

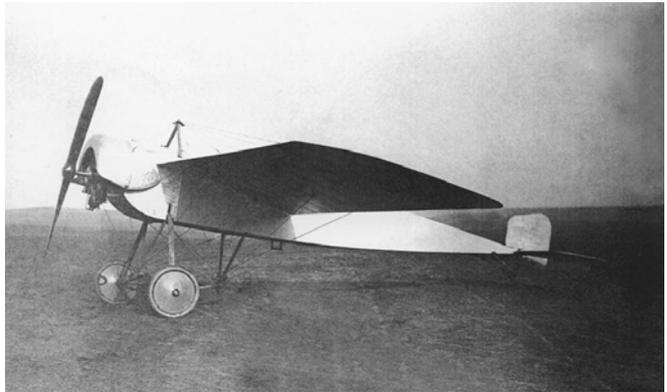
Fokker M.5 HR Model resin kit

Monoplane reconnaissance

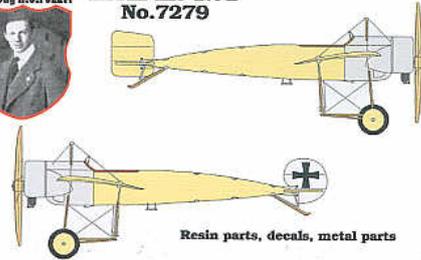
Scale 1:72

The Fokker M.5 was a complete rebuild of the French Morane Monoplane. Fokker had taken a second hand copy of that aircraft apart to examine its construction. Major changes were the welded fuselage structure and the improved control system. The result was a light and extremely manoeuvrable airplane. Originally it was slightly underpowered with a 50 hp Oberursel engine, but this was soon replaced by an Oberursel U 0 of 80 hp.

The kit includes resin parts to make two M.5 versions (the M.5 and the M.5K), a printed transparent sheet material for windscreen and instrument panel, an instruction sheet with an exploded view, a three view dimensioned drawing of both versions and some summary painting instructions and photo etched parts for instrument panel¹, safety belts, propeller hub, cockpit steps and machine gun detailing (if desired for the M.5K/MG). A decal sheet is included, but is not used for the M.5. Only difference further between the two versions is the rudder, which is square for the M.5 and comma shaped for the M.5K.



Fokker M.5/M.5K
Resin kit 1:72
No.7279

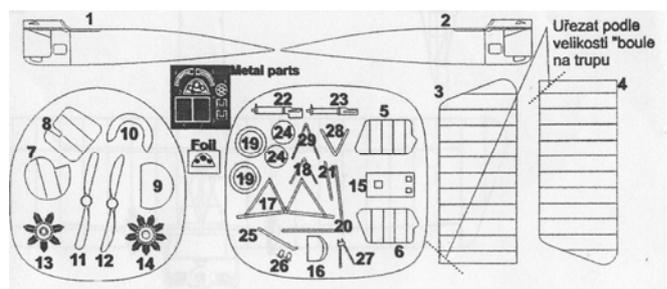
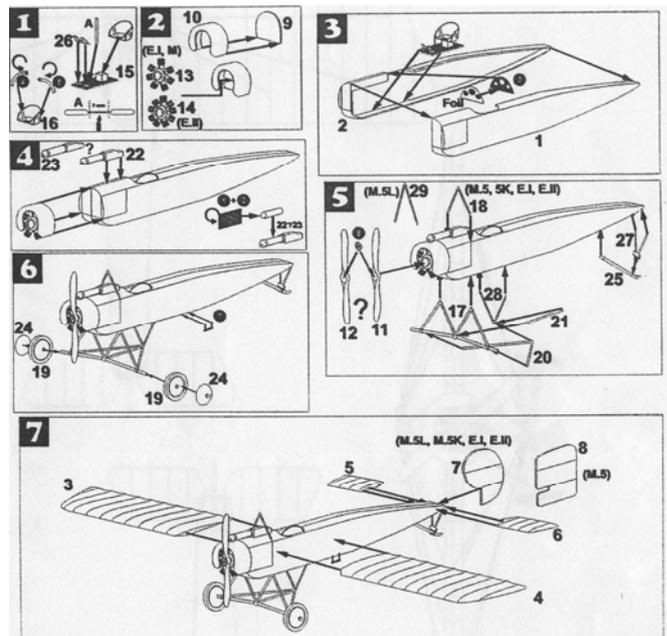
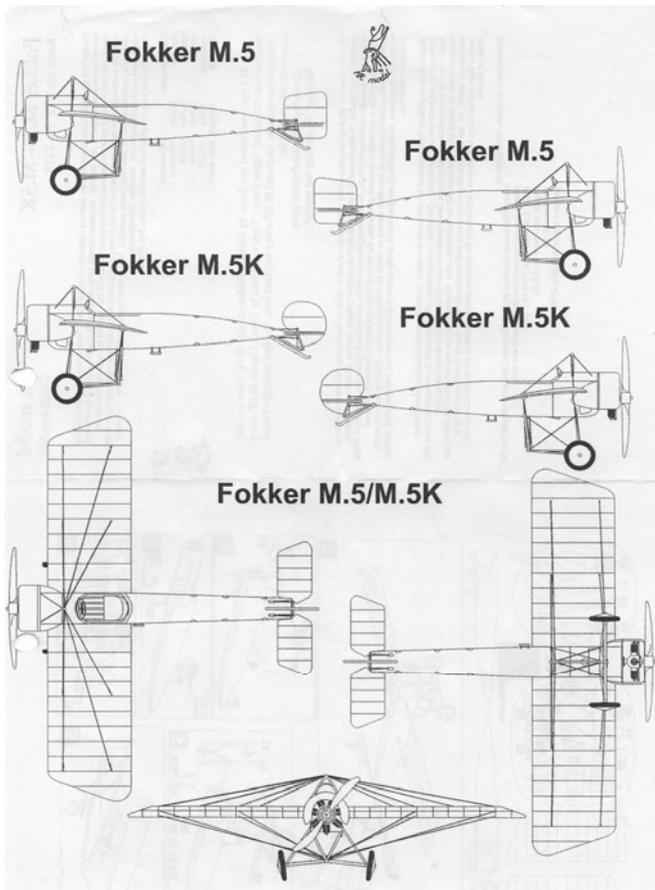


HR model
Czech republic



Serie
Famous planes
of WW I

Resin parts, decals, metal parts



Only two references give dimensions specifically for the M.5, and there clearly is a difference. Ref. 1 reports the smallest span, while ref. 2 assigns the same span as that for the E.I, which nominally would have been identical to the M.5K/MG, a M.5K equipped with a synchronized machine gun. The documentation of the kit states dimensions close to those of ref. 1.

	<i>Hegener (ref. 1)</i>	<i>Grosz (ref. 2)</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	8.53 m	8.95 m	118.5 – 124.3 mm	118.6 mm
<i>Length</i>	6.77 m	6.75 m	93.8 – 94.0 mm	93.6 mm
<i>Height</i>	2.93 m	2.88 m	40.0 – 40.7 mm	39.8 mm
<i>Engine</i>	Oberursel U 0 80 hp			
<i>Crew</i>	1			

Model dimensions are closest to those quoted by Hegener (ref.1) and are quite accurate.

Building the model

I have built the M.5 model, that is with the square rudder and without the machine guns, according to the instructions and have not corrected the cockpit interior. I have, however, made some improvements.

- Strips of grey painted Plasticard to simulate the welded tube fuselage in the cockpit,
- Control horns made from Plasticard strip material,
- 0.3 mm holes at the location where the control cables leave the rear fuselage.

Cockpit parts and fuselage interior have been painted prior to assembly and the cockpit is assembled in one of the fuselage halves. After joining the other fuselage half, I have finished the fuselage with putty and have sanded it until it was smooth. The 0.3 mm holes for the control cables are drilled and the wings are attached, after which the assembly has been painted matt linen. The cockpit edges have been painted matt brown leather.

On the locations of the wing indicated in the three-view drawing in the kit two times four holes have been drilled to pass the bracing and warping wires through.

Then the undercarriage is build. The locations where it has to join the fuselage are slightly enlarged by means of a 0.5 mm drill before gluing the struts, and on the locations where the bracing and warping cables pass through the struts a 0.3 mm hole is drilled. The same applies to the pylon, attached on top of the fuselage. Alignment of the undercarriage is “on the eye”. The control horns are attached to rudder and elevator and elevator and rudder are glues to the rear fuselage. I have given all surfaces a finish with satin clear varnish.

Bracing and warping wires and control cables are made of 0.08 mm fishing tackle. Prior to gluing the bracing and warping wires they are fixed with Tamyia masking tape, so the final attachment is made in one go. The control cables are first glued in the 0.3 mm holes, and when dry glued to the control horns.



Above and to the left some pictures of the finished model.

References (M.5, M.5K, M.5K/MG)

1. H. Hegener, *Fokker - The Man and the Aircraft*, p. 197, ISBN 0-8168-6370-9, 1961
2. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, pp. 26, 30, ISBN 3-89880-355-4, 2004
3. A.R. Weyl, *Fokker: The Creative Years*, pp. 66-69, 71, 73, Putnam, London, 1965
4. J.M. Bruce, *The Fokker Monoplanes, Profile Publications No. 38*, pp. 3-4, Profile Publications Ltd., Leatherhead, Surrey, 1965
5. A.G.H. Fokker & B. Gould, *De Vliegende Hollander*, pp. 97, 112-113, Van Holkema & Warendorf's Uitg. Mij. N.V., Amsterdam, 1931
6. A. Imrie, *Fokker Fighters of World War One, Vintage Warbirds No. 6*, p. 7, ISBN 0-85368-782-X, 1986
7. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, p. 22, ISBN 3-928820-21-4, 1993
8. P. Leaman, *Fokker Aircraft of World War One*, pp. 29-31, 34, 36, ISBN 1 86126 353 8, 2001
9. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 9-10, 19-20, ISBN 907557410X, 1998
10. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, p. 7, ISBN 90-9011870-5, 1998

¹ The cockpit interior has the fundamental error of each World War I (Fokker) kit of HR Model: It has a far too fancy instrument panel, composed of black printed dials on the transparent sheet and the etched control panel, which represents clearly a post-war status.