

Fokker T.VII-W MPM¹ injection kit

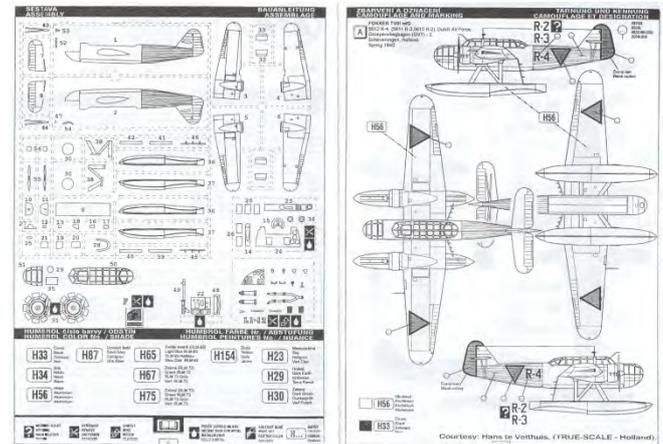
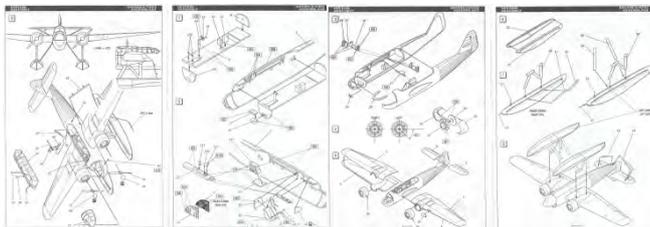
Monoplane (torpedo) bomber on floats

Scale 1:72

The Fokker T.VIII-W floatplane has been designed for the Dutch Naval Air Service as a patrol aircraft and torpedo bomber for the North Sea area and first flew in 1938. Various versions of the T.VIII have been built. The first series of 14 aircraft followed the traditional Fokker mixed construction (steel tube frame fuselage covered by metal sheeting and linen; wooden wing), the second series of was of all metal construction, but was not completed, and a prototype has been built of a land plane version for the Finnish air force. Although the airplane had been designed to carry torpedoes, it has never been operationally used as a torpedo bomber; only some tests have been executed². In May 1940 some aircraft escaped to England and served with the RAF. Other aircraft, including the second series under construction at that moment, were incorporated in the Luftwaffe.



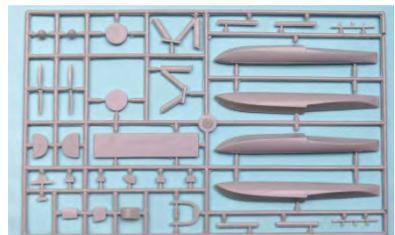
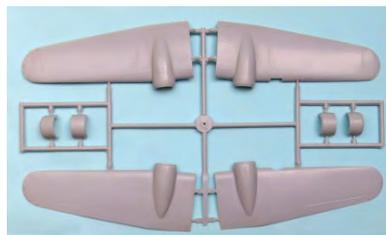
The kit, representing the version of the first series, comes in a carton box and contains the injection plastic parts, clear plastic parts for the cockpit, nose and observation windows, a clear plastic sheet with the instrument dials printed on it, photo-etched parts for the instrument panel, pilot seat belt and several small parts, resin parts for the engine (?), a set of decals for three different versions: the May 1940 Dutch Naval Air Service version, the RAF version and the Luftwaffe version.

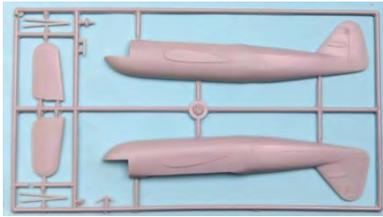


The instruction sheet is very complete. It identifies all parts included in the kit and explains the assembly by means of several exploded views. It contains three-

view drawings of the different versions and includes extensive painting instructions for them.

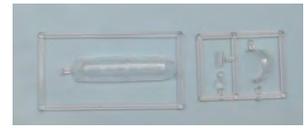
The kit contains three frames with grey styrene parts and two smaller frames with transparent parts. The parts show very little flash. The are some resin parts for the engines, the machine gun and the cockpit in-





terior details.

The decal set is rather complete and allows modeling the three services where the type has flown: the Dutch Militaire Luchtvaart (ML) in the livery from September 1939 to May 1940, the Royal Airforce, where the escaped aircraft have served and the Luftwaffe, which operated the aircraft still under construction when the Germans occupied the Netherlands. The kit also includes a piece of transparent plastic on which the dials of the instruments are printed and a small fret of PE with cockpit details.

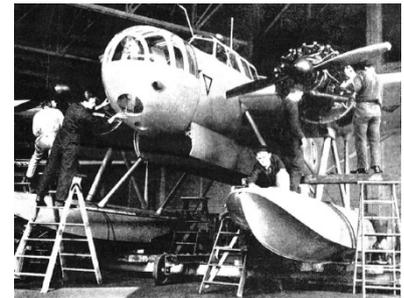


Alting (ref. 1), Geldhof (ref. 2), Hegener (ref. 3), Hooftman (ref. 4), Wesselink (ref. 5), Vliegwereld (ref. 6) and Van der Klaauw (ref. 7) list the dimensions of the T.VIII-W, while Hegener also includes a three-view drawing. Ref. 24 shows a movie of the T.VII-W launching a torpedo.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	18.00-18.11 m	250.0-251.5 mm	252.9 mm
<i>Length</i>	12.83-13.00; 15.20 ³ m	178.2-180.6; 211.1 mm	176.0 mm
<i>Height</i>	5.06-5.40 m	70.3-75.0 mm	72.5 mm
<i>Engine</i>	Wright Whirlwind R-975 E3; 2 x 425-450 hp		
<i>Crew</i>	3		
<i>Armament</i>	1 fixed and 1 flexible machine gun; 1 torpedo or 600 kg bombs		

General

I have decided to build the R-4 of the Dutch Naval Air Service in the livery prior to September 1939. This aircraft has been delivered to the MLD in July 1939 and was probably painted in the colours as specified in the data sheets from IPMS Stockholm (upper surfaces dark grey, RLM02, “Hollands grijs donker”, lower surfaces “Hollands grijs licht”).

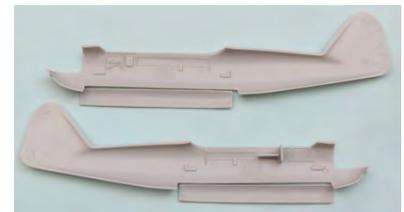


As I understood from a fellow modeller, recognized expert in Dutch military aviation models, the MPM model is a bit low on the legs, so I came back from my initial idea to build the model straight out of the box. I will open up the bomb doors, and might even mount a torpedo in the bomb bay. The movie (ref. 24) shows some interesting details of the mounting in the bay. It also shows the approach of the T.VIII-w with extended flaps. This is another candidate for detailing.

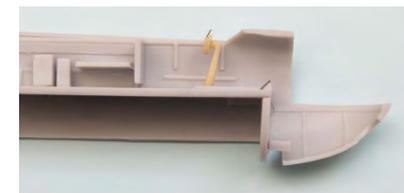
Fuselage



I have started by cleaning all resin parts and assembling the fuselage floor with the control column and some equipment units and the forward and backward fuselage bulkheads. I have also glued some details to the port fuselage half according to the instructions. Next I have cut the bomb doors from the fuselage halves with razor blade saw and panel line scriber.



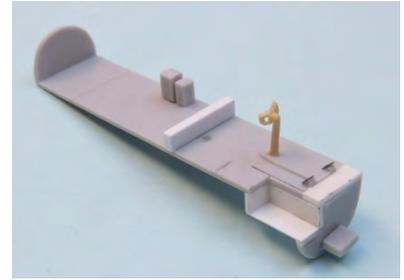
Dry fitting the equipped floor in the fuselage showed a tiny surprise: the forward bulkhead was hanging in the bomb bay, the floor is too short or the bomb bay too long. As the picture at the left shows clearly, the former is the case, so some measures had to be taken to correct that.



Inspecting the photographs in my possession a bit better, I saw that the forward part of the floor had a

configuration quite different from the one in the kit. Looking backward in the cockpit there are some “steps” going down from the middle of the floor towards the nose at the starboard side. Also, there is some “wall” until halfway the pilot seat, which seems logical, because the wing spar should at least cross the fuselage. This is very well illustrated in a picture showing the construction of wing and the mid fuselage section.

This leads to some modifications to the fuselage floor. I have lengthened the floor and constructed the step with pieces of 1 mm styrene and made a wing spar from some left-over strip material. Dry fitting it in the fuselage gave the right appearance. I have also opened the hole for the forward firing machine gun in the nose, where I will fit later a 1 mm brass tube. The machine gun can be seen in the picture at the left, which makes also clear that some other equipment needs to be mounted in the glass nose.



The forward and rear wing spars both cross the cockpit, but also extend below the floor. I have modeled these with pieces of 1.5 and 1.0 mm thick styrene. Also at the rear the cockpit floor is shorter than the bomb bay. So I have constructed an extension of the floor and a trial-and-error fitted bulkhead closing the aft part of the bomb bay.



I have provided end fittings, ribs and longerons to the bomb doors, made from 0.25 x 1.0 and 0.25 x 0.5 mm styrene strip. The bomb doors have been marked to fit them correctly in final assembly.



I had lost the PE instrument panel, and the observer’s machine gun. I have only used the transparent piece with the dials on it glued to a piece of styrene cut to the same form and size. The back of the transparent piece has been painted white, the back and the edges of the styrene part dark grey. I have constructed a new machine gun from brass tube and pieces of styrene and have painted it metallic black, natural wood and gun metal. The floor and the inside of the fuselage halves have been painted light grey (Humbrol 127). All equipment and instrument panels have been painted dark grey (Humbrol xxx), the seats leather (Humbrol xxx) and the pilot seat aluminium. The indications in the instruction sheet to paint most of the interior aluminium and black I have ignored, as the standard interior colours at that time were light and dark grey.



I have glued the resin part with the throttles, the radio and the instrument panel in the port fuselage half and have closed the fuselage. Even after adjustment of the width of the floor this appeared to be difficult, but with some force and clamps I have managed to close most gaps. However, at the top side, in the bomb bay and



at the vertical tail plane quite some adjustment had to be made. Putty and sanding did the job.

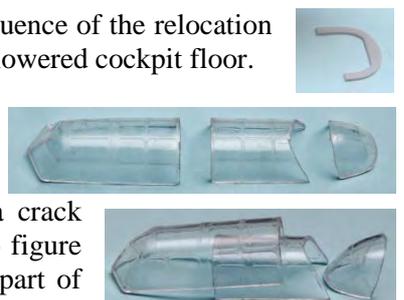
Next I have started to prepare the glass work, as the round window had to be mounted in the nose before I could finish the interior. I have also fitted the glass nose, which again needed some minor adjustments and subsequent paint work.



Part 26, which had to be mounted in the nose, had to be modified as a consequence of the relocation of the forward bomb bay bulkhead and the lowered cockpit floor.

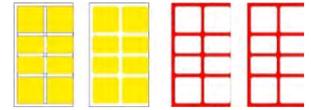


I wanted to mount the canopy in opened configuration, as shown in the photograph. So I have cut the canopy in three parts with the razor saw. Unfortunately a crack appeared in the middle part. I also have to figure out how to reproduce the opened middle part of



the canopy, because it cannot fit inside the forward part due to the thickness of the material.

The solution I came up with to design a decal with the window frame pattern of the centre part of the canopy and to mount that decal on the inside of the forward part. I have measured carefully the window frame and have made the design -as usual- with CorelDraw; the picture at the right illustrates the design steps. I have printed the red pattern on white paper and have fitted it on the inside of the forward part of the canopy. No correction appeared to be necessary. I have also made a second version with a frame width of 0.6 mm instead of 0.7 mm.



Next I had to select the right colour of the my sources the upper surfaces of the T.VIII-RAL 7031 (RLM 75, Humbrol 246). So I on the screen with my paint samples. I have and applied one to the canopy inside. This except that the colour was too light, caused partially by the transparency of the inkjet printed layer (and probably uncalibrated screens



decal. According to W were painted matched the colour printed the decals worked well, except also by the use of and printers). So I have deepened the colour and have printed my final set of decals. When applied to the canopy, the frame was still to light and transparent. I adopted the cure I had used before



partially: the frame was still to greenish. I have tried to correct that trial and error, comparing the colour in the drawing on the screen, the colour of the print, the colour of the printed decal and the decals applied on the canopy with the colour of the painted frame, but gave up after four additional attempts. The result was about acceptable.



I have mounted the PE seat belts for the pilot included in the kit and some PE seat belts for the radio operator and the observer on their respective seats and have completed the interior of the radio operator space by mounting seat and operator panel, housing the four spare ammunition magazines. In the observer space I have mounted the seat, the forward firing machine gun, the glass window and a small instrument panel in the forward part of the starboard side. I have finished the compartment by gluing the modified part 26 along the top side and have treated the gaps with putty.



Wing



I have decided to build the model with extended landing flaps. The Fokker T.VIII-W had split flaps, as can be seen on this still from ref. 24 at the left. After cleaning the wing halves I have removed the flaps from the bottom wing halves with razor saw and panel line scriber. Next I have glued the top and bottom wing halves together, carefully aligning the edges and the engraved aileron outlines.



When the glue has dried I have removed the ailerons, cutting along the engraved forward edge with the panel scriber. The edge engraved in the top wing appeared to be further forward than that in the bottom (often this unequal position is the case), but a dry fit showed that this did not pose a problem, when deflecting the aileron upwards or downwards.



By removing almost the complete wing trailing edge, top and bottom wing surface came closer together. I have given the wing its original thickness by gluing a piece of styrene strip between top and bottom at the wing root.

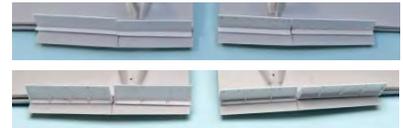


I still had to adjust the forward part of the ailerons by gluing a 0.25 mm thick strip of styrene to the upper side. The gap at the location of the flaps has been filled up with pieces of sty-



rene strip and the gap that remained has been filled with putty. I have not closed the gap at the location of the ailerons; it will not be visible once the ailerons are mounted.

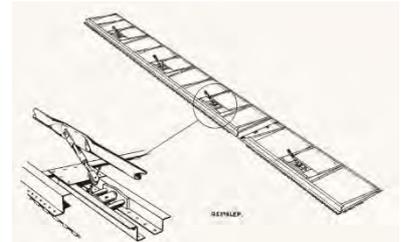
I have constructed new flaps from styrene sheet, as the pieces cut from the wing lower surface left too little room to detail the flap ribs. The basic structure has been made from 0.4 mm sheet as skin and 0.5 mm sheet as forward edge and 0.25 mm sheet as ribs.



The wings have been glued to the fuselage. As the parts have no specific alignment provisions, this had to be done carefully alignment, measuring the tip height above a horizontal plane and checking optically proper alignment. In the end only one small joint had to be filled up with Vallejo putty of which the excess could be removed with a wet cotton stick.



I could not find any pictures showing the actuation mechanism of the flaps. I assumed, however, that Fokker used a standard way to achieve this, so I used the same mechanism as has been used for the Fokker F.25 Promotor, designed and built just after the war, and of which I had good illustrations in the Pilot Manual.



For the F.25 I had constructed the mechanism from soldered brass rod, for the T.VIII-W I used 0.5 mm styrene rod for the main link and a piece of 1 x 1 mm strip to represent the linkage between the inner and outer flaps. The small links I have made from pieces of 0.3 mm copper wire. I have mounted the flaps under a 55 degree angle, as they were on the F.25.



Engines

I have not followed the assembly order of the engines and cowlings as indicated in the building instructions, as dry fitting the resin engines, the cowlings and the mounting plate of the engines showed that this would not fit very well and that the exhaust would end up almost at the front end of the cowling ring. I have first glued the cowling halves together and have removed the ridges for the end plate at the rear end. Next I have sanding the engine circumference until it fitted in the cowling. I have pushed the engine forward in the cowling until the front was equal to the front surface of the cowling and have marked the place of the exhaust on the cowling outer surface. With a 2 mm drill I have made an oval hole in the cowling at that place. I will mount there a piece of 2 mm brass tube to form the end of the exhaust.



The propellers also needed some modification, as I wanted to mount the spinners on them, although T.VIII's have often flown without spinners. I have removed the forward part of the propeller and have worked the rear of the spinners with a file until it fitted well on the prop.

Next I have painted the engines; the cylinders black with a dry brush of gun metal, the exhausts with a layer of Vallejo Model Air bright brass covered with a layer of Vallejo Model Air gun metal and the housing light grey.



In mounting the engine in the cowling I have first tried to do that after gluing the engine to the end plate, but then the cowling did not fit well on the nacelles. So I have removed the end plate, glued the engine directly in the cowling aligning it well and glued the cowling to the nacelle. This even gives a realistic view along the cylinders through the gap between cowling and nacelle.



I have painted the propeller blades aluminium, the back side black for three-quarters of the length, counting from the tip, and the spinner dark grey (Holland grijs donker).

Tail

I have separated the rudder from the fuselage halves and have glued the pieces together. At the hinge line quite some putty had to be applied to close the gap. The elevator halves have been separated from the horizontal tail plane with razor saw and panel line scribe. Some damage to the parts due to erroneous handling of the scribe I have repaired with cyanoacrylate glue.

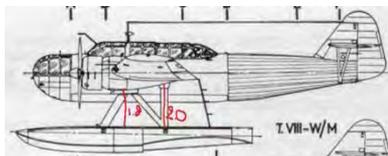


I have also separated the elevator halves from the stabilizer and have mounted 0.5 mm brass pins in the stabilizer halves to get a better defined placement of them on the fin. I have glued the stabilizer halves to the fuselage, keeping them well perpendicular to the fin.



Floats

I have glued the floats halves together. The top surfaces were not flat at all, so the joint had to be treated quite heavily with putty. In order not to lose the marking for the location of the float struts I have drilled 0.5 mm holes in the top surface.



I had received from a fellow modeler a three view drawing, on which he had indicated the correct height of the float N-struts. The difference with the struts in the kit was 3 mm for the forward strut and 1 mm with the rear strut. From my stock of streamline profile I have selected one with the best fitting thickness and cord, have cut a bit oversized pieces from it and have glued them to the bottom of the N-struts. I have cut the two struts to the correct length and have inserted 0.5 mm brass pins in the top.



I have drawn the nacelle centerline along a piece of electrical insulation tape and have indicated the end position of the N-strut also on the nacelle. Using the pins as a stamp I have transferred the pin location to the nacelle and have drilled there 0.5 mm holes. This way the struts got a very strong and reproducible connection to the nacelles.



I have repeated this process from the connection between float struts and floats. Struts and floats have been marked as left and right, as there were small differences in the position of pins and holes between both sides.



As the N-struts had been lengthened, also the struts between float and fuselage were too short now. They have been lengthened the same way as the N-struts. They have been made oversized and will be fitted after the floats have been mounted to the wing.



I have painted the floats, the top dark grey, the bottom black and the sides aluminium according to the IPMS NedMil references.



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Torpedo

The torpedo was suspended in the bomb bay on a rack, which was first mounted on the torpedo and then the assembly was hoisted in the bomb bay, as illustrated in the pictures at the right (stills taken from ref. 24). The rack facilitated the release of the torpedo in a slightly nose-down attitude.



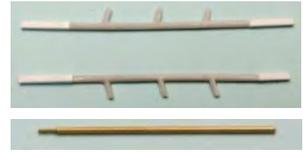
I have built the rack from 1.5 mm U-profile, 0.5 and 0.75 mm strip, a piece of 0.5 mm rod and some slices of styrene rod, sufficiently realistic for a part that will be hardly visible in the bomb bay. Fitting it on the torpedo, obtained from a colleague modeler, it gives the right impression. The rack has been



painted aluminium, the torpedo black.

Preparation of other parts

Due to the larger distance between the float and the wing the ladders had to be lengthened too. I have glued pieces of strips to both ends. The instruction sheet indicated a hole of 0.5 mm diameter at the left of the landing lights in the port wing. Photographs show something that probably is a pitot tube. I have made one from a piece of 0.3 mm brass tube mounted inside a 0.5 mm brass tube.



On the canopy several appendices have to be mounted: an antenna mast, the housing containing a ring antenna and a part of which I assume it represents another pitot tube. I have drilled 0.3 mm holes in the base of these parts and also in the canopy and have mounted ends of 0.25 mm metal wire in it to obtain better connections.



Final assembly

After having painted the fuselage wing assembly and having given the whole model a coat of gloss varnish I have applied the decals. I have modeled the R-4 as it was before September 1939, when the orange triangles



were introduced, so with red-white-blue-orange roundels on wings and fuselage. I had still a couple roundels in my stock of "general purpose" decals of the correct size. I have placed the roundels on the wing slightly forward of their regulatory position to avoid cutting each roundel and placing tiny parts on the elevators, which will usually end up on the wrong place. I have only used the registration and the small decal with the aircraft type from the original MPM decal set. These decals required a lot of time in the water before they could be separated from the backing paper.



I have glued the float N-struts to the engine nacelles and the float to the N-struts using thick, slow drying cyanoacrylate glue. This made it possible to align the floats well and also filled the gaps between struts, nacelles and floats. When the glue had set I have fitted the aft struts between fuselage and floats. I made these to the correct length trial and error and in small steps. The correct length is very critical, if they are cut too short, they cannot be fitted correctly⁴. It was rather difficult to assemble these struts, but in the end it worked. The forward struts I have treated similarly. Although I had lengthened them by 5 millimeters, that was hardly enough to fit between fuselage and float.



I have glued the small exhausts made from 1.8 mm brass tube in the holes in the engine cowlings. Their diameter appeared too large, however, so I have replaced them by two tubes of 1.4 mm diameter. I have painted the tubes with Vallejo gun metal to give them the same appearance as the exhausts inside the cowlings. I have also closed the gaps between the float N-struts and the engine nacelles with white glue.



Next I have glued the torpedo on its rack in the bomb bay. Most of it will be hidden, when the bomb bay doors will be mounted.



The stabilizer struts have been glued in place. I have taken care that left and right are equal; if the struts are glued on the casted marks on the stabilizer, they are not symmetrical.

I have closed the gap in the wing at the location of the landing light with a piece of 0.25 mm styrene sheet. The double landing lights I have made by gluing thin aluminium tape on a piece of 0.4 mm styrene sheet, punching out two roundels of 2 mm, separating the roundel from the styrene and gluing them in place. The transparent cover I have fixed with white glue.





I have glued the doors of the bomb bay to the hinge line at the fuselage. This was not easy, as, contrary to the original, the hinge line of the model is not straight, but curved.



Next I have mounted ailerons, rudder and elevator halves in deflected positions. As expected, this went quite easy



There were still some small pieces of PE to be placed on the forward part of the floats. I first have put tiny drops of glue on the gluing position and have placed the parts in the drops. However, they are very vulnerable and within the hour one of them broke off and departed with unknown destination.



I have adjusted trial and error the size of the ladders between the float and the side of the fuselage.



I have glued the nose glass nose to the fuselage with white glue. As the glass part was not fitting very accurately (it was slightly wide), any gaps between the glass and the fuselage have been filled with white glue also. I have mounted the antennae and the Pitot tube to the canopy with the UV hardening glue to prevent damage to the glass part. As the joints stay slightly flexible (possible the glue is getting a bit old), I have

reinforced the joint of the long antenna and the canopy with a tiny drop of cyanoacrylate glue.



When the glue had set, I have glued the canopy to the fuselage, again with white glue. The canopy was fitting the fuselage with hardly any gaps.



I have glued the Pitot tube in the hole in the port wing.



I have mounted the support of the machine gun on the rack with munitions in the aft cockpit department and have glued the machine gun on it, pointing it a bit sideways. Mounting the aft part of the canopy in a correct way was impossible, as the part is too wide and the sliding part of the canopy too small to fit as it did in reality. I have improvised a mounting which resembles it more or less. The part has been attached with white glue.



The PE hand holds to aid climbing in the cockpit have been mounted against the fuselage sides. I have glued the propellers in the holes in the engines. As these holes were larger than the propeller shafts, I have used white glue to fix them.



I have also painted the navigation lights above and under the wing tips, first with aluminium, then with transparent red and green. The last thing was to make the antenna wire between the mast on the canopy and the top of the fin. I have made that from black lacquered 0.05 mm fishing line. The isolators are drops of white paint. I have also produced two beaching dollies for the model (see the appendix).



Summary

The basic model is relatively easy to build, but aligning the components need to be done carefully, as the parts have no provisions to take care of that. I had intended to build the model straight from the box, but inaccuracies in the float struts invalidated that intention. So from that one thing (lengthened and corrected struts) came many others: open bomb bay with torpedo, corrected cockpit interior, opened canopy, additional exhaust parts, ex-

tended flaps and deflected control surfaces. The assembly order of the engines, which needed quite some correction, has been changed. The paint scheme has been adapted to the actual colours before-September 1939 and matching roundels have been used.

Below some pictures of the completed model are shown.







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21. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, pp. 33, 37, 40, ISBN 90-9011870-5, 1998
22. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 73-74, 82, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929
23. 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)
24. <https://pt-br.facebook.com/nimh.geschiedenis/videos/fokker-t-viii-w/1630535167210748/>

Appendix Model modifications and corrections; pictures, drawings and other documentation of the Fokker F.VIII

Modifications & corrections

M = modification, C = correction

Change	Location/part	Modification or correction
M01	Engine	Last part of exhaust replaced by brass tube
C01	Floats	Lengthened float N-struts and struts between fuselage and floats; lengthened ladders.

Change	Location/part	Modification or correction
M02	Floats	Pin-hole connections between floats, float struts and engine nacelles
M03	Floats	Dollies
M4	Fuselage	Opened bomb bay doors
C02	Fuselage	Lowered cockpit floor next to pilot seat
M05	Fuselage	Floor extension forward of pilot

Change	Location/part	Modification or correction
		position.
M06	Fuselage	Floor extension after rear cockpit bulkhead.
C03	Fuselage	Forward and rear wing spar above and below cockpit floor.
M07	Fuselage	Opened canopy
M08	Fuselage	Shortened part 26
M09	Fuselage	Torpedo and torpedo rack added in bomb bay.
M10	Fuselage	Machine gun in the nose.
M11	Tail	Deflected rudder and elevator halves.
M12	Tail	Pin-hole connections between stabilizer halves and fin.
M13	Wing	Extended flaps.
M14	Wing	Deflected ailerons.

Paint table

H = Humbrol, R = Revell, V = Vallejo

Code	Colour	Where
H21	Black	Instrument dials and buttons, engine cylinders, ¾ rear of propeller blades
H22	White	Back of transparent instrument panel, antenna wire isolators
H 53	Gun metal	Barrels of machine guns, engine cylinders (dry brushed)
H 113	Rust	Straps of the pilot seat belts
H125	Dark grey	Instrument and equipment panels.
H 127	Light grey	Inside of fuselage, bomb bay and bomb bay doors, cockpit floor.
H 129	Light grey	Lower surfaces of wings and tail surfaces.
H 246	Dark grey	Top surfaces (RLM 75), propeller spinners, lower surface of nacelles.
H 1325	Transparent green	Starboard wing navigation lights.
R 731	Transparent red	Port wing navigation lights.
V71.062	Aluminium	Pilot seat, torpedo rack, propeller front side, inner ¼ part of propeller back side.
V71.067	Bright brass	Engine exhausts
V71.072	Gun metal	Engine exhausts inside cowling (last layer), exhausts outside cowling
V71.073	Metallic black	Body of machine gun, ammunition cases, stepping area on wing.

Constructing a beaching dolly

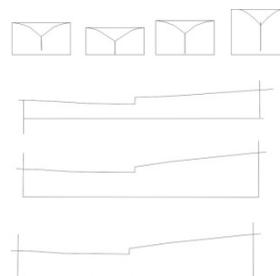
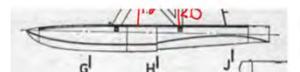
On the Internet I found only one picture showing a (German) T.VIII-W on a rather primitive and improvised beaching dolly.



Another picture showed the aircraft on a platform in some kind of dry dock, which is probably not representative for normal beaching.

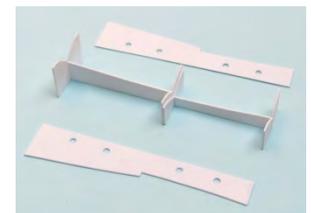


I have decided to produce a dolly, which fits the lower side of the floats. The drawing of the T.VIII-W, which I have used to increase the float strut length shows, in addition to the top and side views, also four cross-sections of the floats.



I have imported this picture in CoralDraw and have copied the outlines of the four cross sections and the two side views and have printed them on carton and have cut them out and fitted them on the floats of the model. Some

small adjustments had to be made to fit them well. I have glued the outlines with Microscale Kristal Klear on 0.5 mm styrene sheet, have them cut out and glued the parts together.



However, a colleague modeller provided a better picture of the T.VIII-w on its MLD dollies (source: *De vliegtuigen van 320 squadron* by Nico Geldhof), which were quite different from the ones I intended to build.

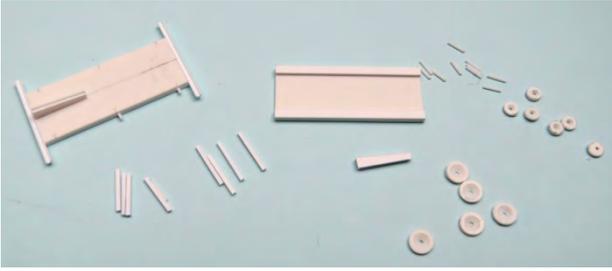


Apparently this was some “standard” type of dolly the MLD used, as can be seen here under the Fokker C.XIV-w. Also other MLD float planes used similar dollies.



So I have cut material to produce such a dolly from 1 mm styrene sheet, U-strip and various other strips sty-

rene. The wheels with diameters of 6 mm and 4 mm I have punched from 1 mm styrene sheet and I have made the hubs with 4 mm and 2 mm drills. The width of the dollies I made equal to the width of the floats: 17 mm. The length scaled from the picture to 40 mm.



The keel of the float fits in the small trapezoidal U-shaped profile. However, I was not satisfied with the appearance of these dollies; they were too wide. Also, the model was leaning backwards on the floats, it was tail heavy. So I have redone the dolly with a central part of 45 x 45 mm.

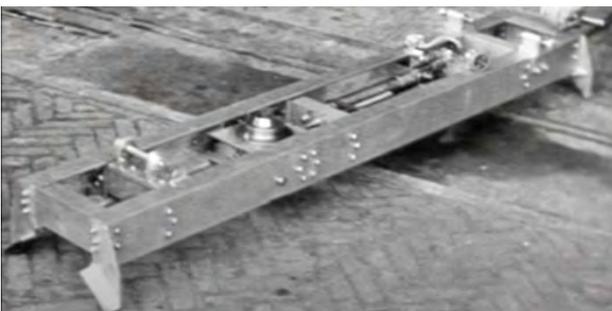


I have painted the “wooden” central part with a brush Vallejo Model Air wood and mahogany and the “metal” end parts Humbrol black. The wheels have been painted with Vallejo Model Color mahogany and Model Air wood for the hubs and Humbrol black for the rims. The model fits well on the dollies.

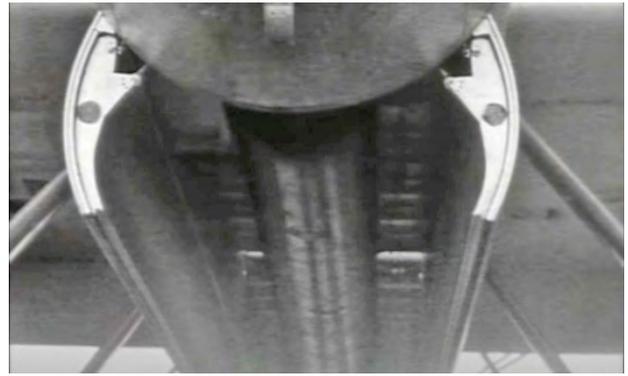


Documents, photographs and drawings

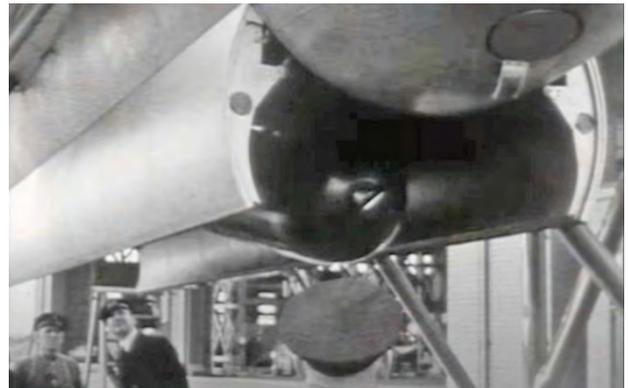
If no source is mentioned, the documents have been taken from the Internet.



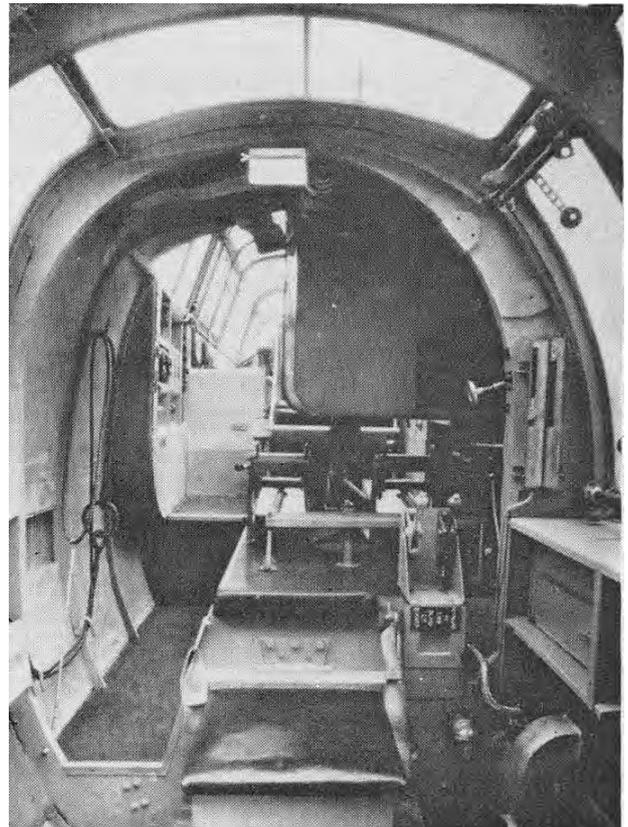
[Source: Still from ref. 24]



[Source: Still from ref. 24]



[Source: Still from ref. 24]



[Source: Ref. 7]



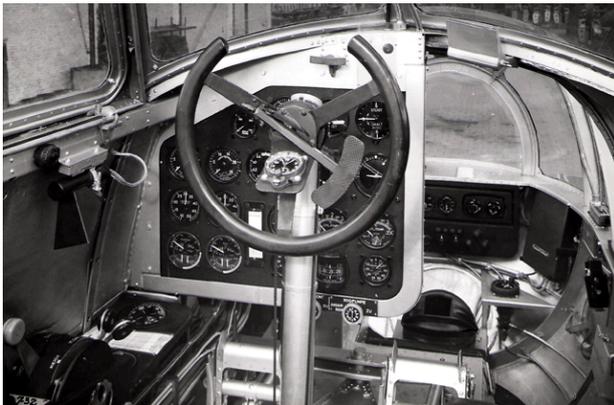
[Source: Archive Hans Berfelo]



[Source: Archive Hans Berfelo]



[Source: Archive Hans Berfelo]



[Source: Archive Hans Berfelo]



[Source: Archive Hans Berfelo]



[Source: Archive Hans Berfelo]



[Source: Still from ref. 24]

¹ <https://www.specialhobby.eu>

² This fate overcame many Fokker airplanes intended to carry torpedoes (T. II, T.III, T.IV, T.IVa). Originally the letter T even stood for torpedo plane, and from that point of view only the T.V and T.IX were exceptions.

³ Two authors give the smaller length, three the larger. There may be some confusion in referring to the fuselage length and to the overall length (i.e. including the floats, that extend forward of the fuselage). There were also slight differences in dimensions between the mixed construction T.VIII-w and the all metal version.

⁴ I estimate that the original struts between fuselage and floats would also have been too short when assembling them on a model with the original N-struts.