

## Eduard Fokker E.V 1/72

By Charlie Scardon



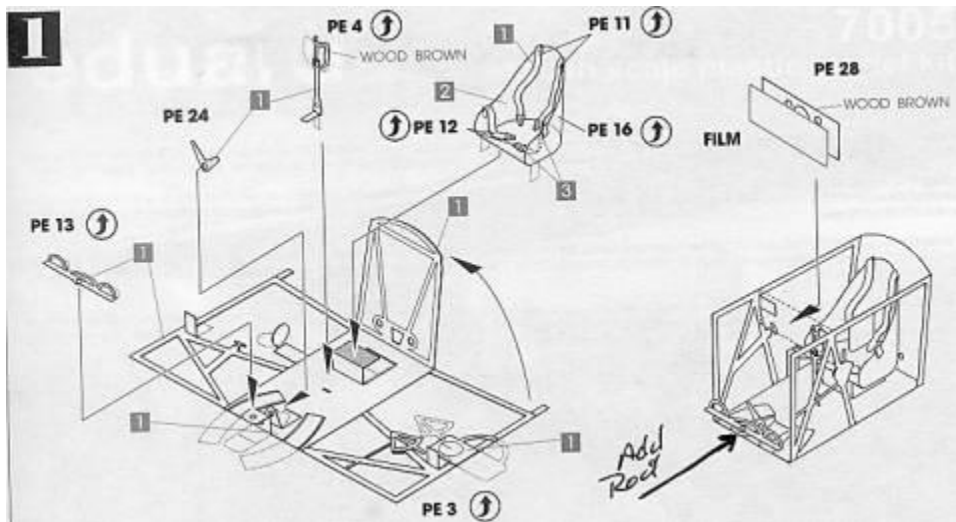
Designed as a dogfighter the E.V would see very limited service with the German air force. The aircraft suffered two early crashes from wing failure. The bugs were worked out but tactics moved from dog fighting to more slashing attacks. High-powered inline aircraft made it obsolete. I have always liked this airplane since seeing a pseudo version in the movie *The Blue Max*.

The kit is a typical Eduard multi-media effort. It consists of 13 injected, 2 resin, 46 photo-etched, and 1 film for the instruments. The instructions are well diagramed and marked. Assembly is broken down into 4 sections.

I started by inspecting the plastic and cleaning it up. The moving surfaces are too lightly scribed. These were deepened with a Bare Metal scriber. I removed 3 mold gates on the interior of the lower wing part. Next I drilled out the indentations for the struts, elevator horns, and axles. A notch was sawed into the rudder for the rudder horn. I test fitted all the parts to assure I would have no problems later. Overall cleanup was very minimal.

The cockpit is a multitude photo-etch consisting of a seat, 4 belts, control stick, instrument panel, main cockpit framing with floor, and rudder control pieces. The main cockpit requires 15 folds to assemble. This sounds intimidating but is actually quite easy. Eduard did a very good job of designing this. Start by laying the main section

PE3 on a smooth surface like glass or Formica. Fold the parts in the following order; throttle, gauge on starboard side, foot troughs, seat support, compass, instrument panel supports, and rudder pedals. This is where you will need to add something Eduard forgot. There is a rod extending from the control stick forward to the rudder pedals. There are holes in the photo-etched that the rod goes through. You will need to put in part PE24 control cable arm at this time. The rod can be made out of .15 plastic. Once done, paint the interior. I use RLM 02 for the fuselage tubing and a wood tone for the floor. The back is supposed to be a canvas baffle, paint it accordingly. On some planes the baffle would most certainly have been lozenge. Paint the compass and details various colors to suit yourself.



Set the interior aside. Before I folded it, I finished the seat. The seat on the Fokker was sheet metal covered with leather. What you get is a flat etched part. I rolled the back around a rod to create the curve. Then I folded the seat back to the seat bottom. Glue together with CA and white glue. Photos of Fokker seats show the color ranged from light leather to a nearly black color. Finish the seats by adding the belts. Now glue the seat to the seat support on the cockpit.

The instrument panel is made of a film and photo-etch. Paint the photo-etch part first and detail. Next glue the film to the back of panel using white glue. Paint the rear of the film white. Now fold up the sides and rear of the cockpit interior. Use CA to glue together and add the instrument panel. I assembled the cockpit this way so it would not be necessary to fish parts in after it was done.

The interior of the fuselage as painted a linen color and parts PE1 and 2 were added after being painted a wood color. Of course the fabric surfaces would more likely be lozenge but I did not have any extra to use. I now glued the cockpit assembly into the fuselage. The leather welting around the cockpit opening is missing from the kit. I made one by winding .15 rod around a toothpick to create a curve. Next I glued the rod to the opening and trimmed it to fit.

I did not do all this at one sitting. The nice thing about WWI aircraft is you will have a number of subassemblies to work on at any given time. The wing, stabilizer, tail, and cowling were all assembled, painted and decaled separately. I now turned my attention to applying the lozenge decal. The decals supplied with the kit are inaccurate in color. They are far too light. I used them anyway because at that time I did not want to shell out the extra bucks. Eduard supplies the decals in four pieces: top, bottom, and sides. I started by painting the forward fuselage dark green. Next I sprayed the fuselage with Future. All the painting has to be done prior to the application of the lozenge. Have you ever masked a decal? Not so easy so paint first. I applied the top decal first. The excess material was allowed to drape over the sides. Now set the fuselage aside until the decal is set. It will be necessary to do this often. The side decals were now fitted matching the top of the piece. Do not worry about the excess decal at the bottom. Just let it wrap around onto the bottom. The bottom of Fokker aircraft had a seam running down the middle. A zig zag stitching laced the two halves together. For that reason, the lozenge should not match at the lacing. Fortunately the lower piece was large enough to cut in two. One section was applied aligning the piece to the lower edge of the fuselage.





The other section was then carefully cut to fit one half of the fuselage. After finishing the entire lozenge, you can add the other decals. By this stage I had the fuselage, wing, tail, and stabilizer completely finished. Before going any further I finished all the little fiddly bits. The engine has an etched part to represent the heads of the cylinders and the arms. That part was glued on with Elmers glue and later CA was used to permanently secure it. The guns are very nice. They consist of one resin and three etched parts. The jacket of the Spandau was wrapped around a Paasche airbrush needle. The metal is soft and has no tendency to curl back to its original shape. A hypodermic needle was used for the gun barrel. These were added atop the fuselage. Now comes the toughest part of building this kit. Part PE 15 is the lower detail of the fuselage and the four landing gear struts. It is very difficult to get this lined up. I made the mistake of folding the parts prior to attaching them. Do not do this. If I were to build this kit again, I would tape the part to graph paper and then white glue the fuselage to it. The white glue will give you plenty of time to align the parts. When you are satisfied use CA to permanently attach it. Now fold the gear struts down and attach to the landing gear wing.

The best way to attach the wing is to construct the tripod struts first using white glue. Next place the wing upside down and glue the forward struts to the wing. Now prop up the tail so that parts PE 23 (rear struts) will fit. Again glue with Elmers. When everything is aligned, apply CA to secure the joints. Now you can add the stabilizer, tail, and wheels. All that is left is a few small lift handles and the propeller. I made a laminated wood prop for this kit. I rigged the model using stretched sprue. Throughout this final process, I touched up various spots with paint. It takes me at least three or four looks to find everything I missed.

The finished kit looks every bit like photos of the real ones. It takes a little extra time and thought to assemble than a normal kit. I do not think anyone in the club should have a problem building it. Roden has since come out with their version of this kit. I have not started assembly of that kit yet. It does look good and you will not need to mess with photo-etch.