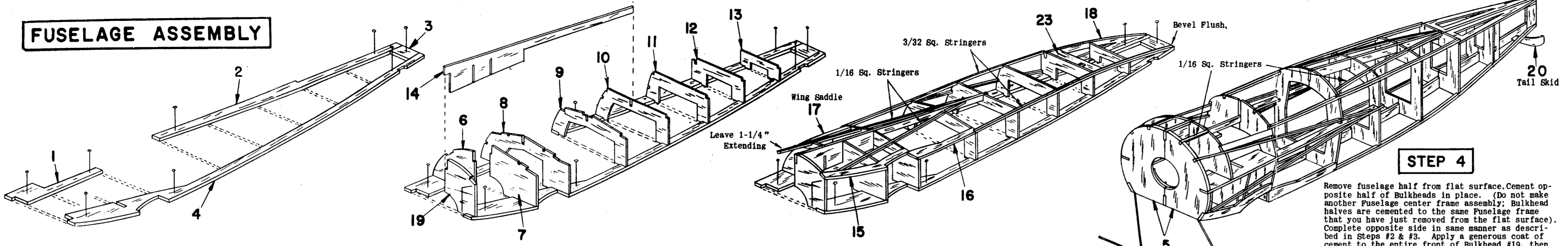


# FUSELAGE ASSEMBLY



## STEP 1

Saran Wrap (or similar) placed under frame will prevent frame from sticking to Plan. Fuselage is built on flat surface directly on Plan. Pin parts in place as shown, cementing #3 between #2 & #4, flush with rear.

## STEP 2

Cement Bulkhead halves #6 thru #13 vertically to frame as shown. Cement #19 in place in same manner against rear of wide notch, so that 3/32" of #4 protrudes from front, then cement #14 into notches from #19 to #10.

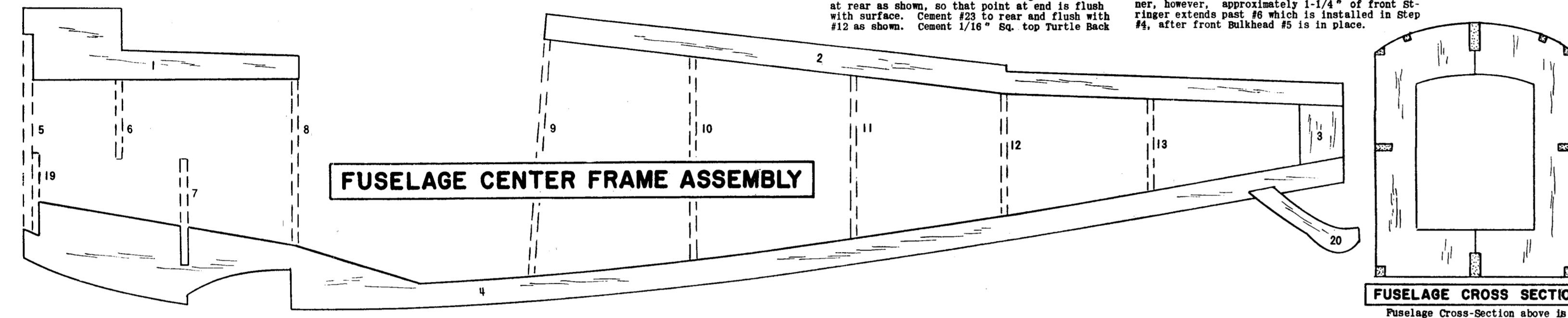
## STEP 3

Cement #15 into notches from #19 thru #8, followed by #16, which is cemented from #8 to #9 as shown clearly on Step #4 sketch. 1/16" Cowl Fairing Stringers which are installed now, can likewise be seen clearly on Step #4 sketch and also on side view. Cement bottom Stringer from #15 to bottom of #14 as shown. Note that Stringer must be bevelled to fit on both ends and is flush with frame. Top Stringer is installed in similar manner, however, approximately 1/4" of front Stringer extends past #6 which is installed in Step #4, after front Bulkhead #5 is in place.

## STEP 4

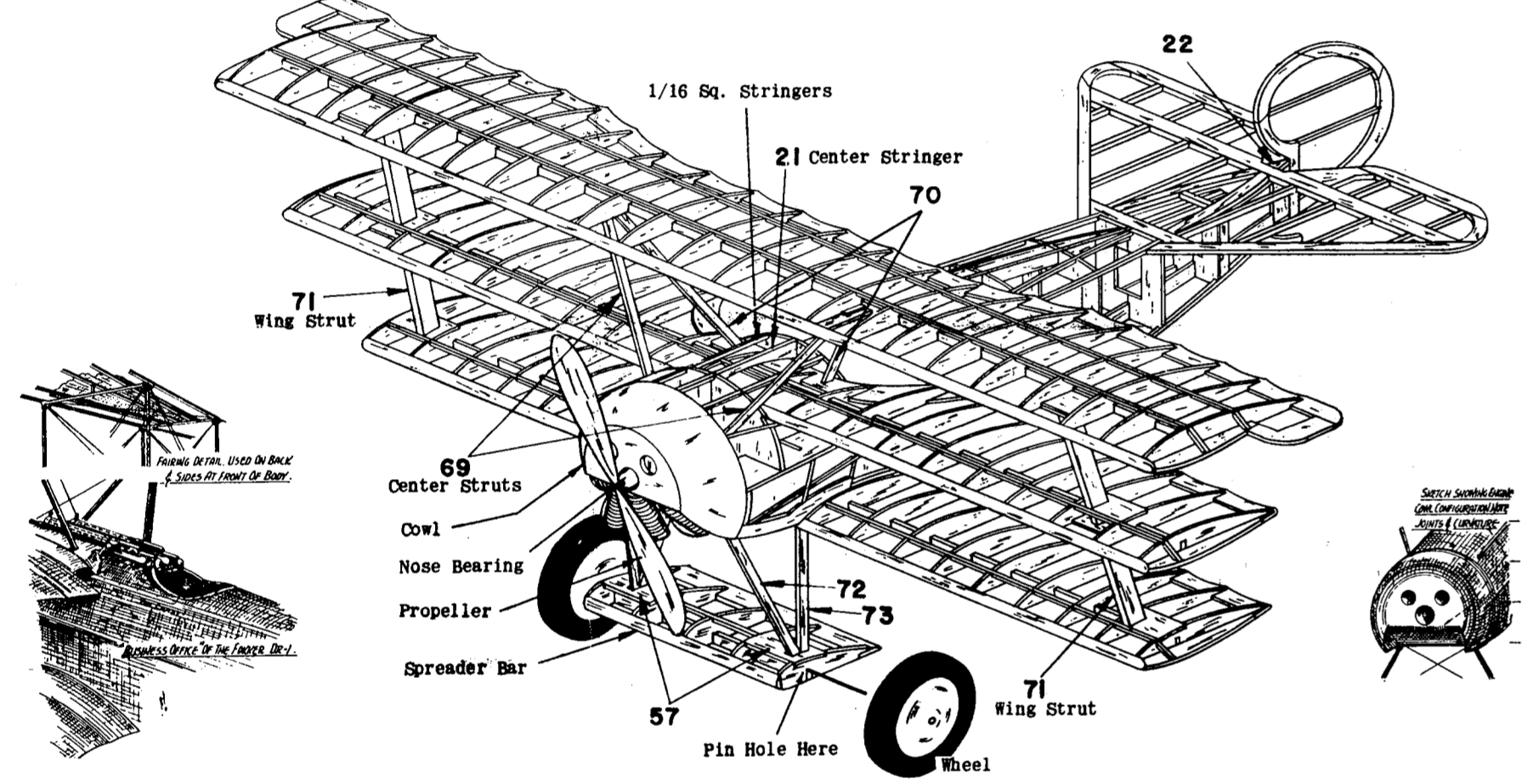
Remove fuselage half from flat surface. Cement opposite half of bulkheads in place. (Do not make another Fuselage center frame assembly; bulkhead halves are cemented to the same Fuselage frame that you have just removed from the flat surface). Complete opposite side in same manner as described in Steps #2 & #3. Apply a generous coat of cement to the entire front of Bulkhead #19, then install Landing Gear by placing it in crevasse sandwiching the Landing Gear between Bulkhead #5 & #19. Hold Bulkheads together tightly with pins etc., making sure Landing Gear is aligned (when viewed from front) and angles back when viewed from side. 1/16" Sq. Top Cowl Fairing Stringer is now cemented into notch as shown followed by 1/16" Sq. adjoining top Keel #1. Insert Tall Skid #20 into notch in #4 and cement securely in place. Bend wire part of Tall Skid as shown on side view. Make pin hole in #4 and cement in place to bottom of Tall Skid. Allow frame to dry thoroughly. Sand all Stringers slightly to smooth surface, to prepare for covering as described in Silkskin Tissue Note, except if building for Control Line or Radio; see respective note.

# FUSELAGE CENTER FRAME ASSEMBLY



## FUSELAGE CROSS SECTION

Fuselage Cross-Section above in at Bulkhead #10. Note that there is only one Fuselage Frame Assembly in center. Bulkhead halves are cemented directly to it.



## PLASTIC PARTS DETAIL

For best results, follow instructions carefully. **COWL:** Cut Cowl from sheet with sharp knife or straight-edge razor blade, leaving about 1/16" of material for trim. Excess material may be trimmed off and then sanded with fine sandpaper. Cowl is placed on bulkhead #5 for support while sanding. Be sure to leave sections above flat bottom. **ENGINE CYLINDERS:** Front and back of cylinders are opposite to each other on sheet. Cut from sheet leaving 1/16" for trim. Cement halves together, lining up carefully. Use cement sparingly, since excessive use may distort the plastic. Dry thoroughly, then trim and sand off smooth. **Center Flats:** Be certain cylinders are in line with Cowl when viewed from side. Cowl is now painted silver. Cylinders dark gray or black. Regular plastic model paint or enamel should be used. Model airplane dope can be used only if applied in LIGHT spray coats. Excess use of dope may deform the plastic. **MACHINE GUNS:** Cut out, leaving 1/16" excess material. Cement halves together, lining up carefully. When dry, trim in same manner as cylinders. Paint dark gray or black. **PILOT:** Cut out and assemble Pilot halves in same manner as other parts. After Pilot has been painted, install as described in Final Assembly Note. **NUIT PLATES:** These are used only if Engine is being installed in model, in which case refer to Engine Installation Detail. When cementing Plastic 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, SINCE IT MAY DEFORM PLASTIC.**

## STEP 5 - FINAL ASSEMBLY

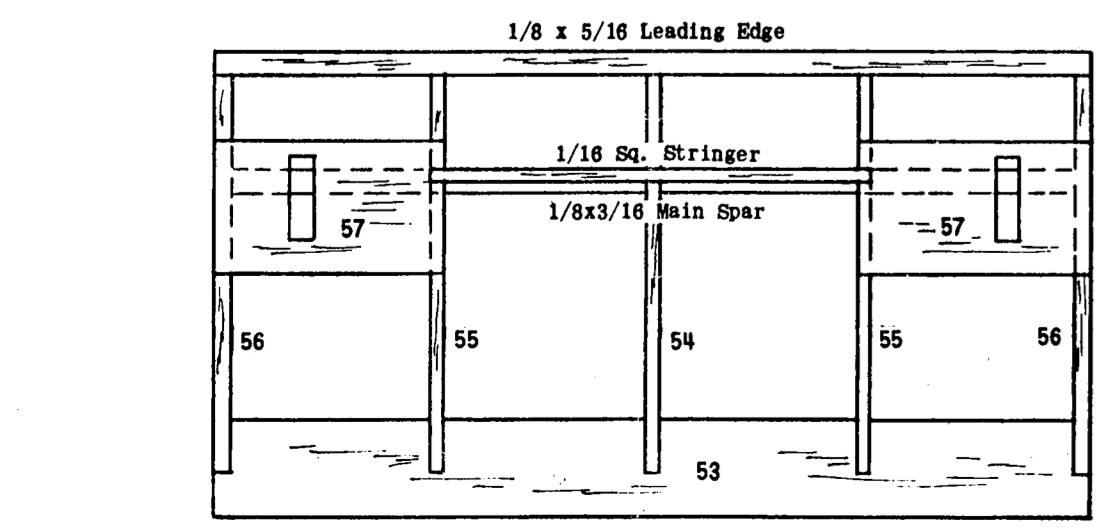
Assemble and trim all Plastic Parts as shown and described in detail note. Although sketch above shows assembled model uncovered, Wing, Fuselage and Tail surfaces must be covered before assembly is made, unless R/C or Control Line is being installed; in which case, see respective detail note. Cement bottom Wing Saddle #15. Be certain it is pressed firmly into place to insure proper angle of incidence (angle viewed from side). Hold in place with pins until dry. Center Wing is cemented in place across center Wing Saddles #17's between Bulkheads #6 & #8. Be certain it is centered and in line with bottom Wing. It must also be pressed down firmly and pinned in place to maintain proper angle of incidence. Cement die-cut center Stringer #21 in place over center of Wing. Cement the adjoining 1/16" Sq. Stringers as shown. Cut Cockpit cover from light cardboard provided, using pattern on Plan. Cement in place from #5 to #9. Note cuts that are made in pattern at front and rear of Wing location, so that pattern may fit around structure and fair out onto the Wing. Hold in place with pins or Scotch Tape until dry. Cement stabilizer to top rear of Fuselage against #12. Cement filler piece #22 in place, followed by rudder, which is cemented vertically in place to rear of Fuselage as shown. Be certain that stabilizer is horizontally in line with Wings and that rudder is vertical. Assemble Spreader Bar as shown and described in detail note. Slip a #57 onto each wire leg of the Landing Gear. Make a pin hole in both end ribs #56. Immediately above the front corner of the Main Spar. Pull wire Landing Gear Struts together, inserting top through pin holes, so that ailes protrude from end ribs #56 as shown in sketch. Cement heavily to top of the Spar, then pull down on #57's (that were previously sliding from hard wood wire Struts) into place in wide notch between #55 & #56 on both sides. Cement 1/16" Sq. top Spar

into notch in #54 and against #57's in both sides. Allow to dry thoroughly, making sure that Spreader Bar is at proper angle as shown on side view drawing. When dry, cover top and bottom with tissue. Securely cement Front Struts #72's in place as shown on sketch and side view. Bottom of Strut is inserted through notch in #57, where it is securely cemented to top of Spar and #57, spreading glue generously down into notch. Front of Strut is cemented to wire only. Do not cement top of Strut to Fuselage. Rear struts #73's are inserted into slot through strut cutout in Wing, bottom is cemented down into slot in #57 and against #72. Use cement generously on installation. Upon reaching to dry thoroughly, making sure that Spreader Bar is at proper angle as shown on side view. When dry, Struts should be rounded off and covered with Silkskin for additional strength and good paint preparation. Top of rear Struts travel through Strut cutout in Wing, bottom is cemented into slot in #52. Be certain to push firmly down until it is seated on Spar THIS IS A MUST, otherwise angle of incidence will not be correct and model will not fly properly. Upper Wing is now installed by inserting Struts through slots in #33A. Be certain to press Wing down firmly to proper angle of incidence. Use cement generously on all Wing Strut joints, being certain that wings are held in place until thoroughly dry. When dry, round off corners of the Main Spar. Pull wire Landing Gear Struts together, inserting top through pin holes, so that ailes protrude from end ribs #56 as shown in sketch. Cement heavily to top of the Spar, then pull down on #57's (that were previously sliding from hard wood wire Struts) into place in wide notch between #55 & #56 on both sides. Cement 1/16" Sq. top Spar

tail note, drawings, and box wrap. Note that white field under crosses on Wing, Fuselage and Rudder are painted white. Assemble Cowlings & Engine as described in Plastic Parts detail. If Cowl is to be painted a different color from the Flashing, as called for in scale paint scheme, it should be painted separately and installed after model has been painted; otherwise Cowl may be sanded and model painted after it is in place. For best flight performance, use a minimum of color dope. Apply Decals by dipping in warm water and sliding off into position shown. Cut Instrument Panel from Plan and cement to rear of #6 in Cockpit. Assemble and paint Engine and Pilot (see Plastic Part Note) and cement in place. Pilot may be supported by a piece of scrap cemented across Bulkhead #5. 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 1/4" of Shaft at right angle as shown on side view, which will engage Propeller when it is wound. Clear out bearing hole in Cowl. Rubber Motor is now installed. It is engaged on 1/8" Dowel (that extends through #22's at rear of Fuselage) by dropping into Fuselage from Nose, far enough so that Dowel can be inserted through one #22, then through rubber loop, and then into opposite #22. Tie thread on loop around hook on piece of wire to lower loop of rubber into the Fuselage. After engaging on Dowel, pull rubber Motor to rear of Fuselage. Use cement generously on Dowel. Insert Needle Valve extension and Plastic Fuel Tubing. Add 1-1/4" length of 1/16" I.D. Plastic Tubing to each Tube adjoining Needle Valve. Cut top of tubing at angle (facilitating admission of air stream). Make Needle Valve extension cutting 3/8" length of 1/8" I.D. Tubing and forcing over head of Needle Valve. Cut a length of 1/4" Dowel and insert into Tubing. This should be tight fit. Needle Valve can now be adjusted from outside of Fuselage. Cowl is cemented or held in place with small Wood Screws. If it becomes necessary to remove Engine for any reason, break cement joint of Cowl. Engine is then reinstalled and Cowl re-cemented or screwed back in position.

## ENGINE INSTALLATION

Engine is used if model is being built for Control Line, Free-Flight or Radio. Engine and installation material not provided in kit. Drawings show installation of Cox. #49 Babe Bee Engine; however, any other similar Engine may be used to suit the builder. Front bulkhead #8 could be covered with 1/32 or 1/16 sheet Balsa. Top is cut out for Engine clearance. Engine is installed on die-cut 1/16" Plywood in kit, cemented together to form double thickness. Carefully drill 1/16" holes at punch marks. Mount Engine to securely. Cut Plastic Nut Plates from molded sheet and cement to back of Plywood over Nuts, drilling hole 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 from front bulkhead in position shown. Cut molded Cowl from Plastic Sheet as described in Detail Note. Cement Cowl to front of Fuselage on #5. Trim Cowl and #5 to clear Engine. Drill three holes in Cockpit cover position indicated by dotted line on drawing, for Needle Valve extension and Plastic Fuel Tubing. Add 1-1/4" length of 1/16" I.D. Plastic Tubing to each Tube adjoining Needle Valve. Cut top of tubing at angle (facilitating admission of air stream). Make Needle Valve extension cutting 3/8" length of 1/8" I.D. Tubing and forcing over head of Needle Valve. Cut a length of 1/4" Dowel and insert into Tubing. This should be tight fit. Needle Valve can now be adjusted from outside of Fuselage. Cowl is cemented or held in place with small Wood Screws. If it becomes necessary to remove Engine for any reason, break cement joint of Cowl. Engine is then reinstalled and Cowl re-cemented or screwed back in position.

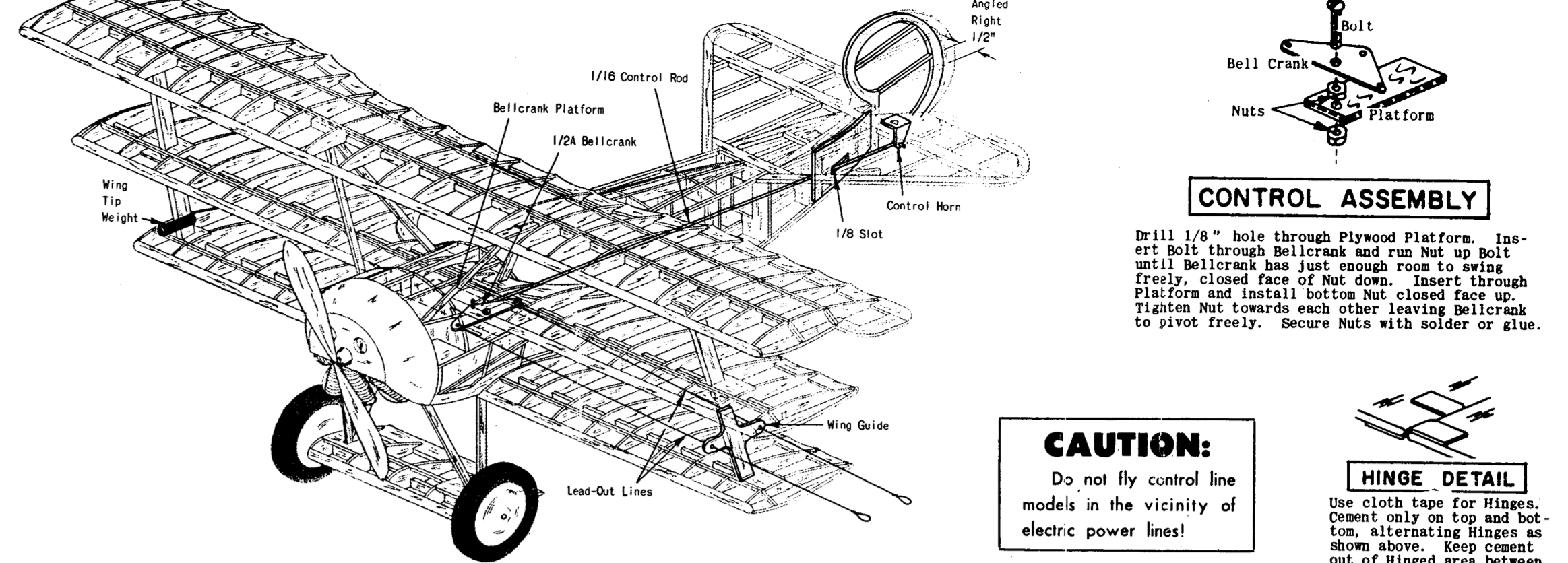
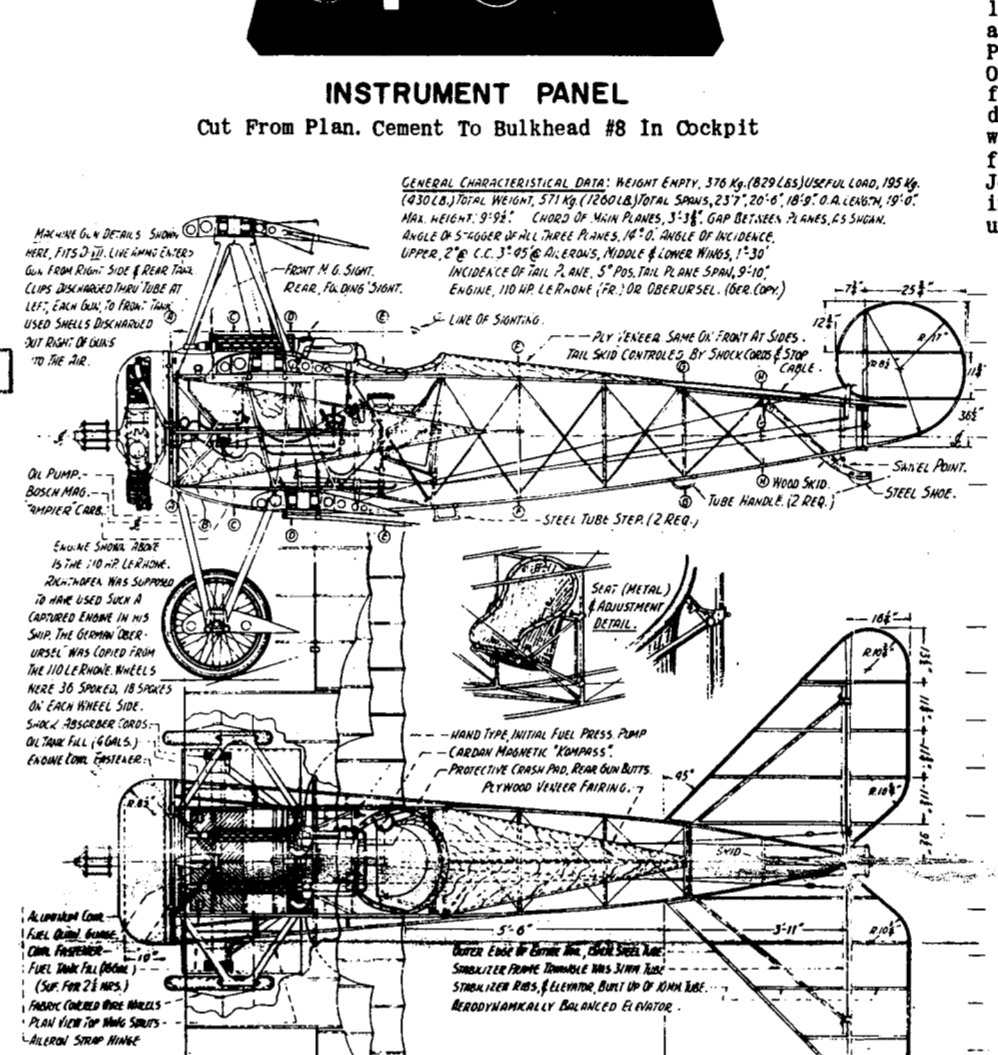


## SPREADER BAR

Build Spreader Bar over Plan. Pin 1/8x5/16 Leading Edge and 1/8x13/16 Main Spar vertically in place, cut to proper length, followed by #57 trailing Edge. Cement ribs #54, #55 & #56 in place as shown. Allow to dry thoroughly. Sand smooth. Spreader Bar is installed as described in Final Assembly.

## INSTRUMENT PANEL

Out From Plan. Cement to Bulkhead #8 in Cockpit



## CONTROL ASSEMBLY

Drill 1/8" hole through Plywood Platform. Insert Bolt through Bellcrank and run Nut up Bolt until Bellcrank has just enough room to swing freely, closed face of Nut down. Insert through Platform and install bottom Nut closed face up. Tighten Nut towards each other leaving Bellcrank to pivot freely. Secure Nuts with solder or glue.

## CAUTION:

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

## HINGE DETAIL

Use cloth tape for Hinges. Cement only on top and bottom, alternating Hinges as shown above. Keep cement out of Hinged area between sections.

## CONTROL LINE INSTALLATION

Install Controls after Fuselage Step #4 has been completed. Plywood Bellcrank Platform is securely cemented across #14's against front of #8. Fill in area between #8 & #9 (from side Keel #14 to Stringer above it) with scrap 1/16 sheet Balsa, flush with outside of frame. Fill in area from #13 to rear in same manner. Cut 1/8" slot in rear for Control Rod as shown. Cut two 1/2" lengths of Lead-Out Lines (not provided in kit) and fasten them to Bellcrank on Plywood Platform as shown in Detail Sketch. Lead-Out Lines come through Fuselage at holes drilled for them as shown. Cover Fuselage with Tissue as described in Detail Note. Cut Stabilizer through wide Main Spars, as in section drawing. Bend "U" shape Elevator Joiner from wire. Cement Spurs to both Elevators in position shown. Elevators now serve as one unit. Round edges and install Control Horn at location shown on drawing, then join together with cloth Hinges as shown. Cement Stabilizer to Fuselage as described in Final Assembly Note. Tape Elevators in neutral position (in line with Stabilizer, neither up or down). Bend 1/4" of one end of 1/16" Wire for Control Rod at right angle. Bend accordingly so that rod slips through slot in rear of Bellcrank and insert Rod from bottom with Rod should be in line with Elevator Horn, if not, bend accordingly. Make a right angle bend at rear end of rod at precisely the location of hole in Elevator Horn, with Bellcrank in neutral position as shown. Clip off excess and insert into Horn. Solder washer on end to prevent Rod from coming off. Control Lines are now in neutral position and must work freely and easily. Cement Rudder to Fuselage and glue to outside of Cowl. Cement approximately 1/4 oz. weight (empty

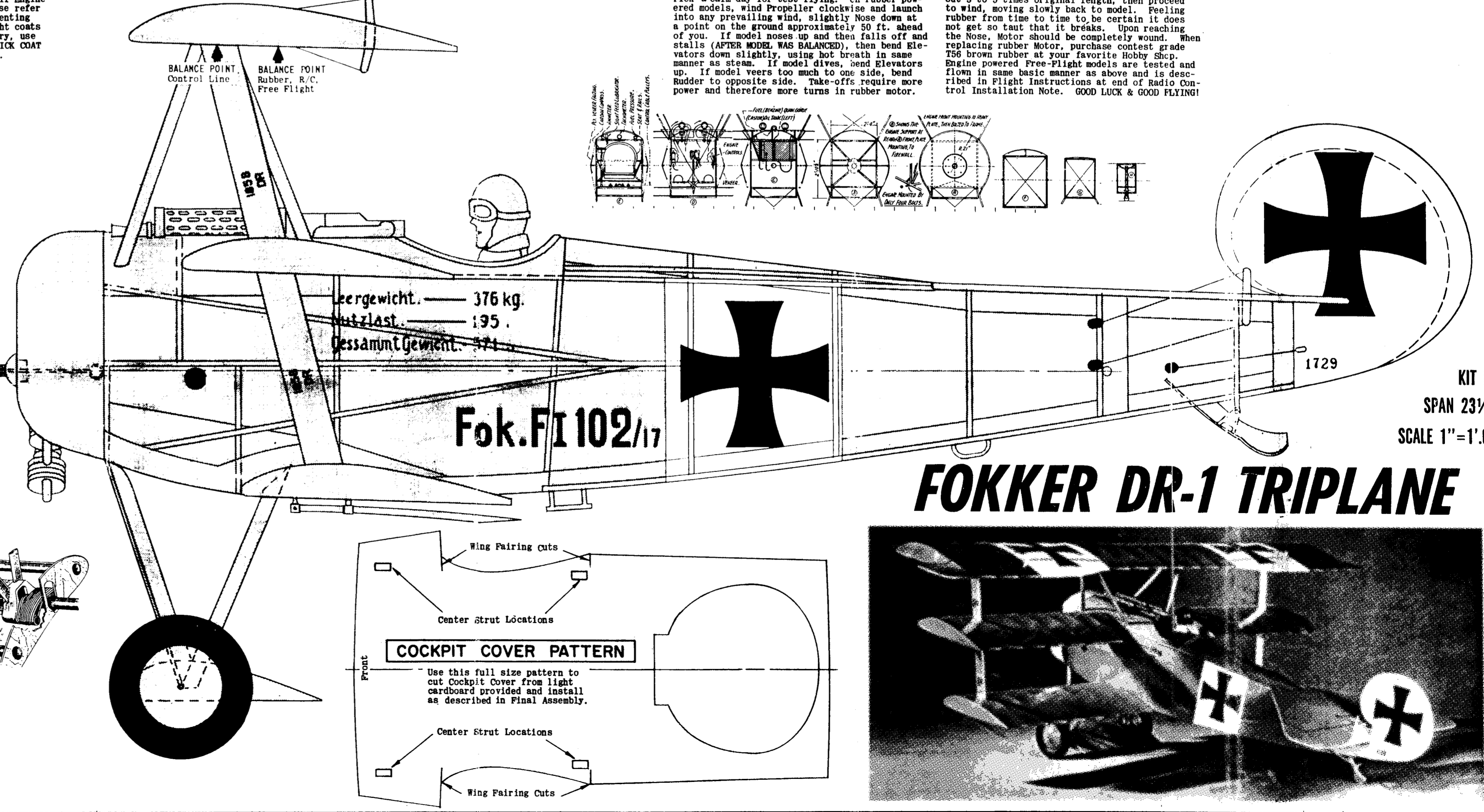
## RADIO CONTROL INSTALLATION

Because of the relatively small size of this Fokker Tri-Plane model, it is recommended that only the lightest Radio equipment be installed. The Aero Radio Proportional Control is a good example of lightweight equipment. None of the Radio Control equipment or installation material is included in the kit; it must be purchased by the model builder. In order to maintain the balance point shown on side view, mount the radio equipment in the Cockpit between Bulkheads #8 & #9. Trap door should be of substantial strength and hinged on the front end. Opposite end can be held in place with a rubber band stretched across hooks on each side of Fuselage, or tiny screws into hardwood blocks to receive them. Cover with cloth Hinges (see detail), making sure that it swings freely. Location of Hinges in direction of flight is not critical. Covering of fuselage is varied, no specific installation directions can be given. Install the R/C equipment as shown on drawing. Elevators now serve as one unit. Round edges and install Control Horn at location shown on drawing, then join together with cloth Hinges as shown. Cement Stabilizer to Fuselage as described in Final Assembly Note. Tape Elevators in neutral position (in line with Stabilizer, neither up or down). Bend 1/4" of one end of 1/16" Wire for Control Rod at right angle. Bend accordingly so that rod slips through slot in rear of Bellcrank and insert Rod from bottom with Rod should be in line with Elevator Horn, if not, bend accordingly. Make a right angle bend at rear end of rod at precisely the location of hole in Elevator Horn, with Bellcrank in neutral position as shown. Clip off excess and insert into Horn. Solder washer on end to prevent Rod from coming off. Control Lines are now in neutral position and must work freely and easily. Cement Rudder to Fuselage and glue to outside of Cowl. Cement approximately 1/4 oz. weight (empty

## FLIGHT INSTRUCTIONS

When model has been completed, it must be balanced at point shown on side view. DO NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Check Wing Tip Balance. If warps have developed, remove using steam method described in Silkskin Step. Model is now ready. Pick a calm day for test flying. In rubber powered models, wind Propeller clockwise and launch into any prevailing wind, slightly nose down at a point on the ground approximately 50 ft. ahead of you. If model noses up and then falls off and stalls (AFTER WIND 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 flights and competition, it is recommended that the loop of rubber be lubricated with model lubricant (available at most Hobby Shops) and with Motor Oil. Apply sparingly. Use winder which you can make by tightening rubber onto a drill. To store winds in motor, stretch rubber onto 3/8" diameter drill. In rubber powered models, wind Propeller clockwise and launch into any prevailing wind, slightly nose down at a point on the ground approximately 50 ft. ahead of you. If model noses up and then falls off and stalls (AFTER WIND 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.

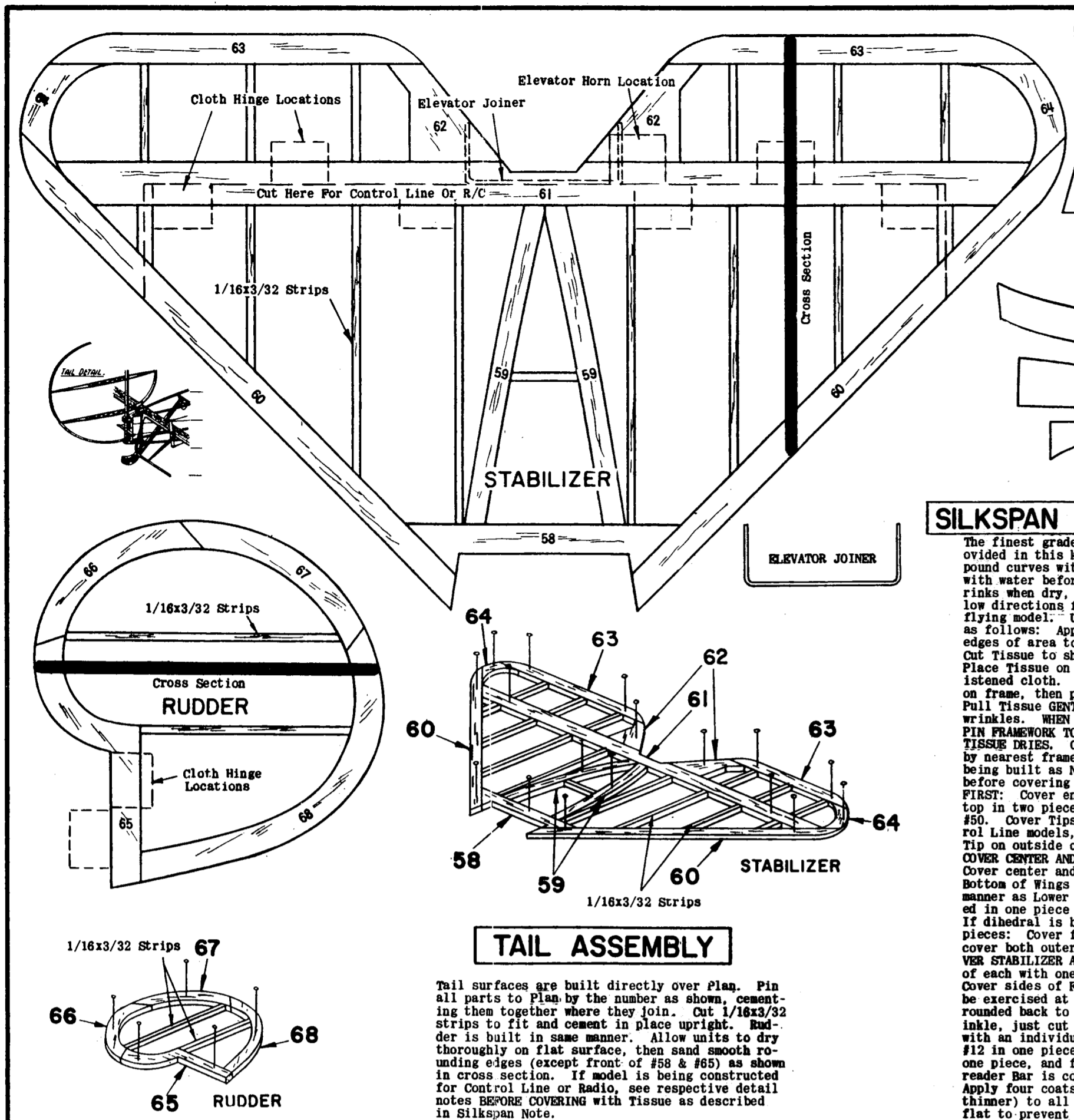


## COCKPIT COVER PATTERN

Use this full size pattern to cut Cockpit Cover from light cardboard provided and install as described in Final Assembly.

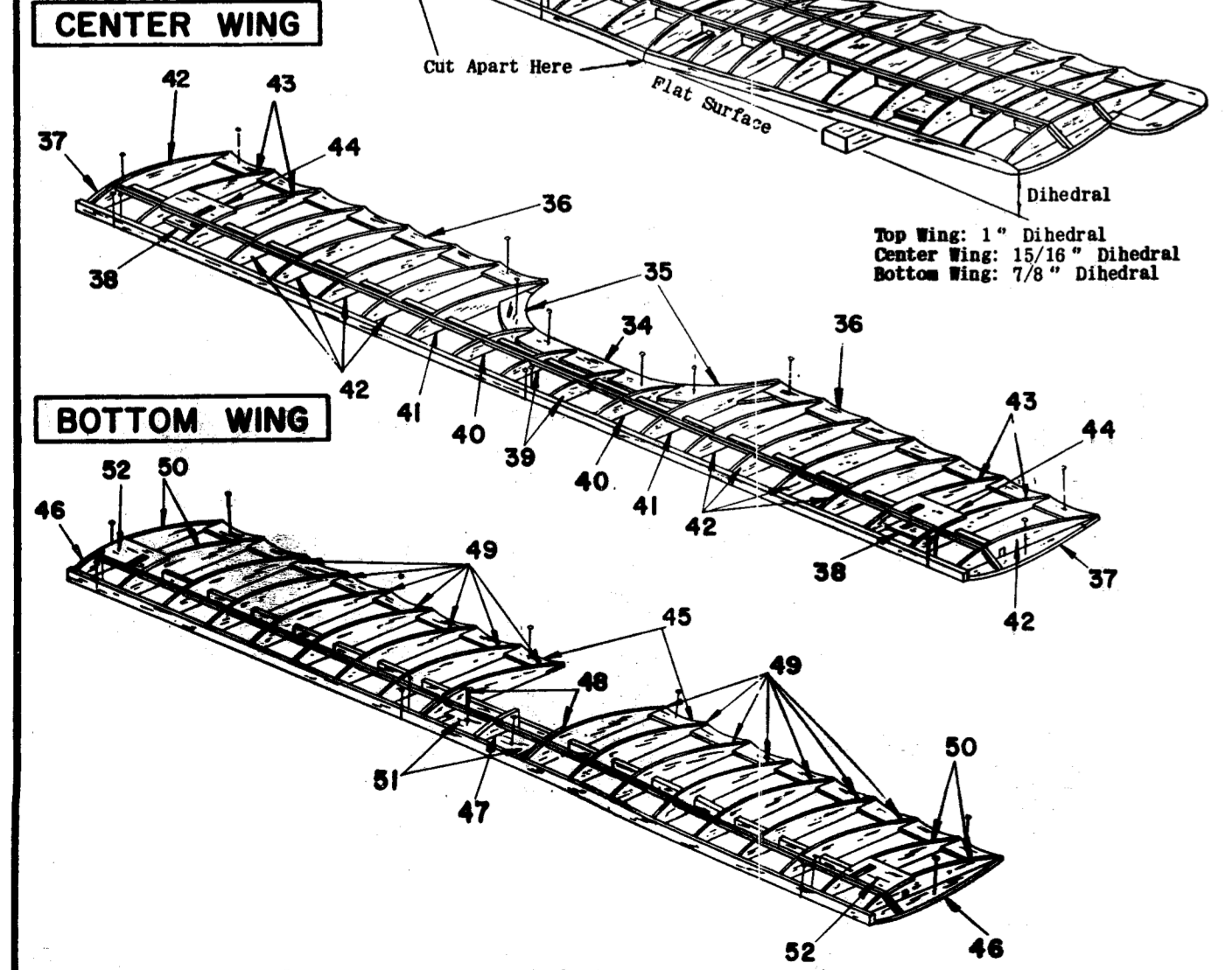
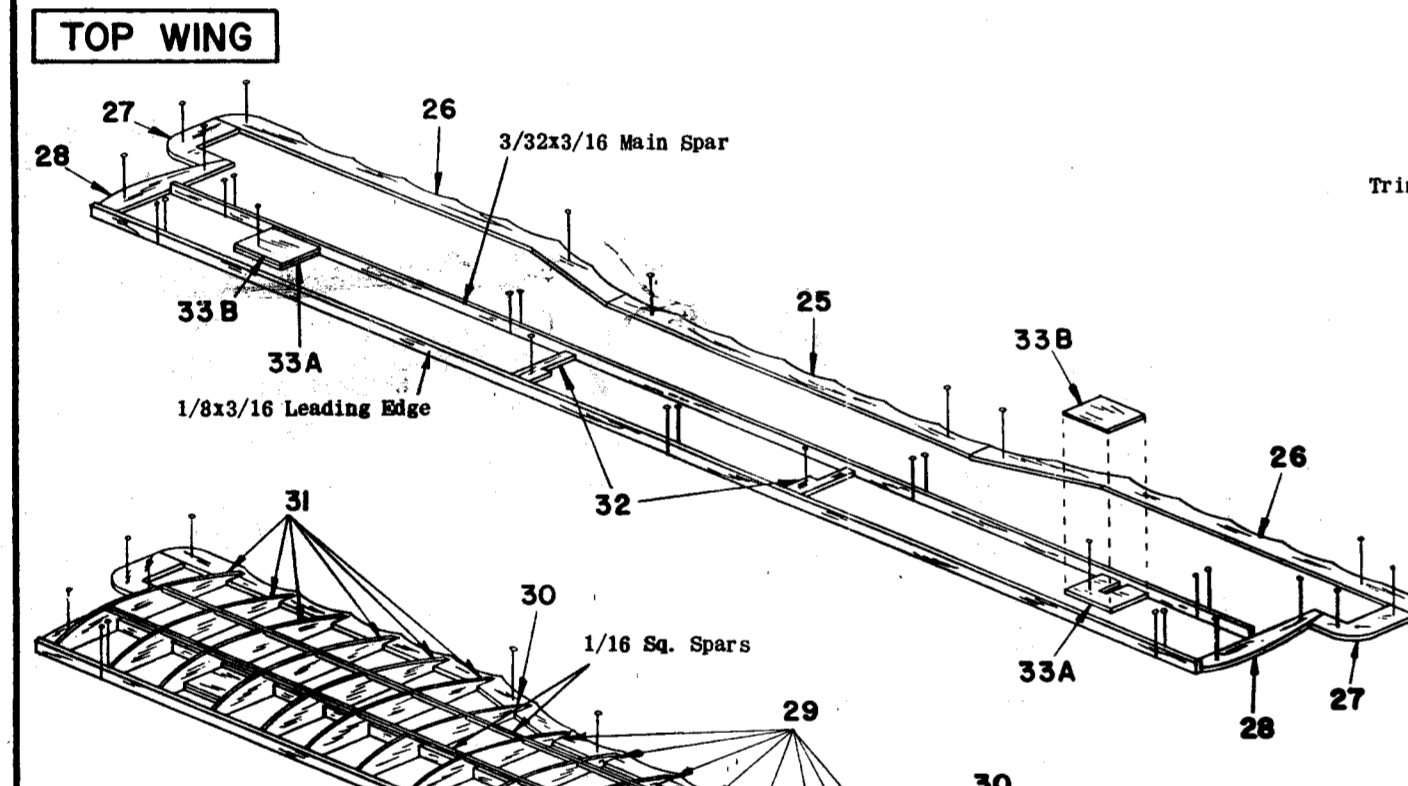
# FOKKER DR-1 TRIPLANE

KIT E2  
SPAN 23 1/2"  
SCALE 1" = 1' 0"



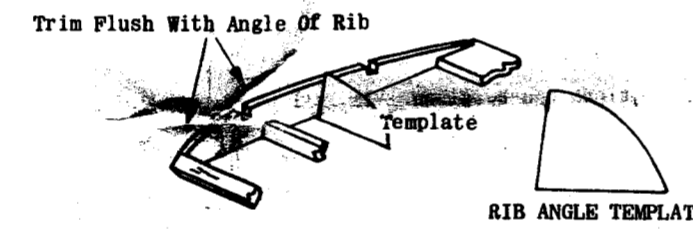
**TAIL ASSEMBLY**

Thill surfaces are built directly over Plan. Pin all parts to Plan by the number as shown, cementing them together where they join. Cut 1/16x3/32 strips to fit and cement in place upright. Rudder is built in same manner. Allow units to dry thoroughly on flat surface, then sand smooth rounding edges (except front of #58 & #65) as shown in cross section. If model is being constructed for Control Line or Radio, see respective detail notes BEFORE COVERING with tissue as described in Silkspan Note.



**SILKSPAN TISSUE COVERING**

The finest grade wet strength Silkspan Tissue provided in this kit permits covering of most compound curves without wrinkling when moistened with water before applying to frame. Tissue shrinks when dry, to a tight smooth surface. Follow directions for a smoothly covered, warp-free flying model. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered, and allow it to dry. Cut tissue to shape needed, plus 1/2" over-size. Place tissue on flat surface and dampen with moistened cloth. Apply a second coat of clear dope on frame, then place moistened tissue on frame. Pull tissue GENTLY with fingers, working out all wrinkles. WITH COVERING WINGS AND TAIL SURFACES, PIN FRAMES TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bound by nearest framework) and re-cover. If model is being built as Non-Flying Scale, see detail note before covering is started. COVER BOTTOM WING FIRST: Cover entire bottom in one piece. Cover top in two pieces from dihedral joint to tip ribs #50. Cover tips with separate pieces. On Control Line models, add 1/2 oz. weight to lower wing. Tip on outside of circular form (see C/L detail). COVER CENTER AND TOP WINGS NEXT: Cover center and top wings next in same manner. Bottom of wings are covered in one piece in same manner as lower wing. Top of wings may be covered in one piece if wings are being built flat. If dihedral is being installed, cover in three pieces: Cover flat center section first, then cover both outer panels with one piece each. COVER STABILIZER AND RUDDER NEXT: Cover both sides of each with one piece. COVER FUSELAGE NEXT: Cover sides of fuselage in one piece. Care must be exercised at the front cowling area, which is rounded back to a point. If cowling area should be variable, just cut out wrinkled area and re-cover with an individual piece. Cover top from #9 to #12 in one piece. Cover bottom from #5 to #7 in one piece, and from #8 to rear in one piece. Reader that has ordered in Plan Assembly detail. Apply four coats of thinned dope (3/4 dope, 1/4 thinner) to all tissue covering, holding surfaces flat to prevent warpage, while dope is drying. Company models required two additional coats of straight dope to fill pores before color was applied. 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.



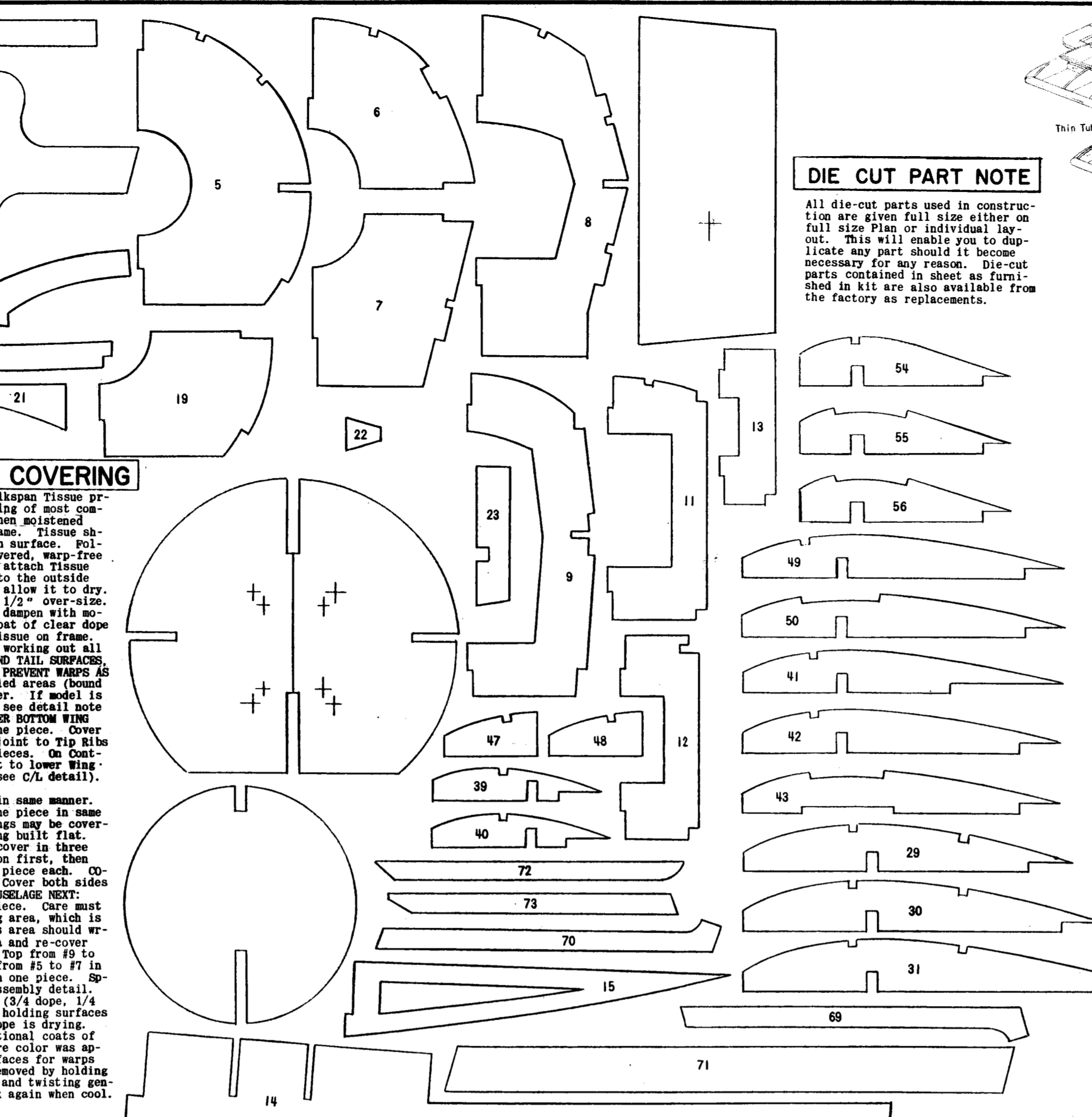
**WING ASSEMBLY**

**STEP 1**

Build wings on flat surface directly on Plan. Pin parts in place by the number as called for on sketch and full size Plan, cementing securely together where they join. Wing Outlets are double layer, consisting of #33A & #33B, which are cemented together first, then cemented against 3/32x3/16 Main Spar, which is cut to length and installed vertically as shown. Pin and cement the 1/8x3/16 Leading Edge vertically in place as shown.

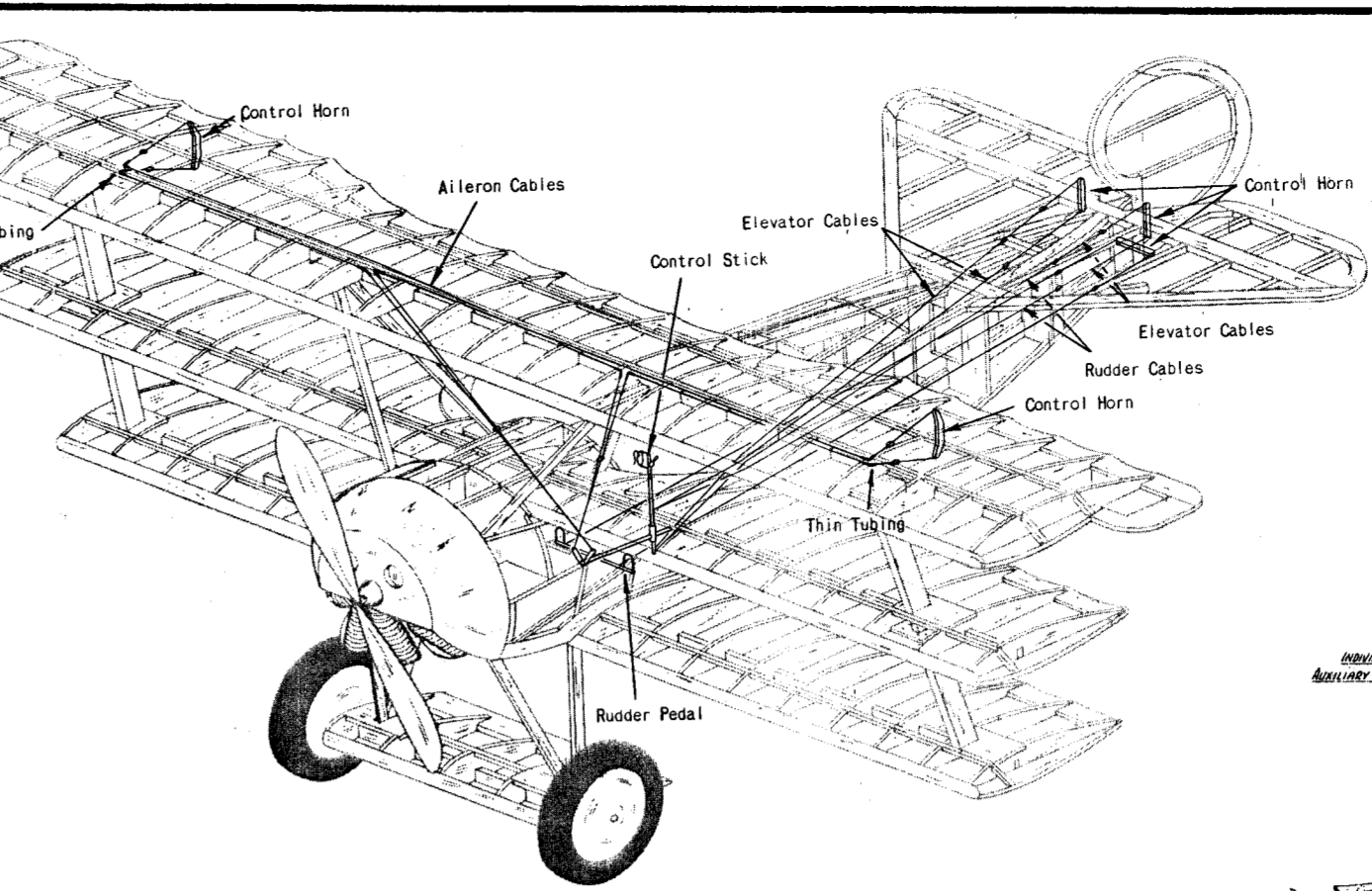
**STEP 2**

Wings on real Fokker Tri-Plane were flat and did not have any dihedral. Model is constructed with flat wings only if built as Non-Flying Scale. For flying or Non-Flying Detailed Scale, for Rubber Power, Free Flight or Radio Control, dihedral is built into wings. Cement all ribs in place by the number as shown. If dihedral is being built into wings, sand and glue ribs as shown in detail drawing. Cut rib angle template out of Plan which will set the proper angle of rib. Cement both 1/16" Sq. Spars into notches (top of ribs). Cut flush at tip rib #31's, then add 1/16" Sq. Tip Spars, which are beveled (top of spars) in place as shown. Allow frame to dry thoroughly. If dihedral is being built, 1/16" spars are trimmed out of place between dihedral rib and adjoining rib. Frame is then cut through at Leading Edge, Bottom Spar and Trailing Edge, so that wing is then in three pieces. Cement outer panels to center section, blocking up Tip 1" for proper dihedral while center is held flat on surface. Allow structure to dry thoroughly, then sand frame smooth to prepare for tissue covering as described in Silkspan Note. Center and bottom wing are assembled in exactly the same manner, using their respective numbered parts as shown in each sketch. If adding dihedral, follow same procedure as top wing. Center wing has 15/16" under each wing tip and bottom wing has 7/8" under each wing tip.



**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.



**SCALE DETAIL**

Multiple view drawings and construction sketches of the actual Fokker Tri-Plane reveal a wealth of information, which can be applied to the model if desired by the modeler. There are definite limitations on the details if model is being built to fly; otherwise without the factor of weight involvement, etc., modeler can construct his model as detailed as he wishes. Basically, the scale structure of the full size craft is the only change. There are the correct number of ribs, however, they are not the true Airfoil section. Plans of the real Tri-Plane show the Under Carbur that ribs actually had, which is the only change. To make the Under Carbur, notches are made deeper for the Main Spar, so that it can be moved up to permit room for the Under Carbur. General fuselage construction has the correct number of Bulkheads, Stringers, etc. Original had a tubular frame fuselage, which was wire braced internally. Leading edges of wings were covered with Plywood, the rear of which was cut in a saw-tooth pattern, as shown. If modeler desires to incorporate this, he can do so by using the light cardboard provided in the kit. This is found on all three wings. Although flying models have only the cockpit cover cut from light cardboard (provided in the kit), turtle back on top of fuselage and cowling fairing on sides were also covered with Plywood, which can be duplicated with cardboard. Outlines of the kit model are exact scale, with the exception of the Rudder, which was enlarged slightly. For exact scale, Rudder outline should be cut down to scale outline drawn on side view. If Rudder is made smaller, position of Detail alters slightly. Manfred Von Richthofen's Fokker Tri-Plane, which was the subject of our model kit, was powered with a captured French Le Rhone 110 HP Engine.

Its top speed was 130 MPH at 13,120 ft. Empty weight was 893 lbs., loaded 1289 lbs. It could climb to 3200 ft. in 2.9 minutes and had enough fuel capacity for 1 1/2 hour duration flight. Plastic Parts and Details are authentic and correct. Special overlay sketch shows installation of movable controls from the Cockpit. Parts are mostly made from scrap Balsa and Nylon thread. In- provision at this point by the modeler is a necessity. Tail surface controls are straightforward going from Rudder pedals and stick to Rudder and Elevator Horns. Reinforce areas where lines exit with cardboard sections as shown. Ailerons are located on top wing only. Additional structure must be installed so that the Ailerons can be made removable. Kit contains 1/16x11/32 Strip Wood, which is cut to length and cemented between ribs, on either side of scale Aileron outlines (as shown on left side only of full size Plan) so that when the Aileron is cut off of the wing structure, there is a Leading Edge for the Aileron and a Trailing Edge for the Wing at that point. When dry, Aileron are cut from Wing, then remounted with Hinges. Size and locations of Aileron Horns can be taken from side view and also drawings of real aircraft. Since there are a number of 90 degree turns in the Aileron Control Lines, it is recommended that thin tubing be bent to shape and installed at these points to guide the lines. Be sure when installing Controls, that when stick and Rudder pedals are in neutral position, that surfaces are likewise. Included on Plan are full size drawings for scale Propeller if modeler desires to carve one. Your comments and photographs will be welcome. Write to Sterling Models, Inc., Belfield Ave. & Water St., Phila., Pa. 19144 U.S.A.

