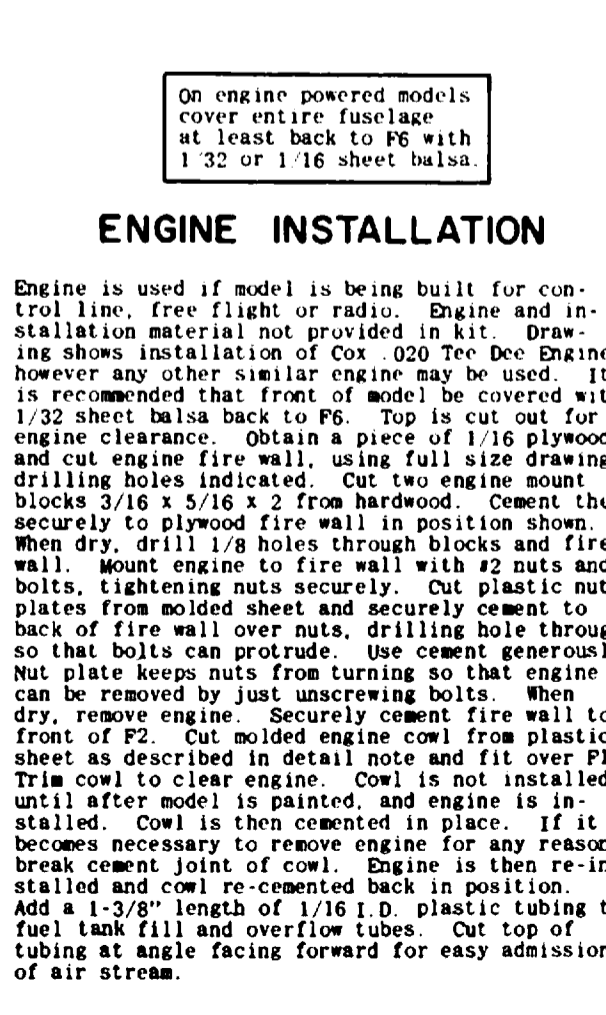
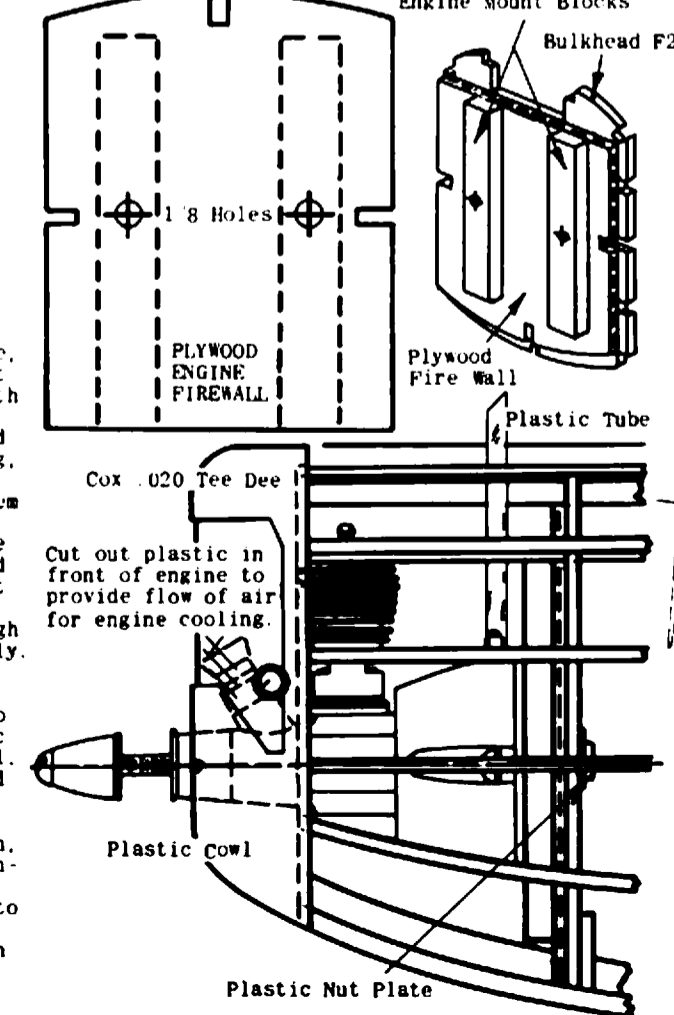


Assemble and trim all plastic parts, see detail note. Cement both A's together and cement to front of P1 as shown in Step 4 Sketch and side view. Cement cowl to P1 and against A's. Cement stabilizer horizontally to top rear of fuselage. Cement rudder to top of stabilizer and against rear of fuselage, in line with center stringer. Cement lower wing in place on bottom of fuselage, lining up double ribs with fuselage sides. Check that both tips are same height from flat surface. Lower wing must be dry before proceeding. Trim out notches in all A parts in both wings. Securely cement top of wing struts (not SA's) into notches in lower wing. CAUTION: Push down firmly until SA's rest on wing for proper incidence, otherwise model will not fly. When struts are dry, cement top of struts on struts, pressing down firmly until wing is seated against top strip. CAUTION: Wing must rest on top strip for proper incidence, otherwise wing will not fly. Cement top of struts only. 3/32 x 1/4 strips are used for center section struts. Round off corners and cut to size shown on full size layouts. There are two long parallel struts and a V strut on each side. Bevel bottom of parallel struts. Front strut is cemented at F2 on bottom, top into notch in A2; rear is cemented to L6, 1/2" back from P3, top into notch in A1. Front V strut is beveled on bottom and cemented to L7, and to top of front parallel strut; rear V strut is beveled and cemented to top corner of fuselage, and three 1/16 square stringers in center, continuing stringers previously installed. Rear of stringers are cut at front of trailing edge and are cemented to fuselage. Cement LG's on either side against rear of F3 flush with center, notches towards outside. It is necessary to have access to rear hook to replace rubber and wire. Cement top of P1 to between F9 and F10 on bottom of fuselage. Cement cloth tape to front end, half over door for hinge. Trim out 1/16 from bottom of center door to act as stop. Top door is flush. Hold free end with Scotch Tape. Use two generous coats of cement on

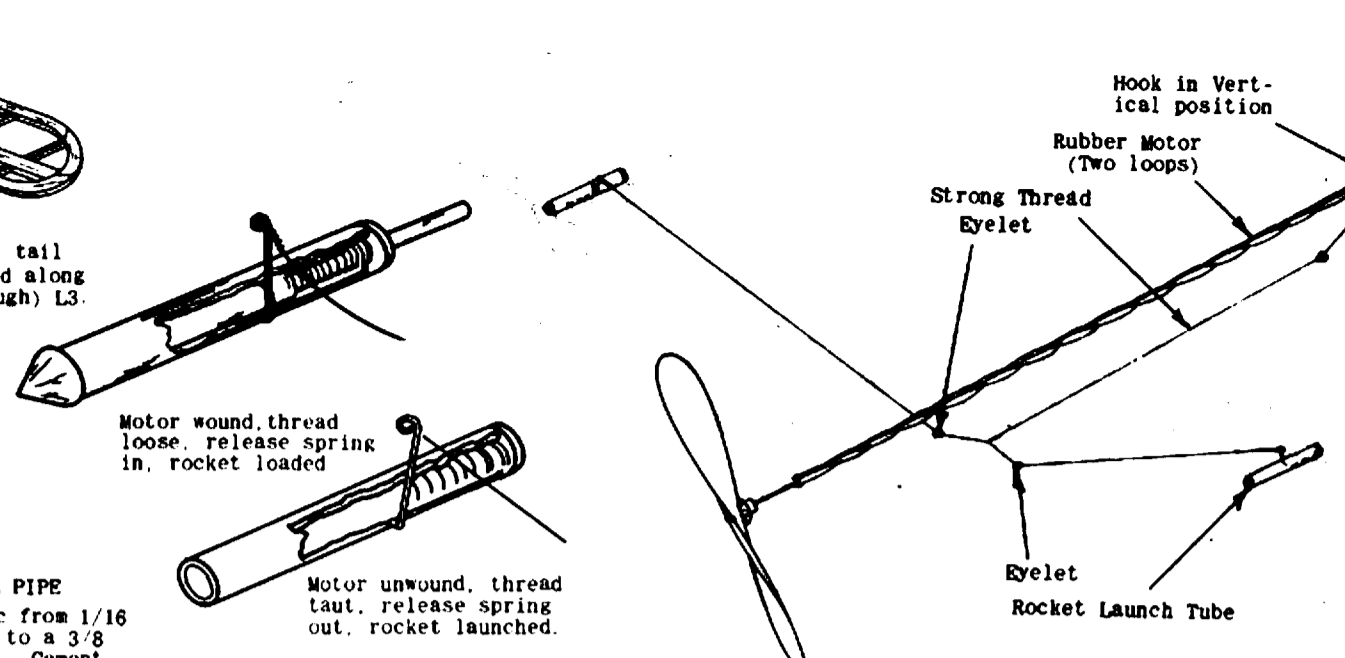


Engine is used if model is being built for control line, free flight or radio. Engine and installation material not provided in kit. Drawing shows installation of Cox 020 Tee Dee Engine, however any other similar engine may be used. It is recommended that front of model be covered with 1/32 sheet balsa back to P6. Top is cut out for engine clearance. Obtain a piece of 1/16 plywood and cut engine fire wall, using full size drawing, drilling holes indicated. Cut two engine mount blocks 3/16 x 5/16 x 2 from hardwood. Cement them securely to plywood fire wall in position shown. When dry, drill 1/8 holes through blocks and fire wall. Mount engine to fire wall with #2 nuts and bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and securely cement to back of fire wall over nuts, drilling hole through to provide fire wall clearance. Cement engine. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry, remove engine. Securely cement fire wall to front of F2. Cut molded engine cowl from plastic sheet as described in detail note and fit over P1. Trim cowl to clear engine. Cowl is not installed until after model is painted, and engine is installed. Cowl is then cemented in place. If it becomes necessary to remove engine for any reason, break cement joint of cowl. Engine is then re-installed and cowl re-cemented back in position. Add a 1-3/8" length of 1/16 I.P. plastic tubing to fuel tank fill and overflow tubes. Cut top of tubing at angle facing forward for easy admission of air stream.

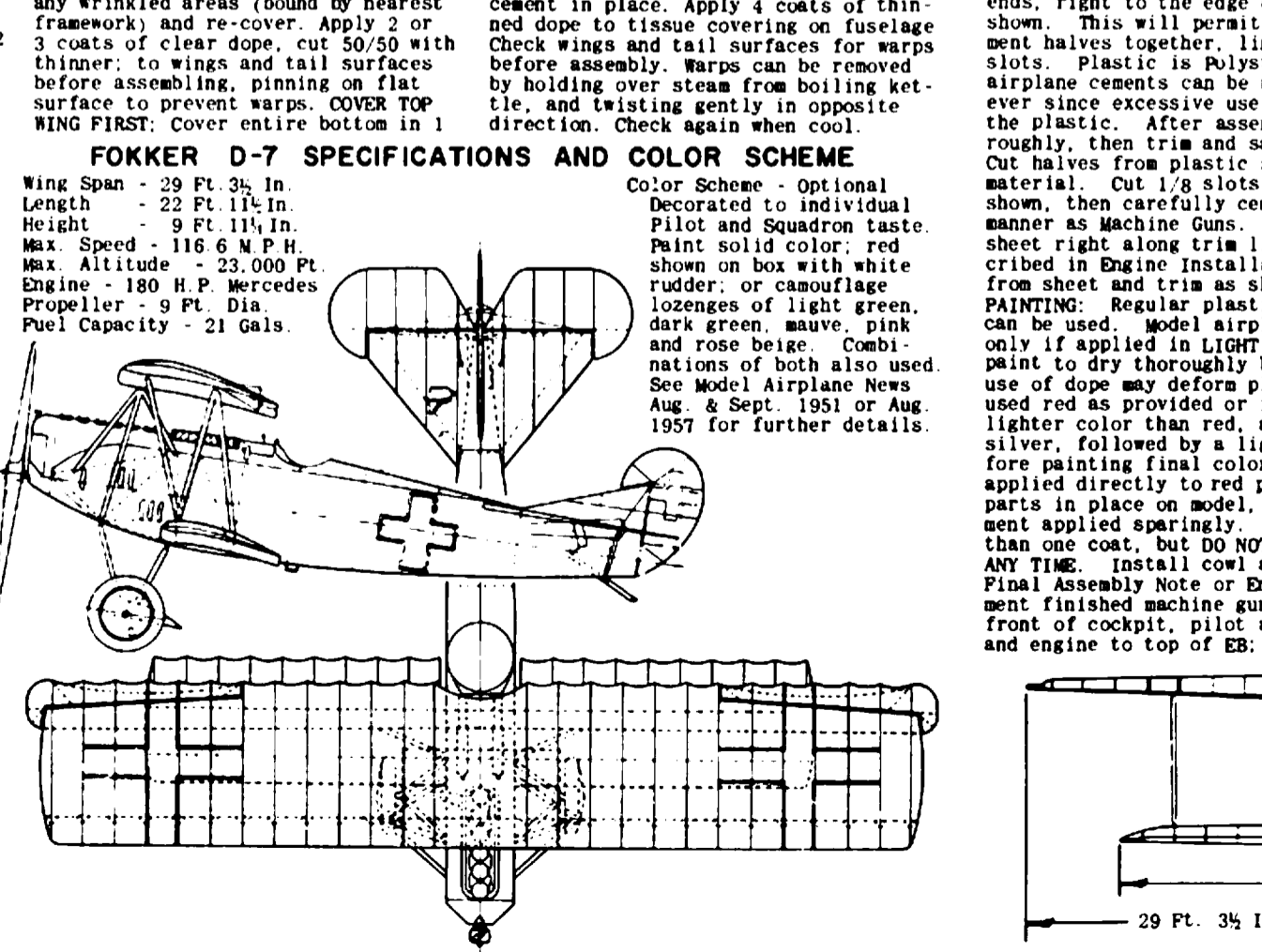
all strut attachments, allowing drying time between coats. When absolutely dry, remove SA and top strips from struts. Complete rocket firing mechanism as described in detail note. Bend 1/32 wire to shape as shown and cement to front of tail skid T, 1/8 of wire extending past top. When dry, round off and cement in center bottom of fuselage, pushing wire into center keel. Make hole with pin before inserting wire. Build landing gear spreader bar and install on landing gear as described in detail note. 3/32 x 1/4 strips are used for landing gear struts. Cut to length and shape shown on side view drawing, two each as required. Front landing gear struts are grooved in center for wire and cemented in place. Cover with tissue for added strength. Slip top of rear struts into notch in L9's in bottom of fuselage, and securely cement bottom into notch of T3. Top remains free, providing shock absorbing travel. On engine powered models, make landing gear struts from hardwood. Model is now painted. If it is to be painted scale color, see three view drawing or box top. For best flight performance, use a minimum of color dope. Apply decals by dipping in water and sliding off into position shown. Cut instrument panel from plan and cement to rear of F5 in cockpit. Cement machine guns in place. Outlines of scale control surfaces can be drawn on with India ink. Slip rubber tires on wheel hubs in place wheels on axles. Secure by bending up end of axle or with drop of cement or solder. Insert straight end of propeller shaft through rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1" of shaft at right angle, as shown on side view. Make two loops of rubber. Insert rubber through bottom trap door and engage in rear hook. Slip rubber into fuselage and shake down towards nose. Make hook on end of a piece of wire. Slip through hole in cowl and capture rubber on hook. Pull through cowl and engage prop shaft. Now cement this into center hole in cowl. Your Fokker D-7 is now completed. See flight instructions before flying model. GOOD LUCK AND HAPPY LANDINGS!!!



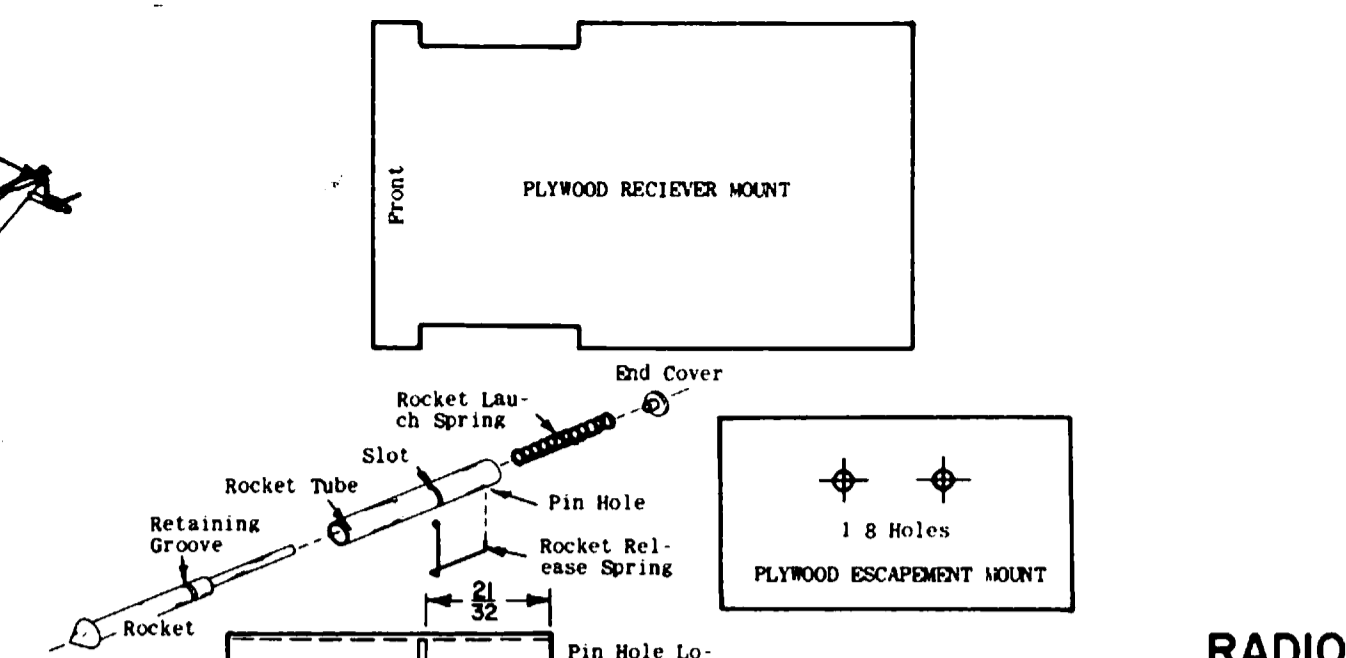
Engine is used if model is being built for control line, free flight or radio. Engine and installation material not provided in kit. Drawing shows installation of Cox 020 Tee Dee Engine, however any other similar engine may be used. It is recommended that front of model be covered with 1/32 sheet balsa back to P6. Top is cut out for engine clearance. Obtain a piece of 1/16 plywood and cut engine fire wall, using full size drawing, drilling holes indicated. Cut two engine mount blocks 3/16 x 5/16 x 2 from hardwood. Cement them securely to plywood fire wall in position shown. When dry, drill 1/8 holes through blocks and fire wall. Mount engine to fire wall with #2 nuts and bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and securely cement to back of fire wall over nuts, drilling hole through to provide fire wall clearance. Cement engine. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry, remove engine. Securely cement fire wall to front of F2. Cut molded engine cowl from plastic sheet as described in detail note and fit over P1. Trim cowl to clear engine. Cowl is not installed until after model is painted, and engine is installed. Cowl is then cemented in place. If it becomes necessary to remove engine for any reason, break cement joint of cowl. Engine is then re-installed and cowl re-cemented back in position. Add a 1-3/8" length of 1/16 I.P. plastic tubing to fuel tank fill and overflow tubes. Cut top of tubing at angle facing forward for easy admission of air stream.



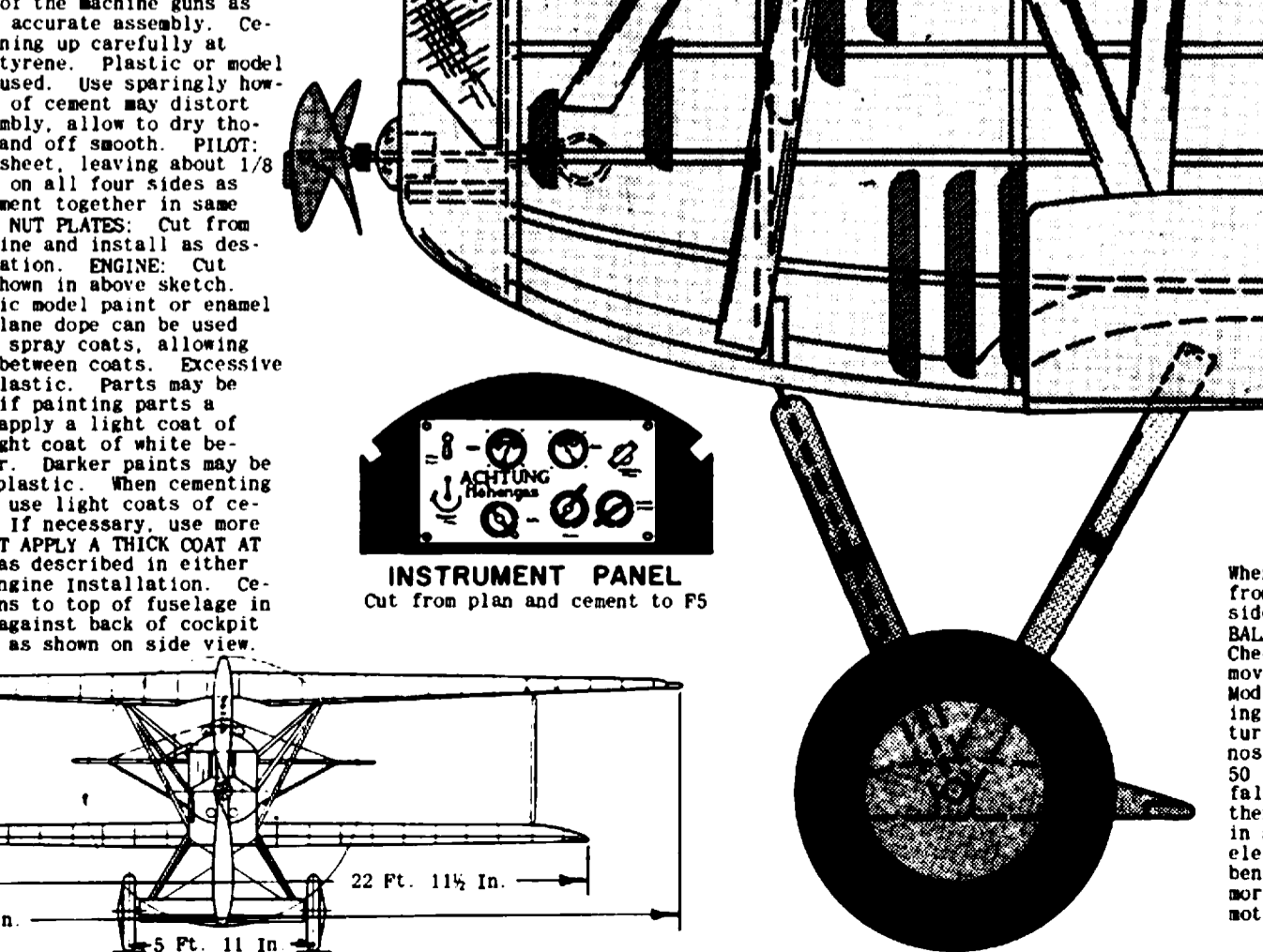
Rocket firing is done automatically in flight on rubber powered models only. Installation is simple and action is positive. If directions are followed carefully, make hole and cement eyelet through side keel L6 right behind bulkhead P4. Make hole and cement eyelet in center of bulkhead P9 above keel. Use a good grade of strong thread (not supplied in kit) to trip mechanism. Insert a length of thread across fuselage and out of eyelet holes through L6, allowing 10" of thread to extend past outside of fuselage on each side. Tie a length of thread securely to rear hook as shown and coat knots with cement. Insert opposite end through eyelet hole in P9, then tie securely to thread going across fuselage so that it is pulled back 1/2" from rear of bulkhead P4 as shown, then cement knot with cement. Insert rocket tubes in Final Assembly, then rocket tubes are assembled as described in detail note. Assembled tubes are securely cemented to outside of struts at location shown on side view. Use two generous coats of cement on this installation. When rocket tubes are absolutely dry, tie ends of loose thread to rocket release springs (keeping center knot in center of fuselage), pulling line on both sides taut so that release springs are pulled out flush with outside of rocket tubes. Add coat of cement to knots. This completes mechanism. To operate, wind rubber motor. This will pull rear hook forward from a vertical to a horizontal position, loosening threads. With tension released, rocket release springs re-center slots in tubes as shown in Rocket Sketch 1. Rockets are then inserted through front and pushed back until rocket release spring is engaged in retaining groove in rockets, locking them in place. As motor unwinds, rear hook moves back to vertical position, tightening lines. This pulls rocket release springs out of slots, releasing and launching rockets as shown in Rocket Sketch 2. Additional rockets are available, 2 per package for 10c. Ask your dealer or write directly to factory at Bellfield Avenue & Wister Street, Philadelphia 44, Pa. GOOD FLIGHT AND GOOD HUNTING!!!



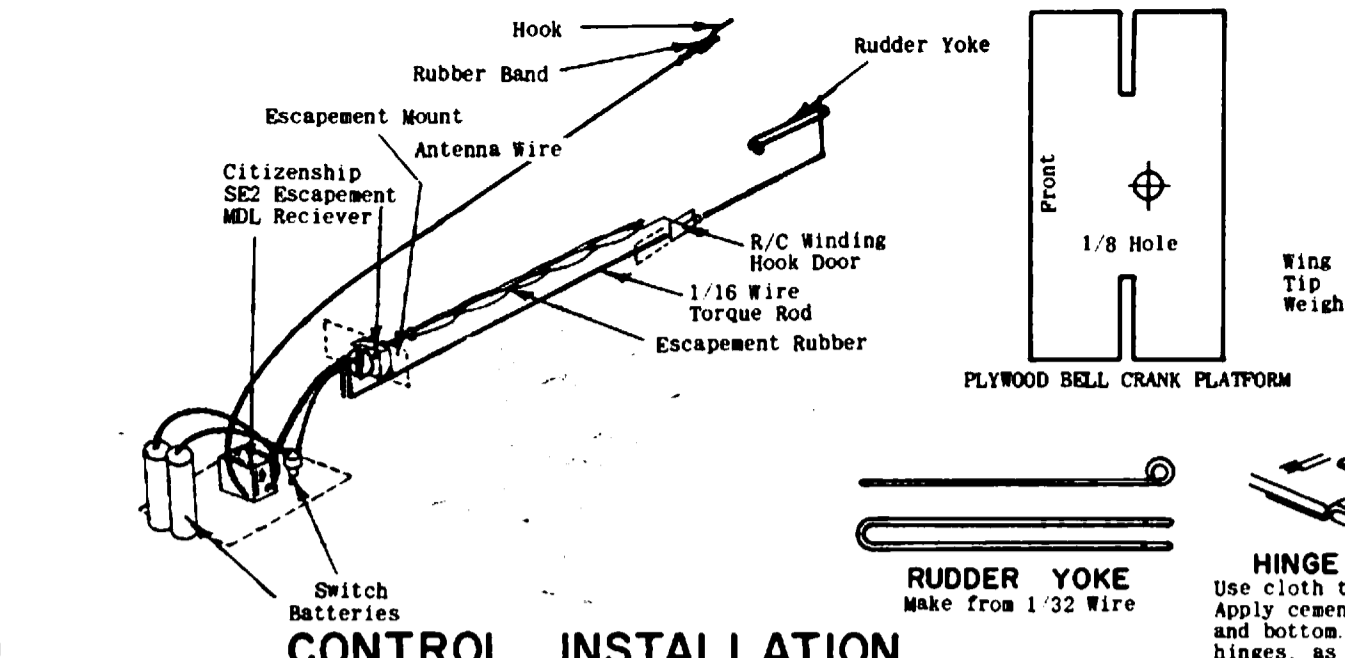
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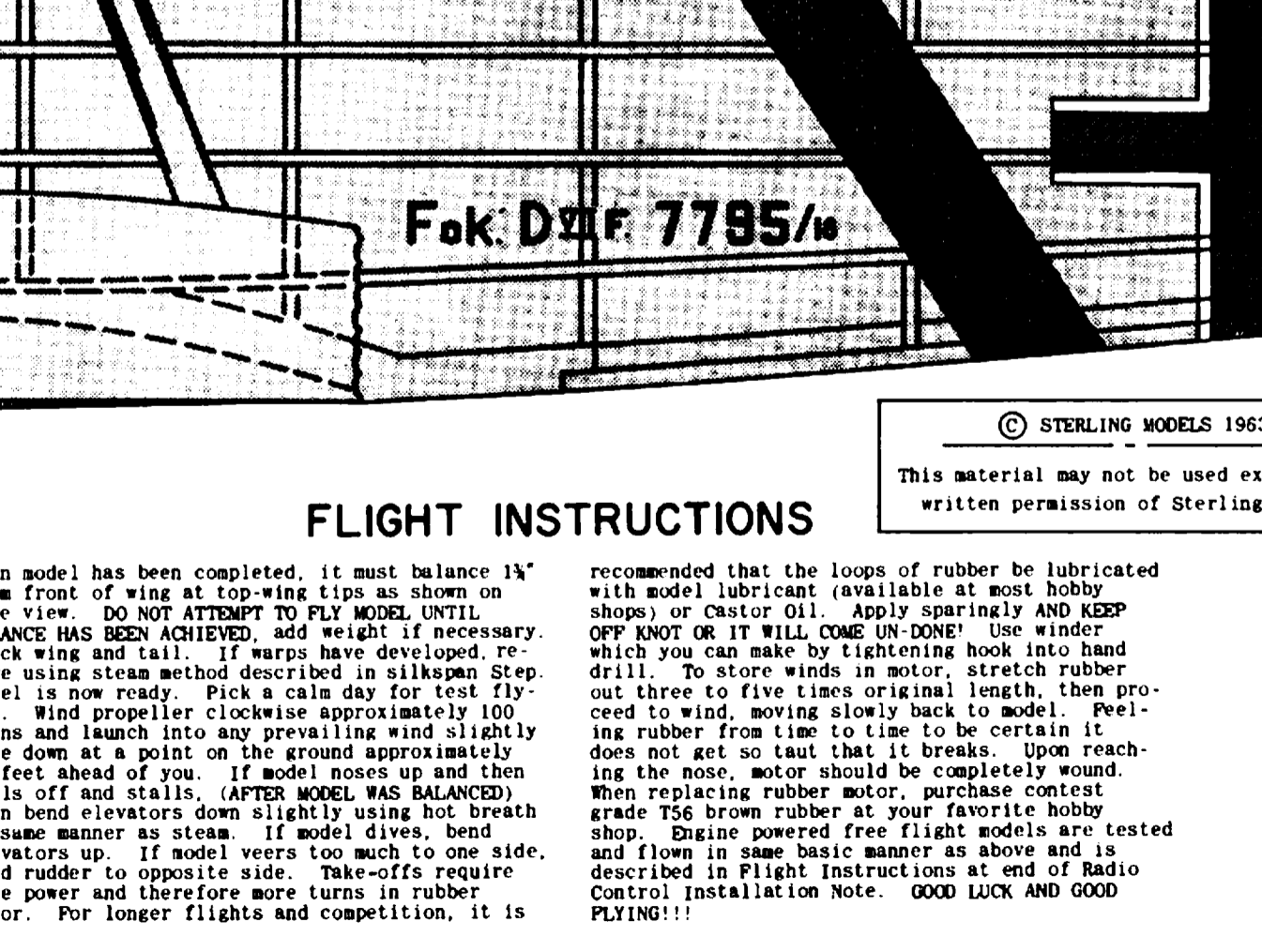
Test models used, and drawing shows, Citizen Ship MDL Receiver, SE2 Escapement, used with SPK Transmitter. This equipment and other material necessary is not provided in kit. Radio is installed after lower wing is cemented in place as described in Final Assembly, before bottom is covered. Install 3/32 square corner stringers as described, but omit the three center 1/16 square stringers. Slip rocket launch spring on to wooden end covers and cement end covers securely in place to end of tubes. Use two heavy coats of cement for maximum strength and allow to dry thoroughly. Push small spur of rocket release spring through pin hole in bottom of tubes with vertical arm on other end pressing with tension against inside of slot. Cement securely and wrap with thread or tissue for maximum strength. Rocket tubes are now installed as described in Rocket Installation.



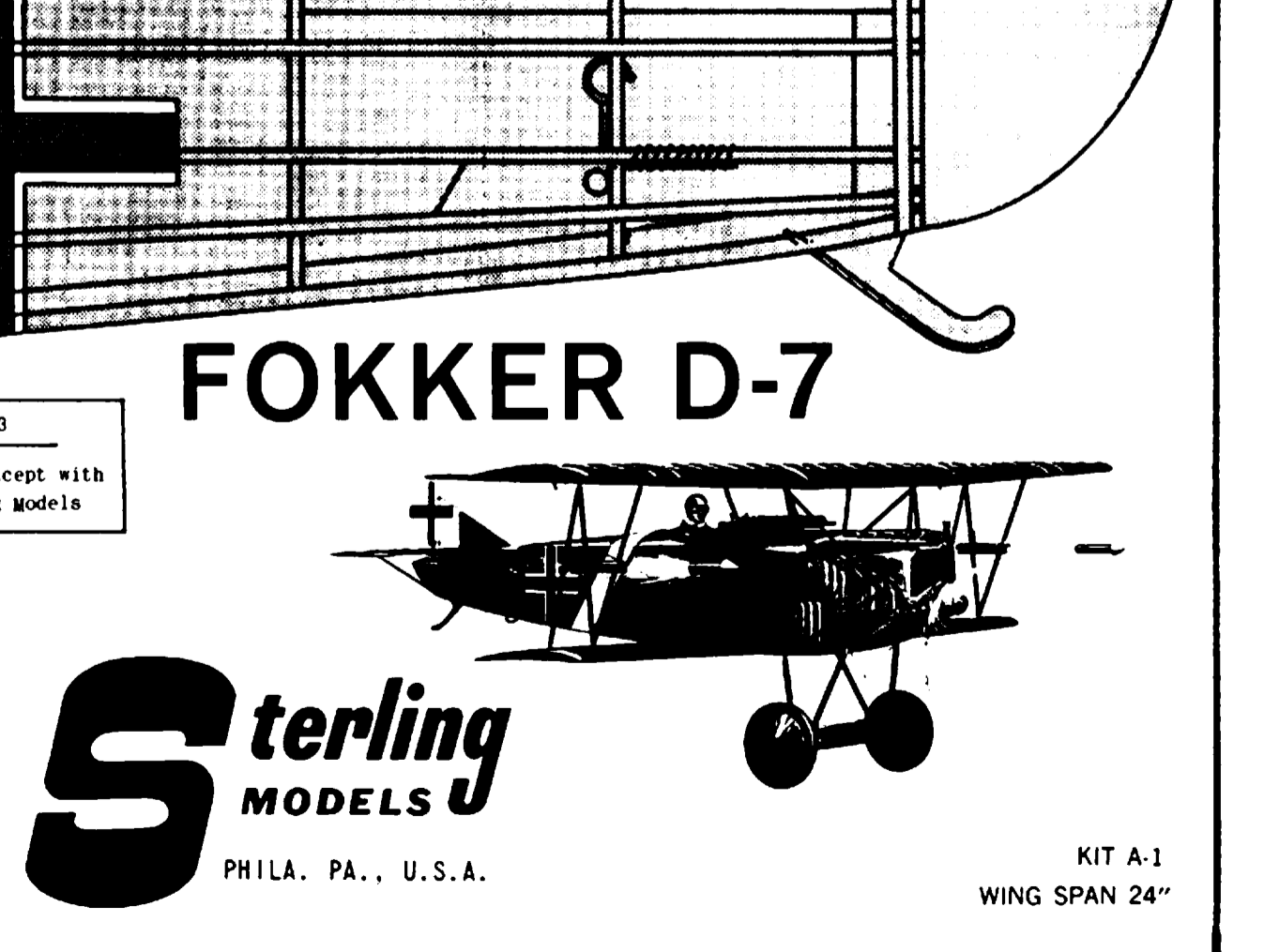
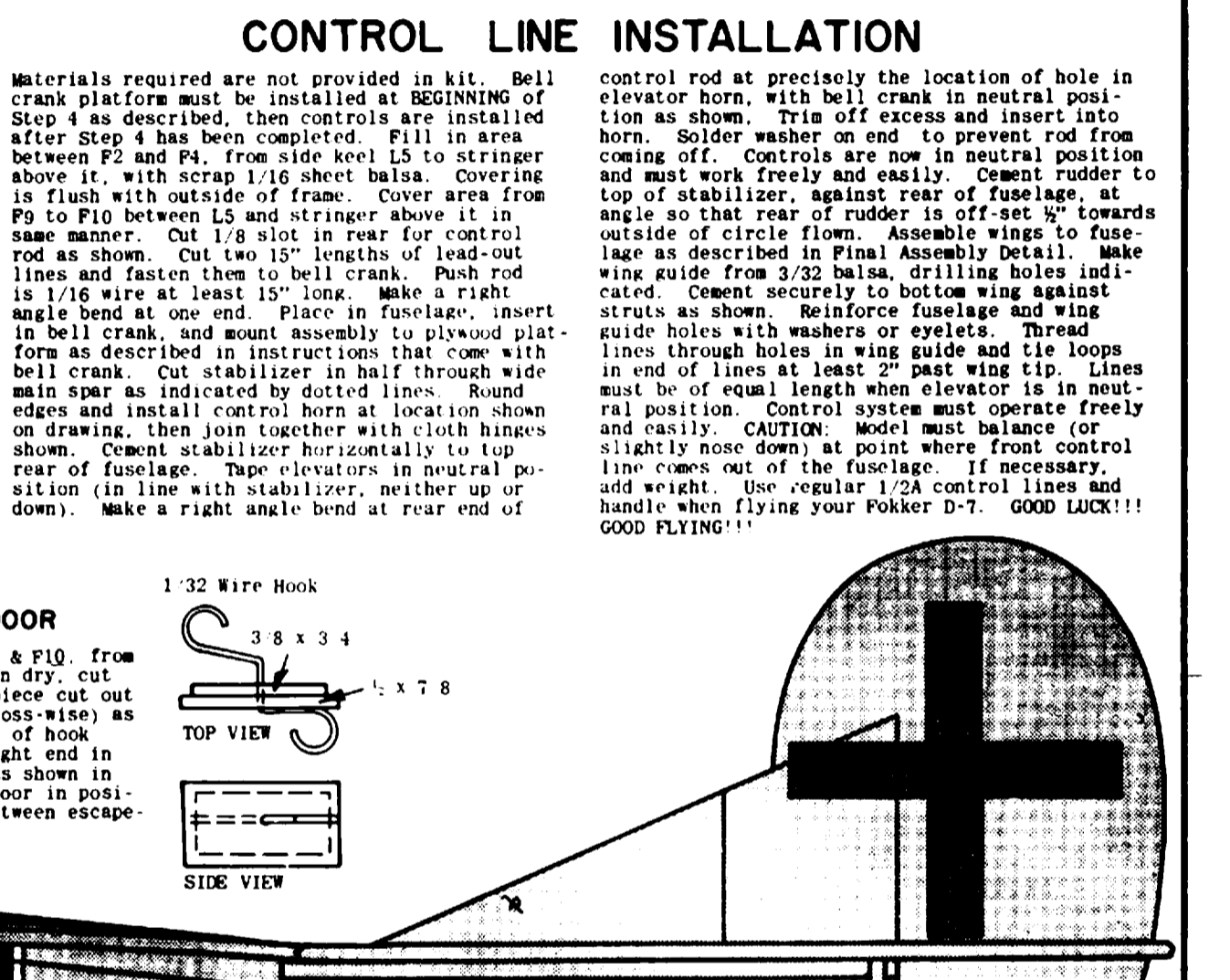
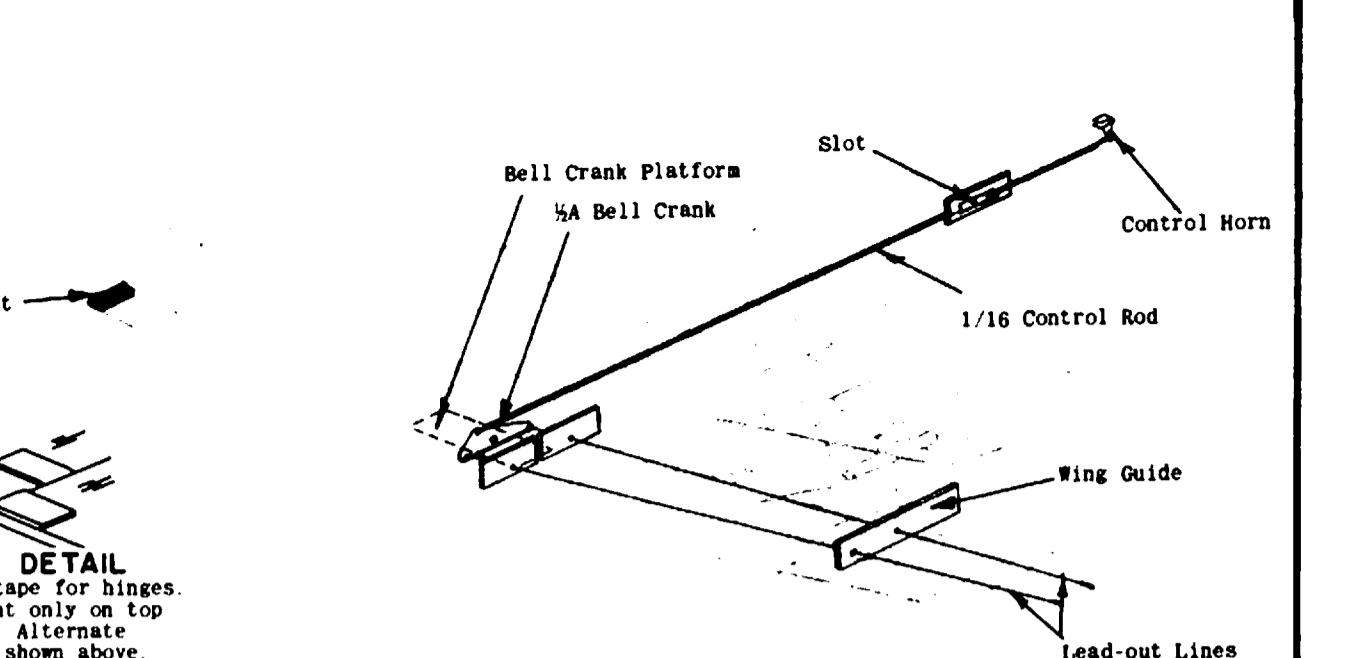
When model is being completed, it must balance 1/4" from front of wing at top-wing tips as shown on side view. Do NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Check wing and tail. If warps have developed, remove using steam method described in Silkspan Step. Model is now ready to fly. For test flights, proceed to wind, moving slowly back to model. Peeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the nose, motor should be completely wound. When rubber motor is replaced, use a rubber motor, grade T56 brown rubber at your favorite hobby shop. Engine powered free flight models are tested and flown in same basic manner as above and 1.5" bend rudder to opposite side. Take-offs require more power and therefore more turns in rubber motor. For longer flights and competition, it is



Batteries. Close radio mount door and secure with screws. Bend small wire hook for antenna attachment and cement to front of rudder. Bring antenna out of cockpit and fasten to hook with rubber band as shown. When model has been completely finished, it must balance 1/4" from top wing leading edge as shown on side view. If necessary, add weight but DO NOT ATTEMPT TO FLY UNTIL BALANCE HAS BEEN ACHIEVED. Check wings and tail for warps. If any have developed, remove with steam method as described in Covering Instructions. Wait for calm weather for test flights. Field test R/C equipment before flying, as described in manufacturer's instructions. Start engine and THROTTLE DOWN TO LOW SPEED, then launch model with nose pointed slightly down at a point 50 or 60 feet in front of you and release at approximate flying speed. Model should fly in a straight line and either maintain or slightly lose altitude. If model turns to either side, rudder or engine may be off set to opposite side to achieve a straight flight, which is how it should glide and fly. If model glides well but stalls under power, point front of engine down (down thrust) by placing washers under top mounting bolts. Increase engine RPM as adjustments are made, checking R/C controls before each flight. GOOD LUCK AND GOOD FLYING!!!



Materials required are not provided in kit. Bell crank platform must be installed at BEGINNING of Step 4 as described, then controls are installed after Step 4 has been completed. Fill in area between P2 and P4, from side level L5 to stringer above it, with scrap 1/16 sheet balsa. Covering is flush with outside of frame. Cover area from P9 to P10 between L5 and stringer above it in same manner. Cut 1/8 slot in rear of stringer rod as shown. Cut two 15" lengths of lead-out lines and fasten them to bell crank. Push rod is 1/16 wire at least 15" long. Make a right angle bend at one end. Place in fuselage, insert in bell crank, and mount assembly to plywood platform as described in instructions that come with bell crank. Cut stabilizer in half through wide main spar as indicated by dotted lines. Round edges and install control horn at location shown on drawing, then join together with cloth hinges shown. Cement stabilizer horizontally to top rear of fuselage. Tape elevators in neutral position (in line with stabilizer, neither up or down). Make a right angle bend at rear end of control rod at precisely the location of hole in elevator horn, with bell crank in neutral position as shown. Trim off excess and insert into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cement rudder to top of stabilizer, against rear of fuselage, at angle so that rear of rudder is off-set 1/2" towards outside of circle flow. Assemble wings to fuselage as described in Final Assembly Detail. Make wing guide from 3/32 balsa, drilling holes indicated. Cement securely to bottom wing against struts as shown. Reinforce fuselage and wing guide holes with washers or eyelets. Thread lines through holes in wing guide and tie loops in end of lines at least 2" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. CAUTION: Model must balance (or slightly nose down) at point where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/2A control lines and handle when flying your Fokker D-7. GOOD LUCK!!! GOOD FLYING!!!



When model is being completed, it must balance 1/4" from front of wing at top-wing tips as shown on side view. Do NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Check wing and tail. If warps have developed, remove using steam method described in Silkspan Step. Model is now ready to fly. For test flights, proceed to wind, moving slowly back to model. Peeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the nose, motor should be completely wound. When rubber motor is replaced, use a rubber motor, grade T56 brown rubber at your favorite hobby shop. Engine powered free flight models are tested and flown in same basic manner as above and 1.5" bend rudder to opposite side. Take-offs require more power and therefore more turns in rubber motor. For longer flights and competition, it is

