

Fokker C.Ia Mongoose Omega Models¹ resin kit

Biplane reconnaissance/training

Scale 1:72

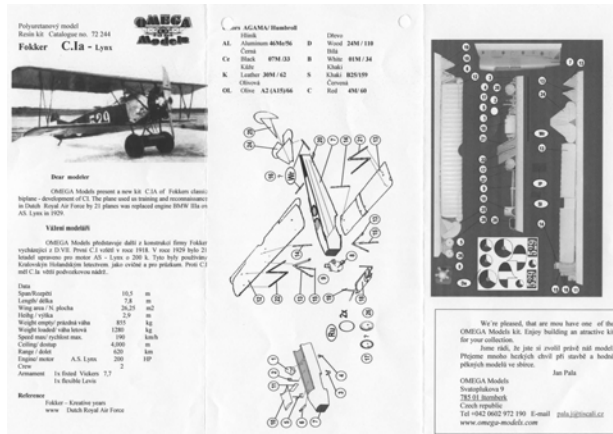
Of the Fokker C.Ia, Armstrong-Siddeley Mongoose engined version, only one aircraft was built (LVA registration number 529). As for the version with an A-S Lynx version it was a re-engined original Fokker C.I, lengthening the aircraft's life with the Dutch Air force (LVA) from its first flight in 1929 to up to the Second World War. The C.Ia has mostly been used for training purposes.



In literature few photographs exist of this Fokker C.I upgrade, which flew first in 1929; the aircraft is shown there with a Sharff gun mounting. None of the references gives the dimensions of this specific C.I variant, only Alting (ref. 1) quotes some figures for the C.Ia, but it is not clear which version he means (Lynx or Mongoose; the last one seems to have a much shorter length from the photographs). The dimensions in the table below in the column "other references" are those quoted for the C.I and C.Ia together. It appears that the kit is well on scale; the slightly larger length certainly is not correct, when comparing the photograph of the C.Ia Mongoose above with pictures of the "normal" C.I.

	<i>Alting (ref. 1)</i>	<i>references</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	10.80	10.50-10.85 m	145.8-150.7 mm	138.1/146.8 mm
<i>Length</i>	7.20	7.20-7.28 m	100.0-101.1 mm	106.0 mm
<i>Height</i>		2.85-2.87 m	39.6-39.9 mm	40.0 mm
<i>Engine</i>		Armstrong-Siddeley Lynx 218-220 hp		
<i>Crew</i>		2		
<i>Armament</i>		2 machine guns		

I did not receive the kit in a normal box; Omega Models sent it to me in an anonymous box after a complaint about a broken part in the C.Ia Lynx kit. The kit is well made, and most parts fit well after normal cleaning and sanding. The instruction sheet is basic, and is erroneously titled Fokker C.Ia Lynx.



Fokker C.Ia Mongoose kit contents



Based on the photographs of the 529 some adaptations had to be made. The engine had to be rotated 180 degrees to have one of the five cylinders pointing downwards. Sanding it down and filling up the "missing" bits with putty achieved this. After this modification the fuselage was still too long compared to the original shown on the photograph, but I left it there, as the resemblance was sufficiently close. The picture shows the fuselage front after correction. Also note the lower engine cylinder fairings,

produced from scrap material, which are not present in the kit. The cockpit interior has been detailed as usual with seat belts.

The upper wing position was too far backwards, so new N struts were produced from plastic rod material. As a consequence also the cabane struts had to be made new from 0.7 mm diameter plastic rods. I have used the Aeroclub wing assembly jig for the correct wing positioning and assembly.

I have replaced the observer's gun with the finer detailed, white metal Scharf ring and Lewis gun combination from Aeroclub Models, as I normally do. The propeller has been modified with putty to show a more streamlined hub. Fairings have been made for the lower cylinders of the Mongoose engine, and a top and bottom exhaust was added. Finally the fuel lines from fuselage to the fuel tank between the wheels has been added using thin metal wire and all control surfaces were provided with control horns. The model was painted in the LVA colours according to the recipe given on the IPMS Stockholm website (ref. 4, Colours of the Dutch Air Force, Bouko de Groot).

After painting and applying the decals (not the original ones, but those of Dutch Decal and registration number figures from scrap; the rudder has been painted red, white and blue) control cables and undercarriage bracing lines of 0.08 mm fishing tackle were added. The result is a very nicely detailed model.



Cockpit decoration





References

1. W. Schoemaker & T. Postma, *KLu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht*, pages 34-35, ISBN 90-6013-966-6, 1987
2. H. Hooftman, *Van Brik tot Starfighter, Deel I: Met stofbril en leren vliegkap*, pages 52-57, 64, 1962
3. B. de Groot, *Camouflage & Markings: Colours of the Dutch Air Force*, [http://ipmsstockholm.org/magazine/2005/09/stuff_eng_dutch_af_coulours_01\(02\).htm](http://ipmsstockholm.org/magazine/2005/09/stuff_eng_dutch_af_coulours_01(02).htm)
4. H. Hegener, *Fokker, The Man and the Aircraft*, p. 180, ISBN 0-8168-6370-9, 1961
5. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 80, Fibula - Van Dishoeck, Haarlem, 1979

¹ www.omega-models.com