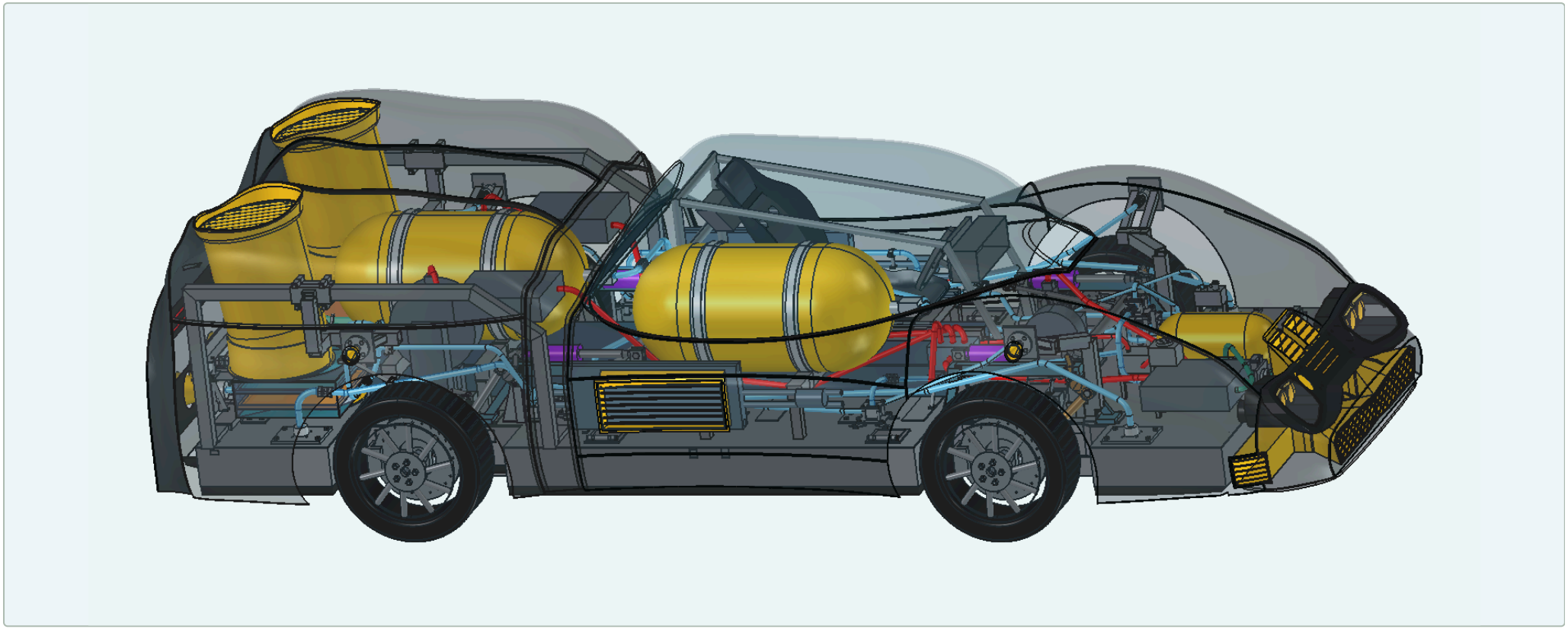
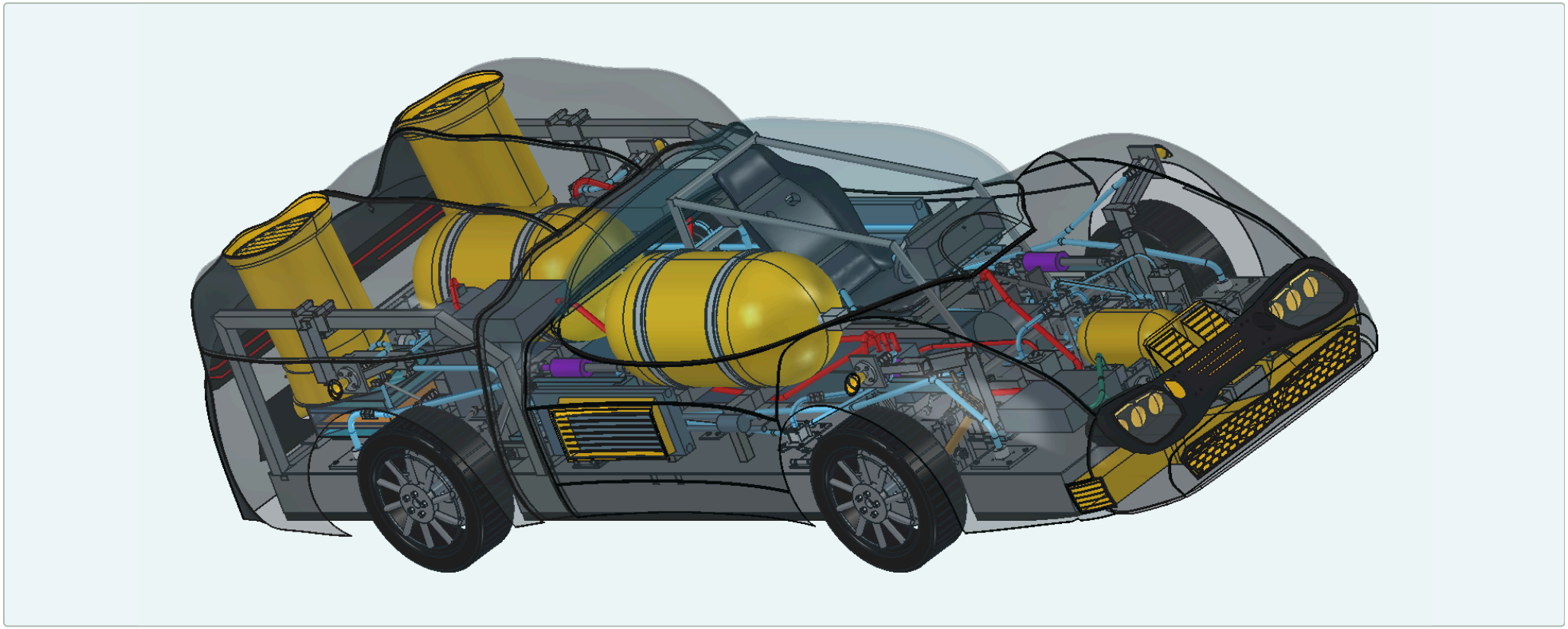
01 Assembly overview

Horizontal overview of the E-26. The transparent body reveals the main assemblies.



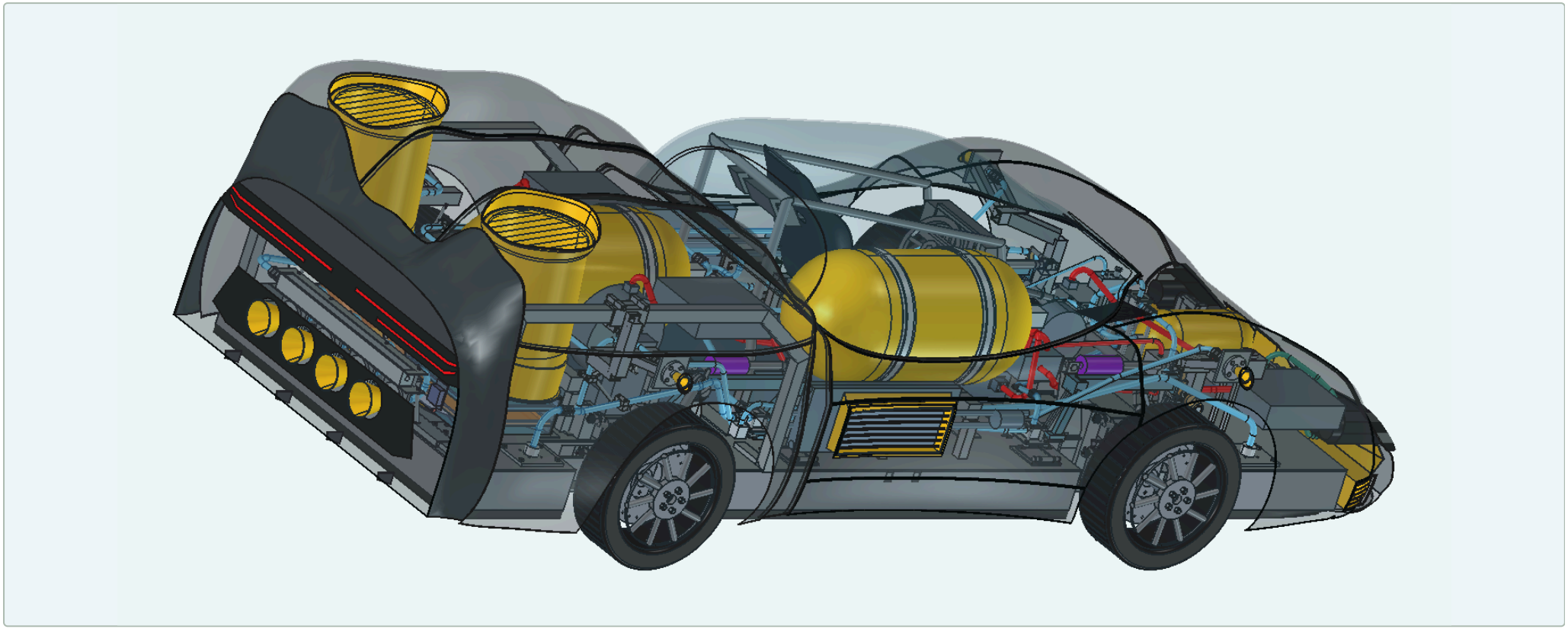
02 Front three-quarter view

Front lighting, wheel arches and packaging visible through the shell.



03 Rear three-quarter view

Rear panels, fan surrounds and the positions of the acceleration nozzles.

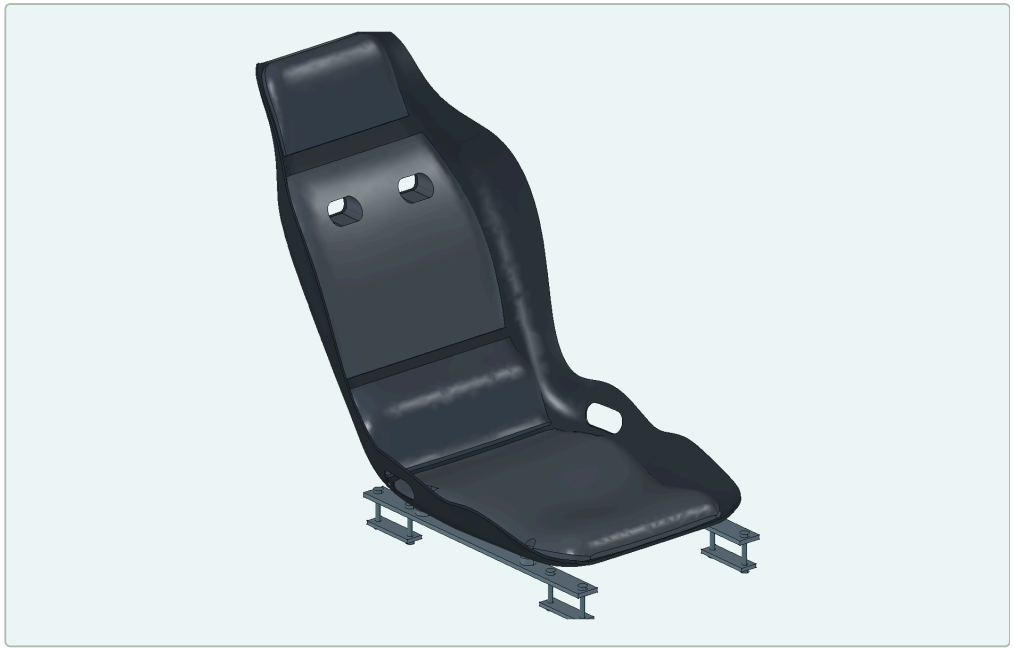


04 Cockpit and driver's seat

A one-piece bucket with thigh and shoulder support, four pads and four harness slots. Two longitudinal adapters sit on the existing cockpit crossmembers.



Seat, wheel and pedals



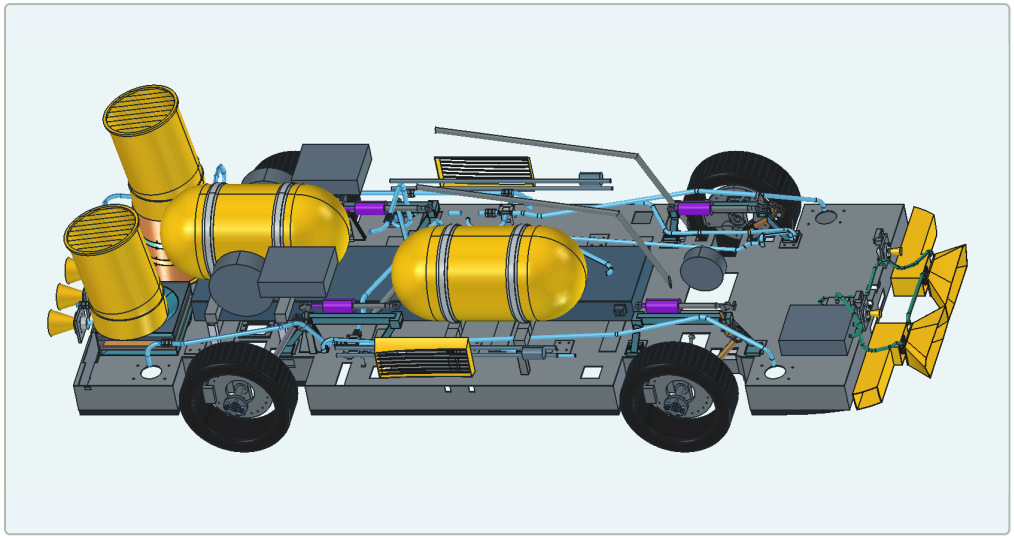
Bucket, pads and hardware

Nominal CAD check: 240 pairs with cockpit and assembly parts, 0 solid interferences. Driver fit, harness routing and mount strength are pending.

Source evidence · R12J check · References and design

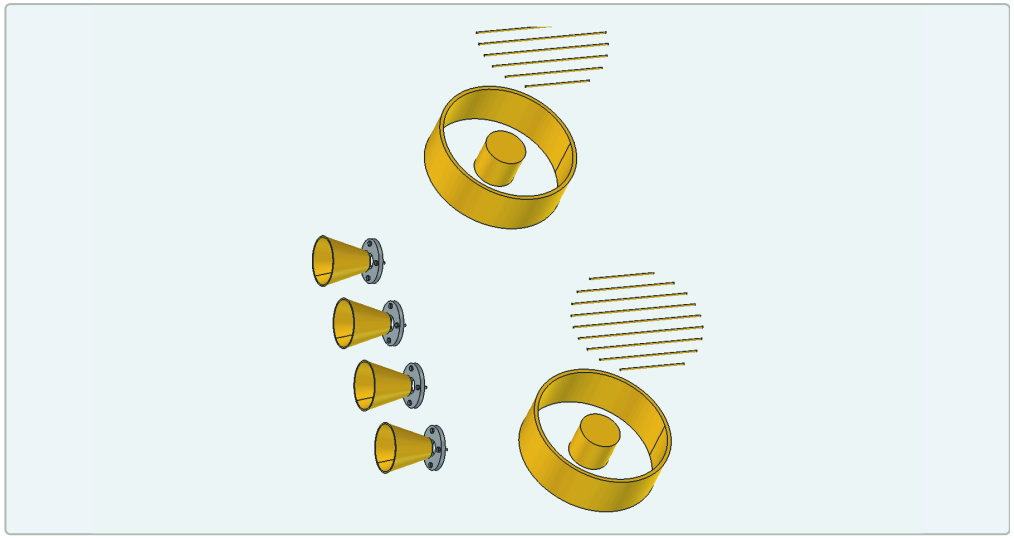
05 Chassis reference structure

Frame and mounts in chassis context. Four rear nozzles and two fans remain visible.



Chassis assembly

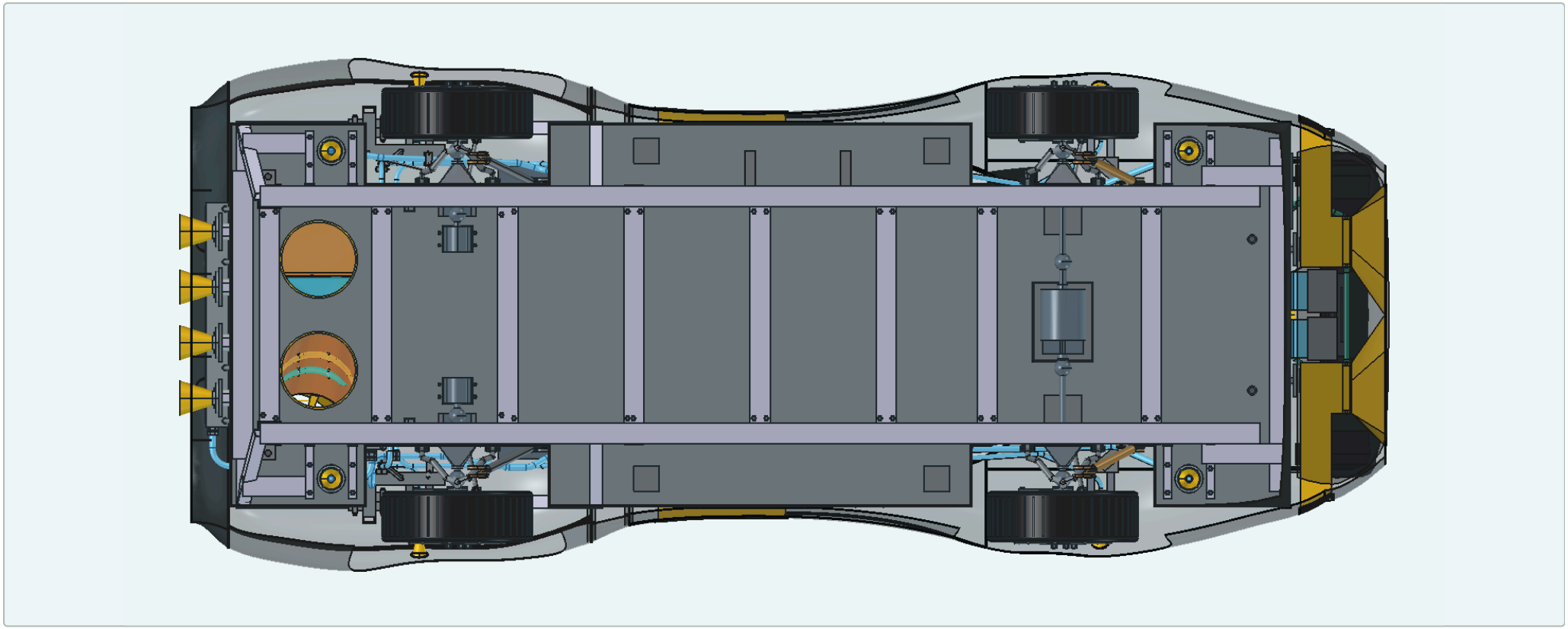
CAD names · Acceleration_A1–A4 · FanHub_1 · FanHub_2



Rear nozzles and fans

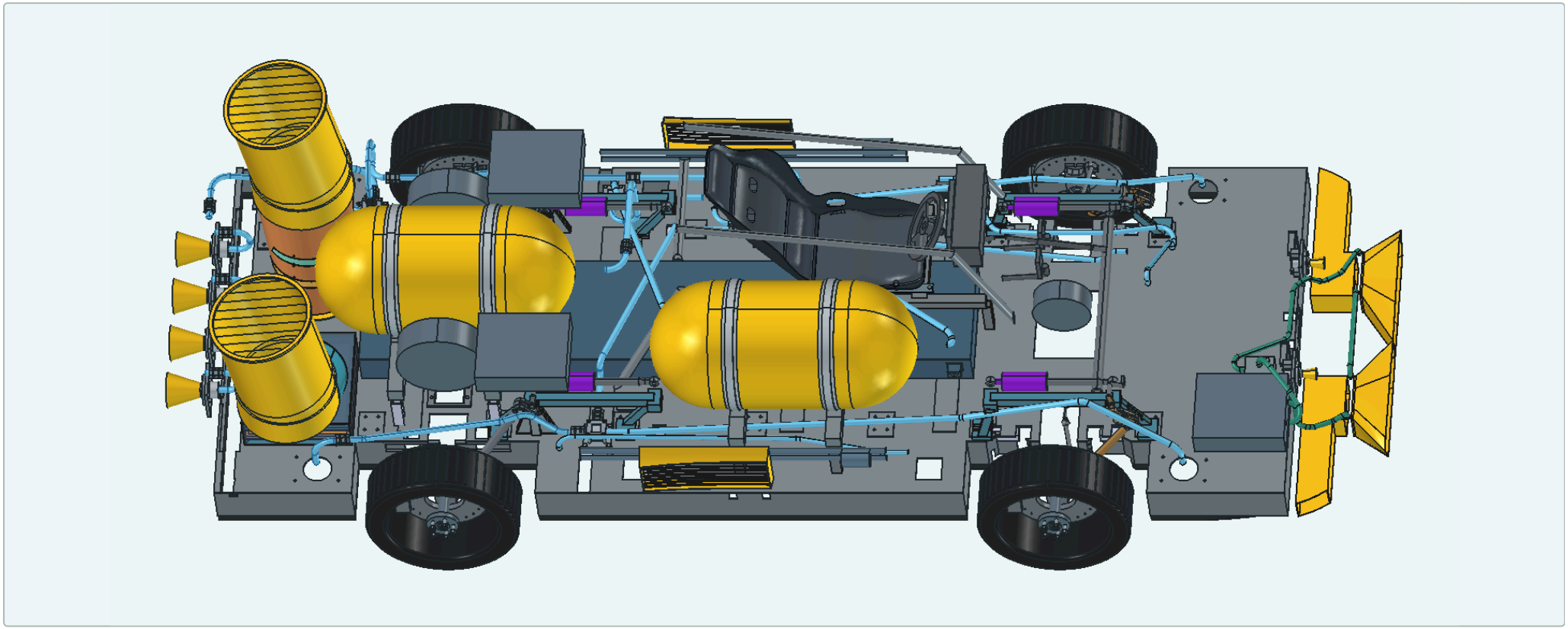
06 Underbody plan

Underbody perimeter, skirt, wheel positions and frame geometry in an underside projection.



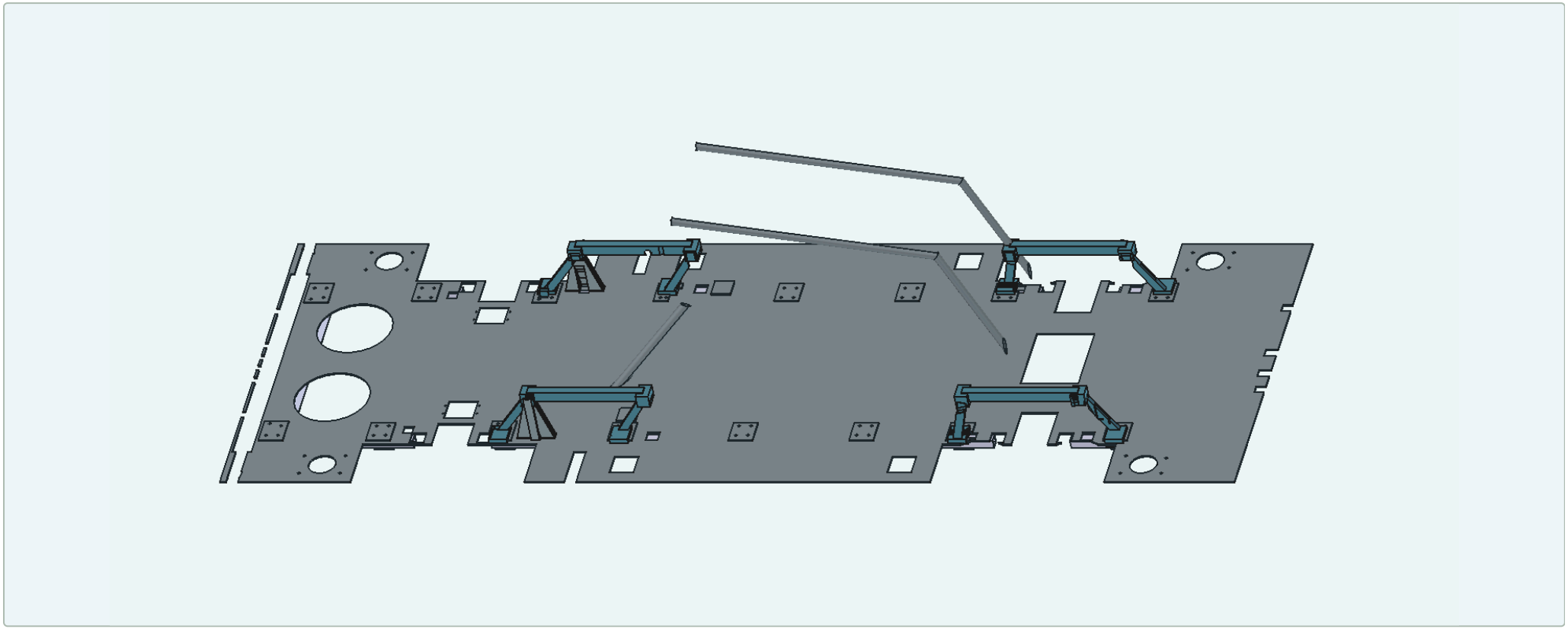
07 Open chassis

The main systems are isolated for comparison. Body panels are hidden for this view.



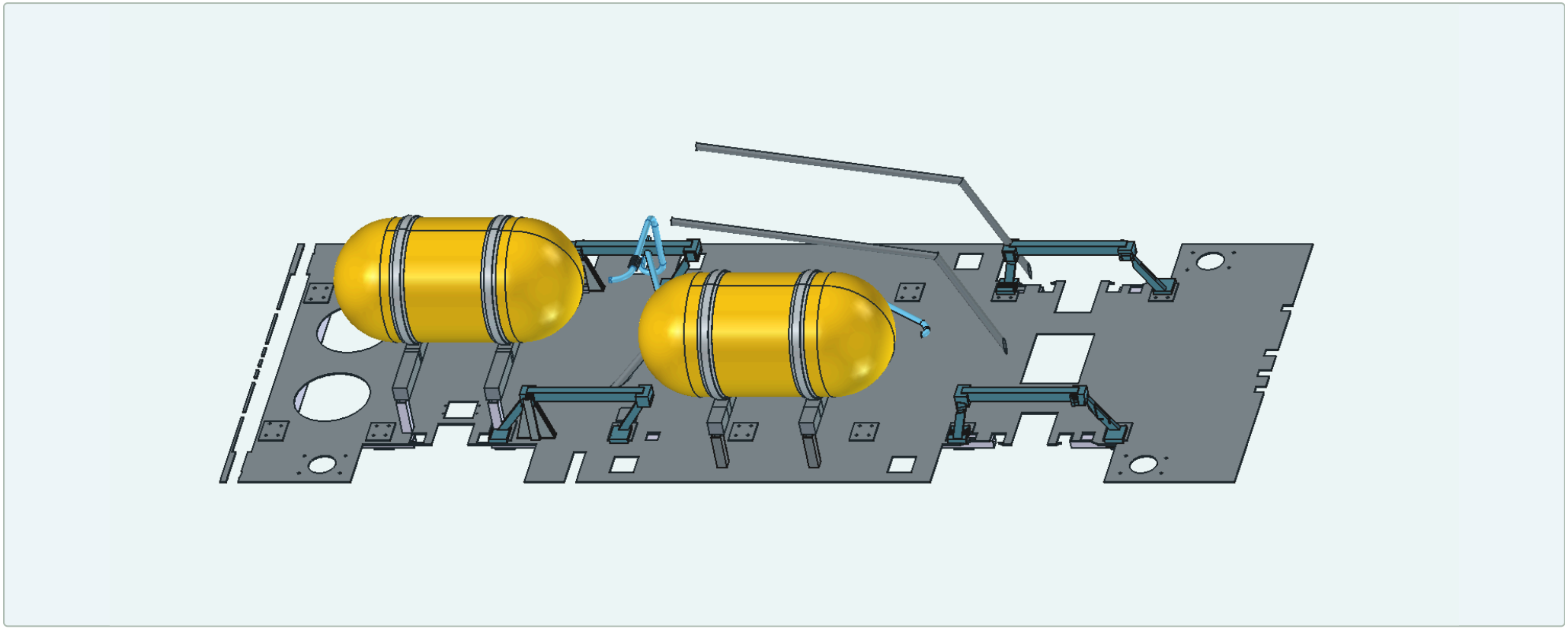
08 Frame and base mounts

First layer of the assembly sequence. Sheets 08–14 share the same camera.



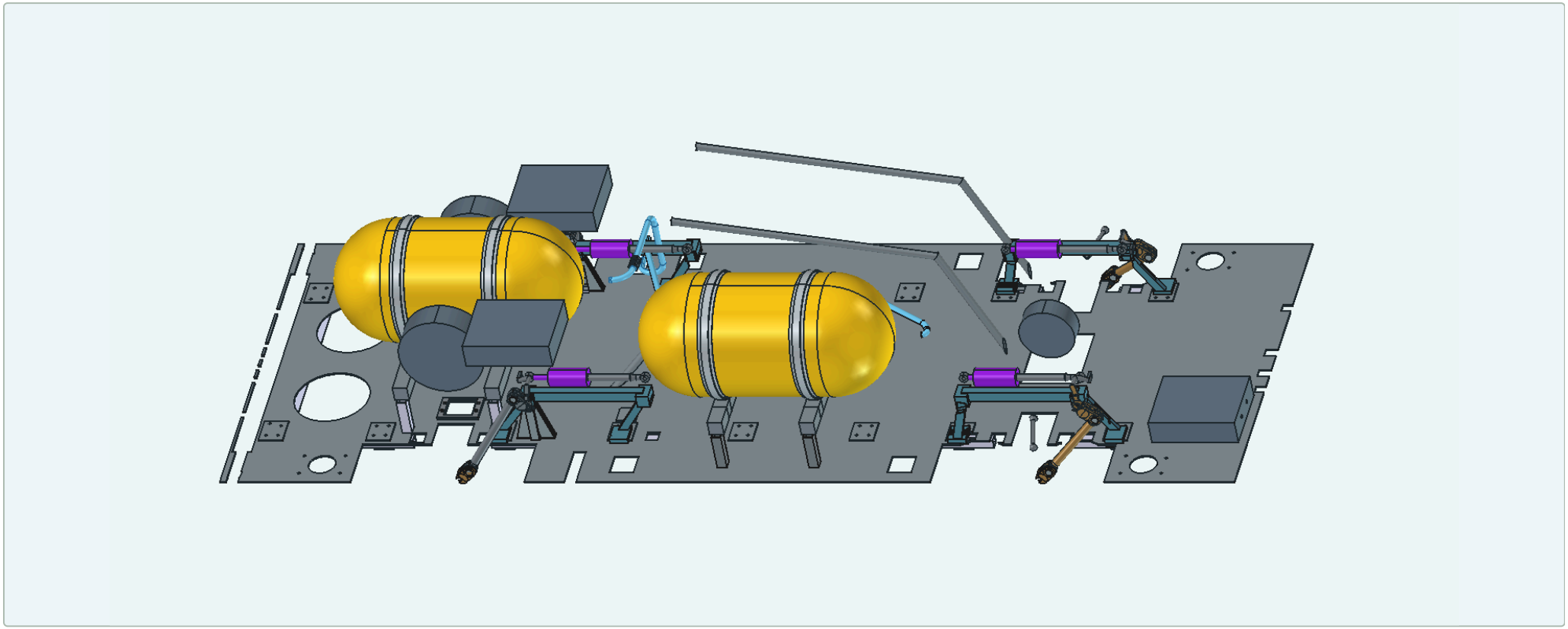
09 Vessels and mounts

Vessels and mounts are added to the frame. Colours and transparency come from the FCStd.



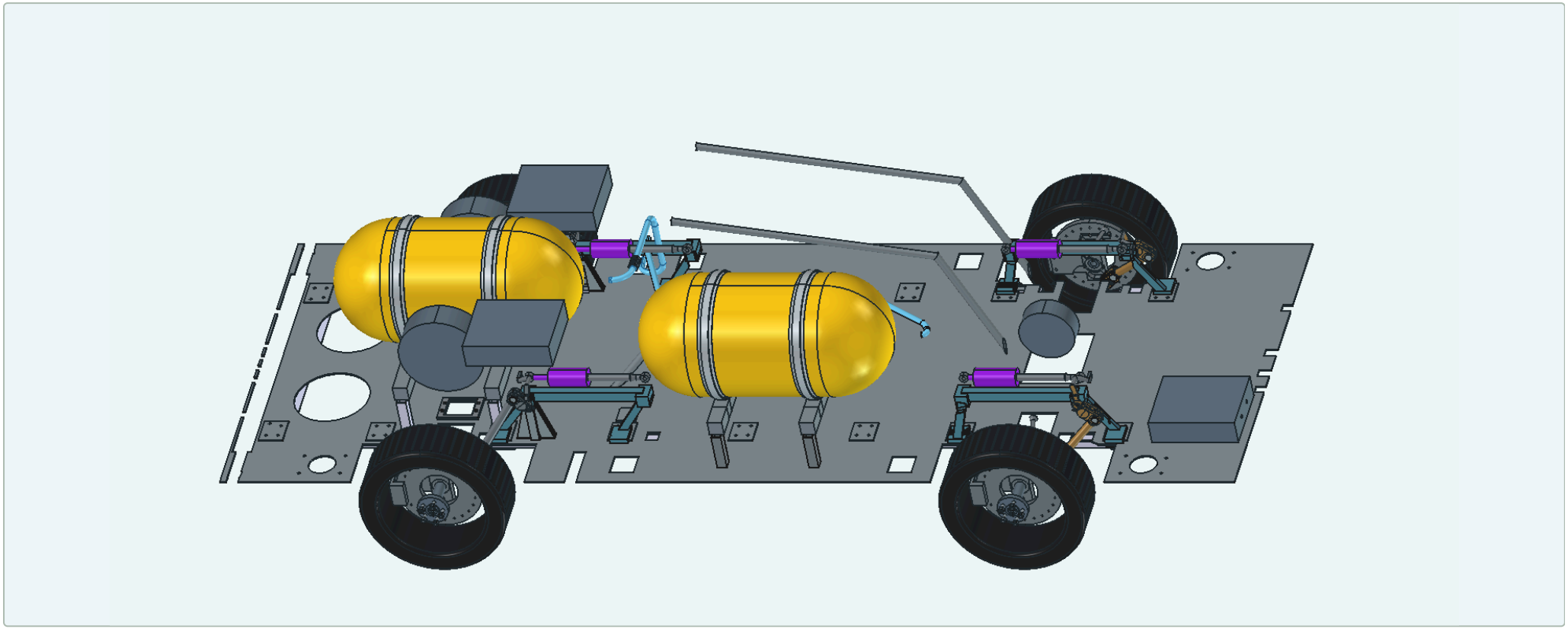
10 Drivetrain and suspension

This layer adds electric drive, rockers, pushrods and struts. R12I details appear on sheets 18 and 19.



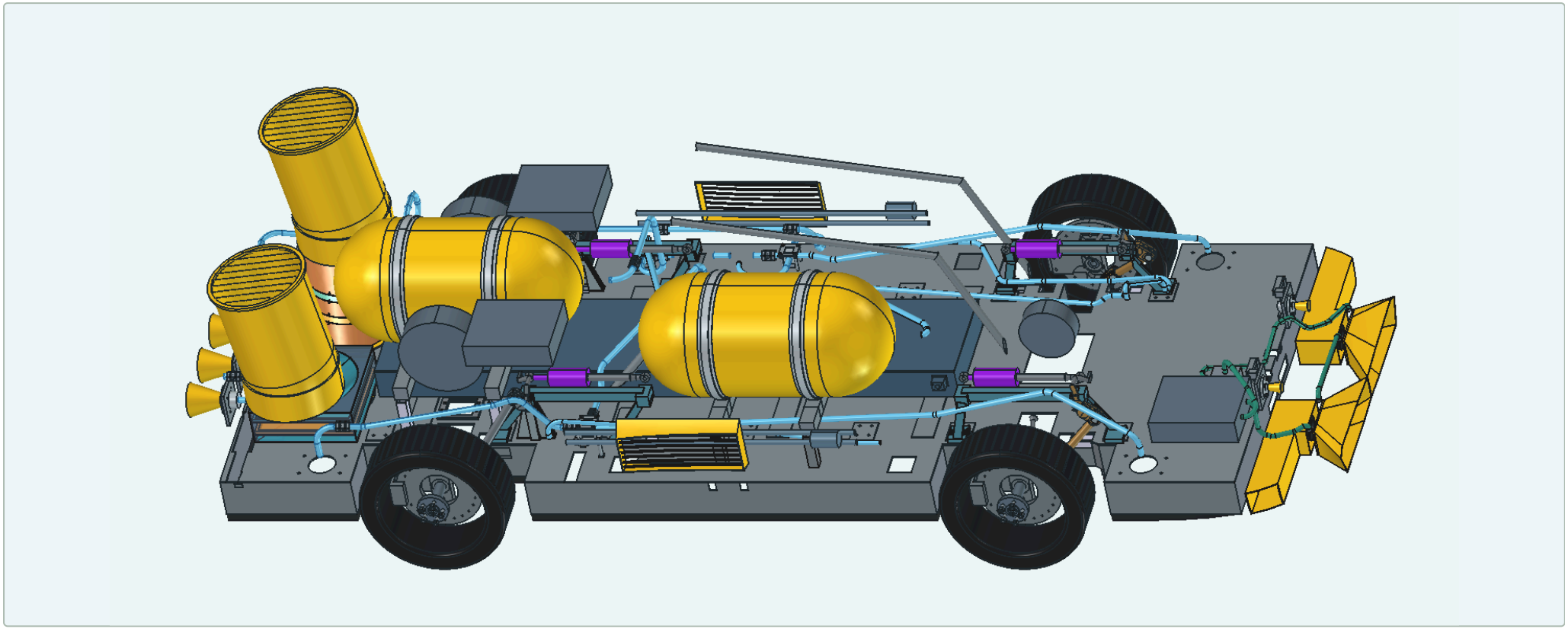
11 Wheels and brakes

Wheels and brake components are added, showing their placement in the assembly.



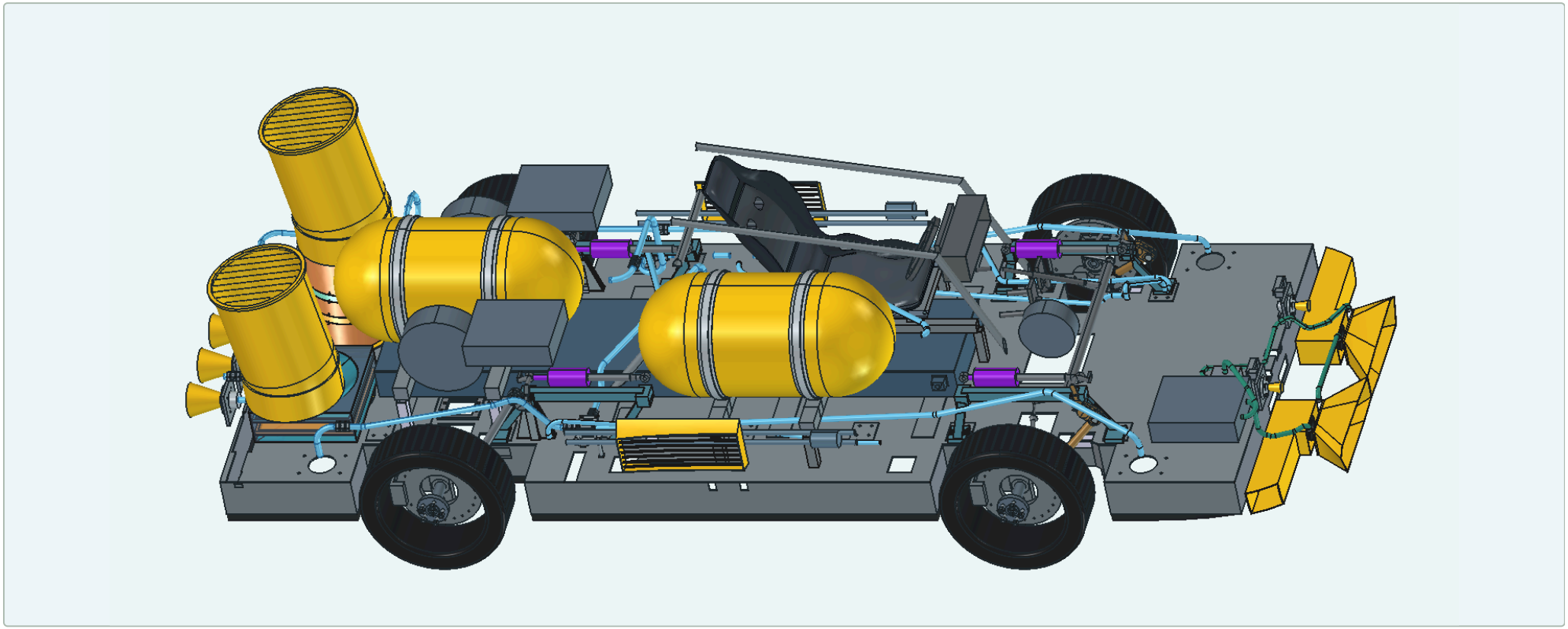
12 Air and electrical systems

AIR R01, downforce ducts, cooling and electric components are added at the same scale.



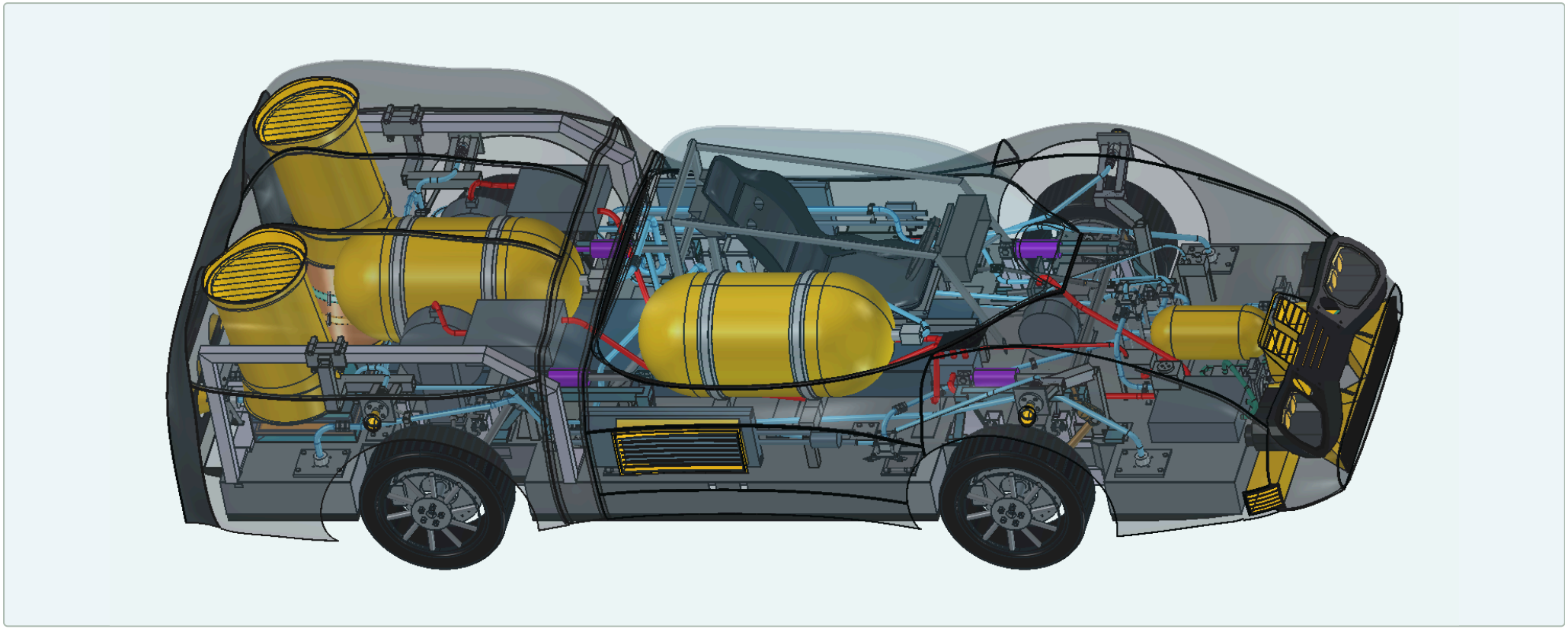
13 Cockpit and controls

Seat, steering and pedals are added. Sheet 04 provides the cockpit close-up.



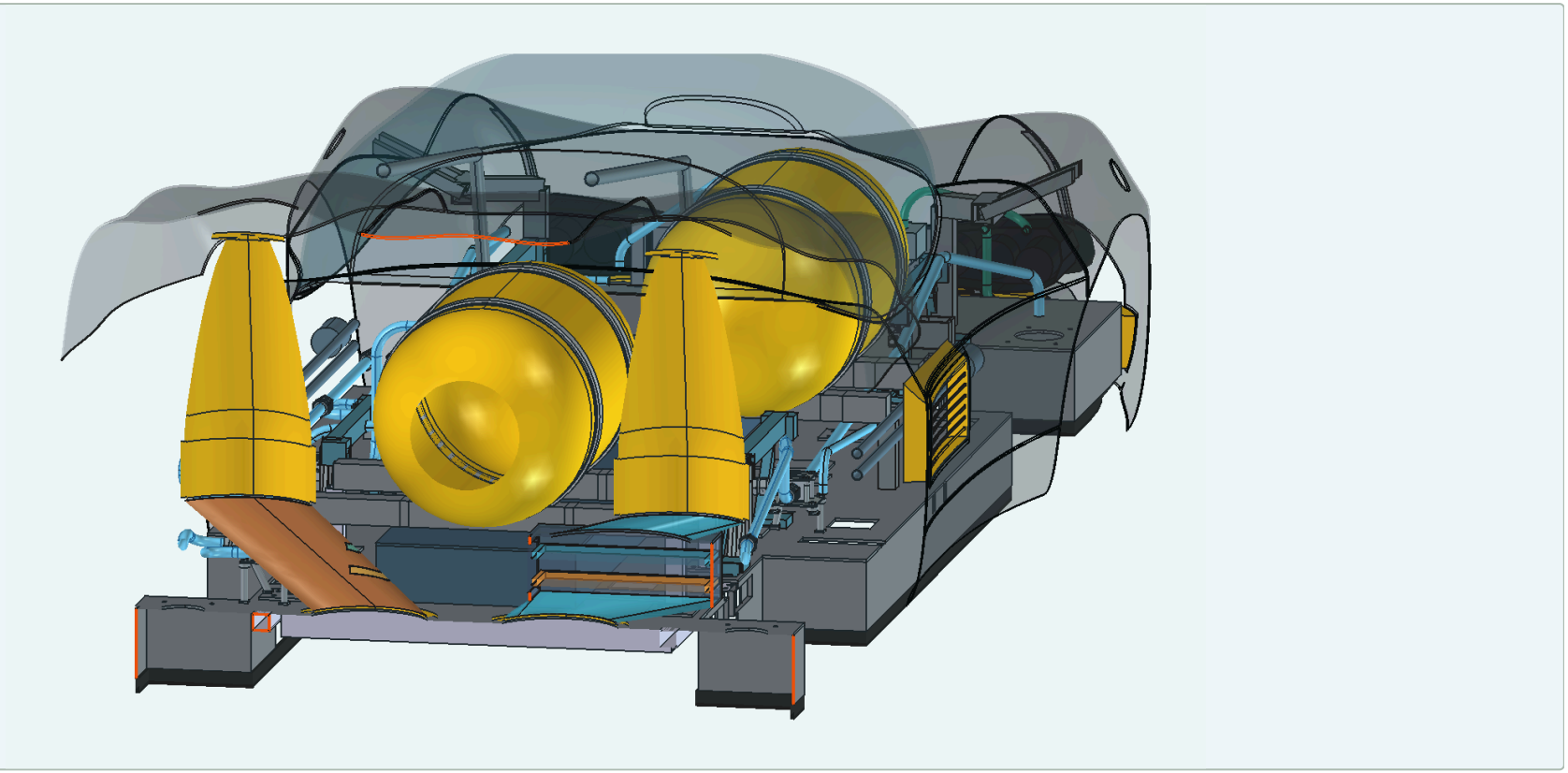
14 Body and lighting

Production-intent panels and lighting return at the same camera as the preceding layers.



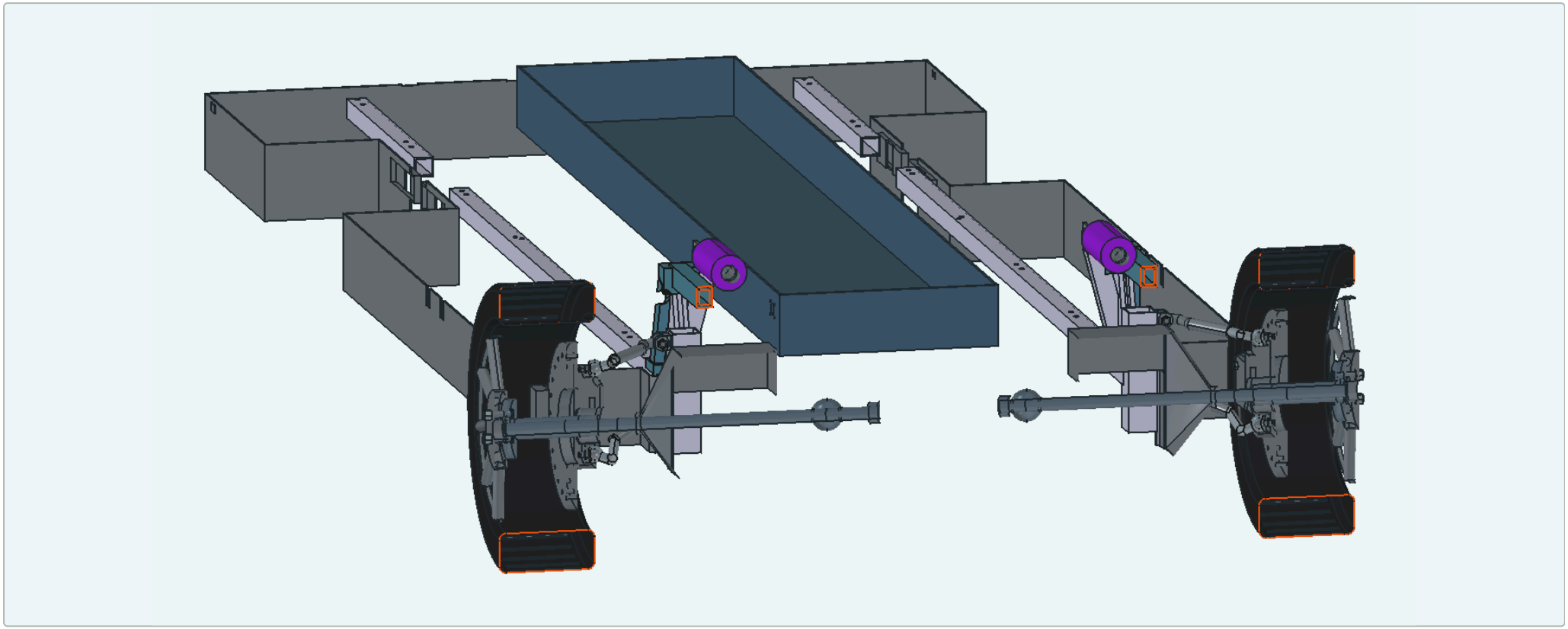
15 Rear transverse section

Plane X = −1675 mm. The view keeps X ≥ −1675 mm. Orange contours are taken from the BRep at the cut.



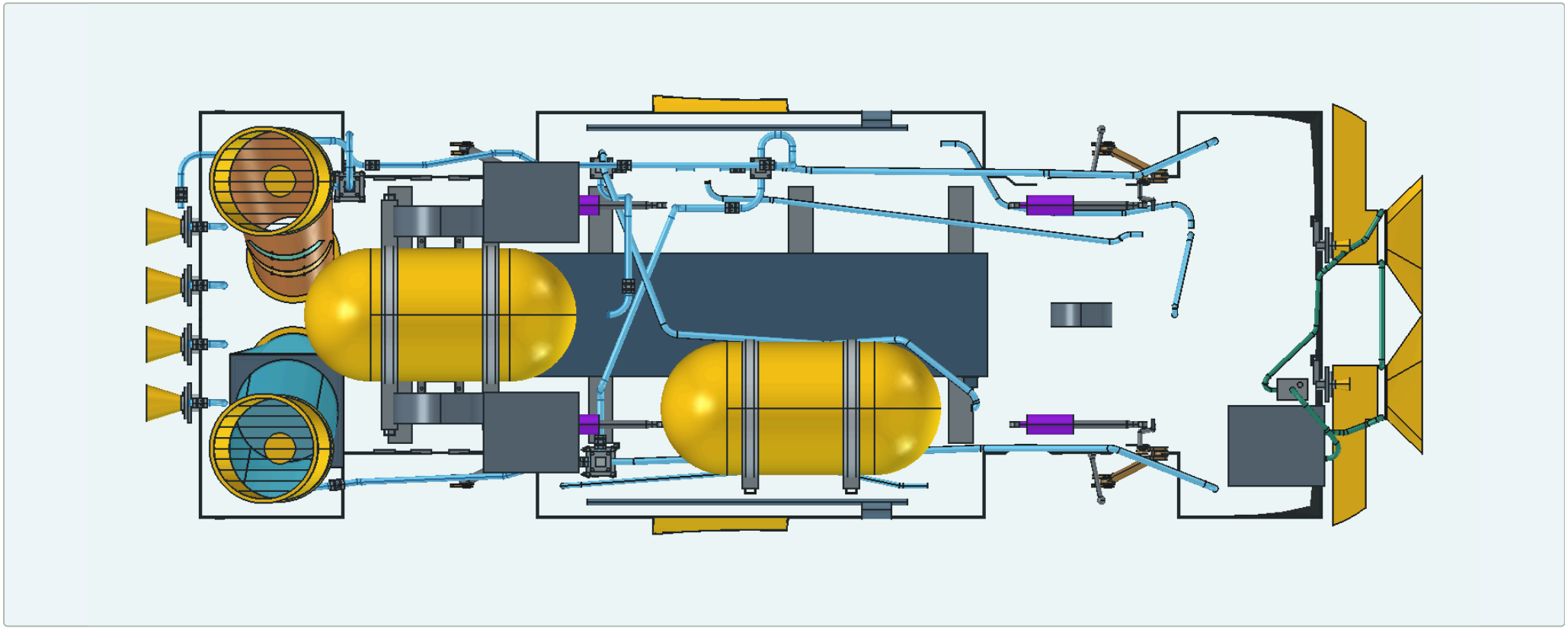
16 Front axle transverse section

Plane X = +1200 mm. The view keeps X ≤ +1200 mm, showing the frame, front suspension and wheels.



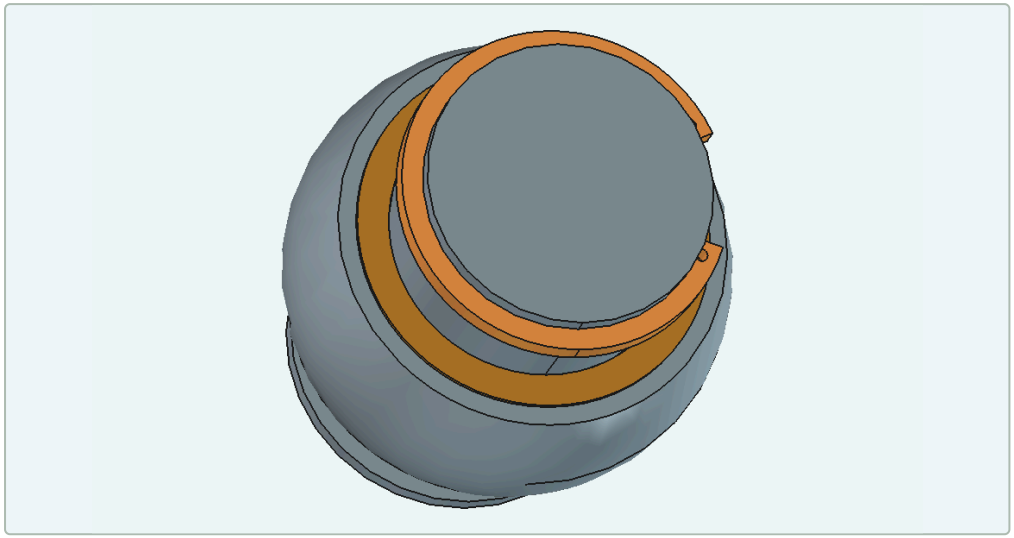
17 Routing and drive systems from above

The overhead view locates the ducts, cooling lines, batteries and electric drive in their spatial context.

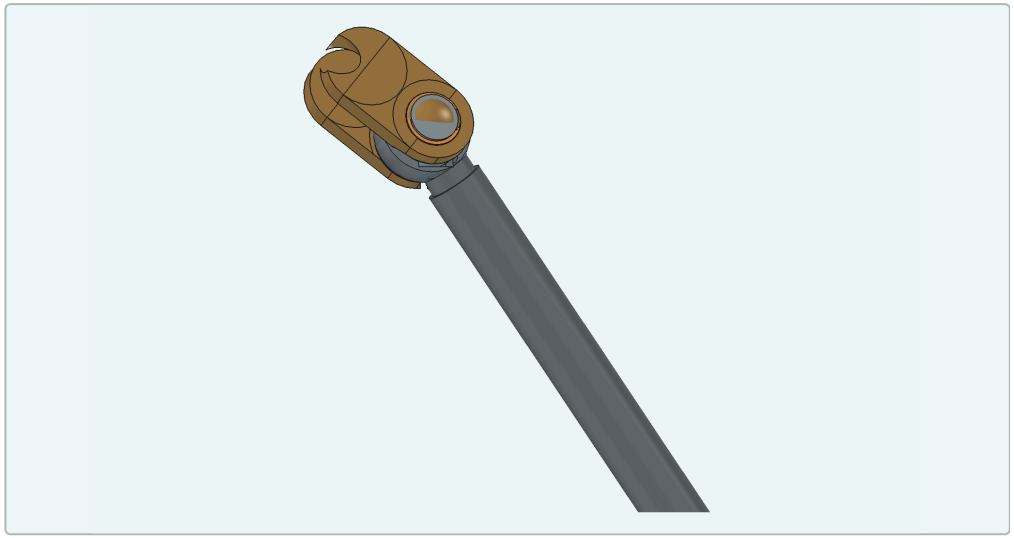


18 Rear Ø28 joint

Close-up of the Ø28 lower pin and its retaining ring. The pushrod view locates the joint in the assembly.



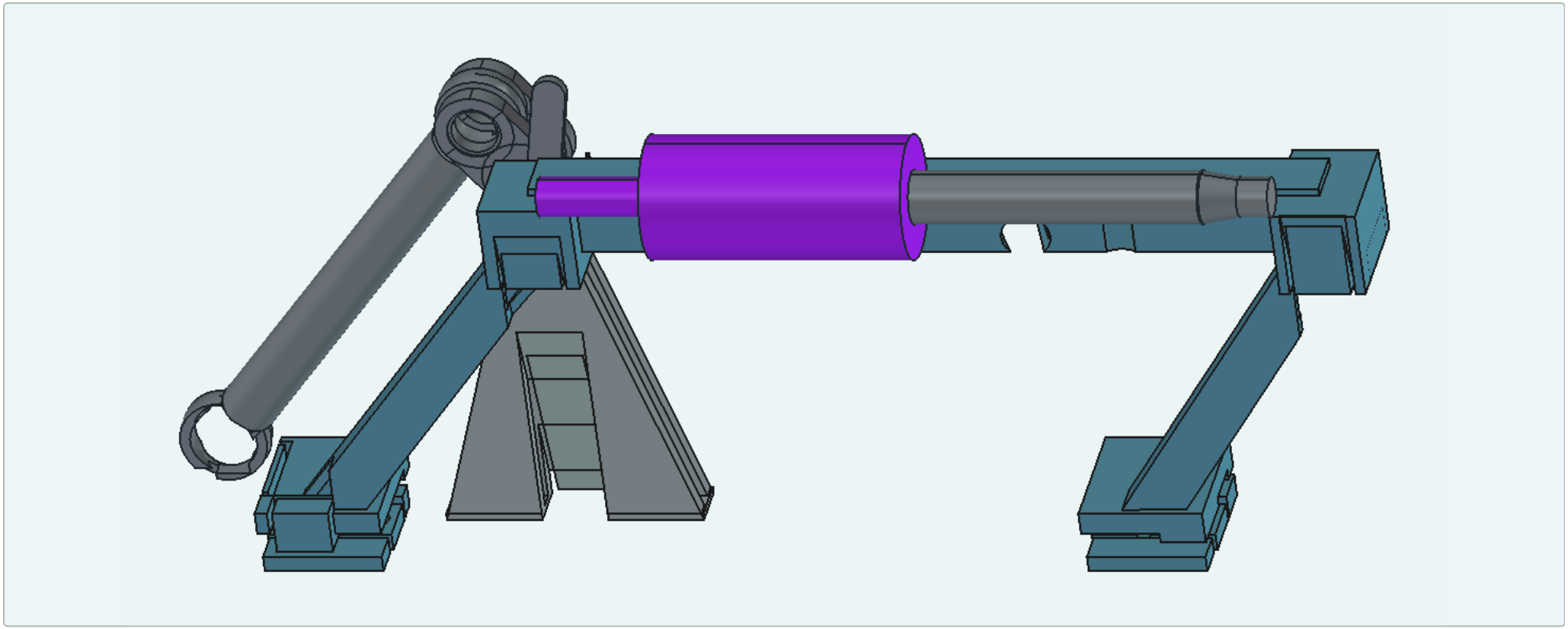
Pin and retaining ring



Joint in the rear pushrod assembly

19 Chassis load transfer

Rear-left strut and rocker reactions reach the frame through the longitudinal tie and diagonal braces.



In the R12I beam model, chord axial load reaches 209.2 kN. The critical brace exceeds the assumed yield reference. Status HOLD.

Source evidence · Structural screen

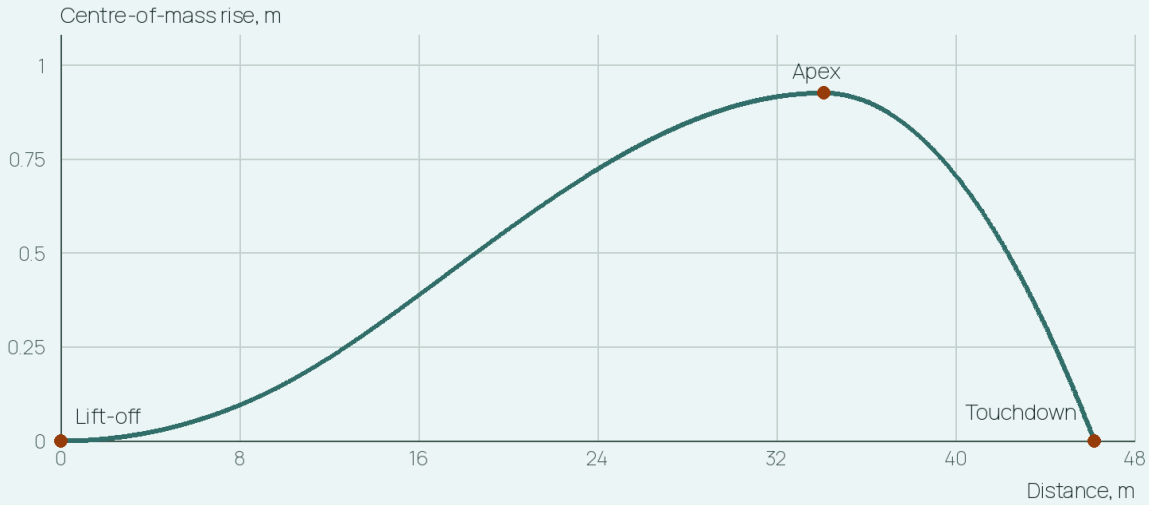
20 R12E flight and first contact

Historical, conditional R12E flight at 100 km/h. Markers identify lift-off, apex and modeled touchdown.

1.66 s
Time aloft

0.93 m
Centre-of-mass rise

46.19 m
Distance to touchdown



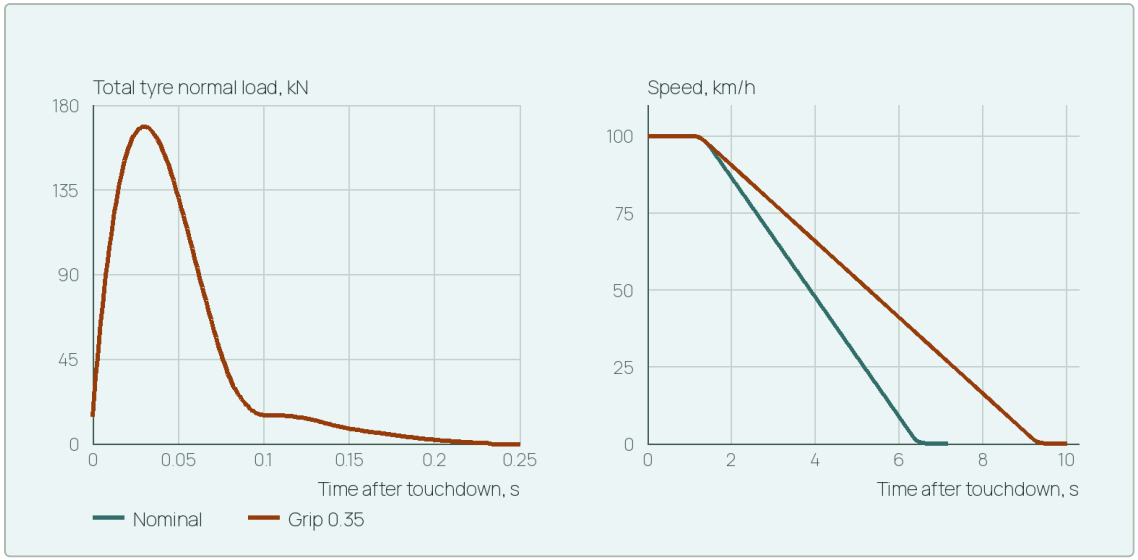
R12E · centre-of-mass trajectory

The trajectory and numerical values come from the R12E calculation through first contact.

Source evidence · R12E · JSON · Trace CSV

21 Landing, strength and clearances

R12I landing from first contact to stable support, with modeled loads, stopping and open items.



R12I · load and braking at two grip levels

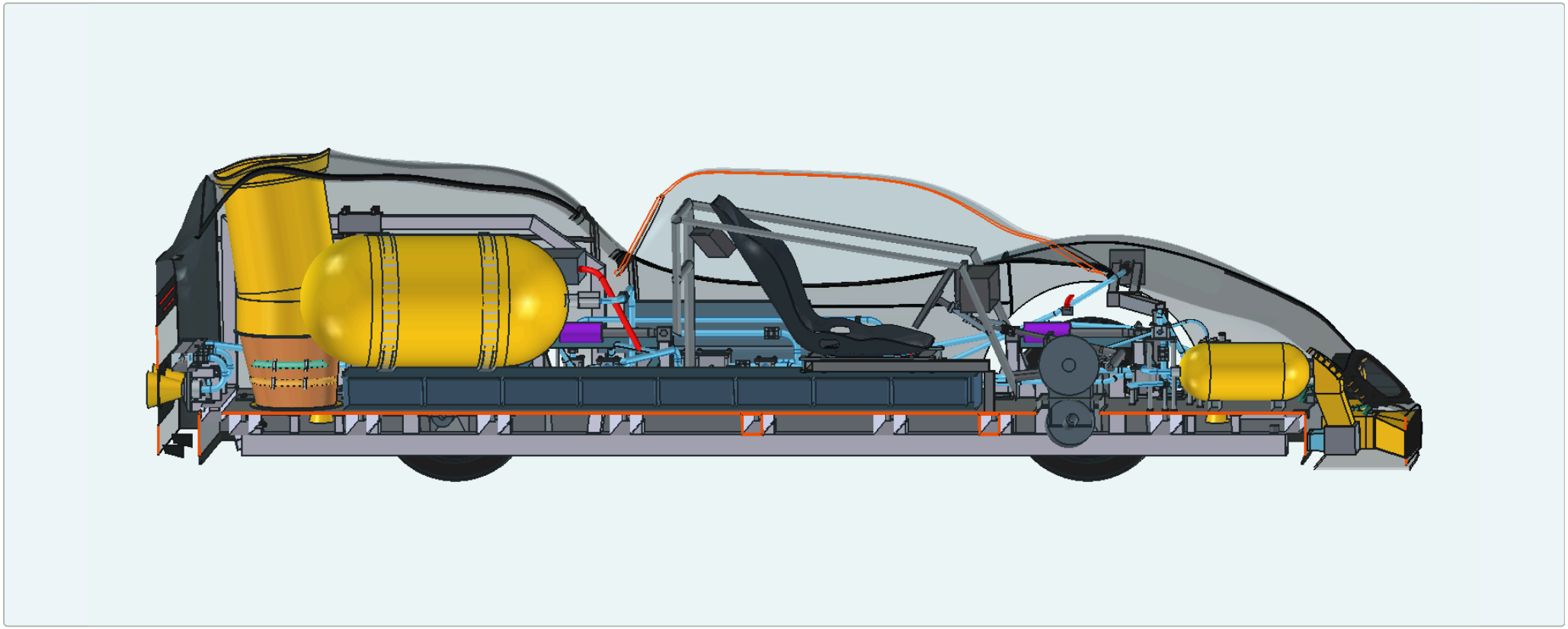
Metric	R12I screen
Nominal stop	7.16 s / 107.65 m
Stop at grip 0.35	10.01 s / 146.76 m
Nominal touchdown mass	1508.4 kg
Peak axial strut load	168.8 kN
Nominal rear joint clearance	2.40 mm
Clearance with tolerances and deflection	−0.018 mm
Strength and rig qualification	HOLD

Combining independent worst values gives −1.504 mm of clearance. Modeled residual ring engagement under the assumed vibration is 0.82 mm. Rig qualification remains open.

Source evidence · Landing · Strength · Clearance · Vibration

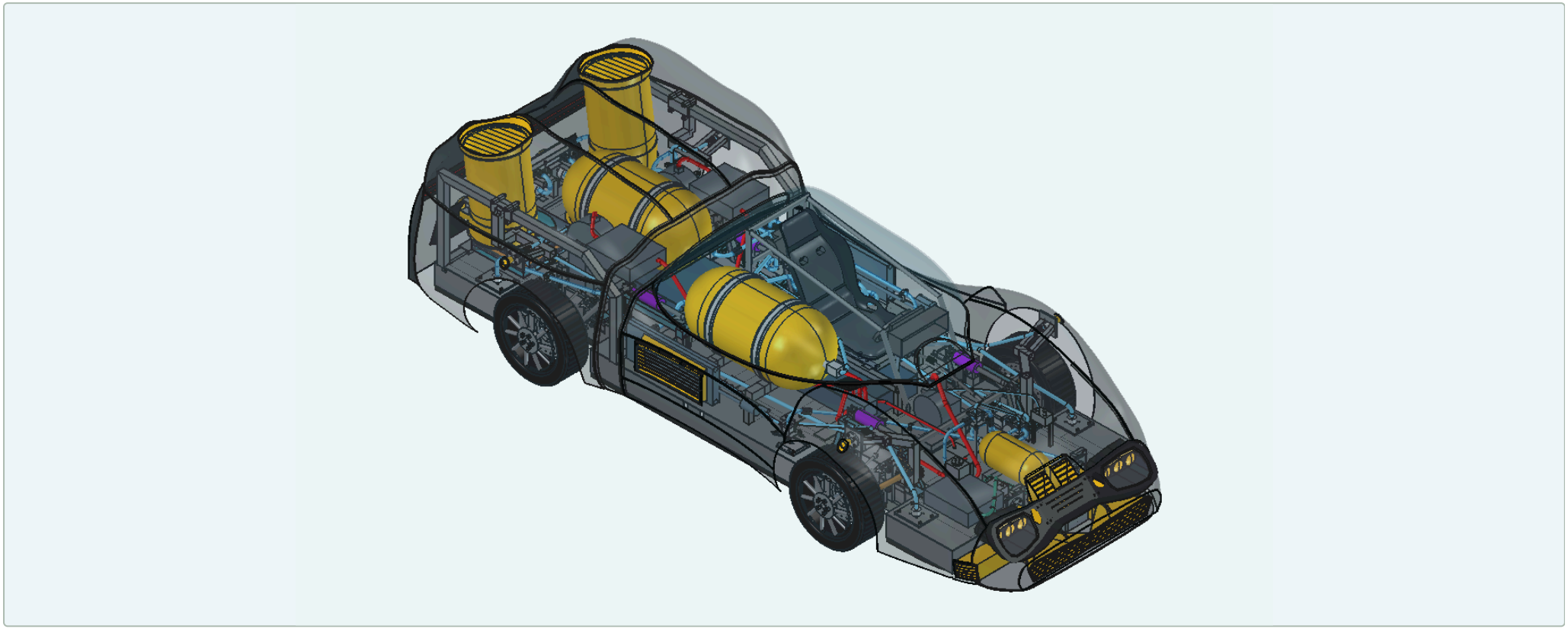
22 Longitudinal section

Plane Y = 0 mm. The view keeps Y ≥ 0 mm and shows the central floor and cabin package.



23 First open in FreeCAD

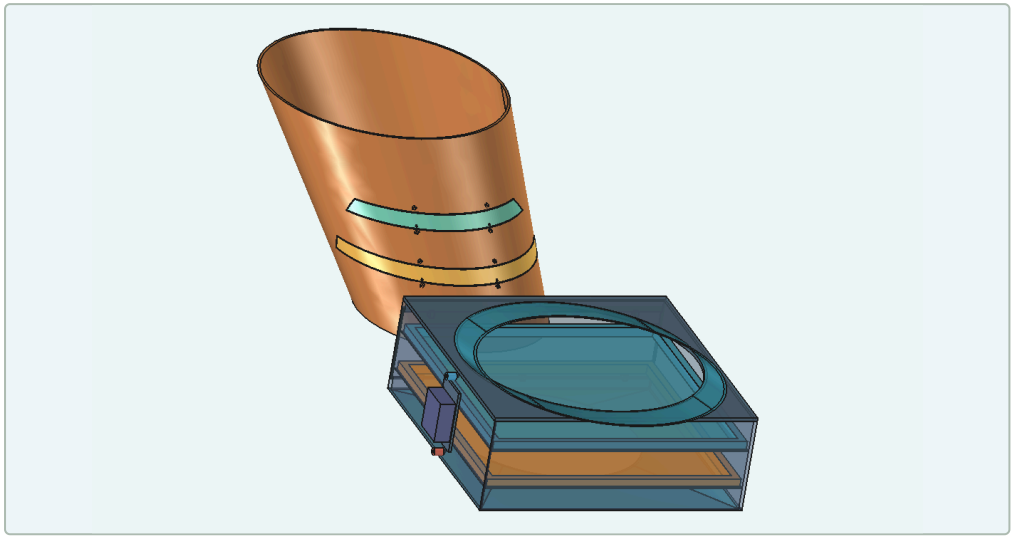
R12J as first opened in FreeCAD, before any camera or visibility commands.



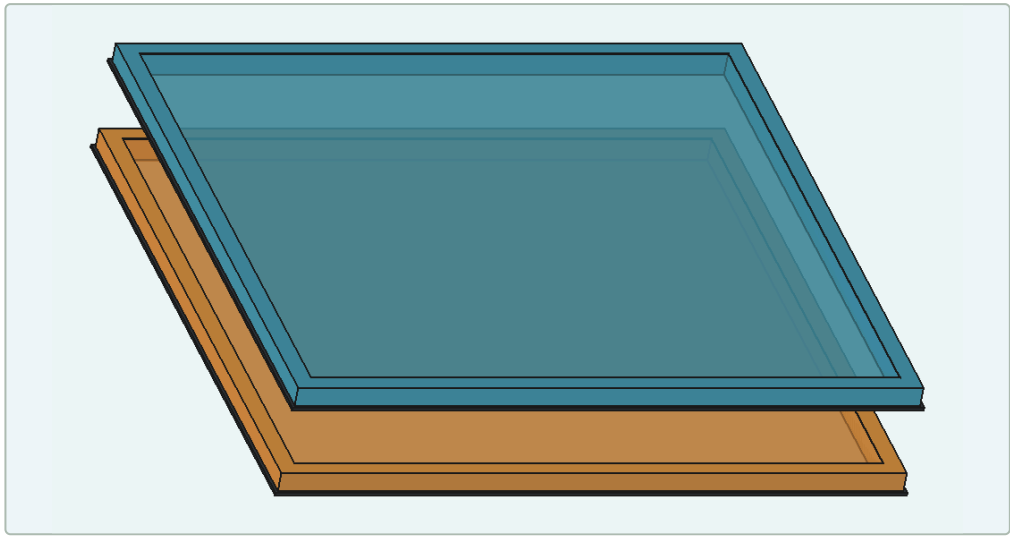
Source evidence · R12J · PID 11244 · FreeCAD 1.1.4 · TextToCADWorkbench

24 AIR R01 service interfaces

Cover, duct and access inserts in the installed geometry, with both filter cartridges shown separately. Removal evidence is from R12E.



Installed filter and duct



Coarse and fine cartridges

Historical R12E check. The lower clearance bound for complete extraction was 0.541 mm for the fine cartridge and 0.526 mm for the coarse one. Twenty tool operations were checked geometrically.

Source evidence · AIR R01 · R12E