

For Cementing Use AURORA'S POLYSTYRENE CEMENT for plastic model airplanes.

**CAUTION**  
Apply the cement only to those places which are to stick together.

THIS CEMENT MAY BE PURCHASED FROM YOUR DEALER!



"THE ENAMEL WITH THE SPRAYED ON LOOK"

- ONE COAT COVERS
- NO BRUSH MARKS
- DRIES IN 30 MINUTES

79¢ per quart

SPEED-DRY ENAMELS are AURORA'S REVOLUTIONARY NEW ENAMEL PAINTS developed after years of research especially for Plastic Models and other products of Wood, Metal, Glass or China.

also sold in individual bottles... at 10¢ each

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Every effort has been made to insure the completeness of this Kit—however, should any part be missing, write directly to:

**AURORA PLASTICS CORP.**  
West Hempstead, L. I., N. Y., Dept. M

(When writing please print your NAME and ADDRESS PLAINLY)

# FOKKER D-7

## ASSEMBLY INSTRUCTIONS

BEFORE ASSEMBLING THE FOKKER D-7 SCOUT, CAREFULLY STUDY SKETCH AND PLACE ALL PARTS ON WORK TABLE AS INDICATED.

IMPORTANT—APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OF PLANE SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MAR OR SMEAR PLASTIC SURFACES.

IN ORDER TO OBTAIN MAXIMUM STRENGTH AND NEATNESS, IT IS SUGGESTED THAT ALL CEMENTED SUB-ASSEMBLIES BE GIVEN AMPLE TIME TO DRY BEFORE FURTHER HANDLING. DO NOT HURRY. WORK CAREFULLY AND PATIENTLY.

FOR BEST RESULTS ASSEMBLE PLANE EXACTLY IN THE ORDER INDICATED.

1. Cement PROPELLER to PROPELLER SHAFT by applying a small drop of cement to end of PROPELLER SHAFT and inserting same into corresponding hole in PROPELLER.

2. Cement ENGINE HALVES together by applying cement sparingly along inside surfaces of HALVES, being careful not to get any cement near or around PROPELLER SHAFT HOLE at front end of ENGINE. Before joining HALVES together be sure to locate PROPELLER and SHAFT ASSEMBLY into proper position in hole at front end of ENGINE, as indicated in sketch.

3. Cement INTAKE MANIFOLD to LEFT SIDE of ENGINE by applying a small drop of cement to pegs on MANIFOLD and inserting into corresponding holes on LEFT SIDE OF ENGINE.

4. Using the same procedure cement EXHAUST MANIFOLD to RIGHT SIDE OF ENGINE. Set aside to dry.

5. Cement PILOT to SEAT by applying cement to seat and back of PILOT—Place PILOT on seat and allow to dry.

6. Cement PILOT and SEAT ASSEMBLY to RIGHT FUSELAGE HALF by applying cement along RIGHT SIDE of SEAT and at top end of back of SEAT and locating same in FUSELAGE so that right bottom side of SEAT rests on RIB on inside of FUSELAGE, as indicated in sketch. Allow to dry.

7. Cement INSTRUMENT PANEL to RIGHT FUSELAGE HALF by applying cement to right side of INSTRUMENT PANEL and locating same in FUSELAGE so that right side of PANEL rests against back side of RIB on inside of FUSELAGE, as indicated in sketch.

8. Cement FUSELAGE HALVES together by applying cement along inside edges of RIGHT FUSELAGE HALF, being careful not to get any cement near PROPELLER SHAFT HOLE at front end of FUSELAGE. Before joining halves together, locate PROPELLER and ENGINE ASSEMBLY at front end of FUSELAGE, as indicated in sketch. Hold HALVES together firmly for about one (1) minute to allow cement to set, then cement RADIATOR to front end of FUSELAGE by applying cement to inside edges of RADIATOR.

9. Cement MACHINE GUN SUPPORT to FUSELAGE by applying cement sparingly to ends of SUPPORT and inserting same in corresponding forward slot located in top of FUSELAGE between ENGINE and COCKPIT, as indicated in sketch.

10. Cement MACHINE GUNS to MACHINE GUN SUPPORT by applying cement sparingly to tongue on underside of MACHINE GUNS and inserting same into corresponding slots in MACHINE GUN SUPPORT.

11. Cement LOWER WING to FUSELAGE by applying cement to edges of crotch in underside of FUSELAGE and locating LOWER WING centrally in same. Allow to dry.

12. Cement INVERTED "VEE" STRUTS to Left and Right Sides of FUSELAGE by applying cement to pegs on bottom of STRUTS and locating same into corresponding holes in sides of FUSELAGE with shorter leg of STRUT towards nose of PLANE, as indicated in sketch. Note:—If STRUTS are located on the correct side they should lean back towards TAIL of PLANE.

13. Cement LONG CABANE STRUTS to sides of FUSELAGE by applying cement to larger pegs on ends of STRUTS, inserting same into corresponding holes in Left and Right Sides of FUSELAGE, as indicated in sketch.

14. Cement "N" STRUTS to lower wing by applying a small drop of cement to pegs at bottom of "N" STRUTS and locating same into corresponding holes in LOWER WING. Note:—"N" STRUTS should lean towards front of PLANE.

15. Assemble TOP WING to STRUTS as follows: Place TOP WING upside down on work table and apply a very small drop of cement to each of the holes in WING and, while holding FUSELAGE upside down, carefully insert, one at a time, pegs on ends of STRUTS into corresponding hole in TOP WING. Hold firmly in position until cement has had time to set.

16. Use a tweezer to hold SHORT CABANE STRUTS and apply cement sparingly to top end of STRUT and to peg on bottom end of STRUT. Insert peg on STRUT into corresponding hole in side of FUSELAGE and locate top end of STRUT against INVERTED "VEE" STRUT at the point where it joins the TOP WING, as indicated in sketch.

17. Cement RUDDER and HORIZONTAL STABILIZER to FUSELAGE as follows: Insert Tab on RUDDER into corresponding slot in HORIZONTAL STABILIZER—apply cement to tab protruding through STABILIZER and insert it into corresponding SLOT at TAIL of FUSELAGE.

18. Place PLANE in upside down position and cement LEFT and RIGHT LANDING GEAR STRUTS to FUSELAGE by applying cement to pegs on ends of STRUTS and locating same into corresponding holes in underside of LOWER WING and sides of FUSELAGE, as indicated in sketch. Allow to dry.

19. Cement "AUXILIARY PLANE" (SUB WING) to LANDING GEAR STRUTS by applying cement to small tabs at lower end of LANDING GEAR STRUTS and insert same into corresponding slots in "AUXILIARY PLANE," as indicated in sketch. Hold in position until cement has had time to set.

20. Cement WHEELS to AXLES on "AUXILIARY PLANE" (SUB WING) by applying a small drop of cement to ends of AXLES and locating hole in WHEELS over same. Allow to dry.

21. Cement TAIL SKID to FUSELAGE by applying cement to tab on SKIT and inserting same into corresponding slot in underside of FUSELAGE.

22. Cement MECHANIC to WHEEL CHOCK and GROUND PANEL by applying cement to peg on bottom of RIGHT FOOT of MECHANIC and inserting same into corresponding hole in CHOCK and GROUND PANEL, as indicated in sketch.

23. Cut out sections of DECALS to correspond with markings on PLANE. Read directions on back of DECALS before applying. ALLOW TO DRY BEFORE ANY FURTHER HANDLING.

If it is desired to further decorate the model by painting, the Cover of the Box in which this Model was packed may be used as a guide both as to color selection and areas to be painted.

CAUTION—Use only those paints which are specified for use on plastics. These paints are available at your local Hobby Shop, Toy Dealer, or Variety Store.

Your completed model may be either shelf mounted or wall mounted. For wall mounting the underside of this model contains a slot which will accommodate AURORA'S WALL BRACKET which is available at your dealers at a nominal cost.

## HISTORY OF THE GERMAN FOKKER D-7 SCOUT

Characterized as having been fourteen years ahead of its time, The FOKKER D-7, was designed and built by Anthony Fokker,—"The Flying Dutchman," a self-taught pilot, inventor, designer, and builder of the famed fighters and bombers of World War I, and of transports and military planes of later years.

Early in May, 1918, Allied pilots assigned to the French sector of the Western Front began to meet increasing numbers of a strange new German plane, accompanying the more familiar types of enemy aircraft. The new ships stayed pretty much in the background to begin with, rarely engaging in dogfights, but when they did the Allied pilots were impressed by their ability to bound around in the air like a rubber ball. This new plane was the Fokker D-7, the most famous of all German Scout Planes; an extremely fine fighting machine that was more than equal to the best Allied types. Its supremacy was such that the Germans scored 565 victories during the month of August, 1918. For many months prior to this date, the Allied air forces held the reins of supremacy in the air with new planes such as the improved Camel, S.E.5A and Bristol fighters playing havoc with the Albatross fighters that were standard equipment for the German circuses.

There is no doubt that the D-7 was one of the best planes of the 1918 period, due to its ability to retain sensitive control at slow flying speeds and high altitudes (where Allied types were becoming "loggy") rather than by virtue of its superior speed. Powered by a 160 hp Mercedes engine, the D-7 had a top speed of only 120 mph, which was slower than the Spads, Camels and S.E.5A's, however it was the rapid climb and the lightning recovery from a dive which made the ship so formidable in combat. Allied pilots were often surprised by its ability to "hang on its prop at slow speeds and pepper with bullets the belly of a plane overhead." The D-7 could climb to 16,500 ft. in 39 minutes and had a service ceiling of 18,000 ft. For armament it carried twin Spandau machine guns mounted above the cowl, synchronized to fire through the propeller. The structure of the D-7 amounted to a prediction of things to come, all wrapped up in one airplane; welded steel tubing framework, the small wing in the landing gear used as a droppable fuel tank, cantilever wing structure and the all balanced control surfaces all testify to the designing genius of its originator "Tony" Fokker.

The Fokker D-7 was perhaps the finest all-round scouting machine developed by the warring powers and it was the only plane specifically mentioned in the Treaty of Versailles. It can be assumed, therefore, that the Fokker D-7 was the most feared of all German planes and that the Allies considered the surrender of all the D-7's a guarantee that the Germans would not be able to resume hostilities in the winter of 1918-19.

**KIT NO. 501  
HILLER "HORNET"**

The first operational helicopter to be powered with ram jet engines located at the tips of its rotor blades. Its radical simplicity made it one of the most revolutionary helicopters in the field of rotary-winged aircraft. The Aurora scale model duplicated the original in perfect detail. Length 10". Rotor 18½".



**KIT NO. 502  
PIASECKI H-25A "ARMY MULE"**

The Army uses this "flying Mule" for laying communication lines, transporting personnel and hauling supplies. The Navy, they call it HUP, owe the lives of many pilots that have been saved by this versatile helicopter. In addition, it has chalked up several thousand civilian lives saved during flood and hurricane disasters. Length 14". Rotor 11".



**KIT NO. 503  
SIKORSKY S-55 "WINDMILL"**

The first helicopter to fly the Atlantic. The S-55 in military versions has been used in Korea for troop transport, gun placement, even as an assault aircraft. It is used by Army, Navy, Air Force, Marine Corps and the Coast Guard. The Aurora scale model kit is 11½" in length with a 14½" rotor.



**KIT NO. 504  
PIASECKI H-21 "WORK HORSE"**

The H-21 is a single-engine, tandem rotor, assault transport helicopter. It is capable of carrying up to twenty passengers plus crew of two. In 1953, an H-21 held the world's speed and altitude record for helicopters. The detailed Aurora, model is 14" in length and has an 11" rotor.



**KIT NO. 505  
KAMAN HOK "EGG BEATER"**

The Kaman, a Navy helicopter, became nationally famous during the disastrous 1955 floods in Connecticut. With thousands of families trapped by the fast-rising waters, the "Egg Beaters" brought Doctors, food and medical supplies to inaccessible areas. Aurora model has 11¼" rotors and 6" length.



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GUARANTEE THAT YOU'RE  
BUILDING AMERICA'S FINEST  
PLASTIC SCALE MODEL KITS.



**KIT NO. 301  
"GENERAL PATTON" TANK**

The "Patton" tank was considered the world's best medium tank of its time. During the Korean War, this tank proved itself more than a match against anything the Reds put on the battlefield. The Aurora scale model dramatically shows the armament and design of this rugged fighter. Complete with three man crew. Length 5½".



## FAMOUS TANKS

**KIT NO. 303  
RUSSIAN "STALIN" TANK**

In 1943 the Russians produced the famous T-34 Tank which did much to help drive the Germans from their homeland. From the basic designs of the T-34 the Russians now boast the greatly improved "Stalin" Tank. The Aurora detailed model is 5½" in length and clearly shows the power of this big tank.



## SCALE MODEL ALL PLASTIC ASSEMBLY KITS

**KIT NO. 302  
GERMAN "PANTHER" TANK**

The best tank of World War II. In addition to holding its own on the Eastern Front, the "Panther" met U.S. Forces in Normandy invasion and completely dominated the "Sherman" tanks. This famous German tank has been faithfully reproduced in exciting detail. Aurora model is 5½" in length.





Fokker D. VII F. 5125

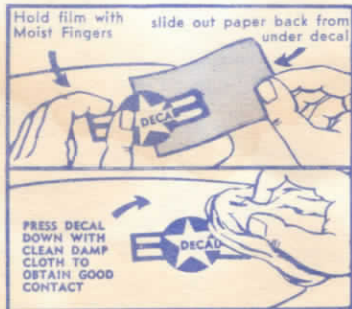
Fokker D. VII F. 5125

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FOKKER D-7

1. Cut each decalcomania from sheet separately inside of cutting lines.
2. Dip each decalcomania into water for approximately 30 seconds. When decalcomania slides easily on paper backing (Don't force.) with moist fingers, slide decalcomania partly off paper and place in location desired. Hold decalcomania in this position and then slide paper backing from underneath design.
3. Press out bubbles with soft, damp cloth and allow decalcomania to set.

AURORA PLASTICS



ACZ-2601 #1SA #1 5583 #1  
Kit No. 106-13