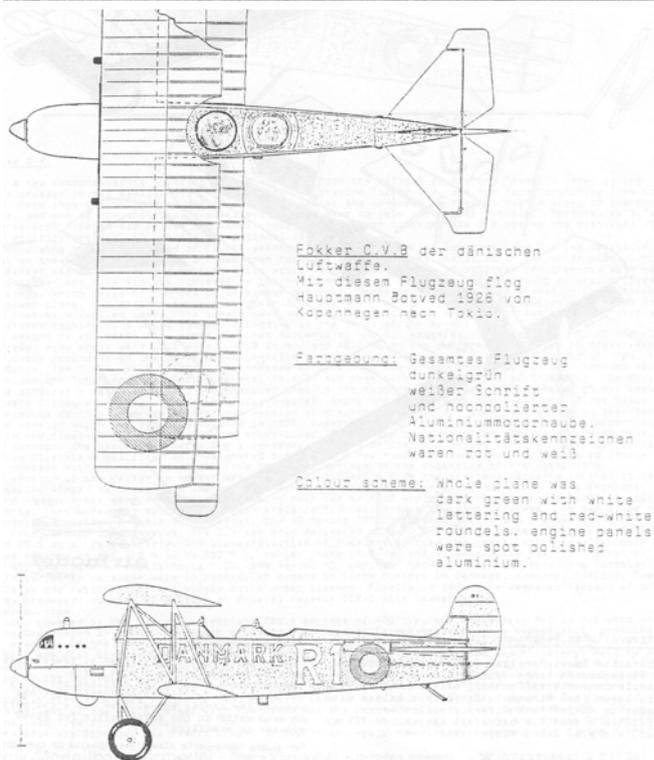
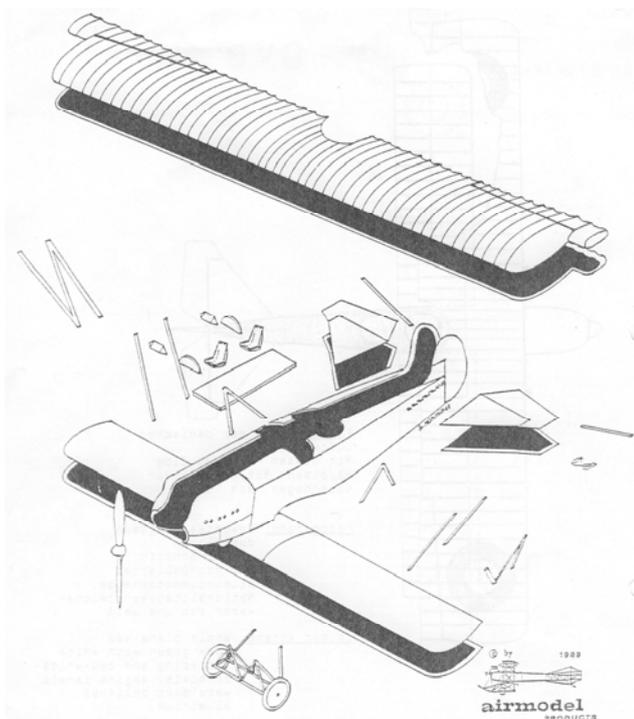
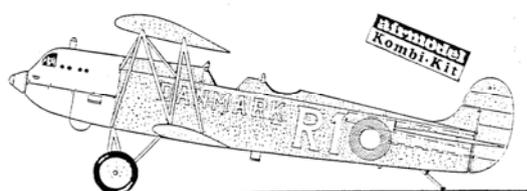


Fokker C.V B Airmodel Productsⁱ vacuumⁱⁱ kit

Biplane reconnaissance

Scale 1:72

The Fokker C.V B was an improved version of the C.V A, the successor to the C.IV. The type got specifically known by the return flight from Denmark to Tokyo by the Danish captain Botved in 1926, which is the aircraft represented by the kit. The C.V series of aircraft had a smaller fuselage cross-section than the C.IV, which improved the performance somewhat.



The kit is packed in a bag and contains a sheet with the vacuum formed parts for fuselage, wings and tail surfaces, resin parts for cockpit interior, wing, tail struts, landing gear and tail skid and a clear plastic sheet for the windscreens. No decals are included. The instruction sheet gives an extensive description of the aircraft and its history, includes painting indications and an exploded view indicating the location of the parts and a two-view of the model.

Alting (ref. 1), Hegener (ref. 2), Wesselink (ref. 3), Vliegwereld (ref. 4) and Fokker Bulletin (ref. 5) report the dimensions of the C.V B.

	Ref.	1:72	model
Span (upper wing)	13.31-13.35 m	184.9-185.4 mm	206.5 mm
Length	9.17-9.35 m	127.4-129.9 mm	128.5 mm
Height	3.38-3.75 m	46.9-52.1 mm	43.3 mm
Engine	Lorraine-Dietrich 12Db.A, 400 hp		
Crew	2		
Armament	1-2 fixed machine guns, 1-2 flexible machine guns, bombs		

The span dimensions seem to hint, that the model has the wing of a C.V C (14.36-14.63 m, corresponding to 199.4-203.2 mm in scale 1:72). This is contradicting most references, that state that the aircraft performing the

Tokyo flight was a C.V C, although there also exist photographs of a C.V with registration R 2 having a tapered wing (so a C.V D or C.V E). The height of the model is too small.

Painting scheme

The outside of the aircraft has been painted dark green (Humbrol 149 Foliage Green), the engine covers silver (Humbrol 11) and the fuselage inside light grey (Humbrol 127). The propeller has been painted natural wood (Humbrol 110).

The size of the rosettes and lettering has been taken from the two-view drawing included in the kit. Decals (red and white rosettes) have been produced with an inkjet printer on white decal paper from Bel Inc.ⁱⁱⁱ and carefully cut out around the red circle before applying them. The white lettering and registration number have been taken from various general decal sheets.

General preparations

All vacuum formed parts have been treated the standard way: First the outline of the parts have been accentuated with a marker and cut out of the polystyrene sheet. They have been removed from it by sanding each part gradually down with asheet of sand, until they fell apart from the excess plastic out of themselves.

Cockpit

I have painted prior to assembly the cockpit details (seats, rudder bars, sticks) dark grey (Humbrol 125) with black stick tip and pedals, and the instrument panels matt black, emphasizing the instrument dials by dry brushing some white paint on it. The cockpit floor has been painted light grey and seats, sticks and rudder pedals have been integrated with it. Next the instrument panels and cockpit floor have been glued inside one of the vacuum formed fuselage halves, which worked quite well without too much trial-and-error.



Fuselage

To ease the joining of the two halves of the vacuum formed fuselage I have applied small strips of polystyrene alternately to the inside of the left and right fuselage half prior to painting them. After joining the two halves extensive correction of the joint with two-component Milliput putty^{iv} was necessary. Sanding shall be done very carefully, as the putty is considerably harder than the styrene. Prior to painting the fuselage six 1.0 mm holes have been drilled in each side of the forward fuselage to simulate the engine exhausts and the inside of the holes has been painted black. I have scaled the locations from the two-view drawing in the kit. Next the lower wing has been joined to the fuselage and the joint finished with putty. After sanding the fuselage has been painted dark green and silver. The exhaust holes have been smudged slightly with black.

Wings

As usual the struts are a bit crude compared to what their scaled size should be.

Undercarriage

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Final assembly

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References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 27, Rebo Producties, Sassenheim, 1988
2. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 181-182, ISBN 0-8168-6370-9, 1961
3. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 48, Unieboek B.V., Bussum, 1982
4. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
5. Fokker Bulletin, Fokker, *Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, p. 44, 55-56, 91, 113, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

ⁱ www.airmodel.de

ⁱⁱ The kit is presented as “Kombi-Kit” which is quite justified seeing the number of resin parts included.

ⁱⁱⁱ BEL INC., 10913 NW 30 Street #103, Miami, FL 33172, beldecal@bellsouth.net

^{iv} Tamiya putty and other putty used for injection kits attacks the polystyrene.