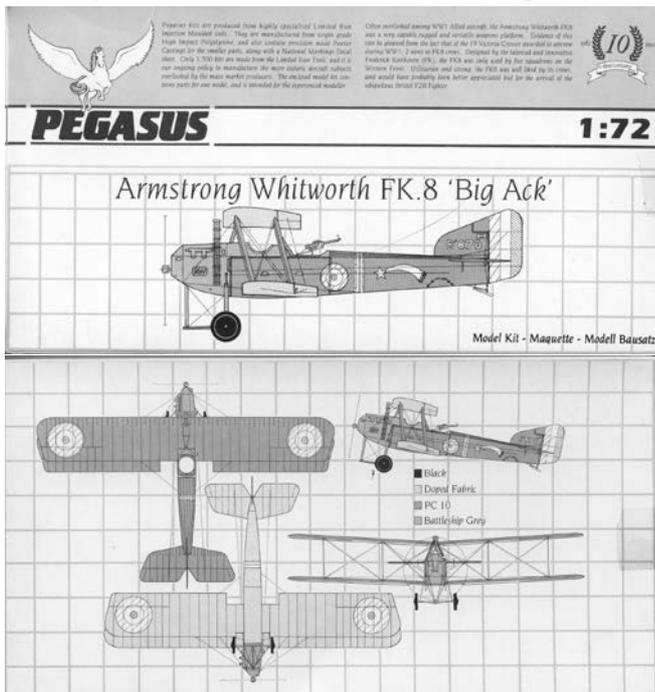
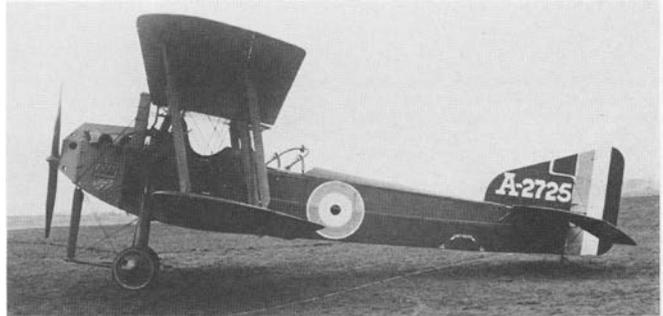


Armstrong Whitworth F.K.8 Big Ack Pegasus¹ injection kit

Biplane reconnaissance/training

Scale 1:72

Frits Koolhoven designed the F.K.8 Big Ack for the Armstrong Whitworth aircraft factory, where he was employed during the First World War. It was a further development of the successful FK.3, renamed Small Ack after appearance of the F.K.8. The aircraft made its first flight in May 1916 as FK.7. It was employed as a reconnaissance aircraft, as an artillery observer, as a trainer and as a light bomber. Occasionally it was even employed as a fighter. The aircraft had rudimentary flight controls in the observer's cockpit: a side

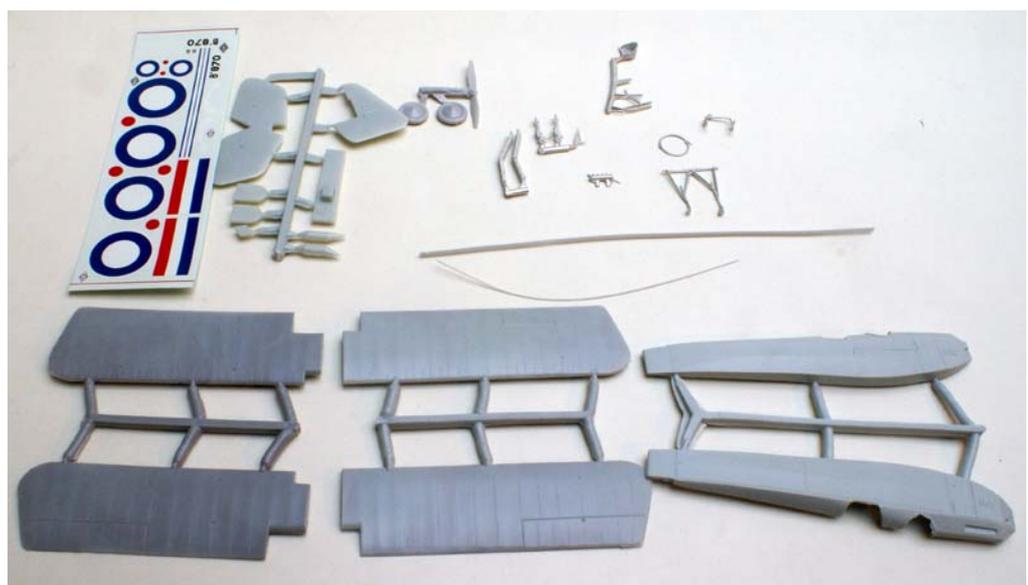


riage with oleo shock absorbers (a Koolhoven invention). It comes in a carton box and contains a plastic bag with the plastic parts, a profiled strip to construct the inter-plane and bracing struts, a plastic strip to construct bracing rods, white metal parts for the undercarriage components, the radiators, engine exhausts, a pilot seat, two machine guns and a Sharff ring, and decals for the aircraft with reg-

stick for the rudder and handgrips on the elevator cables running through the cockpit. No aileron control was possible from this position, and the controls were only meant to safely return the aircraft, when the pilot couldn't do so any more. The aircraft flew quite decently with only rudder and elevator control.

The aircraft was designed such that all required equipment (also the large cameras) could be accommodated inside the wide fuselage. Although its speed was limited (153 km/hr with the 120 hp Bredmore engine² and 170 km/hr with the 160 hp version), the crews appreciated the F.K.8 for its good flying qualities and its sturdy construction. More than 1100 have been produced and the aircraft has served throughout the war on all fronts and in England. A number of Big Acks even saw civilian service after the war.

The kit represents the early version of the Big Ack (the B-870 that served with the RAF Headquarters Communication Squadron in France until the end of the war) with large radiators and a complex undercar-



¹ www.pegasusmodels.com

² Bruce (ref 9) states that only the prototype flew (temporarily) with a 120 hp engine; all other F.K.8s were equipped with the 160 hp version, except for some experimental aircraft.

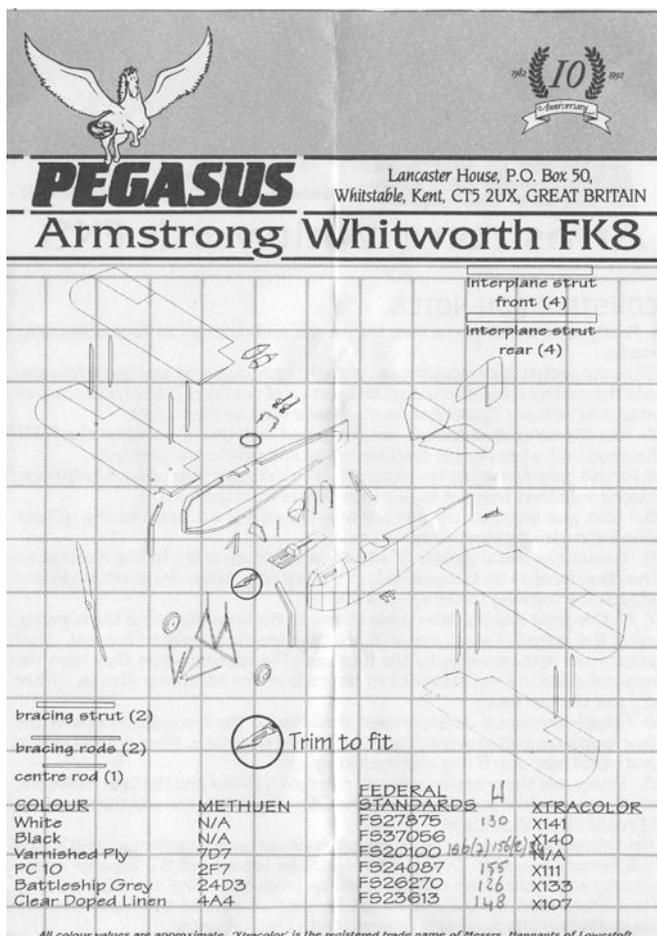
istration number B 605. The front side of the box a short description of the aircraft and its performance is given and on the back a painting scheme.

The instruction sheet contains a paint colour specifications, textual instructions for assembling the kit, an exploded view and templates for inter-plane struts, bracing struts and bracing rods to be cut from the strip material provided.

The plastic parts are rather well finished, but the plastic is soft, so care must be taken when removing the parts from the sprues. The white metal parts are nicely detailed, but have some flash.

Printed references are limited. Schoenmaker (ref.1), Wesselink (ref. 2), Top (ref. 3) and Tapper (ref. 8) give the dimensions of the F.K.8, while Wesselink (the early F.K.8) and Tapper (the later F.K.8 version) also present a three-view drawing of the aircraft. The Windsock Datafile of the F.K.8 written by Bruce (ref.9) includes most information and I will use the three-view drawing of the early version of the aircraft (Wesselink) as my main reference for detailed dimensions. It is printed at the end of this report on the scale of the model. In the Windsock Datafile there are some very helpful photographs of the cockpit interior and the uncovered fuselage of the aircraft.

On the Internet some more information can be found. Worthwhile websites are listed after the references. The Wikipedia entry for the F.K.8 (ref. 10) is most useful, while the Russian website "Their Flying Machines" (ref. 11) contains many useful pictures, amongst them a three view drawing of the early and later version of the F.K.8. I also found a short building report of the kit by Dennis Ugulano (ref. 12), copied from the December 1999 issue of Internet Modeler.



	Ref.	1:72	model
Span	13.26 m	184.2 mm	184.0 mm
Length	9.58 m	133.1 mm	131.3 mm
Height	3.35 m	46.6 mm	48.5 mm ³
Engine	Breadmore 160 hp		
Crew	2		
Armament	1 Vickers machine gun, 1 Lewis movable machine gun		

The kit is excellent to scale⁴.

General

The control links for the elevator are detailed as part of the right side of the fuselage (a candidate for detailing), so I suppose the observer's stick was located also at the right side. On the ailerons, rudder and elevator brackets for the attachment of the control cables are modeled. The control stick and half of the instrument panel were missing in my kit. According to the three-view drawing in ref. 10, reproduced below, the aileron cables left the lower wing at the location of the forward spar, running via the aileron bracket through the lower aileron and the upper aileron to the upper aileron bracket and disappear again in the upper wing structure at the location of the upper wing forward spar.



³ Ref. 9 shows a three view 1:72 scale drawing with this same height.

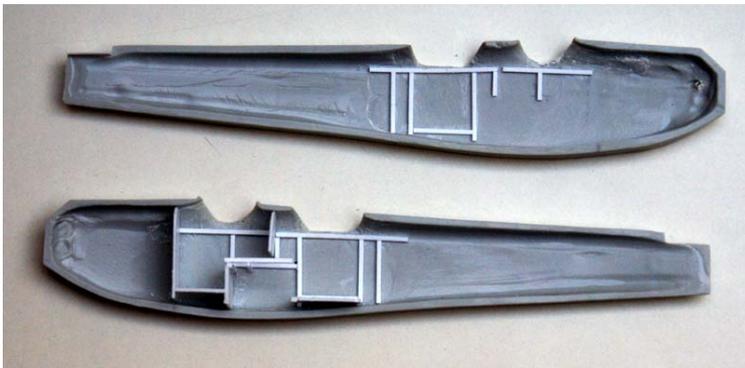
⁴ The propeller in the kit is, however, too small (36 mm); the 2900 mm diameter on 1:72 becomes 40.3 mm.

In my kit the white metal parts were rather badly bent. Also, there is no seat for the observer present, and I cannot imagine he was supposed to stand upright during the whole mission. Two Lewis machine guns are supplied, according to the instructions for the observer gun position, but no reference mentions two machine guns there. The forward firing machine gun, a Vickers, is not provided.

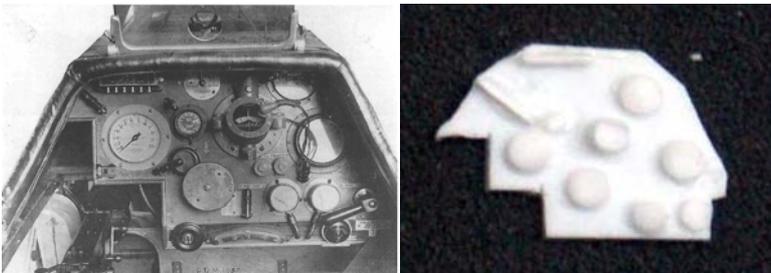
Cockpit and fuselage

The Windsock Datafile 64 for the F.K.8 (ref. 9) contains some good pictures of the uncovered fuselage and the instrument panel.

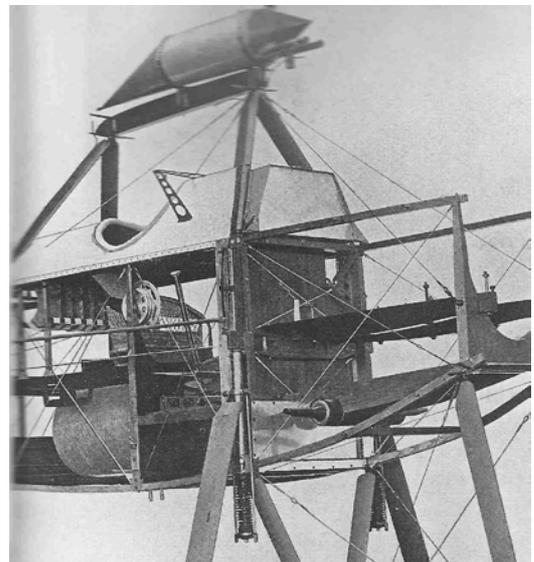
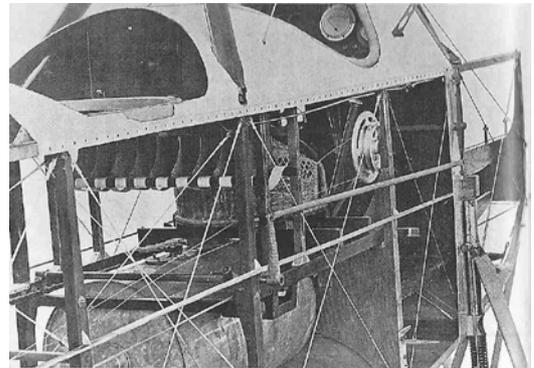
The parts provided in the kit for the cockpit interior are incorrect. Based on these pictures I have completely remodeled the interior. I have used 0.4 mm plasticard for the bulkheads and the floor panels and 0.4 x 0.7 mm Evergreen strip for the wooden fuselage framework. The floor panels have been ruled to simulate planks.



The instrument panel has been made from 0.4 mm plasticard and the instruments are thin slices of plastic rods of different diameter. The cutout at the left side accommodates the Vickers machine gun.



Prior to detailing the fuselage several holes are drilled in the fuselage nose: three holes at the right side for the carburetors, a hole at the left side for small exhaust, of which I do not know the function, the hole for the forward firing machine gun and one hole in the top front of the engine fairing. The two carburetor intakes have been made of 0.7 mm plastic rod, in which a 0.4 mm hole has been drilled and the exhaust at the other side and the machine gun tube are made from a 1 mm rod, in which a 0.6 mm hole has been drilled. The tube have been fitted on a small piece of plasticard, and glued in place after giving the fuselage outside locally a coat of paint. Also, the footsteps have been



The remaining cockpit equipment is shown on the picture at the left: rudder pedals, control stick with connecting rod for the elevator, seat (the only parts taken from the kit), tank (part of a ballpoint), observer's seat, elevator control stick for the observer and Lewis spare magazine shelf, produced from 0.25 mm strip material. I managed to produce room for six magazines instead of the eight in the original. The observer seat has been modeled after a picture I found of a SE.8 replica; I assume the F.K.8 had the same arrangement.

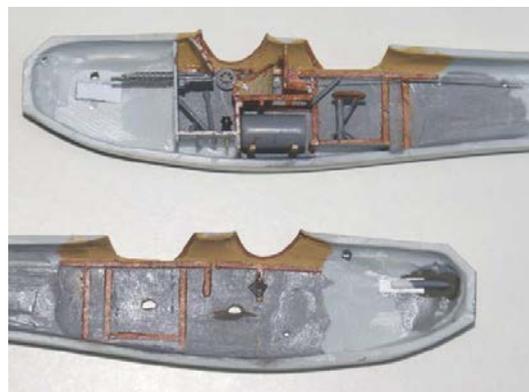
made in the left fuselage half.

I have painted the fuselage frame, cockpit floors and ammunition rack with oil paint to approach better the typical wood pattern. The oil paint adheres not well to the plastic, so next time I will first apply a coat of normal enamel paint. It also takes at least 24 hours to dry, even if diluted with painter's medium. All metal parts and the tank have been painted dark grey (Humbrol 125), the pilot seat matt linen (Humbrol 74) and observer seat matt leather (Humbrol 62). I have also produced a throttle from scrap plastic and a compass from plastic rod. Both have been painted black (Humbrol 33).

First step in the assembly of the cockpit interior is to mount the cable for the horizontal tail incidence control, made out of black painted 0.06 mm fishing line, a difficult job due to the little space available. Next the tank has been glued in place, then the pilot seat and subsequently all other parts. I noticed that I should have removed more material from the fuselage, as the seat hardly fitted between the (equipped) fuselage sides.



I have made a hole in the forward bulkhead through which I have passed the machine gun, recovered from my scrap box. Seat belts for the pilot are made from strips of Tamyia tape.

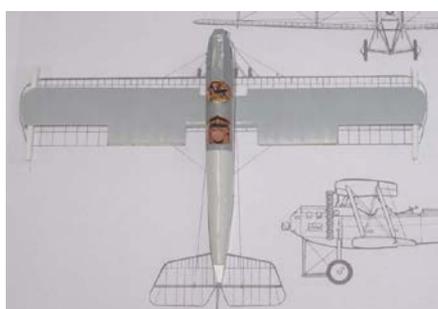


Gluing the two fuselage halves together was difficult; when the rear part was joined together, the nose section showed a gap of several millimeters. Holding it with an ample amount of Tamyia tape did the trick. The joint needed a lot of putty to repair it, and the bottom section of the fuselage was hollow towards the middle. After the first layer of putty and thorough sanding I have applied a thin layer of paint to reveal defects and a second layer of putty to correct these. Also the edges of the cockpits need correction. So it really is a Pegasus kit!

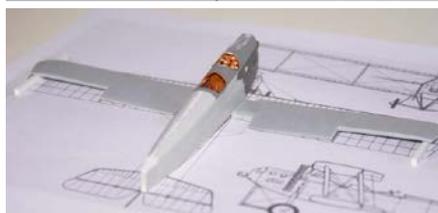
The fuselage has received a first coat of paint, khaki PC10 for the fabric-covered parts of the (Humbrol 155), middle grey (Humbrol 126) for the parts covered with sheet metal and clear doped linen (Humbrol 71, lightened with a bit of white paint) for the underside of the fuselage. The edges of the cockpits have been finished with matt leather paint. The paint has been removed at the location where the lower wing will be attached.

Wing

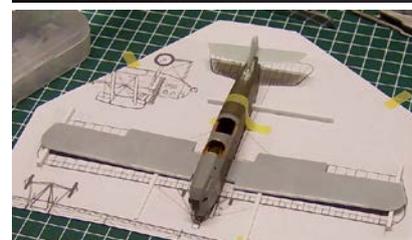
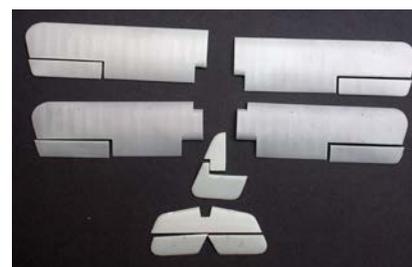
I will build the model with "detached" control surfaces, so I have removed them from wings and tail planes carefully.



I have built a jig for the lower wing over the 1:72 print of the three-view drawing, as reproduced at the end of this building report. The lower wing must have a dihedral of 3 mm at a span of 170 mm and an angle of incidence of about 0.4 mm. This is achieved by preparing two strips of 3 mm height tapering to 2.5 mm and a length of 10 mm longer than the full cord of the wing. By sanding them down together equal dimensions are ensured. The strips are glued on the top view drawing. As the fuselage is curved at the bottom, it must also be supported such that it is horizontal. The wing is supported



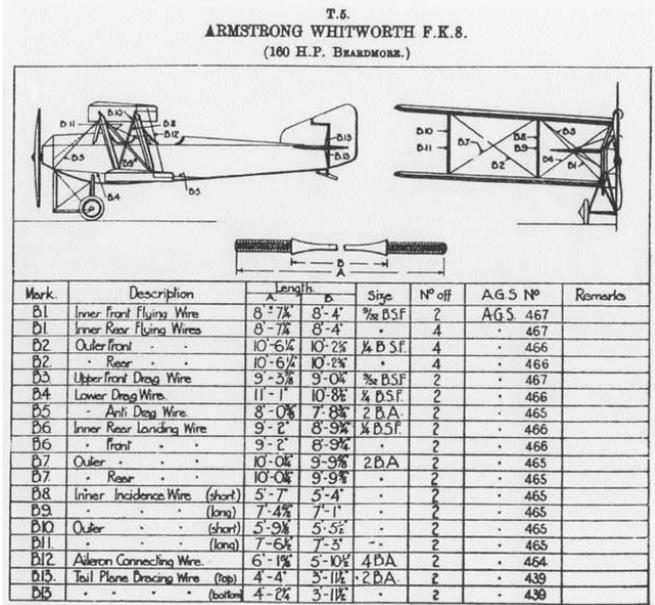
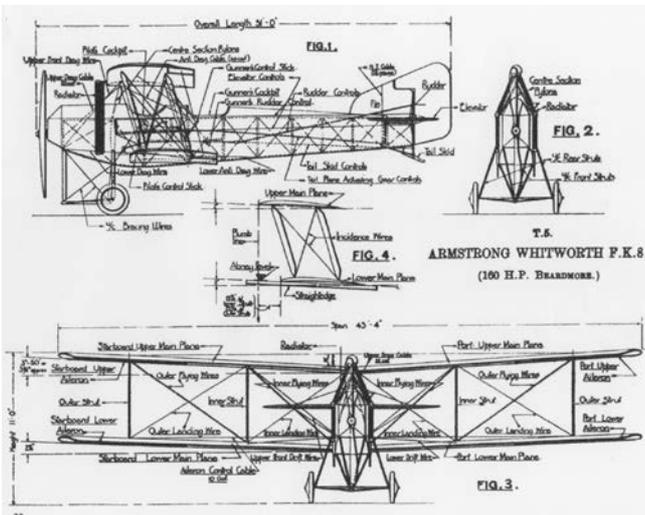
at the root 0.25 mm higher than the



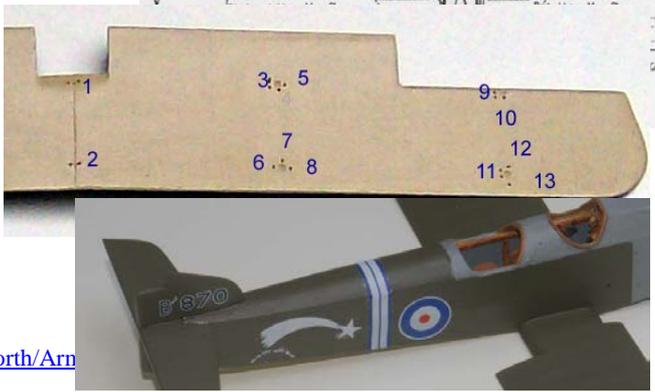
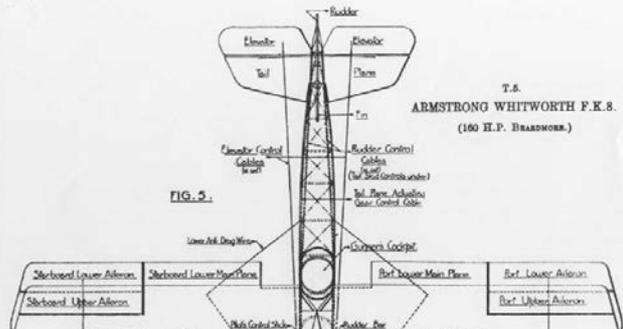
fuselage bottom with some scrap plastic.

The lower wing halves have been glued with plastic cement, and the joint has been strengthened with some drops of CA. After this I have adapted the jig for the upper wing gluing two plastic strips of 2 mm thick on top of those for the lower wing. The two top wing halves have been glued together in this jig supporting them again at the root with some scrap plastic and when dry the wings have been given their first coat of paint.

Also, the holes for the bracing wires and the control cables in the fuselage have to be drilled. I have recovered with help of Ian ("Limeypilot" on the www.greatwaraviation.com forum) from the Internet site of Arizona Models⁵ detailed drawings of the bracing and rigging wires and the control cable routing of the F.K.8, reproduced below. Without these diagrams and using only photographs it is virtually impossible to reconstruct it. I will use the same method of mounting for the bracing wires as I have used for the Fokker C.X Hispano and the Fokker DC.1⁶: The 0.3 mm holes are drilled through the wing, and the bracing lines are cut and sanded flush after gluing them with CA, after which the wing surface receives its final paint coats.



For the F.K.8 there are quite some holes. As an illustration on the picture of the lower side of the upper wing (from left to right and top to bottom): Inner rear landing wire (1), inner front landing wire (2), double inner rear flying wire (3), inner short incidence wire (4), outer rear landing wire (5); inner front flying wire and upper front drag wire (from engine frame) (6), inner long incidence wire (7), outer front landing wire (8); double outer rear flying wire (9), outer short incidence wire (10); double outer front flying wire (11), outer long incidence wire (12). The bottom hole (13) is for the aileron balance cable, running from left to right under the wing through a guidance device at the forward fuselage pylon. Where the lines end up (fuselage, other wing) is indicated in the drawings above.



I have given fuselage, wings and control surfaces their final coat of paint, and finished the fuselage and rudder.

⁵ www.finemodelworks.com/arizona-models/reference/Thumbs/Aircraft/Great_Britain/Armstrong_Whitworth/Armstrong_Whitworth_F.K.8.html
⁶ See the building reports on www.hollandaircraft.nl.

der with a coat of gloss varnish prior to applying the decals according to the scheme on the box and the example as given on the back cover of the Windsock file. When they were dry, they have been protected with a coat of satin varnish. Although the decals have been applied on a gloss varnished surface and with Set, again some sil-vering shows up at the white-blue strip. You can only see it well after applying the final coat of satin varnish, and then it is too late to correct.

At the right the remaining parts are shown. I did not use the decals for the rudder, it was too difficult to make them fitting nicely. So I have painted it; the white still has to be applied. HR Models PE control levers have been used for the control surfaces. From now on everything will be glued with CA glue, as plastic glue does not hold on painted surfaces.



I noticed that the forward undercarriage pylon (or the material to construct it from) was missing; I don't know whether it got lost or was missing in the kit. I will produce it now from 1.5 mm plastic streamline profile according to the drawing in the Windsock Datafile. As the 0.5 mm diameter strip in the kit was severely deformed, I will replace it by Evergreen rod.

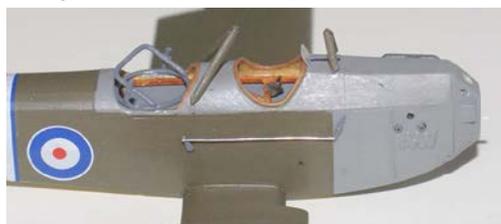


Next step is to determine the location of the pylons. Their position has been taken from the three-view drawing, transferred to a piece of plasticard and cut out to serve as a jig to determine the correct angle. When they were in place, I got the impression that the forward pylon is a bit too short. This can only be checked, when it is braced, but it is in any case easy to correct with a small piece of plastic.

I have cut a windshield from transparent plastic and glued it in place, after having drilled a hole in it to pass the gun sight (a piece of dark grey painted 0.4 mm rod) through. Windshield and gun sight have been glued with white glue. The model is now ready to receive the pylons and the bracing of the forward pylon. Also the exhaust has been glued in place. I only noticed now, that I should have painted the recess for the exhaust black; this has been corrected with a fine liner.

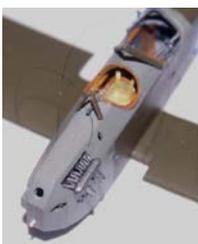


Next thing to do it to mount the Sharff ring and the elevator control lev-



ers along the fuselage sides. At this phase I noticed I had made a mistake. I had glued the pilot's stick in an elevator-down position, and the observer's in an elevator-up position. As the interior of the observer's cockpit remains visible in the completed model, I selected the elevator-up position for the model, even if that is not the most "natural" one (the elevator tends to drop down, when the aircraft is in rest).

The rod connecting the pilot's stick to the "emergency" stick of the observer has been made of 0.25 mm metal strand. The four bracing wires for the forward fuselage pylon have been mounted one by one.



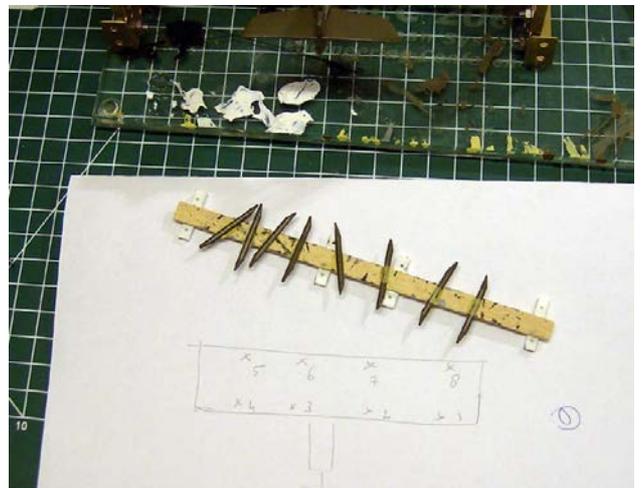
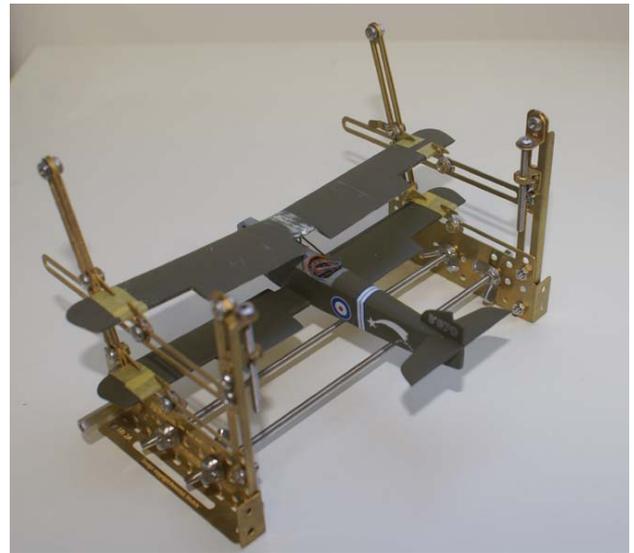
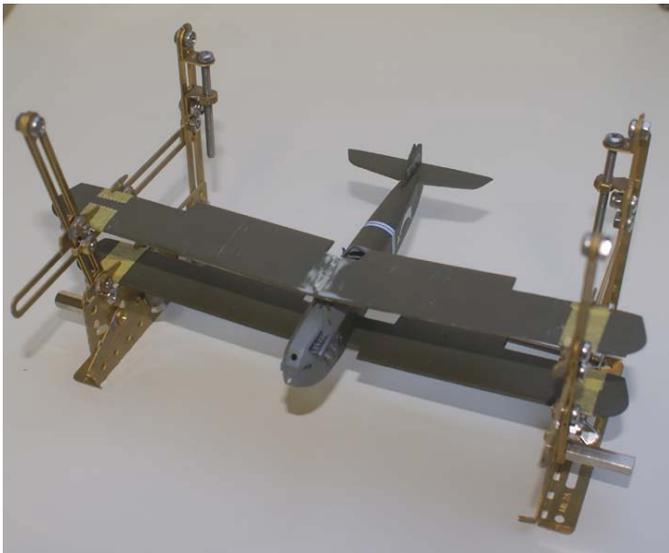
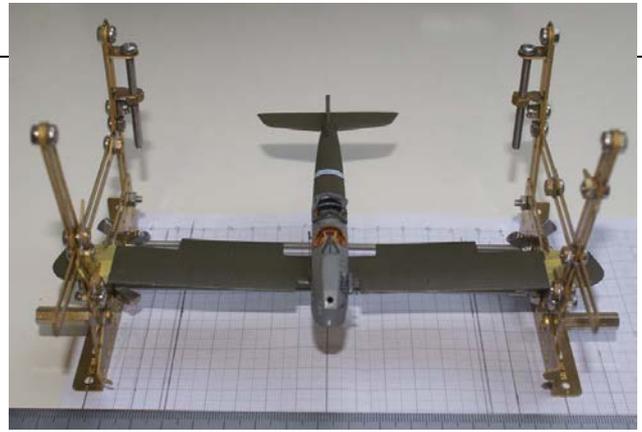
The model is now ready for the Aeroclub Models biplane wing assembly jig. First the wing has been protected with tape against the sharp edges of the jig.

The Windsock Datafile shows that the distance between the underside of the wings at the wing root equals 24.5 mm and that the stagger is 6.5 mm. Because of the larger dihedral of the upper wing the inter-plane distance at the tip (some 85 mm from the centerline) will be 1.5 to 2 mm larger. I have taken these dimensions as starting

Armstrong Whitworth F.K.8 Big Ack

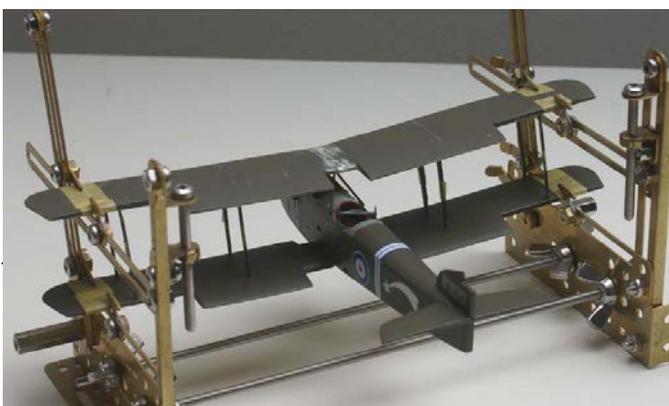
values for adjusting the jig. In first instance the upper wing appears to lie loose from the fuselage pylons, which apparently are a bit oversized. Trial-and-error adjustment repairs that.

A first check on the length of the inter-wing struts shows that the streamline profile in the box is only sufficient for five struts, and even if one follows the length recommended by Pegasus in the instructions there is just enough material for seven struts. And then you certainly won't be able to mount the fuselage pylons in the space



available. Luckily some spare 2.2 mm streamline profile in my materials box solved that problem.

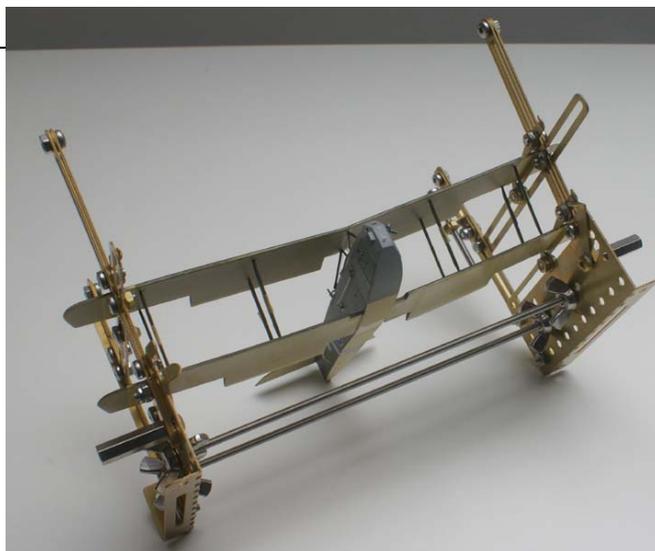
The struts have been cut to size individually and numbered, as top and bottom have to be shaped carefully to model the original accurately. The length is critical, as I had not deepened the holes in the wing. The struts have been painted and finished with clear satin varnish prior to gluing them in place. I have glued the struts one by one in place, dipping the top in thick CA, putting it in place and securing the bottom with a droplet of thin CA applied with a thin metal wire.



When thoroughly dry, the model can be removed from the jig, and the holes for the bracing and control cables must be opened up again.



The left rear strut was slightly rotated, which I could only see on the photograph. This has been repaired easily. Two struts needed repair the next day, as apparently the accumulated tension in the structure was too much for the glued joint. When only glued to the struts the upper wing is not very solidly attached to the model; the model needs the bracing for stiffness as well as the original.



Bracing

The routing of the bracing wires is very complex. I have devised an “optimum” order to apply them as given in the table below.

#	name	S/P	number	from	to	remarks
1	Incidence wires	S	2 x 2	U	L	between wing struts
2	Incidence wires	P	2 x 2	U	L	between wing struts
3	Inner rear flying wire	S	2	F	U	
4	Inner front flying wire	S	1	F	U	
5	Upper front drag wire	S	1	F	U	same U-hole as 4
6	Lower drag wire	S	1	F	L	same F hole as 5
7	Lower anti-drag wire	S	1	F	L	same L hole as 6
8	Inner rear landing wire	S	1	L	U	same L hole as 6
9	Inner front landing wire	S	1	L	U	
10	Inner rear flying wire	P	2	F	U	
11	Inner front flying wire	P	1	F	U	
12	Upper front drag wire	P	1	F	U	same U-hole as 11
13	Lower drag wire	P	1	F	L	same F hole as 12
14	Lower anti-drag wire	P	1	F	L	same L hole as 13
15	Inner rear landing wire	P	1	L	U	same L hole as 13
16	Inner front landing wire	P	1	L	U	
17	Outer rear flying wire	S	2	L	U	
18	Outer front flying wire	S	2	L	U	
19	Outer rear landing wire	S	1	L	U	
20	Outer front landing wire	S	1	L	U	
21	Outer rear flying wire	P	2	L	U	
22	Outer front flying wire	P	2	L	U	
23	Outer rear landing wire	P	1	L	U	
24	Outer front landing wire	P	1	L	U	
25	Tail rear bracing wire	S	1	F	H/V	
26	Tail rear bracing wire	P	1	F	H/V	
27	Tail front bracing wire	P/S	1	H	V/H	
28	Aileron control cable	S	1	F	L	
29	Aileron control cable	P	1	F	L	top side L
30	Aileron balance cable	P/S	1	U	U	bottom side U

Abbreviations used in the table are: S = Starboard; P = Port; U = Upper wing; L = Lower wing; F = Fuselage; H = Horizontal tail; V = Vertical tail; C = Undercarriage

I have used 0.06 black-painted fishing line for both bracing wires and control cables. All wires are glued with thin cyano-acrylate glue. I have worked from the inner bays outward and from starboard to port.

There are some other things to take into account.

The holes in the fuselage have to be glued first, as they are “one-sided”, the wires can only be tensioned at the holes in the wing and tail surface.

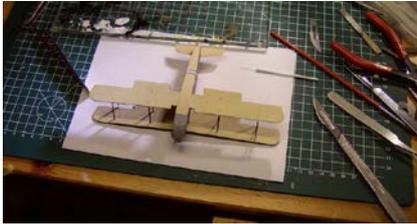
It is advised to pass the wires through the holes at the (light coloured) underside of the wing and tail surfaces; the contrast between the black wire and the dark khaki topside is too little to see clearly.

I have tensioned the wires with bits of Tamiya tape and fixed them with a tiny drop of thin CA applied with a thin metal wire at the top of the upper wing and at the bottom of the bottom wing. When the joints are dry, the remaining line is cut.

The elevator, rudder and remaining aileron cables can only be mounted when the control surfaces have been mounted. Below the steps in applying the bracing wires are illustrated.



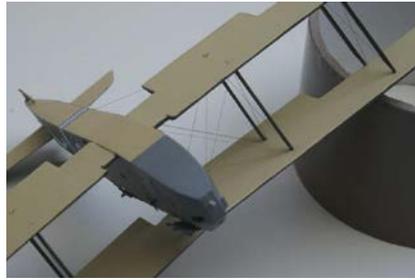
Incidence wires (interconnecting the front and rear struts) (step 2)



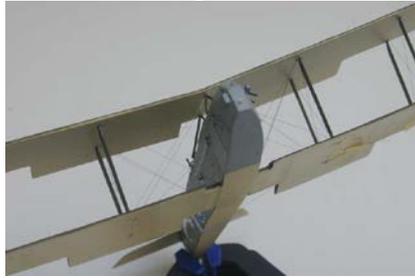
Set-up for the mounting of the bracing wires.



Port inner bay bracing wires positioned on upper wing (steps 3-9)



Star board inner bay bracing complete (steps 3-9)



Port inner bay bracing complete (steps 10-16)



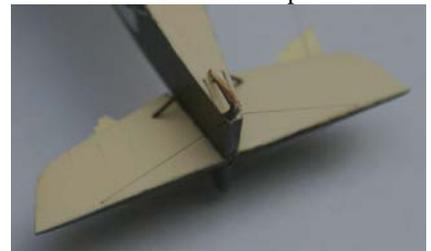
Outer bay bracing wires and aileron control cables applied (steps 17-24 and 29-31). The aileron cable is the horizontal wire, originating at a hole in the fuselage side and routed to the forward outer inter-wing struts.



Applying the tail bracing wires (steps 25-27)



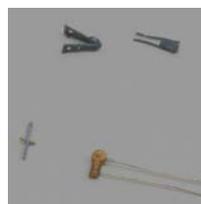
The aileron cable continues via the ailerons (a piece that can only be applied after the ailerons themselves have been mounted) to the lower side of the upper wing. In fact it is one continuous loop.



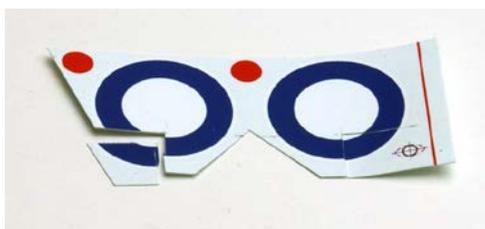
Apparently the F.K.8 had also a tailskid directional control. The very short control cables have been mounted after the bracing wires.

When everything is well dried, the remaining bits of fishing line and glue must be sanded away before applying the last layer of paint on the top of the upper and the bottom of the lower wing. I will also have to correct some erroneous holes.

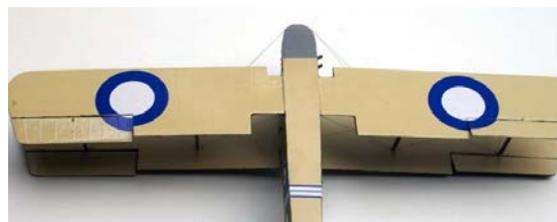
At the right side of the engine compartment sits a bracket that supports an air pump to pressurize the fuel tank. I have produced the parts from plasticard, plastic rod and 0.25 and 0.4 mm metal wire, as well as the air speed sensor, which must be mounted to one of the inter-wing struts. The bottom wire at the pump housing is incorrect and has been removed.



As preparation for the application of the decals both ailerons and top surface of the upper and bottom surface of the lower wing have been painted with gloss varnish, as the decals cover part of the ailerons. I have glued the ailerons in place with thick cyano glue. The position corresponds to the position of the control stick in the cockpit.



The decals have been cut to (aileron) size in advance, where the position has been taken from the Windsock Datafile. The pictures below show the roundels after application on the wings. Care should be taken to select the correct ones. The roundels for the top wing have a white circle at their edge, which is hardly visible on the dry decal.



Also the elevator and rudder have been glued in place, the rudder in a neutral position and the

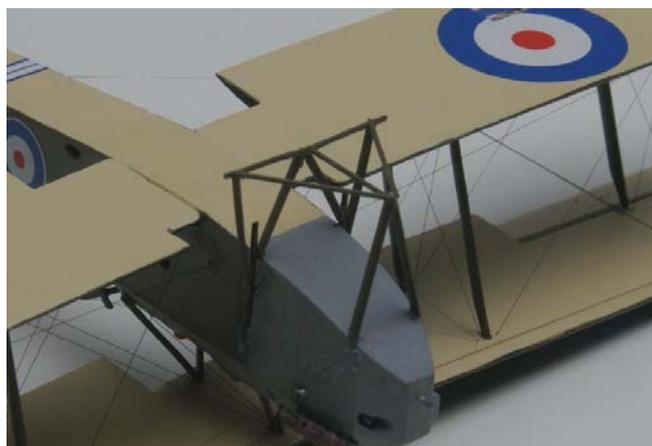
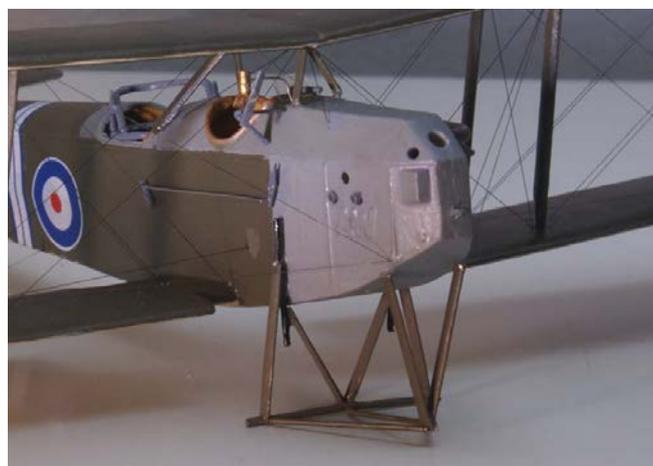


elevator in an upward position. Most pictures of the F.K.8 show a more natural downward position, but I could not avoid the upward position as I had glued the external control links in the wrong position, and cannot correct that without damage.

The lettering on the tail shows again some silvering, although I have been very careful in applying gloss varnish and have used Set to get them nicely flush. Possibly that is caused by the fact that it is a double decal (first black letters, and then a white edge). I will have to avoid striking light when taking pictures.

Undercarriage

The landing gear has been constructed from the white metal part with the shock absorbers, a V-style made of profile strip of x.x mm cord from my materials box



(the kit does not contain strip of the right dimensions) and Evergreen strip of 0.5 mm diameter.

I have mounted the bracket with the air pump to the right side of the front fuselage under the wing. The spot next to the aileron still needs a bit of varnish. The plumbing for the water tank has been made from 0.4 mm, grey painted brass wire.

Next I have applied the rigging between the V-styles of the undercarriage. Bits of fishing line have been glued in small holes drilled beforehand in the underside of the fuselage, and when dry glued to the point of the V. Attached with a tape and cut off



with a sharp knife when dry.



When the model was standing on its undercarriage, the one wing tip was 2mm lower than the other, mainly caused by an asymmetry of the white metal part (0.1 mm difference at fuselage translates into 1 mm difference at the wing tip). This has been partially corrected by mounting the wheels slightly eccentric.



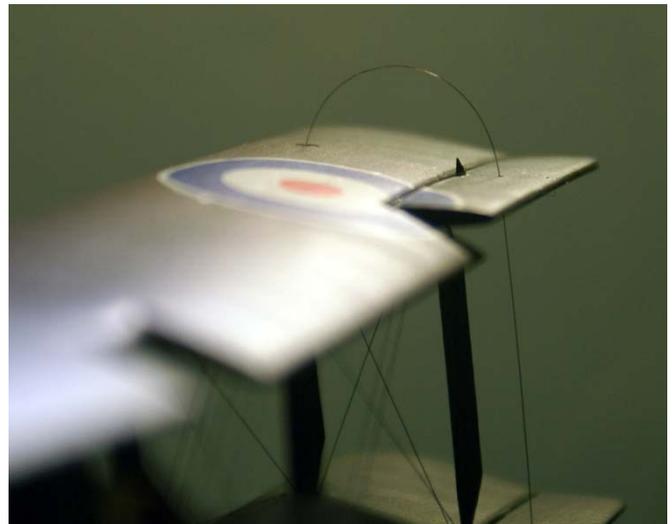
I have corrected the last millimeter by taking a bit material away from one of the tires.

Control cables

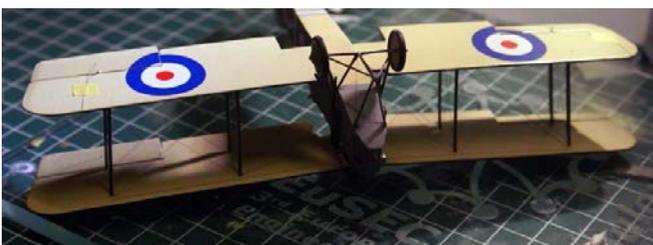
First step is to put the aileron control cables in place. I have fed the 0.06 mm fishing line through the holes from the lower, linen coloured side; that way they are better visible. First they are glued in the holes at the topside of the upper wing with a small drop of thin cyano glue.

When the glue is dry, the line has been tensioned over a small piece of plastic along the top of the control horn.

At the left side a larger piece of plastic was required to reach the tip of the control horn. Tensioning the lines is done at the underside of the lower wing, until the joints at the upper aileron control horns have dried.



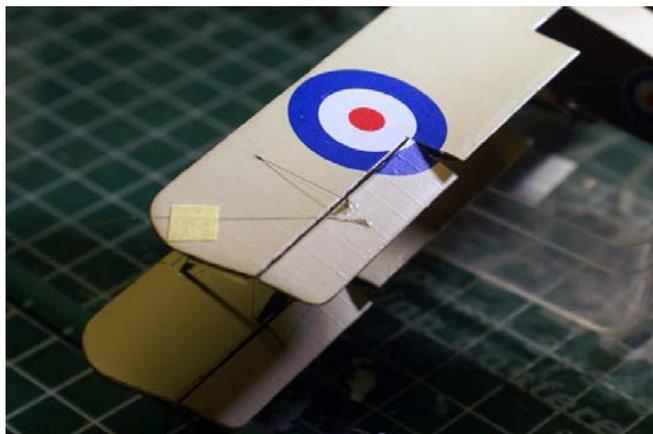
In the mean time I have glued the radiators to the fuselage. It is difficult to attach them symmetrically; probably the white metal parts are not quite straight.





In a first attempt I have tried to glue the line, that comes from the upper wing aileron, to the control horn of the lower aileron and cut the line there when the joint had dried, intending to complete the chain with a short end of line from the hole in the lower wing to the control horn (picture at the left). That failed quite some times; the joint between control horn and line was too weak, and became loose when cutting the line. So I looked for another solution.

I have glued a separate short length of line in the hole and let it dry (picture at the left). Then, guiding it over a piece of plastic to the tip of the control horn, feeding it through the hole in the aileron, I have tensioned it temporarily with a piece of tape on the top surface of



the lower wing (picture at the left). When the joints were well dried, I have removed the piece of plastic, tensioned the lines and glued them in the hole in the lower aileron (picture at the right).

This worked quite all right. Only one of the ailerons was slightly damaged, when the thin glue ran between the piece of plastic and the aileron; to be repaired later.



The control cables look quite decent, also at the underside of the wing. I have also put the over-wing water tank in its place.

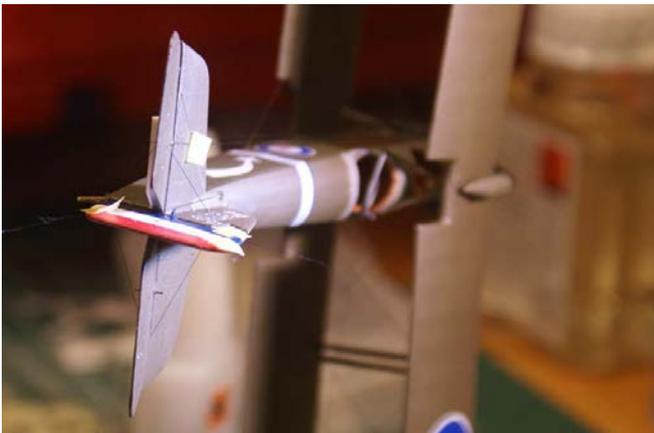
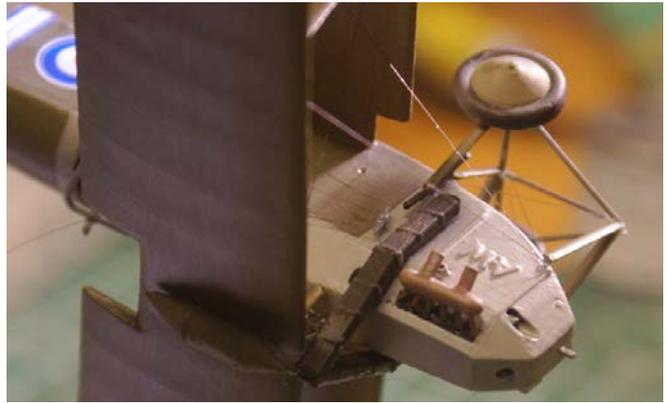
Last control cables to be applied are those for elevator and rudder. Those for the rudder are rather straight-forward. The picture below shows them drying after tensioning.





Next the cables for the elevator have to be applied. The picture at the right shows the attachment to the control fitting at the cockpit. Next the cables are attached to the control horns at top and bottom.

The cable has been finished by guiding it through the hole in the white band, gluing it and letting it dry, before cutting it off.

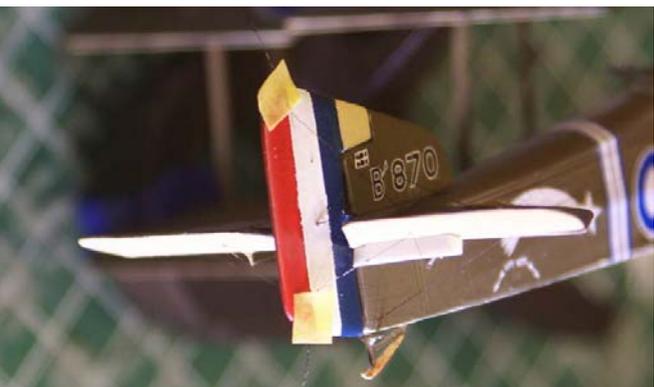


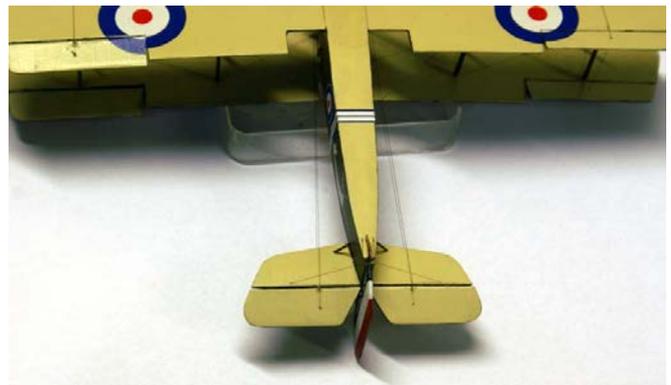
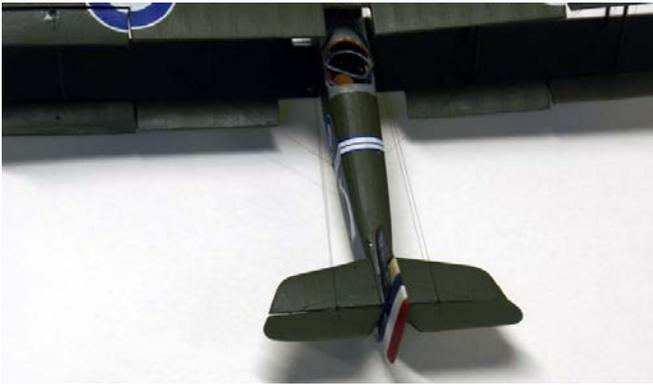
I had to use some tape (upper side) and a piece of plastic (lower side) to guide the cables along the top of the control horn. Building a model with "active" control surfaces complicates life slightly. The picture at the left

shows the finished port elevator control cable. The two tubes of the velocity sensor are visible just before the wing. Now the starboard elevator control cables have to be constructed. One of the rudder cables came loose (the pieces of tape at the fin) and had to be glued again.



Finally I have put the cables of the starboard elevator under tension, and all control cables are completed.





Last thing to be done is correcting some damaged spots and removing drops of glue. That is done with a very sharp knife close to the very thin fishing line, so

Remove the cut bracing cable, drill the hole again, feed new fishing line trough, and glue again. When everything is well dry, all glue spots have been re-touched with satin varnish. The propeller and machine gun have been glued in place and the model is ready for the final photographs to be made.









Postscript

The propeller in the kit clearly is too small (36 mm), so I have replaced it by one of a larger (41 mm) from an Aeroclub Models Oberursel U.III engine and propeller set. Below some pictures of the upgraded model are shown.



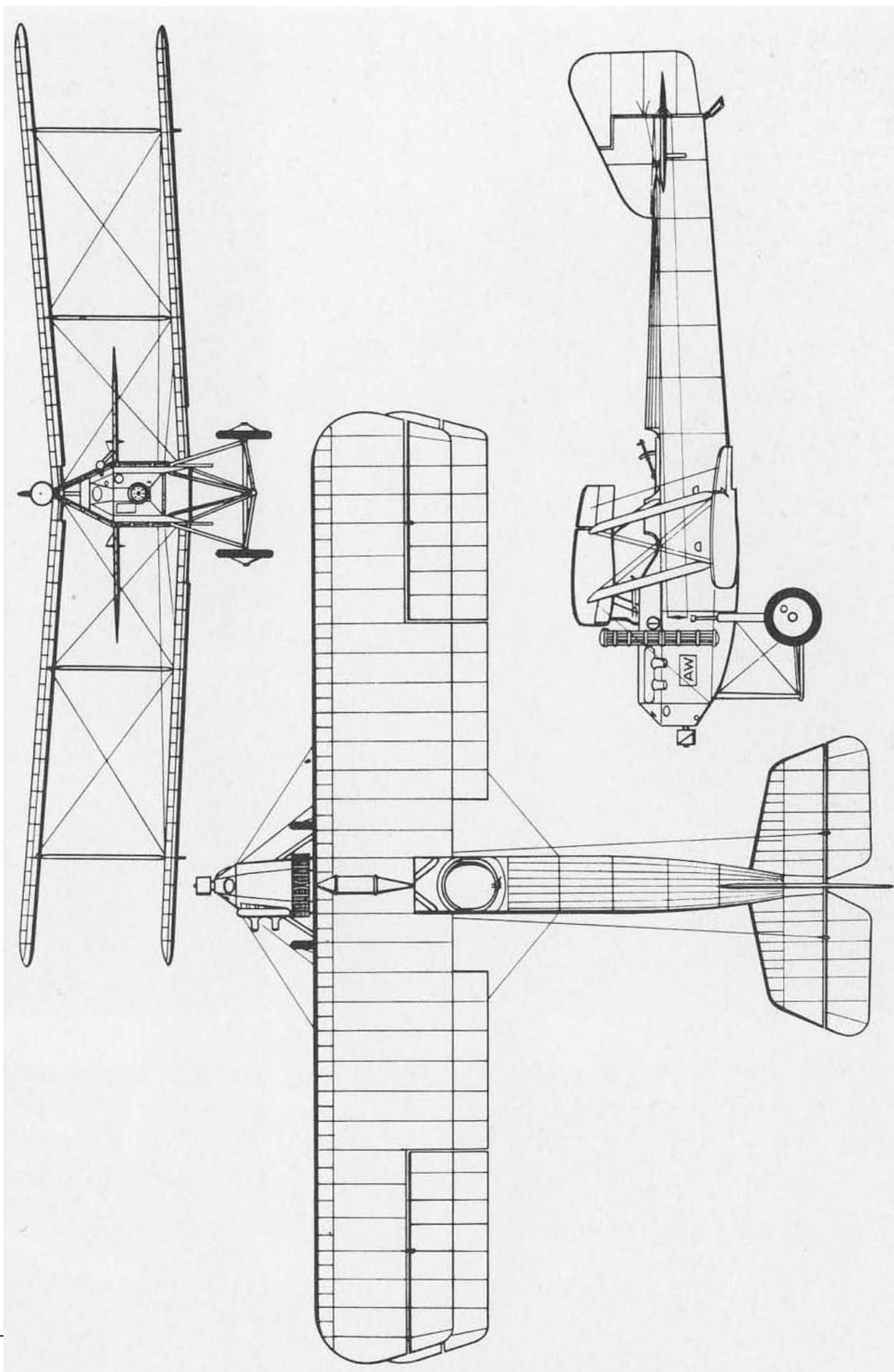


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