

# FOKKER C.X



# Fokker BULLETIN

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*The very first prototype FCx450. The water cooler was of a different design compared to the final production variant. (collection G. Casius)*

INTRODUCTION

Fokker had celebrated great successes with the Fokker C.5, which had been sold to the Dutch army aircorps (LVA, or Luchtvaart Afdeling), naval air service (MLD, or Marin-eluchtvaartdienst), Netherlands Indies air corps (LA, or Luchtvaart Afdeling in Dutch) and no less than thirteen foreign air forces. Licenses had been sold to a number of customers as well. Without doubt, the C.5 was an important product in difficult economic times. By 1930, the C.5 was gradually being overtaken by aeronautical developments, and in 1931 Fokker sent an enquiry for the need of a successor to the LA, which operated 23 Fokker C.5E's.

A response came, but as late as April of 1933, and only after a Fokker representative visited the LA headquarters. Fokker replied quickly, and sent all information on the Fokker C.10 on July 13th...

**Commonly, Fokker used Roman numbers in type designations; C.X, D.XXI etc. For ease of reading, Arabic numbers are used in this book.**



*Finland bought 13 Fokker C.5E's in 1934, after testing a first one in 1927.*

DEVELOPED FOR COLONIAL USE

Fokker representative Bruno Stephan visited Andir, Java, from January to March 1934 to promote the C.10 project. This resulted in a contract for a prototype, powered by a 610 HP Rolls Royce Kestrel IIS engine. The contract stipulated, that trials would be concluded by August of 1934. The machine actually made its first flight on October 9th 1934, with the LA registry FCx450. Fokker testpilot Emil Meinecke was at the controls. Seriously behind schedule, the trials were speeded

up. Unfortunately, the prototype crashed in heavy fog on December 7th. By that time, Fokker was put under severe pressure by the LA, which threatened to place an order, while Fokker could use firm orders to survive. If needed, Fokker would start building series production aircraft at their own risk, with an escape clause in case the first finished plane did not meet expectations. After recalculating the design and negotiations in Batavia, Netherlands Indies (currently Djakarta, Indonesia), an agreement was signed in February 1935 to purchase fourteen examples. The series production aircraft would be equipped with Kestrel V engines with 685 HP takeoff power. These machines would be known as C.10K (K for Koloniën, or colonial). The FCx450, although heavily damaged, was repaired and flight tests were continued in May.



*The prototype after the unfortunate accident. Meinecke was confronted with heavy fogs and had to make a precaution landing. (collection W. Vredeling)*

*The second prototype, with extra instruments attached to the starboard wing (collection W. Vredeling)*



*Emil Meinecke, seen here in front of the D.21 fighter, after its first successful flight.*

By July, Fokker reported to the national newspapers that the first C.10's were about to be delivered to the LA. This was far from true, the first series machine became available in August. This carried military registry FCx541, and the LA agreed that Fokker could use this plane for demonstration purposes. The civil registry *PH-AKIJ* was approved on August 16th. The aircraft was registered as sports plane!

### Emil Meinecke

**Was born in Mannheim, Germany, on July 20th, 1892. His first experiences with aviation were as an aircraft technician. In 1913, he learned to fly and the following year, Meinecke joined the German air force. He was instructor and combat pilot and ended the war as an ace with six kills credited. After the great war had ended, Meinecke applied for the job of mechanic with the Fokker aircraft company, which had settled in the Netherlands. After a short while, he was promoted to test pilot and flew in various Fokker types. He continued his services for Fokker during the German occupation. After the war, Meinecke emigrated to Canada, where he died on May 2, 1975.**