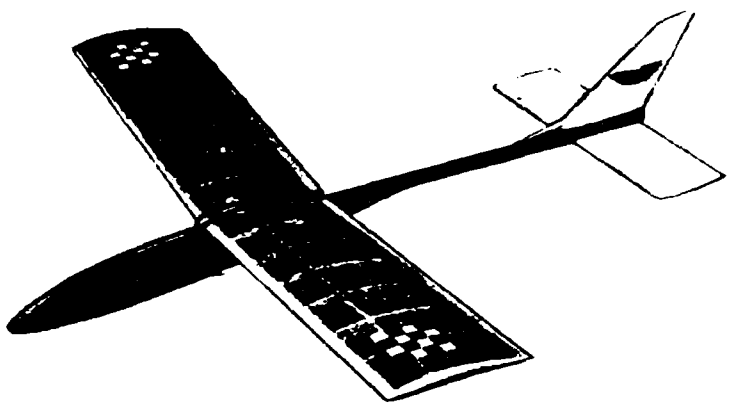
VERON

KWIK - FIX
DOMINETTE

High Performance Elementary Sailplane



BUILDING INSTRUCTIONS

This high performance soaring glider can be assembled very quickly and easily because of the completely pre-fabricated form of the VERON 'KWIK-FIX' construction from 'ready-to-fit' parts.

You need only modeling pins. "BRITFIX" balsa cement, sandpaper, tissue paste and "BRITFIX" clear shrinking dope, with suitable brush for applying - and thinners.

1 BOOM LAMINATION

Double coat with cement both Joining faces of 14" (35.5cms) shaped boom and 10-1/4" (6mm).

2 JOINING POD TO BOOM

Check accurate fit between pod and boom. Double coat with cement and ensure good joint. Pin whilst drying.

3 WING MOUNT DETAIL

Chamfer top edge of wing location as detailed in section to permit seating of angled base ribs in wing. Ply dihedral plate. 1/16" x3/4"x2" (1,5x19x50mm) is partially incised across centre, the cut cemented and the plate let into recess level with wing position immediately under the trailing edge. Check angle with wing gussets supplied.

Drill two 1/8" (3mm) Holes directly under leading edge and trailing edge location, and cement in place 1" (25mm) lengths of dowel. These are for rubber bands securing wings.

Bend wire to shape for tow book and locate through 1/16"x3/8"xl" (1.5x9.5x25mm) ply plate let Into bottom of pod. Hook should be 1/2" (13mm) behind leading edge of wing for tow-launch location. See plan for shape.

4 FIN a TAILPLANE

Cement fin in slot - check for vertical, add balsa fairing fillet. Sand all edges of sheet tall-plane smooth and round. Double coat with cement where jointing will be made under boom. Check for squareness and pin whilst drying.

5 WING STRUCTURE

Build right band wing half first. Pin right band leading and trailing edges with packing on greaseproof paper over plan. Cement ribs In place (except centre section). Add top spar. Trim ends and add soft balsa tip block. Then leading edge, spar and trailing edge ply gussets as indicated.

Only when set, remove from board and build opposite left hand side over plan.

6 WING ASSEMBLY

Support tip of one wing panel on 3" (38mm) block as indicated. Locate opposite panel and trim ends of spars, leading and trailing edges to create good Joints. Double coat all surfaces with cement.

7 CENTRE SECTION

Pin gussets in place whilst setting. Laminate two base ribs together, enlarging spar slot 1/16" (1.5mm) to accommodate gusset. Shorten ends to fit between leading and trailing edges, cement in place. Cut diagonal grained gussets from spare 1/2"x3/4" (3x9.5mm) and locate as shown. Sand tip blocks to streamline and leading edge round as per section on plan.

8 COVERING

Cut tissue into panels 1/2" (13MM) wider all round than individual wing panels. Use modellists tissue or photo paste. Cover evenly without warps, adhering tissue to all ribs on underside camber. Water shrink with model spray and when dry, give three coats of thinned clear shrinking dope.

Wings are attached to model with light rubber bands.

9 BALANCING

Ballast must be added to nose, inset lead washer, strip of solder, inset coin etc., until model balances level when supported on finger tips under main spar.

Do not alter wing Incidence. Use only gummed paper trim tabs on rudder for direction and rear edge of tail-plane for horizontal trim.

10 TESTING & FLYING

Glide test over long grass. Launch Model directly into wind at natural gliding angle. If C.G. is correct, adjustment need only be made to trim tabs; if nose drops, bend tabs upwards; if model stalls (nose up then dives) bend tabs downwards.

Only with gusty conditions need C.G. be moved forward by addition of ballast to nose, plasticine or lead shot, etc.

Model may be hand launched from a hillock or towed up like a kite (into wind). Attach tow-line to a ring with piece of silk or tissue 3" below hook. Place ring on tow-hook, have helper hold model nose up (into wind). Tow model up, then when high enough and level, slacken line and wind will release tow book.

Adjust rudder tab for reasonable turn, avoiding turning tendency whilst towing by towing slightly crosswind in direction desired to counteract the swing.