

Fokker D.I Meikraft Models resin kit

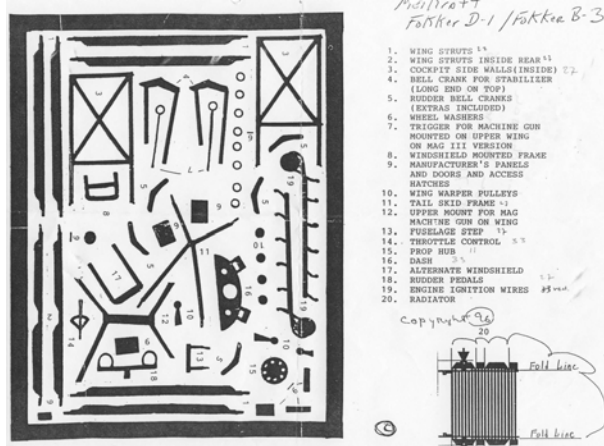
Biplane fighter

Scale 1:72

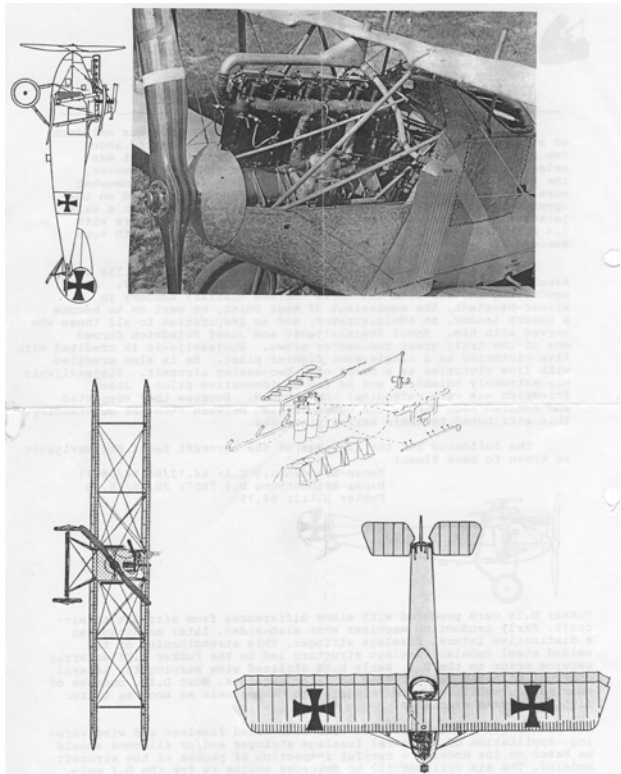
The D.I was the first Fokker biplane fighter actually employed as such, be it to a limited extent. The factory designation was M.18 and some references mention an Austrian military designation B.III. The machine gun position seems to indicate that the model is representing the B.III, as on the German D.I a Spandau LNG 08 was mounted on the right upper side of the front fuselage. Prototypes of the D.I were both single bay (M.18E) and double bay versions (M.18ZK with ailerons or M.18ZF warping control). The kit includes a summary of the type's history. More details on the history may be found in Grosz (ref. 11).



The kit, which is already since years out of production, contains a fine set of photo-etched parts for almost all small parts. I have incorporated most of them, except the smallest ones. Also the resin parts are finely detailed. Building instructions are limited; only an exploded view of the engine is shown and a three-view drawing of the aircraft, but that is sufficient unless you insist to incorporate all small parts.



The dimensions given in the table are for the double bay version; no data were found for the single bay D.I, except for a three-view drawing given by Engels (ref. 4). A three-view drawing of the double bay version is given by Koos (ref. 5), by Engels and by Grosz (ref. 11).



	References	1:72	model
Span	8.78 – 9.05 m	121.9 – 125.7 mm	123.7 mm
Length	5.70 – 6.30 m	79.2 – 87.5 mm	85.0 mm
Height	2.25 – 2.69 m	31.3 – 37.4 mm	36.7 ¹ mm, 43.5 mm including wing mounted gun
Engine	Mercedes D I / D II, 100 / 120 hp		
Crew	1		
Armament	1 machine gun Spandau 08/15 7.92 mm ²		

The scale of the model is acceptable, although height and length are rather too large.

Building the model

As said before, building the model is rather straightforward. Parts are fitting well, and need little rework. The engine is very detailed thanks to the good quality resin parts and the etched parts to detail it. Mounting the upper wing was relatively easy, as all metal supports are vertical and their dimensions exactly correct. So first gluing the central struts to the fuselage, then fitting the upper wing to it and finally carefully cementing the inter-wing struts in place went rather well.

I have made no changes to the model, but renounced to incorporate small parts like wing warping pulleys and wheel washers. I did not reproduce bracing and wing warping cables at the time I was building the model, so they are not present.

A small criticism: As with the HR Model kit, the instrument panel is far too detailed for the year the aircraft was built. Although there are many photo-etched parts coming with the kit, seatbelt and cockpit steps are missing; I had to borrow them from my stock, or made them thin metal wire (cockpit steps). The wing and tail rib details are a bit vague. On the other side: the detailing of the fuselage structure inside the cockpit (also photo-etched parts) is again excellent. It is a pity that it is hardly visible when the model is in the showcase.

Below some pictures of the model are shown. The photo-etched wing struts, cabane, gun support, tailskid support, elevator control horn and cables (rudder controls are missing) and the other small details make the model look very realistic. The engine is really a beauty on this scale.



References

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6. P. Leaman, *Fokker Aircraft of World War One*, pp. 60, 63-68, 72-73, ISBN 1 86126 353 8, 2001
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11. P.M. Grosz, *Fokker Fighters D.I-D.IV, Classics of WWI Aviation 2*, Albatros Productions Ltd., Berkhamstead, Herfordshire, 1999

¹ 35.5, respectively 42.7 mm in flight attitude.

² Leaman (ref. 6) reports a Swarzlose machine gun mounted on the wing, as has the model.