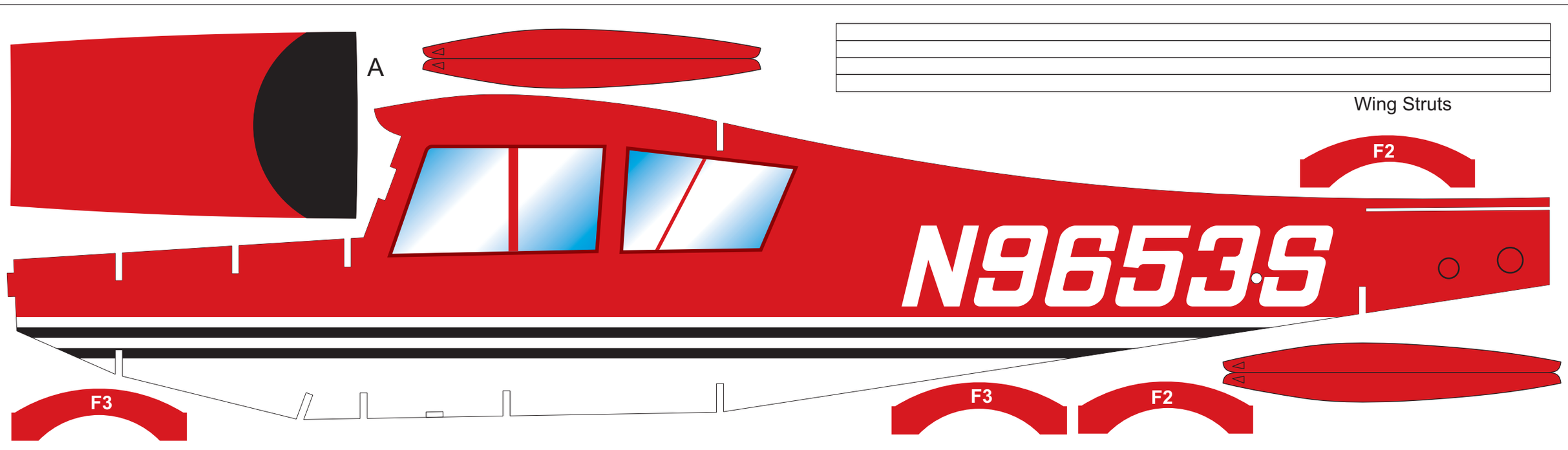
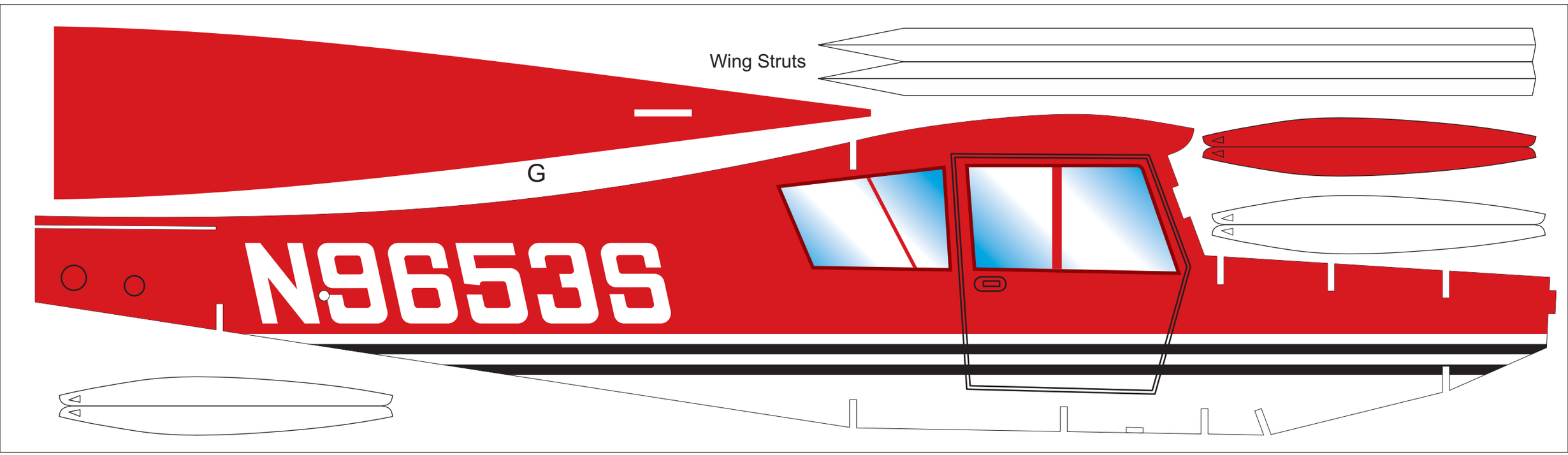
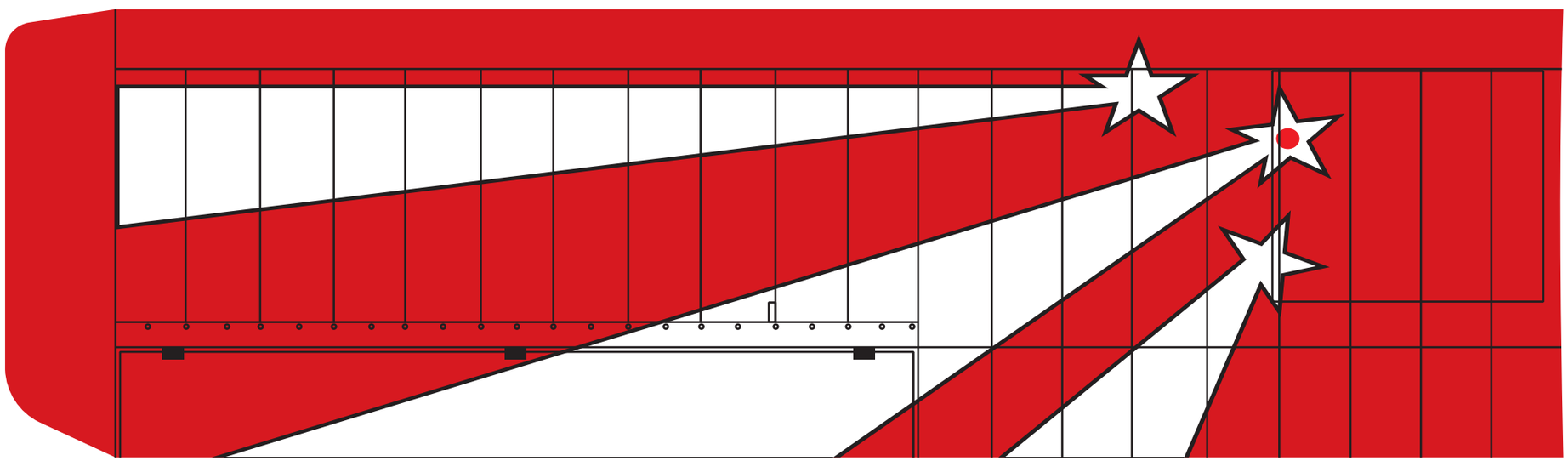
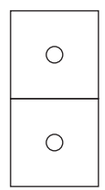

A
Wing Struts
F2
N9653S
F3
F3
F2

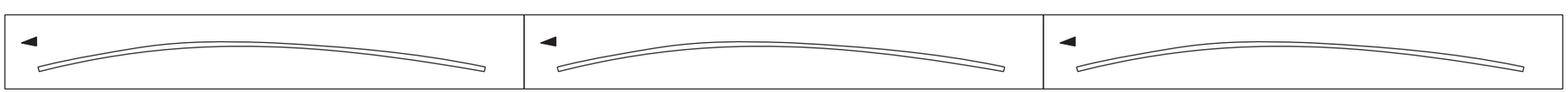

Wing Struts
G
N9653S

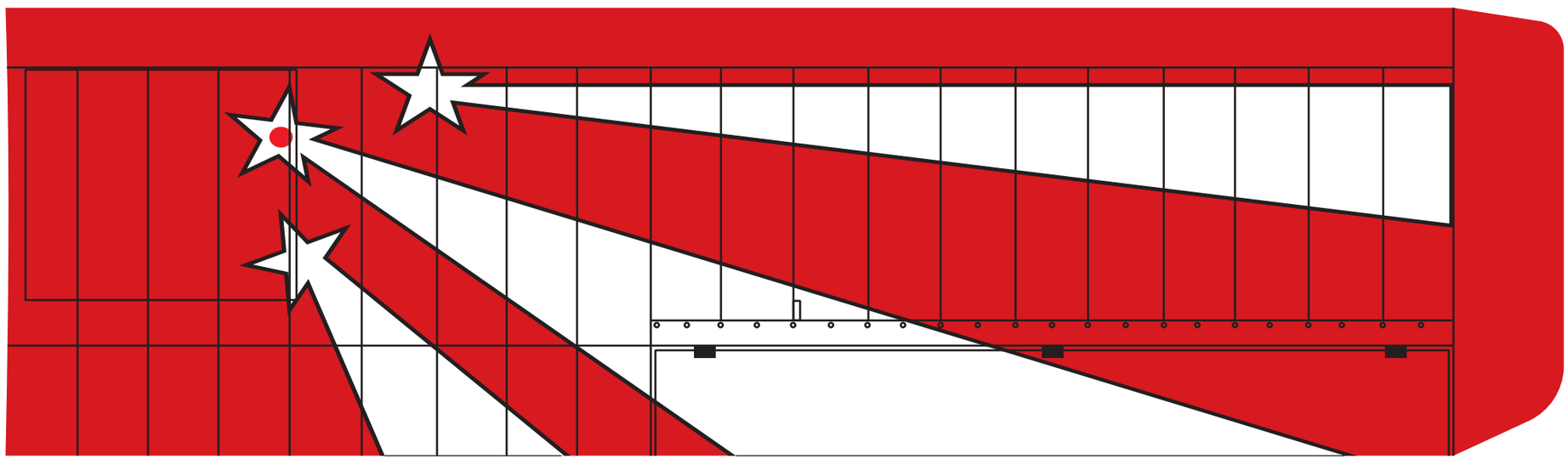


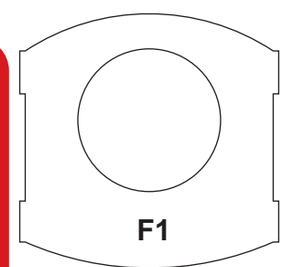
H

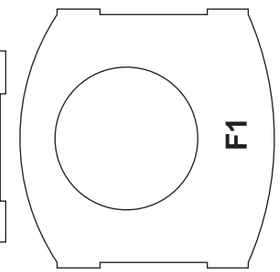


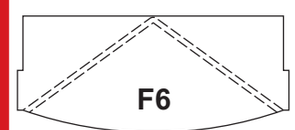
Motor Peg
Doublers

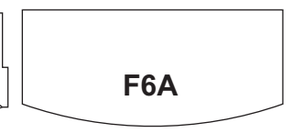


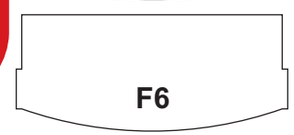


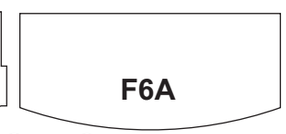




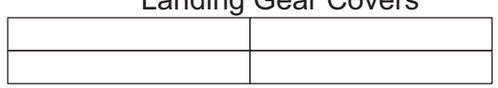


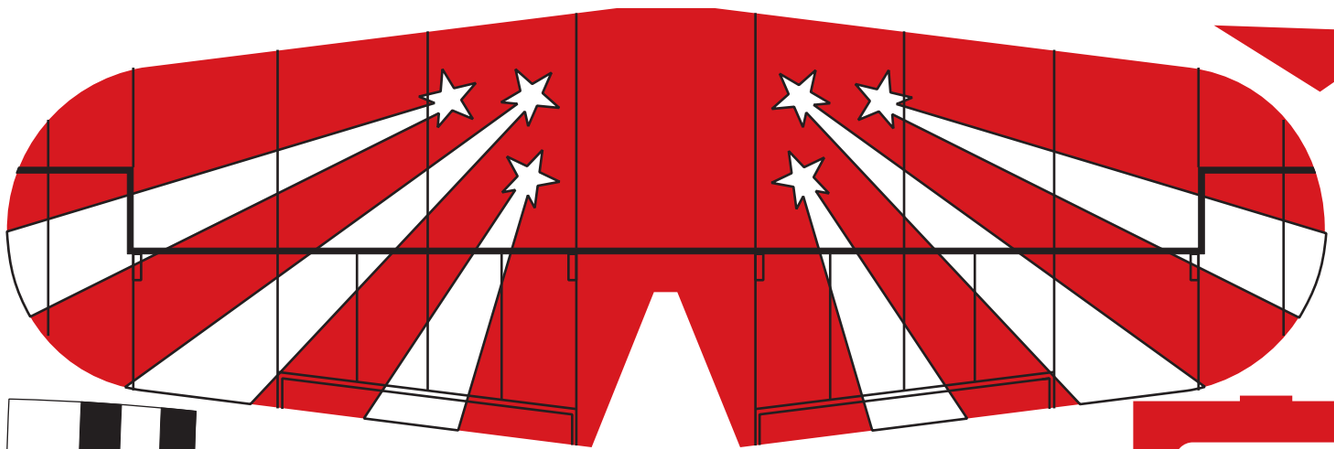


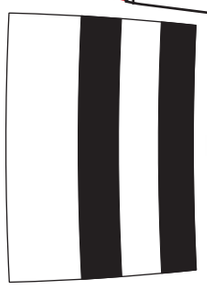




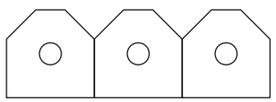
Landing Gear Covers



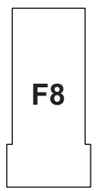




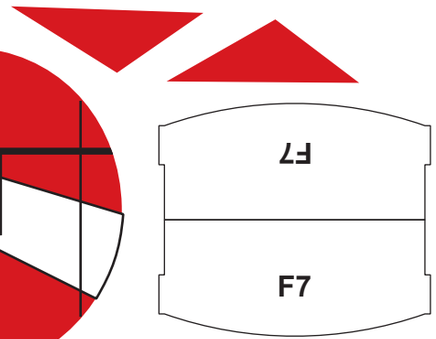
B



Nose Block
Key Laminations

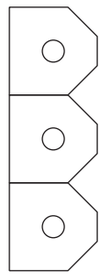


F8



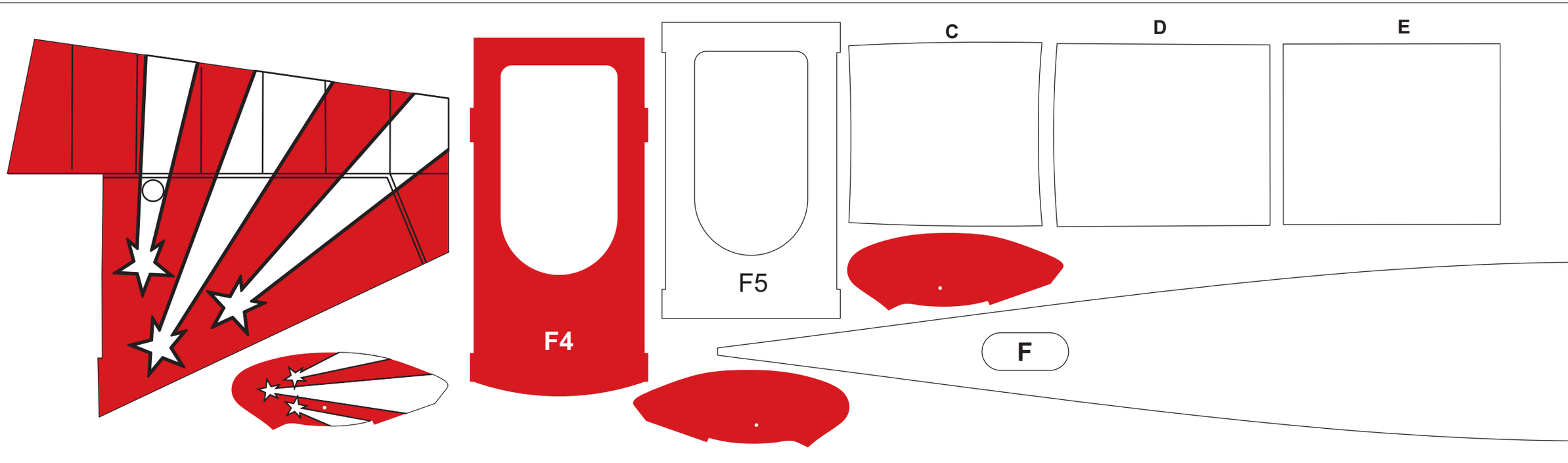
F7

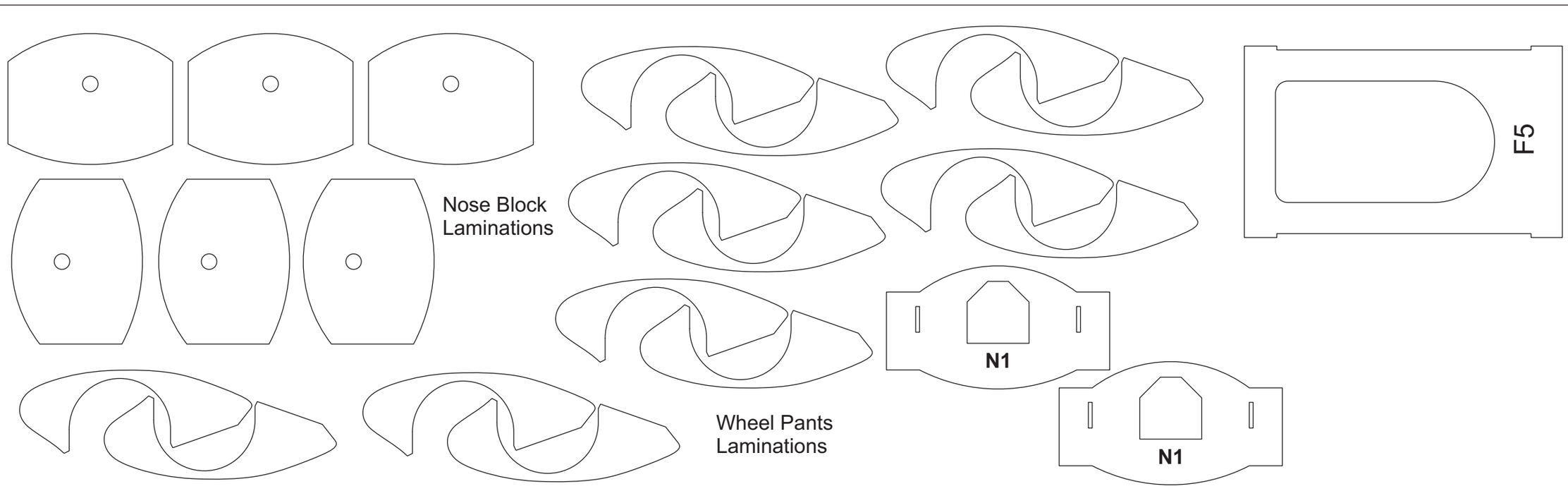
F7

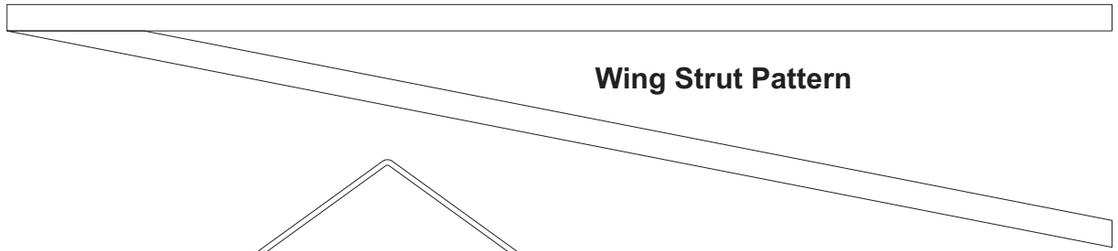


F4

F8

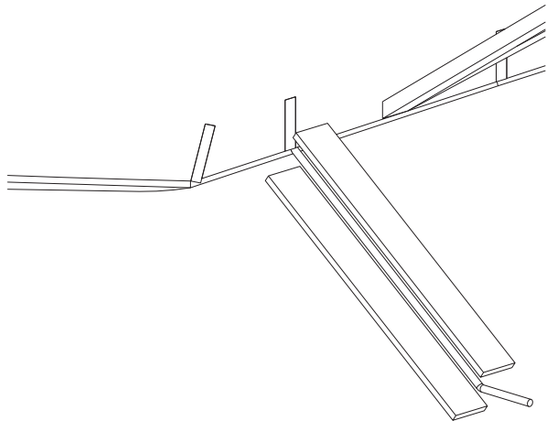

C
D
E
F4
F5
F


Nose Block
Laminations
Wheel Pants
Laminations
N1
N1
F5

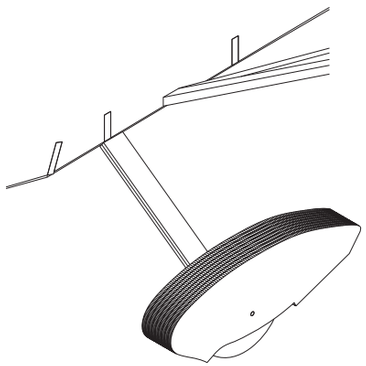


Wing Strut Pattern

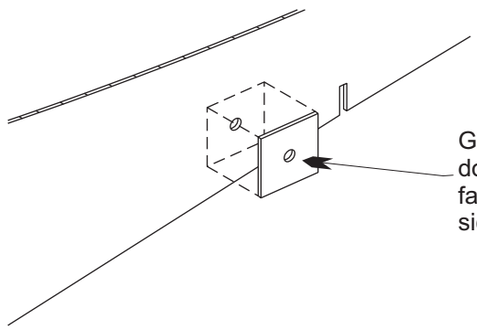
Landing Gear Pattern - Make from .032 music wire. Use two 3/4” Wheels



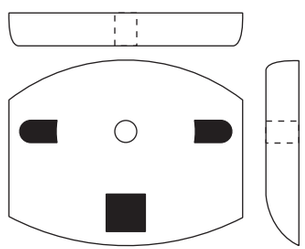
Gear leg covers have been provided for the landing gear legs. They sandwich the wire landing gear legs as shown.



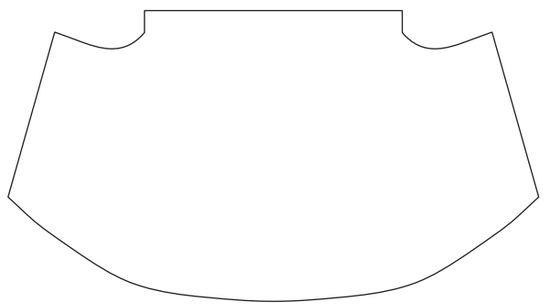
Wheel pants have been added. They were not in the original kit. If you decide to streamline the pants, they will have to be painted to match the color scheme. Use as many laminations as necessary to accommodate the wheel width.



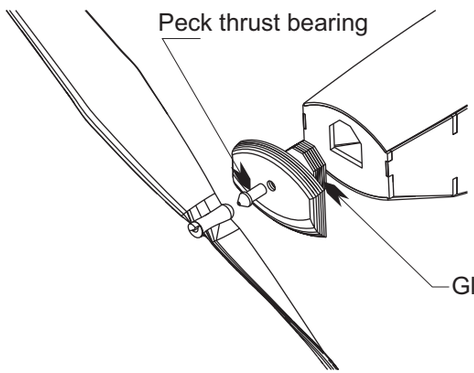
Glue a motor peg doubler to the inside face of each fuselage side.



Nose Block - Make from 6 laminations of 1/32” balsa



Windshield Pattern



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 six 1/32” balsa laminations. Glue the laminated key block to the rear face of the nose block.

Veron Champion Citabria

VERON

KWIK-FIX PRE-DECORATED FLYING SCALE

Champion 'CITABRIA'

23" SPAN.

FIG. 1.

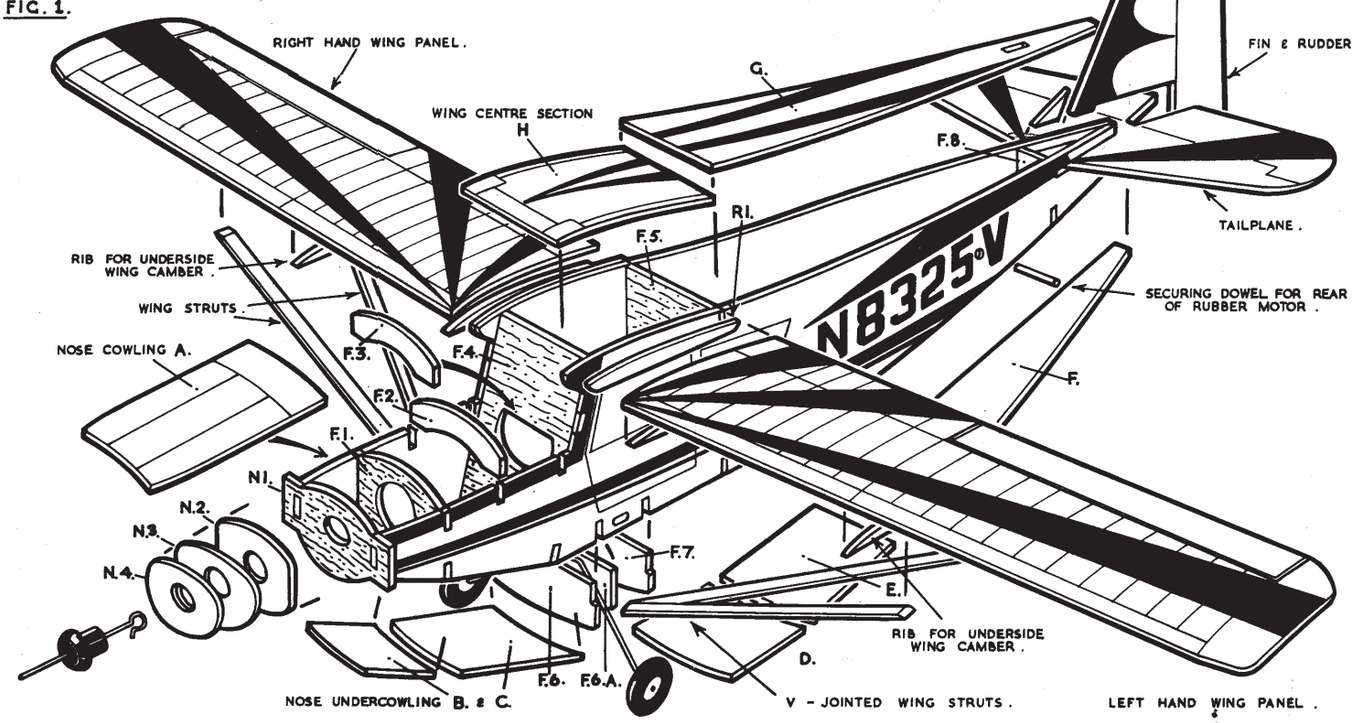


FIG. 2.

JOIN TWO SIDES WITH BASIC FORMER F.4. & F.5., ADD TO ONE SIDE FIRST - CHECK FOR SQUARENESS THEN ADD OTHER SIDE.

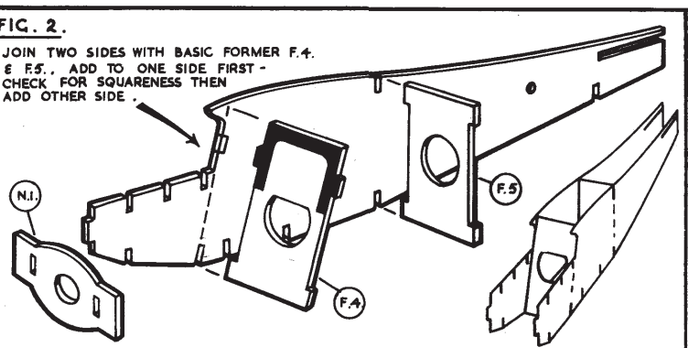
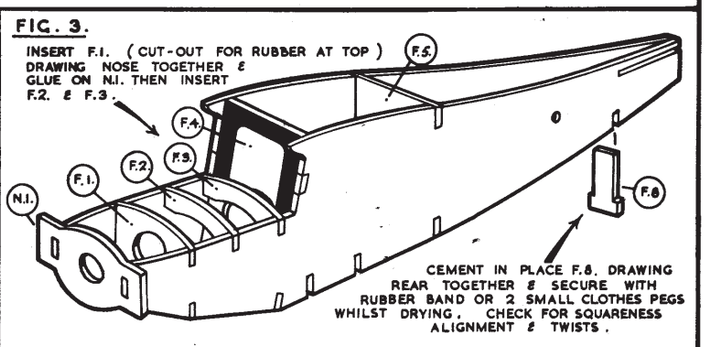


FIG. 3.

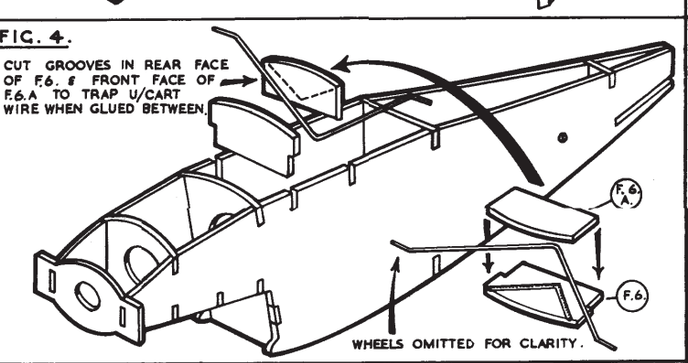
INSERT F.I. (CUT-OUT FOR RUBBER AT TOP) DRAWING NOSE TOGETHER & GLUE ON N.I. THEN INSERT F.2. & F.3.



CEMENT IN PLACE F.8. DRAWING REAR TOGETHER & SECURE WITH RUBBER BAND OR 2 SMALL CLOTHES PEGS WHILST DRYING. CHECK FOR SQUARENESS ALIGNMENT & TWISTS.

FIG. 4.

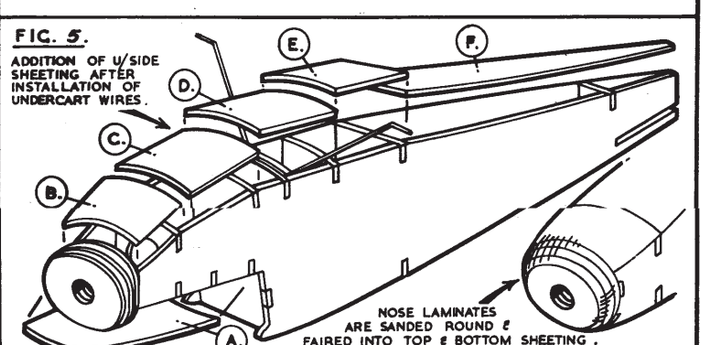
CUT GROOVES IN REAR FACE OF F.6. & FRONT FACE OF F.6.A TO TRAP U/CART WIRE WHEN GLUED BETWEEN.



WHEELS OMITTED FOR CLARITY.

FIG. 5.

ADDITION OF U/SIDE SHEETING AFTER INSTALLATION OF UNDERCART WIRES.

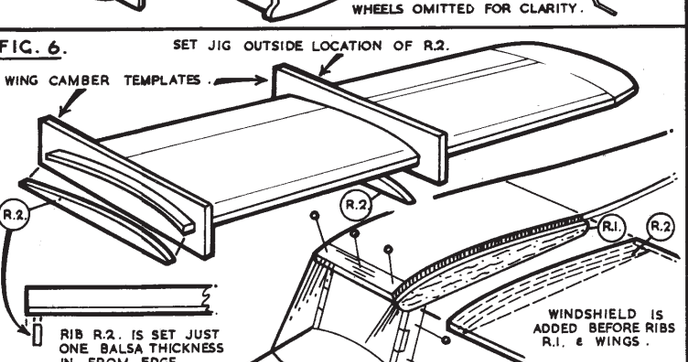


NOSE LAMINATES ARE SANDED ROUND & FAIRED INTO TOP & BOTTOM SHEETING.

FIG. 6.

SET JIG OUTSIDE LOCATION OF R.2.

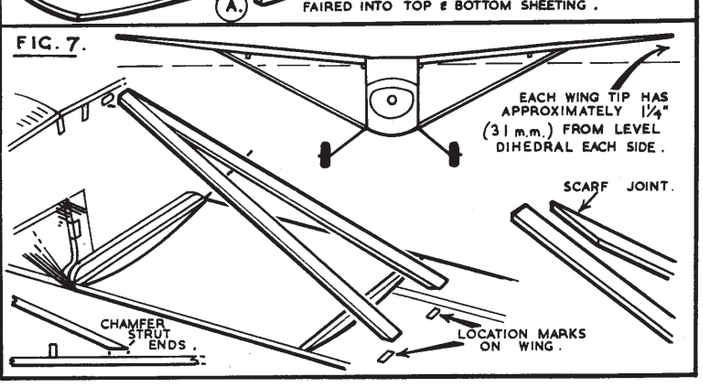
WING CAMBER TEMPLATES.



RIB R.2. IS SET JUST ONE BALSA THICKNESS IN FROM EDGE

WINDSHIELD IS ADDED BEFORE RIBS R.I. & WINGS.

FIG. 7.

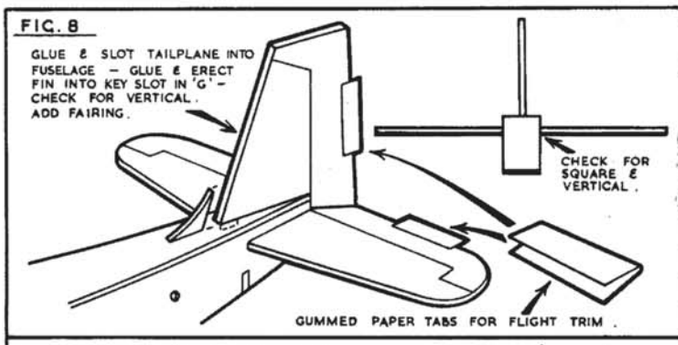


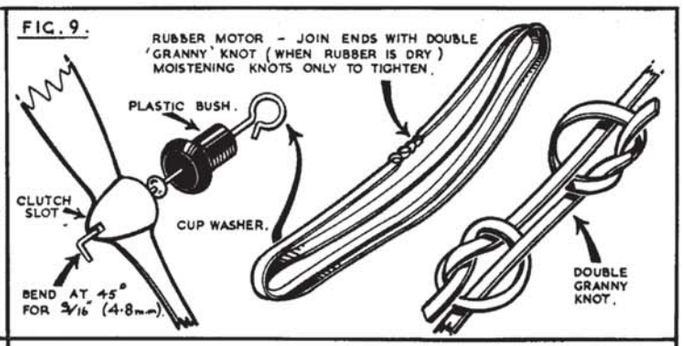
EACH WING TIP HAS APPROXIMATELY 1¼" (31 m.m.) FROM LEVEL DIHEDRAL EACH SIDE.

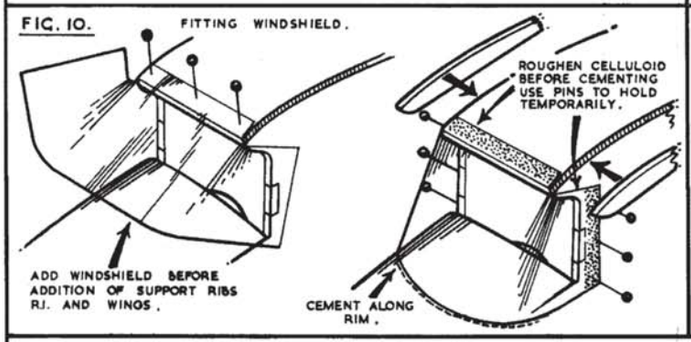
SCARF JOINT.

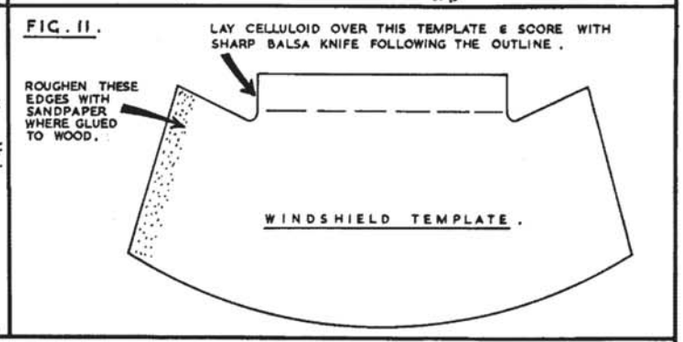
CHAMFER STRUT ENDS.

LOCATION MARKS ON WING.









ASSEMBLY INSTRUCTIONS.

The Champion "CITABRIA" is the most recent development of the Aeronca series of Tandem 2-seat Sport planes and is stressed for Aerobatics. This high wing design with inherent stability makes for 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 a balsa cement and a balsa knife with a few modelling pins.

SEQUENCE OF ASSEMBLY

FIG. 2 Join two sides with two basic formers F.4 and F.5 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 and 3 then F.8 with rear end drawn together and secured with spring clothes peg or light rubber band whilst drying.

FIG. 4 Add F.7 to underside of model. Use point of sharp balsa knife to cut groove in rear face of F.6 and matching groove in front face of F.6.A. Coat joining faces with cement and locate together trapping undercarriage wire firmly between the two.. Secure with clothes pegs whilst drying.

When set, glue and locate in slots on underside of fuselage.

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

FIG. 6 Cut windshield to pattern as in Fig. 11. Locate as detailed in Fig. 10. Then add base ribs R.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 1½" (31.7 mm) dihedral each side. Best way to achieve this is with fuselage top resting upside down on a 1½" (31.7 mm) block with wings drooped either side (temporarily pinning at centre to hold whilst drying). Wing struts may be laminated to lengths of balsa from edges of die-cut sheets to stiffen them, rounding edges and bevelling ends to fit between fuselage and wing marks, scarf-jointed as shown. Glue in place and temporarily pin to secure.

FIG. 8. Locate taiplane 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 motore provided with double "granny" knots pulling against each other - tighten knots when rubber is wet - then finally secure free ends again 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 taiplane and rudder trailing-edges (Fig. 8)

Model should balance level when supported under each wing on fingure tips 1" (25.4 mm) 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. It model stalls (noses 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 wind. Add on truns 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
PLANNIX
N8325V
Champion CITABRIA