

Fokker 50

After the success with their F-27 Friendship, Fokker decided to develop the Fokker 50. Based on the fuselage of the F27-500 Friendship Fokker launched its program in November 1983.



The most important improvement was the Pratt & Whitney PW125 turboprop (each 2500hp). With this new turboprop a greater range and a better fuel economy were possible. Even 12% higher cruising speeds (up to 530km/h) were given.

Other improvements include new avionics, a glass cockpit, small wingtips and bigger cabin windows. It was the first time Fokker used some composites to build the Fokker 50's fuselage.

Two prototypes were built and the very first flight of a Fokker 50-100 succeeded in December 1985. The certification was granted in May 1987 and in August 1987 the first Fokker 50-100 was delivered to Lufthansa Cityline.



Another Fokker 50(-120) with one more door was built until Fokker announced the Fokker 50-300 in 1990. This version used newer turboprops, the Pratt & Whitney PW 127B (each 2750hp) and had a higher economical cruising speed.

The Fokker 50 had a wing span of 29m, a height of 8,32m and a length of 25,25m. Its max. operating rang is up to 3000km with a MTOW of 20.820kg.

The max passenger capacity is up to 58 seats and it's possible to convert the Fokker 50 to a freighter.

Until Fokker collapsed due to financial problems on March 15 1996 205 Fokker 50 were built.