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and DC4s of the French "all-weather" night postal service. The first Series 500 was delivered in May 1968.
Production of F.27 variants by Fairchild Industries in the USA has ceased, but they are still being sold from stock.

F.27 Series 100 orders: Aer Lingus, 7; Braathens, 8; East-West Airlines, 5; Icelandair, 2; Indian Airlines, 10; LTU, 2; Luxair, 2; New Zealand National Airways, 9; Philippine Airlines, 17; Trans-Australian Airlines, 7; Turk Hava Yollari, 5; corporate and government, 10.

F.27 Series 200 orders: Aero Trasporti Italiani, 9; All Nippon Airways (inc Fujita), 25; Ansett, 6; Airlines of New South Wales, 6; Mac.Robertson Miller Airlines, 3; Queensland Air-lines, 3 (previous four airlines part of Ansett Transport In-dustries); Balair, 1; Deta Mozambique, 3; DTA Angola, 5; East African Airways, 4; Indian Airlines, 3; Korean Air Lines, 3; Malaysian-Singapore Airlines, 9; Nigeria Airways, 5; Pakis-tan International Airlines, 10; Royal Nepal Airlines Corp, 1; Schreiner Airways, 2; Sudan Airways, 4; Swissair, 1; Trans-Australian Airlines, 4; Burma Airways Corporation, 4; cor-porate and government, 4.

F.27 Series 300 orders: Icelandair, 1; KLM, 2; LTU, 1; Nether-lands Government (Troopships), 9.

F.27 Series 400/600 orders: Aero Trasporti Italiani, 5; Air Algerie, 3; Air Zaire, 8; Air France, 2; Alia, 1; Ansett ANA, 2; Airlines of South Australia, 1; Ansett Airlines of Papua (New Guinea), 2; Aramco, 1; Bangladesh Biman, 4; Burma Airways, 4; Condor Flugdienst, 2; Danish Aero Lease, 2; Deta, 1; Garuda Indonesian Airways, 12; Gulf Aviation, 1; Iberia, 8; Indian Airlines, 2; Lina Congo, 1; Luxair, 1; Maerskair (A. P. Moeller), 2; Malaysian, 1; Nigeria Airways, 2; Pakistan International Airlines, 3; Royal Air Maroc (Royal Air Inter), 2; Sobelair (Sabena), 1; Schreiner Airways, 1; Swissair, 2; Trans-Australia Airlines, 8; other, 1; corporate, government, 71.

F.27 Series 500 orders: Air Inter, 10; ALM Dutch Antillean Airlines, 2; Korean Air Lines, 3; Malaysia-Singapore Airlines, 10; Maerskair, 4; Sterling Airways, 2; French Government (Ministere des Postes et Telecommunications), 15.

Latest F.27 orders: Ghana Air Force, 6; Libyan Arab, 6; Government of Algeria, 3; Burma Airways, 3; Aramco, 1.

Fairchild Industries F-27/FH-227 orders:

F-27: airlines, 79; corporate, 49.

FH-227: Mohawk, 23; Nordair, 1; Northeast, 7; Ozark, 21; Paraense, 5; Piedmont, 10; corporate and government, 9.

Total F.27/FH-227 orders: 620.

Fokker-VFW F.28 Fellowship The slatted-wing Mk 6000 is due to gain its certificate of airworthiness on December 15. Two production-standard Mk 6000s are now on the Schiphol line and by early 1976 the company hopes to be building a total of 24 F.28s a year. The Mk 6000 is based on the stretched Mk 2000 while the Mk 5000 is a slatted-wing version of the standard short-body Mk 1000. Both will have much better airfield performance than their respective predecessors and should be available for delivery early in 1975. Full details of the slatted F.28s were published in Flight for December 7, 1972, page 803. Basically, the gross weight goes up to 70,0001b from 65,0001b and the span is also increased slightly.

The short-bodied F.28 versions are available with a large freight door, 98in (2-49m) wide and 73-5in (l-87m) high in the front fuselage, aft of the standard passenger door. Retro-fitting on existing aircraft is possible.
Break-even on the F.28 has gone up from 125 to 150-175 air-craft but Fokker says it is happy with the "ones and twos" sales situation. The company hopes to get small orders over a continuous 15-year period. Fokker-VFW International at Schiphol co-ordinates F.27, F.28 and VFW 614 sales.
It was in 1960 that Fokker began studying the possibilities of a turbofan follow-on to the Friendship. The first public announcement, revealing a provisional layout very much like that of the F.28 of today, was made at the 1962 Hanover Show. Refinement of the design continued until February 1964, when the Netherlands Government announced partial support for the project subject to the setting up of a cost-sharing agreement with other nations. By mid-1964 the F.28 Fellow-ship manufacturing consortium was formed with the German companies HFB and VFW (fuselage sections, nacelles, fin and tailplane), Shorts (wings), AiBesearch (APU and cold-air units), Dowty Rotol (undercarriage), Goodyear (tyres, wheels and brakes), Jarry Hydraulics (flying controls) and Rolls-Royce (Spey engine). Fokker-VFW expressed its dis-pleasure when the British Government announced its backing for the HS.146.

The first F.28 made its maiden flight on May 9, 1967; three aircraft were engaged in the flight-testing and certification programme. The C of A of the Dutch airworthiness authori-ties and the FAA Type Certificate were granted early in 1969, prior to the delivery of the first aircraft to a customer. The type has been certificated under the FAR Part 36 noise regulations.