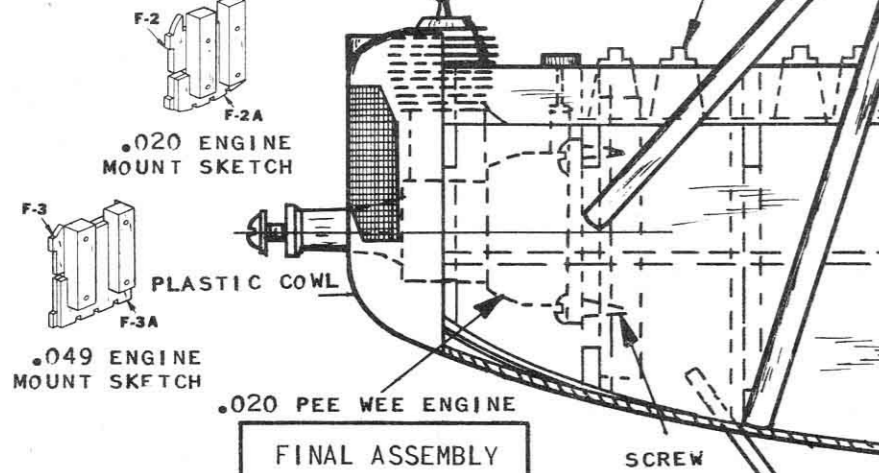


STEP #1

CEMENT REAR OF D'S TOGETHER. CEMENT LANDING GEAR INTO CREASES BETWEEN F5'S (SEE SKETCH). FOR .020 ENGINES (RECOMMENDED FOR FREE-FLIGHT) ASSEMBLE MOTOR MOUNT BULKHEAD SHOWN IN .020 SKETCH. FOR .049 ENGINES, ASSEMBLE MOTOR MOUNT BULKHEAD SHOWN IN .049 SKETCH. DRILL SMALL HOLES IN PUNCH MARKS THROUGH MOTOR MOUNTS, TO RECEIVE TINY WOOD SCREWS FOR ENGINE INSTALLATION. SLIP BULKHEADS INTO NOTCHES BETWEEN D'S. CEMENT F7A TO REAR OF F7. FOR CONTROL-LINE OR AUTO-MAGIC (SEE NOTE) FLYING, CEMENT CP AGAINST REAR OF F4 BETWEEN D'S, FLUSH WITH TOP OF SAME. CEMENT CP1 DIRECTLY UNDERNEATH, AGAINST REAR OF F4.

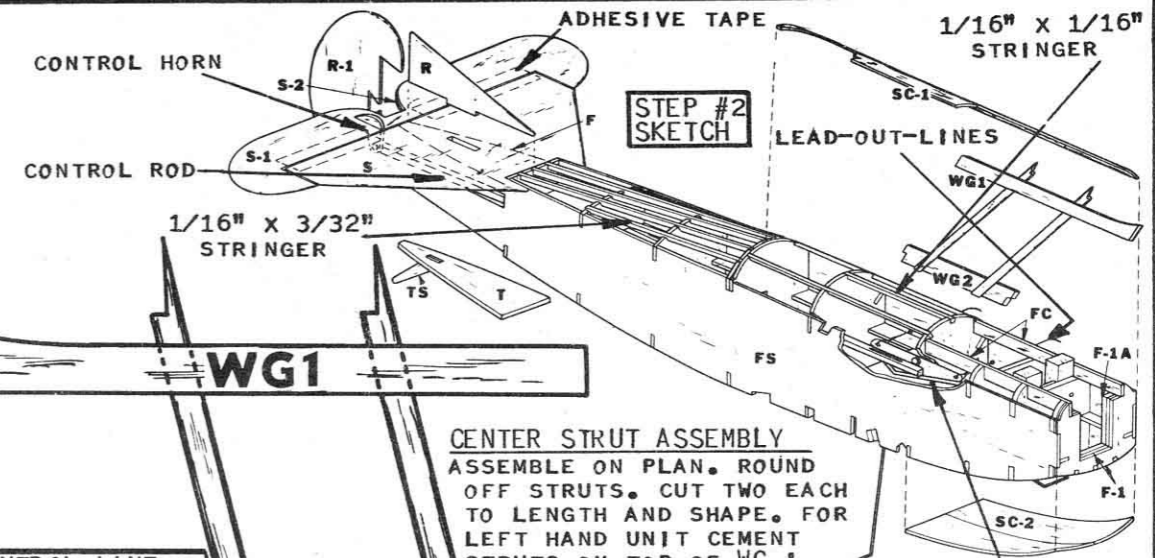


CEMENT BOTTOM WING IN PLACE BY FIRMLY PUSHING INTO, AND AGAINST TOP OF NOTCHES IN FS'S. SAND ENTIRE FUSELAGE STRUCTURE SMOOTH. COVER FUSELAGE WITH TISSUE APPLIED WET. GIVE ENTIRE STRUCTURE TWO COATS OF CLEAR DOPE. USING TINY WOOD SCREWS, SECURE ENGINE TO MOTOR MOUNTS. CUT MOLDED NOSE COWL AND DUMMY ENGINE FROM PLASTIC SHEET. CUT OUT HOLE IN COWL. PLASTIC MAY BE TRIMMED SMOOTH WITH SAND PAPER. CUT TOP AWAY TO FIT AROUND ENGINE (ALLOWING 1/16" CLEARANCE) AND CEMENT IN PLACE. CUT AWAY WHATEVER PARTS NECESSARY OF DUMMY ENGINE TO FIT IN COMPARTMENTS DIRECTLY BEHIND MODEL ENGINE. DO NOT INSTALL. ROUND OFF 5/32" X 3/32" STRIPS (FROM STRIP-SHEET) AND CEMENT OVER LANDING GEAR. CUT HOLES FOR DUMMY FRONT LANDING GEAR STRUTS ON EITHER SIDE (FRONT) OF F3. ROUNDED 5/32" X 3/32" STRIPS ARE CUT TO SIZE SHOWN ON SIDE VIEW AND CEMENTED TO BOTTOM OF LANDING GEAR; TOP RIDES FREELY THROUGH HOLES. ROUND OFF FRONT AND REAR OF LB AND CEMENT ACROSS BOTTOM OF LANDING GEAR (MAY BE OMITTED FOR FLYING). CEMENT TOP WING TO CENTER STRUT ASSEMBLY PRESSING FIRMLY SO THAT WING RESTS ON WG1. DO NOT CEMENT WING TO WG-1, ONLY TO STRUTS. WG1'S ARE REMOVED AFTER ALL STRUTS HAVE BEEN INSTALLED. ROUND OFF 3/32" X 1/4" STRIPS FOR WING STRUTS. CUT OUTER STRUTS TO LENGTH SHOWN ON SIDE VIEW, AND CEMENT BETWEEN WINGS INTO NOTCHES TO RECEIVE THEM. CUT LENGTHS AND ADD THE TWO CENTER SECTION STRUTS FROM FUSELAGE TO TOP OF FRONT-CENTER-STRUT AS SHOWN. CHECK WINGS FOR WARPS BEFORE

STEP #2

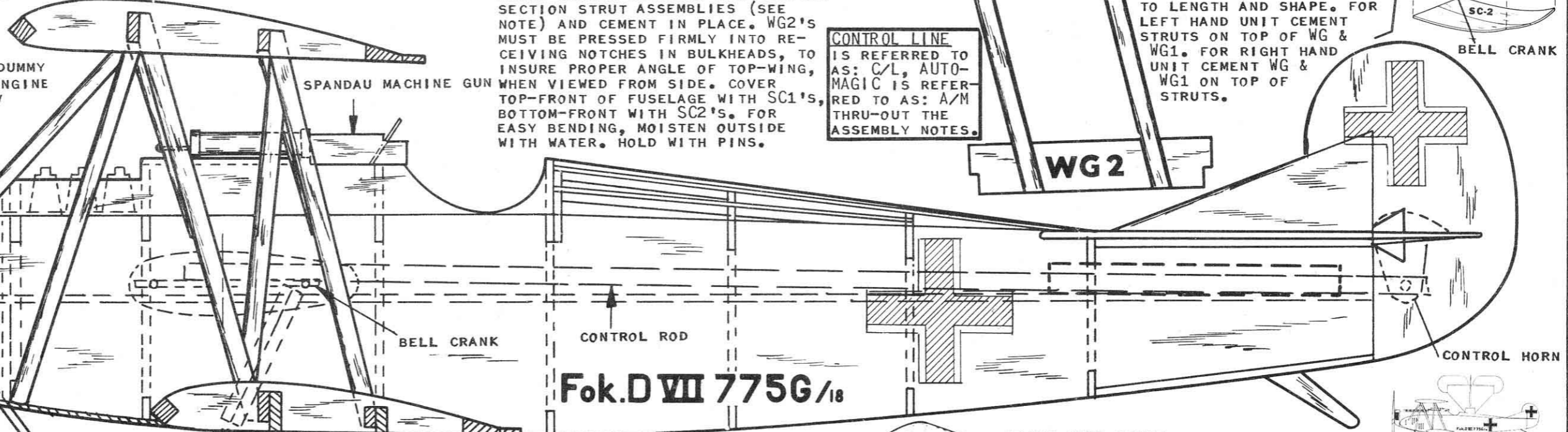
CEMENT SIDES FS TO EITHER SIDE OF FUSELAGE. CEMENT LANDING GEAR BULKHEAD F5 INTO NOTCHES IN D'S AND SIDES AT ANGLE. GLUE F1'S AND F1A TOGETHER. CEMENT TO FRONT OF FUSELAGE, AGAINST D'S. CEMENT TS'S TOGETHER AND INTO NOTCH IN T. CEMENT ASSEMBLY TO BOTTOM-REAR OF FUSELAGE. ON FREE-FLIGHT MODELS, PERMANENTLY CEMENT S1 TO S AND R1 TO R. SAND SMOOTH, (ROUNDING OUTER EDGES) AND CEMENT IN PLACE ON FUSELAGE. FOR C/L OR A/M FLYING, CEMENT S2 TO BOTTOM OF S1, ROUNDING OUTER EDGES. DRILL SMALL HOLES THROUGH PUNCH MARKS IN PLYWOOD BELL-CRANK. CEMENT HORN INTO NOTCH IN

S1. ASSEMBLE S1 TO S WITH ADHESIVE TAPE, LEAVING 1/16" SPACE BETWEEN UNITS. CEMENT TO FUSELAGE. CUT OUT SLOT IN RIGHT-REAR SIDE FOR CONTROL ROD. MAKE AND INSTALL CONTROL SYSTEM (SEE NOTE). CEMENT R1 AT ANGLE TO R, 3/8" TOWARDS RIGHT. CEMENT INTO NOTCH IN S AND REAR OF FUSELAGE. SELECT 1/16" X 3/32" STRIPS FROM STRIP-SHEET AND CEMENT INTO NOTCHES IN BULKHEADS FROM F7A TO F10A. CEMENT 1/16" SQUARE STRIPS INTO NOTCHES AS SHOWN FROM F4 TO F7. CEMENT FC'S AGAINST TOP-INSIDE OF BULKHEADS FROM F1 TO F4. CEMENT 1/16" SQUARE STRIPS INTO NOTCHES FOR SAME IN BOTTOM FROM F1 TO F3. MOISTENING STRIPS MAKES EASIER BENDING. MAKE CENTER SECTION STRUT ASSEMBLIES (SEE NOTE) AND CEMENT IN PLACE. WG2'S MUST BE PRESSED FIRMLY INTO RECEIVING NOTCHES IN BULKHEADS, TO INSURE PROPER ANGLE OF TOP-WING, WHEN VIEWED FROM SIDE. COVER TOP-FRONT OF FUSELAGE WITH SC1'S, BOTTOM-FRONT WITH SC2'S. FOR EASY BENDING, MOISTEN OUTSIDE WITH WATER. HOLD WITH PINS.



CONTROL LINE
IS REFERRED TO AS: C/L, AUTO-MAGIC IS REFERRED TO AS: A/M THRU-OUT THE ASSEMBLY NOTES.

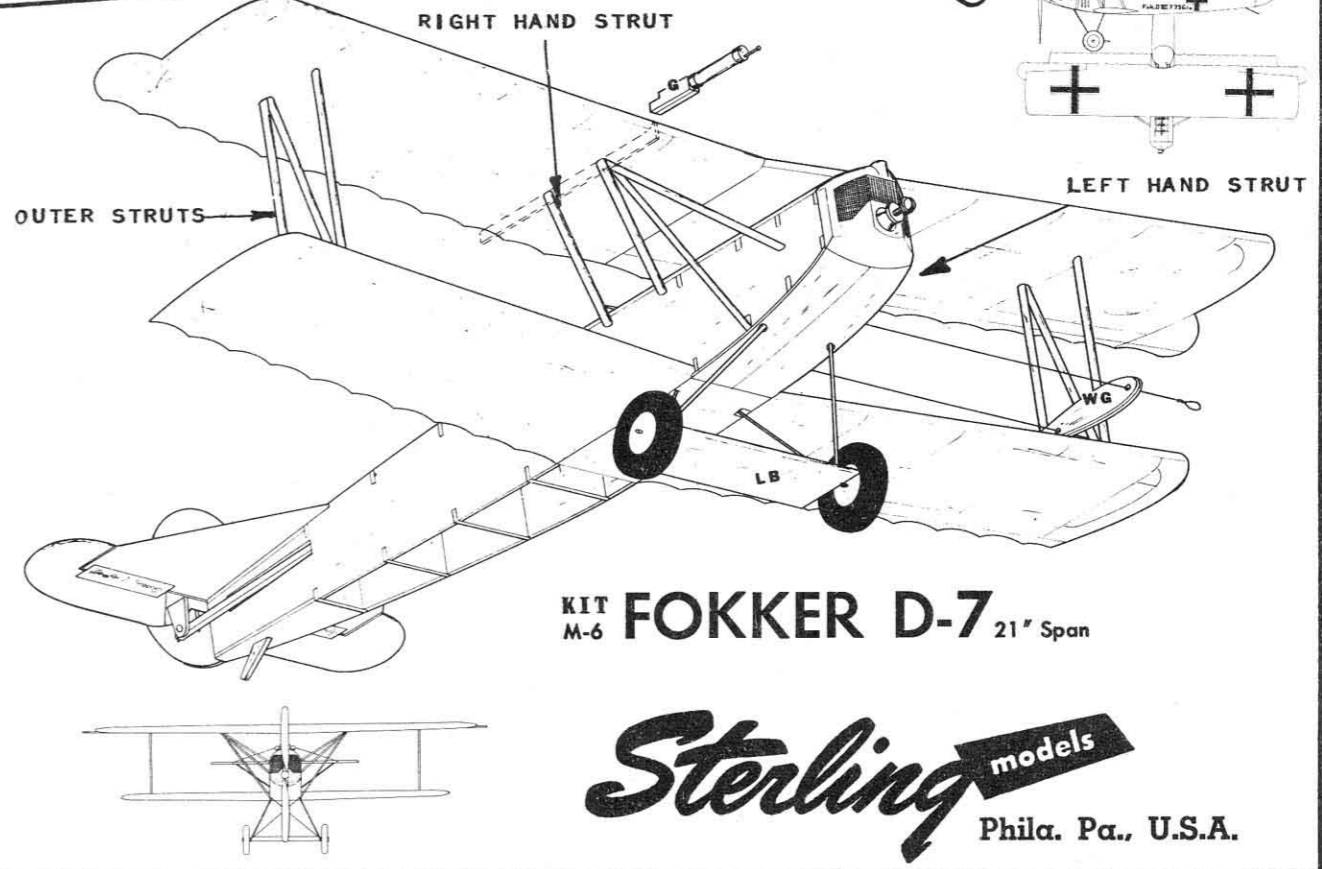
CENTER STRUT ASSEMBLY
ASSEMBLE ON PLAN. ROUND OFF STRUTS. CUT TWO EACH TO LENGTH AND SHAPE. FOR LEFT HAND UNIT CEMENT STRUTS ON TOP OF WG & WG1. FOR RIGHT HAND UNIT CEMENT WG & WG1 ON TOP OF STRUTS.



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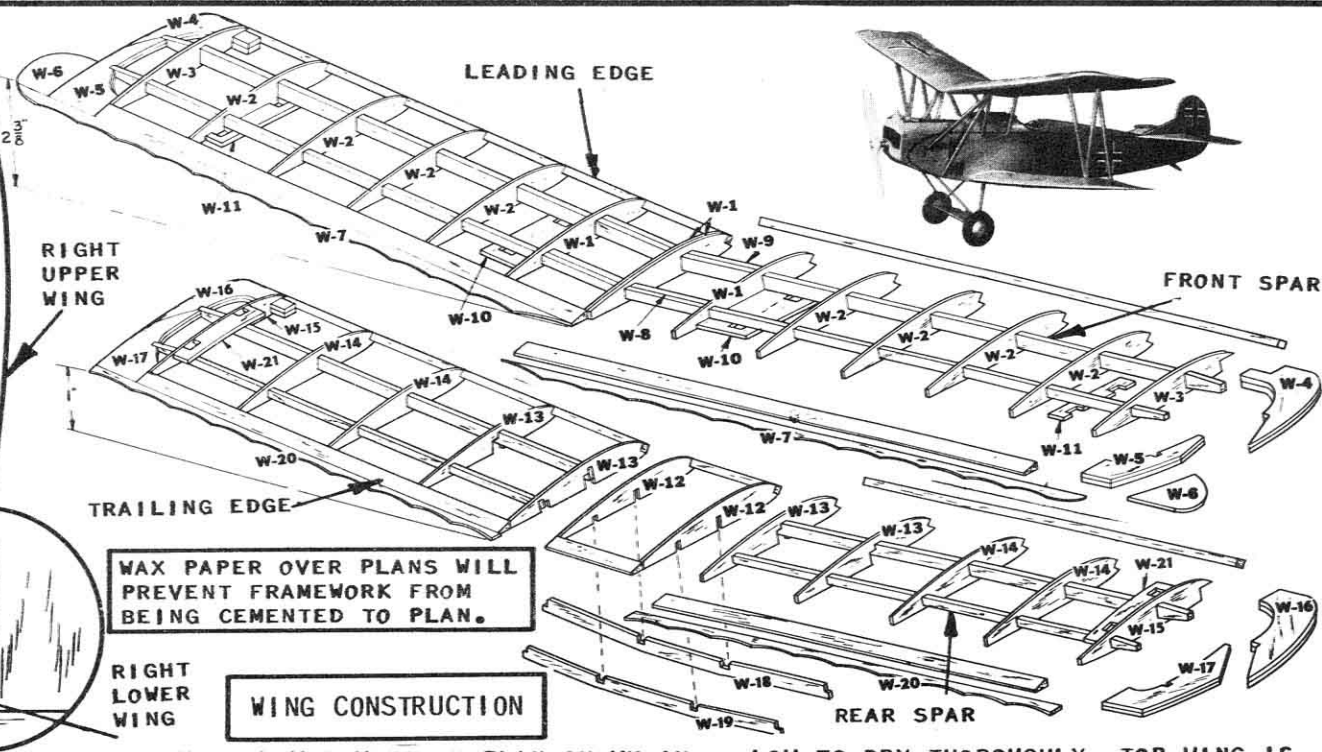
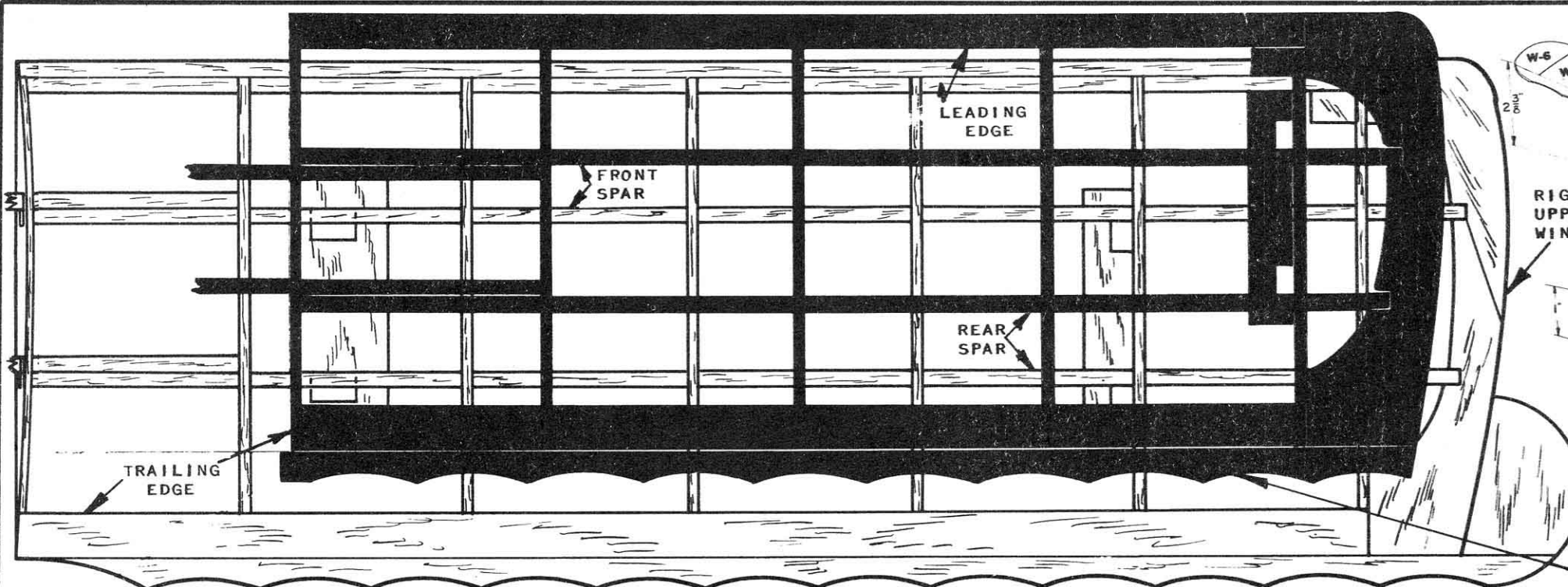
FINAL ASSEMBLY CONTINUED....

SETTING ASIDE TO DRY. IF MODEL IS C/L OR A/M FLIER, CEMENT WG'S TOGETHER, AND DRILL SMALL HOLES AT PUNCH MARKS. CEMENT TO WING STRUTS ON LEFT SIDE, HOLES LEVEL WITH BELL CRANK. ORIGINAL MODEL WAS PAINTED RED, WITH BLACK TRIM, COLOR SCHEME HOWEVER IS OPTIONAL. PAINT DUMMY ENGINE BLACK AND CEMENT IN PLACE. ASSEMBLE TWO SPANDAU MACHINE GUNS. CEMENT TWO G'S TOGETHER. CUT 3/16" DOWEL BARREL TO LENGTH, AND WRAP SEVERAL TURNS OF PAPER, 1/8" WIDE, AROUND FRONT AND REAR OF DOWEL BARREL. CEMENT TO FRONT OF G FLUSH WITH TOP. PUSH SECTION OF PIN INTO BARREL FOR GUN MUZZLES. BEVEL BOTTOM OF G'S SO THAT GUNS WILL REST VERTICAL ON ROUND COWLING. CEMENT IN PLACE 1/2" APART CENTERED ON FUSELAGE DIRECTLY IN FRONT OF COCKPIT. PAINT THE FOLLOWING PARTS BLACK: WHEEL TIRES, OUTLINE OF COCKPIT, RADIATOR CAP, AND RADIATOR SCREEN ON COWL. WHEEL HUBS ARE SILVER. SLIP WHEELS ON AXLES AND RETAIN WITH DROP OF SOLDER. ADD AILERON, ELEVATOR AND RUDDER MARKINGS IN INDIA INK OR BLACK SCOTCH TAPE, CUT 1/32" WIDE. CUT OUT AND CEMENT WINDSHIELD IN PLACE BETWEEN GUNS. SOAK DECALS IN WATER, AND SLIDE INTO POSITION SHOWN. FREE-FLIGHT MODELS SHOULD BALANCE LEVEL (SIDE) WHEN BALANCED ON FINGER TIPS 1-3/8" BEHIND FRONT OF TOP WING. IF NECESSARY, ADD WEIGHT TO FRONT OR REAR OF FUSELAGE. FOR C/L OR A/M FLIER, DRAW LEAD-OUT LINES THROUGH WS TIEING LOOPS FOR FLYING LINES. CHECK THAT CONTROLS OPERATE FREELY. GOOD LUCK!!! GOOD FLYING!!!



KIT M-6 FOKKER D-7 21" Span

Sterling models
Phila. Pa., U.S.A.

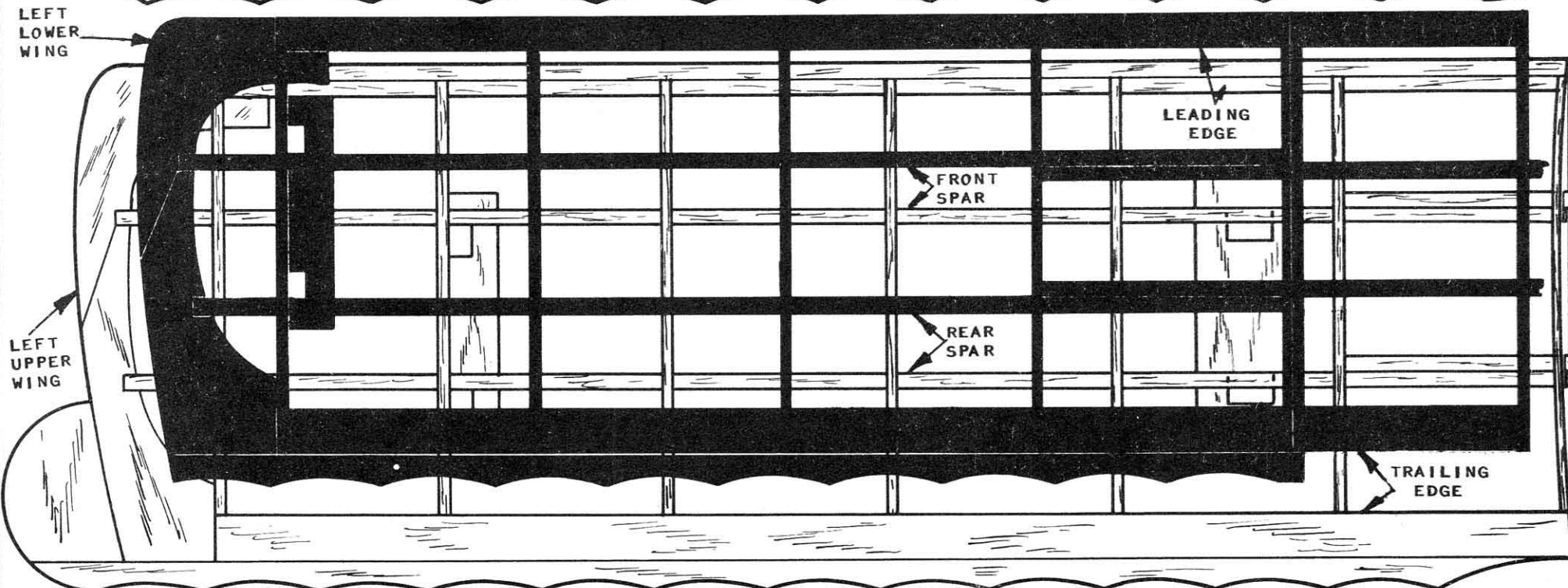


WAX PAPER OVER PLANS WILL PREVENT FRAMEWORK FROM BEING CEMENTED TO PLAN.

WING CONSTRUCTION

BUILD LOWER WING ON PLAN SHOWN IN SOLID BLACK. PREPARE SPARS (SEE NOTE). CEMENT DOUBLE-LAYER WING TIP SECTIONS, TOGETHER AS SHOWN. PIN TRAILING EDGE DOWN. POSITION RIBS ON SPARS. **CAUTION!** DON'T CEMENT RIBS TO SPARS UNTIL WING IS ASSEMBLED. CEMENT RIBS TO TRAILING EDGE. END RIB IS FLUSH WITH BEVELED END OF SPAR (AT ANGLE), OTHER RIBS ARE VERTICAL. CEMENT LEADING EDGE TO FRONT OF RIBS. CEMENT WING TIP SECTIONS TOGETHER AND IN PLACE, RAISING TIP FLUSH WITH SPARS. CEMENT W20 TO REAR OF TRAILING EDGE. MOISTEN W21 TO HELP BEND, THEN CEMENT TO TOP OF SPARS AGAINST, AND FLUSH WITH, TOP OF W15. BUILD OPPOSITE PANEL IN SAME MANNER. BUILD CENTER SECTION BY CEMENTING LEADING AND TRAILING EDGE TO RIBS W12. ALLOW FRAME TO DRY THOROUGHLY. ASSEMBLE UNITS BY CEMENTING BOTH PANELS TO CENTER SECTION. WING GUSSETS W18 AND W19 ARE CEMENTED INTO NOTCHES IN RIBS ACROSS BOTTOM-CENTER OF WING. TOP OF GUSSETS IS FLUSH WITH SPARS. WING TIPS SHOULD BE 1" HIGHER THAN CENTER SECTION ON EITHER SIDE FOR PROPER DIHEDRAL ANGLE. AL-

LOW TO DRY THOROUGHLY. TOP WING IS BUILT ON NOT-SOLID WING DRAWING IN SAME MANNER AS LOWER WING. NOTE THAT W10 IS CEMENTED AGAINST BOTTOM OF SPARS AND FLUSH WITH BOTTOM OF RIB W1, AND THAT W11 IS CEMENTED ACROSS BOTTOM OF SPARS FLUSH WITH BOTTOM OF W3. TOP WING DOES NOT HAVE A CENTER SECTION. PANELS ARE CEMENTED TOGETHER WITH WING GUSSETS W8 AND W9 BEING INSERTED FROM BOTTOM, AND FLUSH WITH TOP OF SPARS, SO THAT WING TIP ON EACH SIDE IS 1-1/4" ABOVE CENTER AS SHOWN, FOR PROPER DIHEDRAL ANGLE. FINISH BOTH WINGS BY SANDING WING TIPS ROUND TO BLEND SMOOTHLY INTO LEADING AND TRAILING EDGES. SAND W7 AND W20 TO BLEND SMOOTHLY INTO TRAILING EDGES. COVER EACH PANEL WITH TISSUE PROVIDED, APPLIED WET. APPLY TWO COATS OF CLEAR DOPE, CHECKING STRUCTURE CONSTANTLY AGAINST WARPS. IF WARP OCCURS - APPLY CLEAR DOPE AND TWIST IN OPPOSITE DIRECTION, HOLDING UNTIL DRY. CUT TISSUE OUT OF NOTCHES IN W10'S, W11'S ON TOP WING; W21 ON BOTTOM WING, TO RECEIVE WING STRUTS. WINGS ARE INSTALLED AS DESCRIBED IN FINAL ASSEMBLY.



BLACK PORTION, LOWER WING FRONT SPAR MAKE TWO 3/32" X 1/4" WING TIP FRONT SPAR TOP WING TIP

BLACK PORTION, LOWER WING REAR SPAR MAKE TWO 3/32" X 5/32" WING TIP REAR SPAR TOP WING TIP



CONTROL SYSTEM NOTE

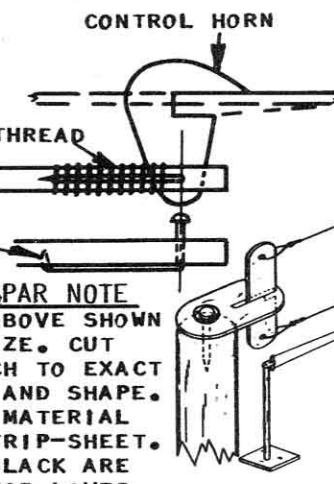
DRAWING SHOWS CONTROL SYSTEM FULL SIZE. CUT 1/8" SQ. BALSA CONTROL-ROD TO LENGTH. INSERT STRAIGHT PIN THROUGH SMALL CENTER HOLE (NEAR POINT) IN BELL CRANK AND THROUGH ROD AS SHOWN. USING NEEDLE-NOSE PLIERS, BEND PIN OVER (INCLUDING SPUR POINT). CEMENT AND WRAP WITH THREAD. THERE SHOULD BE CLEARANCE BETWEEN ROD AND BELL CRANK TO ALLOW FREE MOVEMENT. PUSH PIN THROUGH REAR OF ROD LOCATING PIN

HOLE FOR HORN THEN REMOVE. PLACE ROD IN FUSELAGE INSERTING THROUGH HOLES IN BULKHEADS. SECURE BELL CRANK TO CP ASSEMBLY WITH SMALL MACHINE SCREW. PLACE WASHER BETWEEN BELL CRANK AND CP. SLIP WASHER AND TWO NUTS ON PROTRUDING MACHINE SCREW. RUN NUTS CLOSE TO CP (SO THAT BELL CRANK MOVES EASILY) AND TIGHTEN TOWARDS EACH OTHER. A COAT OF CEMENT OR DROP OF SOLDER WILL PREVENT NUTS

FROM LOOSENING. INSERT PIN THROUGH CONTROL HORN AND HOLE MADE IN ROD. BEND OVER, AND SECURE IN SAME MANNER AS FRONT PIN. MOVEMENT OF BELL CRANK SHOULD MOVE ELEVATOR UP AND DOWN FREELY AND EASILY. ANY STICKING TENDENCIES MUST BE REMOVED. TIE A LENGTH OF NYLON (OR STRONG THREAD) LINES TO HOLE ON BOTH SIDES OF BELL CRANK. KNOTS WILL BE TIED AFTER WING GUIDE (WS) IS INSTALLED IN FINAL ASSEMBLY.

WING SPAR NOTE

SPARS ABOVE SHOWN FULL SIZE. CUT TWO EACH TO EXACT LENGTH AND SHAPE. SELECT MATERIAL FROM STRIP-SHEET. SOLID BLACK ARE SPARS FOR LOWER WING. TOP WING SPARS EXTEND PAST BLACK AREA.



AUTO-MAGIC PILOT FLYING

NEW METHOD OF CAPTIVE FLYING FOR SMALL AREAS. HAND CONTROLLING AS IN U-CONTROL NOW UNNECESSARY. PREVENTS CHASING AND POSSIBLE LOSS OF MODEL, OR COLLISION DAMAGE, AS EXPERIENCED IN FREE-FLYING. MODEL AUTOMATICALLY FLIES TO PRE-DETERMINED HEIGHT UNTIL GRACEFUL LANDING IS MADE. INSTALL CONTROLS IN MODEL AS DESCRIBED IN CONTROL SYSTEM NOTE. DRILL OUT SMALL HOLE (IN VERTICAL) AND LARGE HOLE (IN HORIZONTAL) PLYWOOD A/M UNITS AND SECURELY CEMENT TOGETHER. SECURE A POST (BROOMSTICK) APPROXIMATELY 4 FT. HIGH. DRIVE POST INTO GROUND OR NAIL BOARD TO BOTTOM AND WEIGHT SAME TO PREVENT POST FROM SHIFTING. FASTEN A/M PILOT UNIT TO TOP OF POST WITH NAIL. USE WASHERS ABOVE AND BELOW UNIT. BE CERTAIN HOLE IS LARGE ENOUGH SO THAT IT SWINGS FREELY AND EASILY. TIE 12 FT. TO 15 FT. NYLON (OR STRONG THREAD) LINES FROM A/M UNIT TO LINES COMING FROM MODEL. BE CERTAIN LINES ARE SAME LENGTH. WHEN LINES ARE TAUT, AND MODEL IS HELD AT SAME LEVEL AS A/M UNIT, ELEVATOR IS NEUTRAL. WHEN MODEL IS LOWERED ELEVATOR GOES UP; WHEN RAISED, ELEVATOR GOES DOWN. RUDDER "R" MUST BE ANGLED 3/8" TOWARDS OUTSIDE OF CIRCLE. TO FLY MODEL, START ENGINE, PULL MODEL FROM POST UNTIL LINES ARE TIGHT, THEN RELEASE FOR TAKE-OFF.