

Fokker D.VII F

eduard

1/48 Scale Plastic Model Kit



item # 8483

WEEKEND
edition

The Fokker name is very prominent when it comes to the first air war in the history. With D.VII type, the term Air Superiority Fighter was determined, as it surpassed all its 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 the 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. 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 the best features of his earlier designs, added some new solutions and mixed them into sturdy prototype with designation V 11 (Versuchsmachine no. 11; Experimental aircraft No. 11), which was entered for the competition alongside seven other Fokker prototypes.

Last-minute intervention

The V 11 design 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 wing). 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 N 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 to enlarge the vertical fin. 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 O.A.W. (Osterdeutsche Albatros Werke) in Schneidemühl (Polish town Piła today). Albatros and O.A.W. 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 O.A.W. retained it well into production, while Fokker abandoned that feature at the early stage. The O.A.W. also improved the design of the landing gear axle wing by splitting it into two halves.

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 the lower 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 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 O.A.W. did not give them any specific designation. Late in 1918, the Austro-Hungarian company MÁG (Hungarian General Machinery Company) started production of the D.VII powered by Austro-Daimler 225 hp (168 kW) engine. Armament of D.VII 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 MG machine guns.

Post War service

After the Armistice, the Fokker D.VII was the only aircraft to be mentioned in the Terms of Armistice document. Chapter four specified that “1,700 aeroplanes (fighters, bombers – firstly all D.7s and night-bombing machines)” were to be surrendered in good condition. But not all of them really were. Fokker managed to cart off six trains of spare parts and raw material, 400 engines and some 120 D.VIIs in crates and transport them to the Netherlands, where he restarted the production. Many countries used the D.VIIs in post war years. The precise number of D.VIIs built is unknown, war production is estimated at 2,000 and together with post war production there were some 3,300 D.VIIs built.

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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE

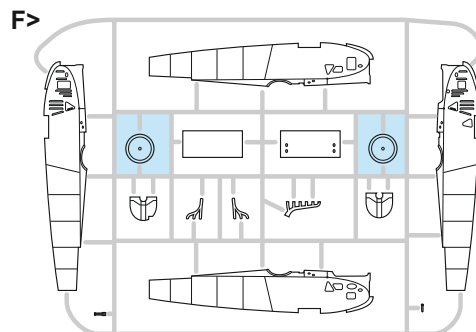
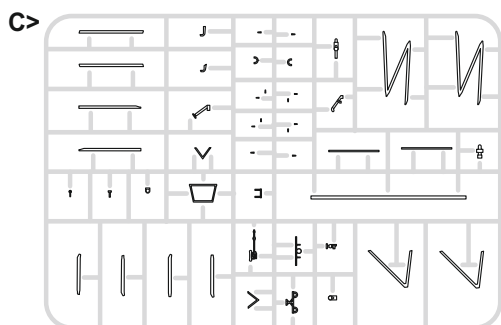
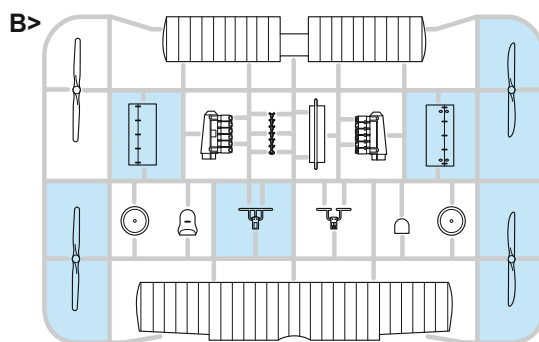
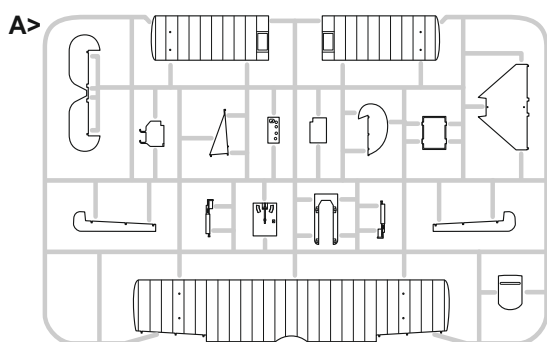


PIÈCES



部品

PLASTIC PARTS



-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



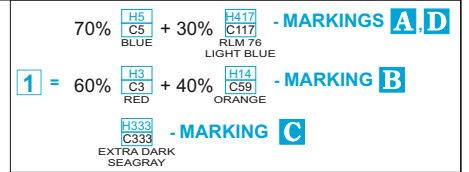
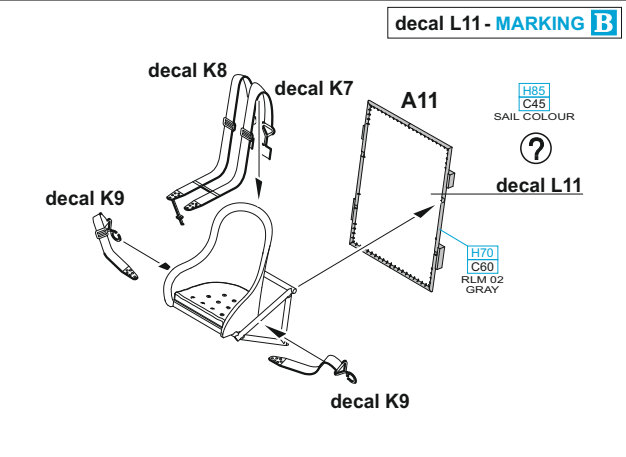
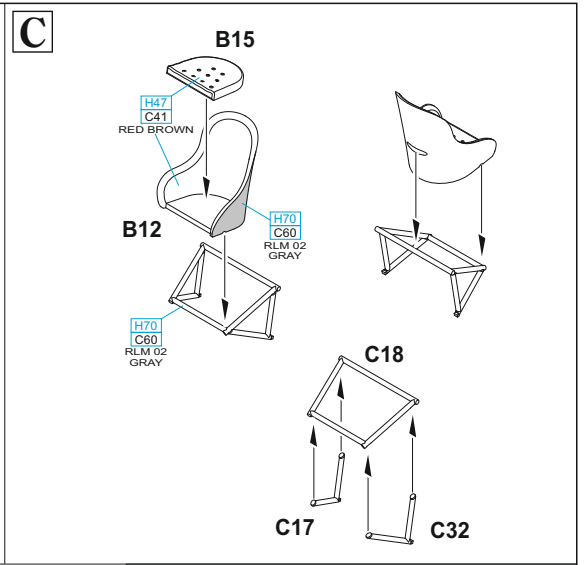
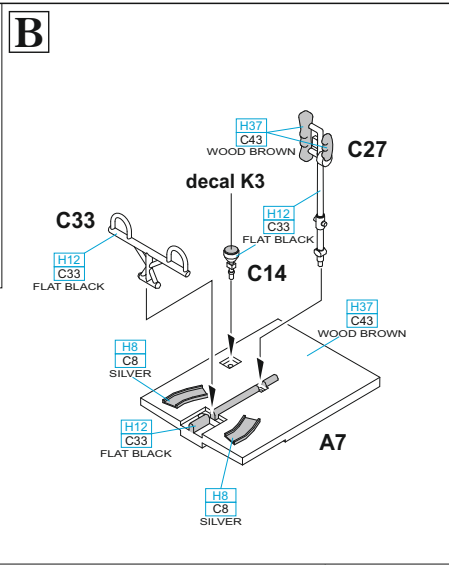
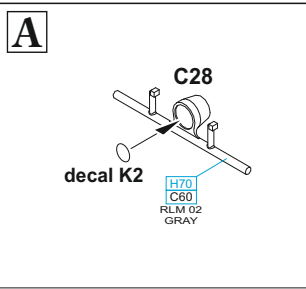
PEINTURE



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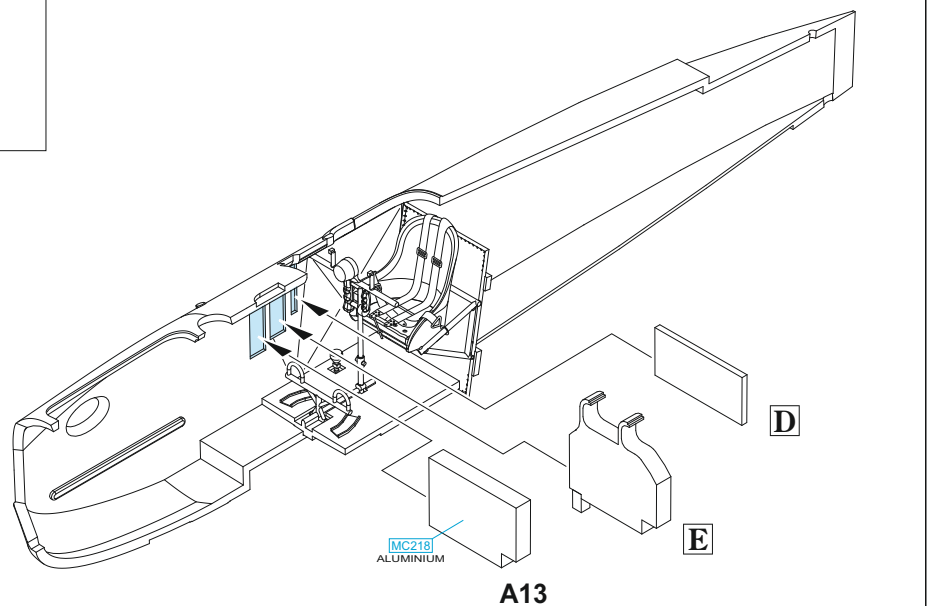
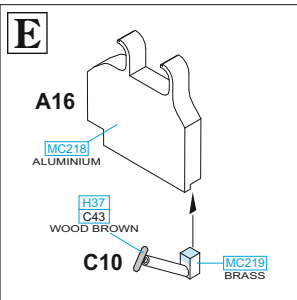
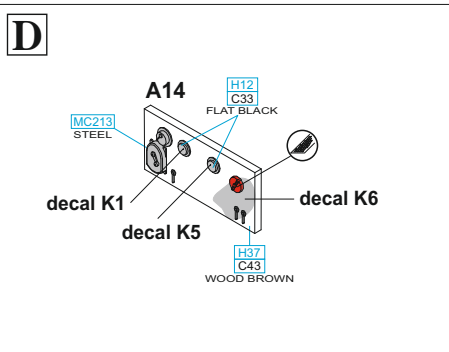
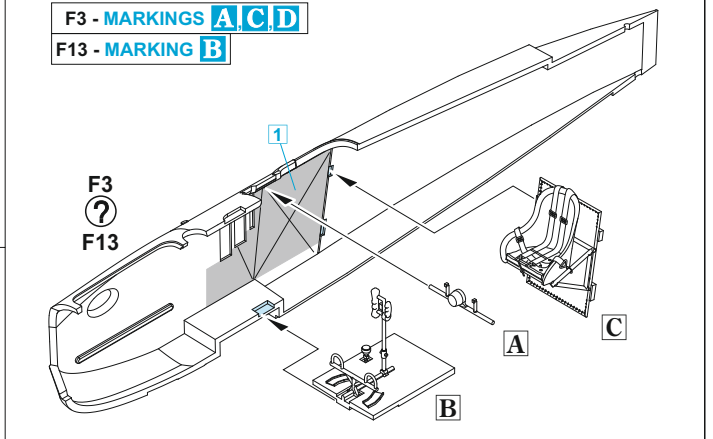
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H3	C3	RED
H5	C5	BLUE
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H14	C59	ORANGE
H15	C65	BRIGHT BLUE
H25	C34	SKY BLUE
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H70	C60	GRAY

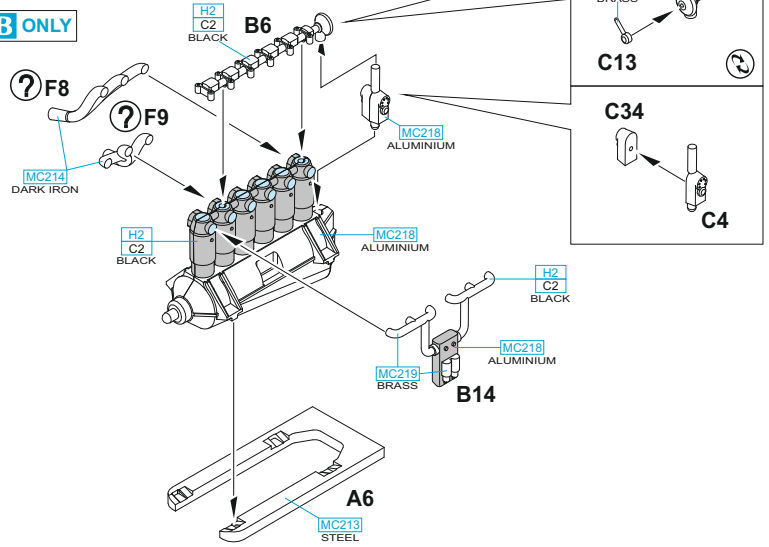
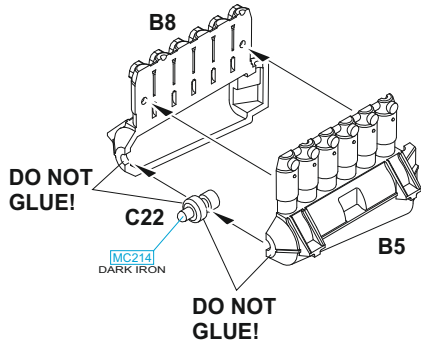
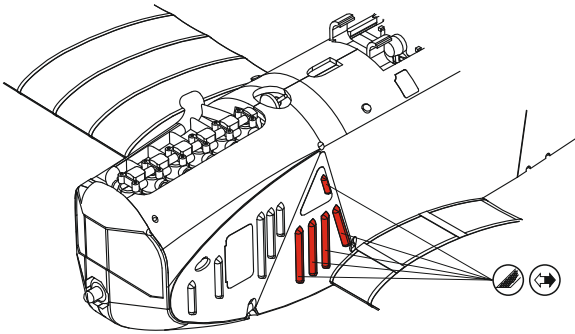
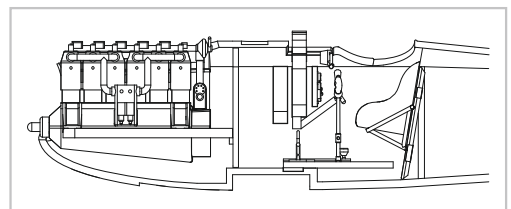
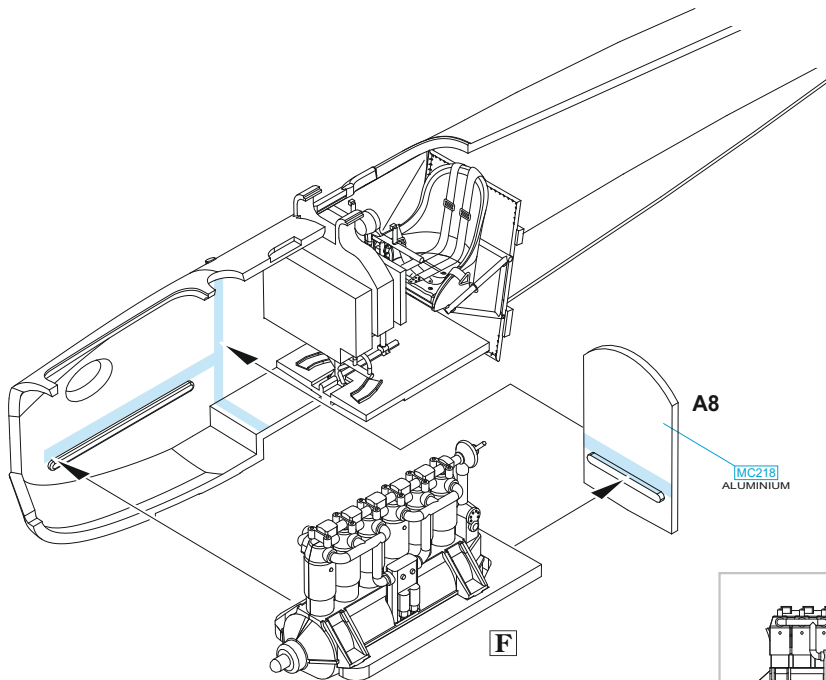
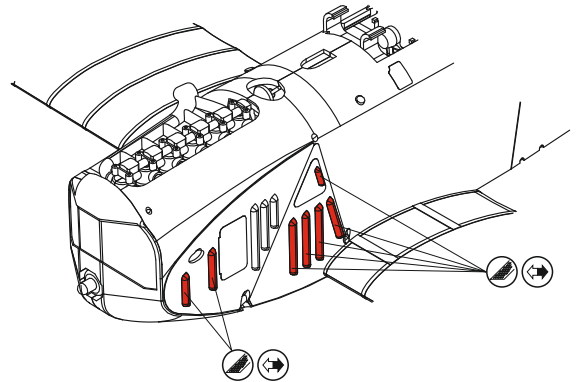
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H85	C45	SAIL COLOR
H327	C327	RED
H333	C333	EXTRA DARK SEAGRAY
H413	C113	RLM04 YELLOW
H417	C117	RLM76 LIGHT BLUE
H423	C123	RLM83 DARK GREEN
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM203		SUPER IRON 2

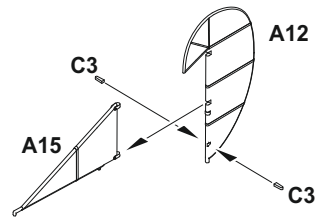
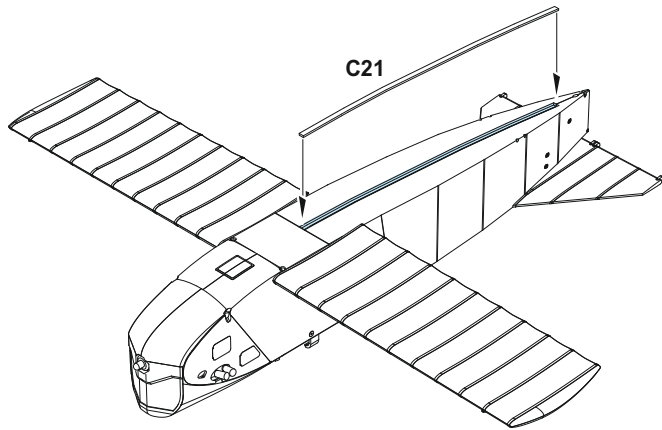


F3 - MARKINGS A, C, D

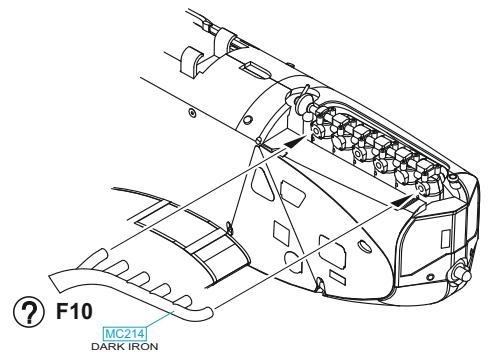
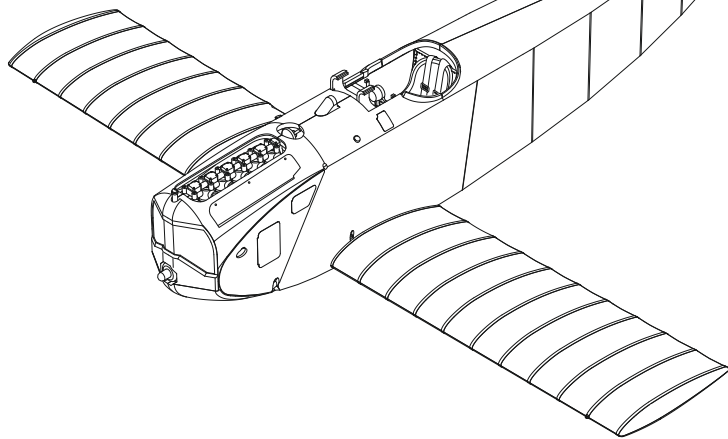
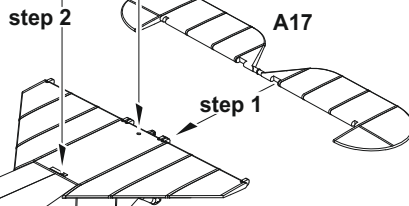
F13 - MARKING B



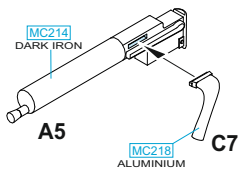
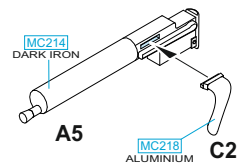
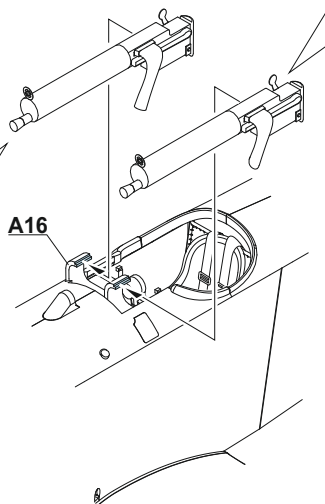
F**F8, F9 - MARKING B ONLY****MARKING A ONLY****MARKING D ONLY**



APPLY LOZENGE DECALS IN THIS STEP
 FOR RIB STRIPES AND COMPLETE LOZENGE
 DECAL APPLICATION SEE PAGE 10

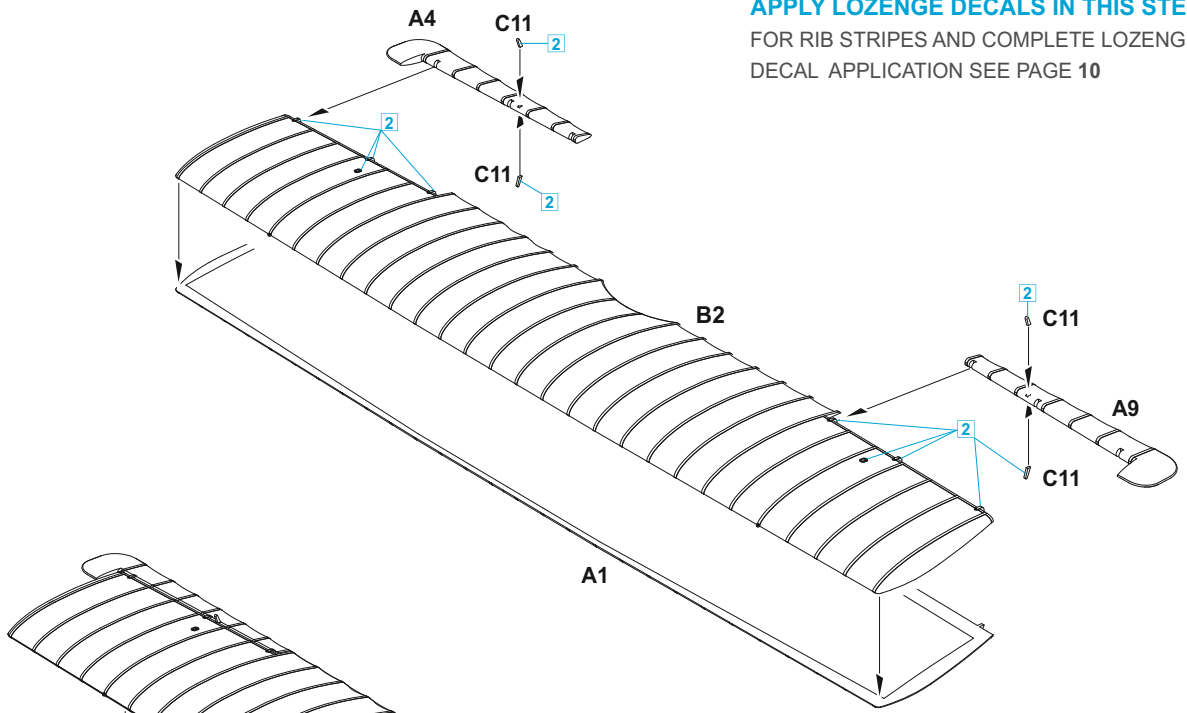


F10 - MARKINGS A, C, D ONLY

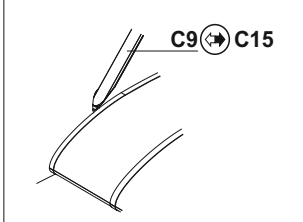
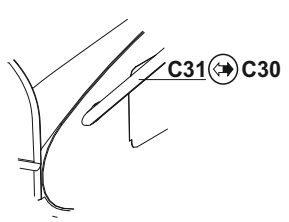
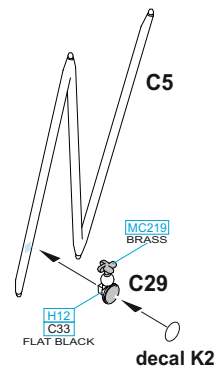
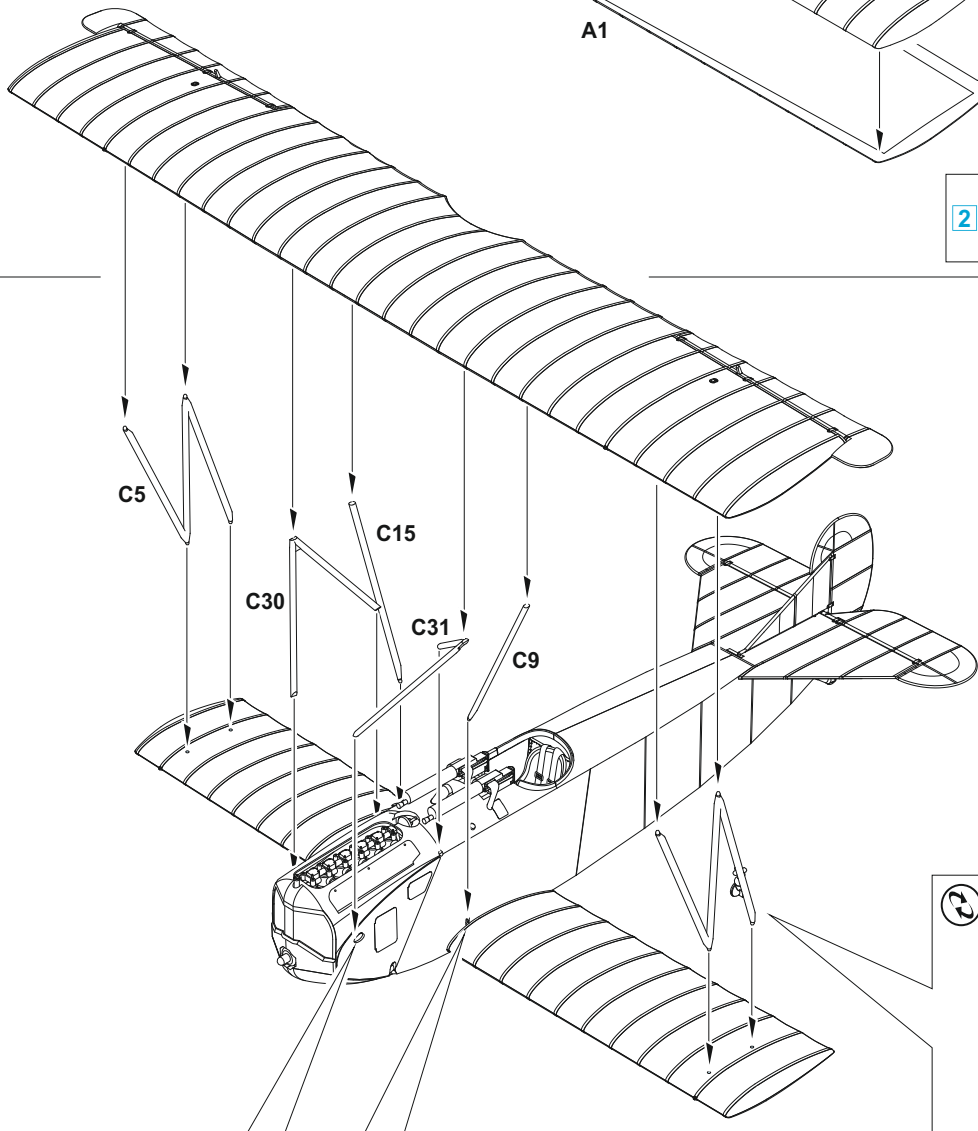


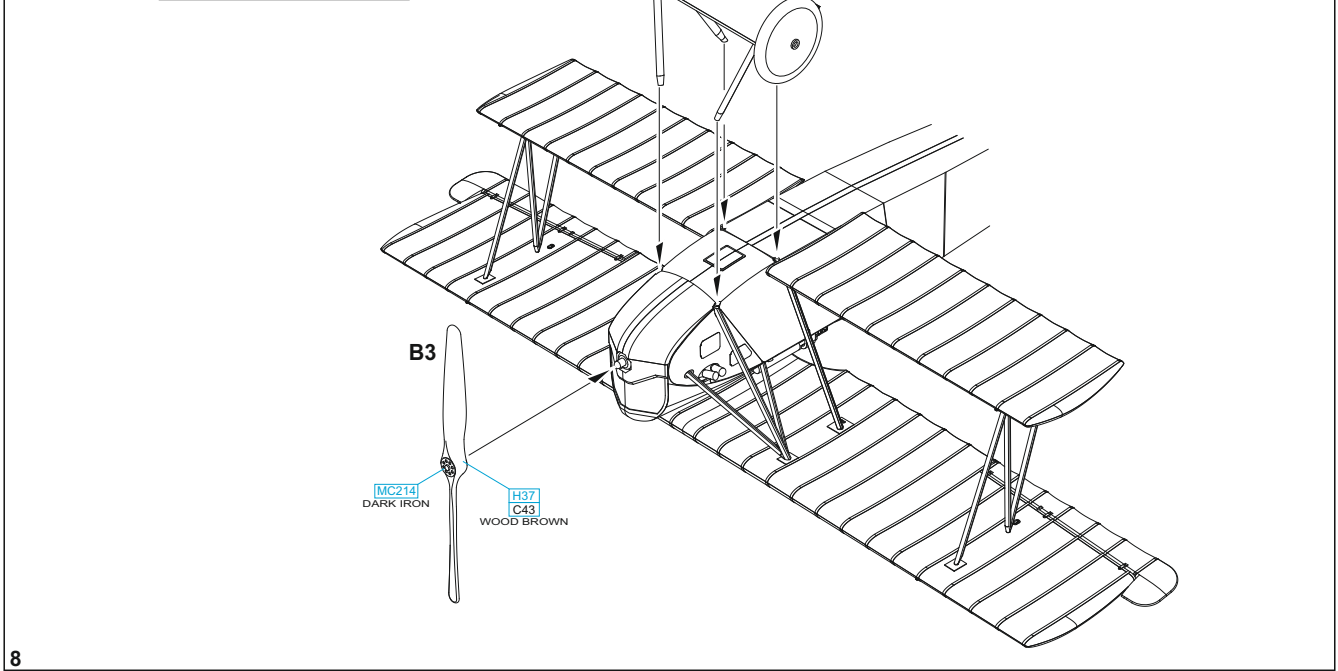
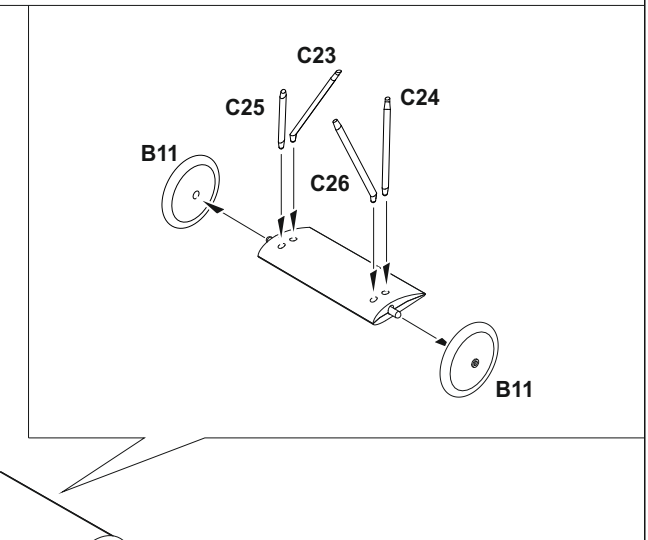
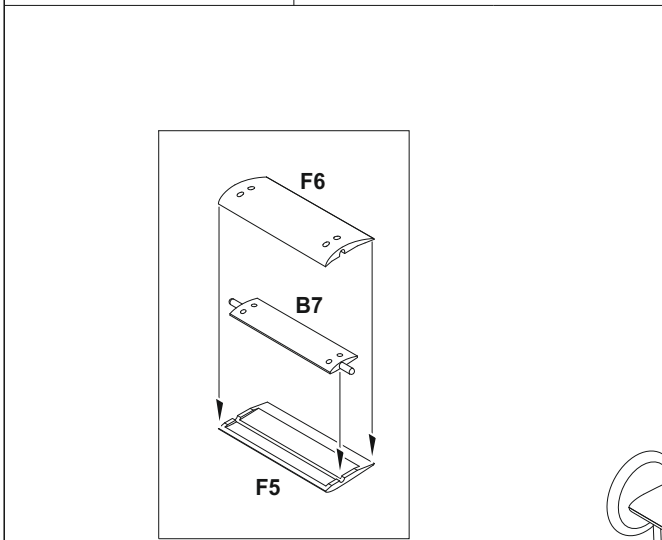
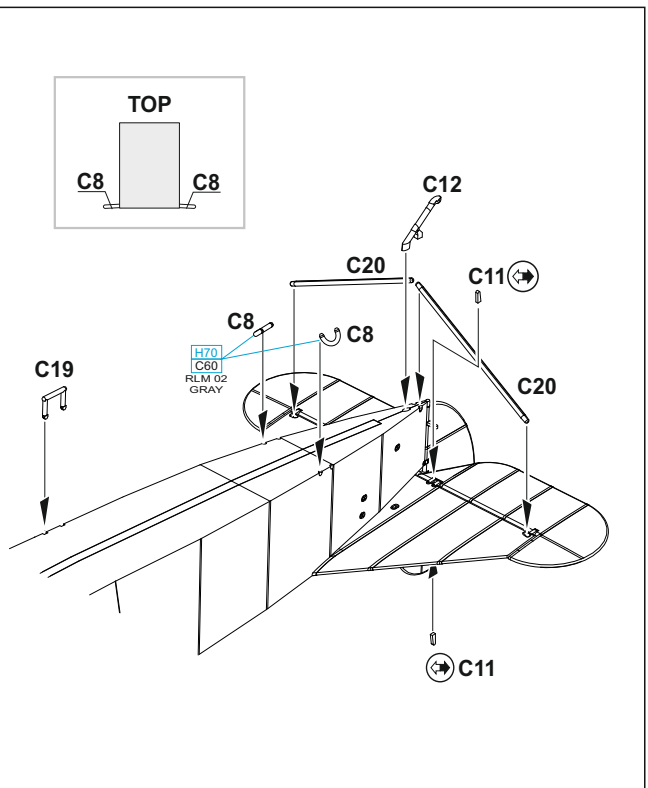
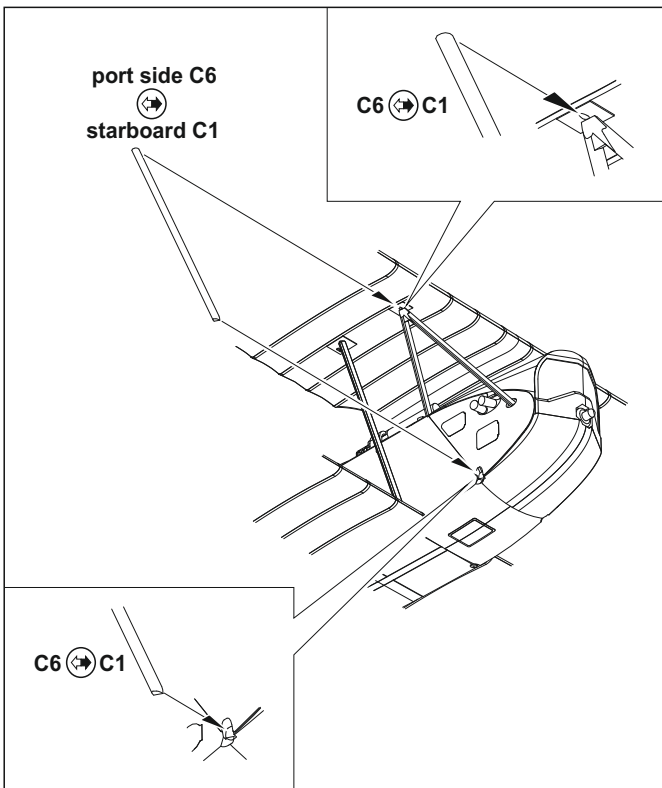
APPLY LOZENGE DECALS IN THIS STEP

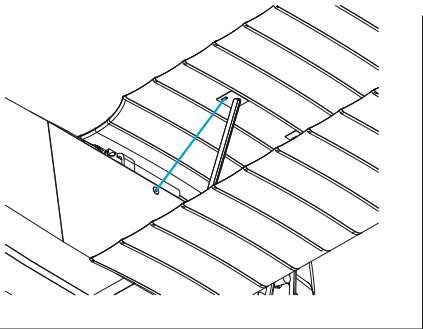
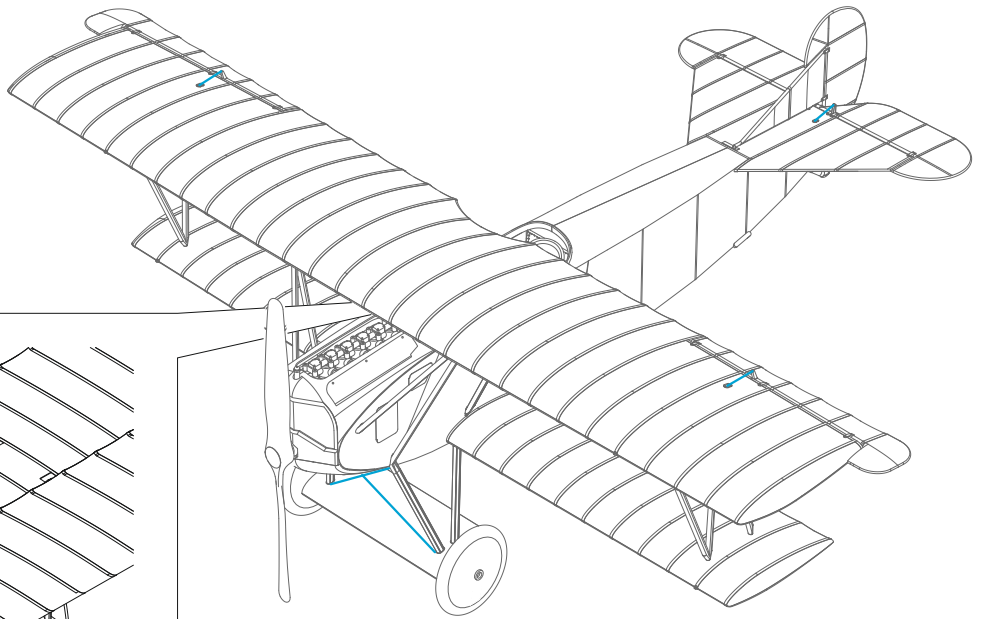
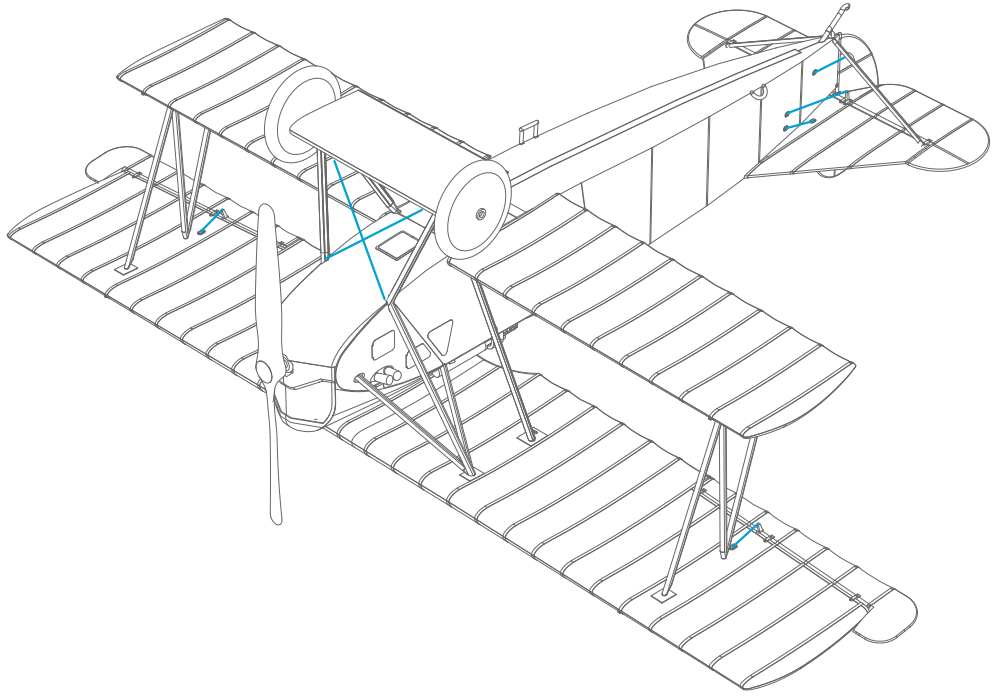
FOR RIB STRIPES AND COMPLETE LOZENGE
DECAL APPLICATION SEE PAGE 10

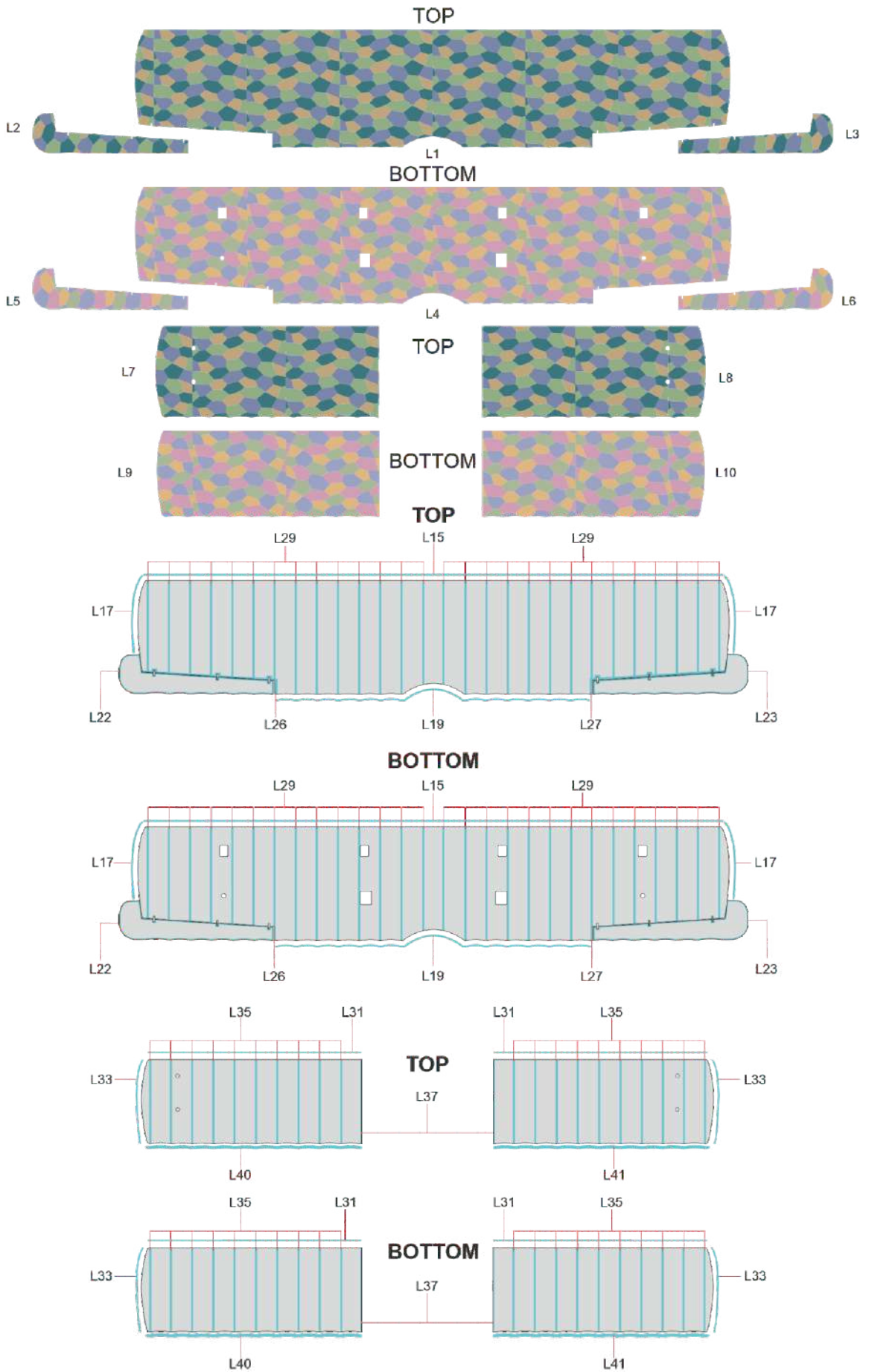


CAMOUFLAGE COLOR		- MARKINGS A, D
2	H423 C123 RLM82 DARK GREEN	- MARKINGS B, C



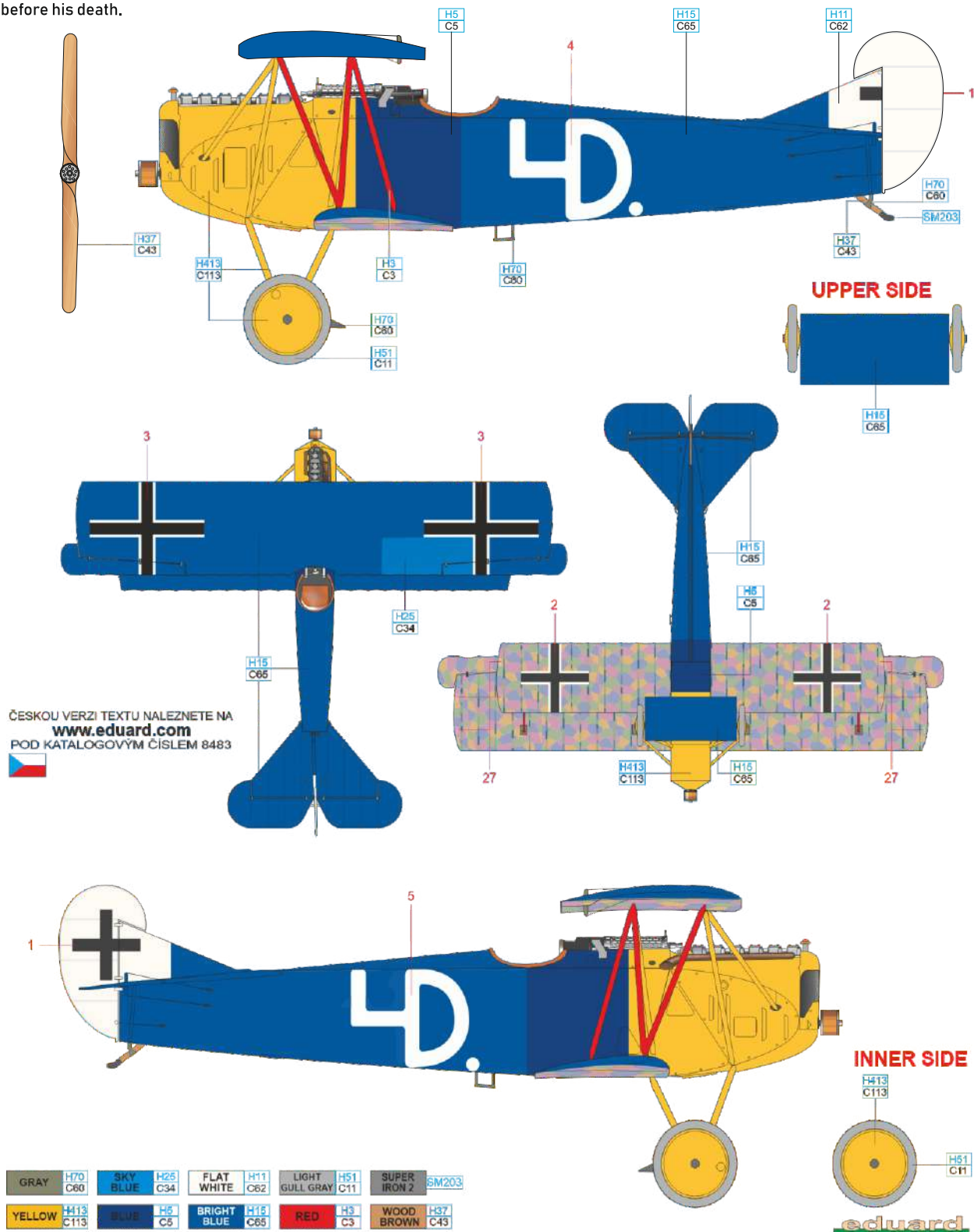






A Ltn. Olivier Freiherr von Beaulieu-Marconnay, Jasta 19, Stenay, France, September 1918

The younger of the von Beaulieu-Marconnay brothers (the elder Heinz was also a fighter pilot) was born in Berlin on September 14, 1898, and joined the 4th Cavalry Regiment (Dragoner Regiment von Bredow Nr. 4) as a cadet in June 1915. He transferred to Luftstreitkräfte and after completing pilot training he became a member of Jasta 18 on December 1, 1917, subsequently Jasta 15 on March 20, 1918. After five months of combat and 12 victories was "Bauli" appointed commander of Jasta 19 on September 2. He took with him the D.VIIF he had inherited from Rudolf Berthold. The white stylized 4D. was Olivier's personal symbol. It was a branding mark of the horses of his former cavalry regiment. The aircraft originally had a red nose, like the other Jasta 15 aircraft, and while the red usually ended at the level of the machine gun breech, Berthold had it extended to the middle of the cockpit. After transferring to the Jasta 19 as its CO, Olivier instructed his men to paint the nose yellow to the usual line and the rest of the red overpainted in blue. This was either a darker shade or darkened by the underlying red, either way this part of the fuselage looks darker. The upper wing shows extensive repair, probably in lighter blue. On September 23, Olivier scored his 20th kill and was nominated for the Pour le Mérite but was wounded in aerial combat on October 18 and taken to a hospital with severe bleeding. He died eight days later. The decision to award him the Pour le Mérite was made just hours before his death.

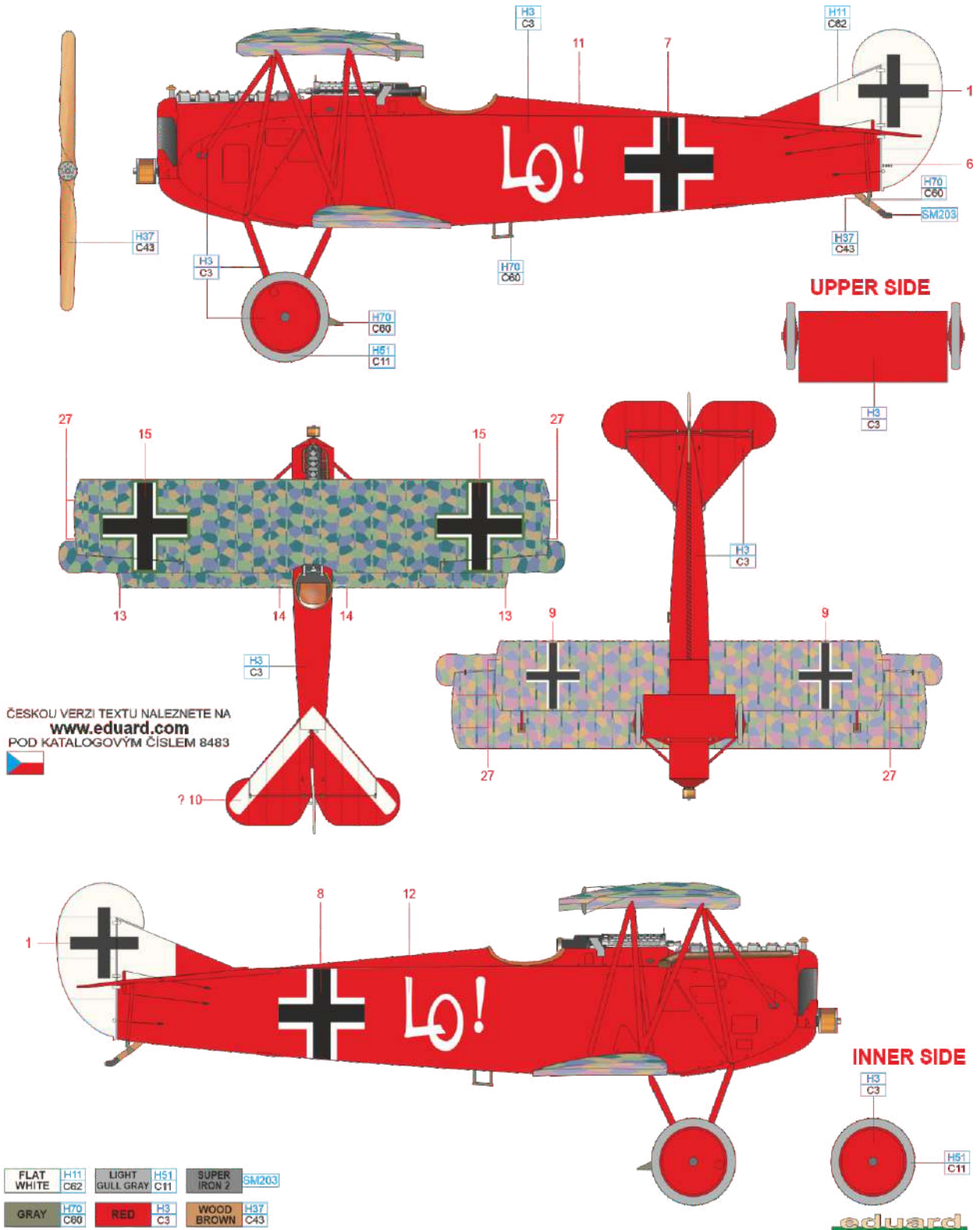


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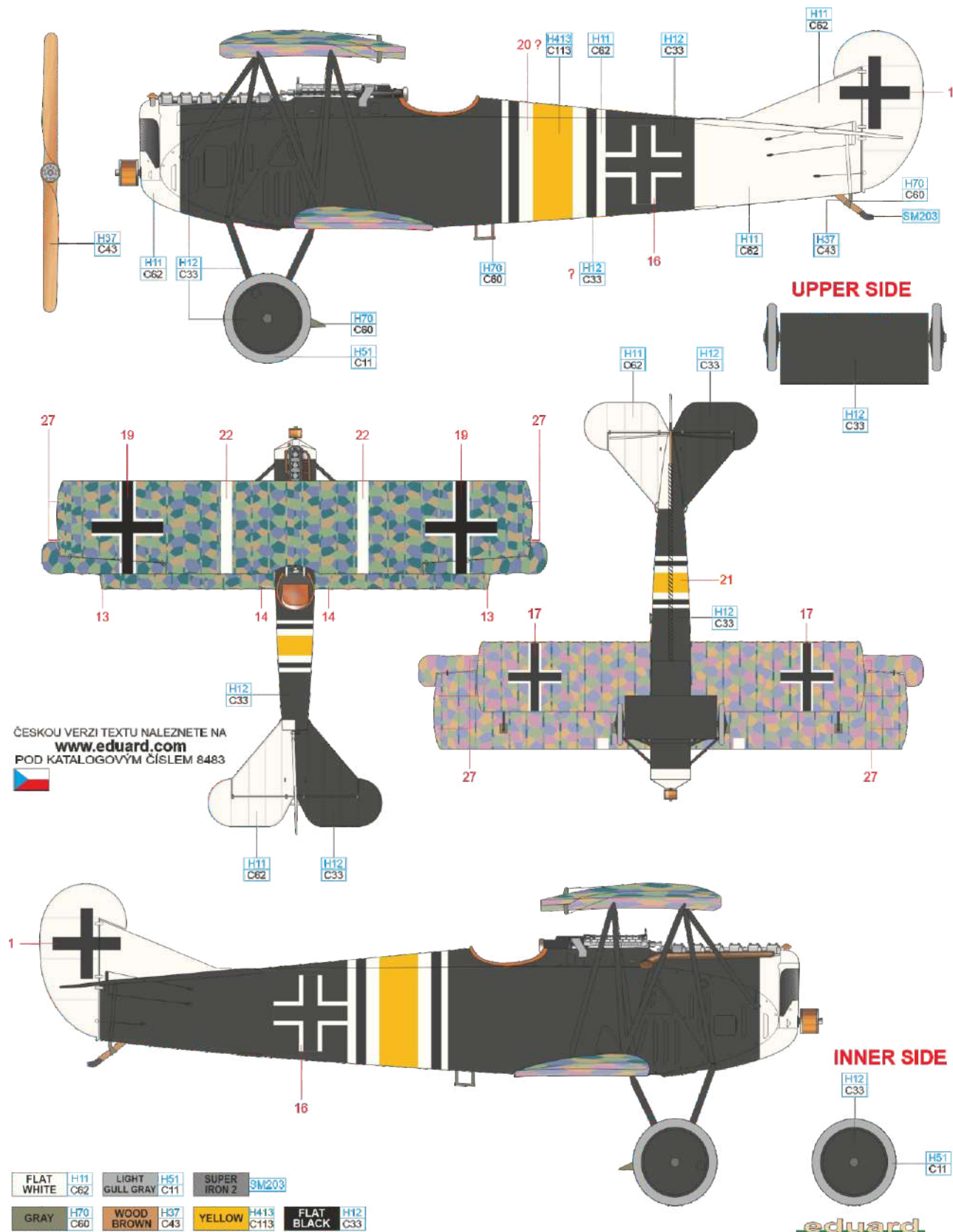
GRAY	H70 C60	SKY BLUE	H25 C34	FLAT WHITE	H11 C62	LIGHT GULL GRAY	H51 C11	SUPER IRON 2	SM203
YELLOW	H413 C113	BLUE	H5 C5	BRIGHT BLUE	H11 C65	RED	H3 C3	WOOD BROWN	H37 C43

B 378/18, Lt. Ernst Udet, Jasta 4, Monthussart Ferme aerodrome, France, June 1918

Ernst Udet is one of the most significant personalities of German aviation history. With 62 confirmed kills, he even became the most successful surviving fighter of the First World War. After his service with Jasta 37, Manfred von Richthofen, as commander of the entire JG I, put him in command of Jasta 11 in March 1918. When the Red Baron subsequently died in April, Udet took over command of Jasta 4. This aircraft probably bore registration number 378/18 (factory number 2465) and was powered by BMW IIIa engine number 1243. It was accepted at Schwerin on May 15, 1918 and was one of 22 Fokker D.VIIIs delivered to JG I on June 22. Udet test-flown this aircraft shortly before he was shot down with his famous O.A.W. produced D.VII, bearing the inscription "Du doch nicht!!". It is very likely that this aircraft was subsequently painted very similarly, so at some point it probably received red and white stripes on the upper wing. The design shown here therefore illustrates the likely appearance of the aircraft at a certain time period. The white chevron on the top of the horizontal tail surfaces is also uncertain. Aircraft of this series were supplied with printed aircraft fabric (Flugzeugstoff), familiarly known as Lozenge, in four-color version. The fuselage, on the other hand, was originally painted with the typical green streaked paint. Aircraft 378/18 was the last D.VII to receive this finish at Fokker, all next aircraft had the fuselage covered with a fabric printed with colored irregular hexagons.

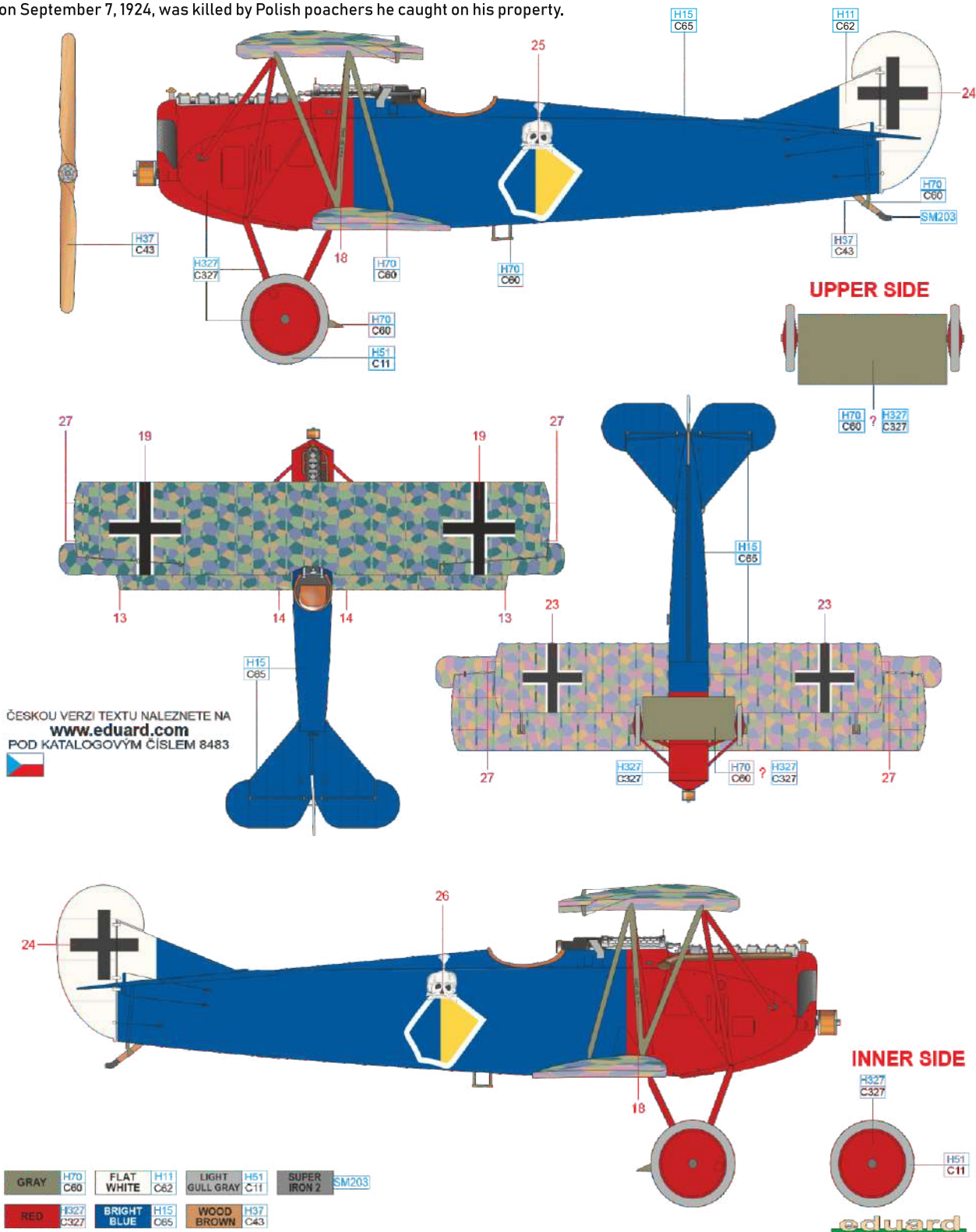


Karl Bolle began his flying career as a KG 4 pilot, then served with Kampstaffel 23, where his observer was Lothar von Richthofen, who became successful fighter pilot later. In the autumn of 1917, Bolle was transferred to Jasta 28 and, after becoming ace with five kills, he was appointed commander of Jasta 2 on February 20, 1918. Bolle led this famous unit until the end of the war, and his score stood at 36 kills. On August 28, 1918, he was awarded the highly recognized Pour le Mérite. He remained an active pilot after the war and in 1920 was appointed director of the Transport Pilots' Flying School. This Bolle's Fokker D.VII bore a broad yellow stripe on the fuselage with white and black lines and was a D.VIIF version with a BMW IIIa engine from the Schwerin factory's medium production series (series 4250/18-4449/18). The production or military number of this aircraft is not known.



D 465/18, Lt. Georg von Hantelmann, Jasta 15, Chéry-les-Pouilly, France, August 1918

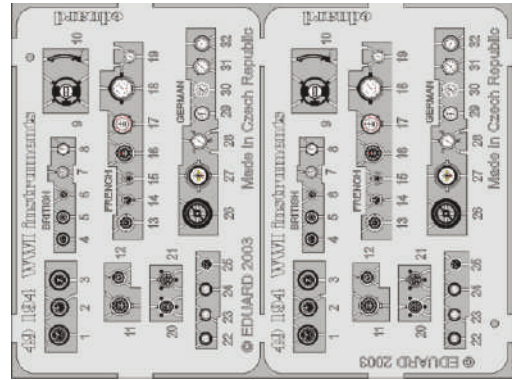
Georg von Hantelmann was born on October 9, 1898, in Rokietnica (today in Poland) and joined the army in 1916. He joined the 17th Hussar Cavalry Regiment (Braunschweigisches Husaren-Regiment Nr. 17), which had a skull and crossbones in its coat of arms. This motif later became von Hantelmann's personal symbol. After being appointed to the rank of Leutnant on June 15, 1917, he was transferred to the Luftstreitkräfte and began pilot training on September 20 that year. After that, he reported on February 6, 1918, to Jasta 18, which became Jasta 15 in March. He achieved his first confirmed victory on June 6. Within couple of weeks, he became an ace. His eighth victim was one of America's leading fighter aces of that time, David Putnam (13 kills). Another notable pilot who perished under von Hantelmann's gunfire was Maurice Boyau, who had 21 balloons and 14 aircraft on his account. Having achieved 22 victories, von Hantelmann was decorated with the Knight's Cross First Class and also the Royal Hohenzollern Domestic Order, however he expected to be awarded the highest decoration, the Pour le Mérite (awarded for 20 victories). He was nominated for it, but before it was awarded the war was over. Von Hantelmann's score counted 25 kills. He achieved all of them with Fokker D.VII, making him one of the most successful pilots of that type. This example had the upper wing changed for O.A.W. one in September. After the war von Hantelmann worked on his farm and on September 7, 1924, was killed by Polish poachers he caught on his property.



Eduard goodies for

Fokker D.VIIF 1/48

- 48406 Wire Stretchers & Controlhorns (PE-Set)
- 49194 WWI Instruments (PE-Set)
- FE1419 Fokker D.VIIF Weekend (PE-Set)
- EX1008 Fokker D.VIIF Weekend (Mask)



#49194

Complete Your collection of German WWI finest fighter with

#8114



#8162



#8136



#8113

