

Fokker C.IV VAMI Models¹ resin kit

Biplane reconnaissance/light bomber

Scale 1:72

The Fokker C.IV was the successor of the Fokker C.I², of which the performance was not sufficient any more, and which did not have enough room to accommodate the increasing size of reconnaissance equipment. The C.IV had a wide fuselage, which made it comfortable for the crew at the expense of the performance. The C.IV was exported to the USA, where it got the designation CO-4. It was license produced in Italy as Romeo Ro.1. As a military aircraft it was rather fast succeeded by the C.V. The C.IV could be equipped with different wings pending the mission envisaged (tactical or strategic reconnaissance, light bomber, sometimes denoted as C.IV A, B and C). A lighter version of the C.IV, the DC.I³, had more success in a mixed fighter-reconnaissance function. Also, a floatplane version was developed, the C.IV-W. The Fokker C.IV was also the plane selected by the Argentinean Major Zanni to make a tour around the world (Amsterdam-Tokyo with a C.IV, Tokyo-USA with a C.IV-W and transatlantic with a Fokker T.III). The C.IV's had a cockpit for three crew members. The trip was only partially successful: The C.IV land plane was destroyed near Hanoi, and the C.IV-W that took over "drowned" after they had reached Osaka in Japan. Zanni has never completed the trip, as the money was finished by then. The model is of the C.IV as has flown with the Dutch Army Air Department (LVA).



FOKKER C IV

The kit comes in a carton box and contains resin parts and a fact sheet, but no instructions nor decals. So no support other than the poor quality picture on the box from this kit producer again. I have found my information in the literature, especially a very good drawing of the 560 by Thijs Postma in Schoenmaker (ref. 5), from which I took the colour scheme, and the corresponding photograph in Wesselink (ref. 8). The parts are of good quality and need little rework, but the engravings are not very detailed.

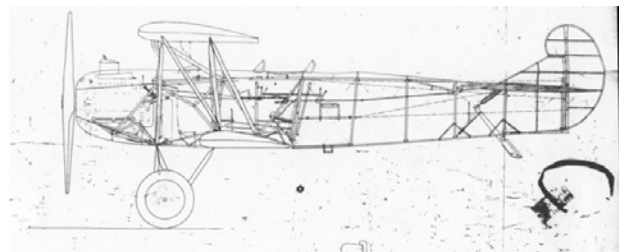
Hegener (ref. 1), Hooftman (ref. 2 and 3), van de Noort (ref. 4), Schoenmaker (ref. 5), Vliegwereld (ref. 6), Fokker Bulletin (ref. 13) and Alting (ref. 15) give the dimensions of the C.IV, while Hegener and Weyl (ref. 7) include a three-view drawing. I have used the bold printed values as reference.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	12.50- 12.90 -12.92 m	173.6- 179.2 -179.4 mm	174.0 mm
<i>Length</i>	8.85- 9.10 -9.25 m	122.9- 126.4 -128.5 mm	125.3 mm
<i>Height</i>	3.40 -3.50 m	47.2 -48.6 mm	50.5 ⁴ mm
<i>Engine</i>	Napier Lion, 450 hp; Packard Liberty 12, 400 hp, Hispano-Suiza 12 Jb, 350 hp		
<i>Crew</i>	2		
<i>Armament</i>	2 machine guns plus one flexible		

The overall dimensions of the model appear to be reasonably well to scale.

Cockpit

The cockpit equipment consists of World War I style rudder pedals, instrument panel and control stick and a pilot seat. I have mounted a seat from my scrap box for the observer, although from drawings could be derived, that this is not correct (see the one for a C.IV Napier at the right, which came only later in my pos-



session). The cockpit openings are too far to the back, and too small in diameter.

Fuselage

The fuselage is too narrow: 12.4 mm, while drawings indicate a width of 13.3 to 13.8 mm. That is a pity, because an important characteristic of the C.IV was its roomy fuselage (at the expense of performance)⁵. The machine guns are mounted in two bubbles on the engine top cover. Such bubbles are not visible on the photographs and the drawings. The streamlined body which is visible on the picture and the drawing is absent. The retractable side radiators are well modelled.

The tail surfaces are completely flat, and only have a moulded line indicating the elevator and rudder. They fit well on the fuselage, and only minor correction with putty and sanding is required. The rudder has been painted red-white-blue after assembly. This is probably easier done before gluing it to the fuselage.

Wing

The wings have a flat surface; the kit producer did not attempt to show the ribs, which were well visible on the original aircraft. The lower wing has hardly any taper and no dihedral. I have first glued the lower wing, which is in one piece, to the fuselage. The joint needs some putty work. At that phase I have painted the assembly according to Postma's drawing in Schoenmaker (ref. 5): overall khaki⁶, engine covers and top fuselage silver and the side panels just behind the engine sand coloured.

Next step was to glue the inter-wing N-struts and the cabane struts in place. I have reproduced on a jig the positions of the holes in the underside of the upper wing, and glued first the N-styles in place, checking carefully for the correct position



from front, side and top. Then the upper wing has been glued in place, after which the cabane struts have been mounted. For the short struts I have used 1.45 mm chord streamline strips. The strut locations appear to be very accurate, when comparing them to the drawings; wing stagger and separation are correct. Upper wing and struts have been painted khaki before assembly. After assembly some minor touch-up work needs to be done. The upper wing has the correct taper, but no dihedral; also on this model the Fokker construction method of the wings (upside down) has not been reflected.

Undercarriage

The mounting of the undercarriage is straightforward. The positions of the struts are well indicated. The axle is in a streamline body, which may not have been the case for all C.IV's.

Final assembly

Decals were taken from the Dutch rosette sheet of Dutch Decal⁷ and the registration numbers from leftovers from other kits. After their application the model has been finished with a coat of satin varnish. Cockpit steps and handles have been produced from 0.5 mm brass wire. Finally the armament and the propeller have been mounted. There are two bombs and a simple bomb rack included in the kit. The observer's machine gun is rather schematic; I have replaced it by a Lewis machine gun from my scrap box. Below some pictures of the finished model are shown.





References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 50, 80, 90, 127, 180, 217, 219, ISBN 0-8168-6370-9, 1961
2. H. Hooftman, *Van Brik tot Starfighter, Deel I: Met stofbril en leren vliegkap*, pp. 74, 99, La Rivière & Voorhoeve, Zwolle, 1962
3. H. Hooftman, *Van Glenn Martins en Mustangs, Alle vliegtuigen die gevlogen hebben bij het K.N.I.L., de Indische Militaire Luchtvaart*, pp. 23, 42, La Rivière & Voorhoeve, Zwolle, 1967
4. P.F.A. van de Noort, *Fokkers 'Roaring Twenties', De vliegtuigen van de Amerikaanse Fokker-fabrieken*, pp. 17-18, 62, Rebo Producties, Sassenheim, 1988
5. W. Schoenmaker & T. Postma, *Klu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht vanaf 1913*, pp. 2, 36-37, ISBN 90 6013 966 6, 1987
6. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
7. A.R. Weyl, *Fokker: The Creative Years*, p. 380, Putnam, London, 1965
8. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, pp. 29-31, Unieboek B.V., Bussum, 1982
9. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 36, ARTI beeld encyclopedie 36, Alkmaar, 1959
10. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Burgerluchtvaart in Nederland, Deel 1; Van H-NABA tot PH-AEZ*, p. 38, Cockpit-Uitgeverij, Bennekom, 1979

11. T. Postma, *Fameuze Fokker Vliegtuigen*, pp. 33, 46, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
12. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 59, Fibula - Van Dishoeck, Haarlem, 1979
13. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 93, 232, ISBN 907557410X, 1998
14. Fokker Bulletin, Fokker, *Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 54-55, 85, 101, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929
15. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 59, Rebo Producties, Sassenheim, 1988

¹ <http://users.skynet.be/vami-models/>

² The C.II was an unsuccessful design of a passenger aircraft (pilot plus two passengers), and the C.III a version of the C.I with a Hispano-Suiza engine specifically designed for the Spanish air force.

³ See building report on the Omega Models Fokker DC.I.

⁴ 53.5 mm, when resting on all wheels.

⁵ Note that the Fokker DC.I (a C.IV derivative) kit of Omega Models has the same shortcoming. It makes one wonder where the kit producers found there references.

⁶ The lower side of the C.IV should have been painted LVA blue.

⁷ Currently discontinued.