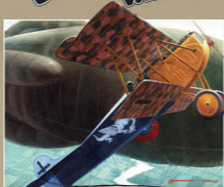


# WINGNUT WINGS



## Fokker D.VII (OAW)

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 OAW 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 dark green used on the cowl panels. OAW 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, Albatros or other OAW 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)	880kg (OAW) - 895kg (Alb) - 906kg (Fok)	200kph approx (124 mph)
No. Manufactured(OAW):	Production(OAW):	Engine (Daimler-Mercedes):	Ceiling:
1100 approx (total 3830 approx)	March 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](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) - 1914-18 Aviation Heritage Trust  
 The Vintage Aviator LTD - Colin Owers - Private Collections.

# Fokker D.VII (OAW)

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.

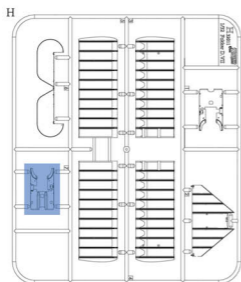
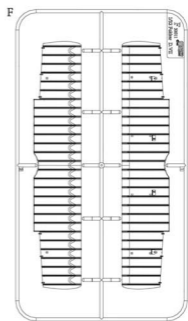
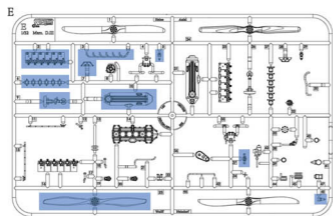
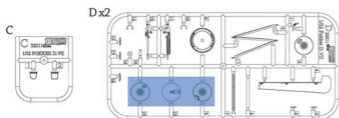
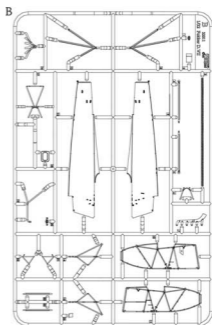
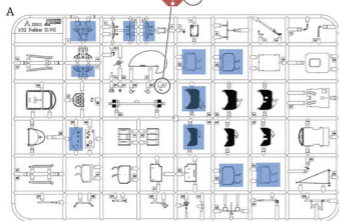
**Hints & Tips:** Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

- |                   |                  |            |              |
|-------------------|------------------|------------|--------------|
| Construction Step | Choose           | Attention  | Remove       |
| Part Number       | Do Not Cement    | Option     | Drill        |
| Decal             | Cement For Metal | Other Side | Paint Colour |
| Photo Etch Part   |                  |            |              |

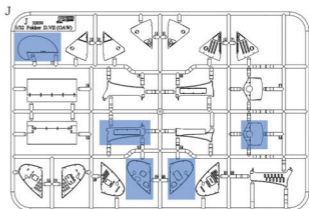
	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Steel	XF56	27003	
f	Leather - semi gloss	XF52	62	
g	Rubber - matt	XF69	66	
h	Grey Green - matt	XF76	-	
i	Deep Green (FS14109) - semi gloss	X5	3	
j	Rust - matt	XF9	113	
k	White - semi gloss	XF2	34	
l	Light Wood* - gloss	XF59	93	
m	Lilac 'OAW' - semi gloss	X16(x1) + XF52(x1) + XF2(x2)	-	
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)	
s	Chrome yellow - semi gloss	XF3(x10) + X6(x1)	24	
t	Medium blue - semi gloss	X14	-	
u	Lilac 'Stark' (FS17142) - semi gloss	X16(x1) + X17(x1) + XF7(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



Decals

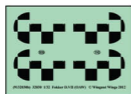
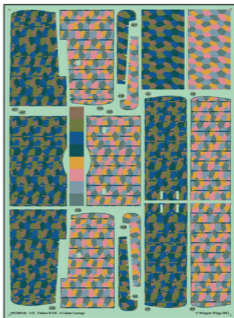
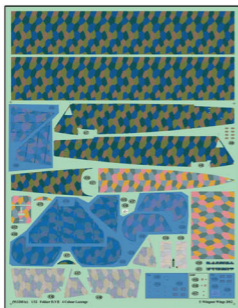
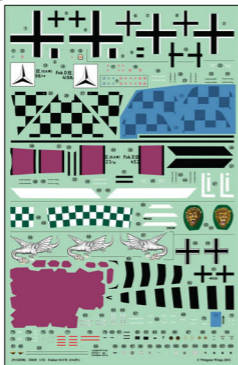
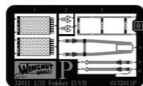
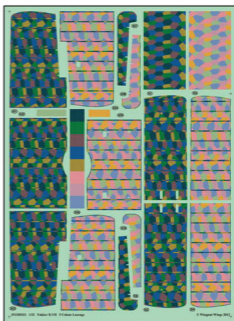


Photo Etch

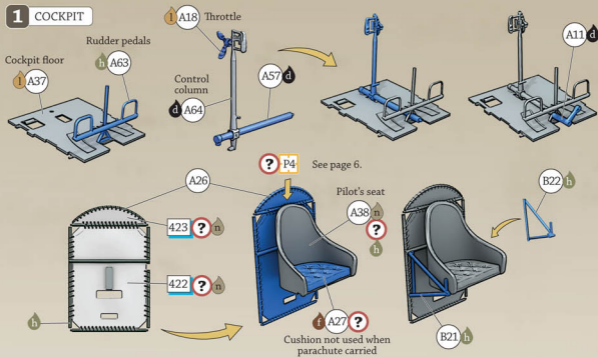


■ = Not Used



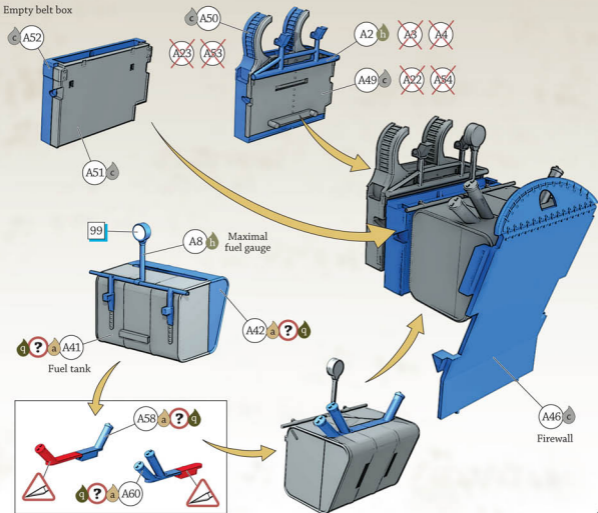


# 1 COCKPIT



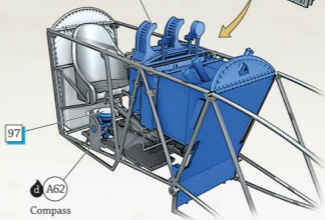
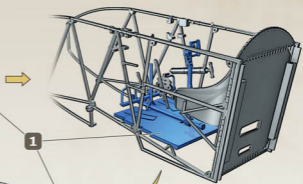
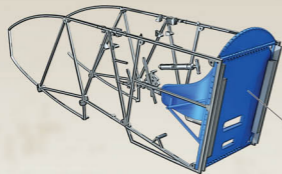
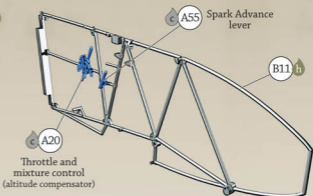
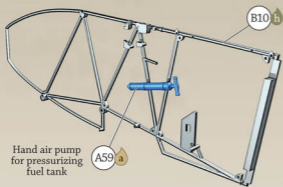
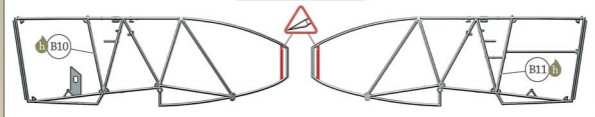
## Magazine & front LMG 08/15 'Spandau' mounts Paint bullet detail n & a

Empty belt box



## 2 COCKPIT continued

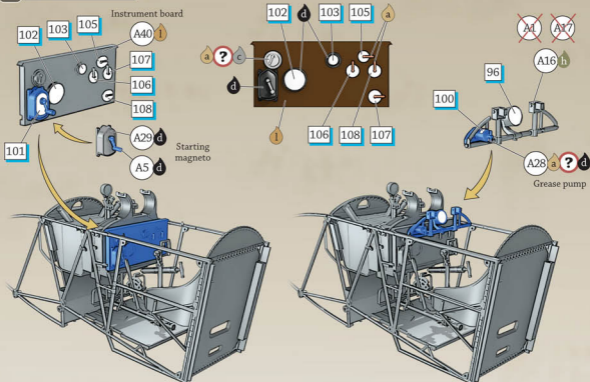
### Prepare fuselage frames



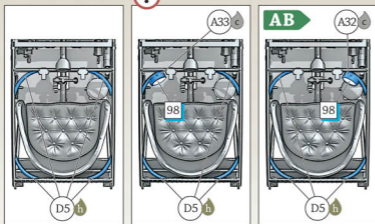
▼ Personnel from an unidentified Jasta assemble their freshly delivered Fokker D.VII from the first OAW factory production batch ordered in March 1918 (numbers 2000/18 to 2199/18). From the left we can identify Fokker D.VII (OAW) 2059/18, possibly 2060/18 and then another in the 2067/18 serial number range. The remaining aircraft are not identifiable but are from the same production batch. All following archive photos are of Daimler-Mercedes powered OAW built aircraft (unless noted otherwise).



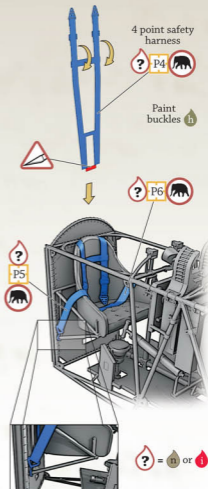
### 3 COCKPIT continued



#### Optional altimeter



This unidentified and unarmed late production OAW built Fokker D.VII was photographed after the armistice and features a washed out 5 colour lozenge covered fuselage (probably with a 'glaze coat of brown tinted dope), double rudder control horns and radiator with offset filler cap. Note the protective 'stacking' pads on the leading edge of the wings.



## 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).



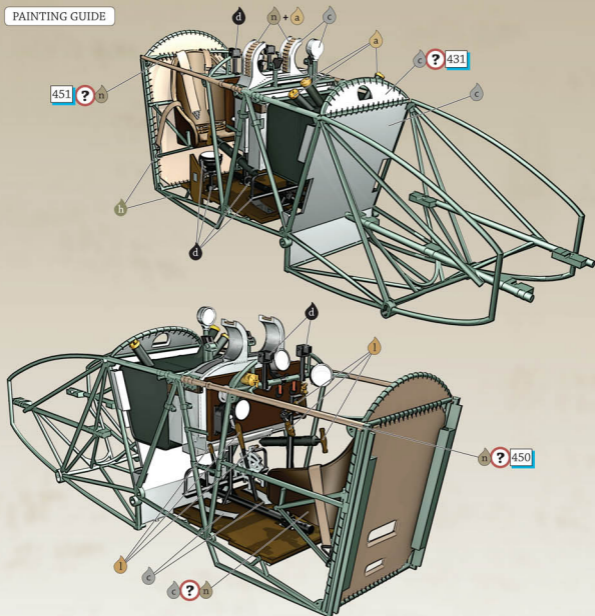
^ v ^ The oxygen container set into the floor (and breathing hose detail) is something that appeared very late in the war and does not appear to have been carried by many WW1 Fokker D.VII. Note the document case hanging from the far longeron as well as the different colours of the grey-green welded steel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



^ Instrument panel showing one arrangement of instruments. Note the tachometer [108] in the center and altimeter (A32 + [110]) 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.

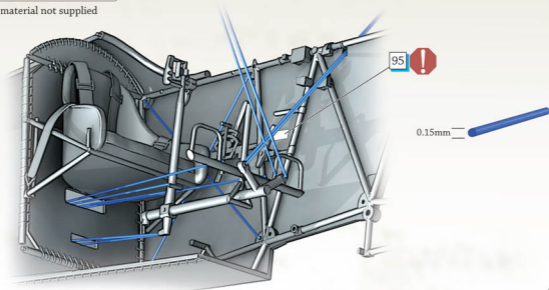


## PAINTING GUIDE



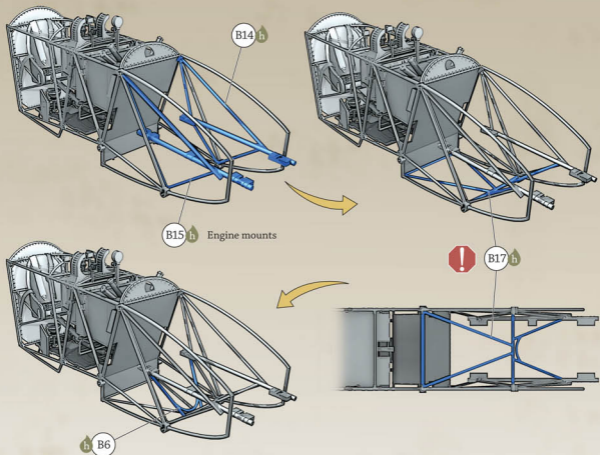
## INTERNAL RIGGING GUIDE

Rigging material not supplied





#### 4 ENGINE BAY

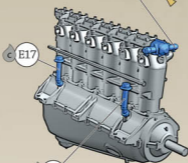
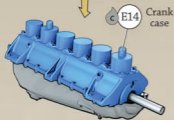


This unidentified mid production Fokker D.VII (OAW) was reportedly with Jasta 41 when this photo was taken. Note the far outboard position of the post June 1918 'even arm' balkenkreuz which is an identifying feature introduced towards the end of the 2nd OAW production batch (numbers 4000/18 to 4199/18), all 3rd production batch aircraft (numbers 4000/18 to 4199/18) and the initial 40 or so machines from the 4th production batch (numbers 6300/18 to 6649/18).

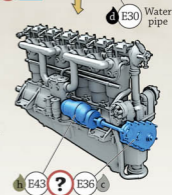
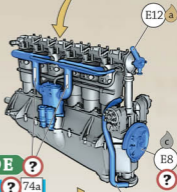
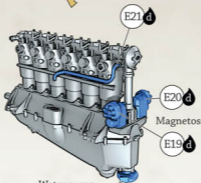
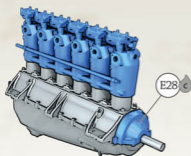
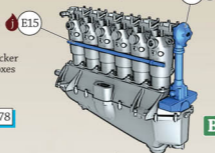


**5** Daimler-Mercedes 180hp D.IIIa & 200hp D.IIIaü

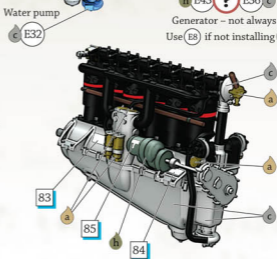
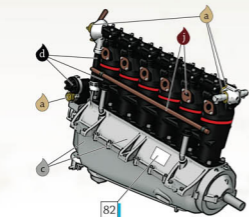
180hp Air pump



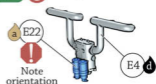
Cylinders



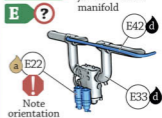
Generator - not always installed  
Use E8 if not installing E36 & E43



**E** ? 180hp Intake manifold



**ABCD** 200hp Water jacketed intake manifold





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.

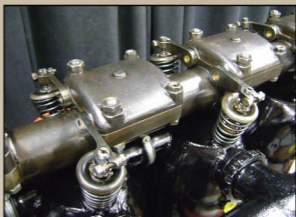


Rear right view.

## 200hp DAIMLER-MERCEDES D.IIIaü ENGINE DETAILS



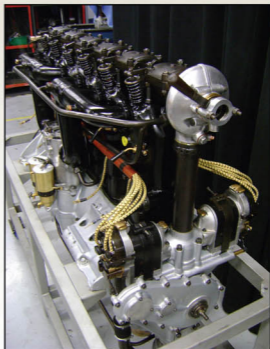
Detail of the horizontal air pump associated with the 200hp engine.



Overhead camshaft and valve gear rocker details.



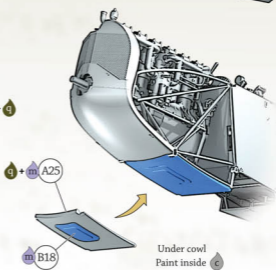
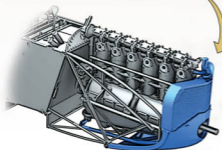
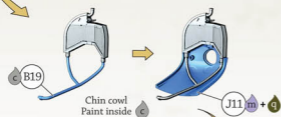
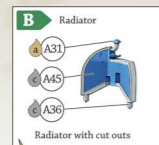
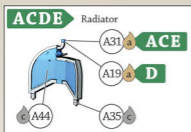
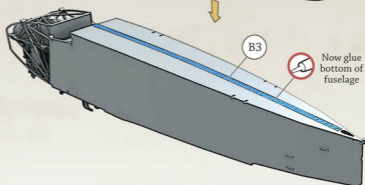
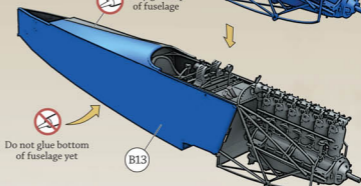
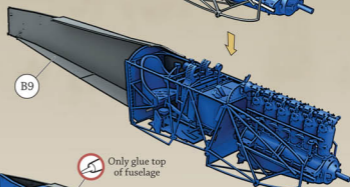
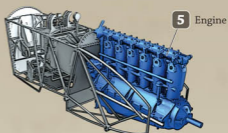
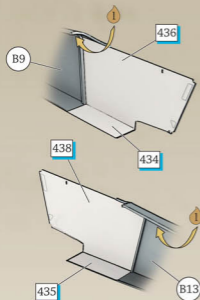
Water jacketed intake manifold and carburetor detail. A mount for the generator (643) can be seen at right but the actual generator was very rarely installed in fighter aircraft unless used to power an electrically heated flight suit or wireless transmitter.



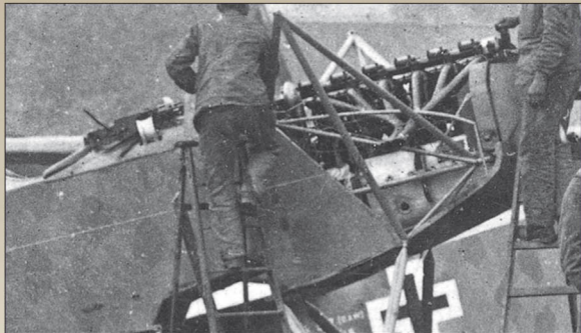
Unlike earlier versions of the Daimler-Mercedes D.III and D.IIIa, the engine numbers appear to have been regularly applied to D.IIIaü engines installed in the Fokker D.VII and we have supplied decals 81 & 83 for you to choose from. The red bands 85 & 86 are not always clearly visible in archive photos 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







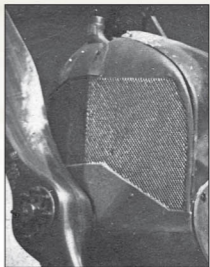
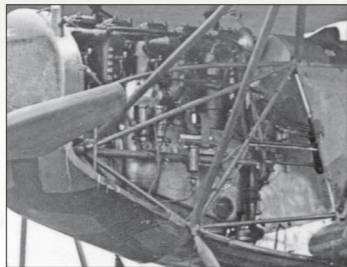
^ Front fuselage and engine bay detail from an early production Fokker D.VII (OAW), thought to be 2060/18, which is being assembled after delivery to an unconfirmed Jasta. Note the 4 colour lozenge fuselage fabric, white datum line (used in early OAW production aircraft) and low exhaust.



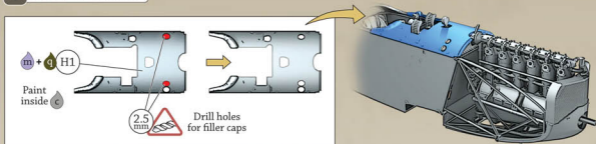
< Radiator with additional holes believed to be from a Jasta 60 aircraft. Note the clearance 'bumps', 200hp air pump detail (E37) and wide type radiator filler cap (A31).

⊥ Front fuselage and engine bay detail from late the production OAW built Fokker D.VII shown on page 6. Note the empty bracket for the generator (E43) on the side of the 200hp Daimler-Mercedes D.IIIaü engine, radiator with offset filler cap (not required for any of the options in this model) and aluminium fire wall with various control rods and wires passing through it. The engine number has been stenciled onto each of the vertical carburetor intake pipes.

⊂ Radiator detail from the early production OAW built Fokker D.VII on page 22. Note the small radiator filler cap (A19) and that the chin cowl does not have the 2 clearance 'bumps' seen above left.

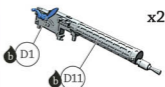


## 7 COCKPIT COAMING



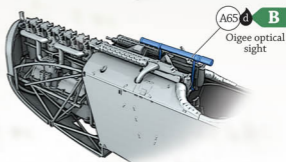
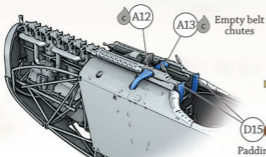
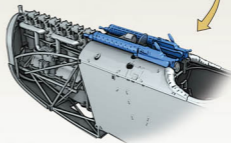
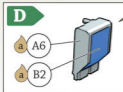
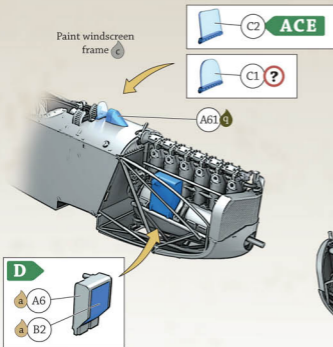
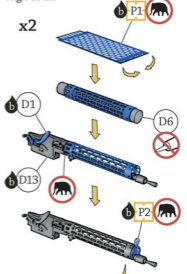
Cockpit coaming and LMG 08/15 'Spandau' detail from **E**. Note the small windscreen **C2**, padding and empty belt chutes **A12** & **A13**.

LMG 08/15 'Spandau' Machine Guns

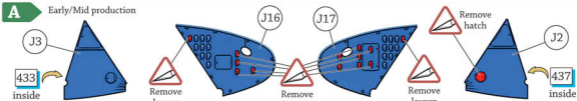
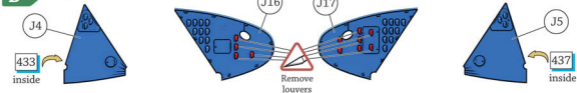
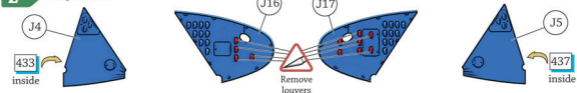


?

High detail





**A** Early/Mid production**B** Mid production**CD** Late production**E** Mid production

> Nose cowl detail from the captured early OAW production D.VII 2009/18 shown on page 34. Note the low exhaust, full length fuselage fabric and side cowl without any cooling louvers. The dark green and lilac camouflage applied to the metal cowls on early production aircraft was very organic but on later aircraft it took on a geometric appearance. The front 3 'cabane' struts (B8 & B12) were welded to the fuselage frame but the rear struts (B4 & B5) were removable.

∨ Nose cowl detail from **D** showing fully louvered side cowls (J6 & J21). The long hinged engine access panel is faintly visible on the top cowl (J10) and is an identifying feature of OAW built machines.

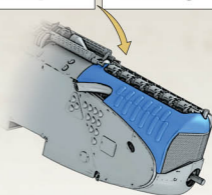
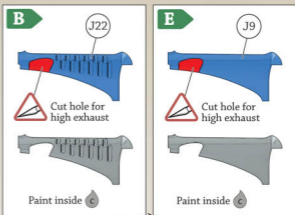
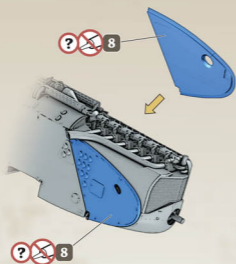
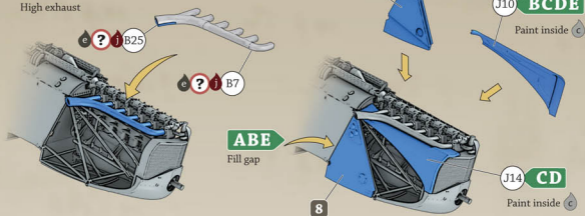


> Nose cowl detail from **A** showing small louvers indicative of mid production OAW built aircraft. The number and position of the louvers was subject to much variation. Note the full length fuselage fabric with triangular access hatch (J2) without the additional round hatch at the bottom. The top cowl has been removed to aid cooling.

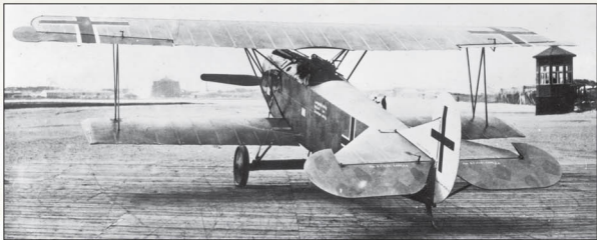


## 9 ENGINE COWLS continued

High exhaust

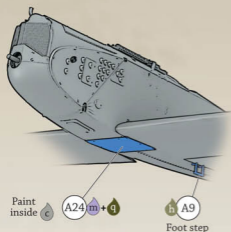


▼ Fokker D.VII (OAW) 4008/18 from the 2nd OAW production batch (numbers 4000/18 to 4199/18) and displays the far outboard position of the wing balkenkreuz (in this case the 'uneven arm' post May 1918 style introduced towards the end of the 1st production batch) but still features early production engine cowls without louvers.



## 10 UNDERCARRIAGE AND BOTTOM WINGS

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

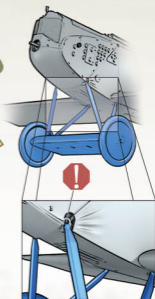
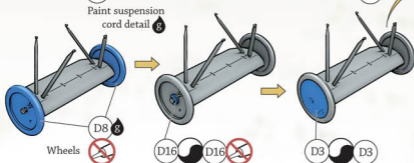
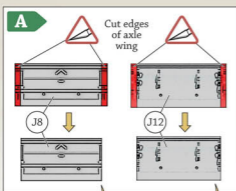


Undercarriage detail from the early production Fokker D.VII (OAW 2001/18 shown on page 22. Note the component stenciling and early 'organic' application of camouflage to the wheel cover.



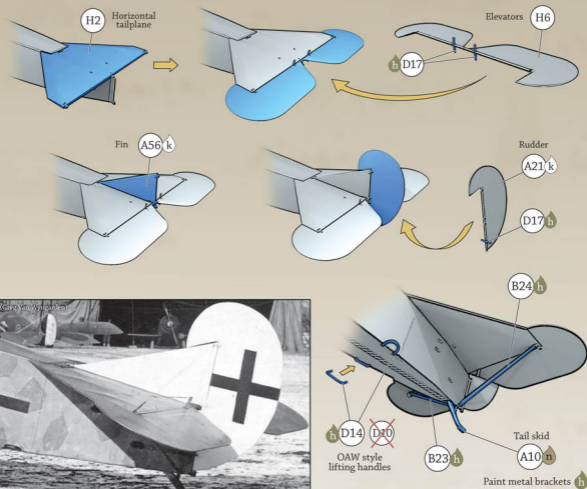
Undercarriage and bottom wing detail from Ulrich Konnemann's Jasta 46 D.VII, possibly 2050/18 from what is visible of the serial number stenciled on the wheel cover (although these were frequently swapped between aircraft). Note the spring clasps on the axle wing, another identifying feature of OAW built aircraft (be aware that OAW built aircraft axle wings and undercarriage appear to have been sought after and have a habit of appearing on machines built by both Fokker and Albatros). Note the pale (blue?) rib tapes applied over 4 colour lozenge fabric and the angle of incidence **111** stenciled along the trailing edge of the wing as was OAW practice.

< Undercarriage detail from the late production OAW built D.VII shown on page 6 showing OAW style of tyre valve access cover **D3**.

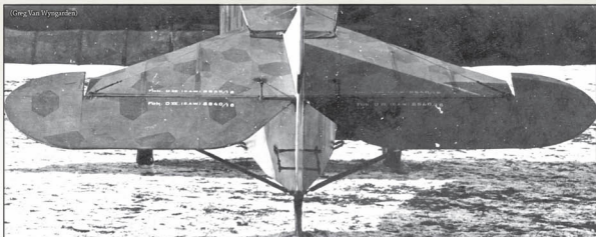


Note position of front undercarriage strut

## 11 TAILPLANE

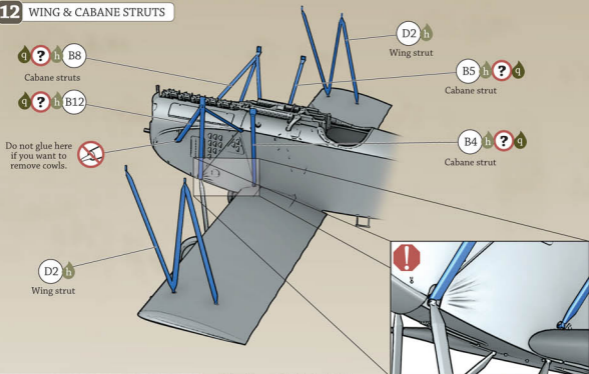


^ Tailplane detail from 8425/18. Note the angle of the lifting handles **D14** (another OAW factory identifying detail, although they have infrequently been noted on D.VII from other manufacturers) and bracing wire from the fin to the horizontal tailplane. Tail skids were frequently wrapped in linen for additional strength. Note how the reflected background light has rendered the lozenge pattern on the horizontal tailplane and elevators practically invisible while in the photo below it is obvious.



Another view of the tailplane from the captured Fokker D.VII (OAW) 8425/18 shown above and on page 31. The component stenciling visible on the horizontal tailplane and elevator reads "Fok. D VII. (O.A.W.) 8540/18" indicating 8425/18 was a bit of a Frankenstein's monster, being assembled from parts of different machines. Note the twin rudder control horns seen on some very late production aircraft and the additional flap of fabric covering the gap between the tailplane and fuselage (another feature of OAW built D.VII).

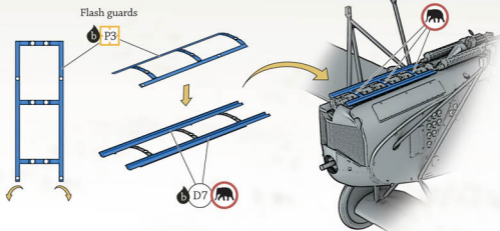
## 12 WING & CABANE STRUTS



< Wing tip and 'N' strut detail from 8425/18. Note the late style OAW wing tip handling instructions 68 & 69 and position of makers plates 81 on the wing tip.

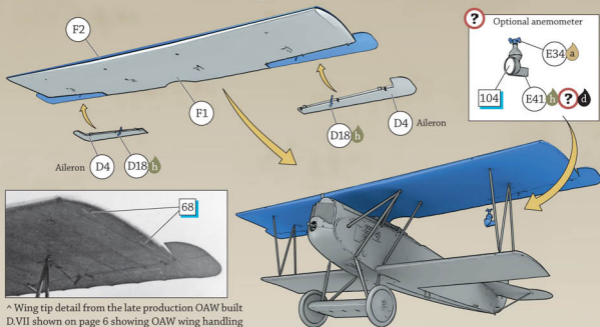


Undercarriage and cabane strut attachment detail from D.VII 2009/18.



### 13 TOP WING AND FINAL ASSEMBLY

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



^ Top wing detail from 8425/18. Note maker's plates 81 attached to the rear of the cut out and the late production 'inboard' position of the balkenkreuz markings.



Nose detail from the mid production OAW built D.VII seen on page 9. Note the axle wing painted in equal portions of lilac and dark green and how no manufacturer's decals have been applied to the Axial propeller.



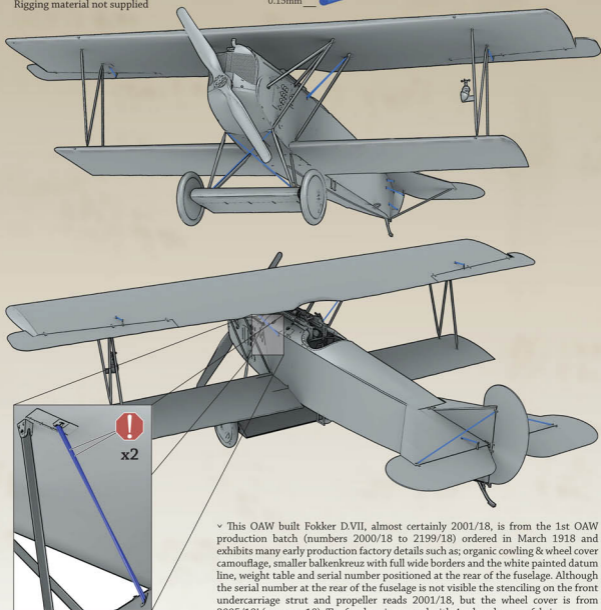
Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.



## RIGGING DIAGRAM

Rigging material not supplied

0.15mm



∨ This OAW built Fokker D.VII, almost certainly 2001/18, is from the 1st OAW production batch (numbers 2000/18 to 2199/18) ordered in March 1918 and exhibits many early production factory details such as; organic cowling & wheel cover camouflage, smaller balkenkreuz with full wide borders and the white painted datum line, weight table and serial number positioned at the rear of the fuselage. Although the serial number at the rear of the fuselage is not visible the stenciling on the front undercarriage strut and propeller reads 2001/18, but the wheel cover is from 2005/18! (see page 18). The fuselage is covered with 4 colour lozenge fabric.

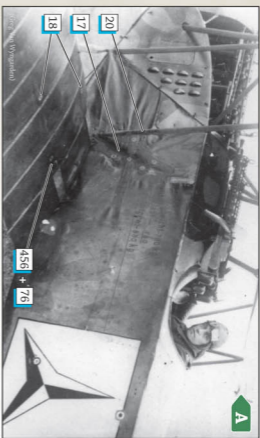



**A Fokker D.VII (OAW) 4198/18, Karl Ritscherle, Jasta 60, mid to late 1918 (8 victories)**

Karl Ritscherle wears a Heinecke parachute harness and poses in front of his OAW built Jasta 60 Fokker D.VII following the repair of reasonably extensive combat damage. Of interest is the tight group of bullet hole patches and additional repair strips of linen doped onto the fuselage dangerously close to the fuel tank. It is thought that these repair strips of linen were overpainted with a camouflage colour prior to applying the bullet hole patches [17] seen here. Note the shortened 'span' of the undercarriage axle wing, position of the OAW bottom wing inspection windows [456] & [76] and number of engine side cowl louvers. The black and white checkers on the horizontal tail plane was the Jasta 60 unit marking at this time. Karl Ritscherle served in the trenches for 2 years before transferring to aviation in December 1916. Ritscherle was awarded 3 victories while serving in two-seaters and in June 1918 he transferred to Jasta 60 where he would score 5 more. Karl served in the Luftwaffe in WWII and was killed on 24 August 1940 in an He 111 of 9/KG53 when it was shot down over Essex, England. He was 42.



Fokker D.VII (OAW) 4198/18 is readied for action. Note the Jasta 60 checkerboard tailplane markings.





Fokker D.VII (OAW) 4198/18 showing repaired fuselage fabric with bullet hole patches. It appears that the repaired area has been overpainted, possibly .

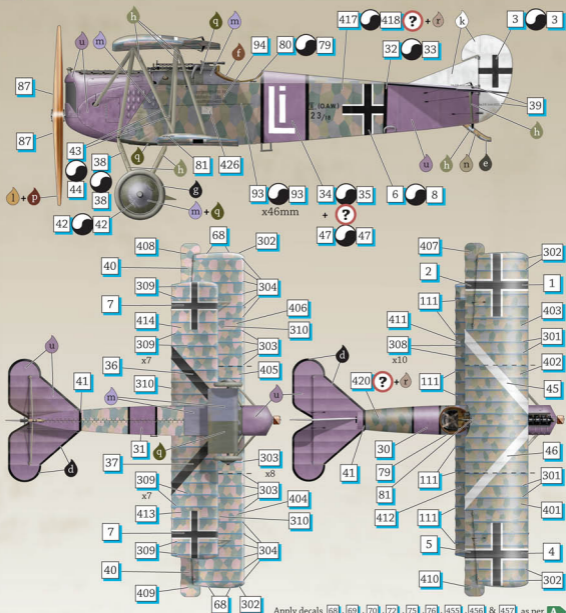


Fokker D.VII (OAW) 4523/18 sits in a line up of other Jasta 35b aircraft. The lilac & black fuselage band and tailplane have been painted on but the 'Ii' has yet to be applied.



Fokker D.VII (OAW) 4523/18 now with 'Ii' markings  applied. Note the rigging and assembly instructions  doped to the side of the fuselage.

**B Fokker D.VII (OAW) 4523/18, Rudolf Stark, Jasta 35b, late 1918 (11 Victories)**



Apply decals 68, 69, 70, 72, 75, 76, 455, 456 & 457 as per **A**.

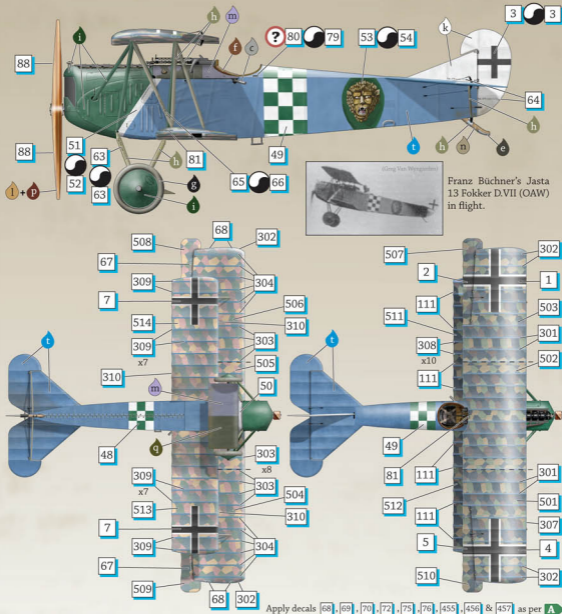


Rudolf Stark was photographed extensively with his Jasta 35b Fokker D.VII (OAW) 4523/18 and is shown here on the left before any unit or personal markings were applied and later when his lilac nose, tailplane and fuselage band (complete with white "Li") markings had been completed.

Chevrons painted on the wings, white for the top (probably matt white which would explain why they sometimes appears darker than the surrounding gloss wing surface) and black for the bottom were the unit markings of Jasta 35b at this time. Rudolf Stark served in the 2nd Bavarian Uhlán Regiment early in the war and transferred to aviation during 1917, eventually joining FAA296 in November that year. He served with Jasta 34b from January 1918 until the end of May when he was made acting commander of Jasta 77b. In early June he took command of Jasta 35b where he saw out the rest of the war. Rudolf Stark's Lilac fuselage band marking was also a feature of his previous Pfalz D.III, two D.IIIa (see Wingnut Wings decal 30019) and Fokker Dr.1.



**C Fokker D.VII (OAW), Franz Büchner, Jasta 13, October-November 1918 (40 victories)**



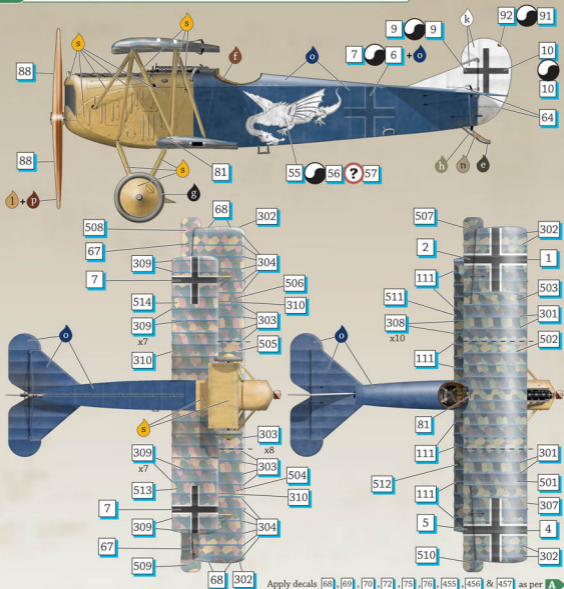
Franz Büchner's Jasta 13 Fokker D.VII (OAW) in flight.

Franz Büchner's late production OAW built Jasta 13 Fokker D.VII complete with ornate lions head markings serves as a backdrop for this group photograph. Note the pale (blue?) rib tapes on the 5 colour lozenge covered bottom wing, fully lowered engine side cowl and flare pistol (38) protruding from the fuselage under the cockpit coaming and the striking green and light blue Jasta 13 unit colours. Franz Büchner was 16 when he joined the army in 1914. After being wounded in April 1916 he transferred to aviation where he initially flew two-seaters with FFA 270 before joining Jasta 9 in March 1917. He was awarded his 1st victory in August before moving on to Jasta 13 where he would score his 2nd victory in October 1917. Franz would not score again until 10 & 11 June 1918 and 5 days later was made commander of Jasta 13. He would be awarded 36 more victories to bring his total up to 40 before the Armistice. Following the war he flew against the Communists but was killed in action on 18 March 1920. He was 22.





**D Fokker D.VII (OAW), Wilhelm Leusch, Jasta 19, October 1918 (5 victories)**



Wilhelm Leusch flew this late production OAW built D.VII in the last few months of the Great War which was photographed in French hands following the Armistice (above) and in October 1918 (opposite). Wilhelm's personal marking of a fire breathing dragon (inspired by an Unterberg & Helmle company advert) stands out against the Jasta 19 unit markings of a dark blue fuselage (with cross faintly visible underneath) and yellow nose. No photo showing the right side of this aircraft is known to us so we have provided optional dragon decals [56 & 57] for you to choose from. Note the late production engine cowling louvers, light (blue?) rib tapes on the 5 colour lozenge covered bottom wing and the large balkenkreuz on the rudder and fin, most likely a replacement item from an earlier production machine (the usual style can be seen on [C]). Oil spilled on the undercarriage axle wing creates the illusion of a center stripe of a lighter colour. Wilhelm Leusch initially flew with FFA Metz and FFA 19 before joining Jasta 13 in November 1916. In April 1917 he transferred to Jasta 19 where he would be awarded all 5 of his victories and was made Jasta commander in October 1918. He died in a glider accident in August 1921 aged 29.

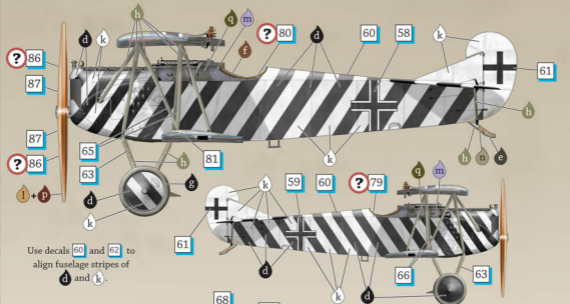




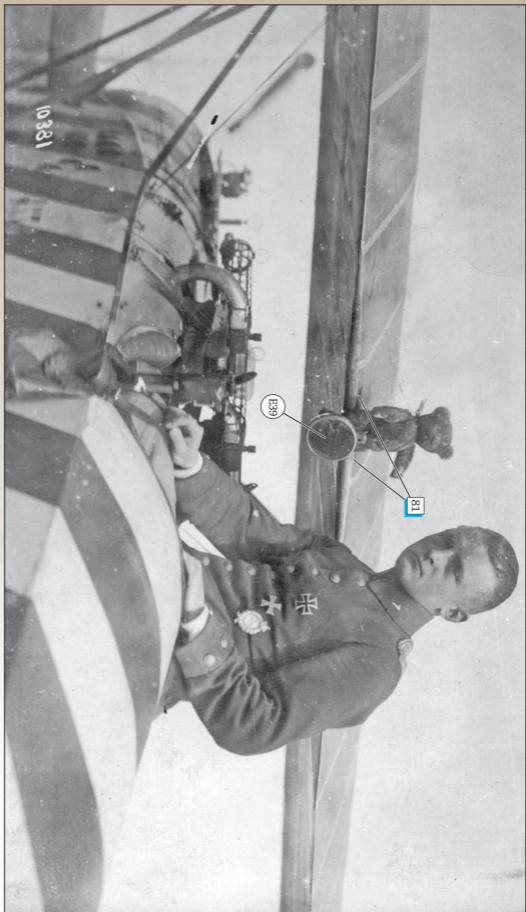
(Alan Weisbach)

This photo of Wilhelm Leusch sitting on his late production Jasta 19 Fokker D.VII (OAW) is believed to have been taken in early October 1918. Note how clearly the 5 colour lozenge pattern on the wings shows up compared with the photo opposite. Also visible is the remarkable level of detail achieved by the Jasta 19 artist responsible for painting the dragon marking. In addition to the rear view mirror **E39** visible on the top wing, this aircraft had a flare gun fixed to the right of the cockpit coaming and a flare rack below that. It appears that by the time this aircraft was photographed in French hands the elevators had been painted white but in October 1918 they were overpainted with the same colour as the fuselage.

**E Fokker D.VII (OAW), Ulrich Neckel, Jasta 6, September–November 1918 (30 Victories)**



Ulrich Neckel stands in front of his black and white striped Jasta 6 Fokker D.VII (OAW) which is being manhandled out of (or back into) it's wooden hanger. Note the varying thickness of the fuselage stripes, Axial propeller and black(?) replacement right wheel. Interestingly the high exhaust is almost fully covered by the top engine (J9).



A very youthful Ulrich Neckel poses in the cockpit of his Jasta 6 Fokker D.VIII. Note the rear view mirror (E39), Steiff teddy bear mascot, pale (blue?) rib tapes on the top wing and vertical air pump (E29) visible at the front of the engine. Ulrich Neckel volunteered in August 1914 and served in the artillery before learning to fly in November 1916. After initially piloting two-seaters he transferred to Jasta 12 in September 1917 and was awarded his first victory later that month. Following numerous victories he was commissioned in April 1918 before transferring to Jasta 19 in August and then Jasta 6 in September where he would remain until the Armistice. Ulrich would die of tuberculosis on 11 May 1928 aged 30.



(Greg Van Wyngarden)

Fokker D.VII (OAW) 8425/18 from the final OAW production batch ordered in October 1918 (numbers 8300/18 to 8649/18) is shown here being tested by an American pilot at Koblenz after the armistice. Note the geometric pattern of lilac and dark green camouflage on the engine cowls. The fuselage is covered in 4 colour lozenge fabric. The lack of a white border on the fuselage balkenkruz is unusual. A 12th Aero Squadron Salmson 2A2 'O' can be seen in the background.



(Greg Van Wyngarden)

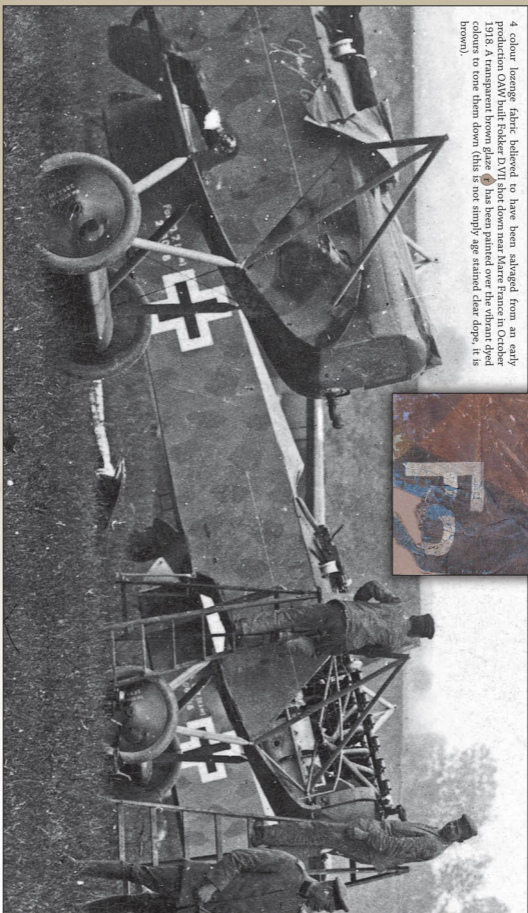
Note the lilac and dark green axle wing and darker 'upper lozenge' rib tapes visible on the undersides of the wings. The white patch under the weight table [94](#) is the rigging and assembly instructions [426](#) & [526](#) which were printed on paper and doped in place. On very late production OAW built aircraft like this the wing balkenkruz markings were moved inboard (away from the wing tips).



(Greg Van Wyngarden)

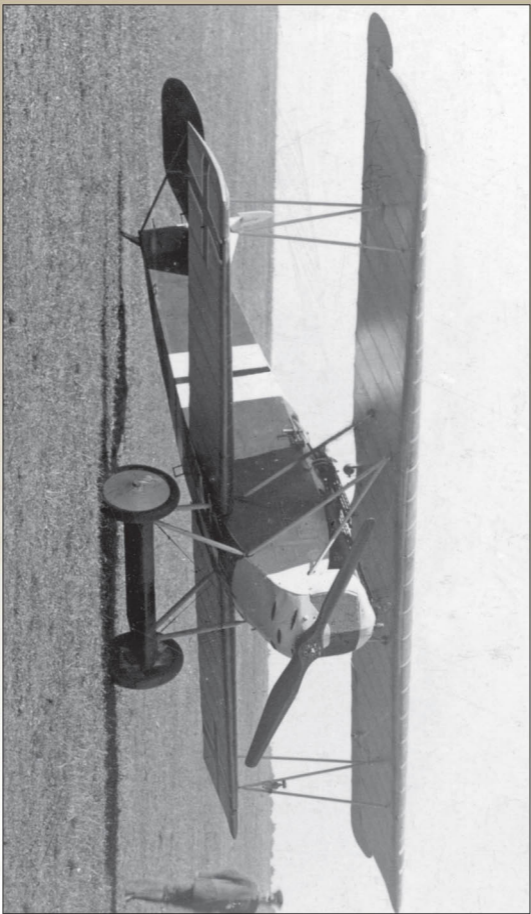
The horizontal tailplane (taken from 8540/18 and fitted to 8425/18) is covered in 4 colour lozenge fabric with rib tapes cut from the same material but the top, and possibly bottom, wings have 5 colour lozenge fabric, also with lozenge rib tapes.

4 colour lozenge fabric believed to have been salvaged from an early production OAW built Fokker D.VII shot down near Marre France in October 1918. A transparent brown glaze (1) has been painted over the vibrant speed colours to tone them down (this is not simply age stained clear dope, it is brown).



Newly delivered early production Fokker D.VII (OAW), thought to be 2060/18, is being assembled by ground crew of an unknown Jasta. The nose and undercarriage of Fokker D.VII (OAW) 2059/18 can be seen on the left and another view of this diorama inspiring scene can be seen on page 5. The 4 colour lozenge fuselage fabric has almost certainly been overpainted with a third glaze such as (1) (see inset).





This early production OAW built Jasta 12 D.VIII is believed to have been photographed in late July 1918. The dark blue fuselage and tailplane with white nose panels (and wheels) were the Jasta 12 unit markings of the time. Note the outboard position of the post May 1918 uneven arm balkenkreuz. Axial propeller (29) without manufacturer's decals (86) . flare rack (65) . rear view mirror (88) . high exhaust, removed top cowlings and the additional slots cut into the chin cowling for improved cooling. An anemometer (61) is fast to the port strut. Although it may only be an optical illusion caused by the reflected background light, the rib tapes on the lower surfaces of the wings appear darker (dark pink?) than the pale (blue?) upper surface tapes.



Fokker D.VII (OAW) 2009/18 was the first D.VII captured intact and as such was extensively evaluated by the French and then the British. OAW style component stencils can be seen on the aileron, wheel cover, wing 'N' strut and rear 'cabane' strut. Some early production identifying features are the smooth cowlings with 'organic' pattern camouflage, white datum line and the serial number painted in white at the rear of the fuselage. The large pitot fitting attached to the wing was added during the post capture evaluation by the French.



#### 3-D Modelling by Jason McAdam

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

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



#### Box Art by Steve Anderson

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

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

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com).



#### 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](http://www.ronnybarprofiles.com)



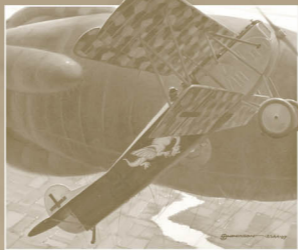
#### Project Co-ordinator, Richard Alexander

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

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

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

If you do have comments, requests or suggestions, Richard is contactable at [richard@wingnutwings.com](mailto:richard@wingnutwings.com)



32030	1/32 Fokker D.VII (OAW)	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
0132030J	J parts	1
0132011P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132030	Instructions	1
9132030	Decals	1
9132030b	Decals	1
9132030c	Decals	1
9132011d	4 colour lozenge decal wings	1
9132011e	4 colour lozenge decal fuselage & tailplane	1
9132011f	5 colour lozenge decal wings	1
9132011h	Rib tape decals	1

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



32022 - 1/32 Roland D.VIIa



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



32019 - 1/32 Pfalz D.XII

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