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FOKKER F-27 FRIENDSHIP "Flight International" operators' reference drawing (see page 903 for key)

Commercial Aircraft of the World...

FOKKER Royal Netherlands Aircraft Factories Fokker, Schiphol-Zuid, Amsterdam, Holland.

F.27 Friendship The design of a DC-3 replacement was first considered by Fokker in 1950. By September 1953 the design had finalized as the F.27, around two Rolls-Royce Darts, and construction began on prototypes paid for by the Netherlands Institute of Aircraft Development. The F.27 first flew in December 1955, and went into service (with Aer Lingus) in December 1958. There are now eight production Friendship versions, in which either Rolls-Royce Dart RD6s or RD7s, of 1,715 and 2,030 s.h.p. respectively, can be installed. There is the standard 36/48-seat F.27 Mk 100 and Mk 200 Friendship (available with two cabin lengths); the Friendship de Luxe executive transport; the Friend-

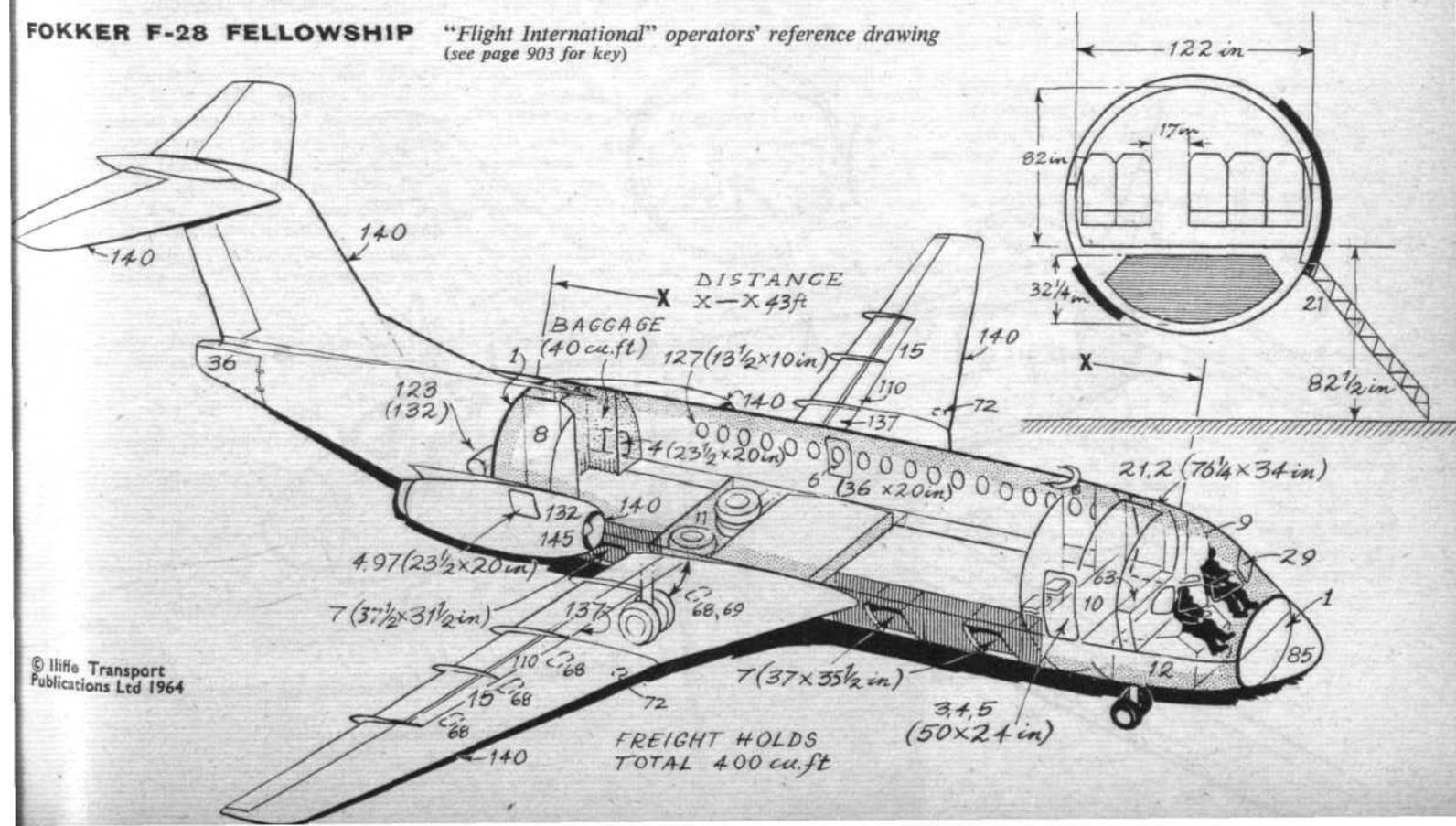
ship Corporate transport, which embodies both executive and staff accommodation; the Freightship all-cargo aircraft; the Mk 300 and Mk 400 Friendship Combiplane variable passenger-cargo aircraft; and the Mk 300M and Mk 400M Troopship military transport. Sales of all marks of Friendship now exceed 285; a full order list appears on pages 942-942a.

F.28 Fellowship The existence of a twin turbofan follow-on to the Friendship had been rumoured for some time when the company announced preliminary details of the F.28 at the Hanover Air Show in April 1962.

In February 1964 the Netherlands Government announced that it would support financially the development of the Fellowship. From the earliest stage in the conception Fokker had steadily continued with design work, and this had reached an unusually advanced stage when the decision was taken to proceed to construction. Since then Fokker has concluded a tri-nation cost and profit-

sharing agreement with major design and construction subcontractors along similar lines to the one pioneered by Douglas for the DC-9. Partners in Fellowship are Hamburger Flugzeugbau and Vereinigte Flugtechnische Werke, who are responsible for the rear fuselage, nacelles, fin and tailplane, comprising 24 per cent of the aircraft; and Shorts at Belfast, who are doing the outer wings, equivalent to about 19 per cent of the total construction work. Final assembly and flight testing of Fellowships will take place at Schiphol. The first aircraft is scheduled to fly on June 1, 1966, and the second on November 1, 1966. The first production aircraft is expected to fly in December 1967 and could be delivered in 1968. No orders have yet been placed, but starting thus at a modest pace Fokker may expect to be offering the Fellowship well into the 1970s, when there should be an enormous demand for short-haul transports. A description of the Fellowship appeared in the August 27, 1964, issue of *Flight*.

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