



INTRO

At the time, Fokker had been preparing a fighter biplane for the Austro-Hungarian air force in the form of the V.4. In response to the Idflieg request, he simply added a third wing to the design. The Dr.I prototypes lacked interplane struts, but these were added in later machines to ensure synchronized wing reactions to forces during flight. Trials were initiated in June 1917, and showed enough promise to order a first batch of 20 series aircraft.

Two prototypes, only slightly differing from subsequent series built Dr.I machines and dubbed Fokker F.I, were tested under operational conditions in August, with production of the Dr.I then starting in October. After two fatal crashes caused by the failure of the top wing, all aircraft were returned to the factory for rework. Re-equipping units with the type occurred midway through December. They equipped elite fighter units, where they were flown by experienced aces. The aircraft was very maneuverable, but by the beginning of 1918, speed was not on par with British types being introduced into service, and the Dr.I aged quickly. As a result, the type was gradually replaced by the Fokker D.VII, but even so, several pilots kept this mount until the end of the war.

Despite a small production run of 320 units, the Dr.I became a legend and is synonymous with German fighter aircraft.

ÚVODEM

Když se počátkem roku 1917 objevil na západní frontě britský Sopwith Triplane, předčil stoupavostí a obratností německé Albatrosy i Pfalzy. Inspektorát letectva (Idflieg) proto požadoval po výrobcích letadel podobný typ. Fokker tehdy připravoval pro rakousko-uherské letectvo stíhací dvouplošník V.4. Po výzvě Idfliegu jednoduše přidal k tomuto stroji třetí křídlo. Nový letoun neměl žádné mezikřídelní vzpěry, ale ty byly později přidány, aby zajistily souhlasné kroucení křídel. Zkoušky proběhly v červnu 1917 a byly natolik úspěšné, že již v červenci bylo objednáno prvních 20 sériových strojů.

Dva prototypy, mírně odlišné od pozdějších sériových Dr.I, označené Fokker F.I, byly od srpna zkoušeny v bojových podmínkách, dodávky Dr.I pak začaly v říjnu. Avšak poté, co došlo ke dvěma smrtelným nehodám po zhroutilí konstrukce horního křídla, byly všechny stroje vráceny do továrny k přepracování. Dodávky byly obnoveny teprve v polovině prosince. Byly jimi vyzbrojovány elitní stíhací jednotky, kde s nimi létala zkušená stíhací esa. Stroj byl velmi obratný, ale počátkem roku 1918 již ve větších výškách nestačil rychlostí britským letounům a rychle zastarával. Průběžně byly Dr.I nahrazovány novými Fokkery D.VII, přesto si několik pilotů své trojplošníky ponechalo až do konce války.

Přes malý počet 320 vyrobených strojů se Dr. I stal legendou a synonymem německého stíhacího letadla.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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 započítím 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.

INSTRUCTION SIGNS

✳ INSTR. SYMBOLY

✳ INSTRUKTION SINNBILDEN

✳ SYMBOLES

✳ 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRŽNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



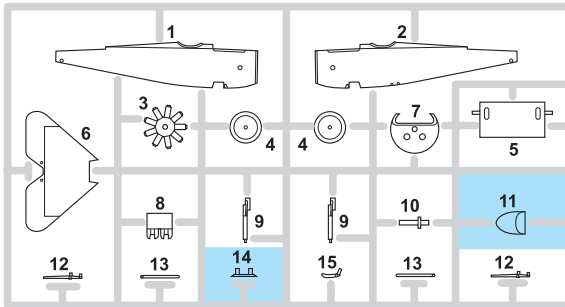
PIÈCES



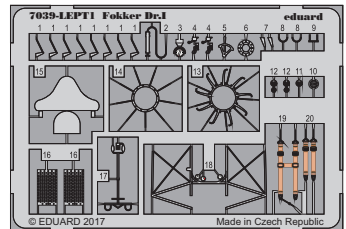
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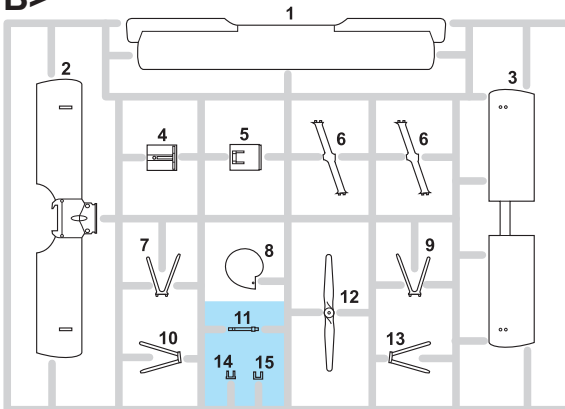
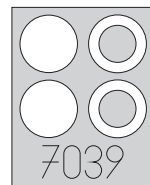
PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



B>

eduard
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



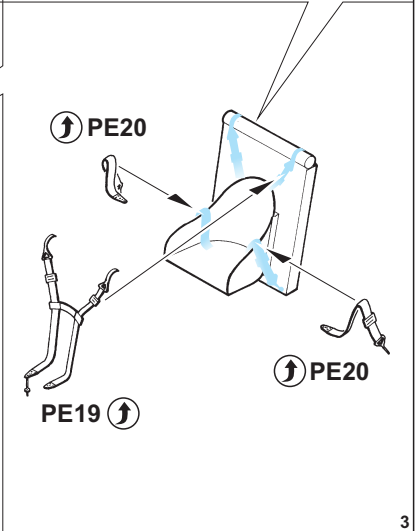
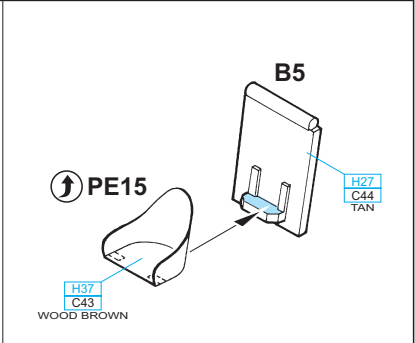
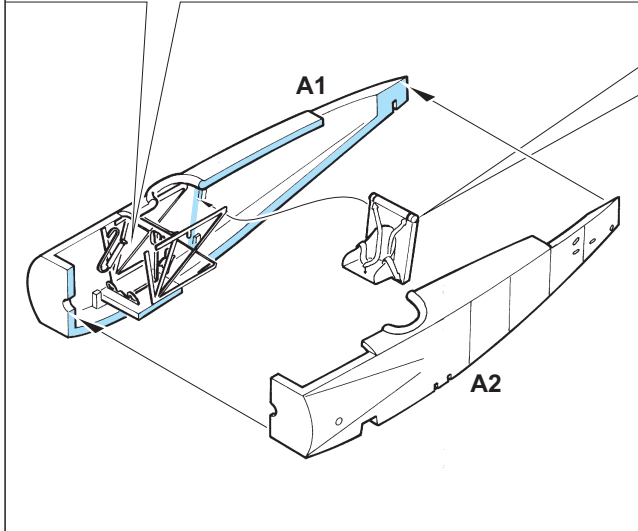
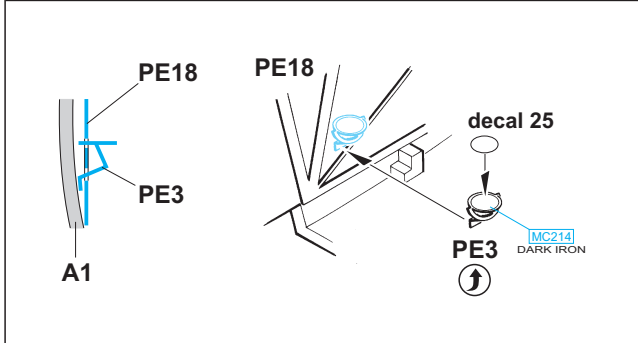
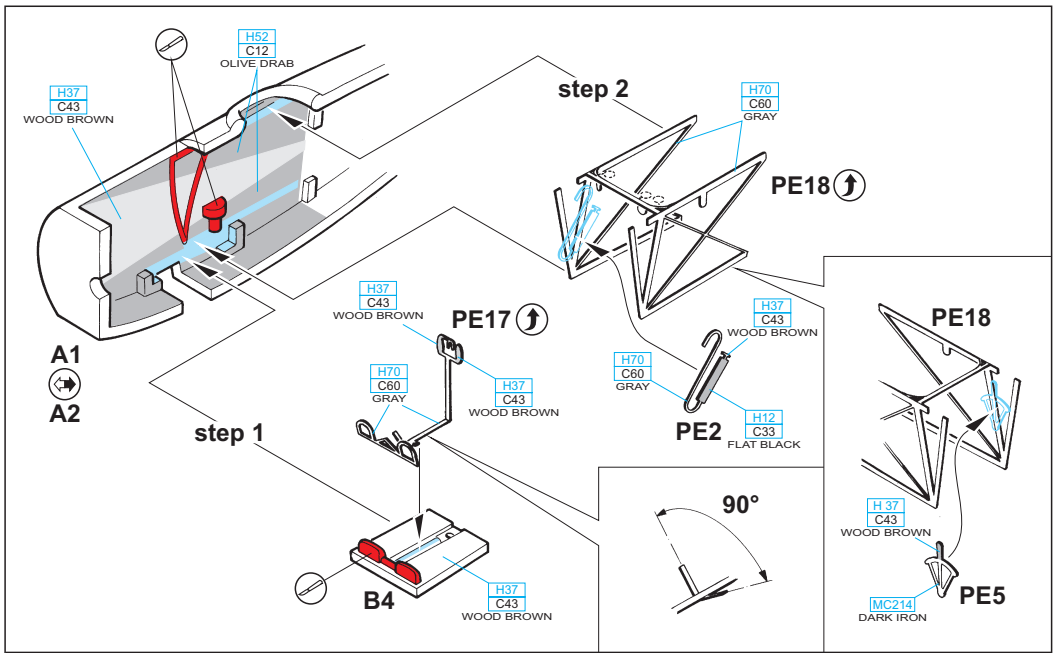
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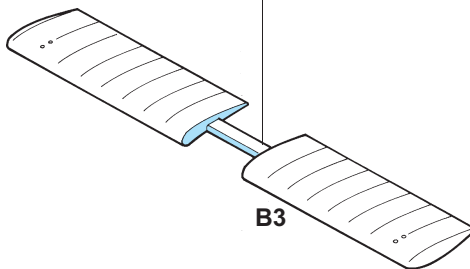
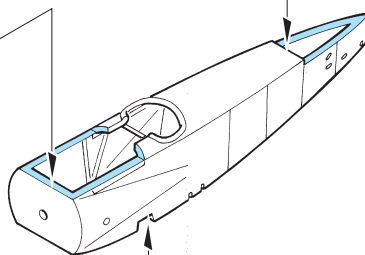
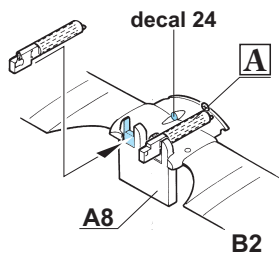
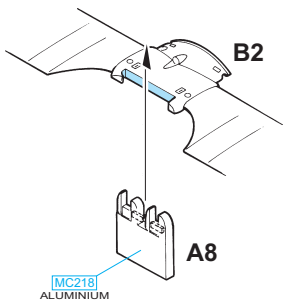
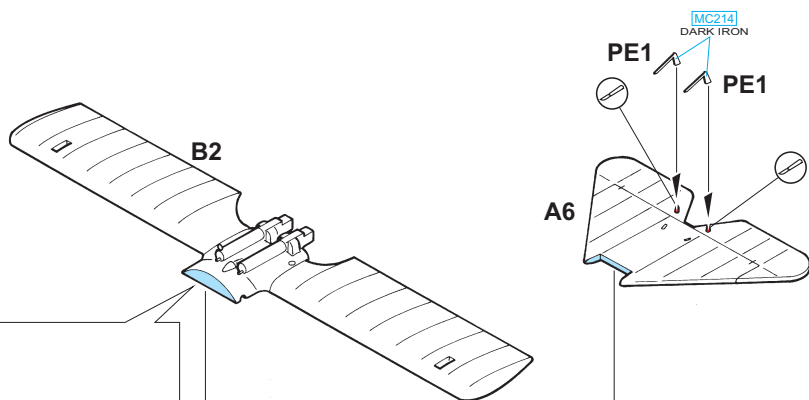
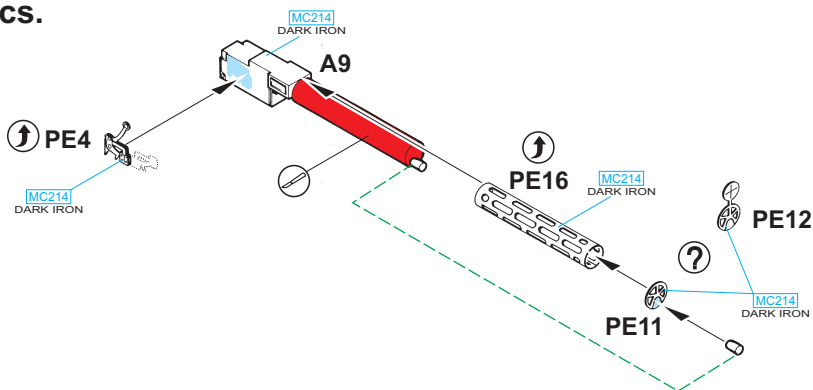
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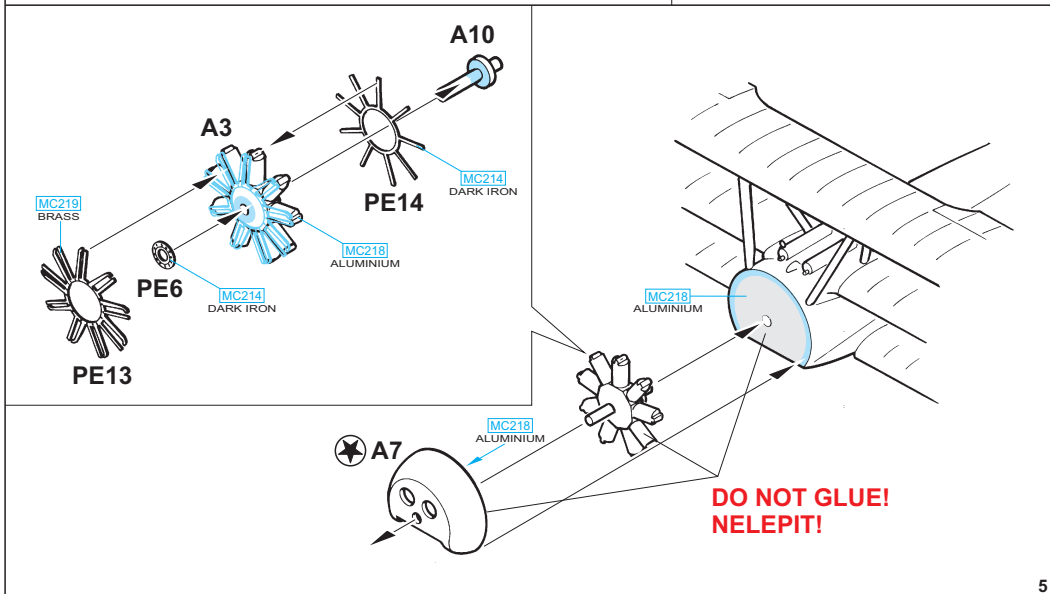
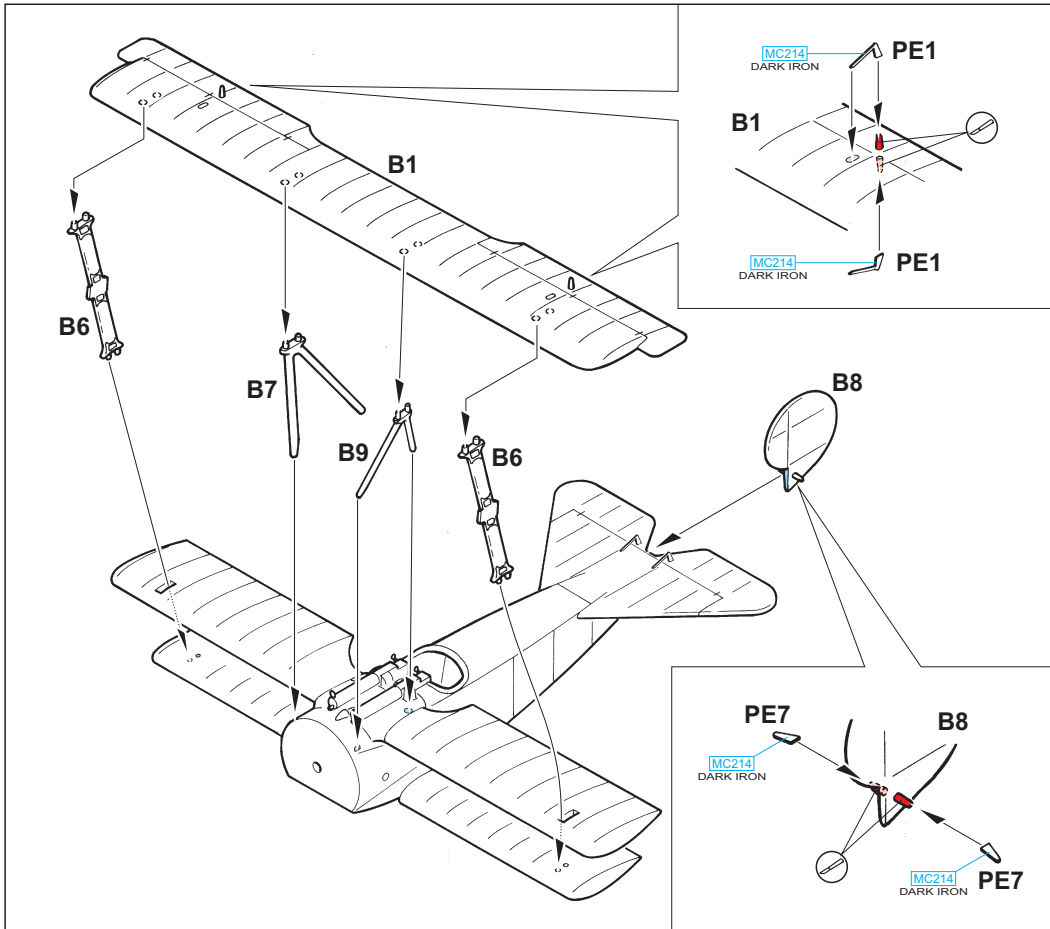
GSI Creos (GUNZE)		
AQUEOUS	Mr. COLOR	
[H3]	[C3]	RED
[H11]	[C82]	FLAT WHITE
[H12]	[C33]	FLAT BLACK
[H27]	[C44]	TAN
[H37]	[C43]	WOOD BROWN
[H52]	[C12]	OLIVE DRAB
[H51]	[C11]	GRAY
[H70]	[C60]	GRAY

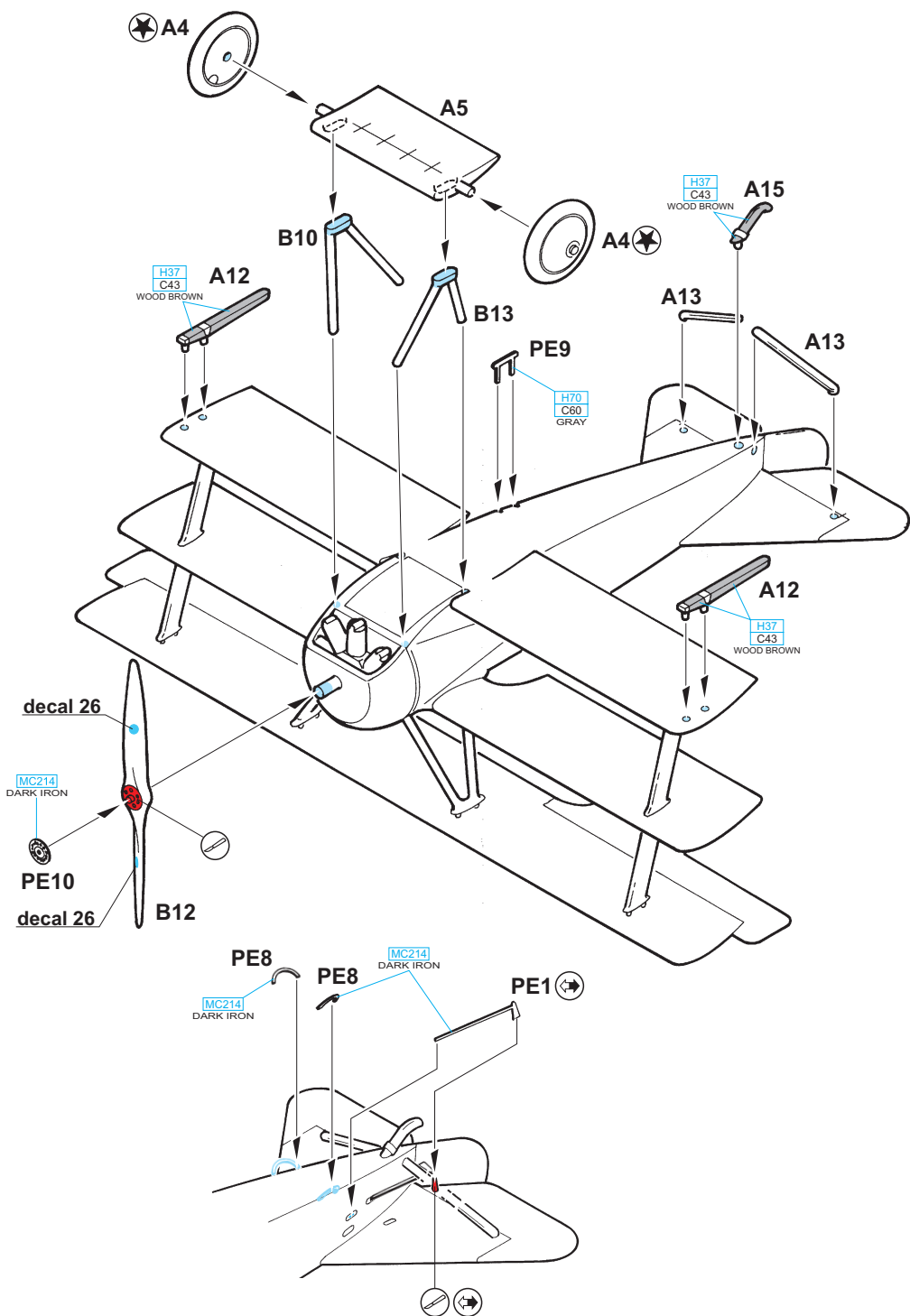
AQUEOUS	Mr. COLOR	
[H85]	[C45]	SAIL COLOR
[H413]	[C413]	YELLOW
[]	[C74]	LIGHT BLUE
[]	[C92]	SEMI GLOSS BLACK
Mr. METAL COLOR		
[]	[Mc214]	DARK IRON
[]	[Mc218]	ALUMINIUM
[]	[Mc219]	BRASS

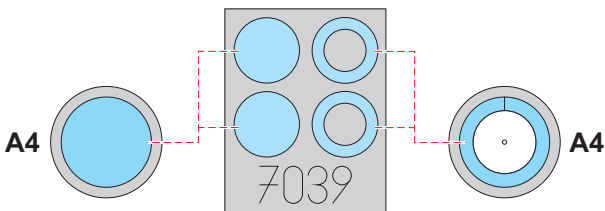
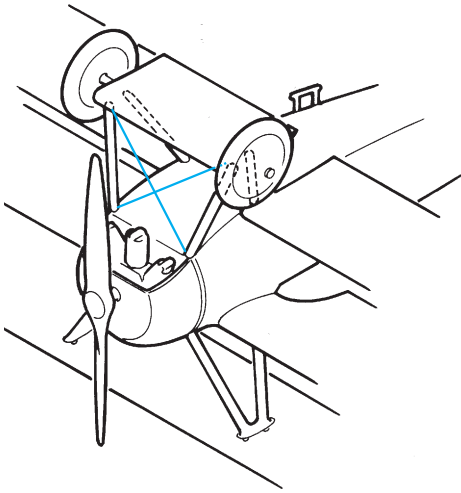
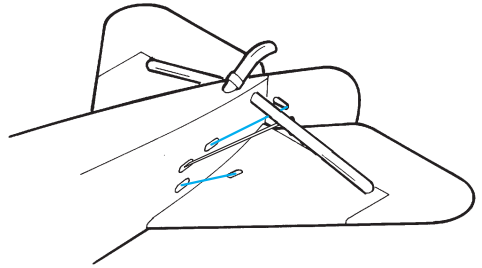
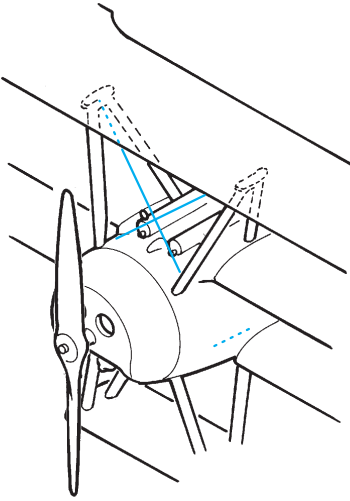


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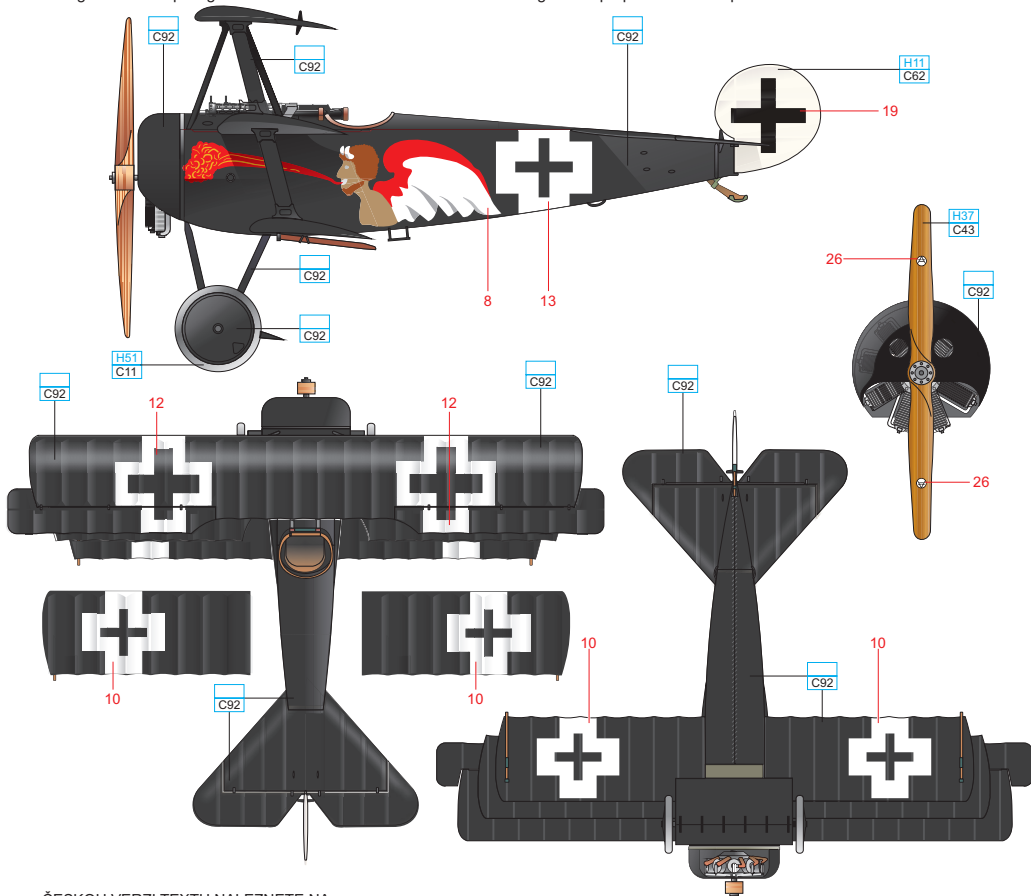




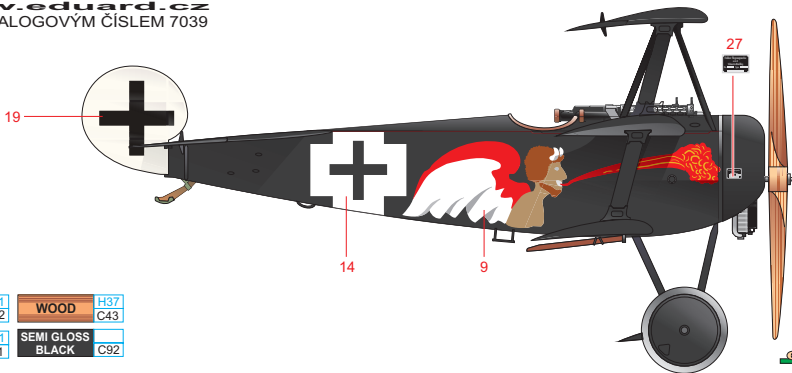


A 450/17, flown by Lt. J. Jacobs, Jasta 7, Rumbeke, Belgium, March 1918

Josef Carl Peter Jacobs was born on May 15th, 1884 in Kreuzkapelle in Rhineland and from his school days he had been fascinated with flying, which he began to learn to do even before the war. Immediately after the outbreak of the Great War, he entered the ranks of the German air force and on completion of his training, he was assigned to the reconnaissance unit FA 11. In April 1916 he transferred to Fokkerstaffel - West, specifically Jasta 22, and subsequently took command of the entire Jasta 7 from August 2nd, 1917. He remained with this unit until the armistice and brought down a total of forty-eight enemy aircraft and balloons. After the war, he was involved with Kommando Sachsenberg in its fight against the Bolsheviks in Russia in the Baltic Sea region, and he also taught future Turkish military pilots. After the rise of Hitler in Germany, he refused to join the ranks of the NSDAP and he emigrated to the Netherlands. After the end of the Second World War, he returned to Bavaria, where he lived until his death on June 29th, 1978 in Munich. He had his two personal aircraft which he used while serving with Jasta 7 painted all black. Aircraft 450/17 was adorned with a rendering of the devil spitting fire. This aircraft would later be fitted with an engine and propeller from a Sopwith Camel.



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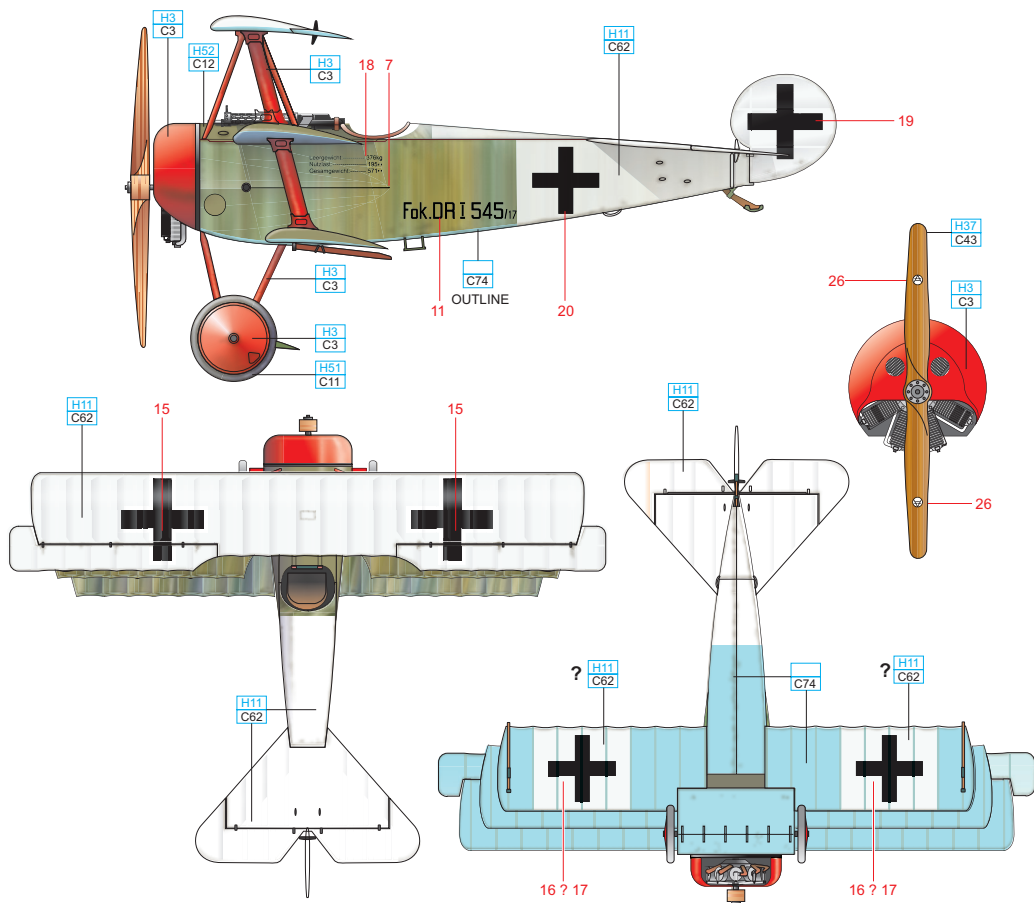


WHITE	H11 C62	WOOD	H37 C43
GRAY	H51 C11	SEMI GLOSS BLACK	C92

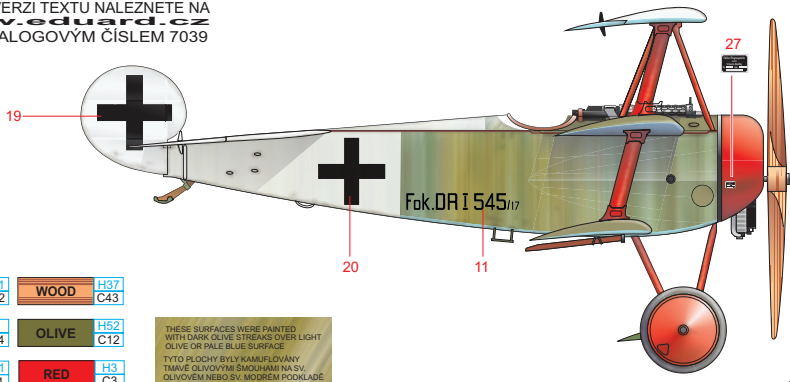
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B 545/17, flown by Lt. H. Weiss, Jasta 11, Cappy, France, April 1918

Hans Weiss, a native of Hof, began his flying career in June 1916 as an observer/gunner with FFA 282, FFA 28 and FFA 68. After training at Jastaschule Valenciennes, he joined Jasta 41. After gaining ten kills, he transferred to Jasta 10 on March 17th, 1918, where he would get another kill. Afterwards he was assigned to Jasta 11 and on April 18th, 1918, was named its executive officer. On April 22nd, 1918 he got his sixteenth and final kill, since on May 2nd, he was killed by fire from an No. 209 Squadron RAF Sopwith Camel flown by M.S. Taylor. The Dreidecker flown by Hans Weiss had the upper surface of the top wing and the rear section of the fuselage painted white. The wing struts, wheel hubs and engine cowl were red, which was the colour of Jasta 11.



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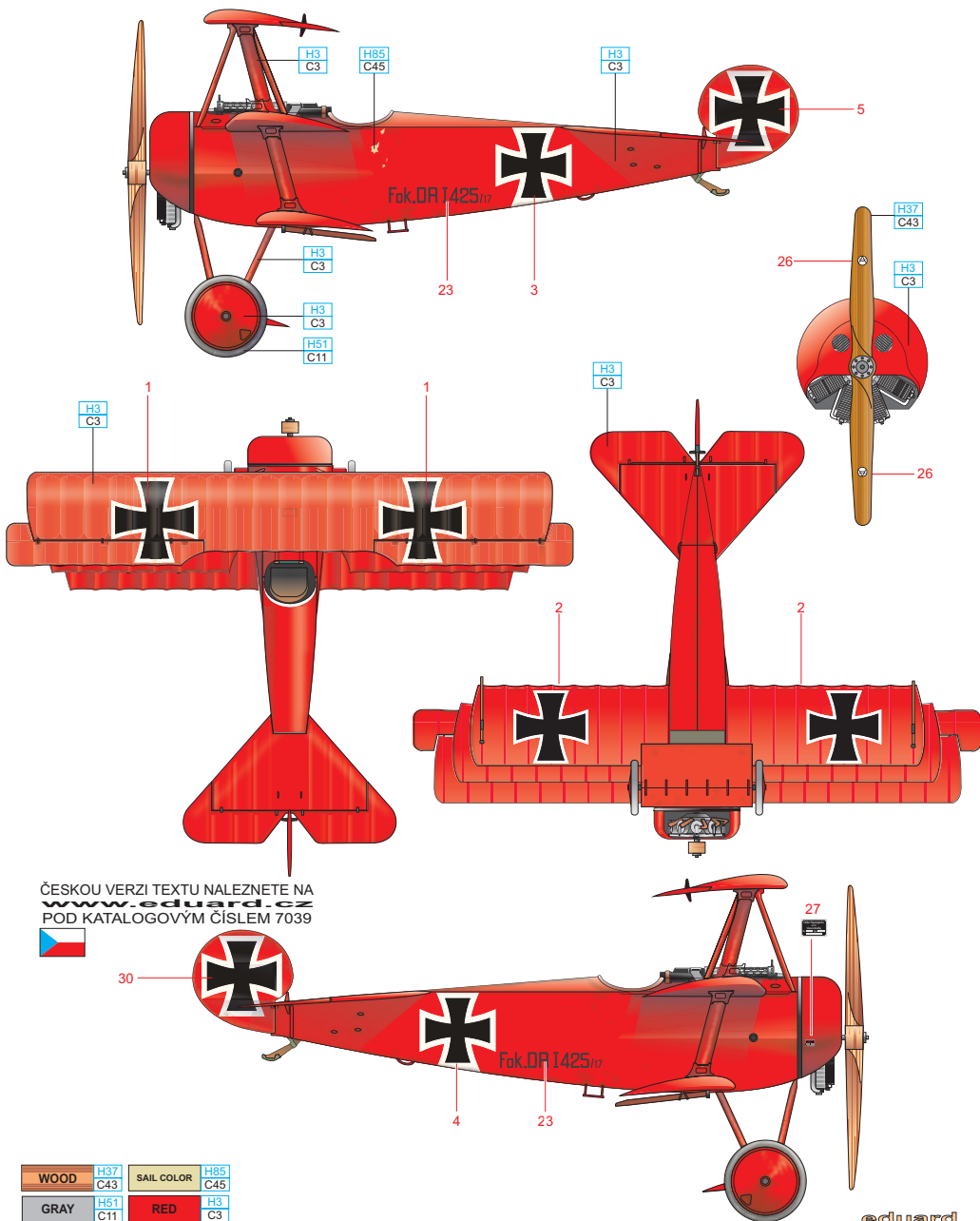


WHITE	H11 C62	WOOD	H37 C43
LIGHT BLUE	C74	OLIVE	H52 C12
GRAY	H51 C11	RED	H3 C3

THESE SURFACES WERE PAINTED
 WITH DARK OLIVE STRIPES OVER LIGHT
 OLIVE OR PALE BLUE SURFACE
 TYTO PLOCHY BYLY KAMUFLOVÁNY
 TMÁVĚ OLIVOVÝMI ŠTŘIHKAMI NA SVĚ
 OLIVOVÉM NEBO SV. MODRÉM PODKLADĚ

C 425/17, flown by Rittm. Manfred Freiherr von Richthofen, JG 1, Lechelle, France, March 1918

Manfred Albrecht von Richthofen is considered the ace of aces of the First World War and has eighty kills to his credit. He was attached to the air force by his own request in 1915, and before that he served with the cavalry. After a meeting with Oswald Boelcke, he submitted a request for pilot training, after which he was assigned to combat units. After repeated meetings with his role model and mentor, he joined the ranks of the newly formed Jasta 2, lead by the man Boelcke himself. In January 1917 he was awarded the coveted Pour le Merite, and was given command of Jasta 11. In June 1917 he was given orders to form JG 1, formed out of Jastas 4, 6, 10 and 11. He led the unit until his death on April 21st, 1918. Von Richthofen had his aircraft painted red already from January 1917, at the time when he led Jasta 11 and flew the Albatros D.III. He continued this practice when he switched to the Fokker Dr.I, which he flew as the CO of Jagdgeschwader 1.



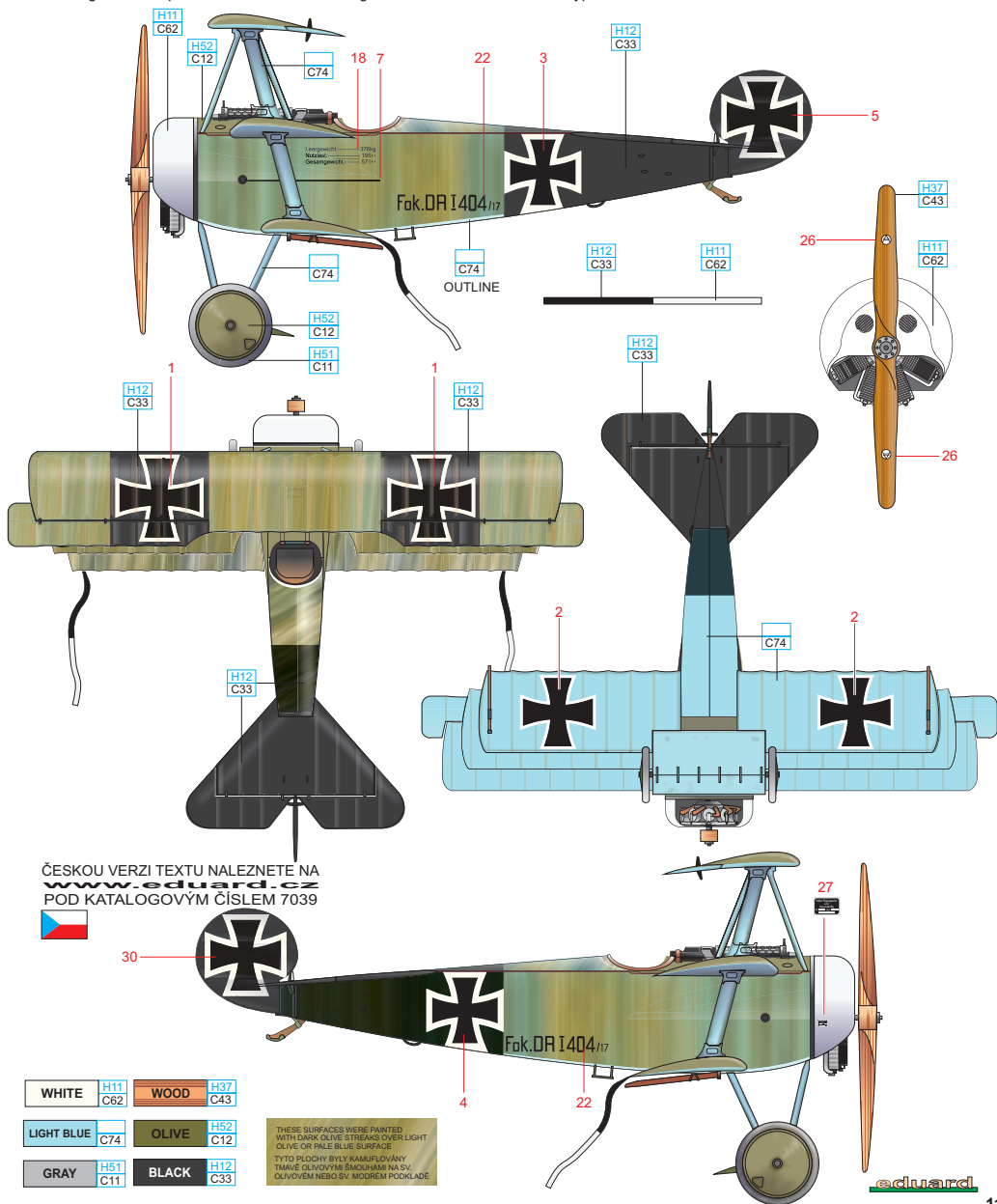
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WOOD	H37 C43	SAIL COLOR	H85 C45
GRAY	H51 C11	RED	H3 C3

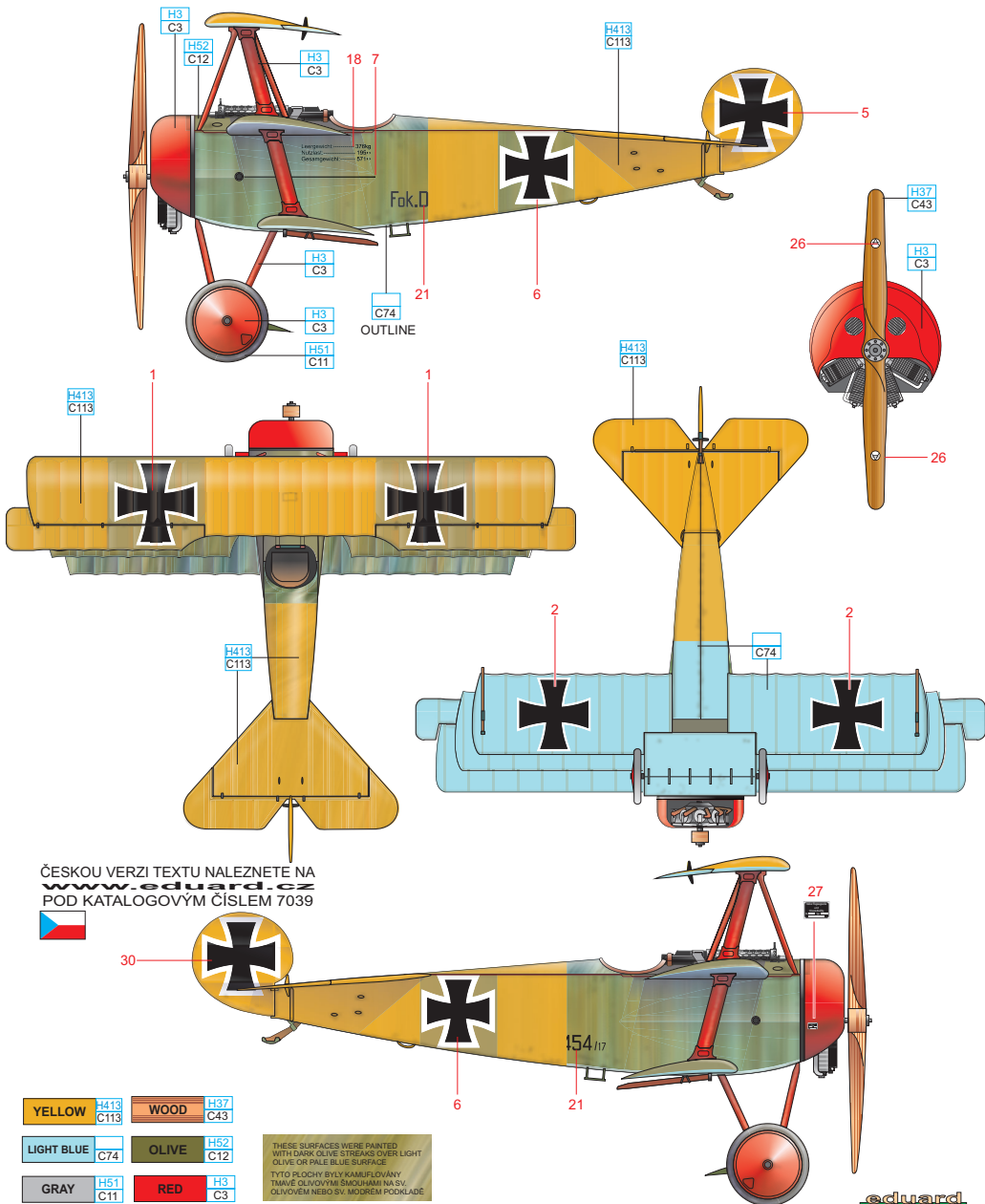
D 404/17, flown by Hptm. A. Ritter von Tutschek, JG 2, Toulis, France, February 1918

Adolf Ritter von Tutschek was born on May 16th, 1891 in the Bavarian town of Ingolstadt. He joined the army even before the war, and its beginning found him serving with the 3rd Infanterie-Regiment 'Prinz Karl von Bayern' as a lieutenant. He would see combat on both the western and eastern fronts. For his service against the Russians, he was awarded the Ritterkreuz des Militär-Max-Joseph-Ordens (the Knight's Cross of the Order of Max-Joseph) which bestowed upon him the title of Ritter. As an infantryman, he was seriously wounded several times (grenade, gas). Afterwards, he requested a transfer to the air force. After training, he served as artillery spotter from October 1916 til January 1917 with FA 6b. Subsequently, he was transferred to Jasta Boelcke, where he gained three kills, and on April 28th, 1917 he was named CO of Jasta 12. He reached his twentieth victory on July 28th and he was awarded the Pour le Merite on August 3rd, 1917. On August 11th though, he was seriously wounded in combat with C.D. Booker of No. 8 Squadron RNAS. After being released, he was named the first CO of Jagdgeschwader 2 and on March 10th, 1918 he reached his 27th victory. Five days later, he was shot down and killed in the illustrated aircraft by H. B. Redle, No. 24 Squadron RFC. The aircraft of Hptm. von Tutschek carried a standard Fokker Dr. I camouflage of faded olive stripes on the upper and side surfaces and a turquoise colour on the lower ones. The rear part of the fuselage was overpainted with black and the engine cowl was white, which was typical for Jasta 12, one of the JG 2 units.



E 454/17, flown by Lt. Lothar Freiherr von Richthofen, Jasta 11, Avesnes-le-Sec, France, March 1918

Lothar von Richthofen was, to a certain degree, the opposite of his older brother Manfred. While Manfred carefully calculated risks and attacked from a favorable position as much as possible, Lothar got into fights at every opportunity. This helped him get seventeen kills in his first two months of fighter service. On the other hand, his combat style was very risky and on several occasions interrupted his career long-term due to various injuries. One of these came on March 13th, 1918, when in combat with Bristol F.2B Fighters belonging to the British No.62 Squadron caused the failure of the leading edge of the top wing of his Fokker Dr.I 454/17. Lothar managed to land his aircraft, but it took him til the middle of July to recover from the resulting injuries. His total score of forty kills came over the course of a mere 77 days of actual combat flying. The aircraft, with which Lothar von Richthofen crashed on March 13th, 1917, carried a standard camouflage scheme, the rear part of the fuselage and the upper surface of the top wing was oversprayed yellow, the colour of the Dragoon Regiment 'von Bredow' Nr. 4, a unit with which Lothar von Richthofen served earlier. The engine cowl, wheel hubs and wing struts were in red, which was the colour of Jasta 11.



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YELLOW	H413 C113	WOOD	H37 C43
LIGHT BLUE	C74	OLIVE	H52 C12
GRAY	H51 C11	RED	H3 C3

THESE SURFACES WERE PAINTED
 WITH DARK OLIVE STRIPES OVER LIGHT
 OLIVE OR PALE BLUE SURFACE
 TYTO PLOCHY BYLY KAMUFLÁŽOVÁNY
 TMĚNĚ OLIVOVÝMI ŠKIBKAMI NA SVĚ-
 OLIVOVÉM NEBO SVĚ. MODRÉM PODKLADĚ