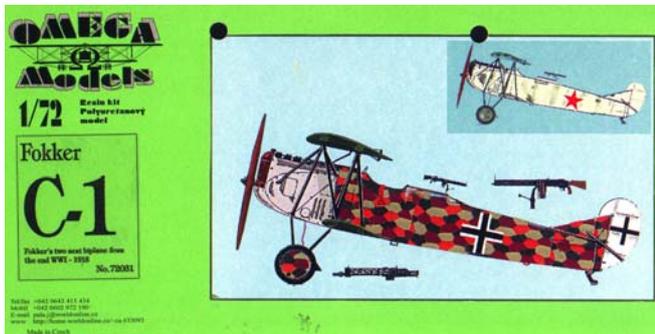


Fokker C.I Omega Modelsⁱ resin kit

Biplane reconnaissance

Scale 1:72

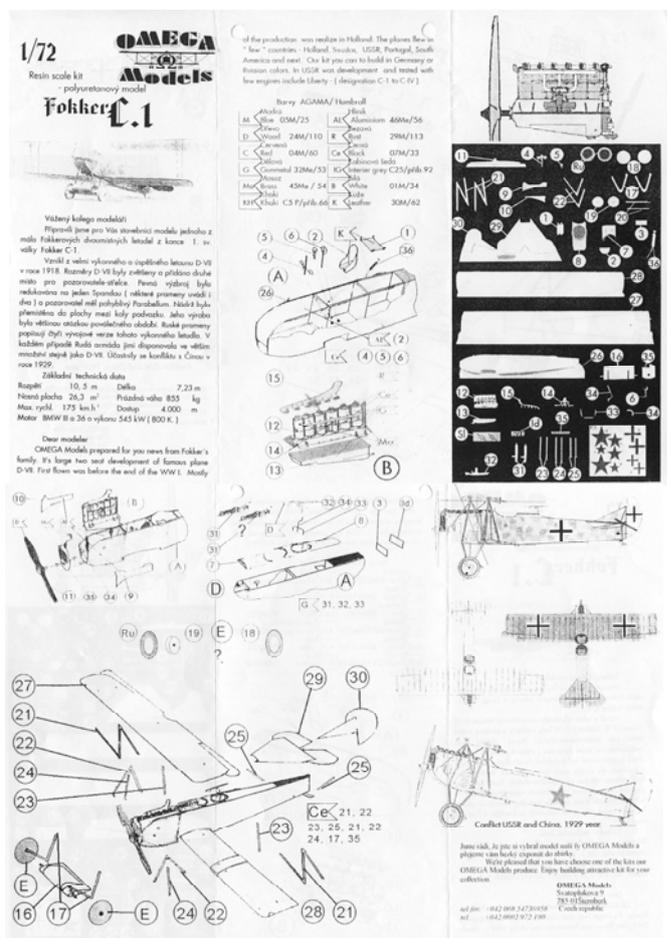
The Fokker C.I, which had the factory designation V.38, was a derivative of the Fokker D.VII, enlarged to carry an observer and with a limited capacity to carry bombs. Another major modification was the relocation of the fuel tank in a streamlined compartment between the wheels, which was judged to be a safer location. The span was enlarged relative to the D.VII to carry the extra weight, but the length and height are almost the same. The airplane arrived too late (September 1919) to play a role on the battlefield, but was rather successful after WW I. A version with a heavier Hispano-Suiza engine of 220 hp has specifically been build for the Spanish air force and designated Fokker C.III. The C.I's of the Dutch air force (LVA, Luchtvaart Afdeling) have been upgraded at the end of the 1920's with Armstrong Siddeley Mongoose and Lynx engines (designated C.Ia, see the pictures at the end of this building report), and some served until the Second World War as training aircraft.



The kit contains resin parts, two rubber tires, a piece of clear plastic for the windscreen, decals for a German army and a Soviet Russian version and an instruction sheet. The parts are of good quality, but rather coarseⁱⁱ.

The instruction sheet contains ample information to building the model. Detailed drawings explain the engine build-up and the cockpit interior. Painting instructions are included, indicating the Humbrol colours to be used. There are no decals included for the lozenge camouflage finishing of the German army version. I have built the Soviet version, improvising a random green camouflage pattern on the light blue overall finish.

Many references contain information on the C.I. Altling (ref. 1), Geldhof (ref. 2), Grosz (ref. 3), Hegener (ref. 4), Hooftman (ref. 5 and 6), van de Noort (ref. 7), Schoenmaker (ref. 8), Vliegwereld (ref. 9) and Fokker Bulletin (ref. 24) report dimensions of the C.I. Hegener, Leaman (ref. 10) and Weyl (ref. 11) give also a three-view drawing.



	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	10.49-10.85 m	145.7-150.7 mm	mm
<i>Length</i>	7.20-7.25 m	100.0-100.7 mm	mm
<i>Height</i>	2.85-2.87 m	39.6-39.9 mm	mm
<i>Engine</i>	BMW IIIa, 185 hp		
<i>Crew</i>	2		
<i>Armament</i>	1 Spandau machine gun, 1 movable Spandau machine gun, 4 x 12.5 kg bombs		

Cockpit

The cockpit interior is very detailed. It requires some patience to place all components in it and I have used photographs of the C.I and D.VII interior to find the correct location (the instruction sheet indicates them only globally).

Fuselage

The engine is very well detailed; it is a pity that most of that will be hidden when the model is finished. It offers, however, the opportunity to build a version where the engine compartment covers are (partly) removed. Fitting the engine in the fuselage requires some Dremel work to accommodate it. After mounting the engine covers and the tail surfaces I have applied putty to the joints and have sanded carefully.

Wing

The lower wing fits in a recess in the fuselage, and is easy to fix in the correct location. After gluing the lower wing to the fuselage and finishing the joints with putty and sanding, the assembly has been painted, as well as the upper wing and the inter-wing and cabane struts. I have fitted the N-struts first, ensuring that the upper wing arrived an approximately correct position relative to the pilot and observer position (check with the top view in the instruction sheet; some trial and error may be required). Then the upper wing has been attached, and when dry the cabane struts have been fitted and glued in place.

Undercarriage

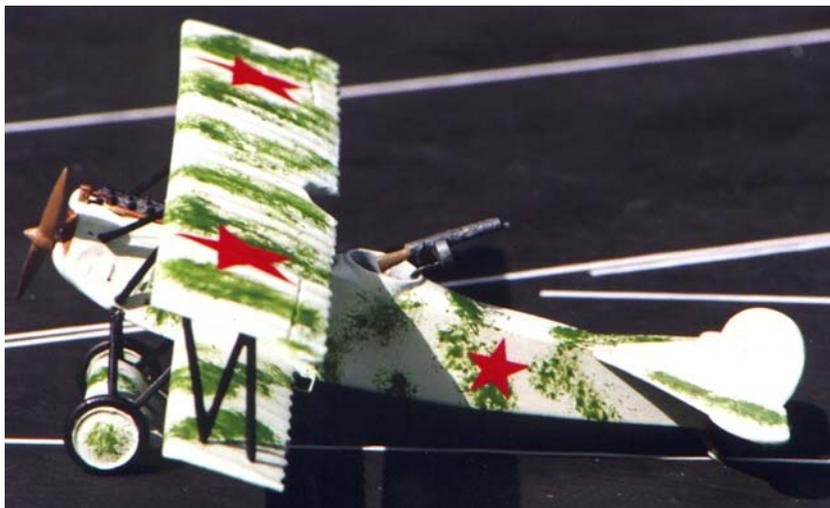
Fitting the undercarriage struts and the fuel tank/axle must be done fast and careful, such that the wings are horizontal. Having rubber tires is very nice, but prevents the trick of correcting small deviations from the horizontal by removing some material from the underside of the wheel.

Final assembly

Only things to be done now is applying the red star decals, cutting out the windscreens and gluing them in place with white glue and mounting the observers machine gun, which is rather crude as well as its mounting. I have left it as it was, but it deserves to be replaced by a finer detailed resin or white metal copy. I have not added control cables and undercarriage bracing wires.

Below some pictures of the completed model. The overall appearance is quite good, but the wings are a bit too thick and of course the wing and undercarriage struts are too heavy compared to what can be seen on photographs. Also, the top upper wing does not show the slight V-shape of the original, introduced by building the wing upside down in the usual Fokker fashion.





Three versions of the Fokker C.I. From right to left the original C.I with BMW IIIa engine, the upgraded C.Ia with Armstrong Siddeley Lynx engine and the (single) upgraded C.Ia with Armstrong Siddeley Mongoose engineⁱⁱⁱ.

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ⁱ www.omega-models.com

ⁱⁱ This may be improved now. It is quite a while ago I have built the kit, and the newer Fokker C.Ia kits of Omega Models are far better quality.

ⁱⁱⁱ All models built from Omega Models kits. Clearly noticeable is the continued improvement of the kits (and may be my improving building skills).