

Fokker D.XXIII Pegasus 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.

PEGASUS 1:72

Fokker D.XXIII

Model Kit - Maquette - Modellbausatz.

THIS CONSTRUCTION KIT IS NOT INTENDED FOR CHILDREN UNDER 14 YEARS OF AGE. FOR THE EXPERIENCED MODELLER AND COLLECTOR ONLY. THIS IS NOT A TOY OR RECREATIONAL GAME. CONTAINS METAL PARTS.

PEGASUS-NO.1 "BEST QUALITY LIMITED RUN KITS" 1996 READER SURVEY "SCALE AVIATION MODELLER" Made in GREAT BRITAIN Contains Lead Free Metal Parts.

ENGLISH - Printed and made in Great Britain. Royal © Crown not included in the kit.
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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 and the 998 wartime registration.

The instruction sheet is sufficient; it gives step-by-step instructions in English for assembling the model and an exploded view illustrating the assembly. Painting instructions are included, specifying the camouflage colours in Dutch language, in Federal Standard codes and Methuen and Humbrol code numbersⁱⁱⁱ.

PEGASUS 10th Anniversary 1982-1992

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Fokker D.XXIII

COLOUR	METHUEN	FEDERAL STANDARDS	HUMBROL
Roodbruin	9E6	FS20076	133
Zandkleurig	5D5	FS20219	118 → 119
Olijfgroen	29F5	FS24159	114 → 116
Zwart	N/A	N/A	22
Zwarte	N/A	N/A	33

All colour values are approximate. 'Xtracolor' is the registered trade name of Messrs. Hannants of Lowestoft.

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 ^{iv}	41.0-41.5 mm	mm
Engine	Walter Sagitta I-SR; 2 x 528 hp		
Crew	1		
Armament	Two machine guns FN 13.2 mm; two machine guns FN 7.9 mm		

General

The parts fit well, and need little rework. The model needs a lot of lead in the nose to stay on its nose wheel under all conditions, and there is hardly any place for it. Initially I did put too little lead, and had to add small pieces of lead through the openings in the cowling of the finished model. I have adapted some of the indicated colours; for “olijfgroen” I have taken XXXX (Humbrol 116) and for “zandkleurig” Humbrol 119 (YYYY) There is a lively discussion between authors about the correct colours, especially the “zandkleurig”. De Groot (ref. 8) maintains that it should be ZZZZ, while Gerdessen (ref. 9) insists on a more greyish finish.

Cockpit

<text>

Fuselage

<text>

Wing

<text>

Undercarriage

The nose wheel is difficult to mount, which resulted in my case, that it is a bit skewed.

Final assembly

<text>

Below some pictures of the completed model are shown.





References

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4. H. Hooftman, *Van Brik tot Starfighter, Deel I: Met stofbril en leren vliegkap*, pp. 167, 180-182, La Rivière & Voorhoeve, Zwolle, 1962
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6. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, p. 120, Unieboek B.V., Bussum, 1982
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8. W. Vredeling, *Collection Fokker, Copies of original Fokker drawings and documents*, drawings 45813, 46136, ea. 2010
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13. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 60, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
14. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 114, Fibula - Van Dishoeck, Haarlem, 1979
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 I have followed these instructions for all LVA/ML models I did build of this period.

^{iv} Some references report a height of 3.80 m.