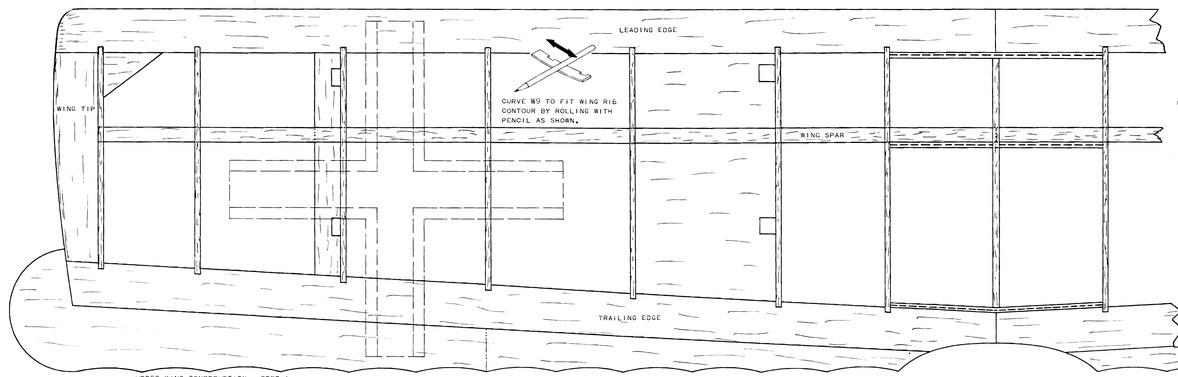
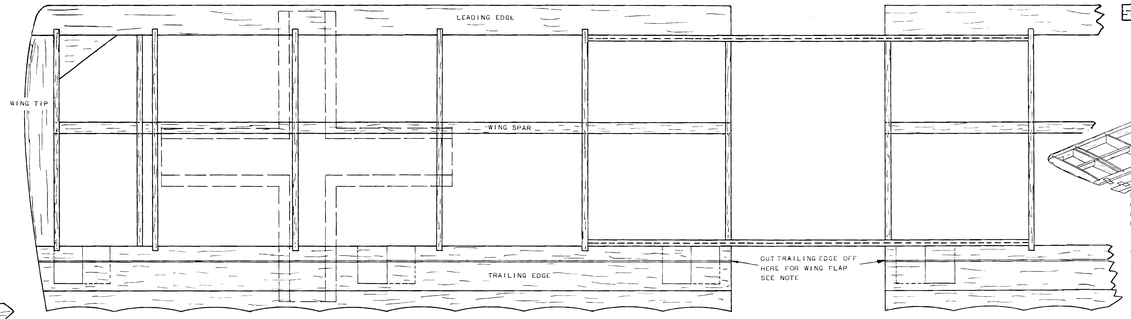
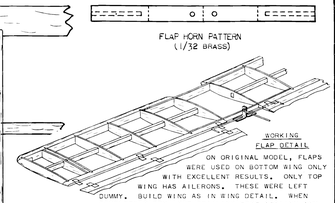




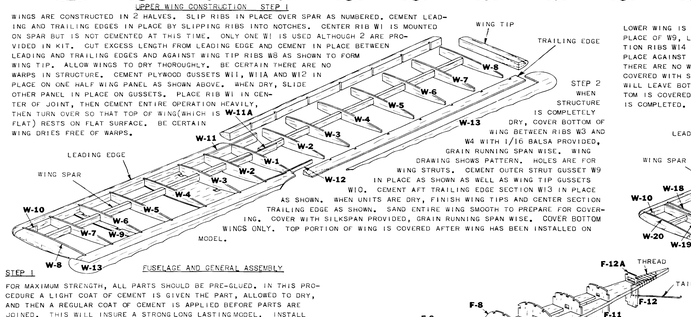


WORKING FLAP DETAIL

ON ORIGINAL MODEL, FLAPS WERE USED ON BOTTOM WING ONLY WITH EXCELLENT RESULTS. ONLY TOP WING HAS AILERONS. THESE WERE LEFT DUMMY. BUILD WING AS IN WING DETAIL. WHEN COMPLETELY DRY, CUT TRAILING EDGE SECTION COMPLETELY OFF AS SHOWN ON LOWER WING DRAWING. PREPARE FLAP HORN FROM PATTERN ABOVE. SOLDER 1/16 WIRE SPURS THAT SINK INTO THE LEADING EDGES OF THE FLAPS AS SHOWN IN ABOVE SKETCH. BE CERTAIN FLAPS ARE IN PROPER POSITION WITH RELATIONSHIP TO EACH OTHER AND THAT THEY FIT ON WING. LEADING EDGE OF FLAPS SHOULD BE SLIGHTLY RECESSED SO THAT FLAP HORN SPURS ARE FLUSH WITH LEADING EDGE OF FLAP. WHEN ASSEMBLY IS DRY, ATTACH TO WING WITH HINGES AS SHOWN IN HINGE DETAIL AND STABILIZER NOTE.

UPPER WING CONSTRUCTION STEP 1

WINGS ARE CONSTRUCTED IN 2 HALVES. SLIP RIBS IN PLACE OVER SPAR AS NUMBERED. CEMENT LEADING AND TRAILING EDGES IN PLACE BY SLIPPING RIBS INTO NOTCHES. CENTER RIB W1 IS MOUNTED ON SPAR BUT IS NOT CEMENTED AT THIS TIME. ONLY ONE W1 IS USED ALTHOUGH 2 ARE PROVIDED IN KIT. CUT EXCESS LENGTH FROM LEADING EDGE AND CEMENT IN PLACE BETWEEN LEADING AND TRAILING EDGES AND AGAINST WING TIP RIBS AS SHOWN TO FORM WING TIP. ALLOW WINGS TO DRY THOROUGHLY. BE CERTAIN THERE ARE NO WARPS IN STRUCTURE. CEMENT PLYWOOD DUSSETS W11, W11A AND W12 IN PLACE ON ONE HALF WING PANEL AS SHOWN ABOVE. WHEN DRY, SLIDE OTHER PANEL IN PLACE ON GUSSETS. PLACE RIB W1 IN CENTER OF JOINT, THEN CEMENT ENTIRE OPERATION HEAVILY, THEN TURN OVER SO THAT TOP OF WING(WHICH IS W11A FLAT) RESTS ON FLAT SURFACE. BE CERTAIN WING DRIES FREE OF WARPS.

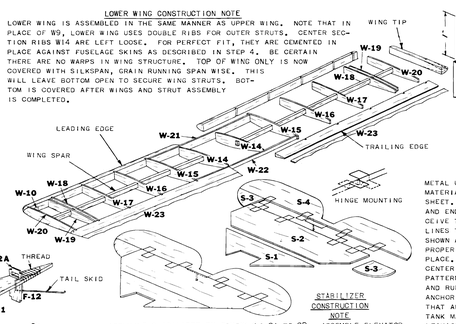


STEP 2

WHEN STRUCTURE IS COMPLETELY DRY, COVER BOTTOM OF WING BETWEEN RIBS W3 AND W4 WITH 1/16 BALSA PROVIDED, GRAIN RUNNING SPAN WISE. WING DRAWING SHOWS PATTERN. HOLES ARE FOR WING STRUTS. CEMENT OUTER STRUT GUSSET W9 IN PLACE AS SHOWN AS WELL AS WING TIP GUSSETS W10. CEMENT AFT TRAILING EDGE SECTION W13 IN PLACE AS SHOWN. WHEN UNITS ARE DRY, FINISH WING TIPS AND CENTER SECTION TRAILING EDGE AS SHOWN. SAND ENTIRE WING SMOOTH TO PREPARE FOR COVERING. COVER WITH SILKSPAN PROVIDED, GRAIN RUNNING SPAN WISE. COVER BOTTOM WINGS ONLY. TOP PORTION OF WING IS COVERED AFTER WING HAS BEEN INSTALLED ON MODEL.

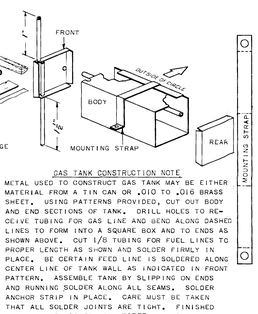
LOWER WING CONSTRUCTION NOTE

LOWER WING IS ASSEMBLED IN THE SAME MANNER AS UPPER WING. NOTE THAT IN PLACE OF W9, LOWER WING USES DOUBLE RIBS FOR OUTER STRUTS. CENTER SECTION RIBS W14 ARE LEFT LOOSE. FOR PERFECT FIT, THEY ARE CEMENTED IN PLACE AGAINST FUSELAGE SKINS AS DESCRIBED IN STEP 4. BE CERTAIN THERE ARE NO WARPS IN WING STRUCTURE. TOP OF WING ONLY IS NOW COVERED WITH SILKSPAN, GRAIN RUNNING SPAN WISE. THIS WILL LEAVE BOTTOM OPEN TO SECURE WING STRUTS. BOTTOM IS COVERED AFTER WINGS AND STRUT ASSEMBLY IS COMPLETED.



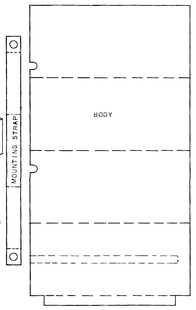
STABILIZER CONSTRUCTION NOTE

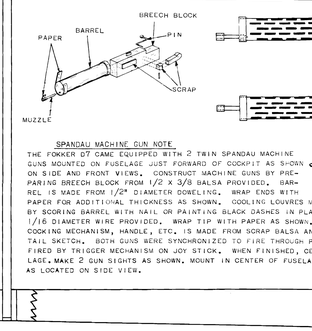
ASSEMBLE STABILIZER BY CEMENTING S1 TO S2. ASSEMBLE ELEVATOR BY CEMENTING S3'S TO S4 AS SHOWN. WHEN DRY, ROUND OFF AND SAND TO STREAMLINE SECTION AS SHOWN ON SIDE VIEW. BEND CONTROL HORN TO EXACT SIZE AS SHOWN ON DRAWING AT REAR OF SIDE VIEW AND CEMENT FRIMLY TO ELEVATOR AS SHOWN. CUT6 , 1/2" x 1-1/2" HINGES FROM CLOTH IN HARDWARE KIT. MOUNT 4 TO ELEVATOR AND 4 TO STABILIZER AS SHOWN IN SKETCHES ABOVE. ASSEMBLE UNIT, BEING CAREFUL NOT TO GET ANY CEMENT BETWEEN HINGES. UNIT SHOULD SWING OPEN EITHER WAY FREELY. UNIT IS MOUNTED ON FUSELAGE AS DESCRIBED IN STEP 3.



GAS TANK CONSTRUCTION NOTE

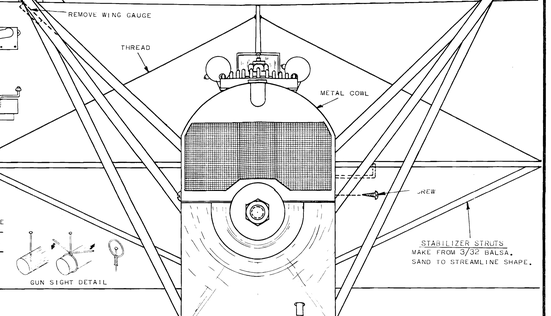
METAL USED TO CONSTRUCT GAS TANK MAY BE EITHER MATERIAL FROM A TIN CAN OR .010 TO .016 BRASS SHEET. USING PATTERNS PROVIDED, CUT OUT BODY AND END SECTIONS OF TANK. DRILL HOLES TO RECEIVE TUBING FOR GAS LINE AND BEND ALONG DASHED LINES TO FORM INTO A SQUARE BOX AND TO ENDS AS SHOWN ABOVE. CUT 1/8 TUBING FOR FUEL LINES TO PROPER LENGTH AS SHOWN AND SOLDER FIRMLY IN PLACE. BE CERTAIN FEED LINE IS SOLDERED ALONG CENTER LINE OF TANK WALL AS INDICATED IN FRONT PATTERN. ASSEMBLE TANK BY SLIPPING ON ENDS AND RUNNING SOLDER ALONG ALL SEAMS. SOLDER ANCHOR STRIP IN PLACE. CARE MUST BE TAKEN THAT ALL SOLDER JOINTS ARE TIGHT. FINISHED TANK MAY BE TESTED WITH WATER TO CHECK FOR LEAKAGE. INSTALL TANK IN FUSELAGE AS SHOWN ON SIDE VIEW, TAKING CARE THAT FEED LINE IS ON SAME LEVEL AS NEEDLE VALVE ON ENGINE USED.





SPANDAU MACHINE GUN NOTE

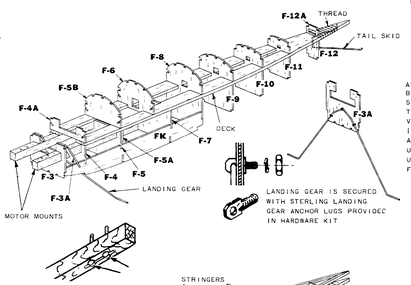
THE FOKKER D7 CAME EQUIPPED WITH 2 TWIN SPANDAU MACHINE GUNS MOUNTED ON FUSELAGE JUST FORWARD OF COCKPIT AS SHOWN ON SIDE AND FRONT VIEWS. CONSTRUCT MACHINE GUNS BY PREPARING BREECH BLOCK FROM 1/2 X 3/8 BALSA PROVIDED. BARREL IS MADE FROM 1/2" DIAMETER DOWELING. WRAP ENDS WITH PAPER FOR ADDITIONAL THICKNESS AS SHOWN. COOLING LOUVRES MAY BE REPRODUCED BY SCORING BARREL WITH NAIL OR PAINTING BLACK DASHES IN PLACE. MAKE MUZZLE OF 1/16 DIAMETER WIRE PROVIDED. WRAP TIP WITH PAPER AS SHOWN. THE REMAINDER OF THE COCKING MECHANISM, HANDLE, ETC. IS MADE FROM SCRAP BALSA AND PINS AS SHOWN IN DETAIL SKETCH. BOTH GUNS WERE SYNCHRONIZED TO FIRE THROUGH PROPELLER ARC AND WERE FIRED BY TRIGGER MECHANISM ON JOY STICK. WHEN FINISHED, CEMENT IN PLACE ON FUSELAGE. MAKE 2 GUN SIGHTS AS SHOWN. MOUNT IN CENTER OF FUSELAGE AS LOCATED ON SIDE VIEW.



STEP 1

FUSELAGE AND GENERAL ASSEMBLY

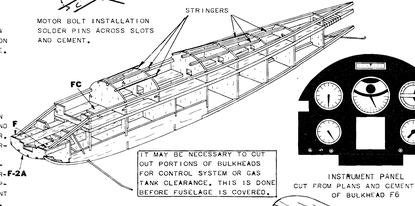
FOR MAXIMUM STRENGTH, ALL PARTS SHOULD BE PRE-GLUED, IN THIS PROCEDURE A LIGHT COAT OF CEMENT IS GIVEN THE PART, ALLOWED TO DRY, AND THEN A REGULAR COAT OF CEMENT IS APPLIED BEFORE PARTS ARE JOINED. THIS WILL INSURE A STRONG LONG LASTING MODEL. INSTALL BULKHEADS F11, F10, F9, AND F8 IN ORDER STATED. BULKHEADS ARE NOTCHED FOR DECK AND DECK IS STEPPED FOR ACCURATE PLACEMENT OF BULKHEADS. CONTINUE BULKHEAD PLACEMENT BY CEMENTING F7, F5, AND F4 TO BOTTOM FRONT OF DECK. COMPLETE TOP FRONT OF DECK BY CEMENTING F6, F5B, AND F4A IN PLACE AS SHOWN. NOW CEMENT F12A TO TOP REAR OF DECK IN NOTCH PROVIDED AND ALSO F12A AS SHOWN. BE CERTAIN ALL BULKHEADS ARE VERTICAL TO DECK. ALLOW TO DRY. INSTALL MOTOR MOUNTS INTO NOTCHES PROVIDED FOR SAME IN BULKHEADS F4 AND F5. MOUNTS END AT REAR OF F5 AND THEY ARE BACKED UP BY F5A. PREPARE PLYWOOD BULKHEAD F3A FOR INSTALLATION BY MOUNTING LANDING GEAR ON SAME, USING STERLING LANDING GEAR ANCHOR LUGS AS SHOWN. WHEN GEAR IS MOUNTED, SLIP ASSEMBLED BULKHEAD F3A ON MOTOR MOUNTS FOLLOWED BY BULKHEAD F3. DO NOT CEMENT EITHER OF THESE 2 AT THIS TIME. CEMENT FUSELAGE KEELS FK TO BULKHEADS AS SHOWN. NOTCHES IN FK WILL ALIGN BULKHEADS. F3 IS FLUSH WITH FRONT OF FK AND VERTICAL TO DECK. F3A IS PLACED ON ANGLE SO THAT BOTTOM OF BULKHEAD IS AGAINST BULKHEAD F4 AND TOP AGAINST BULKHEAD F3. WHEN BULKHEADS ARE IN THESE POSITIONS, CEMENT SECURELY IN PLACE. BEND TAIL SKID FROM 1/16 WIRE AS SEEN ON SIDE VIEW AND INSTALL ON FUSELAGE AS SHOWN. WRAP WITH THREAD AND CEMENT HEAVILY IN PLACE. ALLOW UNIT TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT STEP. LOCATE AND DRILL HOLES FOR MOTOR.



LANDING GEAR IS SECURED WITH STERLING LANDING GEAR ANCHOR LUGS PROVIDED IN HARDWARE KIT

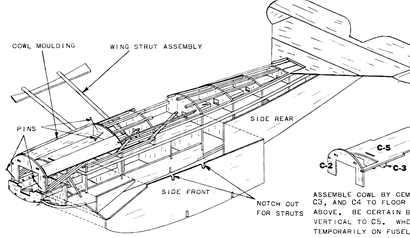
STEP 2

CEMENT PLYWOOD CONTROL PLATE IN PLACE AS SHOWN. CHECK SIDE VIEW FOR EXACT LOCATION. ANY HOLES THAT ARE NECESSARY TO INSTALLATION OF CONTROL MECHANISM SHOULD BE MADE BEFORE CEMENTING FC IN PLACE. CEMENT IN PLACE HEAVILY. THIS MUST BE PERMANENTLY INSTALLED TO WITHSTAND THE PULL OF THE WIRES WHILE IN FLIGHT. CEMENT F2B AGAINST FRONT OF MOTOR MOUNTS. LINE UP NOTCHES WITH INSIDE OF MOUNTS. CEMENT F IN POSITION DIRECTLY BEHIND F2A AND TO SIDES OF MOTOR MOUNTS FLUSH WITH TOP. CEMENT BOTTOM CORNER 3/16 SQ. LONGERON IN PLACE IN NOTCHES FOR SAME IN FK AND REAR BULKHEADS. REAR OF LONGERONS ARE BEVELED SO THAT THEY END IN POINT AS SHOWN IN DRAWING. CHECK SIDE VIEW FOR DISTANCE FROM REAR OF F12 TO END OF LONGERONS. CEMENT SIDE TOP LONGERONS IN PLACE IN SAME MANNER. TOP LONGERON MAY BE CRACKED SLIGHTLY ON OUTSIDE AT F12A. BE CERTAIN THIS LONGERON CONTINUES IN STRAIGHT LINE AND DOES NOT WARP UP OR DOWN SINCE THIS DETERMINES THE ANGLE OF INCIDENCE OF STABILIZER. ADD 1/8 SQ. STRINGERS TO TOP OF FUSELAGE AS SHOWN. POR-TIONS OF STRINGERS SHOULD EXTEND TOWARD INSIDE OF COCKPIT TO SUPPORT COCKPIT COVERING. CEMENT 1/8 SQ. DIAGONAL STRINGER TO FRONT OF AIRPLANE INTO NOTCHES IN F4Z DOWN TO F AS SHOWN. ADD 1/8 SQ. STRINGERS TO FRONT BOTTOM OF FUSELAGE AS SHOWN. STRINGERS ARE CURVED TO FIT AS FOLLOWS. MOISTEN STRINGER AND BEND OVER HOT SOLDERING IRON. BE CAREFUL NOT TO BREAK STRINGER BUT APPLY TO SOLDERING IRON EVERY 1/8 OR 1/4 INCH WHICH WILL GRADUALLY GIVE YOU DESIRED CURVE.



STEP 3

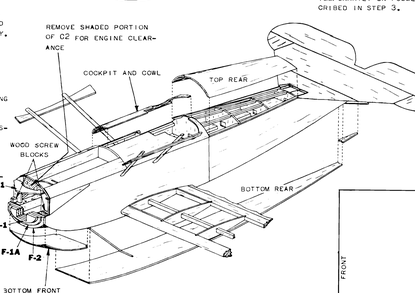
CONSTRUCT RIGHT AND LEFT HAND CENTER WING STRUT ASSEMBLIES. SEE DETAIL. INSERT SAME INTO NOTCHES OF BULKHEADS F5B AND F6 AND PUSH DOWN UNTIL FIRMLY SEATED ON DECK. BE CERTAIN STRUTS ARE ON SIDE FACING EACH OTHER AS DRAWN. BE CERTAIN THAT BOTTOM OF F14 RESTS SOLIDLY ON DECK ALONG ENTIRE LENGTH. THIS WILL AUTOMATICALLY PROVIDE PROPER ANGLE OF INCIDENCE OF TOP WING. USING PATTERN, COVER BOTH REAR SIDES OF FUSELAGE. SKINS CEMENT TOGETHER TO FORM REAR OF FUSELAGE. DO NOT CHAMFER. INSTALL STABILIZER AND ENTIRE CONTROL SYSTEM AT THIS POINT. CHECK FOR SMOOTHNESS OF OPERATION. IF WING FLAPS ARE BEING USED, SIDE FRONT SKINS MUST BE INSTALLED, AND THE LOWER WING MOUNTED IN PLACE. FK AND FRONT SKINS WILL HAVE TO BE NOTCHED FOR FLAP HORN WIRE SPURS. SEE WORKING FLAP DETAIL. NOTE THERE IS A SPACE BETWEEN F11 AND STABILIZER. THIS IS LATER FILLED WITH FP AS SHOWN IN STEP 5. ASSEMBLE COWL FRAME AS SHOWN IN DETAIL SKETCH. PIN TEMPORARILY IN PLACE ON FUSELAGE AS SHOWN. CEMENT COWL MOULDING ON COWL STRUCTURE BETWEEN C2 AND C4. WHEN IN POSITION, IT SHOULD OVERHANG DOPE 1/16" TO ALLOW FOR SKIN COVERING DIRECTLY BENEATH IT. CEMENT 1/8 SQ. STRINGER IN PLACE DIRECTLY ON TOP OF DIAGONAL STRINGER ALREADY IN PLACE BETWEEN F AND F4A. DO NOT CEMENT TO OTHER STRINGER BUT TO COWL STRUCTURE ONLY. COWLING IS REMOVABLE. CEMENT 1/8 SQ. STRINGER ON REAR OF C2 1/16" IN TO PROVIDE FOR SKIN CEMENTING SURFACE. CEMENT FRONT SIDE SKINS IN PLACE. NOTCH SKIN ON BOTTOM TO CORRESPOND WITH NOTCHES IN FK TO ALLOW ENTRY OF LOWER WING. CEMENT SMALL COWL SKIN IN PLACE. ALLOW TO DRY THOROUGHLY.



ASSEMBLE COWL BY CEMENTING C2, C3, AND C4 TO FLOOR C5 AS SHOWN ABOVE. BE CERTAIN BULKHEADS ARE VERTICAL TO C5. WHEN DRY, MOUNT TEMPORARILY ON FUSELAGE AS DESCRIBED IN STEP 3.

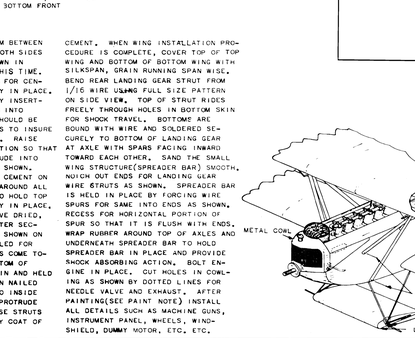
STEP 4

REMAINDER OF FUSELAGE IS NOW COVERED WITH 1/16 SHEET BALSA, USING PATTERNS PROVIDED. DRAWING AT RIGHT CLEARLY SHOWS POSITION OF SKINS. SKINS ARE MOISTENED WITH WATER ON OUTSIDE SURFACE TO ALLOW THEM TO CURVE TO SHAPE. DO NOT ATTEMPT TO BEND WITHOUT MOISTENING OR YOU WILL CRACK THEM. APPLY A COAT OF CEMENT TO ALL FRAMEWORK THAT SKIN COVERS, APPLY SKIN AND HOLD IN PLACE WITH PINS UNTIL DRY. ANY OPEN SEAMS OR CRACKS IN SKINS, ESPECIALLY AROUND PROTRUDING STRUCTURE SUCH AS LANDING GEAR, WING STRUTS, ETC., CAN LATER BE FILLED IN WITH SMALL SCRAPS OR A PLASTIC BALSA AS MANUFACTURED BY AEROGLOSS. CEMENT THE 3 NOSE BULKHEADS C-1 F2, F1A, AND F1 ONE ON TOP THE OTHER TO F2A AS SHOWN. CEMENT COWL BULKHEAD C1 INTO NOTCHES FOR SAME IN C2. WHEN DRY, DOTED PORTION OF C2 IS CUT OUT TO ALLOW FOR ENGINE CLEARANCE. PUSH COMPLETED LOWER WING INTO NOTCHES FOR SAME IN BOTTOM OF FUSELAGE. PUSH UP FIRMLY UNTIL PLYWOOD WING GUSSETS REST ABSOLUTELY AGAINST TOP OF NOTCHES. SLIDE BOTH CENTER WING RIBS W14 IN PLACE BETWEEN LEADING AND TRAILING EDGE AND AGAINST SKIN AND CEMENT IN PLACE. WING MAY NOW BE REMOVED FOR COVERING OF TOP ONLY AS DESCRIBED IN LOWER WING NOTE. AFTER COVERING, RE-INSERT WING IN FUSELAGE AS DESCRIBED AND CEMENT HEAVILY IN PLACE. CEMENT COWL WOOD SCREW BLOCKS IN PLACE AS SHOWN. USE 2 PIECES OF WING STRUT MATERIAL CEMENTED TOGETHER.

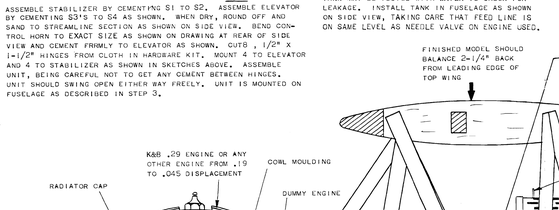


STEP 5

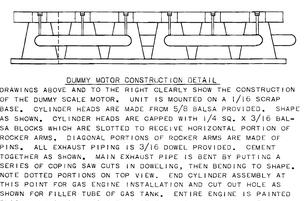
ASSEMBLE RUDDER BY GLUING PARTS TOGETHER AS SHOWN. ROUND OFF AND SAND TO APPROXIMATE STREAMLINE SHAPE AS IN STABILIZER NOTE. H3 SHOULD BE OFF-SET 1/2" TO OUTSIDE OF CIRCLE FLOWN. THIS IS IMPERATIVE. CEMENT COMPLETED RUDDER VERTICALLY IN PLACE. INSTALL FILLER BLOCK FP BETWEEN TOP SKIN AND FRONT OF STABILIZER. MAKE DUMMY RADIATOR CAP FROM SCRAP BALSA AND CEMENT TO RADIATOR AS SHOWN. CUT METAL COWLING AS SHOWN TO CLEAR TOP OF ENGINE AND NEEDLE VALVE EXTENSION AND ENGINE SHAFT. CHECK FOR FIT ON COWLING. BEND WIRE SCREEN IN KIT AND SOLDER TO INSIDE OF COWLING AS SHOWN. CEMENT FINISHED METAL COWLING TO REMOVABLE WOODEN COWL SECTION. LOCATE AND DRILL HOLES FOR MOUNTING WOOD SCREWS. THESE SCREW INTO BLOCKS PROVIDED IN STEP 4. ALLOW ALL INSTALLATIONS TO DRY THOROUGHLY, THEN SAND ENTIRE FUSELAGE SMOOTH TO PREPARE FOR PAINTING. FILLER BLOCK FP IS FAIRED FROM END OF SKIN SMOOTHLY INTO STABILIZER. AT THIS POINT ALL CRACKS AND HOLES SHOULD BE FILLED AS DESCRIBED IN STEP 4. CHECK LOCATION OF OUTER WING "N" STRUTS. CLEAR TISSUE FROM BETWEEN DOUBLE RIBS FOR SAME ON BOTH SIDES OF LOWER WING AND PUSH DOWN IN PLACE. DO NOT CEMENT AT THIS TIME. CLEAR TISSUE FROM NOTCHES FOR CENTER SECTION STRUTS ALREADY IN PLACE. PLACE TOP WING ON MODEL BY INSERTING CENTER SECTION STRUTS INTO NOTCHES FOR SAME. WING SHOULD BE FIRMLY SEATED AGAINST W9'S TO INSURE PROPER ANGLE OF INCIDENCE. RAISE BOTH "N" STRUTS INTO POSITION SO THAT TOP AND BOTTOM ENDS PROTRUDE INTO THEIR RESPECTIVE WINGS AS SHOWN. USE 2 OR 3 HEAVY COATS OF CEMENT ON INSIDE OF WING STRUCTURE AROUND ALL STRUTS. THIS IS NEEDED TO HOLD TOP WING FIRMLY AND ACCURATELY IN PLACE. WHEN STRUT GLUE JOINTS HAVE DRIED, REMOVE W9'S. 2 FRONT CENTER SECTION STRUTS ARE PLACED AS SHOWN ON SIDE VIEW. BOTTOM IS BEVELED FOR FLUSH FIT TO SKIN AND FOPS COME TOGETHER IN VEE POINT. BOTTOM OF STRUTS ARE CEMENTED TO SKIN AND HELD FIRMLY IN PLACE WITH A PIN NAILED RIGHT THROUGH STRUT AND TO INSIDE BULKHEAD. TOPS OF STRUT PROTRUDE INTO WING STRUCTURE. THESE STRUTS MUST ALSO BE GIVEN A HEAVY COAT OF CEMENT. WHEN WING INSTALLATION PROCEDURE IS COMPLETE, COVER TOP OF TOP WING AND BOTTOM OF BOTTOM WING WITH SILKSPAN, GRAIN RUNNING SPAN WISE. BEND REAR LANDING GEAR STRUT FROM 1/16 WIRE USING FULL SIZE PATTERN ON SIDE VIEW. TOP OF STRUT RIDES FREELY THROUGH HOLES IN BOTTOM SKIN FOR SHOCK TRAVEL. BOTTOME ARE BOUND WITH WIRE AND SOLDERED SECURELY TO BOTTOM OF LANDING GEAR AT AXLE WITH SPARS FACING INWARD TOWARD EACH OTHER. SAND THE SMALL WING STRUCTURE(SPREADER BAR) SMOOTH. NOTCH OUT ENDS FOR LANDING GEAR WIRE STRUTS AS SHOWN. SPREADER BAR IS HELD IN PLACE BY FORCING WIRE SPURS FOR SAME INTO ENDS AS SHOWN. RECESS FOR HORIZONTAL PORTION OF SPUR SO THAT IT IS FLUSH WITH ENDS. WRAP RUBBER AROUND TOP OF AXLES AND UNDERNEATH SPREADER BAR TO HOLD SPREADER BAR IN PLACE AND PROVIDE SHOCK ABSORBING ACTION. BOLT ENGINE IN PLACE. CUT HOLES IN COWLING AS SHOWN BY DOTTED LINES FOR NEEDLE VALVE AND EXHAUST. AFTER PAINTING(SEE PAINT NOTE) INSTALL ALL DETAILS SUCH AS MACHINE GUNS, INSTRUMENT PANEL, WHEELS, WINDSHIELD, DUMMY MOTOR, ETC. ETC.

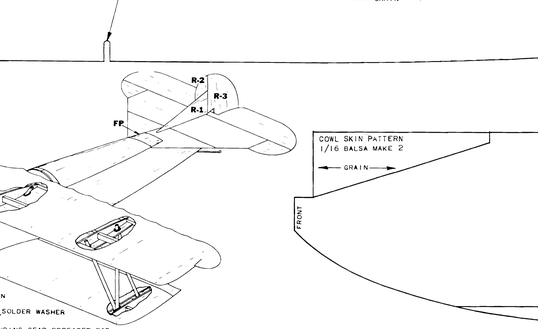


IT MAY BE NECESSARY TO CUT OUT PORTIONS OF BULKHEADS FOR CONTROL SYSTEM OR GAS TANK CLEARANCE, THIS IS DONE BEFORE FUSELAGE IS COVERED.



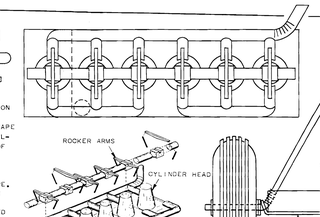
REAR OF COWLING IS SECURED WITH SNAP FASTENER. CEMENT IN CENTER OF BULKHEADS AS SHOWN ON SIDE VIEW. BE CERTAIN THESE ARE CEMENTED HEAVILY IN PLACE. FRONT IS SECURED BY WOOD SCREWS.

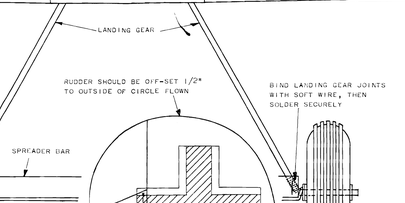




DUMMY MOTOR CONSTRUCTION DETAIL

DRAWINGS ABOVE AND TO THE RIGHT CLEARLY SHOW THE CONSTRUCTION OF THE DUMMY SCALE MOTOR. UNIT IS MOUNTED ON A 1/16 SCRAP BASE. CYLINDER HEADS ARE MADE FROM 5/8 BALSA PROVIDED. SHAPE AS SHOWN. CYLINDER HEADS ARE CAPPED WITH 1/4 SQ. X 3/16 BALSA BLOCKS WHICH ARE SLOTTED TO RECEIVE HORIZONTAL PORTION OF ROCKER ARMS. DIAGONAL PORTIONS OF ROCKER ARMS ARE MADE OF PINS. ALL EXHAUST PIPING IS 3/16 DOWEL PROVIDED. CEMENT TOGETHER AS SHOWN. MAIN EXHAUST PIPE IS BENT BY PUTTING A SERIES OF COPING SAW CUTS IN DOWELING, THEN BENDING TO SHAPE. NOTE DOTTED PORTIONS ON TOP VIEW. END CYLINDER ASSEMBLY AT THIS POINT FOR GAS ENGINE INSTALLATION AND CUT OUT HOLE AS SHOWN FOR FILLER TUBE OF GAS TANK. ENTIRE ENGINE IS PAINTED BLACK. NOTCH COWLING OUT TO RECEIVE BENT PORTION OF EXHAUST STACK.

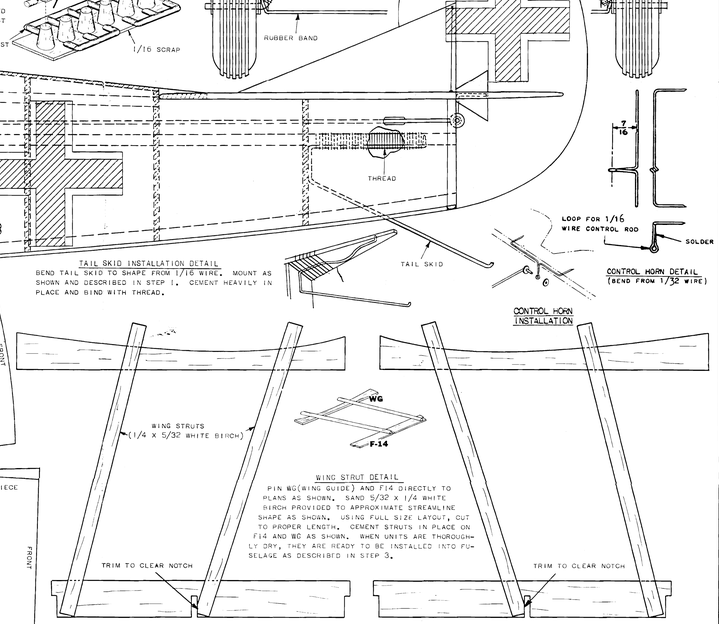




TAIL SKID INSTALLATION DETAIL

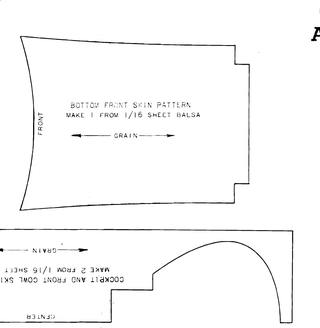
BEND TAIL SKID TO SHAPE FROM 1/16 WIRE. MOUNT AS SHOWN AND DESCRIBED IN STEP 1. CEMENT HEAVILY IN PLACE AND BIND WITH THREAD.

CONTROL HORN INSTALLATION



WING STRUT DETAIL

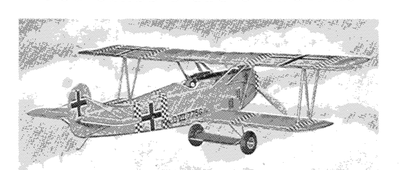
PIN WG(WING GUIDE) AND F14 DIRECTLY TO PLANS AS SHOWN. SAND 5/32 X 1/4 WHITE BIRCH PROVIDED TO APPROXIMATE STREAMLINE SHAPE AS SHOWN, USING FULL SIZE LAYOUT. CUT TO PROPER LENGTH. CEMENT STRUTS IN PLACE ON F14 AND WG AS SHOWN. WHEN UNITS ARE THOROUGHLY DRY, THEY ARE READY TO BE INSTALLED INTO FUSELAGE AS DESCRIBED IN STEP 3.



FOKKER D VII

A 32½" SCALE CONTROL LINE MODEL

FOR CLASS B and C ENGINES



SPAN 32½" LENGTH 27" KIT C-8

Designed and Flight Tested For Stunt Flying

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