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Fokker D.VII (Alb)

Fighting Fokkers part 2



A

Fokker D.VII (Alb) 571/18,
Adolf Gutknecht,
Jasta 43,
July 1918
(8 victories)

B

Fokker D.VII (Alb) 666/18,
Hans Dannenberg (4 victories),
Vzfw Möhring,
Rudolf Nebel (2 victories),
Kest 1a/Jasta 90,
late 1918



C

Fokker D.VII (Alb) 833/18(?),
Robert Greim,
Jasta 34b,
October 1918
(28 victories)



D

Fokker D.VII (Alb)
5278/18 "Hertha",
Jasta 27,
October-November
1918



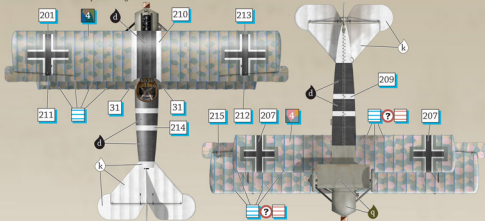
E

Fokker D.VII (Alb) "2",
Otto Creutzmann (8 victories)
& Josef Raesch (7 victories),
Jasta 43,
June - July 1918



A **Fokker D.VII (Alb) 571/18, Adolf Gutknecht, Jasta 43, July 1918 (8 victories)**

Use optional parts (A3) • (A2) • (A2) • (A5) • (A7) • (A5) • (A4) • (A1) • (K1) • (H7) • (C1) • (A6) • (K2) • (K3) • (K1) • (K1) • (B1) • (B1) • (K8) • (K1) • (D1) • (D1) • (E2) & Daimler-Mercedes 200hp D.IIIaU engine.

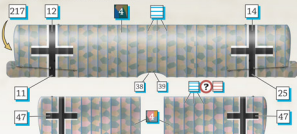


Early production Fokker D.VII (Alb) 571/18 serves as a backdrop to this photo of Royal Prussian Jasta 43 commander Adolf Gutknecht and his ground crew. The white tailplane was the Jasta 43 unit marking at this time and the black fuselage with white/black/white bands (repeated on the top wing) was Gutknecht's personal marking. Note that this Albatros built D.VII has its fuselage lifting handles inverted (D14) so they appear like they would on an OAW manufactured D.VII. Josef Raesch's Fokker D.VII (Alb) **E** can be seen in the background. Adolf Gutknecht joined the army as a cadet before the war and served in the trenches before transferring to aviation. He was Jasta 43 commander from June 1918 and remained so until 25 October 1918 when he was hospitalized due to illness.

B **Fokker D.VII (Alb) 666/18, Hans Dannenberg (4 victories), Vzfw.Möhring, Rudolf Nebel (2 victories), Kest 1a/Jasta 90, late 1918**

Use optional parts (A3) • (A2) • (A2) • (A5) • (A6) • (A7) • (A3) • (A4) • (A1) • (K1) • (H7) • (K4) • (K5) • (K1) • (K1) • (B1) • (B1) • (K8) • (K1) • (D1) • (E1)

& Daimler-Mercedes 200hp D.IIIaU engine.



Fokker D.VII (Alb) 666/18 is recorded as being flown by Hans Dannenberg (4 victories), Vzfw.Möhring and Rudolf Nebel (2 victories) at Kest 1a which became Royal Prussian Jasta 90 on 29 October 1918. Fokker D.VII (Alb) 666/18 features 4 colour lozenge fabric with a simple black and white band fuselage marking. On the left we see it with Möhring in the cockpit and on the right with Dannenberg, at which time 666/18 was fitted with a wireless for air to ground communications. Kest 1a commander Rudolf Nebel also frequently flew this aircraft.



C Fokker D.VII (Alb) 833/18(?), Robert Greim, Jasta 34b, October 1918 (28 victories)

Use optional part A2 • A4 • A5 • A5b • A6 • A16 • A35 • A44 • A19 • K10 • A85 • K6 • K01 • K19 • K16 • B7 • B05 • D13 • B46

& Daimler-Mercedes 200hp D.IIIa engine.

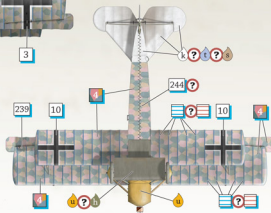
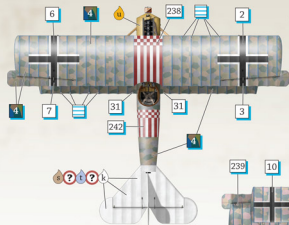
Robert Ritter von Greim stands by the tailplane of one of his Albatros built Fokker D.VII, this one thought to be 833/18 which he used from late August 1918 until it crashed on take off on 30 October. The rear fuselage carries the Royal Bavarian Jasta 34b marking of white while Greim's personal marking is the 2 red bands just behind the cockpit. These appear very dark and roughly applied because Greim himself marked them on the photograph with a red marker. Note the weight table doped to the starboard side of the fuselage and the extra louvers in the engine quarter panel (B6). Greim was an army cadet from 1906, joined the army in 1911 and was commissioned in October 1913. He served in the Artillery in the early stages of the war before transferring to aviation in August 1915 and was awarded his 1st victory on 10 October 1915 while an observer with FFA 3b. After further service in two-seaters he trained as a pilot and arrived at Jasta 34b in April 1917 which he was given command of 2 months later. From March 1918 he commanded JGr 10 (Jagdgruppe 10) and then JGr 9 before returning to command Jasta 34b in October. He remained active in aviation after the war, joining the Luftwaffe in 1934 and was acting commander when captured by American forces in May 1945. Griem would commit suicide later that month, he was 53.



Apply lozenge decals and 11, 12, 14, 25, 38, 39 & 47 as per B

D Fokker D.VII (Alb) 5278/18 "Hertha", Jasta 27, October-November 1918

Use optional parts A2 • A4 • A5 • A5b • A6 • A16 • A35 • A44 • A19 • K10 • (11) • C1 • K19 • K16 • K01 • K13 • K13 • B7 • B25 • D12 • D14 • D7 • E1 & Daimler-Mercedes 200hp D.IIIa engine.



Late production Fokker D.VII (Alb) 5278/18 "Hertha" was believed to be with Royal Prussian Jasta 27 when the photo on the left was taken and later, on the right, after the Armistice, with a replacement rudder and the tailplane painted an unconfirmed colour which could be an off white as illustrated or cream or blue or almost any other colour which appears pale due to the orthochromatic film type of the day. The yellow nose was the Jasta 27 unit marking at this time and the red/white fuselage markings, repeated on the top wing, are from the flag of the city of Bremen. In the photo on the right the port fuselage lifting handle is inverted (D14) while the starboard one is not (D10) but when photographed after the armistice both lifting handles were inverted (D10).

E Fokker D.VII (Alb) "2", Otto Creutzmann (8 victories) & Josef Raesch (7 victories), Jasta 43, June - July 1918

Use optional parts A3 • A22 • A25 • A38 • A17 • A35 • A44 • A13 • K14 • A65 • C2 • K2 • K3 • X17 • X18 • B1 • B16 • B8 • X12 • D12 • B41 • Z23 • E38

& Daimler-Mercedes 200hp D.IIIa engine.

Apply lozenge decals and 201 207 211 212 & 213 as per A



reluctantly flew a Pfalz D.XII while waiting for a replacement Fokker D.VII to arrive. Josef commanded Jasta 43 'in the air' from late October 1918 and went on to survive both World Wars. Otto Creutzmann joined the army in 1914 and transferred to aviation after being wounded in June 1915. He flew various multi-seat aircraft before transferring to Jasta 20 in February 1917 and then Kest 4b in August. Creutzmann arrived at Jasta 43 in February 1918, was acting commander for much of March and in mid June 1918 he transferred to Jasta 46 which he would command until the armistice. Otto died in 1943 aged 51.

Josef Raesch's Albatros built Royal Prussian Jasta 43 Fokker D.VII features early production full length fuselage fabric, an anemometer fixed to the port wing strut, a flare gun protruding through the side of the fuselage and an optical sight. It is believed that the pitchfork marking was applied to this aircraft by its previous owner, acting Jasta 43 commander and 8 victory ace, Otto Creutzmann before being inherited by Raesch. Born on 4 June 1897, Josef Raesch was 17 when he volunteered in August 1914 and served in the infantry before learning to fly in December 1917. He arrived at Jasta 43 in early June 1918 and flew obsolete Albatros D types before inheriting the former Jasta commander's Albatros built Fokker D.VII later that month, being awarded his 1st victory shortly afterwards. Raesch was flying this D.VII when he was shot down in flames on 25 July, only being saved by his parachute, and was awarded his 7th victory shortly afterwards. Raesch was flying this D.VII when he was shot down in flames on 25 July, only being saved by his parachute, and was awarded his 7th victory shortly afterwards. Raesch was flying this D.VII when he was shot down in flames on 25 July, only being saved by his parachute, and was awarded his 7th victory shortly afterwards.

Bonus 1 Fokker D.VII (Alb) 652/18, Jasta 23b, Mid 1918



Apply lozenge decals and 11 12 14 23 24 29 & 17 as per B

A brand new early production Fokker D.VII 652/18 (Alb) of Jasta 23b photographed at Epony in mid 1918 before having any unit or personal markings applied. Note the uneven arm balkenkreuz markings introduced in May 1918 and fuselage covered with 4 colour lozenge. Trim the weight table and datum line from decal 220 to complete these markings.

Use optional parts A1 • A2 • A7 • A8 • U1 • A7 • A4 • C3 • X19 • A65 • C1 • Z2 • K5 • K7 • K9 • B1 • B8 • K12 • D12 • B41 & Daimler-Mercedes 200hp D.IIIa engine.

Bonus 2 Fokker D.VII (Alb), Lt.n.d.R. Simons, Jasta 43, Mid 1918



Apply lozenge decals and 201 206 208 209 211 212 213 & 251 as per A

Lt.n.d.R. Simons poses in front of his spectacularly painted Jasta 43 early production Albatros built Fokker D.VII. Although unconfirmed it is believed that the nose and 'cabane' struts were red while the fuselage was striped red and white. The undercarriage and wing 'N' struts appear to be in their factory finish. The number 3 252 can just be seen on the fin. Note that the fuselage stripes do not have perfectly straight edges and are not evenly spaced. Trim the fuselage crosses from decals 203 & 204 to complete these markings.

Use optional parts A1 • A2 • A7 • A8 • U1 • A7 • A4 • C3 • X19 • A65 • C1 • Z2 • K5 • K7 • K9 • B1 • B8 • K12 • D12 • B41 & Daimler-Mercedes 200hp D.IIIa engine.

All colours	Tamiya	Humbrol	Misterkit
s Cream - matt	X2(x2) + XF55(x1)	22(x2) + 28(x1)	
t Light blue - matt	XF2(x10) + X18(x1)	34(x10) + 96(x1)	GC03
u Yellow - semi gloss	X8	69	
5 5 colour upper lozenge			
5 5 colour lower lozenge			
4 4 colour upper lozenge			
4 4 colour lower lozenge			
Dark pink rib tapes			
Blue rib tapes			

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