

NÁVOD / INSTRUCTION

SH48124 Fokker D. XXI "COMBO"

CZ - Historie

Do Finska bylo 27. října 1937 dodáno sedm Fokkerů D XXI. O tři roky později, v roce 1940, zahájila finská vláda v Národní letecké továrně (Valtion Lentokonetehtas) licenční výrobu tohoto typu. Jelikož Finové chtěli do letounu adaptovat motor Pratt & Whitney Twin Wasp junior, musel Fokker přestruovat trup, aby mohl tento motor pojmout. Kromě rozdílného motoru byly finské letouny vyzbrojeny čtyřmi kulomety ráže 7,7 mm, které byly montovány do křídel, měly zvětšenou plochu svislé ocasní plochy a přepracovanou kabinu, která nyní zasahovala až do zadní části trupu.

První letoun finské verze byl zalétnut v lednu 1941.

Ukázalo se, že je pomalejší a méně obratný než původní holandská verze. Nakonec bylo vyrobeno 55 kusů, z nichž poslední vyrobený byl vybaven zatahovacím podvozkem. Tato úprava sice o něco zvýšila rychlost, ale stoupavost a obratnost se nezměnila. Po nehodě, která se stala 22. května 1942 byl na tento letoun namontován standardní pevný podvozek.

Poslední z těchto pozoruhodných letounů byl stažen ze služby ve finském letectvu v roce 1951.

Technická data: délka: 8,46 m (27ft 9 ins). Rozpětí: 11 m (36ft 1 in). Výška: 2,95 m (9ft 8 in). Maximální rychlost: 434 km/h (272 mph)

EN - History

On 27 August 1937, seven Fokker D XXIs were delivered to Finland. Three years later in 1940, the Finnish Government began license production of the type at the State Aircraft Factory (Valtion Lentokonetehtas). As the Finns wanted to install Pratt & Whitney Twin Wasp junior engines, they had Fokker redesign the fuselage to take the US-built engines.

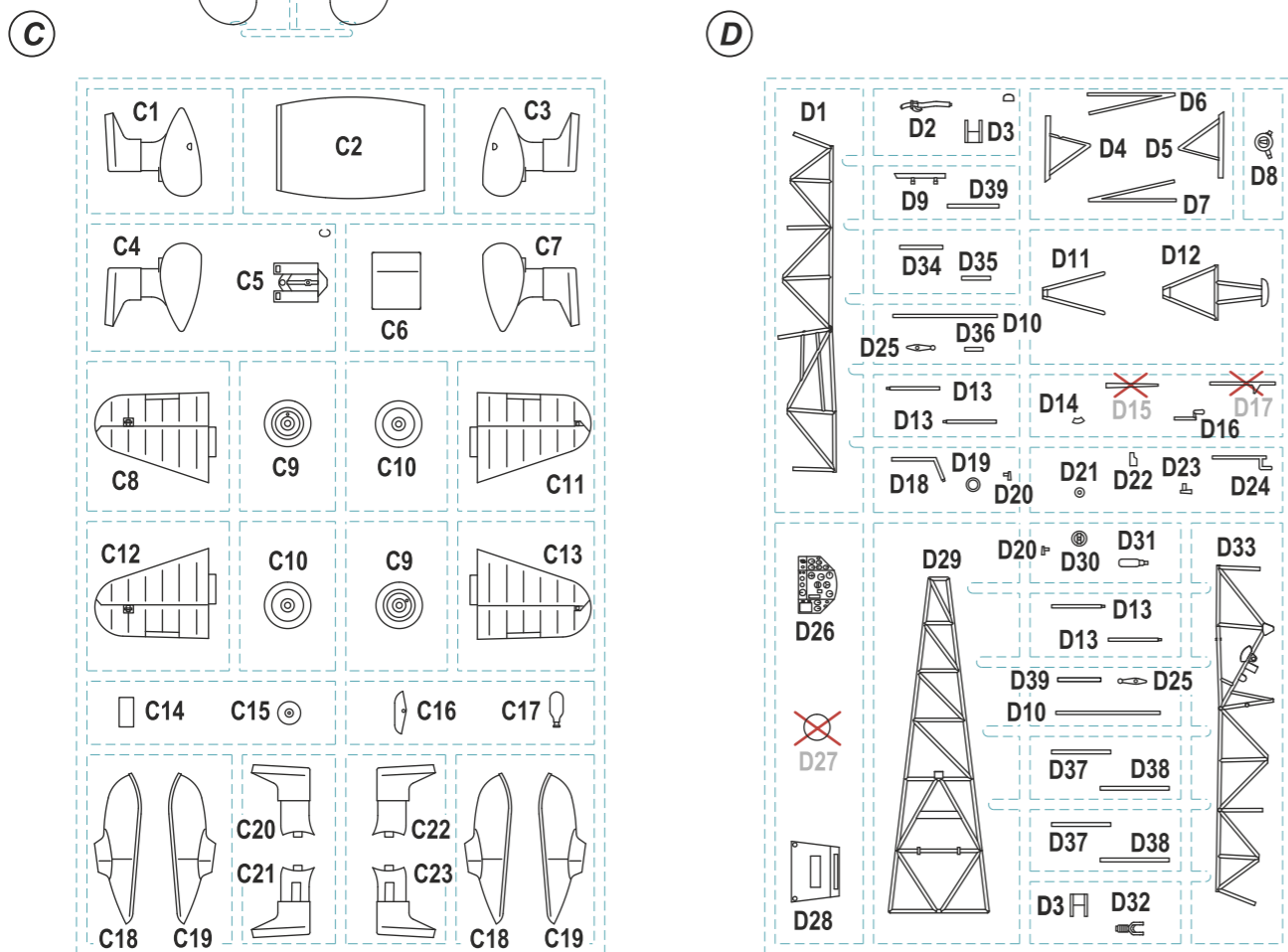
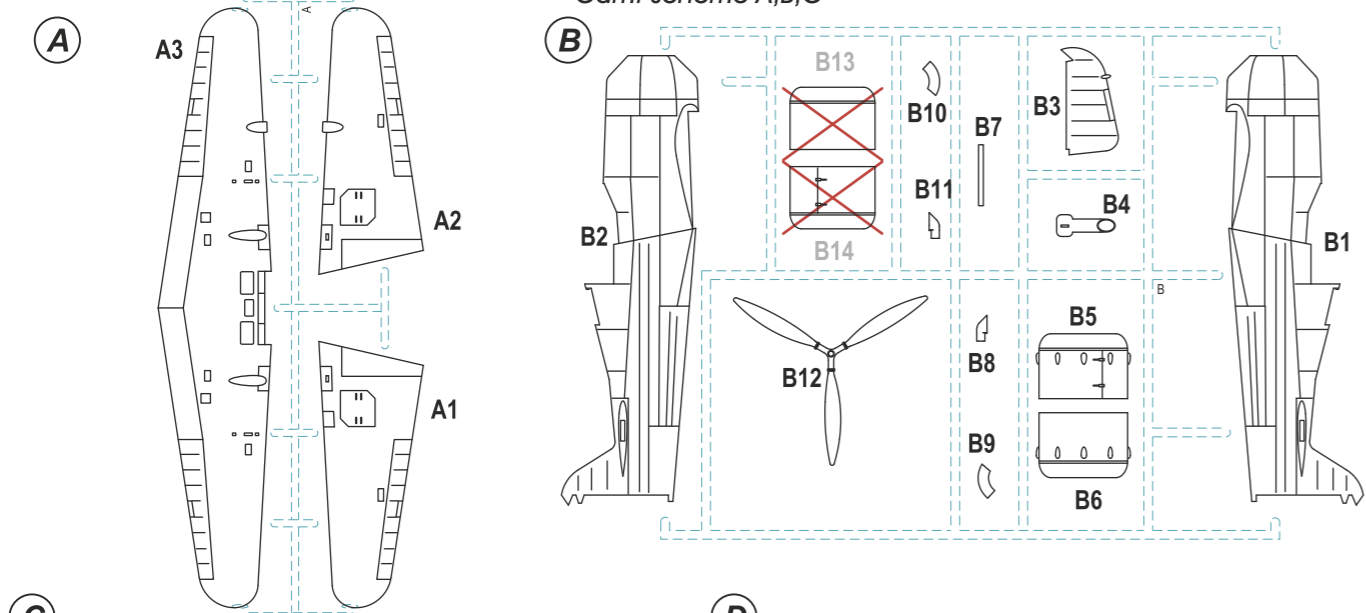
In addition to the different engine, the Finnish aircraft now carried four 7.7mm machine guns in the wings, a larger vertical tail surface and a revised canopy, which was extended to the rear of the fuselage.

The first Finnish version was flown in January 1941 and proved to be slower and less manoeuvrable than the Dutch version. However, a total of 55 aircraft were built, the last of which was fitted with retractable undercarriage. Although this added to the overall speed of the aircraft, it did nothing to improve the rate of climb or manoeuvrability. Following a landing accident on 22 May 1942, this aircraft was retro-fitted with the standard fixed undercarriage.

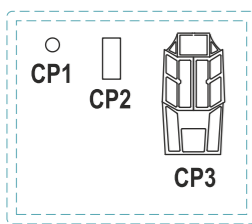
The last of these remarkable aircraft were finally withdrawn from Finnish service in 1951.

Technical Specifications: Length: 27ft 9ins (8.46m). Wingspan: 36ft 1in (11m). Height: 9ft 8in (2.95m) Max speed: 272mph (434 km/h)

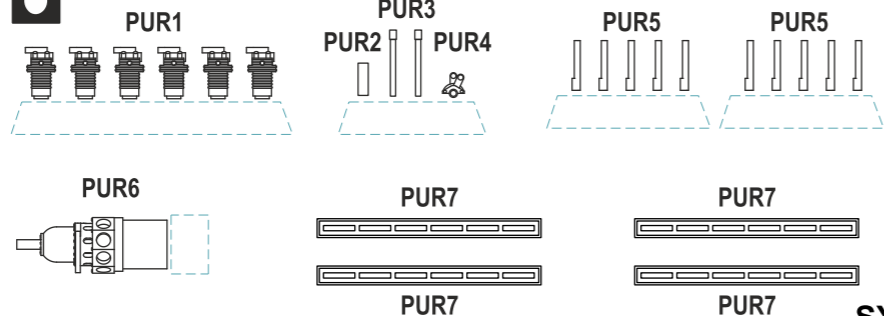
Parts for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C



CLEAR PARTS (CP)



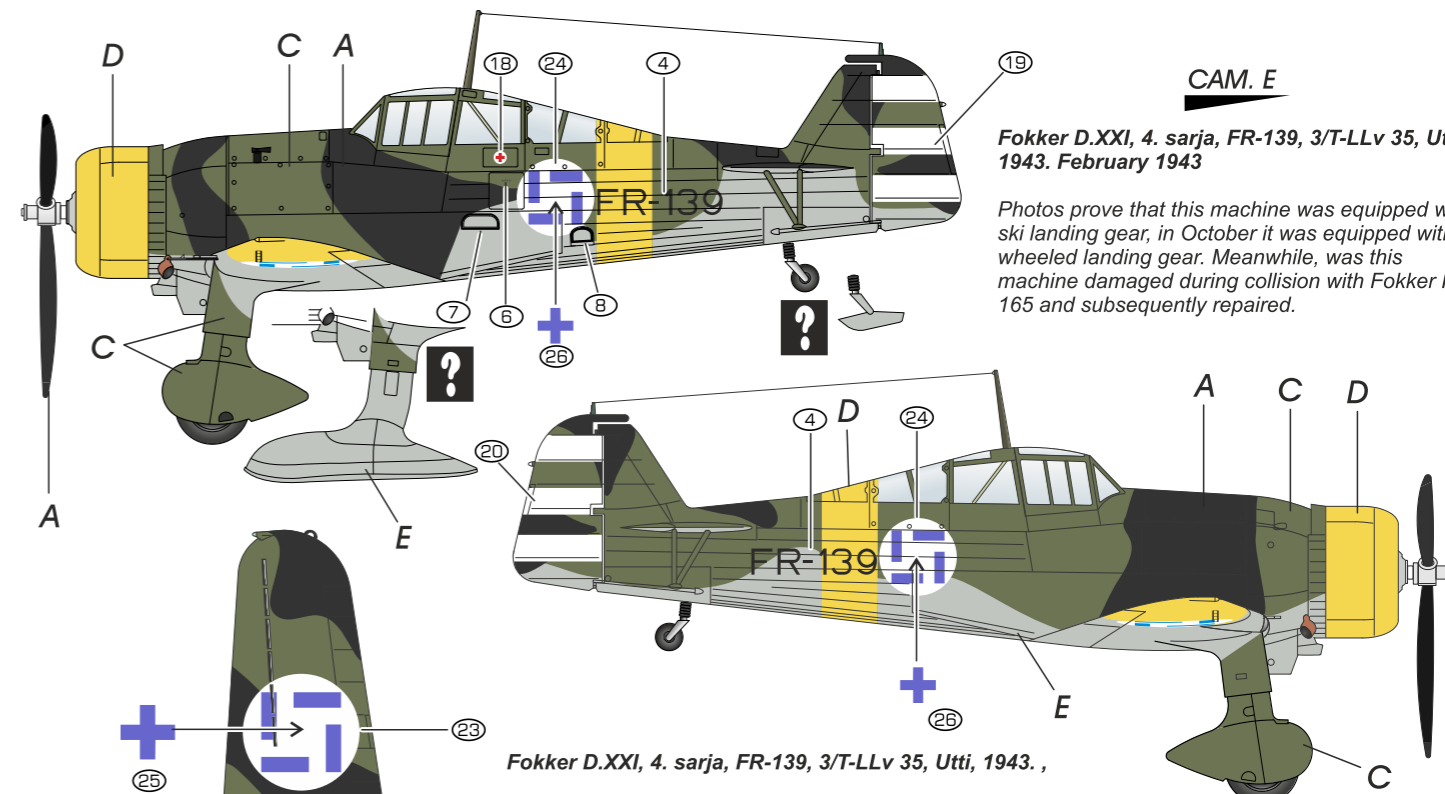
PUR PARTS (PUR)



? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHESIF CYANOACRYLAT

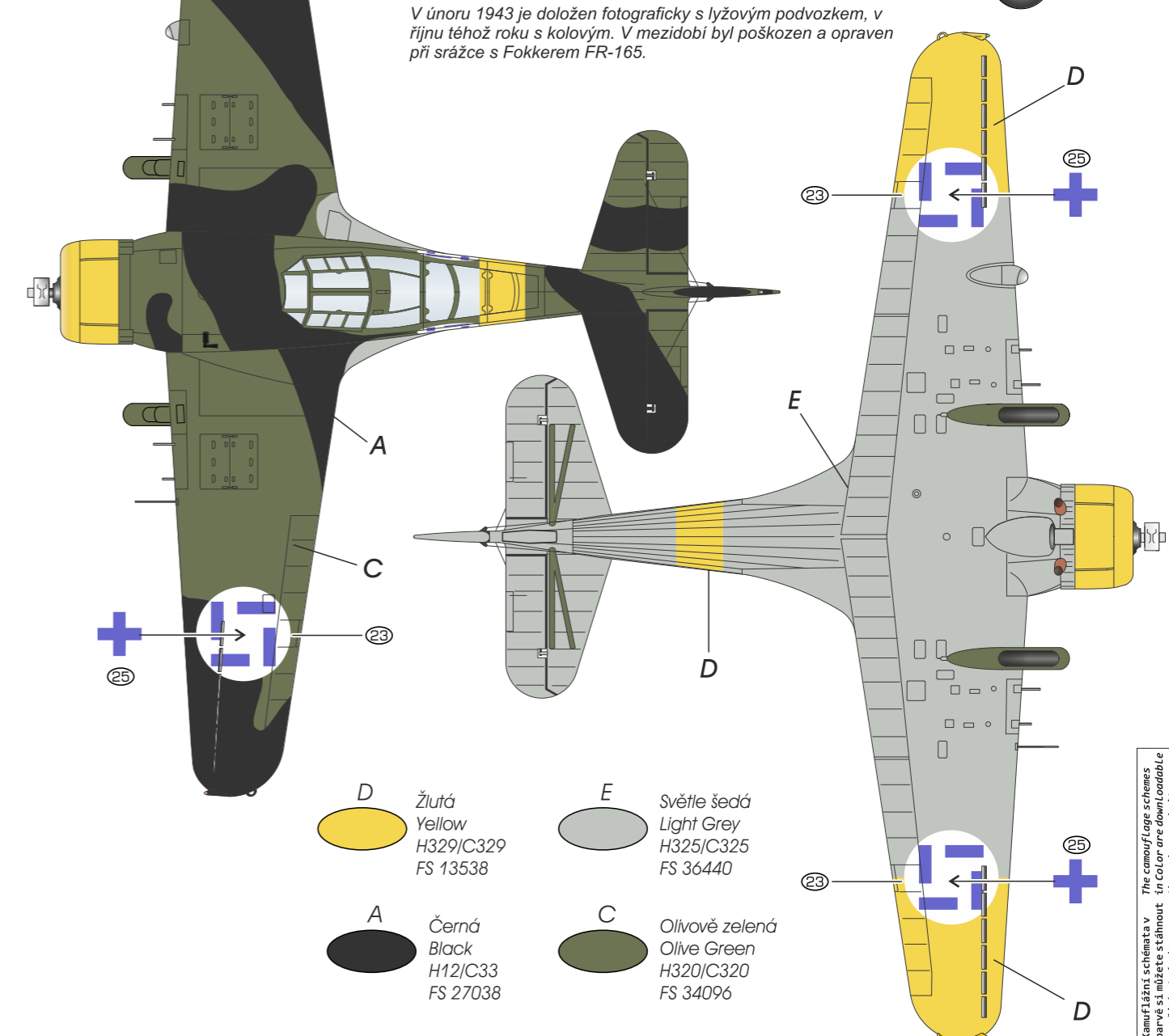
SYMBOLS



CAM. E

Fokker D.XXI, 4. sarja, FR-139, 3/T-LLv 35, Utti, 1943. February 1943

Photos prove that this machine was equipped with ski landing gear, in October it was equipped with wheeled landing gear. Meanwhile, was this machine damaged during collision with Fokker FR-165 and subsequently repaired.



Fokker D.XXI, 4. sarja, FR-139, 3/T-LLv 35, Utti, 1943. ,

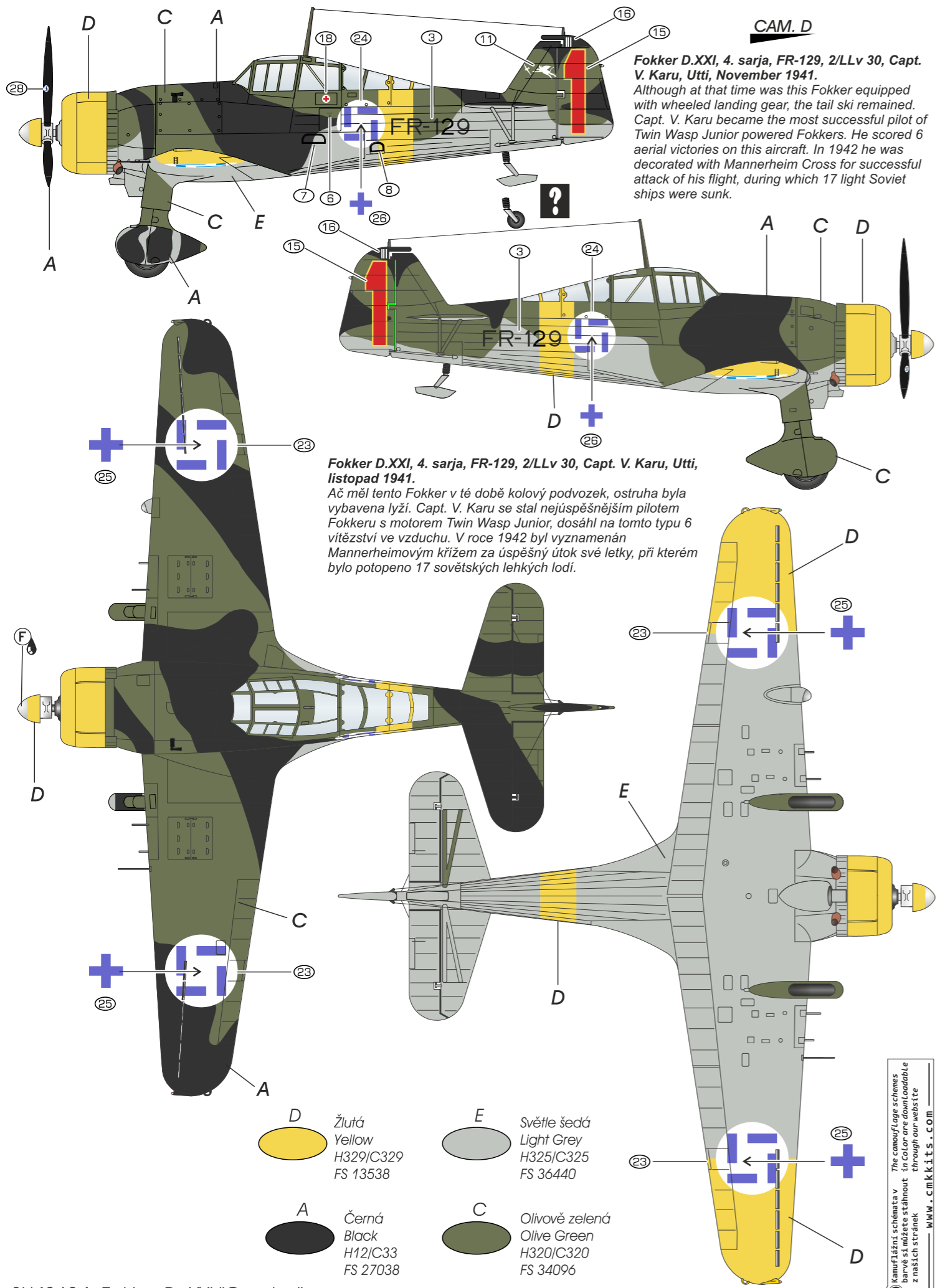
V únoru 1943 je doložen fotograficky s lyžovým podvozkom, v říjnu téhož roku s kolovým. V mezidobí byl poškozen a opraven při srážce s Fokkerem FR-165.

D Žlutá
Yellow
H329/C329
FS 13538

A Černá
Black
H12/C33
FS 27038

E Světle šedá
Light Grey
H325/C325
FS 36440

C Olivově zelená
Olive Green
H320/C320
FS 34096



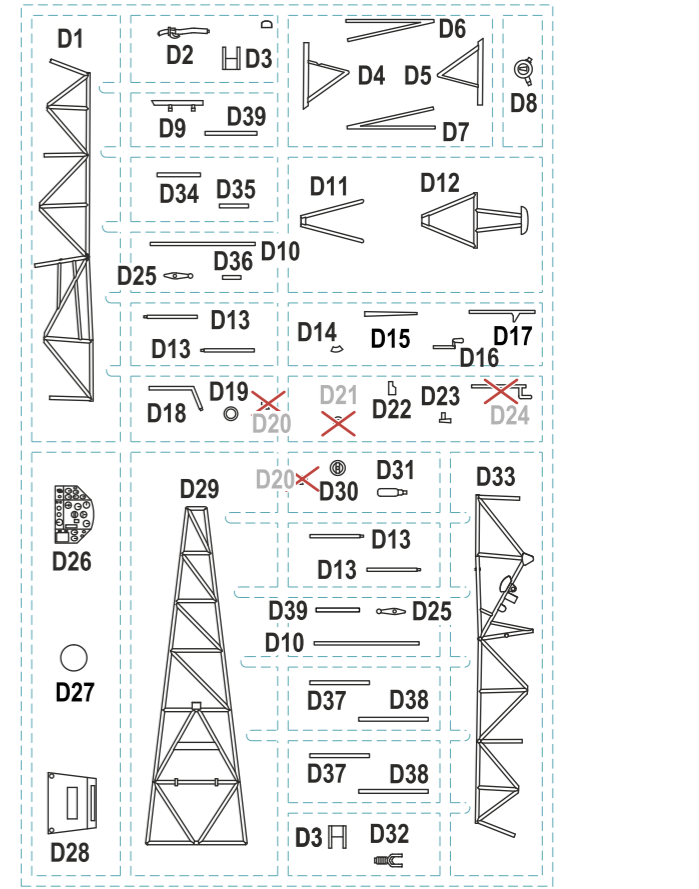
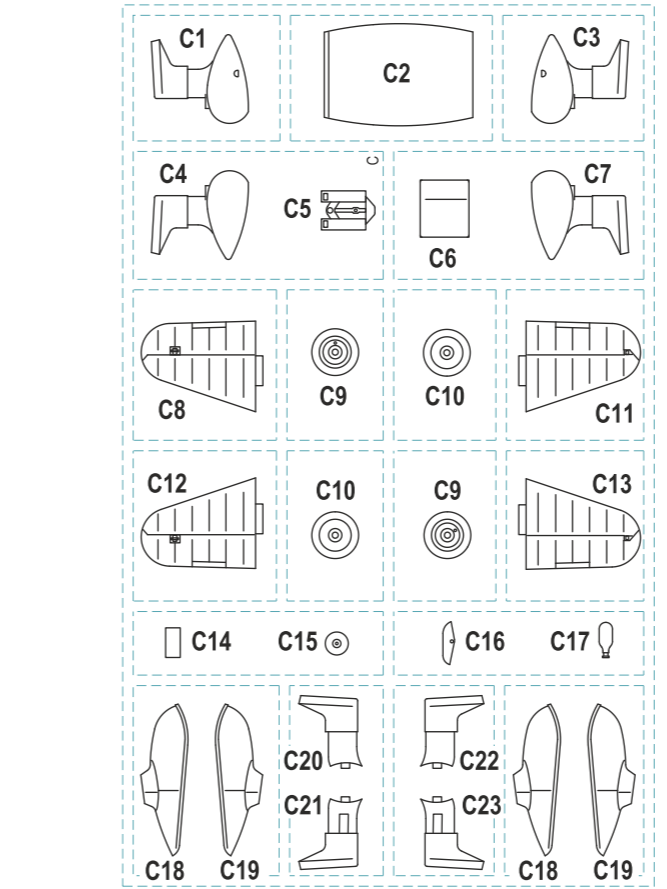
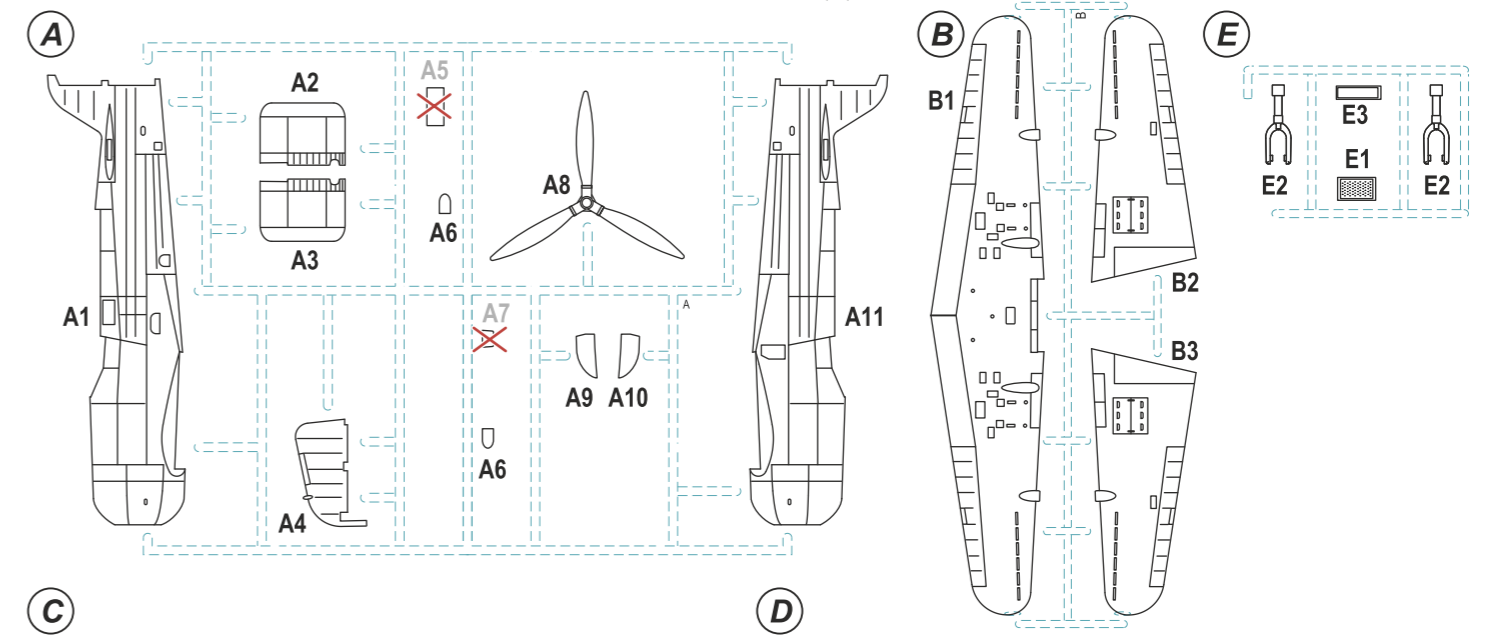
CAM. D
Fokker D.XXI, 4. sarja, FR-129, 2/LLv 30, Capt. V. Karu, Utti, November 1941.
 Although at that time was this Fokker equipped with wheeled landing gear, the tail ski remained. Capt. V. Karu became the most successful pilot of Twin Wasp Junior powered Fokkers. He scored 6 aerial victories on this aircraft. In 1942 he was decorated with Mannerheim Cross for successful attack of his flight, during which 17 light Soviet ships were sunk.

Fokker D.XXI, 4. sarja, FR-129, 2/LLv 30, Capt. V. Karu, Utti, listopad 1941.
 Ač měl tento Fokker v té době kolový podvozek, ostruha byla vybavena lyží. Capt. V. Karu se stal nejúspěšnějším pilotem Fokkeru s motorem Twin Wasp Junior, dosáhl na tomto typu 6 vítězství ve vzduchu. V roce 1942 byl vyznamenán Mannerheimovým křížem za úspěšný útok své letky, při kterém bylo potopeno 17 sovětských lehkých lodí.

- | | | | |
|----------|--|----------|--|
| D | Žlutá
Yellow
H329/C329
FS 13538 | E | Světle šedá
Light Grey
H325/C325
FS 36440 |
| A | Černá
Black
H12/C33
FS 27038 | C | Olivově zelená
Olive Green
H320/C320
FS 34096 |

The camouflages schemes
 in color are available
 through our website
 WWW.CMKKITS.COM

**Parts for Fokker D.21 with Wasp Junior Engine
 Cam. scheme D,E,F**



CLEAR PARTS (CP)

PUR PARTS (PUR)

SYMBOLS

	ZHOTOVIT NOVÉ SCRATCH BUILD FERTIGSTELLEN ACHEVER		OHNOUT BEND BIEGEN COURBER		ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER		GSI colours code NATRÍT COLOUR FARBEN PEINDRE
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**Film and Photo-etched Parts for
 Fokker D.21 with Mercury Engine and Wasp Junior Engine**

FILM (F)

PHOTO-ETCHED PARTS (PE)

SH48124 Fokker D.XXI Duo Pack

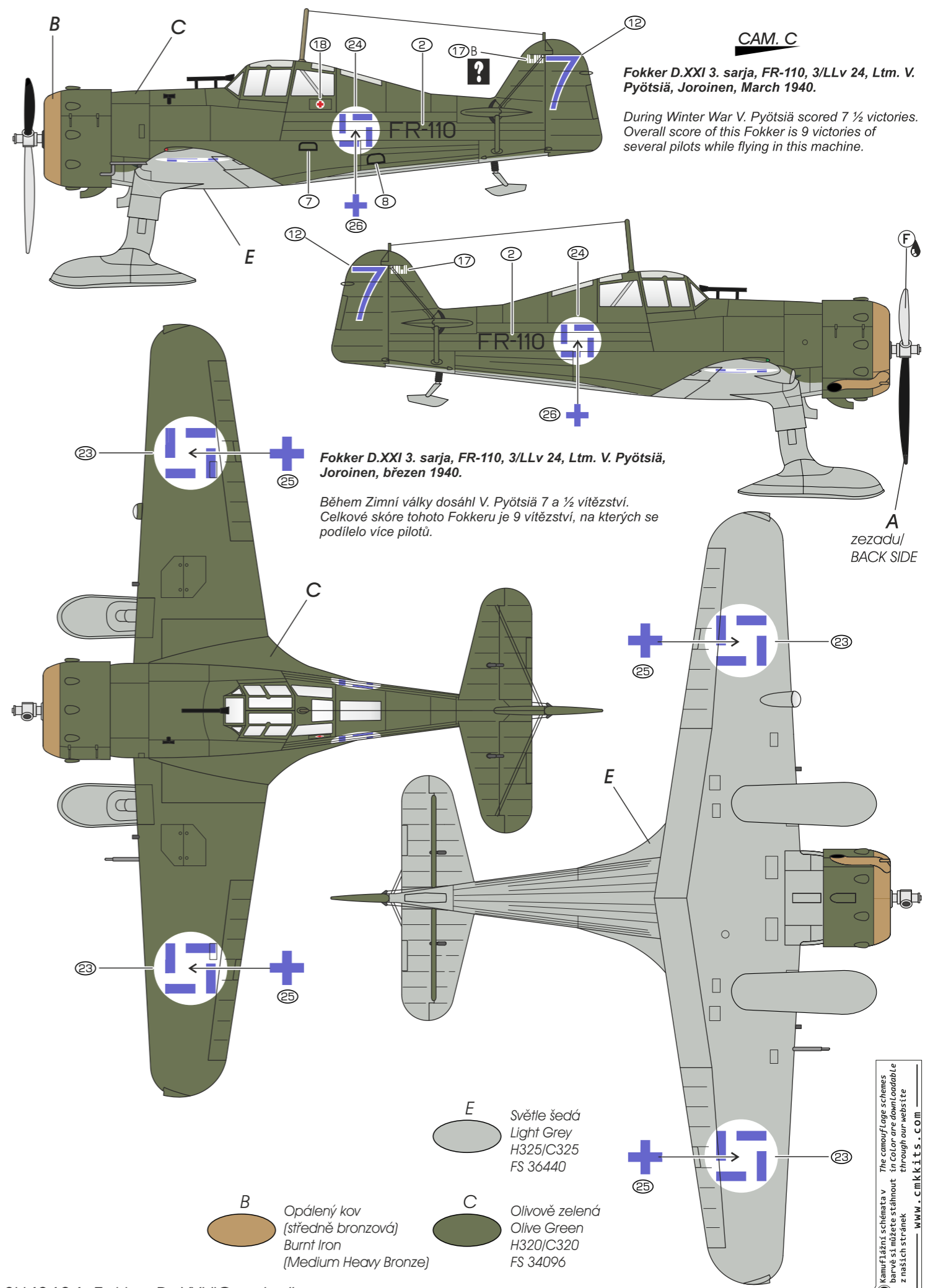
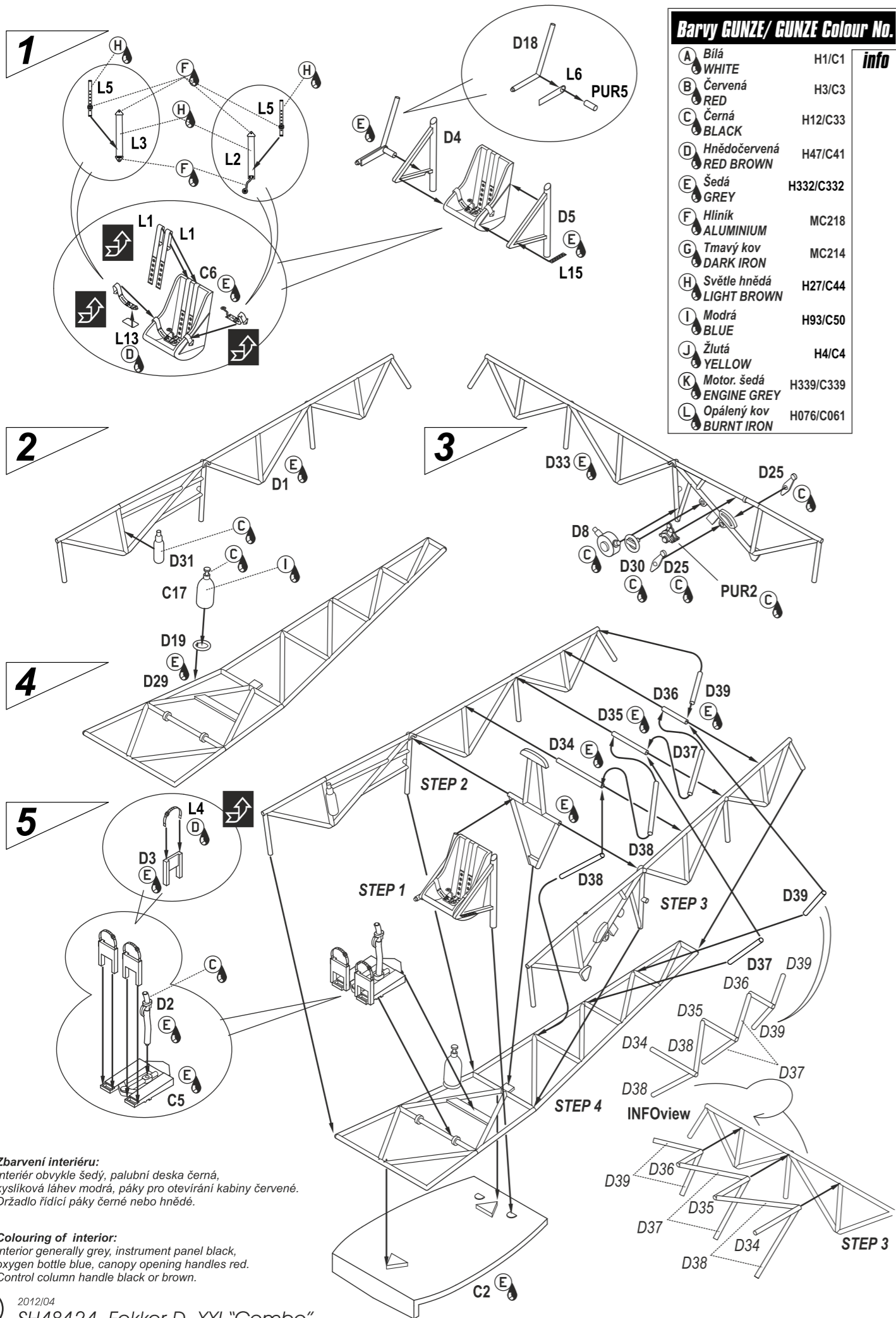
Made in Czech Republic Special Hobby 1/48

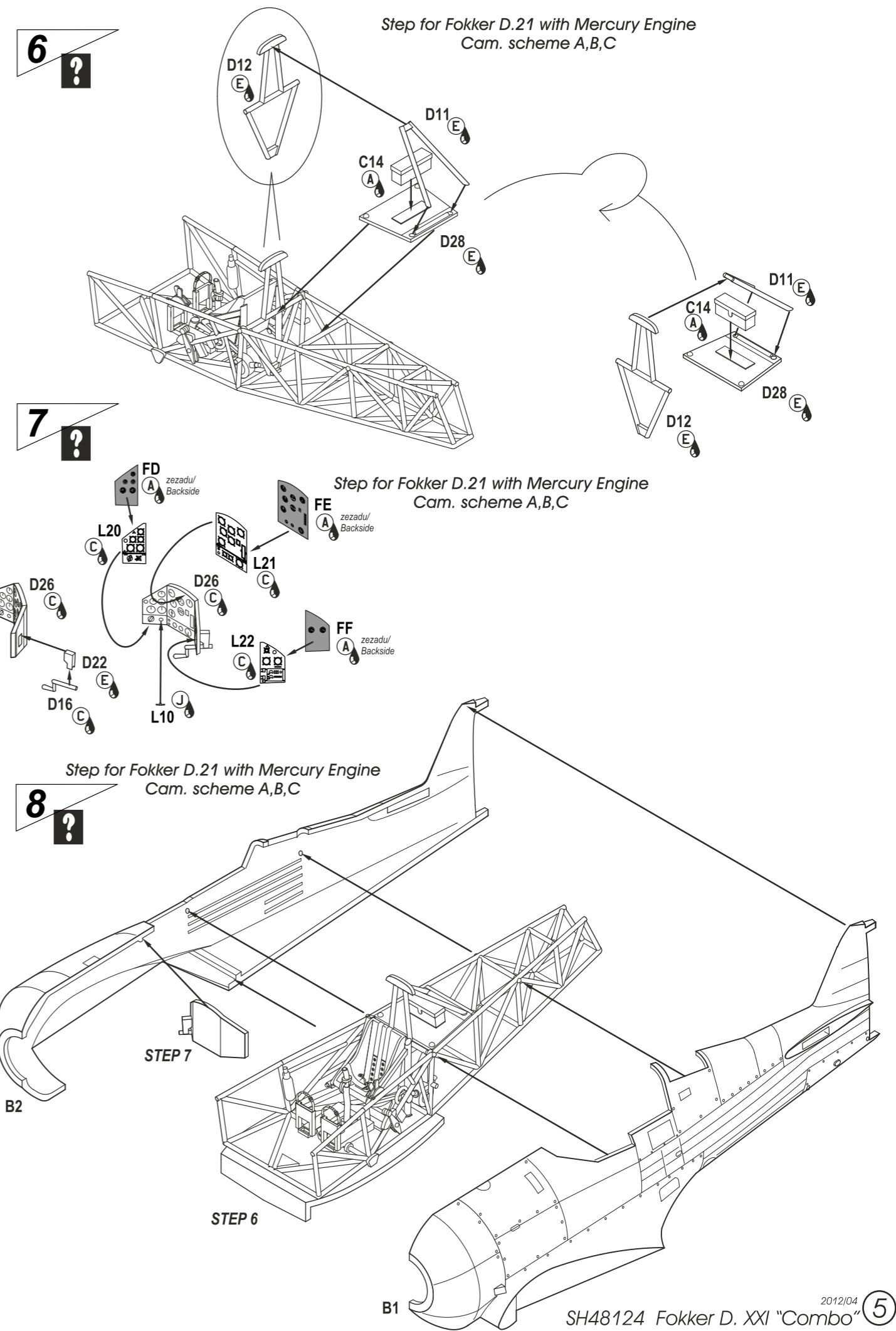
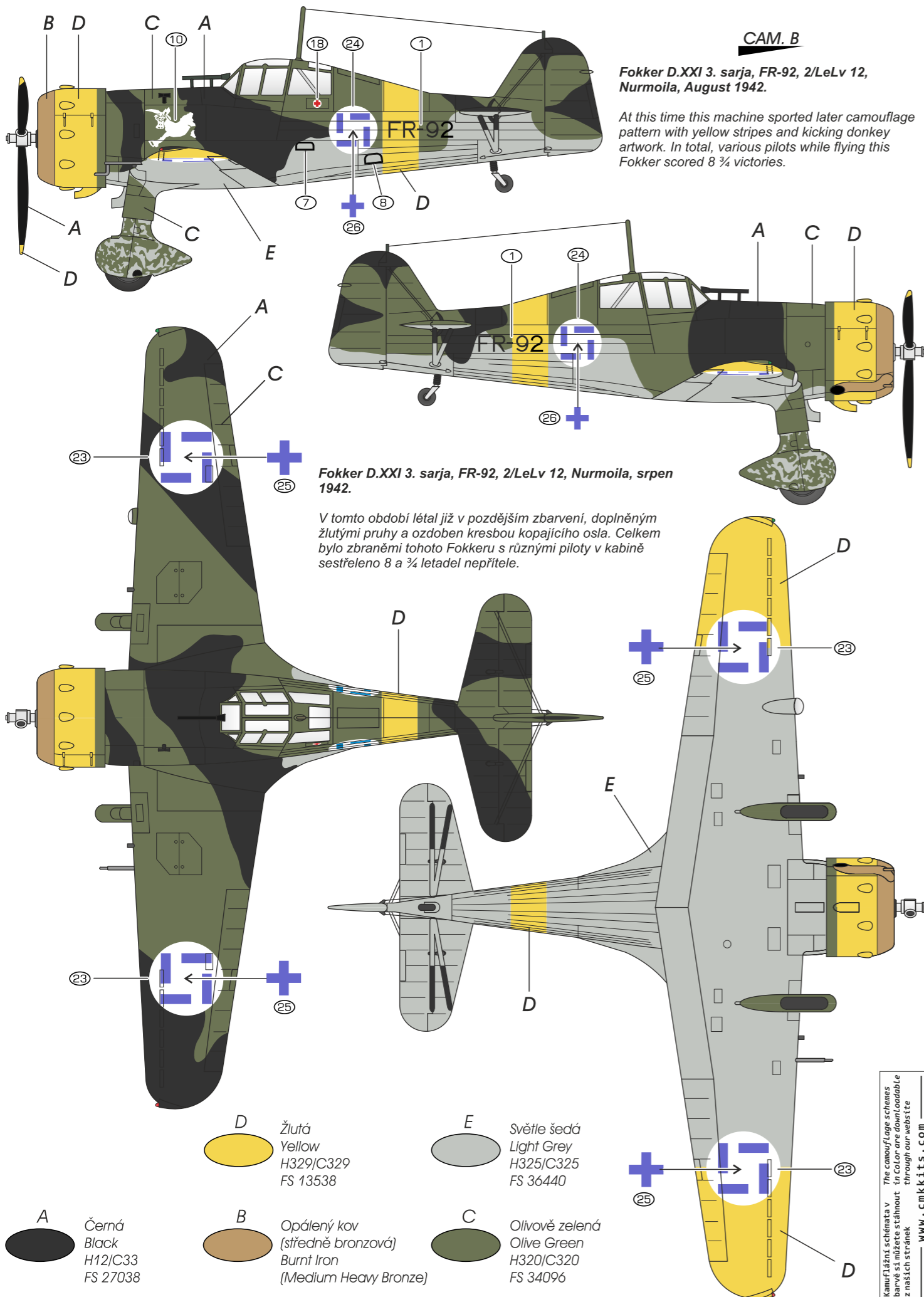
2012/04

Barvy GUNZE/ GUNZE Colour No.

A	Bílá WHITE	H1/C1
B	Červená RED	H3/C3
C	Černá BLACK	H12/C33
D	Hnědočervená RED BROWN	H47/C41
E	Šedá GREY	H332/C332
F	Hliník ALUMINIUM	MC218
G	Tmavý kov DARK IRON	MC214
H	Světle hnědá LIGHT BROWN	H27/C44
I	Modrá BLUE	H93/C50
J	Žlutá YELLOW	H4/C4
K	Motor, šedá ENGINE GREY	H339/C339
L	Opálený kov BURNT IRON	H076/C061

info

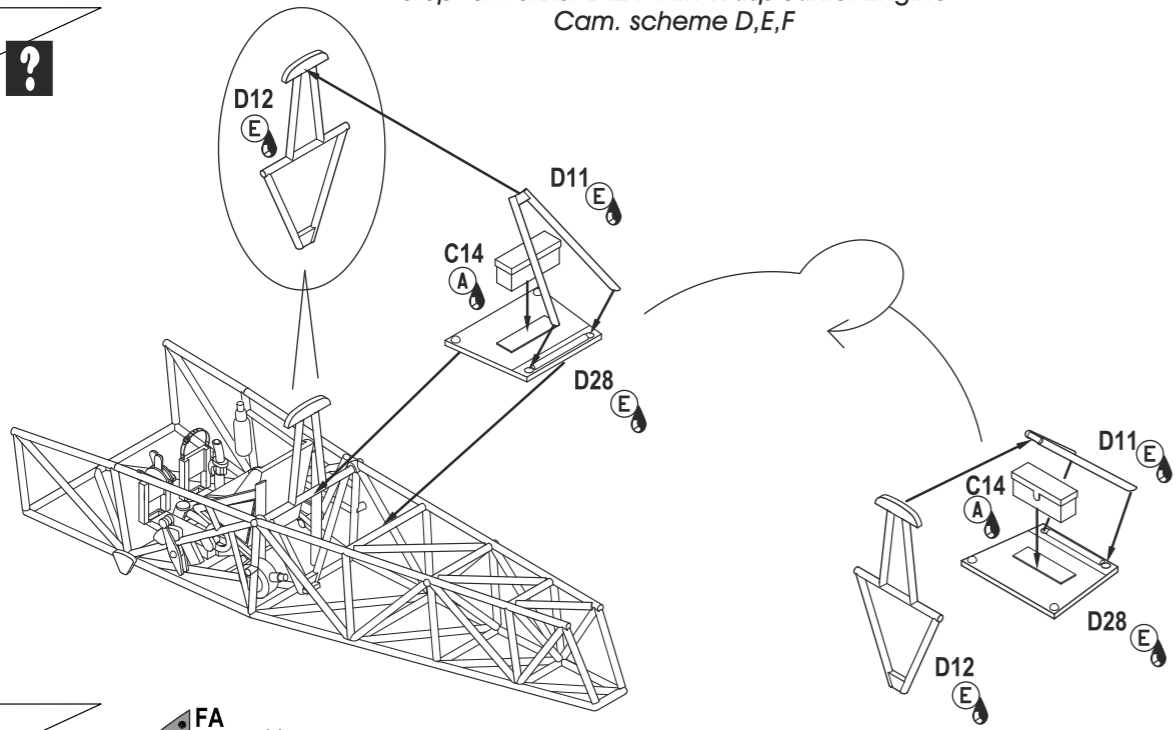




Camiflajnské schémata v barvě si můžete stáhnout z našich stránek www.cmkkits.com

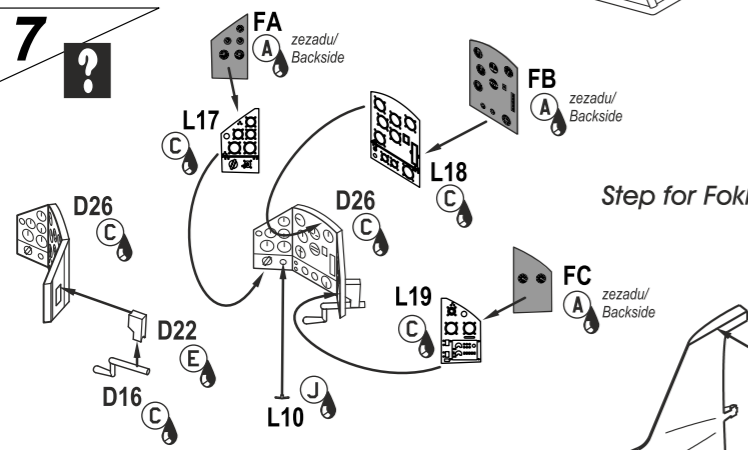
6 ?

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F



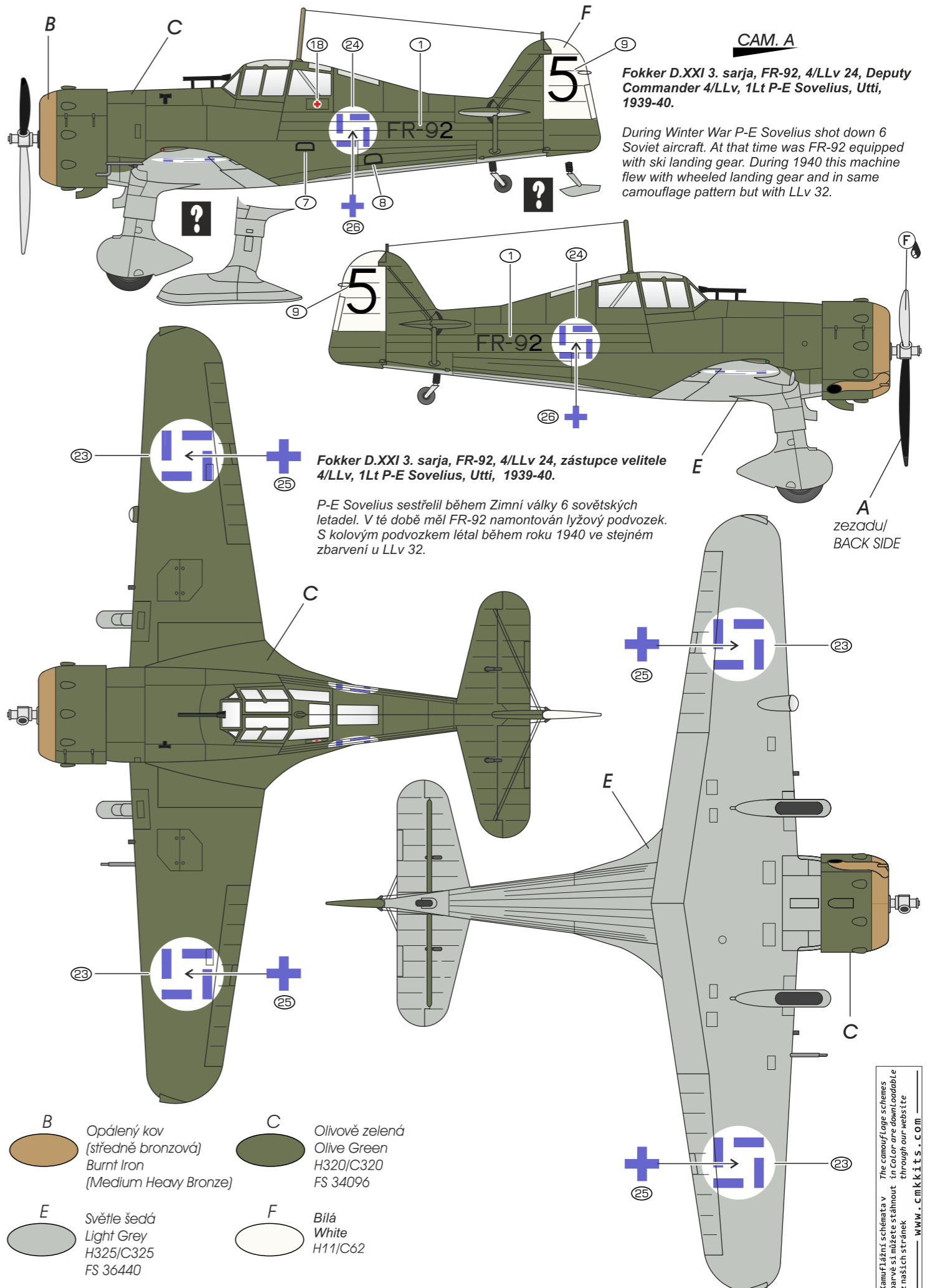
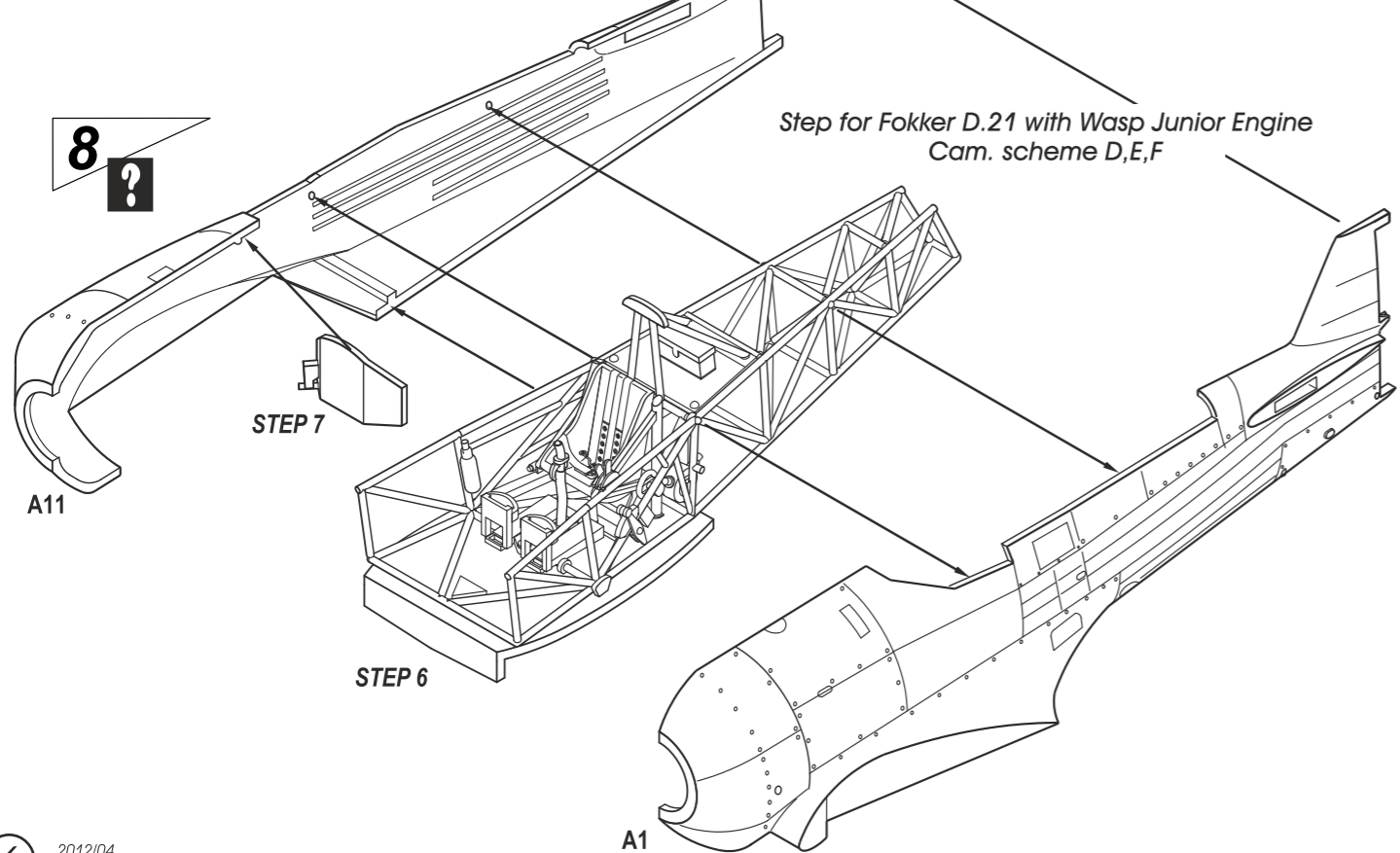
7 ?

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F



8 ?

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F



CAM. A

Fokker D.XXI 3. sarja, FR-92, 4/LLv 24, Deputy
Commander 4/LLv, 1Lt P-E Sovelius, Utti,
1939-40.

During Winter War P-E Sovelius shot down 6
Soviet aircraft. At that time was FR-92
equipped with ski landing gear. During 1940 this machine
flew with wheeled landing gear and in same
camouflage pattern but with LLv 32.

Fokker D.XXI 3. sarja, FR-92, 4/LLv 24, zástupce velitele
4/LLv, 1Lt P-E Sovelius, Utti, 1939-40.

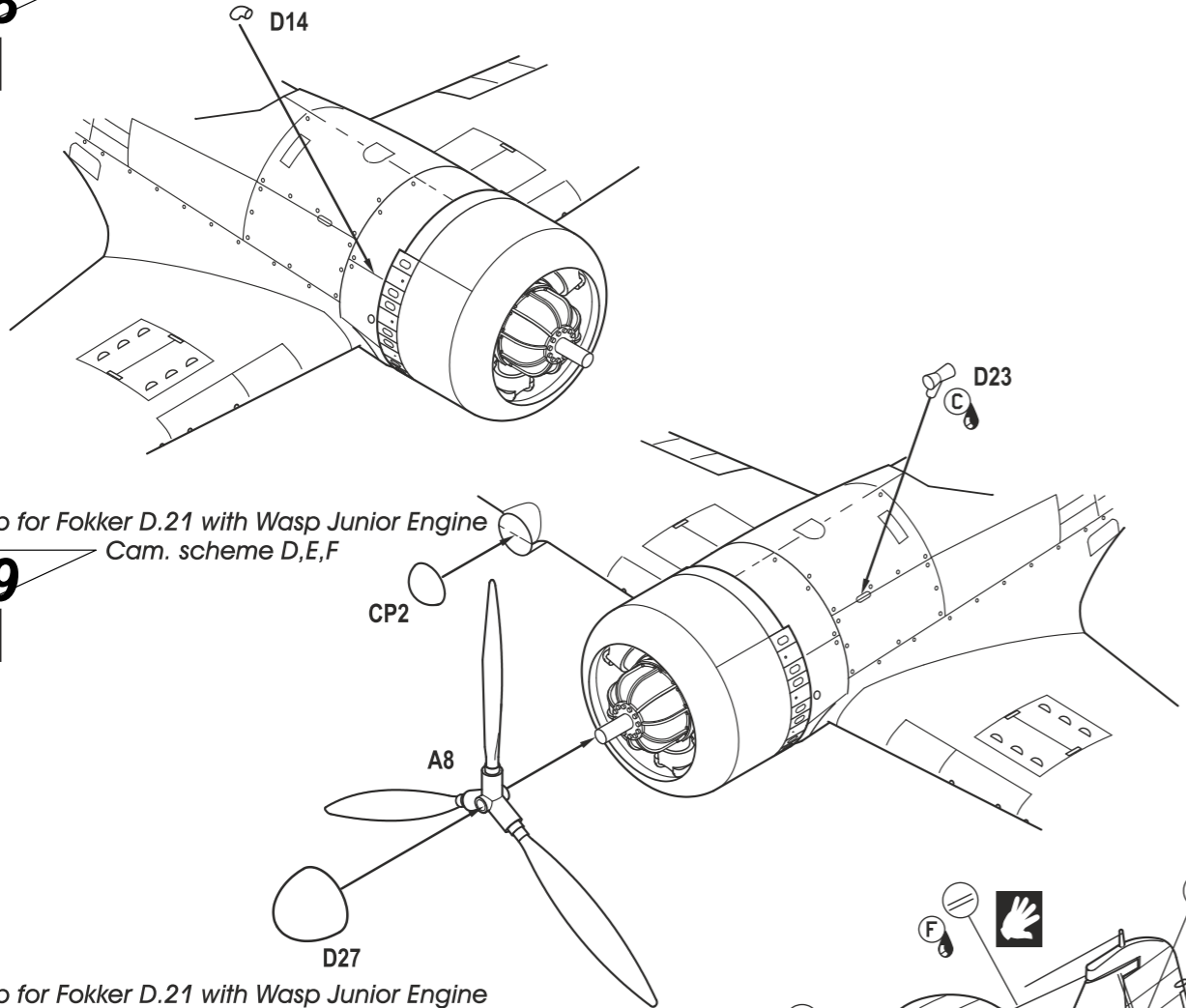
P-E Sovelius sestřelil během Zimní války 6 sovětských
letadel. V té době měl FR-92 namontován lyžový podvozek.
S kolovým podvozkem létal během roku 1940 ve stejném
zbarvení u LLv 32.

- B** Opálený kov (středně bronzová)
Burnt Iron (Medium Heavy Bronze)
- C** Olivově zelená
Olive Green H320/C320
FS 34096
- E** Světle šedá
Light Grey H325/C325
FS 36440
- F** Bílá
White H111/C62

SH48124 Fokker D. XXI "Combo"

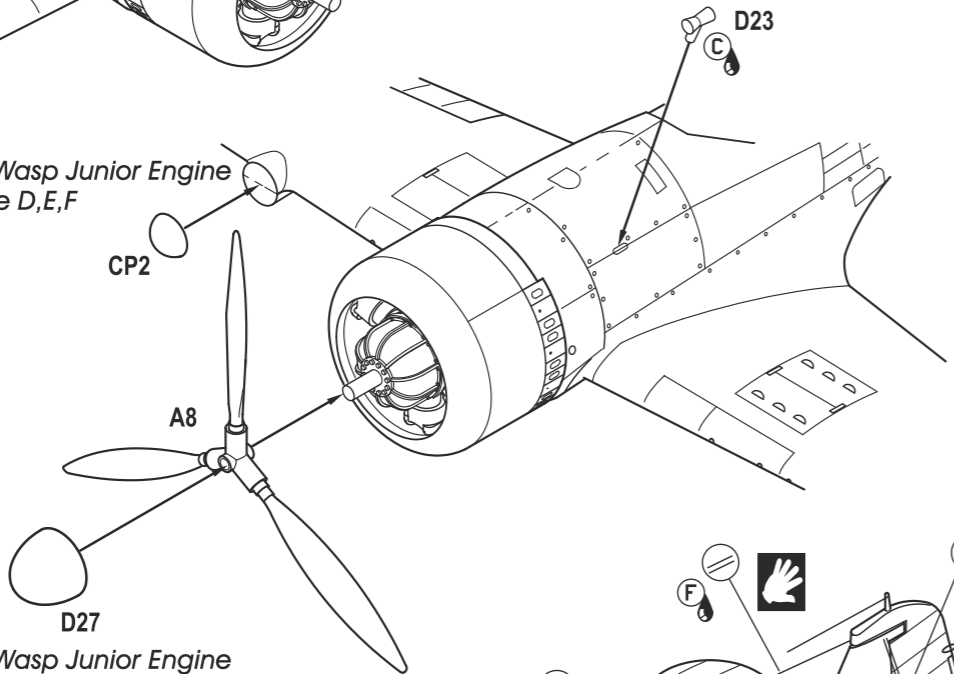
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

18
?



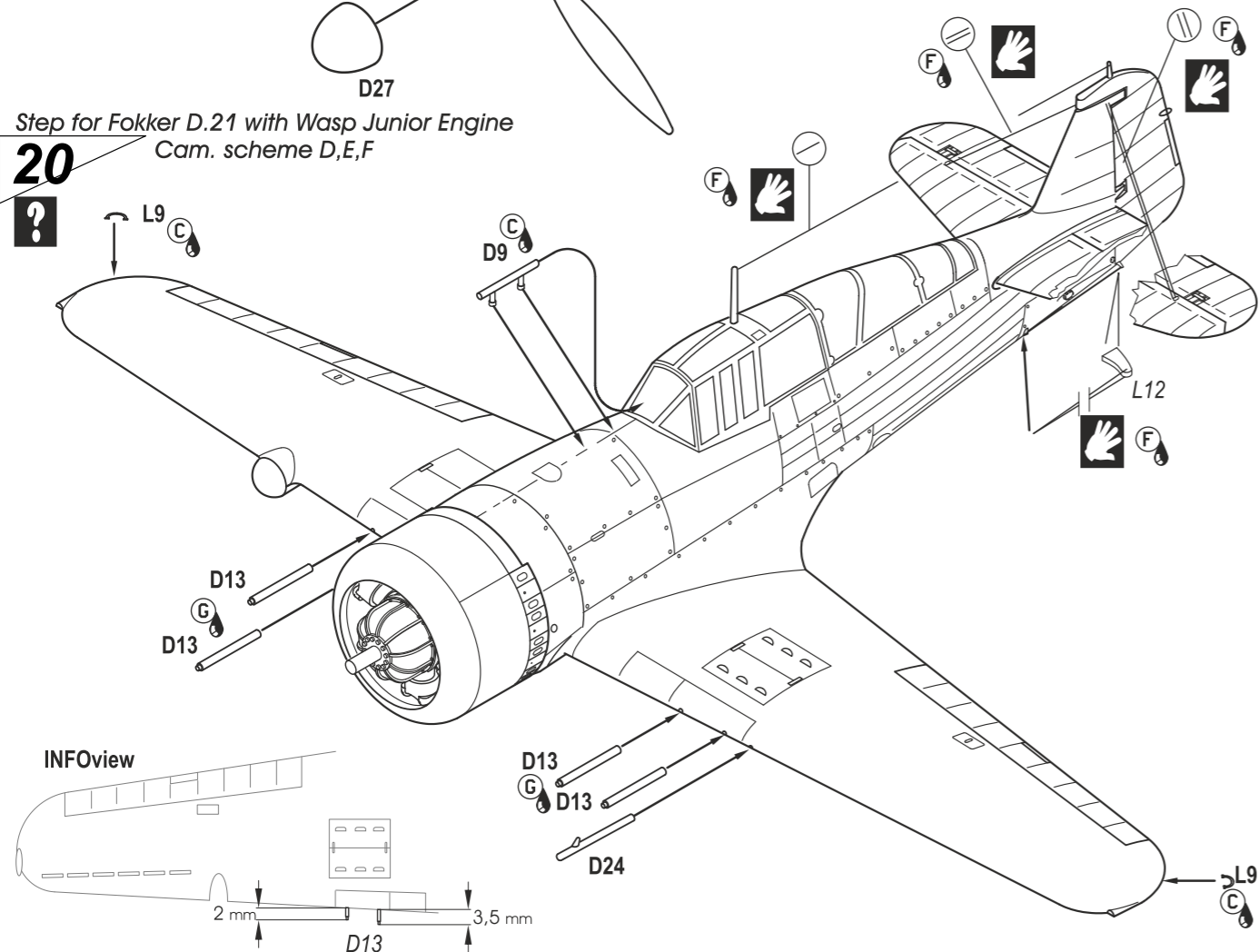
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

19
?



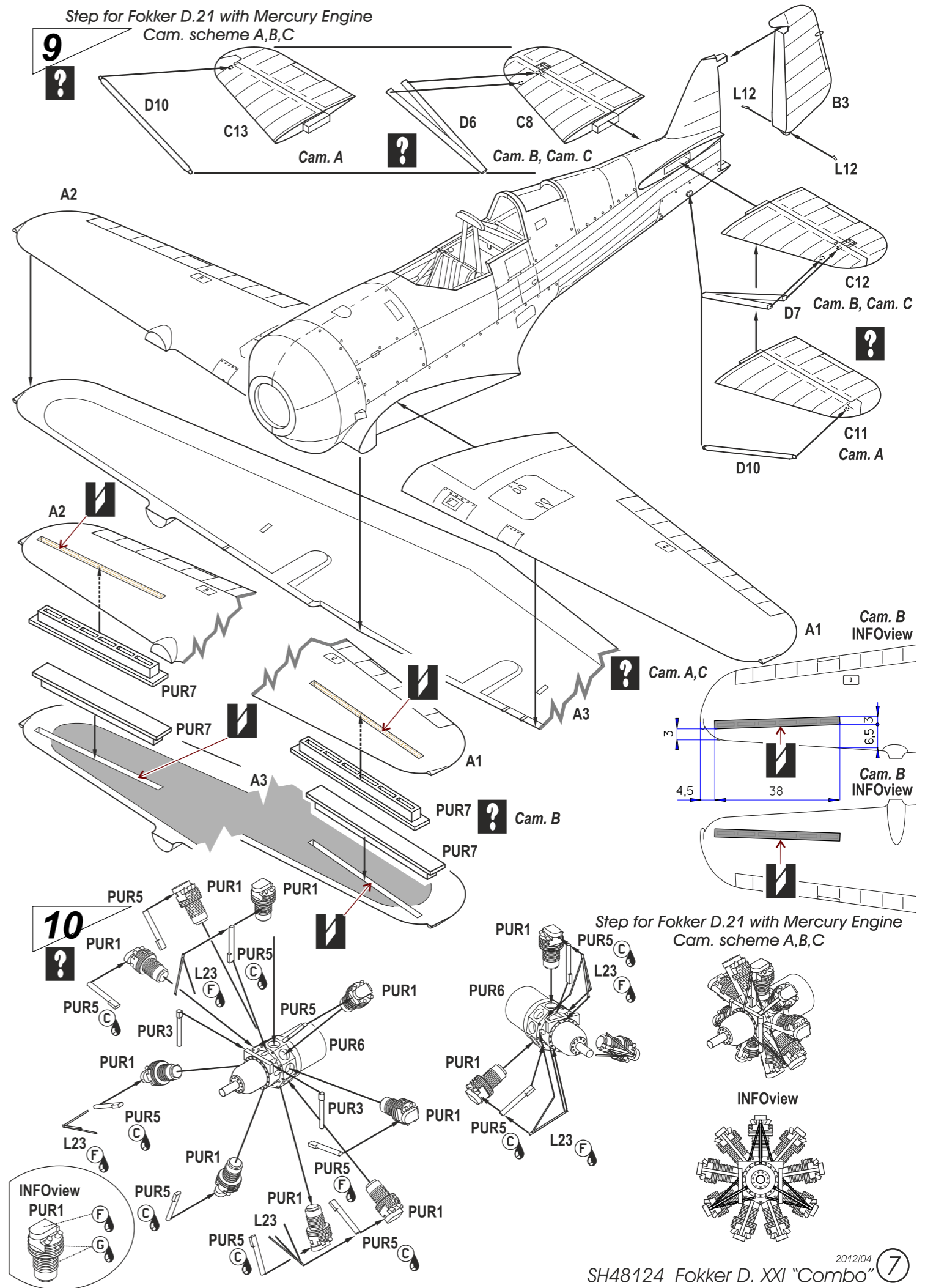
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

20
?



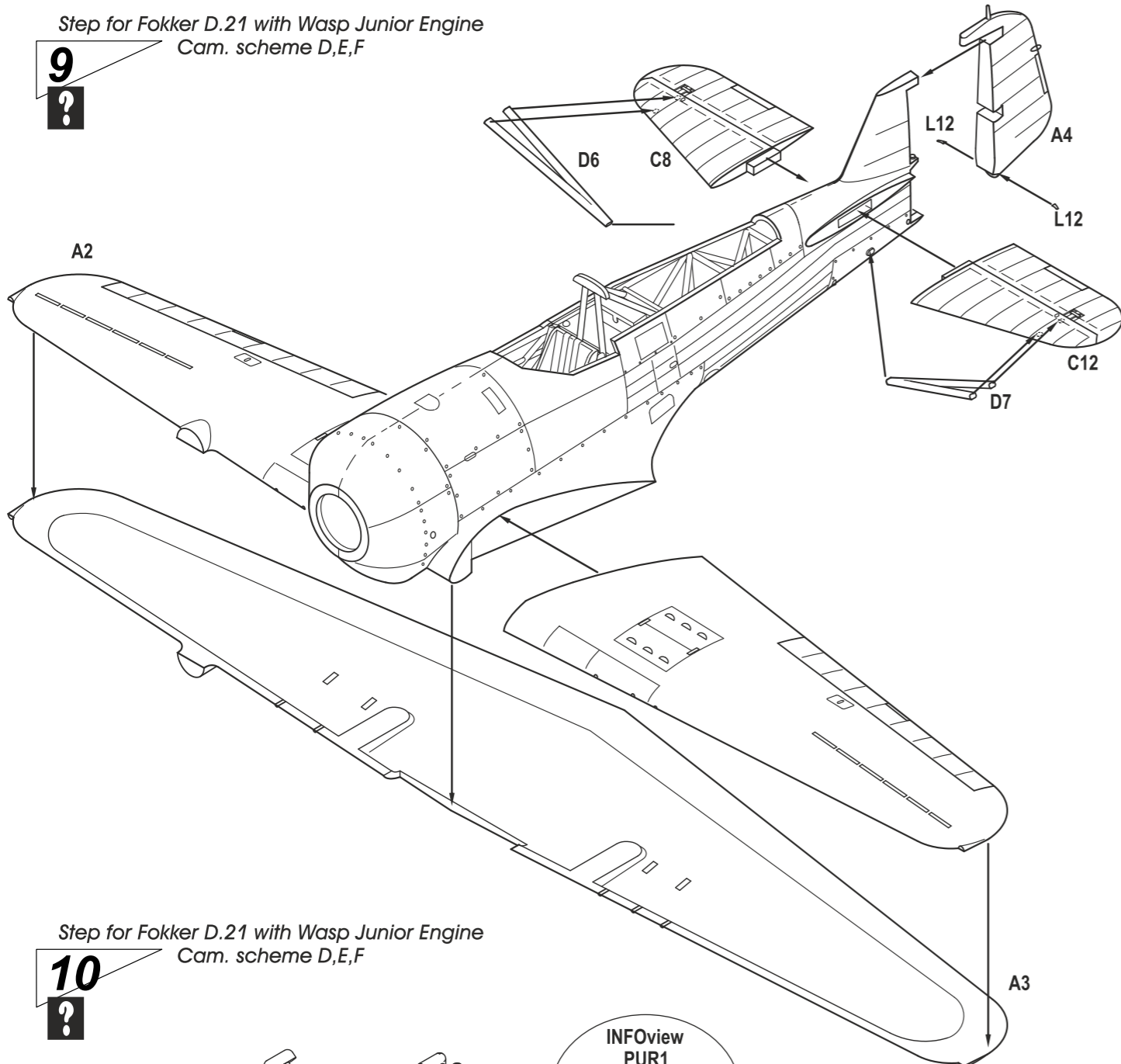
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

9
?



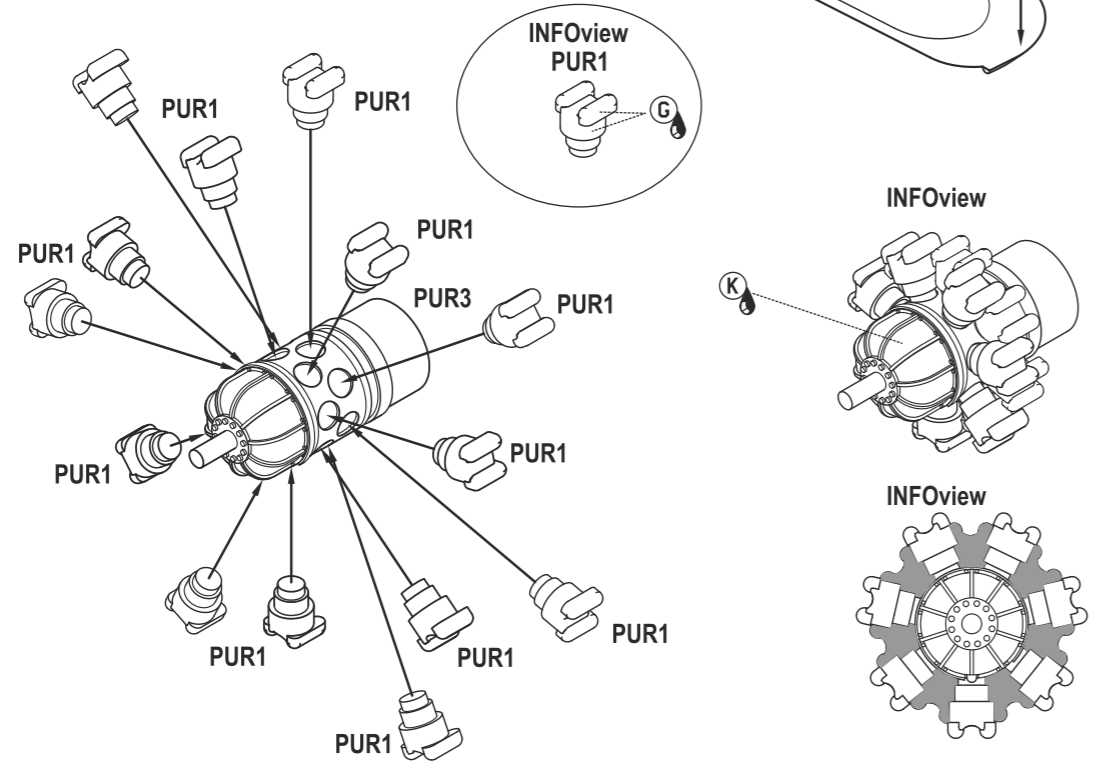
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

9 ?



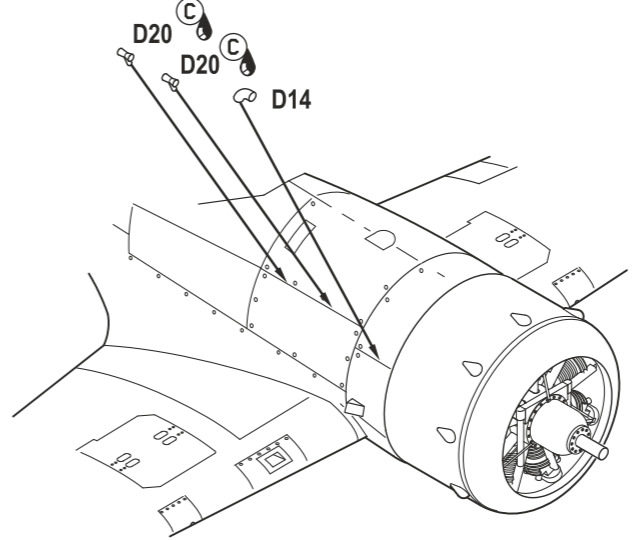
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

10 ?



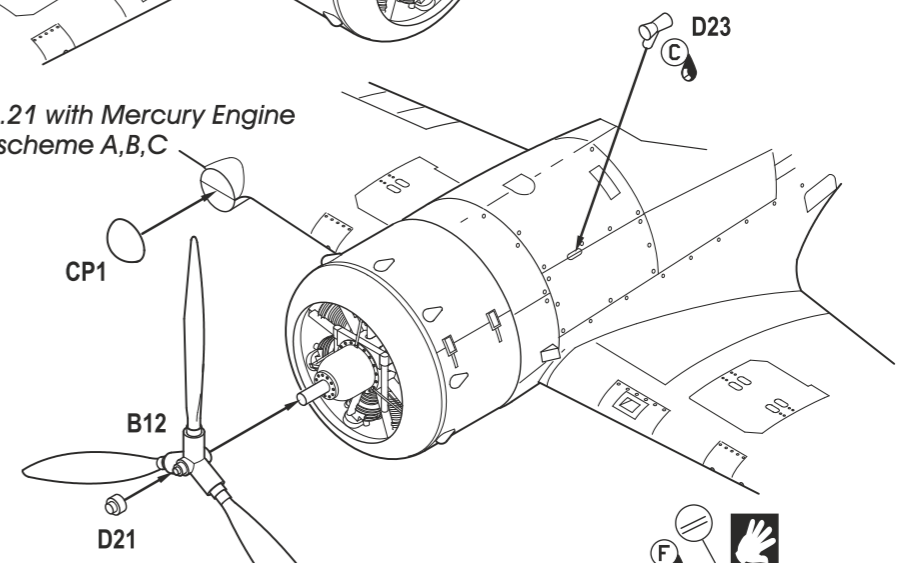
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

17 ?



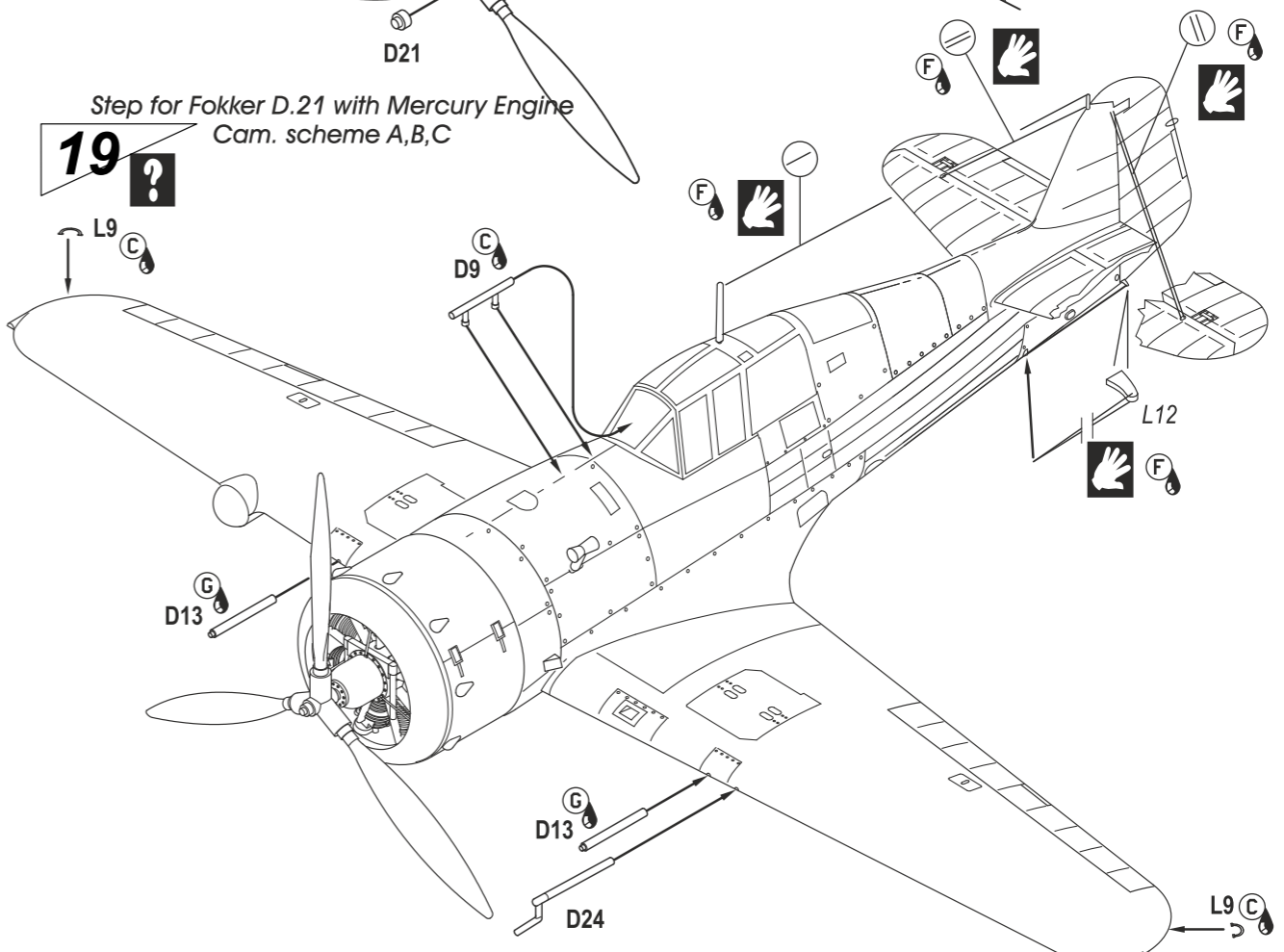
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

18 ?



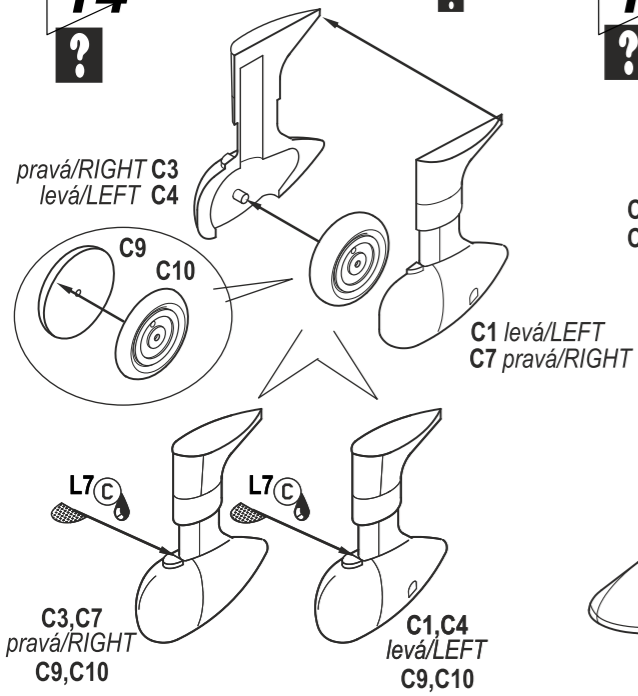
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

19 ?



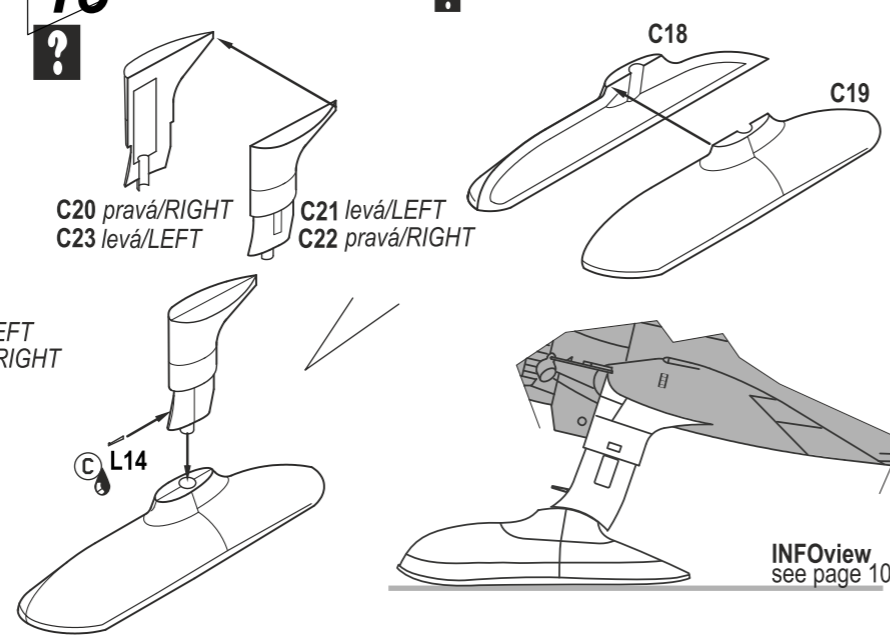
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E

14
?



Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme E

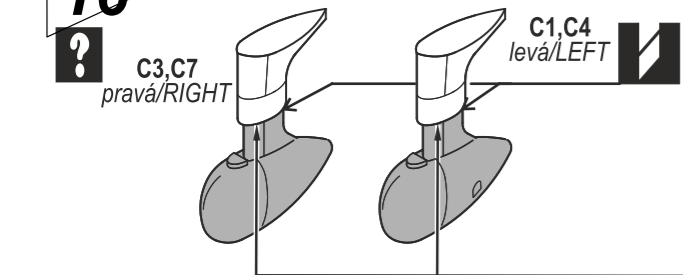
15
?



INFOview
see page 10

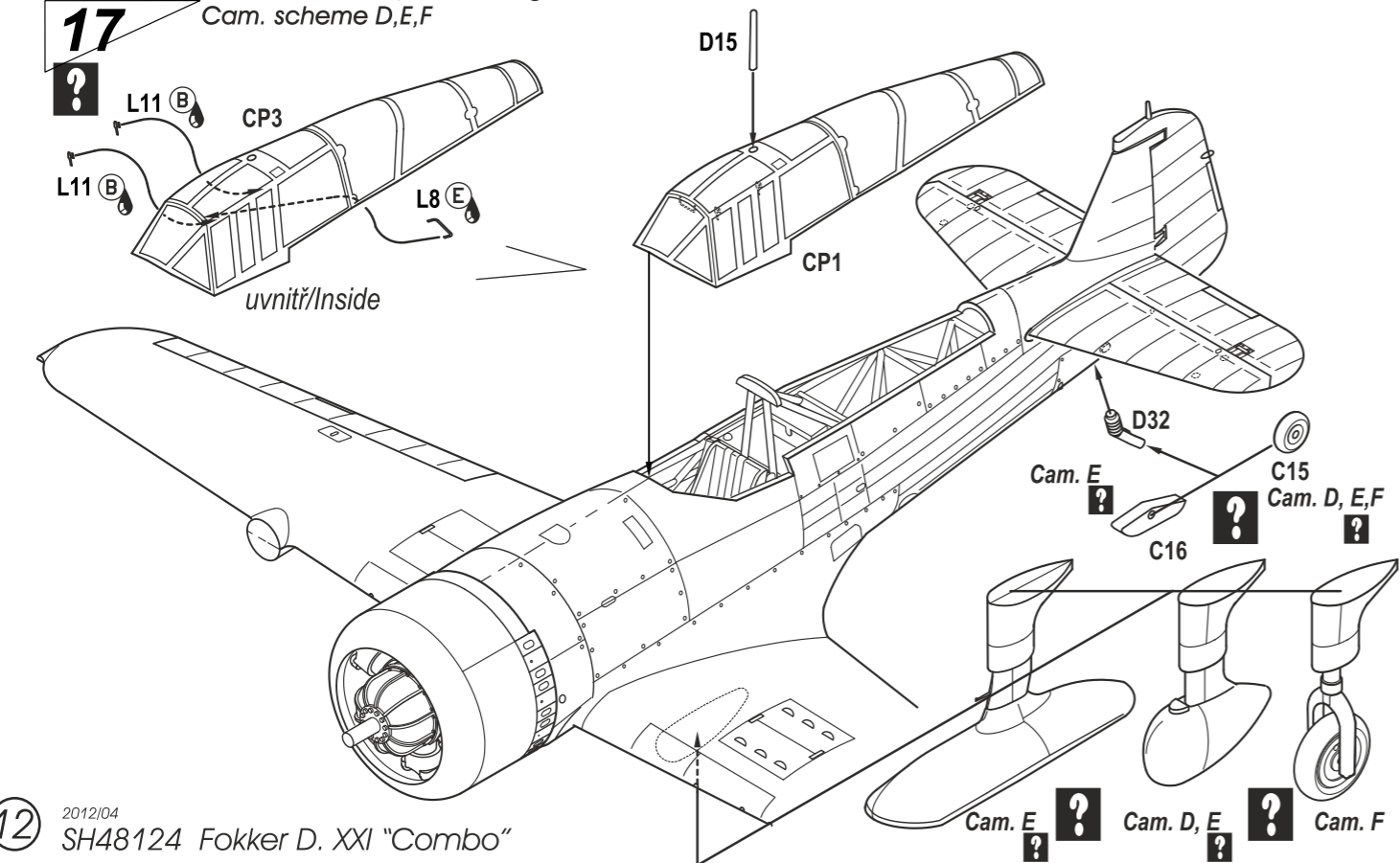
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme F

16
?



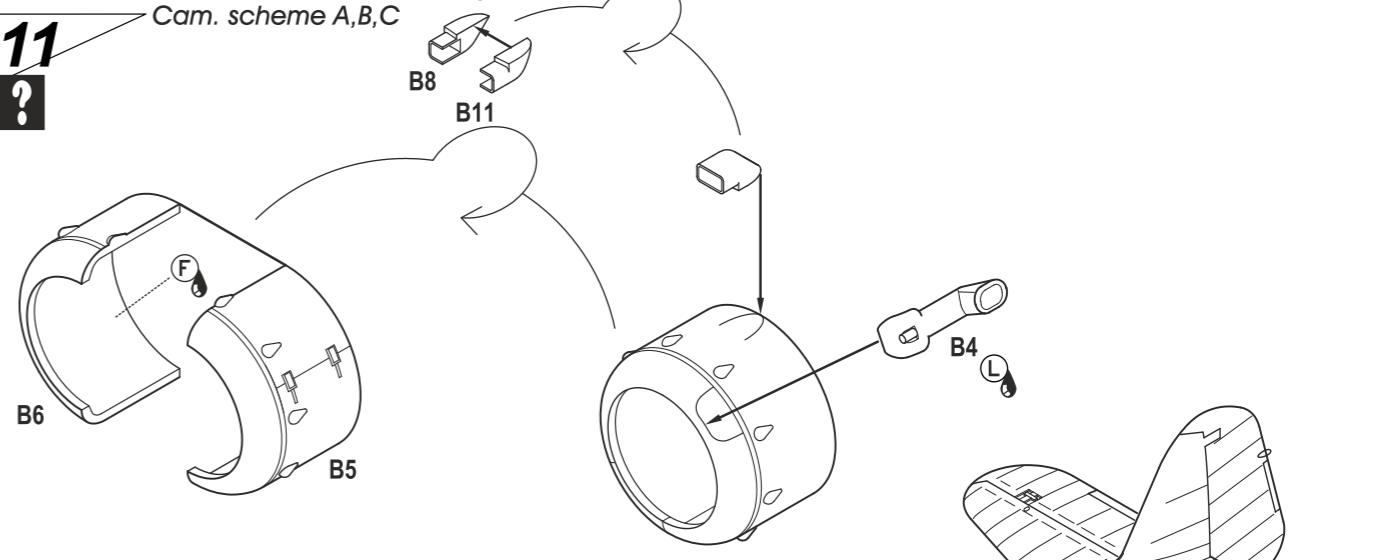
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F

17
?



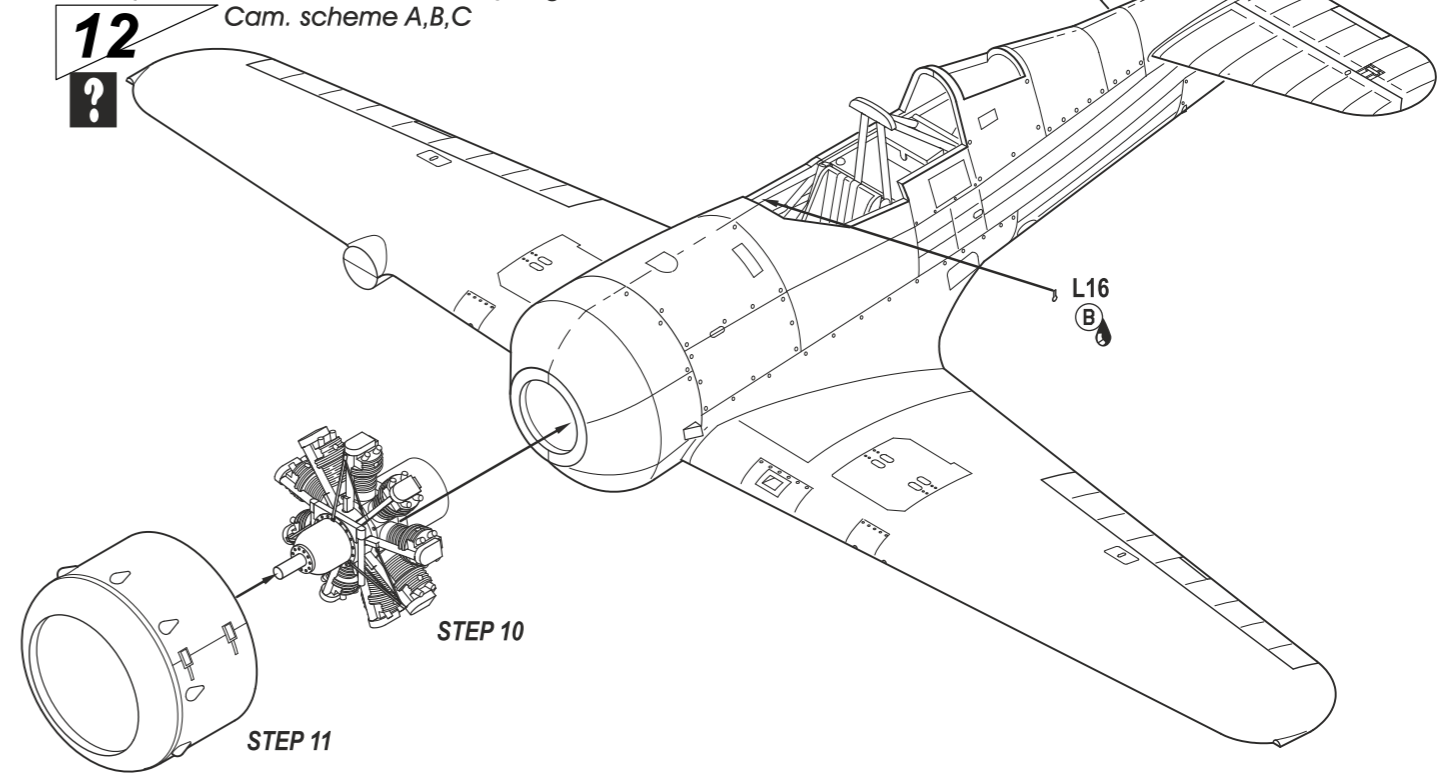
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

11
?



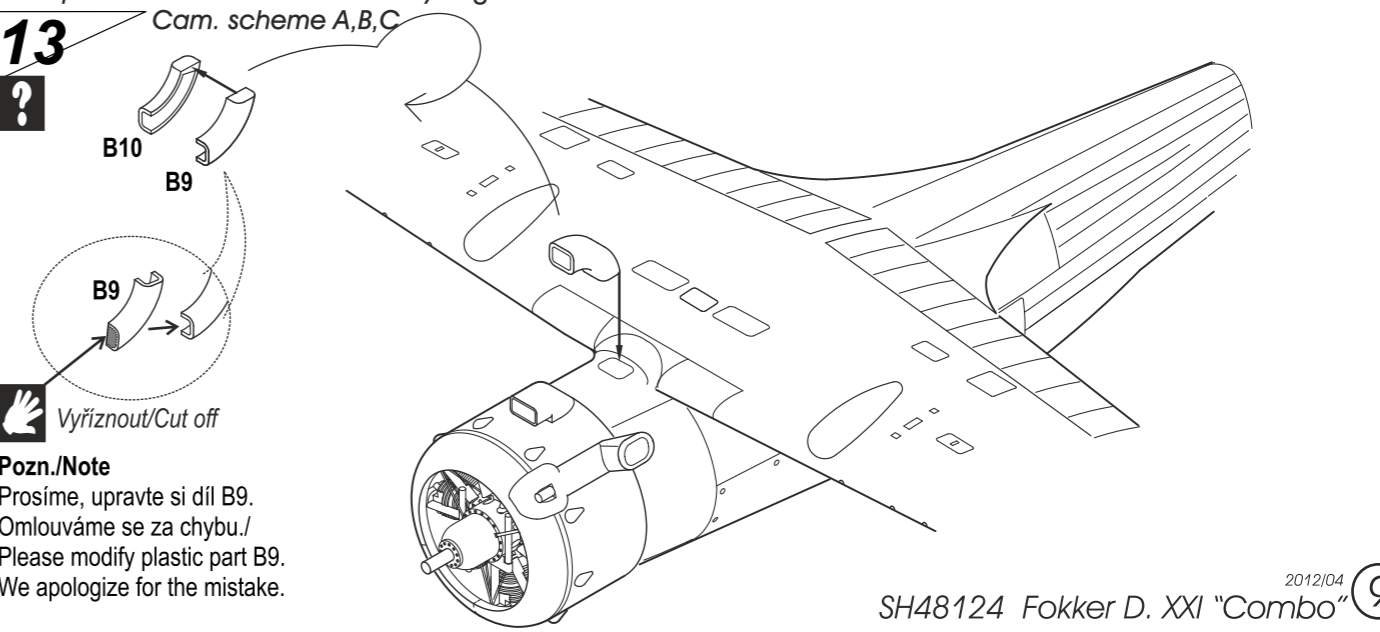
Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

12
?



Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C

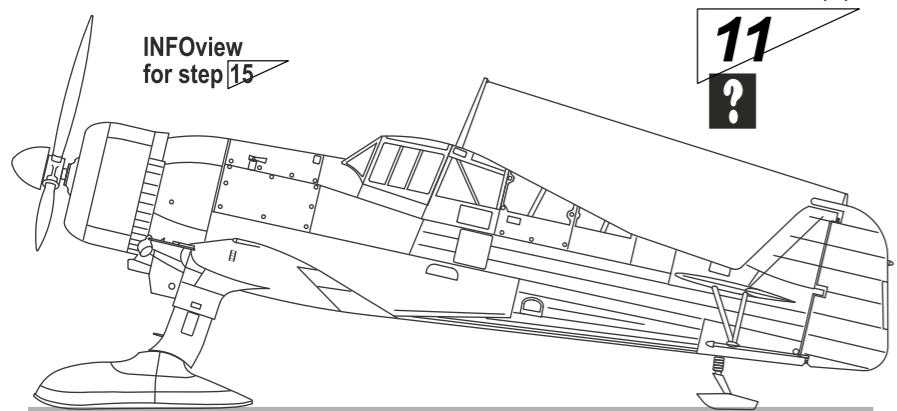
13
?



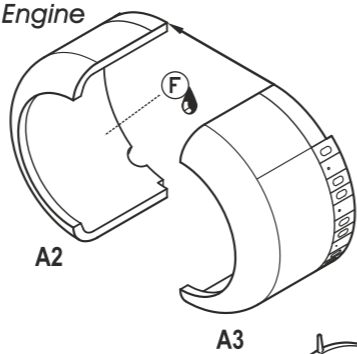
Vyřiznout/Cut off

Pozn./Note
Prosíme, upravte si díl B9.
Omlouváme se za chybu./
Please modify plastic part B9.
We apologize for the mistake.

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F



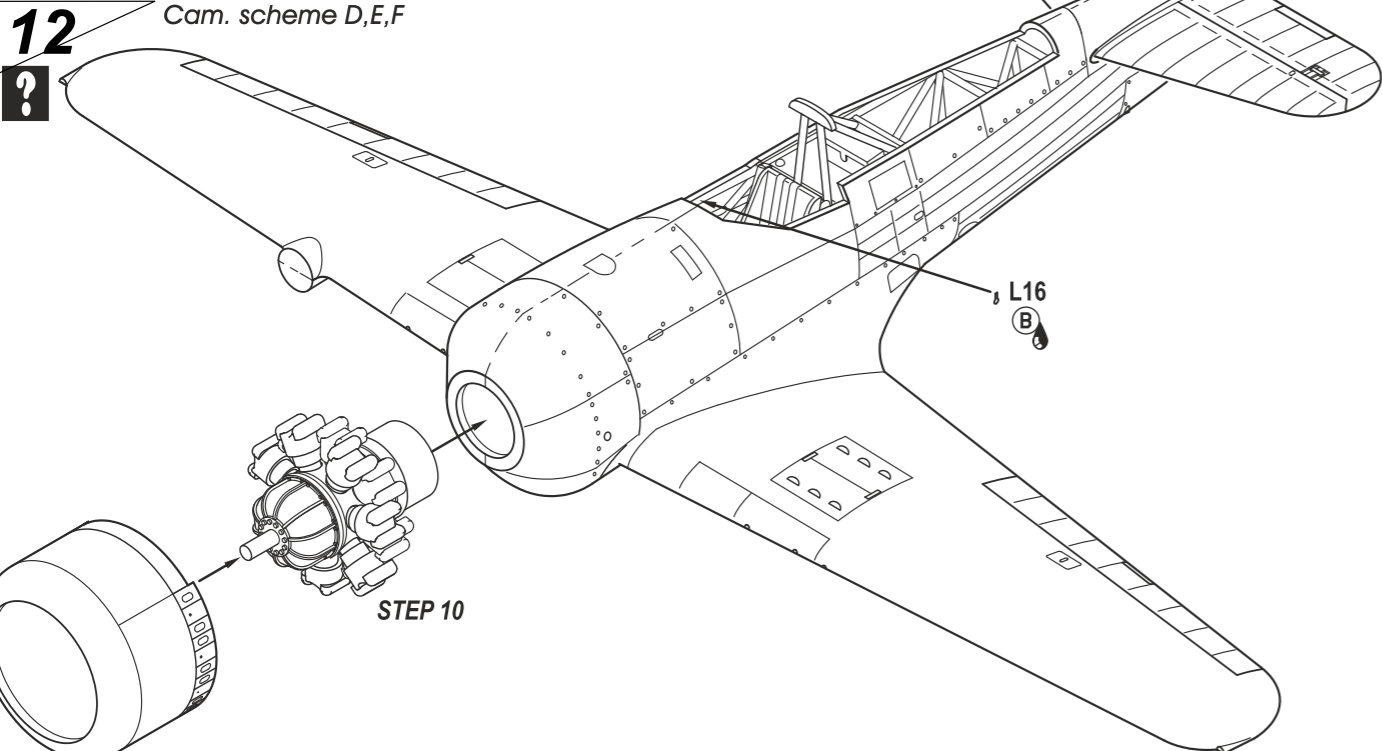
11
?



A2

A3

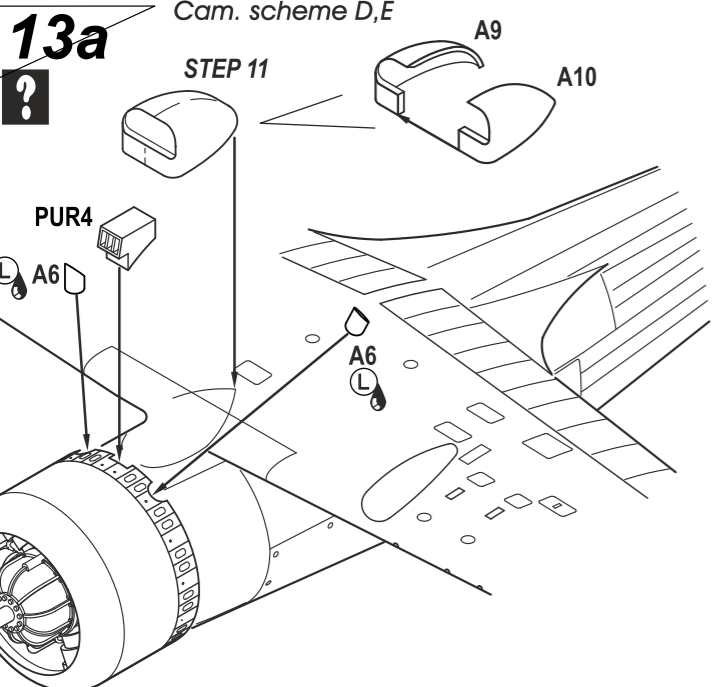
Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E,F



12
?

STEP 10

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme D,E



13a
?

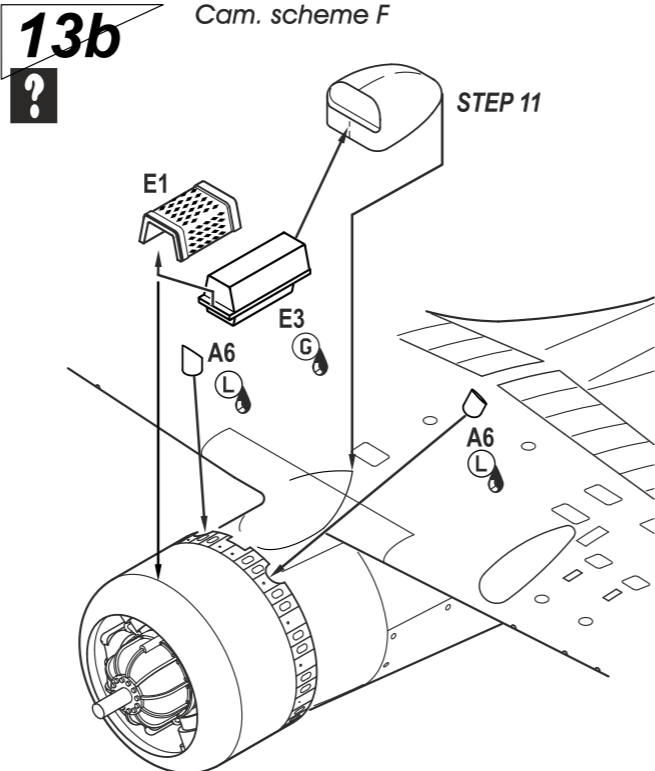
STEP 11

A6

A9

A10

Step for Fokker D.21 with Wasp Junior Engine
Cam. scheme F



13b
?

STEP 11

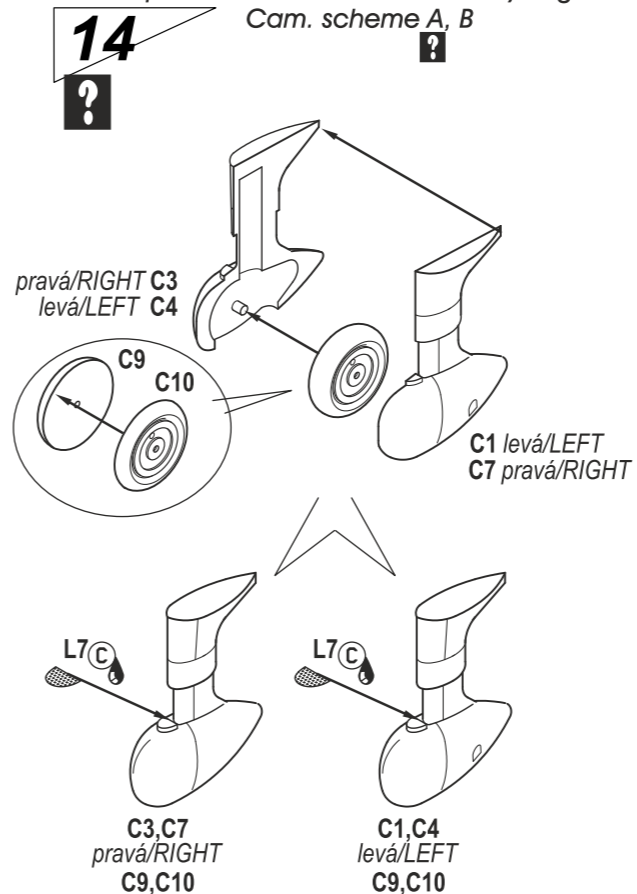
E1

E3

A6

A6

Step for Fokker D.21 with Mercury Engine
Cam. scheme A, B



14
?

pravá/RIGHT C3
levá/LEFT C4

C9

C10

C1 levá/LEFT
C7 pravá/RIGHT

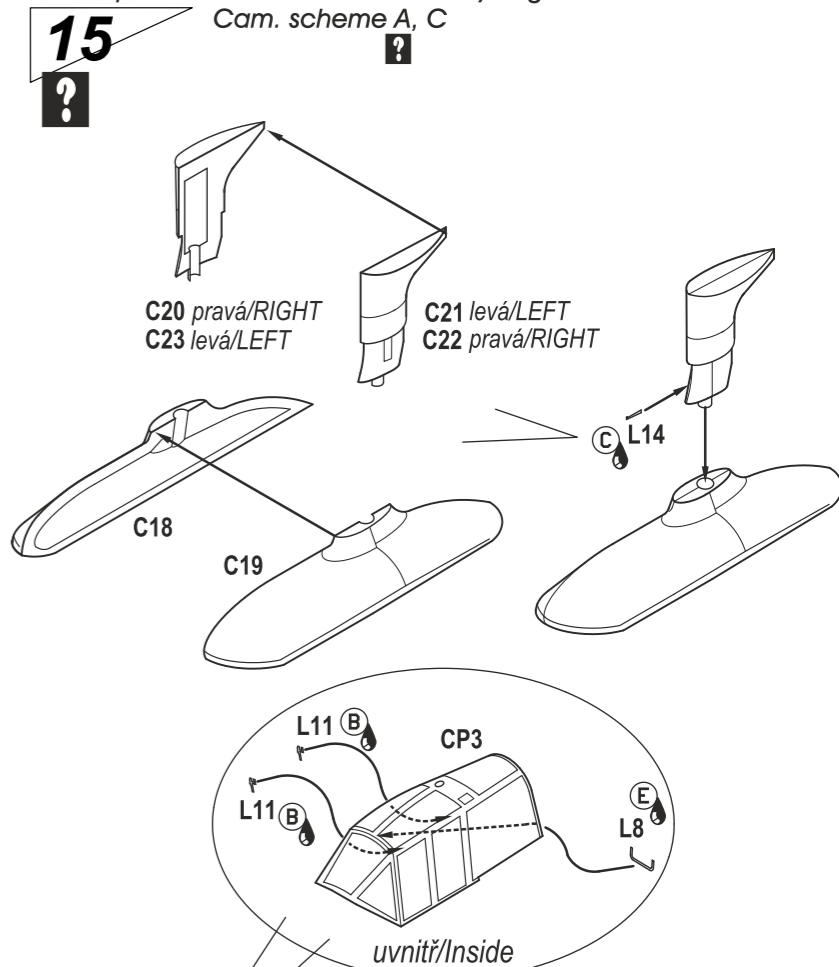
L7

C3,C7
pravá/RIGHT
C9,C10

L7

C1,C4
levá/LEFT
C9,C10

Step for Fokker D.21 with Mercury Engine
Cam. scheme A, C



15
?

C20 pravá/RIGHT
C23 levá/LEFT

C21 levá/LEFT
C22 pravá/RIGHT

C18

C19

L11

CP3

L11

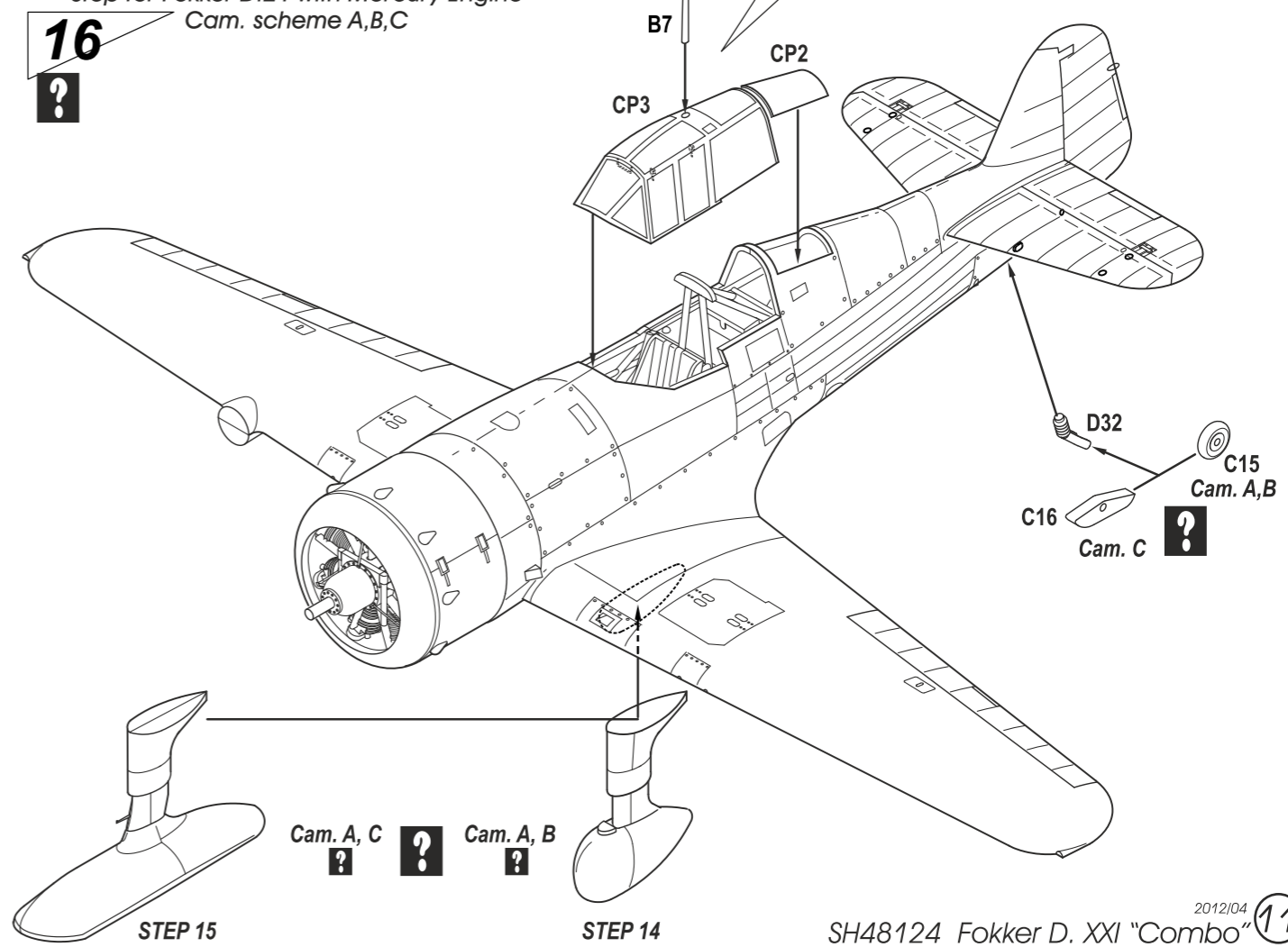
E

L8

uvnitř/Inside

L14

Step for Fokker D.21 with Mercury Engine
Cam. scheme A,B,C



16
?

B7

CP2

CP3

D32

C15
Cam. A,B

C16
Cam. C

Cam. A, C

Cam. A, B

STEP 15

STEP 14