ROYAL NETHERLANDS AIRCRAFT FACTORIES FOKKER
FOKKER "SPIDER" VARIANT, M.1

A modified version of the early Fokker "Spider" (Sp1) ten-seater became known as the M.1, the military designation of a small number of this type, ordered by the German authorities in 1913. The M.1 had racer-type body and was powered with a 100 hp Argus or Mercedes water-cooled engine. Its speed was about 50 mph. A number of this type was built for Fokker's flying school at Schwerin and for private owners.
FOKKER C.I

The two-seat C.I reconnaissance-bomber, originally developed as V.3E at Fokker's Schwarm factory during the First World War, was manufactured in large quantities in the twenties by Fokker in Amsterdam. Many hundreds were in use with the army air services of Holland (Luchtvaartafdeling), Denmark (Hvarens Flyverkorpset), Switzerland (Fliegertruppe) and Russia.

The Netherlands Army Airforce (RAAF) used a large number, mainly powered with 185 hp BMW 130 engine. The rotary 160 hp Oberursel was also used. In 1929 aircooled 200 hp A.S. "Lynx" and "Mongoose" radials were installed and some aircraft featured the Nicklow-type low-pressure and supercharging cylinders which became popular during a certain period.

Span: 19.9 m; length: 9.23 m; height: 5.87 m; wing area: 24.35 sq.m.; empty weight: 855 kg; total weight: 1,215 kg; cruising speed: 150 km/h.
FOKKER C.V-D

The C.V-D fighter-reconnaissance seaplane was one of the C.V-versions that were built (C.V-A, B, C, D and E). It had a smaller wing span than the other versions and was therefore more manoeuvrable and faster. The Dawezer was recognizable by the V-rudder between the upper wing and much smaller lower wing.

This 1918-built two-seat reconnaissance was used in considerable numbers by the army air services of Holland, the East Indies, Switzerland and in the Scandinavian countries. The depicted BMW-powered C.V-D was not built under licence by Hannes Fjellingsloft at Kalvehavn near Lillehammer for the Norwegian Army Air Service. During winter operations the wheels were changed for skis.

A variety of engines could be installed in the C.V, such as the Fiat Astra, Hispano Salmson, Breda Jupiter, BMW, Armstrong Siddeley Jaguar e.o.

It is a similar later-powered C.V-D of the Swedish Army Air Corps Captain Einar Lundberg rescued the Italian General Nobili on June 30, 1926, in the Arctic region, after the ‘Hansa’ dirigible catastrophe.

The armament of the C.V-D consisted of one fixed synchronised and one/ two movable machine-guns.

Span: 9.5 m; length: 6.3 m; height: 3.6 m; gross weight: 1,320 kg; speed: 250 km/h.
FOKKER F.IX

In 1930 a seventeen-seat trimotor, the F.IX (registration PH-AGA) was brought out by Fokker to replace the smaller F.VIII-3er's. In the original version this type had three 450 hp Gnome Rhone Jupiter engines; this version became known as the "short-range" one. A year later two 650 hp Pratt & Whitney Hornet T1C1 and a 650 hp Wright Cyclone were installed in the second aircraft (PH-AGP) which became known as the "long-range" version (see data). This aircraft won the "Prix d'Élégance et de Confort" at the 1930 Paris Air Show. KLM used both aircraft.

A licence was sold to the Czechoslovak aircraft factory AVIA in Prague. AVIA built two 650 hp Walter Pegasos 14M-3 powered F.IIX aircraft for ČSA, while a number of a special bomber version (F.39) was manufactured at Prague for the Czech and Yugoslav airforces.

Span: 27.2 m; length: 19.4 m; height: 4.8 m; wing area: 103 sq.m.; empty weight: 5,100 kg; total weight: 9,050 kg; speed: 210 km/h.
The PW-7 was the U.S. Army Air Corps designation of a special version of the Fokker D-VII seaplane fighter. Three 440 hp Curtiss O-12 powered single-seat PW-7s were procured by the United States in 1923 for evaluation and testing (Military registrations A.S. 69556, 69557, 69558). The first aircraft had V-struts; at a later stage of testing the tail form was modified. The second and third aircraft were XPW-7A's with N-struts between the wings.
FOKKER T.IX

In the year before the outbreak of World War II, an all-metal twin-engined bomber was built for the Netherlands East Indies Army (KNIL) Airservice (KIL, the T.IX).

It was the first all-metal aircraft at Fokker's that won both assembly. 29s for the components and final assembly were used. The T.IX was powered with two Bristol Hercules twelve-cylinder radial engines of 1,075 hp. It had a crew of five.

It never reached the state of series production because of the occupation of the Netherlands in 1940.

Armament could consist of several dorsal and ventral machine guns and a cannon in the rotating front turret. Bombs could be stored in the centre fuselage of this mid-wing type of bomber.
FOKKER F.VIII

The F.VIII, which was developed in 1937, was Fokker's first twin-engined commercial aircraft. The prototype, H-MFNA, flew for the first time on June 25.

Its cabin could accommodate 12-15 passengers. The nose section could be hinged to allow cargo in the front part of the fuselage.

KLM Royal Dutch Airlines used seven aircraft of this type which were sold after some years to other operators, such as T.I. H-NAEC (P/N 120) which went to A.B. Aerotransport/Sweden as SE-ABJ "Astra" and finally to the Swedish airlines; and H-NAE5 (P/N 180) that went to British Airways as G-ASPU and in Sweden as SE-AHA to reach finally the Finnish airlines as a military transport aircraft.

The latter was originally powered with two 460 hp Gnome Rhône Jupiter VI radials. Later on KLM built in Wright Cyclones with Townsend rings and finally two Pratt & Whitney 750D engines.

Some F.VIII's were modified with engines in front of the leading edge of the wing, in stead of underslung in nacelles.

One aircraft was delivered to Magyar Légiforgalmi Repülő (MaLFIR) by Fokker as H-MFNA. Two aircraft were built under licence by Monfred Weiss in Budapest; one featured a typical "bomber"-type nose.

Span: 23 m; length: 16.75 m; height: 4.2 m; wing area: 63 sq.m.; empty weight: 3,300 kg; total weight: 5,700 kg; speed: 165 km/h.

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FOKKER T.IV-A

A modernized version of the 1927-built T.IV torpedo/bombing seaplane for the Naval Air Service of the Royal Netherlands Navy (Marineschouwburg), was brought out in 1932, as T.IV-A.

Twelve of these high-wing twin-engined floatplanes replaced the eighteen earlier models. The T.IV-A was powered with two 750 hp Wright Cyclone S-1A-6 7.6.2 motors. Although it had an identical basic fuselage structure, quite a number of improvements were introduced. The cockpit was fully covered and the observer/mount gunner and rear gunner had rotating machine gun turrets. A ventral machine gun station was below the dorsal turret.

The T.IV which was used by the Marineschouwburg in the Far East could carry 4 x 300 kg or 18 x 35 kg bomb or torpedoes. Special cylinders for water-extinguishing tanks were installed in the fabric-covered ailerons/floats.

Span: 36.2 m; length: 17.6 m; height: 6 m; wing area: 97.6 sq.m.; empty weight: 4,889 kg; total weight: 7,309 kg; cruising speed: 218 km/h.
FOKKER F.25 “PROMOTOR”

The first Fokker-type that was built after the war was the attractive little F.25 Promotor four-seat business aircraft. Like the pre-war G.1 and D.33K it had two ballast tanks. The 150 hp Lycoming R-660-1 radial engine drove a pusher-type propeller.

Although a series of twenty F.25 aircraft was built, most of them were never completed, because of the poor market for such an aircraft. Many light aircraft became available on war surplus.

The engines were later used in the F.11 trainer.

The F.25, however, was a comfortable and smooth flying aircraft which gave the Fokker design staff back the faith in its capability to design a modern aircraft after the war.
FOKKER S.12

The S.12 basic trainer is a nose-wheel version of the S.11 “Instructor”. It was developed with funds from the Netherlands Board for Aircraft Development (N.I.V.)

Although only one prototype was built in Amsterdam, a series of some fifty S.12 aircraft was manufactured at the Fábrica do Golpeiro in Rio de Janeiro for the Força Aérea Brasileira.

A modified four-seat executive version with astable tanks and a retractable undercarriage, and powered with a 250 hp Lycoming engine, the FG-4 Guaymara, was developed in Brazil in 1964.

The normal S.12s were powered with the 190 hp Lycoming flat-six air-cooled engine.
FOkker F.27 TROOPSHIP

One of the twelve F.27 military transport aircraft with which 254 Transport Squadron of the Royal Netherlands Airforce is equipped was modified into a special "flying classroom" for F-104G electronic training.

"Flipper", as the aircraft was appropriately named, features an F-104 NASSAR radar in the nose, giving it a peculiar appearance. In the cabin a number of fighter pilots can be familiarised with the use of the sophisticated navigational and operational electronic equipment and instruments of the Starfighter.

Fokker built a total of 355 F-104G aircraft for the RheinFlug and Luftwaffe, together with HFB, Weserflug, Focke Wulf and Aerdol. 
FOKKER F.28 FELLOWSHIP

The F.28 Fellowship, which is currently in series production, is a most economical short-haul twin-jet airliner. Its roomy cabin can accommodate up to 85 passengers.

Because of its excellent flying characteristics and performance, it can operate from smaller airfields, hitherto inaccessible for other passengers.

The unique tail-mounted speedbrakes, the effective double-skinned fuselage, lift-dampers, and non-skid braking system permit very short landings.

Engines are the Rolls-Royce Spey RB. 106-2 Mk. 955-15 bypass turbojets, of 8,699 lbf each.

The F.28 Fellowship is now in service with Breda VAF/SAF, Norway, Lufttransport Unternehmion LTU/Germany, Italian Airlines, Martinair/Holland and Qantas/Australia.