

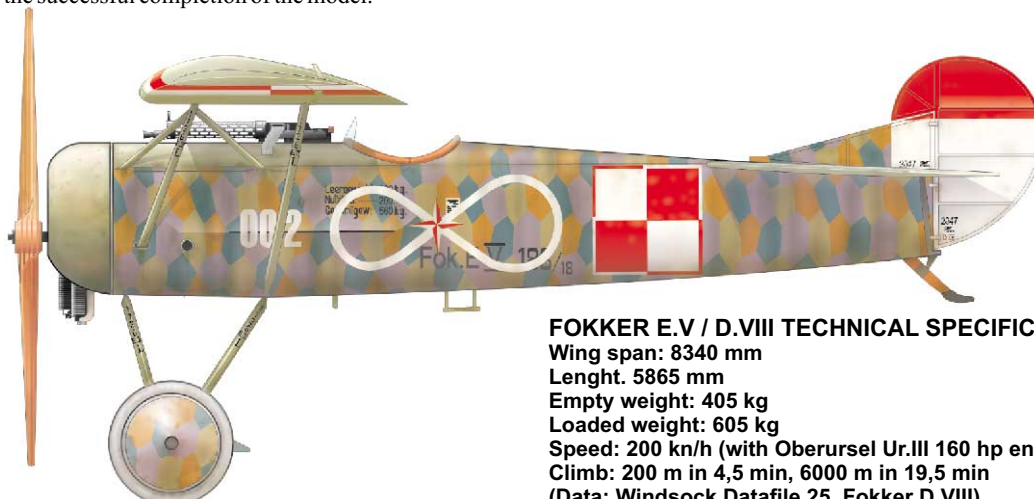
## A FEW WORDS FIRST

Although the Fokker E.V, better known under its later designation as the D.VIII, still rates as one of the most popular World War I fighters, its actual fighting career was surprisingly limited. Most amazing is the fact, that the fatal problem of this aircraft was caused by the wing, which was, in fact, the main trump of the type. A correctly designed and assembled cantilever wing was extremely strong and light weight. Unfortunately, the first supplied E.Vs suffered from incorrectly assembled wings. The cantilever wing was the result of a longtime Fokker development. This type of wing was used on prototype V 17, and was used on V 28 which took part in the Second fighter competition (July 6-14, 1918), where the most experienced German front line pilots chose new fighters for late war service. V 28 was chosen for its excellent flying properties and went into production as the Fokker E.V. A total of 200 E.Vs were ordered, and after all peripeties, some 289 aircraft were delivered.

E.V saw front line service on August 5th, 1918. Lt.Emil Rolff of Jasta 6 achieved the only reported aerial victory on August 17, 1918, only one day after the first E.V pilot was killed due to catastrophic wing failure. Two days later, this destiny also hunted him down, when the wing of his E.V desintegrated in flight. All E.Vs were immediately grounded. The subsequent investigation revealed fatal defects in the wing assembly, caused by a slack manufacturing process. As a result, the wing structure was re-designed and generally strenghtened.

Existing E.Vs were retrofitted with the new wings. New-built aircraft were designated D.VIII, and it is believed that the E.Vs with new wings were re-designated to D.VIII as well. Modified aircraft were back in front line units by early November, which was actualy too late to see Great War dogfights. Only a few aircraft saw action during post war conflict, when some served in Freikorps air units. It is certain that two examples were attached to the Freikorps unit in Sachsen. A couple of E.Vs saw service in the newly born Polish Air Force, where they fought against Bolshevik Red Army over the Ukraine. A couple of aircraft served in the Dutch AF. Single aircraft were tested in the USA and Italy, and an unspecified number was passed on to the French, with some of these aircraft later being sent to Canada.

This kit represents the original Fokker E.V. Although the E.V is a pure monoplane, you will find two wings in the kit. They are differently designed. There is a classic plastic kit wing, with a smooth surface with panel lines only. The second wing is newly styled model wing with bumped surface, imitating the actual characteristic plywood surface, which caused the small characteristic waves over the inner wing structure. Which one is used is up to you. The kit contains two sheets of lozenge decals. Their use should be initiated when called for in the instructions. The kit also contains a fret of photo-etched parts. However, the kit is designed such that their use, either all or a part of, is not mandatory for the successful completion of the model.



### FOKKER E.V / D.VIII TECHNICAL SPECIFICATIONS

**Wing span:** 8340 mm  
**Lenght:** 5865 mm  
**Empty weight:** 405 kg  
**Loaded weight:** 605 kg  
**Speed:** 200 kn/h (with Oberurse! Ur.III 160 hp engine)  
**Climb:** 200 m in 4,5 min, 6000 m in 19,5 min  
 (Data: Windsock Datafile 25, Fokker D.VIII)



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 lepidla 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.



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 vinyle 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



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  
OHNOUT  
PLIER SIL VOUS PLAIT  
BITTE BIEGEN  
折る



OPEN HOLE  
VYVRTAT OTVOR  
FAIRE UN TROU  
OFFNEN  
穴を開ける



SYMMETRICAL 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  
ODRÍZNOUT  
RETIRER  
ENTFERNEN  
移す



APPLY EXPRESS MASK  
POUŽIT EXPRESS MASK  
NABARVIT PŘED SLEPENÍM  
AND PAINT BEFORE  
GLUING

## PARTS



## DÍLY



## TEILE



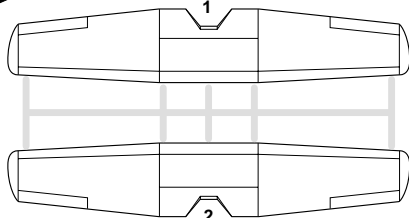
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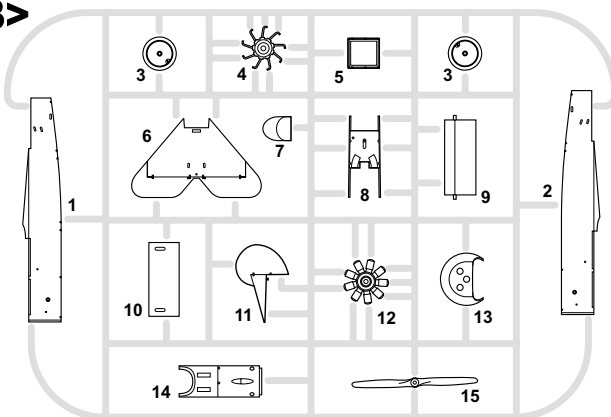
## 部品

## PLASTIC PARTS

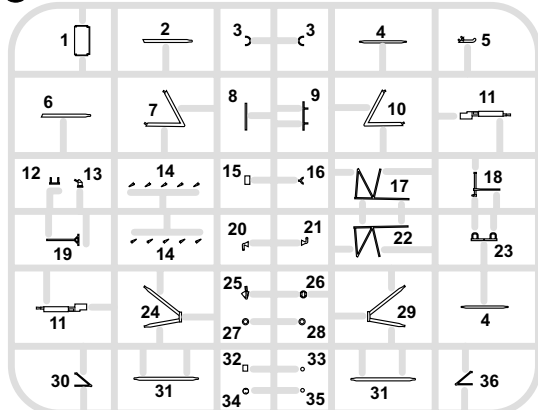
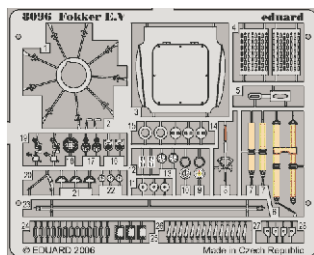
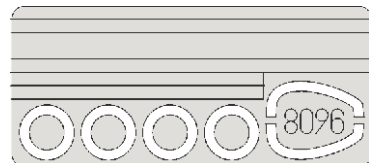
A&gt;



B&gt;



C&gt;

PE - PHOTO ETCHED  
DETAIL PARTSeduard  
MASK

-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



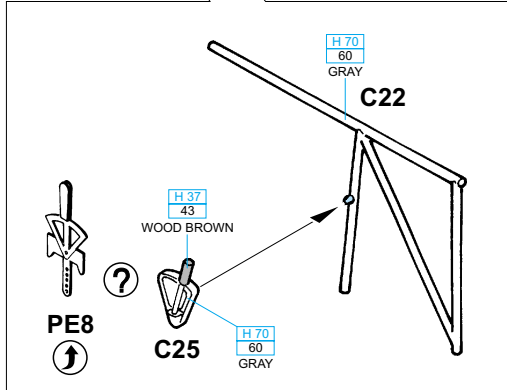
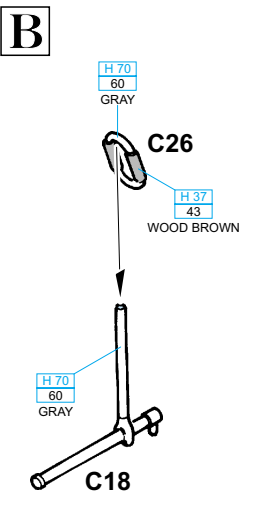
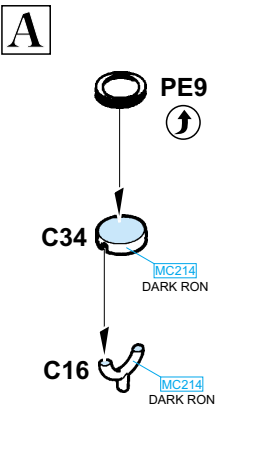
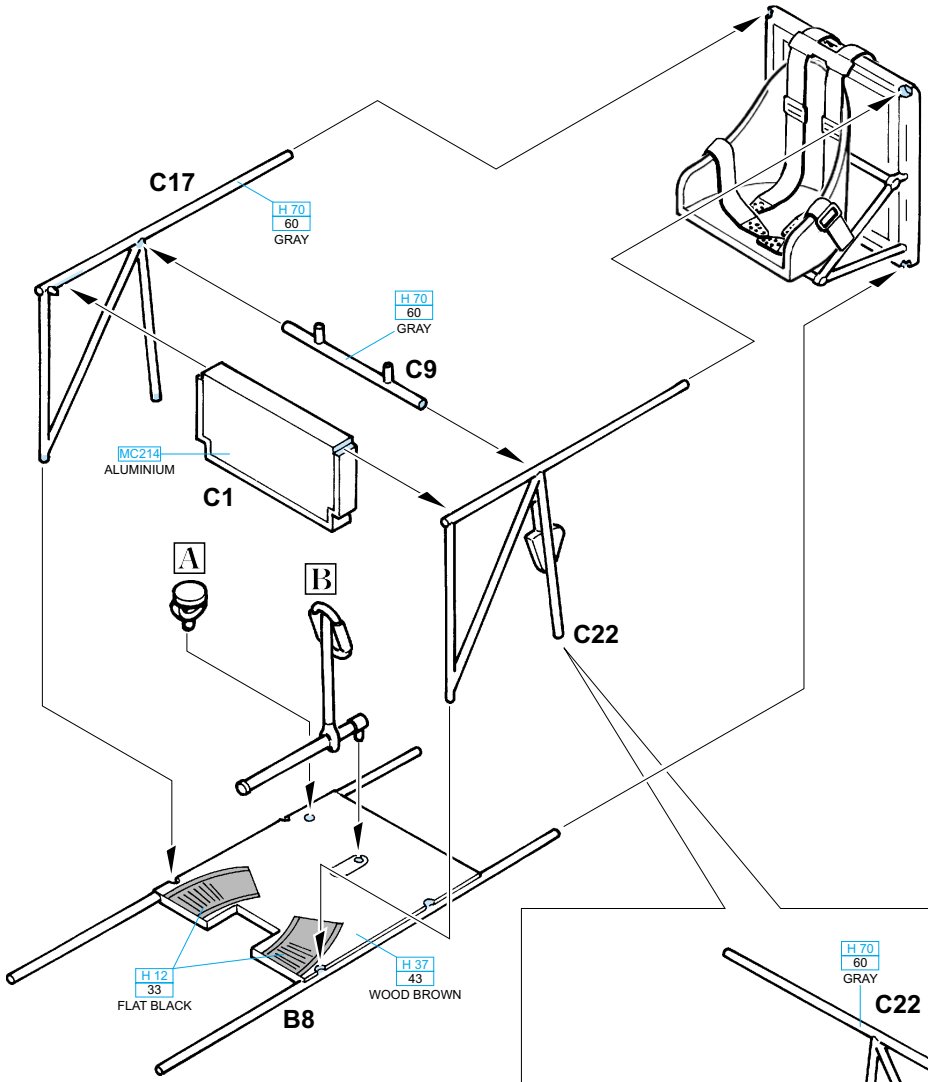
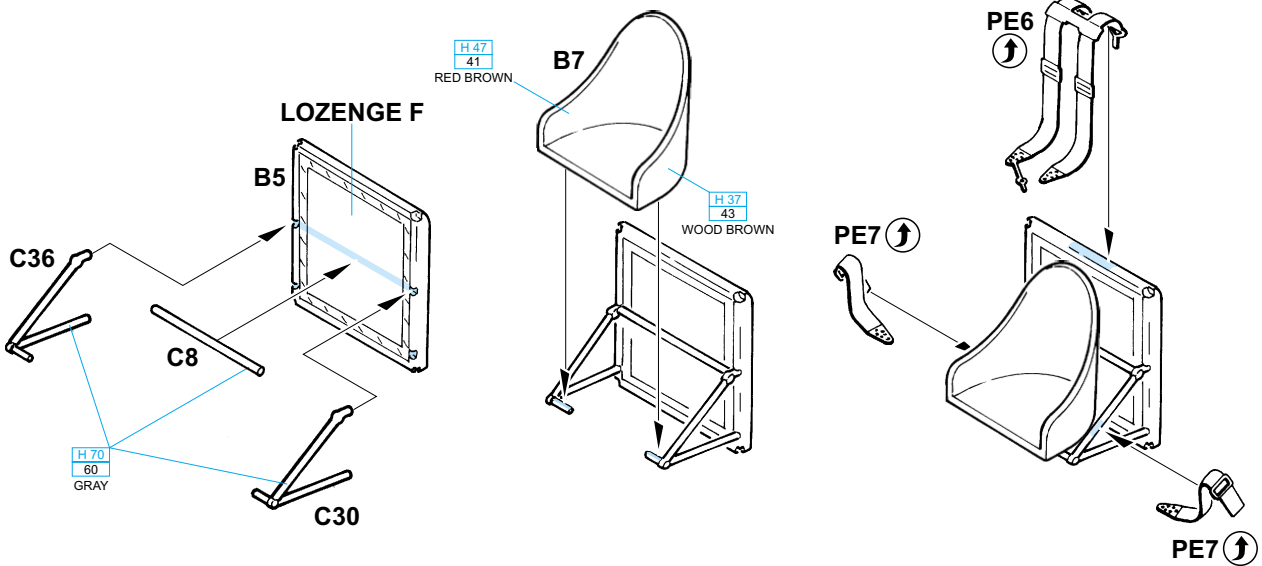
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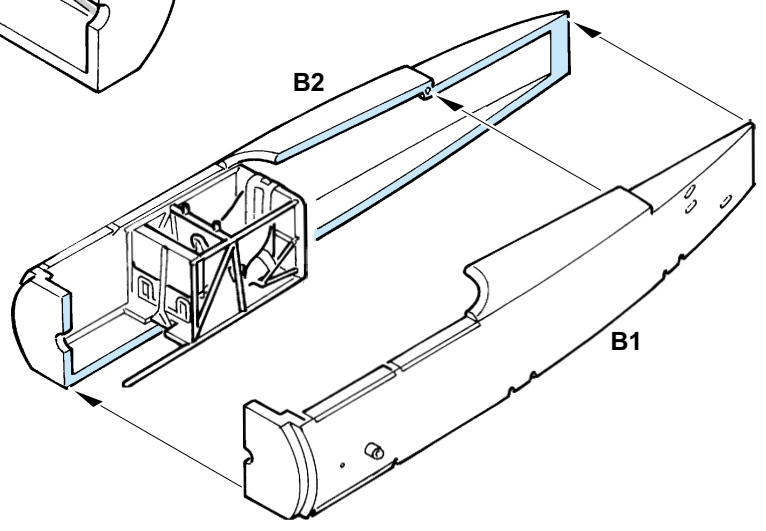
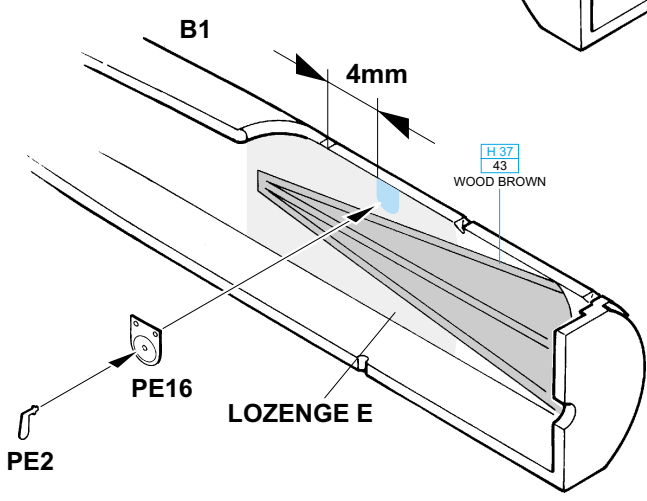
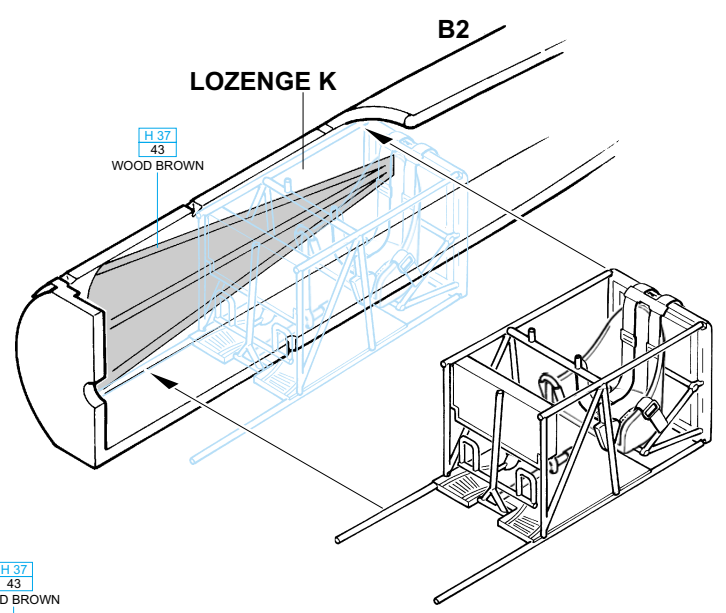
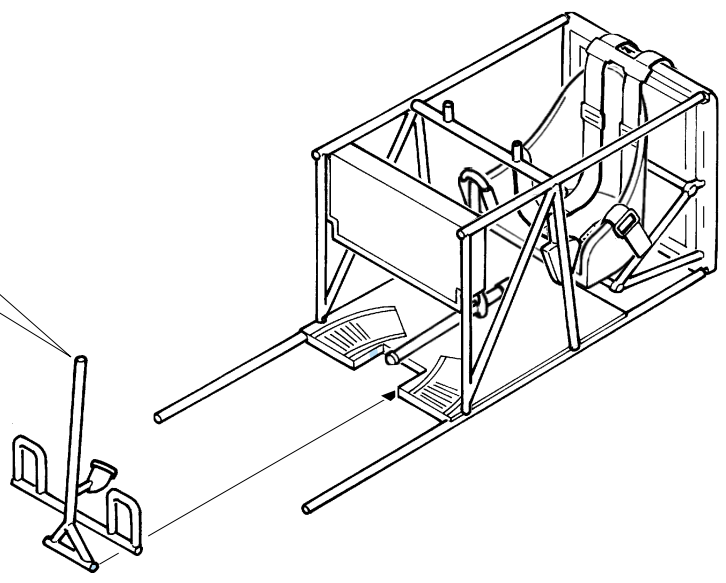
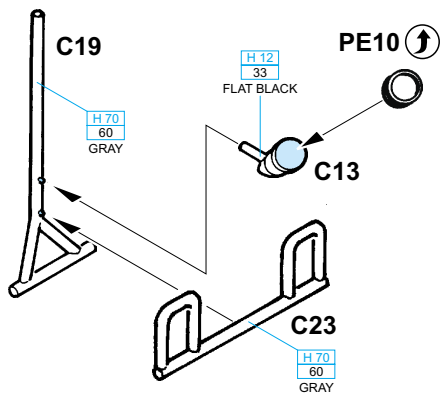


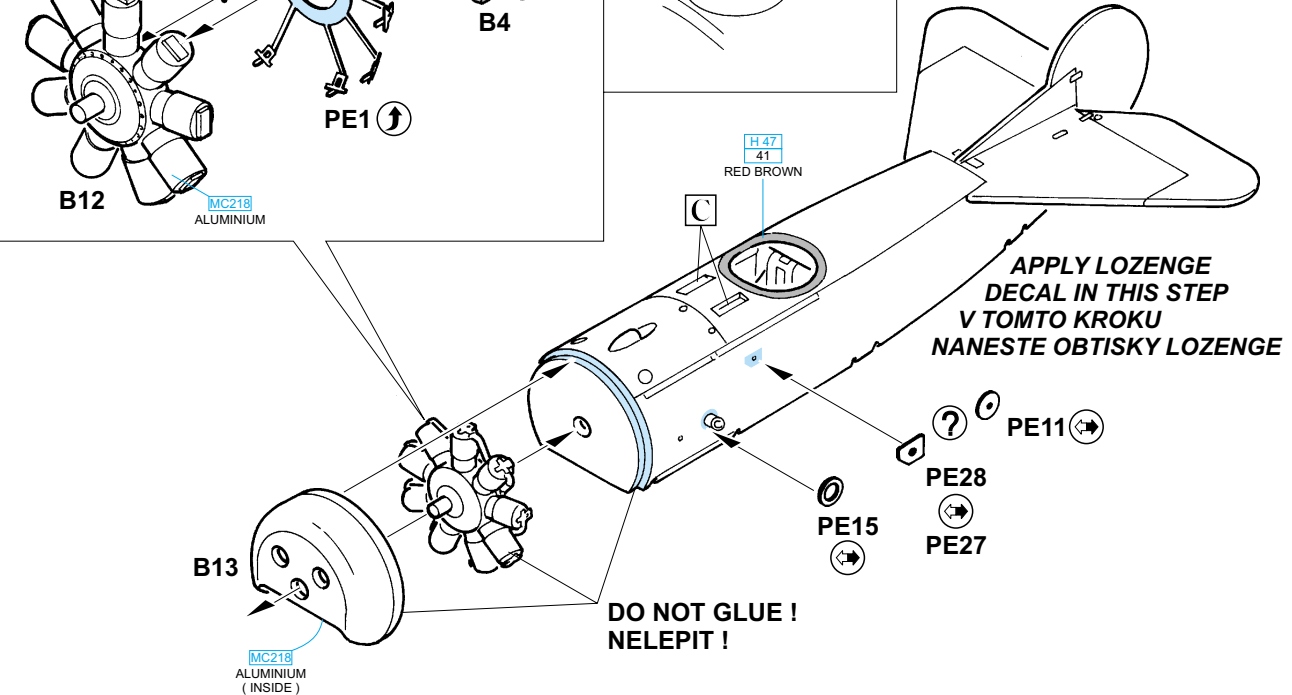
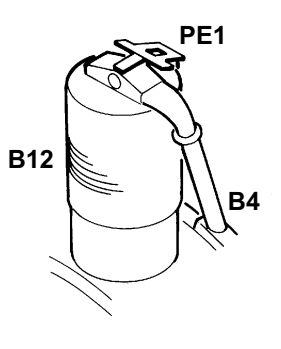
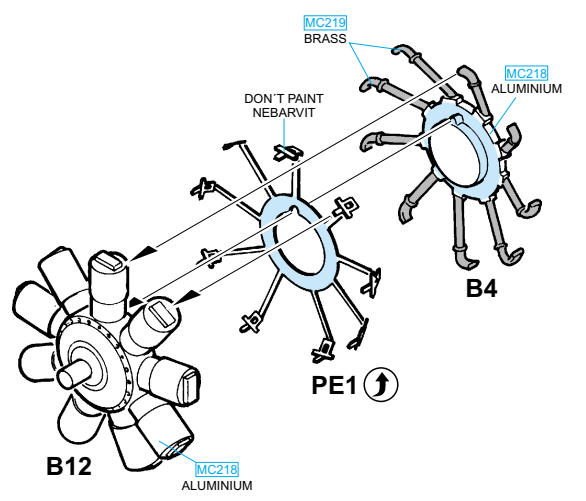
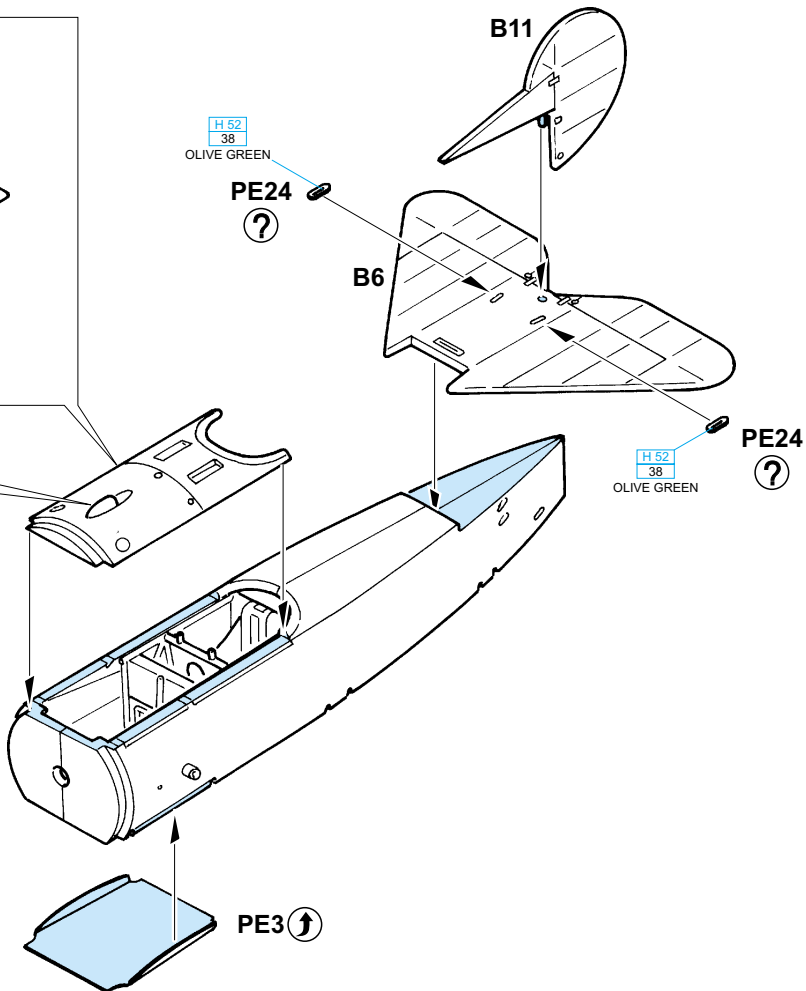
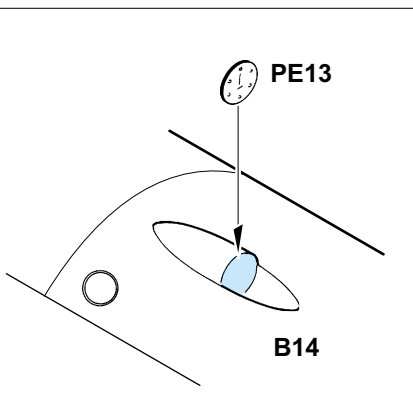
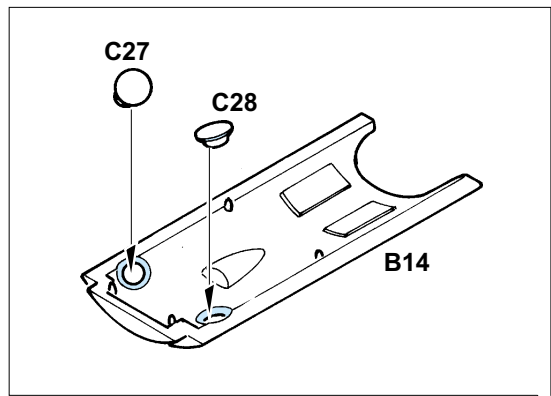
## 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	3	RED
H 4	4	YELLOW
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 35	45	SAIL COLOUR
H 37	43	WOOD BROWN
H 47	41	RED BROWN
H 52	38	OLIVE DRAB

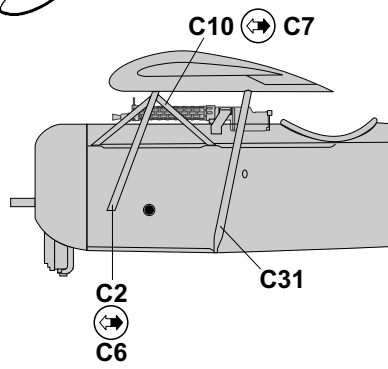
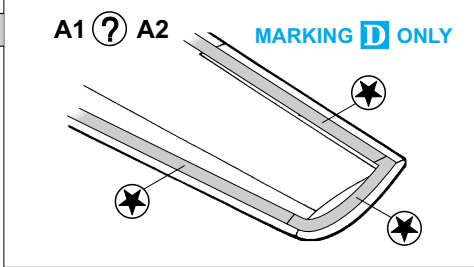
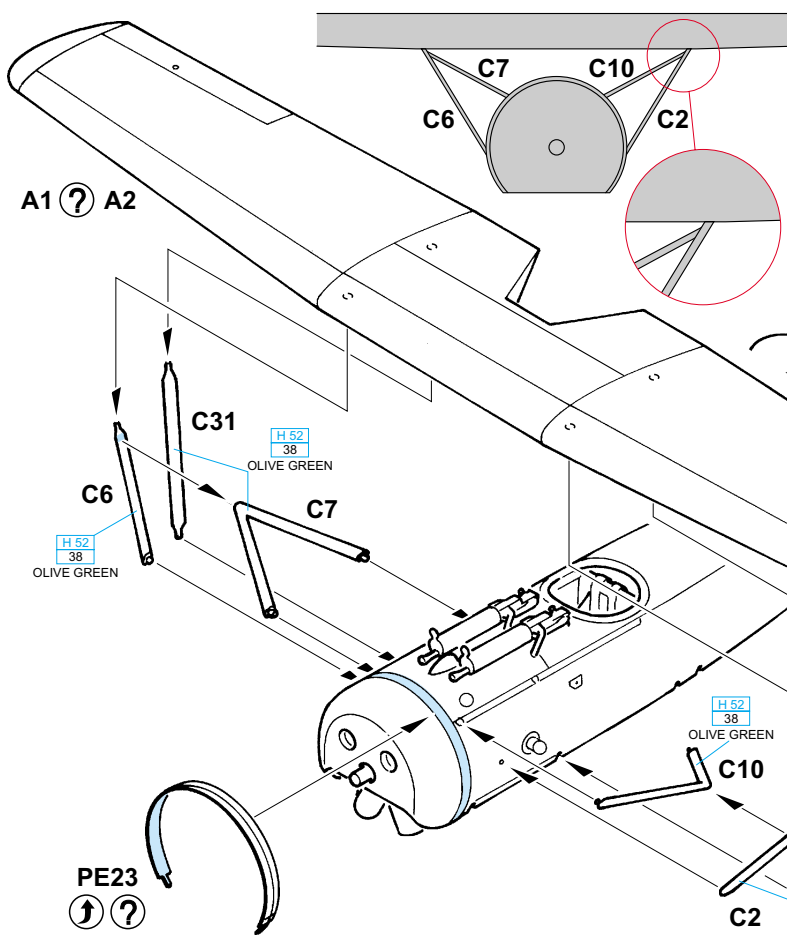
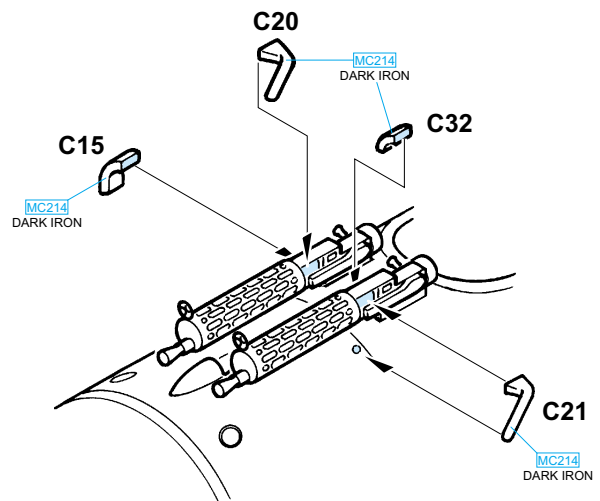
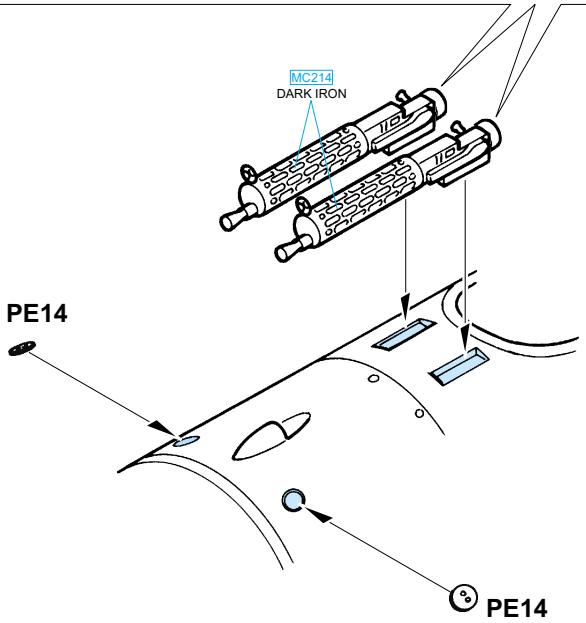
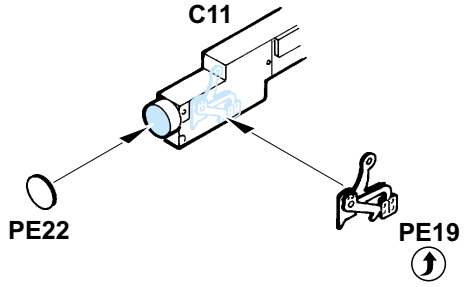
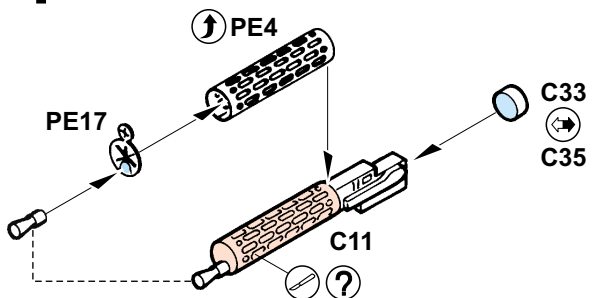
AQUEOUS	Mr.COLOR	
H 53	13	NEUTRAL GRAY
H 70	60	GRAY
H 85	45	SAIL COLOUR
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS

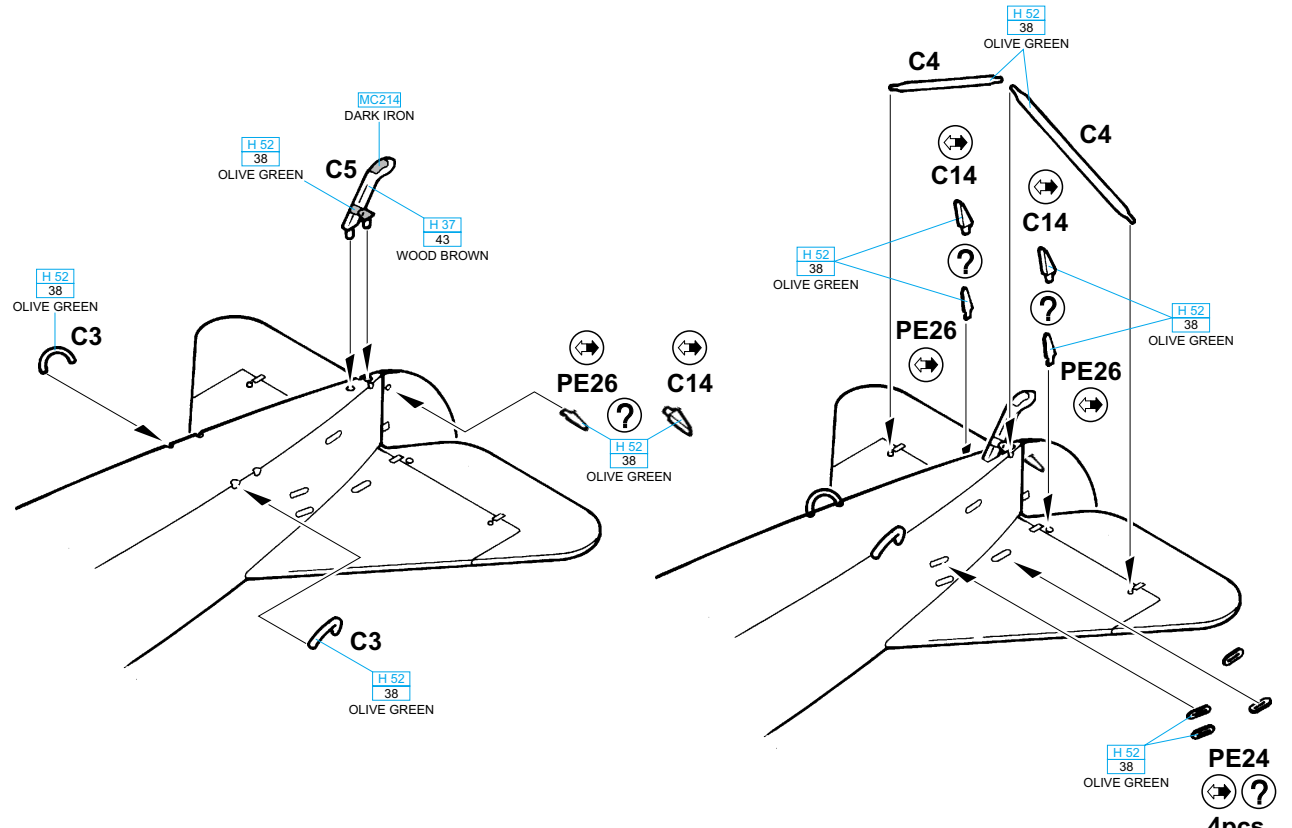
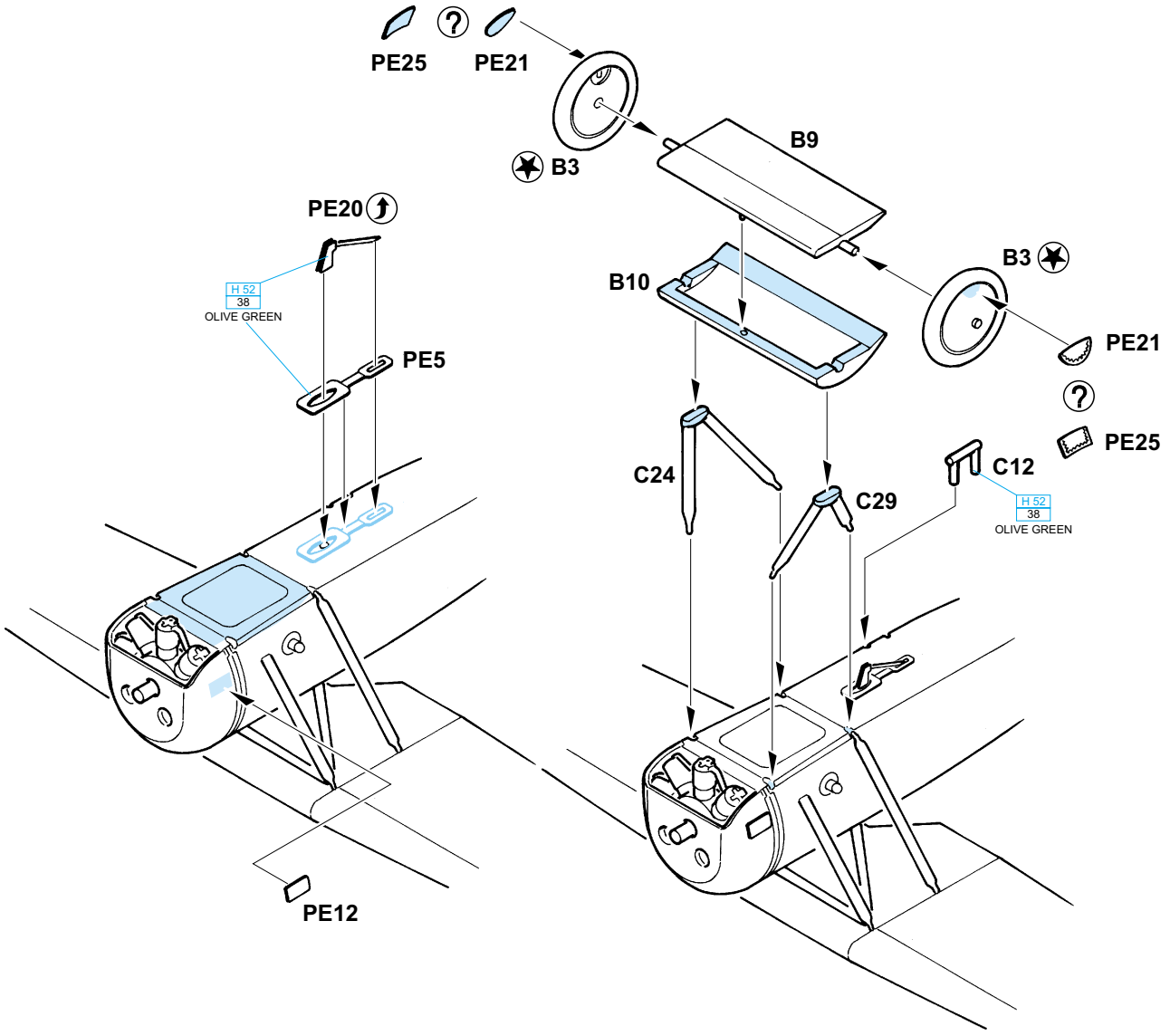


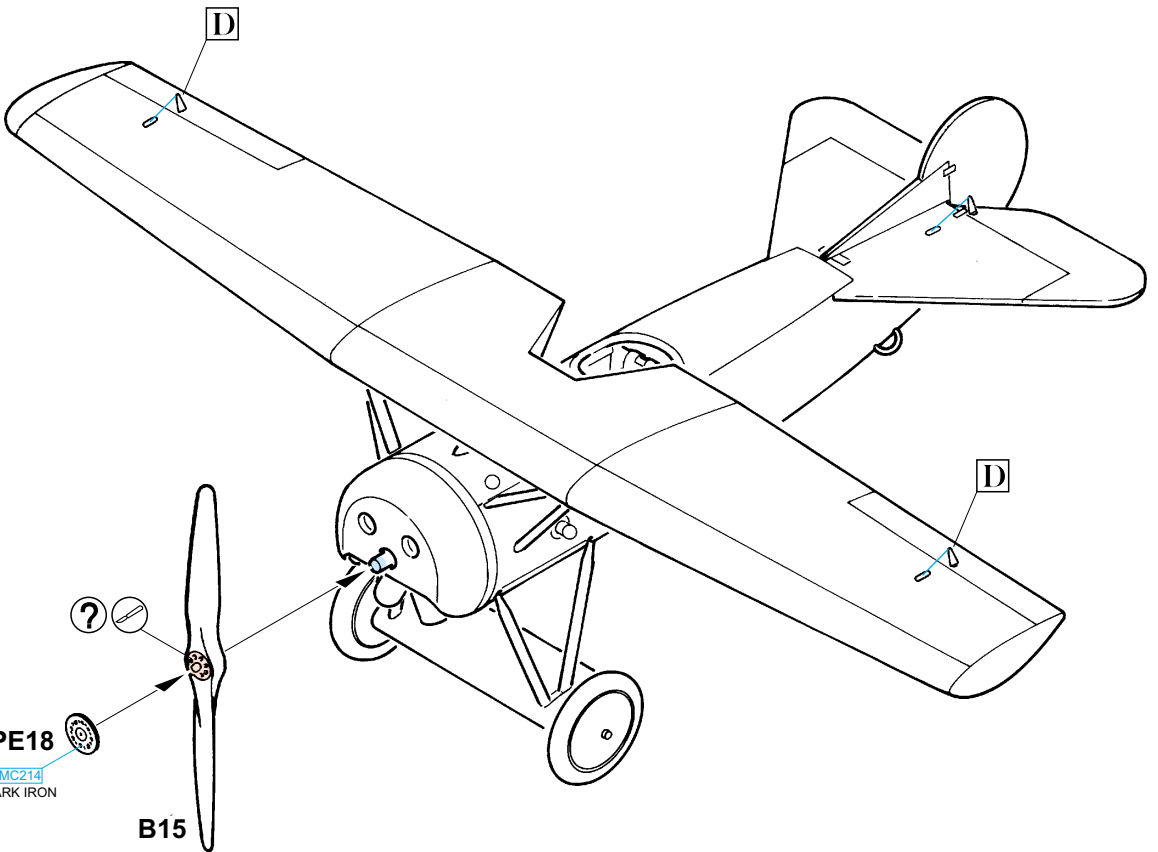
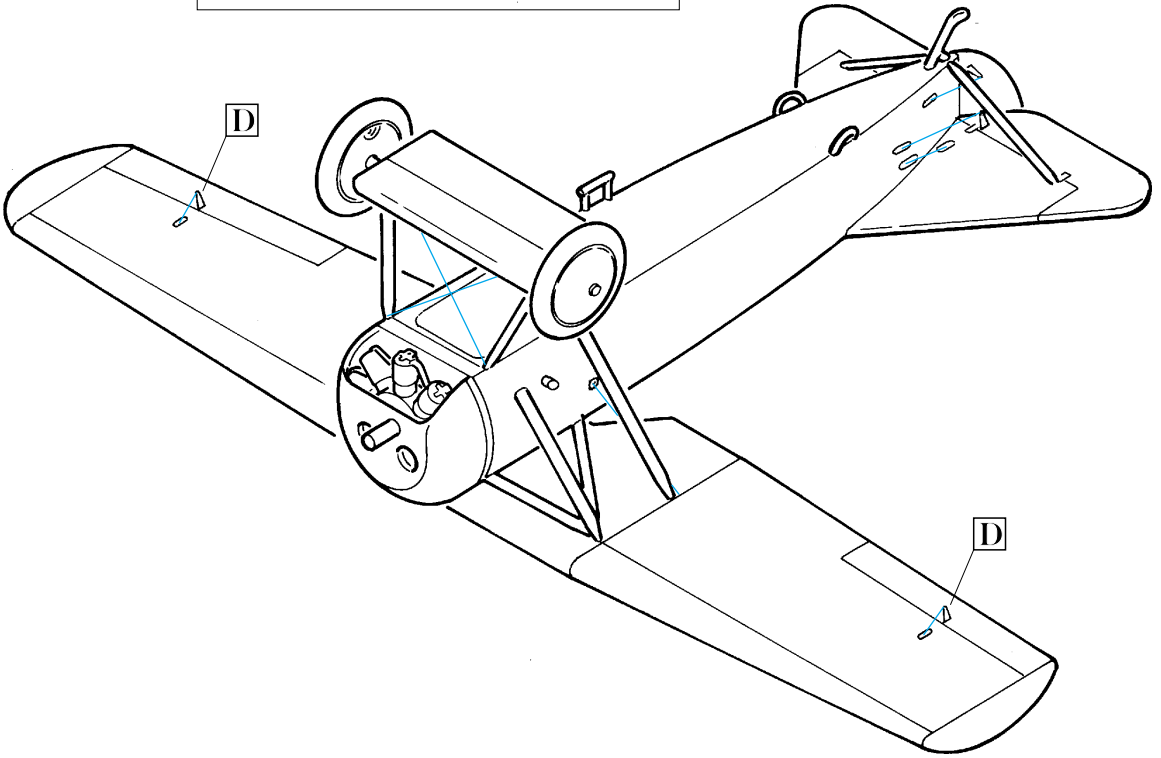
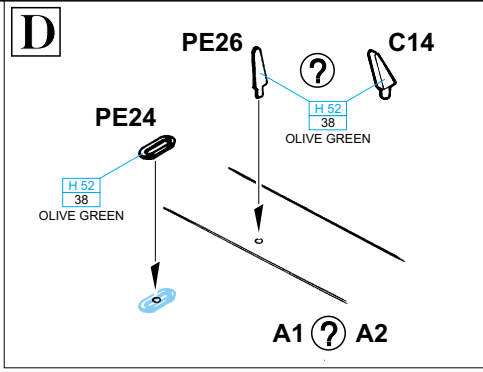




# C 2 pcs.









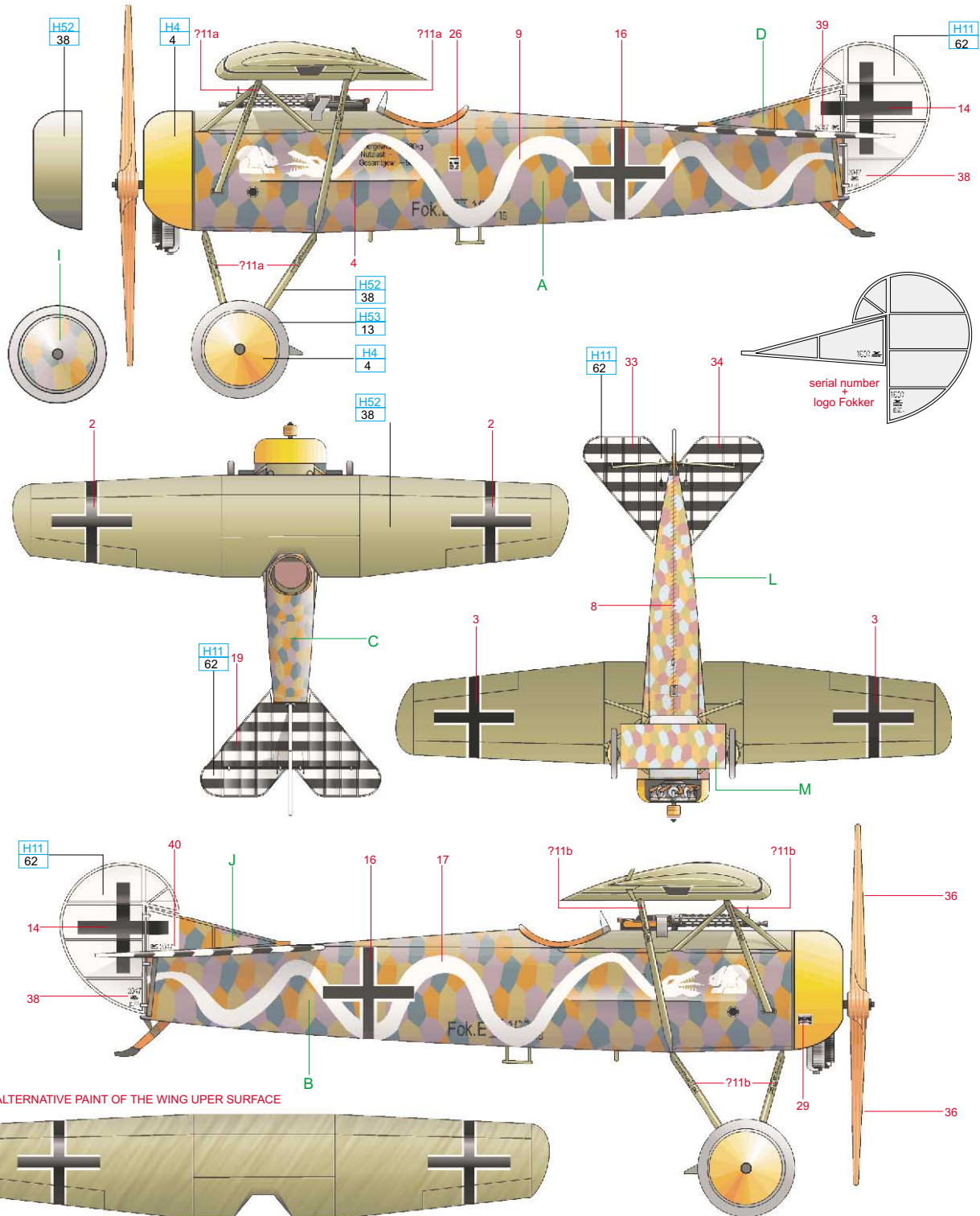
# A. Mystery Owner - Jasta 8?

Ownership of this aircraft remains a mystery. Some sources attach it to a Marine-Feldjagdstaffel. Aircraft within these units, however, had their horizontal tail surfaces painted yellow, while this aircraft was adorned with stripes. This leads us to believe that the aircraft served with Jasta 8, who marked their Fokker D.VIIs in a similar fashion.

Jasta 8 was formed in September, 1916 and was based at airfield (Feldflieger Abtailing) FFA6. It was progressively attached to several Jagdgruppe (JGr) when in March of 1918, Jasta 8 was permanently attached to JGr1, which was commanded by von Benthheim. Among the units most prolific aces was W. Gottsch (20 kills, left Jasta 8 prior to the introduction of the Fokkers into inventory), W. Seitz (16 kills) and R. Francke (15 kills). Jasta 8 compiled a total of 91 victories during the course of the First World War, for the cost of five killed and eight wounded pilots.

Příslušnost tohoto stroje ke konkrétní jednotce zůstává záhadou. Některé prameny jej připisují do stavu některé Marine-Feldjagdstaffel. Námořní stíhací jednotky v té době ovšem natíraly vodorovné ocasní plochy svých letounů žlutou barvou, zatímco tento stroj na ní má evidentně pruhy. To nás svádí k domněnce, že by mohl příslušet k Jasta 8, která používala podobný marking na svých Fokkerech D.VII.

Jasta 8 vznikla v září 1916 na základě polního leteckého oddílu (Feldflieger Abtailing) FFA6. Byla postupně zařazena do několika Jagdgruppe (JGr), až v březnu 1918 natrvalo zakotvila v podřízenosti JGr1, které velel její bývalý velitel von Benthheim. Mezi její největší esa patřili W.Gottsch (20 sestřelů, odešel od Jasta 8 ještě před zavedením Fokkerů), W. Seitz (16) a R. Francke (15). Celkem Jasta 8 dosáhla během 1.světové války 91 vítězství za cenu pěti mrtvých a osmi raněných vlastních pilotů.



? ALTERNATIVE PAINT OF THE WING UPPER SURFACE

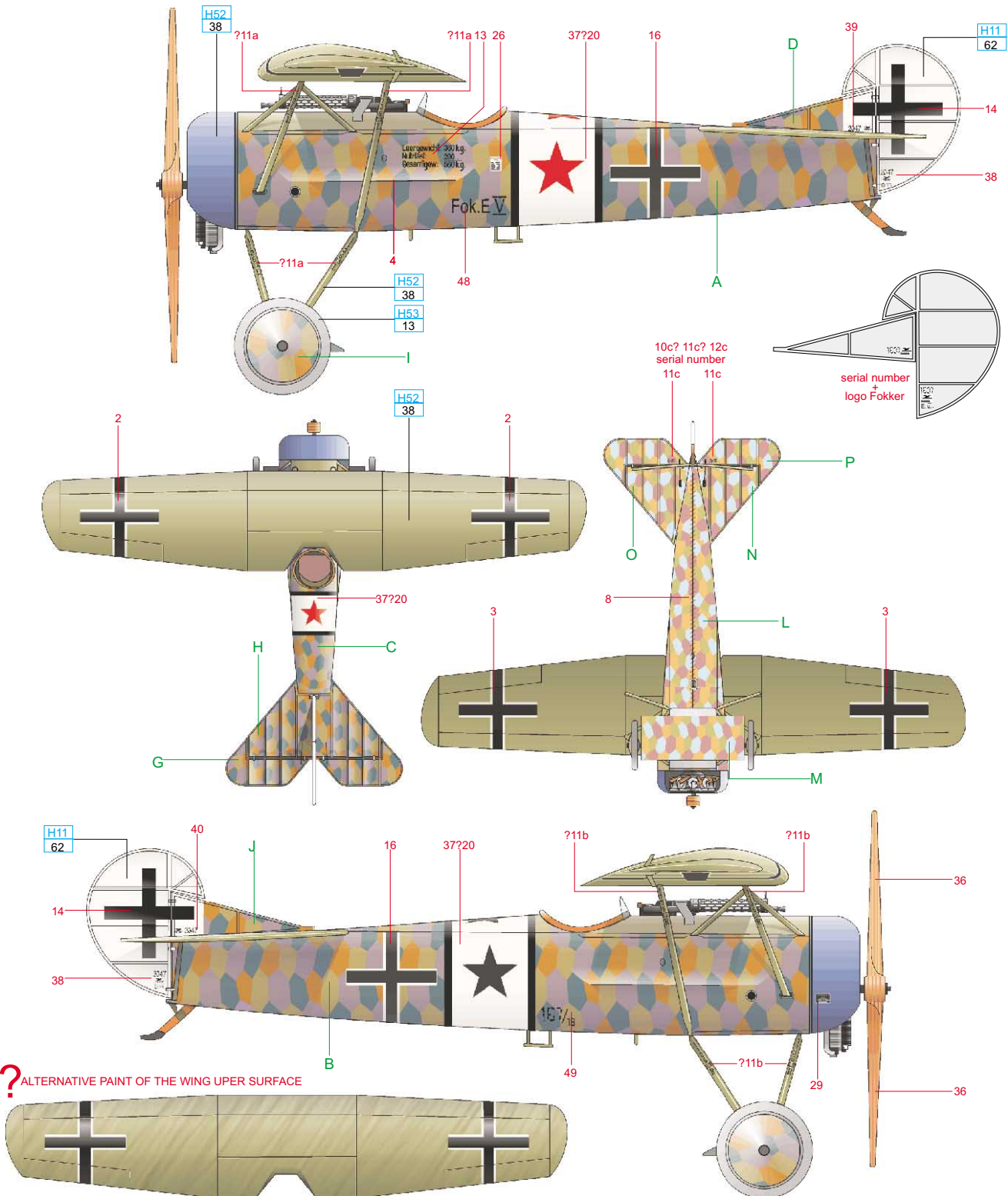
WHITE	H11 62	GRAY	H53 13	YELLOW	H4 4	OLIVE GREEN	H52 38	WOOD	H37 43	BLACK	H12 33
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# B. Jasta 36

On the 14th of February, 1918, Jasta 36 became a part of JG III. By spring, it was equipped with the Fokker Dr.I, and these were kept on charge until August, when the unit was re-equipped with a number of Fokker E.Vs and subsequently Fokker D.VIIs. They flew these until September 17th, 1918, when the home field of Jasta 36 was attacked by the RAF. After the attack, there remained only a single airworthy Fokker. New Fokker D.VIIs didn't arrive until a week later. Jasta 36 achieved 123 victories through the course of the First World War, for the loss of 13 dead, 15 wounded and two captured pilots. This Fokker may have had a light blue engine cowl - it was an identification marking of Jasta 36, and even the Fokker Dr.Is attached to this unit that have been captured on film show a cowling with a similar tone.

Jasta 36 se 14. února 1918 stala součástí JGIII. Během jara byla vyzbrojena Fokkery Dr.I, které si podržela až do srpna, kdy obdržela několik kusů Fokkerů E.V a následně i Fokkerů D.VII. S těmito typy létala až do 17. září 1918, kdy na domácí letiště Jasta 36, Aniche, zaútočilo britské letectvo. Po útoku zůstal Jasta 36 jediný provozuschopný Fokker. Nové Fokkery D.VII dostala jednotka až za týden. Celkem Jasta 36 dosáhla v 1.světové válce 123 vítězství za cenu 13 mrtvých, 15 zraněných a 2 dvou zajatých pilotů.

Tento Fokker by mohl mít světle modrý kryt motoru – byl to znak Jasta 36, a i Fokkery Dr.I této jednotky, kterým je připisován modrý kryt motoru, mají na fotografiích podobný odstín krytu.



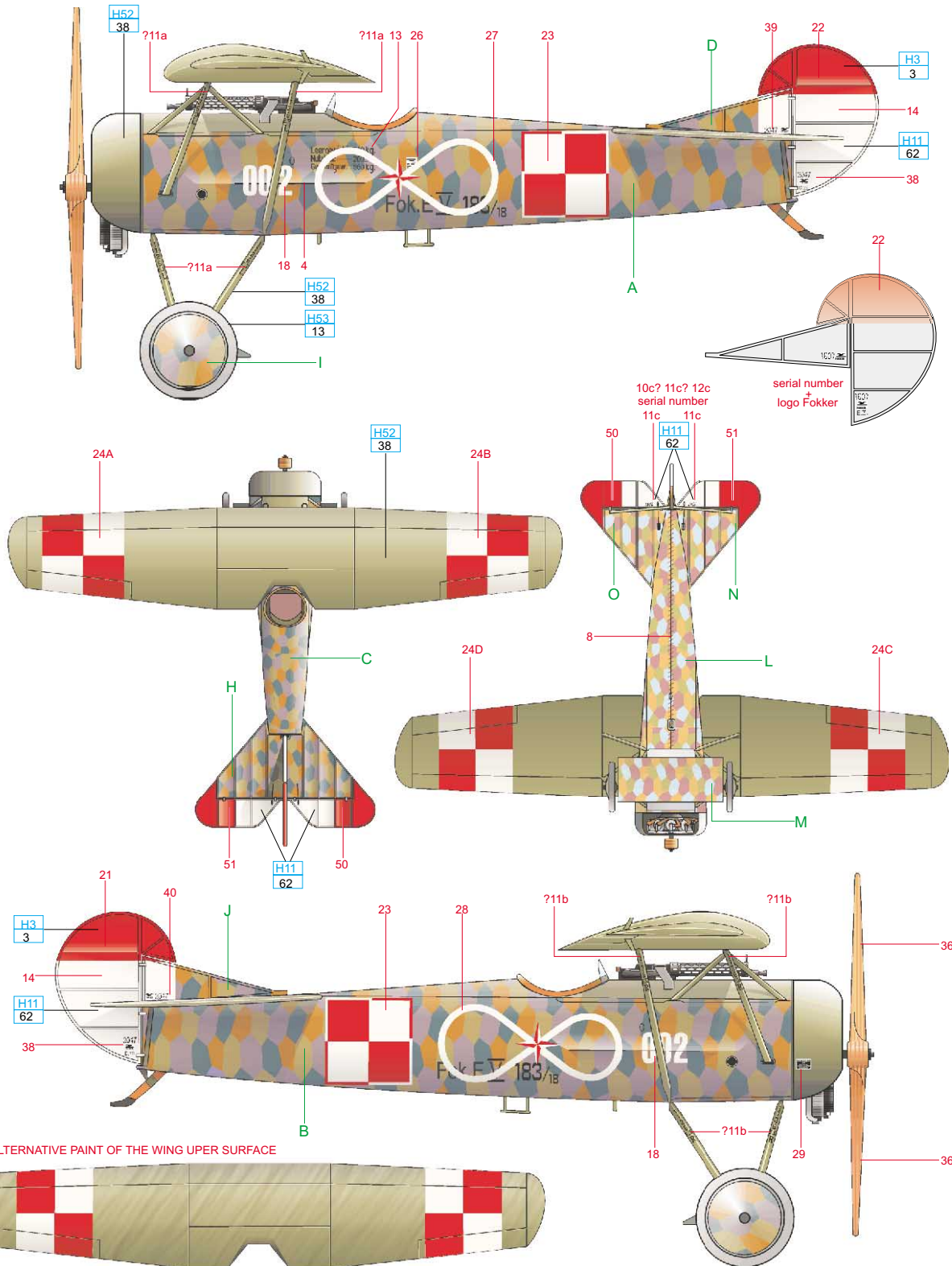
? ALTERNATIVE PAINT OF THE WING UPER SURFACE

WHITE	H11 62	GRAY	H53 13	OLIVE GREEN	H52 38	WOOD	H37 43	BLACK	H12 33
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# C. Polish AF, Cpt. Stefan Bastyr

At the close of the First World War, the Polish Air Force obtained a number of Fokker E.V.s, and these went to Number 7 'Kosciuszkowske' Squadron, and were employed against Russian Bolsheviks. Aircraft 183/18 (number 002) was assigned to Cpt. Stefan Bastyr. For this native Teranovan, battle against Russians was not a new concept. Already as a reserve officer (Lt.i.d.Res.) of the Austro-Hungarian Air Force, he operated with Flik 10 on the eastern front. On the 4th of June, 1916 as an aerial observer, he shared in the downing of a Russian Farman.

Polské letectvo získalo po skončení 1. světové války několik kusů Fokkeru E.V a nasadilo je v rámci 7 Eskadry Kościuszkowske do boje s ruskými bolševiky. Stroj 183/18 (číslo 002) je připisován kpt. Stefanu Bastyrovi. Pro tohoto rodáka od Taranova nebyly boje s Rusy žádnou novinkou. Ještě jako záložní poručík (Lt.i.d.Res.) rakousko-uherského letectva působil jako technický důstojník u Flik 10 na východní frontě. Dne 4.6.1916 se pak jako letecký pozorovatel podílel v okolí Rowna na sestřelu ruského Farmanu.



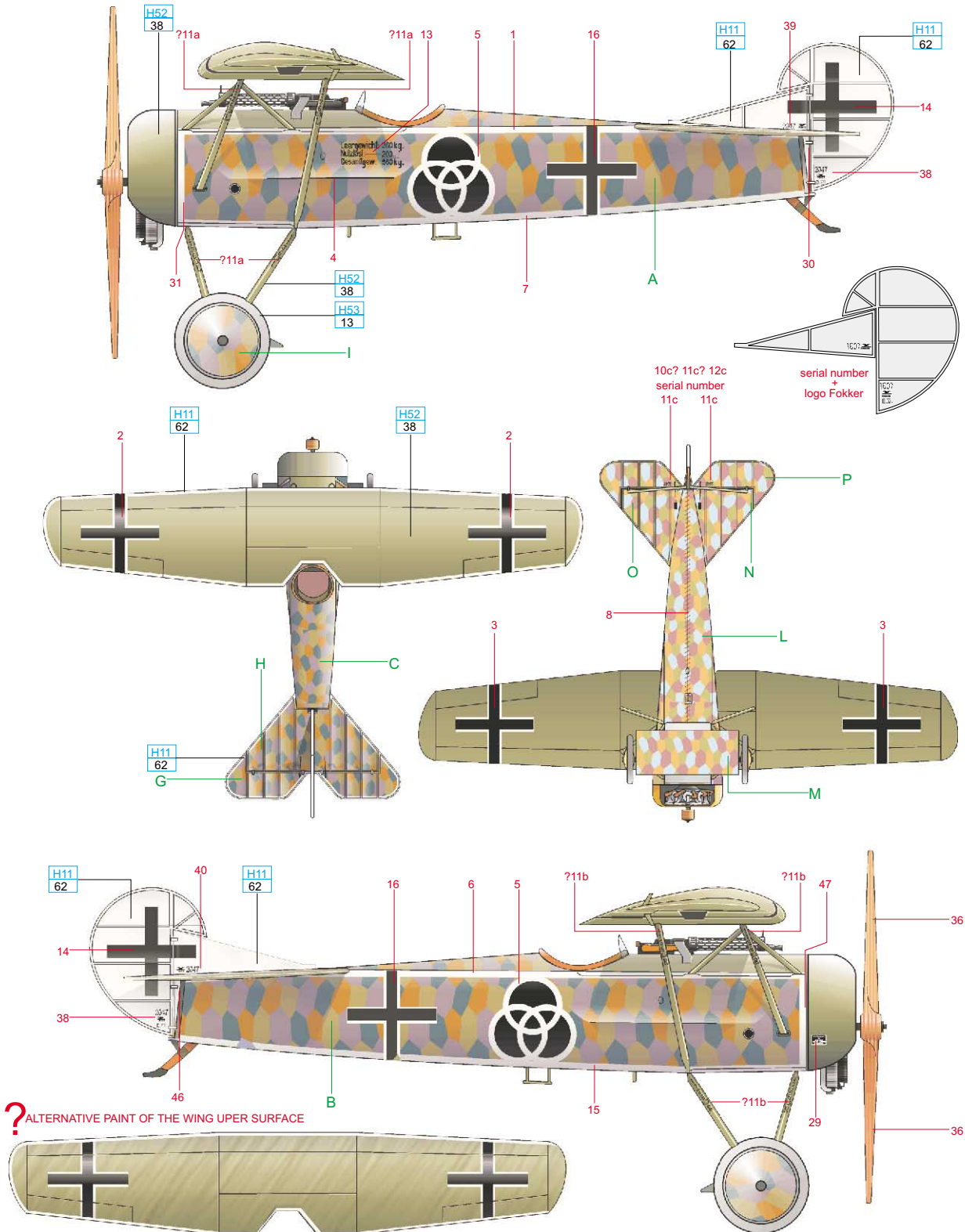
? ALTERNATIVE PAINT OF THE WING UPER SURFACE

WHITE	H11 62	GRAY	H53 13	RED	H3 3	OLIVE GREEN	H52 38	WOOD	H37 43	BLACK	H12 33
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# D. Jasta 24, Fridrich Altemeier

Friedrich Altemeier began military service with machine gun unit 57, and being wounded in 1915, transferred to the air force. After short service with the FA67, he was assigned to serve with Jasta 14. He is commonly associated with Jasta 24, which he joined in December, 1916. He downed his first enemy aircraft on March 3, 1917, and from this point, despite being wounded on three occasions, his score steadily grew. He achieved the units 50th victory, and his own final 21st kill on the day before the end of hostilities, thereby ending the book of the units victories. This would also be one of the final four victories achieved by the German air force in the First World War.

Friedrich Altemeier nastoupil válečnou službu u kulometného oddílu 57. pěšího pluku a v roce 1915 byl po zranění převelen k letectvu. Po krátké službě u FA67 nastoupil službu u Jasta 14. Ovšem jeho kariéra byla spjata s Jasta 24, u které se ohlásil v prosinci 1916. Svůj první nepřátelský stroj sestřelil 3. března 1917 a od té doby jeho skóre, přes tři bojová zranění, stabilně rostlo. Dosáhl padesátého vítězství jednotky a také jeho závěrečný, 21. sestřel, získaný den před ukončením bojů, uzavřel válečné skóre Jasty 24. Současně to bylo i jedno ze čtyř posledních vítězství německého letectva v první světové válce.



WHITE	H11 62	GRAY	H53 13	OLIVE GREEN	H52 38	WOOD	H37 43	BLACK	H12 33
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eduard