

# Fokker Super Universal Aeroporto Modelos 72<sup>1</sup> resin kit

## Monoplane passenger

Scale 1:72

The Fokker Super Universal, factory designation Model 8, was the successor of the Universal passenger transport with a slightly larger capacity of six passengers and a larger engine, a 420 hp Pratt & Whitney Wasp. It also had a closed cockpit for pilot and co-pilot. It was the most successful North America Fokker, with 80 aircraft built by Fokker, 15 license built in Canada by Canadian Vickers and 100 in Japan by Nakajima, some as a military version Nakajima Ki-6. Also some 40 may have been built in Manchuria. In total over 195 Super Universals have been constructed as land and float planes and on skis, which was a considerable number for the time, certainly in view of the economic conditions.

The Super Universal prototype, then named Universal Special, made its first flight in October 1927 and in March 1928 followed the first series machine, registered as NC 4453, which was modified quite a lot relative to the prototype. The customer was rear admiral Richard E. Byrd and the aircraft was intended for his expedition to the South Pole. The aircraft was assembled on the ice in Antarctica in January 1929 and made its first reconnaissance flight on February 18. On March 15, during the second reconnaissance flight, the aircraft was blown over by a storm and completely destroyed. The crew was rescued on March 19. The remains of the plane were found again not that long ago and projects are under way to recover the wreckage and put it back on display.



The kit comes in a sturdy carton box. The 48 grey resin and 8 black resin parts are packed in plastic and the fragile parts in clear resin for the canopy are packed separately. With the nine clear resin parts the kit contains a total number of 56 parts.

A decal sheet is included to build the Virginia, Byrd's aircraft, or an aircraft of Standard Airlines, the NC-8011.

The aircraft was of the usual mixed construction: a full cantilever wooden wing and a steel tube fuselage, covered with linen. I am going to model Byrd's Super Universal, equipped with skis and with an extra fuel tank in the cabin.





The instruction sheet is very limited. In fact it only contains information on where to place the decals and gives some hints on how to handle the clear resin parts and the decals. It contains, however, extensive art work showing many different configurations, both of the early and of the later configurations, and of aircraft in American, Canadian and Japanese livery.

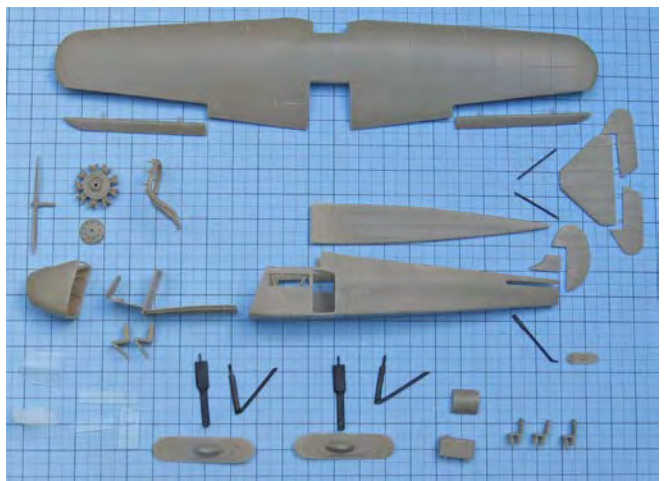
Hegener (ref. 1), Hooftman (ref. 2), van der Klaauw (ref. 3), de Leeuw (ref. 4) and van de Noort (ref. 5) report the dimensions of the Super Universal, while Hegener also shows a three-view drawing of the aircraft. Short movies of the aircraft can be found in refs. 6 and 14.

	Ref.	1:72	model
Span	15.44 m	214.4 mm	mm
Length	11.15 m	154.9 mm	mm
Height	2.72 m	37.8 mm	mm
Engine	Pratt & Whitney R-1340 Wasp; 420 hp		
Crew	1-2		
Passengers	6		

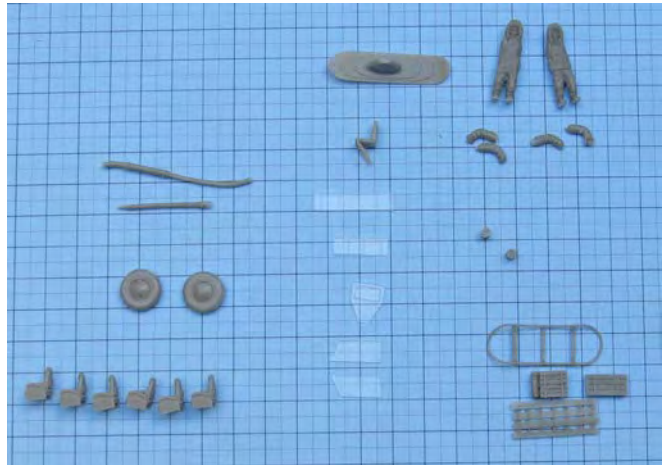
**Parts**

The parts are of very good quality, but are difficult to clean due to the casting method (strips of sprue attached to the part). This is especially the case for the black resin parts of the undercarriage, which are almost impossible to clean with a knife. Sawing and sanding was the only way to achieve that. However, this gives confidence that they will be able to support the rather heavy wing. I had to clean the transparent parts very carefully, as they are thin and the resin is rather brittle. Also, I will have to polish them to make them really transparent. I have found only one air bubble, unfortunately in the visible part of the windscreen.

I have separated the elevator halves and the rudder from the tail planes, as I will mount these in deflected position. In total the kit contains 65 parts. For building the Super Universal in the configuration on skis it was for the South Pole expedition 38 parts are required, of which seven are casted in the black resin for the undercarriage and the stabilizer struts and five in transparent resin for the windows of cockpit and cabin. In this configuration there is no place for the standard passenger seats due to the presence of additional fuel tanks in the cabin; only the smaller, four legged seat can be accommodated. The kit contains a two-blade propeller, as shown on the photograph of the assembly in Antarctica. However, the wreckage shows a damaged three-blade propeller, which is not included in the kit.



The kit also contains the parts to build a version with wheels, a different exhaust configuration and a cabin laid out for standard passenger transport (left on the picture). It contains extra parts to build two crew members in arctic clothing and a sled with assorted equipment on it (right on the picture). The sled was the only deformed part in the kit, but that was easily corrected with a warm bath. There were some spare parts present: one ski, one pilot seat an almost complete set of cabin windows and an additional door, only present on late Super Universal versions (in the center of the picture). Except for the pilot seats and the instrument panel printed on carton there is no cockpit furniture present.



The large items on the decal sheet can be located based on the instruction sheet drawing; many of the very small ones are hardly readable and the location is not indicated. I got some additional information from the kit producer, which I have included in the appendix; most of these are bonus decals, to be used in this or other projects.



### Cockpit

<text>

### Fuselage

<text>

### Wing

<text>

### Undercarriage

<text>

### Final assembly

<text>

### References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 67, 70, 135, 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. 48, 57-58, L.J. Veen's Uitgeverij N.V., Amsterdam, 1963
3. B. van der Klaauw, *Fokker verkeersvliegtuigen 1920-1940*, pp. 66, 78, Avia reeks Nr. 1, Uitgevers Wyt, Rotterdam, 1978
4. R. de Leeuw, *Fokker Verkeersvliegtuigen, Van de F.I uit 1918 tot de Fokker 100 van nu*, pp. 112-115, 189-190, ISBN 90 269 4074 2, 1989
5. P.F.A. van de Noort, *Fokkers 'Roaring Twenties', De vliegtuigen van de Amerikaanse Fokker-fabrieken*, pp. 33-34, 62, Rebo Producties, Sassenheim, 1988
6. <http://www.dmairfield.org/airplanes/NC126M/index.htm>
7. M. Dierikx, *Fokker, A Transatlantic Biography*, pp. 20, 86, Smithsonian Institution Press, Washington, 1997
8. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 57, ARTI beeld encyclopedie 36, Alkmaar, 1959
9. J. van Huijstee, *Vervlogen jaren van Fokker*, p. 30, Van Soeren & Co, Amsterdam, 1997

10. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, pp. 74, 79, Fibula - Van Dishoeck, Haarlem, 1979
11. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 124, 126, 146, ISBN 907557410X, 1998
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13. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 15, 79-80, 107, 114, 131, 135, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929
14. Movie Byrd Super Universal in Antarctica; <https://footage.framepool.com/en/shot/214182300-fokker-fvii-byrd-antarctic-expedition-ross-ice-shelf-arctic-explorer>
15. <https://youtu.be/-rCS-gKo5BE>
16. <https://youtu.be/dhe6M52Ty5w>
17. <http://www.admiralbyrd.com/1st-byrd-antarctic-expedition-1928-29.html>
18. <https://byrd.osu.edu/events/history-aviation-antarctica-and-recovery-byrd%E2%80%99s-fokker-ice>

## Appendix Model modifications and corrections; paint table, pictures, drawings and other documentation of the Fokker Super Universal

### Modifications & corrections

M = modification, C = correction

Change	Location/part	Modification or correction

### Paint table

HE = Humbrol enamel, RA = Revel Aqua, RE = Revell enamel, VMA = Vallejo Model Air, WEM = White Ensign Models

Code	Colour	Where

### Pictures

If no source is given, the pictures have been taken from the Internet.



[Source:]

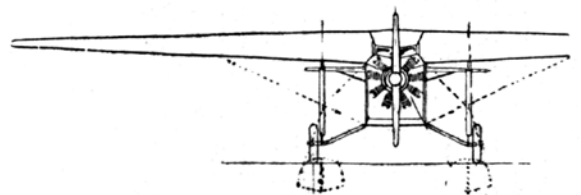
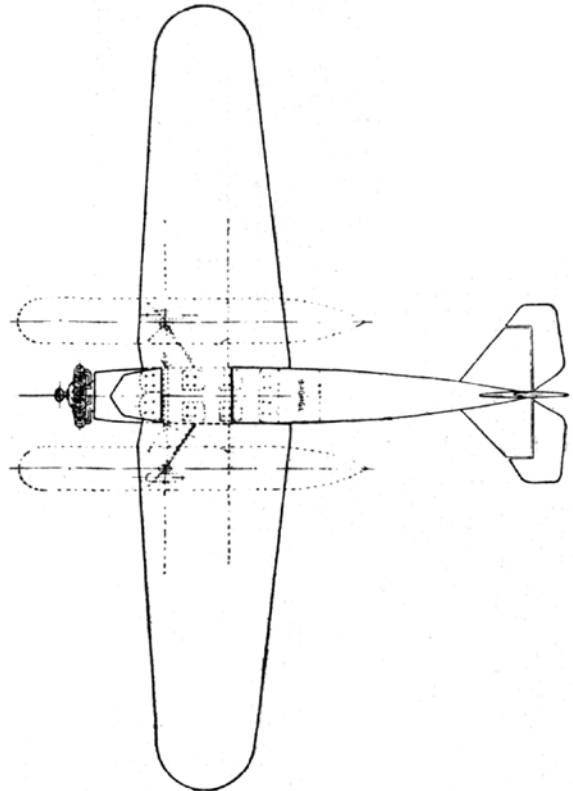
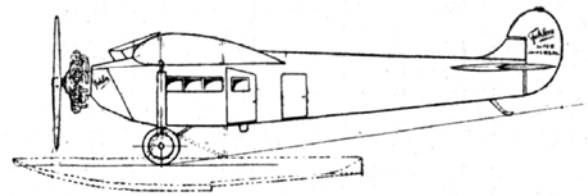


[Source: Cradle of Aviation website]



[Source: ref. ]

### Drawings



<sup>1</sup> No website known; the [Aviation Megastore](#) is the sole distributor