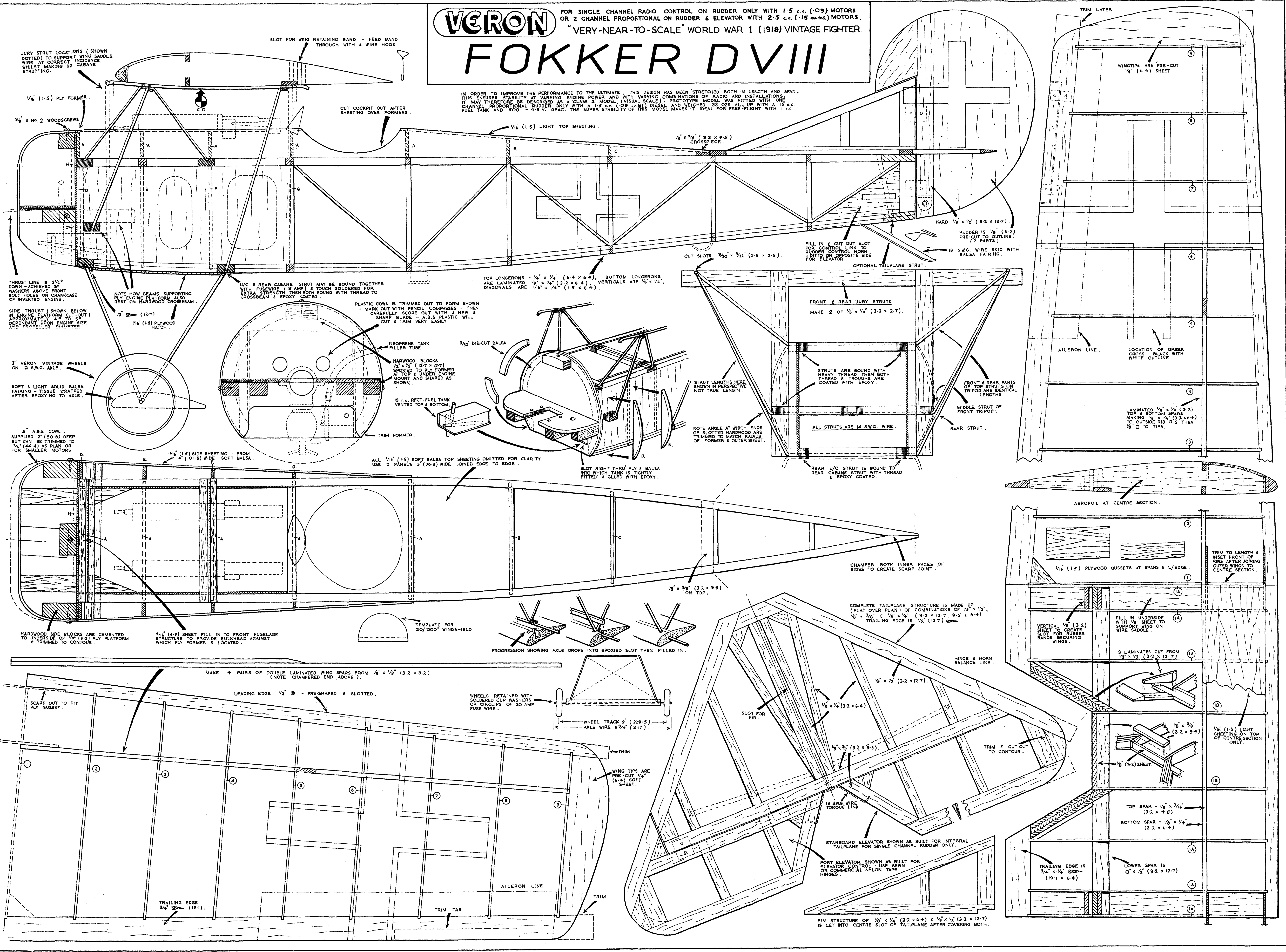


# VERON FOKKER DVIII

FOR SINGLE CHANNEL RADIO CONTROL ON RUDDER ONLY WITH 1.5 c.c. (.09) MOTORS OR 2 CHANNEL PROPORTIONAL ON RUDDER & ELEVATOR WITH 2.5 c.c. (.15 c.w.t.) MOTORS. "VERY-NEAR-TO-SCALE" WORLD WAR 1 (1918) VINTAGE FIGHTER.



JURY STRUT LOCATIONS (SHOWN DOTTED) TO SUPPORT WING SADDLE WIRE AT CORRECT INCIDENCE WHILST MAKING UP CABANE STRUTTING.

1/16" (1.5) PLY FORMER.

3/8" x NO. 2 WOODSCREWS.

C.G.

SLOT FOR WING RETAINING BAND - FEED BAND THROUGH WITH A WIRE HOOK.

CUT COCKPIT OUT AFTER SHEETING OVER FORMERS.

1/16" (1.6) LIGHT TOP SHEETING.

1/8" x 3/8" (3.2 x 9.5) CROSSPIECE.

HARD 1/8" x 1/2" (3.2 x 12.7).

RUDDER IS 1/8" (3.2) PRE-CUT TO OUTLINE. (2 PARTS).

FILL IN & CUT OUT SLOT FOR CONTROL LINK TO RUDDER CONTROL HORN FITTED ON OPPOSITE SIDE FOR ELEVATOR.

OPTIONAL TAILPLANE STRUT.

18 SWG. WIRE SKID WITH Balsa FAIRING.

FRONT & REAR JURY STRUTS. MAKE 2 OF 1/8" x 1/2" (3.2 x 12.7).

STRUTS ARE BOUND WITH HEAVY THREAD THEN BOTH THREAD & TROUGHS ARE COATED WITH EPOXY.

FRONT & REAR PARTS OF TOP STRUTS ON TRIPOD ARE IDENTICAL LENGTHS.

MIDDLE STRUT OF FRONT TRIPOD.

REAR STRUT.

ALL STRUTS ARE 14 SWG. WIRE.

REAR W/C STRUT IS BOUND TO REAR CABANE STRUT WITH THREAD & EPOXY COATED.

THRUST LINE IS 2 1/8" DOWN - ACHIEVED BY WASHERS ABOVE FRONT BOLT HOLES ON CRANKCASE OF INVERTED ENGINE.

NOTE HOW BEAMS SUPPORTING PLY ENGINE PLATFORM ALSO REST ON HARDWOOD CROSSBEAM.

U/C & REAR CABANE STRUT MAY BE BOUND TOGETHER WITH FUSEWIRE (15 AMP) & TIGHT SOLDERED FOR EXTRA STRENGTH; THEN BOTH BOUND WITH THREAD TO CROSSBEAM & EPOXY COATED.

PLASTIC COWL IS TRIMMED OUT TO FORM SHOWN - MARK OUT WITH PENCIL COMPASSES - THEN CAREFULLY SCORE OUT WITH A NEW & SHARP BLADE - A.B.S. PLASTIC WILL CUT & TRIM VERY EASILY.

NEOPRENE TANK FILLER TUBE.

HARDWOOD BLOCKS 1/2" x 1/2" (12.7 x 12.7) EPOXIED TO PLY FORMER AT TOP & UNDER ENGINE MOUNT AND SHAPED AS SHOWN.

3/32" DIE-CUT Balsa.

15 c.c. RECT. FUEL TANK VENTED TOP & BOTTOM.

TRIM FORMER.

STRUT LENGTHS HERE SHOWN IN PERSPECTIVE NOT TRUE LENGTH.

NOTE ANGLE AT WHICH ENDS OF SLOTTED HARDWOOD ARE TRIMMED TO MATCH RADIUS OF FORMER & OUTER SHEET.

SIDE THRUST (SHOWN BELOW IN ENGINE PLATFORM CUT-OUT) APPROXIMATELY 4" TO 5" DEPENDANT UPON ENGINE SIZE AND PROPELLER DIAMETER.

1/2" (12.7) 1/16" (1.5) PLYWOOD MATCH.

3" VERON VINTAGE WHEELS ON 12 SWG. AXLE.

SOFT & LIGHT SOLID Balsa FAIRING - TISSUE WRAPPED AFTER EPOXYING TO AXLE.

5" A.B.S. COWL SUPPLIED 2" (50.8) DEEP BUT CAN BE TRIMMED TO 1 1/2" (44.1) AS PLAN OR FOR SMALLER MOTORS.

1/16" (1.5) SIDE SHEETING - FROM 4" (101.5) WIDE SOFT Balsa.

ALL 1/16" (1.5) SOFT Balsa TOP SHEETING OMITTED FOR CLARITY USE 2 PANELS 3" (76.2) WIDE JOINED EDGE TO EDGE.

SLOT RIGHT THRU PLY & Balsa INTO WHICH TANK IS TIGHTLY FITTED & GLUED WITH EPOXY.

CHAMFER BOTH INNER FACES OF SIDES TO CREATE SCARF JOINT.

COMPLETE TAILPLANE STRUCTURE IS MADE UP (FLAT OVER PLAN) OF COMBINATIONS OF 1/8" x 1/2", 1/8" x 3/8", & 1/8" x 1/4" (3.2 x 12.7, 9.5 x 6.4) TRAILING EDGE IS 1/2" (12.7).

HINGE & HORN BALANCE LINE.

TRIM & CUT OUT TO CONTOUR.

STARBOARD ELEVATOR SHOWN AS BUILT FOR INTEGRAL TAILPLANE FOR SINGLE CHANNEL RUDDER ONLY.

PORT ELEVATOR SHOWN AS BUILT FOR ELEVATOR CONTROL - USE SEWN OR COMMERCIAL NYLON TAPE HINGES.

FIN STRUCTURE OF 1/8" x 1/4" (3.2 x 6.4) & 1/8" x 1/2" (3.2 x 12.7) IS LET INTO CENTRE SLOT OF TAILPLANE AFTER COVERING BOTH.

WHEELS RETAINED WITH SOLDERED CUP WASHERS OR CIRCLIPS OF 30 AMP FUSE-WIRE.

WHEEL TRACK 9" (228.5) AXLE WIRE 9 3/4" (247).

WING TIPS ARE PRE-CUT 1/4" (6.4) SOFT SHEET.

TRIM & CUT OUT TO FIT PLY GUSSET.

LEADING EDGE 1/2" D - PRE-SHAPED & SLOTTED.

WING TIPS ARE PRE-CUT 1/4" (6.4) SOFT SHEET.

TRIM & CUT OUT TO FIT PLY GUSSET.

TRAILING EDGE 3/4" (19.1).

TRIM TAB.

MAKE 4 PAIRS OF DOUBLE LAMINATED WING SPARS FROM 1/8" x 1/8" (3.2 x 3.2). (NOTE CHAMFERED END ABOVE).

3/16" (4.8) SHEET FILL IN TO FRONT FUSELAGE STRUCTURE TO PROVIDE BULKHEAD AGAINST WHICH PLY FORMER IS LOCATED.

TEMPLATE FOR 20/1000" WINDSHIELD.

PROGRESSION SHOWING AXLE DROPS INTO EPOXIED SLOT THEN FILLED IN.

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TRAILING EDGE 3/4" (19.1).

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TRAILING EDGE 3/4" (19.1).

TRIM TAB.

TRIM LATER.

WING TIPS ARE PRE-CUT 1/4" (6.4) SHEET.

AILERON LINE.

LOCATION OF GREEK CROSS - BLACK WITH WHITE OUTLINE.

LAMINATED 1/8" x 1/4" (3.2) TOP & BOTTOM SPARS MAKING 1/2" x 1/4" (3.2 x 6.4) TO OUTSIDE RIB R.S. THEN 1/8" TO TIPS.

AEROFOIL AT CENTRE SECTION.

TRIM TO LENGTH & INSET FRONT OF RIBS AFTER JOINING OUTER WINGS TO CENTRE SECTION.

1/16" (1.5) PLYWOOD GUSSETS AT SPARS & L/EDGE.

VERTICAL 1/8" (3.2) SHEET TO CREATE SLOT FOR RUBBER BANDS SECURING WINGS.

FILL IN UNDERSIDE WITH 1/8" SHEET TO SUPPORT WING ON WIRE SADDLE.

3 LAMINATES CUT FROM 1/8" x 1/2" (3.2 x 12.7).

1/16" (1.5) LIGHT SHEETING ON TOP OF CENTRE SECTION ONLY.

TOP SPAR - 1/8" x 3/16" (3.2 x 4.8)

BOTTOM SPAR - 1/8" x 1/4" (3.2 x 6.4)

LOWER SPAR IS 1/8" x 1/2" (3.2 x 12.7)

TRAILING EDGE IS 3/4" x 1/4" (19.1 x 6.4)

