

Fokker M.7 HR Model resin kit

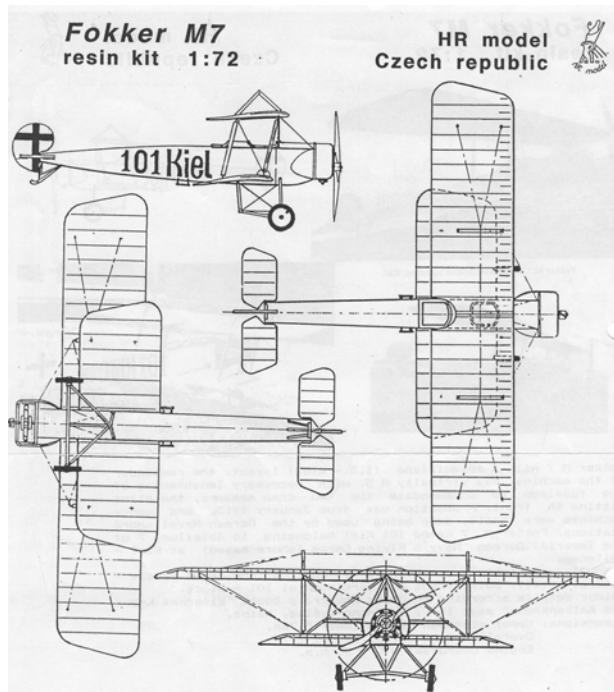
Sesquiplane reconnaissance

Scale 1:72

The single bay, sesquiplane M.7 was Fokker's first attempt to construct a biplane for the German military. It sold moderately well. The fuselage and wings clearly show the heritage of the M.5 models. The unarmed two-seater has been used for reconnaissance and training tasks.



The kit contains resin parts, a printed transparent sheet for windscreen and instrument panel, an instruction sheet with an a three view dimensioned drawing, a number of poor quality photographs and some summary painting instructions, a decal sheet and photo etched parts for instrument panel¹, safety belts, propeller hub, cockpit steps. I have built the model as indicated in the instructions.



Fokker M7
resin kit 1:72

HR model
Czech republic



The four references are quite well agreeing about the dimensions, except for the span of the upper wing, where only Engels (ref. 2 and 3) reports a smaller span. I have used the bold printed value as a reference.

	References	1:72	model
Span (upper wing)	11.00 – 11.70 m	152.8 – 162.5 mm	148.9 mm
Span (lower wing) ²	7.20 m	100.0 mm	79.0 mm
Length	8.00 m	111.1 mm	107.0mm
Height	2.95 m	41.0 mm	38.7 mm (69.5 mm including king posts)
Engine	Oberursel U 0, 80 hp		
Crew	2		

The scale of the kit is quite good, except for the span of the lower wing, which is far too small.

Building the model

Building the M.7 is quite straightforward; I did not meet any problem. The cockpit interior has been painted, as usual, before assembly; I have painted the outside surfaces only after the assembly was completed (this could easily be one, as the overall finish is grey, except for the tyres of the wheels). The correct position of the lower and upper wing and the undercarriage has been determined from the three-view drawing and with the help of a ruler. Strut positions have been determined and the location “fixed” by marking it with a sharp pin (I use a dentist tool for it) and slightly deepened with a 0.5 mm drill.

The wing bracing wires and warping wires have been made of 0.09 mm copper wire, painted aluminium after assembly to the airplane. As can be seen on the photographs of the finished model, it is difficult to tension the wire. For later models I have used 0.08 mm fishing line. Also, I did not use my later technique of fixing the

wires in 0.3 mm holes, but wrapped them around the wing inter-plane struts. Typically a trial; the M.7 was the first biplane model, where I have applied wing bracing wires.

No undercarriage bracing cables and control cables have been fitted. I have included some pictures of the finished model below. They show there is some room for improvement.



References

1. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, pp. 32-33, ISBN 3-89880-355-4, 2004
2. A.S. Engels, *Die Umlaufmotoren der Motorenfabrik Oberursel A.G.*, p. 21, ISBN 3-930571-55-2, 1996
3. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 37, 103-105, ISBN 3-930571-52-8, 1996
4. P. Leaman, *Fokker Aircraft of World War One*, p. 50, ISBN 1 86126 353 8, 2001
5. H. Hegener, *Fokker, The Man and the Aircraft*, p. 198, ISBN 0-8168-6370-9, 1961
6. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, p. 21-22, ISBN 3-928820-21-4, 1993
7. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 17, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
8. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 27, Fibula - Van Dishoeck, Haarlem, 1979
9. A.R. Weyl, *Fokker: The Creative Years*, pp. 81, 132-136, Putnam, London, 1965

¹ The cockpit interior has the fundamental error of each early 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 late or post-war status.

² Ref. 1 (Grosz) only