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1/32

Fokker D.VII (Fok)

Fighting Fokkers part 1



A
Fokker D.VII "MK",
Ludwig Reimann,
Jasta 78b, Late 1918
(2 victories)



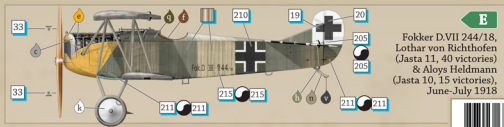
B
Fokker D.VII 373/18,
Heinrich Piel,
Jasta 13b,
June 1918
(2 victories)



C
Fokker D.VII 382/18,
Georg von Hantelmann
(25 victories)
& Kurt Wüstoff
(27 victories),
Jasta 15, June 1918



D
Fokker D.VII 402/18,
Max Holtzem,
Jasta 16b,
Mid 1918
(2 victories)

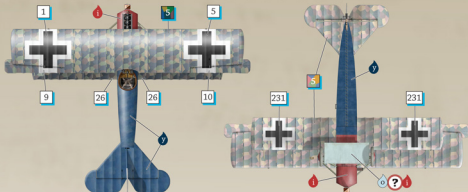


E
Fokker D.VII 244/18,
Lothar von Richthofen
(Jasta 11, 40 victories)
& Aloys Heldmann
(Jasta 10, 15 victories),
June-July 1918



C Fokker D.VII 382/18, Georg von Hantelmann (25 victories) & Kurt Wüstoff (27 victories), Jasta 15, June 1918

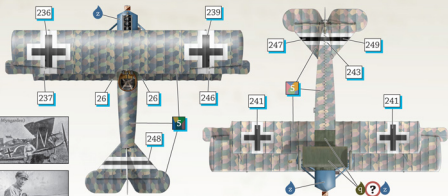
Use optional parts A2 + A4⁺ + A5C, A36, A35 + A4⁺, B9, H7, B1, B2, B17, B18, B15 + B1, B24, B41 & Daimler-Mercedes 200hp D.IIIa



Fokker D.VII 382/18 was the usual mount of 25 victory ace Georg von Hantelmann but was being flown by 27 victory ace, and newly appointed Jasta 15 commander, Kurt Wüstoff on 17 June 1918 when he was shot down and captured. The (gloss) red nose and (matt) dark blue fuselage were the Jasta 15 unit markings at that time while the death's head skull was Hantelmann's personal marking, a reference to his previous service in Braunschweiger Hussar Regiment 17. Kurt Wüstoff joined the military at 16 where he learned to fly, too young for combat he served as an instructor but after he turned 18 in January 1915 he was posted to KG1 before transferring to Jasta 4, where he was awarded his 1st victory on 15 June 1917. He was made commander of Jasta 4 in February 1918 and was given command of Jasta 15 on 16 June 1918, only to be captured the following day sustaining severe leg injuries which took years to heal well enough to walk unaided. On 18 July 1926 he was performing aerobatics at an airshow when he crashed heavily and died 5 days later. Kurt was 29. Georg von Hantelmann 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.

D Fokker D.VII 402/18, Max Holtz, Jasta 16b, Mid 1918 (2 victories)

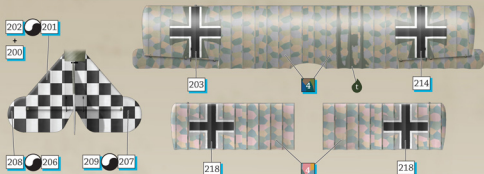
Use optional parts A2 + A4⁺ + A5C, A58, A63 + A16, A33, A44, H1, B1, B2, B5, B19 + B16, B1, B24, B40 & Daimler-Mercedes 180hp D.IIIa engine.



Max Holtz's Royal Bavarian Jasta 16b Fokker D.VII 402/18 displays his personal comet marking similar to that previously carried on his Pfalz D.IIIa (Wingnut Wings model 32006). Fokker D.VII 402/18 was delivered to Jasta 16b with post April 1918 'thick arm' style ballenkreuz applied but these had been modified to the post June 1918 style (at least on the fuselage and rudder) by the time Max was photographed alongside it. The black and white bands around the tailplane were the Jasta 16b unit markings at this time. Max started flight training in 1913 and spent much of the Great War as a test pilot for Pfalz and an instructor before being posted to Jasta 16b in early 1917 where he saw out the rest of the war. After immigrating to Argentina in 1920 Max began a barnstorming career that lasted until he again emigrated, this time to America where he became a test pilot for Anthony Fokker's Atlantic Aircraft Corporation (later to be merged with North American Aviation). Now a US Citizen Max would become a flight inspector on the P-51 Mustang assembly line during WW2 and retired in 1957. He remained active in aviation circles until his death in 1980. Holtz was 87.

E Fokker D.VII 244/18, Lothar von Richthofen (Jasta 11, 40 victories) & Aloys Heldmann (Jasta 10, 15 victories), June-July 1918

Use optional parts A3 • A22 • A23 • A37 • A35 • A44 • B9 • H7 • I1 • I2 • I5 • I15 • B16 • B1 • B23 & Daimler-Mercedes 200hp D.IIIa engine.



Fokker D.VII 244/18 was one of the very early production aircraft to be delivered with pre March 1918 eisernkreuz but by the time it was photographed here with 40 victory ace Lothar von Richthofen these had been converted to balkenkreuz. Fokker D.VII 244/18 was the usual mount of 15 victory ace Aloys Heldmann from Jasta 10 but was used on this occasion by Lothar, possibly to familiarize himself with the new Fokker biplane which was replacing Jasta 11's Triplanes around this time. The nose is painted in Jasta 10 yellow and the tailplane has the black and white checkerboard personal marking of Aloys Heldmann. Despite previous interpretations showing painted 'AH' lettering on the top wing, this was merely fresh paint applied over repairs. Lothar served in the 4th Dragoon Regiment prior to the war and in late 1915 transferred to aviation where he served as an observer with KG1 before learning to fly. In March 1917 he arrived at Jasta 11, frequently in command when not recovering from injuries, until the Armistice. He remained active in aviation after the war but died following the crash of his LVG C.VI passenger plane on 4 July 1922. Lothar was 27. Aloys Heldmann served in the infantry during 1915 before transferring to aviation later that year where he flew two-seaters with FA 57 and FA 59 before arriving at Jasta 10 in June 1917. He was awarded his 1st victory on 22 July 1917 and was temporarily Jasta Commander on 2 occasions. After the armistice he was a mechanical engineer and joined the Luftwaffe in 1933. Heldmann was released from prison in 1946 and died in 1983 aged 87.

All colours	Tamiya	Humbrol	Misterkit
x Green - matt	X28	2	
y Blue - matt	XF8	25	
z Bavarian Blue - semi gloss	X4(x1) + XF2(x3)	-	
5 5 colour upper lozenge			
5 5 colour lower lozenge			
4 4 colour upper lozenge			
4 4 colour lower lozenge			
11 Fokker streaky camouflage			



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