

# Fokker D.VII BMW IV Vami Models<sup>i</sup> resin kit

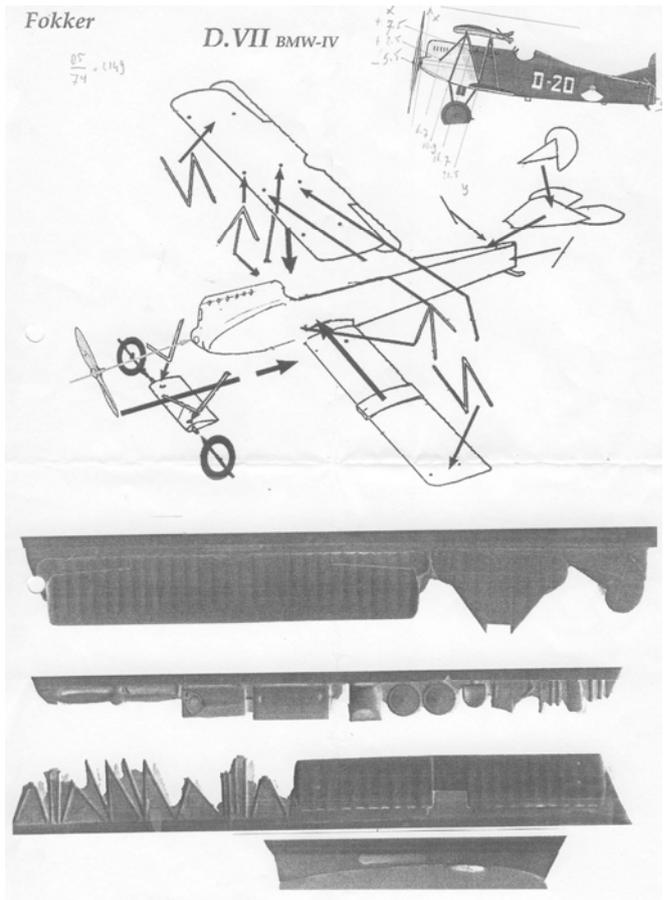
## Biplane fighter

Scale 1:72



The type stayed into service until the Second World War, ending its life as a trainer. It did not get a successor as a fighter (TBC).

The Fokker D.VII with BMW IV engine has specifically been developed for the Air Arm of the Dutch Navy in XXXX. Next to the new and stronger engine the radiator has been modified (it was now mounted under the fuselage) and a headrest and fairing have been added, giving the plane a more modern outlook.



The kit contains resin parts, decals and an instruction sheet. The instruction sheet is very limited; it only contains a side-view drawing, an exploded view and a picture of the resin parts in the kit.

Geldhof (ref.1) and Hooftman (ref. 2) discuss the D.VII with BMW IV engine and give its dimensions.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	8.90 m	123.6 mm	mm
<i>Length</i>	6.95 m	96.5 mm	mm
<i>Height</i>	2.75-2.95 m	38.2-41.0 mm	mm
<i>Engine</i>	BMW IVa, 230 hp <sup>ii</sup>		
<i>Crew</i>	1		
<i>Armament</i>	2 Spandau machine guns		

### Cockpit

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## Fuselage

I have replaced the cabane struts and the struts between rear upper wing spar and fuselage included in the kit by custom made ones, produced from  $x.xx$  mm plastic rod material. The length of the struts I have derived from measurements from the side view drawing (x and Y) and of the model (in the span direction).

## Wing

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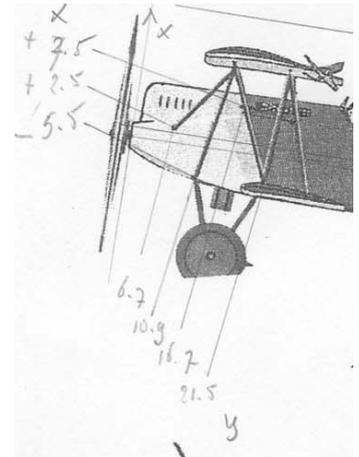
## Undercarriage

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## Final assembly

The decals are of good quality, but are rather thick, so it is virtually impossible to apply them without the transparent edges showing.

Below some pictures of the finished model.





## References

1. N. Geldhof, *70 Jaar Marineluchtvaartdienst*, pp. 19, 21, 183, 214, Uitgeverij Eisma B.V., Leeuwarden, 1987
2. H. Hooftman, *Van Farman tot Neptune, Deel I: Romantiek van watervliegtuigen en vliegboten*, pp. 81-82, 93-94, La Rivière & Voorhoeve, Zwolle, 1964

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<sup>i</sup> <http://users.skynet.be/vami-models/>

<sup>ii</sup> Hooftman reports 250 hp, Geldhof 180 hp; probably both are wrong.