

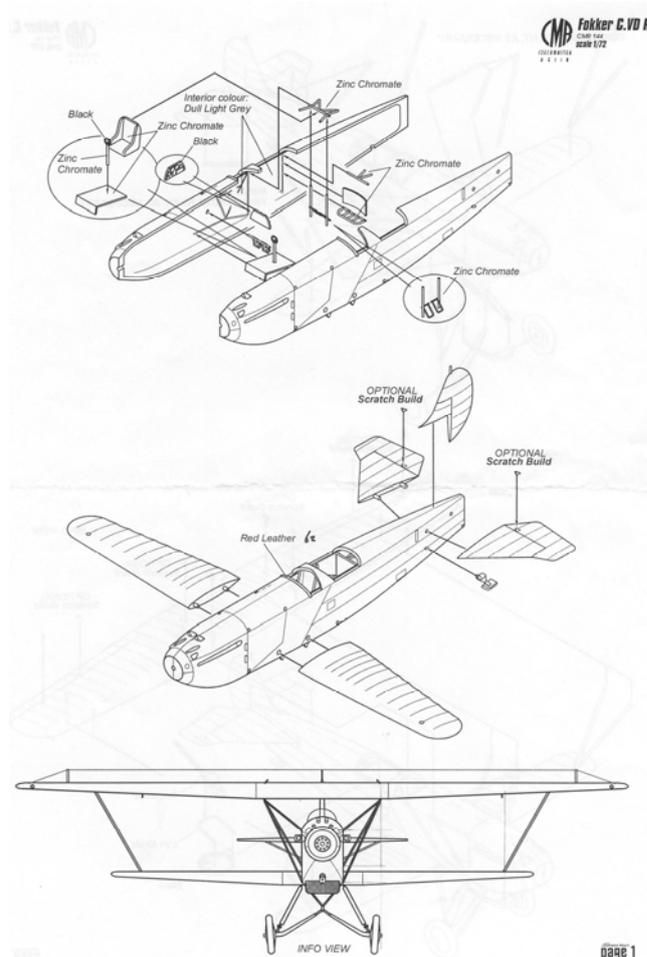
Fokker C.V D Czech Master Resinⁱⁱⁱ resin kit

Sesquiplane tactical reconnaissance, light bomber

Scale 1:72

The Fokker C.V D appeared in 1926. Although it followed the same basic concept of the C.V A through C, it had completely new designed wings with integral ailerons and a larger difference of upper wing and lower wing span. Also the undercarriage was revised, the traditional Fokker landing gear with an axle had been replaced by two independent landing gear legs. As with the C.V B and C.V C different sets of wings could be mounted and an intermediate engine interface allowed mounting several engines without modifying the basic fuselage structure. The C.V D with a Rolls-Royce Kestrel IIb engine flew with the Dutch Army Air Department (LVA). Some aircraft were still in service at the outbreak of World War Two.

The kit comes in a plastic bag and contains resin parts, a transparent windshield, decals for two versions and an instruction sheet. The resin parts are well finished and need few rework. The inter-plane and landing gear struts are very finely modeled and help to give a realistic impression of the airplane. The C.V D version in the kit is the one that flew with the Dutch Army with the Rolls-Royce Kestrel engine.



The instruction sheet is very extensive: Three pages with many exploded views and a three-view drawing, four pages with three view drawings indicating markings for seven different versions and three pages of black and white photographs of the aircraft. The decals are for all seven versions illustrated. Painting instructions are extensive, and the basic colours agree with the colours specified by de Groot (ref. 8). The paint scheme (in Humbrol colours), which I have used is given below (see also the photographs of the completed model at the end of this building report).

Red Leather	62	Rust	113	Yellow	24	Aluminium	11	Light Grey	127
LVA Khaki	155 ⁱⁱⁱ	LVA Blue	65 ^{iv}	Matt black	33	Natural Wood	110	Dark Grey	126

Alting (ref. 1), Hegener (ref.2), Hooftman (ref. 3), Postma (ref. 4and 12), Schoenmaker (ref. 5), Wesselink (ref. 6), Vliegwereld (ref. 7) and Fokker Bulletin (ref. 11) give the dimensions of the C.V D, while Hegener also shows a three-view drawing.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	11.50 m	159.7 mm	mm
<i>Length</i>	9.50-9.57 m	131.9-132.9 mm	mm
<i>Height</i>	3.50-3.58 m	48.6-49.7 mm	mm
<i>Engine</i>	Rolls-Royce Kestrel IIb, 580 hp ^v		
<i>Crew</i>	2		
<i>Armament</i>	2 machine guns, 1-2 flexible machine guns, 16x25/8x50 kg bombs		

Cockpit

The cockpit interior is very well detailed. Painting the interior light grey and the fuselage frame, the controls and the instruments dark grey makes them appear at their best.

Observer's Lewis (?) machine gun oversized? The better scaled Aeroclub one is xxx mm long, compared to yyy mm of the one included in the kit^{vi}.

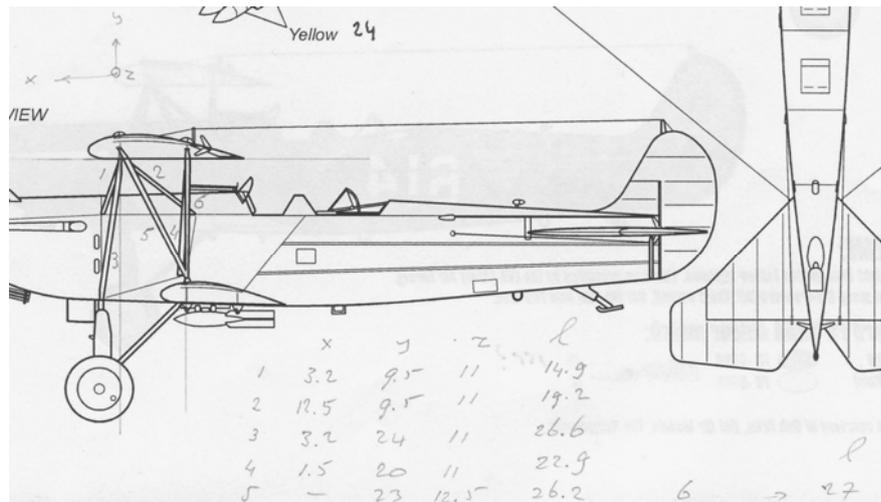


Fuselage

The cockpit interior has been glued into one of the fuselage halves and the two halves joined together. No problems have been experienced there; the joint needed only minor correction. I have mounted the tail planes in position and have drilled 0.3 mm holes at the place where the control cables leave the fuselage. Control horns made of scrap plastic have been glued to elevator and rudder. The rudder has been painted red, white and blue (TBC).

Wing

The lower wing has been joined to the fuselage and finished with putty and sanding. Positioning it was easy, because CMR has provided it with a pin-hole construction, as is normally done with injection type kits. Control horns made of scrap plastic have been glued to the ailerons and top and side of the fuselage and the top of the wings have been painted LVA khaki, the underside LVA blue.



Wing and cabane struts have been produced from x.x mm plastic rod material, as the those contained in the kit had too large a diameter. I have taken the coordinates from the three-view drawings and calculated the length, as shown in the drawing at the right. The struts have been positioned in the right position by means of a jig comparable to the one shown in the picture below.

Check on original pictures whether wing is braced. Rig used?

Undercarriage

<text>

Final assembly

The navigation lights on the wing and fuselage top have been painted green and red. Cockpit stairs and holding fittings? Antenna wire 0.08 mm fishing line.





References

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10. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929
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12. J. van Huijstee, *Vervlogten jaren van Fokker*, p. 40, Van Soeren & Co, Amsterdam, 1997
13. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, p. 148, ISBN 907557410X, 1998
14. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, p. 18, ISBN 90-9011870-5, 1998

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ii www.cmrmodels.co.uk

iii De Groot specifies for LVA Khaki Humbrol 66 and 163 in equal proportions; I did not use it because I had not yet that reference available.

iv De Groot specifies for LVA Blue Humbrol 115.

v Several other engines have been mounted (Hispano-Suiza, Armstrong-Siddely Jaguar, Bristol Jupiter). The Fokker C.V D with a smaller 350 hp Hispano-Suiza engine serving with the Dutch Army got the designation C.VI.

vi I still might change the Lewis gun.