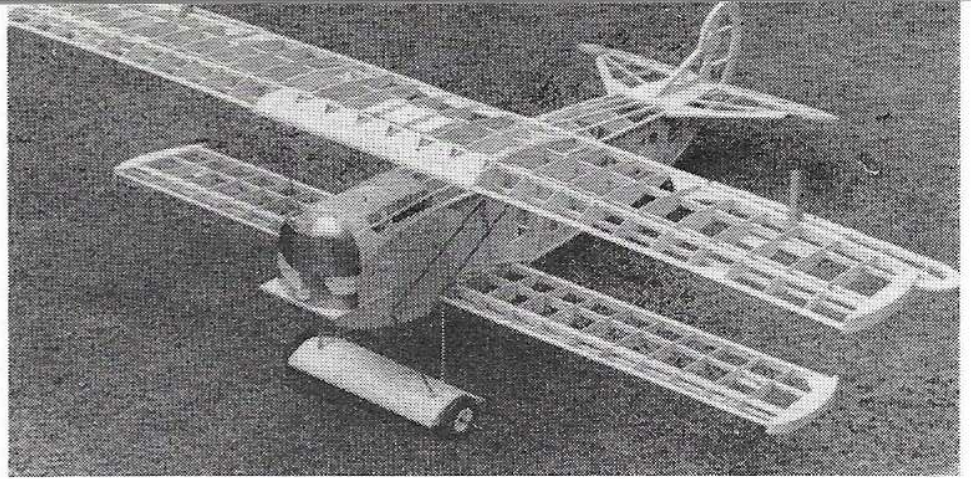


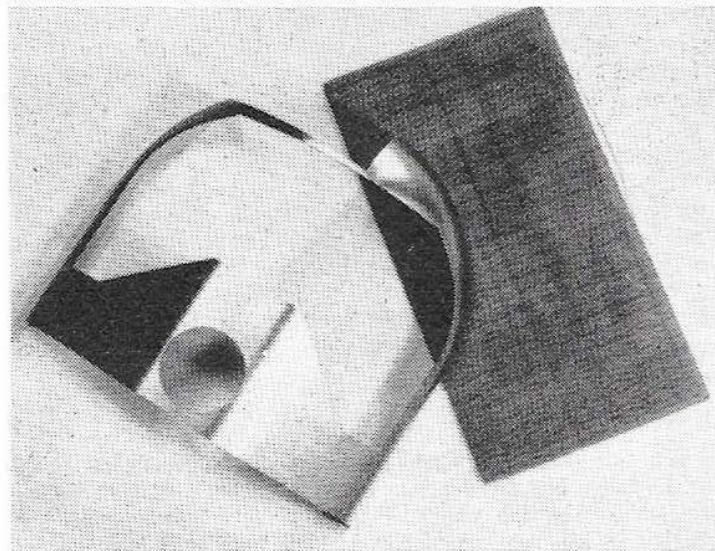
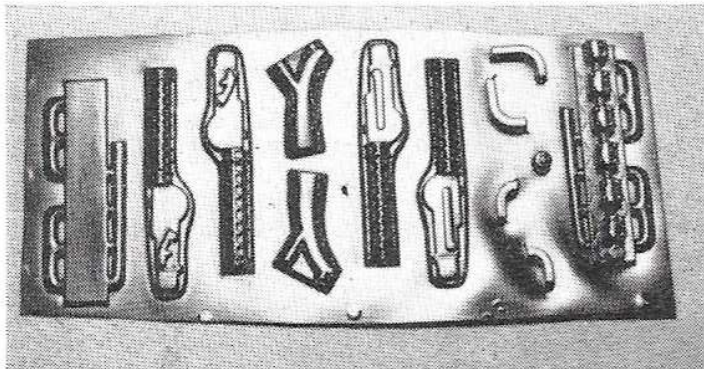


**The 'plane
on the
cover . . .**



FOKKER D.VII

**Manufactured by Sterling Models, U.S.A. and
distributed throughout G.B. by Ripmax**



Heading photo shows the semi-complete airframe—ignore the clothes pegs holding the ailerons in place—and the tiny wheels slipped on just to protect the u/c fairing! Above—the formed

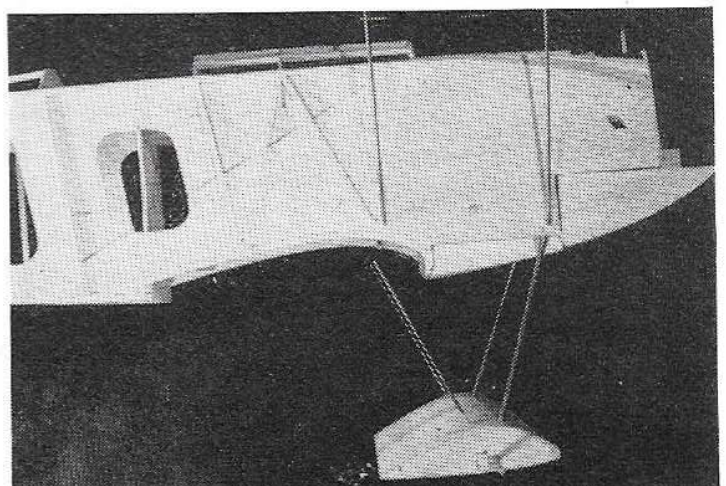
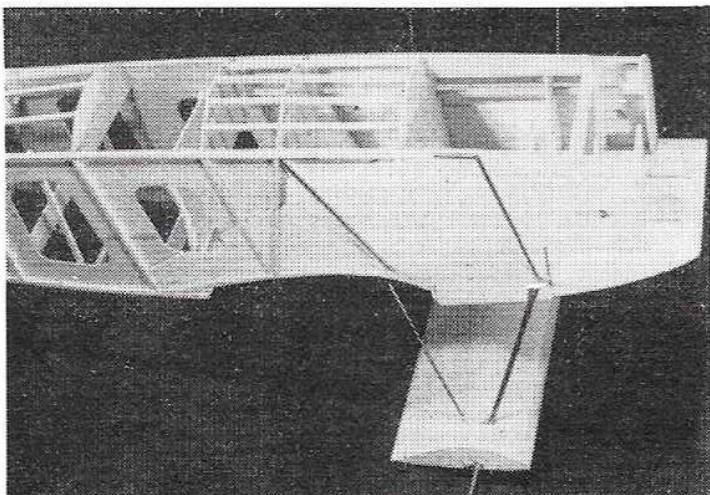
Constructional comments by Jack Bishop

THIS is a fine and rewarding model for modellers, but it is definitely not a kit for the inexperienced. It is no good buying this kit, hoping to build it in one week to fly at the week-end. Moreover, it is a machine which requires full house multi or proportional equipment, so single channel enthusiasts must not be tempted to think they might "cope" on rudder only!

The comprehensive contents have been briefly described before, but it is worth recapping on just what one gets in this de-luxe kit. The box, with full colour label, measures an impressive $9\frac{1}{2} \times 5\frac{1}{2} \times 46$ in. and contains two double-sided plans measuring 45×35 in., which include scale 3-views showing construction, camouflage etc. and photos of the full size machine. Two transfer sheets $29 \times 5\frac{1}{2}$ in., plastic fuselage side-cowls, with moulded louvres etc., pressed steel cowl and wire mesh radiator, detailed moulded plastic Mercedes engine and Spandau guns. Formed and notched leading and trailing edges, 49 die-cut sheets of balsa, nylon woodscrews and maple "nuts" for wing fixings. Maple wing spars and engine bearers. Ready formed $\frac{3}{16}$ in. wire landing gear and $\frac{1}{8}$ in. wire c/s struts. Hardware pack includes all screws, nuts, blind nuts and u/c clamps. Nylon horns and pushrod ends for aileron, elevator and throttle controls, usual complement of stripwood, etc. and step by step building instructions.

As in other reviews, no "stick A to B" is included, but I will just mention the more obvious pitfalls, as there are some small discrepancies in the instructions and sketches.

plastic parts for the machine guns and the pressed metal cowling with gauze. Below—two views of the nose section during construction.



Fuselage

This is fairly straightforward, there being only one or two points to watch for. One of these is the assembly sketch for the Former F.3—A, B and C which is shown the wrong way round on the diagram and one should refer to the plan side view, and the finished airframe view for the correct assembly.

The second point is the fitting of the cabane struts. If the building instructions are followed, it is necessary to cut slots through the bottom of the fuselage to let in the cabane struts. Therefore, I suggest that the cabane struts should be positioned before joining the fuselage sides together. Also check the gap between the fuselage and front of the rudder, and fit a scrap filler block, as no allowance has been made for the shortening effect of drawing the fuselage sides together.

The rest of the construction is quite straightforward but, before finishing off the front end, check your motor and silencer because, although the fuselage is large, there is not much room at the front for silencers and some modifications may have to be made, to suit individual installations.

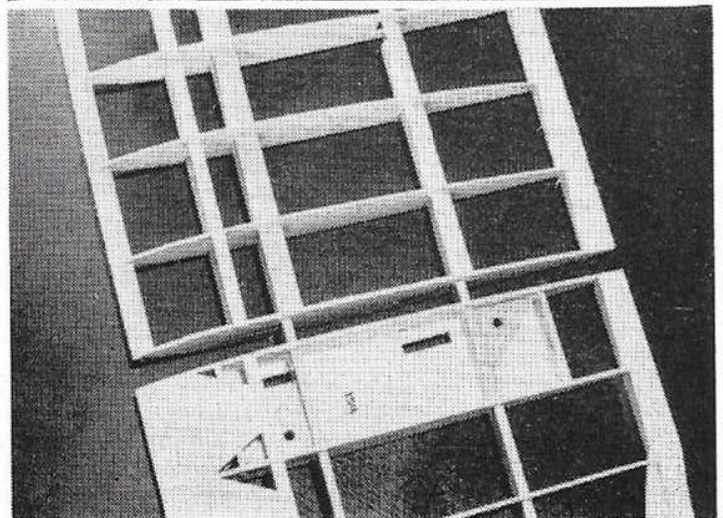
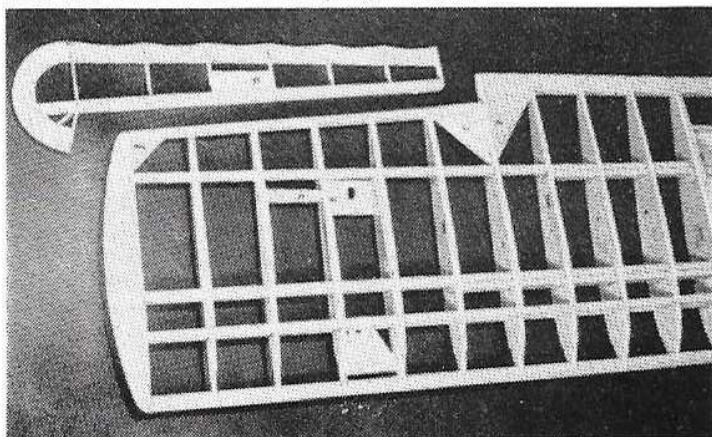
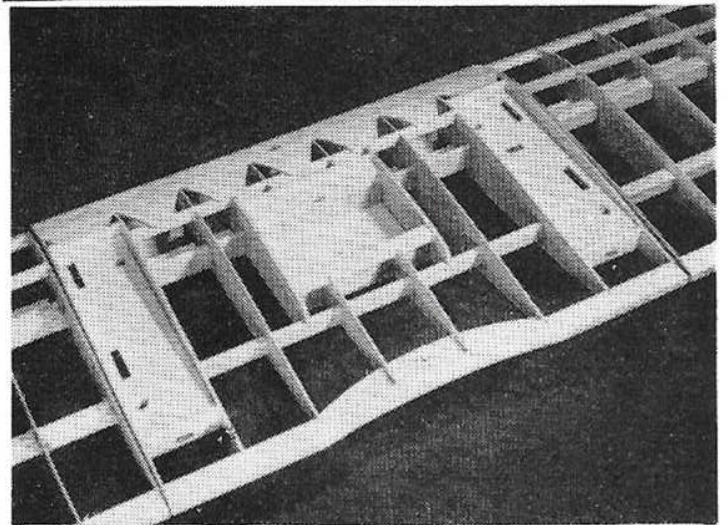
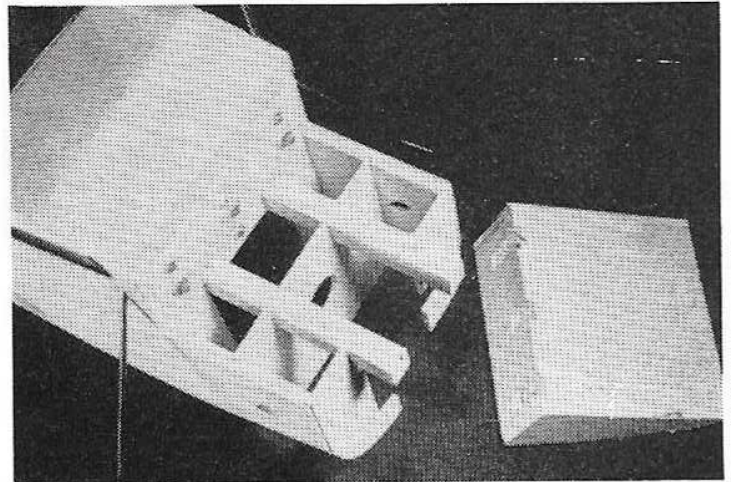
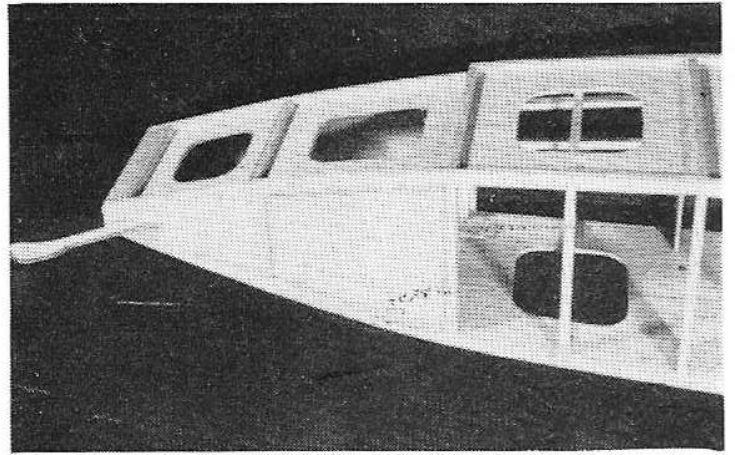
When all is finally built and covered, care must be taken when fitting the plastic scale side plates, as these are made of styrene, which cannot be stuck with balsa cement. I used Evostick to fit mine, also the Spandau machine guns and scale engine. Remember also these parts must be painted with enamel, as dope will dissolve them.

Wings

These are built on jig blocks under the spars, all the ribs being positioned first. Care must be taken to get all the ribs the right way up, as a semi-symmetrical section that tapers has been used and, towards the tips of the wings, there is not much difference between the top and the bottom.

Now, before glueing any ribs, check the L.E. die cut sheeting and the plan to make sure that the rib positions line up, as some on the kit I built did not, and it is easy to correct at this stage but impossible later. Also, before glueing anything, check that both wing panel drawings are the same length and chord, as I found a slight difference on mine. This was probably caused by the folding of the plan but, nevertheless, is easy to correct now although difficult later. Having checked the above, the wings can be built in the normal way, taking the usual care not to induce any warps.

Various parts during construction. Note how simple sheeted construction is used for the fuselage, then stringers added on top at scale positions to give authentic appearance when covered. Note also scale serrated leading edge sheeting.



FOKKER DVII

The paint work on this machine was copied from the appropriate "Profile", the lozenge pattern being traced on to tracing paper then transferred on to the doped nylon by carbon paper. (*It is quicker and easier to trace this pattern direct on to the nylon before covering, so decide on your colour scheme first—Eds.*). In all it took fifty hours to paint the top surface of both wings with Humbrol enamel but, as I said before, this is not a "quick-built." When

painted and all transfers fitted, the whole airframe was given two coats of matt polyurethane to take off the shine and provide fuel proofing.

The points I have made may seem like a great deal of criticism of the kit, but faults like those mentioned can appear in many kits in varying forms and, of course, on very large, complicated and high quality kits, like the *D.VII*, quite small discrepancies are magnified. However, if you are prepared to spend the time, as the printing on the box says, you do finish up with "58½ inches of scale magnificence."