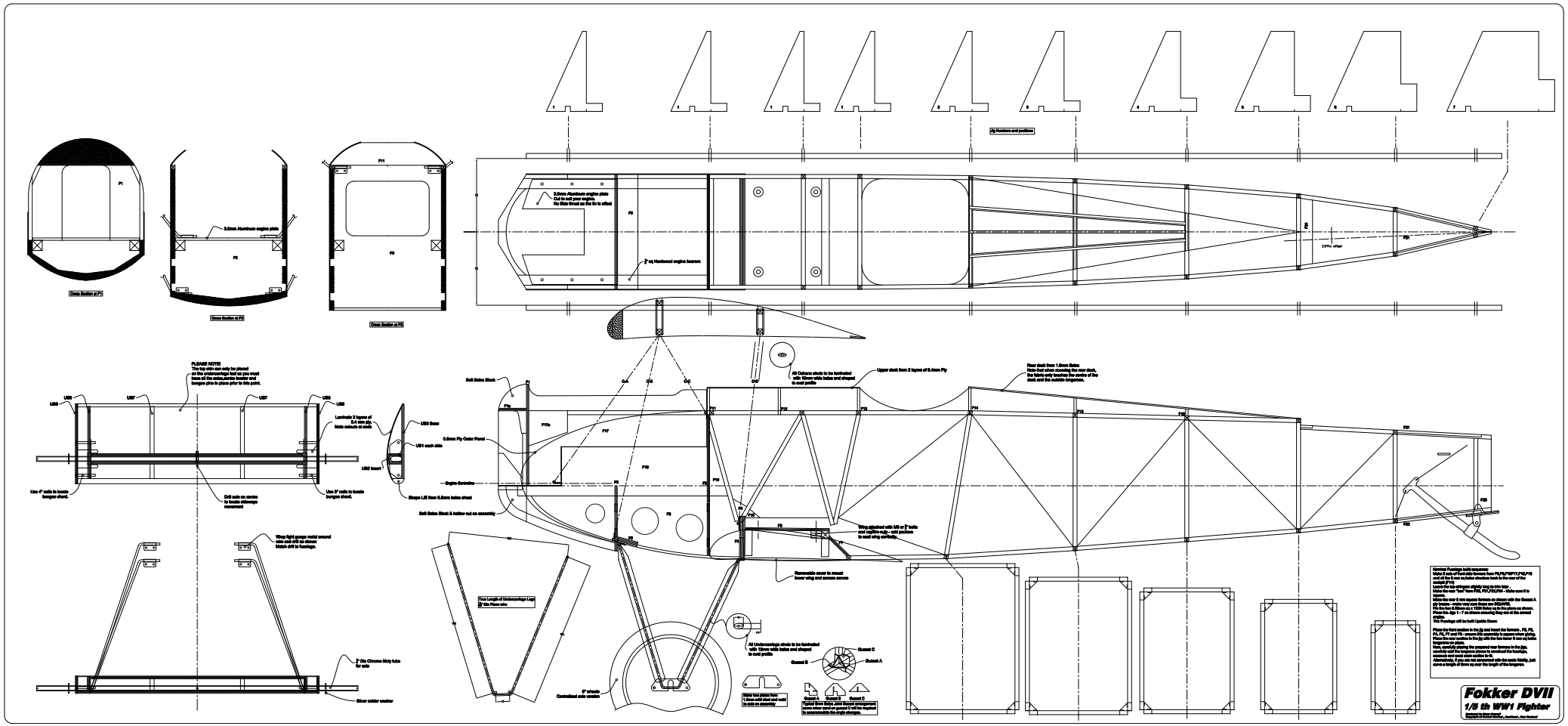
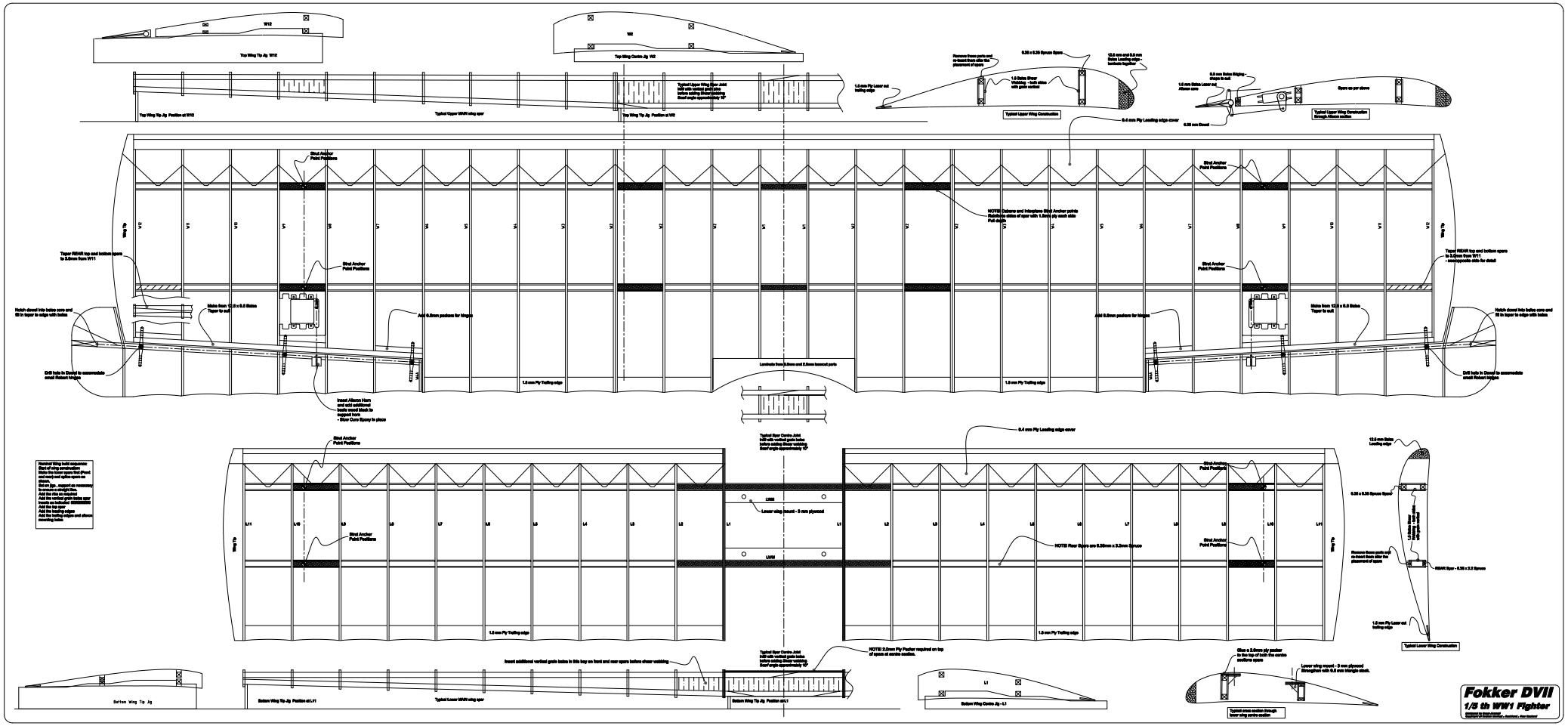
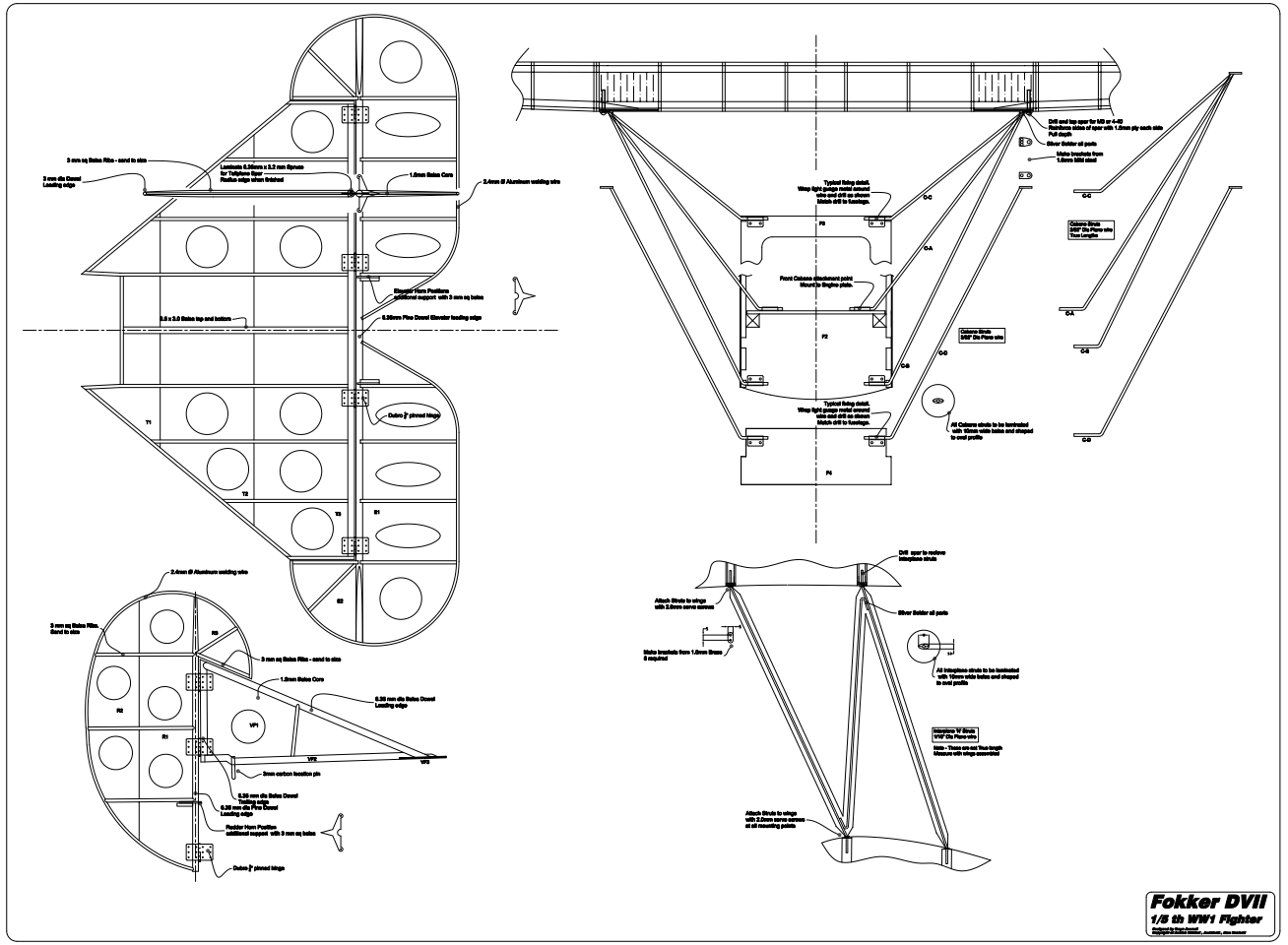

Cross Section at F1
Cross Section at F2
Cross Section at F3
3.0mm Aluminium engine plate
Cut to suit your engine.
No thin thrust on the fin is effect
2" sq Hardwood engine bearers
Jig Numbers and positions
237½ offset
PLEASE NOTE!!
The top skin can only be placed on the undercarriage last so you must have all the sides,decks,leader and bungee pins in place prior to this point.
Use 4" nails to locate bungee chord.
Drill nails on centre to locate clearance movement
Use 3" nails to locate bungee chord.
Laminate 2 layers of 0.4 mm ply. Note cutouts at ends
0.8mm Ply Outer Panel
Engine Centreline
Soft Balsa Block & hollow out on assembly
Soft Balsa Block
Upper deck from 2 layers of 0.4mm Ply
All Cabane struts to be laminated with 10mm wide balsa and shaped to root profile
Rear deck from 1.6mm Balsa
Note that when covering the rear deck, the fabric only touches the centre of the deck and the outside longerons.
Wing attached with M5 or 3" bolts and captive nuts - and pushes to seat wing centrally.
Removable cover to mount lower wing and access servos
Undercarriage Legs
Trace Length of Undercarriage Legs
Fin Plans only
All Undercarriage struts to be laminated with 10mm wide balsa and shaped to root profile
Gusset C
Gusset B
Gusset A
Gusset A
Gusset B
Gusset C
Typical Bare Balsa Joint Gusset arrangement some other send on gusset C will be applied to accomodate the angle change.
Wing light gauge metal around wire and drill as shown Match drill to fuselage.
3" Dia Chrome Moly tube for axle
Silver solder washer
5" Wheels
Combined axle version
Metal fin plate from 1.0mm mild steel and weld to axle on assembly
Construction Notes
Fuselage build sequence:
Cut out all formers from 6mm PLYS/F5/F11/F12/F13
cut off the 3 mm ply extension back to the rear of the cockpit (F14)
Laser the top stringers slightly long to trim later.
Make the rear "box" from F21, F21/F22/F24 - Make sure it is square.
Glue the rear 3 mm square formers as shown with the Gusset A ply braces - make very sure these are SQUARE.
Pin the box to the plans on a 1220 Sheet so as the plans as shown.
Place the Jigs 1 - 7 as shown ensuring they are at the correct angle.
The Fuselage will be built Upside Down
Place the front section in the jig and mount the formers , F3, F5, F8, F9, F7 and F6 - ensure the assembly is square when gluing. Place the rear section in the jig with the box lower 3 mm sq balsa longerons as glued.
Glue the box assembly the prepared rear formers in the jigs, carefully add the longeron glueing to construct the fuselage, sanders and sand each section to fit.
Alternatively, if you are not concerned with the scale fidelity, just carve a length of 6mm sq over the length of the longeron.
Fokker DVII
1/5 th WW1 Fighter


Top Wing Tip Jig W12
Top Wing Centre Jig W2
Typical Upper Wing Spar Joint
Top Wing Tip Jig Position at W12
Typical Upper WWII wing spar
Top Wing Tip Jig Position at W2
Typical Upper Wing Construction
Typical Upper Wing Construction through Aileron section
Bird Anchor Point Positions
Wing Tip
Taper REAR top and bottom spars to 3.0mm from W11
Make from 12.5 x 6.5 Balsa Taper to suit
Add 6.2mm packers for Hinge
Notch dowel into balsa core and fill in taper to edge with balsa
Drill hole in Dowel to accomodate small Robart hinges
1.5 mm Ply Trailing edge
Insert Aileron Horn and add additional basic wood block to support horn - Slow Cure Epoxy in place
Landside from 3.5mm and 2.5mm basswood parts
0.4 mm Ply Leading edge cover
NOTE! Sabore and Interplane Strut Anchor points Reinforce sides of spar with 1.5mm ply each side Pot each
Taper REAR top and bottom spars to 3.0mm from W11 - Mirror opposite side for detail
Make from 12.5 x 6.5 Balsa Taper to suit
Add 6.2mm packers for Hinge
Notch dowel into balsa core and fill in taper to edge with balsa
Drill hole in Dowel to accomodate small Robart hinges
Number Wing build sequence
Start of wing construction
Make the lower spars first (Front and rear) and cut splice spars as shown.
Set on Jigs , support as necessary to ensure a straight run.
Add the ribs at regular intervals
Add the upper front and rear balsa spar boards as indicated
Add the top spar
Add the leading edges
Add the trailing edges and aileron mounting holes
Typical Spar Centre Joint
Add with vertical grain balsa before adding Shear webbing
Roof angle approximately 10°
LWM
Lower wing mount - 3 mm plywood
NOTE! Rear Spars are 6.35mm x 3.2mm Spruce
Bird Anchor Point Positions
Wing Tip
1.5 mm Ply Trailing edge
0.4 mm Ply Leading edge cover
12.5 mm Balsa Leading edge
6.35 x 6.35 Spruce Spars
Remove these parts and re-board them after the placement of spars
REAR Spar - 6.35 x 3.2 Spruce
1.5 mm Ply Lower wing Trailing edge
Typical Lower Wing Construction
Insert additional vertical grain balsa in this bay on front and rear spars before shear webbing
Typical Spar Centre Joint
Add with vertical grain balsa before adding Shear webbing
Roof angle approximately 10°
NOTE! 2.0mm Ply Packer required on top of spars at centre section.
Typical Lower WWII wing spar
Bottom Wing Tip Jig Position at L11
Bottom Wing Tip Jig
Bottom Wing Centre Jig - L1
Glue a 2.0mm ply packer to the top of both the centre section spars
Lower wing mount - 3 mm plywood Strengthen with 6.0 mm triangle stock.
Typical cross section through lower wing centre section
Fokker DVII
1/5 th WW1 Fighter



Fokker DVII

1/6 th WW1 Fighter