

30010

1/32

Fokker D.VII F

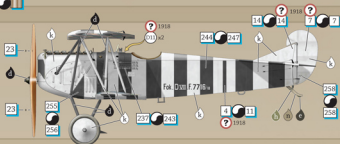
Fighting Fokkers part 5



A
Fokker D.VII F 465/18,
Georg von Hantelmann,
Jasta 15 & JG II,
October 1918
(25 victories)

B

Fokker D.VII F 7716/18,
Bruno Loerzer(?),
Jasta 26 & JG III, (44 victories)
November 1918,
Herman Göring (22 victories)
April 1920



C
Fokker D.VII F,
Otto Löffler(?),
Jasta 2,
Late 1918
(15 victories)



D

Fokker D.VII F 'Red Z',
Jasta 26(?),
November 1918



E
Fokker D.VII F,
Fritz Haack,
Jasta 46,
Late 1918



A Folker D.VII F 465/18, Georg von Hantelmann, Jasta 15 & JG II, October 1918 (25 victories)

Use optional parts A4 + A53 + A50, A3, A35 + A44 + A35, B9, B1, B2, B5, B6, C2 + G4, G7, G8, B1, & BMW IIIa 185ps engine.

OA W built
top wing



*Remove front louvers

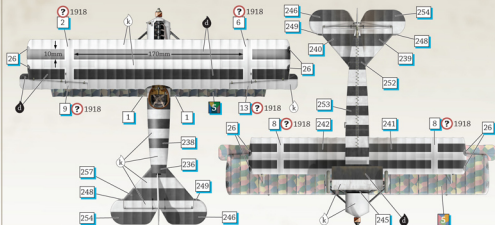
Apply decal 1 as per B



Georg von Hantelmann poses in front of his Royal Prussian Jasta 15 Folker D.VII F 465/18 after being awarded his 20th victory on 9 October 1918. Note that the original Folker built top wing has been replaced with one from an OA W manufactured aircraft with pale (blue?) rib tapes and far outboard post March 'uneven arm' balkenkreuz. There also appears to be a pale repaired area on the starboard/rear of the aileron wing. Folker D.VII F 465/18 was delivered to Jasta 15 in late June 1918 and was flown by von Hantelmann for most of his victories. The fuselage marking, while somewhat conjectural, is based on a photo printed in Hans Möller's book 'Kampf und Sieg eines Jagdgeschwaders' published in 1939, what can be seen in the photo here and what is known about von Hantelmann's previous service and personal markings (see Wingnut Wings decal 30006). Georg joined the army in 1916 and transferred to aviation in 1917. After joining Jasta 18 early in February 1918 he was transferred, along with almost everyone else and their equipment, to Jasta 15 the following month. He was awarded his 1st victory on 29 May 1918 and survived the war with 25 victories to his name only to be murdered on his estate in September 1924. Georg was 27.

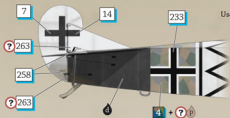
B Folker D.VII F 7716/18, Bruno Loerzer(?), Jasta 26 & JG III, (44 victories) November 1918, Herman Göring (22 victories) April 1920

Use optional parts A4 + A53 + A54, A1, A34 + A45 + A33, B16, B13, B14, B15, B14, B15, C2 + G4, B11, B7, B13, B26, B23 & BMW IIIa 185ps engine.



Herman Göring is seen here after flying Folker D.VII F 7716/18 to Sweden in April 1920, at which time it was unarmed and all the balkenkreuz markings had been overpainted white. The aircraft appears to have been carefully finished at the Folker factory in the black and white striped fuselage marking of Jasta 26 with the top and bottom wing stripes carried as the personal markings of JG III Commander Bruno Loerzer. Because of this it is believed that 7716/18 was specially prepared for Bruno by the Folker factory but it is not known whether he used it before the Armistice. Bruno Loerzer joined the Army as a cadet and was commissioned in 1913 before learning to fly in mid 1914. He served in various units before commanding Jasta 26 from January 1917 and then JG III from February 1918 until the Armistice. Loerzer served in the Luftwaffe from 1935 where he achieved a high rank before 'retiring' in April 1945. He died in 1960 at the age of 69. Hermann Göring was commissioned in the Army in 1912 and transferred to aviation in 1914 following the urging of his friend Bruno Loerzer. He frequently flew as an observer for Loerzer before training as a pilot himself and was awarded 22 victories before the Armistice. Göring helped form the Nazi party in the 1920s and commanded the Luftwaffe during WWII. He was captured in May 1945 and committed suicide in October 1946 before he could be executed for war crimes. He was 53.

C Fokker D.VII F, Otto Löffler(?), Jasta 2, Late 1918 (15 victories)



Use optional parts **A4** + **AS3** + **AS4** **A1** **AS5** + **A44** + **A31** **I16** **I9** **I14** **I3** **I4** **I15** **I8** **G6** **G2** **G4** **E1** & BMW IIIa 185ps engine.

Apply lozenge decals and **2** **6** **8** **9** **13** & **26** as per **E**

Apply decal **1** as per **B**



A mechanic from Royal Prussian Jasta 2 'Jasta Boelcke' poses in front of a late production Fokker D.VII F believed to have been flown by 15 victory ace Otto Löffler. The black and white halved tailplane and white nose were the unit markings at this time. Note the Axial propeller **E1** without manufacturer's decals **21**. The engine cowls could have been black as illustrated or possibly retain their factory applied dark green. The wing struts appear very pale and might be painted white. Löffler served in the trenches before transferring to aviation and found himself at Jasta 2 in late 1917 where he would remain until the Armistice. He was awarded his 1st victory in December 1917, was shot down twice and scored 14 more victories, 10 in September 1918 alone. His son, Kurt, was a 26 victory ace with JG51 in WWII.

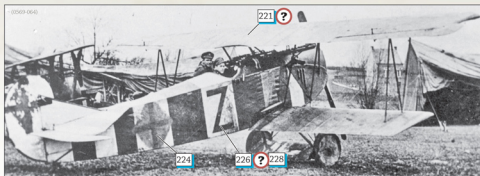
D Fokker D.VII F 'Red Z', Jasta 26(?), November 1918

Use optional parts **A4** + **AS3** + **AS4** **A1** **AS5** + **A44** + **A19** **I9** **I1** **I2** **I3** * **I4** * **I8** **G6** **G2** **G4** **E1** **E13** **E23** & BMW IIIa 185ps engine.

*Remove front louvers.

Apply lozenge decals and **2** **6** **8** **9** & **13** as per **E**

Apply decal **1** as per **B**



This unidentified Fokker D.VII F 'Z' was handed over to the Allies following the Armistice. By the time it was photographed here with 2 RAF airmen the balkenkreuz markings had been overpainted. The dark and light fuselage bands infer service with Jasta 26 which is recorded as having used similar black and white banding, albeit frequently with more evenly spaced bands as per **B**, but it is entirely possible that the bands were red and white, in which case the identity of the unit remains unconfirmed. Likewise the colour of the fuselage 'Z' marking is not certain so we have provided red and black options for you to choose from. This marking may also have been repeated on the top and bottom wings but this is not confirmed. Another photo of this aircraft (sometimes misrepresented as 501/18) confirms that it was fitted with the Rupp quick release propeller boss **E23** commonly associated with the BMW IIIa engine.

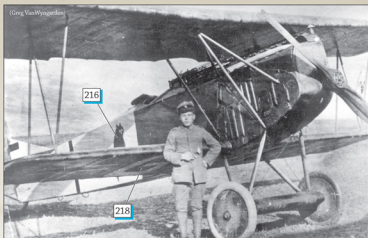
E Fokker D.VII F, Fritz Haack, Jasta 46, Late 1918

Use optional parts A4 + A53 + A54, A1, A35, A44 + A13, B9, B14, B3, B16, B4, B15, B8, G6, G2, G4, E1 & BMW IIIa 185ps engine.



Apply decal 1 as per B

Fritz Haack stands in front of his Royal Prussian Jasta 46 late production Fokker D.VII F. The black and white painted fuselage was the unit marking at this time and the owl perched on a branch was Haack's personal marking. Large white letters 'G' (218) are painted under the bottom wing which might have been repeated on the top wing (217). A cushion(?) appears to rest at the rear of the cockpit opening.



	All colours	Tamiya	Humbrol	Misterkit
x	Blue - matt	XF8	25	
5	5 colour upper lozenge			
5	5 colour lower lozenge			
4	4 colour upper lozenge			
4	4 colour lower lozenge			
	Fokker streaky camouflage			
	Blue rib tapes			

 If you require assistance please contact - help@wingnutwings.com
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