



Aircraft history

In 1917 the Dutch Ministry of War decided to finance the development of a training aircraft for the Dutch army Air Department (LVA). The decision to expand the Air Department considerably and the fact that insufficient aircraft were available to train the required number of pilots were pushing this initiative. The Trompenburg factory in Amsterdam was approached for the design and development of the airplane, and when the first design was presented the Navy Air Service (Marine Luchtvaart Dienst, MLD) and also the Ministry of Colonies joined the project. Between November 1917 and August 1918 78 V.2's, as the aircraft was designated, were ordered.



Trompenburg had acquired experience in building Farman biplanes and a small series of Nieuports IX fighters under licence, but the production of the latter suffered seriously from lack of materials and parts. Also the repair of interned allied and German airplanes, under which the Sopwith 1 1/2 Strutter had provided valuable experience to the firm. The design of the two seat biplane trainer, baptised Spyker V.2 (Trompenburg was also the producer of the famous Spyker motor cars), borrowed much of the construction methods of the Sopwith aircraft, especially the 1 1/2 Strutter. The prototype of the V.2 made its first flight on April 9th, 1918 and the performance was satisfactory; only small adaptations were required. Production went on until March 1919. The aircraft was reasonably well appreciated at the LVA, but quite the contrary by the MLD. Pictures show many crashes of aircraft of both services, relatively few, however, with fatalities. The trainer has been used until 1925, when it was replaced by the Fokker S.II and the Fokker S.IV at the LVA and the Fokker S.III at the MLD.

Aircraft characteristics

Span:	10.96 m
Length:	6.77 m
Height:	3.15 m
Empty weight:	448 kg
Take-off weight:	710 kg
Engine:	Tulin A, 80 hp
Accommodation:	Instructor and student.

References

1. F. Gerdessen, N. Geldhof & H. Hazewinkel, *Spyker, De eerste Nederlandse Vliegtuigfabriek*, KNVvL Afdeling Luchtvaartkennis, 2002
2. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, Unieboek B.V., Bussum, 1982
3. T. Wesselink, *Spyker Vliegtuigen, De geschiedenis van de NV Nederlandsche Automobiel- en Vliegtuigfabriek "Trompenburg" 1915-1921*, ISBN 978-90-818510-0-8, Dutch Aviation Publication/Theo Wesselink, 2012

Additional material and information has been received from Harm Hazewinkel, Hans Berfelo, Frits Gerdessen, Meindert de Vreeze and the Aviodrome Museum.

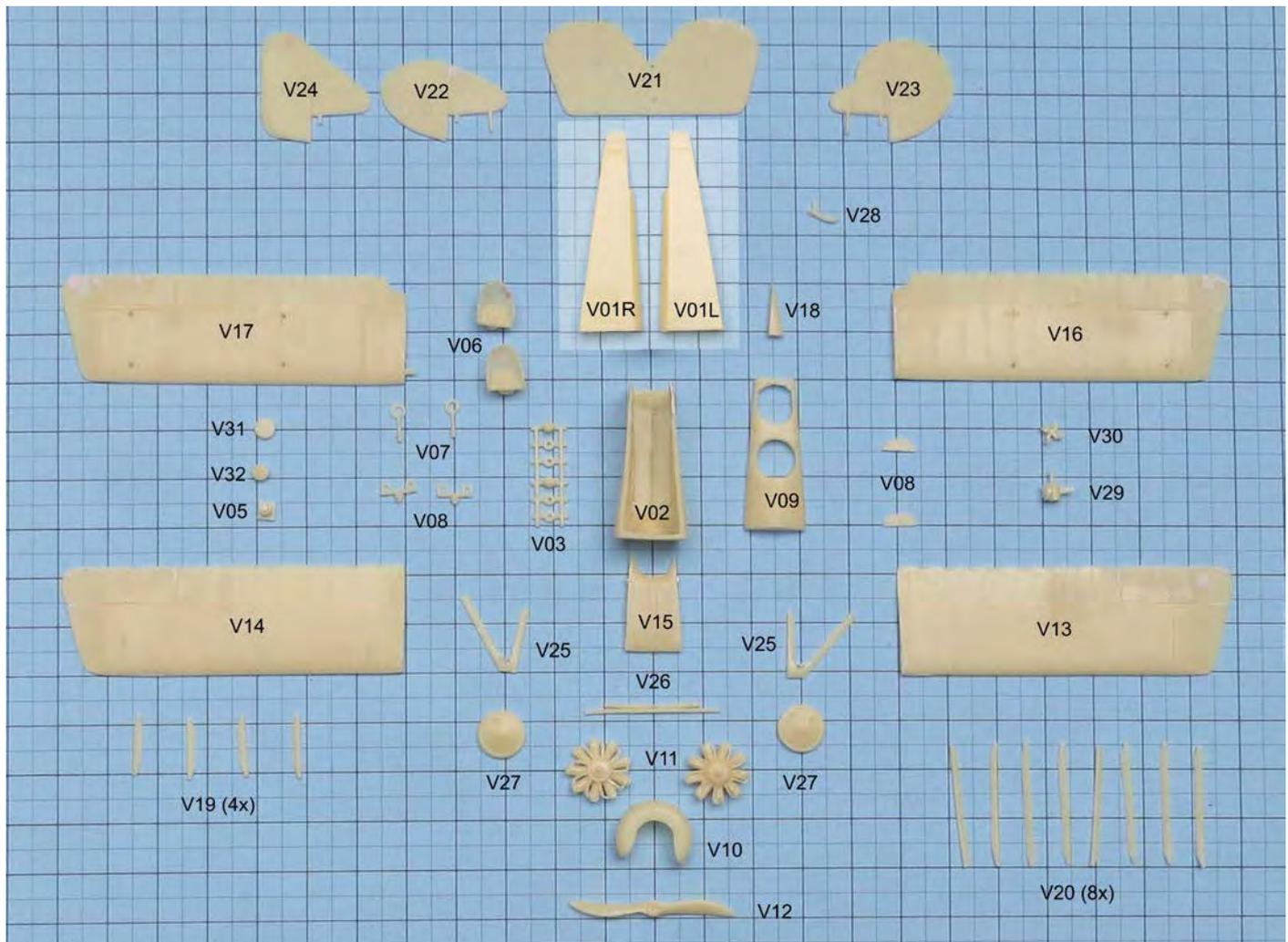
Kit contents

- 50 resin parts.
- 35 mm of 0.75 mm brass rod for wing attachment.

Building instructions 1/72 scale Spyker V.2



- 135 x 70 mm piece of 1 mm thick styrene sheet for the inter-plane alignment distance & angle of incidence jigs.
- 10 mm of 0.7 mm styrene rod for engine mounting
- 10 mm of 2.4 x 1.0 mm styrene tube to mount the engine
- 25 mm of 0.5 mm styrene rod for control horn production
- 5 x 30 mm 0.75 mm styrene sheet for fuselage-wing assembly jig modification, if the model will be built with deflected ailerons
- 20 x 10 mm of transparent sheet for the windscreens.
- Template for wing & fuselage assembly jigs.
- Template for wing assembly jig parts.
- Decal sheet with registration numbers and type details for the aft fuselage, orange and red-white-blue-orange roundels.
- Transparent template for wing decal separation.
- Three-view drawing and rigging scheme drawing





Building instructions

Painting of parts and (sub) assemblies should be done at convenient points in the building process.

Note that most pictures illustrating the instructions below have been made during the assembly of the prototype for the kit, so small differences in assembly order and configuration may be present. Also, the model has been painted with a brush; if an airbrush is used, the painting and assembly order will probably be slightly different. And of course these guidelines reflect my building routine.

The parts of this first kit show more air bubbles than later production kits; the moulds have been corrected to avoid them.

A copy of these building instructions can be downloaded from www.hollandaircraft.nl/resin_kits.html

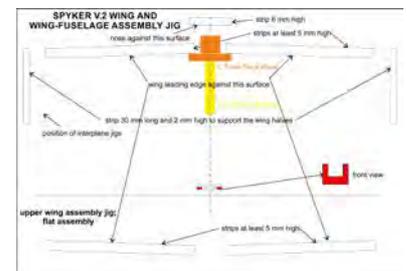
1. Remove the resin parts from sprues; this can best be done with a razor saw. Clean the flash. Clean all parts with water and detergent or IPA to remove traces of casting agents. Make your choice for the version you want to build and select the corresponding fin and rudder.

2. Probably you will have to repair the air bubbles in some parts with small thickness. This is best done by using Revell Plasto and reinforcing the repair with a very thin layer of thin cyanoacrylate glue.

3. Adjust the location of the forward superficial holes for the canopy struts in the upper wing centre section (V15) with those in the forward fuselage deck (V09). The 0.3 mm superficial holes indicating the attachment of the rigging lines should also be moved with the new strut positions. Check whether the small stubs next to the aft strut location on part (V15) are present, they are easily removed by sanding. If they have disappeared, glue a piece of 0.25 x 0.4 mm strip at the side(s) of (V15).



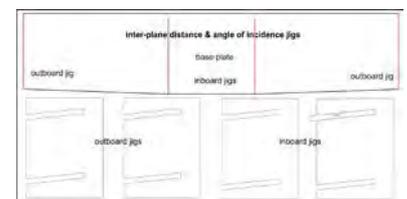
4. Glue the drawing of the wing assembly jig on a flat and stiff surface. Cover the surface where jig elements must be attached or where joints between wing parts and fuselage or wing centre section are with glossy Sellotape.



5. Cut jig elements from scrap pieces of plastic, respecting the dimensions indicated in the drawing. Especially the thickness of the parts under the fuselage and the wing tips are essential to get the correct angle of incidence.

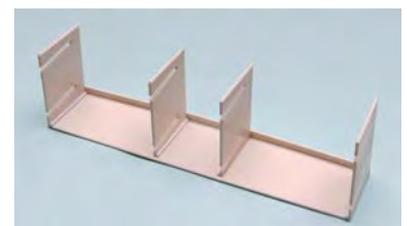
6. Place the jig elements according to the indications given in the drawing. Use a glue that fixes the elements well to the Sellotape.

7. Glue the drawing of the inter-plane distance & angle of incidence jigs to the sheet of 1 mm thick styrene with water thinned Microscale Kristal Klear or equivalent.



8. Mark the red-lines (15 mm from the fuselage/bottom plate centre line) where the four vertical jigs will be mounted with a superficial cut. Cut out the parts. Test whether the wings slide easy in the angled slits. Adjust the width of the slits if necessary.

9. Glue the vertical jigs to the bottom plate. Don't mix up the inboard and outboard inter-plane jigs. The angled slits should point to the rear (the straight edge of the bottom plate) and downwards, the straight vertical edge of the jigs should be aligned with the angled forward side of the bottom plate. Use strip material to reinforce the joint between the four jigs and the bottom plate and glue a strip of 5 mm wide 1 mm thick styrene to the front side to prevent the jig from bending.



10. Drill the 0.3 mm holes in wings, tail planes and fuselage for rigging lines and control cables at the locations indicated in *Rigging scheme and control cables* at the end of these instructions and the scale draw-





ing. Drill the 0.5 mm hole at the indicated locations of the control horns for elevator and rudder, and the 0.5 mm superficial hole for the aileron control horns.

11. If you are going to mount the control surfaces in a deflected position, remove ailerons, rudder and elevator halves from the wings (V13, V14, V16 and V18) and the tail surfaces (V20 through V23). Mark each of the control surfaces to remember where they should go in final assembly. Glue for this option also two pieces of 30 x 2.5 mm wide and 0.75 mm thick styrene on the 2 mm thick wing tip supports to achieve the correct lower wing dihedral.



12. Assemble the aft fuselage halves (V01L) and (V01R). Glue the forward fuselage (V02) to the aft fuselage (V01). Align the parts well, seen from the top and from the side. Use a piece of styrene, cut to the exact matching length, to keep the forward fuselage sidewalls at the same width as those of the aft fuselage. Compare with the drawing.



13. Sand the inner surface of the fire wall until it is quite flat and parallel to the outer side. This is essential if you want to mount the engine freely rotating.

Now is a good moment to paint the inside of the cockpit walls (V01 and V02) and the top fuselage (V09) and the parts (V03 through V08), that will be placed in the cockpits. Keep gluing surfaces free of paint.

14. Glue the rudder bars (V04) and the control sticks (V07) in the holes of the cockpit bottom frame (V03). Give them the desired deflection, if you are going to mount the control surfaces in a deflected position.



15. Glue the seats (V06) to the cockpit bottom frame (V03). Align them well. Dry fit the assembly in the fuselage. It should rest against the rim on the floor behind the engine firewall. Add seat belts, if desired.



16. Mount the instrument panels (V08) under the fuselage top (V09) against the tabs.



17. Prepare the instrument panels (V08) for the application of decals 20 and 21. The panel with decal 20 belongs to the forward cockpit, the one with decal 21 to the aft cockpit. Apply the decals.

18. Glue the equipped cockpit floor frame to the fuselage floor. Remove the bottom plate from the compass. Glue the compass (V05) to the cockpit bottom frame (V03) between the control stick and the rudder bar in the front cockpit.



19. Select the engine you want to use. Paint the inside of the cowling (V10), the front surface of the forward fuselage (V02) and fuselage top panel (V09) and the engine (V11). Keep the gluing edges free of paint.



20. Drill a 0.8 mm hole in the centre of the rear side of the engine (V11) and glue length of 8 mm of 0.75 mm diameter brass rod in it.

21. Fit the engine (V11) in the hole in the front surface of the forward fuselage (V02). Dry fit the cowling (V10) to the fuselage. The engine should rotate freely and the propeller shaft should stick out at least a millimetre in front of the cowling surface. If this is not the case, fit a thin slice of 4.2 x 1.0 mm tube around the rod. Dry fit again, also with the propeller, and correct if necessary.



22. Mount the engine. If you want to make the engine and propeller rotating freely, drill an 8 mm hole in a piece of styrene and glue it to the brass rod at the inner side of the fire wall.



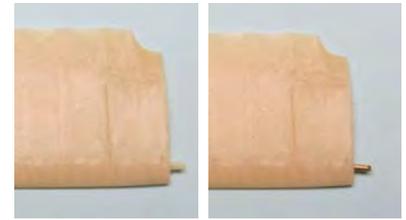
23. Glue the fuselage top (V09) on the forward fuselage (V02).



24. Glue the cowling (V10) to the forward fuselage (V02). Correct the joints if necessary.



25. Remove the casted pins from the wing roots. Drill 0.75 mm holes in the wing roots of the wing halves (V13 and V14, V16 and V17) on the marks of the casted pins. Make the holes at least 8 mm deep. Glue 8 mm long pieces of 0.75 mm brass rod in them.



26. Drill also 0.75 mm holes in the bottom of the forward fuselage sides and the top wing centre section (V15) on the marks casted, again at least 8 mm deep. Check whether their position corresponds with the brass rods, when you place the parts on the wing assembly jig. Correct the hole location if needed.

27. Fix the upper wing centre section (V15) with tape to the assembly jig. Glue the two upper wing halves (V13 and V14) to the centre section, keeping all parts flat to the jig. Fix these with a piece of tape until dry.



28. Remove the upper wing from the assembly jig. Check whether it is well flat.



29. Fix the fuselage with tape to the fuselage-wing assembly jig. Glue the two lower wing halves (V16 and V17) to the centre section, keeping the inboard trailing edges of the wing halves flat to the jig. Fix these with a piece of tape until dry.



30. Remove the fuselage-lower wing assembly from the jig. Clean the joints. Open up the 0.3 mm holes for rigging lines and control cables in wings and fuselage. Check whether the wing has the correct dihedral (the wing tips should be 1.5 mm higher than the fuselage underside). Fit the lower wing-fuselage assembly also in the inter-plane distance and angle of incidence jig. If you have to force the wing tip up or down, break the joint between wing and fuselage slightly until it fits and glue it again.



31. Deepen the forward superficial holes under the fuselage, where the undercarriage struts will be located with a 1.2 mm drill. Measure the position of the aft holes with an undercarriage V-strut. Drill the aft superficial holes. Dry fit the V-struts and adjust the stubs, if required. If you are going to apply rigging lines to the undercarriage, drill 0.3 mm holes in both ends of the V-struts (total 4 holes per strut, see rigging scheme).



32. Decide which version of the Spyker V.2 you are going to build. Select the vertical tail plane from (V22), (V23) or (V24) that goes with it.

For the prototype the LVA 43 with orange tail and roundels has been selected, so the large tail plane (V23) has been used.

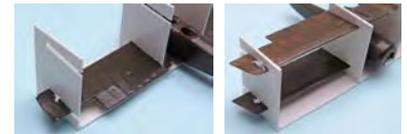
33. If you are going to build the LVA 68, glue the streamline body (V18) to the top of the fuselage after the aft cockpit.

This is a convenient moment to paint the fuselage, tail planes, upper surface of the lower wing and lower surface of the upper wing, as they will be difficult to access after assembly of the wings. Apply also the varnish (satin varnish is recommended). The wing struts (V19 and V20) may be painted now too. It is advised to open up all predrilled holes in fuselage, wings and tail planes after each painting step.

34. Cut a piece of 3.5 mm width and 3.0 mm height and a piece of 3.5 mm width and 2.5 mm height from the clear plastic sheet for the windshields. Round the two top corners. Blacken the edges with paint or an ink pen. You will not be able to mount the windscreens after you have applied the rigging wires and canopy struts, so glue now the larger of the two just in front of the forward cockpit opening with Kristal Klear or equivalent. Keep the 0.3 mm holes in the fuselage for the rigging wires free of glue. Repeat the process for the smaller windscreen in front of the aft cockpit opening.



35. Slide the lower wing-fuselage assembly in the lower row slits. Note that the wing tips will be higher than the wing roots; after step 30 the wing should fit smoothly in the jig. Fix the wing temporarily to the jigs with a drop of Microscale Kristal Klear or equivalent, which is easy to remove without damaging the paint afterwards.



36. Slide the upper wing in the top slots of the inter-plane distance jigs. Fix the wing again temporarily to the jigs with a drop of Kristal Klear.

37. Dry fit the canopy struts (V19) one by one between the upper wing centre section and the top of the fuselage in the superficial holes casted with the parts. Adjust the length of the struts very gradually; take off only a couple of tenth of a millimetre per time, and dry fit again until they fit. The struts should not buckle; neither should they fall out of the superficial holes. When the wings are well aligned the struts should be vertical. Glue them in place using a piece of metal wire to apply a drop of glue at both ends, as far away as possible from the 0.3 mm holes for the rigging lines.¹



38. Dry fit the wings struts (V20) between upper wing and lower wing in the superficial holes casted with the wings. Adjust the length of the struts very gradually; take off only a couple of tenth of a millimetre per time, and dry fit again until they fit. The struts should not buckle; neither should they fall out of the superficial holes. Start with the inboard struts; if you cut these by accident short, you can still use them as outboard struts. Proceed symmetrically.



39. When the glue has well set, remove the drops of Kristal Klear with tweezers, wetting the Kristal Klear if necessary. Carefully remove the model from the inter-wing distance jig. Open up the holes for control cables and rigging lines. Retouch the struts on the places where you have removed material to make them fit.



*For simplicity the choice has been made to fix all rigging lines to the wing surface. In reality they are attached to the joint between strut and wing. If you want to model this configuration, you have to drill cross-wise holes in each end of each strut and guide the rigging lines through these holes. This is a very delicate operation, which I would not recommend on a model of this scale. It is advised to use thin fishing line (0.06 or 0.08 mm thick) for rigging lines and control cables. Be careful to use elastic material; this may distort the rather flexible wing structure. For detailed instructions see the section **Rigging scheme and control cables** below.*

40. If you don't want to apply wing rigging lines, jump to step 43. It is however advised to apply the lines, as they rigidize the model quite a lot.

41. Apply the eight rigging wires according to the rigging scheme. Start with the two pairs of crossed rigging wires at the port and starboard side, finish with two pairs of crossed wires at the leading edge side. Lead the end of fishing line one by one through the holes in the top of the mid wing section to the correct hole in the fuselage top, insert it there and fix it with a drop of thin cyanoacrylate glue, applied with a piece of metal wire. When the glue has set, tension the lines on the top surface with a piece of tape and fix the wire with a drop of glue on the hole. When the glue has dried, cut the excess glue and fishing line from the wing surface with a sharp scalpel. Be careful not to exert force on struts or rigging wires.



¹ On the picture the windscreens are not present, as on the prototype I have mounted them only after all struts and rigging had been applied. This led to damage to several rigging wires, so it is better to mount the windscreens now.



42. Apply the 24 wing rigging wires as indicated in the rigging scheme. Work symmetrically. Start with the rigging wires between the inboard strut pairs, then the rigging wires between the outboard strut pairs. Proceed with the rigging wires between the struts in the inboard wing bays and finish with the rigging wires between the struts in the outboard wing bays. Use the same fixation method as described in step 41. When every wire is placed and the glue has hardened, remove excess glue and fishing line on the upper and lower wing surface with a sharp scalpel. Finish the top surface of the upper wing and the underside of the lower wing smoothly.



The painting of the wing can now be finished. Paint the propeller, strut mounted instruments, tail skid, landing gear struts, axle and wheels. It is advised to apply the wing decals at this phase.

43. Apply the wing, fuselage and rudder decals. If you have separated the ailerons from the wing, mark the separation lines on the decal by means of the decal cut templates and cut off the part that has to be placed on the aileron. Mark each pair of wing and aileron decals, as they probably are all different.



44. Seal the decals and open up the holes for the control cables.

45. Glue pieces of 0.5 mm rod in the holes in the elevator halves and the rudder to serve as control horns.



46. Dry fit the fin of the selected vertical tail plane. Pass the forward stub through the forward hole in the horizontal tail plane (V21) and pass the aft stub through the aft hole. Cut off the aft stub equal to the lower stabilizer surface.



47. Glue a thin slice of strip on the top of the aft end of the fuselage. Dry fit the tail assembly, and check that the trailing edge of the fin and of the fuselage lie on one line. Pass the forward stub in the hole in the upper surface of the aft fuselage, again keeping 0.5 mm free between fuselage and horizontal tail plane. Glue the tail assembly in place. Align fin and horizontal tail plane well.



48. Apply the 8 rigging lines between the fuselage, the horizontal tail plane and the fin. Note that they can be combined to reduce to 4 individual pieces of line. Start by gluing them in the holes at the bottom of the aft fuselage side walls.



49. Tension the lines carefully with a piece of tape and apply a drop of glue in the holes in the top of the fin. Cut off the excess line with a sharp knife, when the glue is dry.



50. Glue 3 mm long ends of 0.5 mm rod in the superficial holes in the ailerons to serve as control horns.

51. Drill eight 0.3 mm holes in the top and bottom of the V-struts and two 0.3 mm holes in the fuselage underside next to the forward legs of the V-struts.

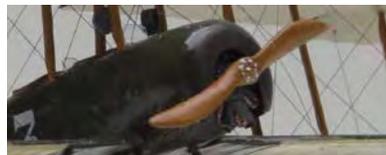


52. Pass the axle (V26) through the eyelets of the landing gear V-struts (V25); probably you have to drill the holes for the axle slightly skewed. Glue the V-struts to the fuselage bottom at the superficial holes; do not glue the axle yet. Make sure the configuration is well symmetrical; check whether the wings tips are equally high, if the model is resting on the undercarriage and that the distance of the axle to the wing underside and to the underside of the V-struts is equal at each side. Then glue the axle to the V-struts.





53. Open up the 0.3 mm holes in the V-struts and the underside of the fuselage. Feed rigging lines through the holes according to the rigging scheme. Apply a drop of glue to the lines in the holes near the axle. When dry, tension the lines and apply glue to the lines in the holes near the fuselage bottom. Work symmetrically. Apply the last rigging lines between the bottom of the fuselage and the middle of the axle. Glue them first to the holes in the fuselage, then to the axle. Keep these lines tensioned with a pair of tweezers until the glue has dried.
54. Mount the wheels (V27) to the axle. Check again before the glue is completely dry whether the wing tips are on equal height. If necessary correct by sanding some material from the bottom of one of the tires.
55. Mount the tail skid (V28) under the aft fuselage.
56. If you have separated the control surfaces, glue them with the desired deflection to wing and tail planes.
57. Apply the control cables for the elevator and rudder from the holes in the fuselage over the top of the control horns to the trailing edge of the control surfaces according to the drawing.
58. Apply the aileron control cables from the holes in the wing over the top of the control horns to the trailing edge of the control surface according to the drawing. Start with the ones leaving the upper wing and end it on the control horns of the ailerons of the lower wing. Complete the control cable routing with the ones leaving the lower wing, ending it on the control horn of the ailerons of the upper wing.
59. Mount the instrument (V30) on the right canopy strut and the instrument (V31) to the left canopy strut.
60. Assemble the anemometer from parts (V29) and (V30). Mount the meter to the starboard forward inboard wing strut.
61. Mount the propeller (V12) to the engine shaft.



Rigging scheme and control cables

Note: Apply the elevator and rudder control cables after final painting of the fuselage and the aileron control cables after application of rigging lines, final painting and wing decals.

The rigging scheme is rather simple. Rigging line attachment points are shown in red in the figure.

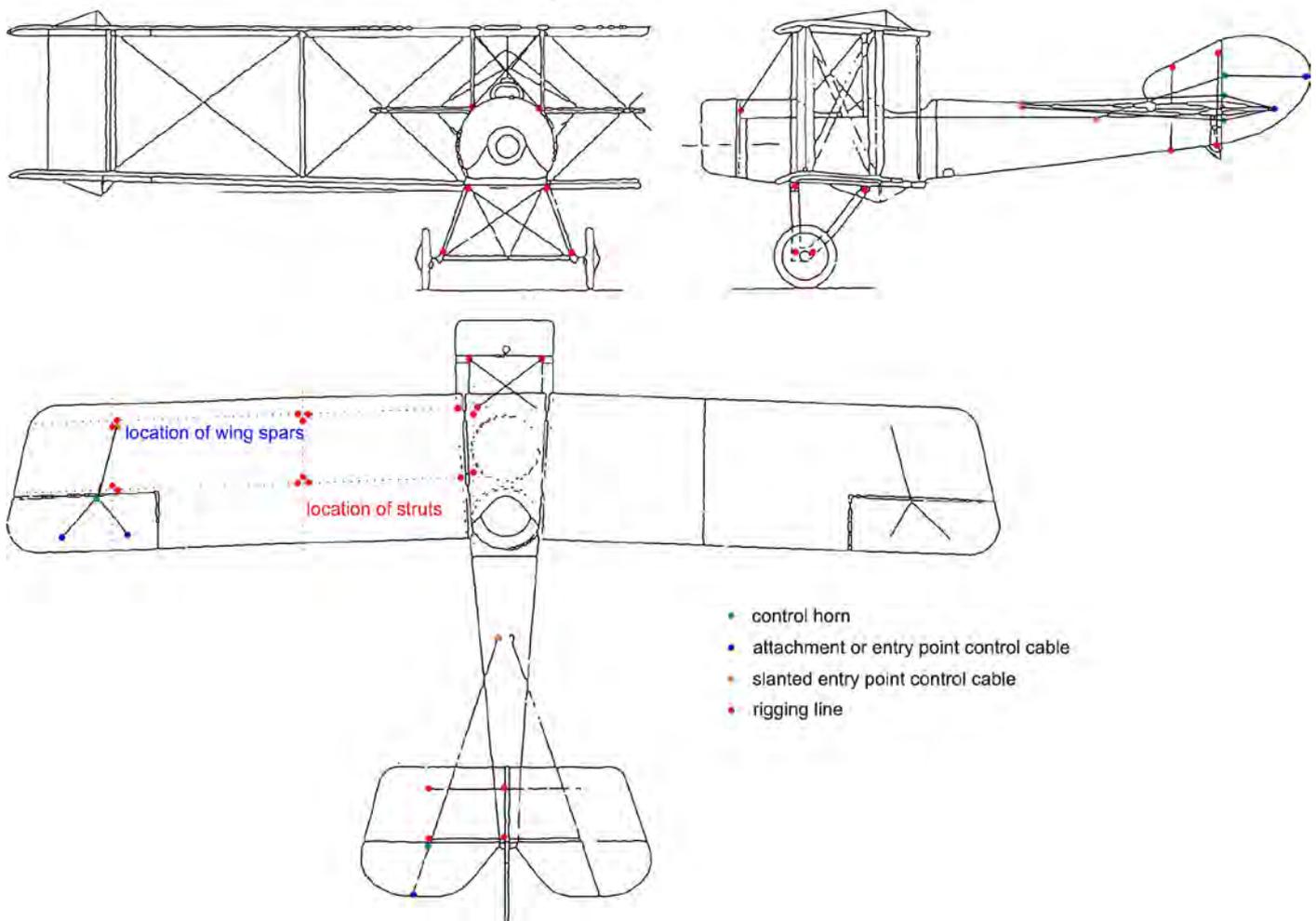
- Each pair of forward and rear wing struts has crossed rigging lines. Only exception is the rear pair of canopy struts, which has no rigging lines.
- Each pair of forward struts has crossed rigging lines. The original airplane had double lift wires (those going from bottom inboard to top outboard). For simplicity these have been reduced to single lines in the model.
- The rigging lines of the canopy struts should be glued in the holes in the fuselage top before assembly of the upper wing.
- The rigging of the tail planes is simplest done by gluing a length of wire in the two holes at each side of the bottom of the aft fuselage, feeding them through the holes in the horizontal tail surface and joining them in the holes in the top of the fin.
- The rigging of the undercarriage is crossed rigging lines between top and bottom of each of the ends of the V-struts and two rigging lines from the top of the forward leg of the V-struts and the middle of the axle.

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The scheme for the control cables is more complicated. Some holes have to be drilled slanted; they are indicated in orange in the drawing. The other entry or attachment point are drawn in blue. Control horns are green.

- The elevator and rudder control cables are run from the slanted holes in the top of the aft fuselage over the control horns to the trailing edge of the control surfaces, where they are joined with the cable of the other side.
- The aileron control cables run from the slanted holes behind the forward wing spar in the lower wing over the control horns, where they split in two cables, which are guided through the lower wing ailerons to those of the upper wing. The cables are joined together at the control horns of the upper wing and run from there to the slanted hole behind the upper wing forward spar. The cables are best mounted starting from the forward spars of upper and lower wing, joining each other at a control horn or on an aileron surface.



Painting instructions and decal placement

With the painting instructions the following abbreviations are used: HE = Humbrol enamel, RA = Revell Aqua, RE = Revell enamel, VMA = Valejo Model Air, White Ensign Models = WEM. The paints indicated are the ones I have used or matched; of course equivalent colours of other brands may be selected.

It is recommended to finish the model with satin varnish, giving the best representation of the doped linen exterior.

Cockpit interior

Walls and floor: Light grey (HE129). Control elements, seat back, frames: Dark grey (HE 125).



Outer finish

The prototype was finished in clear dope (HE148), except for the forward fuselage and wheel hubs, which were probably painted LVA khaki (WEM CC ACD 04), and carried no markings and registrations at all.

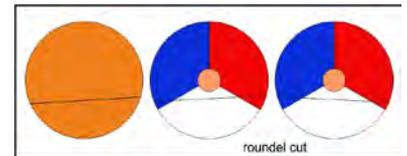
The LVA aircraft had a khaki fuselage, upper side of wing and tail surfaces khaki, as well as the wheel hubs (WEM CC ACD 04), lower surface of wing and tail planes clear dope (HE148), except the wing centre section, which was khaki.

The MLD aircraft also had a khaki fuselage and wheel hubs (WEM CC ACD 04), but wing and tail planes were clear doped (HE148).

All variants had varnished wood wing struts (VMA 70.077) and dark grey control horns (HE 125). Wheel tires tank grey (RE 36178)

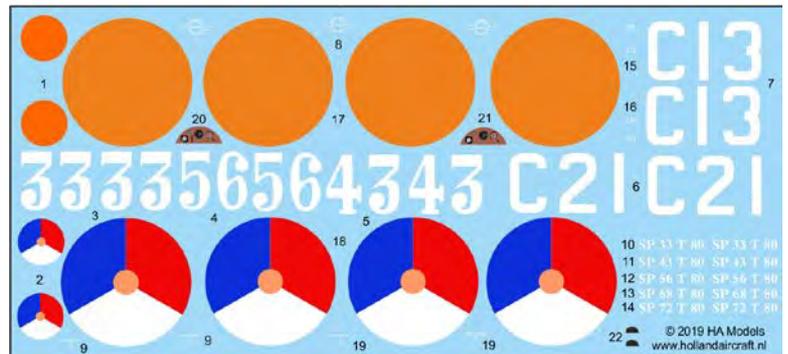
Decal placement

See the separate sheet with instructions how to handle the UV-printed decals. If you are building the model with deflected ailerons, it is advised to cut the roundels beforehand on the separation between wing main structure and aileron and to apply the pieces separately. Use the transparent template to cut the roundels correctly. Align them well. Note that the port and starboard red-white-blue-orange roundels separation is mirrored.



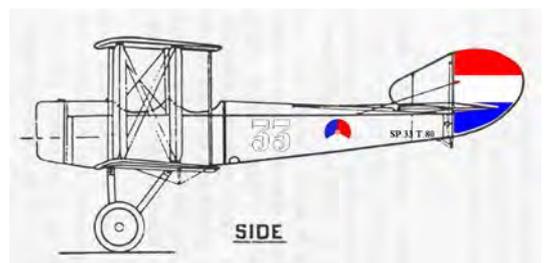
According to the photographs the large white registration number must be placed further forward than on the drawings below.

In the short period the aircraft was in service the markings have changed at least three times. Based on photographic evidence the eight variants listed below have been established. The decal sheet contains decals for eight different versions.



All versions Footholds (22) at each lower side of the fuselage behind the lower wing trailing edge.

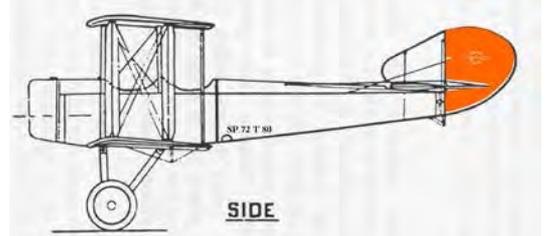
LVA 33 Red-white-blue-orange roundel (2) on the fuselage after the large white registration(3), small white registration (10) under the tail, red-white-blue large or small rudder, red-white-blue-orange roundels (18) on top of the upper wing and under the lower wing.



LVA 43 Large white registration (5) on the fuselage, small white registration (11) under the tail, orange large or small rudder with white Spyker logo (8), orange roundels (17) on top of the upper wing and under the lower wing.

LVA 56 Large white registration (4) on the fuselage, small white registration (12) under the tail, orange large rudder without Spyker logo (8), orange roundels (17) on top of the upper wing and under the lower wing.

LVA 68 Small white registration (13) behind the trailing edge of the lower wing, orange roundel (1) on the fuselage, small orange rudder with white Spyker logo (8), white indications for lifting points(9 left, 19 right) on fuselage, orange roundels (17) on top of the upper wing and under the lower wing.

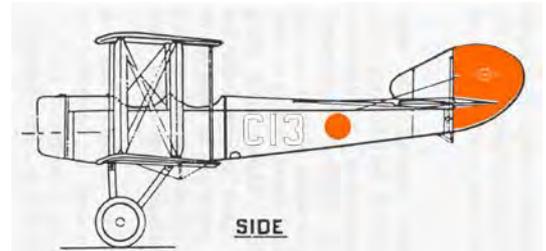


LVA 72 Small white registration (14) behind the trailing edge of the lower wing, small orange rudder with white Spyker logo (8), white indications for lifting

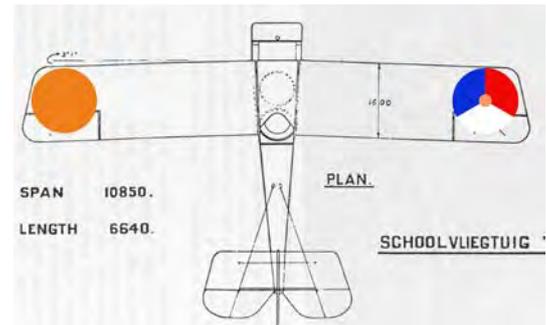


points (9 left, 19 right) on fuselage, orange roundels (17) on top of the upper wing and under the lower wing.

MLD C13 Large white registration (7) on the fuselage, small orange rudder with white Spyker logo (8), white indications for lifting points (9 left, 19 right) on fuselage, orange roundels (17) on top of the upper wing and under the lower wing, small white registrations (15) on wheel hub.



MLD C13 Large white registration (7) before red-white-blue-orange roundel (2) on the fuselage, red-white-blue small rudder, white indications for lifting points (9 left, 19 right) on fuselage, red-white-blue-orange roundels (18) on top of the upper wing and under the lower wing, small white registrations (15) on wheel hub.



MLD C21 Large white registration (6) on the fuselage, small orange rudder with white Spyker logo (8), white indications for lifting points (9 left, 19 right) on fuselage, orange roundels (17) on top of the upper wing and under the lower wing, small white registrations (16) on wheel hub.

Note that the roundels have to be applied partly over the ailerons and that the control horns and cables pass through the decals. The aileron control lines and the control horns should be applied only after the decals have been sealed.

Enjoy your model.

Rob Hamann

HA Models

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Model conception, masters and decal drawings by Rob Hamann, with the technical, commercial (and moral) support of Erwin Stam. Documentation from various books and from information provided by Hans Berfelo, Frits Gerdessen, Harm Hazewinkel, Meindert de Vreeze and the Aviodrome museum. The resin kit has been cast by Tilly Models, the decals have been printed by Arctic Decals. A building report of masters and prototype of the Spyker V.2 model can be found at <http://www.hollandaircraft.nl/T01%20V.2.pdf>.

Photographs of model variants

