

# Fokker D.VII (OAW)

eduard

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70131

The Fokker name is very prominent when it comes to the Great War. With his Eindeckers the real aerial combat emerged, while the D.VII defined the term Air Superiority Fighter, as it surpassed all its opponents.

Anthony Fokker, the "Flying Dutchman," designed some of the most important airplanes of the time and his Fokker D.VII is regarded as the best German fighter of Great War and also one of the best of its time.

During the second half of 1917, the Germans were gradually losing their air superiority over the Western front. The Albatros D.III or Fokker Dr.I had been overshadowed by the new Allied arrivals like Camel, S.E.5a or SPAD XIII. To get the Deutsche Luftstreitkräfte (German Air Force) back to the shape, the IdFlieg (Inspektion der Fliegertruppen - Inspectorate of the Flying Units) invited manufacturers to the first fighter competition to be held at Adlershof during January 1918. To participate, Fokker ordered his experimental workshop in Schwerin, led by Reinhold Platz, to design and build a biplane prototype in September 1917.

Originally, it was to be powered by rotary engine, but thanks to the termination of Albatros D.V production, the Mercedes in-line six cylinder D.IIIa 160 hp (120 kW) engine became available. Platz had taken all the best features of his earlier designs, added some novelties and mixed them into the new prototype V 11 (Versuchsmaschine no. 11; Experimental aircraft No. 11), which was entered for the competition alongside seven other Fokker prototypes.

#### Last-minute intervention

The design of V 11 used welded steel tube fuselage which saved the man-hours during production and provided pilot with a good protection in case of crash. The rear fuselage was retained from the Dr.I Dreidecker, as well as the philosophy of the cantilever wing, now in form of sesquiplane (one-and-a-half winger). The upper wing design was so sturdy, that there was no need for bracing wires, and it would be possible to fly the aircraft even without the outer V struts.

Just prior to the start of the competition Anthony Fokker himself found the first version of the V 11 hard to fly. The plane lacked longitudinal stability, so Fokker decided to lengthen the fuselage by 16 inches (40 cm) and enlarge the vertical fin. It was a last-minute decision, which kept the Fokker workshop busy over a weekend. But the modification was successful. The prototype turned out as not only stable and easy to fly, but very maneuverable as well with reasonable speed and good rate of climb.

Thanks to its well-balanced flying characteristics the modified V 11 was declared a winner and redesignated as D.VII. Because the IdFlieg asked for production numbers far beyond the capabilities of the Fokker factory, the Albatros Flugzeugwerke was also tasked with production. Finally, three factories were producing the D.VII: Fokker in Schwerin, Albatros in Johannisthal and its subsidiary OAW (Osterdeutsche Albatros Werke) in Schneidemühl (Polish town Piła today). Albatros and OAW were obliged to pay five per cent of the price of every aircraft produced to Fokker as the licensing fee.

#### Factory differences

Three factories meant three different versions, as Albatros and OAW did not receive any manufacturing documentation. It was all sorted out with the pattern example of D.VII supplied by Fokker, so several versions were produced with changes made due to the manufacturing habits of the factories or due to the findings gained during production. Most of the differences between the factories comprise of number, size and location of inspection doors and cooling vents in the engine panels. For example: Early Fokker build examples had the magneto and water pump access door at the upper rear of the side panel. Albatros and OAW retained it well into production, while Fokker abandoned that feature at the early stage. The OAW also improved the design of the landing gear axle wing by splitting it into two halves in order to allow its easy removal for the suspension servicing.

#### Sweeping the skies

The D.VII entered service in April 1918 and first to receive the new plane was the famous Richthofen's flying circus, the Jagdgeschwader (JG) 1. The qualities of the new fighter were regarded highly by the pilots. They loved the ability of D.VII to literally hang on its propeller, allowing the pilot to assault enemies from below on very high angle of attack. The only weakness to the S.E. 5a or SPAD XIII, was maximum speed at high altitude. But early into production the more powerful Mercedes D.III.aü was available. It developed 180 hp (134 kW) and things went even better with the introduction of the BMW IIIa over-compressed engine with 185 hp (138 kW). At low altitudes, the BMW engine was capable of producing even 240 hp (178 kW) for a brief time with the top speed well beyond 108 kt (200 km/h) mark. The D.VII with BMW engine got suffix F at the Fokker factory, while Albatros and OAW did not differentiate them. Late in 1918, the Austro-Hungarian company MÁG (Magyar Általános Gépgyár - Hungarian General Machinery Company) started production of the D.VII powered by Austro-Daimler 225 hp engine. Armament of D.VIIs consisted of a pair of the LMG 08/15 machine guns of 7.92 mm caliber with 500 rounds per gun, the MÁG Fokkers were fitted with Schwarzlose MGs.

#### Post War service

After the Armistice, the Fokker D.VII was the only aircraft to be mentioned in the Terms of Armistice. It specified that "1,700 aeroplanes (fighters, bombers - firstly all D.7s...)" were to be surrendered in good condition. But not all of them really were. Fokker managed to cart off six trains of spare parts, 400 engines and some 120 D.VIIs and transport them from Germany to Holland, where he restored production. Many countries flew the D.VIIs post war. The precise number of D.VIIs built is unknown, war production is estimated at 2,000 and together with post-war production some 3,300 D.VIIs were built.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS

\* INSTR. SYMBOLS

\* INSTRUKTION

\* SINNBILDEN

\* SYMBOLES

\* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES

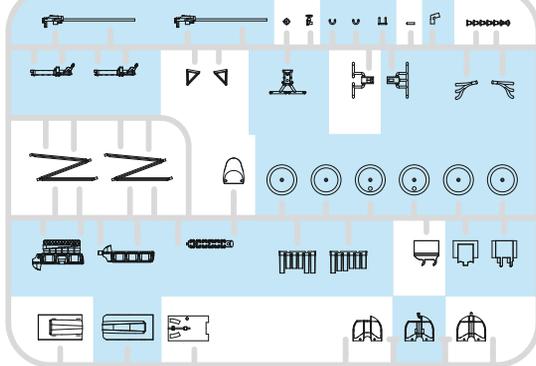


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## PLASTIC PARTS

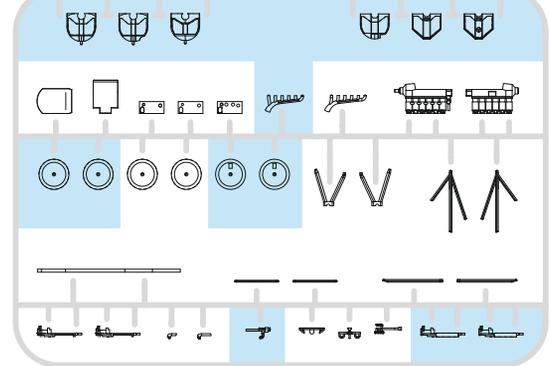
A&gt;

70130 A



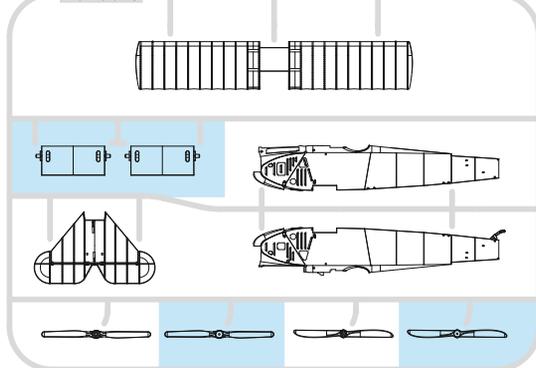
B&gt;

70130 B



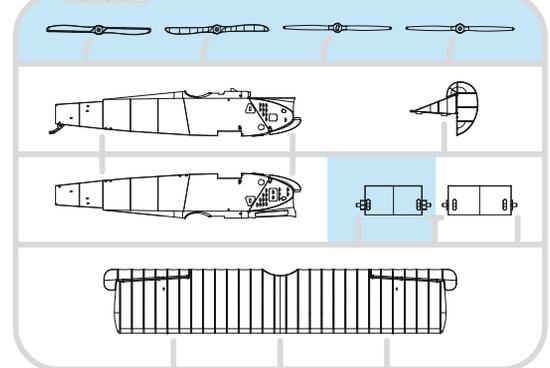
C&gt;

70130 C

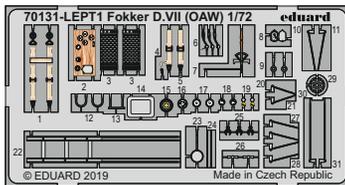
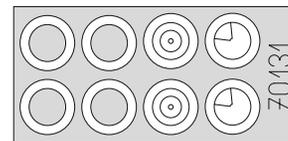


D&gt;

70130 D



## PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



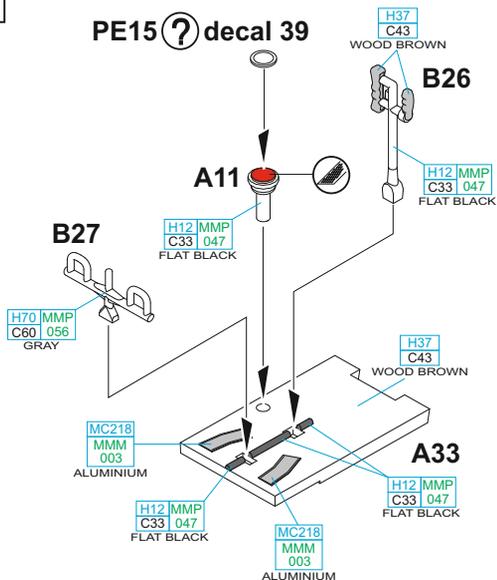
PEINTURE



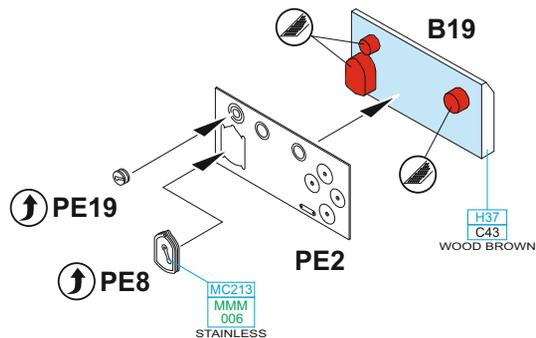
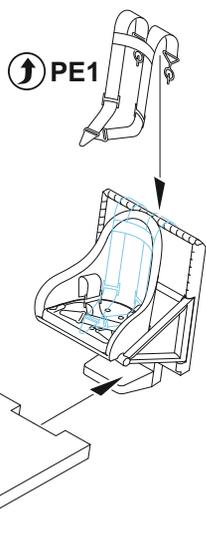
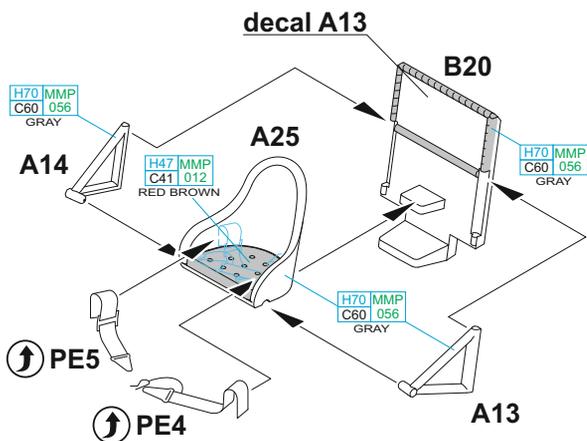
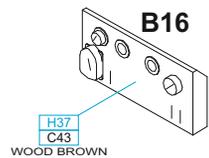
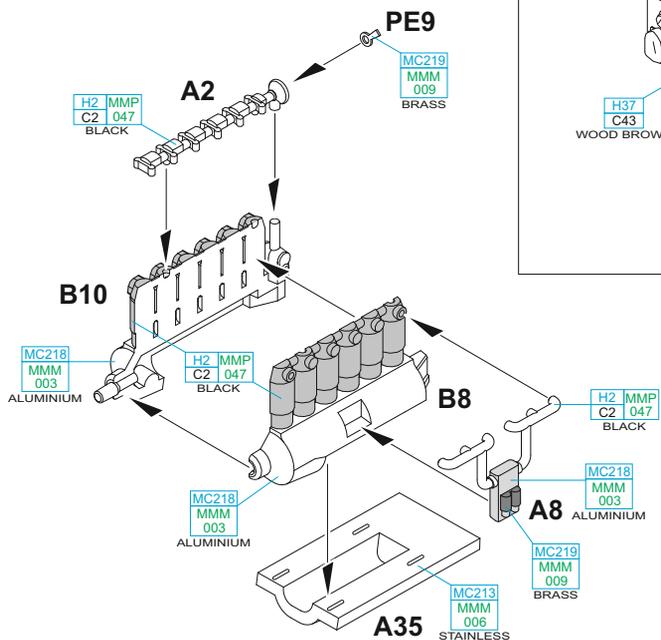
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H2</a>	<a href="#">C2</a>	<a href="#">MMP-047</a>	BLACK
<a href="#">H11</a>	<a href="#">C62</a>	<a href="#">MMP-001</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H15</a>	<a href="#">C65</a>		BRIGHT BLUE
<a href="#">H37</a>	<a href="#">C43</a>		WOOD BROWN
<a href="#">H39</a>	<a href="#">C67</a>		PURPLE
<a href="#">H43</a>	<a href="#">C100</a>		WINE RED
<a href="#">H47</a>	<a href="#">C41</a>	<a href="#">MMP-012</a>	RED BROWN
<a href="#">H51</a>	<a href="#">C11</a>	<a href="#">MMP-063</a>	LIGHT GULL GRAY
<a href="#">H70</a>	<a href="#">C60</a>	<a href="#">MMP-056</a>	GRAY
<a href="#">H307</a>	<a href="#">C307</a>	<a href="#">MMP-074</a>	GRAY

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H323</a>	<a href="#">C323</a>	<a href="#">MMP-092</a>	LIGHT BLUE
<a href="#">H327</a>	<a href="#">C327</a>	<a href="#">MMP-101</a>	RED
<a href="#">H330</a>	<a href="#">C361</a>	<a href="#">MMP-077</a>	DARK GREEN
<a href="#">H413</a>	<a href="#">C113</a>	<a href="#">MMP-090</a>	RLM04 YELLOW
	<a href="#">C135</a>	<a href="#">MMP-018</a>	RUSSIAN GREEN
Mr.METAL COLOR		METALLICS	
	<a href="#">MC213</a>	<a href="#">MMM-006</a>	STEEL
	<a href="#">MC214</a>	<a href="#">MMM-001</a>	DARK IRON
	<a href="#">MC218</a>	<a href="#">MMM-003</a>	ALUMINIUM
	<a href="#">MC219</a>	<a href="#">MMM-009</a>	BRASS

**A**PE15  decal 39

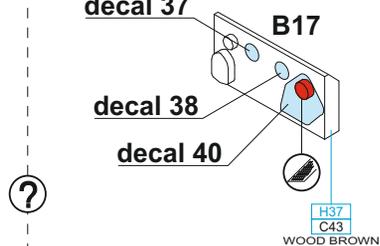
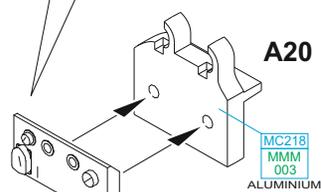
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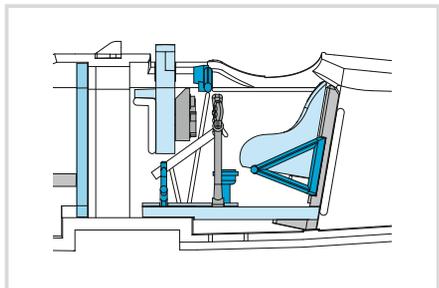
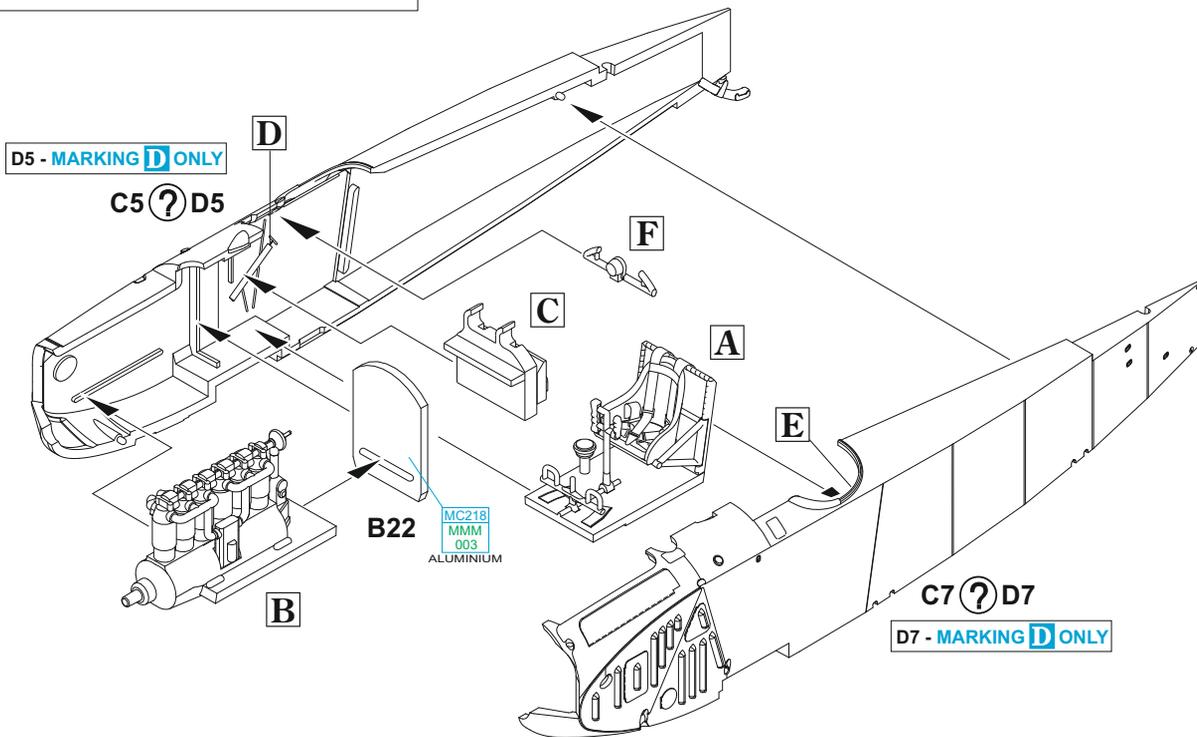
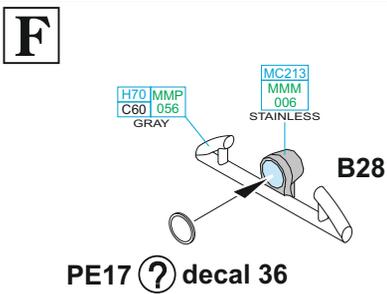
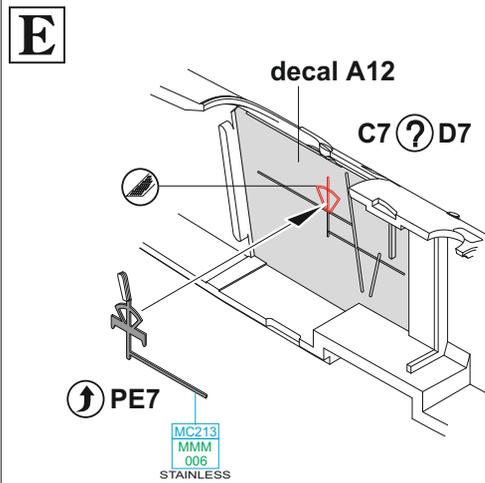
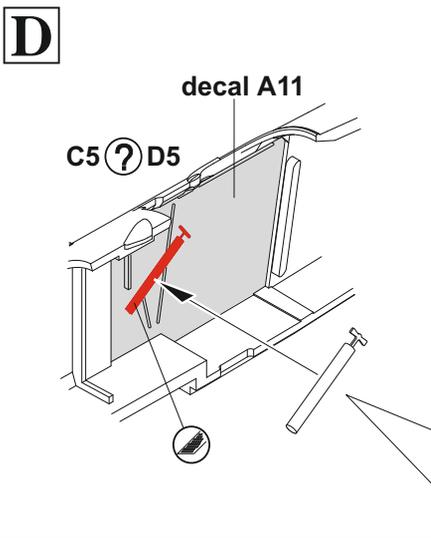
**B**

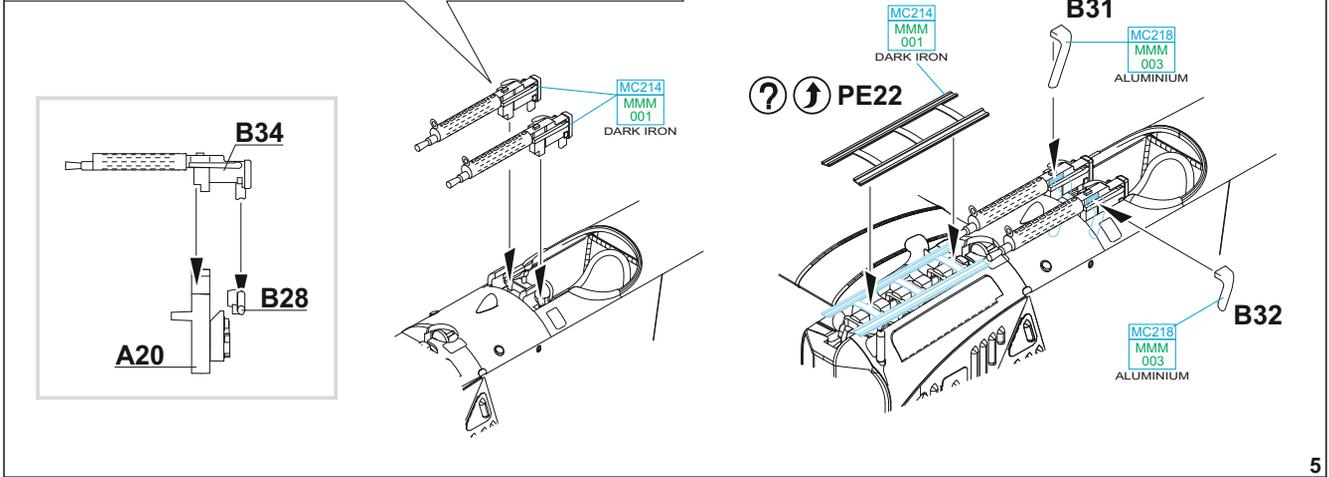
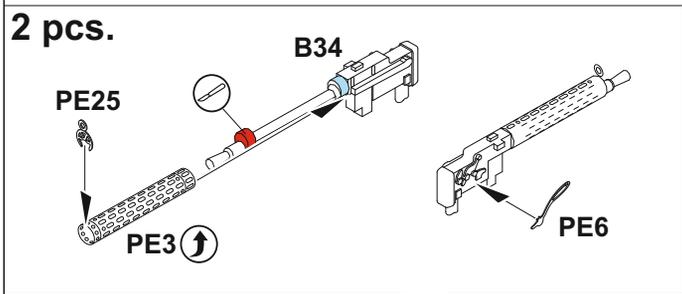
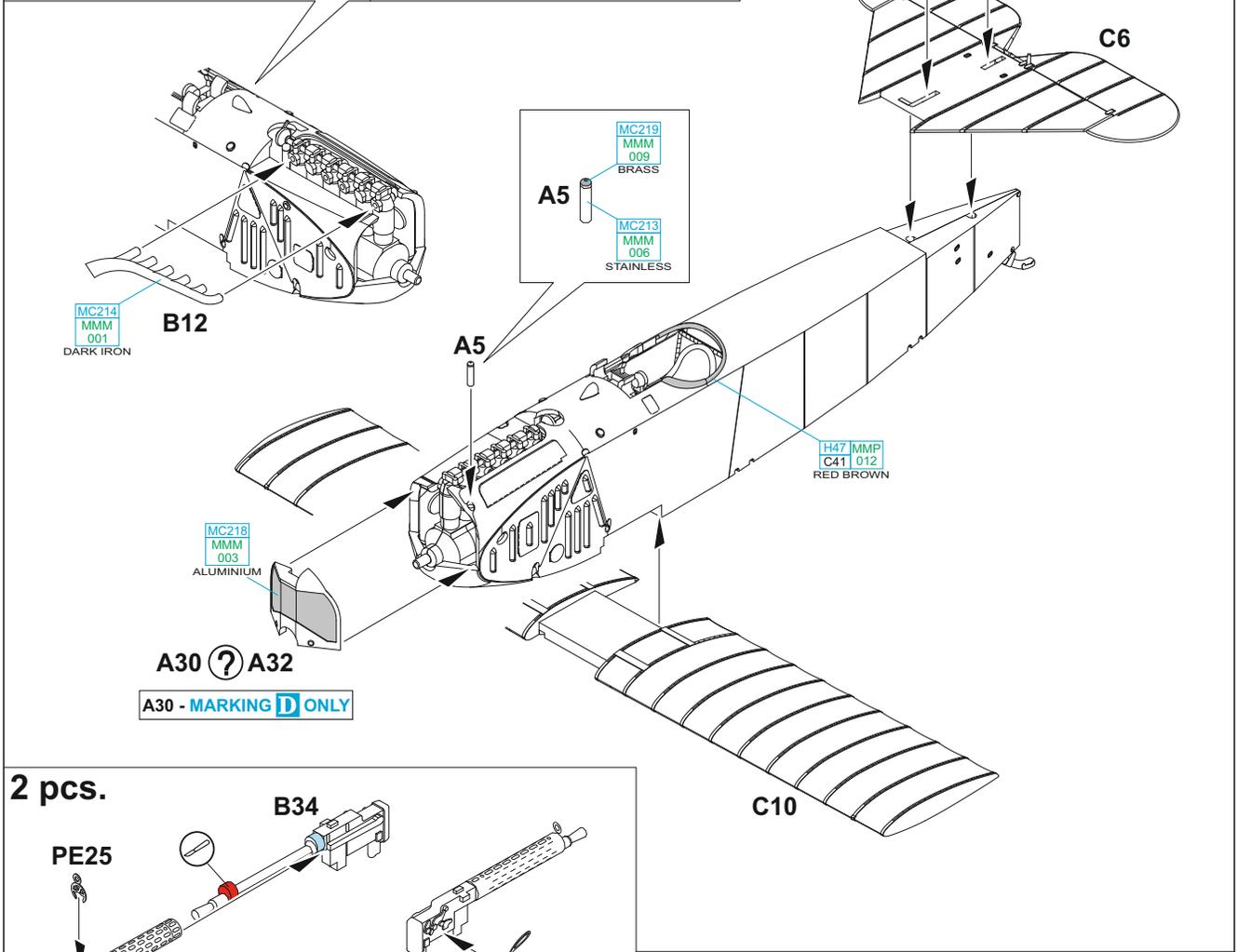
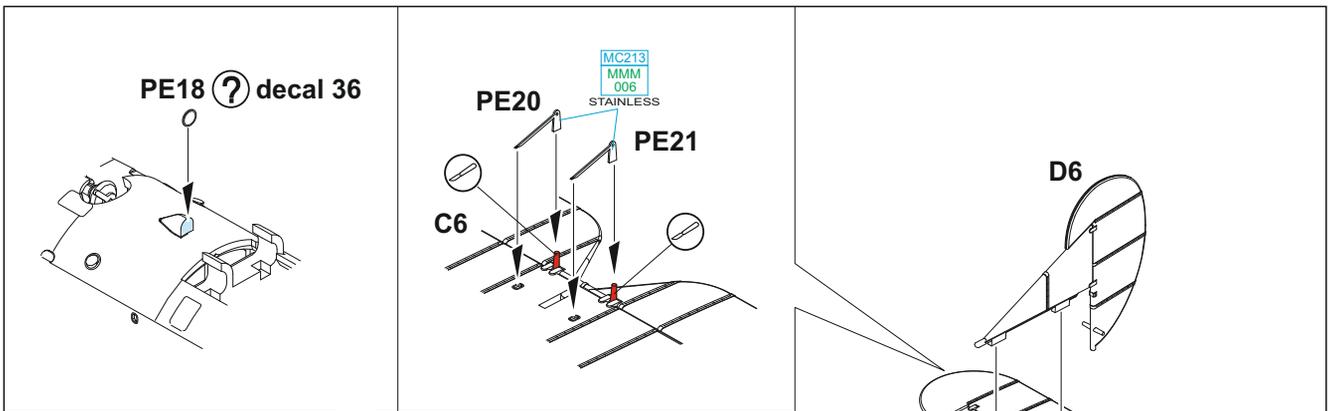
decal 37

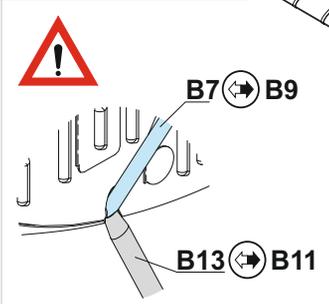
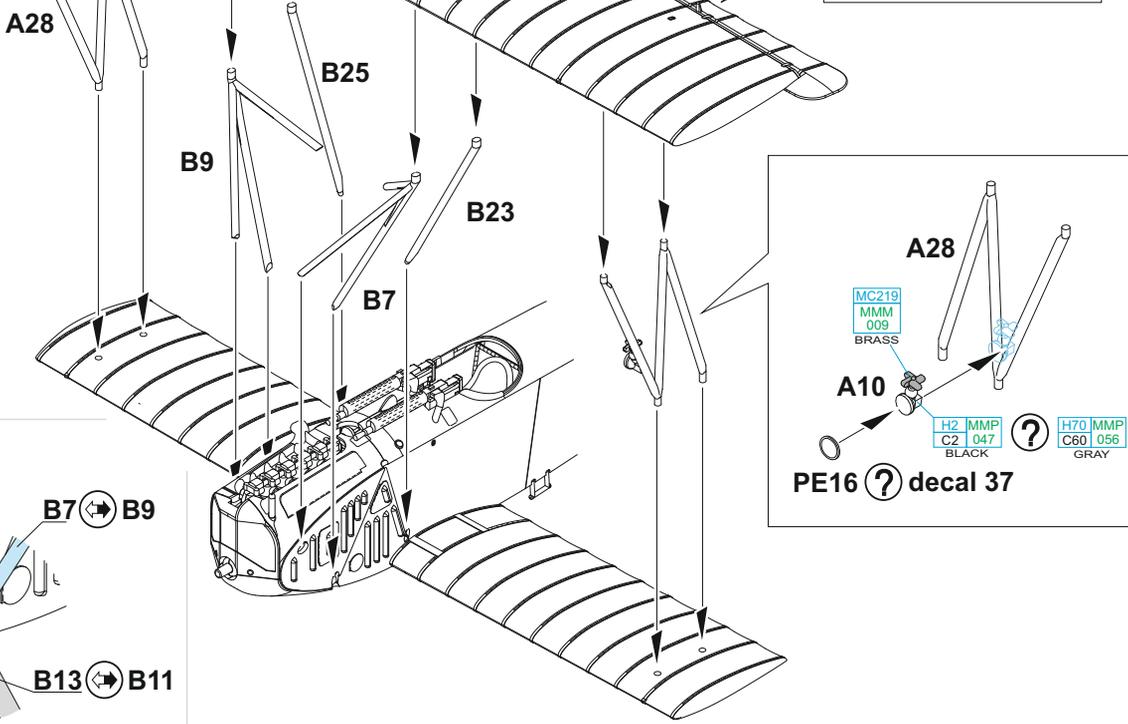
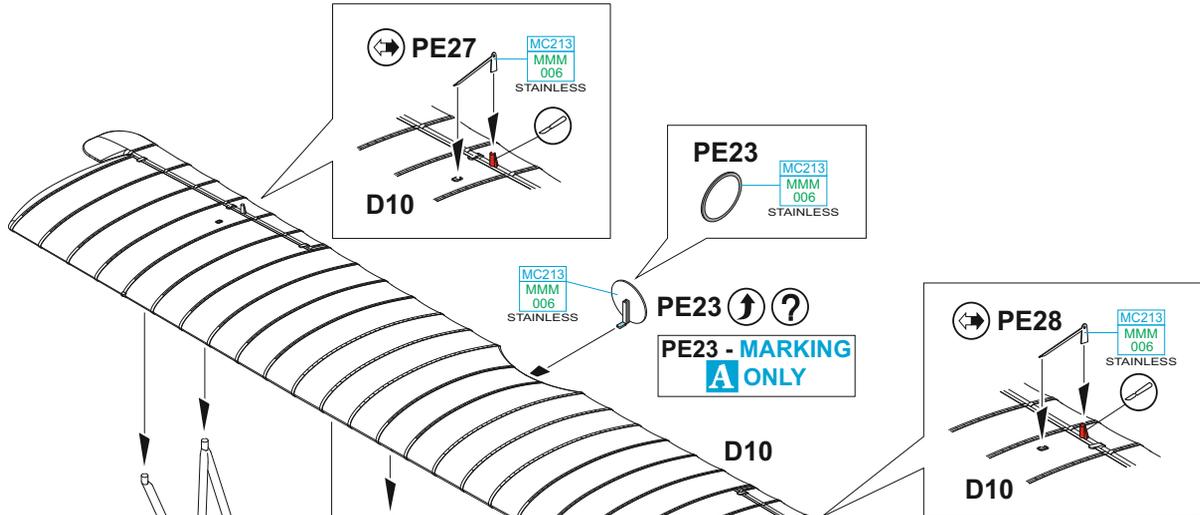
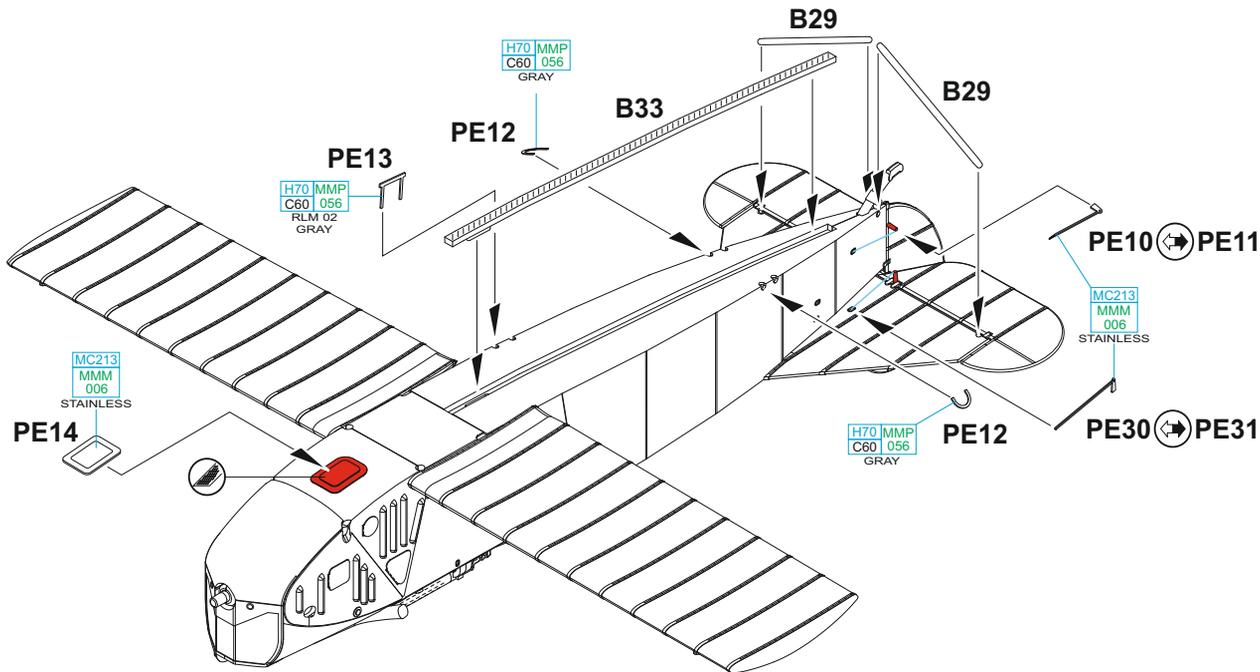
decal 38

decal 40

**C**







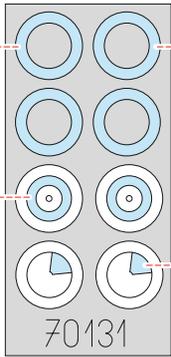
2 pcs.  
B18



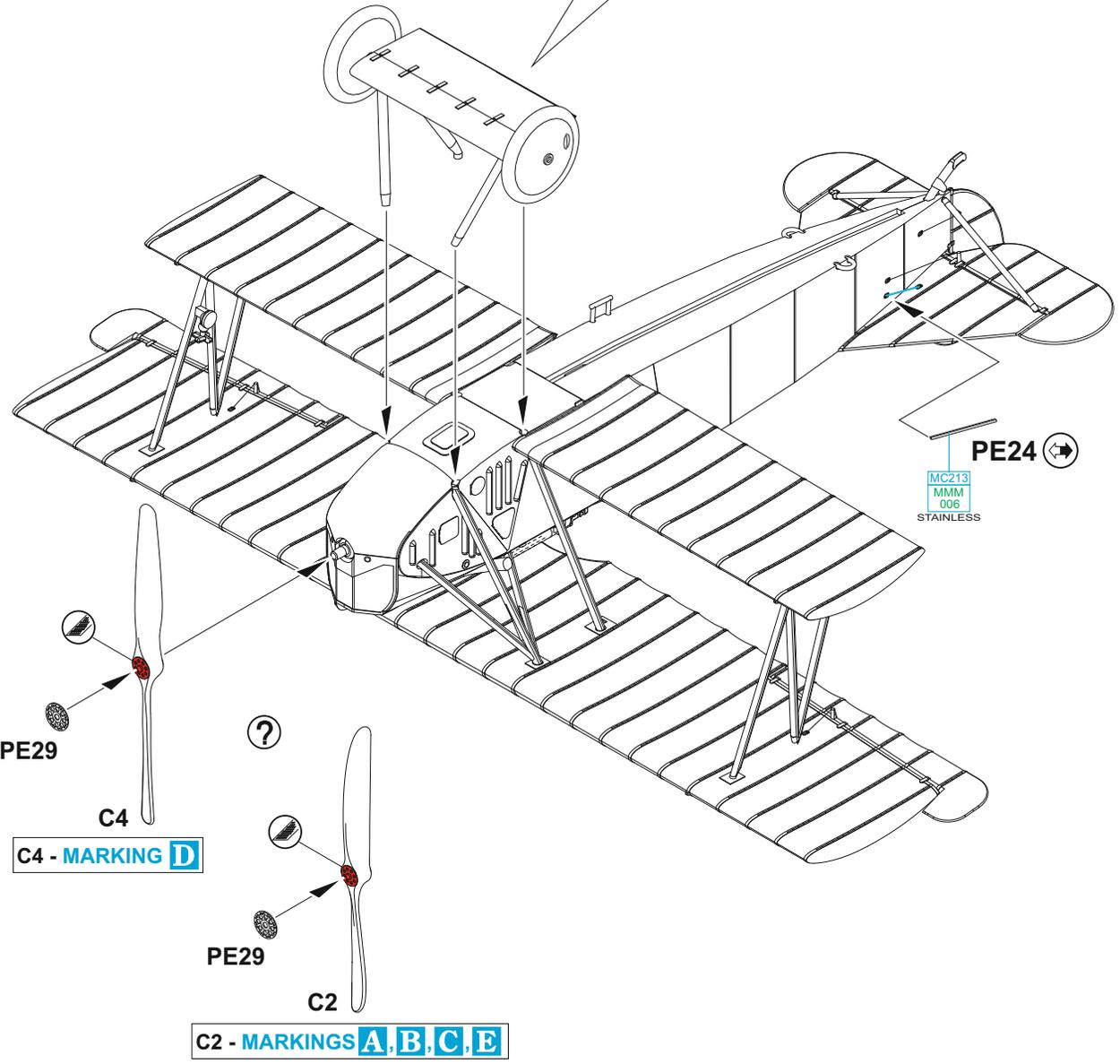
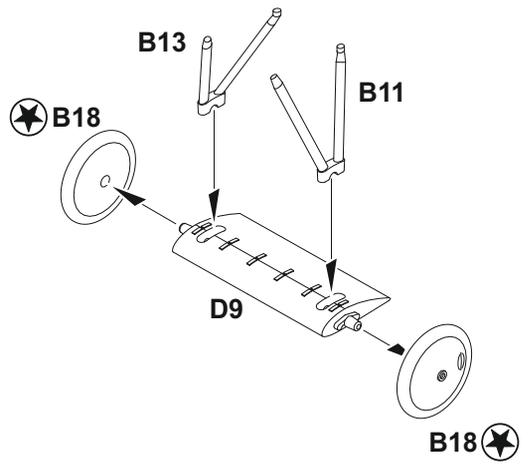
2 pcs.  
B18



B18  
2 pcs.



B18  
2 pcs.



PE24

MC213  
MMM  
006  
STAINLESS

PE29

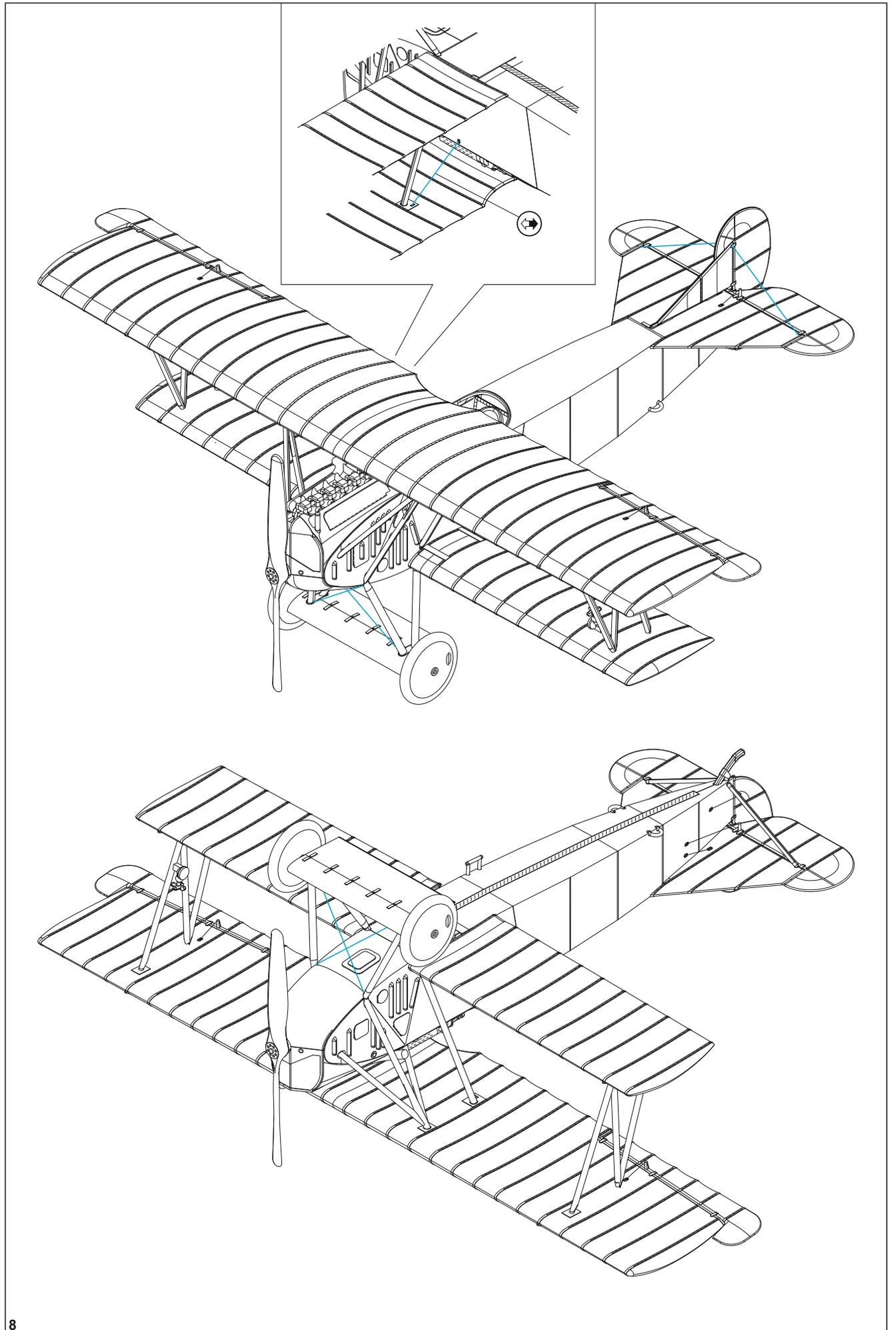
C4

C4 - MARKING D

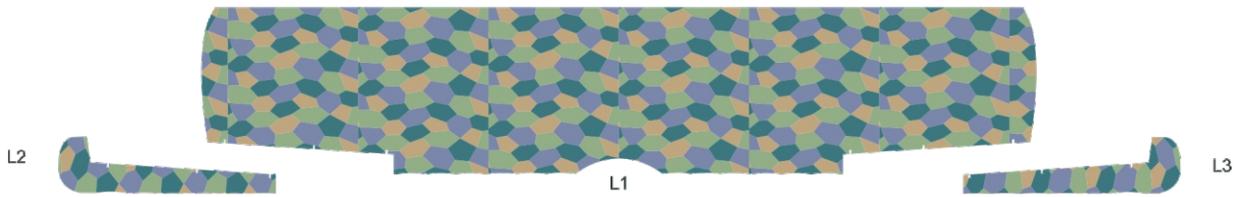
PE29

C2

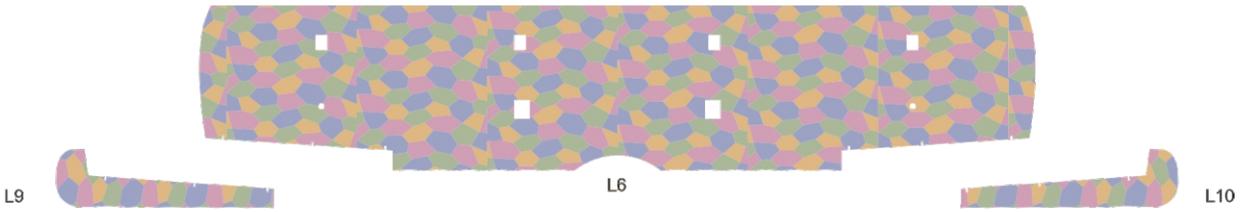
C2 - MARKINGS A, B, C, E



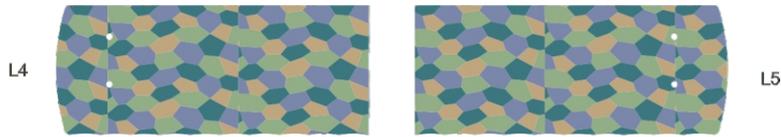
4 COLOR  
TOP



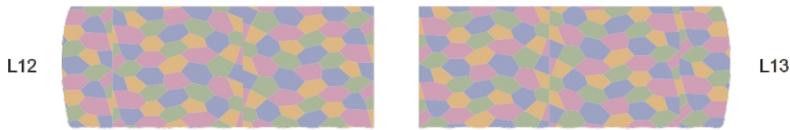
BOTTOM



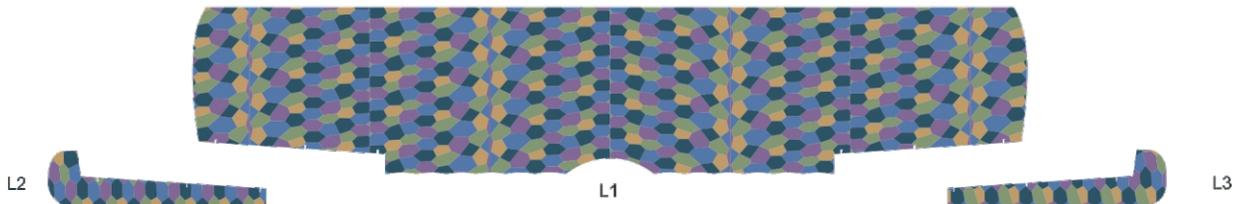
TOP



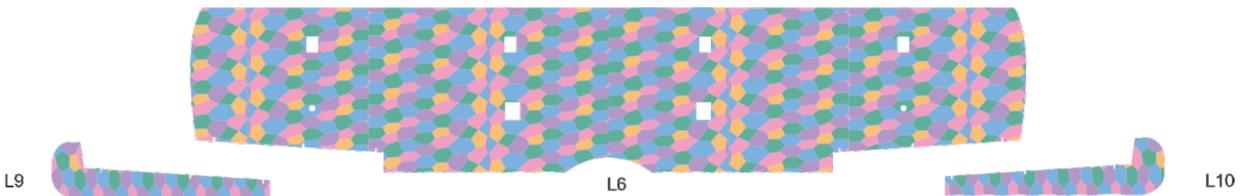
BOTTOM



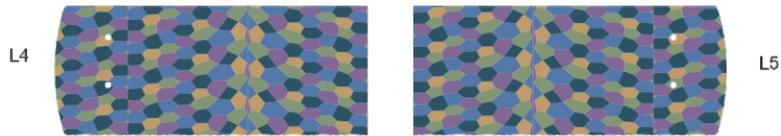
5 COLOR  
TOP



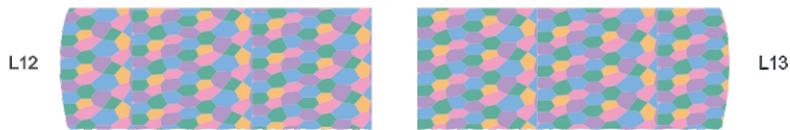
BOTTOM



TOP



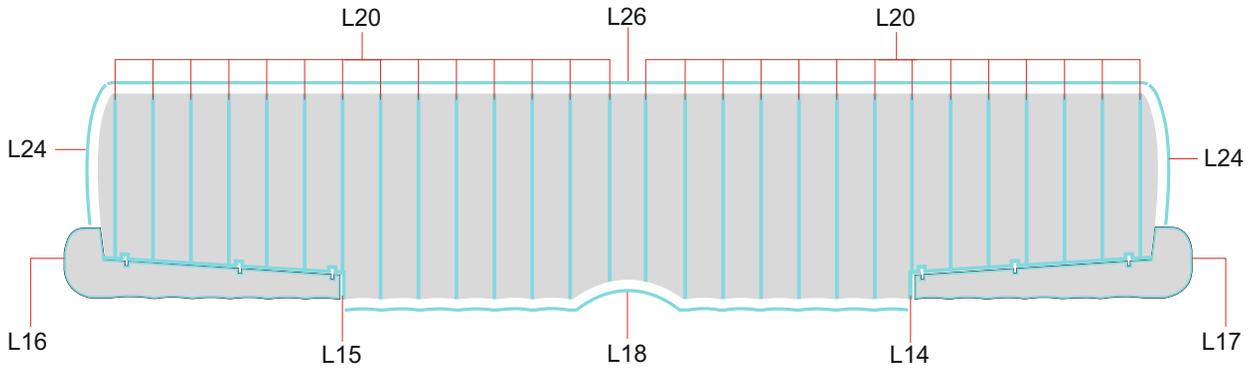
BOTTOM



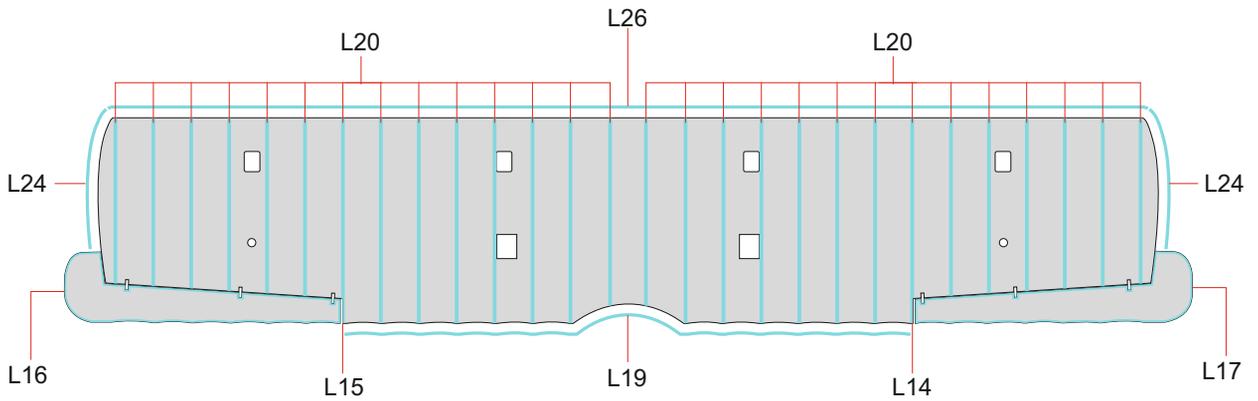
4 COLOR VERSION = MARKINGS A,B,C,E

5 COLOR VERSION = MARKING D,

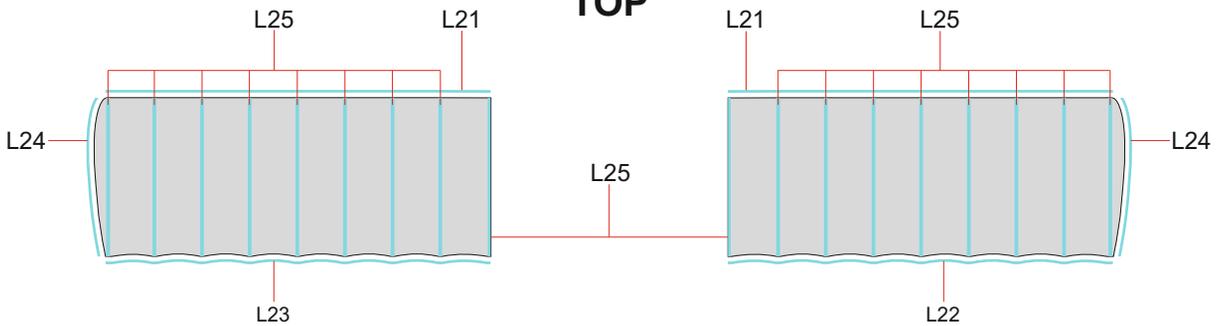
## TOP



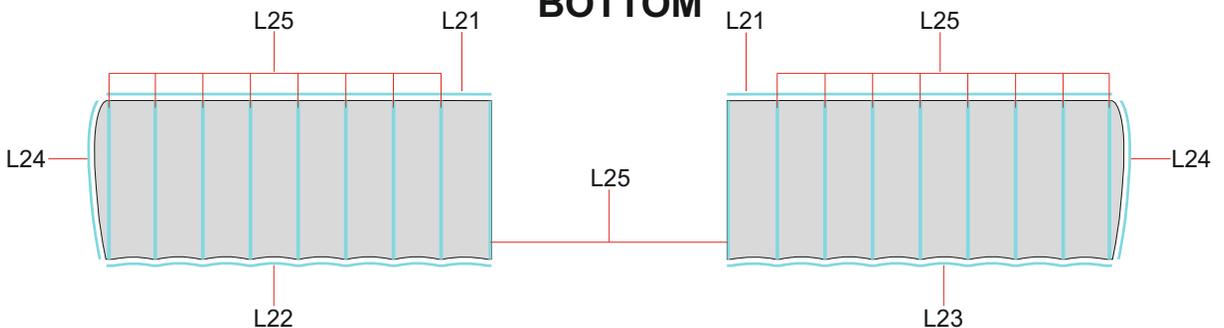
## BOTTOM



## TOP

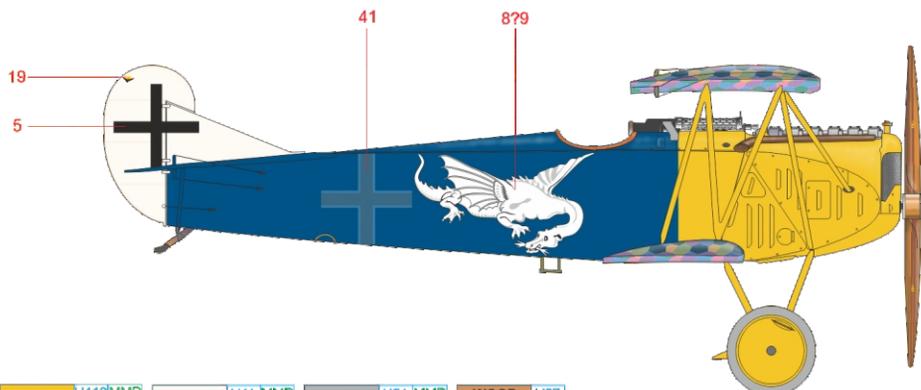
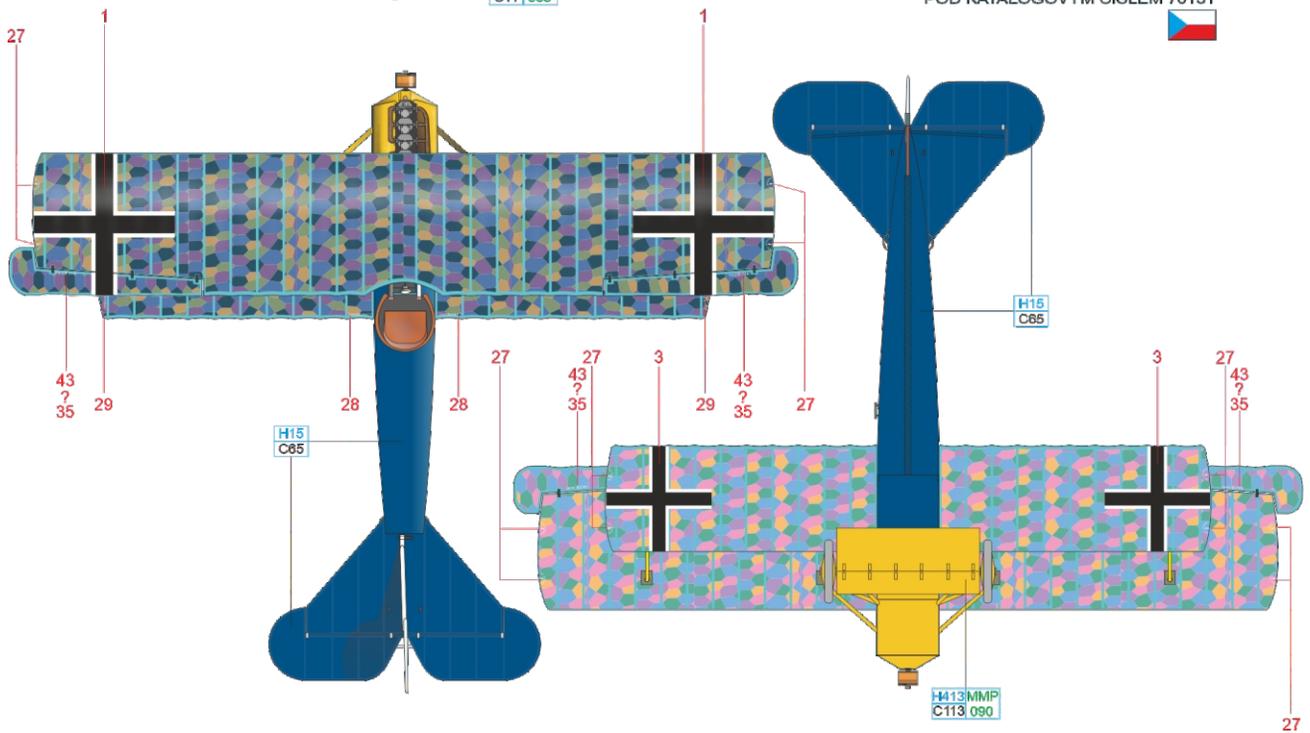
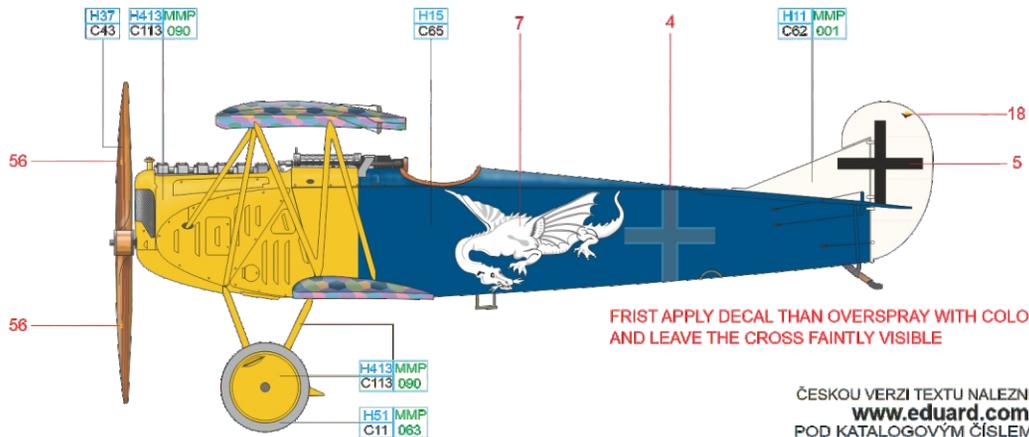


## BOTTOM



# A Ltn. Wilhelm Leusch, CO of Jasta 19, Florenville, Luxembourg, October 1918

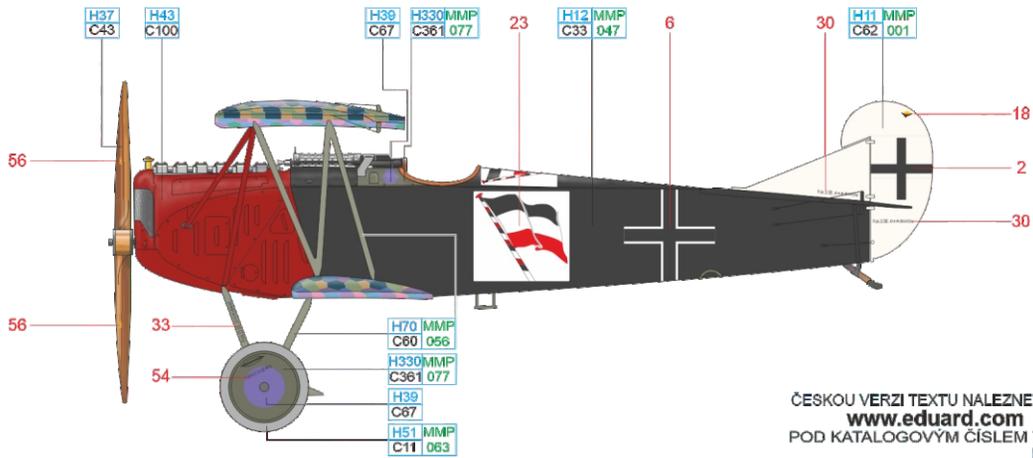
Wilhelm Leusch, a native of Neuss near Dusseldorf, was born on October 15, 1892, and joined the Luftstreitkräfte (Imperial German Flying Corps) in October 1914. He was flying two-seat aircraft at FFA Metz and FFA 19 before he was transferred to Jasta 13 in November 1916. Five months later he moved to Jasta 19 where he scored all of his five aerial victories and replaced seriously injured von Beaulieu-Marconay as CO of the unit on October 18, 1918. Wilhelm Leusch survived the Great War, but died on August 14, 1921, in a gliding accident. Leusch was using this late production D.VII (OAW) in the closing stages of Great War. When photographed after armistice, the aircraft had the rudder painted white, but it was blue during October 1918 and had a rear view mirror mounted on the upper wing center section. The white dragon, personal Leusch's emblem was inspired by an advertising for the Unterberg & Helmle company, producer of engine ignition systems. The Jasta 19 unit markings consisted of blue fuselage with yellow nose. The fuselage cross was oversprayed with blue but was still faintly visible underneath. It is not known whether the dragon was painted on the right side of the fuselage as well. We provide the decal for both sides and the decision is up to the modeler.



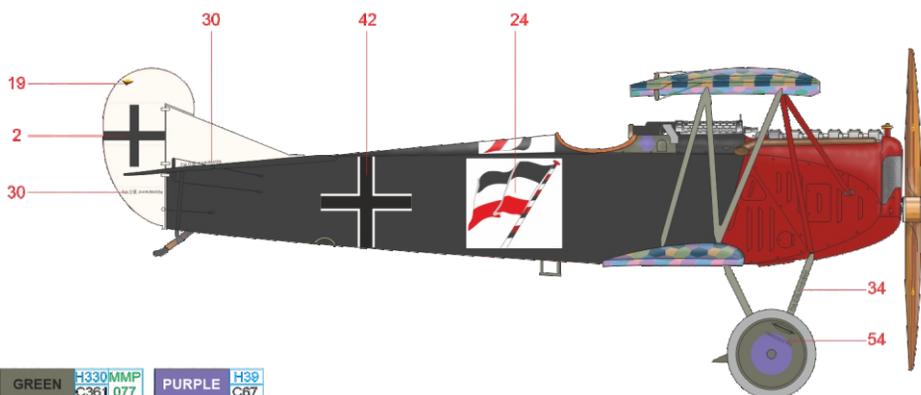
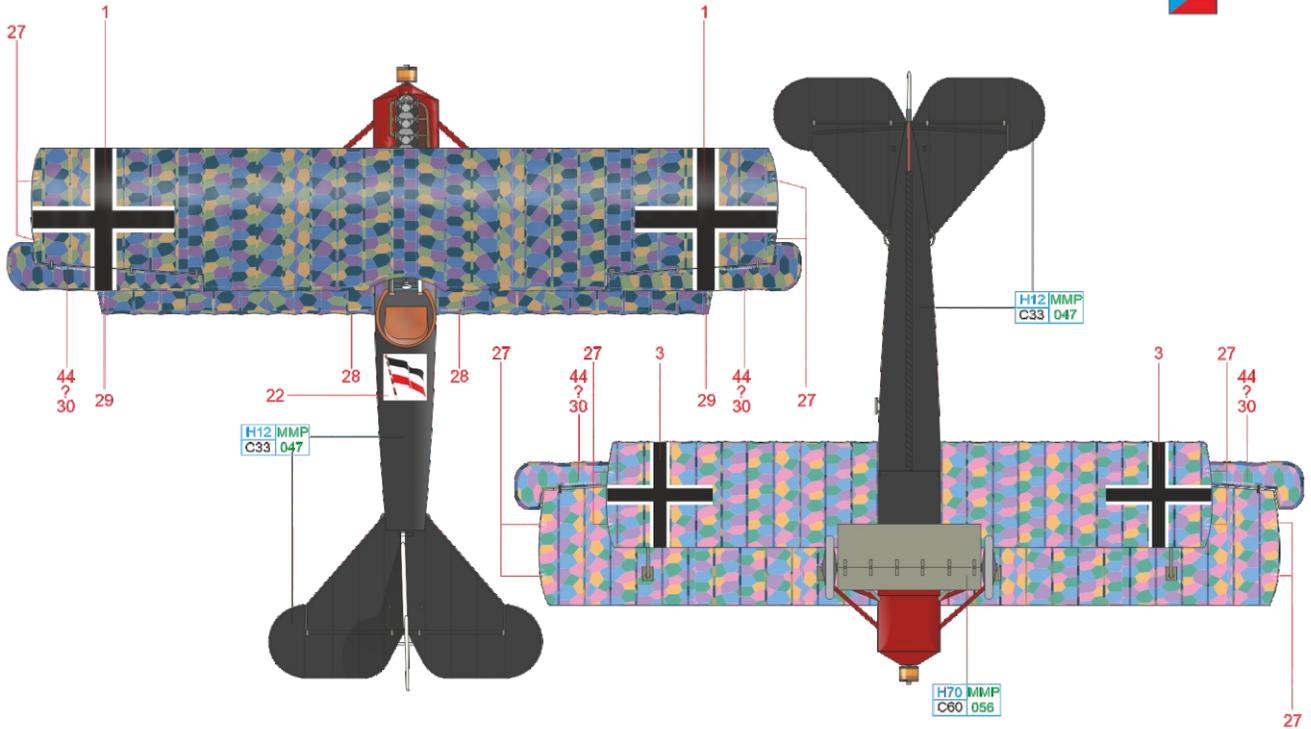
BRIGHT BLUE	H15	YELLOW	H413/MMP	WHITE	H11/MMP	GRAY	H51/MMP	WOOD BROWN	H37
C65	C65	C113 090	C113 090	C62 001	C11 063	C43			

# B No. 64441/18, Lt. Max Näther, Jasta 62, Preutin-Higny, France, October 1918

Max Näther was born on August 24, 1899, in Tepliwoda (currently Ciepłowody in Poland) and he joined the German military at the age of fifteen. In the summer of 1917, he was by his own request assigned to the Luftstreitkräfte. After training he was assigned to Jasta 62 in March 1918, where he became CO of the unit on July 7, 1918. He held that post until the end of the war. Within six months he achieved 26 victories and at the end of the war was nominated for the Pour le Mérite. Max Näther continued his military career after the armistice and took part in fighting over the German - Polish border. There, he was shot down and killed by Polish insurgents over the town of Kolmar (today's Chodzież in Poland) on January 8, 1919. The fuselage of Jasta 62 aircraft were painted black with a red nose section and wings left in factory five-color Flugzeugstoff finish. The Imperial German flag was Näther's personal marking.



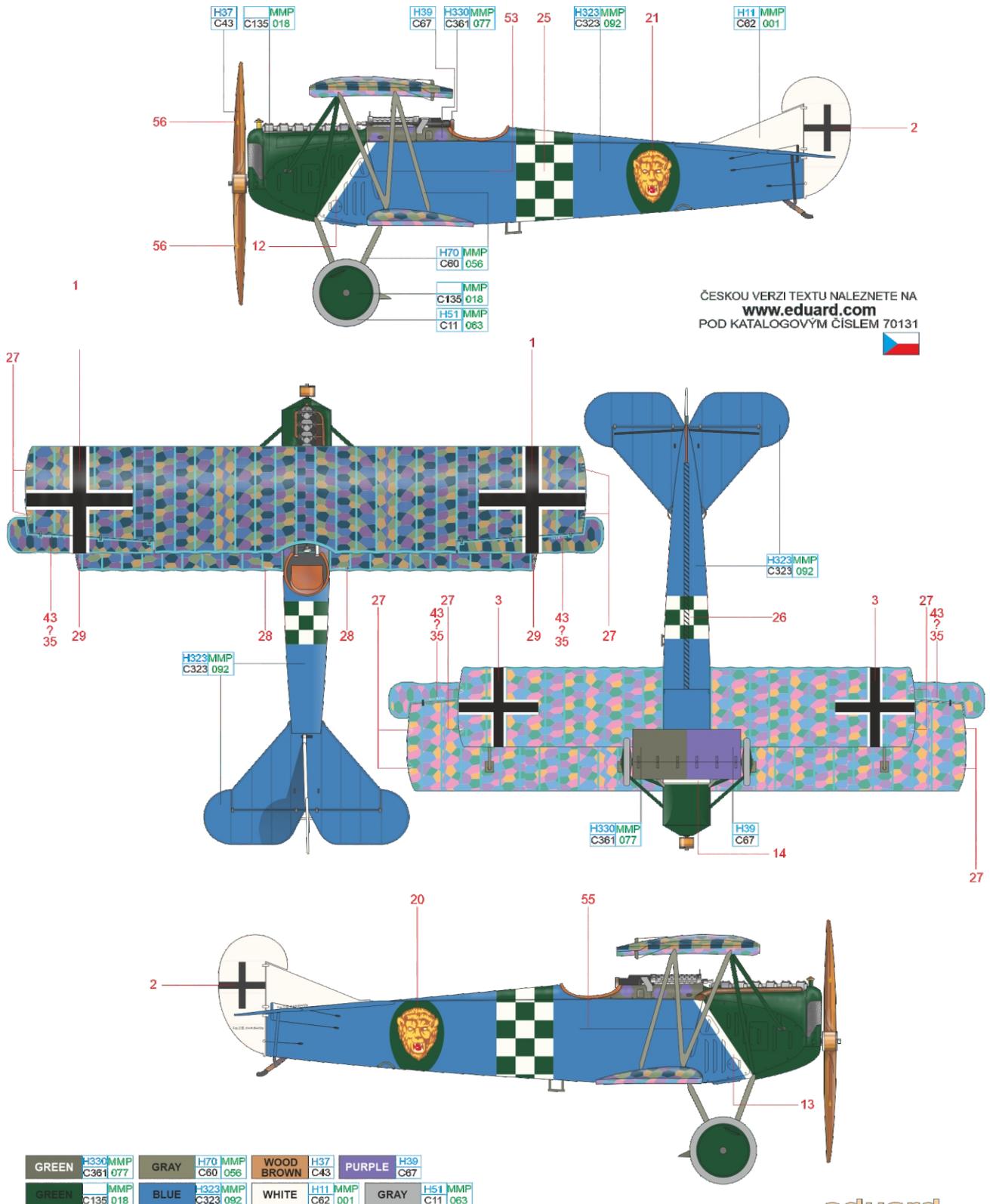
ČESKOU VERZI TEXTU NALEZNETE NA  
**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 70131



GRAY	H70 MMP C60 056	GREEN	H330MMP C361 077	PURPLE	H39 C67
BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	GRAY	H51 MMP C11 063
		RED	H43 C100	WOOD BROWN	H37 C43

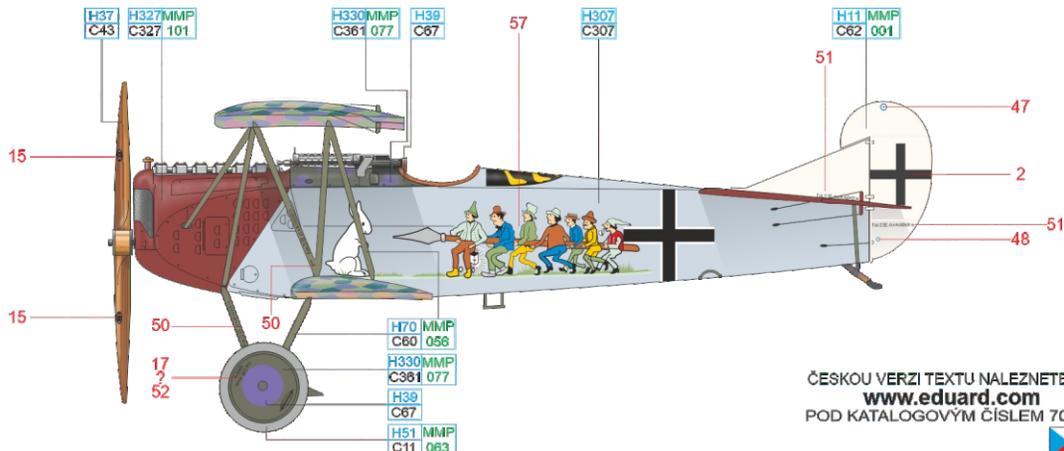
# C Ltn. Franz Büchner, CO of Jasta 13, Trier, Germany, October 1918

Franz Büchner, the son of successful businessman was born in Leipzig on January 2, 1898 and volunteered for the army at the age of sixteen. After being wounded in combat on April 3, 1916 in France, he applied for the service in the ranks of Luftstreitkräfte. He flew two-seaters after his training with FFA 270 but was transferred to Jasta 9 in March 1917. There he scored his first victory prior to another move in September, when he was assigned to Jasta 13. There he stayed until the end of the war and became its CO on June 15, 1918. He was not ace at this time, with only four victories on his account, but it was to change and finally he accumulated 40 victories, which makes him the 11th most successful German fighter ace. In October 1918 he was awarded the Pour le Mérite. Büchner was killed on March 18, 1920, during civil unrest in Germany when fighting against Communists. He was shot down close to the town he was born. Jasta 13 aircraft were easily identified thanks to the blue color of the fuselage and green nose of their aircraft. Büchner's personal marking was a werewolf head on a green background. The wings were covered in a five-color Flugzeugstoff. The wings were covered in a five-color Flugzeugstoff.

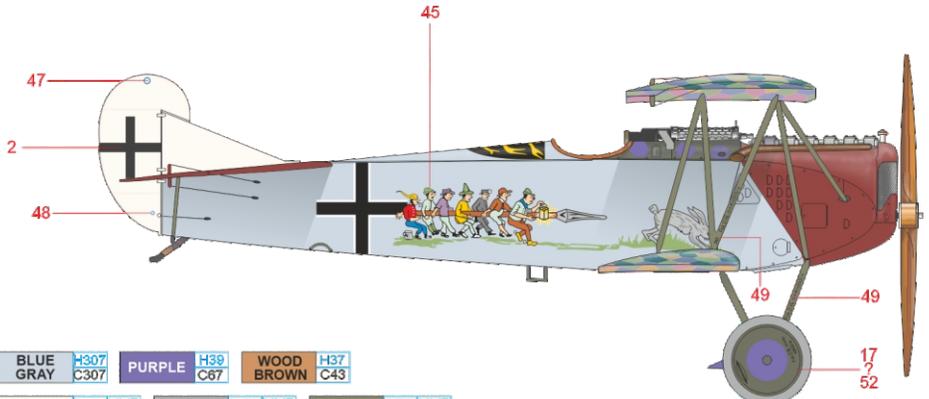
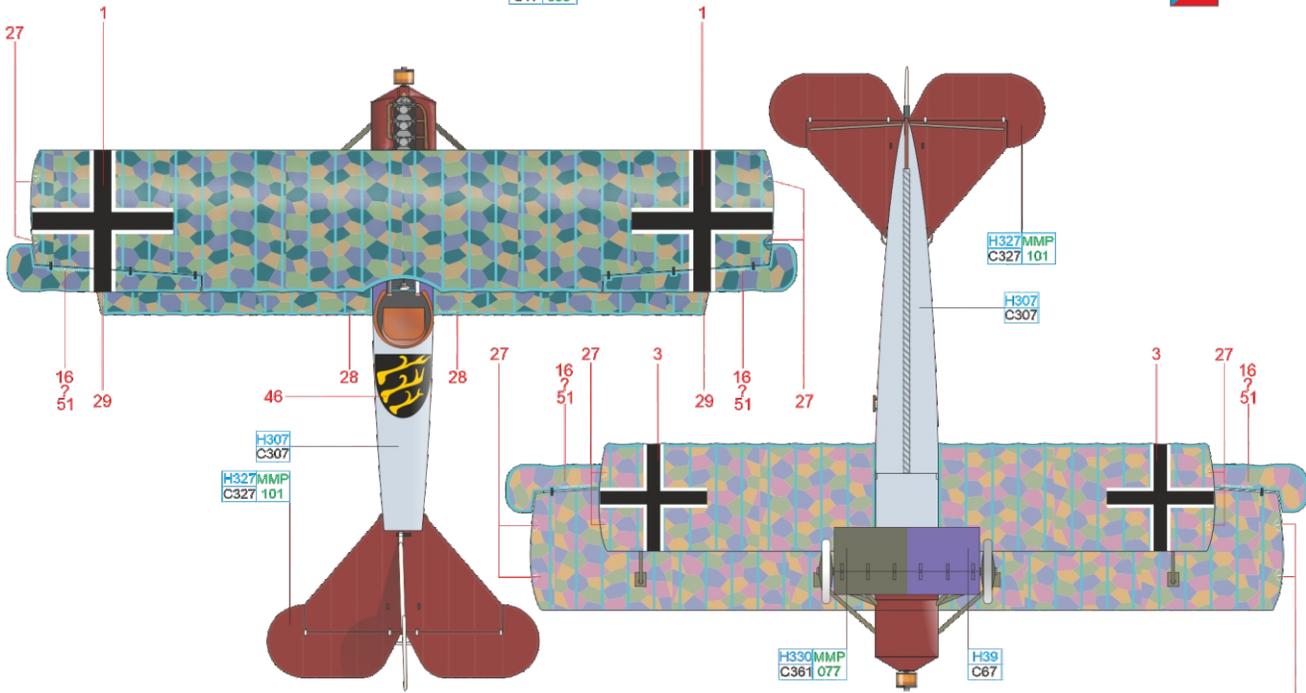


# D Uffz Alfred Bäder, Jasta 65, Tichémont, France, November 1918

Alfred Bäder was born on September 20, 1893 in Tübingen, Wurttemberg. After an injury sustained in summer 1916 with Infanterie Regiment Nr. 180, he went through pilot training and subsequent fighter pilot training at Jastaschule II, being finally assigned to Jasta 65 on August 31, 1918. Less than a week later he was shot down by a Salmson 2A2 of 91st Aero Squadron flown by 1Lt Victor H. Strahm and Capt. James E. Wallis near Rembercourt. He eventually shot down two USAAC Salmsons in a kind of revenge. The first one belonged to 99th Aero Squadron and was shot down on October 2. The second one was from 91st Aero Squadron and Bäder sent it down on November 8, 1918. His wartime Fokker D.VII from early OAW production sported a very colorful and complex illustration of Seven Schwabians, the group of villagers from a medieval fairy tale collected by the Grimm brothers. The story makes fun of the people from the then Duchy of Swabia, the villagers portrayed in the tale are foolish and so they all die finally. The illustration was painted on both sides of the fuselage and differed from each other. Bäder sent a photograph of this aircraft as a postcard to his injured colleague Wilhelm Scheutzel, to whom this aircraft was wrongly attributed for many years.



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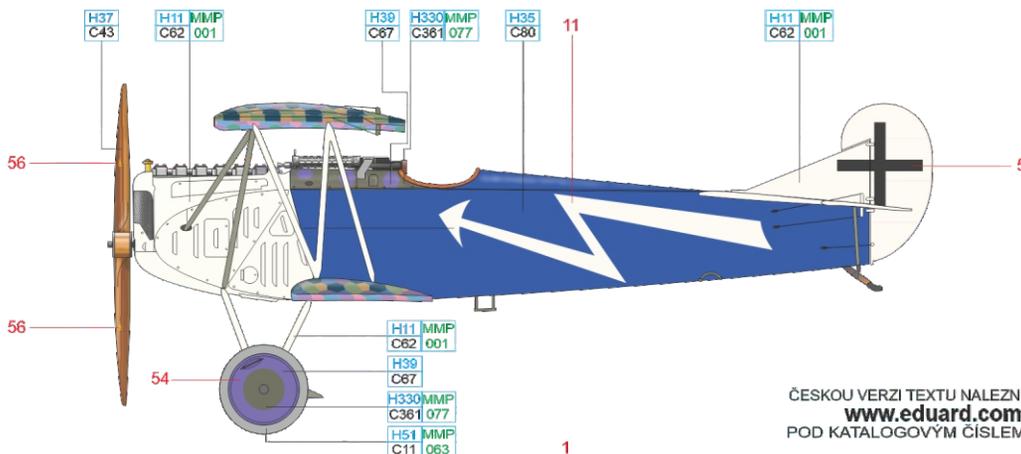


- |       |                     |           |                    |        |                    |            |                    |
|-------|---------------------|-----------|--------------------|--------|--------------------|------------|--------------------|
| GREEN | H330MMP<br>C361 077 | BLUE GRAY | H307<br>C307       | PURPLE | H39<br>C67         | WOOD BROWN | H37<br>C43         |
| RED   | H327MMP<br>C327 101 | WHITE     | H11 MMP<br>C62 001 | GRAY   | H51 MMP<br>C11 063 | GRAY       | H70 MMP<br>C60 058 |

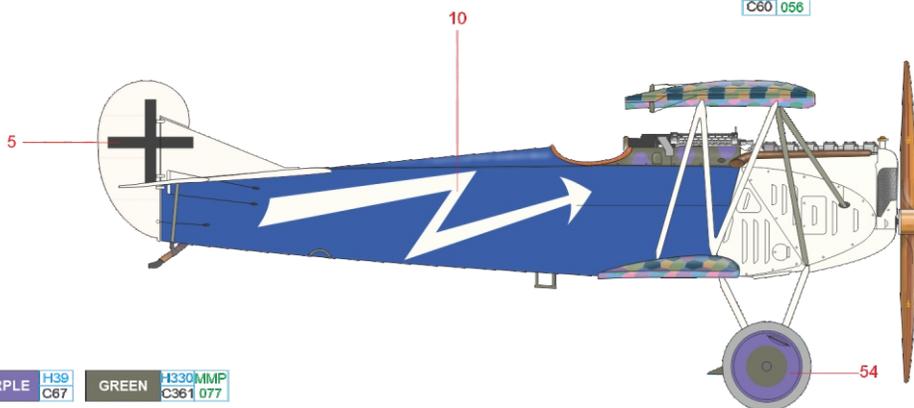
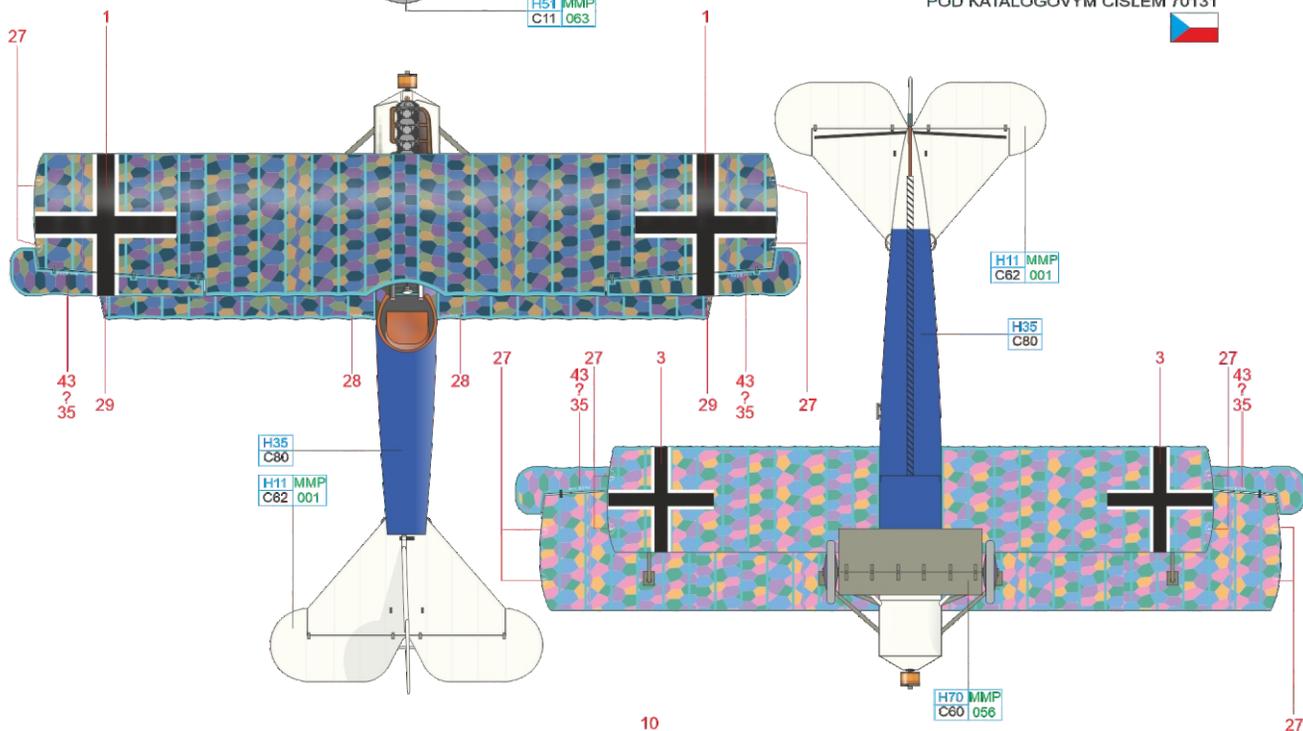


# E Ltn. Alfred Greven, Jasta 12, Carignan, France, October 1918

A native of Elbfeld (today a part of Wuppertal city), Alfred Greven was born in 1897, and after completing high school, he volunteered for the army in September 1914. Greven suffered serious injuries in trenches and after recovering from wounds, he was transferred to the Luftstreitkräfte, in July 1917 he started to earn his spurs as a fighter pilot within JG II. As the Great War drew to its conclusion, he was assigned to Jasta 12, where he earned four victories during the last three months of the war. After the Armistice he started to work in the film industry and joined the Nazi party in 1931. In 1940, he was named head of the newly established company "Continental Film" in occupied France and also founded the SOGEC company running the network of cinemas (mostly confiscated from Jews) and the ACE, the subsidiary of UFA company (he led UFA as well). He continued in movie industry after the World War II, but he had to face the burden of his past several times. Finally, he founded his own company Alfred Greven Film GmbH in 1953 and produced 10 post-war movies. One of them was the promotional documentary NATO movie Alarm in the Mediterranean. Altogether he produced 60 movies, mostly comedies. He died on February 9, 1973, in Cologne. The fuselage of Greven's aircraft sported the typical Jasta 12 colors of blue fuselage and white nose. The white lightning flash was Greven's personal marking.



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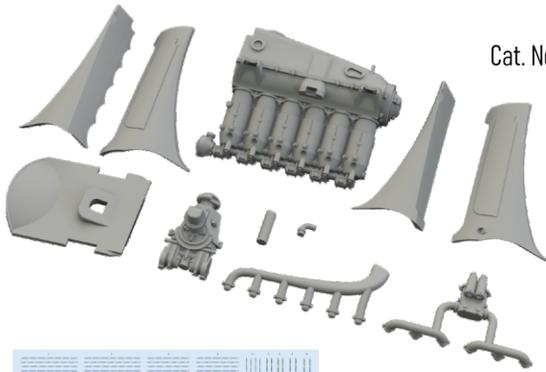
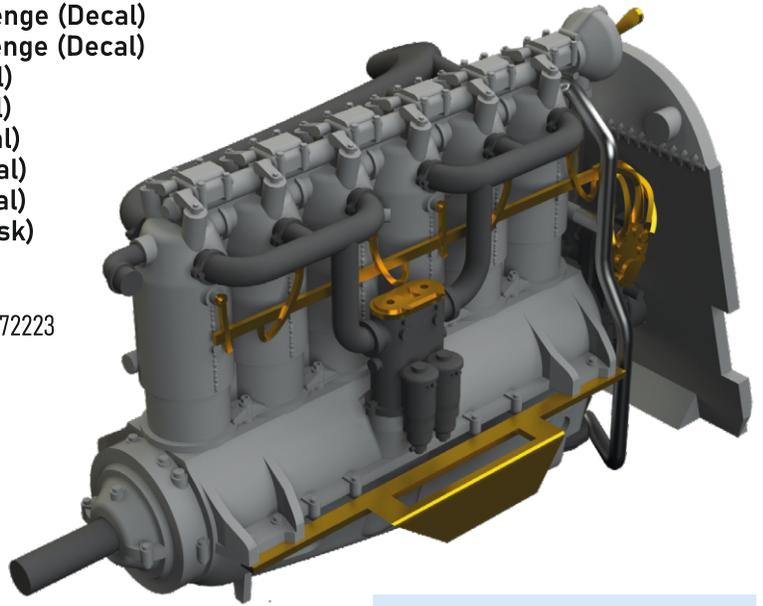


WOOD BROWN	H37 C43	PURPLE	H39 C67	GREEN	H330MMP C361 077
BLUE	H35 C80	WHITE	H11 MMP C62 001	GRAY	H51 MMP C11 063
				GRAY	H70 MMP C60 056

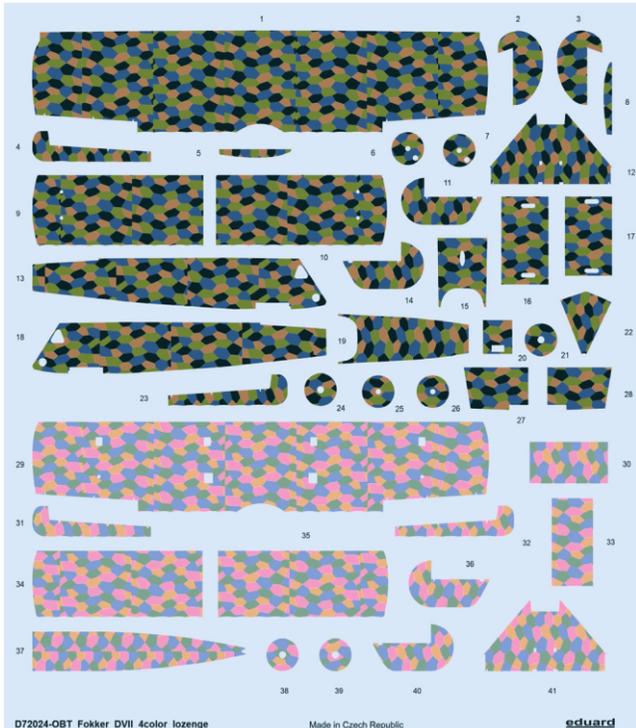
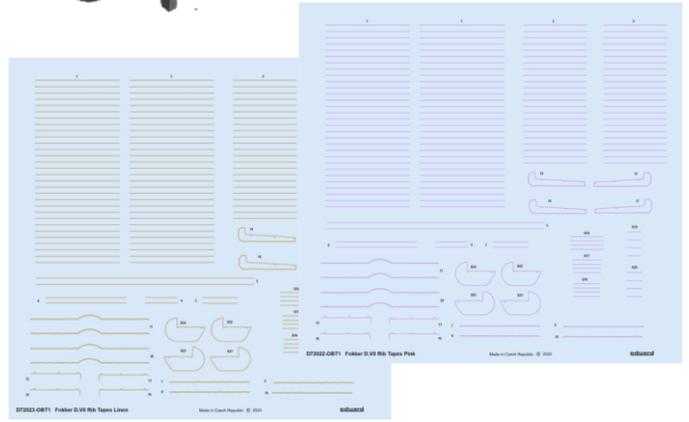
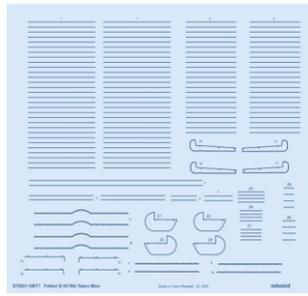
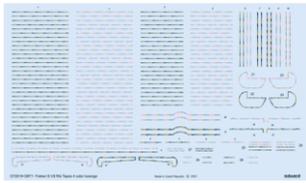
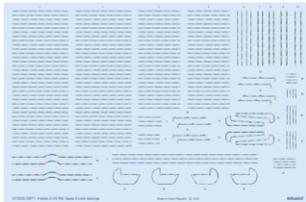
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# Fokker D.VII (OAW) 1/72

- 672223 Fokker D.VII (OAW) engine/Mercedes D.III (Brassin)
- D72019 Fokker D.VII rib tapes 4color lozenge (Decal)
- D72020 Fokker D.VII rib tapes 5color lozenge (Decal)
- D72021 Fokker D.VII rib tapes blue (Decal)
- D72022 Fokker D.VII rib tapes pink (Decal)
- D72023 Fokker D.VII rib tapes linen (Decal)
- D72024 Fokker D.VII 4color lozenge (Decal)
- D72025 Fokker D.VII 5color lozenge (Decal)
- CX599 Fokker D.VII (OAW) Weekend (Mask)



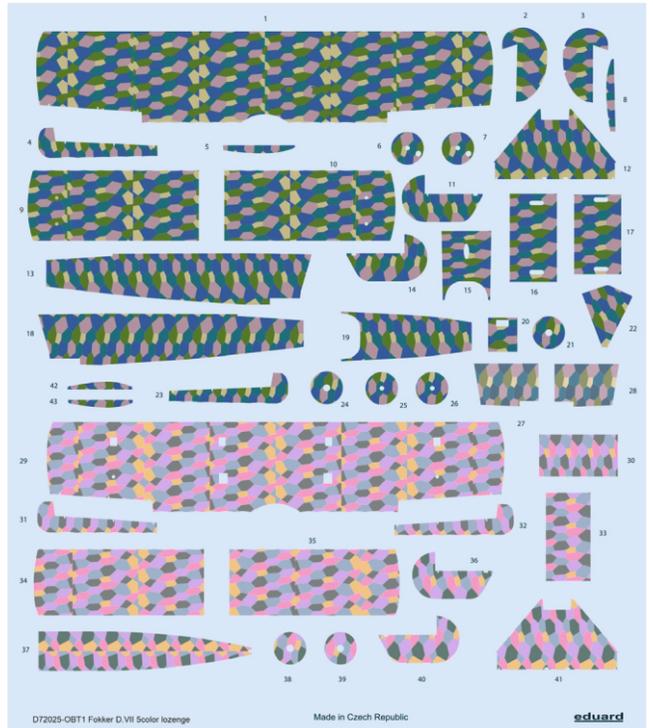
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D72024-OBT Fokker D.VII 4color lozenge

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D72025-OBT1 Fokker D.VII 5color lozenge

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