

Fokker F.VIIb/3m Zvesda¹ injection kit

Monoplane passenger

Scale 1:72

The Fokker F.VIIb/3m appeared in 1926 and was an improved version of the F.VIIa/3m, optimizing the aircraft for three engine operations. The F.VIIa/3m, which was mainly developed for participation in the Ford Reliability Tour, was just a three engine modification of the single engine F.VIIa. The F.VIIb/3m had a larger span wing (by just inserting a constant cord section of 2.40 m in the middle of the F.VIIa/3m wing), making it a more optimized design.



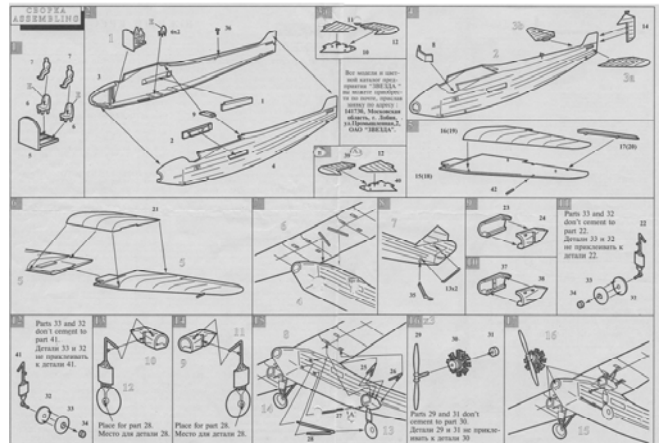
The Fokker F.VIIb/3m was the most successful type of the F.VII series, which established Fokker as the leading passenger plane manufacturer in Europe, and possibly the world at that time. Some **XX** copies have been produced, including licensed production in the Czech Republic, Poland, Belgium, Great-Britain, etc. For that time that was a very large production. From 1928 the F.VIIb/3m was the only version built.

The F.VIIb/3m performed many well known performance flights, e.g. the flight of the Southern Cross from Australia to the United States over the Pacific. That aircraft is the subject of this Zvezda kit, which resembles very much the old Frog kit.



The instruction sheet is explicit in its instructions and provides sufficient guidance for assembly. Painting instructions are given on the back of the box, are rather limited and only related to the exterior finishing. I could not find a conversion for Testor 1594, so I have used Humbrol French Blue 14 as the colour that came closest for the overall finish.

The kit comes in a box and includes the plastic parts, transparent parts for cabin and cockpit window, decals for the one Southern Cross version (the original aircraft carried different registrations on the several trips it made) and an instruction sheet. The parts are well finished and fit nicely.



Alting (ref. 1), Franquinet (ref. 2), Hegener (ref. 3), Hooftman (ref. 4 and 5), van der Klaauw (ref. 6) and Wes-selink (ref. 7) report the dimensions of the F.VIIb/3m, while Franquinet and Hegener provide also a three-view drawing.

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	21.69-21.88 m	301.3-303.9 mm	mm
<i>Length</i>	14.30-14.56 m	198.6-202.2 mm	mm
<i>Height</i>	3.45-3.90 m	47.9-54.2 mm	mm
<i>Engine</i>	3 Wright Whirwind J-5 (R-790) or J-6; 220 or 300 hp each ⁱⁱ		
<i>Crew</i>	2		
<i>Passengers</i>	8		

Cockpit

<text>

Fuselage

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Wing

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Undercarriage

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Final assembly

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I have not produced control horns and cables or other detailing for the aircraft; even the Southern Cross decoration on the right forward fuselage, for which a 1:1 scale drawing is given in the instruction sheet, I have not reproduced, as this was one of my early models I have built.



References

1. P. Alting, *Van Spin tot Fokker 100*, pp. 25, 60, Rebo Producties, Sassenheim, 1988
2. E. Franquinet, *Fokker, Een leven voor de luchtvaart*, pp. 226, 247, 264, 279, 354, N.V. Uitgeversmaatschappij "De Pelgrim", Eindhoven, 1946
3. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 60, 62, 73, 79, 142-143, 190, ISBN 0-8168-6370-9, 1961
4. H. Hooftman, *Alles over de Fokker Friendship, Fokker Verkeersvliegtuigen van F.1 tot F.28*, pp. 32, 34, 38, L.J. Veen's Uitgeverij N.V., Amsterdam, 1963
5. H. Hooftman, *Van Glenn Martins en Mustangs, Alle vliegtuigen die gevlogen hebben bij het K.N.I.L., de Indische Militaire Luchtvaart*, pp. 27, 60, La Rivière & Voorhoeve, Zwolle, 1967
6. B. van der Klaauw, *Fokker verkeersvliegtuigen 1920-1940*, pp. 32-33, 78, Avia reeks Nr. 1, Uitgevers Wyt, Rotterdam, 1978
7. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, pp. 42-45, Unieboek B.V., Bussum, 1982
8. R.A. Arnken, *De Ontwikkeling van het Vliegtuig*, pp. 93, 202, Gottmer, Haarlem, 1946
9. M. Dierikx, *Fokker, A Transatlantic Biography*, p. 86, Smithsonian Institution Press, Washington, 1997
10. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, pp. 2, 8-10, 52-53, ARTI beeld encyclopedie 36, Alkmaar, 1959
11. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Burgerluchtvaart in Nederland, Deel 1; Van H-NABA tot PH-AEZ*, pp. 2, 132-135, 142-143, Cockpit-Uitgeverij, Bennekom, 1979
12. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Burgerluchtvaart in Nederland, Deel 2; Van H-NAFA tot PH-AIZ*, pp. 1, 8-19, 37, 40-42, 56, 58-59, 68-70, 72, 75, 78, 83, 140, Cockpit-Uitgeverij, Bennekom, 1980
13. J. van Huijstee, *Vervlogen jaren van Fokker*, pp. 32-33, Van Soeren & Co, Amsterdam, 1997

ⁱ <web adress of kit producer>www.xxx.yyy

ⁱⁱ Also Armstrong-Siddeley Lynx (210 hp) and Gnome-Rhone Titan (250 hp)