

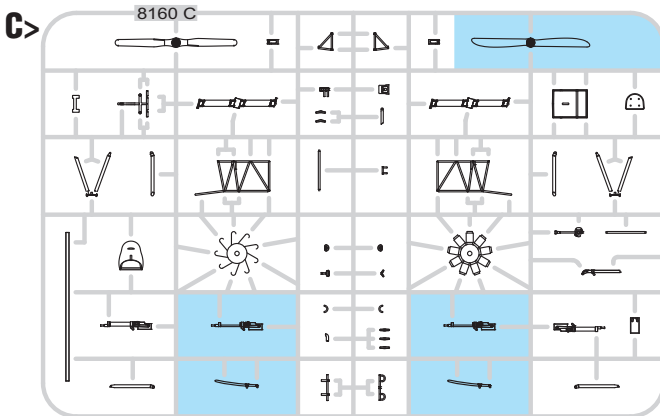
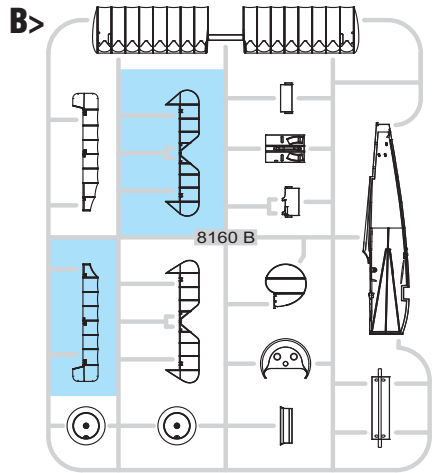
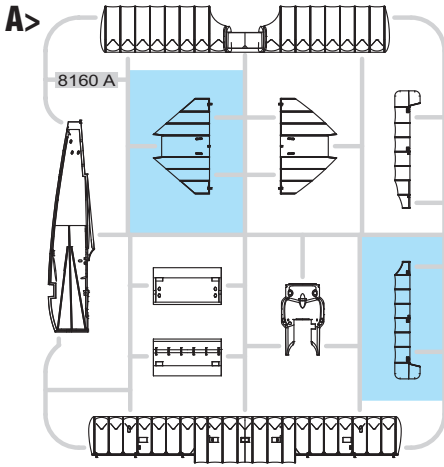
intro

The designation Fokker F.I was carried in the summer of 1917 by the first three triplane fighter prototypes designed by Reinhold Platz, but known better under the designation Fokker Dr.I. The aircraft came about as a quick response to the allied Sopwith Triplane which appeared above the front in April 1917 and bettered all current German fighters at the time. The F.I differed from the later Dr.I in the shape of the stabilisers including the elevators, as well as in having a smaller aileron area. There also were no bottom wingtip skids that were found later, these aiding in overturn prevention since the aircraft was somewhat unstable on taxiing. It is not exactly clear, what engine powered these machines. Aircraft 103/17 has even been historically documented as being powered by a captured Le Rhone from a Nieuport XVII. The Fokker F.I was armed with a pair of synchronized Spandau 7.92mm machine guns. The aircraft featured a high turn and climb rate, but suffered from a lack of speed. Manfred von Richthofen remarked that the 'aircraft climbs like a monkey and turns like the devil.'

Fokker F.I 102/17 (Werk Nummer 1729) reached the air base at Marckebeke in August 1917 and was received by Jasta 11, where it was taken over for testing by none other than Rittmeister Manfred von Richthofen himself. He reached his 60th kill on September 1st, and 61st on September 3rd flying the new airplane. Richthofen left on medical leave on September 6th, 1917, and the plane was taken over by Oberleutnant Kurt Wolff, who fell in combat with No.10 Squadron RNAS Camels on September 15th, 1917. The aircraft was turquoise all over, supplemented by an olive green camouflage pattern on the upper and side surfaces. The wheel hubs and engine cowl were also painted olive. It is possible that shortly before the destruction of this aircraft, the engine cowl and wheel hubs were repainted in red, the identifying colour of Jasta 11 aircraft.

Fokker F.I 103/17 (Werk Nummer 1730) also arrived at the front at the end of September 1917. It was assigned to Jasta 10, where it was taken over by the CO, Leutnant Werner Voss. By September 23rd, 1917, he was shot down and killed in combat with seven SE.5a fighters from No.56 Squadron, RFC. The camouflage carried by this aircraft was the same as on aircraft 102/17. It is possible that just prior to its destruction, the cowl and wheel hubs were painted in the Jasta colour of yellow. There was a stylised face painted in white on the front of the engine cowl.

PLASTIC PARTS



GUNZE	
H3	C3 RED
H11	C62 FLAT WHITE
H18	C28 STEEL
H27	C44 TAN
H37	C43 WOOD BROWN
H47	C41 RED BROWN
H52	C12 OLIVE DRAB
H53	C13 NEUTRAL GRAY
H70	C60 GRAY RLM02
C74	AIR SOPERIORITY BLUE

Mr. METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM
MC219	BRASS

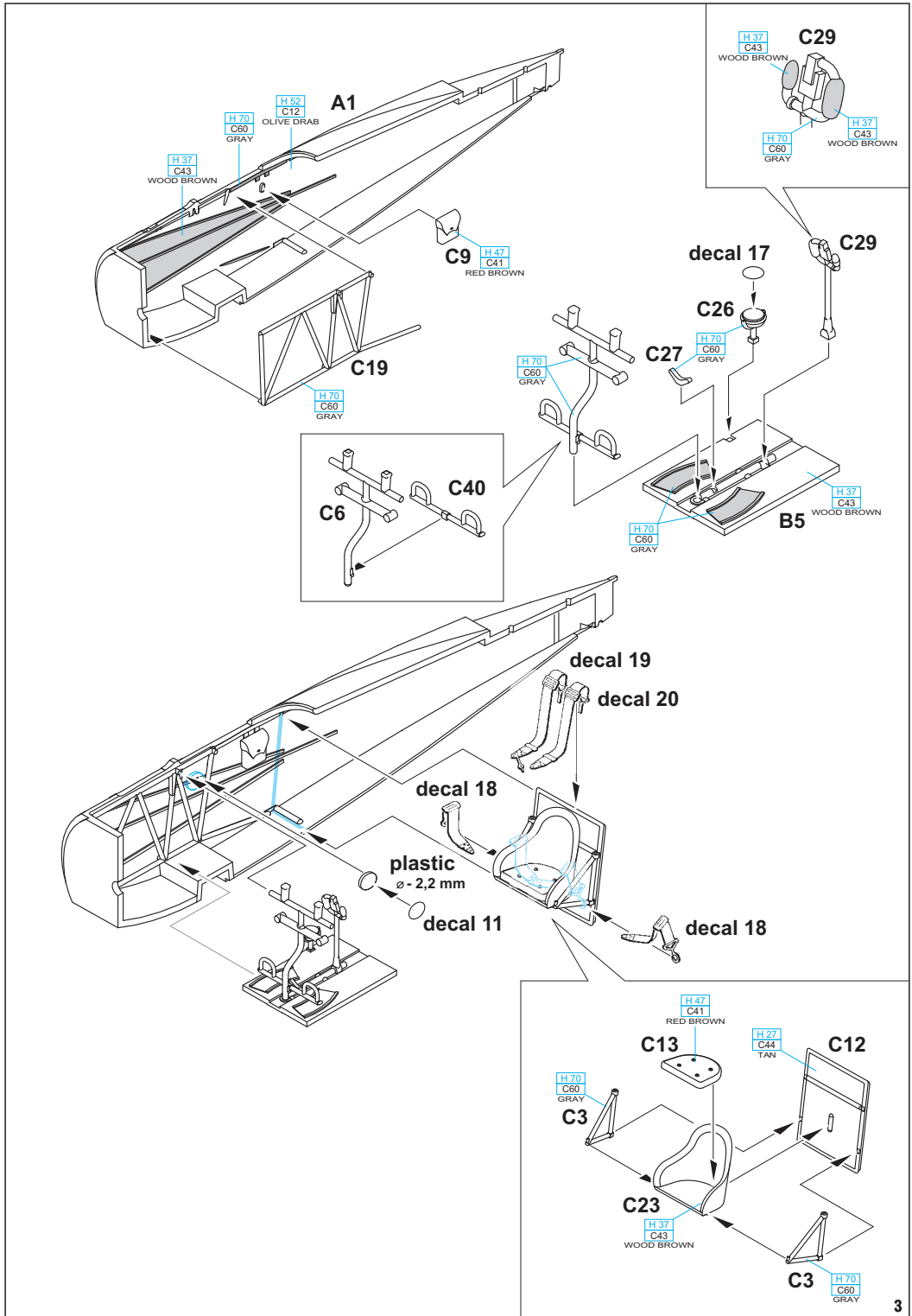
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

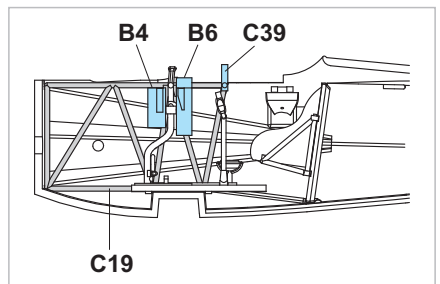
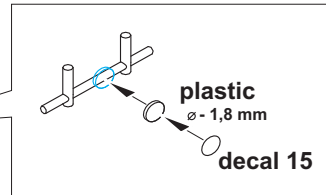
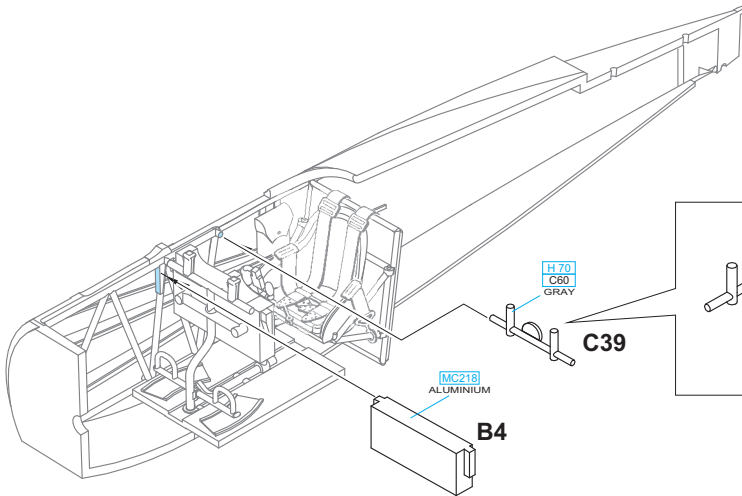
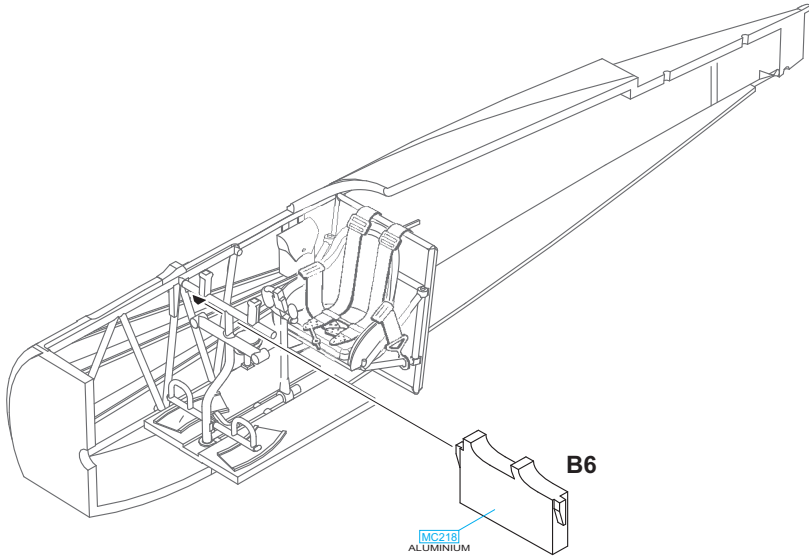
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

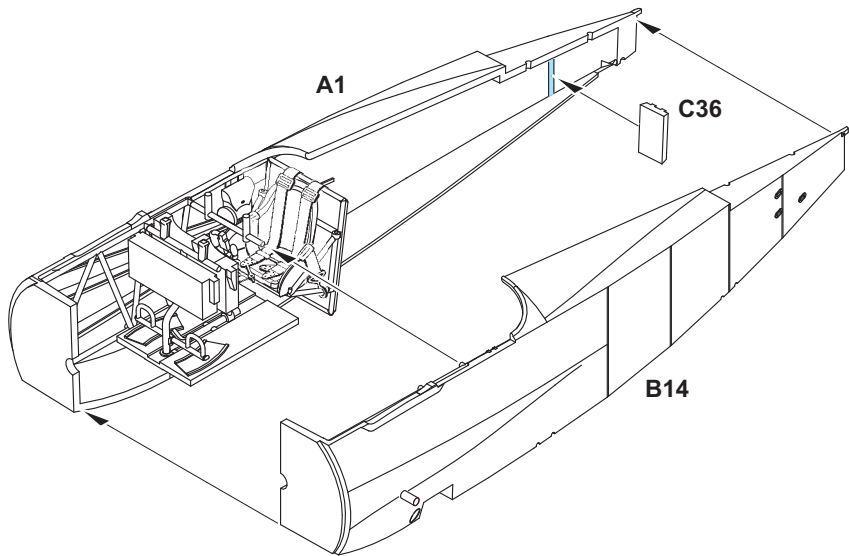
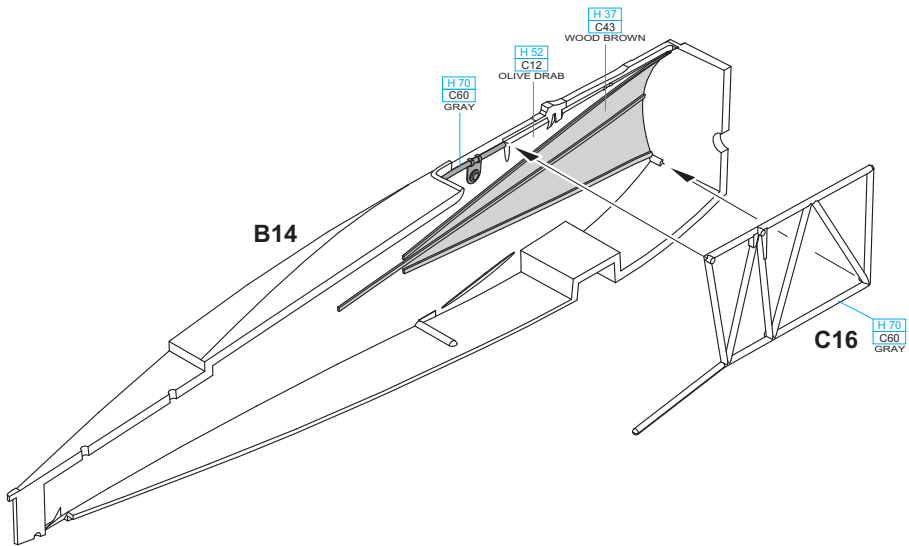
- (GB)** Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- (CZ)** Před započatím stavby si pečlivě 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.
- (D)** Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.
- (F)** 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 vinyl sur la tête.

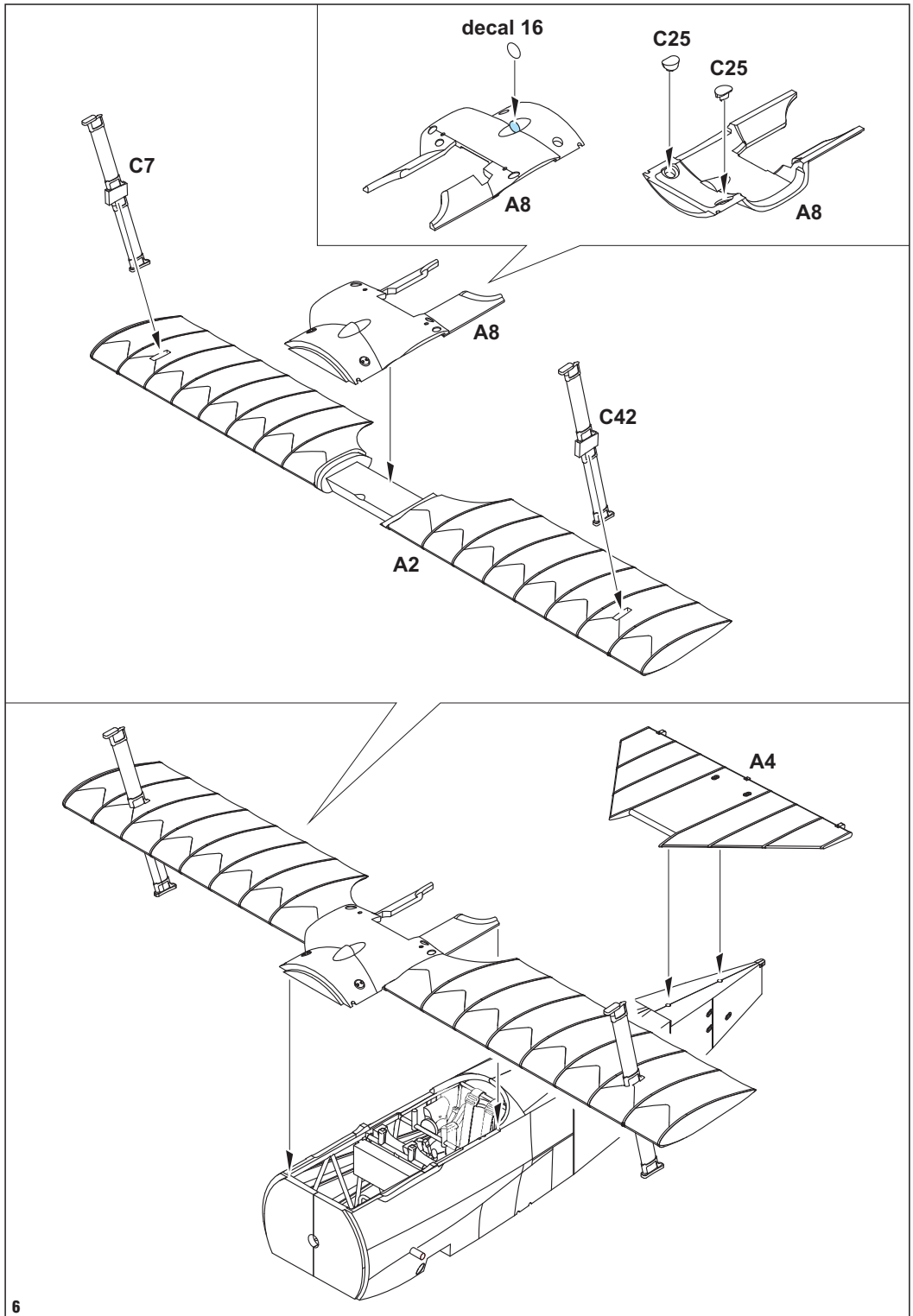
INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES

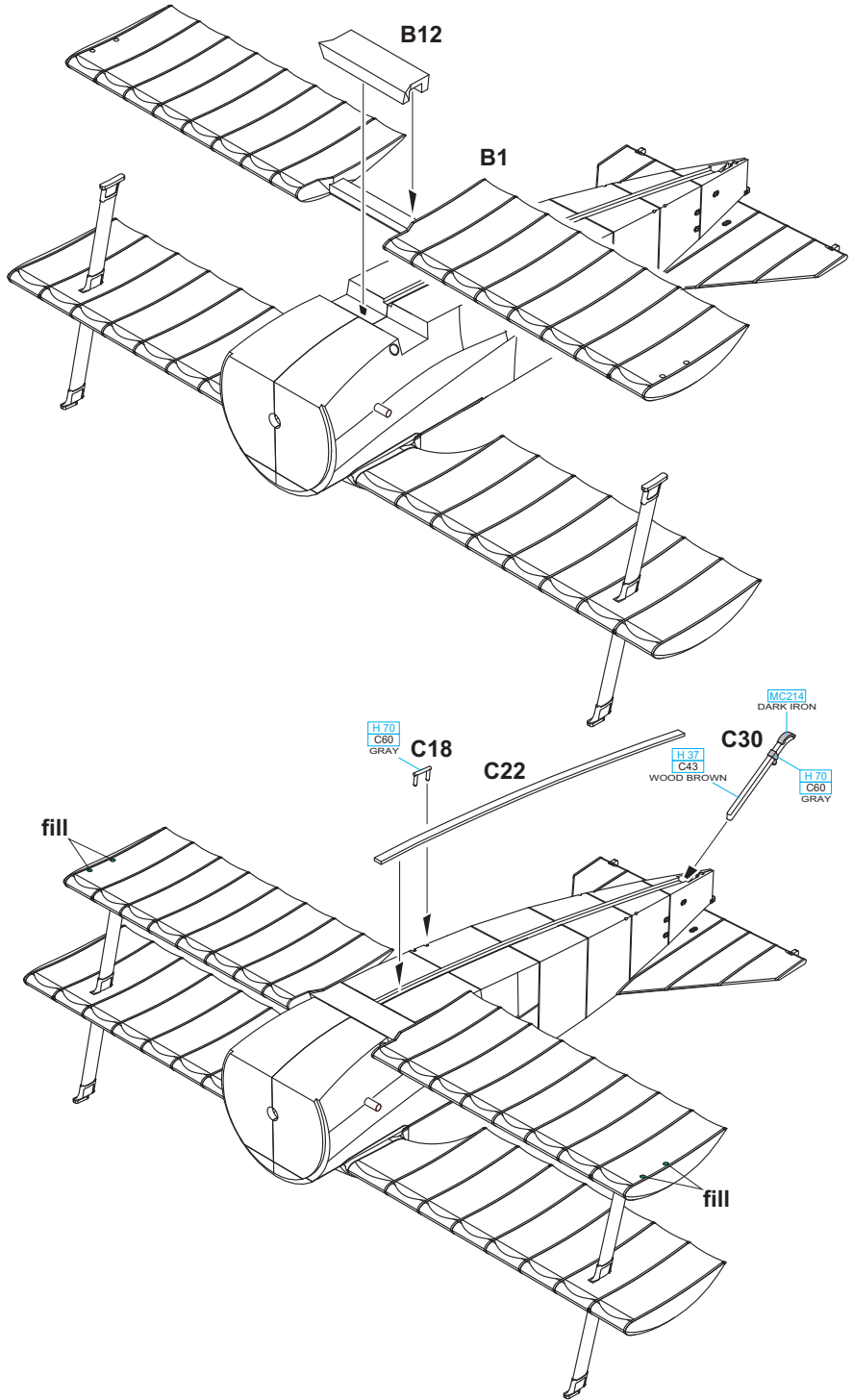
- (?)** OPTIONAL VOLBA
- (↶)** BEND OHNOUT
- (⊘)** OPEN HOLE VYVRTAT OTVOR
- (↔)** SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- (/)** REMOVE ODŘÍZNOUT
- (↺)** REVERSE SIDE OTOČIT

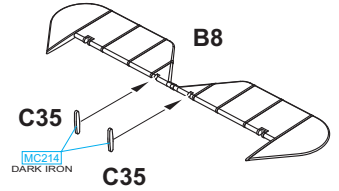
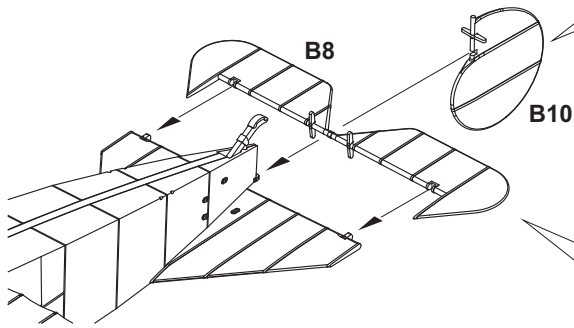




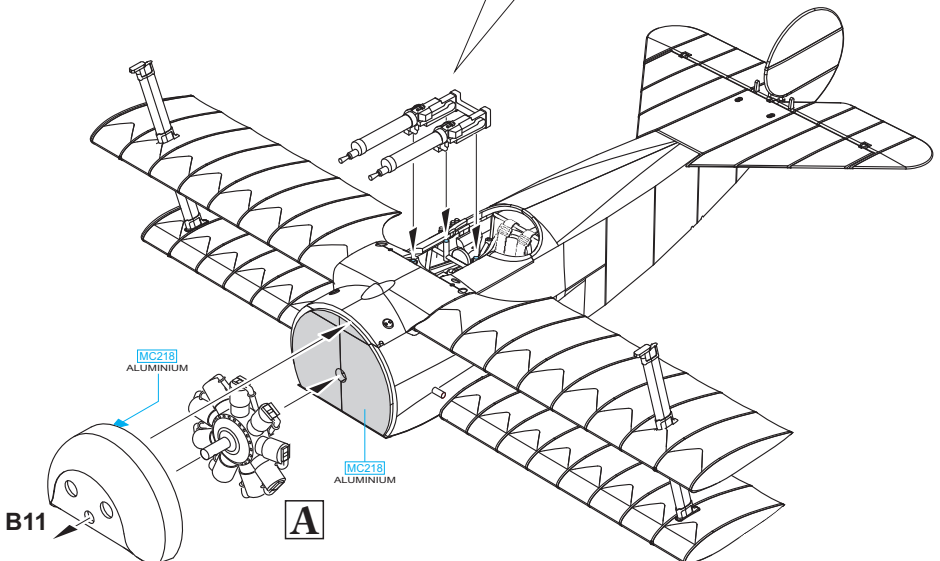
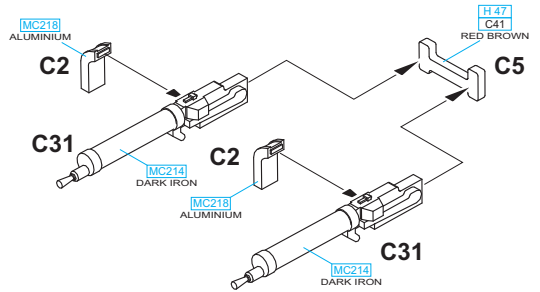
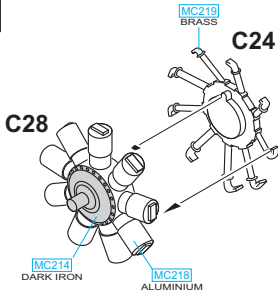




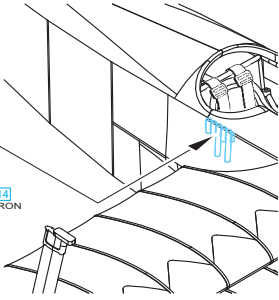




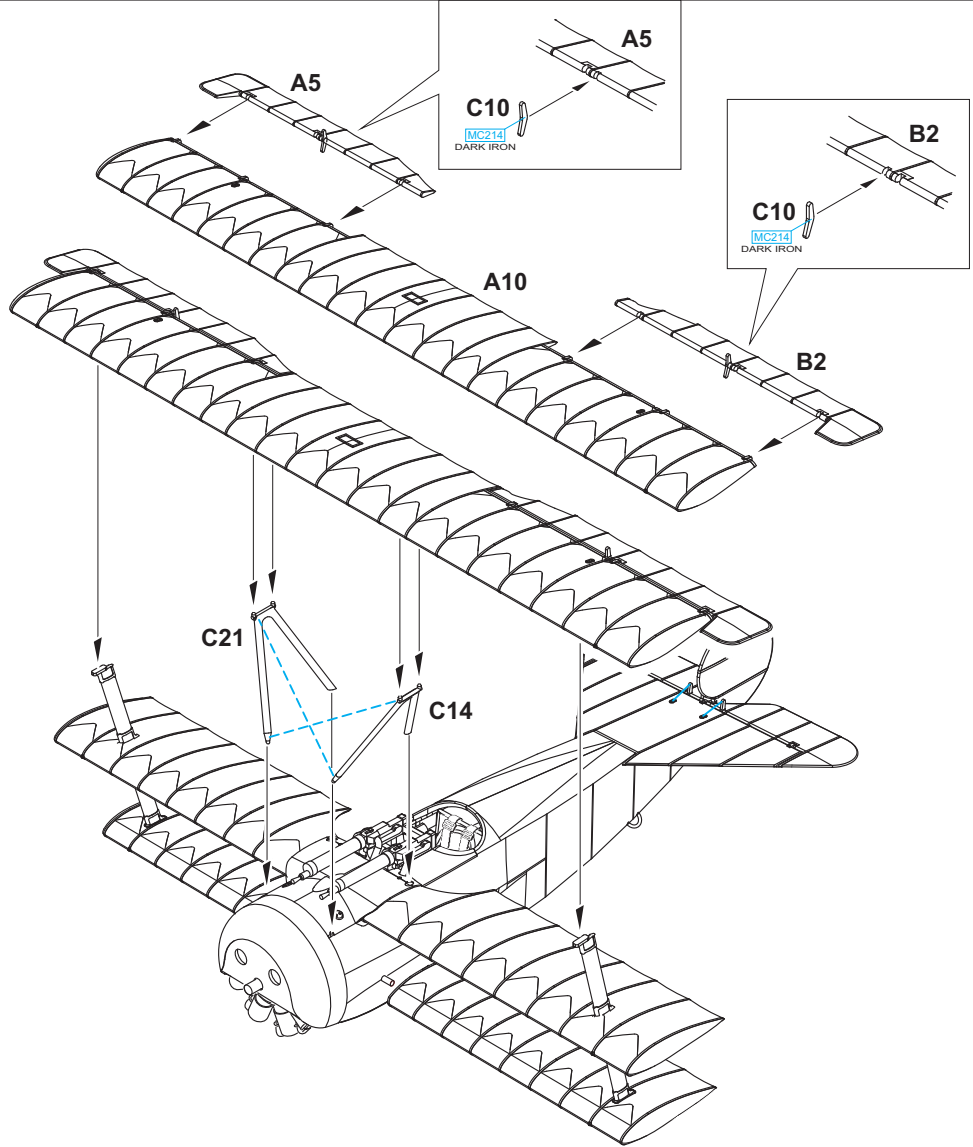
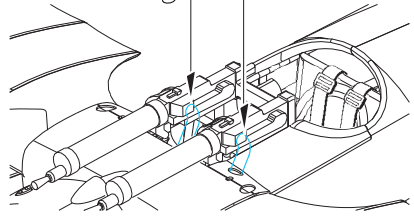
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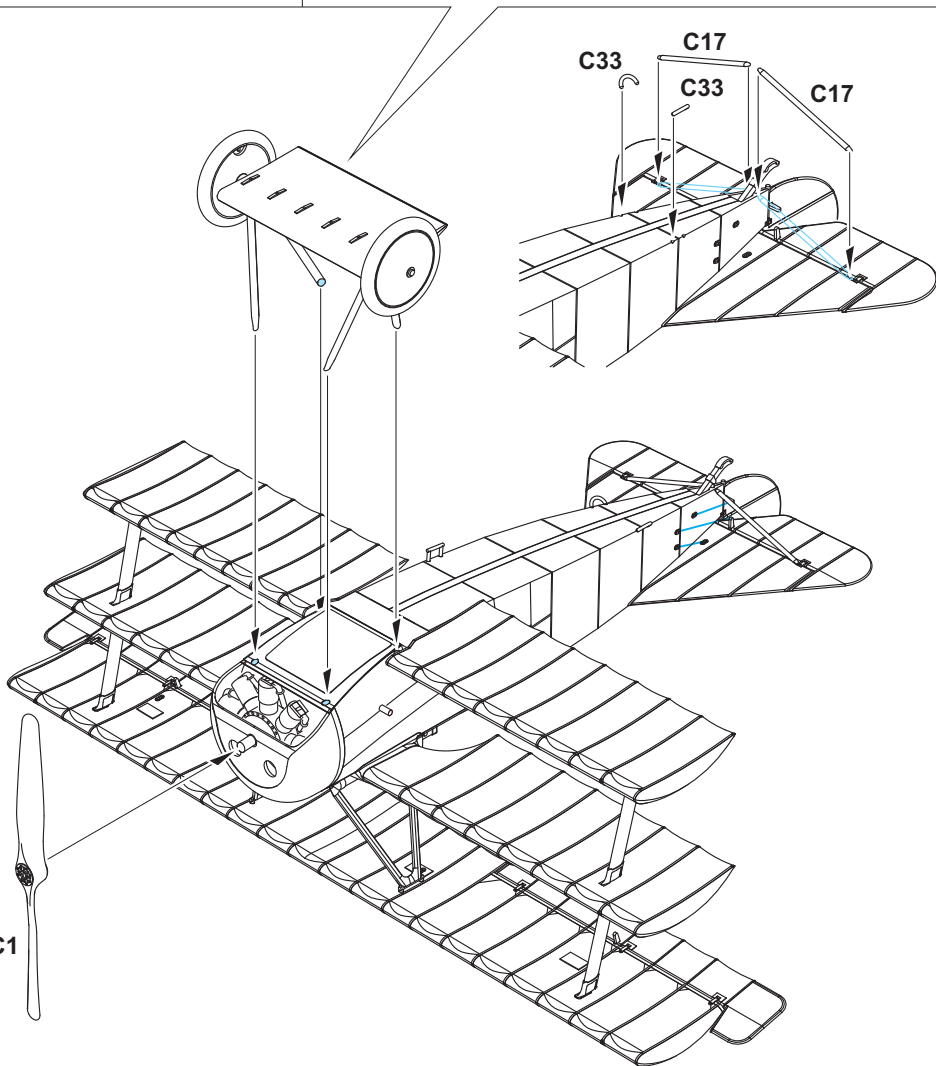
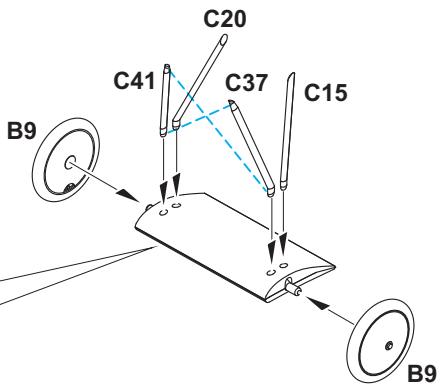
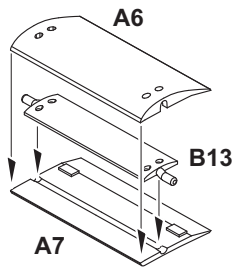


C8 MC214 DARK IRON

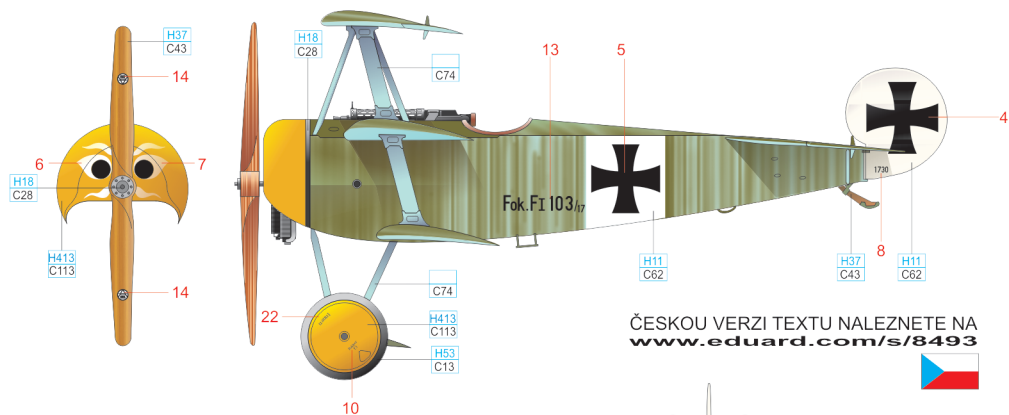


C11 MC218 ALUMINIUM
C34

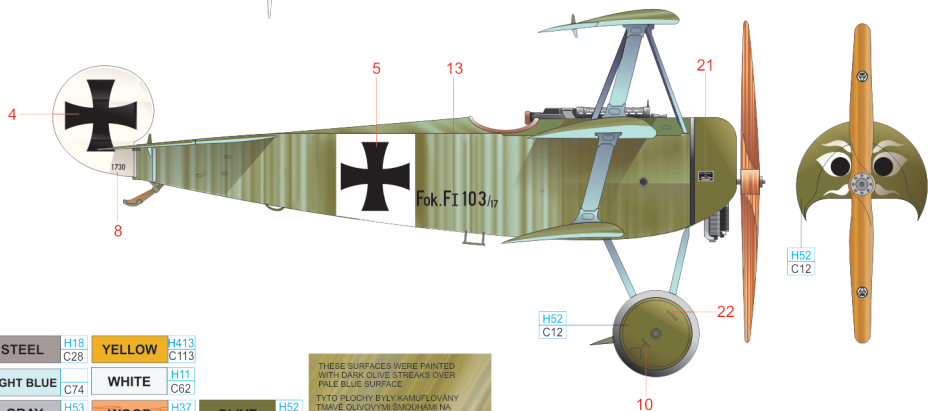
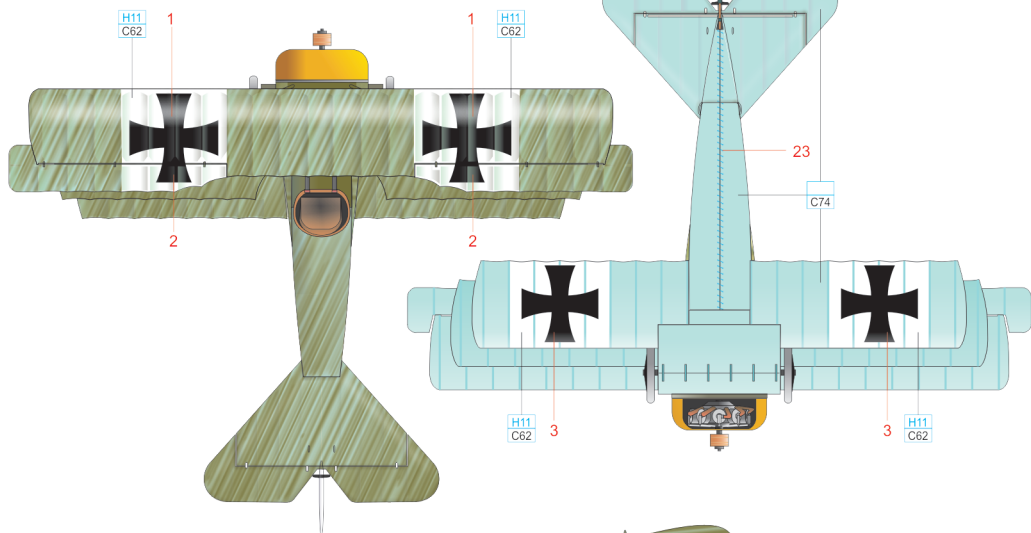




A 103/17 flown by Lt. Werner Voss, CO of Jasta 10, Marckebeke, Belgium, September 1917



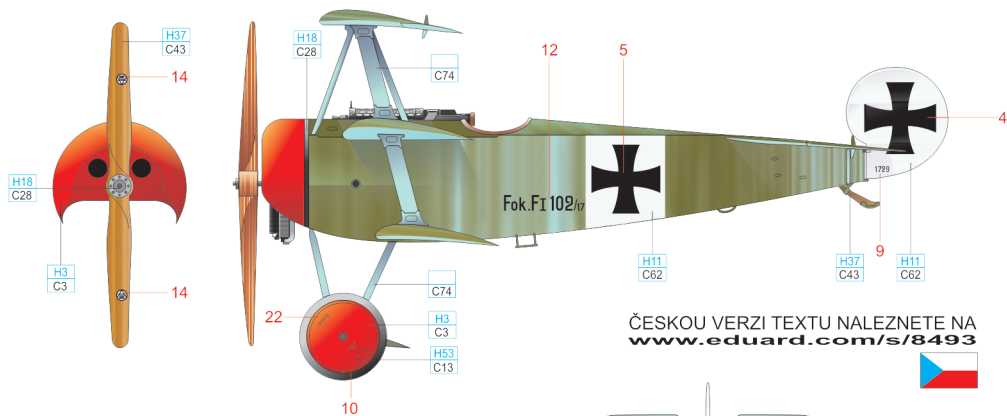
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www.eduard.com/s/8493



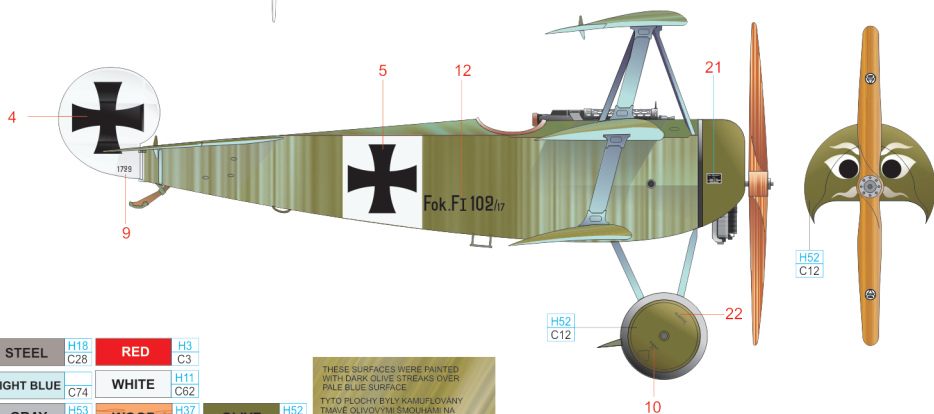
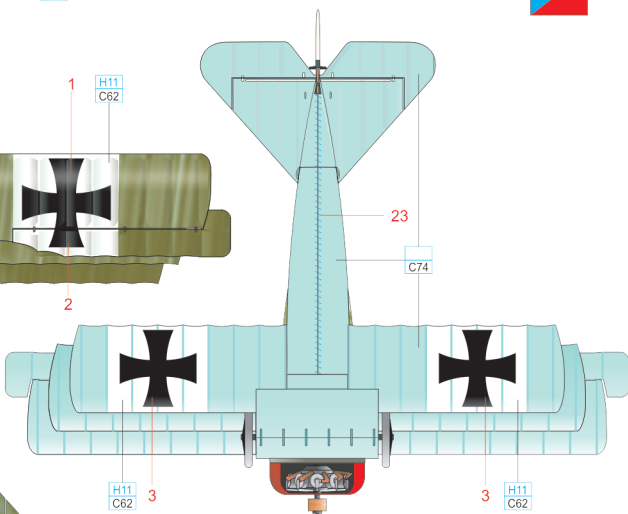
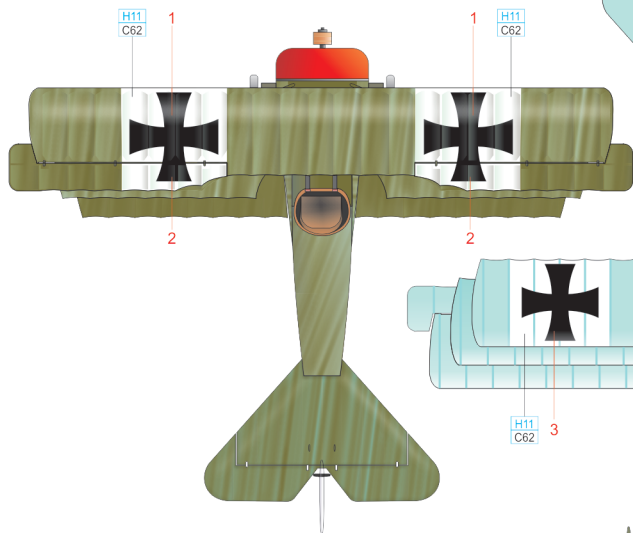
STEEL	H18 C28	YELLOW	H413 C113
LIGHT BLUE	C74	WHITE	H11 C62
GRAY	H53 C13	WOOD	H37 C43
		OLIVE	H52 C12

THESE SURFACES WERE PAINTED WITH DARK OLIVE STREAKS OVER PALE BLUE SURFACE.
 TYTO PLOCHY BYLY KAMUFOVANY TMAVE OLIVOVÝMI SMOKHAM NA SV. MODREM PODKLADĚ.

B 102/17 flown by Oblt. Kurt Wolff, CO of Jasta 11, Marckebeke, Belgium, September 1917



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/8493



STEEL	H18 C28	RED	H3 C3
LIGHT BLUE	C74	WHITE	H11 C62
GRAY	H53 C13	WOOD	H37 C43
		OLIVE	H52 C12

THESE SURFACES WERE PAINTED WITH DARK OLIVE STREAKS OVER PALE BLUE SURFACE.
 TYTO PLOCHY BYLY KAMUFLOVANY TMÁVĚ OLIVOVÝMI ŠMOURKAMI NA SVĚTLĚMODRÉM PODKLADĚ.