

# FOKKER D.VII (Alb.)

8134  
1:48



DUAL COMBO!



**eduard**

A FEW WORDS...

## ...ON THE DESIGNER:

The Fokker D.VII carries the name of the company that created it, and the company carries the name of its originator, Anthony Herman Gerard Fokker, a young Dutchman living in Germany. Fokker founded his first manufacturing facility in Germany as a twenty two year old in 1912. From 1913, it operated from Schwerin, and from the outbreak of the First World War, was a supplier of aircraft to the German air force. The name Fokker gained recognition in 1915 with the introduction of the 'E' fighters. The E.I, E.II and E.III, as the first types to feature a synchronized gun firing through the propeller arch, enabled the German air force to gain superiority over the Western Front, and for Fokker to attain one of his career highs. However, nothing lasts forever, and in those times, this fact was a harsh reality. The introduction by the Allies of types such as the Nieuport 11 and 17, the DH-2 and the Sopwith Pup, turned the tables in a relatively short period of time, and development of newer, heavier biplane fighters provided Fokker with no real success. The following year saw the rise of Albatros as the premier supplier of aircraft to the German air force, with Pfalz being solidly in second place. In June, 1916, Reinhold Platz became a major collaborator of Fokker. Platz was a gifted welder without any higher specialized engineering training, but was equipped with great technical feel, and was able to successfully execute Fokker's most labor intensive ideas. The collaborative effort between these two men would influence the course of aircraft design and forever elevated the name of Fokker to legend status. The type that propelled Fokker to the forefront of German aircraft development was the Dr. I triplane, that in its red guise, was made eternally famous by the Red Baron, Manfred von Richtofen.

## ...ON THE MACHINE:

The Fokker Dr. I certainly achieved the status of legend, if not as a one sided success. The concentration of weight nearest to the centre of gravity gave the aircraft excellent maneuverability, but consequently also some unfriendly characteristics. Fokker's triplane gave the German pilots a very effective, if labour intensive, weapon. A series of crashes, attributed to the failure of the top wing, prevented the type from seeing wider service among German fighter squadrons. Despite this, the Fokker Dr. I remained in the service of elite units, who demonstrated the fighter's ability to pave the road ahead. This road included a similar fuselage and tail layout, constructed of welded metal tube, and a thicker, self-supporting wing. This proved to be a good combination, made better by the marriage of an effective water cooled inline engine to produce the Fokker D.VII prototypes.

Prototypes V11 and V18 built to this design philosophy, together with six another Fokker prototypes, dominated the first evaluation procedure carried out by Idflieg, inspectors representing the German Air Force, from January 21st to the 28th, 1918. According to the evaluation, the aircraft were deemed high-performing, but carrying some unwanted flying quirks. Prototype V11 was during the course of one night and morning (and according to other sources, the course of a weekend) extensively modified. The fuselage was reportedly lengthened by 40cm, and the tail surfaces were increased. It may well be true, but a comparison of photographs of the V11 prototype and series production aircraft raises doubts. In all probability, this is a rumour started after the fact, the source of which may well have been Anthony Fokker, and the actual aircraft may be a later prototype, possibly V11/II. In any case, the victor of the evaluation, and rightfully so, was Fokker, and from the winning prototype, after extensive modification, came the elegant and high performing Fokker D.VII.



Anthony Herman Gerard Fokker,  
April 6th, 1890 - December 23, 1939



Fokker V 11 prototype, also designated V 11/I in its original form in Autumn 1917.  
(Albatros/PL Gray Collection-used with permission)



Fokker V 18 prototype at the Adlershof during the First Fighter competition on January 3rd, 1918  
(Albatros/PL Gray Collection-used with permission)



Fokker V 11/II, although with the same w/n 1883 as V 11/I, the significant changes are clearly visible. This plane took part on the Adlershof Fighter competition.  
(Albatros/PL Gray Collection-used with permission)

## ...ON PRODUCTION:

Production of the Fokker D.VII was initiated in late spring, 1918. A production license was also obtained by Albatros, who manufactured the aircraft not only in its parent plant, but also at its production facility at OAW (Ostdeutsche Albatros Werke). The three manufactured types showed some differences, such as the engine cowl. Changes were also introduced on the production line. An increasing cooling problem saw the addition of intakes and openings that improved airflow around the engine. Similar problems surrounding the ammunition containers led to modification of cooling systems. These Fokkers were produced with three different engines, the Mercedes D.III (output of 160k), the Mercedes D.IIIa (175k), and the BMW IIIa (185k). Aircraft equipped with the BMW powerplant were designated by Fokker as the Fokker D.VIIF, while the other two weren't differentiated by designation. For this reason, identification of the BMW types is difficult. One telling characteristic is that the guns on the BMW types were placed noticeably higher, while the guns on the Mercedes powered units were practically mounted on the top surface of the fuselage. In all, there were 2800 Fokker D.VIIs produced in all versions.

## ...ON THE WAR:

The greatest pilot of the First World War, Manfred von Richtofen, who contributed greatly to the success of Fokker, did not see the introduction of the D.VII. He was killed in action on April 21st, 1918. No one on the Allied side at that time could foresee the coming of a fighter that would, through its quality and mass production, take aerial warfare to another level. A re-equipping to the type by front line units, Jastas (Jasta = JagdStaffel, Squadron), and a corresponding modification of tactics, significantly raised the combat quality of these units. The concept that, through the second half of 1918, the German Air Force suffered from low quality, low morale, and a lack of decent equipment, is erroneous. Morale actually remained high in the air units, and the service was given a fighter that was as good as any it ever fielded to that time. Because the Allied side never sat back with its own development, and increased its own combat capabilities, the second half of 1918 became the bloodiest timeframe of the First World War. It was during this time that a large number of German pilots gained their greatest success, typically flying the Fokker D.VII.

## ...ON THE COMPETITION:

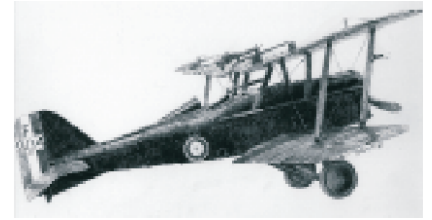
The Allied air forces' attempt to maintain air supremacy over the Western Front in the spring of 1918 was, with the introduction of the Fokker D.VII, given something to seriously think about. This was an aircraft that canceled the long lasting Allied advantage in the air. However, the D.VII did not better Allied types in all respects. The Sopwith Camel could outturn the Fokker, and the SPAD XIII and SE 5a were typically faster, especially where the Mercedes D.IIIa powered D.VIIs were concerned. The climb rate of these same-powered D.VIIs were not better than the climb rate of the Allied types. The BMW powered aircraft had better performance, but the engines were in constant short supply. So, what was it that propelled the Fokker D.VII to its legendary status? It was a combination of a balance of its performance and flight characteristics, ease of handling, and simple and reliable construction that was also very robust. German pilots, with the D.VII, were given a weapon that could be counted on, and relied upon, to perform up to its standard when called upon.

## ...AND ON THE MODEL:

This model represents the Fokker D.VII (Alb.), licence built by Albatros company. There were four main versions of Fokkers that were produced actually by Albatros. Represented by this model are the first production version, and the fourth and final version built in late summer, 1918. Aircraft of the first version were characterized by exhaust vented through a covering plate on the right side of the front of the aircraft, and an absence of cooling grillwork on these plates. Aircraft of the fourth version, to the contrary, were supplied with a multitude of these grills. Their necessity was dictated by flight experience, and even the ignition of the ammunition in the weapons. For this reason, the exhaust was eventually vented out over the covering plates. This kit includes decals for both types of fabric coverings, four colours as well as five colours patterns. The makeup of this kit also includes a fret of colored photoetched parts. The construction of this kit, however, is not dependant on the use of these parts, and their inclusion is strictly up to you. During the construction of your kit, study the instructions carefully, and stay consistent with the recommended assembly order. Pay close attention to detail painting as called for, and to the recommended application of the lozenge markings in their specific steps. Above all, we hope you enjoy your kit, and we wish you many happy modeling hours spent on your Fokker D.VII (Alb.).



An early Fokker D.VII with Mercedes D.IIIa engine in the typical Fokker streaked finish  
(Albatros/PL Gray Collection-used with permission)



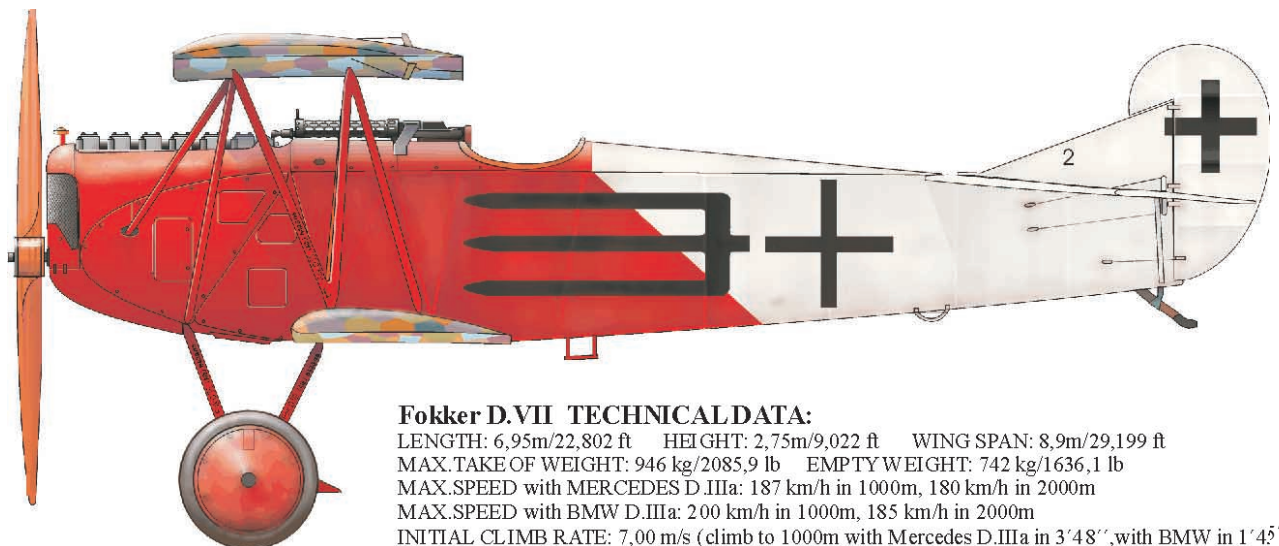
British SE 5a, powered by Wolseley W.4A Viper 200 hp engine, max. speed 222 km/h



French SPAD XIII, powered by Hispano Suisa 8BEc 235 hp engine, max. speed 220 km/h.  
USAAC also acquired these aircraft.



British Sopwith Camel, with Clerget 9B 130 hp engine, max. speed 185 km/h.



### Fokker D.VII TECHNICAL DATA:

LENGTH: 6,95m/22,802 ft HEIGHT: 2,75m/9,022 ft WING SPAN: 8,9m/29,199 ft  
MAX. TAKE OF WEIGHT: 946 kg/2085,9 lb EMPTY WEIGHT: 742 kg/1636,1 lb  
MAX. SPEED with MERCEDES D.IIIa: 187 km/h in 1000m, 180 km/h in 2000m  
MAX. SPEED with BMW D.IIIa: 200 km/h in 1000m, 185 km/h in 2000m  
INITIAL CLIMB RATE: 7,00 m/s (climb to 1000m with Mercedes D.IIIa in 3'48'', with BMW in 1'45'')  
SERVICE CEILING 7000m/22 966 ft RANGE 450 km/243 nm ARMAMENT: 2x LMG 08/15 7,92mm



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 započetím 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.



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 piè ces, ou passer un sachet vinyl 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 über den Kopf ziehen.



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、破り捨てて下さい。

INSTRUKTION SIGNS \* INSTR. SYMBOLY \* 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

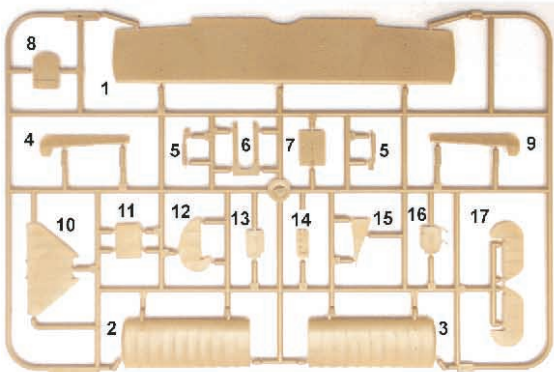


APPLY EXPRESS MASK  
POUŽIT EXPRESS MASK  
NABARVIT PŘED SLEPENÍM  
AND PAINT BEFORE  
GLUING

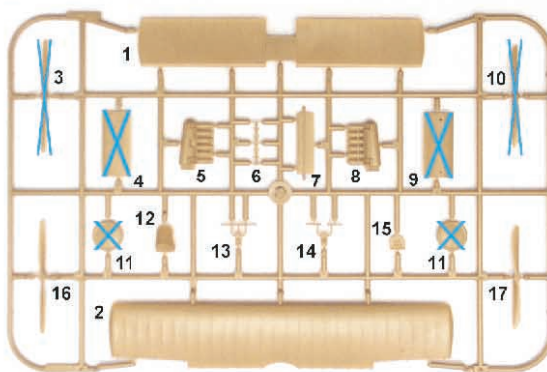
PARTS \* DÍLY \* TEILE \* PIÈCES \* 部品

PLASTIC PARTS

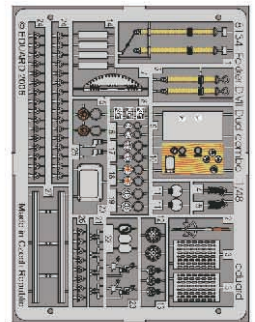
A> 2 pcs.



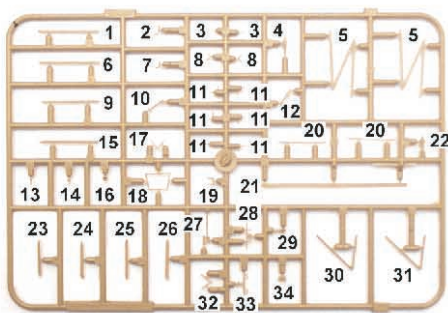
B> 2 pcs.



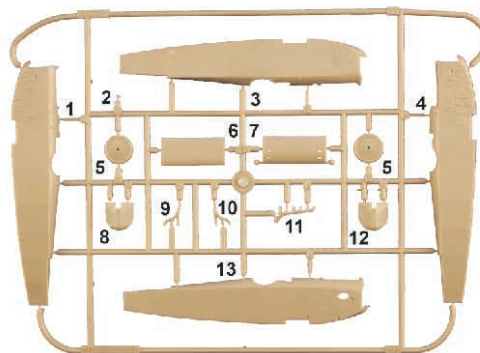
PE - PHOTO ETCHED  
DETAIL PARTS  
2 pcs.



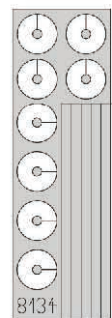
C> 2 pcs.



E> 2 pcs.



eduard  
MASK



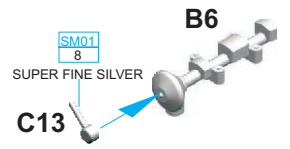
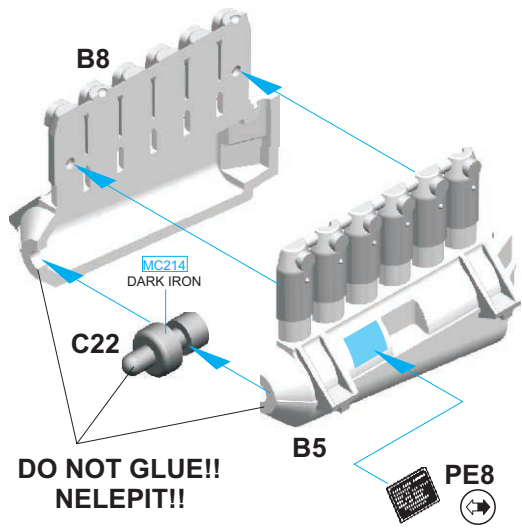
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

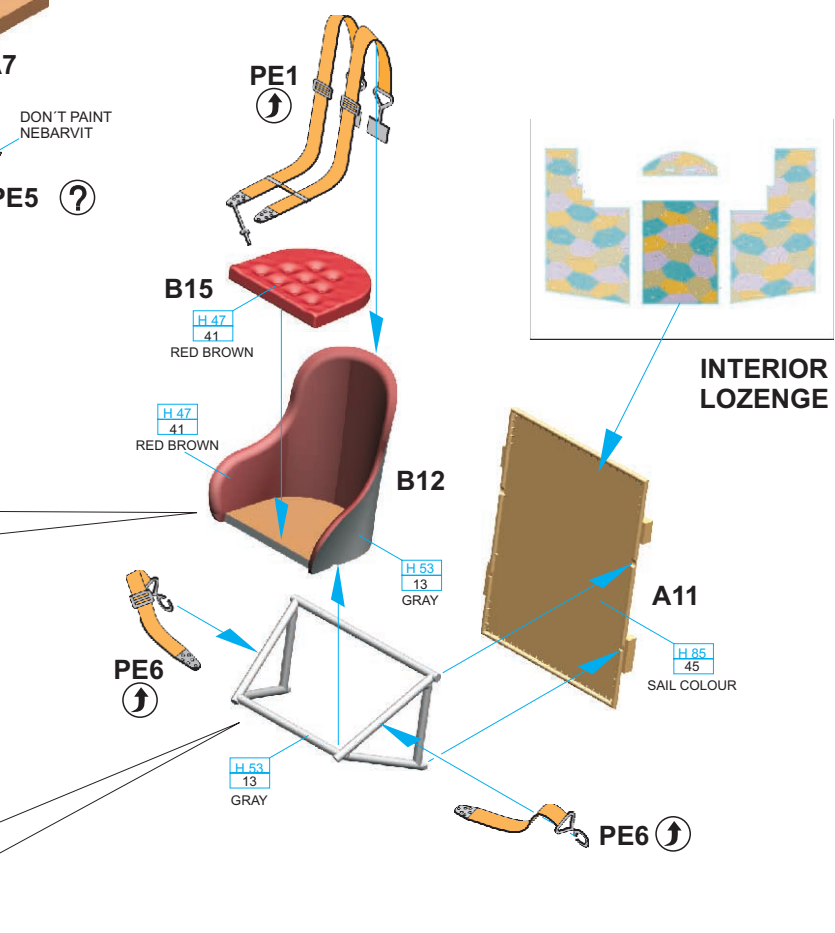
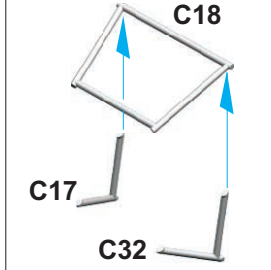
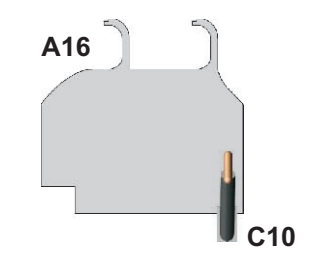
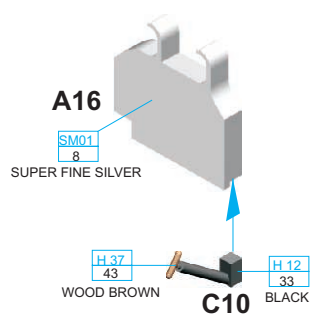
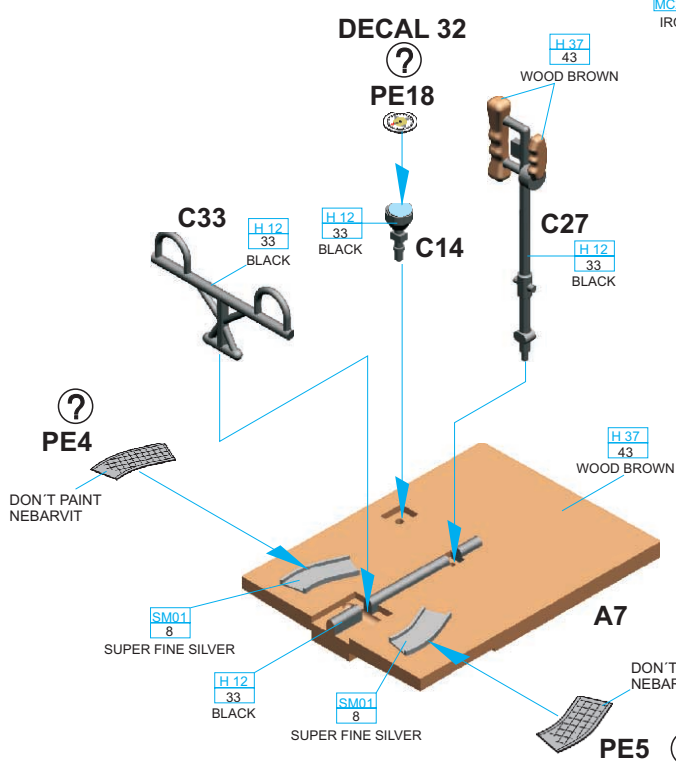
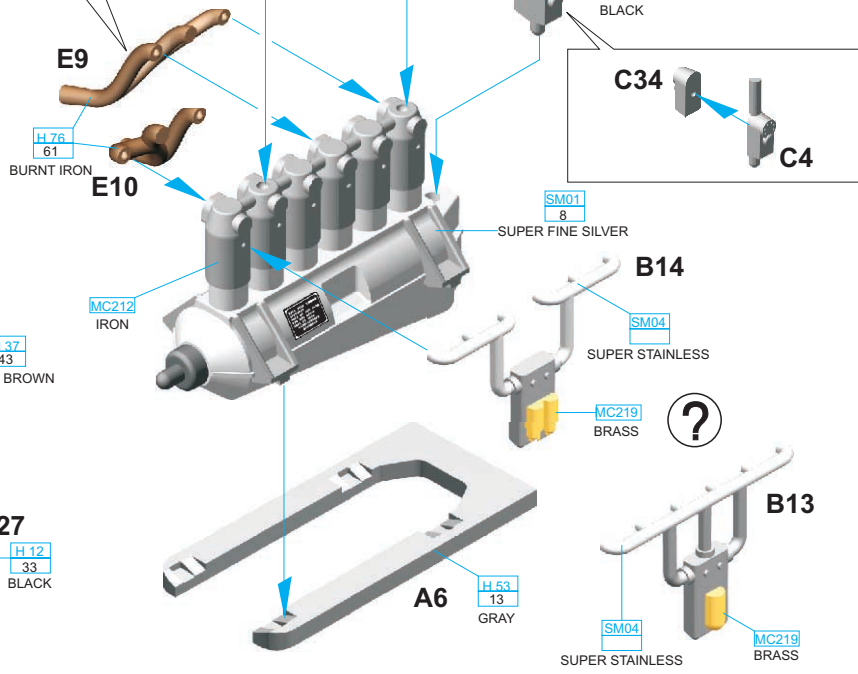
COLOURS \* BARVY \* FARBEN \* PEINTURE \* 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
SM01	8	SUPER FINE SILVER
SM04		SUPER STAINLESS
H 3	3	RED
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 37	43	WOOD BROWN
H 45	323	LIGHT BLUE
H 47	41	RED BROWN

AQUEOUS	Mr.COLOR	
H 53	13	NEUTRAL GRAY
H 76	61	BURNT IRON
H 85	45	SAIL COLOUR
H 302	302	GREEN
H 423	423	DARK GREEN
Mr.METAL COLOR		
MC212		IRON
MC214		DARK IRON
MC219		BRASS



**E9, E10**  
**MARKING**  
**A; B; C**

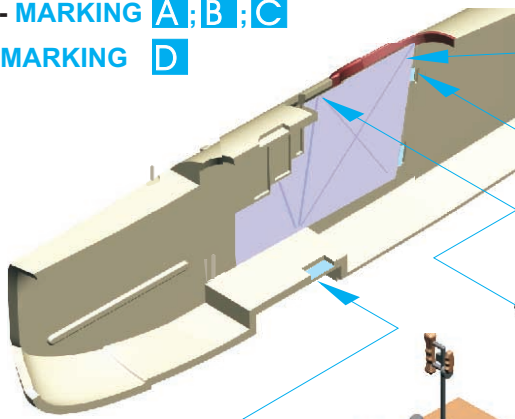
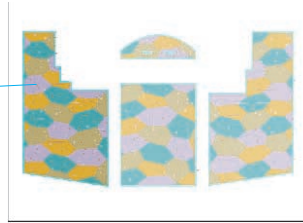


E13 - MARKING A;B;C

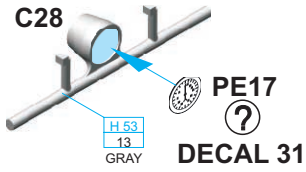
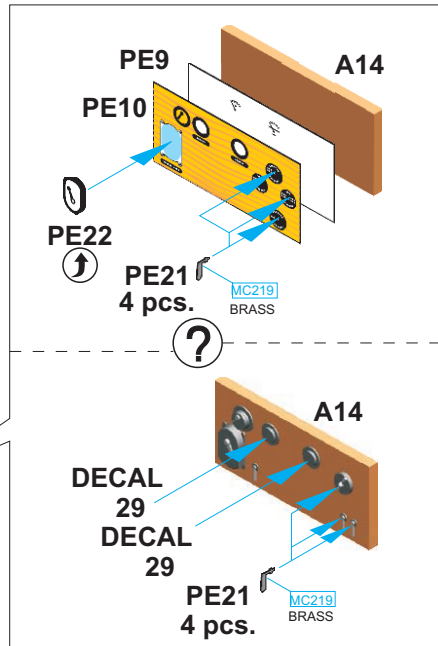
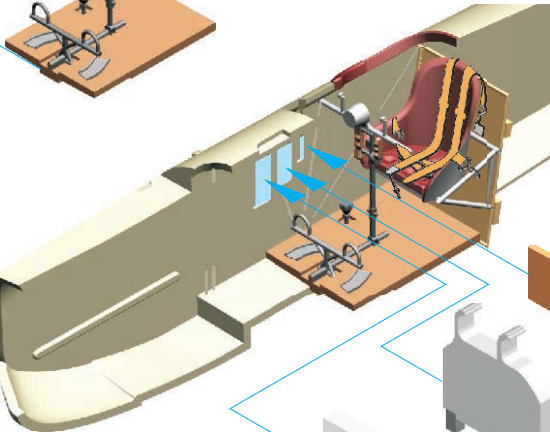
E4 - MARKING D

E4  
E13

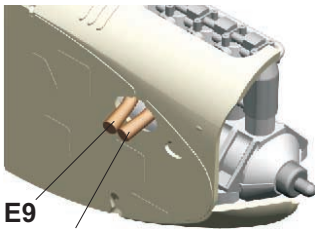
INTERIOR LOZENGE



C28



MARKING A;B;C



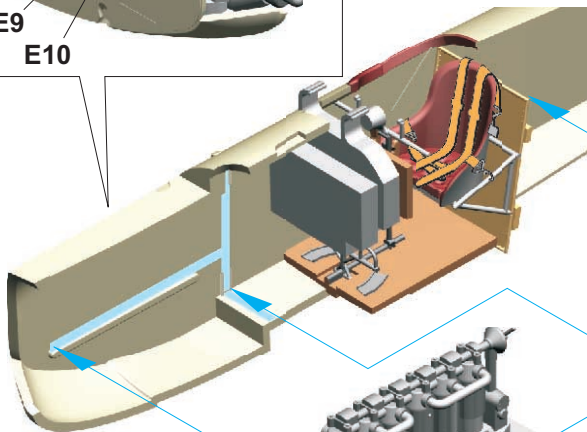
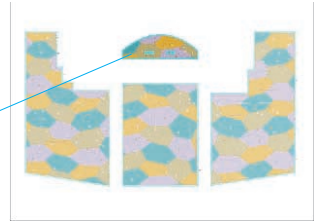
E9  
E10

SM01  
8  
SUPER FINE SILVER

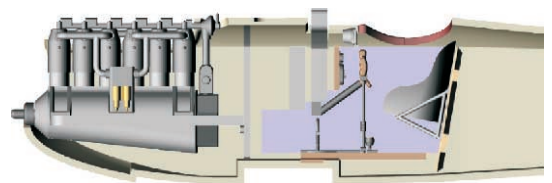
A16

PE7  
H 85  
45  
SAIL COLOUR

INTERIOR LOZENGE



A8  
H 53  
13  
GRAY



E3+ E13+ E8 - MARKING A;B;C

E1+ E4+ E12 - MARKING D

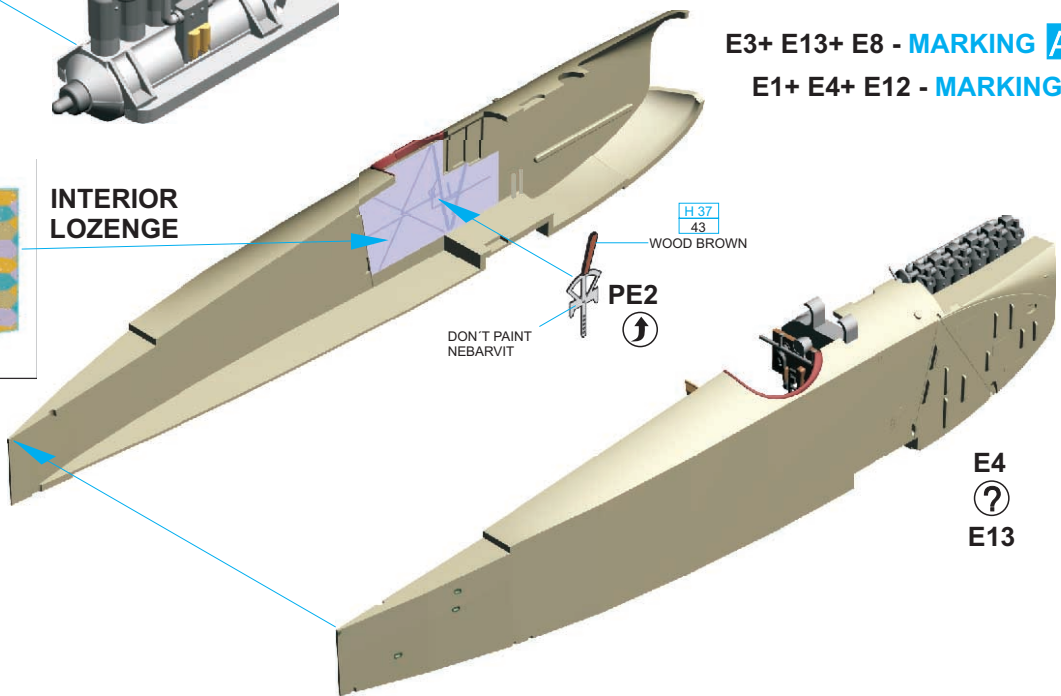


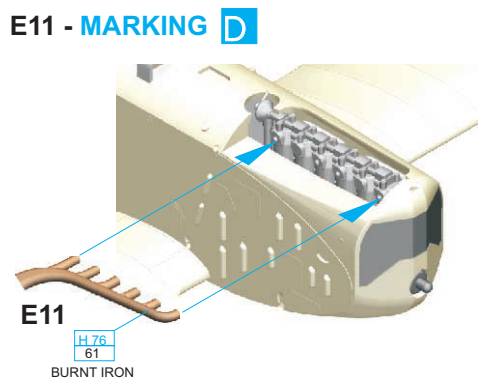
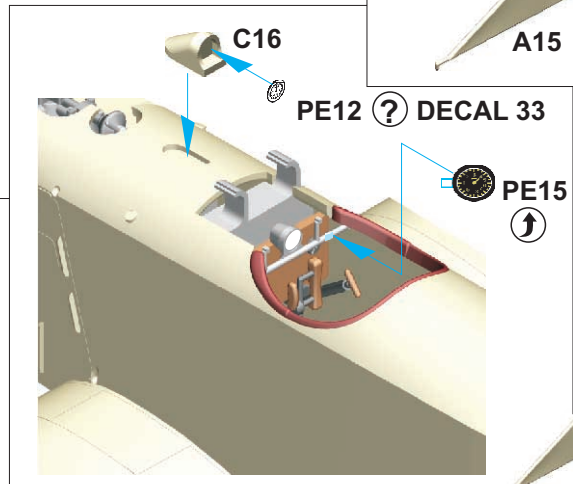
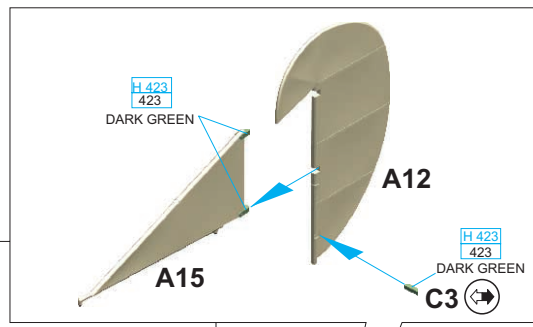
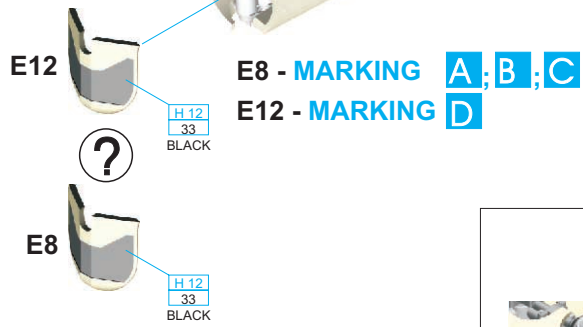
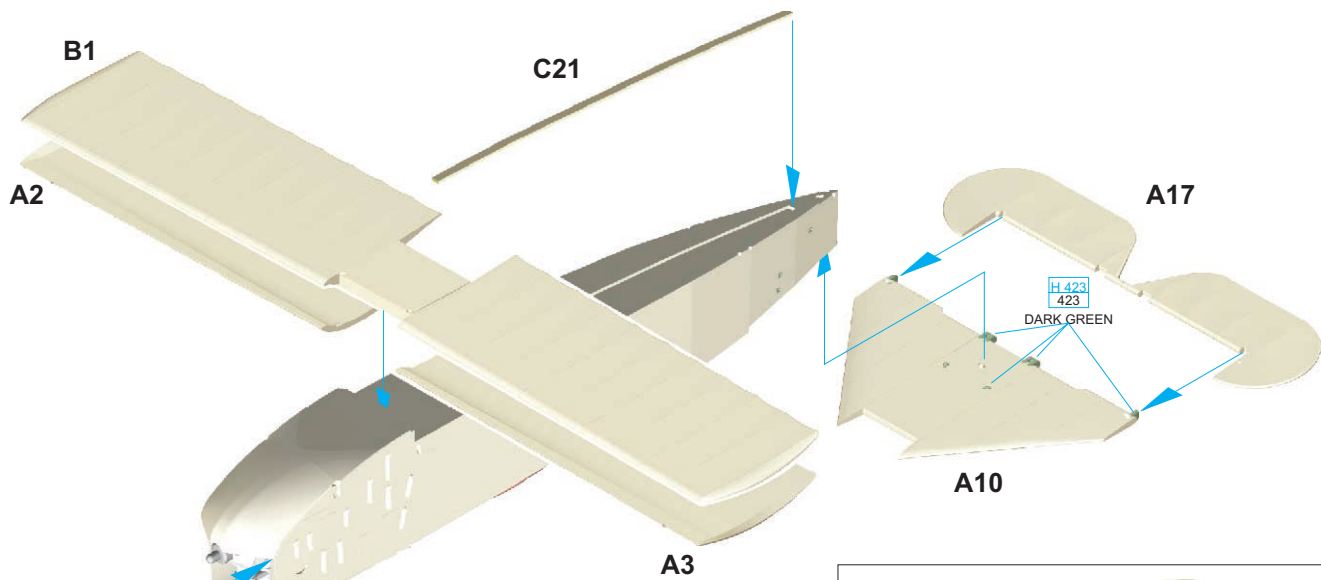
INTERIOR LOZENGE

E1  
E3

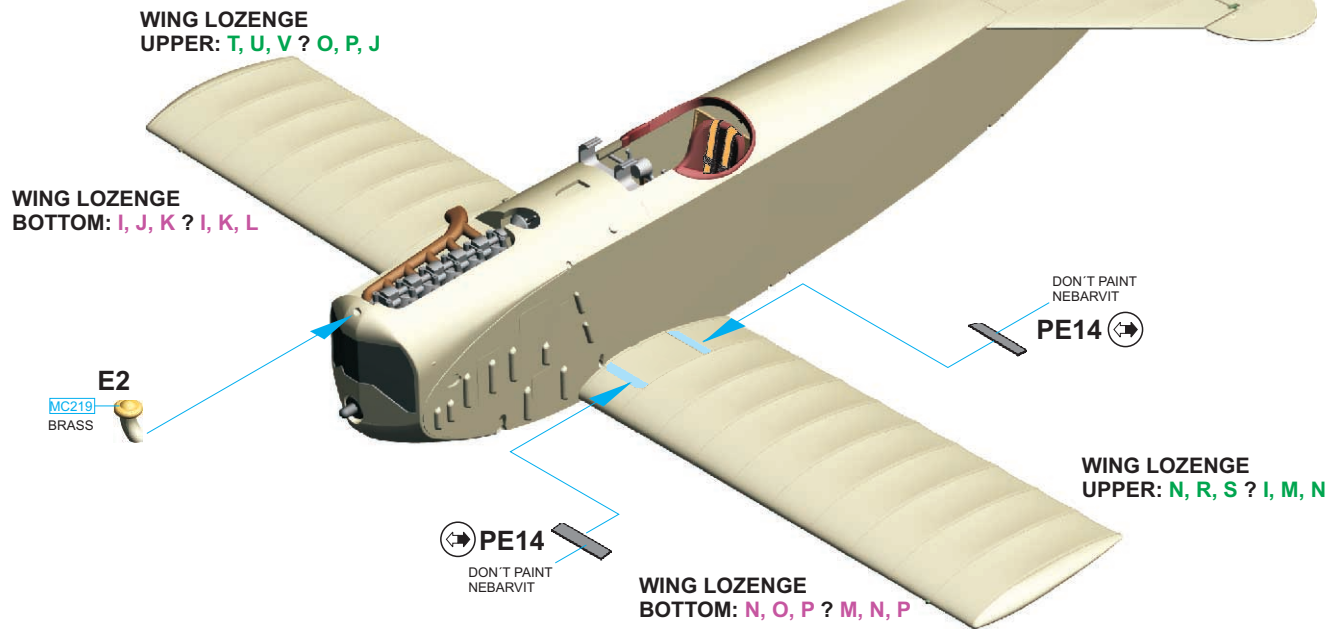
H 37  
43  
WOOD BROWN  
PE2  
DON'T PAINT  
NEBARVIT

E4  
E13

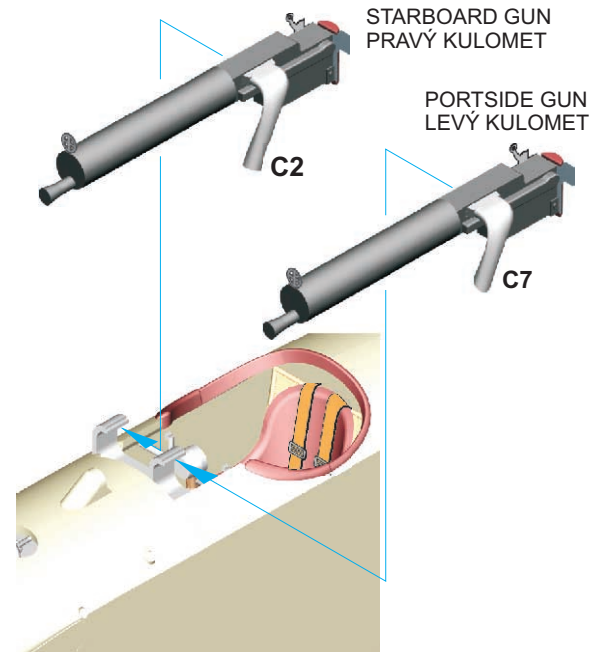
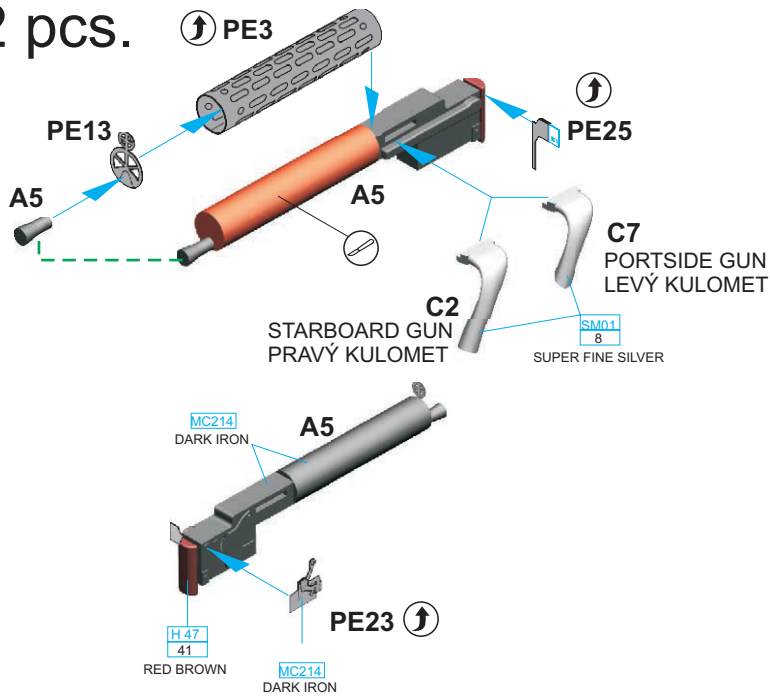




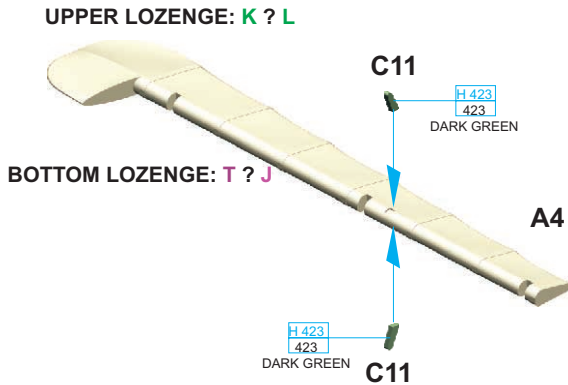
**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**



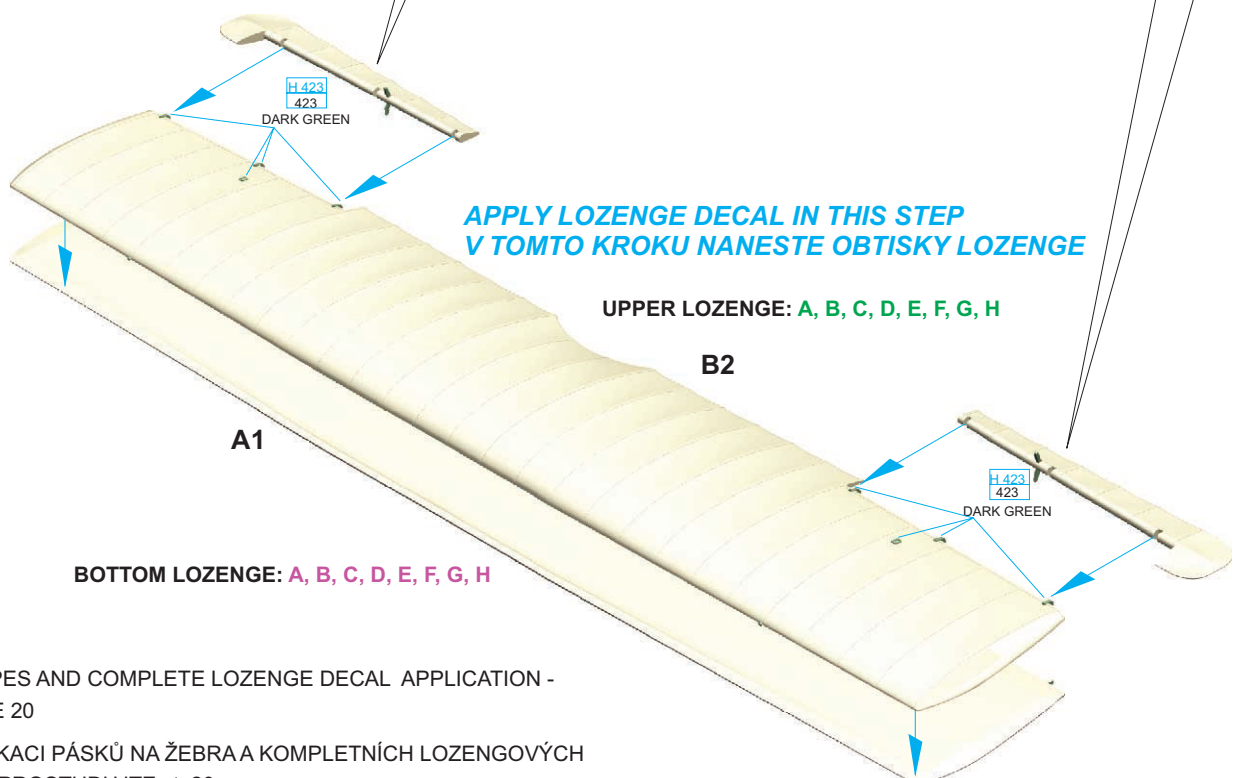
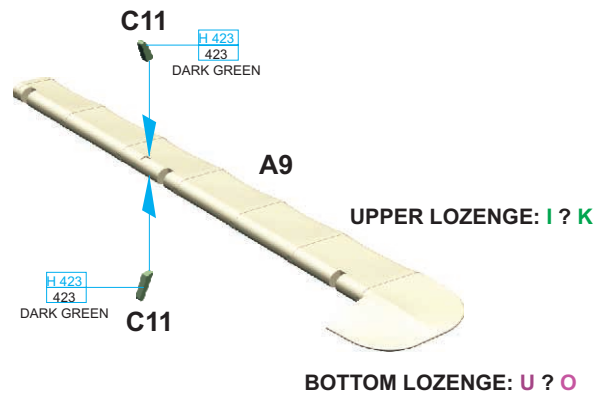
2 pcs.



**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**



**APPLY LOZENGE DECAL IN THIS STEP  
V TOMTO KROKU NANESTE OBTISKY LOZENGE**

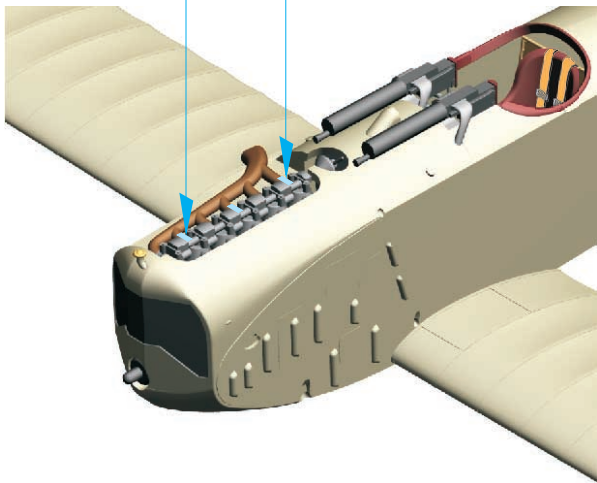


RIB STRIPES AND COMPLETE LOZENGE DECAL APPLICATION -  
SEE PAGE 20

PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH  
OBTISKŮ PROSTUDUJTE str.20

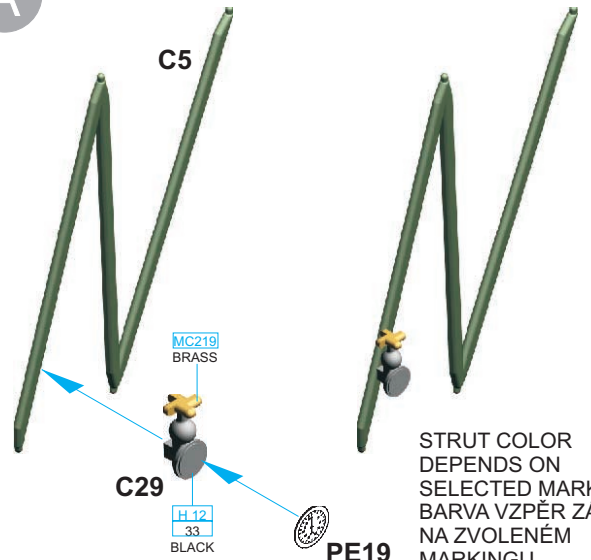
DON'T PAINT  
NEBARVIT

PE27



A

C5



C29

MC219  
BRASS

H 12  
33  
BLACK

PE19

STRUT COLOR  
DEPENDS ON  
SELECTED MARKING  
BARVA VZPĚR ZÁVISÍ  
NA ZVOLENÉM  
MARKINGU

STRUT COLOR  
DEPENDS ON  
SELECTED MARKING  
BARVA VZPĚR ZÁVISÍ  
NA ZVOLENÉM  
MARKINGU

C5

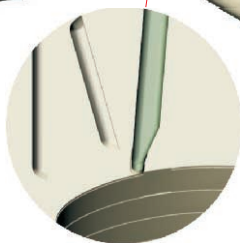
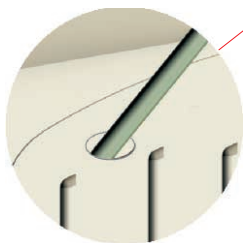
C15

C30

C31

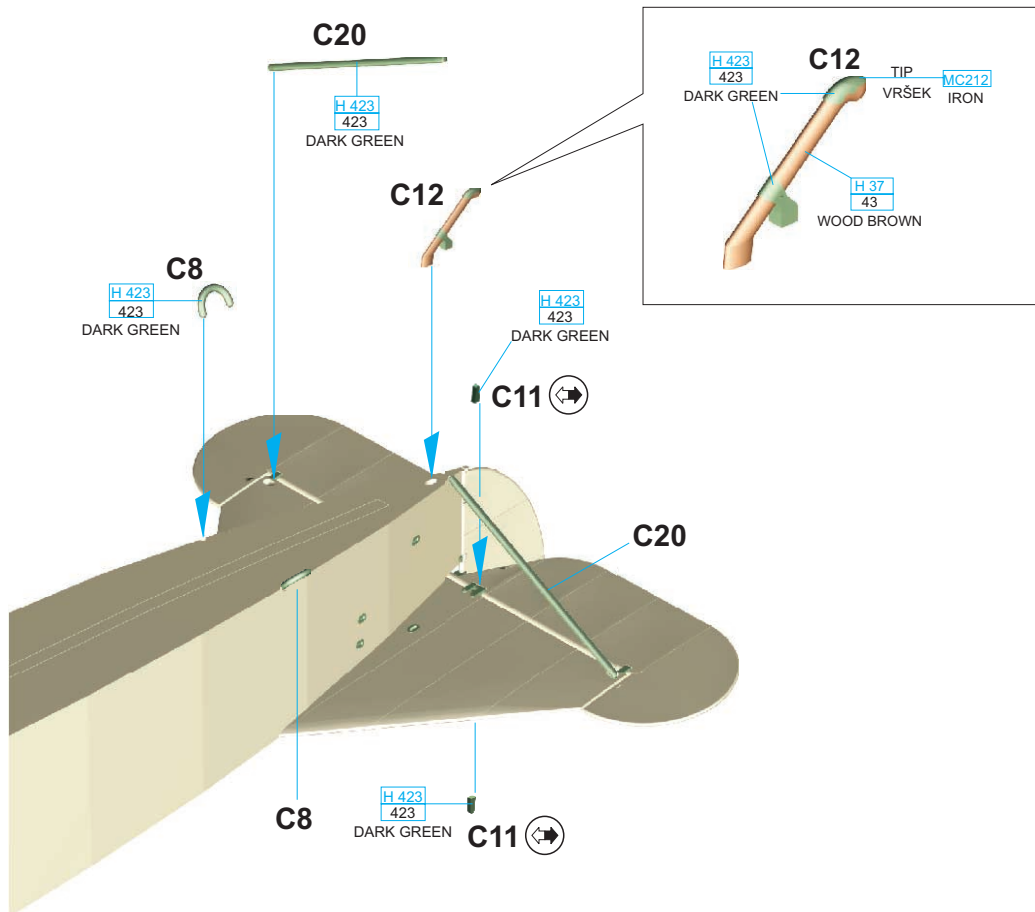
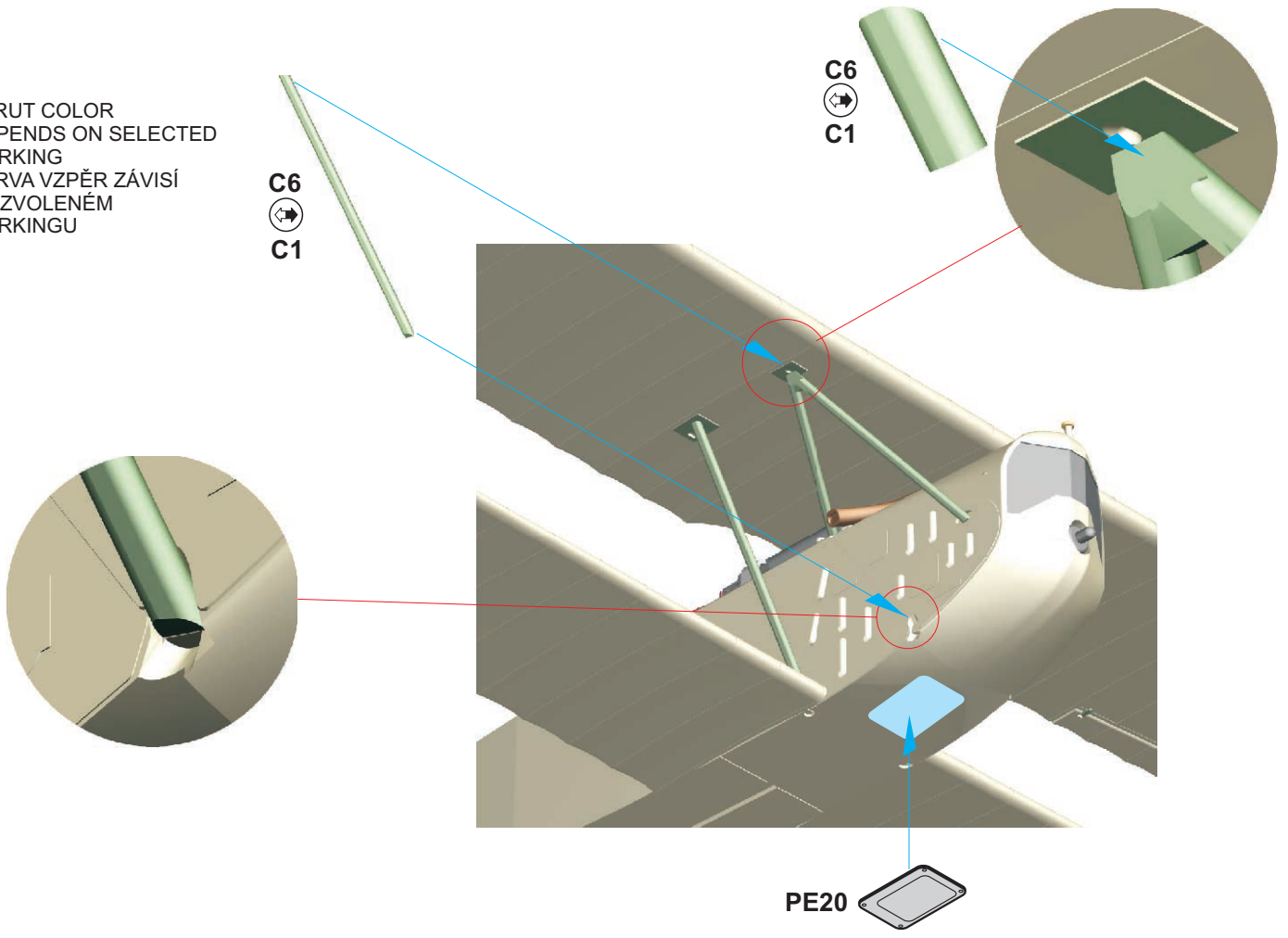
C9

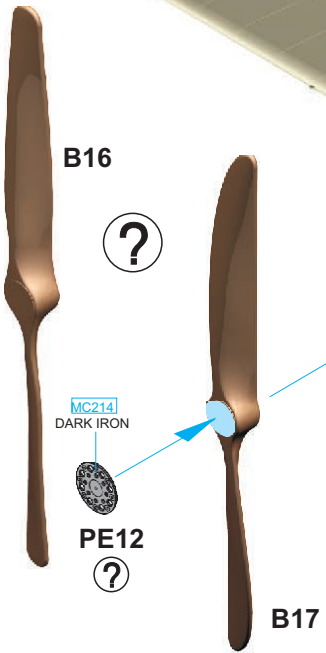
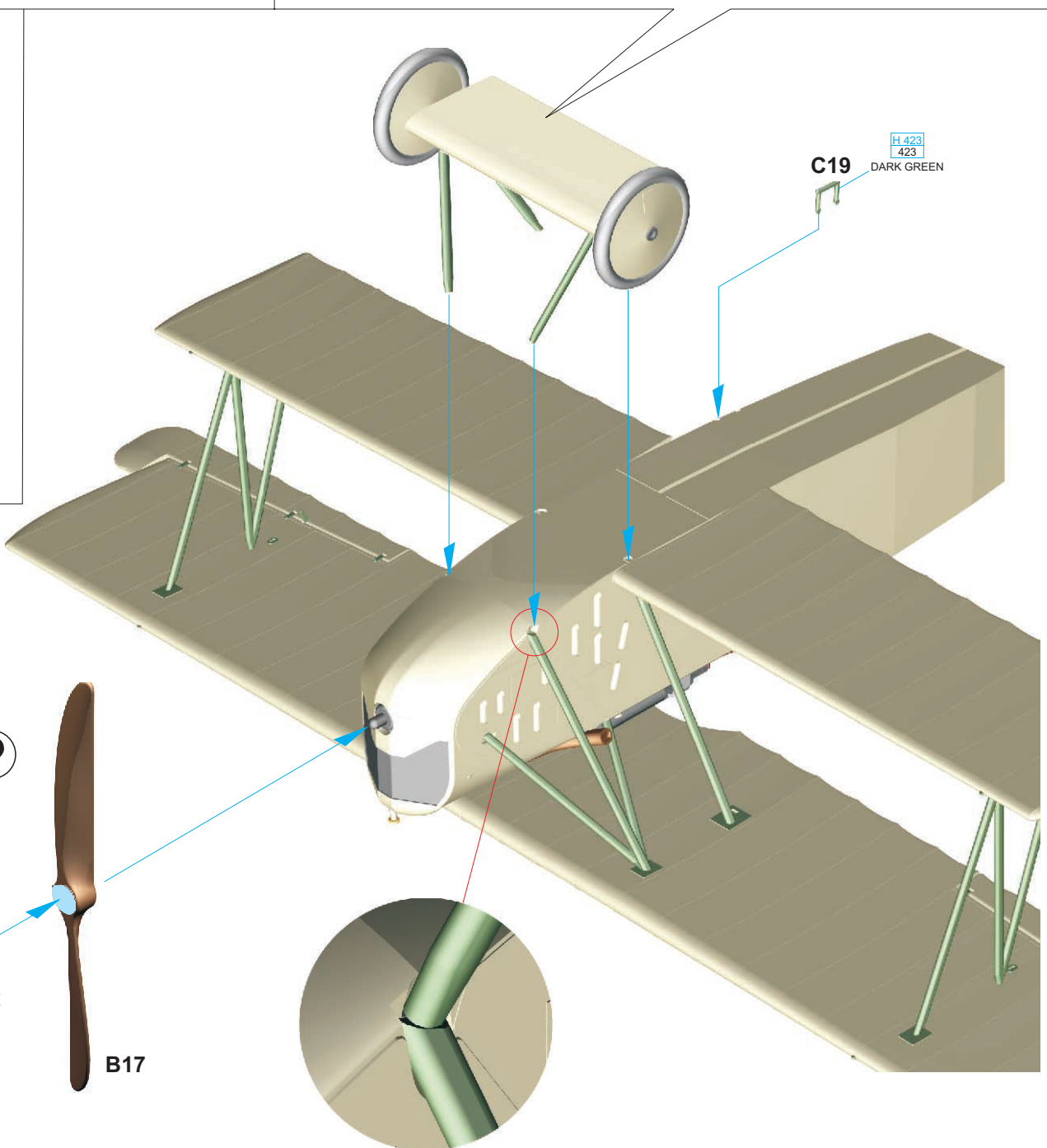
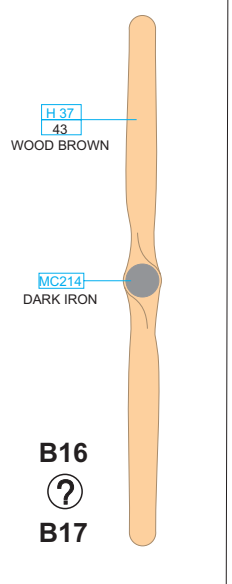
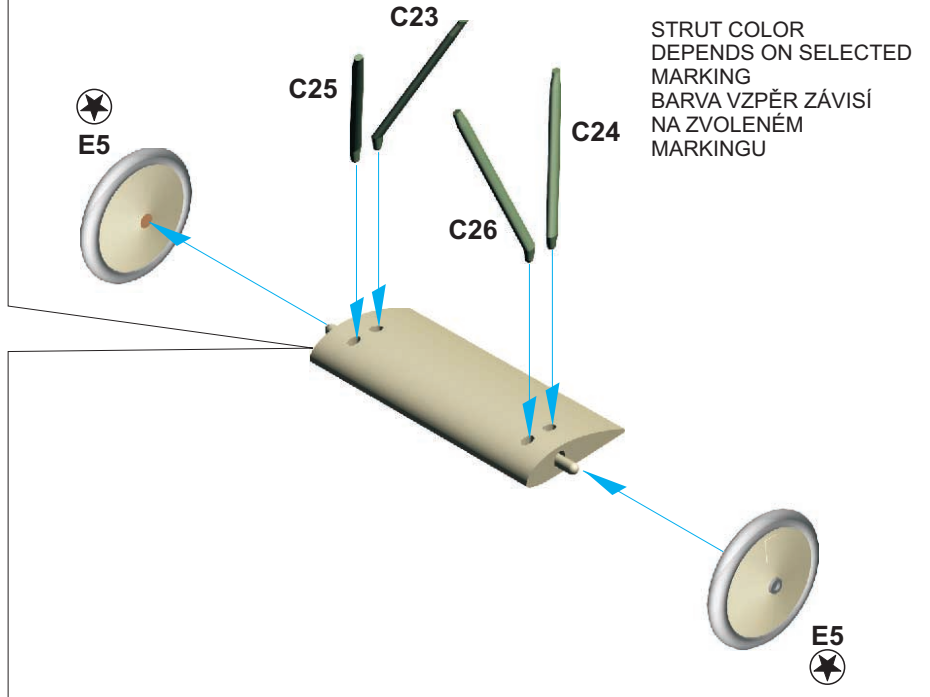
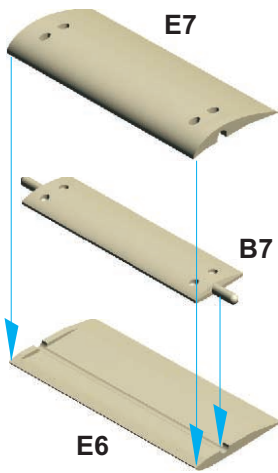
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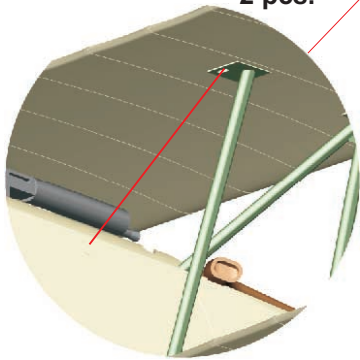
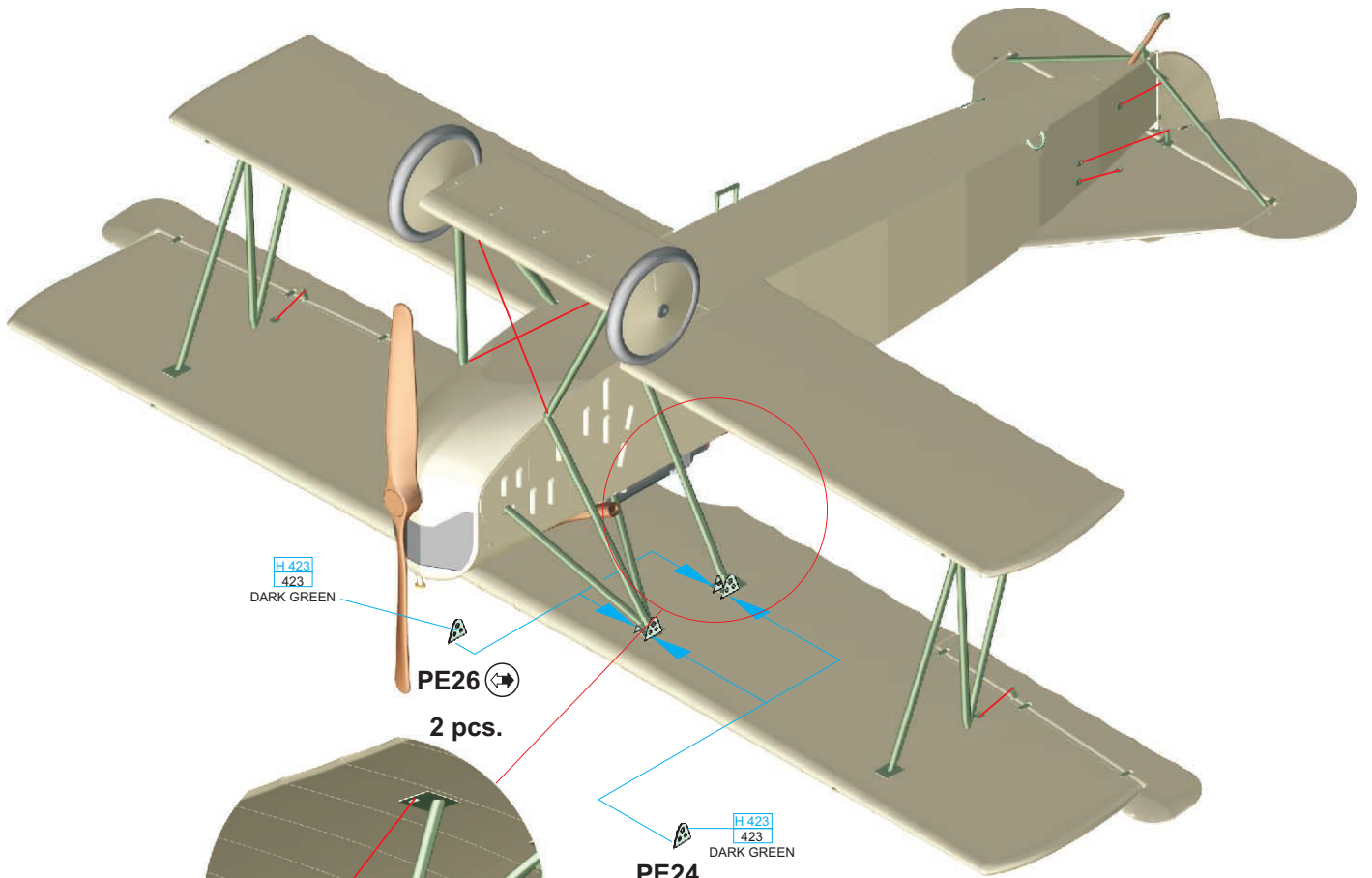




STRUT COLOR  
DEPENDS ON SELECTED  
MARKING  
BARVA VZPĚR ZÁVISÍ  
NA ZVOLENÉM  
MARKINGU

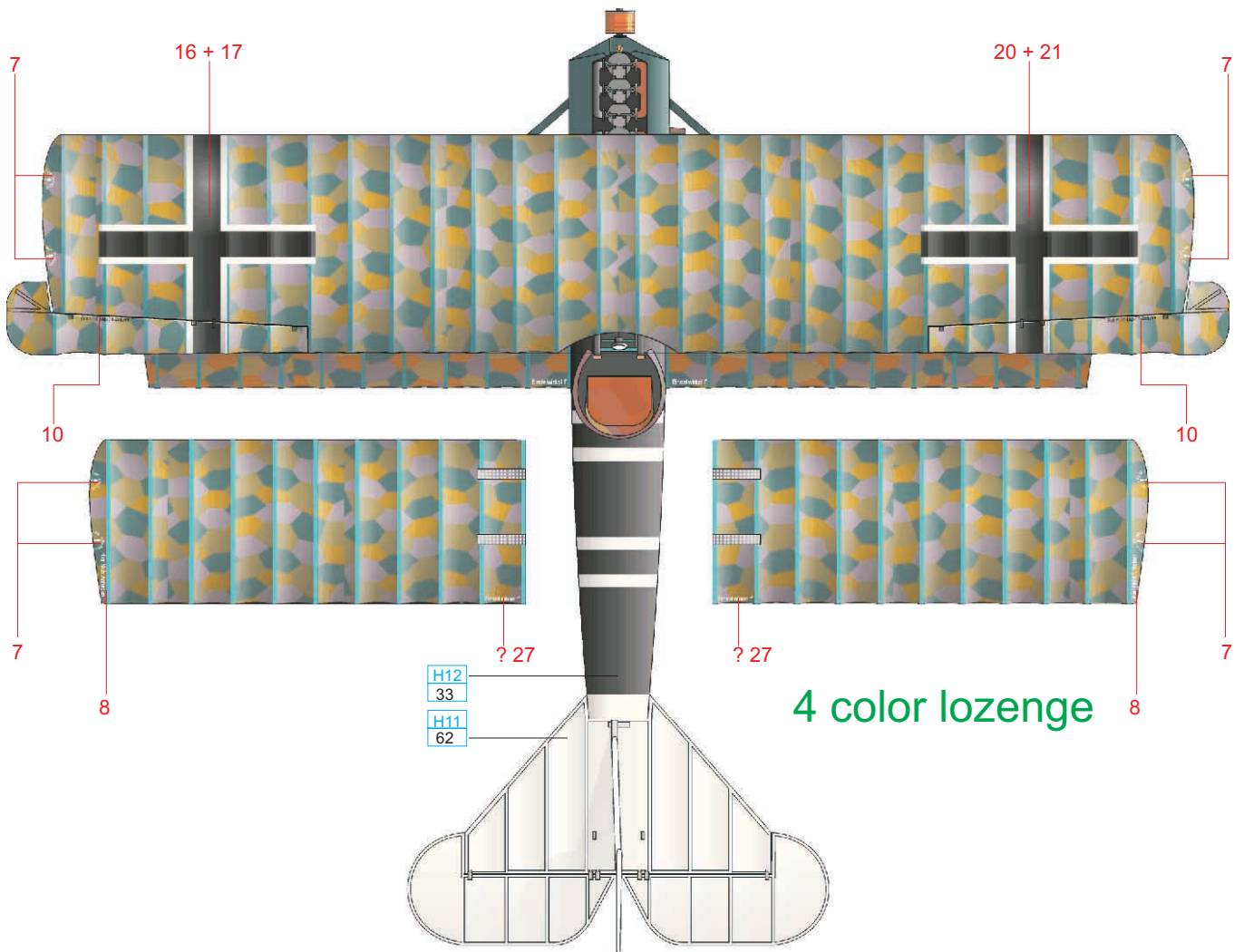
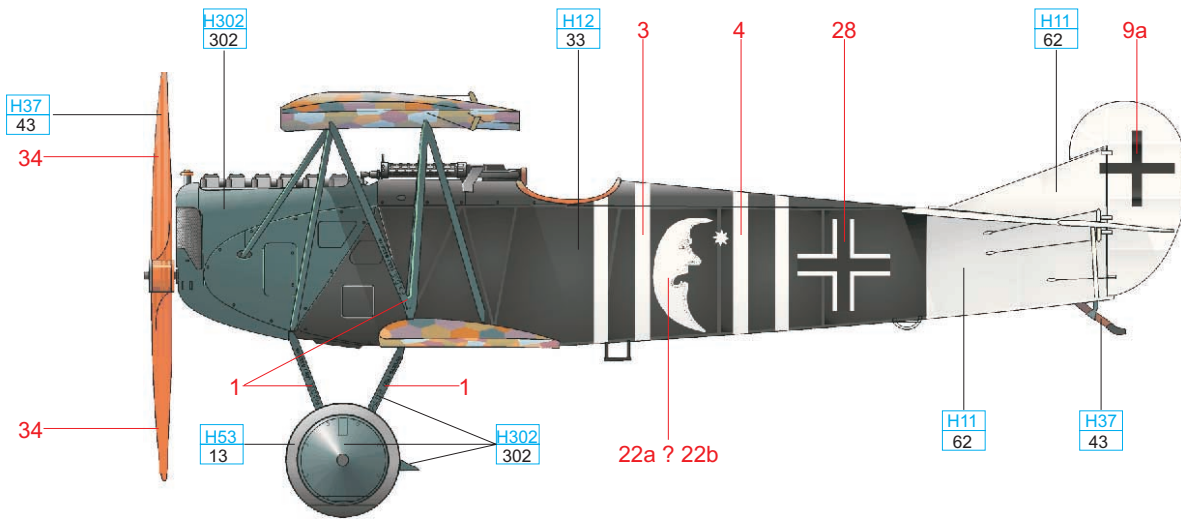






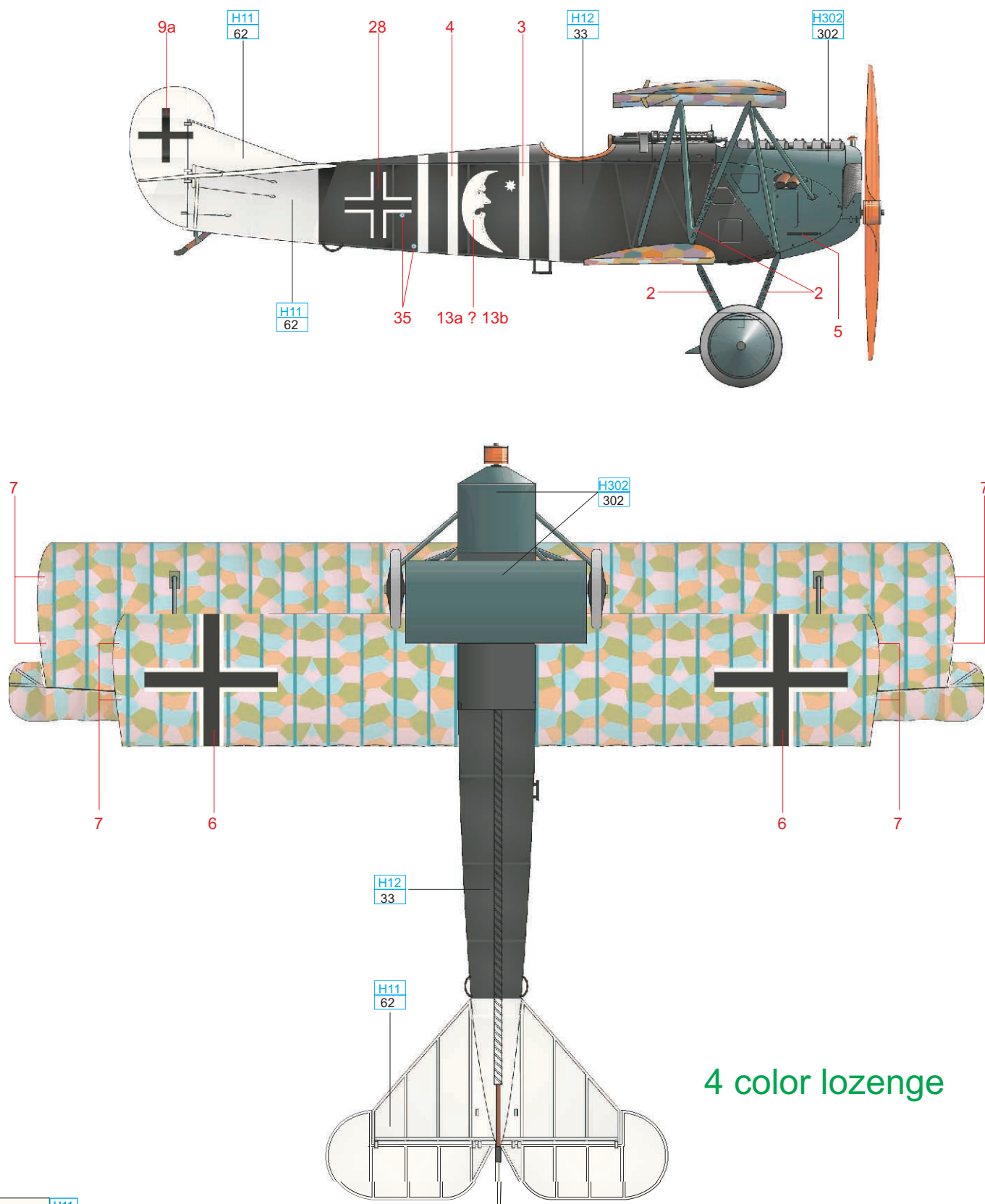
# A. Lt. d R Friedrich Jakobs

Jasta 43's unit markings were the characteristic white tails, with the remaining area of the fuselages being adorned with the pilot's individual markings. Friedrich Jakobs applied the white stripes with moon motif on his black fuselage. Jakobs joined Jasta 43 on July 6, 1918. He shot down a DH-9 on July 22, but on July 24th, was wounded. He remained within the Jasta 43 establishment, but no other victories were achieved.



WHITE	H11 62
GRAY	H53 13
DARK GREEN	H302 302
WOOD	H37 43
FLAT BLACK	H12 33

Rozlišovacím znakem Jasta 43 byly bílé zádě letounů. Zbytky trupu měl pak každý pilot zbarveny podle svého uvážení. Friedrich Jakobs si černý trup svého Fokkeru nechal vyzdobit bílými pruhy a měsícem. Jakobs nastoupil k Jasta 43 jako své první jednotce 6. července 1918. 22. července ráno poslal k zemi DH9. Avšak již 24. července mu je v souboji prostřeleno chodidlo. Ve stavu Jasta 43 zůstal až do konce války, ale počet svých sestřelů již nezvýšil.



4 color lozenge

WHITE **H11**  
62

GRAY **H53**  
13

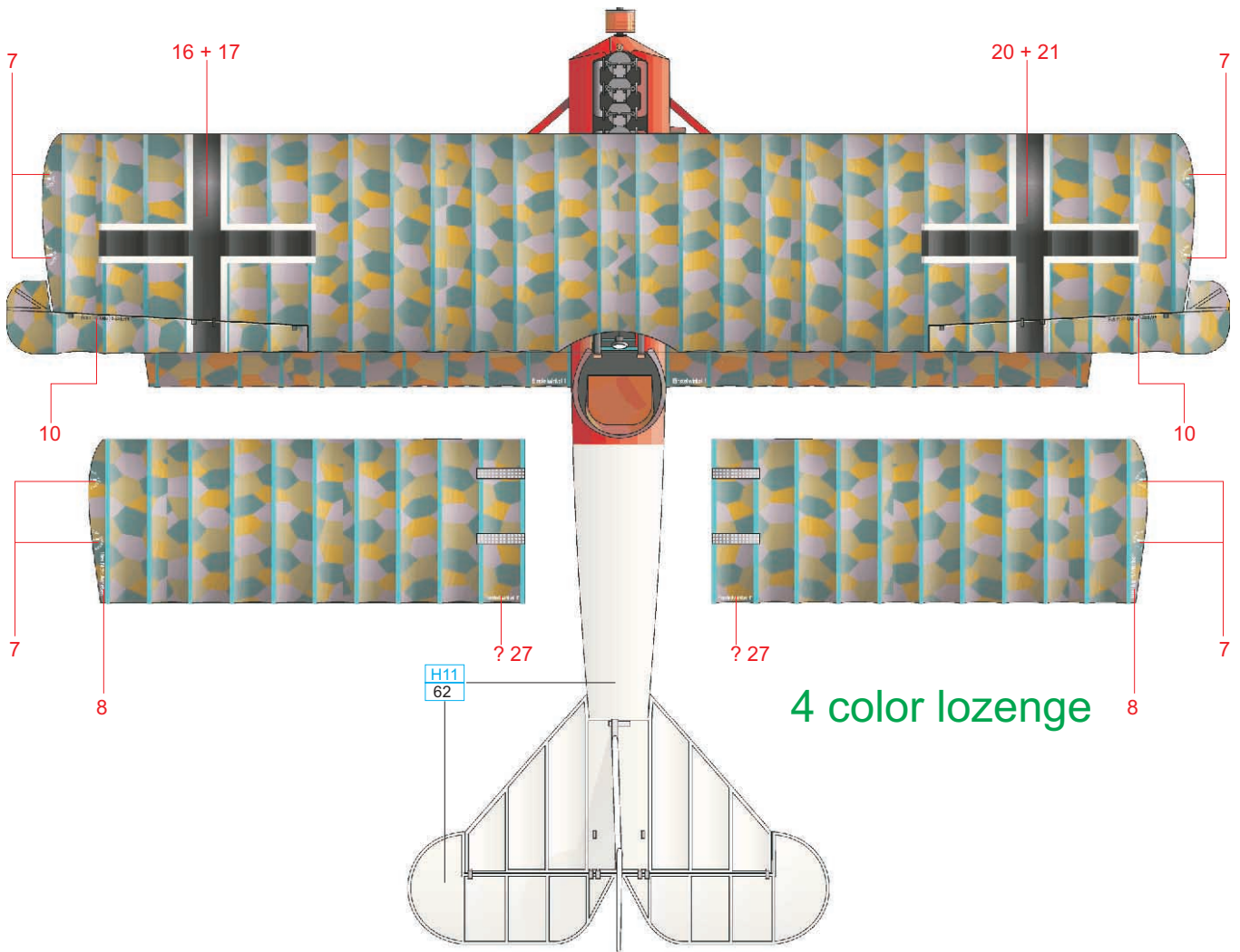
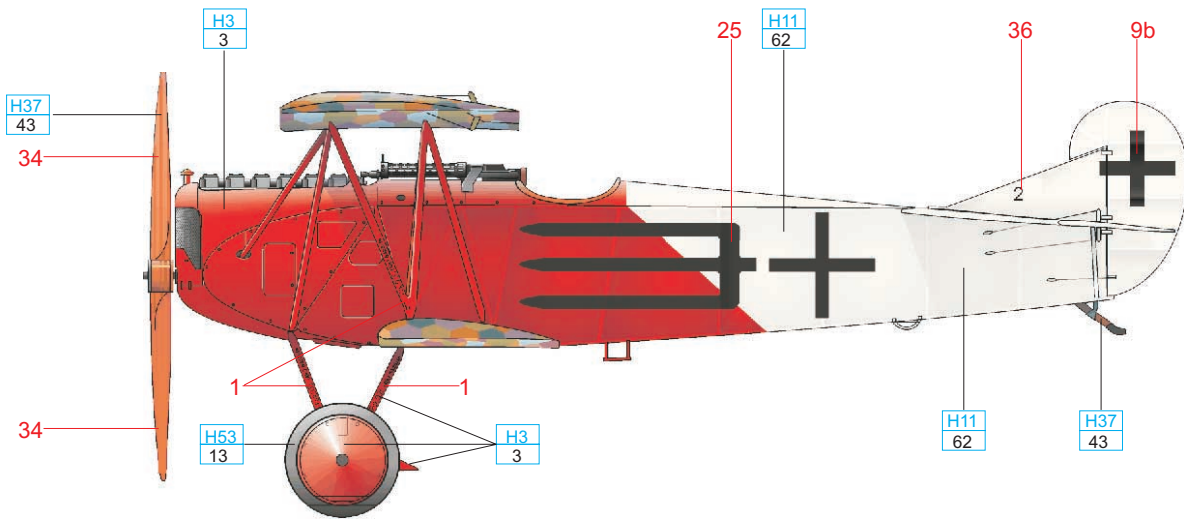
WOOD **H37**  
43

DARK GREEN **H302**  
302

FLAT BLACK **H12**  
33

## B. Ltn. Josef Raesch

After brief service with FA7, Josef Raesch joined Jasta 43 in early June, 1918. His first victim, an SE-5a, was shot down in flames on June 27. He achieved a similar result a month later, but as a victim this time. Burned in the face, he saved his life with the use of his parachute. From late September, after which he was released from hospital, he added four subsequent victories to his previous three. Two of these were flown by 29th Squadron RAF aces. It is interesting to note, that Raesch's parachute was repaired and used again, saving the life of another pilot, Robert Schmitt.



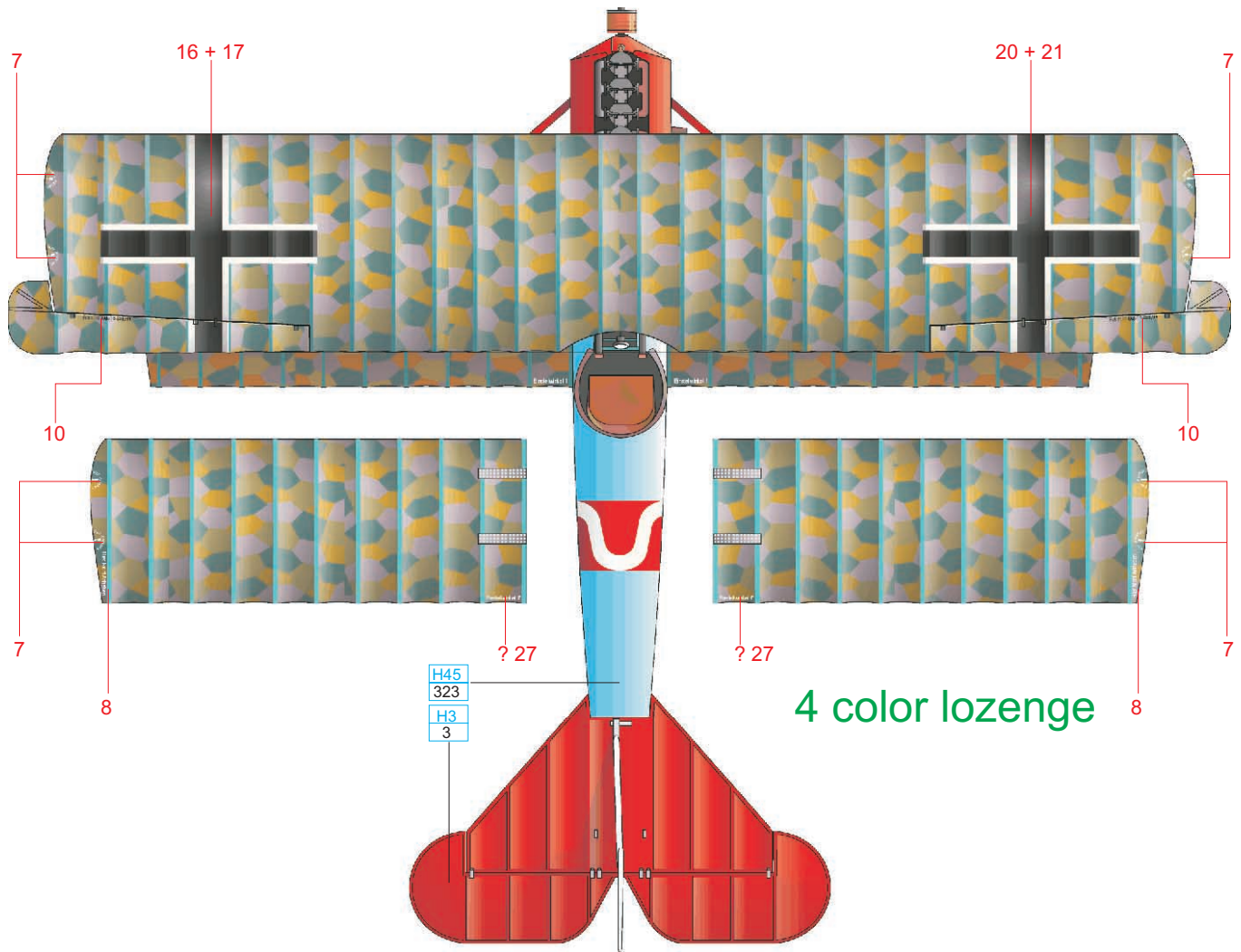
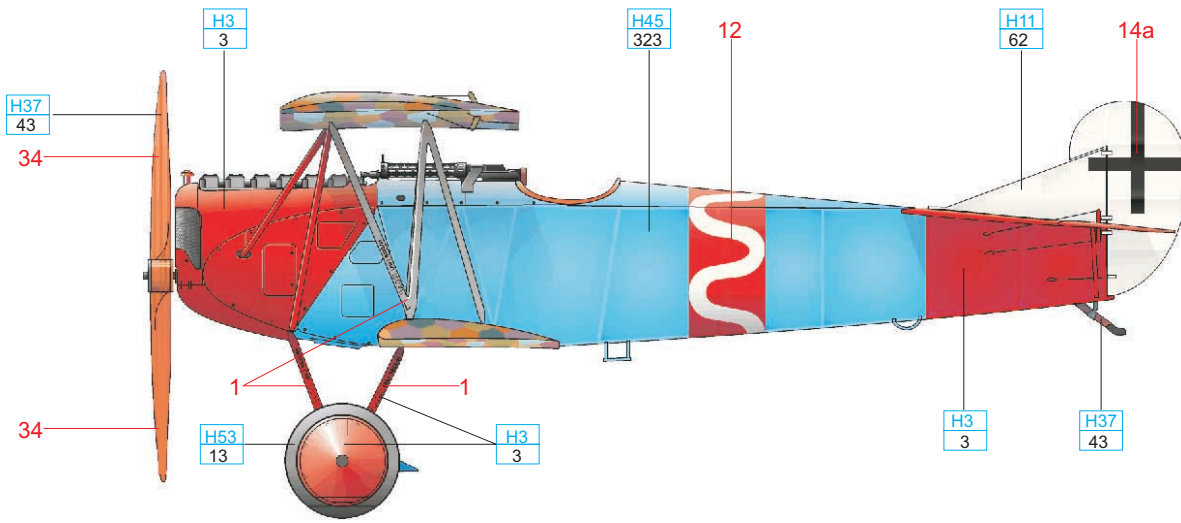
4 color lozenge

WHITE	H11 62		
GRAY	H53 13	RED	H3 3
WOOD	H37 43	FLAT BLACK	H12 33



# C. Ltn. d R Ludwig Beckmann

Ludwig "Lutz" Beckmann was, after short stints with Jastas 6 and 48, attached to Jasta 56 on March 11, 1918. He got his first victory by March 13, flaming an RE-8. His score grew step by step, and he achieved his last victory on September 5th, by then with the rank of Staffelführer. Among his victims were also Camels of two 210th Squadron RAF aces, HT Mellings (15 kills) and HA Patey (11 kills). He was back in the air force with the start of WW II, when he commanded transport units IV/TGI and KGr zbV 500

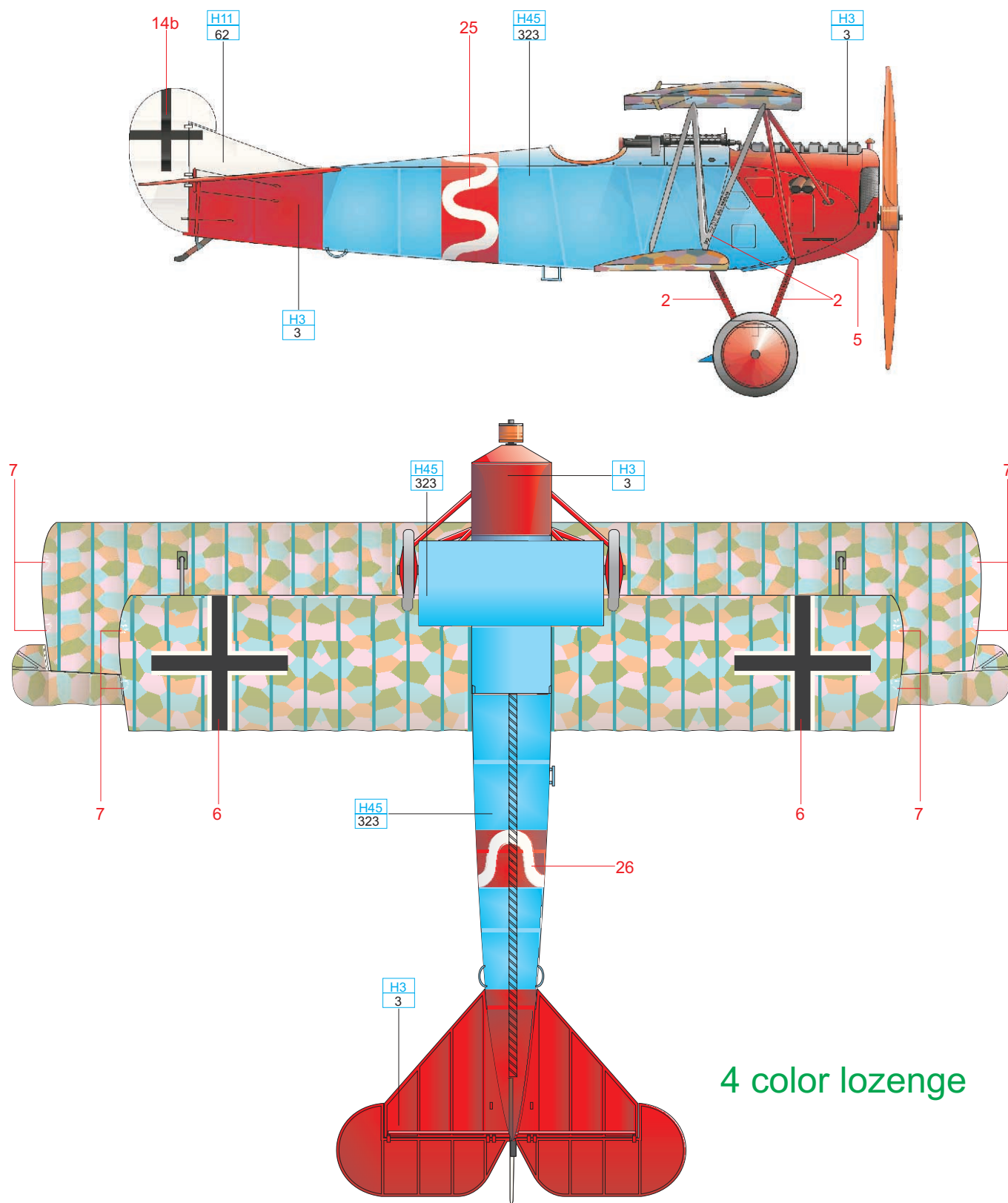


4 color lozenge

WHITE	H11 62	LIGHT BLUE	H45 323
GRAY	H53 13	RED	H3 3
WOOD	H37 43	FLAT BLACK	H12 33



Ludwig „Lutz“ Beckmann byl po krátké službě u Jasta 6 a 48 převelen 11. 3. 1918 k Jasta 56. Zde už 13. března získal své první vítězství, když sestřelil RE8. Své skóre postupně zvyšoval. 5. září 1918, již jako Staffelführer, dosáhl svůj poslední sestřel. Mezi osmi letadly, jež poslal k zemi, byly i Camely dvou es 210. perutě RAF H.T.Mellingse (15 vítězství) a H.A.Pateye (11 vítězství). K letectvu se vrátil i za 2. světové války, jako velitel transportních IV/TGI a KGr zbV 500.

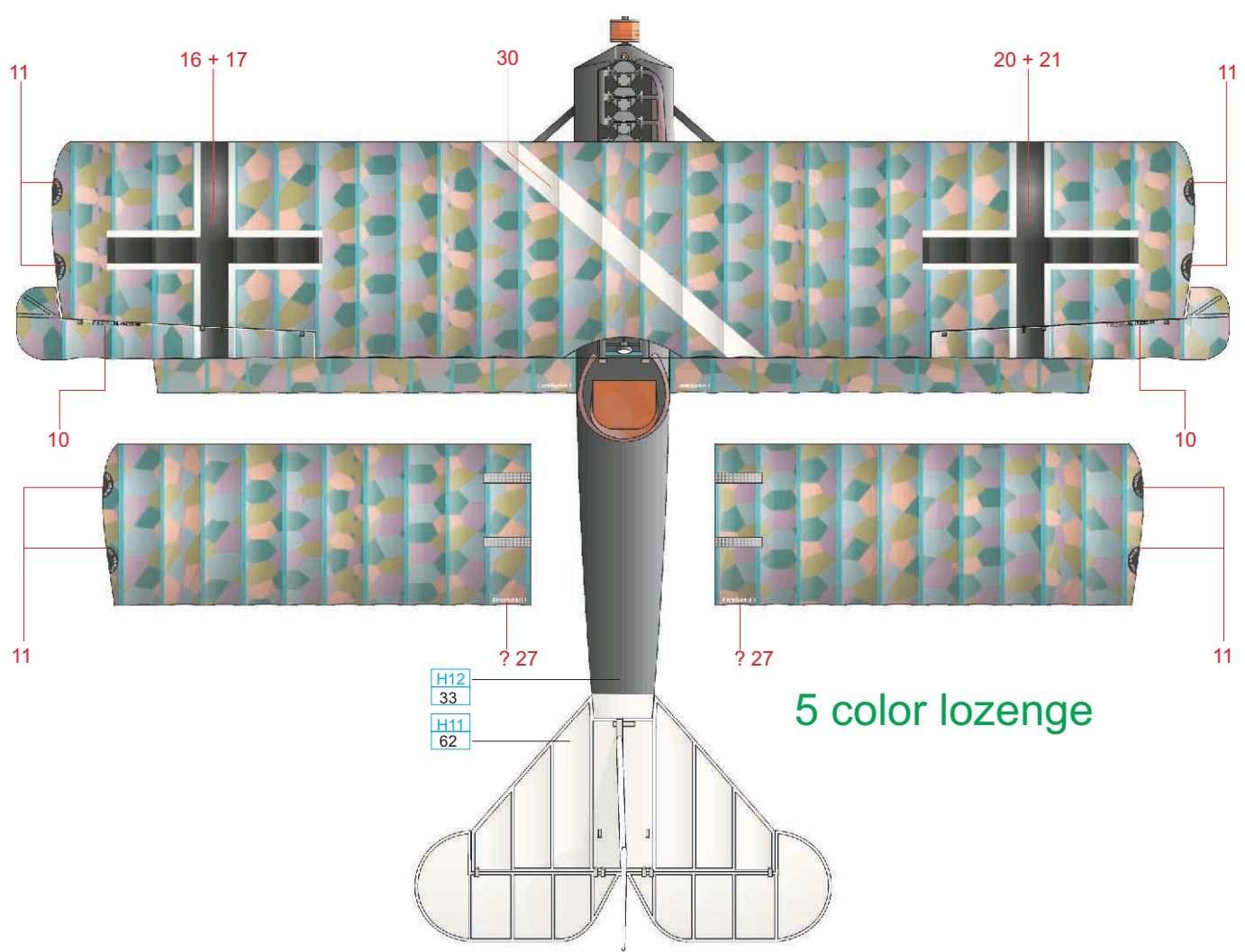
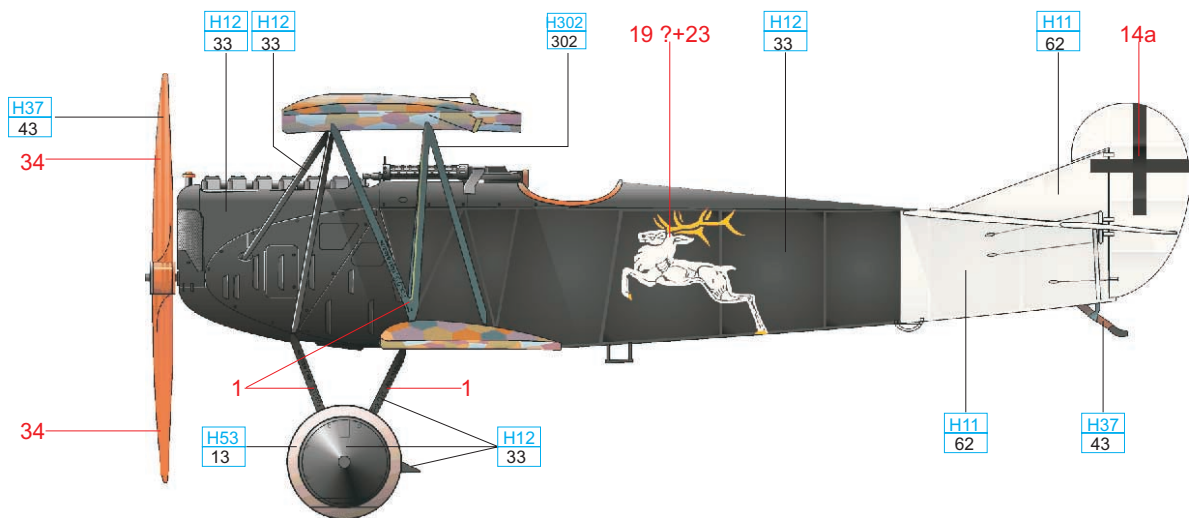


4 color lozenge

WHITE	H11 62	LIGHT BLUE	H45 323
GRAY	H53 13	RED	H3 3
WOOD	H37 43	FLAT BLACK	H12 33

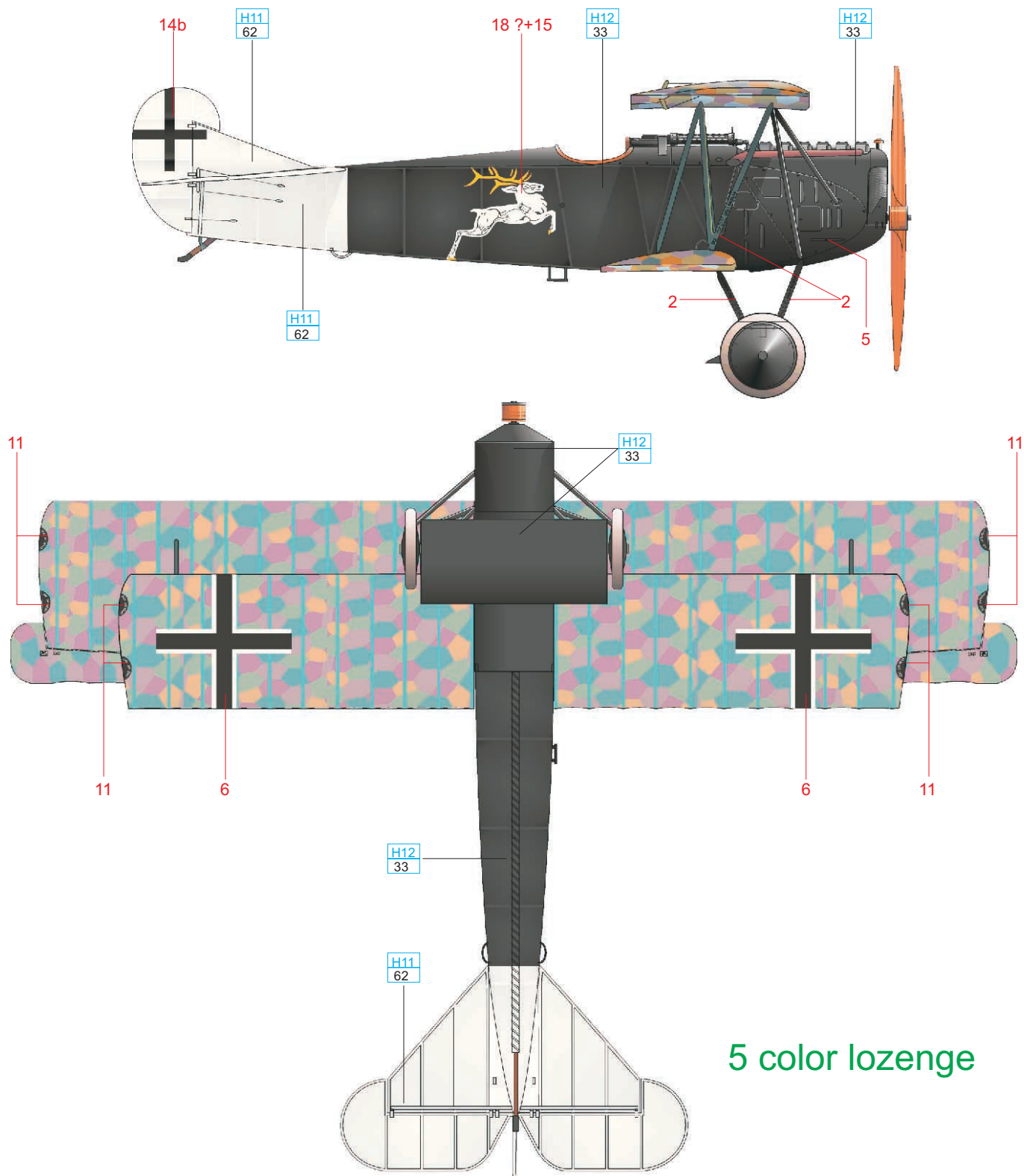
# D. Ltn. d R Carl Degelow

Jasta 40s pilots achieved 54 victories during WW I. Most of them were claimed by Carl Degelow, the Jasta commander. He reached 26 victories as a Jasta member, among his total of 30. Degelow worked in the chemical industry in the USA before WW I. With the start of the war, he had returned to military service in Germany, as an infantryman. After serving on both the Eastern and Western Fronts, he joined the Air force. He reached his first victory as the pilot of an Albatros C.V, in May, 1917. After a short service with Jasta 36, he achieved his next three victories with Jasta 7. In July 1918, he was nominated for command of the Royal Saxon Jasta 40s. Carl Degelow received the highest Prussian award, the Pour le Merit , on November 9, 1918, as the last soldier to get this award.



WHITE	H11 62
GRAY	H53 13
DARK GREEN	H302 302
WOOD	H37 43
FLAT BLACK	H12 33

Piloti Jasta 40s dosáhli celkem 54 vítězství. Největší měrou se na nich podílel její poslední velitel Carl Degelow. V jejich řadách sestřelil 26 letadel z celkových 30 úspěchů. Degelow pracoval před válkou v chemickém průmyslu v USA. Před jejím vypuknutím se vrátil do Německa a nastoupil službu u pěšího pluku. Po službě na východní i západní frontě byl přeložen k letectvu. U FAA216 v květnu 1917 jako pilot Albatrosu C.V dosáhl svého prvního sestřelu. Po krátké službě u Jasta 36 docílil dalších tří úspěchů u Jasta 7. Po přeložení k Jasta 40 se v červenci 1918 stal jejím velitelem. První sestřel na Fokkeru D.VII získal hned při prvním letu na tomto stroji. 9. listopadu 1918 obdržel Carl Degelow nejvyšší pruské vyznamenání Pour le Merité. Byl to poslední řád Pour le Merité vojenské třídy, který byl udělen.



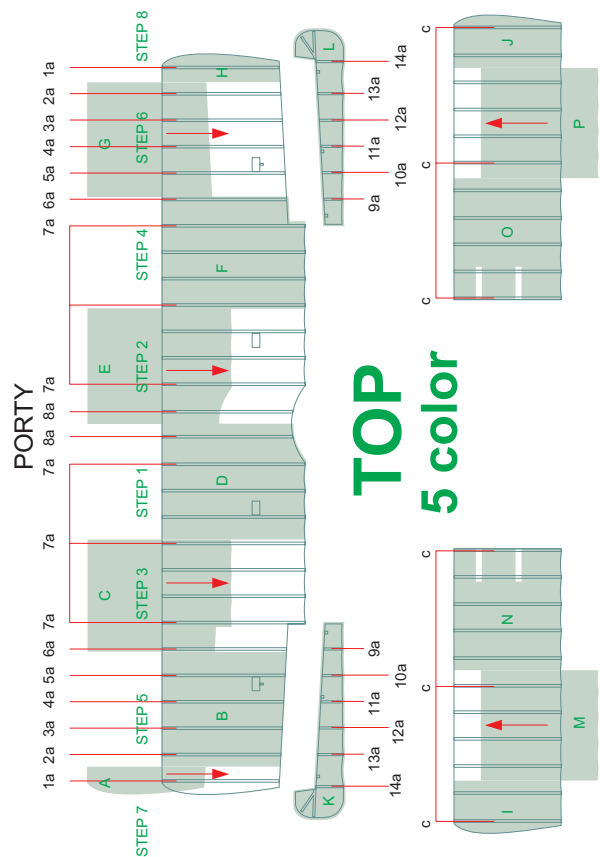
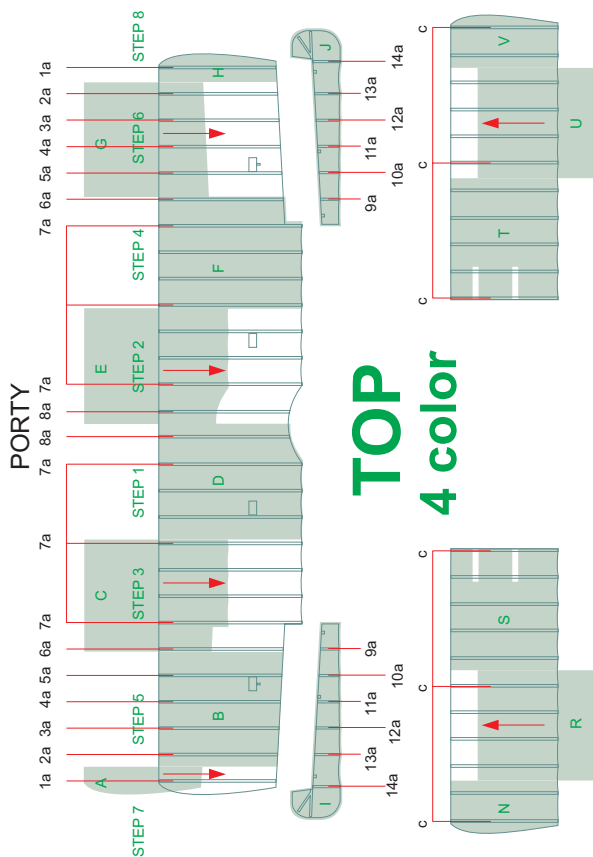
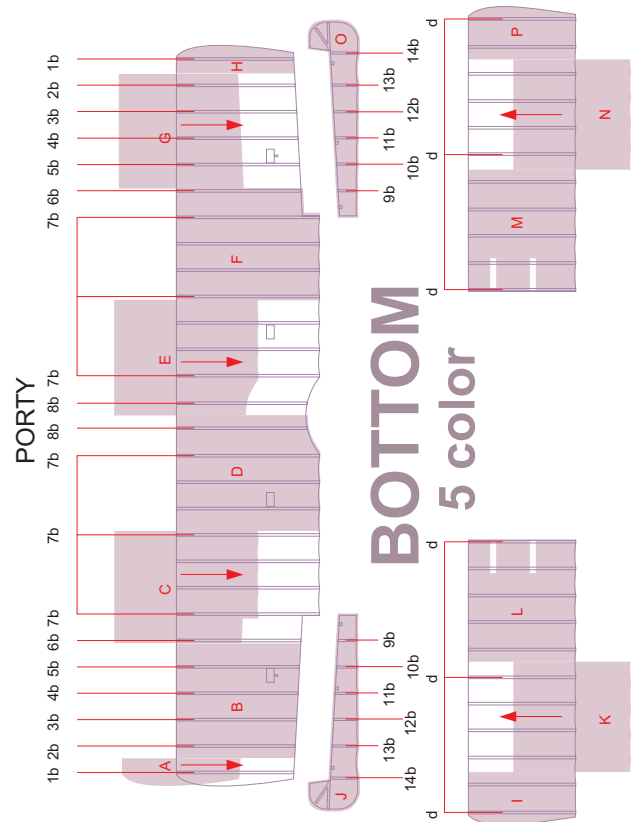
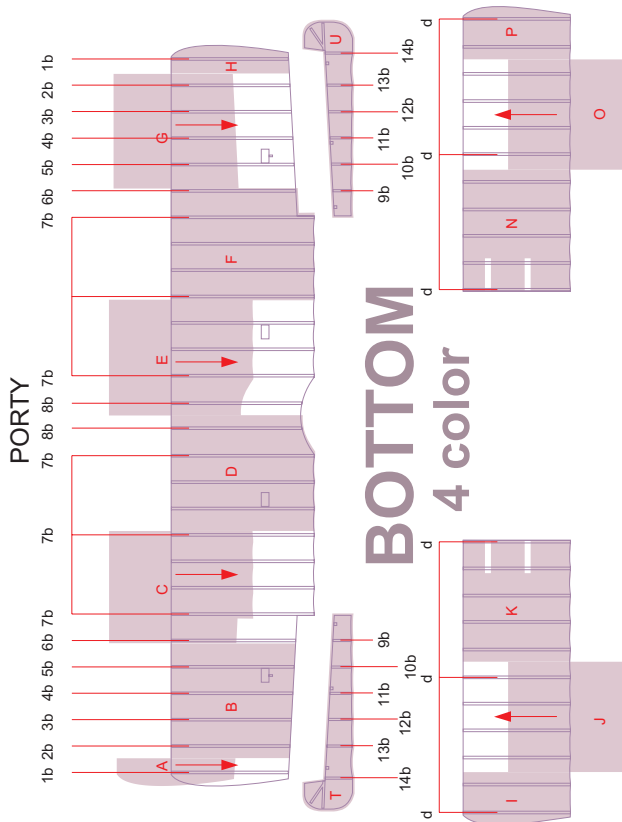
5 color lozenge

WHITE	H11 62		
GRAY	H53 13	DARK GREEN	H302 302
WOOD	H37 43	FLAT BLACK	H12 33

During the development of this model, and of the decals and camouflage schemes, we found the publication Windsock: Fokker D.VII ANTHOLOGY to be absolutely essential. For further research into this aircraft, as well as detailed technical write-ups, we cannot recommend this publication high enough.

## 4 COLOR LOZENGE

## 5 COLOR LOZENGE



Při konstrukci tohoto modelu, jakož i při přípravě obtisků a kamuflážních schémát, nám byli velkou pomocí vynikající publikace WINDSOCK: Fokker D.VII ANTHOLOGY. Pro dokonalé seznámení s barvitou historií tohoto letadla, stejně jako pro studium zajímavých technických detailů, Vám tyto publikace vřele doporučujeme.