

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. Fokker was basically relegated to the sidelines. In June, 1916, Fokker's chief designer became Reinhold Platz. With no formal higher training, he nevertheless possessed a brilliance and natural technical ability that allowed him to develop even the most unorthodox of Fokker's ideas. The subsequent collaboration of these two men led to the development of aircraft that in subsequent years would ensure the name Fokker a place in the pages of aviation legend. 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.

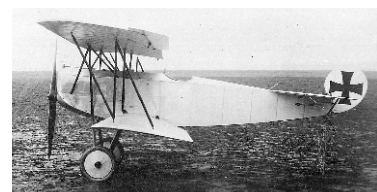
### ...ON THE MACHINE:

The Fokker Dr.1 certainly achieved the status of legend, if not as an 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.

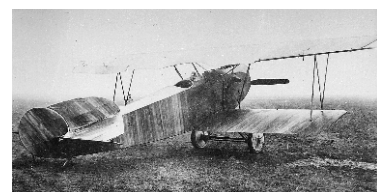
Prototypes V11 and V18 built to this design philosophy, together with six another Fokker prototypes, dominated the first evaluation procedure carried out by Idflieg, inspectors representing the German Air Force, from January 21st to the 28th, 1918. According to the evaluation, the aircraft were deemed 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.IIIa (output of 160k), the Mercedes D.IIIaü (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, Jasta (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:

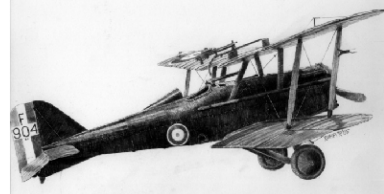
The Allied air forces' attempt to maintain air supremacy over the Western Front in the spring of 1918 was, with the introduction of the Fokker D.VII, given something to seriously think about. This was an aircraft that canceled the long lasting Allied advantage in the air. However, the D.VII did not better 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:

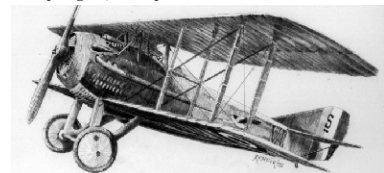
This model depicts a Fokker D.VII (OAW), that is, an aircraft built by OAW in Schneidemühl in Slesien. There are four main versions within the Fokker production line of OAW. This model represents the last two, most common of these versions. OAW Fokker D.VIIs have certain characteristics that differentiate them from those of other manufacturers. Besides the panel lines around the engine cover, they also have some colouring identifiers. Aircraft produced by OAW were pretty much exclusively covered with a four colour pre-printed pattern commonly referred to as 'lozenge'. Your kit contains two decal sheets with this pattern. The front of OAW produced aircraft also featured a distinct colouration of purple and green, so called giraffe pattern. The wheel discs also featured these colours, typically represented by two rings. The axle cover of the landing gear was also frequently painted in green and purple, and typically in a way that mimicked the painting on the front of the aircraft, or separated into two symmetrical halves, the first one painted in green, the second one in the purple. This kit also features a fret of colour photoetched brass. Please note, that the model can be built without the brass, and this decision is up to you and your modelling techniques. Pay close attention to the instruction sheet during assembly, in particular as it pertains to the application of colouring, and the lozenge decals. We wish you some enjoyable hours of modelling as you build your Fokker D.VII OAW.



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



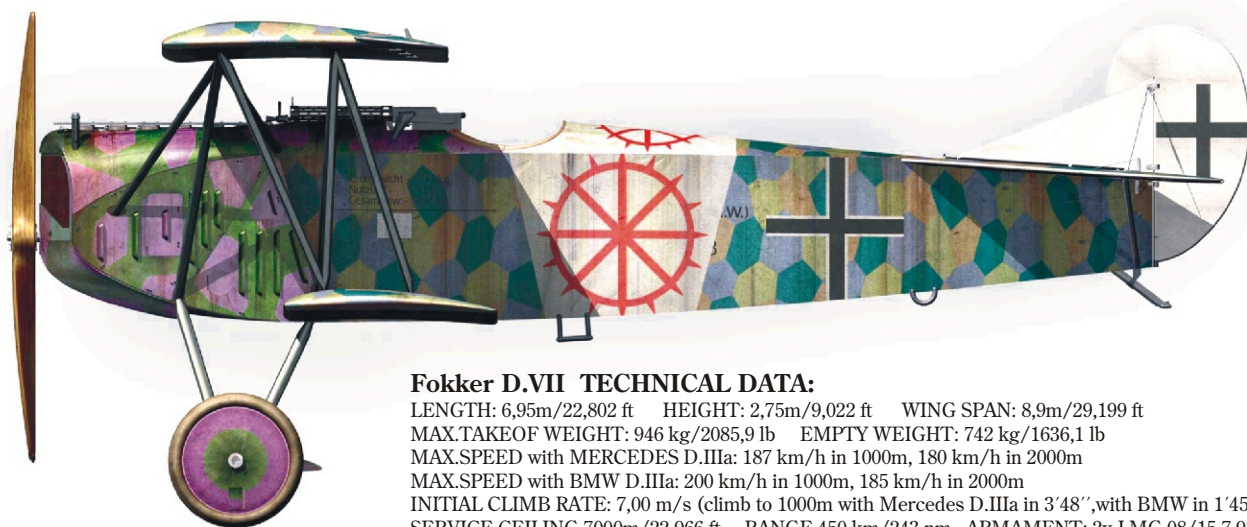
French SPAD XIII, powered by Hispano Suiza 8BEC 235 hp engine, max. speed 220 km/h. USAAC also acquired these aircraft.



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



A typical OAW built Fokker D.VII. The nose giraffe pattern, the two tone painted wheel disks and the half and half separated green/mauve axle cover are visible. (Albatros/PL Gray Collection-used with permission)



### 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

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 započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době 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、破り捨てして下さい。

## INSTRUKTION SIGNS \* INSTR. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA  
FACULTATIF  
NACH BELIEBEN  
選択する



BEND  
OHNOU  
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  
POUŽIT EXPRESS MASK  
NABARVIT PŘED SLEPENÍM  
AND PAINT BEFORE  
GLUING

PARTS

\* DÍLY

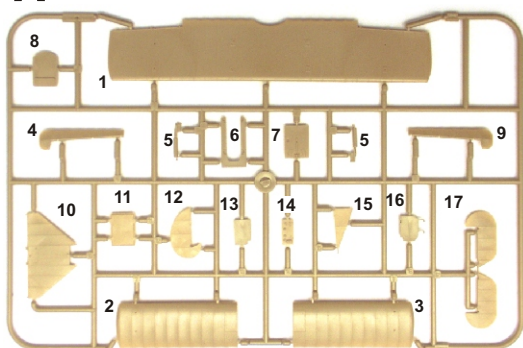
\* TEILE

\* PIÈCES

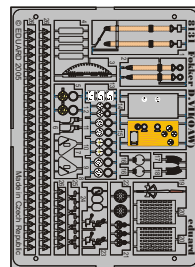
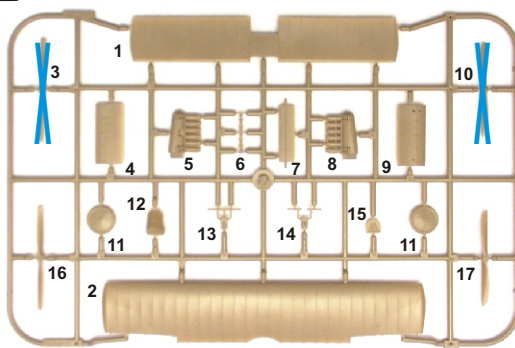
\* 部品

A&gt;

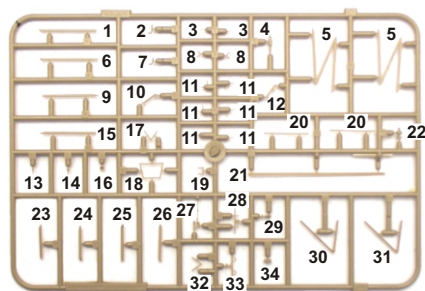
PLASTIC PARTS



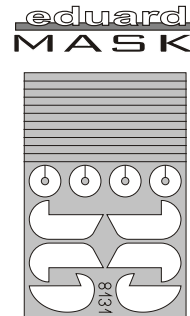
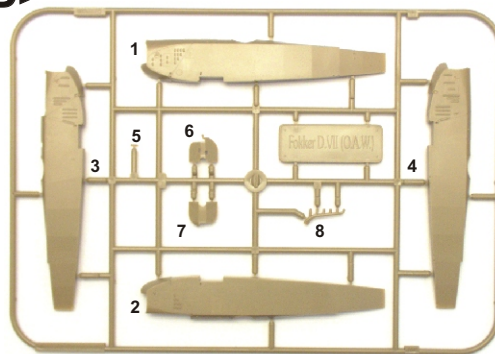
B&gt;

PE - PHOTO ETCHED  
DETAIL PARTS

C&gt;



D&gt;



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

COLOURS

\* BARVY

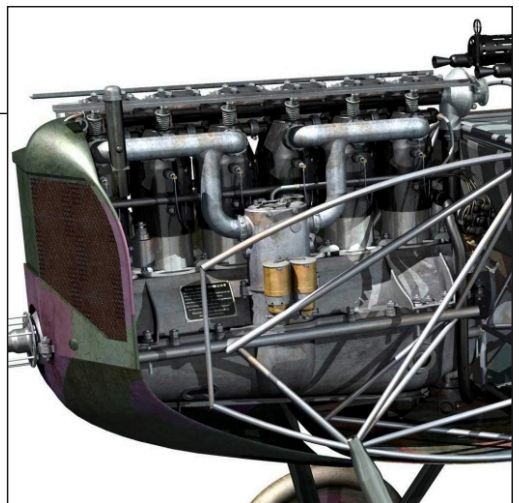
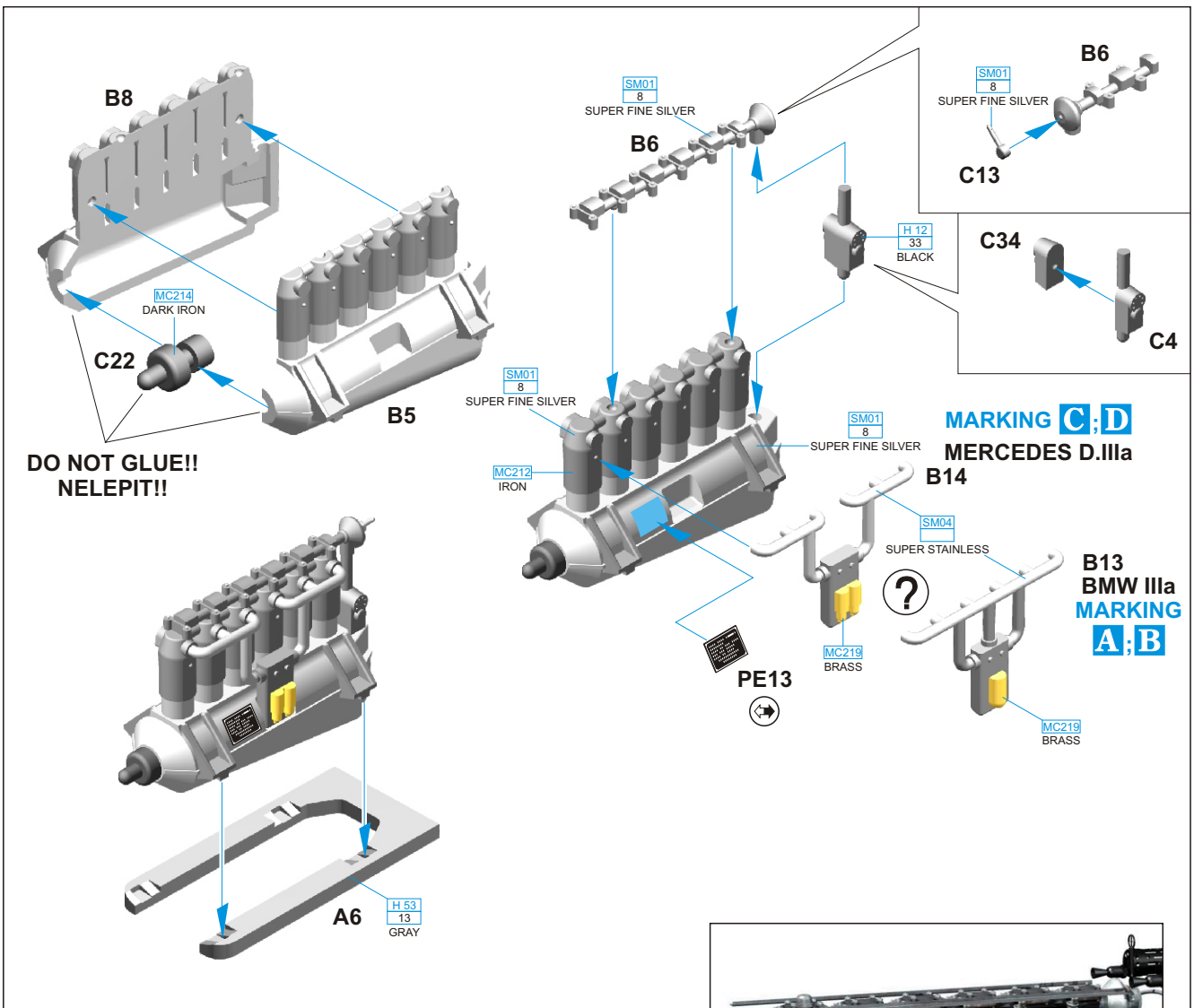
\* FARBEN

\* PEINTURE

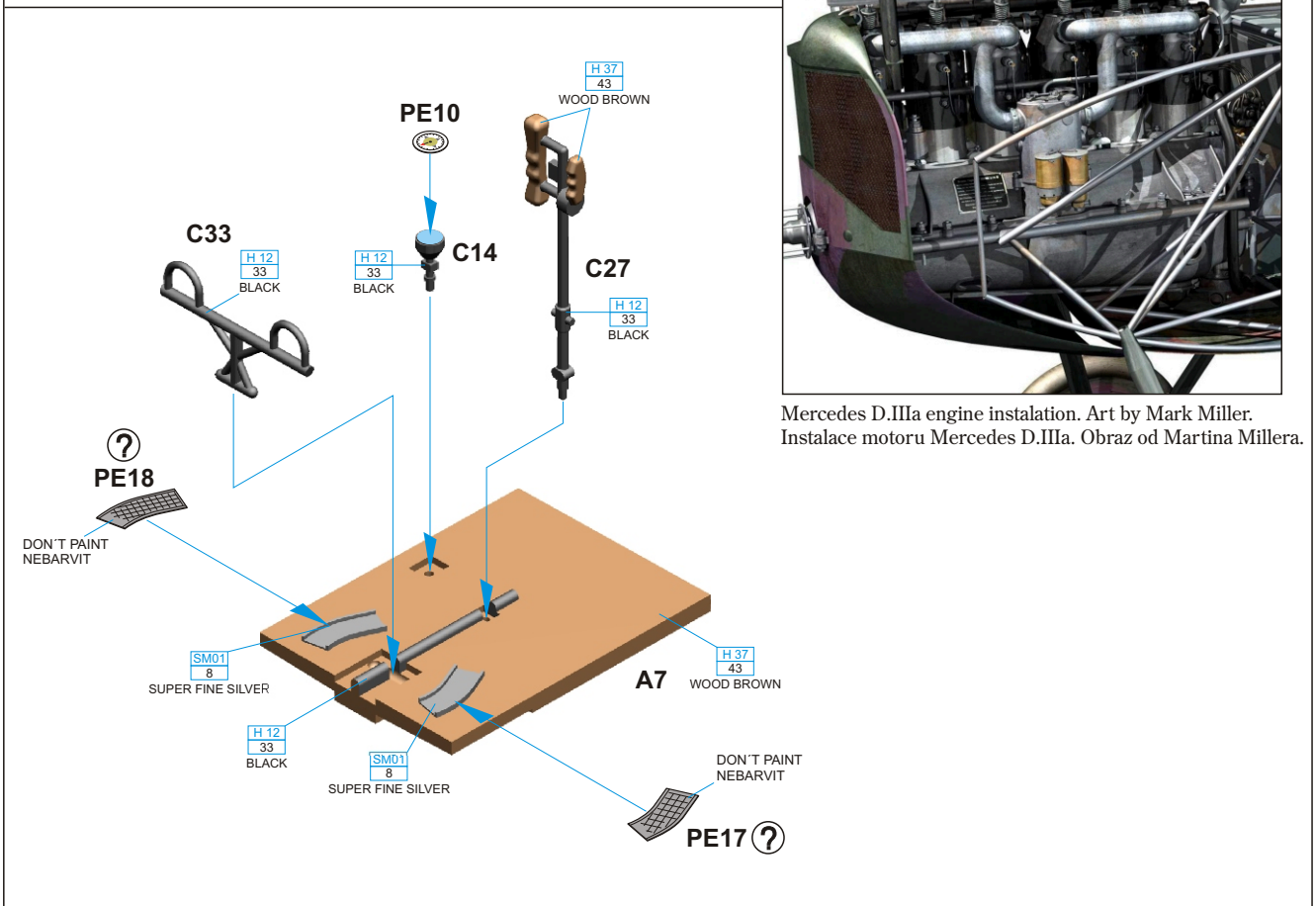
\* 色

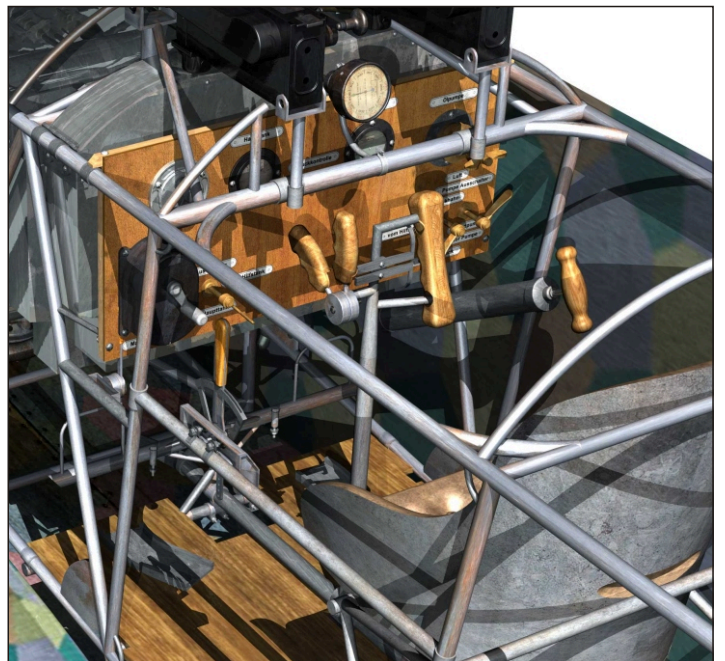
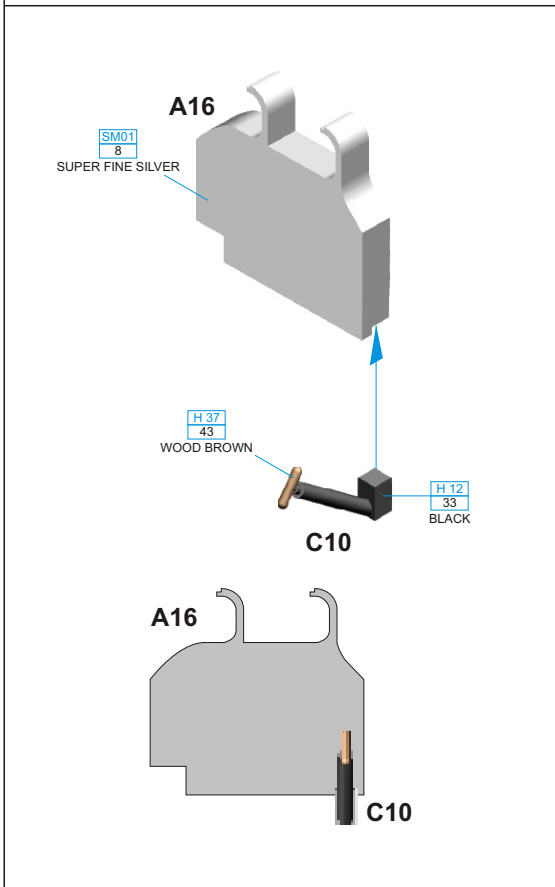
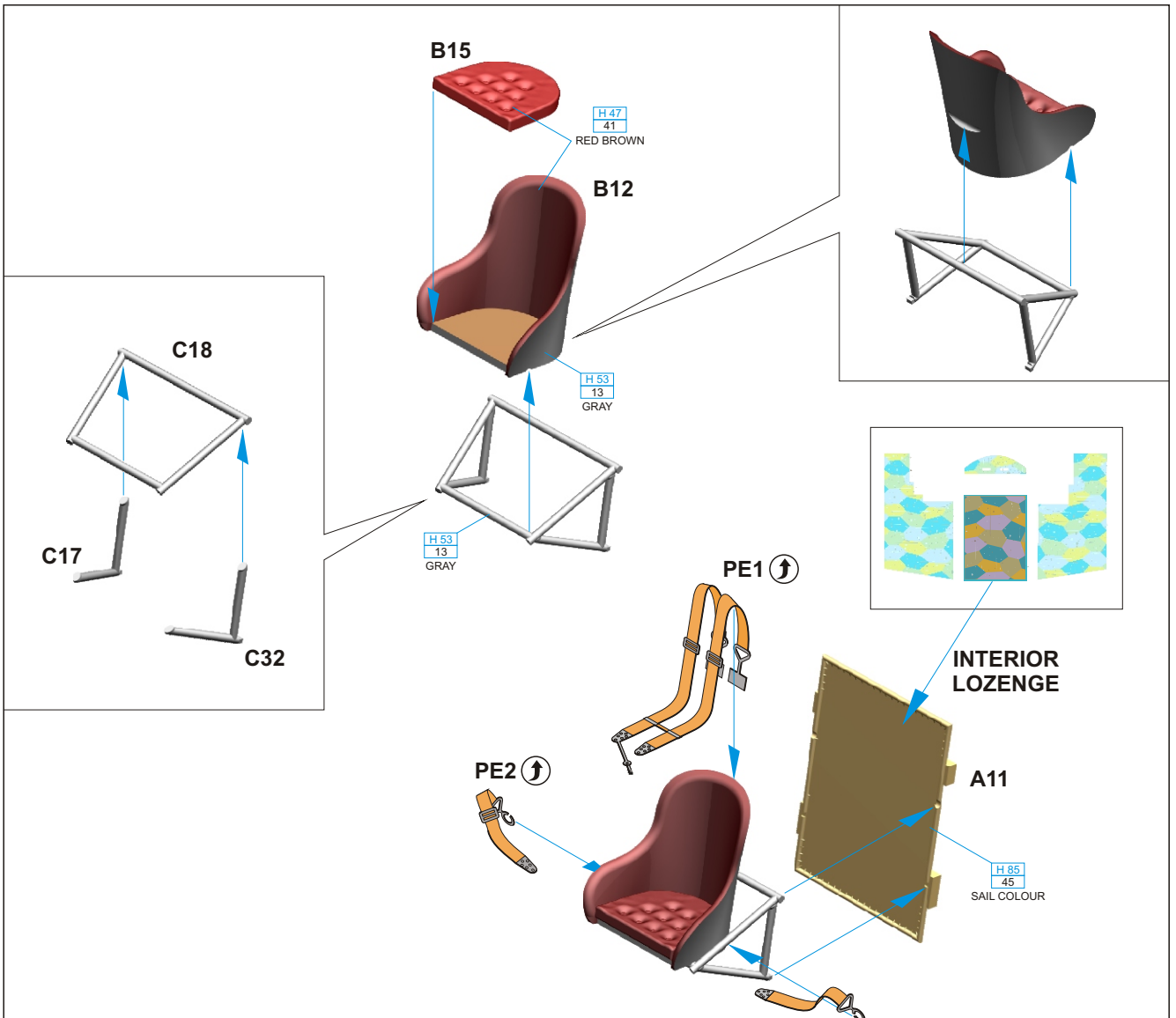
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
		SUPER FINE SILVER
		SUPER STAINLESS
		YELLOW
		FLAT WHITE
		FLAT BLACK
		PINK
		SKY BLUE
		WOOD BROWN
		PURPLE
		RED BROWN

AQUEOUS	Mr.COLOR	
		NEUTRAL GRAY
		BURNT IRON
		SAIL COLOUR
		GREEN
		DARK GREEN
		GREEN
Mr.METAL COLOR		
		IRON
		DARK IRON
		BRASS



Mercedes D.IIIa engine installation. Art by Mark Miller.  
 Instalace motoru Mercedes D.IIIa. Obraz od Martina Millera.



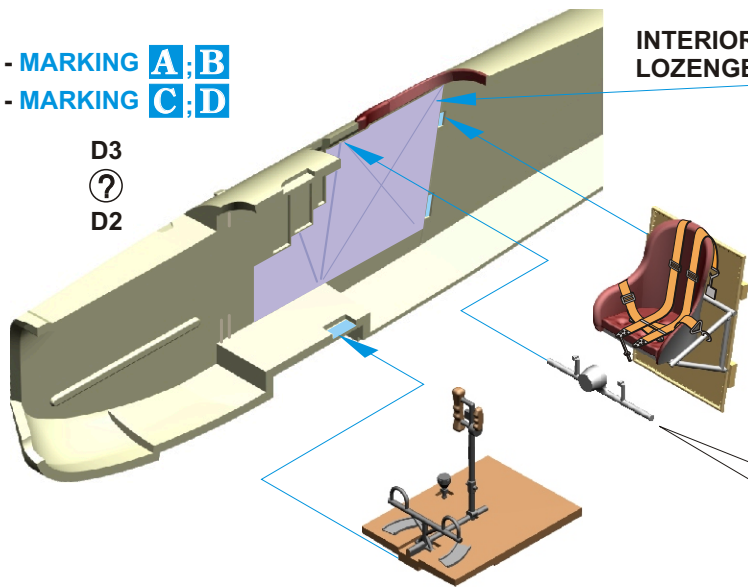
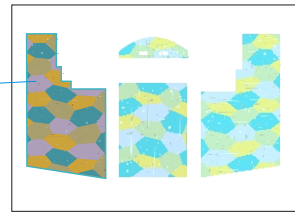


Fokker D.VII cockpit interior. Art by Mark Miller.  
Pilotni prostor Fokkera D.VII. Obraz od Marka Millera.

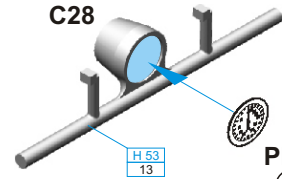
D3 - MARKING **A:B**  
 D2 - MARKING **C:D**

D3  
 ?  
 D2

INTERIOR  
 LOZENGE

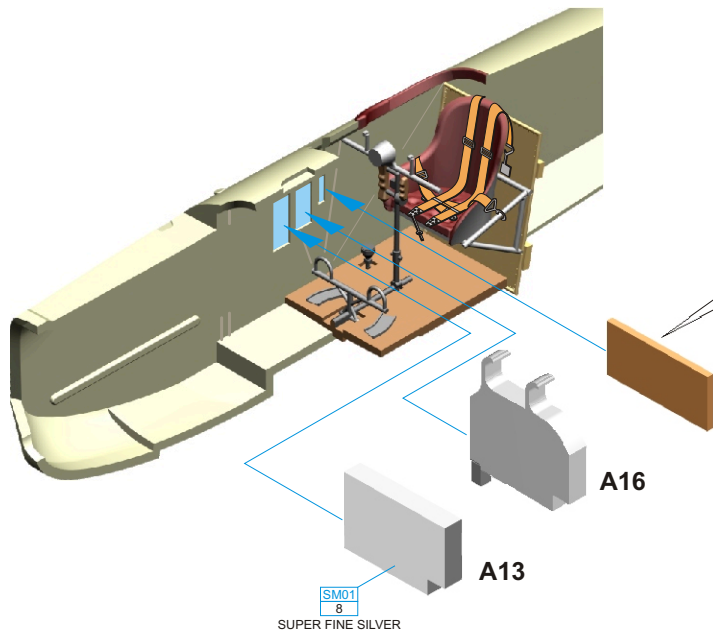


C28



H 53  
 13  
 GRAY

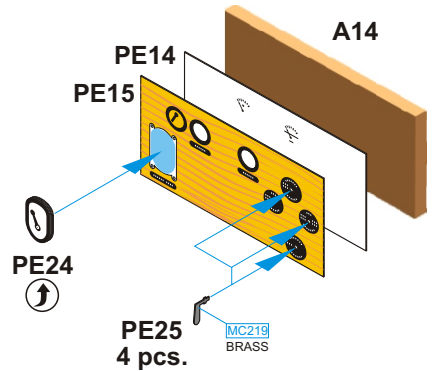
PE11  
 ?  
 DECAL 28



SM01  
 8  
 SUPER FINE SILVER

A13

A16



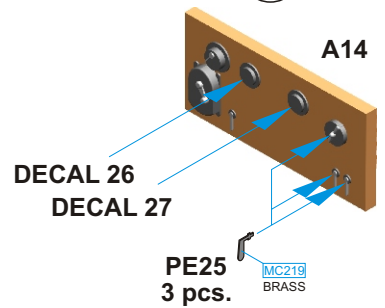
A14

PE24  
 ?

PE25  
 4 pcs.

MC219  
 BRASS

?

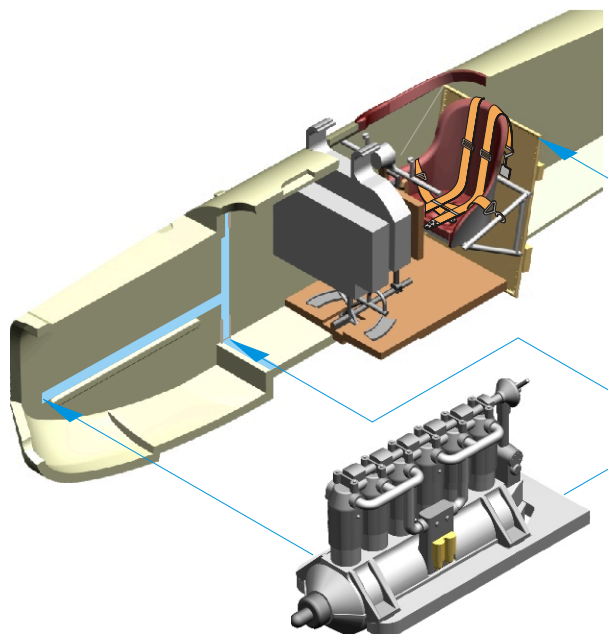


A14

DECAL 26  
 DECAL 27

PE25  
 3 pcs.

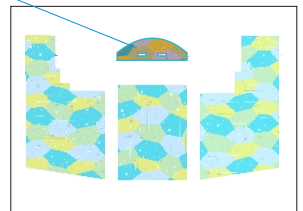
MC219  
 BRASS



PE3

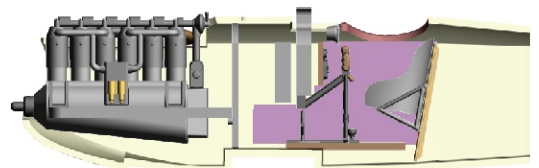
H 85  
 45  
 SAIL COLOUR

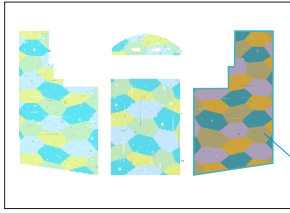
INTERIOR  
 LOZENGE



A8

H 53  
 13  
 GRAY

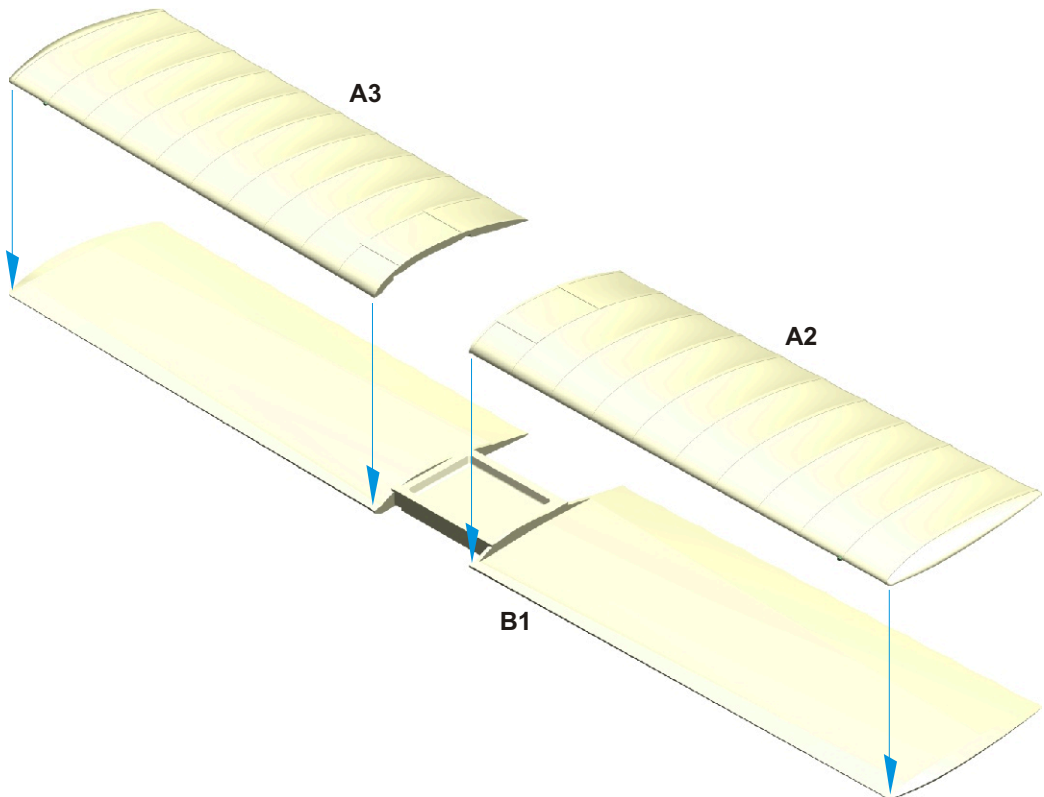
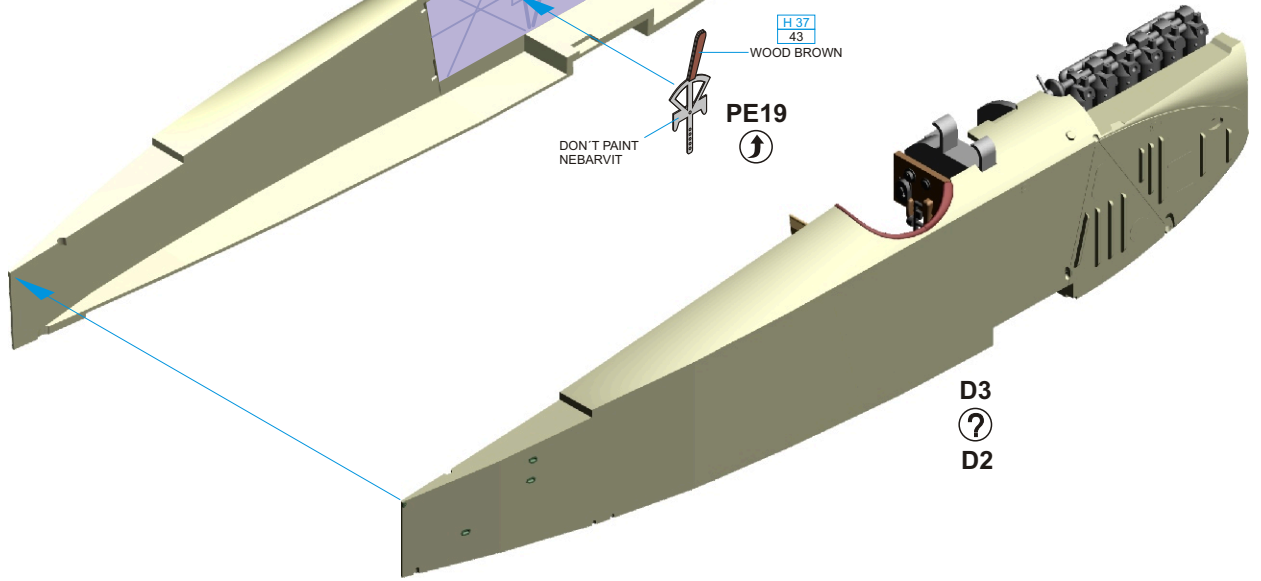




INTERIOR  
LOZENGE

D4  
②  
D1

D3+ D4+ D7 - MARKING **A;B**  
D2+ D1+ D6 - MARKING **C;D**



C16

PE12 ? DECAL 30

PE5  
↑

A10

H 47  
41  
RED BROWN

H 12  
33  
BLACK

D7

MC218  
BRASS

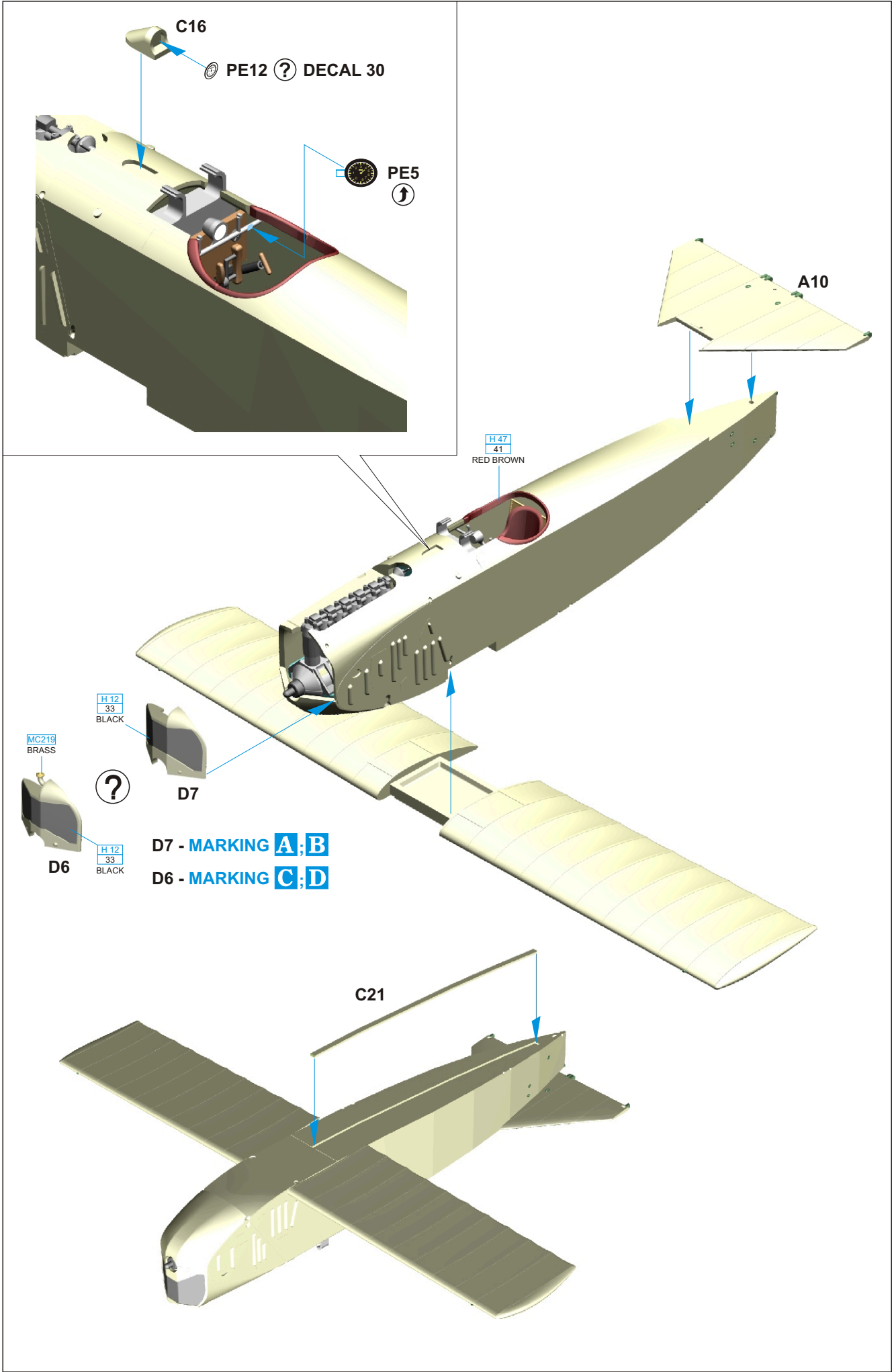
H 12  
33  
BLACK

D6

D7 - MARKING **A;B**

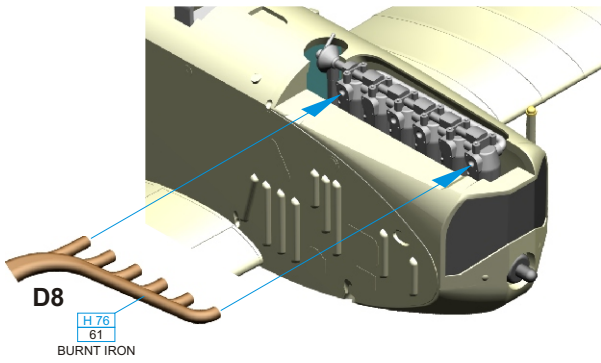
D6 - MARKING **C;D**

C21





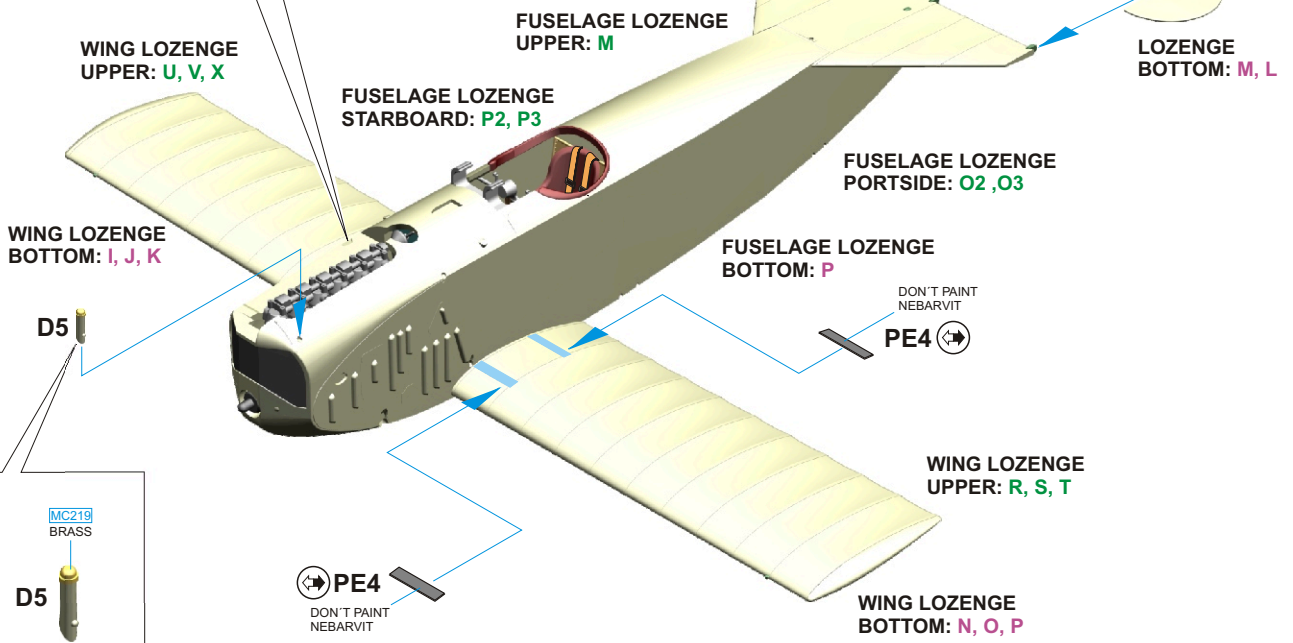
APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE



TAIL LOZENGE MARKING **A** ONLY

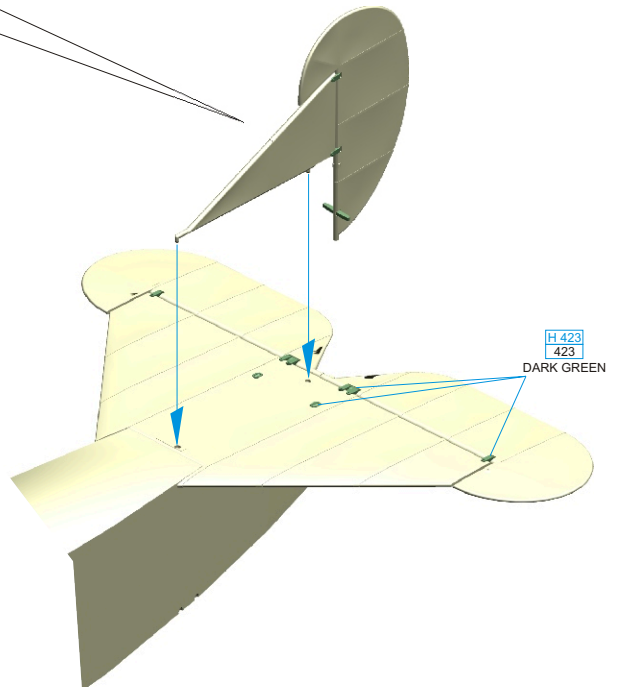
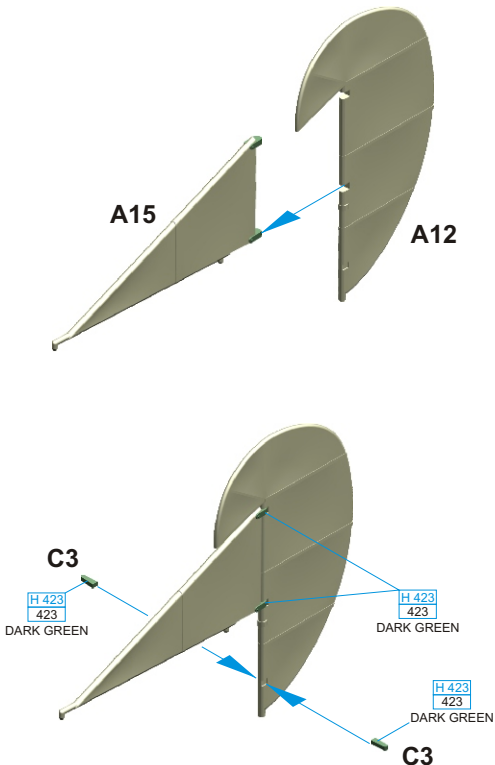
TAIL LOZENGE UPPER SURFACE: **N**

TAIL LOZENGE LOWER SURFACES: **R, S**



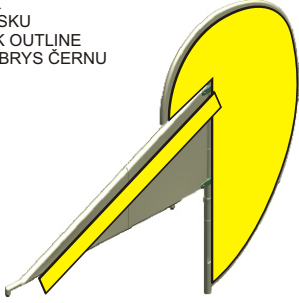
RIB STRIPES AND COMPLETE LOZENGE DECAL APPLICATION -  
SEE PAGE 24

PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH  
OBTISKŮ PROSTUDUJTE str.24



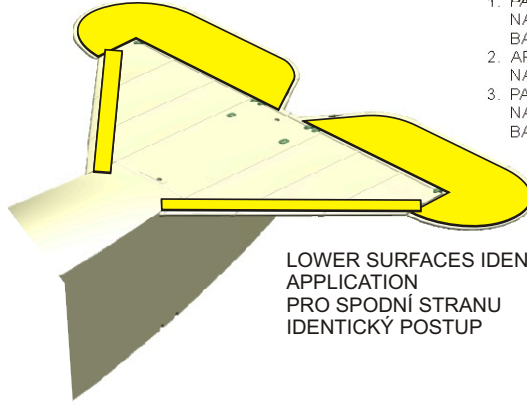
**MARKING D ONLY**

1. PAINT WHOLE PART WHITE  
NABARVIT CELÝ DÍL BÍLOU  
BARVOU
2. APLY MASK  
NALEPIT MASKU
3. PAINT BLACK OUTLINE  
NABARVIT OBRYS ČERNU  
BARVOU



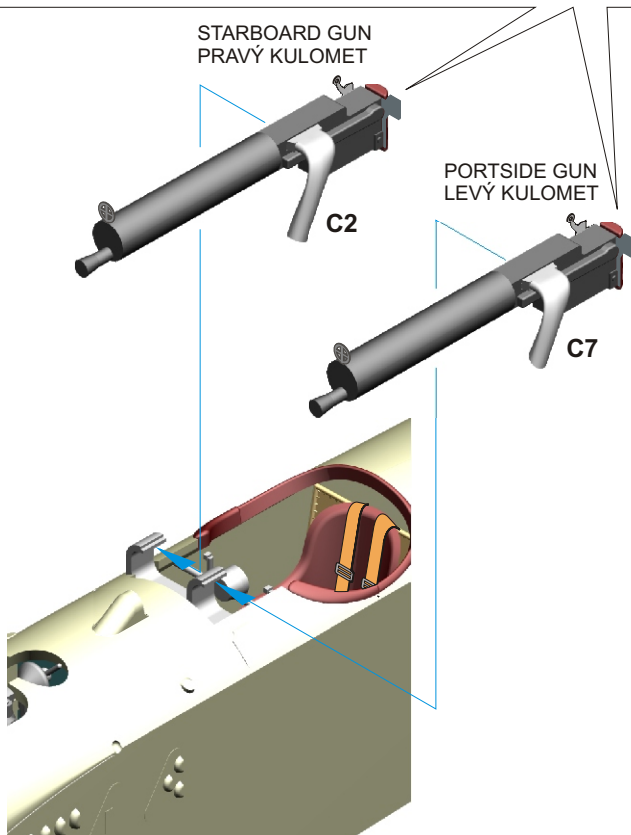
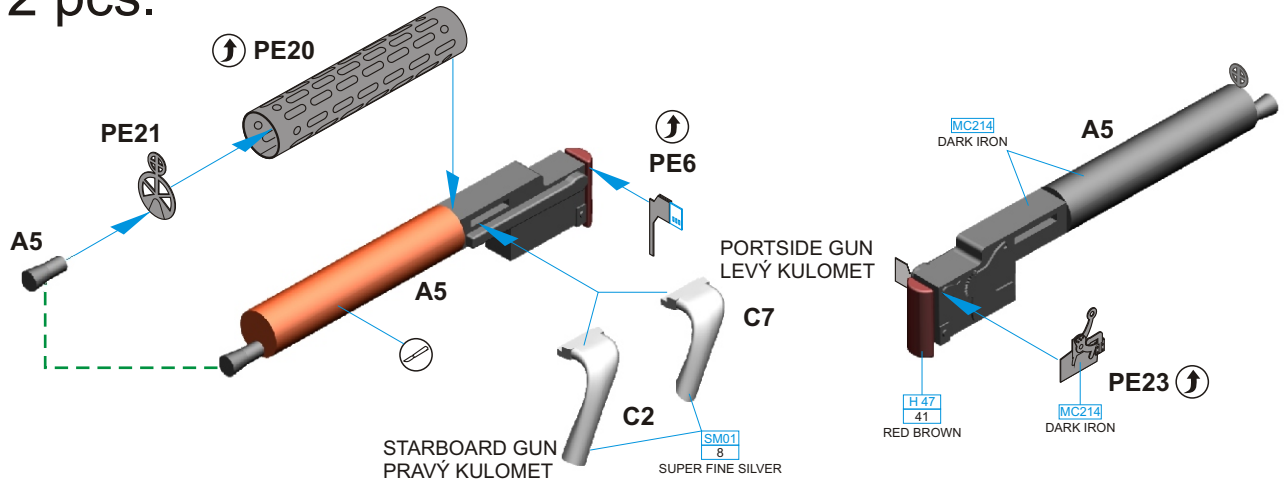
**MARKING C ONLY**

1. PAINT WHOLE PART VIOLET  
NABARVIT CELÝ DÍL FIALOVOU  
BARVOU
2. APLY MASK  
NALEPIT MASKU
3. PAINT BLACK OUTLINE  
NABARVIT OBRYS ČERNU  
BARVOU

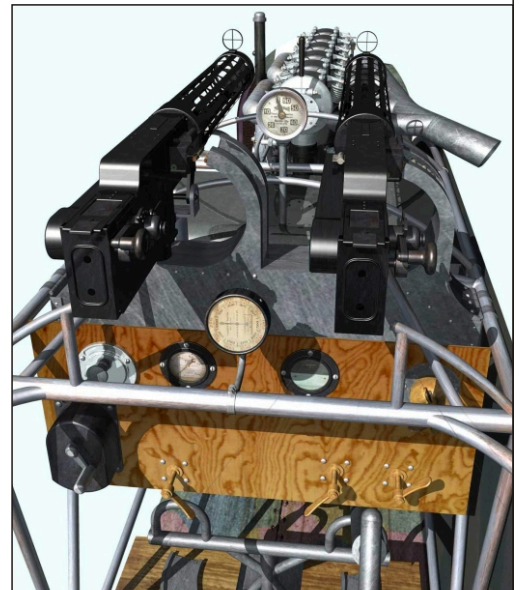


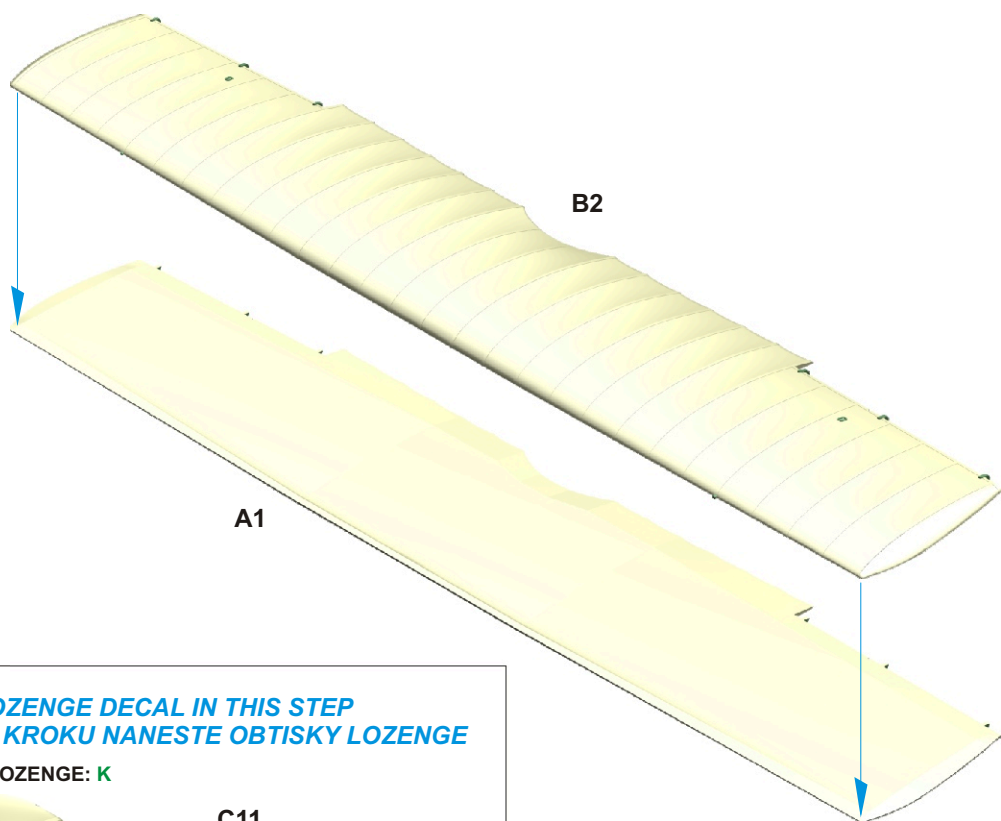
LOWER SURFACES IDENTICAL  
APPLICATION  
PRO SPODNÍ STRANU  
IDENTICKÝ POSTUP

2 pcs.



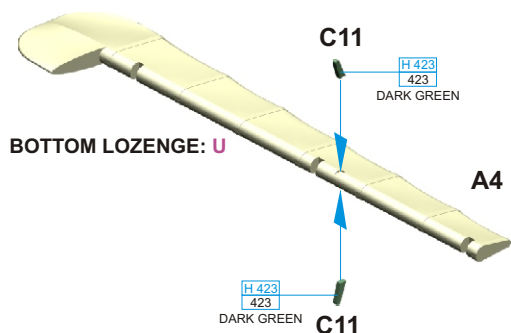
Dashboard & machine gun instalation. Art by Mark Miller.  
Palubní deska a kulometry. Obraz od Marka Millera.



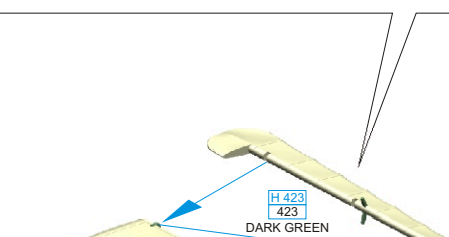
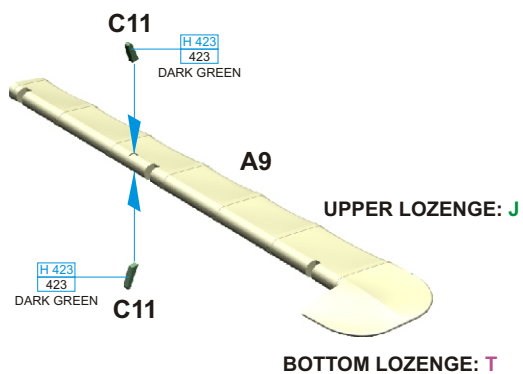


**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**

**UPPER LOZENGE: K**

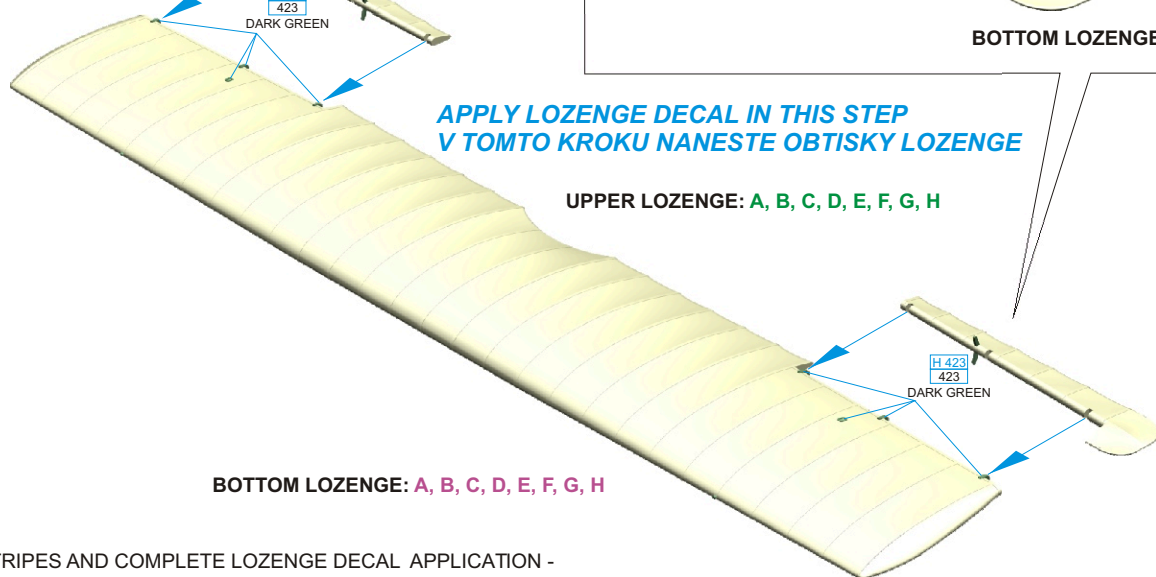


**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**



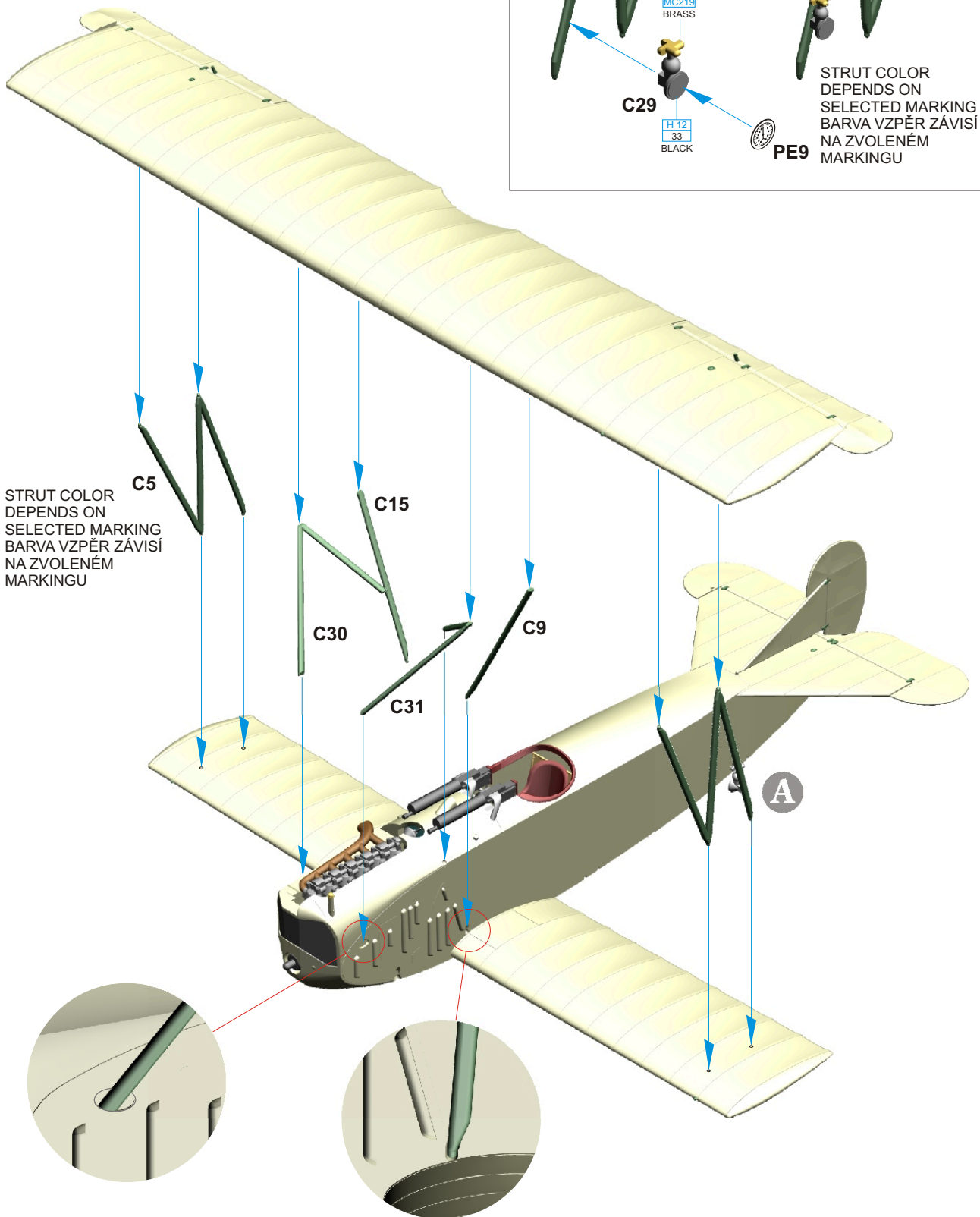
**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**

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

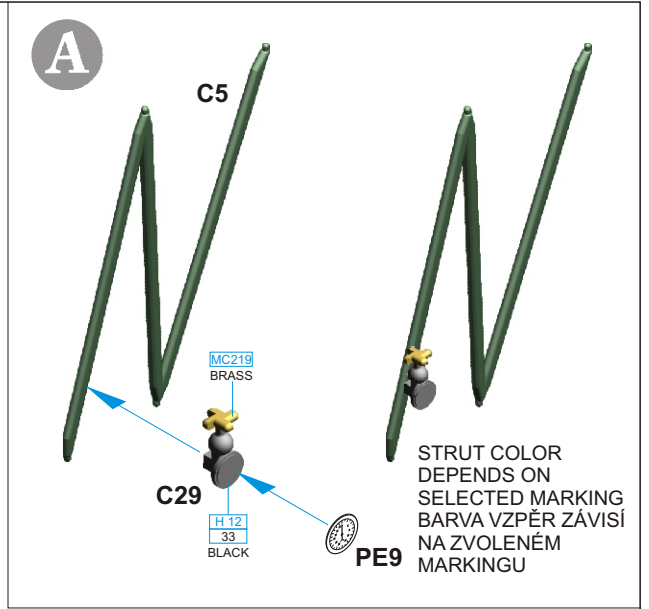


RIB STRIPES AND COMPLETE LOZENGE DECAL APPLICATION -  
SEE PAGE 24

PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH  
OBTISKŮ PROSTUDUJTE str.24



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



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

A

C5

MC219  
BRASS

C29

H 12  
33  
BLACK

PE9

A

C5

C15

C30

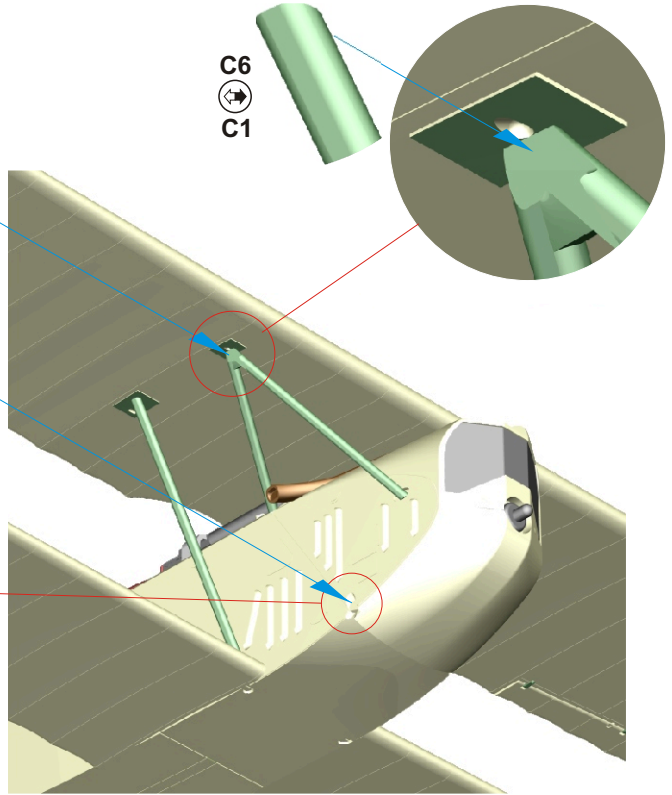
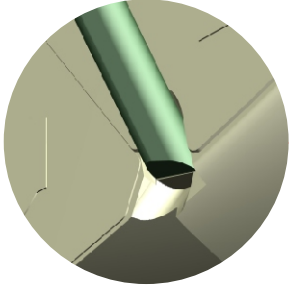
C9

C31

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

C6  
C1

C6  
C1



C20

H 423  
423  
DARK GREEN

C12

H 423  
423  
DARK GREEN

TIP

VRŠEK

MC212

IRON

H 37  
43

WOOD BROWN

C8  
H 423  
423  
DARK GREEN

H 423  
423  
DARK GREEN

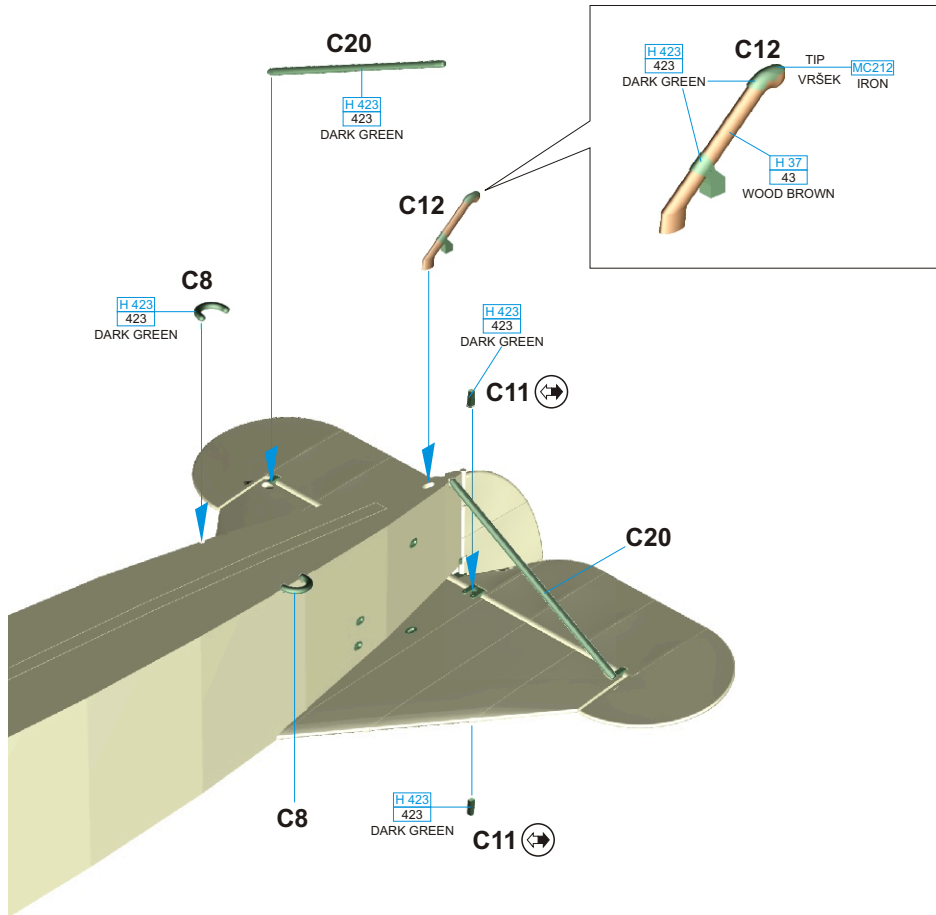
C11

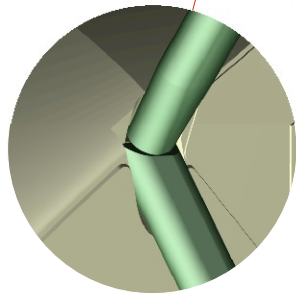
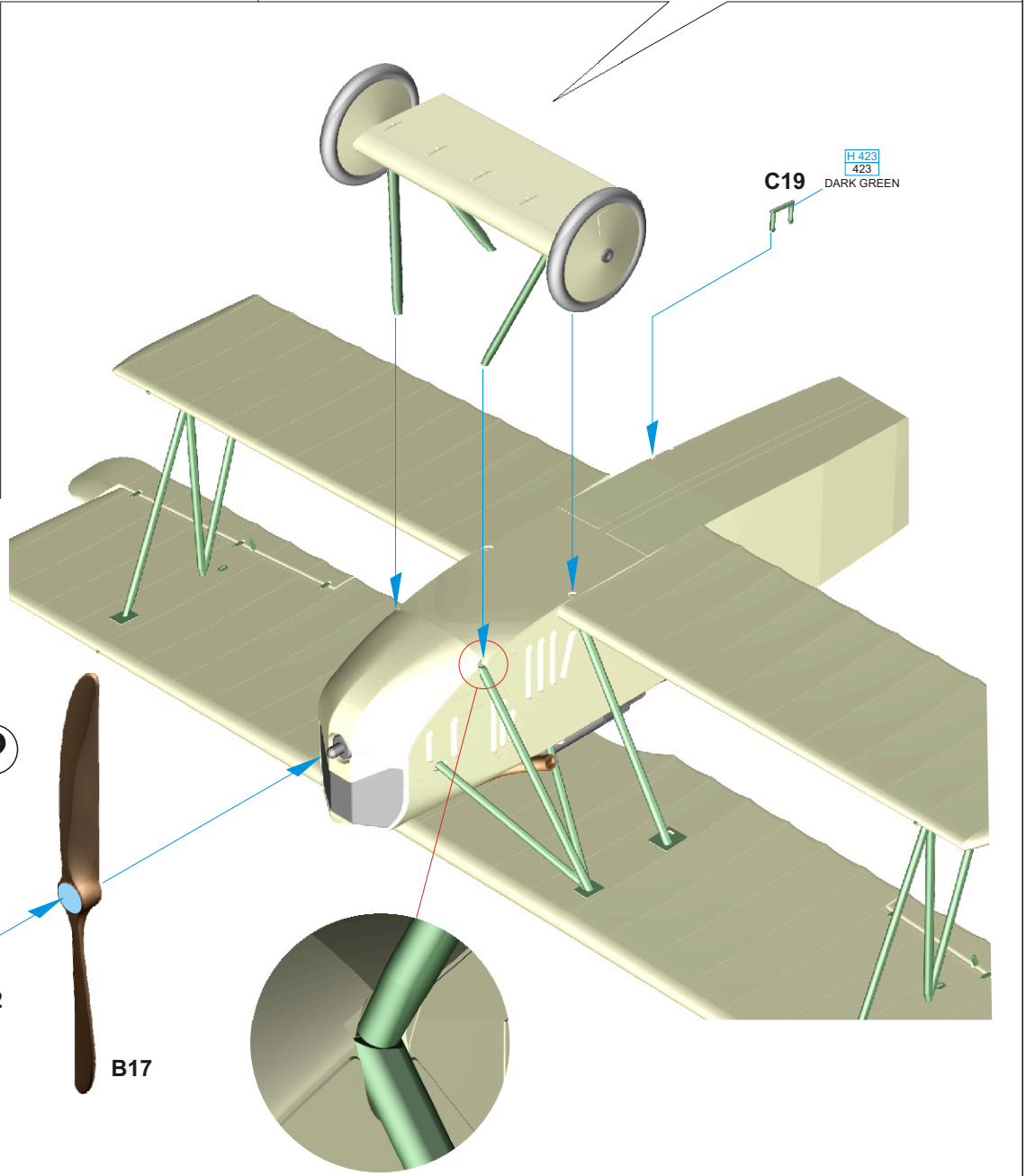
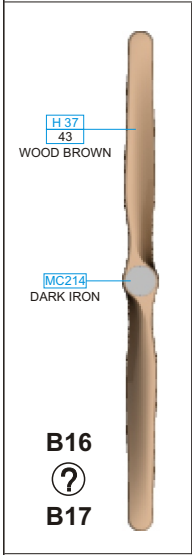
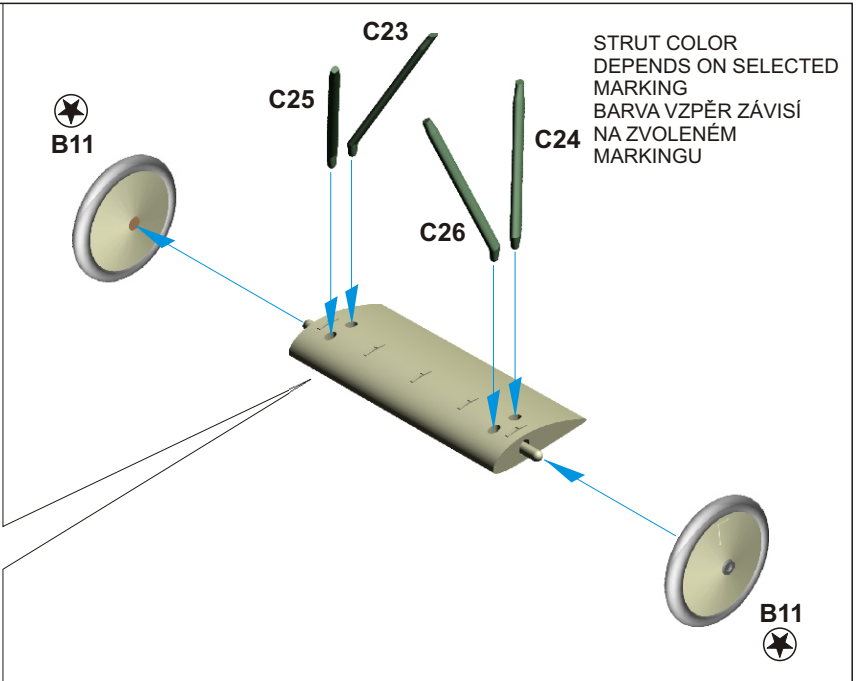
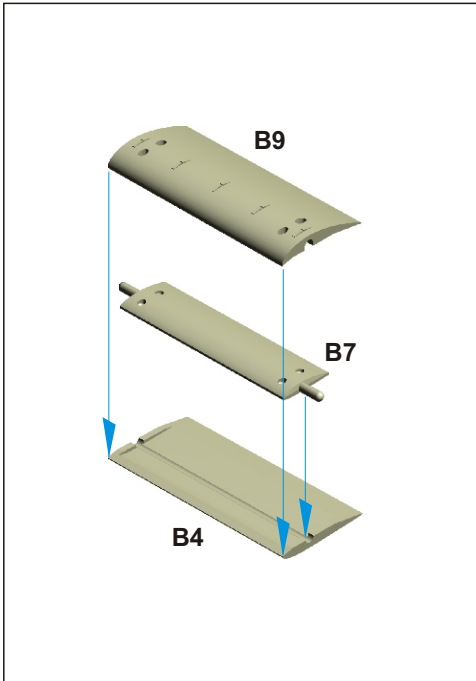
C20

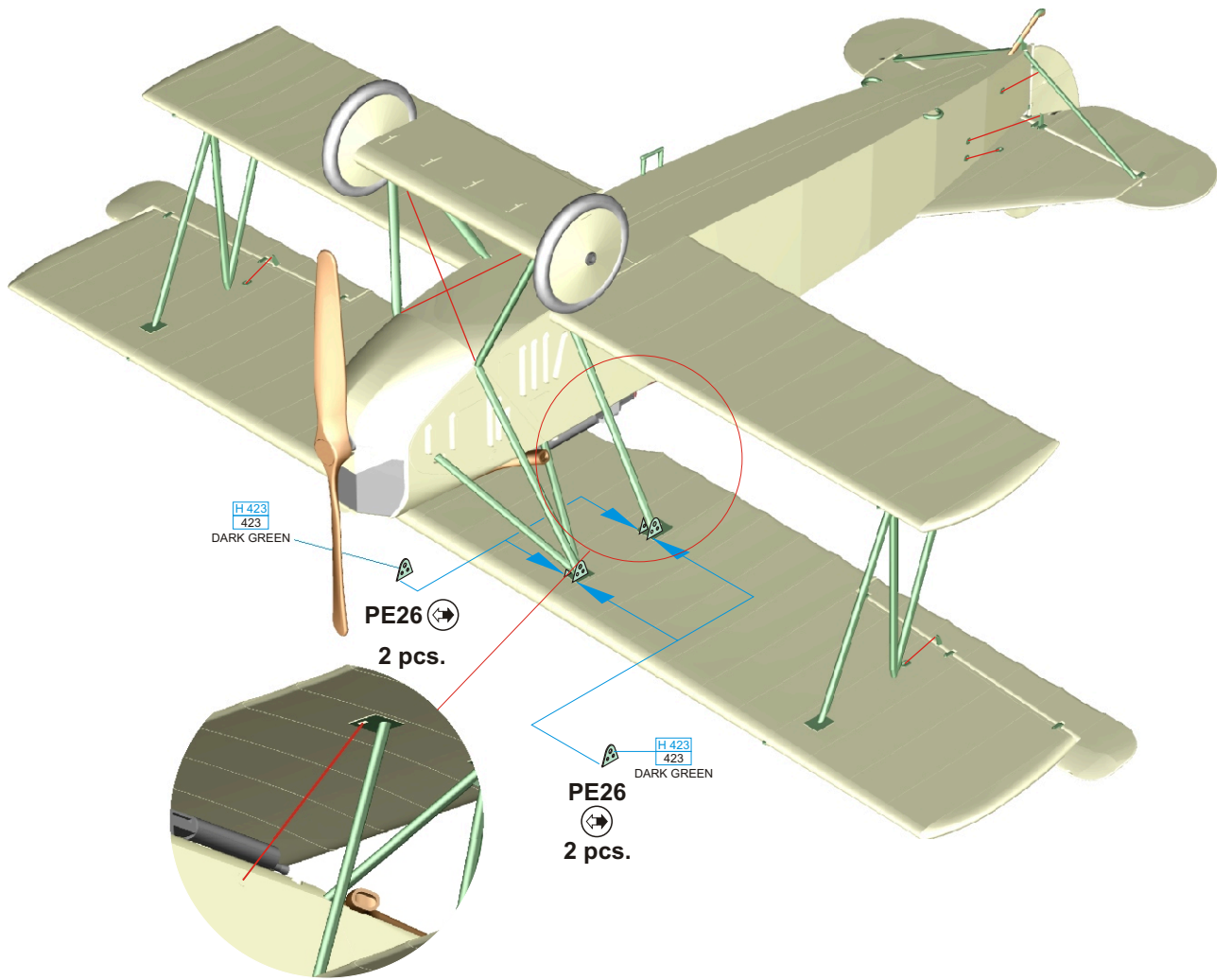
C8

H 423  
423  
DARK GREEN

C11





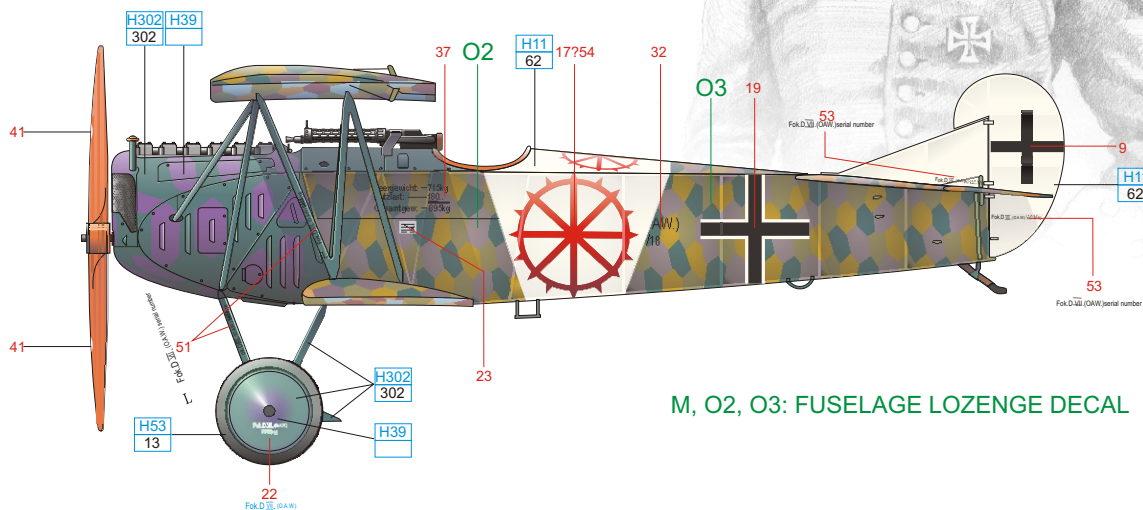


# A. Hasso von Wedel, Jasta 23s

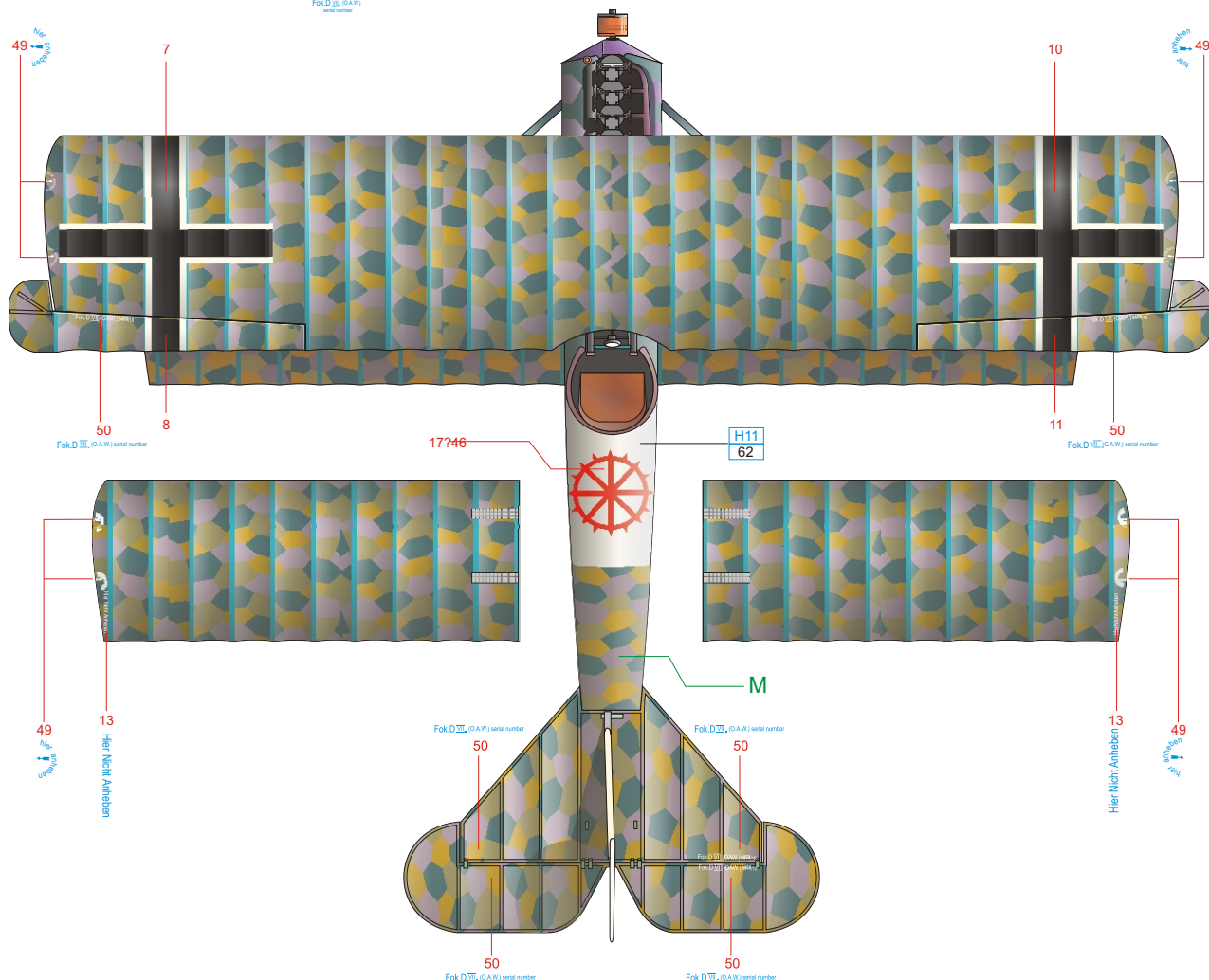
Hasso von Wedel byl koncem srpna 1918 jmenován velitelem saské Jasta 24s, a v září vybojoval na Fokkerech poslední ze svých pěti vzdušných vítězství. Své letouny si zdobil rodovým znakem - popravčím kolem (Richtrad). Ani tento, motorem BMW, vybavený Fokker D.VII (OAW) nebyl výjimkou. Von Wedel se k bojovým letům vrátil za druhé světové války. Létal v řadách Stab/JG3 až do 15.září 1940, kdy byl nad Anglií sestřelen pilotem 94.squadrony RAF. Upadl do zajetí, za kterého byl pro zranění repatriován zpět do Německa. Zahynul 1.května 1945 v Berlíně, během dobývání města Rudou armádou.

Hasso von Wedel became commander of Sächsische Jasta 24s in late August, 1918. In September, he claimed latest three of his total five victories. His aircraft were personalized with the family badge, the red execution wheel (Richtrad), which was applied on the sides of this BMW engine powered Fokker D.VII too.

Von Wedel continued in his flying career during early World War II as a member of Stab/JG3, until September 15th, 1940, when his Bf 109E was shot down over England by a 94th sq.pilot. He was repatriate for serious injury, and died at May 1st, 1945, during Battle of Berlin.



M, O2, O3: FUSELAGE LOZENGE DECAL





# ハッソー・フォン・ヴェーデル

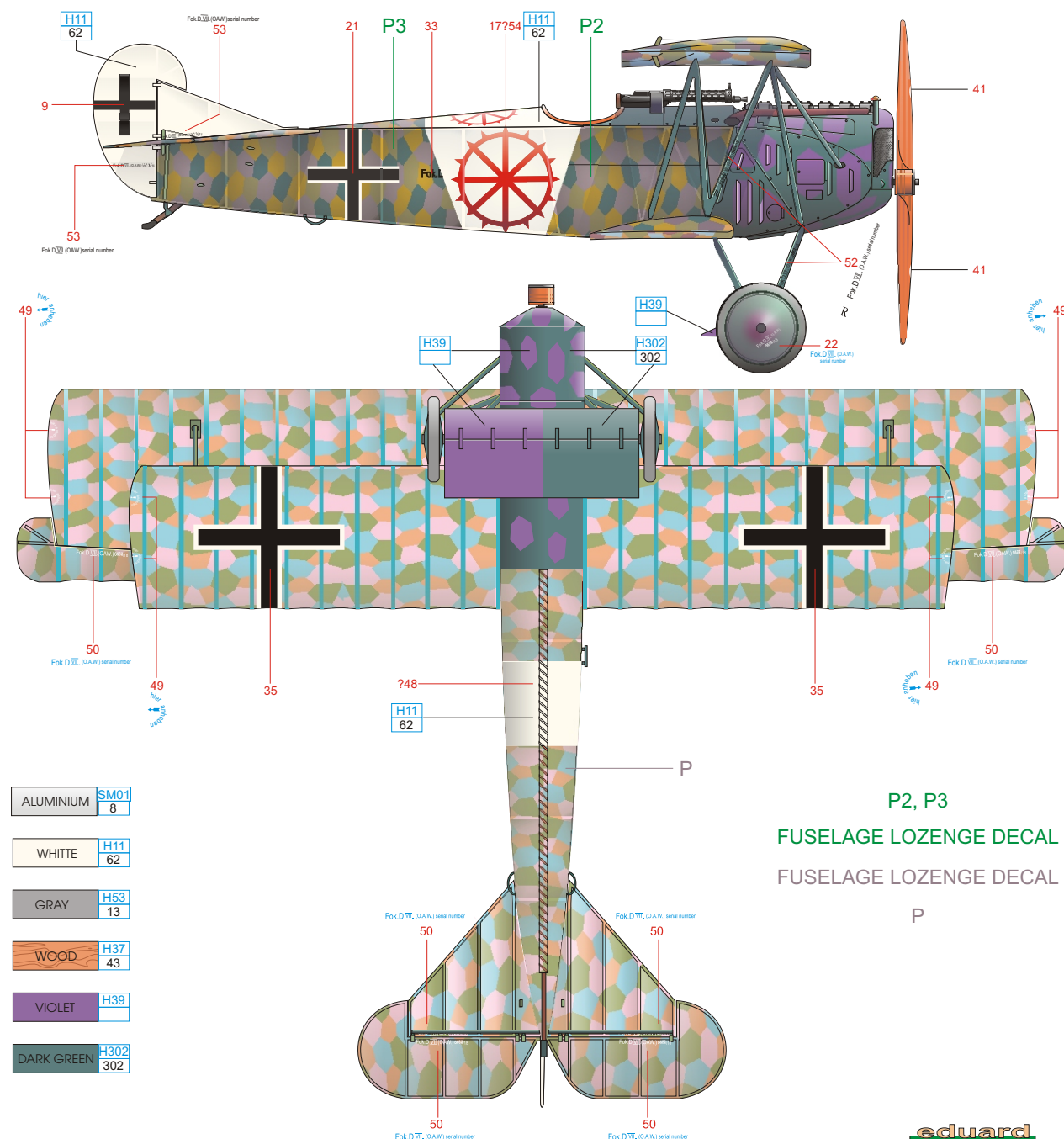
Hasso von Wedel wurde gegen Ende August 1918 Kommandeur der sächsischen Jasta 24s. Im September errang er drei seiner insgesamt fünf Siege. Sein Flugzeug wurde mit seinem Abzeichen versehen und das rote Riehtrad an beiden Seiten seiner Fokker D. VII mit BMW Motor angebracht.

Von Wedel setzte seine Flieger-Karriere im zweiten Weltkrieg als Mitglied der Stab/JG3 bis 15. September 1940 fort. An diesem Tag wurde seine Bf 109 E über England von einem Piloten des 94. Squadrons abgeschossen. Aufgrund seiner schwerwiegenden Verletzungen wurde er nach Deutschland zurückgeschickt wo er auch am 1. Mai 1945 während der Schlacht um Berlin starb.

Hasso von Wedel est devenu commandant de la Sachsenische Jasta 24 a la fin août 1918. En septembre, il revendiqua les 3 dernières de ses 5 victoires. Son avion était personnalisé avec son écusson familial, roue rouge (Riehtrad) qui étaient appliqués sur les cotés du moteur BMW qui équipait les Fokker D VII.

Von Wedel a continué sa carrière au début de la deuxième guerre mondiale, comme membre de la Stab/JG3, jusqu'au 15 septembre 1940, quand son Bf 109E a été abattu au-dessus de l'Angleterre par un pilote du 94ème squadron. Il fut rapatrié avec de sérieuses blessures et mourut le 1er mai 1945 durant la bataille de Berlin.

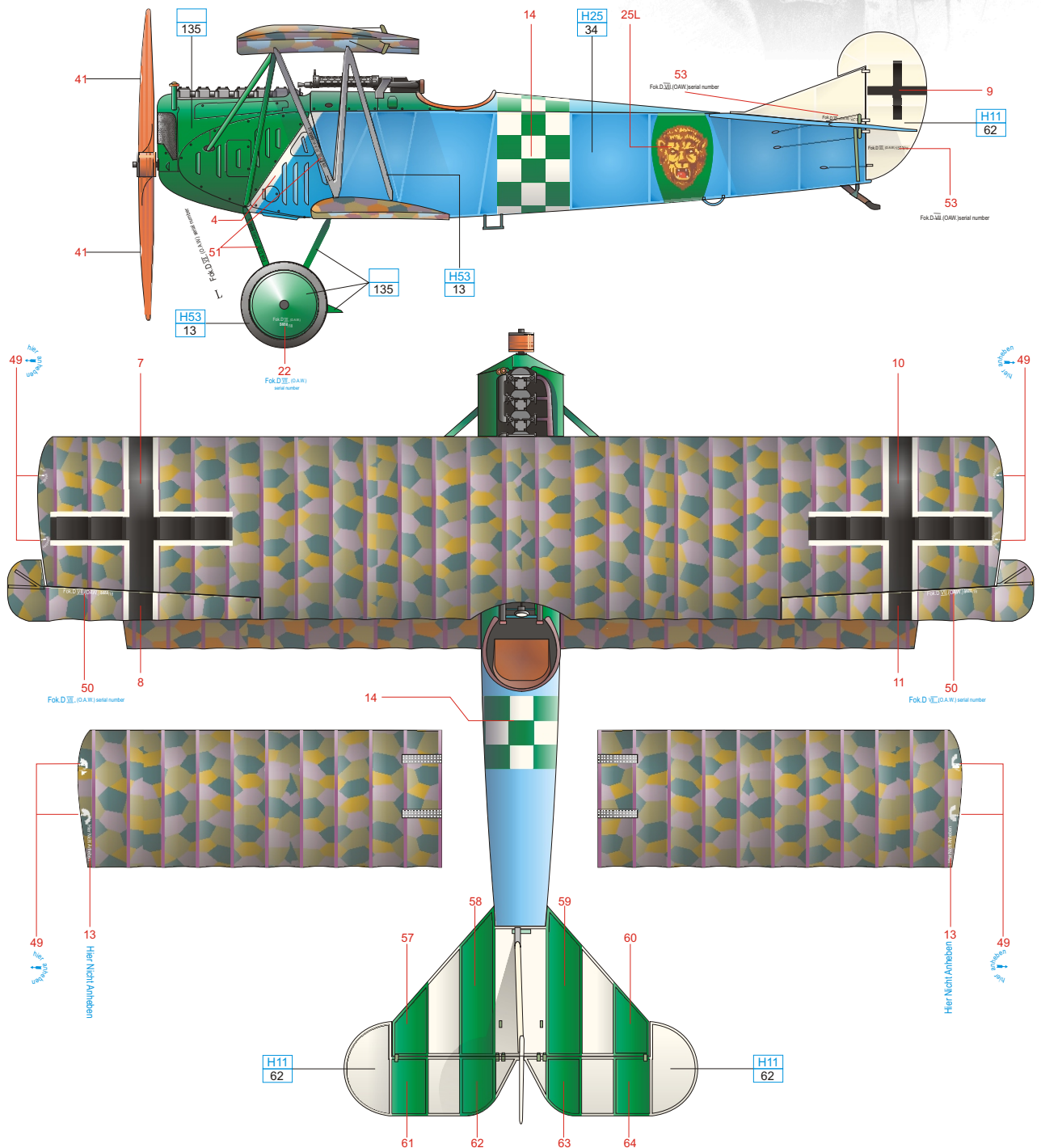
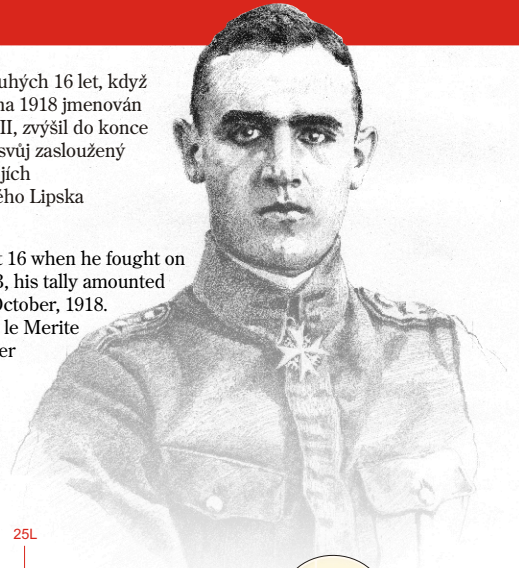
ヴェーデルが 1918 年 8 月末に、ザクセンの Jasta 24s の指揮官になった。同年 9 月に、フォッカーのパイロットとして彼の戦闘成績 5 勝のうち最後の 3 勝がこの時のものである。BMW エンジンで装備されたフォッカー D.VII を含めて彼の全部の航空機は赤い拷問車輪 (Riehtrad) の紋章が彼独自の紋章で飾られた。ヴェーデルは第二次世界大戦中に戦闘機パイロットとしてまた戦務に戻った。Stab/JG3 の一員となって、1940 年までに戦務に就いていた。9 月 15 日にヴェーデルの Bf 109E が英国で RAF 第 94 戦隊のパイロットによって撃墜された。ヴェーデルは重傷のため送還され、1945 年 5 月 1 日にベルリンでの戦闘の間に戦死した。



# B. Franz Büchner, Jasta 13

Franz Büchner byl skutečnou hvězdou Jasta 13 v posledních měsících války. Bylo mu pouhých 16 let, když v roce 1914 bojoval na frontě u Yprů, v osmnácti se stal letcem. Když byl v polovině června 1918 jmenován velitelem Jasta 13, měl na svém kontě pouhé 4 sestřely. Pilotující především Fokkery D.VII, zvýšil do konce října počet sestřelů na 40 (z celkových 109 sestřelů celé jednotky). 25.října 1918 obdržel svůj zasloužený Pour le Mérite. Na Fokkerech létal bojově i po válce, tentokrát v řadách Freikorpsu, v bojích s komunistickými povstalci. 18.března 1920 byl při průzkumném letu v okolí svého rodného Lipska sestřelen palbou ze země a zabit.

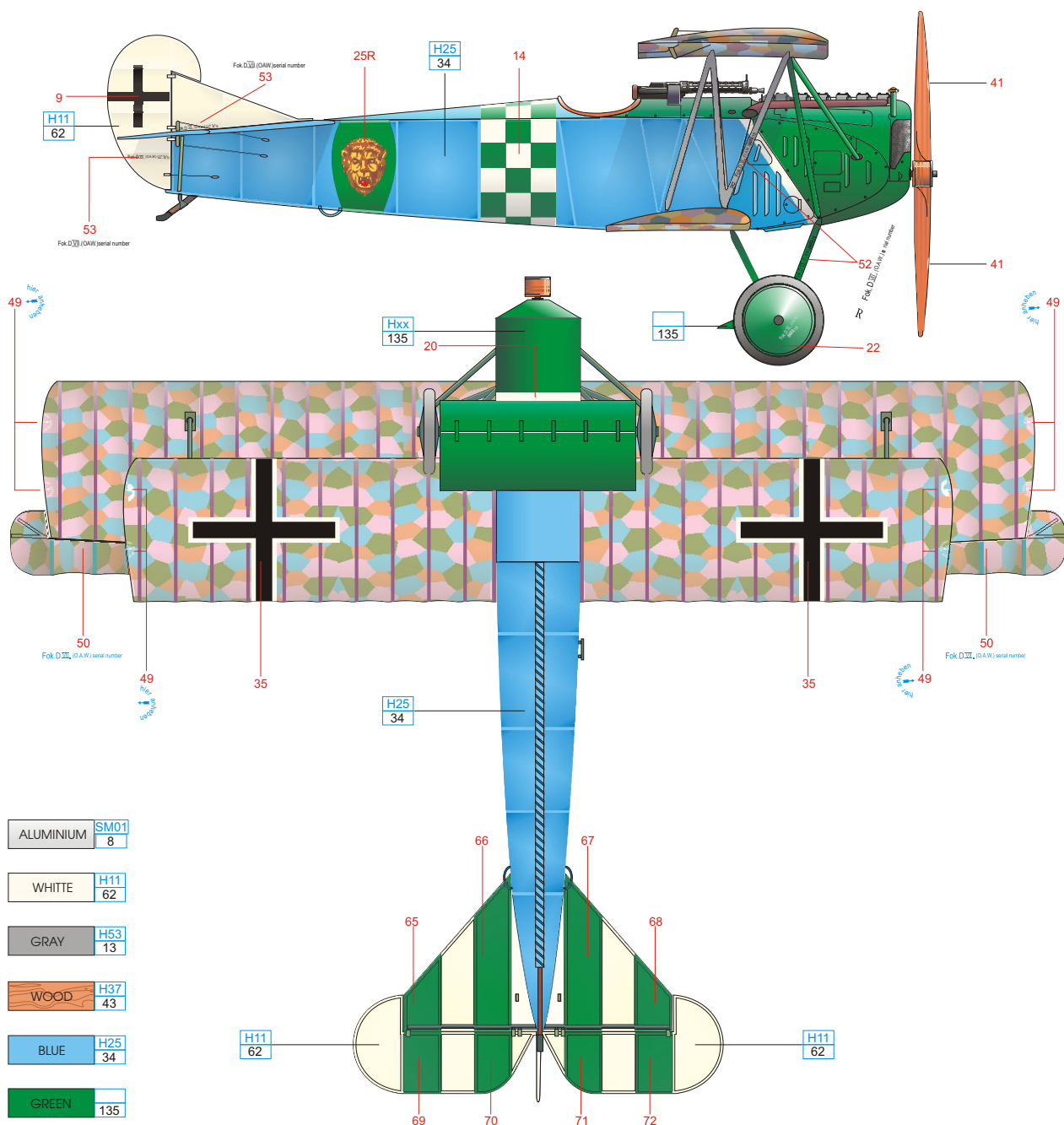
Franz Buchner was a true star with Jasta 13 in the closing months of the war. He was just 16 when he fought on the Yper Front in 1914, and became a pilot at 18. When he became commander of Jasta 13, his tally amounted to only four kills. Flying mostly D.VIIIs, he built up this total to 40 through to the end of October, 1918. The total unit score was 109 kills when the war ended. He received a well deserved Pour le Merite on October 25th, 1918. After the war, he continued as a pilot, flying as a Freikorps member in the civil war battles, and was shot down by Red unit ground fire on March 18, 1920, near his native Leipzig.



Franz Büchner war der Held der Jasta 13 in den letzten Kriegsmonaten. Mit gerade einmal 16 Jahren kämpfte er 1914 an der Yper Front. 1918 begann seine Pilotenkarriere. Als er im Juni 1918 zum Kommandeur der Jasta 13 befördert wurde, hatte er gerade einmal vier Siege errungen. Bis Ende Oktober 1918 erhöhte er diese Anzahl auf 40. Dabei flog er vorwiegend die Fokker D.VII. Insgesamt brachte er es auf 109 Siege bis zum Ende des Krieges. Er erhielt die verdiente Auszeichnung „Pour le Mérite“ am 25. Oktober 1918. Nach dem Krieg setzte er seine Flieger-Laufbahn als Mitglied des Freikorps in den Bürgerkriegen fort. Am 18. März 1920 wurde er von einer kommunistischen Einheit nahe seines Geburtsorts Leipzig abgeschossen wobei er sein Leben verlor.

Franz Büchner fut une vraie star de la Jasta 13 durant la fin de la guerre. Il avait juste 16 ans quand il combattit à Ypre en 1914. Il devint pilote en 1918. Quand il fut nommé commandant de la Jasta 13 en juin 1918, il avait à son tableau de chasse 4 victoires confirmées. La plupart du temps volant sur Fokker D VII, il augmenta ce chiffre à 40 en fin octobre 1918. Le total des victoires de son unité était de 109 victoires à la fin de la guerre. Il fut décoré "Pour le Mérite" le 25 octobre 1918. Après la guerre, il continua comme pilote dans les corps francs dans les différentes guerres civiles. Il fut abattu par une unité de défense antiaérienne de l'armée rouge, près de sa ville natale de Leipzig le 18 mars 1920.

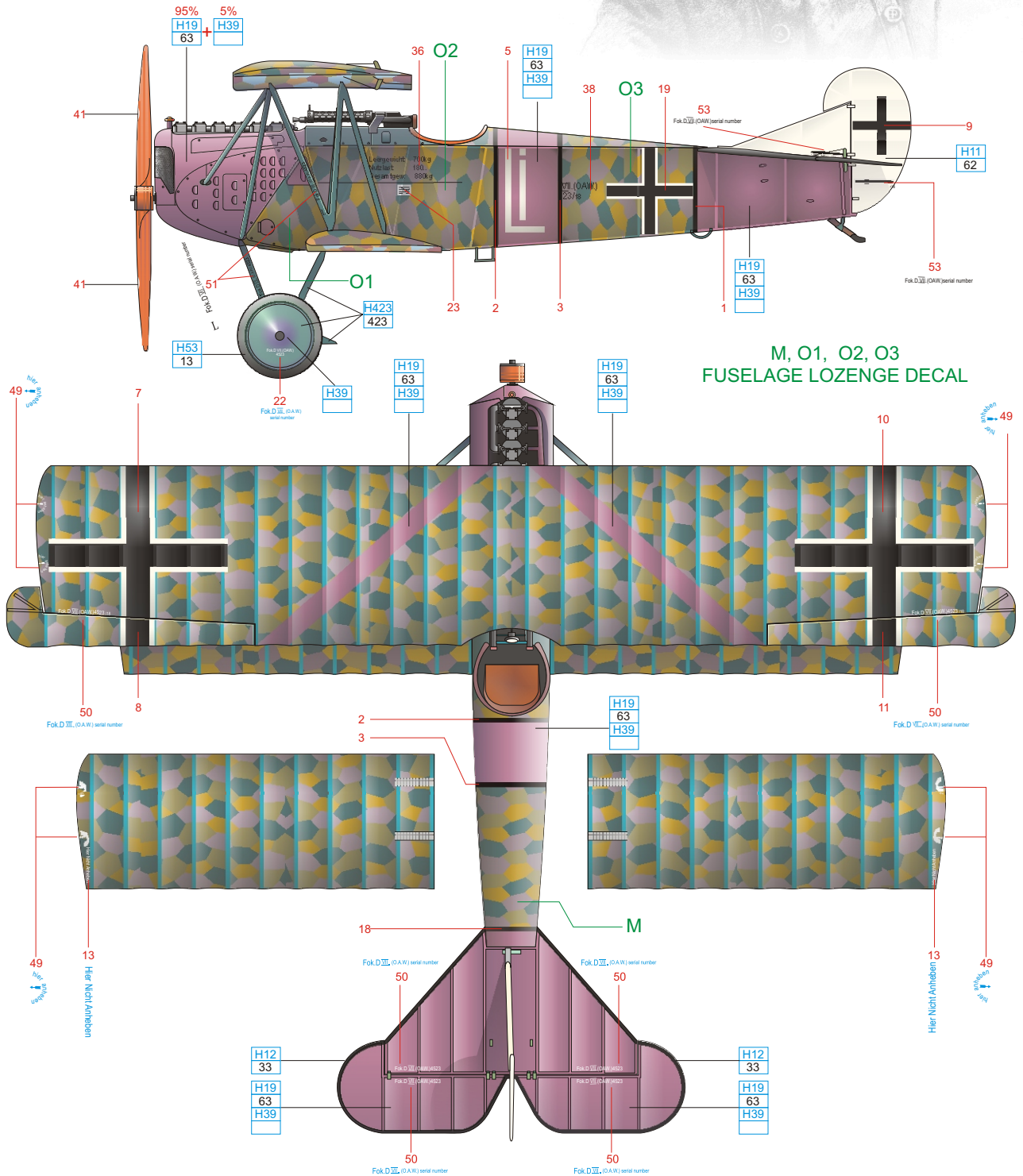
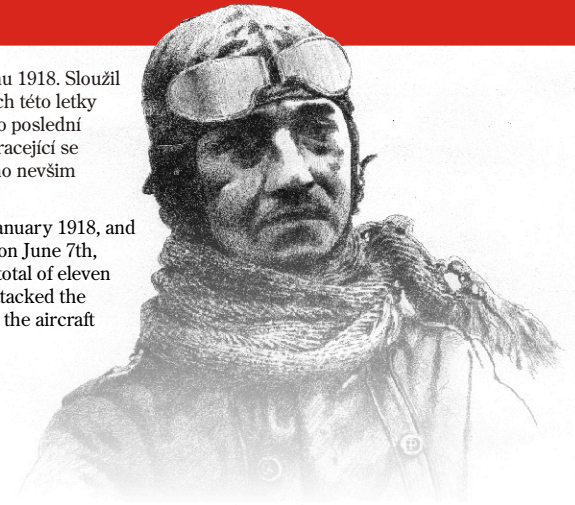
第一次世界大戦の最後の数ヶ月にフランツ・ビフネルが Jasta13 の実際のエースとなった。1914年に歩兵連隊に加わって、イペル（Yper）の戦線で戦ったときたった 16 歳であり、18 歳で戦闘機パイロットになった。1918年6月の半ばに Jasta 13 の指揮官と指名されたとき彼の勝利総計は 4 機だけであった。その後、主にフォッカー-D.VII を操縦し、彼の得点が 10 月の末までに 40 機に登った。戦隊としては全 109 勝を得た。Pour le Mérite という戦功十字勲章が彼に与えられたのも不思議ではないのである。戦後もフォッカーに忠義し、Freikorps の一員として戦務に就いていた。今回、反共産主義者との闘争に参加した。1920年3月18日、彼の出生地であるライピチヒ（Leipzig）の周辺で探索フライトの間に地上から撃墜された。戦争中にドイツの戦闘機のエースになり、戦争中生きのびたが戦後のドイツの反乱で戦死した。



# C. Rudolf Stark, Jasta 35b

Rudolf Stark, bývalý příslušník 2. bavorského hulánského pluku, se stal stíhačem v lednu 1918. Sloužil u Jasta 34b a Jasta 77. Od 7. června 1918 působil jako velitel bavorské Jasta 35b. V řadách této letky získal 5 potvrzených a 2 nepotvrzených sestřelů ze svých celkových 11+5. Zajímavý je jeho poslední sestřel z 9. listopadu 1918, kdy shora zaútočil na letadla S.E.5a od 56. squadrony RAF, vracející se z hlídky. Krátkou dávkou sestřelil poslední stroj ve skupině. Nikdo z Angličanů si ničeho větším a pokračovali v letu domů.

A former member of the 2nd Bavarian Lancer Regiment, he became a fighter pilot in January 1918, and served with Bavarian Jastas 34b and 77b, becoming commander of Bavarian Jasta 35b on June 7th, 1918. At this post, he acquired his five confirmed and two unconfirmed victories, for a total of eleven plus five. His last confirmed victory, on November 9th, 1918, was rather unusual. He attacked the last aircraft in a group of No. 56 Squadron S.E.5as homeward bound on patrol. He shot the aircraft down with no reaction from the other British pilots.

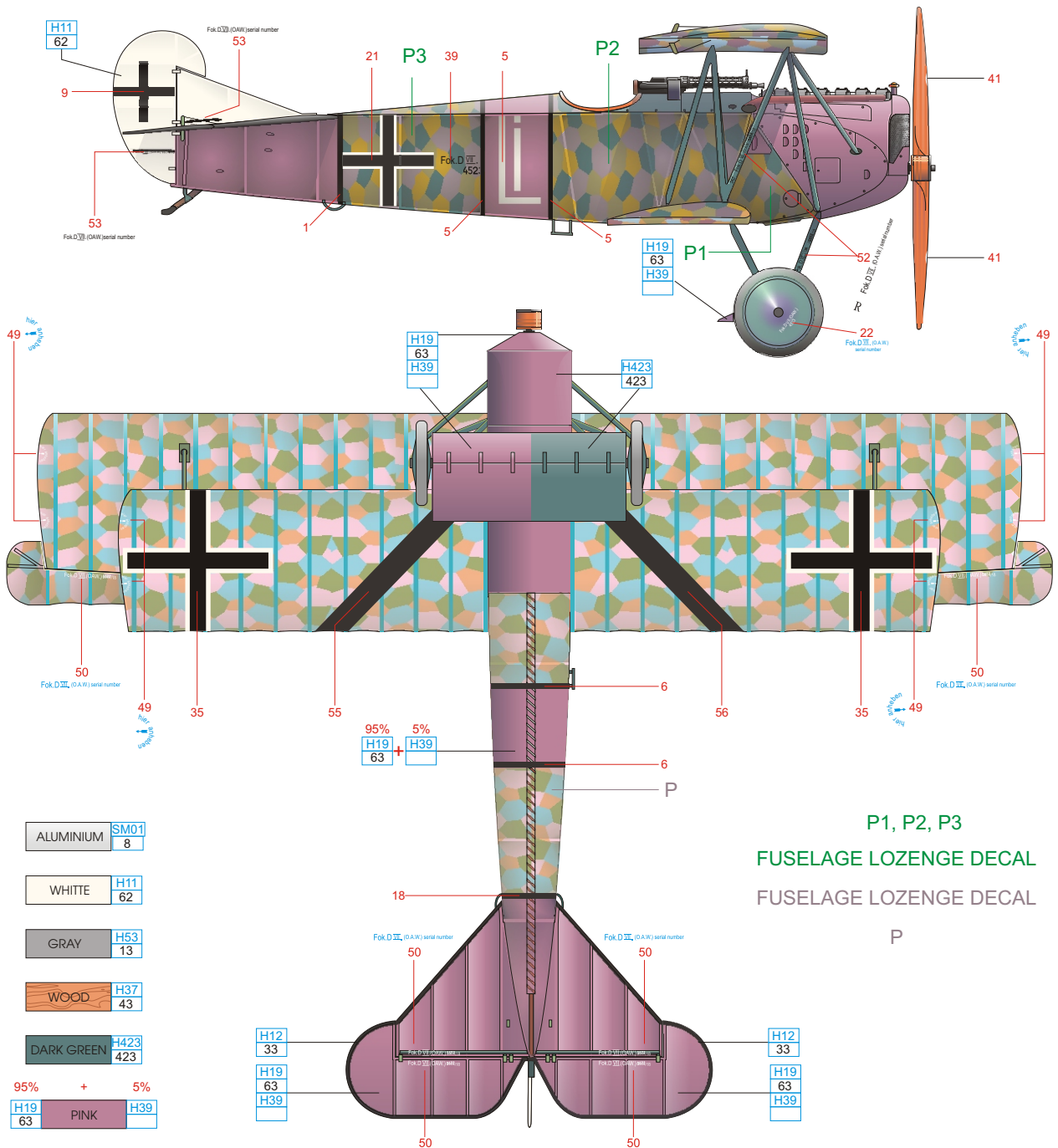


# ルードルフ・スターク

Früher Mitglied des 2. bayrischen Lanzer Regiments wurde Rudolf Stark im Januar 1918 Pilot. Er diente bei den bayrischen Jastas 34b und 77b und wurde am 7. Juni 1918 zum Kommandeur der bayrischen Jasta 35b befördert. In dieser Funktion erzielte er seine fünf bestätigten und zwei seiner unbestätigten Siege (insgesamt errang Stark fünf bestätigte und elf unbestätigte Siege). Sein letzter Sieg ist weitgehend unbekannt. Auf dem Rückflug von einer Patrouille wurde er von einer S.E.5a des 56. Squadrons der RAF angegriffen. Er schoss das letzte Flugzeug der Formation ab, ohne dass irgendeine Reaktion der anderen britischen Piloten erfolgte.

Formé au 2eme régiment de lanciers Bavaois, il devint pilote en janvier 1918. Il servit aux Jastas bavarois 34b et 77b. Il devint commandant de la Jasta 35b le 7 juin 1918. Comme commandant de la Jasta 35b, il fut crédité de 5 victoires confirmées et 2 non confirmées, (sur un totale de 11 + 5). Sa dernière victoire du 9 novembre 1918 est surprenante : il attaqua des S.E.5a du 56eme squadron de la RAF en rentrant de patrouille. Il abattit le dernier avion de la formation, sans aucune réaction des autres pilotes britanniques.

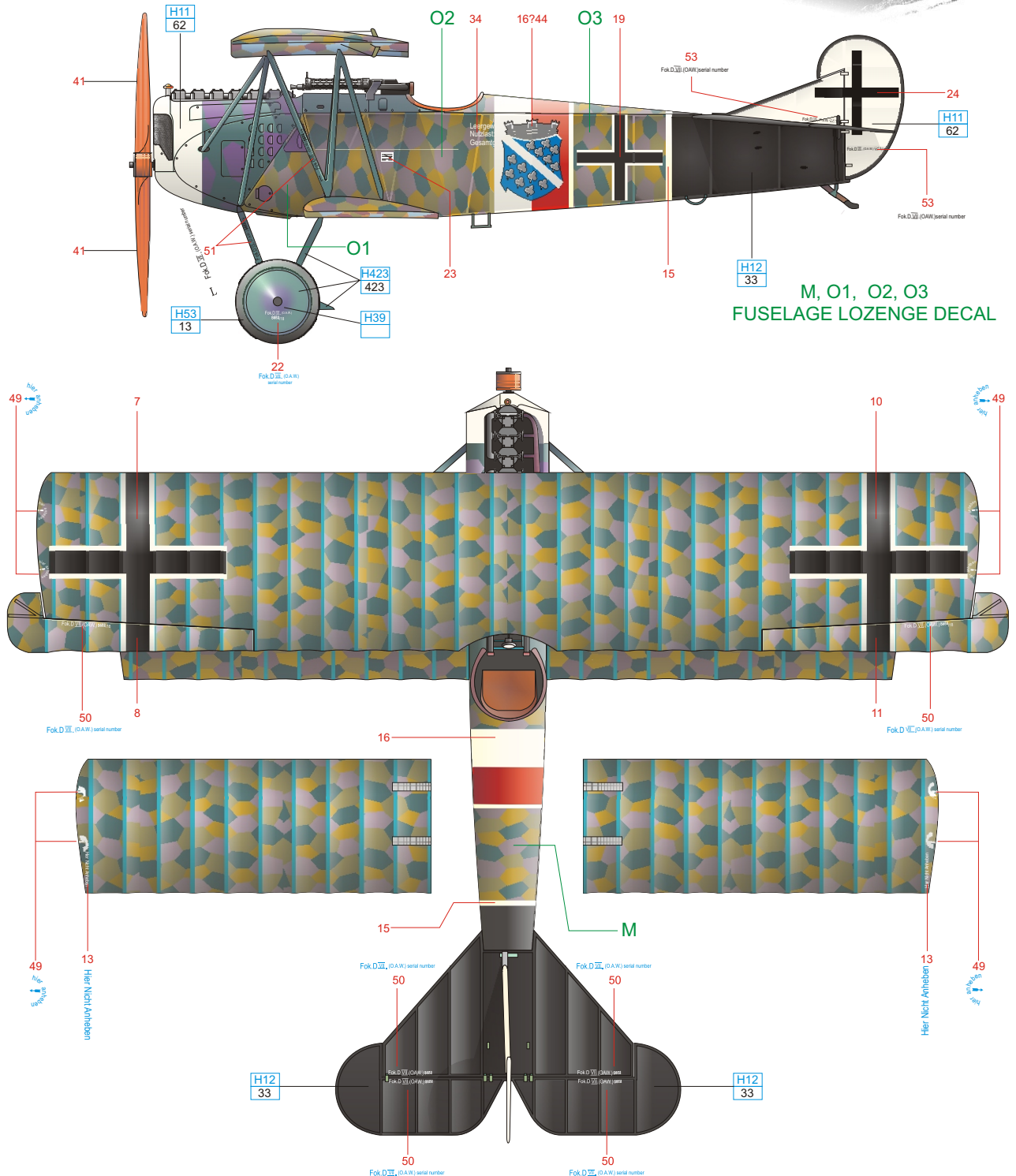
第2 ババリア騎兵連隊の一員となり 1918 年 1 月に戦闘機パイロットになった。彼が Jasta34b と Jasta77b と勤務し、1918 年 6 月 7 日から彼はババリアの Jasta35b の指揮官になった。この戦隊のメンバーとして彼の 11+5 の全戦闘歴中この時期に 5 つの勝利と未確認の 2 つの勝利が確認された。彼の最後の勝利の仕方はかなり稀であった。1918 年 11 月 9 日にパトロールから帰っていた RAF 第 56 戦隊の S. E. 5a の航空機を上から攻撃した。編隊の最後の航空機を撃墜したのにイギリスのパイロットは気がつかないで帰ってきた。



# D. Jasta 58, pilot unknown

V německém stíhacím letectvu bylo zvykem rozlišit jednotky vlastním zbarvením jejich letounů. Stroje jednotlivých pilotů jednotky se pak dále rozlišovaly osobním označením každého pilota, například formou písmen, čísel, znaků, erbů nebo barevným nátěrem částí stroje. Velké rozšíření Fokkerů D.VII, které sloužily přinejmenším u 70 stíhacích peruti, je zárukou neuvěřitelné pestrosti zbarvení těchto letadel. Příkladem může být tento stroj neznámého pilota od Jasta 58. Zbarvení zádi a přídě ledadla je znak příslušnosti k Jasta 58. Individuální označení představuje červenobílý pruh v barvách Hesenska za kabinou a v něm umístěný znak města Kassel.

It was common among German fighter units to apply a unit colour to their aircraft. Individual aircraft were personalized with letters, numbers, crests or specific colours applied to components such as cowlings, tails or fuselage bands, among others. Large numbers of D.VIIs used by 70 squadrons amounts to an unbelievable diversity of individualized marking styles, such as this aircraft flown by an unknown pilot of Jasta 58. The nose and tail colours place this plane with that unit, and the personal markings are the red and white fuselage bands, and the badge. The colours are Hesen colours, and the badge is the crest of the Hesenian city of Kassel.

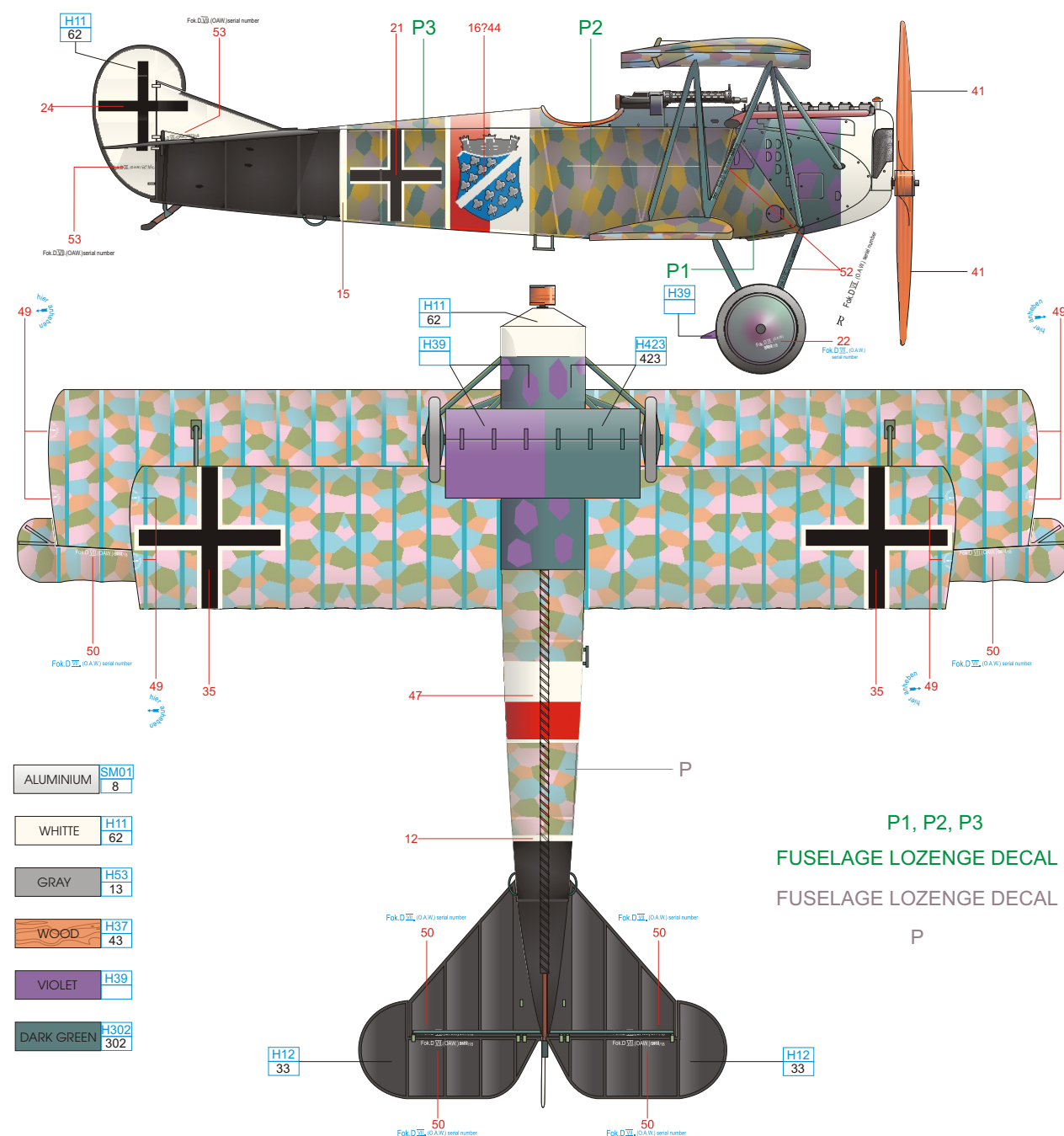


Bei deutschen Kampfflieger Einheiten war es üblich, die Flugzeuge in einem eigenen Einheits-Farbschema zu bemalen. Die einzelnen Flugzeuge wurden mit Buchstaben, Zahlen und Zeichen oder individuellen Farben an Teilen des Flugzeugs (Motorhauben, Leitwerken, Rumpfbänder usw.) versehen. Durch die große Anzahl der Fokker D. VII, die in mindestens 70 Geschwadern im Einsatz war, ergibt sich eine unglaubliche Vielfalt individueller Bemalungen wie auch bei diesem Flugzeug, dass von einem unbekanntem Piloten der Jasta 58 geflogen wurde. Die Bemalung der Nase und des Leitwerks weisen das Flugzeug die Zugehörigkeit zur Jasta 58 aus. Die persönliche Bemalung ist ein rot-weißes Rumpfband in den Farben Hessen.

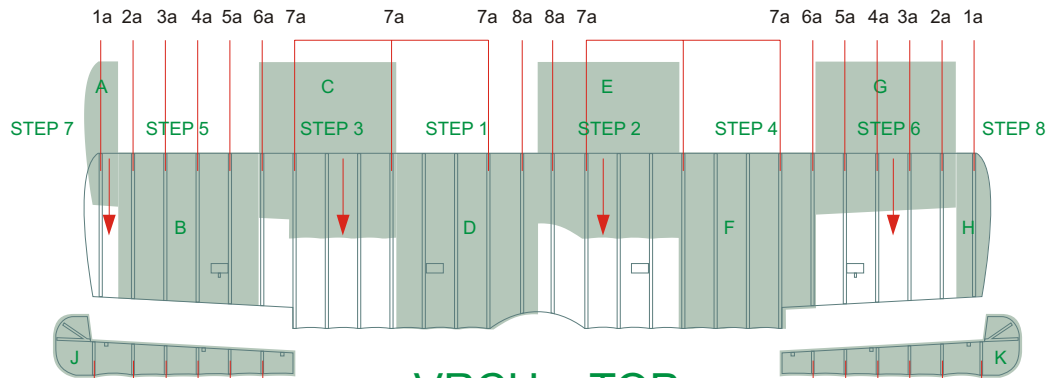
Il était fréquent, parmi les unités de chasseurs allemands, d'appliquer une couleur unique sur les avions. Chaque avion était personnalisé avec des lettres, des chiffres, des armoiries, des écussons ou des couleurs spécifiques appliqués sur des parties comme le capot moteur, la queue ou le fuselage, entre autres.

De nombreux D.VII furent utilisés par 70 escadrons, avec une diversité incroyable de marquages individuels différents, tel cet avion piloté par un pilote inconnu de la Jasta 58. Les couleurs du nez et de la queue ont rendu cet avion unique et les marquages personnels étaient : des bandes rouges et blanches sur le fuselage ainsi qu'un écusson. Les couleurs étaient celles de Hessen et l'écusson était les armoiries de la ville de Kassel.

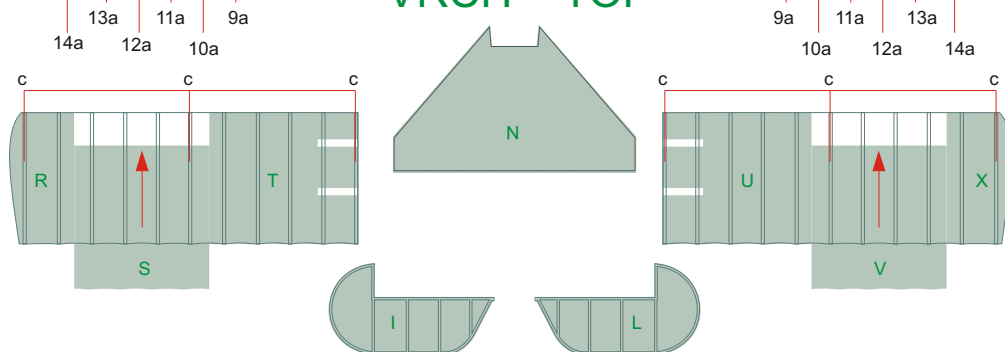
ドイツ戦闘機空軍ではそれぞれの戦隊を異なる色によって区別していた。そして個々の航空機も文字、数字、紋章またはエンジンカバー、胴体などの航空機部分の個々の色によって固有化された。多数のフォッカー-D. VII が少なくとも Jasta の 70 戦隊に使われた。そのため信じがたい数のバリエーションが生まれた。Jasta58 の無名なパイロットによって操縦されるこの航空機も例としてあげられる。機首と胴体の色は航空機が Jasta58 に属するという意味である。赤と白のバンドはヘッセン地方 (Hessen) の色を表わし、紋章はヘッセン地方にあるカッセル (Kassel) という都市を表わす色となった。この色は、それぞれが固有の印である。



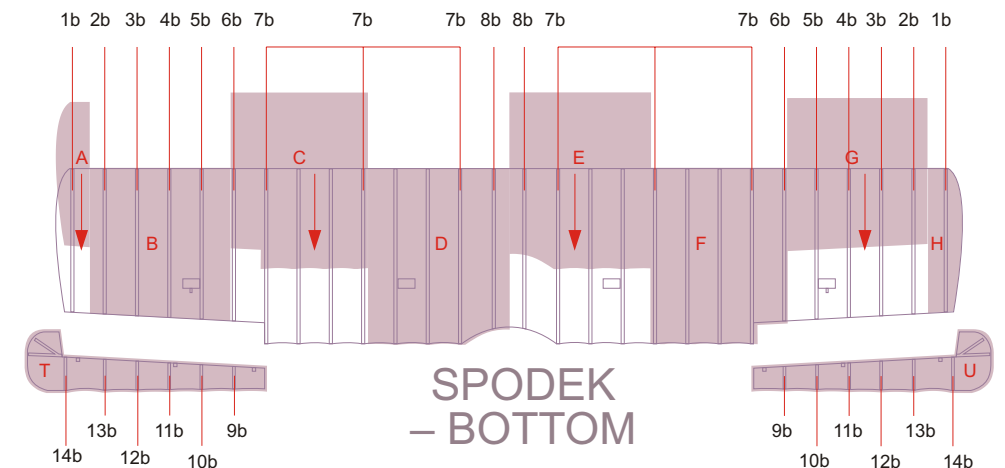
## PORTY – RIB STRIPES



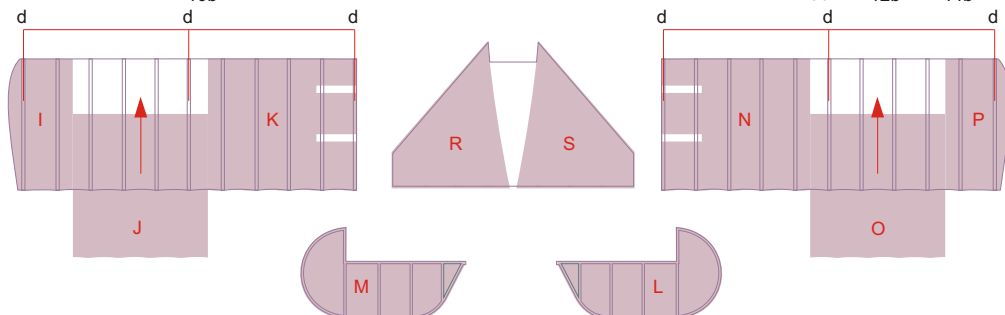
## VRCH – TOP



## PORTY – RIB STRIPES



## SPODEK – BOTTOM



Při konstrukci tohoto modelu, jakož i při přípravě obtisků a kamuflážních schém, nám byly 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.

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.