



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 Richtofen.

...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 another 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 Richtofen, 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:

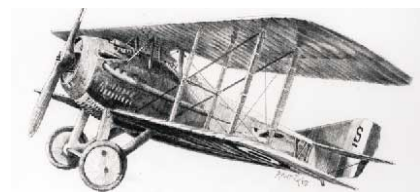
This model represents the original Fokker D.VII (Fok), built by Fokker at Schwerin. There were four main versions of Fokkers that were produced actually by Fokker. Represented by this model are the first production version, and the fourth and final version built in late summer, 1918. Aircraft of the first version were characterized by exhaust vented through a covering plate on the right side of the front of the aircraft, and an absence of cooling grillwork on these plates. Aircraft of the fourth version, to the contrary, were supplied with a multitude of these grills. Their necessity was dictated by flight experience, and even the ignition of the ammunition in the weapons. For this reason, the exhaust was eventually vented out over the covering plates. Aircraft of the first production version were also characterized by a smudged pattern that was typical on the earlier Fokker Dr.I. This pattern was soon abandoned, and the fuselage was covered by a printed pattern commonly referred to as the Lozenge pattern, and was typical for the wings as well. This kit includes decals for both types of coverings, four colours as well as five colours patterns. The makeup of this kit also includes a fret of colored photoetched parts. The construction of this kit, however, is not dependant on the use of these parts, and their inclusion is strictly up to you. During the construction of your kit, study the instructions carefully, and stay consistent with the recommended assembly order. Pay close attention to detail painting as called for, and to the recommended application of the lozenge markings in their specific steps. Above all, we hope you enjoy your kit, and we wish you many happy modeling hours spent on your Fokker D.VII (Fok).



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



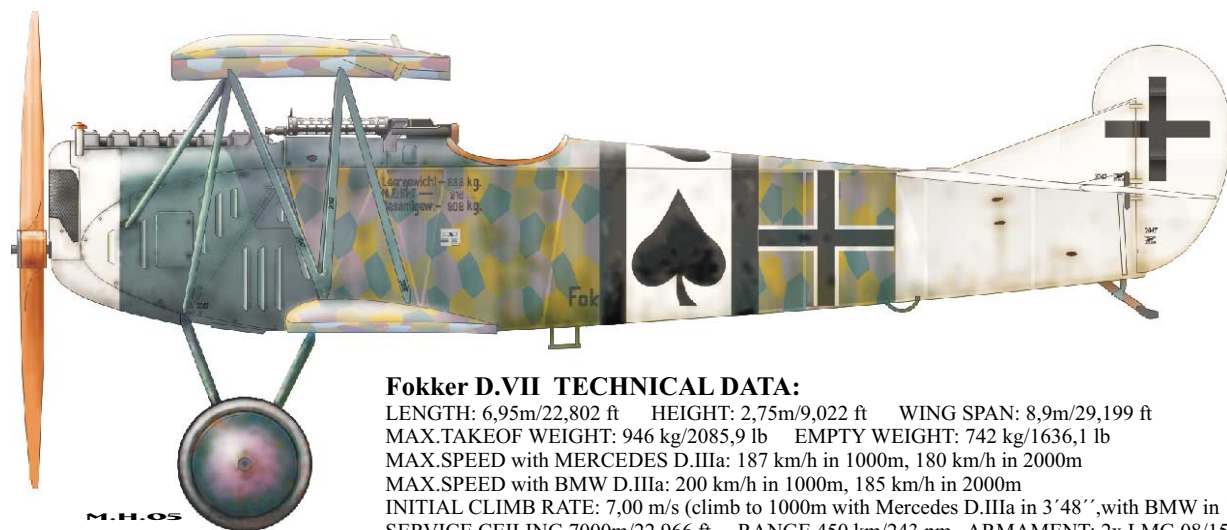
British SE 5a, powered by Wolseley W.4A Viper 200 hp engine, max. speed 222 km/h



French SPAD XIII, powered by Hispano Suisa 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 vinyle 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



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



SYMMETRICAL 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
POUŽIT EXPRESS MASK
NABARVIT PŘED SLEPENÍM
AND PAINT BEFORE
GLUING

PARTS

* DÍLY *

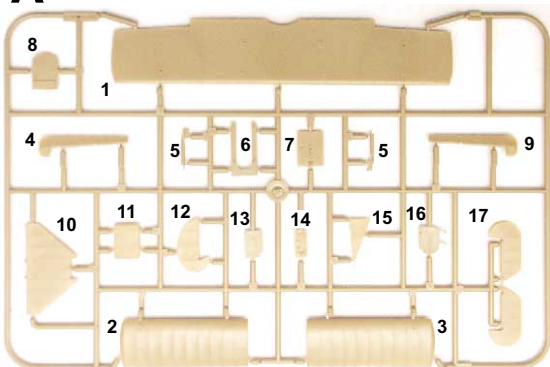
* TEILE *

* PIÈCES *

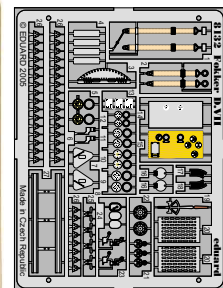
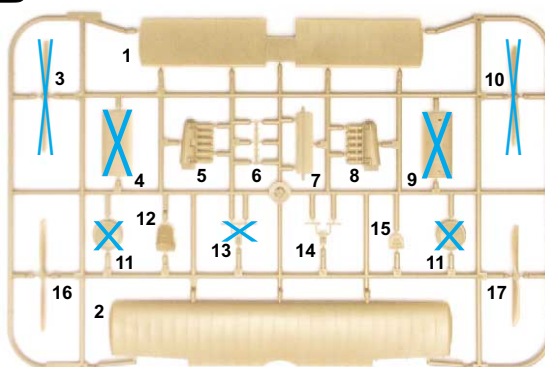
* 部品 *

A>

PLASTIC PARTS

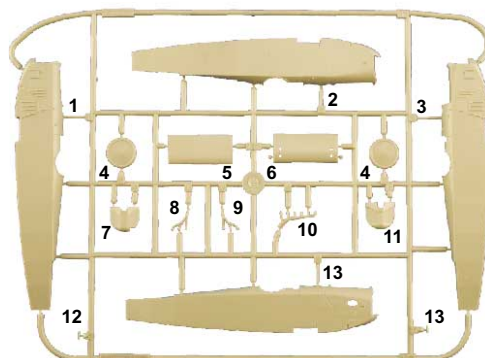
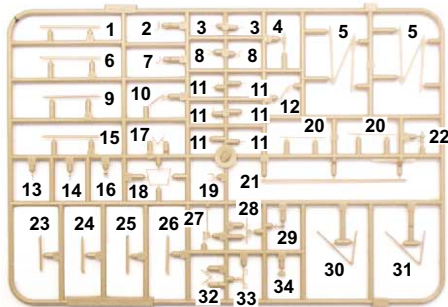
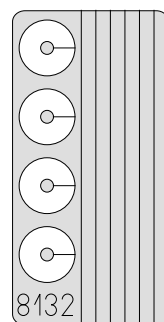


B>

PE - PHOTO ETCHED
DETAIL PARTS

C>

F>

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MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS *

* BARVY *

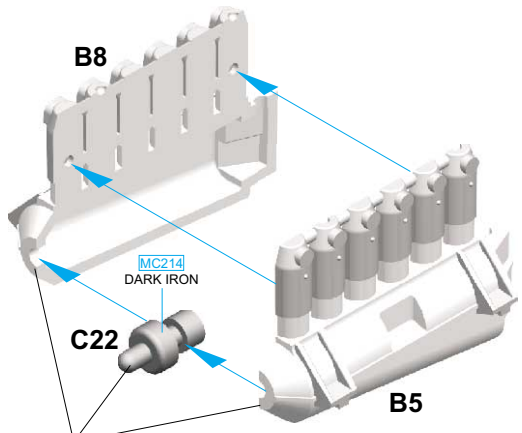
* FARBEN *

* PEINTURE *

* 色

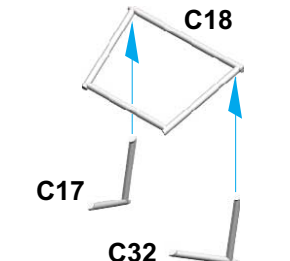
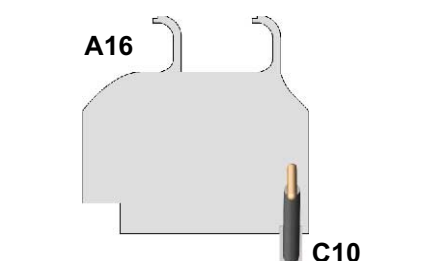
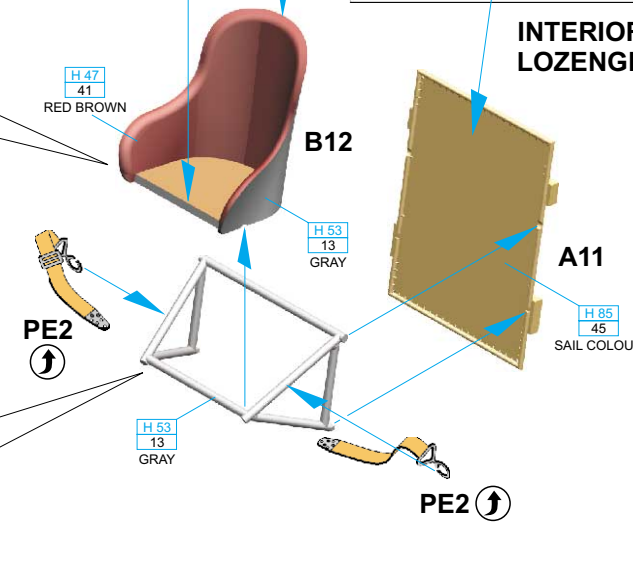
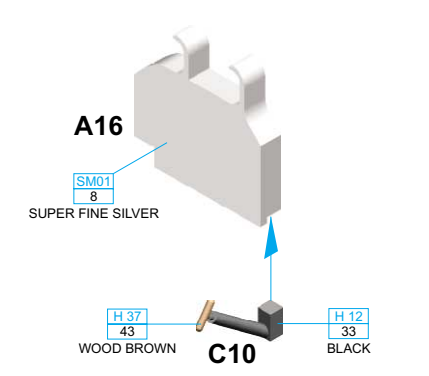
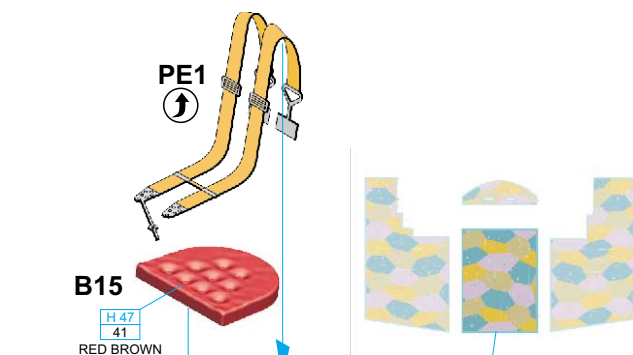
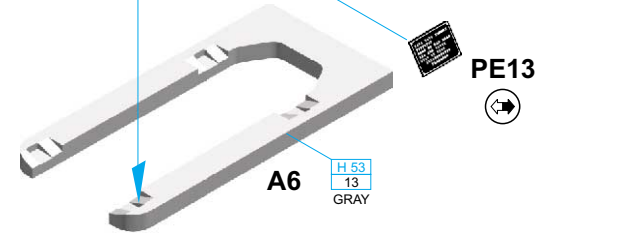
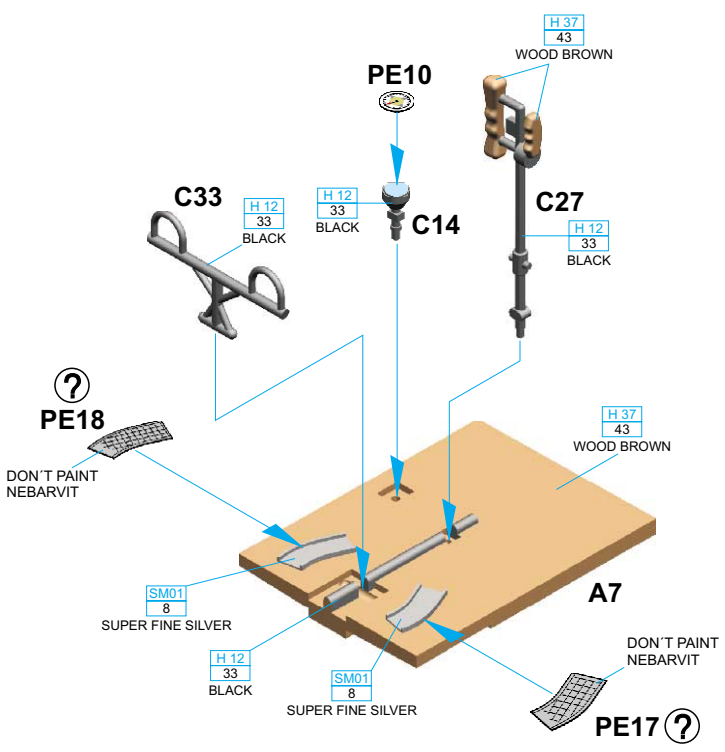
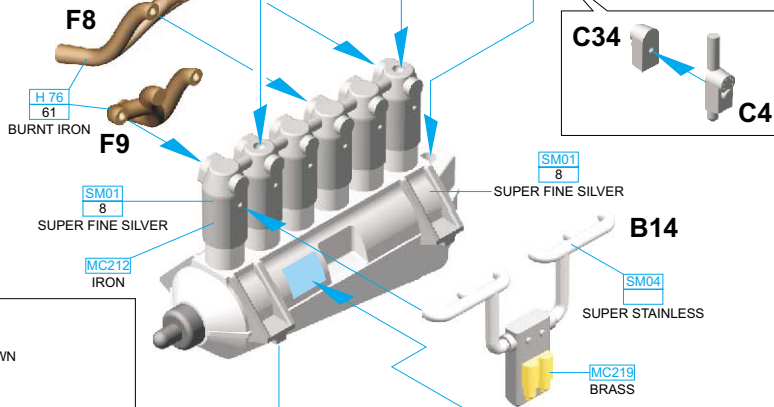
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
SM01	8	SUPER FINE SILVER
SM04		SUPER STAINLESS
H 3	3	RED
H 4	4	YELLOW
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 14	59	ORANGE
H 35	80	COBALT BLUE
H 37	43	WOOD BROWN
H 39		PURPLE

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



**DO NOT GLUE!!
NELEPIT!!**

**MARKING
A;B**

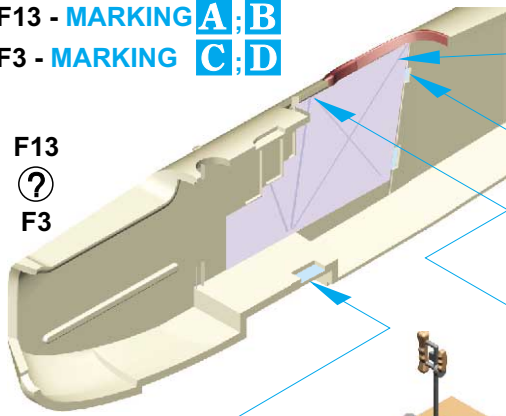


F13 - MARKING **A;B**
 F3 - MARKING **C;D**

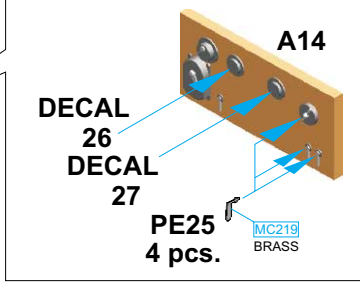
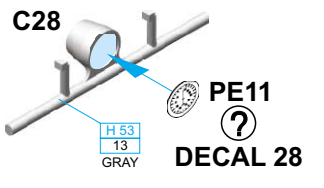
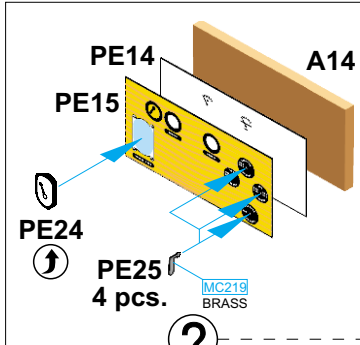
INTERIOR LOZENGE



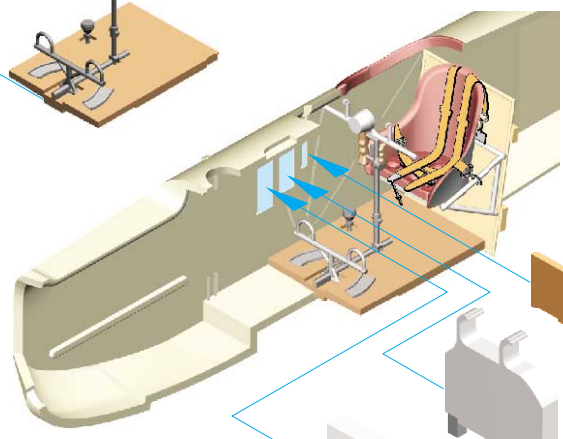
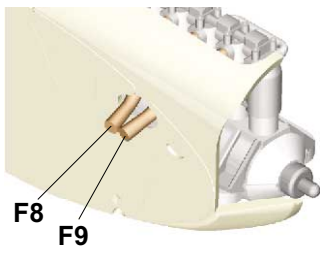
F13
 F3



C28



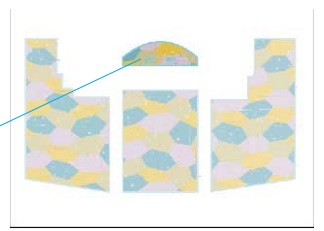
MARKING **A;B**



A16

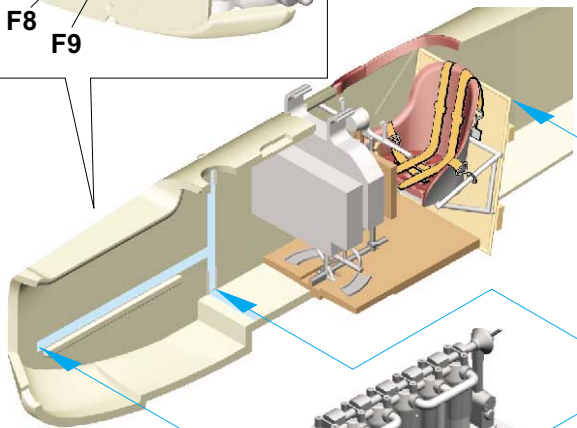
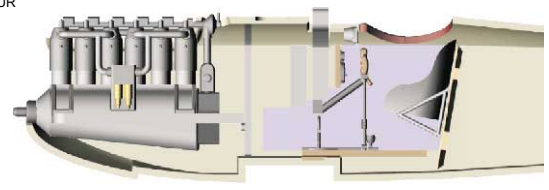
SM01 8
 SUPER FINE SILVER

A13
 INTERIOR LOZENGE



PE3
 H 85 45
 SAIL COLOUR

A8
 H 53 13 GRAY



F13+ F2+ F11 - MARKING **A;B**
 F3+ F1+ F7 - MARKING **C;D**

INTERIOR LOZENGE



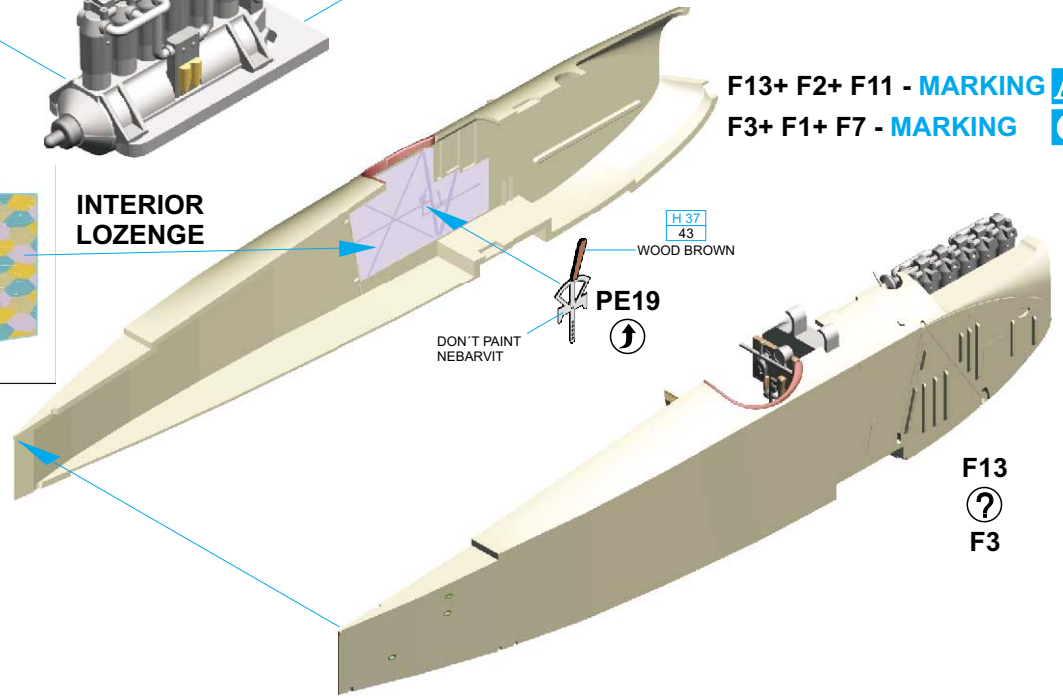
H 37 43
 WOOD BROWN

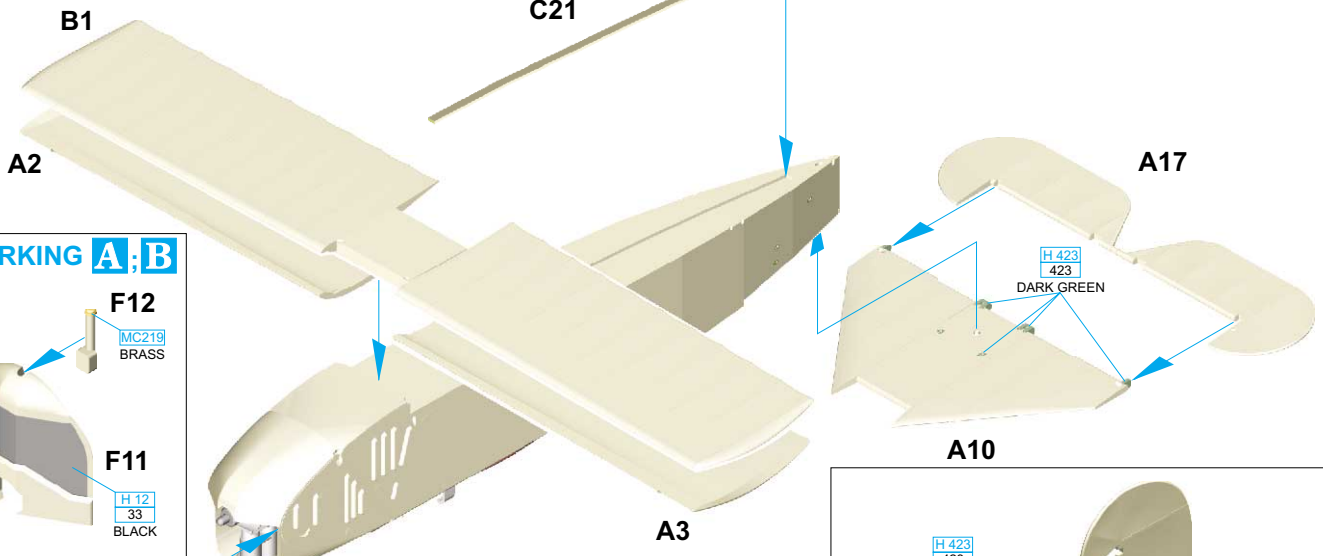
PE19

DON'T PAINT NEBARVIT

F2
 F1

F13
 F3





MARKING A;B

F12
MC219
BRASS

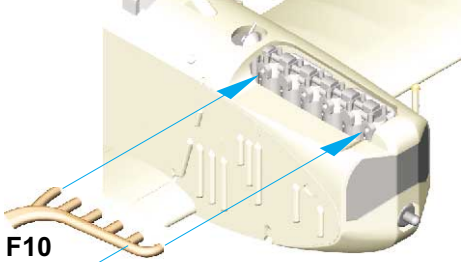
F11
H 12
33
BLACK

F11 - MARKING **A;B**
F7 - MARKING **C;D**

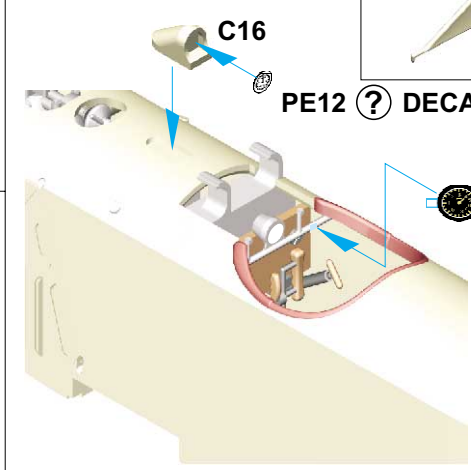
F7
H 12
33
BLACK



MARKING C;D



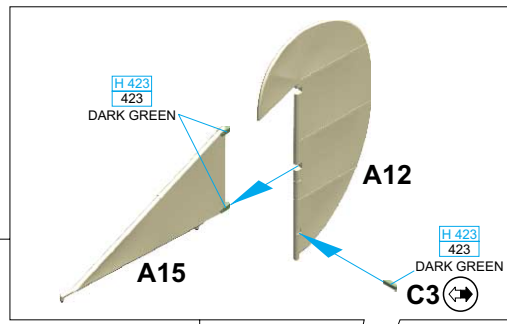
F10
H 76
61
BURNT IRON



C16

PE12 ? DECAL 30

PE5
↑



H 423
423
DARK GREEN

H 423
423
DARK GREEN

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

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

LOZENGE
UPPER: **I, L ? M, J**

WING LOZENGE
UPPER: **U, V, X ? R, S, L**

FUSELAGE LOZENGE
UPPER: **M**

FUSELAGE LOZENGE
STARBOARD: **P2, P3**

LOZENGE
BOTTOM: **M, L ? M, N**

WING LOZENGE
BOTTOM: **I, J, K ? P, Q, R**

FUSELAGE LOZENGE
PORT SIDE: **O2, O3**

FUSELAGE LOZENGE
BOTTOM: **V**

MC219
BRASS
F14

DON'T PAINT
NEBARVIT
PE4

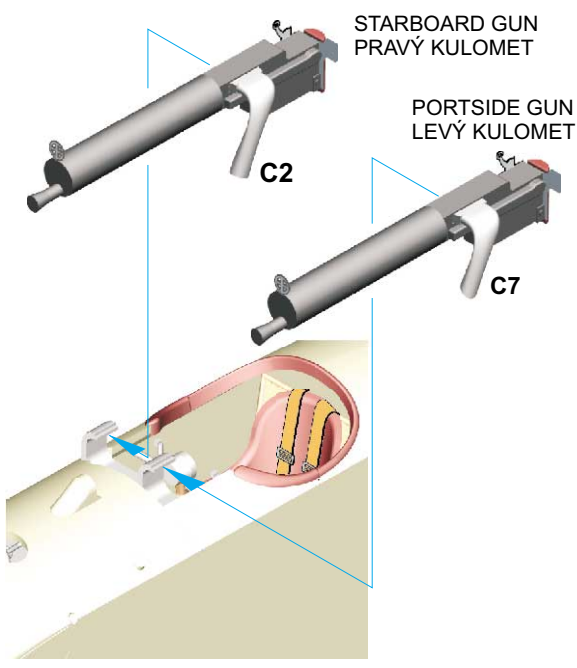
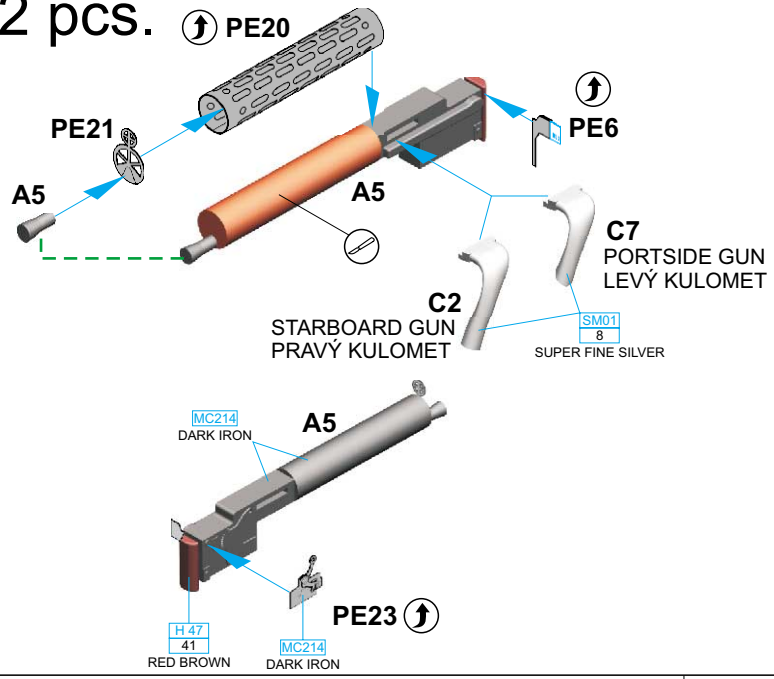
WING LOZENGE
UPPER: **R, S, T ? J, O, P**

PE4
DON'T PAINT
NEBARVIT

WING LOZENGE
BOTTOM: **N, O, P ? S, T, U**

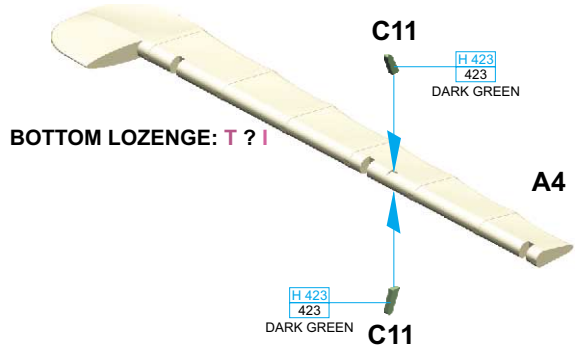
2 pcs.

PE20



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

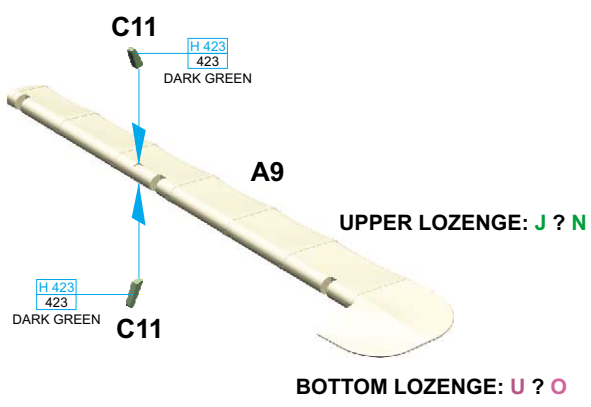
UPPER LOZENGE: K ? T



BOTTOM LOZENGE: T ? I

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

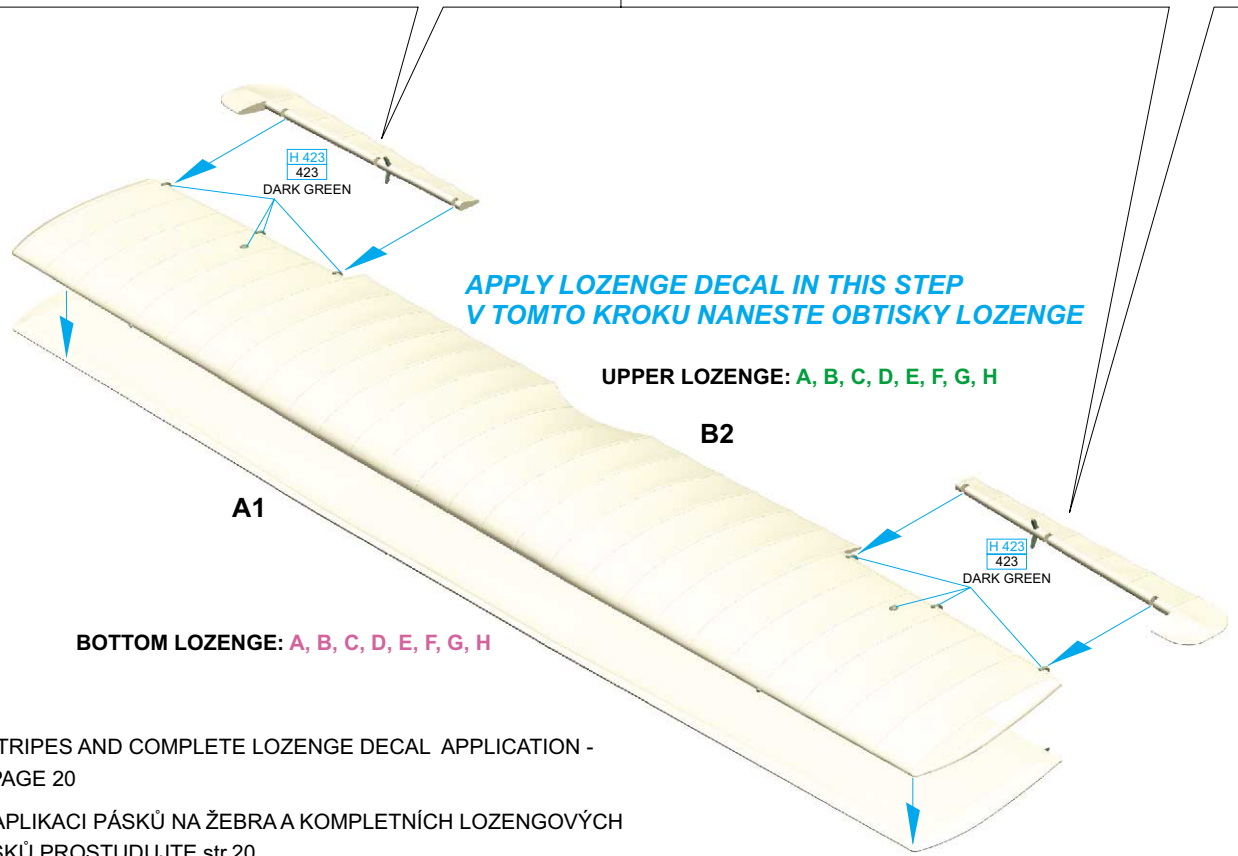
C11 H 423 423 DARK GREEN



UPPER LOZENGE: J ? N

H 423 423 DARK GREEN C11

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

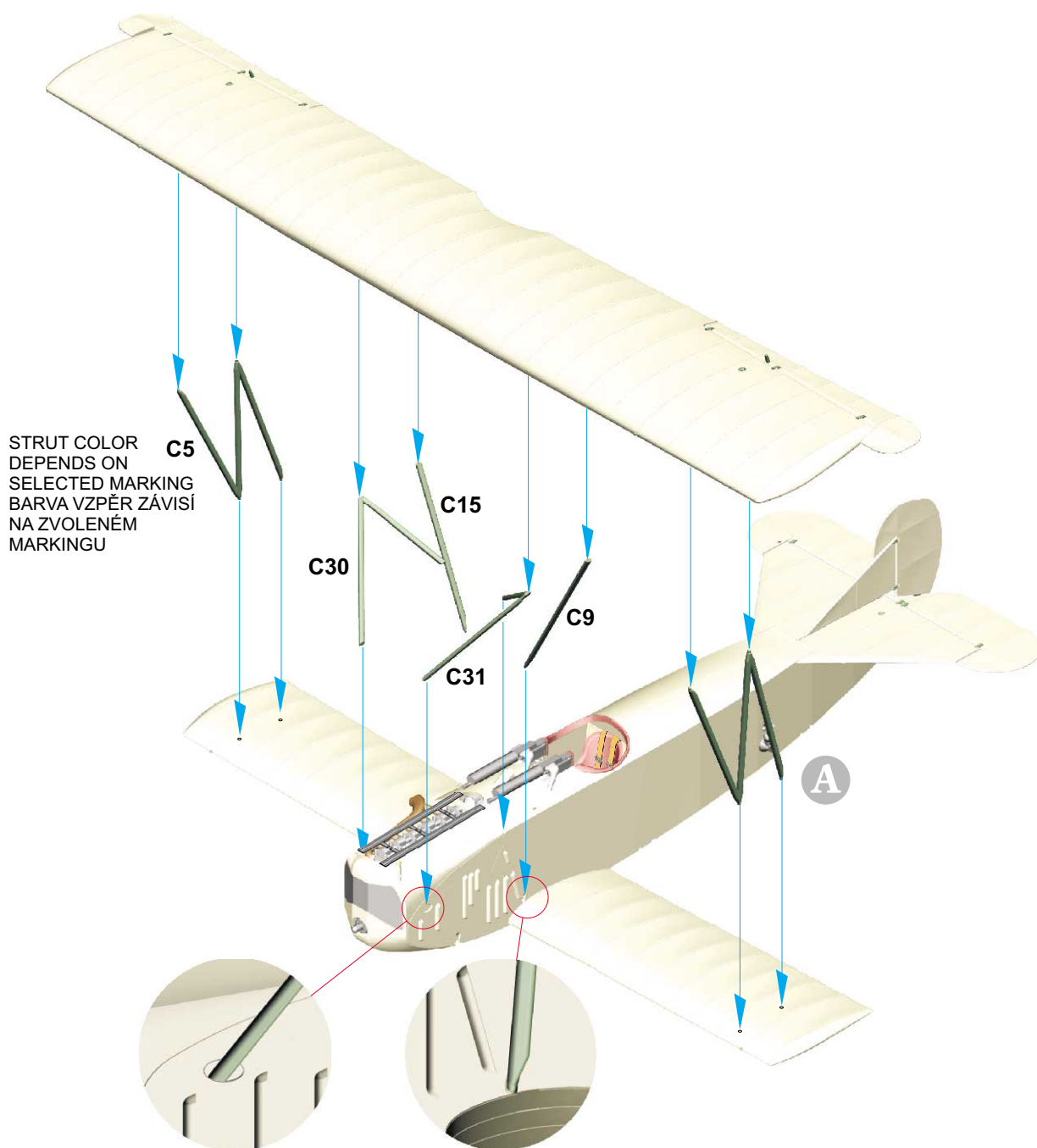
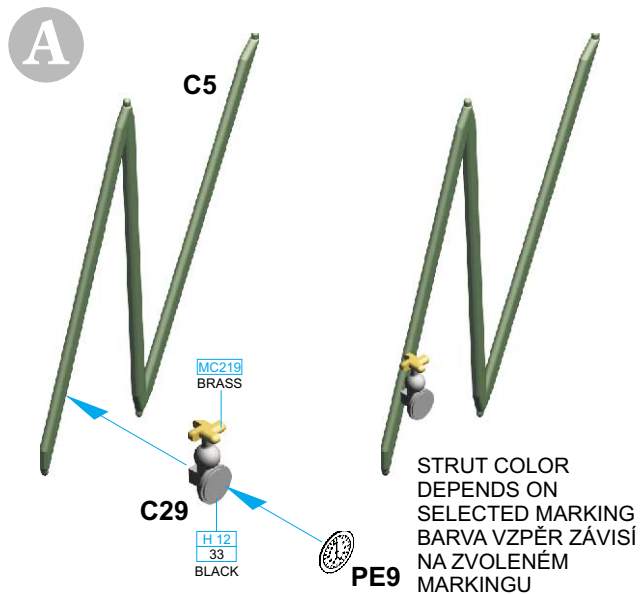
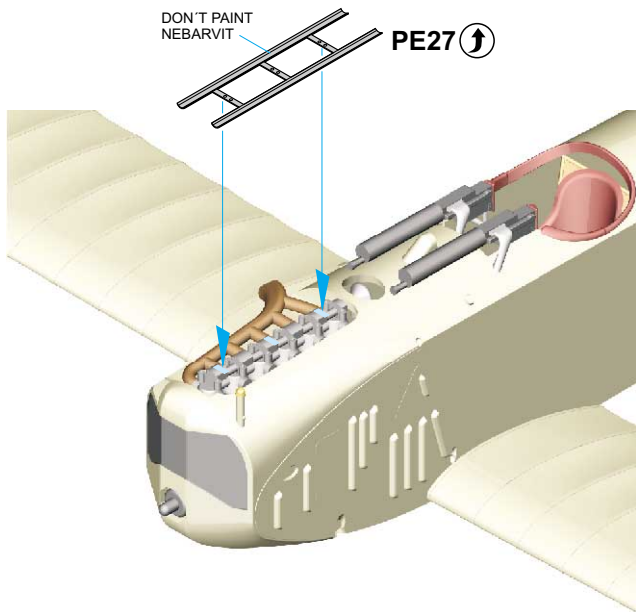
B2

A1

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

RIB STRIPES AND COMPLETE LOZENGE DECAL APPLICATION - SEE PAGE 20

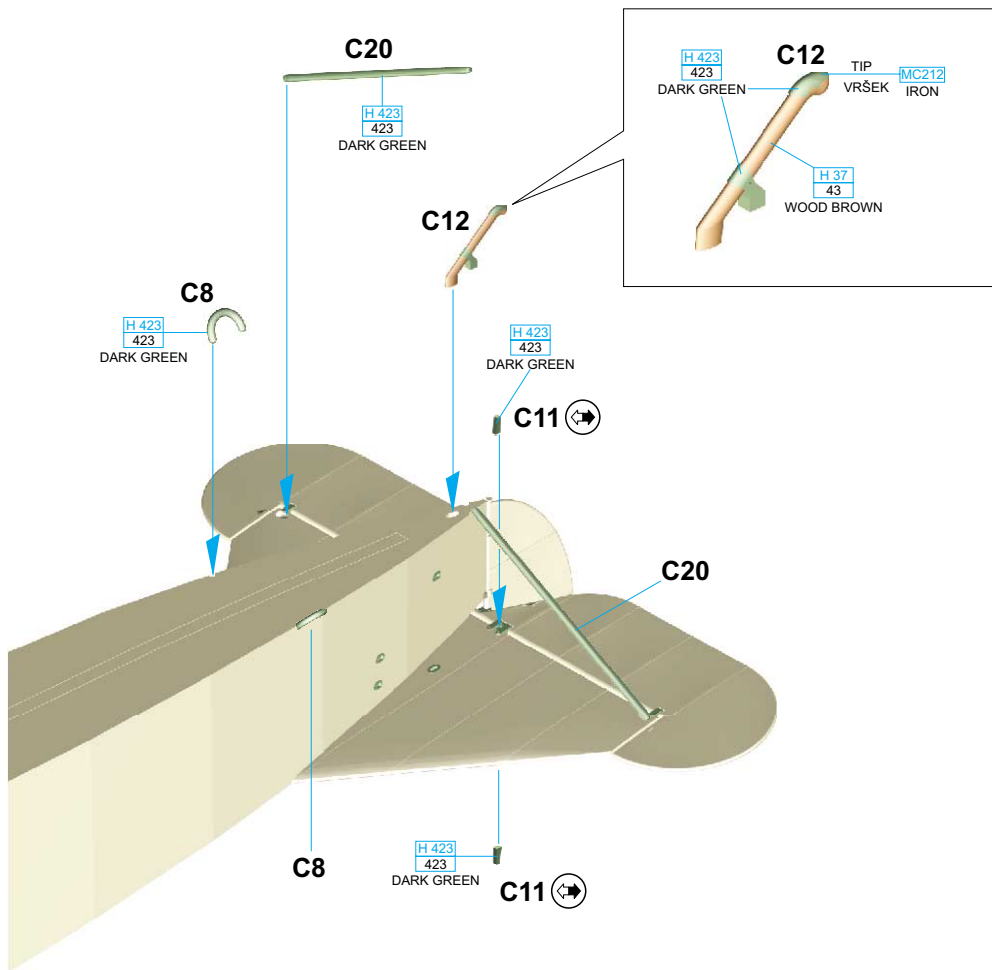
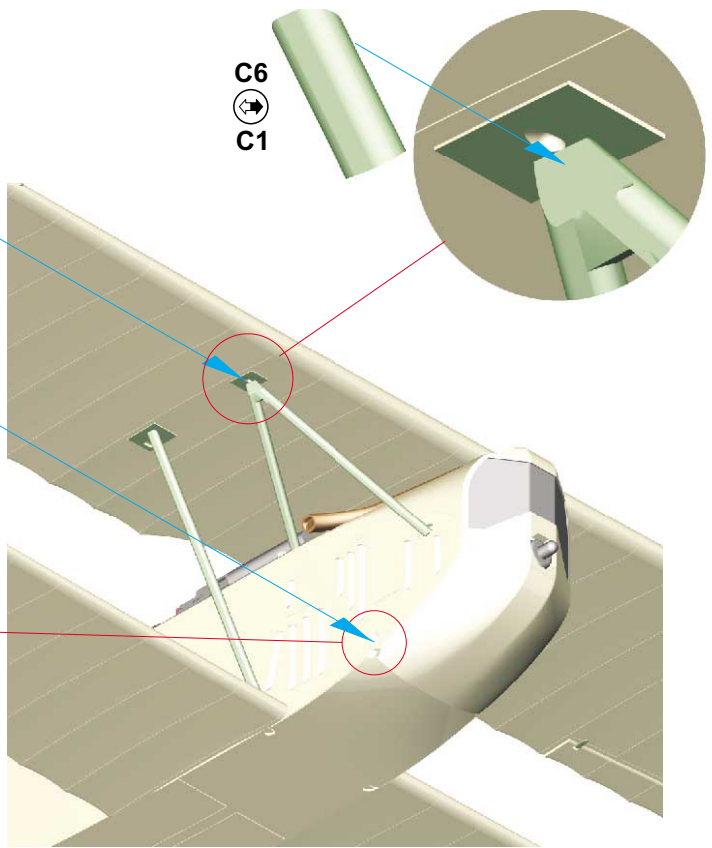
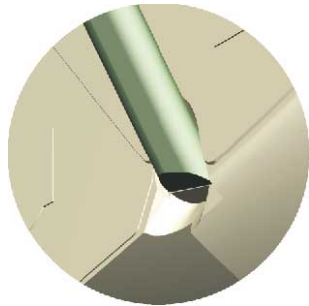
PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH OBTISKŮ PROSTUDUJTE str.20



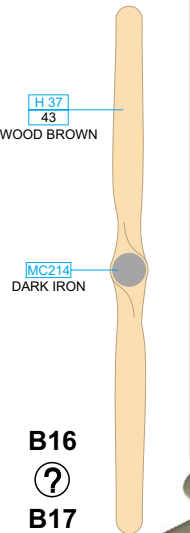
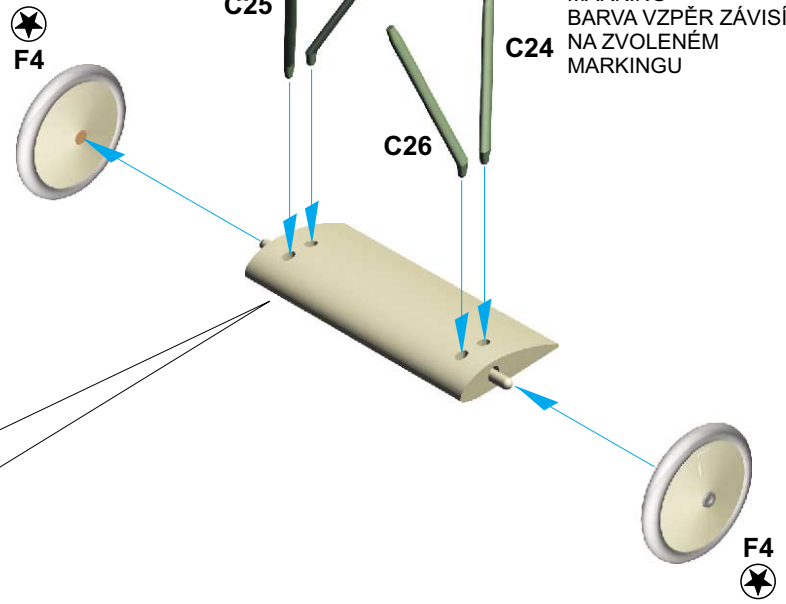
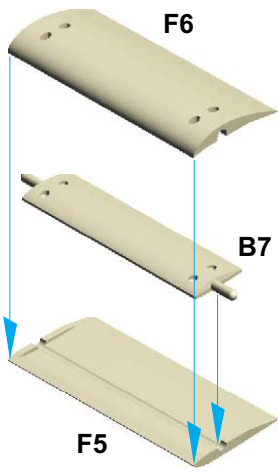
STRUT COLOR
DEPENDS ON SELECTED
MARKING
BARVA VZPĚR ZÁVISÍ
NA ZVOLENÉM
MARKINGU

C6
C1

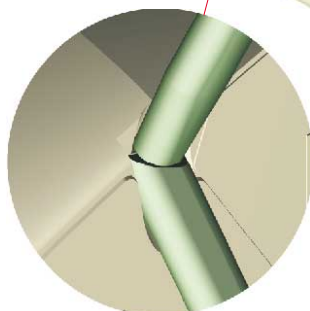
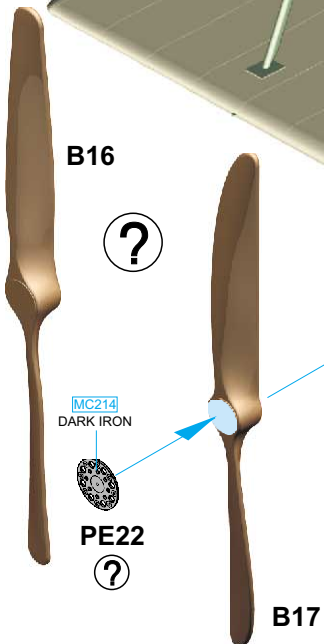
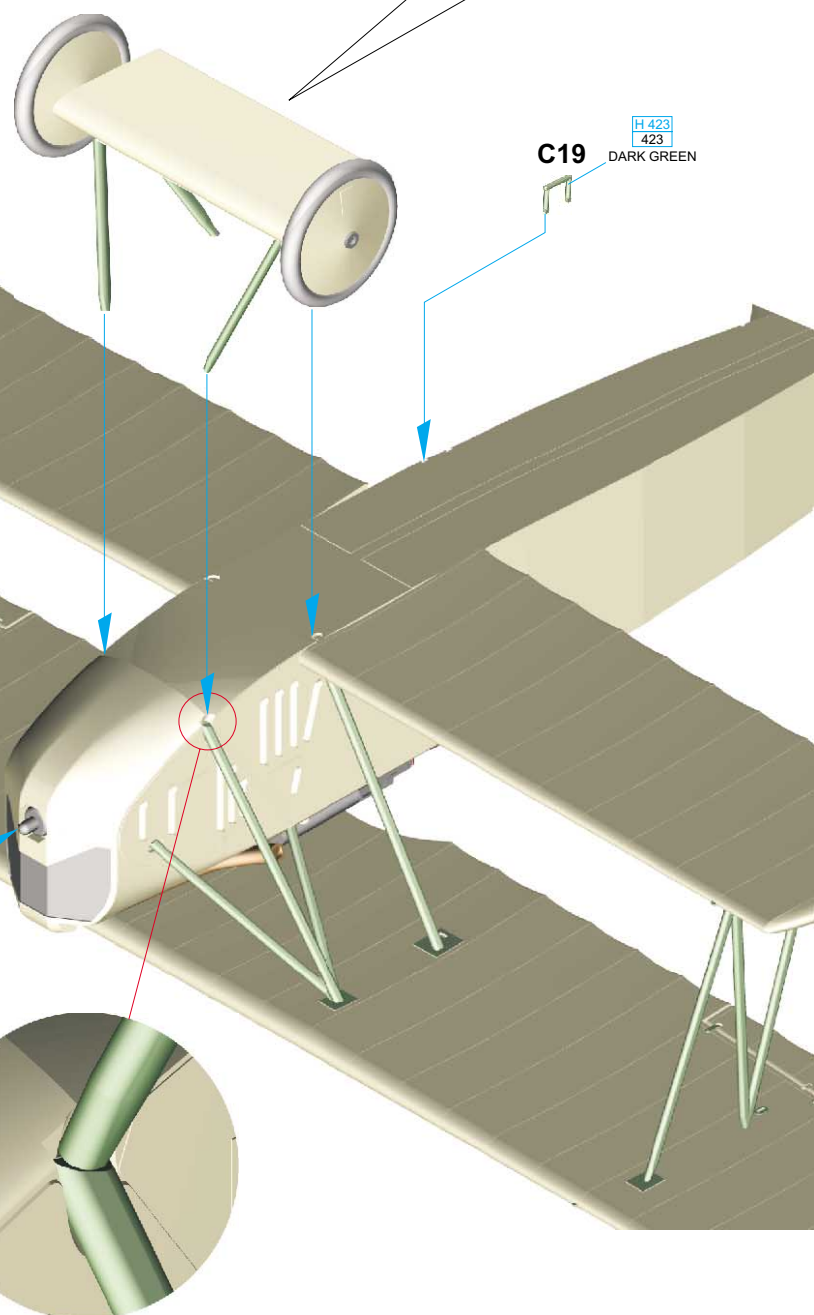
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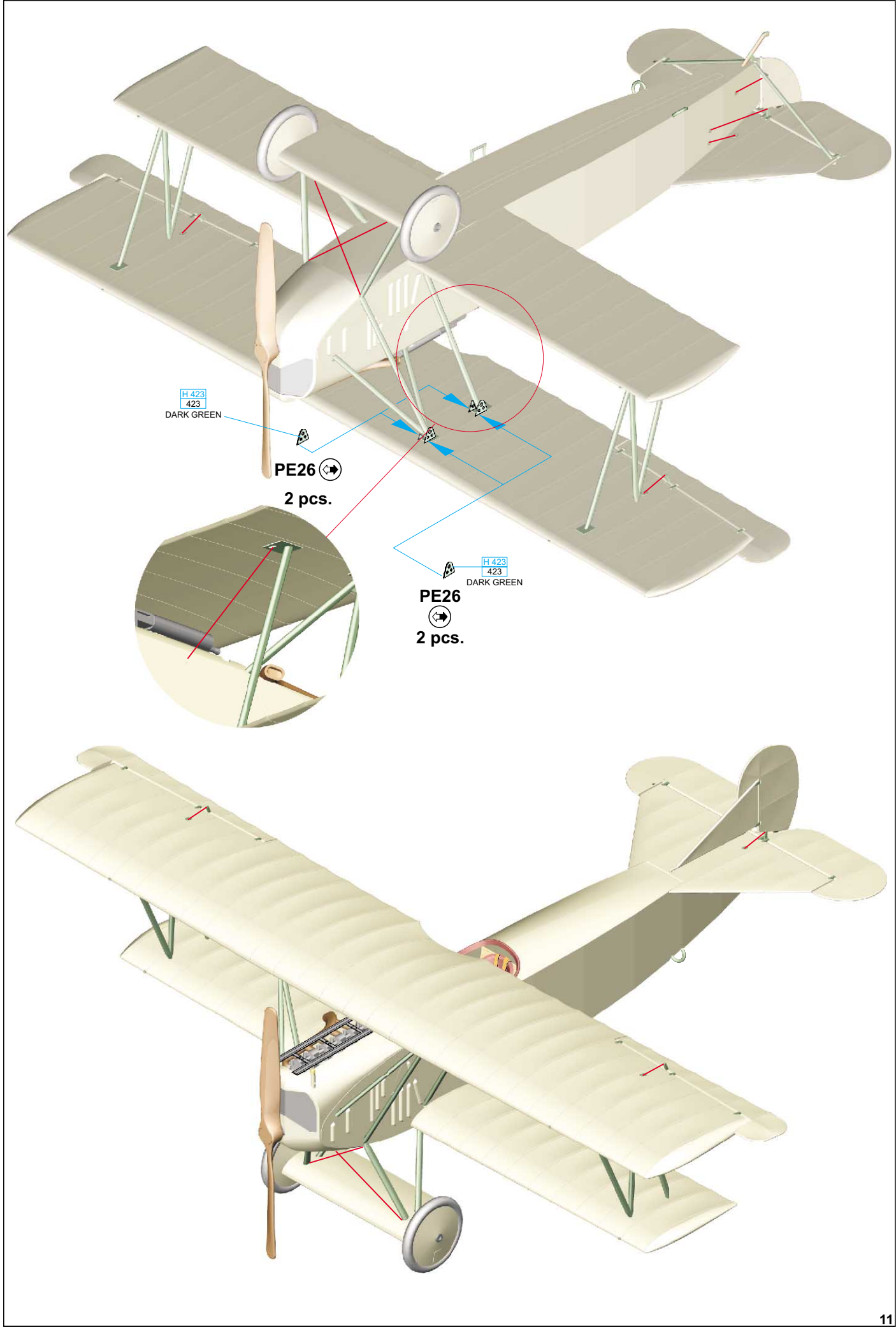


STRUT COLOR
DEPENDS ON SELECTED
MARKING
BARVA VZPĚR ZÁVISÍ
NA ZVOLENÉM
MARKINGU




B16
?
B17





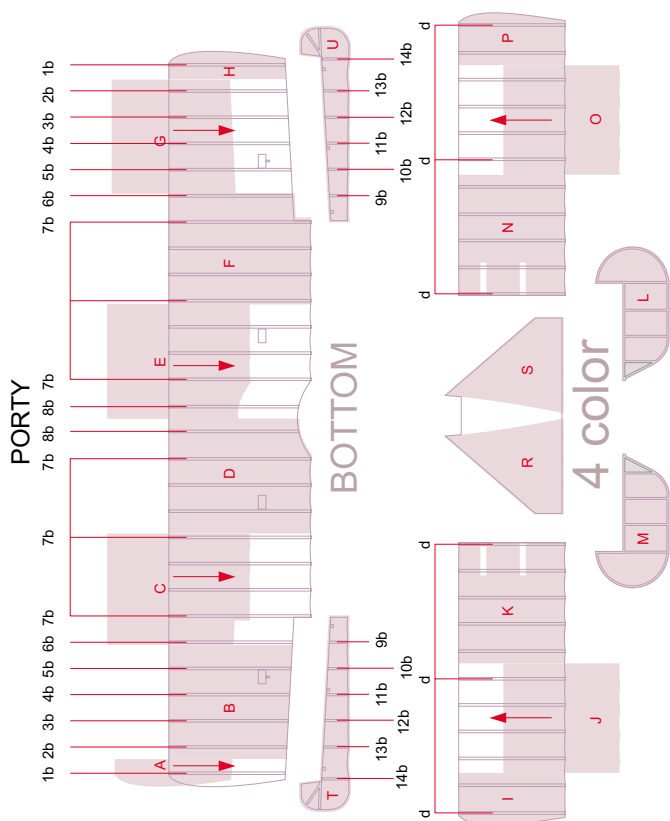
H 423
423
DARK GREEN

PE26 
2 pcs.

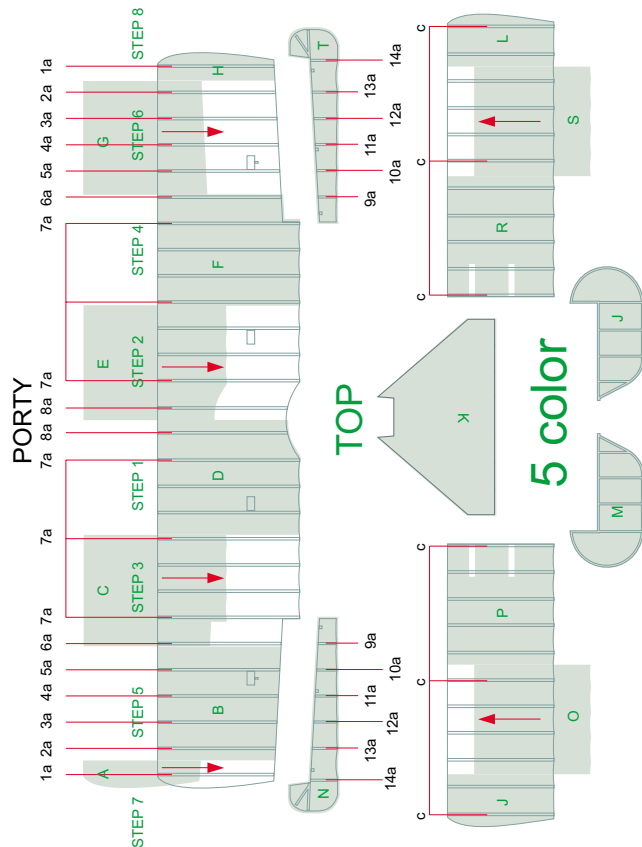
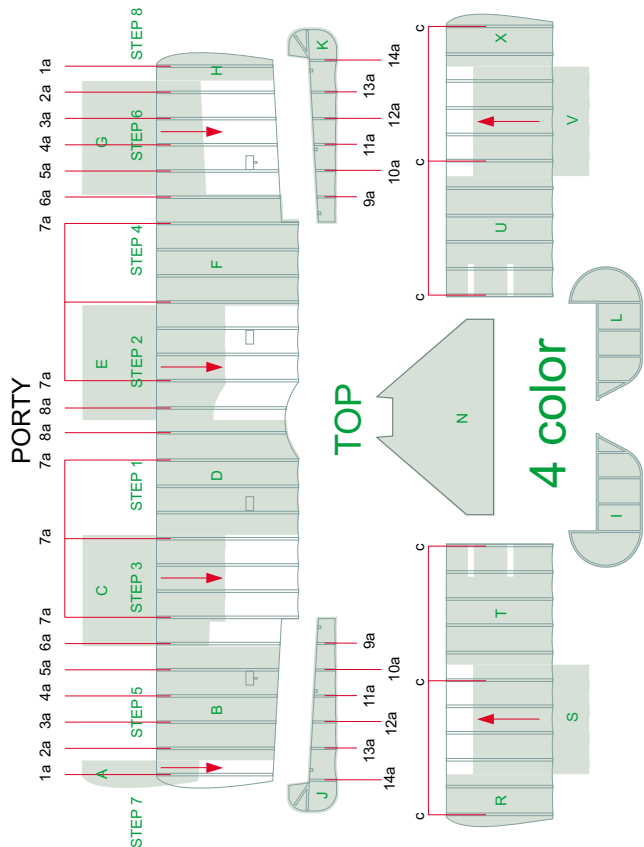
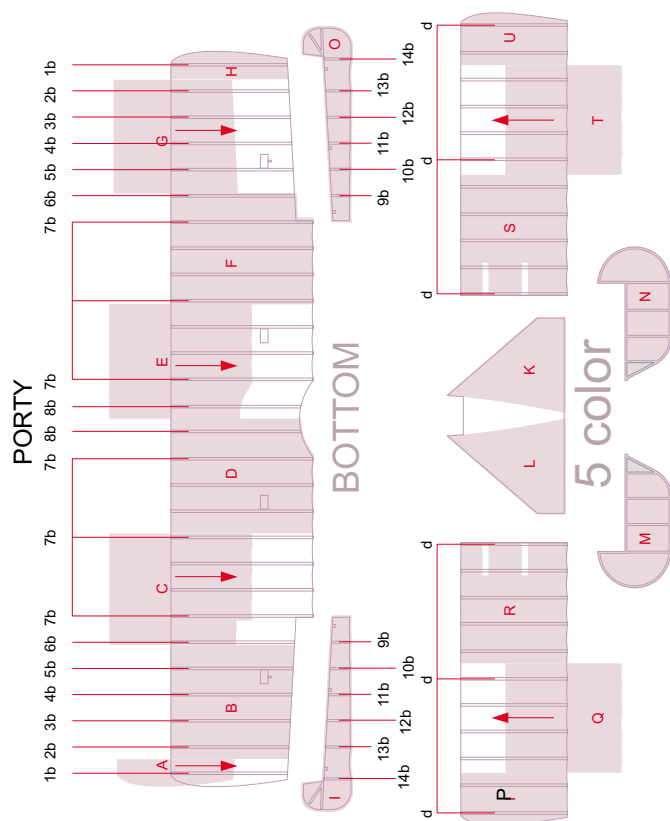
H 423
423
DARK GREEN
PE26 
2 pcs.

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



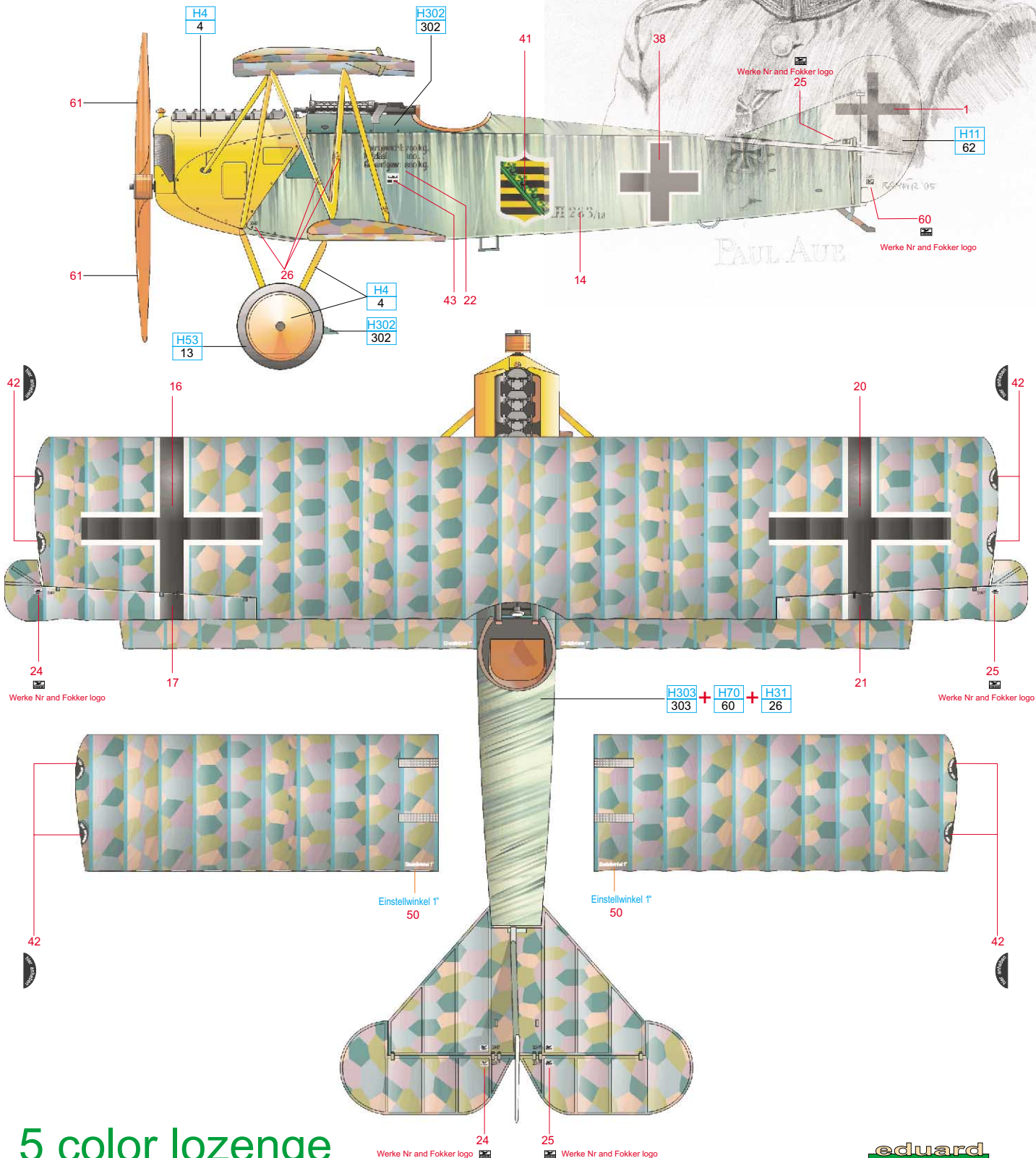
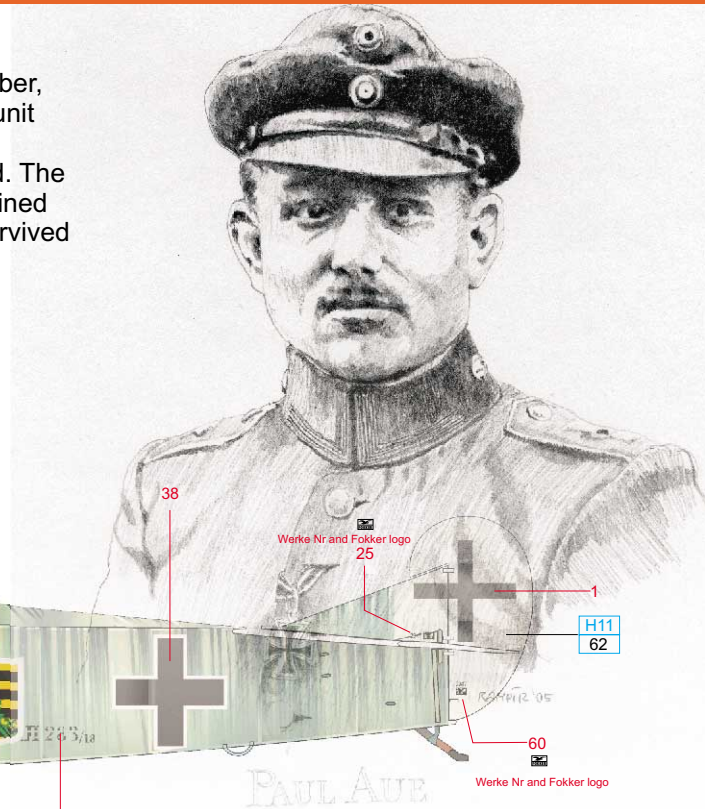
5 COLOR LOZENGE



Při konstrukci tohoto modelu, jakož i při přípravě obtisků a kamuflážních schémát, 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.

A. Paul Aue

Offizierstellvertreter Paul Aue was assigned to Jasta 10 in October, 1916. At the time, he had to his credit one victory with bomber unit KG5. He remained with Jasta 10 to the end of the war, and accumulated a further nine confirmed kills and three unconfirmed. The last four victories were achieved flying the Fokker D.VII. He rejoined the air force during the rebirth of the thirties, and although he survived the Second World War, he died in 1945 in Soviet captivity.

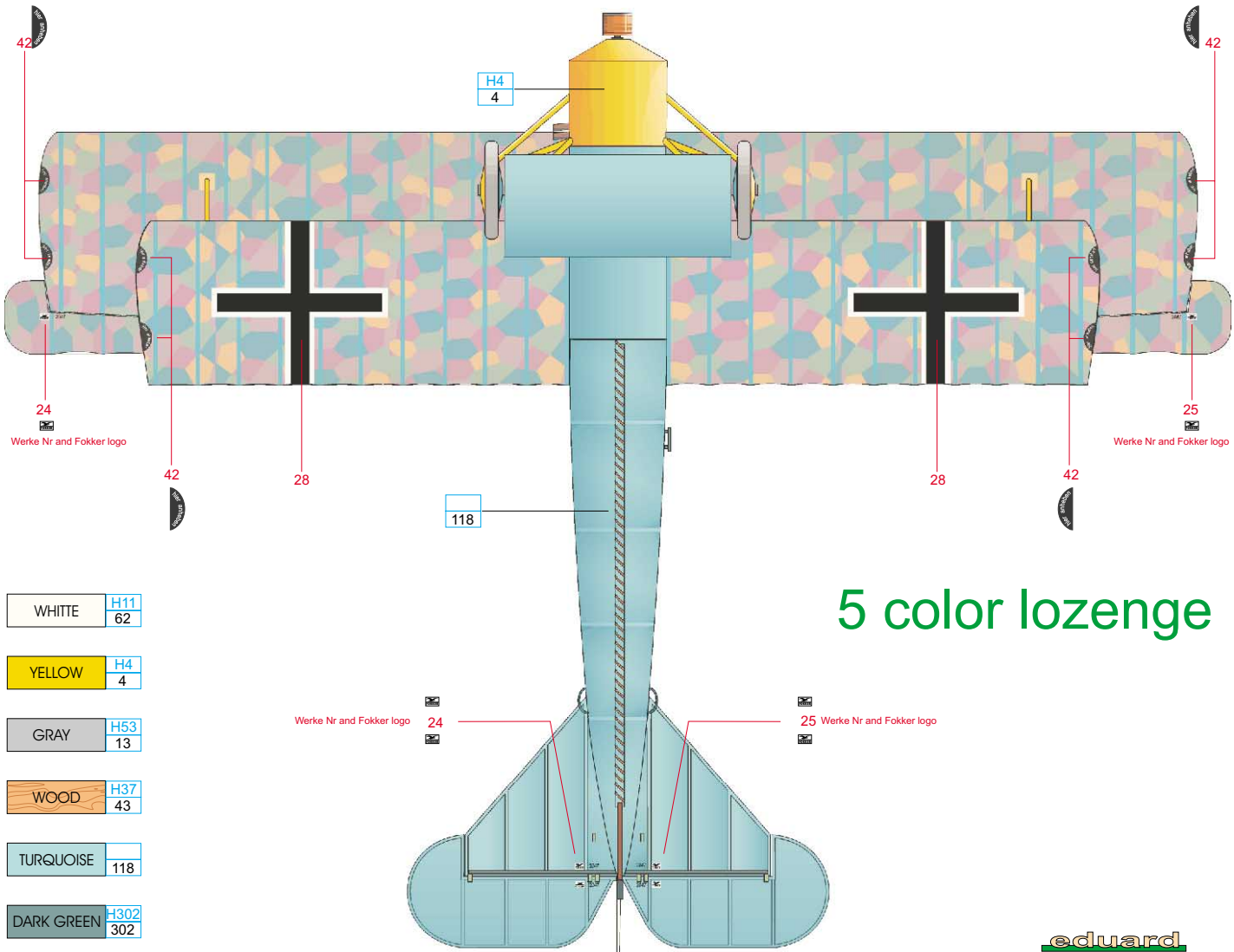
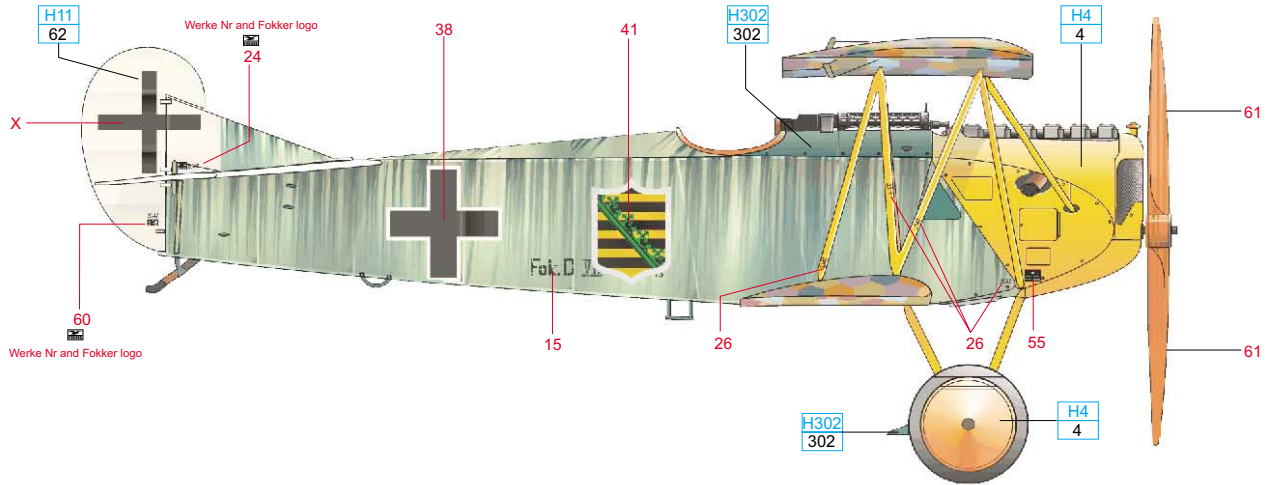


5 color lozenge

eduard

Paul Aue

Offizierstellvertreter Paul Aue byl k Jasta 10 převelen v říjnu 1916. V té době měl již na svém kontě jeden sestřel coby pilot u bombardovací KG5. U Jasta 10 zůstal až do konce války a získal u ní dalších 9 potvrzených a 3 nepotvrzené sestřely. Poslední čtyři vítězství dosáhl jako pilot Fokkeru D.VII. Po obnovení Luftwaffe ve třicátých letech znovu nastoupil službu ve vojenském letectvu. Druhou světovou válku sice přežil, ale zemřel ještě v roce 1945 v sovětském zajetí.



5 color lozenge

WHITE H11/62

YELLOW H4/4

GRAY H53/13

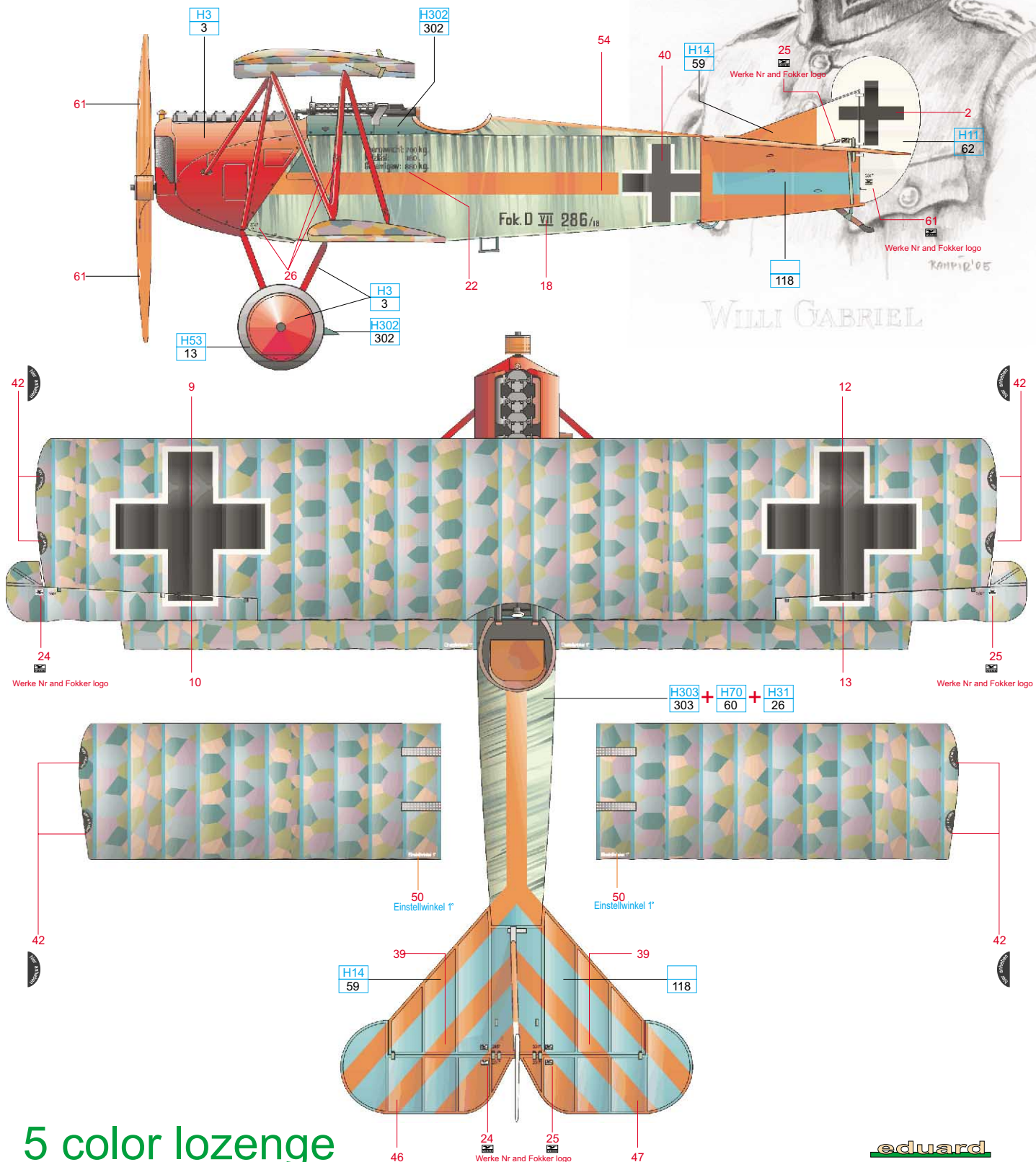
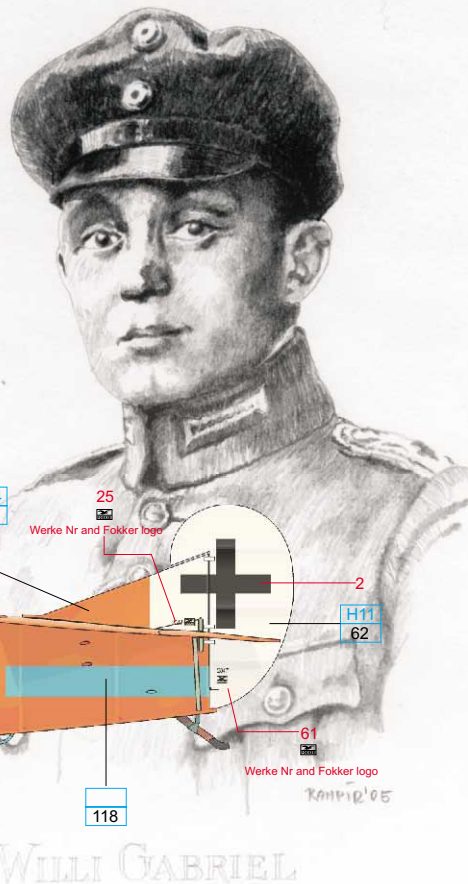
WOOD H37/43

TURQUOISE 118

DARK GREEN H302/302

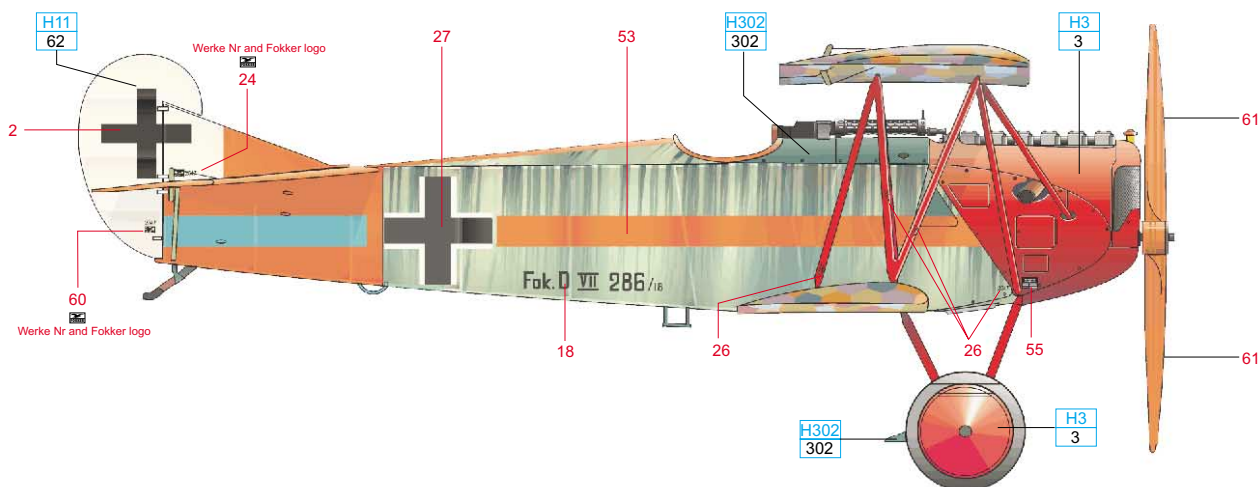
B. Willi Gabriel

When Willi Gabriel joined, as a result of his own request, the elite unit Jasta 11 on the 19th of May, 1918, he was told by the commanding officer of the parent unit JG1, Wilhelm Reinhard, that "this is not a rest camp. If within four weeks you do not achieve an aerial victory, you will be shipped back to your original unit." Willi Gabriel removed any doubt as to the possibility of fulfilling this requirement by flaming his first victim, a British DH-9 bomber, later the same day. By the end of June, he raised his personal total to eight. Reinhard was killed in an aerial accident on June 3, and he was replaced by Herman Goring. He insisted on the maintenance of military discipline, and individual hunts in the air were forbidden. Gabriel demonstrated little respect for this directive, and on July 18, 1918, while returning from a morning patrol, separated from the flight. He attacked a flight of French aircraft, and downed three of them. Upon landing, he was reprimanded by Goring, and was forbidden to fly alone. Later the same day, he repeated his disregard for these orders, and downed a SPAD. Gabriel was essentially exiled by Goring to the end of the war, but not before he was able to achieve 11 victories.

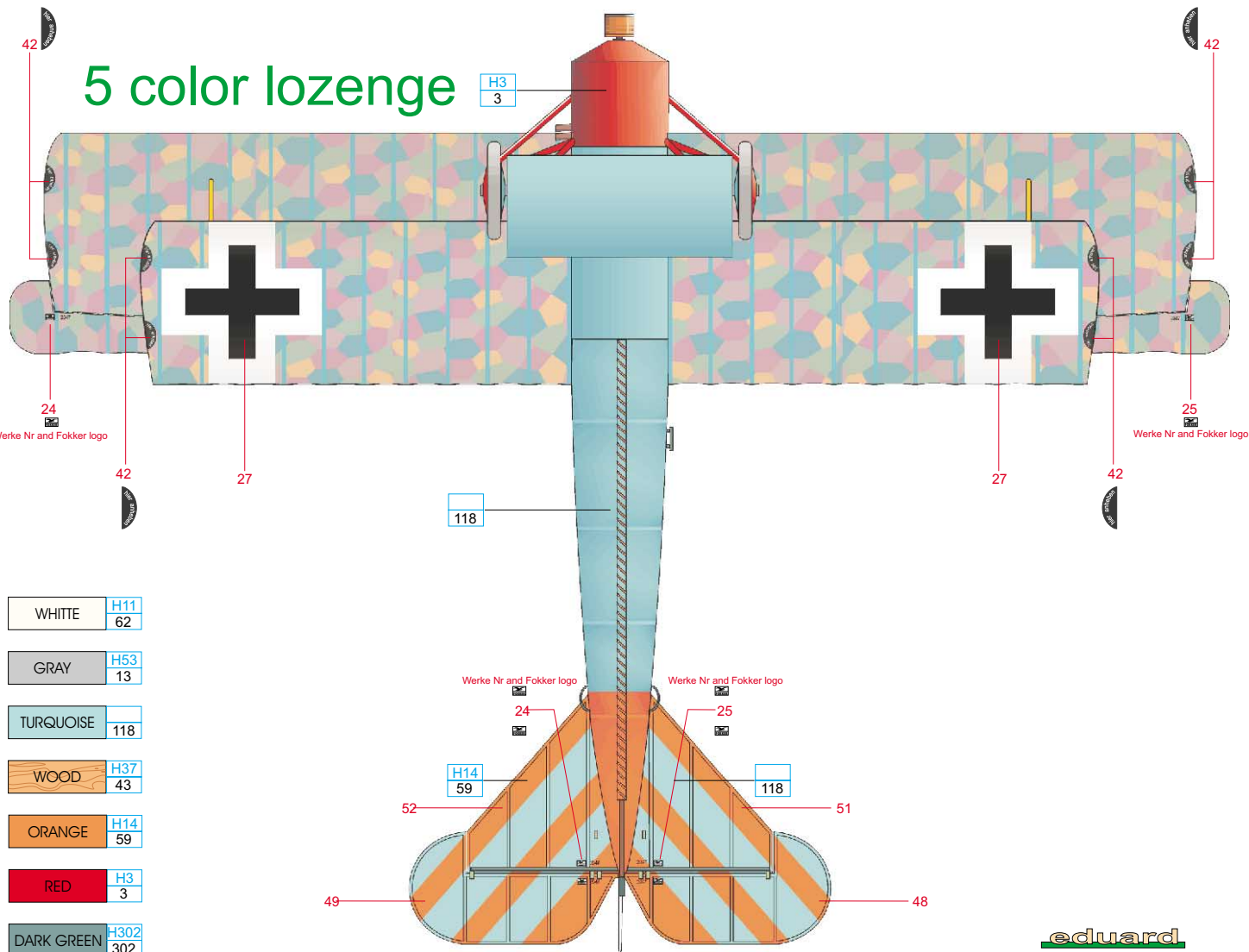


5 color lozenge

Když Willi Gabriel nastoupil 19.května 1918 na vlastní žádost službu u elitní Jasta 11, řekl mu tehdejší velitel nadřízené JGI Wilhelm Reinhard: „Toto není odpočinkový tábor. Když do čtyř týdnů nezískáš vítězství, půjdeš zpět ke své původní jednotce.“ Willi Gabriel tento požadavek beze zbytku splnil a ještě týž den poslal k zemi anglický bombardér DH9. Do konce června rozšířil své skóre na 8. Jenže 3. července při letecké nehodě Reinhard zahynul a na jeho místo nastoupil Herman Göring. Ten vyžadoval dodržování letové disciplíny a především zakázal volný lov. Gabriel toto nerespektoval a 18.7.1918 se při návratu z ranní hlídky oddělil od skupiny. Sám záutočil na přesilu francouzských strojů, přičemž tři z nich sestřelil. Po přistání byl za porušení disciplíny Göringem „sepsut“ a bylo mu výslovně zakázáno samostatné létání. Gabriel však odpoledne provedl to samé, co ráno, a samostatně sestřelil další SPAD. Tentokrát byl Göring nemilosrdný a až do konce války odvelel Gabriela do zázemí. Willi Gabriel dosáhl před svým odesláním do týlu celkem 11 sestřelů.



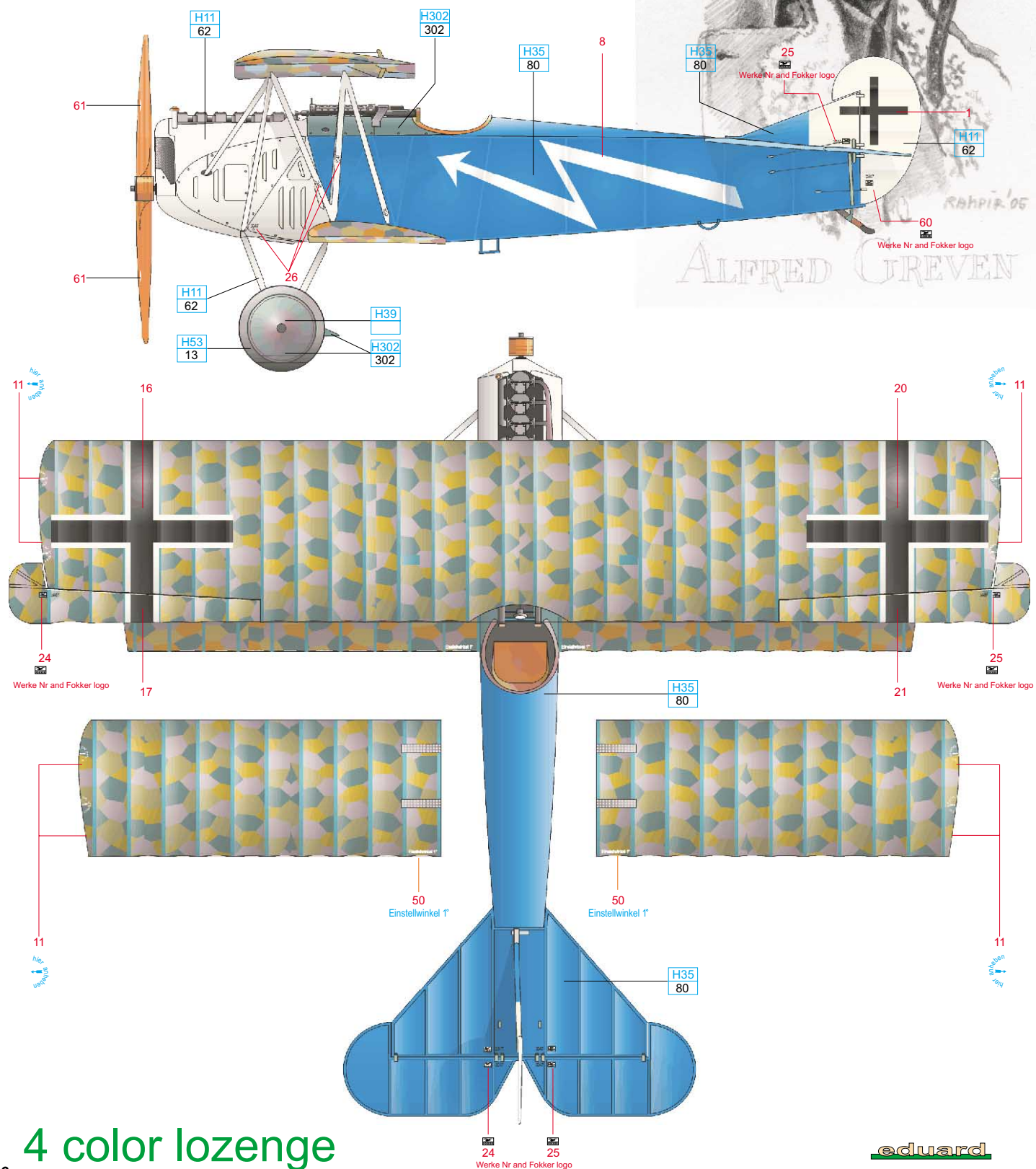
5 color lozenge



WHITE	H11 62
GRAY	H53 13
TURQUOISE	118
WOOD	H37 43
ORANGE	H14 59
RED	H3 3
DARK GREEN	H302 302

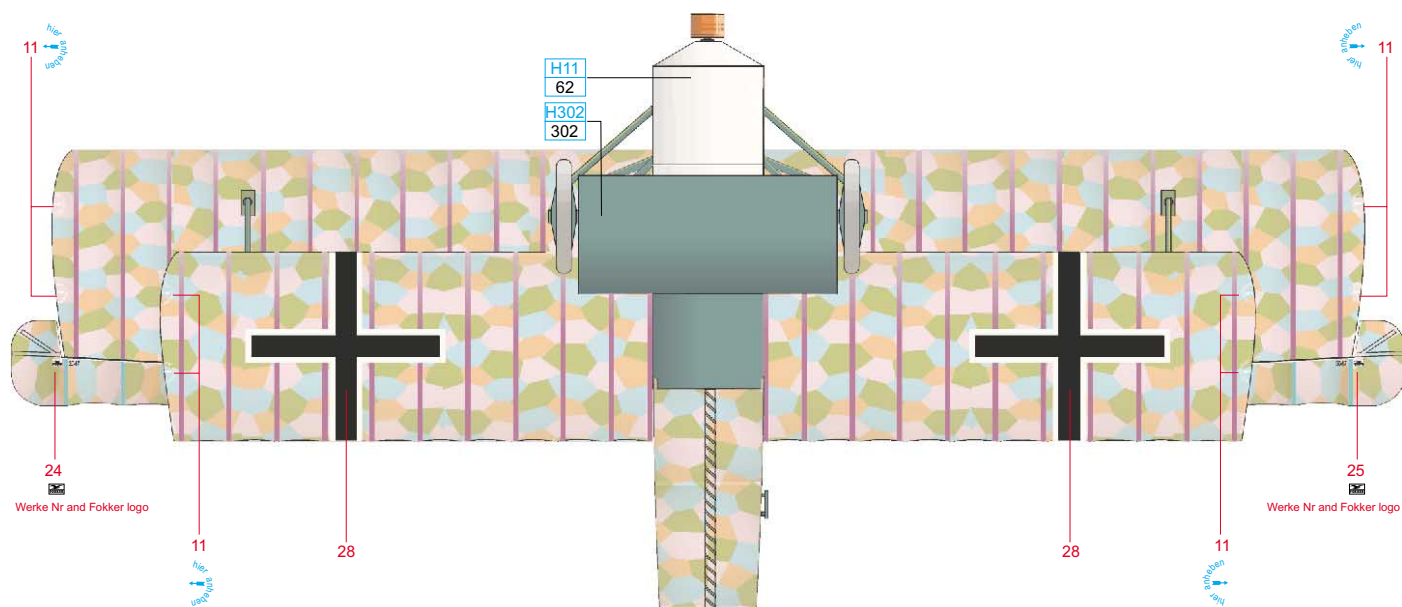
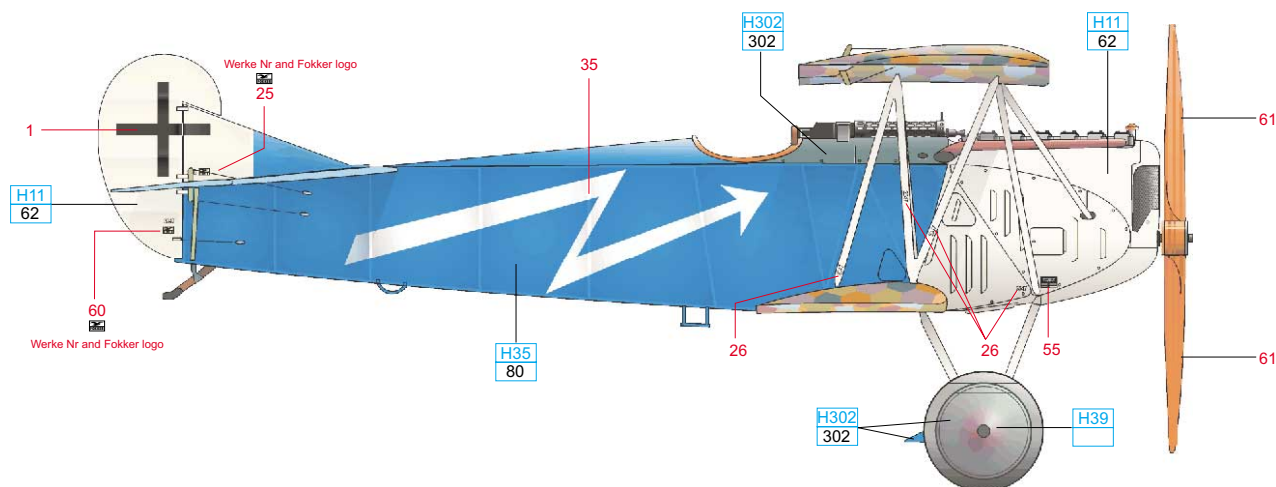
C. Alfred Greven

As a member unit of JG11, Jasta 12 stood in the shadows of the more famous Jastas 15 and 13. After the acquisition of the Fokker D.VII, even Jasta 12 began to feel the limelight. One of the pilots to help bring about this reality was Alfred Greven. He attained his first victory September 18th, 1918, when he flamed an American DH-4 of No. 11 Aero Squadron. September and October saw individual kills over American crews. In the afternoon of November 3, Jasta 12, during a battle with No. 22 Aero Squadron, shot down six aircraft, and with that brought their total to 155 victories. One of the victors was Alfred Greven, who remained one count short of ace status.



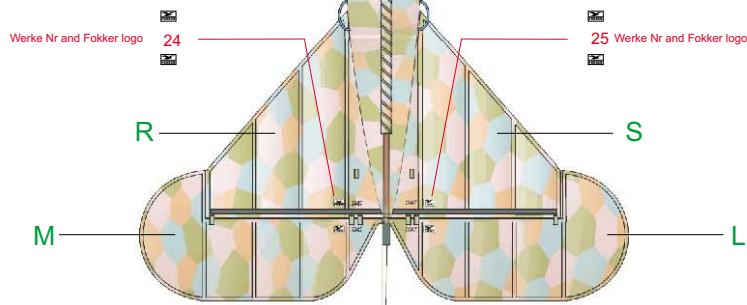
4 color lozenge

Jako součást JGII stála Jasta 12 ve stínu slavnějších Jasta 15 a 13. Avšak i Jasta 12 se po obdržení Fokkerů D.VII pod velením Hermanna Beckera začala vracet na výsluní. Jedním ze spolehlivých pilotů, působících v jejích řadách byl na samém sklonku války i Alfred Greven. Svůj první sestřel dosáhl 18. září 1918, kdy poslal k zemi DH-4 americké 11. Aero Squadron. V září a říjnu sestřelil po jednom letadle s americkou osádkou. Odpoledne 3. listopadu sestřelila Jasta 12 v boji s 22. Aero Squadron šest letounů a uzavřela tím své válečné skóre na 155 vítězstvích. Jedním z vítězných pilotů by i Alfred Greven, který tak zůstal jeden stupínek pod titulem „asa.“



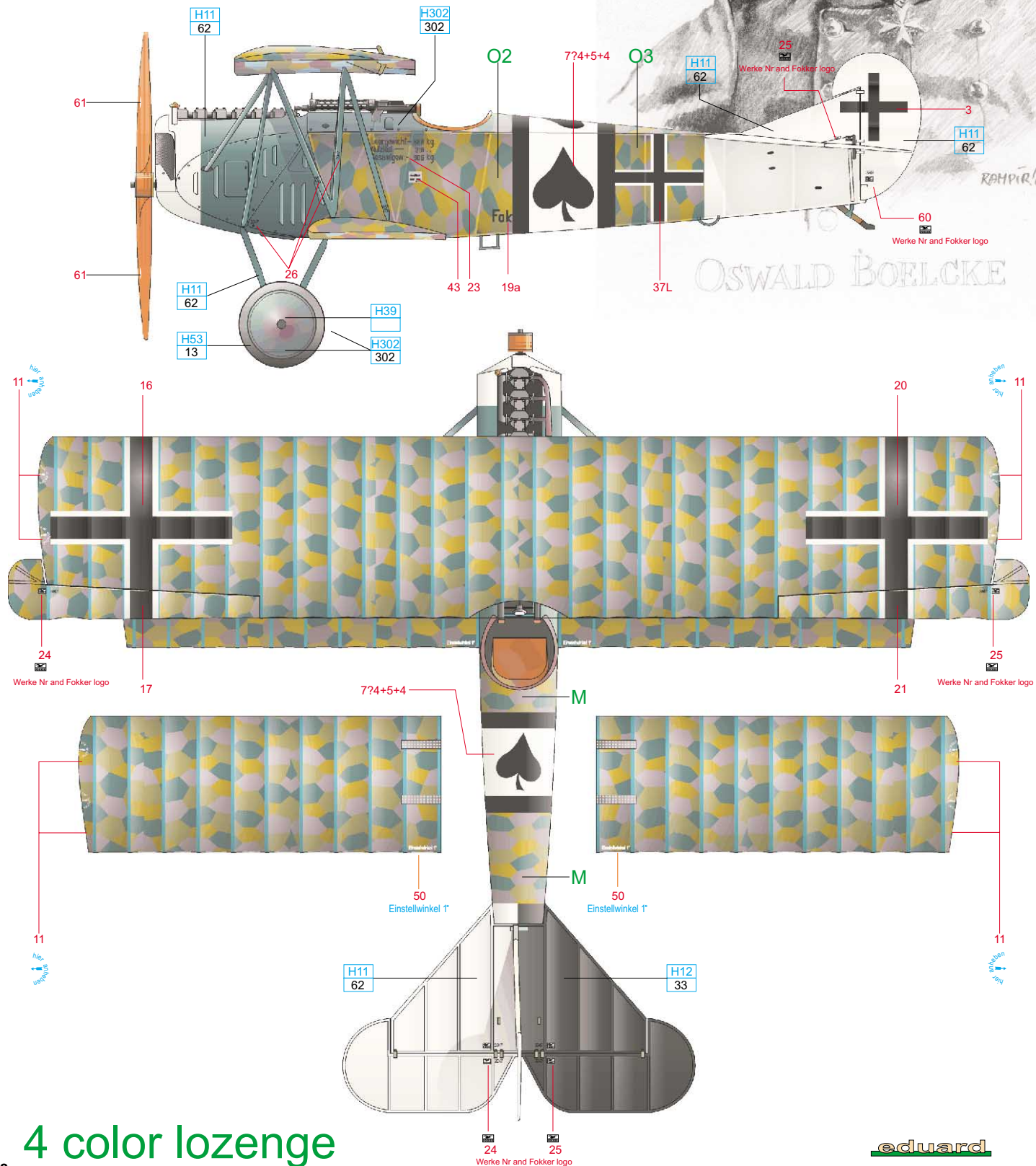
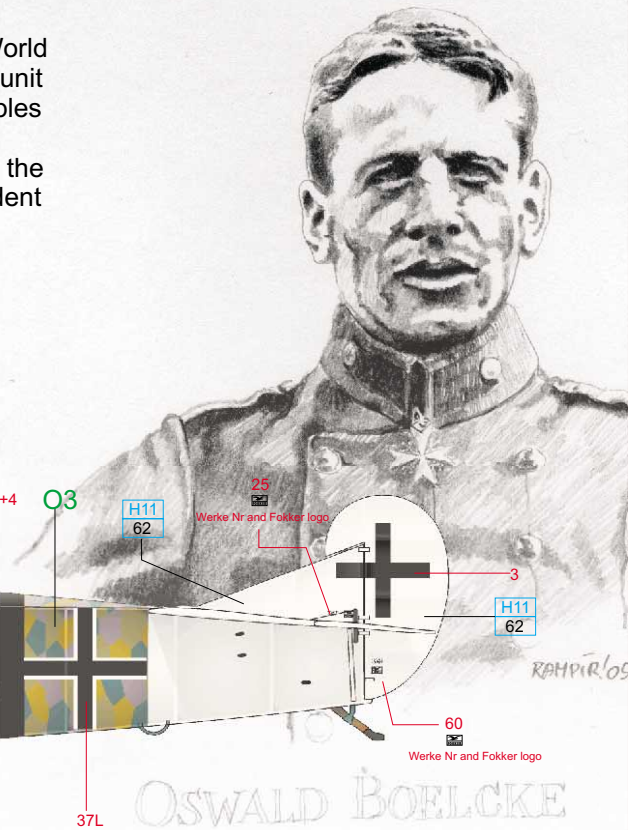
WHITE	H11 62
GRAY	H53 13
WOOD	H37 43
BLUE	H35 80
VIOLET	H39
DARK GREEN	H302 302

4 color lozenge



D. Unknown pilot

Jasta 2 'Boelcke' Jasta 2 'Boelcke' was, with a tally of 36 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 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.



4 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 Richthofen, 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.

