

Fokker M.9 Classic Plane¹ vacuum kit

Biplane fighter prototype

Scale 1:72

Also known as Fokker K.I, the M.9 is an attempt to produce a heavily armed fighter plane (the “K” stands for Kampf). The aircraft is a composition of two “standard” fuselages and wing sections of the same construction as those of the early Fokker monoplanes and the M.7. The machine is reported to have made only two test flights, the second flight with the pilot and two mechanics in the gunner positions in an attempt to improve flying qualities. This did not help much; apparently the roll control by warping the wing



had much effect on the directional and pitch control, because it directly resulted in a rotation of the two fuselages.

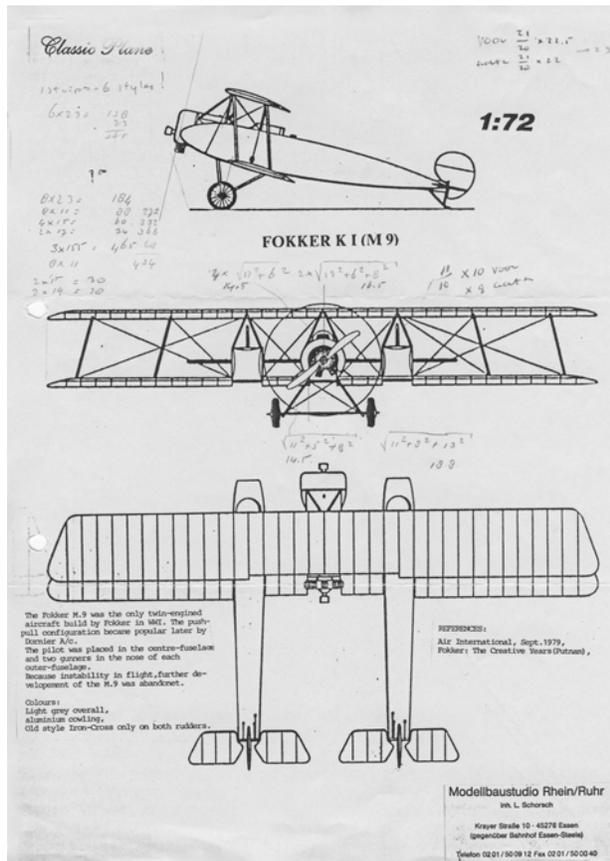
The kit

The Classic Plane vacuum kit includes a three view drawing, clearly illustrating the position of the wing struts, the vacuum formed sheets with wing, fuselage and tail plane parts, a number of resin parts (seats, engines, propellers, engine cowlings, cockpit interior detail and tail skids), a length of plastic rod material for undercarriage struts, tail skid support unit and cabane struts, and a length of streamlined profile for the inter-plane struts.

The engines are nicely detailed, but not accurate. It has nine cylinders, while the Oberursel U 0 has only seven, and the plumbing looks more like that of the U II, than that of the U 0.

There are very few pictures of the M.9 and none of the references explicitly state dimensions. Documentation of a resin kit of AB Models of the M.9 mentions a span and length, but the source is not clear. Engels (ref. 1 and 2) and Weyl (ref. 3) show a three-view drawing, which is probably also speculative.

The kit is relatively well on scale, if the AB Model kit dimensions are used as a reference.



	AB Model kit	1:72	model
Span	12.71 m	176.5 mm	187.2 mm
Length	7.20 m	100.0 mm	105.8 mm
40.1	--	--	40.1 mm
Engine	2 x Oberursel U 0; 2 x 80 hp		
Crew	3		
Armament	2 machine guns		

Building the model

The M.9 of Classic plane was my first vacuum kit model. The fuselage, wing and tail plane parts were easily removed from the polystyrene sheet by sanding the parts gradually down until they fell from the sheet. It was, however, more difficult to get them straight and well aligned afterwards. The three fuselages I had to correct a lot by applying several layers of putty, and I could not get the single surface wings really straight, as the poly-

styrene material is not that easily corrected by applying heat as polyurethane resin. Unfortunately this shows clearly on the photographs of the model.

Classic Plane has luckily not tried to produce the more complicated parts by vacuum technique too; the resin parts were easily cleaned and finished. Cockpit interior parts and engines were painted prior to assembly. I did not add additional detail to the cockpit and two gunner positions interior.

The correct length of the cabane and inter-plane struts was calculated from the three-view drawing and the struts locations on fuselages and wings were also copied from the drawing. I started assembly from the fuselages, building up the cabane structures and fitted the inter-plane struts afterwards. The model was painted after assembly, except for the rudders. These were finished separately, and have been cemented in place after application of the decals taken from other kits.

No bracing, warping and control cables have been mounted. Below some pictures of the finished model are shown. The model gives a correct impression of the aircraft, but is missing detail.



References

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5. P. Leaman, *Fokker Aircraft of World War One*, ISBN 1 86126 353 8, p. 52, The Crowood Press, Ramsbury, 2001
6. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 198, 221, ISBN 0-8168-6370-9, 1961
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10. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 28, Fibula - Van Dishoeck, Haarlem, 1979

¹ www.classic-plane-mrr.de