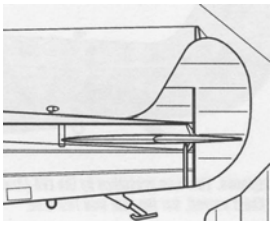
Fokker C.V-W LF Models[i] resin kit

Float biplane TBC reconnaissance

Scale 1:72

Although the Fokker C.V-W is often presented in the references as separate type, it is in fact the "basket" in which all C.V's produced or modified as float plane are collected. This means that it is impossible to give a reliable figure for the span; values found in the references indeed coincide with all C.V types produced. In the case of this Swedish C.V-W (Swedish type registration S.6H) the kit producer helps us: It is stated on the box that it is a float version of the C.V E.

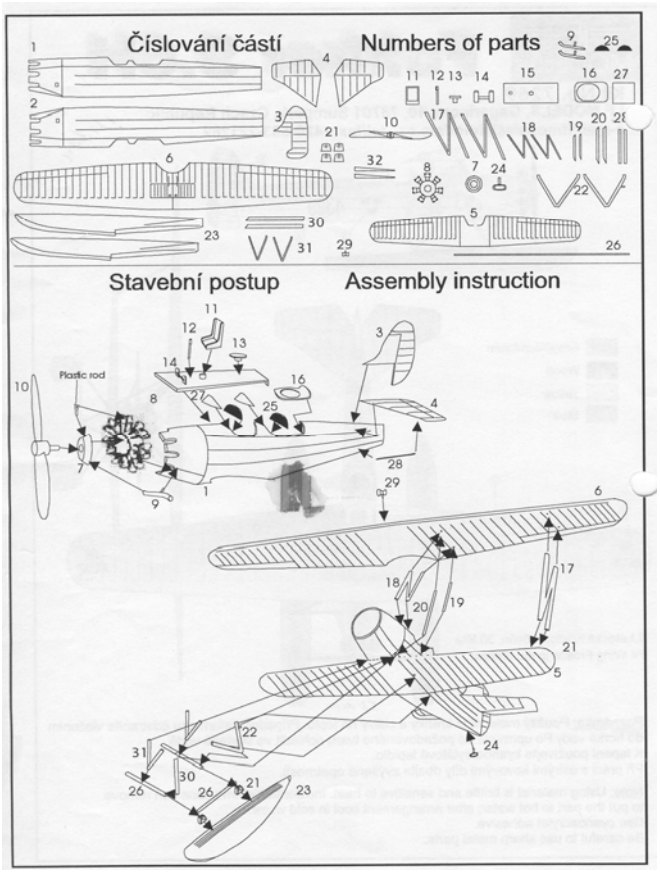
From the picture of the C.V D at the left (taken from



Wesselink, ref. 6) we may deduce that, compared to the rudder of the land plane, the rudder has been modified to a shape used for many float planes. As it sticks out under the fuselage it may be used at large angles of attack to provide directional stability to the aircraft on the water surface.

The kit includes resin parts, clear plastic sheet with the windscreens printed on it (TBC), decals and an instruction sheet. The parts are

of good quality and need little rework.



The instruction sheet contains a three-view drawing (scale 1:1.684 to the model) with summary painting instructions, a drawing identifying the resin parts and an exploded view showing the location of the parts. The painting instructions only specify the basic colour of the plane (grey/aluminium), the wooden propeller and the colours of the rudder.

Geldhof (ref. 1), Hegener (ref. 2) and Vliegwereld (ref. 3) give the dimensions of the C.V-W

	Ref.	*C.V E*[ii]	*1:72 (C.V E)*	*model*
Span (upper wing)	12.50-14.59[iii] m	15.30 m	212.5 mm	mm
(lower wing)	--	12.50 m	173.6 mm	
Length	9.50 m[iv]	9.50 m	131.9 mm	mm
Height	3.50 m[v]		mm	mm
Engine	Nohab/Mercury My VI engine; 600 hp[vi]			
Crew	2			
Armament	1 movable machine gun; 6x12 or 2x50 kg bombs			

Cockpit

<text>

Fuselage

Fuel line from wing to fuselage (wire, fitting?)

Wing

From the picture of the real plane we can see that the strut system in the kit is simplified (or better: that the struts for the real plane had to be strengthened; see for example the links between the fuselage and the long upper wing support struts). I have not modified the kit to represent this.[vii]

Undercarriage

<text>

Final assembly

Control cables made of ?

References

1. N. Geldhof, *70 Jaar Marineluchtvaartdienst*, pp. 184, 214, Uitgeverij Eisma B.V., Leeuwarden, 1987
2. H. Hegener, *Fokker, The Man and the Aircraft*, p. 182, ISBN 0-8168-6370-9, 1961
3. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
4. H. Hooftman, *Van Farman tot Neptune, Deel I: Romantiek van watervliegtuigen en vliegboten*, p. 101, La Rivière & Voorhoeve, Zwolle, 1964
5. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 64, Fibula - Van Dishoeck, Haarlem, 1979
6. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 52, Unieboek B.V., Bussum, 1982
7. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, p. 118, ISBN 907557410X, 1998
8. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, p. 71, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

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[i] www.lfmodels.com

[ii] According to www.avrosys.nu/aircraft/Spaning/206s6/206S6.htm.

[iii] As all references are Dutch, the data reflect primarily the C.V-W's produced and used in the Netherlands. 12.50 m is C.V D based, 14.59 m is C.V C based.

[iv] This value cannot be correct; it is equal to the length of the land plane, while the floats of a floatplane always stick out in front of the nose of the aircraft.

[v] This value cannot be correct too; it is equal to the height of the land plane, while floatplane versions are always higher that their land sisters.

[vi] The references quote Hispano-Suiza (450-500 hp) and Liberty (400 hp) engines for the C.V-W. These again are related to the C.V-W's built and used in the Netherlands. Data for the Swedish C.V-W can be found on www.avrosys.nu/aircraft/Spaning/206s6/206S6.htm.

[vii] In fact, I only noticed this when writing this building report.