

A unique selection of World War I and Golden Age laser cut short kits and plans

The AerodromeRC News

By and For
Electric Flight
Enthusiasts

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WELCOME

By Kay Bengtson

Welcome to the inaugural issue of the AerodromeRC Webzine.

In these pages, each month, we will be featuring a variety of content we hope will be of interest to WWI and Golden Age R/C electric scale modelers. Readers will find opinion editorials, historical articles, scale drawings, building tips, building articles and occasionally, free plans. Volunteer authors are invited to join in the effort by submitting articles. We will endeavor to expand, as time and content allow so that we provide a useful service for all involved. It is to be a medium of information exchange with the goal of fostering R/C electric modeling of the airplanes of 1914-1939 era. "Let the Games begin"

PFALZ E1 MONOPLANE

By Kay Bengtson

The Pfalz E.I was a shoulder-wing monoplane, a license-built Morane-Saulnier type "H", slightly modified and had a rotary engine. The major modifications were the realignment of the forward landing gear struts toward the leading edge of the wing. The second major change was to remove the vertical stabilizer. In the beginning, the type was used upon unarmed scouting duties, but with the success of the Fokker synchronizing gear in 1915, a similar installation was tried on this aircraft. It then went into production as the Pfalz E.I., totaling sixty units. The airplane was not well liked. The airplanes had a poor safety record. So poor, in fact, that production stopped and Pfalz was required to produce license built LFG Roland biplanes. However, not all pilots held it in such poor esteem, Kissenberth flew it enthusiastically. He was an ace with 20 victories, winning the Pour La Merite.

Pfalz E.Is and E.IIs, which were the main production aircraft, were allocated to the Bavarian Fl. AN. units to protect and escort the slower two-seater observation aircraft. Due to the similarity in appearance to the Fokker monoplanes, the Pfalz machines automatically became identified as "Fokkers" to their Allied opponents.

Indeed, it was only through the shape of their tail structures that the types could be positively identified. They differed little in size and weight. However, the Fokkers were superior in climb and maneuverability. The rudder on the Fokker is significantly larger than the Pfalz and this may have contributed to some of the Fokker's superior performance. Fokker was accused of copying the Morane "H" to produce his EI monoplane but considering the Pfalz E I was a copy and it had inferior performance to the Fokker, it is unlikely that Fokker copied the Morane.



The Pfalz monoplane differed considerably structurally from the Fokker, as it had a completely wooden airframe instead of the welded steel-tube fuselage of the Fokker. Perhaps a weaker wooden airframe was partially due to the many crashes of the Pfalz E series Monoplanes. The fuselage was a rectangular-section braced box-girder structure. It was based on four spruce longerons that tapered to a horizontal knife-edge in the rear. The side panels back to the cockpit were covered with plywood sheet and on the

top decking it was curved to the same radius as the engine cowling. The rest of the fuselage was covered with fabric. The engine was housed in a horseshoe style cowling, which was cut away to the bottom longerons to allow free escape of exhaust. There were no stabilizer surfaces in the tail assembly. The vertical stabilizer present on the Morane "H" was removed. The tubular spar in the elevators served also as the

axis and was mounted through the tubular sternpost. The balanced rudder was hinged to a post and to the inverted steel-tube pylon. It was connected as the anchorage for the ash tailskid. The fabric-covered wing was of constant chord, with angularly raked tips. Due to the warp control, it was of necessity a flexible structure. The modified undercarriage was considerably raked forward, even the front legs, which gave the machine good stability when taxiing and dampened any tendency to nose over. The plane had the extremely sensitive elevator control.

The many crashes and the need to cannibalize parts led to Pfalz E series monoplane being removed from service in August 1916. Eventually, 100 aircraft were destroyed. They continued to serve on the Eastern Front and also in a training capacity. EIs were used in the 1916 Sinai desert campaign. An unusual feature in the finish of the Pfalz monoplanes was the painting of the national insignia on all elevator surfaces in addition to the usual locations. At the time German newspapers listed death notices framed in black borders. The Black and White bordered paint scheme of the Pfalz monoplanes being similar to the black borders in the death notices was the source of some dark humor among German pilots. They referred to Pfalz's as flying death notices.

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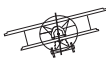
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AIRCRAFT SPECIFICATIONS

| | |
|------------------|--|
| Manufacturer: | Pfalz Flugzeug-Werke G.m.b.H. Speyer am Rhein |
| Entered Service: | November 1915 |
| Number Built: | 60 |
| Engine: | 80 hp Oberursel U.O 9-cylinder rotary engine |
| Wing Span: | 9.26 m (30 ft 4 1/2 in) |
| Length: | 6.3 m (20 ft 8 in) |
| Height: | 2.55 m (8 ft 4 3/8 in) |
| Empty Weight: | 345 kg (759 lb) |
| Gross Weight: | 535 kg (1,177 lb) |
| Max Speed: | 145 kmh (90.6 mph) |
| Armament: | One Spandau machine-gun firing forward |

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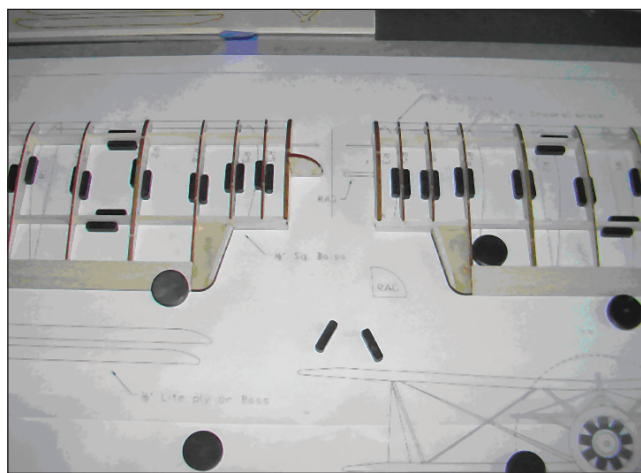


BUILDING TIP:

MAGNETIC BUILDING BOARD

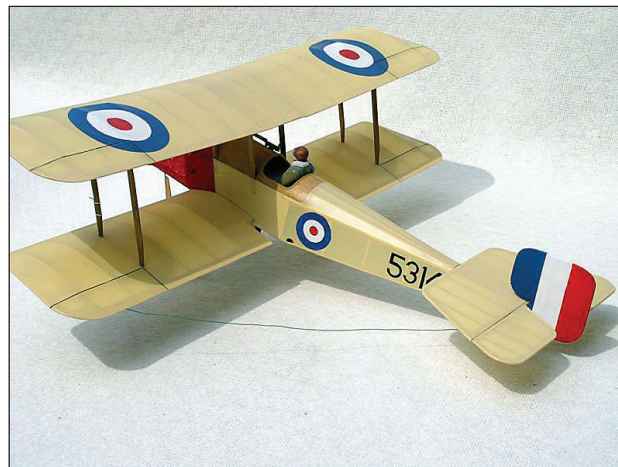
By Kay Bengtson

Consider a making a magnetic building board. I made mine up with galvanized sheet metal and a hollow core door. However some matching 1" plywood would work for a smaller unit. I attached it with contact cement. I placed the building board on top of three sawhorses. Two on each end and a third straddling the centerline. You can get these items from home centers like Home Depot or Loews or Orchard Hardware. I bought magnets of various sizes at the local craft store. I use the board by placing wax paper over the plan and clamping the parts in place with the magnets. It keeps my plans in perfect condition. The parts are always undamaged and in excellent alignment.



FEATURED KIT: BRISTOL SCOUT

Bert Ayers writes: "You suggested having a Gallery of builders models. Its been bouncing around in my brain for awhile---so I thought I would participate. I'm sending along some shots of the Bristol Scout from your short kit. Easy build---enjoyed it very much. Good flier. Speed 400 with gearbox as suggested. Covered with Nelson Litefilm. 30 Ounces. HS-55 servos. ElectriFly Rx/ESC. Airtronics Tx. NiCad-6 cell-1100. I certainly intend to build more of your kits."



The AerodromeRC News

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Submission Information

E-mail your article and/or pictures of:

- WWI or Golden Age planes
- your model
- building tip
- an opinion on a modeling topic

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Articles and photos are accepted on a voluntary basis. Authors do not receive compensation. Text and photos in digital format is preferred but not required. Please submit articles in *.txt, *.doc format or typewritten. Photo resolution of 72 dpi minimum; 150 to 300 dpi preferred.

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