

# Fokker D.VII Part 4

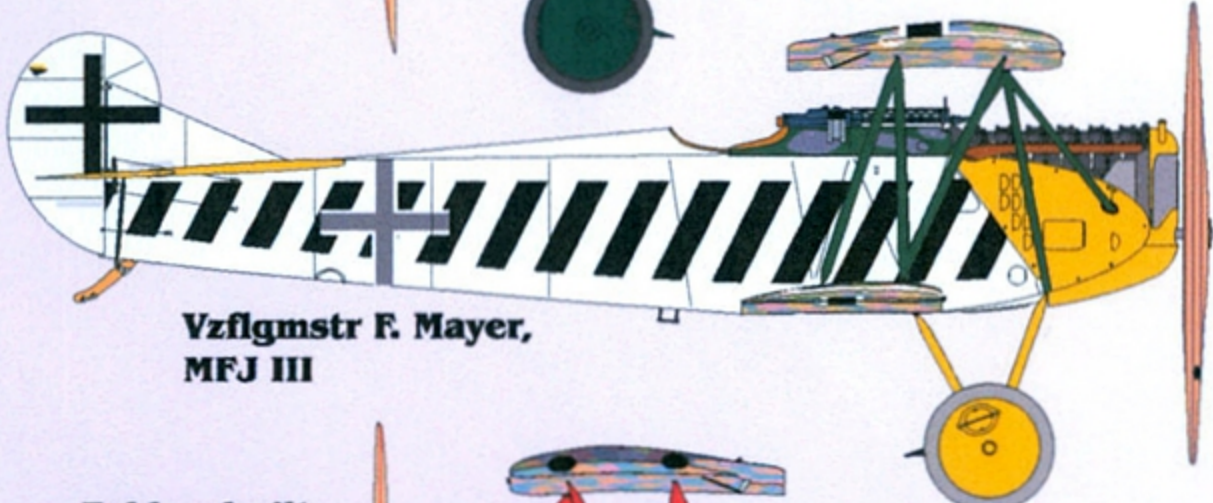
Limited Edition!

Fokker-built  
D.VIIF



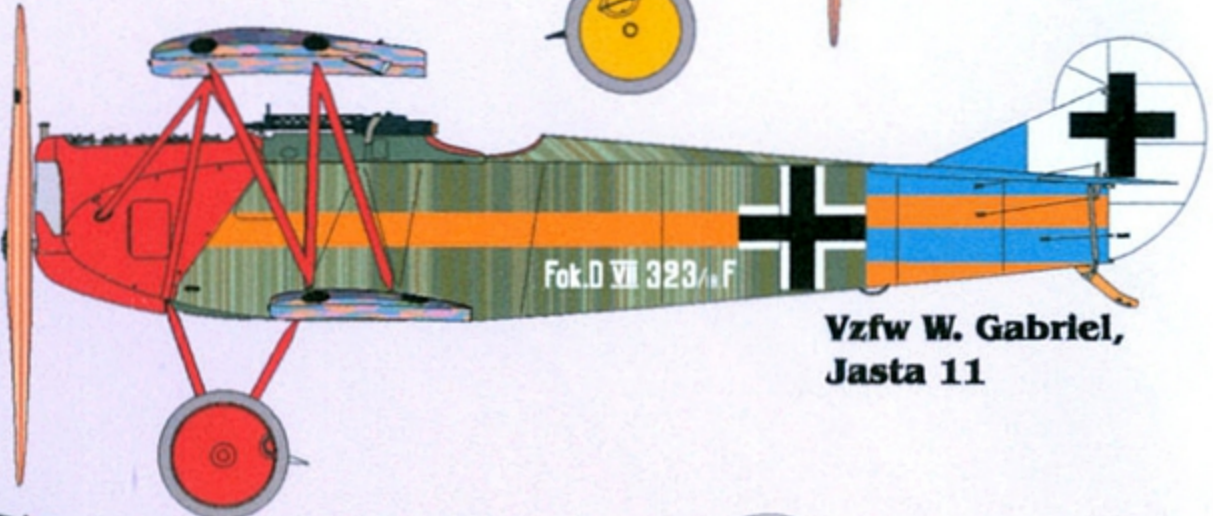
Jasta Boelcke

OAW-built  
D.VII



Vzflgmstr F. Mayer,  
MFJ III

Fokker-built  
D.VIIF



Vzfw W. Gabriel,  
Jasta 11

OAW-built  
D.VII



Ltn. H. Körner,  
Jasta 19

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

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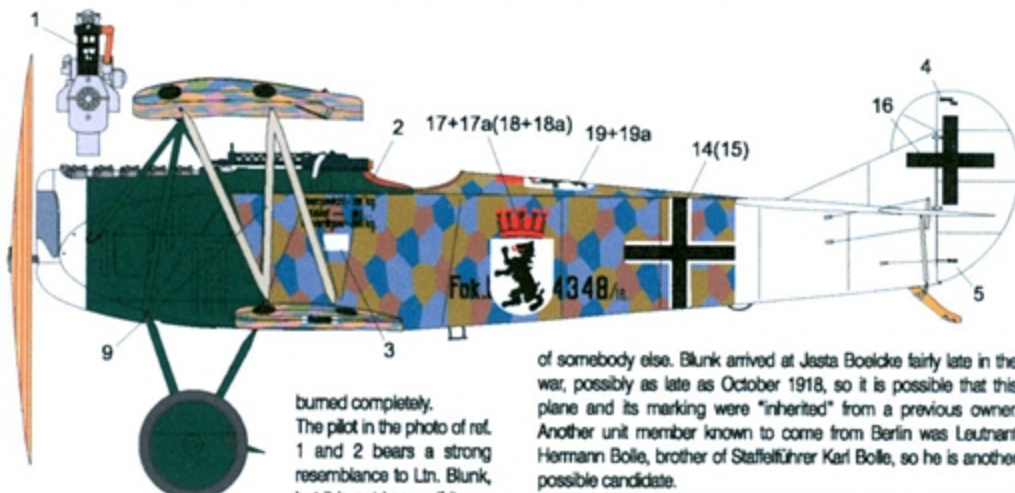
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**A/C #1 Fokker D.VII 4348/18 of Jasta "Boelcke", Possibly flown by Lt. Paul Blunk (3 victories), Lenz by Mons airfield, November 1918.**

Fokker D.VII 4348/18 was accepted at Schwerin on 02 August 1918 and probably arrived at Jasta Boelcke in the second half of the month. Fokker works number of this plane was 3049, and it was powered by BMW IIIa engine No. 1349. Three photos of this A/C are published in ref. 1 and 2, and Mr. Leckscheid sent us three more photos (including two photos taken by Allies after capture). The airframe was covered in 4-color lozenge fabric. Front nose, left tail sections and horizontal tail plane were painted in white, while right tail section and horizontal tail plane were painted in black, as was customary with Jasta Boelcke. Engine panels, wheel cover and some of the struts were painted in dark green. Two photos taken by the Allies clearly show the position of Berlin coat of arms of fuselage sides relative to serial number. Late in the war, it was a common practice in Jasta Boelcke to re-mark the military number above the rudder cross. Often, in the event of a crash, this was the only part of the aeroplane that wasn't

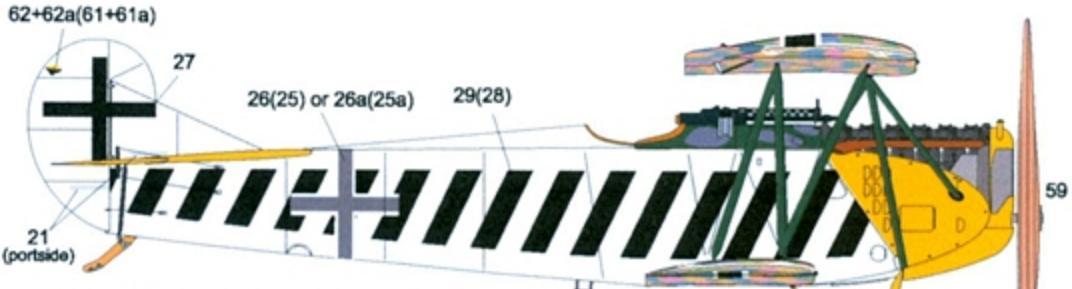


burned completely. The pilot in the photo of ref. 1 and 2 bears a strong resemblance to Lt. Blunk, but it is not known if it was his personal aircraft or that

of somebody else. Blunk arrived at Jasta Boelcke fairly late in the war, possibly as late as October 1918, so it is possible that this plane and its marking were "inherited" from a previous owner. Another unit member known to come from Berlin was Leutnant Hermann Bolle, brother of Staffelführer Karl Bolle, so he is another possible candidate. When photographed in November 1918, the prop fitted was either a Wotan without manufacturer's decal or a Heine.

**A/C #2 Fokker D.VII (O.A.W.), 4499/18, flown by Vizefliegermeister Franz Mayer (4 victories), MFJ III, Jabbeke, August/ September 1918.**

The only photo of this stunningly marked D.VII is shown in ref. 3 and 4. Flying this machine, Franz Mayer shot down Sopwith Camel D.1824 from 213 Squadron (his fourth victory) on 05 September 1918, and 2/Lt. C.E. Francis was taken prisoner. The combat report related to this event describes his plane as having a white fuselage with black stripes and a yellow nose and elevators. The photograph indicates that the wheel covers were also yellow. The elevator is out of photo, but probably three black stripes for MFJ III were applied already. The illustrations in ref. 3 and 4 show black diagonal struts on fuselage are of the same height, but the photo clearly shows its height is decreasing as it goes to the tail. Believing these illustrations, most of the aftermarket decals follow the same mistake. The fuselage Iron Cross is obviously in lighter color, and some darker portions are observed in the sleeves. When Mr. Leckscheid had a look at the clear print of photo with magnifier at Mr. Alex

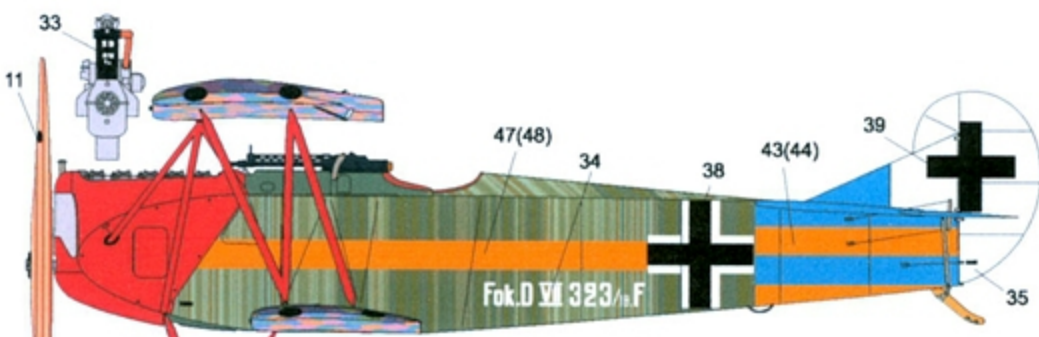


Imrie's home, he noticed clearly the streaky camouflage paint behind the sleeves, indicating that the fuselage Iron Cross is not the original, but was re-applied when the fuselage was painted in white. What is not known for sure is the color of this cross. Its tonality (in this b/w photo) is quite close to yellow nose, so one possibility is yellow, but yellow Iron Cross would be too gaudy, so we provided dark grey cross also for your choice. The wings were covered in 4-color lozenge fabric with light-colored

(probably natural fabric) rib tapes. An Axial prop with a small number 4499 was mounted to the aircraft.

**A/C #3 Fokker D.VII 323/18F flown by Vizefeldwebel Willy Gabriel, Jasta 11, Beugneux Airfield, Late June 1918.**

Willy Gabriel's Mercedes-powered Fokker D.VII 286/18 is was perhaps the most famous D.VII flown by Jasta 11, but this was not the only D.VII he flew with this unit. Jasta 11 had the privilege of being the first unit to convert to the much sought-after Fokker D.VII. On 22 June 1918, the whole Jasta converted to the BMW-powered Fokker D.VIIFs, although for a while their Mercedes-powered D.VIs were retained. Fokker D.VII 323/18F carried the Fokker works number 2409 and was accepted at Schwerin on 03 May 1918. It was powered by BMW IIIa engine No. 1236. Two photo of this A/C in ref. 5 and 6 clearly indicate that he retained the blue/yellow-striped tail, but now the colors were interchanged position on the new plane! As compared to his former D.VII, two yellow bands on rear fuselage are applied. Please paint tail section blue before applying yellow decals. The story behind the nose down landing is as follows. During a morning patrol on 30 June, Gabriel scored his 7th victory in 323/18F, and since it was victory #300 scored by Jasta 11, he was allowed to visit his former unit Schlasta 15 nearby. He

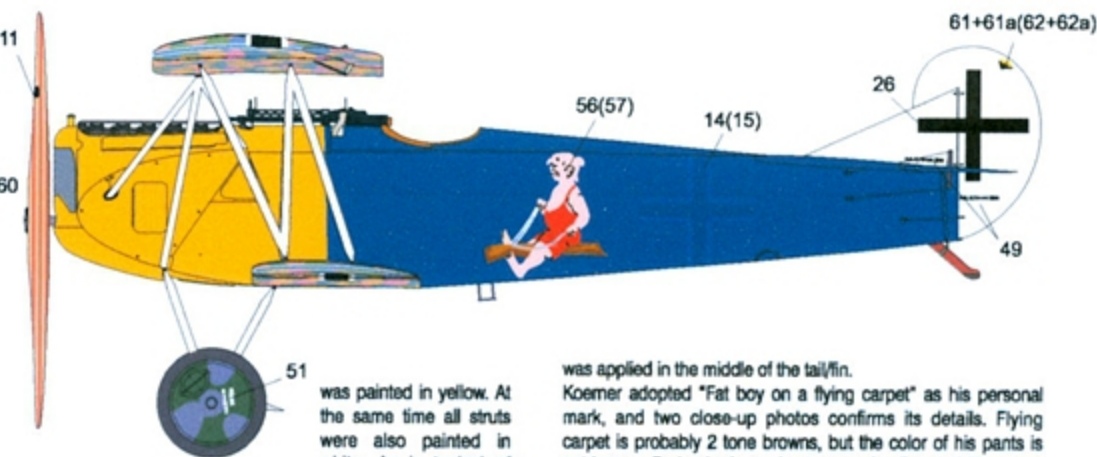


stayed there until after midnight, and made a foolish decision to fly home right away, thinking that the midsummer night is not totally dark anyway. Once in the air, he realized how

wrong he was, and after being in the air for about an hour, he decided to land in the dark, not knowing where he was! During the landing, he smashed the landing gear and starboard lower wing. When his unit was informed of the accident, the first question asked by the Adjutant was "Is the engine damaged?" Since neither engine nor pilot suffered any harm, the aircraft was repaired quickly, and Gabriel continued to score another four victories on 18 July, very likely in this aircraft.

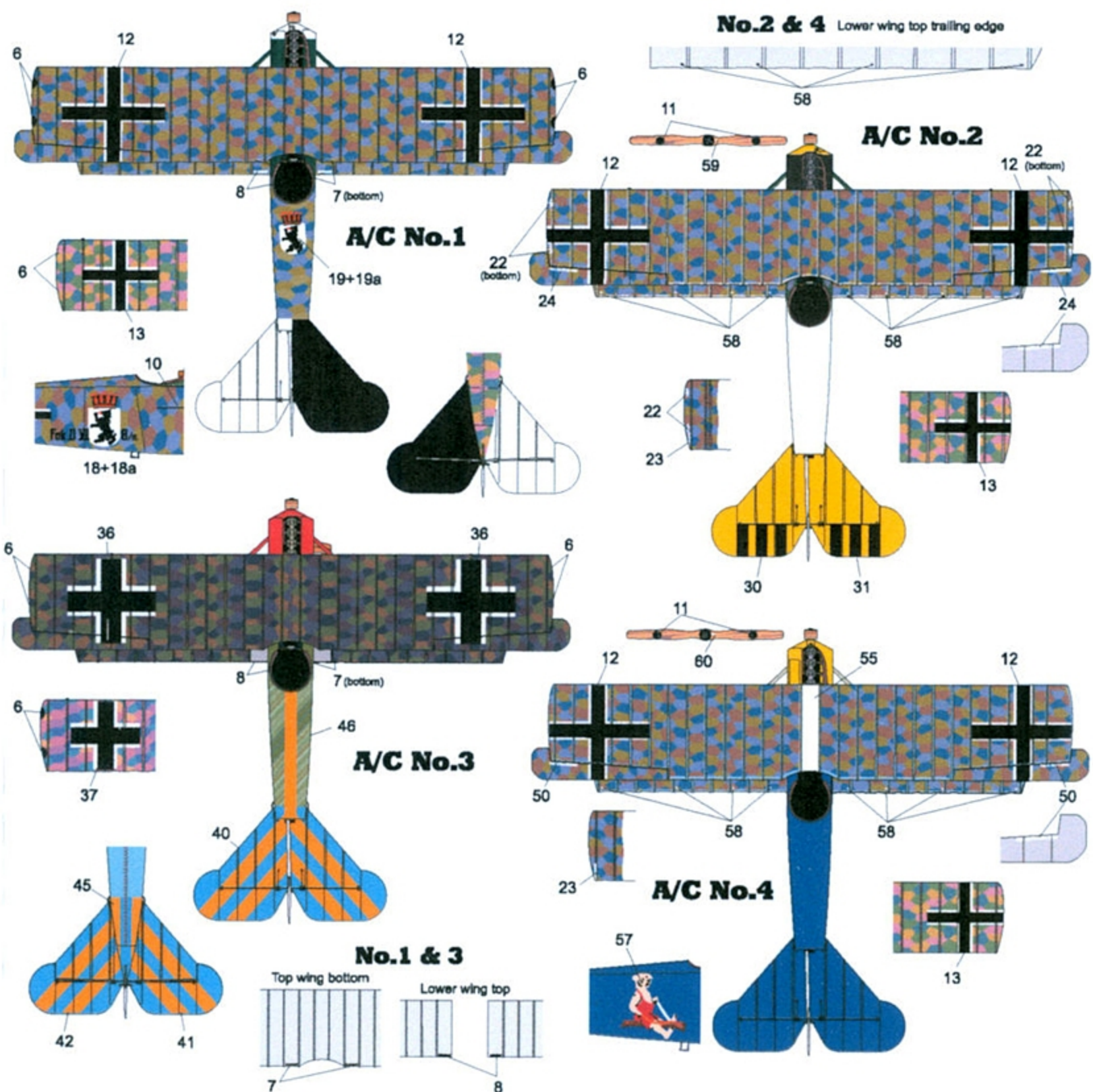
**A/C #4 Fokker D.VII (O.A.W.) 2188/18 (7) flown by Lt. Hans Körner, Jasta 19, Mesnil-Bruntel airfield, early July 1918 to Tichémont airfield, September 1918.**

Jasta 19 pilots were forced to operate their old Fokker triplanes until late June 1918. Finally, on 28 June the first seven Fokker D.VIs arrived, and this A/C is thought to be one of them. Initially both Jasta 12 and 19 were only half equipped with D.VIs, and it seems that for a few weeks both units retained the white nose markings previously used on their Fokker triplanes. Later, possibly in mid-July, when Jasta 19 was fully equipped with the D.VII, the yellow nose was introduced as the unit marking. Only one indistinct photo of this A/C is published in ref. 7 (p64) and 8, but Mr. Leckscheid sent us two more unpublished close-up photos from his private collection. The military number of this A/C may have been 2188/18, but the last two digits are too indistinct to be read clearly in one of the photos. Speculative small number 2188 is provided for it propeller root. The wingtip "hier anlassen" mark is not applied on early O.A.W.-built A/C. Wheel cover is green with three mauve patches. The photo in ref. 7 and 8 shows a white stripe in the middle of the upper wing, which was probably introduced when the nose



was painted in yellow. At the same time all struts were also painted in white. As is typical of early O.A.W.-built D. VII, upper wing crosses are positioned far outboard, and big and slim cross

was applied in the middle of the tailfin. Koerner adopted "Fat boy on a flying carpet" as his personal mark, and two close-up photos confirms its details. Flying carpet is probably 2 tone browns, but the color of his pants is not known. Red color is our best guess. In all probability mirror image mark is applied on its right side. The machine was still with the unit at Tichémont in September 1918 (ref. 9), and Koerner scored a total of 6 victories. When photographed, an Axial prop was fitted.



**References**

- (1) Building the WingnutWings Fokker D.VII (Ray Rimell, Albatros Productions, 2014)
- (2) Osprey Aviation Elite Units #26, Jagdstaffel 2 Boelcke, (Greg VanWyngarden, Osprey publishing, 2007)
- (3) Fokke D.VII Anthology 3 (Albatros Productions, 2002)
- (4) Osprey Aircraft of the Aces #63, Fokker D.VII Aces of WW I, Part 2 (Norman Franks, Greg VanWyngarden, Osprey Publishing, 2004)
- (5) "Die Gebrüder Gabriel" (Alex Imrie, Cross & Cockade USA Vol.3 No.4, 1962)
- (6) Osprey Aviation Elite Units #16, "Richthofen's Circus" (Greg VanWyngarden, Osprey Publishing, 2004), page 100 (though the caption erroneously says it is 286/18)
- (7) Osprey Aircraft of the Aces #53, Fokker D VII Aces of World War I, part 1 (Norman Franks, Greg VanWyngarden, Osprey Publishing, 2003)
- (8) Fokker Fighters of WW I (Alex Imrie, Arms & Armour Press, 1983)

Special thanks to Mr. Joern Leckscheid for the unpublished photos as well as valuable information and contribution. The pioneering research on German Jasta markings by Mr. Alex Imrie, Mr. Manfred Thiemeyer and Mr. Greg VanWingarden 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**  
(Gebruder 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**