

WINGNUT WINGS



Fokker D.VII F

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 construction with steel tube frame ailerons. A few early production machines were powered by the 180hp Daimler-Mercedes D.IIIa but most production aircraft were fitted with the 200hp D.IIIa, although a small number received the new Bayerische Motoren Werke 185ps BMW IIIa (rated at 230hp by the British) 'altitude' engine. Interestingly, although only shown in a handful of known photos, some late production Fokker D.VII were powered by the long outclassed 160hp Daimler-Mercedes D.III engine. Initially supplied in small number to the most experienced pilots of the elite Jagdgeschwader 1 from late April 1918 the Fokker D.VII quickly started to make a name for itself and allied pilots suddenly found that they could no longer count on their superior performance at higher altitudes. Supplies of the BMW IIIa were very limited with almost all available engines being allocated to the Fokker factory who designated D.VII powered by this engine the Fokker D.VII F. A small number of BMW IIIa engines reached the Albatros and OAW factories and were fitted into D.VII airframes but they did not receive any special designation such as Fokker's 'F'. The exact number of BMW IIIa powered D.VII produced is not known. By the end of the Great War the Fokker D.VII was the main aircraft type equipping the German Jastas and despite the Daimler-Mercedes powered D.VII being very well received, it was the Fokker D.VII F fitted with the coveted BMW IIIa 'altitude' engine that all Jasta pilots longed to fly. Any history of this important aircraft here is of necessity very brief so we encourage you to seek out any, or all, of the references listed below.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The colourful unit and personal markings applied to the various German fighters of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. On Fokker built D.VII the fuselage framework and other welded metal components appear to have been painted light grey or light grey-green but often the front 3 'cabane' struts appear to have been painted in the same darker green as the cow panels. Approximately the first 150 Fokker built D.VII had their fuselage and tailplane painted/stained with a streaky green and brown finish similar to the Fokker Dr.1 but had their wings covered with 4 and 5 colour preprinted lozenge fabric with rib tapes of the same material. Later Fokker built D.VII also had the fuselage, fin and elevators covered with 4 and 5 colour preprinted lozenge fabric. In many cases it appears that the preprinted lozenge material was given a brown tinted '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 (Fokker D.VII F):	Ceiling:
1225 approx (total 3830 approx)	Feb 1918 - Dec(?) 1918	230hp BMW IIIa	Approx 6900m (22,600ft)

Armament:

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

References:

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






www.wingnutwings.com

Fokker D.VII F

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.

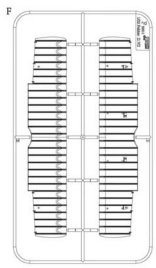
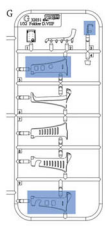
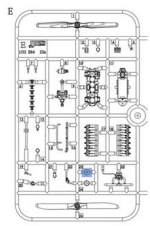
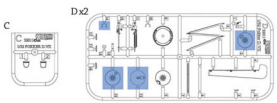
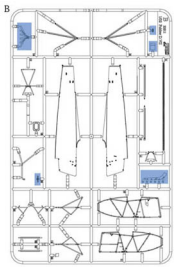
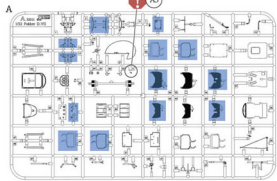
Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

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

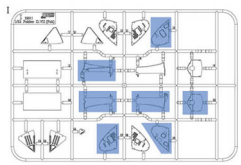
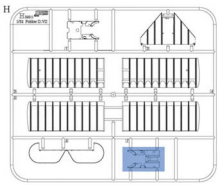
	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Steel	XF56	27003	
f	Leather - semi gloss	XF52	62	
g	Rubber - matt	XF69	66	
h	Grey Green - matt	XF76	-	
i	Jasta 11 Red - semi gloss	X7(x5) + XF9(x1)	20	GC15
j	Rust - matt	XF9	113	
k	White - semi gloss	XF2	34	
l	Light Wood* - gloss	XF59	93	
m	Dark Wood* - semi gloss	XF68	98	
n	Clear Doped Linen - matt	XF60	83	GC10
o	Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	
p	Brown glaze - semi gloss	X22(x10) + XF52(x1)	135(x10) + 29(x1)	
q	Dark Green - semi gloss	XF61	30	GC05

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

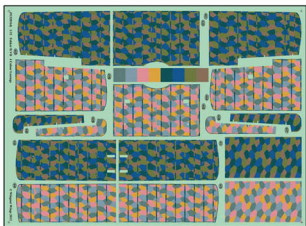
! A5



■ = Not Used

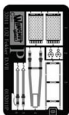


Decals

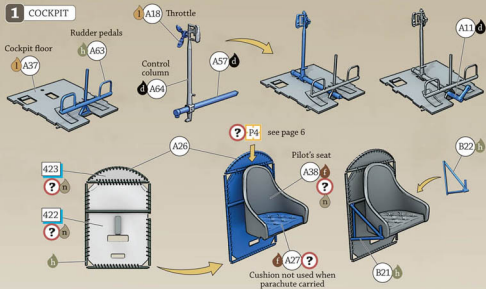


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Photo
Etch

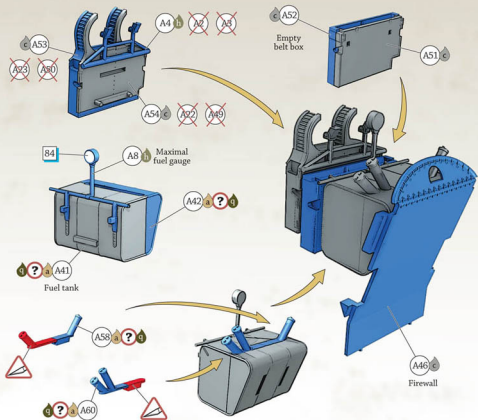


1 COCKPIT



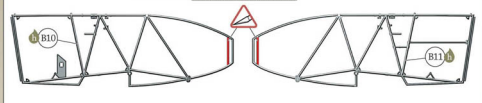
Magazine & front LMG 08/15 'Spandau' mounts

Paint ammunition belts n & a

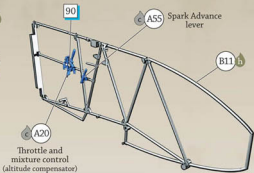


2 COCKPIT continued

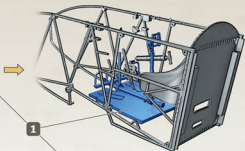
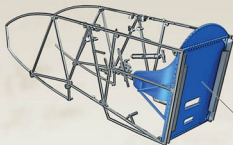
Prepare fuselage frames



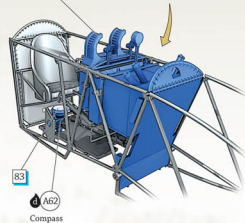
Hand air pump for pressurizing fuel tank



Throttle and mixture control (altitude compensator)



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

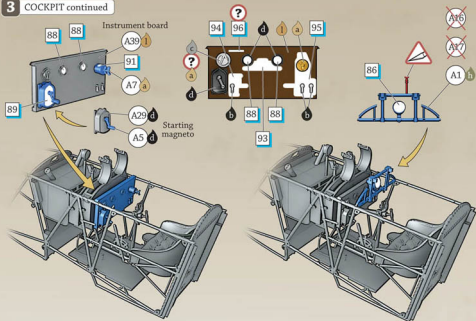


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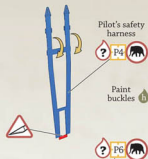
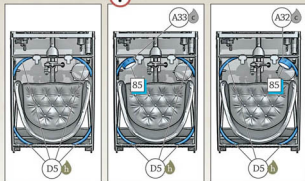
A62

Compass

3 COCKPIT continued

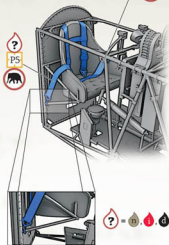


? Optional altimeter



(Grog Van Wyngaerden)

Julius Bender seated in his Jasta 4 Fokker DVII E. Note the cockpit and 'Spandau' padding, Fokker style of weight table [74], rigging/assembly instructions [426] and how dark the 4 colour lozenge fabric appears when you remove the layer of ingrained dust or tinted 'glaze' coating (p) (the 'clean patch' to the rear of the cockpit).



? = p, d, a, b

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

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



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



Note the control column (A6) with hand throttle (A18).



Note the throttle & mixture control (altitude compensator) levers (A2) + (90) and spark advance (A5).

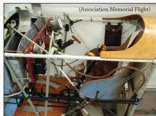


^ Instrument panel showing one arrangement of instruments. Note the tachometer (86) in the center and altimeter (A3) + (85) on right. The bank indicator at the bottom of the panel may be correct for some aircraft but it is not an instrument that appears in the references we have for this WW1 era Fokker 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.

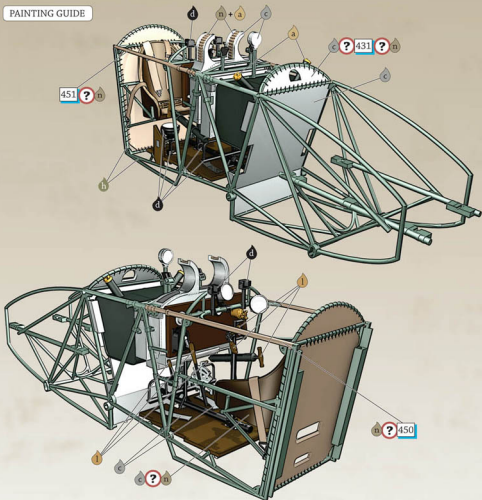


< Note the hand air pump for pressurizing the fuel tank (A9) and radiator cow flap adjustment ring (92).

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

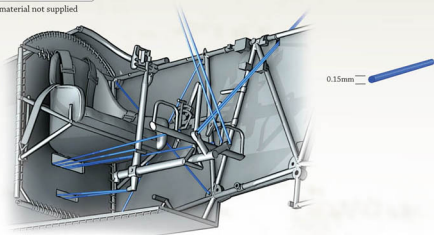


PAINTING GUIDE

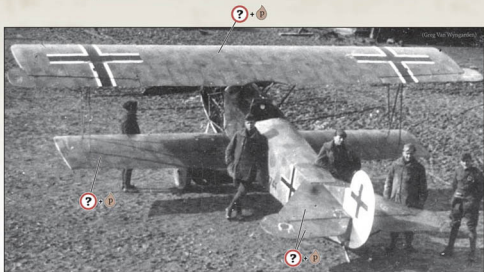
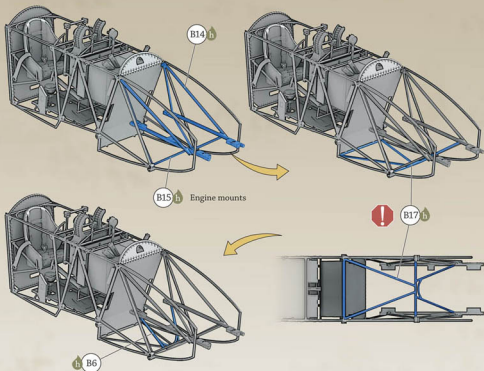


INTERNAL RIGGING GUIDE

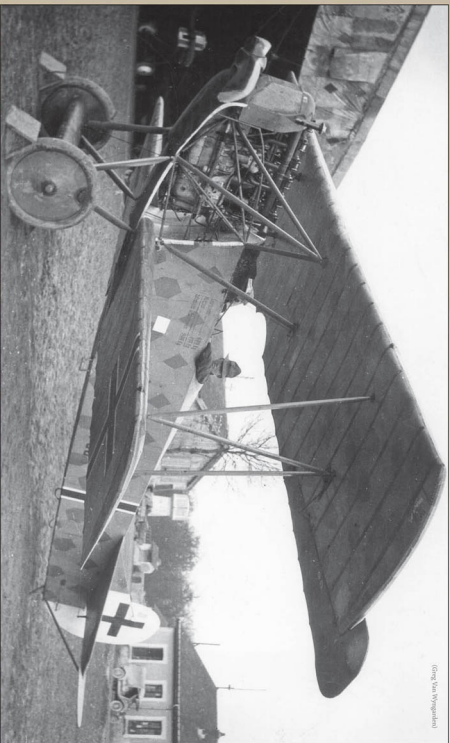
Rigging material not supplied



4 ENGINE BAY



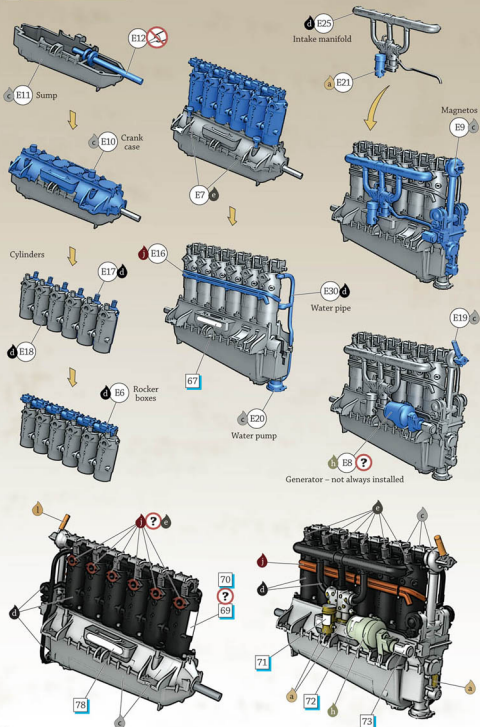
Late production Fokker D.VII F 7744/18 photographed after the Armistice while in the hands of the 25th Aero Squadron. The fuselage, wings and tailplane are all covered with 4 colour lozenge fabric but note how much lighter the fuselage fabric appears. Also note the 'inboard' position of the top wing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



(Ging Van Wyngarden)

Fokker D.VII F.7788/18 in all its glory with a young member of the American 85th Aero Squadron seated in the cockpit. The fuselage is covered with 5 colour lozenge fabric. Like so many D.VII photographed after the armistice, 7788/18 has major components salvaged from different machines, the ailerons and top wing can be identified as coming from an OAW manufactured aircraft because of their stenciling (see [↪](#)).

5 230hp BMW Illa engine



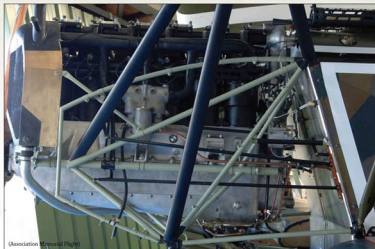
BMW IIIa engine detail from The Memorial Flight Association Fokker D.VII F. (Association Memorial Flight)



During WW1 German radiators were usually plated and would appear a silver or tin colour, unless they were painted as was frequently the case. Note the unpainted radiator pipes (819) .

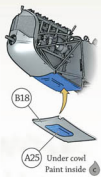
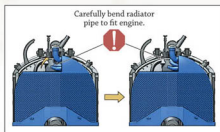
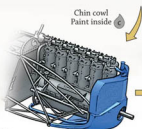
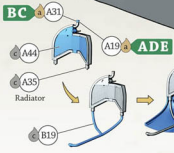
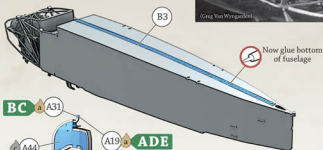
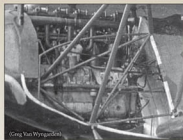
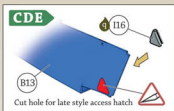
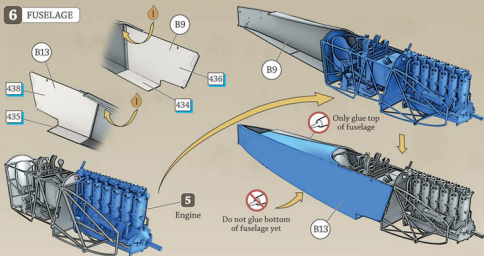


Note the high mounted exhaust, aluminium firewall (A18) and oil tank (G1) .



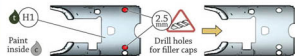
The coveted 185ps (230hp as measured by the British) BMW IIIa engine. Compare this photo with the one on page 13.

6 FUSELAGE



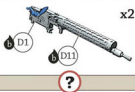
7 COCKPIT COAMING

Normal production coaming

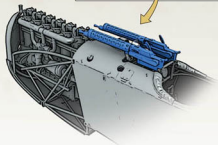
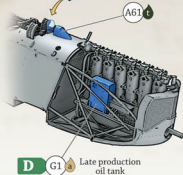
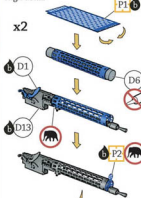


Cockpit coaming and high mounted LMG 08/15 'Spandau' detail from Julius Bender's Jasta 4 Fokker D.VII F seen on page 6. Note the padding.

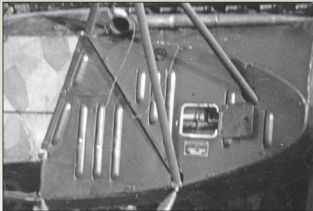
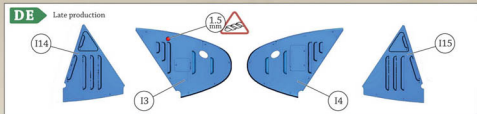
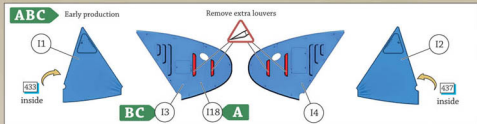
LMG 08/15 'Spandau' Machine Guns



High detail



Cockpit coaming and high mounted LMG 08/15 'Spandau' detail from Erich Just's Fokker D.VII F 460/18



< Right side nose detail from late production Fokker D.VII F 7732/18. Note the fully louvered side cowls (114 & 13), oil tank filler cap access hole and Fokker factory data plate (52) under the open access hatch which was frequently painted over with personal and Jasta colours. The unpainted oil tank (61) can just be seen through the open access hatch.

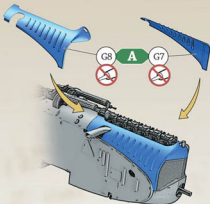
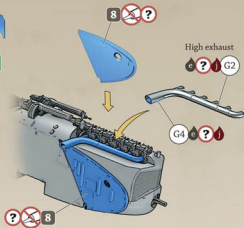
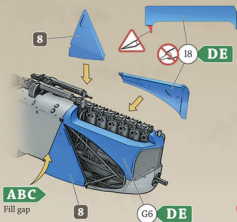
∨ Left side nose detail from the late production Fokker D.VII F 4429/18 seen on page 26. Note the fully louvered side cowls, removed top cowl and the barograph strung between the wing struts.



Full length fuselage fabric (11) detail from **A**. Note that the engine side cowl (13) appears to have had the hole for the low exhaust covered over.



9 ENGINE COWLS continued



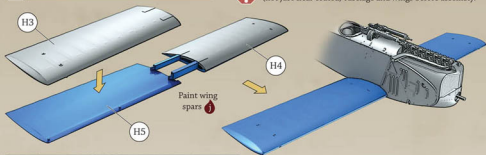
High exhaust and heavily louvered top cowl from **A**. Note the flash guards **G9** & **D7** mounted to the engine rocker boxes and the heavily louvered top cowl **G8**.



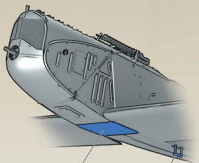
The fuselage of late production Fokker D.VII F 7732/18 is covered in 4 colour lozenge material. The wheel cover and (unusually) the triangular access hatch **(116)** also appear to have been covered with lozenge fabric.

10 UNDERCARRIAGE AND BOTTOM WINGS

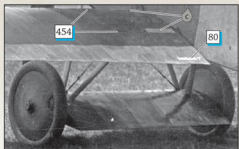
! Apply your lozenge camouflage decals over gloss painted (not just clear coated) fuselage and wings before assembly.



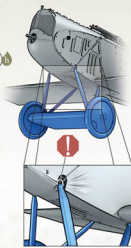
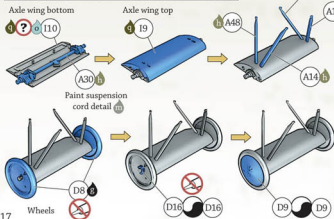
^ Undercarriage detail from Daimler-Mercedes powered Fokker built D.VII 379/18 showing early production painted wheel covers with Fokker style inner tube valve access panel.



A24 Paint inside
A9 Foot step



< Rear view of Daimler-Mercedes powered Fokker built 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 (on earlier aircraft), although after being splashed with mud, fuel and oil stains they could take on a streaked appearance. Note the 'Austellwinkel 1' ⁸⁰ stenciled on the trailing edge of the bottom wing.

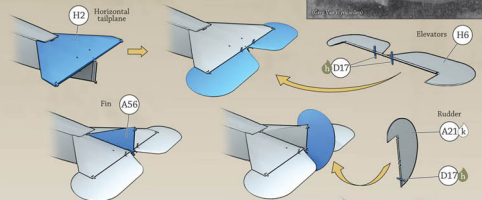


Note position of front undercarriage strut

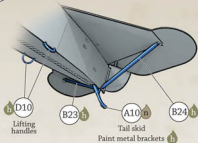
11 TAILPLANE

Tailplane detail from **A**. Although only faintly visible in this print there is additional tailplane rigging from the top of the fin to the tips of the horizontal tailplane. Fokker factory decals **453** are faintly visible on the rudder and fin.

! Apply your lozenge camouflage decals over gloss painted (not just clear coated) tailplane parts before assembly.



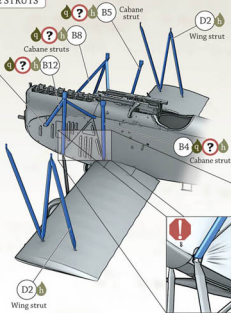
Tailplane detail from Daimler-Mercedes powered Fokker built D.VII 379/18 showing typical Fokker style white cross field partially extending onto the fin. The factory work number 2466 can be seen stenciled at the base of the rudder. The fuselage and tailplane are covered with 4 colour lozenge fabric.



12 WING & CABANE STRUTS

Do not glue here if you want to remove cowls.

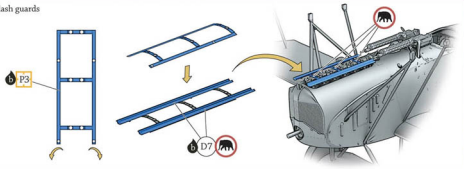
Wing 'N' strut detail from Fokker D.VII F 7788/18. Note the Fokker factory work number stencil and how the 'L' is applied upside down.



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. The bottom of the undercowl (A23) appears to have been painted light blue while the edges remain dark green(?) like the nose cowls.



Flash guards

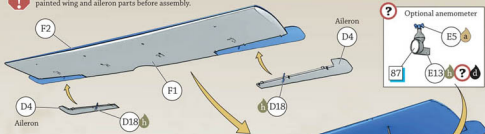


13 TOP WING AND FINAL ASSEMBLY

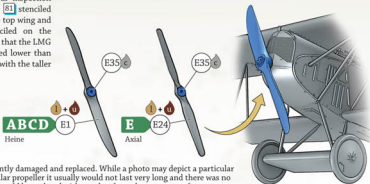
> Aileron detail from Daimler-Mercedes powered Fokker built D.VII 379/18 showing an intermediate Fokker built location of the balkenkreuz, slightly inboard of the control horn. The control horns have been painted **d** to match the balkenkreuz colour.



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



Cabane strut attachment detail from Daimler-Mercedes powered Fokker built D.VII 379/18. Note wing spar inspection panel **454**, 'Austellwinkel 0°' **81** stenciled under the trailing edge of the top wing and factory work number stenciled on the removable cabane strut. Note that the LMG 08/15 'Spandaus' are mounted lower than required for an aircraft fitted with the taller BMW IIIa engine.

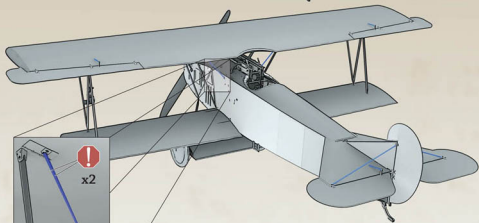
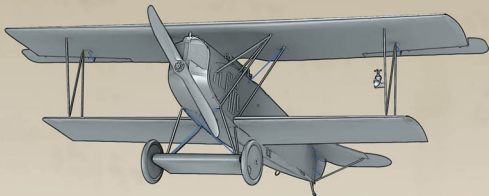


Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.

RIGGING DIAGRAM

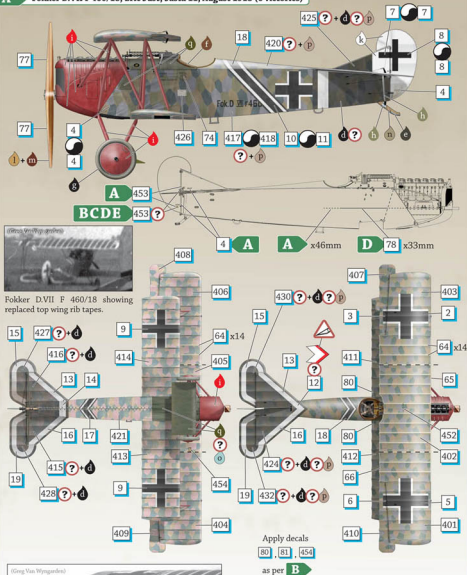
Rigging material not supplied

0.15mm



~ 25 victory ace Georg von Hantelmann poses in front of his Jasta 15 Fokker D.VII F 465/18 after being awarded his 20th victory on 9 October 1918. Note that the original top wing has been replaced with one from an OAW manufactured aircraft, evidenced by the pale (blue?) rib tapes and far outboard position of the post May 1918 'uneven arm' cross. The Fokker built D.VII visible on the right, variously attributed to Hugo Schäfer of Jasta 15 or Max Kliefloth of Jasta 19, has a Fokker built top wing with post June 1918 'even arm' crosses.

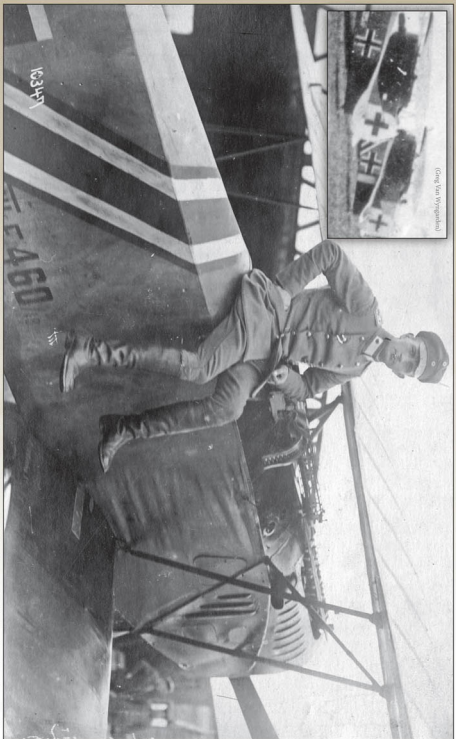


A Fokker D.VII F 460/18, Eric Just, Jasta 11, August 1918 (6 victories)

Fokker D.VII F 460/18 showing replaced top wing rib tapes.

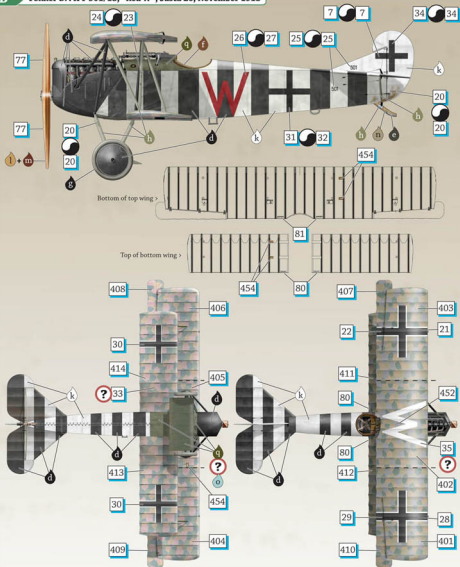


Eric Just joined Jasta 11 in September 1917 and scored his 1st victory (a balloon) in December that year. In May 1918 he was shot down and wounded while flying Fokker Dr.1 110/17 but was back in action in July when he was awarded his 2nd victory. Just's aircraft is illustrated here with his black and white fuselage sash and the red nose and struts of Jasta 11. His sash theme has been carried out in black(?) with white edging. The top wings of early Fokker D.VII had an alarming tendency to shed the central section fabric and the top wing of 460/18 shows evidence of having the rib stitching strengthened and the tapes replaced.



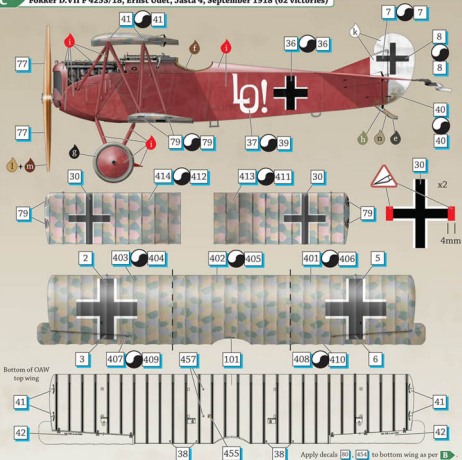
6 victory ace Erich. Just perches on his Jasta 11 Fokker D.VIII F.460/18. Note the full length fuselage fabric, engine side and top cowd louvers and high exhaust outlet. Also note how the replacement linen rib tapes appear darker than the wing surface, this is because the glossy wing surface is reflecting the bright background light while the matt rib tapes are not. Compare this with the photos opposite.

B Fokker D.VII F 501/18, "Red W", Jasta 26, November 1918



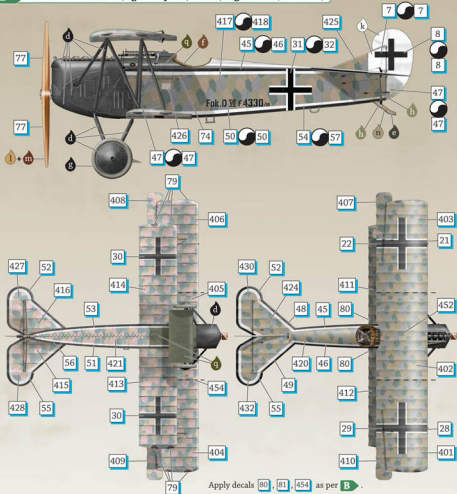
Unfortunately the identity of the Jasta 26 pilot assigned to Fokker D.VII F 501/18 is not known. It is shown here as it appeared when photographed among other surrendered Fokker D.VII following the Armistice. The serial number has been repainted (minus the "18") at the rear of the fuselage and on the fin. Note the missing top cowls, the black & white Jasta 26 fuselage bands and the "W" personal marking which was possibly repeated on the top and bottom wings. The aircraft in the foreground is Fokker D.VII (OAW) 4453/18 of Jasta 2.

C Fokker D.VII F 4253/18, Ernst Udet, Jasta 4, September 1918 (62 victories)



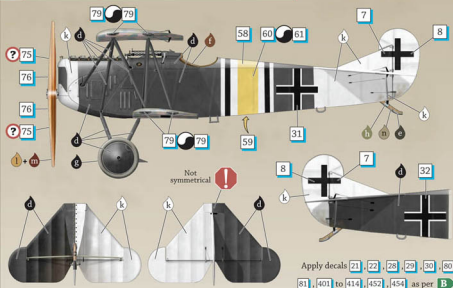
Ernst Udet flew several different Fokker D.VII and these photos are believed to show his D.VII F 4253/18 at Jasta 4, the aircraft in which he was awarded his final 2 victories in September 1918. Note the Fokker style axle wing, chin cowl and bottom wing tip handling instructions [79]. While this is a Fokker built D.VII F, the left aileron (and probably entire top wing) is a replacement from Fokker D.VII (OAW) 2076/18. It was previously believed that Udet's 4253/18 was one of the BMW IIIa powered D.VII also flown by Herman Göring, but new information from Jörn Leckschied indicates that Göring's aircraft was actually 4283/18. Udet's fuselage "Lo!" marking was a tribute to his fiancé Eleonore Zink. Udet's infamous "Du doch nicht!" is probably NOT this same aircraft but if you wish to attempt to represent it we have included decals [43] & [44] to give you a head start (good luck!). Udet enlisted as a motorcycle messenger in August 1914 and, having learnt to fly privately, transferred to aviation in November 1915 where he was shortly flying Fokker Eindeckers with KeK Habsheim (Wingnut Wings models 32018 & 32048). He served in Jastas 15 and 37, which he commanded from 7 November 1917, then was acting commander of Jasta 11 from 23 March 1918 until finally commanding Jasta 4 from May 1918 until the Armistice. Udet went on to a colourful career between the wars as an international stunt pilot and playboy. He joined the Luftwaffe before WWII and served in an administrative role until November 1941 when he committed suicide.

D Fokker D.VII F 4330/18, Egon Koepsch?, Jasta 4, August 1918 (9 victories)



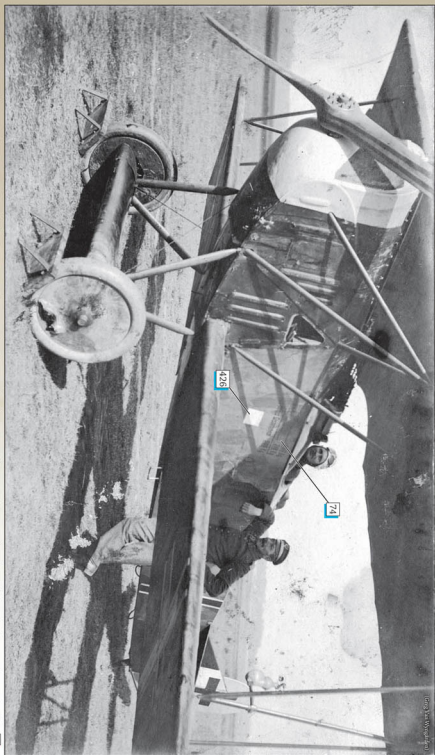
With his prominent dueling scar, 9 victory ace Egon Koepsch poses for a photograph on the undercarriage of his Jasta 4 Fokker D.VII F. The similarity of key lozenge pattern positions and visible fuselage stains shown in these two photos leads us to believe that they are almost certainly the same Fokker D.VII F 4330/18 photographed at different times. The black nose and fuselage edging was a common Jasta 4 unit marking. It is possible that the white of the fuselage edging has been overpainted to dull it down (or repainted a different colour) as it is considerably 'less white' than the fuselage cross, also note the bright patch of white under the cockpit coaming filler cap where it has been cleaned by spilt fluid. Egon Koepsch flew two-seaters with FA 256 before arriving at Jasta 4 in October 1917 where he was awarded his 1st victory in early December that year. He remained with Jasta 4 and was frequently in temporary command until the armistice (except for 2 weeks from 20 October when he was made acting commander of Jasta 11, returning to command Jasta 4 in time to be awarded his final victory on 4 November). Egon died in 1976 aged 85.

E Fokker D.VII F, Karl Bolle, Jasta 2, November 1918 (36 victories)



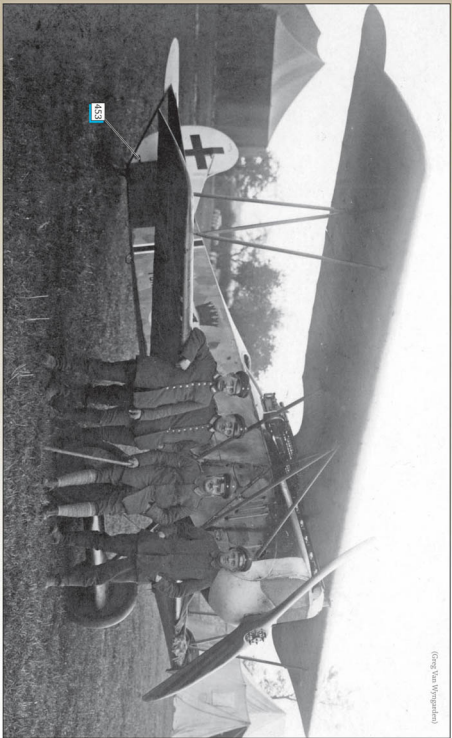
36 victory ace Karl Bolle poses beside his earlier production Fokker D.VII F while below is his late production Fokker D.VII F photographed after the Armistice. Note the white nose and black & white halved tailplane markings common to Jasta 2 (Jasta "Boelcke") at this time. His personal marking consisted of a fuselage painted Prussian black with bands of white and yellow, the colour of his cavalry regiment. White stripes 62 on the top wing identify him as Jasta commander which may have been repeated on the bottom wings 63. Bolle studied economics at Oxford University in 1912 and following the outbreak of war he served in the 7th von Seydlitz Kurassier Regiment before transferring to aviation in 1915. After flying multi-seat aircraft Bolle was assigned to Jasta 28 in mid 1917 and, following his 5th victory, was made commander of Jasta 2 in February 1918 where he would remain until the Armistice. He remained active in aviation following the war and was a special adviser with the Luftwaffe in the 1930s. Karl died in October 1955 aged 62.





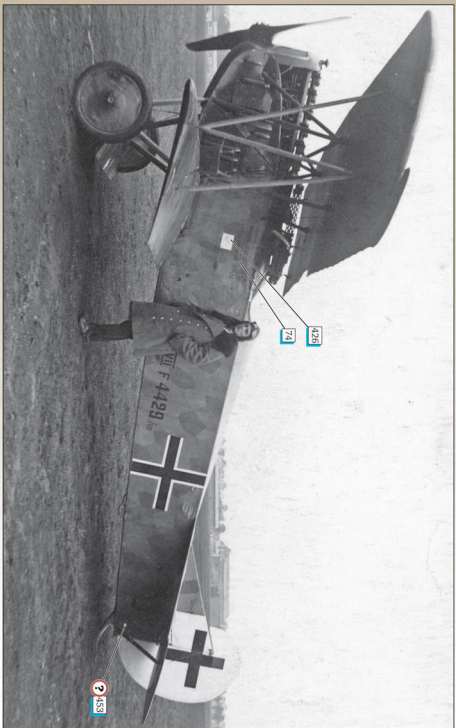
George Van Wagoner

This war-weary late production Fokker D.VIII P believed to be from Jasta 2 features a heavily stained undercarriage axle wing and an overall grubby and dusty finish. Note the weight table [74](#), rigging/assembly instructions [426](#) and Heine propeller [26](#). The wheel cover in the foreground has its tyre valve access flap unlaced while the far wheel has had its inner cover cut away close to the axle.



This unidentified Jasta 2 late production Fokker D.VII F features the Wappen (heraldic shield) of Berlin. The Jasta 2 unit markings consisted of a black and white halved tailplane and white nose as per [E](#). A small Fokker factory decal [459](#) can be seen at the bottom of the rudder. Note the Heine propeller [124](#), Fokker makers plate [62](#) and Oigee(?) optical sight [103](#). Compare the fresh state of this aircraft with the machine below.

Fokker D.VIII F 4429/18 makes for an imposing backdrop to this photograph of a young pilot. Note the Fokker style wing tip handling instructions [29], rigging/assembly instructions [426] doped to the side of the 4 colour lozenge fabric covered fuselage and height of the LMG 08/15 'Spandau' machine guns.





This unidentified captured Fokker D.VII F has been enthusiastically ransacked by American souvenir hunters. Note the unpainted area where the side cowl overlaps the underlying cowlings, late style rear cowling (115) and the single carburetor (121) of the BMW IIIa engine. The cut out in the nose cowling above the propeller is similar to that seen on some Jasta 10 aircraft.



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 past times.



Profile Art by Ronny Bar

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

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

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WWI 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@wingnutswings.com



32031	1/32 Fokker D.VII F	Qty
0132011A	A parts	1
0132011B	B parts	1
0132011C	C parts	1
0132011D	D parts	2
0132011F	F parts	1
0132031G	G parts	1
0132011H	H parts	1
0132011I	I Parts	1
0132011P	Photo-etched metal parts	1
132E0013	E parts BMW IIIa engine	1
7132031	Instructions	1
9132031	Decals	1
9132011d	4 colour lozenge decal wings	1
9132011e	4 colour lozenge decal fuselage & tailplane	1

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



32011 - 1/32 Fokker D.VII (Fok)



32027 - 1/32 Fokker D.VII (Alb)



32030 - 1/32 Fokker D.VII (OAW)

Also available from
www.wingnutwings.com

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