

PHOTOS BY PAT RASILE

FOKKER T.V. .in Profile

By MIKE KEVILLE . . . A very uncomplicated profile scale model of a pre-World War II twin-engine bomber. Enjoy the sound of two synchronized engines, and the sight of a model that looks like a real airplane.

• Here is a fun airplane. Even the name is kinda funny, as who ever heard of flying TV? Doghouses and Lawnmowers, yes . . . but flying TV? Actually, that "V" is a Roman numeral 5, and the design was Fokker's attempt at a modern (in 1935) bomber. They built only a dozen or so, including the prototype, and all were destroyed in the opening days of World War II. Several were wrecked on the ground at Amsterdam/Schiphol, but others fought vainly in the air against bumper odds.

The model was built for the Valley Circle Burners' "Fun Scale" contest in September 1976, which featured '1/2A Multi-Engine Profile Scale', and drew 14 entries. To my great surprise, the

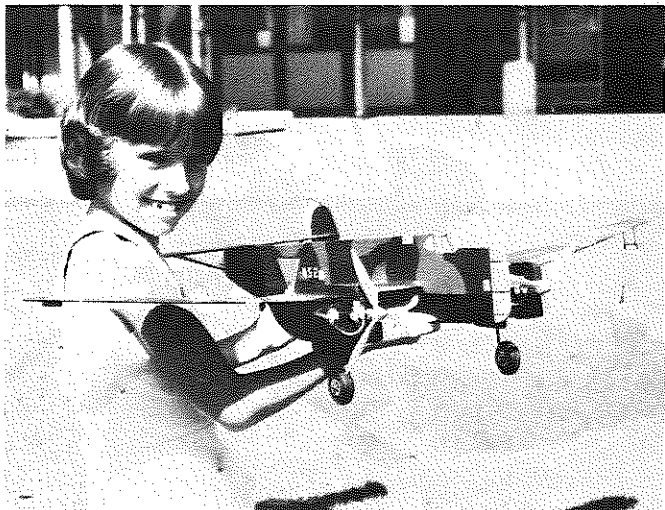
T.V placed 3rd . . . with help from Rich LeRoy, Frank Kelly, and 5-minute epoxy!

Anybody who's built a couple of profiles should have no trouble with this one, even though several of my fellow clubmembers have suggested that I *still* have trouble with anything. But then, what do they expect from an ex-Free Flighter?

Power for the original was a pair of Tee-Dee's, wrenched from the firewalls of a Satellite and an Orbiteer; .049 outboard and .051 inboard. On Cox 6/3 Grays and 40% fuel, the thing was suitable for Proto Speed. Even on one engine, it was hauling bananas. We've all heard that Scale ships are heavy and

underpowered, but *this* remedy was absurd. Suggest you de-tune to a pair of Medallions, or . . . if you have them . . . OK Cubs; or any other beam-mounted engine. Beam mounts allow using full-profile nacelles, whereas a radial-mount engine, such as a Baby Bee, means chopping off the "cowlings" and adding firewall cheek blocks. You'll lose some of the scale flavor with the radial method, but if it's all you've got, by all means use it.

Everything but the tail is 1/4 inch sheet on the original; for better appearance, you might go to 3/8 on the fuselage, but the extra weight really isn't necessary. The wing wasn't airfoiled;



Mike's 8 year old daughter, Karen, holding the TV. Beam mounted engines offer simpler installation, TeeDee's are really too powerful.



Mike and Karen, with the TV that definitely qualifies for family viewing! Nice project for getting the thrills of twin engine flying.

just tapered and rounded at the edges. Cut at the dihedral joints, using a razor saw, and block-sand the proper dihedral angle. Join panels with Hobbypoxy Formula II. It's sort of like building a 34-1/2 inch HL Glider at this stage. The nacelles are 1/4 inch sheet, faced both sides with 1/32 ply . . . full length. An additional thickness of 1/32 ply simulates the cowlings. Uh, don't glue the nacelles on until you've eyeballed and cut a slot through the fuselage and installed the wing. No, Backer, I *didn't* forget . . . but you know how "Murphy's Law" goes.

The tail pieces are all 1/8 inch sheet, joined by the old "tube-and-wire-trick" (see plan), and hinged by small Du-Bro, or equal, hinges. Ya gotta be real careful slotting 1/8 sheet for the hinges, but it does work. If you can't stand the hassle, use over-and-under cloth hinges. No rudder offset was used on the original, because I forgot all about that, and luckily none was needed . . . or desired, as the model pulls like a horse.

Anyway, cut out all the parts, round 'em off, and glue 'em together. OK folks, here it comes . . . no article is complete without the statement, "Construction is straightforward" (*You hadda do it, didn't ya! wcn*). Now that we have that out of the way, notice that there are neat little "V" braces under the stab. These are spruce, bass, or whatever's handy in the scrap box, but leave them until you're finished with the painting. Landing gear is 1/16 wire, fastened with K&B clips. LG doors are 1/32 ply. Tail wheel gear is lashed on with copper wire.

Sand everything smooth, add the ply reinforcements for the bellcrank on top and bottom of the wing, and apply the finish. The original received 2 coats of Aero Gloss clear, followed by 3 coats of Aero Gloss Sanding Sealer (*not* the Balsa Fillercoat, but the Sanding Sealer, which is one of the best-kept secrets when it comes to grain-filling). Final color was Aero Gloss "Military Flat" dopes, brown and light green, with flat black on the bottom. An airbrush would have been ideal here, but I don't have one, so the original was masked off and hand-doped. I started out by trying to

establish a definite camouflage pattern, but after several Coors' a random pattern developed! Let dry 2-3 days, then lightly wet-sand with 600 paper, used wet, to remove the sharp edges. All window areas are masked off, then brush a coat of clear around the edges. Mix up a light blue from Curtis Blue and Swift White. To simulate window framework, apply thin (approx. 1/32) strips of tape, and just dope overall. When the light blue has dried, remove the tape, and voila . . . Instant Framework! National insignia is that applied by the Dutch following the outbreak of war; orange triangles outlined in black, both fuselage sides, and top and bottom of both wings, facing aft. Rudders are also orange. These were doped on, using International Orange. Caution: apply a coat of Silver first, or you'll be doping orange forever. Use black striping tape to simulate ailerons, cowl flaps, etc., and give the whole machine two coats of Aero Gloss Flat Clear. This prevents shiny "windows" and insignia on an otherwise flat finish . . . absolutely gauche! (If this article sounds like a commercial for Aero Gloss, so be it; they have a great product). Add ID numbers: white decals . . . to fuselage sides. The series appears to have been 850 through 862. See photos for correct placement.

For the nose machine gun, cut a length of 1/16 OD aluminum tubing and epoxy a pin into one end. Wrap a 1/4 inch wide strip of tissue around the end near the pin, dip the whole thing in flat black dope, and Hot Stuff into the nose. After you've finished making .30-calibre strafing noises, install the controls, remembering a pushrod support. Bend a leadout guide from .045 wire and install with epoxy. Fuel tanks were small "Perfect" brand, modified as shown on the plan. Formula II Hobbypoxy holds 'em on.

At this point, you'll notice something funny going on if you used beam-mounted engines and the above tank setup. It's necessary to drill through the inboard nacelle for the leadout wires (which, by the way, were .018 stranded C/L wire on the original); thus, you will see that you'd have to drill through the inboard fuel tank to exit the forward

leadout. This is not recommended for a variety of reasons . . . mainly fuel economy. Fret not! Once again, sheer luck triumphed over physics: run 'em *both* through one hole behind the tank . . . works fine. Bush the hole with some aluminum tubing, edges rounded, though, or you'll saw the nacelle off when you fly it. Add some tip weight. I used one of Prather's "Stick-on" lead slugs (1/4 oz.) and it was perfect. Add wheels to suit, and don't forget to balance the model where shown.

FLYING: We had some painted 3-bladed props for display, but use 6/3 two-bladers for flight. Start the outboard engine first, tune 'em both in (ahhh . . . beautiful), and have fun. Just be careful of the outboard prop while starting the inboard, or you'll end up with a "Frank Kelly Finger" (he came over to assist me on contest day, and was rewarded with a deep gash for his efforts). We used .008 x 35 foot lines. Oh, there is one little thing I should mention, and that is the phenomena known as "P-Factor". No, it does not have anything to do with the Coors, but it *is* a nasty gyroscopic progression, or torque effect, or what-have-you. Should your inboard engine quit on takeoff, as mine did on two occasions, sheer luck goes straight to H...; physics *will* triumph, and this thing'll roll in on you quicker'n you can say . . . er, whatever it is *you* say in those situations. Assuming you've got two turning and none burning, takeoff is smooth and realistic. Controls are sensitive, so don't yank it off. Landings are a pleasant surprise. A *touch* of Up, just before settling in, and you'll be treated to a nice, rolling, main-wheel landing. A blacktop surface is recommended. Hope you like it.

If you need additional information, write me at 6618 Dashwood St., Lakewood, CA 90713. Full-scale details of this aircraft are found in Volume 5, Spring 1969 issue of "Aero Album", by Paul Matt. Contact Aero Publishers, Inc, 329 Aviation Road, Fallbrook, CA 92028. Tell him Model Builder sent you.

Finally, I'd like to thank my wife, JoAnn, who bought that issue for me and started this whole thing, and Pat Rasile, who took the black and white photographs. ●

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