

WINGNUT WINGS



Fokker D.VII (Alb)

1/32 Scale

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 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 185ps (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 numbers 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 louvers 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.

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 Albatros built D.VII the fuselage framework and other welded metal components appear to have been painted light grey-green but often the front 3 'cabane' struts appear to have been painted in the same darker green as the cowling panels. Albatros built D.VII have been recorded as being covered in 4 and 5 colour preprinted lozenge material. Rib tapes were applied to the wings and horizontal tailplane (but not the ailerons, elevators, fin or rudder) and these usually appear very pale in photos indicating they were light blue although some aircraft had tapes cut from lozenge fabric. Additionally, rib tape reapplication at unit level and replacement wings from Fokker, OAW or other Albatros built D.VII increase the opportunity for variations. 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. 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 2012

Wingspan:	Length:	Max Weight:	Max Speed:
8.7m (28.54ft)	6.95m (22.80ft)	895kg (Alb) - 906kg (Fok) - 880kg (OAW)	200kph approx (124 mph)
No. Manufactured (Alb):	Production (Alb):	Engine (Daimler-Mercedes):	Ceiling:
1100 approx (total 3830 approx)	Feb 1918 - Dec(?) 1918	180hp D.IIIa or 200hp D.IIIaü	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) - Osprey Fokker D.VII Aces of WW1 part 1 & 2 Norman Franks & Greg VanWyngarden, 2003 & 2004 - www.wi-models.org - 1914-18 Aviation Heritage Trust
 The Vintage Aviator LTD - Private Collections.

Fokker D.VII (Alb)

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.
- 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



Cement For Metal



Other Side



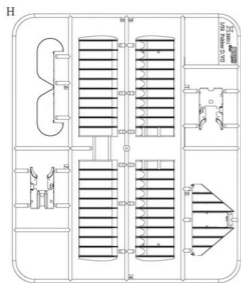
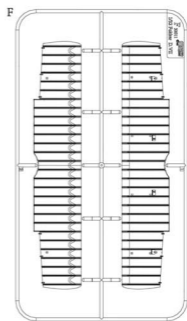
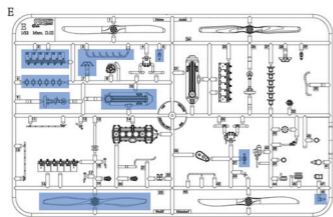
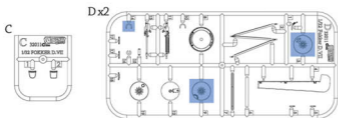
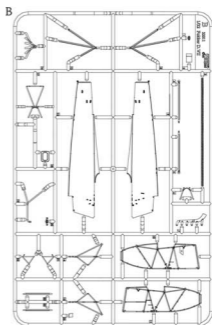
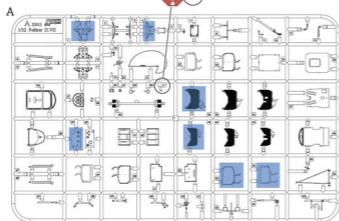
Paint Colour

P1 Photo Etch Part

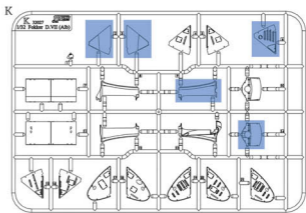
All colours	Tamiya	Humbrol	Misterkit
a Brass	X31	54	
b Gun Metal	X10	27004	
c Aluminium	XF16	27001	
d Black - semi gloss	X18	85	
e Steel	XF56	27003	
f Leather - semi gloss	XF52	62	
g Rubber - matt	XF69	66	
h Grey Green - matt	XF76	-	
i Red - semi gloss	XF7	60	
j Rust - matt	XF9	113	
k White - semi gloss	XF2	34	
l Light Wood* - gloss	XF59	93	
m Light Grey - semi gloss	XF80	147	GC12
n Clear Doped Linen - matt	XF60	83	GC10
o Dark Blue - semi gloss	XF8	25	
p Dark Wood* - semi gloss	XF68	98	
q Dark Green - semi gloss	XF61	30	GC05
r Brown glaze - semi gloss	X22(x10) + XF52(x1)	35(x10) + 29(x1)	

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

AS



■ = Not Used



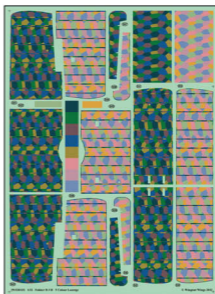
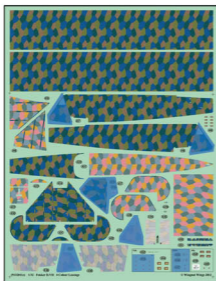
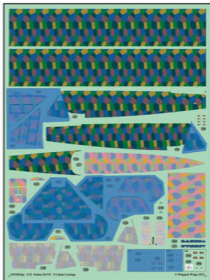
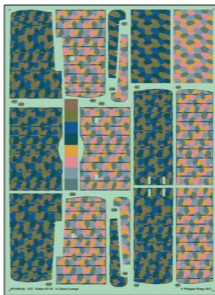
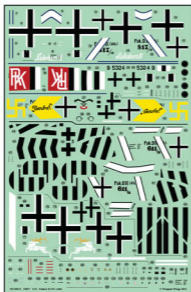
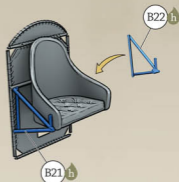
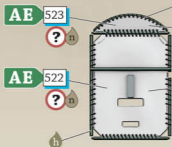
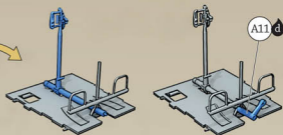
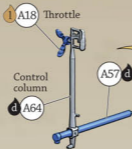
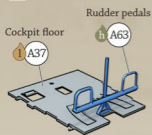


Photo
Etch

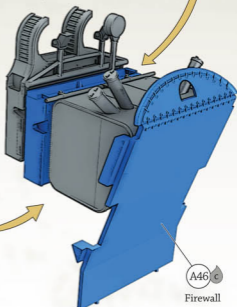
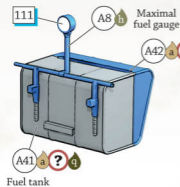
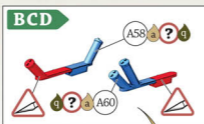
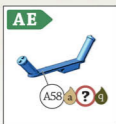
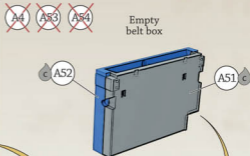
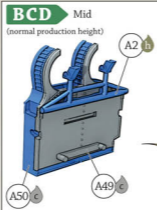
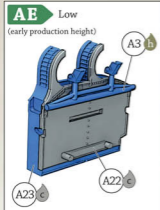
■ = Not Used

1 COCKPIT



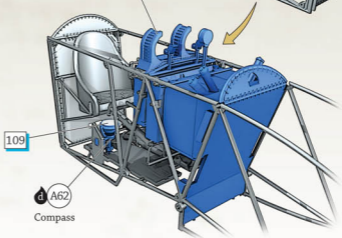
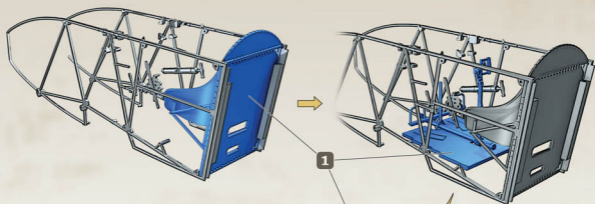
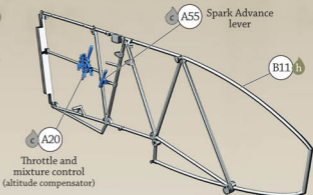
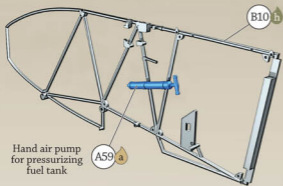
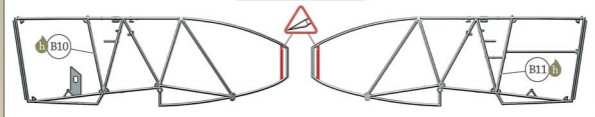
Magazine & front LMG 08/15 'Spandau' mounts

Paint bullet detail n & a



2 COCKPIT continued

Prepare fuselage frames

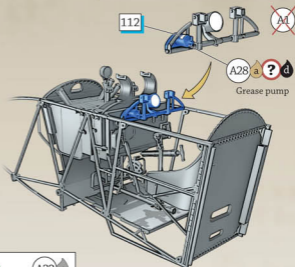
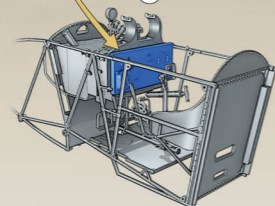
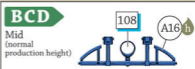
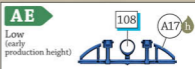
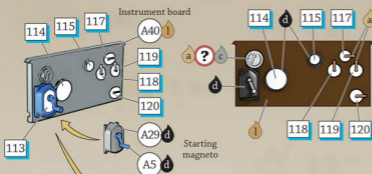


✓ An impressive line up of fresh OAW and Albatros built Fokker D.VII at Jasta 40. From left to right; Albatros D.Va of an unidentified pilot (but possibly Werner Hertel), Pfalz D.IIIa of Werner Hertel (see Wingnut Wings decal 30020), D.VII of Caasan (or Glasen), Frodien, Hermann Gilly, Hans Jeschonnek, Willy Rosenstein and finally Carl Degelow (see pages 29 & 30).

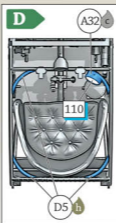
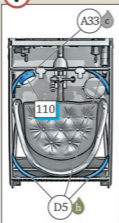
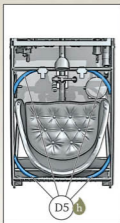


3 COCKPIT continued

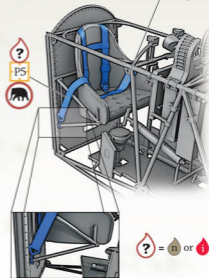
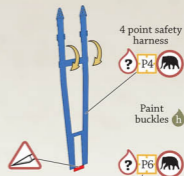
Rear LMG 08/15 'Spandau' mounts



? Optional altimeter



This unidentified late production Albatros built Fokker D.VII is believed to be from Jasta 43. Note the rigging guide doped to the right side of the fuselage (a trait associated with some Albatros built D.VII), top wing balkenkreuz location and pale (blue) rib tapes. All following archive photos are of Daimler-Mercedes powered Albatros built aircraft (unless noted otherwise).



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 (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 (A64) with hand throttle (A18).



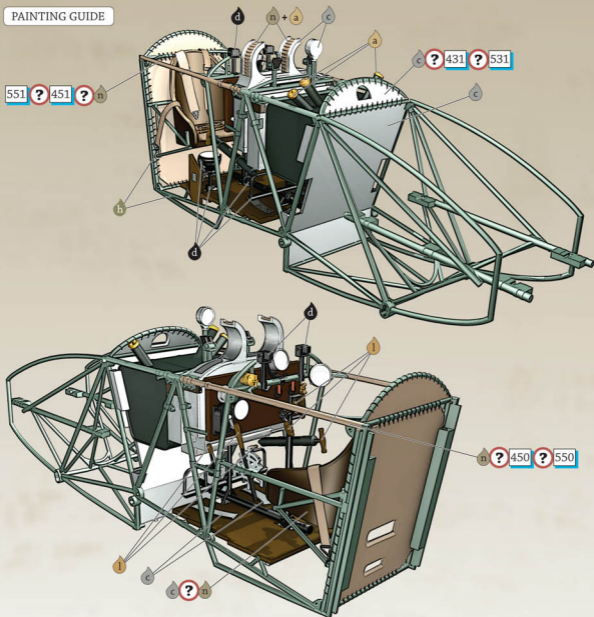
^ v ^ The oxygen container set into the floor (and breathing hose detail) is something that appeared very late in the war and does not appear to have been carried by many WW1 Fokker D.VII. Note the document case hanging from the far longeron as well as the different colours of the grey-green welded steel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



^ Instrument panel showing one arrangement of instruments. Note the tachometer (54) in the center and altimeter (A32 + 53) 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.

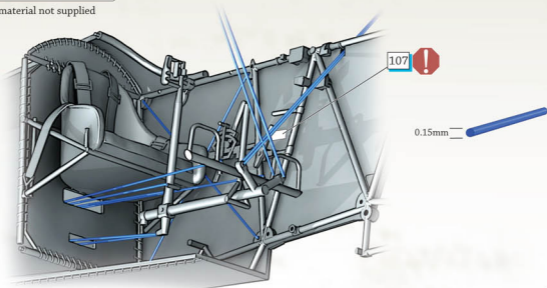


PAINTING GUIDE

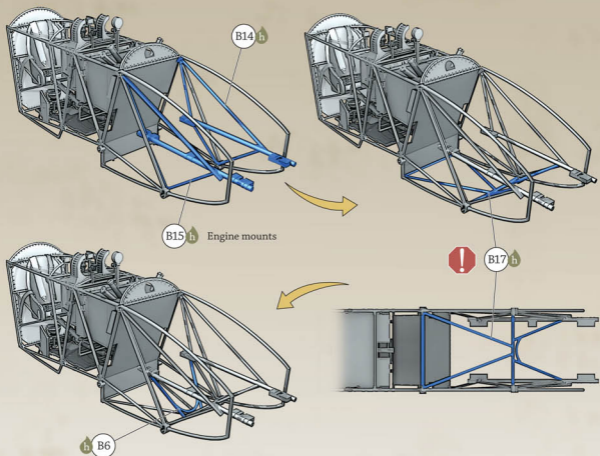


INTERNAL RIGGING GUIDE

Rigging material not supplied



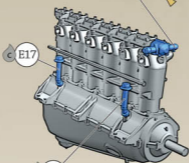
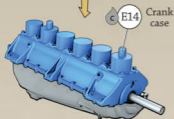
4 ENGINE BAY



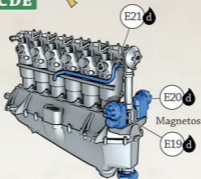
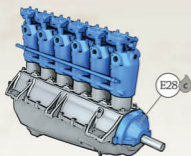
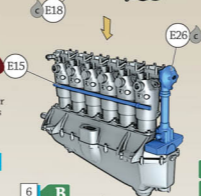
A smiling pilot, previously identified as Wilhelm Reinhard although this is now far from certain, sits in his Albatros built D.VII. Note the rear view mirror (E40), twin aileron control cables, LMG 08/15 'Spandau' details and 'washed out' appearance of the 4 colour fuselage lozenge fabric most likely indicating a tinted glaze coat (E). An Albatros style ZAK inspection window (560) can be seen under the trailing edge of the top wing.

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

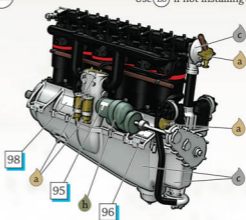
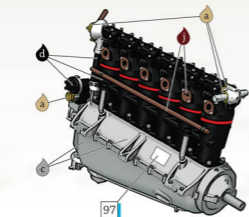
180hp Air pump



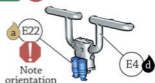
Cylinders



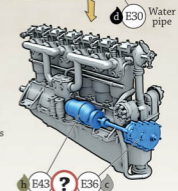
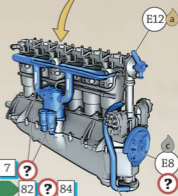
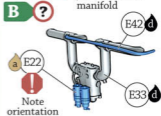
Water pump



B ? 180hp Intake manifold



ACDE 200hp Water jacketed intake manifold



Generator - not always installed
Use E8 if not installing E36 & E43



Left hand side of the engine, the red-brown pipe carries the plug leads from the magnetos to the spark plugs.



Large air pump (E29) characteristic of the 180hp Daimler Mercedes D.IIIa.



Right side of the engine. Note the position of the data plate.



Rear left view showing the empty magneto mounts, water pipe and spark plug details.



Rear right view.

200hp DAIMLER-MERCEDES D.IIIaü ENGINE DETAILS



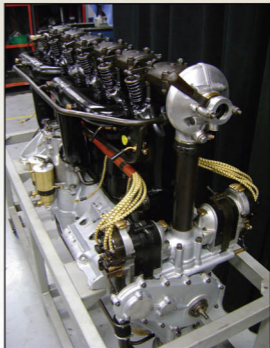
Detail of the horizontal air pump associated with the 200hp engine.



Overhead camshaft and valve gear rocker details.



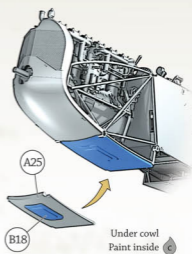
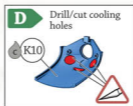
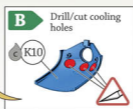
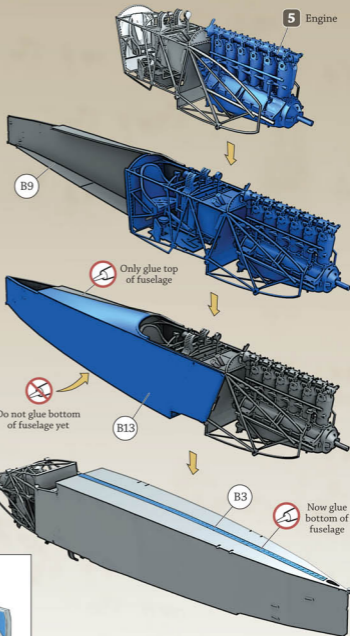
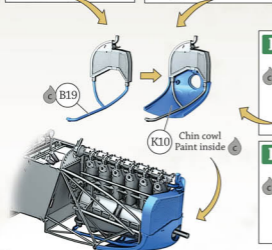
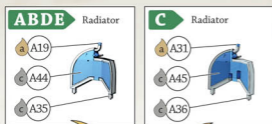
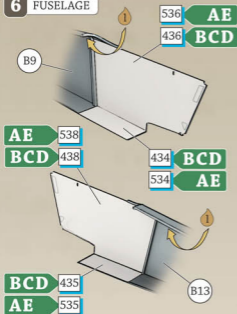
Water jacketed intake manifold and carburetor detail. A mount for the generator (P43) can be seen at right but the actual generator was very rarely installed in fighter aircraft unless used to power an electrically heated flight suit or wireless transmitter.

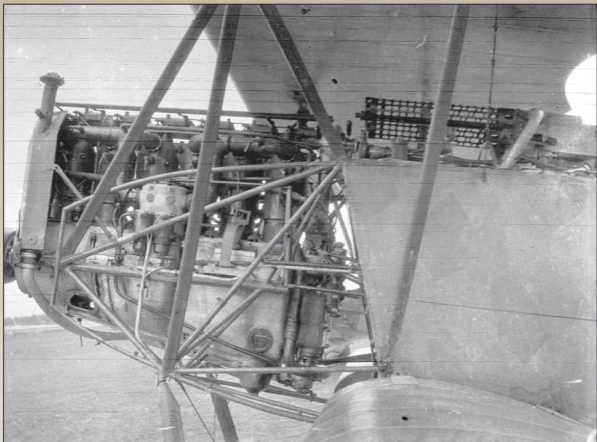


Unlike earlier versions of the Daimler-Mercedes D.III and D.IIIa, the engine numbers appear to have been regularly applied to D.IIIaü engines installed in the Fokker D.VII and we have supplied decals [\[81\]](#) & [\[83\]](#) for you to choose from. The red bands [\[85\]](#) & [\[86\]](#) are not always clearly visible in archive photos but should be applied around every cylinder to indicate that they are over compressed.

Rear of the engine showing magneto and generator belt cover details.

6 FUSELAGE





Front fuselage and engine bay detail from late production Albatros built Fokker D.VII 6739/18 photographed in French hands. Note the empty bracket for the generator (E4c) on the side of the 200hp Daimler-Mercedes D.IIIaü engine and radiator with offset filler cap (not required for any of the options in this model). Faint engine number stencils can be seen on each of the vertical carburetor intake pipes (E3c).



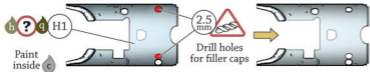
Radiator detail from D.VII. Note the holes cut into the chin cowl for additional cooling.



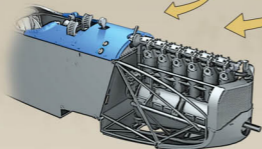
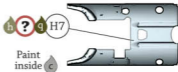
Radiator detail from the late production Fokker D.VII (Alb) shown on page 22.

7 COCKPIT COAMING

BCD Normal production cockpit coaming



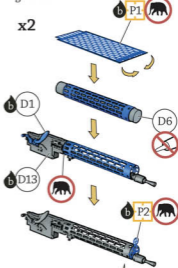
AE Early production cockpit coaming



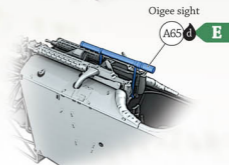
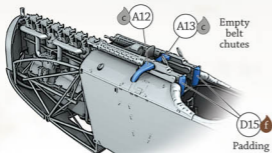
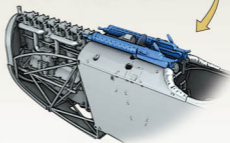
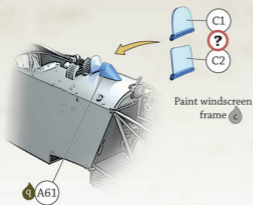
LMG 08/15 'Spandau' Machine Guns



High detail



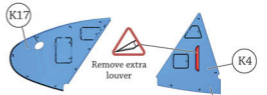
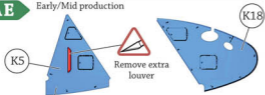
Cockpit coaming and LMG 08/15 'Spandau' detail from the Fokker D.VII (Alb) seen on page 9. Note the protective padding and twin filler caps.



8 ENGINE COWL PANELS

Paint insides

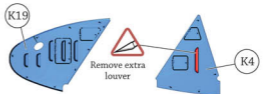
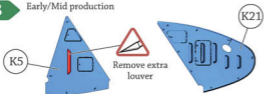
AE Early/Mid production



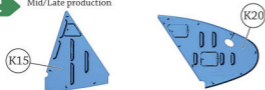
E ? **K3** + 533

E ? **K2** + 537

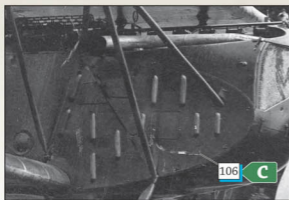
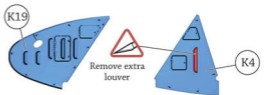
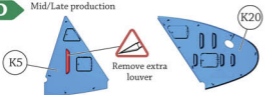
B Early/Mid production



C Mid/Late production



D Mid/Late production

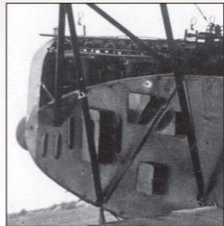


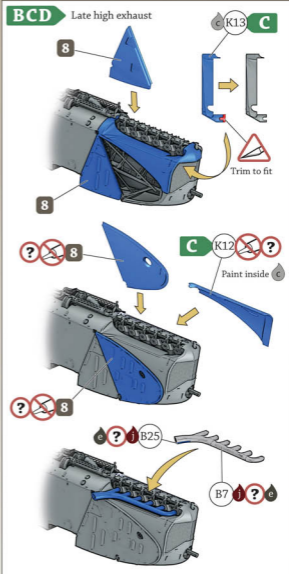
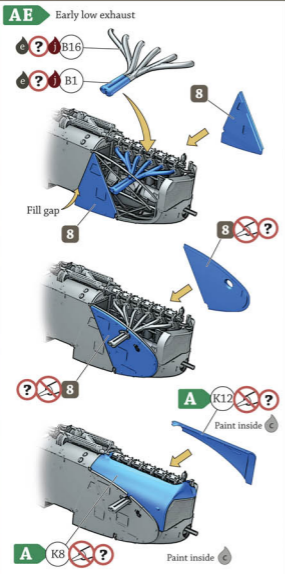
< Nose cowl detail from the late production Fokker D.VII (Alb) shown on page 22. Note the 'high' exhaust, the many cooling louvers in the cowls (K2) & (K15) and the small access hatch (K1) at the front of the fuselage fabric. The small 'bump' on the top cowling, 'short' style of louvers and position and style of the makers plates **106** are all identifying features of Albatros built D.VII.

∨ Nose cowl detail from **D** showing open access hatches and missing top cowls which have been removed to improve cooling.



< Nose cowl detail from Lt.n.d.R. Simions' early production Jasta 43 Fokker D.VII (Alb) shown on page 31. Note the lack of louvers on the front cowl and full length fuselage fabric.

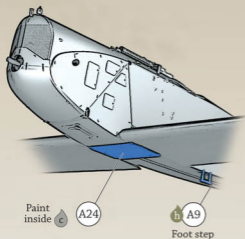




This unidentified late production Fokker D.VII (Alb), possibly from Jasta 18, was photographed in American hands after the armistice. Note the fully louvered engine side cowls (K19 & K23). The style of the additional cooling hole cut into the top cowling under the high exhaust and the white and red(?) fuselage are consistent with aircraft from Jasta 18. A late production OAW built Fokker D.VII "P" can be seen immediately behind.

10 UNDERCARRIAGE AND BOTTOM WINGS

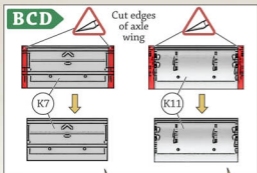
! Apply your lozenge camouflage decals over gloss painted (not just clear coated) fuselage and wings before assembly.



Undercarriage detail from Lt.n.d.R. Simions' early production Jasta 43 Fokker D.VII (Alb) shown on page 31 showing one style of Albatros tyre valve access cover (D12) and the hinges on the leading edge of the axle wing (another Albatros built D.VII feature). Note the stenciling on the front undercarriage strut.



Undercarriage detail from the late production Fokker D.VII (Alb) shown on page 22 showing another style of Albatros tyre valve access cover (D19) and the hinges on the leading edge of the axle wing.

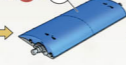
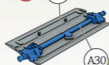


Axle wing bottom

h **?** **q** K7

Axle wing top

h **?** **q** K11



Paint suspension cord detail **g**

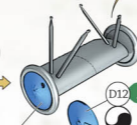
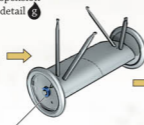
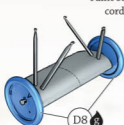
Struts

A47 **h**

A48 **h**

A15 **h**

A14 **h**

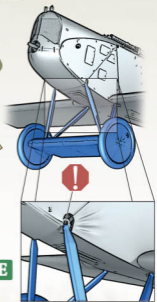


Wheels **BC**

D16 **BC**

D19 **BC**

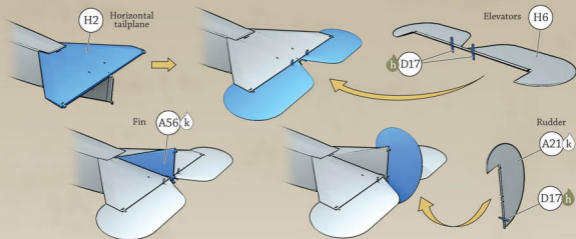
D19 **BC**



Note position of front undercarriage strut

11 TAILPLANE

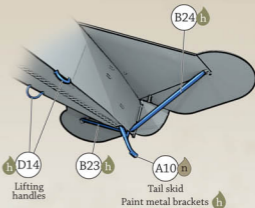
! Apply your lozenge camouflage decals to gloss painted tailplane parts before assembly.



Tailplane detail from the late production Fokker D.VII (Alb) shown on page 22. Note that cross on the replacement rudder does not match the original cross remnant on the fin.

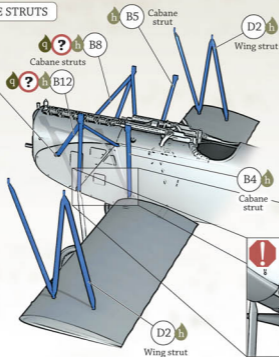


Tailplane detail from early production Fokker D.VII (Alb) 652/18 as seen on page 21. Note that this aircraft has not had any fin to horizontal tailplane bracing cables applied yet. Tailskids were frequently wrapped with linen for additional strength.



12 WING & CABANE STRUTS

Do not glue here if you want to remove cowls.



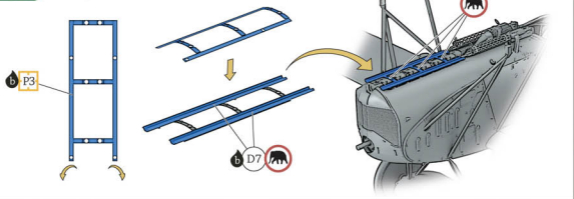
Wing 'N' strut detail from Fokker built D.VII 379/18.



Undercarriage and cabane strut attachment detail from Ltn d R Simions' early production Jasta 43 Fokker D.VII (Alb). The front 3 struts were welded to the fuselage frame but the rear cabane struts (B4 & B5) were removable.

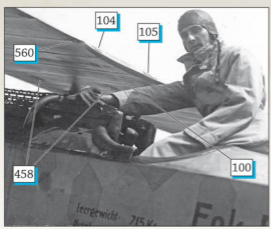
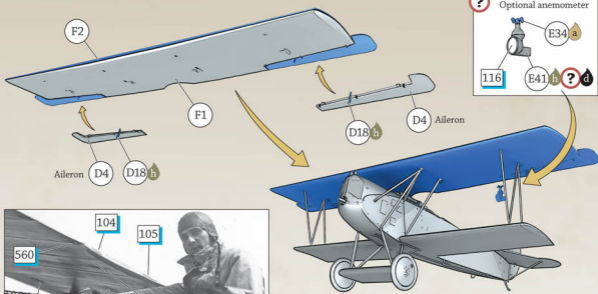


BCD Flash guards

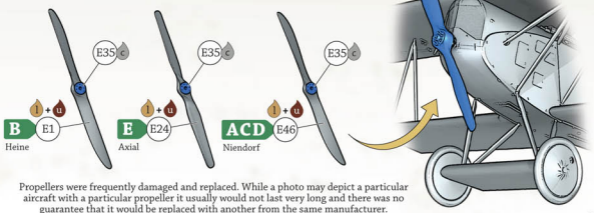


13 TOP WING AND FINAL ASSEMBLY

! Apply your lozenge camouflage decals to gloss painted wing and aileron parts before assembly.



< Top wing detail from Franz Schleiff's Jasta 56 Albatros built Fokker D.VII. Note the position of the data plates **104** & **105**, ZAK inspection windows **458** & **560** and angle of incidence stencil **100**, the position of which are all identifying features of an Albatros built D.VII.

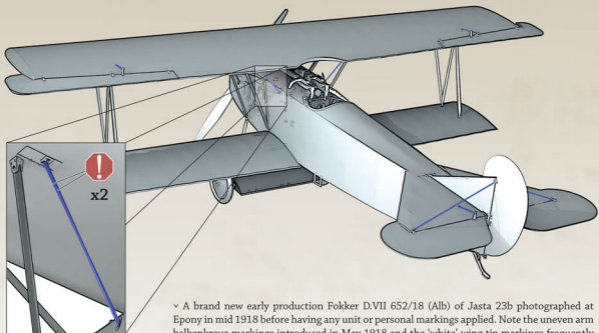
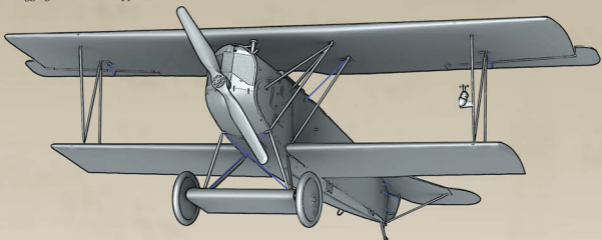


Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.

RIGGING DIAGRAM

Rigging material not supplied

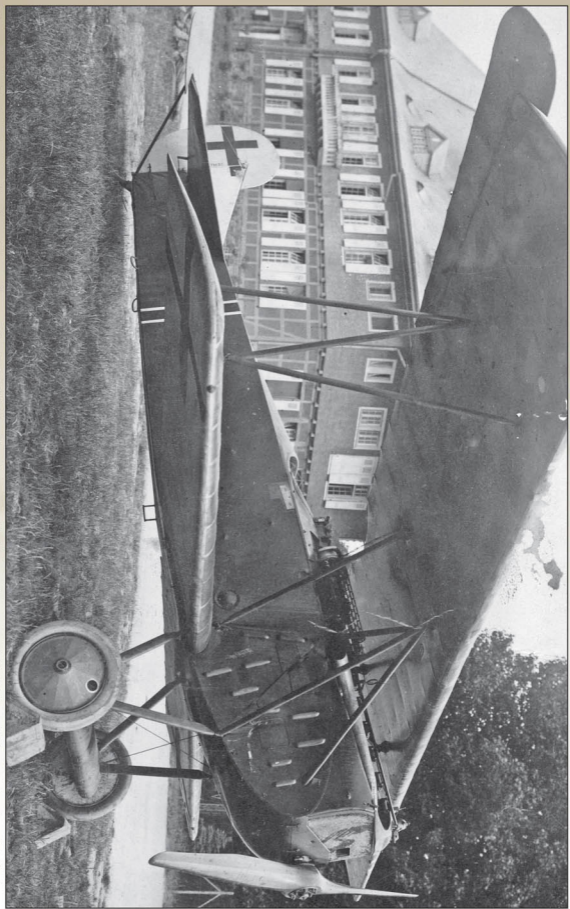
0.15mm



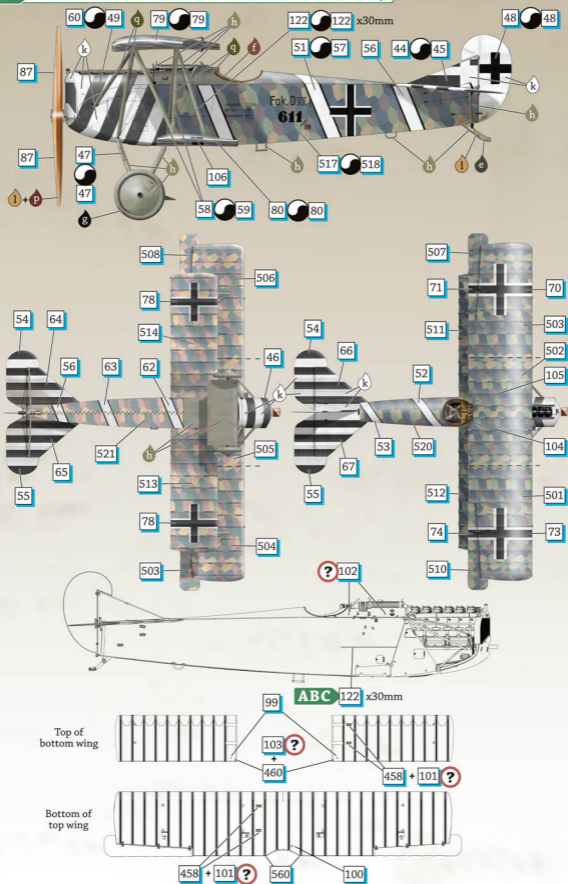
▼ A brand new early production Fokker D.VII 652/18 (Alb) of Jasta 23b photographed at Epony in mid 1918 before having any unit or personal markings applied. Note the uneven arm balkenkreuz markings introduced in May 1918 and the 'white' wing tip markings frequently seen on early production Albatros built D.VII. The fuselage is covered with 4 colour lozenge.



Many interesting details can be seen in this photo of a late production Fokker D.VII (A1b). Note the replacement rudder (the cross does not match the fin), late style louvers in the side cowl, high exhaust and wing stacking pads on the leading edge in the wings. The LMG 08/15 Spandau ammo chute is empty and it is quite likely that this photo was taken after the Armistice.



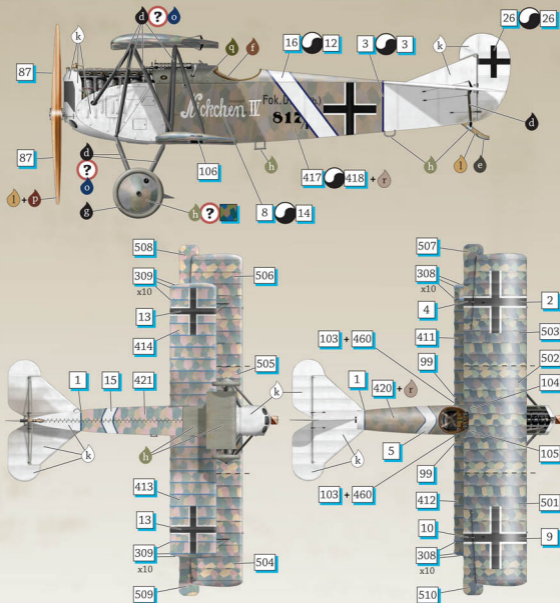
A Fokker D.VII (Alb) 611/18, Uffz. Harbers, Jasta 73, mid 1918 (1 victory)





The pristine 5 colour lozenge fabric covering the fuselage of Uffz. Harbers' Jasta 73 Fokker D.VIII (Alb) 611/18 would indicate that it did not have a tinted glaze applied to tone down the original printed colours. The white band wrapped around the fuselage was the Jasta 73 unit marking at the time and the black and white striped tailplane and nose cowls are the personal markings of Harbers. The rudder has been replaced or repaired, the front portion of the original Albatros style rudder cross can be seen on the fin. Note the low exhaust, height of the LMG 08 'Spandau' machine guns and position of the round Albatros style access hatch in the fuselage fabric. Uffz. Harbers joined Jasta 73 in February 1918 and served through to November 1918, being awarded his only victory on 27 October.

B Fokker D.VII (Alb) 817/18 "Nickchen IV", Fritz Blumenthal, Jasta 53, August 1918



Apply decals **99**, **100**, **101**, **103**, **122**, **458**, **460** & **560** as per **A**.



Fritz Blumenthal's Fokker D.VII (Alb) 817/18 "Nickchen IV" was shot down and captured on 12 August 1918 by Captains RM Foster of 209 Sqn & FR McCall of 41 Sqn. The white nose cowls are thought to be the unit marking while the white fuselage band and tailplane (with dark blue edges) would appear to be Blumenthal's personal marking. The bottom wing has pale rib tapes, indicating they were light blue, while the top wing rib tapes are not clearly visible against the lozenge fabric, indicating they are cut from the same lozenge fabric (see page 20). Three large holes have been cut into the chin cowl and the top cowls were removed to aid cooling. Following Blumenthal's capture the rudder fabric was replaced and Nickchen IV was evaluated by the British and is shown on the right after it was repainted in RAF markings.



Rear view of Albatros built Fokker D.VII 817/18 'Neckchen IV' after being repainted in RAF markings. The bottom wing appears to have blue rib tapes while the top wing appears to have rib tapes cut from lozenge material.

(Greg Van Wyngarden)



The right wheel cover has been removed and the balkenkreuz markings have been overpainted.



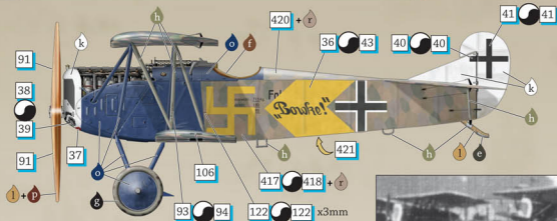
Three RAF members pose with 'Neckchen IV'. The dark blue of Blumenthal's fuselage and tailplane markings appears much darker than the RAF blue of the cockades and rudder stripe.

C Fokker D.VII (Alb) 5324/18, Richard Kraut, Jasta 63, October-November 1918 (1 victory)



Richard Kraut's Jasta 63 Fokker D.VII (Alb) 5324/18 was surrendered to the Allies following the Armistice and was photographed at Hounslow in 1919 with 31 victory Canadian ace Andrew McKeever. In the photos available to us it is apparent that 5324/18 is a bit of a Frankenstein's monster, featuring a Fokker built top wing (evidenced by the inboard cross location) with ailerons from an OAW built aircraft and a replacement tailplane of indeterminate origin but which doesn't match the remnants of black and white stripe markings visible on the top of the fuselage. We have illustrated both 'before' (1918) and 'after' (1919) tailplane versions for you to choose from. If you wish to model 5324/18 with its original Albatros built top wing you can finish it as per **D**. The pitot tube attached to the right strut is a British addition. Richard Kraut's personal marking and the Jasta 63 white and (matt) black fuselage bands have been painted over the factory applied serial number which has been repainted at the rear of the fuselage. Note that this aircraft is not 5924/18 as some have suggested (there never was a Fokker D.VII 5924/18) but just in case you do not believe us we have included extra '9' decals for you to use in place of the correct '3' decals. An area to the rear of the fuselage bands appears to have been wiped clean, removing the tinted brown glaze **g**. Richard Kraut was awarded his sole victory in September 1918 while with Jasta 4 and in late October 1918 he joined Jasta 63 where he would remain until the Armistice.

D Fokker D.VII (Alb) "Bowke!", Hermann Pritsch, Jasta 17, mid 1918 (1 victory)



Apply decals 99, 100, 101, 103, 458, 460 & 560 as per **A**.

Apply decals 415, 416, 424, 427, 428, 430 & 432 as per **C**.



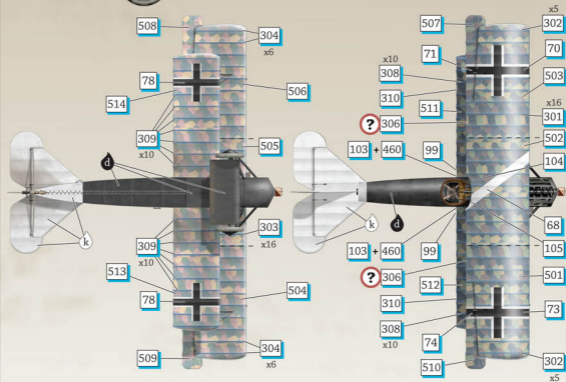
Fokker D.VII (Alb) "Bowke!" in a line up of Jasta 17 aircraft.



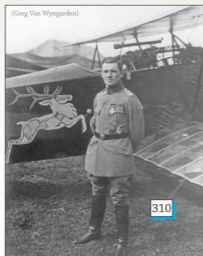
(Greg Van Wyngarden)

Herman Pritsch poses with his Albatros built Jasta 17 Fokker D.VII "Bowke!". Note the additional vents cut into the chin cowl (complete with appropriately comical facial artwork), open access hatches and removed top cowls; all of which aid cooling. The fuselage is covered with 4 colour lozenge fabric which appears to have received a transparent tinted glaze coat of dope which has severely muted the vibrant printed colours. Note the partially painted over Albatros style of weight table. The Wings are covered with 5 colour lozenge fabric with rib tapes cut from the same material. It appears there is a CDL or white (or possibly luminous Radium - see page 30) patch in the center of the top wing leading edge. The dark blue and white nose is the Jasta 17 unit marking and the swastika was a good luck symbol used by all sides during the Great War. Pritsch joined Jasta 17 in April 1918, was acting commander from 29 May to 12 June and was awarded his sole victory on 9 June. In September he was made commander of Jasta 81, a position he held until the Armistice.

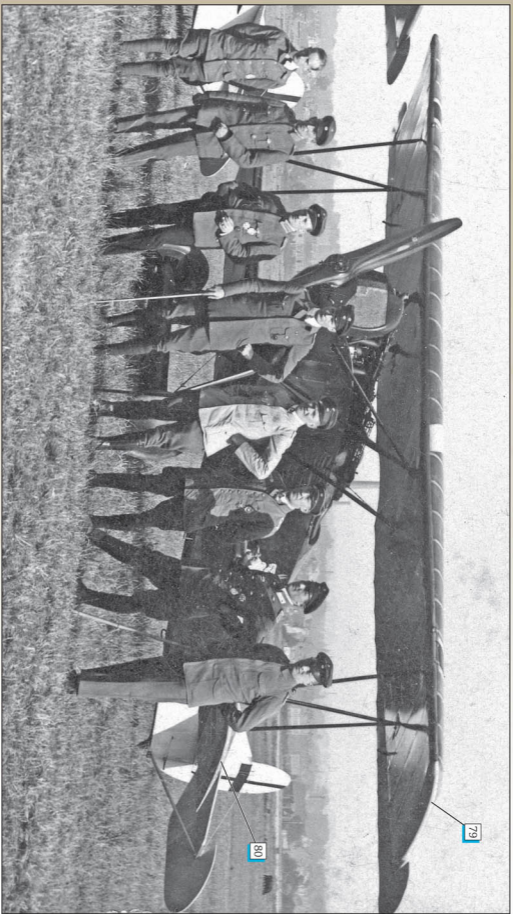
E Fokker D.VII (Alb), Carl Degelow, Jasta 40, July-August 1918 (30 Victories)



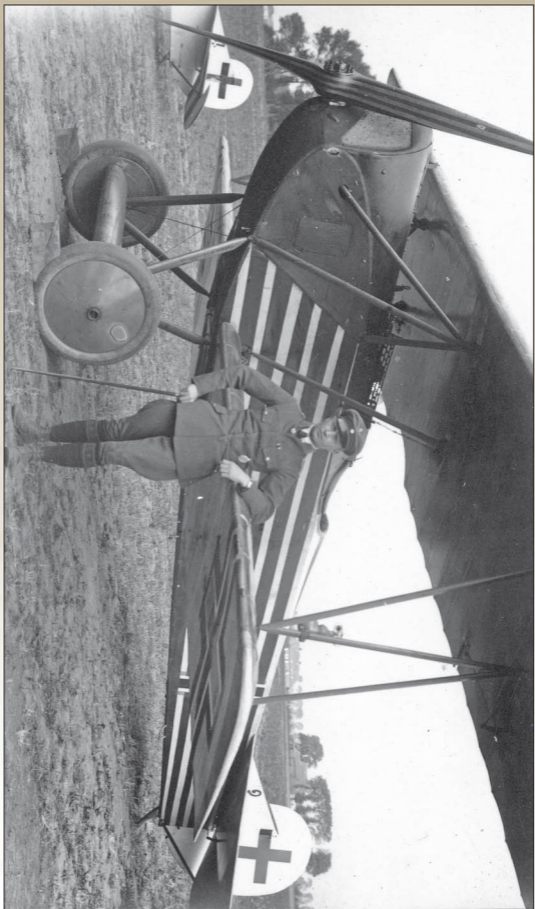
(Gerrit Van Wyngarden)



The fuselage of Carl Degelow's early production Albatros built Fokker D.VII features the white stag logo of "Dr. Lahmann's Sanatorium" in Dresden, where Carl had spent time recuperating from an arm wound he received in 1915 while serving in the infantry. Degelow's stag marking previously adorned his Jasta 7 Pfalz D.IIIa (see Wingnut Wings decal 30020) and another D.IIIa he flew at Jasta 40 before they were re-equipped with the Fokker D.VII in July 1918 (unfortunately no photographic evidence confirming the appearance of his Jasta 40 Pfalz D.IIIa is known to us). Note the Oige optical sight and 5 colour lozenge fabric bottom wing with pale rib tapes. The entire cockpit coaming has been removed but it is unlikely that he flew it like this. Carl worked in America before the war but when war broke out he returned home and served in the infantry. He transferred to aviation in 1916 and served in FA216 in early 1917 and then Jasta 36 (briefly and ignominiously) before arriving at Jasta 7 in August 1917. In May 1918 he transferred to Jasta 40 which he would command from 11 July until the Armistice and he was the last airman to receive the Pour le Mérite (Blue Max). During the Second World War he served in the Luftwaffe until 1941 when he returned to civilian life in the cement industry. Carl Degelow died on 9 November 1970 aged 79. We recommend reading *Black Fokker Leader*, Peter Kilduff, Grub Street 2009 for a better understanding of Carl Degelow.



Carl Degelow (4th from right) poses with fellow Jasta 40 pilots in front of his new Albatros built Fokker D.VII (see also page 5). The black fuselage and white tail was the Jasta 40 unit marking under Degelow's leadership. Note the diagonal white stripe on the top wing [\[8\]](#), removed top cowls, low position of the LMG 08/15 Spandau and the pale stripes on each wing tip [\[79\]](#) & [\[80\]](#). Degelow obscures the front of his early production fuselage so it is not possible to confirm whether it retains its full length fuselage fabric [\[2\]](#) or whether it has been cut away and replaced with an aluminium panel [\[8\]](#), although the wrinkled fabric indicates the latter is more likely. During 1918 the Germans reportedly made use of luminous Radium (mixed with lime and applied over glue) on their aircraft to distinguish themselves from Allied machines they might encounter at night. Although it is far from confirmed that this is what the 'white' wingtip stripe markings [\[79\]](#) & [\[80\]](#) on Degelow's (and numerous other early Albatros built) Fokker D.VII are for, it is one possible explanation.



Lt. d. R. Simons poses in front of his spectacularly painted Jasta 43 early production Albatross built Fokker D.VII. Although unconfirmed it is believed that the nose and 'cabane' struts were red while the fuselage was striped red and white. The undercarriage and wing 'N' struts appear to be in their factory finish **Ⓜ**. The number 3 can just be seen on the fin. If you wish to recreate this striking scheme note that the fuselage stripes do not have perfectly straight edges and are not evenly spaced. An anemometer can be seen fixed to the left strut. The matt paint used to convert the bottom wing crosses to their thinner post June 1918 configuration appears very dark because it is not reflecting background light as well as the gloss doped underside of the lozenge fabric. The wing tips appear to have received the same treatment as **E**.



An Albatros built Fokker D.VII nears the end of assembly, presumably at the Albatros Johannisthal factory. Note that the fuselage and top wing are covered in 4 colour lozenge but the aileron has 5 colour fabric applied. The wooden wheels are temporary installations for moving about the factory.



This is a very rare photo showing a 160hp Diamler-Mercedes D.III engine fitted into an unidentified Albatros built MEJ Fokker D.VII. Although almost certainly featuring internal upgrades to boost performance it is very unusual to see this type of engine powering a Fokker D.VII, which gives some insight into the engine supply problems facing the Germans towards the end of the war. Note the small vertical air pump ⁽⁵⁵⁾, springs centered on the rocker boxes ⁽⁵⁶⁾ and high exhaust ⁽⁵⁷⁾ & ⁽⁵⁸⁾ details. The nose cowlings appear to have received a coat of yellow paint and there is a comet marking painted on the side of the fuselage.



The fate of so many aircraft of the great war. This unidentified Daimler-Mercedes powered Fokker D.VII was photographed after the armistice at Chimay Belgium. A similarly abandoned Junkers J.1 (see Wingnut Wings model 32001) can be seen in the background.



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.



Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close at 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



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.



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



32027	1/32 Fokker D.VII (Alb)	Qty
0132011A	A parts	1
0132011B	B parts	1
0132011C	C parts	1
0132011D	D parts	2
0132011F	F parts	1
0132011H	H parts	1
0132027I	K parts	1
0132011P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132027	Instructions	1
9132027	Decals	1
9132011d	4 colour lozenge decal wings	1
9132011e	4 colour lozenge decal fuselage & tailplane	1
9132011f	5 colour lozenge decal wings	1
9132011g	5 colour lozenge decal fuselage & tailplane	1
9132011h	Rib tape decals	1

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



32022 - 1/32 Roland D.VIIa



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



32019 - 1/32 Pfalz D.XII

Also available from
www.wingnutwings.com

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