

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

ENGINE INSTALLATION

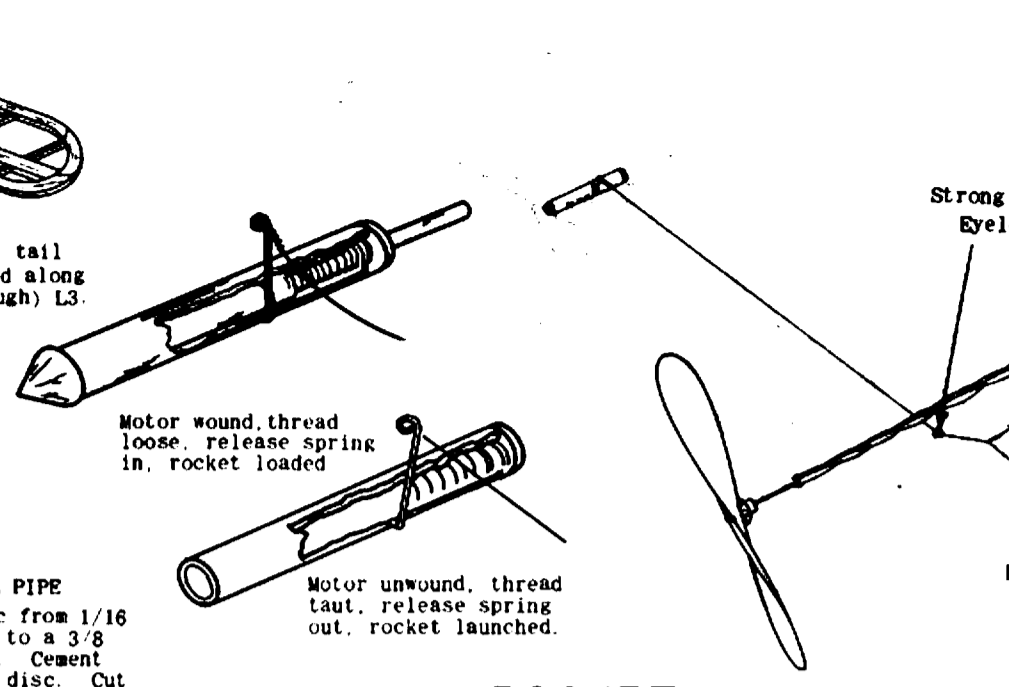
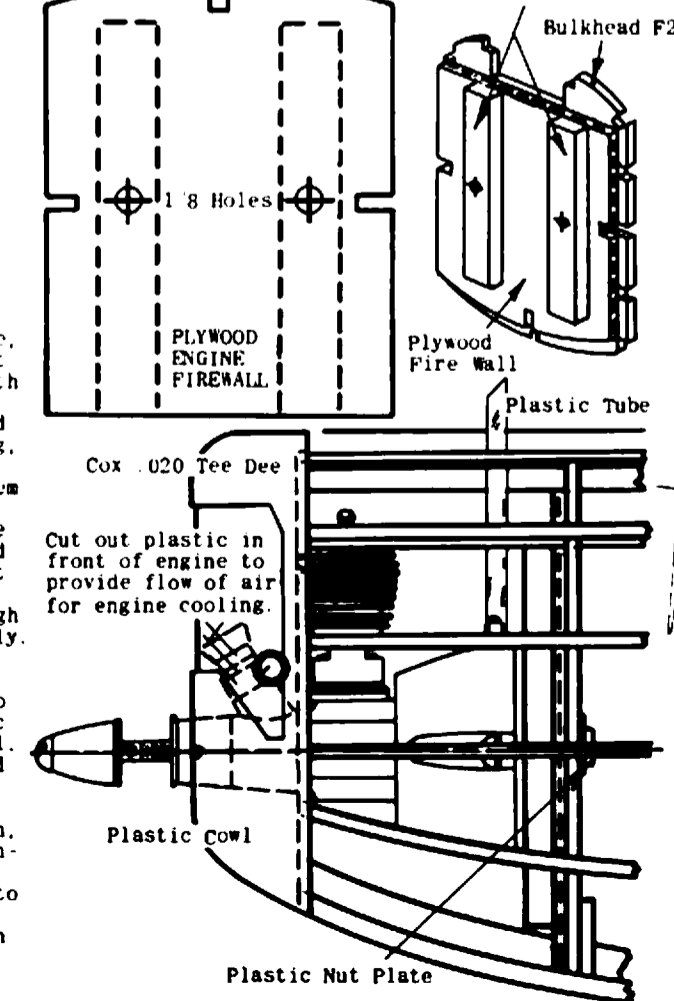
On engine powered models cover entire fuselage at least back to P6 with 1/32 or 1/16 sheet balsa.

Engine is used if model is being built for control line, free flight or radio. Engine and installation material not provided in kit. Drawing shows installation of Cox .020 Tee Dee Engine, however any other similar engine may be used. It is recommended that front of model be covered with 1/32 sheet balsa back to P6. Top is cut out for engine clearance. Obtain a piece of 1/16 plywood and cut engine fire wall, using full size drawing, drilling holes indicated. Cut two engine mount blocks 3/16 x 5/16 x 2 from hardwood. Cement them securely to plywood fire wall in position shown. When dry, drill 1/8 holes through blocks and fire wall. Mount engine to fire wall with #2 nuts and bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and securely cement to back of fire wall over nuts, drilling hole through to provide fire wall clearance. Cement engine mount. 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 P2. Cut molded engine cowl from plastic sheet as described in detail note and fit over P1. Trim cowl to clear engine. Cowl is not installed until after model is painted, and engine is installed. Cowl is then cemented in place. If it becomes necessary to remove engine for any reason, break cement joint of cowl. Engine is then re-installed and cowl re-cemented back in position. Add a 1-3/8" length of 1/16 I.P. plastic tubing to fuel tank fill and overflow tubes. Cut top of tubing at angle facing forward for easy admission of air stream.

RADIATOR FILL PIPE

Cut a 3/16 dia. disc from 1/16 scrap and cement it to a 3/8 length of 1/8 dowel. Cement a length of wire to disc. Cut hole in cowl and cement in place.

all strut attachments, allowing drying time between coats. When absolutely dry, remove SA and top strips from struts. Complete rocket firing mechanism as described in detail note. Bend 1/32 wire to shape as shown and cement to front of tail skid T, 1/8 of wire extending past top. When dry, round off and cement in center bottom of fuselage, pushing wire into center keel. Make hole with pin before inserting wire. Build landing gear spreader bar and install on landing gear as described in detail note. 3/32 x 1/4 strips are used for landing gear struts. Cut to length and shape shown on side view drawing, two each as required. Front landing gear struts are grooved in center for wire and cemented in place. Cover with tissue for added strength. Slip top of rear struts into notch in L9's in bottom of fuselage, and securely cement bottom into notches of F3. Top remains free, providing shock absorbing travel. On engine powered models, make landing gear struts from hardwood. Model is now painted. If it is to be painted scale color, see three view drawing or box top. For best flight performance, use a minimum of color dope. Apply decals by dipping in water and sliding off into position shown. Cut instrument panel from plan and cement to rear of F5 in cockpit. Cement machine guns in place. Outlines of scale control surfaces can be drawn on with India ink. Slip rubber tires on wheel hubs in place wheels on axles. Secure by bending up end of axle or with drop of cement or solder. Insert straight end of propeller shaft through rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1/2" of shaft at right angle, as shown on side view. Make two loops of rubber. Insert rubber through bottom trap door and engage in rear hook. Slip rubber into fuselage and shake down towards nose. Make hook on end of a piece of wire. Slip through hole in cowl and capture rubber on hook. Pull through cowl and engage prop shaft. Now cement this into center hole in cowl. Your Fokker D-7 is now completed. See flight instructions before flying model. **GOOD LUCK AND HAPPY LANDINGS!!!**

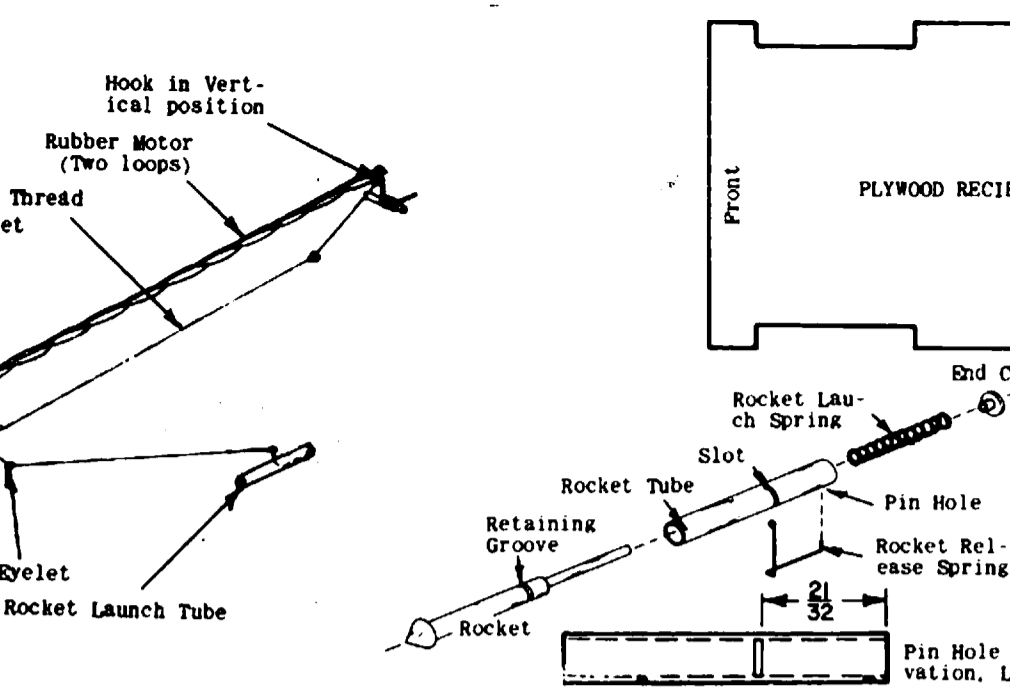
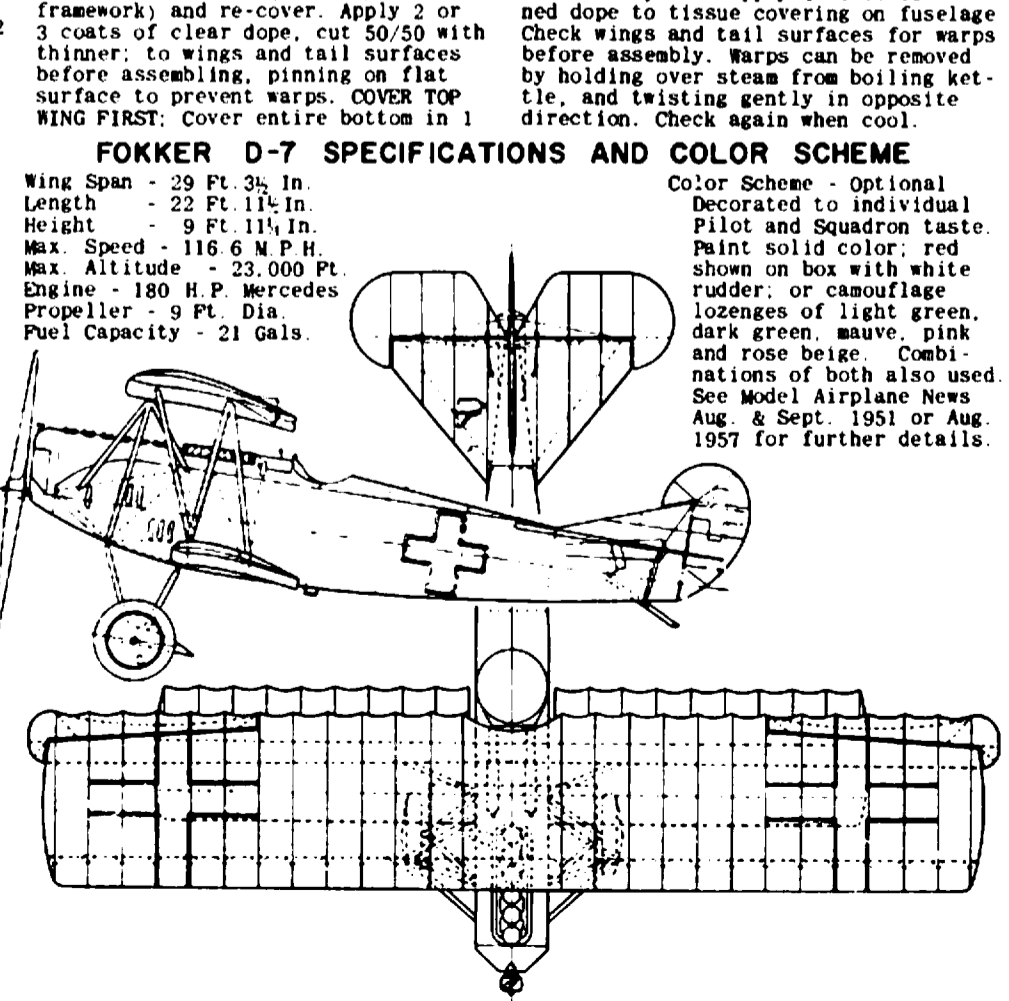


ROCKET INSTALLATION

Rocket firing is done automatically in flight on rubber powered models only. Installation is simple and action is positive. If directions are followed carefully, make hole and cement eyelet through side keel L6 right behind bulkhead P4. Make hole and cement eyelet in center of bulkhead P9 above keel. Use a good grade of strong thread (not supplied in kit) to trip mechanism. Insert a length of thread across fuselage and out of eyelet holes through L6, allowing 10" of thread to extend past outside of fuselage on each side. Tie a length of thread securely to rear hook as shown and coat knots with cement. Insert opposite end through eyelet hole in P9, then tie securely to thread going across fuselage so that it is pulled back 1/2" from rear of bulkhead P4 as shown, then cement knot with cement. Insert rocket tubes in Final Assembly, then rocket tubes are assembled as described in detail note. Assembled tubes are securely cemented to outside of struts at location shown on side view. Use two generous coats of cement on this installation. When rocket tubes are

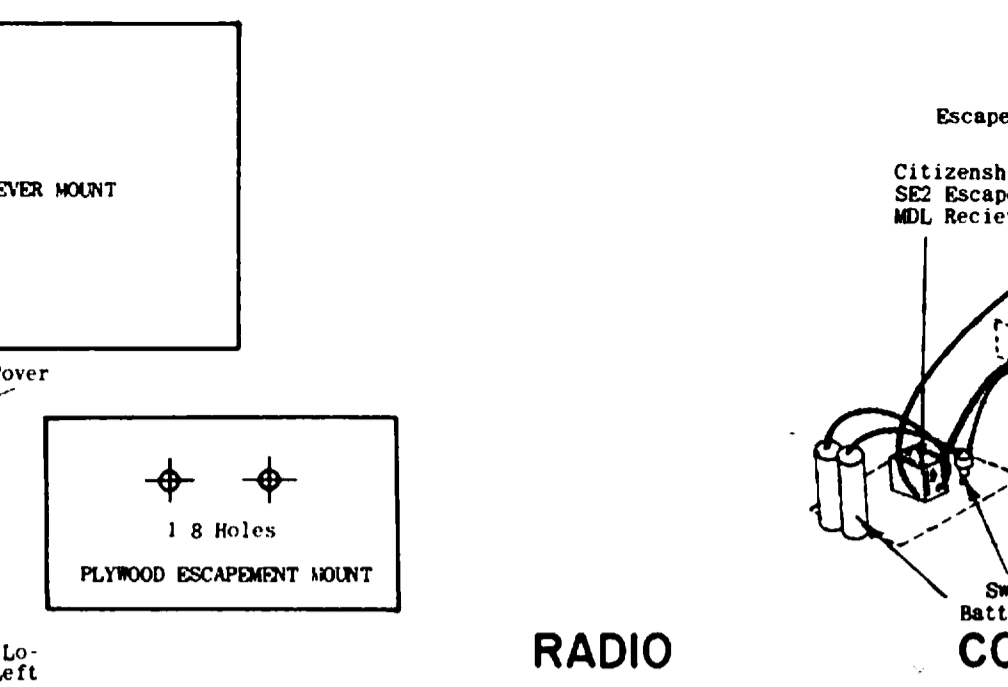
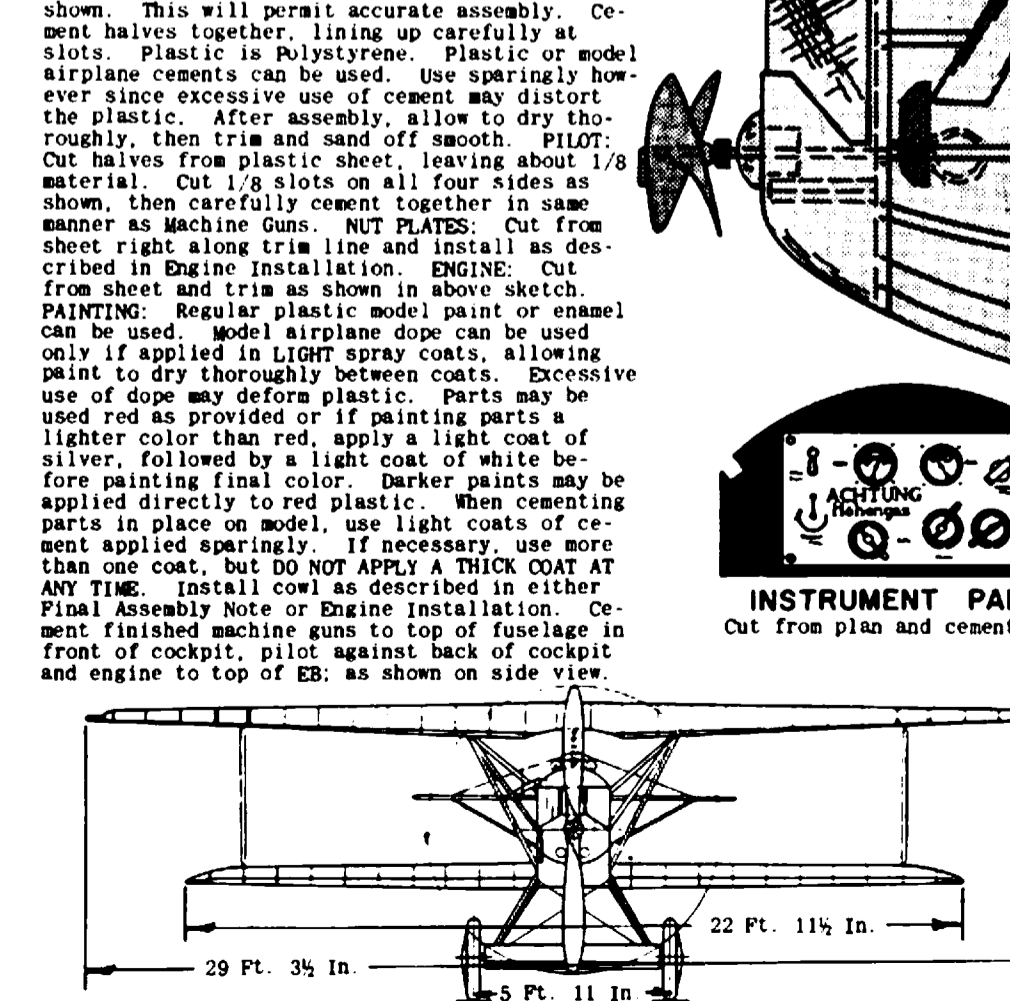
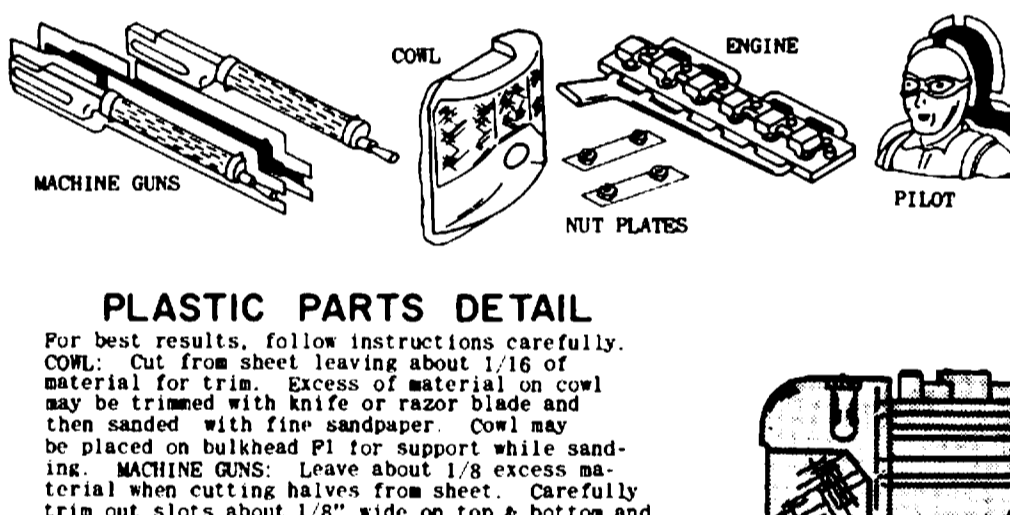
SILKSPAN TISSUE COVERING

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 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 1/4" oversize. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope then place moistened tissue on frame and smooth gently with fingers, working out all wrinkles. WHEN COVERING WINGS AND TAIL SURFACES PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bound by nearest framework) and re-cover. Apply 2 or 3 coats of clear dope, cut 50/50 with thinner; to wings and tail surfaces before assembling, pinning on flat surface to prevent warps. COVER TOP WING FIRST; Cover entire bottom in 1



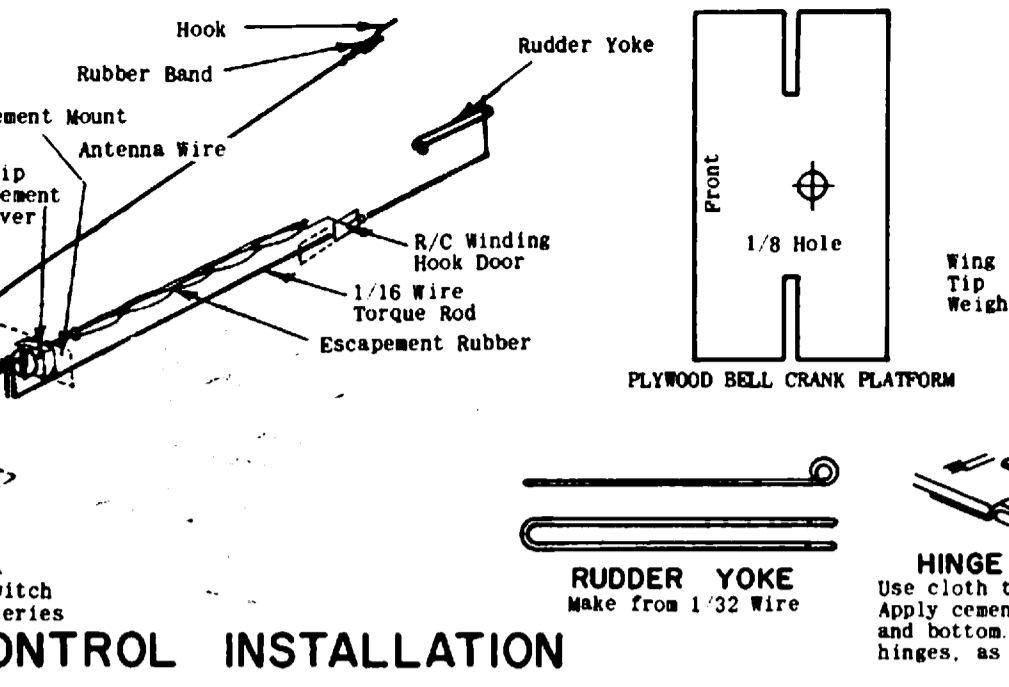
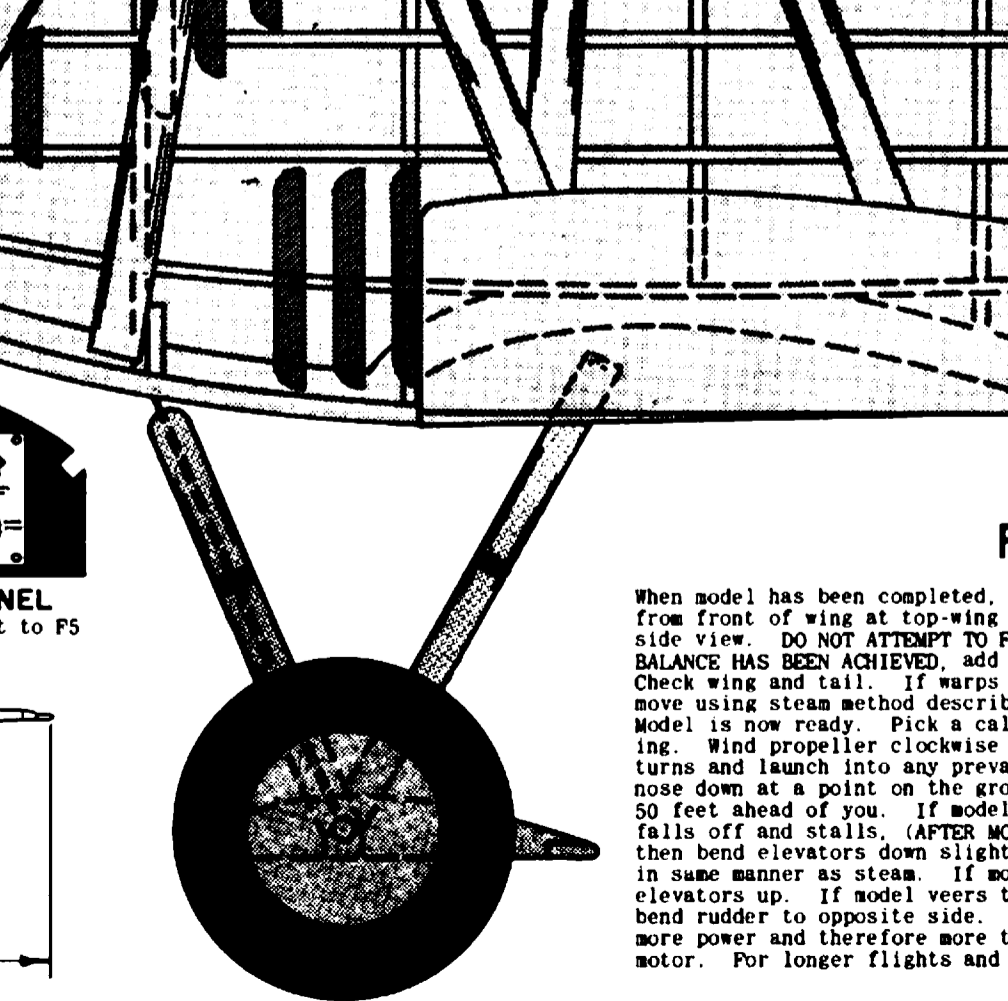
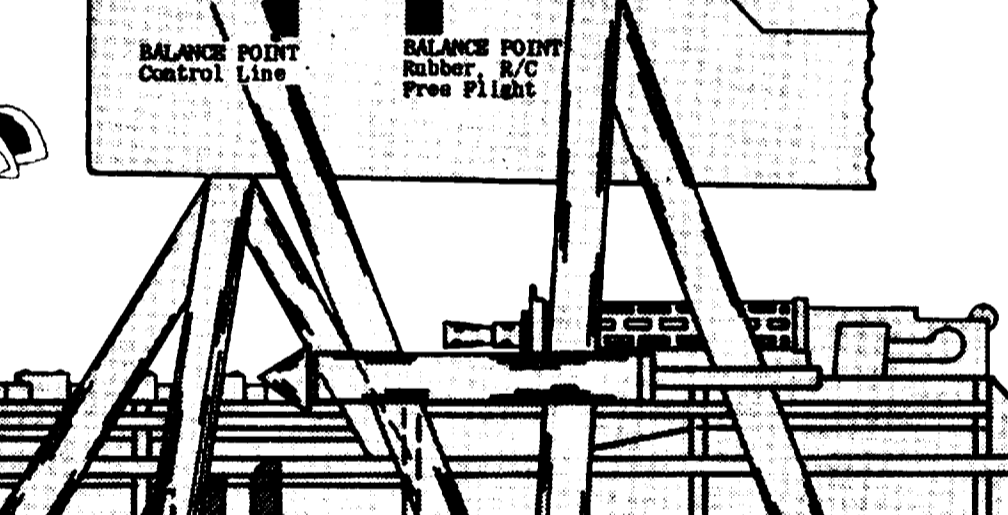
ROCKET AND TUBE ASSEMBLY

Prepare a left and right rocket tube by cutting slot (same location for right and left hand) and making pin hole in bottom of tubes with vertical arm on other end pressing with tension against inside of slot. Cement securely and wrap with thread or tissue for maximum strength. Rocket tubes are now installed as described in Rocket Installation.



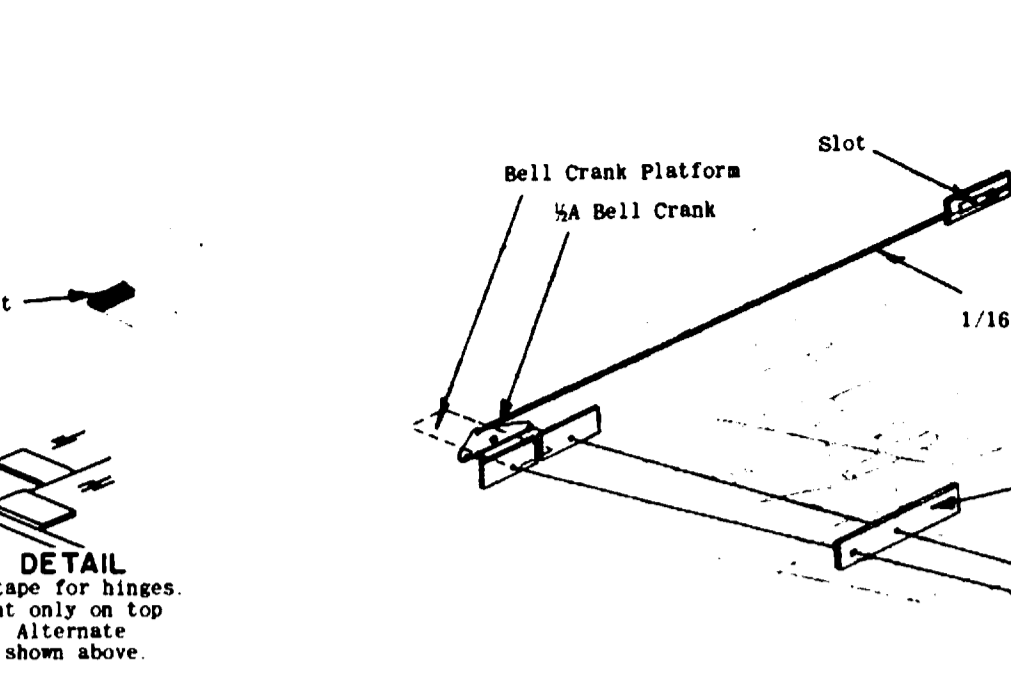
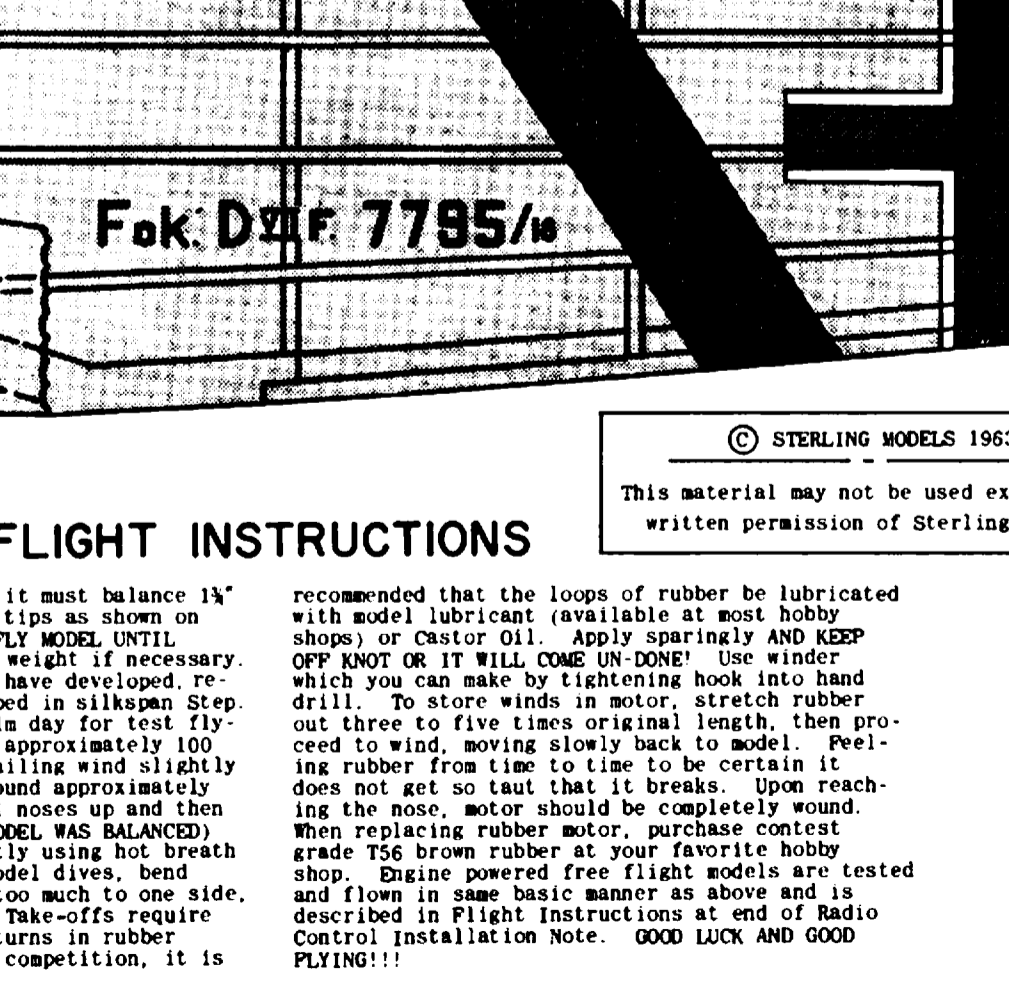
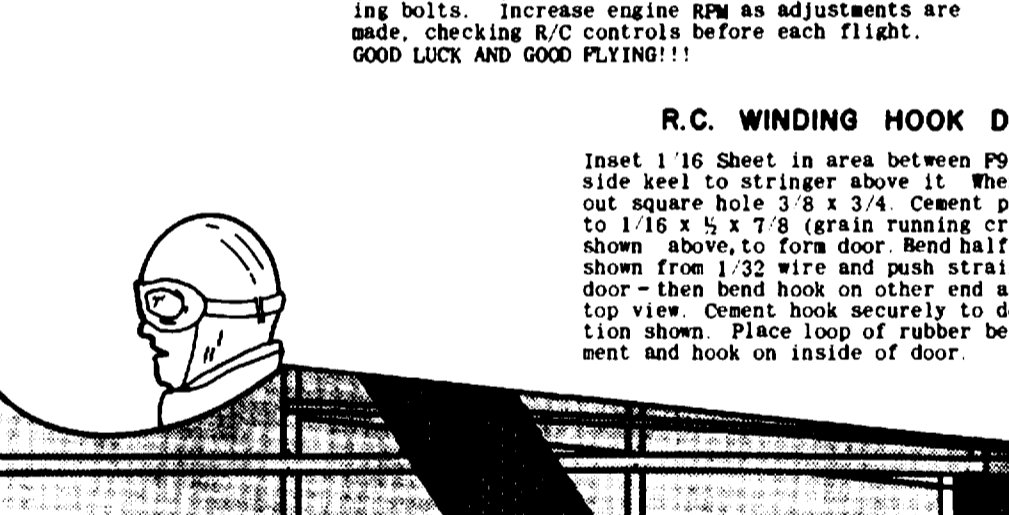
RADIO

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



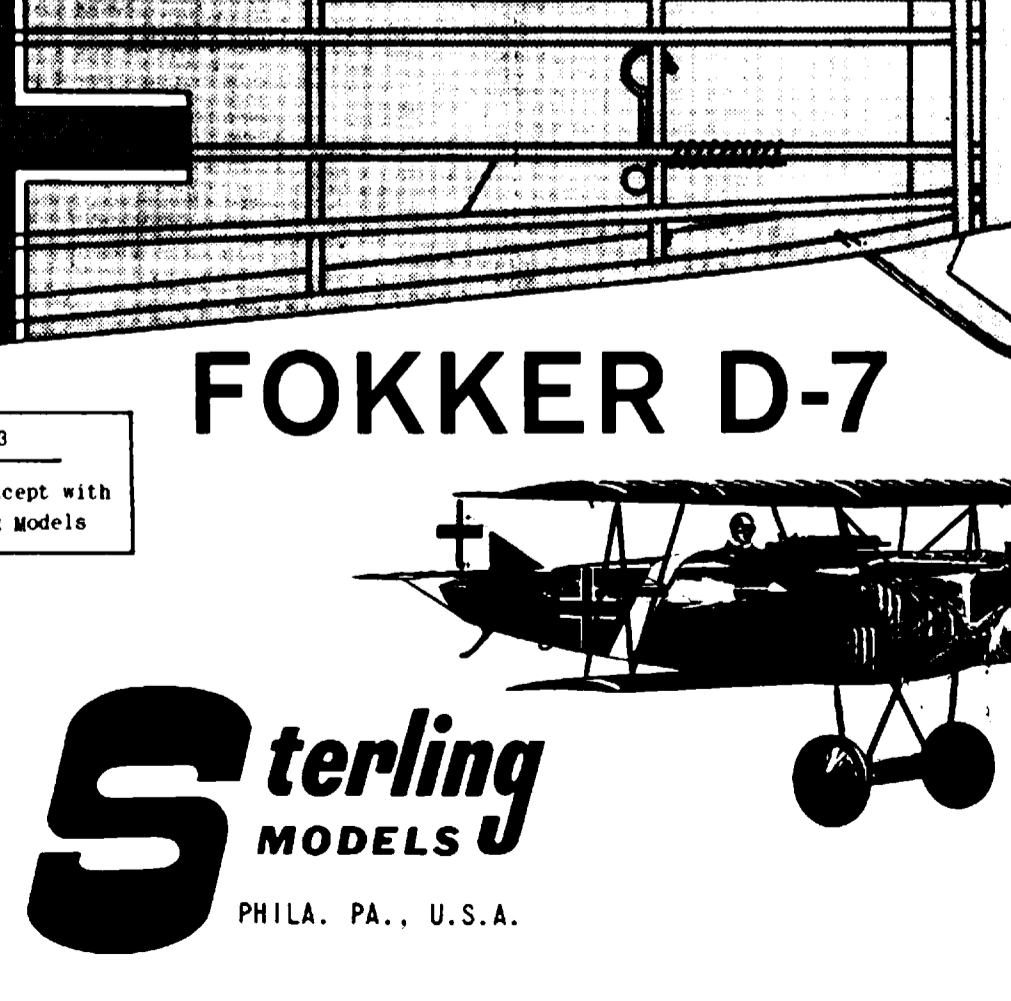
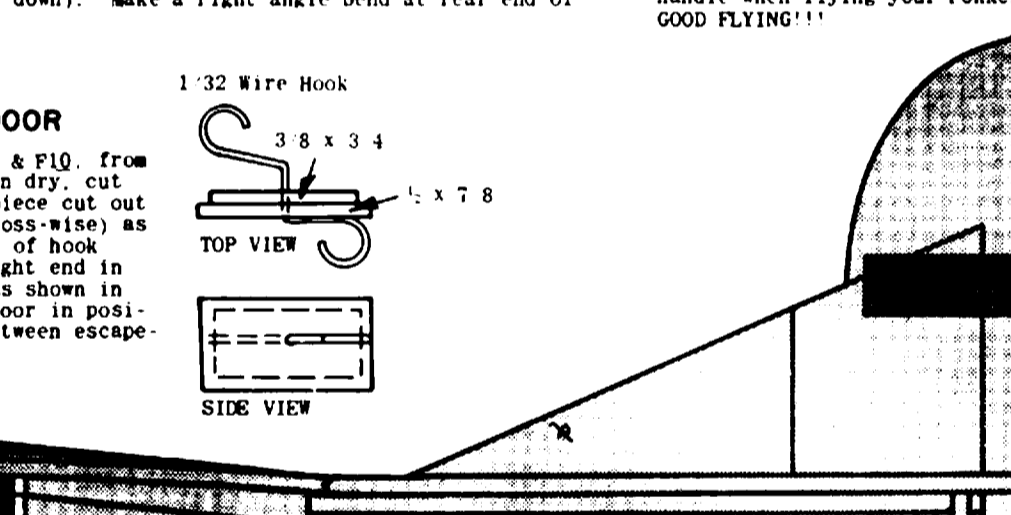
CONTROL LINE INSTALLATION

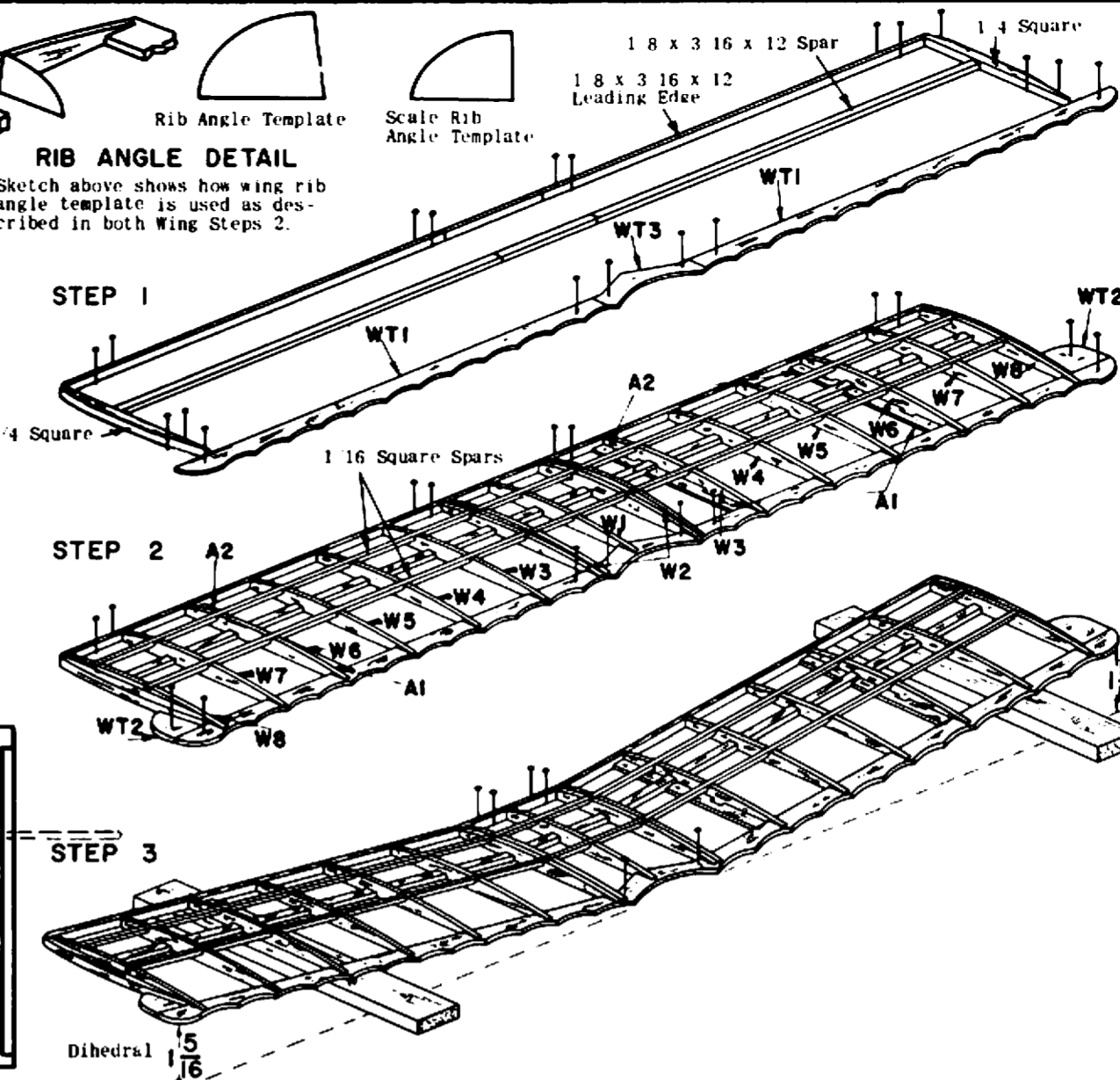
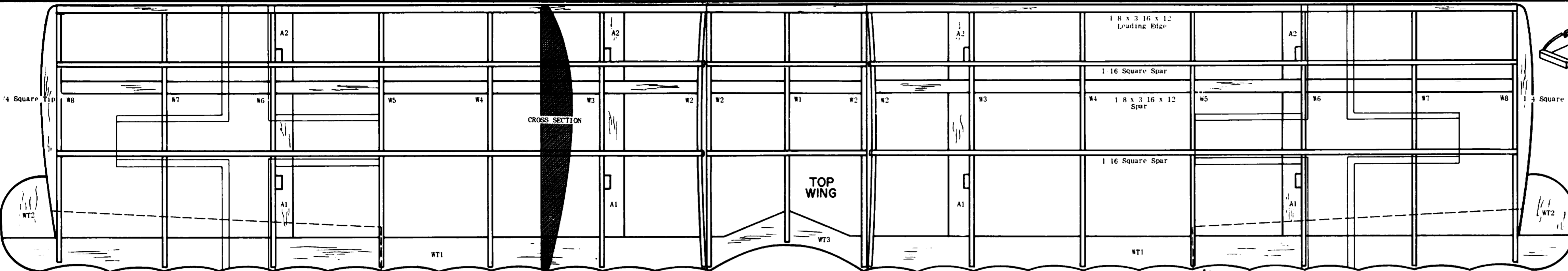
Materials required are not provided in kit. Bell crank platform must be installed at BEGINNING of Step 4 as described, then controls are installed after Step 4 has been completed. Fill in area between P2 and P4, from side level L5 to stringer above it, with scrap 1/16 sheet balsa. Covering is flush with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



PLASTIC PARTS DETAIL

For best results, follow instructions carefully. COWL: Cut from sheet leaving about 1/16 of material for trim. Excess of material on cowl may be trimmed with knife or razor blade and then sanded with fine sandpaper. Cowl may be placed on bulkhead P1 for support while sanding. MACHINE GUNS: Leave about 1/8 excess material when cutting halves from sheet. Carefully trim out slots about 1/8" wide on top and bottom ends, right to the edge of the machine guns as shown. This will permit accurate assembly. Cement halves together, lining up carefully at slots. Plastic is Polystyrene. Plastic or model airplane cements can be used. Use sparingly however since excessive use of cement may distort the plastic. After assembly, allow to dry thoroughly, then trim and sand off smooth. PILOT: Cut halves from plastic sheet, leaving about 1/8 material. Cut 1/8 slots on all four sides as shown, then carefully cement together in same manner as Machine Guns. NUT PLATES: Cut from sheet right along trim line and install as described in Engine Installation. ENGINE: Cut from sheet and trim as shown in above sketch. PAINTING: Regular plastic model paint or enamel can be used. 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 as provided or if painting parts a lighter color than red, apply a light coat of silver, followed by a light coat of white before painting final color. Darker paints may be applied directly to red plastic. When cementing parts in place, use light coats of cement applied sparingly. If necessary, use more than one coat, but DO NOT APPLY A THICK COAT AT ANY TIME. Install cowl as described in either Final Assembly Note or Engine Installation. Cement finished machine guns to top of fuselage in front of cockpit, pilot against back of cockpit and engine to top of P2, as shown on side view.



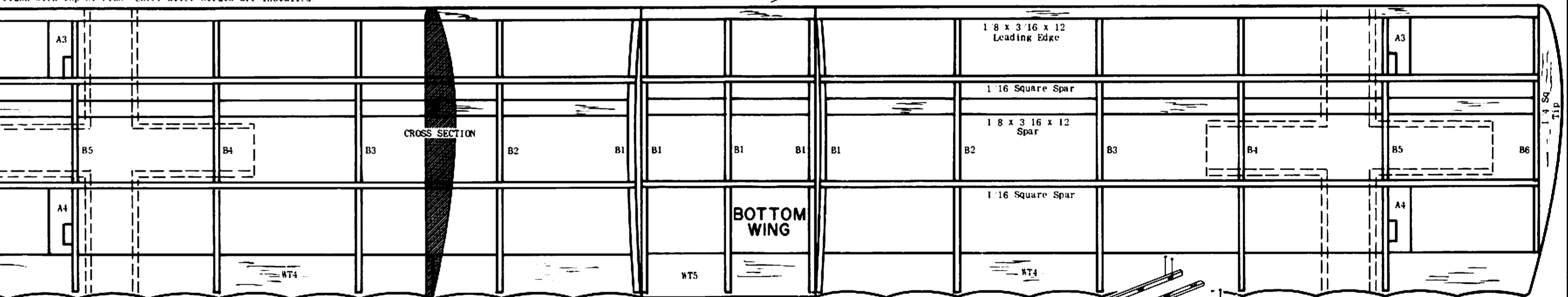
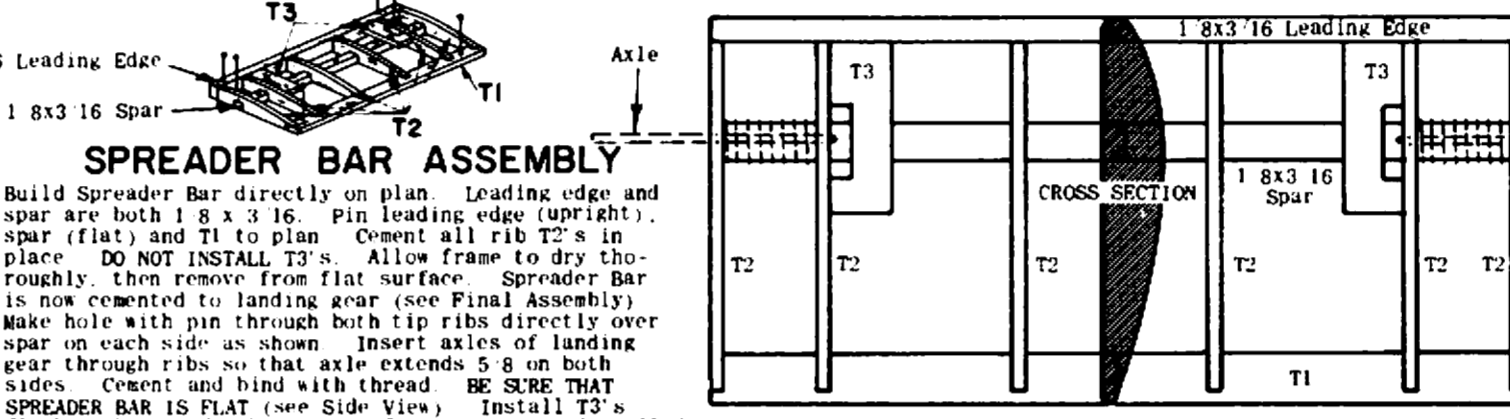
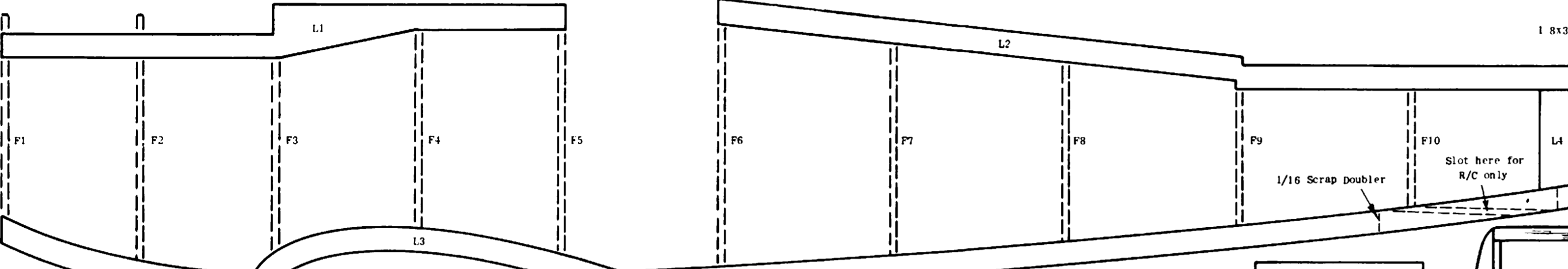


TOP WING ASSEMBLY

STEP 1
Build wings on flat surface directly on plan. Pin all WT parts in place, cementing to each other where they join. Using 1/8 x 3/16 x 12, cut main spar comprising of two outer spars and center section, to proper length. Pin in place flat, cementing to each other over plan where they are joined. 1/8 x 3/16 x 12 is also used for leading edge. Cut three sections in same manner and pin in place in upright position, cementing where they join. Cut 1/4 square strips to length for wing tips. Trim to curve shown on full size drawing and cement in place against front of WT1's and to ends of leading edges.

STEP 2
Ribs W1 to W8 are now cemented in place. Top wing of real Pokker D-7 had slight dihedral built in. Your model wing may be built with scale dihedral ONLY IF MODEL IS BEING CONSTRUCTED FOR CONTROL LINE FLYING. In this case, center section ribs WT2's are angled using scale rib angle template and tips on either side raised 3/8" as shown and described in next step. On all other models except control line, use rib angle template which will give the 1-5/16 dihedral as shown in Step 3 Sketch. All other ribs are cemented in place vertically. Cement WT2's to tips against trailing edge. Cement four each A1's & A2's (strut supports) in place as shown above and in full size wing plan. Cement 1/16 square spars into notches along top of ribs. Cut flush at tip ribs W8. Allow frame to dry thoroughly before removing from flat surface.

STEP 3
Pull out pins carefully and remove frame from flat surface. Separate sections and trim & sand leading edge to shape shown on wing cross-section. Round off tips & trailing edge as shown, to blend smoothly into each other. Trim off leading edge, spar and trailing edge flush to angle of ribs W2, then cement sections together on flat surface, blocking up each side 1-5/16 (or 3/8 for scale) at tip rib as shown. Measurement must be the same at leading and trailing edge so that wing is not warped. Center section should be pinned or weighted to keep flat on surface. Use cement generously and allow to dry thoroughly. When dry, sand frame smooth to prepare for tissue covering.

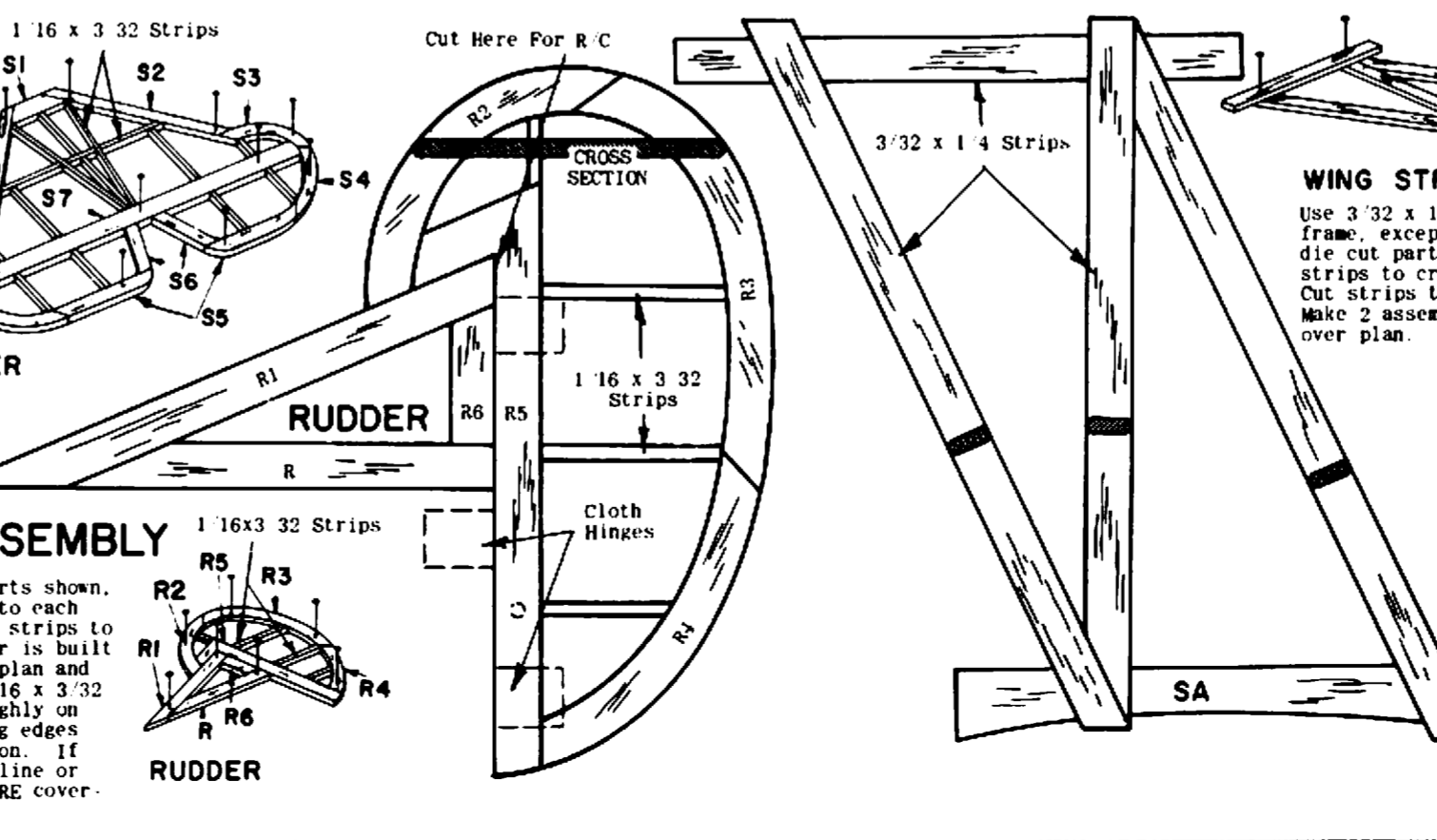
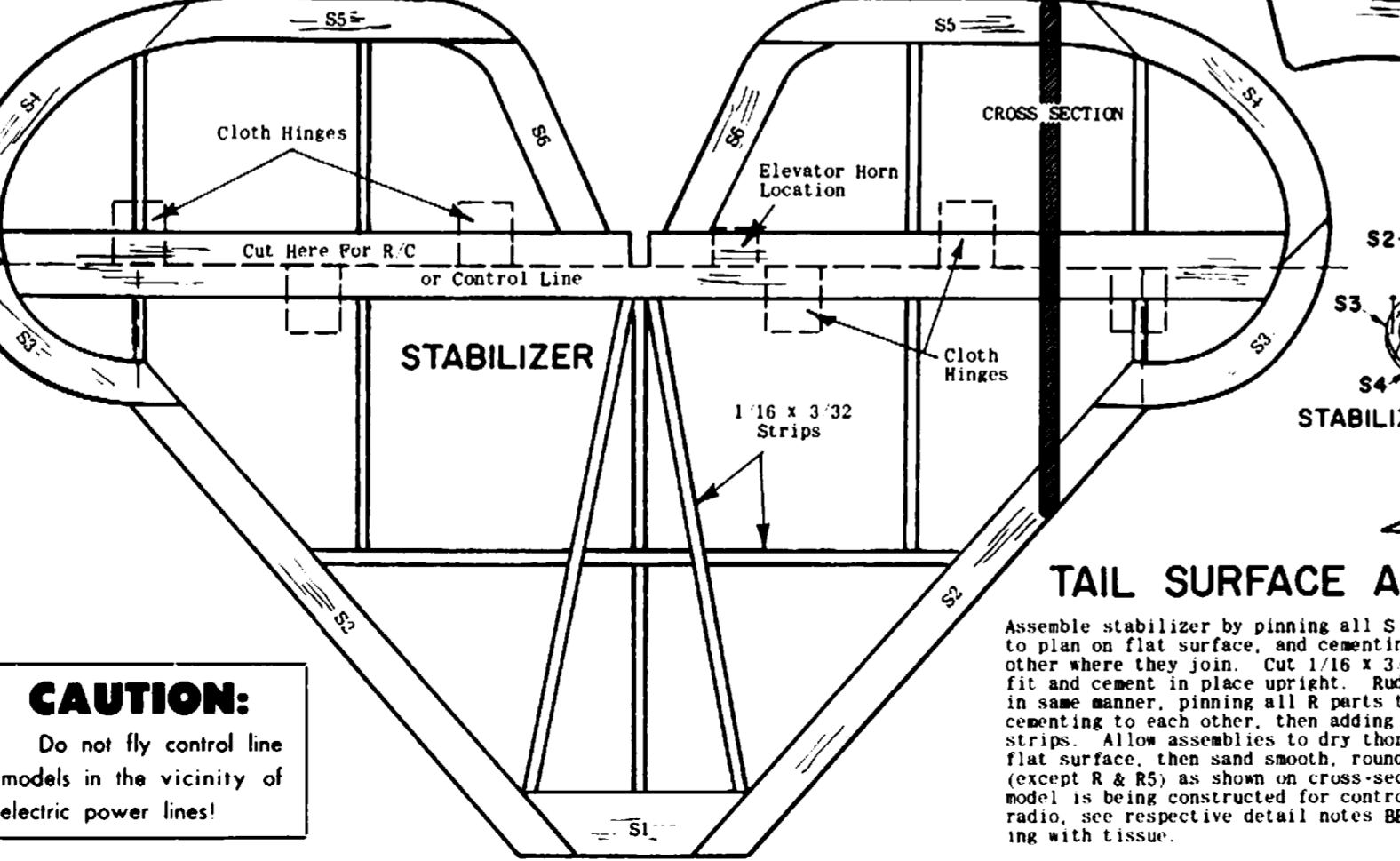
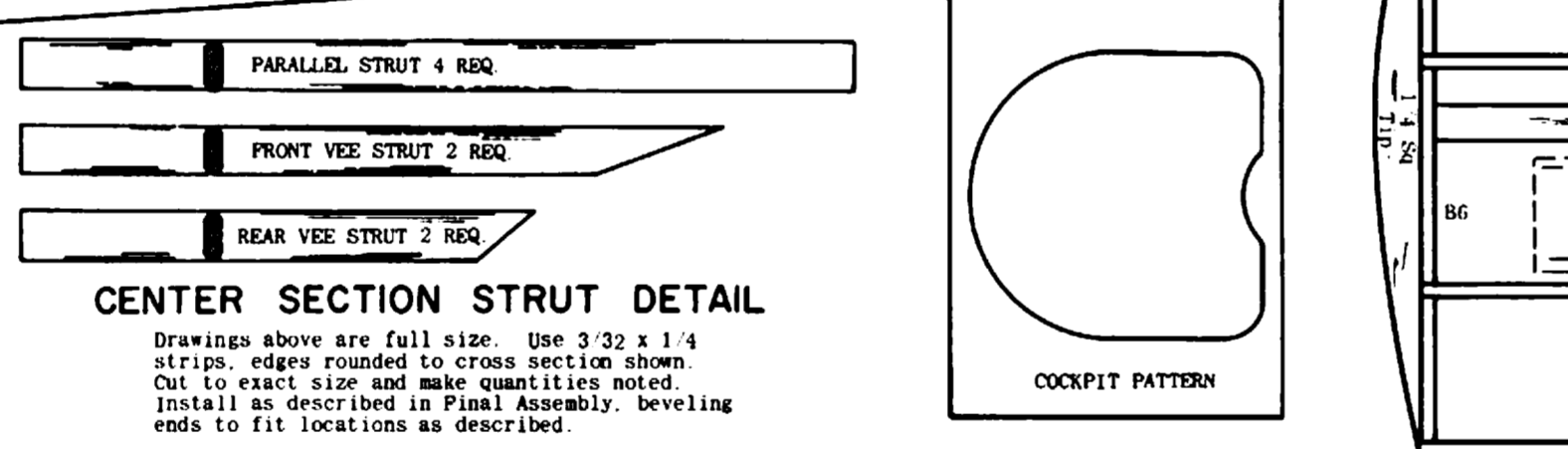
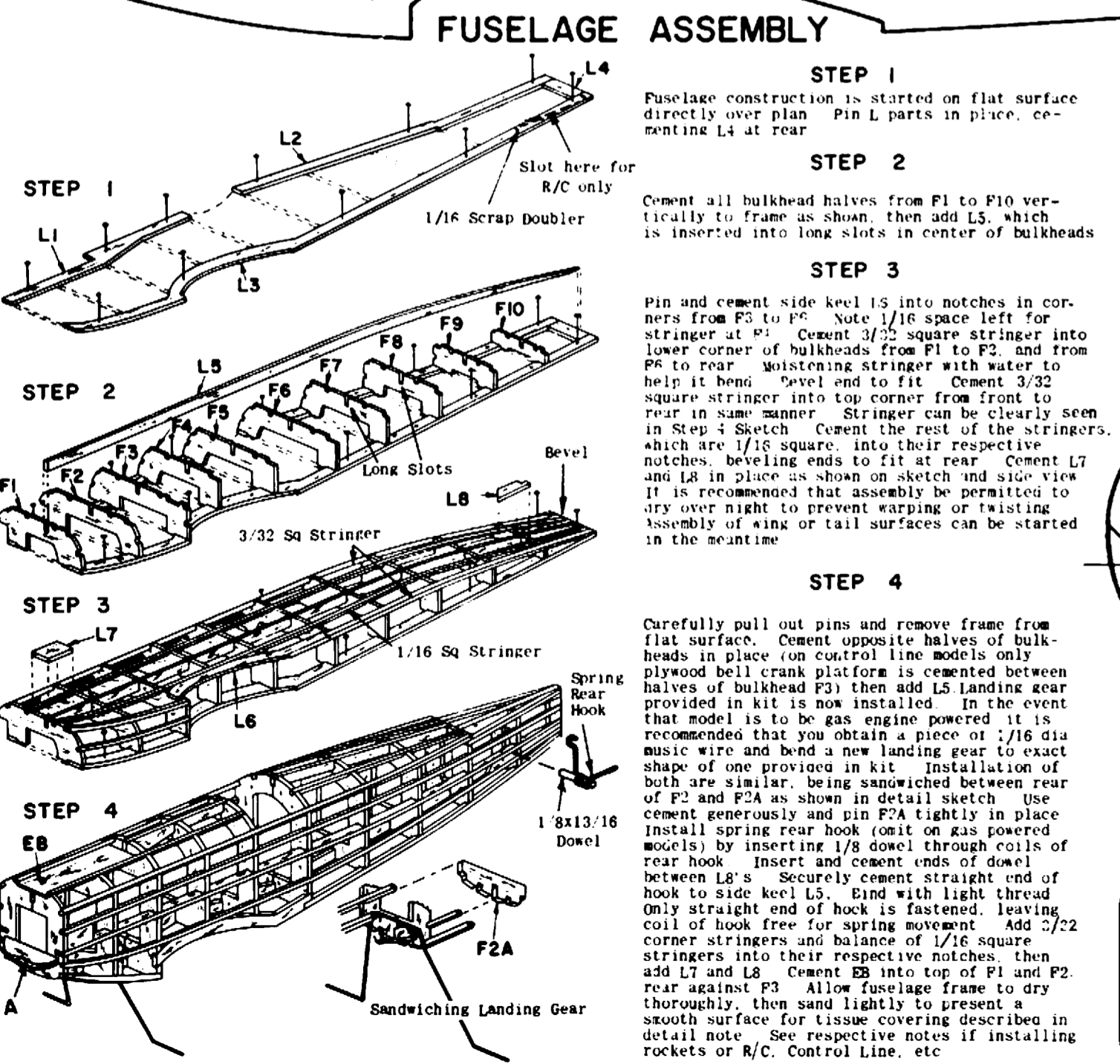


BOTTOM WING ASSEMBLY

STEP 1
Build bottom wing in same manner as top wing, using parts shown.

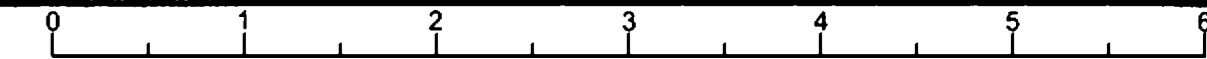
STEP 2
Cut 1/4 square tips to length and trim to curve. Ribs B1 to B6 are now cemented in place. For scale dihedral on CONTROL LINE MODELS ONLY, use scale rib angle template for center section ribs B2. For all other models use other rib angle template shown. Cement blocked 1/4 square tips in place against ribs B6's. Cement 1/16 square spars into notches along top of ribs, trimming flush at B6's. Cement A3's and A4's (2 of each) in place flush with top of rib B5's as shown. Allow frame to dry thoroughly.

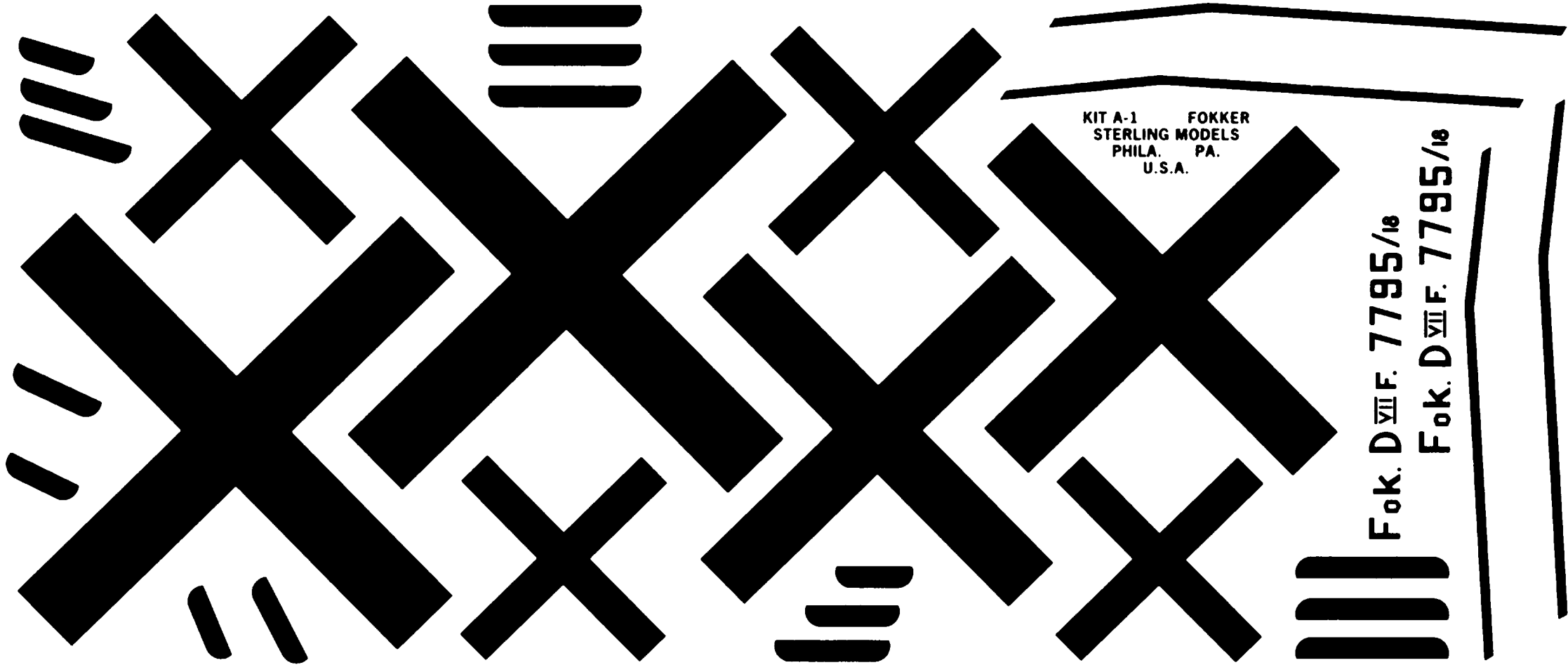
STEP 3
Carefully pull out pins and remove frame from flat surface. Separate sections, shape leading edge, tips and trailing edge in same manner as top wing, then trim leading edge, spar & trailing edge flush with angled ribs. Cement sections together to form 1-1/8 dihedral angle on both sides at tip rib, using blocks as shown. Pin down or weight center section and see that bottom of both leading and trailing edges are 1-1/8 from flat surface so that wing is not warped. Dihedral measurement should only be 5/16 under each tip (for scale) CONTROL LINE MODEL ONLY. When thoroughly dry, remove from flat surface and sand smooth to prepare for tissue covering.



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

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 R & R5) as shown on cross-section. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.





KIT A-1 FOKKER
STERLING MODELS
PHILA. PA.
U.S.A.

Fok. D VII F. 7795/18
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