

Fokker S.III Mercedes and Hispano powered Omega Models resin kits

Biplane training aircraft

Scale 1:72

The Fokker S.III was a successor to the S.II trainer and its design was in large lines based on the Fokker C.I. The wing was identical and instructor and student were located behind each other, resulting in a better streamline than that of the S.II with its side-by-side seating. The first “real” prototype flew on November 6th, 1923 equipped with a V8 Curtiss OX-5, a second aircraft was equipped with a 120 hp Mercedes engine and a third with a Renault engine with a four-blade propeller. The S.III with Mercedes engine was selected by the Naval Air Service (MLD) as successor of the Spyker Trompenburg V.2. In total 19 aircraft served with the MLD. The last ones retired in 1937, although the fuselage of several copies were still present in 1940 at the airfield De Kooy.



Two Mercedes powered S.III’s were also sold in 1924 to the Danish Air Corps (Flyverkorpset). Although license production was discussed, no actual production in Denmark took place.

The S.III was also presented in the United States as a candidate primary trainer for the USA Air Service, originally with a Curtiss OX-5 engine. However, with this engine it was rather underpowered and too heavy, so it was decided to replace the engine with the 180 hp Wright-Hispano E, which was also lighter than the alternative. Modifications were carried out by Atlantic Aircraft, the American Fokker subsidiary under direction of Robert Noordduyn. Several other modifications were also carried out. In May 1924 a USAAS competition took place at Brooks Field. The S-3, as it was indicated now, was not selected. In September 1924 the aircraft participated in the “On to Dayton Race” with race number 73 with the inscription “Atlantic Aircraft”.



It was withdrawn from the race on October 1st. On October 3rd it participated in the sixth race and obtained a 3rd place. In November the aircraft was sold to the Wright Flying Company and reengineed with a Wright Whirlwind J-4B of 200 hp, later replaced with a J-5. In this configuration it was placed on board of the United States Lines “Leviathan” to experiment with fast mail delivery from ocean going ships. The aircraft ended its life as an (Earth) traffic controller and police enforcement aircraft of the Bergen County Aerial Police in the 30’s.

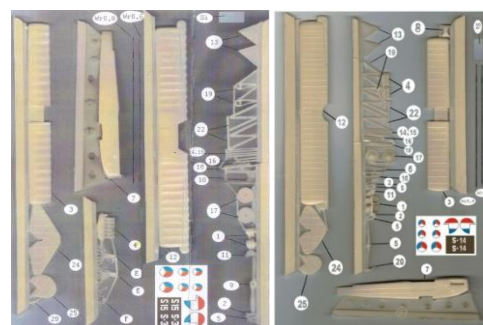
Some characteristics of the S.III are:

	<i>Ref.</i>	<i>1:72</i>	<i>model</i>
<i>Span</i>	15.70 m	218.1	mm
<i>Length</i>	9.86 m	136.9	mm
<i>Height</i>	3.07 m	42.6	mm
<i>Engine</i>	Mercedes, 120 hp (MLD); Wright Hispano ..., 180 hp (S-3)		
<i>Crew/passengers</i>	2		

The model is scale.

General

Omega models has produced two kits of the Fokker S.III, the version with Mercedes engine as used by the MLD and the version demonstrated for the USAAS with Hispano engine. The contents of both kits is almost identical, only the forward fuselage and the engine details are different. The MLD version (parts shown at the left in the picture) has of course the typical exposed engine with the upright exhaust stack



and has a bathtub cockpit, the Hispano version (parts shown at the right) has individual cockpits, a covered engine and exhausts at both sides of the nose. And the radiators are different.

The decal sheets are as they are usual for Omega Models kits: printed on white decal paper, so for the white registrations the paint color has to be matched to the color of the decal, which normally is not really successful. In addition the Hispano version never het flown with Dutch markings and with the S-14 registration. During the USAAS competition it had only markings on the rudder (Atlantic Aircraft Corp., Curtiss Field (Long Island) and S-3). Later during its participation in the "On to Dayton Race", part of the National Air Races it



carried the number 73 and had the inscription Atlantic Aircraft Corp., Hasbrouck Heights LI and S-3 on the rudder as shown in the picture. I have produced a new decal sheet with these details. The paint scheme of both versions was overall khaki. I have also drawn a white decal for the S-3 marking of the MLD version. These decals have been printed by Mika Jernfors of Arctic Decals.



Cockpit

Fuselage

Tail

Wing

Undercarriage, engines and nacelles

Final assembly

References

- 1.
- 2.

Appendix Model modifications and corrections; paint table; pictures, drawings and other documentation of the Fokker S.III

Modifications & corrections

M = modification, C = correction

Change	Location/part	Modification or correction
C01	Decals	Markings for Hispano version
C02		

Paint table

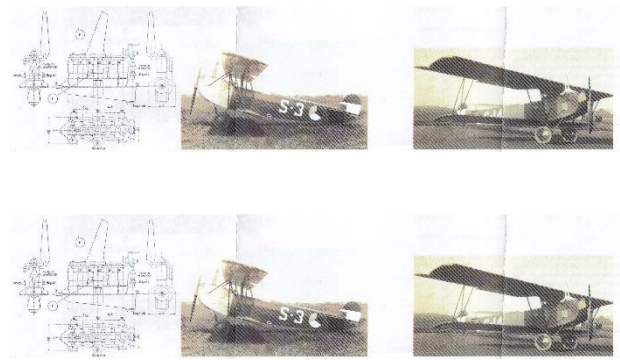
HE = Humbrol enamel, RA = Revel Aqua, T = Tamiya acrylic, VMA = Vallejo Model Air

Code	Colour	Where
HE		
HE		

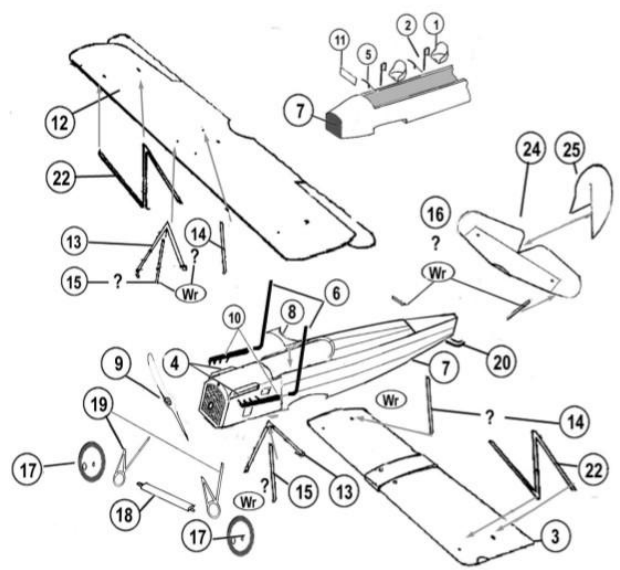
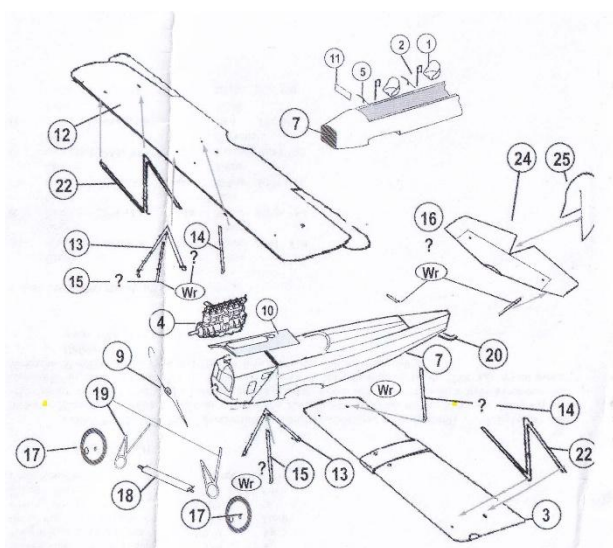
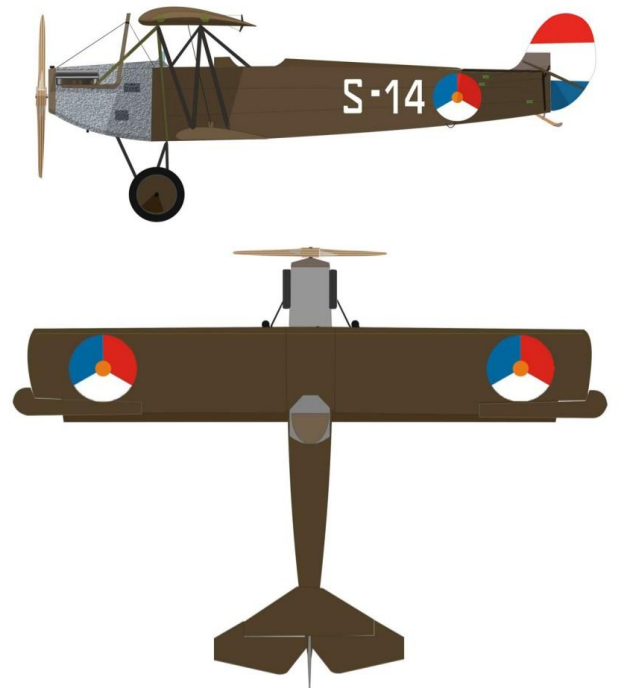
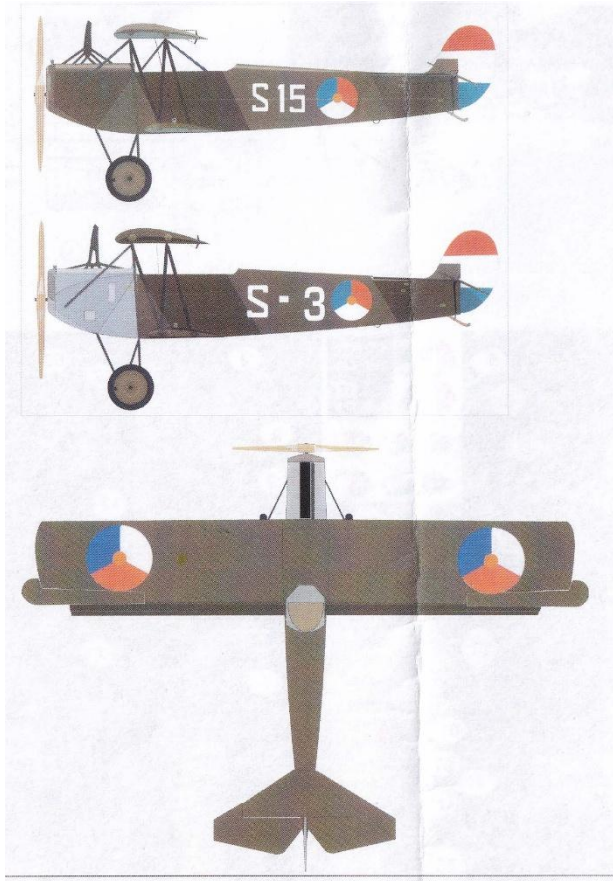
Drawings and photographs

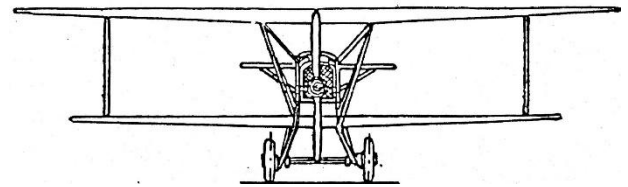
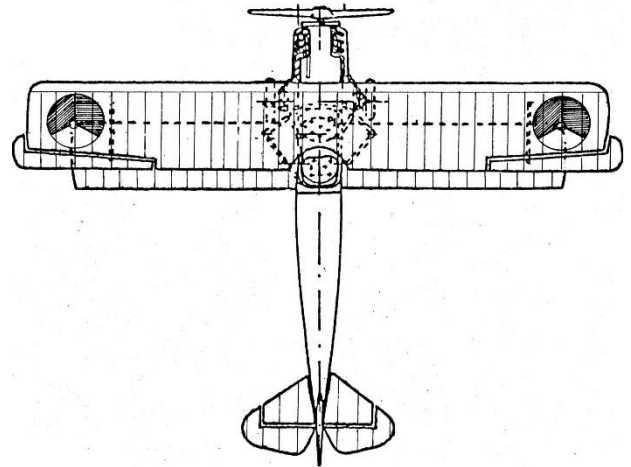
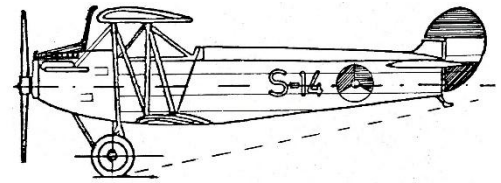
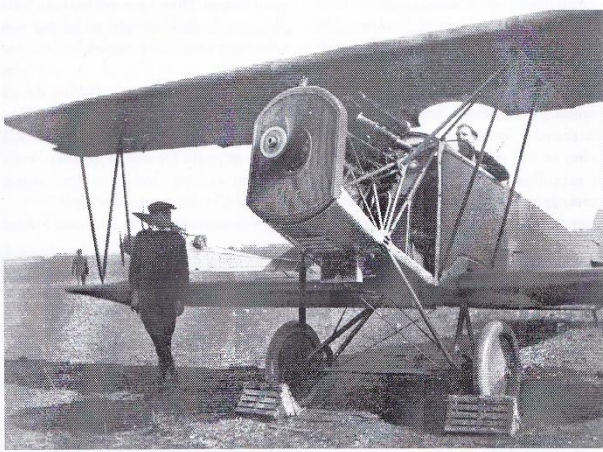
Pictures and drawings are taken from ref.1, unless stated otherwise.

S.III Mercedes MLD



S.III Hispano





[Source: Internet]