

# Fokker S.11 Instructor Czech Master Resin<sup>i</sup> resin kit

## Monoplane training

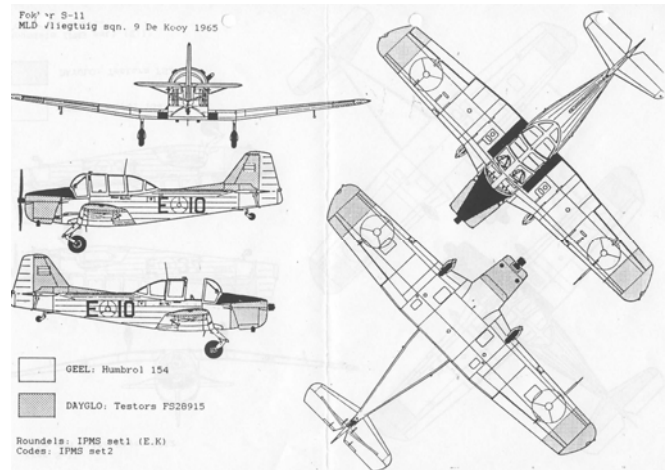
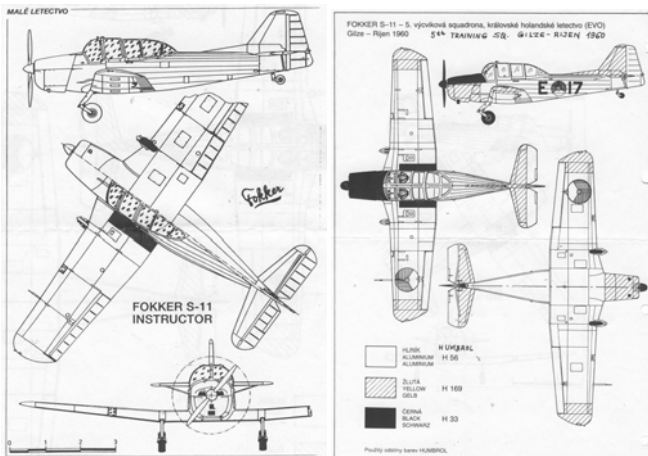
Scale 1:72

After the Second World War the Fokker factory struggled to rise from the ruins to which German occupation and allied bombing had reduced it. The first design ending up in a flying aircraft was the F.25 Promotor, a touring and taxi plane that was not a commercial success. The Fokker S.11 Instructor training aircraft, that followed it and first flew in December 1947, on the contrary, was, and has been successfully exported in considerable numbers to Italy, Israel and Brazil and saw license production in Italy and Brazil. At home it was bought by both the Dutch Royal Air Force (KLu) and the Dutch Naval Air Service (MLD) as the basic training aircraft. The S.11 was one step further than the pre-war Fokker designs: the fuselage basically was still a steel tube frame covered by metal sheeting and linen, the wing was all metal construction. Although it was a two-seater, a third person could squeeze in behind the side-by-side seated student and instructor. The last Dutch S.11 left operational service in **TBD**.



The kit comes in a plastic bag and allows construction of the Fokker S.11 as well as the nose wheel version S.12. For the S.11 **decals are included** for both the KLu and the MLD version. The kit includes resin parts and a vacuum formed transparent plastic cockpit roof.

The instruction sheet only contains three-view drawings of the two Dutch S.11 versions and two Brazilian S.12 versions together with limited painting instructions<sup>ii</sup>.



Alting (ref. 1), Geldhof (ref. 2), Hegener (ref. 3), Hoofman (ref. 4 and 5), Schoenmaker (ref. 6), Wesselink (ref. 7) and Vliegwereld (ref. 8) give the dimensions of the S.11, while Hegener and Vredeling (ref. 9) show a three-view drawing of the aircraft.

	Ref.	1:72	model
Span	10.97-11.06 m	152.4-153.6 mm	mm
Length	7.96-8.20 m	110.6-113.9 mm	mm
Height	2.15-2.23 m	29.9-31.0 mm	mm
Engine	Lycoming O-435A; 190 hp		
Crew	2-3		

## General

I have built the KLu version in 1960 colours. In general the parts are well finished and fit well, except for the transparent cockpit roof.

## Cockpit

<text>

## Fuselage

Fitting the cockpit roof on the fuselage was difficult; it was virtually impossible to match the curvature of the fuselage.

## Wing

<text>

## Undercarriage

<text>

## Final assembly

<text>

Below some pictures of the finished model of the Fokker S.11 are included.





## References

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

<sup>ii</sup> A later version of this kit includes a much more extended instruction sheet. See the building report of the Fokker S.12.