FAI
CIACA Commission

Phoenix Award

We would hereby like to proudly nominate Mikael Carlson for the 2012 Phoenix Diploma for the construction of Fokker D.VII with the registration SE-XVO. The aircraft is built so close to the original D.VII that you could almost give it a c/n after the last one built by Fokker in Schwerin in 1918. The engine and some of the instruments are originals from 1918. Steel tubes, wood and fabric are from today, but of the same material and standards as back in 1918. Every detail down to the smallest fasteners and wire is reproduced as it was back in 1918.

Mikael Carlson, is well known for his two original flying Blériot XI:s, which both have crossed the British Channel in 1999 and 2009, just as Louis Blériot did in 1909. Mikael has also built a Tummelisa (a Swedish fighter trainer from 1919 with a rotary engine) and some years ago a he completed a Fokker Dr.1 Dreidecker built by the same standards as the D VII..
Mikael initiated the work on his Fokker D.VII in 1992 and finished the fuselage and wings after a few years. The engine, however, a Mercedes D.IIIaü (the ü indicates high compression) from 1918 was to be renovated and this took quite a number of years before everything was in mint condition.

The first flight with Mikaels Fokker D.VII was done 10th of April 2011 and everything went OK, except it had to be flown with a positive pressure on the control stick. This required a trimming of the stabilizer to the maximum but even then it was not enough and a bungy cord was attached to the stick. Interesting enough, a man in Holland who was flying Fokker D.VII in the 20:ies has mentioned that they had to be flown with a positive pressure on the stick and therefore also used a bungy cord. So it seems that this is the way the D.VII was flown.

The engine normally runs 1400 rpm but willingly increases to 1600 rpm. At 1400 rpm the speed is approximately 175-180 km/h. The instruments are originals and the speedometer is placed on the middle strut on the left wing.
A nice cruising is 1250 rpm and 1400 rpm is "normal maximum". 1400-1600 rpm are only used during take off and aerobatics. The engine is built for high compression (5,7:1) and has "höhe gas", which means the ability to lean the engine for altitudes over 3000 m. Mikael has, however, not yet been up at that altitude.

There are few people who deserve this recognition from CIACA more than Mikael Carlson and a Phoenix Diploma would be humble but fitting sign of appreciation not only to him but also his wife and friends who long have supported him in realizing those great achievements.

Sincerely yours

Carl Rönn
CIACA delegate Sweden

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Hi

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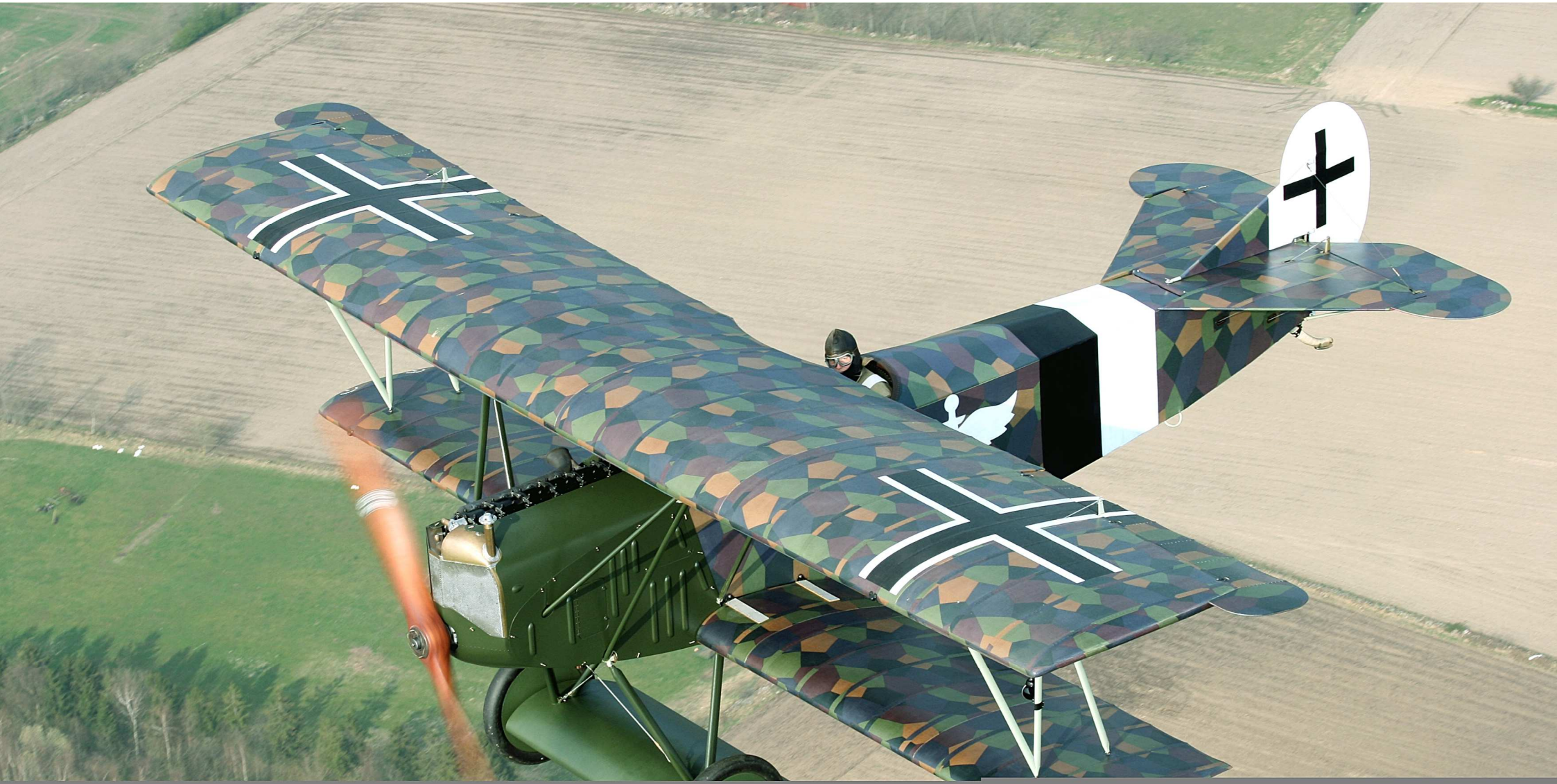
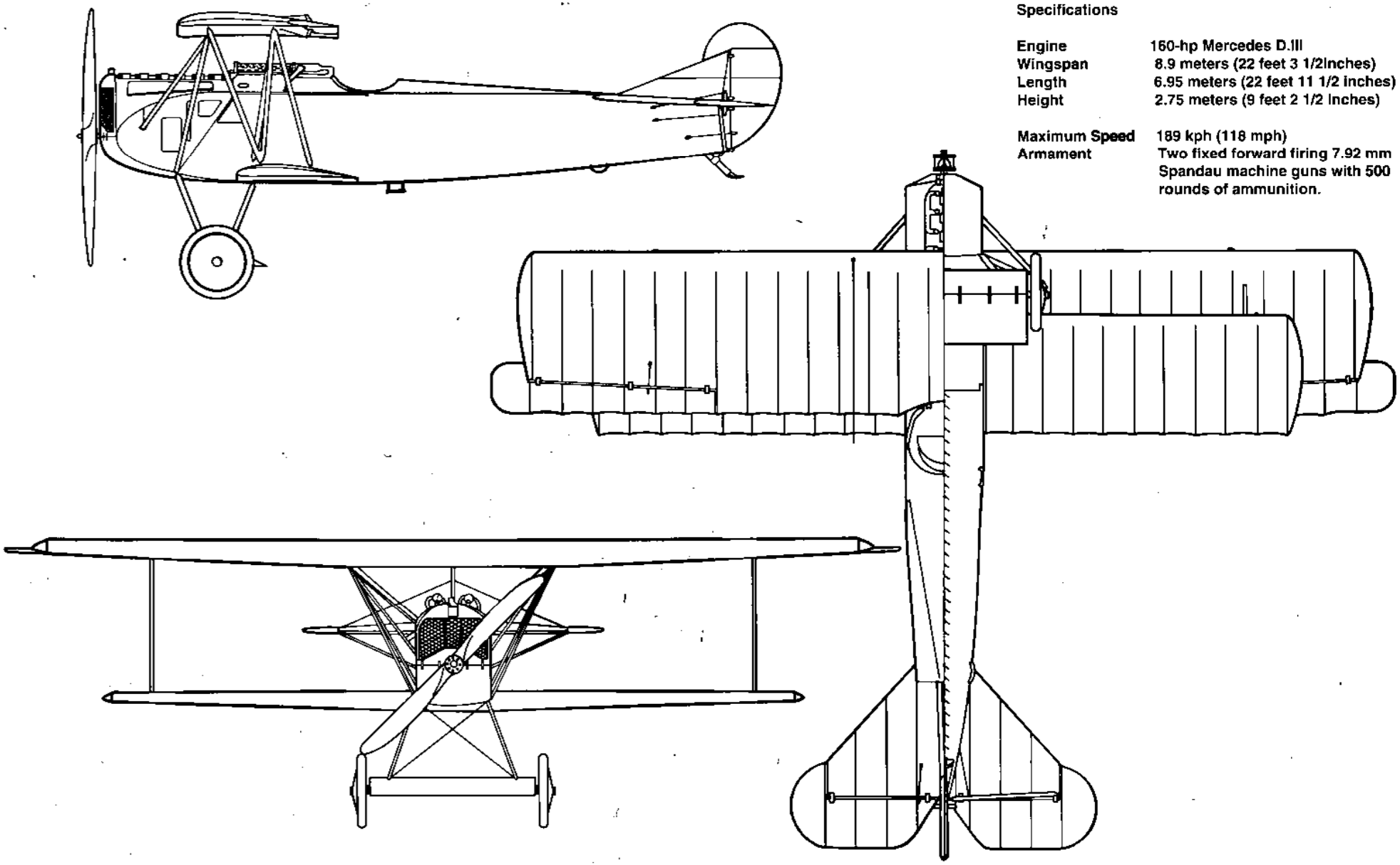
Pièces jointes :

Nomination of Mikael Carlson.doc	70.5 Ko
Mikael Carlson signed nomination.tif	32.4 Ko





Fokker D.VII (Early)

Specifications

Engine	**160-hp Mercedes D.III**
Wingspan	**8.9 meters (22 feet 3 1/2Inches)**
Length	**6.95 meters (22 feet 11 1/2 inches)**
Height	**2.75 meters (9 feet 2 1/2 Inches)**
Maximum Speed	**189 kph (118 mph)**
Armament	**Two fixed forward firing 7.92 mm Spandau machine guns with 500 rounds of ammunition.**