

Lifelike Decals

48-012

Fokker D.VII Part 1

Limited Edition!



OAW-built D.VII

**Lt. W. Leusch,
commander Jasta 19**

Fokker-built D.VII



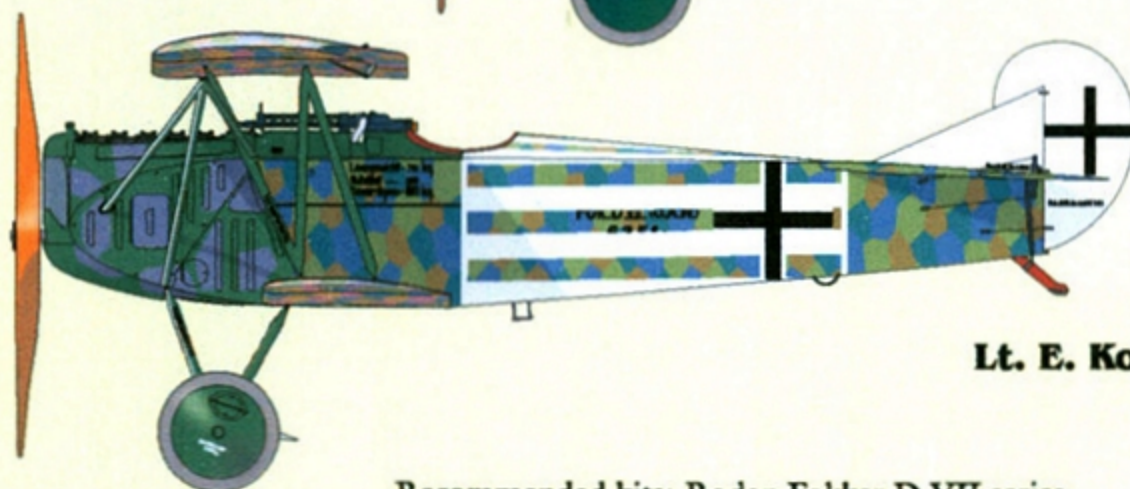
Jasta 16b



OAW-built D.VII

**Lt. Franz Büchner,
commander Jasta 13**

OAW-built D.VII



Lt. E. Koch?/Jasta 32b?

Recommended kits: Roden Fokker D.VII series
Eduard Fokker D.VII series

Lifelike Decals wants to hear from you and your input.

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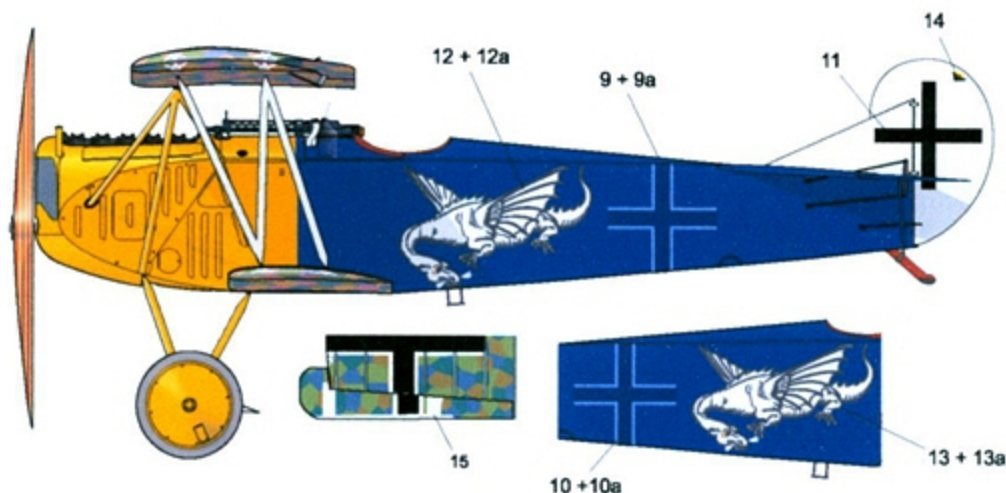
<http://lifelikedecals.sakura.ne.jp>

A/C #1

Fokker DVII (O.A.W.-built) flown by Lt. Wilhelm Leusch, Commander of Jasta 19, Stenay Airfield, October 1918.

Lt. Leusch transferred to Jasta 19 in April 1917, and after the death of Lt. Oliver von Beaulieu-Marconnay by friendly fire on October 18, he took the command of the Staffel till the end of the war. Depicted here is his last wartime D VII, whose photos taken at Stenay and also in French hands are shown in ref. 1-3. As the size and position of wing/tail cross are identical to Rudolf Stark's (Jasta 35b) D. VII, 4523/18, this A/C is most likely coming from the third O.A.W. production batch (s/n 4450/18-4649/18), but having been retrofitted with final production-style engine side panels.

It is painted in the final unit marking of Jasta 19 with yellow nose and dark blue fuselage (translucent enough to see the fuselage cross through), and wings are covered in 4 color lozenge fabric with blue/pink rib tapes. Exact tint of yellow and dark blue is not known. Its upper wing left flap is taken from another A/C (ref. 3). Prop is a Heine. The beautiful dragon marking is a close copy of the Dragon motif in



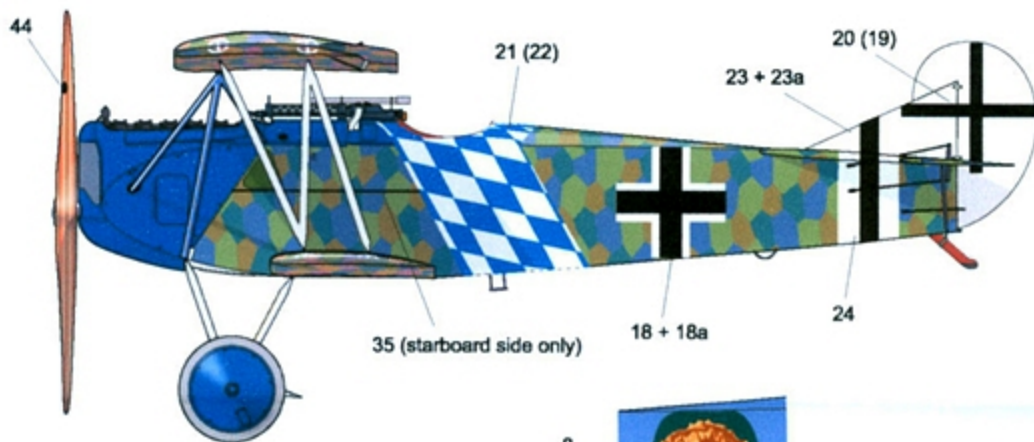
the ad of Unterberg & Helme, a metal casting company. Its color is not known definitely, but we presume gray colors as in the ad.

Lt. Leusch scored his fifth victory with this A/C on November 3, but his sixth (Spad) was not credited due to the chaos during the last days of the war.

A/C #2

Fokker D VII (early Fokker-built) flown by an unknown pilot of Jasta 16b, St. Marguerite airfield, June/July 1918

The only photo of this A/C is shown in ref. 4, and it clearly shows the Jasta 16b marking of black/white bands on the tail. As with the famous Max Holtzern's comet-marked D VII, 402/18 (ref. 5), this is one of the first Fokker-built D VII delivered to this unit around June 1918 with almost no louvers on the cowling. Its nose and wheel covers are painted in dark blue (exact tint unknown), and the rest is covered in 4 color lozenge fabric. Rib tapes probably lozenge fabric too. Prop is probably an Axial. White paint on its fin/rudder is much stained, which is a clear contrast to the white band of the tail unit marking. Pilot's personal marking is the Bavarian checker on the fuselage, but it seems this band does not go onto the bottom of the fuselage. It is fitted with a telescopic gun-sight, and its wing N-strut is painted in light color, probably light gray.

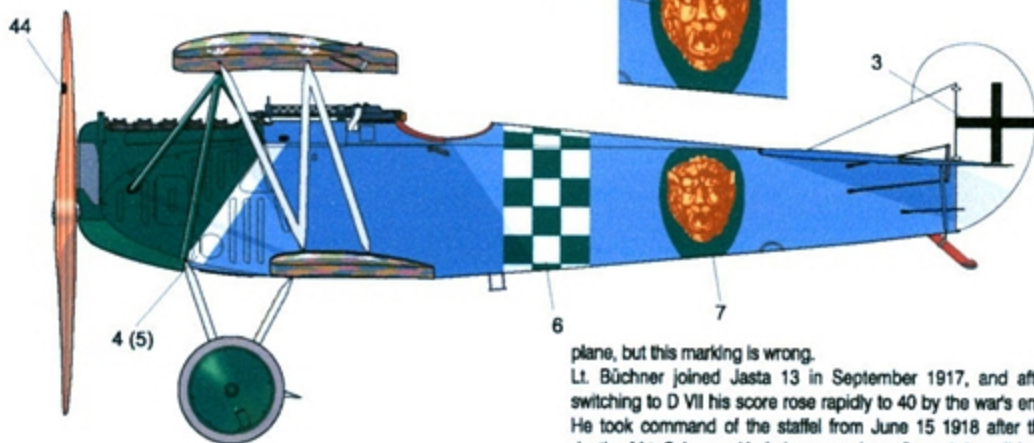


A/C #3

Fokker D VII (O.A.W.-built) flown by Lt. Franz Büchner, Commander of Jasta 13, Carignan airfield, October 1918

This is a well known D VII with photos shown in ref. 2, 5, 6, and 7, and is one of the O.A.W.-built D VII of fourth production batch (s/n 6300/18-6649/18). It is decorated in the final version of Jasta 13 group marking of green nose and blue fuselage with white band edging, but exact tint of these colors are unknown. It seems that this unit used a lighter shade of blue than the dark Prussian blue of other JG II units, and the fuselage cross is completely covered. The wings are covered in 4 color lozenge fabric with blue/pink rib tapes, and its prop seems to be an Axial.

Büchner's personal marking is the Saxony checker on the fuselage and the "lion" head on the rear fuselage. This is previously described as a "werewolf's head", but as he is a Leipzig native and lion is a part of its coat of arms, "lion's head" is more plausible. Besides a very similar lion's head marking graces the entrance of the Leipzig zoo, which was breeding captive lions since late 19th century. Ref. 2 shows a close-up photo of the lion emblem, but its proportion is slightly different from that on



the left side. This might come from the right side fuselage, and Mr. Leckscheid confirmed that there is a photo showing it on the right side. Sometimes green/white bands are shown on the

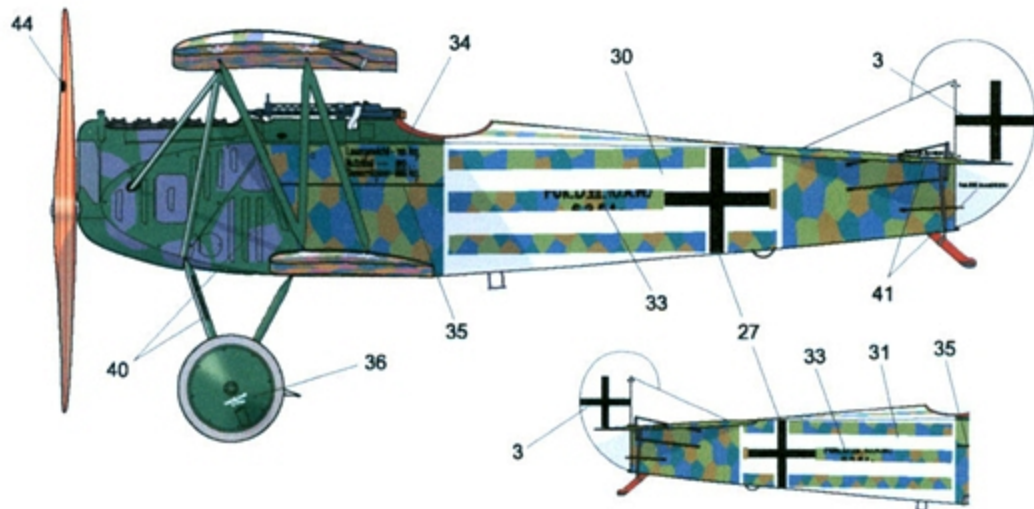
plane, but this marking is wrong. Lt. Büchner joined Jasta 13 in September 1917, and after switching to D VII his score rose rapidly to 40 by the war's end. He took command of the Staffel from June 15 1918 after the death of Lt. Schwarz. He is known to have flown 3 (possibly 4) Fokker D VII, and his last one (featured here) ended up as one of the several captured D VII in the hands of the 138th Aero Squadron, USAS.

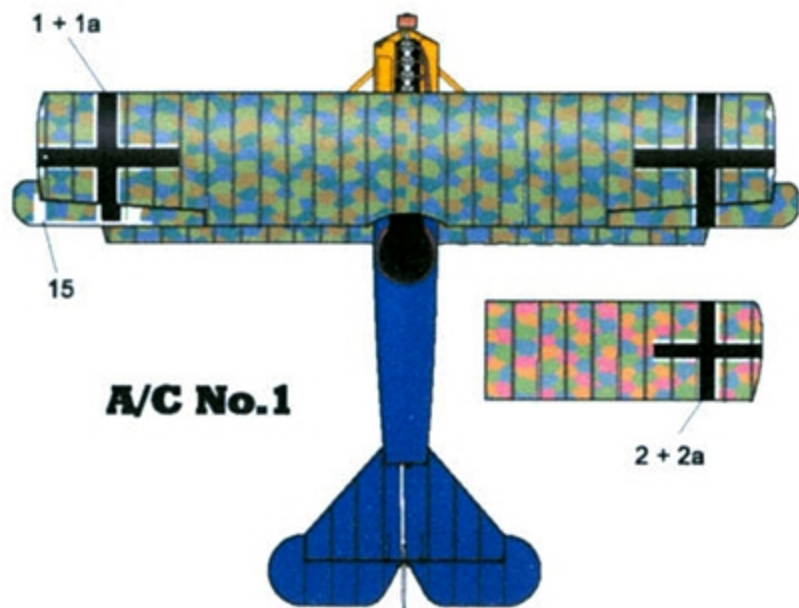
A/C #4

Fokker D VII (O.A.W.-built), s/n 6351/18, possibly, flown by a pilot of Jasta 32b, Trier airfield, after armistice.

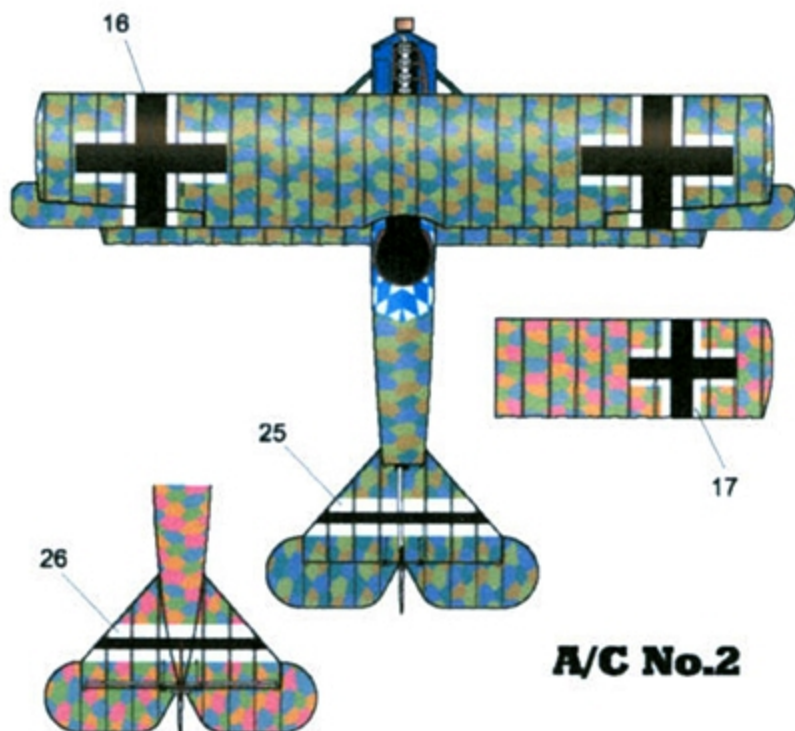
This gaudily marked Fokker D VII was photographed in the hangar at Trier airfield after armistice along with other (relatively new) D VII's as shown in ref. 8. Its s/n is clearly shown on the tail plane in white. Wings and fuselage are covered in 4 color lozenge fabric (pink rib tapes), over which the large white stripes are applied. The space between the stripes is left intact. We firmly believe the white stripes cover the bottom surface of fuselage also, but could not be confident of the white stripes on the bottom of lower wings. Its nose/engine cowling area is not visible in the photo, but most probably was left in the standard O.A.W. pattern of green and mauve patches. Propeller is probably an Axial.

Jasta 32b moved to Trier airfield just two days before the armistice. Pilot of this A/C is not firmly known, but might be Lt. Emil Koch. His Roland D. VI (Jasta 32b) around June 1918 is photographed with very similar white stripes. He was wounded in both thighs while ground strafing on October 24, 1918, but could safely land at Harmignies. One can speculate that this may be his last Fokker D VII.





A/C No.1



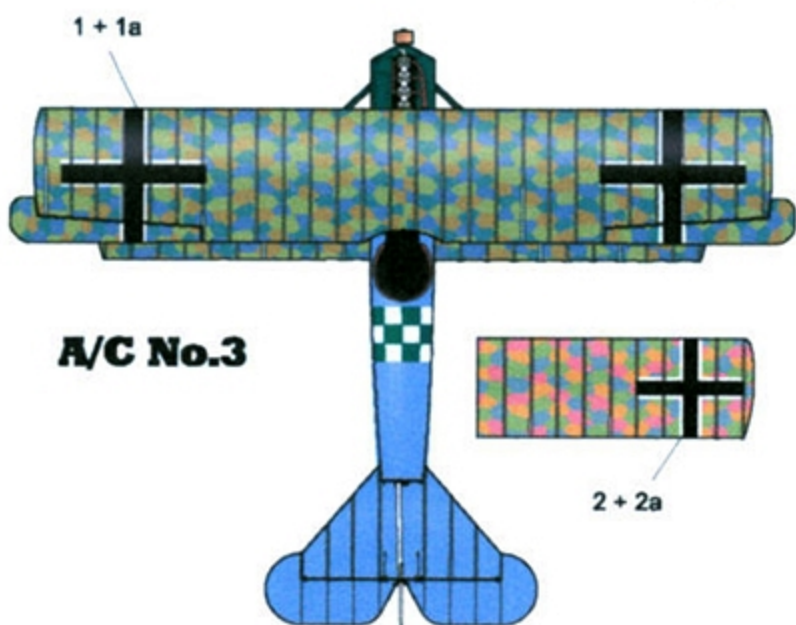
A/C No.2

Top wing
42 (a/c No's. 1, 3 & 4)
or 43 (a/c No.2)
Top & bottom.

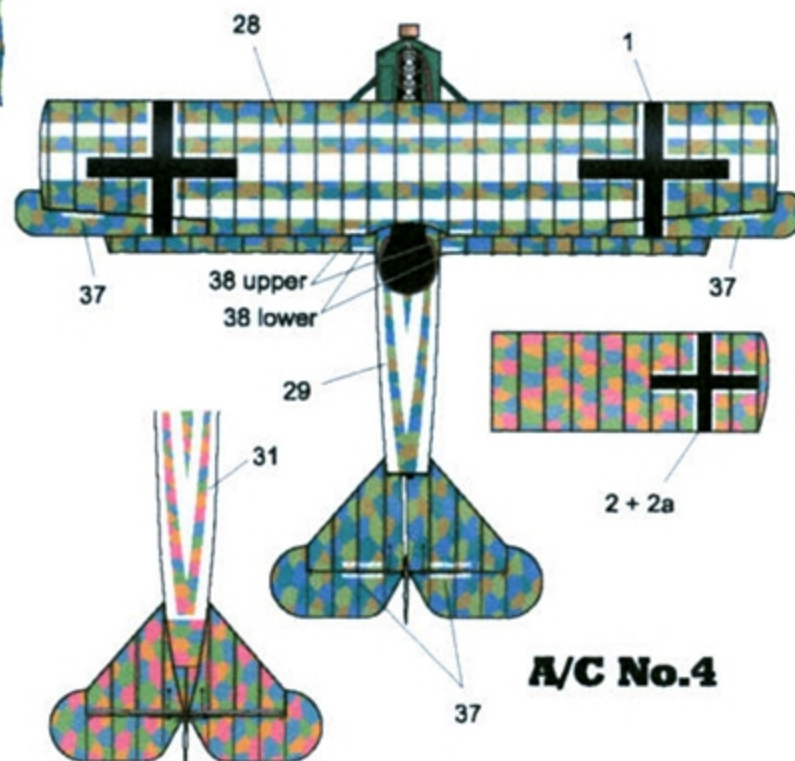
Bottom wing
42 (a/c No's. 1, 3 & 4)
or 43 (a/c No.2)
Top only.



39



A/C No.3



A/C No.4

References;

- 1) Fokker D VII Anthology 3, Albatros Publication (assignment is incorrect).
- 2) Osprey Aviation Elite Units #19, Jagdgeschwader Nr. II, Osprey Publishing.
- 3) Unpublished photos supplied by Mr. J. Leckscheid.
- 4) Propellerblatt issue 4.
- 5) Fokker D VII Anthology 1, Albatros Publication
- 6) Windsock Datafile 9 Fokker D VII, Albatros Publication
- 7) Osprey Aircraft of the Aces #53, Fokker D VII Aces of World War I part 1, Osprey Publishing.
- 8) Over The Front magazine, vol. 19, No. 2

Our special thanks to Mr. Jörn Leckscheid for his valuable information and contribution. The pioneering research of German Jasta markings by Mr. Alex Imrie and Mr. Manfred Thiemeyer is also gratefully acknowledged!

Major propeller types used for German fighters in WWI (1/48 size)

* Wooden pattern may vary with the wooden material or number of wood layers used even within the same propeller

For Mercedes D. III series engines (Used on Albatros D.III, D.V, Fokker D.VII, Pfalz D.III, D.XII, Roland D.VIa and others.)



Anker
(Deutsche Anker Propeller Werke)



Astra
(Steiniger und Cie)



Axial
(Axial Propellerfabrik)



Garuda
(Garuda Propellerbau)



Germania
(Erste Suddeutsche Propellerwerke)



Heine
(Hugo Heine Propellerwerke)



KF
(Kurt Fliegel Propellerbau)



Niendorf
(Gebrüder Niendorf)



Propulsor
(Deutsche Luftschraubenbau)



Reschke
(Franz Reschke)



Wolff
(Wolff Luftschraubenfabrik)



Wotan
(Wotan Propellerbau)

For BMW D.IIIa engine (Used on Fokker D.VIIF)



Axial



Heine

For Oberursel UR.II engine (Used on Fokker Dr.I, D.VI, E.V/D.VIII)



Axial



Heine