

Fokker Universal VLE Models' vacuum kit

Monoplane passenger

Scale 1:72

The Universal was the first “all-American” Fokker aircraft produced in the USA. Designed by Robert Noorduyn, the first production aircraft was delivered in May 1926 to Colonial Air Transport. Production continued until 1935 with 45 aircraft having been completed by that time, a considerable number in those days. More than a dozen North American airlines and many other carriers have used the four-passenger plane, which had the US designation Fokker Model 4. The reason for the introduction of this relatively small plane was that the contemporary Fokker F.VIIa with almost the double capacity was too large for the American market, something difficult to imagine nowadays.




V.L.E. MODELS

FOKKER 1/72 sc
"UNIVERSAL"

WHEELS, FLOATS, OR SKI'S

5 SETS OF MARKINGS

PLEASE READ INSTRUCTIONS BEFORE ASSEMBLY

The kit is packed in a plastic bag and includes two sheets with vacuum formed parts, clear plastic sheet for the cabin windows and cockpit windscreen, profiled plastic material for the wing and undercarriage struts, white metal parts for engine, exhaust and wheels **struts?** (TBC), excellent decals for five different versions and the instruction sheet. The model can be constructed as a land plane with wheels or skies or as a floatplane.

The instruction sheet (two of the three sheets are reproduced at the right) is extensive and contains tips to succeed the most difficult steps in the building process. The sheet gives three-view drawings for the different versions and gives ample indications for the positioning of the decals. Painting instructions are not very extensive; support from other sources is necessary. I have built the version for Ansett Australian Airlines, for which good pictures and a drawing are contained in De Leeuw (ref. 4).

Hegener (ref. 1), Hooftman (ref.2), van der Klaauw (ref. 3), de Leeuw (ref.4), van de Noort (ref. 5) give dimensions of the aircraft, while Hegener also presents a three-view drawing of the Universal.

	Ref.	1:72	model
Span	14.34-14.60 ⁱⁱ m	199.2-202.8 mm	mm
Length	9.93-10.82 m	137.9-150.3 mm	mm
Height	2.44-2.62 m	33.9-36.4 mm	mm
Engine	Wright Whirlwind J-4 or J-5 (R-790), 220 hp; J-6, 330 hp		
Crew	2		
Passengers	4 ⁱⁱⁱ		

Cockpit

<text>

Fuselage

The window stiles are painted on the clear plastic. When the parts are cut out and sanded they fit well in general, only the fit between fuselage and wing requires quite some adjustment and trial and error fitting.

Wing

<text>

Undercarriage

It is difficult to align the white metal undercarriage struts and the wing bracing struts (they should fall in one line) while keeping the wing horizontally, but with some effort I have achieved a more or less acceptable result.

Final assembly

Fitting the colour scheme to the Humbrol chart I have chosen for the fuselage colours Red Brown Humbrol 100 and beige Radome Tan Humbrol 148.

Below some pictures of the completed model are shown.



References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 67, 134, 217, 223, ISBN 0-8168-6370-9, 1961
2. H. Hooftman, *Alles over de Fokker Friendship, Fokker Verkeersvliegtuigen van F.1 tot F.28*, pp. 55-57, L.J. Veen's Uitgeversmij N.V., Amsterdam, 1963
3. B. van der Klaauw, *Fokker verkeersvliegtuigen 1920-1940*, Avia reeks Nr. 1, pp. 65, 78, Uitgevers Wyt, Rotterdam, 1978
4. R. de Leeuw, *Fokker Verkeersvliegtuigen, Van de F.1 uit 1918 tot de Fokker 100 van nu*, pp. 108-111, 188, ISBN 90 269 4074 2, 1989
5. P.F.A. van de Noort, *Fokkers 'Roaring Twenties', De vliegtuigen van de Amerikaanse Fokker-fabrieken*, pp. 19-20, 62, Rebo Producties, Sassenheim, 1988

6. M. Dierikx, *Fokker, A Transatlantic Biography*, p. 86, Smithsonian Institution Press, Washington, 1997
7. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, pp. 56-57, ARTI beeld encyclopedie 36 , Alkmaar, 1959
8. T. Postma, *Fameuze Fokker Vliegtuigen*, p.49, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
9. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 64, Fibula - Van Dishoeck, Haarlem, 1979
10. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 123, 125, ISBN 907557410X, 1998
11. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, p. 21, ISBN 90-9011870-5, 1998
12. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 79-80, 107, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

ⁱ www.vlemodels.tripod.com

ⁱⁱ Van der Klaauw reports a length of 17.10 m.

ⁱⁱⁱ Van der Klaauw and Van de Noort report a passenger capacity of six.