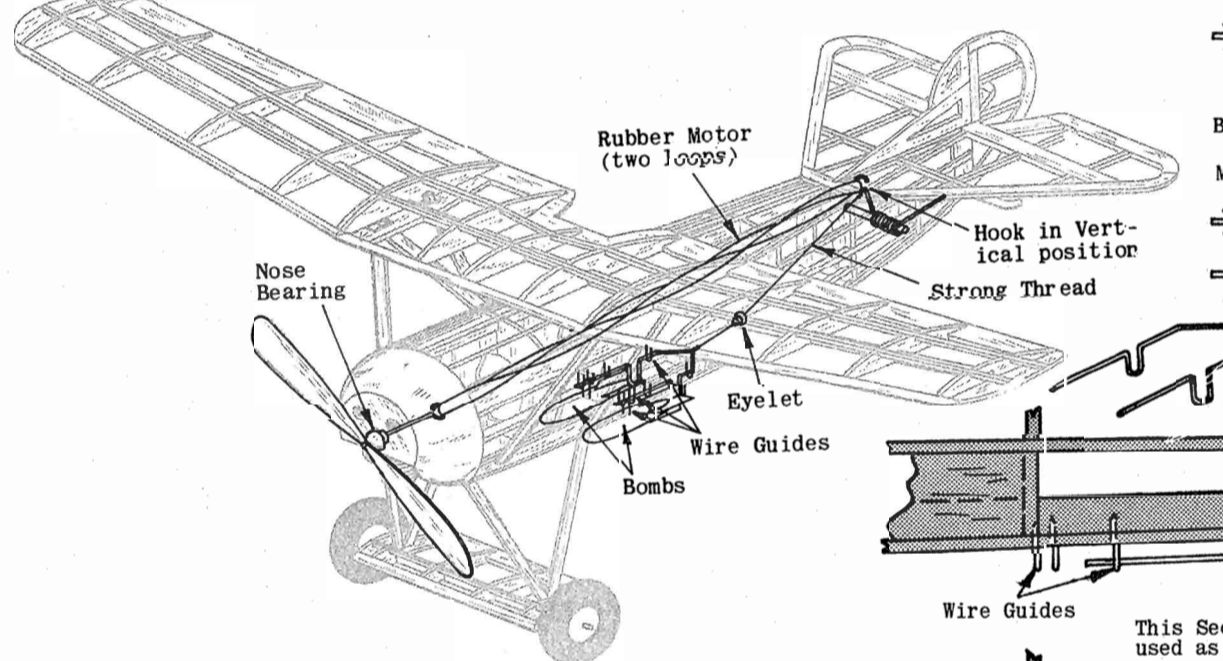


FINAL ASSEMBLY

Assemble and trim all plastic parts, see detail note. Cement cowl to F1. Cement stabilizer horizontally to top rear of fuselage. Cement rudder to top of stabilizer and against rear of fuselage, in line with center stringer. Pin temporary wing support WS to top and flush with back of L1. Pin wing in place, center rib W1 over W5. Round off edges of wing struts C, D, E and F. Cement C and D over full size layout - make 2 - then insert into notches in wing and fuselage and cement securely. Check that wing tips are equal distance from flat surface. Insert and cement outer struts E and F into notches in wing and L10 on fuselage. Add second generous coat of cement and allow to dry thoroughly, then pull out pins and remove WS. It is necessary to have access to rear hook to replace rubber motor. Fit a piece of 1/16 balsa between F7 and F8 on bottom of fuselage. Cement cloth tape to front end half over door for hinge. Trim out 1/16 from bottom of center keel to act as stop, so door is flush. Hold free end with Scotch Tape. Complete bomb dropping mechanism as described in detail note. Build landing gear spreader bar and install on landing gear as described in detail note. Round off and install landing gear struts G and H. Front struts are cemented in place in rear of wire landing gear. Wrap with tissue for added strength. Slip top of rear struts into notch in L7's in bottom of fuselage; and securely cement bottom into notch of F3. Top remains free, providing shock absorbing travel. On

engine powered models, make landing gear struts from hardwood. Make cockpit cover from stiff paper, using pattern provided and cement in place. On bomb dropping rubber models, cement stiff paper cover to bottom of fuselage on right side, between F5 and F6. Model is now painted. If it is to be painted scale colors, 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 F3 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. Place wheels on axles. Secure by bending up end of axle or with drop of cement or solder. Insert straight end of propeller shaft thru rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1/4" of shaft at right angle, as shown on side view. The double square knot in length of rubber, wet rubber first to prevent fraying. Double up to make two loops, then insert rubber through bottom trap door and engage in rear hook. Slip remainder of 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. Nose bearing fits into center hole in cowl. Using pattern provided, cut windshield from celluloid and cement in place as shown on side view. Your Fokker D-8 is now completed. See flight instructions before flying model. GOOD LUCK AND HAPPY LANDINGS!!!



AUTOMATIC BOMB RELEASE

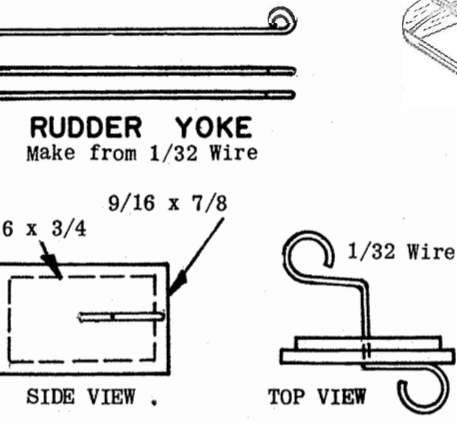
Automatic bomb dropping in flight operates on rubber powered models only, using spring rear hook. (Bombs can be released using third line on control line models or with escapement on R/C models). Installation is simple and action is positive, if directions are followed carefully. Make hole and cement eyelet to bulkhead F6, to right of keel L3. Bend ten "U" shaped guides from straight pins, using pattern provided. Bend bomb release pin from 1/32 wire, using full size pattern. Cement the 8 guides in place to bottom of fuselage as shown in bomb release sketch #1 and draw on full size pattern of bomb release pin. Assemble bombs as described in Plastic Parts Detail and cement wire guides in place as shown. Insert thread from rear hook through eyelet and pin hole in stiff paper as shown. Insert bomb release pin through wire guides, then securely tie thread to hook, with bomb release pin handle against rear of fuselage. Thread must be snug when release pin is in this position. Coat knot on release pin with cement. This completes mechanism. To operate: Wind rubber motor. This will pull rear hook forward to a horizontal position, loosening thread. This now permits release pin to be slid forward, through front wire guides to position shown in Sketch #2; while at the same time engaging bombs through their wire guides. Push pin forward until line is snug. Mechanism should now look exactly as drawn in Bomb Sketch #2. Bombs are now loaded. Model is now released, and towards the end of flight when motor unwinds, rear hook pulls back into vertical position. This tightens the lines, pulling release pin back past second guide, which releases and drops bombs. GOOD HUNTING!!!



PLASTIC PARTS DETAIL

For best results, follow instructions carefully. PILOT: Cut halves from plastic sheet, leaving about 1/16 excess material. Carefully cut out slots on excess material (about 1/8" wide) on top, bottom and both sides, right to the edge of the pilot itself as shown. This will permit accurate assembly of halves. Cement halves together, lining up carefully at slots. Use plastic or model airplane cement when assembling and attaching plastic parts in place. USE SPARINGLY, since excessive use of cement may distort the plastic. After assembly is thoroughly dry, trim and sand off smooth. After painting (first read Paint Instructions at end of this note) pilot is cemented in cockpit as shown in side view. BOMBS: Cut out of sheet in same manner as pilot, making notches in excess material for assembly. Cement halves together. When thoroughly dry, trim and sand smooth, then cut out 4 bomb fins for each from plastic sheet. Cement fins to ends of bomb at right angles, along seams as shown. Make two pin holes in each bomb and cement "U" shaped guide (see Bomb Release Detail Sketch #2) securely

in place. NUT PLATES: Cut from sheet and install behind firewall as described in Engine Installation. COWL: Cut from sheet, leaving about 1/16 excess material. Trim excess material carefully and sand smooth. Cowl may be placed on F1 for support while trimming and sanding. Install as described in Final Assembly or Engine Installation. MACHINE GUNS: Cut from plastic sheet and trim carefully. Paint dark gray and cement in place after model is painted. PAINTING: Use regular plastic model paint or enamel. Model airplane dope can be used ONLY IF APPLIED IN LIGHT SPRAY COATS, allowing paint to dry thoroughly between coats. Excessive use of dope may deform plastic. Parts may be used red. If painting a lighter color, apply a light coat of silver, followed by a light coat of white; before painting final color. Darker colors may be applied directly to red plastic. When cementing parts in place on model, use light coats of cement applied SPARINGLY. If necessary, use more than one coat, but DO NOT APPLY A THICK COAT AT ANY TIME.

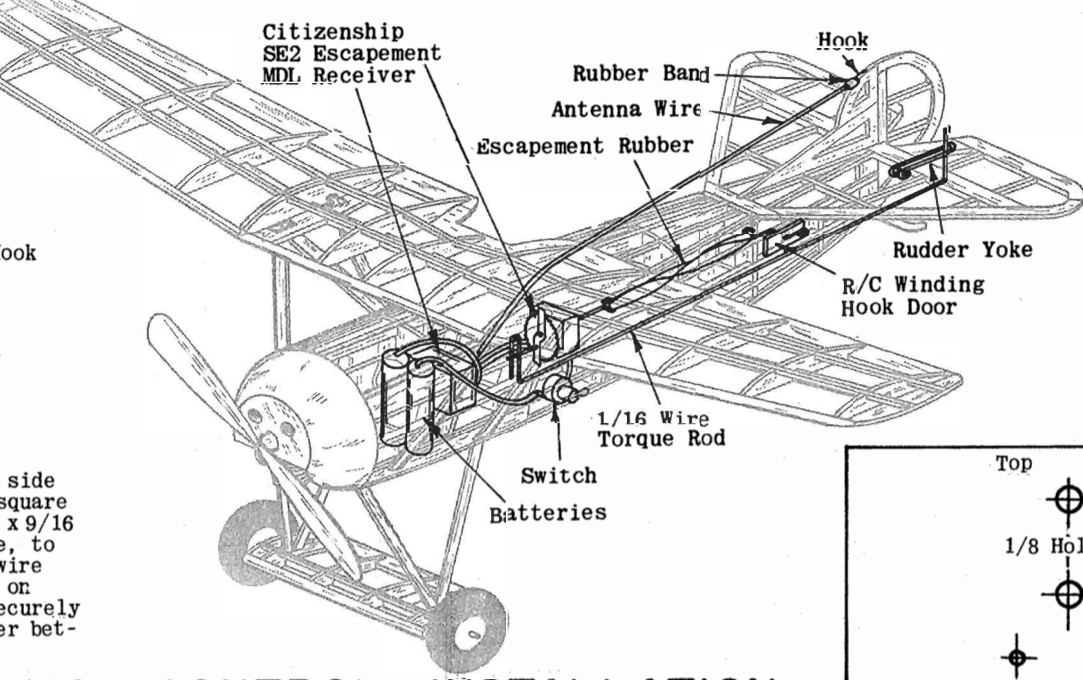


R.UDDER YOKE

Make from 1/32 Wire

R.C. WINDING HOOK DOOR

Inset 1/16 Sheet in area between F7 & F8, from side keel to stringer above it. When dry, cut out square hole 7/16 x 3/4. Cement piece cut out to 1/16 x 9/16 x 7/8 (grain running cross-wise) as shown above, to form door. Bend half of hook shown from 1/32 wire and push straight end in door - then bend hook on other end as shown in top view. Cement hook securely to door in position shown. Place loop of rubber between escapement and hook on inside of door.

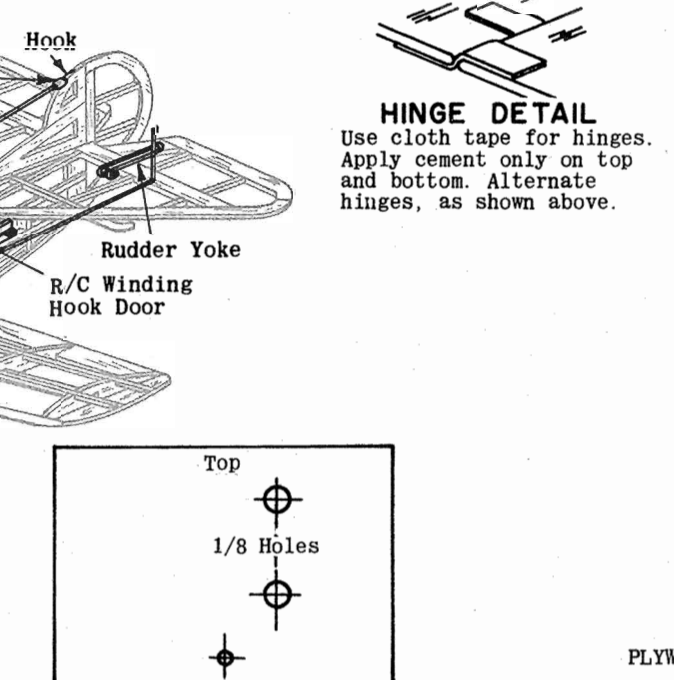


RADIO CONTROL INSTALLATION

Test models used, and drawing shows, Citizen-Ship MDL Receiver, SE2 Escapement, used with SPX Transmitter. This equipment and other material necessary is not provided in kit. Access to radio equipment is thru 1/16 plywood (not provided) door made using full size drawing above. Door fits between bulkheads F2 & F3, and corner stringers. Remove stringers and center keel L3 from this section. Cement 1/8 x 3/16 x 1-3/4 hardwood strip against front of F3, recessed 1/16 to act as door stop. Cement a length of cloth tape across front, half on door and half on fuselage, for hinge. Rear is secured to hardwood strip with wood screws. Cut rudder apart at location shown by dotted lines, then assemble together with cloth hinges. Bend wire yoke from 1/32 wire and install on rudder with 2/56 nut and bolt. Cut escapement base from 1/16 plywood and mount escapement, then cement to front of bulkhead F3 as shown; installing through cockpit. Make 1/16 hole in bottom of fuselage right behind tail skid for torque rod. Using a length of 1/16 wire at least 12" long, insert thru hole, then bend "u" in front of wire according to R/C manufacturer's instructions and as shown above. Pull back and engage "u" in escapement. Bend rear at right angle as shown, to engage in yoke. Cut off wire 3/4" above yoke. Raising and lowering yoke will increase or decrease the amount of rudder movement. Wire all radio equipment together in accordance with R/C manufacturer's instructions. Batteries are stored between F2 and F3. After they have been soldered, line compartment with foam rubber, then insert batteries. Close radio access 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 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 shim under top of fuel tank. Increase engine RPM as adjustments are made, checking R/C controls before each flight. GOOD LUCK AND GOOD FLYING!!!

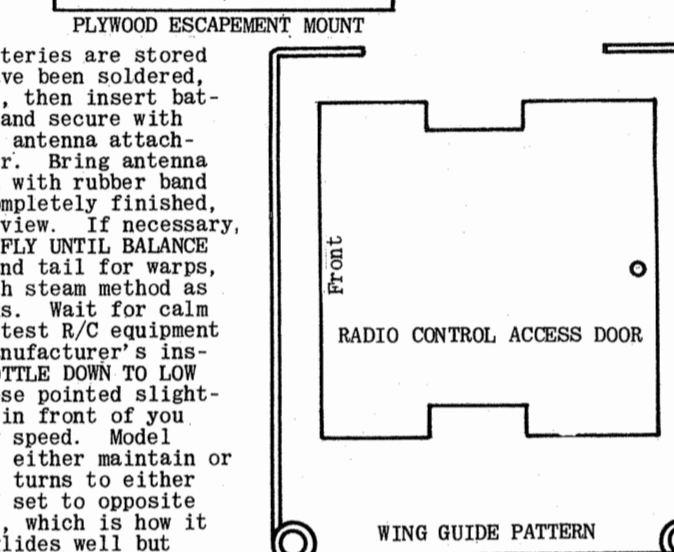
FLIGHT INSTRUCTIONS

When model has been completed, it must balance at point 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. Pick a calm day for test flying. On rubber powered models, wind propeller clockwise approximately 100 turns and launch into any prevailing wind slightly nose down at a point on the ground approximately 50 feet ahead of you. If model noses up and then falls off and stalls, (AFTER MODEL WAS BALANCED) then bend elevators down slightly using hot breath in same manner as steam. If model dives, bend elevators up. If model veers too much to one side, bend rudder to opposite side. Take-offs require more power and therefore, more turns in rubber motor. For longer



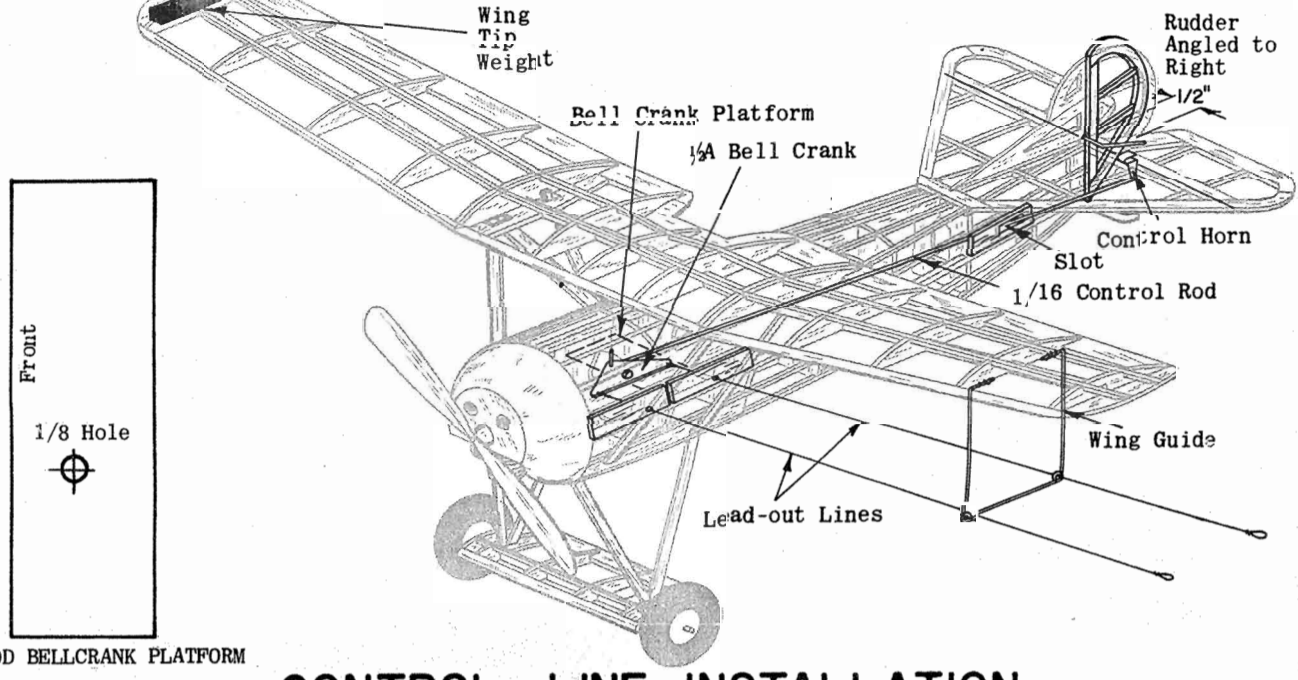
HINGE DETAIL

Use cloth tape for hinges. Apply cement only on top and bottom. Alternate hinges, as shown above.



PLYWOOD ESCAPEMENT MOUNT

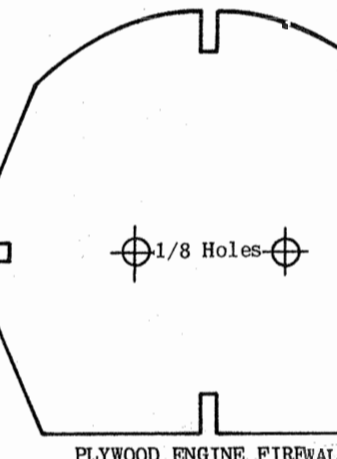
WING GUIDE PATTERN



CONTROL LINE INSTALLATION

Materials required are not provided in kit. Make bellcrank platform from 1/16 plywood, using full size plan above. Securely cement across L5's against rear of F2. Fill in area between F1 and F3, from side keel L5 to stringer above it, with scrap 1/16 sheet balsa, flush with outside of frame. Cover area from F7 to F8 between L5 and stringer above it in same manner. Cut 1/8 slot in rear for control 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 12" 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. Bend "u" shape elevator joiner from wire. Make hole for joiner in rudder, then cement spurs to both elevators in position shown. Elevators now move as one unit. 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. Cut rudder from fin on dotted lines shown on full size drawing. Cement rudder back on fin with rear of rudder angled 1/2" towards outside of circle flown. Cement rudder to top of stabilizer, against rear of fuselage. 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 shown on side view. If necessary, add weight. Use regular 1/2A control lines and handle when flying your Fokker D-8. GOOD LUCK!!! GOOD FLYING!!!

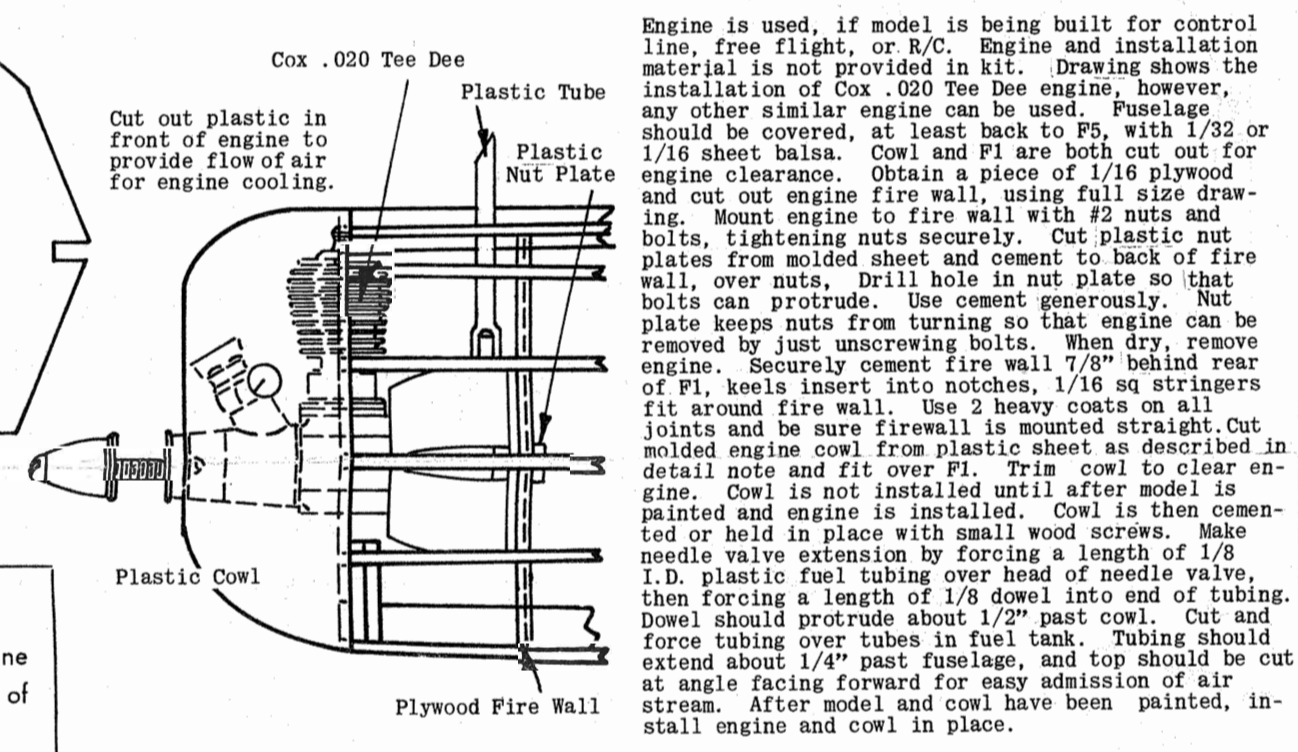


PLYWOOD ENGINE FIREWALL

PLASTIC COWL

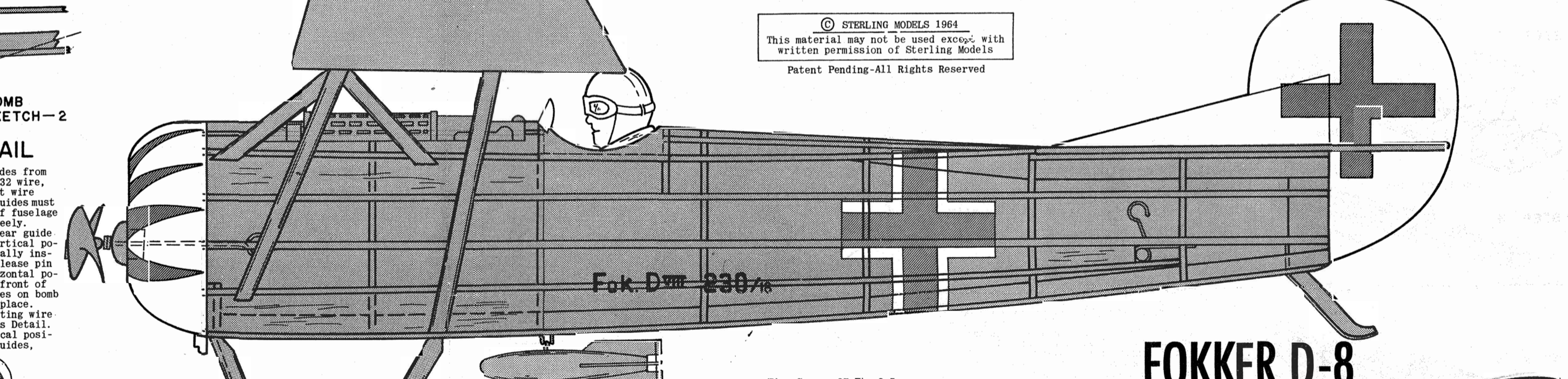
CAUTION:

Do not fly control line models in the vicinity of electric power lines!



ENGINE INSTALLATION

Engine is used, if model is being built for control line, free flight, or R/C. Engine and installation material is not provided in kit. Drawing shows the installation of Cox .020 Tee Dee engine, however, any other similar engine can be used. Fuselage should be covered, at least back to F5, with 1/32 or 1/16 sheet balsa. Cowl and F1 are both cut out for engine clearance. Obtain a piece of 1/16 plywood and cut out engine fire wall, using full size drawing. Mount engine to fire wall with #2 nuts and bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and cement to back of fire wall, over nuts. Drill hole in nut plate so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry, remove engine. Securely cement fire wall 7/8" behind rear of F1, keels insert into notches, 1/16 sq stringers fit around fire wall. Use 2 heavy coats on all joints and be sure firewall is mounted straight. Cut molded engine cowl from plastic sheet as described in detail note and fit over F1. Trim cowl to clear engine. Cowl is not installed until after model is painted and engine is installed. Cowl is then cemented or held in place with small wood screws. Make needle valve extension by forcing a length of 1/8 I.D. plastic fuel tubing over head of needle valve, then forcing a length of 1/8 dowel into end of tubing. Dowel should protrude about 1/2" past cowl. Cut and force tubing over tubes in fuel tank. Tubing should extend about 1/4" past fuselage, and top should be cut at angle facing forward for easy admission of air stream. After model and cowl have been painted, install engine and cowl in place.



FOKKER D-8 SPECIFICATIONS AND COLOR SCHEME

Wing Span - 27 Ft. 3 In.
Length - 19 Ft. 5 In.
Height - 9 Ft. 4 In.
Maximum Speed - 125 M.P.H. (at ground level)
Ceiling - 21,000 Ft.
Range - 1 1/2 Hours
Engine - Le Rhone 110 HP, Oberursel 140 HP
Empty Weight - 891 Lbs.
Gross Weight - 1,331 Lbs.
Armament - Two Spandau Machine Guns on Fuselage and Two Fragmentation Bombs
COLOR SCHEME: See box lid for authentic color scheme, decals for which are provided in kit. Color schemes, however, were widely varied. Not only were they painted to squadron (Jagdstaffeln) colors, but individual pilots had their planes painted to suit their fancy. Color scheme on box is quite authentic and makes a striking model.

FOKKER D-8

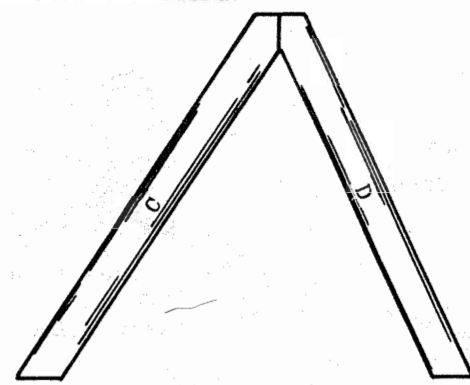
INSTRUMENT PANEL

Cut from plans and cement to F3



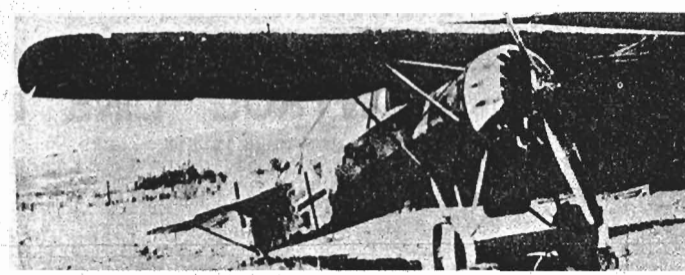
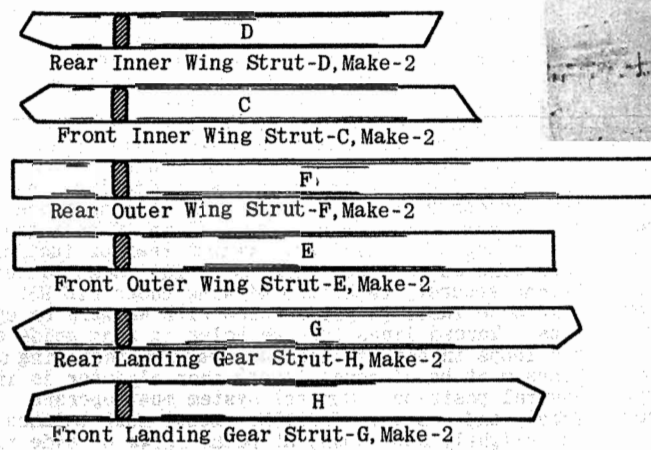
PHILA. PA. U.S.A.

Achtung! The dread "Flying Razor" of World War I comes alive again. In its day, the Fokker D-8 was the most advanced and efficient fighting aircraft. Automatically UNLEASHES twin BOMBS while in flight. KIT A16 WING SPAN 21" L24UJ4

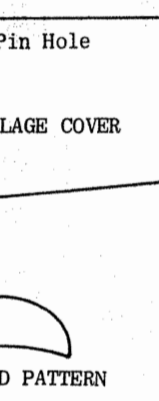


WING STRUT DETAIL

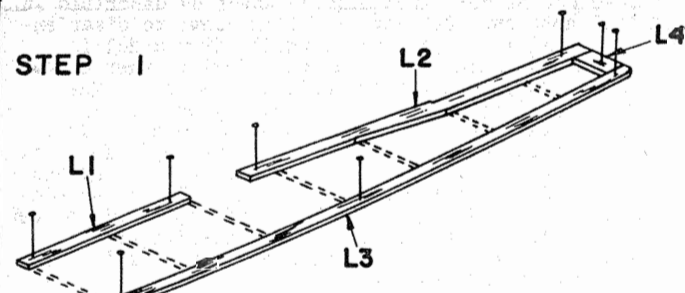
All struts shown full size are die cut. Round edges to cross section shown and cut to pattern. Make two inner wing strut assemblies by cementing C and D together over full size plan above. Struts are installed as described in Final Assembly Note.



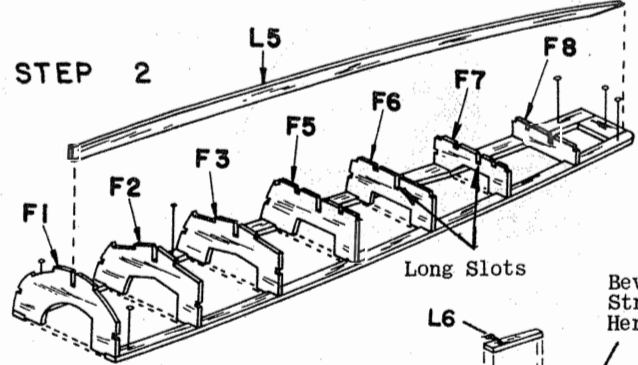
Fokker D-8 used as prototype of kit model



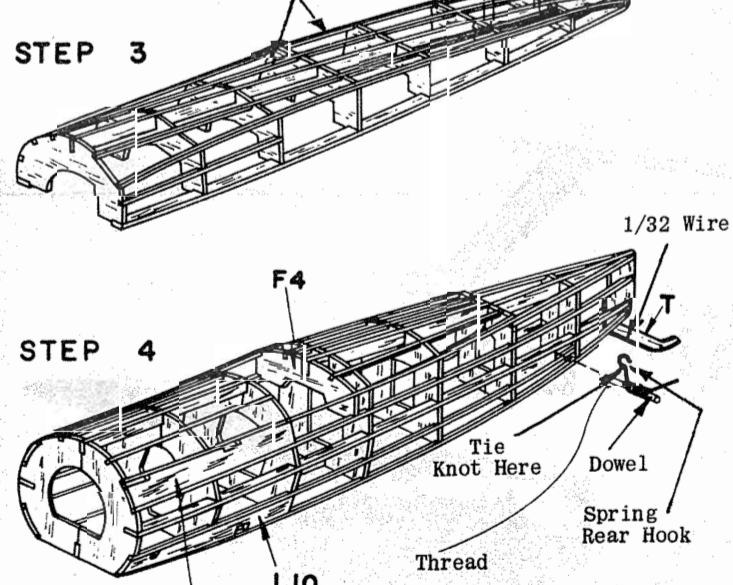
FUSELAGE ASSEMBLY



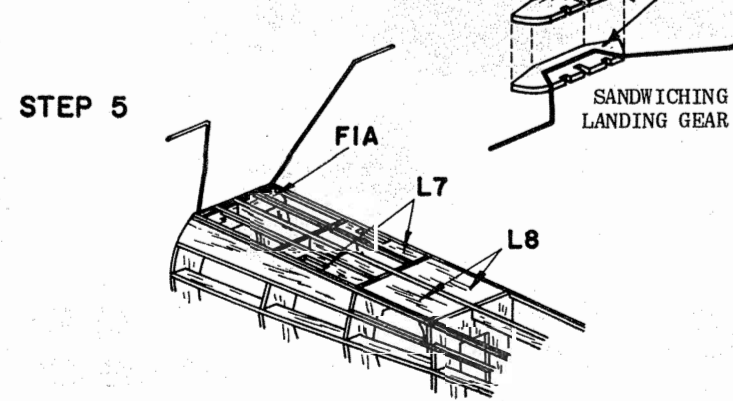
STEP 1
Fuselage construction is started on flat surface directly over plan. Pin all L parts in place as shown, cementing L4 between L2 and L3.



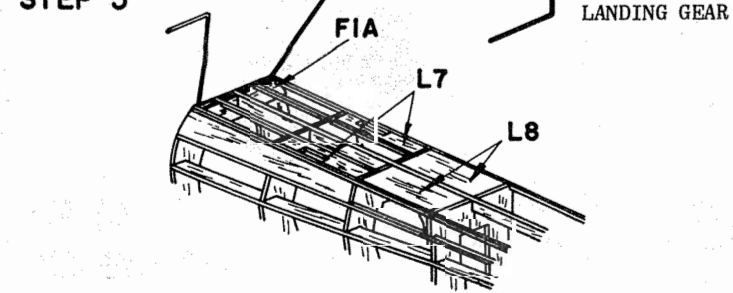
STEP 2
Cement all bulkhead halves from F1 to F8 vertically to frame as shown (except F4 which is installed in Step 4), then add L5, which is inserted into long slots in center of bulkheads.



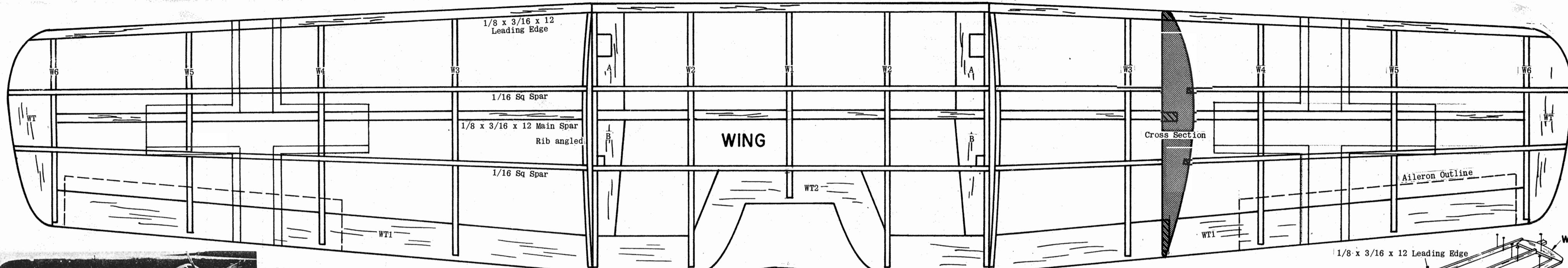
STEP 3
Install all stringers, (except on bottom and top, rear) which are 1/16 sq strips into their respective notches as shown on sketch. Bevel ends to fit at rear. Top front stringers, which are not visible are clearly shown in next sketch. Cement L6 in place flush with outside. Allow frame to dry thoroughly to prevent warping or twisting. Over night is recommended. Assembly of wing or tail surfaces can be started in the meantime.



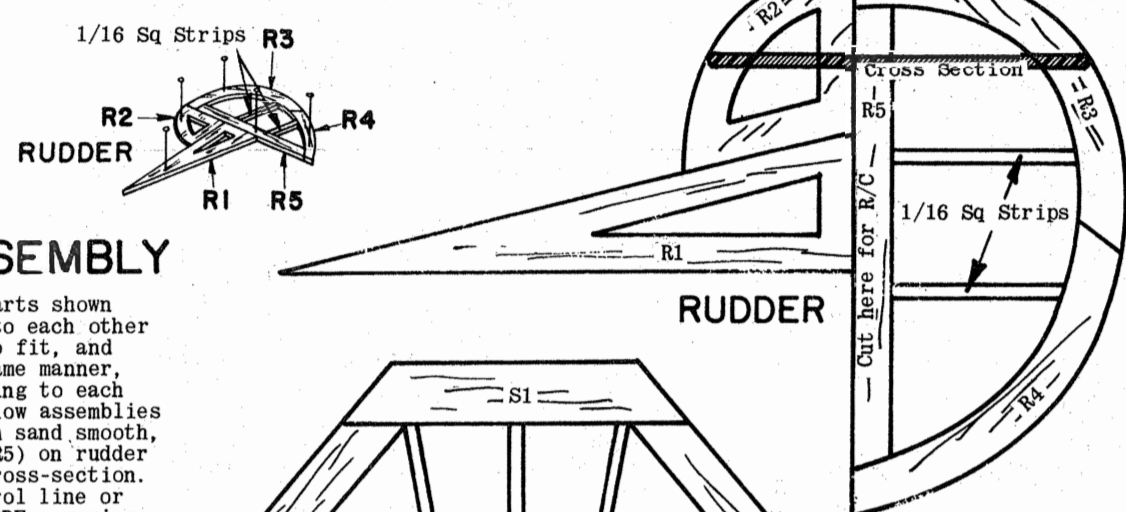
STEP 4
Carefully pull out pins and remove from flat surface, then cement opposite halves of bulkheads in place, followed by L5. F4 is now cemented in place, flush with front of L2 as shown, then cement top rear stringers in place. Install spring rear hook (omit on gas powered models) by inserting a 1" length of 1/8 dowl through coils of rear hook. Tie and cement a 10" length of thread on hook at location shown. Insert and cement ends of dowl behind L6's while at the same time pushing straight end of rear hook thru F8 below L5. Securely cement straight end in place. Only straight end of hook is fastened, leaving coil free for spring movement. Bend 1/32 wire tail skid reinforcement to shape shown on side view. Push through center of L3 and cement in place. Cement T against rear of wire skid. Cement L9's and L10's to each side of fuselage at location shown, parts will twist easier if moistened with water.



STEP 5
Landing gear is sandwiched between F1A's. Place in crease marks and use cement generously. Hold with pins until dry. For engine powered models, duplicate landing gear with 1/16 wire (not provided). When assembly is dry, cement to rear of F1. Add 1/16 stringers, then cement in place. Cement L7's in place, flush with surface. Allow fuselage frame to dry thoroughly, then sand lightly to present a smooth surface for tissue covering, described in detail note. If model is constructed other than for rubber power, see respective notes (Control Line, Radio, etc.) before covering fuselage.

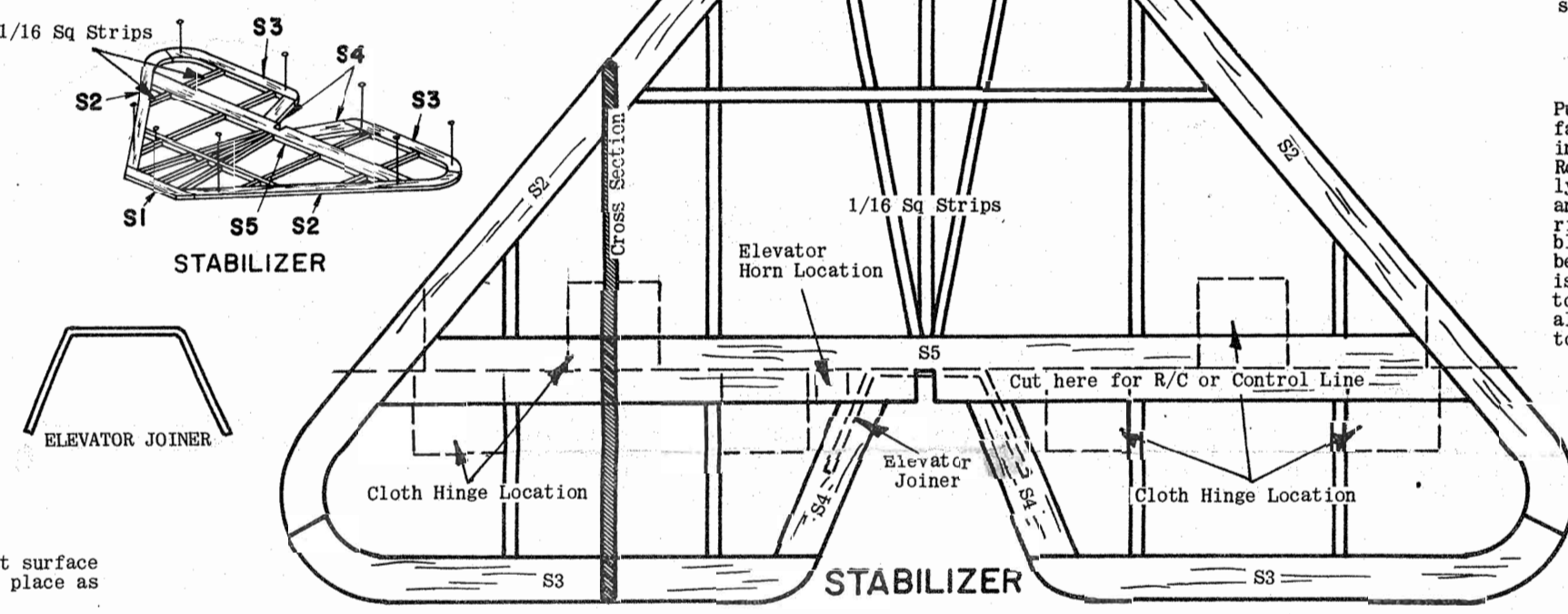


WING ASSEMBLY



TAIL SURFACE ASSEMBLY

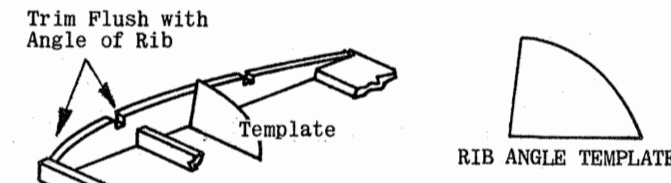
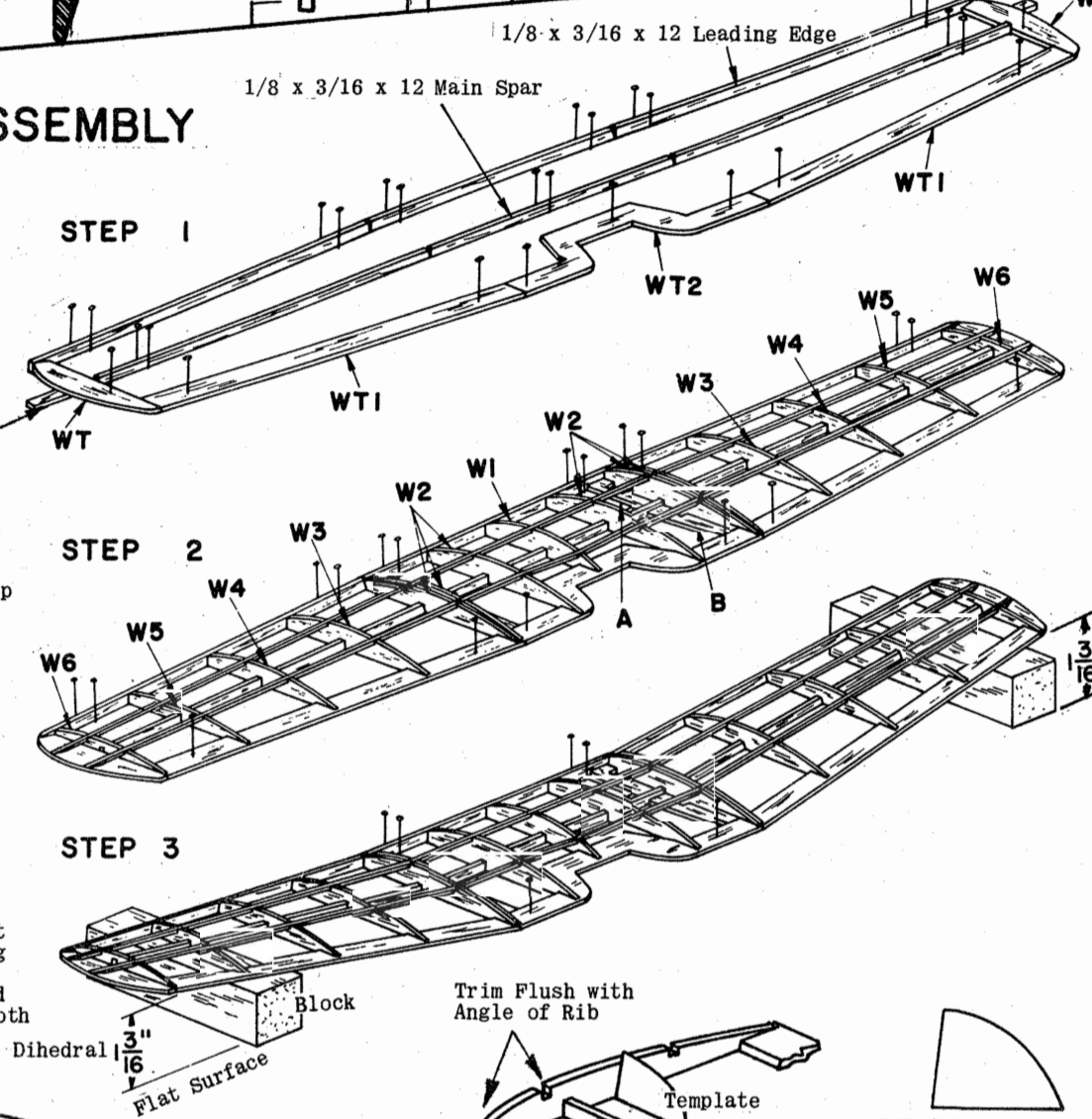
Assemble stabilizer by pinning all S parts shown to plan on flat surface and cementing to each other where they join. Cut 1/16 sq strips to fit, and cement in place. Rudder is built in same manner, pinning all R parts to plan and cementing to each other; then adding 1/16 sq strips. Allow assemblies to dry thoroughly on flat surface, then sand smooth, rounding edges (except bottom of R1 & R5) on rudder and front of S1 on stab) as shown on cross-section. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.



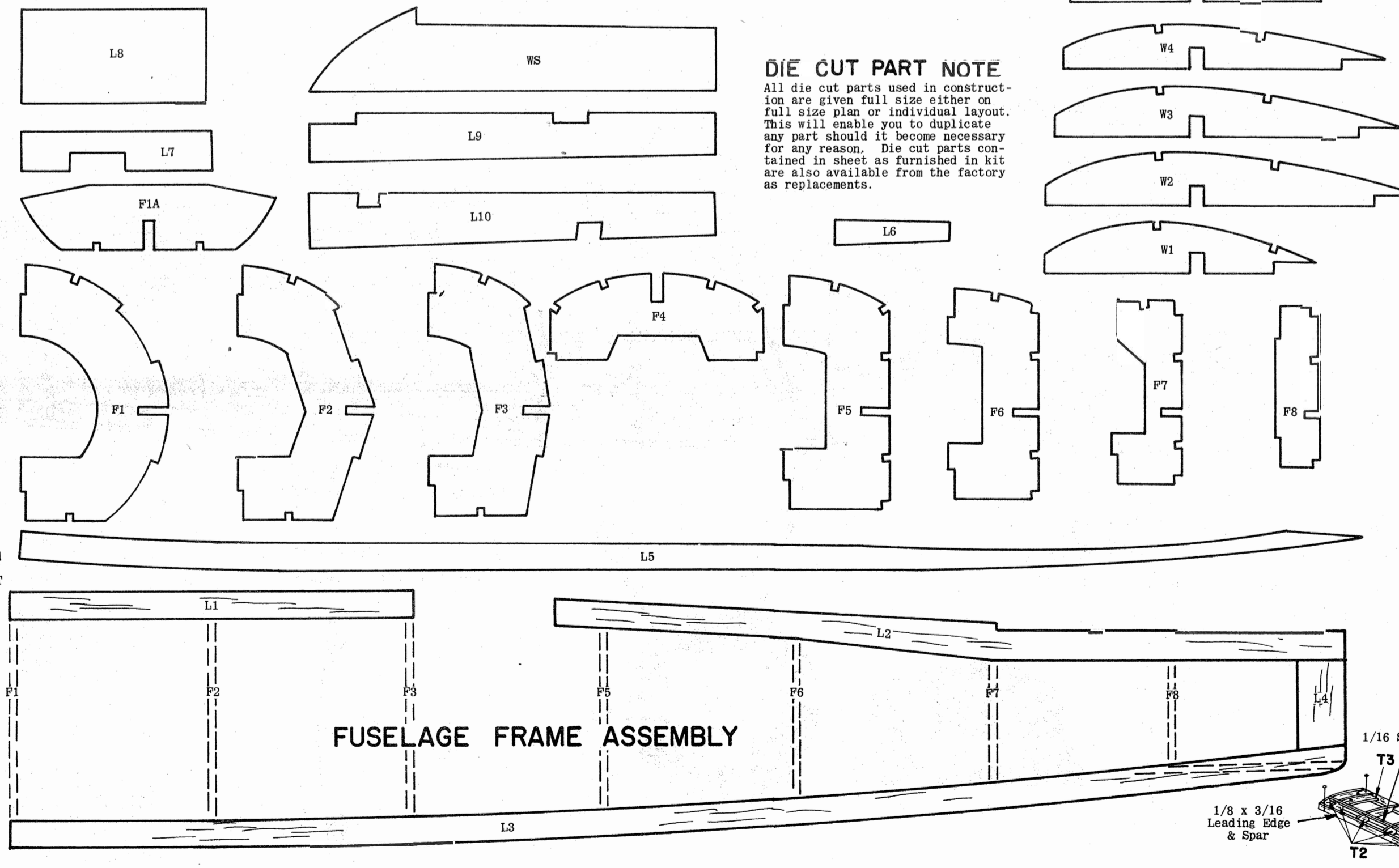
STEP 1
Build wing on flat surface directly on plan. Pin all WT parts in place, except for tips WT's which are angled up. Inner edge is on flat surface, outer tips raised using 1/16 scrap as shown. Cement WT parts to each other where they join, except at center joints. Cut 1/8 x 3/16 x 12 main spars and leading edges to proper length. Pin in place in upright position, joining directly over center joints. Cement to tip parts as shown.

STEP 2
Ribs W1 to W6's are now cemented in place. Outer ribs W2's are cemented in place on angle, using rib angle template as shown in detail sketch. This insures proper dihedral angle. All other ribs are vertical. Cement strut gussets A's and B's in place. Cement 1/16 sq spars into notches along top of ribs. Spar tips are beveled to fit on WT's as shown. Trim leading edge to curve of tip. Allow frame to dry thoroughly before removing from flat surface.

STEP 3
Pull pins out carefully and remove from flat surface. Separate wing panels and trim & sand leading edge to shape shown on wing cross-section. Round off tips and trailing edge to blend smoothly into each other. Trim off leading edge spars and trailing edge flush to angle of center joint ribs. Cement panels together on flat surface, blocking up tips 1-3/16 as shown. Measurement must be the same at leading & trailing edge so that wing is not warped. Center panel is pinned or weighted to keep flat or surface. Use cement generously and allow to dry thoroughly. When dry, sand frame smooth to prepare for tissue covering.



RIB ANGLE DETAIL
Sketch above shows how wing rib angle template is used as described in Wing Step 2.

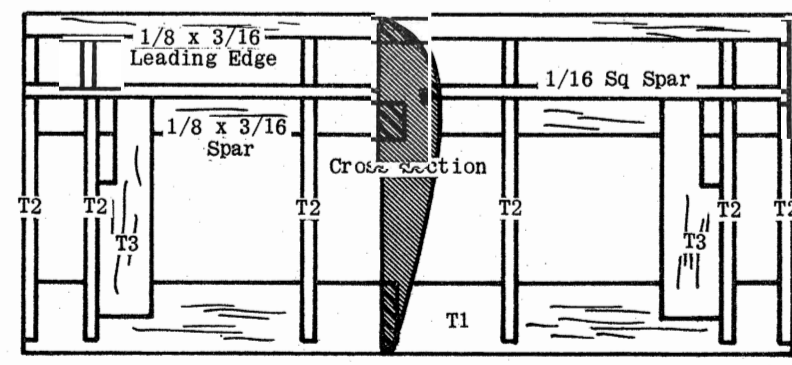


DIE CUT PART NOTE

All die cut parts used in construction are given full size either on full size plan or individual layout. This will enable you to duplicate any part should it become necessary for any reason. Die cut parts contained in sheet as furnished in kit are also available from the factory as replacements.

SILKSPAN TISSUE COVERING

The finest grade wet strength silkspan tissue provided in this kit permits covering of compound curves without wrinkling, when moistened with water before applying to frame. Tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered. When dry, cut tissue to shape needed, about 1/4" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope to outer edges of frame then place moistened tissue on frame. Pull tissue gently with fingers, working out all wrinkles. WHEN COVERING WING AND TAIL SURFACES, PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bounded by nearest framework) and recover. Apply two or three coats of clear dope, thinned 50-50 with thinner, on wing and tail surfaces before assembling to model. COVER WING FIRST: On control line models add about 1/2 ounce of weight to wing tip on outside of circle flow. Cover top & bottom of center section first with one piece each, then tip sections next in same manner. Trim out notches in A's and B's. COVER TAIL SURFACES NEXT: Cover both sides of rudder and stabilizer in one piece each. COVER FUSELAGE NEXT: Cover fuselage sides first with one piece. Cover top back to F3 in one piece. Cover rear in one piece from F4 to F7. Cover entire bottom in one piece. Apply four coats of thinned dope to tissue covering on fuselage. When final coat is dry, trim out all notches. Check wings and tail surfaces for warps before assembly. Warps can be removed by holding over steam (from boiling kettle) and twisting gently in opposite direction. Check again when cool.



SPREADER BAR ASSEMBLY

Build Spreader Bar directly on plan. Leading edge and spar are both 1/8 x 3/16. Pin leading edge (upright), spar (flat) and T1 to plan. Cement all rib T2's in place. DO NOT INSTALL T3's. Allow frame to dry thoroughly, then remove from flat surface. Spreader Bar is now cemented to landing gear (see Final Assembly). Make hole with pin through both tip ribs directly over spar on each side as shown. Insert axle of landing gear through ribs so that axle extends 5/8 on both sides. Cement and bind with thread. BE SURE THAT SPREADER BAR IS FLAT (see Side View). Install T3's flush with top of ribs. Cover after struts are installed.