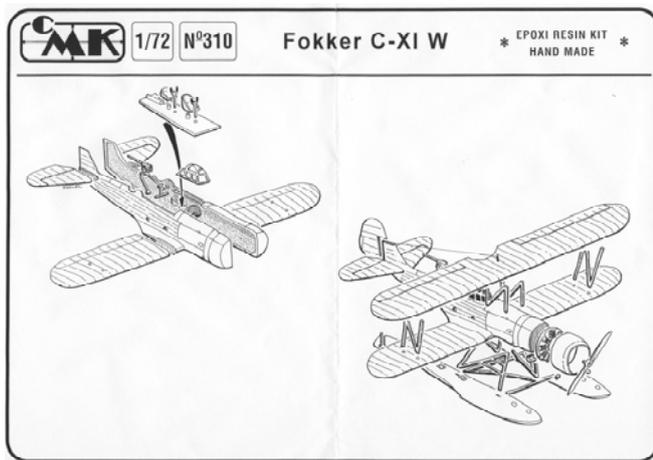


Fokker C.XI-W Czech Master Kitsⁱ resin kit

Biplane float reconnaissance

Scale 1:72

The Fokker C.XI-W has been developed for the Dutch Navy as a catapult airplane to be used on-board of Navy vessels in the Dutch East-Indies. As only one cruiser was equipped with a catapult, most C.XI-W's have been operated as was the Fokker C.VII-W: They were put over board with a crane. All aircraft had to be recovered from the sea by means of a crane. Three aircraft stayed in the Netherlands for training purposes.



The CMK kit comes in a plastic bag and contains resin parts, a vacuum formed transparent cockpit and an instruction sheet showing two exploded views indicating the location of all parts. Decals, nor a drawing or photograph of the completed aircraft is present. The kit is since a number of years out of production; I have been lucky to find one on the yearly Dutch IPMS show a couple of years ago.

There is ample documentation on the Fokker C.IX-W, and most of the data reported are rather consistent, most detail can be found in Vliegwereld (ref. 1), and Hooftman (ref. 3). Dimensions are also reported by Alting (ref. 6), Arnken (ref. 7), Hegener (ref. 8) and Wesselink.

Best pictures are found in Wesselink and Hazewinkel (refs. 9 and 10), and a dimensioned drawing is given by Franquinet (ref. 4). I have chosen to reproduce the Dutch Navy aircraft registered as W-2 in the version with orange triangles.

The table below shows the dimensions.

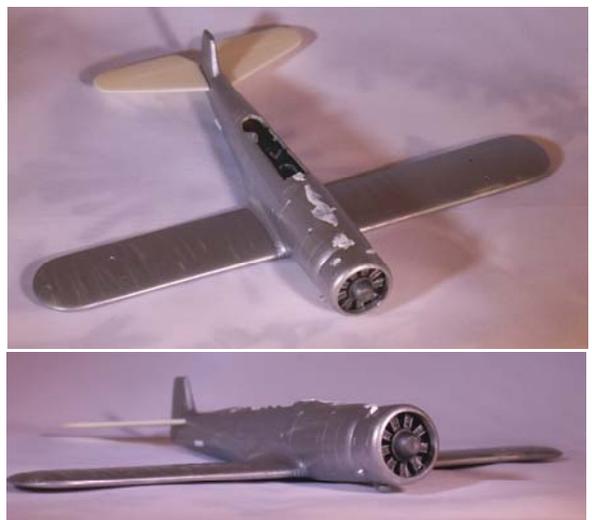
	<i>references</i>	<i>1:72</i>	<i>model</i>
Span (upper wing) ⁱⁱ	13.00 – 13.01 m	180.6 – 180.7 mm	mm
Length	10.40 – 10.45 m	144.4 – 145.1 mm	mm
Height	4.50 – 4.54 m	62.5 – 63.1 mm	mm
Engine	Wright Cyclone ST 1820 F52, 775 hp		
Crew	2		
Armament	2 machine guns		

Fuselage

The cockpit interior is very well detailed. As usual, it was assembled and painted before mounting the cockpit floor to one of the fuselage halves. The two fuselage halves were rather deformed, but that was for the most part corrected by putting them in a hot bath and letting them cool down on a flat (glass) surface. Clamping the two halves after gluing did the rest.

Although the location of the engine exhaust is indicated by a fine gravure on the engine cowling, I have missed it, and have mounted them slightly off their correct location.

At the location where the rudder cables leave the fuselage I have mounted a small fairing produced from plastic U profile. This way it resembles more the construction as shown



in the photographs. After gluing the lower wing in place I have painted fuselage and wings prior to assembly.

Wing assembly

The kit includes no indications for the correct top wing position. A test fitting with the N wing stiles showed a wrong (negative) angle of incidence of the top wing and a position too far forward. I have used the wing position as shown in the drawing in Franquinet (ref. 4) and set the Aeroclub wing assembly rig to the values for **XXX** and **YYY** calculated. As a consequence the N-stiles and the cabane struts had to be custom made (**XXX** and **YYY** mm diameter plastic rods respectively). All wing, cabane and tail plane struts have been painted dark grey (Humbrol 125) prior to assembly and retouched as far as necessary afterwards.

Float assembly

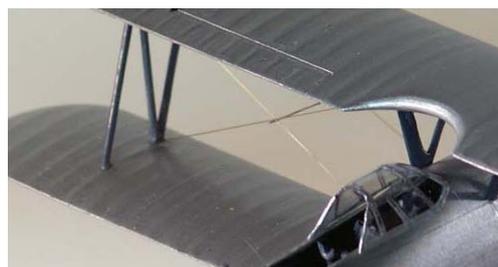
TBW

Finishing

I have painted the plane silver (Humbrol 11) all over and the floats light grey (Humbrol 129) according to De Groot (ref. 5). Decals have been taken from left-overs of other kits, the lettering from general decal sheets. The orange-with-black rudder has been painted. Wing and tail bracing configuration has been taken from photographs. I have 0.3 mm holes in fuselage, tail surfaces and wings and have used 0.06 mm fishing line for the bracing cables and 0.25 metal strand for the bracing cable stabilization rods. Rudder control cables were again 0.06 mm fishing line; from the drawings and photographs I deduced that the elevator controls were accommodated inside the fuselage. Ailerons controls are a push-pull rod at the lower side of the upper wing, made of 0.25 mm metal strand.

Small appendices have been added at the lower side of the fuselage and navigation lights made of scrap plastic at the top of the rudder and at the wing tips.

The pictures show the completed model.





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ⁱ www.cmkkits.com

ⁱⁱ Hoofman (ref. 3) reports a length of 9.00 m and a height of 4.00 m