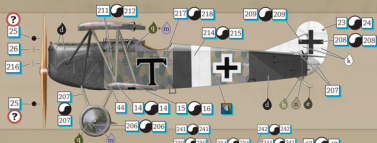


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1/32

Fokker D.VII (OAW)

Fighting Fokkers part 3



A

Fokker D.VII (OAW)
2052/18,
Karl Thom,
Jasta 21s,
1918
(27 victories)

B

Fokker D.VII (OAW)
4453/18,
Alfred Lindenberg,
Jasta 2,
November 1918
(16 victories)



C

Fokker D.VII (OAW)
4631/18 "Lot.",
Jasta 64w,
Late 1918

D

Fokker D.VII (OAW)
4635/18 "U10",
Heinz Freiherr
von Beaulieu-Marconny,
Jasta 65,
September 1918



E

Fokker D.VII (OAW)
6441/18, Max Näther,
Jasta 62,
October-November 1918
(26 victories)



A Fokker D.VII (OAW) 2052/18, Karl Thom, Jasta 21s, 1918 (27 victories)

Use optional parts **A3** + **A22** + **A23**, **A17**, **A35** + **A46** + **A15**, **J11**, **H7**, **C1**, **J2**, **J3**, **J13**, **J20**, **R1** + **R36**, **J9**, **J10**, **D0**, **D14**, **E24**, **E36**, **E38** & Daimler-Mercedes 200hp D.IIIaU engine.



Fokker D.VII (OAW) 2052/18 in a line up of Jasta 21 aircraft.



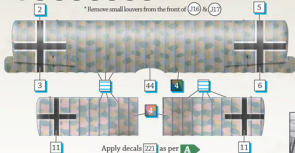
was awarded his 1st victory in August 1917. He would remain with Jasta 21, being awarded a further 26 victories and was wounded 3 times, the last of which on 6 November 1918, effectively ended his war. During WWII he served in the Luftwaffe and was killed on the Russian front in March 1945. Karl was 51.

27 victory ace Karl Thom sits in his early production OAW built Royal Saxon Jasta 21s Fokker D.VII 2052/18. Like other early production OAW built D.VII, Thom's aircraft features 4 colour lozenge fabric, white datum lines and serial number applied at the rear of the fuselage. The black and white fuselage bands were the Jasta 21s unit marking at this time. Karl's black and white 'T' marking was repeated on the top wing and, presumably on the bottom wing as well. The cover of Thom's biography 'Der Flieger Thom' illustrates the top wing 'T' markings with white outlines which conflicts with a heavily retouched photo showing only black 'T' markings which we consider less likely to be correct as they would not provide enough contrast to the 4 colour lozenge fabric. Karl Thom joined the Army in 1911 and was a seasoned soldier when war broke out. He was wounded in November 1914 and, following his recovery, transferred to aviation in June 1915 where he initially served in two-seaters with FA 216 and then FA 48 where he was shot down and captured but managed to escape. He then served with FA 243 in early 1917 before training to be a fighter pilot in April. He was assigned to Jasta 21 in May 1917 and

B Fokker D.VII (OAW) 4453/18, Alfred Lindenberger, Jasta 2, November 1918 (16 victories)

Use optional parts **A2** + **A49** + **A50**, **A38**, **A35** + **A44** + **A31**, **J11**, **H1**, **J2**, **J3**, **J16**, **J17**, **R7** + **R25**, **J10**, **J14**, **D0**, **D14**, **E24** & Daimler-Mercedes 200hp D.IIIaU engine.

* Remove small louvers from the front of **J16** & **J17**



Mid production Fokker D.VII (OAW) 4453/18 was quite well photographed after it was handed over to the Allies following the Armistice. Note the white nose, black and white halved tailplane and the distinctively striped fuselage & struts (believed to be yellow and black). Also note the full length fuselage fabric, small OAW style mid production cowling louvers, far outboard position of the wing ballenkreuz, upturned fuselage lifting handles, maize and green camouflaged top cowling, strutting on the fin and factory logo decal applied to the rudder.



16 victory ace Alfred Lindenberger seated in his Royal Prussian Jasta 2 Fokker D.VII (OAW) 4453/18. Alfred served as an observer with FA 234 during 1917 where he was awarded 3 shared victories with his pilots. After training to be a pilot he was posted to Jasta 2 in mid 1918 where we would remain for the rest of the war, being awarded 9 more victories. Alfred joined the Luftwaffe before WWII and was awarded 4 more victories in 1944 while flying with JG 300, bringing his total up to 16.



C Fokker D.VII (OAW) 4631/18 "Lot.", Jasta 64w, Late 1918

Use optional parts **A2** + **A48** + **A50** + **A16** + **A35** + **A44** + **A31** + **J11** + **H1** + **J4** + **J5** + **J16** + **J17** + **87** + **825** + **J10** + **J14** + **D3** + **D14** + **E23** & Daimler-Mercedes 200hp D.IIIa engine.

(Greg Van Wyngaerden)



Mid production Fokker D.VII (OAW) 4631/18 is faintly visible as the 2nd to last aircraft in this photograph of Royal Württemberg Jasta 64w taken at Mars-la-Tour in late 1918. Fokker D.VII (OAW) 4631/18 was reportedly a reserve aircraft and therefore not specifically allocated to any particular pilot. The fuselage is finished in the unit markings of 'greenish-grey' with silver painted engine cowling panels. The fuselage marking 'Lot.' was a reference to a rather fetching nurse Lottel who was a frequent, and popular, visitor to the unit. Fuselage fabric salvaged from 4631/18 by an American serviceman confirms the white 'Lot.' marking and the greenish-grey colour painted over the 4 colour lozenge fuselage fabric. For more information on this aircraft and Jasta 64w see Over the Front volume 22 #4 2007.

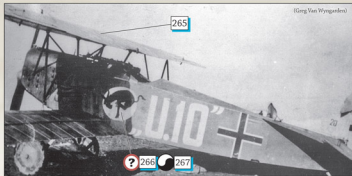
Apply decal **251** as per **A**

Apply lozenge decals and **2** + **3** + **5** + **6** + **11** & **44** as per **B**

D Fokker D.VII (OAW) 4635/18 "U10", Heinz Freiherr von Beaulieu-Marconnay, Jasta 65, September 1918

Use optional parts **A2** + **A48** + **A50** + **A16** + **A35** + **A44** + **A31** + **J11** + **H1** + **J4** + **J5** + **J16** + **J17** + **87** + **825** + **J10** + **J14** + **D3** + **D14** + **E46** & Daimler-Mercedes 200hp D.IIIa engine.

*Remove small louvers from parts **J4** & **J5**.



(Greg Van Wyngaerden)

Mid production Royal Prussian Jasta 65w Fokker D.VII (OAW) 4635/18 landed at the 95th Aero Squadron airfield at Verdun on 9 November 1918 whereupon the pilot, Heinz Freiherr von Beaulieu-Marconnay was made POW. Heinz served with the 10th Uhlán Regiment before transferring to aviation and served with Jasta 65 from late August 1918 until his capture 2 days before the Armistice. Heinz was the brother of 25 victory ace Oliver Feiherr von Beaulieu-Marconnay who had been killed a couple of weeks earlier. Fokker D.VII (OAW) 4635/18 features the grey fuselage and brown nose believed to be the unit markings at the time and the 'U.10' personal marking on the fuselage and middle of the top wing was a reference to Heinz's previous service in the 10th Uhlán Regiment. The fuselage was 'zapped' by the 95th Aero artist shortly after capture (decals **266**, **267** & **270**) and underwent at least 3 or 4 incrementally applied changes to its original markings. Eventually 4635/18 ended up at the Smithsonian National Air and Space Museum where it remains. For more information and further photos of this aircraft see Windsock Datafile Fokker D.VII Anthology 3.



(Greg Van Wyngaerden)

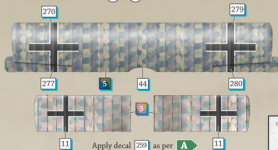
Apply decal **278** as per **A**

Apply lozenge decals and **2** + **3** + **5** + **6** + **11** & **44** as per **B**

E Fokker D.VII (OAW) 6441/18, Max Näther, Jasta 62, October-November 1918 (26 victories)

Use optional parts A2 + A6 + A8, A16, A30 + A63 + A31 **, J15, H1, 36, J7, J16, J21, B7, B25, J13, J14, D3, D14, 66 & Daimler-Mercedes 200hp D.IIIa engine.

** cut front fuselage frames of 810 & 811 to fit the thick radiator.



Max Näther's Royal Prussian Jasta 62 OAW built Fokker D.VII 6441/18 carries his personal marking of the Imperial German flag, previously worn on his Albatros DV (see Wingnut Wings decal 30017). Max was only 15 when he joined the infantry in late 1914. He transferred to aviation in 1917 and arrived at Jasta 62 on 31 March 1918 where, following his 8th victory, he was made commander in July while still only 18 years old. He remained at Jasta 62 until the Armistice, bringing his total victory count up to 26 (more than half the total number of victories scored by Jasta 62). Max was shot down and killed by Polish ground fire during the border war on 8 January 1919. He was 20 years old.



Fokker D.VII (OAW) 6441/18 before having its fuselage overpainted. The dark line on the side of the fuselage is unexplained but it can be seen faintly under the black paint in the photo to the right.



Fokker D.VII (OAW) believed to be 6441/18.

All colours	Tamiya	Humbrol	Misterkit
v "Lot" Greenish-Grey - semi gloss	XF18(x5) + XF70(x1)		
w "U.10" Grey - semi gloss	XF24	123	
x Silver	XF16	11	
y Red - semi gloss	X7	19	
5 5 colour upper lozenge			
5 5 colour lower lozenge			
4 4 colour upper lozenge			
4 4 colour lower lozenge			
Dark pink rib tapes			
Blue rib tapes			



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