

Fokker D.XXIII RS Modelsⁱ injection kit

Monoplane fighter prototype

Scale 1:72

The D.XXIII was the last fighter prototype of Fokker before and after the Second World War. It was an unconventional design powered by two medium performance engines accommodated in the fuselage. Its first flight took place in May 1939. The small engine size gave the aircraft a very small cross-section, minimizing the drag. Several engines were considered. The prototype was equipped with Czech Walter air-cooled in-line engines, but in the design office also a version with two Rolls Royce Kestrel engines was worked outⁱⁱ.

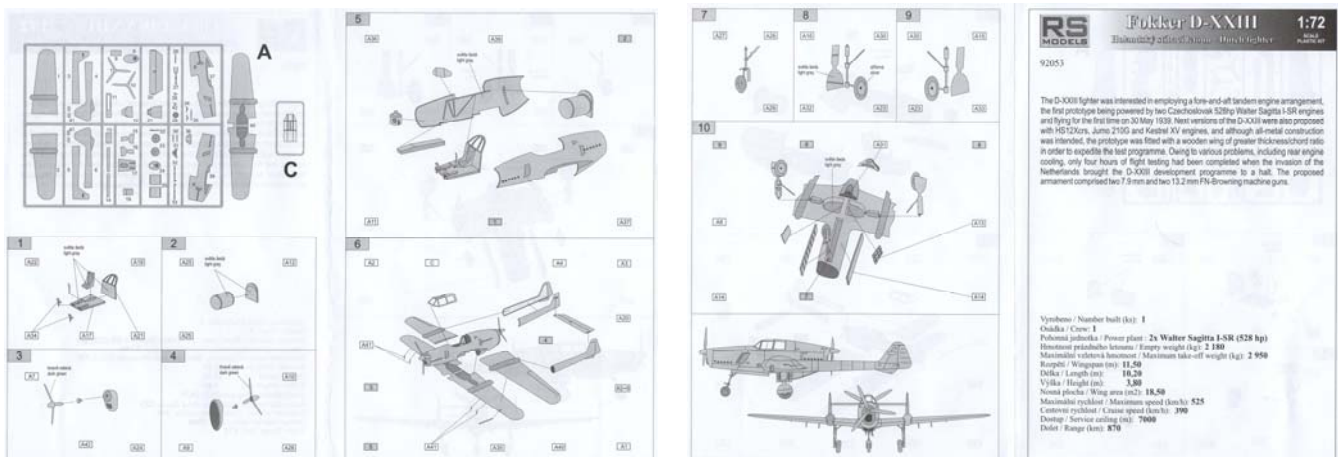


The performance of the aircraft was very good. The main development problems were linked with the cooling of the rear engine. A continuous safety issue popping up was the question whether a pilot had any chance to survive exiting the plane, while the rear engine was still running, a problem generally related to aircraft with a pusher prop. Several pictures exist which show elaborate constructions with handhold, allowing the pilot to leave the plane at the underside of the fuselage. The aircraft appeared too late to enter production before the outbreak of the war.



The kit comes in a carton box, containing the plastic parts, a transparent injected plastic cockpit roof, an instruction sheet and decals with the 1940 Dutch Army Military Air Arm (ML) insignia, the X-4 prototype registration and the 998 wartime registration.

The instruction sheet is limited; it identifies the parts in the kit, gives exploded views illustrating the assembly and a two-view drawing. No painting instructions **other than the illustration on the box cover** are included.



Alting (ref.1), Franquinet (ref.2), Hegener (ref. 3), Hooftman (ref. 4), Vredeling (ref. 5), Wesselink (ref. 6), Vliegwereld (ref. 7) and Vredeling (ref. 8) give the dimensions of the D.XXIII, while Hegener and Vredeling also include a three-view drawing of the aircraft.

	Ref.	1:72	model
Span	11.50-11.55 m	159.7-160.4 mm	mm
Length	10.10-10.20 m	140.3-141.7 mm	mm
Height	2.95-2.99 m ⁱⁱⁱ	41.0-41.5 mm	mm

<i>Engine</i>	Walter Sagitta I-SR; 2 x 528 hp
<i>Crew</i>	1
<i>Armament</i>	Two machine guns FN 13.2 mm; two machine guns FN 7.9 mm

General

<text>

Cockpit

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Fuselage

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Wing

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Undercarriage

<text>

Final assembly

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References

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15. W. Schoenmaker & T. Postma, *Klu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht vanaf 1913*, p. 78, ISBN 90 6013 966 6, 1987

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

ⁱⁱ Due to the higher weight of the Kestrel, this version would have increased dimensions, eg. a span of 12.50 m Ref drawing 46136 of Vredeling (ref. XX).

ⁱⁱⁱ Some references report a height of 3.80 m.