

# Fokker M.10Z HR Model resin kit

## Biplane reconnaissance, training

Scale 1:72

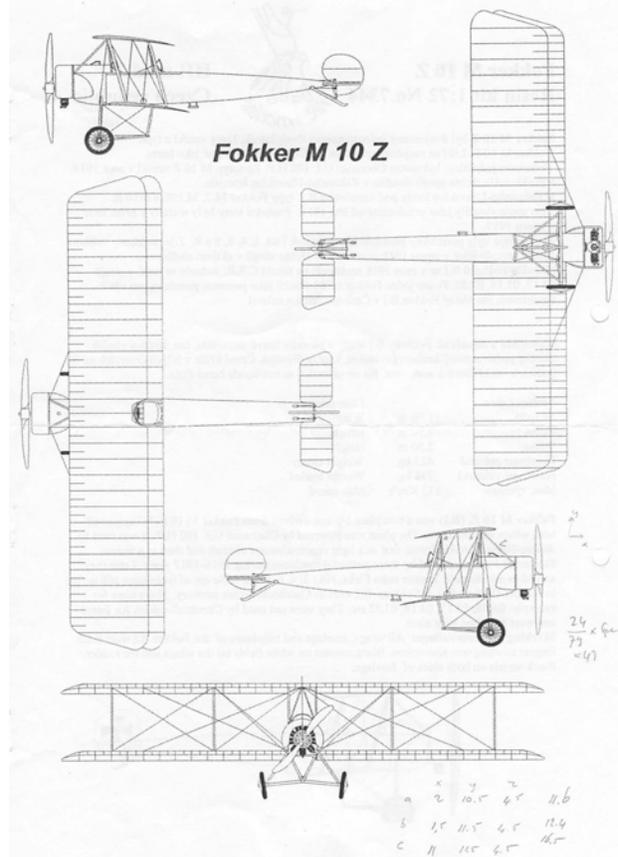
The Fokker M.10Z was a two-bay version of the M.10E, again used for training and reconnaissance tasks. The two-seater was designated B.II by the military, and was according to Hegener (ref. 1) armed with one machine gun at the observers cockpit. It had a stronger engine than the M.10E (according to Grosz only the type of engine was the distinction between B.I and B.II, irrespective whether the aircraft was single or double bay). The double bay M.10 did not have king posts on the wing.



As for the Fokker M.10E kit, this kit comes with resin parts, a sheet of clear plastic with the imprinted with the instrument dials, decals with several serial numbers and Maltese crosses and the standard HR Model photo-etched parts for one set of seat belts, cockpit stairs, instrument panel, Spandau machine gun detailing (not needed in this case, as also M.10Z was not equipped with them, but with a Swartzlose machine gun in the observer's cockpit), propeller hub and a specific set of photo-etched parts for wheels with spokes.

The resin parts are generally of good quality; the wing struts especially are finely modelled.

Both Hegener (ref. 1) and Weyl (ref. 2) give a three-view drawing. Only ref. 1 reports the dimensions, which are shown in the table.



	<i>Ref. 1</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	11.90 m	165.2 mm	155.4 <sup>1</sup> mm
<i>Length</i>	7.53 m	104.6 mm	103.0 mm
<i>Height</i>	2.50 m	34.7 mm	43.0 <sup>2</sup> mm
<i>Engine</i>	Oberursel U I, 100 hp		
<i>Crew</i>	2		
<i>Armament</i>	1 flexible machine gun		

The scale is quite correct, certainly if we assume the span is probably equal to that of the M.10E. Only (as with the model of the M.10E) the height is too large by some 8 mm. As with the M.10E, this is mainly caused by the undercarriage dimensions.

### Cockpit interior

The cockpit interior has the fundamental error of each World War I (Fokker) kit of HR Model<sup>3</sup>: 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. I have not replaced it by custom made parts representing the individual controls and instruments, which were mounted on the real Fokkers of that time.

### Building the model

I have built the model according to the instructions with few difficulties. A second seatbelt was obtained from a photo-etched set of seatbelts. I have constructed the forward wing pylons from 0.75 mm plastic rod, as the originals in the kit had too large a diameter and I have had experiences with sanding resin struts down to small dimensions. The wing was mounted again only on the wing pylons, after which the inter-wing struts have been carefully fitted and cemented in place. Wing bracing and warping cables of 0.08 mm fishing line were applied according to a scheme drawn up with the help of the instruction sheet and several photographs (the one at the beginning of this report has been especially helpful). I did not mount a machine gun at the observer's position. Brass control horns taken from the wheel set have been mounted and rudder and elevator cables glued in place. After mounting the cockpit stairs in place, the model shows quite nicely. The thinner wing pylons certainly are an improvement (compare them to the rather fat undercarriage and tailskid struts).





## References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 114, 198-199, ISBN 0-8168-6370-9, 1961
2. A.R. Weyl, *Fokker: The Creative Years*, pp. 144-145, Putnam, London, 1965
3. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, p. 34, ISBN 3-89880-355-4, 2004
4. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, p. 22, ISBN 3-928820-21-4, 1993
5. P. Leaman, *Fokker Aircraft of World War One*, pp. 55-56, ISBN 1 86126 353 8, 2001

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<sup>1</sup> The span of the lower wing is 156.4 mm. This probably is not intentionally, and as I have not measured it before assembly it is rather my fault than that of the manufacturer.

<sup>2</sup> In flight attitude 43.2 mm.

<sup>3</sup> HR Model produces the following Fokker W.W. I airplane model kits: M.5, M.5K, M.5L, M.5K/MG (E.I), M.7, M.10E, M.10Z, M.14 (E.II, E.III), M.17E, M.17Z (D.II), M.19 (D.III), V.4 and V.9. The M.5 variants and the M.14 are monoplanes; the others are bi- or triplanes.