

# Fokker C.V C Omega Models' resin kit

## Biplane reconnaissance/light bomber

Scale 1:72

The Fokker C.V C was the strategic reconnaissance version of the C.V B with a larger wingspan and a higher take-off weight. The C.V C version for the Dutch Navy, which is the subject of the Omega Models kit, was originally ordered as a float plane (C.V-W with a C.V C wing), but did not satisfy the expectations of the Navy. So the first deliveries were changed back to the landplane version, and the remaining aircraft have been delivered as landplanes also.



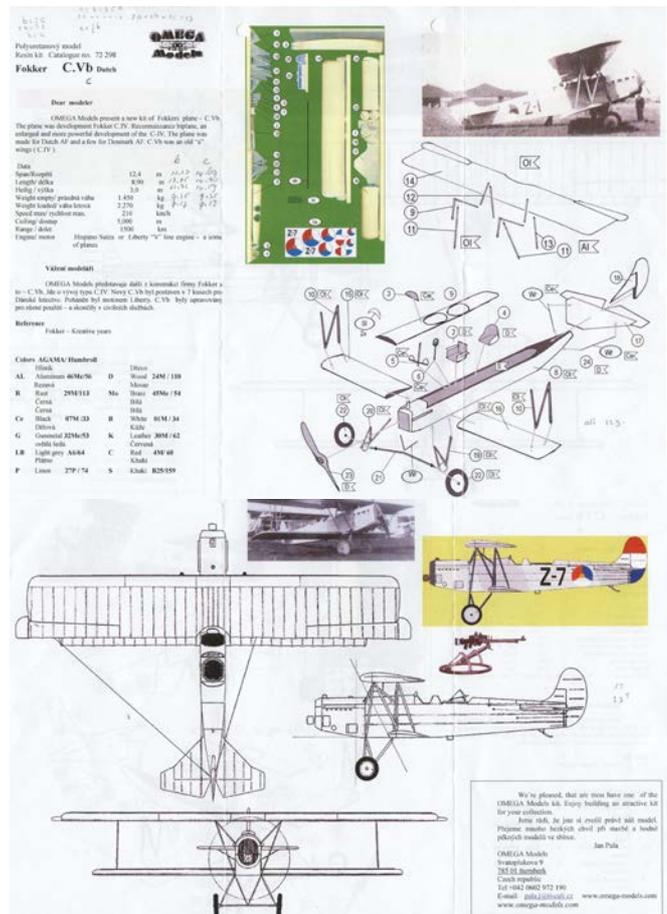
The kit contains resin parts, a clear sheet of plastic for the windscreens, a short piece of metal wire for parts of the undercarriage and the tail struts and decals.

The instruction sheet shows the contents of the box, two photographs of aircraft that served with the Dutch navy, an exploded view indicating the location of all parts and a three-view drawing.

Omega Models presents the kit as the Fokker C.V B, as has flown with the Dutch Naval Air Arm. However the references state that only the Fokker C.V C, which had its first flight in 1924, and the Fokker C.V E have flown with the Naval Air Arm. And only the C.V C had ailerons protruding outside the wings. What does not make it easier is that the C.V C has been equipped in later life with new wings with integral ailerons. From the pictures it even seems that they might be the larger 15.30 m span C.V E wings. Alting (ref.1), Vliegwereld (ref. 2), Geldhof (ref. 3), Hegener (ref. 4) and Wesselink report dimensions of the C.V C. They agree on a span, which is larger than the 12.40 m span quoted in the documentation in the kit. Also the length and height of the aircraft quoted are larger than included in the kit's instruction sheet.

I could not identify a reason for this difference; the value for the span is closest to that quoted for the C.V D (12.50 m) or the C.V A (between 11.99 and 12.03 m), the length for all versions is consistently quoted as being between 9.17 and 9.57 m and the height as between 3.38 and 3.75 m. The table below shows the dimensions from the references and the model (bold printed values are taken as reference). The scale of the model is not very accurate: span much too small (15%), length and height a bit too small.

	<i>references</i>	<i>Omega kit</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	14.36 – <b>14.63</b> m	12.40 m	199.4 – <b>203.2</b> mm	164.8/172.3 mm
<i>Length</i>	9.17 – <b>9.35</b> m	8.96 m	127.4 – <b>129.9</b> mm	123.4 mm
<i>Height</i>	<b>3.38</b> – 3.75 m	3.00 m	46.9 – 52.1 mm	45.1 mm



	<i>references</i>
<i>Engine</i>	Hispano-Suiza 51, 450-500 hp
<i>Crew</i>	2
<i>Armament</i>	2 – 4 machine guns

I have assumed that the Omega Models kit represents the C.V C, what is supported by the engine type and accommodation. I have chosen the Z-4, as illustrated at the right (picture taken from Hooftman, ref. 9), as reference for my model. Note that the engine exhaust in this picture is covered or accommodated differently.



## Fuselage

I have used seat belts from several sources for both pilot and observer/gunner seat.

I have added two times eight engine exhausts as shown on the pictures. I have made them from short 0.7 mm plastic rod, in which a 0.3 mm hole has been drilled. I have painted the outside rust brown and the inside matt black. The access panel engravings are correct.



Although the position of the forward firing machine guns is not indicated in the documentation that I have available, I have assumed they were located above the engine, and modelled them by gluing two small pieces of 0.6 mm plastic rod above the radiator. I have again drilled small holes in them (painted matt black). The tubes (guns) themselves are finished gun metal.



The fuselage has been painted light grey (Humbrol 129) according to B. de Groot (ref. 6), except for the engine covering, which has been finished aluminium.

## Wing assembly

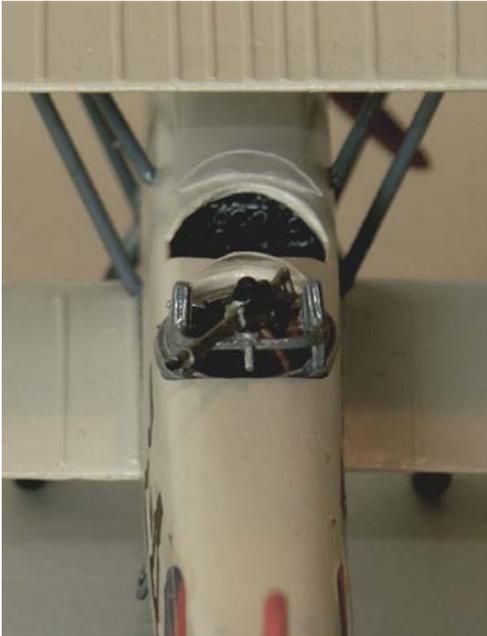
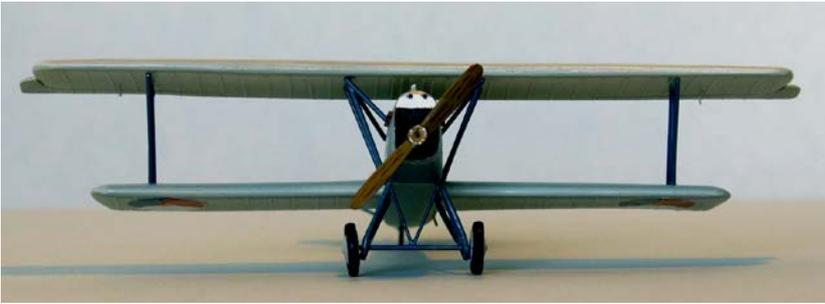
The kit includes a 3-view drawing at the scale of the model. The drawing has been used to establish the correct position of the wings. The lower wing has been glued to the position shown in this drawing flush to the fuselage underside. The joints have been filled with putty and finished by sanding. I have assembled the upper wing with the help of the Aeroclub assembly jig; new N-stiles and cabane struts (diameter 1.1 mm) and tail bracing struts (diameter 0.7 mm) have been produced to fit the correct position. A fuel line is visible on some of the picture of the MLD C.V C. I have made one of 0.25 mm metal strand and have mounted it between the top of the fuselage and the lower side of the upper wing.

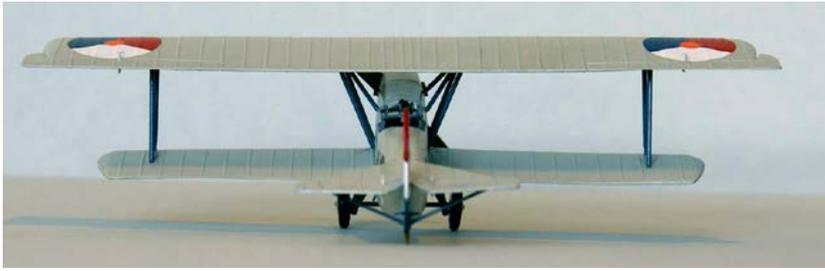
## Finishing

Other modifications are the usual ones:

- Mounting control horns produced from thin plasticard,
- Drilling 0.3 mm holes on the location where the control cables leave the structure,
- Adding a machine gun by a white metal Scarff ring and Lewis machine gun one from Aeroclub, as there was no machine gun included in the kit,
- Adding the cockpit stairs made of 0.4 mm brass wire,
- Adding a small bit of 0.4 mm metal wire to support the tail skid,
- Adding the control cables (0.08 mm nylon fishing line).

N stiles, cabane and undercarriage struts have been painted dark grey (Humbrol 125). Decals have been taken from the set of Dutch Air force rosettes of Dutch Decal. The decal for the registration number has been custom made. The tail has been painted red, white and blue. The pictures show the completed model.





## References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, pp. 27, 30, Rebo Producties, Sassenheim, 1988
2. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
3. N. Geldhof, *70 Jaar Marineluchtvaartdienst*, pp. 184, 214, Uitgeverij Eisma B.V., Leeuwarden, 1987
4. H. Hegener, *Fokker, The Man and the Aircraft*, p. 181, ISBN 0-8168-6370-9, 1961
5. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, pp. 48, 50, Unieboek B.V., Bussum, 1982
6. B. de Groot, *Camouflage & Markings: Colours of the Dutch Air Force*, [http://ipmsstockholm.org/magazine/2005/09/stuff\\_eng\\_dutch\\_af\\_coulours\\_01\(02\).htm](http://ipmsstockholm.org/magazine/2005/09/stuff_eng_dutch_af_coulours_01(02).htm)
7. W. Geneste, *75 Jaar Vliegende Marine, Never a dull moment*, pp. 43, 60, 86-87, Marinevoorlichting, Den Haag & Uitgeverij Eisma, Leeuwarden, 1992
8. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Burgerluchtvaart in Nederland, Deel 1; Van H-NABA tot PH-AEZ*, p. 68, Cockpit-Uitgeverij, Bennekom, 1979
9. H. Hooftman, *Van Farman tot Neptune, Deel I: Romantiek van watervliegtuigen en vliegboten*, pp. 83-84, 95, La Rivière & Voorhoeve, Zwolle, 1964
10. G.H. Kamphuis, *75 jaar MLD*, p. 11, De Alk, Alkmaar, 1992
11. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, pp. 64, 69, Fibula - Van Dishoeck, Haarlem, 1979
12. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, p. 96, ISBN 907557410X, 1998

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<sup>i</sup> [www.omega-models.com](http://www.omega-models.com)