

NÁVOD / INSTRUCTION Fokker D. II

1/32

Historie

Jednoplošné Fokkery E.I až E.III ovládly v roce 1915 nebe nad západní frontou. Poměrně rychle ale zastaraly a proti novým dvouplošným stíhačkám spojenců neměly odpovídající výkony. Němečtí konstruktéři byli nuceni urychleně vyvíjet vhodnou náhradu. Fokkerův konstruktér M. Kreutzer navrhl souběžně několik variant dvouplošné stíhačky. Stroj M17 byl jednopříhradový dvouplošník s vysokým trupem mezi křídly. Pro zajištění lepšího výhledu byl trup snižen a křídla dostala stupnění. Zkoušena byla také dvoupříhradová křídla a různě výkonné motory. Nakonec byla vyráběny dvě varianty. Varianta M17 s jednopříhradovými křídly a motorem Oberursel U 0 o výkonu 80 k byla označena Fokker B.II. Německé letectvo je používalo jako cvičné. Hlavní objednávku vystavilo německé letectvo na dvoupříhradovou variantu M17 se silnějším motorem Oberursel U I o výkonu 100 k. Ta dostala označení Fokker D.II. Byla vyzbrojena jedním synchronizovaným kulometem. První ze 181 vyrobených kusů této varianty se na frontě objevil v létě 1916. Na frontě vydržely Fokkery D.II až do srpna 1917. Od konce roku 1916 byly ale přidělovány k jednotkám operujícím na méně exponovaných částech fronty nebo k ochraně průmyslových center před nálety spojenců. V Německé námořnictvo převzalo šest Fokkerů D.II. Rakousko-Uhersko zakoupilo licenci na jednopříhradovou i dvoupříhradovou variantu a vyrábělo je jako Fokker serie 03.5 a 03.6.

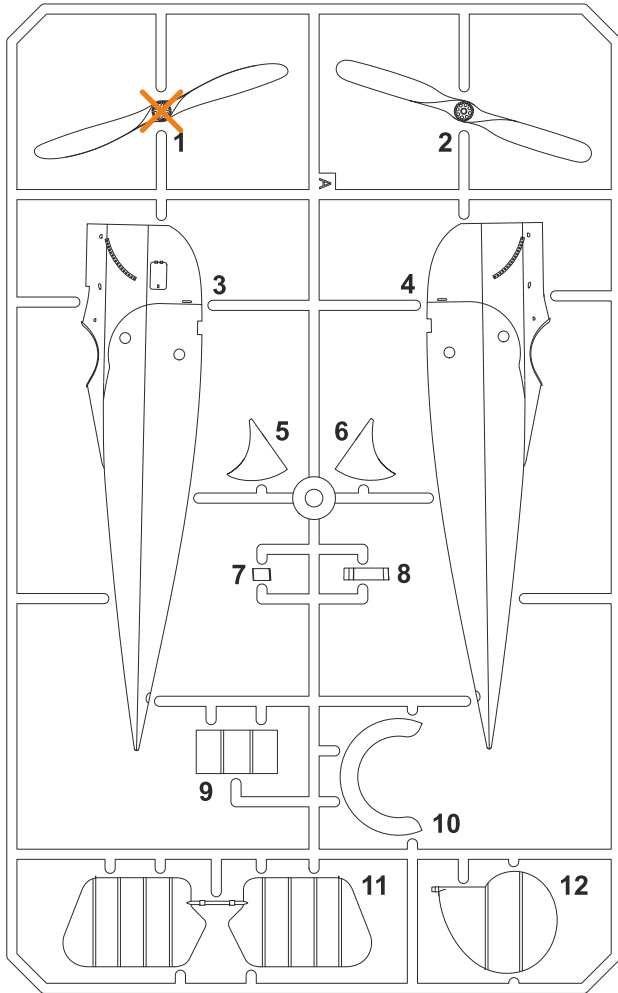
Rozpětí: 8,75 m, délka: 6,40 m, max. rychlost: 150 km/h, dolet 200 km, výstup do 1000 m za 4 min.

History

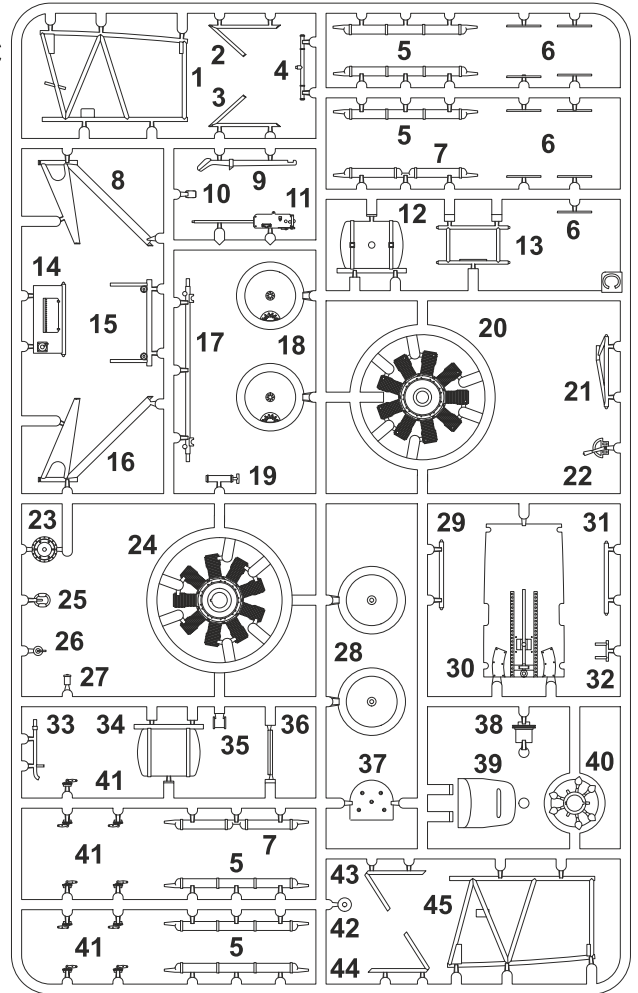
In 1915, Fokker E.I, E.II and E.III monoplanes ruled the sky over the Western Front. But their supremacy did not last long, they got obsolete quite soon afterwards and stood no chance against new biplane fighter aeroplanes of the Allies which possessed much better performance. German designers were thus forced to try and find a suitable replacement type quickly. Martin Kreutzer, a Fokker's designer, came with several varieties of a biplane fighter design. His type M17 was a single-bay biplane with a high fuselage almost filling the gap between the wings. Later, to ensure a better forward visibility for the pilot, the fuselage height was reduced and the wing got a slight stagger. Various sets of two-bay wings were tested too as well as different power units. Finally, two varieties reached the production status, the Fokker B.II which was a single-bay type with a 80HP Oberursel U O engine and the Fokker D.II which featured two-bay wing structure and 100HP powerplant of Oberursel U I type. Whilst the earlier was used only for training purposes by the German military, the latter was to enjoy much brighter career. The D.II was armed with one synchronized machine gun and the first machines of a total of 181 produced got to the front in the summer of 1916 and went on fighting until August 1917. However, beginning with very late 1916, they became to be employed on less exposed sections of the front or just to defend industrial centers against bomber raids of the Allies. The German Navy used the type, although in a very small quantity of six and Austro Hungary bought a licence for both versions, the B.II and D.II, and put them into production under designation the Fokker serie 03.5 and 03.6

Wingspan: 8,75m, Length: 6,40m, Max. Speed: 150kmh, Range 200km, Climb to 1000m in 4 min.

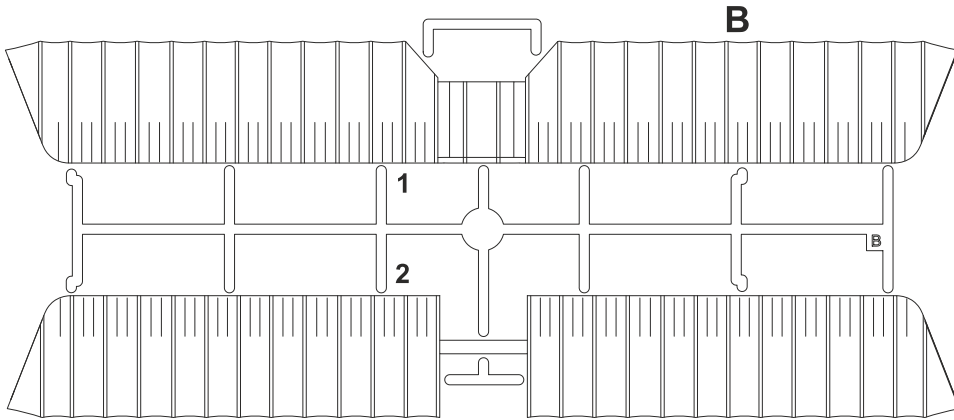
PLASTIC PARTS



A

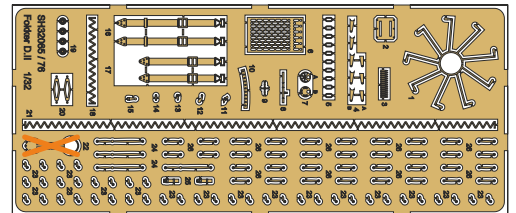


C



B

PHOTO-ETCHED PARTS (PP)



FILM PARTS (FP)



Tento díl
nepoužít

Do not use
this part

Barvy GUNZE / GUNZE Colour No.

A Černá / Black	H12 / C33	I Tmavý kov / Dark Iron	H28 / C78
B Barva pneu / Tire Black	H77 / C137	J Hliník / Aluminium	H8 / C8
C Bílá / White	H1 / C1	K Tmavě zelená / Dark Green	H320 / C320
D Dřevo / Wood	H37 / C43	L Kaštanově hnědá / Chestnut Brown	H17 / C29
E Barva plátna / Tan	H27 / C44	M Šedá / Grey	H51 / C11
F Barva kůže / Red Brown	H17 / C29	N Světle zelená / Light Green	H50
G Mosaz / Brass	MC219	O Světlé dřevo / Light Wood	H27/C44
H Ocel / Steel	MC 212		

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

OHNOUT
BEND
BIEGEN
COURBER

ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

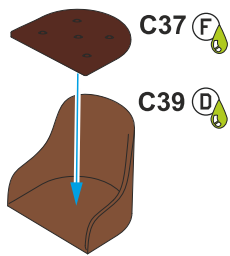


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

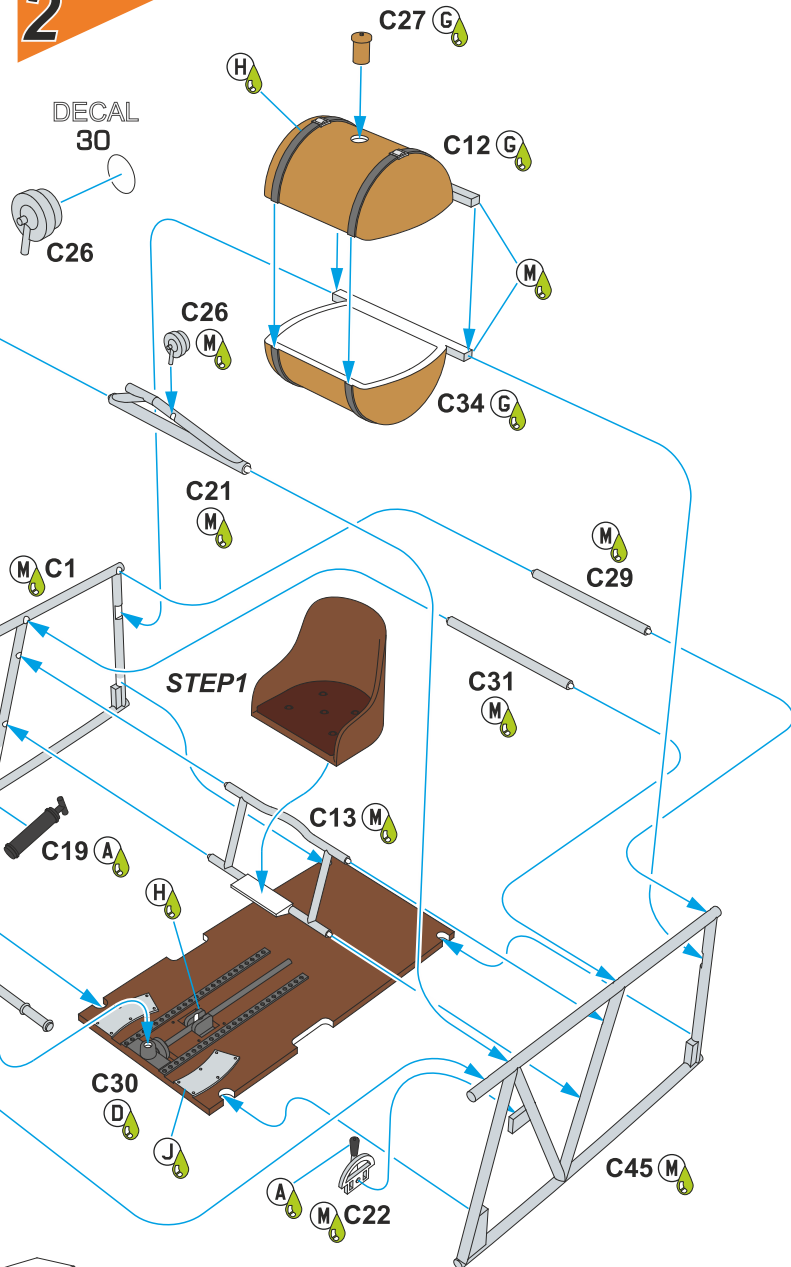
GSI **A**
colours code

NATRÍT
COLOUR
FARBEN
PEINDRE

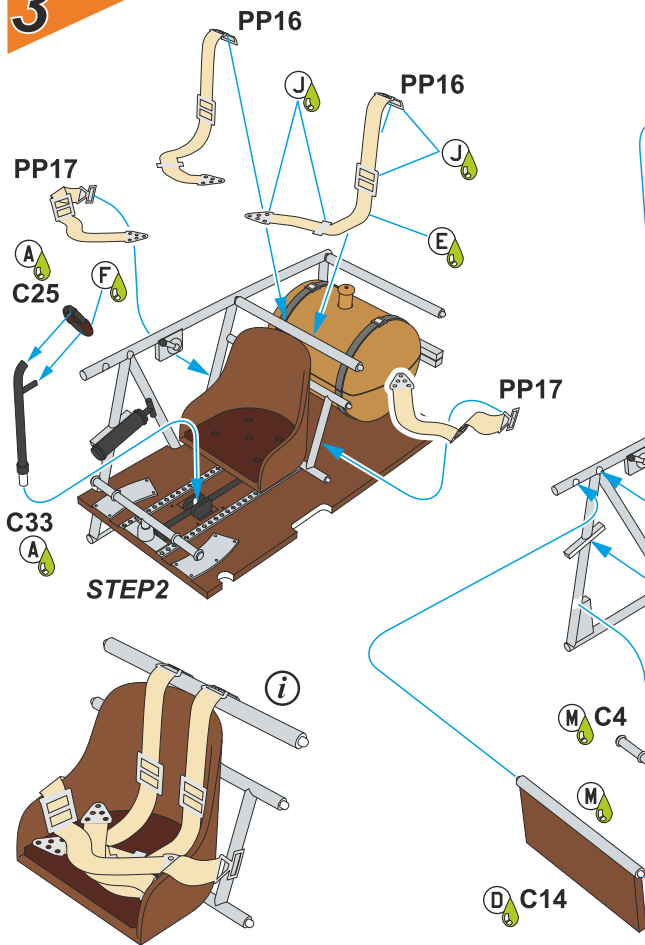
1



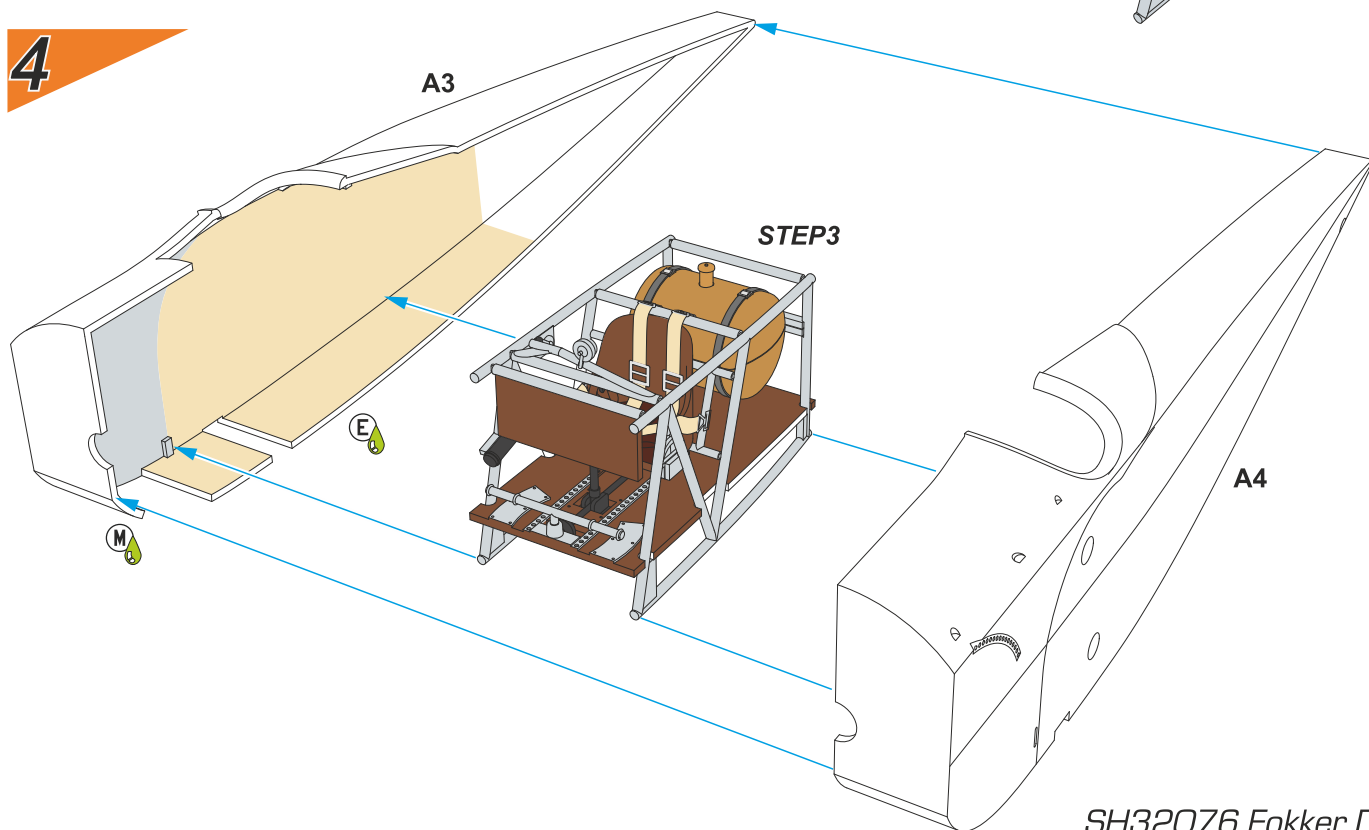
2

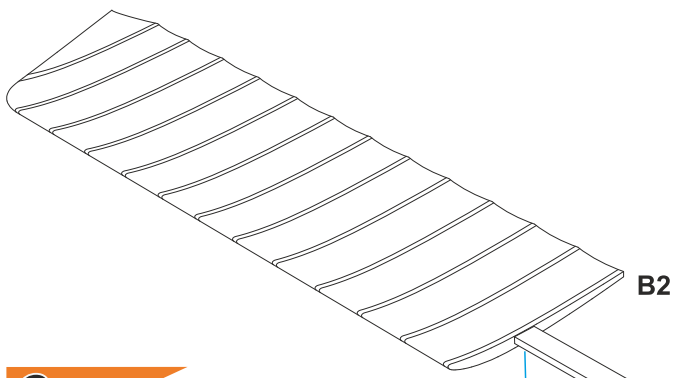


3

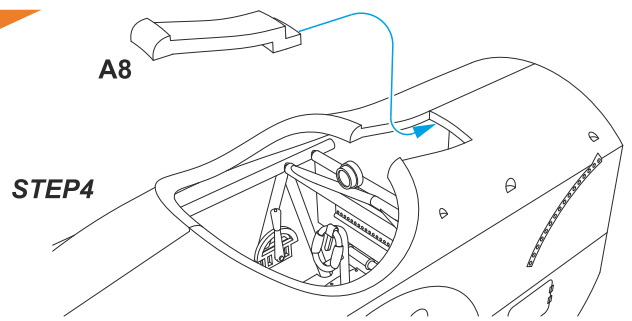


4

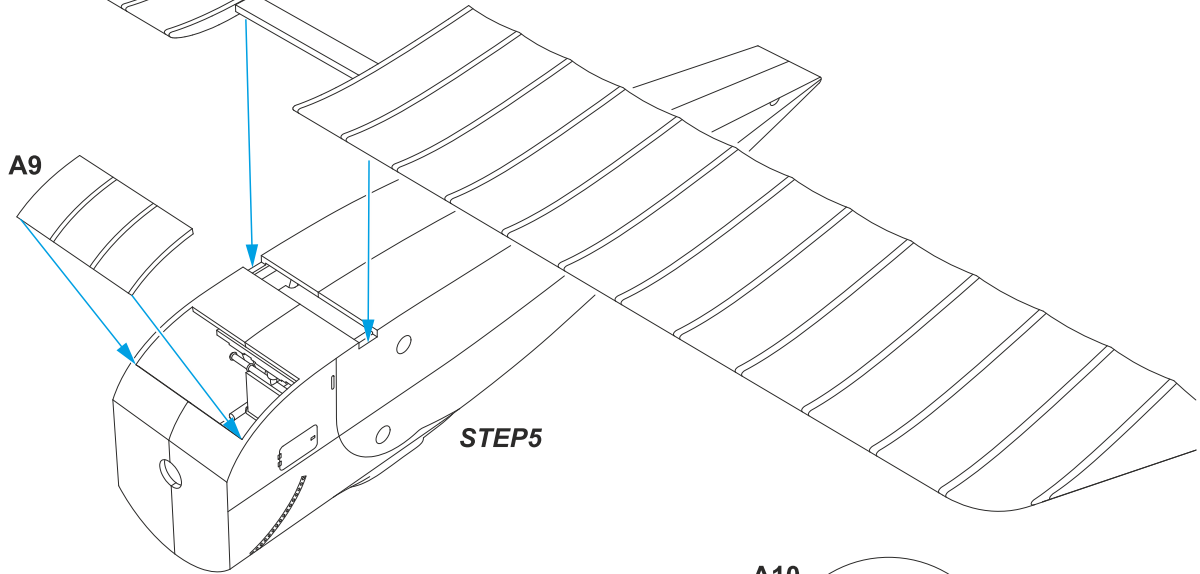




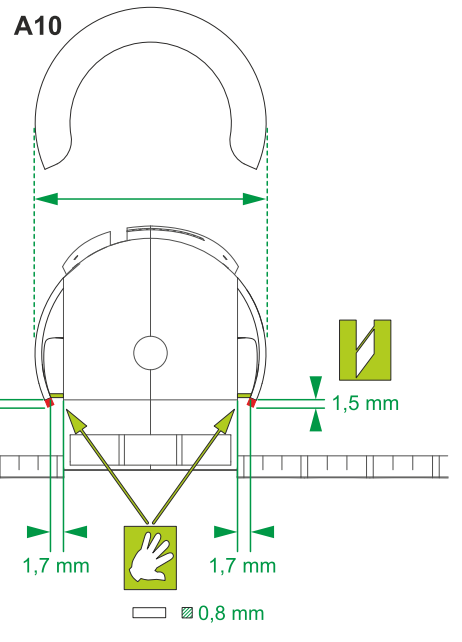
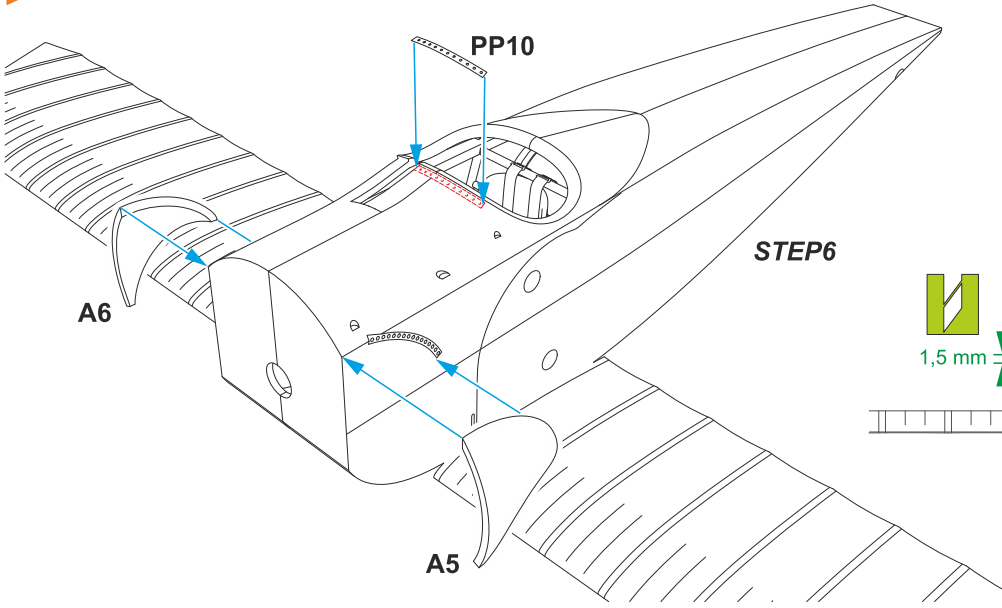
5



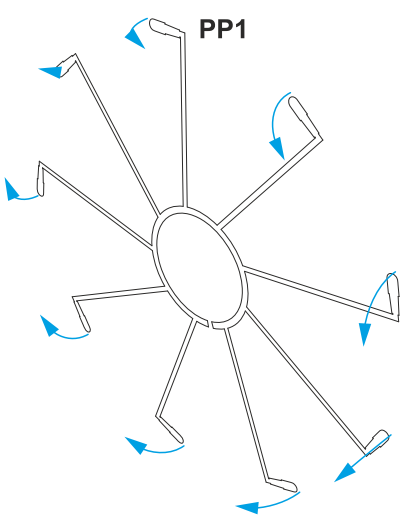
6



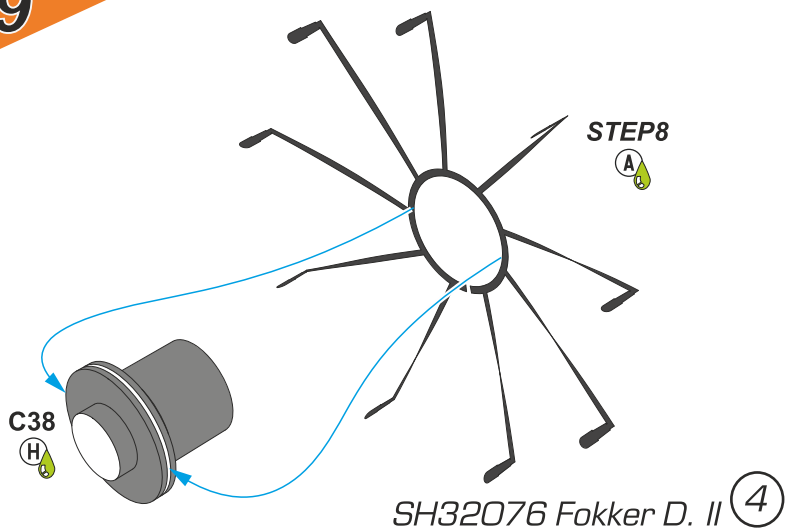
7



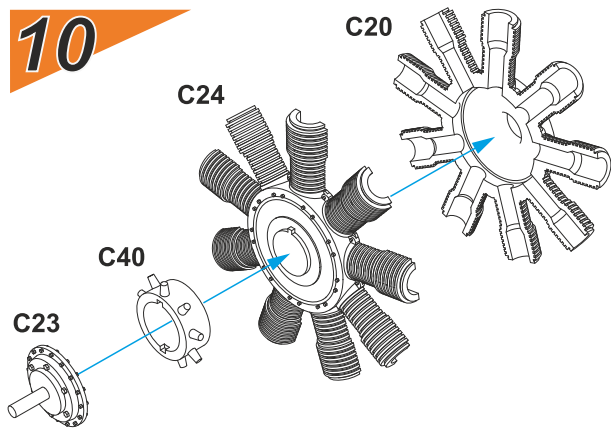
8



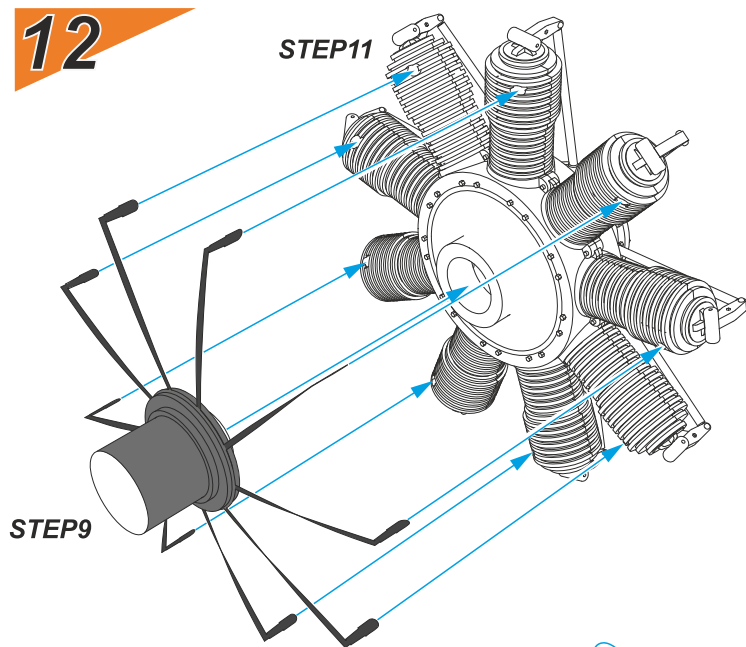
9



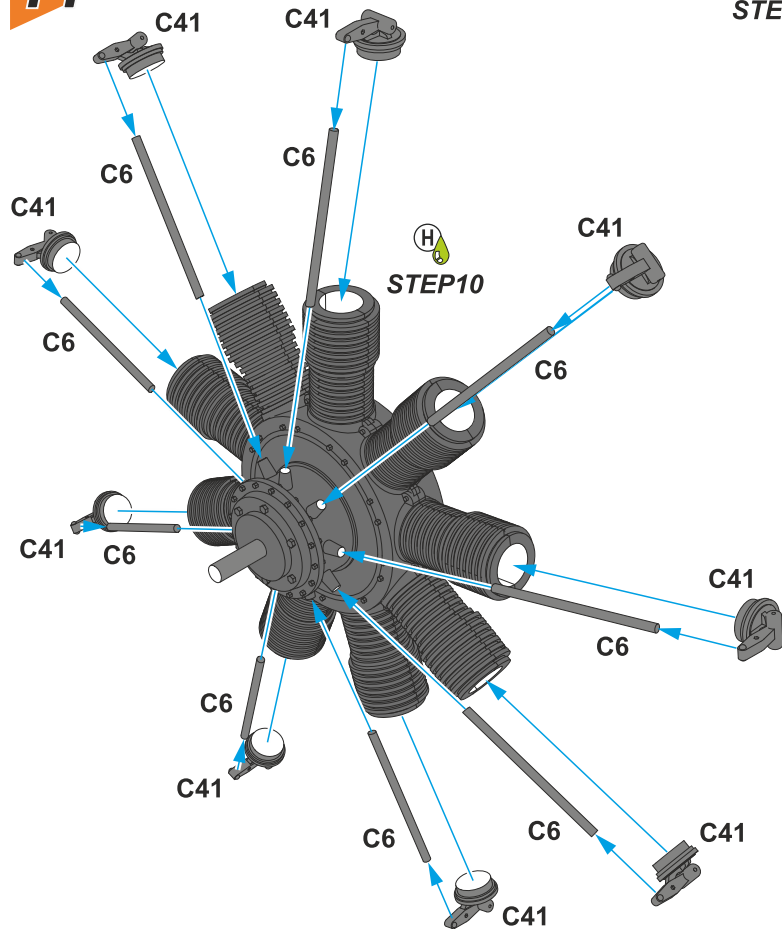
10



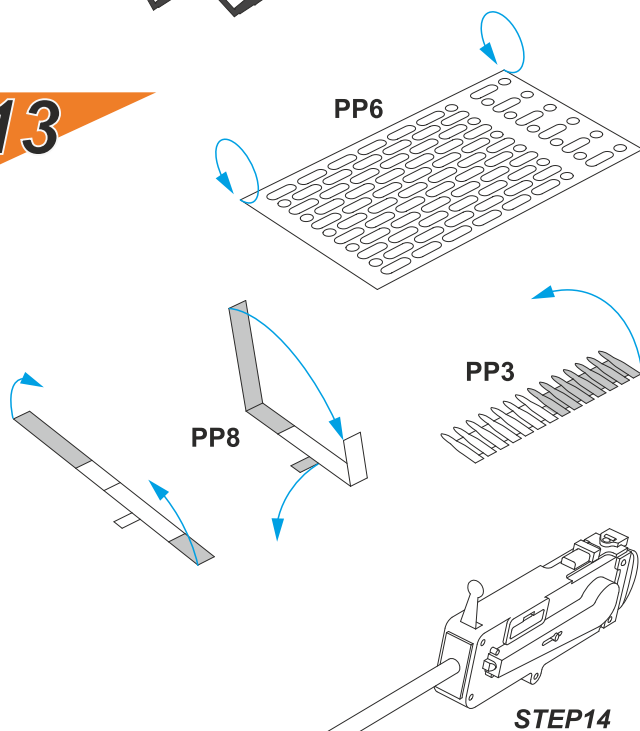
12



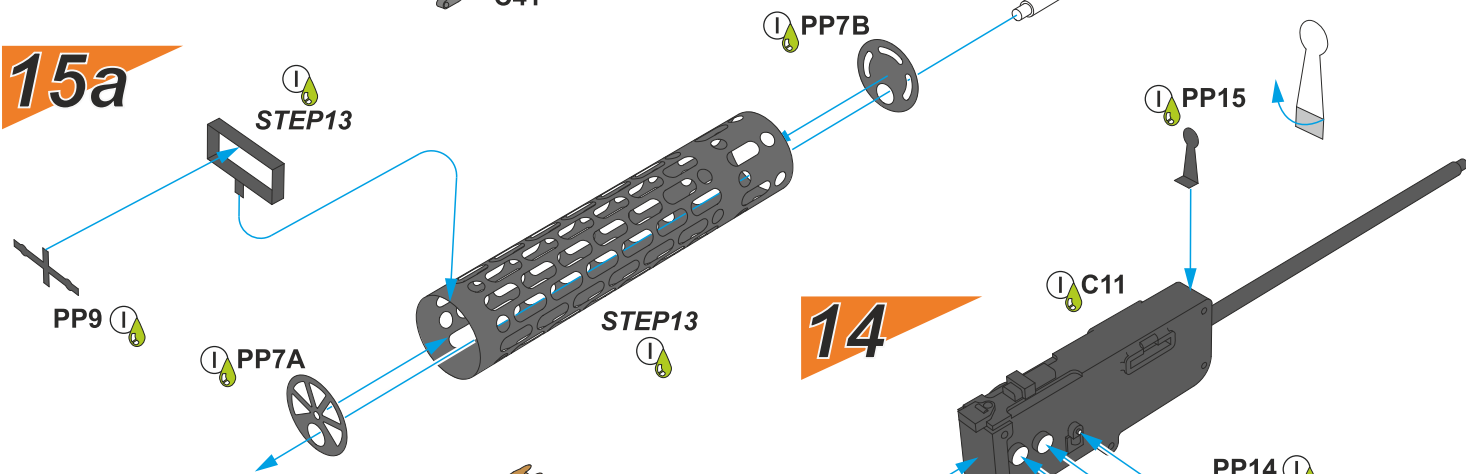
11



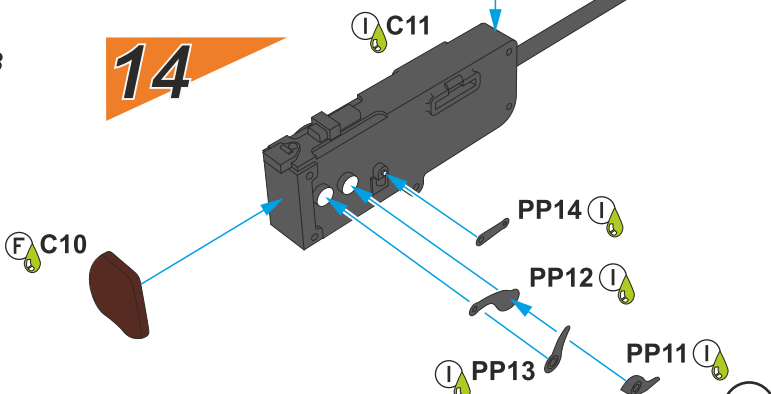
13



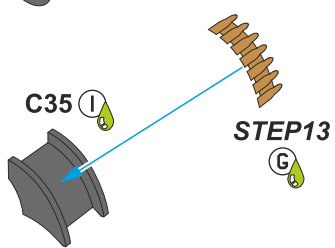
15a



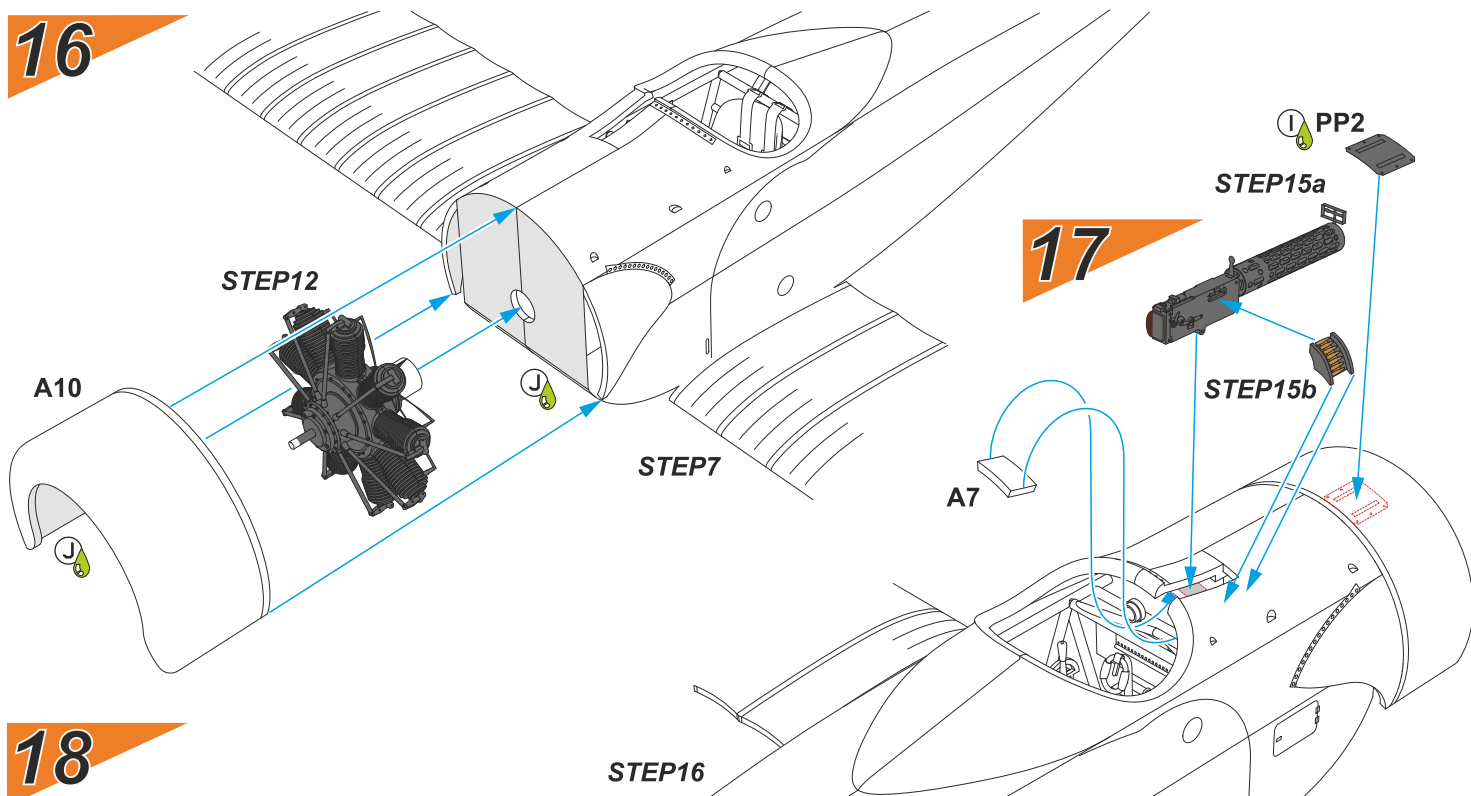
14



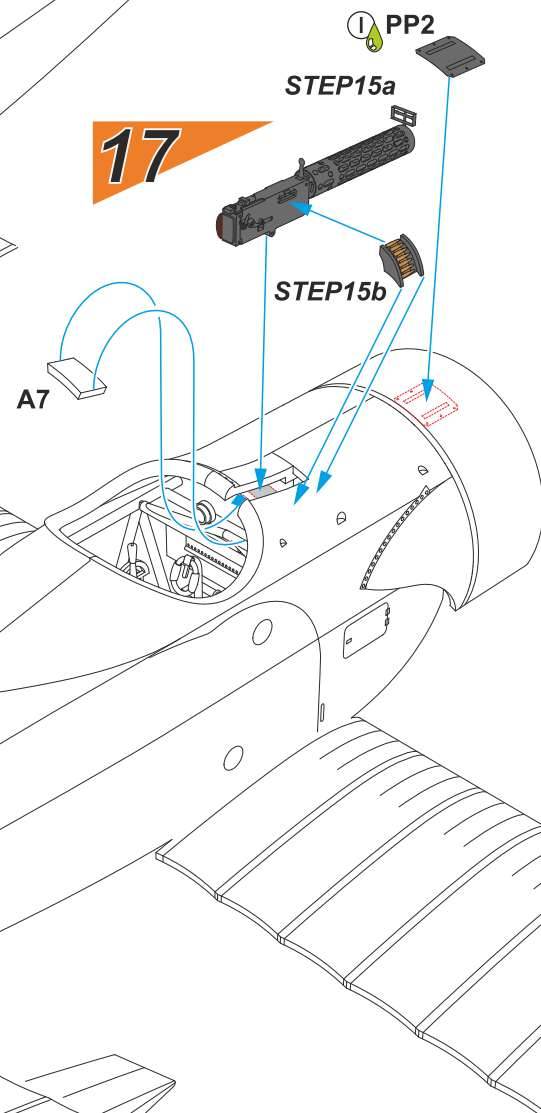
15b



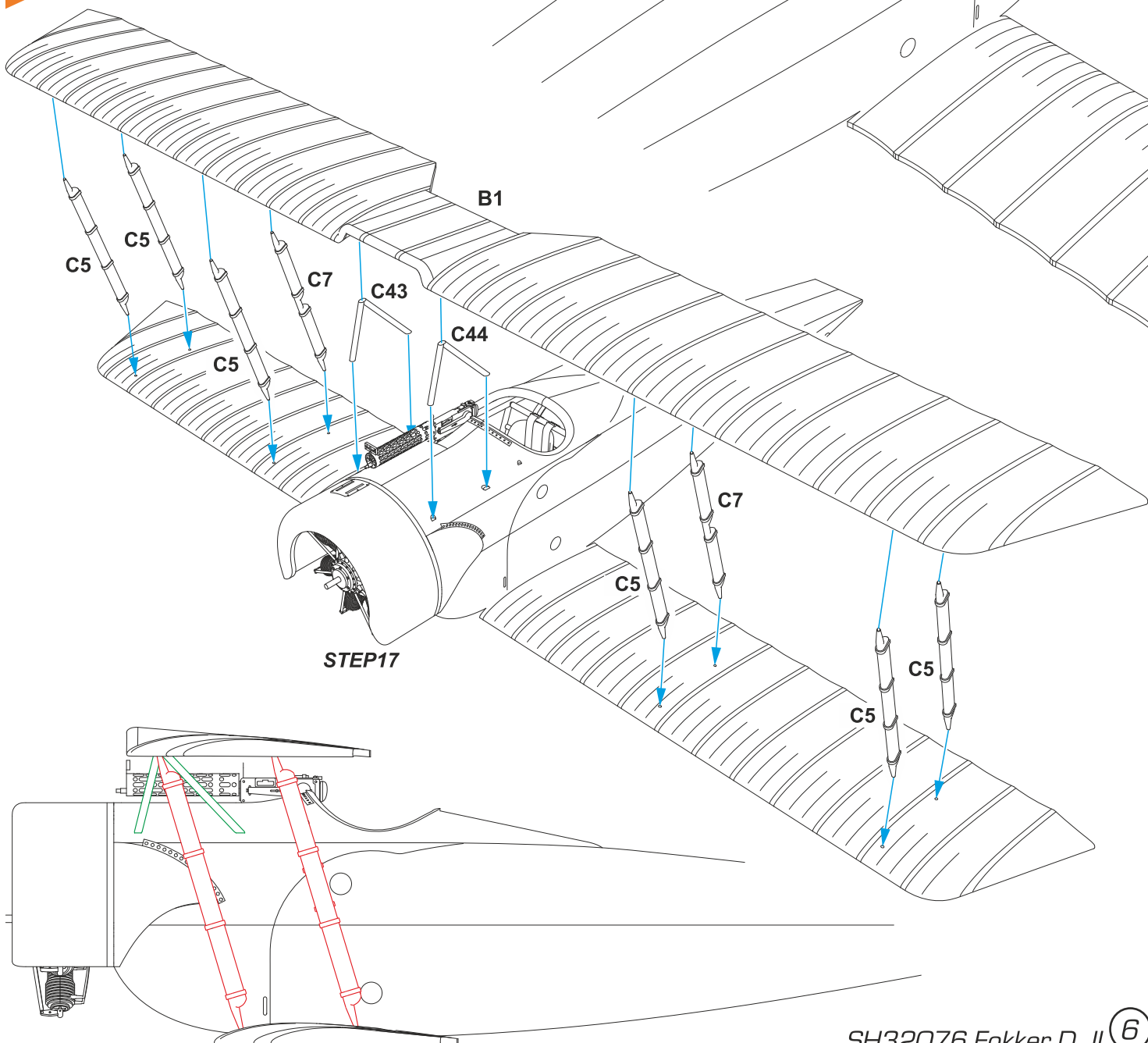
16

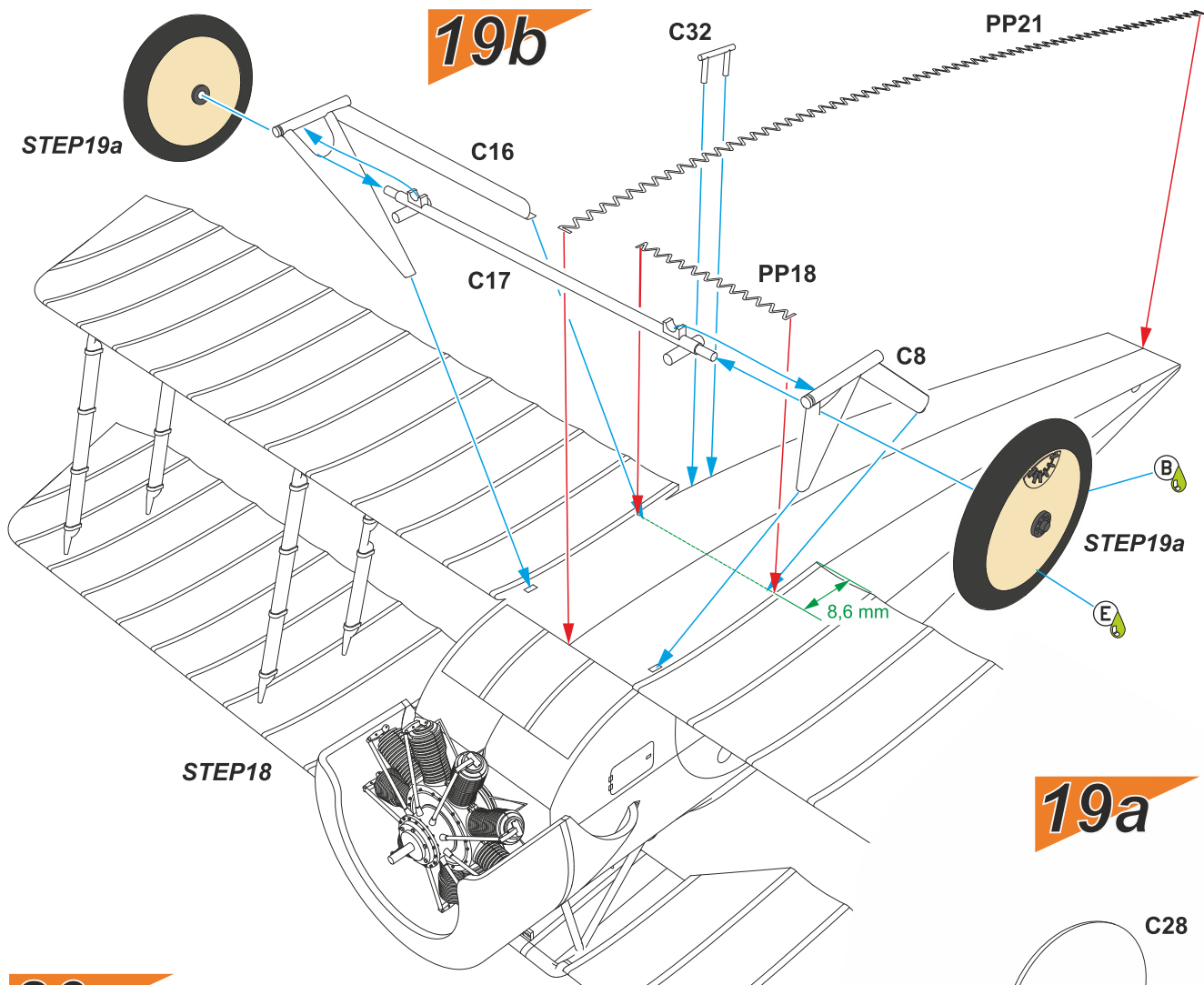


17

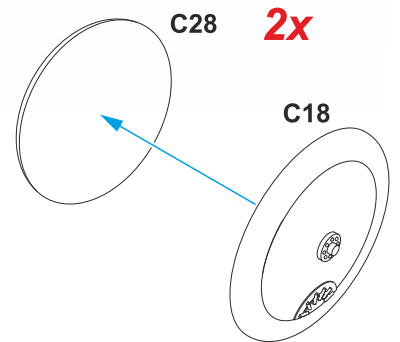


18

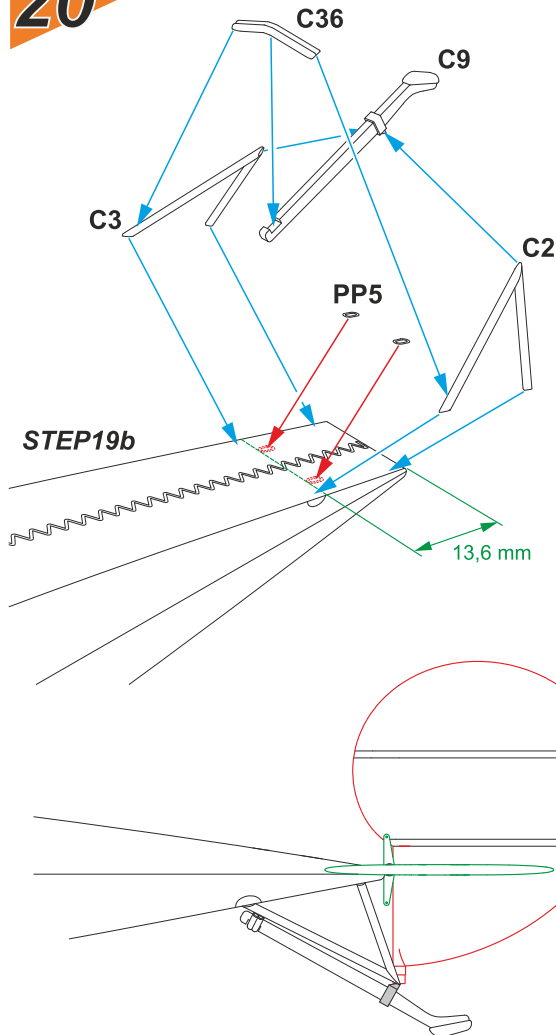




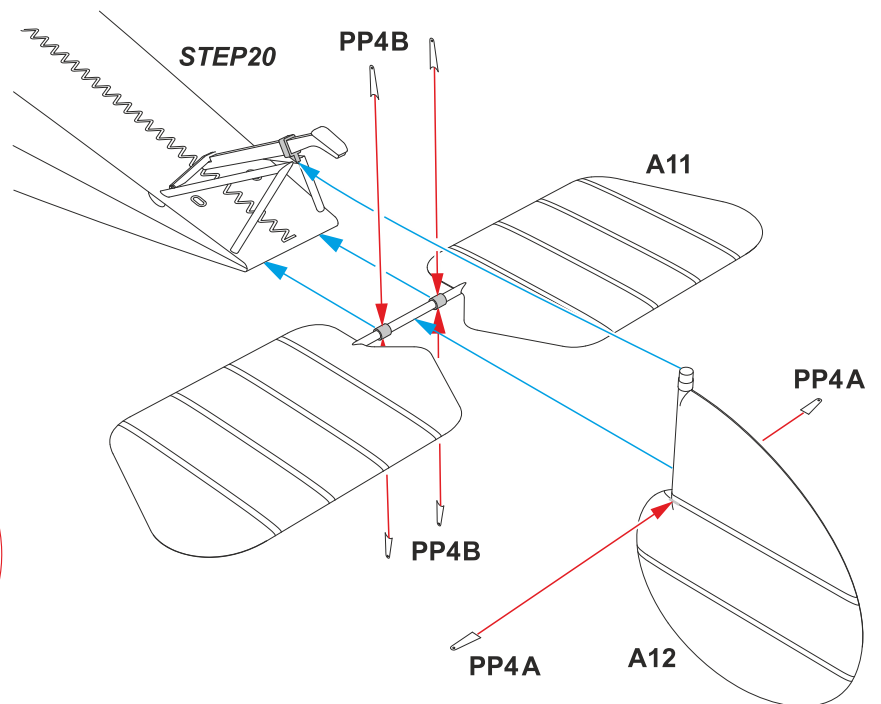
19a



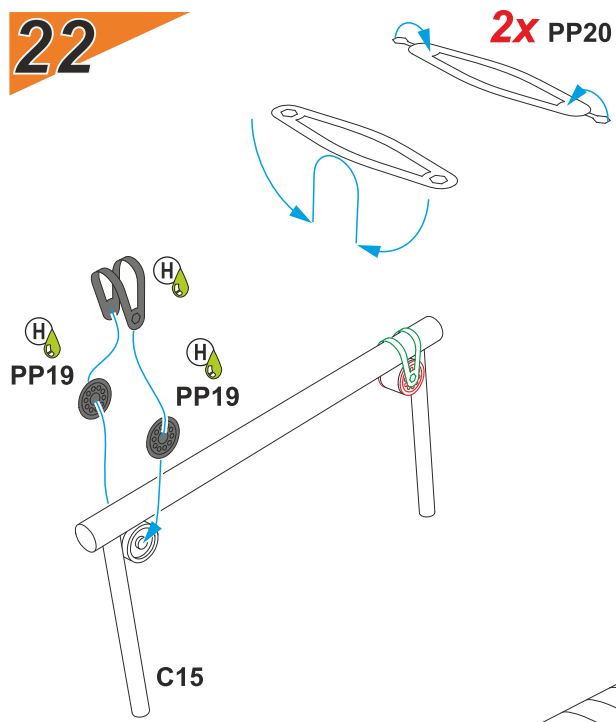
20



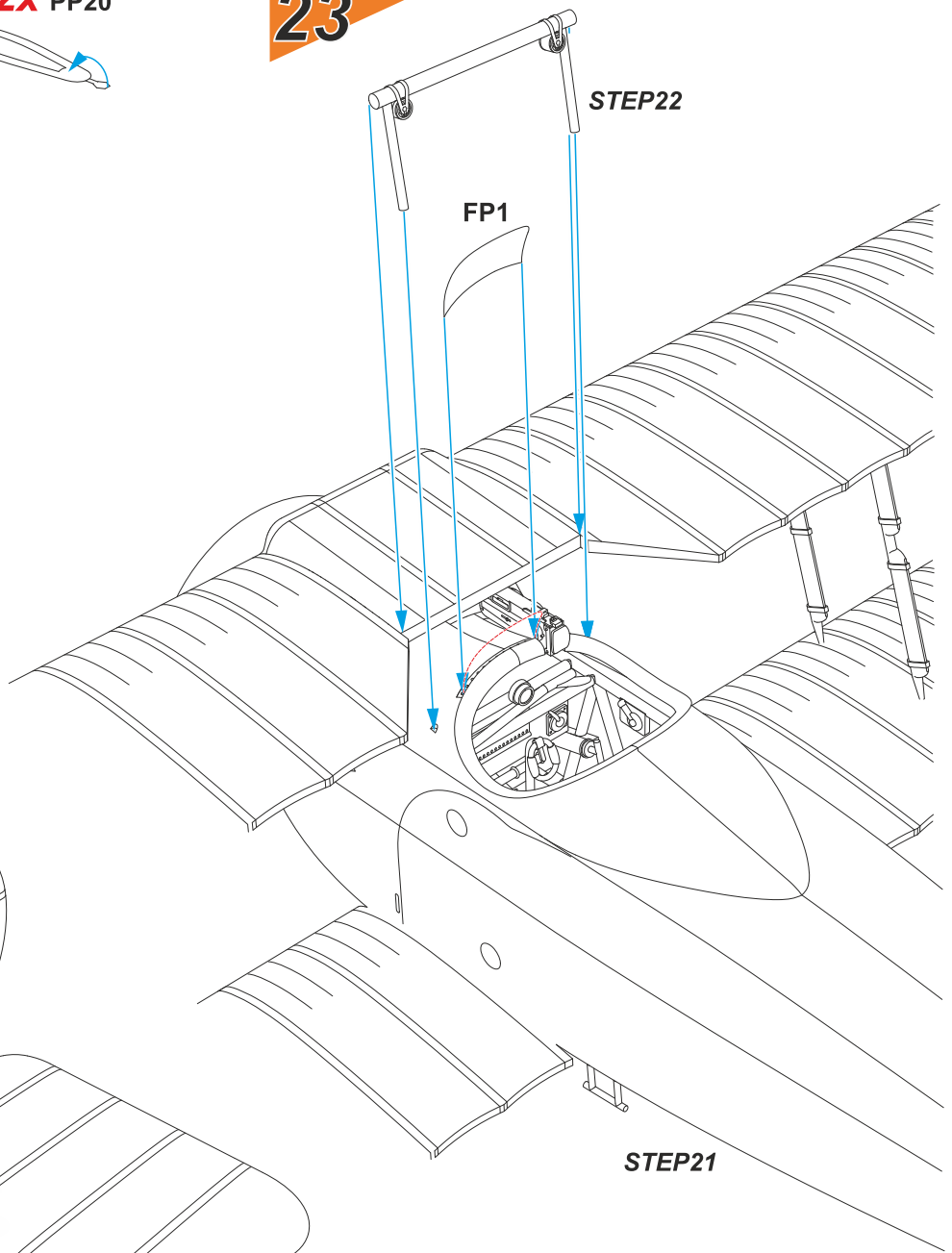
21



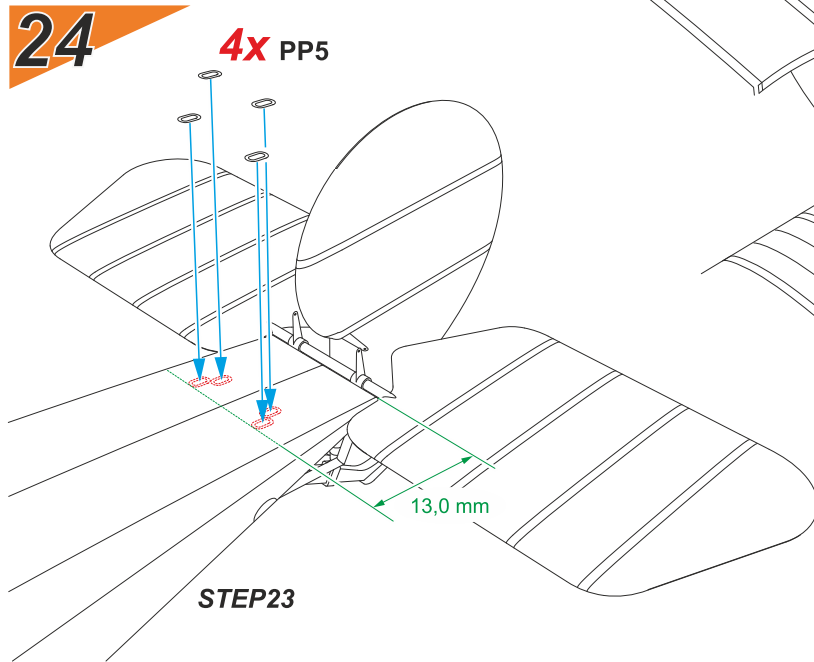
22



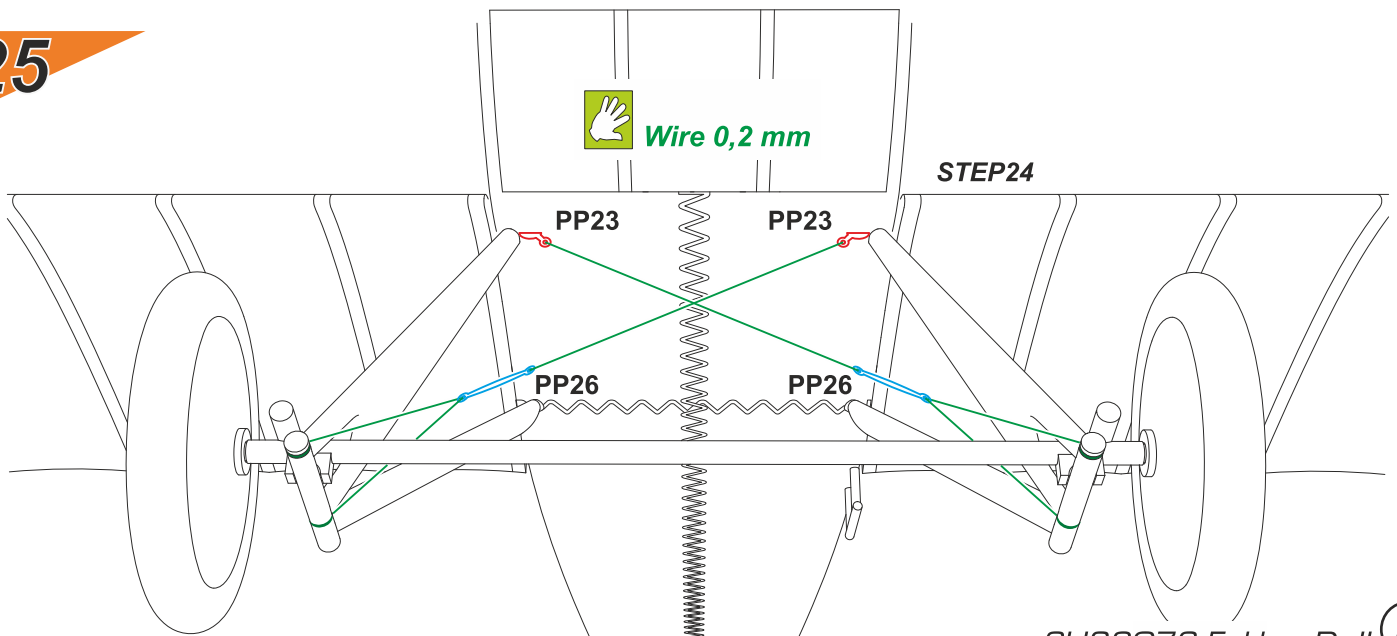
23



24

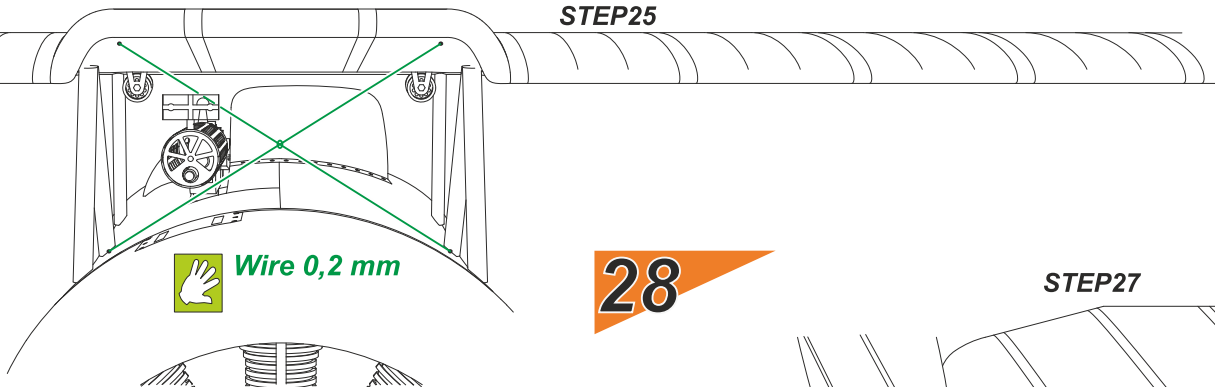


25



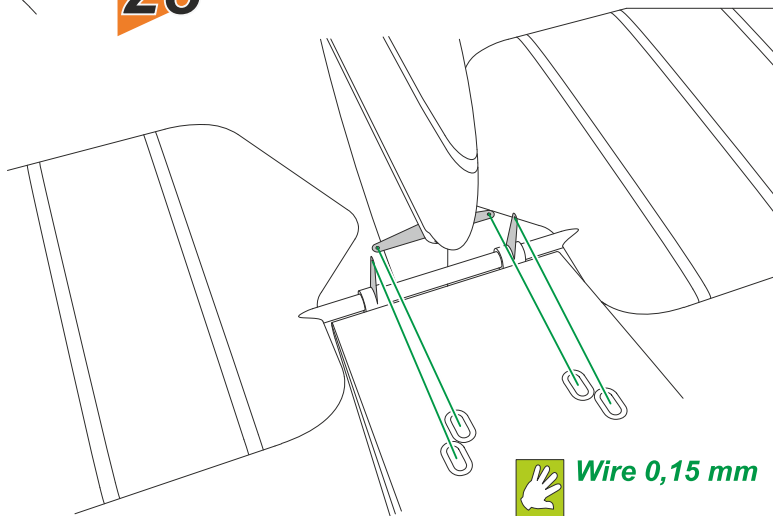
STEP25

26



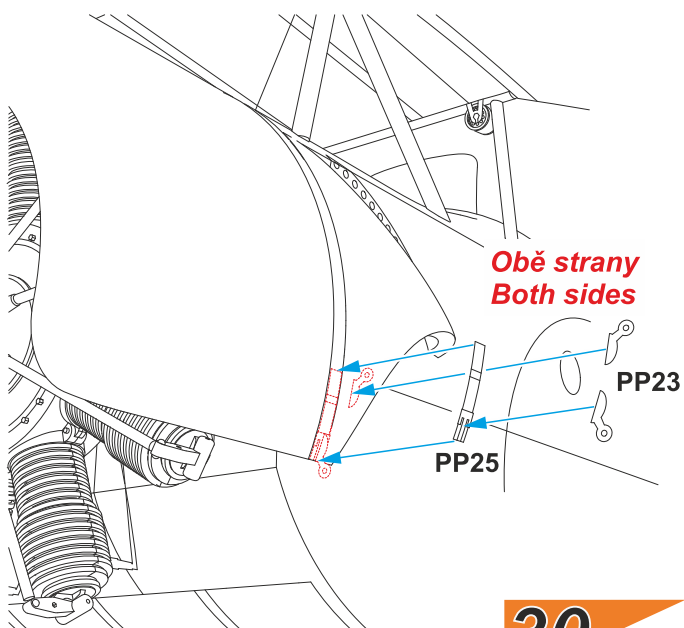
28

STEP27

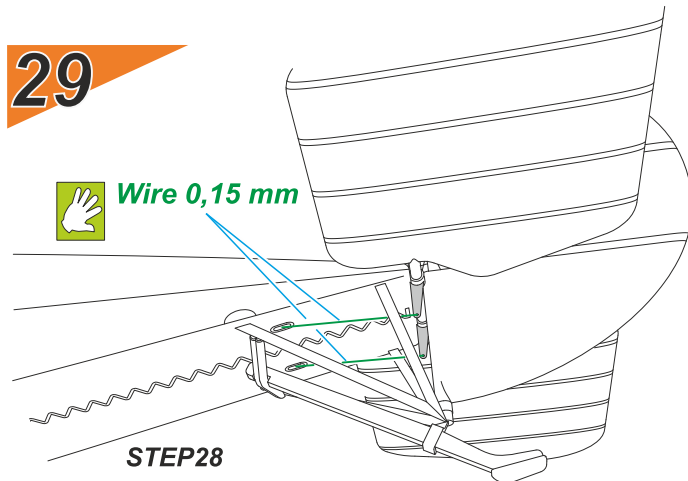


27

STEP26

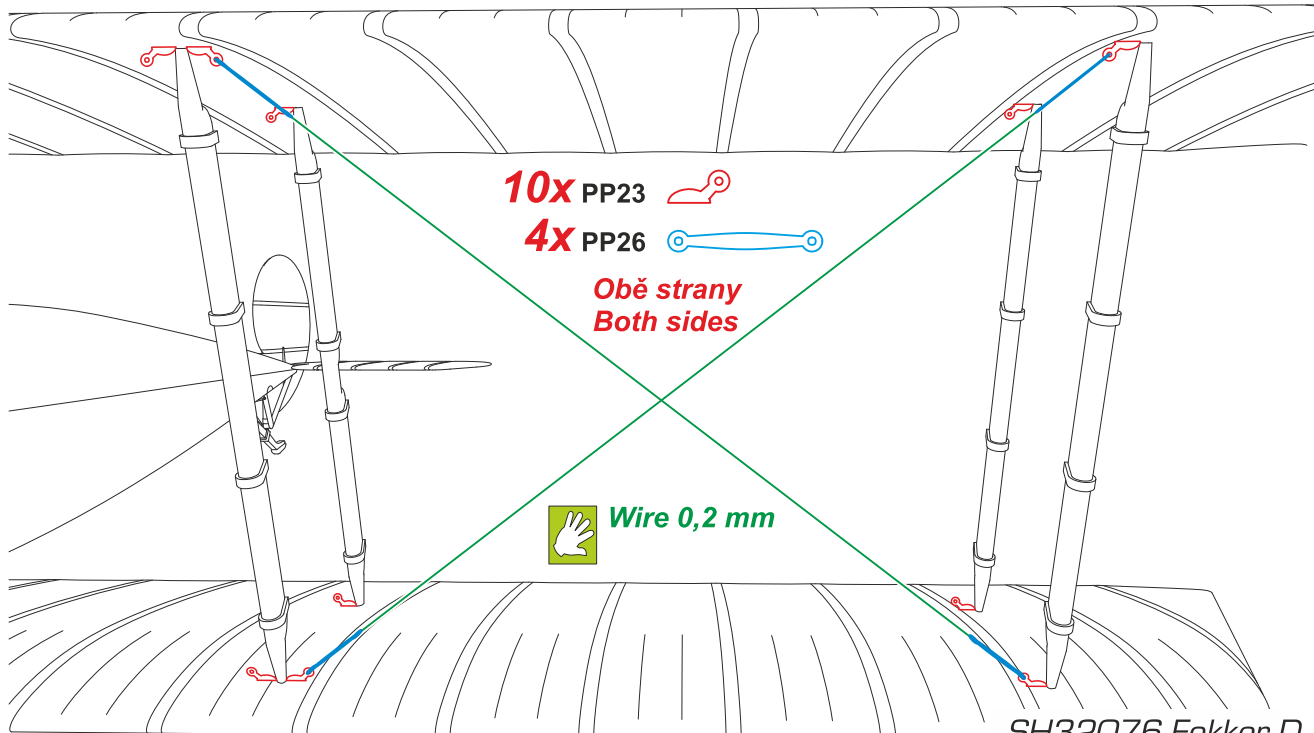


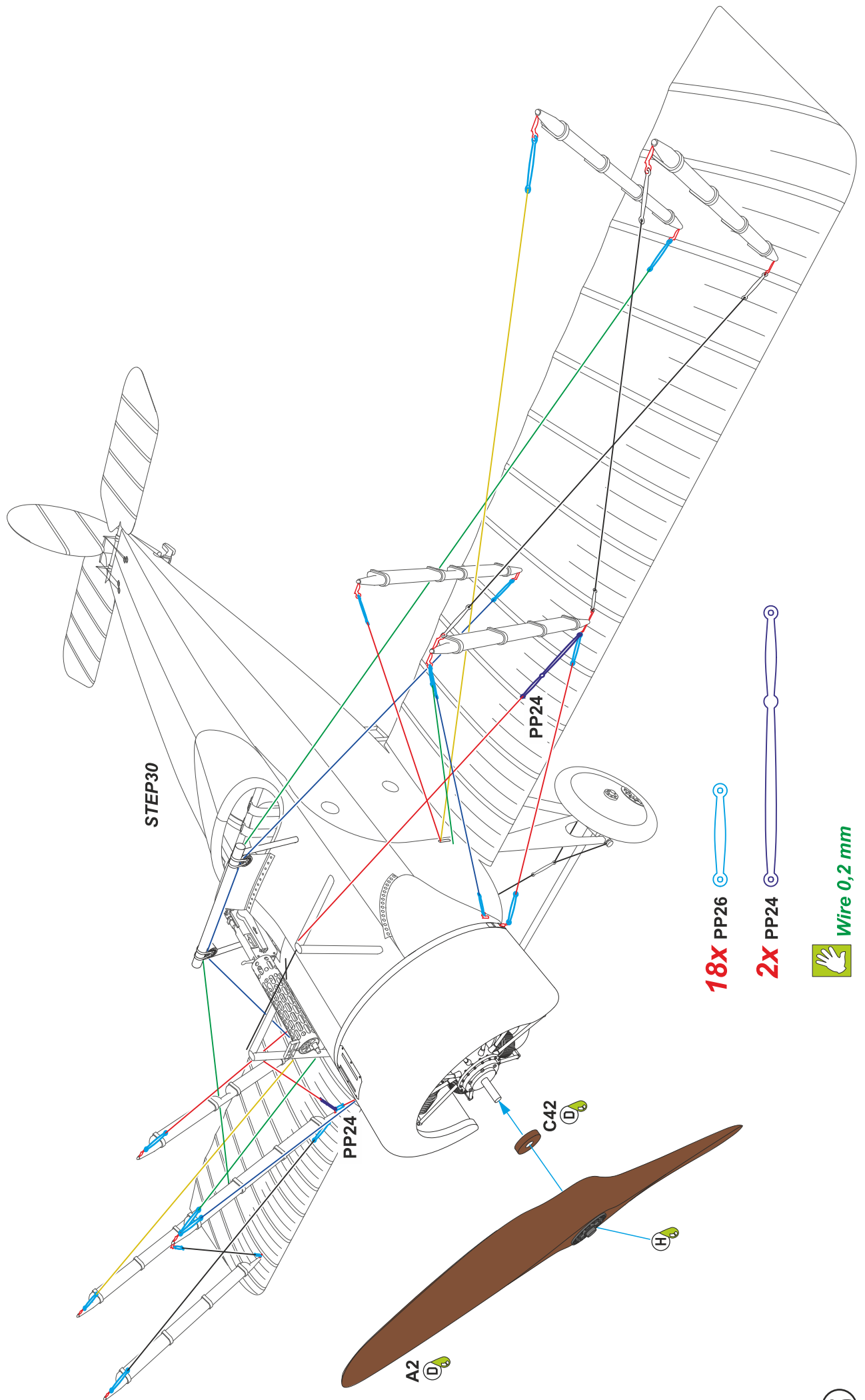
29



30

STEP29

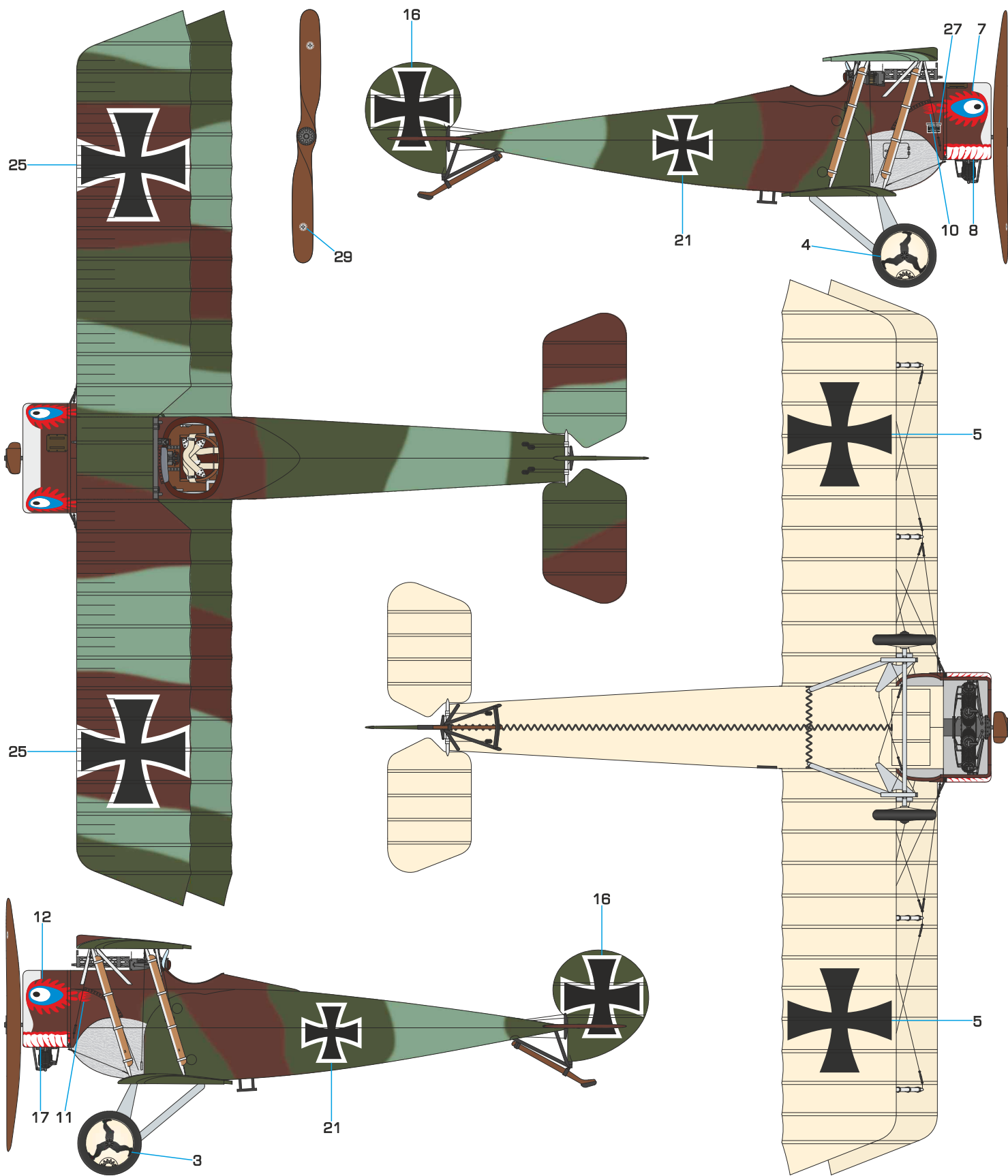




Fokker D.II, neznámého vyr.č., Lt. Fritz Grünzweig, KEK Ensheim, 1916. Stroj létal pravděpodobně v kamufláži tří barev. Kryty kol byly ozdobeny karikaturou běžících nohou.

Fokker D.II, unknown c/n, Lt. Fritz Grünzweig, KEK (Kampfeinsitzerkommando) Ensheim, 1916. The machine possibly wore a three tone camouflage scheme and the wheel hub covers were adorned with a caricature of three running legs on white background.

CAM. A



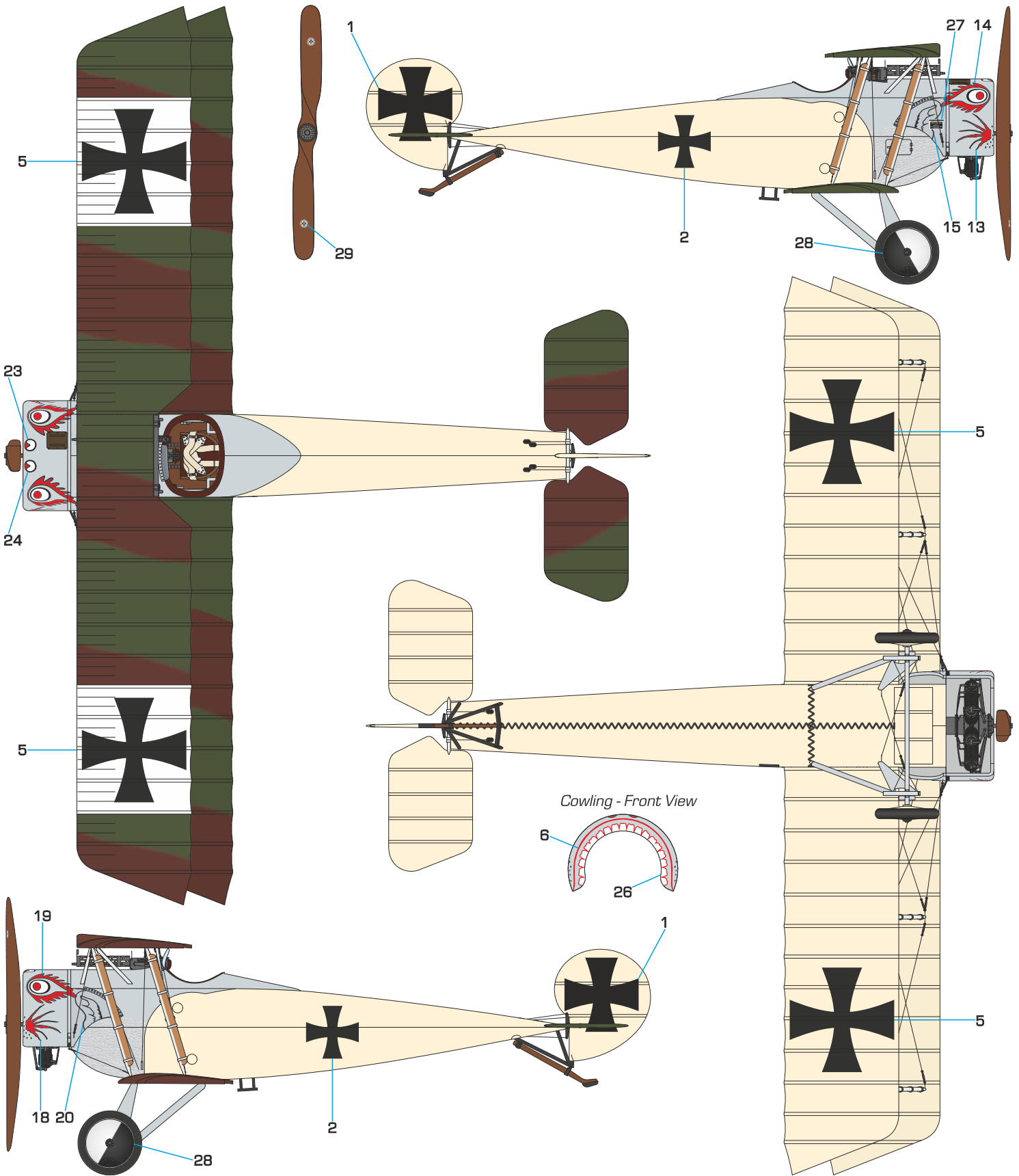
- | | | | | |
|---|--|------------------------------|------------------------------|---------------------------------------|
| Černá
Black
H12/C33 | Světle zelená
Light Green
H50 | Lapovaný kov
Lapped Metal | Šedá
Grey
H51/C11 | Světlé dřevo
Light Wood
H27/C44 |
| Tmavě zelená
Dark Green
H320/C320 | Kaštanově hnědá
Chestnut Brown
H17/C29 | Plátno
Linen
H85/C45 | Hliník
Aluminium
H8/C8 | Bílá
White
H1/C1 |



Fokker D.II, neznámého vyr.č., Lt. Fritz Grünzweig, Jasta 16 (přejmenovaná KEK Ensheim), 1916. Stroj létal pravděpodobně v barvě plátna. Kryty kol byly ozdobeny černo-bílými výsečemi.

Fokker D.II, unknown c/n, Lt. Fritz Grünzweig, Jasta 16 (former KEK Ensheim), 1916. The machine was possibly left in the original colour of fabric. The wheel hub covers had black and white segments.

CAM. B



- | | | | |
|---|--|----------------------------|---------------------------------------|
| Černá
Black
H12/C33 | Lapovaný kov
Lapped Metal | Šedá
Grey
H51/C11 | Světlé dřevo
Light Wood
H27/C44 |
| Tmavě zelená
Dark Green
H320/C320 | Kaštanově hnědá
Chestnut Brown
H17/C29 | Plátno
Linen
H85/C45 | Hliník
Aluminium
H8/C8 |
| | | Bílá
White
H1/C1 | |

