

THE FOKKER T. IV SEAPLANE

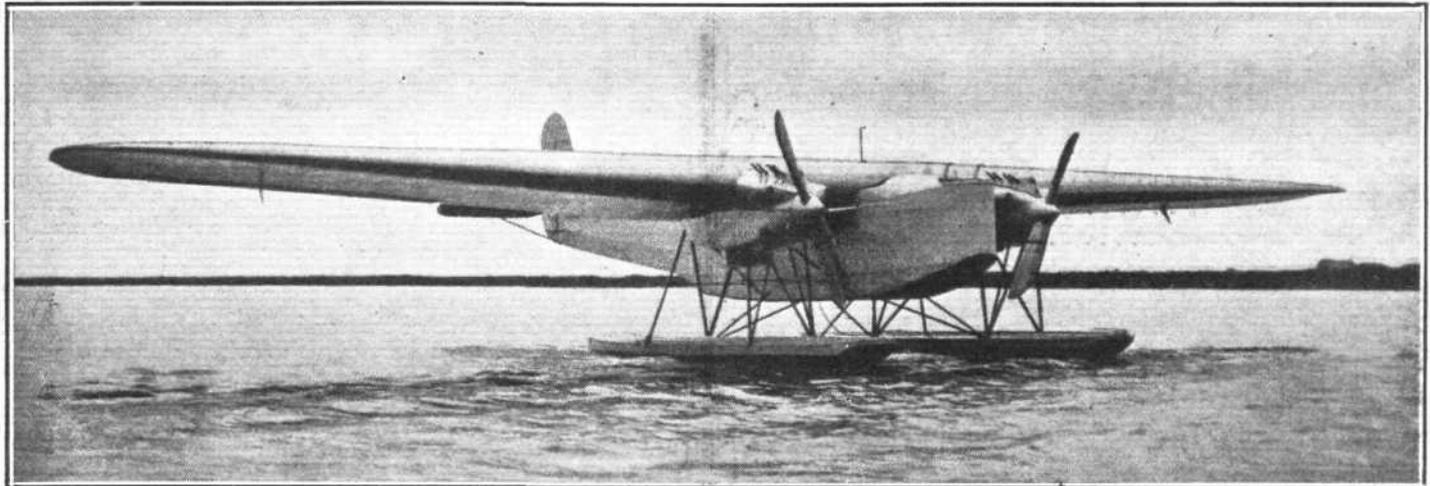
A Twin-Engined Torpedo or Bombing Monoplane

ONE of the latest products of the well-known Dutch firm of Fokker is the T. IV Seaplane, which forms the subject of our description this week. We understand that this machine is being employed by the Dutch Royal Air Force for use in the Dutch East Indies.

The T. IV seaplane is a twin-engined, twin-float cantilever monoplane with the wing on top of the fuselage. Although designed primarily as a bomber or torpedo carrier, it can nevertheless easily be employed as a commercial machine by making a few alterations to the fuselage and fitting a cabin. Also,

mounted on the top of the fuselage high up out of the way of the water, and are constructed of steel tubes covered with fabric. Elevators and rudders are balanced, and the vertical surfaces are of large proportions. Both the horizontal stabilising surface and the vertical fin are adjustable during flight from the pilot's cockpit. Dual control is provided.

As with other Fokker machines, the fuselage of the T. IV is constructed with seamless drawn welded steel tubes, braced in the forward part by steel tubes, and in the rear part by piano-wire. The fuselage is divided from stem to stern into the



THE FOKKER T. IV SEAPLANE: Three-Quarter front view of the new Fokker bombing or torpedo monoplane, fitted with two 450 h.p. Lorraine-Dietrich engines.

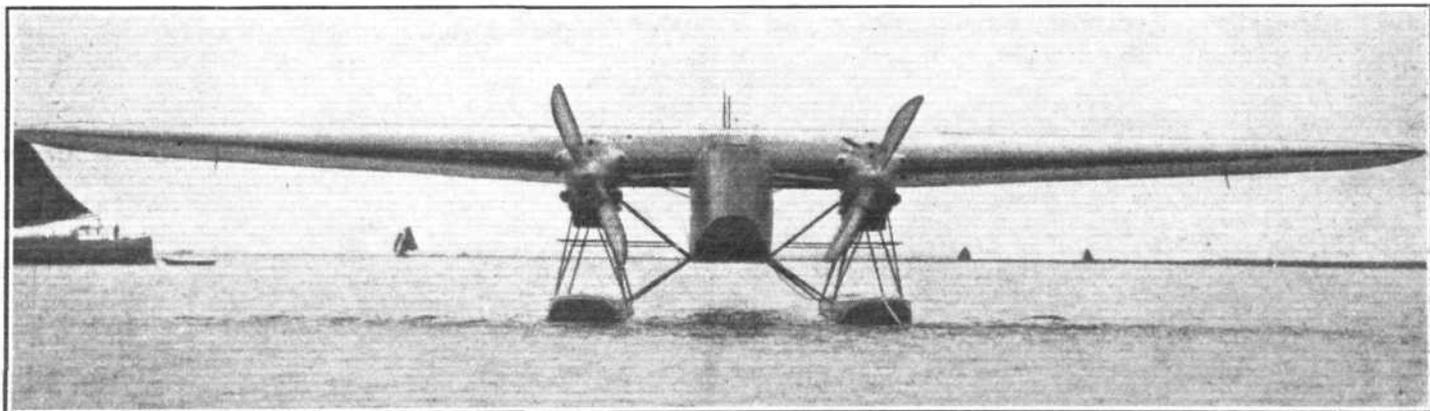
if desired, the two floats may be replaced by wheel landing gear. A clear space under the fuselage, between the floats, is provided for the mounting of torpedoes or bombs.

Contrary to the method usually employed in other Fokker monoplanes of fixing the wing to the fuselage by means of four bolts, the wing of the T. IV is not directly attached to the fuselage. Although the wing of the T. IV lies on the fuselage—as in the case of the Fokker F. VII and F. VIII—actually it is affixed, by four bolts, to a steel-strut structure or cabane, above each float, which is built-up with and welded to the fuselage. This structure, as may be seen from our illustrations,

following sections—front observer's cockpit with gun post; pilots' cockpit; bomb room; rear observer's cockpit with gun post; and the tail.

Each compartment is connected up with the other and on each side of the bomb compartment are strong joists or supports, to which are welded the struts carrying the wings and undercarriage.

The front gunner's cockpit provides an uninterrupted view over a wide area, giving a large field of fire. It is also very large, there being sufficient room for installing various instruments such as bomb sight, navigation instruments, etc.



THE FOKKER T. IV SEAPLANE: Front view, showing space available for carrying a torpedo.

comprises a series of inverted V-struts extending upwards from the floats, with additional struts extending top and bottom to suitable points on the fuselage.

Constructionally, the T. IV wings follow usual Fokker practice, comprising two box spars with profile section ribs slid on to them, the whole covered with plywood covering. They also taper sharply from root to tip, both in thickness and in plan form. Small aluminium doors have been hinged on to the covering at intervals to permit the aileron control cables being examined.

The ailerons, which are of wood throughout, are of high aspect ratio and are unbalanced. The tail surfaces are

A passage, passing under the pilot's cockpit, communicates with the central bomb compartment.

Immediately in front of the leading edge of the wing is the pilot's cockpit, which is provided with two seats side by side, sufficiently high so as to enable the pilots to look over the engines to the wing tips. In addition to being adjustable both seats are collapsible, so as to give free access between the front observer's cockpit and the bomb room.

The pilot's cockpit contains the usual navigation and engine instruments as well as the controls for engines and radiators, ignition switches, and the cranks for adjusting the stabiliser and fin.