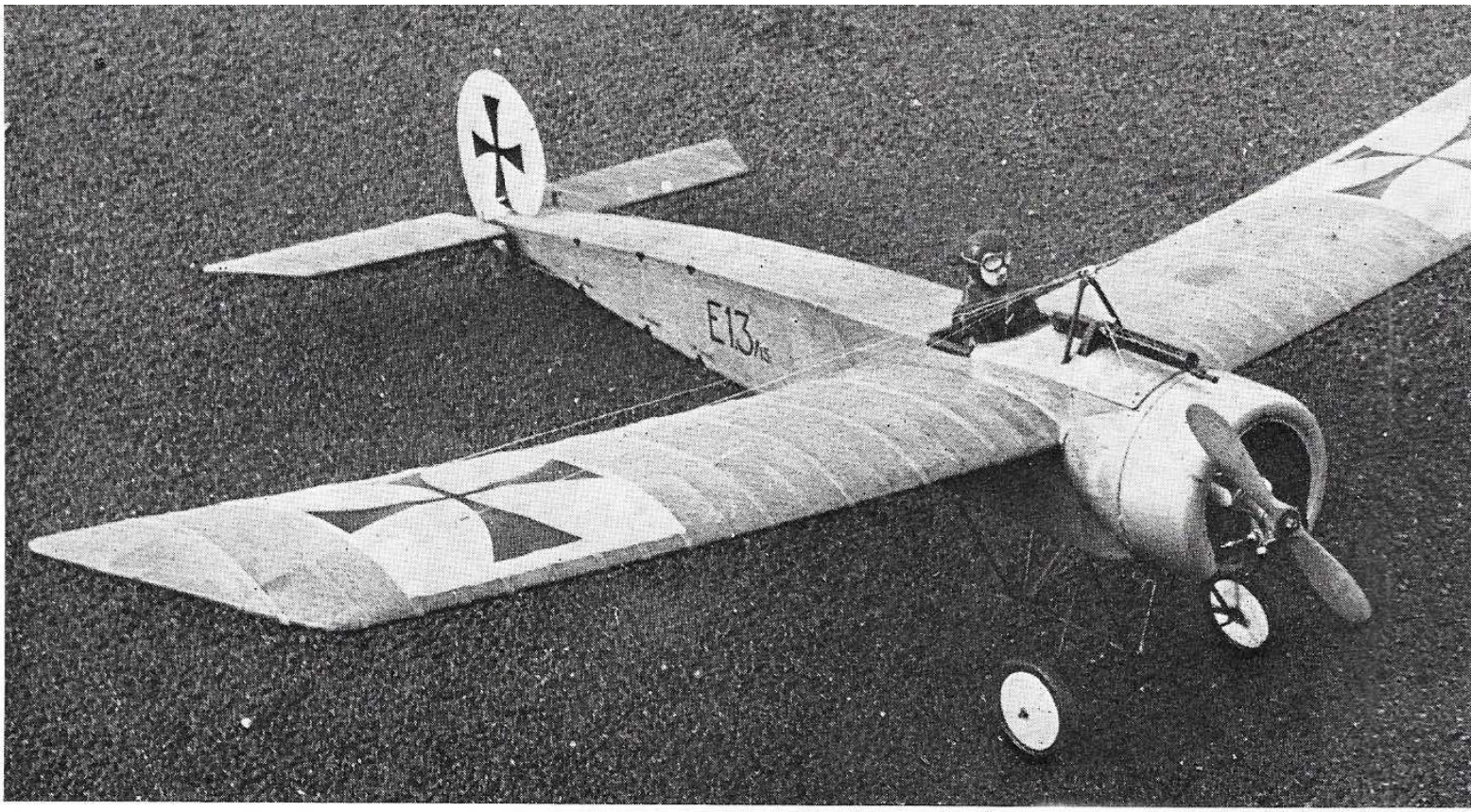


Arthur Searl's realistic replica of this early First War Favourite

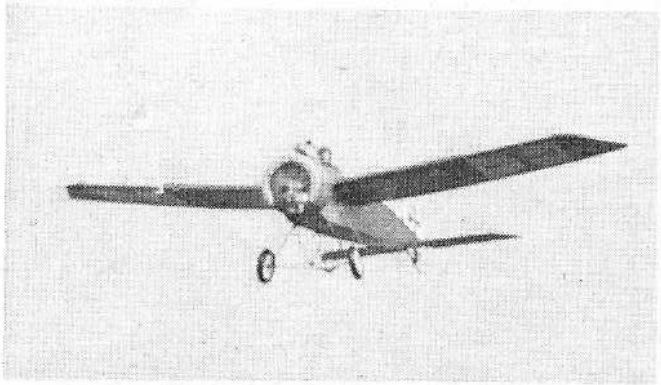
62" span for .35's-.40's

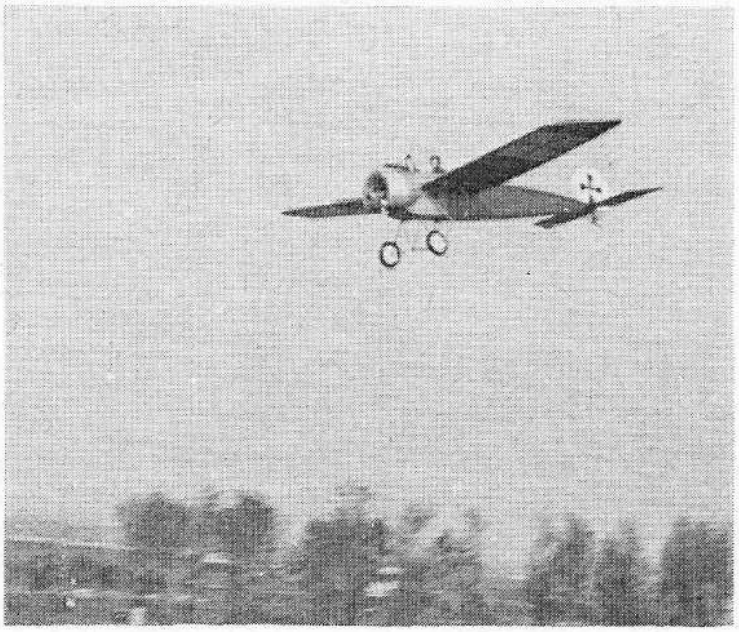
I CANNOT think of any other scale model aircraft that could be put together for such a low investment of time and money—both becoming increasingly important criteria of model building. If you stick at it and miss a couple of episodes of Coronation Street, you should be able to build this model in just over two weeks, and the layout puts it in the beginner class for both building and flying. So, if you want to get in the air for that Class II competition a month away, this must really be it. My model is still in one piece after four years of rough flying. It's had a tougher life than the original ever had on the western front. However, enough of the commercials . . .

The full size

The Fokker *Eindecker*—famous or infamous, according to your standpoint but, whichever way you look at it, an outstanding fighter of its day. There is no doubt about it, Anthony Fokker knew a good layout when he saw it and based his machine on the outstanding 1913 racing Morane-Saulnier *Type G*. Details of this appear in the Blandford Book on Pioneer Aircraft—with that two-view drawing you could easily modify the fin, paint green and there would be yet another variation to make the judge's life difficult! However, back to the Fokker.

About 200 were built and, with the forward-firing synchronised machine gun, they ushered in the era of air combat and gained air supremacy over the western front from 1915 to mid 1916. The so-called "Fokker scourge" can be attributed to two airmen, Boelcke and Immelman. Boelcke instructed Immelman how to fly the Fokker, and it is said that they both flew E13/15 alternately; as one landed the other took off, after arming and fuelling up. This was the era of single combat so single machines patrolled, looking for an adversary. Many aces made their mark with the *Eindecker*, and





The quality of these in-flight photos—as well as that of the ground shot below—give a real "WWI" atmosphere!

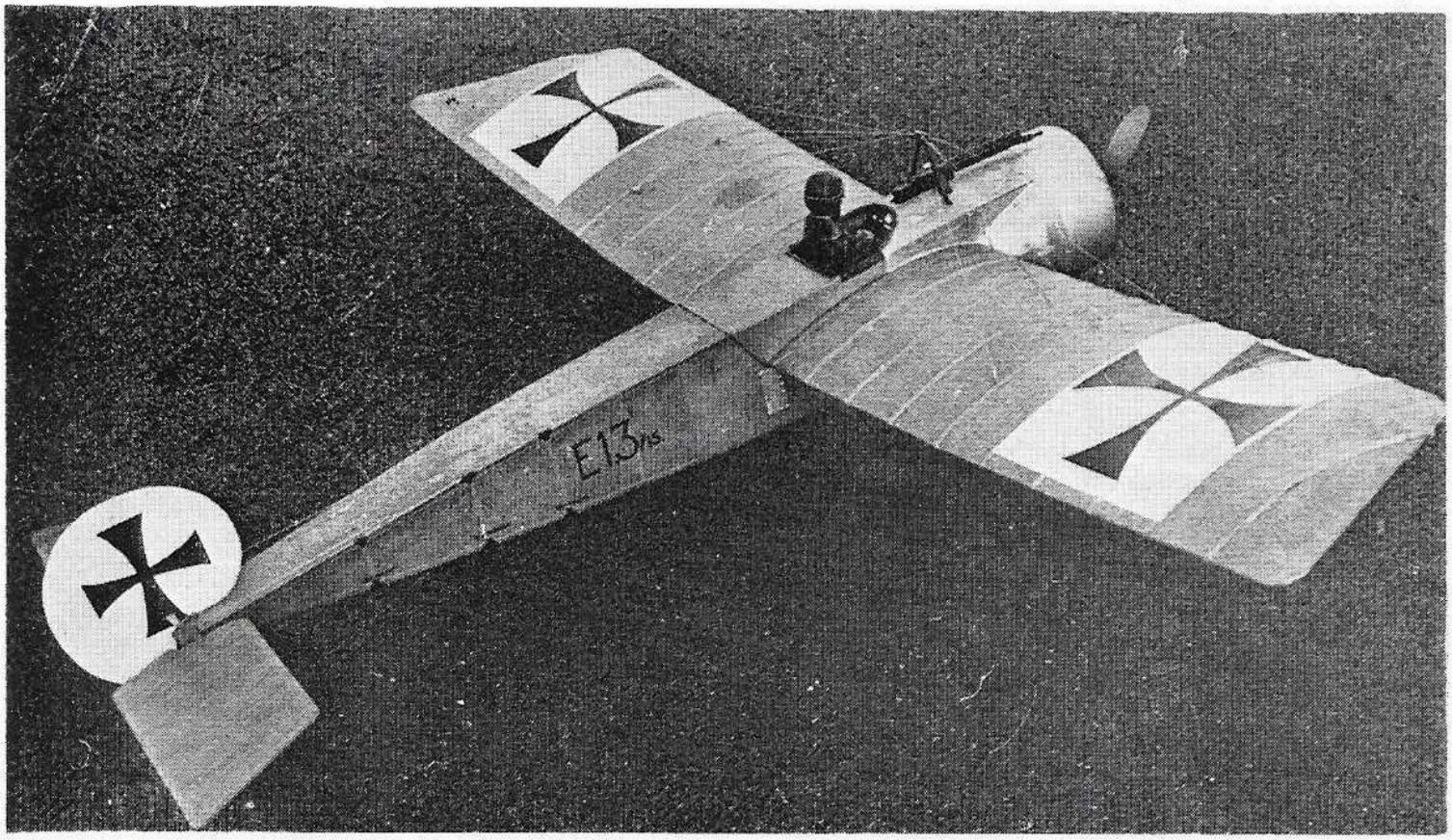
Eindecker pilots were among the first of the German aces, laying the groundwork for fighter technique and paving the way for the formation of "circuses". But the skill and daring of the first generation of aces was not surpassed, and no single aeroplane more epitomised that era than the *Eindecker*. The original machine did not have dihedral so, as I like relaxed flying, I cheated and put a reasonable amount on the model, but if you wish to go all out for scale, I have seen this layout flying without dihedral, and on rudder and elevator only! With, say, ⅜in. washout on each tip and reasonable reflexes you should get by (I only thought I'd mention it for those who might care to have a go!!).

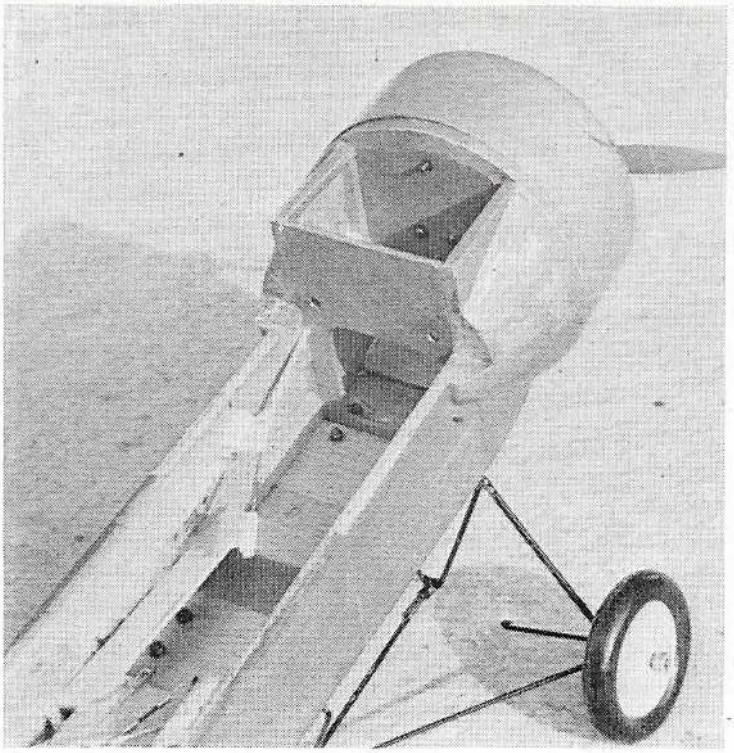
The model

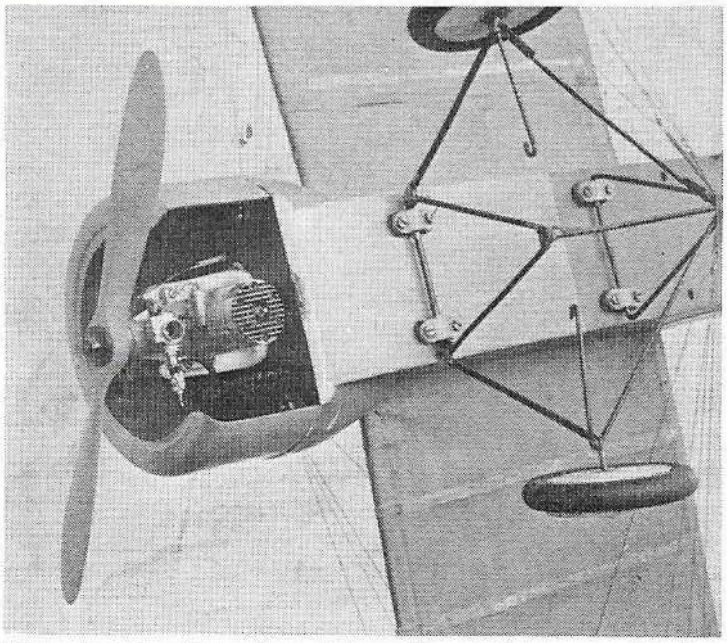
The construction really is straightforward, and should present few problems. For a change, try to build the nose heavy and the rear light (I never can). Watch you don't overdo the solder on the rear skid assembly. I built up weight in the nose by fibreglassing lead strip onto the inside of the cowl. I really don't think there is much to say about the construction—it is so simple—perhaps just that it seems easier to build the lower part of the fuselage in the normal fashion, and mount the wings across the centre-section, and then build the cockpit on top of the wings whilst they are on the fuselage. This enables the top outline to be unbroken.

It has been said before, and it is quite true, that a scale model is more dependent on the finish than the actual building, and one thing about WWI models is that you don't have to go for a car showroom finish. A good practical finish is more authentic, and the more flying time it gets somehow improves its authenticity. The main aid to this authenticity is dying the nylon with Dylon. This is very easy to do by following the instructions on the pack. Dying the nylon saves the weight of colour doping and gives it that "three months at the front" look, after doping with three coats of 50:50 clear dope/thinners mixture.

To get added strength, I tissue the model first and then cover with nylon; this takes a little longer but, over the years, I have found it repays the extra effort and you do not get crazing of the brittle nylon



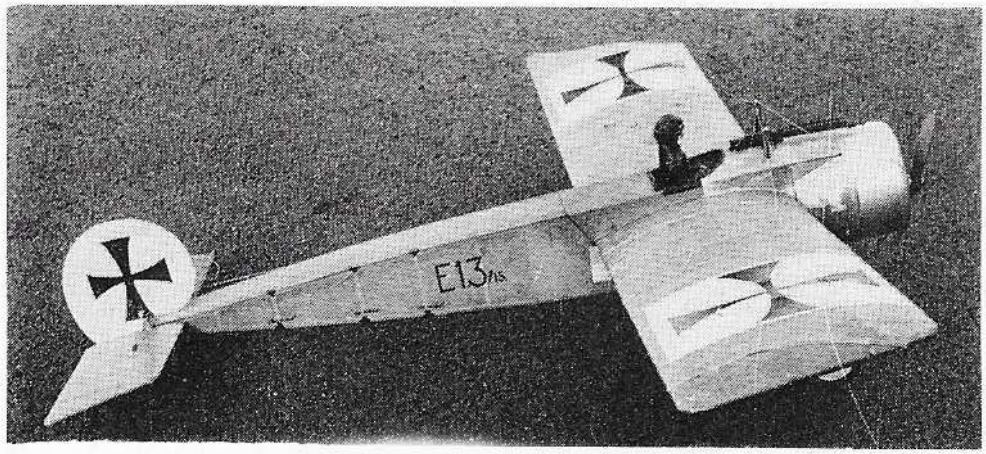




These close-ups give an idea of the really practical nature of Arthur Searl's E1, which make it a weekend flying job—not a "cocoon for contests" twice yearly flier. Note rib-tapes for realism—and saddle clamps for practicality.

surface. After doping, the model was given a coat of Kingston Diamond eggshell polyurethane then the decor was applied with Humbrol gloss, as I figure the insignia would have been painted on with normal oil paint, and the contrast looks right.

The "aluminium" nose was achieved by painting over a base coat of grey with two coats of silver, and then rubbing down with "Brasso", concentrating on certain spots and allowing the grey base just to start to show through. This produces a metal effect that has fooled many experienced modellers. However, I suppose the easiest way is to cover with thin aluminium sheet, stick with contact adhesive to the side, and give a coat of polyurethane.



Flying

It is a very easy model to fly and has no inclination to drop a wing when throttled right back—so, given reasonable conditions, you can fly this model at realistic scale speed with no fears that it will drop out of the sky. I powered mine with an OS.40 and a 10 x 4 propeller for slow flying. During take-off, apply a little right rudder, easing off as you clear the ground, and then feed in a bit of down. If you have got this far then you should be in for some hours of enjoyable scale flying.

I may not seem to have said very much in this piece, but there really is very little to say—it's all so simple and therefore difficult to write a book about! However, if you do have any queries, I'll be glad to answer them if you drop me a line, c/o the Editors, with the usual s.a.e., of course.

Now go and look for your helmet and goggles . . .