

# WINGNUT WINGS



## Fokker D.VII F "Hermann Göring"

The legendary Fokker D.VII is widely considered the best German fighter aircraft to emerge from the Great War, 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 almost 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 construction with steel tube frame ailerons. 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 Bayerische Motoren Werke 185ps 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 outclassed 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. Supplies of the BMW IIIa were very limited with almost all available engines being allocated to the Fokker factory who designated D.VII powered by this engine the Fokker D.VII F. A small number of BMW IIIa engines reached the Albatros and OAW factories and were fitted into D.VII airframes but they did not receive any special designation such as Fokker's 'F'. The exact number of BMW IIIa powered D.VII produced is not known. 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 F fitted with the coveted BMW IIIa 'altitude' engine that all Jasta pilots longed to fly. 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.

WW1 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 appear to have been painted in the same darker green as the cow panels. Approximately the first 150 Fokker built D.VII had their fuselage and tailplane painted/stained with a streaky green and brown finish similar to the Fokker Dr.1 but had their wings covered with 4 and 5 colour preprinted lozenge fabric with rib tapes of the same material. Later Fokker built D.VII also had the fuselage, fin and elevators covered with 4 and 5 colour preprinted lozenge fabric. In many cases it appears that the preprinted lozenge material was given a brown tinted dope 'glaze' finish to tone down the vibrant printed colours. Hermann Göring's Fokker D.VII F 5125/18 was overpainted white at the factory with stenciling reapplied as necessary.

Richard Alexander 2019

Wingspan:	Length:	Max Weight:	Max Speed:
8.7m (28.54ft)	6.95m (22.80ft)	906kg (Fok) - 895kg (Alb) - 880kg (OAW)	200kph approx (124 mph)
No. Manufactured (Fok):	Production (Fok):	Engine (Fokker D.VII F):	Ceiling:
1225 approx (total 3830 approx)	Feb 1918 - Dec(?) 1918	230hp BMW IIIa	Approx 6900m (22,600ft)

#### Armament:

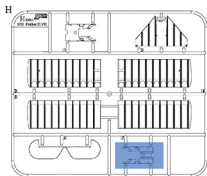
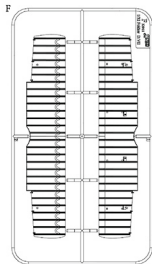
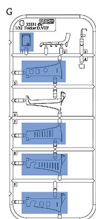
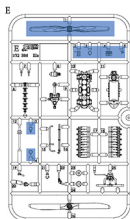
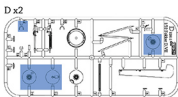
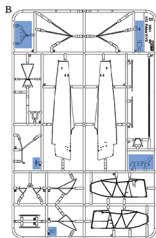
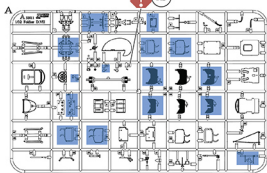
2x 7.92mm LMG 08/15 'Spandau' Machine Guns

#### References:

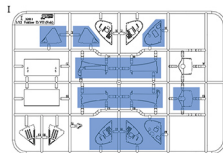
Fokker D.VII Windsock Datafile 9, PM Grosz 1989 - Windsock Fokker D.VII Anthology 1, 2 & 3, various authors, 1997, 2000 & 2002  
Flight Global Archives, July & October 1918 ([www.flightglobal.com](http://www.flightglobal.com)) - Osprey Fokker D.VII Aces of WW1 part 1 & 2 Norman Franks & Greg VanWyngarden, 2003 & 2004 - [www.wwi-models.org](http://www.wwi-models.org) <http://memorial.flight.free.fr/> - 1914-18 Aviation Heritage Trust  
The Vintage Aviator LTD - Colin Owers - Private Collections.

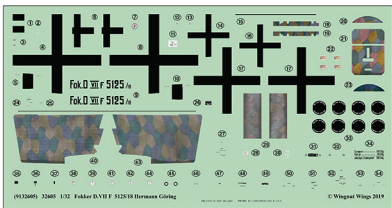


! A5



■ = Not Used



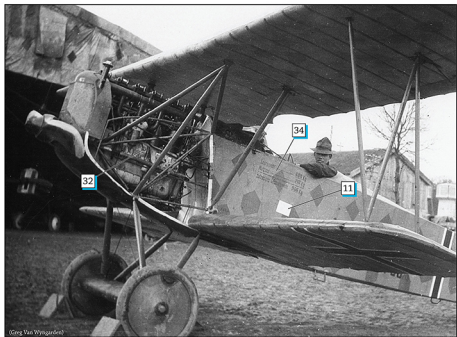
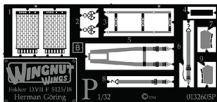


Decals



Figure

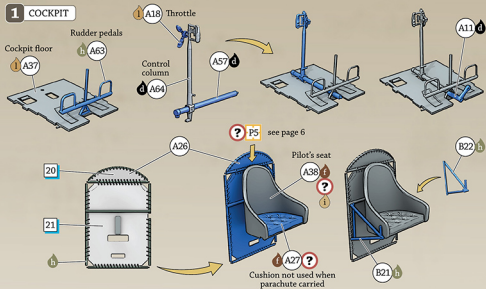
Photo Etch



(Greg Van Wyngarden)

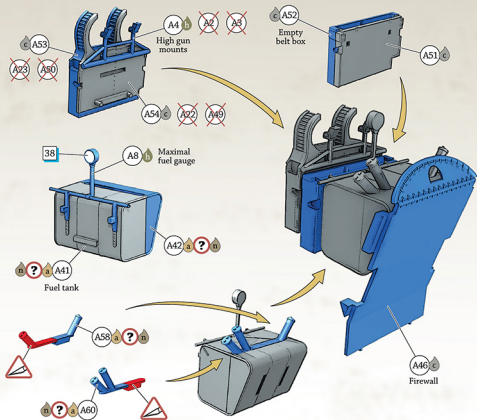
Fokker D.VII F 7788/18 with a member of the American 85th Aero Squadron seated in the cockpit. With the cowling removed this photo provides a good view of the BMW IIIa engine including the makers plates on the port side [32].

# 1 COCKPIT



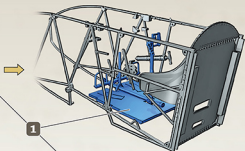
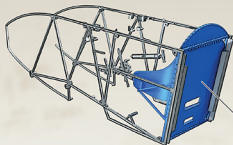
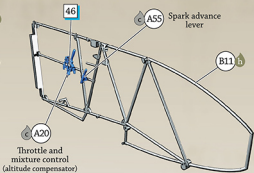
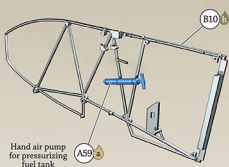
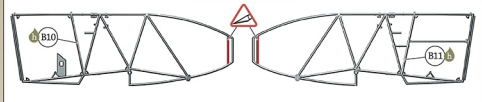
## Magazine & front LMG 08/15 'Spandau' mounts

Paint ammunition belts **n** & **a**

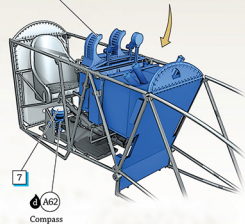


## 2 COCKPIT continued

### Prepare fuselage frames



This late production Jasta 2 Fokker built D.VII, possibly one of this elite Jasta's numerous BMW IIIa powered D.VII E, has come to grief. Unusually the pilot's safety harness, seen hanging from the cockpit, is the wide waist belt type normally found in two-seaters. All following images are of Fokker built aircraft and to the best of our knowledge depict BMW IIIa powered D.VII F (unless noted otherwise). Unfortunately if the serial number is not known and the engine details are not visible, often the only way to identify a BMW IIIa powered D.VII is by the height of the guns, which is a good rule of thumb but not a foolproof means of identification.





## Cockpit detail from The Memorial Flight Association Fokker D.VII F

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



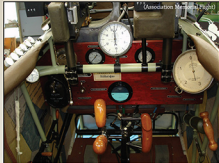
Note the linen screen (A26) behind the pilot's seat, linen wrapped around the top longerons, unpainted brass compass and aluminium rear of the seat.



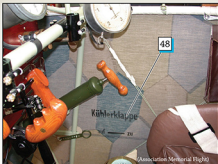
Note the control column (A66) with hand throttle (A16). The safety harness lap belts shown here have been installed here as per drawings from the 1920s and, while perhaps safer, do not conform with First World War practice.



Note the throttle & mixture control (altitude compensator) levers (A20) + (46) and spark advance (A55).



^ Instrument panel showing one arrangement of instruments. Note the tachometer (42) in the center and altimeter (A32) (39) 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.



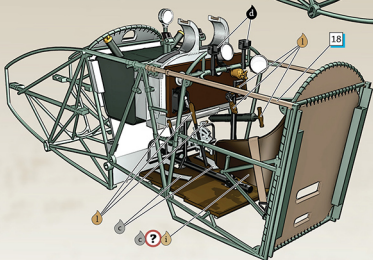
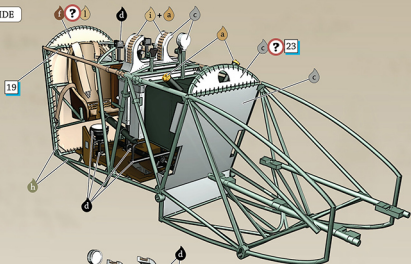
< Note the hand air pump for pressurizing the fuel tank (A59) and radiator cowling flap adjustment ring stencil (48).

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.



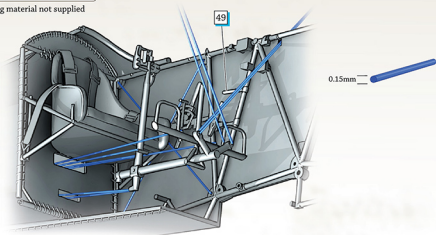


## PAINING GUIDE

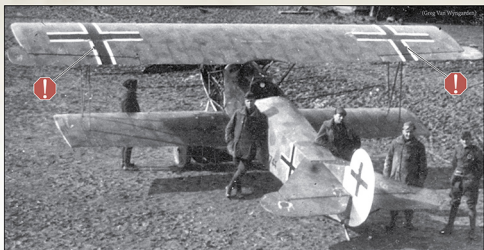
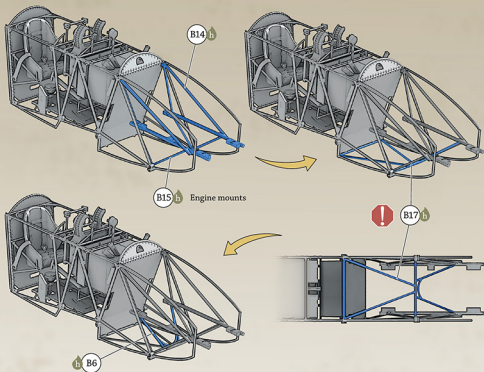


## INTERNAL RIGGING GUIDE

Rigging material not supplied

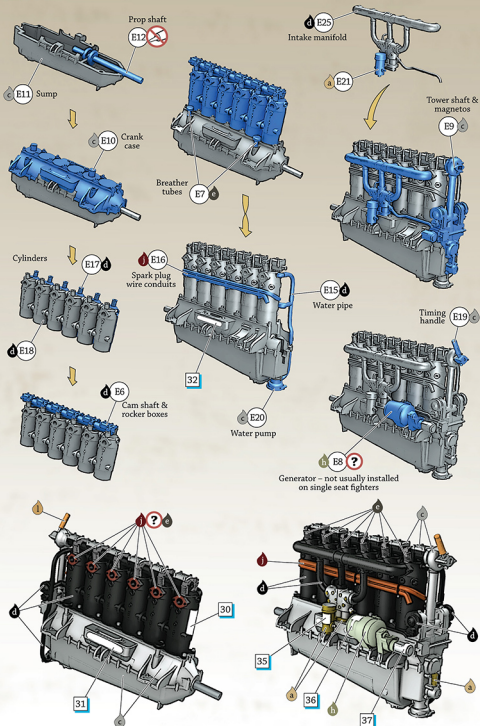


#### 4 ENGINE BAY

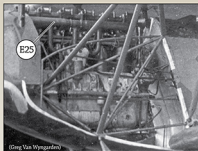
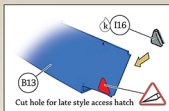
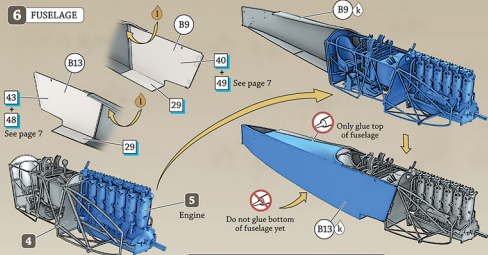


Late production Fokker D.VII F 7744/18 photographed after the Armistice while in the hands of the 25th Aero Squadron. The fuselage, wings and tailplane are all covered with 4 colour lozenge fabric but note how much lighter the fuselage fabric appears. The guns have been removed, their opening faired over and a new windscreen has been added.

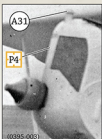
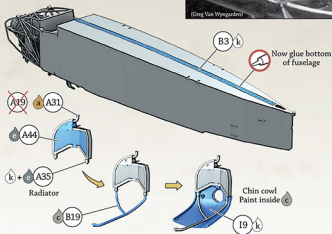
## 5 230hp BMW IIIa engine



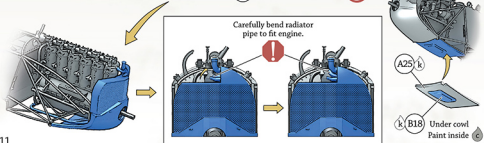
## 6 FUSELAGE



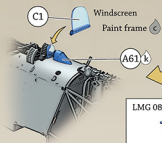
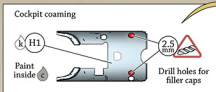
Front fuselage detail from the late production Fokker D.VII F 7788/18 seen on page 3. Note the aluminium firewall, carburetor intake pipes (E2), empty bracket for the generator (E8) and extensive steel tube framework.



Radiator detail from Fokker D.VII F 5125/18.



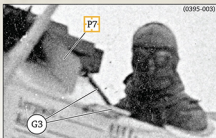
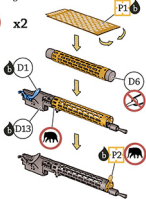
## 7 COCKPIT COAMING



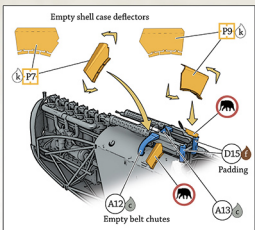
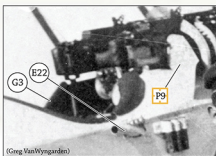
### LMG 08/15 'Spandau' Machine Guns



### High detail



^ Goring sits in Fokker D.VII F 5125/18. Note the cut away area of the cockpit coaming, grab handle G3 and empty shell case deflector P7.

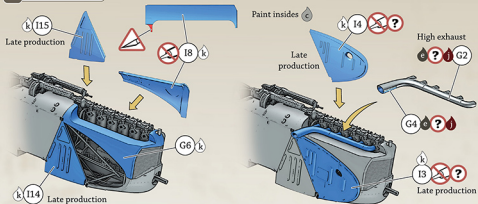


< Cockpit coaming detail from Goring's Fokker D.VII F 5125/18. Note the high position of the LMG 08/15 'Spandau' machine guns required to clear the tall BMW IIIa engine. Also note the flare gun E22, flares and empty shell case deflector P9.

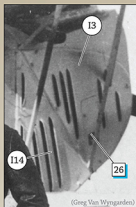


Cockpit coaming and LMG 08/15 'Spandau' machine gun detail from Göring's earlier Fokker D.VII F 4283/18 seen on page 6. Note the Oigege optical sight that was not present on 5125/18 and the cut away coaming, grab handle (G3) and empty shell deflector, which is of a slightly different design compared to the one fitted to 5125/18.

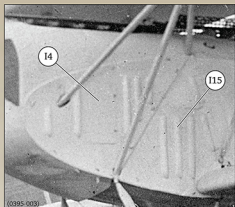
## 8 ENGINE COWLS



Fokker D.VII F 4429/18 makes for an imposing backdrop to this photograph of a young unidentified pilot. Note the Fokker style of wing tip handling instructions (33), rigging/assembly instructions (11) doped to the side of the 4 colour lozenge fabric covered fuselage and height of the LMG 08/15 'Spandau' machine guns. Göring's Fokker D.VII F 5125/18 would have appeared very similar to this before being overpainted white at the factory.

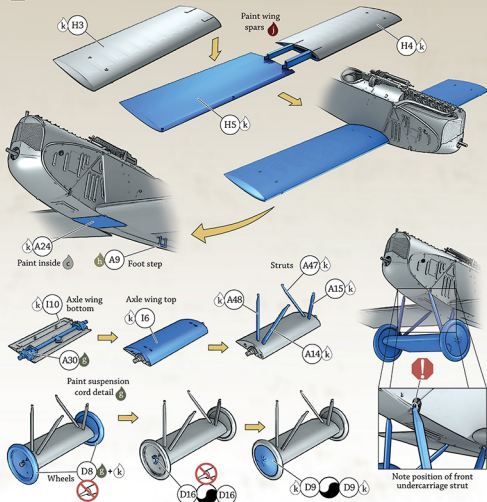


< Starboard side nose detail from late production Fokker D.VII F 5125/18. Note the fully louvered side cowls 13 & 114 Fokker factory data plate 26 under the access hatch.

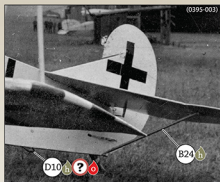
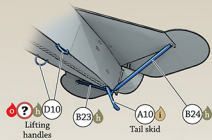
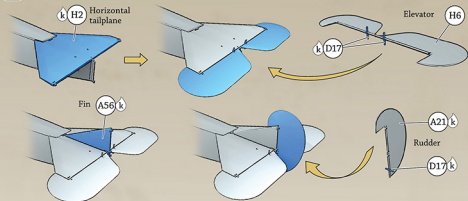


> Port side nose detail from the late production Fokker D.VII F 5125/18. Note the fully louvered side cowls 14 & 115.

## 9 UNDERCARRIAGE AND BOTTOM WINGS

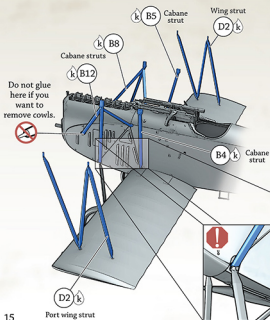


## 10 TAILPLANE



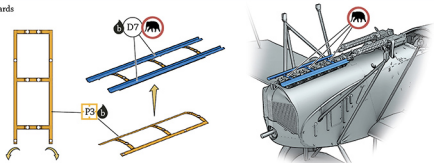
Tailplane detail from Goring's Fokker D.VII F 5125/18. Note the tailplane strut (B24) and lifting handle (D10) have not been over-painted in white.

## 11 WING & CABANE STRUTS

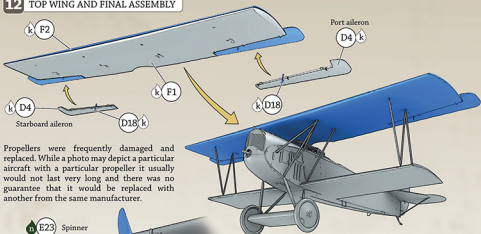




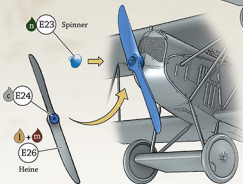
### Flash guards



## 12 TOP WING AND FINAL ASSEMBLY



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.



> Nose detail from Fokker D.VII F 5125/18. Note that all factory work number stencils on the struts, and the struts themselves, have been overpainted white.

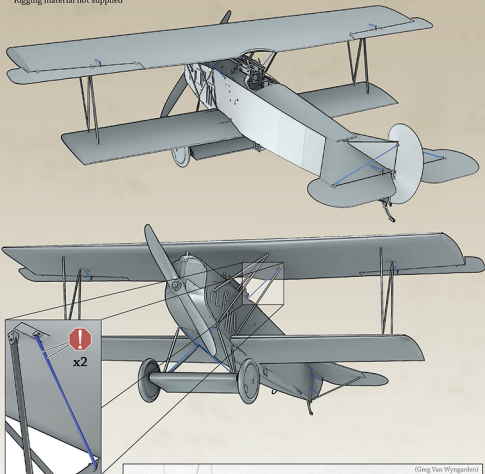


A lineup of Jasta 11 Fokker D.VII F photographed at Metz in July or August 1918. Göring's Fokker D.VII F 4283/18 can be seen at the far end.

## RIGGING DIAGRAM

Rigging material not supplied

0.15mm



Hermann Göring being helped into his flying gear beside Fokker D.VII F 5125/18. Note the large wing tip handling instructions **33** applied in the standard factory positions.



(Greg Van Wyngarden)

### Hermann Göring figure (circa October 1918)



Because figure painters prefer a wide variety of types of paint (enamel, acrylic, oil etc) and many of the colour choices are subjective we will let these larger than life images of the figure painted by John Belcher serve as our painting guide.

Please visit our website for some figure painting hints and tips.



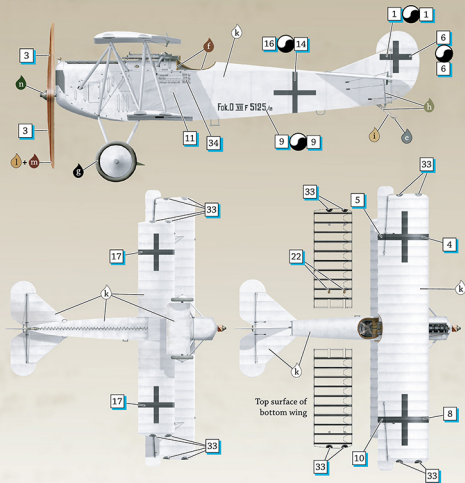
Cap - Matt black, matt Field Grey with gloss black peak.  
Jacket - Black or dark brown leather.  
Lower overalls - Matt dark brown or black  
Harness - Black and various shades of brown. Buckles - steel.  
Boots - Dark brown.

< Photographed wearing his flying gear as depicted on our figure, Hermann Göring stands beside Fokker D.VII F 5125/18.

> Hermann Göring standing beside Fokker D.VII F 5125/18 being helped into his flying gear.



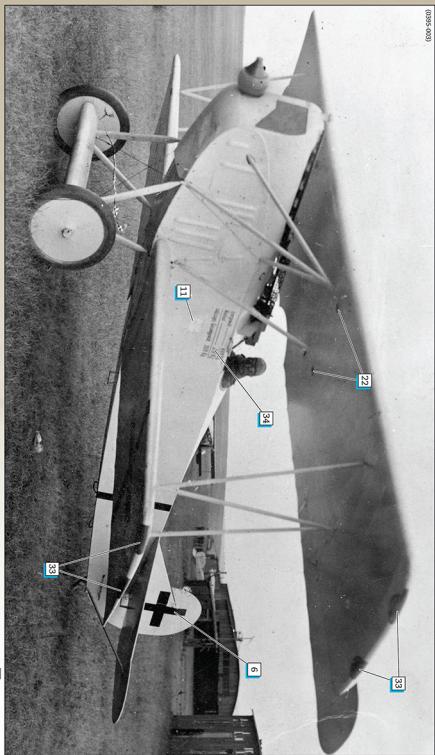
Fokker D.VII F 5125/18, Hermann Göring, Jagdgeschwader 1, October 1918 (22 victories)



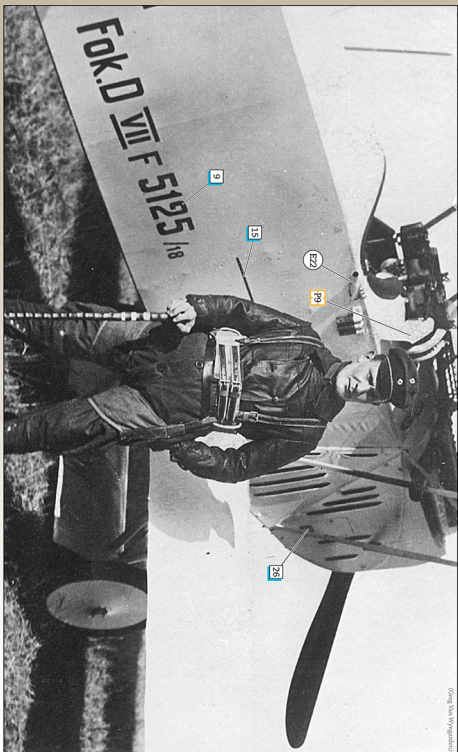
Fokker D.VII F 5125/18 was from a production order for 100 aircraft placed with Fokker in July 1918 (number 5050/18 to 5149/18). It would have been completed in overall lozenge camouflage and had all required stenciling applied just like every other aircraft in this production batch before it was acceptable for service. It was then chosen to be finished in a special scheme for Jagdgeschwader 1 Commander, Hermann Göring and overpainted in white, with only a few essential stencils like the weight table, serial number and datum line re-applied. National markings, wing tip handling information and assembly/rigging instructions were carefully painted around.

Hermann Göring was commissioned in the Army in 1912 and transferred to aviation in 1914 following the urging of his friend Bruno Loezler. He frequently flew as an observer for Loezler at Feldflieger-Abteilung (FFA) 25 before training as a pilot in 1915. He went on to fly Fokker Eindeckers with Kampfeinsatzkommando (KEK) Stenay & Metz in 1916 before moving to Jasta 7 in September-October 1916 and then Jasta 5 where he was shot down and wounded in November 1916. In February 1917 he transferred to Jasta 26 which was now commanded by his old friend Bruno Loezler, where he was credited with 4 victories (bringing his total up to 7). He was made Commander of Jasta 27 on 17 May 1917 where he would be awarded his next 14 victories before being made Commander of Richthofen's Jagdgeschwader (JG) 1 on 8 July 1918, where he would be credited with his final victory 10 days later. He had been credited with 22 victories before the Armistice. To read more about Hermann Göring during the First World War we recommend reading "Hermann Göring Fighter Ace, the World War 1 Career of Germany's Most Infamous Airman, Peter Kilduff, Grub Street 2010.

Göring helped form the Nazi party in the 1920s and commanded the Luftwaffe during the Second World War. He was captured in May 1945 and committed suicide in October 1946 before he could be executed for war crimes. He was 53.



Herman Goering sits in the cockpit of Fokker D.VIII P.5125/18. The aircraft appears to have been carefully overpainted white at the Fokker factory. Note the assembly & rigging guide [11](#) and wing spar inspection windows [22](#). Also note how the tyres are very definitely black rubber.



Hermann Göring, in his flying gear, stands in front of Fokker D.VIII F 5125/18. Note the high position of the LMG 08/15 "Spandau" machine guns required to clear the tall BMW IIIa engine and the starboard side empty shell deflector plate **P9** with its top lip folded forward. Also note the datum line **15**, flare gun **E22** and flares.



This unidentified captured Fokker D.VII F has been enthusiastically ransacked by American souvenir hunters. Note the unpainted area where the side cowl overlaps the underlying cowings, late style rear cowling (15) and the single carburetor (21) of the BMW IIIa engine. The cut out in the nose cowling above the propeller is similar to that seen on some Jasta 10 aircraft.



#### Product Design by Jason McAdam

From an 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, 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 Wingnut Wings. Whilst at Wingnut, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail.

This passion for design goes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of his pastimes.



#### 32605 Product Manager, 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. 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](mailto:richard@wingnutwings.com)



#### Figure Painting by John Belcher

John's passion for painting figures started in his early teens with an interest in history, military and otherwise, and he's now been at it for over 40 years. As well as assembling and painting commercially available figures John sculpts his own figures from scratch.

Over the years John has received many awards for his work, these include multiple "best in show" awards at national level in New Zealand and Australia, gold medals nationally and internationally in the USA and in England at the prestigious Euro Militaire.



#### Figure Sculpting by Mike Good

Mike Good built his first model at 6 years old and never really stopped. This led to a lifelong career in the model business which began Testors in 1979. Models and dioramas lead him to figure modelling and he quit his job at Testors in 1987 to become a full time figure sculptor. He has sculpted figures for numerous companies including Poste Militaire, Pegasus, Revell/Monogram, Dragon, The Model Cellar and various toy companies.

He has received numerous accolades over the years including Best of Shows at MFCA and Euro Militaire, Grand Master (MFCA - Model Figure Collectors of America), Chicago Medalist (MMSI - Military Miniature Society of Illinois) and was voted a charter Master of the World Model Soldier Federation. His interests over the years have been many and varied including stints in music, painting, poetry, photography, hiking, karaoke and UFOlogy and was a regular columnist for UFO Magazine (U.S.) for several years! You can find many other figures sculpted by Mike at [modelcellar.com](http://modelcellar.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 Messerschmitts first... Camels and Fockers later.

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 Datalife, Cross & Cockade and Over the Front.

Visit Ronny's Facebook page -

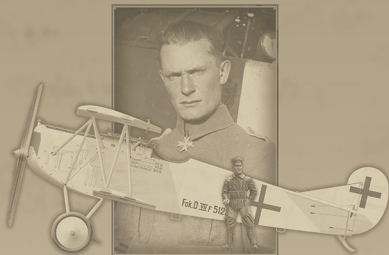
[www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/](https://www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/)



#### Decal Art by Malcolm Laird

Malcolm has been in the scale model industry since 1981 and still produces his line of Ventura decals and a range of soft cover aviation books, mainly with an RNZAF and RAAF World War II flavour. Outside work he spends time restoring old Kawasaki motorcycles and trying to paint impressionist landscapes, with 'mixed' results so far.

Visit Malcolm's web site at [www.venturapublications.com](http://www.venturapublications.com)



32605	Fokker D.VII F "Hermann Göring"	Qty
0132011A	A parts	1
0132011B	B parts	1
0132011C	C parts	1
0132011D	D parts	2
0132011F	F parts	1
0132031G	G parts	1
0132011H	H parts	1
0132011I	I Parts	1
0132605P	Photo-etched metal parts	1
132E0013	E parts BMW IIIa engine	1
7132605	Instructions	1
9132605	Decals	1
54605	Hermann Göring figure a b c d e	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32067 Fokker D.VII (Fok) "Early"



32070 Sopwith F.1 Camel "BR.1"



32065 Junkers D.1

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