

R.C. WINDING HOOK DOOR

engine powered models, make landing gear struts from hardwood. Make cockpit cover from stiff paper, using pattern provided and cement in place. On bomb dropping rubber models, cement stiff paper cover to bottom of fuselage to rubber tubing between wing and tail. It is now painted. If it is to be painted scale colors, see three view drawing or box top. For best flight performance, use a minimum of color dope. Apply decals by dipping brush in water and then in decal as shown. Cut instrument panel from plan and cement to F3 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. Place wheels on axles. Cement tail banding to fuselage. Cement drop of cement or solder. Insert straight end of propeller shaft thru rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1/4" of shaft at right angle, as shown on drawing. Cement rubber tubing to rear of propeller. Rub rubber first to prevent fraying. Double up to make two loops, then insert rubber through bottom trap door and engage in rear hook. Slip remainder of rubber into fuselage and shake down toward tail. Make sure end of rubber is in rear. Slip through hole in cowl and capture rubber on hook. Pull through cowl and engage prop shaft. Nose bearing fits into center hole in cowl. Using pattern provided, cut windshield from celluloid and cement in place as shown. See flight instructions for glue is now completed. See flight instructions before flying model. GOOD LUCK AND HAPPY LANDINGS!!!

Wing Tip Weight

Bell Crank Platform

$\frac{1}{4}$ Bell Crank

Rudder Angled to Right $>1/2^\circ$

Control Horn Slot

$\frac{1}{16}$ Control Rod

Wing Guide

Lead-out Lines

CONTROL LINE INSTALLATION

manufacturer's instructions. Batteries are stored between F2 and F3. After they have been soldered, they may be covered with a piece of foam rubber, when insert batteries. Close radio access door and secure with screws. Bend small wire hook for antenna attachment and cement to front of rudder. Bring antenna wire to top of fuselage and run it down as shown. When model has been completely finished, it must balance as shown on side view. If necessary, add weight but DO NOT ATTEMPT TO FLY UNTIL BALANCE HAS BEEN OBTAINED. If necessary, use steam method as I have developed, remove with steam method as described in Covering Instructions. Wait for calm weather for test flights. Field test R/C equipment before flying. Read and understand the Covering Instructions. Start engine and THROTTLE DOWN to LOW SPEED, then launch model with nose pointed slightly down at a point 50 or 60 feet in front of you and release at approximately 10 feet. Model should fly in a straight line and either maintain or slightly lose altitude. If model turns to either side, rudder or engine may be off set to opposite side to achieve a straight flight. If it is not, it should be adjusted in the mode 2 sides view but stalls under power, point front of engine down (down thrust) by placing shim under top of fuel tank. Increase engine RPM as adjustments are made. When R/C control before each flight. GOOD LUCK AND GOOD FLYING!!!

Front

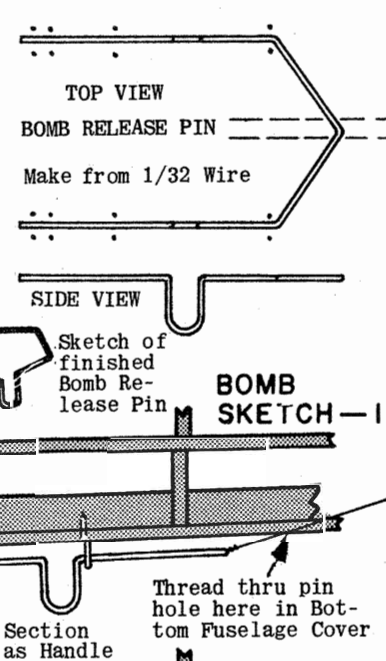
RADIO CONTROL ACCESS DOOR

WING GUIDE PATTERN

Materials required are not provided in kit. Make bellcrank platform from 1/16 plywood, using full size plan above. Securely cement across L5 and against rear of F2. Fill in area between F2 and F3, fill in area between F3 and F4, and between F4 and F5 with 1/16 mesh balsa, flush with outside of frame. Cover area from F7 to F18 between L5 and stinger above it in same manner. Cut 1/8 slot in rear for control rod as shown. Cut two 15" lengths of lead wire, one at each end of bell crank. Push rod is 1/16 wire at least 12" 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 1/8" balsa, 12" long, 1 1/2" wide, and fasten by dotted lines. Round edges and install control horn at location shown on drawing, then join together with cloth hinges shown. Bend "u" shape elevator joiner from wire. Make hole for joiner in rudder in position shown. Bend elevator joiners in position shown. Elevators now move as one unit. 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. Drill a hole in rudder rear of elevator horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cut rudder from fin on dotted lines shown on full size drawing. Cement rudder to fin with cement. Rear of rudder angled 1/2" towards outside of circle flown. Cement rudder to top of stabilizer, against rear of fuselage. Make wing guide from wire using full size pattern. Cement securely to bottom of wing under rib W5. Reinforce fuselage girders with 1/2" square bar eyelets and strand line 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: Do not touch balance arm or any other moving parts from rear or side view. If necessary, add weight. Use regular 1/2A control lines and handle when flying your Fokker D-8.

GOOD LUCK!!!! GOOD FLYING!!!!



BOMB SKETCH - 1

Bomb Release Pin

Wire Guides

This Section used as Handle

Thread thru pin hole here in Bottom Fuselage Cover

BOMB SKETCH - 2

Bomb Guide

Plastic Bomb

Prepare installation by bending ten wire guides from straight pins; bend bomb release pin from 1/32 wire, using full size patterns above. Cement eight wire guides in exact position shown above. All guides must be the same level, about 1/8" below bottom of release pin. This will insure that all bombs will be released simultaneously. Sketch #1 shows bomb release pin handle at rear guide. When motor is unwound and rear hook is in vertical position. Thread should now be snug as originally installed. Sketch #2 shows position of bomb release pin when motor is wound and rear hook is in horizontal position. This will insure thread passing in front of bomb release pin to be slid through wire guides on bomb and front guides on model, holding bombs in place. Sketch #2 is also used as location for cementing wire guides in bombs as described in Plastic Parts Detail. When bombs are released, pull thread pin out of front guides, pulling release pin out of the front guides, dropping both bombs at the same time.

COWL

SPANDAU
MACHINE GUNS

PLASTIC P

models in the vicinity of
electric power lines!

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Plywood Fire Wall
stream. After model and cowl have
stall engine and cowl in place.

Fok D-8 230/48

Wing Span - 27 Ft. 3 In.
Length - 19 Ft. 5 In.
Weight - 1,100 Lbs.

FOKKER D-8

Wing Span - 27 Ft. 3 In.
Length - 19 Ft. 5 In.
Height - 9 Ft. 4 In.
Maximum Speed - 125 M.P.H.
(at ground level)
Ceiling - 21,000 Ft.
Range - 1½ Hours
Engine - Le Rhone 110 HP.
Oberursel 140 HP
Empty Weight - 891 Lbs.
Gross Weight - 1,331 Lbs.
Armament - Two Spandau
Machine Guns on
Fuselage and Two
Fragmentation

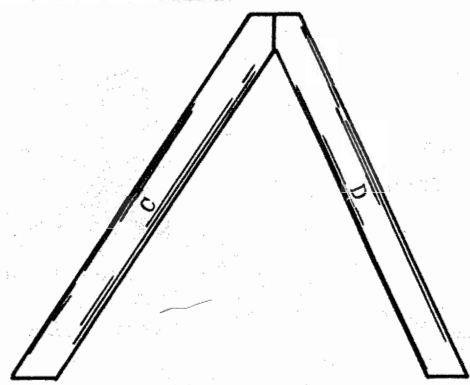
COLOR SCHEME:
See box lid for authentic color scheme, decals for which are provided in kit. Color schemes, however, were widely varied. Not only were they painted to squadron (Jagdstaffeln) colors, but individual pilots had their planes painted to suit their fancy. Color scheme on box is quite authentic and makes a striking model.

FOKKER D-8

Achtung! The dread "Flying Razor" of World War I comes alive again. In its day, the Fokker D-8 was the most advanced and efficient fighting aircraft. Automatically **UNLEASHES** twin **BOMBS** while in flight.

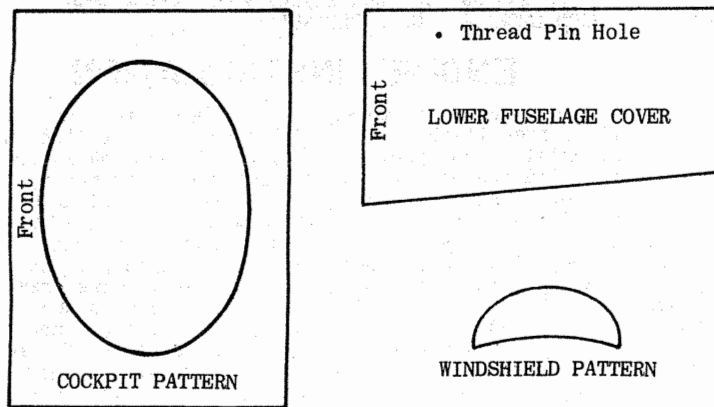
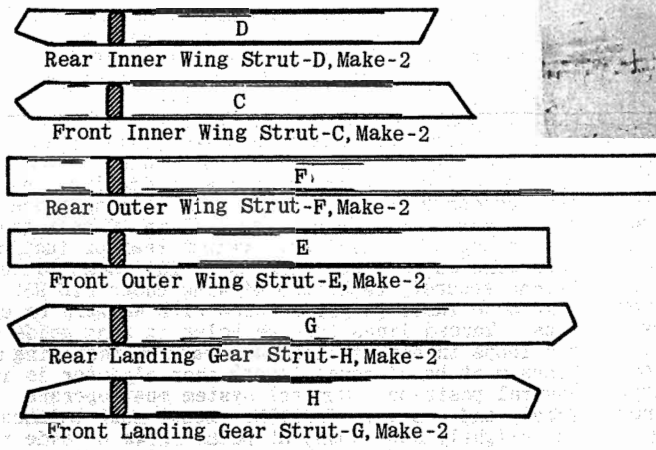
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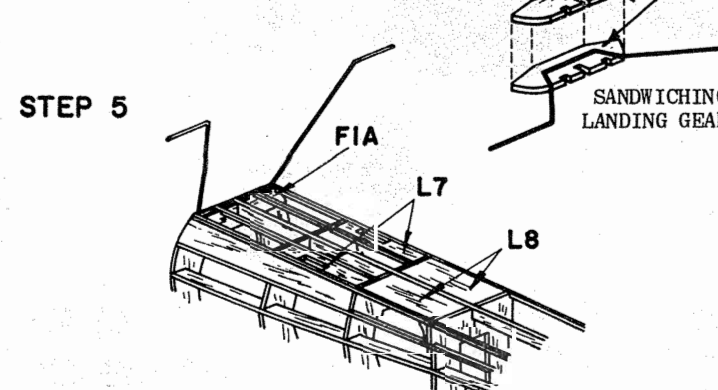
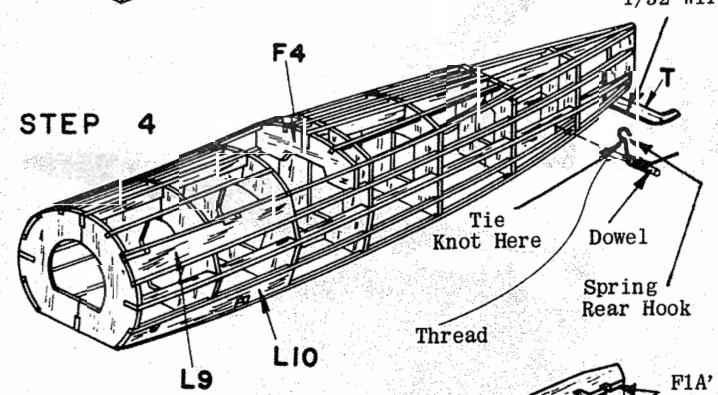
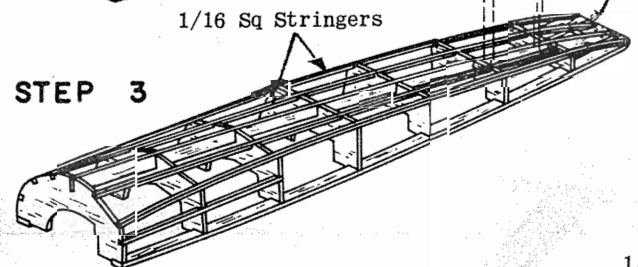
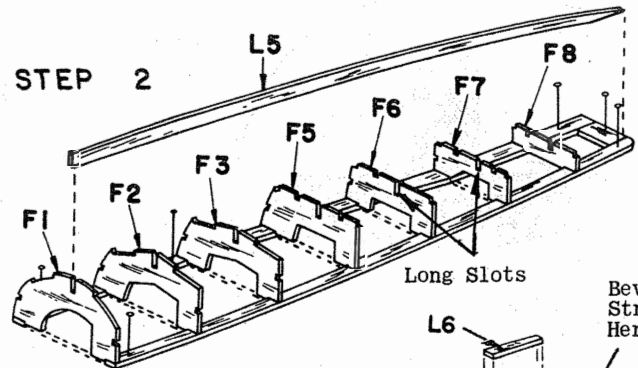
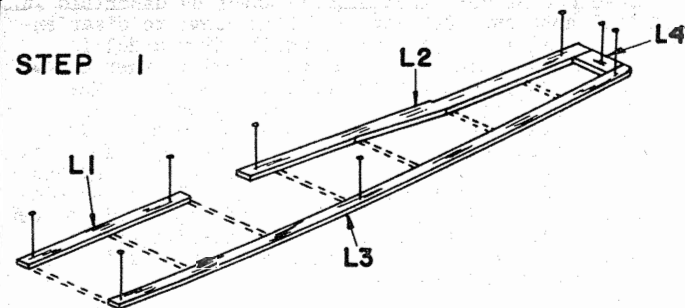


WING STRUT DETAIL

All struts shown full size are die cut. Round edges to cross section shown and cut to pattern. Make two inner wing strut assemblies by cementing C and D together over full size plan above. Struts are installed as described in Final Assembly Note.



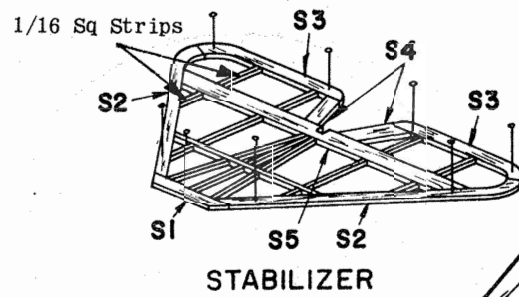
FUSELAGE ASSEMBLY



Fokker D-8 used as prototype of kit model

TAIL SURFACE ASSEMBLY

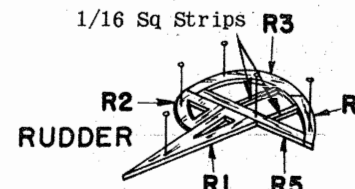
Assemble stabilizer by pinning all S parts shown to plan on flat surface and cementing to each other where they join. Cut 1/16 sq strips to fit, and cement in place. Rudder is built in same manner, pinning all R parts to plan and cementing to each other; then adding 1/16 sq strips. Allow assemblies to dry thoroughly on flat surface, then sand smooth, rounding edges (except bottom of R1 & R5) on rudder and front of S1 on stab) as shown on cross-section. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.



STABILIZER

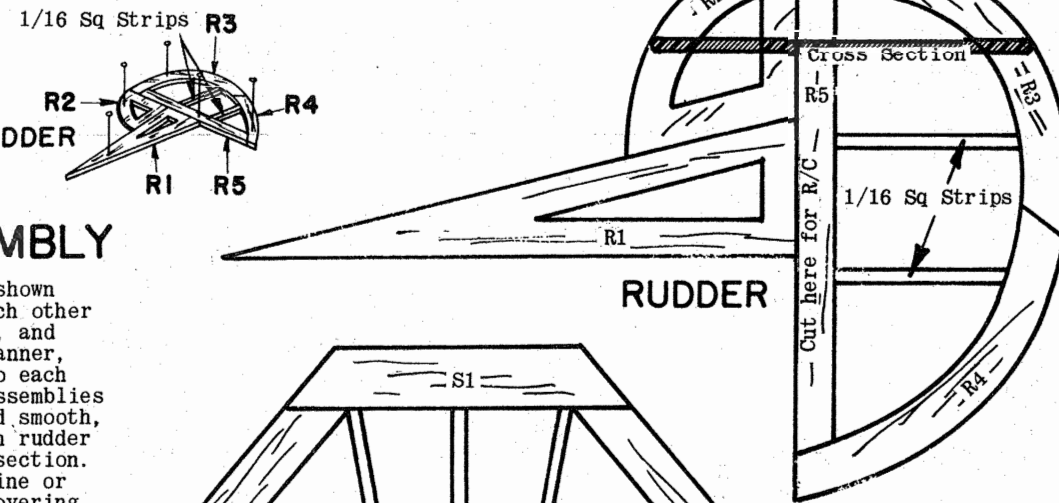


ELEVATOR JOINER



RUDDER

WING



RUDDER

WING ASSEMBLY

STEP 1

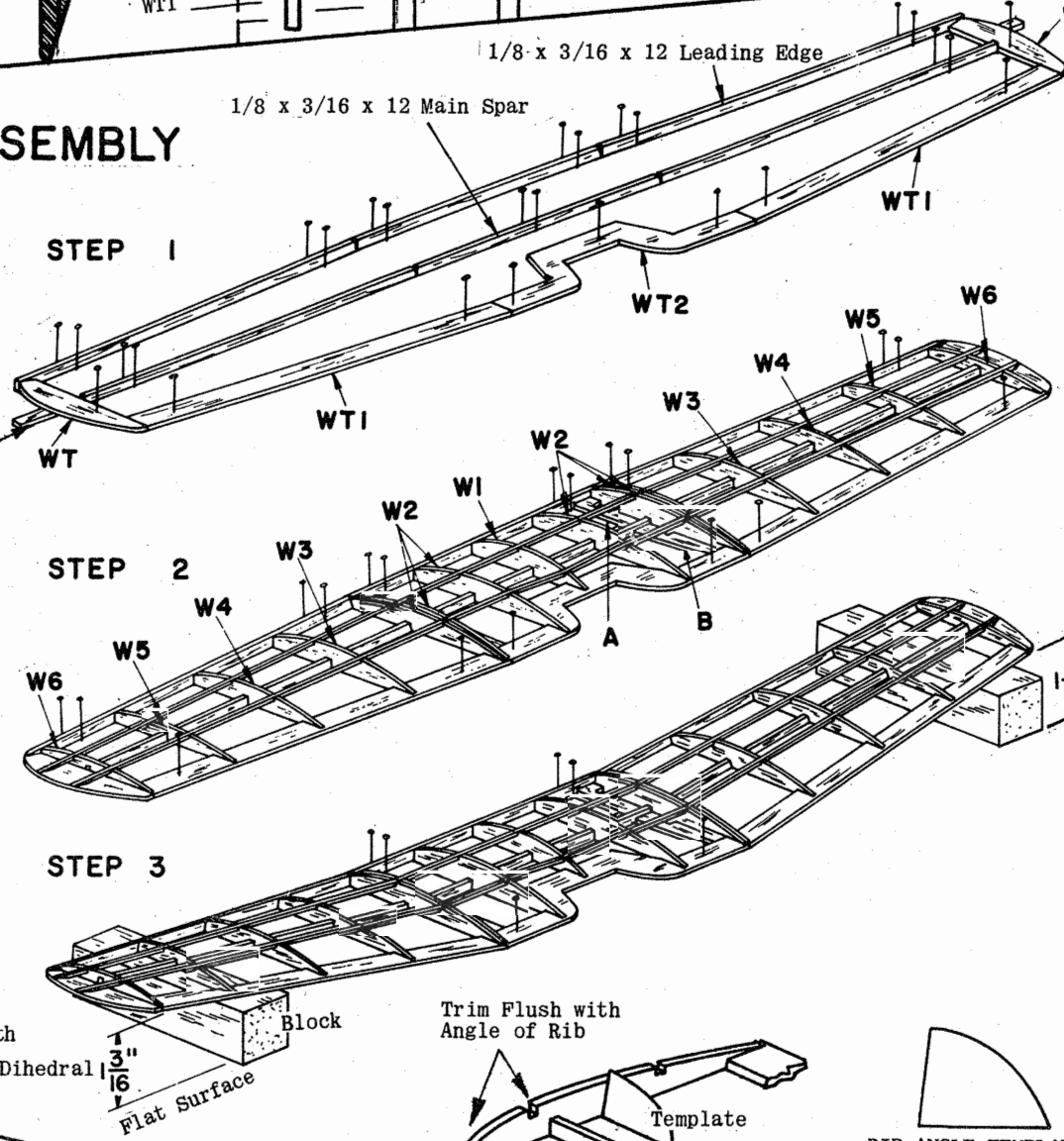
Build wing on flat surface directly on plan. Pin all WT parts in place, except for tips WT's which are angled up. Inner edge is on flat surface, outer tips raised using 1/16 scrap as shown. Cement WT parts to each other where they join, except at center joints. Cut 1/8 x 3/16 x 12 main spars and leading edges to proper length. Pin in place in upright position, joining directly over center joints. Cement to tip parts as shown.

STEP 2

Ribs W1 to W6's are now cemented in place. Outer ribs W2's are cemented in place on angle, using rib angle template as shown in detail sketch. This insures proper dihedral angle. All other ribs are vertical. Cement strut gussets A's and B's in place. Cement 1/16 sq spars into notches along top of ribs. Spar tips are beveled to fit on WT's as shown. Trim leading edge to curve of tip. Allow frame to dry thoroughly before removing from flat surface.

STEP 3

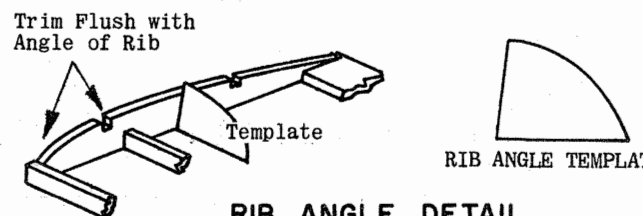
Pull pins out carefully and remove from flat surface. Separate wing panels and trim & sand leading edge to shape shown on wing cross-section. Round off tips and trailing edge to blend smoothly into each other. Trim off leading edge spars and trailing edge flush to angle of center joint ribs. Cement panels together on flat surface, blocking up tips 1-3/16 as shown. Measurement must be the same at leading & trailing edge so that wing is not warped. Center panel is pinned or weighted to keep flat or surface. Use cement generously and allow to dry thoroughly. When dry, sand frame smooth to prepare for tissue covering.



STEP 1

STEP 2

STEP 3



RIB ANGLE DETAIL

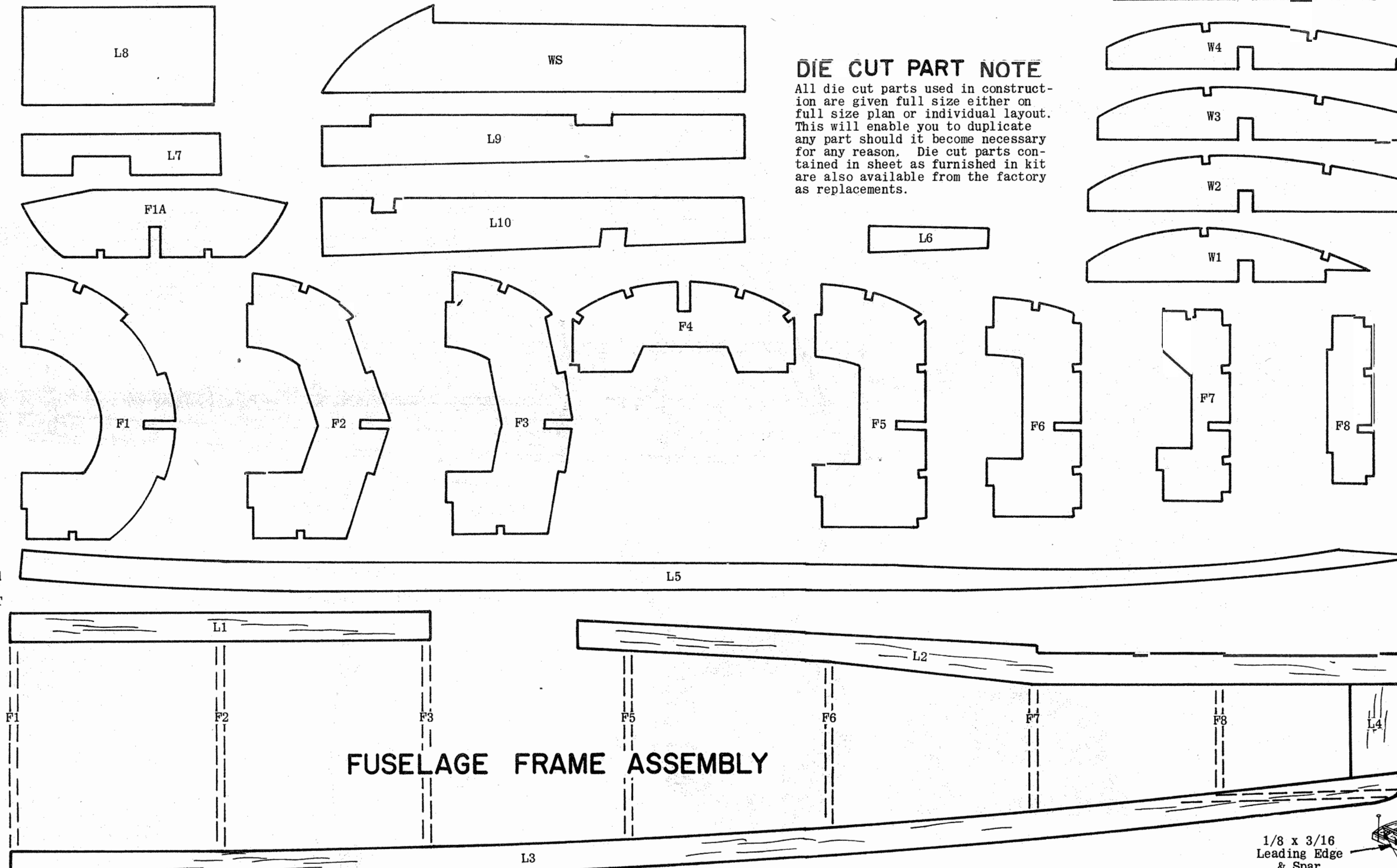
Sketch above shows how wing rib angle template is used as described in Wing Step 2.

SILKSPAN TISSUE COVERING

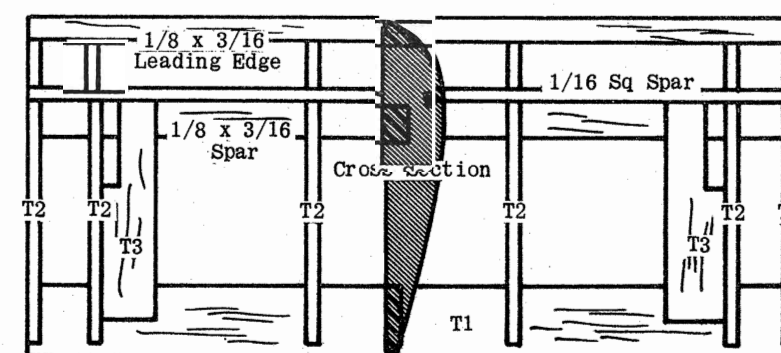
The finest grade wet strength silkspan tissue provided in this kit permits covering of compound curves without wrinkling, when moistened with water before applying to frame. Tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered. When dry, cut tissue to shape needed, about 1/4" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope to outer edges of frame then place moistened tissue on frame. Pull tissue gently with fingers, working out all wrinkles. WHEN COVERING WING AND TAIL SURFACES, PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bounded by nearest framework) and recover. Apply two or three coats of clear dope, thinned 50-50 with thinner, on wing and tail surfaces before assembling to model. COVER WING FIRST: On control line models add about 1/2 ounce of weight to wing tip on outside of circle flow. Cover top & bottom of center section first with one piece each, then tip sections next in same manner. Trim out notches in A's and B's. COVER TAIL SURFACES NEXT: Cover both sides of rudder and stabilizer in one piece each. COVER FUSELAGE NEXT: Cover fuselage sides first with one piece. Cover top back to F3 in one piece. Cover rear in one piece from F4 to F7. Cover entire bottom in one piece. Apply four coats of thinned dope to tissue covering on fuselage. When final coat is dry, trim out all notches. Check wings and tail surfaces for warps before assembly. Warps can be removed by holding over steam (from boiling kettle) and twisting gently in opposite direction. Check again when cool.

DIE CUT PART NOTE

All die cut parts used in construction are given full size either on full size plan or individual layout. This will enable you to duplicate any part should it become necessary for any reason. Die cut parts contained in sheet as furnished in kit are also available from the factory as replacements.



FUSELAGE FRAME ASSEMBLY



SPREADER BAR ASSEMBLY

Build Spreader Bar directly on plan. Leading edge and spar are both 1/8 x 3/16. Pin leading edge (upright), spar (flat) and T1 to plan. Cement all rib T2's in place. DO NOT INSTALL T3's. Allow frame to dry thoroughly, then remove from flat surface. Spreader Bar is now cemented to landing gear (see Final Assembly). Make hole with pin through both tip ribs directly over spar on each side as shown. Insert axle of landing gear through ribs so that axle extends 5/8 on both sides. Cement and bind with thread. BE SURE THAT SPREADER BAR IS FLAT (see Side View). Install T3's flush with top of ribs. Cover after struts are installed.