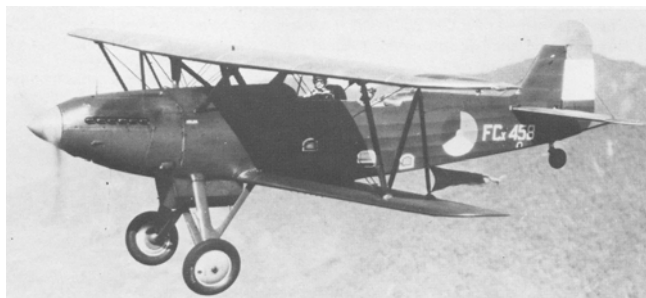


# Fokker C.X Kestrel Czech Master Resin<sup>1</sup> resin kit

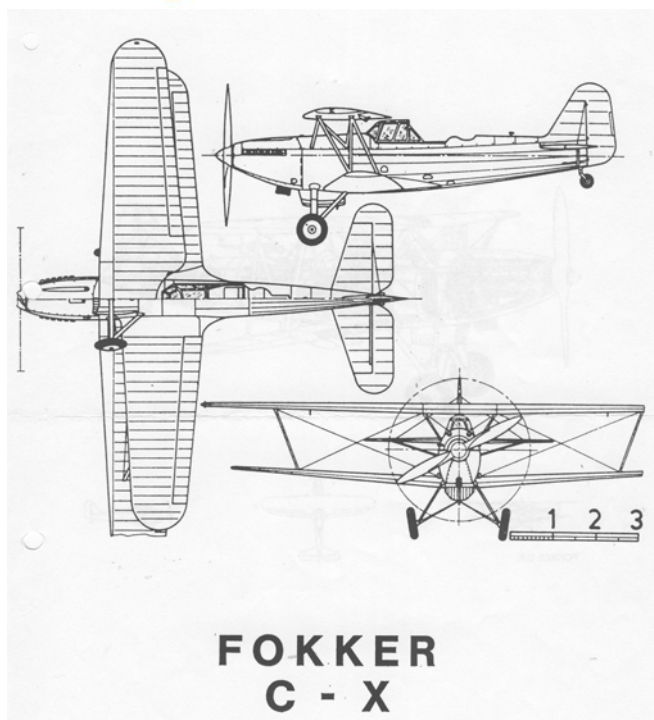
## Sesquiplane reconnaissance/light bomber

Scale 1:72

The Fokker C.X appeared in 1934 and was the successor of the Fokker C.V<sup>2</sup>, but did not have the success this last plane has had. The plane has only been sold to the Dutch Army Air Department (LVA), the Dutch East Indies Air Department (KNIL LA, see the photograph at the right), to the Finnish Air Force and one aircraft to Spain. Quite a large series has been license produced in Finland and one copy in Spain. In Finland some aircraft survived the Second World War.

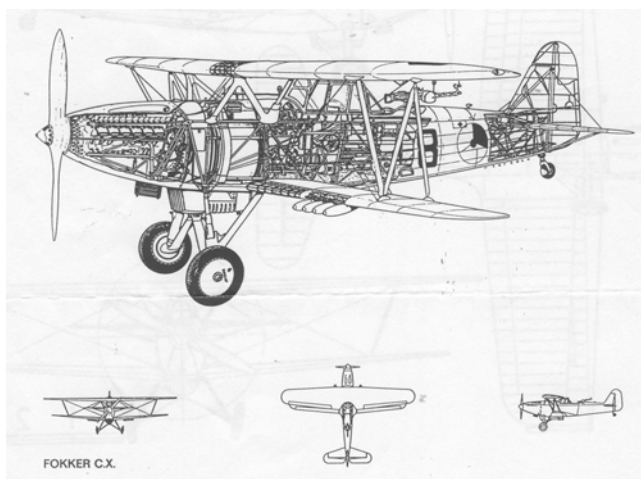


Czech Master Resin 1/72 Scale  
No.94 Fokker C.X Dutch version



The C.X was Fokker's last operational military wheel biplane. There were two production versions of the C.X: one with a Rolls-Royce Kestrel V engine for LVA and KNIL LA, and one with a Bristol Pegasus XXI engine<sup>3</sup> of 835 hp for the Finnish Air Force. Also a prototype with a Hispano-Suiza 12 Ycrs engine of 860-925 hp and a three bladed propeller has been produced in 1936<sup>4</sup>. The LVA version with the Kestrel engine in the paint scheme introduced after September 1939 is the subject of this kit.

The kit comes in a double plastic bag and contains the resin parts, a clear plastic vacuum formed canopy, decals for the 1939-1940 LVA version and an instruction sheet.



The instruction sheet is very limited; it only contains a three-view drawing and a worked-open drawing of the aircraft. No assembly instructions are given and the

paint scheme is limited to the coloured drawing of the kit cover sheet.

Alting (ref. 1), Arnken (ref. 2), Franquinet (ref. 3), Hegener (ref. 4), Hooftman (ref. 5, 6 and 7), Postma (ref. 8), Schoenmaker (ref. 9), van Steenderen (ref. 10), Wesselink (ref. 11), Vliegwereld (ref. 12), Vredeling (ref. 13) and Luchtvaart Historisch Tijdschrift<sup>5</sup> (ref. 14) report the dimensions of the C.X, while Franquinet, Hegener, Hooftman, Postma and Vredeling give also a three-view drawing.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i> <i>(lower wing)</i>	12.10 m	166.7 mm	mm
	10.50 m	145.8 mm	
<i>Length</i>	8.80 <sup>6</sup> - <b>9.315</b> m	129.4 mm	mm
<i>Height</i>	3.08-3.30 <sup>7</sup> m	42.8-45.8 mm	mm
<i>Engine</i>	Rolls-Royce Kestrel V, 650 hp		
<i>Crew</i>	2		
<i>Armament</i>	1-2 fixed machine guns M18 or M36 7.9 mm, 1 movable machine gun 7.9 mm		

## General

## Cockpit

## Fuselage

## Wing

## Undercarriage

## Propeller

## Final assembly

I have painted the C.X with Humbrol 155 (matt olive drab) and the lower surfaces with Humbrol 65 (matt aircraft blue). At that time I had not yet found the colour scheme reference I use now for LVA aircraft of that period: Humbrol 66 + 163 and Humbrol 135<sup>8</sup> for the lower surfaces.

Below some pictures of the completed model are shown.





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<sup>1</sup> [www.cmrmodels.co.uk](http://www.cmrmodels.co.uk)

<sup>2</sup> The Fokker C.VII-W was a float plane. C.VIII and C.IX have been built in very limited numbers, and have mostly been used for training purposes. The C.VI was a C.V with a less powerful engine.

<sup>3</sup> See building report of the Czech Master Resin Fokker C.X Bristol kit.

<sup>4</sup> See building report of the AZ Models Fokker C.X Hispano-Suiza kit.

<sup>5</sup> Only ref. 14 gives different length and height for the Kestrel and Pegasus powered version (9.27 m/128.8 mm) and 9.01 m/125.1 mm; 3.20 m/44.4 mm and 3.31 m/46.0 mm respectively. The larger height of the Pegasus powered engine may be explained by the smaller length and by the larger diameter of the propeller, required by the greater engine power. This reference also reports the lower wing span.

<sup>6</sup> Most references report a length of 8.80 m.

<sup>7</sup> Most references report a height of 3.30 m.

<sup>8</sup> This colour is discontinued; a reasonable substitute is Humbrol 230 (Prussian Blue) and 47 (Sea Blue) in a 60/40 proportion.