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 Richthofen.

The Fokker Dr.1 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 40 cm, 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.
...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 cowls. 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 D.IIIa (185k). Aircraft equipped with the BMW powerplant were designated by Fokker as the Fokker D.VIIb, 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.VIIIs 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 (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.VIIIs were concerned. The climb rate of these same-powered D.VIIIs 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 original Fokker D.VII (Fok), built by Fokker at Schwerin. There were four main versions of Fokkers that were produced actually by Fokker. 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 vents 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. Aircraft of the first production version were also characterized by a smudged pattern that was typical on the earlier Fokker Dr.I. This pattern was soon abandoned, and the fuselage was covered by a printed pattern commonly referred to as the Lozenge pattern, and was typical for the wings as well. This kit includes decals for both types of coverings, four colours as well as five colours patterns. The makeup of this kit also includes a fret of colored photetched 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 (Fok).

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.TAKEOFF 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.III: 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 LGM 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.

Before assembling, carefully study the assembly instructions. When using glue or paint, do not use near an open flame and use in a well ventilated room. Do not allow children to suck any parts, or pull vinyl bag over the head.

Ensure you have carefully read the instructions before assembly. When using glue or paint, do not use near an open flame and use in a well ventilated room. Keep out of reach of small children.

In Assembly, please carefully read instruction sheet. Do not use near open flame and use in well ventilated room. Keep out of reach of small children.

Pray careful reading of instructions before assembling. Do not use near open flame and use in well ventilated room. Keep out of reach of small children.
2 pcs.  

**Apply Lozenge Decal in this Step**  
**V tomto kroku naneste obtisky lozenge**

**Upper Lozenge:** K ? T

**Bottom Lozenge:** T ? !

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**Apply Lozenge Decal in this Step**  
**V tomto kroku naneste obtisky lozenge**

**Upper Lozenge:** J ? N

**Bottom Lozenge:** U ? O

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**Apply Lozenge Decal in this Step**  
**V tomto kroku naneste obtisky lozenge**

**Upper Lozenge:** A, B, C, D, E, F, G, H

**Bottom Lozenge:** A, B, C, D, E, F, G, H

Rib stripes and complete lozenge decal application - see page 20.
DON'T PAINT
NEBARVIT

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

Při konstrukci tohoto modelu, jakož i při přípravě obtisků a kamuflážních schémat, nám byli velkou pomocí vynikající publikace WINDSOCK:Fokker D.VII ANTHOLOGY. Pro dokonalé seznámení s barvítou historií tohoto letadla, stejně jako pro studium zajímavých technických detailů, Vám tyto publikace vřele doporučujeme.
Offizierstellvertreter Paul Aue was assigned to Jasta 10 in October, 1916. At the time, he had to his credit one victory with bomber unit KG5. He remained with Jasta 10 to the end of the war, and accumulated a further nine confirmed kills and three unconfirmed. The last four victories were achieved flying the Fokker D.VII. He rejoined the air force during the rebirth of the thirties, and although he survived the Second World War, he died in 1945 in Soviet captivity.
Paul Aue
When Willi Gabriel joined, as a result of his own request, the elite unit Jasta 11 on the 19th of May, 1918, he was told by the commanding officer of the parent unit JG1, Wilhelm Reinhard, that “this is not a rest camp. If within four weeks you do not achieve an aerial victory, you will be shipped back to your original unit.” Willi Gabriel removed any doubt as to the possibility of fulfilling this requirement by flaming his first victim, a British DH-9 bomber, later the same day. By the end of June, he raised his personal total to eight. Reinhard was killed in an aerial accident on June 3, and he was replaced by Herman Goring. He insisted on the maintenance of military discipline, and individual hunts in the air were forbidden. Gabriel demonstrated little respect for this directive, and on July 18, 1918, while returning from a morning patrol, separated from the flight. He attacked a flight of French aircraft, and downed three of them. Upon landing, he was reprimanded by Goring, and was forbidden to fly alone. Later the same day, he repeated his disregard for these orders, and downed a SPAD. Gabriel was essentially exiled by Goring to the end of the war, but not before he was able to achieve 11 victories.
As a member unit of JG11, Jasta 12 stood in the shadows of the more famous Jastas 15 and 13. After the acquisition of the Fokker D.VII, even Jasta 12 began to feel the limelight. One of the pilots to help bring about this reality was Alfred Greven. He attained his first victory September 18th, 1918, when he flamed an American DH-4 of No. 11 Aero Squadron. September and October saw individual kills over American crews. In the afternoon of November 3, Jasta 12, during a battle with No. 22 Aero Squadron, shot down six aircraft, and with that brought their total to 155 victories. One of the victors was Alfred Greven, who remained one count short of ace status.

4 color lozenge
Jasta 2 'Boelcke' was, with a tally of 36 victories, the second most successful unit of the German air force during the First World War. Under the leadership of its first commander Oswald Boelcke, the unit became what we know it to be today. Within the unit served such notables as Richtofen, Voss, Frommherz, Baumer and Bolle. It was Bolle that commanded the unit in 1918 at a time when the Fokker D.VII made up the fighter inventory. That he led the squadron in exemplary fashion is evident from the fact that with Jasta Boelcke, he gained 31 of his 36 victories, sixteen of them on the Fokker D.VII. One of his currently unknown subordinates flew the Fokker in this scheme.