

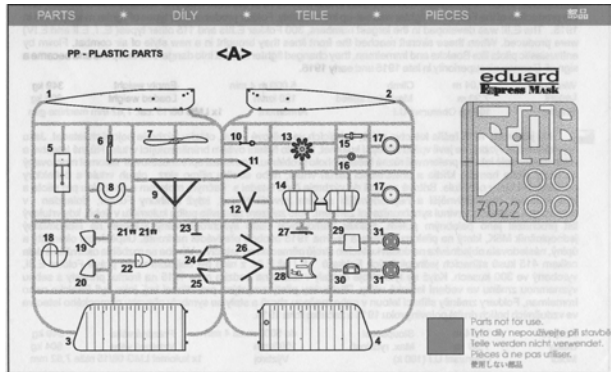
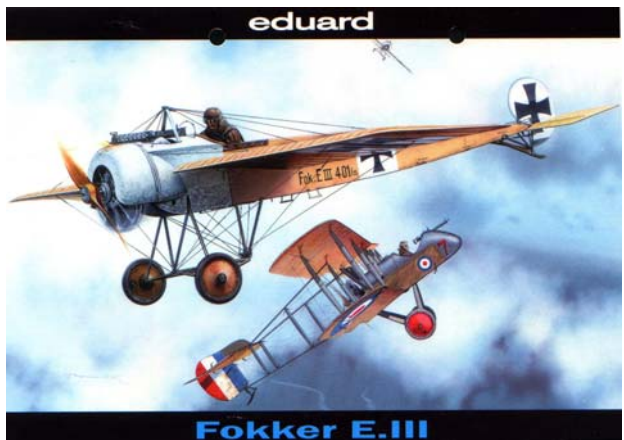
Fokker E.III Eduard¹ injection kit

Monoplane fighter

Scale 1:72

The Fokker E.III is the final production version of the M.5K/MG, E.I and E.II series. The E.III also carried the factory designation M.14, which makes it rather difficult to collect the correct data from literature. It had the same span as the E.II, slightly larger than the E.I, which improved the climbing performance, without penalized the maximum speed too much.

The kit is very complete. It contains all parts, well packed and nicely detailed. The instruction sheet is very extensive and the excellent decals allow for producing three different versions (E.III 266/16, E.III 419/15 and E.III 401/15). Painting instructions are complete, and even painting masks are included for



those modellers, who want to spray paint their model. The instructions include three-view drawings, which are however not to scale.

Most references report the same dimensions. I used the bold printed values as reference. As can be seen from the table, the model dimensions are a bit too large.

	References	1:72	model
Span	9.40 – 9.52 / 10.04 ² m	130.6 – 132.2 / 139.4 mm	139.6 mm
Length	7.20 – 7.30 m	100.00 – 101.4 mm	103.7 mm
Height	2.40 – 2.49 / 2.79 ³ mm	33.3 – 34.6 / 38.8 mm	37.4 mm
Engine	Oberursel U.I, 100 hp		
Crew	1		
Armament	1 machine gun Spandau LMG 08/15		

Building the model

I have met no problems building the model; the instructions guide you easily through the building steps. Small parts have been painted before assembly. I have used the decals for the E.III 266/16 version.

Finishing the model

I have finished the model with a coat of satin clear varnish. Wing bracing and warping cables are made from copper wire of 0.09 mm, wrapped around undercarriage struts and pylon. It is rather difficult to apply properly, and stays bent very easily (it was the first time I modelled bracing wires on a model). I have added no undercarriage bracing. Below some pictures of the completed model are shown.



References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 28, 199, ISBN 0-8168-6370-9, 1961
2. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, pp. 40-41, ISBN 3-89880-355-4, 2004
3. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 59, Rebo Produkties, Sassenheim, 1988
4. A.R. Weyl, *Fokker: The Creative Years*, pp. 117-120, 129, Putnam, London, 1965
5. A.S. Engels, *Die Umlaufmotoren der Motorenfabrik Oberursel A.G.*, pp. 32-33, ISBN 3-930571-55-2, 1996
6. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 35, 66, 112-115, ISBN 3-930571-52-8, 1996
7. J.M. Bruce, *The Fokker Monoplanes, Profile Publications No. 38*, pp. 2-3, 9-11, cover, Profile Publications Ltd., Leatherhead, Surrey, 1965
8. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, pp. 13, 30, cover, ISBN 3-928820-21-4, 1993
9. P. Leaman, *Fokker Aircraft of World War One*, pp. 40, 42-45, 48, ISBN 1 86126 353 8, 2001

10. R.A. Arnken, *De Ontwikkeling van het Vliegtuig*, p. 40, Gottmer, Haarlem, 1946
11. M. Dierikx, *Fokker, A Transatlantic Biography*, p. 86, Smithsonian Institution Press, Washington, 1997
12. A.G.H. Fokker & B. Gould, *De Vliegende Hollander*, p. 144, Van Holkema & Warendorf's Uitg. Mij. N.V., Amsterdam, 1931
13. J. van Huijstee, *Vervlogen jaren van Fokker*, p. 22, Van Soeren & Co, Amsterdam, 1997
14. A. Imrie, *Fokker Fighters of World War One, Vintage Warbirds No. 6*, pp. 11-12, 17-20, ISBN 0-85368-782-X, 1986
15. C. Martijn & F. Krijnen, *Vleugellam*, p. 12, F&G Publishing, Bunnik, 1996
16. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale, Fokker in bedrijf 1911-1996*, pp. 26, 28, 37, 230, ISBN 907557410X, 1998

¹ www.eduard.com

² Deviating span quoted by Leaman (ref. 9)

³ Deviating height quoted by Bruce (ref. 7)