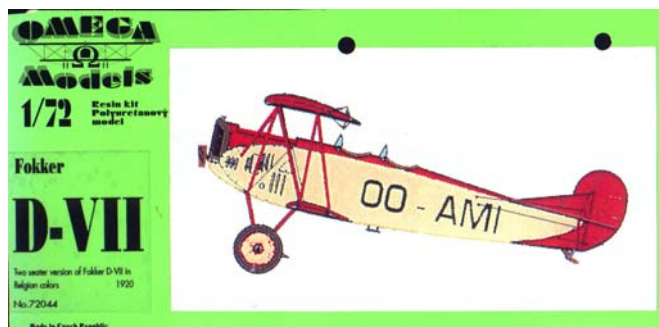


Fokker D.VII two-seater Omega Modelsⁱ resin kit

Biplane demonstrator

Scale 1:72

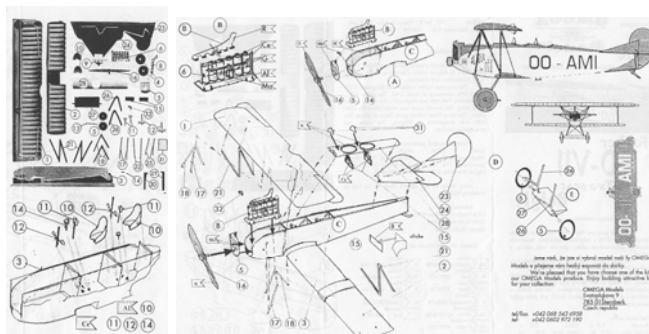
Quite some D.VII fighters were converted into two seat planes, often used as demonstrator or taxi-plane. According to Weyl (ref. 4) the prototype of this conversion had the factory designation V.35. Major modifications were the relocation of the fuel tank to the centre wing section, making place for a second seat in the fuselage and, of course, removal of the guns.



The kit contains a decal sheet with the registration letters, some clear plastic sheet for the windscreen, a length of metal wire to detail the engine and the resin parts, generally well detailed and easy to clean. They need little adjustment, only the engine cover, the fuselage at the engine location and the nicely detailed engine itself need some rework to make the engine and its exhaust fit in the fuselage.

The kit contains parts for dual control and it is the first Omega kit of Fokker aircraft of the First World War epoch, where an instrument panel is included, and not the individual instruments of aircraft which flew in earlier years. This is probably correct, as most D.VII two-seaters date from 1919 and later.

The instruction sheet is sufficient. It has exploded views indicating where all parts go and a three-view drawing (not on scale) of the D.VII. It contains summary painting instructions, but, together with the box cover drawing, that is sufficient.



Hegener (ref. 1), Postma (ref. 2), Schoenmaker (ref. 3), Weyl (ref. 4) and Leaman (ref. 5) all address the two seat D.VII, but none of them gives either dimensions or a three-view drawing. So the best we can do is to compare the model's dimensions with that of a standard D.VII. The source of the dimensions in the instruction sheet is not clear, it is included below as a comparison. The numbers in the kit agree well with those of the standard D.VII. **Wrong span and length measurement!**

	<i>ref.</i>	<i>kit documentation</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	8.60 – 8.90 m	8.90 m	119.4 – 123.6 mm	188.6/194.8ⁱⁱ mm
<i>Length</i>	6.95 – 7.03 m	7.00 m	96.5 – 97.6 mm	176.5 mm
<i>Height</i>	2.75 – 2.95 m	--	38.2 – 41.0 mm	40.8 mm
<i>Engine</i>	Mercedes D III, 180 hp; BMW IIIa, 185 hp; BMW IV, 200 hp			
<i>Crew</i>	2			

Building the model

Building the model is straightforward. I did not add any detail to the cockpit interior. The lower wing fits nicely in the fuselage and needs only minor correcting with putty. I have painted the assembled fuselage plus lower wing and tail planes and the upper wing prior to the assembly of upper wing and undercarriage.

The only tricky part is the assembly of the upper wing. I solved that by ensuring a positive fit of the N-struts and cabane struts in lower and upper wing by enlarging the mounting holes a bit (the same was done for the undercarriage struts). I have glued the N-struts to the lower wing, while using the upper wing as a jig to position the struts correctly. This way I could also check the correct stagger of the top wing. After letting the N-struts

dry I have glued the upper wing in place, and finally, when the wings were thoroughly dry, I have mounted the cabane struts. Mounting the undercarriage and the custom made cockpit stairs (0.4 mm brass wire) the model was finished. I did not add bracing wires. Below some pictures of the finished model are shown. Like all early models of Omega, the wing is slightly too massive compared to the real life example. And, as with almost all resin kits, all struts are too thick. When I would build it again, I would certainly opt to use the Aeroclub Model bi-plane wing assembly jig and custom made wing- and cabane-struts.



References

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4. A.R. Weyl, *Fokker: The Creative Years*, pp. 297-298, 303-305, Putnam, London, 1965
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ⁱ www.omega-models.com

ⁱⁱ Including ailerons.