

Fokker F.27 Mk.300M Troopship Airfix¹ injection kit

Monoplane transport

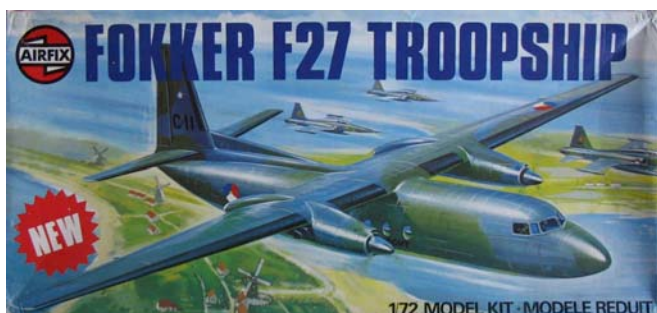
Scale 1:72

The F.27 Friendship was the first post-war Fokker passenger plane and was the largest commercial success of the company. However, the project had a difficult start and on some moments the Fokker management considered ending the production.

The F.27 prototype flew in November 1955 and different variants of the aircraft stayed in production until xxx, when it was replaced by its derivative the Fokker 70. The F.27 was designed as a Douglas DC-3 replacement, and found its way all over the world, in developed as well as undeveloped countries.

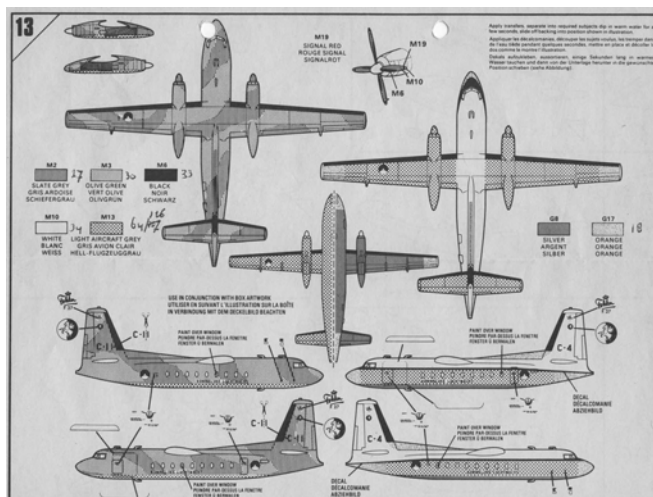
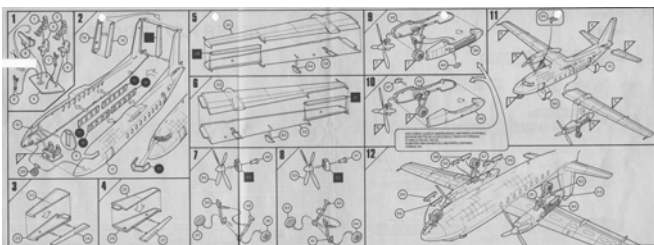
The Mk.300M Troopship, which first flew in August 1960, was a military transport version of the lengthened fuselage version Mk.300, seating four additional passengers, and was equipped with a large cargo door. It was sold amongst others to the Dutch Royal Air Force (KLu), partly as a (successful) attempt of the Dutch government to get series production of the F.27 (re)started. The KLu bought nine aircraft in a paratrooper configuration and three in a transport version.

7xx copies of the F.27 have been built, of which 25 Mk.300. In addition the F.27 has been license produced by Fairchild, which sold yyy copies. The aircraft was revolutionary in the sense that it employed bonded metal structures to a very large extent, which gave its structure an excellent resistance to fatigue.



The instruction sheet gives a short description of the aircraft, instructions by means of exploded views and a sufficiently complete painting scheme for both KLu versions.

The kit comes in a carton box and contains the plastic parts, clear plastic parts for the cockpit and cabin windows, a sheet of decals² for two versions of the KLu Troopship and an instruction sheet. The kit is rather complete and allows building the aircraft with undercarriage lowered or retracted³.



Schoenmaker (ref. 1) reports the dimensions of the Mk.300M Troopship, while De Leeuw (ref. 3) gives the best overview of all F.27 aircraft produced. On the Internet other references can be found.

	Ref.	1:72	model
Span	29.40 m	402.8 mm	mm
Length	25.30 ⁴ m	326.5-327.2 mm	mm
Height	8.50 m	118.1 mm	mm
Engine	Rolls-Royce Dart Da6 Mk.514-7; 2 x 1670 hp		
Crew/passengers	4/27 ⁵ -44		

General

I have decided to build the grey and white transport version. The painting scheme in the instruction sheet I have translated as follows (Humbrol colours): Slate grey = 27, Olive green = 30, Black = 33, White = 34, Light aircraft grey = 24 or 126, Silver = 11, Orange = 18.

Cockpit

<text>

Fuselage

The cargo door fits badly, and has to be adjusted by bending it in shape after soaking it in hot water and correcting the fitting in the door opening.

Wing

<text>

Undercarriage

<text>

Final assembly

<text>

Below some pictures of the finished model are shown.





References

1. W. Schoenmaker & T. Postma, *Klu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht vanaf 1913*, pp. 86, 133-134, ISBN 90 6013 966 6, 1987
2. J. van Huijstee, *Vervlogen jaren van Fokker*, pp. 75, 83, Van Soeren & Co, Amsterdam, 1997
3. R. de Leeuw, *Fokker Verkeersvliegtuigen, Van de F.I uit 1918 tot de Fokker 100 van nu*, p. 194, ISBN 90 269 4074 2, 1989
4. W.C.J. Westerop, *Fokker en de twintigste eeuw: een historische relatie*, p. ??, ISBN 90-9011870-5, 1998

¹ <web adress of kit producer>www.xxx.yyy

² I bought the kit second hand, and had to reproduce the yellowed decals.

³ In fact, the undercarriage does not need to be glued in one position, its position can be changed at will. This does not apply to the undercarriage doors; they have to be glued in a fixed position.

⁴ Length reported by Schoenmaker. The instruction sheet in the kit gives a length of 23.09 m, which suggests a Mk.100 aircraft.

⁵ References are conflicting about the capacity. The kit documentation mentions a capacity for 45 paratroopers or 24 stretchers with 8 attendants; Schoenmaker reports 27 XXX and 44 passengers.