

Fokker F.II Classic Plane¹ resin kit

Passenger

Scale 1:72

The Fokker F.II, factory designation V.45, was the first Fokker aircraft designed from the start as a passenger plane, where passenger comfort was one of the leading design principles. The F.II was the first plane to be able to continue service in adverse weather conditions and during winter.



The kit produces the KLM version of the F.II with the Armstrong Siddeley Puma engine. It contains resin parts, two instruction sheets, transparent plastic sheet for the cabin windows and the pilots' windscreen and a set of decals for the KLM version of excellent quality.

The instruction sheet includes a set of photographs, which is of great help for applying the paint scheme and the decals. It also reproduces a three-view drawing and contains summary painting instructions. There is no exploded view, nor any other information on assembling the kit, but this does not pose serious problems.

Beside the Junkers F.13, the Fokker F II was one of the first true Airliner. Built at Schwerin, the F II flew first in December 1919 with german Registration D-57. In 1920 the Prototyp was transferred to the Netherlands and flew with KLM Airlines. More F.II were produced in the Netherlands, but Powerplant was changed from the original BMW IIIa engine to the Armstrong Siddeley Puma engine. These Aircraft were used from 1920 to 1927 by KLM. Two were sold to SABENA. The Fokker Grulich F.II was the german Version of the Fokker F II - this will come as a separate kit.

Colours: Wings were of clear varnished plywood. Upper part of fuselage back to KLM Insignia was black-blue. Lower part of fuselage back to Insignia was medium blue. Rear Fuselage and Fin were light blue. Colours were separated by a thin white line.

Neben der Junkers F.13 war der Fokker F II die einer der ersten Airlinerkonstruktionen. Der in Schwerin gebaute Prototyp hatte im Dezember 1919 mit der deutschen Kennung D-57 seinen Erstflug. 1920 wurde er in die Niederlande überführt und flog dort bei der K.L.M. Weitere F II wurden in den Niederlanden gebaut, wobei statt des BMW IIIa Triebwerk durch ein Armstrong Siddeley Puma Motor ersetzt wurde. Diese Maschinen wurden von 1920 bis 1927 von der KLM geflogen. Zwei Flugzeuge wurden an SABENA verkauft. Die Luftbansa flog die in Deutschland gebaute Version Fokker Grulich F.II, wovon ein separater Bausatz in Vorbereitung ist.

Farben: Flügel waren aus klarlackiertem Sperrholz. Vorderes Rumpfberteil bis KLM Logo war schwarz-blau. Vorderes Rumpfberteil bis KLM Logo war mittelblau. Rumpfhinterteil und Leitwerk waren hellblau. Farbsätze durch dünne weiße Linie getrennt.

Spitte F.II-Variante / Late F.II-Variant

Deutscher Prototyp mit Kennung D-57 / German Prototyp with Registration D-57

Details zum Anbringen der Abziehbilder.
Details for Decal Application

White- and colourprint of the decal sheet are separate (white print see below). Apply the white part first. The clear decal film can also be used for windows. Alternatively, glue clear sheet material inside the cabin walls. Therefore, the fuselage is poured very thin. Registrations on fuselage, wings and fin arc painted on white squares. These squares has to be painted first.

Many authors pay attention to the F.II. Altling (ref. 1), Anon. (ref.2), Casey (ref. 3), Franquinet (ref. 4), Grosz, (ref.5), Hegener (ref. 6), Hooftman (ref. 7), van der Klauw (ref. 8), de Leeuw (ref. 9), van Steenderen (ref. 10), Vredeling (ref. 11), Weyl (ref. 12) and Fokker Bulletin (ref. 26) report dimensions; Hegener, Altling, Casey, van Steenderen, Vredeling and Weyl, also provide a three-view drawing.

The dimensions reported diverge widely and it is unlikely that the large differences may be explained by different engines or by span including or excluding ailerons. There seems to be most consensus on the values in the first column of the tables, but there is a minority claiming that the second column in the table is correct. To make matters worse, length, height and span quotes are not consistently grouped together as shown in the table. I have assumed that the majority vote is correct.

	<i>Ref.</i>	<i>Ref. minority</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	16.10/17.24-17.28 ² m	13.10 m	223.6/239.4-240.0 mm	227.2/247.5 ⁱⁱ mm
<i>Length</i>	11.30-11.65 m	10.33-10.45 m	156.9-161.8 mm	162.8 mm
<i>Height</i>	3.67-3.80 m	3.00-3.22 m	51.0-52.8 mm	50.2 mm
<i>Engine</i>	Daimler Mercedes D IIIa, 178 hp; BMW IIIa, 185 hp, Armstrong Siddely Puma, 240 hp, BMW IV, 230 hp			
<i>Crew</i>	1-2			
<i>Passengers</i>	4-5			

The model is a bit oversized, but reasonably correct, assuming that the larger range of dimensions quoted in literature is correct. **Check dimensions on Fokker Drawing!**

Building the model

Building the model is rather straightforward. The parts are well finished and need little rework. However, fitting the wing on the fuselage was difficult; there was quite a big gap between them and closing it “invisible” through the cabin windows required quite some (thin) layers of putty prior to final assembly and painting. I have painted the model according to the instructions: The fuselage black blue (Humbrol 15), medium blue (Humbrol 14) and light blue (Humbrol 47) and the wing natural plywood (Humbrol 94). Prior to painting I have sketched the limits between the different colours on the fuselage, but the white line decals do not require very accurate painting, so that is an advantage.

The undercarriage struts are a bit oversized; for a more realistic appearance it is worthwhile to produce them from 0.8 mm diameter plastic rod material.

Finishing the model

I have made no modifications to the aircraft. Bracing wires for the undercarriage are made of 0.08 mm fishing line. **Control cables, cabin steps?**





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ⁱ www.classic-plane-mrr.de

ⁱⁱ Including ailerons