



## FOKKER F. VIIb-3m

Of Fokker's many pre-war types of commercial aircraft the F. VII trimotor was certainly the most successful airliner of all. Many aircraft of this type were built by the Netherlands Aircraft Factory Fokker at Amsterdam, as well as under license by other European manufacturers. A large number were used by many airlines, all over the world.

Developed from the single-engine V. VIIa high-wing monoplane, the first F. VII trimotor was built in 1925 in seven weeks at Amsterdam, after cabled instructions by Anthony Fokker from the United States, to participate in the 'Ford Reliability Tour'. Piloted by Fokker this trimotor won this Tour and attracted world attention by its reliability, its excellent performance and economy.

Of the F. VIIa-3m and the larger wing-span F. VIIb-3m seventy two aircraft were manufactured by the Fokker company, while some other 70-80 aircraft of the same type were license manufactured in Belgium by S. A. B. C. A., in Poland by Plage & Laskiewicz, in Italy by Officine Ferroviarie Meridionali, in Czechoslovakia by Avia, in Great Britain by A. V. Roe and in the United States by Fokker's Atlantic Aircraft Corporation.

Royal Dutch Airlines KLM and the KNILM in the Far East started using the F. VII trimotor on its scheduled services to Djakarta, while other airline operators followed suite, among others: Imperial Airways, SABENA, Air Orient, CIDNA in France, LOT in Poland, Cs. Szani Aeroline, Cs. Lelecka Spolecnost, Avio Linee Italiane, Ala Littoria, Ad Astra Aero, Balair, Swissair, CLASSA and LAPE in Spain, Pan American Airways, Transcontinental & Western, Australian National Airways, Japan Air Transport Co., as well as in Egypt, Ethiopia and India.

As military transport the F. VIIb-3m was in service with the U.S. Army Air Corps (designation C-2), the U. S. Navy and the Marine Corps (designation RA-1).

Many historical pioneer flights were performed with this trimotor, such as: the first flight across the North Pole by Admiral Byrd in the 'Josephine Ford'; the first flight across the Pacific and other famous flights by Sir Charles Kingsford Smith in his 'Southern Cross'; the first flight across the Atlantic by a woman, Miss Amelia Earhart, together with Wilmer Stultz and Lou Gordon, in the 'Friendship'; the world endurance record of 150 hours by the C-2 'Question Mark' of the U. S. Army; the establishment of the world's longest scheduled airline by KLM from Amsterdam to Djakarta v. v. ; the first flight from California to Hawaii by an Army C-2 with Matiland and Hegenberger.

Type: Cantilever high-wing monoplane with three aircooled radial engines. A variety of engine types was used, such as the 215 hp A. S. 'Lynx', 340 hp A. S. 'Serval', 220-300 hp Wright 'Whirlwind', 300 hp Pratt & Whitney 'Wasp' Junior, 230 hp Gnome Rhone 'Titan', 365 hp Gt. Rh. Titan Major, 260 hp Walter 'Castor'.

Main data: Span: 21.71 m (71' 2.75"); length: 14.56 m (47' 9.25"); wing area: 67.6 sq. m (728.7 sq. ft.); empty weight (Whirlwind-powered): 3,100 kg (6,834 lb); all-up weight: 5,200 kg (11,464 lb); cruising speed: 176 km/h (111 mph); take-off and landing run: 225 m (738 ft); ceiling 4,400 m (14,435 ft).

