

# Fokker M.9 AB Models<sup>1</sup> resin kit

## Biplane fighter prototype

Scale 1:72

Also known as Fokker K.I, the M.9 is an attempt to produce a heavily armed fighter plane (the "K" stands for Kampf, fight). The aircraft is a composition of two "standard" fuselages and wing sections of the same construction as those of the early Fokker monoplanes and the M.7. The machine is reported to have made only two test flights, the second flight with three crewmembers.



### Kit contents

The AB Models resin kit contains resin parts, clear plastic sheet for the windscreen (only for the pilot, apparently the two gunners did not need one), metal wire to detail the engines and rubber tires. The instruction sheet is very extensive and a side view provides sufficient information for the fuselage and wing position of the assembled plane.

Technická data. Technical data.  
M. //Engine Oberursel U I 2X80k/HP  
Rozpětí 12,71m Span 12,71m  
Délka 7,20m Length 7,20m

Literatura/Literature:  
Časopisy/Magazines - L+K, Mustang 1993 A G Fokker  
létající holanďan  
Archiv - Národní technické muzeum-Praha.

Colour Humbrol

110	54	11	103	34	34	42	11	53
Mosaz	Křemík	Bílá	Sivá	Dřevěná				
Brass	Cream	White	Silver	Gunmetal				
Messing	Creme	White	Silver	Metálgrau				
Dřevo	Kůže	Hliník	Cemá	Plátno				
Wood	Leather	Aluminium	Black	Linen				
Holz	Leder	Aluminium	Schwarz	Leinen				

**AB model**  
Polyuretanový model  
Resin kit

**Fokker M-9**  
1915 Experimental fighter  
biplane

1:72 **72026**  
Made in Czech Republic

### Model dimensions

There are very few pictures of the M.9 and none of the references explicitly states dimensions; only Weyl (ref. 1) gives a scale indication in his three-view drawing. Documentation of the AB Models kit mentions a span and length, but the source is not clear. Engels (ref. 2 and 3) shows a three-view drawing, of which he admits that it is speculative. Even this author does not dare to give dimensions.

The kit reports the use of an Oberursel U I engine of 80 hp, which is contradictory to most other references, and indicates, in any case, the wrong power figure. The engine in the kit is correctly the seven cylinder U 0.

	<i>AB Model kit</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	12.71 m	176.5 mm	175.5 mm
<i>Length</i>	7.20 m	100.0 mm	102.7 mm
<i>Height</i>	--	--	42.5 mm
<i>Engine</i>	2 x Oberursel U 0; 2 x 80 hp		
<i>Crew</i>	3		
<i>Armament</i>	2 machine guns		

### Building the model

There is a very good building description by Dennis J. Ugulano (ref. 6), so I will keep mine very short, and only outlining things I have done differently.

### Fuselage

I have used seat belts from several sources and an instrument panel of HR Model, even if it is not really corresponding to the equipment of Fokker aircraft at that time (I had a weak moment, I guess).

### Engines

I have opted for the complex solution, and have built up the engines from the 14 parts each included in the kit. I have also added the wire “plumbing” to the cylinders.

### Undercarriage

I have replaced the solid hub wheels by ones with spokes, again from HR Model, as they can be seen on the pictures of the original aircraft.

### Wings

I have made new inter-plane struts from “streamlined” metal strips left over from another kit.

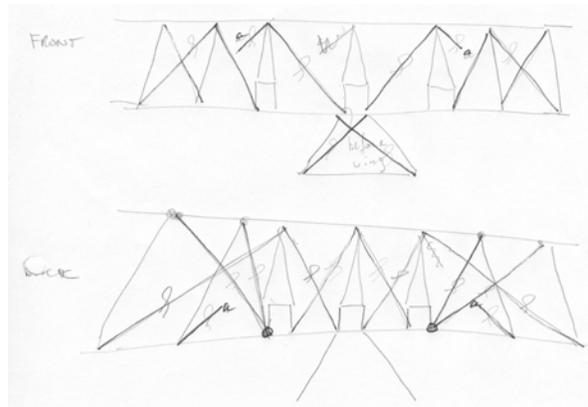
### Assembly

Mounting the fuselages, wings and undercarriage, such that the wings were exactly horizontal, was difficult<sup>2</sup>. The problem is that the result is only visible when everything is glued together. I allowed myself one iteration and accepted the result with a slight pain in the heart. I still may correct part of this fault by removing a bit of the left tyre. Still, when seen from other angles the result is quite acceptable.



### Bracing

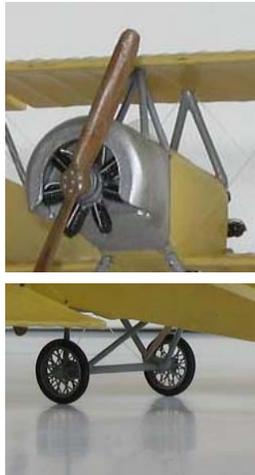
The bracing of the wings is based completely on evidence from photographs, and not on the configuration given in the instruction sheet. Reconstructing it was quite a job. I noted down every cable in sketches as shown in the figure and checked them off when implemented on the model. As usual, I used 0.08 mm fishing tackle and threaded it through 0.3 mm holes I had drilled in inter-plane and cabane struts beforehand.



I have also mounted control horns from the HR Model detailing set and added the rudder and elevator control cables.

### Finishing

I have finished the airplane as shown in the photographs: Clear doped linen, white rudders with Maltese crosses. Below some pictures of the finished model are shown. It is not easy to build, but the final result is very satisfactory.





## References

1. A.S. Engels, *Die Umlaufmotoren der Motorenfabrik Oberursel A.G.*, p. 23, ISBN 3-930571-55-2, 1996
2. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 106-107, ISBN 3-930571-52-8, 1996
3. A.R. Weyl, *Fokker: The Creative Years*, pp. 138-140, Putnam, London, 1965
4. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, p. 85, ISBN 3-89880-355-4, 2004
5. P. Leaman, *Fokker Aircraft of World War One*, ISBN 1 86126 353 8, p. 52, The Crowood Press, Ramsbury, 2001
6. <http://wwi.priswell.com/builds/fokm9.htm>
7. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 198, 221, ISBN 0-8168-6370-9, 1961

8. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 15, ARTI beeld encyclopedie 36 , Alkmaar, 1959
9. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, pp. 21-22, ISBN 3-928820-21-4, 1993
10. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 17, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
11. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 28, Fibula - Van Dishoeck, Haarlem, 1979

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<sup>1</sup> The box gives the website address [www.volny.cz/abmodel](http://www.volny.cz/abmodel), but this is apparently incorrect. The box also carries the e-mail address [a.benda@worldonline.cz](mailto:a.benda@worldonline.cz)

<sup>2</sup> It is interesting to note, that some references report a related phenomenon occurring with the real aircraft. When using the wing warping controls, there was a severe interaction with the elevator function due to deformation and displacement of the two fuselages relative to each other. This was probably one of the reasons why the airplane only made two flights and was scrapped soon afterwards.