

## 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.

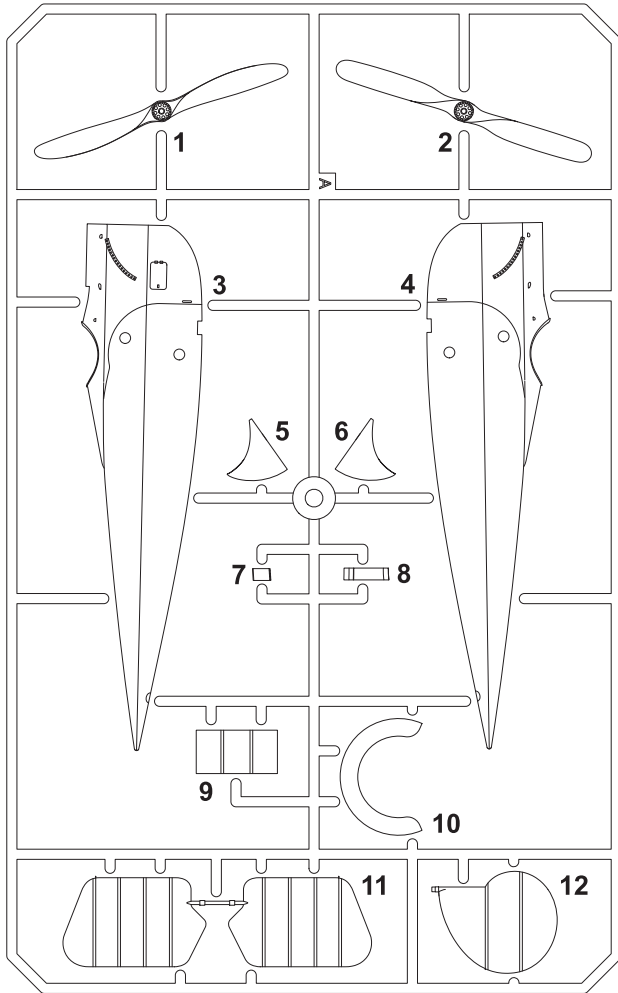
Rozpětí: 8,75 m, délka: 6,40 m, max. rychlost: 150 km/h, dolet 200 km, výstup do 1000 m za 4 min.

### History

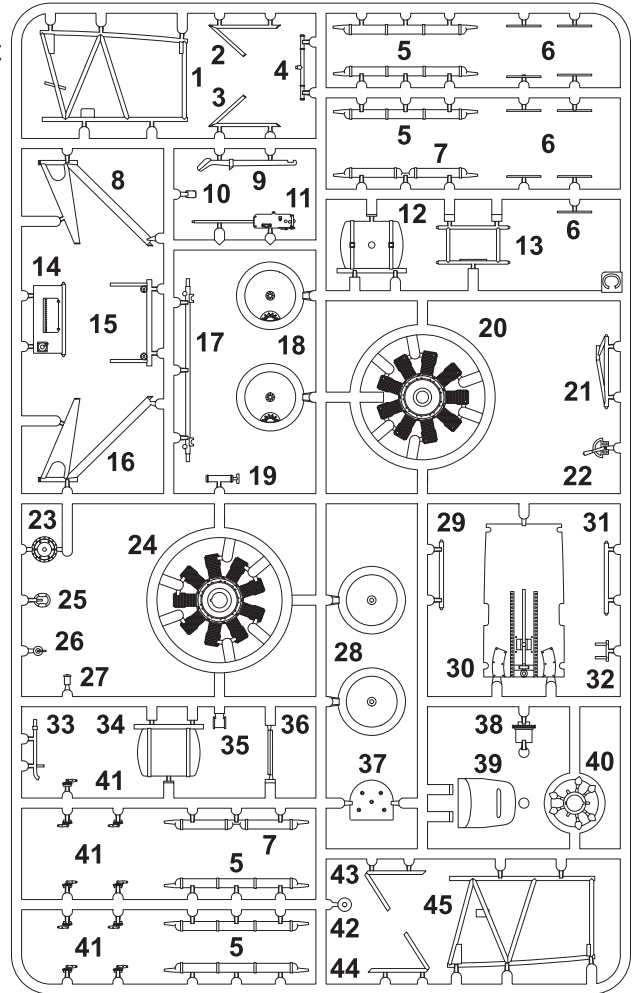
In 1915, Fokker E.I, E.II and E.III monoplanes ruled the sky over the Western Front. But their supremacy did not last long, they got obsolete quite soon afterwards and stood no chance against new biplane fighter aeroplanes of the Allies which possessed much better performance. German designers were thus 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.

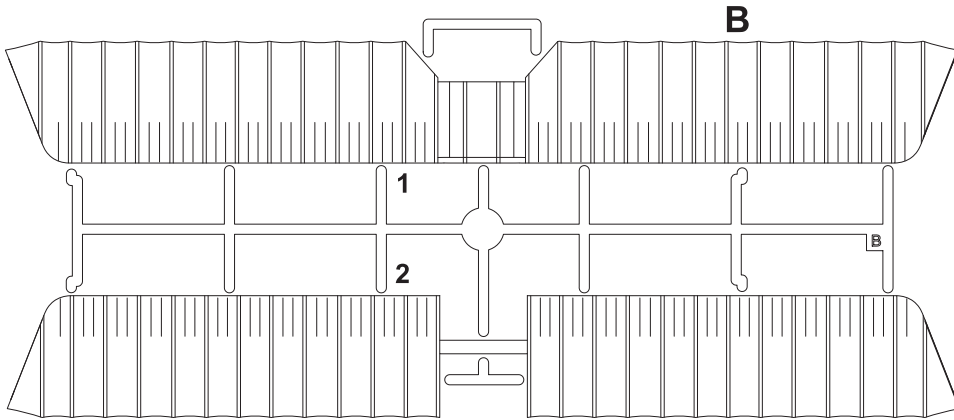
PLASTIC PARTS



A

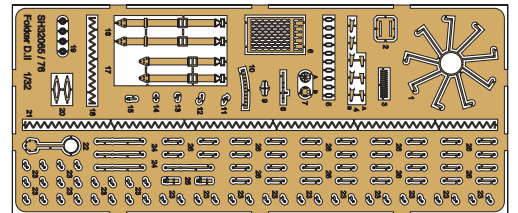


C



B

PHOTO-ETCHED PARTS (PP)



FILM PARTS (FP)



Barvy GUNZE / GUNZE Colour No.

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

SYMBOLS

? MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLÁTKLEBER  
COLLE CYANOACRYLAT

OHNOUT  
BEND  
BIEGEN  
COURBER

ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

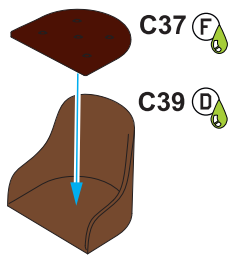


ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

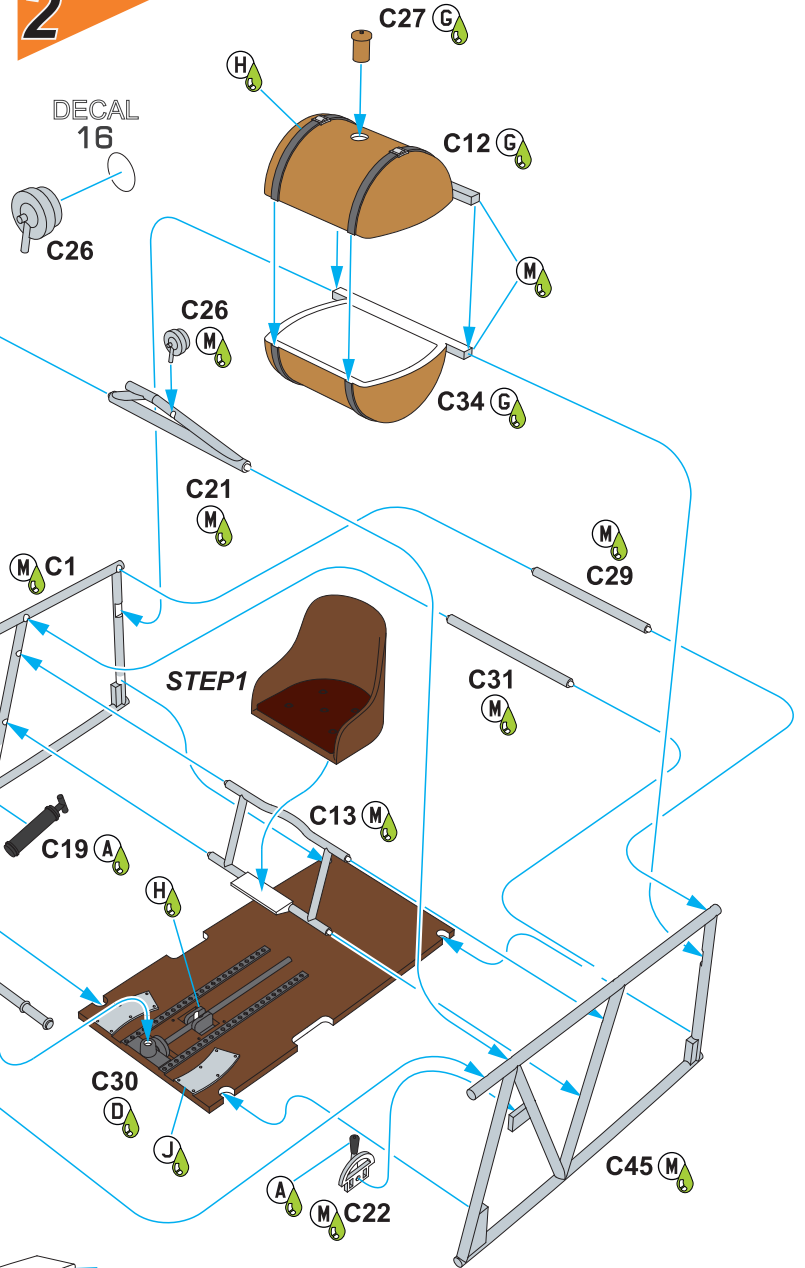
GSI  
colours code

NATRÍT  
COLOUR  
FARBEN  
PEINDRE

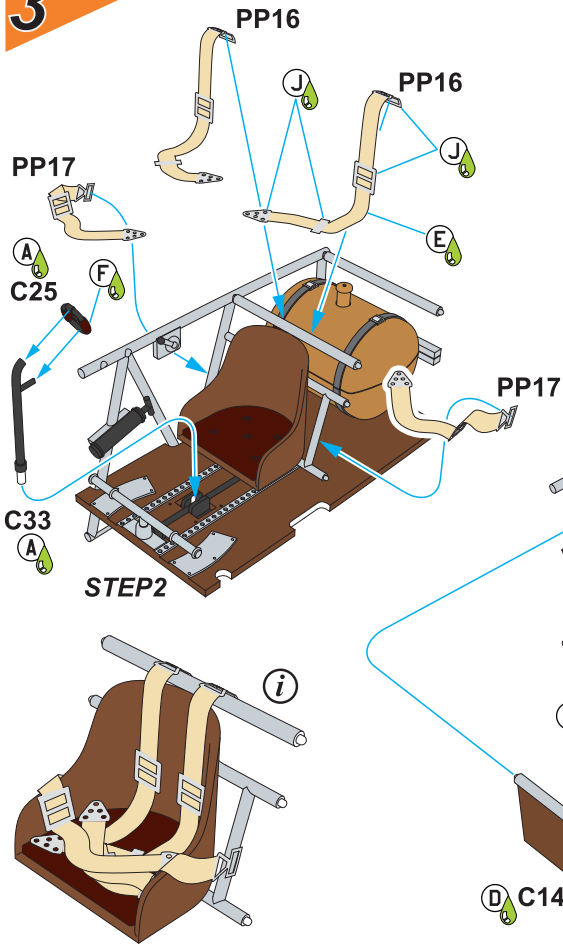
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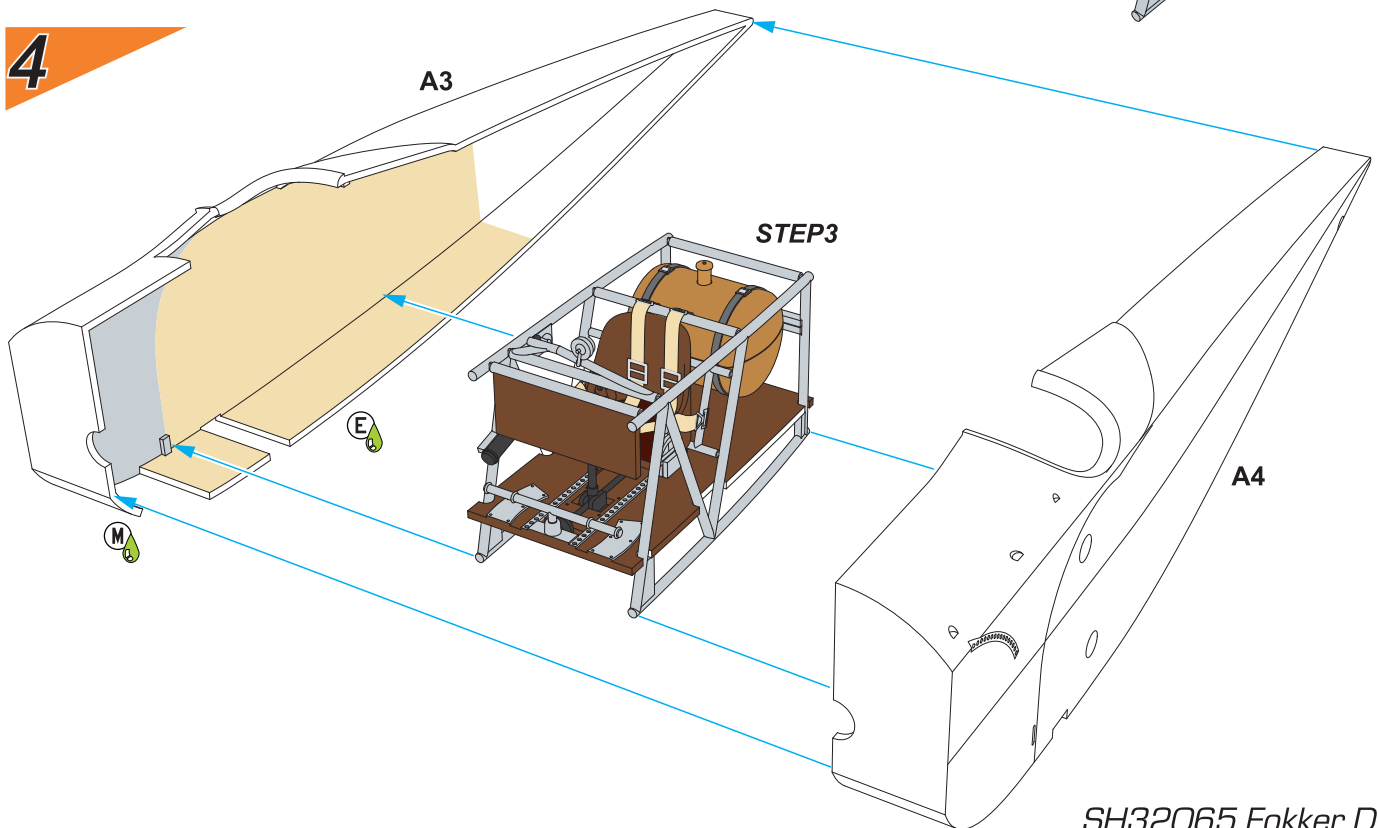
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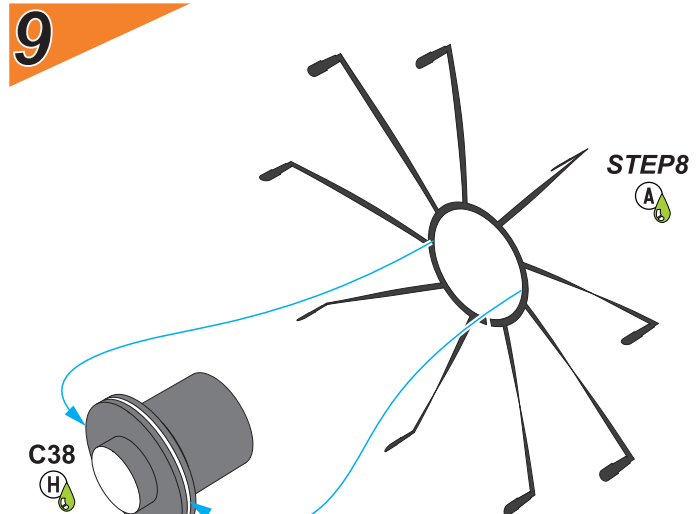
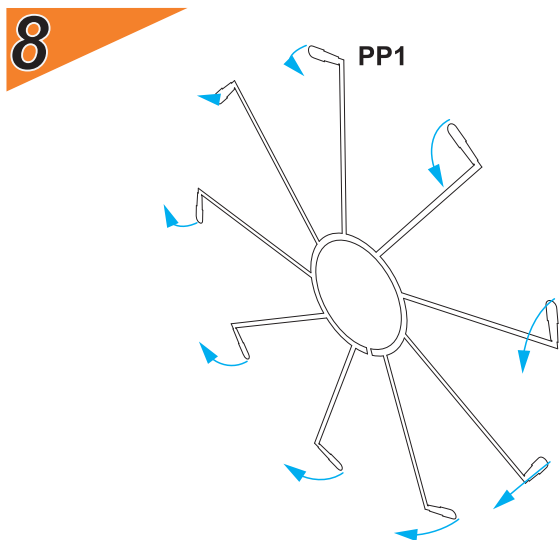
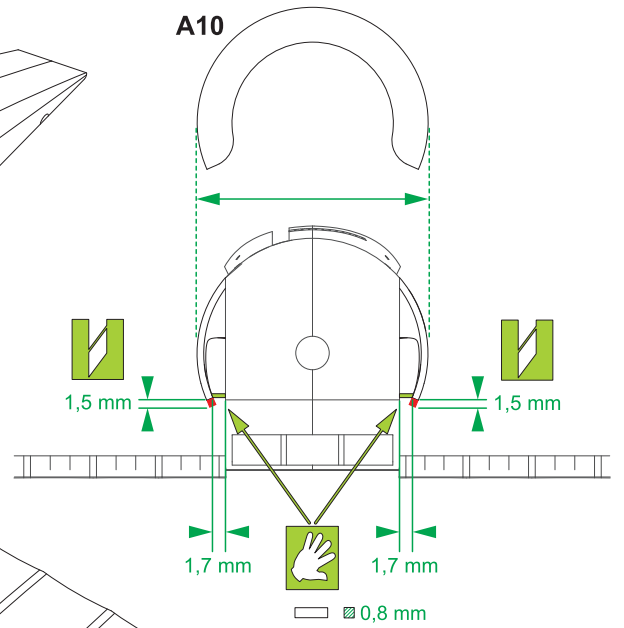
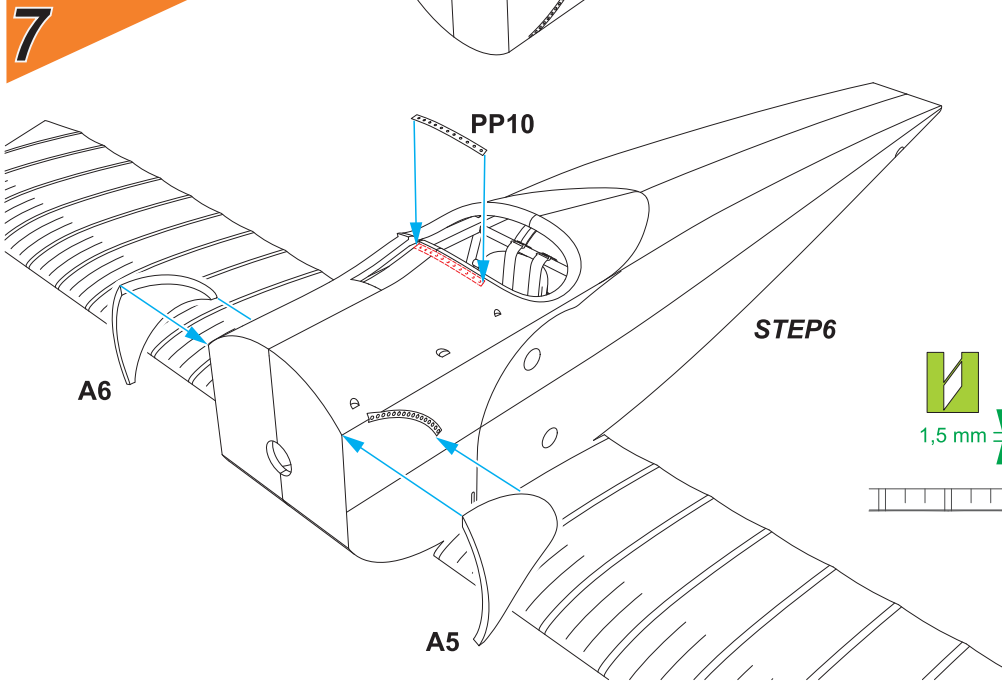
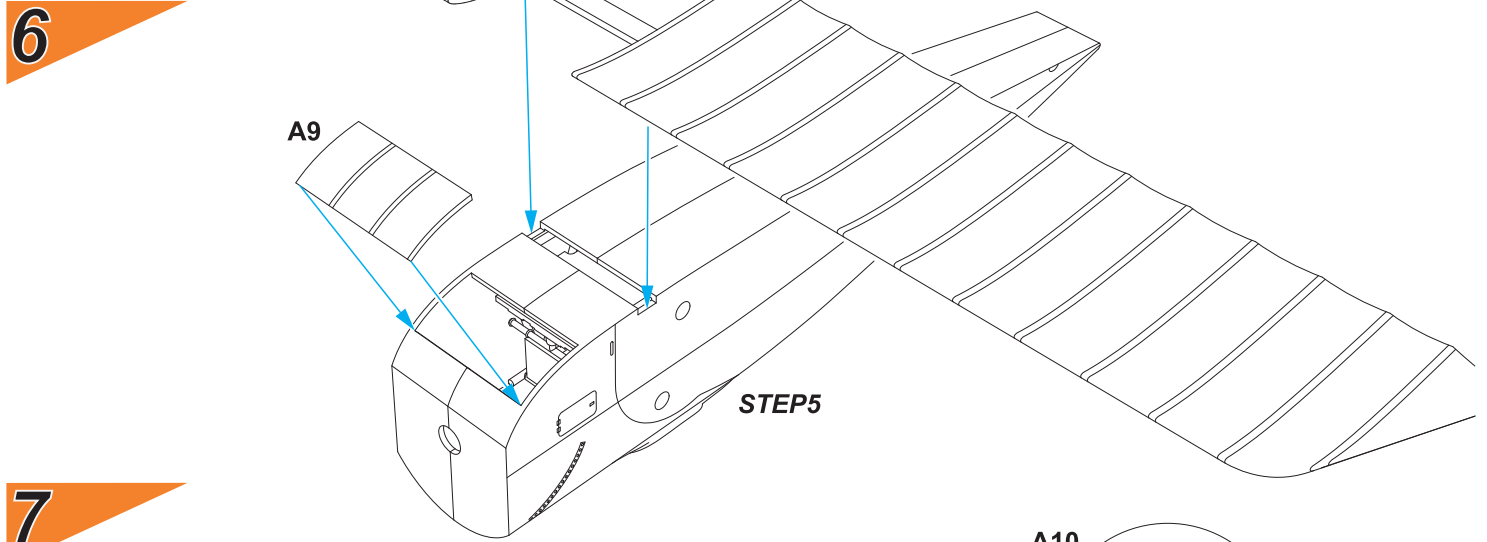
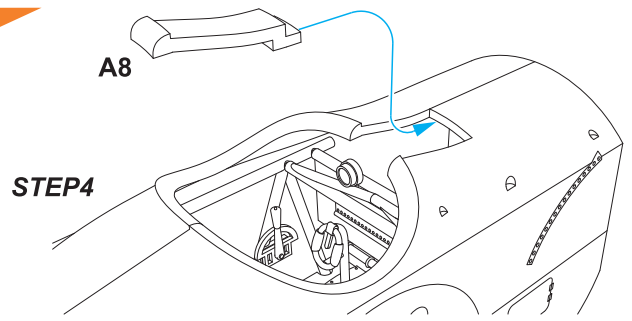
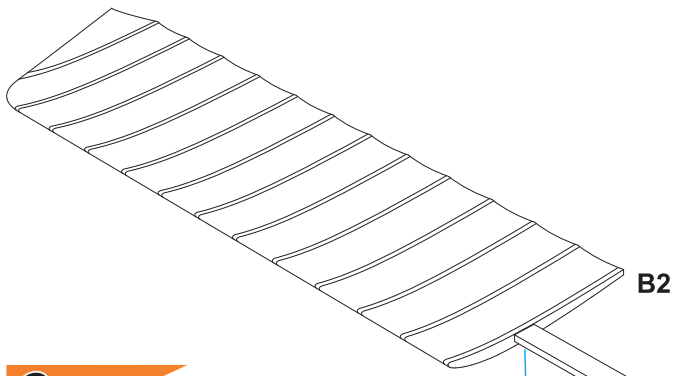


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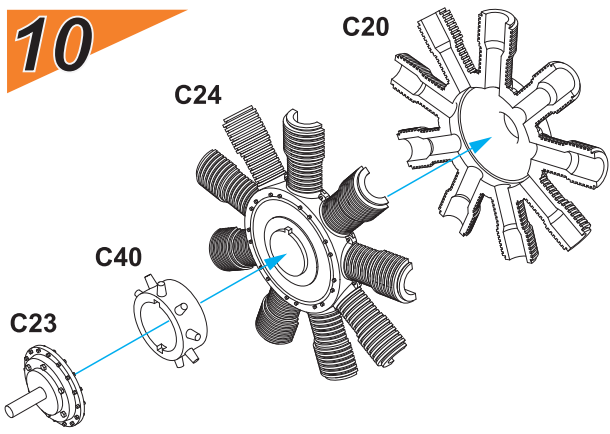


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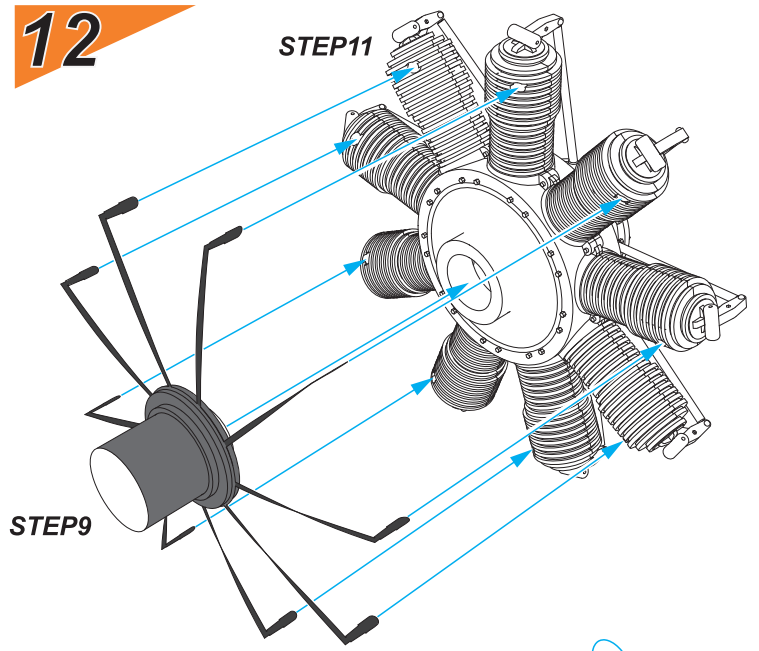




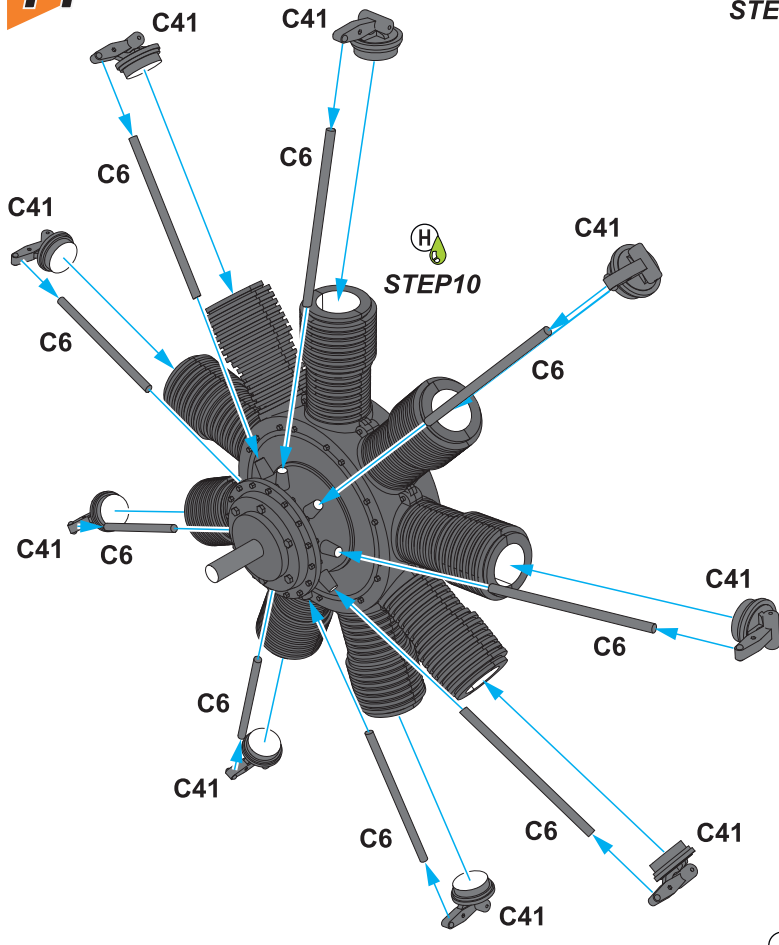
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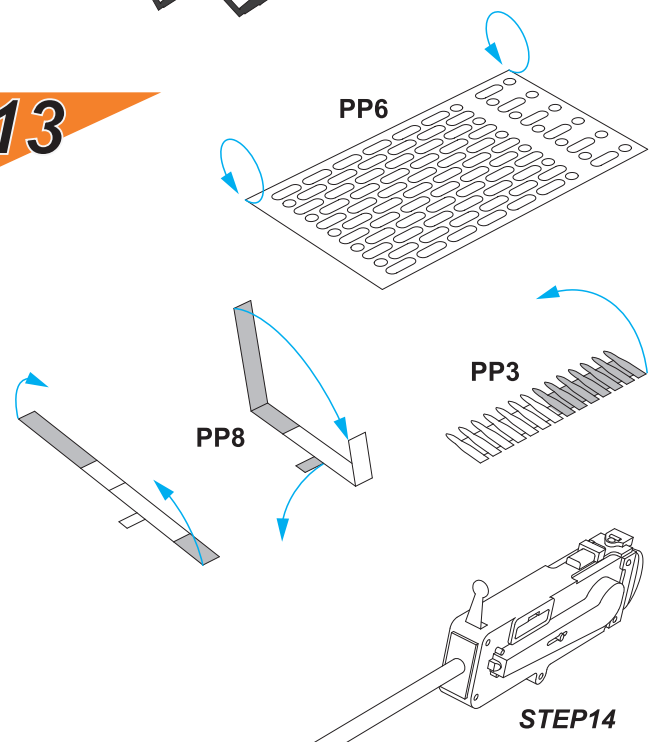
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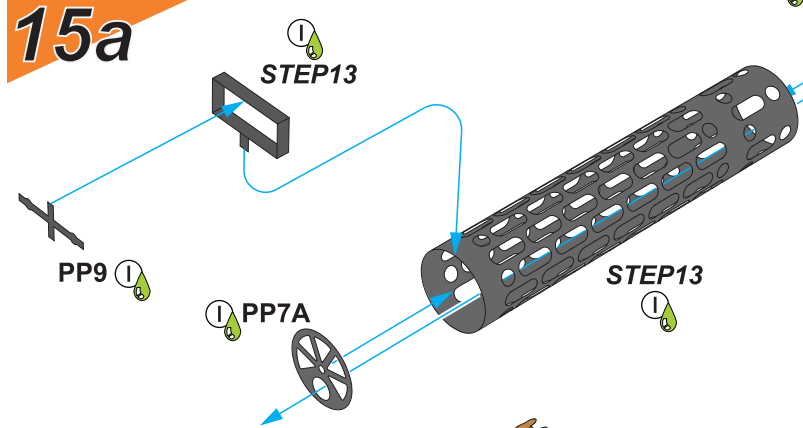
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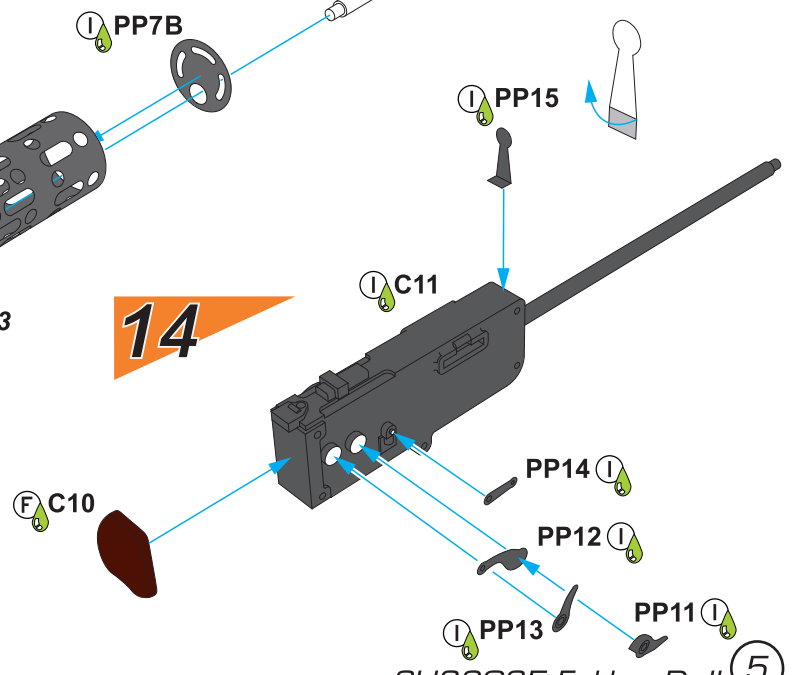
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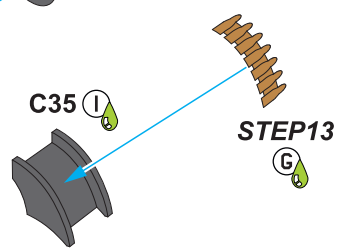
15a



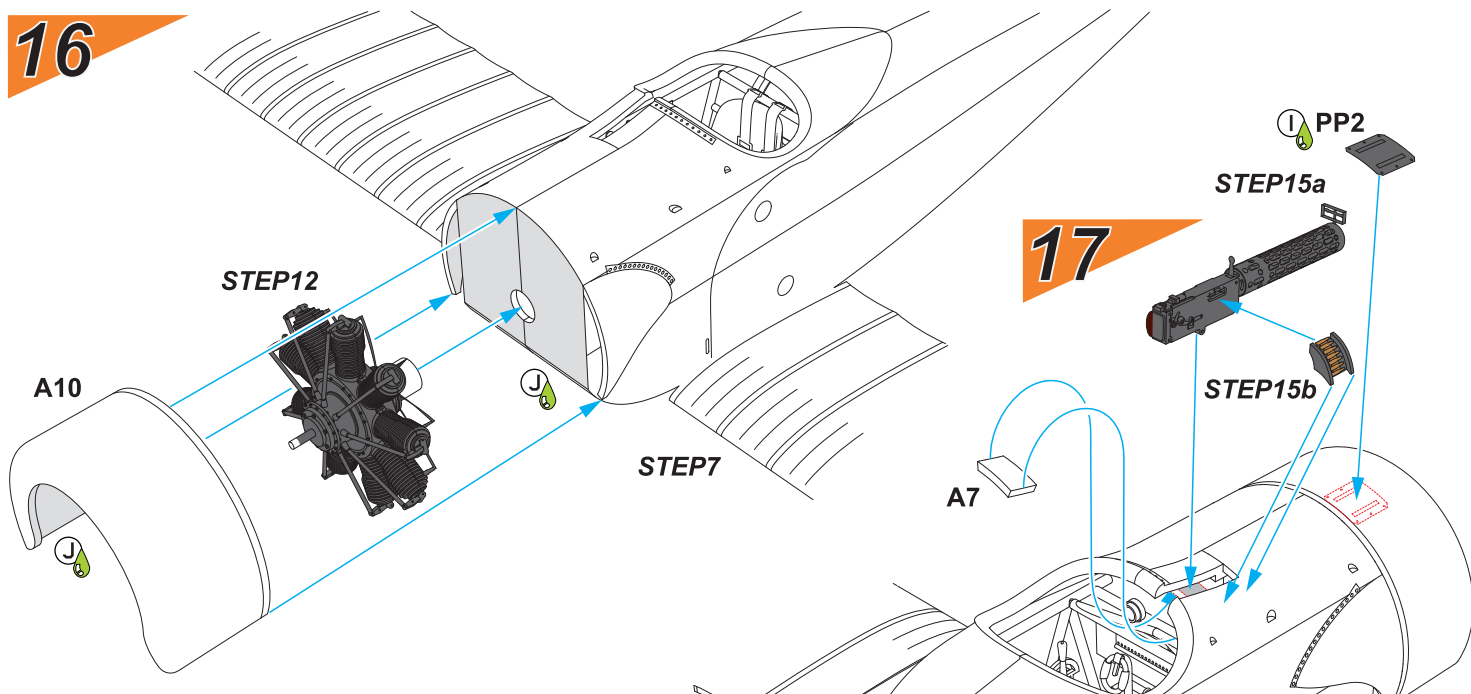
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15b

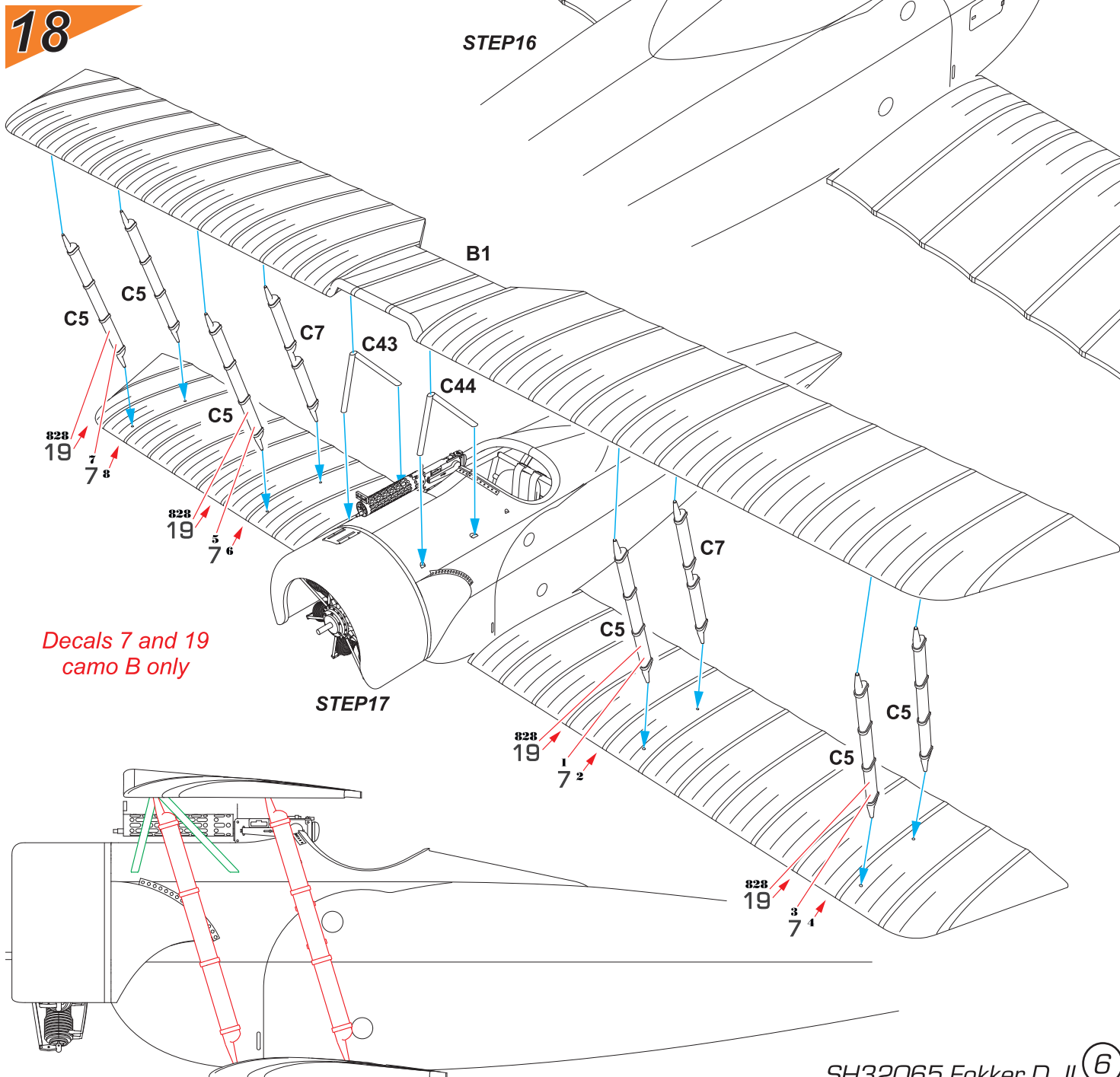


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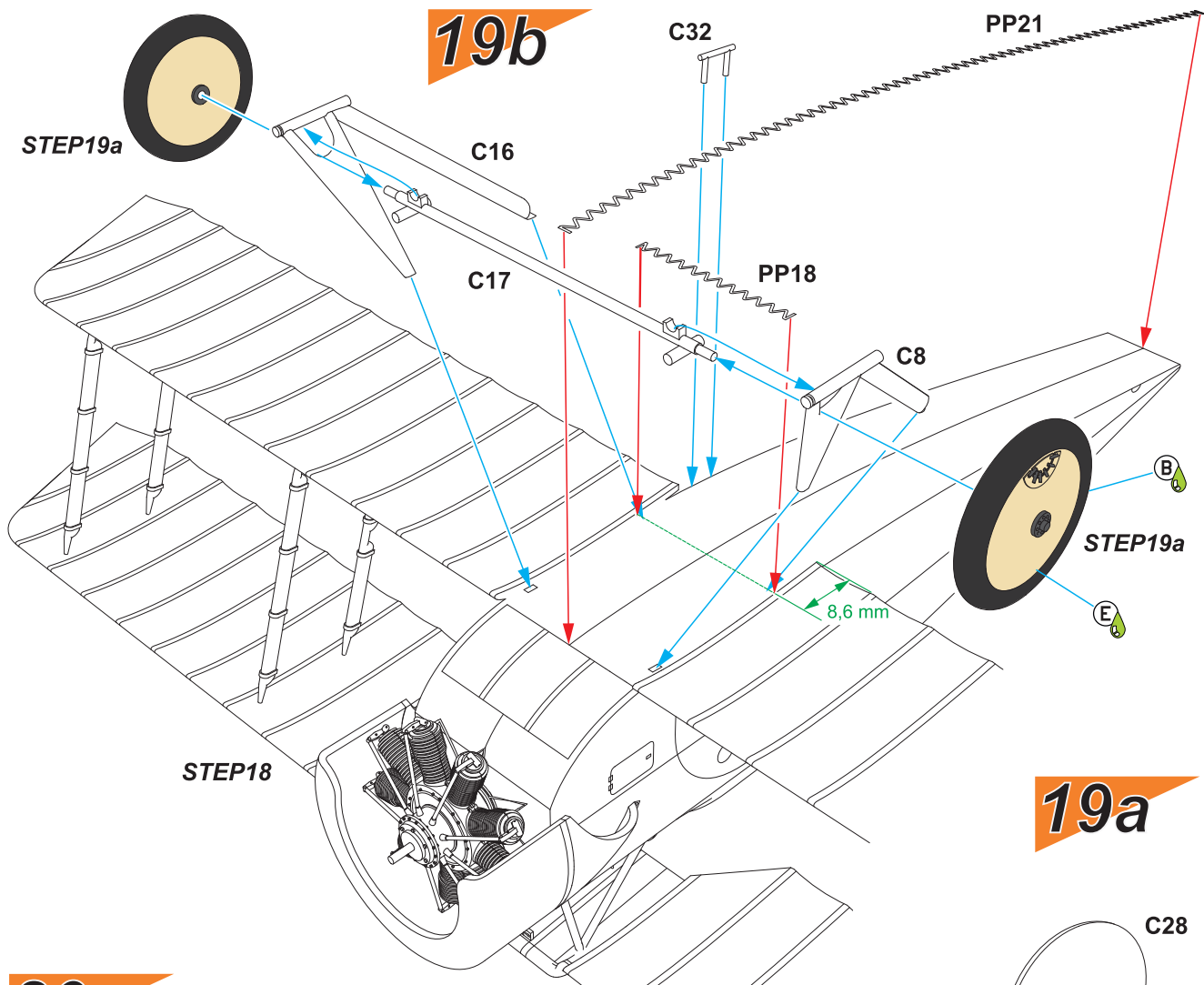


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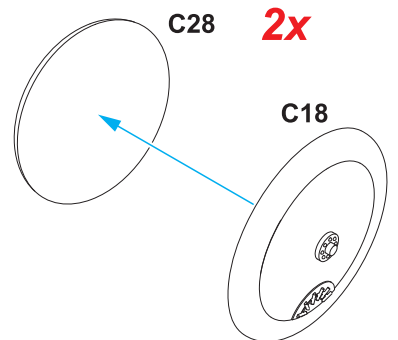
STEP16



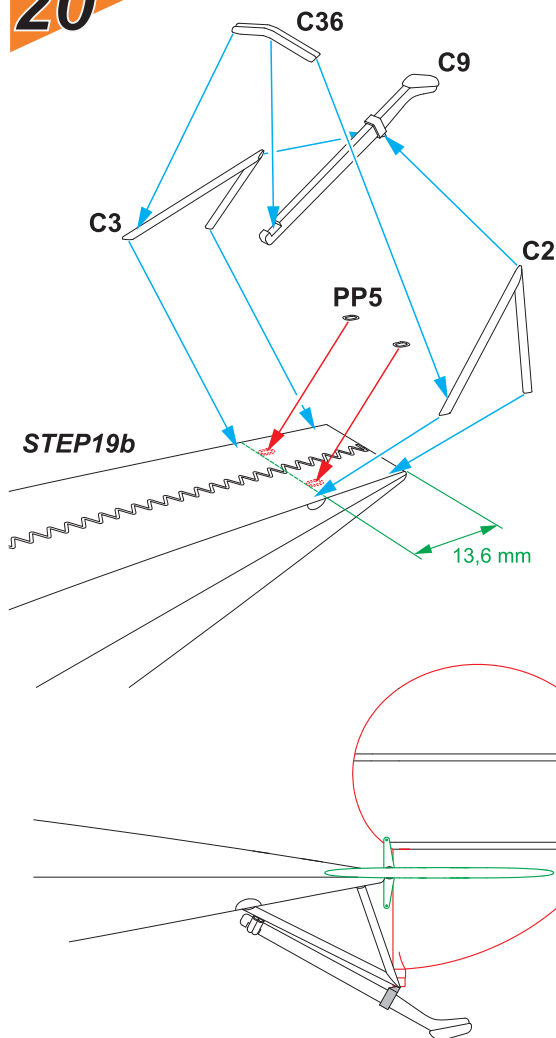
Decals 7 and 19 camo B only



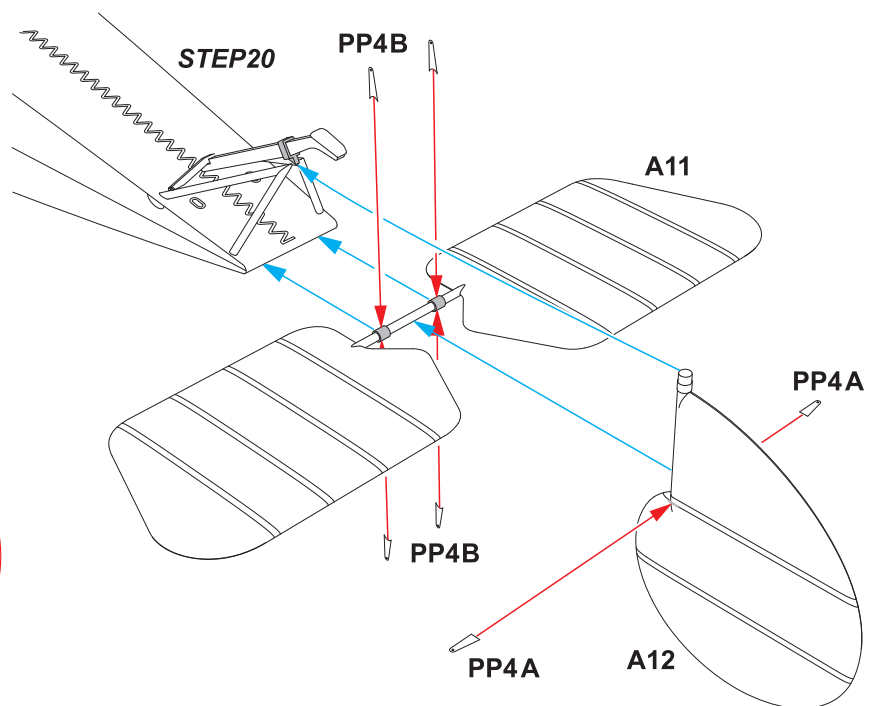
### 19a



### 20

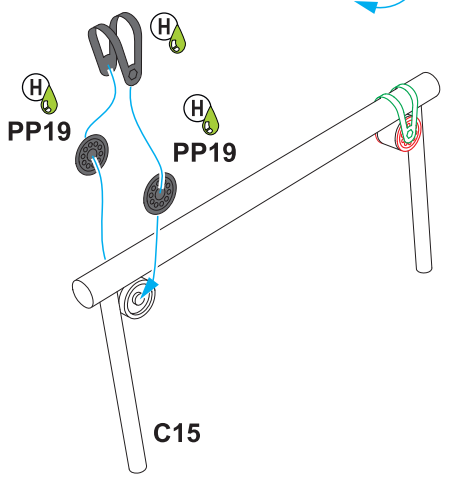


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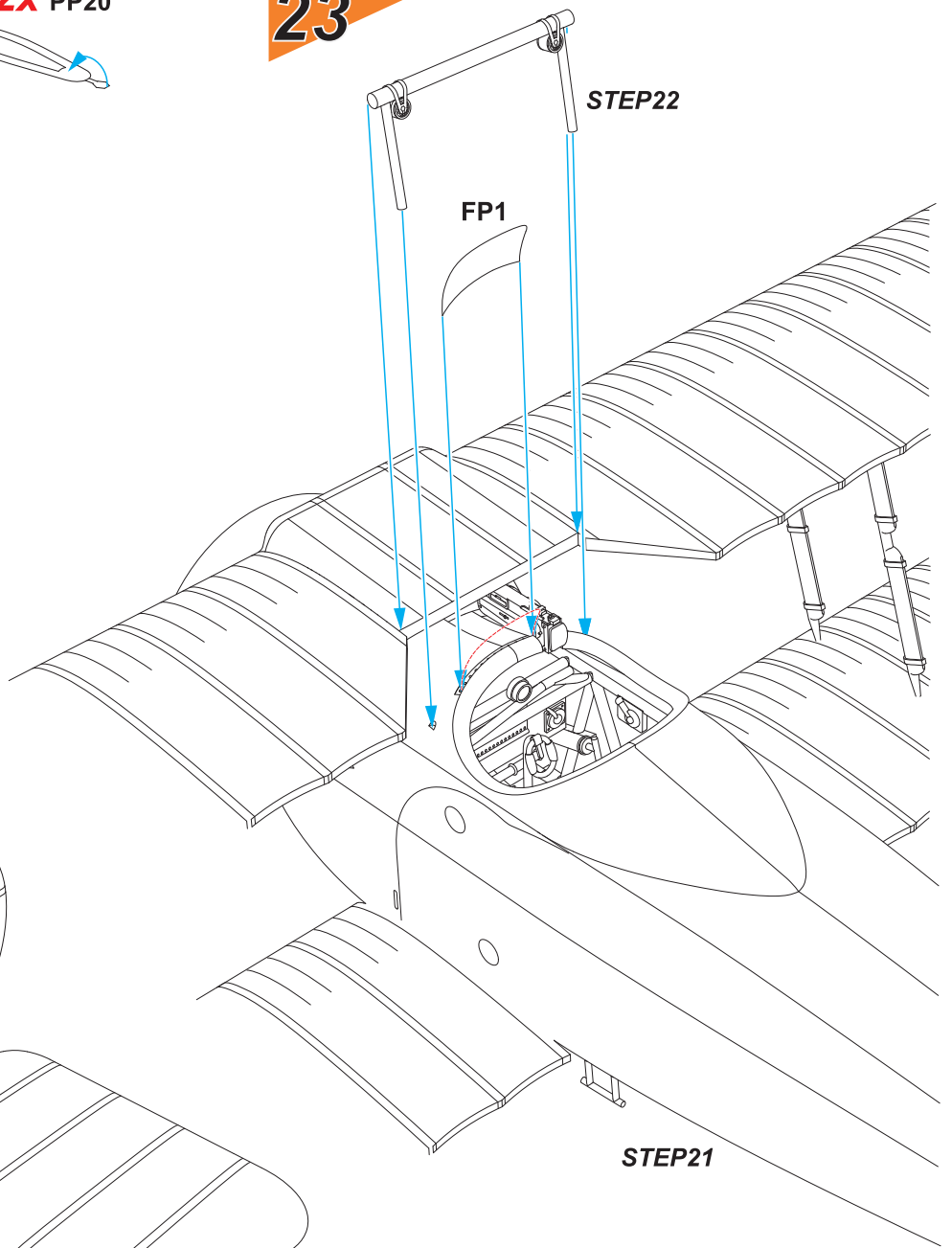


# 22

2x PP20

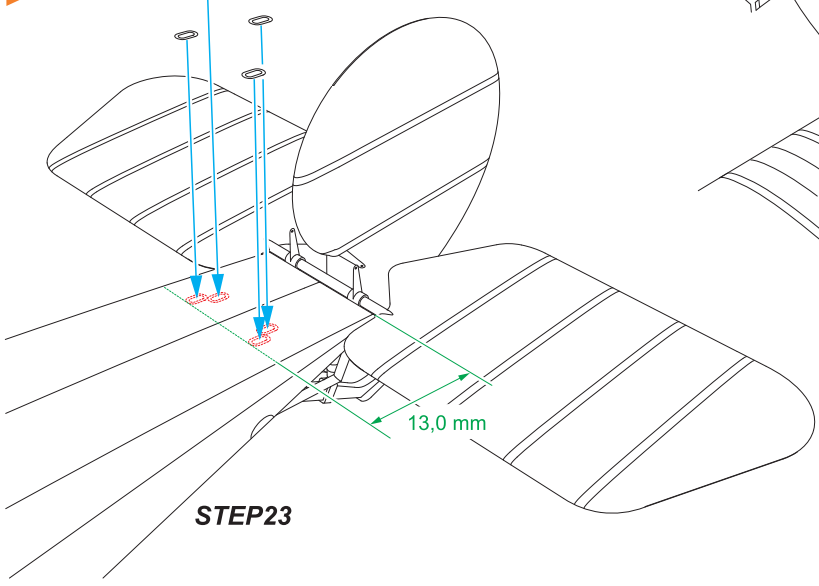


# 23



# 24

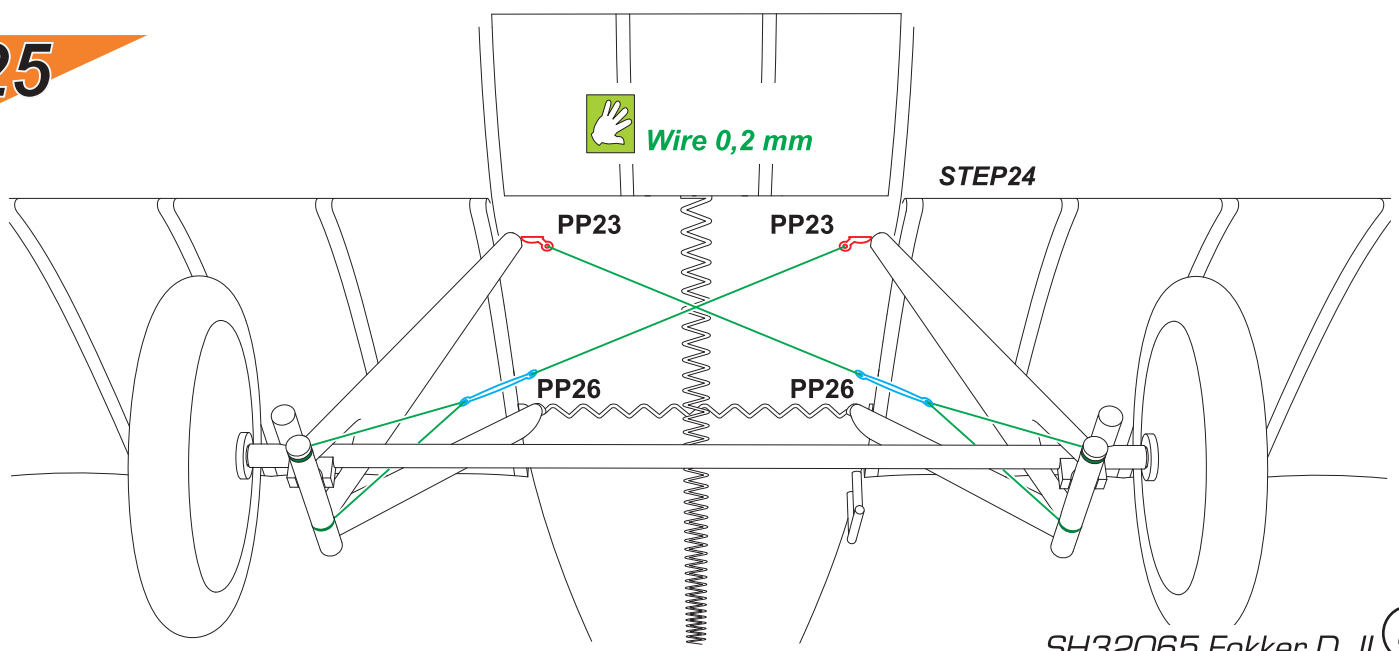
4x PP5



STEP21

# 25

Wire 0,2 mm

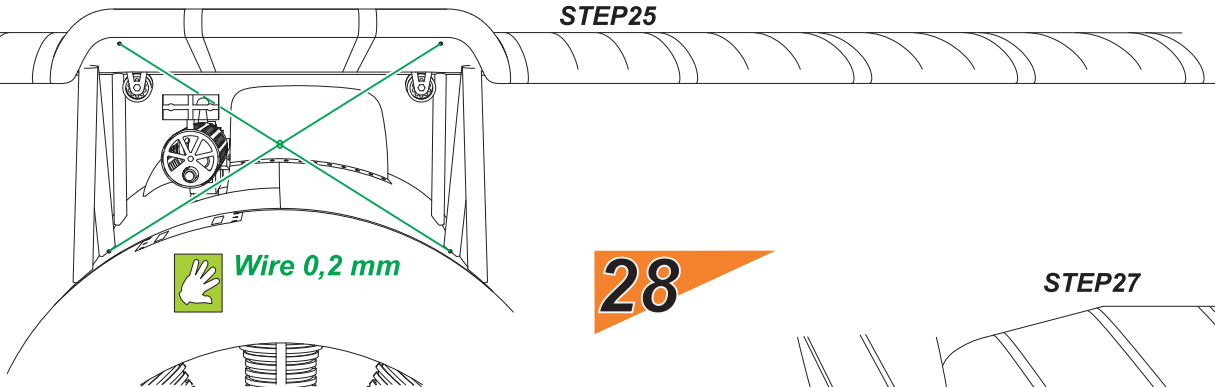


STEP24



STEP25

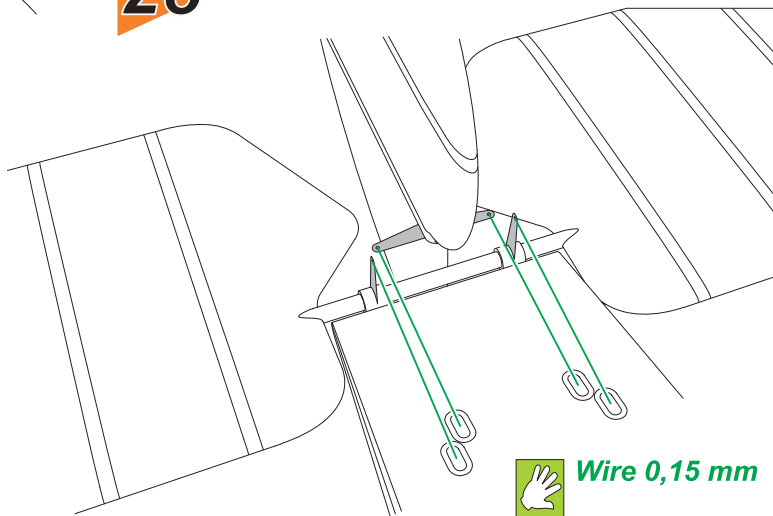
26



Wire 0,2 mm

28

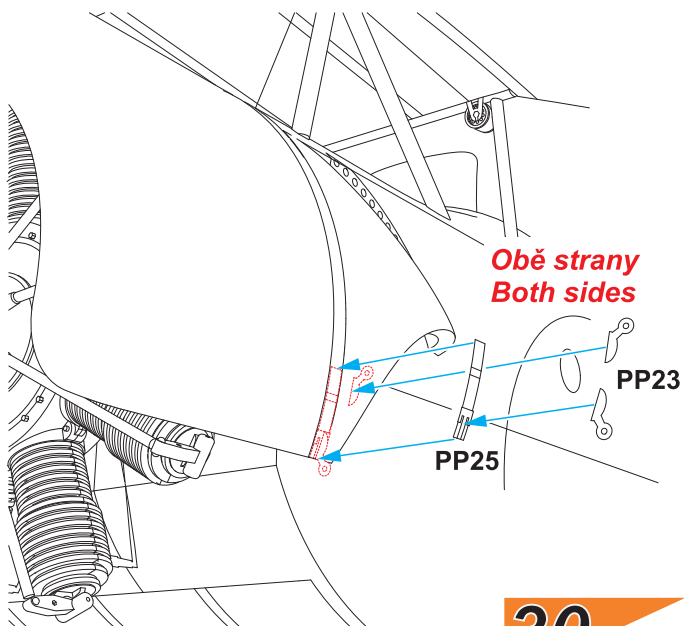
STEP27



Wire 0,15 mm

27

STEP26

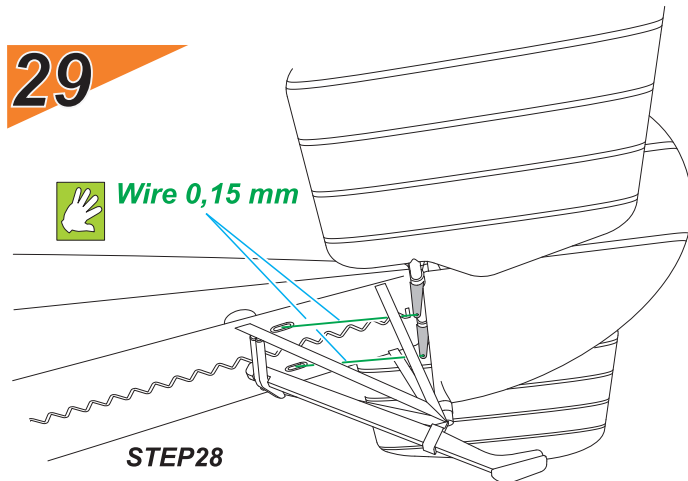


Obě strany  
Both sides

PP23

PP25

29

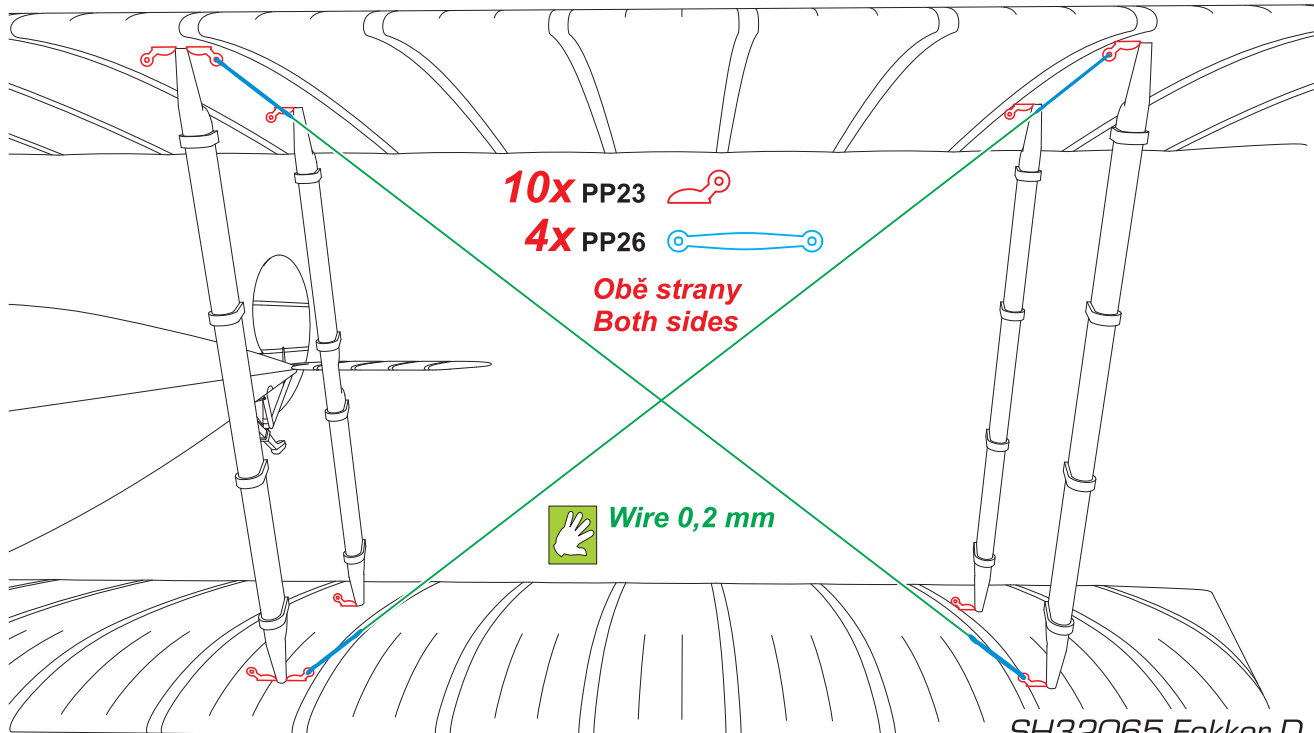


Wire 0,15 mm

STEP28

30

STEP29



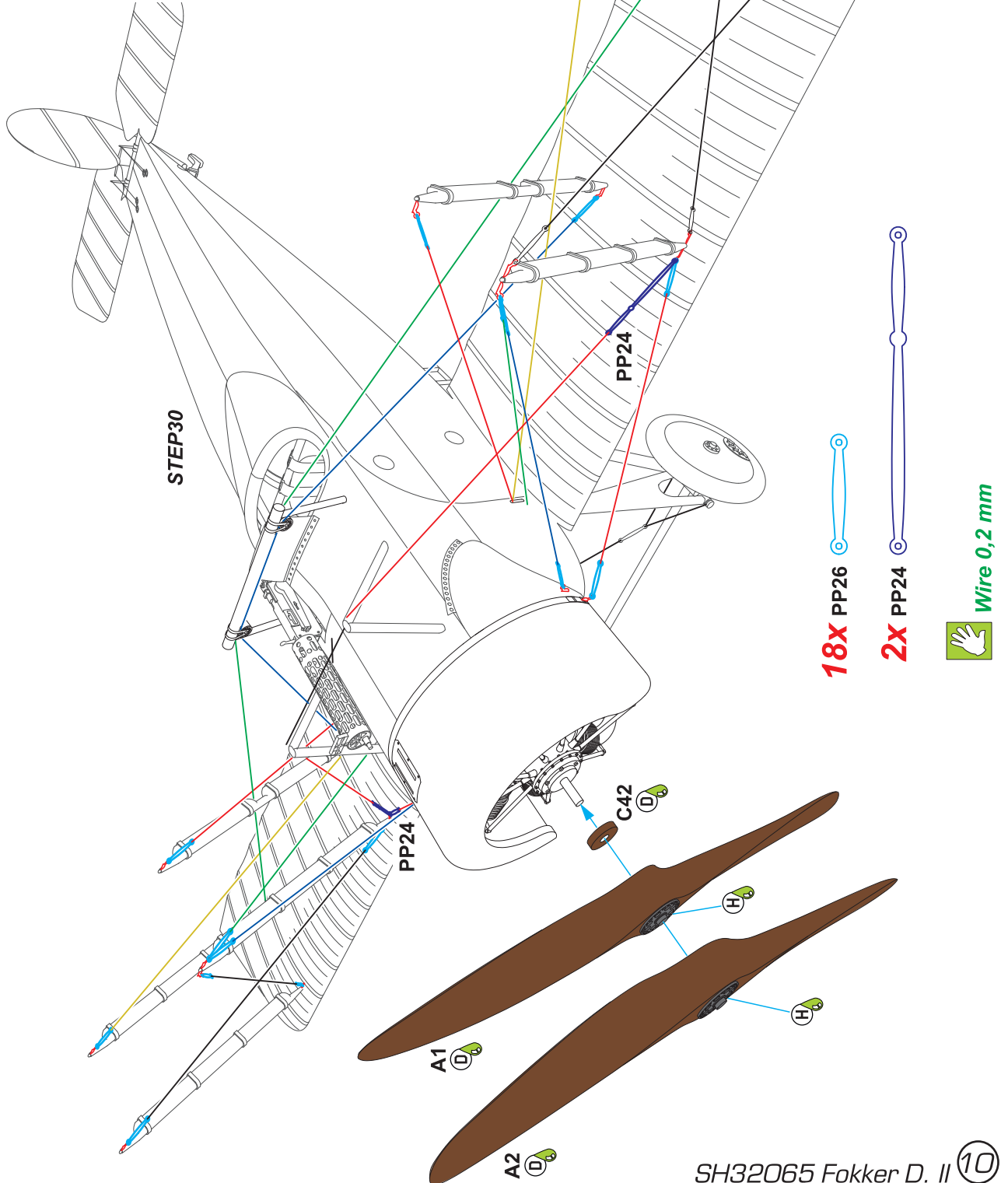
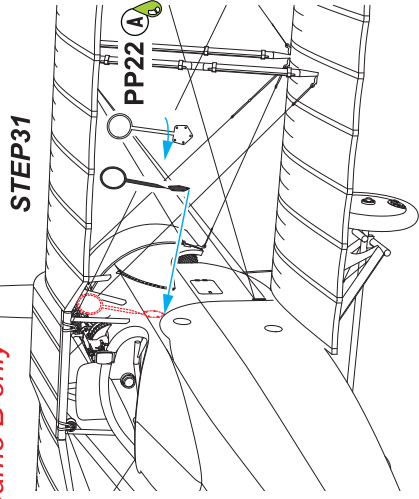
10x PP23

4x PP26

Obě strany  
Both sides

Wire 0,2 mm

Camo B only



18X PP26

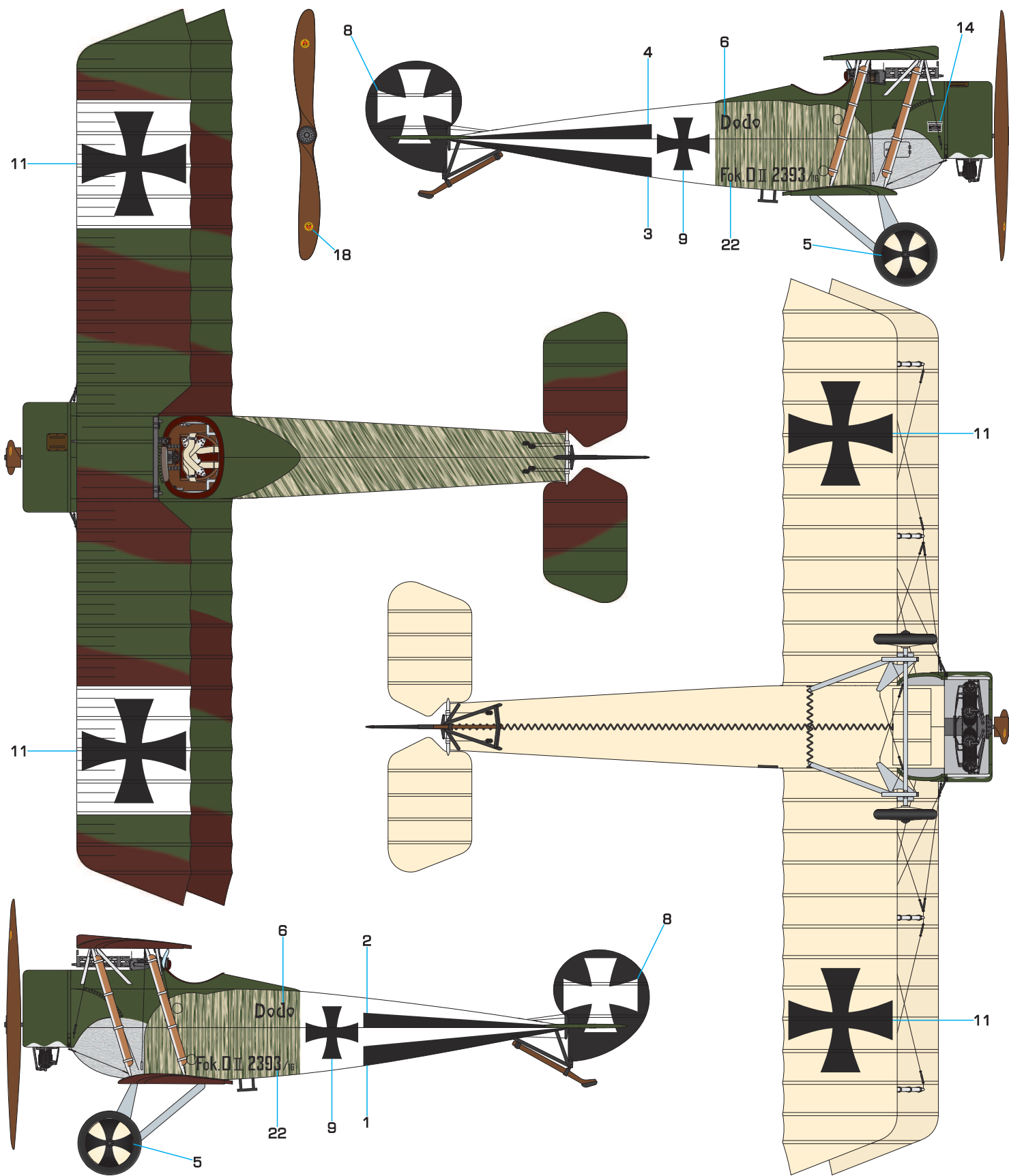
2X PP24

Wire 0,2 mm

Fokker D.II 2393/16, jednotka bavorského královského letectva Kest 4b, letiště Freiburg, 1916. Podoba letounu je rekonstrukce.

Fokker D.II 2393/16, Kest [Kampfeinsitzerstaffel] 4b, Royal Bavarian AF, Freiburg, 1916. This is just a reconstruction of how this machine might have looked like.

**CAM. A**



Černá  
Black  
H12/C33

Plátno se šmouhami  
zelené barvy  
Green streaks  
on linen

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

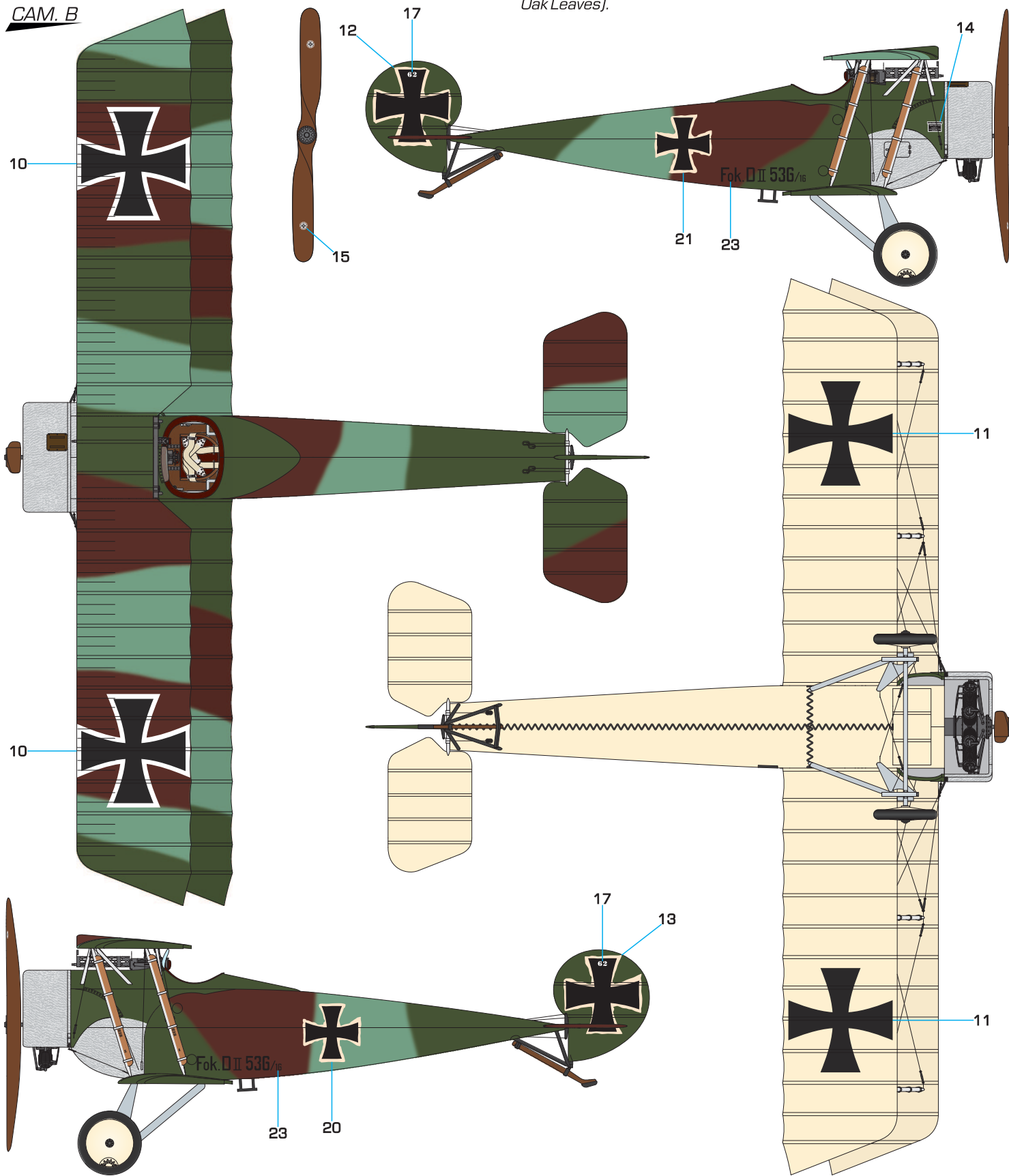
SH32065 Fokker D. II (11)



Fokker D.II, No.62, 536/16, KEK Ensishheim, pilot Lt. Otto Dessloch. V říjnu roku 1916 (podklady se rozcházejí v přesném datu) s tímto letounem přistál po ztrátě orientace v Bellachu ve Švýcarsku. Až do ledna 1917 byl O. Dessloch ve Švýcarsku internován. Ve druhé světové válce dosáhl Otto Dessloch hodnosti generálplukovníka (Generaloberst) a stal se držitelem Rytířského kříže Železného kříže s dubovou ratolestí (Ritterkreuz des Eisernen Kreuzes mit Eichenlaub).

Fokker D.II, No.62, 536/16, KEK (Kampfeinsitzerkommando) Ensishheim, flown by Lt. Otto Dessloch. In October 1916 (references state different days), Dessloch, having lost his bearings, landed at Bellach, Switzerland where he was interned until January 1917. During the Second World War, Dessloch reached the rank of Generaloberst (Col.Gen.) and received also the Ritterkreuz des Eisernen Kreuzes mit Eichenlaub (Knight's Cross of the Iron Cross with Oak Leaves).

**CAM. B**



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

