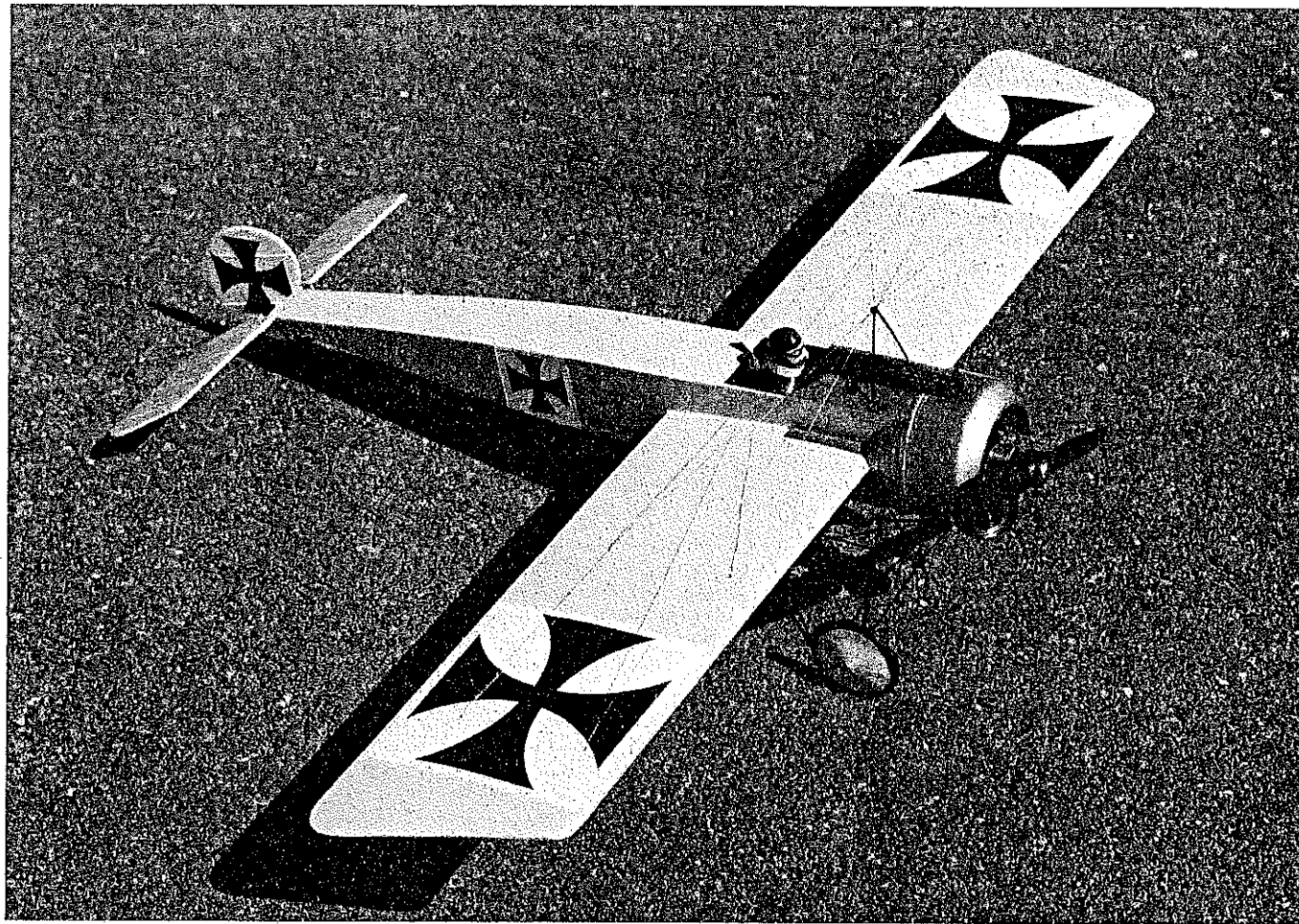
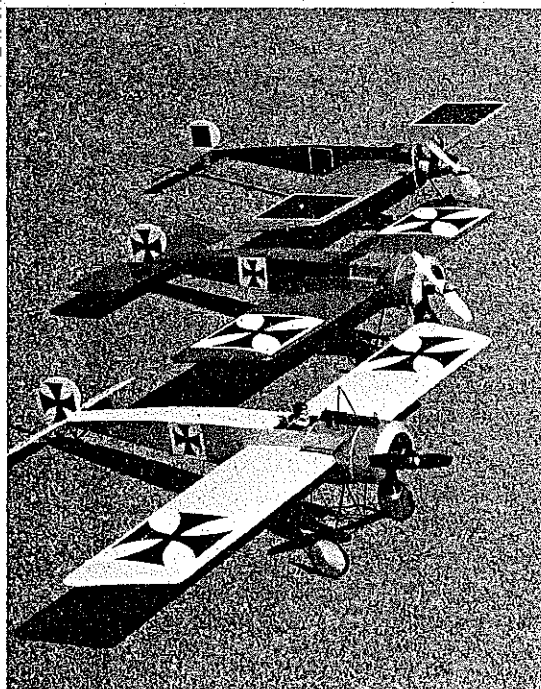


#501



The Eindecker as if ready for combat over the Western Front. Several off-the-shelf items were used for parts. Cowling is from a soda can bottom, crosses were cut from black pressure-sensitive vinyl, and flying wires were old cable-type control lines. Wheels on this version were made from O-rings, plywood disks, and paper for the cones. Use of Williams Bros. 1 1/2-in. Vintage Wheels would be simpler/quicker.

Fokker E.III Eindecker



WHEN IT APPEARED over the Western Front in mid-1915, the Fokker Eindecker came as a complete and devastating surprise to the Allies. Their observation aircraft (the primary military use for airplanes until then) quickly became the favorite victims for this new breed of German fighter pilots who came to dominate the sky over the trenches.

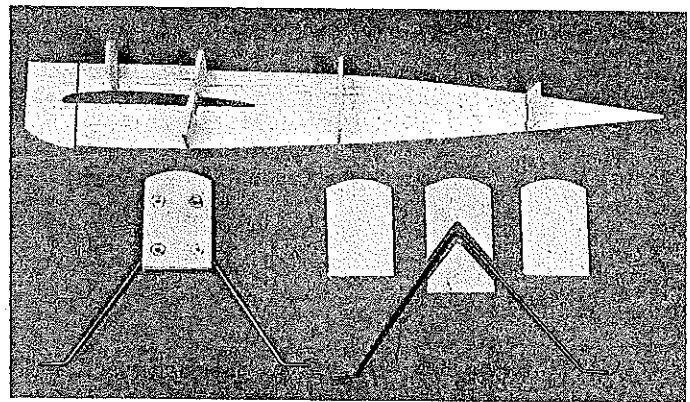
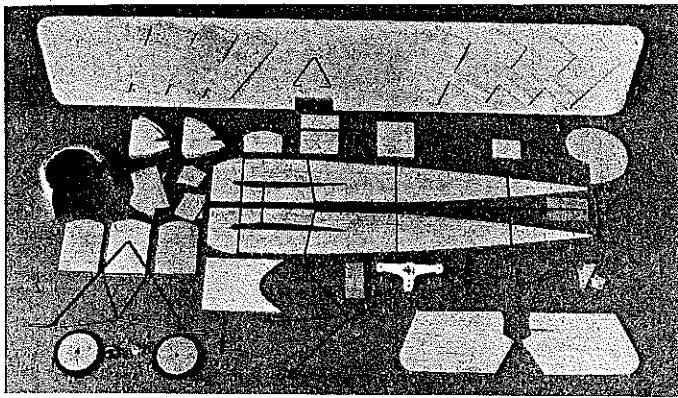
Yet, as innovative as its applications were, the Eindecker, itself, was a composite of features, few of which were original. Anthony Fokker borrowed attributes from French designs, such as the all-flying stabilizer and the all-moving vertical fin. He also incorporated an incredibly complex and draggy "bird-cage" landing gear. Roll control was by means of pilot-fatiguing wing warping instead of lighter-acting ailerons,

A formation of Eindeckers. The near one is the Sport Scale version complete with flying wires, machine gun, and pilot. Next is the semiscale model which uses a conventional stab/elevator instead of the flying stab. The last one is the profile version with markings used on the Turkish Front in WW I.

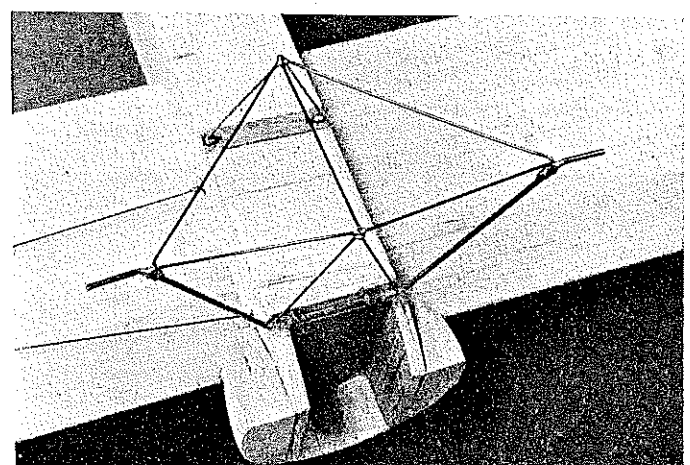
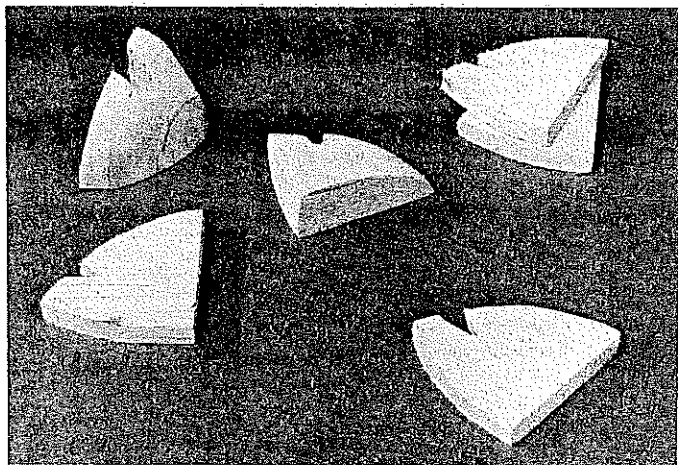
and the Oberursel rotary engine never really provided enough power.

Although the machine gun was another

Presented is a Sport Scale version of the E.III for Control Line flying with an .049 engine, though simpler varieties could be built from the plans. Either way, you'll have an attractive fun airplane. ■ Paul Jay



Left: All the parts laid out as one might do if assembling a "kit" before starting construction. Right: Right fuselage side with formers glued in place. Note markings for the firewall location and the angle of Former F3. The firewall is built up from three layers of 1/16 ply with L-1 sandwiched between. The 3-48 blind nuts for the engine mount are anchored with CyA glue (make certain no glue gets in the threads).



Left: Cheek pieces, made from scrap 1/4 and 1/16 balsa, fill out the forward fuselage behind the cowl. Note the notch for the wing leading edge. Right: The "birdcage" landing gear is made of .062 and .031 music wire. All joints are wrapped with copper wire and soldered.

adaptation (in this case from an infantry weapon), its practical interrupter mechanism was Fokker's most substantial contribution to the technology of aerial warfare. This mechanism enabled the gun to be mounted and fired in front of the pilot, right behind the propeller, without risk of shooting the blades to splinters.

As a flying model, the Eindecker has never been very popular. The short nose and long tail have been regarded as a combination conducive to a tail-heavy model. Even with a center of gravity (CG) farther back than I like, all three Control Line versions of the Eindecker shown in the photos have proven to be as stable as a London taxi.

The plans show the Scale version, but the two other planes can be constructed from the plans, as well. For the simpler version, I omitted all the landing gear parts except L-1 and made an enlarged, conventional horizontal tail and a simpler tail skid. The profile version used the simple landing gear and stabilator.

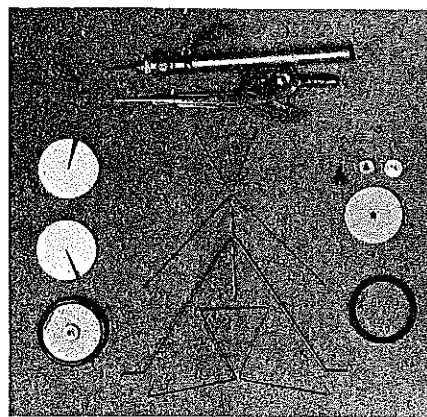
The stabilator works fine, is free-moving without being sloppy, and the model tracks well in level flight—but it is not exactly to scale on the plan. The area is to scale, but the hinge location is more forward. This is necessary because the scale location puts the center of pressure too far forward and results in a tail that will flip full-up or full-down and not "streamline" in the propwash.

Regardless of which version you elect to build, select the balsa carefully for the fuselage and tail assembly. For my Ugly Stik version, I used medium balsa for the fuselage and 1/2 medium balsa for the tail, resulting in a CG farther aft than on the other two versions. For the Sport Scale model I used soft 1/16 balsa for the fuselage and tail assembly; its CG is 1 1/4 in. back from the leading edge of the wing (about where it should be). An alternative is to mount the wing farther back on the fuse-

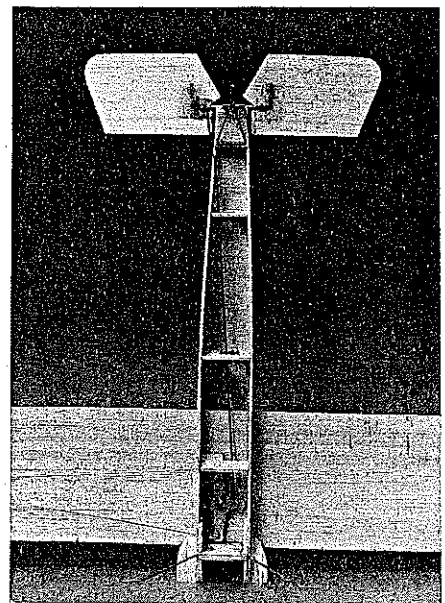
lage, thus moving the CG forward. Of course, this means compromising the scale-like appearance.

Parts. You'll need to gather the following materials.

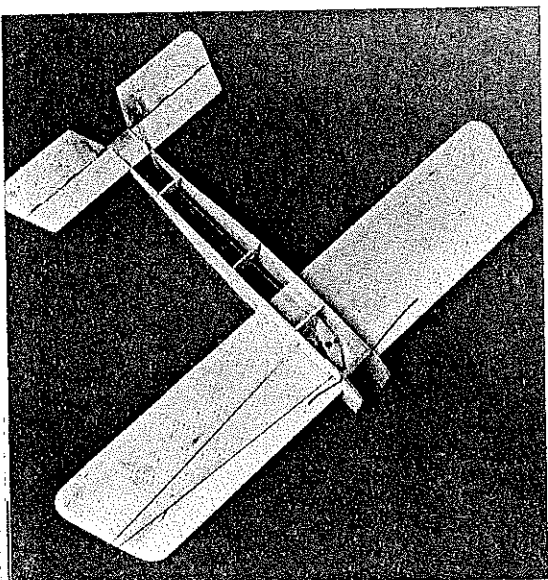
Two 1/6 x 3 x 36 soft balsa (fuselage and tail



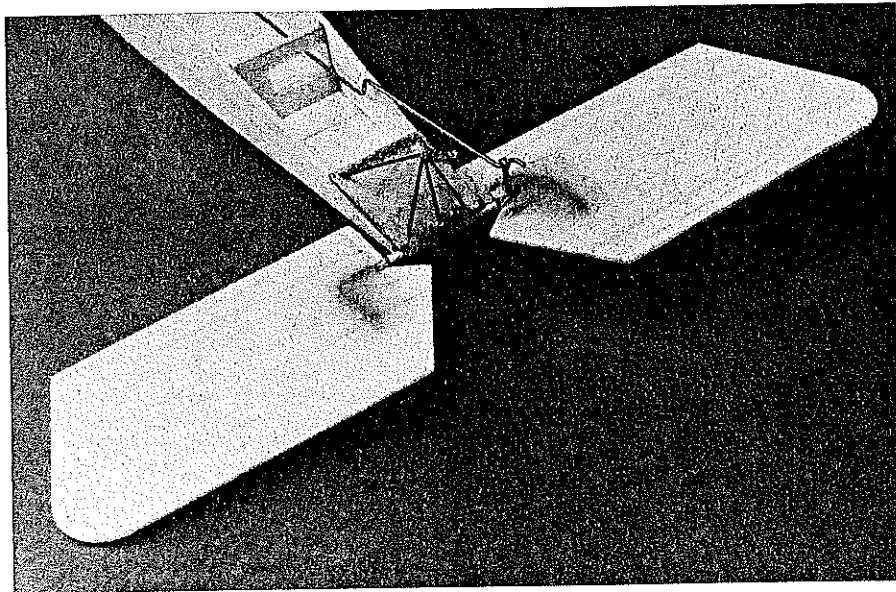
Homemade compass cutter and all the landing gear parts. Wheels are made from 1/8 ply, hardware store O-rings, short 8-32 aluminum screws, and stiff paper outer covers (or cones). A brass or copper rivet is soldered to the end of each axle to secure the wheels.



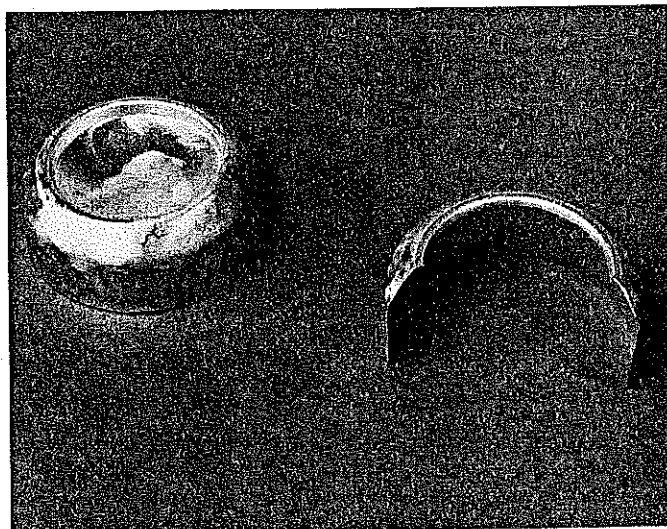
This view is to show the control linkages in the Sport Scale version. Keep the fuselage light, especially in the tail area, to avoid tail-heaviness and possible instability problems.



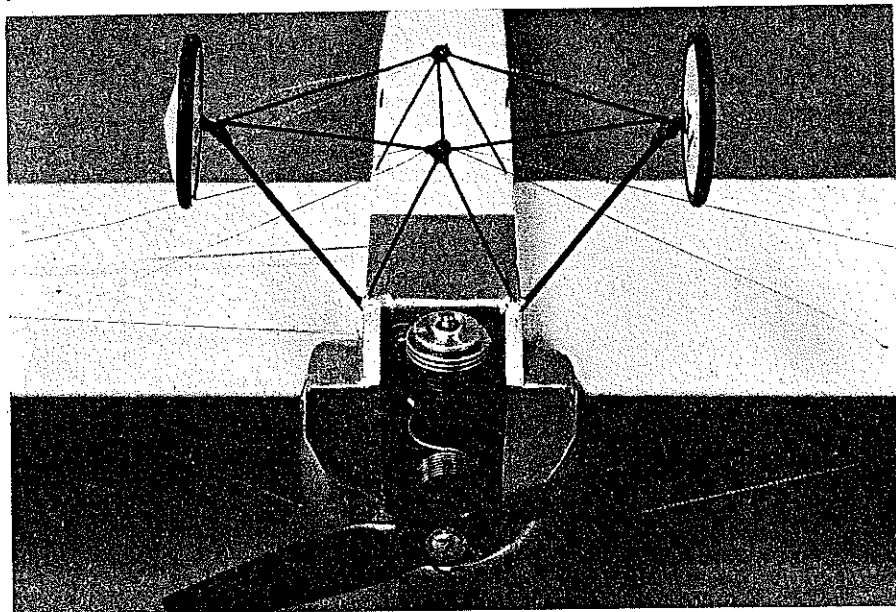
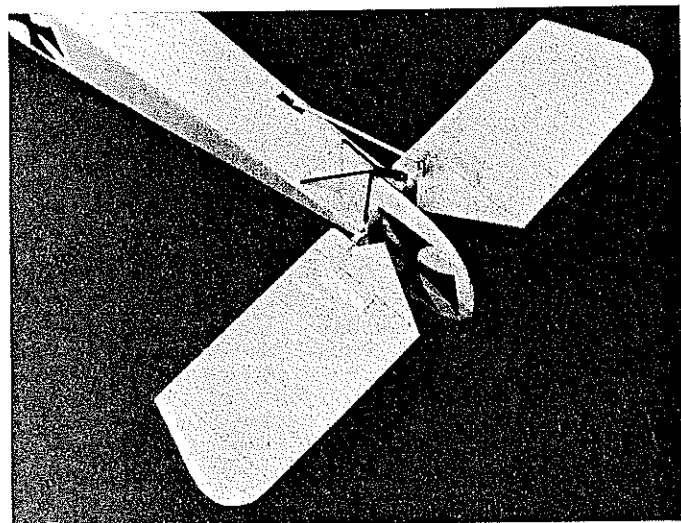
Control setup in the semiscale ("Ugly Stik") version featuring conventional tail surfaces.



Stabilator halves are epoxied to an .062 music wire joiner and covered with thin polyester, silk, or nylon cloth. Other things to see: Z-bend in pushrod, stabilator horn, and tail skid.



Left: The cowl is made from a soda can bottom. Use a can with rounded (rather than beveled) corners. Cut the bottom off the can with a cutoff wheel in a Dremel tool. Trim out the inside with a side cutter. A wire brush removes paint and prepares the metal for painting. *Wear safety glasses.* Right: This is the same view as seen in another picture prior to painting/finishing. Rib simulation does wonders for appearance.



Flying wires made from used .008 cable control lines are secured to the landing gear with twisted copper wire and soldered. The landing gear, cabane, and tail skid are flat black.

assembly).

One 1/4 x 4 x 36 soft-medium balsa (wing, cheek pieces).

One .062 x 36 music wire (stabilator joiner, L-1).

One .055 x 36 music wire (pushrod).

One .020-.025 x 36 music wire (lead-outs).

One .032 x 36 music wire (L-2, 3, 4, 5, T-1, 2, 3, cabane).

One 1/16 x 6 x 12 plywood (firewall, L-5, bellcrank, and tail skid mounts, lead-out guide).

1/2 balsa scrap (nose doublers).

.062 I.D. x 2 aluminum tubing (stabilator pivot bearing).

Two Williams Brothers 1 1/2-in.-dia. Vintage Wheels (or make your own from hardware store O-rings, 1/8 ply, paper covers, and 8-32 aluminum screws from an office supplies store).

Soft copper wire and rosin-core solder.

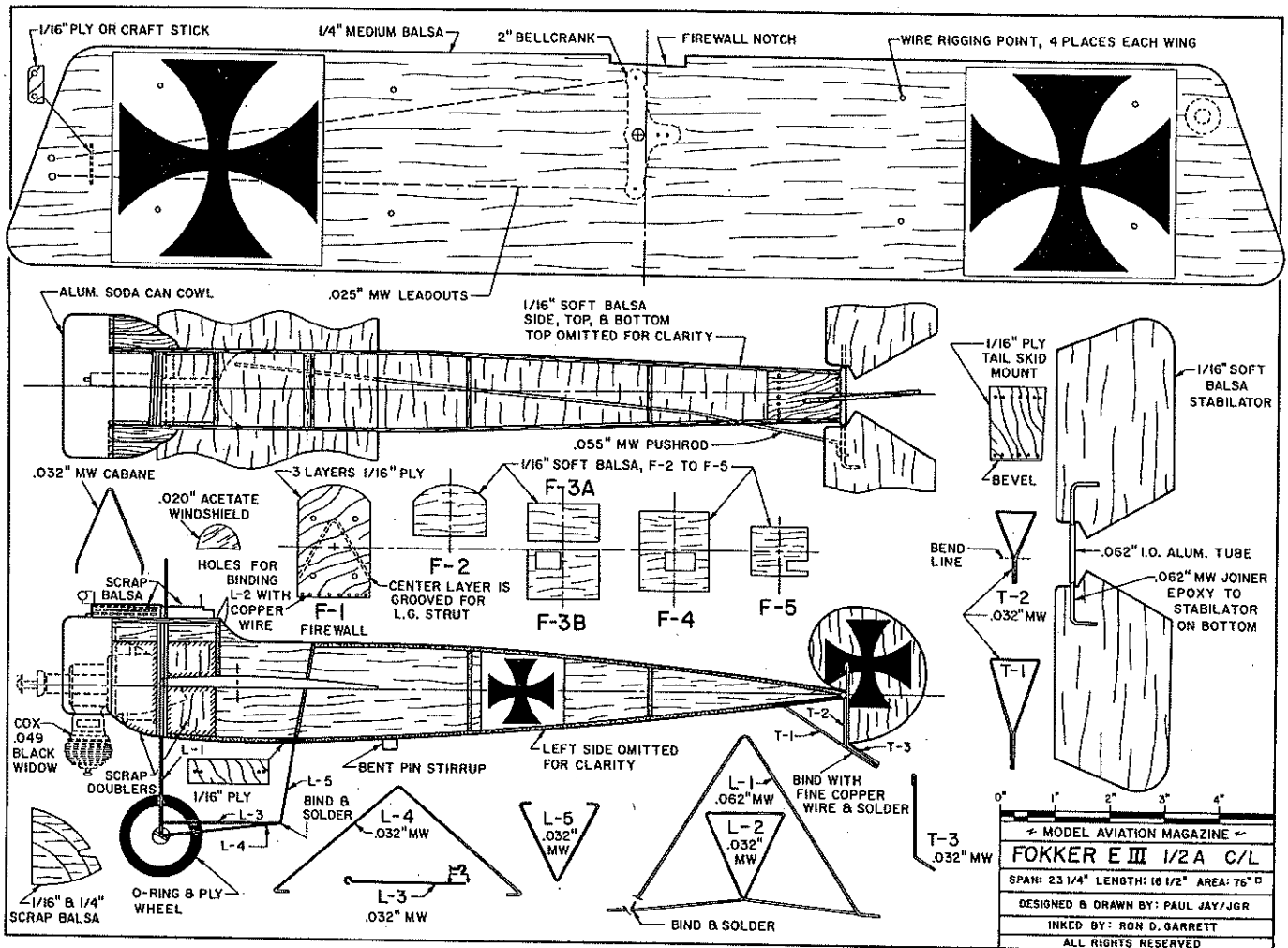
Slow-setting epoxy and cyanoacrylate (CyA) glue.

2-in. bellcrank with 6-32 screw, washers, and nuts.

.020 scrap acetate (windshield).

2-in. piece of solid solder, fishing weight, or steel washers (wing tip weight).

Four 3-48 screws and blind-mounting nuts.



Scrap polyester, silk, or nylon cloth.
 Fine sewing thread and pins.
 Filler, paint, and black vinyl pressure-sensitive film (insignia).
 3mm and 4mm press-on lettering (serial number).
 .008 or .012 stranded cable (control line cable for flying wires).
 Eight short lengths of 1/16-in. O.D. aluminum tubing (wing wire bushings) and brass or copper rivets (axle bearings).

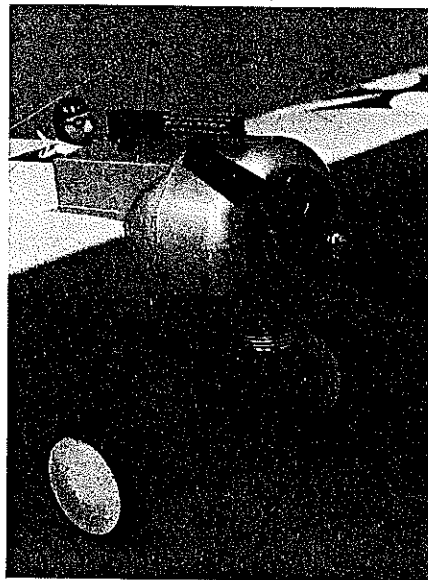
Construction. I like to transfer the part outlines by placing the plan over the balsa and piercing it with a pin to mark the wood below. Lift off the plan, and cut along the pin marks left in the balsa.

Using slow-curing epoxy, make a sandwich of the firewall pieces and L-1. Drill the engine mounting holes, and press 3-48 blind-mounting nuts into the back of each hole. Secure each nut with a drop of CyA glue. Be careful not to get any glue in the screw threads.

Wing. Notch the leading edge for the firewall, being sure to cut it at the angle shown for engine thrust offset. Mark locations for the bellcrank, lead-out guide, and the wing wire attachments. Glue 1/16 ply to the top and bottom to reinforce the bellcrank support, and drill a 1/8-in. hole for a 6-32 screw. For wing tip weight, use about 2 in. of solid wire plumber's solder, a flattened fishing sinker, or a couple of 1/2-in.-dia. steel washers; epoxy the weight into a

hole in the bottom of the wing.

Fuselage. Mark the locations of the formers on the sides with a marking pen or a soft pencil. Be sure to mark the firewall location so it will be square to the fuselage centerline. Glue the formers onto the right fuse-



Machine gun is made from scrap balsa, and the sights are formed from bent pins. Paint it flat black, and then touch in the aluminum-colored cooling slots. Pilot is carved from balsa, the clothes painted brown. The scarf is white tissue stiffened with white paint.

lage side using a triangle to make sure they are square.

Temporarily install the wing. Bend the pushrod, install it on the bellcrank, and slide it through the fuselage. With the bellcrank in neutral, check the pushrod length; it is correct when the Z-bend that engages the elevator horn extends 1/16 in. past the end of the fuselage. Remove the bellcrank and attach the lead-outs, but don't put loops in the other ends until time to attach the lead-out guide.

When you are satisfied with the bellcrank and pushrod assembly, cut holes for the lead-outs in the left fuselage side, and reassemble the bellcrank, pushrod, and both fuselage sides. When everything is in place, glue the fuselage sides to the wing and the left fuselage side onto the formers.

Bend the wire tail skid parts, T-1, T-2, and T-3. Bind with fine copper wire, and solder them to form the tail skid end. Also bind and solder T-1 where it crosses the center of T-2. Drill small holes in the 1/16 ply tail skid mount, and bind the tail skid assembly with copper wire. Make sure to bevel the rear edge of the mount.

Stabilator. Cut a length of .062 I.D. aluminum tubing to the length shown. Slip a length of .062 music wire through this, and bend it as shown on the plan. With the joiner centered in the tubing, slip a small copper or brass washer onto the wire on

Continued on page 156

well for RC Pattern in terms of increasing participation. There doesn't appear to have developed a stigma to flying a "lower" class, as some have feared might happen in Stunt. All in all, it seemed like a good idea until I started soliciting opinions from those who might be considered prospective "non-Experts." Without exception, to this point each has indicated a satisfaction with the status quo. They appreciate the fact that they might not beat Walker this year, but that they will be able to compare their progress toward doing so.

More than most events, Stunt has developed a stepping-stone hierarchy, whereby a flier can gauge his progress. Don McClave says that he knows he won't win the Walker Cup this year, but, by George, he is going to whip Hemstrought at last. Randy Schultz says there is no way Bruce Olson will keep him from qualifying again... and on and on. There are events within events at the Nats, and they are as exciting and satisfying to those involved as the greater chase for the Championship. Would we lose these if we separated the Dahikes from the Gieseke's? I'm afraid we might.

So, I've got to vote "no" on skill classes, too. I could still be swayed, though. It's tantalizing to contemplate the incentive a beginner's class would have for budding fliers within a few hundred miles of the Nats. Hmhmhm.

Anybody looking for a great winter Stunt contest in the Sun Belt? Jim Hoffman, 2028 South Playa, Mesa, AZ 85202, called to remind me of the Southwest Regionals, held annually at Buckeye, Arizona. This year's event, with PAMPA classes, is to be held on January 18-19, with Stunt flown on the 18th. Bob Whitely's SoCal 500 wrecking crew dominates this show every year and is ripe for the picking. Go get 'em.

Ted Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

Eindecker/Jay

Continued from page 71

each side of the tubing and solder it (avoid getting flux inside the tubing). Leave enough

clearance so the wire will rotate freely without sliding.

The stabilator halves are epoxied onto the wire joiner using patches of sheer nylon, silk, or polyester. Make sure that the two halves are level with one another and not twisted into "ailerons."

Make a stabilator horn out of .032 music wire so it will blend in with the rest of the wire tail skid parts, and epoxy this onto the bottom of the left stabilator. You may want to glue this and the wire joiner at the same time.

Set the fuselage/wing assembly flat on your workbench. Wiggle the stabilator horn onto the pushrod, and hold the aluminum-tube bearing in place at the ends of the two fuselage sides. The stabilator should be level with the wing when viewed head-on, and the distance from the leading edge of both the right and left stabilator halves should be equidistant from the trailing edge of the wing. If the distances from the stabilator to wing are not quite right, sand the end of the longer fuselage side until the distances are equal. If the stabilator is not level with the wing, wait until the planking stage to twist the fuselage sides into alignment.

Use CyA or 5-min. epoxy to glue the stabilator bearing to the fuselage ends. *Be sure not to get any glue inside the bearing!* Handle the model carefully, as there isn't much to hold the stabilator in place at this point.


Check the fit of the tail skid assembly on the bottom of the fuselage, and trim where necessary. Epoxy the tail skid assembly in place, and also epoxy the joint between the tail skid mount and stabilator bearing.

More fuselage. Using soft 1/16 balsa applied cross-grained, plank the top and bottom of the fuselage, starting at the rear and working forward. Don't plank the top forward of the cockpit or the area under the wing just yet. If necessary, twist the fuselage until the stabilator is level with the wing before applying the planking. Cut a slot in the bottom where the pushrod will exit. To

Continued on page 158

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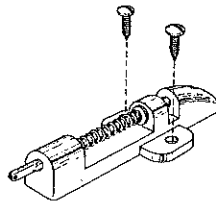
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achieve a good fit, bevel the rear edge of the top planking where it meets the stabilator bearing. Epoxy a small piece of sheer polyester (or silk or nylon) fabric from the top of the fuselage around the bearing and down onto the tail skid mount. Be careful not to get glue in the bearing.

Smear some epoxy onto the tip of T-1 and into the slot in the fin, then slide the fin in place. Epoxy another piece of the sheer fabric around T-1 and the lower part of the fin. Put some offset into the fin before the epoxy sets.

Test the fit of the firewall assembly with the fuselage; you will probably need to cut slots in the fuselage sides to clear the L-1 struts. Epoxy the firewall to the fuselage with it positioned square with the centerline. Be sure to mate it with the offset notch in the wing leading edge.

Cut the fuselage side doublers from 3/32 balsa, and epoxy them to the front and rear of the firewall—and apply a thin coat of epoxy on the back of the firewall. Glue on the top decking in front of the cockpit. Coat the engine bay with a thin layer of epoxy for

fuel-proofing (be sure not to get epoxy in the screw threads).

Make the cheek pieces to fit on either side of the nose from scrap 1/4 and 1/16 balsa. Note that the front of the fuselage is circular and conforms to the diameter of the cowl.

Finish bending the landing gear parts from .032 wire using long-nosed pliers. Drill small holes through the firewall near the bottom, and bind L-2 in place with fine copper wire. Lace L-5 to the 1/16 ply in the same manner, and glue this assembly onto the bottom of the fuselage under F-3B. Where L-2 and L-4 come together near the axles of L-1, wrap with copper wire and solder the joint. Bend the loop in L-3 so it wraps around the junction with L-2, and do the same where L-3 joins L-4 and L-5 at the rear. Don't solder these two joints until time to fasten on the flying wires.

Spread epoxy along the bottom edge of the firewall to blend in L-2 and its wire wrapping. Do the same for L-5 and the tail skid. Plank the bottom of the fuselage from L-5 forward to the firewall, and add the top decking in front of the cockpit.

Wheels can be made from hardware store O-rings, 1/8 plywood disks, short 8-32 aluminum screws (from an office supply store), and stiff paper covers. Drill holes the length of the screws, and insert the copper rivets which will act as axle bearings. Secure the screw, rivet, and O-ring to the wheel with CyA. Paint the back side of each wheel and the paper covers, then assemble the wheels to L-1 by soldering the copper rivets onto the axles. Cementing the painted paper covers to the outside of the wheels finishes the job. As an alternative, use Williams Brothers 1 1/2-in. Vintage Wheels and save a lot of work.

Although the tail of the Eindecker is distinctive, the engine cowl is no less important. Make it from a drink can having a rounded (rather than beveled) bottom. Use a wire brush in a Dremel Moto-Tool to take the paint off, then use a cut-off wheel to remove the bottom of the can and to cut the segment from the bottom cowl circumference. Use a router bit in the Moto-Tool to cut the indented bottom. *When using the Moto-Tool, be sure to wear safety goggles.*

Epoxy the cowl onto the front of the fuselage with an overlap of 1/8 in. The band around the cowl is stiff paper or Tyvek about 1/8 in. wide. Secure this with CyA or epoxy glue.

Finishing and Detailing. Strive for a light-weight finish aft of the center of gravity (CG). If you wish to simulate ribs on the wings and tail, first apply a coat of filler. Cut narrow strips of paper (or lengths of sewing thread), and secure them with a dab of CyA at the leading and trailing edges. Apply more filler, and sand in the direction of flight.

Apply finish colors of your choice. For the Sport Scale E.III, I mixed cream-colored paint using Red Devil yellow, red, and white polyurethane paint to simulate the effect of varnished linen fabric. The cowl, cheeks, fuselage front, and forward top decking were finished with aluminum paint.

In making the insignia, I roughly painted the white squares first, then I masked off the white areas on the wings and fuselage sides. After brushing on a coat of clear polyurethane to seal the edges of the tape, the cream paint was applied. The black crosses were cut from self-adhesive vinyl film from an office supply store. For the curves, I used my homemade compass cutter set at 2 1/4-in. radius for the wing insignia, 3/8-in. for the fuselage, and 1 1/2-in. for the fin.

The serial number on the fuselage is press-on lettering 3mm to 4mm high. It duplicates the number of an aircraft in the Science Museum in London.

The machine gun is made from scrap balsa with bent pins for the gun sight. Paint it flat black, and use aluminum or gray paint to simulate the cooling slots. The wind-screen is made from .020 acetate glued into a slot in the top decking. Carve the pilot from balsa. I painted mine in a brown-maroon color mixed from black and red paint, except for skin (pink) and goggles

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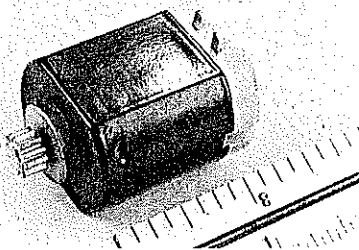
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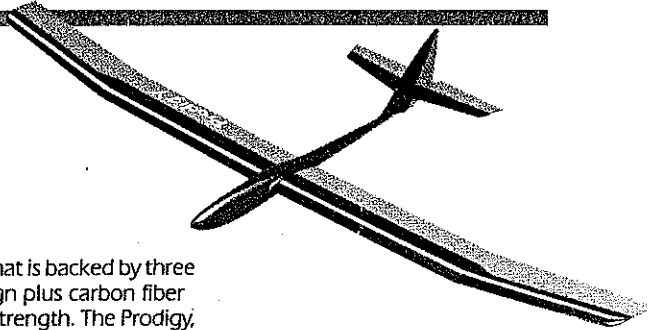
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(black). The scarf is white tissue stiffened with white paint. Bend the stirrups from straight pins painted flat black.

Drill holes through the top of the fuselage into the firewall, then mount the .032 music wire cabane. Apply a drop of CyA where each end of the cabane enters the top of the fuselage. Drill ¼-in. holes in the wings where shown, then use CyA glue to anchor short lengths of ¼-in. O.D. aluminum tube bushings into each hole. Wrap two turns of copper wire loosely around the cabane and also around the junction of L-2/L-3 and L-3/L-4/L-5. Cut the cable (see parts list) into four pieces, each long enough to run two cables from the junction of the copper wire at L-2/L-3, around through the wing holes to the copper loop at the top of the cabane, down to the other wing holes, then back to L-2/L-3. Do the same for the two wires running from the junction of L-3/L-4/L-5 to one wing, to the cabane, to the other wing, and back to L-3/L-4/L-5. Wrap the copper wire tightly around the flying wires at the top of the cabane, then solder this joint. Tightly wrap the copper wire and flying wires at L-2/L-3, then solder. Do the same at L-3/L-4/L-5. To finish the flying wires, put a drop of CyA where each wire fits through a wing bushing.

Finally, paint the landing gear, tail skid, and cabane flat black (but don't paint the wing wires). When you are finished, the total weight (with engine) should be about 7 oz., and the CG should be no farther aft than 1¼ in. from the wing leading edge.

For documentation, you will want to refer to *Profile Publication #38, The Book of Warplanes*, by Kenneth Munson; *Aces of the Air*, by Francis K. Mason (although the aircraft detailed is an E.I. flown by Max Immelmann); *Fighter Aircraft of the 1914-1918 War*; *Aeromodeller/Argus Specialist Publications Plan #3056* (available from several sources, including J.M. Lupperger Plans, 1304 Palm Ave., Huntington Beach,

CA 92648, \$3.00; catalog, \$1.50); *Warplanes and Air Battles of World War I*, ed., Bernard Fitzsimons; and *The Encyclopedia of German Military Aircraft*, by Bryan Philpott.

When comparing documentation, you may note that some authorities disagree on dimensions, especially wingspan and chord. Not only that, but scaling directly from the supposedly authoritative drawings can be a further exercise in contradiction and inconsistency. Fortunately, this is a Sport Scale model; the main purpose of this little beauty is to have fun.

Flying. Choose a windless day and a smoothly-paved flying site well away from power lines. You will have to exercise some "eyeball" judgment to determine the neutral stabilator position. Check as best you can for equal up-and-down movement.

Don't "horse" the model off. Let it roll forward a few yards, then ease in a bit of up-control. The Eindecker will rotate smoothly and be very stable in flight thanks to its long tail moment. When the engine cuts, the model tracks straight ahead and gradually loses altitude with no tendency to dive for the concrete. Don't expect to do any aerobatics except for wingovers and (gasp!) inverted flight. If your Eindecker weighs 5 oz. or less, you may be brave enough to try a loop. But avoid those Immelmann turns—and don't call the Eindecker an Ugly Stik!

FF Duration/Murphy

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these unheralded and dedicated "workers-for-the-cause," I would like to begin a series. I'll single out a different newsletter in each of my subsequent columns and attempt to recognize the efforts of those faithful servants of the grass roots media—the newsletter editor.

In accordance, then, our initial spotlight beams into a geographical area which

already carries a reputation for being blessed with ample sunlight. That would be the State of Arizona and more expressly the Phoenix Model Airplane Club. The PMAC's current president is Ken Kear, and its newsletter (which is published on a monthly basis) is presently ably co-edited by Sal Fruciano and Hermann Andresen. An interested subscriber may get placed on the club's mailing list by sending \$4 to Sal at 6146 E. Cactus Wren Rd., Scottsdale, AZ 85253.

Among the club's members is former editor (and the "old salt" of the organization) Al Lidberg—plus such nationally-known Free Flight Gas competitors as Toby Blizzard and Randy Archer—and, I must mention, ex-Hoosier Larry Fry. Randy's efforts in various past AMA Nats and Free Flight Champs (held at Taft, CA) have established a significant win record in the Class C event, so we have taken the liberty to snitch a three-view of his 802-sq.-in. creation from a recent issue the PMAC's "monthly missile" and have included it in this column. Although Randy respectfully refers to his design as a Satellite, we are told by the PMAC's newsletter editors that the model is only a "look-alike," and that Randy had never seen a set of Satellite plans until just a few months ago.

Randy's airframe construction and airfoil design are certainly unorthodox, with internal construction alterations of great rigidity in order to accept mylar film coverings, and the Phillips-entry airfoil is definitely not of Satellite origin. Much of Randy's success with the design is attributed to his attention to fine detail in fuel selection, engine modifications, and handmade fiberglass props—the obvious attributes of a dedicated competitor.

The model is flown right-left, with a quarter turn to the right under power on a nine-second engine run (Category II), then about a four-second delay before the VIT (variable-incidence tail) kicks the stab