

Fokker S.14 Machtrainer Czech Master Resinⁱ resin kit

Monoplane advanced training

Scale 1:72

The Fokker S.12 Machtrainer was the first aircraft specifically designed as a jet propelled training aircraft. It was also Fokker's first jet design and the fourth (and last) in the post-war series of training aircraft of the factory. Student and instructor were seated side by side, a configuration, which was judged to be best for the instruction process, but was not the same as in the jet fighters the students were supposed to fly in "operational life". The aircraft could be equipped with a gun pack under the fuselage. Fokker considered also developing a ground attack version of the aircraft, but no customers were found for that variant. As a trainer the S.14 only served with the Dutch Royal Air Force (KLu) in limited numbers, as at that same time the European market was flooded by artificially cheap Lockheed T-33's not to be competed with commerciallyⁱⁱ.

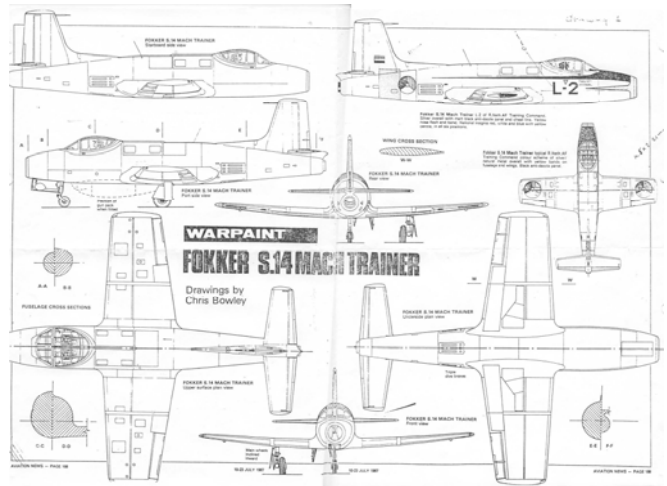


— Czech Master Resin 1/72 Scale — No.48 Fokker S.14 Mach Trainer



The kit is packed in a plastic bag and contains the resin parts, a vacuum formed plastic cockpit roof, a coloured photograph and an instruction sheet. There are no decals included. The kit provides the parts needed to build the gun pack.

The instruction sheet is limited to a six-view drawing with summary painting instructions, so most of the information for building the kit must be obtained from other documentation.ⁱⁱⁱ



Alting (ref. 1), Hegener (ref. 2), Hooftman (ref. 3), Schoenmaker (ref. 4), Wesselink (ref. 5), Vredeling (ref. 6) and Braas (ref. 7) list the dimensions of the S.14, while Hegener, Vredeling and Braas present 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>	13.30-13.35 m	184.7-185.4 mm	mm
<i>Height</i>	4.70-4.75 m	65.3-66.0 mm	mm
<i>Engine</i>	Rolls Royce Derwent V or VIII; 15,450 kN		
<i>Crew</i>	2		
<i>Armament</i>	2 cannon 20 mm ^{iv} , 8 rockets or 8 bombs ^v		

General

The kit includes parts to build S.14 with the gun pack under the fuselage. I did not experience any problems with badly corresponding panel lines, as seems the case with the up-graded kit.

Cockpit

<text>



Fuselage

The fuselage is composed of two almost solid halves. This means the model becomes very heavy, almost too heavy to be supported by the (resin) undercarriage. Although I reinforced the wheel axles and the attachment to the wing by small metal pins, with time the undercarriage starts sagging^{vi}. It is also impossible to accommodate sufficient lead to keep the m=nose wheel down; at the slightest disturbance the S.14 takes off.

Wing

<text>

Undercarriage

<text>

Final assembly

According to photographs the orange colour is not day glow, so I have just used Humbrol xx (orange). Decals for the rosettes come from a general-purpose decal sheet of Dutch Decal, the registration also from a general-purpose decal sheet. The ejection seat decal I borrowed from my son's surplus collection. I have cut the cockpit roof in two parts to slide it backwards, exposing the cockpit interior. Below some pictures of the completed S.14 model are shown.





References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, pp. 44, 61, Rebo Produkties, Sassenheim, 1988
2. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 95, 174, 204, 221, ISBN 0-8168-6370-9, 1961
3. H. Hooftman, *Van Brik tot Starfighter, Deel II: In de schietstoel*, pp. 71, 91-92, La Rivière & Voorhoeve, Zwolle, 1962
4. W. Schoenmaker & T. Postma, *Klu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht vanaf 1913*, pp. 111-112, ISBN 90 6013 966 6, 1987
5. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 129, Unieboek B.V., Bussum, 1982
6. W. Vredeling, *Collection Fokker, Copies of original Fokker drawings and documents*, unnumbered drawings 024, 030, 046 (the last two painting scheme), 2010
7. N. Braas, & W. Vredeling, *Fokker S.14 Machtrainer, In dienst van de Nederlandse Luchtvaart*, all pages, ISBN 978-90-804981-5-0, 2009
8. K. van de Berg, R. Hezemans & E. Koolhaas, *Van Luchtvaartafdeling tot Koninklijke Luchtmacht, 75 jaar militaire luchtvaart in Nederland*, p. 40, Rebo Produkties, Sassenheim, 1988
9. J. van den Berg, *Militaire Luchtvaart Museum Soesterberg*, p. 21, Militaire Luchtvaart Museum, Soesterberg, 1995
10. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, pp. 62-63, ARTI beeld encyclopedie 36, Alkmaar, 1959
11. J. van Huijstee, *Vervlogen jaren van Fokker*, p. 69, Van Soeren & Co, Amsterdam, 1997
12. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 66, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
13. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, pp. 126, 140, Fibula - Van Dishoeck, Haarlem, 1979
14. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. ??, Jaargang 15, No. 29, 1949
15. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 192-194, 202-203, 220, ISBN 907557410X, 1998
16. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, pp. 63-64, ISBN 90-9011870-5, 1998
17. T. Postma, *Vermetele vliegende Hollanders*, pp. 114, 127, ISBN 90 228 3987 7, De Haan, Bussum, 1975

ⁱ <web adress of kit producer>www.xxx.yyy

ⁱⁱ The Fokker S.13 crew trainer had the same fate. It was pushed off the market by cheap (or even presented free of charge) American Beechcrafts.

ⁱⁱⁱ An update of the kit has been issued in 2010. Both the kit's contents and the building instructions have been greatly improved. A building report of the upgraded kit will be issued later.

^{iv} In gun pack.

^v Under wing.

^{vi} In the upgraded kit the undercarriage is made of a different kind of resin, probably to alleviate this problem.