

WINGNUT WINGS



Fokker D.VII (Fok) "Early"

1/32 Scale

The legendary Fokker D.VII is widely considered the best German fighter aircraft to emerge from the Great War. Whether this is true or not, it was certainly the most numerous and as such was the only aircraft specifically requested to be surrendered in the Allies armistice terms. In early 1918 the young Jasta pilots were mainly equipped with Albatros D.Va, Pfalz D.IIIa and the Fokker Dr.1 Triplane which were no match for the SE.5a, SPAD 13 and Sopwith Camels that they faced each day. Fokker's prototype D.VII (the V.11) impressed the front line pilots present at the First Fighter Trials in January-February 1918 so much that word soon started to leak out about a new Fokker that would once again return air superiority to the Germans. So great was the need for this promising new fighter that, in addition to production at Fokker, Albatros were ordered to manufacture it under license at their Johannisthal (Alb) and Schneidemühl (OAW - Ostdeutsche Albatros Werke) factories, incidentally building more than twice the number of D.VII as Fokker!

In keeping with previous Fokker design practices the D.VII featured a welded steel tube fuselage and tailplane along with thick 'high lift' wings of conventional wood and wire construction. A few early production machines were powered by the 180hp Daimler-Mercedes D.IIIa but most production aircraft were fitted with the 200hp D.IIIaü, although a small number received the new BMW IIIa (rated at 230hp by the British) 'altitude' engine. Interestingly, although only shown in a handful of known photos, some late production Fokker D.VII were powered by the long outlasted 160hp Daimler-Mercedes D.III engine. Initially supplied in small number to the most experienced pilots of the elite Jagdgeschwader 1 from late April 1918 the Fokker D.VII quickly started to make a name for itself and allied pilots suddenly found that they could no longer count on their superior performance at higher altitudes. In the middle of 1918 the Fokker D.VII was plagued with a series of often fatal mid-air fires variously attributed to overheating, fuel tank stress damage and the volatile incendiary ammunition used for 'balloon busting'. An immediate response to this was removing the top cowlings for improved cooling followed by modified side cowlings with louvres to ventilate the engine bay more efficiently. By the end of the Great War the Fokker D.VII was the main aircraft type equipping the German Jastas and despite the Daimler-Mercedes powered D.VII being very well received, it was the Fokker D.VII fitted with the coveted BMW IIIa 'altitude' engine that all Jasta pilots longed to fly. Towards the end of the war a number of D.VII were ordered for the Austro-Hungarian Luftfahrtruppe to be built by Fokker (225), Aviatik (255) and MAG (150). Following the Armistice the Fokker D.VII found its way into numerous countries air forces including Argentina, Belgium, Bulgaria, Czechoslovakia, Denmark, Finland, Hungary, Netherlands, Lithuania, Poland, Romania, Soviet Union, Sweden, Switzerland and the American USAS and USMC. Any history of this important aircraft here is of necessity very brief so we encourage you to seek out any, or all, of the references listed below.

WWI colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The colourful unit and personal markings applied to the various German fighters of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. On Fokker built D.VII the fuselage framework and other welded metal components appear to have been painted light grey or light grey-green but often the front 3 cabane struts were painted in the same dark green as the cowlings. Approximately the first 150 Fokker built D.VII had their fuselage and tailplane fabric covering stained with a streaked green and brown striate finish. Some of these very early aircraft also appear to have had the pale 'lower' lozenge fabric also used on the upper surfaces of the wings, with the bottom surfaces apparently overpainted light blue. Nevertheless, most Fokker built D.VII were conventionally covered with 4 and 5 colour upper and lower lozenge fabric with rib tapes cut from the same material. Later production Fokker built D.VII had their fuselage, fin and elevators covered with 4 and 5 colour lozenge fabric as well. It appears that in many cases the lozenge material was given a brown tinted 'dope' glaze' to tone down the vibrant printed colours. Additionally many colourful unit and personal markings were applied in Jasta service, all of which remain amongst the liveliest of topics for modellers to debate.

Richard Alexander 2016

Wingspan:	Length:	Max Weight:
8.7m (28.54ft)	6.95m (22.80ft)	906kg (Fok) - 895kg (Alb) - 880kg (OAW)
Max Speed:	No. Manufactured (Fok):	Engine (Daimler-Mercedes):
200kph approx (124 mph)	1225 approx (total 3830 approx)	180hp D.IIIa or 200hp D.IIIaü
Production (Fok):	Ceiling:	Armament:
Feb 1918 - Dec(?) 1918	Approx 6900m (22,600ft)	2x 7.92mm LMG 08/15 'Spandau' Machine Guns

References:

Fokker D.VII Windsock Datafile 9, PM Grosz 1989 - Windsock Fokker D.VII Anthology 1, 2 & 3, various authors, 1997, 2000 & 2002
Flight Global Archives, July & October 1918 (www.flightglobal.com) - Osprey Fokker D.VII Aces of WW1 part 1 & 2 Norman Franks & Greg VanWyngarden, 2003 & 2004 - Osprey Jagdgeschwader Nr II Geschwader 'Berthold', Greg VanWyngarden, 2005
www.wwi-models.org - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections

Fokker D.VII (Fok) "Early"

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.
- Painting:** Only use paints **designed and suitable** for plastic model kitsets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

1 Construction Step



Choose



Attention



Remove

A1 Part Number



Do Not Cement



Option



Drill

5 Decal

P1 Photo Etch Part



Cement For Metal



Other Side

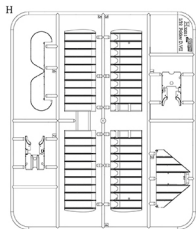
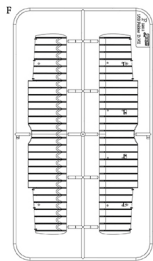
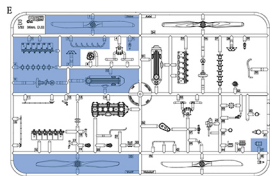
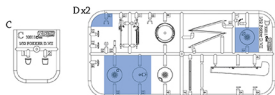
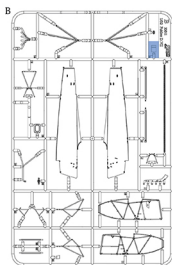
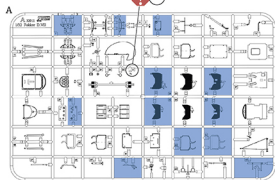


Paint Colour

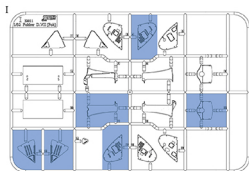
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Yellow - semi gloss	XF3(x10) + X6(x1)	24	33637
f	Leather - semi gloss	XF52	62	30219
g	Rubber - matt	XF69	66	35042
h	Grey Green - matt	XF76	240	24424
i	Red - semi gloss	X7(x5) + XF9(x1)	-	
j	Rust - matt	XF9	113	20061
k	White - semi gloss	XF2	34	
l	Light Wood* - gloss	XF59	93	33245
m	Dark Wood* - semi gloss	XF68	98	30111
n	Clear Doped Linen - matt	XF60	83	33440
o	Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	25550
p	Blue - semi gloss	XF8	25	25056
q	Dark Green - semi gloss	XF61	30	34079
r	Brown Glaze - semi gloss	X22(x5) + XF52(x1)	35(x5) + 29(x1)	
s	Bavarian blue - semi gloss	XF2(x1) + X4(x1)	-	25182

Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.

! A5

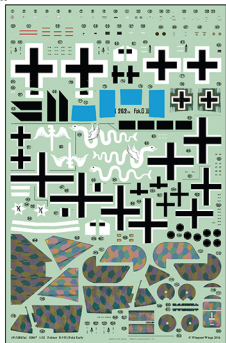


■ = Not Used

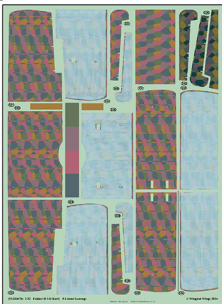


Decals

A

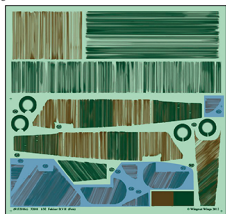


B



■ = Not Used

C



D

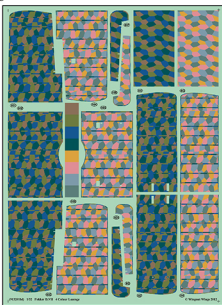
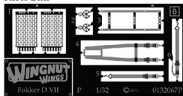
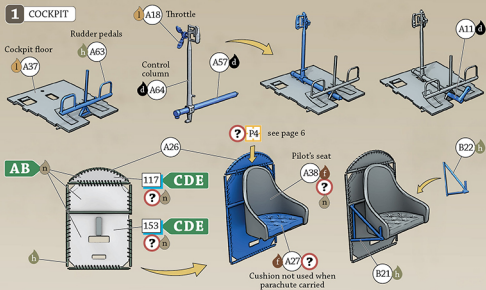


Photo Etch

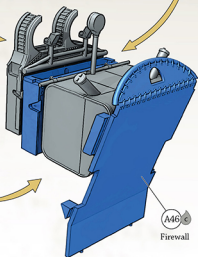
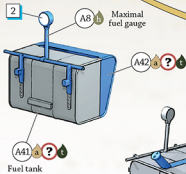
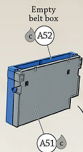
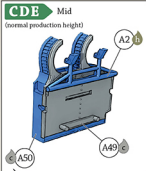
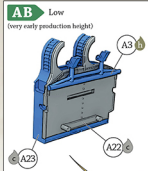


1 COCKPIT



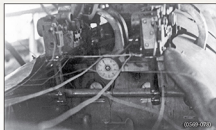
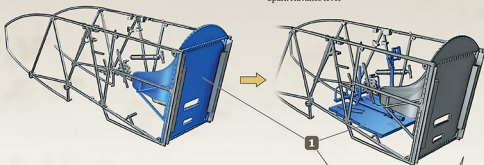
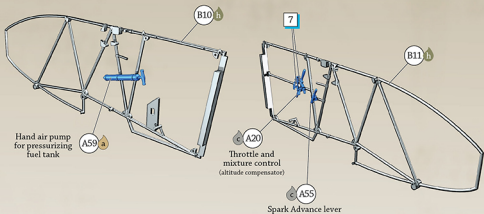
Magazine & front LMG 08/15 'Spandau' mounts

Paint ammunition belts n & a

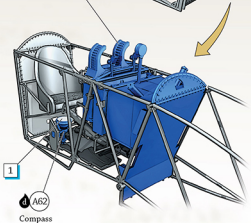


2 COCKPIT continued

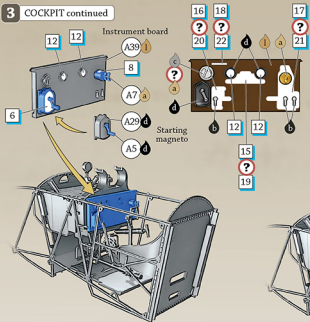
Prepare fuselage frames



Cockpit detail from an unidentified Fokker D.VII. The wire fixed over the cockpit opening (presumably to stop curious 'would be pilots' from getting in) leads us to believe that this was photographed post war while on public display. Despite not being an operational aircraft it appears that all instrumentation is intact. Compare this with the photos on page 7.



3 COCKPIT continued



Rear LMG 08/15 'Spandau' mounts

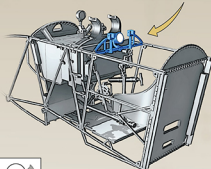
AB Low (very early production height)

Tachometer 4

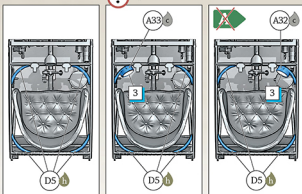


CDE Mid (normal production height)

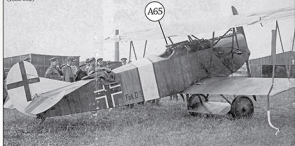
Tachometer 4



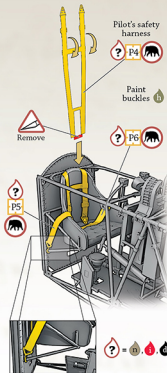
? Optional altimeter



(1085-002)



This unidentified early production Jasta 28w Fokker D.VII appears similar to Emil Thuy's 262/18 but it is not the same aircraft. Note the converted post June 1918 open ended thin arm balkenkreuz. The white fin is unusual for Fokker built D.VII and may be a replacement from an Albatros or OAW built aircraft or perhaps it may simply have been overpainted at Jasta 28w.



Cockpit detail from The Memorial Flight Association 185ps BMW IIIa powered Fokker D.VII F

It is important to note that the details shown here on this remarkable reproduction aircraft are not necessarily appropriate for the particular First World War Fokker D.VII you are modelling.



Note the linen screen (A20) behind the pilot's seat, linen wrapped around the top longerons, unpainted brass compass and aluminium rear of the seat.



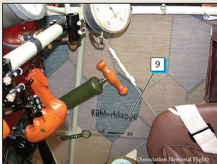
Note the control column (A16) with hand throttle (A18).



Note the throttle & mixture control (altitude compensator) levers (A20) and spark advance (A21).



^ Instrument panel showing one arrangement of instruments. Note the tachometer in the center and altimeter (A12) on right. The bank indicator at the bottom of the panel may be correct for some aircraft but it is not an instrument that appears in the references we have for WW1 era Fokker D.VII. The twin LMG 08/15 'Spandaus' are mounted a little lower than would be expected for an airframe designed to accept the taller 185ps BMW IIIa.



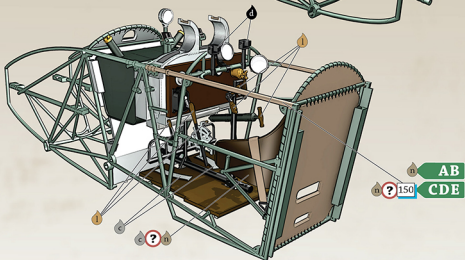
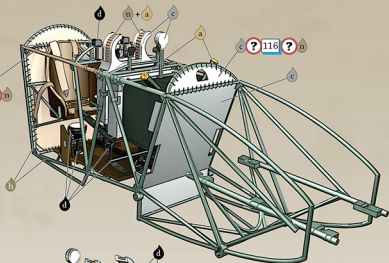
< Note the hand air pump for pressurizing the fuel tank (A29) and radiator cowl flap adjustment ring.

v The oxygen container set into the floor (and breathing hose detail) is something that appeared very late in the war and does not appear to have been carried by many WW1 Fokker D.VII. Note the document case hanging from the far longeron as well as the different colours of the grey-green welded steel tube fuselage frame and the additional brackets etc clamped to it.



PAINTING GUIDE

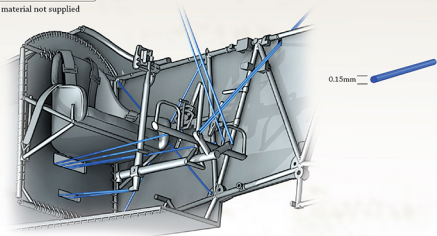
AB
CDE 151 ? n



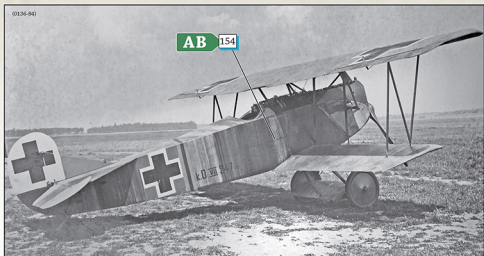
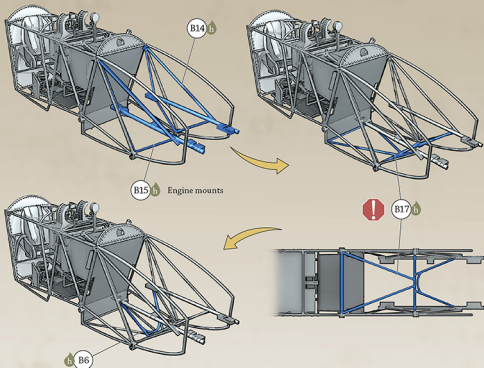
AB
CDE 150 ? n

INTERNAL RIGGING GUIDE

Rigging material not supplied



4 ENGINE BAY

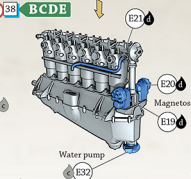
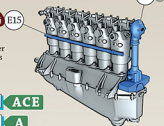
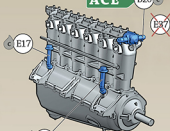
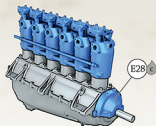
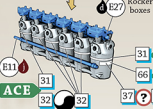
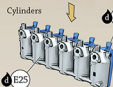
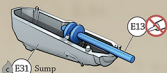


Fokker D.VII 247/18 is a very early airframe from the first production order placed with Fokker in February 1918 for 300 aircraft (number 227/18 to 526/18). Note the strié camouflage finish peculiar to the first 150 or so Fokker built D.VII that were completed in April & early May 1918. The first 20 or so of these very early D.VII were finished with pre-March 1918 eisernkreuz on their wings and muddled straight arm "eisern-balken-kreuz" on the fuselage and tailplane and several different styles of correcting these to post April 1918 balkenkreuz, either at the factory or in the field, have been noted. The size and position of the converted balkenkreuz on the rudder seen here is one identifying feature of these first 20 or so aircraft. Surviving Fokker D.VII strié fabric from 252/18 appears to confirm that this consisted of brown and green thinly applied over beige linen. See also page 25.

5 Daimler-Mercedes 180hp D.IIIa & 200hp D.IIIaü

180hp air pump

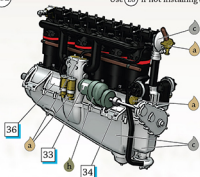
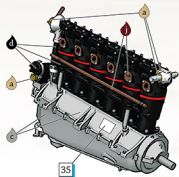
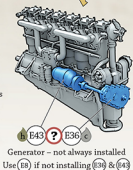
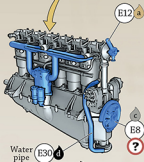
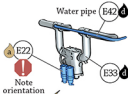
BD E29



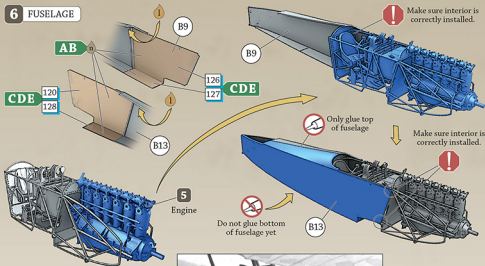
BD 180hp intake manifold



ACE 200hp Water jacketed intake manifold



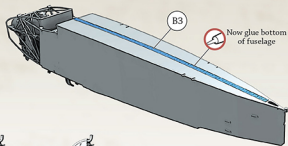
6 FUSELAGE



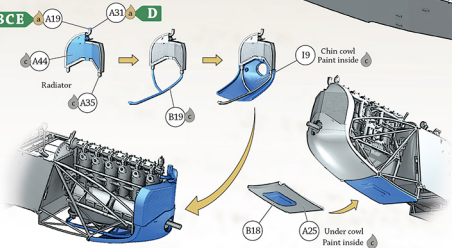
Radiator detail from very early production Jasta 28w Fokker D.VII 247/18 seen on page 18.



Front fuselage detail from late production Fokker built D.VII 7756/18 photographed in America. Note the late production oil tank (A6 + B2) beside the engine and 'Fokker style' triangular hatch (116) in the fuselage fabric at the wing root, both features found on late production machines.

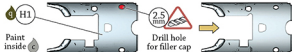


ABCDE

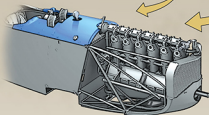


7 COCKPIT COAMING

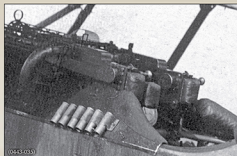
CDE Normal production coaming



AB Very early production cockpit coaming

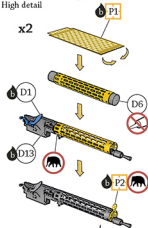


LMG 08/15 'Spandau' Machine Guns

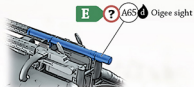
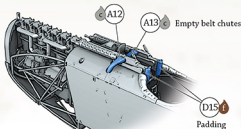
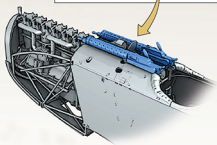
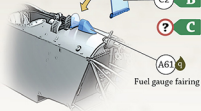


Cockpit coaming and low mounted LMG 08/15 'Spandau' detail from Emil Thuy's very early production Fokker D.VII 262/18 (A). Note the flares and shortened gun padding.

High detail

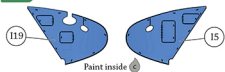


Paint windscreen frame (c)

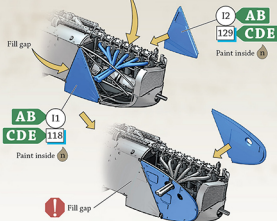
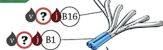


8 ENGINE COWL PANELS

AB Early production

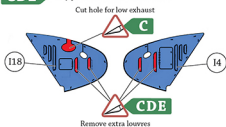


ABC Low exhaust



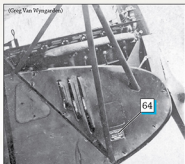
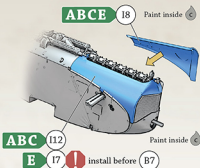
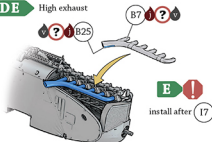
< Low style exhaust (B1 + B16) and smooth cowl panels (112 & 119) as seen on the unidentified early production Jasta 28w Fokker D.VII seen on page 6. Note the flash guards (D7 + D9) mounted to the engine rocker boxes.

CDE Early production with added louvres



< Nose detail from early production Fokker D.VII 379/18 seen on page 24 showing smooth cowl (15) and full length fuselage fabric (12). The bottom of the undercowl (A25) appears to have been painted light blue while the edges remain dark green(?) like the nose cowls.

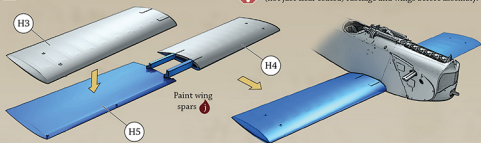
DE High exhaust



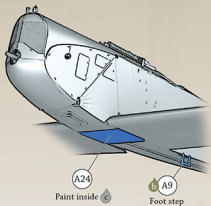
^ High exhaust (B7 + B25) and partially louvred front side cowl panel from Jasta 78b Fokker D.VII "K" D.

9 UNDERCARRIAGE AND BOTTOM WINGS

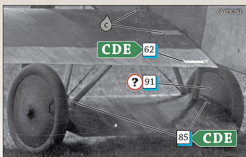
! Apply your camouflage decals over gloss painted (not just clear coated) fuselage and wings before assembly.



Undercarriage detail from very early production Jasta 28w Fokker D.VII 247/18 seen on page 18. Note how the bottom of the axle wing is painted light blue(?) to match the undersides of the fuselage, and possibly, wings.



< Rear view of Fokker built D.VII 379/18 undercarriage. Despite previous interpretations, there is no evidence that Fokker D.VII axle wings were ever covered in lozenge fabric or given a strié paint finish. It appears that they were initially green on top with light blue bottoms and, later, all over dark green. Splashed mud, fuel and oil stains could take on a streaked appearance. Note the stencils on the trailing edge of the bottom wing **62** and on each side of the axle wing **85**.

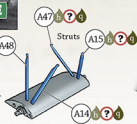
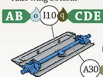


Axle wing bottom

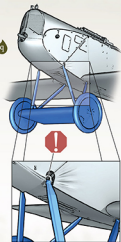
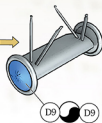
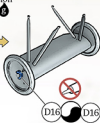
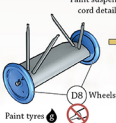
AB c 110 d CDE

Axle wing top

q 19

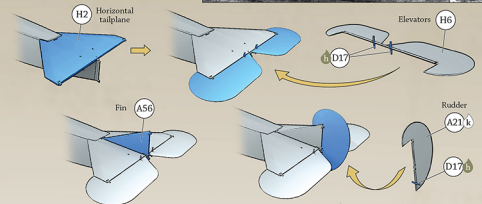


Paint suspension cord detail **!**

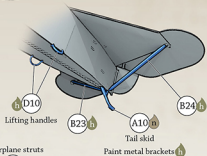


10 TAILPLANE

> Tailplane detail from very early production D.VII 244/18 as seen on page 17. Note the fin (offset to port to counteract engine torque), control horns on elevators and strié camouflage finish.



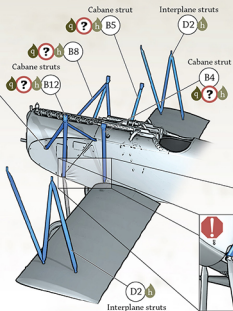
< Tailplane detail from Fokker D.VII 379/18 showing the typical Fokker style of white cross field partially extending onto the fin. The factory work number 2466 can be seen stenciled at the base of the rudder. Tail skids were frequently wrapped in linen for additional strength.



11 STRUTS

Do not glue here if you want to remove cowls.

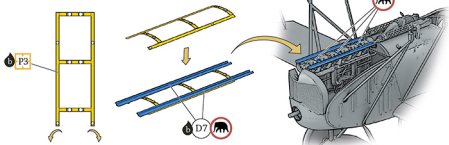
Wing 'N' strut detail from D.VII 379/17. Note how the 'L' is applied upside down.



Undercarriage and cabane strut attachment detail from Fokker D.VII 379/18. The front 3 cabane struts were welded to the fuselage frame but the rear cabane struts (B4) & (B5) were removable.



Flash guards

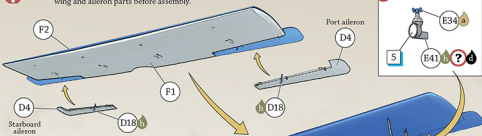


12 TOP WING AND FINAL ASSEMBLY

> Aileron detail from Fokker D.VII 379/18 showing the intermediate Fokker built location of the balkenkreuz, slightly inboard of the control horn. The top of the control horns have been painted **d**.



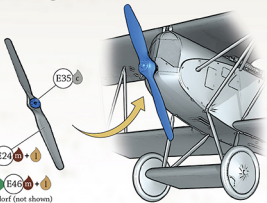
! Apply your lozenge camouflage decals to gloss painted (not just clear coated plastic) wing and aileron parts before assembly.



Cabane strut attachment detail from Fokker D.VII 379/18. Note wing spar inspection panel **108**, 'Austellwinkel 0°' **63** stenciled under the trailing edge of the top wing and factory work number stenciled on the removable cabane strut **B4**.

Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.

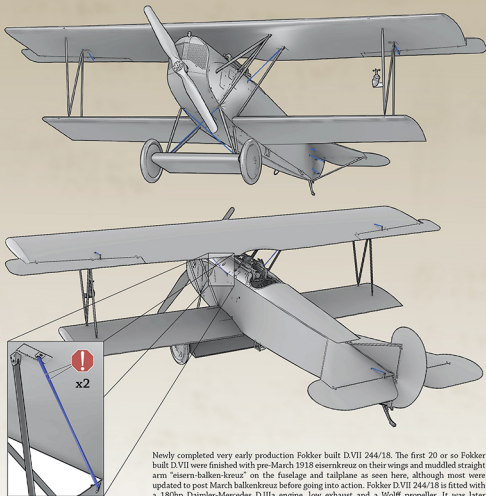
ACDE E24 m + i
Axial
B E46 m + i
Niendorf (not shown)



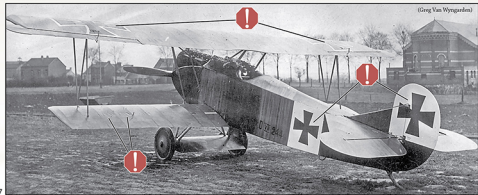
RIGGING DIAGRAM

Rigging material not supplied

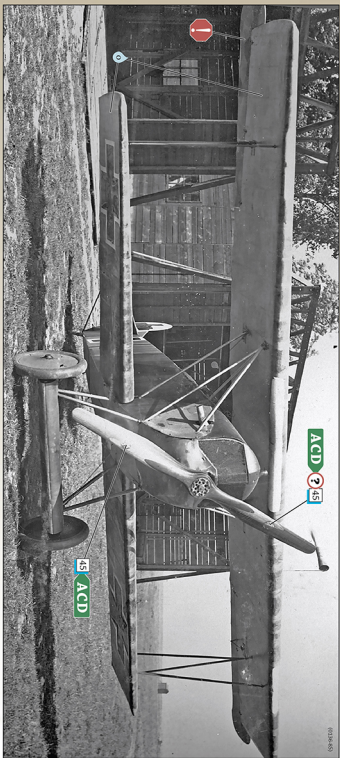
0.15mm



Newly completed very early production Fokker built D.VII 244/18. The first 20 or so Fokker built D.VII were finished with pre-March 1918 eisernkreuz on their wings and muddled straight arm "eisern-balken-kreuz" on the fuselage and tailplane as seen here, although most were updated to post March balkenkreuz before going into action. Fokker D.VII 244/18 is fitted with a 180hp Daimler-Mercedes D.IIIa engine, low exhaust and a Wolff propeller. It was later delivered to Royal Prussian Jasta 10 and flown by 15 victory ace Aloys Heldmann as well as 40 victory ace Lothar von Richthofen of Royal Prussian Jasta 11 (see Wingnut Wings decal 30006). Note the poor quality loose fabric finish on the port bottom wing.

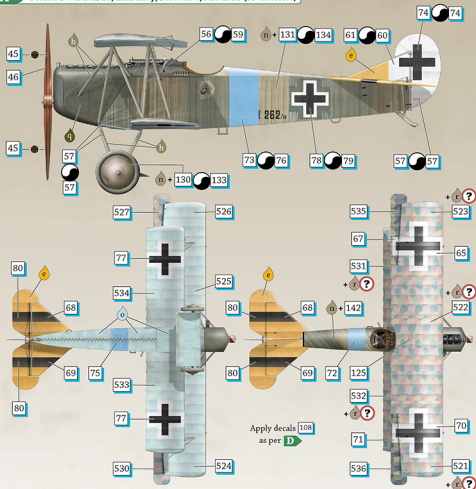


(Greg Van Wyngaarden)



Front view of very early production Jasta 28w Fokker D.VII 247/18 showing pale overpainted wing undersides and converted post March 1918 balkenkreuz with the incorrectly applied eserkreuz faintly visible beneath. The port aileron has not been overpainted and may be a recent replacement. The significance of the pale (white?) patch on the leading edge of the top wing is unknown. Note the low exhaust, pale and dark engine cowlings, pale cabane & undercarriage struts and Axial propeller (with factory decals). See also page 9.

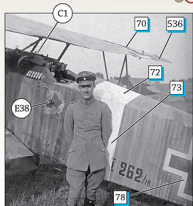
A Fokker D.VII 262/18, Emil Thuy, Jasta 28w, Mid 1918 (35 victories)



Apply decals 108
as per D

Fokker D.VII 262/18 is a very early airframe from the first production order placed with Fokker in February 1918 for 300 aircraft (number 227/18 to 526/18). Fokker D.VII 262/18 was delivered to Royal Württemberg Jasta 28w in the 2nd quarter of 1918 where it was flown by 35 victory ace Emil Thuy. Note the flare pistol barrel (E38) protruding through the fuselage fabric under the cockpit opening and style of corrected balkenkreuz. It appears that 262/18 was one of a few early Fokker D.VII to have the lighter 5 colour 'lower' lozenge fabric also applied to the top of its wings. The undersides were almost certainly overpainted light blue as seen on page 18. The yellow and black striped tailplane was the Jasta 28w unit marking at this time. Thuy's personal marking is the pale band around the fuselage which, although appearing to be white, was actually blue. The starboard aileron appears to be a recent replacement.

Emil Thuy was from Westphalia and immediately volunteered when the war broke out. He served as a pioneer until he was so seriously wounded in October 1914 that he was considered unfit to return to his previous service, so he applied to become pilot. Thuy was posted to Feldfliegerabteilung 53 (FFA 53) in early July 1915 and was credited with his first victory 2 months later. He transferred to Royal Saxon Jasta 21s in late January 1917 where he would be credited with 13 more victories before being made commander of Royal Württemberg Jasta 28w in late September 1917, a position he held until the Armistice. Emil Thuy died in a glider crash in June 1930. He was 36 years old.



B Fokker D.VII, Rudolf Berthold, Jasta 15/JG II, Mid 1918 (44 victories)



Rudolf Berthold's famous Fokker D.VII is another very early aircraft from the same production order as **A** and would have been completed about the same time. When this photograph was taken in mid 1918 it was finished in a variation of the Royal Prussian Jasta 15 unit marking of a red front with blue fuselage. The difference with Berthold's aircraft is that the top surfaces of the wings were also painted blue and a section of the fuselage appears to retain its original strié camouflage finish. The winged dagger was Berthold's personal marking. Note the post May 1918 converted open ended balkenkreuz faintly visible beneath the blue, the style of windscreen **C2** and the dark (red?) safety harness shoulder strap **P4**.



Rudolf Berthold joined the infantry in 1910 but took flying lessons and joined the air service when war broke out. He served as an observer in two-seaters before piloting Fokker and Pfalz Eindeckers. He formed Royal Prussian Jasta 4 in August 1916 and commanded Royal Prussian Jasta 14 from October 1916 then Royal Prussian Jasta 18 in August 1917. When he took command of Jagdgeschwader II (JG II) in March 1918 he famously 'swapped' the personnel and equipment of Jastas 18 and 15 so that he would retain command over his trusted Jasta 18 comrades (Jasta 15 being part of JG II). It is worth mentioning that his various periods of command were frequently interrupted by time spent recuperating from wounds received in action. After the Armistice he joined the right wing Frickcorps and was killed on 15 March 1920 by an angry mob. To learn more about this complex man we recommend reading *Iron Man Rudolf Berthold; Germany's Indomitable Fighter Ace of World War 1* by Peter Kilduff, Grub Street, 2012.

C2 Fokker D.VII, Max Kliefoth, Jasta 19 October 1918 (3 victories)



C1 Fokker D.VII, Hugo Schäfer, Jasta 15, October 1918 (11 victories)

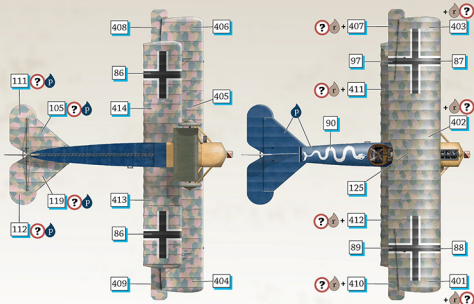


Fokker D.VII **C1** photographed on 9 October 1918. Unfortunately the winged serpent marking is cropped off our print.

Apply decals

62, 63, 108 & 109 ?

as per **D**



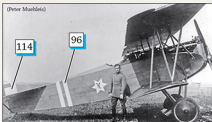
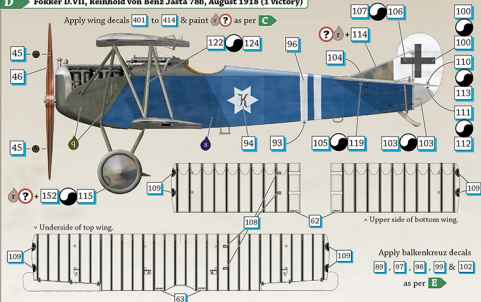
C1 Hugo Schäfer joined Royal Prussian Jasta 18 in October 1917 and was involved in Berthold's wholesale swap of aircraft and personnel to Royal Prussian Jasta 15 in March 1918. He was credited with his first victory in late March 1918 and his 11th and final victory on 9 October 1918, the same day that this winged serpent D.VII was photographed in the company of Royal Prussian Jasta 15 Fokker D.VII F 465/18. (see above and Wingnut Wings decal 30010). He survived the war only to die in a crash in 1920. Schäfer was 25 years old.

C2 Max Kliefoth volunteered at the outbreak of war and served in the Artillery until April 1918 when he transferred to aviation. After training he was posted to Royal Prussian Jasta 19 at the beginning of August 1918. He was credited with his 3 victories on 12, 13 and 14 September but on 27 October 1918 he was forced to land by the 26 victory American ace Eddie Rickenbacker and taken prisoner. After the war Kliefoth emigrated to the USA where he died in 1946 aged 53.



Max Kliefoth's Royal Prussian Jasta 19 Fokker D.VII is shown here with American personnel at some time following its capture on 27 October 1918. It is another aircraft from the same first production order as **A**, but the 3 cooling louvers in the front cowling indicates that it is one of the last 100 aircraft from this batch that were completed between late May and early July 1918. Despite the prominent winged serpent marking, much confusion reigns about the identity of this aircraft. It was photographed on 9 October 1918 alongside Fokker D.VII F 465/18 of Royal Prussian Jasta 15 where it is believed to have been flown by 11 victory ace Hugo Schäfer. Kliefoth had already crashed 2 Fokker D.VII previously in October and because Jasta 15 were receiving additional BMW powered D.VII F at this time it is believed that this aircraft was supplied to Jasta 19 as a replacement. To add further confusion into the mix, apparently Rickenbacker's ghost written book "Fighting the Flying Circus" claimed it had a red nose when he captured it. Note the rear view mirror **E39**, fully cowled 200hp Daimler-Mercedes D.IIIaU engine and unusually modified post June 1918 balkenkreuz on the wings.

D Fokker D.VII, Reinhold von Benz Jasta 78b, August 1918 (1 victory)

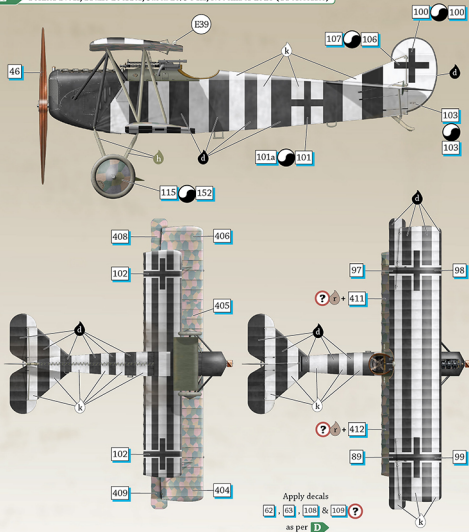


Reinhold von Benz and Gerhard Ungewitter pose in front Benz's Royal Bavarian Jasta 78b Fokker D.VII "K". This D.VII is from the same group of 100 aircraft from the first production order as **C** and the high exhaust would tend to indicate that it was one of the last dozen or so aircraft completed from this batch. The blue fuselage with 2 white bands was the Jasta 78b unit marking at this time while the star and letter "K" (for Katie) were reportedly Benz's personal markings.

Reinhold Ritter von Benz joined Jasta 78b in late April 1918 and was credited with his sole victory over a Salmson 2-A2 on 13 July. He was made commander of Jasta 78b from late July until he was killed in combat with several DH.4 from 55 Sqn on 13 August 1918. He was 24 years old.

Gerhard Ungewitter joined Jasta 78b in April 1918 and was credited with his only victory over DH.4 F5700 of 55 Sqn in the 13 August action that claimed the life of Benz. Ungewitter was made acting commanding officer of Jasta 78b from this day until mid September 1918.

E Fokker D.VII, Bruno Loerzer, Jasta 26/JG III, November 1918 (44 victories)



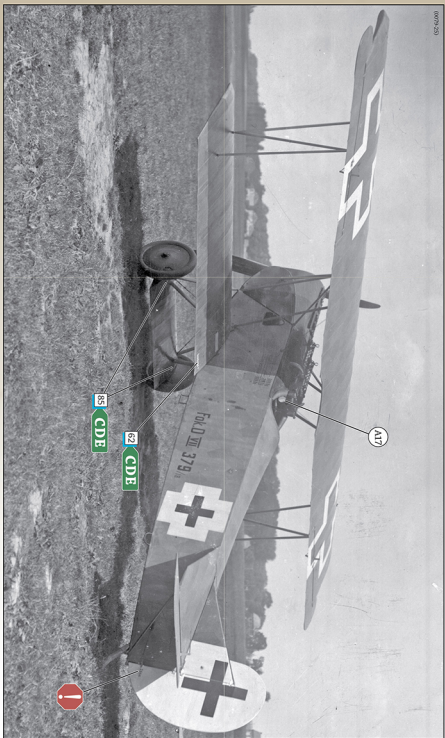
This Fokker D.VII was photographed after the Armistice and bears the black and white bands of Royal Prussian Jasta 26 along with wing stripes identifying it as their commanding officer's aircraft. This appears to be another later production aircraft from the first production order similar to **D**. Note the high exhaust, Axial propeller (without factory decals), side cowling with 3 louvres and black outline around the rudder.



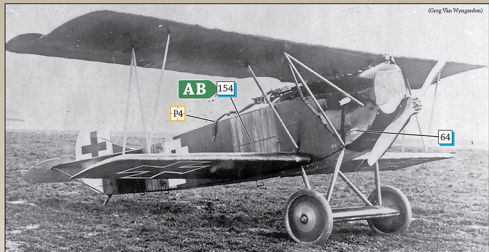
Bruno Loerzer joined the Army as a cadet and was commissioned in 1913 before learning to fly in mid 1914. He served in various units before commanding Jasta 26 from January 1917 and then JG III from February 1918 until the Armistice. Loerzer served in the Luftwaffe from 1935 where he achieved a high rank before 'retiring' in April 1945. He died in 1960 at the age of 69.



Robber D.VII 379/18 (factory work number 2466) is fitted with a 200hp Daimler-Mercedes D.IIIa engine and Heine propeller. The LMG 08/15 'Spandau's' are mounted at mid height; higher than very early production machines and lower than required for the D.VII F powered by the taller BMW IIIa engine. The underside of the fuselage and wings may have been overpainted in light blue.



One of the 1st Fokker built D.VIII to be completely covered in printed lozenge fabric (except for the wheel covers), 379/18 is seen here in 'factory new' condition. The indistinct appearance of the 4 colour lozenge fabric is, we believe, due to it being coated with a transparent 'glaze' of brown dope  to tone down the vibrant printed colours.



This unidentified very early production Fokker built D.VII is powered by a 180hp Daimler-Mercedes D.IIIa engine and features a mixture of pre-March 1918 eisernkreuz on the wings and modified post April balakreuz on the fuselage and tailplane. It may have been one of the very first D.VII to receive this style of modified balakreuz at the factory. Note the low exhaust, dark engine cowlings and pale cabane and undercarriage struts. The underside of the elevator has been painted light blue.



3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of pass times.



Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: www.anderson-art.com.



Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close to the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WW1 aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: www.ronnybarprofiles.com



Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at richard@wingnutwings.com



32067	1/32 Fokker D.VII (Fok) "Early"	Qty
0132011A	A parts	1
0132011B	B parts	1
0132011C	C parts	1
0132011D	D parts	2
132E0005	E parts Merc D.III engine	1
0132011F	F parts	1
0132011H	H parts	1
0132011I	I parts	1
0132067P	Photo-etched metal parts	1
7132067	Instructions	1
9132067a	Fokker D.VII (Fok) Early decals	1
9132067b	Fokker D.VII Early 5 colour lozenge decal wings	1
9132011c	Fokker streaky camouflage decals	1
9132011d	4 colour lozenge decal wings	1

If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32020 - 1/32 Sopwith Snipe (Late)



32019 - 1/32 Pfalz D.XII



32003 - 1/32 SE.5a 'Hisso'

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www.wingnutwings.com

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