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 elevate the name of Fokker to legend status.

The type that propelled Fokker to the forefront of German aircraft development was the Dr.1 triplane, that in its red guise, was made eternally famous by the Red Baron, Manfred von Richtofen.

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 some unfriendly characteristics. Fokker's triplane gave the German pilots a very effective, if labor-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.1 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.
...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.VII F, 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 Richthofen, 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 of 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.).
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 each small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

UPOZORNÍNÍ

ATTENTION

Před počátkem 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 dílců.

APPLY EXPRESS MASK AND PAINT BEFORE GLUING

POUŽÍT EXPRESS MASK NABARVIT PŘED SLEPENÍM

OPTIONAL FACULTATIF NACH BElieBEN

BEND PLIER SIll VOUS PLAT BITTE BIEGEN

OPEN HOLE VYVrATAT OTvOR OFFNEN 穴を開ける

SYMMETRICAL ASSEMBLY MONTAGE SYMÉTRIQUE SYMMETRISCHE AUFBAU SYMMETRICKÁ MONTÁŽ

NOTCH L’INCISION DER EINSCHNITT 切る

REMOVE ODPÍZNOUT ENTFERNEN 移す

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

- Parts not for use. - Teile werden nicht verwendet. - Pieces à ne pas utiliser. - Tyto díly nepoužívejte pøi stavbì. -

COLOURS

BARVY

FARBEN

PEINTURE

<table>
<thead>
<tr>
<th>GS Creos (GUNZE)</th>
<th>Mr. COLOR</th>
<th>AQUEOUS</th>
<th>Mr. COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>AQUEOUS</td>
<td>8</td>
<td>SUPER FINE SILVER</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>SUPER STAINLESS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>RED</td>
<td></td>
</tr>
<tr>
<td></td>
<td>62</td>
<td>FLAT WHITE</td>
<td>92</td>
</tr>
<tr>
<td></td>
<td>63</td>
<td>FLAT BLACK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>43</td>
<td>WOOD BROWN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>LIGHT BLUE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>41</td>
<td>RED BROWN</td>
<td></td>
</tr>
</tbody>
</table>
DO NOT GLUE!! NELEPIT!!

DECAL 32

PE1

PE4

DON'T PAINT NEBARVIT

PE5

SUPER FINE SILVER

DON'T PAINT NEBARVIT

A16

C10

SUPER FINE SILVER

C17

C32

C10

B6

SUPER FINE SILVER

B14

SUPER STAINLESS

B13

BRASS

PE8

A7

SUPER FINE SILVER

PE18

WOOD BROWN

H12

33

BLACK

C33

C14

SUPER FINE SILVER

H12

33

BLACK

C27

H7

61

BURNT IRON

A16

C10

SUPER FINE SILVER

C18

H5

13

GRAY

A11

H85

46

SAIL COLOUR

INTERIOR LOZENGE
APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANESE OBTISKY LOZENGE

WING LOZENGE
UPPER: T, U, V, O, P, J

WING LOZENGE
BOTTOM: I, J, K, I, K, L

DON'T PAINT NEBARVIT

WING LOZENGE
UPPER: N, R, S, I, M, N

WING LOZENGE
BOTTOM: N, O, P, M, N, P

BRASS
APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANEŠTE OBTISKY LOZENGE

UPPER LOZENGE: K ? L

BOTTOM LOZENGE: T ? J

APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANEŠTE OBTISKY LOZENGE

UPPER LOZENGE: I ? K

BOTTOM LOZENGE: U ? O

APPLY LOZENGE DECAL IN THIS STEP
V TOMTO KROKU NANEŠTE 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
PRO APLIKACI PÁSKŮ NA ŽEBRA A KOMPLETNÍCH LOZENGOVÝCH OBTISKŮ PROSTUDUJTE str.20
Don't paint.

Strut color depends on selected marking.

Barva vzpěr závisí na zvoleném markingu.
Jasta 43’s unit marking 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.
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.
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, flaying 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 KGzbV 500.
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 WWI. 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 Merité, on November 9, 1918, as the last soldier to get this award.
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 barvitou historií tohoto letadla, stejně jako pro studium zajímavých technických detailů, Vám tyto publikace více doporučujeme.