

Fokker D.VII (OAW)

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item No. 7407

The Fokker name is very prominent to the WWI. With his Eindeckers the real aerial combat emerged, while the Dr.I gave the German pilots decent performer. Then the D.VII arrived and defined the term Air Superiority Fighter, as it surpassed all the opponents.

Anthony Fokker, the "Flying Dutchman," designed some of the most important airplanes of the time and his Fokker D.VII is regarded as the best German fighter of Great War and also one of the best of its time.

During the second half of 1917, the Germans were gradually losing their air superiority over the Western front. The Albatros D.III or Fokker Dr.I had been overshadowed by the new Allied arrivals like Sopwith Camel, S.E.5a or SPAD XIII. To get the Deutsche Luftstreitkräfte (German Air Force) back to the shape, the IdFlieg (Inspektion der Fliegertruppen - Inspectorate of the Flying Units) invited manufacturers to the first fighter competition to be held at Adlershof during January 1918. To participate, Fokker ordered his experimental workshop in Schwerin, led by Reinhold Platz, to design and build a biplane prototype in September 1917.

Originally, it was to be powered by rotary engine, but thanks to the termination of Albatros D.V production, the Mercedes in-line six cylinder D.IIIa 160 hp (120 kW) engine became available. Platz had taken all the best features of his earlier designs, added some novelties and mixed them into new prototype V 11 (Versuchsmaschine no. 11; Experimental aircraft No. 11), which was entered for the competition alongside seven other Fokker prototypes.

Last-minute intervention

The design of V 11 used welded steel tube fuselage which saved the man-hours during production and provided pilot with a good protection in case of crash. The rear fuselage was retained from the Dr.I Dreidecker, as well as the philosophy of the cantilever wing, now in form of sesquiplane (one-and-a-half winger). The upper wing design was so sturdy, that there was no need for bracing wires, and it would be possible to fly the aircraft even without the outer V struts.

Anthony Fokker himself found the first version of the V 11 hard to fly just prior to the start of the competition. The plane lacked stability, so Fokker decided to lengthen the fuselage by 16 inches (40 cm) and enlarge the vertical fin for added stability. It was a last-minute decision, which kept the Fokker workshop busy over a weekend. But the modification was successful. The prototype turned out as not only stable and easy to fly, but very maneuverable as well with reasonable speed and good rate of climb.

Thanks to its well-balanced flying characteristics the modified V 11 was declared a winner and redesignated as D.VII. Because the IdFlieg asked for production numbers far beyond the capabilities of the Fokker factory, the Albatros Flugzeugwerke was also tasked with production. Finally, three factories were producing the D.VII: Fokker in Schwerin, Albatros in Johannisthal and its subsidiary OAW (Osterdeutsche Albatros Werke) in Schneidemühl (Polish town Piła today). Albatros and OAW were obliged to pay five per cent of the price of every aircraft produced to Fokker as the licensing fee.

Factory differences

Three factories meant three different versions, as Albatros and OAW did not receive any manufacturing documentation. It was all sorted out with the pattern example of D.VII supplied by Fokker, so several versions were produced with changes made due to the manufacturing habits of the factories or due to the findings gained during production. Most of the differences between the factories comprise of number, size and location of inspection doors and cooling vents in the engine panels. For example: Early Fokker build examples had the magneto and water pump access door at the upper rear of the side panel. Albatros and OAW retained it well into production, while Fokker abandoned that feature at the early stage. The OAW also improved the design of the landing gear axle wing by splitting it into two halves in order to allow its easy removal for the suspension servicing.

Sweeping the skies

The D.VII entered service in April 1918 and first to receive the new plane was the famous Richthofen's flying circus, the Jagdgeschwader (JG) 1. The qualities of the new fighter were regarded highly by the pilots. They loved the ability of D.VII to literally hang on its propeller, allowing the pilot to assault enemies from below on very high angle of attack. The only weakness to the S.E. 5a or SPAD XIII, was maximum speed at high altitude. But early into production the more powerful Mercedes D.III.aü was available. It developed 180 hp (134 kW) and things went even better with the introduction of the BMW IIIa over-compressed engine with 185 hp (138 kW). At low altitudes, the BMW engine was capable of producing even 240 hp (178 kW) for a brief time with the top speed well beyond 108 kt (200 km/h) mark. The D.VII with BMW engine got suffix F at the Fokker factory, while Albatros and OAW did not differentiate them. Late in 1918, the Austro-Hungarian company MÁG (Magyar Általános Gépgyár - Hungarian General Machinery Company) started production of the D.VII powered by Austro-Daimler 225 hp engine. Armament of D.VIIs consisted of a pair of the LMG 08/15 machine guns of 7.92 mm caliber with 500 rounds per gun, the MÁG Fokkers were fitted with Schwarzlose MGs.

Post War service

After the Armistice, the Fokker D.VII was the only aircraft to be mentioned in the Terms of Armistice. It specified that "1,700 aeroplanes (fighters, bombers - firstly all D.7s...)" were to be surrendered in good condition. But not all of them really were. Fokker managed to cart off six trains of spare parts, 400 engines and some 120 D.VIIs and transport them from Germany to Holland, where he restored production. Many countries flew the D.VIIs post war. The precise number of D.VIIs built is unknown, war production is estimated at 2,000 and together with post-war production some 3,300 D.VIIs were built.



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
VOLBA



BEND
OHNOU



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES

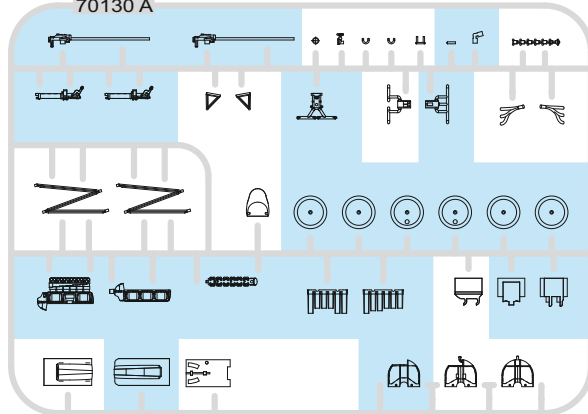


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PLASTIC PARTS

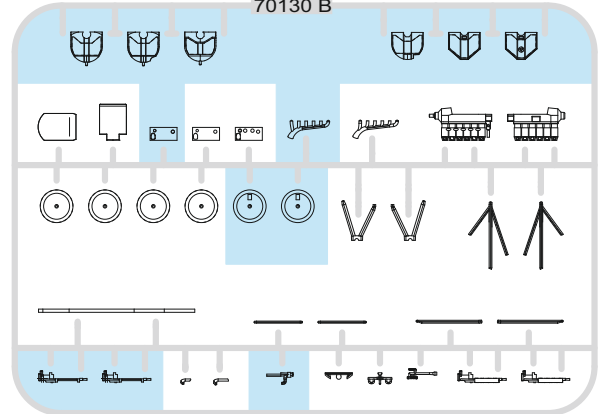
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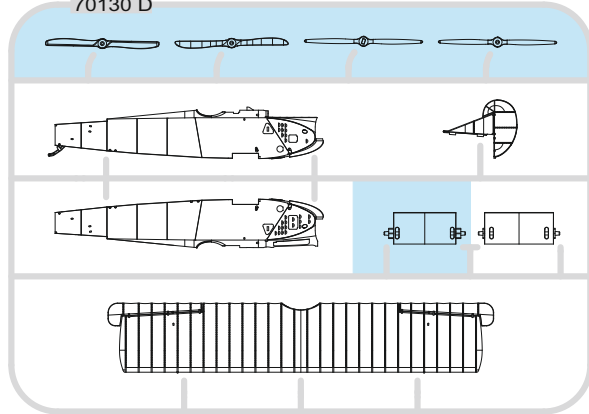
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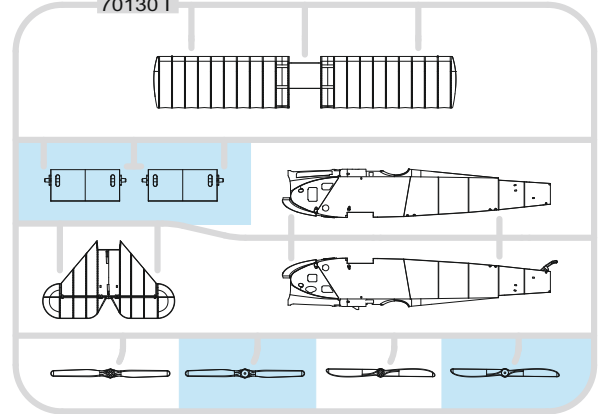
D>

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I>

70130 I



-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



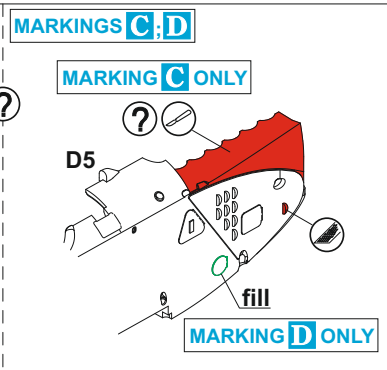
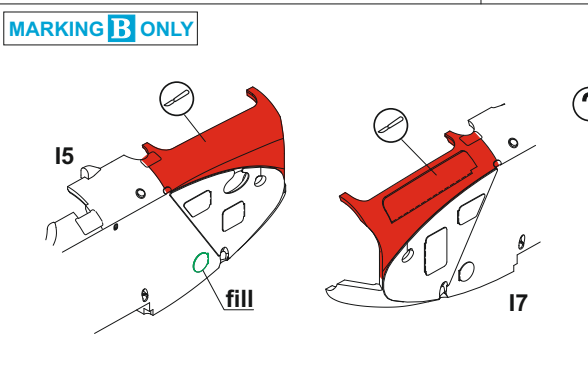
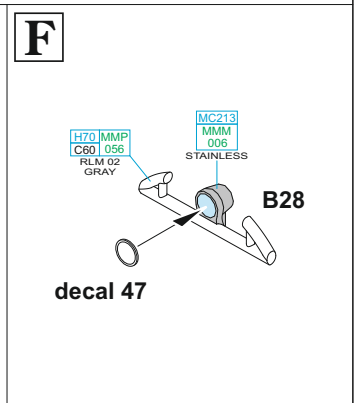
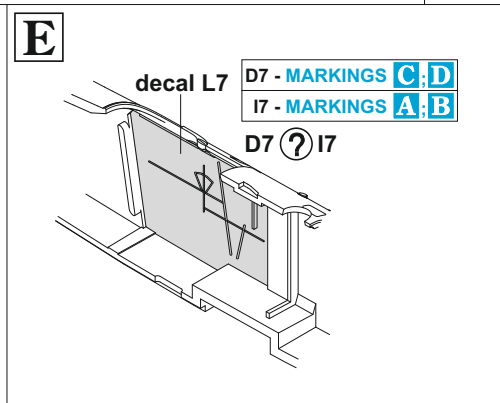
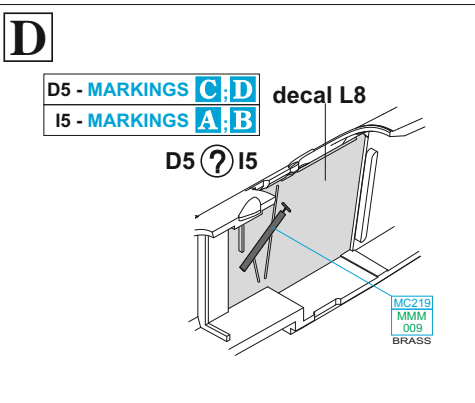
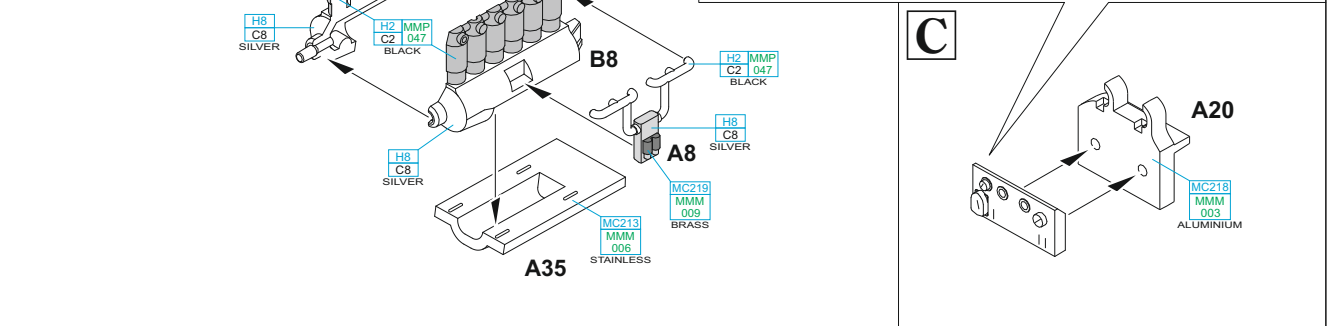
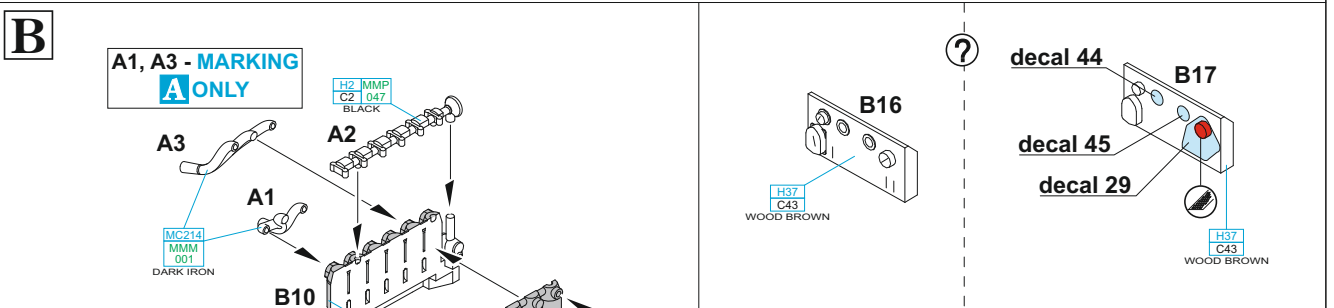
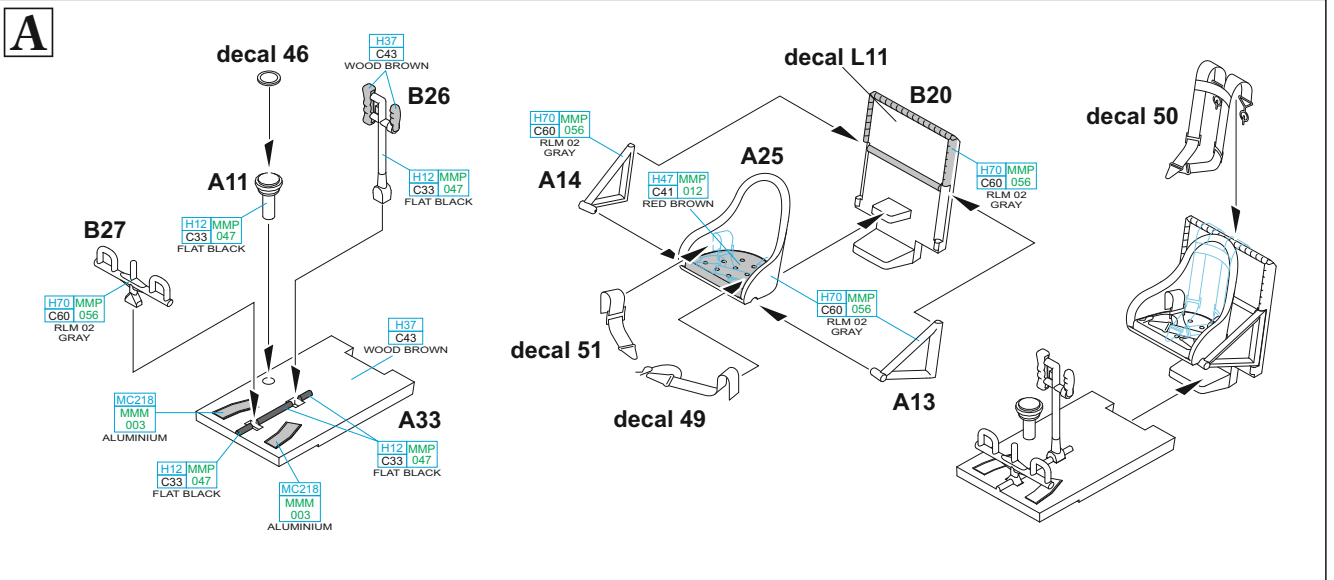
PEINTURE



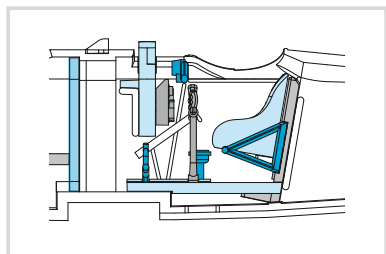
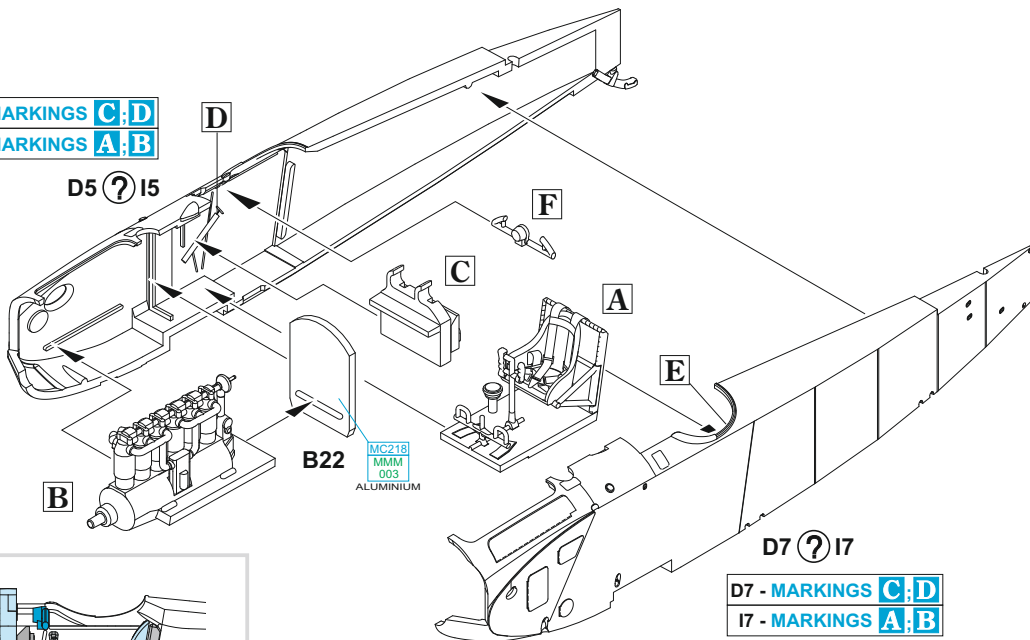
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	[MMP-047]	BLACK
H3	C3	[MMP-003]	RED
H11	C62	[MMP-001]	FLAT WHITE
H12	C33	[MMP-047]	FLAT BLACK
H25	C34		SKY BLUE
H37	C43		WOOD BROWN
H39	C67		PURPLE
H47	C41	[MMP-012]	RED BROWN
H70	C60	[MMP-056]	GRAY

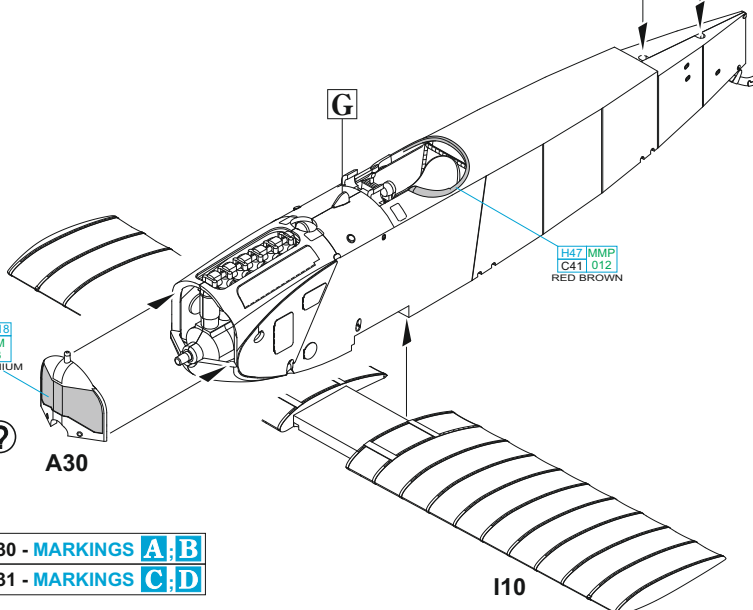
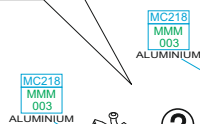
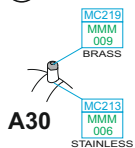
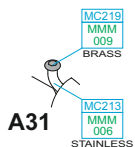
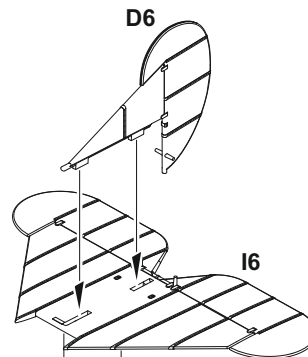
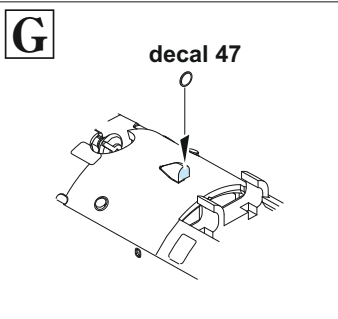
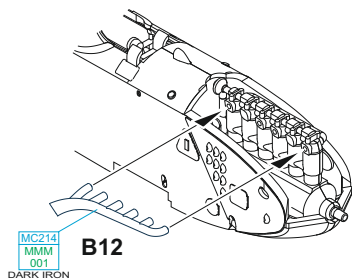
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AQUEOUS	Mr.COLOR	PAINTS	
H85	C45		SAIL COLOR
H315	C315	[MMP-069]	GRAY
H330	C361	[MMP-077]	DARK GREEN
H413	C113	[MMP-090]	YELLOW
Mr.METAL COLOR		METALLICS	
	MC213	[MMM-006]	STEEL
	MC214	[MMM-001]	DARK IRON
	MC218	[MMM-003]	ALUMINIUM
	MC219	[MMM-009]	BRASS



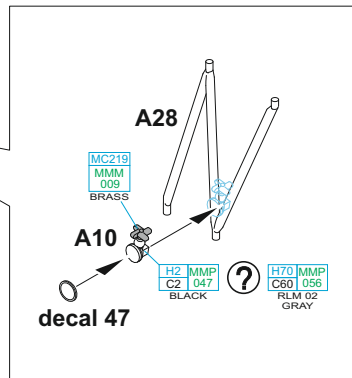
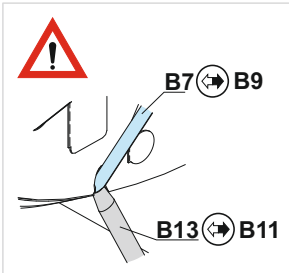
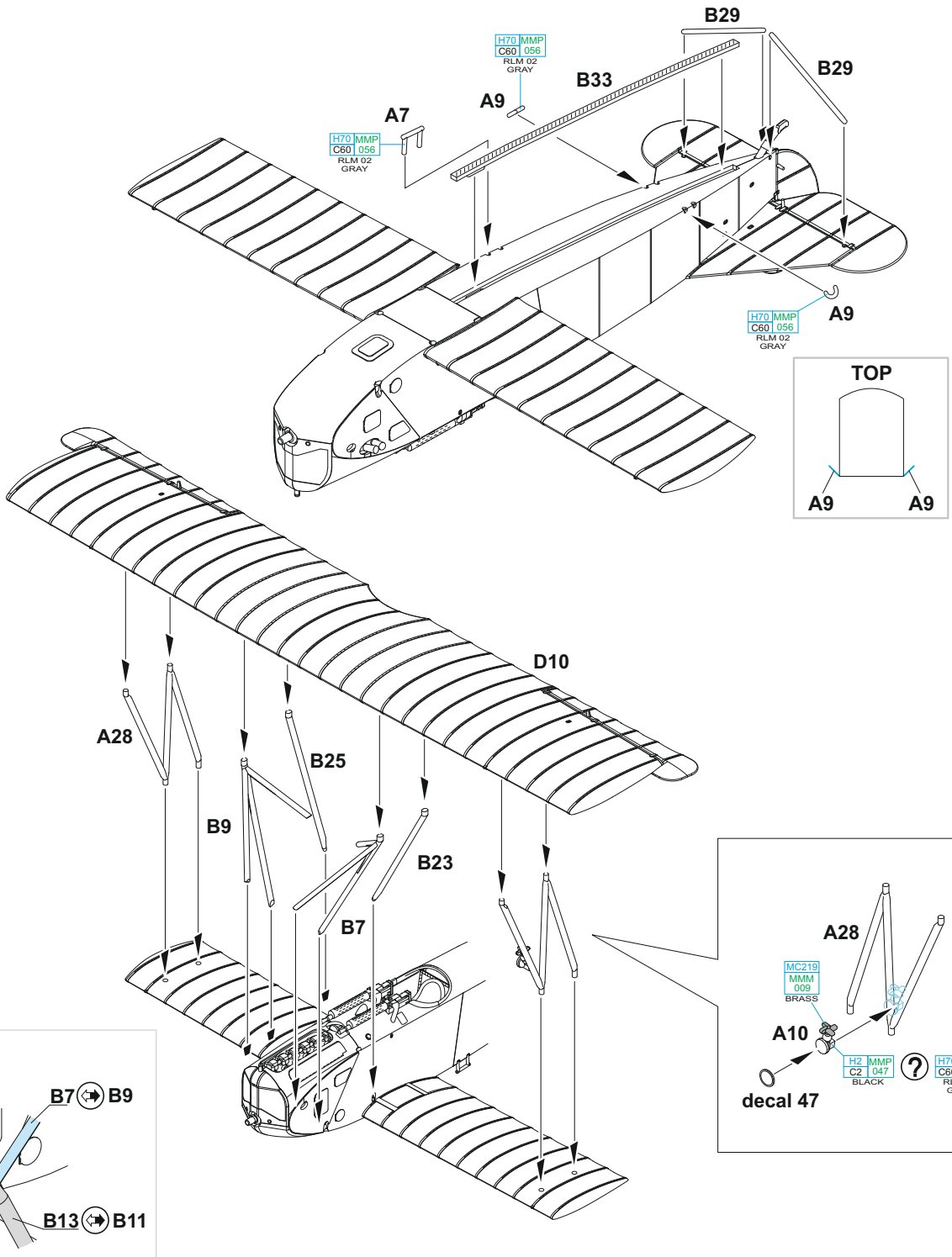
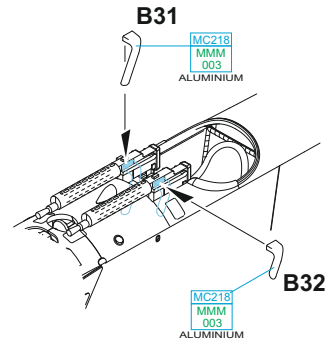
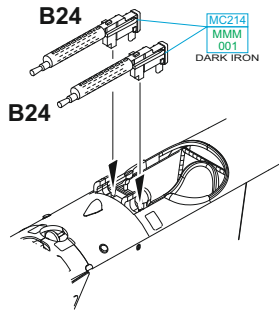
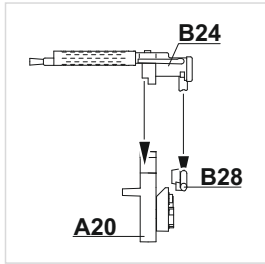
D5 - MARKINGS C;D
 I5 - MARKINGS A;B

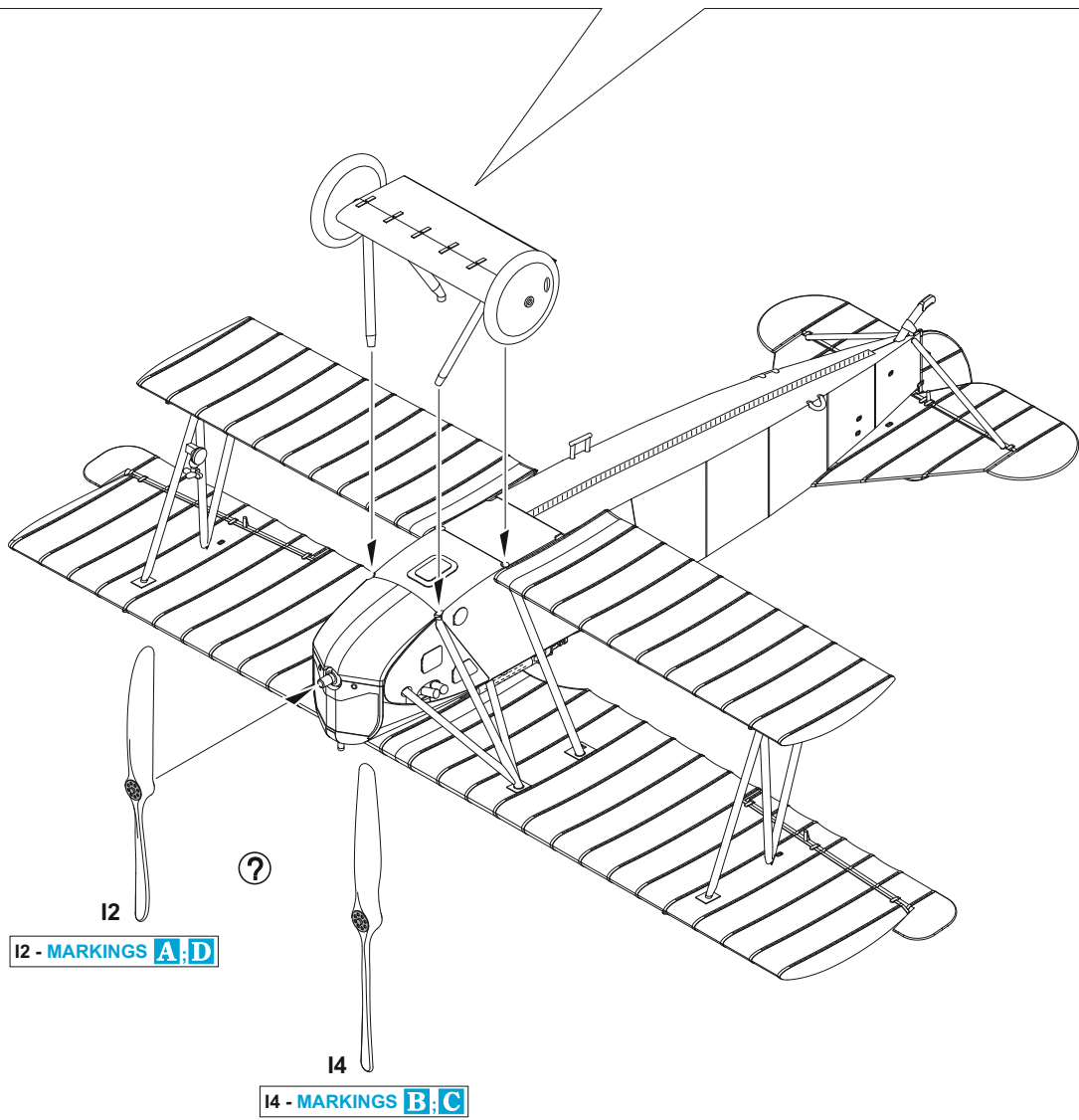
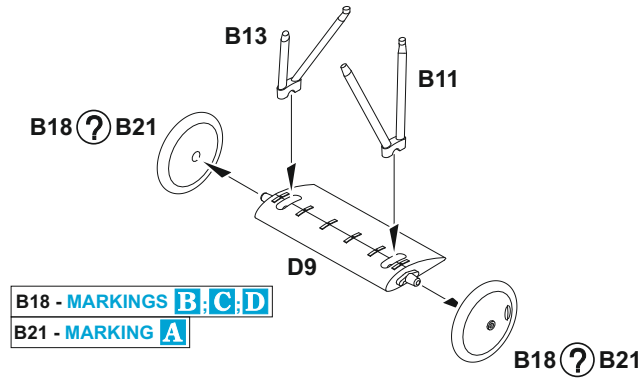


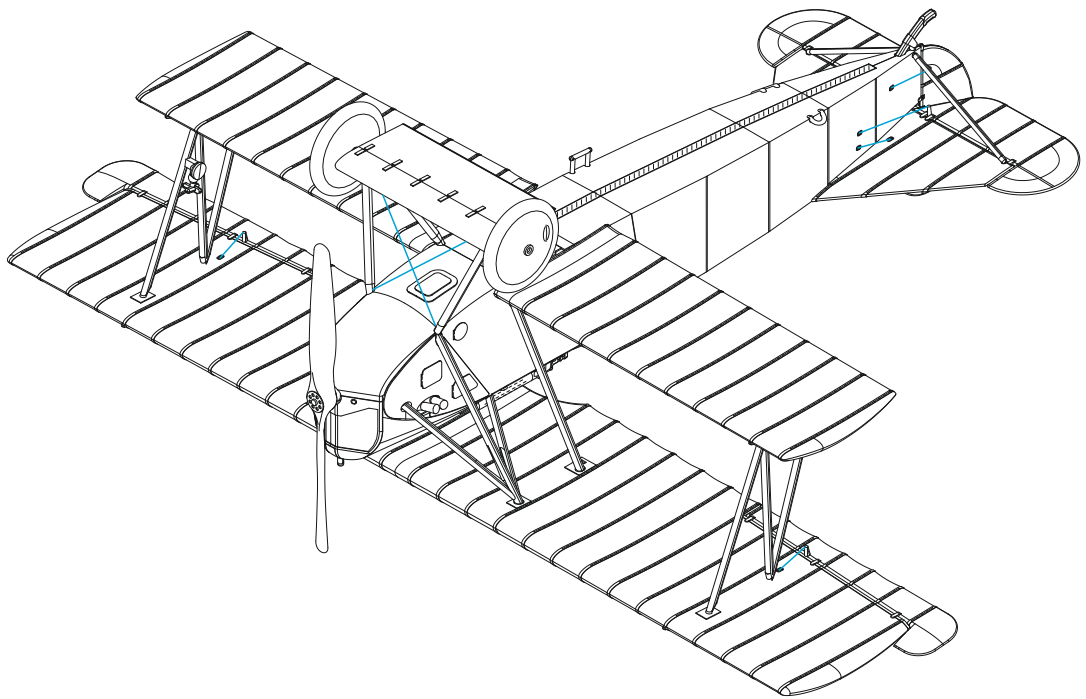
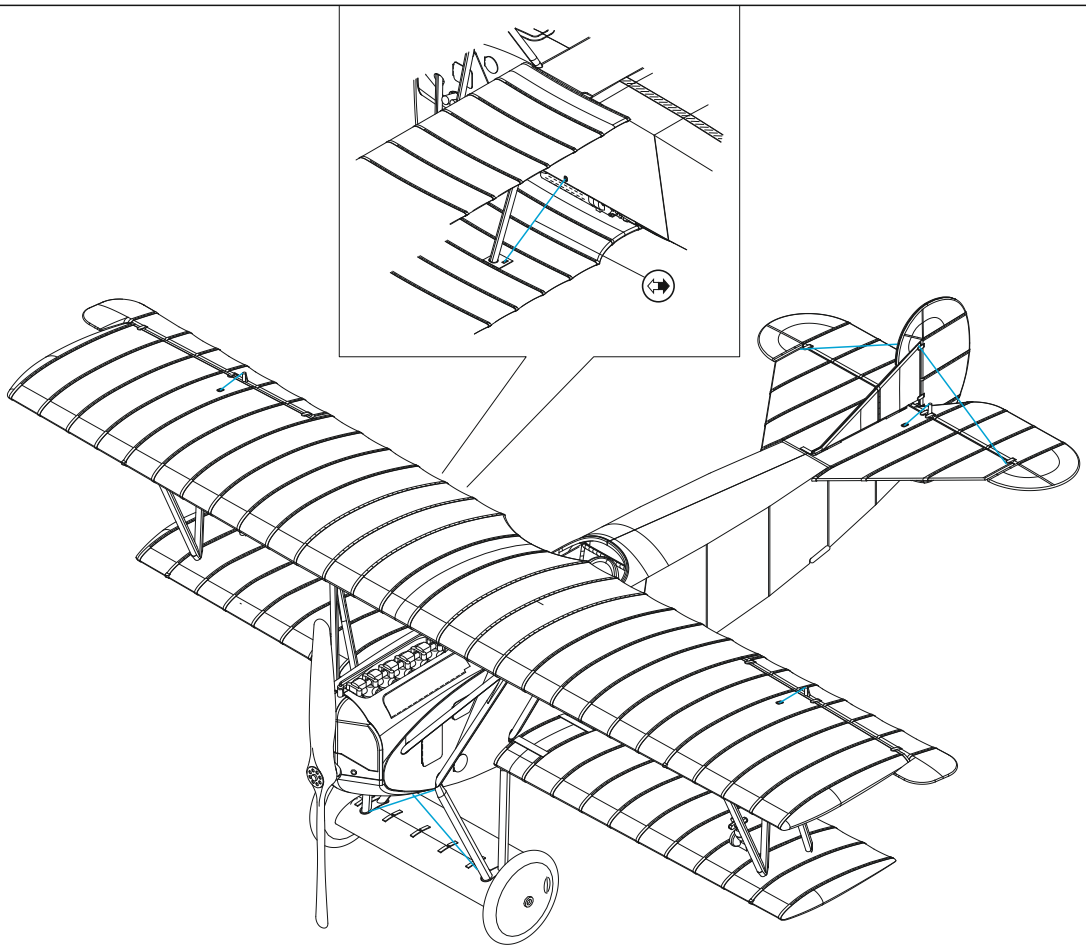
MARKINGS B;C;D ONLY



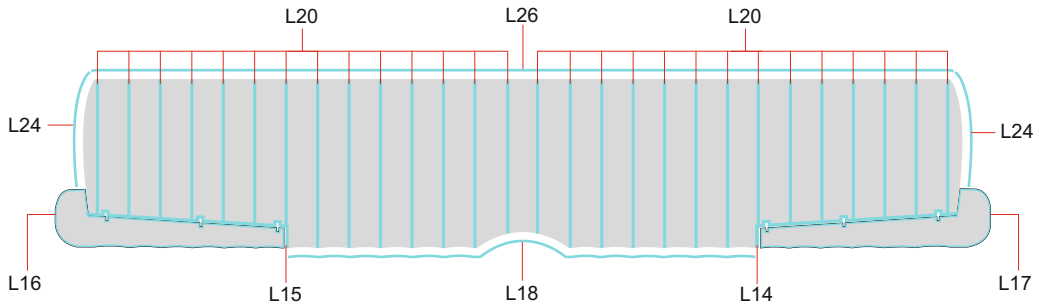
A30 - MARKINGS A;B
 A31 - MARKINGS C;D



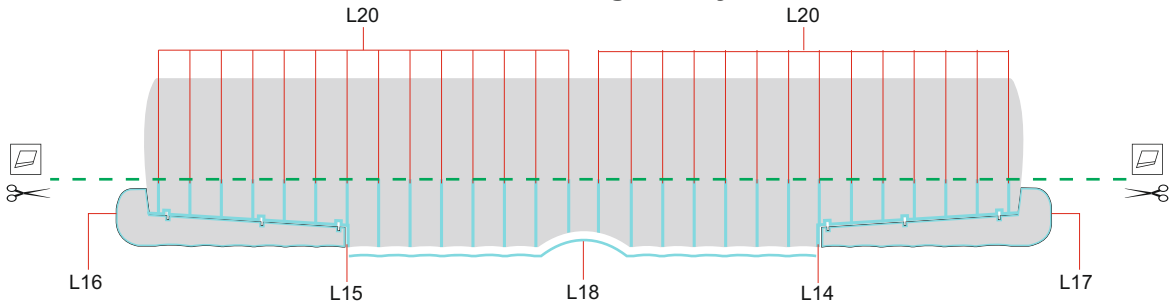




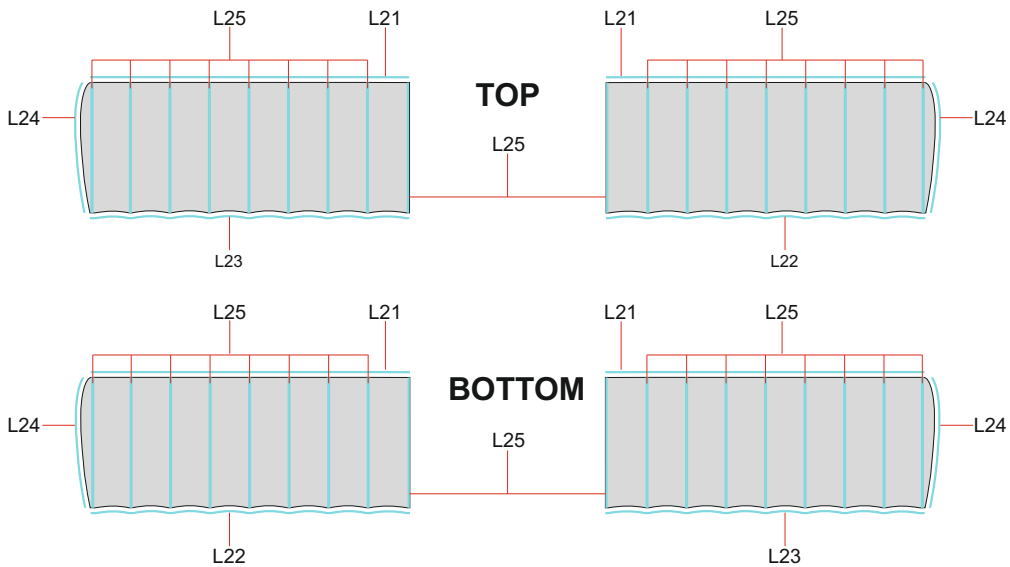
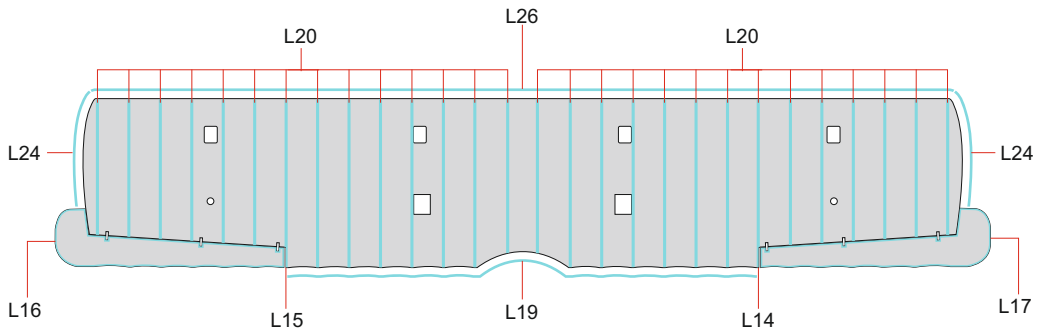
TOP



TOP Marking D only

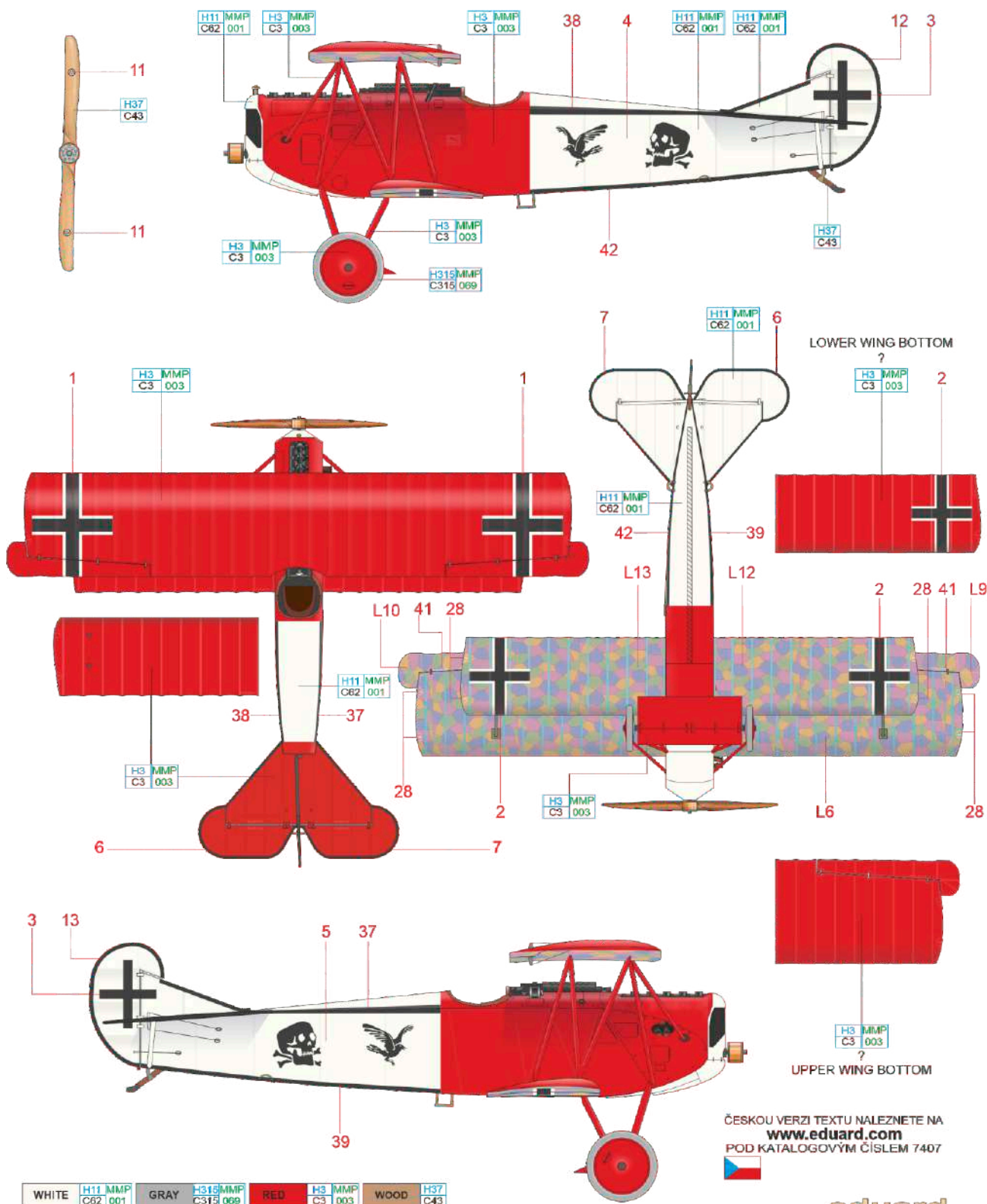


BOTTOM



A Lt. d. R. Kurt Monnington, Jasta 18, Montoy-Flanville, France, August 1918

Kurt Monnington is well known pilot today thanks to his personal symbol, the detailed skull, he had painted on his aircraft. He kept it also after receiving the D.VII, complementing the Jasta 18 symbol, the black raven with it. Monnington had served with FA 62 before he was posted to Jasta 15 in 1917. The famous Berthold's swap of personnel between Jastas 15 and 18 meant that Monnington became member of the new Jasta 18 in March 1918 as well as all his other comrades from former Jasta 15. He scored his first victory on May 11, 1918, downing the S.E.5a, which stayed as his only victory over enemy fighter. All the other victims were to be double-seaters. The most interesting of his score of nine kills is the double-victory on August 13, 1918. Monnington declared pair of D.H.9s as his 5th and 6th victories, but in fact they were victims of flak fire and consequent crash. Monnington's D.VII (OAW) was painted in the famous scheme of "new" Jasta 18 with red nose and white fuselage. Rims of the rudder and elevator had a black outline, also on the edges of the fuselage were neat black stripes painted. Both wings were red, at least from the upper side. It is not certain, whether the red color was applied to the bottom as well, so it is up to modeler to decide, whether to paint them, or leave them in the Flugzeugstoff (Lozenge) fabric.



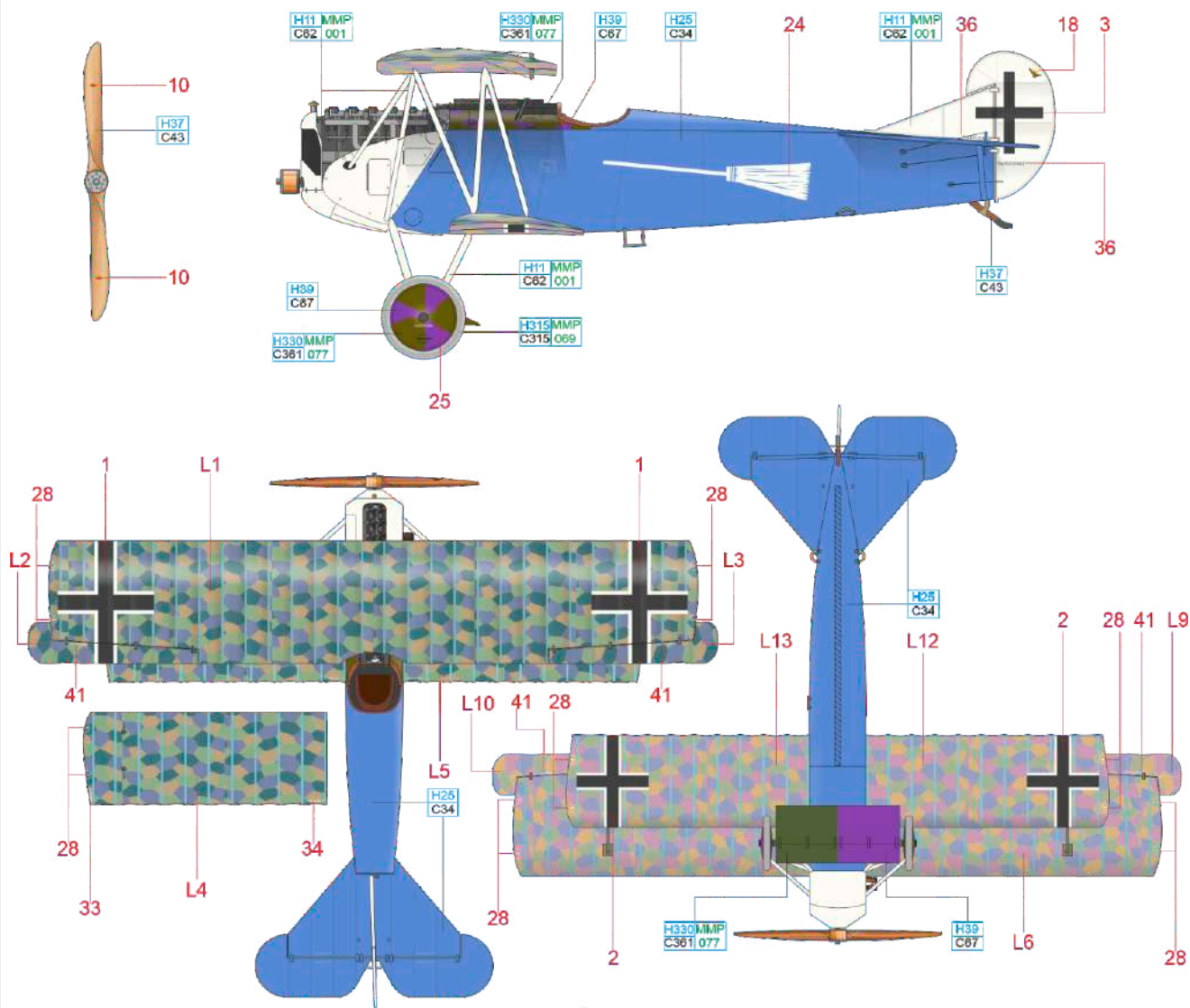
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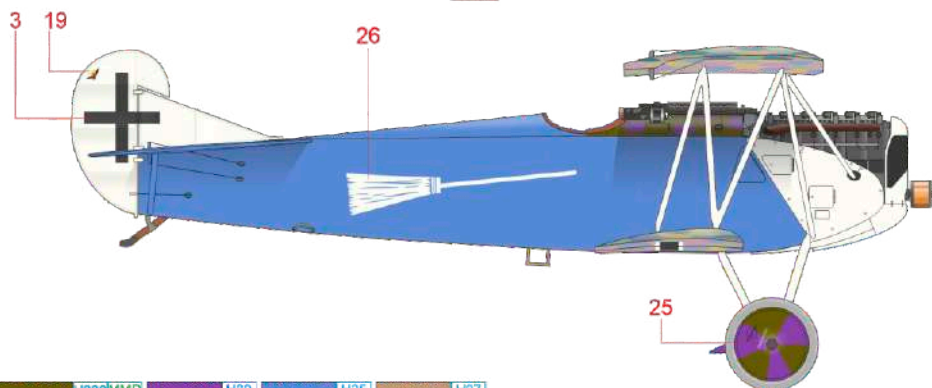
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B Lt. d. R. Hans Besser, Jasta 12, Chéry-les-Pouilly, France, August 1918

Hans Besser was a member of Jasta 12 by the first half of July 1918, and he remained with the unit until the end of the war, but the exact date when he joined the unit, or details about his previous service, are not known. Besser was credited with two victories over American DH.4s achieved on September 18 and 26, 1918. During the second encounter, Besser hit the bombs of his opponent with his first burst, causing the bombs of the No. 20 Aero Squadron aircraft to explode at an altitude of 15,000 ft (4,500 m). The blast killed 2Lt. D. B. Harris and 2Lt. E. Forbes, while Besser barely avoided the blast. No details about his post-war life are available. Besser flew at least three Fokker D.VIIs with his personal „broom“ marking. “Besen ist Besser” (meaning “broom is better”) was the saying used for his planes by his comrades in Jasta 12. The fuselage was painted in blue with white fabric. The wings were left in the Flugzeugstoff fabric (Lozenge) of four-color pattern from both sides. Although the early batch of the OAW production, the aircraft was already fitted with newer version of the exhaust manifold, called the “saxophone” because of its shape.

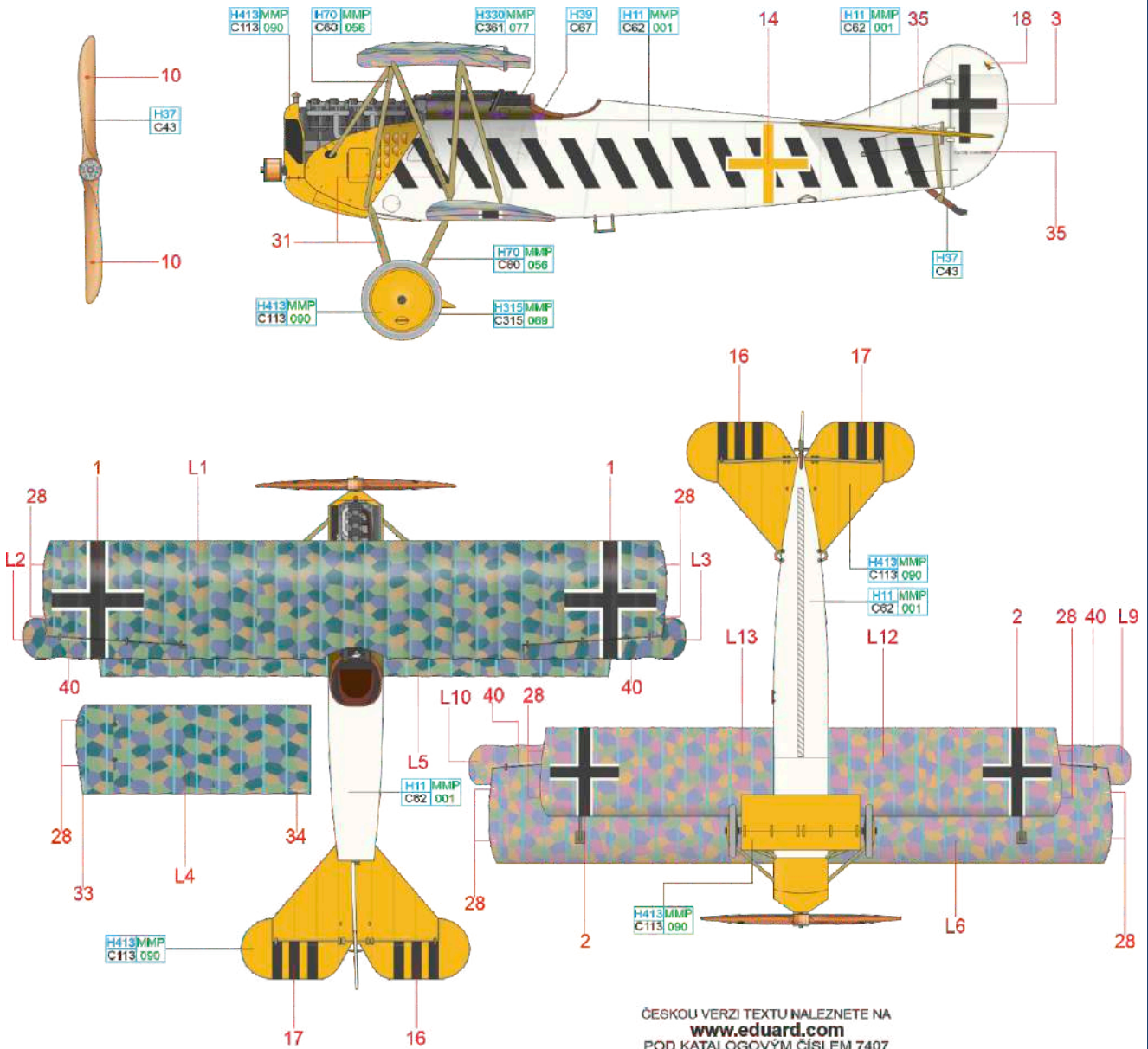


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WHITE	H11 MMP C62 001	GRAY	H315 MMP C315 069	GREEN	H330 MMP C361 077	VIOLET	H39 C67	BLUE	H25 C34	WOOD	H37 C43
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Franz Mayer was credited with three or four victories during WWI, depending on the source and flew with the marine unit MFJ III (formed from the personnel of MFJ I and MFJ II on June 23, 1918). Mayer's Fokker D.VII from the OAW production was of early-mid batch and sported attractive paint scheme of white fuselage with yellow nose and diagonal black stripes on both sides. The interesting feature is the fuselage cross. On well know and good quality photo of the plane it is quite clear the cross was of the same color as the front of the fuselage, i.e. yellow. There is nothing known about the reasoning behind this unusual approach, the yellow color was probably used to make the cross better visible within the fuselage black stripes. Both wings were left in four-color version of the printed Flugzeugstoff, the elevator was yellow with three black stripes denoting the MFJ III unit.



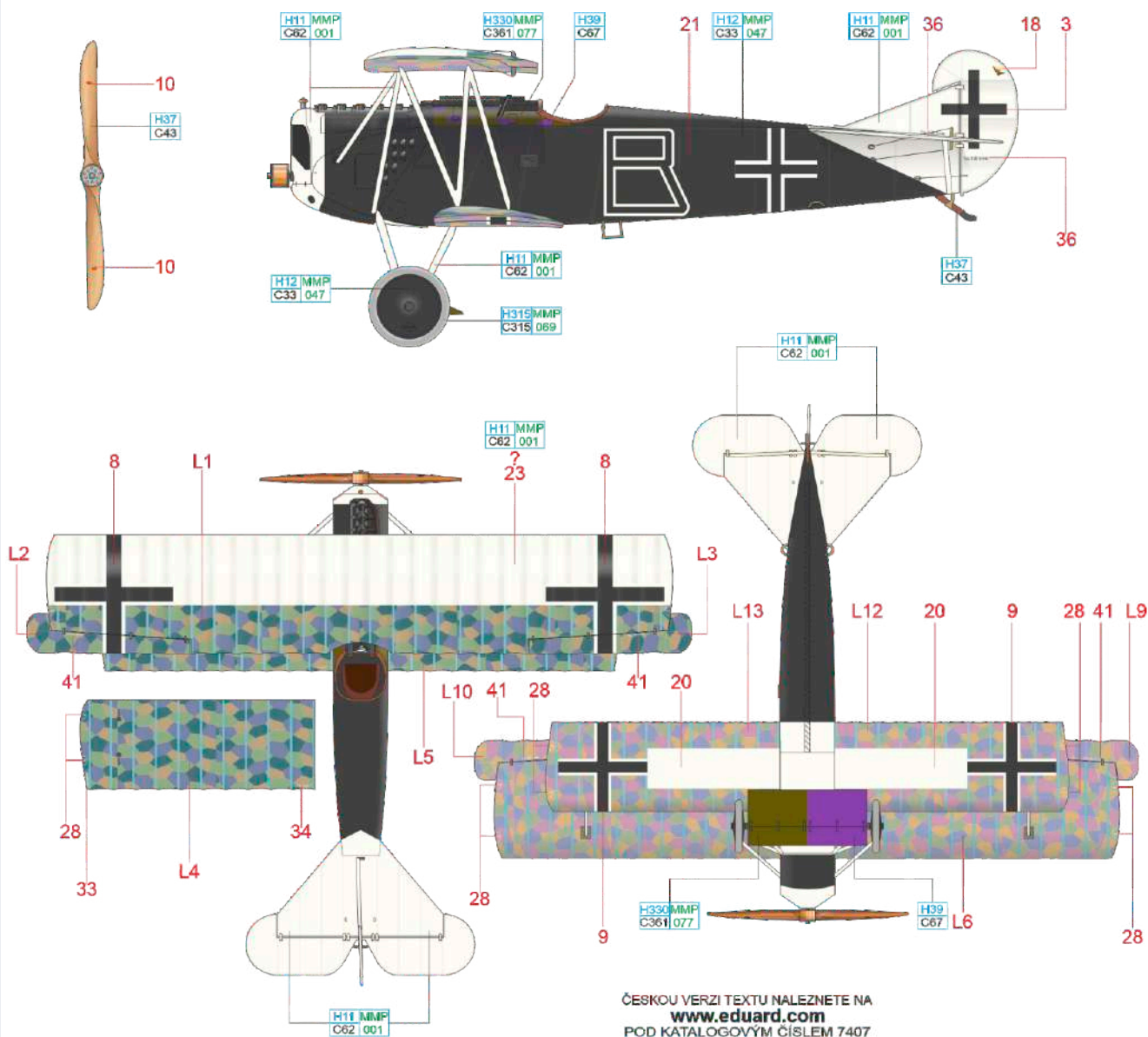
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WHITE	H11 MMP C62 001	GREEN	H70 MMP C80 056	YELLOW	H413 MMP C113 090	WOOD	H37 C43
GRAY	H315 MMP C315 069						

D Lt. Walter Blume, Jasta 9, Sissone, France, September 1918

Walter Blume was very interesting person not only as a WWI fighter, but also as the post-war aircraft designer. Born in Hirschberg (Jelenia Góra, Poland today) he was just 18 at the outbreak of WWI and, as a member of the Jaeger battalion, was wounded early. He decided to become a pilot afterwards and after the training he joined the Fliegertruppe in June 1915. After the spell with two-seaters, he was assigned to the Jasta 26 in January 1917 and started his tally of 28 aerial victories there on May 10, 1917, downing an D.H.9. He had been wounded on November 29, 1917 and spent three months in hospital. Returning to the action he was appointed CO of Jasta 9 on March 5, 1918. On October 2, 1918 he was awarded Pour le Mérite and the same day he scored his penultimate 27th victory. After the war he became successful aircraft designer working for Albatros and Arado and was a force behind the early German jets. Blume flew several D.VIIs with similar marking of the black fuselage with stylized B letter. This one D.VII from early-mid production batch had half-white top wing and the white strip on the bottom of the lower wing as the marks of his CO status.



WHITE	H11 MMP C62 001	GREEN	H330 MMP C361 077	VIOLET	H39 C67	WOOD	H37 C43	BLACK	H12 MMP C33 047
GRAY	H315 MMP C315 069								