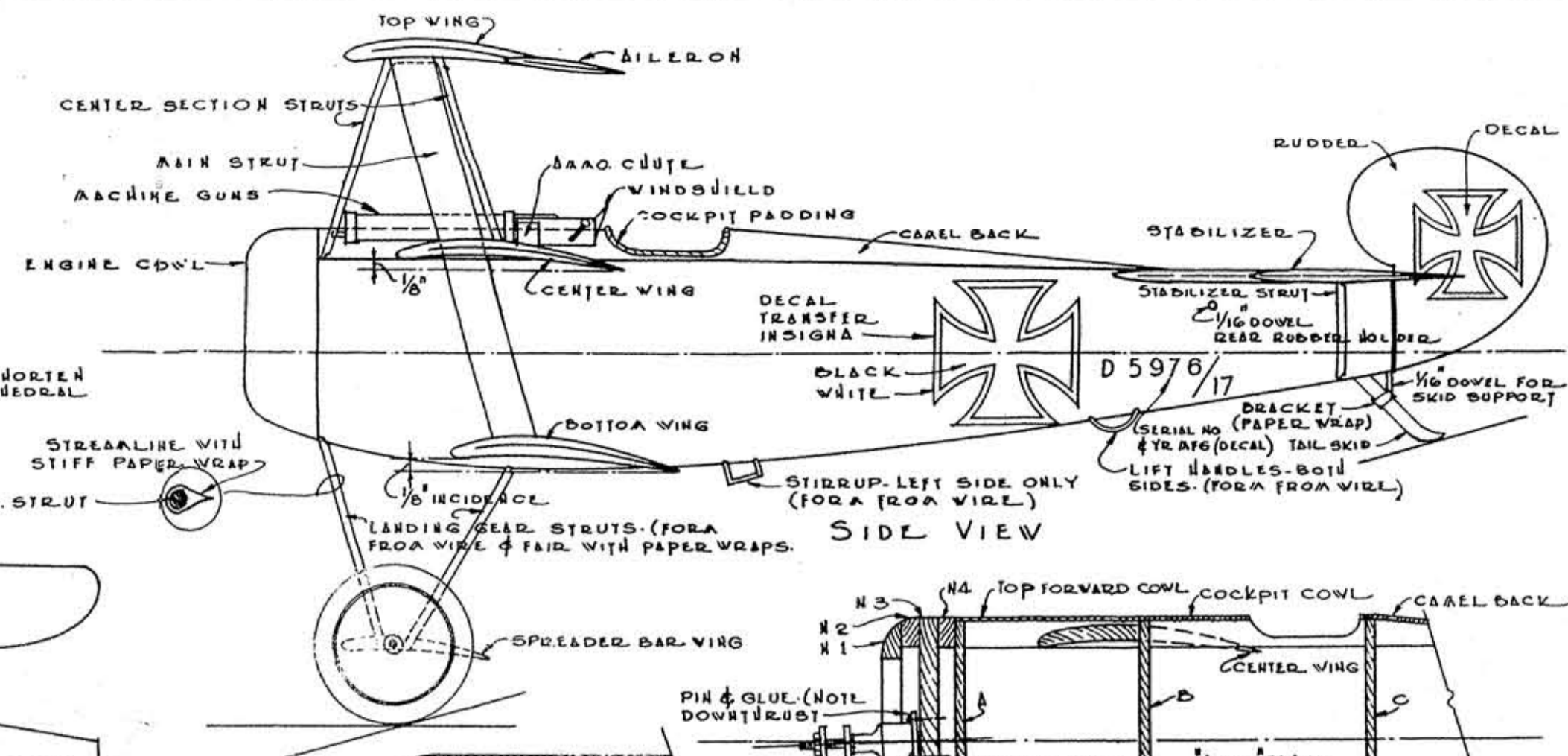
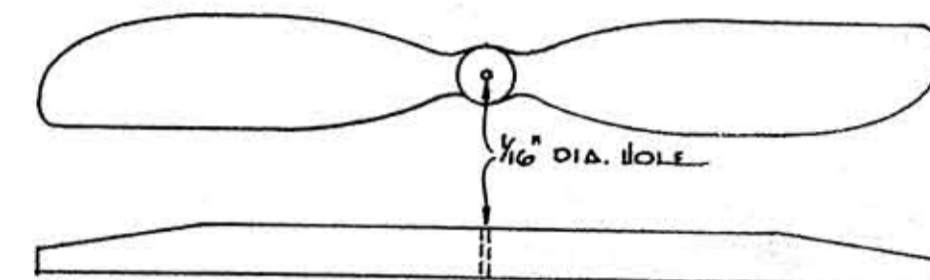


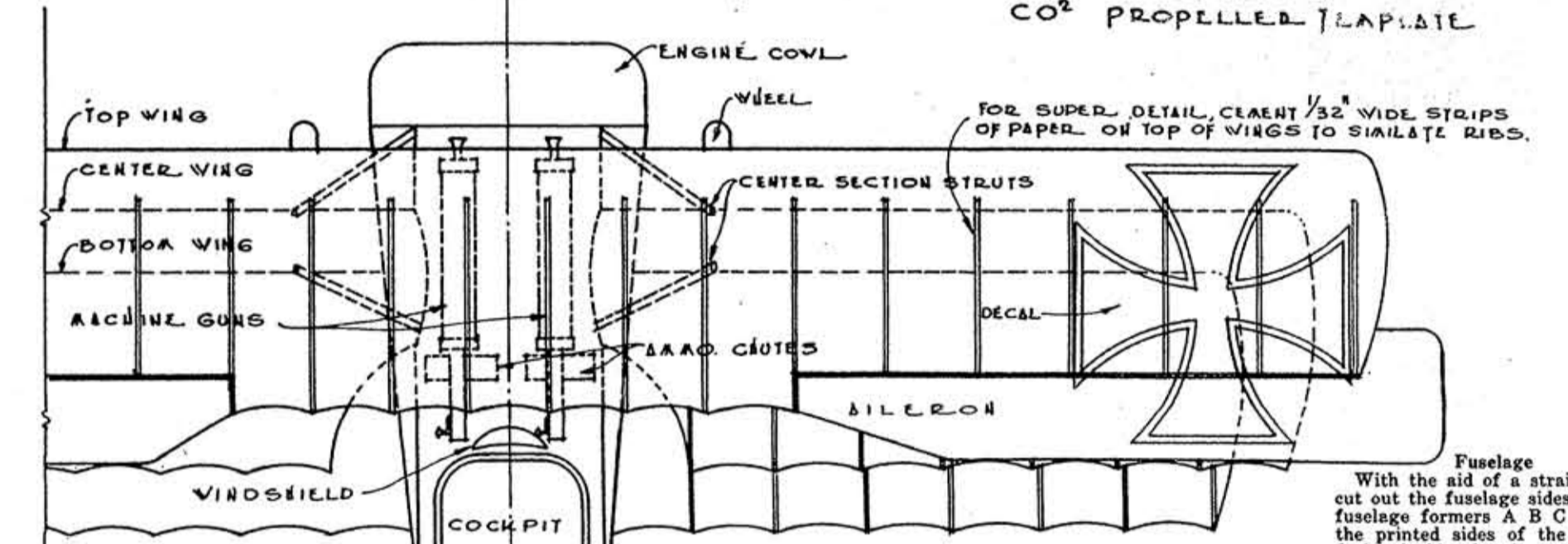
FRONT VIEW



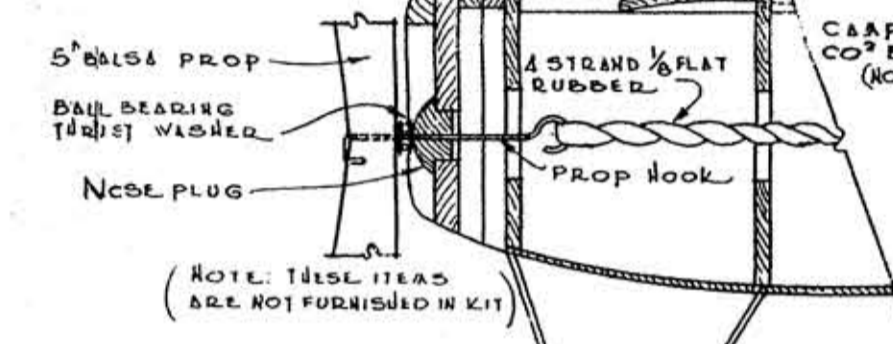
SIDE VIEW



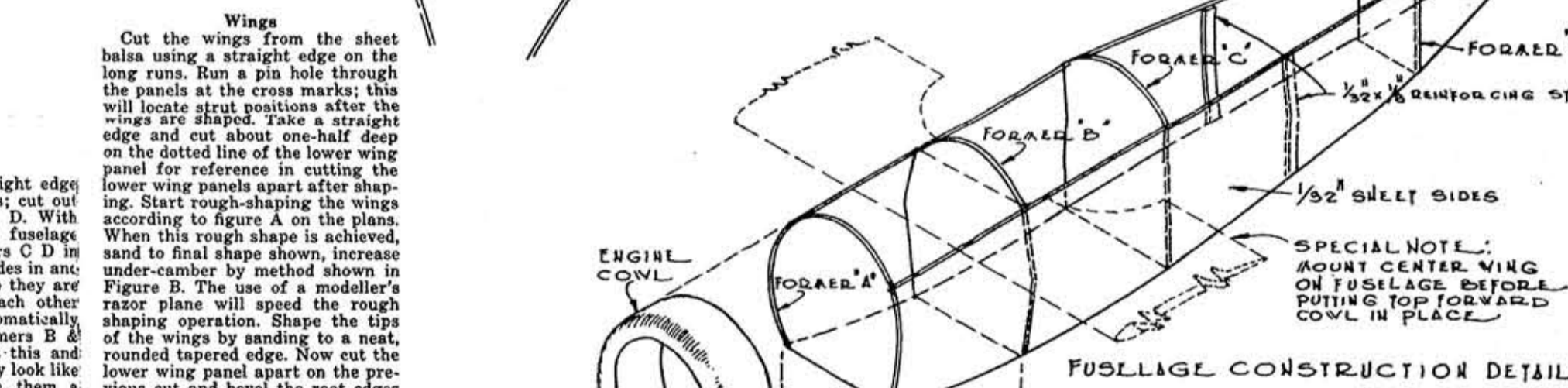
CO₂ PROPELLED TURBINE



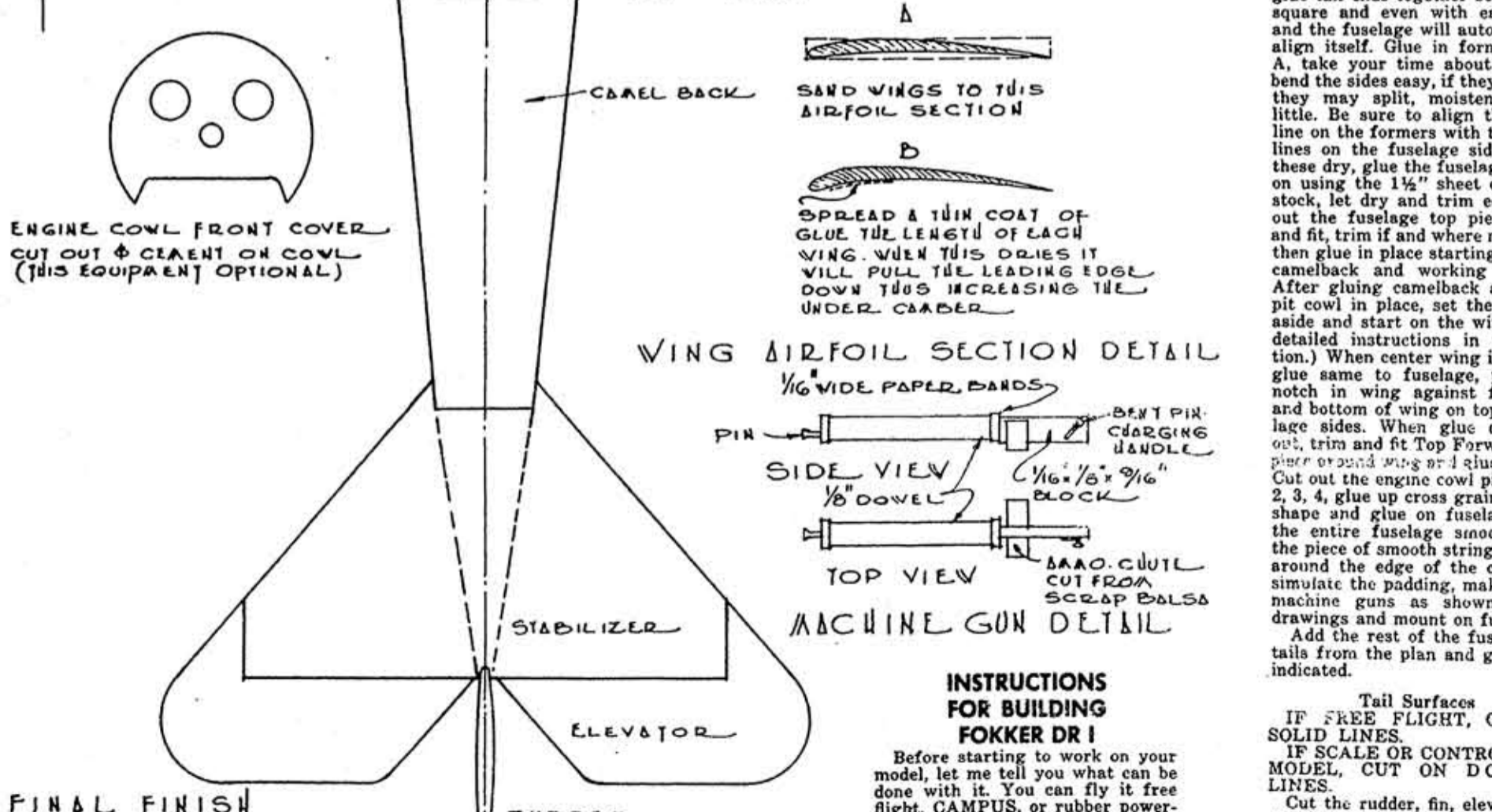
TOP VIEW



MOTOR MOUNTING DETAILS



FUSelage CONSTRUCTION DETAILS



WING AIRFOIL SECTION DETAIL

INSTRUCTIONS FOR BUILDING FOKKER DR I

FINAL FINISH
GIVE ENTIRE SHIP COAT SANDING SEALER. SAND LIGHTLY. BRUSH OR SPRAY ONE COLOR COAT. ALL RED IS RECOMMENDED, HOWEVER ANY COLOR OR COLOR COAT THEREOF MAY BE USED AS THE GERMAN AIR SERVICE PERMITTED PILOTS TO USE THEIR OWN COLOR SCHEMES. APPLY DECAL TRANSFERS AS SHOWN ON DRAWINGS. PAINT TIRES, MACHINE GUNS, COCKPIT PADDING, TAIL SKID, STIRRUP & LIFT HANDLES, BLACK.

Wings
Cut the wings from the sheet balsa using a straight edge on the long runs. Run a pin hole through the panels at the cross marks; this will locate strut positions after the wings are shaped. Take a straight edge and cut about one-half deep on the dotted line of the lower wing panel for reference in cutting the lower wing panels apart after shaping. Start rough-shaping the wings according to figure A on the plans. When this rough shape is achieved, sand to final shape shown, increase under-camber by method shown in Figure B. The use of a modeller's razor plane will speed the rough shaping operation. Shape the tips of the wings by sanding to a neat, rounded tapered edge. Now cut the lower wing panel apart on the previous cut and bevel the root edges of the panels slightly so that the lower wings will fit snugly against sides. Now find the pin hole marking the strut locations and cut notches 1/16" x 1/2" x about 1/32" deep to receive the main struts. Be careful about this and be sure to notch the top of the bottom panels, the bottom of the top panels, and cut clean through the center panels.

Fuselage
With the aid of a straight edge cut out the fuselage sides; cut out fuselage formers A B C D. With the printed sides of the fuselage facing inside glue formers C D in place and let dry. Bend sides in and glue tail ends together so they are square and even with each other and the fuselage will automatically align itself. Glue in formers B & A, take your time about this and bend the sides easy, if they look like they may split, moisten them a little. Be sure to align the dotted line on the formers with the dotted lines on the fuselage sides. When these dry, glue the fuselage bottom on using the 1 1/2" sheet of 1/32nd stock, let dry and trim edges. Cut out the fuselage top pieces, bend and fit, trim if and where necessary, then glue in place starting with the camberback and working forward. After gluing camberback and cockpit cowl in place, set the fuselage aside and start on the wings. (See detailed instructions in that section.) When center wing is finished glue same to fuselage, place the notch in wing against former B and bottom of wing on top of fuselage sides. When glue dries, cut out, trim and fit Top Forward Cowl piece around wing and glue in place. Cut out the engine cowl pieces N 1, 2, 3, 4, glue up cross grain, sand to shape and glue on fuselage. Sand the entire fuselage smooth. Take the piece of smooth string and glue around the edge of the cockpit to simulate the padding, make up two machine guns as shown on the drawings and mount on fuselage. Add the rest of the fuselage details from the plan and glue on as indicated.

Landing Gear
Form the landing gear from the wire found in kit according to the detail drawings of the landing gear and glue in place in the recesses cut in the bottom of the fuselage at formers A and B as shown on plans. Cut spreader bar from the 1/8 sheet, sand to shape and glue in between the landing gear legs. Cut a piece of wire 2-13/16" long for the axle and solder a small washer on axle 1/4" in from each end of the axle, slip a scrap of paper on for a spacer, then the wheel, another scrap of paper, now the outside washer and solder. Now tear the paper out from between the washers. Now slip the wheel and axle assembly between the landing gear legs and drop into groove in the top of the spreader bar, bind with thread and glue, leaving the outer portion of the axle free to spring and act as a shock absorber.

Propeller
Cut out prop to outline printed on prop block, drill 1/16" dia. hole for engine shaft and proceed to whittle for left hand rotation, looking at the front. Sand to final shape, convex on the front and concave on the rear. When finished balance prop on a pin thru the shaft hole and sand heavy blade until prop will hang level.

Engine
Mount the engine as shown in the detail drawings. If you have the old style Campus, cut holes in bulkheads N 3, A and B on the same center line. These holes for the tank can be easily cut by taking an old pencil stub with a metal eraser ferrule, remove the eraser and nick the edge around the circumference of the ferrule with an old razor blade, then press this ferrule into the balsa and rotate slightly and this will cut your holes slick as a whistler.

Test Flying
Glide test before final finish. The center of Gravity (CG) should be just in front of former B. Glide should be on the steep side because when final finish is applied the tail will be a little heavier than it is now. Adjust elevators by bending slightly, and when satisfied with glide, try a reduced power flight, adjusted for a gentle left turn. When OK give her a full charge, crank her up, launch and cross your fingers. Be sure to pick a field with about a foot high grass and a day with little or no wind for your test, if she comes in hard the tall grass will stop her easy.

Modifications
For rubber powered, obtain from your local hobby shop a 5" balsa prop, a small nose plug, a small prop hook, ball thrust bearing and about 3 feet of 1/8" flat rubber. Modify the nose of the ship as shown on the plans, make the rear rubber holder from a piece of 1/16th dowel pushed thru the fuselage just in front of former D and a little above the line of thrust. Test fly with about 100 turns on a four strand rubber motor.

General
Keeping the gross weight of the plane about 1-1/8 to 1-1/4 oz. is essential for good performance. The wings are the heaviest component of the airframe so sand plenty of under camber in them and keep the airfoil section as thin as possible. Covering the forward section of the underside of the fuselage with silkspan will prevent the balsa from splitting in the event of a nose on crash. I do not recommend putting the flying and landing wires on the ship if you intend to fly it free flight. If you want a super free flight model leave off all of the fuselage detail and the colored dope, perforate formers A and B, this will bring the gross weight down to about 1 oz., adjust for a good climbing spiral and she will really check out.

Best of luck and happy landings.
Carter Craft Models.

1/2 INCH SCALE FLYING MODEL

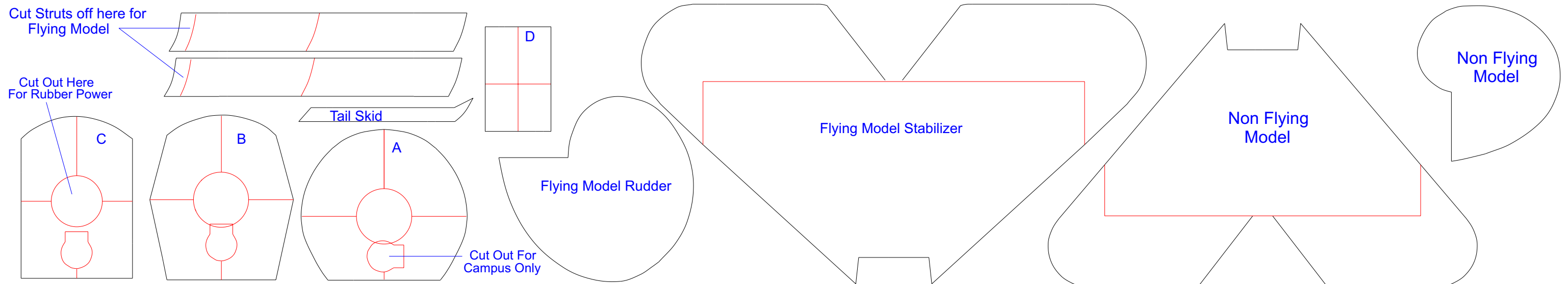
FOKKER DR-1

CARTER CRAFT MODELS

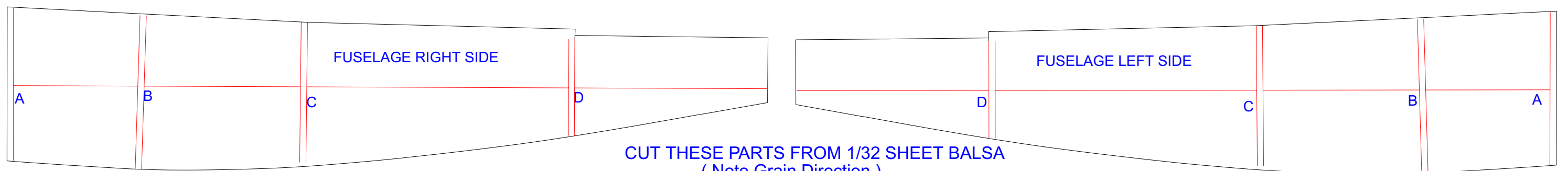
NORFOLK, VIRGINIA

CARTER CRAFT FOKKER DR-1 TRIPLANE

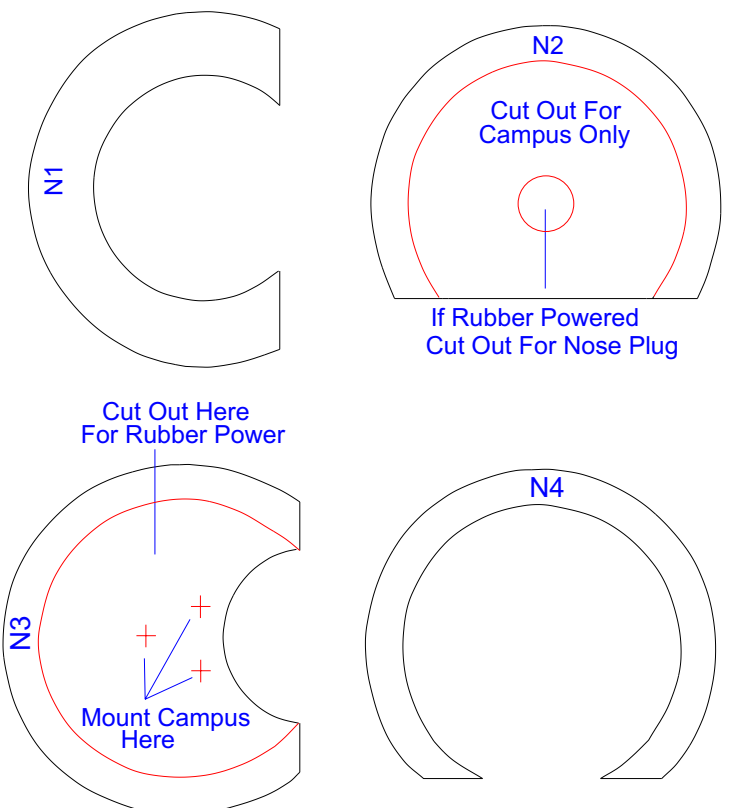
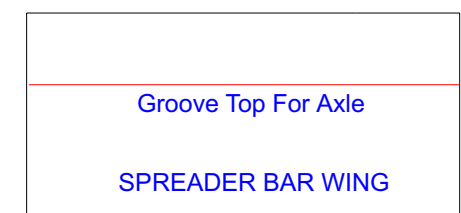
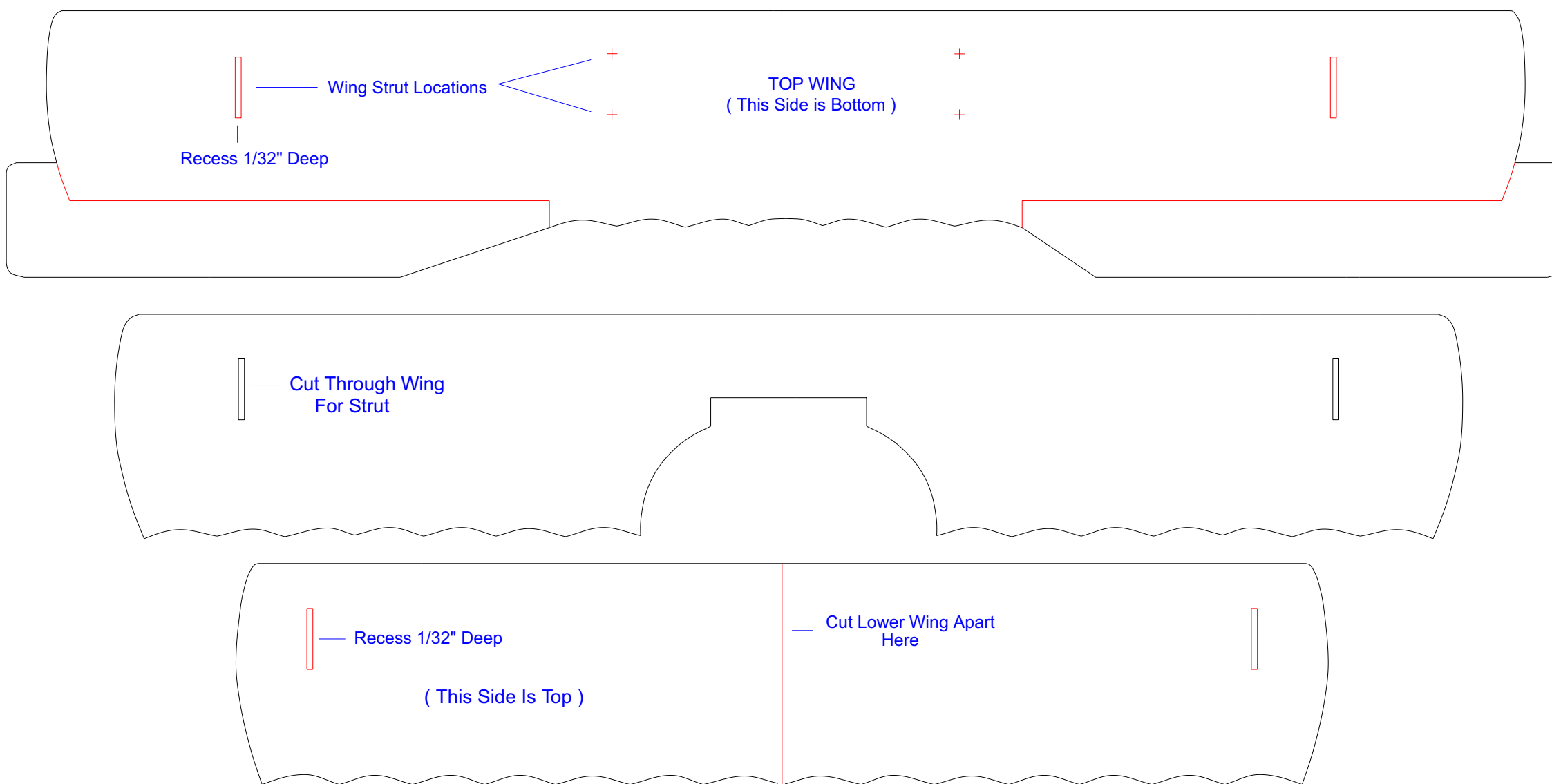
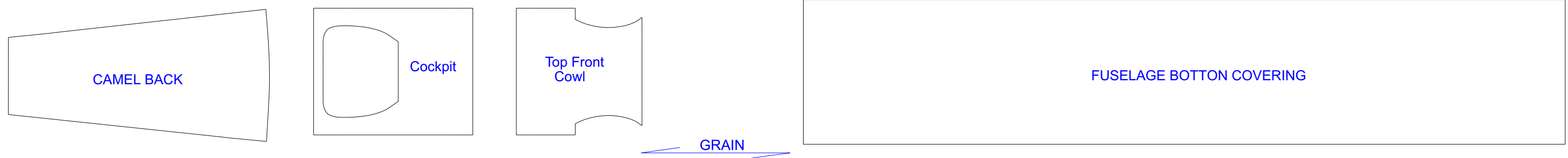
FULL SIZE PARTS



CUT THESE PARTS FROM 1/16 SHEET BALSA
(Note Grain Direction)



CUT THESE PARTS FROM 1/32 SHEET BALSA
(Note Grain Direction)



CUT THESE PARTS FROM 1/8 SHEET BALSA
(Note Grain Direction)



CAD Work by AEROWERKES

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