Fokker F.28 Mk.1000 Fellowship F-RSIN[1] injection kit

Monoplane passenger

Scale 1:144

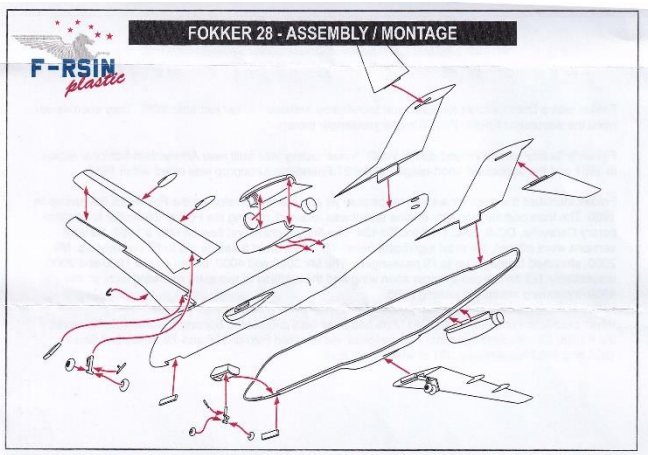
Fokker's factory was destroyed during WWII. A new factory was built near Amsterdam Schiphol airport in 1951 and the successful short-range Fokker F.27 Friendship turboprop was rolled out in 1955.

Fokker identified the need for a short-range pure jet and started developing the Fokker F.28 Fellowship in 1960. The then popular twin rear-engine layout was retained, making the Fokker F.28 similar to contemporary Caravelle, DC-9, BAC 1-11 and Tu-134. The first machine made its maydenflight on May 9 1967. Several versions were offered, the most significant being: Mk.1000, short fuselage, 55 to 65 passengers. Mk.2000, stretched fuselage, up to 79 passengers. The Mk.3000 and Mk.4000, based on the 1000 and 2000 respectively, but introduced a larger span wing and the addition of two extra overwing exits on the 4000, increasing maximum seating to 85.

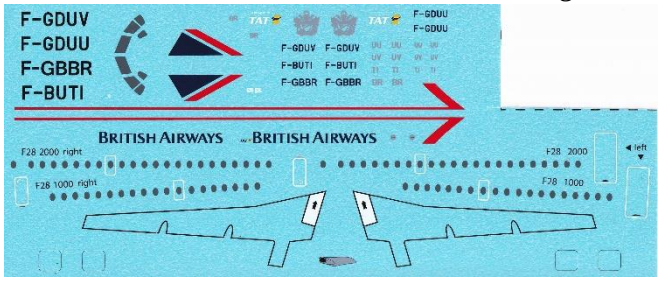
When production ended in 1987, 241 units had been built and sold to operators worldwide. However, the Fokker F.28 was developed into the stretched, modernized Fokker 100 and Fokker 70, which first flew in 1986 and 1993 respectively, 331 of which were built.[2]

I had already built the Fokker F.28 Mk.1000 and Mk.4000 Fellowship resin kits by Gatwick Miniature Models, but decided to build also this injection kit by F-RSIN.

The kit comes in an envelope carton box and contains the styrene parts and a decal sheet, each packed in separate plastic, and an A4 sheet with summary building instructions and a short history of the aircraft.



The decals in the kit I bought are for an airplane in British Airways livery, as it has been rented by that company from Touraine Air Transport, so the registrations are French. The decal sheet is also for the larger Mk.2000, and there are two different registrations for each version. The sheet also contains the decals for cockpit and cabin windows, which are not modelled on the fuselage.



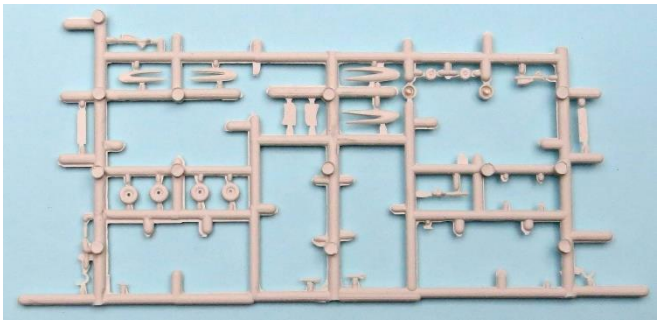
The instruction sheet is very simple, an exploded view indicating the location of the parts, some painting instructions and indications where the decals should go. Except for the registration G-BUTI there is no information which other registration applies to the British Airways Mk.1000 aircraft[3].

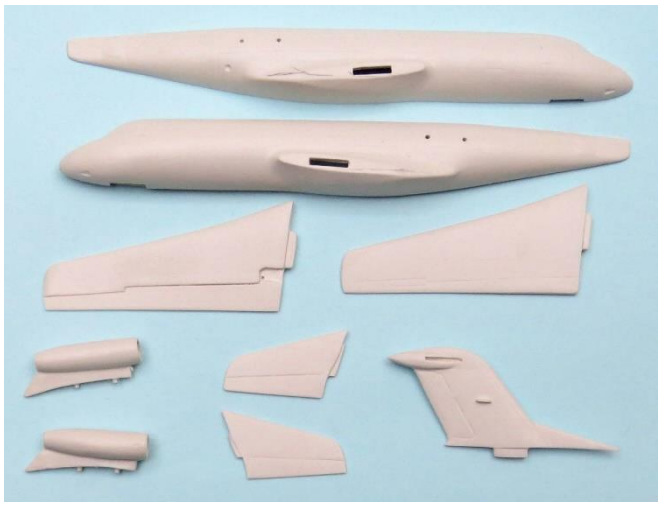
	Ref.	*1:144*	*model*
Span	23.57 m	163.7 mm	mm
Length	27.40 m	190.3 mm	mm
Height	8.47 m	58.8 mm	mm
Engine	Rolls-Royce RB.183 Mk.555-15, 2 x 43.8 kN		
Crew/passengers	4/70		

The model is …… to scale.

Parts

The quality of the parts is not excellent. They have a lot of flash and the dimensions are not very accurate. Engravings are not of constant depth; those for the underwing hatches for example are vaguely visible on one wing and hardly at all on the other wing. The engine pods halves are very difficult to fit correctly together

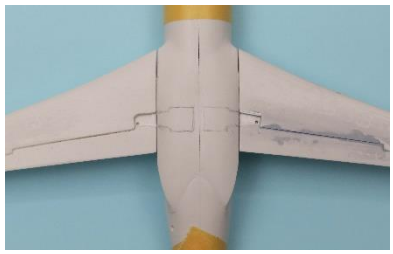




and even then need quite some correction.

Wings and tail

I have started to fit the top and bottom of the wings together. A large gap showed the top and bottom part of the port wing, which I had to close with some styrene strip and putty. After engraving the panel lines again the result was acceptable. The picture at the right shows the result.



Next I have mounted the flap fairings, gluing them with Tamiya ultrathin glue. The parts required a lot of rework, as there was much flash. Also the fit to the wing was not good; the slot in the fairing had to be widened and the wing trailing edge to be sanded down. Left and right fairing were also moulded differently, the port side having more detailed engraving.

The same applies to the engraving of the underwing hatches and lift dumpers. They are very shallow and not very sharp and after shading with soft pencil some don't even show up. I have decided to leave them as is.

In cleaning the small leading edge flow direction devices I lost one of them, so I have decided to model them from xx mm solder wire on both sides. This finished the assembly of the wing.

I have cleaned the horizontal and vertical tail surfaces. They did not fit well together and the joints needed quite some putty after gluing them together.

Fuselage

Dry fitting the wings to the fuselage showed that the rear of the wing fairings moulded with the fuselage were not on the correct place; they ended quite some distance after the wing trailing edge. So I have drawn the correct shape on the fuselage halves and have also drawn the correct location on the main wheel doors.

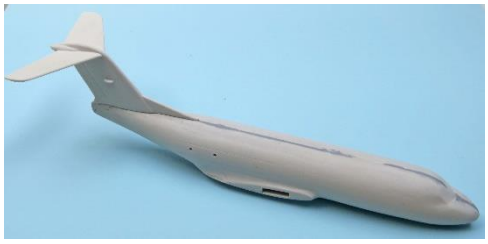
Before cutting and sanding the excess styrene away, I have filled the inner side of the fairing with Milliput putty to decrease the risk of sanding though the styrene. In the end that did not occur, so I have removed the Milliput again. I have also glued the nose wheel well in the port fuselage half.

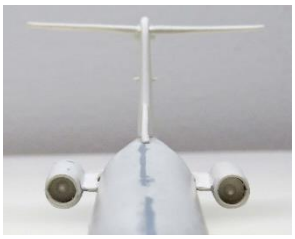
I have filled the nose of the fuselage halves with fishing lead to prevent the likely tail sitter.

Gluing the fuselage halves together was not easy. I needed quite some tape to press them well together and the joint between them needed quite some Tamiya putty and sanding to fit smoothly. Also one half was larger than the other, which resulted in mismatched slots for the tail, as I kept the nose well aligned. I have corrected that such that the tail fitted again.

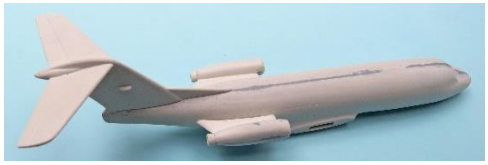
Wings, tail and fuselage assembly

After treating the joint between the fuselage halves I have glued the tail in place, aligning it well with the fuselage. Again the joint between tail and fuselage showed quite some gap, which I have filled with several layers white Vallejo putty.

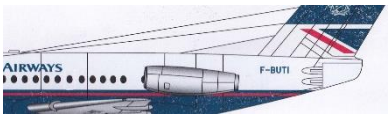


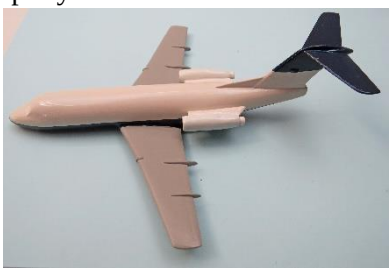


Next I have treated the joints between the engine nacelle halves with Tamiya putty. I have enlarged the mounting holes in the fuselage and have cleaned the mounting surface. Again the joints between the nacelle stub wings and the fuselage showed quite big gaps, which also received a treatment with white Vallejo putty.

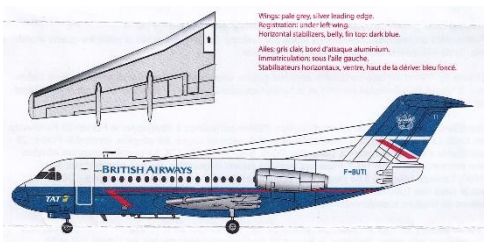


I have glued the wings to the fuselage. Also here the joints needed even several layers of Vallejo putty.



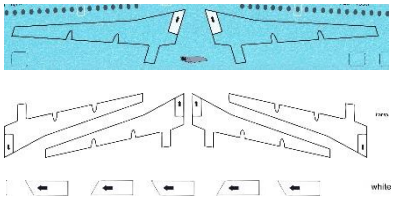


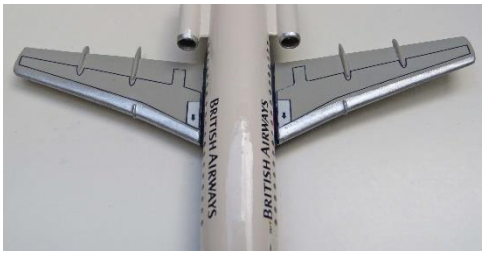
In this configuration I have painted the model as instructed in the building instructions and the box art. The lower half of the fuselage and the top of the tail I have painted dark blue, the top of the fuselage white and the wings and engine nacelles light grey. This the last thing is incorrect, all pictures of the British Airways F.28 Mk. 1000 show that they are white. I have painted the wing leading edges aluminum as indicated in the instruction sheet.



Next I have applied the decals to the fuselage. This was quite self-explaining based on the side and top view in the instruction sheet. The decals had to stay quite long in the (cold) water before they could be slid from the backing paper and tended to glue quite fast to the glossy surface. So I used a lot of water to enable correct placement.

After the decals for the fuselage I have placed the walk lines on the wings. That was a major disaster, these decals had the tendency to prefer very much to glue to themselves. One wing worked in the end, the second failed unrecoverable. Luckily I still had the scan of the decal sheet, which I have imported in CorelDraw, converted the bitmap to a vector drawing and cleaned it up. After fitting a print on the model I have printed the walk lines on transparent decal paper, the white part on white decal paper. As I usually do, at least two copies to have a backup for failures.





The self-printed decals worked well, they were easy to remove from the backing paper and did not have the tendency to glue to themselves.

Undercarriage

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Final assembly

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References

1. J. van Huijstee, *Vervlogen jaren van Fokker*, pp. 83-84, Van Soeren & Co, Amsterdam, 1997
2. A. Landewers, *Fokker F28 Fellowship, Zoektocht naar Europese samenwerking en nieuwe markten*, ISBN 978 90 808868 8 9, Uitgelicht, Stichting Verenigde Vleugels, 2017
3. R. de Leeuw, *Fokker Verkeersvliegtuigen, Van de F.I uit 1918 tot de Fokker 100 van nu*, pp. 158-165, 203-204, 207, ISBN 90 269 4074 2, 1989
4. T. Postma, *Fameuze Fokker Vliegtuigen*, pp. 17, 73, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
5. F. Troost, S. van der Zee & W. van Zoetendaal, *Salto Mortale - Fokker in bedrijf 1911-1996*, pp. 210-226, ISBN 907557410X, 1998
6. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, pp. 139-140, Unieboek B.V., Bussum, 1982

Appendix Model modifications and corrections; paint table; pictures, drawings and other documentation of the Fokker F.28 Mk. 1000

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*

Drawings

[Source:]

Pictures

If no source is quoted, the pictures are taken from the web.

[1] http://www.f-rsin.com/

[2] This description is a copy of the text on the kit's instruction sheet.

[3] The Internet learns that the F-GBBR is an F-28 Mk.1000 and that the F-GDUU and F-GDUV are F-28 Mk.2000's.