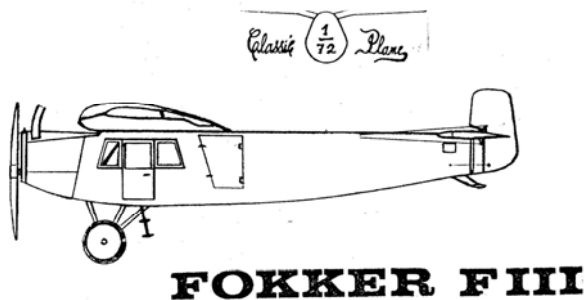
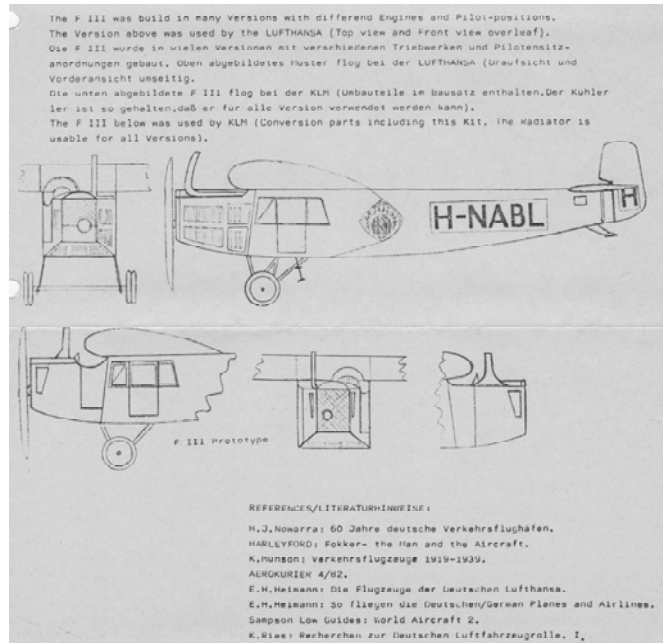


Fokker F.III Classic Planeⁱ vacuum kit

Passenger plane

Scale 1:72

The Fokker F.III was released one year after the F.II. as its successor, eliminating a number of shortcomings of the older type. It had the same wing as the F.II, but the fuselage was completely revised, giving the passengers more room and comfort. It had only one pilot, who was sitting next to the engine in the open air. The F.III could be equipped with many different engines in the range of 185 to 360 hp. The type was a big success and over **XX** aircraft (including those built under license) have been constructed.



The kit contains two sheets with vacuum parts, resin parts for the undercarriage and a rudimentary instruction sheet. No decals are included, but early KLM style decals (see the building report of the Fokker F.II) may be ordered separately from Classic Plane. I have chosen to produce my own decals in the style adopted a bit later by KLM. There is a reference to white metal parts from Aeroclub Models to complete the model, but these are not any more in productionⁱⁱ. The instruction sheet shows both the prototype configuration and the (KLM) production version.

As for most Fokker passenger aircraft, also on the Fokker F.III much literature is available. Dimensions are reported by Altling (ref. 1), Vliegwereld (ref. 2), Casey (ref. 3), Franquinet (ref. 4), Grosz (ref. 5), Hegener (ref. 6), Hooftman (ref. 7), van der Klaauw (ref. 8), de Leeuw (ref. 9), van de Noort (ref. 10), van Steenderen (ref. 11), Vredeling (ref. 12) and Fokker Bulletin (ref. 26). Casey, Franquinet, van Steenderen en Vredeling present also a three-view drawing.

	Ref.	1:72	model
Span	16.00-16.10/17.24-17.62 ⁱⁱⁱ m	222.2-223.6/239.4-244.7 m	mm
Length	10.30-11.10 m	143.1-154.2 m	mm
Height	3.00-3.41 m	41.7-47.4 m	mm
Engine	BMW IIIa, 185 hp; BMW IV, 230 hp, Armstrong Siddeley Puma, 240 hp; Gnome-Rhone Titan, 240 hp, Rolls Royce Eagle VIII, 360 hp; Bristol Jupiter VI, 360 hp		
Crew	1		
Passengers	5		

Cockpit

<text>

Fuselage

The fuselage needs much correction before top and bottom surfaces are nicely flat. I have learned that Tamyia putty is not the thing to use with vacuum kits; it dissolves the plastic. Liliput (?) putty works better, but is difficult to apply; it needs to be applied in many thin layers, reworking it with water, for a good effect. And sanding

must be done very carefully, as the putty is much harder than the plastic. To fill the joint between fuselage and wing correctly, they must be glued together prior to painting.

Wing

<text>

Undercarriage

<text>

Final assembly



I have scratch-produced decals according to the later KLM painting scheme. The first attempt (picture at the left) was not very successful, so I have retried it later (picture at the right), but it stays difficult to home-produce good decals in light colours.



With a lot of Photoshopping I have obtained a barely acceptable result.

I have fitted control horns, but no control cables, nor bracing lines for the undercarriage.

<text>





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ⁱ www.classic-plane-mrr.de

ⁱⁱ Aeroclub Models has ceased production of most white metal accessories in the spring of 2010.

ⁱⁱⁱ Including ailerons.