FLIGHT

TWO NEW FOKKER MILITARY AEROPLANES

The C.VI Biplane and the D.XIV Monoplane

EVERY few weeks news reaches this country of a new type of Fokker aeroplane to be put through its flight tests. The famous Dutch designer is a most prolific producer of new types, and the peculiar fuselage construction using welded-steel tubing which Fokker has developed and used for many years now, whatever theoretical objections may be raised against it, does have the advantage of avoiding premature standardisation. It is, almost literally, possible to change a design overnight, the Fokker system being extremely elastic. The wing construction also is simple, and geometric enlargements or reductions of an existing wing can be made with little difficulty. Hence, the Fokker works are able to bring out a variety of types in a relatively short space of time.

The two latest types to be produced, of which particulars are available, are the C.VI and the D.XIV. The former is a two-seater biplane intended for artillery spotting, fighting, etc., and is generally similar to the C.V with the exception of the arrangement of the wings. In the new type these are of the "sesquiplan" type, with a large top plane and a diminutive bottom plane, a single pair of V-struts on each side transmitting torsional loads from the top plane via the lower plane to the fuselage, and serving in no way as lift struts.

The engine mounting, of welded-steel tubing, is so arranged as to enable the whole engine unit to be removed and, if necessary, replaced by another in a very short space of time, the attachment to the main fuselage structure being by four bolts only. The C.VI is produced in two types, according to function and engine power. With a 12-cylinder Hispano-Suiza engine of 350 h.p. it is used as an artillery spotter, and has then a speed of 225 km./h. (140 m.p.h.), while the climb to 3,000 m. occupies 11 minutes. These performances refer to the machine carrying 580 kgs. (1,275 lbs.) useful load.

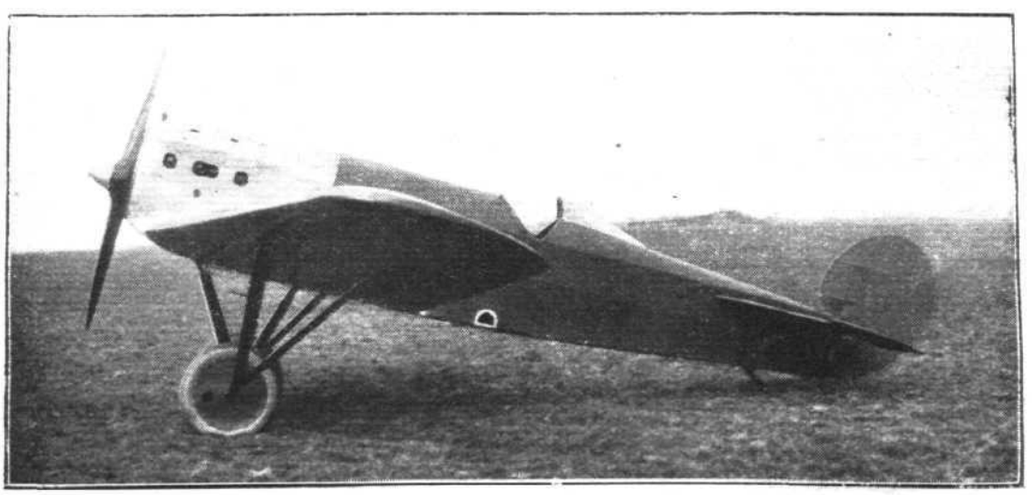
When fitted with the 450 h.p. Hispano-Suiza engine the C.VI is used as a two-seater fighter, and a top speed of 250 kms./h. (155 m.p.h.) is then claimed for it, and a climb of 3,000 m. in 8 minutes and 5,000 m. (16,400 ft.) in 20 minutes.

The second new type of Fokker is a small low-wing monoplane known as the type D.XIV. This is a single-seater fighter, and is shown in our photograph fitted with 300 h.p. Hispano-Suiza engine, with which it has a top speed of 240 kms./h. (150 m.p.h.). The lines are, it will be seen, very "clean," and the view above the wing excellent. The undercarriage is of interest in being strutted to the cantilever wing, a feature which might possibly be objected to on the grounds that a rough landing might strain the wings. The wheel track is very wide for such a small machine.

It is stated that the D.XIV can also be fitted with a 400 h.p. Armstrong "Jaguar" radial air-cooled engine, when a much better performance is obtained.

With the 300 h.p. Hispano-Suiza the top speed is, as already mentioned, 240 kms./h. The climb to 3,000 m. occupies 7 minutes, and in 16 minutes a height of 5,000 m. is reached. With the "Jaguar" the top speed is 255 kms./h. (160 m.p.h.), and the climb to 3,000 m. is made in 5½ minutes, while the climb to 5,000 m. takes but 13 minutes.

The Fokker C.VI is an artillery-spotter (two-seater), with Hispano-Suiza engine.



A MILITARY FOKKER MONOPLANE: The D.XIV was put through its test flights at the Schiphol aerodrome last week. Note the wide undercarriage and the absence of a tail fin.