

Fokker D.XXI SIGA Modelsⁱ injection kit

Monoplane fighter

Scale 1:72

The D.XXI was the first “modern” Fokker monoplane fighter. The prototype made its first flight on February 27, 1936. It re-equipped the Dutch Air Force (LVA, from 1938 onwards ML, Militaire Luchtvaart) with more up to date fighters and was sold to Denmark, Finland and Republican Spain, which all licence produced the airplane. Originally the aircraft was developed for the Dutch East Indies Army Air Department (LA KNIL), but no orders followed.



Although its appearance was more modern, the construction still followed the Fokker tradition: steel tube fuselage covered by metal sheeting (forward part) or linen (tail section) and a wooden wing. It also still had a fixed undercarriage. Some sources report that Fokker offered the LVA a version with a retractable undercarriage, but that the offer was rejected because of the price. Two of the licence produced Finnish aircraftⁱⁱ have been equipped with a retractable undercarriage, but the performance gain was marginal and no series production followed.

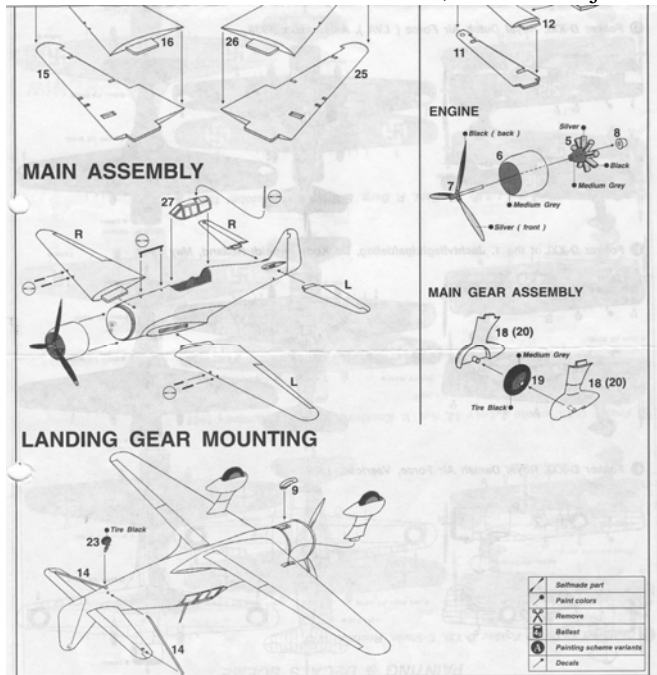
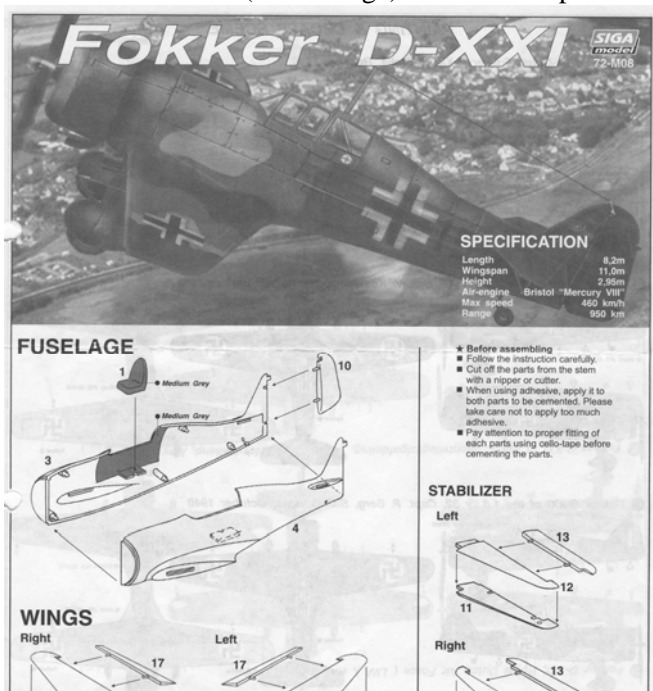
The D.XXI played an important role in the two wars of Finland with the Soviet Union in the 1940's. Thirty-six copies of the Finnish D.XXI survived the Second World War, and the last one retired from service around 1950. In total 136 D.XXI have been produced, 89 of these under licence abroad.

The kit comes in a carton box and contains the injection-moulded parts, a clear plastic injection moulded cockpit, decals for the Dutch pre- and post-1939 markings, for two Finnish versions, the Danish version and a German captured version, and an instruction sheet. The kit, however, is not representative for the later licence produced Finnish aircraft, which were equipped with a Pratt & Whitney engine.

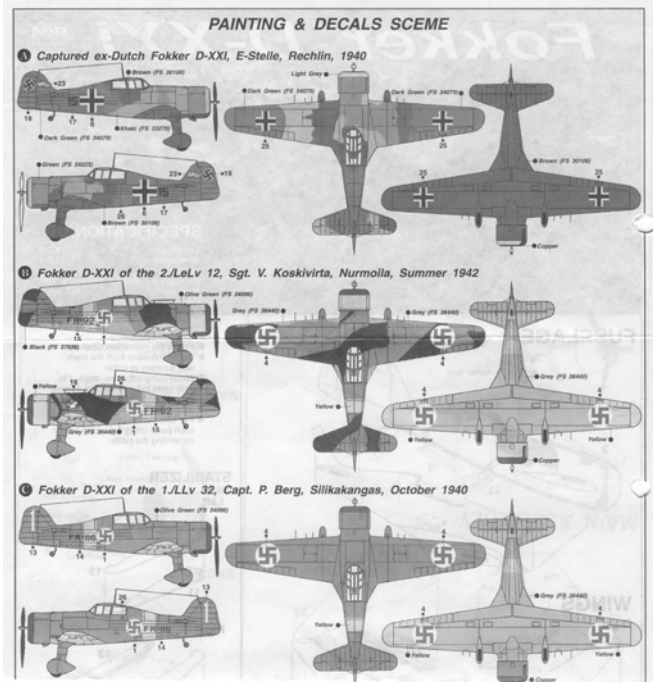
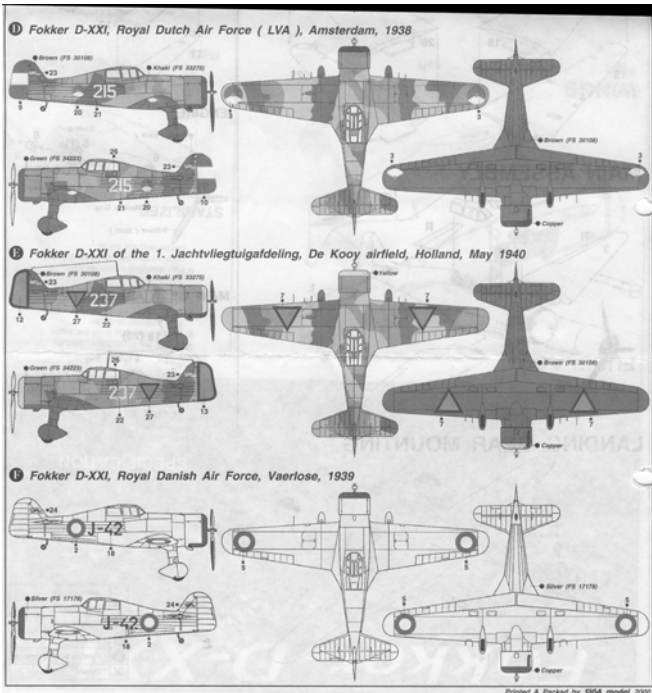
The instruction sheet is sufficient for assembly, but contains only limited painting instructions for the different versions. The main (camouflage) colours are specified, sometimes as Federal Standard codes, sometimes just a



equipped with a Pratt & Whitney engine.



colour indication; details must be found elsewhere. It does not give a description of the aircraft other than the main dimensions, engine and some performance figures.



Alting (ref.1), Arnken (ref. 2), Franquinet (ref. 3), Gerdessen (ref.4), Hegener (ref. 5), Hooftman (ref. 6 and 7), an Steenderenⁱⁱⁱ (ref. 8), Wesselink (ref. 9), Vliegwereld (ref. 10), Vredeling (ref. 11), Postma (ref. 12 and 13), and Casius (ref. 14) give the dimensions of the D.XXI, while Franquinet, Gerdessen, Hegener, van Steenderen, Vredeling and Postma (ref. 13) show a three-view drawing of the aircraft.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	11.00 m	152.8 mm	mm
<i>Length</i>	7.96-8.20 m	110.6-113.9 mm	mm
<i>Height</i>	2.80-2.99 m	38.9-41.5 mm	mm
<i>Engine</i>	Bristol Mercury VIII 760-830 hp; Pratt & Whitney 3B4G Twin Wasp 825 hp ^{iv}		
<i>Crew</i>	1		
<i>Armament</i>	4 machine guns FN Browning M.36 7.9 mm		

Cockpit

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Fuselage

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Wing

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Undercarriage

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Final assembly

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Below some pictures of the finished model are shown.



References

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ⁱ <web adress of kit producer>www.xxx.yyy

ⁱⁱ See the building report on the D.XXI 4.Saria retract aircraft.

ⁱⁱⁱ Huijstee quotes a span of 12.70 m.

^{iv} Later Finnish licence produced aircraft.