

Of all my models of single seater fighters of the 1914-18 period, I think perhaps one of the most fascinating and outstanding is that of the Fokker D.R.I., the Triplane.

In the air, it is a very interesting sight with its three sets of planes set at practically no dihedral angle, its short nose and aluminium cowling, and large triangular fish-like tail, and its amazing amount of stability—that is, for a somewhat heavy small scale model.

My own machine is a model of that used by Baron Manfred von Richtofen, the celebrated German War Ace, who flew an all red Triplane presented to him by Anthony Fokker, the designer. The Triplane had a top speed of almost 115 miles per hour, an astonishing climb and ability to manoeuvre round anything (even the "Camel" could not turn inside the "Tripe"). It landed quite slowly (about 36 m.p.h.) and could be taken off in a very short run. It had a span (including balance of ailerons) of 23 ft. 7 ins., and was usually powered by an Oberursel rotary engine of about 110 h.p.

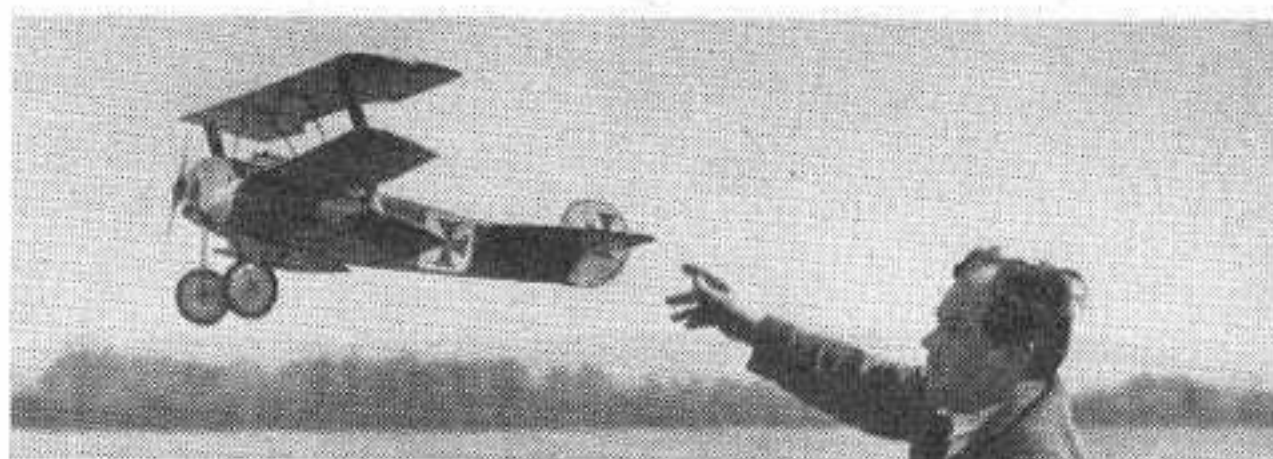
In its original form it appeared without, the balance to the ailerons, and also with no interplane struts, but the conservative German authorities could not conceive that a machine's wings could hold together without interplane struts, so these were added (although more from a psychological point of view than for structural strength). The machine had a welded steel tube fuselage and tail assembly, with wooden wings, the whole being fabric covered.

In spite of adverse reports the Triplane was one of the most feared and deadly of German machines, until superseded by the equally famous Fokker D.7.

Full building instructions are included with every full size A.P.S. drawing, but we feel readers will be interested in the following extract from P. E. Norman's trimming notes:—

**TEST FLYING:** Always ensure that the model turns left when prop is running anti-clockwise.

First test glide very carefully, do not stall the model



## FOKKER TRIPLANE

by

P · E · NORMAN

*One of the finest models in P. E. Norman's 1914-18 circus, this 40½ in. span, pendulum controlled scale free-flyer has passed many hours test flying before its acceptance for A.P.S.*

intentionally but ensure that the speed is sufficient; remember this is a heavy model with lots of resistance and drag—a good forward speed is essential. It is extremely sensitive to the slightest rudder adjustment, and you should mark in some way the position of the rudder. It is also advisable to have some means of checking on the various incidence adjustments you may make.

When you are satisfied with a good straight glide, you are ready for power flight. Check that you have the off-set built in correctly; it is advisable to put in a piece of packing to give a little down thrust to begin with. Ensure that you have the 11 × 6 in. prop. and *nothing smaller*; small props. give too much torque. Get engine running, but not too fast, launch by running forward and launching gently, so that the pendulum is not swinging violently backwards and forward. The model will probably come to earth in power glide.

The model is one of the stronger variety, and if built and flown according to my instructions will outlive several engines !!

The plan on the opposite page is a ½ reproduction of the full size plans which are available price 6/- post free from the Aeromodeller Plans Service.

