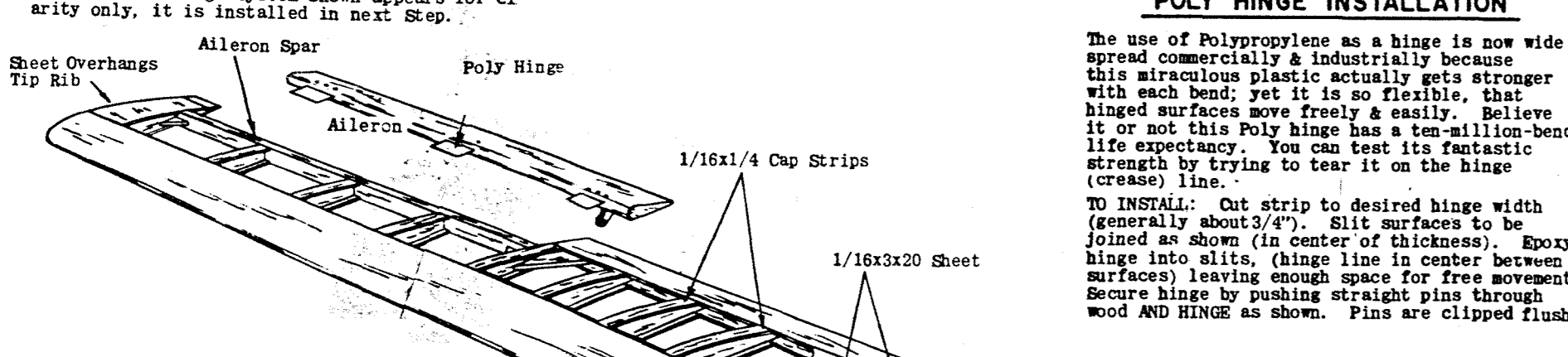
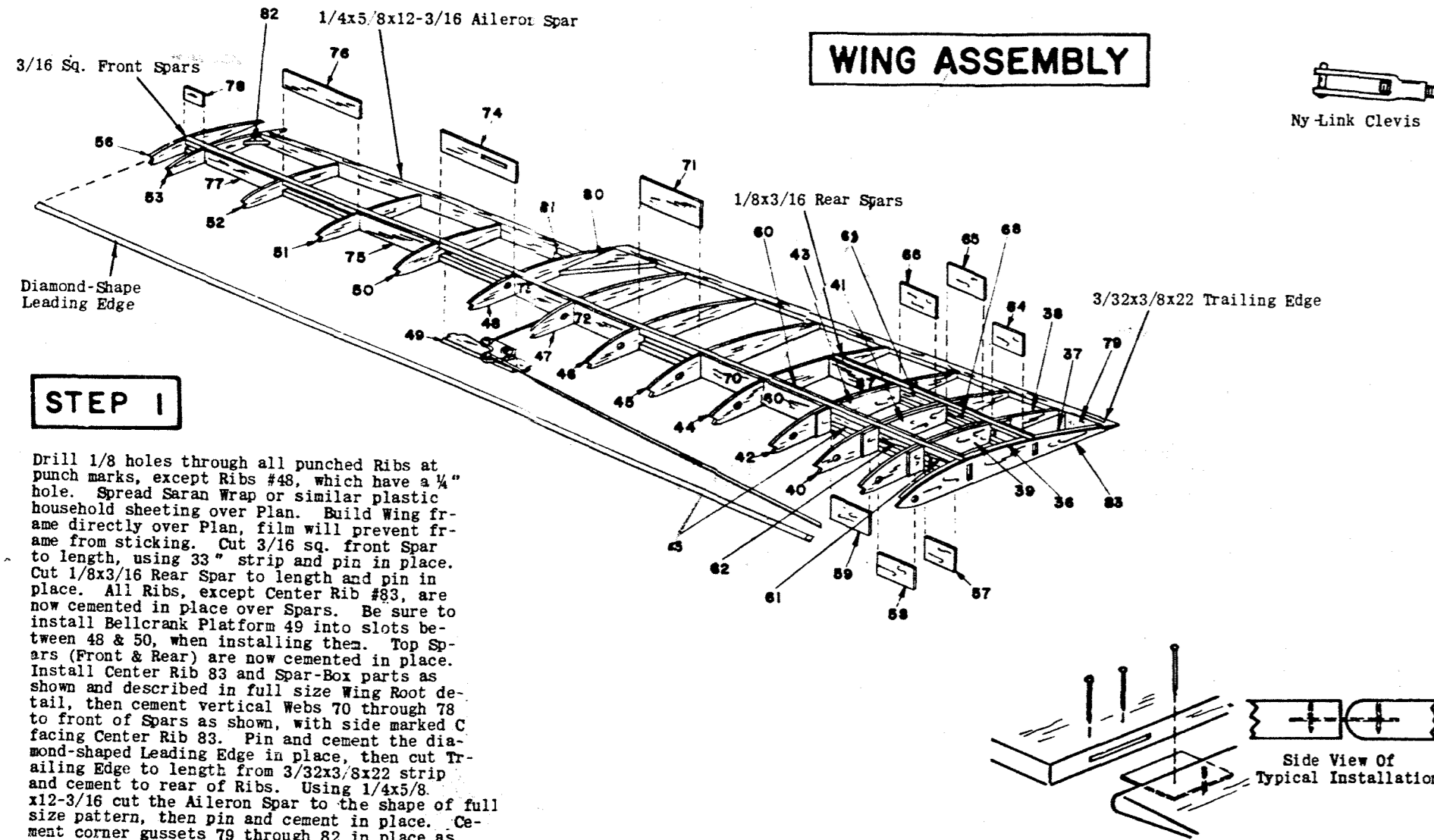
**N5704S**

**SCHWEIZER 1-26D  
RADIO CONTROL SAILPLANE KIT**

CAN BE FLOWN WITH SINGLE CHANNEL THRU FULL HOUSE R/C



N18A21M10



This un-retouched photo of the model Schweizer 1-26 D shows the graceful and sweeping lines of a faithful true scale reproduction. It is a beautiful performer, just like the real one.