

Fokker D.XVI Conqueror scratchbuild

Sesquiplane fighter prototype

Scale 1:72

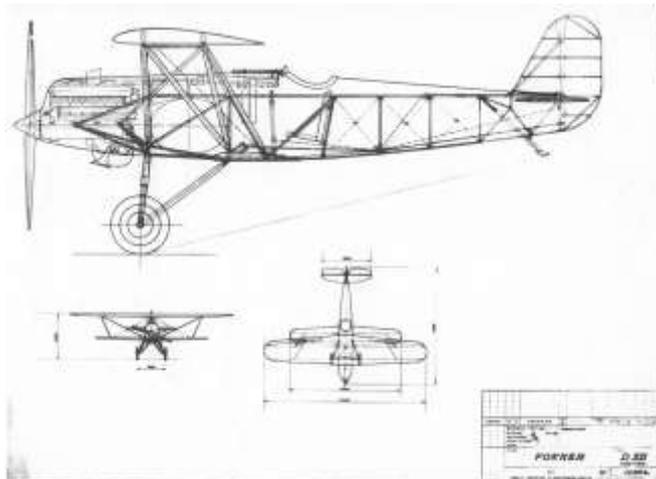
Fokker produced in 1929 three prototypes of its D.XVI fighter: One with an Armstrong Siddeley Jaguar engine, that would see service with the Dutch Army Air Department (LVA, Luchtvaart Afdeling), one with a Gnome & Rhone Jupiter engine, which was sold in small number to Italy, Hungary and China and one with a Curtiss Conqueror engine for the Air Department of the Dutch East Indies Army (LA KNIL), shown at the right in the picture.



The D.XVI with Conqueror engine made its first flight on August 20, 1930 with registration F-32. After that date many test flights have been executed due to performance problems (with different propellers) and the engine temperature (with different coolers). On March 20, 1931 the prototype was destroyed after an unrecoverable spin, killing the pilot.



In the literature not much can be found on the Con-



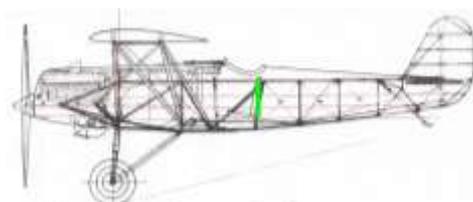
queror version, even the booklet of Frits Gerdessen (ref. 7). My collection Fokker drawings contains two drawings (drawing 10968 with a span of 9400 mm and a length of 7600 mm and drawing 10664 with a span of 10400 mm and a length of 7550 mm) and I have obtained from Edwin Hoogschagen a third drawing (drawing 17700 with a span of 10425 mm and a length of 7550 mm). Clearly this version is larger than the "standard" LVA D.XVI, which had a span of 9400 mm and a length of 7600 mm. The larger span is most likely in view of the greater weight of the water cooled Curtiss motor.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	10.42 m	144.8 mm	144.4 mm (100%)
	7.20 m	98.5 mm	100.0 mm (102%)
<i>Length</i>	7.55 m	104.9 mm	105.0 mm (100%)
<i>Height</i>	2.95 m	38.1 mm	40.9 mm (107%)
<i>Engine</i>	Curtiss Conqueror, 670 hp		
<i>Crew</i>	1		
<i>Armament</i>	2 machine guns Vickers M20, FN-Browning M36		

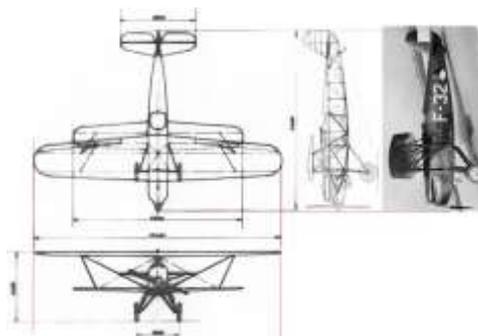
As could be expected only the height shows a significant difference.

Parts

I have started to scale drawing 10664 to 1:72, as well as the side view of the aircraft.

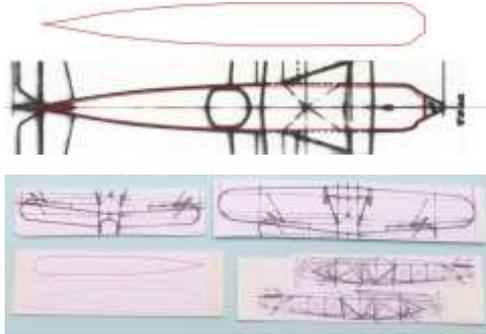


Next I have used Corel Draw to mark in copies of the drawing the parts to be reproduced in styrene in red: the two sides, the centre cross

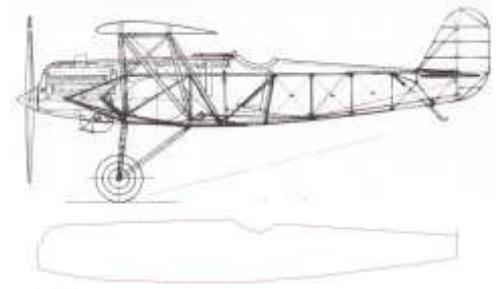


section and the bottom. The cross section mainly serves to keep the underside of the fuselage in the correct shape and will be removed later for the largest part.

I have also indicated the places on the sides where the linen cover is tight over the fuselage tubing and have taken into account the intended thickness of the styrene parts, the sides 0.5 mm thick styrene, the bottom and central part 1 mm thick.



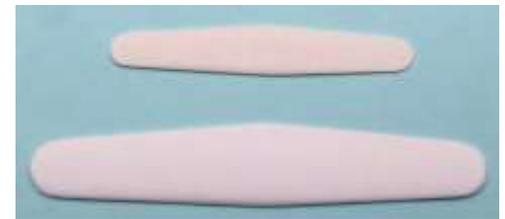
I have printed the drawings, cut them out and glued them on pieces of styrene with Microscale Kristal Klear.



The drawing of the upper wing I have glued on a sandwich of two layers of 1.5 mm styrene, the lower with on a piece of 2 mm styrene.

Wings

I have cut the rough shape of the wings from the styrene with a figure saw and finished the outline with coarse and fine sandpaper. The correct shape has also been achieved by sanding. First I have made the wing taper, keeping the upper wing surface horizontal. In sanding the profile use was made of the wing spars present in the drawings.



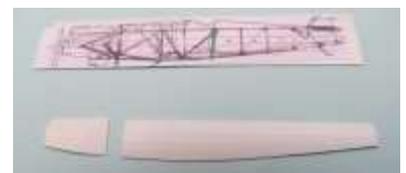
Next I have drawn the wing spars and the ribs at the location of the wing strut attachment points, aileron endings, the ailerons themselves on both sides of the upper wing and at the strut attachment points and the (hinged) wing root of the lower wing. These are locations where in any case panel lines will be present. I have marked the panel lines with a panel line scriber and have removed the ailerons



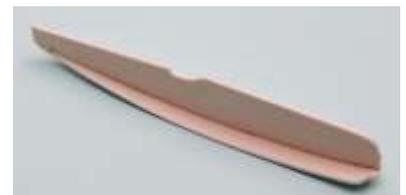
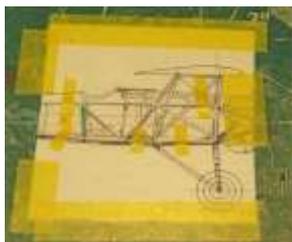
from the upper wing. I have also marked the location of the struts by drilling superficial holes.

Fuselage

I have cut out the side view from the 0.5 mm styrene sheet and have lightly carved the longitudinal stingers with a knife and have deepened them, passing a panel scribe four times. Next I have separated the nose part from it. I have bent the parts on all carved lines with a photo etch bending tool. This way the sides get the characteristic horizontal bends as shown on the photographs. I have cut in the lower part of the skewed line on the nose part. This way the part can be bent following the nose contour.



On the inner side of the side wall I want to show the fuselage tube frame. I have covered a partial copy of the side view drawing with sellotape and have built the framework on it from 0.5 mm styrene rod from the undercarriage attachment point until the first vertical tube behind the pilot seat. I have shortened the height of the framework 1 mm to allow for the thickness of the fuselage bottom part.



After giving the bottom part of the fuselage roughly the required curvature I have glued the central part to it. I have also glued pieces of 1 mm styrene from the fuselage cross section one bay behind the cockpit and behind the

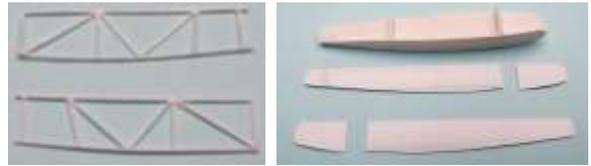


engine compartment.

The picture at the right shows the parts from which the fuselage main structure will be assembled. The top cover will be constructed thereafter.

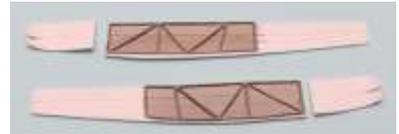


I have glued pieces of styrene on the nose section and have filled the strongly curved areas with Milliput putty. When that had set, I have sanded the nose in the required shape, comparing it continuously



with the photographs of the D.XVI.

The tube framework has been glued on the side walls, leaving the required 1 mm space at the lower side and 0,5 mm space at the forward side. I have painted the inner side light grey, the tubing dark gray. The covers of the nose section have been bent in the correct shape and some excess material has been removed to allow bending it correctly around the nose.



I have worked the joint between the bulkheads and the central dorsal part with knife and panel scribe, so that the central part could easily be removed later on. I have glued the sidewalls to the fuselage bottom and bulkheads, keeping the lower side as well as possible equal to the fuselage bottom. The nose covers have also been glued in place. Next I have removed the central part and have sanded the nose section in its final shape.



As it is rather difficult to produce a fuselage cover, that fits well, from a single sheet of styrene I will cover it with styrene strips of 0.4 x 1.0 mm/ I have started with the central strip and the strip along the fuselage sides.

The cover of the aft part of the fuselage top has been made from with pieces of styrene, roughly cut to size and sanded in the correct shape. The top has been covered with Revell putty, which has as advantage that it also glues loose ends together. After a lengthy sanding job the remaining irregularities have been worked with Tamiya putty.



Engine

On the Internet I found a couple of pictures of the Curtiss V-1570 Conqueror V 12 engine. As most of the engine is hidden in the cowling, the only point of interest is the exhausts, or better the absence of any exhausts. So I have



modeled the engine just as twelve 0.5 mm diameter holes over a length of 12 mm. I miscalculated, so I have made 13 holes. This has been corrected, so now it is 12 holes over a length of 11 mm.

The holes are not very well aligned and the photographs show that in fact small exhaust pipes are present. To improve both the alignment and to make the model more realistic I have enlarged the holes to 6 mm and have cut

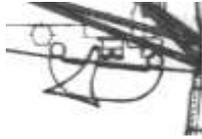


small ends of 0.6 x 0.4 mm aluminium tube. I have aligned the tubes along a straight piece of styrene and have filed length of each tube down until it was only a some tenth of a millimeter outside



the nose surface. The last thing to be modeled is a small vertical column on the nose, of which the use is not clear to me. This has been shaped from a piece of 2 x 3 mm strip and a slice of 1 mm rod.

Another part of engine related equipment being visible is the Lamblin cooler. Several variants have been tested on the D.XVI Conqueror with 48 to 92 slats. It is not clear which version is shown in the photograph. Anyhow, the number of slats on the model will be limited by the minimum material thickness that still can be handled. As 0.13 mm styrene sheet can not very well be sanded in the required shape and damages easily when glued, the slats will be 0.25 mm thick separated by small pieces of sheet with the same thickness.



I have copied the Lamblin cooler from the side view drawing, glued it in Corel Draw and copied it many times. The width of the fuselage is a bit more than 11 mm at the place where the cooler should so I would need some 20 copies to make the cooler, as the cooler door will take at least 0.5 mm from the width available.



I have glued the copied side views to the styrene sheet, as usual with water thinned Microscale Kristal Klear and have cut them out. After removal of the paper and cleaning the surface I have glued the parts with Tamiya Ultra Thin one by one together, aligning the flat side well. After 19 layers I had enough width. I have also constructed the "door" in front of the cooler from 0.25 mm styrene sheet and have painted it khaki. The cooler has been painted aluminium, as shown in the photographs.



On the photographs with the three D.XVI prototypes the Conqueror version has a wooden propeller, but on the other photographs it has a metal propeller. I have chosen this last configuration. In my stock of Aeroclub white metal parts I have found a propeller that with some small adaptations resembled the propeller in the photographs sufficiently. I have painted it aluminium, the rear side of the blades black for three quarters of the length.



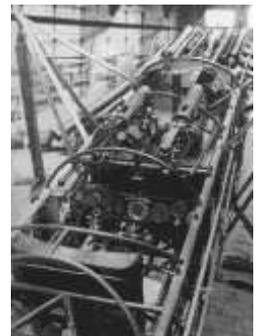
Cockpit

I have cut an instrument panel base from 1 mm styrene with the same upper shape and width as the forward bulkhead and a height of xx mm. The panel fits between the two longerons of the fuselage tube frame work and keeps the fuselage at the required width.

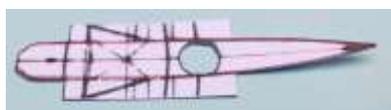


In my scrap box I found a seat that would fit the D.XVI well. I have modified it slightly to get at the required height as indicated in the Fokker drawing.

The further cockpit arrangement I have modeled from a photograph of the contemporary Fokker C.IX which served with the Dutch LVA from 1931 onwards. In a piece of 0.25 mm styrene of the same dimensions as the instrument panel base I have drilled holes of different diameters to represent the instrument dials. This part has been painted dark grey and will be glued over the black painted base. A control stick has been made from pieces of 0.5 and 0.6 mm rod, the rudder bar from 0.5 mm rod and pieces of 0.25 mm sheet and a throttle from a piece of 0.25 mm sheet and some ends of 0.5 mm rod. This should be sufficient to suggest an equipped cockpit.



I have painted the floor of the cockpit light grey. I have glued the two pieces of the instrument panel together and have glued the assembly in the fuselage. In my scrap box I found PE seatbelts, which I have glued on the seat. The seat has been glued on the floor aligned with the skewed tube as indicated in the Fokker drawing and the throttle has been glued to the port wall. I have placed the rudder bar and control stick slightly deflected.



After covering the fuselage the hole for the cockpit had to be cut in the top. I have made a copy of the top view in the drawing on carton, cut the opening out in it and used that to mark the outline

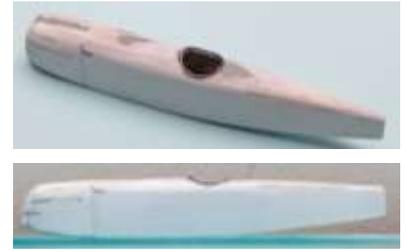


on the fuselage. Carefully I have started to make the hole in the fuselage top, adjusting the place of the opening

such that the rear edge was aligned with the back of the pilot seat. As could be expected, not much of the cockpit interior was visible any more.



The leather border of the cockpit opening I have modeled from solder, a well established technique. I have formed a ring of 0.5 and 1.0 mm diameter solder around the stem of a paint brush and formed these to fit the opening and the curvature of the fuselage top. I have selected the 0.5 mm version, the thickness of which fitted best with the fuselage.



Tail surfaces and ailerons

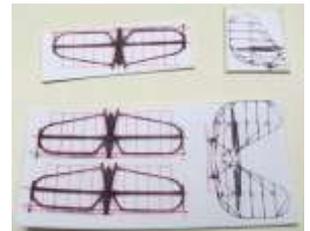
I have produced the tail surfaces the same way I have used for producing these for the D.XIII. The core for the vertical surfaces have been made of 1 mm styrene sheet, that of the horizontal ones of 0.5 mm sheet. All face sheets are 0.25 mm sheet.



The place of the ribs have been marked with pin pricks before removing the paper drawings from the styrene. I have cut out the cores and face sheets and have marked the left and right side of the stabilizer parts. I have scored the face sheets at the place of the pin pricks with the rear side of a scalpel. The face sheets have been bent at the place of the ribs and pieces of 0.25 mm metal wire have glued there to preserve the bends after assembly of the parts of the tail.



I have glued the face sheets to the cores, using cement very sparingly. Gaps have been closed by using the Ultra Thin Tamiya glue. I have sanded the edges of the parts, rounding the forward sides and making the aft side as sharp as possible. Finally I have glued a 0.5 mm styrene pin to the stabilizer halves and the fin to make assembly easier. When I had finished the fuselage top cover, I have glued the fin and stabilizer halves to the fuselage, carefully checking their alignment.

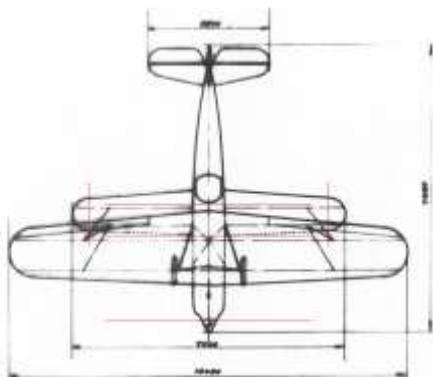


The ailerons of the Jaguar, Jupiter and Panther versions of the D.XVI had a balance weight at the top and were powered by a push-pull rod at the underside. Although there is no photographic evidence that this was also the case for the Conqueror version, it seems safe to assume it also had this configuration. I have modeled the balance weight from a piece of 0.4 mm styrene sheet and a piece of 0.5 mm rod and have mounted these to the ailerons.

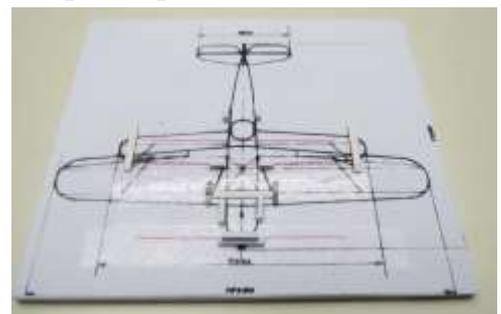
I have glued PE control horns to the elevator halves and the rudder and to the underside of the ailerons. The locations have been derived from the side view drawings and from analogy with pictures of the other D.XVI versions. Ailerons and elevator halves have been painted khaki, the rudder red, white and blue.



Wing assembly

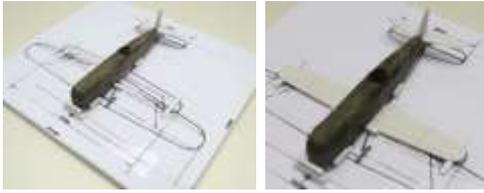


To mount the lower wings to the fuselage I first had to determine where to support the tips to keep the top surface horizontal and also where to locate stops for the correct place for wing attachment. For this I have used a copy of the top view in Corel Draw and have drawn red lines on the relevant places. A print of this drawing has been glued on a piece of

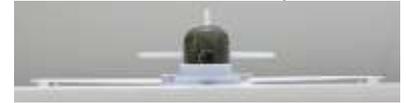


foam board and the areas where the stops and alignment devices had to be glued were covered with Sellotape.

The tips on the lower wing are about 0.9 mm thick, while the root is 2 mm thick, so the tips needed a support of 1.1mm. I have glued pieces of styrene sheet of the required thickness on the rig. Stops are required for the nose and for the leading edge of the lower wing halves. During assembly it also appeared that an additional support of the fuselage was needed to keep the top of the forward fuselage horizontal.



Next I have cut the lower wing halves to the correct size, again over the assembly rig. Placing the fuselage on the rig and gluing the lower wing halves to it was the least work. I have reinforced the joint with a bit of thin cyanoacrylate glue. The front view shows that the top of the wing is well horizontal.



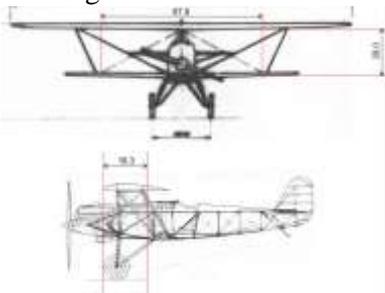
I have given the fuselage and lower wing another coat of khaki. Before the upper wing can be assembled the cabane struts had to be assembled and mounted, as the limited space between wing and fuselage does not allow to do that once the wing has been mounted. I have carefully measured and calculated the dimensions of the struts from drawings and the model itself and have constructed the two triangular shapes forming the main structural elements.



I have glued the two triangles to the fuselage, giving the forward one a slight slope forward as shown in the photograph and the drawing and aiming the apex of the aft one towards the mounting hole at the aft spar. When fitting the wing to the apexes of the two triangles, it was not horizontal and the triangle bases was also a bit too small. So I had to make a second set with larger dimensions, which fitted a lot better.



Having given the fuselage and lower wing upper surface a final coat of paint, I have started preparing the Aeroclub biplane assembly jig for the model, using the dimensions as measured from the side and front view drawing. I then noticed that the marked strut positions on the lower wing top surface did not match; they were 5 mm too much inboard.

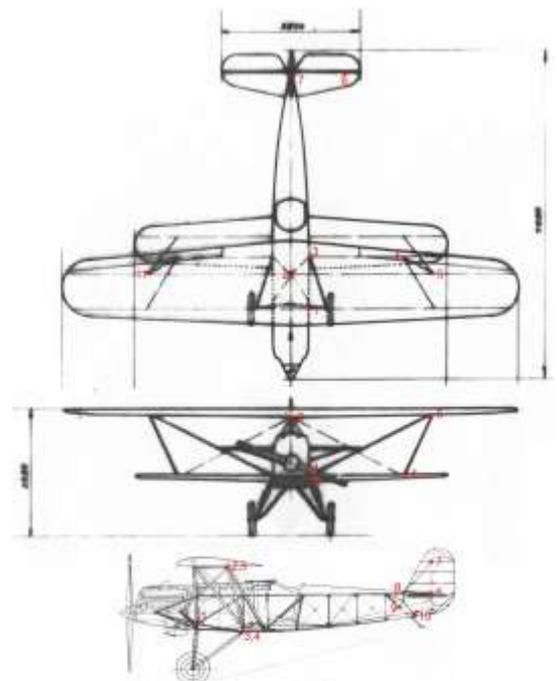


A check on the positions on the lower side of the upper wing showed the same. Apparently I had made a mistake and did not take into account the fuselage width in marking the positions. So I have covered the old markings (and the panel lines) with putty and have made new panel lines and strut position markings on both wings. I also had to correct the place of the control horns on one of the ailerons, which was now interfering with the strut positions.



Based on examination of the photographs and the drawings the routing of the rigging lines and of the control cables has been determined. I have noted the locations in the drawing at the left and have included a description in the table below.

The routing of rigging lines and control cables has been determined based on the drawing, photographs and the configuration of the other D.XVI variants with Jaguar, Jupiter and Panther engines. I have drilled 0.3 mm diameter holes in fuselage and wings at the locations indicated there. I have drilled 0.3 mm holes in the wing and fuselage at the indicated locations. The holes for the control cables are slanted backwards.



Name	From	To	Remarks
Landing wire	N-strut bottom front (4)	Cabane top aft (2)	Photographs
Lift wire forward	Long strut bottom (1)	N-strut top aft (5)	Photographs
Lift wire rear	Lower wing front spar fuselage (3)	N-strut top aft (5)	Photographs
Drag wire	N strut forward 1/3 height	N-strut middle 1/3 height	Photographs
Fin rigging wire	Training edge stabilizer at strut (6)	Fin trailing edge top rib (7)	Photographs
Rudder control	Fuselage side (10)	Control horn leading edge	D.XVI Panther; drawing side view
Elevator top	Fuselage side (8)	Control horn leading edge	
Elevator bottom	Fuselage side (9)	Control horn leading edge	
Aileron bottom	Mid aileron aft spar top wing(11)	Control horn leading edge	D.XVI Panther; push-pull rod

After painting the wing surfaces and the fuselage and opening up the rigging line holes again I have protected the wings on the contact points to the jig with tape and have mounted the fuselage-lower wing assembly in the jig. As the stagger was more than the maximum 30 degrees the jig can accommodate, I had to remove the stagger adjustment mechanism, indicated in the white ellipse. Primary alignment was with the help of the pins on the top of the cabane structure. The adjustment by hand was less accurate, so I checked it with a frontal photograph, which showed a small misalignment. This could be corrected easily.



I have made the N-struts of 1 mm styrene rod, cut piece by piece to the correct size. I have sanded points or a wedge shape to the ends of the struts as required and glued them in place with cyanoacrylate glue to fix them better to the partially painted surface. When dry I have removed the model from the rig. For this I had to demount the rig due to the place where it supported the model.



I have fed end of the 0.05 mm black lacquered fishing line for the lift wires through the holes 5 in the upper wing and glued them in the holes 1 and 3 in the fuselage sides. When the glue had dried I have tensioned the lines with a piece of tape and glued them on the top surface of the upper wing.



When the glue had dried I have cut off the excess line and glue with a sharp scalpel blade and have given the top of the upper wing and the bottom of the lower wing a couple of layers of Khaki paint. The long struts between upper wing and fuselage can only be placed after the undercarriage is constructed.

Small equipment

Some small equipment still had to be made. At the port side of the fuselage a Venturi tube has to be mounted. I have shaped this from 1.2 mm styrene tube, filed in shape and with a hole drilled in the front and back. A piece of 0.4 x 0.5 mm strip served as support. I have painted the Venturi tube khaki and have glued it to the fuselage.



Undercarriage

The undercarriage struts are faired at the rear as shown in the pictures. The forward strut basically is a shock absorber and the axles are part of the struts attached to the center of the fuselage.



I have modeled them a bit different and have bent a piece of 0.75 mm brass rod to form the shock absorber and the axle. On the upper part of the rod I have glued a piece of 0.8 x 1.0 bras tube to form the fixed part of the shock absorber and on the lower part I have glued a 6 mm disc made of 0.5 mm styrene to form the inner disc of the wheel. The faired part I have made of a 2.5 mm wide piece of 1 mm thick styrene, sanded in a wedge shape, shown at the top of the picture. In my box of Aeroclub white metal parts I have



found a couple of wheels of the correct diameter, which needed only minor adjustments.

The photographs of the D.XVI Conqueror showed that the main undercarriage struts were not attached under the fuselage, but rather at the lower fuselage side. So I have drilled slanted holes in the fuselage sides and have lengthened the strut by some three millimeters of 0.75 mm styrene rod.

I have measured the length of the other landing gear struts and have made them of 0.75 mm styrene rod and the wedge shaped tails. All struts have been painted khaki with the exception of the lower part of the shock absorbers, which has been painted aluminium.



I have first glued the landing gear main struts in place while keeping the brake "discs" well vertical, checking their correct position with the struts connecting them to the center of the fuselage, and have mounted next the struts running to the sides of the fuselage underside. Putting the model upright gave the right impression.



I have glue the wheels to the axles and shortened them to the required length. When I measure the height of the wing over the horizontal, it appeared that the one tip was 4 mm higher than the other. I decided to correct that by removing the underside of one wheel. I doing that the main landing gear strut broke on the joint between the brass leg and the styrene extension, which was not repairable. So I have constructed a new landing gear strut, which had a sufficiently long brass part, have



glued the wheel to the axle and have mounted the leg, keeping carefully the distance of the wheel equally far from the wing underside and the other wheel. To finish the main undercarriage I have mounted the remaining undercarriage struts. I have made a tail skid from styrene sheet, rod and profile and have glued it under the rear fuselage.



Final assembly



I have made the long struts between fuselage and upper wing from 0.7 x 1.0 mm brass streamline profile and have glued them in place.



Before applying the decals, I have glued the ailerons in deflected position to the upper wing as the roundels have to be mounted at the wing tips and will cover also the ailerons. The struts to support the stabilizer I have made from 0.75 mm styrene rod.



Decals

When building the Fokker D.XVI Jupiter I had already drawn the decals for the Conqueror version, which have been printed by Arctic Decals. Basically it is only the registration F-32, the roundels on fuselages and wings and the logos on the propeller.



There had been a problem in printing the roundels with the ALPS printer (required to print the white), so they now had to be assembled from an ALPS printed white circle and a inkjet printed red-white-orange part. For the large roundels I used still two copies from my general stock. The small ones were the composed variant, a bit difficult to align, but the final result is satisfactory. I have given the model a coat of satin varnish to seal the decals.



The last bits

I have mounted the cooler under the forward fuselage and have placed the cooler regulation flap in front of it.

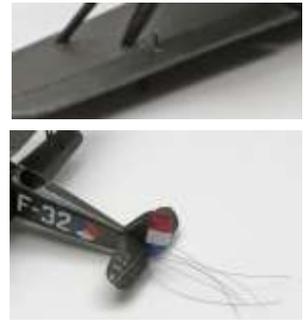


Both ailerons have been provided with a push pull rod, made of 0.25 mm metal wire, at the fuselage underside.



I have glued the rudder to the fin and the elevator halves to the stabilizer in deflected position with thick cyanoacrylate glue, fixing them temporarily with pieces of tape. When dry, I have removed the tape and have given the elevator halves a last coat of khaki and a coat of satin varnish.

I have mounted the control cables for rudder and elevator in the slanted holes in the fuselage and glued them to the control horns with thick cyanoacrylate glue. In the end I also noticed that the wheel hubs were aluminium on the F.32, which I have corrected on the model.



Summary

The model was relatively easy to construct. The way I have modeled the “stringers” of the fuselage did not work out all right, they were hardly visible. It completes my collection of the four Fokker D.XVI variants that have been build, from left to right the LVA (series) machine with Armstrong Siddeley Jaguar engine, the one for Hungary with Bristol Jupiter engine, the KNIL LA machine with Curtiss Conqueror engine and an upgrade of a LVA aircraft with Armstrong Siddeley Panther engine.

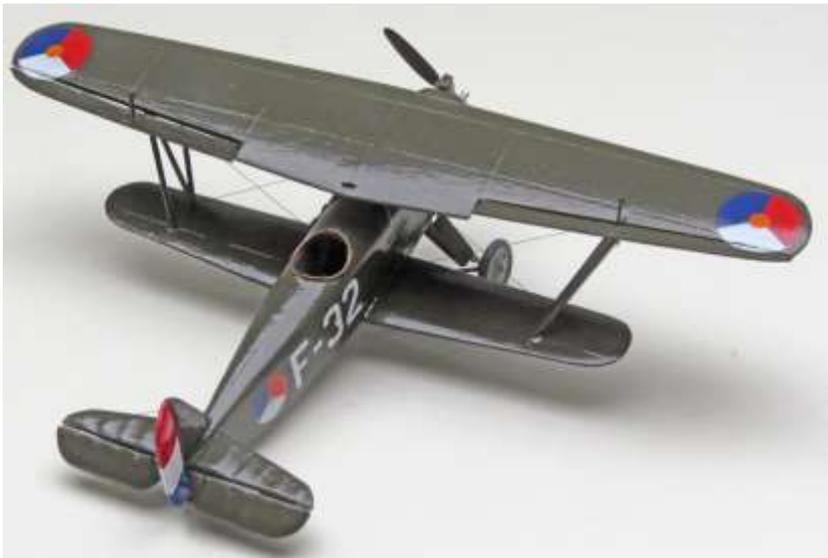


Below some pictures of the finished KNIL LA prototype model.









References

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Appendix Fokker T.IX documentation

Paint table

HE = Humbrol Enamel, RA = Revell Aqua, VMA = Vallejo Model Air, WEM = White Ensign Models

Code	Colour	Where
HE 14	Blue	Rudder
HE 19	Red	Rudder
HE 22	White	Rudder
HE 85	Coal black	Exhausts
HE 125	Dark grey	Seat, control stick, rudder bar
HE 127	Mid grey	Fuselage frame tubes
HE 129	Light grey	Fuselage inner walls
HE 186	Brown	Edge of cockpit opening
RA 36178	Tank grey	Tires

VMA 71.062	Aluminium	Propeller, wheel hubs, cooler
WEM ADC04	LVA khaki	All outer surfaces

Photographs and drawings

If no reference is given, the pictures have been taken from the Internet/Wikipedia.



[Source: ref 21]



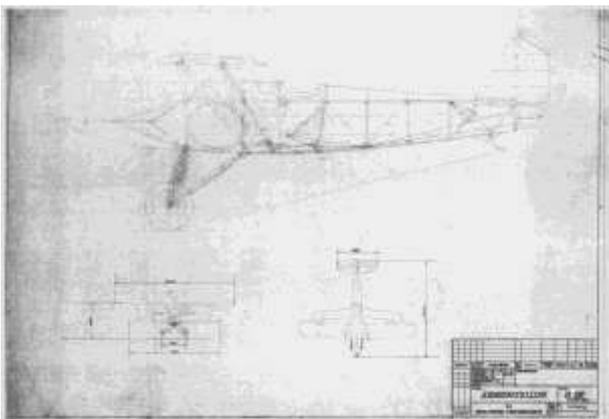
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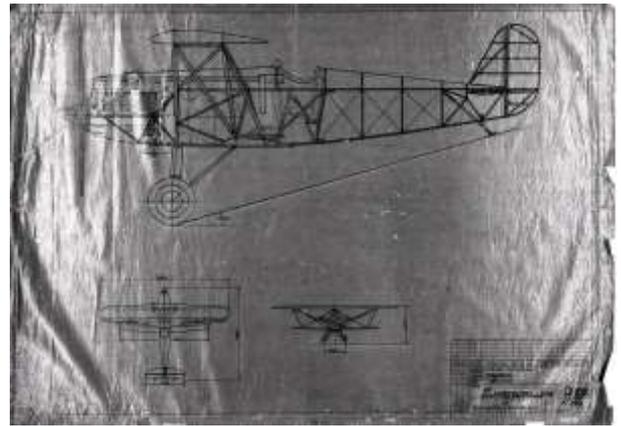
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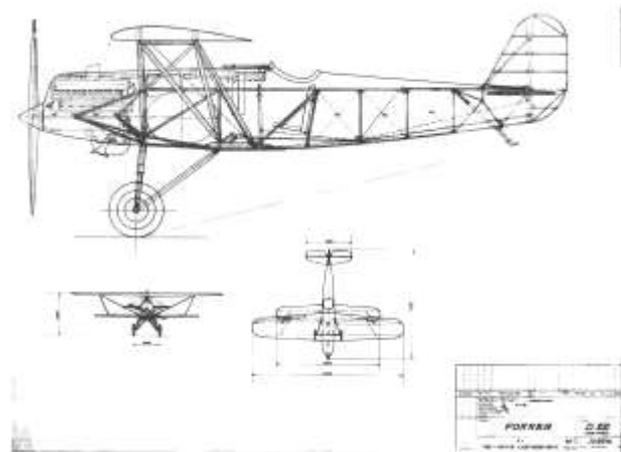
[Source: ref 6]



[Source: ref 9]



[Source: ref 21]



[Source: ref 9]



[Source: ref 21]