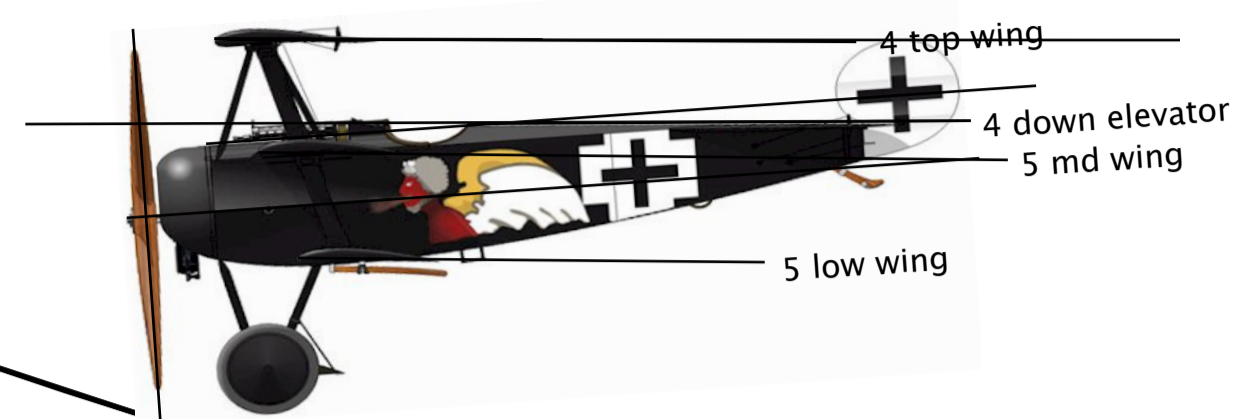


restrict rudder throw to 1/2" both sides

Cut slots and push fit popsicle sticks thru for tight fit

Bamboo skewer cabane struts push thru, adjust and cut flush



Bamboo skewer glued to bottom of wing and pushed through fuselage

Use large width hobby stix for struts - (just barely long enough)

Bamboo skewer

1" popsicle stick control horn  
1" 3/4"

Bamboo skewer

Roll cardstock around bamboo gluing lightly. Should not be tight

Cut fuselage out as one piece on dark bold lines, Half deep cut on dashed fold lines

Glue paper tube for rudder hinge

Incidence reference line

Bamboo hinge pivot Push in with some glue

Shim fuselage to skid with scrap both sides

skid

Bamboo skewer skid glued to strut

Setting Wing Incidence on Triplanes:  
Set all wings parallel with the line drawn across fuselage from stabilizer forward as a 0 degree reference. The lower wing can have one degree more incidence. The DR1 needs this down stabilizer to keep the nose down because it is so short coupled. Bend stabilizer up or down from there to get a fairly flat glide with no stall tendency. The difference may be just 1-2 degrees.  
Motor down thrust should be 1 degree. If the plane refuses to climb lessen downthrust, if it climbs too much increase. Plane should climb under control with throttle, and land as throttle is decreased.

Main Wing Airfoil former

Middle & Lower Wing Airfoil former

AA

BB

Servo Tray

Lower wing dihedral

main wing dihedral



OLD GUY RC  
Fokker DR1  
Rudder Only Control  
24" span. 1.35 sqft  
6.5 oz all up weight

# Fokker DR1