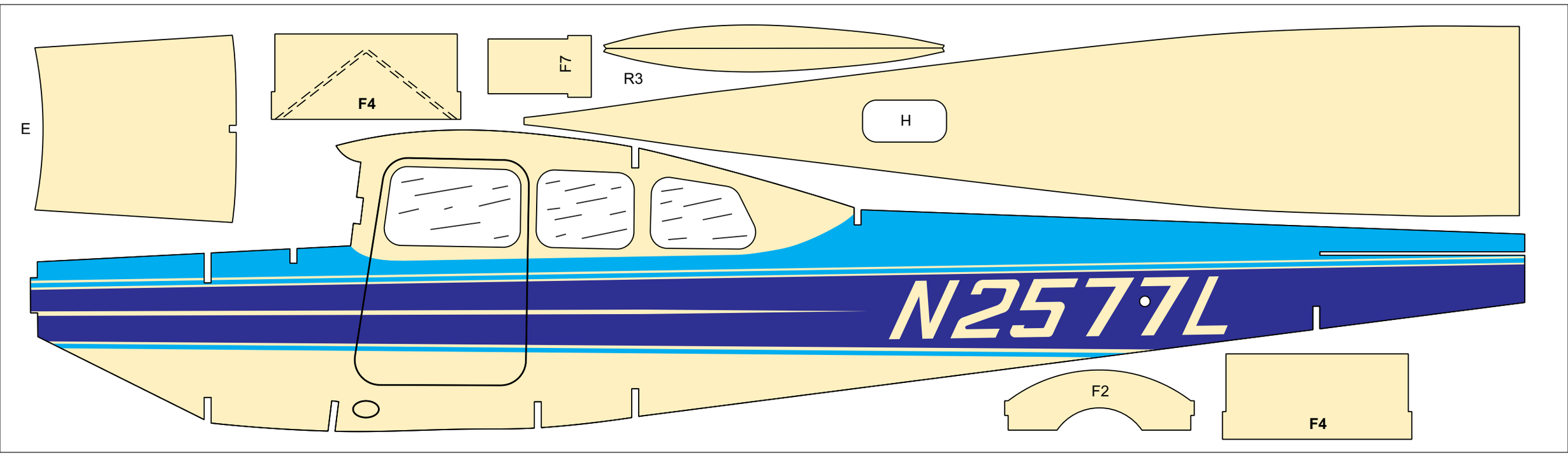
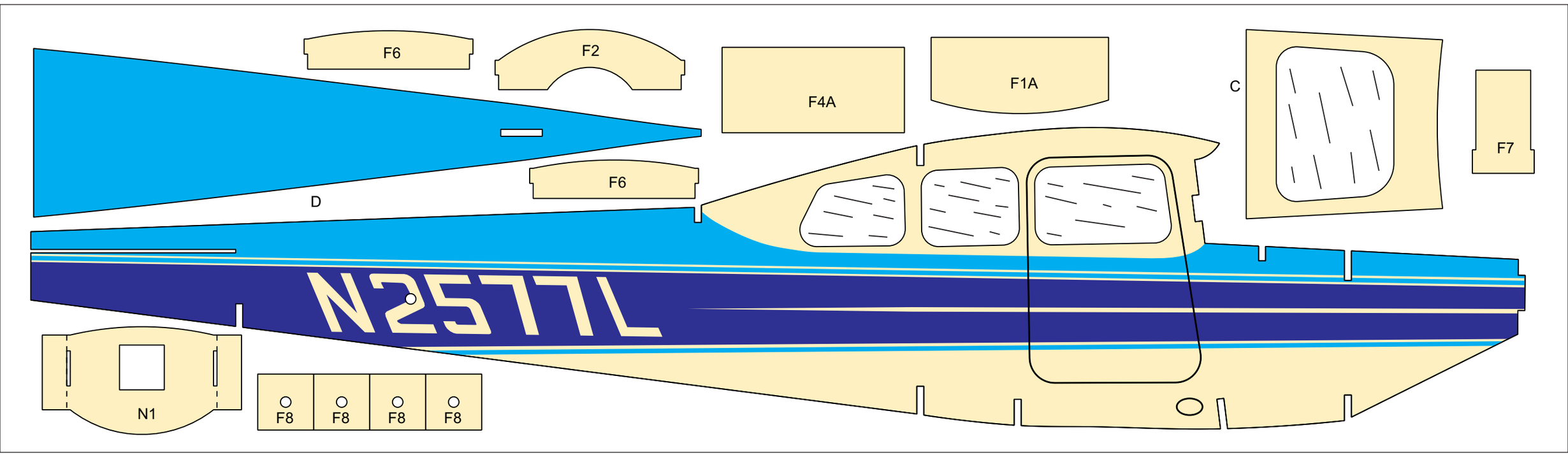
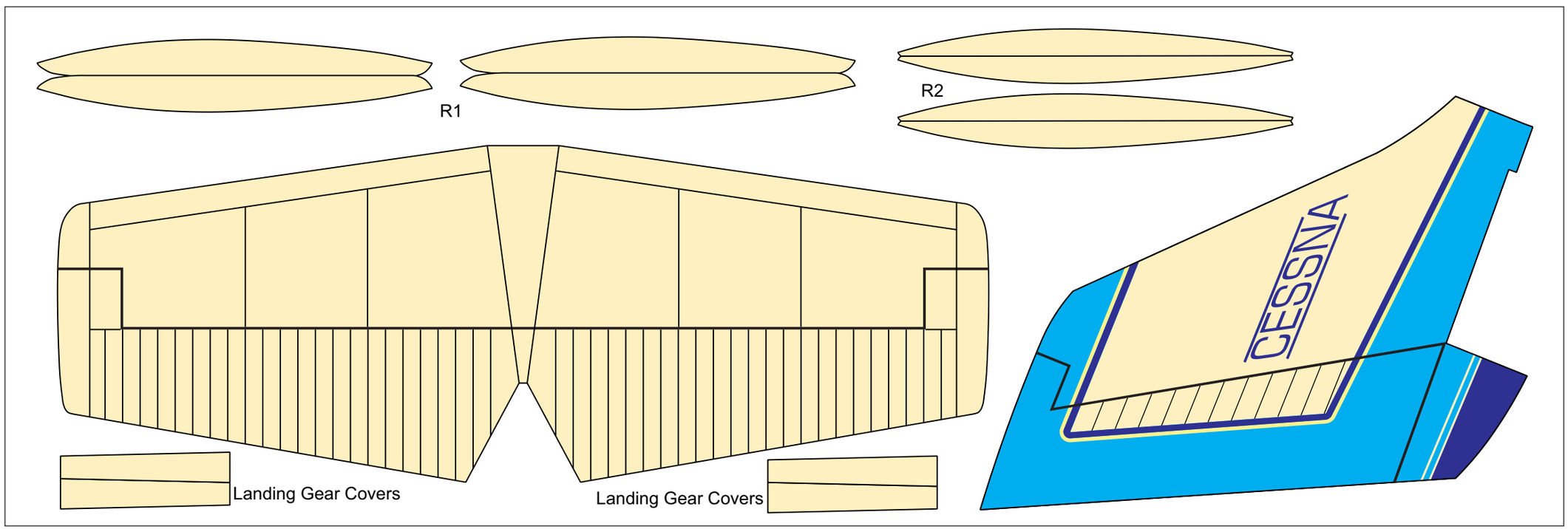
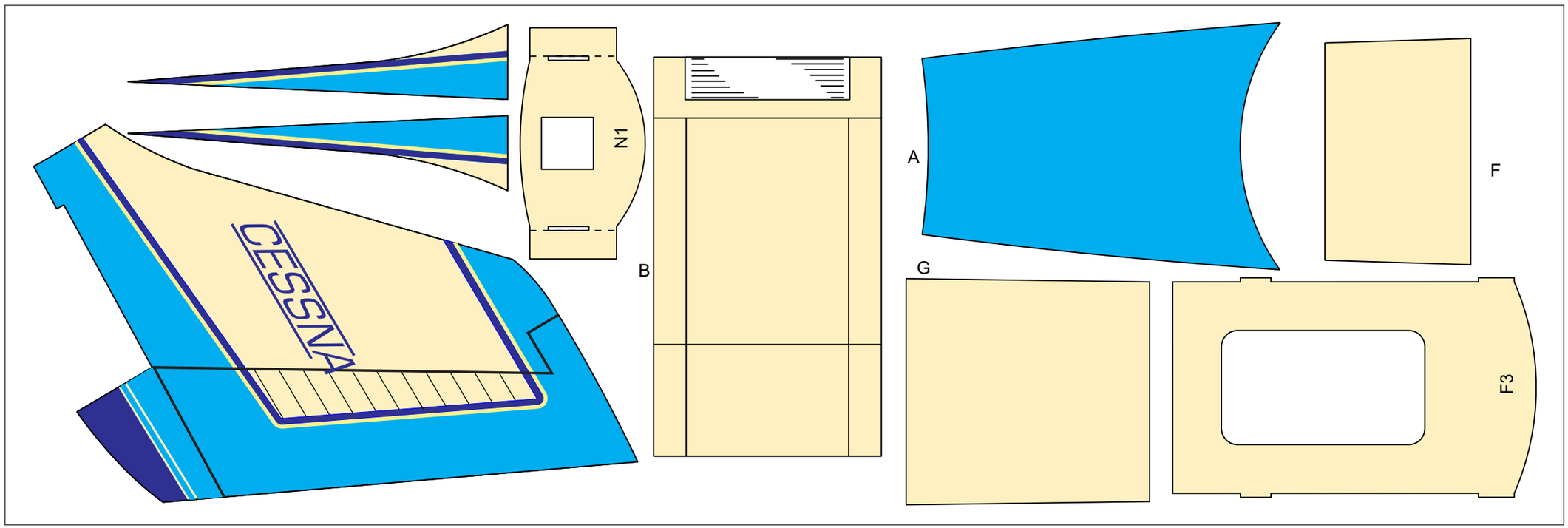
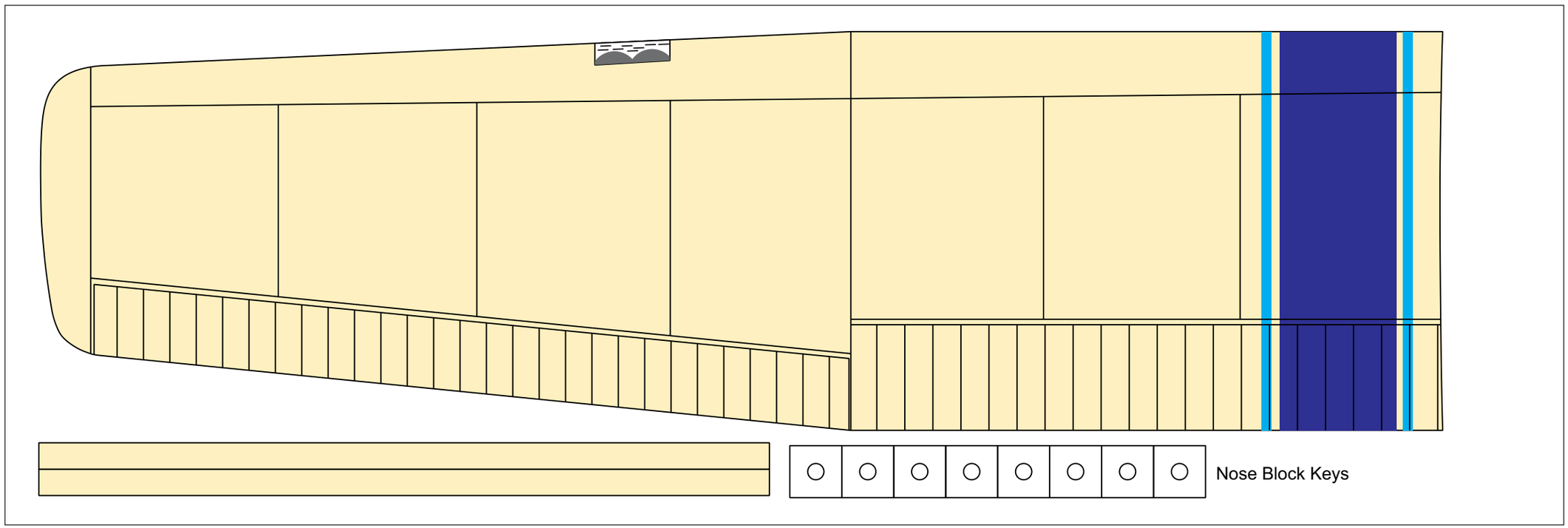
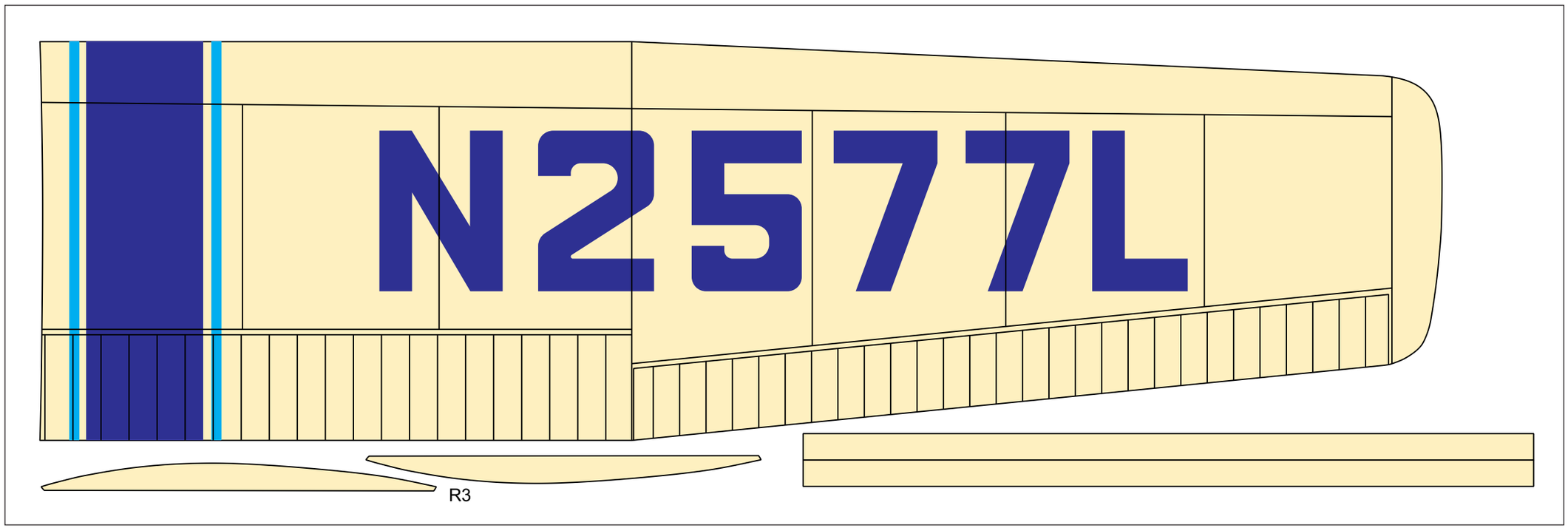

E
F4
F7
R3
H
N2577L
F2
F4

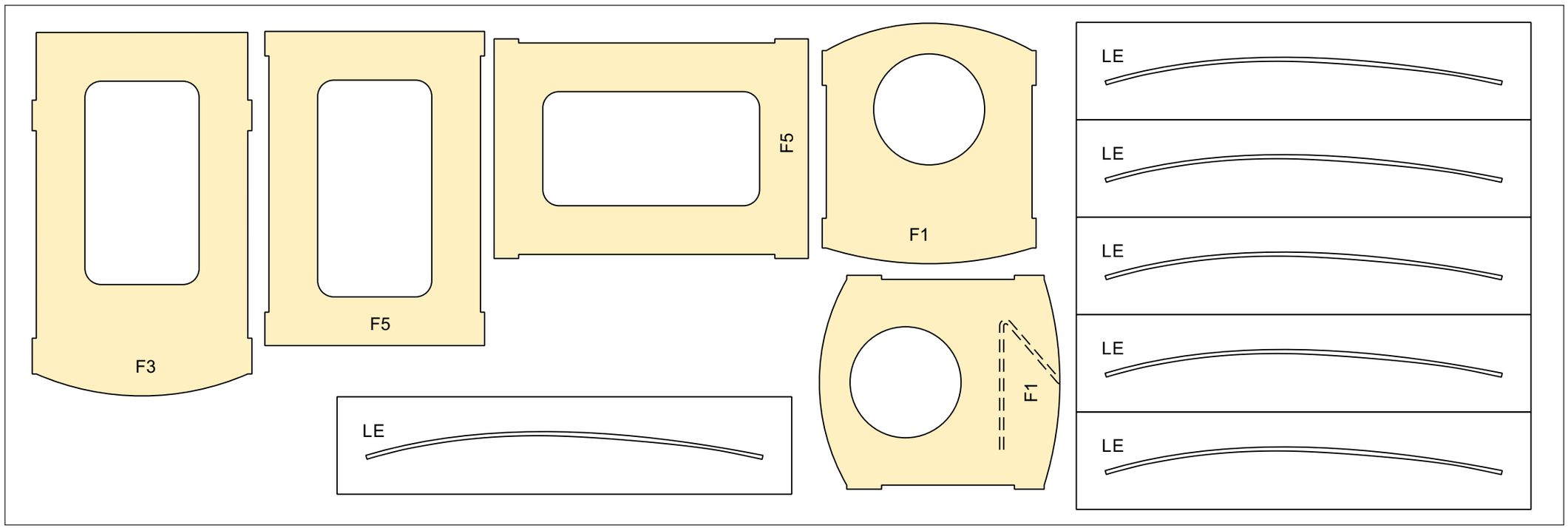

F6
F2
F4A
F1A
C
F7
F6
D
N2577L
N1
F8
F8
F8
F8

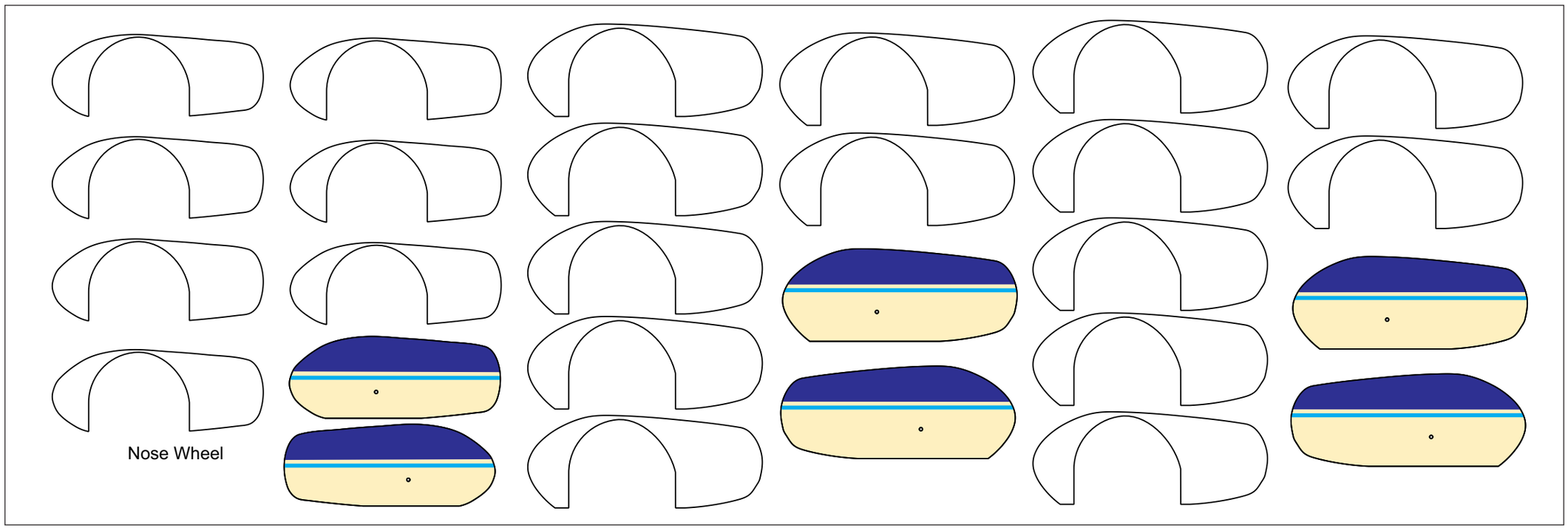

R1
R2
CESSNA
Landing Gear Covers
Landing Gear Covers

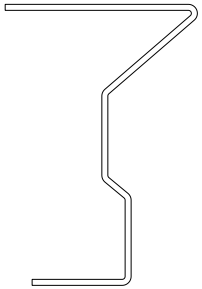

CESSNA
N1
B
A
F
G
F3


Nose Block Keys

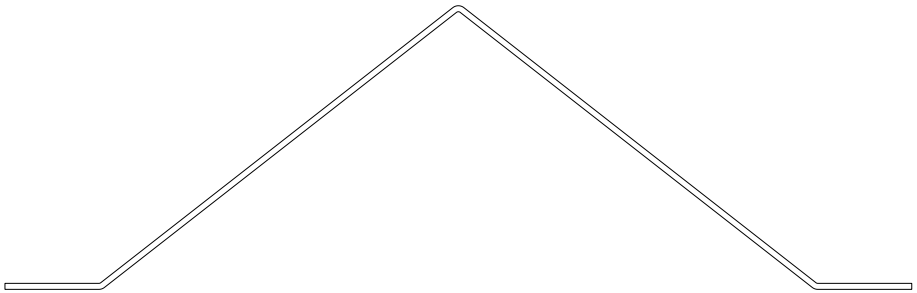

N2577L
R3


F3
F5
F5
F1
F1
LE
LE
LE
LE
LE
LE

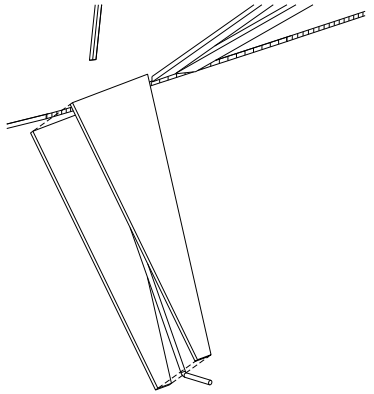

Nose Wheel



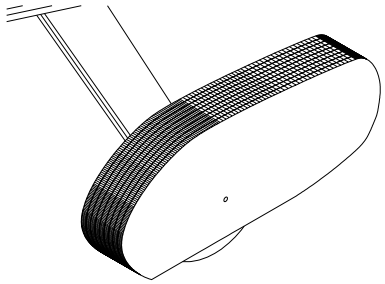
Nose Gear Pattern - Make from .032 music wire. Use 3/4” Wheel



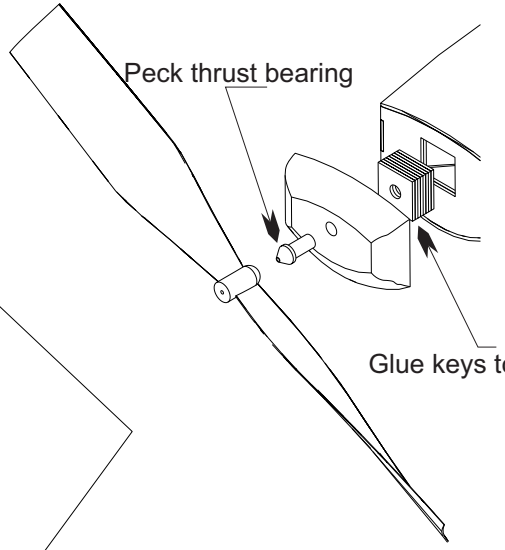
Main Gear Pattern - Make from .032 music wire. Use two 3/4” Wheels



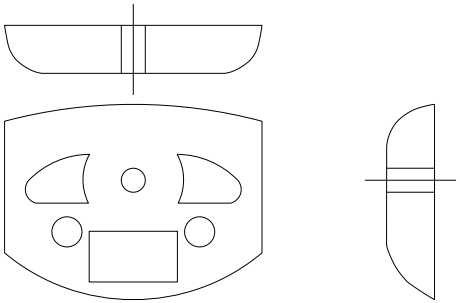
Gear leg covers have been provided for the main gear. They sandwich the wire landing gear legs as shown.



Wheel pants have been added. They were not in the original kit. If you decide to streamline the pants, they will have to be painted to match the color scheme. Use as many laminations as necessary to accommodate the wheel width.

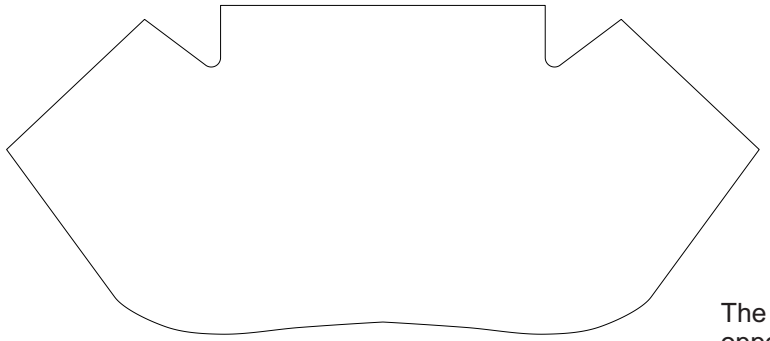


The nose block is removable for stretch winding as opposed to the fixed block shown on the kit plan. The nose block is made from 1/4” balsa. Glue the laminated key block to the rear face of the nose block.



Nose Block - Make from 1/4” balsa

The nose block replaces the kit laminated parts that were glued to the nose.



Windshield Pattern

Veron Cessna 182

VERON

KWIK-FIX PRE-DECORATED FLYING SCALE.

Cessna "SKYWAGON 182"

FIG. 1.

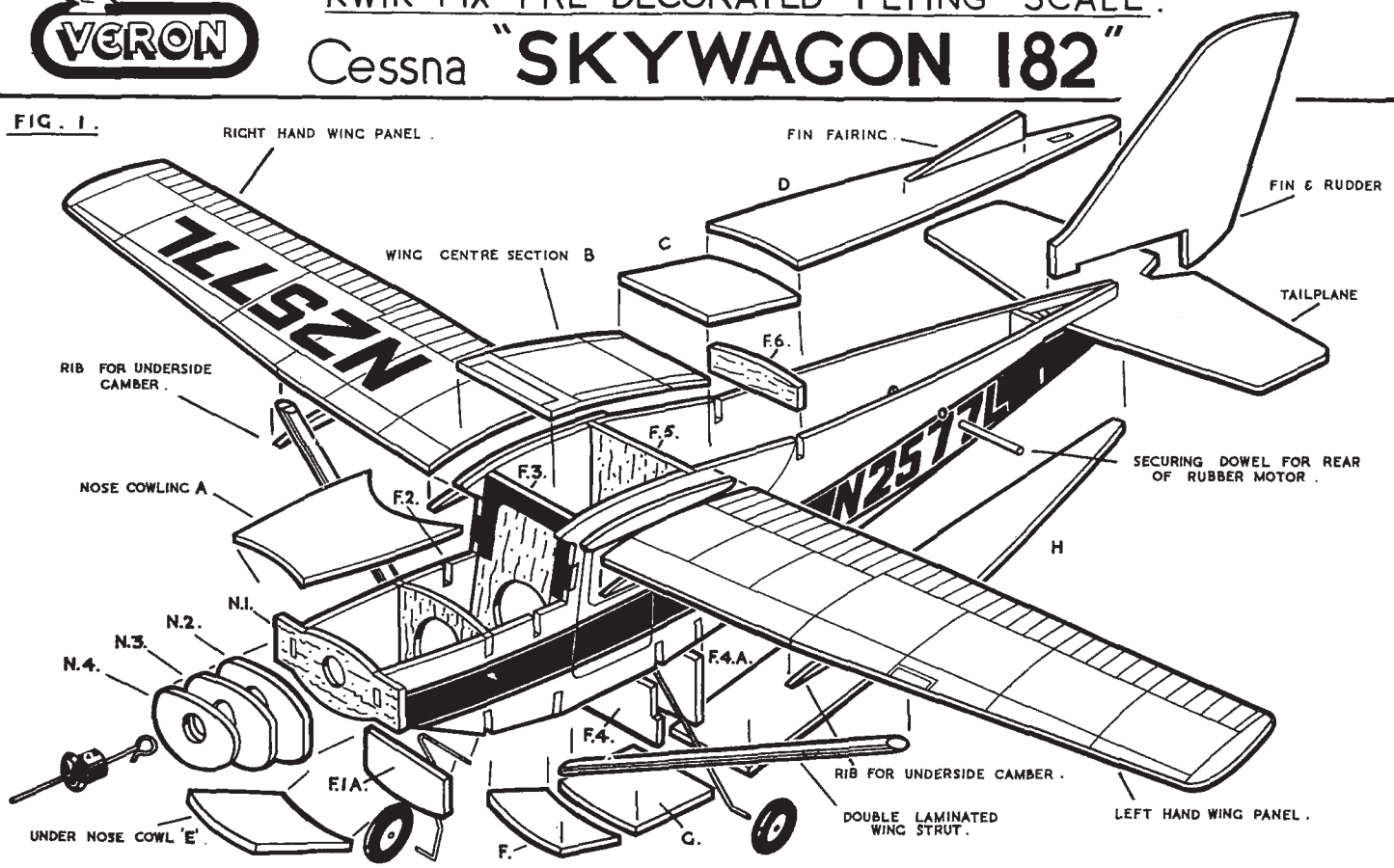


FIG. 2.

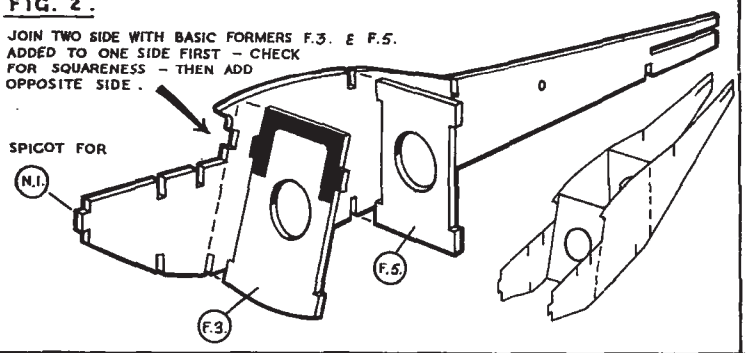


FIG. 3.

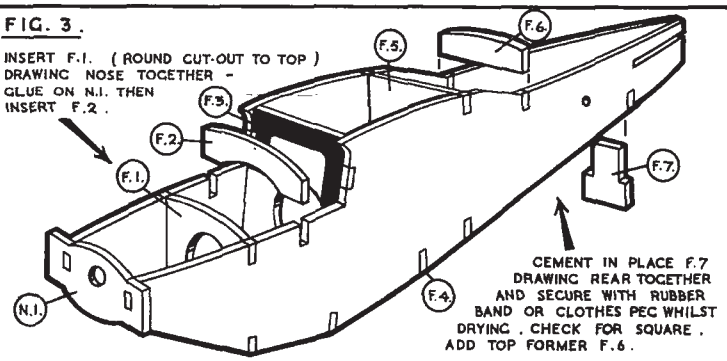


FIG. 4.

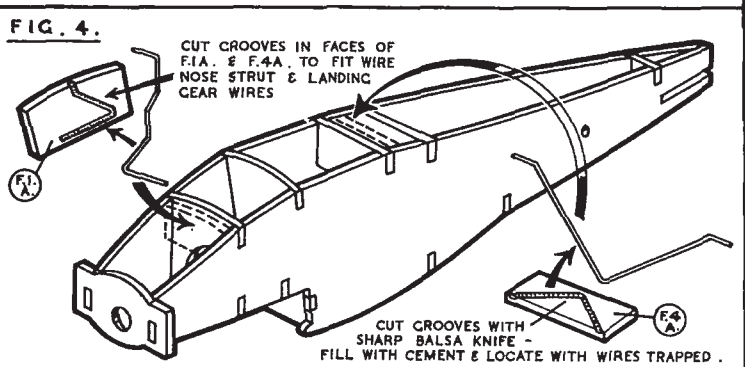


FIG. 5.

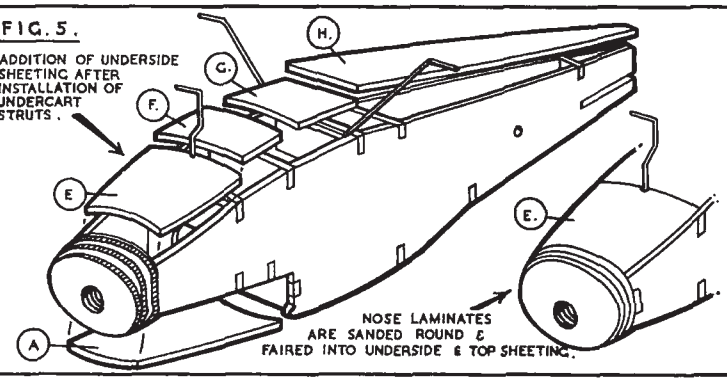


FIG. 6.

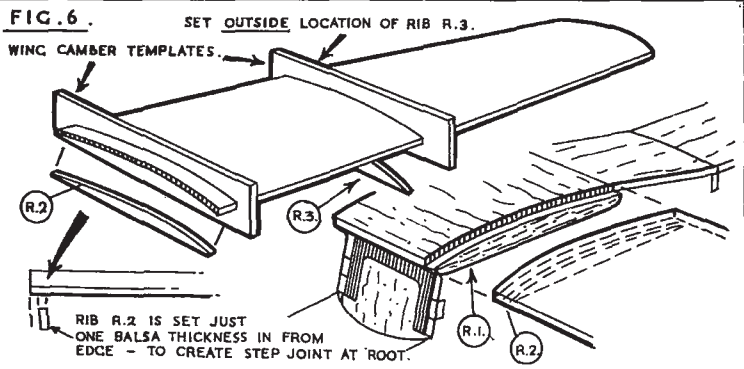
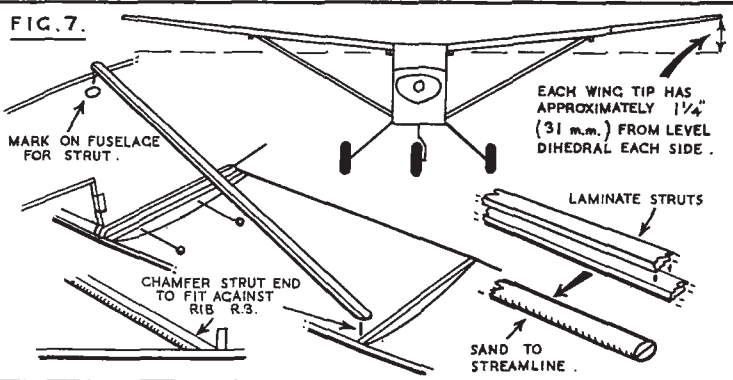
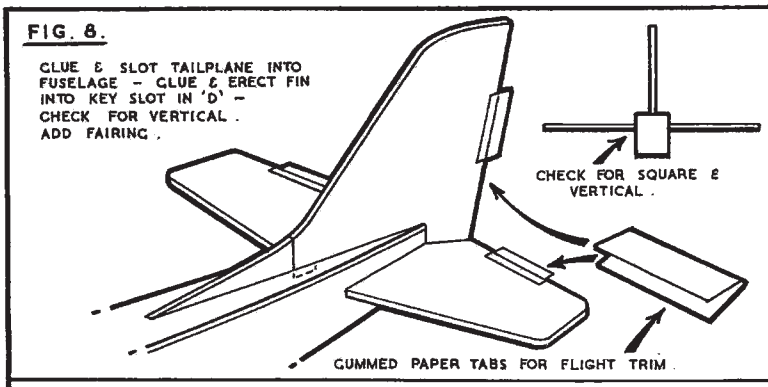
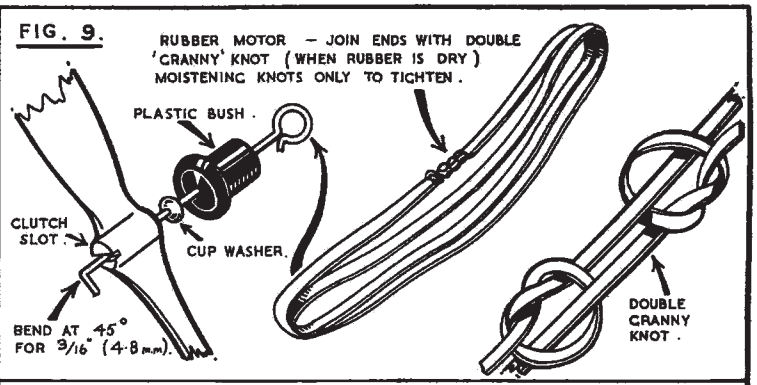
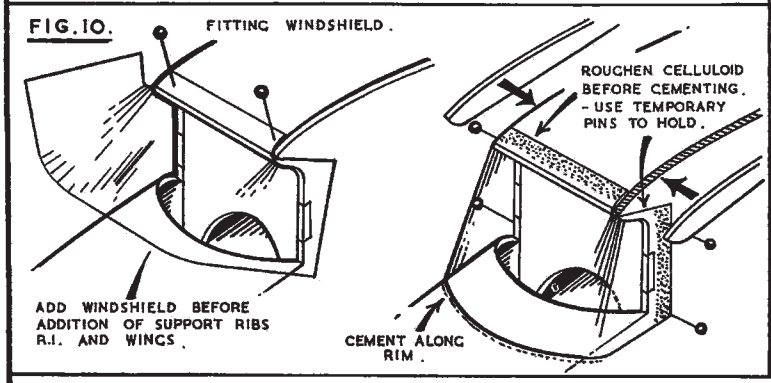


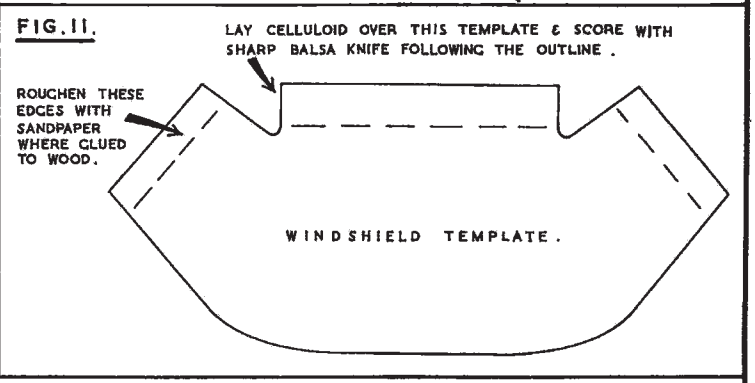
FIG. 7.











ASSEMBLY INSTRUCTIONS.

The Cessna "SKYWAGON 182" is the "economy" version of the 4 seat "Skylane 182". We chose this design because of high wing and naturally stable form which lends itself best to easy assembly and construction with assured performance.

Study the exploded drawing and assembly sequence in diagrams 2 to 11 and familiarise yourself with, and identify all the parts on the die-cut sheets. Only remove parts from the die-cuts as you need them. You will need a tube of balsa cement and a balsa knife.

SEQUENCE OF ASSEMBLY

FIG. 2. Join two sides with two basic formers F.3 and F.4 glued to one side first. Add second side, checking for squareness.

FIG. 3. Add nose former F.1, pulling sides together at nose and locating N.1 Insert F.2, then F.4, F.6 and F.7 with rear end drawing together and secured with spring clothes peg or light rubber band whilst drying.

FIG. 4. Lay angled top of wire nose-wheel strut over F.1.A and mark location of wire with Biro. Use point of sharp balsa knife to cut groove to hold wire. Coat F.1.A with cement and locate against F.1 trapping wire squarely between the two. Lower part of leg has a forward rake.

Similarly cut inverted V groove in F.4.A to hold main undercarriage leg. Coat with glue and locate, trapping wire, against rear of F.4.

FIG. 5. Add fuselage underside sheeting, Parts E, F, G and H, chamfering and trimming edges where necessary to neatly fit. Also add nose cowl A, dampening to curve, Add nose laminates N.2, N.3 and N.4 to front of nose, aligning central hole for bush. When dry, trim outer ends of N.1 and sandpaper nose to gentle round at edges. Add wing centre-section B. Then top sheeting C and D. Trim away all surplus edges.

FIG. 6. Cut windshield to pattern as in Fig.11. Locate as detailed in Fig. 10. Then add base ribs F.1 to top of cabin bay as sketch. Three wing camber templates are provided. Slot one wing through one template near root and glue one camber rib in place SET ITS OWN THICKNESS IN FROM EDGE - See sketch. Slot second template onto wing OUTSIDE location of second camber-rib which is also glued in place. Allow to set hard. One template is therefore trapped between ribs so must be broken to free. Remaining two templates suffice for opposite wing. ENSURE you prepare left and right hand wings.

FIG. 7. Glue wings in place to centre-section with 1¼" (31.7 mm) dihedral each side. Best way to achieve this is with fuselage top resting upside down on 1¼" (31.7 mm) block with wings drooped either side (temporarily pinning at centre to hold whilst drying.) Laminate struts, rounding edges and bevelling edges then trim and glue between fuselage marks and outer wing ribs as sketch.

FIG. 8. Locate tailplane into slots in rear of fuselage, viewing from front for squareness. If satisfied, glue in place checking from top for alignment. Erect fin and rudder, setting in top key slot, viewing from front for squareness and vertical. Add fin fairing.

NOSE ASSEMBLY Thread shaft with loop through plastic nose bush; fit on cup washer with its dome outwards. Slide on plastic propeller checking for free running. Secure by bending shaft end at right angles to engage on clutch slot on front of prop boss. Check that plastic nose bush fits tightly in hole in nose; it is not cemented in place but remains just a tight fit.

Tie ends of rubber motor provided with double "granny" knots pulling against each other - tighten knots when rubber is wet.- then finally secure free ends agains with third and fourth knots. Lubricate rubber - available from Model Dealers in tubes. Loop over propeller shaft and insert motor through nose and drop down fuselage. Make two neat holes through fuselage sides where marked for dowel securing peg. It will help location of peg through rear rubber loops if a small rectangular "window" be cut through balsa sheet on underside below rear dowel - which should be a tight push fit and is not cemented.

TRIMMING AND FLYING The design allows for a reasonably correct balance when fitted with rubber and propeller. Make small trim tabs of gummed paper tape and attach to tailplane and rudder trailing-edges (Fig. 8)

Model should balance level when supported under each wing on finger tips 1" (25.4 m.m.) behind leading edge. It may help to add Plasticine or Modelling Clay to nose to bring the Balance Point forward. Do not rely on trim tabs to achieve correct flying trim.

Test glide in calm conditions. If model stalls (nose up) turn tabs down. If model glides too steeply, turn tabs up. Use rudder tab to achieve straight flight. For first powered flight, wind on 50 turns, turning propeller clockwise (from front) and launch gently into iind. Add on turns for successive flights up to a maximum of 200 - ensuring motor is always lubricated. Use rudder tab for gentle turns in flight.

Better flying trim may also be achieved by placing a small piece of Balsa packing above nose button to create down-thrust during powered flight.

 VERON - Commerce Way, Lancing, Sussex, BN15 8TE


Cessna SKYWAGON 182
SOLARBO LIMITED
'THIS MODEL IS SUITABLE FOR AGES 10 YEARS AND OVER'
N2572L
VERON
Made in England by
Keil Kraft, Commerce Way, Lancing, Sussex BN15 8TE