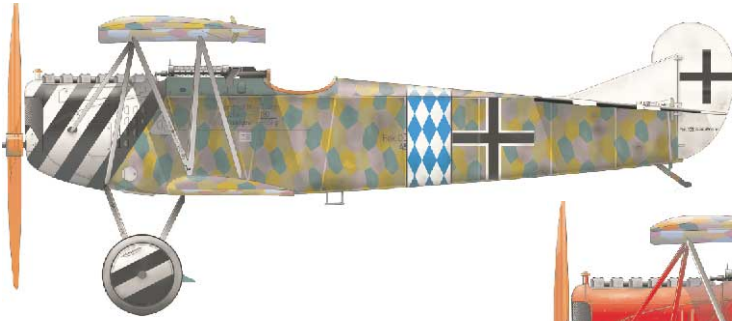


FOKKER D.VII

R0002

1:48

ROYAL CLASS
eduard



eduard

A FEW WORDS...

...ON THE DESIGNER:

The Fokker D.VII carries the name of the company that created it, and the company carries the name of its originator, Anthony Herman Gerard Fokker, a young Dutchman living in Germany. Fokker founded his first manufacturing facility in Germany as a twenty two year old in 1912. From 1913, it operated from Schwerin, and from the outbreak of the First World War, was a supplier of aircraft to the German air force. The name Fokker gained recognition in 1915 with the introduction of the 'E' fighters. The E.I, E.II and E.III, as the first types to feature a synchronized gun firing through the propeller arch, enabled the German air force to gain superiority over the Western Front, and for Fokker to attain one of his career highs. However, nothing lasts forever, and in those times, this fact was a harsh reality. The introduction by the Allies of types such as the Nieuport 11 and 17, the DH-2 and the Sopwith Pup, turned the tables in a relatively short period of time, and development of newer, heavier biplane fighters provided Fokker with no real success. The following year saw the rise of Albatros as the premier supplier of aircraft to the German air force, with Pfalz being solidly in second place. In June, 1916, Reinhold Platz became a major collaborator of Fokker. Platz was a gifted welder without any higher specialized engineering training, but was equipped with great technical feel, and was able to successfully execute Fokker's most labor intensive ideas. The collaborative effort between these two men would influence the course of aircraft design and forever elevated the name of Fokker to legend status. The type that propelled Fokker to the forefront of German aircraft development was the Dr.1 triplane, that in its red guise, was made eternally famous by the Red Baron, Manfred von Richthofen.

...ON THE MACHINE:

The Fokker Dr.1 certainly achieved the status of legend, if not as a one sided success. The concentration of weight nearest to the centre of gravity gave the aircraft excellent maneuverability, but consequently also some unfriendly characteristics. Fokker's triplane gave the German pilots a very effective, if labour intensive, weapon. A series of crashes, attributed to the failure of the top wing, prevented the type from seeing wider service among German fighter squadrons. Despite this, the Fokker Dr.1 remained in the service of elite units, who demonstrated the fighter's ability to pave the road ahead. This road included a similar fuselage and tail layout, constructed of welded metal tube, and a thicker, self-supporting wing. This proved to be a good combination, made better by the marriage of an effective water cooled inline engine to produce the Fokker D.VII prototypes.

Prototypes V11 and V18 built to this design philosophy, together with six other Fokker prototypes, dominated the first evaluation procedure carried out by Idflieg, inspectors representing the German Air Force, from January 21st to the 28th, 1918. According to the evaluation, the aircraft were deemed high-performing, but carrying some unwanted flying quirks. Prototype V11 was during the course of one night and morning (and according to other sources, the course of a weekend) extensively modified. The fuselage was reportedly lengthened by 40cm, and the tail surfaces were increased. It may well be true, but a comparison of photographs of the V11 prototype and series production aircraft raises doubts. In all probability, this is a rumour started after the fact, the source of which may well have been Anthony Fokker, and the actual aircraft may be a later prototype, possibly V11/II. In any case, the victor of the evaluation, and rightfully so, was Fokker, and from the winning prototype, after extensive modification, came the elegant and high performing Fokker D.VII.



Anthony Herman Gerard Fokker,
April 6th, 1890 - December 23, 1939



Fokker V 11 prototype, also designated V 11/I in its original form in Autumn 1917.
(Albatros/PL Gray Collection-used with permission)



Fokker V 18 prototype at the Adlershof during the First Fighter competition on January 3rd, 1918
(Albatros/PL Gray Collection-used with permission)



Fokker V 11/II, although with the same w/n 1883 as V 11/I, the significant changes are clearly visible. This plane took part on the Adlershof Fighter competition.
(Albatros/PL Gray Collection-used with permission)

...ON PRODUCTION:

Production of the Fokker D.VII was initiated in late spring, 1918. A production license was also obtained by Albatros, who manufactured the aircraft not only in its parent plant, but also at its production facility at OAW (Ostdeutsche Albatros Werke). The three manufactured types showed some differences, such as the engine cowl. Changes were also introduced on the production line. An increasing cooling problem saw the addition of intakes and openings that improved airflow around the engine. Similar problems surrounding the ammunition containers led to modification of cooling systems. These Fokkers were produced with three different engines, the Mercedes D.III (output of 160k), the Mercedes D.IIIa (175k), and the BMW IIIa (185k). Aircraft equipped with the BMW powerplant were designated by Fokker as the Fokker D.VIIF, while the other two weren't differentiated by designation. For this reason, identification of the BMW types is difficult. One telling characteristic is that the guns on the BMW types were placed noticeably higher, while the guns on the Mercedes powered units were practically mounted on the top surface of the fuselage. In all, there were 2800 Fokker D.VIIs produced in all versions.

...ON THE WAR:

The greatest pilot of the First World War, Manfred von Richthofen, who contributed greatly to the success of Fokker, did not see the introduction of the D.VII. He was killed in action on April 21st, 1918. No one on the Allied side at that time could foresee the coming of a fighter that would, through its quality and mass production, take aerial warfare to another level. A re-equipping to the type by front line units, Jastas (Jasta = JagdStaffel, Squadron), and a corresponding modification of tactics, significantly raised the combat quality of these units. The concept that, through the second half of 1918, the German Air Force suffered from low quality, low morale, and a lack of decent equipment, is erroneous. Morale actually remained high in the air units, and the service was given a fighter that was as good as any it ever fielded to that time. Because the Allied side never sat back with its own development, and increased its own combat capabilities, the second half of 1918 became the bloodiest timeframe of the First World War. It was during this time that a large number of German pilots gained their greatest success, typically flying the Fokker D.VII.

...ON THE COMPETITION:

The Allied air forces attempt to maintain air supremacy over the Western Front in the spring of 1918 was, with the introduction of the Fokker D.VII, given something to seriously think about. This was an aircraft that canceled the long lasting Allied advantage in the air. However, the D.VII did not better Allied types in all respects. The Sopwith Camel could outturn the Fokker, and the SPAD XIII and SE 5a were typically faster, especially where the Mercedes D.IIIa powered D.VIIs were concerned. The climb rate of these same-powered D.VIIs were not better than the climb rate of the Allied types. The BMW powered aircraft had better performance, but the engines were in constant short supply. So, what was it that propelled the Fokker D.VII to its legendary status? It was a combination of a balance of its performance and flight characteristics, ease of handling, and simple and reliable construction that was also very robust. German pilots, with the D.VII, were given a weapon that could be counted on, and relied upon, to perform up to its standard when called upon.

...AND ON THE MODEL:

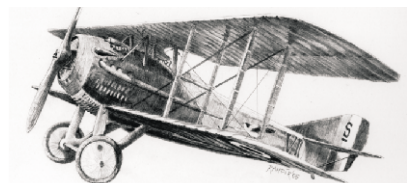
This box contains three complete kits of the Fokker D.VII in 1/48th scale. Each one represents the aircraft produced by one of the three manufacturers that produced the Fokker D.VII in 1918: Fokker, Albatros and OAW. Each of the kits contains two versions of the fuselage, which, with the Fokker and Albatros produced aircraft, represents early and late production versions, and with the OAW type, two of the late versions. There are four marking options for each of the manufacturer's aircraft, two for each production version, in the box. Four complete sets of lozenge decals are also included, as well as three sets of color photoetched details. Please note, that the model can be built without the brass, and this decision is up to you and your modeling techniques. Pay close attention to the instruction sheet during assembly, in particular as it pertains to the application of coloring, and the lozenge decals. The kit also includes a 1/48th scale resin kit of the German WW I mobile refueling station. As a special bonus, this kit contains a 1:1 scale replica of the highest Prussian decoration, the order of Pour le Mérite. During WW I, some 80 German airmen were awarded this legendary order. We sincerely wish you some pleasant modeling hours with the construction of your Fokker D.VIIs.



An early Fokker D.VII with Mercedes D.IIIa engine in the typical Fokker streaked finish (Albatros/PL Gray Collection-used with permission)



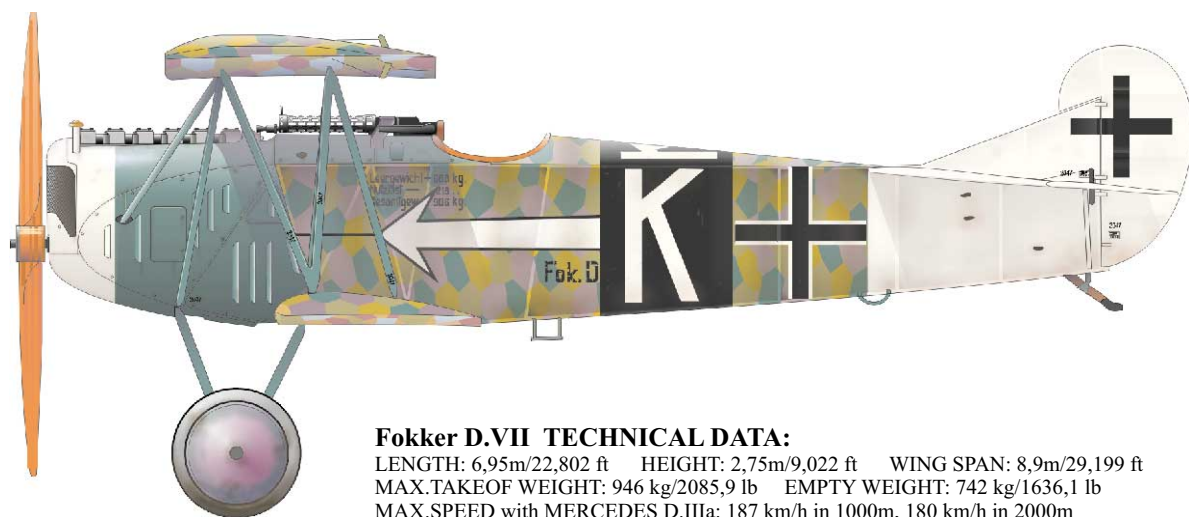
British SE 5a, powered by Wolsley W.4A Viper 200 hp engine, max. speed 222 km/h



French SPAD XIII, powered by Hispano Suiza 8BEc 235 hp engine, max. speed 220 km/h. USAAC also acquired these aircraft.



British Sopwith Camel, with Clerget 9B 130 hp engine, max. speed 185 km/h.



Fokker D.VII TECHNICAL DATA:

LENGTH: 6,95m/22,802 ft HEIGHT: 2,75m/9,022 ft WING SPAN: 8,9m/29,199 ft
MAX. TAKEOFF WEIGHT: 946 kg/2085,9 lb EMPTY WEIGHT: 742 kg/1636,1 lb
MAX. SPEED with MERCEDES D.IIIa: 187 km/h in 1000m, 180 km/h in 2000m
MAX. SPEED with BMW D.IIIa: 200 km/h in 1000m, 185 km/h in 2000m
INITIAL CLIMB RATE: 7,00 m/s (climb to 1000m with Mercedes D.IIIa in 3'48", with BMW in 1'45")
SERVICE CEILING 7000m/22 966 ft RANGE 450 km/243 nm ARMAMENT: 2x LMG 08/15 7,92mm



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUKTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUIT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L'INCISION
DER EINSCHNITT
切る



REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EXPRESS MASK
POUŽÍT EXPRESS MASK
NABARVIT PŘED SLEPENÍM
AND PAINT BEFORE
GLUING

PARTS



DÍLY



TEILE



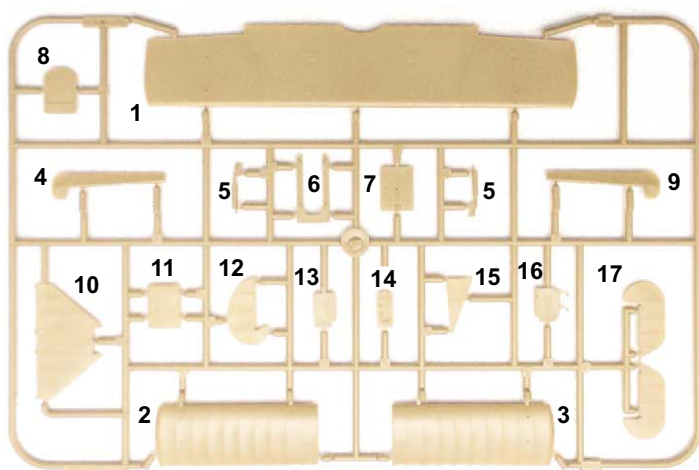
PIÈCES



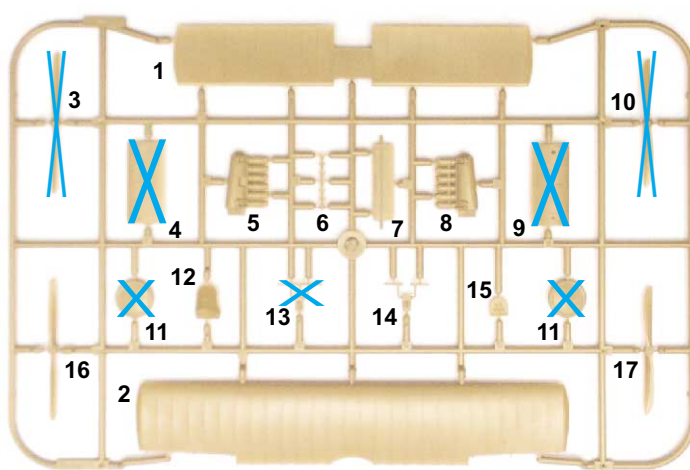
部品

PLASTIC PARTS

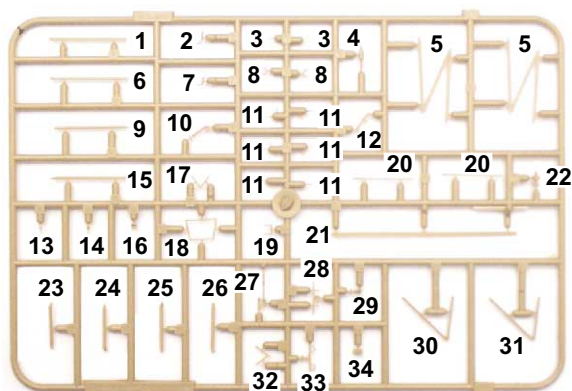
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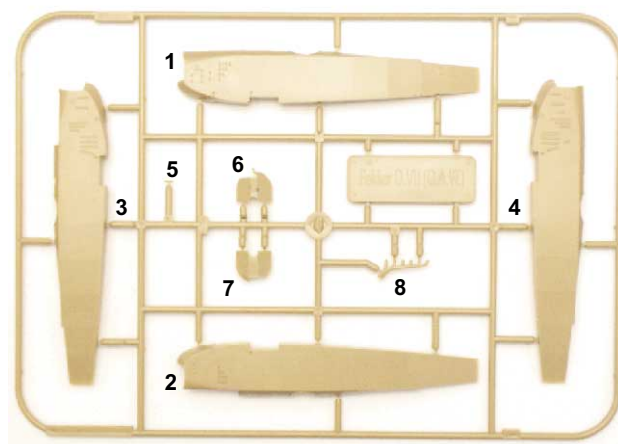
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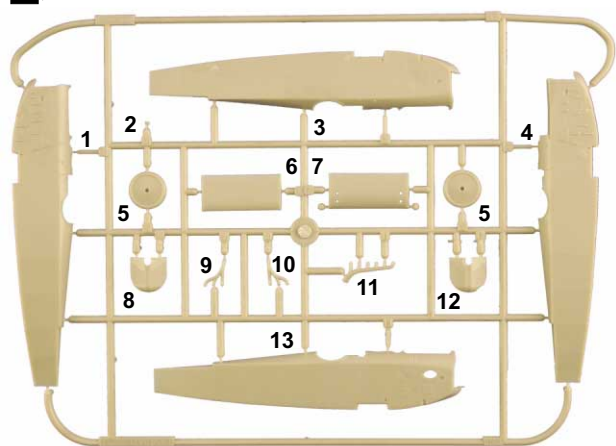
C> 3pcs.



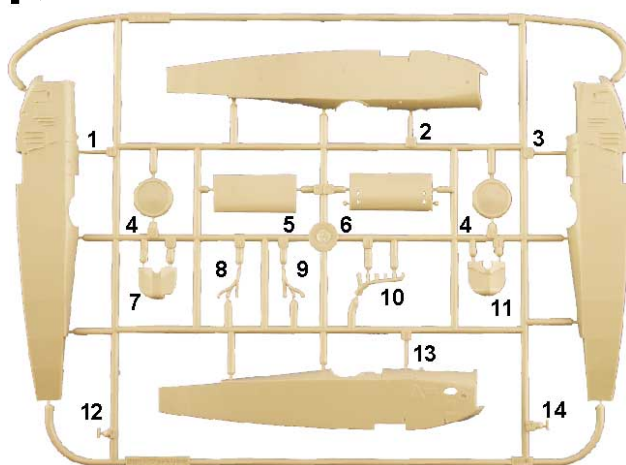
D>



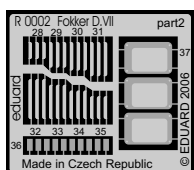
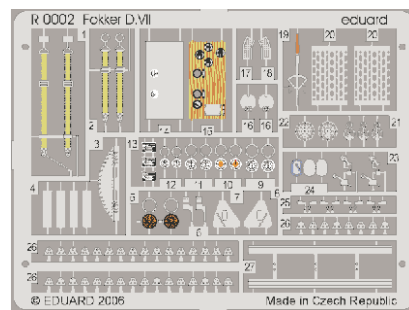
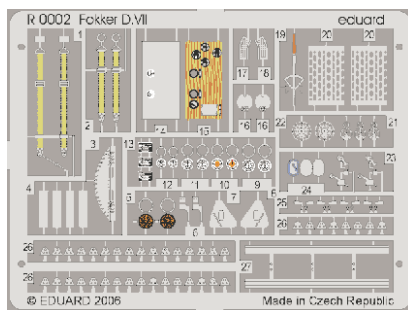
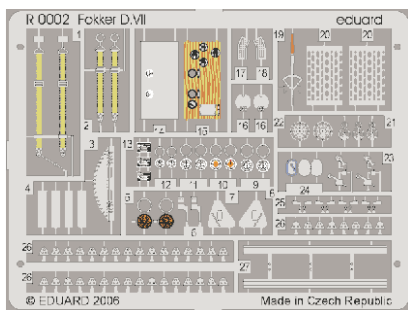
E>



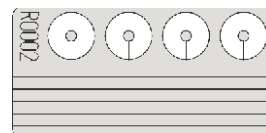
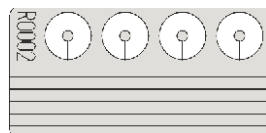
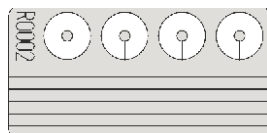
F>



PE - PHOTO ETCHED DETAIL PARTS



eduard
MASK



Parts not for use. -Teile werden nicht verwendet. -Pièces a ñe pas'utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

COLOURS

*

BARVY

*

FARBEN

*

PEINTURE

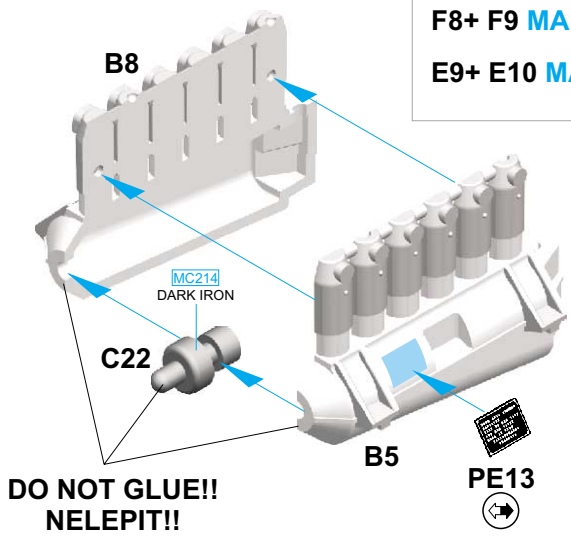
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色

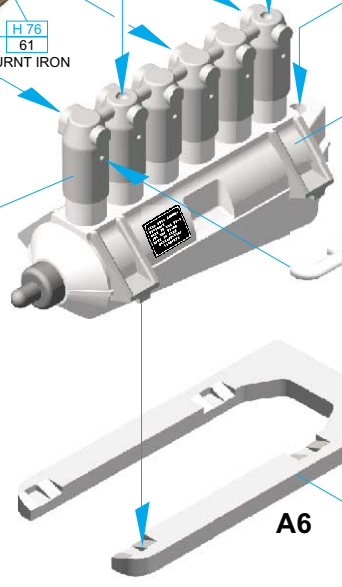
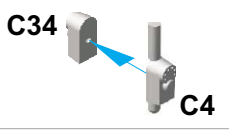
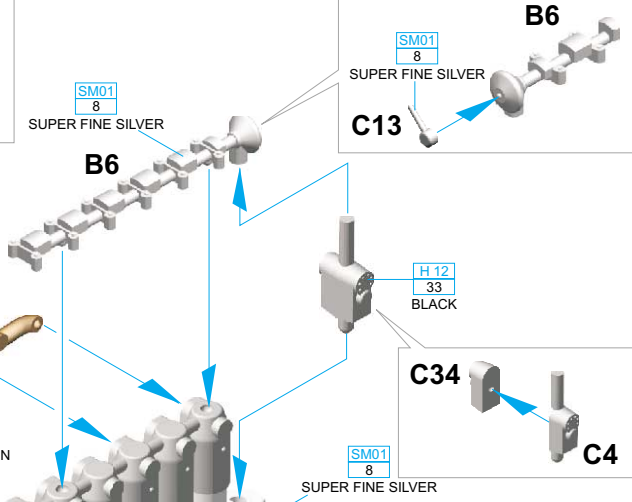
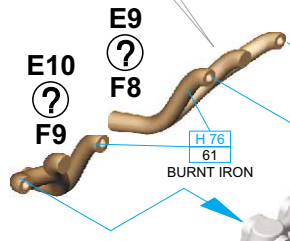
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
SM01	8	SUPER FINE SILVER
SM04		SUPER STAINLESS
H 3	3	RED
H 4	4	YELLOW
H 6	6	GREEN
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 14	59	ORANGE
H 15	65	BRIGHT BLUE
H 35	80	COBALT BLUE
H 37	43	WOOD BROWN
H 39		PURPLE

AQUEOUS	Mr.COLOR	
H 47	41	RED BROWN
H 53	13	NEUTRAL GRAY
H 70	60	GRAY
H 76	61	BURNT IRON
H 85	45	SAIL COLOUR
H 302	302	GREEN
H 423	423	DARK GREEN
	118	TURQUOISE
Mr.METAL COLOR		
MC212		IRON
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS

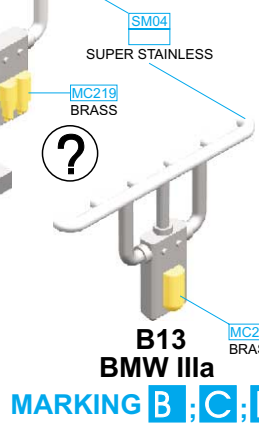
F8+ F9 MARKING E ; F ; G
 E9+ E10 MARKING I



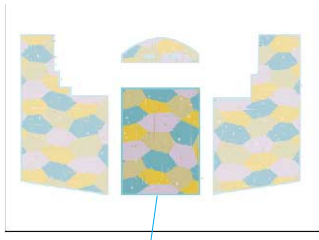
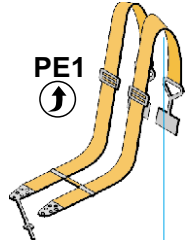
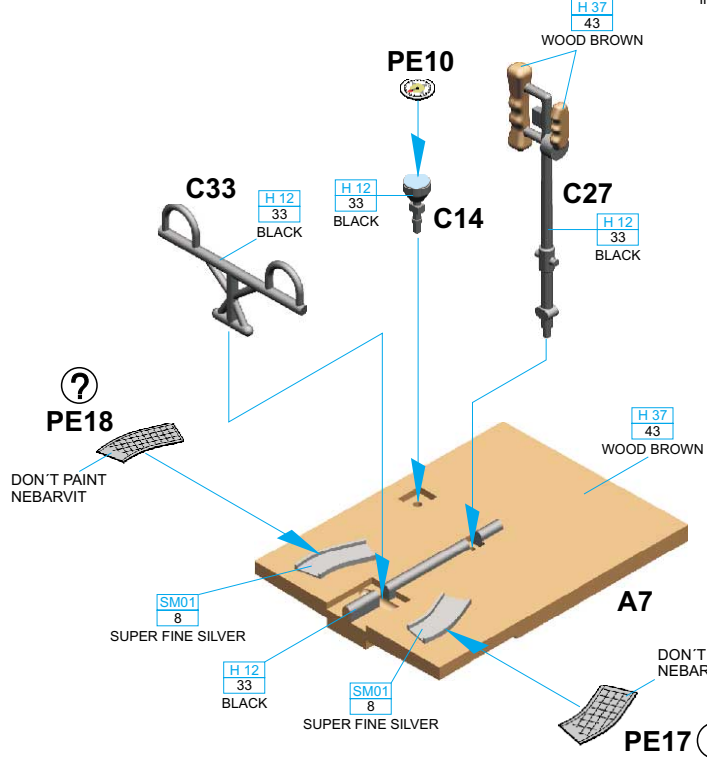
DO NOT GLUE!!
 NELEPIT!!



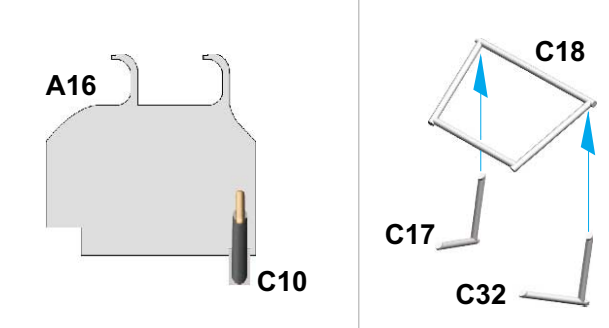
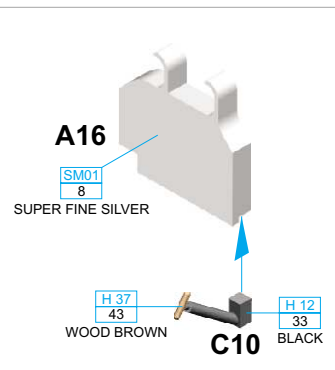
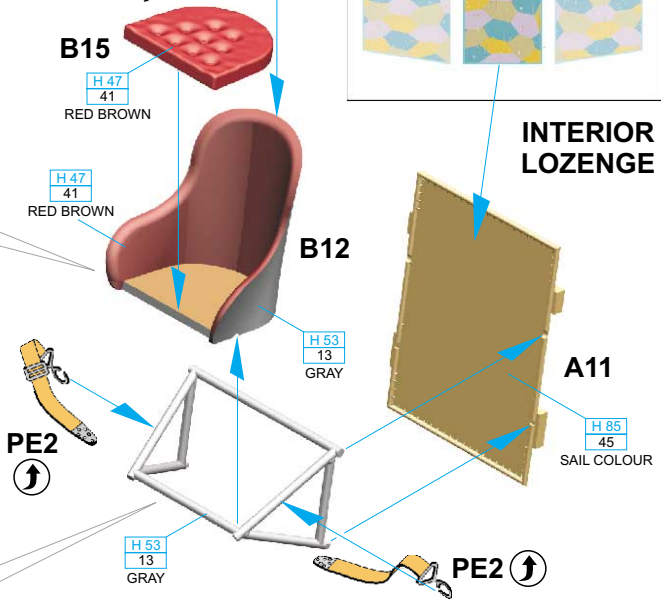
MERCEDES D.IIIa
B14



MARKING B ; C ; D



INTERIOR
 LOZENG



FOKKER D.VII (O.A.W.)

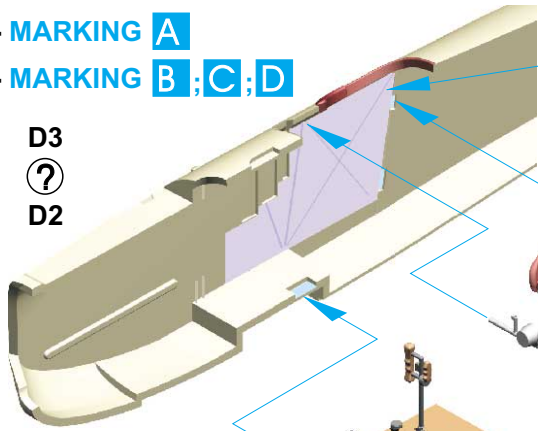
D2 - MARKING **A**

D3 - MARKING **B ; C ; D**

D3



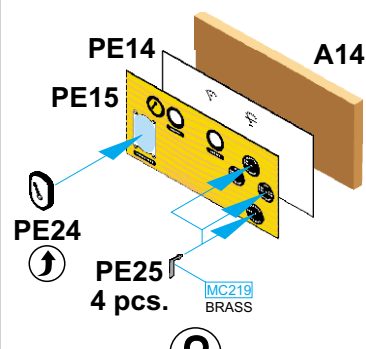
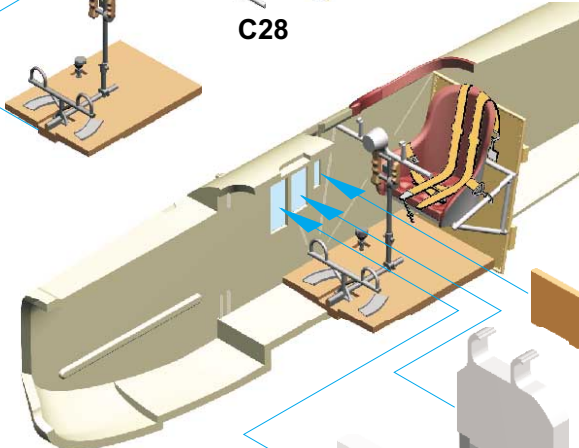
D2



INTERIOR LOZENGE



C28



PE14

A14

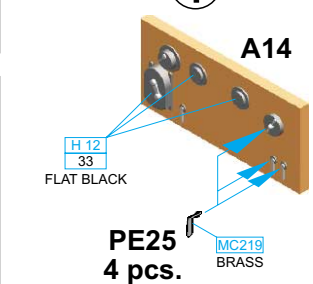
PE15

PE24

PE25

4 pcs.

MC219 BRASS



A14

H 12 33

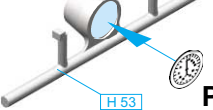
FLAT BLACK

PE25

4 pcs.

MC219 BRASS

C28



PE11

H 53 13

GRAY

A14

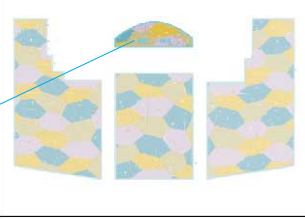
A16

A13

SM01 8

SUPER FINE SILVER

INTERIOR LOZENGE



PE3

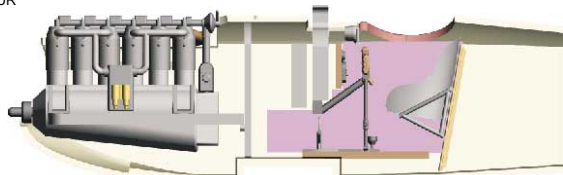
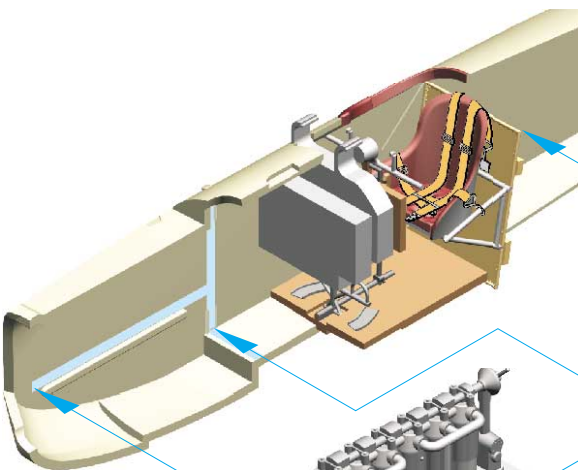
H 85 45

SAIL COLOUR

A8

H 53 13

GRAY



INTERIOR LOZENGE



H 37 43

WOOD BROWN

PE19

DON'T PAINT NEBARVIT

D3

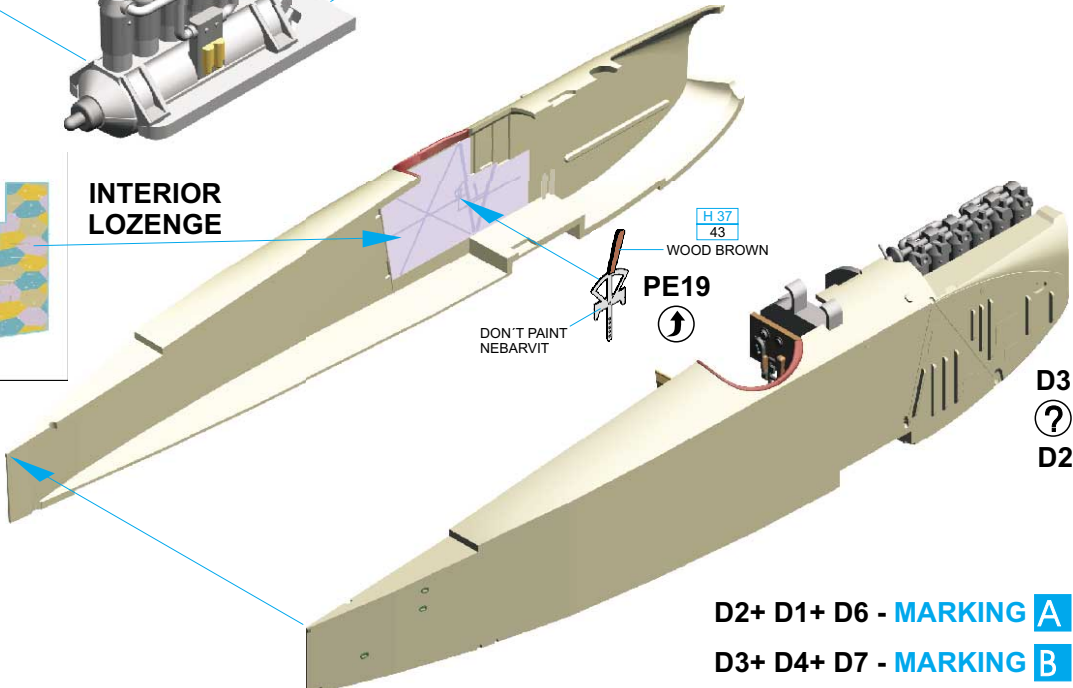


D2

D4



D1



D2+ D1+ D6 - MARKING **A**

D3+ D4+ D7 - MARKING **B ; C ; D**

FOKKER D.VII (Fok.)

F13 - MARKING **E ; F ; G**

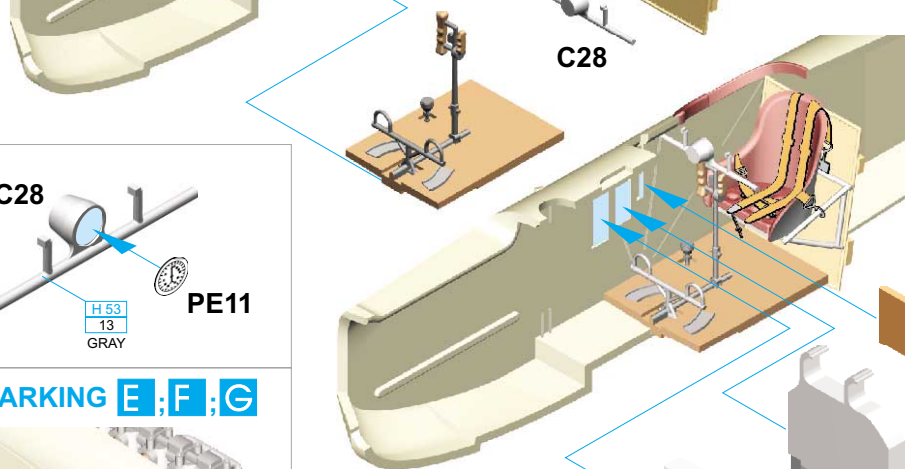
F3 - MARKING **H**

F13



F3

INTERIOR
LOZENGE



PE14

A14

PE15

PE24



PE25
4 pcs.

MC219
BRASS



A14

H 12
33
FLAT BLACK

PE25
4 pcs.

MC219
BRASS

C28

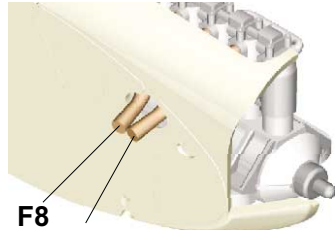


H 53
13
GRAY

PE11

C28

MARKING **E ; F ; G**

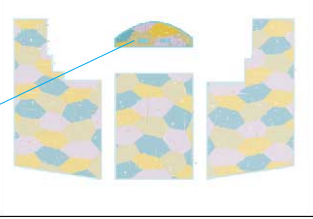


F8

F9

F13

INTERIOR
LOZENGE



PE3

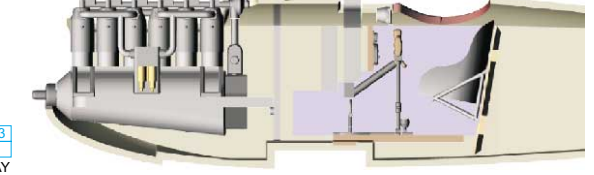
H 85
45
SAIL COLOUR



A8

H 53
13
GRAY

SM01
8
SUPER FINE SILVER



INTERIOR
LOZENGE



H 37
43
WOOD BROWN

PE19



DON'T PAINT
NEBARVIT

F2
F1

F13
F3

F13+ F2+ F11 - MARKING **E ; F ; G**

F3+ F1+ F7 - MARKING **H**

FOKKER D.VII (Alb.)

E13 - MARKING I

E4 - MARKING J;K;L

INTERIOR LOZENGE

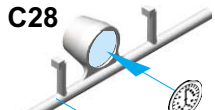


E4
E13



E13

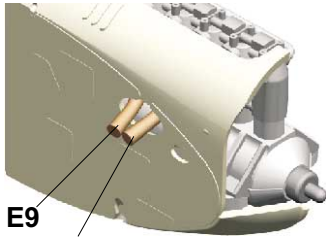
C28



H 53
13
GRAY

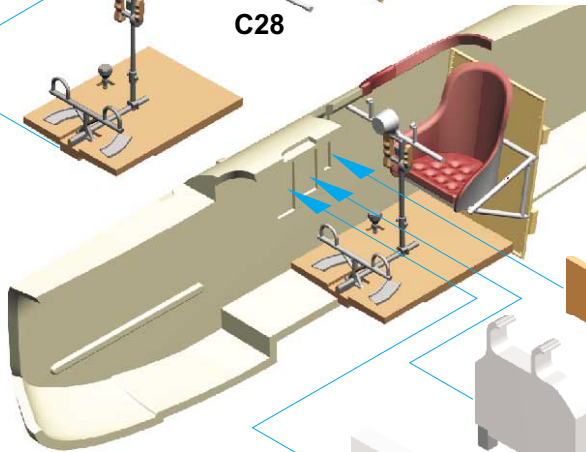
PE11

MARKING I



E9
E10
E13

C28

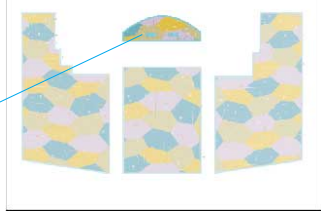


A14

A16

SM01
8
SUPER FINE SILVER

A13
INTERIOR LOZENGE



PE3

H 85
45
SAIL COLOUR

A8

H 53
13
GRAY

INTERIOR LOZENGE



H 37
43
WOOD BROWN

PE19

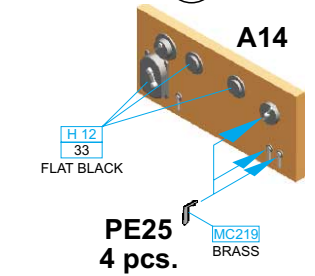
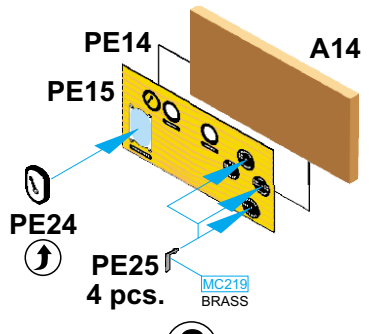
DON'T PAINT
NEBARVIT



E1
E3



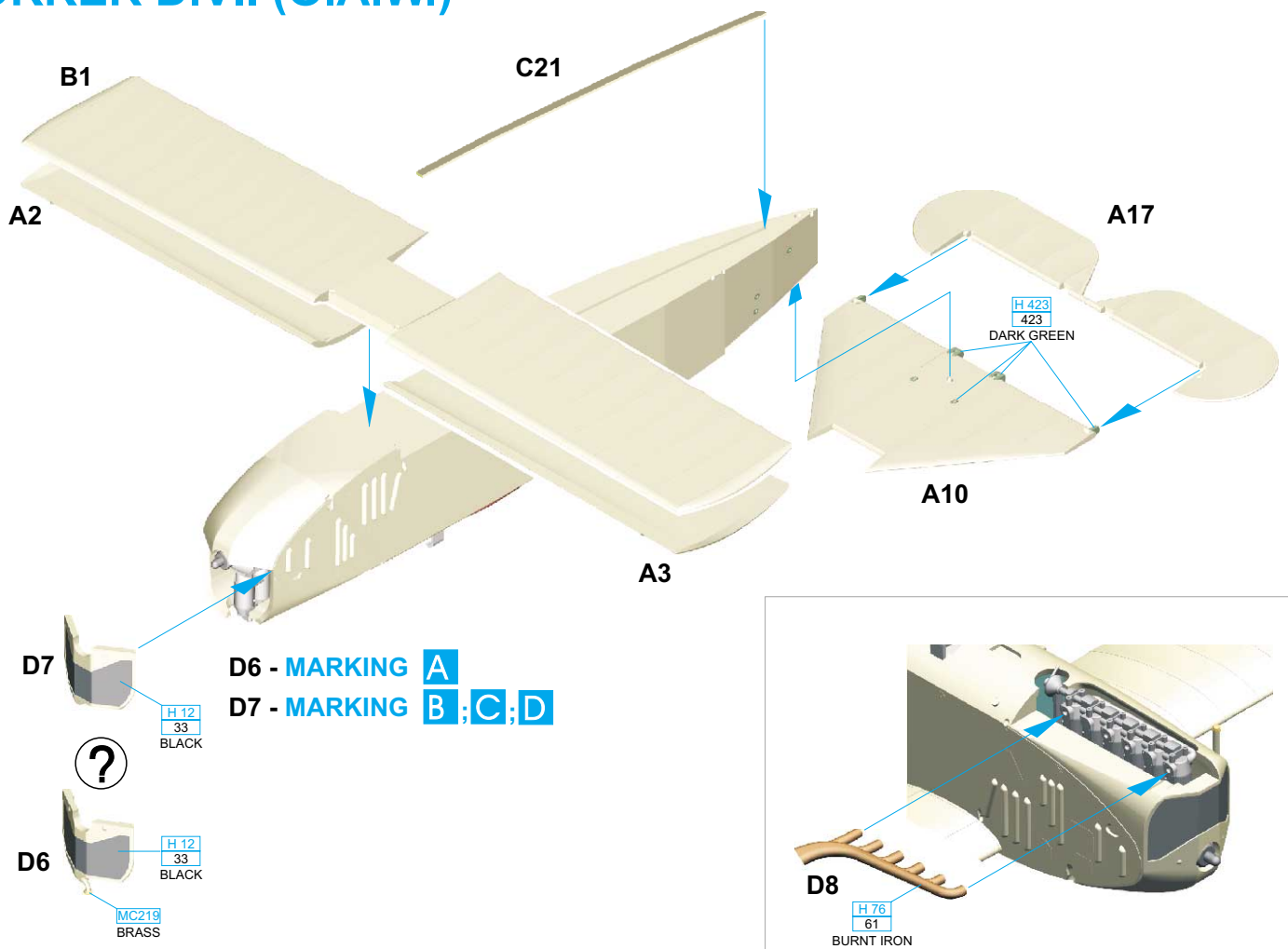
E4
E13



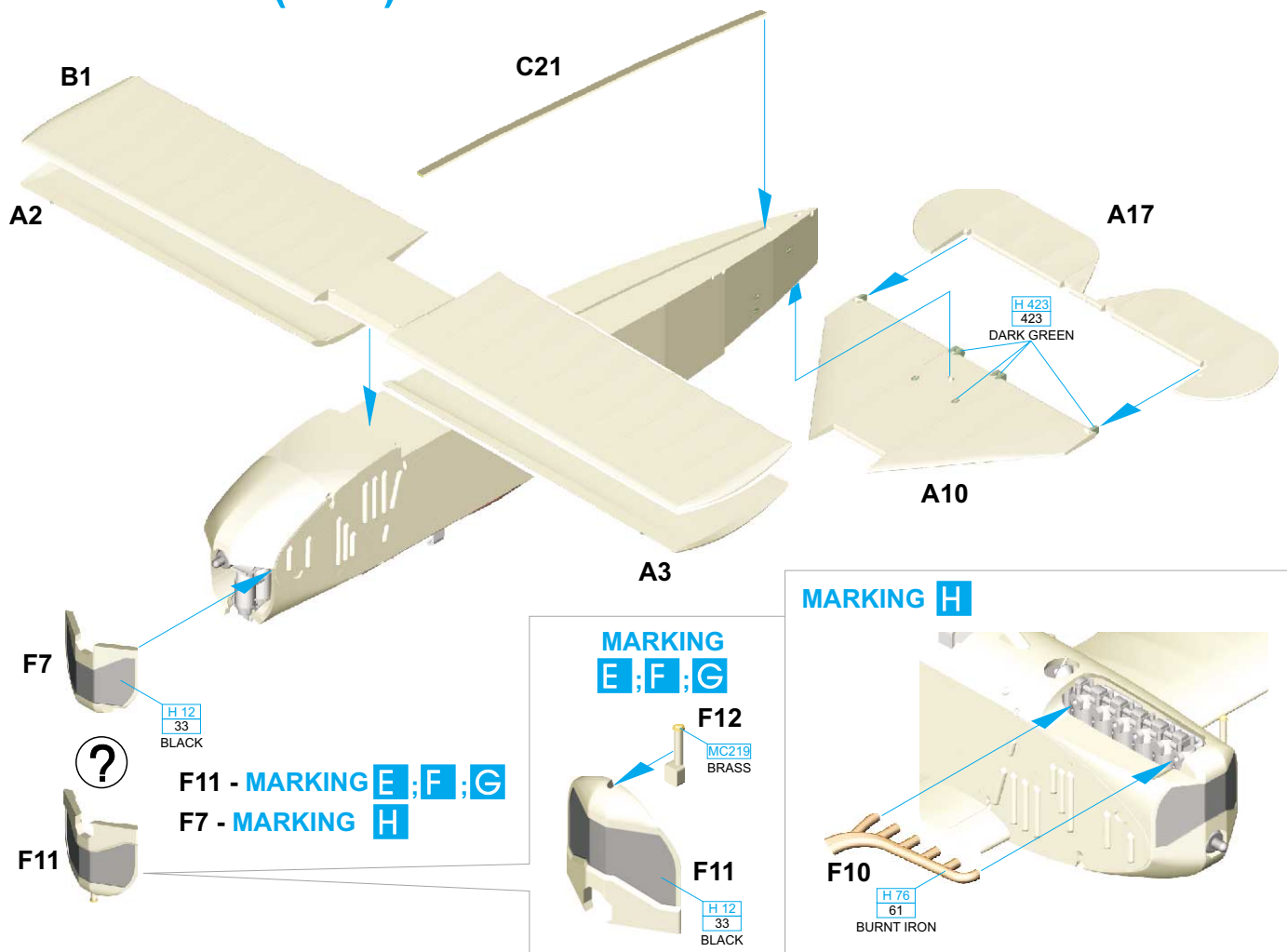
E3+ E13+ E8 - MARKING I

E1+ E4+ E12 - MARKING J;K;L

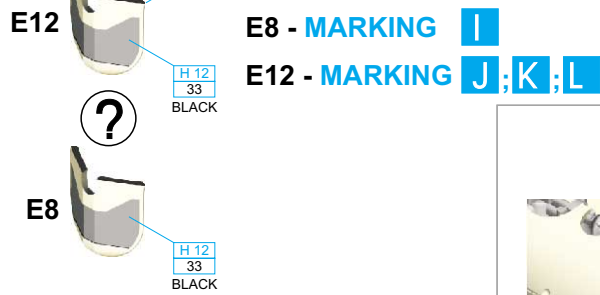
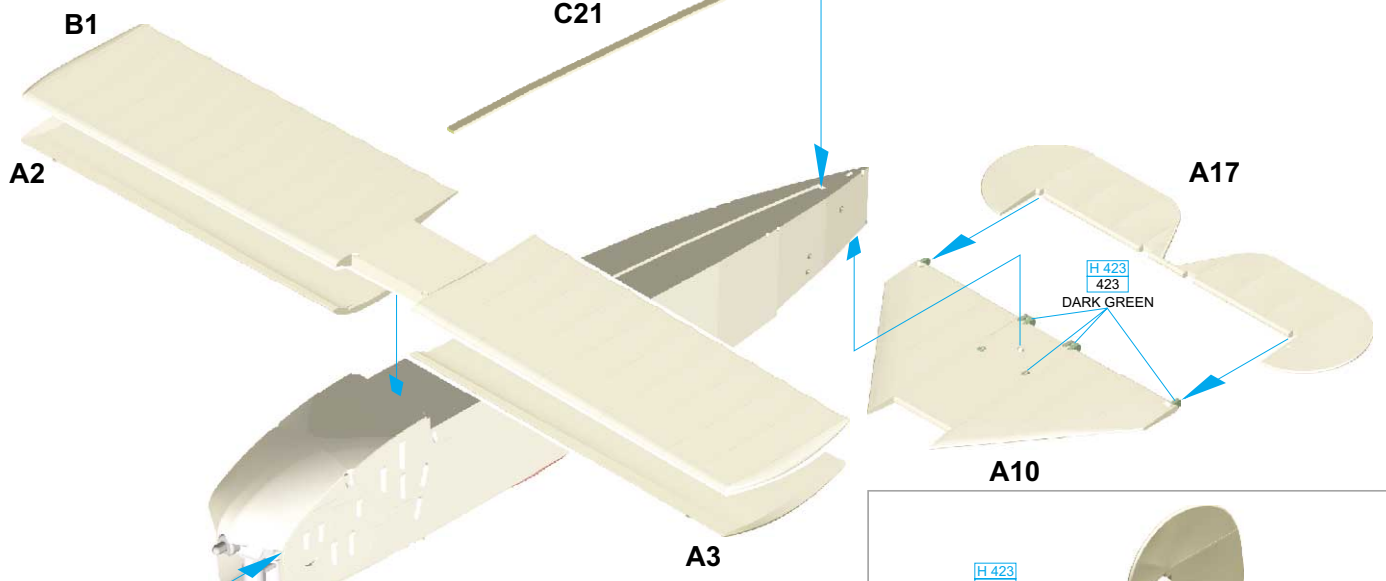
FOKKER D.VII (O.A.W.)



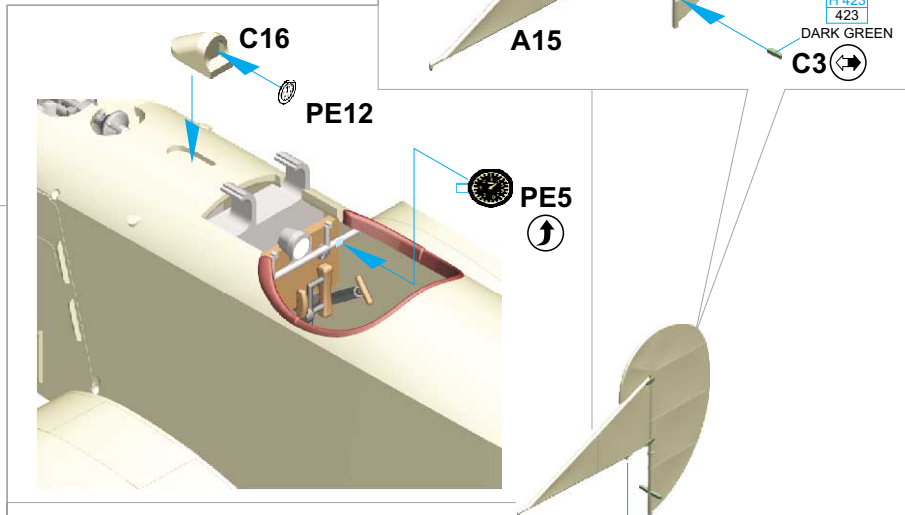
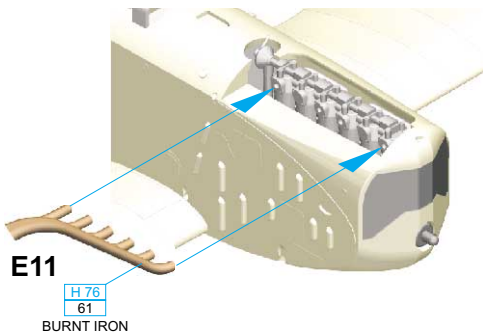
FOKKER D.VII (Fok.)



FOKKER D.VII (Alb.)



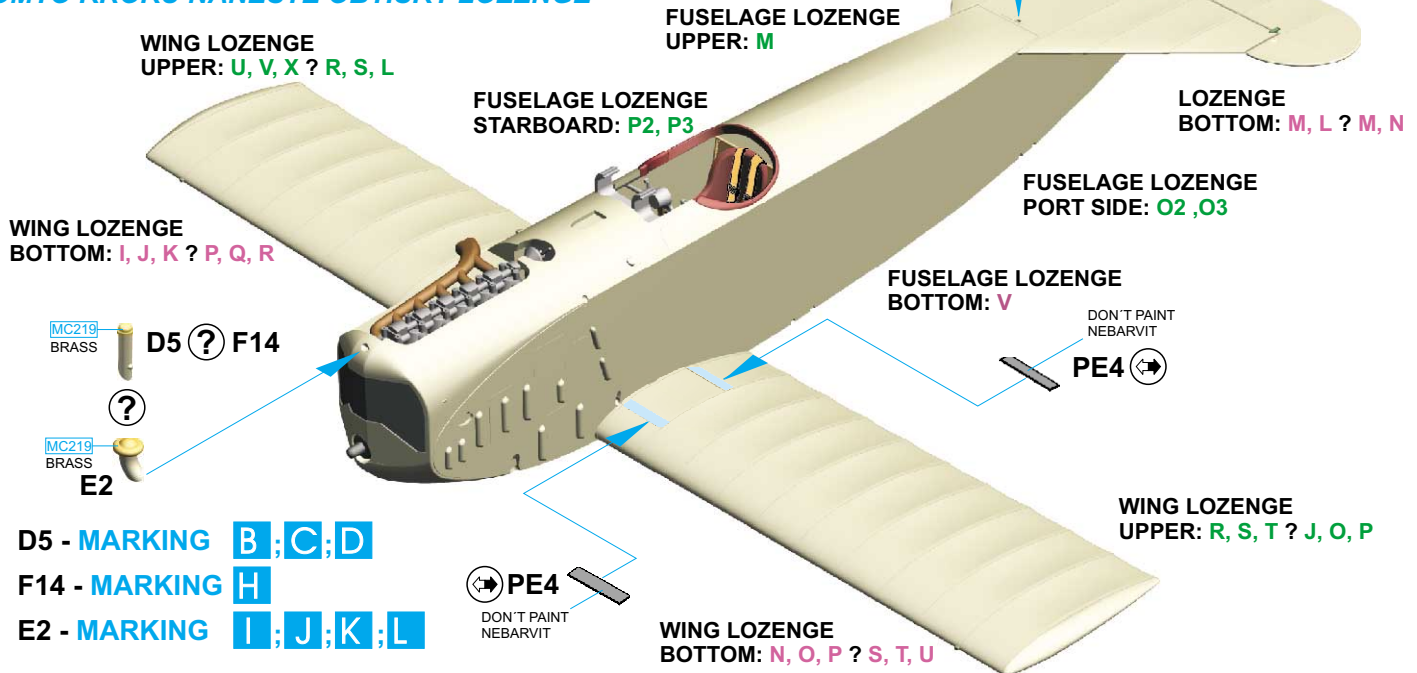
MARKING J;K;L



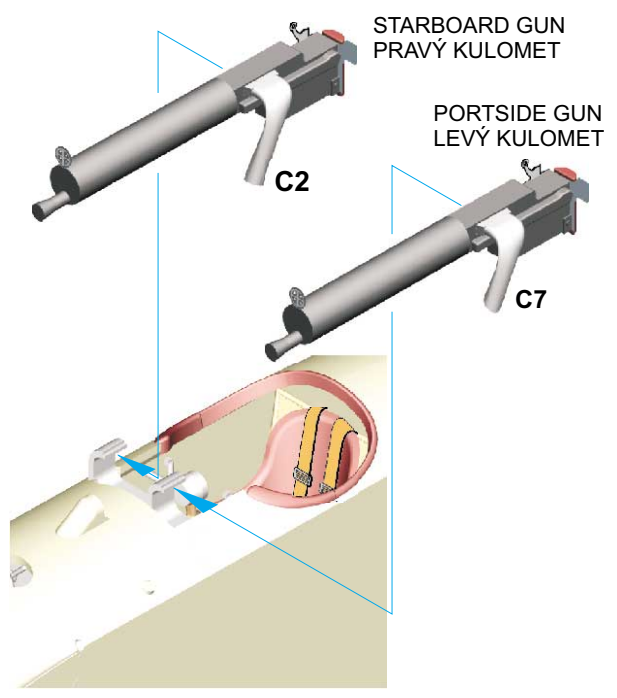
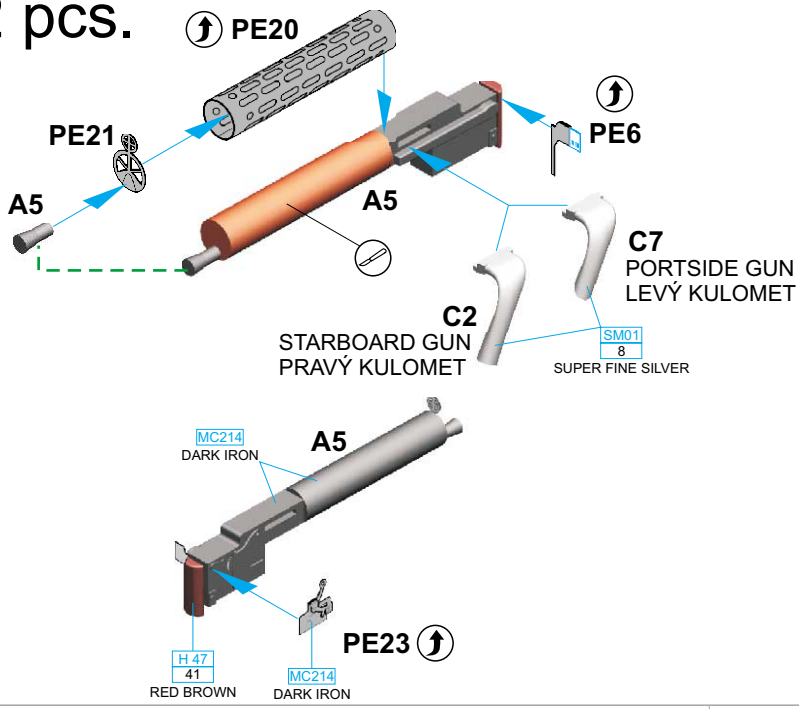
TAIL LOZENGE UPPER SIDE: N ? K
TAIL LOZENGE BOTTOM SIDE: R, S ? L, K

LOZENGE UPPER: I, L ? M, J

APPLY LOZENGE DECAL IN THIS STEP V TOMTO KROKU NANESTE OBTISKY LOZENGE

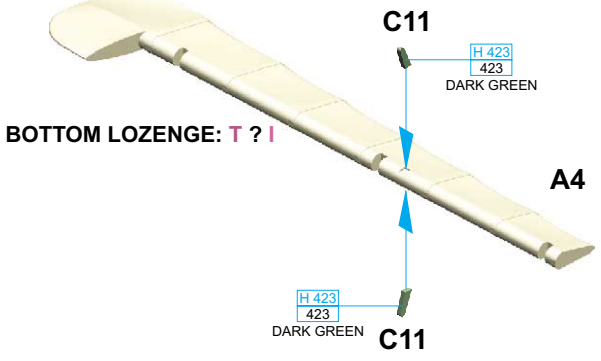


2 pcs.



APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANESTE OBTISKY LOZENGE

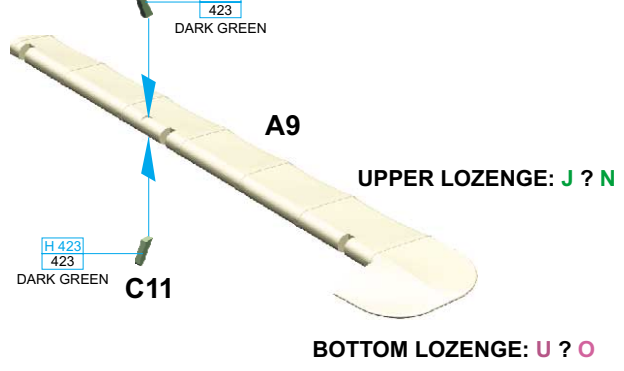
UPPER LOZENGE: K ? T



BOTTOM LOZENGE: T ? I

APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANESTE OBTISKY LOZENGE

C11



UPPER LOZENGE: J ? N

BOTTOM LOZENGE: U ? O



APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANESTE OBTISKY LOZENGE

UPPER LOZENGE: A, B, C, D, E, F, G, H

B2

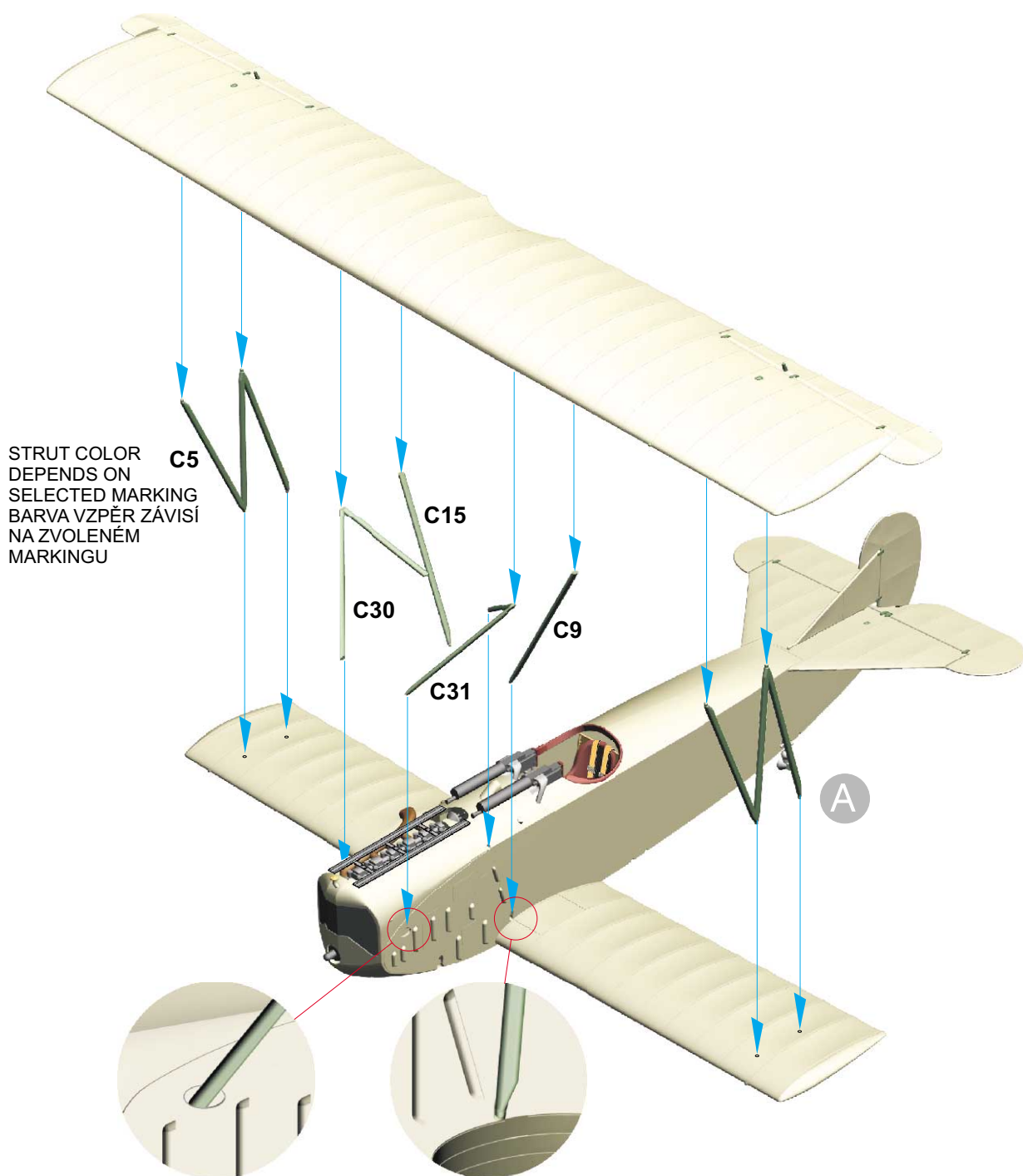
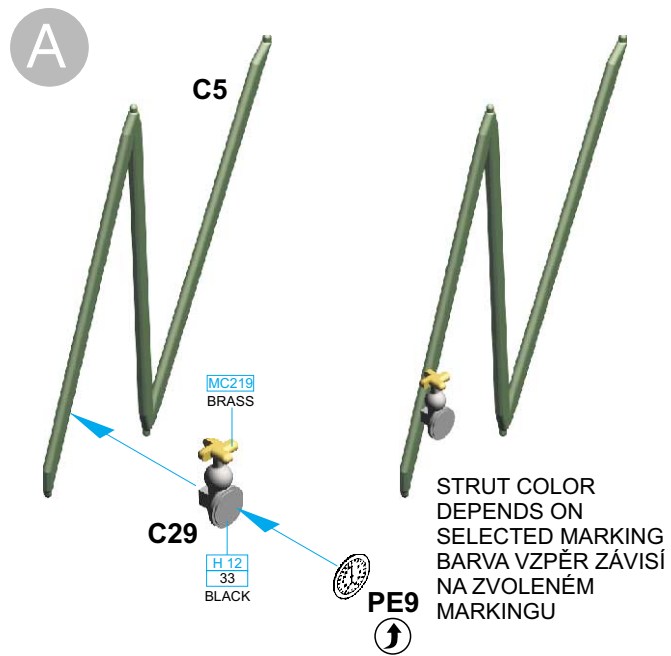
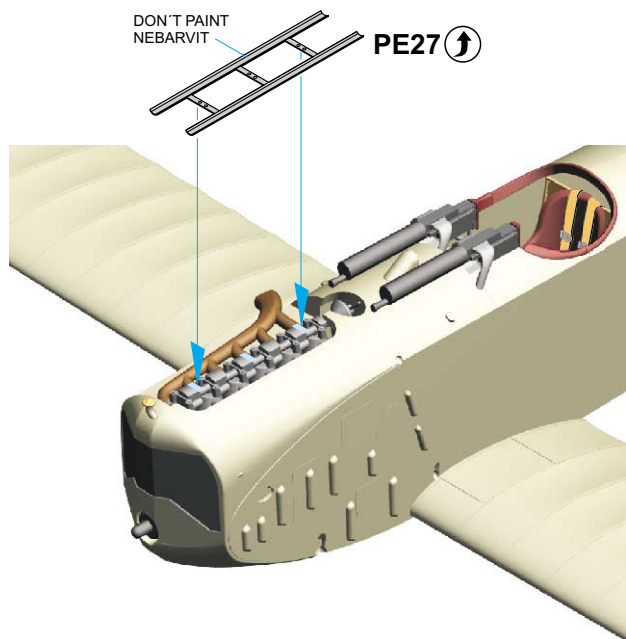
BOTTOM LOZENGE: A, B, C, D, E, F, G, H

A1



RIB STRIPES AND COMPLETE LOZENGE DECAL APPLICATION -
SEE PAGE 20

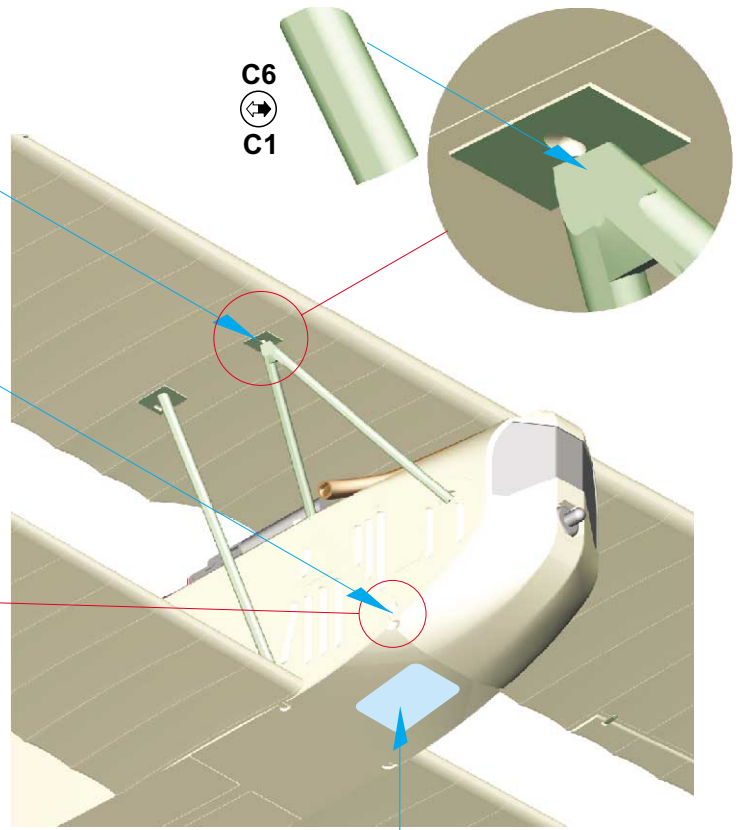
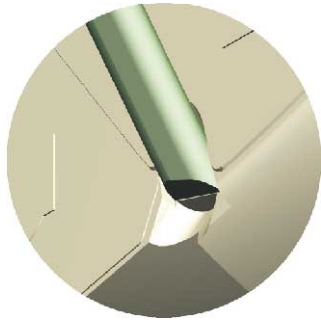
PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH
OBTISKŮ PROSTUDUJTE str.20



STRUT COLOR
DEPENDS ON SELECTED
MARKING
BARVA VZPĚR ZÁVISÍ
NA ZVOLENÉM
MARKINGU

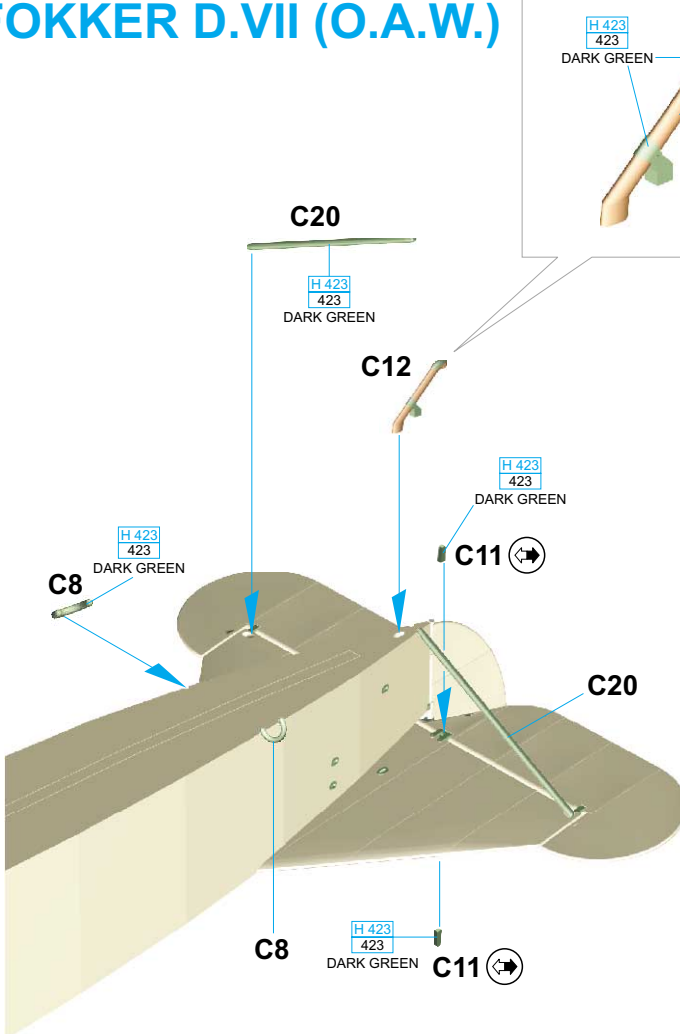
C6
C1

C6
C1

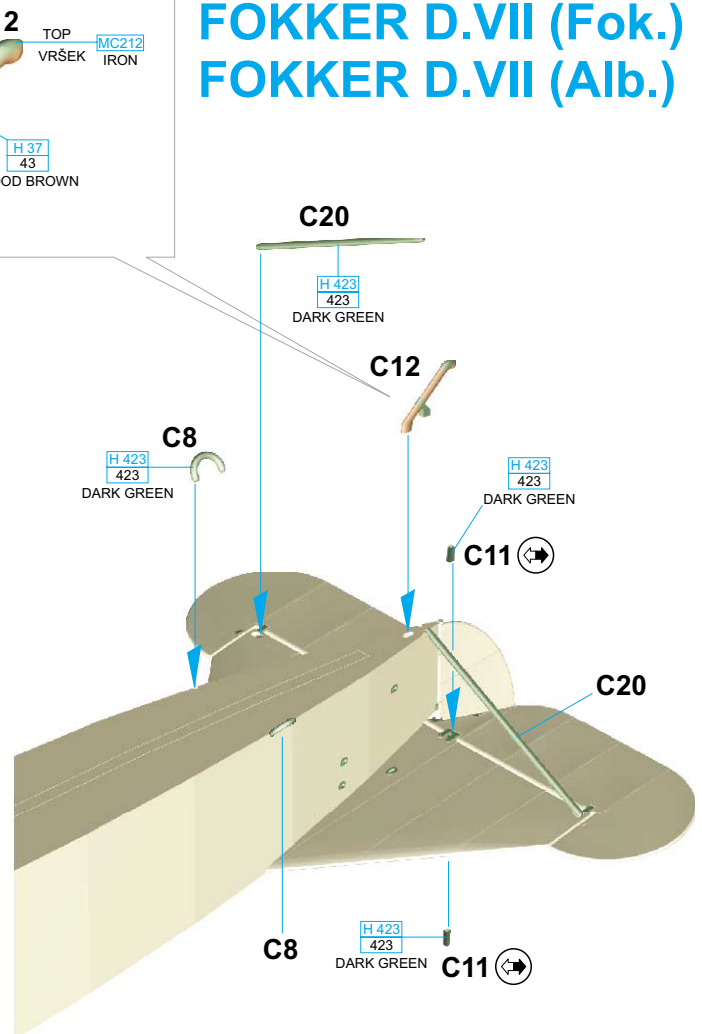


PE37

FOKKER D.VII (O.A.W.)



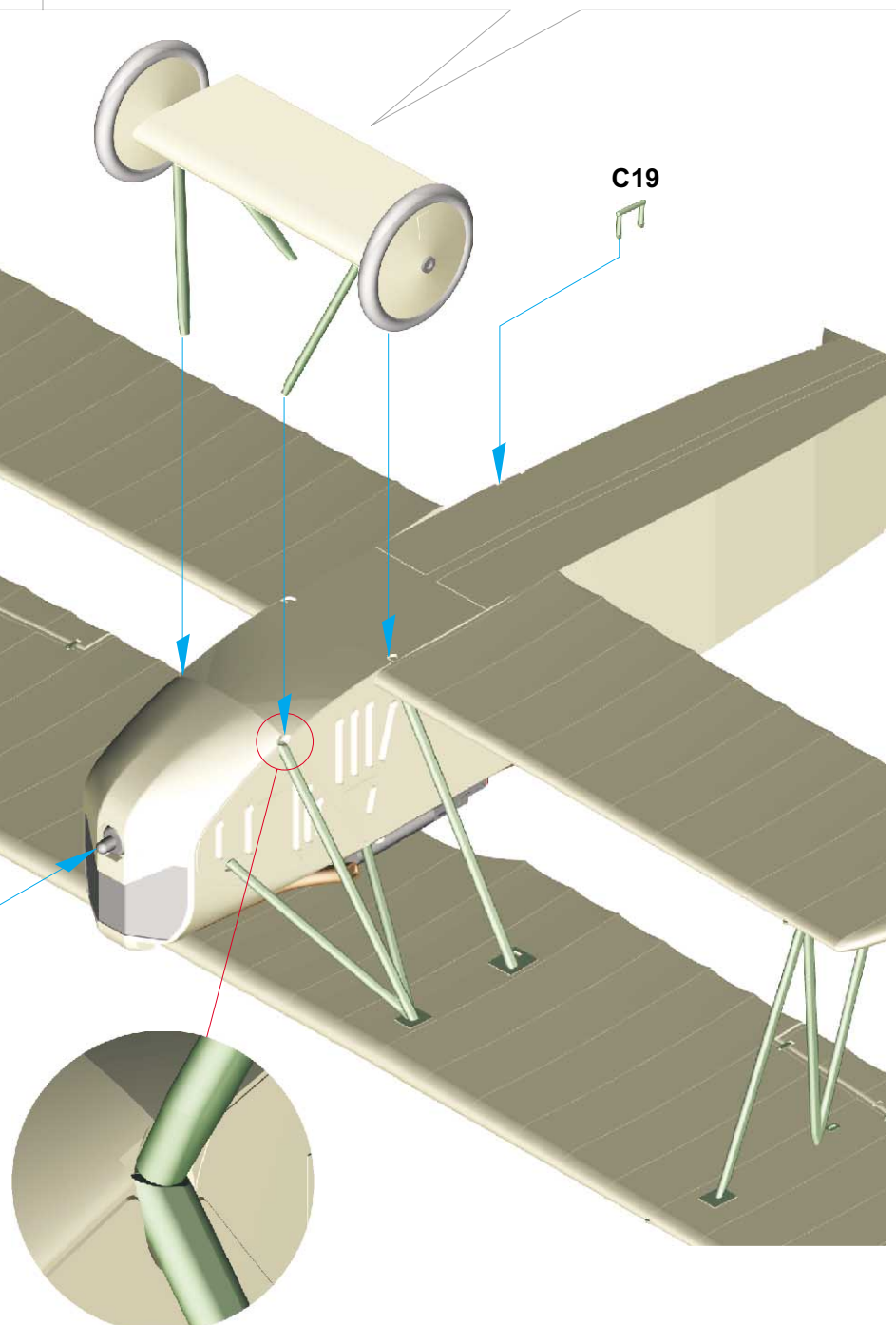
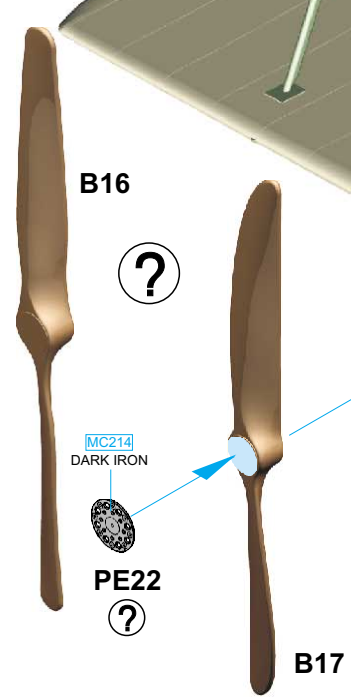
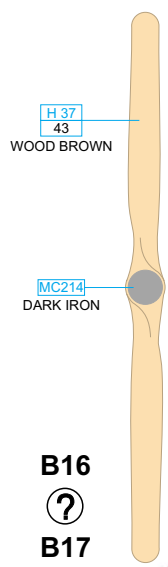
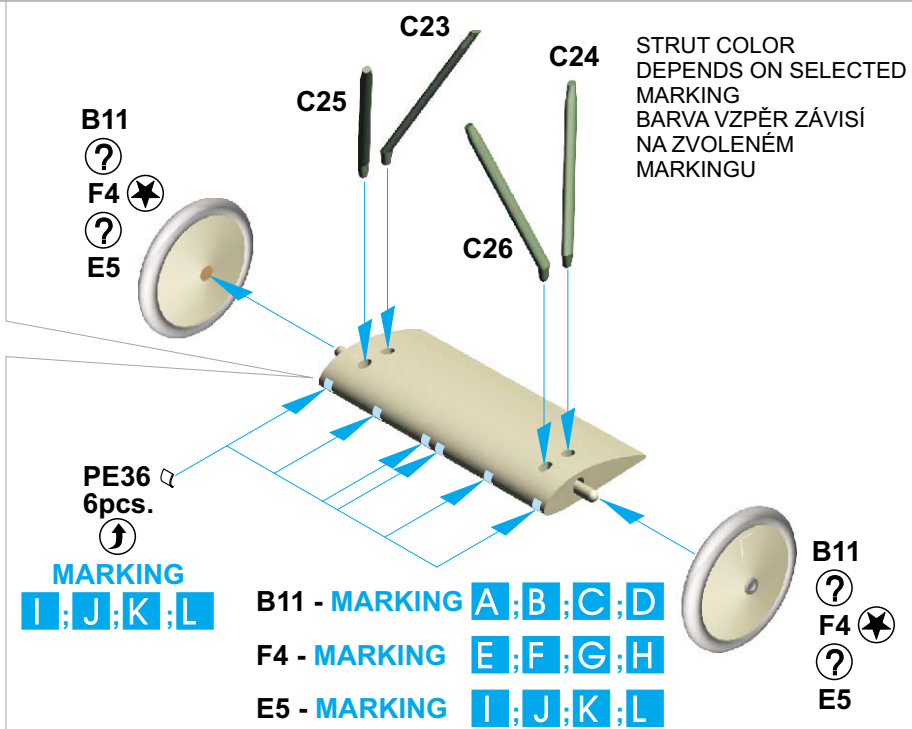
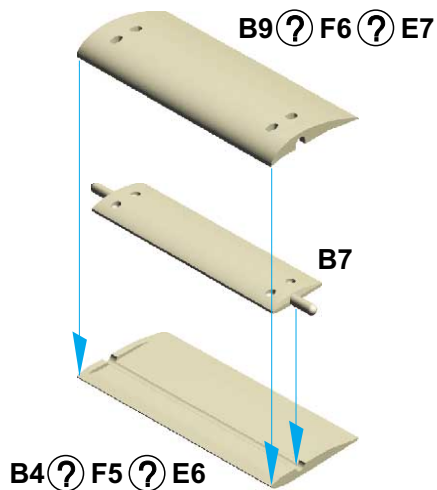
FOKKER D.VII (Fok.) FOKKER D.VII (Alb.)

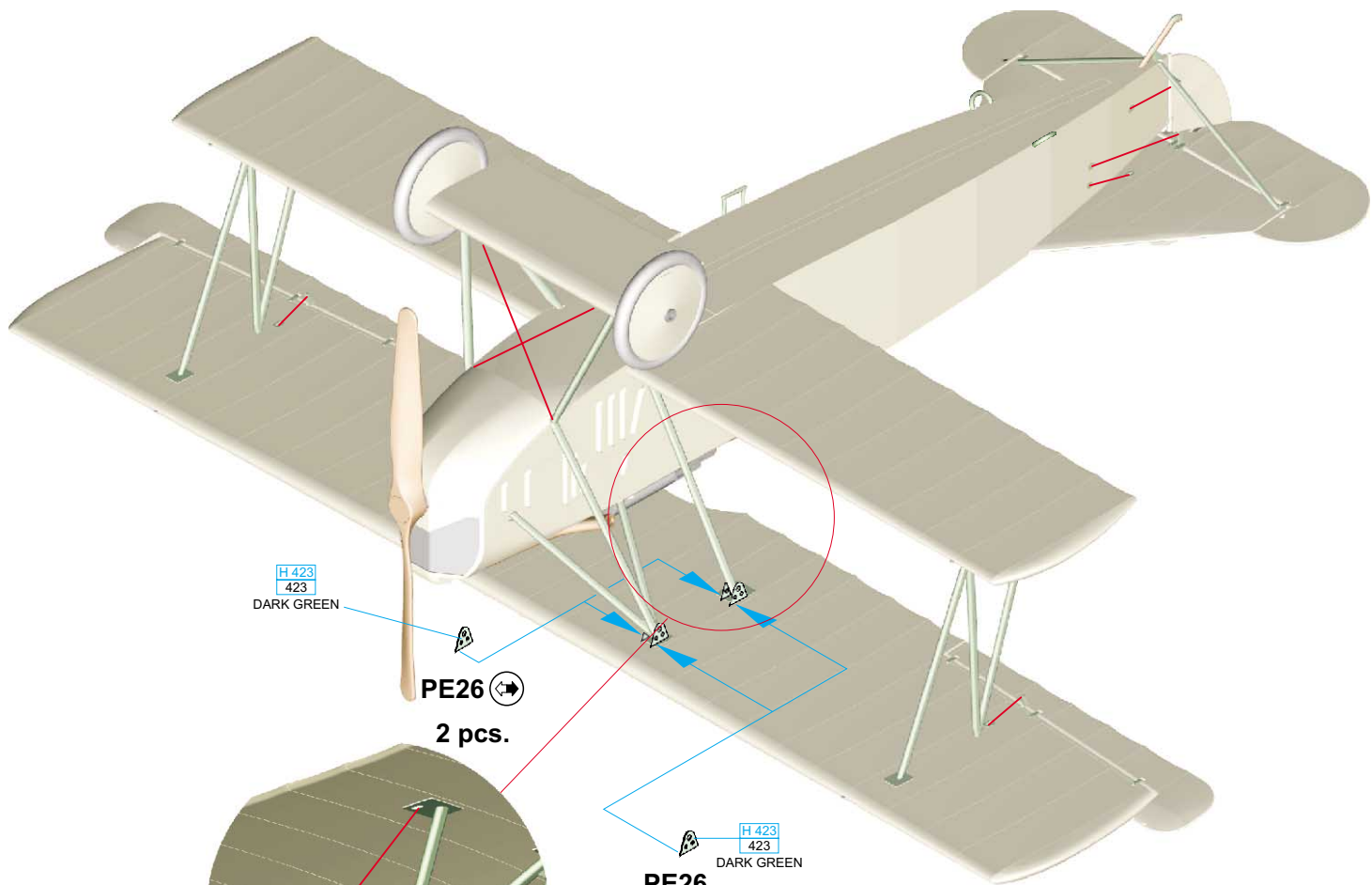


B4+ B7+ B9 - MARKING **A;B;C;D**

F5+ F6+ B9 - MARKING **E;F;G;H**

E6+ E7+ B9 - MARKING **I;J;K;L**



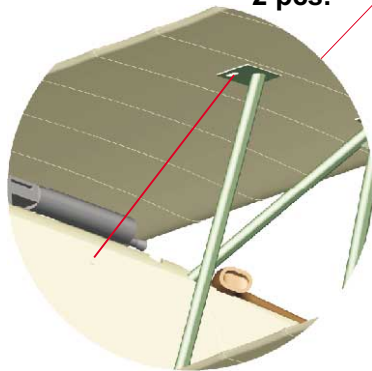


H 423
423
DARK GREEN

PE26 
2 pcs.

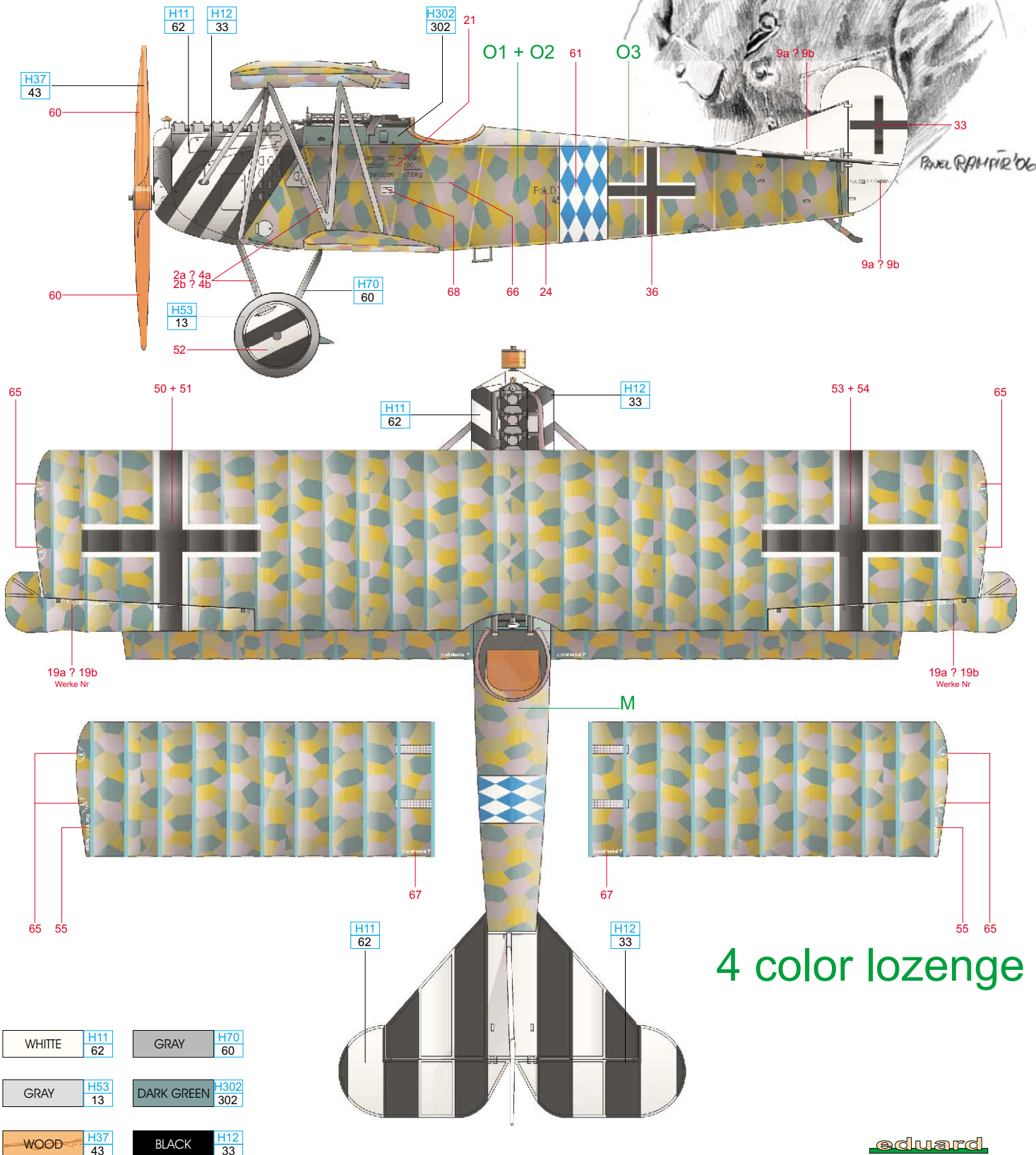
H 423
423
DARK GREEN

PE26 
2 pcs.

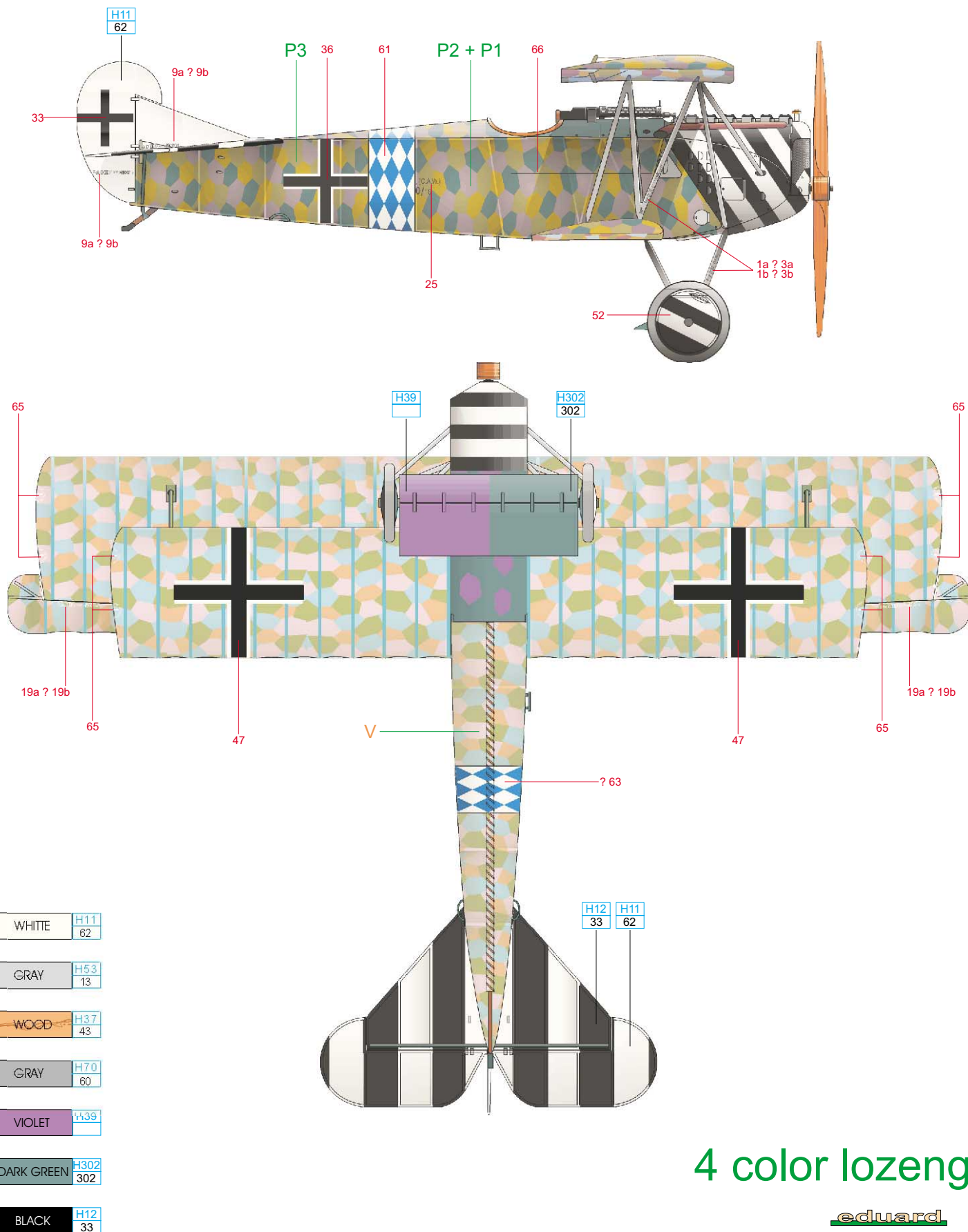


A-Fokker D.VII (O.A.W.)

Jasta 6 was re-equipped with early Fokker D.VIIs in May 1918, and then, in the summer, with the new Fokker E.V parasols. After their grounding due to a series of fatal failures, Jagflieger obtained new Fokker D.VIIs (OAW) off production block 4500, the so called mid production version. These aircraft immediately received the unit's black and white striped marking on the nose, tail and wheel disks. In this aircraft, Lt. Schlieven was photographed when he reached the unit in August after his aerial training with Jastaschule I. He reached both of his two WW I victories with Jasta 6.



Jasta 6 byla koncem května 1918 přezbrojena na Fokkery D.VII z časné produkce fokkerovy továrny. V létě obdržela Fokkery E.V a po jejich stažení ze služby dostali Jagdflegri Fokkery D.VII (O.A.W.) série 4500 (tzv. střední produkce). U jednotky na ně bylo promptně namalováno její označení v podobě černých a bílých pruhů na přídi, VOP a discích kol. Jedním z nich byl tento stroj, v jehož kokpitu byl vyfotografován Lt. Schlieven, k jednotce převelený v srpnu z Jastaschule I. U Jasta 6 pak dosáhl tento pilot obě dvě svá vítězství.

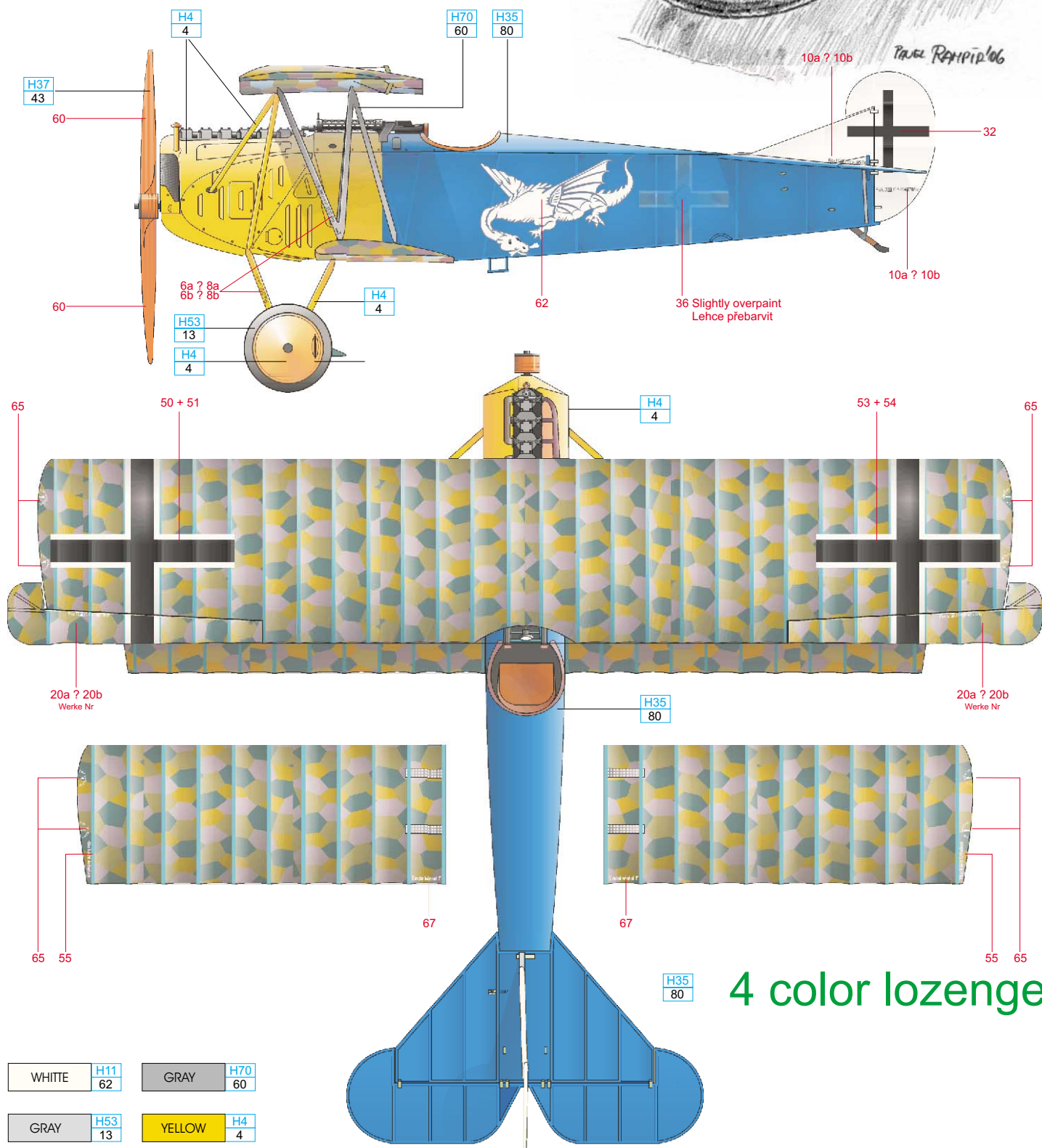


B-Fokker D.VII (O.A.W.)

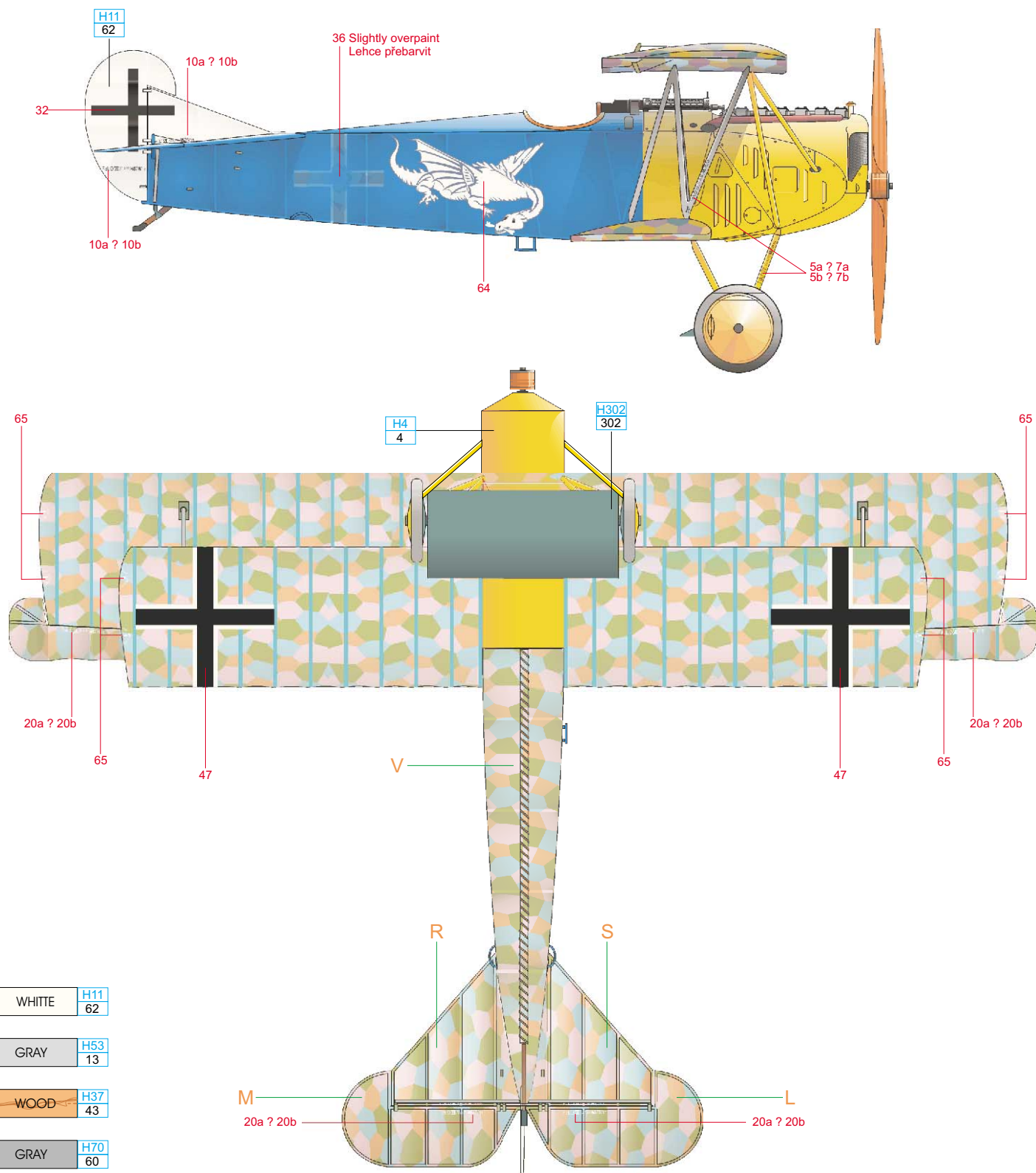
Jasta 19 commander, Lt. Oliver von Beaulieu-Marconnay, was killed in action and superceded by Ltn i d R Wilhelm Leusch in October 1918. He led Jasta 19 until the end of the war, while the unit was based in Trier. Leush personalized his aircraft with beautifully depicted dragon fuselage art. The overall paint scheme is typical of Jasta 19 markings, when the yellow nose was representative, while the blue fuselage was the Jagdgeschwader II marking. Jagdgeschwader II units were Jasta 12 with a white nose, Jasta 13 with a green nose, Jasta 15 with a red nose and the already noted yellow nose of Jasta 19.



WILHELM LEUSCH



Po smrti velitele Jasta 19, Olivera von Beaulieu-Marconnay, převzal v říjnu 1918 velení jednotky Ltn d R Wilhelm Leusch. Jastě 19 velel až do konce války, který ji zastihl na letišti v Trieru. Svůj stroj si Leusch (5 vítězství) ozdobil krásnou kresbou draka. Zbarvení stroje je jinak typické pro Jasta 19 – modrý trup byl znakem příslušnosti k Jagdgeswader Nr II, žlutá příd' pak k Jasta 19. Součástí JG II byly ještě Jasta 12 (bílá příd'), Jasta 13 (zelená příd') a Jasta 15 (červená příd').



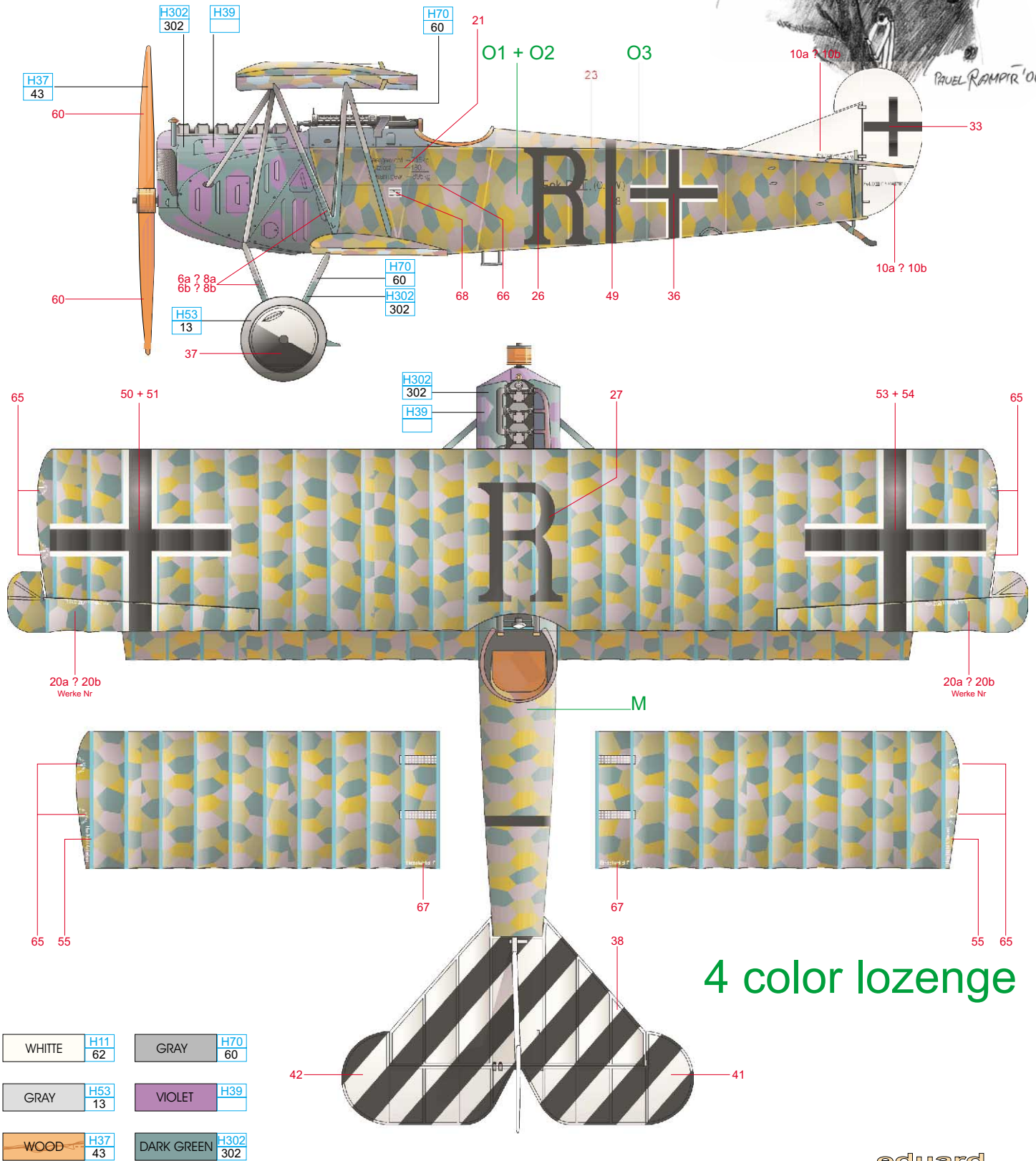
WHITE	H11 62
GRAY	H53 13
WOOD	H37 43
GRAY	H70 60
YELLOW	H4 4
BLUE	H35 80
DARK GREEN	H302 302

4 color lozenge

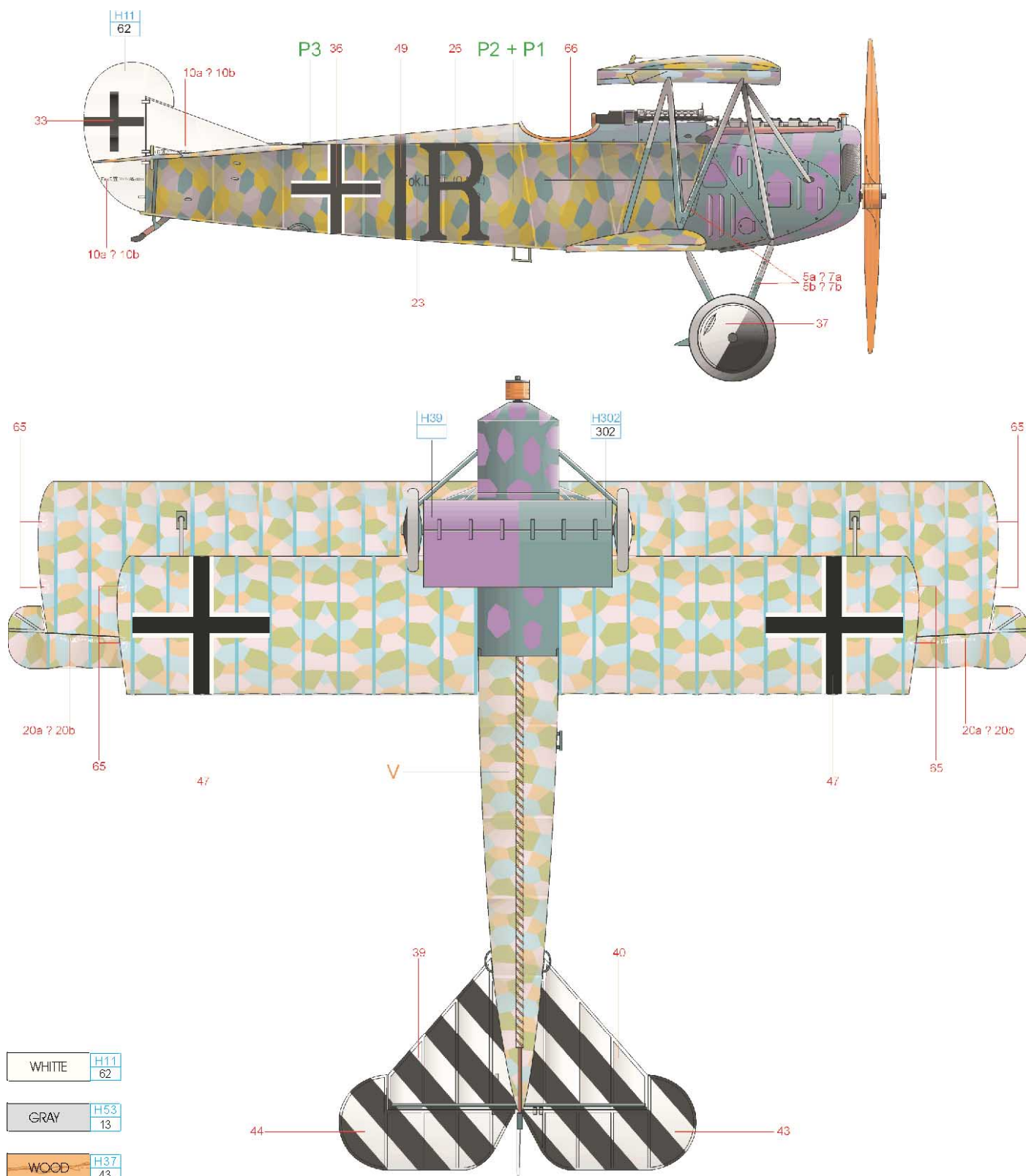
eduard

C-Fokker D.VII (O.A.W.)

The Jasta 37 unit marking was black and white striped horizontal tail, as this unknown pilot's aircraft illustrates. At the time when Jasta 37 was equipped with the Fokker DVII, it was led by its top ace, Lt. Georg Mayer. He acquired command of the unit in April, 1918, when he came from Jasta 7. He had four aerial victories to his credit at that time, and while leading Jasta 37 he achieved a further twenty for a total of 24 victories. Jasta 37 reached 74 victories during one and half years of its existence, paying with 15 lost pilots.



Rozlišovacím znakem letounů Jasta 37 byla černobíle pruhovaná výškovka tak, jako na tomto Fokkeru neznámého pilota jednotky. Po dobu, kdy měla jednotka ve výzbroji Fokkery D.VII, ji vedl Ltn Georg Mayer, největší eso Jasta 37. Velení se ujal v dubnu 1918 příchodem od Jasta 7. V té době měl na svém kontě 4 sestřely. Toto číslo do konce války zešestinásobil. Celkem dosáhla Jasta 37 za rok a půl své existence nejméně 74 vítězství za cenu 15 svých letců.



WHITE H11 62

GRAY H53 13

WOOD H37 43

GRAY H70 60

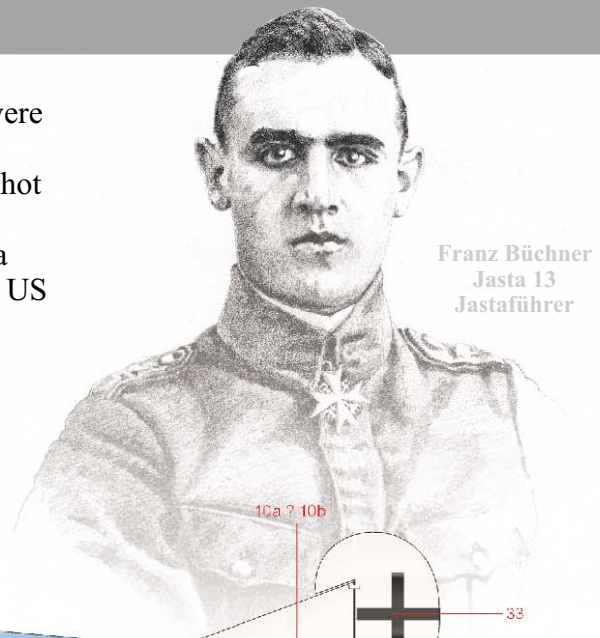
VIOLET H39

DARK GREEN H302 302

4 color lozenge

D-Fokker D.VII (O.A.W.)

During the defensive battles of September 1918, German pilots were able to inflict heavy damage on enemy air forces with relatively small losses. For example, on September 14th, German fighters shot down 58 enemy aircraft and balloons, while they paid with two wounded and two captured pilots. One of the day's captives was a Jasta 13 novice pilot, Lt Paul Wolf, who was forced to land on a US troop occupied airfield at Colombey les Belles.



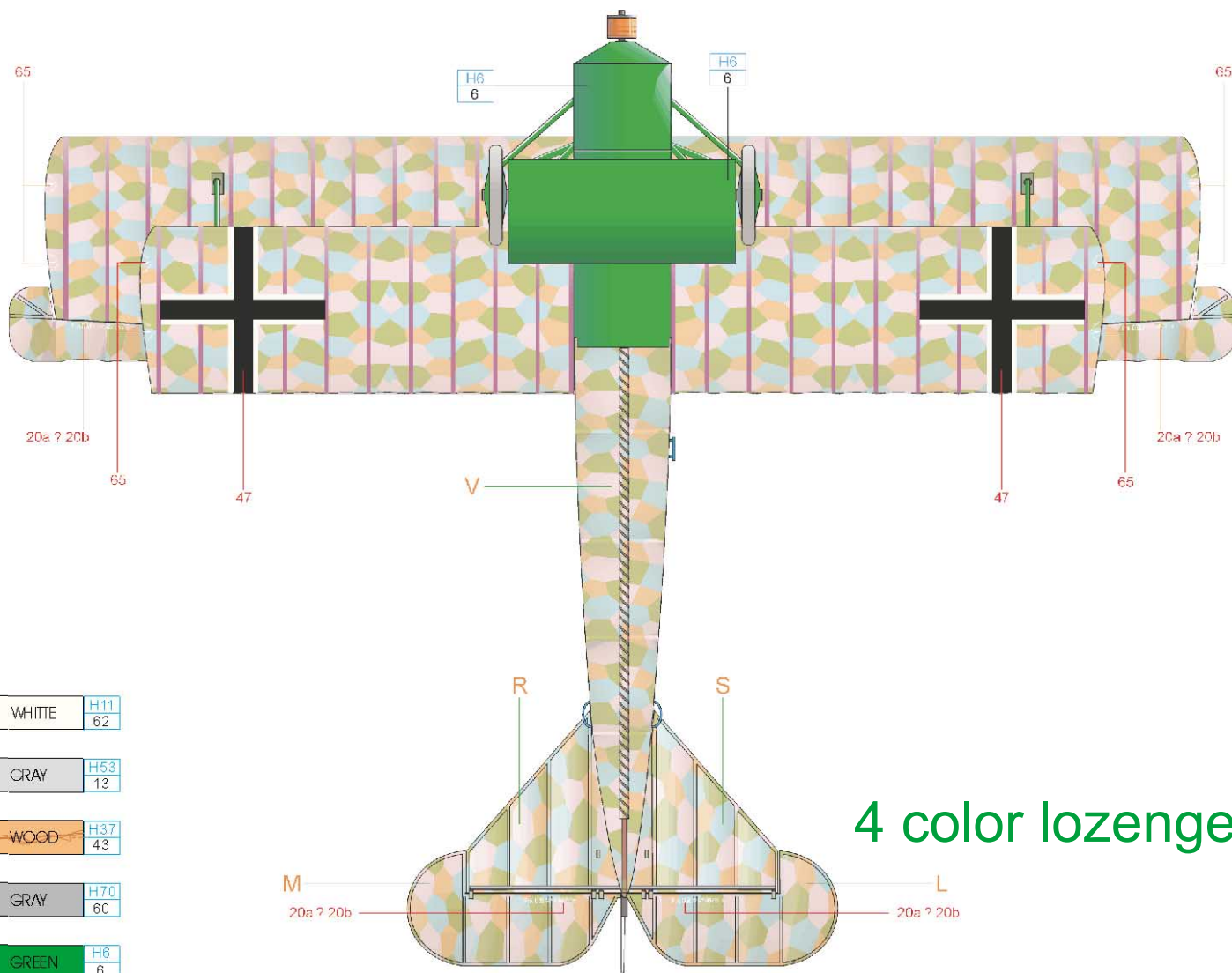
Franz Büchner
Jasta 13
Jastaführer

Color Key:

WHITE	H11 62	GRAY	H70 60
GRAY	H53 13	GREEN	H6 6
WOOD	H37 43	BLUE	H35 80
ALUMINIUM	MC 218		

4 color lozenge

V září 1918 při obranných bojích dokázali němečtí piloti za relativně nízkých ztrát působit v řadách spojeneckých letectev doslova masakr. Například 14. 9. 1918 sundali němečtí stíhači z oblohy dolů 58 letadel a balónů. To vše za cenu dvou zajatých a dvou zraněných pilotů. Jedním ze zajatců byl nováček Jasta 13, Leutnant Paul Wolf, donucený k přistání na Američany obsazeném letišti Colombey les Belles.



WHITE H11 62

GRAY H53 13

WOOD H37 43

GRAY H70 60

GREEN H6 6

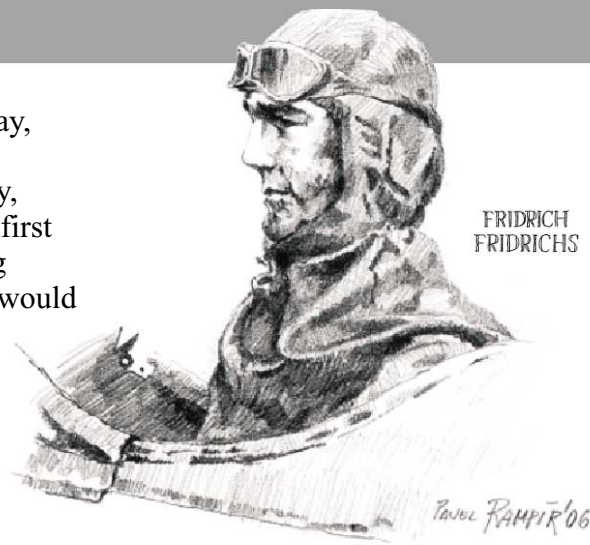
BLUE H35 80

ALUMINIUM MC 218

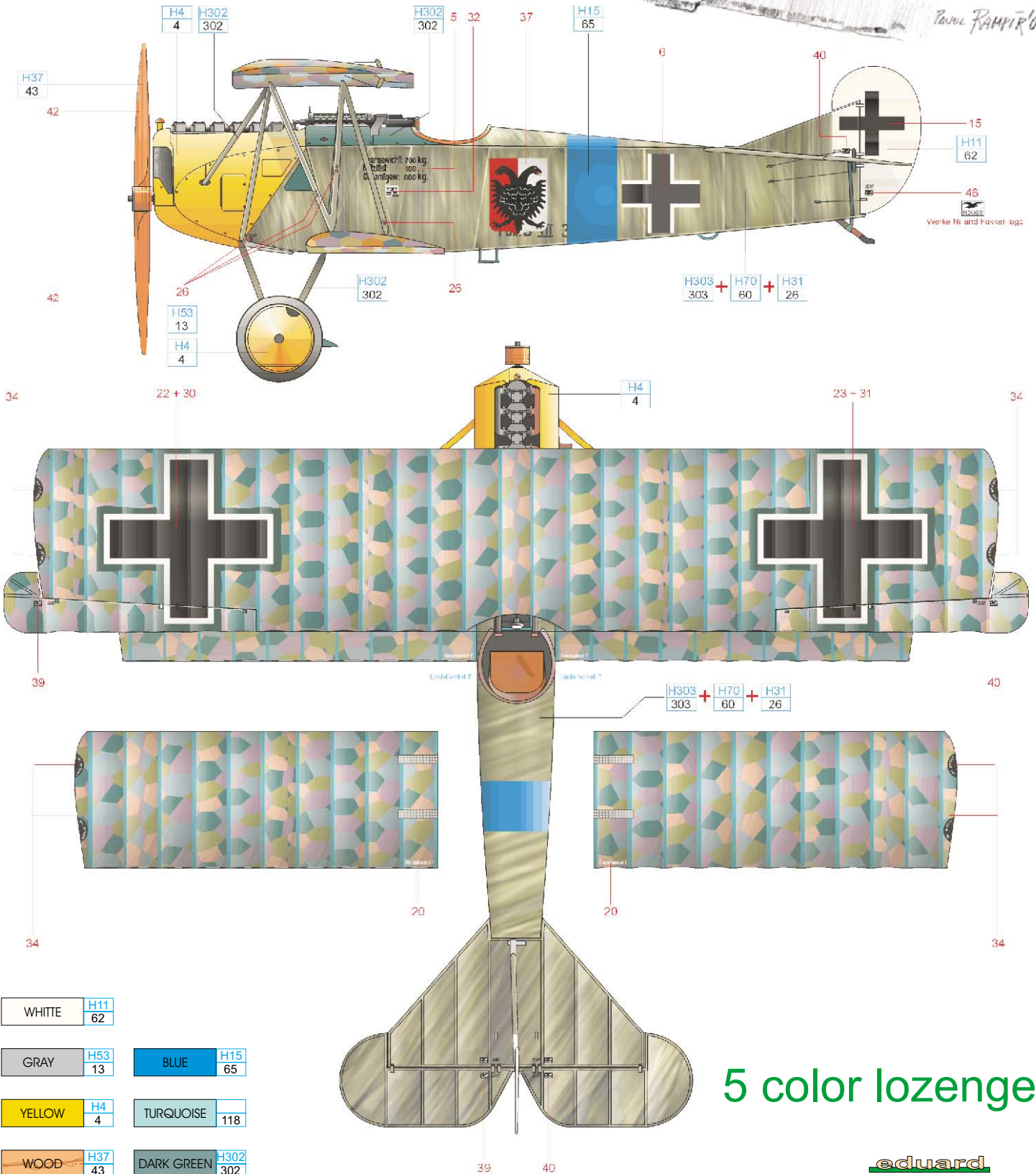
4 color lozenge

E - Fokker D.VII (Fok.)

The first unit, receiving the new Fokker D.VII in late April/early May, 1918, was JASTA 10 of the elite Jagdgeschwader 1. Lt. Friedrich Friedrichs was one of the unit's aces. He came to Jasta 10 in January, 1918, after a half year service with FAA 264. Here, he achieved his first aerial victory in March, increasing his combat score to 21, including 11 balloons. The balloon hunts would be the vehicle with which he would meet his destiny on July 15th, when the ammunition storage exploded in his Fokker. Friedrichs left the aircraft, but his parachute snagged the falling aircraft tail unit. The parachute was torn off the harness and Friedrichs was killed.



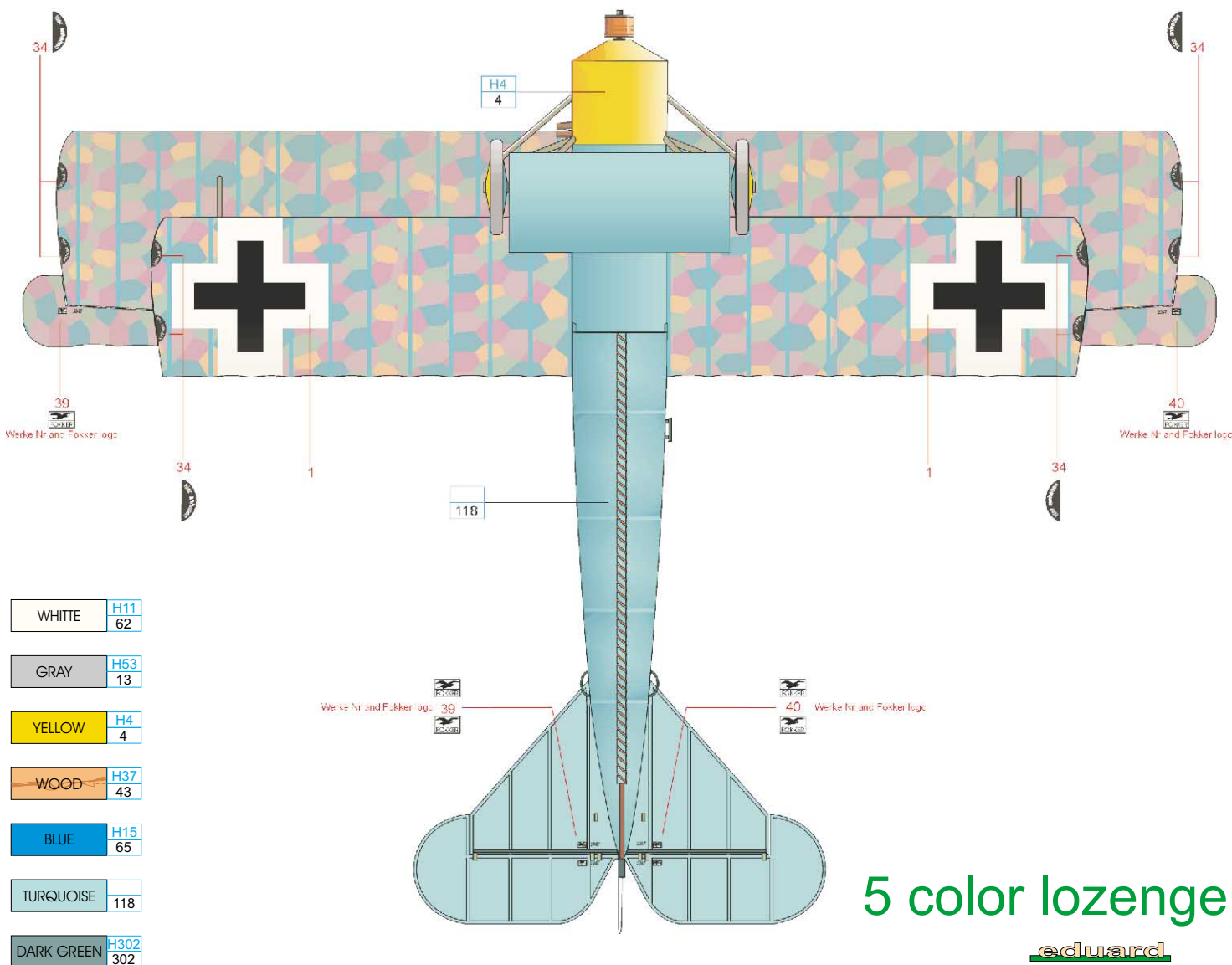
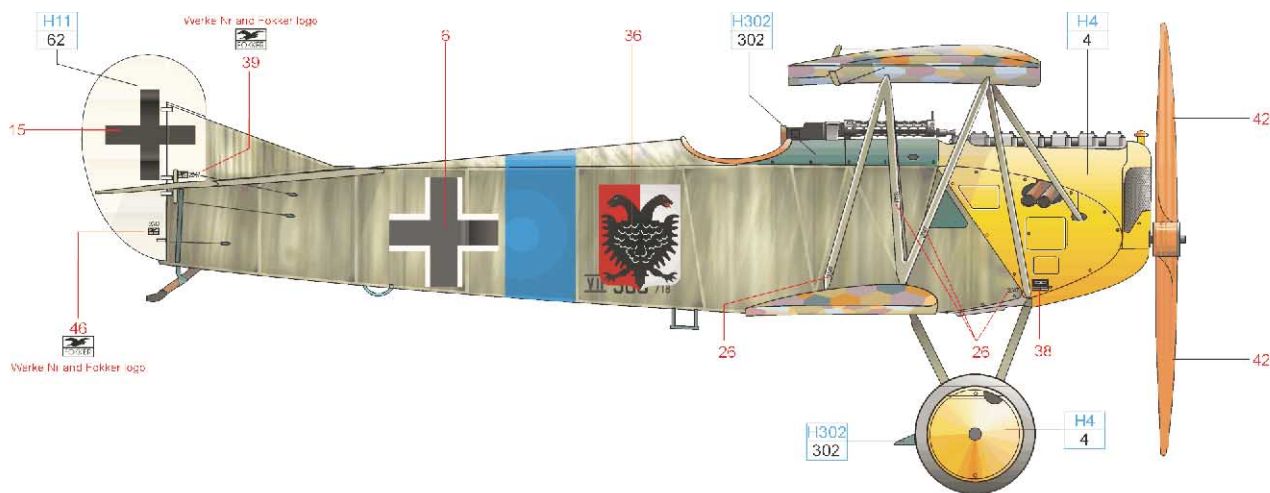
FRIDRICH FRIDRICHS



WHITE	H11	62
GRAY	H53	13
YELLOW	H4	4
WOOD	H37	43
BLUE	H15	65
TURQUOISE		118
DARK GREEN	H302	302

5 color lozenge

První jednotkou, která na přelomu dubna a května 1918 obdržela Fokkery D.VII byla Jasta 10, součást elitní JG I. Jedním z es této jednotky byl Ltn. Friedrich „Fritz“ Friedrichs. K Jasta 10 byl zařazen v lednu 1918, po půl roce služby u FAA 264. V březnu 1918 dosáhl svého prvního sestřelu a během čtyř měsíců zvýšil své skóre na 21, z toho 11 balónů. Jejich lov se mu však stal osudným, když se mu 15.července 1918 za letu vznítila munice. Friedrichs z hořícího stroje vyskočil, avšak padák se zachytil do ocasních ploch padajícího stroje. Následkem toho se padák odtrhl od pilota a Friedrichs zahynul.



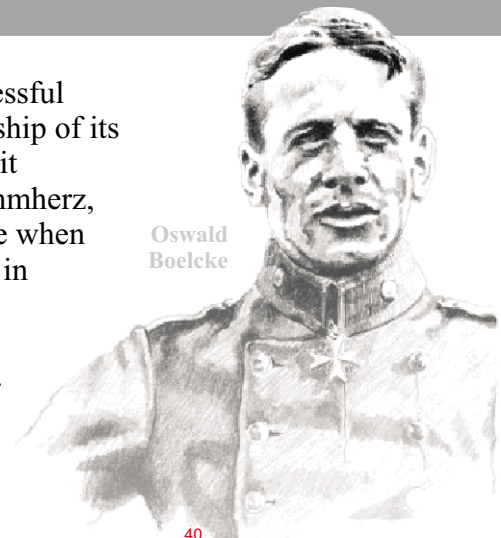
5 color lozenge

eduard

F- Fokker D.VII (Fok.)

Jasta 2 'Boelcke' was, with a tally of 336 victories, the second most successful unit of the German air force during the First World War. Under the leadership of its first commander Oswald Boelcke, the fighter unit became what we know it to be today. Within the unit served such notables as Richtofen, Voss, Frommherz, Baumer and Bolle. It was Bolle that commanded the unit in 1918 at a time when the Fokker D.VII made up the fighter inventory. That he led the squadron in exemplary fashion is evident from the fact that with Jasta Boelcke, he gained 31 of his 36 victories, sixteen of them on the Fokker D.VII. One of his currently unknown subordinates flew the Fokker in this scheme.

Oswald Boelcke



Technical drawing of a Fokker D.VII fighter aircraft, showing various parts and color coding. The drawing includes a side view, a top-down view of the wings, and a bottom-up view of the fuselage and tail. The aircraft is painted in a '5 color lozenge' camouflage pattern. The fuselage is marked 'Fok. D VII 332 /18' and features a large black cross. The wings also have black crosses. The tail has a smaller black cross. The drawing includes a legend for colors and parts.

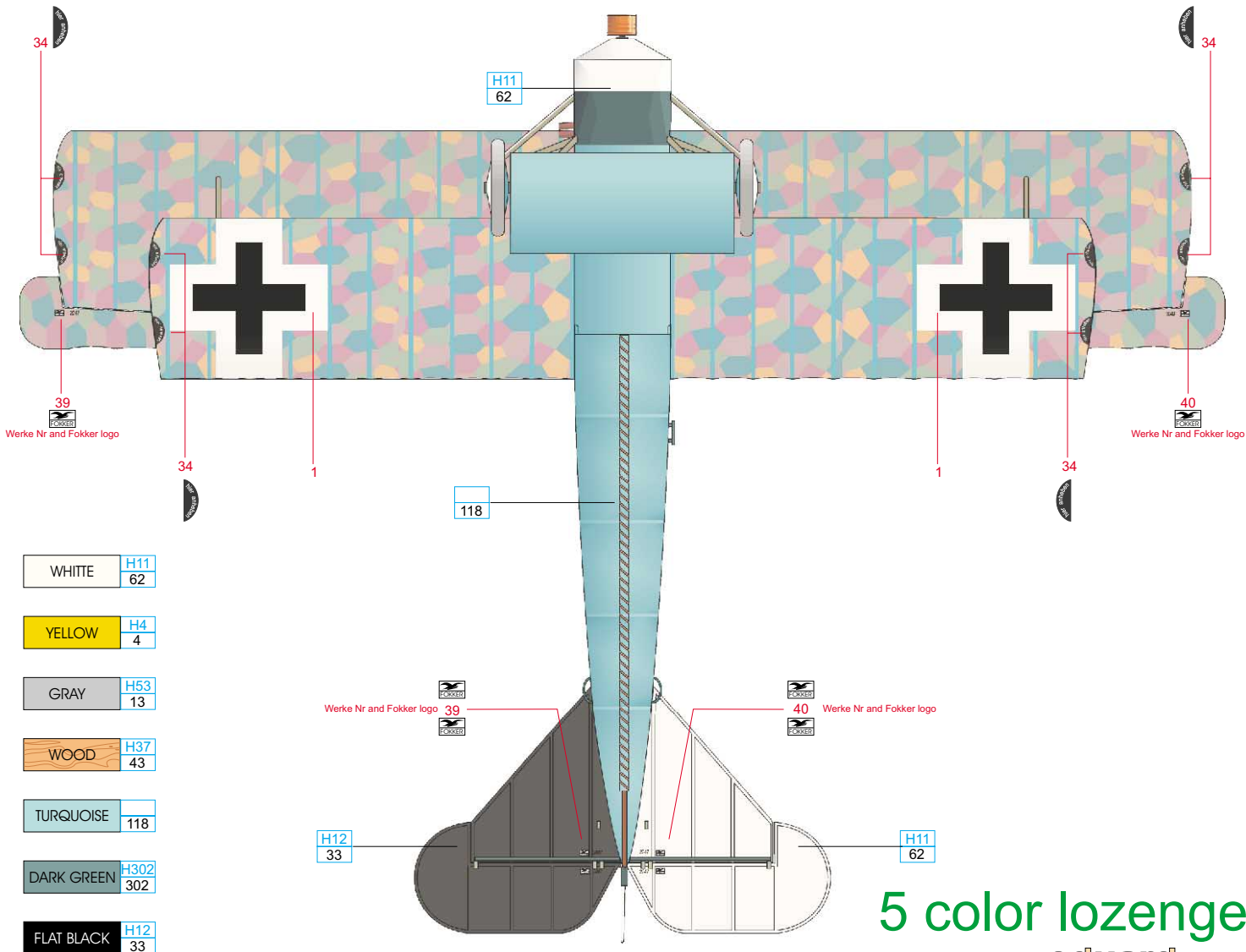
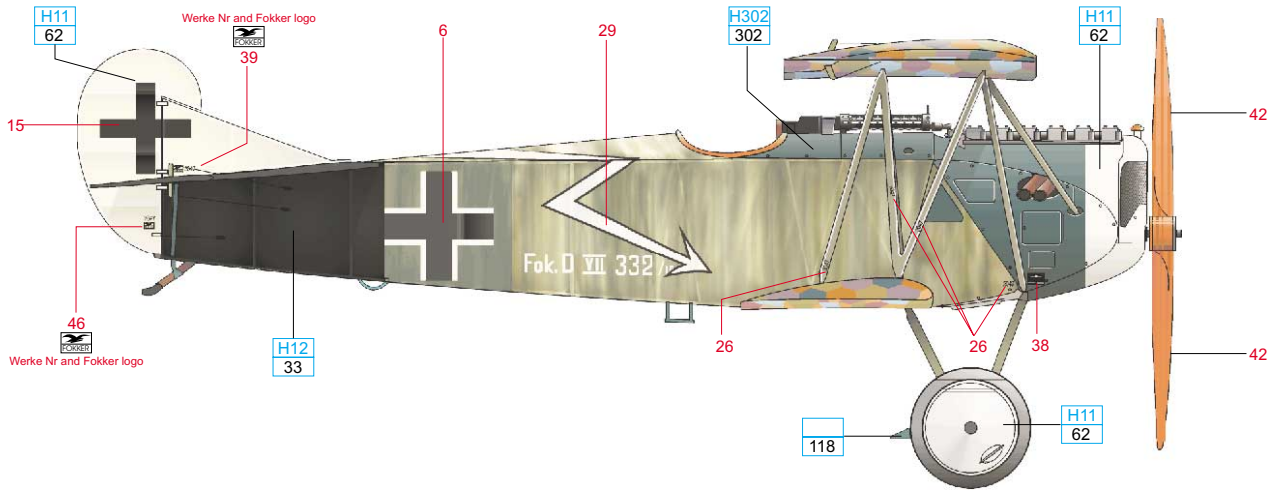
Legend:

WHITE	H11 62	YELLOW	H4 4
GRAY	H53 13	TURQUOISE	118
WOOD	H37 43	DARK GREEN	H302 302
FLAT BLACK	H12 33		

Additional labels on the drawing include: H37 43, H11 62, H302 302, 5 32, 28, 6, 40, 15, H11 62, 46, Werke Nr and Fokker logo, H302 302, 26, H303 + H70 + H31 26, H11 62, H53 13, H11 62, 34, 2 + 8, H11 62, 3 + 10, 34, 39, 40, H303 + H70 + H31 26, 20, 24, 25, 20, 34, H11 62, H12 33, 39, 40.

5 color lozenge

Jasta 2 „Boelcke“ byla s 336 vítězstvími druhou nejúspěšnější jednotkou německého letectva v první světové válce. Pod vedením svého prvního velitele Oswalda Boelckeho stála u zrodu stíhacího letectva ve formě, v jaké ho známe dodnes. Sloužila u ní taková esa jako Richhofen, Voss, Frommherz, Bäumer nebo Bolle. Právě Karl Bolle vedl jednotku v roce 1918, tedy v době, kdy byla vybavena Fokkery D.VII. O tom, že ji vedl příkladně, svědčí i to, že u Jasta Boelcke získal 31 ze svých 36 vítězství, z toho 16 na Fokkerech D.VII. Jeden z jeho dnes neznámých podřízených bojoval na Fokkeru ve zde nabízeném zbarvení.



- WHITE H11 62
- YELLOW H4 4
- GRAY H53 13
- WOOD H37 43
- TURQUOISE 118
- DARK GREEN H302 302
- FLAT BLACK H12 33

5 color lozenge
eduard

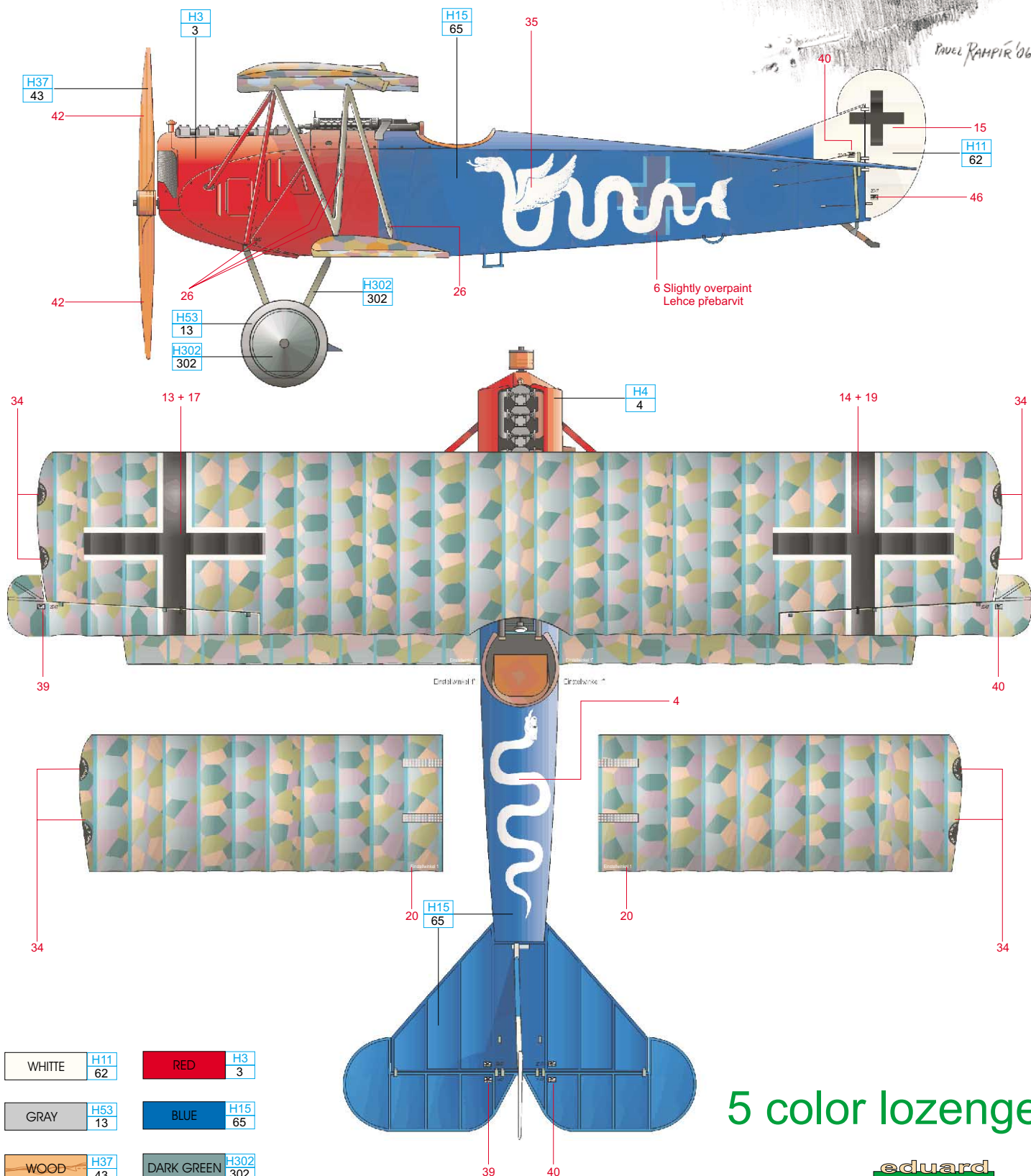
G- Fokker D.VII (Fok.)

This aircraft is often assigned to Lt. Hugo Schäfer of Jasta 15 (a unit of Jagdgeschwader II), which is the reason why the nose color is shown in Jasta 15's red. Hugo Schäfer attained a total of 11 aerial victories while serving with Jasta 15. He was also shot down by an SE-5 (probably 24th Squadron, RAF) in July, 1918, but safely landed with a seized engine on the German side. The latest research shows the aircraft was most probably passed on to the other Jagdgeschwader II unit, Jasta 19. The red nose was over painted with Jasta's 19 yellow. It is assumed the aircraft was captured with this marking on October 27th, 1918, when Capt.E.V.Rickenbaker shot down Lt.Max Kliefoth.



HUGO SCHÄFER

PAVEL RAMPÍR '06



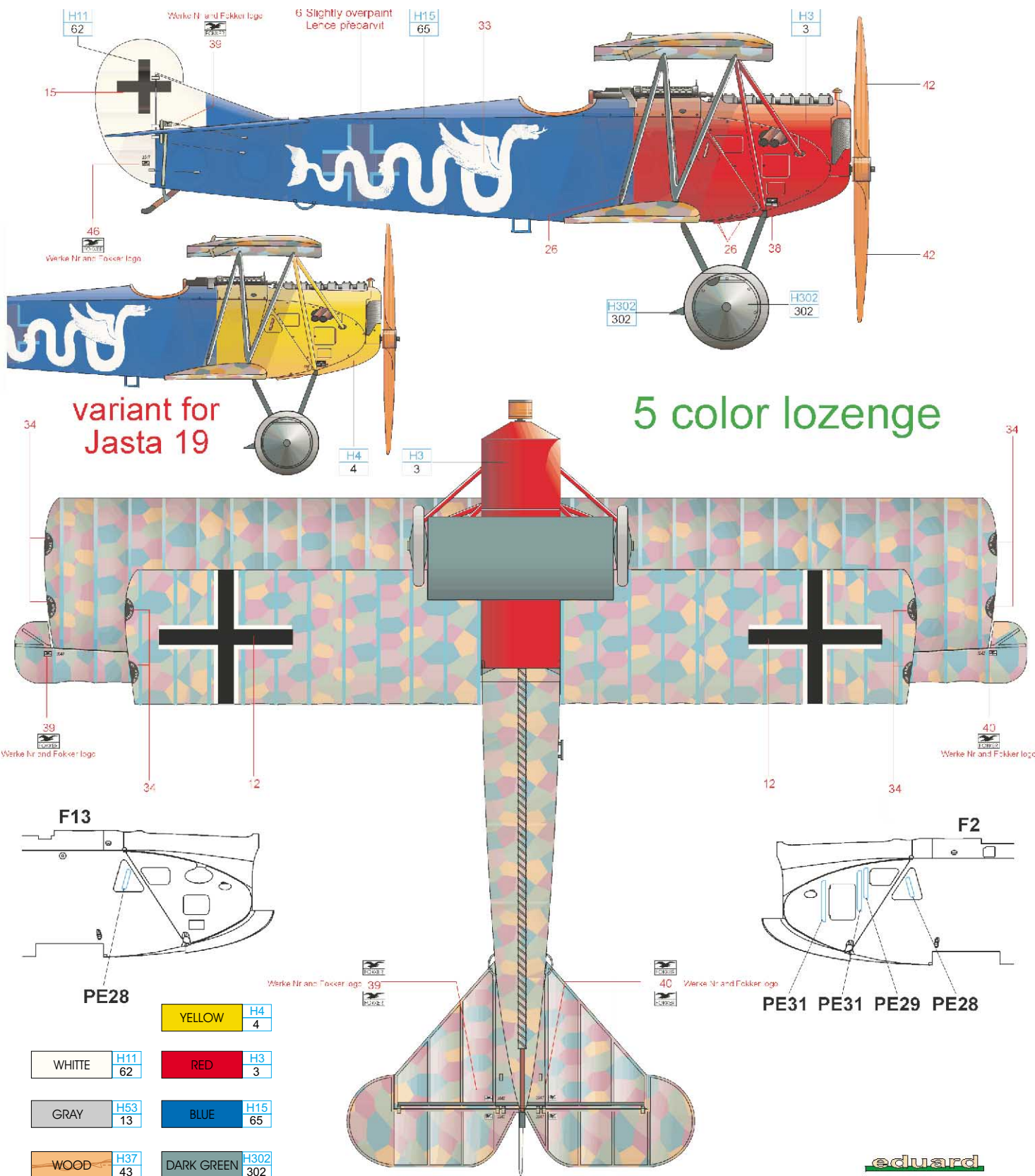
WHITE	H11 62	RED	H3 3
GRAY	H53 13	BLUE	H15 65
WOOD	H37 43	DARK GREEN	H302 302

5 color lozenge

eduard

Tento stroj bývá často připisován Leutnantu Hugo Schäferovi, příslušníku Jasta 15. Proto je barva přídě udávána jako červená. Hugo Schäfer dosáhl celkem 11 vítězství, všechny u Jasta 15. Byl také v červenci 1918 sestřelen letouny SE5, pravděpodobně od 24. sq RAF, ale bezpečně přistál se zastaveným motorem na německé straně zákopů.

Poslední výzkumy ukazují, že jeho letoun byl nejspíše od Jasta 15 předán k jiné jednotce v rámci JGII – k Jasta 19. Zde prodělal změnu zbarvení, kdy červenou barvu přídě Jasta 15 nahradila žlutá barva nové staffel. A pravděpodobně v této podobě padl do rukou spojeneckých vojáků, když v něm byl 27. 10. 1918 Capt E. V. Rickenbackerem sestřelen a zajat Ltn. Max Kliefoth.

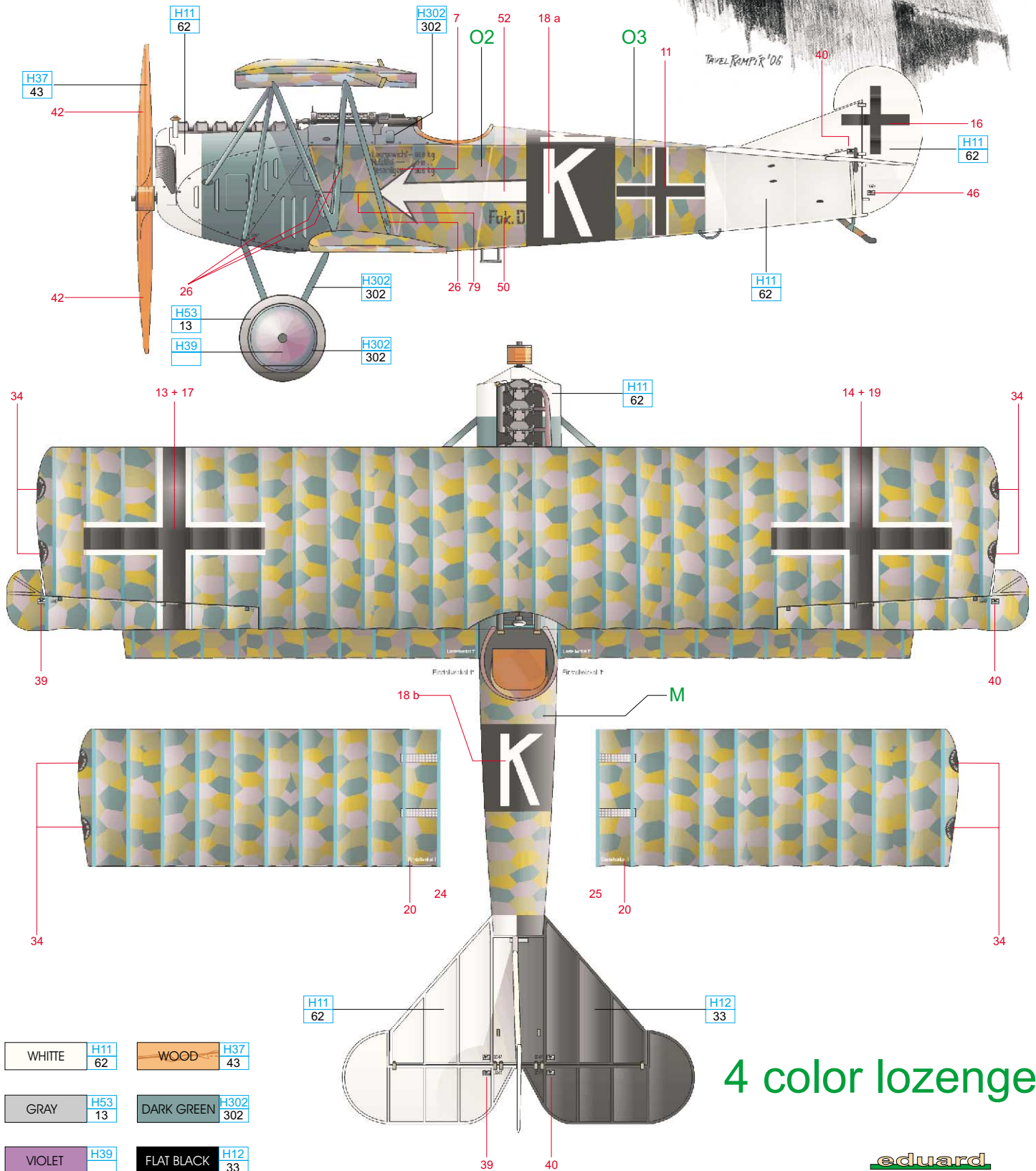


H- Fokker D.VII (Fok.)

After the armistice, Jasta Boelcke was ordered to pass its Fokker D.VIIs on to the British. This unknown pilot's aircraft was among such committed aircraft. The photo of the aircraft with RAF members was taken at Neuville. Many German WW I pilots later served with the Luftwaffe during WW II, mainly as staff officers and commanders, and many of them saw aerial battles again. This applies to the likes of former Jasta Boelcke member, Alfred Lindenberg. He achieved 12 victories during WW I, in this number 9 with Jasta Boelcke. He got acquired another four in mid 1944, when he led II/JG300. His victims were one P-51, one B-17, with his tally being complete on December 17th, 1944, when he shot down two B-24 Liberators over Prostějov in occupied Czechoslovakia.

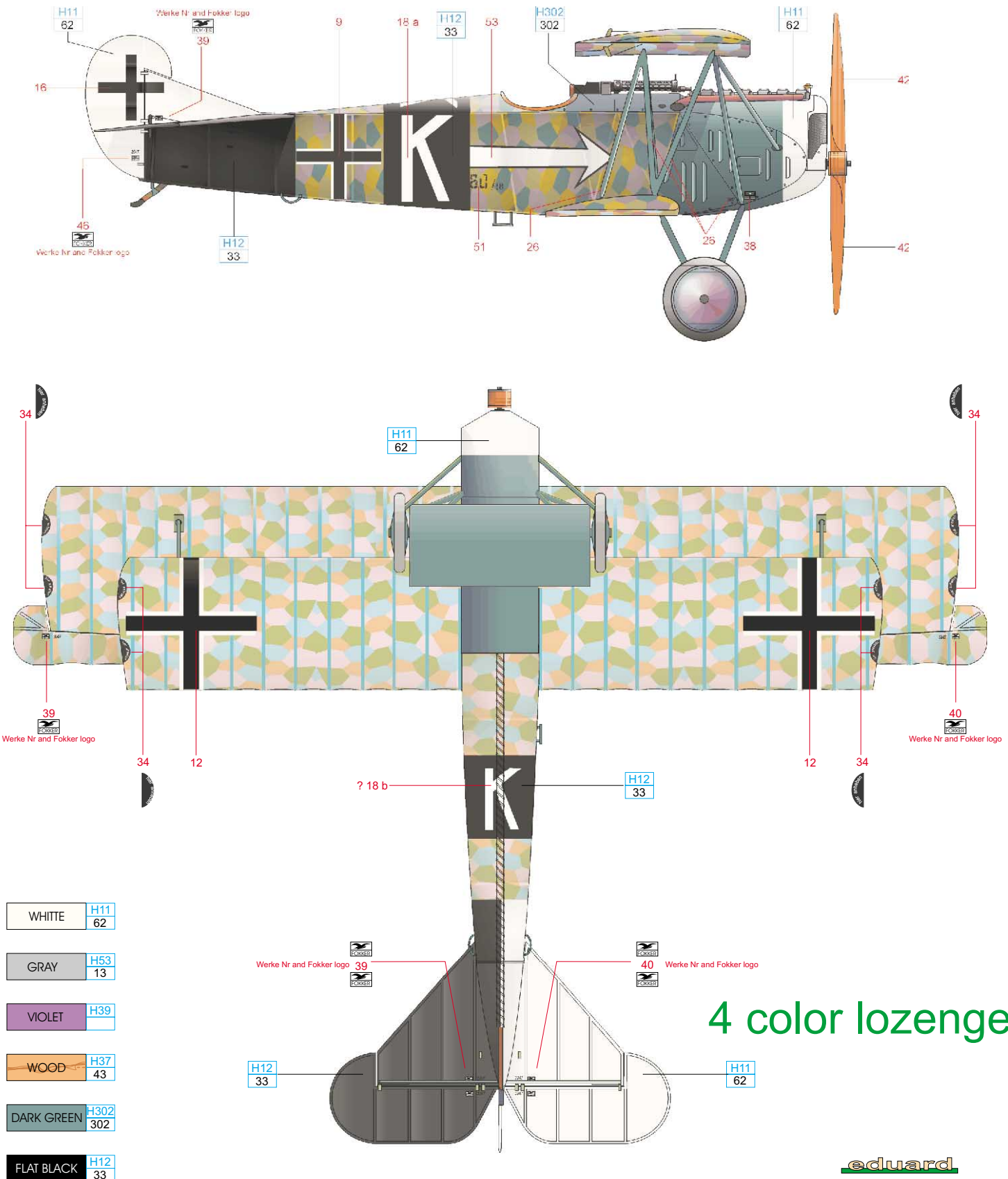


ALFRED LINDENBERGER

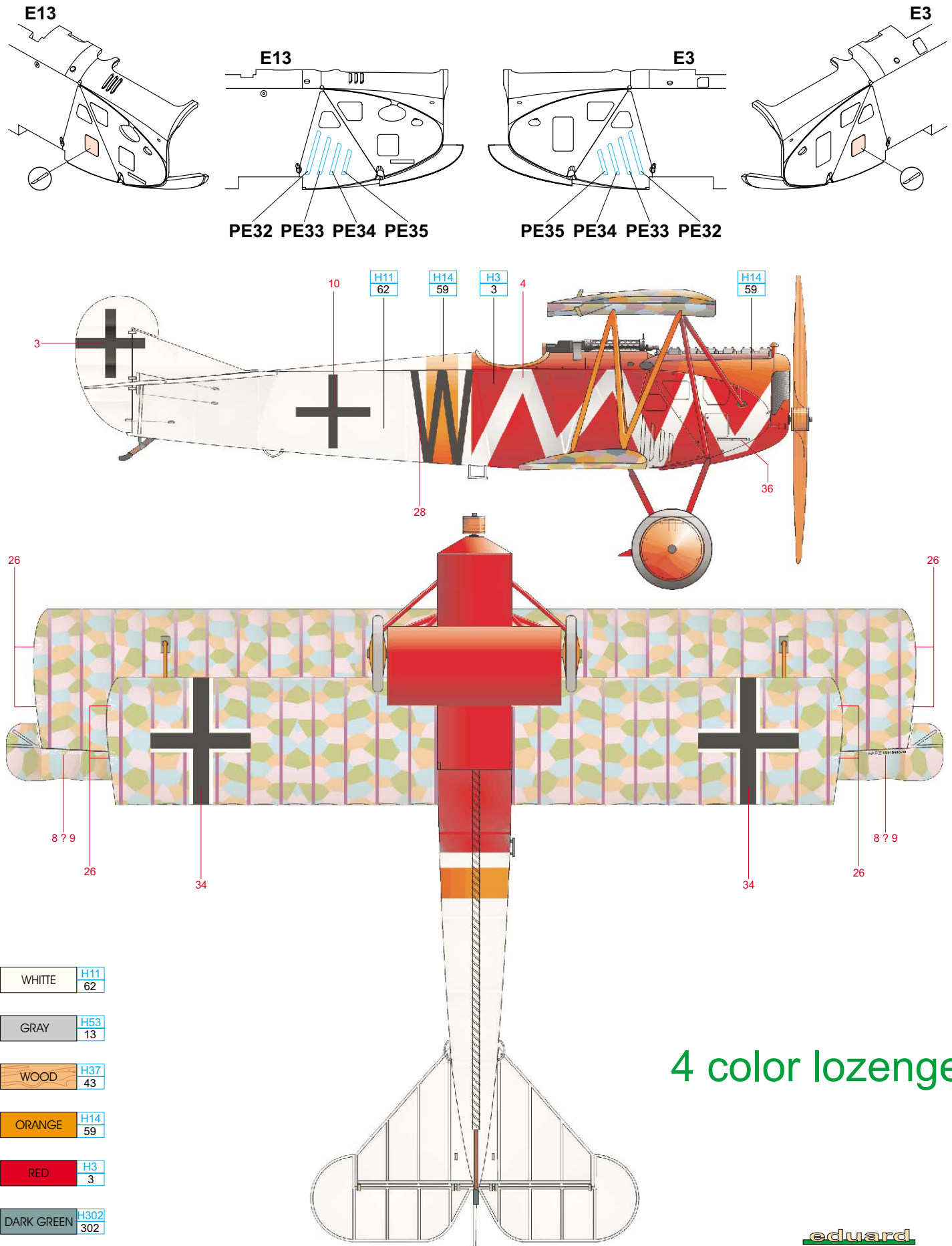


4 color lozenge

Po německé kapitulaci obdržela Jasta Boelcke rozkazy k předání svých Fokkerů D.VII Britům. Mezi odevzdanými stroji byl i tento letoun neznámého pilota jednotky, před kterým se v Neuville nechali vyfotit příslušníci RAF. Mnoho letců německého letectva z první světové války se později stalo příslušníky Luftwaffe. Většinou sloužili na štábních a velitelských funkcích, ale někteří během druhé světové války bojově létali. Jedním z nich byl i Alfred Lindenberg, bývalý příslušník Jasta Boelcke. Za první světové války získal 12 vítězství, z toho 9 u Jasta Boelcke. K nim pak v druhé polovině roku 1944 přidal jako velitel II/JG300 další čtyři - P-51, B-17 a svůj účet uzavřel 17.12.1944 nad Prostějovem dvěma Liberatory.



V době, kdy byla vybavena Fokkery D.VII, působila Jasta 46 pod vedením Leutnanta Otto Creutzmanna (8 vítězství) jako součást Jagdgruppe 2. V jejích řadách bojovalo celkem 5 es. Nejúspěšnějšími byli Vzfw Oskar Hennrich (20 vítězství) a OfStv Robert Heibert (13 vítězství). Za dobu své existence dosáhla Jasta 46 minimálně 50 sestřelů (z toho 20 balónů) za cenu ztráty 13 pilotů.



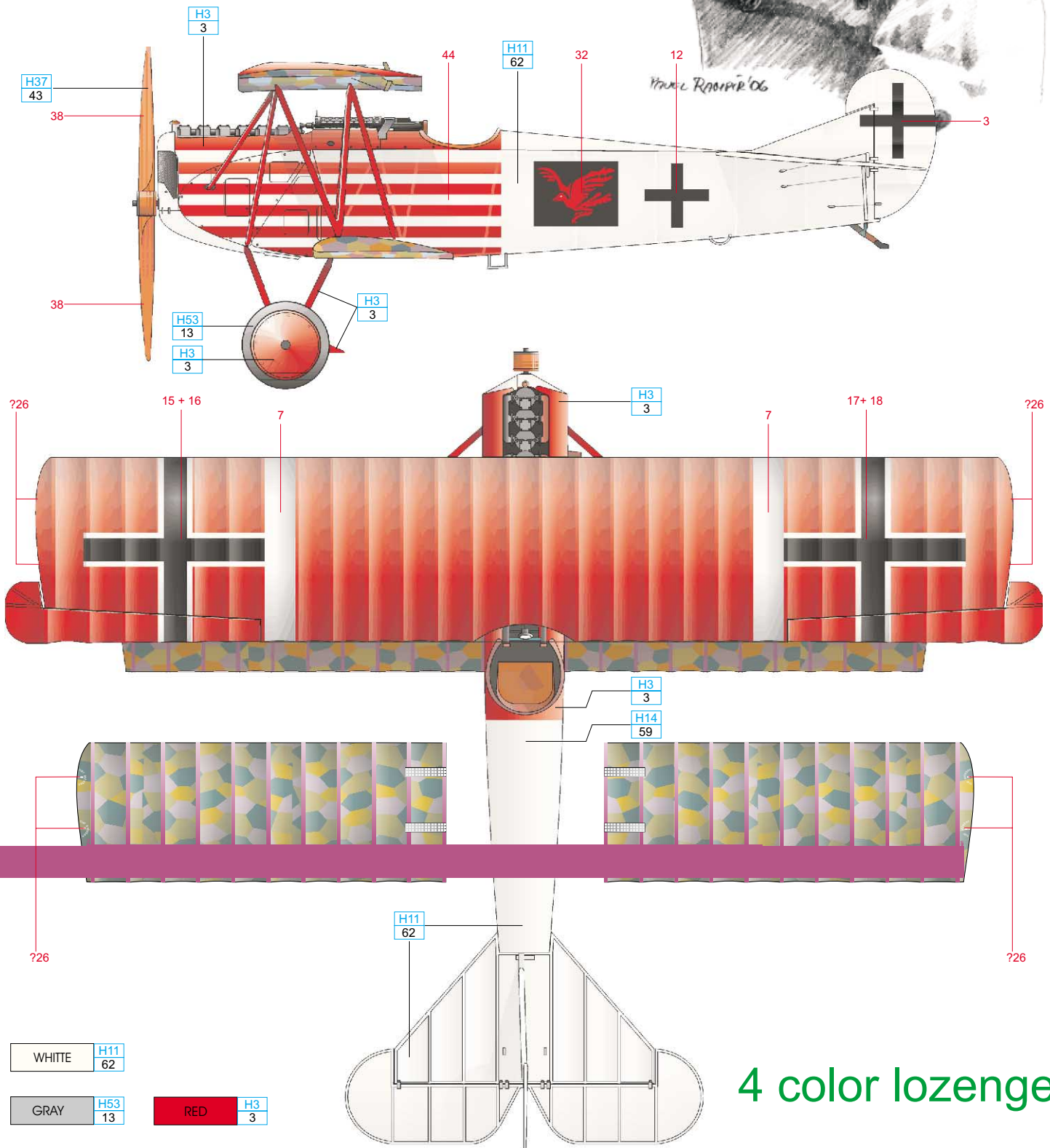
J-Fokker D.VII (Albatros)

In June 1918, Jasta 43 had a mixture of Fokker D.VIIs, and Albatros D.III and D.Vs. In an attempt to unify the equipment, a couple of former Jasta 18 Fokker D.VIIs from Albatros production lines were supplied. These aircraft bear the original Jasta 18 marking, including the raven badge on the fuselage. This aircraft was flown by Leutnant in der Reserve (Ltn d R) Josef Keller. He joined Jasta 43 on June 5th, 1918, and he got his first and only victory shooting down a SE5a near Bray-sur-Somme. His combat career ended on October 11, 1918, when he was seriously wounded during an aerial accident.



JOSEF KELLER

Paul Rappier '06



WHITE H11 62

GRAY H53 13

WOOD H37 43

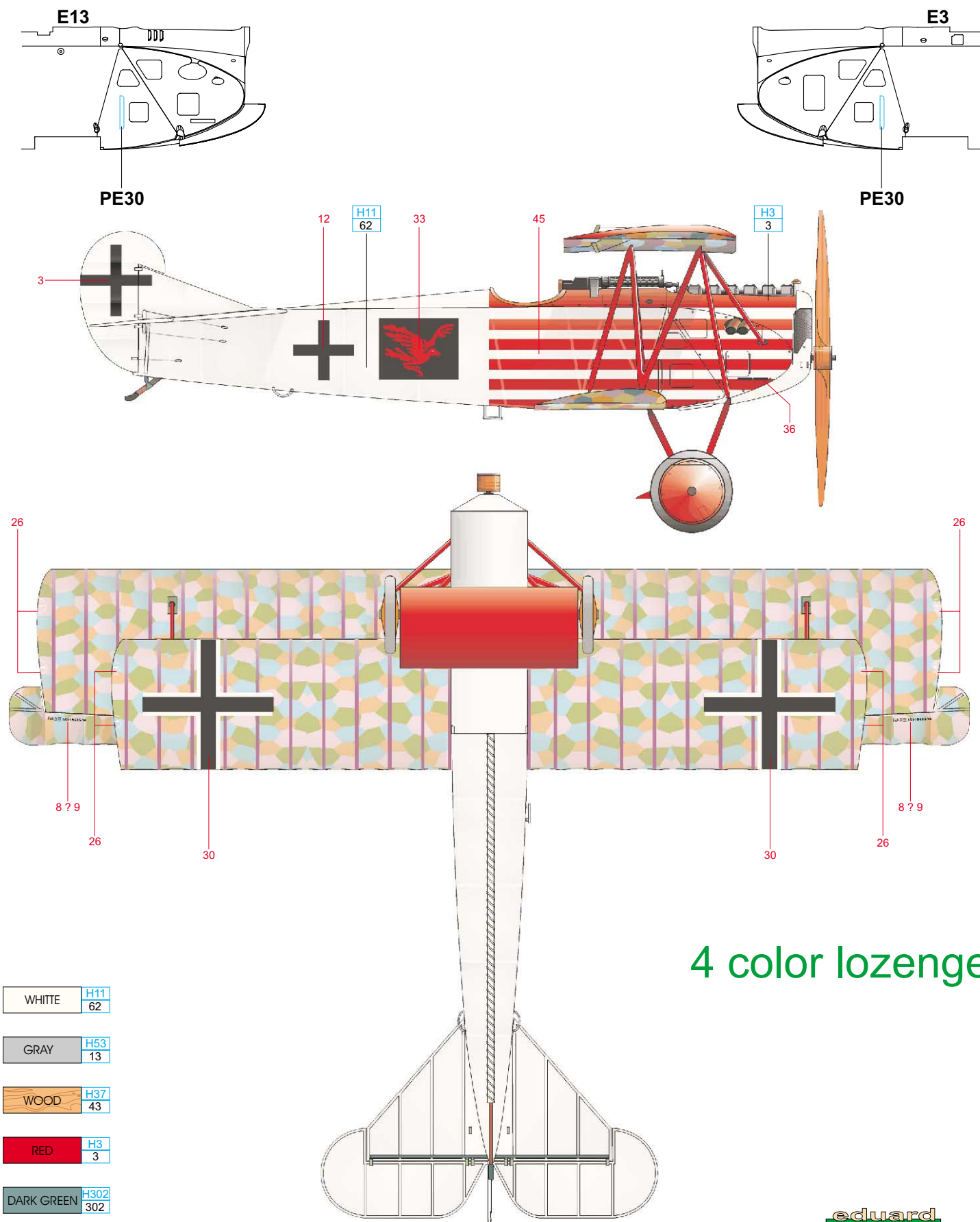
RED H3 3

DARK GREEN H302 302

4 color lozenge

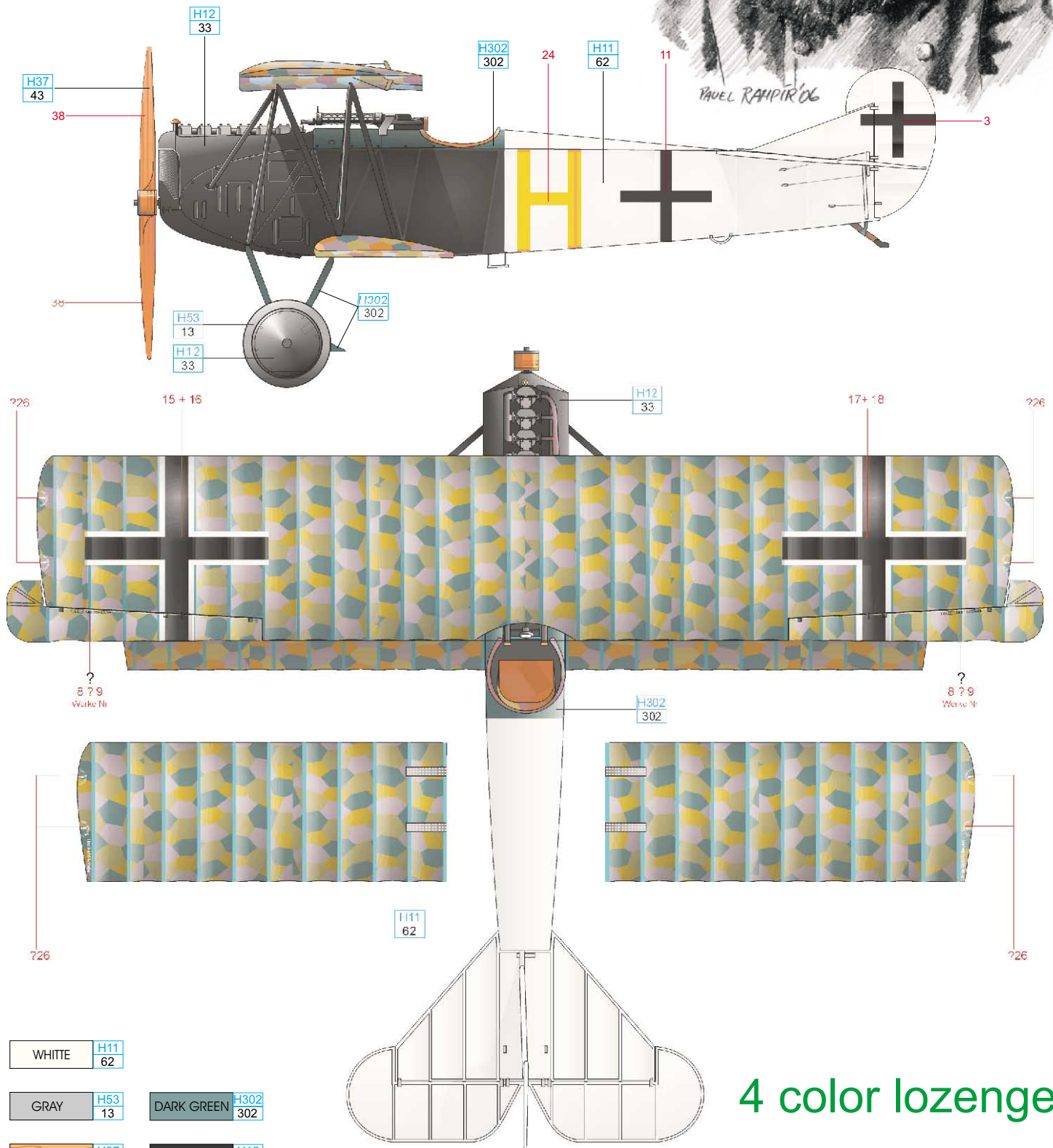
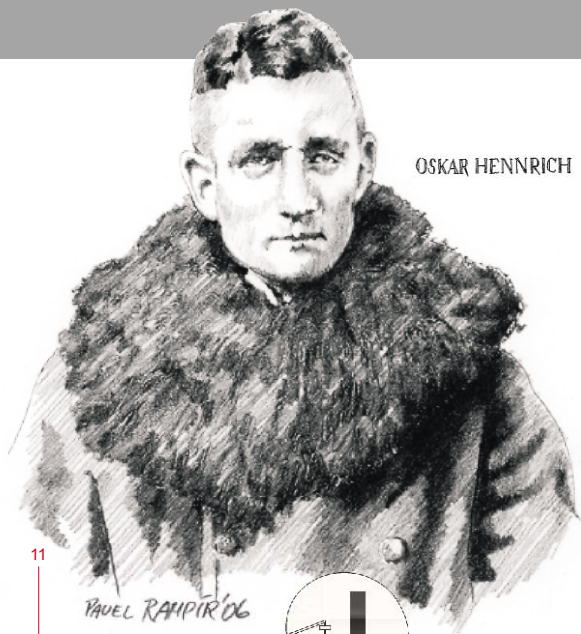
eduard

V červnu používala Jasta 43 jako svoji výzbroj Fokkery D.VII, Albatrosy D.III a V. Pro sjednocení výzbroje dostala později několik Fokkerů D.VII (Alb), dříve používaných Jastou 18. U nové jednotky si stroje ponechaly své původní zbarvení, včetně symbolu havrana na trupu. S tímto strojem létal u Jasta 43 Leutnant in der Reserve Josef Keller. K jednotce nastoupil 5. června 1918 a odpoledne 8.8.1918 dosáhl svého prvního a jediného vítězství, když u Bray-sur-Somme poslal k zemi SE5a. Jeho válečnou kariéru ukončila 11. října 1918 havárie, při které utrpěl vážná zranění.



K- Fokker D.VII (Albatros)

Vzfw Oskar Hennrich joined Jasta 46 on May 6th, 1918, after seven months service as a pilot of two seat types with FAA 273. He shot down a balloon as early as May 14th, and he reached the following 19 victories through to October 1st, 1918. He was a real balloon killer, shooting down 13 of them, being the fourth most successful balloon hunter in the German Air Force during WWI.



WHITE H11 62

GRAY H53 13

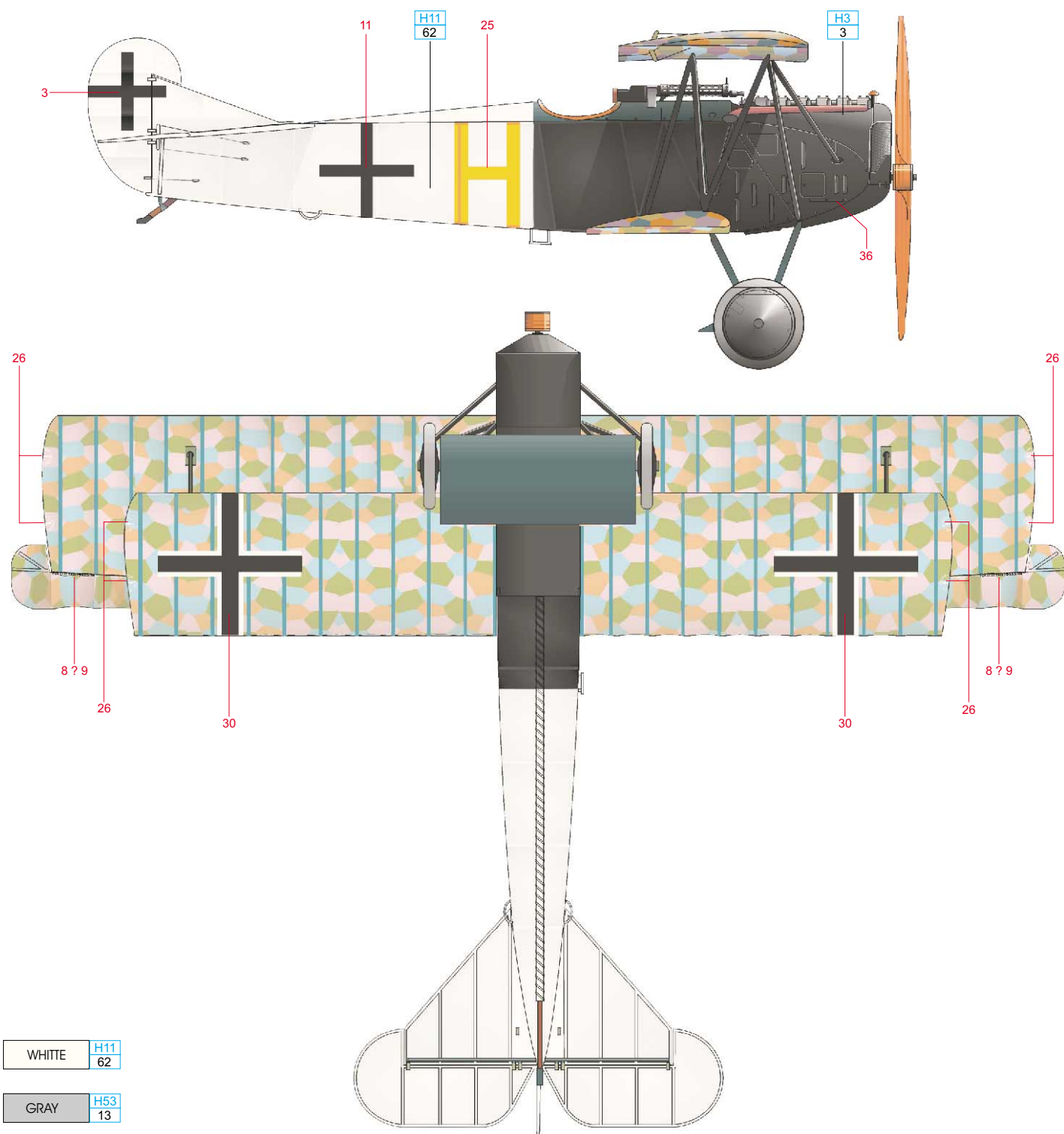
WOOD H37 43

DARK GREEN H302 302

FLAT BLACK H12 33

4 color lozenge

Po sedmi měsících služby jako pilot dvojmístných letounů u FAA 273 nastoupil 6. května 1918 Vzfw Oskar Hennrich službu u Jasta 46. Již 14.5. sestřelil svoji první oběť – upoutaný pozorovací balón. Do 1. října dosáhl dalších 19 vítězství. Očividně se specializoval na ničení balónů, neboť jich poslal k zemi 13. Stal se tak jejich čtvrtým nejúspěšnějším lovcem v německém letectvu.



WHITE	H11 62
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GRAY	H53 13
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WOOD	H37 43
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DARK GREEN	H302 302
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FLAT BLACK	H12 33
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4 color lozenge

eduard

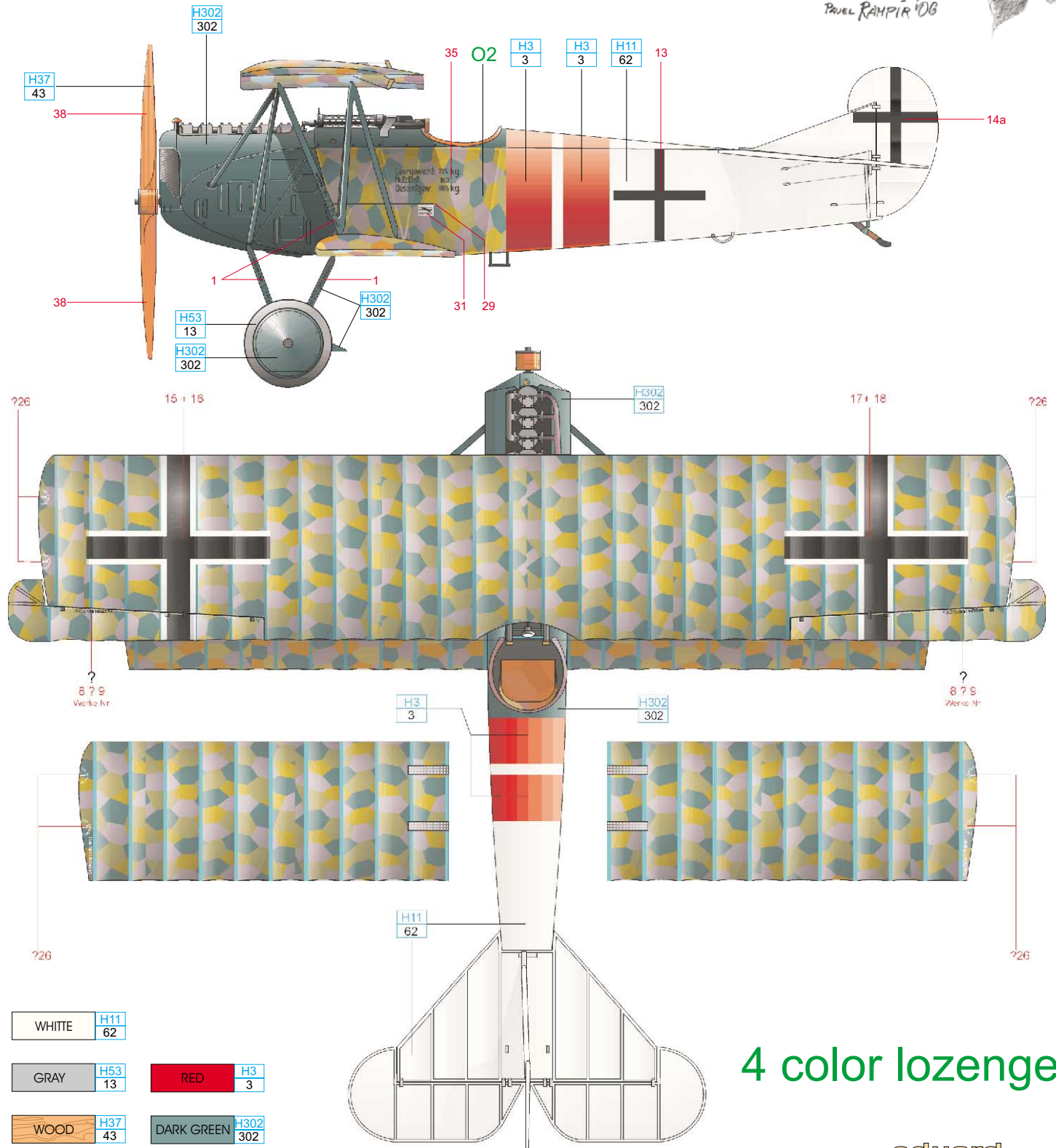
L- Fokker D.VII (Albatros)

Oberleutnant Robert Ritter von Greim reached his first aerial victory in October 1915 while serving as an observer with FA 3b. He graduated as a pilot after pilot training, serving with FA 46b. In April 1917, he joined Bavarian Jasta 34b, and became the unit commander in June, 1917. He led the unit until end of the war, with pauses when he commanded the superior units of Jagdgruppe 9 and Jagdgruppe 10 (Jasta 34b was a part of these higher units, which were similar to a wing). Greim claimed a total 28 victories and he was awarded the Pour le Mérite on October 8th, 1918. He continued with his aerial career after WW I, as a consultant to the Chinese Air Force. Later, in the mid thirties, he led Jagdgeschwader Richthofen. His wife was the famous German female pilot Hanna Reitch. He was a believer in Nazism, and in late April, 1945, he was designated personally by Adolf Hitler in the Reichstag bunker as the last Luftwaffe supreme commander. He was captured by US troops and committed suicide in a Salzburg hospital on May 24, 1945.

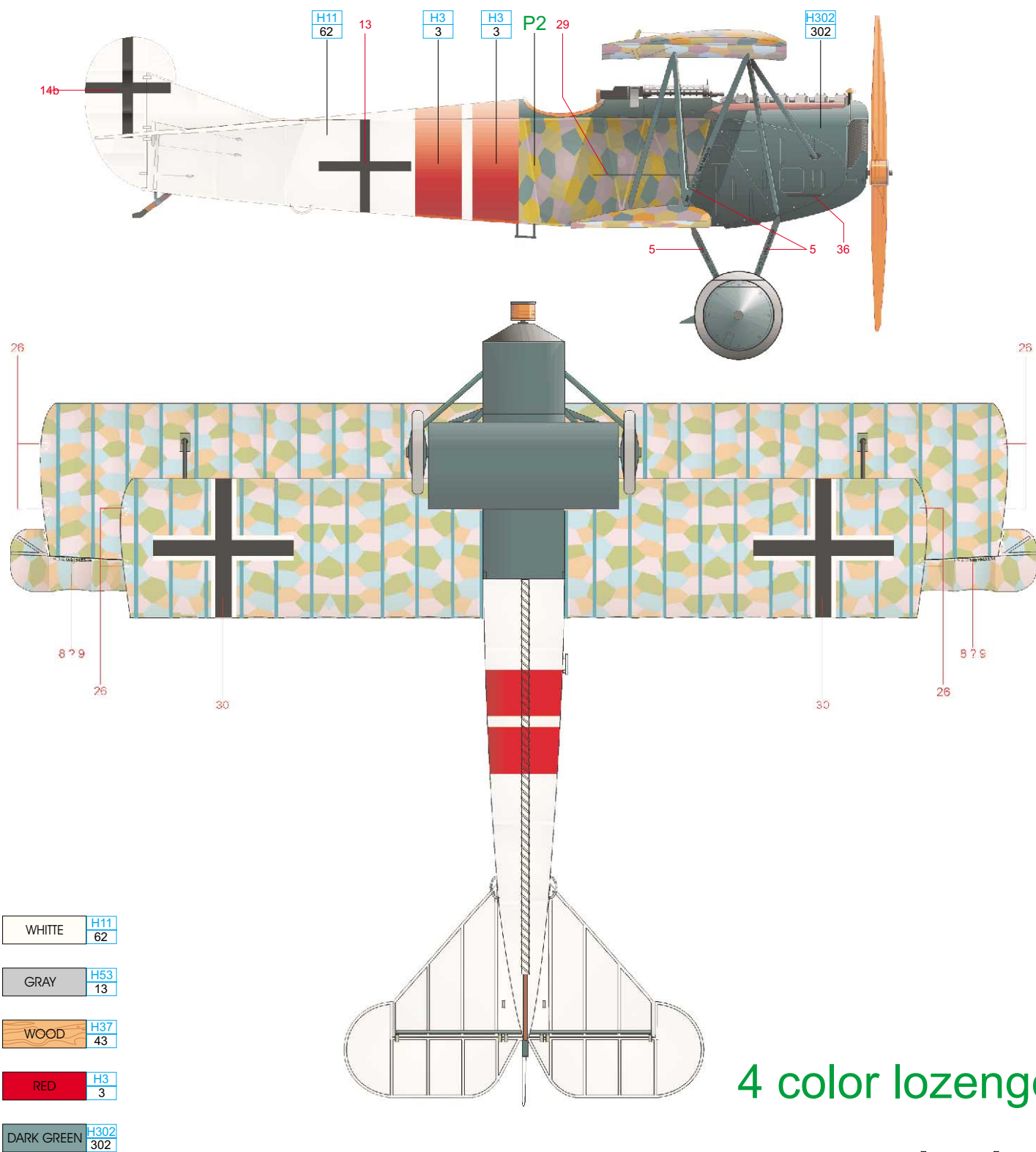


ROBERT
von GREIM

PAVEL RAHPÍR '08



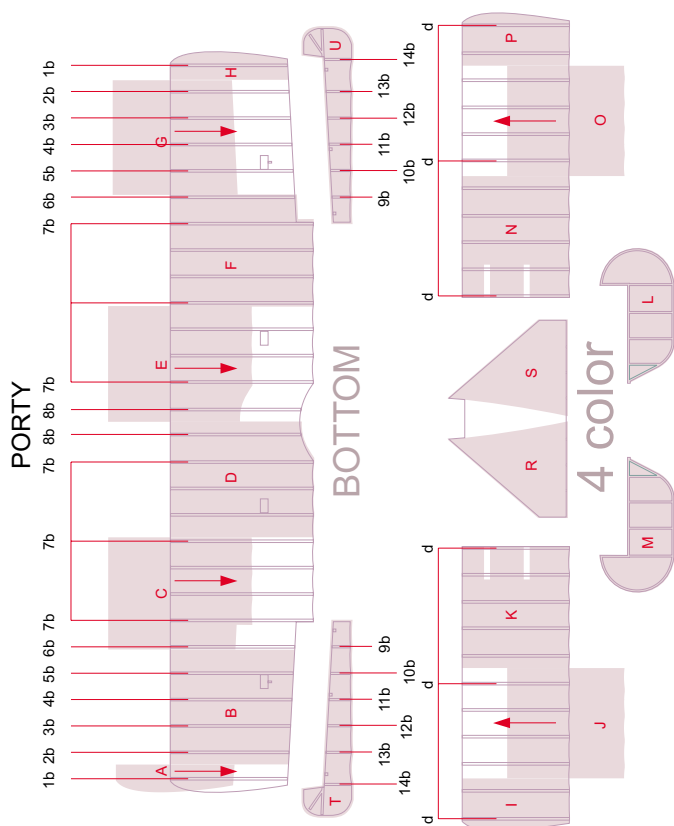
Oberleutnant Robert Ritter von Greim dosáhl svého prvního sestřelu v říjnu 1915 jako pozorovatel u FA3b. Po pilotním výcviku a službě u „dvoumístné“ FA46b byl v dubnu 1917 přeložen k bavorské Jasta 34b, jejímž se stal v červnu velitelem. Tím byl až do konce války, pouze s přestávkami, kdy velel jí nadřízeným Jagdgruppe 9 a 10. Celkem dosáhl v první světové válce 28 vítězství a 8. října 1918 obdržel nejvyšší německé vyznamenání Pour le Mérite. Letectví neopustil ani po prohrané válce. Byl například poradcem čínského letectva, vstoupil do nově budovaného německého letectva, v letech 1934 a 35 velel Jagdgeschwader Richthofen. Jeho ženou byla slavná německá letkyně Hanna Reitch. Byl věřícím nacistou. Koncem dubna byl osobně Adolfem Hitlerem, v bunkru pod Říšským kancléřstvím, jmenován posledním velitelem Luftwaffe. V květnu 1945 byl zajat Američany, svůj život ukončil sebevraždou v salcburské nemocnici 24. 5. 1945.



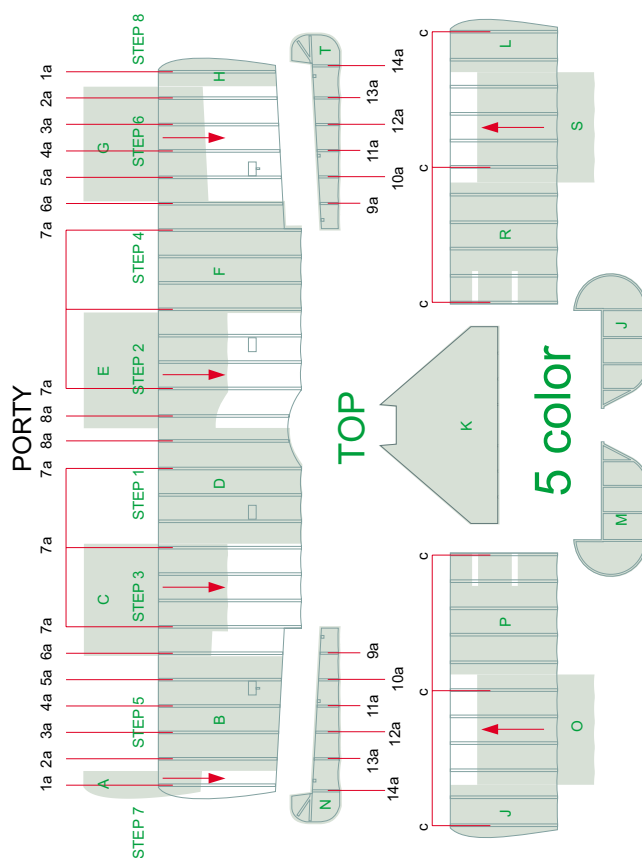
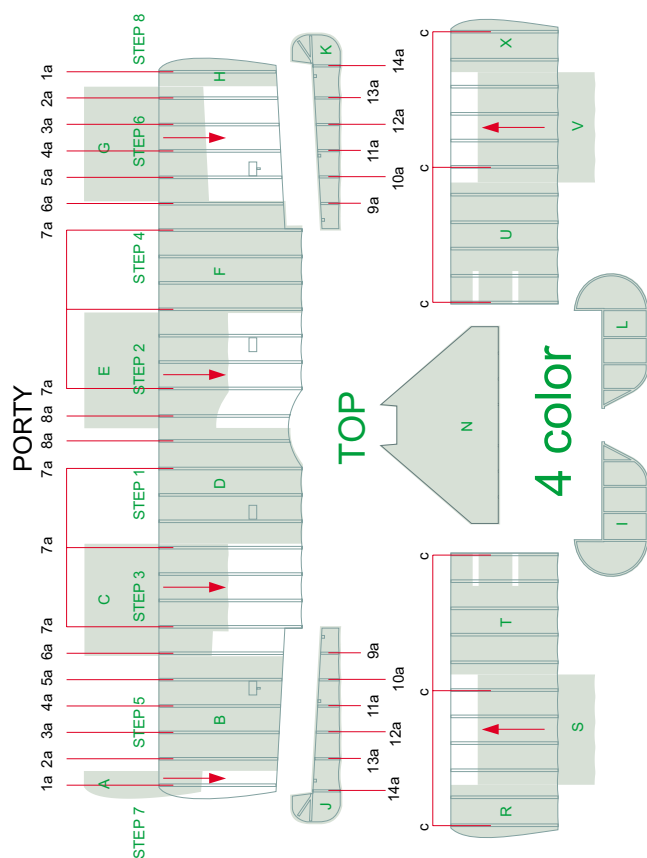
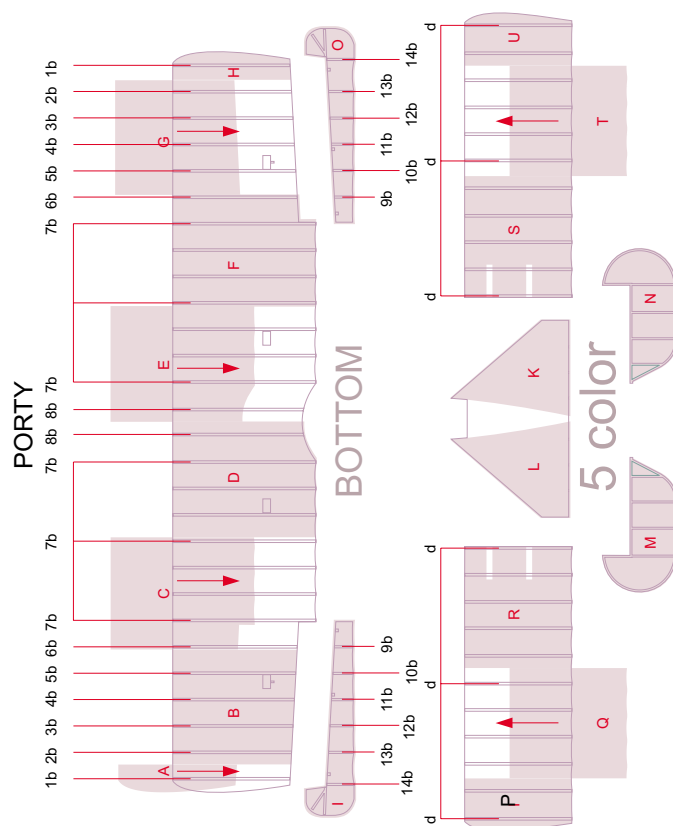
4 color lozenge

During the development of this model, and of the decals and camouflage schemes, we found the publication *Windsock: Fokker D.VII ANTHOLOGY* to be absolutely essential. For further research into this aircraft, as well as detailed technical write-ups, we cannot recommend this publication high enough.

4 COLOR LOZENGE



5 COLOR LOZENGE



Při konstrukci tohoto modelu, jakož i při přípravě obtisků a kamuflážních schémat, nám byli velkou pomocí vynikající publikace *WINDSOCK:Fokker D.VII ANTHOLOGY*. Pro dokonalé seznámení s barvitou historií tohoto letadla, stejně jako pro studium zajímavých technických detailů, Vám tyto publikace vřele doporučujeme.