

Fokker V.4 RS Model resin kit

Triplane fighter prototype

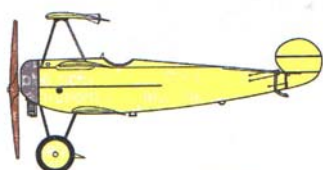
Scale 1:72

After the M.22 Fokker changed end of December 1916 to an internal type designation with V (Versuchsmaschine = experimental aircraft). All V-types had one thing in common: they had relatively thick, cantilever, wings without bracing, a characteristic all Fokker aircraft kept until the end of the nineteen twenties, when higher speeds required thinner wings, causing the (temporary) return of wing bracing. Only V- or N-styles were implemented to distribute the loads more evenly over the wings and to counteract torsion, which might lead to flutter (but that was discovered only later). The V.4 was a prototype for a Fokker triplane fighter. The three cantilever wings had no bracing nor struts in between. In the Dr.I production aircraft inter-wing styles have been added, although some sources state they were not needed for structural reasons. Also the ailerons of the Dr.I were aerodynamically balanced. The new Oberursel Ur II rotation engine of 110 hp was mounted.



Fokker V.4 W.Nr 1661

Resin kit 1:72
No.7346



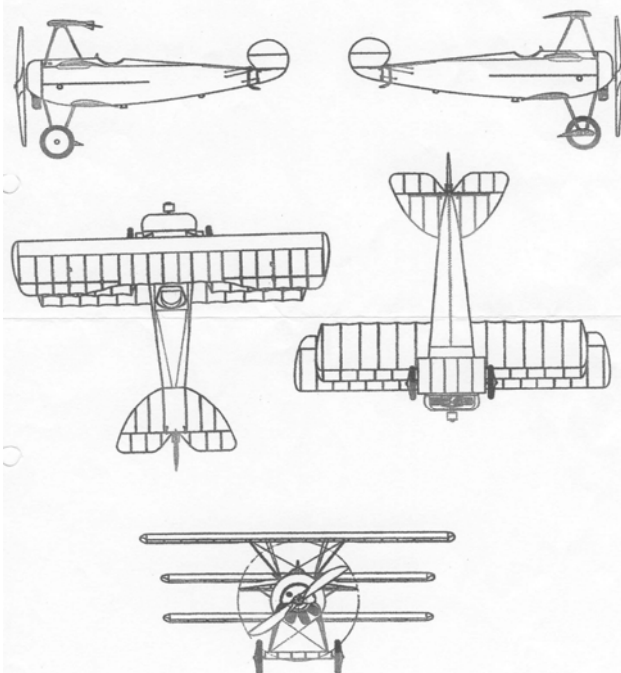
Resin parts, decals, metal parts

HR model Czech republic



Fokker V.4 W.Nr 1661

HR model



The kit contains resin parts, photo-etched parts for control panel, propeller hub, cockpit stairs and seat belt, a clear plastic sheet printed with instrument dials and windshield and decals.

The instruction sheet contains no other information for building the model than a five-view drawing; it contains however a full A4 sheet of information (in Czech and English) on the plane itself. The resin parts are of well finished and need little rework.

In literature there is much confusion between the prototypes designated as V.3, V.5 and V.6. All appear to have been triplanes, but little original documentation exists. Many references make no distinction between the Dr.I and the V.4. For that reason also the dimensions of the Dr.I¹ are included here. Only Engels (ref. 1 and 2) gives dimensions and a three-view drawing of the V.4.

	Ref.	Dr.I	1:72 (ref.)	1:72 (Dr.I)	model
Span (upper wing)	6.21 m	7.19 – 7.22 m	86.3 mm	99.9 – 100.3 mm	mm
Length	5.75 m	5.77 – 5.80 m	79.9 mm	80.1 – 80.6 mm	mm
Height	2.95 m	2.95 – 3.02 m	41.0 mm	41.0 – 41.9 mm	mm
Engine	Oberursel Ur II, 110 hp				
Crew	1				
Armament	2 machine guns LMG08/15				

Building the model

The cockpit interior has been built along the lines as other kits from this period (in this case the Dr.I kit of Roden). As always with the HR Model kits the control panel is not of the time, but I have not bothered to replace it by a more realistic version. **Examine the model.** Thanks to the few parts building the rest of the model is rather simple. The parts are fitting well and need little rework and plastering. Mounting the top wing is relatively easy, as the cabane struts are inverse V-shaped, and no individual struts. I have finished the plane matt linen, the most likely finish according to the photographs. Undercarriage, cabane and tail struts are a bit too fat, but I have maintained them. They are painted dark grey, as is the tailskid, cockpit stairs and wheel hubs. According to the photographs the V.4 prototype carried no registration, so I have not used the decals.

Modifications to the model

Engine?

I have produced control horns for ailerons, elevator and rudder from plastic strip. Bracing wires for undercarriage and cabane struts and control cables for elevator and rudder are fishing tackle of 0.08 (TBC) mm diameter; for the ailerons control cables I have used 0.25 mm metal strand (not very realistic).

I have produced the aft fuselage attachment fittings from 0.4 mm brass wire. They are also painted dark grey.

The model has been given an overall finish of clear satin varnish.





References

1. A.S. Engels, *Die Umlaufmotoren der Motorenfabrik Oberursel A.G.*, pp. 47-48, ISBN 3-930571-55-2, 1996
2. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 136-138, ISBN 3-930571-52-8, 1996
3. A.G.H. Fokker & B. Gould, *De Vliegende Hollander*, p. 177, Van Holkema & Warendorf's Uitg. Mij. N.V., Amsterdam, 1931
4. P. Leaman, *Fokker Aircraft of World War One*, pp. 89-91, ISBN 1 86126 353 8, 2001

No ref. in Weyl?

ⁱ For references for these data: see the review report of the Dr.I (*F16 Fokker Dr.I.doc*)