



PD DECALS

FOKKER D VII

1/48 SCALE
48 - 016

IMPORTANT : PLEASE READ THE DIRECTIONS FIRST

DIRECTIONS

Study the subject you wish to model closely, and be sure you have properly identified the decals you will require. The references quoted below are also very good sources of general details.

Tweezers and a clean paint brush can be useful tools when applying decals. Decal setting solutions may also be used with this product, but their manufacturers directions must also be observed.

It is recommended that these decals be applied one at a time. Cut out the decal you wish to apply, dip into water, and put aside. When the decal slides freely on its backing paper, it is ready for application. The decal should be slid directly onto the model; wetting the area receiving the decal with water or setting solution will assist final positioning of the decal.

Note : These decals should be applied to a clean gloss surface. Some of these decals may produce a milky residue; this will dry clear and will not harm your model if our instructions are followed. However, it is recommended that excess residue be cleaned away from around the decal.

KITS AND PARTS

Dragon

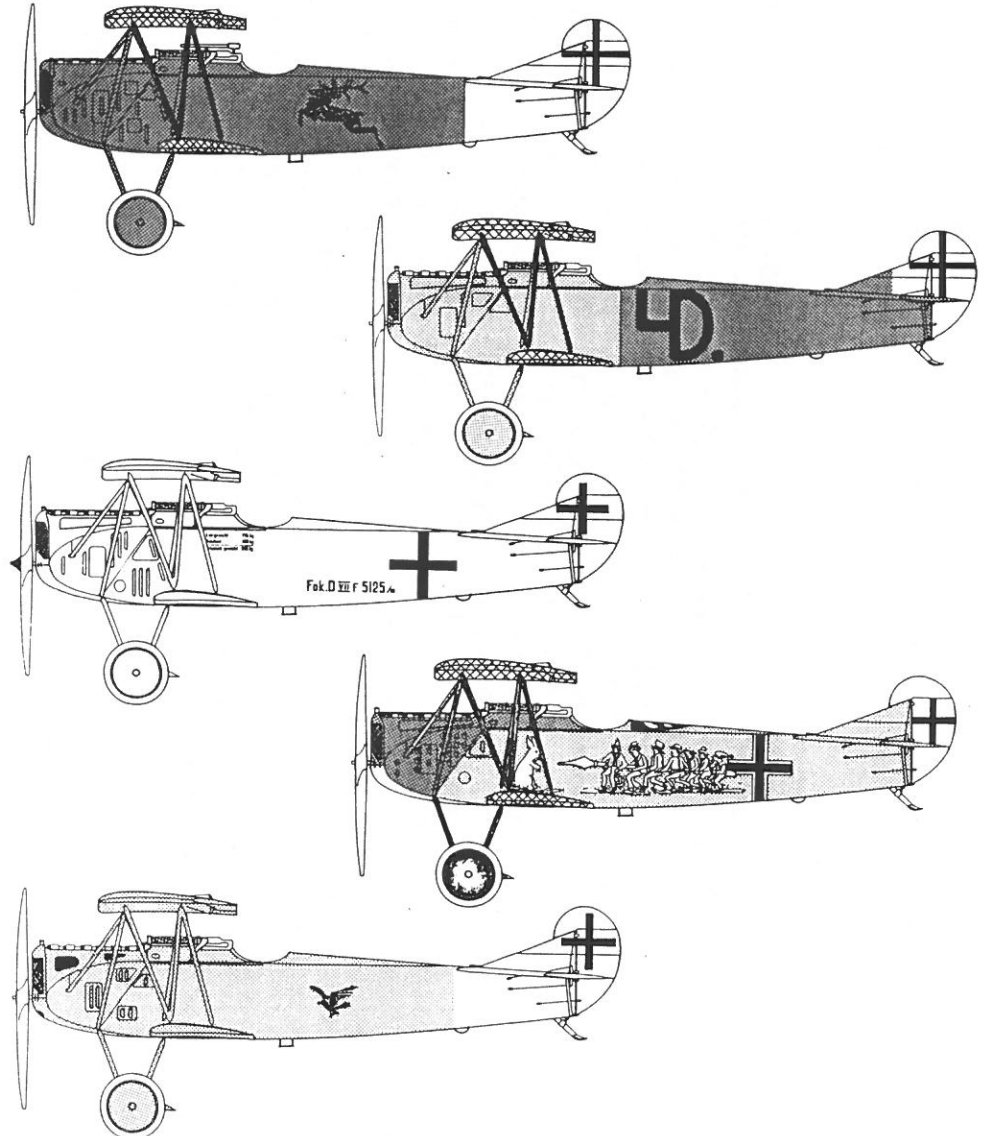
Eduard and Roseparts also provide a good selection of items applicable to the Fokker DVII.

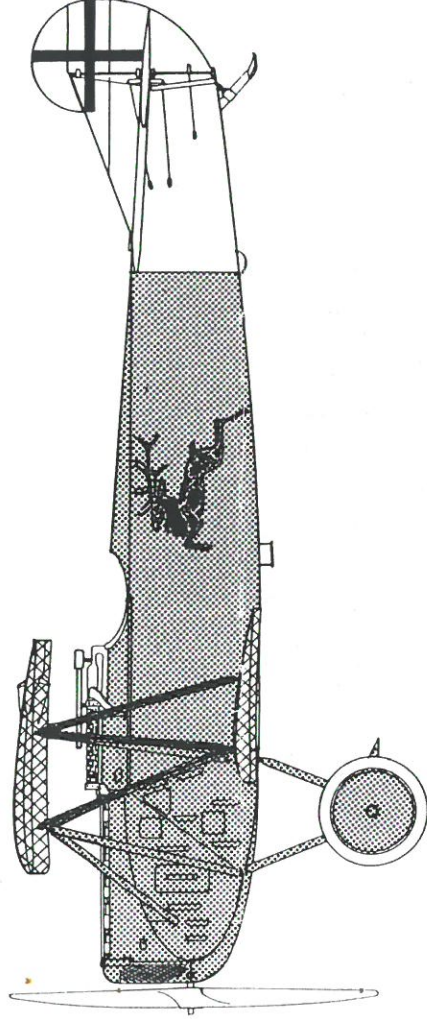
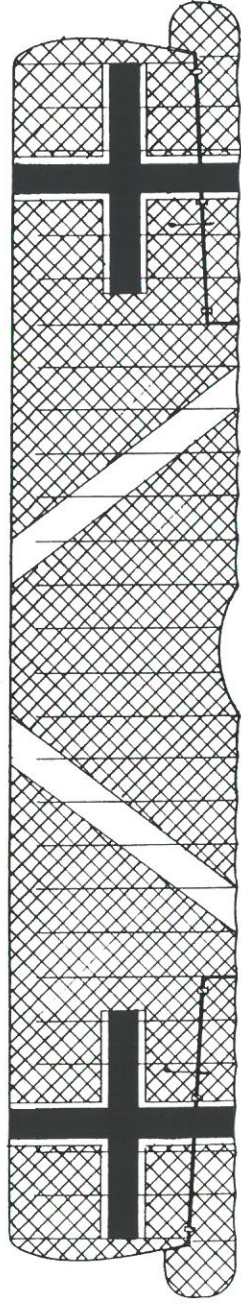
REFERENCES

- 1) "Circus Colours No. 3 - Jasta 40", by Greg VanWyngarden, Cross and Cockade Journal, Vol. 22, No. 1, Spring 1981
- 2) "Fokker DVII", by Norman Witcomb, Scale Models Magazine, February 1974.
- 3) "Fokker DVII", Profile no. 25, by Profile Publications, Berkshire, England
- 4) History of the First Day Bombardment Group, by Thomas Miller, WW1 Aero Publishers Inc.
- 5) "German Air Aces of World War One", Vintage Warbirds No. 8, by Alex Imrie, Arms and Armour Press, England, 1987
- 6) "Colors - D.VII Decor", by G. VanWyngarden and Dan-San Abbott, Over the Front Quarterly, Vol. 6 No. 4, Winter 1991
- 7) Windsock International, Vol. 10, No. 1 Jan/Feb 1994, Albatros Publications Ltd, Herts, UK
- 8) Windsock International, Vol. 10, No. 2 Mar/Apr 1994, Albatros Publications Ltd, Herts, UK

Note : the above references will be referred to by their number in these instructions.

These decals were prepared with the kind and invaluable assistance of Mr. R. Guest.



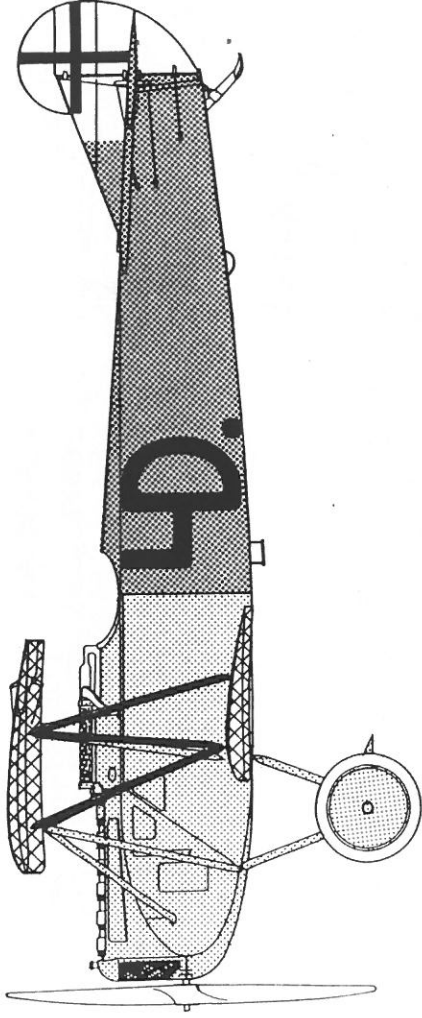


1) FOKKER D VII, Lt n Carl Degalow, C.O. Jasta 40, July 1918

Carl Degalow served initially with the Army in World War 1. He had been awarded the Iron Cross 1st and 2nd Class and been promoted to Vizefeldwebel by the time he transferred to the air service in 1916. He began war flying in early 1917 in an Albatros C.V, and shot down two aircraft in May, though only one was confirmed. Assigned to single seaters, he was appointed to Jasta 7 on 17 August where he claimed 6 victories, 3 unconfirmed. He was then posted to Jasta 40 in May 1918, assuming command of the Jasta on 11 July by which time his confirmed score stood at 8 victories. He achieved 10 victories in October, and his last victory was a DH 9 on 4 November 1918. Degalow received the Order Pour le Merite on 9 November 1918 with a score of 30 confirmed victories, and was the last airman to receive this award. He was a Major with the Luftwaffe in World War 2, and died in Hamburg on 9 November 1970.

Black fuselage from nose to tail, tail plane and rear fuselage white. Centre section struts and undercarriage in black, interplane struts grey or grey-green. Wings covered in four colour lozenge with light blue rib tapes. White stag emblem has been supplied in two parts - first apply the full white version, then the white body and yellow antlers. White chevrons possibly carried on the upper wing as shown. Note that this aircraft carried a telescopic gunsight mounted between the Spandau machine guns. Albatros type cowling panels.

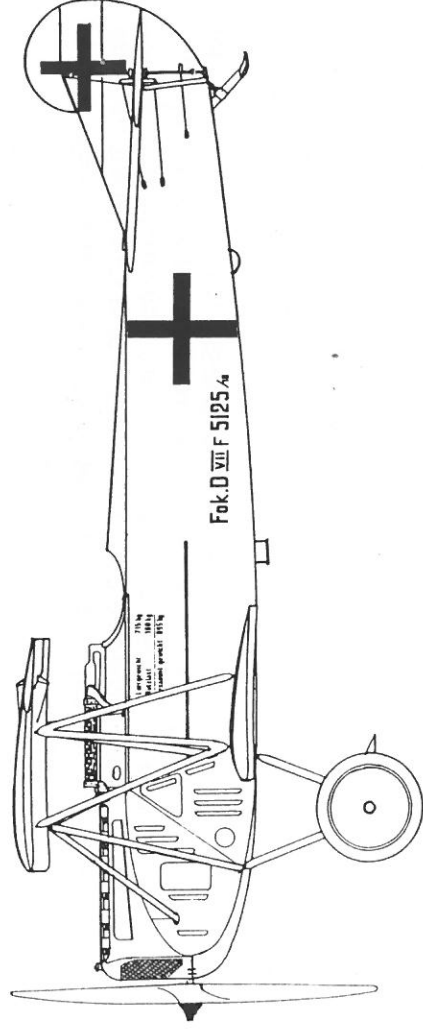
References : No. 1 p. 86, No. 2 pp. 84-88



2) FOKKER D VII, Ltñ O. F. von Beaulieu-Marconnay, C.O. Jasta 19, 1918

In 1915, Beaulieu-Marconnay was a cadet with the 4th Prussian Dragoon Regt. He was a Leutnant with the Iron Cross 1st Class when he decided to become a pilot. After training, he was assigned to Jasta 18 on 1 December 1917, but was transferred to Jasta 15 in March 1918. He scored his first victory on 28 May, and had scored a further 12 victories by the time he was appointed C.O. of Jasta 19, at the age of 19, on 2 September 1918. He shot down 3 Breguet XIV on 16 September, though one was unconfirmed. By 10 October he had achieved 25 confirmed and 3 unconfirmed aerial victories. On 16 October he was apparently hit by fire from another German airplane, and though he managed to land safely, he died on 26 October from his wounds. He was awarded the Order Pour le Merite shortly before his death; at the age of 20 he was the youngest recipient of the award in World War 1.

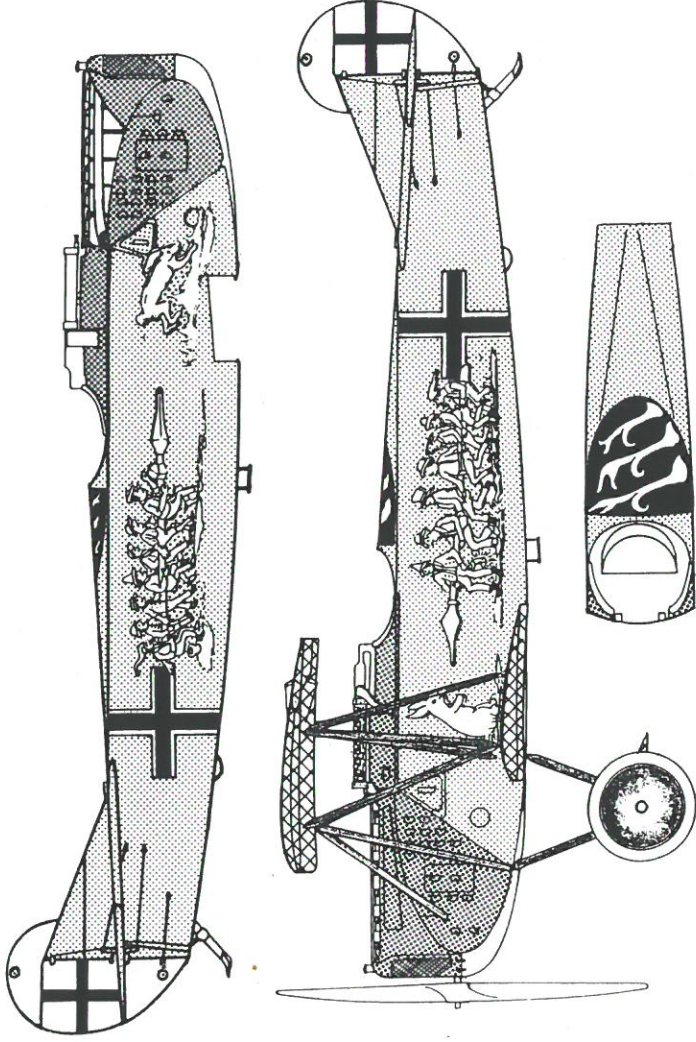
Early Fokker built aircraft. Nose, undercarriage and centre section struts in yellow, rear fuselage and tail plane in blue. Rudder was white. The "4D" personal marking indicated his earlier association with the 4th Dragoons - the decal labelled "LEFT" is incorrect and should be replaced by one of the extra "4D" decals enclosed. Wings finished in early four colour lozenge camouflage with light blue rib tapes. Interplane struts in grey or grey-green.
References : No. 3 pp. 7 & 9, No. 4 p. 19



3) FOKKER D VII, Oblt. Hermann Goring, C.O., JG 1, November 1918

An Army Officer when war broke out, Goring trained as an observer in late 1914. He achieved one victory and was awarded the Iron Cross 2nd Class before training as a pilot in mid-1915. He had achieved two more victories by the time he was appointed to Jasta 5 in October 1916, but he was shot down and wounded on 2 November. He joined Jasta 26 in February 1917 and scored a further 4 victories before taking over command of Jasta 27 on 17 May. By June 1918, he had achieved 21 victories and was awarded the Order Pour le Merite. On 8 July 1918 he was appointed commander of Richthofens' JG1, but only scored one more victory. He was appointed Reichsmarschall during World War 2, and had overall command of the Luftwaffe. He committed suicide on 15 October 1946, having been found guilty of war crimes and sentenced to death at the post-war Nuremberg trials.

Late Fokker built aircraft. Aircraft finished in white overall. National markings, weights table, serial number and datum line are black. The datum line was carried on the right side only but is shown on the left side for position only. The small spinner on the propeller was possibly red. A flare pistol and cartridges were mounted on the right side of the cockpit.
References : No. 3 p. 8, No. 5 p. 26

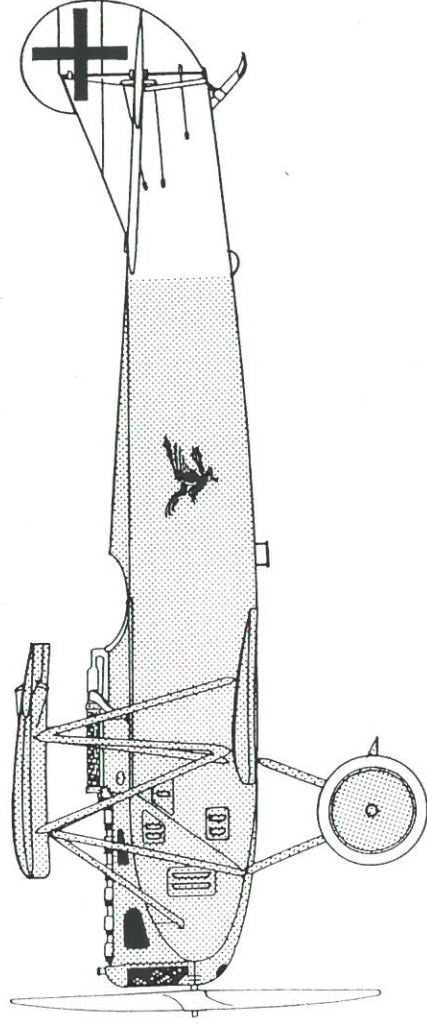


4) FOKKER D VII, Gefreiter Scheutzel, Jasta 65, November 1918

Jasta 65 was formed on 23 January 1918 and was operational by 4 February 1918, operating initially Stenay with 5 Armee. It scored 34 victories for the loss of six pilots killed, two taken prisoner and two wounded.

O.A.W. built aircraft. Fuselage and tail planes are probably mid-grey, with brown cowling panels. The lower cowling panel immediately forward of the undercarriage was possibly natural metal, and the right cowl panels have been modified. Fin is either a lighter grey or discoloured white. Wings carry lozenge camouflage with light blue rib tapes. Struts are grey or grey-green. Wheel covers are green, washed out towards the axle. The decal for the shield carried on the fuselage spine behind the cockpit is in two parts - apply the white first, then the black over the top. There is some suggestion that the antlers on the shield were yellow - if you agree with this interpretation, paint the white decal yellow before applying the black decal. The decals for the "seven swabians" have also been supplied in two parts - one provides an outline of the basic colour areas which need to be painted in, and the second provides the black detail to go over the top. There is much controversy regarding the colours of the figures - the Jan/Feb 1995 issue of Windsock is likely to provide more information. Note also that bullet holes in the rudder have been patched with mini roundels, and a flare pistol was carried on the upper wing centre section.

References : No. 6 pp. 365-367, No. 7 p. 36



5) FOKKER D VII, Lt.n. d. Res. August Raben, C.O. Jasta 18, 1918

Leutnant de Reserve August Raben left command of Jasta 15 to command Jasta 18 in March 1918. He had an inauspicious start when he overturned his aircraft on 20 March and broke his arm. Following his return, he claimed a DH 9 on 13 August. He claimed another DH 9 on 30 August, this being his fourth and final victory.

Fuselage forward of the tail, wings, struts and wheel covers finished in red. Rear fuselage and tail is white. Two white ravens have been supplied for the fuselage - the second can be applied if it is felt that the first is translucent.

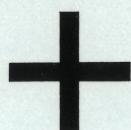
References : No. 8 pp. 33 & 37



Fok.D VII F 5125₁₆

Fok.D VII F 5125₁₆

11 kg
110 g
Eckmann geschl. 1951 g



LEFT

RIGHT

LEFT

RIGHT

