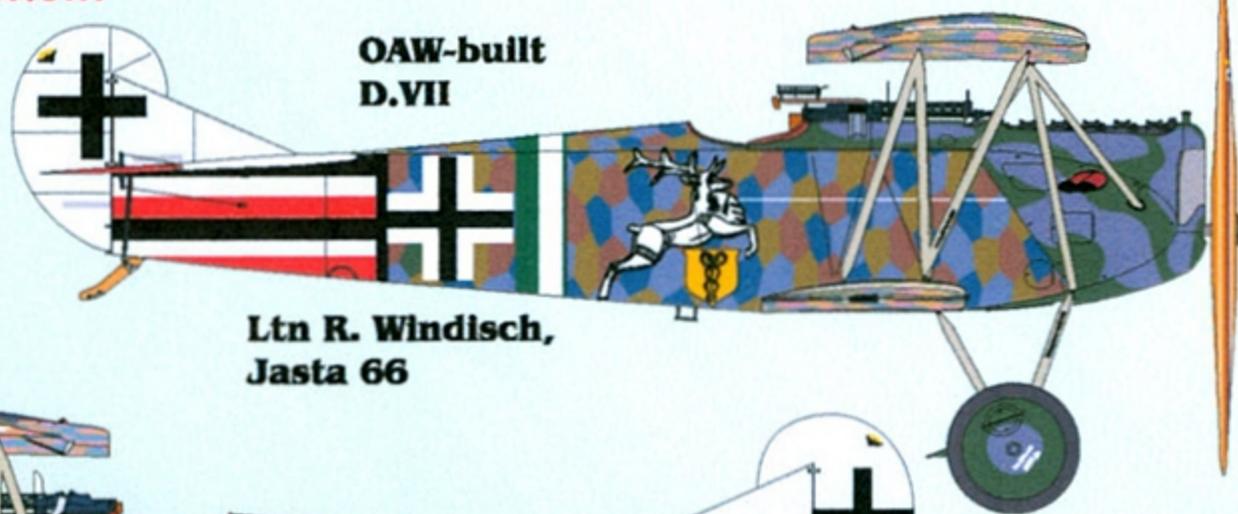


Fokker D.VII Part 5

Limited Edition!



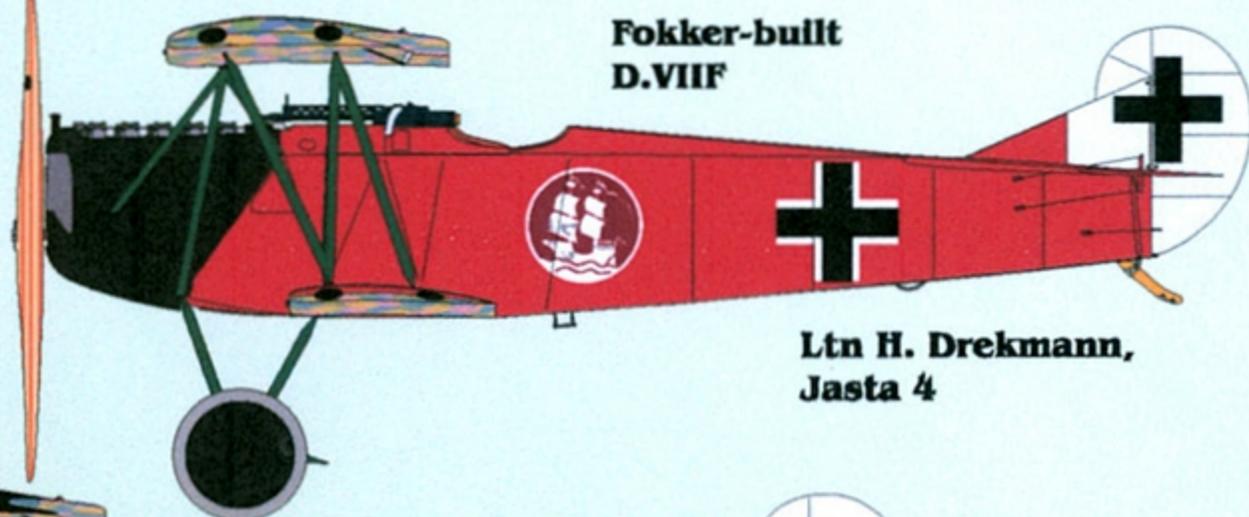
**OAW-built
D.VII**

**Ltn R. Windisch,
Jasta 66**



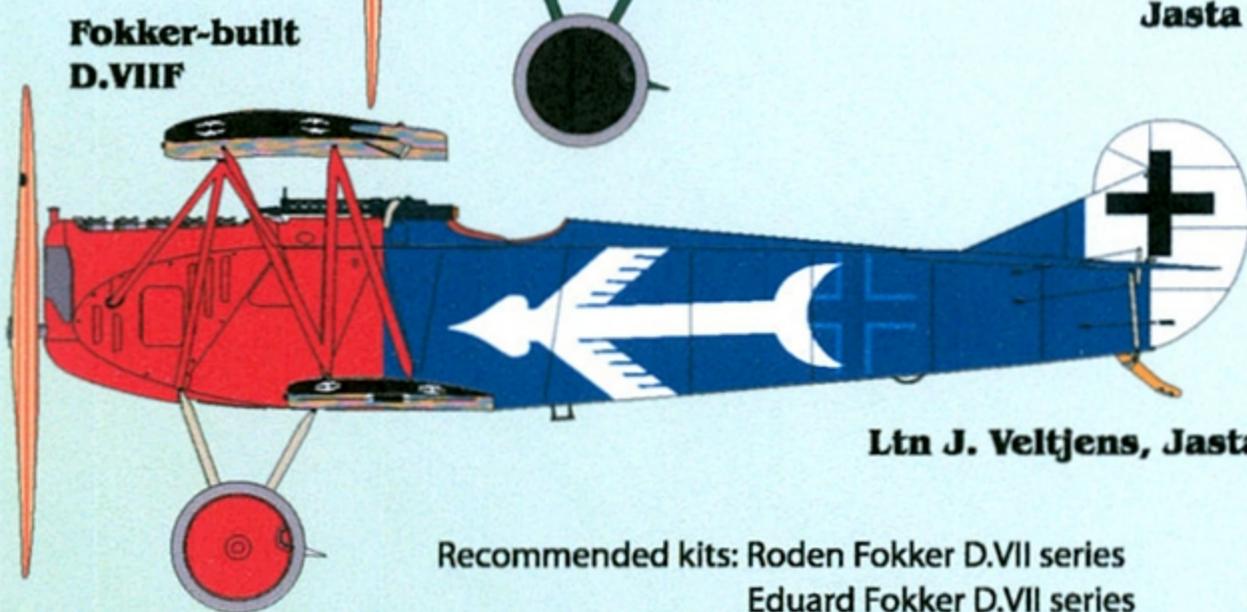
**OAW-built
D.VII**

**Vzfw K. Gerster,
Jasta 62**



**Fokker-built
D.VIIF**

**Ltn H. Drekmann,
Jasta 4**



**Fokker-built
D.VIIF**

Ltn J. Veltjens, Jasta 15

Recommended kits: Roden Fokker D.VII series
Eduard Fokker D.VII series

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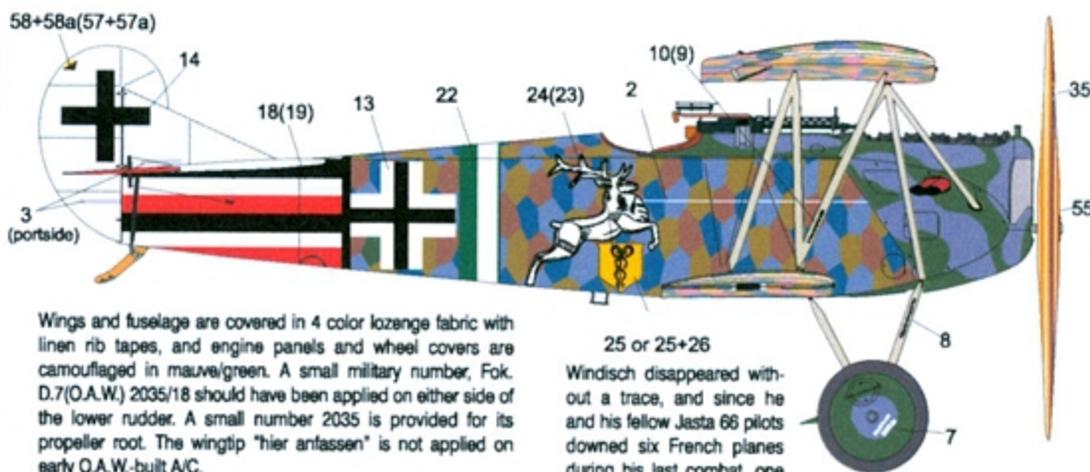
<http://lifelikedecals.sakura.ne.jp>

A/C #1 Fokker D.VII (O.A.W.) 2035/18 flown by Leutnant Rudolf Windisch, Staffelführer Jasta 66, Norman-le-Wast airfield, late May 1918,

Some of the very first Fokker D.VII's built by O.A.W. to reach the frontline were delivered to Royal Prussian Jasta 66, and 2035/18 was selected as the personal mount of its commander, Leutnant Rudolf Windisch.

Two photos of this A/C are shown in ref. 1-4. Though tail marking is out of photo, Mr. Leckscheid supplied us another photo of D.VII flown by Lt. Heinrich Gondermann around this period, which clearly shows the tail marking consisting of black/white/red stripes, emulating the Prussian flag. Please paint tail section white before applying the decals.

As his personal marking, Windisch chose a green/white fuselage band denoting his Saxon origin (he was born in Dresden on 27 January 1897) and the jumping stag with the yellow shield which originated from "Dr. Lahmann's Sanatorium" in Weisser Hirsch in the outskirts of Dresden, where he recovered from wounds. Sanatorium's shield should have a serpent around a sword mark inside, but the photo is not clear enough to show inner mark. Mr. Thiemeyer indicated the serpent mark was not applied by the time of his death. Left side personal marking is not known. If similar marking is applied on this side, stag should be facing forward.



Wings and fuselage are covered in 4 color lozenge fabric with linen rib tapes, and engine panels and wheel covers are camouflaged in mauve/green. A small military number, Fok. D.7(O.A.W.) 2035/18 should have been applied on either side of the lower rudder. The wingtip "hier anfassan" is not applied on early O.A.W.-built A/C.

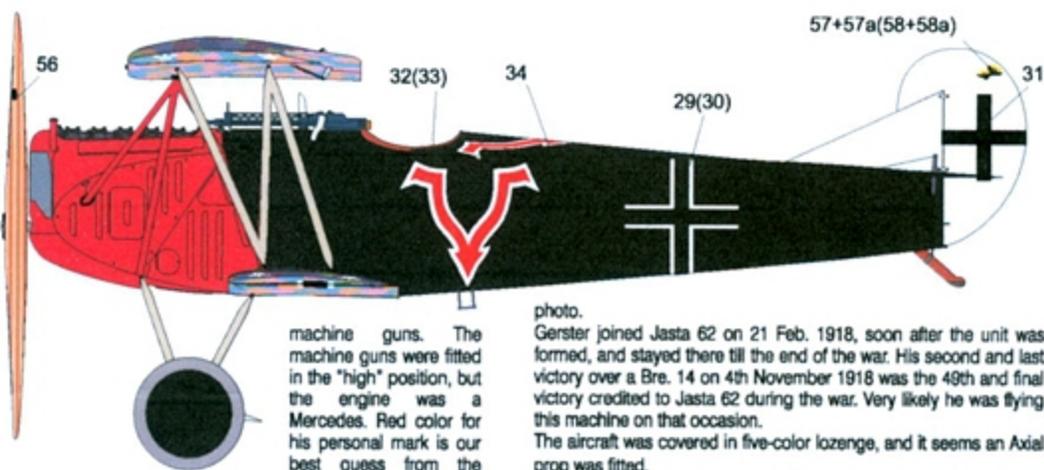
Following a low-level combat against several French SPADs on 27 May 1918, his Fokker D.VII was seen to make an emergency landing in French-held territory, just 50 metres next to his final victim. His comrades thought that Windisch came down alive, but when the area where he came down was overrun by German troops soon afterwards, only his Fokker was found.

Windisch disappeared without a trace, and since he and his fellow Jasta 66 pilots downed six French planes during his last combat, one wonders if French ground forces were not too willing to capture him alive, although he was reported as having been a POW in August 1918. Windisch achieved a total of 22 victories by the time of his death. The aircraft was covered in four-color lozenge, and very likely a Wolff prop was fitted.

A/C #2 Fokker D.VII (O.A.W.) W. Nr. unknown, flown by Vzfw. Karl Gerster, Jasta 62, Higny-Preutin Airfield, October/November 1918.

Mr. Leckscheid sent us the only photo of this beautifully marked late-production D. VII (O.A.W.) from ref. 5. Very interestingly, he noticed that the same plane appears in the photos showing Max Naether's D. VII (O.A.W.), 6441/18 of Jasta 62 on the WNW website. Here it is shown before the application of black paint, but the prominent wrinkle right under the machine gun is the fingerprint of this A/C. This confirms that its wings and fuselage are covered in five-color lozenge fabric with rib tapes from the same (not blue or natural linen), and vertical stabilizer and rudder are white with the small cross.

Both planes were received by Jasta 62 around 01. October 1918, and would soon receive the unit (red nose and black fuselage) and individual markings. Gerster chose "V" shaped mark with white outline on fuselage sides and upper deck. Tip of upper deck "V" mark extends slightly over to vertical fuselage sides. Besides his "V" shaped personal marking on three positions, he also had a tail wind shield fitted between the



machine guns. The machine guns were fitted in the "high" position, but the engine was a Mercedes. Red color for his personal mark is our best guess from the

photo. Gerster joined Jasta 62 on 21 Feb. 1918, soon after the unit was formed, and stayed there till the end of the war. His second and last victory over a Bre. 14 on 4th November 1918 was the 49th and final victory credited to Jasta 62 during the war. Very likely he was flying this machine on that occasion. The aircraft was covered in five-color lozenge, and it seems an Axial prop was fitted.

A/C #3 Fokker-built D.VIIF, W. Nr. unknown, flown by Lt. d R Heinrich Drekmann, Jasta 4, Monthussart Ferme, July 1918.

Two BMW-powered D.VIIF were received by Jasta 4 in late June 1918. One was kept by Udet, and he gave the second one to Lt. Heinrich Drekmann. Drekmann joined Jasta 4 on 29 August, 1917. By late June 1918 he was the second highest scorer in Jasta 4 so he was an obvious choice for the best fighter aircraft available at the time. After scoring five victories in July he was killed in the early evening of 30 July 1918 in combat with SPAD fighters.

The appearance of this aircraft is documented only by a single known photo published in ref. 6, thus certain aspects of its paint job remain speculative. Illustration in ref. 6 depicts it in black overall color, but since both D. VIIFs initially went to Udet, it is thought that the fuselage was painted red. Close check of the photo shows that Drekmann's fuselage color is the same as Udet's D. VIIF, 378/18 with red fuselage behind. And there is a French report in July 1918 that often two high-flying red Fokkers attacked observation A/C that were still climbing for the altitude behind the French lines, which completely matches with Udet's



description that he and Drekmann had "many successful combats" together. On their D. VIIFs, Jasta 4 used black nose as the unit marking. So we have shown black nose

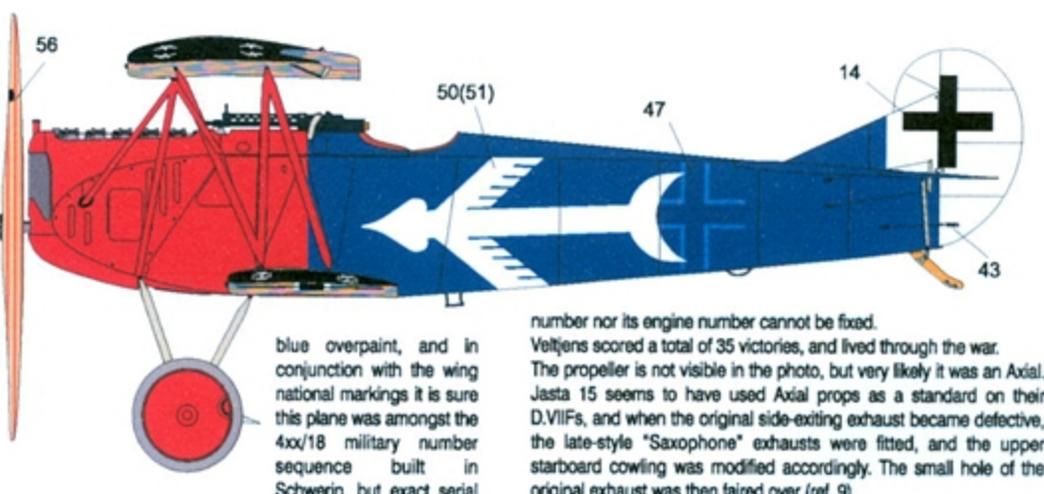
with red fuselage in our profile. Its exhaust should be the early "low central" version rather than late Saxophone type. It should be noted that the color inside Kogge mark is slightly darker than fuselage color. This might be due to repeated retouching of the mark with red Hanseatic League color. Closer look at the ship mark shows shadows on the sail. Right side marking is not known, but in all probability mirror image Kogge mark would have been applied. Lt. Drekmann scored a total of 15 victories before his death. Wings were most likely covered in four-color fabric with rib tapes from the same material. Its propeller is probably Axial.

A/C #4 Fokker D.VIIF military number unknown, flown by Leutnant Josef Veltjens, Staffelführer Jasta 15, Chéry-Jes-Pouilly airfield, July/August 1918.

In the last days of June 1918, Jasta 15 received its first six BMW-powered Fokker D.VII's, and this A/C is thought to be one of them. Research by Mr. Leckscheid confirmed that this A/C must be from the sequence of 462/18 to 469/18 with three small cooling slots in the nose metal side panel.

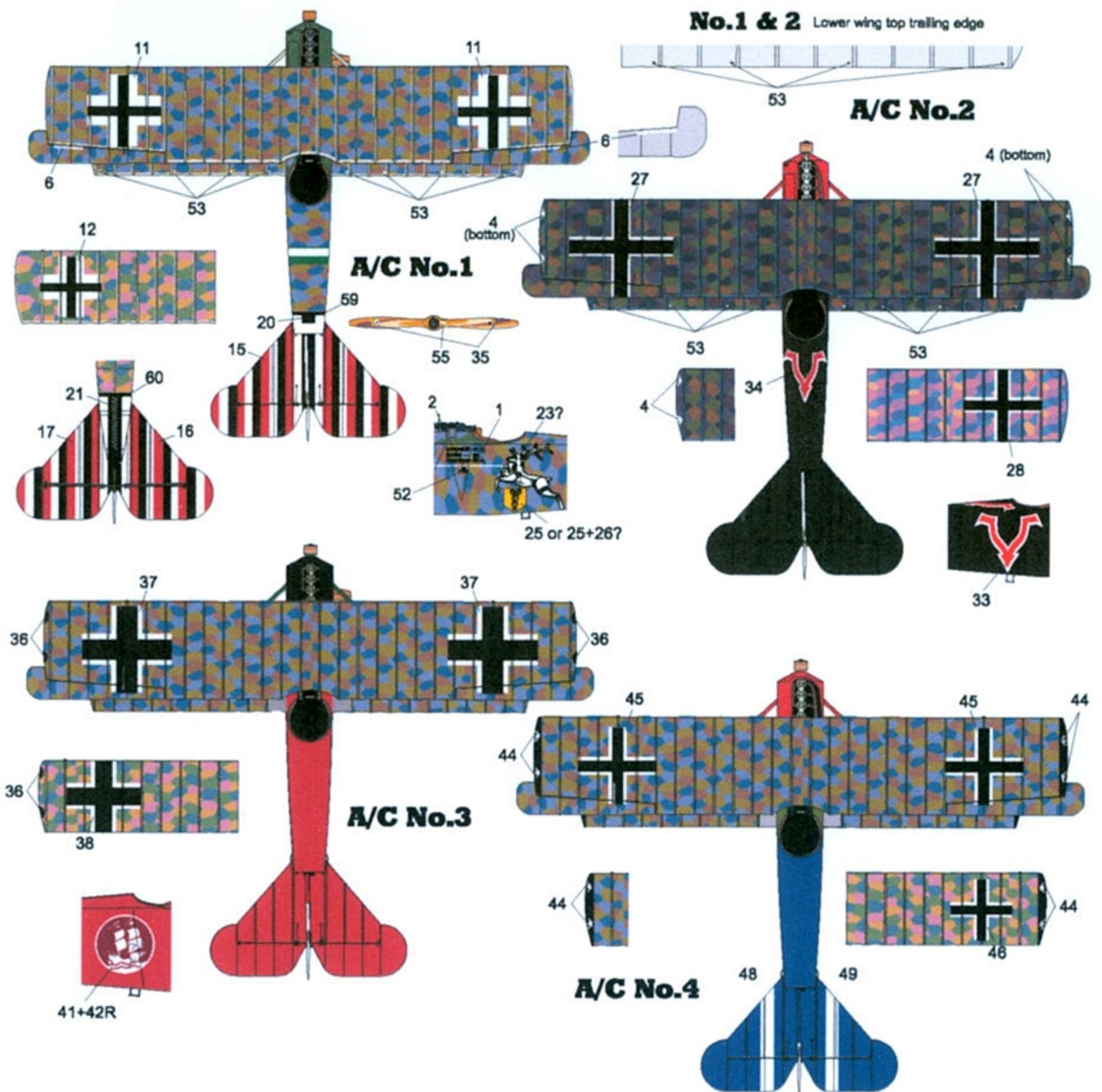
Though there are a few photos for his former A/C with Mercedes engine, there is only one photo of this A/C in ref. 7 and 8, which shows Veltjens personal marking, "Indian Arrow", on its right side. Note the different wing cross style. As with his former A/C the arrow mark would have been applied on both sides facing forward. In addition white stripes were applied to the horizontal tail surfaces, a rare marking in JG II at the time, no doubt to identify him as Staffelführer in the air. Wings were apparently covered in 4-color lozenge, with black Fokker-style "grip" markings on the wingtips. Its upper wing tips are painted in a dark color which is probably black.

The fully-outlined fuselage cross was visible beneath the thin



blue overpaint, and in conjunction with the wing national markings it is sure this plane was amongst the 4xx/18 military number sequence built in Schwerin, but exact serial

number nor its engine number cannot be fixed. Veltjens scored a total of 35 victories, and lived through the war. The propeller is not visible in the photo, but very likely it was an Axial. Jasta 15 seems to have used Axial props as a standard on their D.VIIFs, and when the original side-exiting exhaust became defective, the late-style "Saxophone" exhausts were fitted, and the upper starboard cowling was modified accordingly. The small hole of the original exhaust was then faired over (ref. 9).



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- (4) Pour le Merite Flieger (Walter Zuerl, Curt Pechstein Verlag, 1938)
- (5) Deutsche Flugzeuge in Ersten Weltkrieg (Joerg Mueckler, Motorbuch Verlag, 2013)
- (6) Osprey Aviation Elite Units 16, "Richthofen's Circus" (Greg VanWyngarden, Osprey Publishing, 2004)
- (7) Osprey Aircraft of the Aces #53, Fokker D VII Aces of World War I, part 1 (Norman Franks, Greg VanWyngarden, Osprey Publishing, 2003)
- (8) Fokker Fighters of WW I (Alex Imrie, Arms and Armour Press, 1986)
- (9) Kampf und Sieg (Hanns Möller, Verlag Bernard Graefe, 1939)

Special thanks to Mr. Joern Leckscheid for the unpublished photos as well as valuable information and contribution. The pioneering research on German Jasta markings by Mr. Alex Imrie, Mr. Manfred Thiemeyer and Mr. Greg VanWingarden is also gratefully acknowledged!

Major propeller types used for German fighters in WWI (1/48 size)

* Wooden pattern may vary with the wooden material or number of wood layers used even within the same propeller

For Mercedes D. III series engines (Used on Albatros D.III, D.V, Fokker D.VII, Pfalz D.III, D.XII, Roland D.VIa and others.)



Anker
(Deutsche Anker Propeller Werke)



Astra
(Steiniger und Cie)



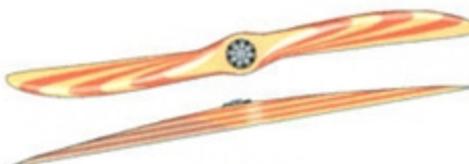
Axial
(Axial Propellerfabrik)



Garuda
(Garuda Propellerbau)



Germania
(Erste Suddeutsche Propellerwerke)



Heine
(Hugo Heine Propellerwerke)



KF
(Kurt Fliegel Propellerbau)



Niendorf
(Gebrüder Niendorf)



Propulsor
(Deutsche Luftschraubenbau)



Reschke
(Franz Reschke)



Wolff
(Wolff Luftschraubenfabrik)



Wotan
(Wotan Propellerbau)

For BMW D.IIIa engine (Used on Fokker D.VIIF)



Axial



Heine

For Oberursel UR.II engine (Used on Fokker Dr.I, D.VI, E.V/D.VIII)



Axial



Heine