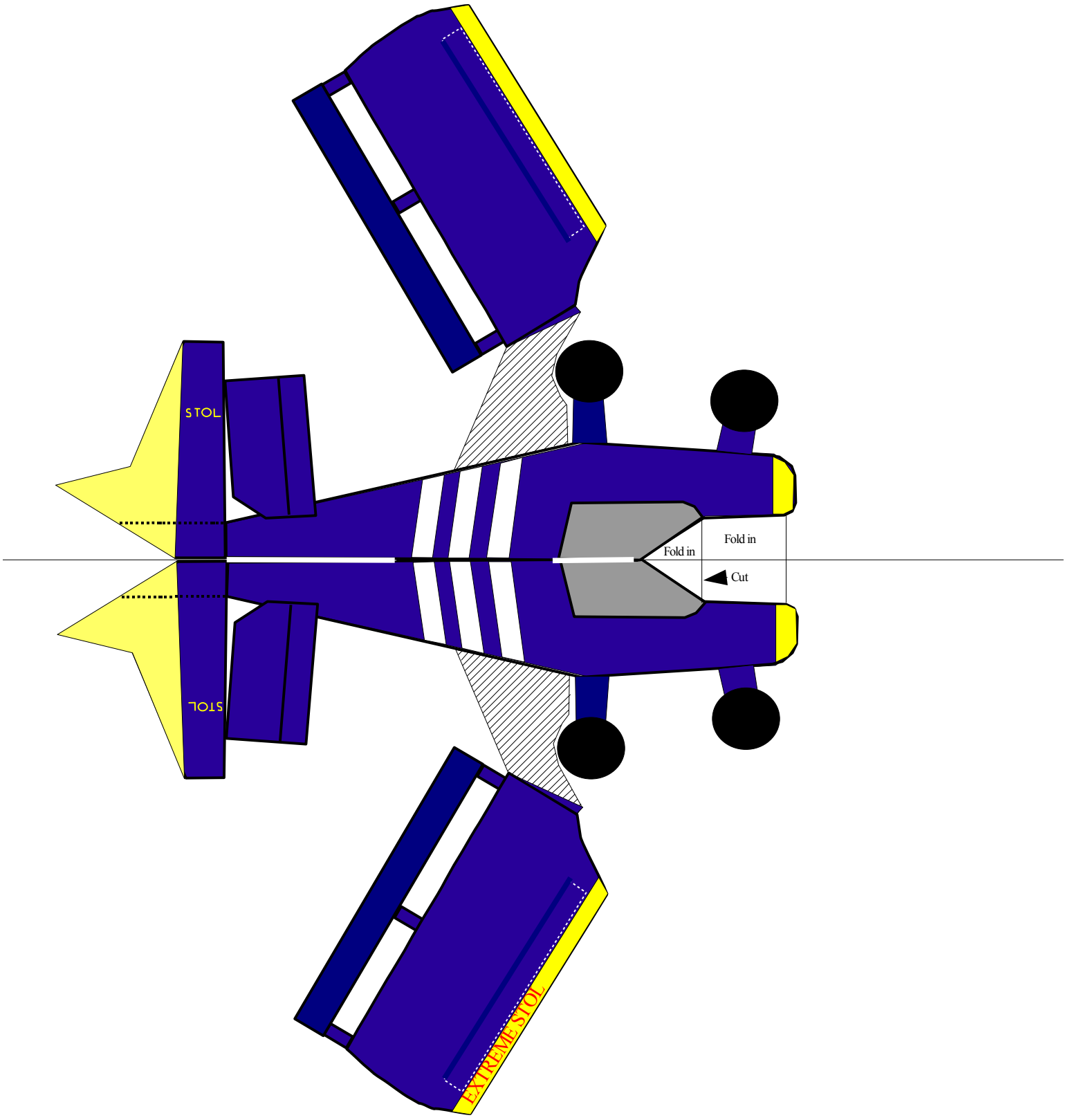


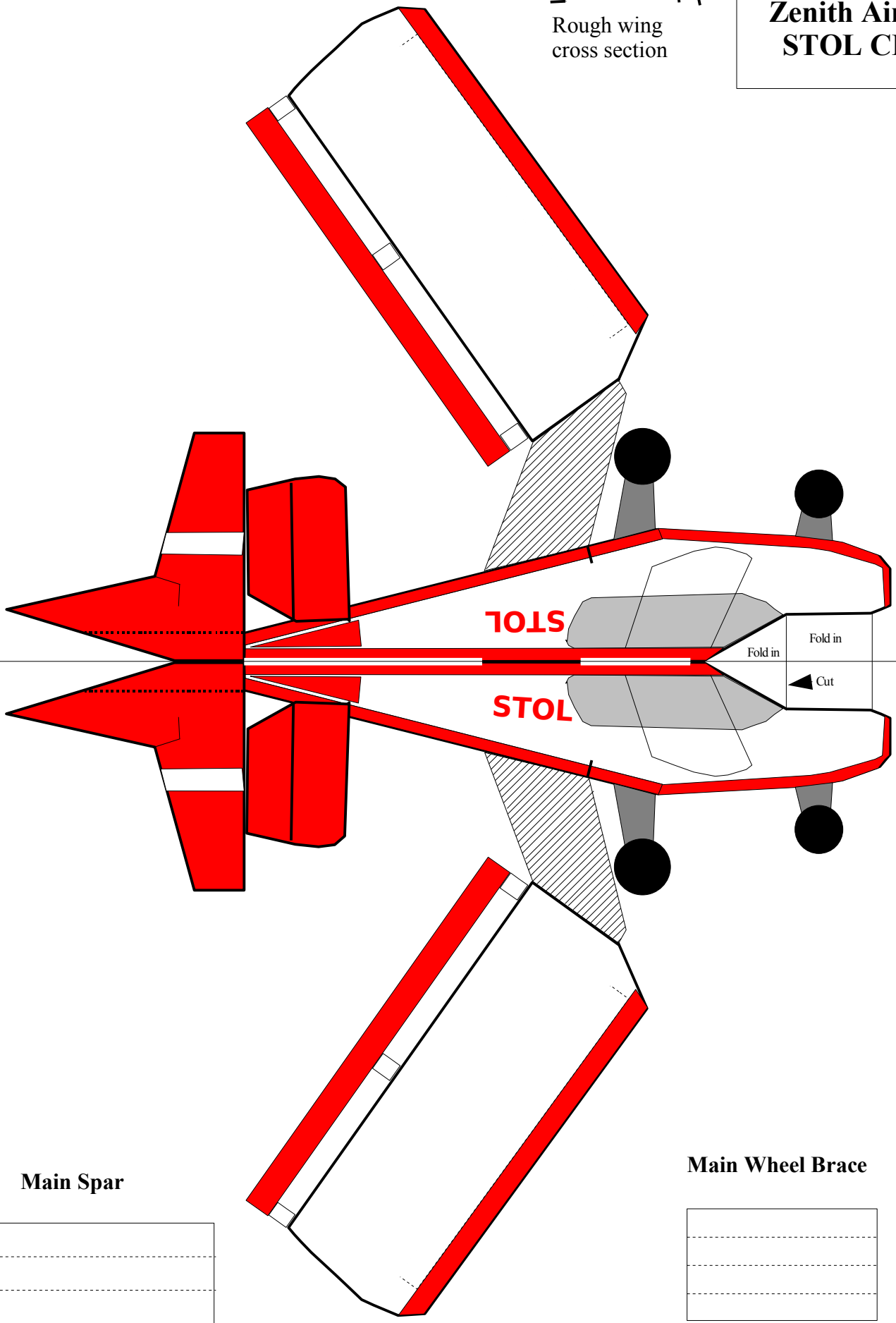
Wing Spar

Main Gear Stiffener

Zenith Aircraft
STOL CH 701

Rough wing
cross section

Zenith Aircraft
STOL CH 801



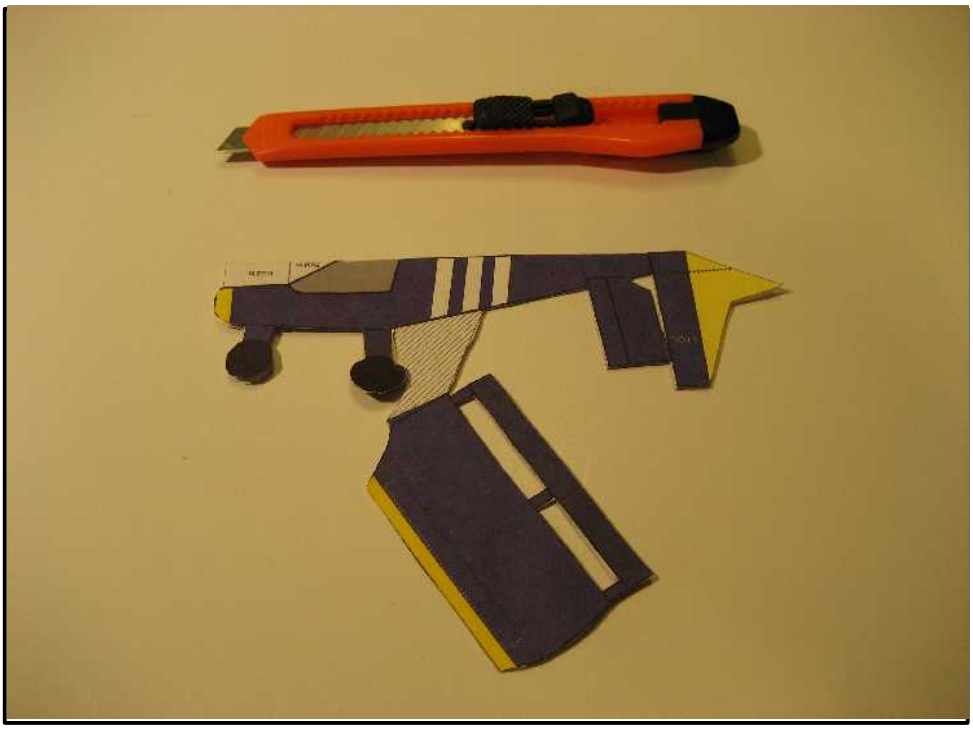
Main Spar

Main Wheel Brace

Builders Manual
Zenith Aircraft Company
CH 701 Paper Airplane

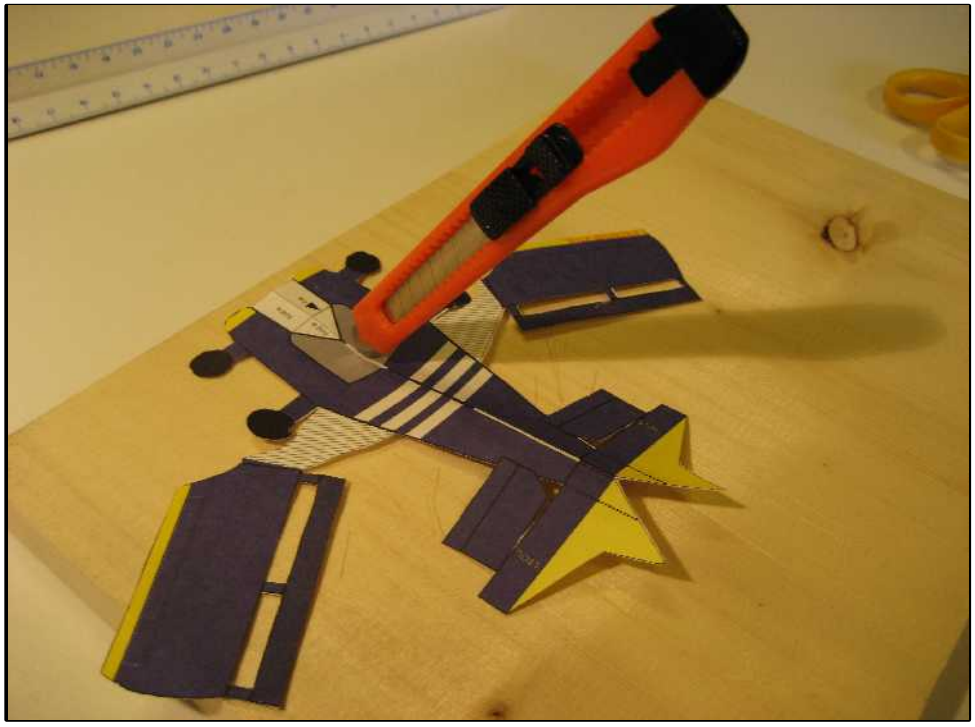
Fold paper in half. Take care that the fold is symmetrical. A trick to doing this is to back light the paper and line up the wing panels

Folded Model



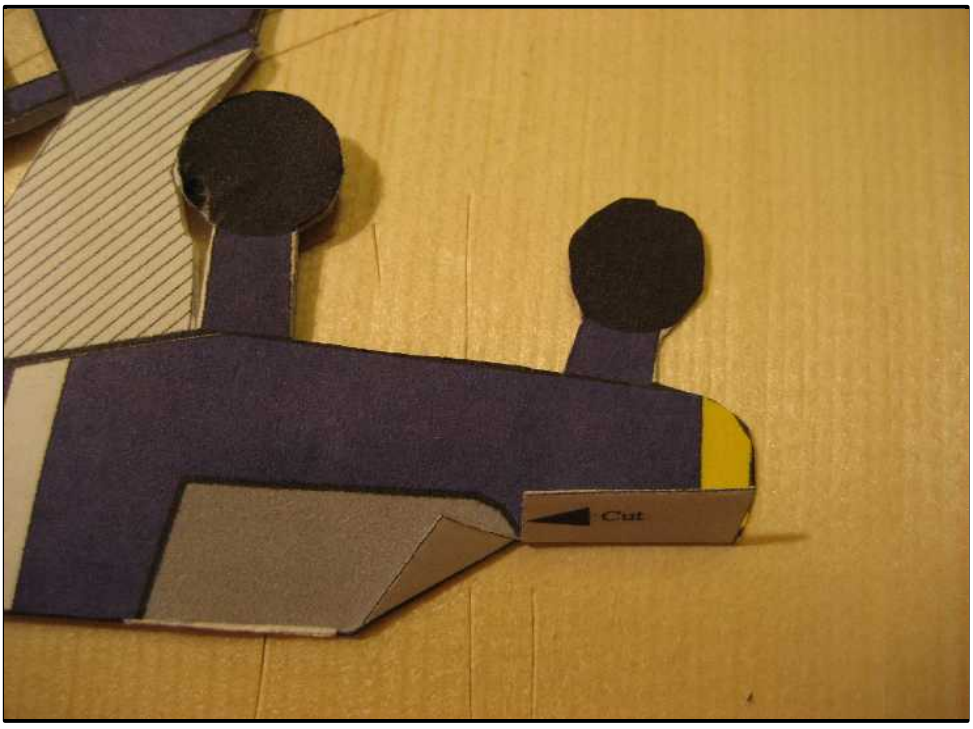
Cut the model out using either scissors or a sharp knife. Remember to cut out the white area between the wing and the flaperons. Cut the white dotted line that will form the wing slats.

Cut out model



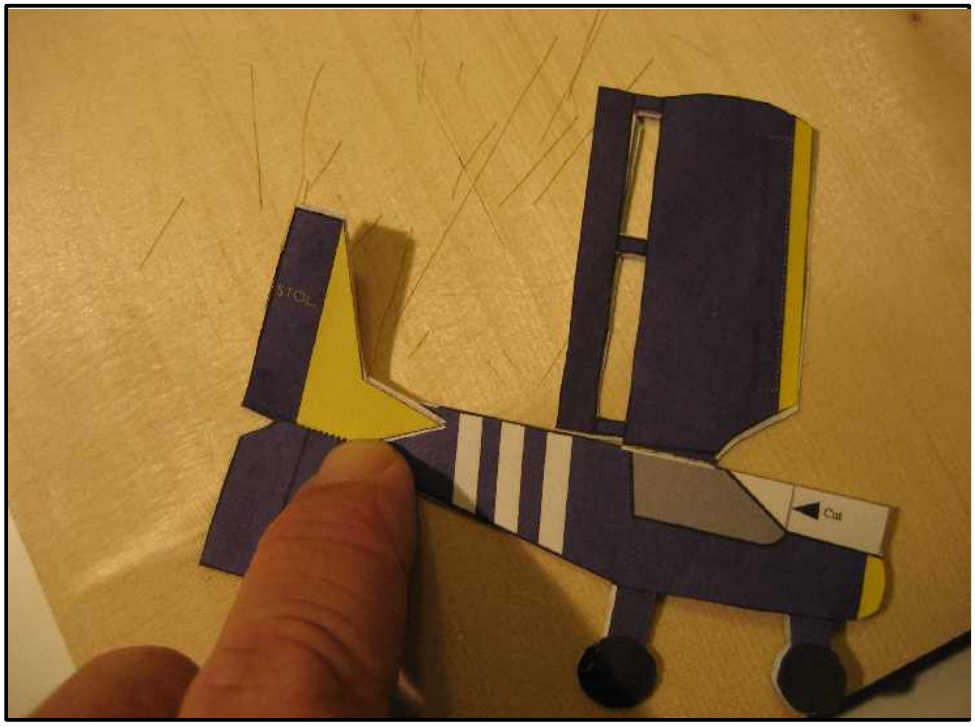
Cut out the fuselage wing and vertical stabilizer slots. The wings and Vertical stabilizer will pass through these slots

Cut out fuselage slots



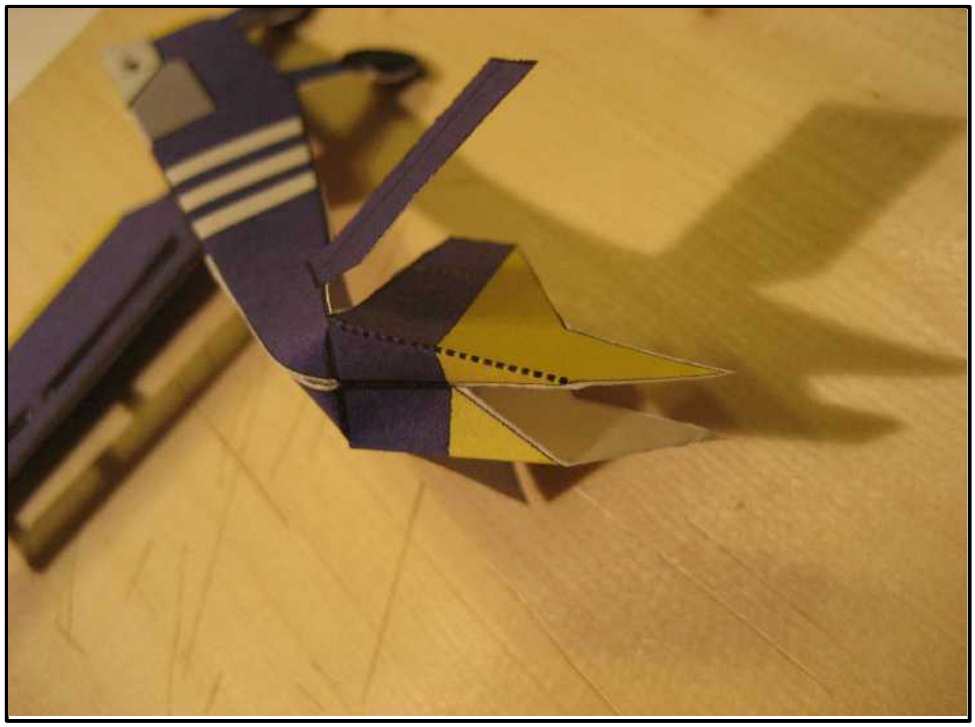
Bend the two front tabs across the cowling and windscreen in both directions.

Front Tabs



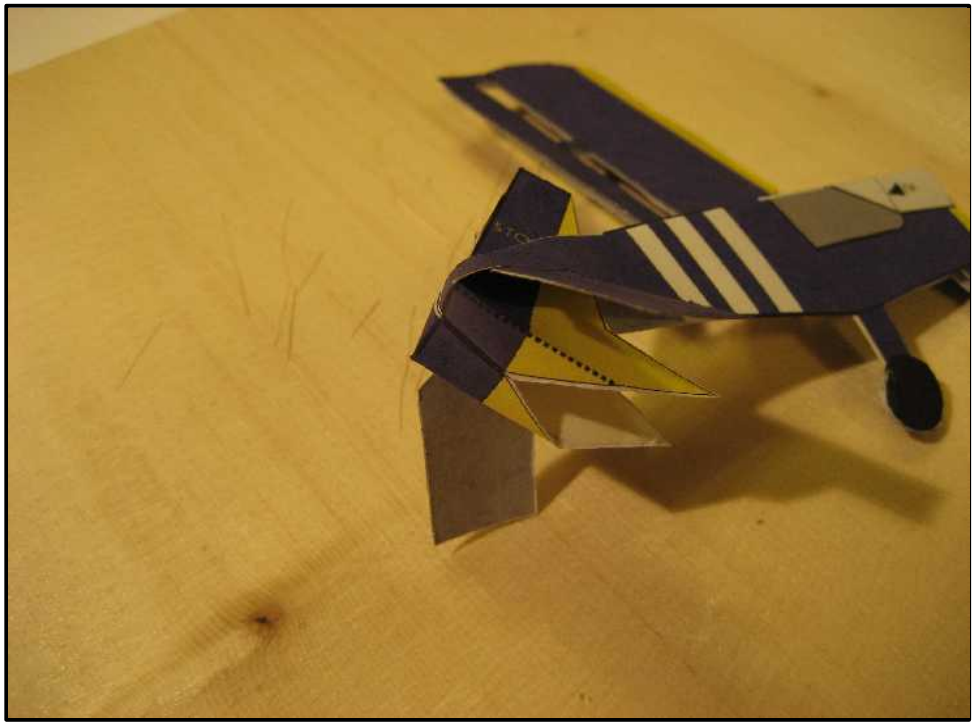
Folding stabilizer

Fold vertical stabilizer forward on both sides of the fuselage.



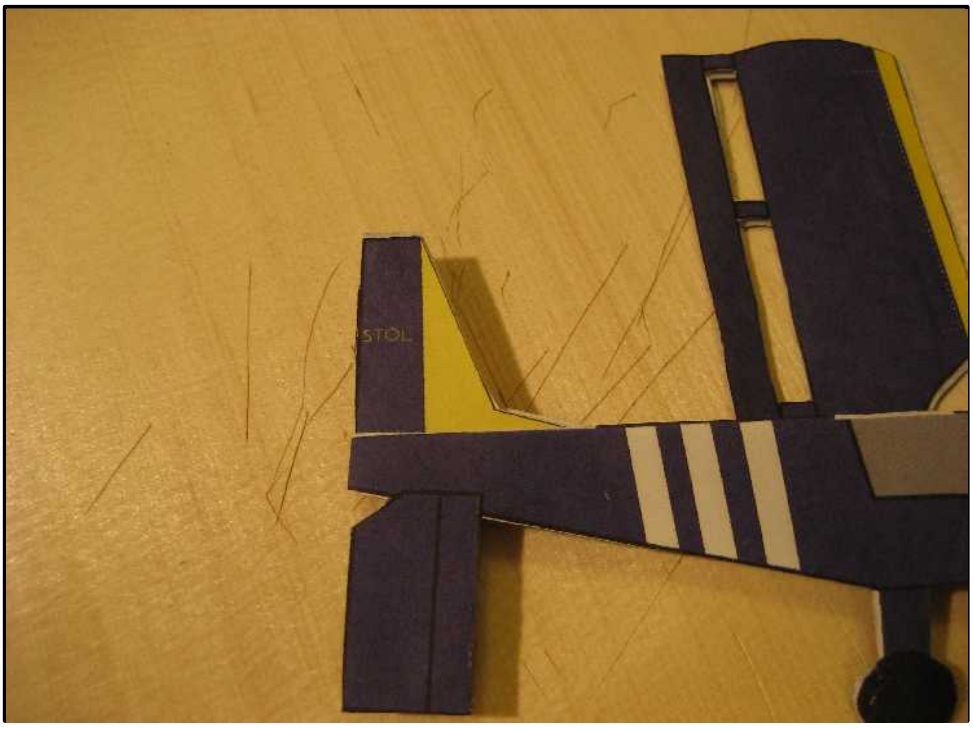
Folding bottom part of stabilizer

Crease the bottom portion of the vertical stabilizer inward and fold the top portion outward so that the colored part of the top of the stabilizer is showing and the bottom portion is folded inside the top portion.



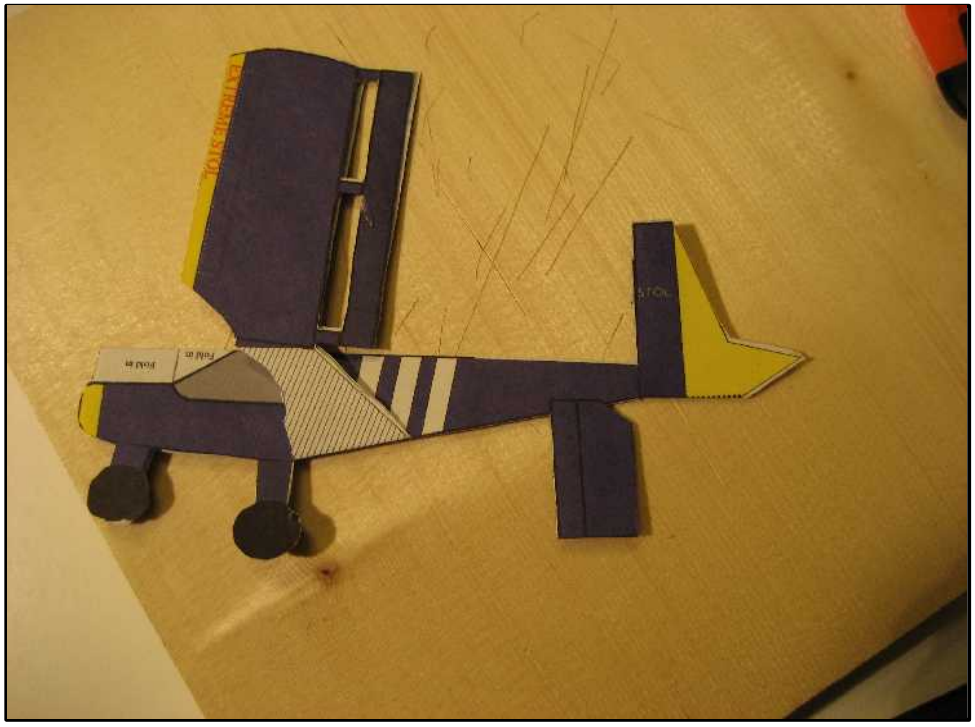
Folding stabilizer through fuselage slot

Fold vertical stabilizer forward and up through the read slot in the fuselage. At the same time pinch the bottom part of the stabilizer together inside the top part.



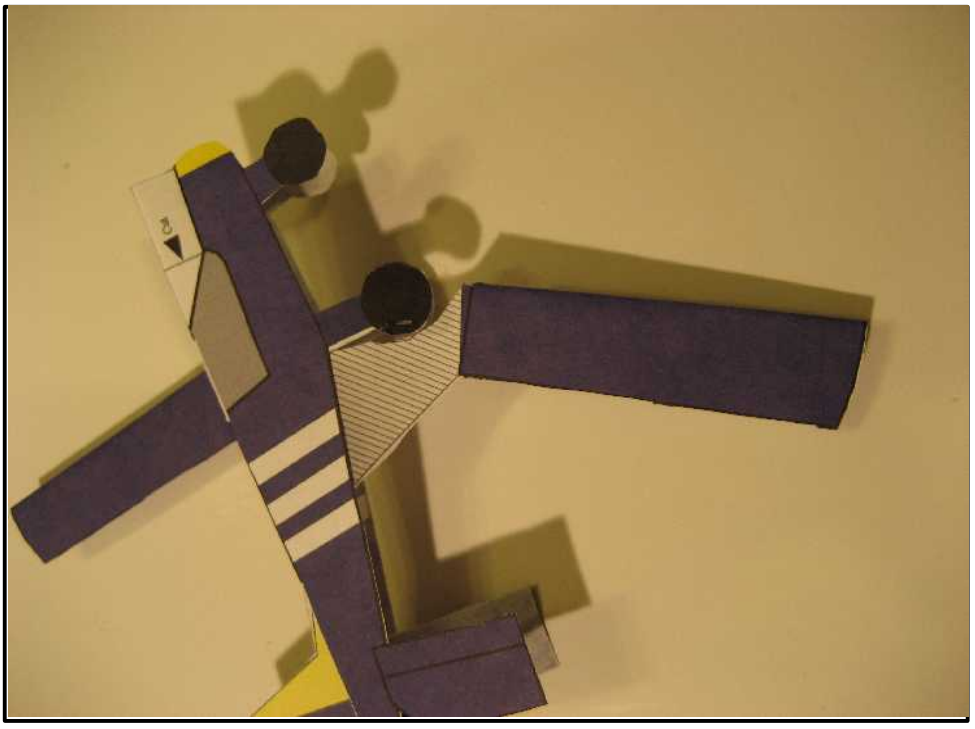
Final positioning of the vertical stabilizer

Use your fingernail to flatten out the rear end of the fuselage. Take care that the dorsal fin shows above the fuselage.



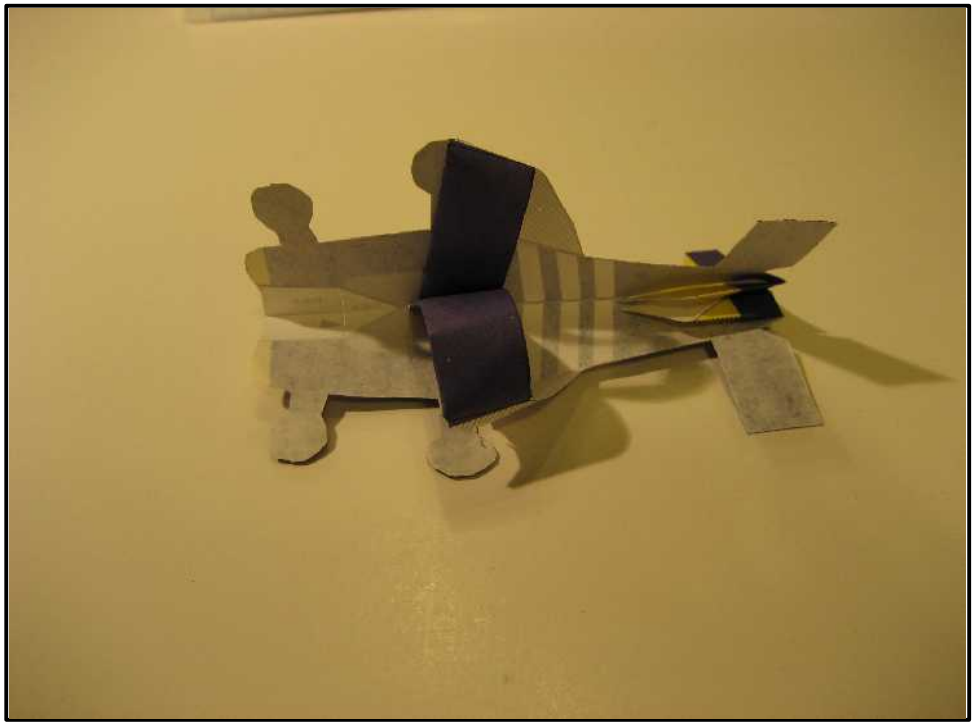
Fold wings along fuselage

Fold both wings along the port side of the fuselage so that the upper portion of the shaded region is aligned with the forward fuselage slot. There should be a small blue triangle above the top of the fuselage.Do same along starboard side.



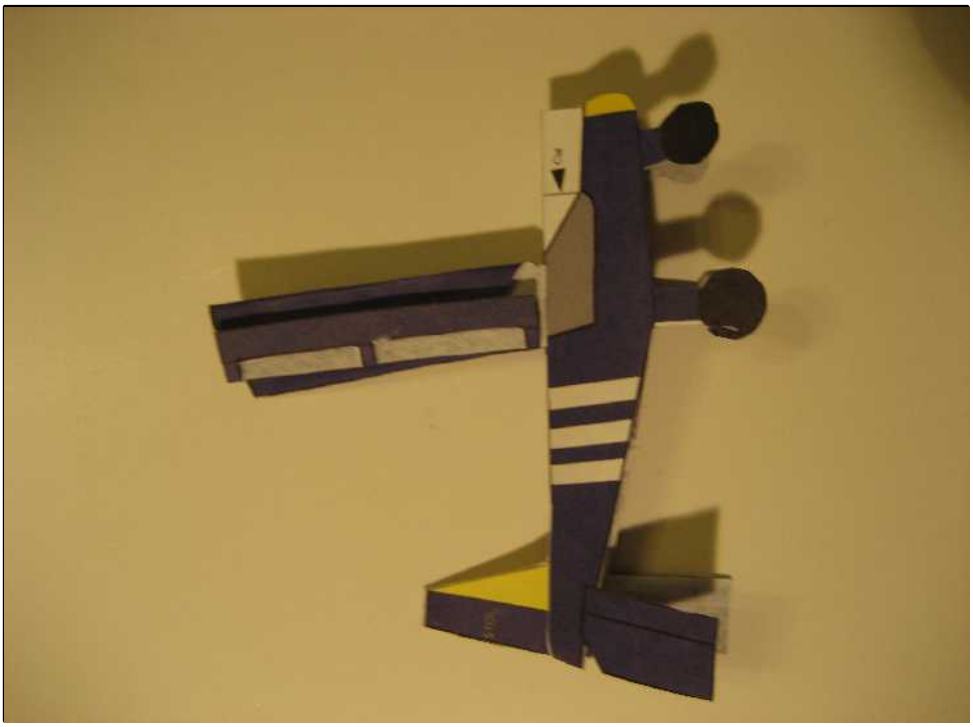
Folding the wing

On both wings fold the leading portion, at the front of the shaded region, and the flaperons, from the trailing portion of the shaded area, under the wing.



Fold both wings inside the fuselage and through the forward fuselage slot.

Fold wings through fuselage

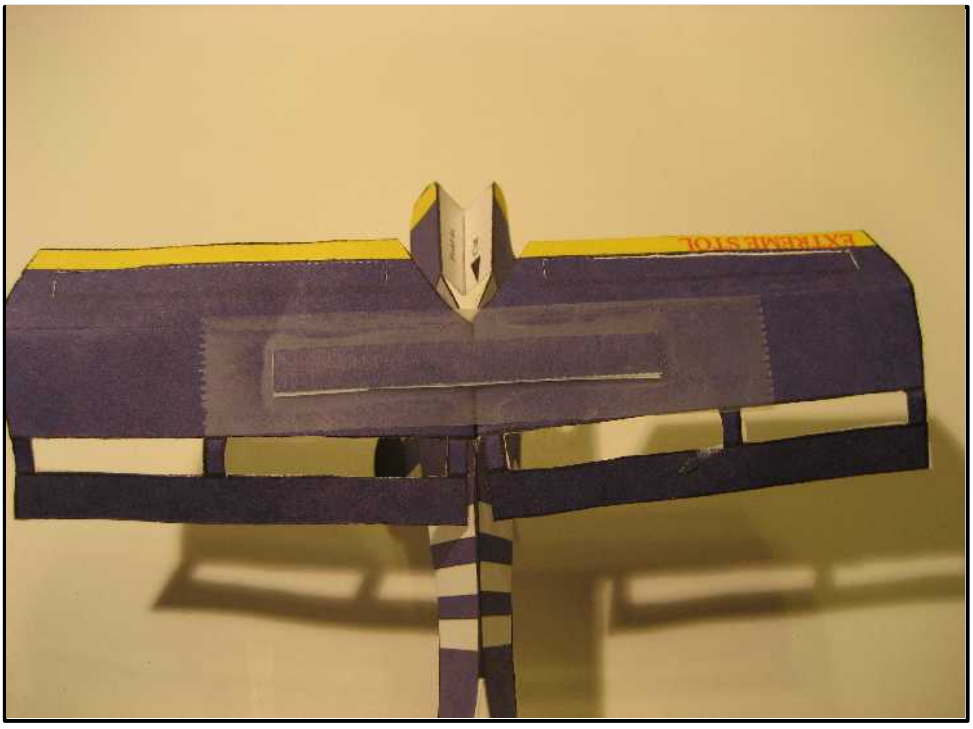


Pull wings completely through the slot..

Wings fully through the slot

Cut out wing spar. Fold in half along dotted lines and fold in half again. Place on a piece of tape as shown.

Forming wing spar

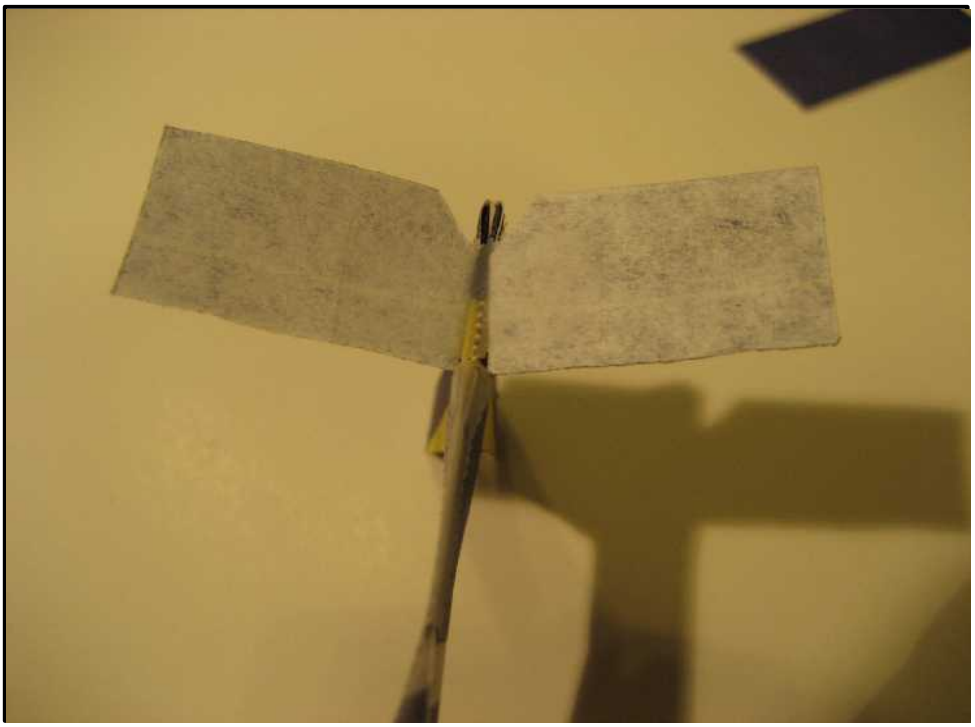


Tape spar on top of wing as shown.

Installing spar

Bending up the horizontal stabilizer

Bend horizontal stabilizers up against the fuselage. Take care that the leading edge of the stabilizer is bent up approximately 1 mm above the bottom of the fuselage.



Finishing the horizontal stabilizer

Bend out and tape the horizontal stabilizer in the horizontal position.

Forming Flaperons

Bend the flaperon hangers as shown so that the junkers flaperons are below the wing.

Leading wing edge

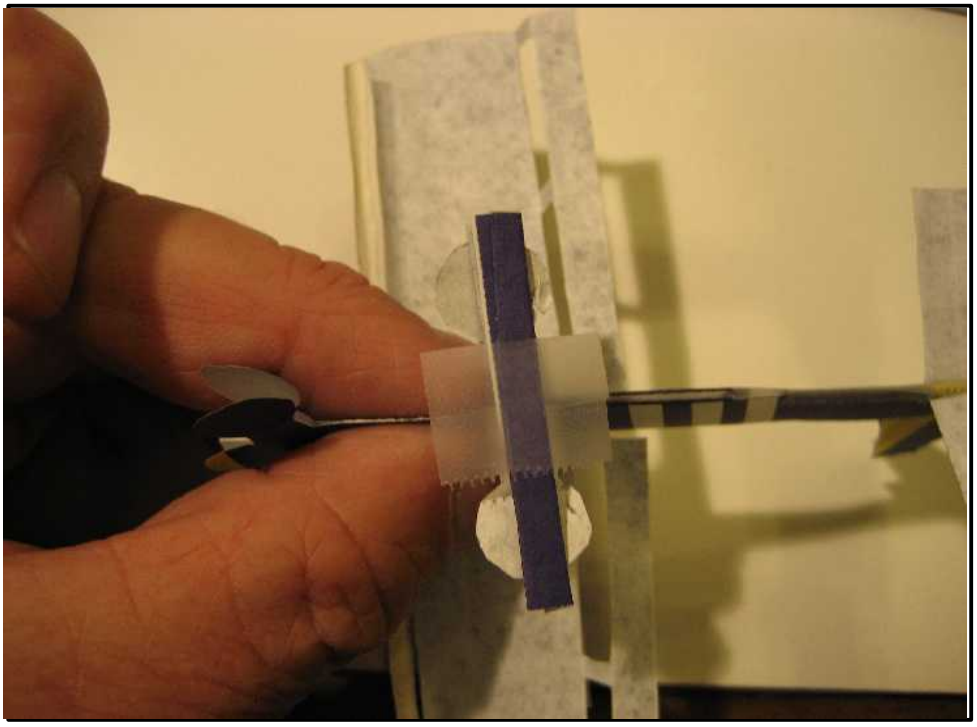
Form the leading edge of the wing. Use a sharp straight edge to form the creases. Three creases will give a reasonable curvature. Form the leading edge of the slot in the same manner. Position the slot so that it is just in front of the wing edge.

The fully wing cross section should look like this.

Wing cross section

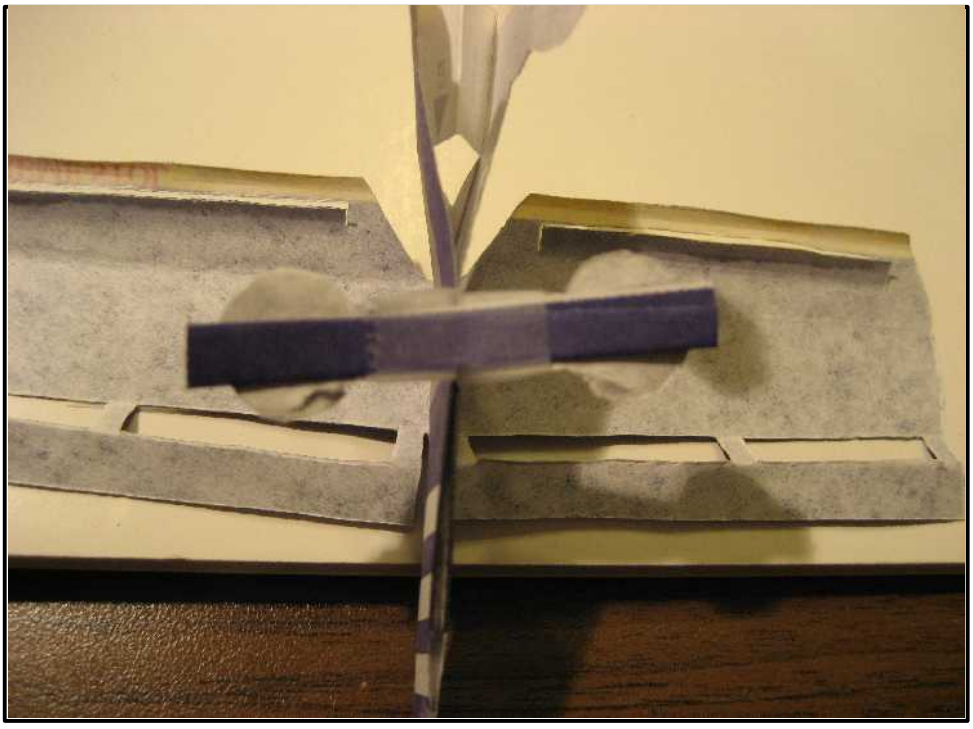
And like this.

Slats in front of wing



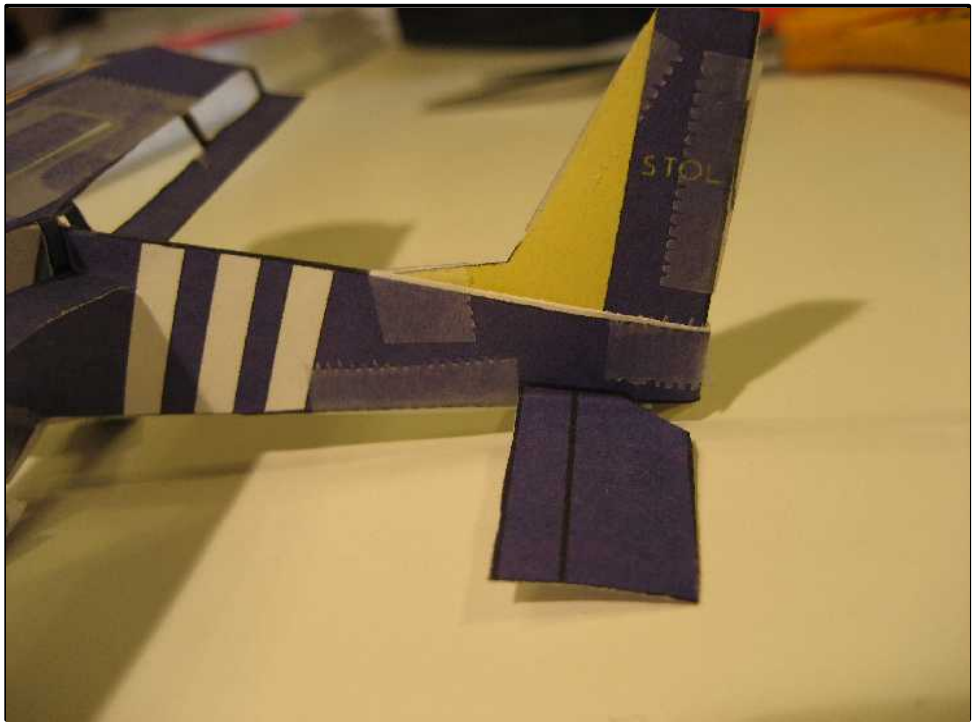
Main gear stiffener

Fold the main gear stiffener in the same manner as the wing spar. Place a piece of tape in the stiffener just large enough to span between the wheels. Cut the tape on each side along the fuselage.



Taping stiffener

Wrap the tape around each gear leg front and back. Trim the stiffener to the size of the wheels. Tape over the ends of the wheels.



Tape aft end

Tape the aft end of the fuselage and vertical stabilizer. Tape cowling and nose wheel in the same manner.

Engine

Acquire an engine. Two banks of cylinders, i.e. two paper clips, will be needed.

Completed aircraft showing engine installation, taping, splaying of main gear and slight elevation of the horizontal stabilizer.

Done

The CH 801 is constructed in exactly the same manner.

CH 801