

# Fokker D.VII (OAW)

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 8136

The Fokker name is very prominent when it comes to the first true air war. With early Eindeckers the real aerial combat was developed, while the Dr.I gave the German pilots decent performer to fight the allied fighters. Then the D.VII arrived, defining the terms of Air Superiority Fighter, as it surpassed all the 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 were outperformed by the new Allied arrivals like British Sopwith Camel, S.E.5a or French 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. To participate, 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 for Fokker. Platz decided to employ all the well-proven features of his earlier successful designs, he then added some novelties and mixed all this into a new, sturdy prototype with designation V 11 (Versuchsmaschine no. 11; Experimental aircraft No. 11), which was entered for the competition alongside seven other Fokker prototypes.

#### Last-minute intervention

The design of V 11 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 winger). 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 V 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 for added stability. It was a last-minute decision, which kept the Fokker workshop busy over a weekend. But the modification proved to be the right one and instrumental for the success which was to come.

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 OAW (Osterdeutsche Albatros Werke) in Schneidemühl (Polish town Piła today). Albatros and OAW 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 OAW retained it well into production, while Fokker abandoned that feature at the early stage. The OAW also improved the design of the landing gear axle wing by splitting it into two halves in order to allow its easy removal for the suspension servicing.

#### 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 OAW did not give them any specific designation. Late in 1918, the Austro-Hungarian company MÁG (Magyar Általános Gépgyár - Hungarian General Machinery Company) started production of the D.VII powered by Austro-Daimler 225 hp engine. Armament of D.VIIs 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

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 it from his German factory to Holland, where he restarted the production. Not only Holland, but many other countries used the D.VIIs in post war years, some of them even after 1930. 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.



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 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. SYMBOLY

## \* INSTRUKTION SINNBILDEN

## \* SYMBOLES

## \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

## PARTS



## DÍLY



## TEILE

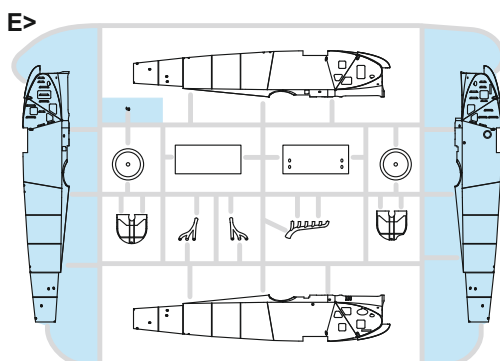
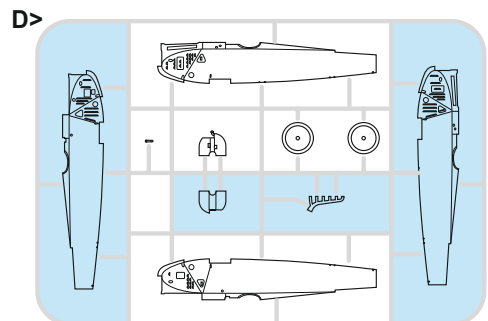
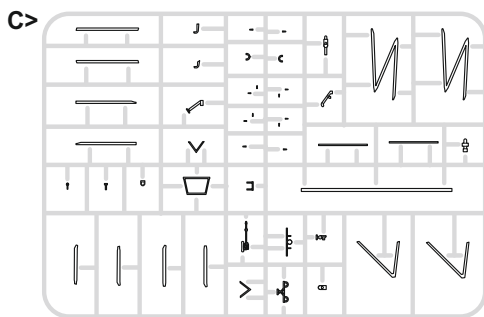
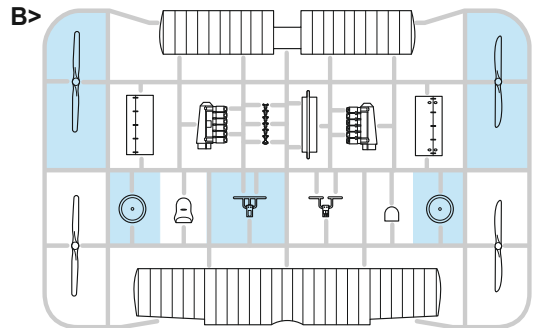
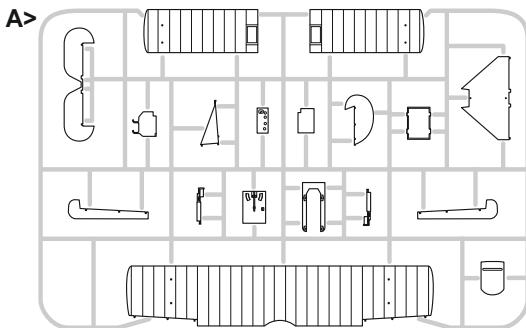


## PIÈCES

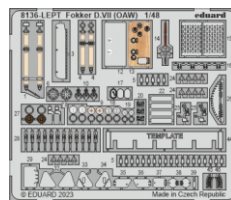
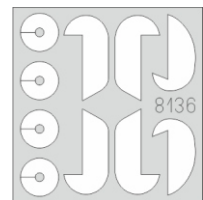


## 部品

## PLASTIC PARTS



## PE - PHOTO ETCHED DETAIL PARTS

eduard  
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



## PEINTURE



## 色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H25	C34		SKY BLUE
H37	C43		WOOD BROWN
H39	C67		PURPLE
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H70	C60	MMP-056	GRAY
H85	C45		SAIL COLOR

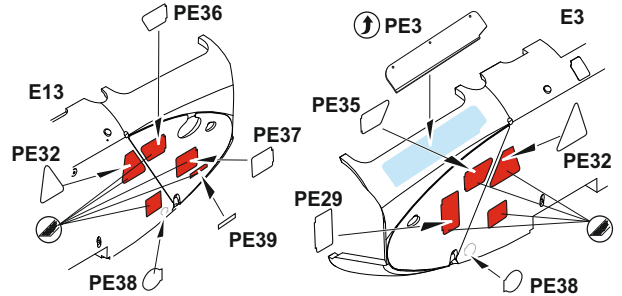
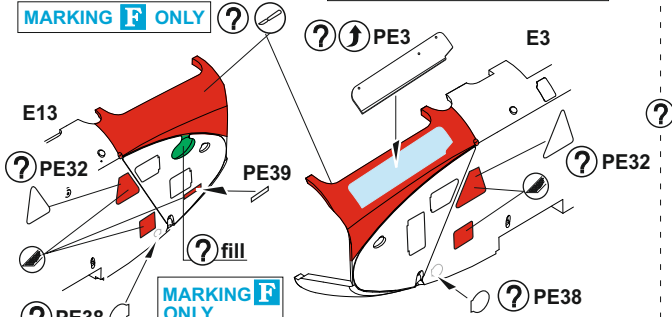
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H330	C361	MMP-077	DARK GREEN
H337	C337		GRAYISH BLUE
H413	C113	MMP-090	RLM04 YELLOW
H423	C123	MMP-054	DARK GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STAINLESS
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
MC219		MMM-009	BRASS
Mr.COLOR SUPER METALLIC		METALLICS	
SM203			SUPER IRON 2

MARKINGS **A, D, F**

PE3 - MARKINGS **A, D** ONLY

ALTERNATE USE OF THE PE PARTS FOR ALL THE INSPECTION DOORS

MARKING **F** ONLY



PE32, PE38, PE39 - MARKINGS **D, F** ONLY

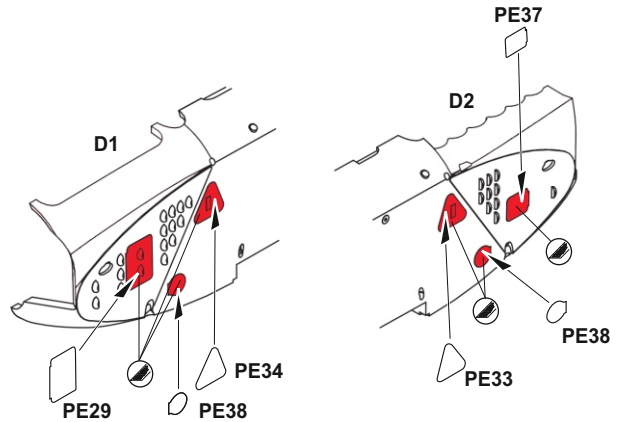
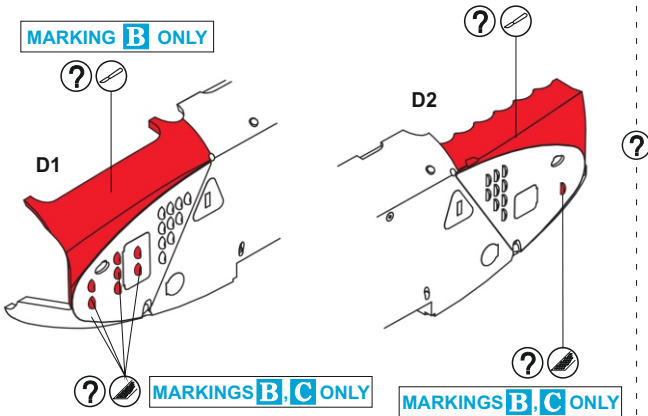
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MARKINGS **B, C, E**

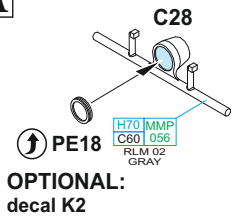
MARKING **B** ONLY

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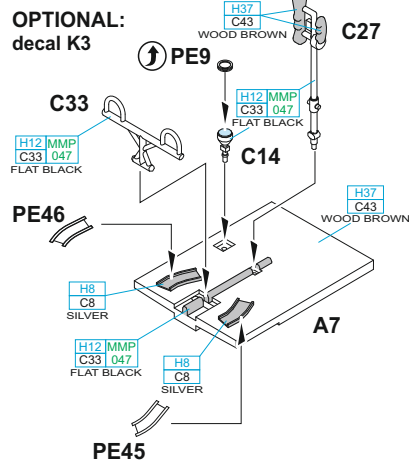
MARKING **B** ONLY



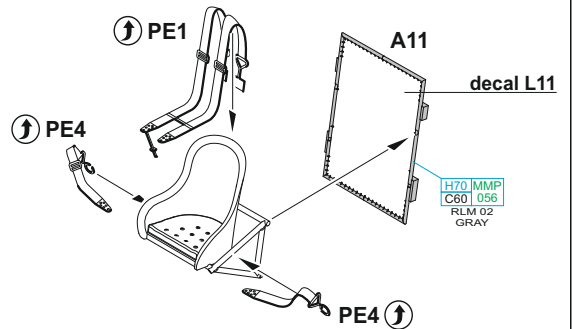
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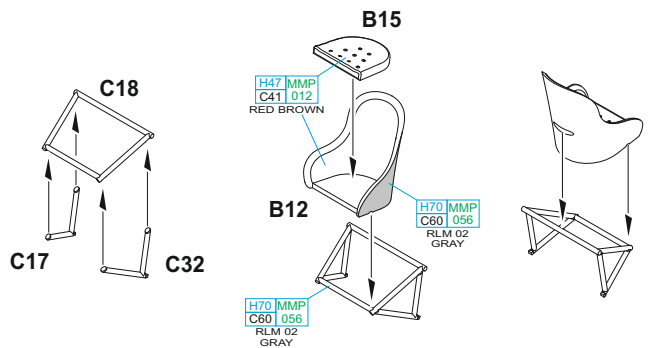
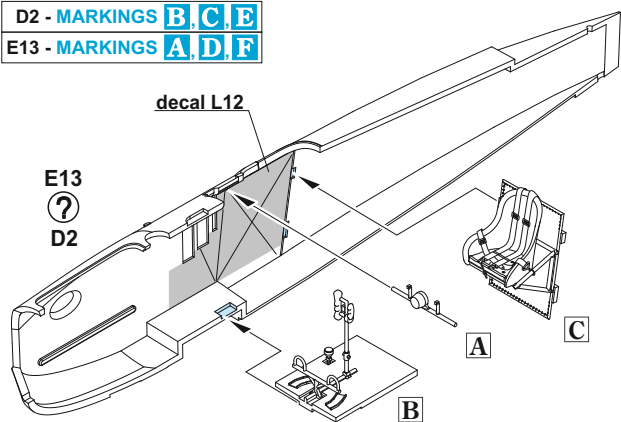
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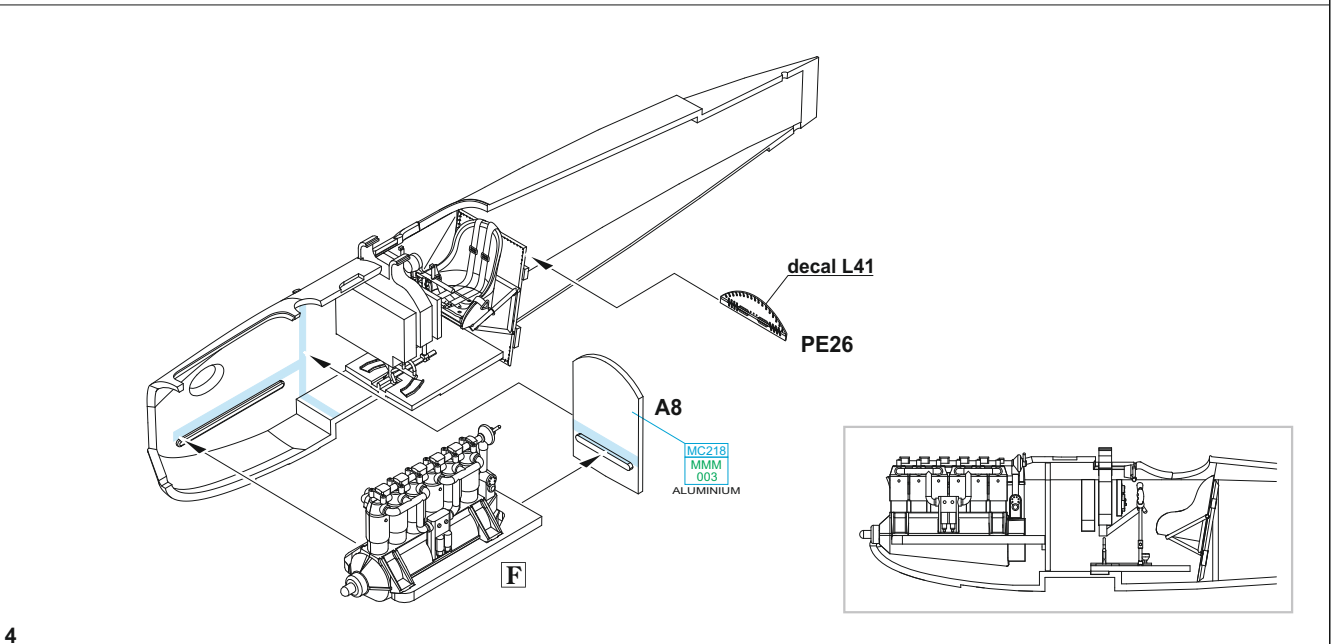
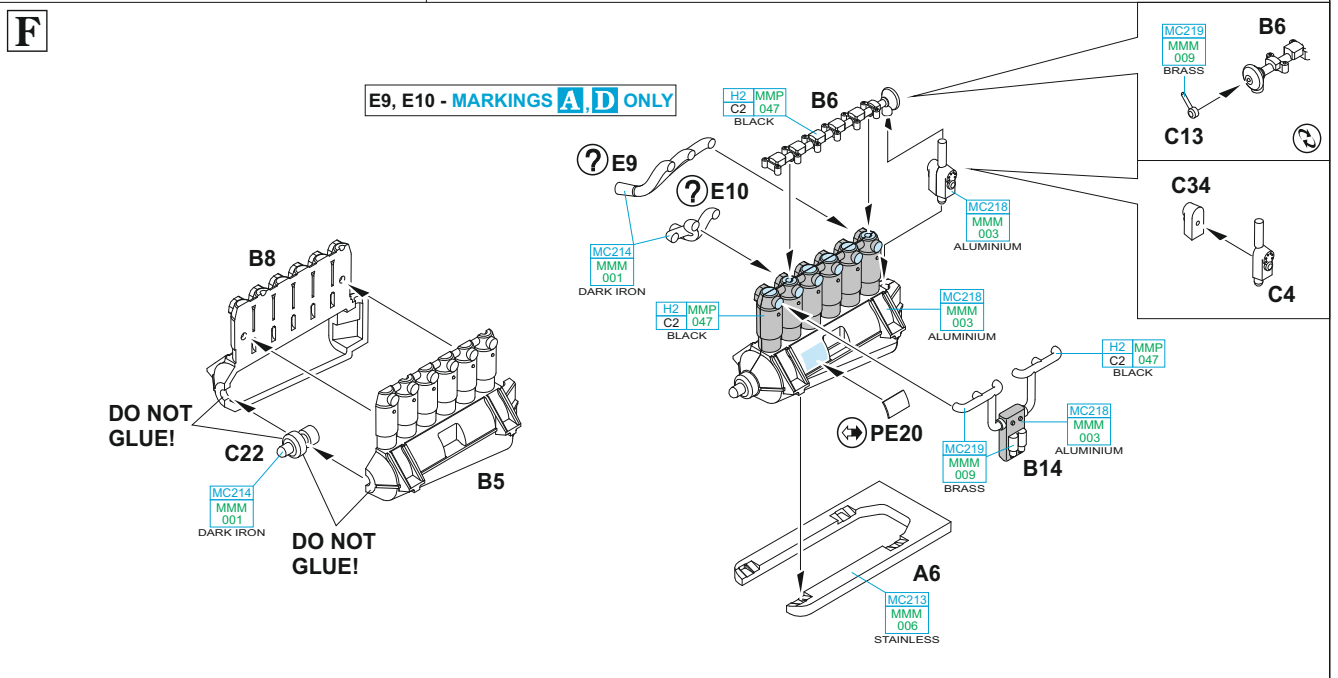
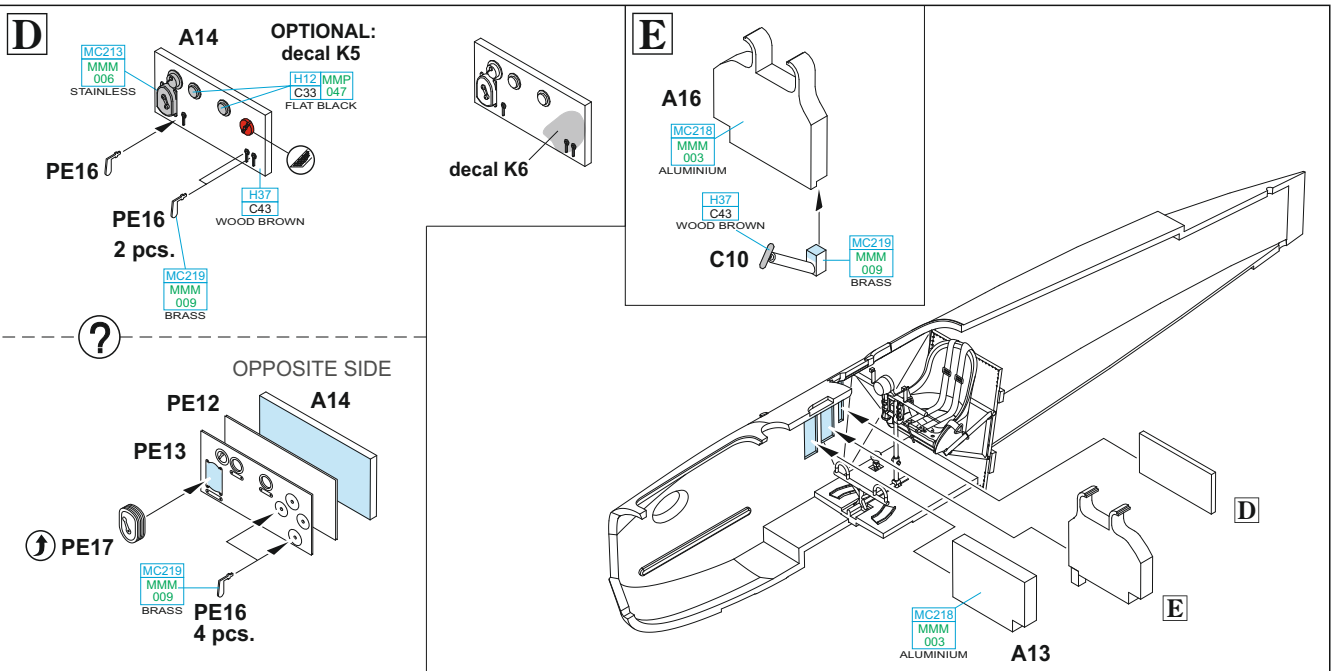


**C**



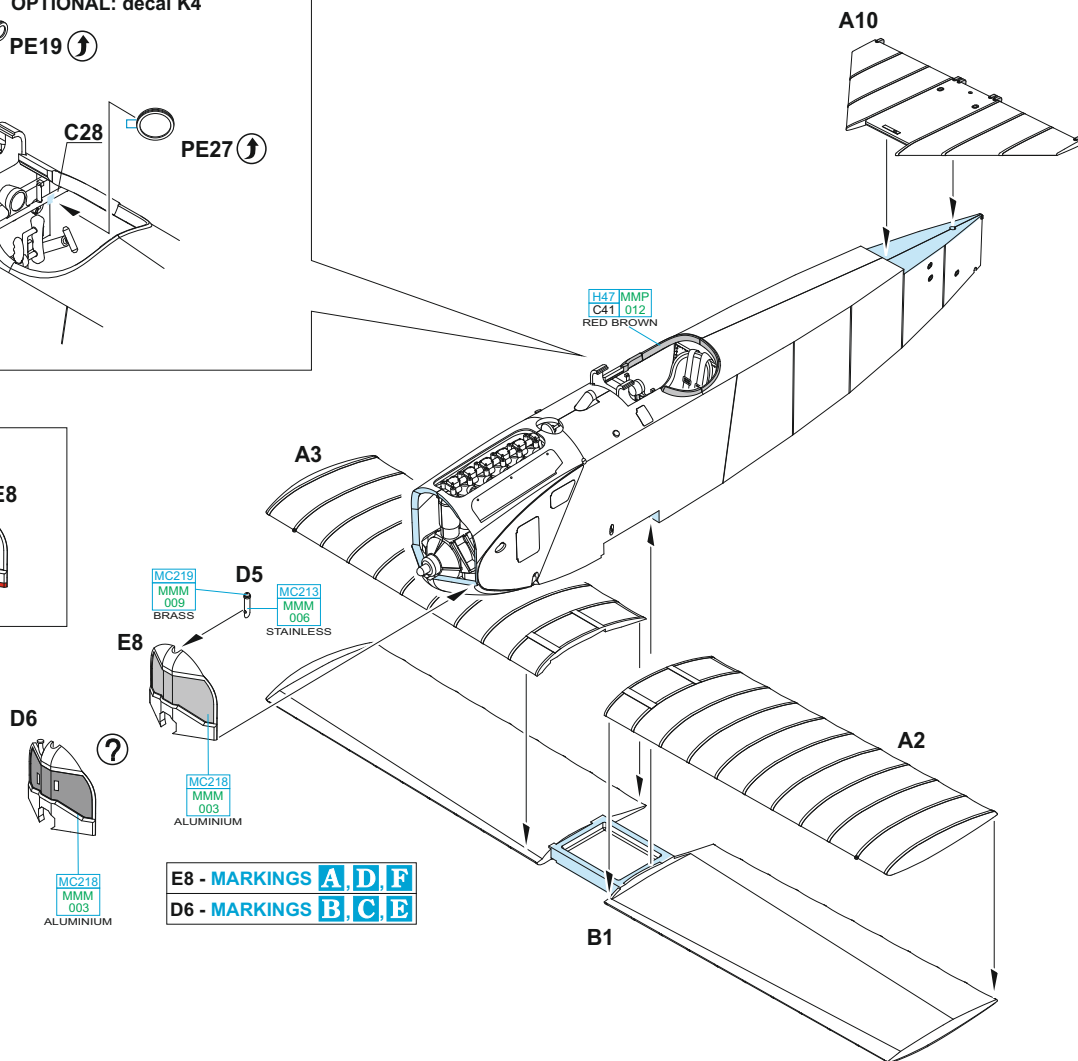
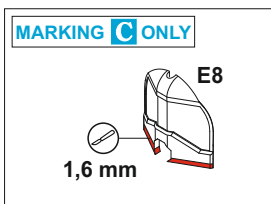
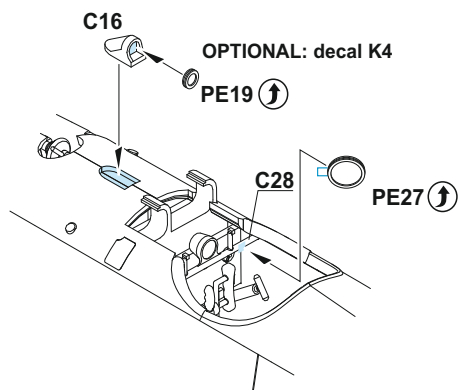
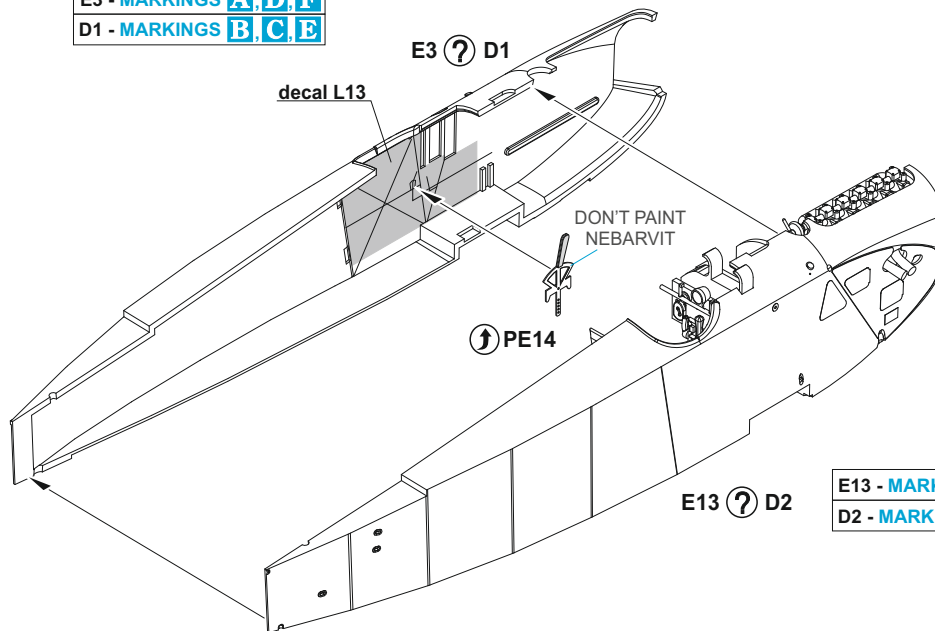
D2 - MARKINGS **B, C, E**  
E13 - MARKINGS **A, D, F**





E3 - MARKINGS **A, D, F**

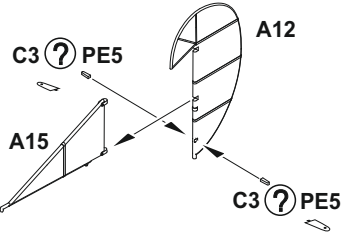
D1 - MARKINGS **B, C, E**



C21

∅ - 2,4 mm

MARKING B ONLY



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

step 2

A17

step 1

PE22

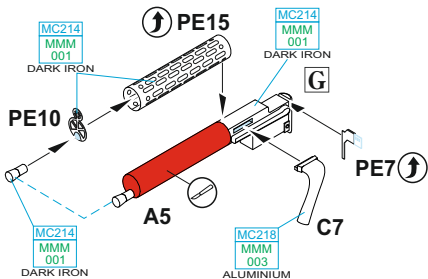
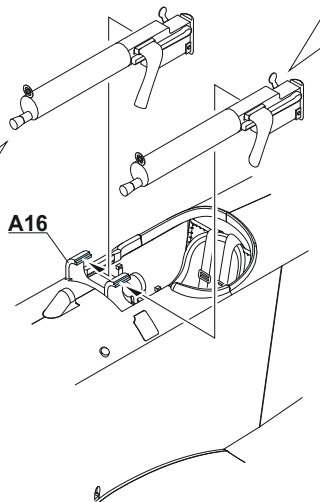
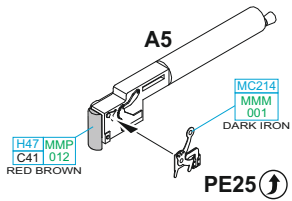
PE22

D8

MC214  
 MMM  
 001  
 DARK IRON

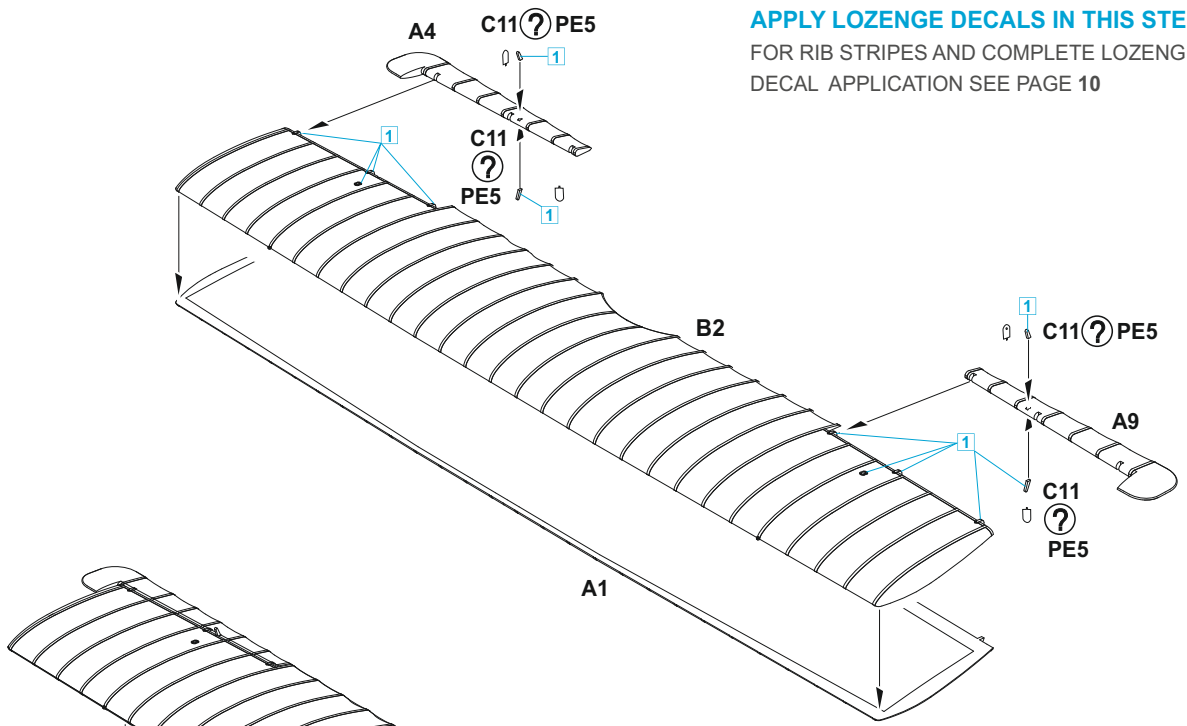
D8 - MARKINGS B, C, E, F ONLY

G 2 pcs.

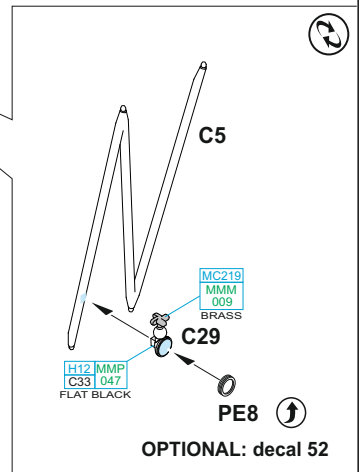
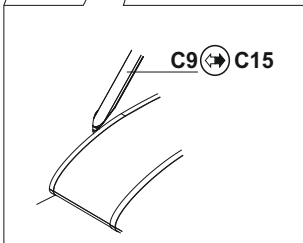
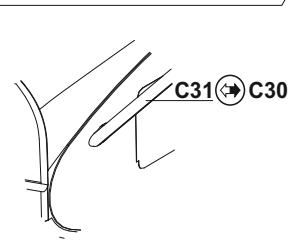
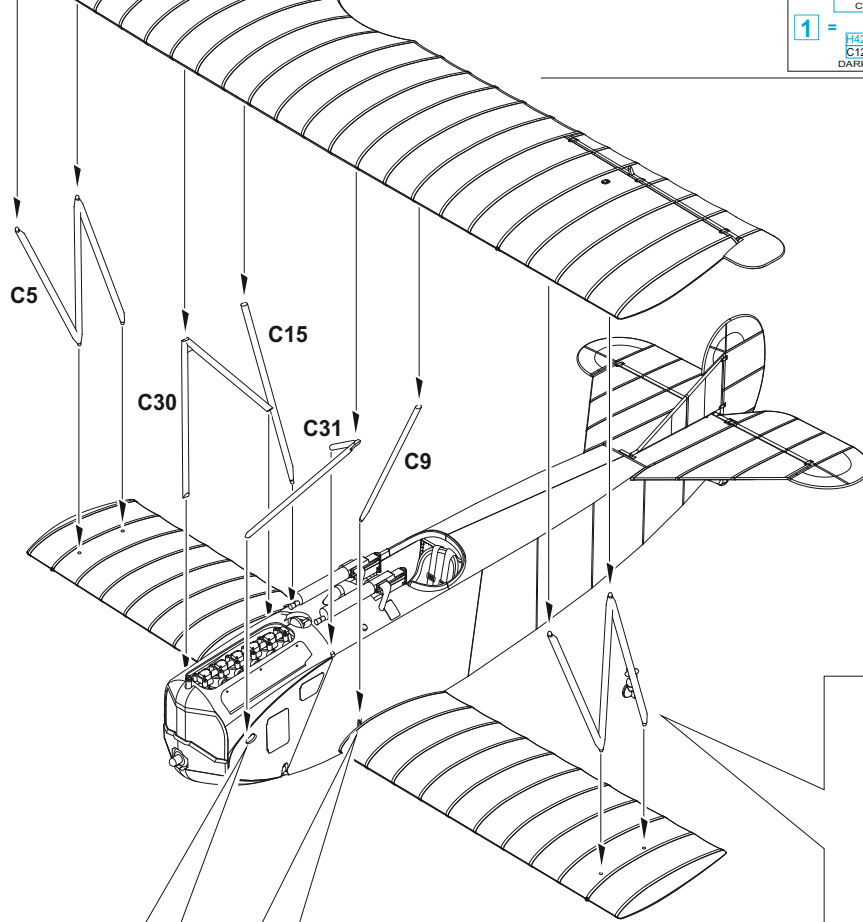


**APPLY LOZENGE DECALS IN THIS STEP**

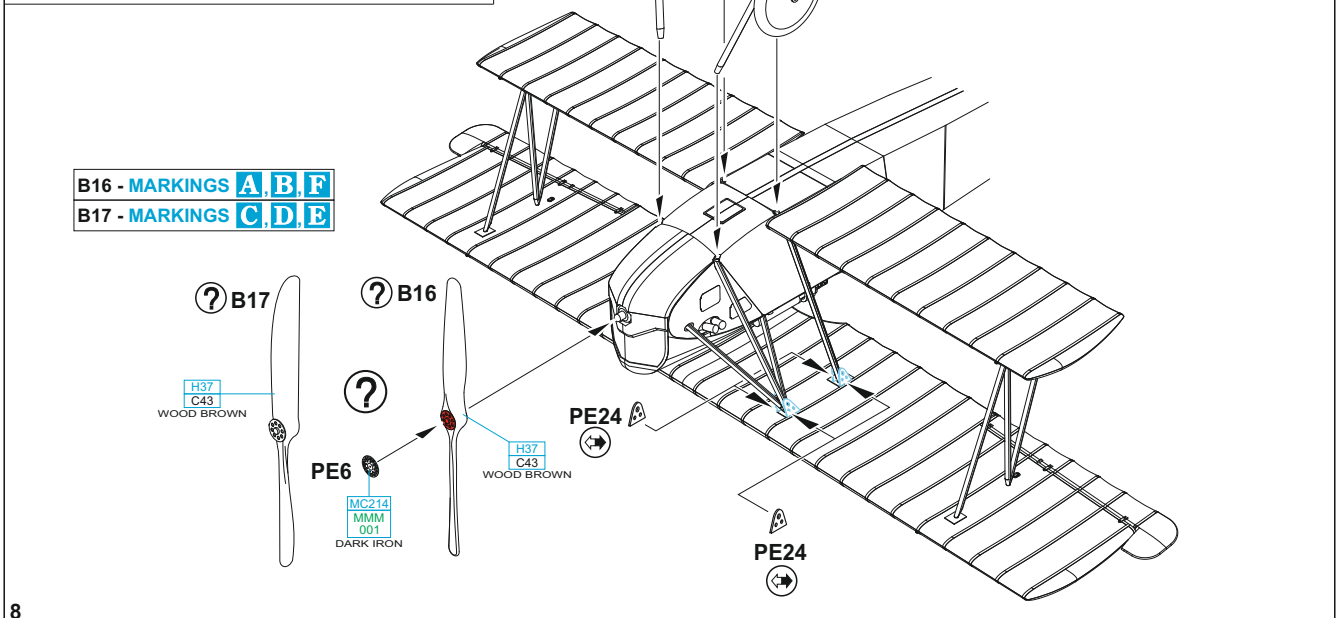
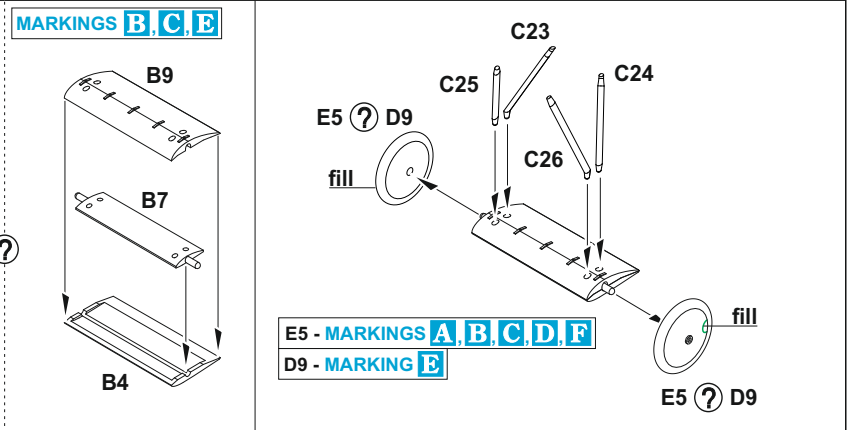
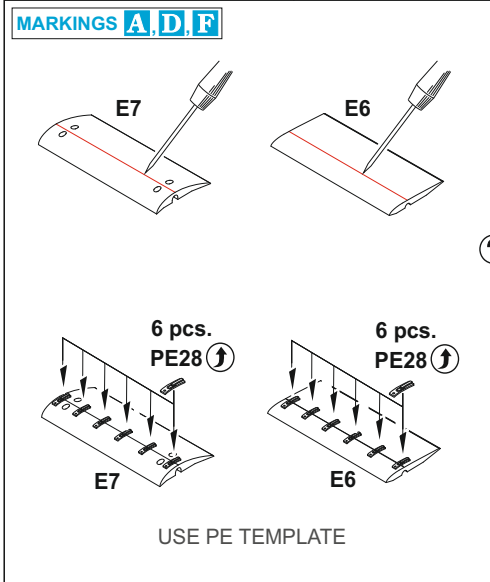
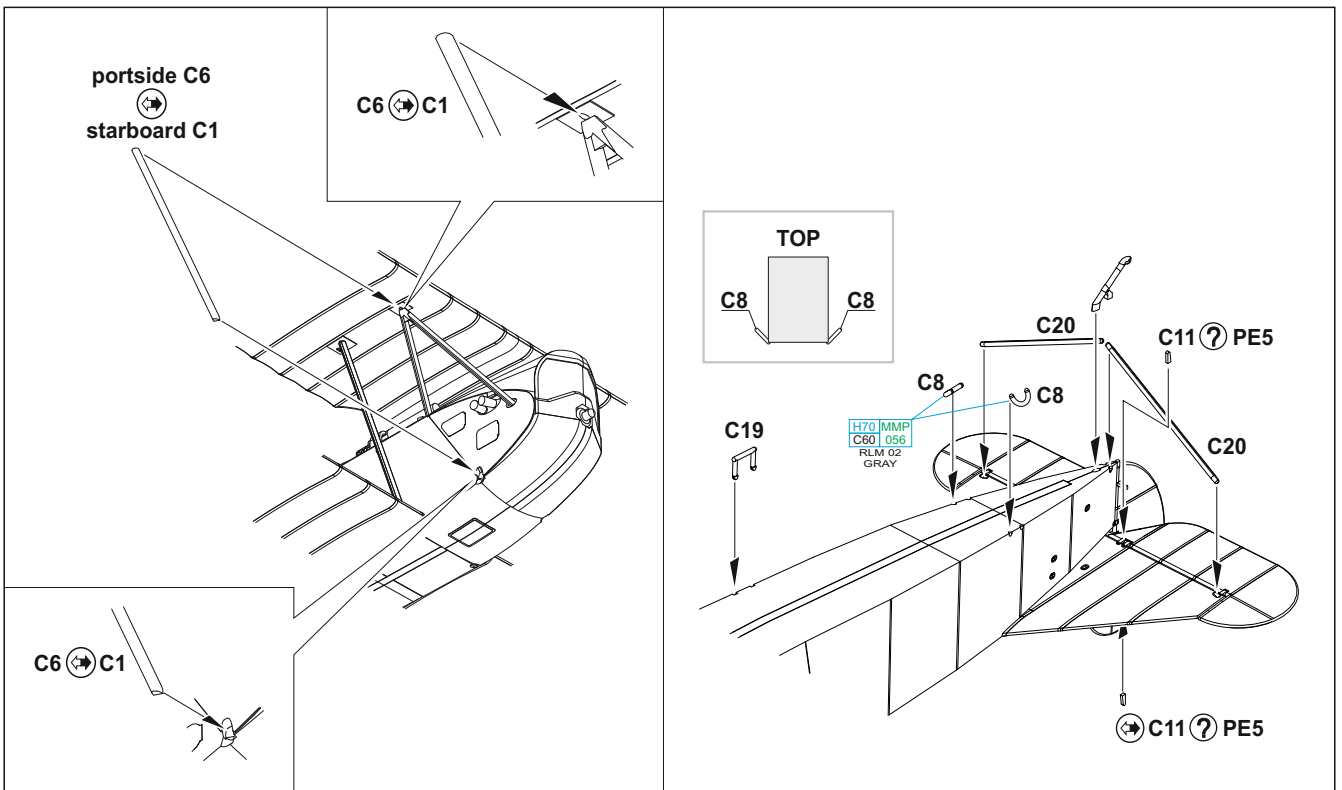
FOR RIB STRIPES AND COMPLETE LOZENGE  
DECAL APPLICATION SEE PAGE 10



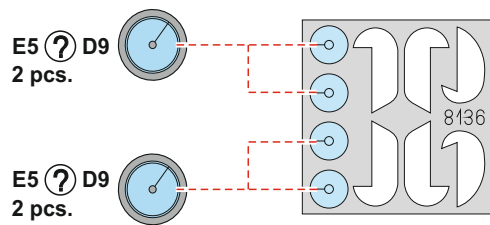
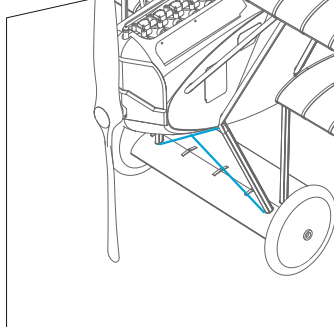
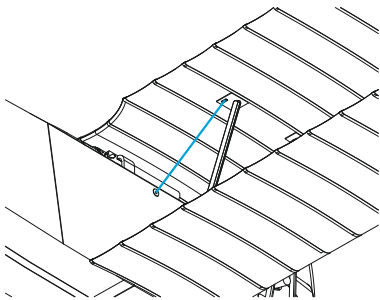
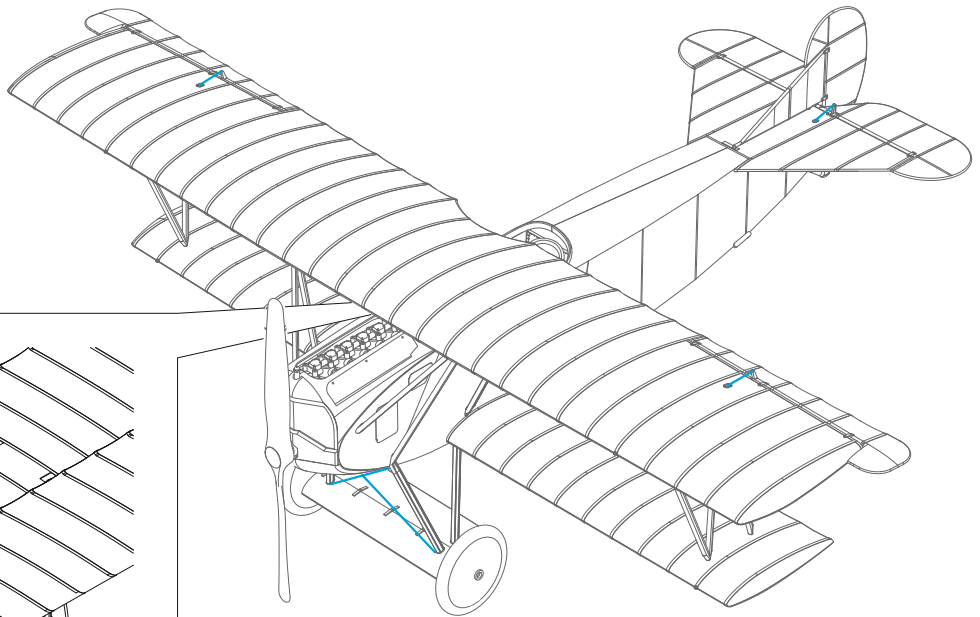
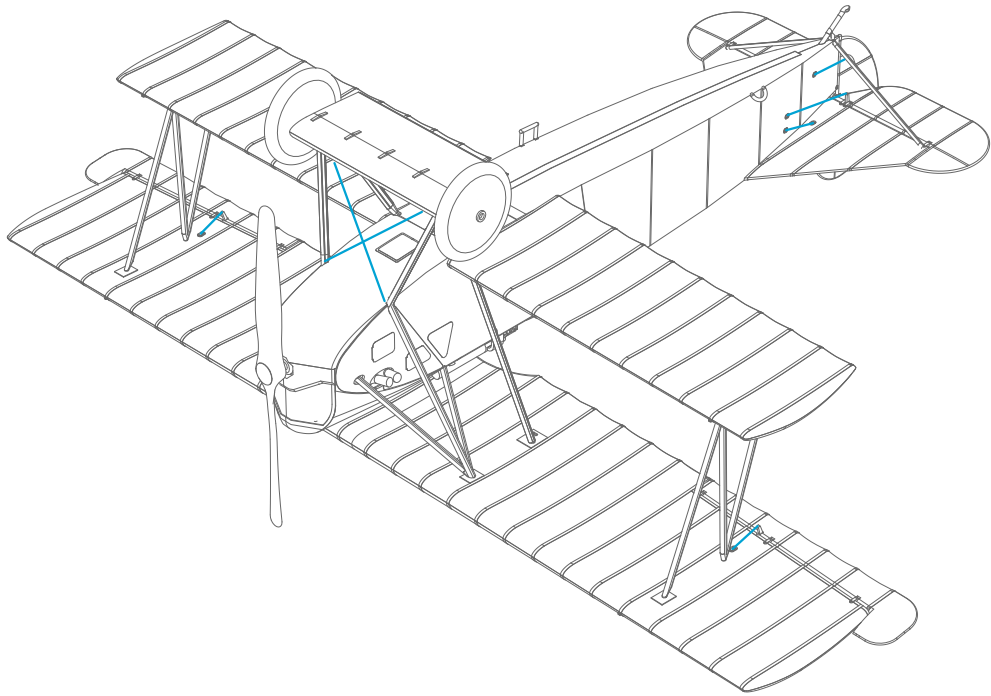
1 =	CAMOUFLAGE COLOR	- MARKINGS A, D
	H423 MMP C123 054 DARK GREEN	- MARKINGS B, C, E, F



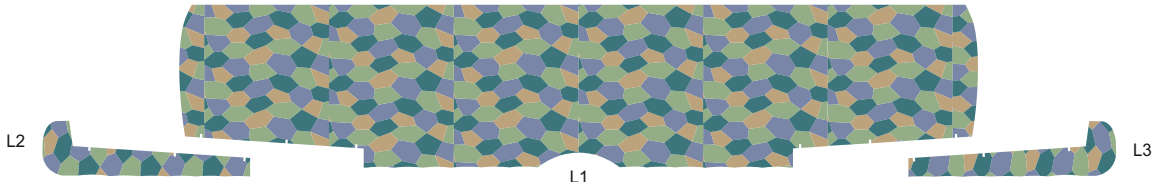
OPTIONAL: decal 52



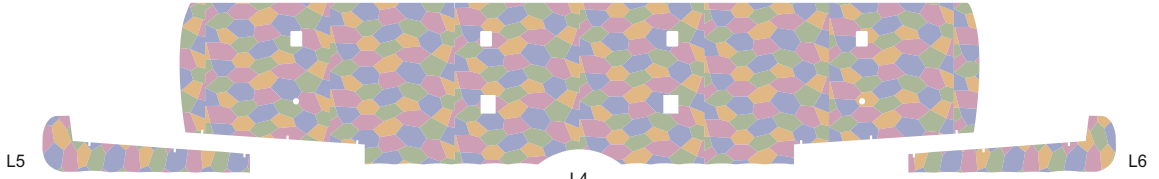




TOP



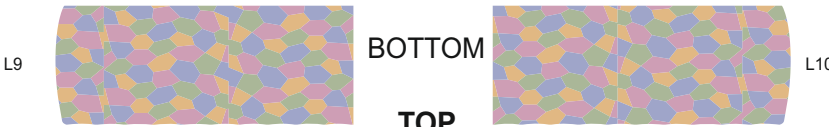
L1  
BOTTOM



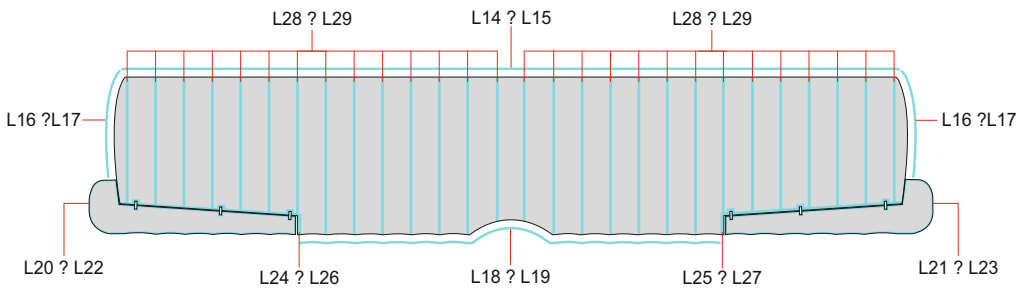
TOP



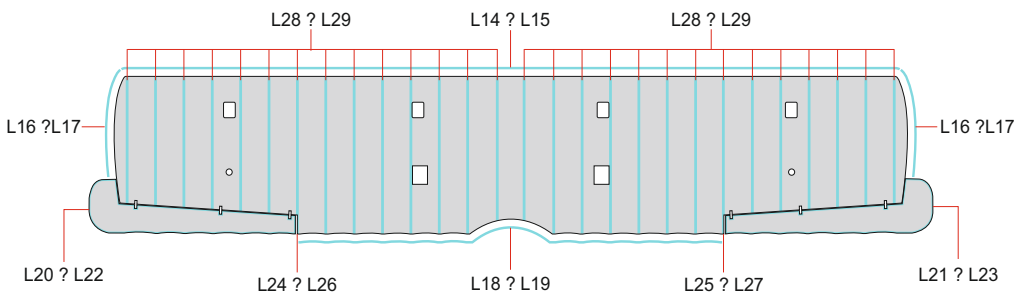
BOTTOM



TOP



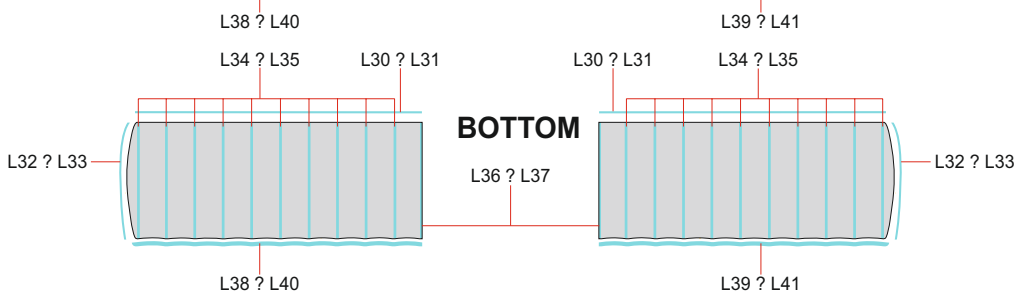
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TOP

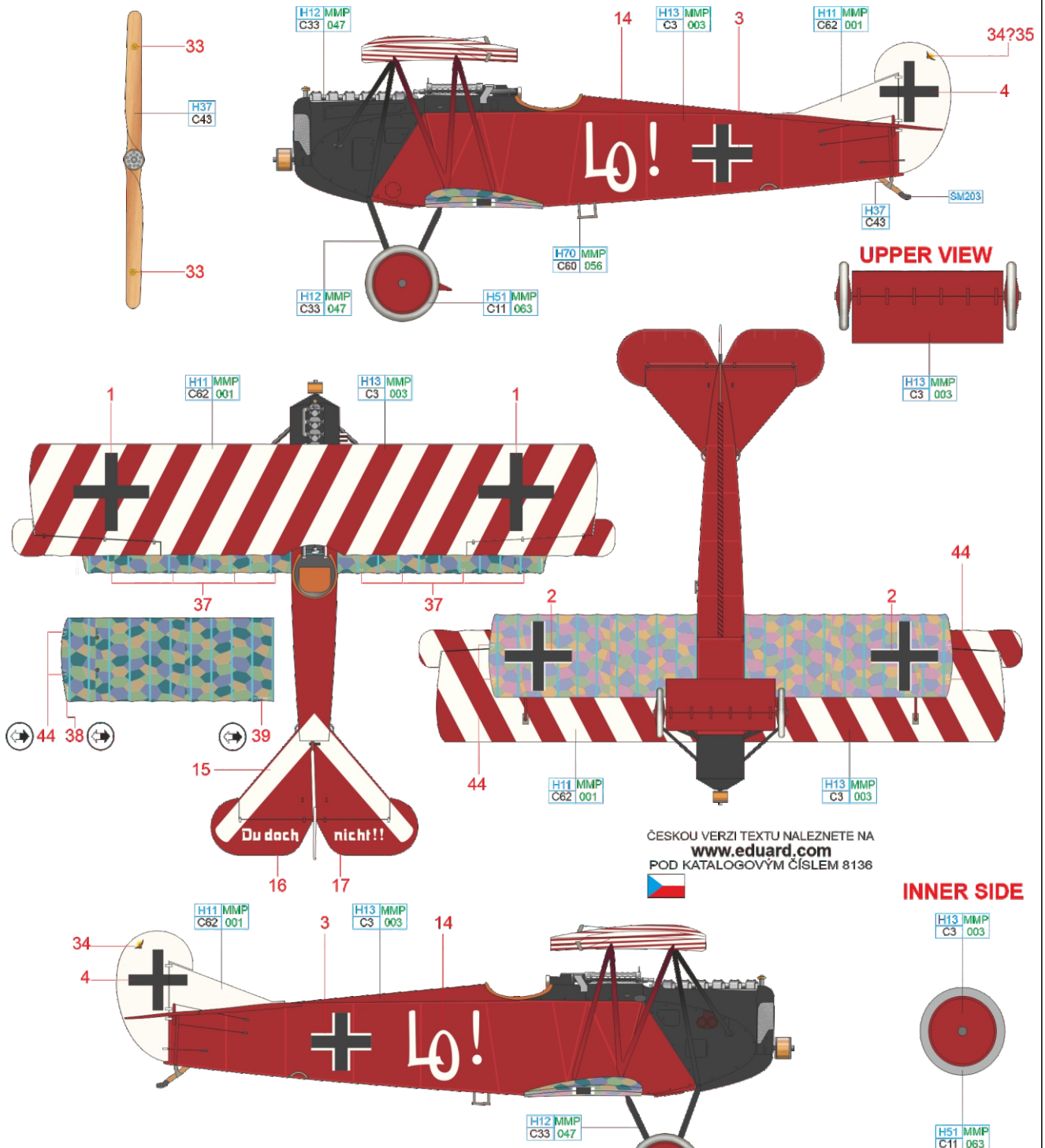


BOTTOM



# A Lt. Ernst Udet, Jasta 4, Beugneux-Cramoiselles Airfield, France, June 1918

Jasta 4 received the new Fokkers D.VII on June 13, 1918. All these were license-built OAW aircraft. Immediately, a new unit marking, consisting of black-painted noses, wheel covers and struts, was introduced. This marking was certainly inspired by the black fuselages of Jasta 37. Udet was named the acting commander of Jagdgeschwader "Von Richthofen" on June 18, and although he only held this position for one day, it was probably enough to mark his plane in a more recognizable style. The fuselage was supposedly fully painted red, possibly as a reference to Udet's previous service with Jasta 11. The wings were striped in red and white. The number of stripes is usually thought to be higher than we portray here, but the famous photo of this plane is heavily retouched. Close inspection reveals that only the stripe going through the right-wing cross is original. By comparison with another photo, shown in a TV documentary, we have our interpretation of the upper wing stripes layout. The aircraft did not survive long, as it was lost on June 29. At 7:40 a.m. over the village of Cutry Udet attacked a French Breguet, but the observer returned fire and managed to rip the steering lines of Udet's Fokker with his fire and Udet had to bail out from the uncontrollable aircraft. The nose and wheel covers may have retained the black Jasta 4 unit colour or they were painted red as well. Available photos leave the possibility of both these options.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 8136

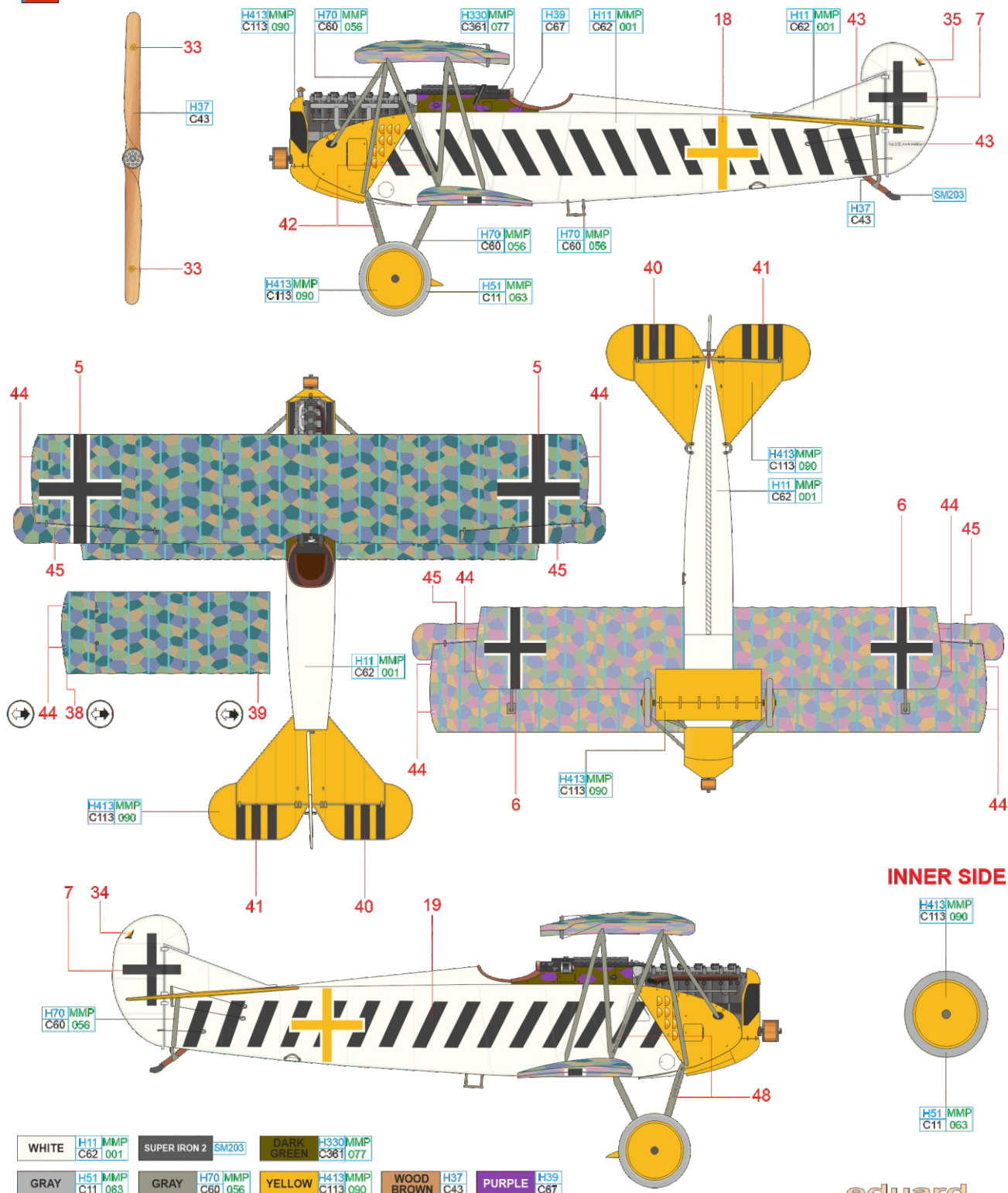


SUPER IRON 2	SM203	GRAY	H70 MMP C60 056
WHITE	H11 MMP C62 001	GRAY	H51 MMP C11 063
RED	H13 MMP C3 003	BLACK	H12 MMP C33 047
		WOOD BROWN	H37 C43

# B VzFlgMstr. Franz Mayer, MFJ III, Jabbeke, Belgium, September 1918

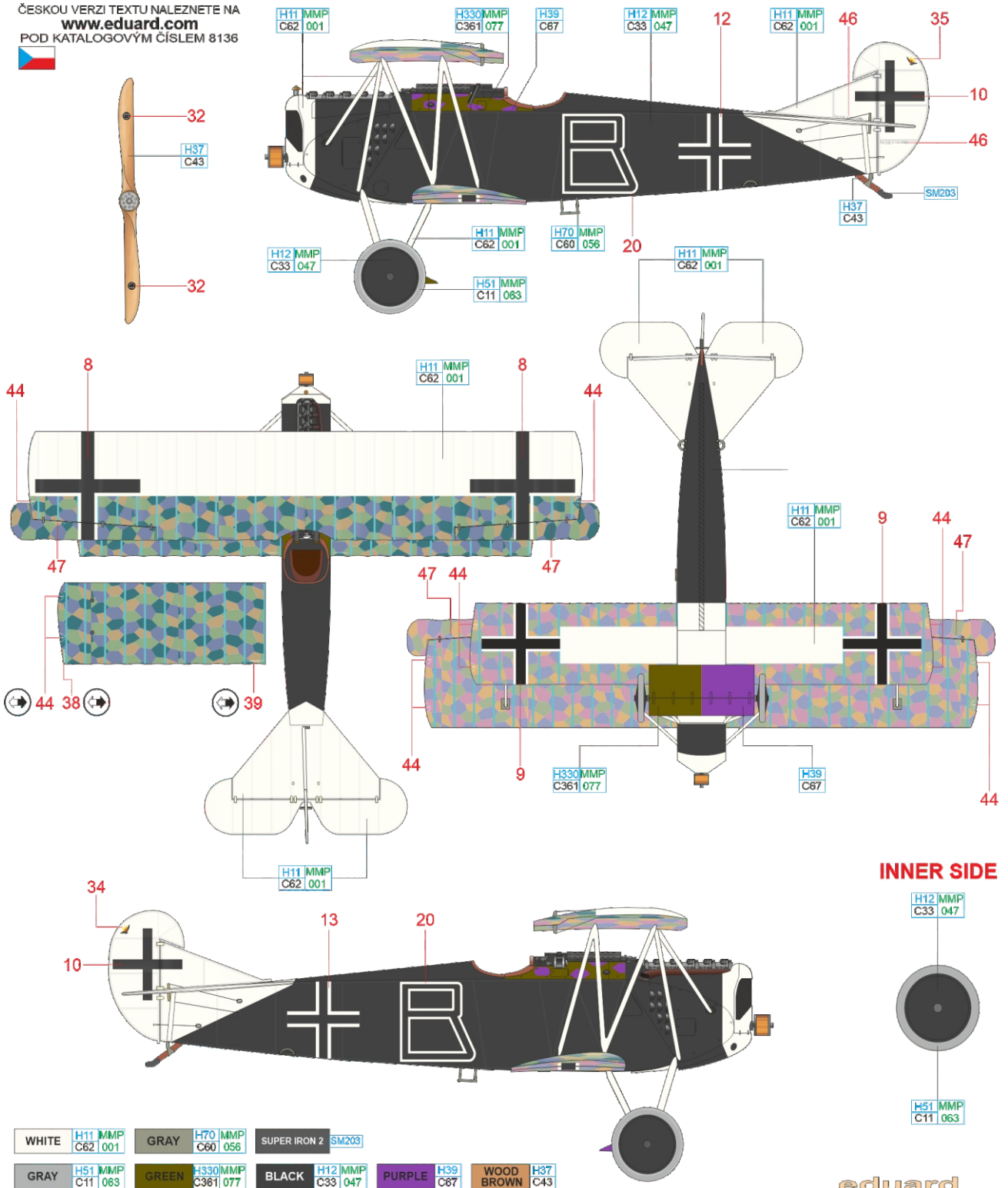
Franz Mayer was credited with three or four victories during WWI, depending on the source and flew with the marine unit MFJ III (formed from the personnel of MFJ I and MFJ II on June 23, 1918). Mayer's Fokker D.VII from the OAW production was of early-mid batch and sported attractive paint scheme of white fuselage with yellow nose and diagonal black stripes on both sides. The interesting feature is the fuselage cross. On well-known and good quality photo of the plane it is quite clear the cross was of the same color as the front of the fuselage, i.e. yellow. There is nothing known about the reasoning behind this unusual approach, the yellow color was probably used to make the cross better visible within the fuselage black stripes. Both wings were left in four-color version of the printed Flugzeugstoff, the elevator was yellow with three black stripes denoting the MFJ III unit.

ČESKOU VERZI TEXTU NALEZNETE NA  
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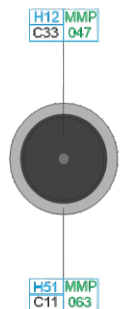


Walter Blume was very interesting person not only as a WWI fighter, but also as the post-war aircraft designer. Born in Hirschberg (Jelenia Góra, Poland today) he was just 18 at the outbreak of WWI and, as a member of the Jäger battalion, was wounded early. He decided to become a pilot afterwards and after the training he joined the Fliegertruppe in June 1915. After the spell with two-seaters, he was assigned to the Jasta 26 in January 1917 and started his tally of 28 aerial victories there on May 10, 1917, downing an DH.9. He had been wounded on November 29, 1917, and spent three months in hospital. Returning to the action he was appointed CO of Jasta 9 on March 5, 1918. On October 2, 1918, he was awarded Pour le Mérite and the same day he scored his penultimate 27<sup>th</sup> victory. After the war he became successful aircraft designer working for Albatros and Arado and was a force behind the early German jets. Blume flew several D.VIIs with similar marking of the black fuselage with stylized B letter. This one D.VII from early-mid production batch had half-white top wing and the white strip on the bottom of the lower wing as the marks of his CO status.

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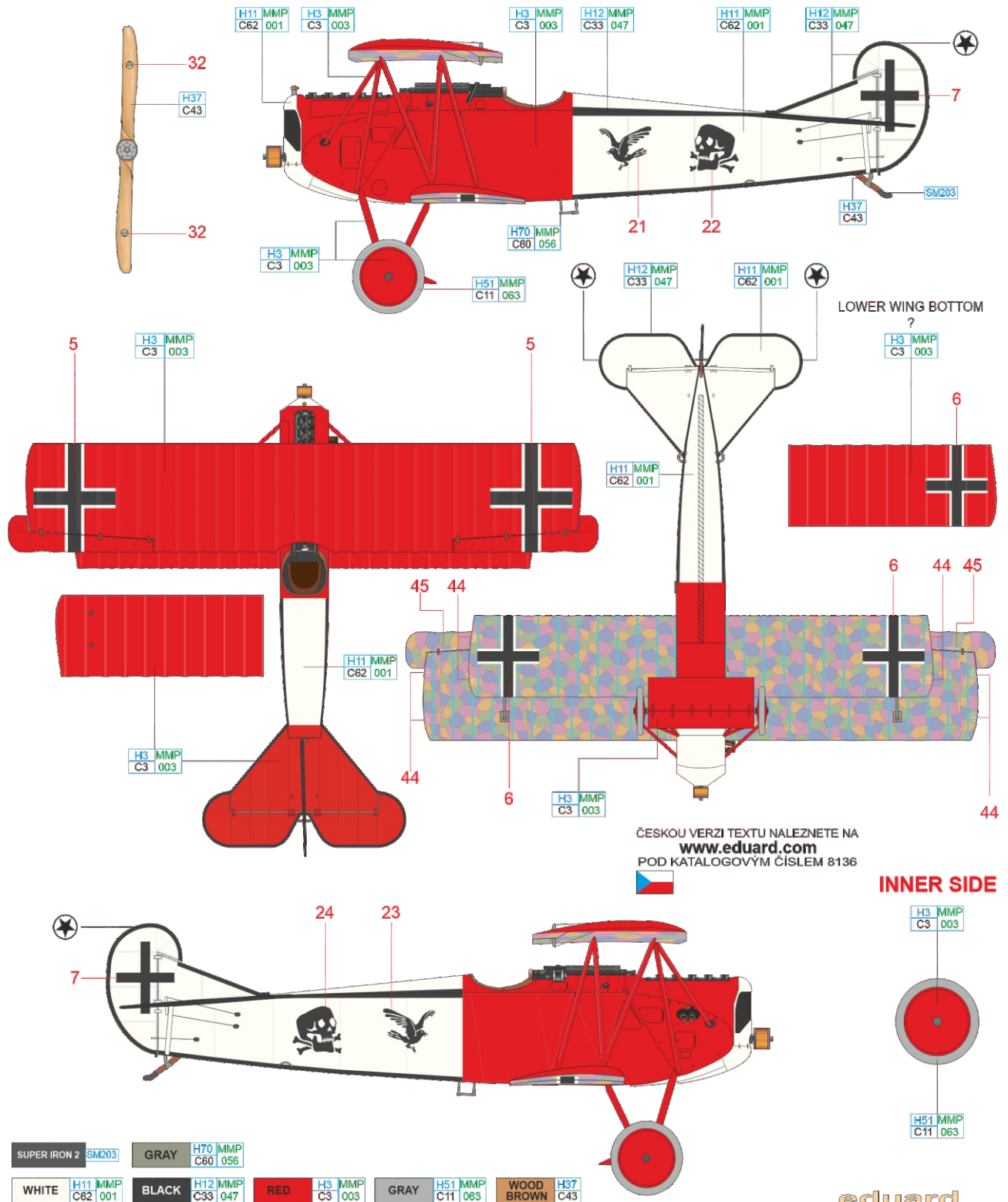
**INNER SIDE**



WHITE	H11 MMP C62 001	GRAY	H70 MMP C60 056	SUPER IRON 2	SM203
GRAY	H51 MMP C11 063	GREEN	H330 MMP C361 077	BLACK	H12 MMP C33 047
		PURPLE	H39 C67	WOOD BROWN	H37 C43

# D Lt. d. R. Kurt Monnington, Jasta 18, Montoy-Flanville, France, August 1918

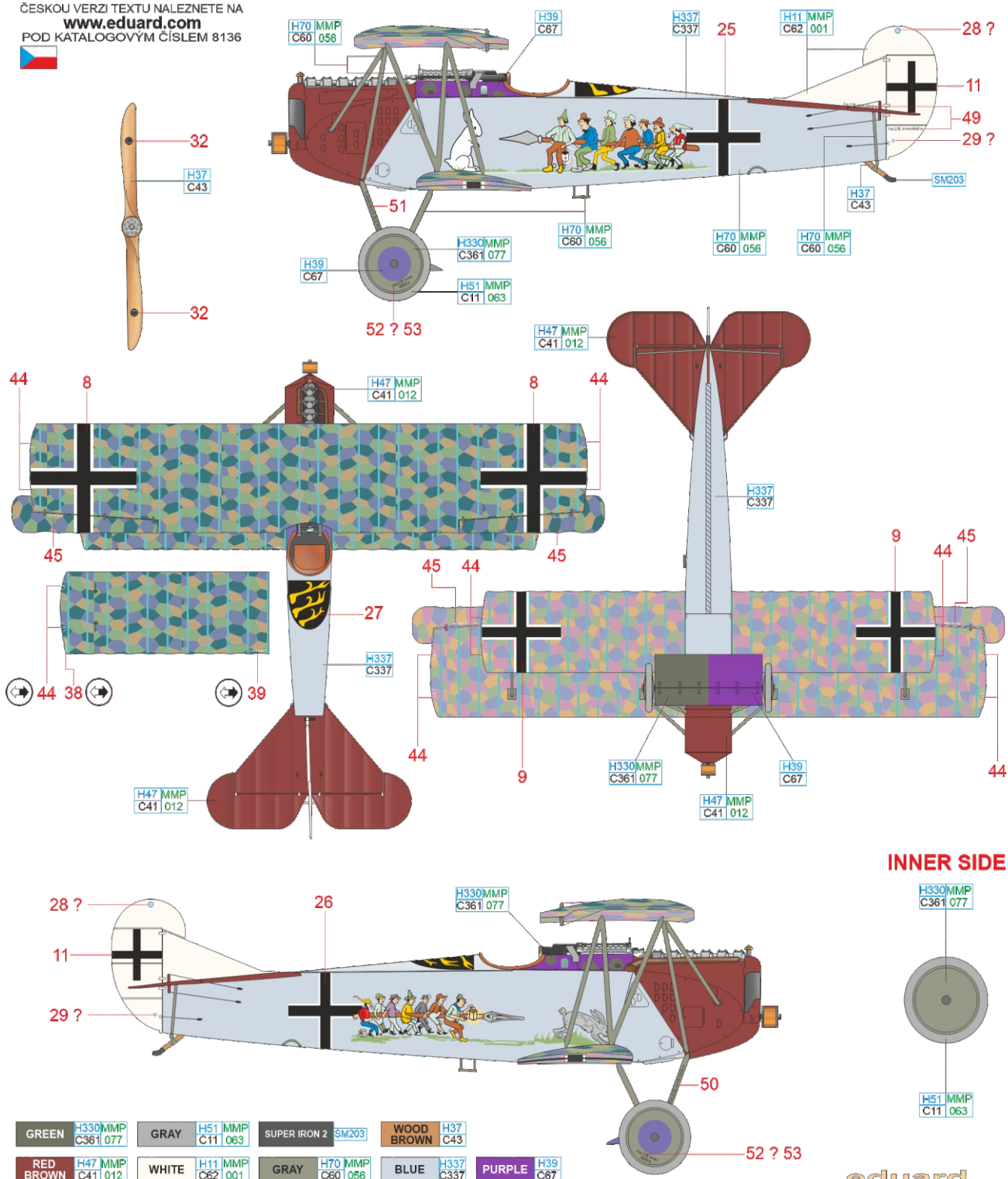
Kurt Monnington is well known pilot today thanks to his personal symbol, the detailed skull, he had painted on his aircraft. He kept it also after receiving the D.VII, complementing the Jasta 18 symbol, the black raven with it. Monnington had served with FA 62 before he was posted to Jasta 15 in 1917. The famous Berthold's swap of personnel between Jastas 15 and 18 meant that Monnington became member of the new Jasta 18 in March 1918 as well as all his other comrades from former Jasta 15. He scored his first victory on May 11, 1918, downing the SE.5a, which stayed as his only victory over enemy fighter. All the other victims were to be double seaters. The most interesting of his score of nine kills is the double-victory on August 13, 1918. Monnington declared pair of DH.9s as his 5<sup>th</sup> and 6<sup>th</sup> victories, but in fact they were victims of flak fire and consequent crash. Monnington's D.VII (DAW) was painted in the famous scheme of "new" Jasta 18 with red nose and white fuselage. Rims of the rudder and elevator had a black outline, also on the edges of the fuselage were neat black stripes painted. Both wings were red, at least from the upper side. It is not certain, whether the red color was applied to the bottom as well, so it is up to modeler to decide, whether to paint them, or leave them in the Flugzeugstoff (Lozenge) fabric.



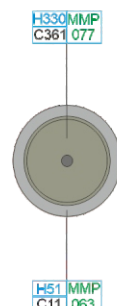
# E Uffz. Alfred Bäder, Jasta 65, Tichémont, France, November 1918

Alfred Bäder was born on September 20, 1893, in Tübingen, Württemberg. After an injury sustained in summer 1916 with Infanterie Regiment Nr. 180, he went through pilot training and subsequent fighter pilot training at Jastaschule II, being finally assigned to Jasta 65 on August 31, 1918. Less than a week later he was shot down by a Salmson 2A2 of 91<sup>st</sup> Aero Squadron flown by 1Lt Victor H. Strahm and Capt. James E. Wallis near Rembercourt. He eventually shot down two USAAC Salmsons in a kind of revenge. The first one belonged to 99<sup>th</sup> Aero Squadron and was shot down on October 2. The second one was from 91<sup>st</sup> Aero Squadron and Bäder sent it down on November 8, 1918. His wartime Fokker D.VII from early OAW production sported a very colorful and complex illustration of Seven Schwabians, the group of villagers from a medieval fairy tale collected by the Grimm brothers. The story makes fun of the people from the then Duchy of Swabia, the villagers portrayed in the tale are foolish and so they all die finally. The illustration was painted on both sides of the fuselage and differed from each other. Bäder sent a photograph of this aircraft as a postcard to his injured colleague Wilhelm Scheutzel, to whom this aircraft was wrongly attributed for many years.

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## INNER SIDE

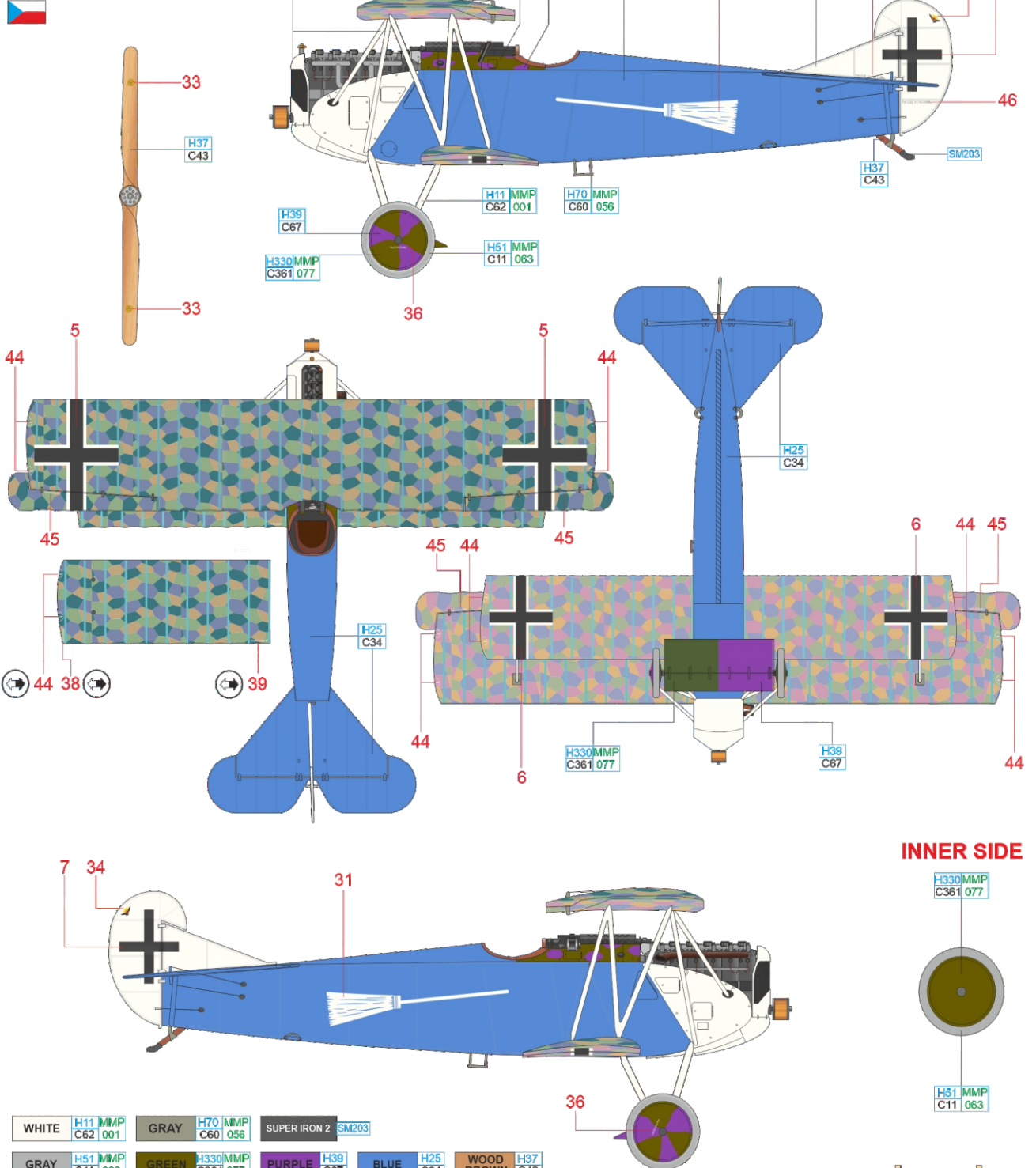


GREEN	H330 MMP C361 077	GRAY	H51 MMP C11 063	SUPER IRON 2	SM203	WOOD BROWN	H37 C43
RED BROWN	H47 MMP C41 012	WHITE	H11 MMP C62 001	GRAY	H70 MMP C60 056	BLUE	H337 C337
						PURPLE	H39 C67

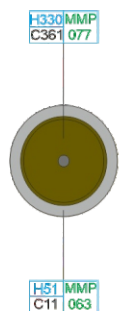
# F Lt. d. R. Hans Besser, Jasta 12, Chéry-les-Pouilly, France, August 1918

Hans Besser was a member of Jasta 12 by the first half of July 1918, and he stayed with them till the end of the war. It is not known when exactly he joined the unit, nor details about his previous service. Besser was credited with two victories over American DH.4s, which he achieved on September 18 and 26, 1918. During the second encounter, Besser hit the bombs of his opponent with his first burst, causing the massive explosion of the aircraft of No. 20 Aero Squadron at an altitude of 15,000 ft (4,500 m). The blast killed 2/Lt. D. B. Harris and 2/Lt. E. Forbes, while Besser barely avoided it. No details about his post-war life are available. Besser flew at least three Fokkers D.VII with his personal broom marking. "Besen ist Besser" (meaning "broom is better") was the saying used for his planes by his comrades in Jasta 12. The fuselage was painted in blue with white nose. The wings were left in the Flugzeugstoff (Lozenge) printed fabric of four-color pattern on both upper and bottom sides. Although the early batch of the OAW production, the aircraft was already fitted with later version of the exhaust manifold, called the "saxophone" because of its shape.

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## INNER SIDE



WHITE	H11 MMP C62 001	GRAY	H70 MMP C60 056	SUPER IRON 2	SM203
GRAY	H51 MMP C11 063	GREEN	H330 MMP C361 077	PURPLE	H39 C67
		BLUE	H25 C34	WOOD BROWN	H37 C43

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