



RM TEST REPORT Veron's **FOKKER DVIII**

Dave Hughes built and flew our review model, and was charmed with its flying qualities—stable yet aerobatic!

VERON have chosen a "natural" with this parasol-winged machine, a near-scale model of the World War I German fighting scout. Constructionally, there are absolutely no snags or tricky parts at all, and building this model really took my mind back to free-flight days, with its elegant simplicity. The wing is in three panels, all open framework except for the leading edge of the centre section, which is sheeted. The pre-shaped leading

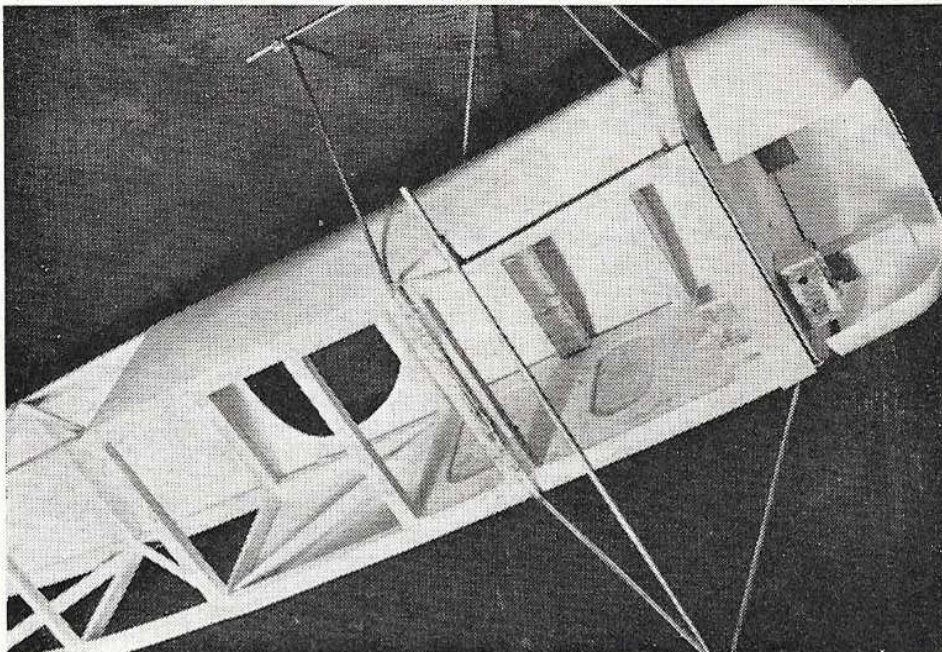
edges of the two outer panels have to be tapered slightly after assembly, and the ribs are, therefore, best lined up with the lower edge of this, and the wood removed from the upper edge, to avoid building in any wash-in.

The fuselage is quite rugged around the nose, with $\frac{1}{4}$ in. sheet in-fill and ply doublers, and has hardwood cross-pieces to which to anchor the wire cabane and u/c struts. I cannot praise too highly

the simple but wonderfully practical jiggging method used for the assembly and soldering of the cabane struts. It works like magic and results in an accurate assembly, making very light work of what, without it, could be a tiresome and frustrating chore.

I decided to use a Taipan Tyro 1.9c.c. diesel—primarily because there would be no installation problems—this engine having an annular ring silencer. (It is difficult to see how, say, an O.S.10 or 15 could be fitted without having to go to the length of fabricating a special silencer—hence the diesel was the line of least resistance!) I therefore had to forget throttle, so the model has just two servos—rudder and elevator. The Deac and receiver went right up front, but I fitted the servos about $1\frac{1}{2}$ in. back from the suggested position so as to be able to fit the radio compartment division between two convenient hardwood crosspieces. (This worked out O.K. as it happens—the finished model balanced exactly at the specified position.)

The tail surfaces seemed very flimsy—only $\frac{1}{8}$ in. thick framework—but, doped and painted, they have not warped, and certainly look "right," where more substantial



Hardwood strut supports and ply doublers can be seen here. Note metal tank, later discarded.

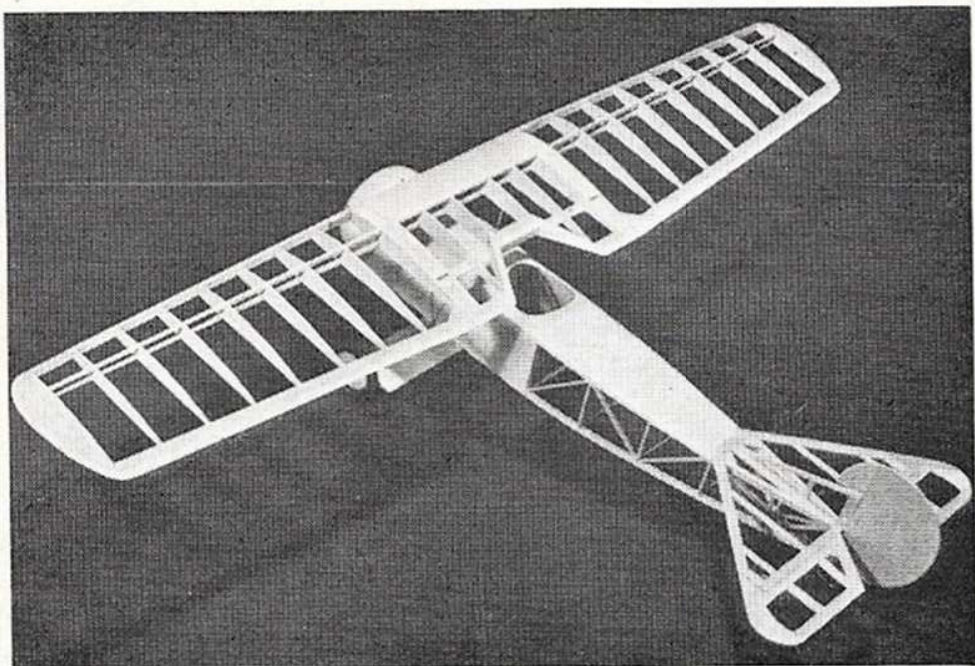
ones would not. I discarded the "bracket" type control horns supplied, and used standard commercial ones—the reason being that, with the "bracket" type horns, the take-off point cannot be arranged to co-incide with the hinge-line, so resulting in differential movement (*i.e.* more one way than the other).

My only "mod"—if it can be called that—was to use a 1 oz. polythene clunk tank instead of the 15c.c. metal tank supplied. This is fixed in place against the fuselage side by a tinplate strap and wood-screws. Three copper tubes, for feed and vent pipes, are epoxied in position through a piece of balsa fitted to fill the hole in the firewall, originally provided for the metal tank. Fuel tubing connects the tank's tubes to these and, on the engine side of the firewall, connects the feed tube to the engine.

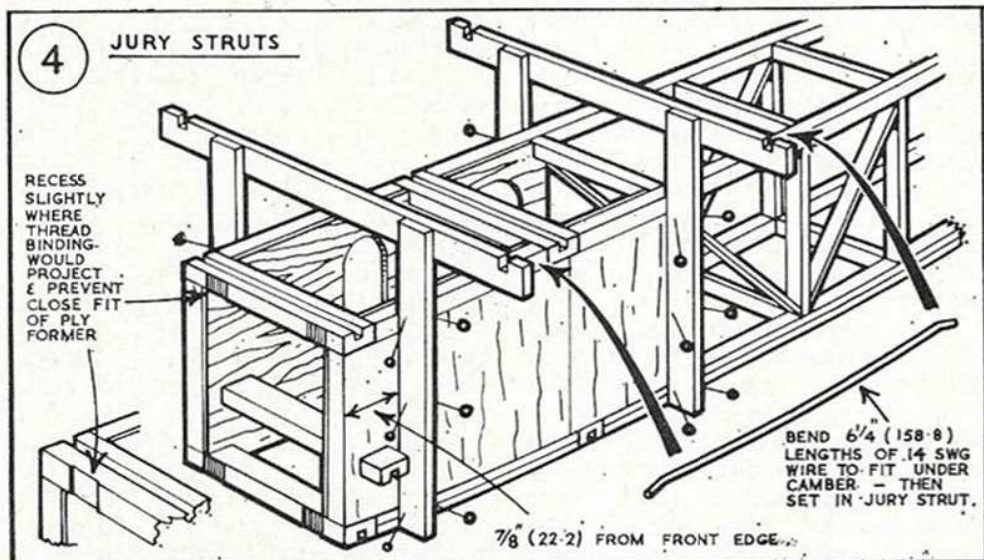
Covered in tissue, doped and with one coat of colour, the model tipped the scales at 390z. complete with engine and radio—just six ounces heavier than Veron's prototype, notwithstanding the extra servo. I hadn't expected to get as near as that—must be building lighter these days!

Flight performance

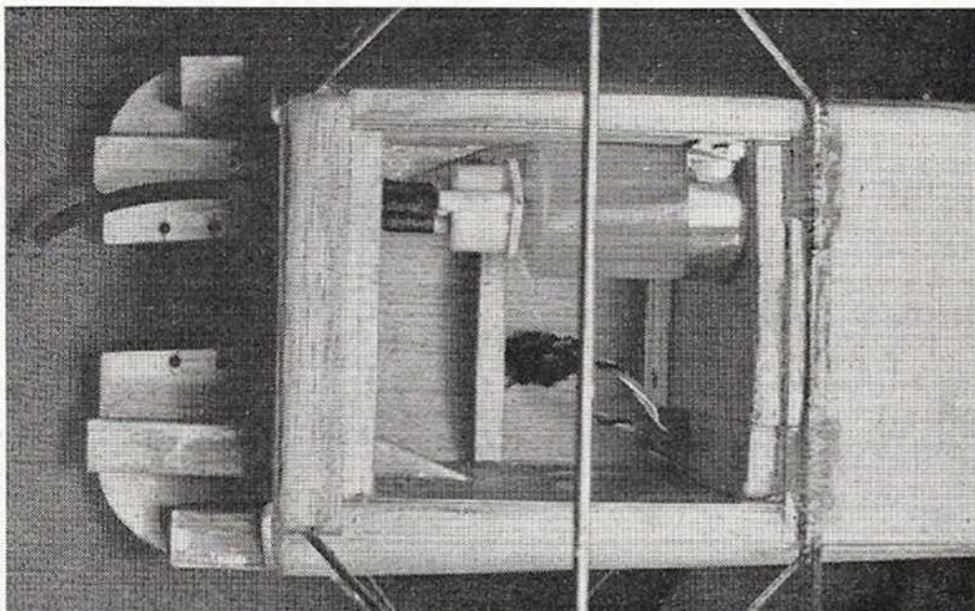
First flights, on a flat-calm day, were hand launched. I had been dubious about the power of the Tyro, but need not have been. With an 8x4 prop it took the model straight from my hand—without any tendency to dip before gaining flying speed. The model then carried on in a gradual climbing turn to the left. I interrupted this and made some experimental turns, which showed that the rudder was surprisingly effective. Several loops indicated that the elevators, also,



Uncovered airframe shows lightweight construction of wings and tail—both have proved amply strong, for all flight loads we could put on them.



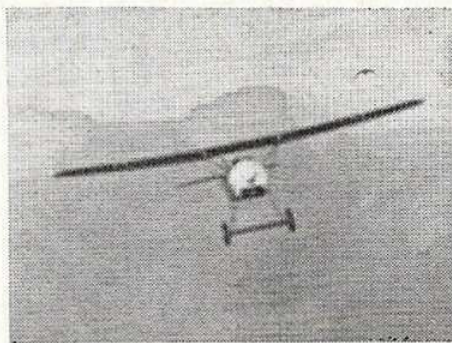
Above: the simple and effective jig for assembly of the cabane strutter. Below: radio/tank compartment. 1oz. clunk tank "strapped" to side with tinplate strip. Left: first hand launch—model went up fine, but hat nearly left behind!



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were certainly effective enough. A reversal—yes!—the model coming by in a high speed low pass, its motor stuttering as it “overran” but steadying again as the *DVIII* was allowed to slow up and climb in its own time.

Better get some height now . . . been up nearly five minutes . . . can't be much juice left. “Look—no hands!”—climbing gently in wide left-hand circles, just like a free-fighter. But shush!—the motor's cutting . . . will she stall on the transition? . . . not she! If you hadn't heard, you wouldn't have known it had cut. No difference in trim . . . well, perhaps just a shade more down-trim . . . it's such a floaty glide . . . is it ever going to come down? Let's do some steep turns—ah—yes, that's losing some height . . . now to line up . . . where's the wind? . . . so little it makes no matter . . . just bring her in straight past us . . . wheels are touching . . . spinning . . . she's down. Light as thistledown! Now that was a flight that gave genuine pleasure—real eye-crinkling, toe-curling *pleasure!*



Having now clocked up 17 flights, I've found the model does a nice barrel roll, a passable Immelman—and a spin. The latter is on the glide, of course—I tried a power-on spin but it was more like an “avalanche”! The rolls can be made more nearly axial by applying some down-elevator when inverted—but beware of putting in too much



as then the model tends to hesitate in the inverted position! Plenty of height needed for that one. That spin on the glide was no fluke, either, as I've repeated it three or four times. It takes $1\frac{1}{2}$ turns to recover.

The Tyro diesel has behaved well throughout—it falters in loops and other manoeuvres but never cuts until the fuel runs out. (That 1 oz. tank lasts just under 5 min. by the way.) It gives just the right power.

Summing up

A wonderful little sport-scale model—stable as a free-fighter, yet surprisingly aerobatic when put through its paces. Truly easy to build and easy to fly, it has proved itself a real charmer.