FOKKER D.XVI

In 1928 a sturdy looking sesquiplane single-seat fighter was developed, the D.XVI. Four Gnome Rhone " Jupiter"-powered aircraft were delivered to Hungary under civil registration.

For the Dutch "Luchtmachtvereniging LVA", the army air service, a 460 hp Armstrong Siddeley "Jaguar"-powered version was developed. The prototypes were flown on July 26th, 1931.

A batch of fifteen D.XVI's was delivered to LVA to replace the aging D.VII fighter squadrons of Holland. One aircraft was built and evaluated in Italy, this aircraft eventually went to China.

For the KNIL (Royal Netherlands Indies Army) a water-cooled Curtiss "Commanche"-powered D.XVI was built and sent to the Far East for tropical trials.

On June 8th, 1933, 1st Lt. H. J. M. van Aanholt van Wijck reached a record altitude of 31,445 ft in an LVA D.XVI fighter.

Famous pilot (and later Fokker's Chief Test pilot and CEO Director) Hr. Sundberg, used a specially modified D.XVI with a Bristol "Mercury" engine with cowlings and 5-bladed propeller, for his aerobatics.

Span: 9.46 m; length: 7.20 m; empty weight: 950 kg; max. weight: 1400 kg; max. speed: 330 km/h.
FOKKER F.IV

The two ten-passenger F.IV aircraft that would now be called "stretched F.III's" and which were built at Amsterdam in 1921 under the type designation F.IV were shipped to the United States.

After evaluation the U.S. Army Air Service put these into service as Fokker T-2 transport aircraft. One of these was later on converted for ambulance duties and designated Fokker A-3.

The remaining T-2 became famous by its first non-stop coast-to-coast flight in the United States. Pilot Lt. Moffetsy and Kelly flew the aircraft in 29 hours from San Diego to New York.

This history-making aircraft now rests in the Air Museum of the Smithsonian Institution in Washington.

The two F.IV aircraft were powered with the 420 hp "Liberty" engine.

Span: 24.00 m, length: 14.00 m, empty weight: 2,350 kg, max. weight: 3,400 kg, max. speed: 187 km/h.
Like the Tiger Moth the Fokker S.IV has nearly had an eternal life. Successors the S.III trainer biplanes that were used for the training of Dutch military pilots, the S.IV was used from 1924 until the late thirties.

Most of the S.IV trainers were powered with the 120 hp Armstrong Siddeley "Mercury" radial, though other engines, such as the 110 hp Siemens, the 130 hp Bristol "Lioness", the 130 hp Clerget and the rotary 110 hp Clerget were also built in.

A total of thirty-one S.IV trainers were manufactured in Amsterdam.

Span: 17.30 m; length: 8.00 m; empty weight: 750 kg; max. weight: 1,000 kg; max. speed: 150 km/h.
Not to be mixed up with the Fokker F.XIV freight plane built in Holland, the United States-built F-14 was specifically designed for the American market in 1929. This 7-9 pass passenger monoplane had the typical features of the mail-carrying aircraft that were used in the U.S.A. at that time: the cockpit positioned off of the passenger cabin.

Construction was of the usual Fokker type, except the top wingskin being of corrugated light metal.

The F-14 was powered with the 525 hp Pratt & Whitney “Hornet”. The more powerful 575 hp Hornet was used in the F-14A version. In military use with the U.S. Army Air Service and with the U.S. Navy both versions were used under the following designations: Y1C-14 (cargo transport), Y1C-15 (ambulance), Y1C-14A, C-14B and C-14A.

F-14 and F-14A aircraft were used in the United States and in Canada by Western Air Express (later T.W.A.) and Western Canada Airways. Airways.
FOKKER C.V-E

The C.V has been one of Fokker's most successful types of military aircraft. Because of its versatile design, this type was used in a variety of versions and roles, such as for tactical and strategic reconnaissance, interception, strafing and bombing.

Originating from the early C.V-A, B and C types of 1924/25 which still had the square wing planform, the later C.V-D and C.V-E versions featured sloped, tapered wings, the latter having a larger span upper wing (with an strut) than the previous fighter D-type (with V-slots).

The C.V-E saw also many versions with different types of engine. In later versions a long single-strut shock absorber was used.

C.V aircraft were manufactured under licence in several countries, among which Switzerland, where the "Kriegstechnische Abteilung KTA" built a total of 59 C.V-E's under license at Zofingen in the years 1930-34, after having acquired two C.V-D/E in 1927 and three C.V-E "new style" in 1931 directly from Fokker.

A special version, derived from this type, bearing the designation C-35 was series manufactured at the "Entgeljendische Militär-Werkstätten" of the KTA. Nineteen aircraft were built in 1936, 1937 and 1942. The depicted C.V.E, nr. 302, was one of the three delivered by the Fokker company.

Span: 15.30 m; length: 9.50 m; empty weight: 1,350 kg; max. weight: 2,200 kg; max. speed: 215 km/h.
FOKKER F.III

The F.III, a direct development of Fokker's first commercial aircraft, the F.I, was a very successful type of "airliner" which saw service with a number of airlines in the early twenties. It was in fact only after WWI that commercial aviation started in Europe and in the United States.

In April 1921 the 185 hp BMW-powered prototype F.III made its maiden flight. KLM Royal Dutch Airlines used a fleet of some fourteen F.III's with which their scheduled services were maintained and developed in Europe.

Hungarian operator MAVIAT (Magyar Légiforgalmi Rt.) used a number of this type with which they obtained a remarkable 100% safety and 95% regularity factor for six years!

Baker started operating with F.III's aircraft in 1926, after having received a number of aircraft from KLM.

D退German Luftfahrtgesellschaft also had a number of F.III's in service which were acquired from Germany, where this type was manufactured under license, like the earlier F.I.

Deutscher Luftverkehr, Aero Lloyd, Süd-Deutscher Aero Lloyd and later Lufthansa owned quite a fleet of German-built F.III's.

Fokker delivered four aircraft to DERULUF (German Russian Airlines) for flights between Berlin and Moscow. The above drawing shows an F.III in the registration of Danzig (now Gdansk) at the Baltic Sea.

Some F.III's aircraft found their way to A.T.A. in Italy and to the U.K. One of them, former KLM H-NAV is reported to have found its way to Australia/New Guinea in December 1935.

Two F.III aircraft went to the United States in the early twenties. One of these aircraft was flown by Mr. Noel Wien, founder of Friendship operator Wien Alaska Airlines (now Wien Consolidated).

Span: 17.47 m; length: 11.87 m; empty weight: 1,350 kg; max. weight: 1,950 kg; en speed: 135 km/h.
FOKKER F.VIIa

The F.VIIa was the world's first air-cooled radial-engine powered commercial aircraft. It was an improved eight-seat development of the F.VII, having a more aerodynamically shaped fuselage and wing and having a simpler single-rod shock absorber undercarriage.

It was a very versatile aircraft, as a variety of engines could be installed.

Although the prototype which made its maiden flight on March 13th, 1923 still had the 350 hp Rolls-Royce "Eagle" installed, as used in the earlier F.VII, further aircraft were mainly powered with the 480 hp Bristol "Jupiter", the 525 hp Pratt & Whitney "Wasp", 500 hp P & W "Wasp" or Wright "Cyclone" air-cooled radials.

Only Poland used a number of water-cooled Lorraine-powered F.VIIa's. The F.VIIa was used by many companies in and outside Europe, the most important of which were: KLM, Imperial Airways, Det Danske Luftfartsselskab, the French CIDNA and STAR, Hungary's MALERT, LOT Polish Airlines, Bollett, Ad Astra Aero and Swissair. Czechoslovakia's ČSA and ČSL, as well as in Spain, Ethiopia and in the United States. Several countries bought the manufacturing licence of this type.

One F.VIIa now rests in the National Aeronautical Museum at Schiphol Airport bearing the registration K-NACF, of the first KLM aircraft of this type which was destroyed at the outbreak of war. Another F.VIIa (HB-LBO) is still in good shape on exhibition in Switzerland.

Five examples of reliable and sturdy Fokkers which survived after more than thirty years of faithful service!

SPAN: 19.31 m; LENGTH: 14.56 m; EMPTY WEIGHT: 1,995 kg; MAX. WEIGHT: 3,050 kg; MAX. SPEED: 196 km/h.
FOKKER F.VIIb-3m

The most successful airliner that Fokker ever built before World War II was the F.VIIb-3m trimer type version of the earlier F.VIIa. Many of these triple-engined aircraft were used by the world's leading airlines.

The F.VIIb-3m was built under licence in the United States, in Italy, Czechoslovakia, Spain, Poland, Great Britain and Belgium, by Atlantic Aircraft Corp., Officine Ferraggio Mordonelli, Avia, the Spanish Government, Flings & Loewkowitz, AIFlies and SABCA respectively.

The particular F.VIIb-3m shown on this page, belonged to CLASA, Compañía de Líneas Aéreas Subcontinentales S.A., former owner of Spain's IBERIA.

Like everywhere CLASSA's F.VII trimotors contributed much to the development of airmail services throughout Spanish territories in Europe as well as in Africa.

Span: 22.77 m; length: 14.50 m; empty weight: (3 Whitley 6-version) 2,128 kg; max. weight: 3,350 kg; max. speed: 210 km/h.
Although the C.VIII-W was only built in a series of nine aircraft for the "Marineleuchtvogel" (MLD), the first air arm of the Royal Netherlands Navy, this sturdy parasol wing three-seat reconnaissance seaplane saw a long and honorable service in the Netherlands. This flying boat was in fact a naval version of the three-seat C.VIII racer plane of the LVV, Army Air Service. The armament of the C.VIII-W consisted of one fixed and two movable machine guns and it could carry a torpedo underneath the fuselage between the float undercarriages. The first flight of this 400 hp Lorraine powered seaplane took place on 15th November 1929. At the outbreak of war the aircraft managed to escape to England in 1940.

Span: 18 m; length: 11.50 m; empty weight: 1,915 kg; max. weight: 2,750 kg; max. speed: 185 km/h.
FOKKER F.XXII

The giant four-engined F.XXXI, built in 1935, followed the still larger F.XXXVI of 1934 which was, at that time, the largest commercial aircraft in the world.

The F.XXXI was powered with four 625 hp Pratt & Whitney "Wasp" radial engines and it could transport twenty-two passengers in its broad cabin.

A total of four aircraft was manufactured at the Fokker factory in Amsterdam-North, three of which went to KLM and one to the Swedish airline A.B. Aerotransport.

In 1939 two KLM F.XXXI's were acquired by Scottish Aviation just before outbreak of war. The Royal Air Force and the Royal Navy took these over in 1941 to be used for crew training and crew ferrying.

Until July 1941, they were used for air navigation training and over half of the air observers/navigators of the RAF up to the most critical period, received their training on these faithful giants.

After the war the only surviving F.XXXI was used by Scottish Aviation on flights between Prestwick and Belfast (now cradle of the F.28 Fellowship wings) and on pleasure flights.

In 1963 it was scrapped owing to lack of museum space and funds in Holland.

Span: 30 m; length: 21.32 m; empty weight: 6,100 kg; max. weight: 13,000 kg; max. speed: 285 km/h.
The Fokker F.27 Friendship is the most successful twin-turboprop of which some five hundred were sold by the end of 1988.

By keeping in up-to-date with the latest developments in the airline industry the F.27 is the most advanced twin-turboprop aircraft available for the short-to-medium haul market.

Because of its versatility the Friendship can be used for a variety of purposes, such as the transportation of 44-56 passengers, mixed cargo and passengers, all-cargo, executives and VIPs, as well as for specialised transport, such as air mail and military material and troops.

The following versions are available: Mk 200, Mk 400, Mk 600 (the stretched version) and the new Mk 609 for rough-field operation.

Although previously the Rolls-Royce Dart RD6 9 and RD6 7 engines could be used in the F.27, only the RDs 7 of 2,650 shp is now available in the above-mentioned versions.

The depicted F.27 Friendship is one used by Caltex Indonesia for mixed transport of passengers and cargo for the oil industry.

By using the pylons wings the normal range can considerably be increased.

THE EXECUTIVE FOKKER F.28 FELLOWSHIP

The executive version of the twin-turbofan F.28 Fellowship airliner offers high-speed de luxe travelling to corporation executives. A variety of cabin arrangements for 7-20 executives is available.

The F.28 cabin line-sapces dimensions: 14 ft 11 in. length, 10 ft 2 in. width and 6 ft 7 in. height.

By additional fuel capacity in the centre wing section the Executive F.28 Fellowship has coast-to-coast capabilities (2,000 ml).

At a cruising speed of about 450 knots it can fly at an altitude of 50,000 ft.

By its powerful Goodyear braking system, the 10 lift dampers and the unique tail-mounted airbrakes, the Executive F.28 can operate from airfields of 4,000 ft. It will only need some 500-600 ft from touch-down to stop.

Span: 77 ft 4 in., length: 100 ft 10.7 in., height: 27 ft 8.5 in., max. take-off weight: 82,000 lb; empty weight: 30,200 lb.