

# Fokker V.8 Anigrand Craftwork<sup>1</sup> resin kit

## Quintuplane fighter prototype

Scale 1:72

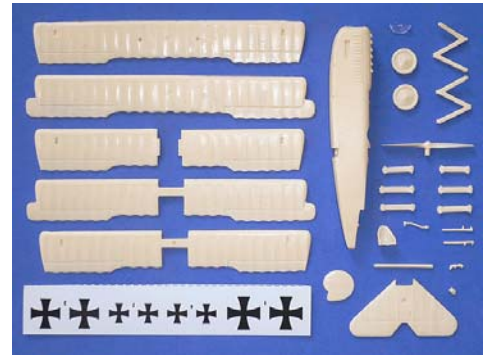
The Fokker V.8 was an experimental prototype inspired by the good results achieved with the V.4 and the Dr.I fighter. The idea behind it was, that if a triplane achieved outstanding performance in climb and manoeuvrability, it might be even better to have four or five wings (a thought that was also behind the British Armstrong-Siddeley FK.10 quadruplane fighter). To power the heavier airplane, a larger engine than the Oberursel Ur.II of 110 hp was required, so a Daimler Mercedes D.III of 160 hp was selected. Basically the V.8 was composed of an enlarged Dr.I fuselage, Dr.I tail planes and five wings constructed according to the Dr.I principles, and arranged in two sets, a set of three at the very front fuselage and a set of two about mid-ships. The pilot was seated directly in front of the mid-ship wings.



In literature I have found only one photograph of the Fokker V.8, which made two flights in October 1917, showing the aircraft in a side view. The best quality reproduction is found in ref. 1. The Anigrand Craftwork website shows another picture of the aircraft in flight together with a Dr.I triplane, reproduced at the left. The source of this picture is unknown. From this last picture we may deduce that all five wings had the

same span, although some sources on the Internet thought that they could derive from the shadows in the picture at the top of the page a decreasing span from top to bottom, as was the case with the Dr.I.

The kit contains resin parts, a transparent windscreen, an instruction sheet and a decal set with 4 x 2 WW1 German-style crosses. The resin parts are very well detailed and need few rework, if used unmodified. The instructions are limited; they show some photographs of the assembled kit, on which the parts are indicated and summary instructions for decals and painting.



Dimensions and other characteristics given there are included in the table. The table also includes the scaled dimensions and those of the model. Only Engels (ref. 2) shows a dimensioned drawing of the V.8. Dimensions given there are the same as those by Grosz (ref. 1).

	<i>references</i>	<i>Anigrand kit</i>	<i>1:72 (ref. 1)</i>	<i>model</i>
<i>Span (upper wing)</i>	7.70 m	7.84 m	106.9 mm	110.5 mm (105.0 mm excl. ailerons)
<i>Length</i>	6.80 m	6.80 m	94.4 mm	96.0 mm
<i>Height</i>	2.80 m	3.18 m	38.9 mm	42.4 mm
<i>Engine</i>	Daimler Mercedes D.III, 160 hp	Mercedes D.III		
<i>Crew</i>	1	1		
<i>Armament</i>	2 machine guns	--		

It is not clear which reference has been used for the Anigrand kit. In any case, both span and length are slightly too large. I have made no attempt to correct them.

Close examination of the photograph shows further discrepancies with the kit:

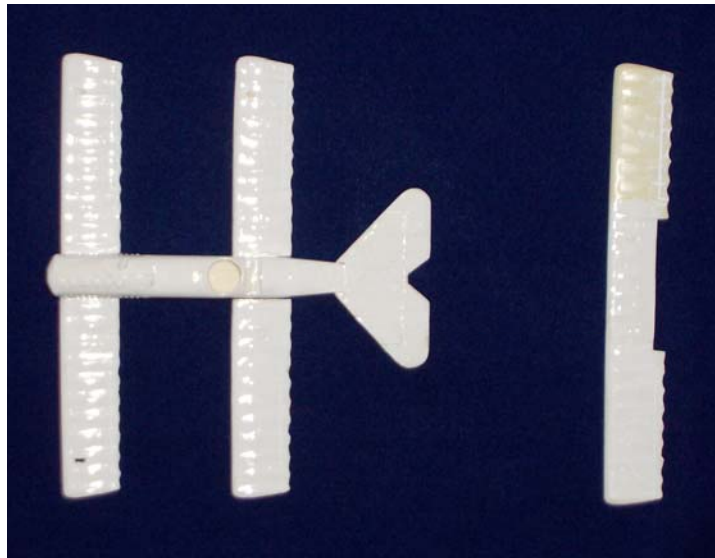
- Only the forward and amidships upper wings have ailerons; the lower wings do not have them (as is the case with the Dr.I triplane fighter, from which the V.8 is a derivative).
- Both the forward upper and lower wing are supported by a triangular cabane structure.
- The forward lower wing has a cut out to accommodate the wheels of the undercarriage.
- The ailerons of the amidships upper wing function as elevator together with the conventional tail elevator.
- It seems that the upper amidships wing is split in two halves, but this is difficult to see.

- The inter-wing struts of the rear wings in the kit are shorter than those of the front wings; this cannot be deduced from the photograph, where they appear to have equal length. No adjustment has been made for this discrepancy.
- The painting scheme is not all-white; the front fuselage up till the rear of the engine is covered with aluminium sheeting, and secondary (cabane type) struts, which are missing in the kit, are painted dark grey.
- The location where the aileron cables enter the wing coincides with the location of the secondary wing struts. The kit sets them off by about three millimeters. The engraving of the access holes in the wing is very nicely done, however.
- The undercarriage appears to be located closer to the lower front wing. This explains the need for a cut-out in that wing on the original.

So some corrections have to be made to the kit to obtain a good resemblance. The ones they I have made are:

- The trailing edge of the ailerons of the lower wings has been removed and the trailing edge has been corrected to obtain the usual lower wing appearance of the triplane.
- The engraved ailerons have been filled up with putty, and excess putty has been removed after drying with a modeling knife and a lot of sanding (a tedious job as the surface is not flat).
- A cutout for the undercarriage wheels has been made. No correction for the position of the undercarriage has been made, although positioning it 3 to 4 mm more forward would have improved the resemblance with the original.
- On the location of the forward upper and lower wing support struts small holes have been drilled. For the location in span direction the same dimension has been used as that for the undercarriage struts in the original kit (as there is only one photograph, the exact location remains anyhow speculative). The struts were produced from 0.6 mm plastic rods (Evergreen).
- The horizontal tail plane has been provided with support struts made of 0.5 mm plastic rods.
- The holes in the horizontal tail plane for the upper control cables of the elevator were moved slightly outward; in their original position they were covered by the fuselage.

The figure below shows the reshaped wings. The aileron engraving of the top half of the lower front wing (at the right of the picture) has not been filled up yet.



*Modified middle and lower wings*

In addition the cockpit, which was shaped as a cylindrical hole in the fuselage, has been widened forwards and backwards. After mounting the wings that are directly attached to the fuselage and the tail plane, quite some putty had to be applied to get nice joints.

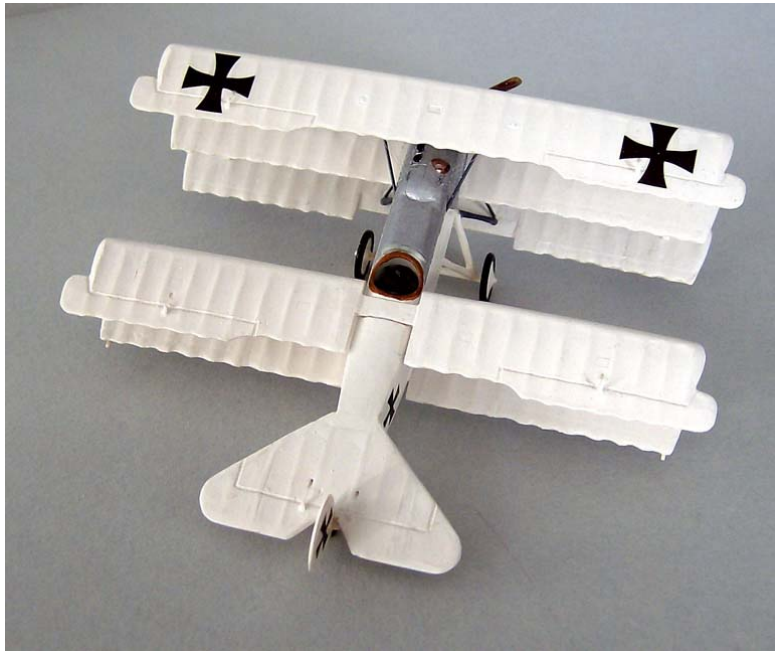
The inter-plane struts have been glued to the fuselage attached wings, while test fitting them to the top and bottom wings. The wings and struts have been painted before assembly (all white, except for the engine cowling). The cylinder heads have been painted black, the engine exhaust burnt metal. All has been finished with satin varnish.

Other usual modifications are:

- Seat belts from several sources for the pilot seat,
- Mounting control horns cut from 0.5 mm thick plasticard (Evergreen),
- Drilling 0.3 mm holes on the location where the control cables leave the structure or pass through the tail plane,
- Adding the mounting steps (0.4 mm brass wire),
- Adding the hold-down handles at the lower rear part of the fuselage (0.4 mm brass wire).
- Adding the undercarriage bracing wires and the control cables (0.08 mm nylon fishing line).

Double aileron control cables have been fitted, although this cannot be seen on the photograph; it seems however logical that this has been the case, as also the Dr.I Fokker tri-planes had them. Below some pictures of the completed model are shown.





### References

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4. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 21, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
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8. A. Imrie, *Fokker Fighters of World War One, Vintage Warbirds No. 6*, p. 34, ISBN 0-85368-782-X, 1986
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11. P. Leaman, *Fokker Aircraft of World War One*, p. 109, ISBN 1 86126 353 8, 2001

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<sup>1</sup> [www.anigrand.com](http://www.anigrand.com)