

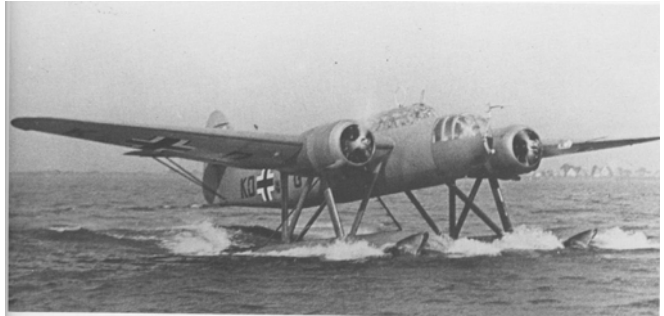
Fokker T.VII-W MPMⁱ resin kit

Monoplane (torpedo) bomber on floats

Scale 1:72

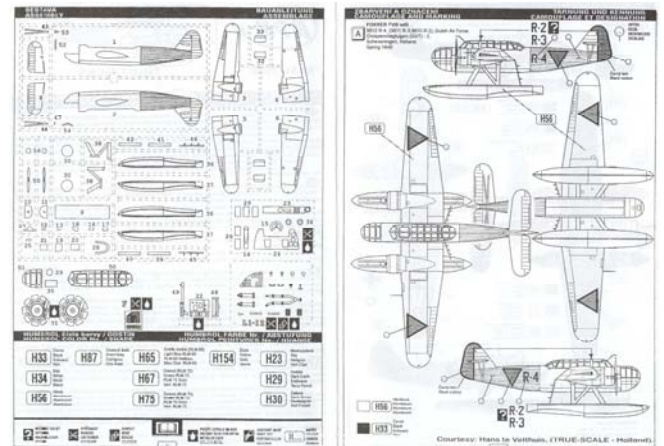
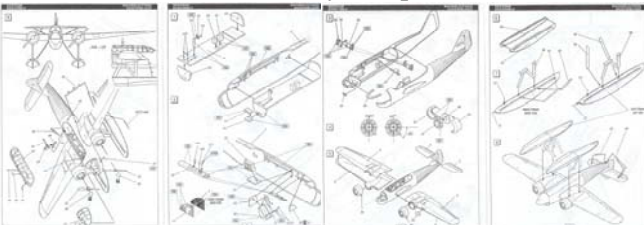
<replace picture by one of a Dutch T.VIII-W>

The Fokker T.VIII-W floatplane has been designed for the Dutch Naval Air Service as a patrol aircraft and torpedo bomber for the North Sea area and first flew in 1938. Various versions of the T.VIII have been built. The first series of 14 aircraft followed the traditional Fokker mixed construction (steel tube frame fuselage covered by metal sheeting and linen; wooden wing), the second series of was of all metal construction, but was not completed, and a prototype has been built of a land plane version for the Finnish air force. Although the airplane had been designed to carry torpedos, it has never been operationally used as a torpedo bomber; only some tests have been executedⁱⁱ. In May 1940 some aircraft escaped to England and served with the RAF. Other aircraft, including the second series under construction at that moment, were incorporated in the Luftwaffe.



The kit, representing the version of the first series, comes in a carton box and contains the injection plastic parts, clear plastic parts for the cockpit, nose and observation windows, a clear plastic sheet with the instrument dials printed on it, photo-etched parts for the instrument panel, pilot seat belt and several small parts, resin parts for the engine (?), a set of decals for three different versions: the May 1940 Dutch Naval Air Service version, the RAF version and the Luftwaffe version.

The instruction sheet is very complete. It identifies all



parts included in the kit and explains the assembly by means of several exploded views. It contains three-view drawings of the different versions and includes extensive painting instructions for them.

Alting (ref. 1), Geldhof (ref. 2), Hegener (ref. 3), Hooftman (ref. 4), Wesselink (ref. 5), Vliegwereld (ref. 6) and Van der Klaauw (ref. 7) list the dimensions of the T.VIII-W, while Hegener also includes a three-view drawing.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	18.00-18.11 m	250.0-251.5 mm	mm
<i>Length</i>	12.83-13.00; 15.20 ^{III} m	178.2-180.6; 211.1 mm	mm
<i>Height</i>	5.06-5.40 m	70.3-75.0 mm	mm
<i>Engine</i>	Wright Whirlwind R-975 E3; 2 x 425-450 hp		
<i>Crew</i>	3		
<i>Armament</i>	1 fixed and 1 flexible machine gun; 1 torpedo or 600 kg bombs		

General

I have decided to build the version of the Dutch Naval Air Service in its May 1940 livery.

Cockpit

I have opened up the rear part of the cockpit glazing and hinged it upwards, as indicated in the drawing. It seems to me a rather unpractical implementation, as it increases the drag of the airplane and should give rather high loads on the cockpit roof construction.

Fuselage

<text>

Wing

<text>

Floats

<text>

Final assembly

As this kit was one of the first resin kits I have assembled, and the assembly was not very successful in the sense that several parts were not well aligned, I have finished the model all aluminium (according to De Groot, ref. 23, it should have been painted YYY). I will redo the model with the MPM kit of the Fokker T.VIII-W.

Below some pictures of the completed model are shown.





References

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ⁱ <web adress of kit producer>www.xxx.yyy

ⁱⁱ This fate overcame many Fokker airplanes intended to carry torpedos (T. II, T.III, T.IV, T.IVa). Originally the letter T even stood for torpedo plane, and from that point of view only the T.V and T.IX where exceptions.

ⁱⁱⁱ Two authors give the smaller length, three the larger. There may be some confusion in referring to the fuselage length and to the overall length (i.e. including the floats, that extend forward of the fuselage).