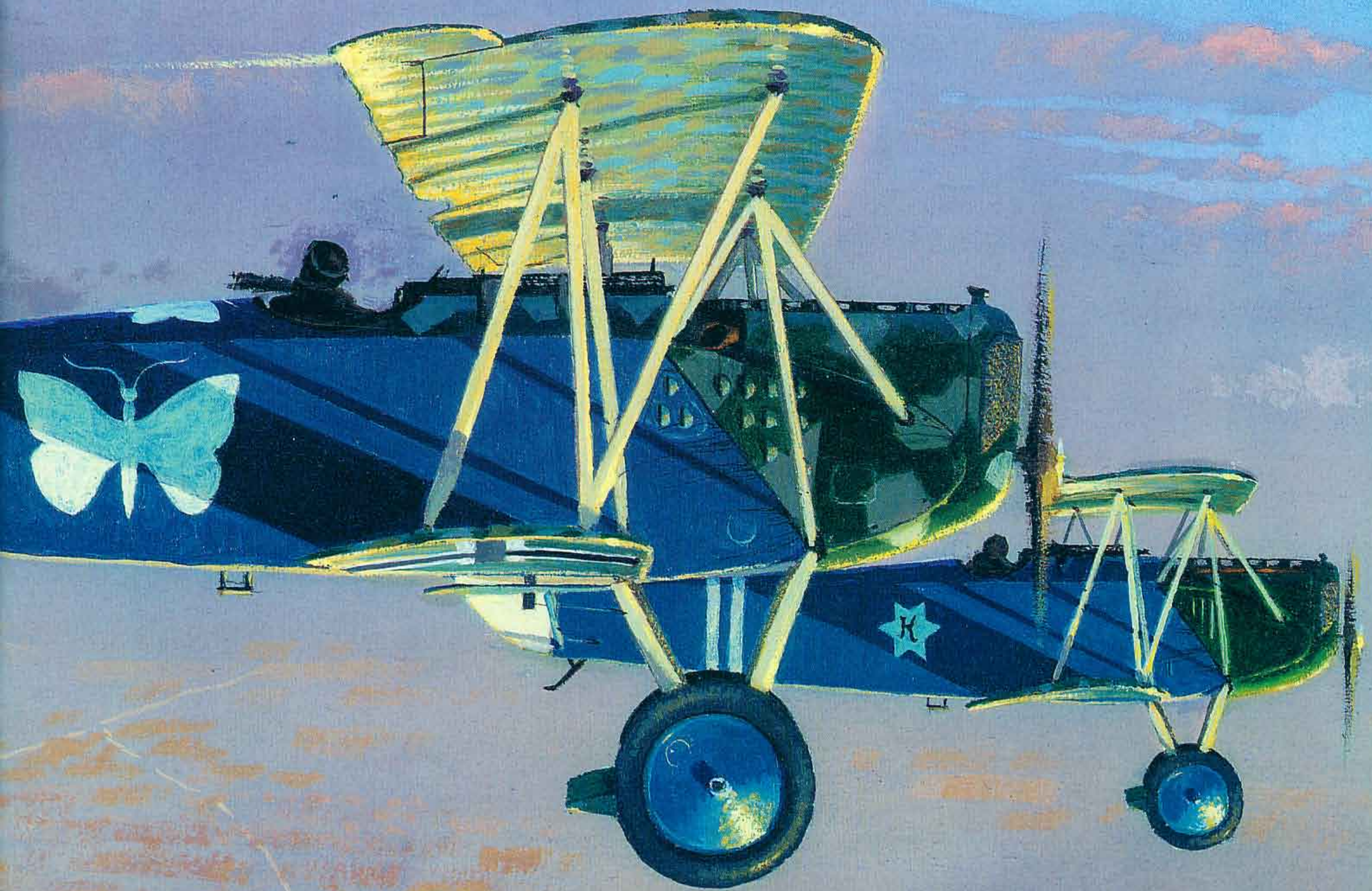


FOKKER D.VII

ANTHOLOGY 3



AN INTRODUCTION



Since publication of our first two *Anthologies*, interest in the redoubtable Fokker D.VII has increased; many state-of-the-art model kits, based on material published in Volumes 1 and 2, have recently become available to the delight of modellers the world over, while full-size replicas, flying and non-flying, continue to be built. Indication - if any were needed - of the fighters' undying fascination for generations of aeroplane enthusiasts.

So now we are proud to present this third installment, with emphasis being laid on Albatros-built D.VIIs, particularly their varied cowling designs and finishing practices while the much-praised chronology of unit markings is concluded with extended coverage dealing with *Jastas* 47

through to 80, on to the *Kests* and finally the *Marine Jastas*. Among the subject aeroplanes, we feature some of the most colourful and flamboyant D.VIIs ever recorded, most appearing in print for the very first time.

Yet again the publishing team are indebted to regular contributors Juanita Franzi, Dave Roberts, Ian Stair and Greg VanWyngarden whose combined talents have resulted in this latest compendium of original and authentic D.VII reference material. **Ray Rimell, Angela Hogan and Fiona Farrell, May 2002.**

Above, Fokker D.VII (OAW) 4635/18 in US hands after its 'capture' on November 9 1918 by the 95th Aero Squadron whose kicking

mule insignia adorns the fuselage. The significance of the '20' on the white fin is unknown, but it was apparently an original German marking. The wheel covers still bear their original OAW green and mauve pattern. (Bill Jorgensen)

ON THE COVER:

Home to roost

Returning home to Bühl after an afternoon's sortie over the lines are elements of *Jasta* 78b. Leading the D.VII flight is *Vzfw.* Karl Kallmünzer in his Fokker-built D.VII; alongside is *Ltn.* Hans Jungwirth in OAW-built 4464/18, while bringing up the rear is *Vzfw.* Eduard Prime and his Fokker-built fighter.

(Painting by Danilo Renzulli)

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THE ALBATROS-BUILT FOKKER D.VII

LICENCE VARIATIONS AND FEATURES EXPLAINED BY
DAVE ROBERTS

It is common knowledge that the Albatros company was less than happy with the *Fliegertruppe's* decision to buy the Fokker D.VII rather than Albatros's own fighter designs. Insult was added to injury when it was made clear that the only way Albatros could continue to build fighters was by producing the D.VII under licence. Fokker supplied enough drawings to establish the shape and structure, plus a prototype or pre-production D.VII on loan for use as a pattern from which to design jigs and tools according to Albatros's established methods.

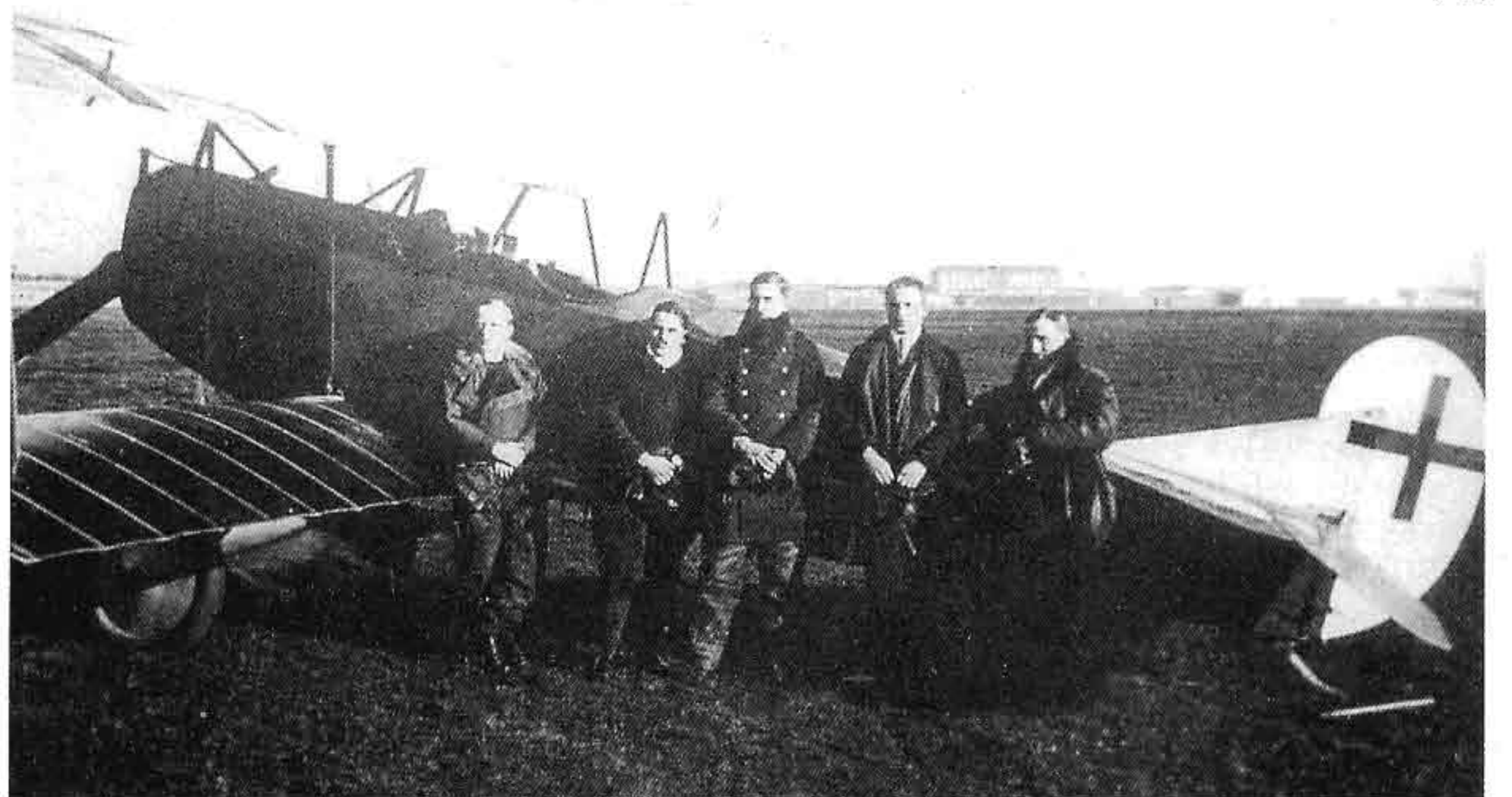
While the *Ostdeutsche Albatros Werke* (East German Albatros Works) at Schneidemühl (now Pia in Poland) chose to follow the Fokker design quite closely, the parent company's plant at Johannisthal near Berlin introduced a few more drastic modifications, some of them very user-friendly. There may also have been a grudging element of deliberate non-interchangeability about some of the superficial shape changes. The undercarriage wing, which Fokker had made in one piece, was built in top and bottom halves with three pairs of hinges at the front and corresponding vertical bolts through small plates at the trailing edge. Whereas mechanics servicing the Fokker suspension had to jack the

aircraft up, remove the wheel and grope inside a hole, groundcrews of Albatros D.VIIs could simply flip the wing open and manoeuvre it forward and up off the spreader bar, taking care not to damage the edges of the aperture around the legs. Very late examples had a shorter wing, leaving the suspension bungees fully exposed but still retaining the hinges. OAW made the wing in front and rear halves, joined by 12 horizontal bolts. Albatros wheels were offset, usually with aluminium spoke covers and rectangular covered valve holes. Most were paint-

A. RAF personnel partially hide a flight of four late Albatros D.VIIs, probably at Hounslow in 1919. These aircraft have the thin 7.5mm radiator with offset filler, denoting the installation of the Mercedes D.IIIaü engine, and the second has an OAW-style domed facia plate. (GVW)

B. Albatros test pilots pose with a late production D.VII. Without guns, the fuel gauge fairing, rear gun mount and ammunition feed chutes are clearly visible here. (GVW)

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Felix Cornuta Miranda