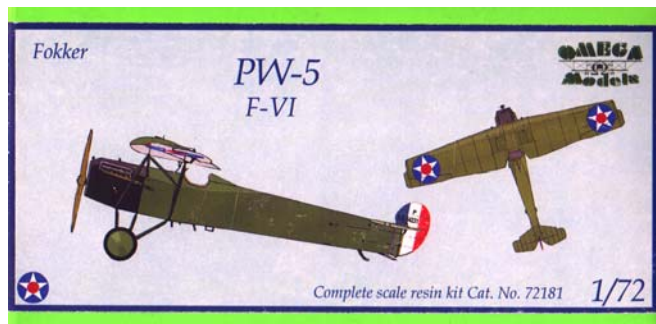
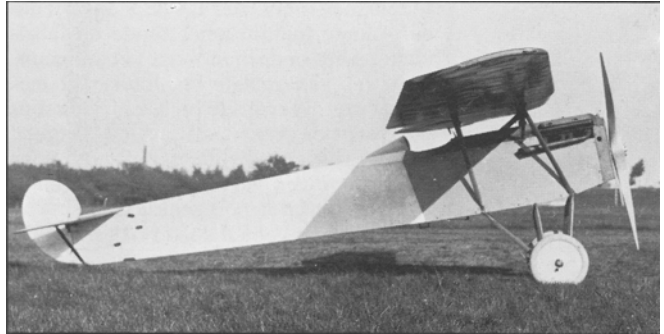


Fokker F.VI Omega Modelsⁱ resin kit

Monoplane fighter

Scale 1:72

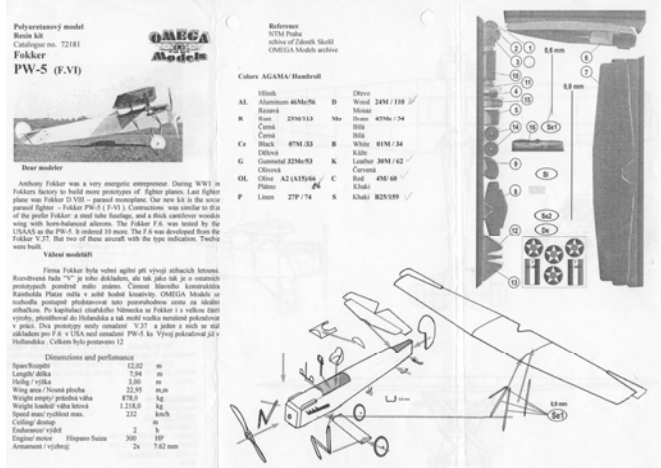
The Fokker F.VI was a monoplane fighter developed from the V.37 prototype ground attack aircraft and was sold in limited numbers to the US Air Corps, where it received the designation PW-5 (Water-cooled Pursuit airplane 5). Some sources report it was derived from the V.40, but the most reliable sources (Grosz and Hegener) state that the V.40 was a much smaller sportsplane. The F.VI had a slightly better performance than the D.VII, mainly thanks to the more powerful, more recent engine. The prefix type prefix F was exceptionalⁱⁱ; in principle it was only used for Fokker passenger aircraft, while D designated fighters.



sheet. The 0.6 mm wire is intended for the production of the cockpit steps and the fuselage handling aids; the 0.8 mm wire is for the wing struts. The resin parts are of good quality and need few rework.

The instruction sheet shows a three-view drawing of the aircraft (scale 1:1) **TBC**, an exploded view indicating the location of the parts, list of paint colours to be used, but no painting scheme other than the box cover.

The kit contains the resin parts, a length of 0.6 mm and of 0.8 mm metal wire, a small sheet of transparent plastic for the windscreen, decals and an instruction



Hegener (ref.1), Wesselink (ref. 2), Vliegwereld (ref. 4) and Fokker Bulletin (ref. 7) report the dimensions of the F.VI, while Weyl (ref. 3) gives a three-view drawing.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	12.00-12.04 m	166.7-167.2 mm	mm
<i>Length</i>	7.94-7.96 ⁱⁱⁱ m	110.3-110.6 mm	mm
<i>Height</i>	2.74 ^{iv} -3.00 m	38.1-41.7 mm	mm
<i>Engine</i>	Wright Hispano H2, 300 hp		
<i>Crew</i>	1		
<i>Armament</i>	2 Browning machine guns		

Cockpit

<text>

Fuselage

<text>

Wing

<text>



Undercarriage

<text>



Final assembly

Painted green Humbrol 86.

Appendices produced from scrap.



Below some pictures of the completed model.





References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 48, 67, 188, 216, ISBN 0-8168-6370-9, 1961
2. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 22, Unieboek B.V., Bussum, 1982
3. A.R. Weyl, *Fokker: The Creative Years*, pp. 360-362, Putnam, London, 1965
4. *Vliegwereld, Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
5. H. Hooftman, *Alles over de Fokker Friendship, Fokker Verkeersvliegtuigen van F.1 tot F.28*, p. 22, L.J. Veen's Uitgeverij N.V., Amsterdam, 1963
6. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 49, ARTI beeld encyclopedie 36, Alkmaar, 1959
7. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 44, *Luchtvaart in Beeld* nr. 1, Omniboek, Kampen, 1978
8. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 56, *Fibula - Van Dishoeck*, Haarlem, 1979
9. *Fokker Bulletin, Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 48, 51, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

ⁱ www.omega-models.com

ⁱⁱ The only other exception is the designation of the first two Dr.I triplanes delivered to the German air force, which had the type designation F.I before the Dr designation for triplanes was introduced.

ⁱⁱⁱ Two references report a quite different length: *Vliegwereld* (ref. 4) 7.10 m, Hegener (ref. 1) 7.96 m and 8.29 m. **TBC**

^{iv} Hegener reports the lower value.