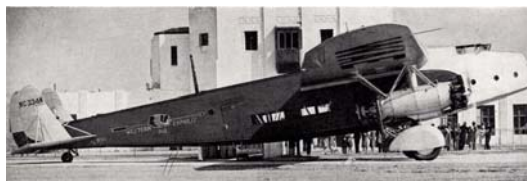


Fokker F.32 VLE Models¹ vacuum kit

Monoplane passenger

Scale 1:144

The Fokker F.32 was the largest aircraft produced by the American Fokker Aircraft Company. The four engine monoplane appeared in 1929 seating 32 passengers or 16 passengers in sleeping cabins. It had a perfect safety record, but was no great success, partially because such large an aircraft was not needed any more because of the Great Depression setting in, and partly because an unjustified distrust of the Fokker products due to a crash of a Fokker Trimotor involving an American celebrity.



VLE MODELS
1/144 Scale
FOKKER F-32

The kit comes in a plastic bag, containing the sheets of vacuum plastic parts, for fuselage, wing, tail planes and engine pods, white metal parts for engines, undercarriage and wheels, photo-etched parts for the engine suspension, tail struts and propellers, decals for two versions (Western Air Express markings for Western Air and Transcontinental) and an instruction sheet.

The instruction sheet gives the steps for assembly, an illustration for the engine assembly, a three view drawing and another drawing showing the location of the decals. Painting instructions are limited, but de Leeuw (ref. 4) contains a nice coloured drawing of the F.32, which I used as guideline for the painting details and the selection of the brown red finish (Humbrol 153). I have built the version as shown in the photograph (NC 333N).

Hegener (ref. 1), Hooftman (ref. 2), van der Klaauw (ref. 3), de Leeuw, van de Noort (ref. 5) and Postma (ref. 6) give the dimensions of the F.32, while Hegener, Hooftman and Franquinet (ref. 7) also present a three-view drawing of the aircraft.

	Ref.	1:144	model
Span	30.00-30.20 m	208.3-209.7 mm	mm
Length	20.00-21.30 m	138.9-147.9 mm	mm
Height	4.93-5.08 m	34.2-35.3 mm	mm
Engine	4 Pratt & Whitney R-1340 Wasp, 4 x 450 hp; 4 Pratt & Whitney R-1860 Hornet B, 4 x 575 hp		
Crew	2		
Passengers	32		

Cockpit

<text>

Fuselage

Decals difficult to apply (gold lines).

<text>

Wing

<text>

Between August 1929 and June 1930, seven of the most luxurious aircraft ever produced were designed and manufactured in the United States by Fokker Aircraft Company(U.S.). Doomed to oblivion by the coming of the "Great Depression," technical faults, and as a result of retirement of recedes winged Fokker aircraft subsequent to the 1931 crash death of football legend knute Rockne in a Fokker F-10, the Fokker F-32 was, nonetheless, the 747 of its time.

With four engines and a seating capacity of 32 passengers, it flew regularly between San Francisco and Los Angeles in Western Air Express service maintaining a perfect safety record.

While the F-32 was photographed in Universal Airlines markings, it was never owned by UA. It also appeared in two styles of WAE markings as well as altered WAE markings for Transcontinental and Western Air and in Fokker Aircraft Corp. markings.

Ignominiously, one F-32 ended up in Mobilgas "Flying Horse" markings as a gasoline station in Los Angeles.

CONSTRUCTION SUGGESTIONS

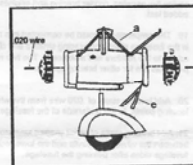
FUSELAGE, WING, EMPENNAGE

- When removing fuselage halves from sheet, be very careful that the central cockpit framing is not damaged.
- Reinforce the inside corners of the fuselage halves with filler to insure their stability when sanding.
- Prior to assembling the fuselage halves together, paint the insides silver or light grey.
- Carefully cut, file, and sand the various window openings, if so desired, but Kristal Kleer should not be applied until after painting the fuselage.
- The wing moldings should be sanded so that there is an equal taper from mid-wing to tip of the thick-sectioned cross sections.
- Test fit the completed wing to the fuselage. It may be necessary to add thin shims between the roots and the fuselage sides to eliminate any gaps.
- Assemble the stabilizer and rudder moldings, and cut the stabilizer into two equal pieces at the molded mark in the center. NOTE: Originally 124-M did not have a central stabilizer.

8. If the WAE model is to be built, it is advisable to paint the fuselage prior to assembling the other components to it.

ENGINE NACELLES AND LANDING GEAR

9. Drill holes(#75 drill) at all marked points on the engine nacelles. Also drill 1 hole(#3/64 drill) at lower side of each nacelle where indicated to accommodate wheel ripet strut.



10. Cut off wheel spool strut 5 mm above the wide area of the strut.
11. Select struts (a) from the photo-etched sheet and cement into the outboard holes of nacelles.
12. Select struts (b) from the p-e sheet and cement into the inboard holes of nacelles.
13. Enlarge holes at forward inboard location on underside of wing. Also drill(#75) holes at the remaining locations on the underside of the wing.
14. Test fit the main LG strut to wing and cut main strut so that it will correctly butt the inside surface of the upper wing half while matching up with the remaining small holes. Do not mount nacelles at this time!

Undercarriage

<text>

Final assembly

<text>





References

1. H. Hegener, *Fokker, The Man and the Aircraft*, pp. 72, 74, 152-153, 216, ISBN 0-8168-6370-9, 1961
2. H. Hooftman, *Alles over de Fokker Friendship, Fokker Verkeersvliegtuigen van F.1 tot F.28*, pp. 16, 64, 67-68, 70, 76, L.J. Veen's Uitgeversmij N.V., Amsterdam, 1963
3. B. van der Klaauw, *Fokker verkeersvliegtuigen 1920-1940*, pp. 72-74, 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. 132, 134-135, 192, ISBN 90 269 4074 2, 1989
5. P.F.A. van de Noort, *Fokkers 'Roaring Twenties', De vliegtuigen van de Amerikaanse Fokker-fabrieken*, pp. 42, 44-45, 47, Rebo Producties, Sassenheim, 1988
6. T. Postma, *Vermetele vliegende Hollanders*, p. 42, ISBN 90 228 3987 7, De Haan, Bussum, 1975
7. E. Franquinet, *Fokker, Een leven voor de luchtvaart*, pp. 297, 360, N.V. Uitgeversmaatschappij "De Pelgrim", Eindhoven, 1946
8. M. Dierikx, *Fokker, A Transatlantic Biography*, p. 86, Smithsonian Institution Press, Washington, 1997
9. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, pp. 60-61, ARTI beeld encyclopedie 36, Alkmaar, 1959
10. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Burgerluchtvaart in Nederland, Deel 2; Van H-NAFA tot PH-AIZ*, p. 56, Cockpit-Uitgeverij, Bennekom, 1980
11. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 46, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
12. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, p. 82, Fibula - Van Dishoeck, Haarlem, 1979
13. R.A. Arnken, *Luchtvaartkennis voor Iedereen*, p. 136, Gottmer, Haarlem, 1946
14. Fokker Bulletin, *Fokker, Nederlandsche Vliegtuigenfabriek 1919-1929, Vol. V, Nos. 9, 10, 11 and 12*, pp. 79, 82, NV Nederlandsche Vliegtuigenfabriek, Amsterdam, 1929

Formatted: Bullets and Numbering

ⁱ www.vlmodels.tripod.com