

WINGNUT WINGS



Fokker D.VII (Fok)

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.IIIau, 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 Fokker built D.VII the fuselage framework and other welded metal components appear to have been painted light grey or light grey-green but often the front 'cabane' struts appear to have been painted in the same darker green as the cow panels. Approximately the first 150 Fokker built D.VII had their fuselage and tailplane painted/stained with a streaky green and brown finish similar to the Fokker Dr.1 but had their wings covered with 4 or 5 colour preprinted lozenge fabric with rib tapes of the same material. Later Fokker built D.VII also had the fuselage, fin and elevators covered with 4 or 5 colour preprinted lozenge fabric. In many cases it appears that the preprinted lozenge material was given a brown tinted dope 'glaze' finish to tone down the vibrant printed colours. 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)	906kg (Fok) - 895kg (Alb) - 880kg (OAW)	200kph approx (124 mph)
No. Manufactured (Fok):	Production (Fok):	Engine (Daimler-Mercedes):	Ceiling:
1225 aprox (total 3830 approx)	Feb 1918 - Dec(?) 1918	180hp D.IIIa or 200hp D.IIIau	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 & Reg VanWyngarden, 2003 & 2004 - www.wwi-models.org - 1914-18 Aviation Heritage Trust
The Vintage Aviator LTD - Private Collections.

Fokker D.VII (Fok)

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 kitssets.
- 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

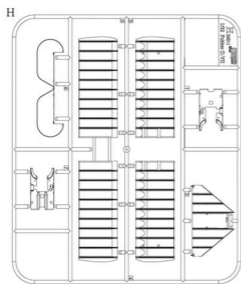
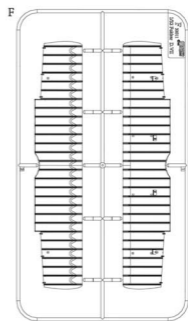
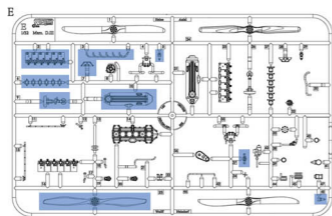
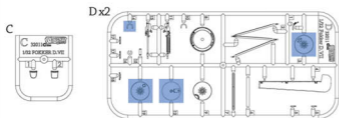
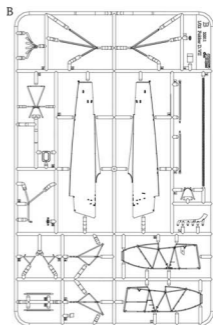
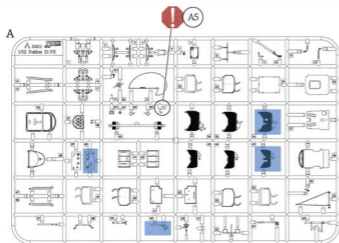


Paint Colour

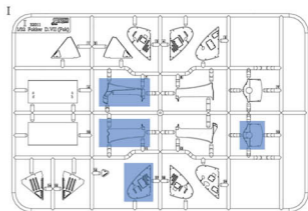
P1 Photo Etch Part

	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	Jasta 10 yellow - semi gloss	XF3(x10) + X6(x1)	24	GC14
f	Leather - semi gloss	XF52	62	
g	Rubber - matt	XF69	66	
h	Grey Green - matt	XF76	-	
i	Jasta 11 Red - semi gloss	X7(x5) + XF9(x1)	20	GC15
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	Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	GC03
p	Bright Blue - semi gloss	X14	48	
q	Dark Green - semi gloss	XF61	30	GC05
r	Brown glaze - semi gloss	X22(x10) + XF52(x1)	35(x10) + 29(x1)	
s	Jasta 18 Red - semi gloss	X7	19	
t	Grey	XF22	31	
u	Dark Wood* - semi gloss	XF68	98	
v	Steel	XF56	27003	
w	Bright yellow - semi gloss	XF3	99	

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



■ = Not Used



Decals

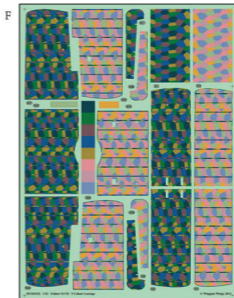
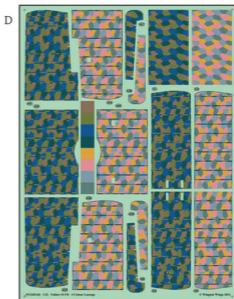
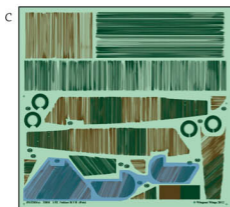
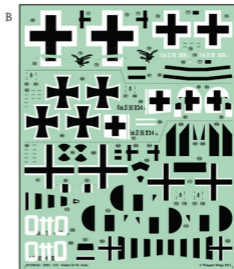
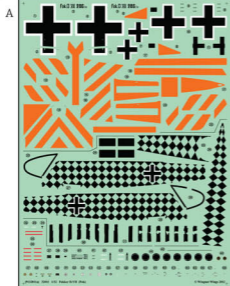
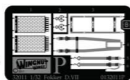
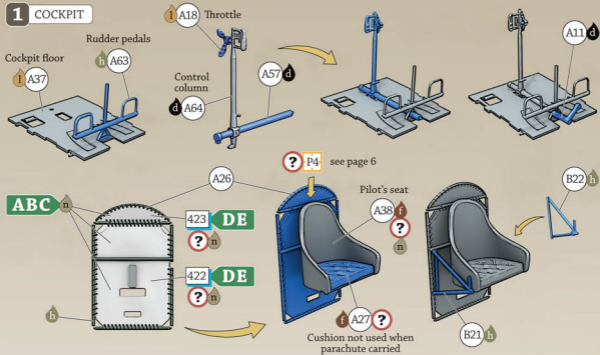


Photo Etch



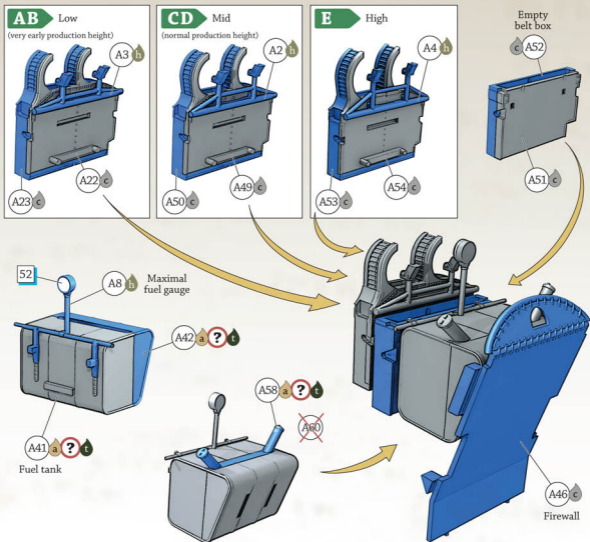
■ = Not Used

1 COCKPIT



Magazine & front LMG 08/15 'Spandau' mounts

Paint ammunition belts n & a



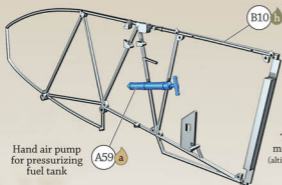
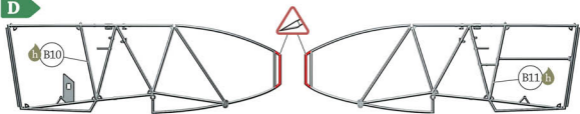
2 COCKPIT continued

Prepare fuselage frames

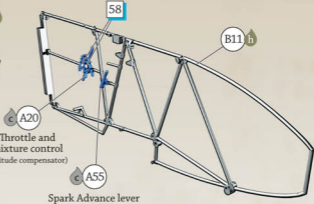
ABCE



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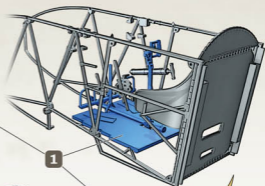
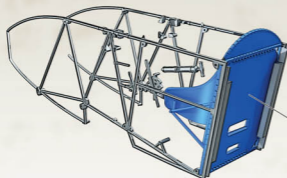


Hand air pump
for pressurizing
fuel tank

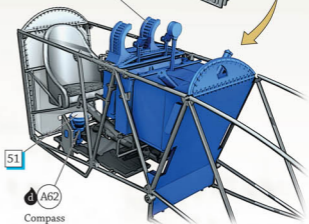


Throttle and
mixture control
(altitude compensator)

Spark Advance lever



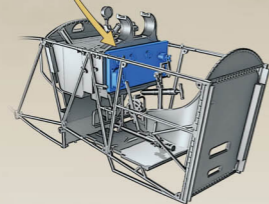
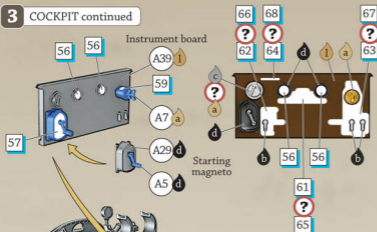
Cockpit detail from an unidentified Fokker D.VII. The wire fixed over the cockpit opening (presumably to stop curious 'would be pilots' from getting in) leads us to believe that this was photographed post war while on public display. Despite not being an operational aircraft it appears that all instrumentation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



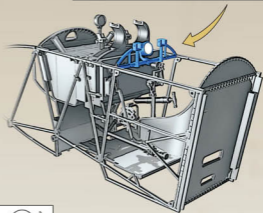
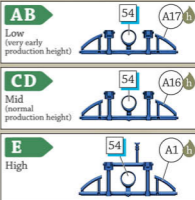
51

Compass

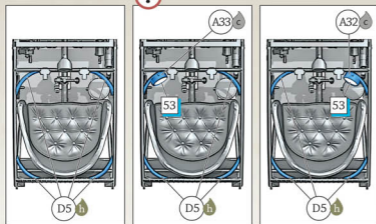
3 COCKPIT continued



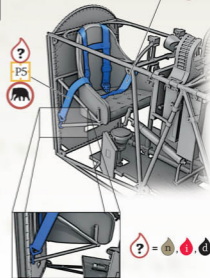
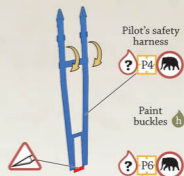
Rear LMG 08/15 'Spandau' mounts



Optional altimeter



Late production D.VII 7756/18 is covered in 4 colour printed lozenge fabric and features the late style Fokker wing tip handling instructions [44](#) and thin arm balkenkreuz positioned just inboard from the aileron control horns. All following archive photos are of Daimler-Mercedes powered Fokker built aircraft (unless noted otherwise). Note the protective cover for the propeller, replacement right wheel cover salvaged from an OAW built D.VII (possibly 8343/18) and the white fin, almost certainly from an OAW or Albatros built machine.



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.



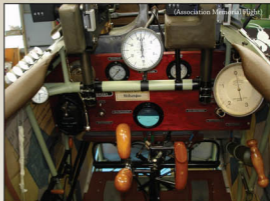
Note the linen screen (A26) behind the pilot's seat, linen wrapped around the top longerons, unpainted brass compass and aluminium rear of the seat.



Note the control column (A64) with hand throttle (A18).



Note the throttle & mixture control (altitude compensator) levers (A20) + (58) and spark advance (A55).

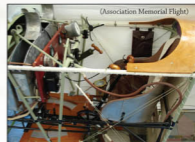


^ Instrument panel showing one arrangement of instruments. Note the tachometer (54) in the center and altimeter (A32) + (53) on right. The bank indicator at the bottom of the panel may be correct for some aircraft but it is not an instrument that appears in the references we have for WW1 era Fokker D.VII. 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.



< Note the hand air pump for pressurizing the fuel tank (A59) and radiator cowling flap adjustment ring (60).

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



PAINING GUIDE

ABC

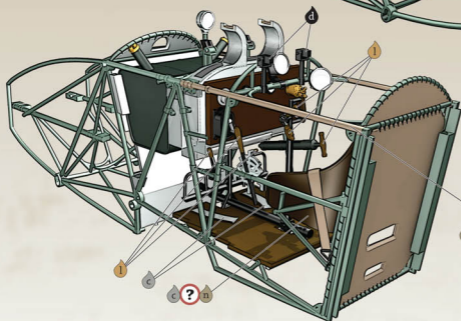
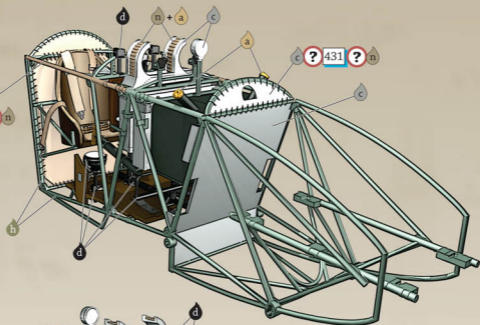
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ABC

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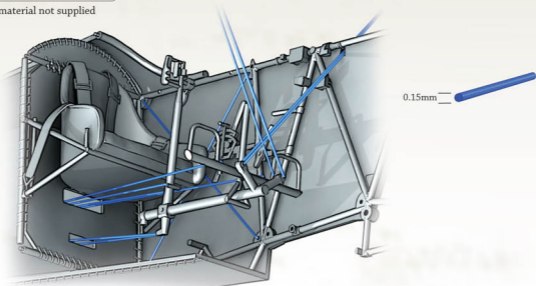
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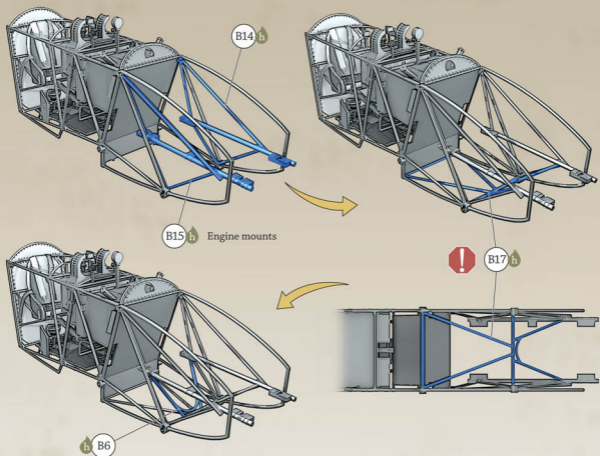
INTERNAL RIGGING GUIDE

Rigging material not supplied



0.15mm

4 ENGINE BAY



Early production D.VII 247/18 was completed with pre-March 1918 style eisenkreuz which have been converted to straight armed balkenkreuz. The white field behind the fuselage eisenkreuz has been painted over with camouflage paint. Very early production Fokker D.VII were delivered with their fuselage, fin, rudder and horizontal tailplanes streaked in a similar finish to that of their Dr.1 Triplane. Surviving streaked Fokker D.VII fabric from 252/18 appears to confirm that this consisted of brown and green thinly streaked over beige linen. The wings are covered in 4 colour lozenge. Unfortunately the colours of the engine cowls and fuselage and tailplane stripes is not known.

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

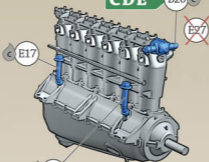
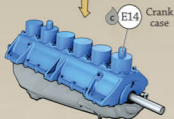
180hp air pump

AB E29 c

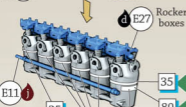
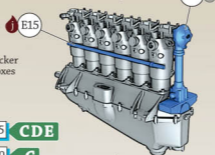


200hp air pump

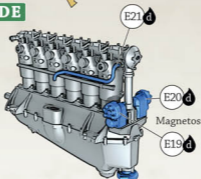
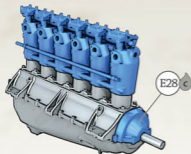
CDE B20 c



Cylinders



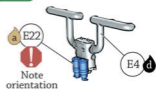
CDE 35
C 80
CDE 36
ABDE 32 ? 33



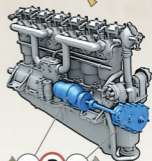
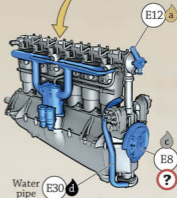
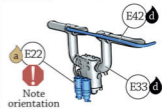
Water pump

E32

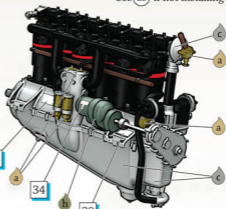
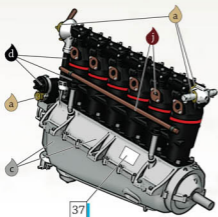
AB 180hp Intake manifold



CDE 200hp Water jacketed intake manifold



Generator - not always installed
Use E38 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.



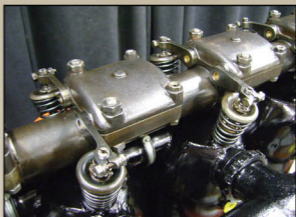
Rear left view showing the empty magneto mounts, water pipe and spark plug details.



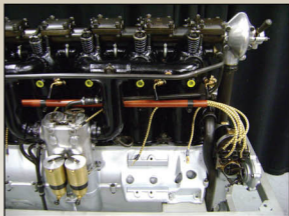
Rear right view.



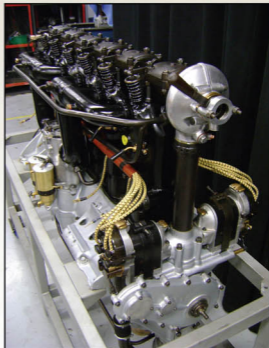
Detail of the horizontal air pump associated with the 200hp engine.



Overhead camshaft and valve gear rocker details.



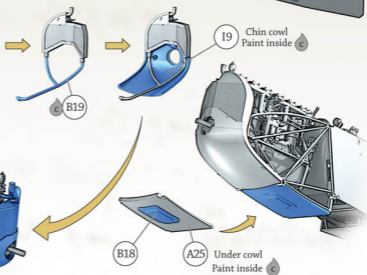
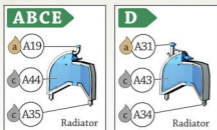
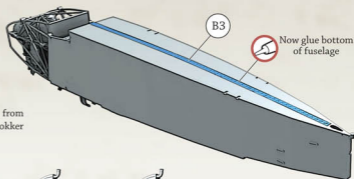
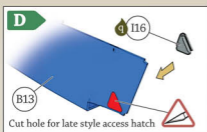
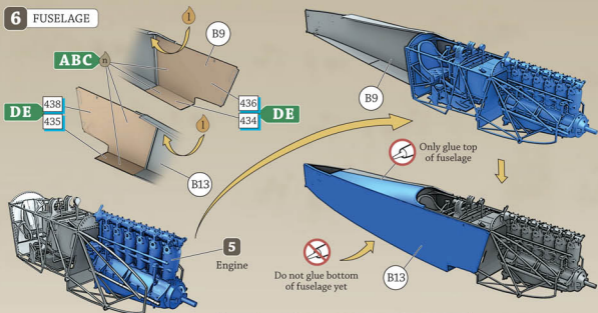
Water jacketed intake manifold and carburetor detail. A mount for the generator (P43) can be seen at right but the actual generator was very rarely installed in fighter aircraft unless used to power an electrically heated flight suit or wireless transmitter.



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 [32] & [33] for you to choose from. The red bands [35] & [36] 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

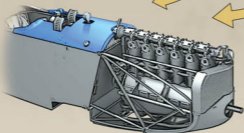


7 COCKPIT COAMING

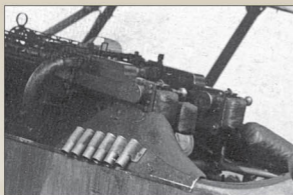
CDE Normal production coaming



AB Very early production cockpit coaming

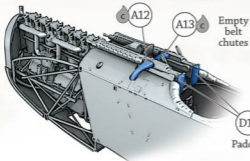
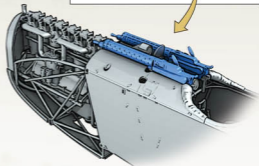
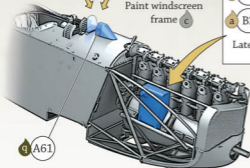
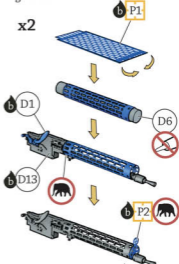


LMG 08/15 'Spandau' Machine Guns

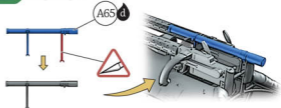


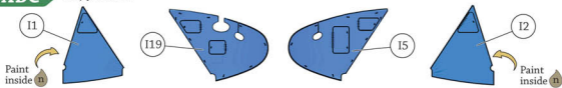
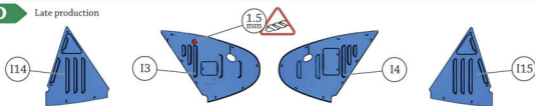
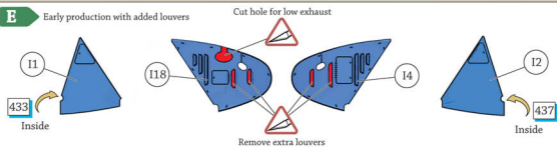
Cockpit coaming and low mounted LMG 08/15 'Spandau' detail from Emil Thuy's early production Fokker D.VII 262/18. Note the flares and shortened gun padding.

High detail



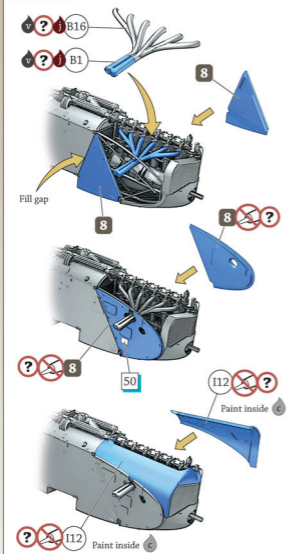
E Oigee sight



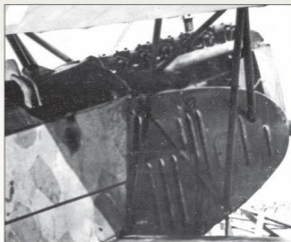
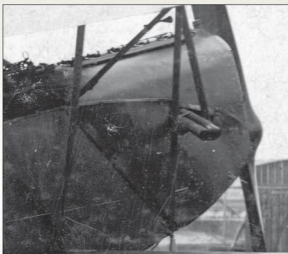
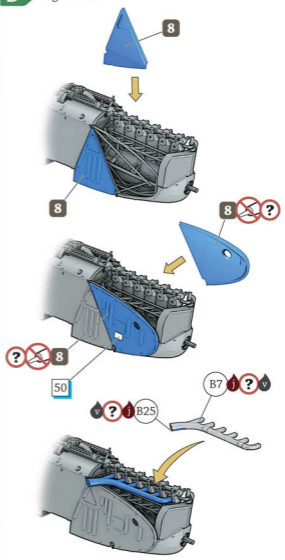
ABC Early production**D** Late production**E** Early production with added louvers

Nose detail from early production Fokker D.VII 379/18 as seen on page 17 showing smooth cowl (15) and full length fuselage fabric (12). The bottom of the undercowl (A29) appears to have been painted light blue while the edges remain dark green(?) like the nose cowls.

ABCE Low exhaust



D High exhaust

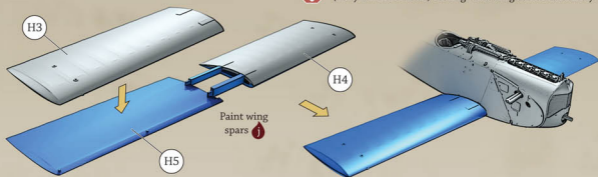


Low style exhaust (B1 + B16) and smooth cowling panels (112 & 119) can be seen on this unidentified early production Fokker D.VII. Note the flash guards (D7) + P3 mounted to the engine rocker boxes.

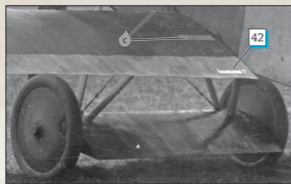
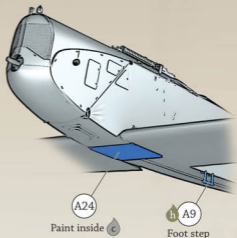
High exhaust (B7 + B25) and heavily louvered cowling panels (13 & 114) from late production D.VII 7776/19 photographed in America after the war. Note the hole in the front cowling for access to the oil tank.

10 UNDERCARRIAGE AND BOTTOM WINGS

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



Undercarriage detail from D.VII 379/18 showing painted wheel covers with Fokker style inner tube valve access panel and 'Innen' stencil **41** which is only faintly visible.



< Rear view of D.VII 379/18 undercarriage. Despite previous interpretations it would appear that no Fokker D.VII axle wings were ever covered in lozenge fabric or given the 'Fokker streaked' paint finish. It appears that they were green on top with light blue bottoms, although after being splashed with mud, fuel and oil stains they could take on a streaked appearance. Note the 'Austellwinkl 1°' **42** stenciled on the trailing edge of the bottom wing.

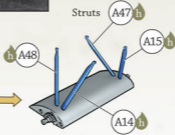
Axle wing bottom



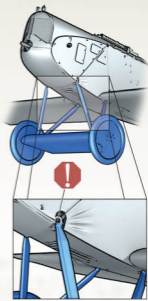
Axle wing top



Paint suspension cord detail



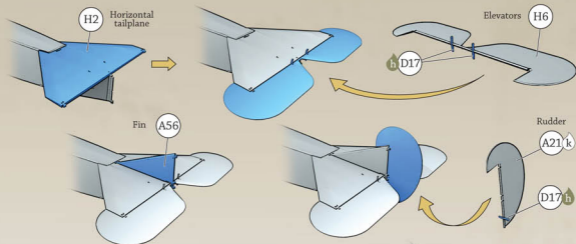
Wheels



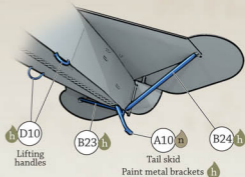
Note position of front undercarriage strut

11 TAILPLANE

> Tailplane detail from very early production D.VII 244/18 as seen on page 19. Note the fin (offset to the left to counteract engine torque), control horns and 'streaked' finish which was applied to the fuselage and tailplane of very early Fokker built machines.



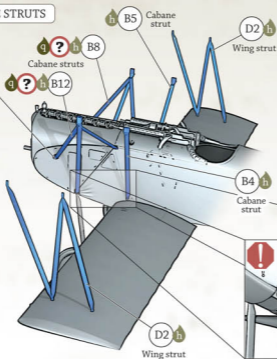
< Tailplane detail from D.VII 379/18 showing typical Fokker style white cross field partially extending onto the fin. The factory work number 2466 can be seen stenciled at the base of the rudder. Tail skids were frequently wrapped in linen for additional strength.



12 WING & CABANE STRUTS

Do not glue here if you want to remove cowls.

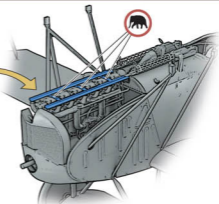
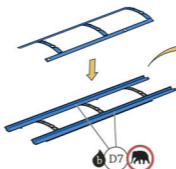
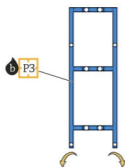
Wing 'N' strut detail from D.VII 379/17. Note how the 'L' is applied upside down.



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

ABCD

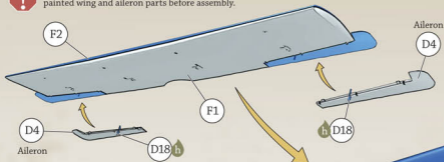
Flash guards

**13** TOP WING AND FINAL ASSEMBLY

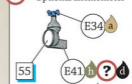
> Aileron detail from D.VII 379/18 showing an intermediate Fokker built location of the balkenkreuz, slightly inboard of the control horn. The top of the control horns have been painted **d** to match the cross.



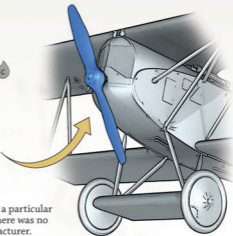
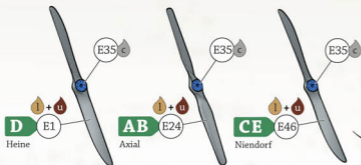
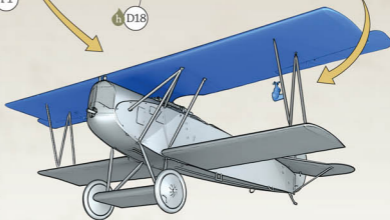
! Apply your lozenge camouflage decals to gloss painted wing and aileron parts before assembly.



? Optional anemometer



Cabane strut attachment detail from D.VII 379/18. Note wing spar inspection panel **454**, "Ausstellwinkel 0°" **43** stenciled under the trailing edge of the top wing and factory work number stenciled on the removable cabane strut **B4**.



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

RIGGING DIAGRAM

Rigging material not supplied

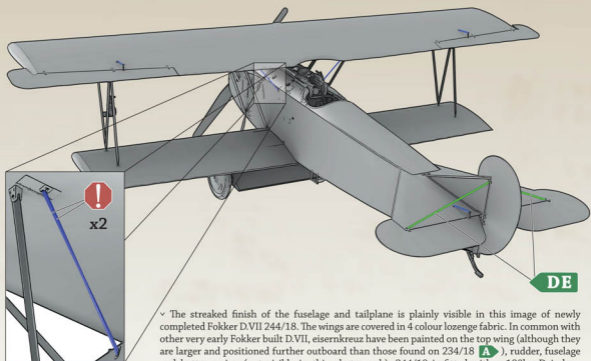
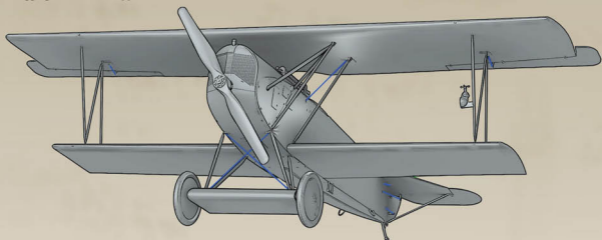
0.15mm



0.15mm



Optional

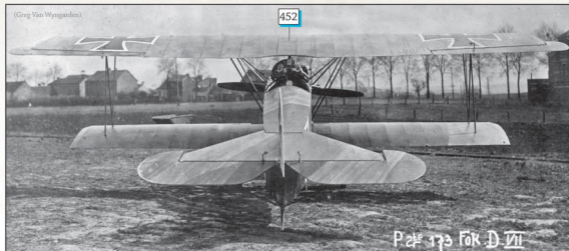


DE

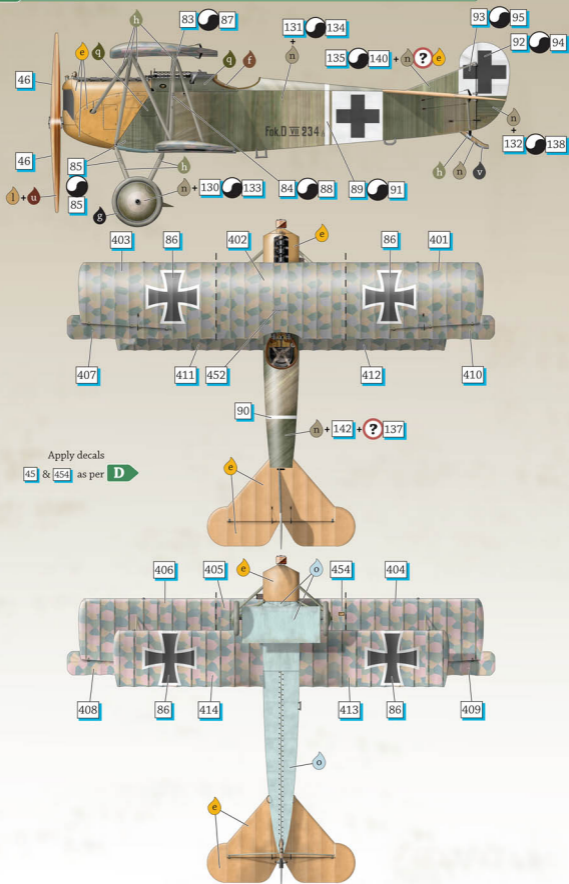
✓ The streaked finish of the fuselage and tailplane is plainly visible in this image of newly completed Fokker D.VII 244/18. The wings are covered in 4 colour lozenge fabric. In common with other very early Fokker built D.VII, eisenkreuz have been painted on the top wing (although they are larger and positioned further outboard than those found on 234/18 **A**), rudder, fuselage and bottom wing (not visible in this photograph). 244/18 is fitted with a 180hp Daimler-Mercedes D.IIIa, low exhaust and Wolff propeller. A Fokker factory stencil **452** can be seen in the middle of the top wing.

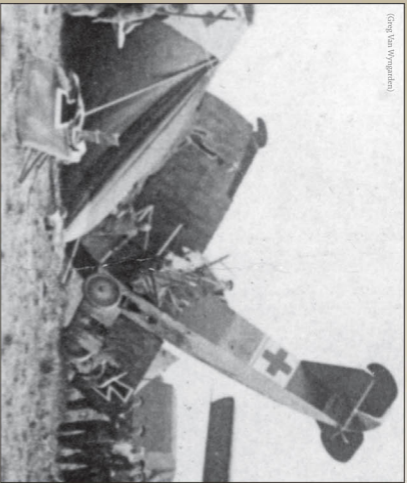
(Grog Van Wynganden)

452



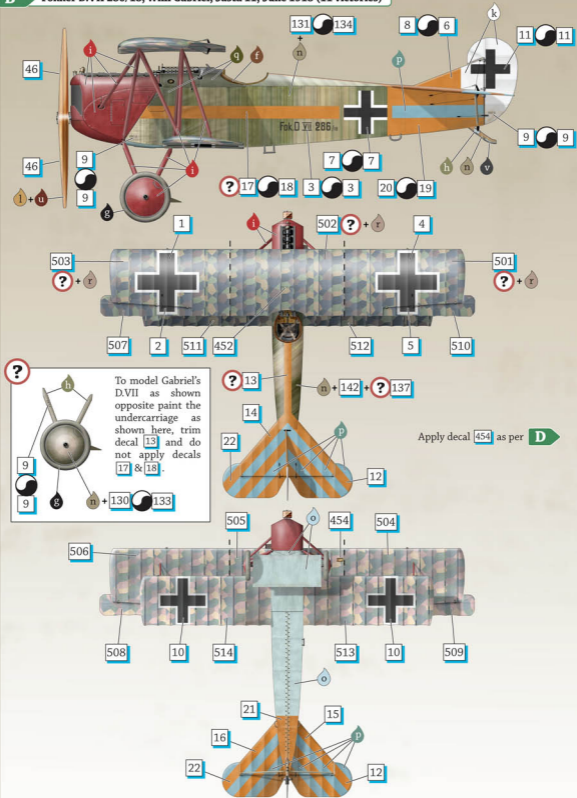
A Fokker D.VII 234/18, Fredrich 'Fritz' Fredrichs, Jasta 10, March-April 1918 (21 victories)





Friedrich 'Fritz' Friedrichs was flying this brand new Jasta 10 Fokker D.VII 234/18 when he overshot his landing and crashed into 2 parked D.VII and canvas hangars. Fokker D.VII 234/18 has had its rudder and fuselage eisernkreuz converted to straight arm balkenkreuz but the top and bottom wing eisernkreuz remain untouched. The previously streaked finish of the horizontal tailplane and fin has been overpainted an unconfirmed dark colour, which could be yellow as illustrated or perhaps red or...? The nose panels are not visible but are illustrated as Jasta 10 yellow. Friedrichs served as an officer in the infantry before being injured and pronounced unfit for the army whereupon he transferred to aviation where he trained as a pilot and observer before being sent to FA A 264 in June 1917 serving in two-seaters. In January 1918 he transferred to Jasta 10 and scored his 1st confirmed victory over a balloon (the 1st of 11 balloons) in March and had brought his score up to 21 by July 15 when his Fokker D.VII 309/18 burst into flames in mid air. He bailed out but his parachute caught on the tailplane, ripped and failed to open properly and he plummeted to his death. He was 23.

B Fokker D.VII 286/18, Willi Gabriel, Jasta 11, June 1918 (11 victories)



Willi Gabriel's Fokker D.VII 286/18 underwent incremental paint scheme changes and is illustrated here as it looked when 'finished', the orange stripes (which read as very dark in the orthographic type of film used) on the fuselage sides and spine being the last(?) decorations added. Prior to the war Willi had built his own aeroplanes and was called to service at the outbreak and by early 1915 was flying two-seaters with FA 34. He would score his 1st victory in a two-seater on 22 March 1918 and converted to single-seaters shortly afterwards finding himself at Jasta 11 on 15 April 1918. He had brought his score up to 7 by the end of June and on 18 July he shot 4 more down, 3 in the morning and 1 in the afternoon, to bring his tally up to 11... where it would remain. His dislike of the Gerschwader commander Herman Göring was reciprocated and he found himself sent away from combat for the remainder of the war. Willi served in the Luftwaffe in WWII and died in 1968 aged 75.

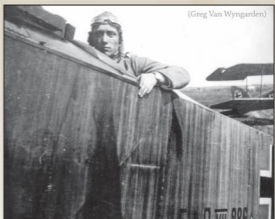


(Greg Van Wyngarden)

Willi Gabriel's Fokker D.VII 286/18 features the thick vertical air pump (E29) associated with a 180hp Daimler-Mercedes D.IIIa engine, streaky camouflaged fuselage and 'Jasta 11 red' nose and struts. The undercarriage has not been repainted red and the orange stripes (17, 18 and 13) have not yet been added to the fuselage sides and spine.



(Greg Van Wyngarden)



(Greg Van Wyngarden)



(Greg Van Wyngarden)

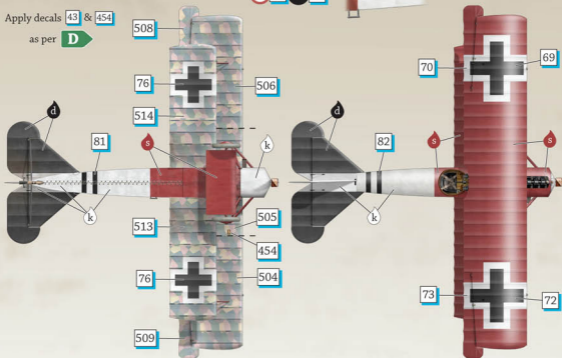
In this rear view of 286/18 we can see the light blue and orange striped tailplane (reading pale and dark respectively) and careful examination of the photograph confirms the wings are covered in 5 colour printed lozenge fabric.

C Fokker D.VII 368/18, Hans Schultz, Jasta 18, June 1918 (1 victory)

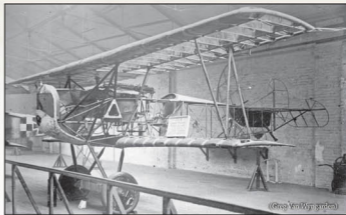


It is believed that the Jasta 18 Raven markings 74 & 75 were not applied to 368/18 when it was captured.

Apply decals 43 & 454 as per **D**

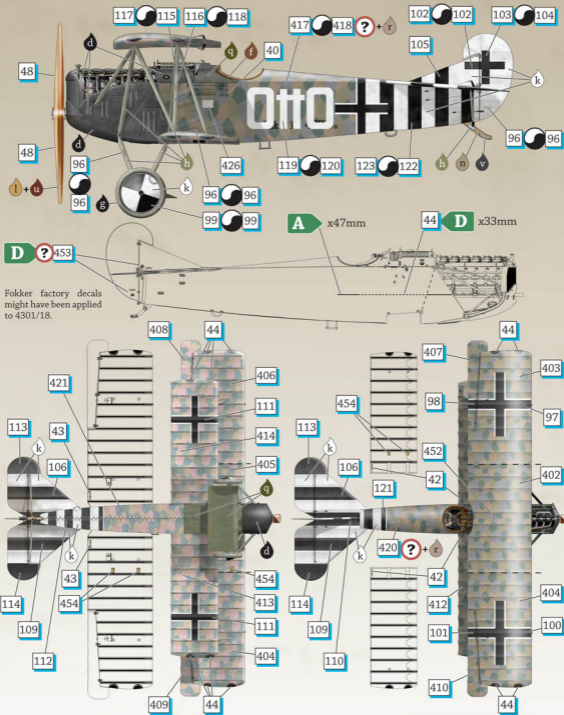


Hans Schultz was flying this Jasta 18 Fokker D.VII 368/18 (factory work number 2455) when he was captured on 6 June 1918. The fuselage and tailplane of Fokker D.VII 368/18 would have initially had a streaky finish similar to **B** but with its serial number in white 79 and has been overpainted in the red and white markings of Jasta 18. Although no known photos showing 368/18 intact are known to exist the Ministry or Munitions capture report notes "the top surface of the wings is painted a brilliant vermilion, while on the underneath surface the fabric is untouched" and as such would be covered in lozenge, probably of the 5 colour type as illustrated here. Hans scored his sole victory while flying with Jasta 15 on 4 May 1918 before being involved in the wholesale transfer of personnel between Jastas 15 and 18 on 20 March 1918 (see Wingnut Wings decal 30011).



Two days later he was shot down and managed to crash land behind German lines and make his way back to Jasta 18, but on 6 June he was shot down by 29 Squadron's CHR Lagesse (flying SE.5a 'Hisso' D5969) and captured by Allied forces. Fokker D.VII 368/18 formed the basis of a detailed capture report, much of which appeared in Flight magazine, and the stripped airframe was put on public display as shown here. Note that the left wing 'N' (and possibly 'rear cabane') struts shown in the photo are not original to 368/18 and have come from another captured D.VII, 382/18 of Jasta 15, explaining why they are not finished in Jasta 18 red

D Fokker D.VII 4301/18, Fritz Oppenhorst, Jasta 71, August–November 1918 (2 victories)

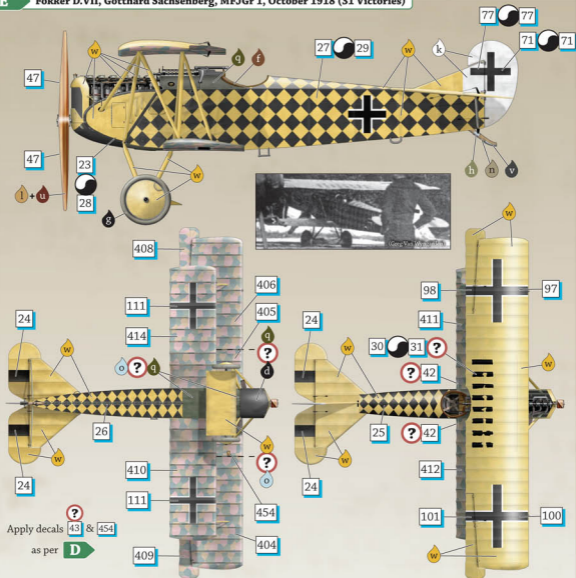


Fokker factory decals might have been applied to 4301/18.

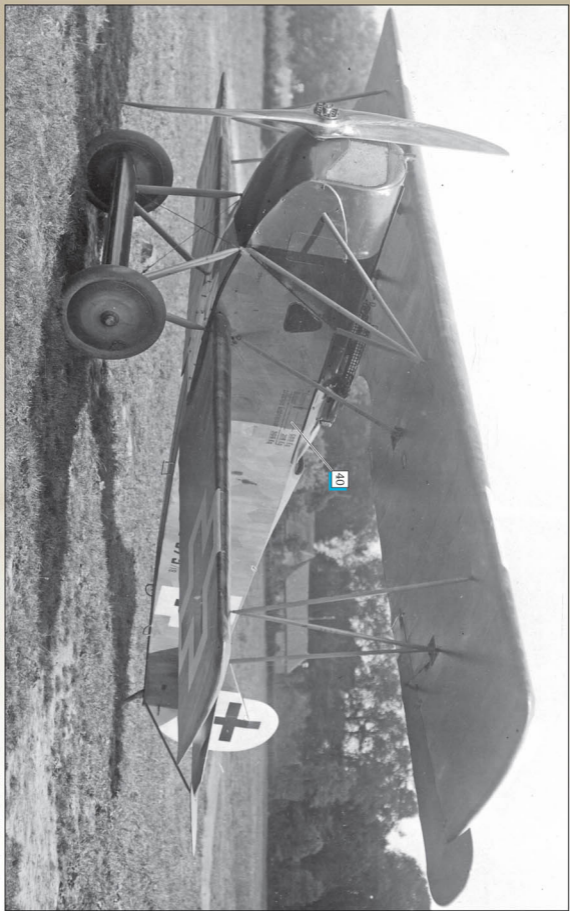


Fritz Oppenhorst's Jasta 71 Fokker D.VII 4301/18 (work number 3002) is shown here with 4 colour lozenge fabric, black and white Jasta 71 tailplane stripes and the personal fuselage marking 'Otto'. Note the uneven rudder cross [103] & [104], fully louvered engine side cowls, black and white quartered wheel markings and that the engine top cowls have been removed to aid cooling. A flare rack appears to be fitted to the right side of the fuselage. Fritz Oppenhorst was awarded 2 victories while flying with Jasta 5 before transferring to Jasta 71 on 15 August 1918 where he would remain for the rest of the war.

E Fokker D.VII, Gotthard Sachsenberg, MFJGr 1, October 1918 (31 Victories)



Gotthard Sachsenberg poses in front of his strikingly painted MFJGr 1 (Marine Feld Jagdgruppe 1) Fokker D.VII. Note the Oigege optical sight, 200hp D.IIIa1 engine, low exhaust, high mounted LMG 08/15 'Spandaus' (normally a trait only seen on aircraft fitted with the taller BMW IIIa engine), front cowls with 3 louvers punched into them and removed top cowls. The dark irregular markings on the upper (and lower) surfaces of the top wing are thought to be the result of reinforcing the central section rib tapes using black glue common at the time. On some early production D.VII the top wing central area had an alarming tendency to shed its fabric when stressed so reinforcing of this area was quite common. The wing and cabane struts have been illustrated yellow but may have remained in their factory finish. Gotthard had been a Sea Cadet since 1913 and when war broke out was assigned as an observer in two-seaters at MFA 2 (Marine Feld Abteilung 2). Following pilot training he returned to MFA 2 in April 1916 where he flew Fokker Eindeckers. MFA 2 became MFJ 1 (Marine Feld Jasta 1) in February 1917 and Sachsenberg was commander from this time until his promotion to leader of MFJGr 1 in September 1918. Gotthard was awarded his first victory on 1 May 1917 and would score 30 more before the Armistice. He died in 1961 aged 69.



Fokker D.VII 379/18 (factory work number 2466) is fitted with a 200hp Daimler Mercedes D.IIIa engine and Heine propeller. The LMG 08/15 'Spandau' are mounted at mid height; higher than the very early production machines and lower than required for the D.VII F powered by the taller 185ps BMW IIIa.



One of the 1st Fokker built D.VII to be completely covered in printed lozenge fabric (except for the wheel covers). 379/18 is seen here in 'factory new' condition. The faded 'look of the 4 colour lozenge fabric is, we believe, due to it being coated with a transparent 'glaze' of brown dope (4) to tone down the vibrant printed colours. Note that many of the stencil markings such as the weight table (40) on the fuselage and angle of incidence (42) & (43) on the wings were absent from very early production Fokker built D.VII.

(Greg Van Wyngarden)



This is a very rare photo showing a 160hp Daimler-Mercedes D.III engine fitted into an unidentified late production Fokker built 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 (E5), springs centered on the rocker boxes (E6), late production fully louvered side cowls

(13) & (14) and high exhaust (B7) & (B2).



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



32011	1/32 Fokker D.VII (Fok)	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
0132011I	I Parts	1
0132011P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132011	Instructions	1
9132011a	Decals A	1
9132011b	Decals B	1
9132011c	Fokker streaky camouflage decals	1
9132011d	4 colour lozenge decal wings	1
9132011e	4 colour lozenge decal fuselage & tailplane	1
9132011f	5 colour lozenge decal wings	1

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



32022 - 1/32 Roland D.VIa



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



32019 - 1/32 Pfalz D.XII

Also available from
www.wingnutwings.com

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