Aviattic

Build guide for the Aviattic 1/32 Fokker EV/DVIII upgrade set for the MikroMir/Avis kit.

Part 3 - suggested build sequence.

Please familiarise yourself with these instructions - and the other PDF guides - before you start.

Card templates are supplied for accurate drilling of holes in fuselage, locating wing struts, undercarriage, horizontal stabiliser and control horns.

Some cutting, trimming and sanding of the kit fuselage is required to achieve a good fit of the 3d-printed forward cowling and strut locations. The folded 'lip' of the top cowling is faithfully reproduced in our 3d-printed part, requiring the removal of the kit version. Use these templates and complete the steps before commencing these instructions.

Use monofilamant line rather than elastic for rigging. This will strengthen your model.

Correct-scale turnbuckles can be substituted for brass tube methods illustrated. Check photo references in other PDF.

The dedicated photo-etch set has many detailed parts, described in their titles on the packaging, that enhance the firewall particularly and provide a throttle advance lever and belly panel. Check the other PDF provided for photo references as to their placement.

You may also wish to use the weathering template (included with the 'Experten' boxing), prime and polish the wing before commencing the necessary drilling using the template.

Prime, polish and decal fuselage and tail surfaces before fitting struts and final assembly. Similarly, paint or decal wing before final fitting. Seal all decals with varnish and weather to taste.

Fokker EV's were in the field for only a matter of days and would not have lost their factory-fresh appearance. Semi-gloss for linen and ply surfaces, gloss for metal areas and propeller. Tyres and guns matt.

Aircraft used in 1919 and 1920 by Poland undertook servicing, re-furbishing and re-painting, even having Polish-manufactured propellers fitted. I can thoroughly recommend the publication 'Fokker EV/DVIII' in the 'Polish Wings' series, which is widely available.

FOKKER E.V. / D.VIIIPOLISH...

He Polish Air Force captured 17 of these Fokkers, but only seven (six E...

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Thanks to you for buying and the Aviattic Patreons for supporting this project. Please join the Patreon Club now to help bring other Aviattic projects to fruition. www.patreon.com/aviattic

Huge thanks to Steve Bent for CAD design and production, Robert Truswell for production and packing, Robert Lukowski for the original inspiration (check out his 1/48 build on Facebook), Achim Engels in Germany and the Vintage Aviator in New Zealand for references and James Fahey for photographic reference.

The cost of producing an instruction manual for this project was prohibitive, so I hope this extensive series of pdf's will guide you sufficiently. Thanks to Steve Bent for the illustrations.

Richard Andrews, November 2025.

COLOUR NOTES :

Cockpit framing - mid green moving parts - gloss black
Control horns, metal forward cowling, cowling, struts and undercarriage - mid-green
Cockpit floor - pale/mid coloured plywood
Control stick - gloss black, with wooden grips
Tail skid - ash wood (pale), steel shoe
Tyres - pale grey
Cockpit coaming, gun pads (if fitted) and seat cushion - mid-brown rexine (not usually leather at this late stage of the war)
Spandaus - off-black semi-gloss

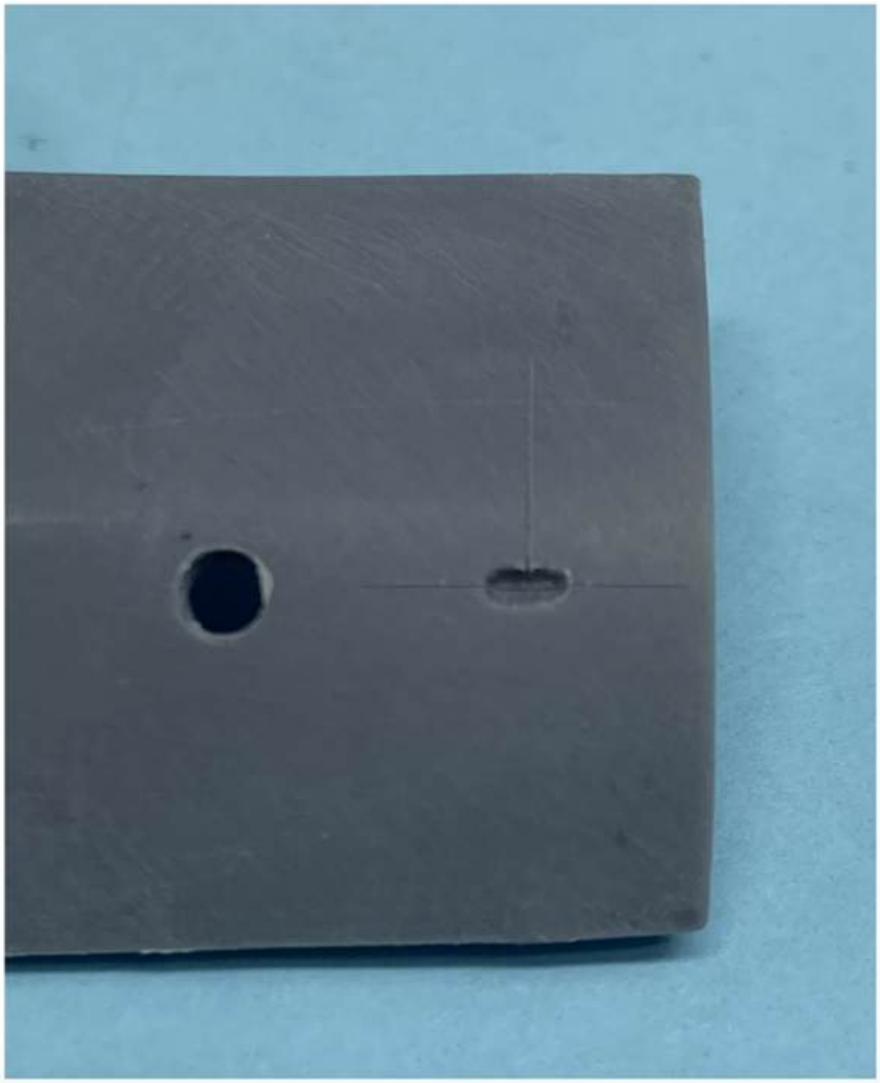
Construction

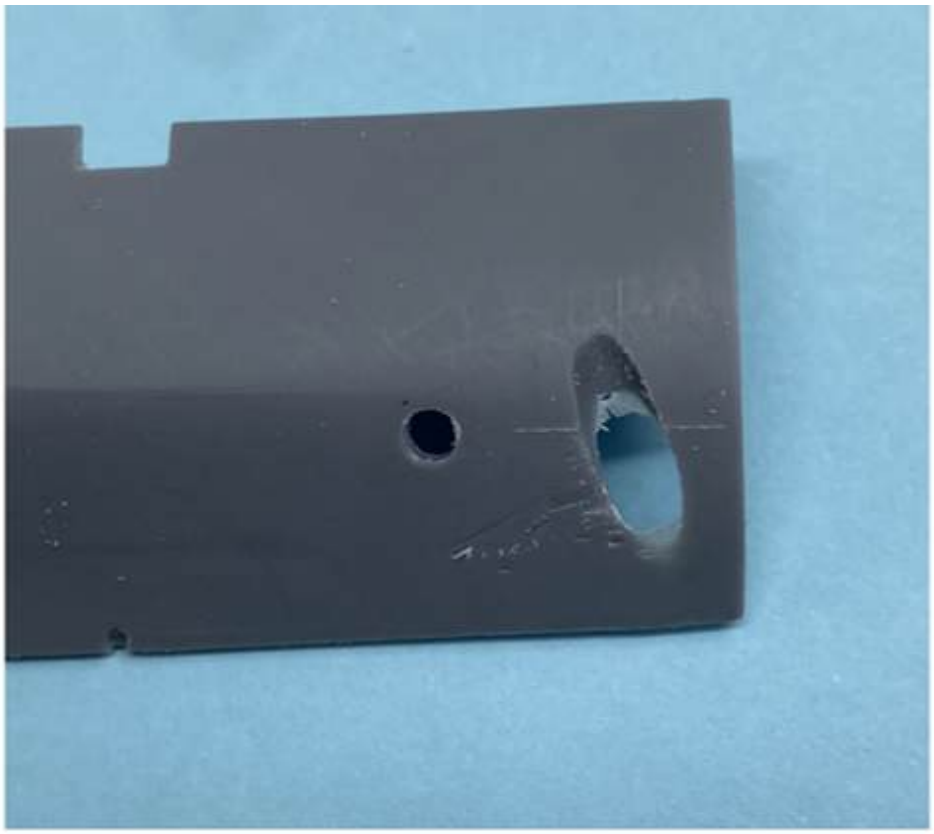
Note : Use Cyano type or 2-part epoxy resin for your build.

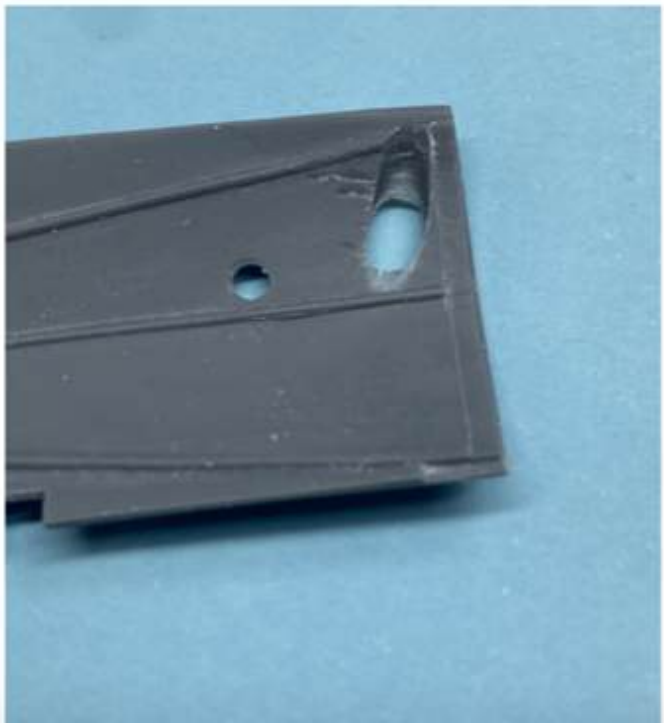
Firstly, clean up the fuselage halves and apply templates for drilling and trimming. A simulated folded metal panel ‘lip’ is to be removed, top and bottom - these are represented in the 3d printed forward cowling and etched underside panel, which folds up.

Drill hole for aileron cables.

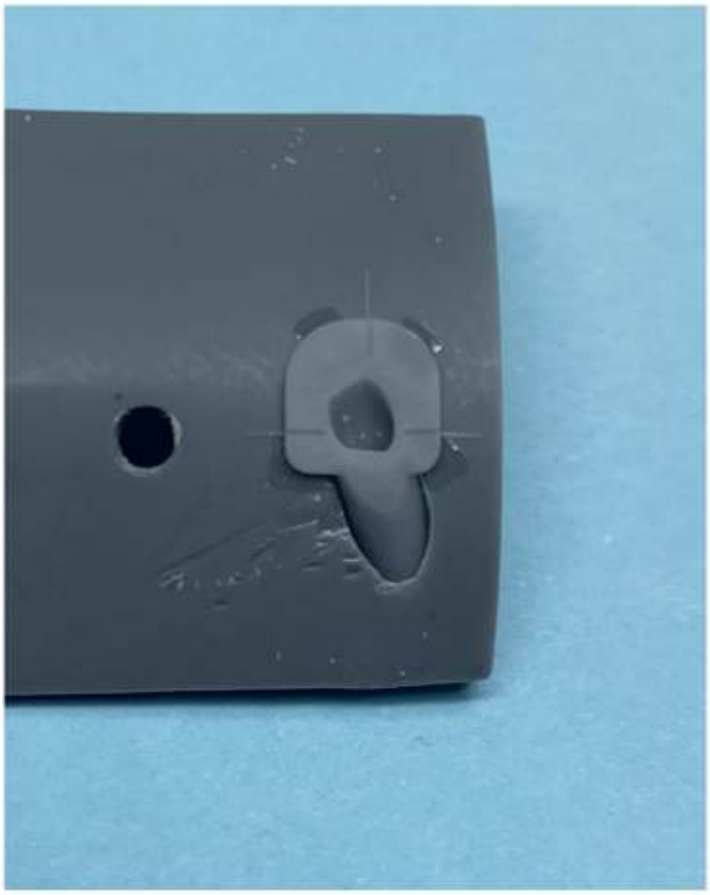
Mark the horizontal and vertical
centre-lines of the kit strut indents







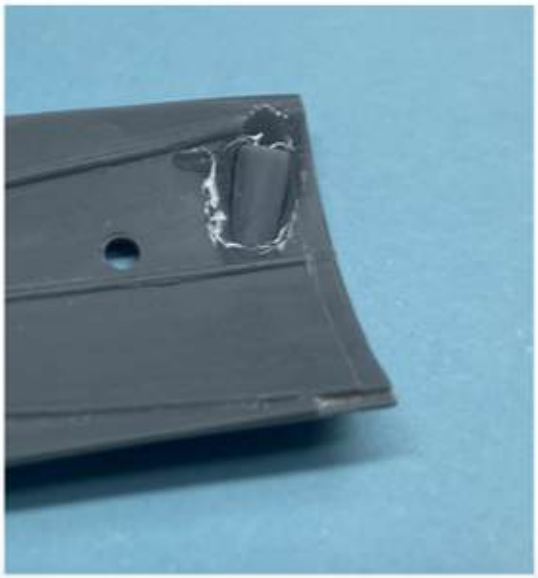
Drill and grind out the inserts holes.



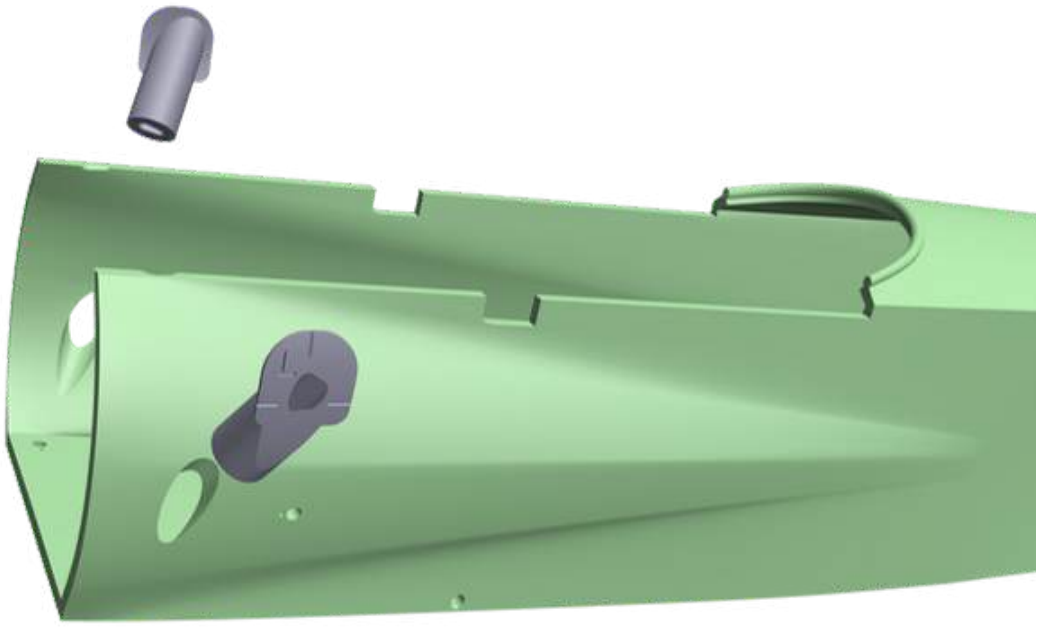
Align the inserts using the guide lines.

Tack in place with superglue and then liberally apply superglue. Capillary action will assist in ensuring glue surrounds the insert.

File and sand flush with the fuselage sides.

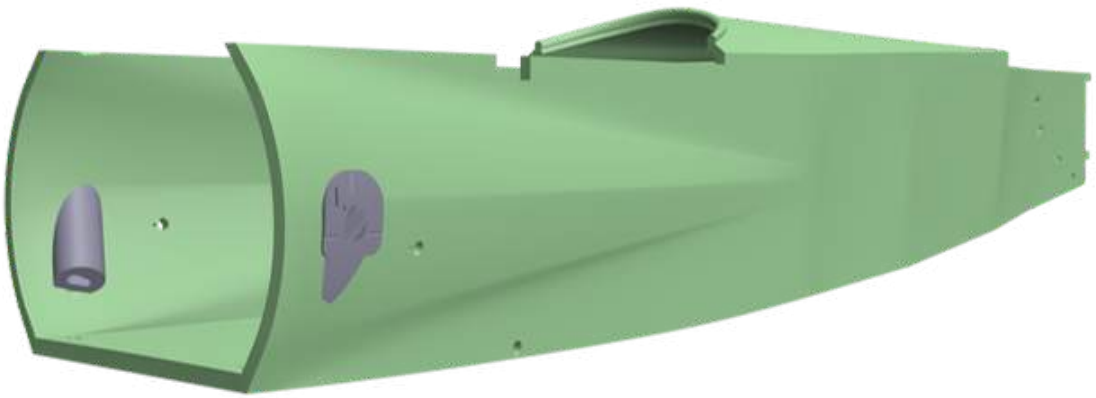



Trim to look like this



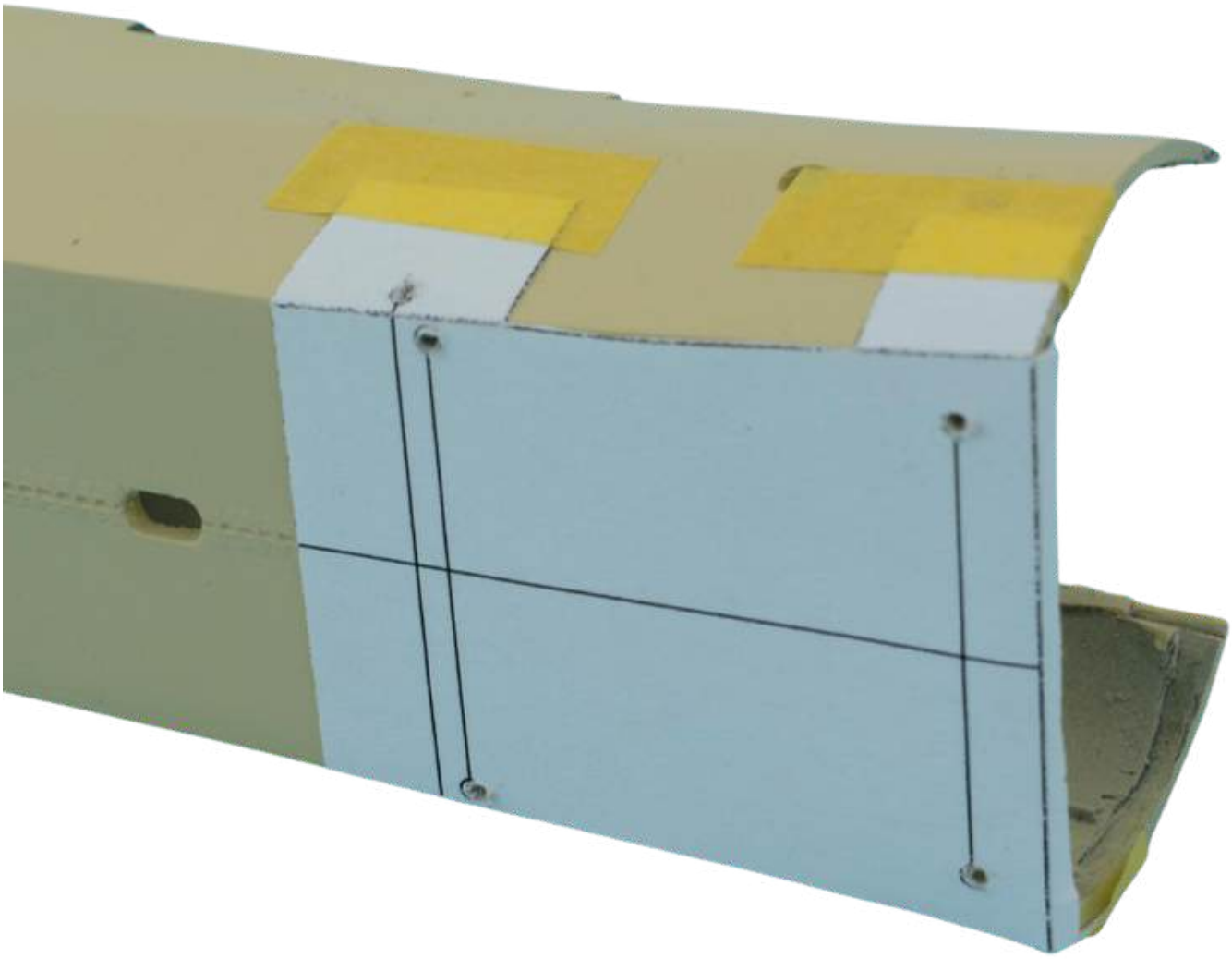
Sand flush to fuselage and join fuselage halves, after decaling painting interior surfaces.

Prime fuselage exterior white and gloss varnish. Polish smooth in preparation for decals.

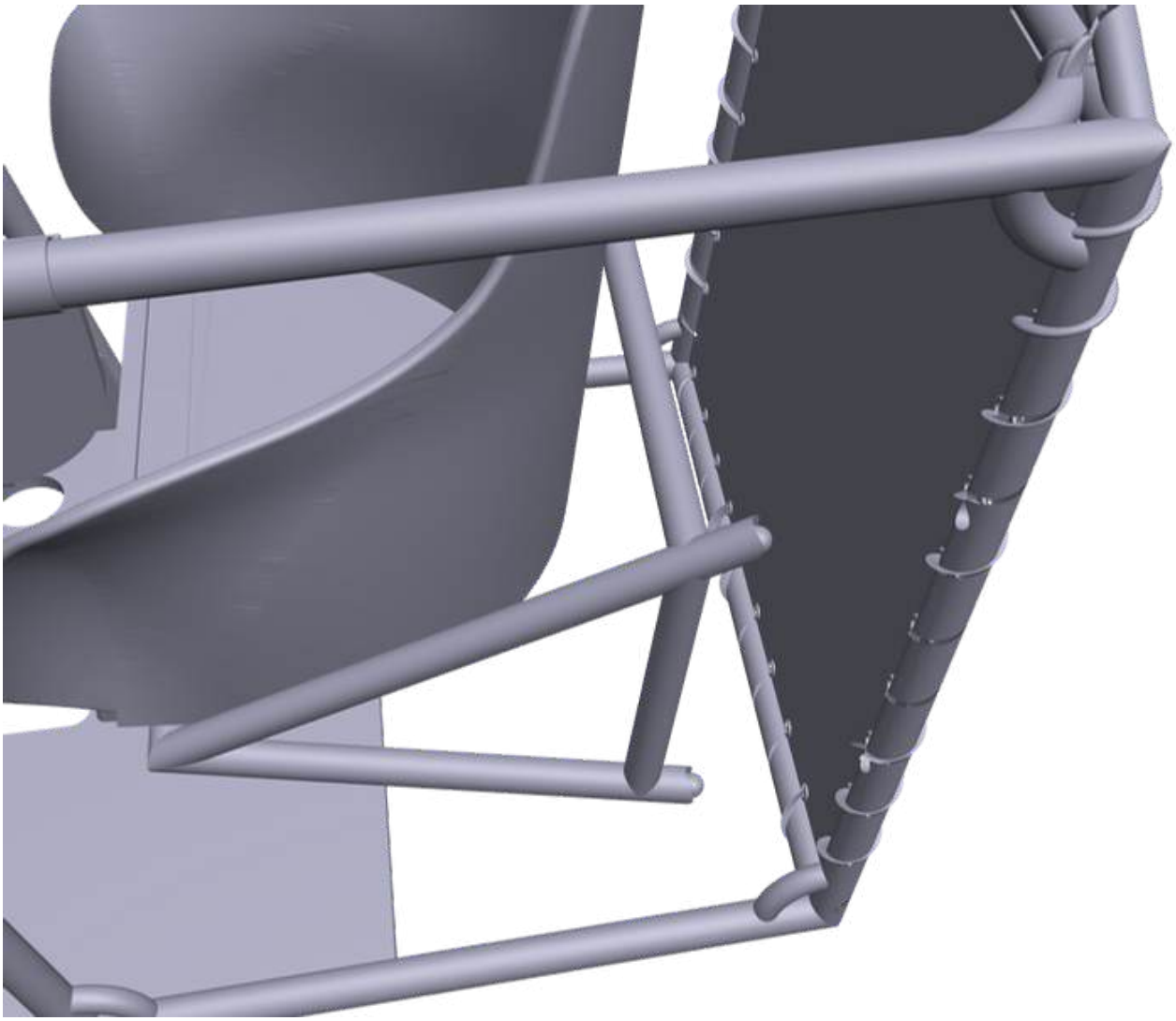


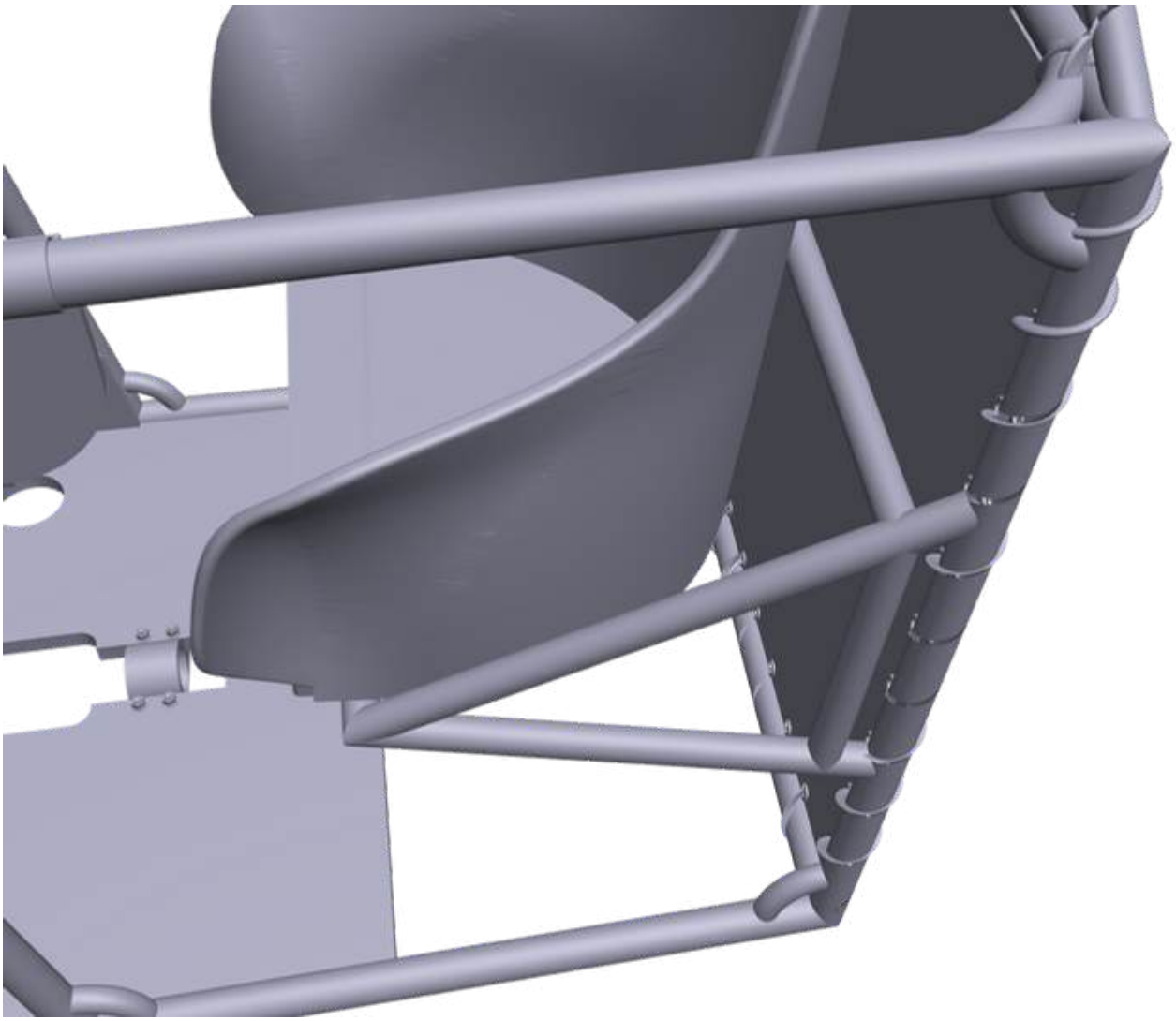
Dry-fit upper forward cowling to ensure fit.

Use template to accurately drill undercarriage leg and lower fuselage holes.

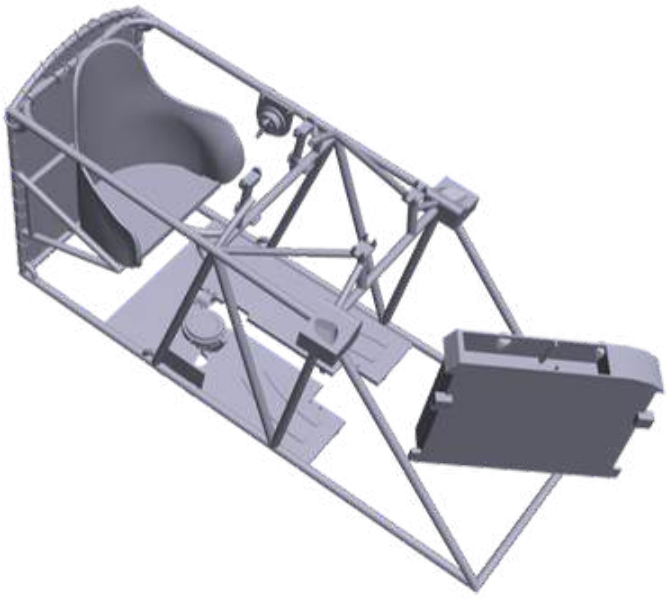


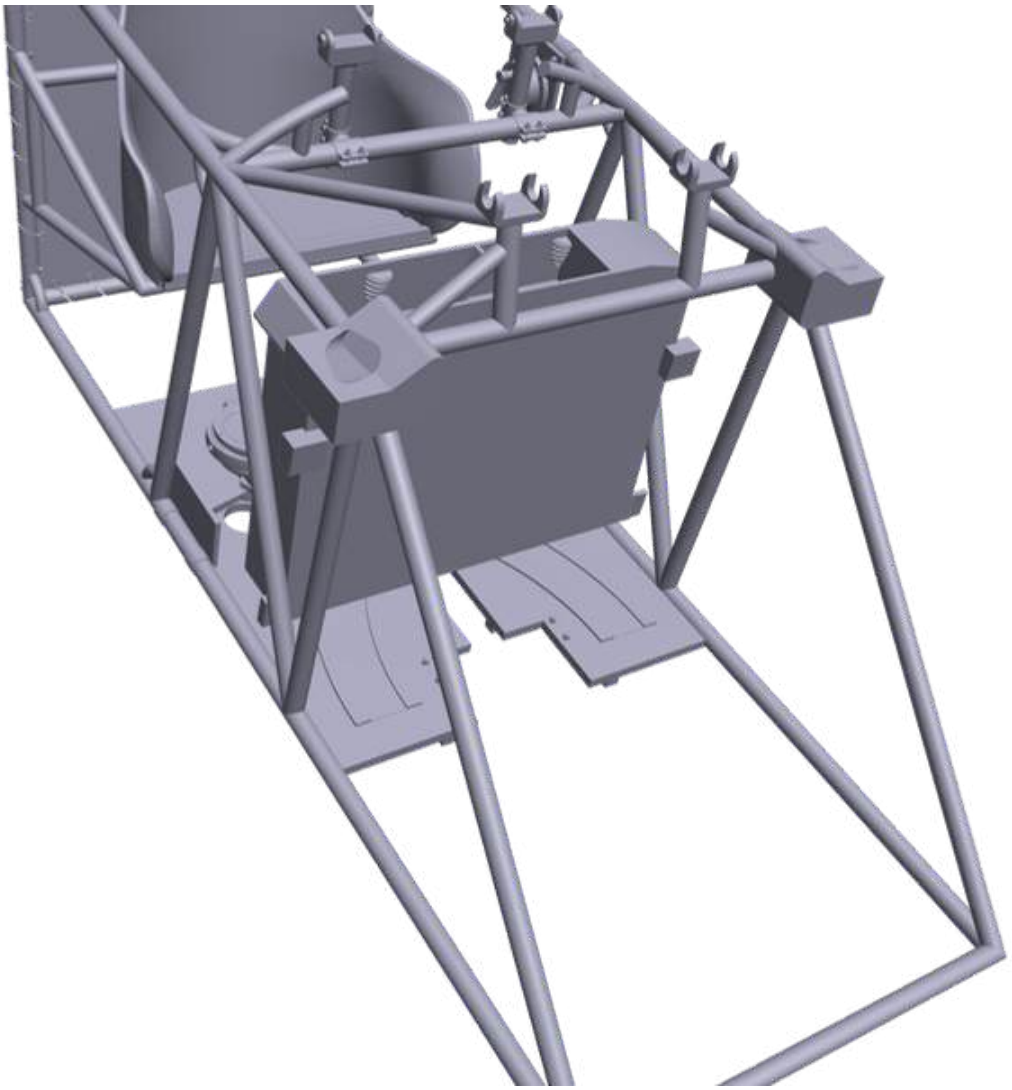
Set aside and continue with cockpit interior.

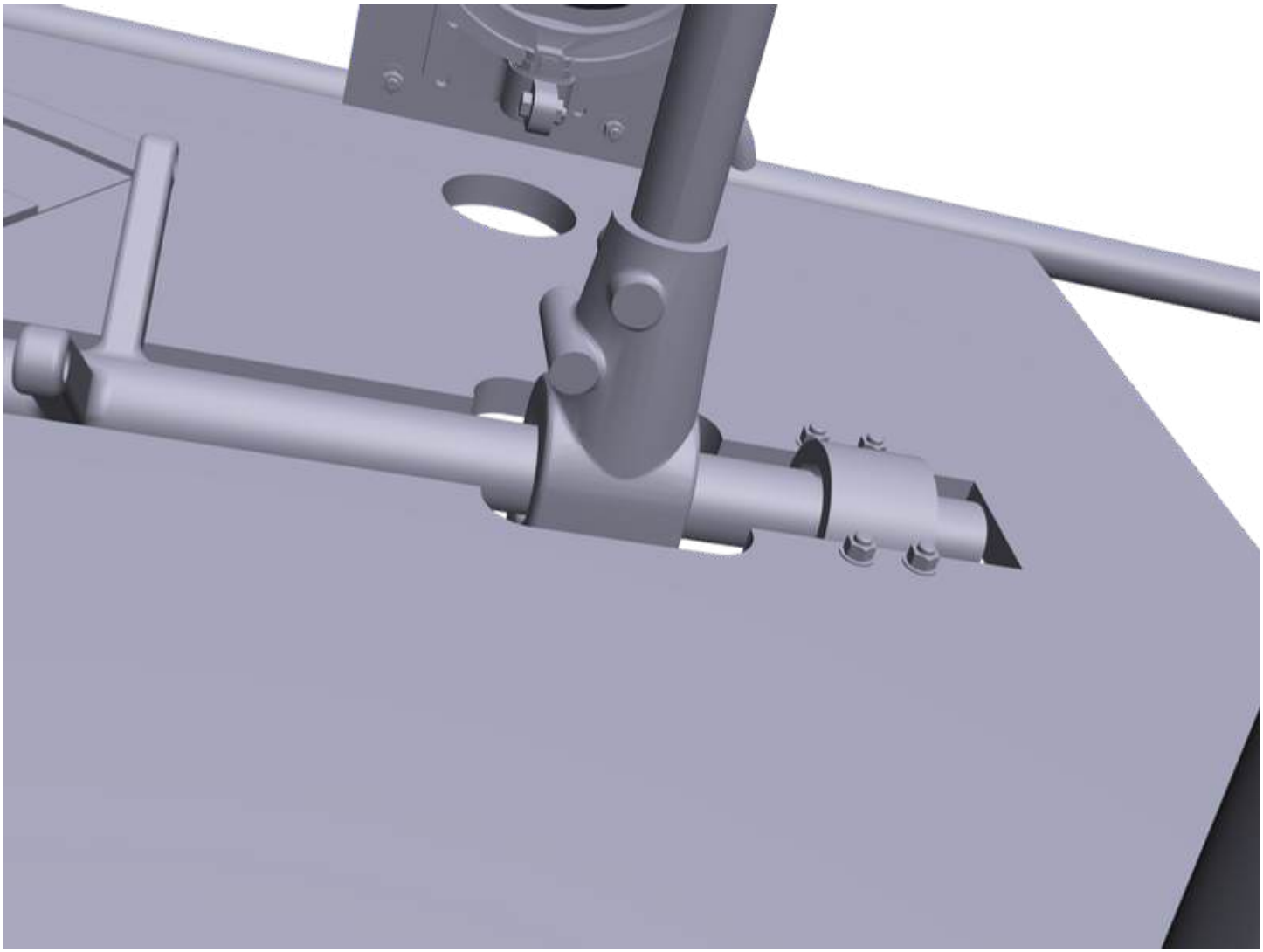


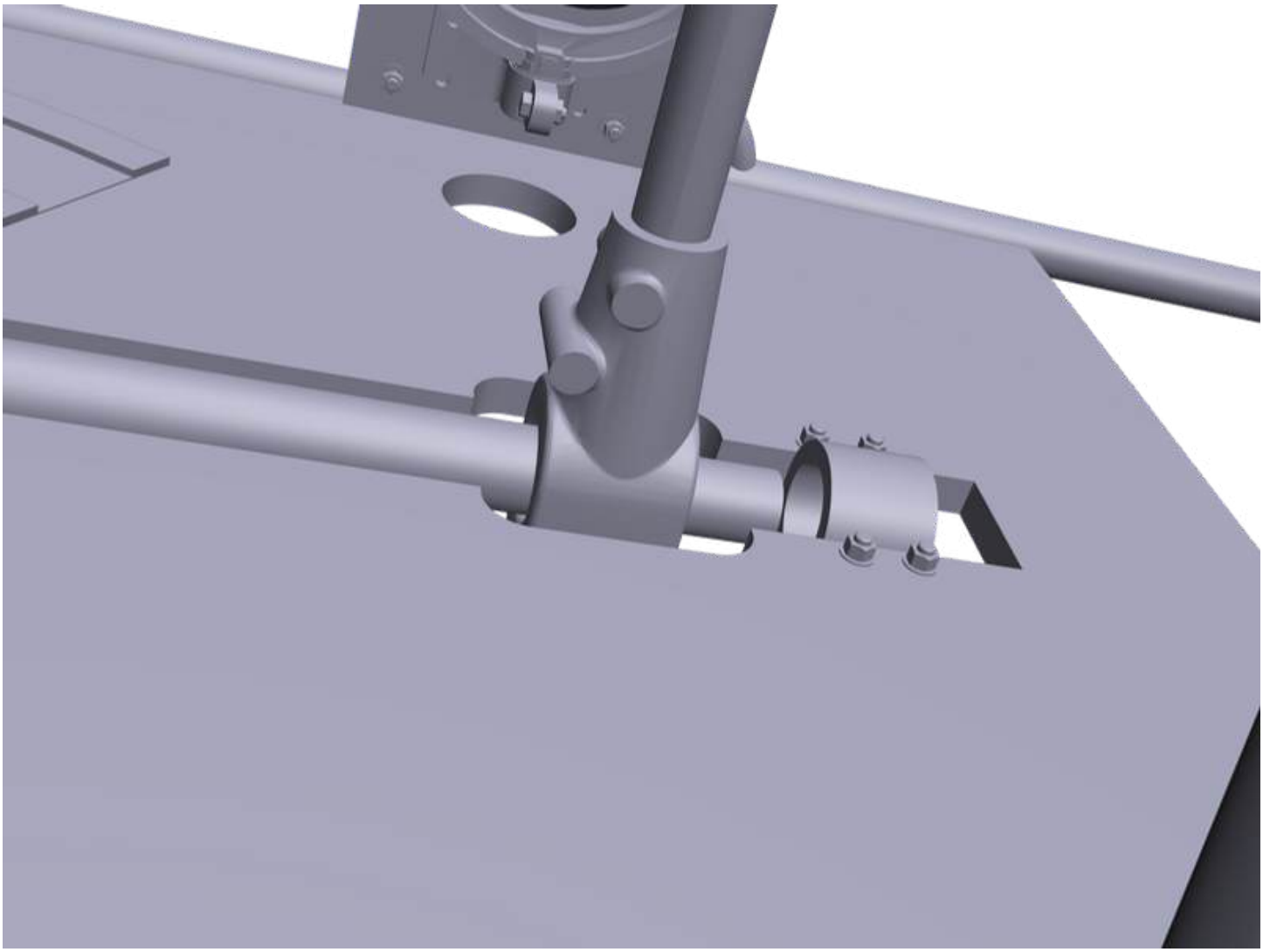


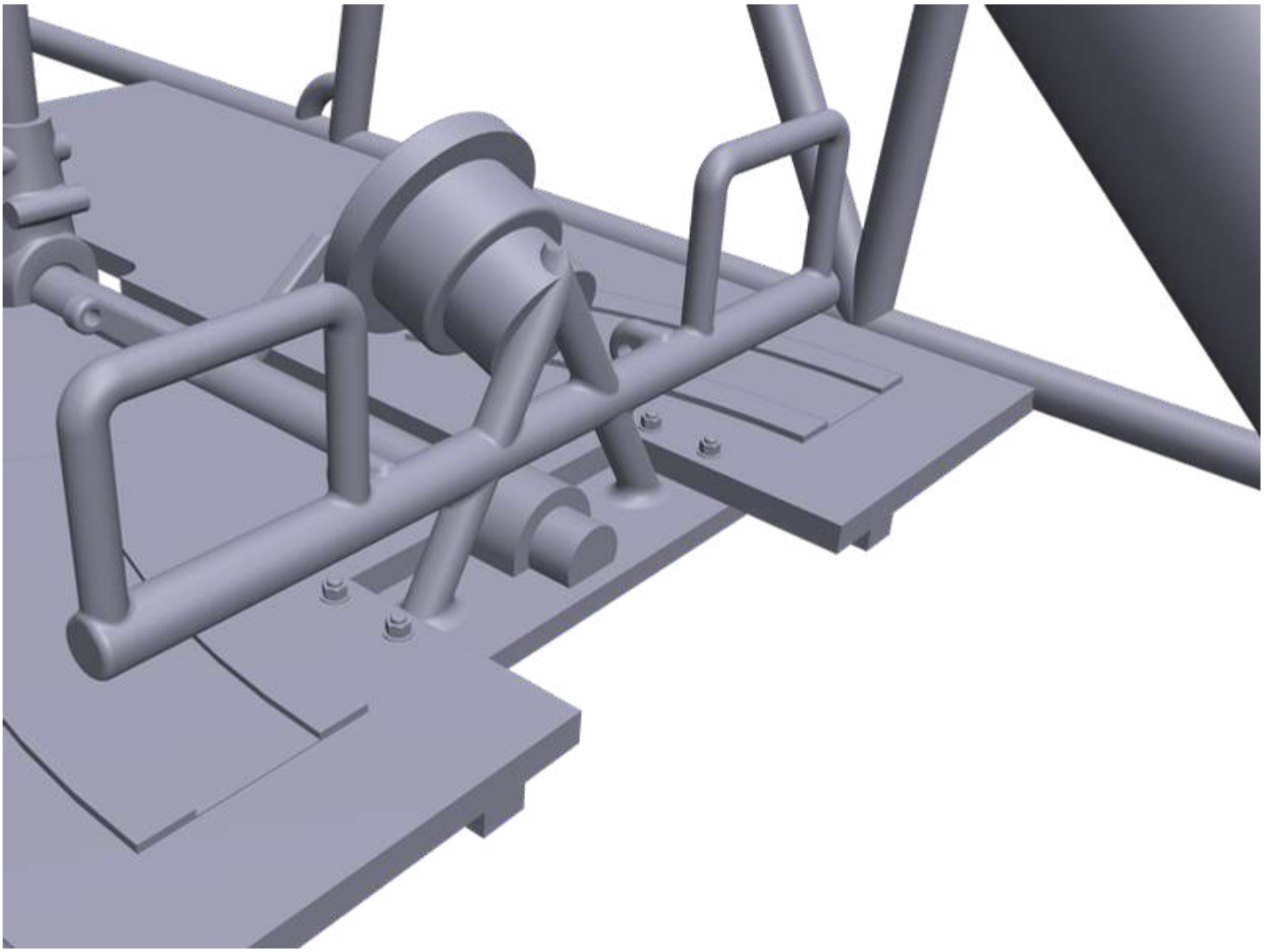
Fit ammo can first at an angle, then manipulate into place and glue.

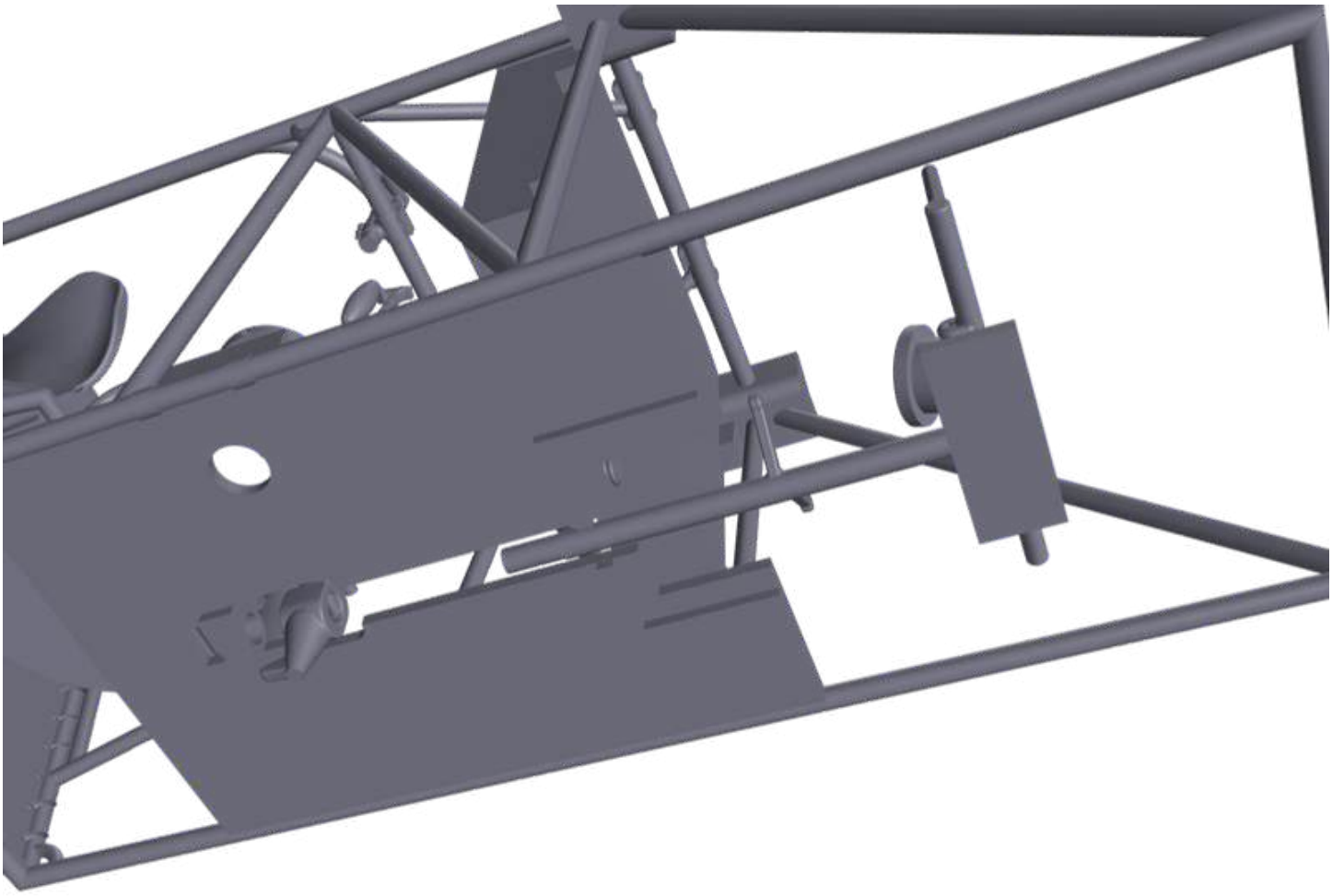




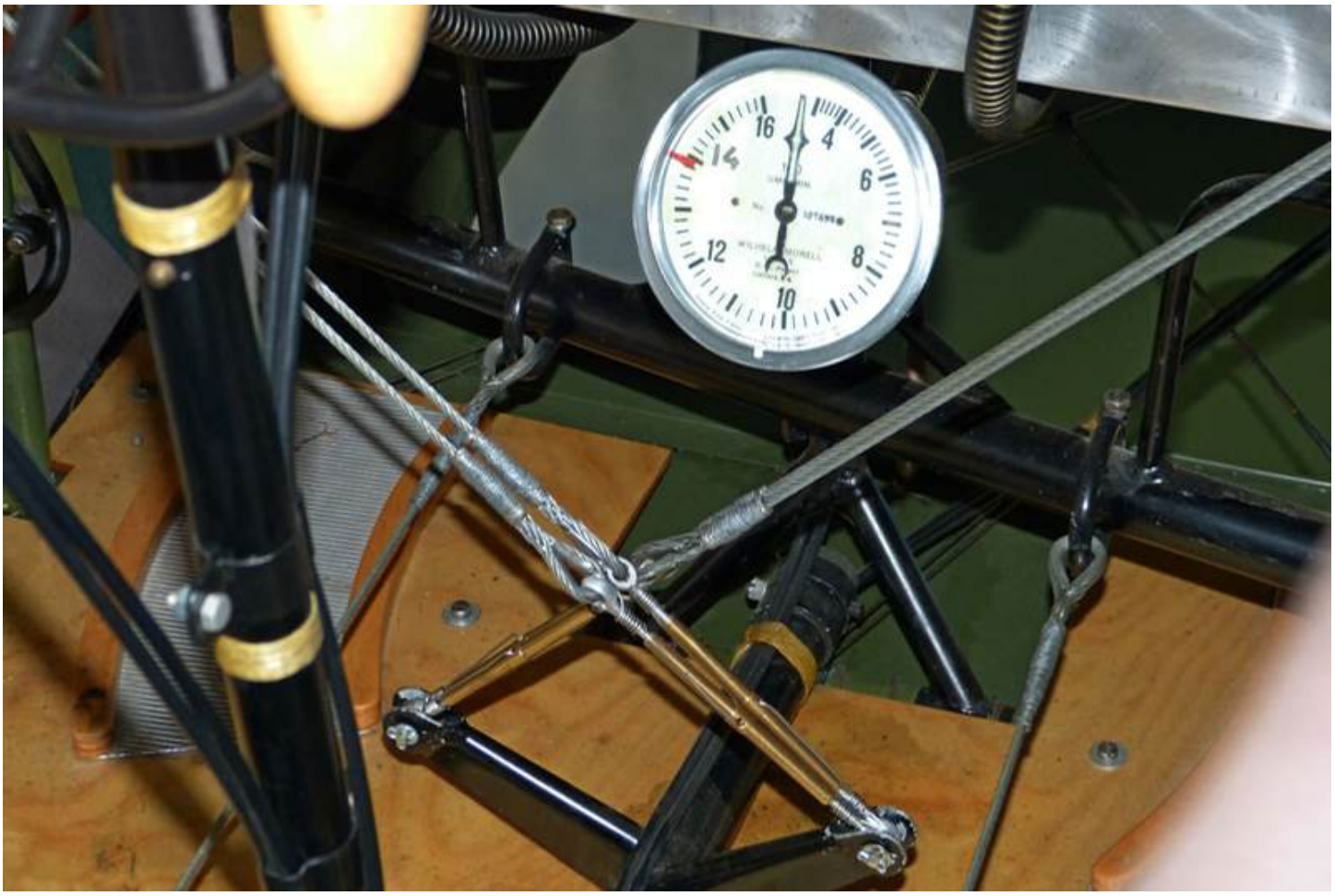








At this point, after painting and decaling the cockpit assembly,fit aileron control cables that exit the fuselage sides and rudder bar cables that go through the ‘lozenge’ panel behind seat.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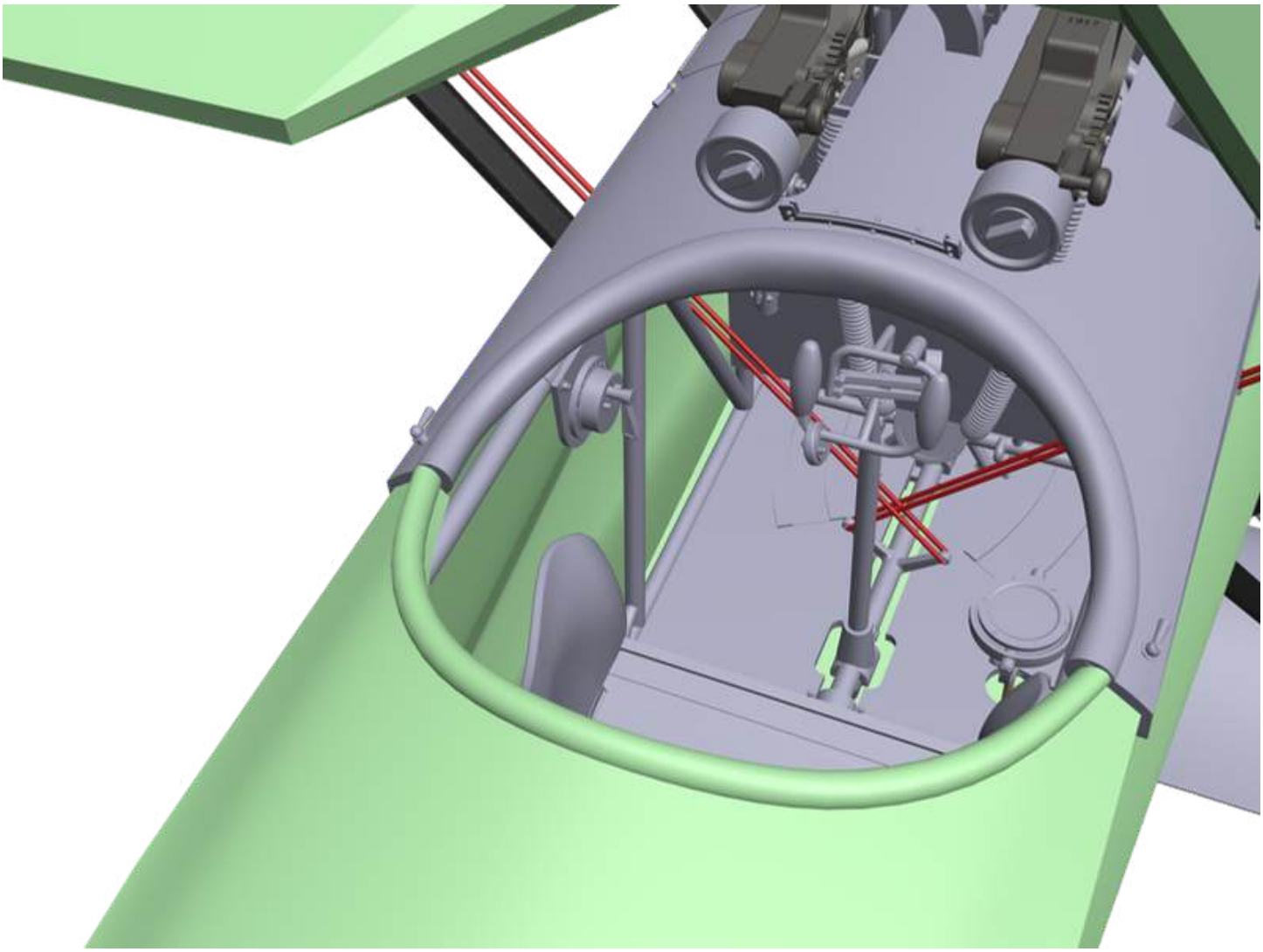
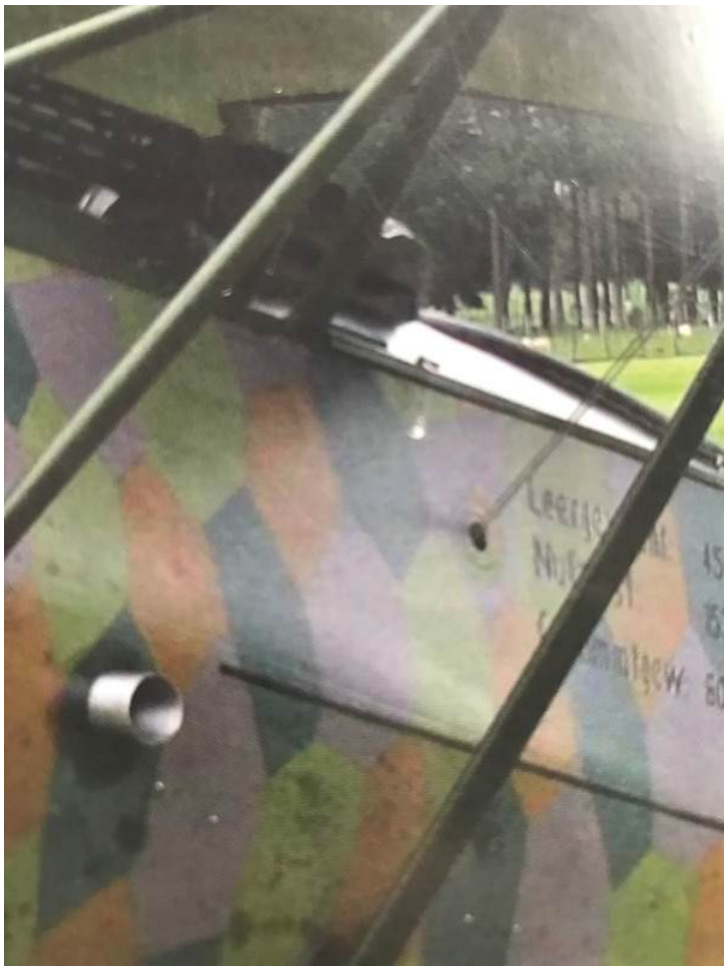




Seatbelts are best fitted at this stage also.

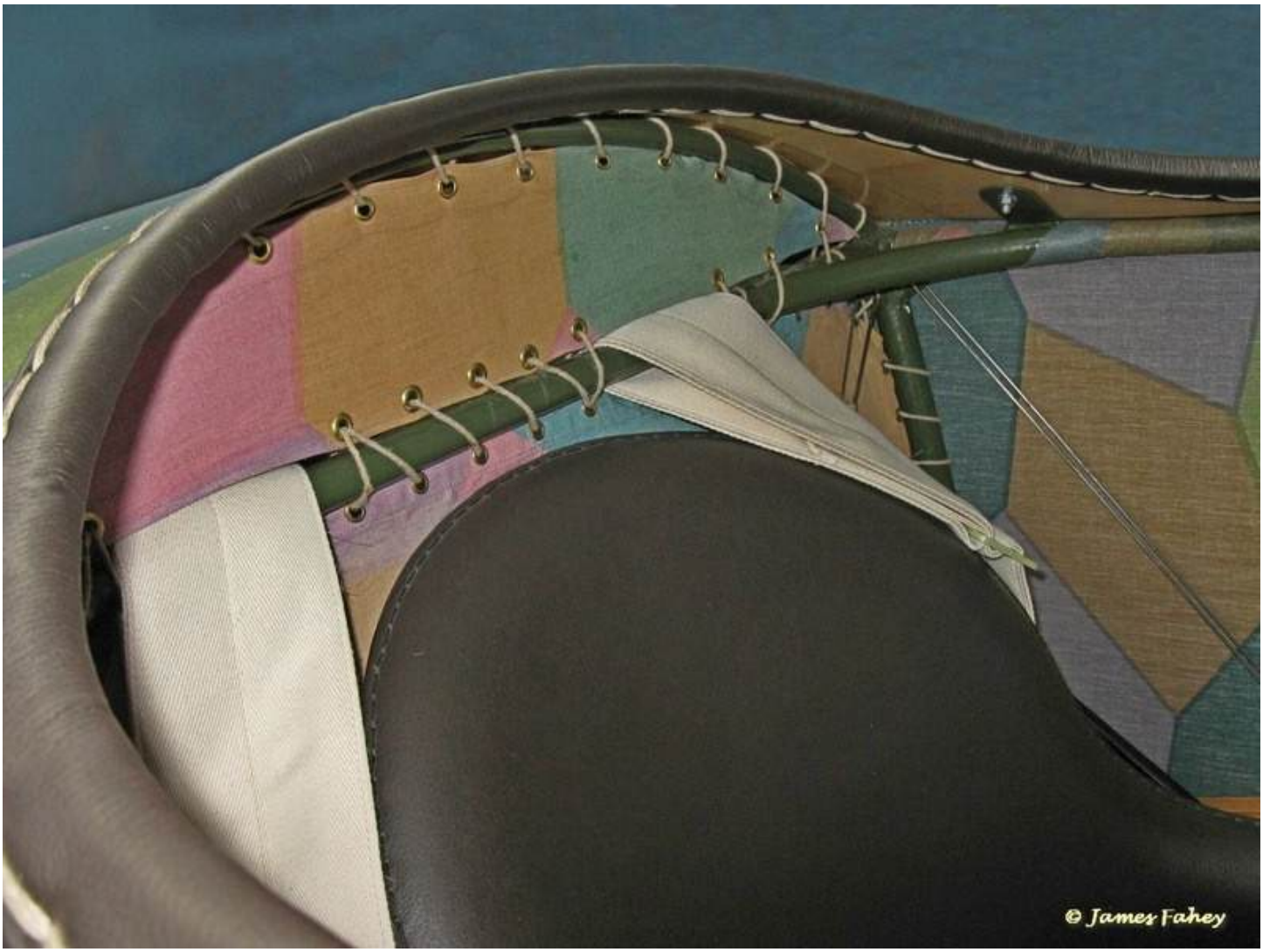
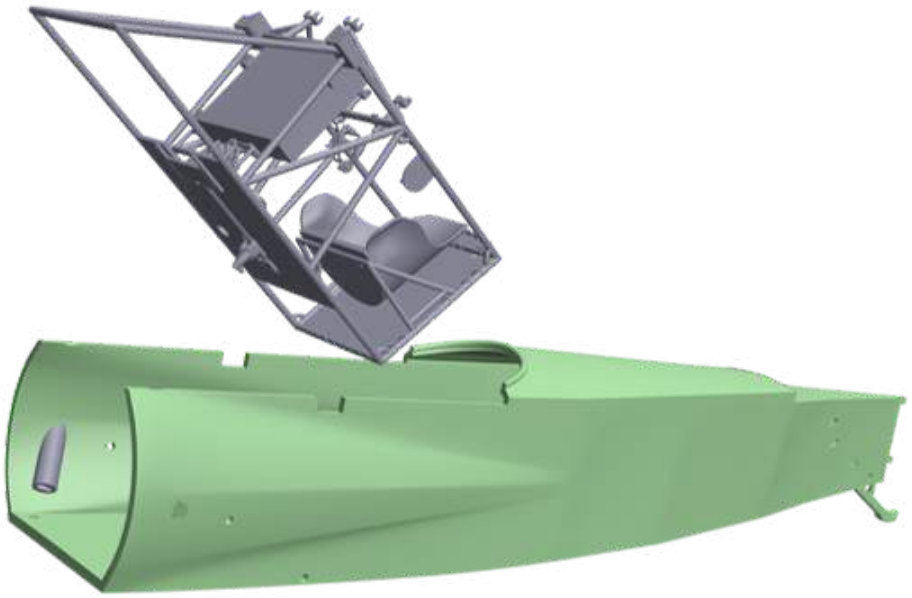


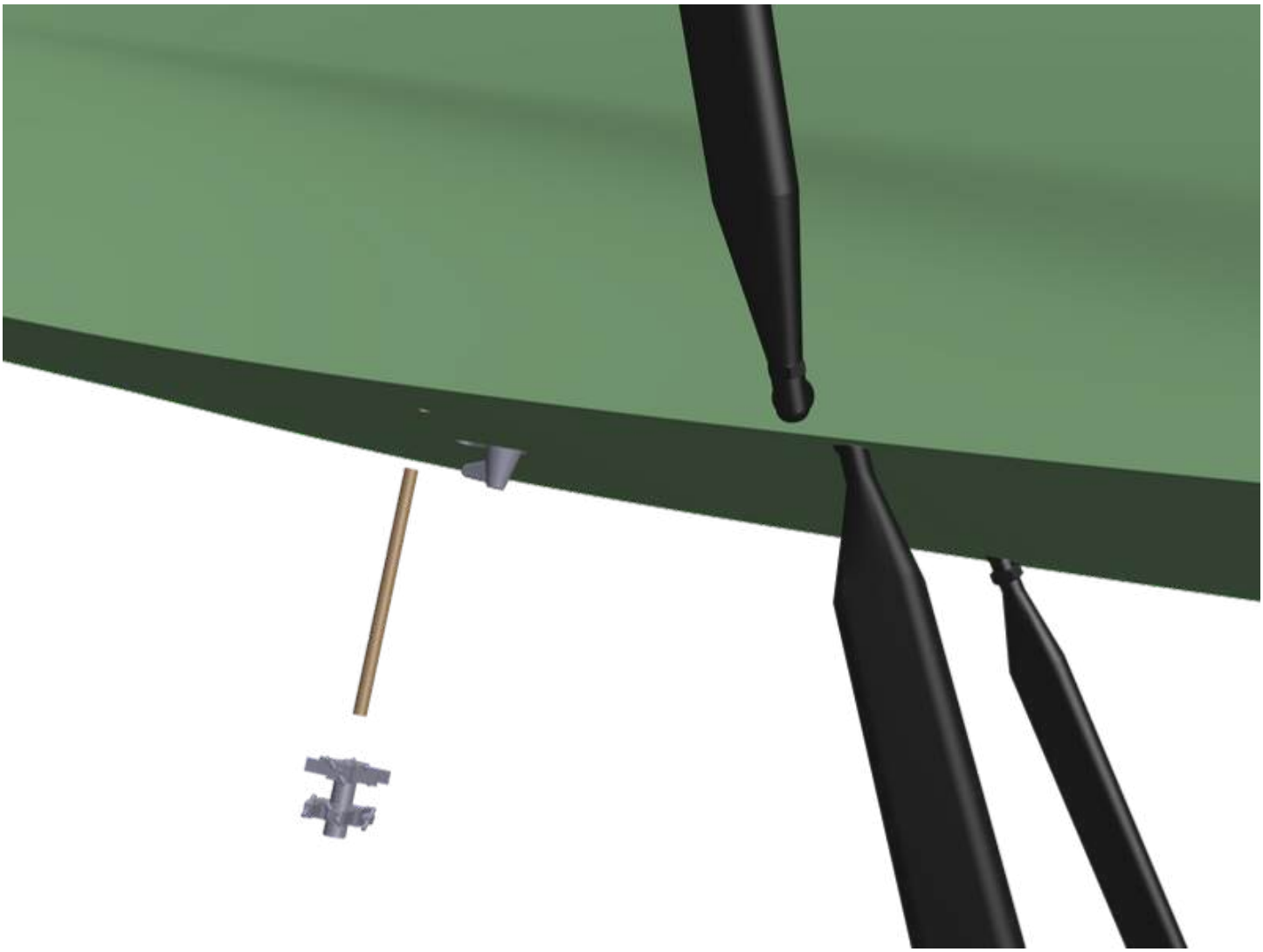
Photo : Fokker Team Schorndorf

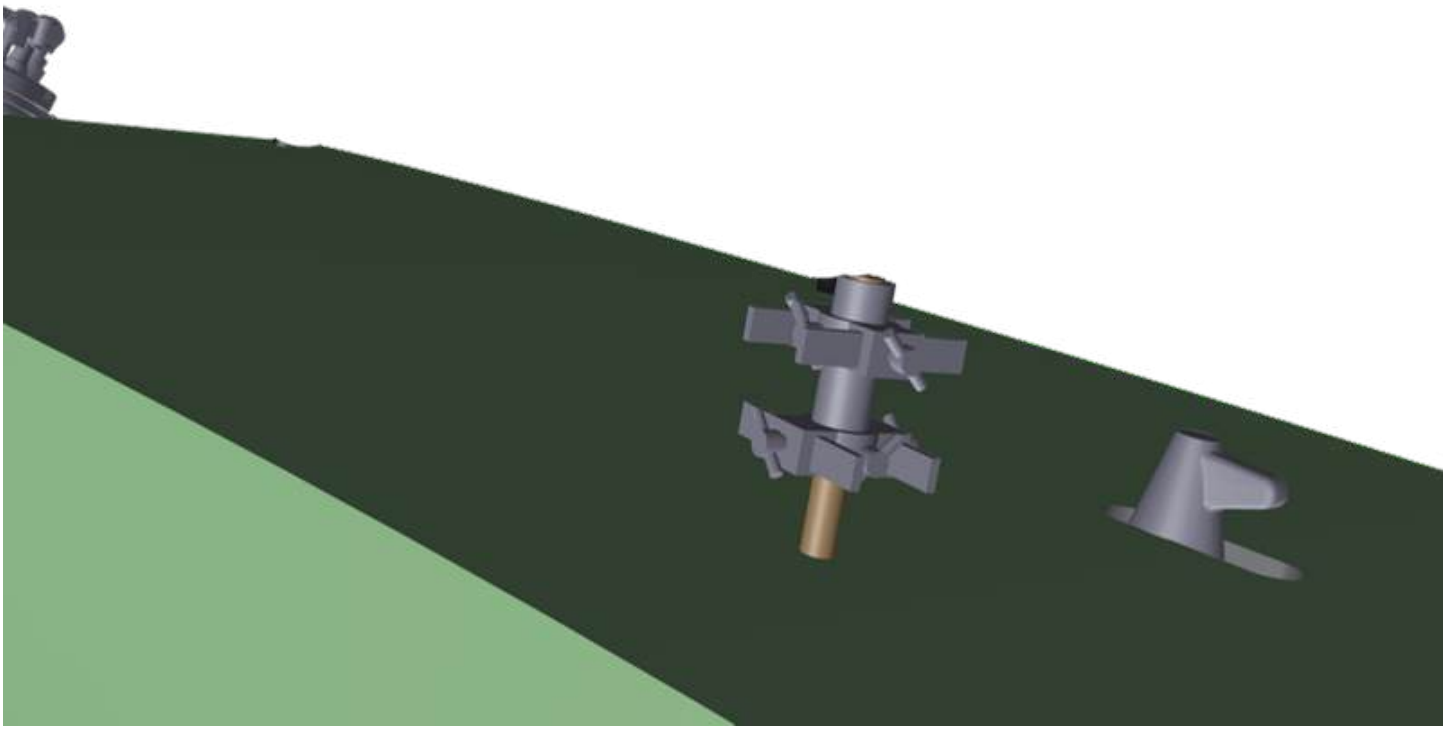
Photo : Fokker Team Schorndorf

Fit completed and painted cockpit assembly into fuselage - being careful of control stick extension protruding through fuselage floor.



Thread compass magnets through a length of supplied brass wire and insert to meet compass stem in cockpit. (Struts shown for orientation only)





Fit fuel caps and Fokker nuts to upper forward cowling.

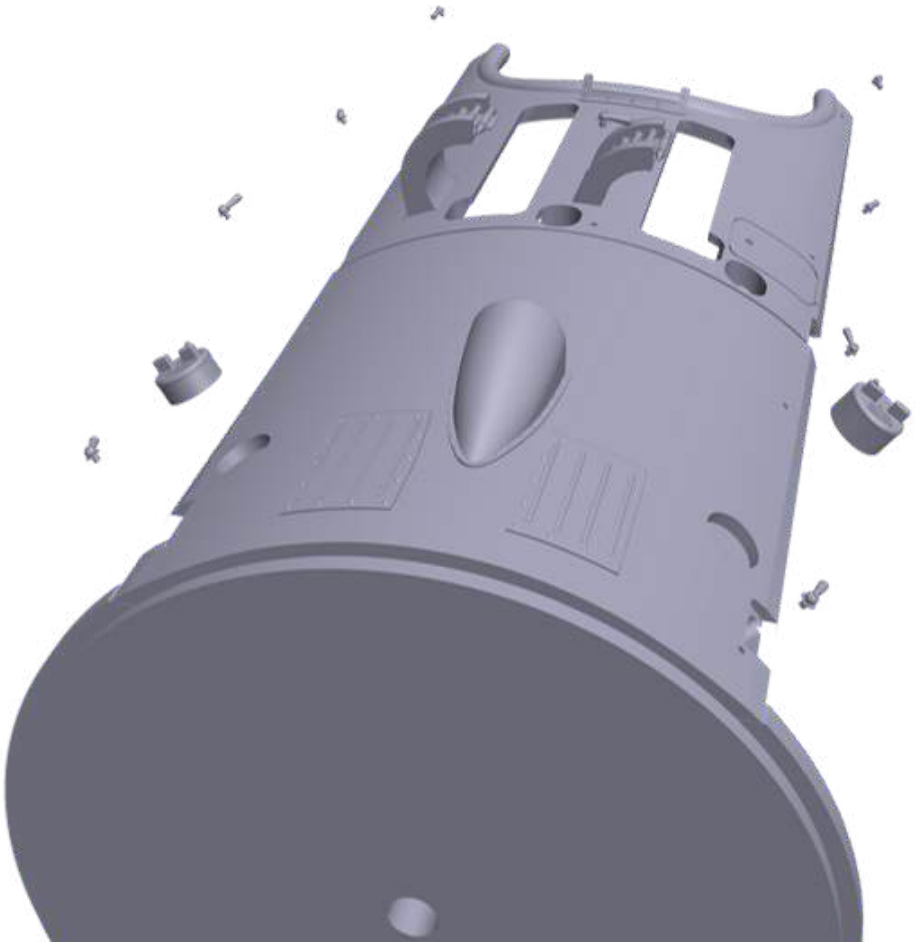
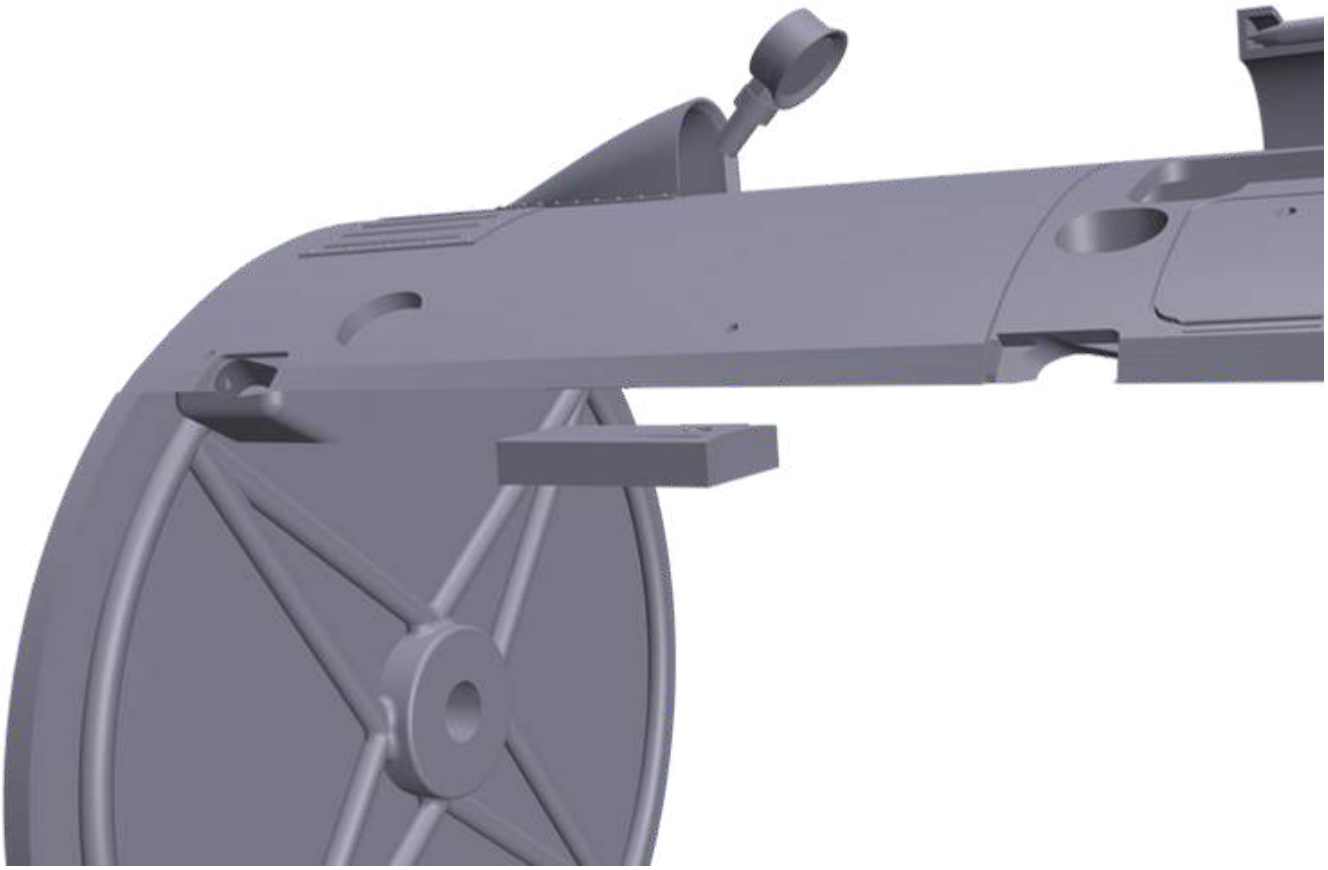
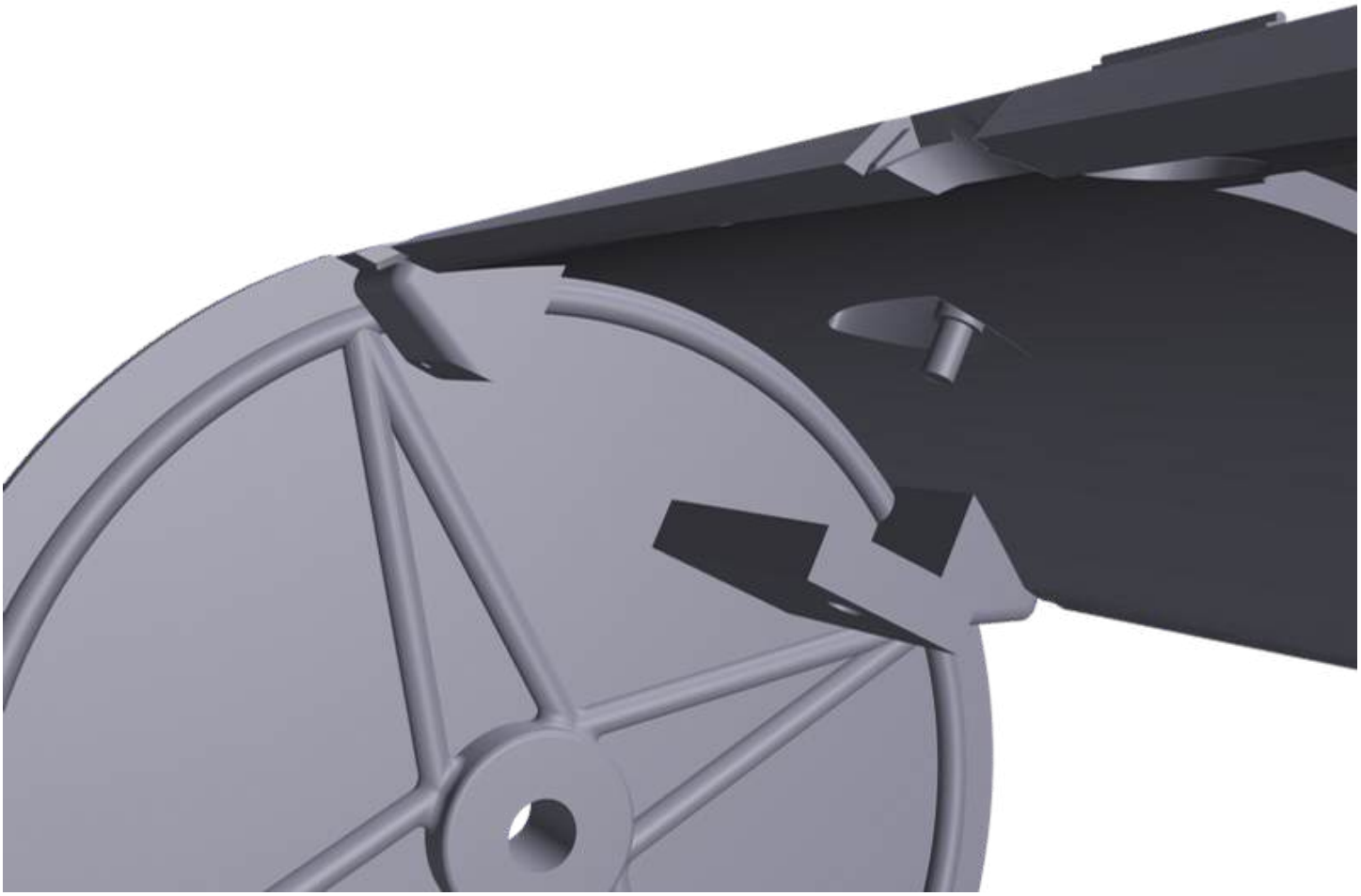
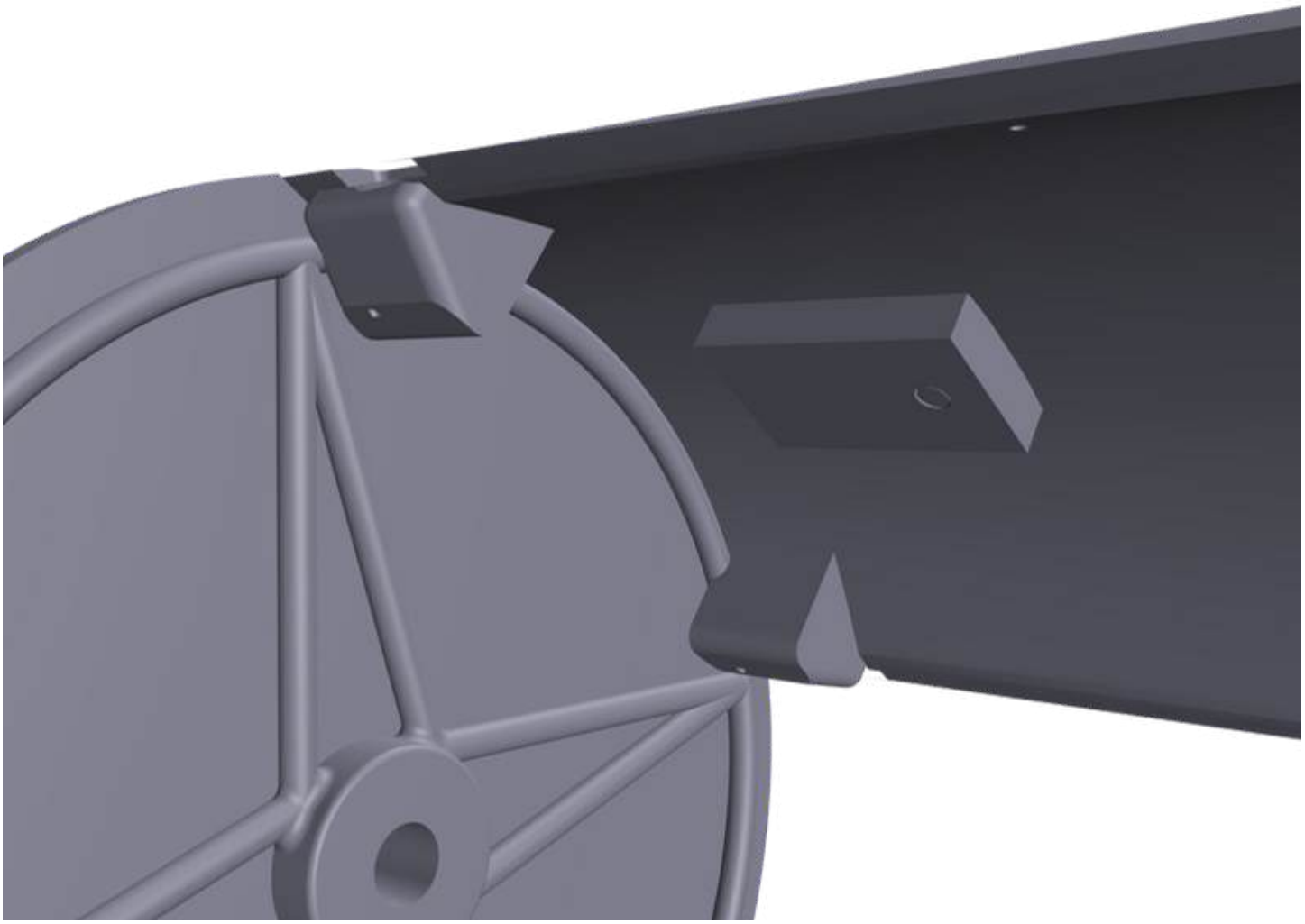


Photo-etch firewall fittings can be attached at this point. Paint firewall aluminium. Fittings black gloss. See reference pics in separate PDF.

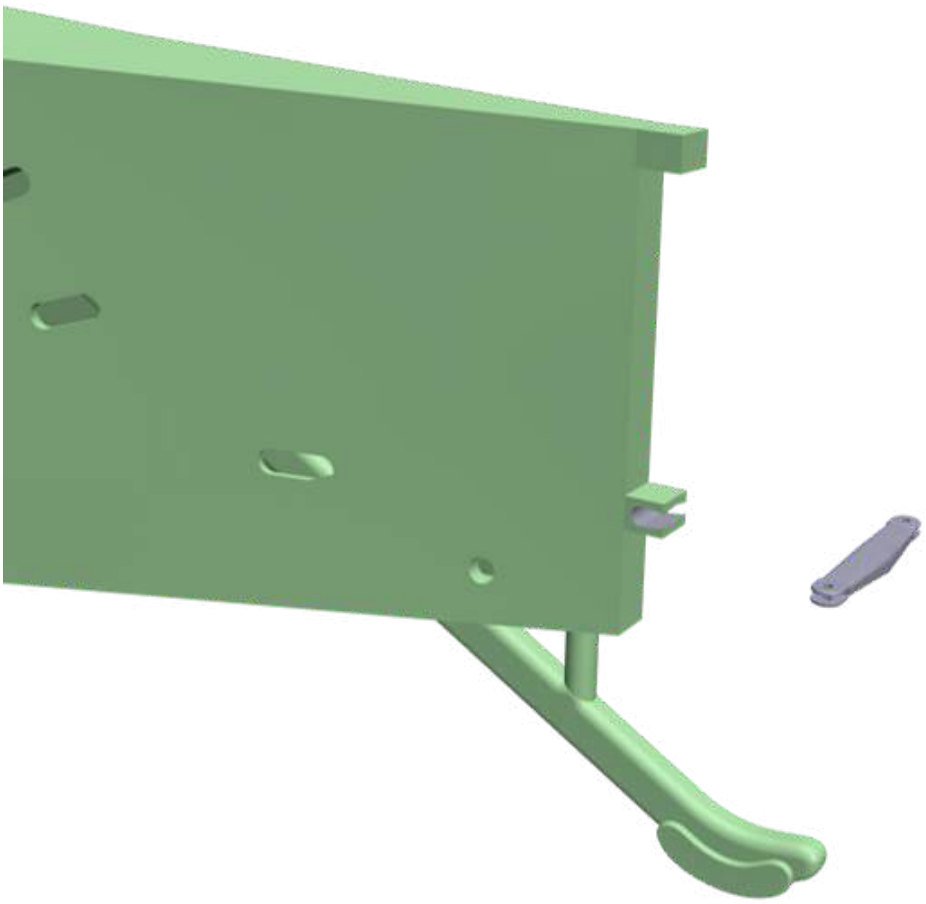
Apply decal to fuel gauge face before fitting.
Stem fixes to supporting block glued inside.

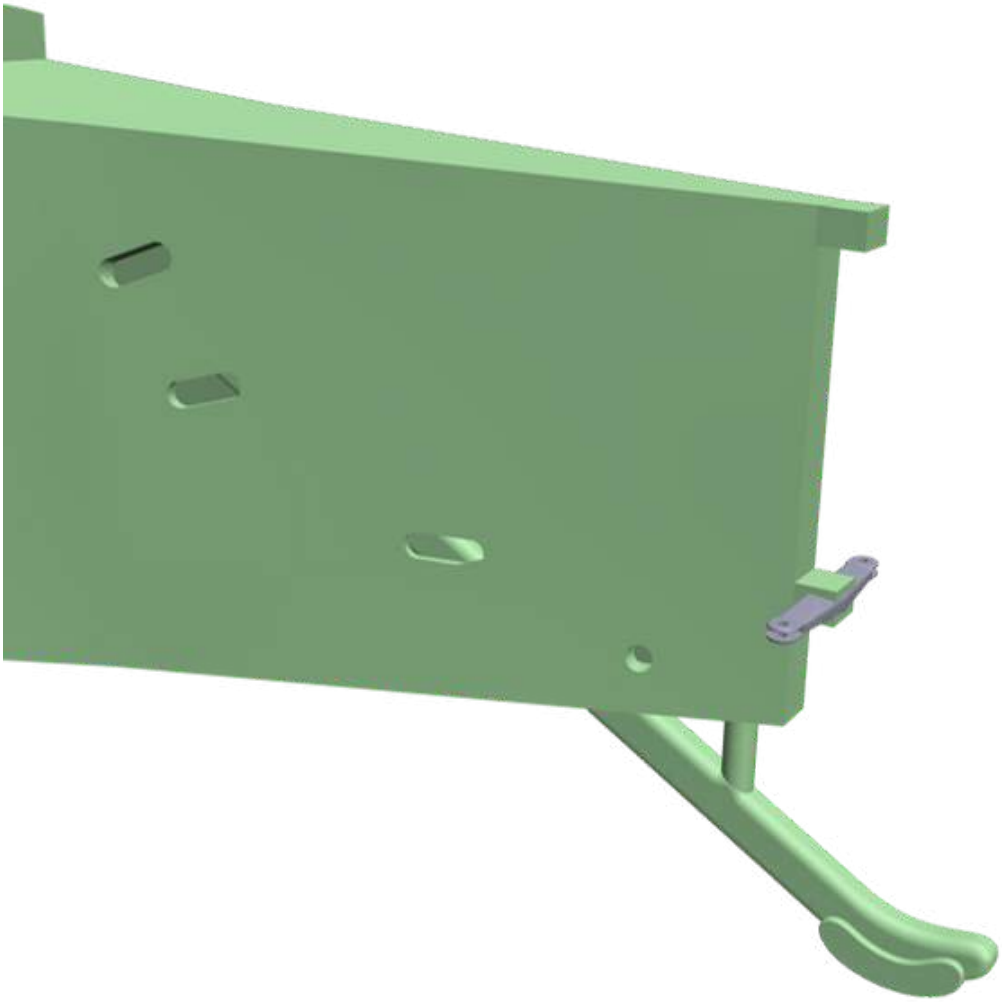




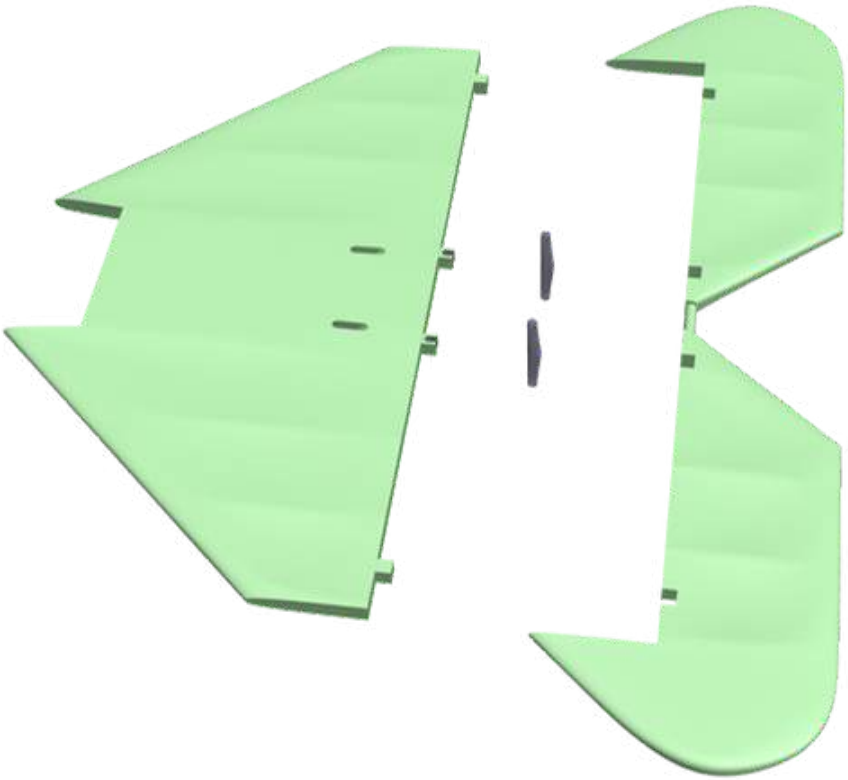


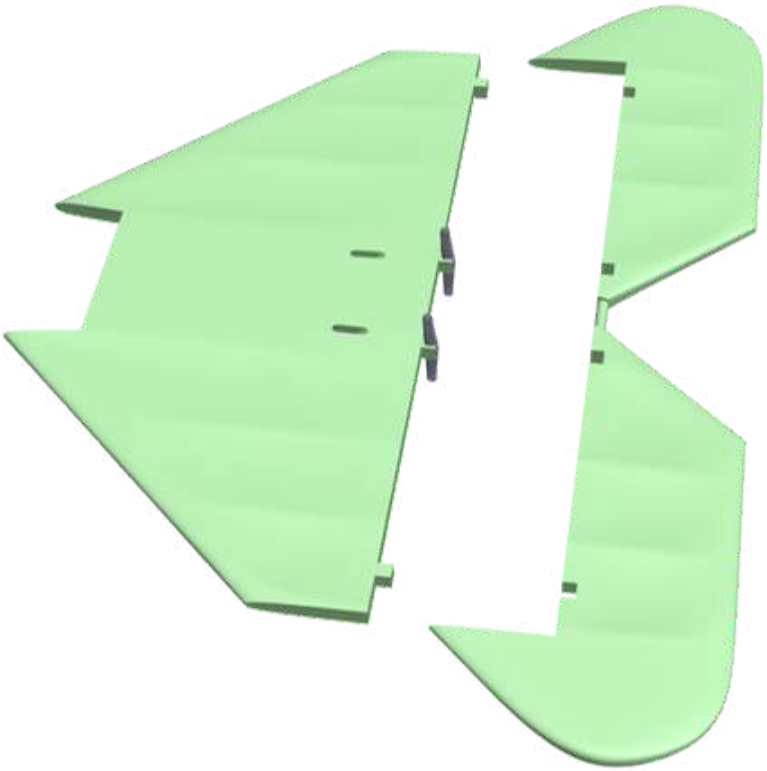
Refine kit parts to accept control horns.

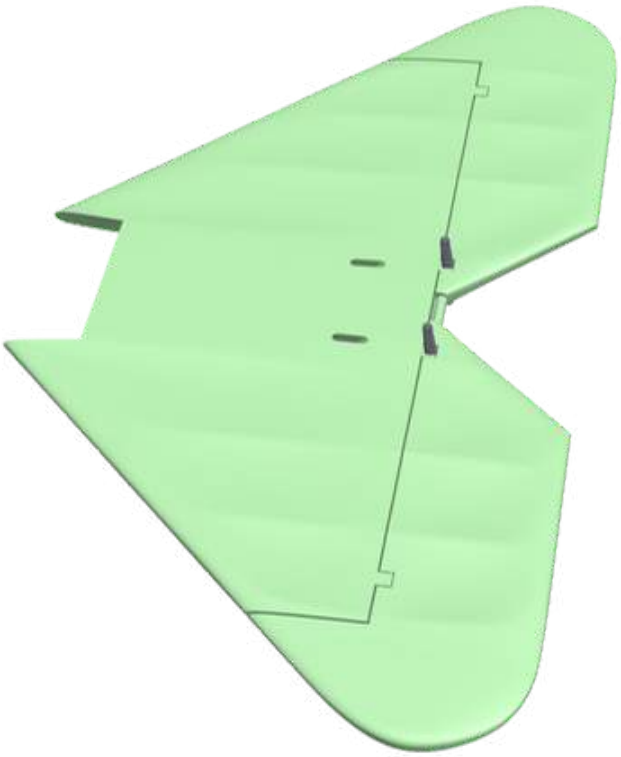


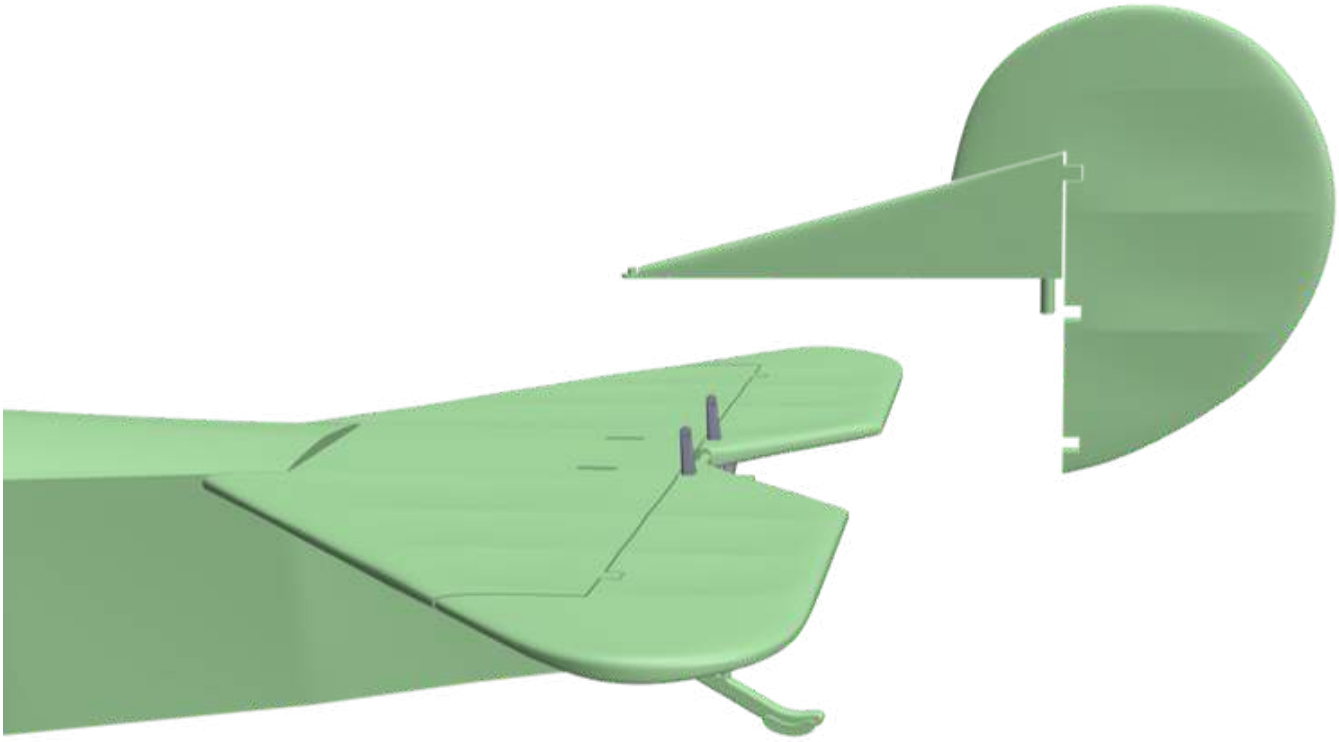


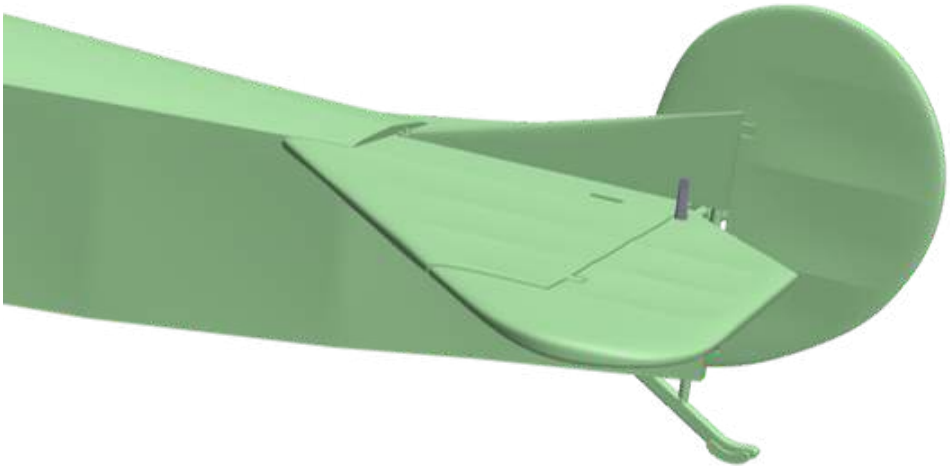
© James Fahey

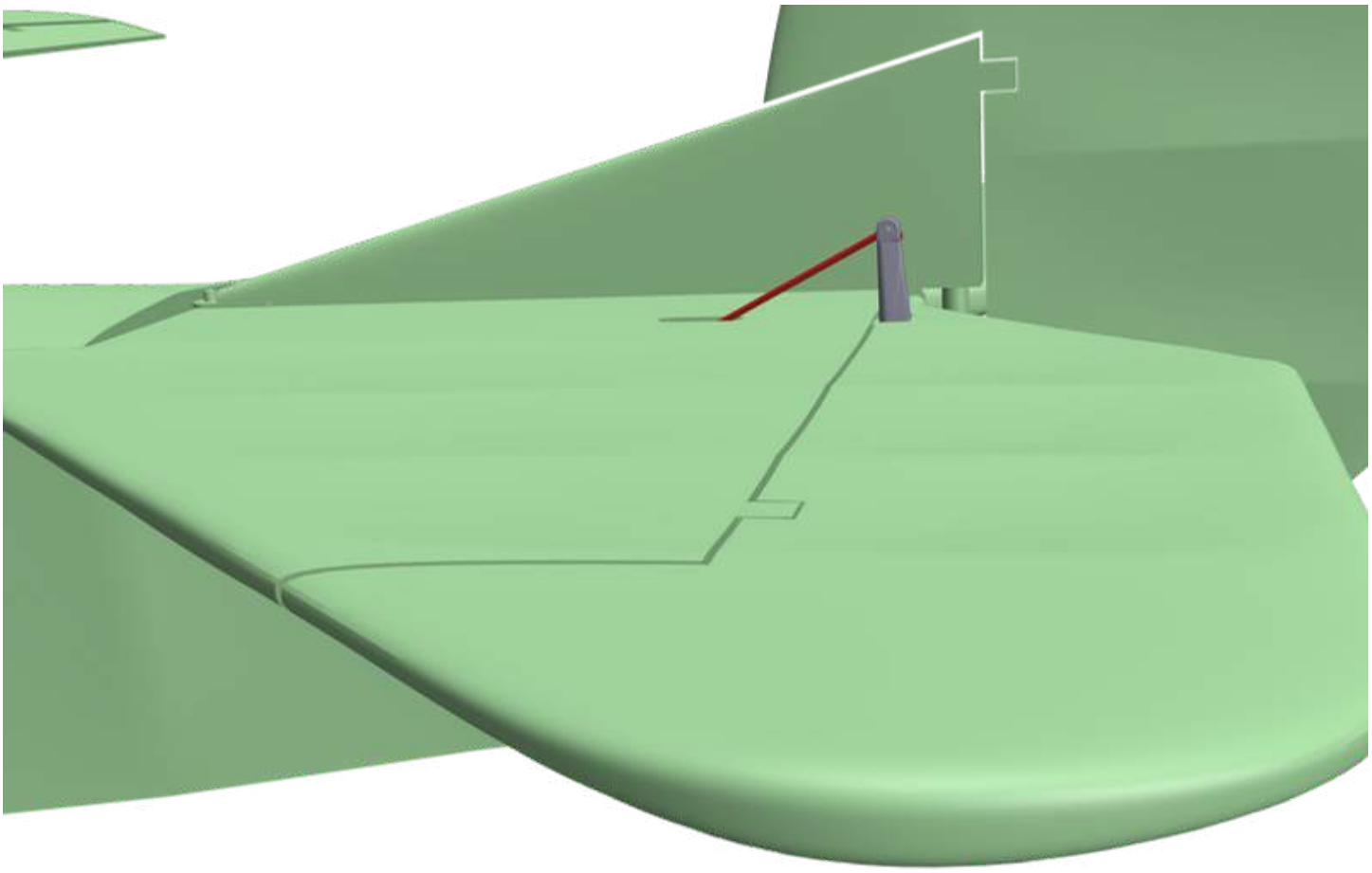


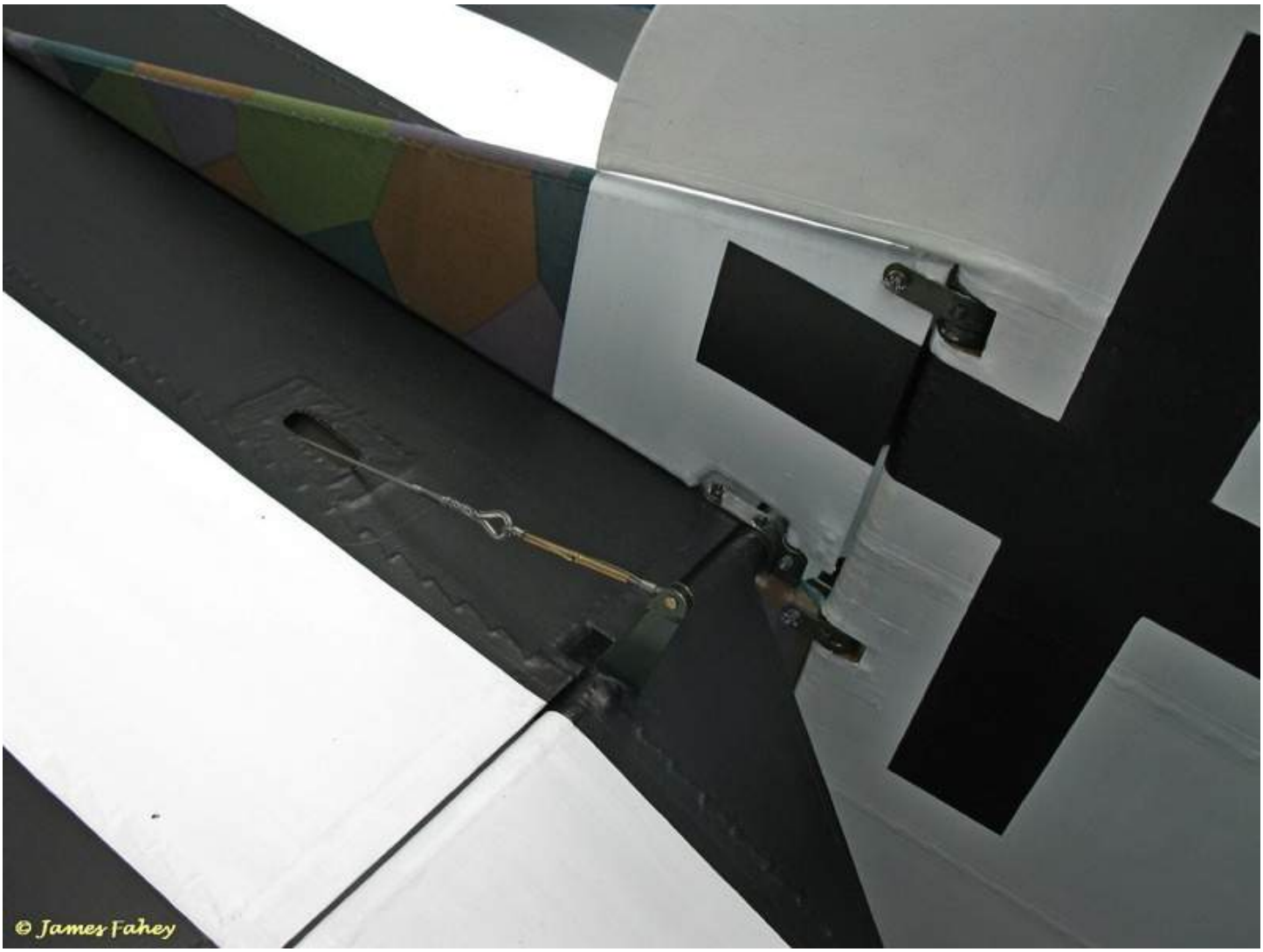




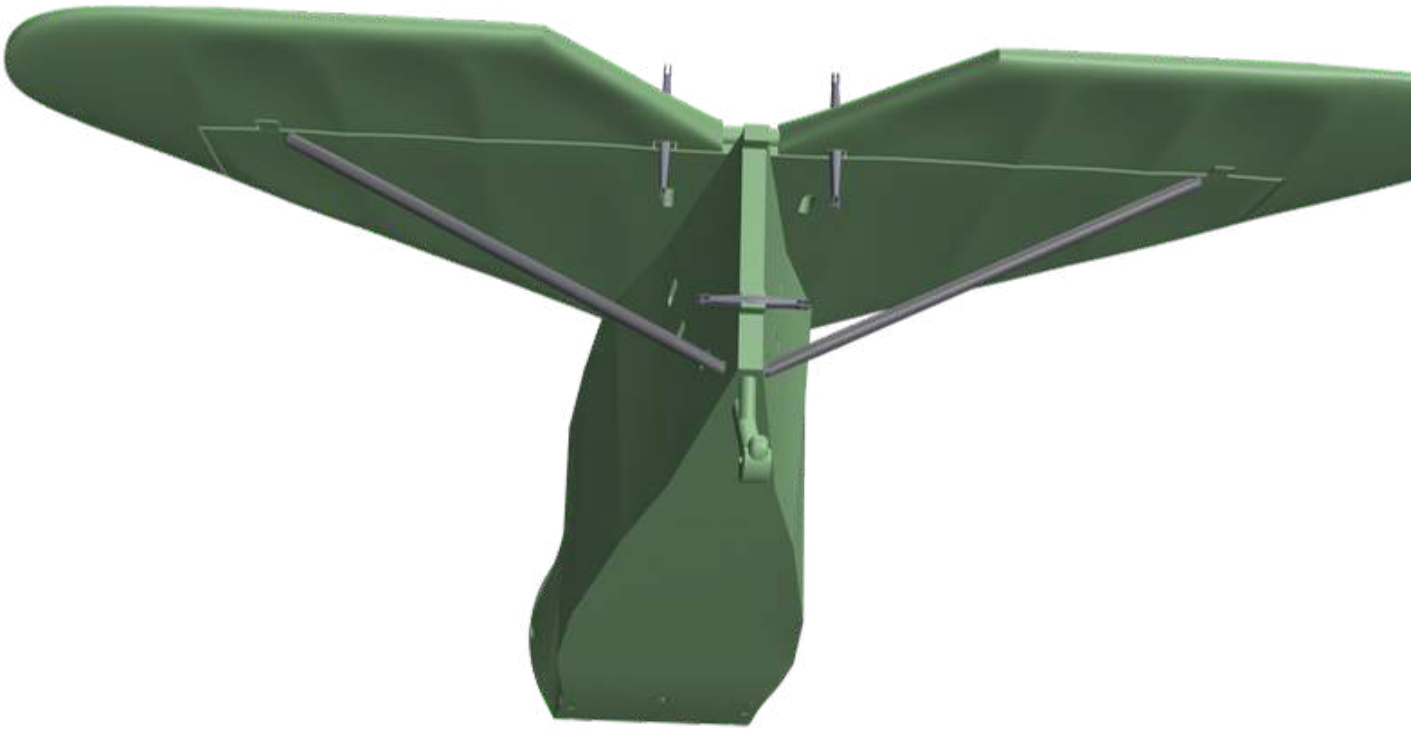


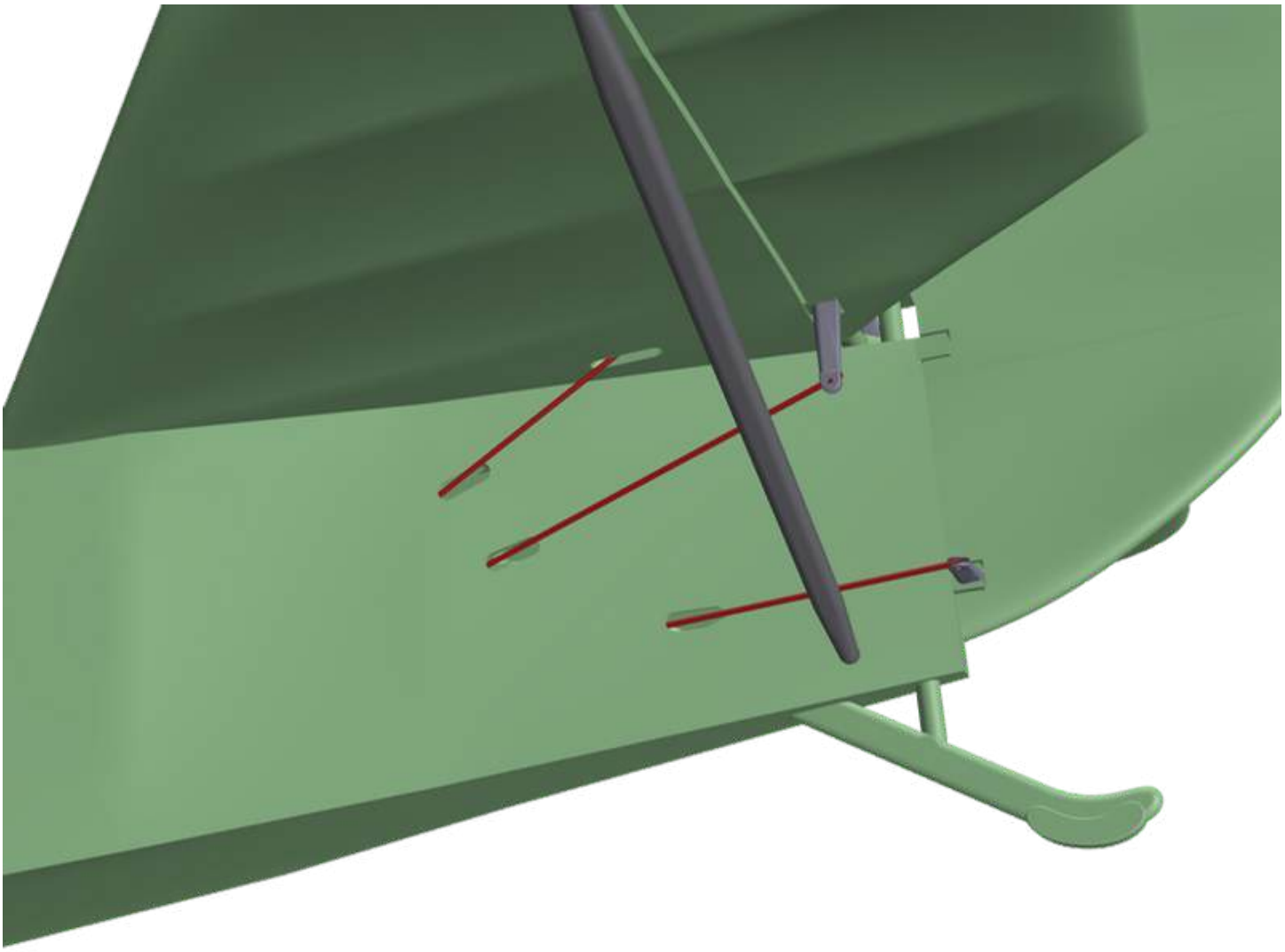






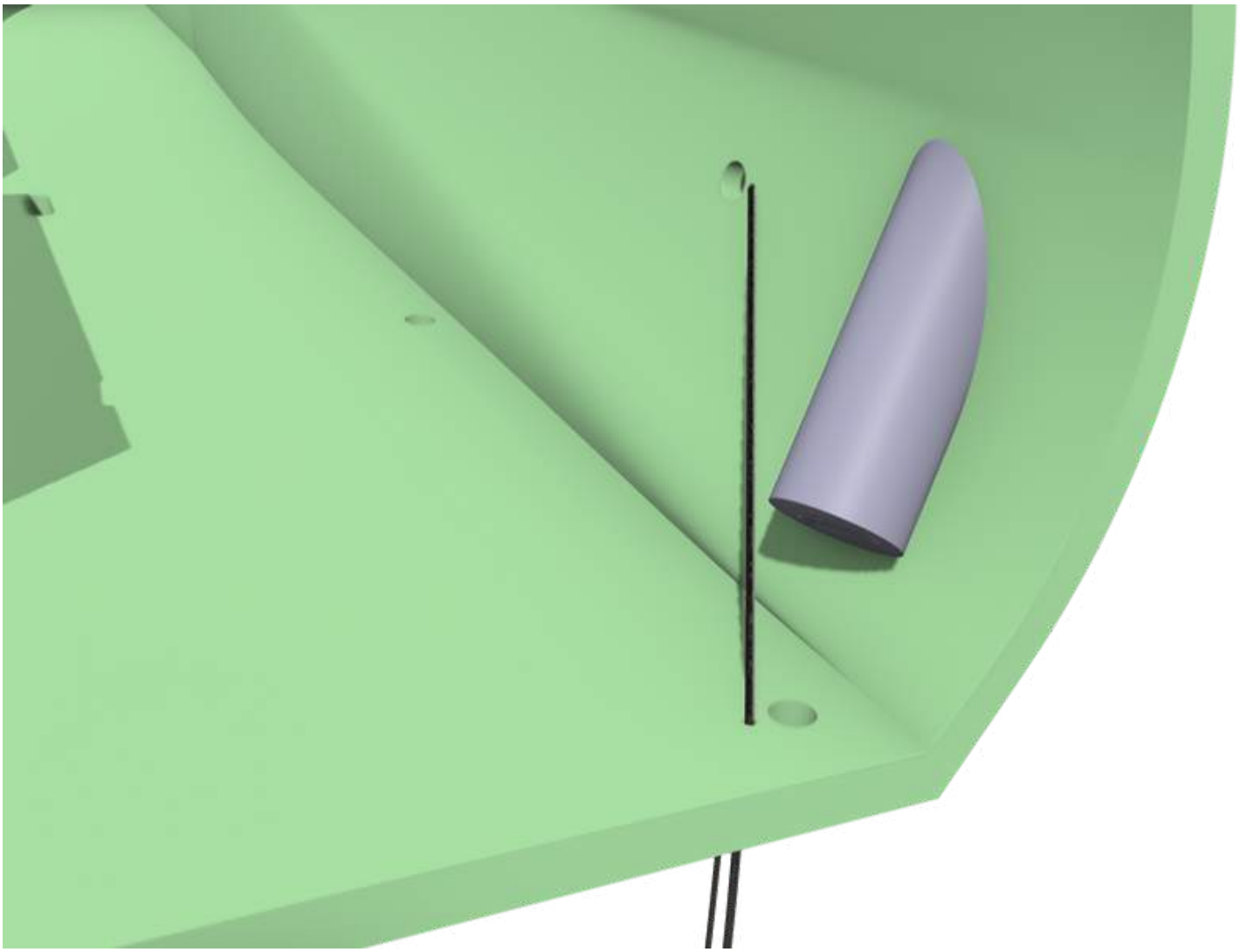
Use supplied templates to drill accurate holes for support struts.

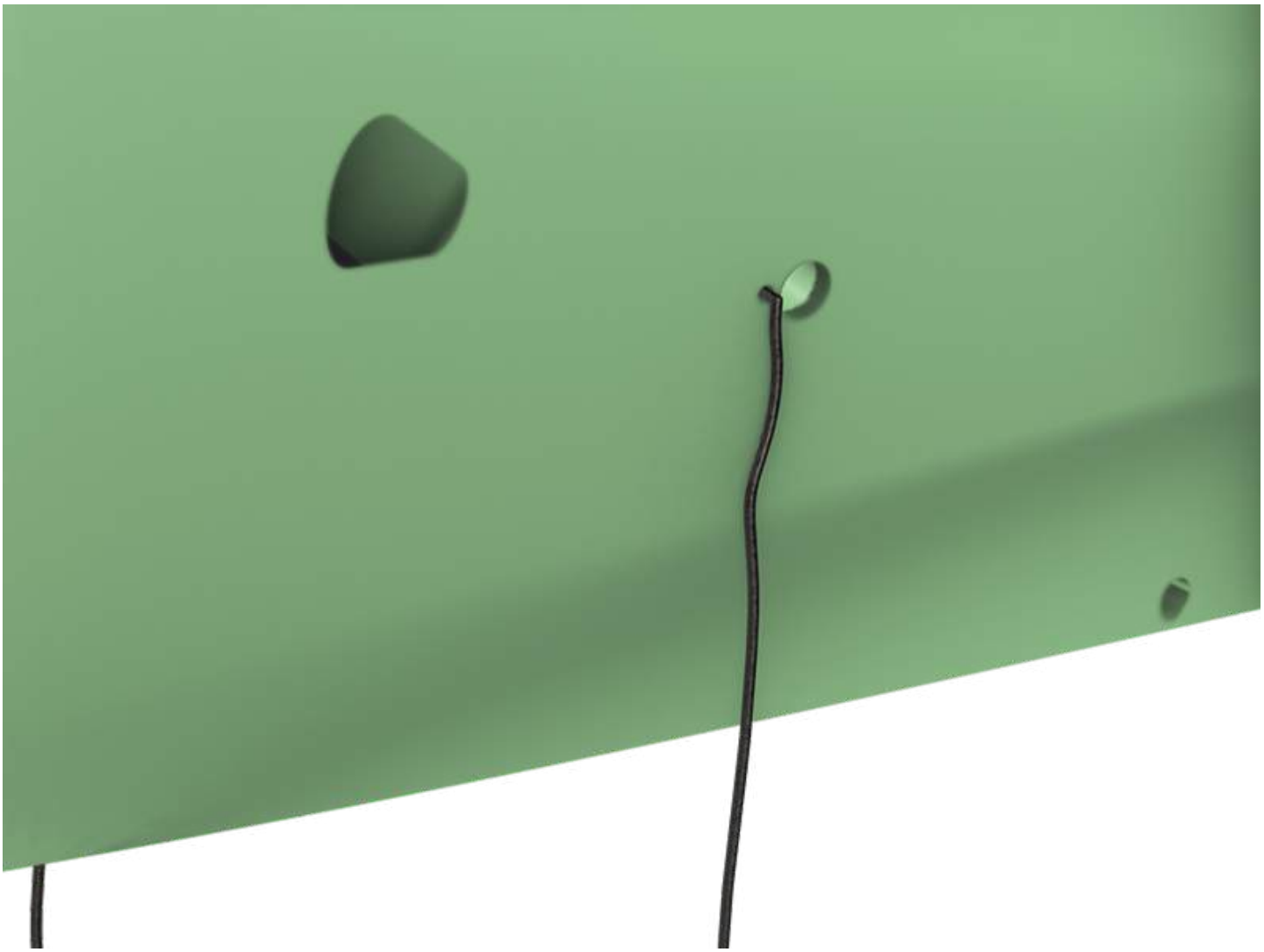


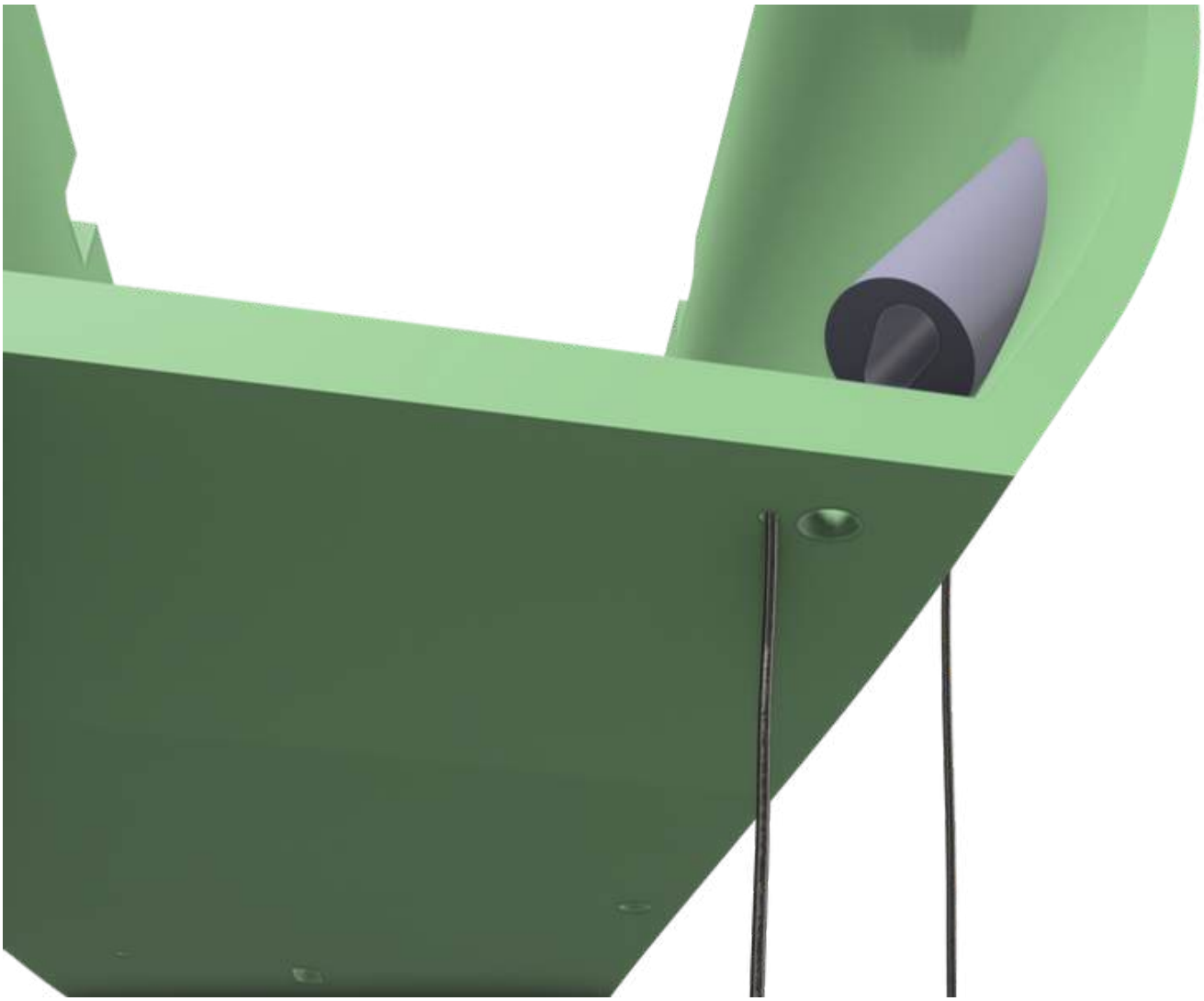


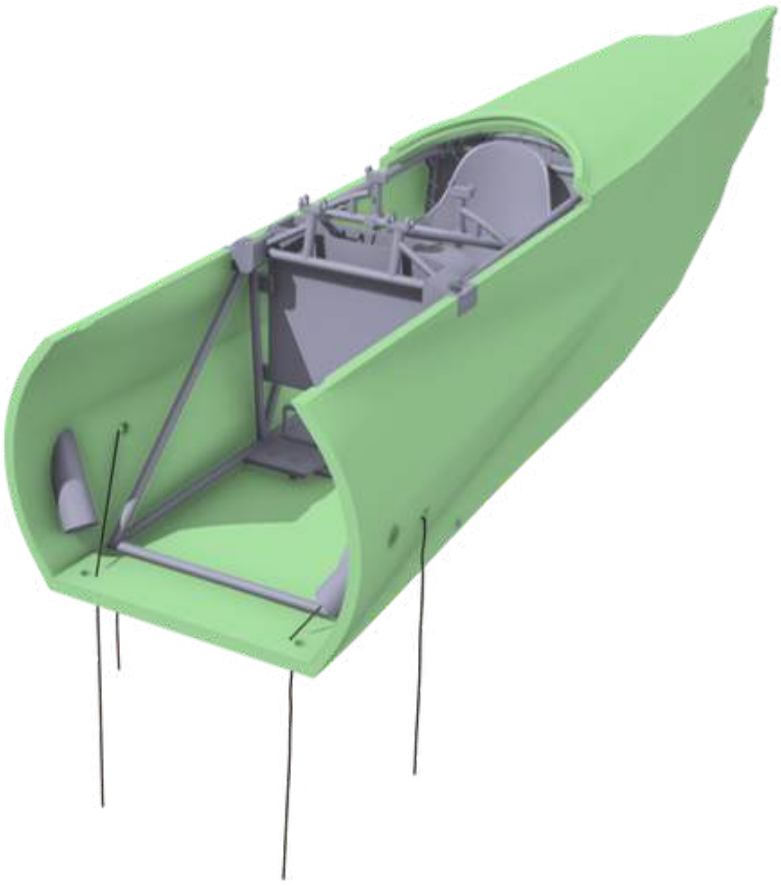
With turnbuckle - thread a piece of 0.3mm tube onto the cable cord and then pass over the pin. Finish by threading the cord end back through the tube and gluing to secure it.

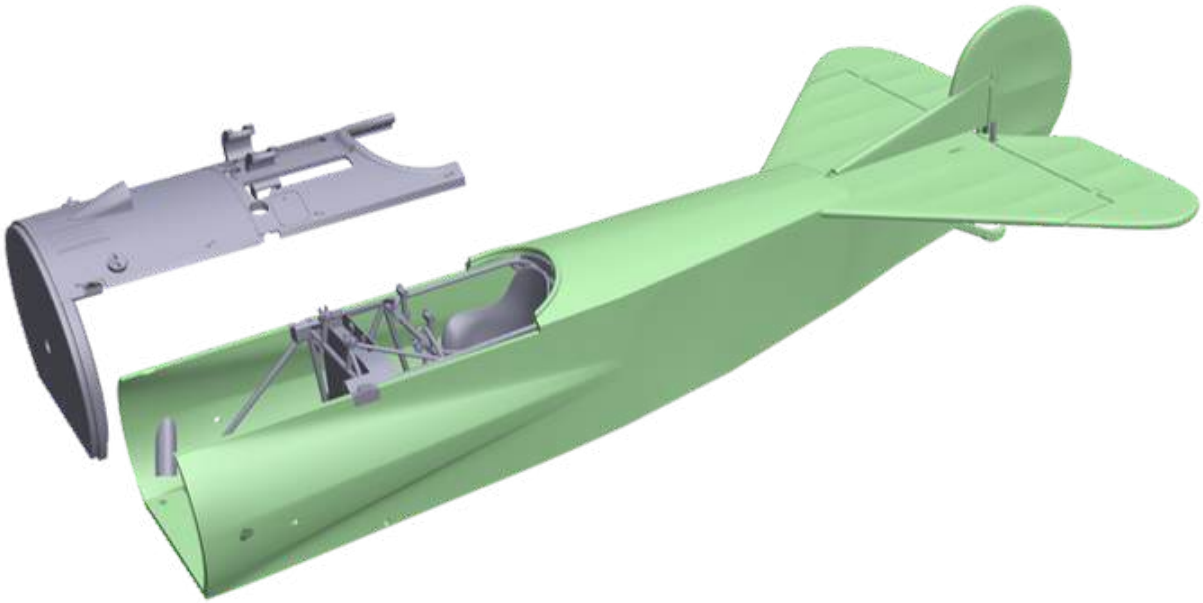
Suggested rigging method for fishing line or similar.

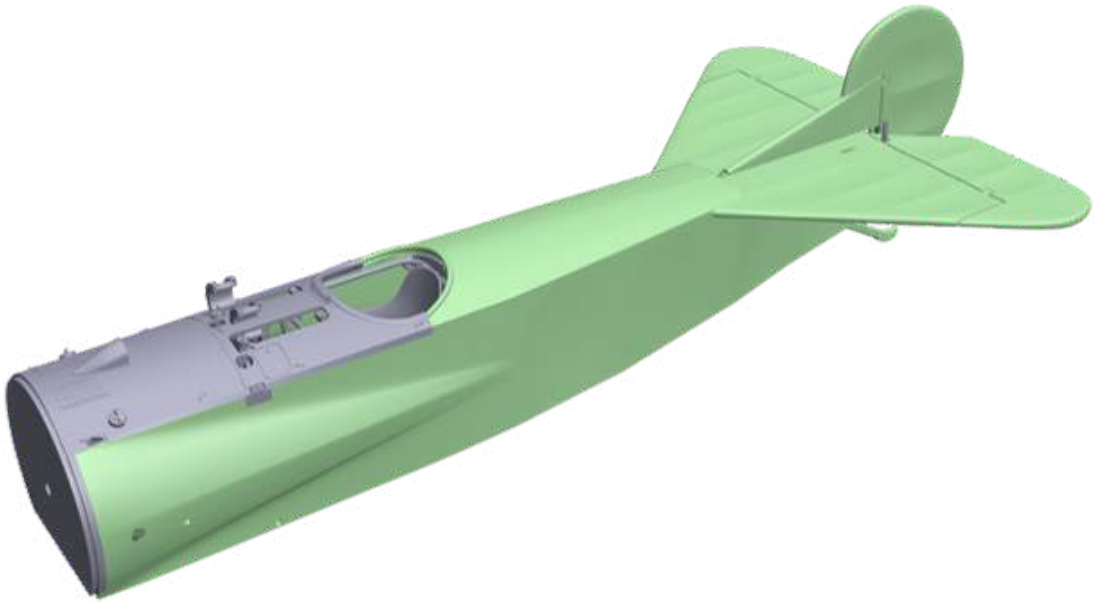


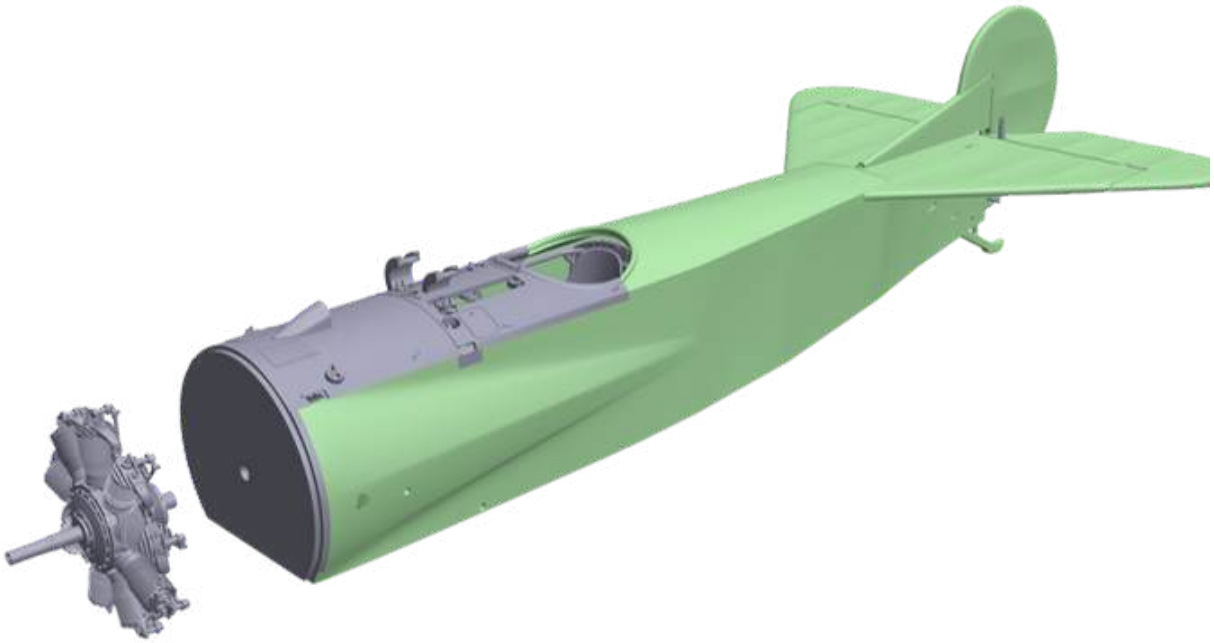


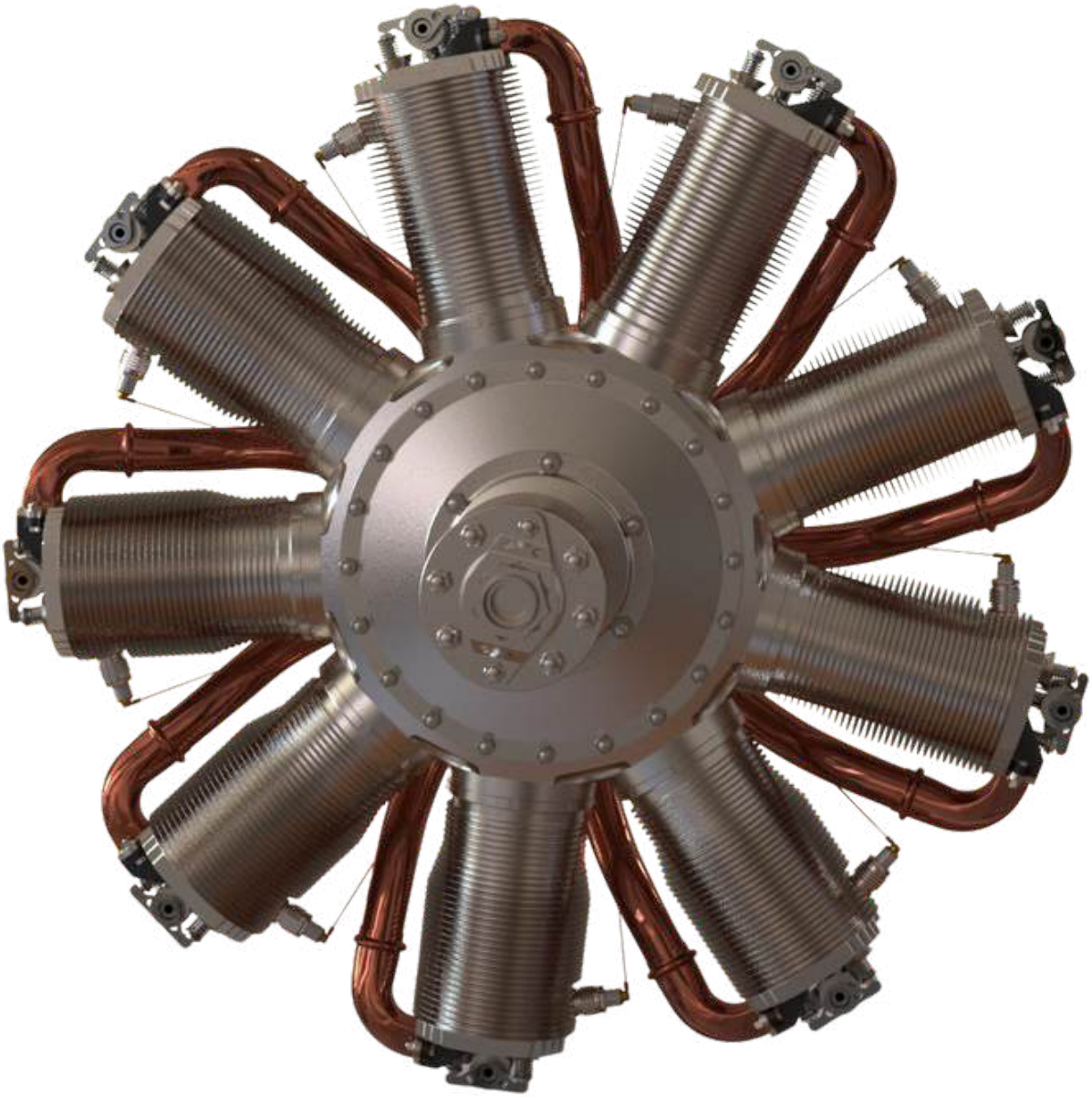


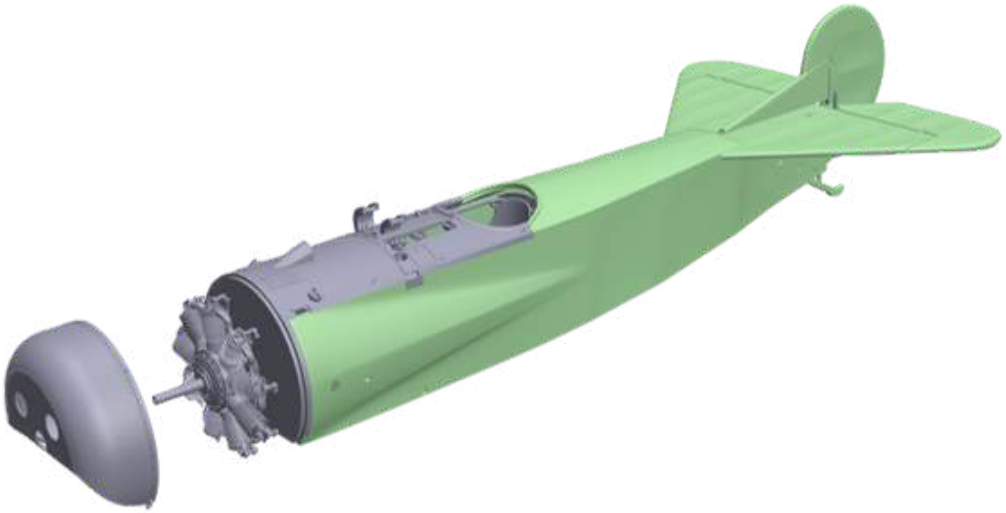




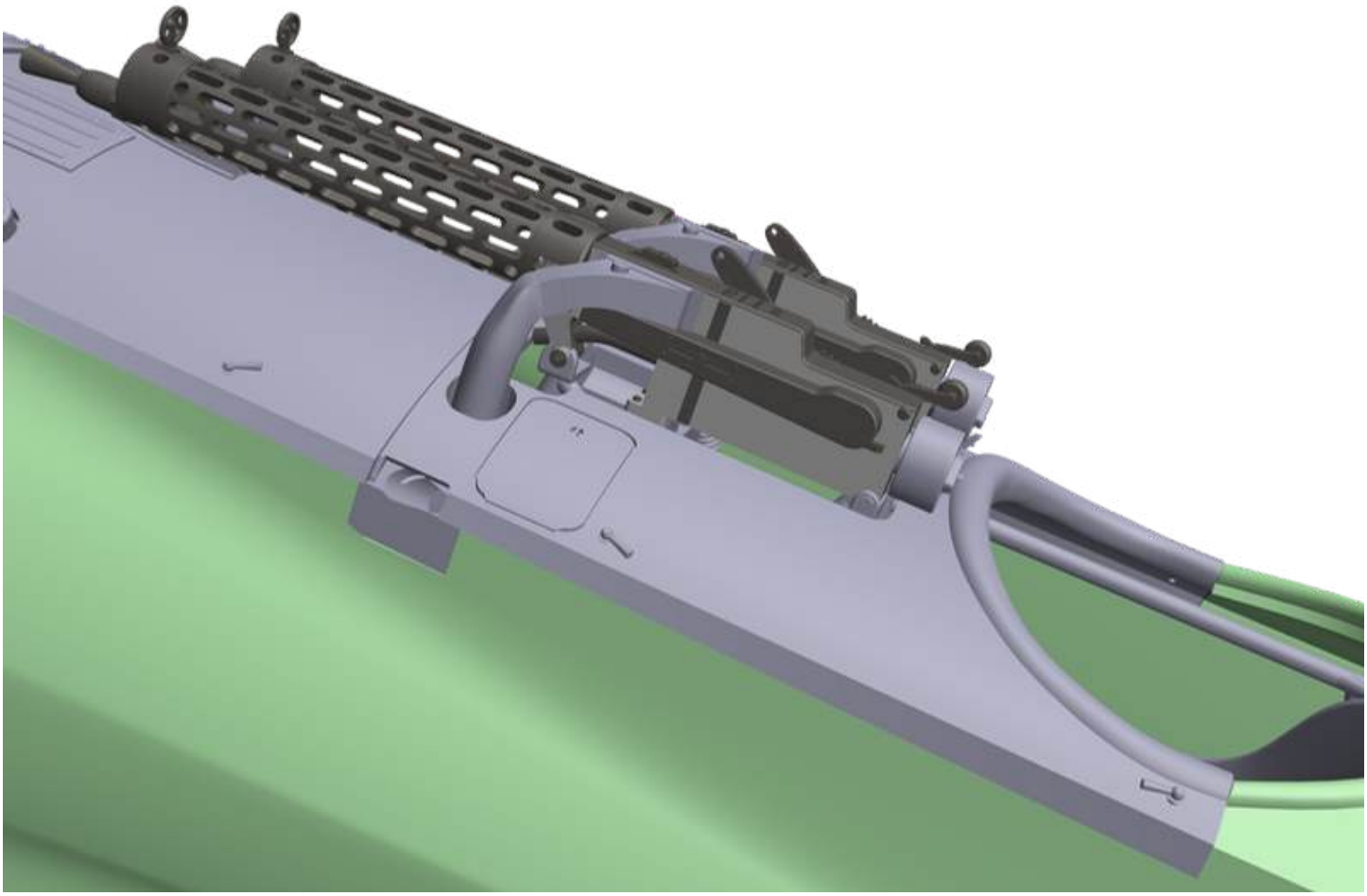


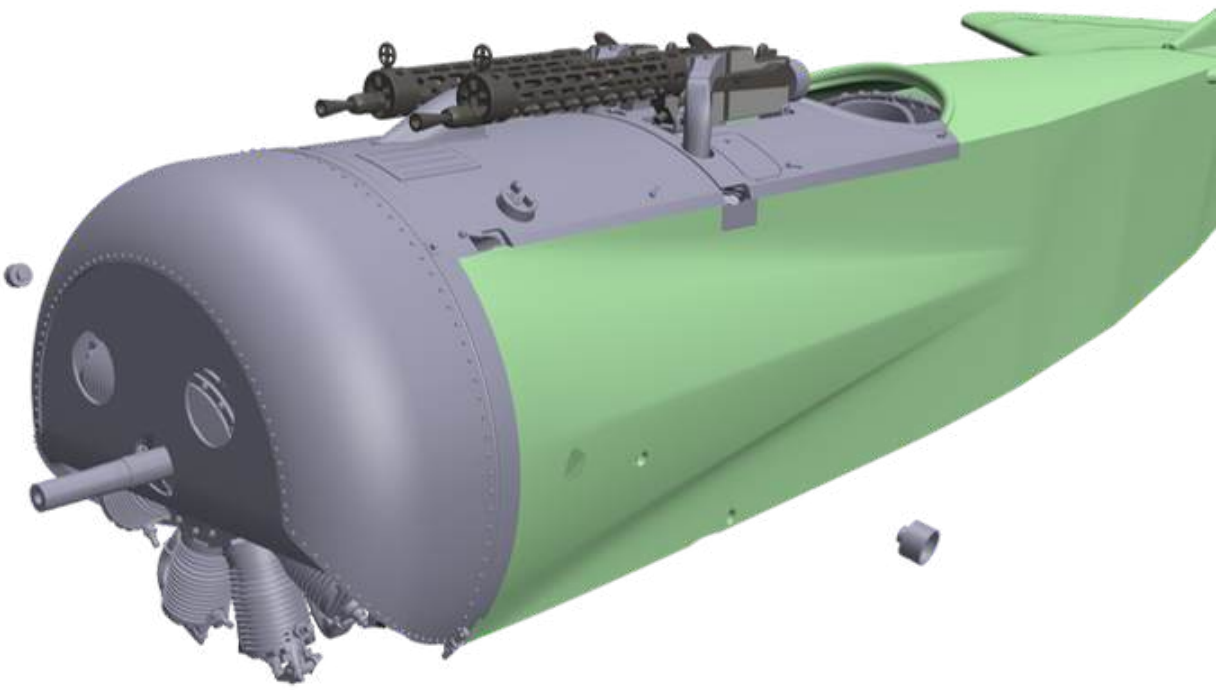


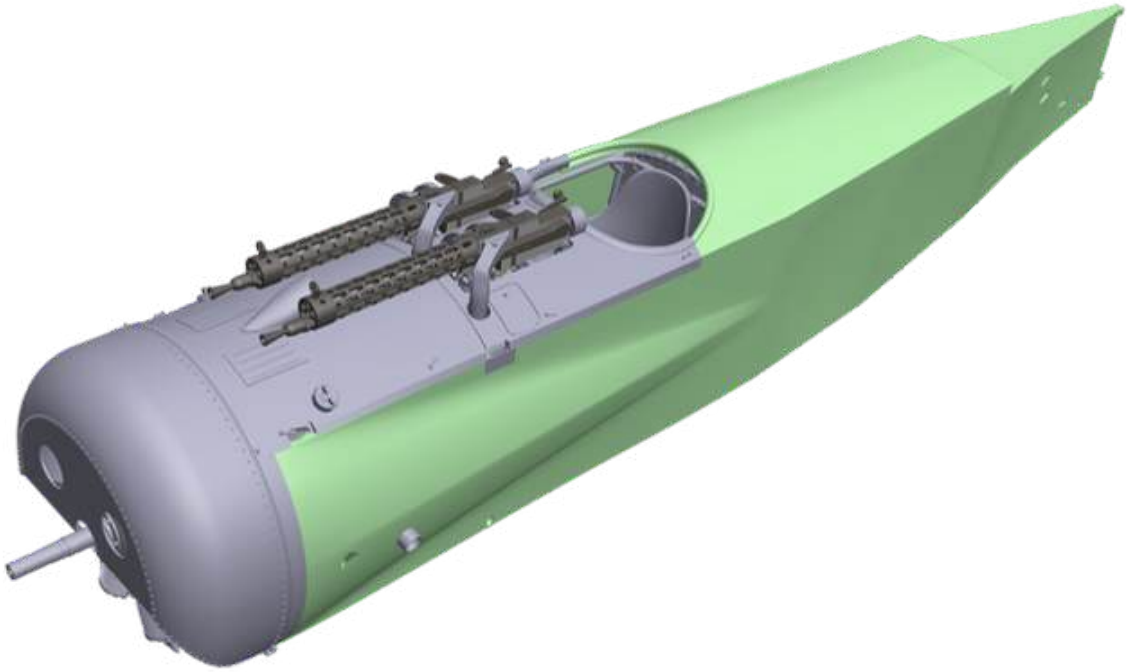




Counters were fitted to some EV/DVIII’s but pads are equally plausible. Both options are supplied.

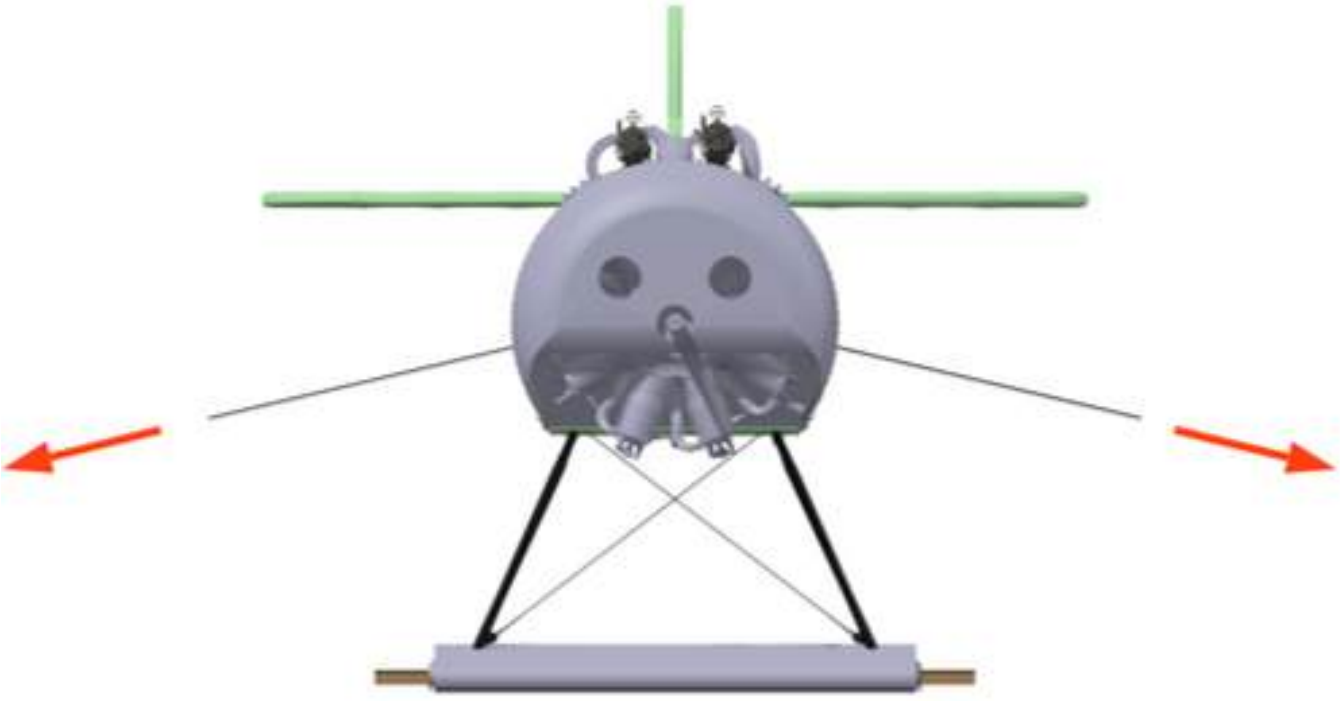






Completing the undercarriage cable bracing

Thread the cord through the hole in the front strut (ream with a 0.3 drill if needed). Loop back and secure with glue as shown above. Z

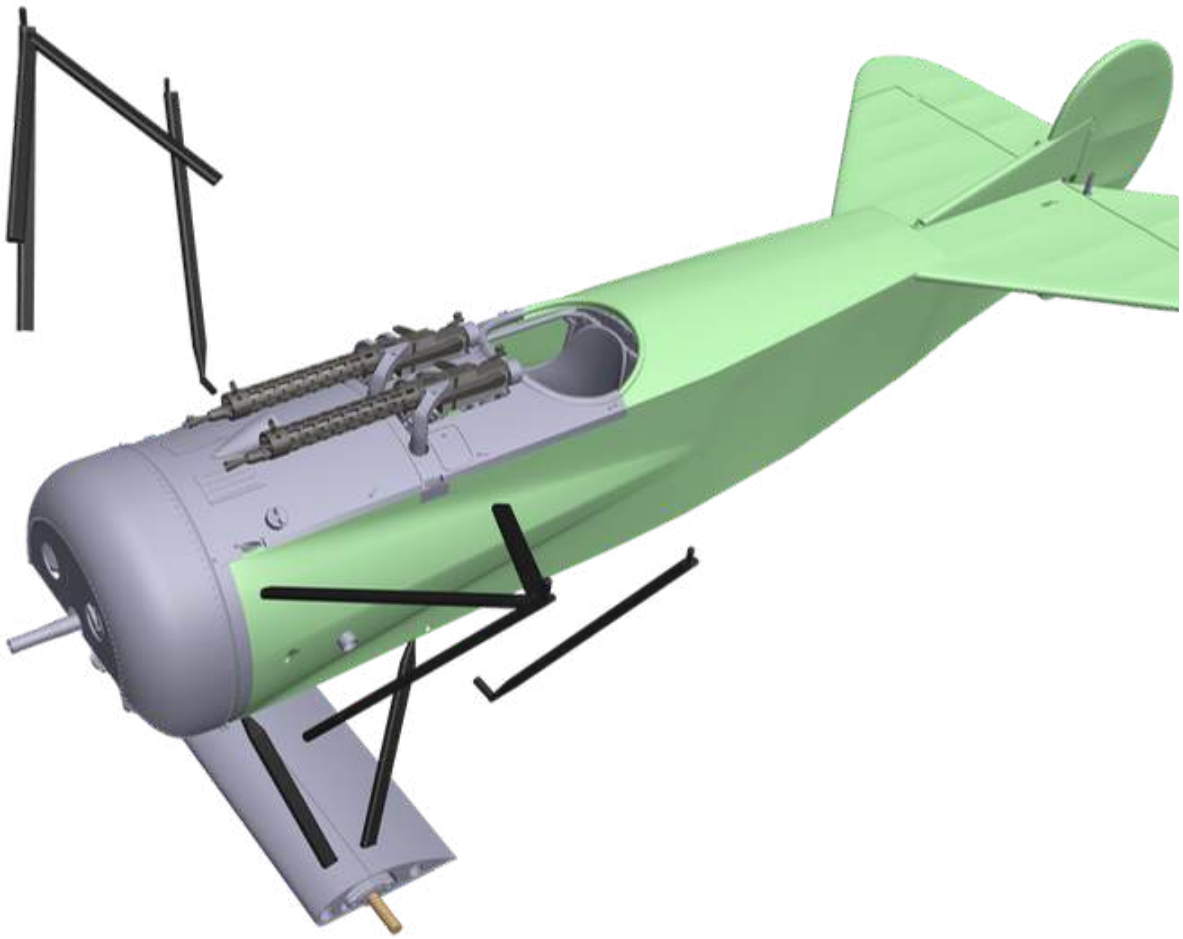


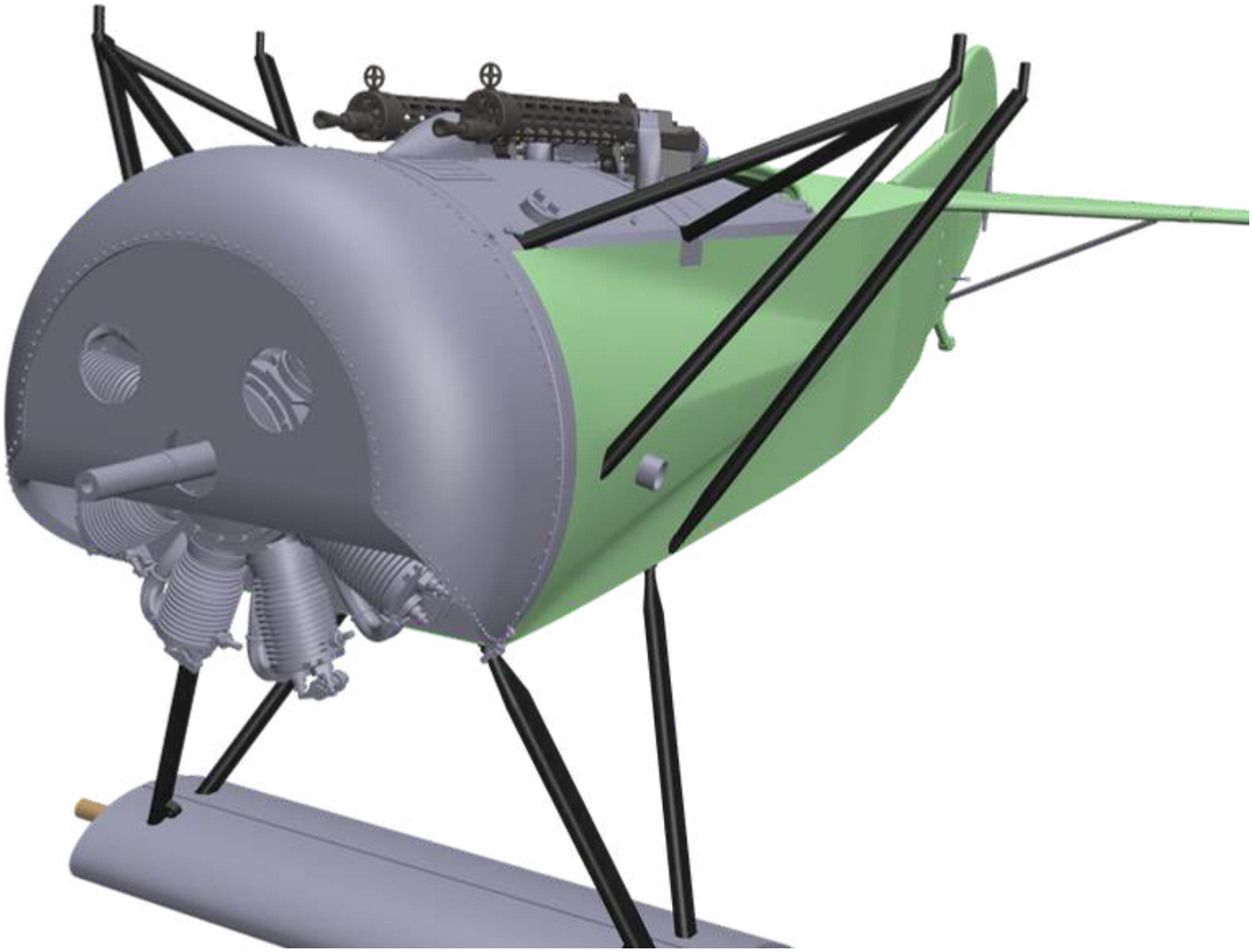
Gently tension the cords and adjust until thr undercarriage wing is parallel to the fuselage floor. Do not over tension or you will bow the struts.

When you are happy with the alignment apply a spot of superglue where the cord enters the fuselage side. You can also add a spot where the cord enters the fuselage floor for added security.

Finally trim the cord flush with the fuselage (the end will be hidden behind the carb air intake when it is added).

Dry-fit struts to fuselage and align (dry-fit) to wing before running thin CA into the connecting points on fuselage. Fit wing when thoroughly dry.

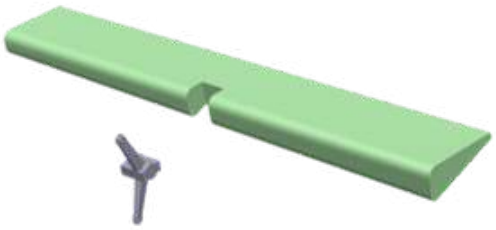


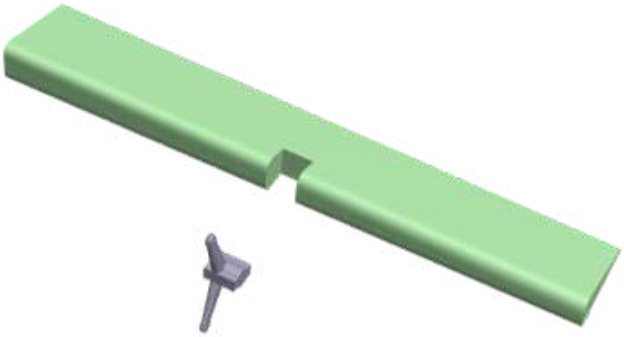


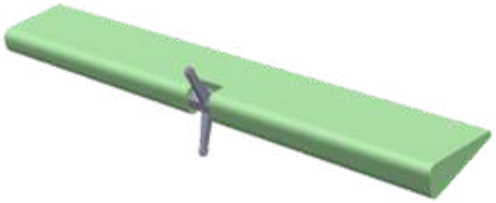
Follow instructions at end of this guide for new strut location points on wing.

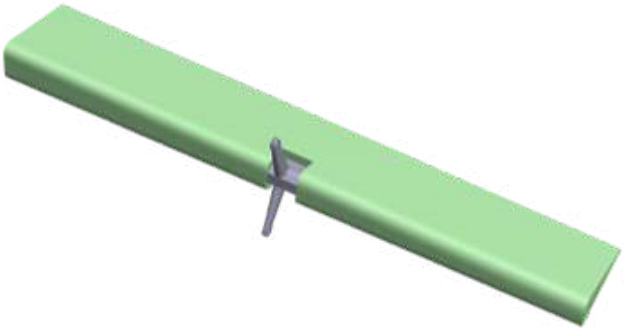
If using the wing weathering template apply this now. I then recommend Mr.Surfacer (sprayed from a rattle can or airbrush) to prepare for glossed primer and polish before paint or camouflage decals applied, once ailerons are refined.

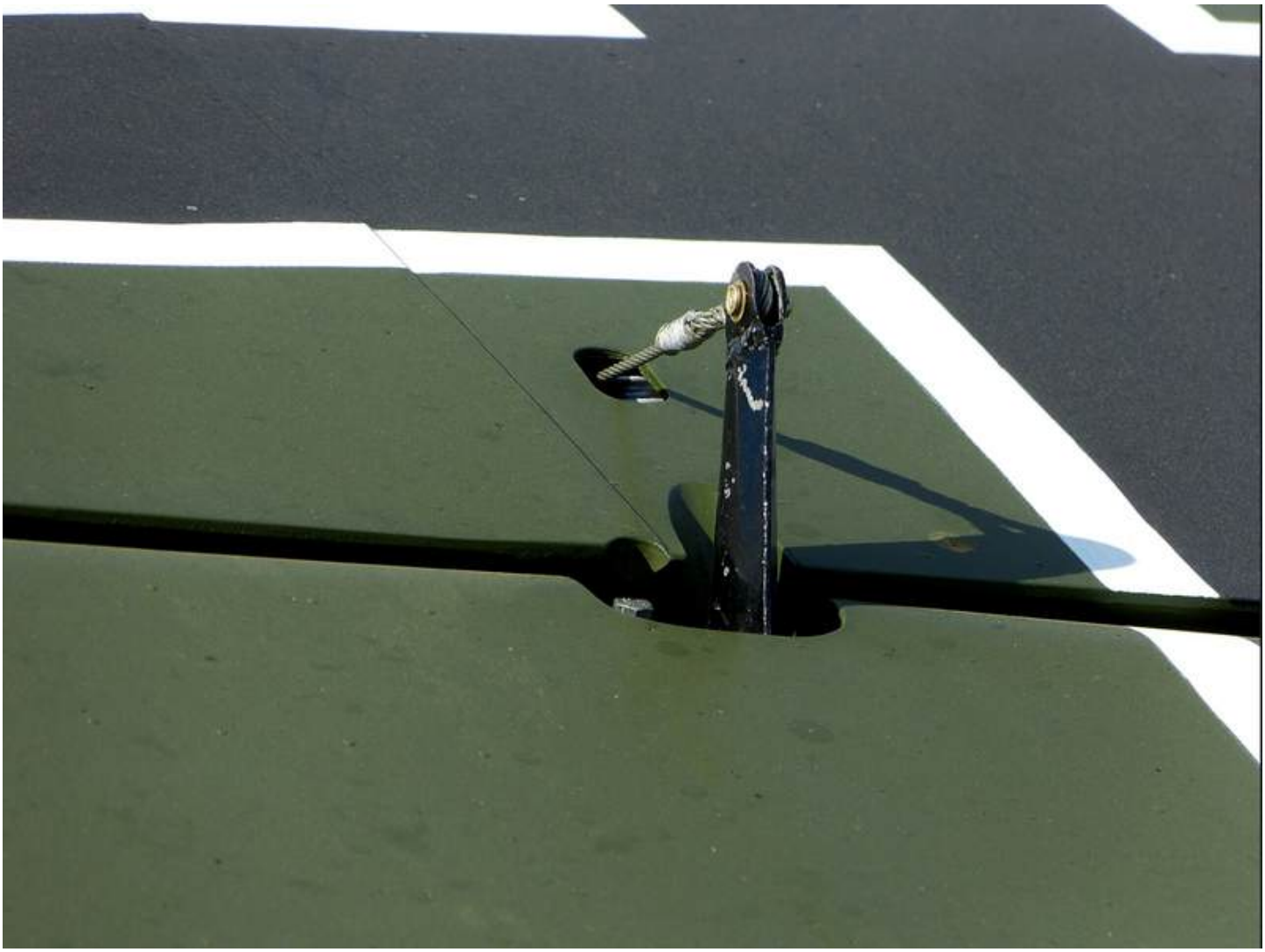
Clean up kit aileron parts to accept control horns.

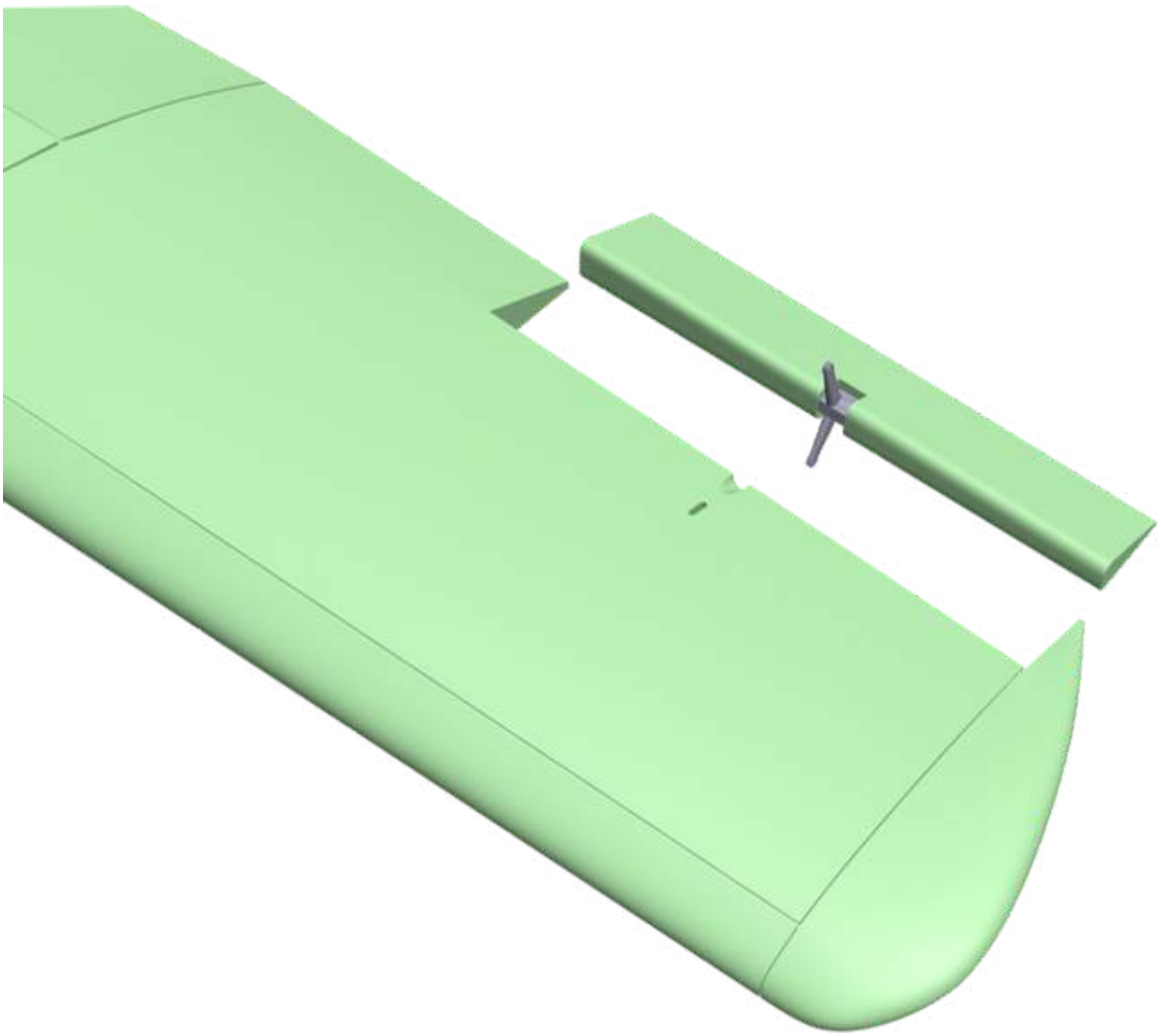






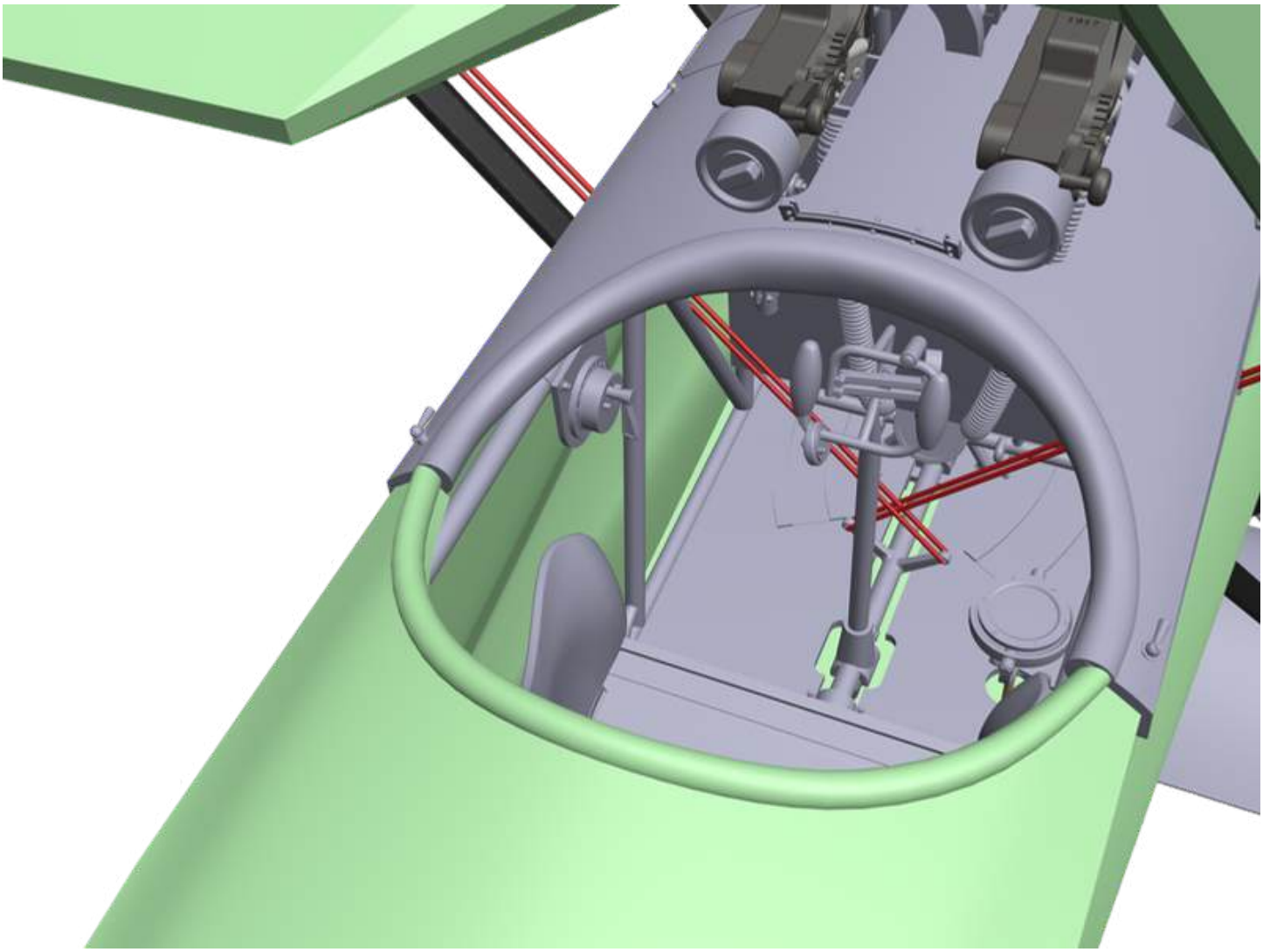






Paint or decal wing ahead of the next stage.

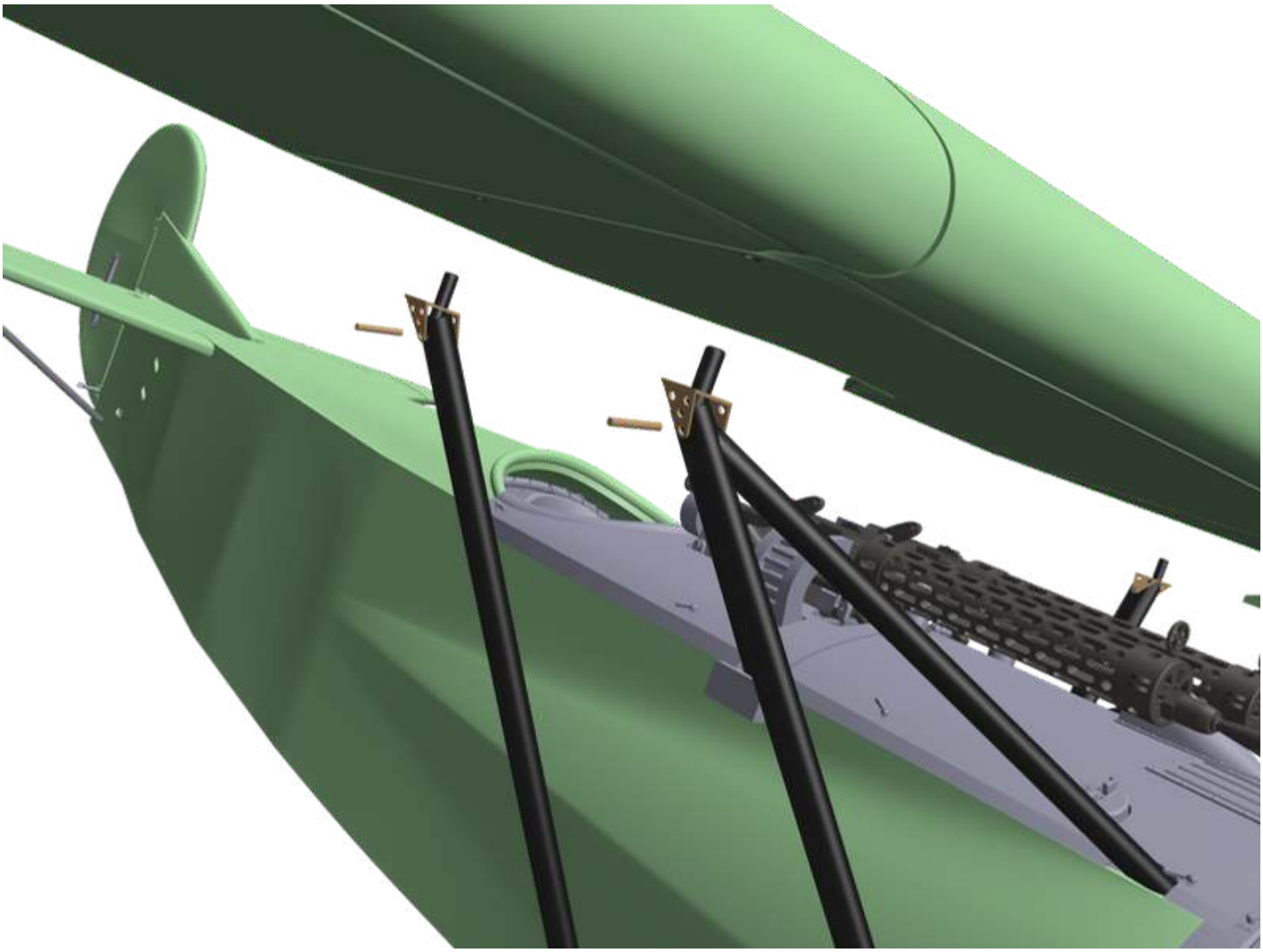
Aileron control cables can be now taughtened before top wing attached.

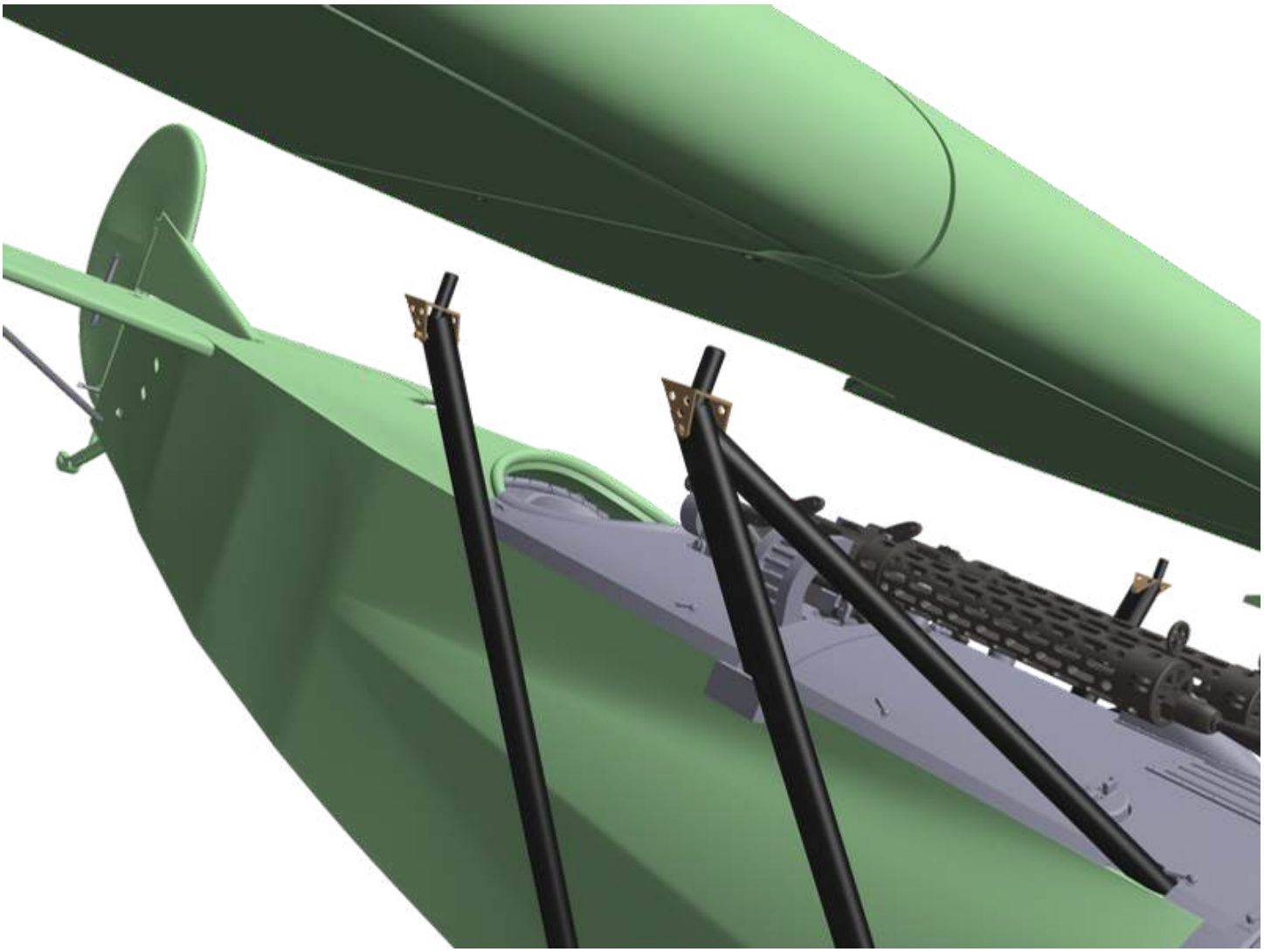


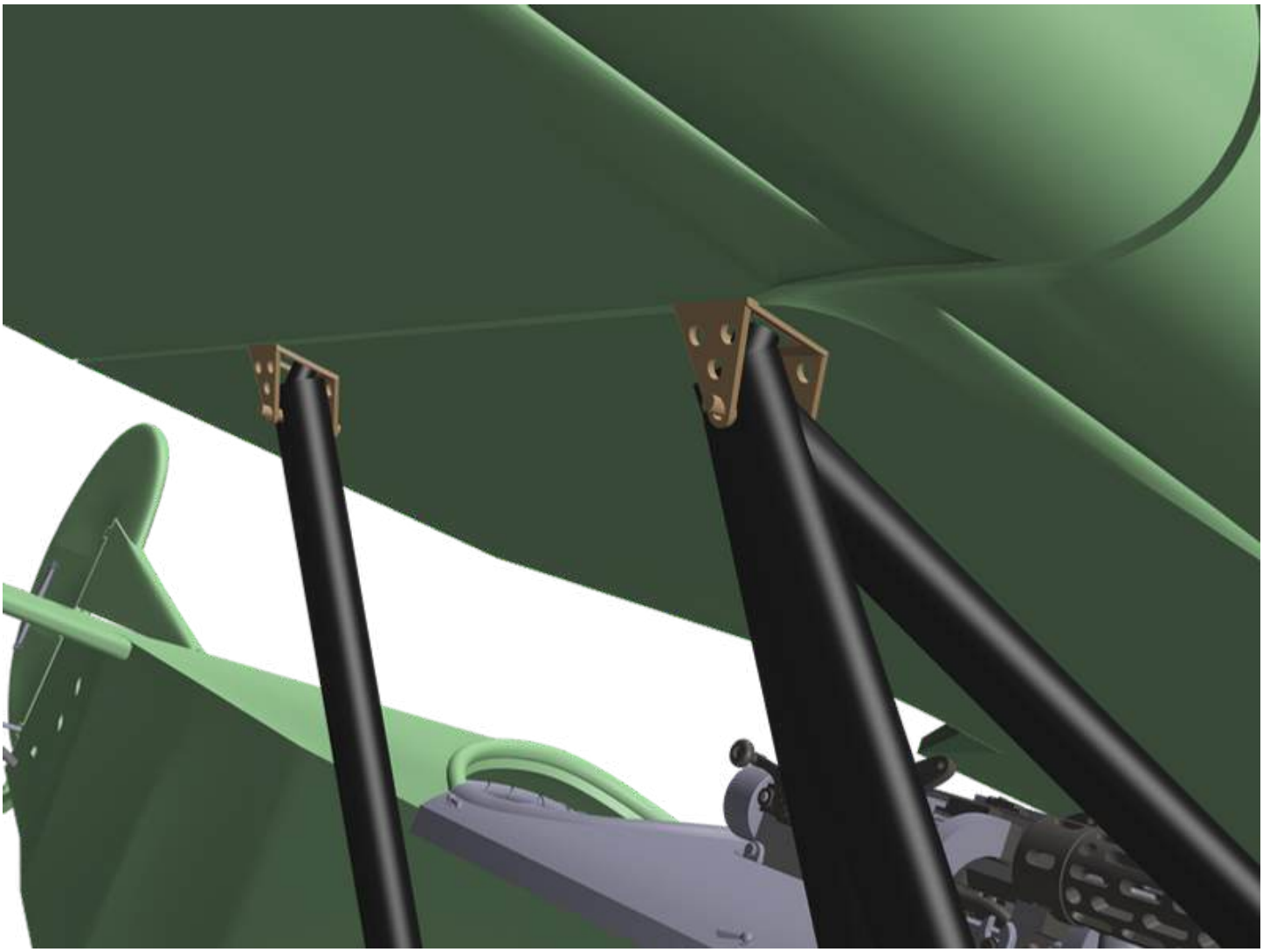
Aviattic’s photo-etch brackets applied at this stage.

Secured with wire pins - as per the original!

Use epoxy resin for maximum control of fitting and drying time.

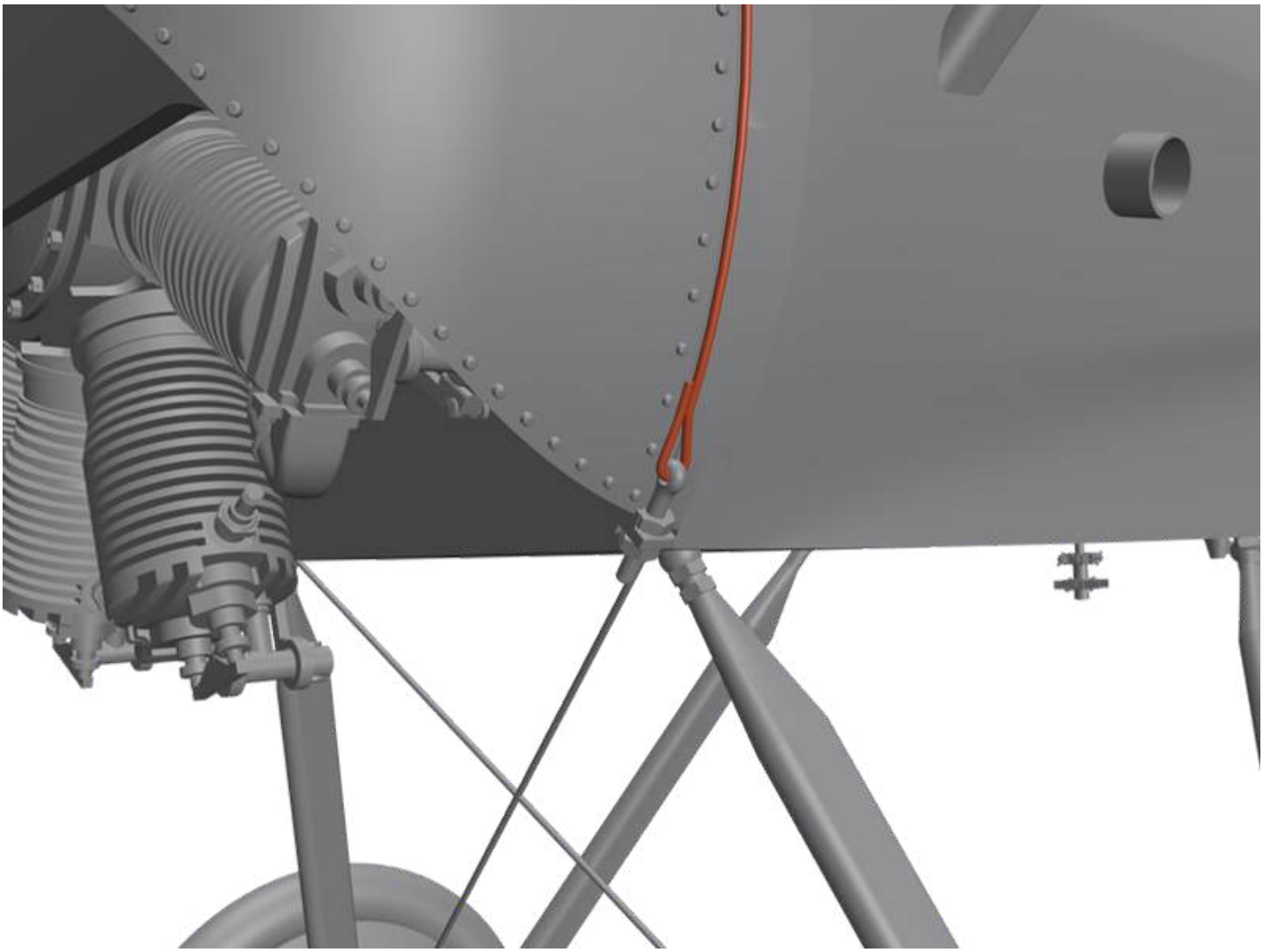




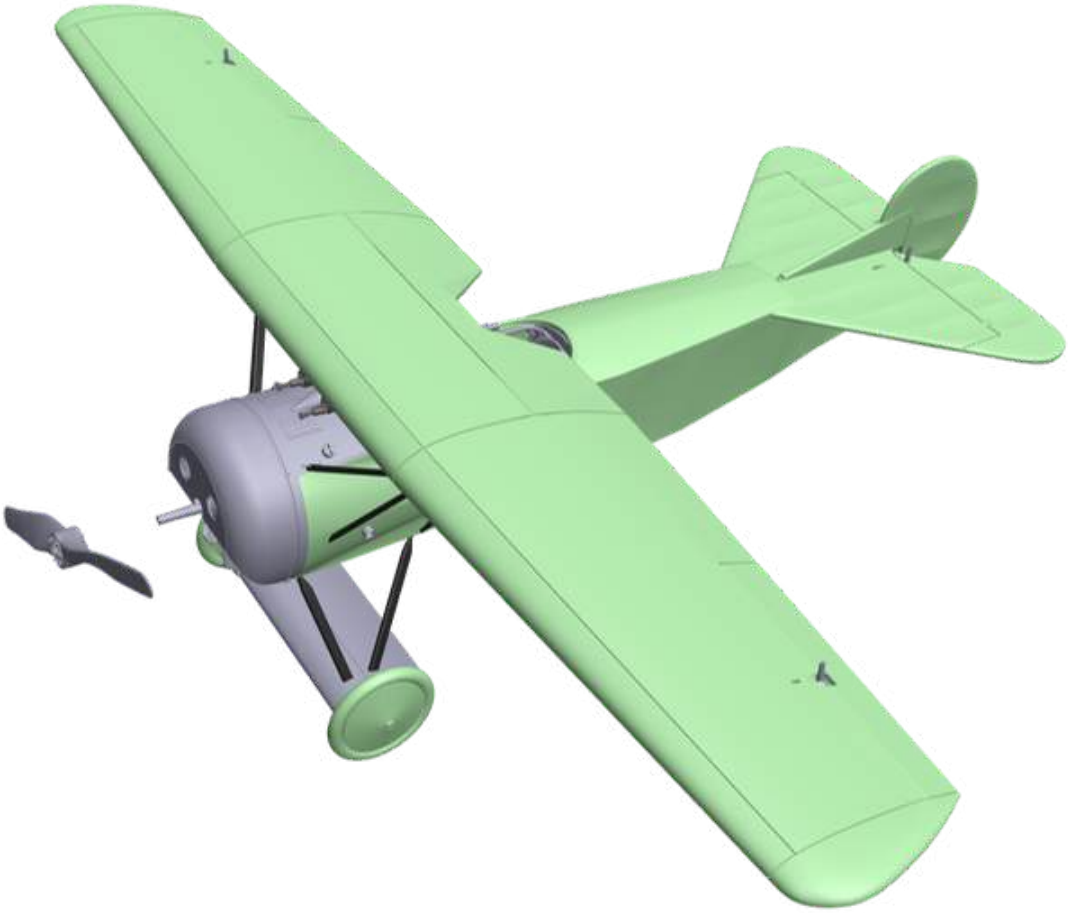


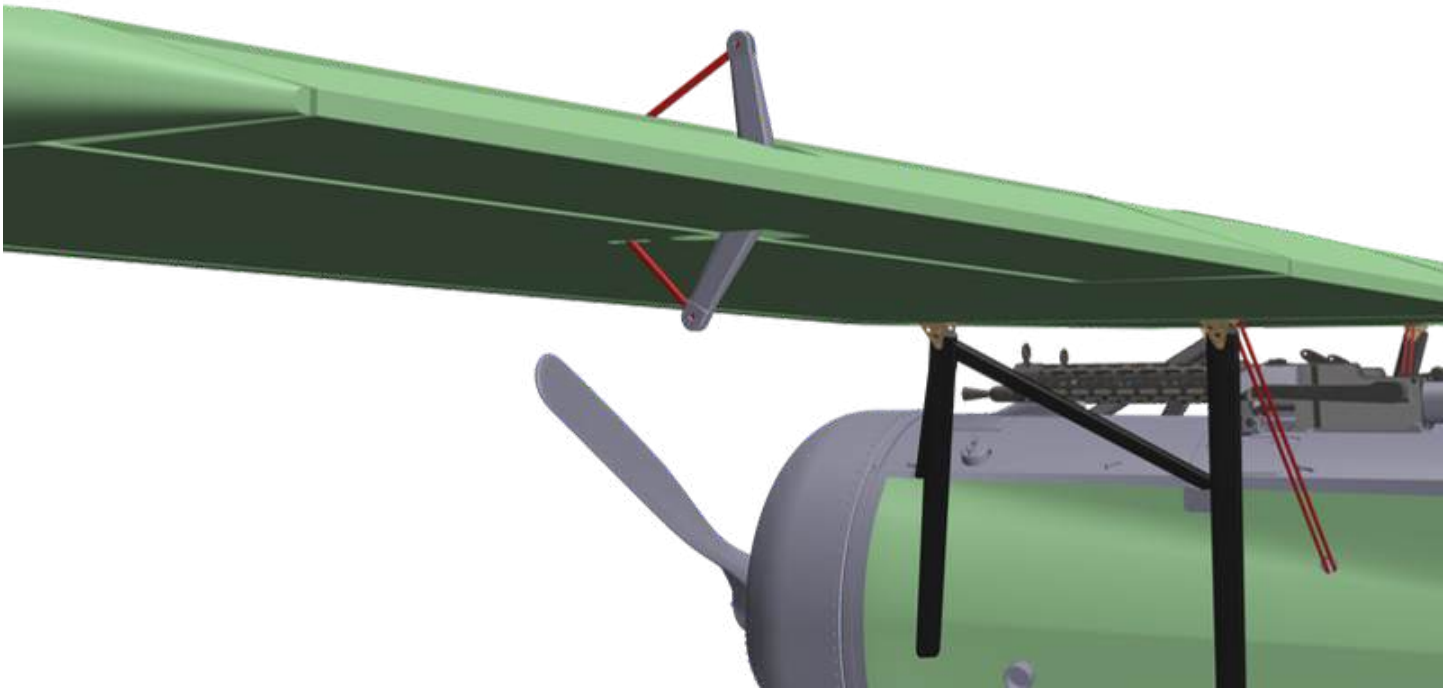
At this stage taughten the aileron control cables and fit to top wing.

Fit 0.5mm wire cowling fastener, looped and twisted at each end.

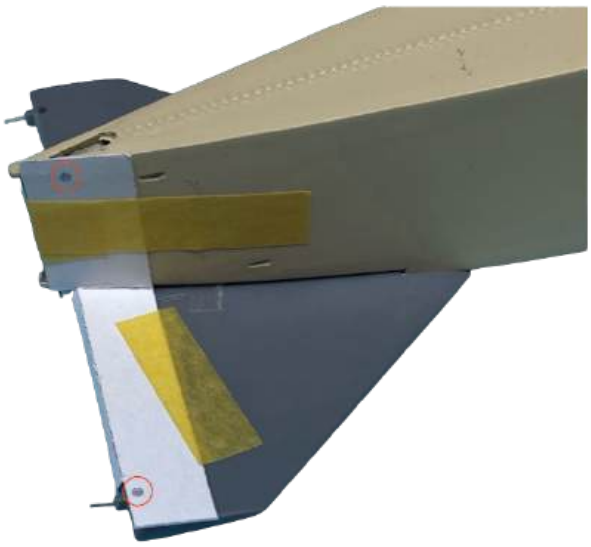


Finally, fit Axial or Heine propeller.



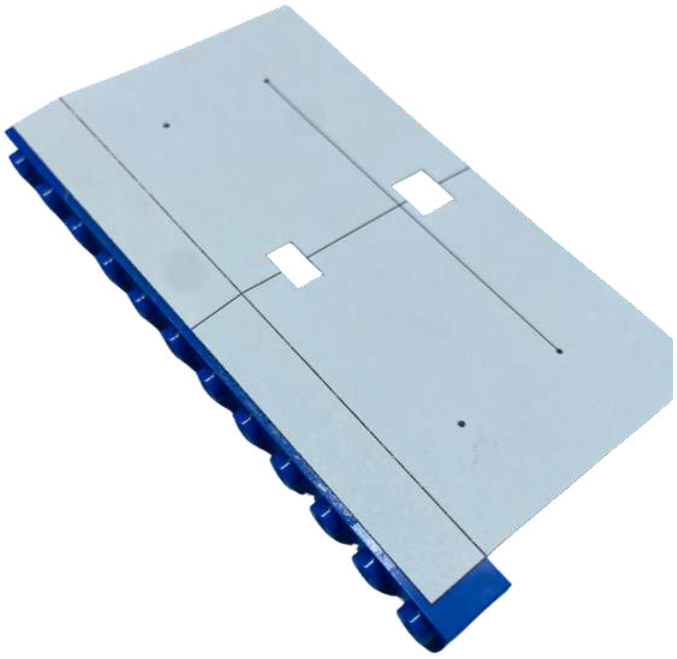


Use of templates.

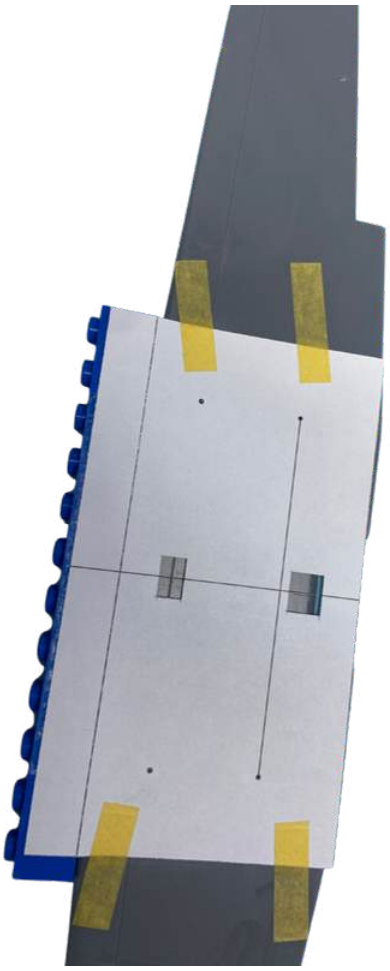


Remove existing kit versions of the strut mounting brackets.

Fix a length of plastic, balsa or Lego (in our case) to wing template. This wil ensure a straight leading edge.



Tape to underside of wing.



Drill holes vertically with 0.8mm drill bit.

This illustration shows the photo-etched versions of the strut attachment brackets folded and offered up. These will be fitted with the top wing. See build stage earlier in the guide..