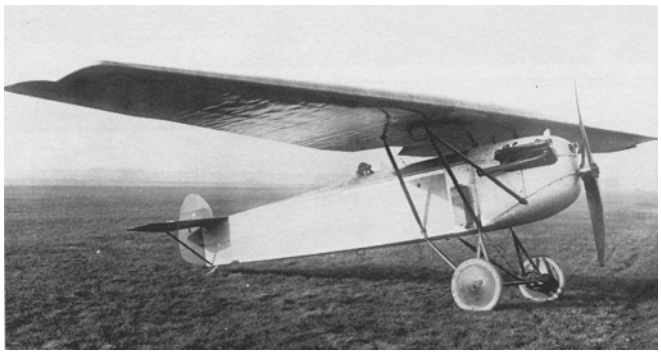
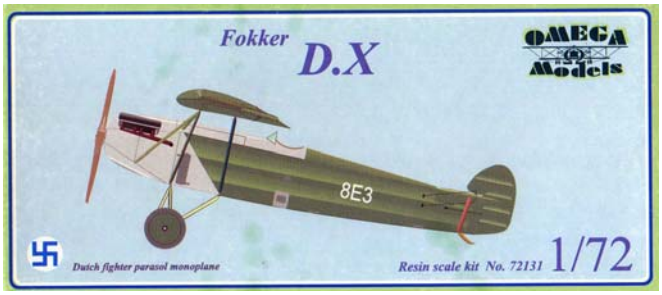
Fokker D.X Omega Models[i] resin kit

Monoplane fighter

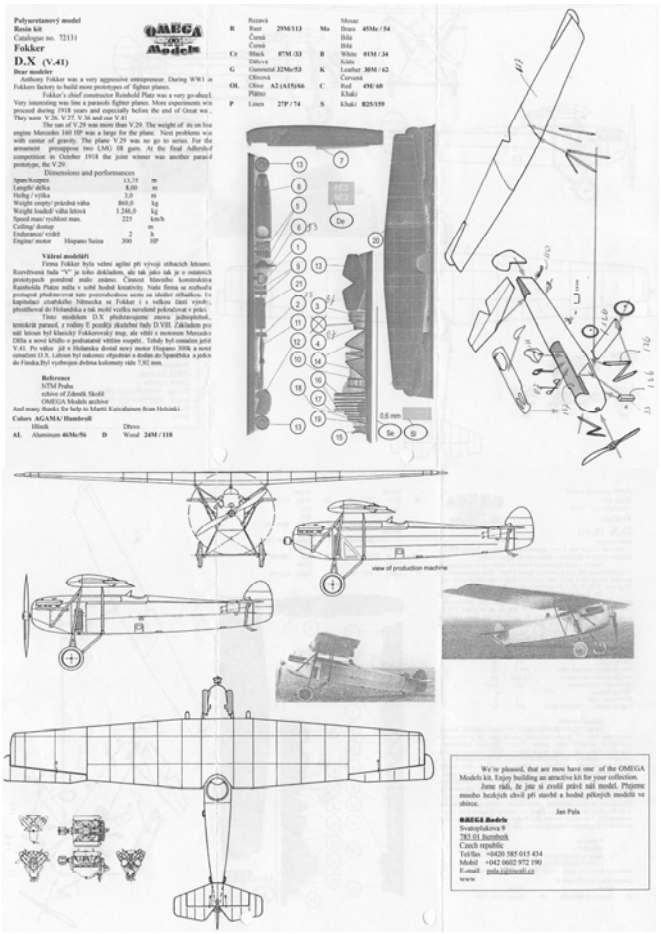
Scale 1:72



The Fokker D.X had a prototype factory designation V.41[ii]. All aircraft with a V factory designation have originally been designed in the German Fokker factory in Schwerin. Most of the prototypes have also been built and flight-tested there, but not necessarily in their final configuration. This explains for example why Engels (ref. 2) states that the D.X had a Benz engine of 220 hp, while all other authors give it a Hispano-Suiza engine, which was not available in post war Germany. Considering the take-off weight of the aircraft (1245 kg) it must have been severely underpowered with the Benz engine. Wesselink (ref. 4) states that the V.41 never flew in Germany, but has been moved in a half-finished state from Germany to the Netherlands. The D.X has been delivered in limited numbers to Spain (10) and Finland (1). It had a performance comparable to the Fokker F.VI, so slightly better than the Fokker D.VII and Fokker D.VIII.



The kit contains resin parts, a small piece of clear plastic for the windscreen, a piece of 0.6 mm metal wire for the fuselage handling aids, registration number decals for the prototype version and an instruction sheet. The parts are well finished and need little rework.



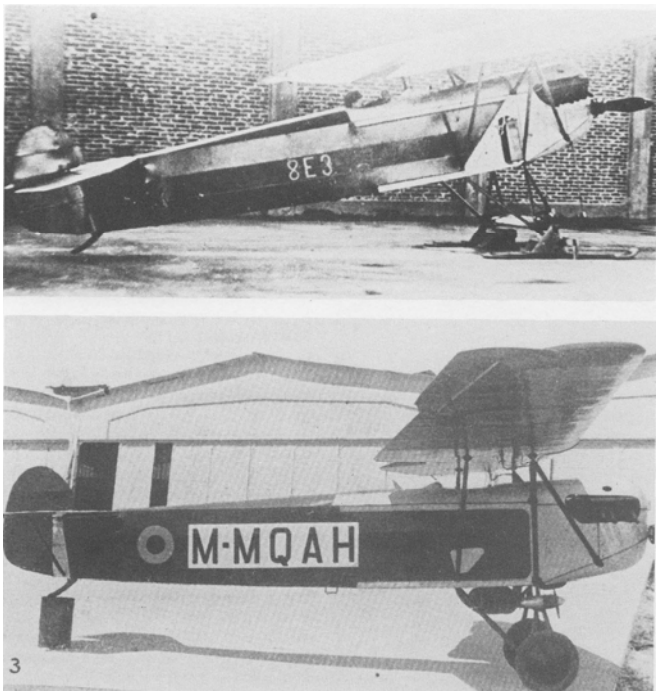
The instruction sheet is quite detailed with some photographs, engine drawings a three-view drawing both for the prototype and the production machines (there are very few differences between the two), an overview of the parts in the kit, a detailed drawing of the engine (useful for the assembly, but the engine is completely covered in its final state) and an exploded view indicating the position of the parts. No painting instructions are included, other than a general list of colours to be used and the illustration on the box.

Alting (ref. 1), Engels (ref. 2), Hegener (ref. 3), Wesselink (ref. 4), Weyl (ref. 5), Vliegwereld (ref.6) and Fokker Bulletin (ref. 9) give the dimensions of the D.X and Engels and Weyl include a three-view drawing.

	Ref.	*1:72*	*model*
Span	13.70-14.00 m	190.3-194.4 mm	mm
Length	8.00-8.02 m	111.1-111.4 mm	mm
Height	2.95-2.99 m	41.0-41.5 mm	mm
Engine	(Wright) Hispano-Suiza, 300 hp		
Crew	1		
Armament	2 machine guns		

Painting scheme

The painting scheme I have used is summarized in the table below (Humbrol codes). The pattern for the silver (aluminium) parts of the fuselage have been taken from pictures in Wesselink, reproduced at the right. The top picture shows probably the prototype, which for some reason carries the registration “8E3”. It is mounted on skies, but the Finnish airplane carried the registration FO-42. The bottom photograph shows a Spanish D.X. It seems that the side radiators have disappeared and replaced by a radiator under the fuselage (but may be they are only retracted, as they are located in the dark painted part of the fuselage), and the aluminium covers of the engine compartment is different. I have used the top picture as reference.



Colour	*Code*	*Parts*
Matt black	33	Instrument panel, tires and side radiator front and back surface
Natural wood	110	Lower part tail skid, propeller
Gun metal	53	Engine block
Matt steel grey	87	All cockpit control elements
Light grey	127	Fuselage interior
Medium grey	126	Side surfaces of side radiators, wheel axle streamline structure, landing gear and wing struts
Matt US light green	117	Wing and fuselage surfaces; wing and tail struts, wheel hubs, upper part tail skid
Silver	11	Forward parts of fuselage, propeller hub

Cockpit

<text>

Fuselage

<text>

Wing

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Undercarriage

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Final assembly

0.3 mm holes have been drilled at the locations where control cables leave the fuselage and wing surfaces. Control horns have been made from scrap plastic and undercarriage bracing wires and control cables have been attached. I have used 0.3 mm metal strand to model these. The advantage is that they are better visible on pictures and can easily be mounted (they do not have to be tensioned, but are stiff enough out of themselves), but in fact they are far too crude (0.3 mm corresponds to about 22 mm cable cross section in real life). So for the next models I have resorted again to 0.06 mm fishing line.

Below some picture of the finished model.

References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 60, Rebo Produkties, Sassenheim, 1988
2. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 178-179, ISBN 3-930571-52-8, 1996
3. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 185, 213, 220, ISBN 0-8168-6370-9, 1961
4. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 26, Unieboek B.V., Bussum, 1982
5. A.R. Weyl, pp. 358-360, *Fokker: The Creative Years*, Putnam, London, 1965
6. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
7. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 58, Fibula - Van Dishoeck, Haarlem, 1979
8. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, p. 29, ISBN 3-928820-21-4, 1993
9. Fokker Bulletin, Fokker, *Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 49, 51, 85, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

[i] www.omgea-models.com

[ii] Only Engels (ref. 2) gives a factory designation V.43.