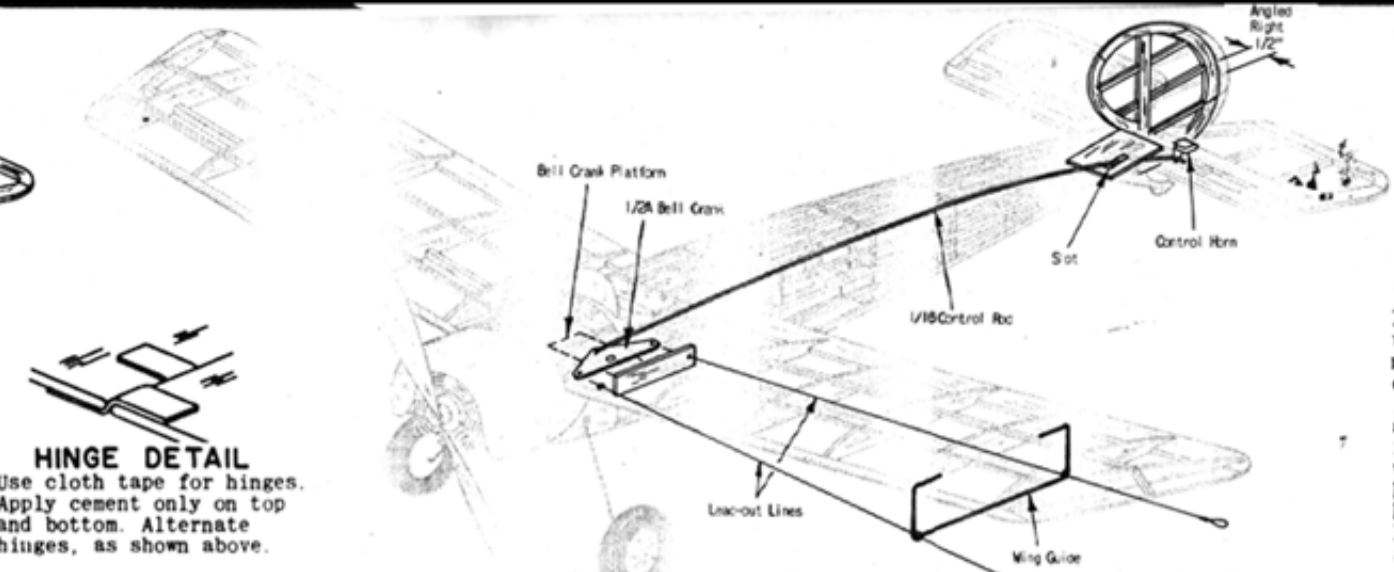


FINAL ASSEMBLY

Assemble and trim all plastic parts, see detail note. Cement cowl fairings flush with front of FIA's and against wing. Cement cowl over fairings & FI and against front of FIB. Cement stabilizer horizontally to top rear of fuselage. Cement rudder into stabilizer and against rear of fuselage, in line with center stringer. Using pattern provided, bend tail skid from 1/32 wire. Make pin hole, then push skid into L3 at angle shown on side view. Cement TS in place securely, cementing wire skid to it at same time. It is necessary to have access to rear hook to replace rubber motor. Fit a piece of 1/16 balsa between F8 and F9 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. Make cockpit cover from stiff paper, using pattern provided, and cement in place. 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 F48 in cockpit. Cement machine gun in place. Outlines of scale control surfaces

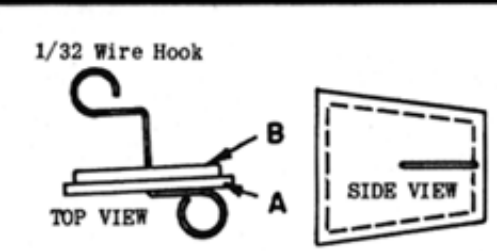
can be drawn on with India Ink. Slip rubber tires on wheel hubs. Place wheels on axles. Secure by bending up end of axle or with drop of cement or solder. Insert straight end of propeller shaft through rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1/4" of shaft at right angle, as shown on side view. Tie 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 on 1/8 dowel. 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 colluloid and cement in place as shown on side view. Cabane and landing gear struts are not recommended on flying models. If you wish to install them for scale appearance, see Detail Note. Your Fokker Eindecker E-3 is now completed. See Flight Instructions before flying model. **GOOD LUCK AND HAPPY LANDINGS!!!**



CONTROL LINE INSTALLATION

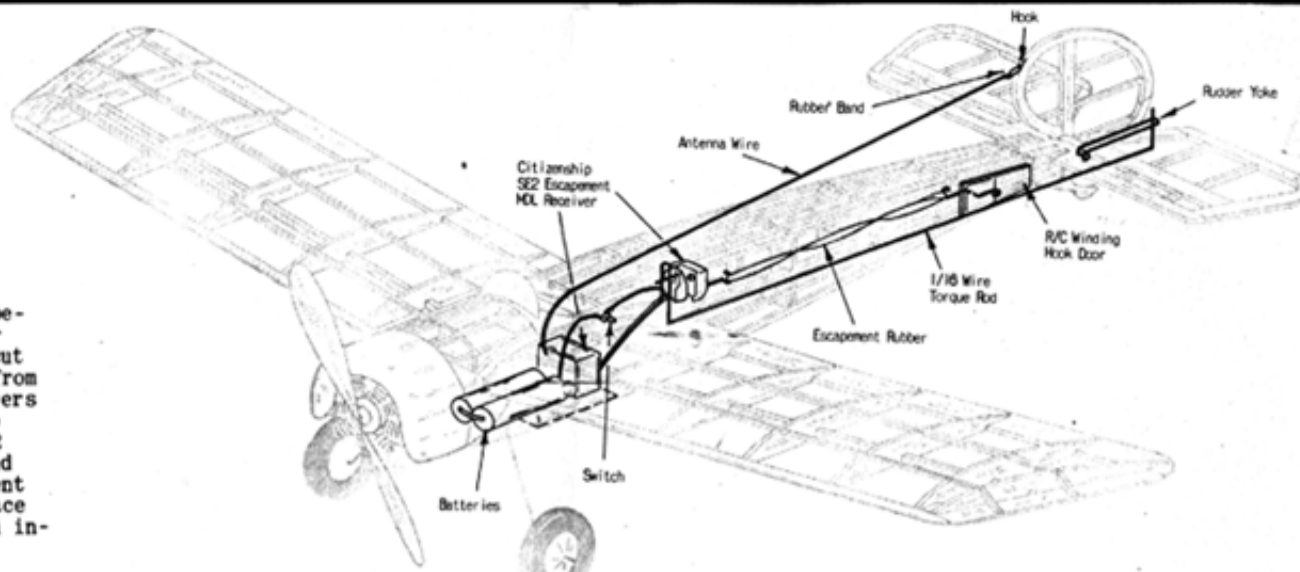
Materials required are not provided in kit. Make bellcrank platform from 1/16 plywood, using full size plan below. Securely cement across L4's against rear of F4. Fill in area between F4 and F5, from side keel L4 to stringer below it, with scrap 1/16 sheet balsa, flush with outside of frame. Cover bottom of fuselage from F11 to rear 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 bellcrank. Push rod is 1/16 wire at least 13" long. Make a right angle bend at one end. Place in fuselage, insert in bellcrank, and mount assembly to bottom of plywood platform as described in instructions that come with bellcrank. 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 bellcrank 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 in place, with rear angled 1/2" towards outside of circle flow. Make wing guide from wire using full size pattern. Cement securely to bottom of wing under rib W3. Reinforce fuselage 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 shown on side view. If necessary, add weight. Use regular 1/2A control lines and handle when flying your Fokker Eindecker E3. **GOOD LUCK!!!!!! GOOD FLYING!!!!!!**



R.C. WINDING HOOK DOOR

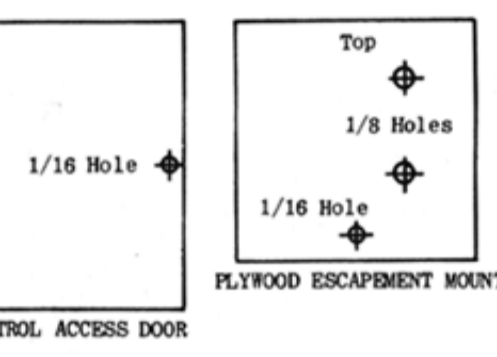
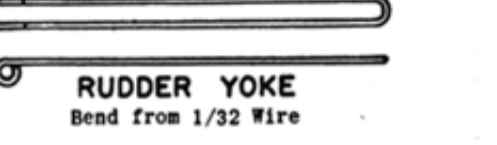
Inset 1/16 Sheet in area between F10 & F11, between corner stringers. Inside layer of door marked B on full size drawing above, is now cut out. Outside layer of door marked A is cut from 1/16 scrap (grain running cross-wise) and layers are cemented to each other as shown above, to form door. Bend half 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 Citizenship MK 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. Door fits between bulkheads F4 & F5 and corner stringers. Remove center keel L3 from this section. Cement 1/8 x 3/16 x 1-3/4 hardwood strip against front of F5, 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 F7 as shown; installing thru bottom. Make 1/16 hole in bottom of fuselage right behind tail skid for torque rod. Using a length of 1/16 wire at least 14" 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 & F4. After they have been soldered, line compartment with foam rubber, then insert batteries and receiver. Close radio access door and secure with screw. 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!!!!!!**



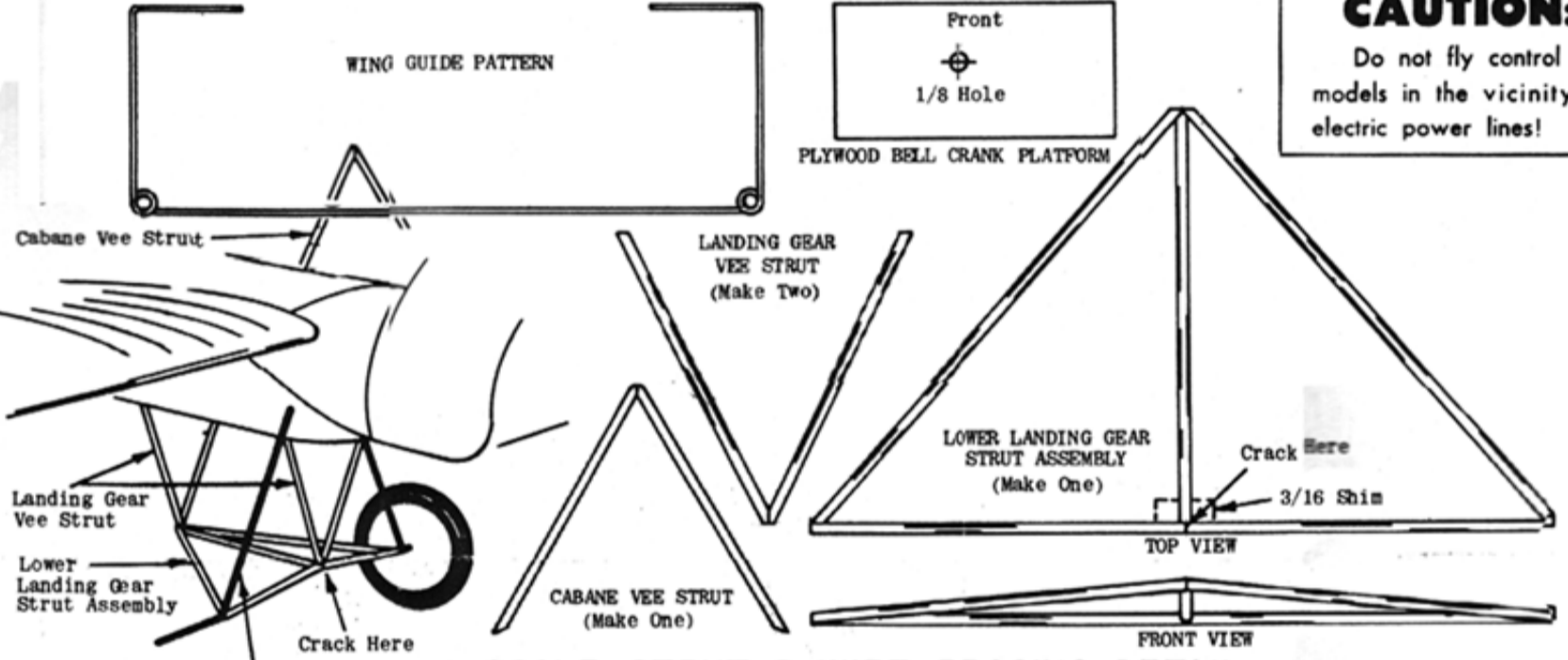
CAUTION:
Do not fly control line models in the vicinity of electric power lines!



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 on 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. **NUT PLATES:** Cut from sheet and install behind firewall as described in Engine Installation. **ENGINE COWL:** Cut from sheet, leaving about 1/16 excess material. Trim excess material carefully and sand smooth. Cowl may be placed on

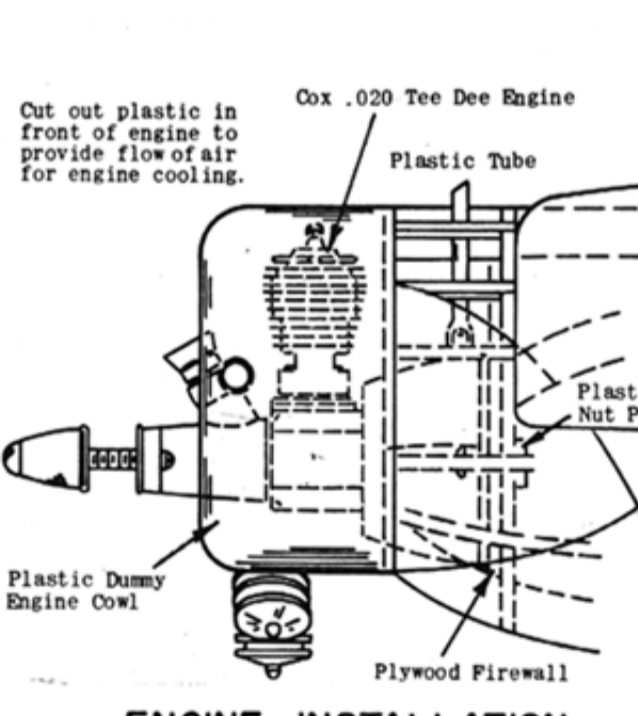
FI for support while trimming and sanding. Install as described in Final Assembly or Engine Installation. **MACHINE GUN:** Cut from plastic sheet and trim carefully. Paint dark gray and cement in place after model is painted. **PAINTING:** Use regular plastic model paint or enamel. Model airplane dope can be used **ONLY IF APPLIED IN LIGHT SPRAY COATS,** all wing paint to dry thoroughly between coats. Excessive use of dope may deform plastic. Part 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.**



SCALE STRUT & WIRE BRACING DETAIL

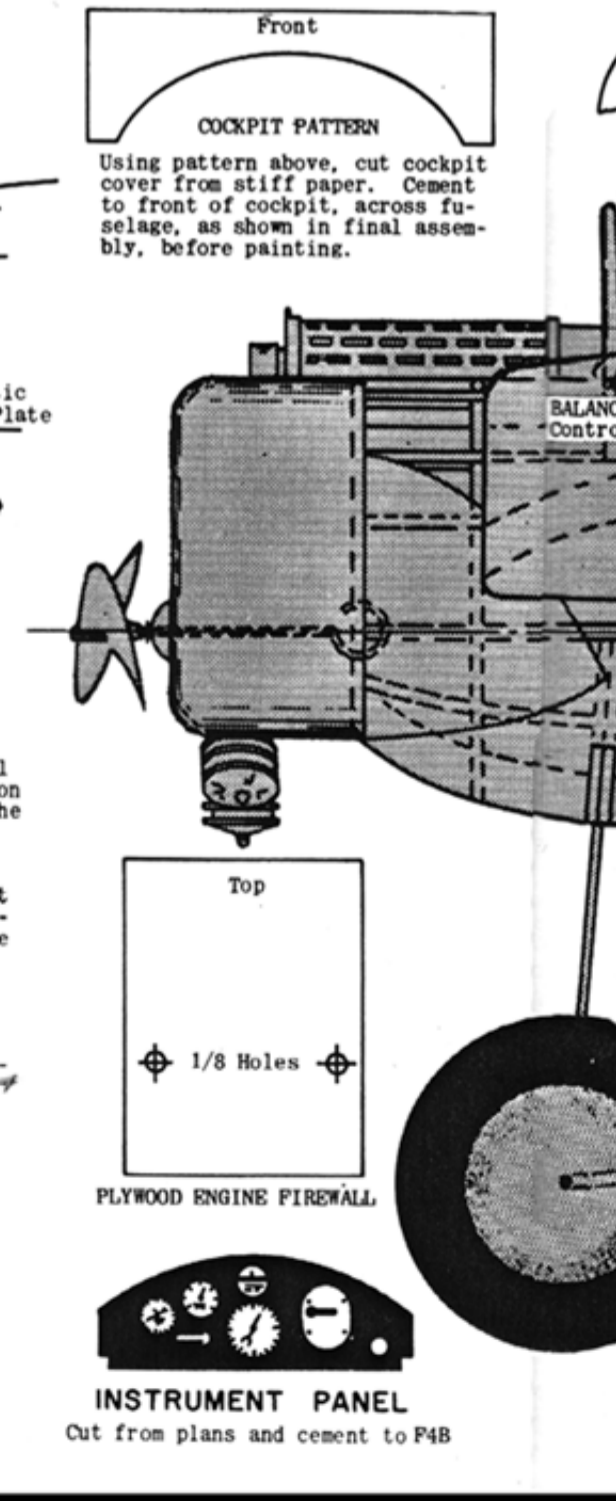
For flying models it is recommended that struts and wire bracing be omitted. For true scale model, they should be installed. All struts are made from 1/16 dia. dowel provided in kit. Make one cabane and two landing gear Vee strut assemblies, cut dowel to level bevel, then cement together over full size drawing above. Make lower landing gear strut assembly in same manner. Front strut is cracked in center and

shimmed up 3/16 to assume angle shown on front view. Sketch clearly shows how landing gear struts are cemented in place. Solid black line is landing gear wire. Cabane is cemented across fuselage at location shown on side view. Use black thread to simulate wire bracing, locations shown on 3 view drawing picture on box top. Be careful not to warp wing or tail when rigging with thread.



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 power, any other similar engine can be used. Fuselage should be covered, at least back to F7, with 1/32 or 1/16 sheet balsa. Cowl and FI 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 to front of F2. Use two heavy coats on all joints. Cut molded engine cowl from plastic sheet as described in Detail Note and fit over FI. 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 fuel 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.

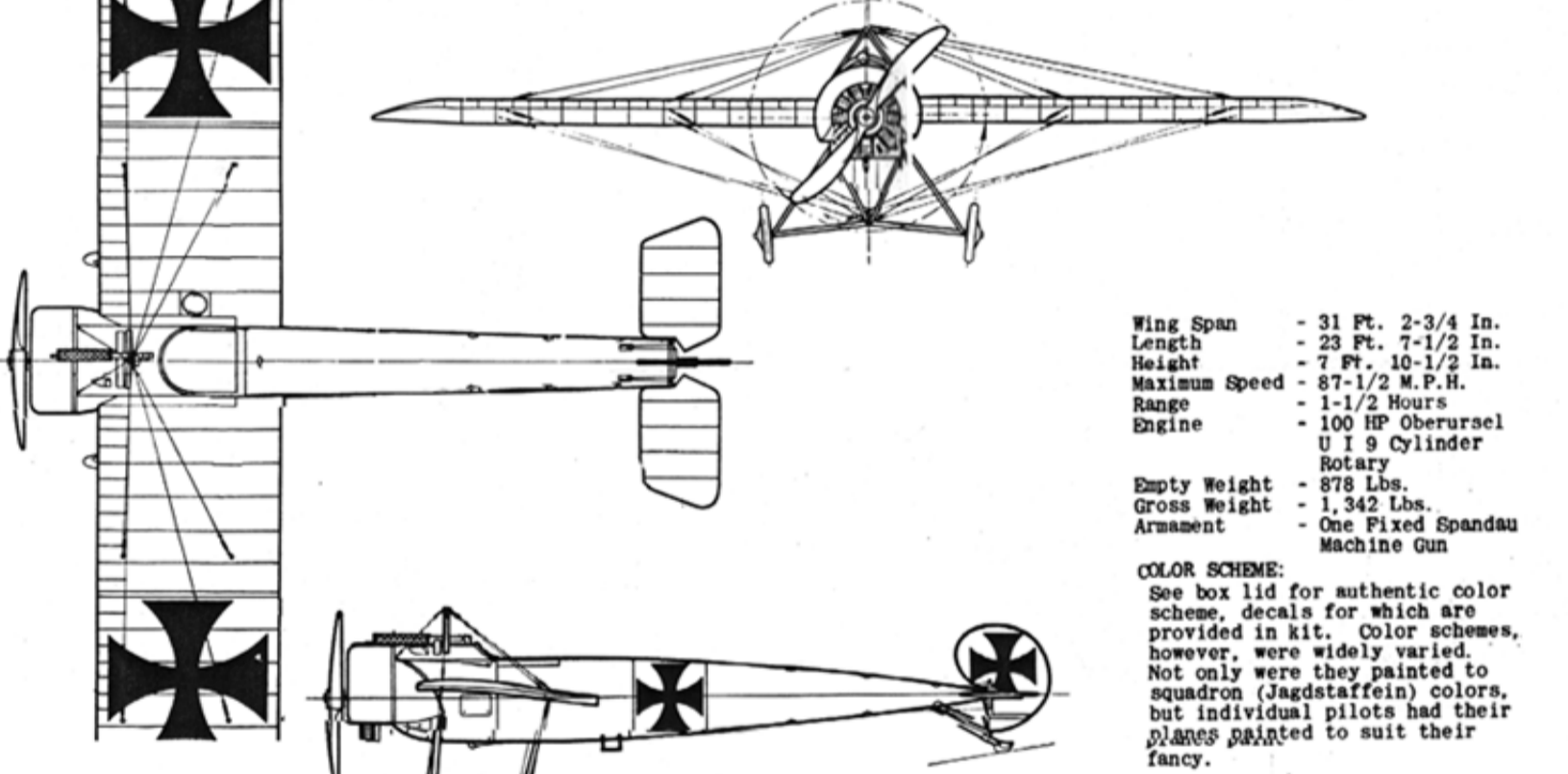


FLIGHT INSTRUCTIONS

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 & 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 ft. ahead of you. If model noses up & then falls off & 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 flights & competition, it is recommended

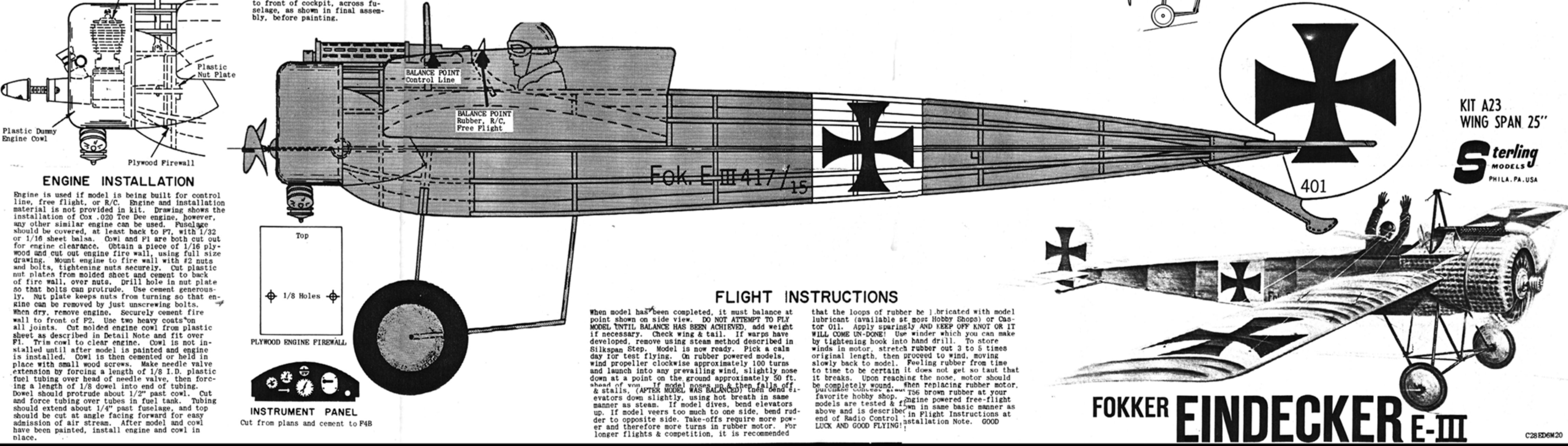
that the loops of rubber be lubricated with model lubricant (available at most Hobby Shops) or Castor Oil. Apply sparingly and **KEEP OIL KNOT OR IT WILL COME UN-DONE!** Use winder which you can make by tightening hook into hand drill. To store winds in motor, stretch rubber out 3 to 5 times original length, then proceed to wind, moving slowly back to model. Feeling 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 replacing rubber motor, purchase cones at your favorite hobby shop. Engine powered free-flight models are tested & flown in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. **GOOD LUCK AND GOOD FLYING!!!!!!**

FOKKER EINDECKER E-III SPECIFICATIONS AND COLOR SCHEME



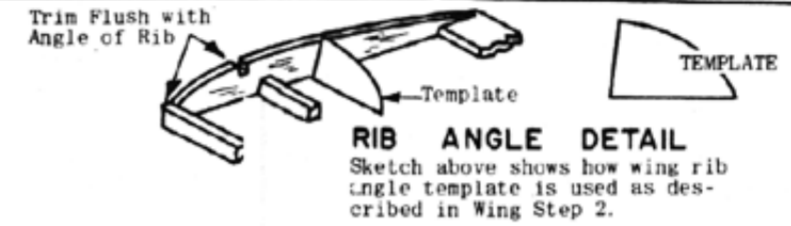
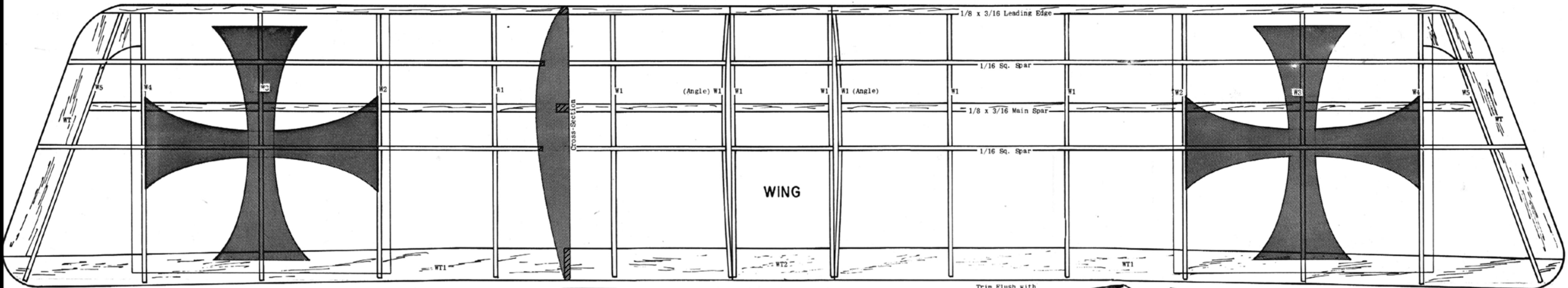
- Wing Span - 31 Ft. 2-3/4 In.
- Length - 23 Ft. 7-1/2 In.
- Height - 7 Ft. 10-1/2 In.
- Maximum Speed - 87-1/2 M.P.H.
- Range - 1-1/2 Hours
- Engine - 100 HP Oberursel U 19 Cylinder
- Empty Weight - 878 Lbs.
- Gross Weight - 1,342 Lbs.
- Armament - One Fixed Spandau Machine Gun

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 names painted to suit their fancy.

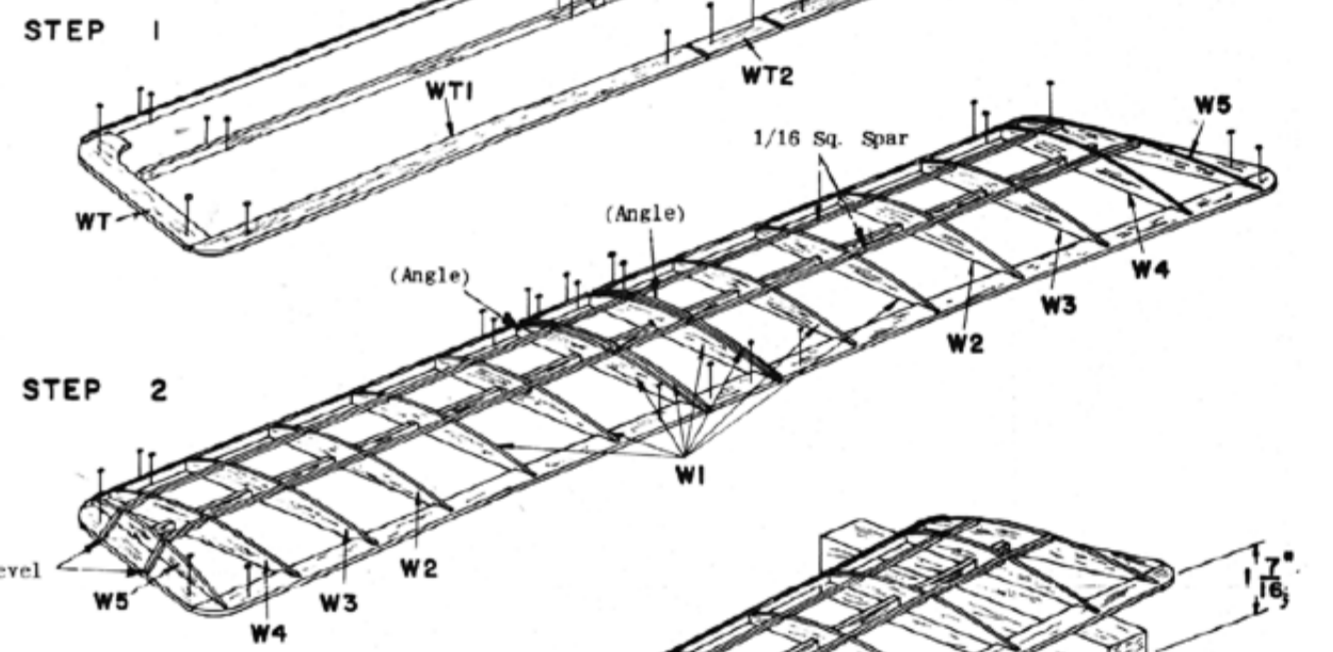


KIT A23 WING SPAN 25"
Sterling MODELS
PHILA. PA. USA

FOKKER EINDECKER E-III



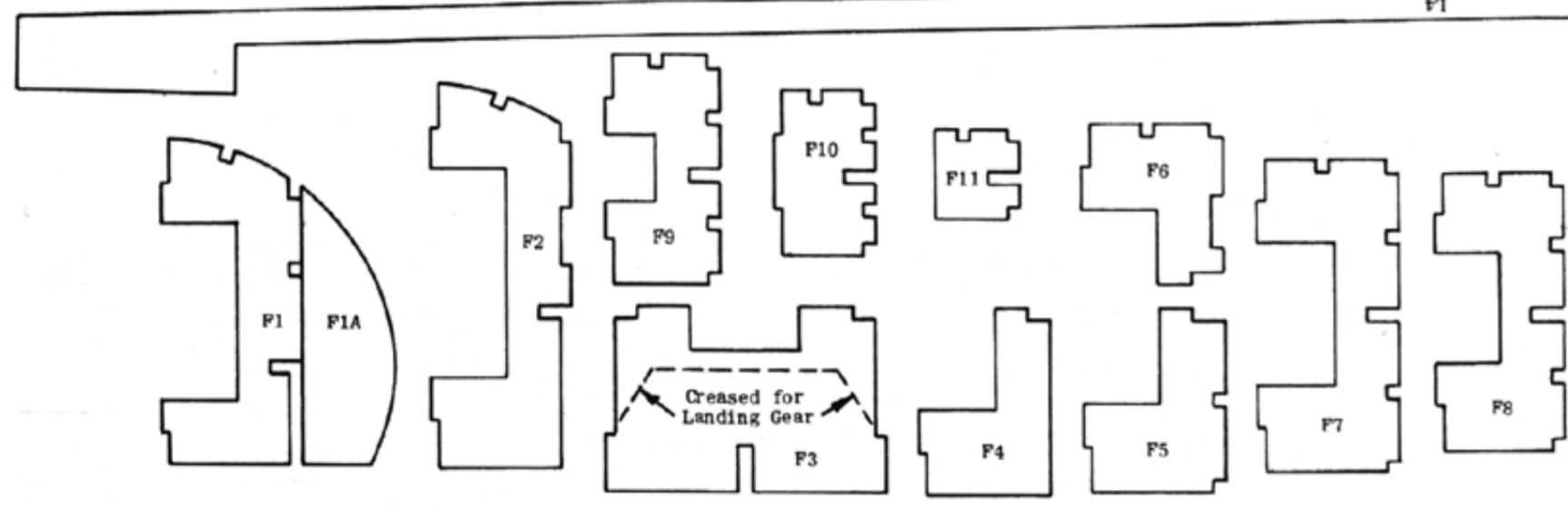
WING ASSEMBLY



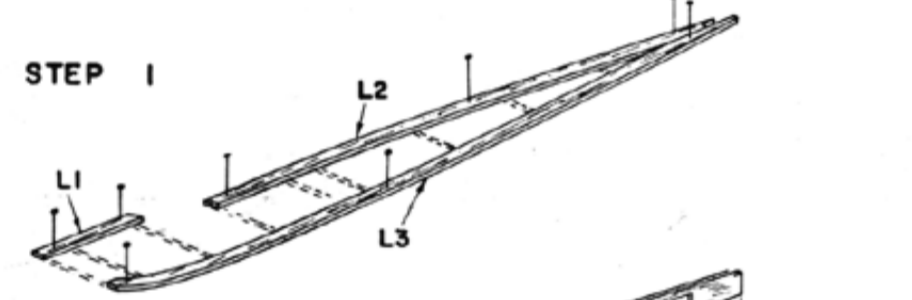
STEP 1
Build wing on flat surface directly on plan. Pin all WT parts in place. Cement parts to each other where they join, except at center joints. Cut 1/8 x 3/16 x 12 main spars and leading edge sections to proper length. Pin in place in upright position, joining directly over center joints. Cement to tip parts as shown.

STEP 2
Ribs W1's to W5's are now cemented in place. Separate wing panels and trim and 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 1-7/16 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 on surface. Use cement generously and allow to dry thoroughly. When dry, sand frame smooth for tissue covering. When covered, wing is ready to be installed as described in fuselage step 5.

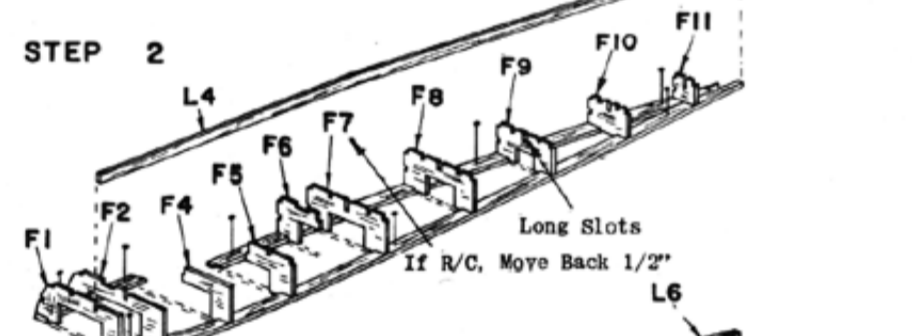
STEP 3
Pull pins out carefully and remove from flat surface. Separate wing panels and trim and sand leading edge to shape shown on wing cross-section. Round off tips and trailing edge to blend smoothly into each other. Trim off leading edge spars and trailing edge flush to angle of center joint ribs. Cement panels together on flat surface, blocking up tips 1-7/16 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 on surface. Use cement generously and allow to dry thoroughly. When dry, sand frame smooth for tissue covering. When covered, wing is ready to be installed as described in fuselage step 5.



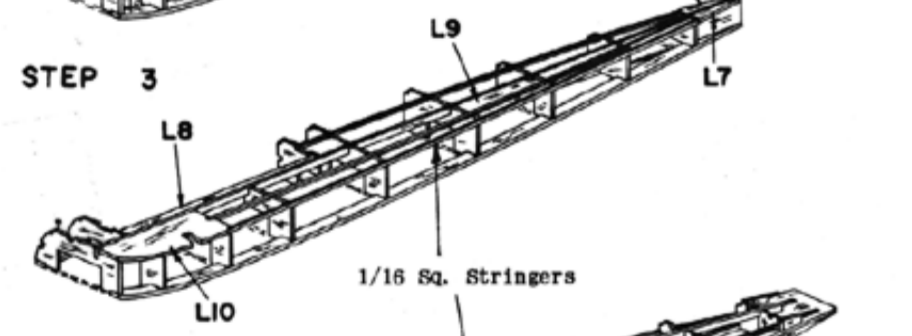
FUSELAGE ASSEMBLY



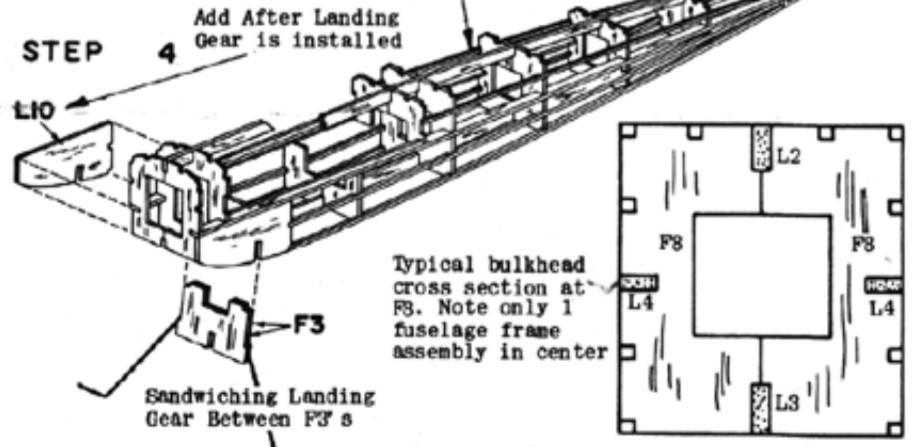
STEP 1
Fuselage construction is started on flat surface directly over plan. Pin all L parts in place as shown, cementing where they join at rear.



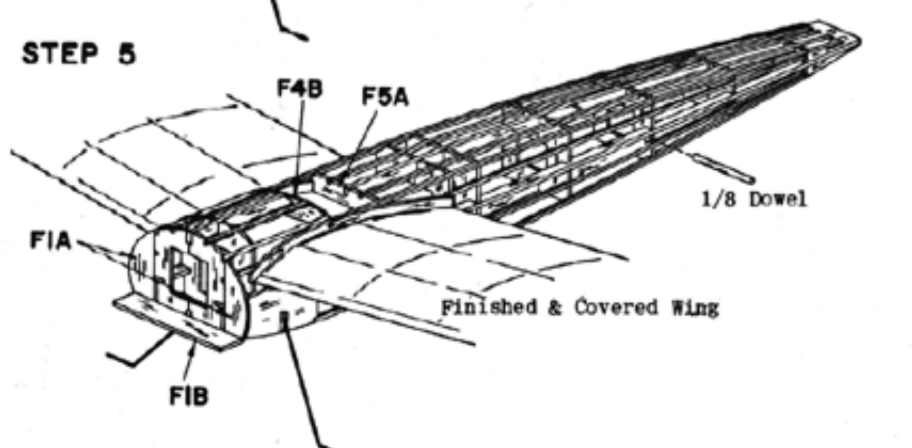
STEP 2
Cement all bulkhead halves from F1 to F11 vertically to frame as shown (except F3 which is installed in Step 4), then add L4, which is inserted into long slots in center of bulkheads. If installing radio control, bulkhead F7 must be moved back 1/2" from position shown on drawing.



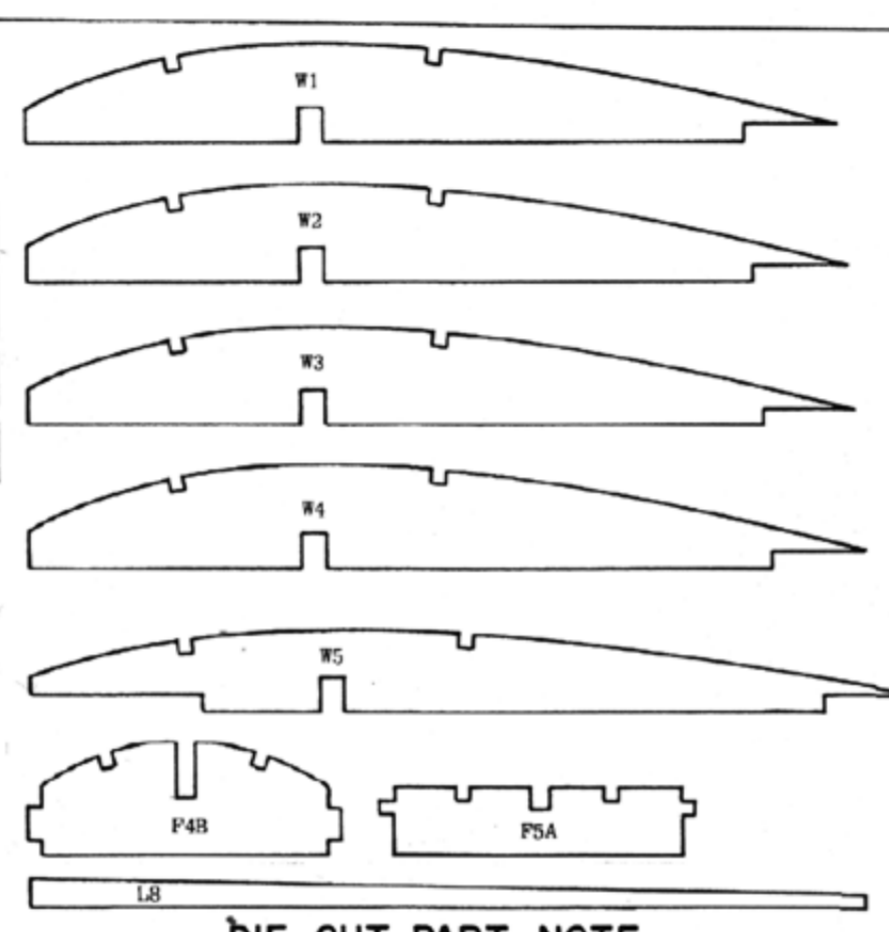
STEP 3
Cement parts L6 to L10 in place as shown, then install all stringers shown (1/16 sq. strip balsa) into notches in bulkheads. Top stringers which are omitted at this time, are installed AFTER covered wing is in place, as described in Step 5. Allow frame to dry thoroughly to prevent warping or twisting. Over night is recommended. Assembly of wing or tail surfaces are 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 L4. Sandwich landing gear by cementing it between bulkheads F3 at crease mark. Clamp together. When dry, insert in fuselage and slip notch over L3; add L10 at same time. Sides of F3 fit into notches in L10's which position it correctly. Add parts L6 to L9 then stringers.



STEP 5
Completed wing (including covering) is now cemented to L5's. Cement L5's in place over wing and into notches in F2 & F6. Cement F4B in place at angle matching rear of L1. Cement F5A across fuselage against L2. Top stringers are now installed as shown. Fuselage is now sanded smooth and covered as described in silkspan tissue note; then F1A's & F1B are cemented in place as shown. 1/8 dowel provided is inserted through hole in L9's to hold rubber band, as described in Final Assembly note. Do not install at this time.

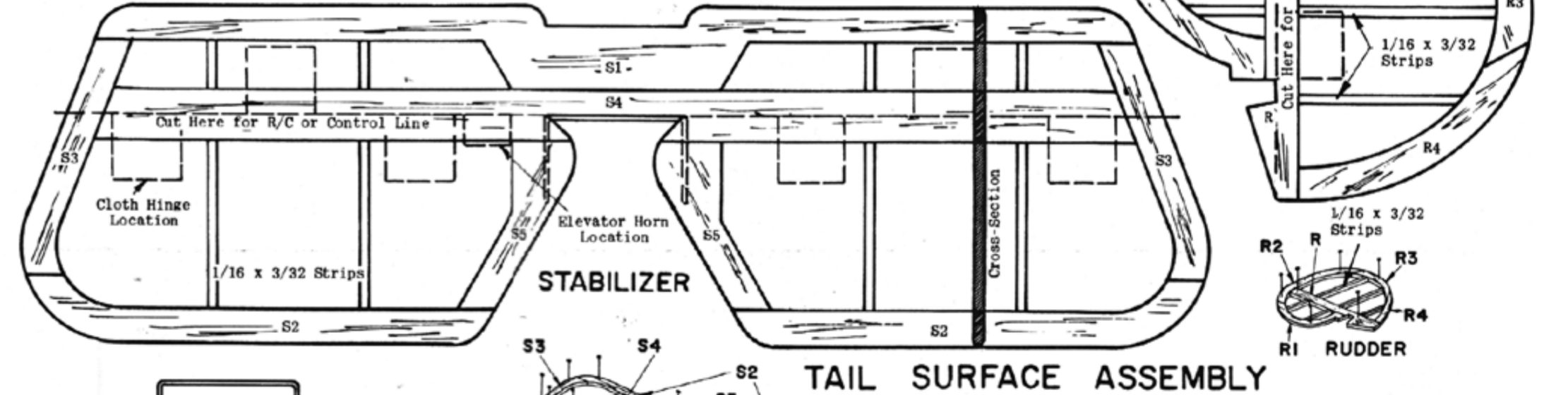


DIE CUT PART NOTE

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

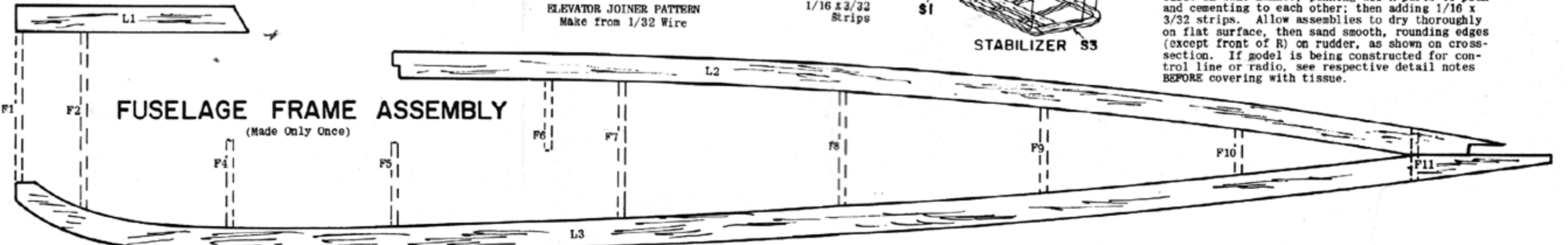
The finest grade wet strength silkspan tissue provided in this kit permits covering of compound curves without wrinkling, when moistened with water before applying to frame. Tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside 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 flown. Cover top & bottom of center section first with one piece each, then tip sections next in same manner. COVER TAIL SURFACES NEXT: Cover both sides of rudder and stabilizer in one piece each. COVER FUSELAGE NEXT: Wing must be installed before fuselage is covered. Cover fuselage sides first. Cover top back to F4B in one piece. Cover rear in one piece from F5A to rear. 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.



STABILIZER

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 x 3/32 strips to fit, and cement in place, upright. Rudder is built in same manner, pinning all R parts to plan and cementing to each other; then adding 1/16 x 3/32 strips. Allow assemblies to dry thoroughly on flat surface, then sand smooth, rounding edges (except front of R) on rudder, as shown on cross-section. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.



FUSELAGE FRAME ASSEMBLY

(Made Only Once)