

Lifelike Decals

48-029

Fokker D.VII Part 3

Limited Edition!



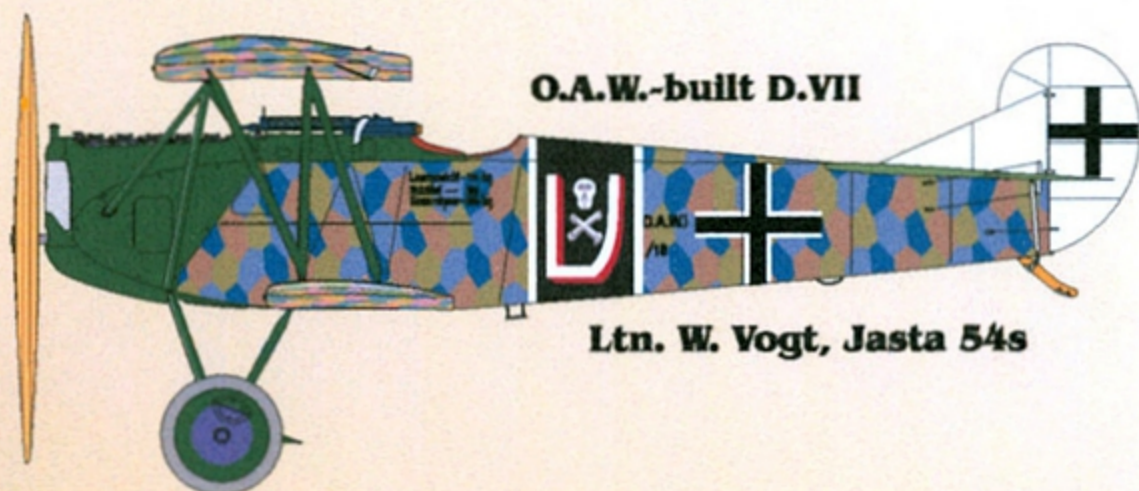
Fokker-built D.VII

**Ltn. F. Friedrichs,
Jasta 10**

Albatros-built D.VII



Jasta 30



O.A.W.-built D.VII

Ltn. W. Vogt, Jasta 54s

Albatros-built D.VII



Ltn. F. Vollbracht, Jasta 5

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

Lifelike Decals wants to hear from you and your input.

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A/C #1

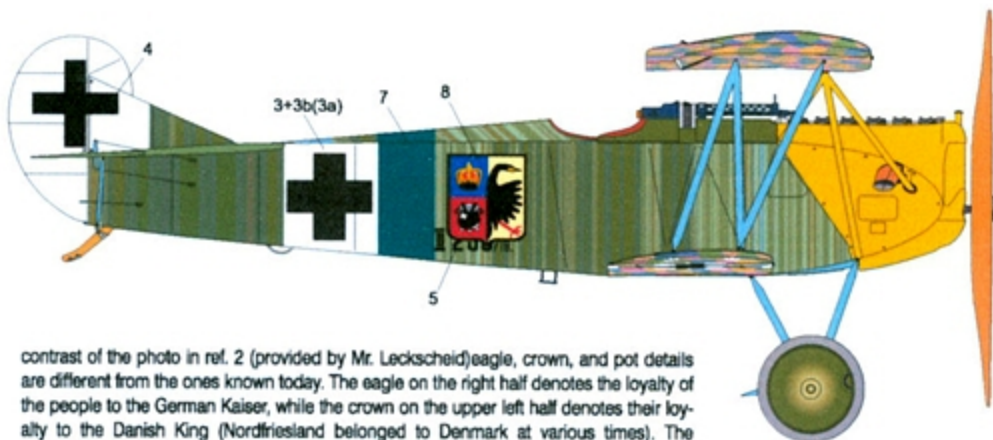
Fokker D.VII, 258/18, Jasta 10, Lt. Friedrich "Fritz" Friedrichs, either Cappy, Etreaux or Pusieux Ferme aerodrome, May 1918

Jasta 10 was the first unit to receive the Fokker D.VII, and Lt. Friedrichs is documented to have flown at least three different machines of the type. The one featured here was the second of these, and carries the unit marking of Jasta 10, the yellow nose.

As is typical for early-production Fokker D.VIIs which were in the same production line with Fokker Dr. I, this example had the fuselage sides/top and upper horizontal tail surfaces finished in streaks of dark olive green over linen fabric. Struts on those early machines were most likely light turquoise blue, as was the fuselage/tailplane bottom and axle wing. Wings are most likely four-colour fabric covered, with rib tapes from the same material. The plane had a Mercedes engine (s/n 37689), an Axial prop, and no louvers at the time of photo.

His personal markings consisted of the crest of Nordfriesland, where he grew up, and a fuselage band of unknown colour whose tone is different from those used in the crest. Friedrichs was born in Spork, a part of Bochoit, and that city used a crest of a silver tree on a green shield. While this was only approved officially in 1930, similar crests had been used as early as the 13th century. Besides Spork was a part of Westfalia whose colour is green. Thus we chose green for this fuselage band.

Though not clear from the photos in ref. 1, reduction of the



contrast of the photo in ref. 2 (provided by Mr. Leckscheid) eagle, crown, and pot details are different from the ones known today. The eagle on the right half denotes the loyalty of the people to the German Kaiser, while the crown on the upper left half denotes their loyalty to the Danish King (Nordfriesland belonged to Denmark at various times). The "Grutzetopf" (pot) symbolizes the people's longing for freedom, based on the following old story. During one of the many battles against the Danish the fight was not going well for the men of Friesland, and they fled the battlefield. Disgusted by the cowardness of their husbands, the women who were cooking their national dish "Grutze" (a kind of soup) grabbed their boiling hot pots and poured them over the Danish invaders, thus driving them off the battlefield and saving the freedom of Nordfriesland.

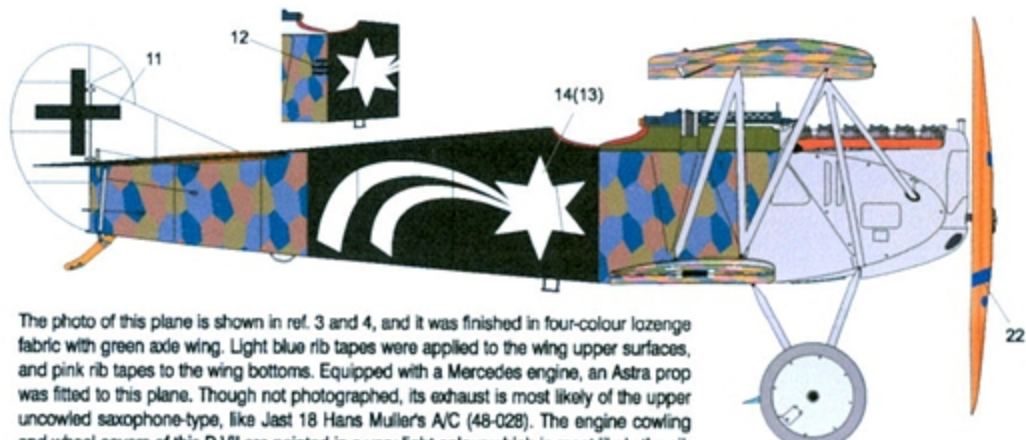
Friedrichs scored several victories over balloons in May and June 1918, and consequently required new aircraft at relatively short intervals. Early in May 1918, he crashed D.VII 234/18, and he was killed when the phosphorus ammunition in his aircraft self-ignited, due to the combination of engine heat and summer temperature, in the evening of July 15, 1918, while flying yet another D.VII, s/n 309/18, exactly one week after scoring his 21st and last victory.

A/C #2

Fokker D.VII (Alb.) s/n unknown, Jasta 30, pilot unknown, Phalmpin airfield, Summer 1918

Jasta 30 began conversion from Pfalz D.IIIa fighters to Fokker D.VII in June 1918. Some of their new fighters were handed down from Jasta 18 when they moved to another sector at the front, but this example does not carry any markings from this or another previous unit.

While flying the Pfalz, Jasta 30 used the unit marking of an orange "diamond" bordered in black on fuselage and tailplane, but this was not carried over to the new type. Photos indicate that only personal markings were applied to the fuselages of the Jasta 30 D.VIIs, and the horizontal tailplane was apparently painted orange with black trim. Curiously, this marking very much resembled the unit marking of Jasta 5 but with a different choice of colours. One should note that Jasta 30 was part of Jagdgruppe 3 during the summer of 1918, and this group was for a time commanded by Oblt. Richard Flasher - who previously commanded Jasta 5!



The photo of this plane is shown in ref. 3 and 4, and it was finished in four-colour lozenge fabric with green axle wing. Light blue rib tapes were applied to the wing upper surfaces, and pink rib tapes to the wing bottoms. Equipped with a Mercedes engine, an Astra prop was fitted to this plane. Though not photographed, its exhaust is most likely of the upper uncowled saxophone-type, like Jast 18 Hans Muller's A/C (48-028). The engine cowling and wheel covers of this D.VII are painted in a very light colour which is most likely the silver-grey used by Pfalz on their D.IIIa aircraft, as Pfalz generously supplied this paint to units operating D. IIIa for repair purposes. Surplus stock would then have been available. Personal marking is the comet and white diagonal band on black fuselage.

A/C #3

Fok. D.VII (O.A.W.) s/n unknown, Jasta 54s, Lt. Walter Vogt, Summer 1918

Being a Royal Saxon unit, Jagdstaffel 54s picked green and white as their unit colours, these being the two colours featured on the flag of the kingdom of Saxony. Jasta 54s was one of the lesser known Jastas, and until recently it was thought that this particular D.VII was the personal machine of Erich Mix, as he is standing in front of it (ref. 5). But the personal mark on fuselage does resemble a "V". Thanks to information provided by Mr. Manfred Thiermeyer, we now know that it was in fact the plane usually flown by Lt. Walter Vogt.

This aircraft probably came from the late second or early third O.A.W. production batch (a small part of the black serial number is just visible in the photo in Ref. 6), these were typically finished with four-colour lozenge. The nose was left in the factory "giraffe" style camouflage unique to O.A.W. D.VIIs, i. e. mauve patches

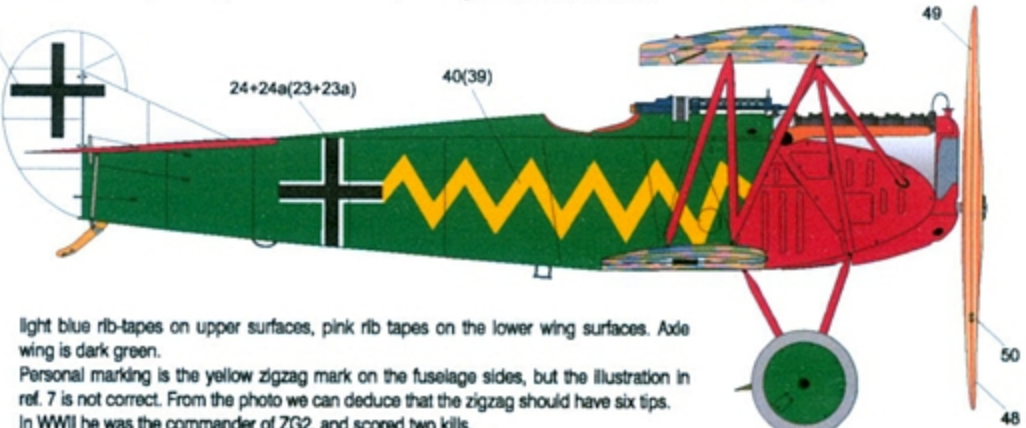


over dark green paint. The tail was striped in green and white, the unit marking which was confirmed by a former pilot of Jasta 54s. Personal marking is a skull and crossbone in a stylized "V" in a dark (probably black) fuselage band. The shadow of white "V" is probably red. The size and style of the rudder Balkenkreuz is uncertain, since this part is not documented by known photos. It might be of the late, rudder-only variant shown here, or the larger cross shown in Ref. 5, extending to both rudder and tail fin.

A/C #4

Fokker D.VII (Alb.) s/n unknown, Jasta 5, flown by Lt. Friedrich Vollbracht, October 1918, Villers-sire-Nicole airfield.

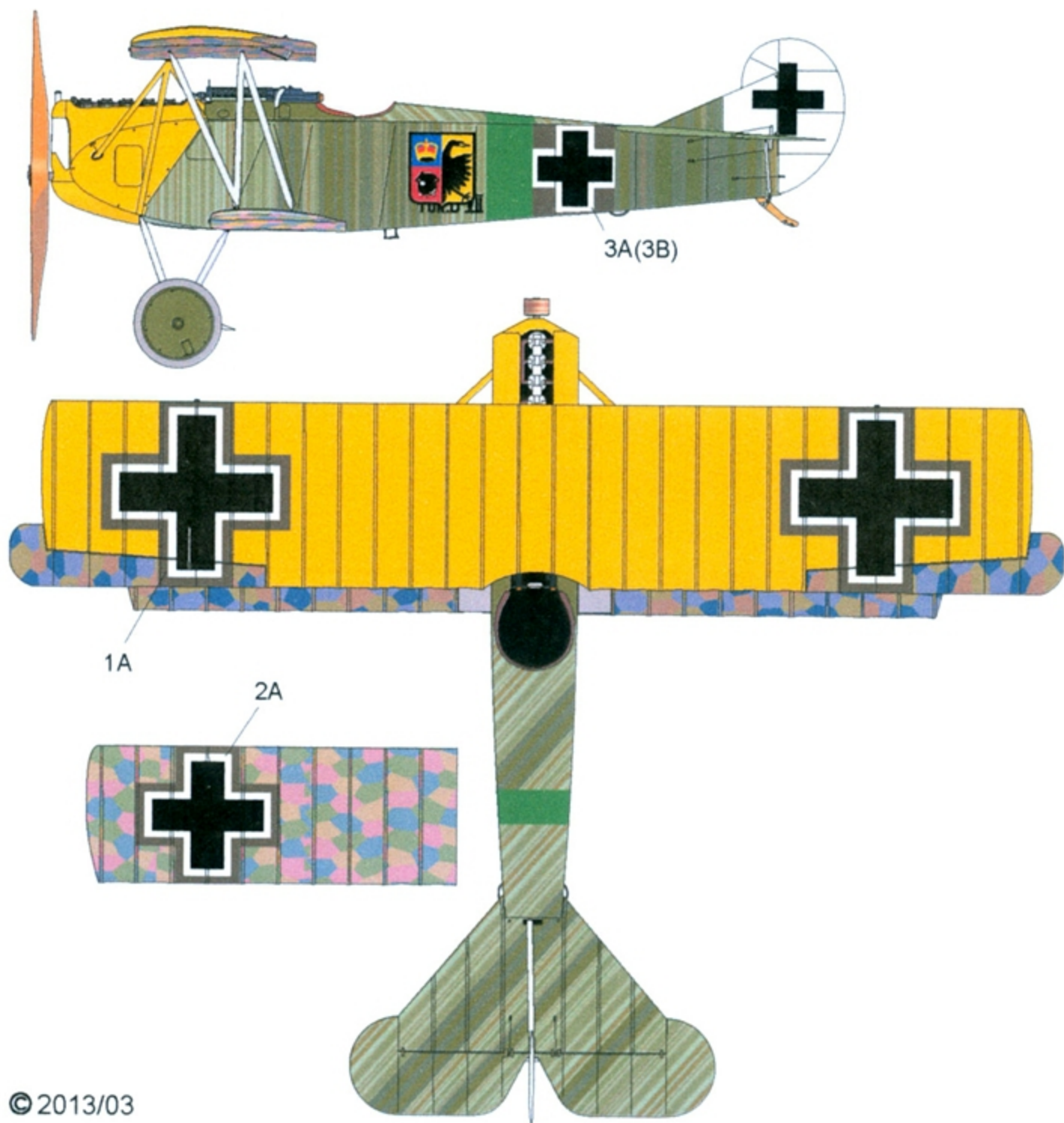
Vollbracht joined Jasta 5 on July 26, 1918 and is thought to have remained with the unit until the armistice. Both of his victories were scored over Bristol Fighters, on August 29 and September 03, 1918. This late-production Albatros-built D.VII apparently has its rear fuselage painted in green right up to the engine cowling, which in turn is red except for the upper components, which appear to be silver. These are possibly replacement items, having been removed during warmer weather to improve engine cooling and then fitted back to the machine after the end of summer. The plane was equipped with a Mercedes engine and fitted with a Garuda prop, four colour lozenge cover the wings with



light blue rib-tapes on upper surfaces, pink rib tapes on the lower wing surfaces. Axle wing is dark green. Personal marking is the yellow zigzag mark on the fuselage sides, but the illustration in ref. 7 is not correct. From the photo we can deduce that the zigzag should have six tips. In WWII he was the commander of ZG2, and scored two kills.

Fokker D.VII Part 3

Addendum



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In later days (May to June, 1918) Friedrichs' D VII (258/18) wore more fabulous marking as shown above with the following changes;

- (1) most of white fuselage band and broad white outline of wing crosses were painted over in dark color (probably dark green) to leave white outline of crosses only.
- (2) yellow staffel color was applied on upper surface of upper wing (except ailerons).

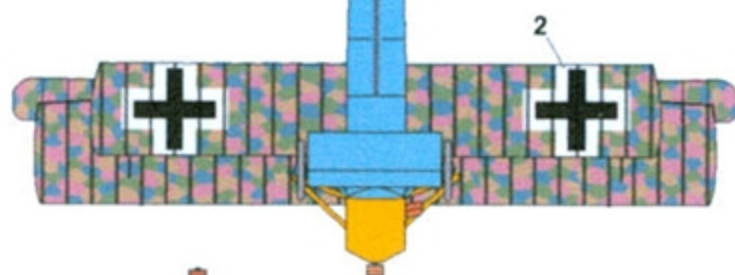
To reproduce this marking please use the Iron Crosses 1A to 3B provided in the option sheet.

References;

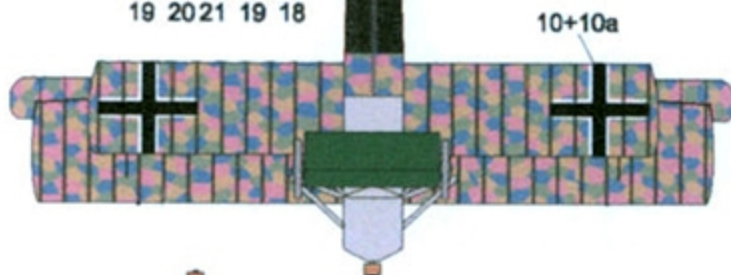
- (a) Fokker D. VII Anthology 1 (Albatros Productions, 1997)
- (b) Jagdgeschwader II (H. Moller, Bernard & Graefe, 1939)
- (c) <http://www.theaerodrome.com/forum/camouflage-markings/47587-friedrichs-jasta-10-d-vii-258-17-a.html>



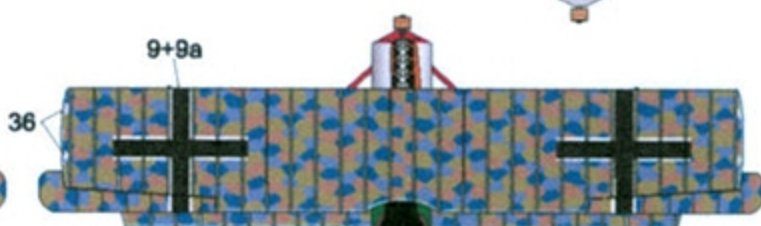
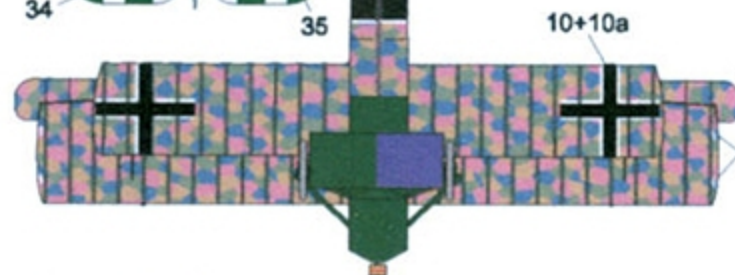
A/C No.1



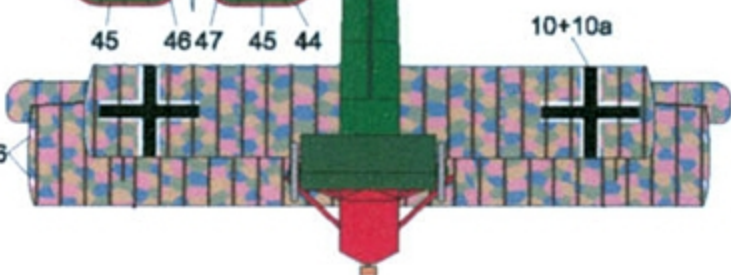
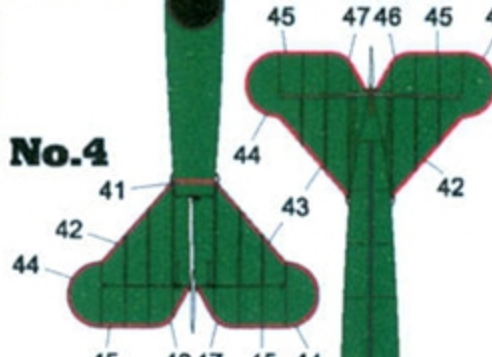
A/C No.2



A/C No.3



A/C No.4



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)

Reference:

1. Fokker D.VII Anthology 1 (Albatros Productions, 1997)
2. Jagdgeschwader II (H. Möller, Bernard & Graefe, 1939)
3. Windsock Datafile 9, Fokker D.VII (P.M. Grosz, Albatros Productions, 1989)
4. Windsock International Vol. 17, No. 5 (Albatros Productions, September-October/2001)
5. Fokker D.VII Anthology 3 (Albatros Productions, 2002)
6. Above the lines (N. Franks/F. Bailey/R. Guest, Grub Street, 1994)
7. Windsock International Vol. 21, No. 4 (Albatros Productions, July-August/2005)

Our special thanks to Mr. Joern Leckscheid for his valuable information and photos. The pioneering work by Mr. Alex Imrie, Mr. Manfred Thiemeyer and Mr. Greg VanWyngarden 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