

Fokker M.5L HR Model resin kit

Monoplane reconnaissance

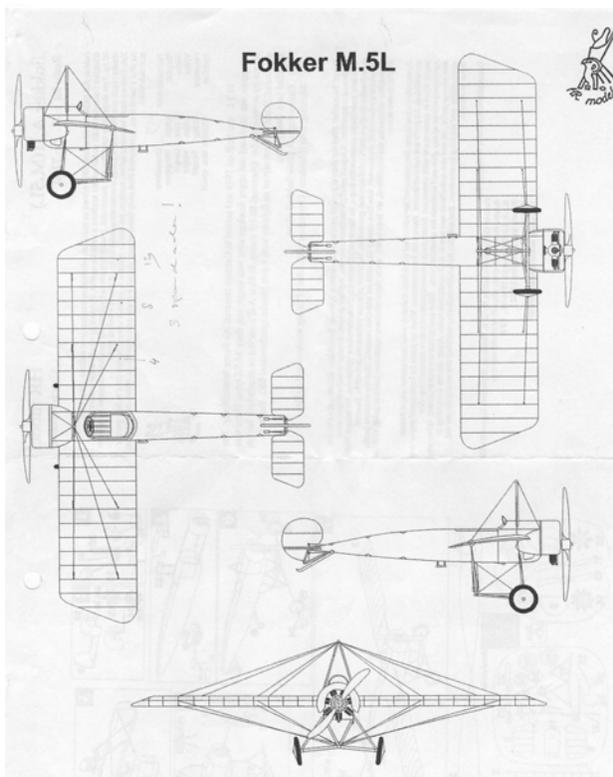
Scale 1:72

The Fokker M.5L was developed at the same moment as the M.5; it is not clear which of the two flew first. The airplane has been used for reconnaissance tasks, and sometimes a second crew member was sitting behind the pilot on an improvised or a "permanent" seat.

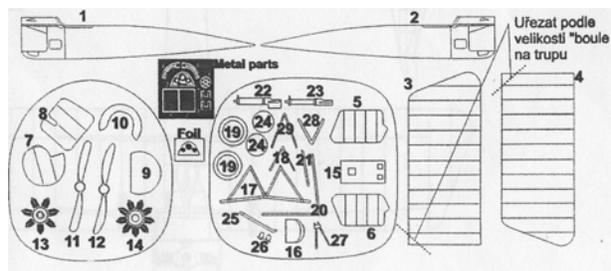
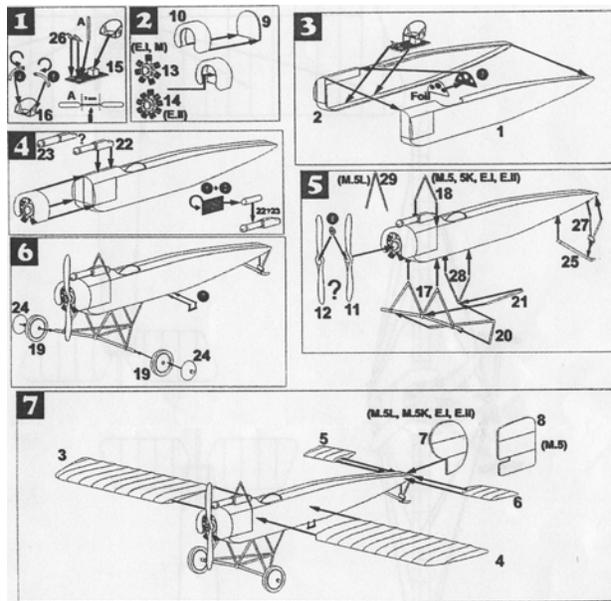
The kit includes resin parts, a printed transparent sheet for wind-screen and instrument panel, an instruction sheet with an exploded view, a three view dimensioned drawing and some summary painting instructions, a decal sheet and photo etched parts for instrument panel¹, safety belts, propeller hub, cockpit steps and machine gun detailing, although the M.5L has never been equipped with a machine gun. In fact, the only difference in the box contents between the M.5L and the M.5 is



the three view drawing and the size of the wings included in the kit. I have used the decals for the aircraft registration number 03.03 as on the photo above. The instruction sheet includes the same information as that for the M.5, except for the type description and the three view drawing, which have been adapted for the M.5L.



Aircraft dimensions reported fall in two groups. Grosz, Weyl and Engels (ref. 1 through 4) report a larger span and a smaller length than Hegener and Postma (ref. 5 and 6). From the sources it is only clear that the span was larger than that of the M.5K. The kit documentation mentions for the span values closer to those on ref. 5 and 6, but for the length to ref. 1 through 4. As a reference I have used the bold printed values in the table. The excessive height is caused by the higher pylon, which is not really justified by the height dimensions reported, but may also be a consequence of a modification I made to the aircraft's wheels.



	<i>Ref. 1-4</i>	<i>Ref. 5 and 6</i>	<i>1:72 (ref. 1-4 / ref. 5 and 6)</i>	<i>model</i>
<i>Span</i>	10.90 – 11.09 m	9.50 – 9.57 m	151.4 – 154.0 / 131.9 – 132.9 mm	151.8 mm
<i>Length</i>	6.75 – 6.90 m	7.20 – 7.28 m	93.8 – 95.8 / 100.0 – 101.1 mm	92.0 mm
<i>Height</i>	2.88 m	--	40.0 mm	45.5 mm
<i>Engine</i>	Oberursel U 0, 80 hp			
<i>Crew</i>	1 (2)			

It seems that manufacturer has not been very consequent and has chosen for the smallest length and the largest span. Reason for the smaller length may be is that HR Model could then use the same fuselage as for the M.5.

Adaptations

First, I have adapted the fuselage for the accommodation of two seats by increasing the size of the cockpit bay; the second seat I have taken from another HR Model kit. As I usually do with the Fokker aircraft, I have mounted strips of grey painted Plasticard to simulate the welded tube fuselage frame in the cockpit. In the wing roots I have made two “windows” to improve the downwards view of the observer as could be seen on the picture of the M.5L above. And I have used spoked wheels from HR Model instead of the slid ones supplied with the kit. Control horns made from Plasticard strip material have been added to the tail surfaces. The engine has been “improved” by adding metal strands on the front side of each cylinder.



Assembly

Cockpit parts and fuselage interior have been painted prior to assembly and the cockpit is assembled in one of the fuselage halves. After joining the other fuselage half, I have finished the fuselage with putty and have sanded it until it was smooth. The 0.3 mm holes at the location where the control cables leave the rear fuselage have been drilled and the wings are attached, after which the assembly has been painted matt linen. The cockpit edges have been painted matt brown leather. I have filled the wing “windows” with Humbrol Clearfix to simulate the transparent covering used on the real plane.

Wing

As the span is large, the plane needed more bracing and control wires. Instead of four pairs of wires as used on the M.5K and the E.I through E.IV aircraft, six were implemented on the M5L. As a consequence more wires have to pass over the undercarriage and the pylon. On the locations of the wing indicated in the three-view drawing in the kit the holes have been drilled to pass the bracing and warping wires through.

Undercarriage and finishing

Then the undercarriage is build. The locations where it has to join the fuselage are slightly enlarged by means of a 0.5 mm drill before gluing the struts, and on the locations where the bracing and warping cables pass through the struts a 0.3 mm hole is drilled. The same applies to the pylon, attached on top of the fuselage. Alignment of the undercarriage is “on the eye”. The control horns are attached to rudder and elevator and elevator and rudder are glues to the rear fuselage. I have given all surfaces a finish with satin clear varnish. Bracing and warping wires and control cables are made of 0.08 mm fishing tackle². Below some pictures of the finished model are shown. As can be seen from the pictures, the pylon is too crude, and I should have replaced it by a custom made one of smaller diameter rod material. The spoked wheels are neat.



References

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4. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 26-27, 100-101, ISBN 3-930571-52-8, 1996
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15. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, pp. 25-26, *Fibula - Van Dishoeck*, Haarlem, 1979

¹ The cockpit interior has the fundamental error of each World War I (Fokker) kit of HR Model: It has a far too fancy instrument panel, composed of black printed dials on the transparent sheet and the etched control panel, which represents clearly a post-war status.

² Close examination of some photographs of the M.5L after I had completed the model showed that there are still some bracing cables missing from the pylon and the wing to the forward part of the fuselage.