

# Fokker C.X Pegasus Czech Master Resin<sup>i</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>ii</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, to the Finnish Air Force (see the photograph at the right) 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.

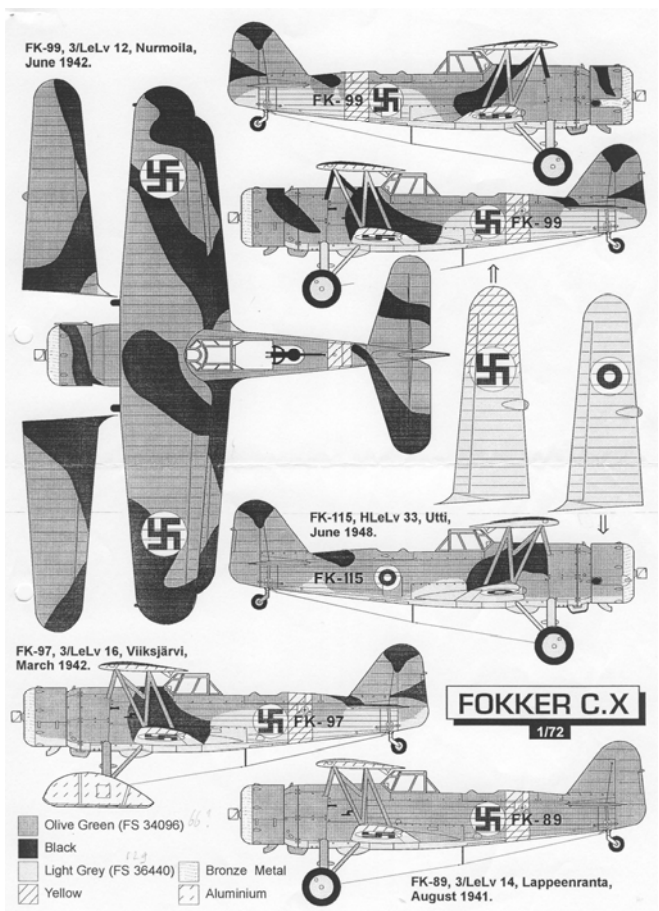


The C.X was Fokker's last operational military wheel biplane. There were two production versions of the C.X: one with a Rolls-Royce Kestrel V engine<sup>iii</sup> for LVA and KNIL LA, and one with a Bristol Pegasus XXI engine of 835 hp for the Finnish Air Force. Also a prototype with a Hispano-Suiza 12 Ycrs engine of 860-925 hp and a three bladed propeller has been produced in 1936<sup>iv</sup>. The Finnish version with the Pegasus engine is the subject of this kit. The first of a series of four aircraft flew on 7 November 1936 with a Pegasus IV engine. The other Finnish C.X's have all been license produced by Valtion Lentokonetehtas in Finland. They saw extensive action in the two wars

with the Soviet Union (the Winter War 1939-1940 and the Continuation War 1941-1944). Together the 39 aircraft accumulated almost 16000 flight hours.

The kit comes in a double plastic bag and contains the resin parts for two versions (one with a wheel landing gear and one with skis), a clear plastic vacuum formed canopy, decals for the two versions and four registration numbers and an instruction sheet.

The instruction sheet contains three-view drawings with the painting scheme for the different versions spanning a period from August 1941 until June 1948, and an exploded view of the model indicating the parts and their location.



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>v</sup> (ref. 14 and 15) report the dimensions of the C.X, while Franquinet, Hegener, Hooftman, Postma and Vredeling give also a three-view drawing. Only ref. 14 and 15 give explicitly the length and height for the Pegasus powered version. This reference also reports the lower wingspan. Ref. 15 contains detailed information on the individual Finnish aircraft.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span (upper wing)</i>	12.10 m	166.7 mm	mm
<i>(lower wing)</i>	10.50 m	145.8 mm	
<i>Length</i>	9.01 m	125.1 mm	mm
<i>Height</i>	3.20 m	46.0 mm	mm
<i>Engine</i>	Bristol Pegasus XXI, 830 hp		
<i>Crew</i>	2		
<i>Armament</i>	2 fixed Browning machine guns 7.7 mm, 1 movable machine gun L-33/34 7.62 mm		

### General

I have decided to build the version on skis with registration number FK-97.

### Cockpit

### Fuselage

### Wing

### Undercarriage

### Propeller

### Final assembly

I have painted the C.X Pegasus according to the painting scheme indicated in the instructions: upper surfaces olive green (FS 43096, Humbrol 66), black and light grey (FS 36440, Humbrol 129) in a camouflage pattern, the lower side light grey, Humbrol 129<sup>vi</sup>. The aircraft has a yellow band on the rear fuselage and yellow wing tips. The ring around the cowling has been painted bronze, the skis aluminium.

Below some pictures of the completed model are shown.





## References

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3. E. Franquinet, *Fokker, Een leven voor de luchtvaart*, pp. 309, 350, N.V. Uitgeversmaatschappij "De Pelgrim", Eindhoven, 1946
4. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 97, 155, 183-184, 219, ISBN 0-8168-6370-9, 1961
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14. Luchtvaart Historisch Tijdschrift, *Luchtvaartkennis, Jaargang 59, no. 2*, pp. 34, 44-51, ISSN 1381-9100, 2010
15. Luchtvaart Historisch Tijdschrift, *Luchtvaartkennis, Jaargang 60, no. 1*, pp. 20-25, ISSN 1381-9100, 2011
16. K. van de Berg, R. Hezemans & E. Koolhaas, *Van Luchtvaartafdeling tot Koninklijke Luchtmacht, 75 jaar militaire luchtvaart in Nederland*, p. 20, Rebo Producties, Sassenheim, 1988
17. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 38, ARTI beeld encyclopedie 36, Alkmaar, 1959
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<sup>i</sup> [www.cmrmodels.co.uk](http://www.cmrmodels.co.uk)

<sup>ii</sup> The Fokker C.VII-W was a floatplane. 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>iii</sup> See building report of the Czech Master Resin Fokker C.X Kestrel kit.

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

<sup>v</sup> Only ref. 14 gives different length and height for the Kestrel and Pegasus powered version. 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 and ref. 15 also report the lower wingspan.

<sup>vi</sup> According to ref. 15 the underside was painted aluminium in before 1942, to be changed to light blue (“Dornier blue”) in 1942.