

others.

After having been away from models for a large number of years, I noticed how light, dependable, and small the radio gear had gotten to be. It immediately struck me that it would be possible to fly the free flights with radio assistance to avoid those thermal-related downwind sprints. The scenario of allowing the model to gradually circle downwind and then bring it back upwind is especially timely now in view of the small flying areas.

My interest was only in the model airplanes themselves and in watching them soar. Flying, of course, is also fun but only in a general sense. Flying these type models with radio gear, as radio models, holds an amount of interest equal to .000 (to each his own!).

Since I have resumed modeling, in many instances I have encountered a different breed of cat on the flying field. It seemed to me and other modelers that the prime interest was in the model airplane itself (as an airplane). The present-day mechanical and electrical gadgetry are not the excuses I use for playing with my radio set. I often get the impression that model airplanes serve only this purpose nowadays. I feel modelers are missing the real fun, the model airplanes themselves.

Anyway, when I got back into modeling, the problem of obtaining plans of what are now called "Old Timers" appeared to be a formidable task. It was



Photo No. 13. Rubber power is on the rise in South Africa! Bud Abbot prepares his Comet Gull. Note the clockwork DT timer; a burning fuse is a no-no with all that dry grass around.

a godsend when someone at work told me that a John Pond offered plans of Old Timers (so does **R/C Model Builder!**).

While the interest in Old Timers appears to be growing, it is surprising to me that Old Timers aren't more popular than they are. I personally find the ubiquitous Pattern models . . . hot rods . . . profoundly boring. So, thank you for providing a plan service, the chance to acquire the plans, and most of all, the ability to build the models. Your service has restored my faith that there are many other modelers who, like myself, are

interested in the airplanes for themselves.

How about that? Kohne really hit the nail on the head when he said the real fun was the airplanes themselves. I wonder how many of us realized this?

NEW ZEALAND ECHOES

The last column or so, we featured Rex Bain, who has been plugging the Old Timer movement in New Zealand for quite some time. Finally, feeling it was too much for him, Ivan Treen, 20 Konini

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Stahl's

FOKKER D-VIII

OLD TIMER Model of the Month

Designed by: Earl Stahl

Drawn by: Al Patterson

Text by: Phil Bernhardt



SAM Speaks editor, Jim Adams, with his D-8 and the 1st place trophy won at the 1976 SAM Champs at Wright-Patterson AFB in Ohio. Jim's winning time was 4 min., 6 sec., quite an achievement considering the confined flying space available.

• Earl Stahl must have been one heckuva busy man when preparing material for the June and July 1941 issues of *M.A.N.* In addition to two of his fine rubber scale ships (a P-39 Airacobra in June and Stinson 0-49 in July), each issue carried one of a two-part article on his gas-powered Fokker D-8 . . . an interesting departure from his numerous rubber models. It was a 57-incher of strictly conventional construction, powered by an Ohlsson .23 with a 12-inch prop to keep the revs down and the flight realism up. Not a contest job by any means, Earl's intent was to instead produce a reliable, stable flier that looked and flew like a real airplane, and he has come pleasantly close to meeting that goal.

All of Earl Stahl's designs have the reputation of being better-than-average fliers, and the D-8 is no exception. Several copies have been built and flown out here on the West Coast, most notable being the one SCAMPS member Jim Adams built around ten years ago. Jim's Fokker performs as well today as ever, although it's now on its second wing (clobbered a telephone pole at Taft) and is sorely in need of a recovering job. An E.D. Snipe .09 diesel provides

the power and just the right amount, too, as the model makes a very realistic ground run and takeoff before assuming a fairly tight left turn and leisurely going for altitude, a week's worth of D.T. fuse trailing behind. The glide is a very wide right-hand circle. Speaking of D.T.'s, Jim rigged his model so that the entire empennage assembly pivots at the leading edge of the stab. That's a lot of stab to be popping up, but is made easy by running a rubber band from the top of the rudder to a hook halfway between the cockpit and the stab i.e. For those who want to take a chance at building-in the flight trim adjustments, Jim's D-8 has 1° of right thrust, a tad of right rudder, and 3/16-1/4 inch of wash-in in the left wing panel. Balance point is at the middle wing spar.

Possibly the biggest hurdle for a D-8 builder to overcome will be locating a suitable cowl. Stahl used a spun aluminum cowl stocked by all the hobby shops at the time, but of course this is no longer the case. The most obvious alternate is an aluminum pot of the correct size (Jim Adams made his this way), or possibly the bottom half of a plastic jug might do the trick. •

