

Fokker C.Ia Lynx Omega Models¹ resin kit

Biplane reconnaissance/training

Scale 1:72

The kit contains resin parts, some metal wire, an instruction sheet and a decal set with Dutch air force rosettes and registration numbers. The resin parts are well detailed and need few rework. The inter-wing, cabane and tail unit struts are rather crude and too much oversized to be realistic. The instructions are limited; they show a photograph of the aircraft and an exploded view of the kit, on which the parts are indicated and summary instructions for decals and painting.



In literature few photographs exist of this Fokker C.I upgrade, which flew first in 1929; the aircraft is shown there with small diameter balloon wheels and a Sharff gun mounting with Lewis machine gun. Also the vertical tail unit is sometimes of a slightly different shape. 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 may be correct, when comparing the photograph of the C.Ia Lynx in ref. 2 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		

As stated above, the wing and tail plane struts have too large a diameter, so they have been replaced by plastic rod material of 1.0 mm diameter for the N struts, 0.8 mm for the cabane and 0.65 mm for the tail plane. The original undercarriage struts have been carefully sanded down to 1.2 mm diameter.

The propeller included in the kit has been replaced a model of a metal one, as was shown on the photographs. The wheels as included in the kit have been used; I have not been able to find wheels of the odd shape shown in the pictures.

There was a conflict between mounting the exhaust ring in one piece (as included in the kit) and mounting (and nicely finishing and painting) the nose section with engine. I have solved that by cutting the exhaust ring horizontally in two pieces, finishing and painting the aircraft completely and gluing the exhaust ring in place on the finished model. And I have replaced the exhaust pipes included in the kit by ones produced from plastic tube of the right diameter (1.7 mm) and length (until half way the pilot's cockpit).

Other modifications are the usual ones:

- Seat belts from several sources for both pilot and observer/gunner seat,
- Mounting control horns produced from thin plasticard,
- Drilling 0.3 mm holes on the location where the control cables leave the structure or pass through the tail plane,
- Fixing a “tube” (0.25 mm metal strand) between the undercarriage-mounted fuel tank and the fuselage underside,
- Adding the hold-down handles at the lower rear part of the fuselage (0.4 mm messing wire),
- Replacing the machine guns by white metal ones from Aeroclub,
- Adding the undercarriage bracing wires and the control cables (0.08 mm nylon fishing line).

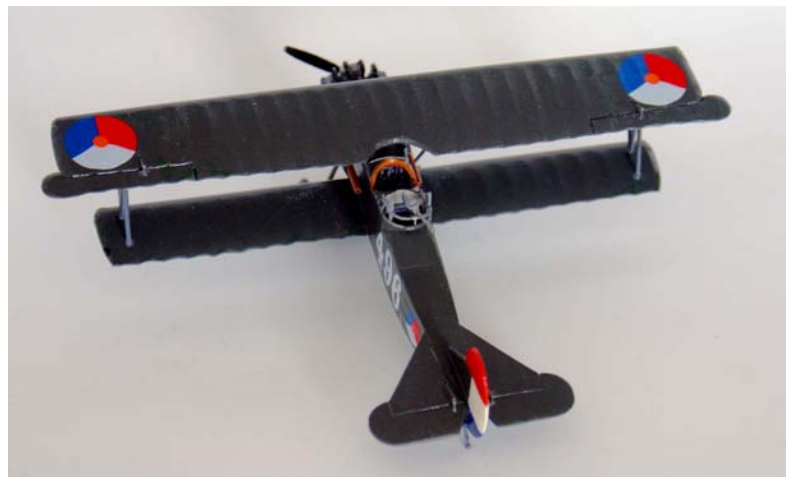
I have not used the original decals; they are printed on a white background (or for the registration numbers on an olive drab background) and I never manage to cut them out properly. Also, the olive drab of the decals is another shade than that indicated by Bouko de Groot (ref. 4, which I use as reference for the paint colors). The

registration numbers are composed from numerals scavenged from other kits. Note that reference 2 quotes the C.Ia Lynx registration numbers as 485, 489, 490, 492, 495 through 497, 503, 514, 516, 521, 524, 526, 529, 530, 533 through 535, 538, 545 and 549. Only the 529 has also flown with the Armstrong-Siddeley Mongoose engine. I have selected 496 for the model, driven by number availability. A small letter L is added, as can be seen on the photographs of the originals.

I have painted wing, fuselage and struts and applied the decals prior to wing assembly with the help of the bi-plane assembly jig of Aeroclub; this is also very convenient for fitting the struts to size.

The pictures show the completed model.

Finally, some pictures are included showing the three variants of the C.I, the basic one of 1919, and the C.Ia Mongoose and Lynx upgrades of 1929.





References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 27, 59, Rebo Producties, Sassenheim, 1988
2. W. Schoenmaker & T. Postma, *KLu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht*, pp. 34-35, ISBN 90-6013-966-6, 1987
3. H. Hooftman, *Van Brik tot Starfighter, Deel I: Met stofbril en leren vliegkap*, pp. 52-57, 64, La Rivière & Voorhoeve, Zwolle, 1962
4. 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)
5. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 80, Fibula - Van Dishoeck, Haarlem, 1979
6. Fokker Bulletin, Fokker, *Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, p. 53, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

¹ www.omega-models.com