

**Lifelike Decals**

*Limited Edition!*

**48-028**

# Fokker D.VII Part 2

**Fokker-built D.VIIF**



**Oblt. E. Udet,  
commander Jasta 4**

**Albatros-built D.VII**



**Ltn. H. Müller, Jasta 18**

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

Lifelike Decals wants to hear from you and your input.

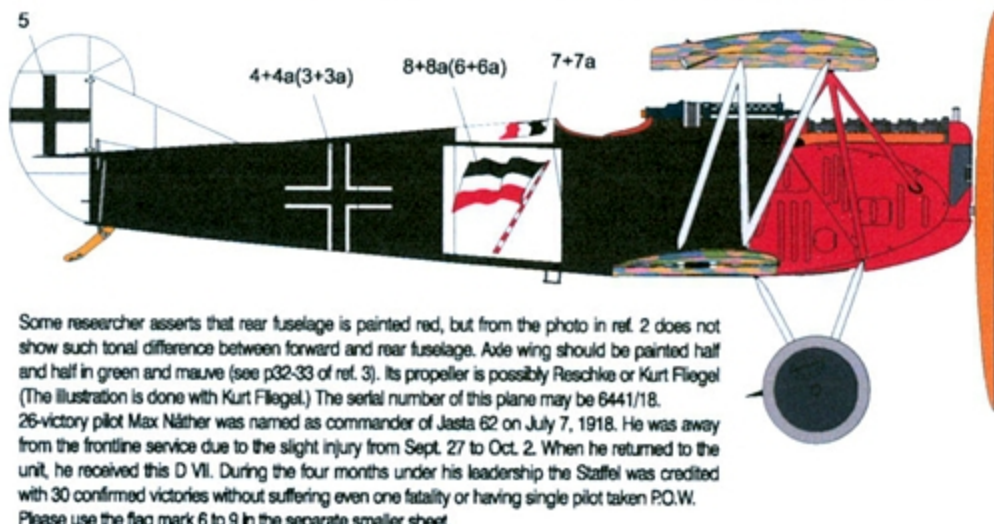
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### A/C #1

Fokker D.VII (late O.A.W.) 6441/18, Jasta 62, Lt. Max Näther, Higny-Preutin airfield, October/November 1918

This is the last wartime D.VII flown by the final leader of Jasta 62, Lt. Max Näther, which ended up in the American hands in the Zeppelin hangar at Trier after the armistice. Two photos of this stage are shown in ref. 1 and 2. As the two photos are taken from some distance in that hangar, certain details have to remain provisional, but the following points are clearly noticeable; (1) this is a late production O.A.W.-built D.VII from the 6300/18-6649/18 production batch. (2) Prussian flag (slightly different style from that on his earlier Albatros D.Va fighter) on the fuselage sides and top decking (and probably on the bottom fuselage too), (3) nose is red and fuselage is black, while all tail plane and rudder are white. (4) wings are in the original lozenge (probably the five-colour variant, as were many other late production O.A.W. D.VIIs with rib tapes cut from the same material) (5) exhaust is of the late, uncowed "saxophone" variant.



Some researcher asserts that rear fuselage is painted red, but from the photo in ref. 2 does not show such tonal difference between forward and rear fuselage. Axle wing should be painted half and half in green and mauve (see p32-33 of ref. 3). Its propeller is possibly Reschke or Kurt Fliegel (The illustration is done with Kurt Fliegel.) The serial number of this plane may be 6441/18. 26-victory pilot Max Näther was named as commander of Jasta 62 on July 7, 1918. He was away from the frontline service due to the slight injury from Sept. 27 to Oct. 2. When he returned to the unit, he received this D.VII. During the four months under his leadership the Staffel was credited with 30 confirmed victories without suffering even one fatality or having single pilot taken P.O.W. Please use the flag mark 6 to 9 in the separate smaller sheet.

### A/C #2

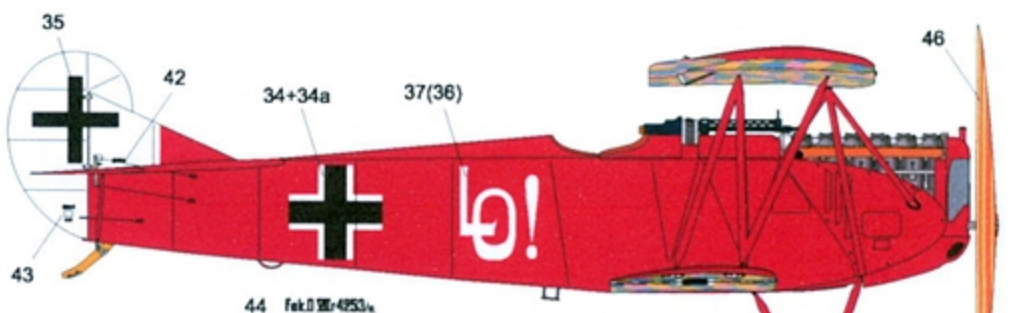
Fokker D.VII F 4253/18, Jasta 4, flown by Oblt. Ernst Udet, Montigny Ferme & Metz airfields, August-September 1918.

The BMW-powered variant of the Fokker D.VII, identified by the 'F' suffix, is generally accepted as the best WW I fighter. This particular example was flown by one of the best WW I pilots, Ernst Udet.

The plane carried the Fokker works number 2344 and was accepted at the Fokker factory on July 05. It was fitted with a BMW IIIa engine, s/n 1288, and a Heine prop.

The general appearance of this machine was recorded by four known photos in ref. 4 (when he visited Fuerth airfield) and 5, and two combat reports. The report for his 47th victory (Aug. 8) describes a red fuselage and leaders streamers attached to the tailplane, as does the second combat report dated Sept. 26, for his final two victories # 61 & 62. There is no mention of the black nose that was the Jasta 4 unit marking at the time, and no black nose is visible in any of the four photos even under the digital scrutiny, so we assume that the entire fuselage was painted red. Though not shown in the photos, we assume bottom fuselage is also painted in red.

Lower wing is covered in four-colour lozenge fabric on both surfaces, with rib tapes from the same material, and the arms of the bottom wing crosses have 5:4 proportions. The upper wing



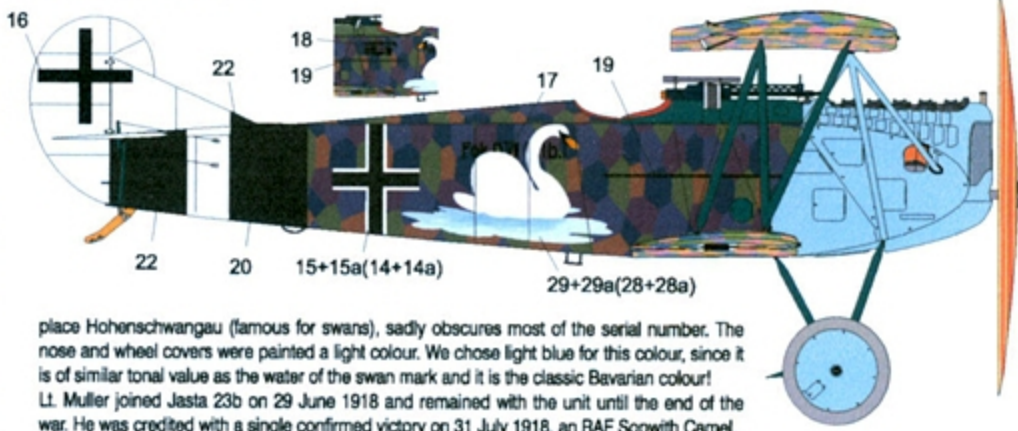
is a replacement item, being manufactured by O.A.W. The bottom of this wing remained in four-colour fabric with the pink rib tapes clearly visible. But in the three known frontal views of this plane (ref. 4, 5), no rib tapes are visible on the upper surface of the top wing. Thus we assume its top surface is painted in a single colour - red, like the fuselage. Also noteworthy is the lack of wing cross on the leading edge of the top wing. The photo in ref. 5 (right side view) clearly shows the relatively small iron cross on top wing, and the different positioning of 'Lo' from the left side. All struts and axle wing are also painted in red. A white serial number, common on early O.A.W. D.VIIs, was painted on the lower ailerons, but the number is not fully legible (looks like 2077/18.) Upper engine cowling parts are removed on both sides, to improve engine cooling during the hot summer weather, and three circular/oval holes are cut into the bottom of the nose engine cover below the radiator and prop.

### A/C #3

Fokker D.VII (Alb.) s/n unknown, Jasta 23b, flown by Lt. Josef Müller, Epinoy airfield, July/August 1918.

This is an early-production Albatros-built Fokker D.VII equipped with the low "central" exhaust. Many of such early Alb.-built D.VIIs were finished in five-colour lozenge, but its single known photo (ref. 6) is too indistinct to tell for sure if the fabric was of the four or five-colour variant. The metal parts below the guns should be dark green.

The propeller type is also difficult to determine, but possibly a Wolff or Heine. There are around 9 and 10 small louvers on the upper cowling, and a gunsight is fitted. On the tail is the staffel marking of black/white bands. (Ref. 6 cites some wing markings, but this is for Jasta 35b, which shared the same aerodrome.) Müller's personal swan marking, chosen in honour of his birth-



place Hohenschwangau (famous for swans), sadly obscures most of the serial number. The nose and wheel covers were painted a light colour. We chose light blue for this colour, since it is of similar tonal value as the water of the swan mark and it is the classic Bavarian colour! Lt. Müller joined Jasta 23b on 29 June 1918 and remained with the unit until the end of the war. He was credited with a single confirmed victory on 31 July 1918, an RAF Sopwith Camel.

### A/C #4

Fokker D.VII (Alb.) s/n unknown, Jasta 18, Lt. Hans Müller, Montigny airfield, Summer 1918

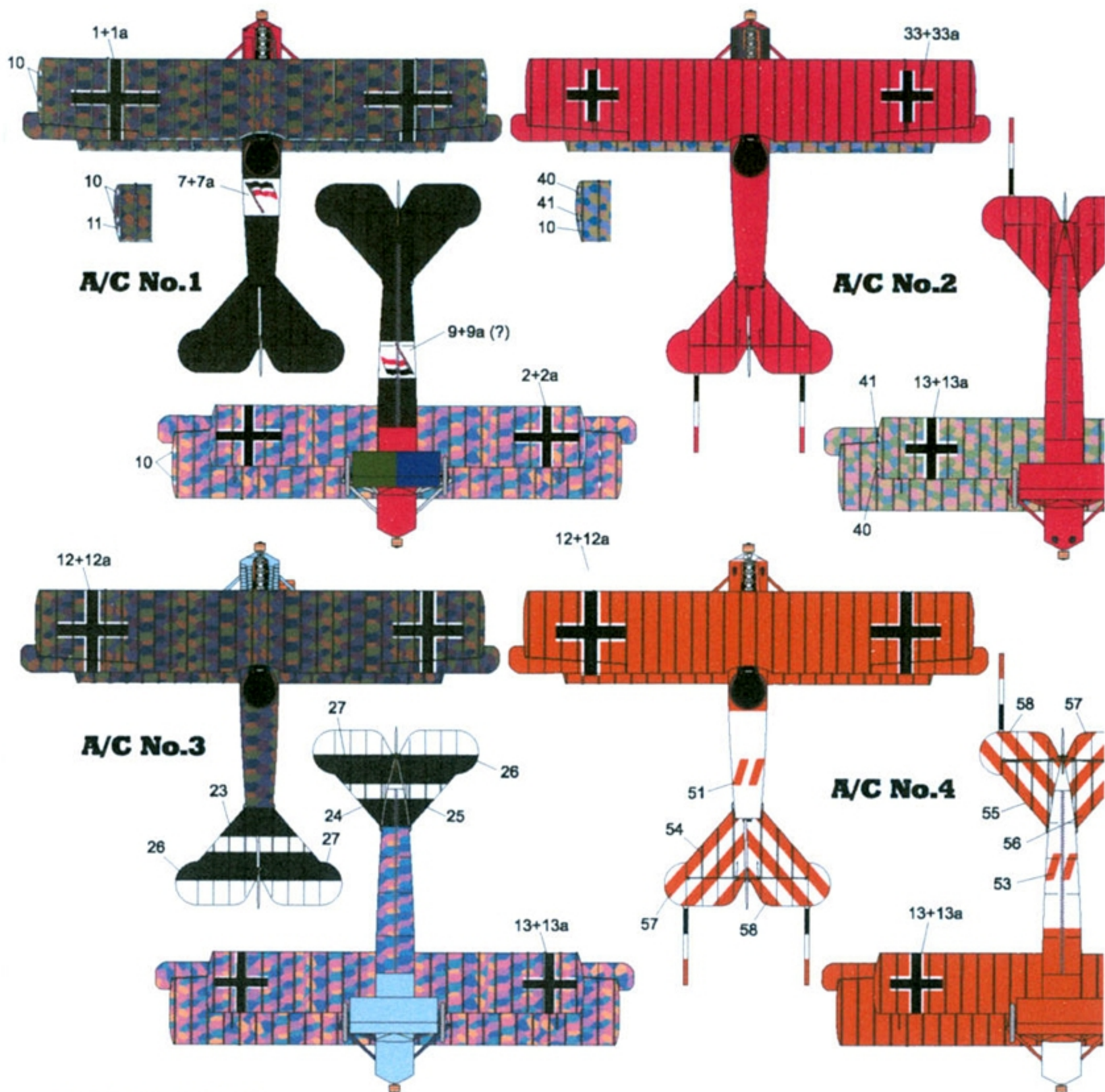
Jagdstaffel 18 moved to Montigny airfield near Metz on June 14, 1918, in order to intercept IAF bombers that were attacking targets in southern Germany, and stayed there until the end of the war. This meant that for several months they flew fewer sorties than other Jastas closer to the frontline, and thus ground crews and pilots had plenty of time to decorate their machines as they pleased. And obviously they also had an excellent supply of paint, since even one of the huts on the airfield was painted in the unit colours!

The vermilion red and white colours of Jasta 18 are often mentioned in IAF combat reports, and also in those of the USAS fighter units which opposed Jasta 18 later.

With his score standing at 13 confirmed victories Lt. Hans Müller ended the war as the highest scoring member of Jasta "Raben". Three of these were scored within the space of 15 minutes over



SPADs from the 13th Aero Sq. USAS, on September 14, 1918. Forward fuselage and all wing surfaces of this D.VII were painted a vibrant vermilion red, and the rear fuselage and radiator were white. The unit insignia of the raven maybe black in this case, and the personal markings on the fuselage and tailplane of this D.VII were red, not black, as on Müller's previous types. A gunsight is provided above the guns, and flare cartridge on the right side of cockpit. Two leader's pennants are attached to the elevators



#### A note on lozenge fabric:

Very often it is difficult or even impossible to be sure if the fabric applied to a certain airframe was of the four- or five-color variant. In many cases lighting conditions make it impossible to determine the fabric type, especially on the wings. For more general information on this subject, please refer to the three volumes of "Fokker D.VII Anthology" from Albatros Publishing Ltd. One additional note concerning the rib tapes on O.A.W.-built warrants mention. Most sources say that the light-colored rib tapes on these were light blue - as we mention in our text. However, there is a distinct possibility that these rib tapes were actually cut from natural fabric! So, we leave it up to the modeler to decide on the rib tape colour. (Mr. Joern Leckscheid)

#### References

1. Fokker D.VII Anthology 3 (Albatros Productions, 2002)
2. Overt the Front magazine, Vol. 22, No. 3 (League of World War One Aviation Historians, 2007/fall)
3. Fokker D.VII Anthology 2 (Albatros Productions, 2000)
4. Windsock Fabric Special No. 1: von Richthofen's Flying Circus (Albatros Productions, 1995)
5. Aviation Awards of Imp. Germany in WWI, Vol. VII (N. O'Connor, Schiffer Publishing, 2004)
6. Overt the Front Vol. 24, No. 4 (League of World War One Aviation Historians, 2006/winter)
7. Unpublished photograph from the collection of Mr. J. Leckscheid
8. Osprey Aces 71, Pfalz Scout Aces of WWI (G. VanWyngarden, Osprey Publishing, 2006)

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# 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**