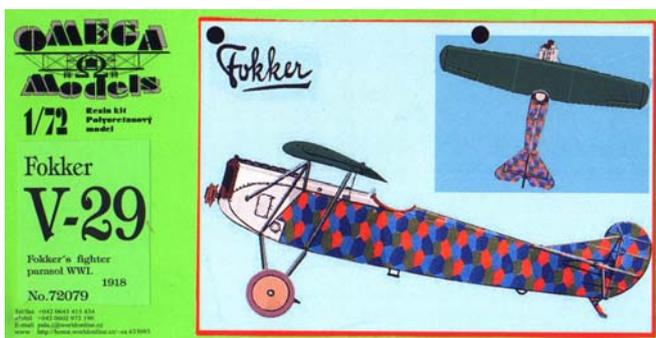


Fokker V.29 Omega Modelsⁱ resin kit

Monoplane fighter prototype

Scale 1:72

The Fokker V.29 was an enlarged version of the V.26 (the E.V/D.VIII prototype) to accommodate the larger and heavier water-cooled Mercedes or BMW engine. As the Fokker V.27 it also participated in the second fighter competition, but did not win in its class either. The V.26, V.27, V.29 and V.37 prototypes exploited the same configuration, ultimately leading to the Fokker F.VI fighter, sold to the U.S. Army Air Corps in small numbers and operated as the PW-5 (Pursuit Water-cooled-5) fighter.

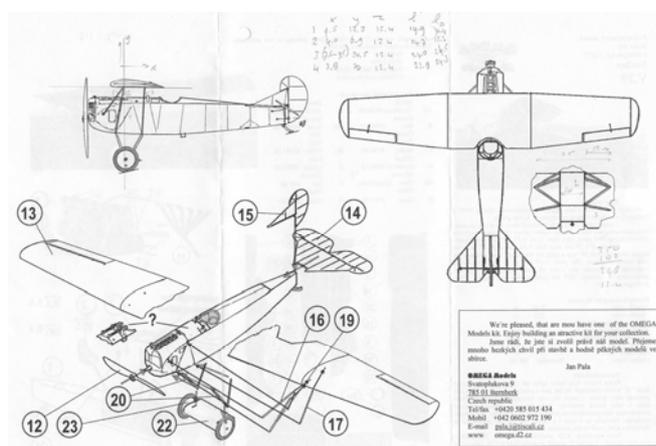
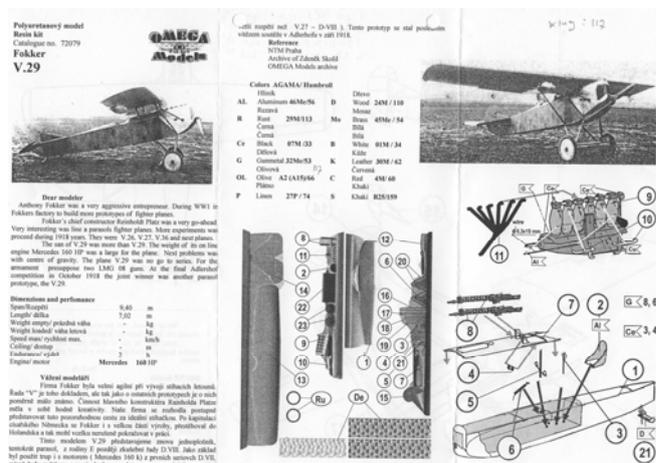


The kit contains 30 resin parts, lozenge camouflage decals to cover the fuselage, two rubber tyres and a length of metal wire to detail the engine and to serve as horizontal tail plane bracing struts. The parts are well finished and need little rework.

The instruction sheet is adequate. It contains an overview of the box contents, two exploded views of the model and one of the Mercedes engine, two photographs, a two-view drawing in scale 1:72 indicating the details of the cabane and the wing struts, a short historical description of the aircraft and painting instructions. Together with the coloured drawing on the box this gives sufficient help in constructing the model.

This building report concerns the second copy I have built of the model. In building the first one I have misinterpreted the position of the wing relative to the fuselage, and I discovered that too late to correct it, so this time I paid attention.

Both Grosz (ref. 1) and Engels (ref. 2) report identical dimensions. Engels shows a three-view drawing of the V.29.



	Ref.	1:72	model
Span	9.68 m	134.4 mm	mm
Length	7.02 m	97.5 mm	mm
Height	2.93 m	40.7 mm	mm
Engine	Daimler Mercedes D.III, 160 hp; BMW IIIa, 185 hp ⁱⁱ		
Crew	1		
Armament	2 Spandau LMG 08/15 7.92 mm machine guns		

Fuselage

In order to accommodate the engine and cockpit interior properly, the fuselage inside has been enlarged slightly, fitting engine and seat continually. First the engine parts and the engine exhaust have been painted according to the instruction sheet and assembled. The fuselage interior has been painted light grey (Humbrol 127) and dark grey, thin plastic strips have been glued on the cockpit walls to suggest the fuselage tube frame. **Instrument panel?**

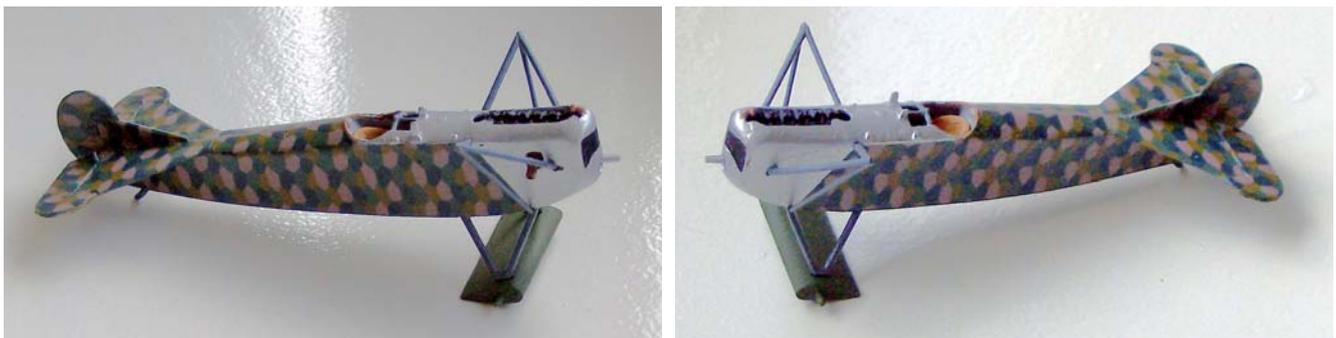
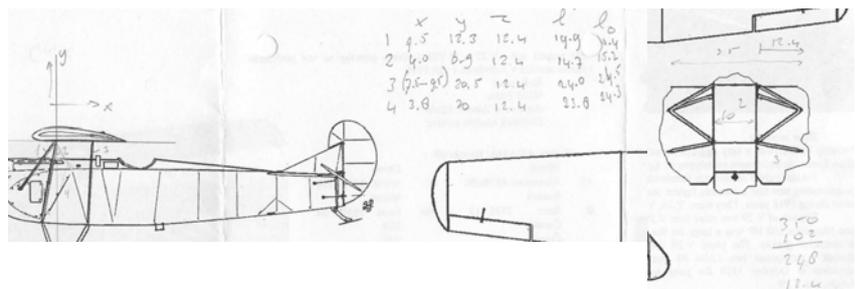
After that the cockpit interior assembly is straightforward. The seat has been painted leather **??**, the controls dark grey (Humbrol **xxx**), the instrument dials matt black (Humbrol 33). **???** painted seat belts from my scrap box have been mounted. I have mounted the engine in the fuselage and the engine cover glued in place. In a way it is a pity to "hide" the well-detailed Mercedes engine. The joints have been treated with putty and sanded smooth. Tail planes have been attached and again the joints filled with putty and sanded flush. I have painted the forward part of the fuselage silver, the radiator matt black and the remainder of the fuselage glossy light grey to provide a good basis for the lozenge decals to be applied on the rest of fuselage and tail planes. The lozenge covering has been applied in phases, using ample Microscale Industries Micro Set and Micro Sol, letting the decals dry thoroughly and trimming the excess prior to applying the adjoining parts.

Undercarriage

The undercarriage and tailskid have been assembled next without modifications. Before assembly the struts and the top of the tailskid have been painted dark grey, the wheel axle fairing dark green (Humbrol 117) and the bottom of the tail skid natural wood.

Wing

I have constructed the cabane struts according to the drawing in the kit from **X.X** mm plastic rod material, as the struts included in the kit were rather crude, and I have had experiences in thinning them. The struts have been painted dark grey (Humbrol 125) prior to assembly. I have used a simple assembly jig (a sheet of plastic reproducing the top of the cabane pyramid position at the wing relative to the forward cockpit edge) to locate them in the correctly.



Control levers for ailerons, rudder and elevator have been constructed from **0.2** mm scrap plastic, painted dark grey for the tail surfaces and glued in place. I have painted the wing dark green (Humbrol 117). The wing has been glued on the cabane pyramids, using the rear wing support struts to position it correctly and fixing it finally.

Finishing the model

I have drilled 0.3 mm holes at the location where control cables leave fuselage and wing (well indicated in the two-view drawing in the instruction sheet) and in top and bottom of the forward undercarriage struts. The machine guns painted gun metal have been glued in place, as well as the **x.x** mm plastic rod tail plane bracing struts, painted dark grey before hand. Control cables and undercarriage bracing cables have been made of 0.08 mm fishing line and glued in place with a drop of liquid cyano glue. I have glued the dark green wheel hubs in place and mounted the rubber tyres. The cockpit mounting stairs and the fixation rings at the rear fuselage have

been formed of 0.4 mm brass wire, painted dark grey and glued in place. Finally the propeller has been painted natural wood, streaked with thin stripes of ??? (Humbrol yyy) and glued in place. The pictures below show the finished model.



References

1. P.M. Grosz & V. Koos, *Fokker Flugzeugwerke in Deutschland 1912-1921*, p. 117, ISBN 3-89880-355-4, 2004
2. A.S. Engels, *Fokker und seine Flugzeuge*, pp. 166-167, ISBN 3-930571-52-8, 1996
3. H. Hegener, *Fokker, The Man and the Aircraft*, p. 211, ISBN 0-8168-6370-9, 1961
4. V. Koos, *Die Fokker-Flugzeugwerke in Schwerin, Geschichte - Produktion - Typen*, p. 28, ISBN 3-928820-21-4, 1993
5. P. Leaman, *Fokker Aircraft of World War One*, p. 167, ISBN 1 86126 353 8, 2001
6. R. de Leeuw, *Fokker Verkeersvliegtuigen, Van de F.I uit 1918 tot de Fokker 100 van nu*, p. 11, ISBN 90 269 4074 2, 1989
7. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 40, Fibula - Van Dishoeck, Haarlem, 1979
8. A.R. Weyl, *Fokker: The Creative Years*, pp. 346-347, Putnam, London, 1965

ⁱ www.omega-models.com

ⁱⁱ The references quote both engines for the V.29. It is not clear with which engine it flew during the trials. The kit has modelled the Mercedes engine.