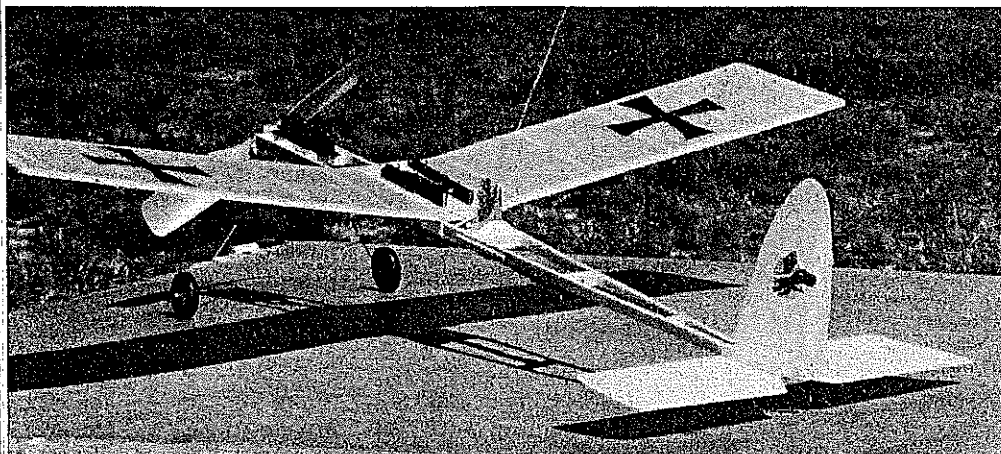
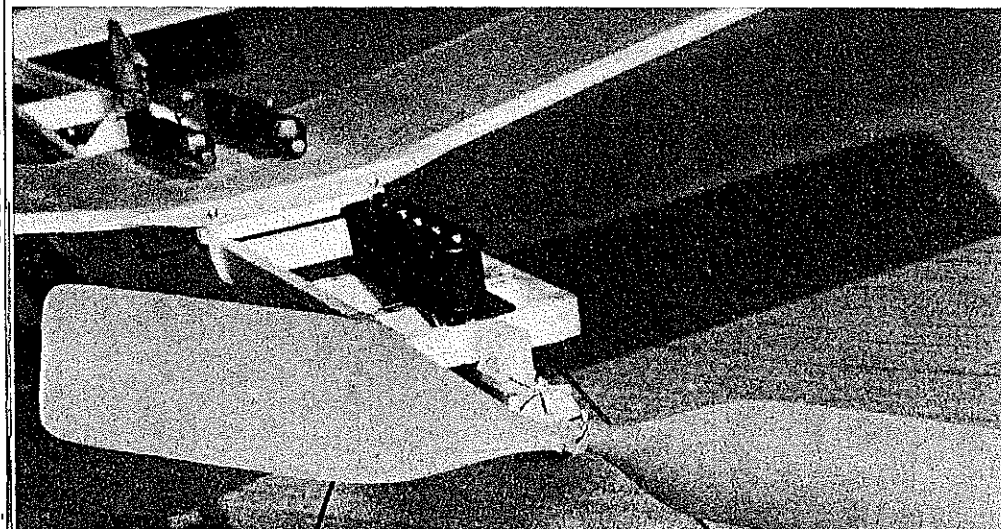
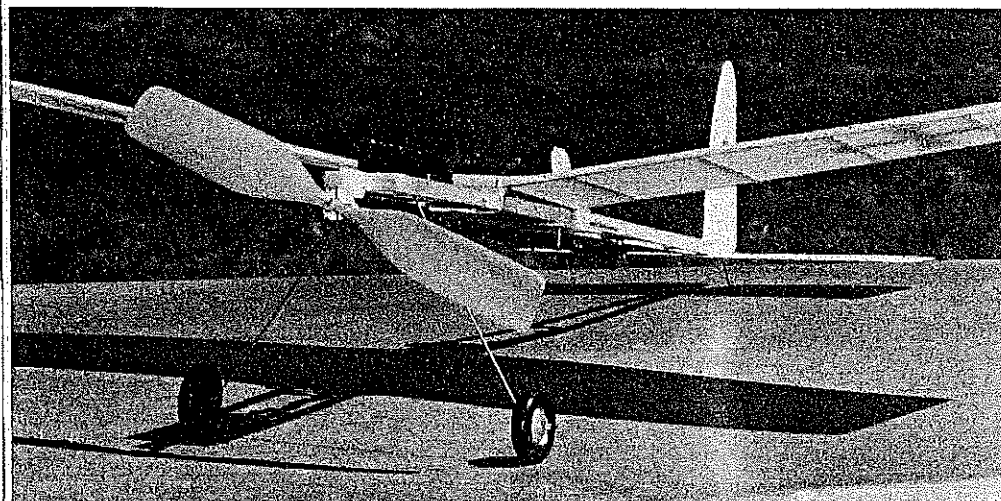


# FOKKER E-II

# 711



Above: The author's original Dawn Patrol-era Fokker E-II on the ramp ready to start up for a hard day's mission. Like all Conover's PGM-series models, this is a special breed of limited-duration craft—designed to fly in small areas, it usually doesn't stay up very long. The plane shows some battle damage after hundreds of flights. Below: Stock plastic propeller and wheels and a simple one-loop rubber motor underneath. Primitive, but fun to fly. Note the six-cylinder Mercedes engine, motor-hummer gear, wing mounting and motor guide.



Realistic details such as the profile-type pilot figure, dummy machine guns, dummy engine, and the unique motor hummer (patent pending) make this a fun model. Barely visible on the wood cam hidden behind the propeller are three of the motor hummer's gear teeth. Also note the thin piece of music wire running from the propeller bearing assembly up to the cam.

After the neighborhood kids get a load of this WW I-era pursuit fighter humming like the dawn patrol overhead, you won't be able to keep them out of your workshop.

■ Larry Conover

**SIMPLICITY** and low cost: These are the purposes of this model. The Fokker E-II is a simple, low-cost, good-flying Outdoor stick model that looks much like a WW I pursuit ship. It flies low and slow with a faint aroma of that fictional WW I ace from Boonetown, Iowa—the famous (and infamous) Phineas Pinkham, practicing jokester of the 9th Pursuit Squadron.

This airplane has many amenities that separate it from discount-store sheet-balsa ROG fliers: pilot, machine guns, aircraft engine, motor-roar device (patent applied for).

Yes, it does take a liberal application of imagination. But kids have plenty of that waiting to be challenged.

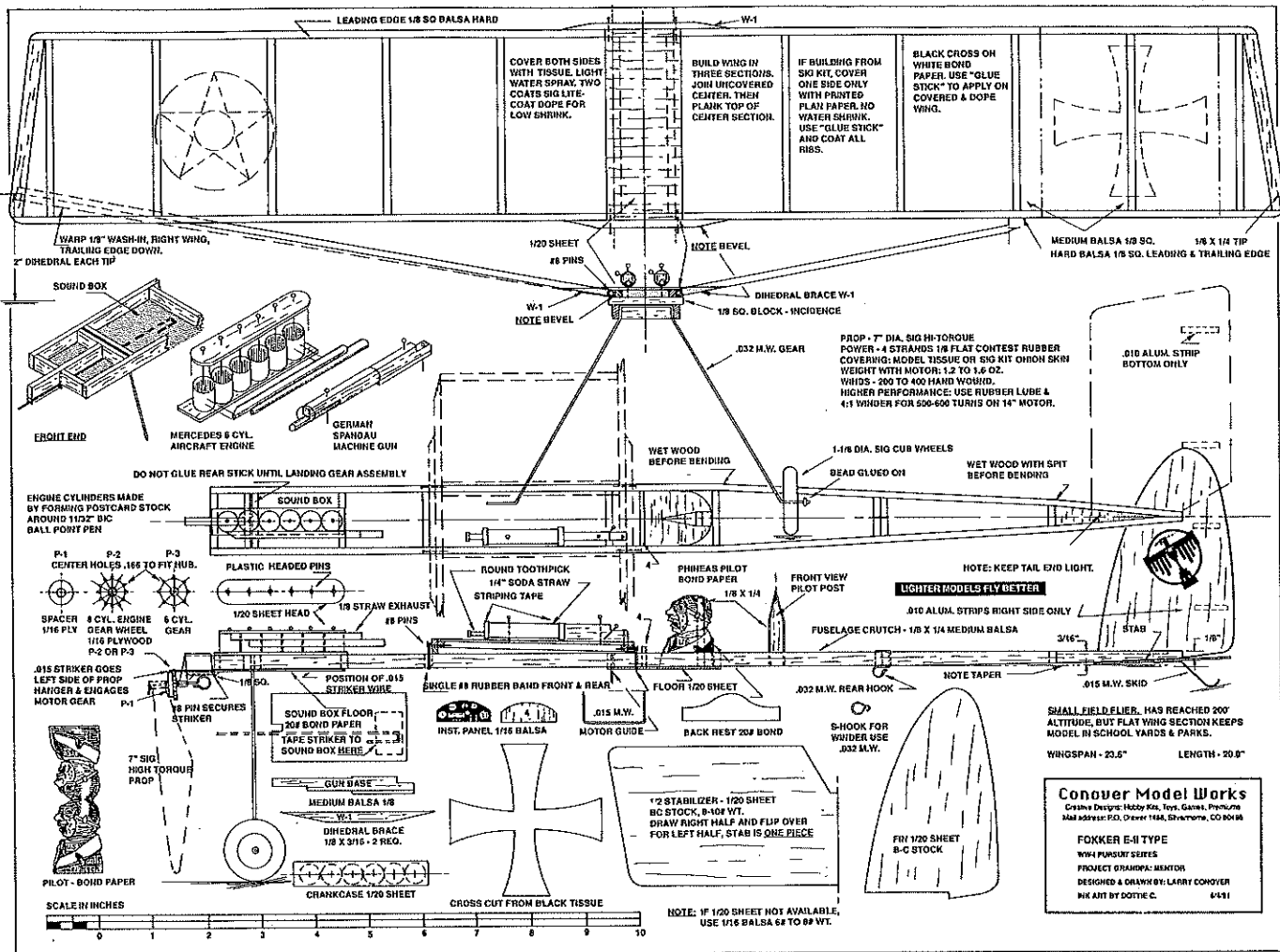
**Check out the structure and aerodynamics.** The open crutch provides extra strength and stability no matter how many winds you put into the rubber motor. It also gives you a solid platform for mounting the wings and other essentials. And it is much easier to build than a full box fuselage.

Single #8 rubberbands, front and rear, provide a shock-mounted wing that gives when you hit that light pole or tree. They also allow you to transport the model in a large shoebox.

The landing gear is solid and very realistic. It works great both on ROG takeoffs and on landings.

Sheet tail surfaces are easy to make and maintain. Adjuster strips on the fin and stab make it simple to adjust your model for top performance—and some stunts, too. You can slide the wing to adjust the center-of-gravity (CG) position. The prop mount and prop are standard Sig parts, as are the wheels.

**Aerodynamic design for a purpose:** Models in the PGM series, of which this is



one, are a special breed of limited-duration aircraft. That doesn't mean they're limited in all-around performance, just that they're designed to be flown in limited areas such as small parks, school athletic fields, large corner lots, or supermarket parking lots.

To accomplish this goal we use a flat-plate wing section. You don't even have to shape the leading edge—although it flies better if you do. You don't have to taper and shape your tail surfaces (again, it flies better if you do). There's enough tail volume (the product of tail area and its

moment arm from the CG) to give good stability. If you want expanded motor length for a longer prop run, you can use Wakefield model techniques to pack in enough winds to take the little bird to a quite high altitude. This model flies really well!

Even top-gun contest fliers will get a

pleasant change of pace out of this WW I pursuit model. You can show it off at family picnics or to the neighborhood kids.

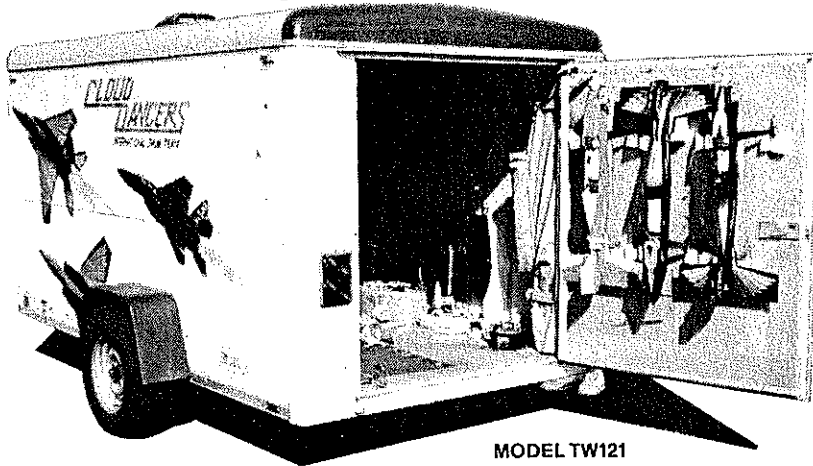
Attracting those kids is the most important thing you can do: stir up the interest of a whole new generation of town kids who experience aircraft and flight mainly through their TVs and videos. They

*Continued on page 154*



Left: Fifteen-year-old Matt Walker makes ready to ROG his nice-flying pursuit model. Right: The author with his new design, an integral part of his PGM program designed to teach model building skills to young people. See the text for more details on this innovative program.

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and when there is no conflict with the high school students' other classes. Before the school year ended on June 30, 1990, each of the August Martin students had logged between eight and 12 hours at the controls.

The unique way in which this program gives inner-city boys and girls a theoretical and practical education in aeronautics along with a chance to earn their wings takes an extraordinary degree of ongoing cooperation among many organizations. Grateful appreciation is in order to the following:

The local Aviation Development Council for its continued liaison efforts between the State University and the school

administration.

The cooperative people of the New York City Board of Education for acquiring the funds to support the student flight instruction.

The State University at Farmingdale, which permits the free use of its aircraft.

Pan American Airlines and American Airlines, which donate flight physicals for the students.

Gloria Shepard, Director at the Federal Aviation Administration, for her support and efforts in obtaining program funds.

Finally, Dr. Arthur Kesselman, Principal of August Martin High School, and Mr. Jack Shelley of the Industry-Community Advisory Commission deserve gratitude

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for their unwavering support of this original and progressive high school program. □

**Fokker E-II/Conover**

*Continued from page 69*

live the thrill of flying vicariously. You can change that by giving them a real hands-on experience. It's a chance for them to earn the satisfaction of building and flying a model airplane of their own.

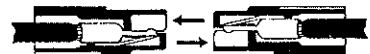
**Building instructions?** I have a standard answer for questions like that during my PGM model classes: "Check the plans. Check the plans!"

But it's really not a problem. This model was designed for grandpa modelers as a teaching tool not for children of modelers, but for the hundreds of thousands of neighborhood young people who are urgently looking for an alternative to the often short-lived shoot-'em-up activities that come across their TV screens every day. They don't know an RTF from an ARF, or a CL model from an RC. And they've probably never heard of the AMA.

**The motor-hummer system.** What a neat device this turned out to be. Old-time motor-hum devices were usually just a wire or a strip flapped by the prop. That

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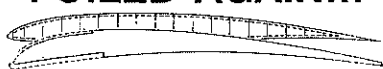
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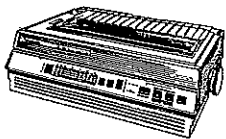
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takes away too much energy from the long-suffering rubberband power source. You lose 10% to 25%, and the climb looks like a pregnant pelican's.

I researched the design of musical instruments, and after the fifth try came the latest state-of-the-art hummer: a gear-driven, striker-wire, drumhead (sound box) motor popper. It sounds like the dawn patrol droning overhead, returning from the Boche lines. It takes less than 5% of your gumband's energy. Do it! You'll love the sound of the engine ticking over as your WW I pursuit comes gliding in.

**Flying instructions.** The center-of-gravity is located at 50% of the wing chord. Balance the model there by sliding the wing for best glide. (You are going to give it a series of test glides before trying it under power, aren't you?)

It's important to warp washin (trailing edge of the wing tip warped down—check the plan) into the right wing to offset the right rudder adjustment for the proper glide circle. Higher torque on high winds will take it up straight and high, crossing over into a nice right climb. Do not reduce the wing incidence. Keep the tail light.

**Cautions:** You can *lightly* shrink the tissue covering on the wing by misting it with water. Use only plasticized clear dope (Sig Lite-Coat) on the tissue. If the covering is

too tight, the wing will be twisted like a pretzel. Use a heat lamp or steam to take out or put in warping adjustments.

Do not use the stock wire prop shaft that comes with the plastic prop. The rubberband will crawl off the hook. Use the plan pattern to bend a new one from 1/2 music wire.

Make the stab in one piece using the half pattern.

**Top performance** would call for eliminating the engine, machine guns, and pilot. Don't do it! You'd miss half the fun. And now a word for you all-out, top-gun, hot-dog performance fliers: Attention! Do not fly this little, inefficient WW I pursuit model too close to thermals. It might disappear into the blue, just like the Red Baron.

Now I'd like to say a few words about Project Grandpa: Mentor (PGM):

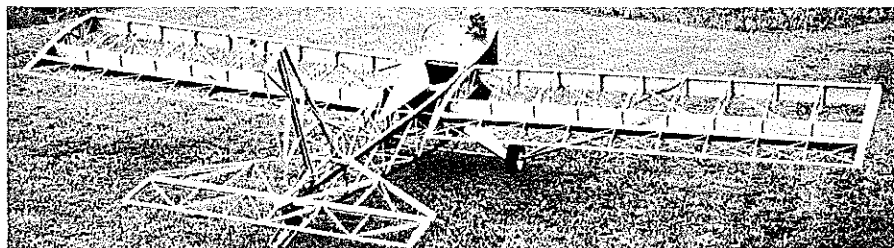
WANTED—a few good grandpas, to use their expertise and experience to teach model-building skills to a new generation of grandchildren and kids right in their neighborhoods. Project Grandpa is a unique grass roots model aviation educational program designed to direct the interests of our young students toward the scientific disciplines, thus helping the kids, the public schools, and our country maintain a leadership role in the New World Order.

*Continued on page 156*

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16	6,7,8	

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8	3,3½,4,5,6,8
8½	4,5,6,6½,7
9	4,5,6,6½,7,7½
10	4,5,6,6½,7
10	6W*,8W*
10	6EW*
11	4,6,7,7½,7½,7¾,8
11	6W*
11	6EW*
11½	6,7
12	4W*
12	5W*
12	5,6
13	5,6
14	5,6
15	5,6
16	4½N*
16	6,7,8

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DIA.	PITCH
7	5N*,5¼N*
8½	6¾,7½,7¾,8

#### SERIES 400C

DIA.	PITCH
8¾	6½,6¾,7,7½,7¾
9	7,7½,7¾

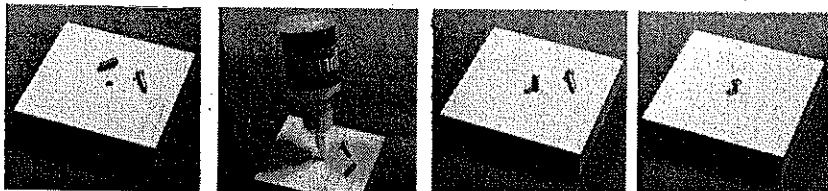
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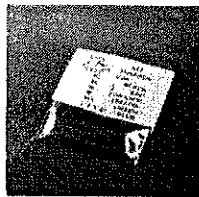


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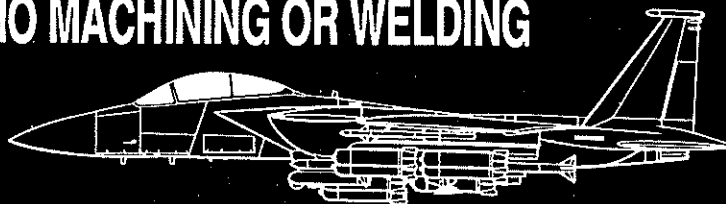
You never know where a new endeavor or interest will lead. Model aircraft building is that way. It has lifted thousands of modelers from the 1930s and 1940s into responsible positions. Scientists, teachers, writers, industrialists, aircraft designers, engineers, Air Force officers, astronauts—each and every one with a certain creative curiosity that designing and building model aircraft cannot help but sharpen.

But it isn't so today. I research and write about public education. I also study social trends in our culture. Today I see the consequences of a long slide into a society that craves instant gratification. In our hobby, the emphasis has swung to operating RTF (ready-to-fly) and RTR (ready-to-run) models. Even the ARF (almost-ready-to-fly) kits require little personal effort. But, as Olympic decathlon champion Bob Richards said: "No strain, no pain . . . no glory!"

Building a model from scratch or from one of the NRF (not-ready-to-fly) kits offers a wonderful bonus: the satisfaction of being the real creator of that miniature aircraft.

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Think about this: A few years ago I sat back and meditated on the many diversions of the present age—joined in a video game jam session, sneaked a look at the Dungeons and Dragons game, studied some lyrics from pop rock records (and caught some of the back-masking on the tapes), watched the aftermath of gang wars on the CBS Evening News. "Hey, man!" I thought. "There are half a hundred troublesome activities that adversely affect youth today."

By contrast, I remembered my growing-up years (yours, too, if you're a senior). Looking back as if through a time machine, I watched my friends and I as we struggled and learned and test flew our dime store models: Joe Ott and Comet and Guillow. From the hobby shop came Cleveland designs and Megow, Scientific, Burd, and Berkeley model kits. We pored over *Flying Aces*, *MAN*, and *Air Trails*. Those afterschool and evening projects filled our time and our minds with good, productive thoughts and activities. It even carried over to our school classes, since we could see a real purpose in studying algebra, physics, and biology. You see, we were budding aero engineers.

The summation of all this wonderful return to yesteryear was my model aviation education program, Project Grandpa: Mentor. I designed it to:

"Teach our boys and girls the invaluable lessons gained through building and flying model airplanes. Additional instruction through an informative lesson plan that correlates science and math, aeronautics and drawing, manual training and sportsmanship . . . All closely tied to model aviation in this program."

The curriculum plan is designed to fit in with public school enrichment classes that encourage young people in the scientific disciplines. This interest is sadly lacking today. Far too few high school graduates are capable of advancing to professional studies in college. When our present stock of aerodynamicists and aerospace engineers retires and passes on, our nation's capability as a world leader in science and industry will plunge disastrously.

So, how do you fit in? If you are a senior modeler (over age 55) who remembers the good old days of outdoor ROGs that you built for a quarter and flew all day on a dime's worth of rubber, you qualify as a *Mentor*. (A mentor is a wise and trusted advisor, guide, and teacher.)

Epilogue. As the sun slowly fades in the west, let me leave you with a picture.

You're out testing in the quiet evening air. As you hand wind your WW I pursuit, some kids over on the outskirts of the field show a slight stir of interest (They look up).

"Hmmm, guess I'll give 'em a little air show. Put in an extra 50 turns."

Now check the flying surfaces, engage the motor hummer, test the machine guns. Launch straight out at the gaggle of kids. She climbs fast and high, motor humming, and banks to the right in a climbing turn. By the time the power cuts high overhead, those kids are falling all over themselves to be the first to reach you and the aircraft. (It almost reminds one of Lucky Lindy in Paris, 1927). The khaki-and-yellow fighter plane descends in lazy circles, prop just ticking over as the engine idles down for a textbook landing.

"Hey mister, where'd you buy that airplane?"

"Made it muhself."

"Boy, would you make one for me?"

"Nope, but I'll show you how to make your own airplane."

It is that easy. And now you're on your way. What a great satisfaction (and public service) it is to train these wonderful children in the good old ways of model airplane building. For more information about the PGM program, see the box below.

There is a lot more information on Project Grandpa: Mentor, including a curriculum plan, other model designs, pictures, sources of books, materials, kits, etc.

Send two dollars more plus 50 cents postage if you want a full-size plan to build from. Complete building instructions come with the big plans. Full-size plans in quantity are \$2.00 plus 15% postage.

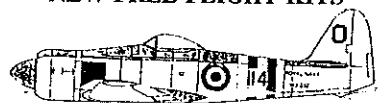
Write to Conover Model Works, P.O. Box 628, Longmont, CO 80502.

#### Fokker E-II Materials List

- Two  $\frac{1}{8}$  x  $\frac{1}{4}$  x 36-in. medium-hard balsa stock
- One and one-half  $\frac{1}{8}$  x  $\frac{1}{8}$  x 36-in. medium balsa stock
- Two  $\frac{1}{8}$  x  $\frac{1}{8}$  x 36-in. medium-hard balsa stock
- One  $\frac{1}{20}$  x 3 x 12-in. B-C grain sheet medium balsa, or
- One  $\frac{1}{16}$  x 3 x 12-in. B-C grain sheet medium balsa
- One length .032 x 18-in. music wire
- One length .015 x 9-in. music wire
- One each  $\frac{1}{8}$ -in. and  $\frac{1}{4}$ -in. soda straws

Continued on page 158

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### Safety/Berman

Continued from page 12

(Oh, maybe they sport a balsa band aid, a couple of skin patches, or some undercover

mildew.)

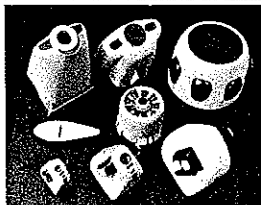
Just what is their secret? It's so simple that it is embarrassing. Simply pull that floppy disc marked Common Sense out of your tool or flight box and insert into your shoulder-top computer—habitually!

Every one of us knows best what is right, tight, or light with each of our balsa birds or our pre-flight preparation. We are just not serious enough in our appreciation of the Murphy scenario. Somehow most of us got by the '91 flying season, perhaps more with luck than by design. How about resolving for '92 to become more honest about truly letting safety come first, the way John Preston felt about it!

And, please do pass on your unusual safety-related experiences to our editor. The rest of us just might learn a valuable lesson,

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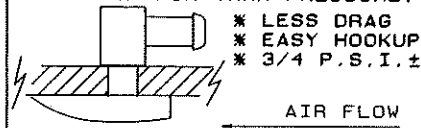


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## Timing Models/Bott

Continued from page 71

November 1991, the JPO clocks were in use, and the top speed winner of the event was Steve Korney with a Hurricane Cobra; his first attempt at the JPO clocks got him at 218 mph; on the second attempt he ran 165 mph.

While standing about 15 feet back from the flight line I was hand-holding a Decatur Electronics Tracer radar gun especially designed for radio-controlled models. I picked up the Cobra about 1,000 feet away at 186 mph on the first pass and 189 mph on the second. The event promoter elected to use the speeds from my radar gun versus the official clocks for the event since my speeds were more consistent.

Participants and event promoters were amazed that I could pick up the plane's speeds so far away with such accuracy and consistency.

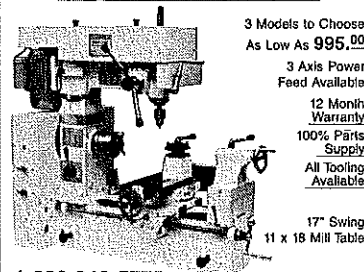
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Continued on page 162

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