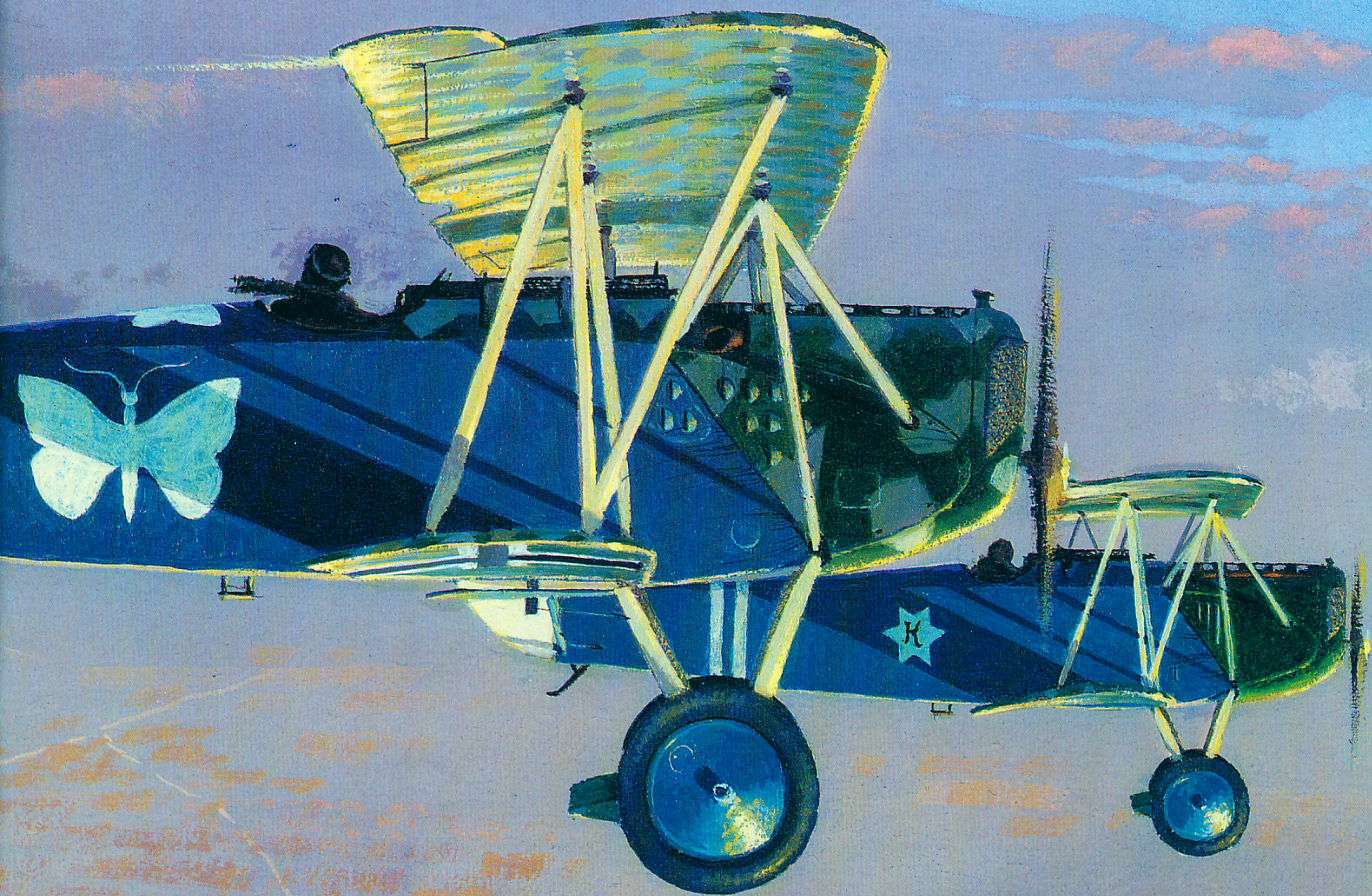
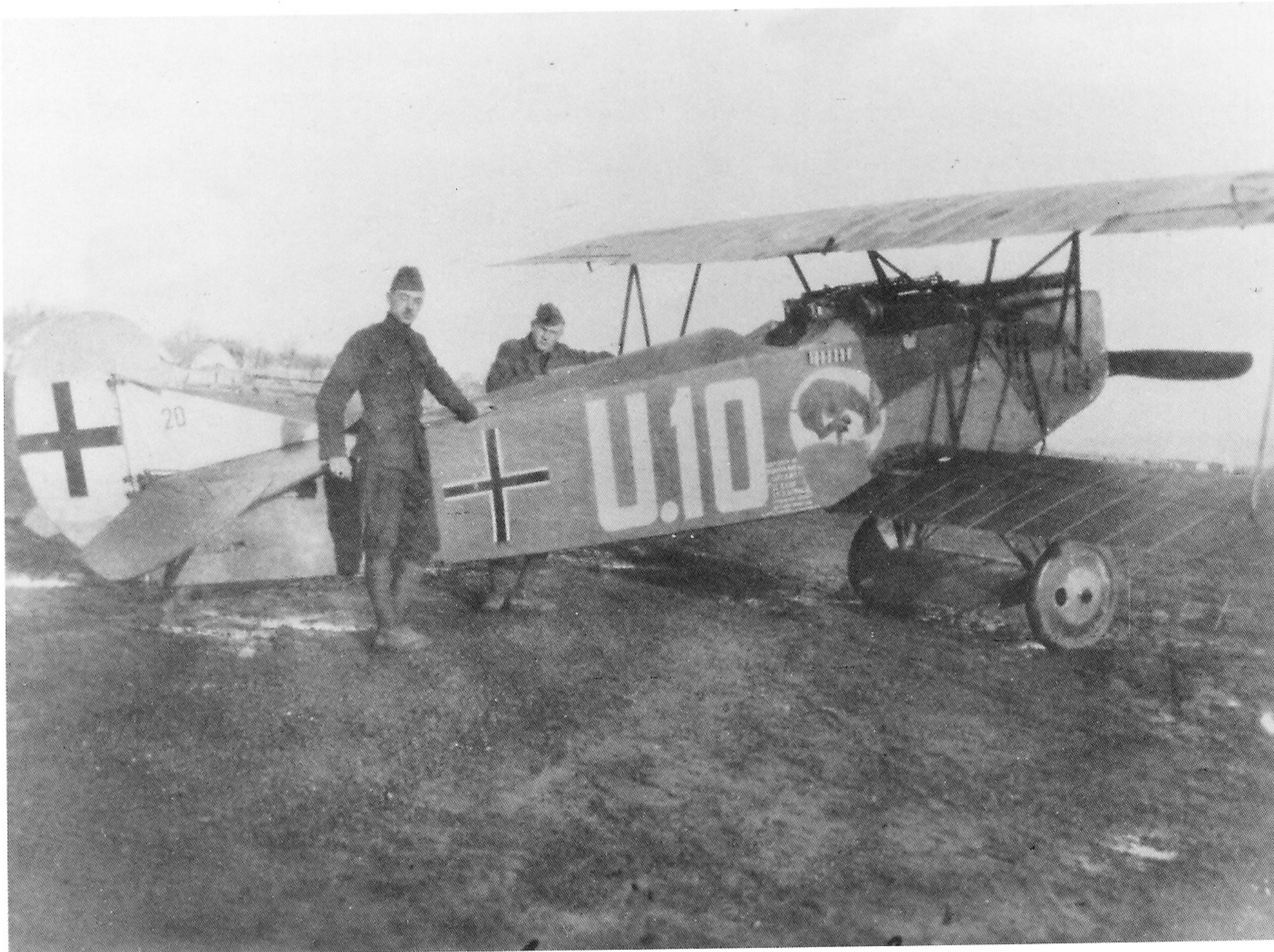


# FOKKER D.VII

## 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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May 2002

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# THE ALBATROS-BUILT FOKKER D.VII ▲ B

LICENCE VARIATIONS AND FEATURES EXPLAINED BY  
*DAVE ROBERTS*

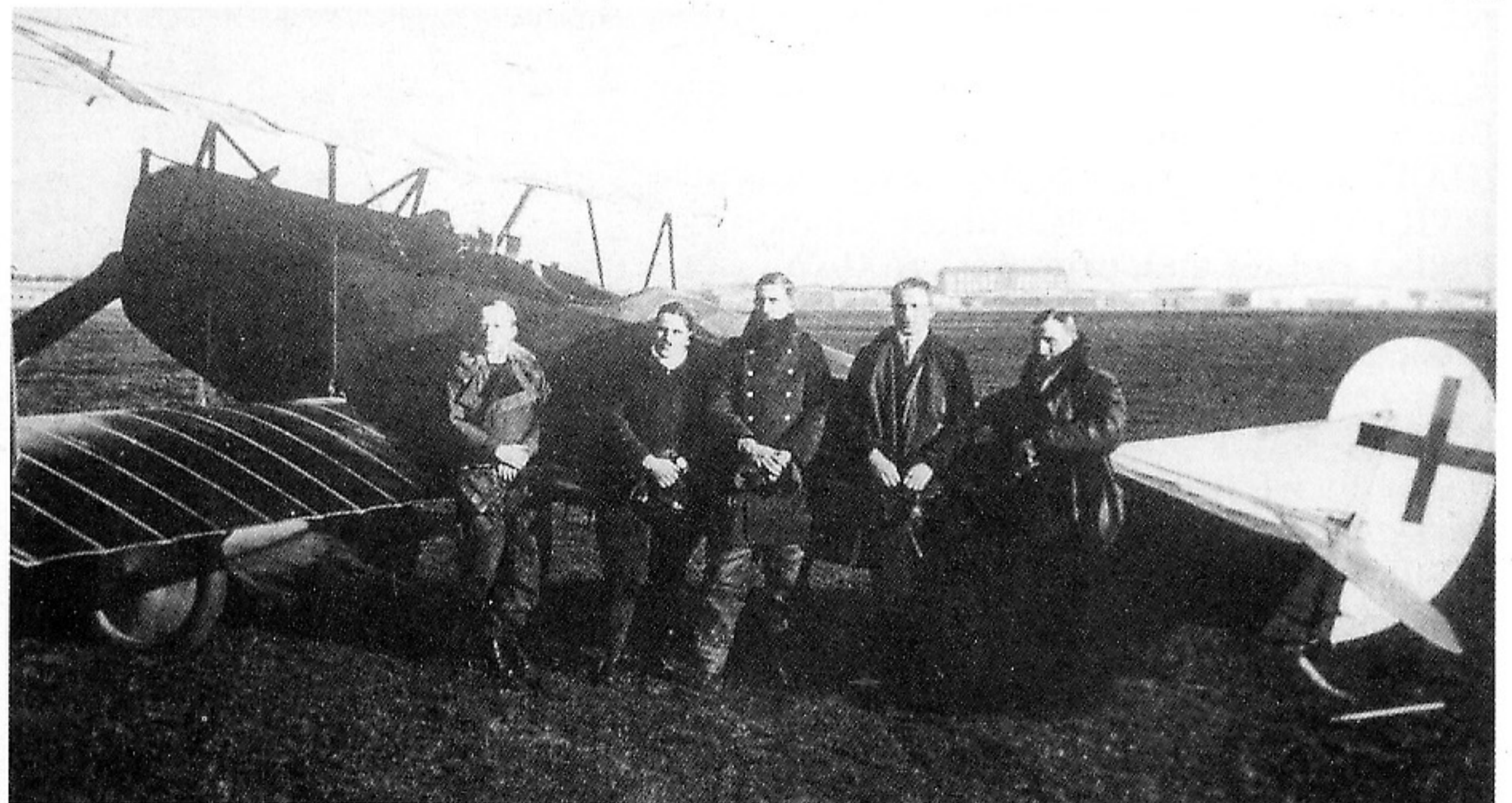
It is common knowledge that the Albatros company was less than happy with the *Fliegertruppe's* decision to buy the Fokker D.VII rather than Albatros's own fighter designs. Insult was added to injury when it was made clear that the only way Albatros could continue to build fighters was by producing the 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)



*Felix Cornish Miranda*

ed grey-green, though polished metal, dark green(?) and a vignetted style, similar to that of Fokker and OAW, have also been noted on some examples.

A small teardrop-shaped blister on either engine cowling top panel allowed the bolt securing the radiator to its brace to be inserted with the tail outwards if desired; Fokker and OAW installed this bolt with the head outwards, leaving the small nut able to drop into the oily depths of the engine compartment, no doubt usually to the accompaniment of a word beginning with *Sch...*!

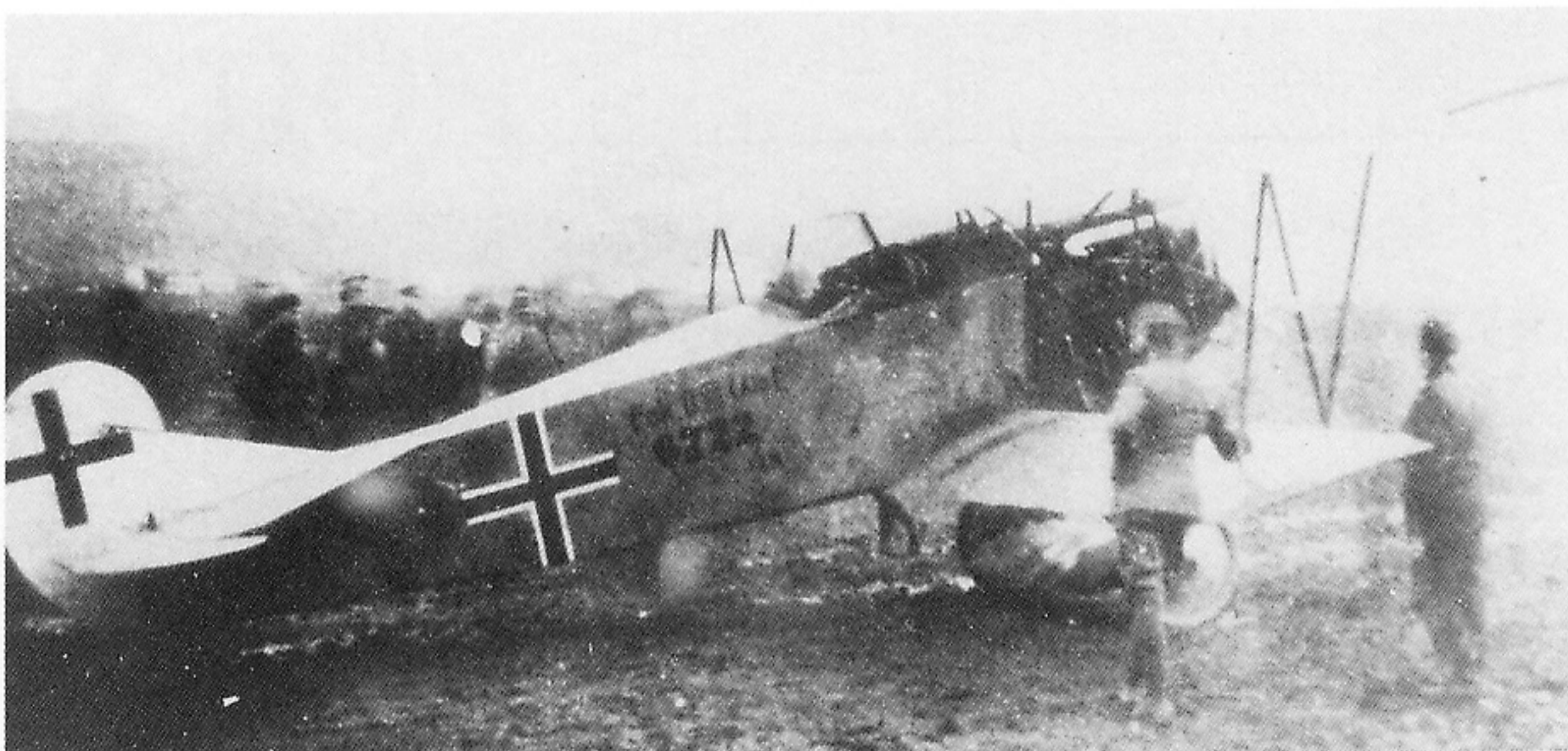
The shape of the forward cowling side panels is noticeably different from that used by Fokker and OAW, with a more elliptical front end following the underlying tubes, which were themselves of a curvature different from Fokker's. Computerised correction of lens, perspective and parallax distortions now allows the cowlings of different builders to be overlaid on frame drawings for direct comparison. The profile of Albatros's forward under-shield appears considerably more bulbous in many photographs. This panel was eventually made separate from the radiator facia, which overlapped it and to which it was secured by four spring clips, obviating the need to remove the airscrew before the bottom of the engine could be serviced. The stiffener behind the facia, universal on OAW-built D.VIIs, was also common on the Albatros product, necessitating two small bumps in the panel to cover

**C. D.VII (Alb) 6722/18 is run up for a French test flight. Note the oil staining along the lower longeron, a typical D.VII feature. Oil seeped through the porous aluminium crankcase and out via the underside vent to streak along the belly. (GVW)**

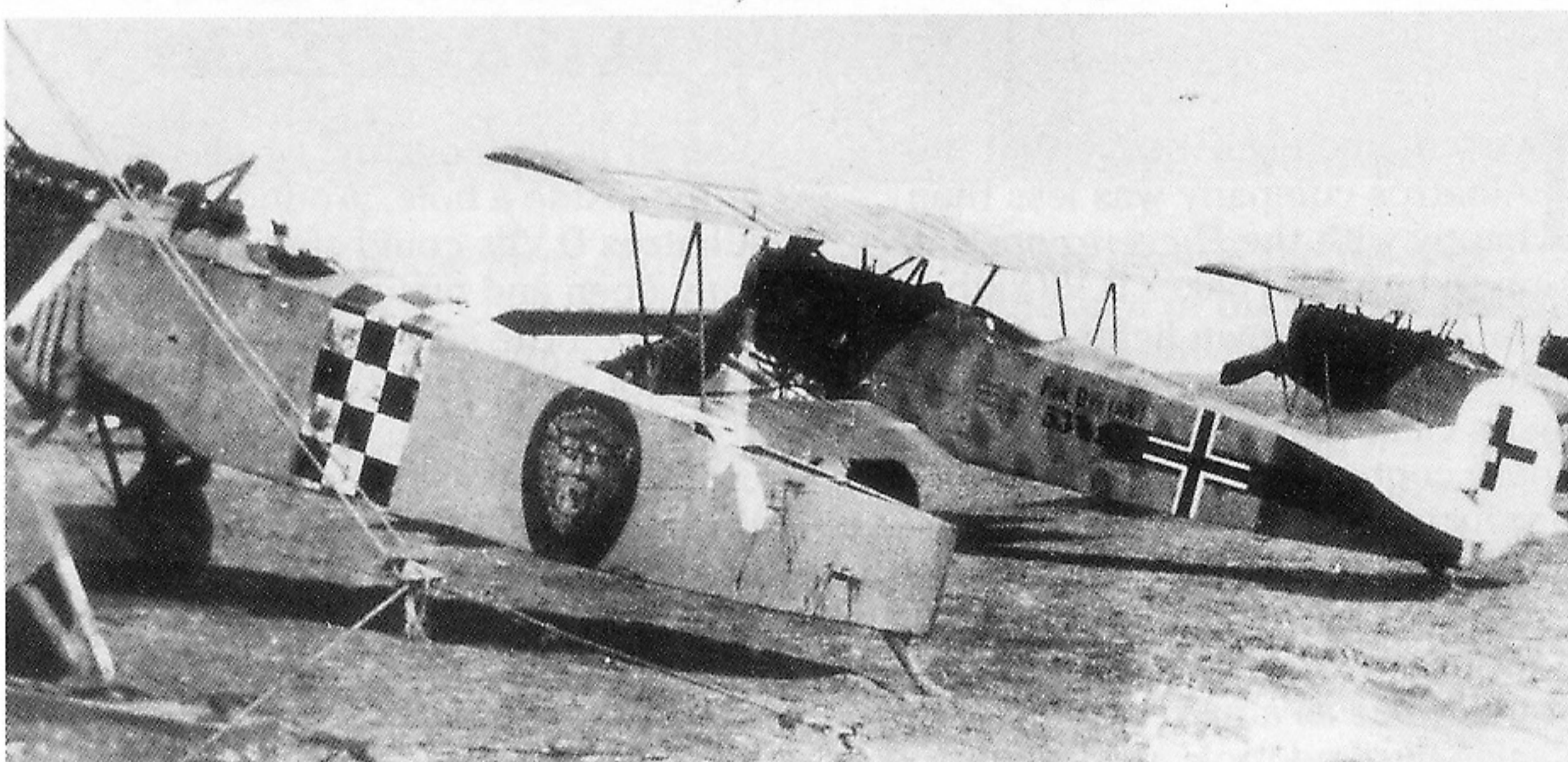
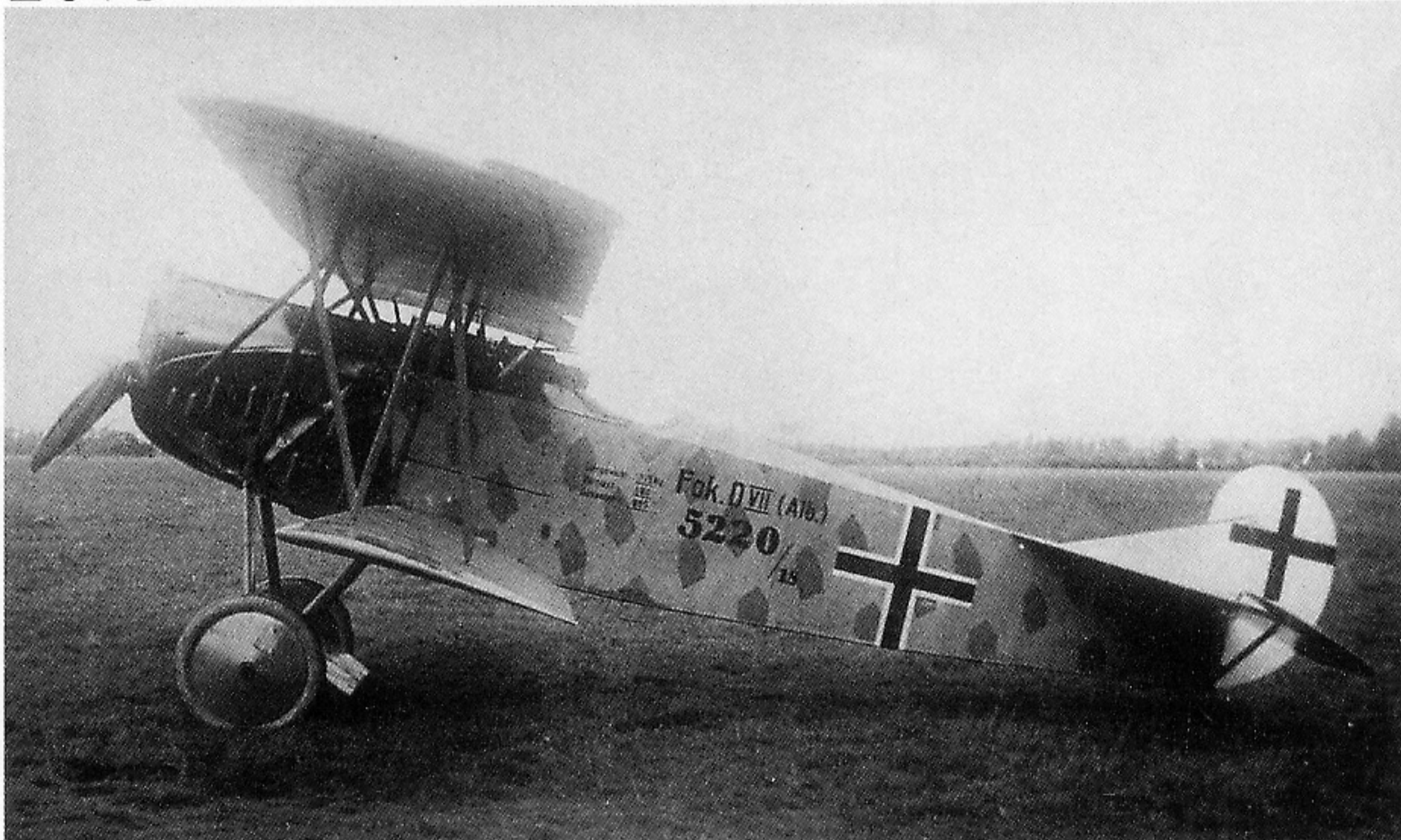
**D. A fine side view of 5220/18 reveals the centrally split top to the Albatros undercarriage wing, the metal wheel disc, and distorted cowling side panel on a virtually mint aircraft. (GVW)**

**E. Here in American hands - Franz Büchner's famous 'werewolf' D.VII (OAW) of *Jasta 13* partially obscures D.VII (Alb.) 5341/18. The latter has a Fokker rudder and, probably, an OAW fin, while the airscrew appears to be French or British manufacture. (GVW)**

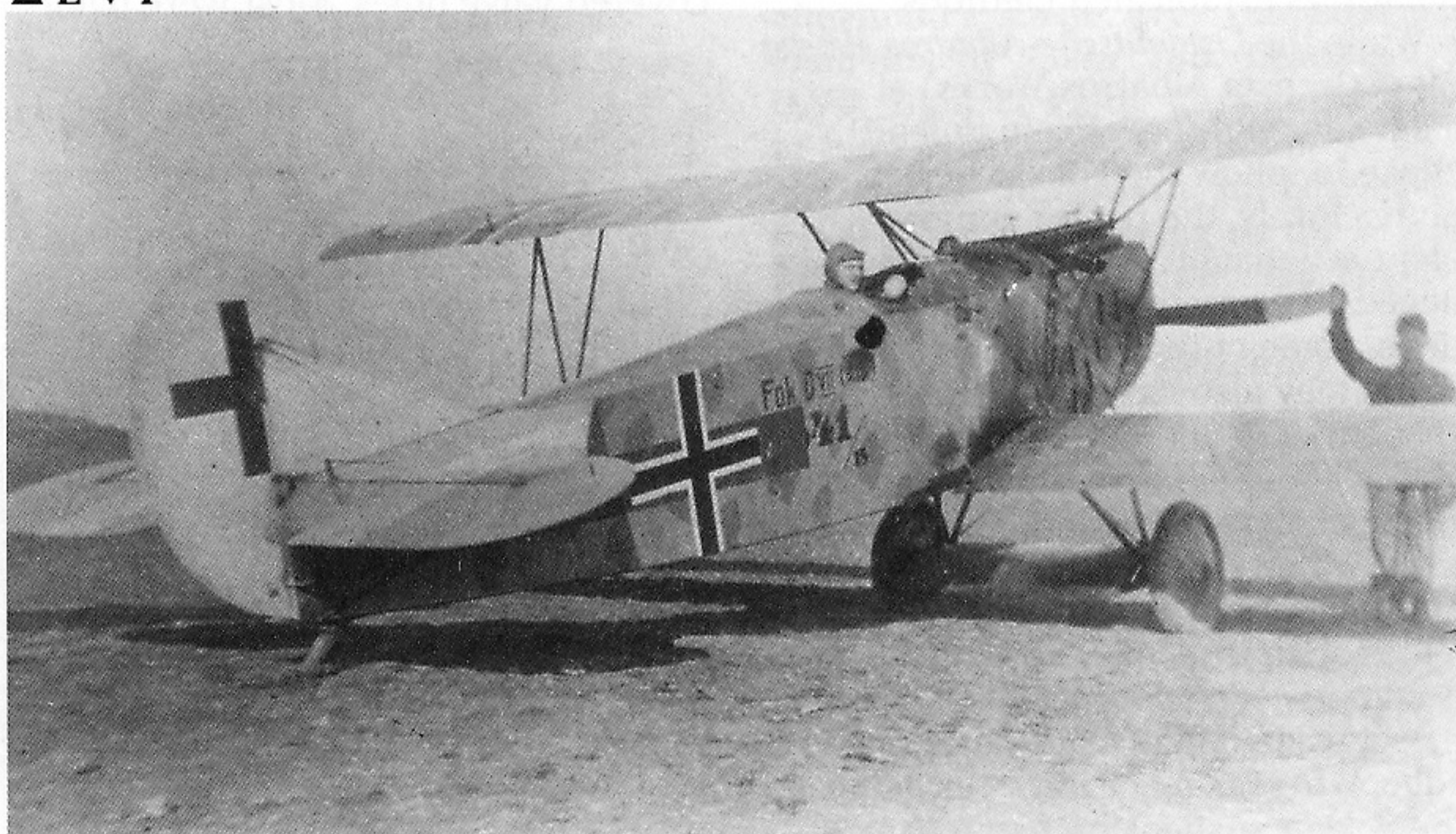
**F. With unidentified unit markings including white tailplane stripes and a dark 'V' on the upper centre-section, D.VII (Alb.) 5341/18 was one of the few operational D.VIIs photographed from both sides. As with other Johannisthal machines, the fuselage fabric on one side was upside-down relative to the other. (GVW)**

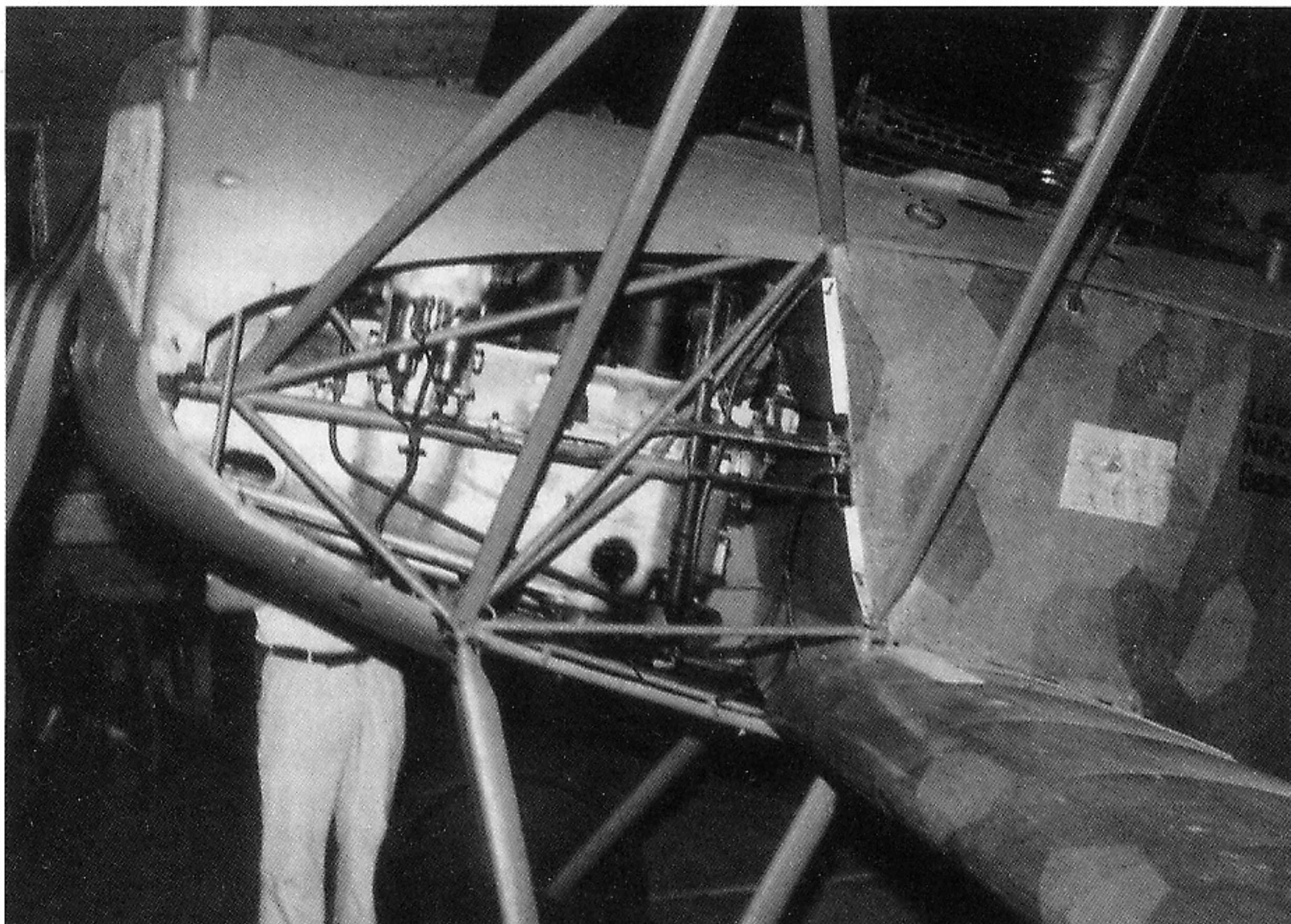


▲ C ▼ D



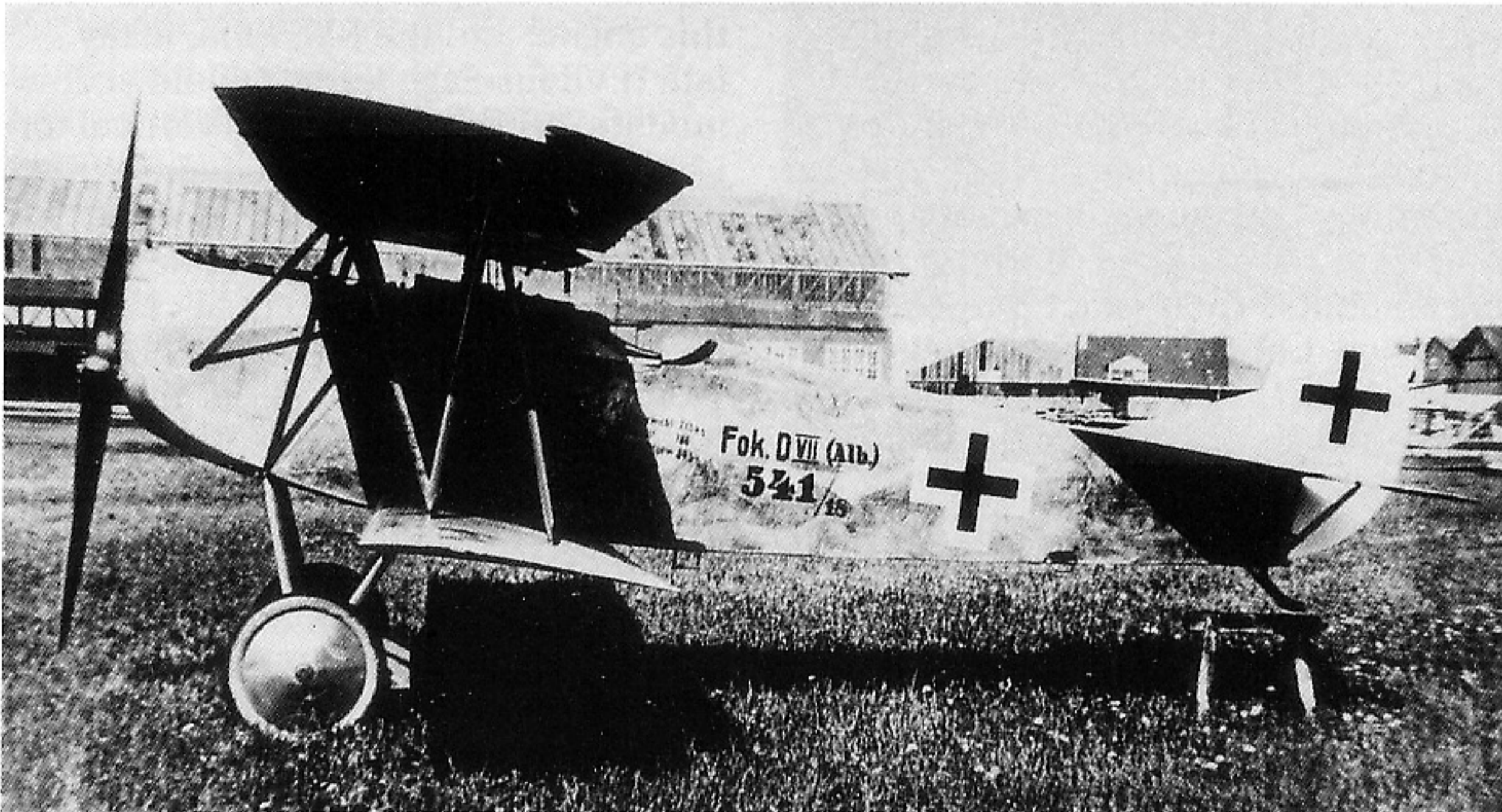
▲ E ▼ F





G. A useful detail shot of Albatros-built 6810/18, preserved at Knowlton, Quebec. The filler for the late engine bay oil tank is noteworthy, as is the bending up of the cowling panel around the exhaust pipe. The top wing is OAW. (R Horton)

▲ G



H. Like Fokker (who built two), Albatros built a wooden-fuselaged D.VII to insure against a threatened shortage of steel tubing. Intriguingly, a British combat report mentions a plywood-fuselaged D.VII with spanwise blue and white stripes on the upper wing; was the pilot mistaken, or did at least one of these three prototypes reach a front-line squadron? (Albatros/P L Gray)

I. Fok. D.VII (Alb) 527/18 at Adlershof, early Spring 1918. Note the Garuda airscrew, one-piece port upper cowling, and horizontal exhaust outlet. The fuselage was covered with five-colour fabric, the flying surfaces with four-colour, and the very wide-armed fuselage cross may have been modified, uniquely on a licence-built D.VII, from an *Eisernes Kreuz*. Wing crosses, however, were typical early *Balkenkreuze*. (Albatros/P L Gray)

▲ H ▼ I



J. Overleaf, a fine shot of 527/18 reveals the hinged and split undercarriage wing, offset wheels, level exhaust tailpipe, and two spar identification windows in the underside of the upper wing - all Albatros features. The trailing edge of the panel under the engine has lost its pristine outline. (Albatros/P L Gray)

its attachment bolts.

Albatros D.VIIs had fewer varieties of exhaust pipes than did those from the other contractors. The early double low-exit manifold ended in a single horizontal tailpipe of semi-streamlined section with a rolled-back lip, a dependable identification feature; the tailpipes of other builders' exhausts sloped downwards. Some Albatros examples, though, had the sloping rearward-curved double outlet also used by OAW. Cowling-in of the later high-level 'saxophone' pipe has been noted so far only on a few Albatros D.VIIs, including 677/18; it was left almost completely exposed for most of production. As with OAW, the starboard upper panel incorporated the radiator half fairing, which continued in a modified form after the high-level exhaust was introduced. Johannisthal never left the flat-topped starboard side of the radiator bare. Late versions had a separate piece for the radiator top, spring clipped to the starboard upper panel; the one-piece unit must have been a nightmare to remove and refit.

Access doors in the side panels were similar to those on the first Fokker-built D.VIIs, but the rearmost door, which the other builders made triangular, had a horizontal top. This was first seen in the rear metal panels, which Albatros was apparently the first to introduce; they were already in use when D.VII (Alb) 611/18, about the 78th airframe, was completed in late May or early June. Many of these doors were slightly crooked, the middle door most commonly. The panels were made by hand, and in close-up photographs it shows! Louvres appeared singly in patterns unique to Johannisthal, with fewer variations than on Fokker and OAW products, and metal components were painted light greyish or dark Brunswick green, or perhaps occasionally a light brown. Note that the louvring process had

already begun before the D.VII's infamous in-flight fires occurred in June.

Radiators evolved as on the other builders' aircraft, many Albatros machines having the vented-cap model also favoured by OAW. Before this, however, came a cylindrical cap with a slightly projecting rounded rim. Computer-assisted analysis has shown that the radiators from different makers varied considerably in matrix shape, only the top curve and fastener locations being standard. All of those used by Albatros had the forward-raked filler, though there were apparently different top cowl panels for Mercedes engines with the upright and flat air pumps. Of course, a mechanic with simple tools could easily trim the panels to accommodate the upright pump, and this is probably what happened. No method of connection for the front end of the port and starboard panels is visible in any photograph the author has seen, and they could apparently overlap either way. The opening for the cylinder heads was shorter than that of Fokker and OAW, starting further aft. Small plates attached to the front of the opening on some Albatros D.VIIs sloped down by varying amounts. Their exact purpose is unknown, but they probably helped protect either the radiator plumbing from gun blast, or mechanics' hands from the said hot pipes.

Inside the cockpit, Albatros continued to use the modular plumbing unit with round-labelled air and fuel taps found in their own fighter designs, but embedded in a typical D.VII instrument panel. The small grease gun for the water pump, placed on the panel by other contractors, was clamped atop the port side of the rear gun mount bar, under the decking. Intriguing on the preserved Knowlton machine is an empty round hole in the floor to the pilot's *left*; a square hole for the compass magnets appears in the usual

location to the right.

Much has been made of the fitting of a 'low-compression' 160-hp Mercedes engine to early D.VIIs, and this is generally assumed to have been the D.IIIa shown in Fokker's well-known schematic drawing. In fact the term was relative, as compression ratio and output increased with each mark of the engine. A D.IIIa tested by the RAF produced around 180-hp, a D.IIIaü 200-hp, though the Germans rated them slightly lower. Mercedes delivery records do not name subtypes, and refer to all these engines as 160-hp, which was their class designation. The D.IIIavü, introduced in September 1918, had cylinders of 5 mm larger bore and a modified carburettor to feed the greater capacity. The wider bore was reflected in the overall cylinder diameter, the gaps between the water jackets being noticeably smaller than on previous engines. A radiator with much thicker swept portions was fitted with this engine and the BMW IIIa; many late D.VII fuselage frames could accommodate either radiator, the vertical forward member being moved aft.

Several early Albatros D.VIIs had Garuda airscrews, recognisable by the shield transfer and the equal curve of its leading and trailing edges, like a Wolff, but slightly broader at the tip, which was sometimes sheathed and painted. Axial, Heine and Astra props were also common.

Three distinct gun installation heights have been noted on D.VIIs of all three marques. The first machines had the guns mounted very low, with the port fusee spring cover almost touching the cowling and shallow grooves to accommodate the fretted barrel jackets, but they were soon raised a couple of centimetres. Although there were no relevant dimensional differences between the two engines, this may have helped to reduce acoustic fatigue of the small-

▼ J



bore inlet manifold heater pipes introduced on the Mercedes D.IIIaü, and possibly on late D.IIIas. Even with troughs attached, muzzle blast and shock waves from departing supersonic bullets could give the pipes and their joints a real battering. The higher location would also assist cooling and make it easier for the pilot to operate the charging and clearing levers. The taller BMW IIIa engine required a further raising of the guns anyway, the bottom of the breech housing now being about level with the outer edge of the aperture in the decking. The forward mounting bar was fixed, so gun height was built into the fuselage on the shop floor, making retrofitting of BMW engines impossible without some surgery to the frame.

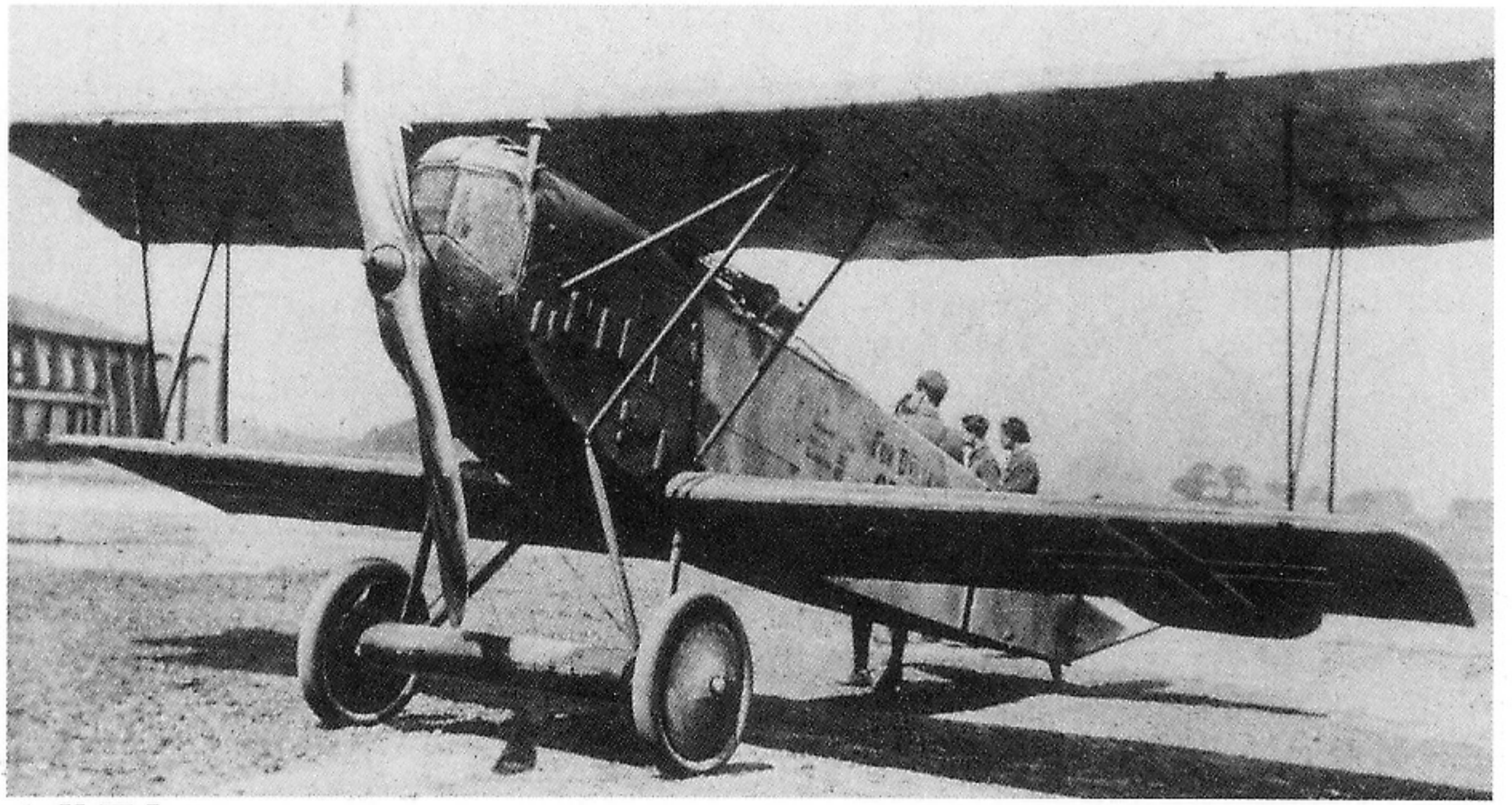
Following the publication of *Anthology Vol. 1*, we were asked about fuselage assembly methods. Researchers have ascertained that both sides of the frame were built on a flat wooden jig, of which there may have been more than one. The wood being susceptible to changes in temperature and humidity, the welding of tubes on these jigs produced *minor* dimensional variations from day to day. The author can testify to this from his work in decorating theatre sets; a pair of cardboard columns which fitted tightly between their bases and the

**K.** A BMW-powered D.VII (Alb), probably 6786/18, shows off its Heine airscrew with quick-release hub, and the late thick 7mm honeycomb radiator with offset filler and wide central flat. The cowling appears to be dark green, while the fabric wheel covers may be British. (*Albatros/P L Gray*)

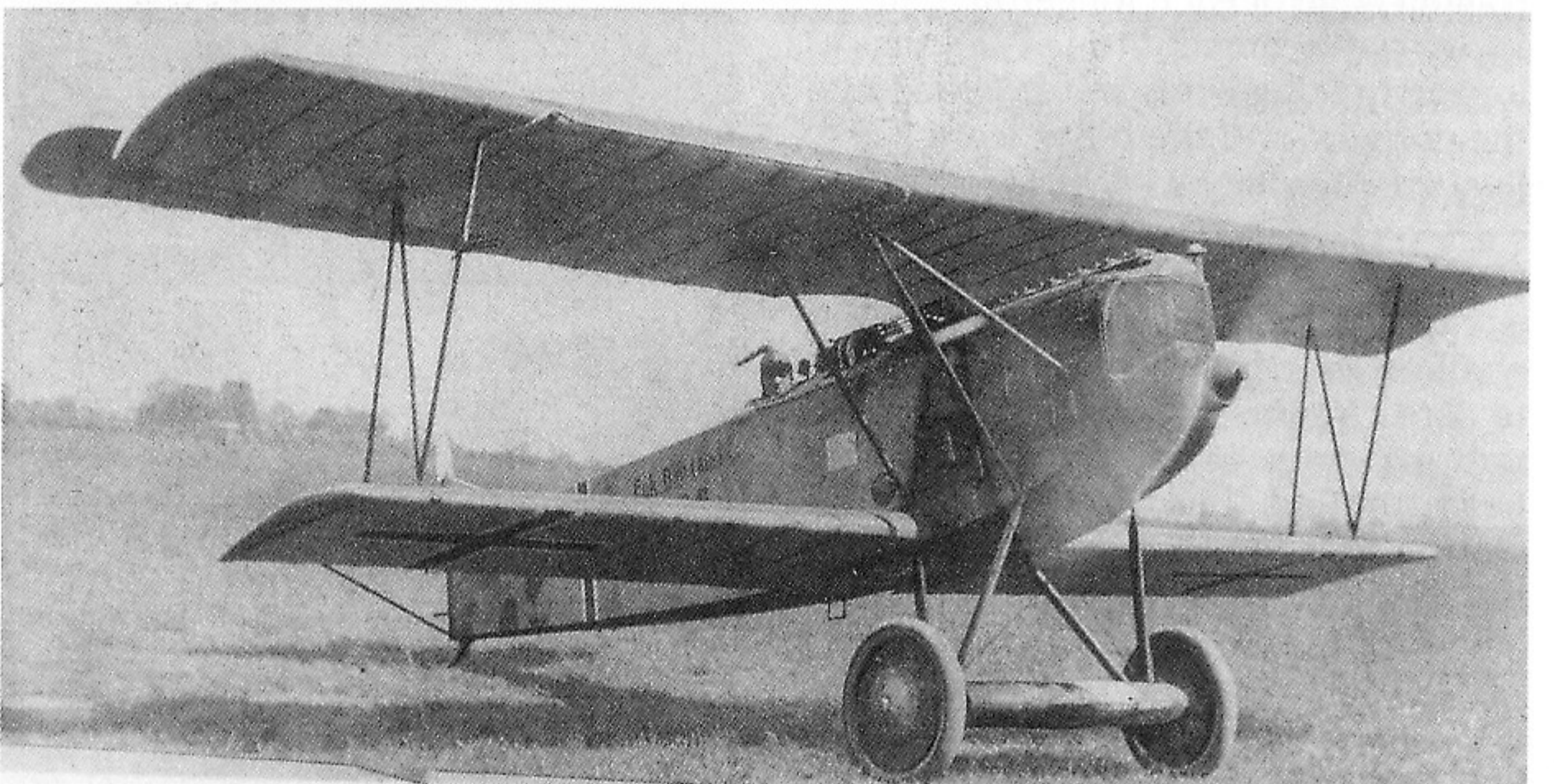
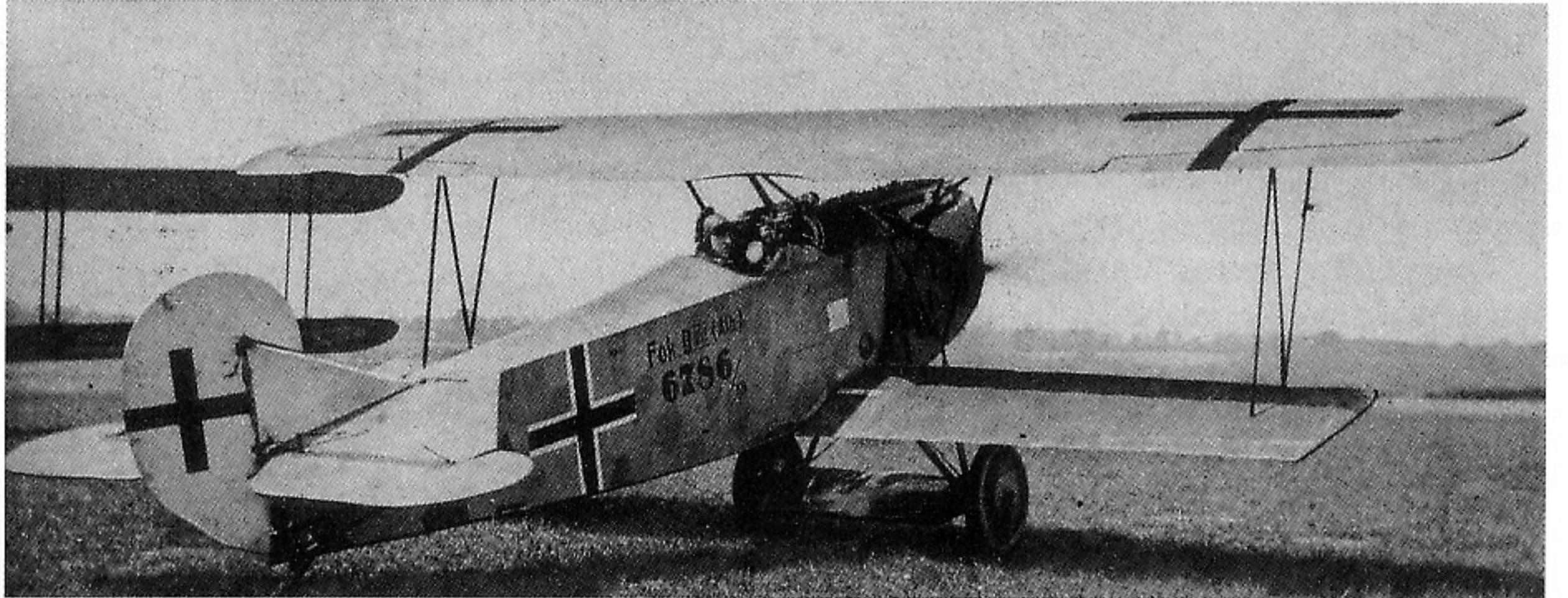
**L.** 6786/18 prepares to take off from an RAF station in 1919. This BMW-engine machine had been fitted with OAW fin and rudder, and the upper wing at least is also an OAW item. The fuselage lifting handles are upturned, OAW style, and there are signs of fabric disturbance around them, so this would appear to be a British modification. (*RLR*)

**M.** A delightful taxi shot of 6786/18 shows the high-mounted guns (with rectangular ammunition counters) of the BMW-powered version. Johannisthal D.VIIs were not supplied with air speed indicators as standard, so a British unit has been installed, with the pitot head on the starboard interplane strut. The pilot's natty helmet streamer looks like a raccoon's tail. (*RLR*)

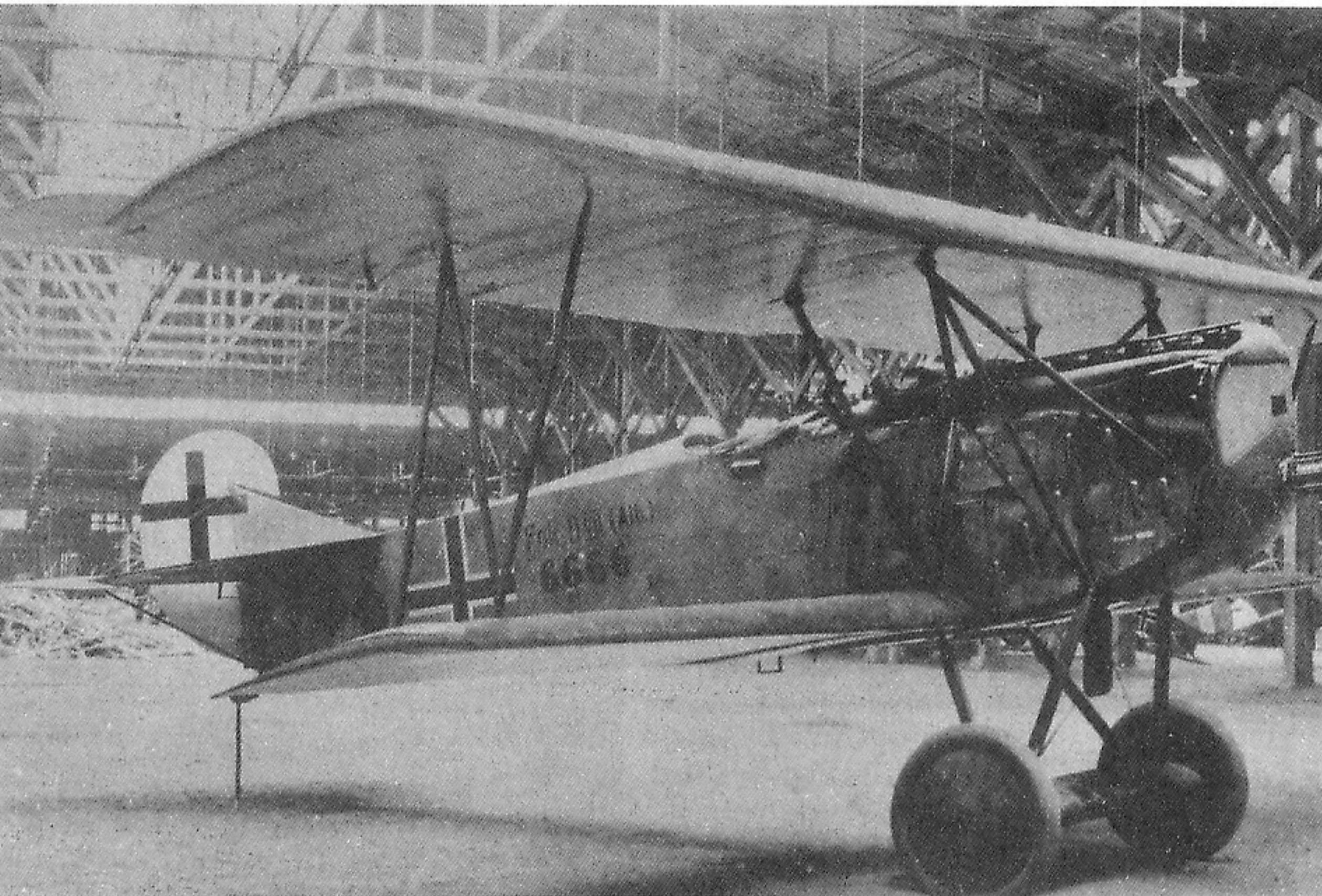
**N.** Useful details in this post-war shot of a mint Albatros-built D.VII include the shape of the radiator top fairing, now separate, and the straight portion at the front of the exhaust pipe. (*RLR*)



▲ K ▼ L



▲ M ▼ N



arch nailed to the plywood wall above them, became slack enough to need taping and gluing on rainy days, then tightened up again when the weather cleared. Tubing of diminishing diameter was used for D.VII longerons, each piece being given four slits at the front end, pushed into the tube ahead of it and tack-welded. Two side frames were then erected in a jig and the horizontal spacers welded in, the sides being bent inwards as the welders proceeded aft. Fokker drawings imply that smoothly curved longerons aft of the cockpit were desirable, but they nearly always came out as a series of straights, giving the fuselage sides a faceted appearance when covered. This is not to imply, as one correspondent thought I had written in *D.VII Anthology Vol. 1*, that the tubing itself was of other than circular cross-section. I distinctly mentioned *diameter* in the same sentence!

The engine bearers and forward sub-frames were probably prefabricated separately. Once the alignment was judged satisfactory and the centre-section struts installed within very precise limits, the spacers and bearer braces were welded solidly in place and a ring of weld was run around the trailing edge of each longeron joint. Various attachment fittings and tags for the bracing wires were welded into the corners, and the tubes were flushed internally with a preservative

**O.** A late Albatros D.VII in French-occupied territory appears from a chalked inscription to have belonged to *'Lt. Bacher, Jasta 3'*, though no unit or personal markings had yet been applied. The raking light picks out the spar tips in the lower wing and the fuselage spacers under the four-coloured fabric. (RLR)

**P.** This Albatros-built D.VII was artistically and convincingly decorated for a display by ground crew at Hendon circa 1920. According to a former mechanic who donated other pictures of this machine to the RAF Museum, standard RAF paints were used. The fuselage was presumably blue with a red tail, shield and fuselage bands trimmed in white. The nose was a different, lighter colour, possibly silver or factory grey-green. (Albatros/P L Gray)

**Q.** Among several captured D.VIIs after the war is Albatros-built 5356/18 with the standard factory-applied stencilling and national insignia. (Albatros/P L Gray)

**R.** (Opposite page) Lock, stock and smoking Spandaus – the Brome County D.VII (see page 58) displays its firepower – note the anti-flash 'tubes' with their angular cross-section. (Tom Doherty)

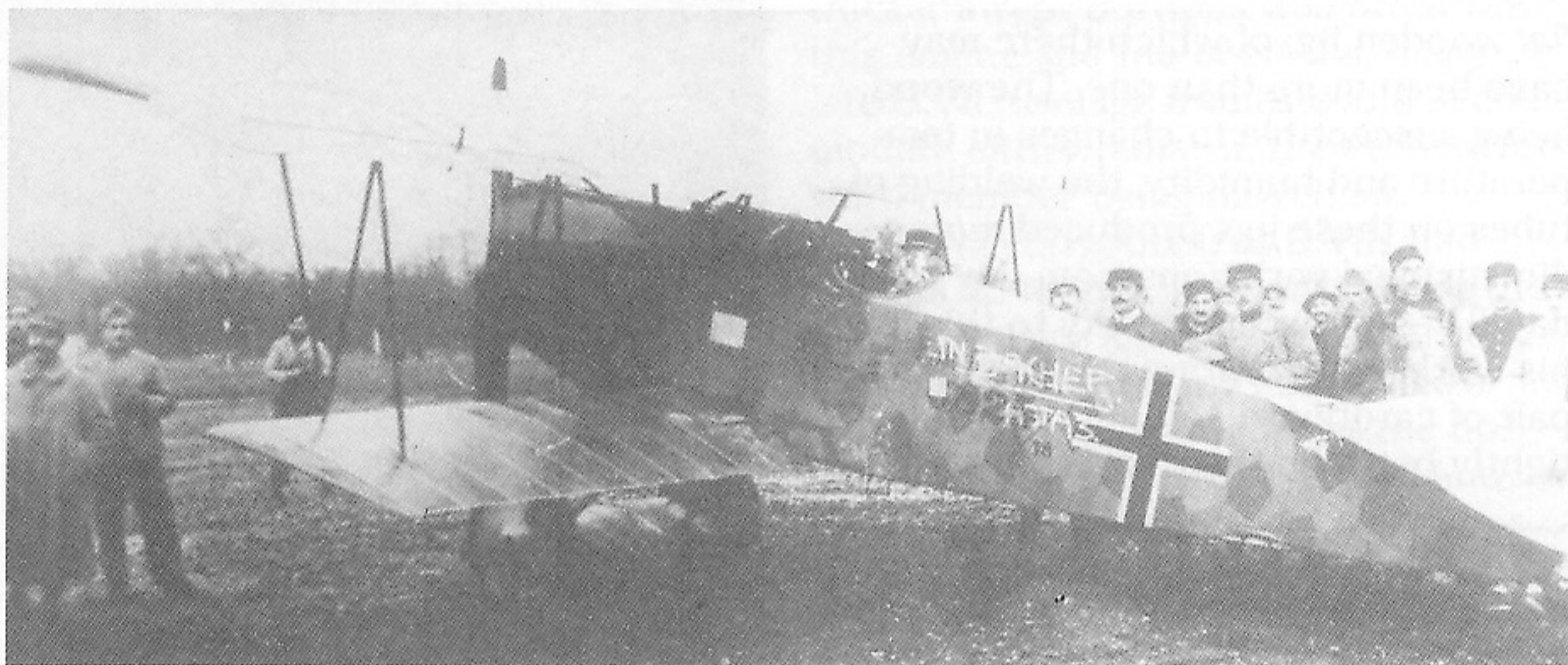
before protective paint or lacquer was applied. This could be grey, greyish green or, in the case of Swiss D.VIIs, translucent dark blue. Longerons and the foremost spacers were then wrapped in fabric tape, both for extra protection and to accommodate skin stitching.

As I mentioned in *Volume 2* of the *Anthology*, Albatros typically blended the upper longeron-to-engine bearer brace into the juncture of the bearer and the forward centre-section strut, rather than welding it alongside the bearer. This may have been inherited from the Fokker pattern aircraft, probably a prototype built on partial jigs. For some reason not so far established, some late Albatros machines had the brace tips welded, Fokker production style, *alongside* the engine bearers.

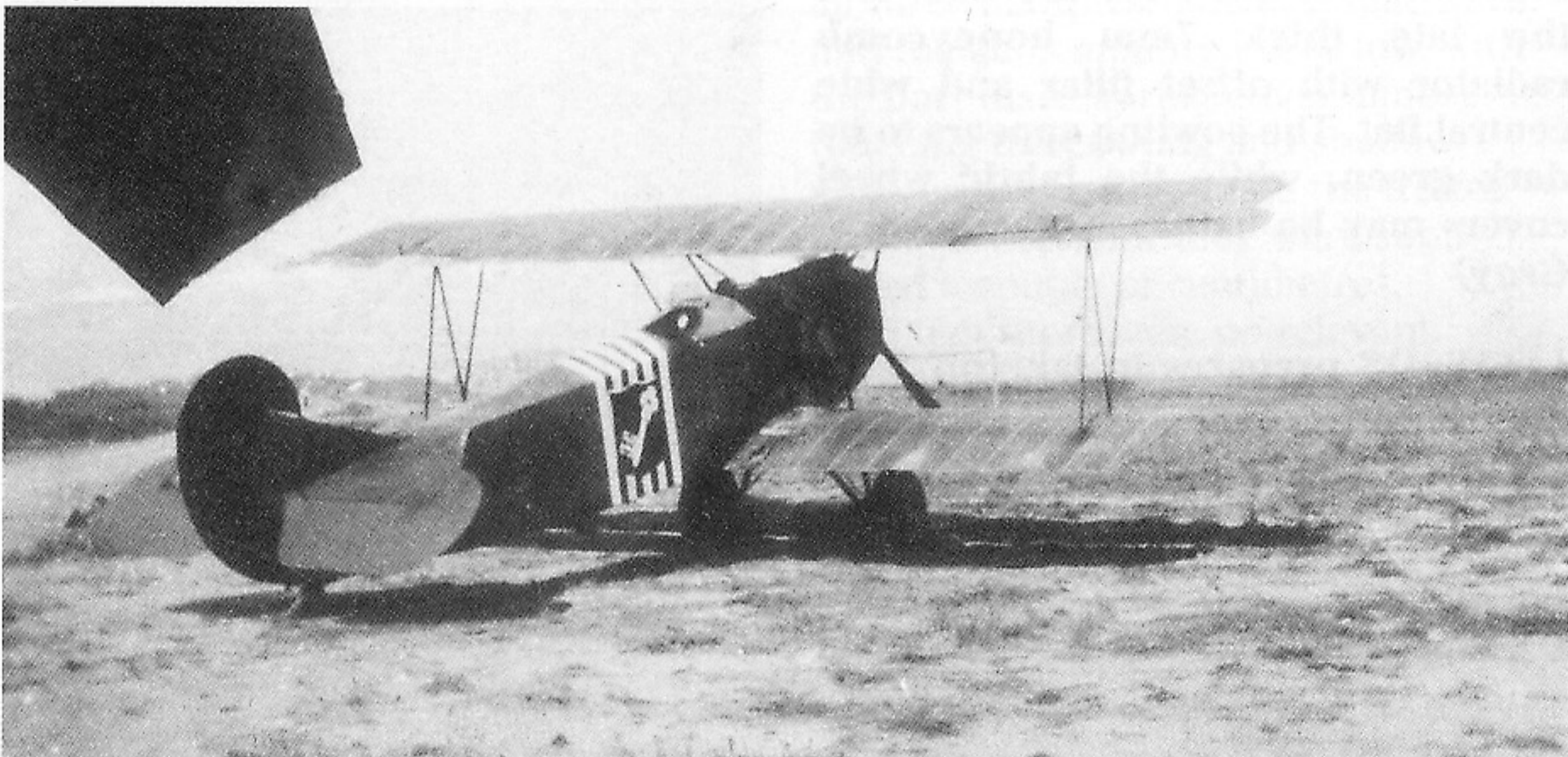
It is thought that the tips of the wing leading edge plywood serrations between the ribs were wide, like those

of nearly all OAW-built D.VIIs, but no unambiguous confirmation is so far available. Two surviving Johannisthal products, at Knowlton in Quebec and the Musée de l'Air in Paris, appear to have original lower wings at least, and their serrations have wide tips, though it is not known whether the earliest examples had them. The RAF Museum's example contains Albatros parts and was probably built at Johannisthal, but its wings are of OAW build. The wide serrations, ending at the rear of the front spar and following its taper, show clearly under the fabric, while the narrower ones used throughout Fokker production and ending at mid-spar are less noticeable; modellers and kit manufacturers please take note!

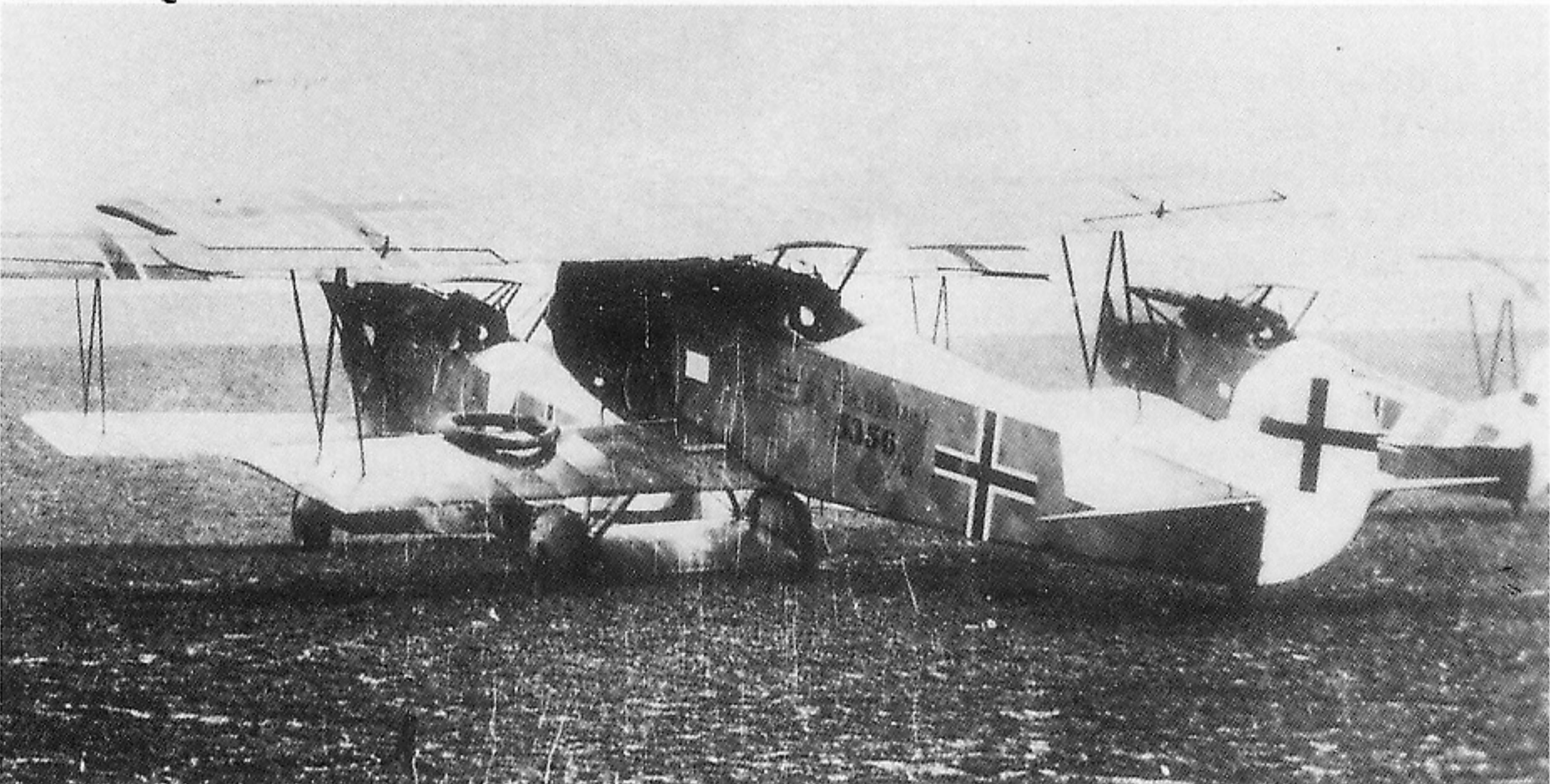
Fabric covering was much like that of the other builders, except that Albatros usually angled the camouflage pattern on the fuselage to follow

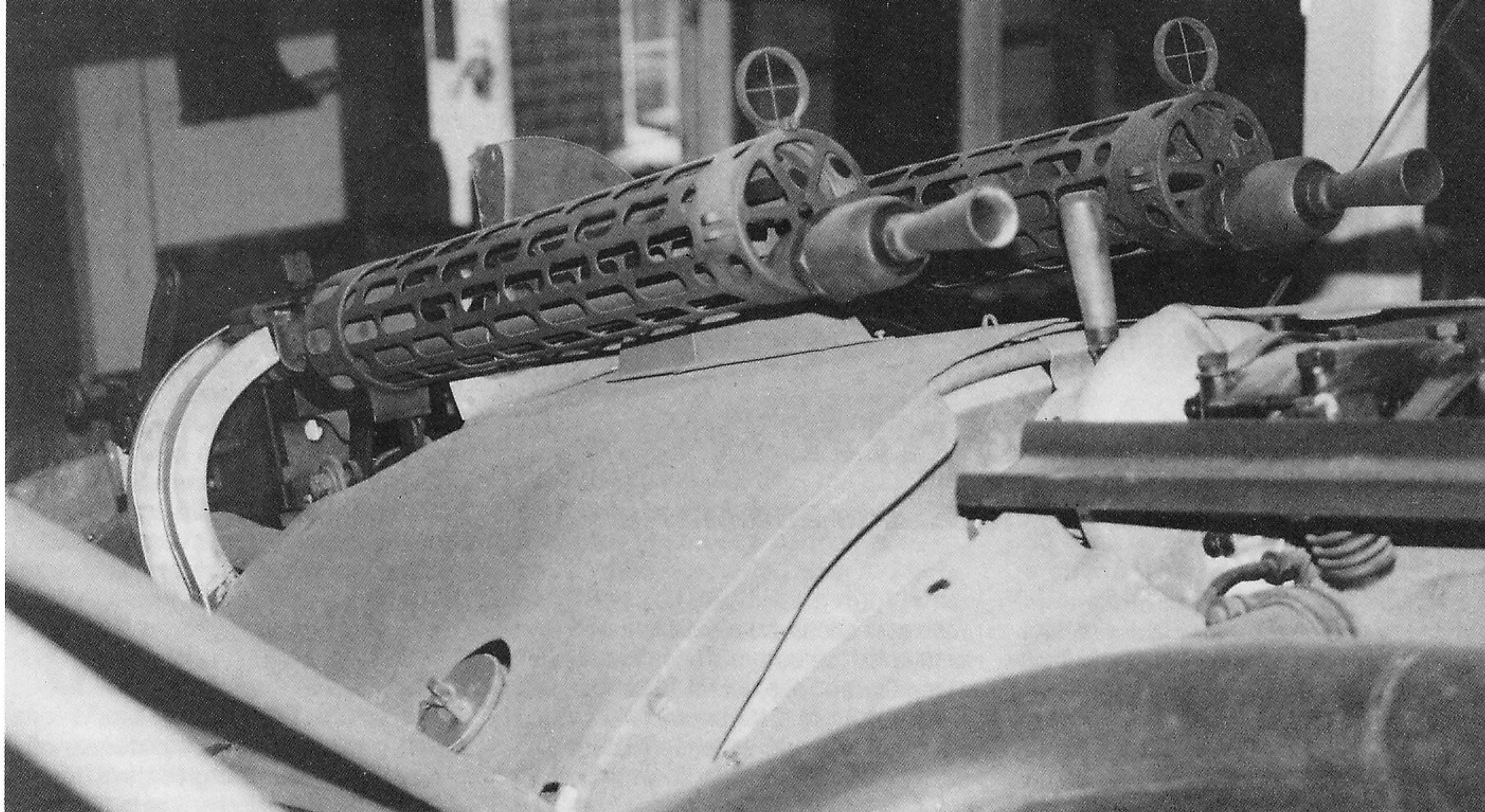


▲ O



▲ P ▼ Q

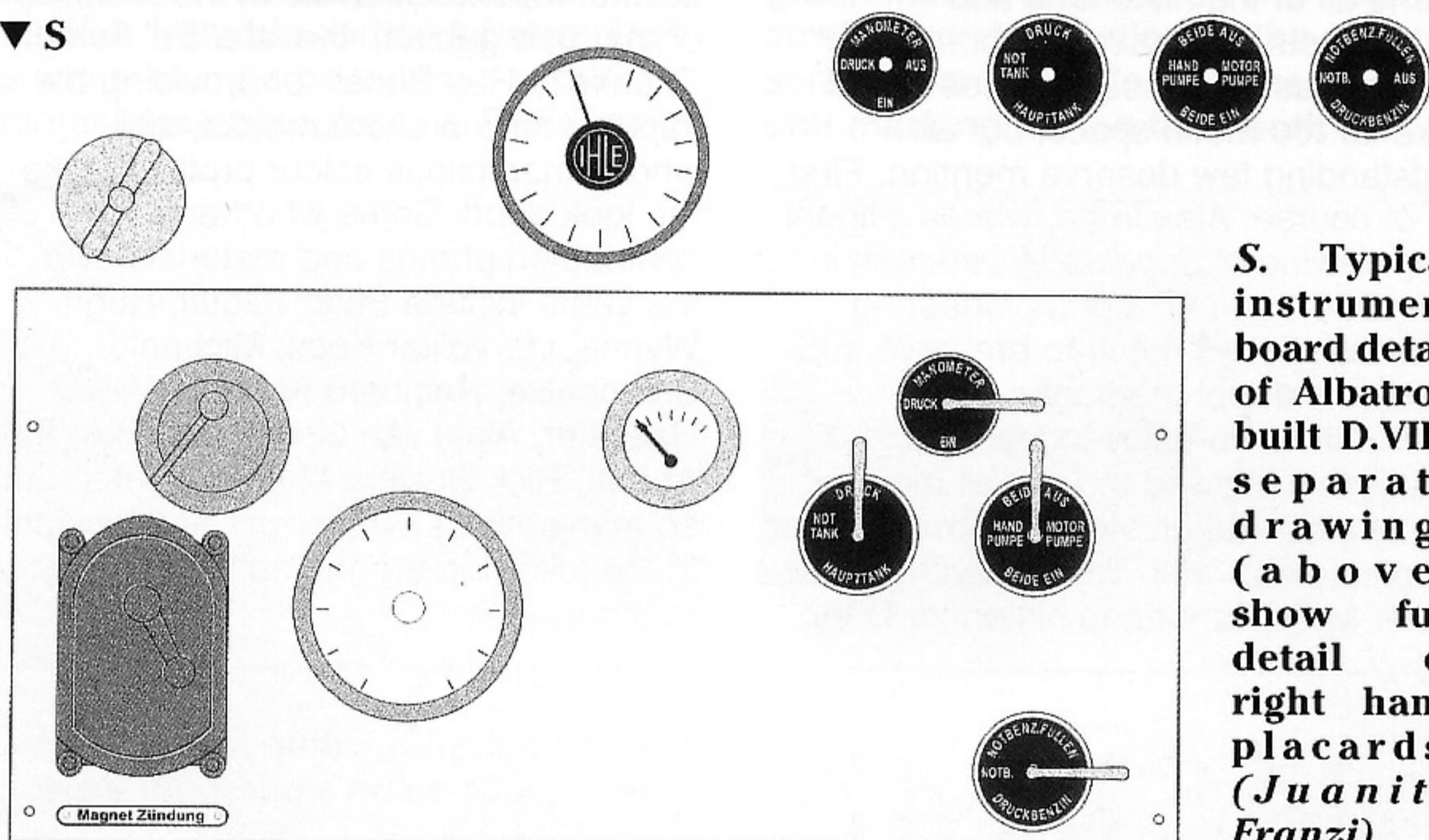




**▲ R**

the lower longeron. Inevitably, there were exceptions, as there were to the practice of seaming similar selvages together on the wings, *ie*: top of the pattern to top, bottom to bottom, etc. Most aircraft had four-colour fabric, but there were runs of five-colour in early and late production, with the occasional mixture of fabric types on an airframe. A well-known final assembly shot from Johannisthal shows the fuselage and wings in four-colour fabric, the ailerons in five-colour. Rib and border tapes could be light blue, salmon pink or, as on the restored Paris example, a purplish hue. Strips of lozenge fabric could also be used, occasionally the uppersurface pattern wrapped right around the wing. □

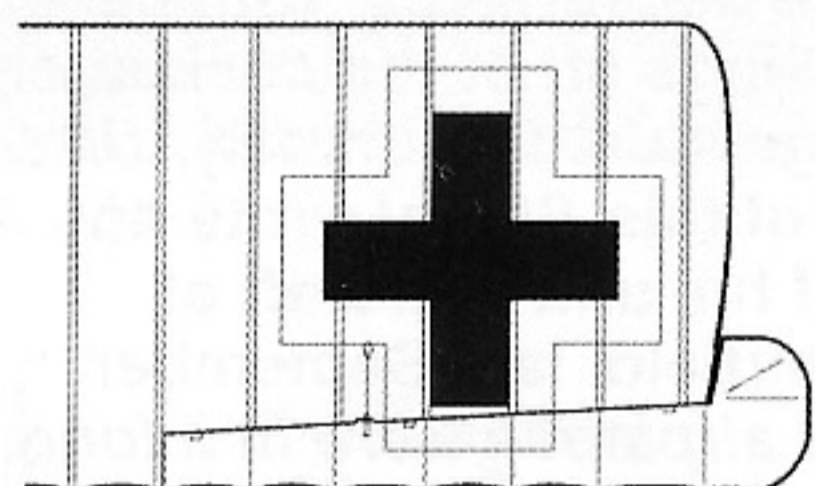
**▼ S**



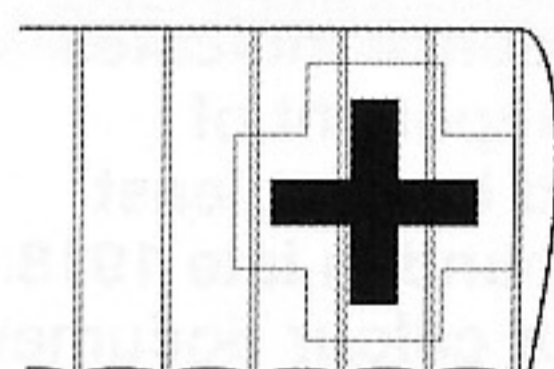
**S.** Typical instrument board detail of Albatros-built D.VII - separate drawings (above) show full detail of right hand placards. (Juanita Franzi)

**Early**

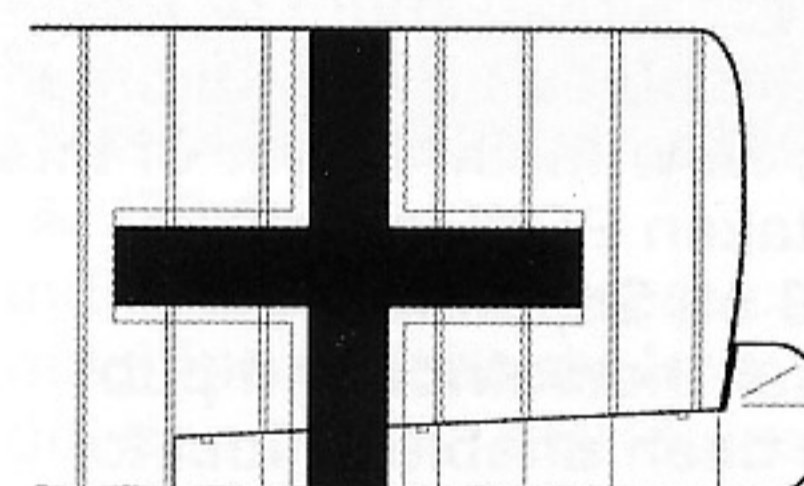
Example 527/18 (first Albatros D.VII)



Upper wing cross 1000mm x 250mm, with 150mm white border



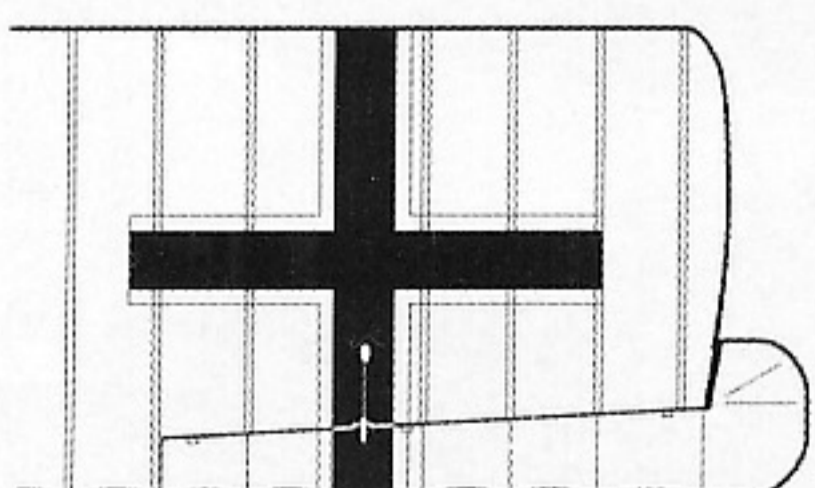
Lower wing cross 650mm x 150mm, with 150mm white border.



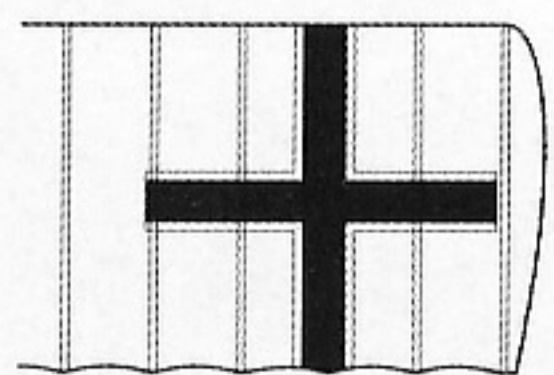
Upper wing cross example found on an early build D.VII (Alb). Cross dimensions appear to be 1600mm x 250mm with an indistinct 50mm white border. (Reference: "La Guerre Aerienne", a French inter-war publication)

**Mid Production Onwards**

The standard cross from mid-production. Full chord from leading edge tape to trailing edge. An example is 817/18



The spanwise dimension of the upper wing cross is the nominal chord of 1600mm. Width of arm is 200mm with a 50mm white border. Centred in true mid-chord and in line with aileron lever.



Lower wing cross 1200mm x 150mm with a 37.5mm white border. The position of the cross varied slightly.

Note: To cater for the heavy wing camber, transfers representing the full chord top wing crosses would need to have the chordwise arm slightly longer than the spanwise.

Artwork: Juanita Franzi. Research: Dave Roberts

# THE FOKKER D.VII IN JAGDSTAFFEL SERVICE BY GREG VANWYNGARDEN

## Part 3 - Jastas 47 to 80, the Kests and Marine- Feldjagdstaffeln

In this final instalment of the series, the author presents what he knows of the colours and markings used by the remaining *Jagdstaffeln* and other aviation units which flew the D.VII. In compiling this series, this writer has truly stood 'on the shoulders of giants'. To name all of the historians and enthusiasts who have contributed material used in these articles would take far too much space, but an outstanding few deserve mention. First is, of course, Alex Imrie, whose diligent interviewing of *Jagdstaffel* veterans in the 1950's and 60's and pioneering research did so much to preserve and distribute the photographs and information we enjoy today. Alex graciously allowed the use of many of his photos and provided information and inspiration as well. The always-generous Peter M Grosz loaned his entire D.VII

photo collection and provided the nucleus for the author's own. George H Williams, Ken Rice, Carole Thomas, Dr Larry Sall, Mary Caspari and the other staff members and volunteers at the History of Aviation Collection at UTD provided kind and patient assistance on several trips to excavate in the archives of that true genius, the late 'Ed' Ferko. Thanks to Ray Rimell for providing the impetus for the entire project, and whose marvellous colour profiles make me look good. Some who have contributed photos and materials over the years include Peter Kilduff, Hugh Wynne, Dr. Volker Koos, Michael Schmeelke, Reinhard Kastner, Volker Haeusler, Alain van Geeteruyn, Dan San Abbott, Rick Duiven, Marius Richter, and so many others. Any errors or omissions in the following are the author's responsibility.

## JASTA 47

The Royal Württemberg *Jasta* 47 certainly was equipped with at least some D.VIIs for replacement of its Pfalz D.IIIa machines by late summer 1918; *Ltn. d. R.* Wilhelm Meyer of this *Staffel* was taken POW in Fokker D.VII 4522/18 on September 24. Sadly, thus far the author and publishers have been unable to locate photos of any Fokkers of this unit. However, there is an interesting bit of colour data to be found in the archives of the Australian War Memorial, Series DRL 4/20, in the file on Capt. TCR Baker of No 4 Sqn AFC. It is a translation of the November 4 1918 combat report of *Vzfw.* Friedrich Ehmann, who was considered a candidate for the victory over Baker. In the report Ehmann describes the colouring of his D.VII 4508/18 as: 'body till the nose red, back brown with a yellow ring'. Judging from this somewhat garbled translation, then, the aircraft had a red nose, brown fuselage with a yellow band ('ring') around the fuselage aft of the cockpit. Presumably the red nose/brown fuselage made up

the unit marking, while the yellow band was Ehmann's personal marking...

## JASTA 48

Circumstantial evidence indicates that this unit, a component of *Jagdgruppe* 11, did have at least some Fokkers on hand in late 1918. However, photos or colour documentation pertaining to this *Staffel* have thus far proven elusive.

▼ J50-1



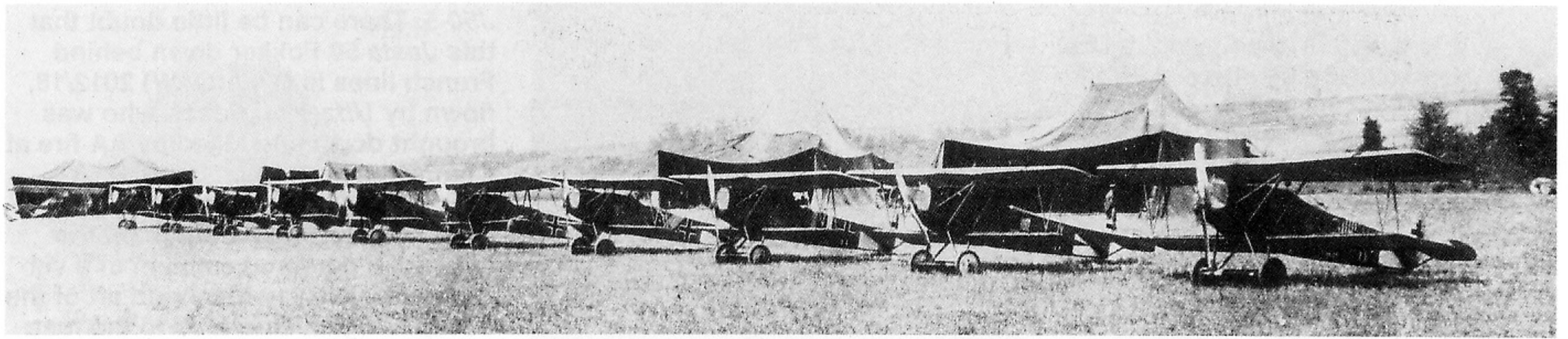
## JASTA 49

It is known that this *Staffel* was equipped with at least some OAW-built Fokkers, marked with personal emblems in white beneath the cockpit; however, photographs of such machines are not currently available to the author. Pfalz D.XII fighters of this unit seem to have borne dark tailplanes and elevators as a possible unit marking, but little else is known concerning the markings of this *Jasta*.

## JASTA 50

*J50-1:* Happily there is no dearth of information pertaining to the OAW-built Fokkers flown by *Jasta* 50. This fine shot shows the pilots of the *Staffel* posing in front of one of their D.VIIs, circa summer 1918; the officer fifth from the right, with the walking stick, is likely to be the *Staffelführer*, *Ltn.* Hans von Freden. Visible just beneath the lower port wing is the *Jasta* unit marking of a white tail section with a dark (black?) diagonal stripe on the fuselage and a dark chevron on the white tailplane and elevators. While 'blue and red' have been suggested as possible tail colours, evidence indicates that black and white are far more likely for this Prussian *Staffel*. Note the light rib tapes and the positions of the wing crosses on this OAW machine. (Via P M Grosz)

*J50-2:* Flamboyantly marked D.VIIs of *Jasta* 50 are on display in this evocative photo. Each bore the unit markings on the tail surfaces, with personal markings aft of the cockpit on the fuselage side. Fortunately, *Uffz.* Vahldieck of this *Staffel* wrote an account of his unit's aircraft at Voncourt airfield, late September 1918: 'The airplanes were in a long row, lined up like on parade...A peaceful observer would be over-

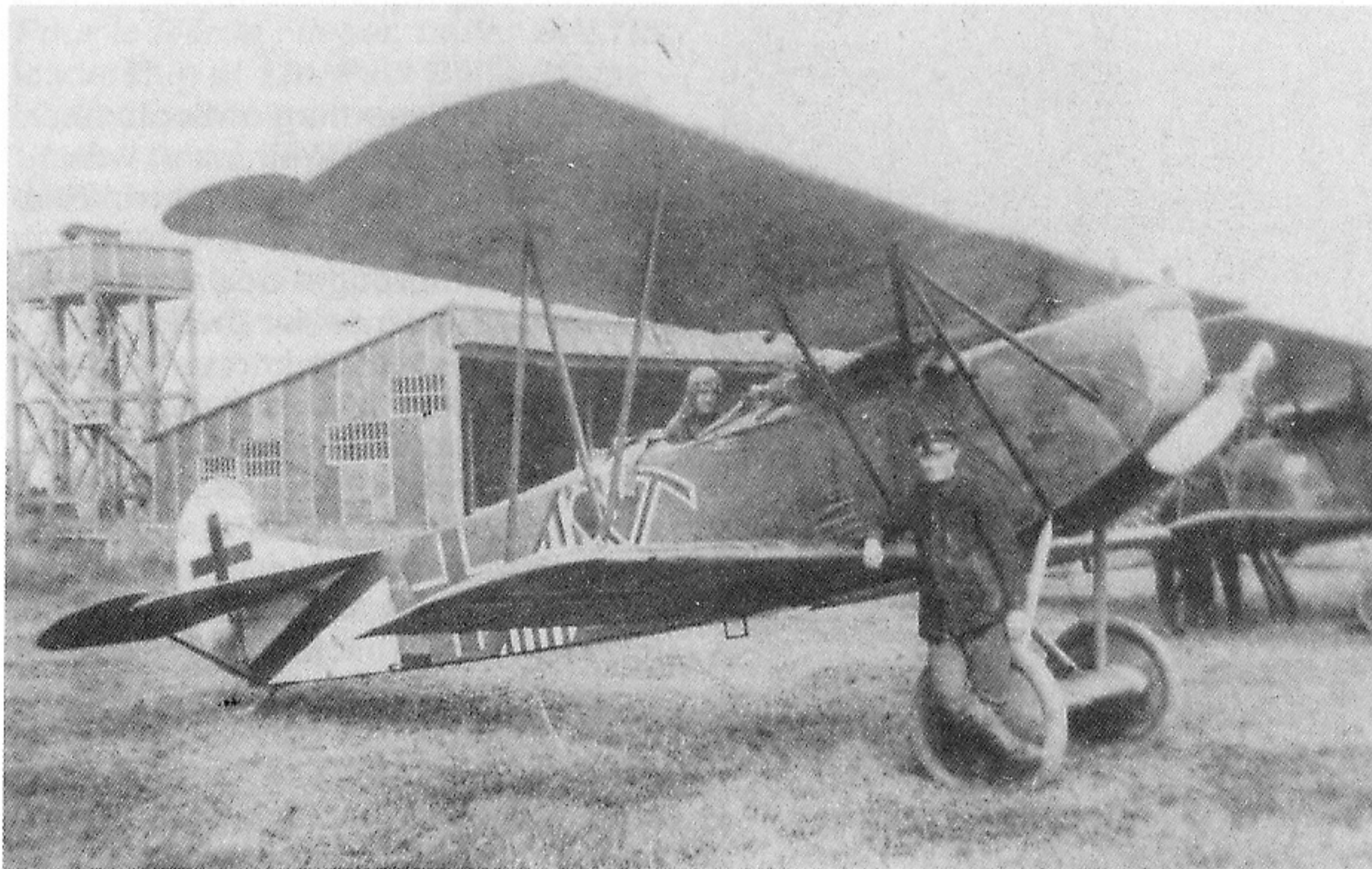


▲ J50-2

come by an eerie feeling with a look at these storm birds. They looked wild in their colourful war paint. One had a death's head as decoration. Another a family coat of arms (Ltn. von Freden), a pig with a cloverleaf in its snout (Ltn. Dörr), a skull (Ltn. Schädel), a comet with a tail (Ltn. Maletsky), a shovel and spade (Uffz. Nimszyk) etc., each according to the imagination of the pilot concerned'. Close inspection of the original print of this photo reveals that the machine on the extreme right apparently displayed a version of the 'shovel and spade' insignia used by Nimszyk (also

spelled Niemczyk), with the next aircraft bearing what is apparently the Prussian observer's badge - a black/white quartering with red border. The D.VII fourth from right apparently displayed the skull emblem of Ltn. Schädel (whose name translates literally as 'skull'), in black profile with white details against a diagonal band. The fifth D.VII may have been Maletsky's with a comet motif. The Fokker third from the left appears to bear Vzfw. Steinsträter's emblem familiar from his earlier Albatros D.III - a white triangle juxtaposed within a larger black triangle. (Via P M Grosz)

J50-3: Thanks to Dr. Volker Koos for providing this fine photo of a Jasta 50 D.VII (OAW), most likely showing a different version of the shovel and spade emblem of Uffz. Nimszyk - though this looks more like a pick and shovel. The crossed mining tools were painted in black and white, partially against a striped diagonal band, perhaps also black/white. Noteworthy details include the hazy application of the green/mauve patches on the engine cowling, and a portion of the white serial legend visible just ahead of the unit marking on the tail - both



▲ J50-3



▲ J50-4

indicate an early-production OAW machine, probably from the first production batch. Just discernible on the adjacent D.VII (though mostly obscured) is what looks to be the death's head emblem - a skull and crossbones - described by Vahldieck. (Via Dr. Volker Koos)

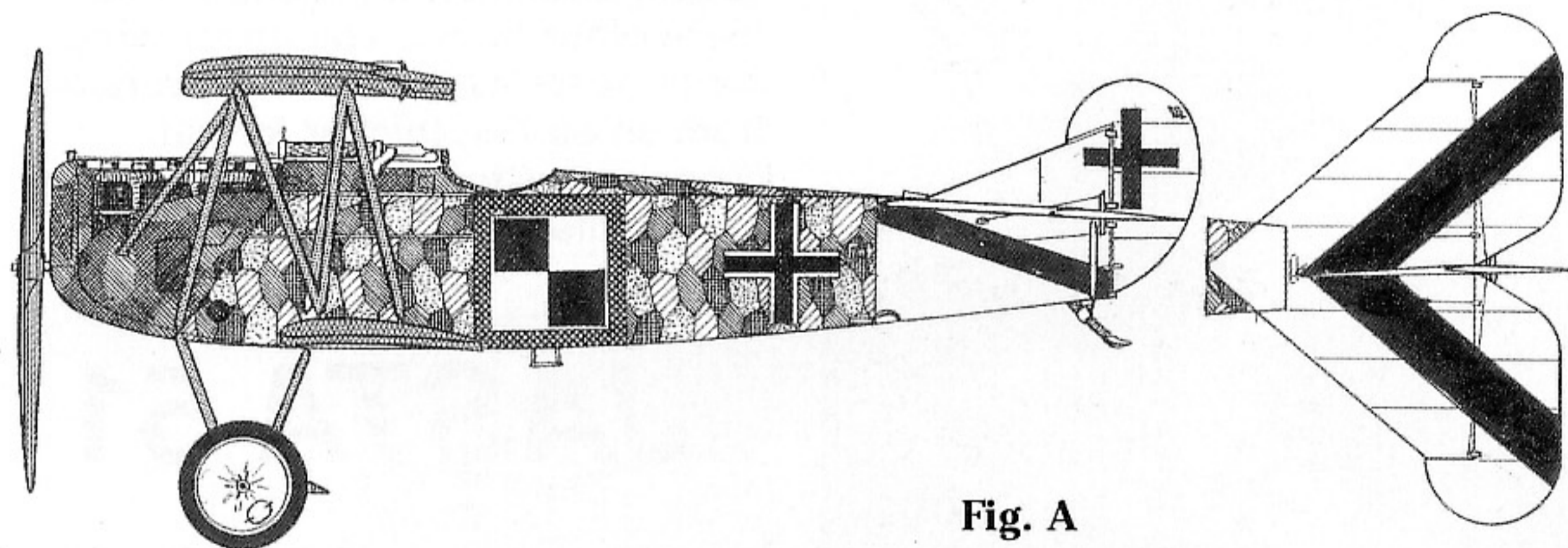
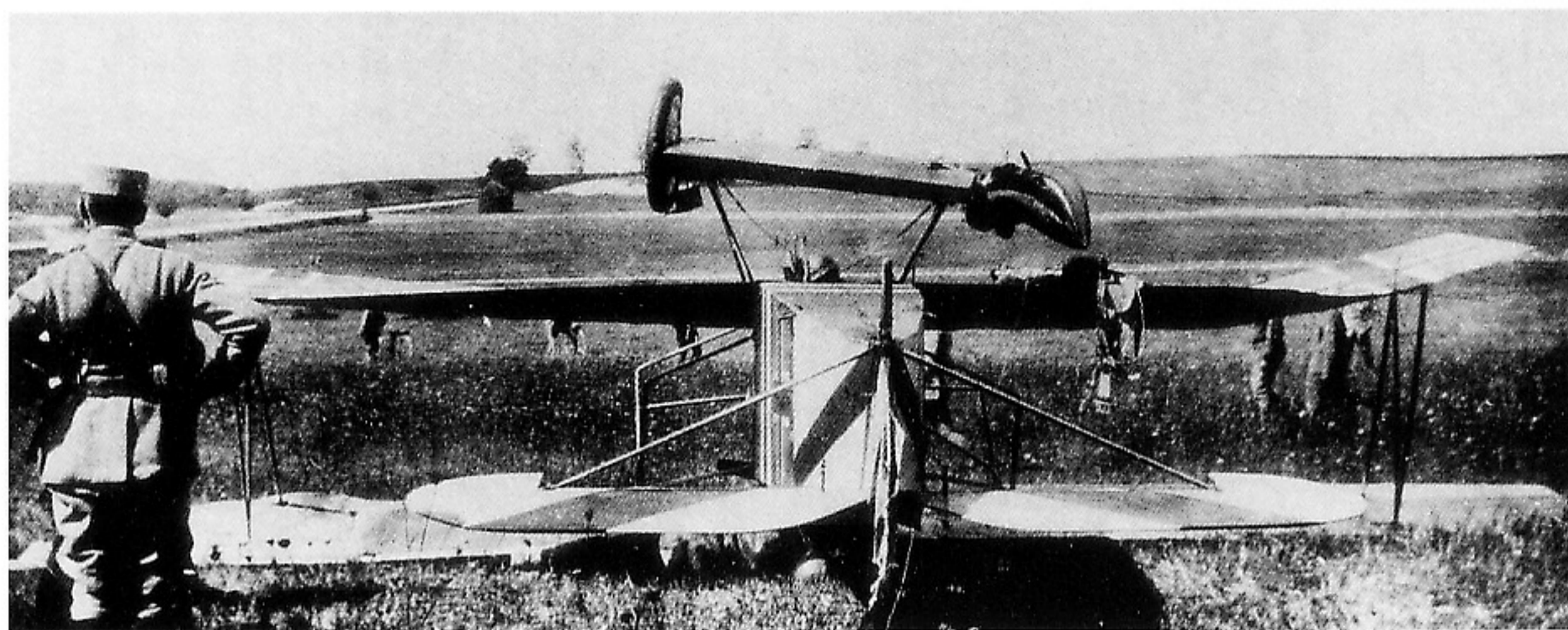


Fig. A

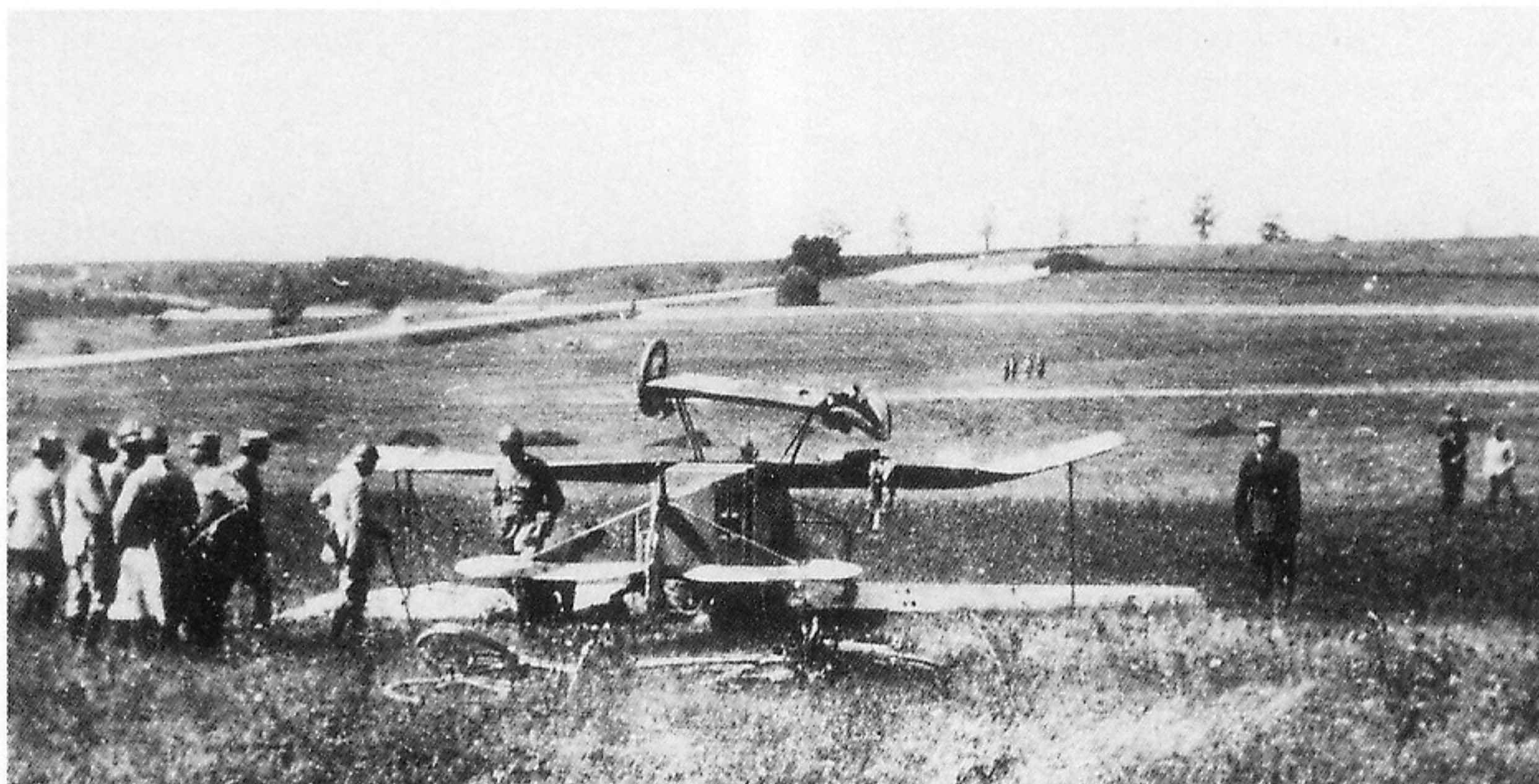
Fig. A: Provisional rendering of a D.VII (OAW), from Jasta 50, based on the second aircraft from the right in the line-up photo J50-2. The unit marking on the tail was black and white. The unidentified pilot's personal marking seems to be a depiction of a Prussian observer's badge: a black/white quartering with red bor-

der. Such a marking had been used by first commander of Jasta 50, Ltn. Heinrich Arntzen, but he was no longer with the unit when the reference photo was taken. Perhaps another pilot adopted his emblem when he left? The aircraft was covered in four-colour printed fabric and apparently had white wheel covers.

J50-4: When an unidentified Jasta 50 pilot put this D.VII (OAW) on its nose, he could not have known he was doing future modellers a favour. Prominently displayed are the unit colours on the tail and a personal emblem of two-colour bands (again, likely black/white), each bordered with the opposite colour. Note that this band was indeed continued on the underside of the fuselage, an aspect not usually visible. (HAC/UTD)



▲ J50-5 ▼ J50-6



▲ J50-7 ▼ J50-8



**J50-5:** There can be little doubt that this *Jasta 50* Fokker down behind French lines is D.VII (OAW) 2012/18, flown by *Uffz.* Karl Pabst, who was brought down and killed by AA fire at Charleville on September 2 1918. This view vividly shows the chevron-style black/white markings on the tail, and a personal emblem of a vertical white-black-white band aft of the cockpit.- again extended to the fuselage underside. The body of the unfortunate pilot is seen on the ground just left of the fuselage, with his Heinecke parachute harness draped over the port lower wing. The two-colour painting of the axle wing is evident. It would appear that Pabst almost landed the machine safely, until it flipped over (after the port undercarriage collapsed ?) with enough force to bend the cabane struts.

**J50-6:** A frontal view of Pabst's crashed 2012/18. The upper cowling panels have been removed.

**J50-7:** A slightly different rear view of 2012/18.

**J50-8:** On the morning of September 26 1918 *Vzfw.* Karl Weinmann was attacking a French balloon near Ville-sur-Tourbe, when he was in turn attacked and brought down by *Capt.* Armand de Turenne for the French ace's 15th and final victory. Weinmann was taken prisoner and de Turenne was able to pose (at left) with his trophy for this beautiful photo. The fuselage cross, and perhaps also the Albatros emblem on the rudder, have already been cut out for souvenirs. The *Jasta 50* tail markings are perfectly displayed, as is the black (?) and white fuselage chevron personal marking. A white 'F', of unknown significance, was painted on the top wing centre-section. Like the other OAW-built Fokkers seen above, this aircraft probably bore four-colour fabric. The upper wing cross bears evidence of conversion from an earlier, thicker format. (Thanks to Christophe Cony for providing this SHAA photo.)

## JASTA 51

Royal Prussian *Jagdstaffel 51* was equipped at least partially with D.VIIs by late 1918. *Staffelführer* Karl Plauth's letters imply that he flew a D.VII in the *Staffel*, and *Gefr.* Kurt Brandt of the unit was shot down in a Fokker by pilots of No. 4 Sqn AFC on September 16. A document issued by the 4th Army *Kofl.* on August 14 states that this *Staffel* was identified by tailplanes divided down

Fig.B

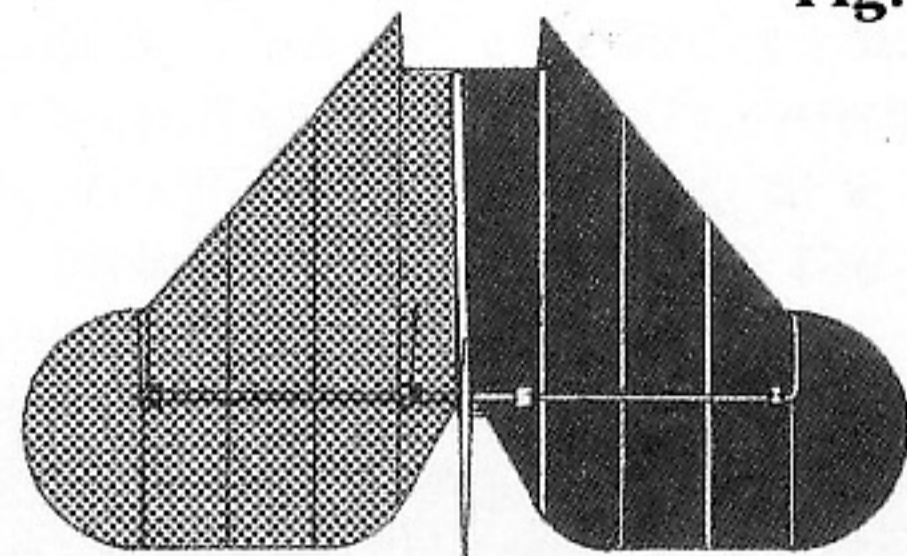
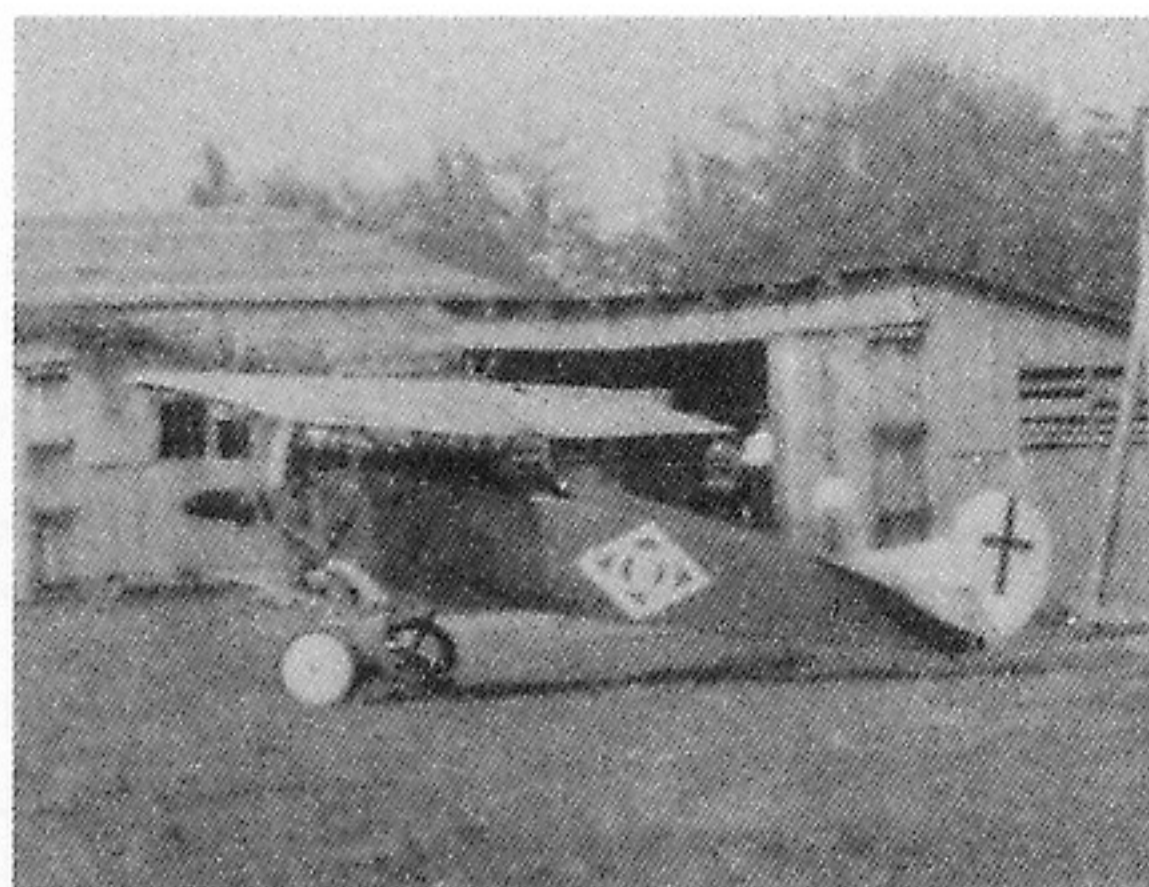


Fig. B: Jasta 51 unit marking colours: green and black.

the centre-line, with the port half green and the starboard half black. Unfortunately, no photos of *Jasta 51* Fokkers are available to this author; there may be no photos of ace Karl Plauth's machine because he had a superstitious opposition to allowing himself or his aircraft to be photographed!

## JASTA 52

*J52-1*: As noted in Walter Zuerl's *Pour le Mérite Flieger*, under the leadership of *Ltn. Paul Billik* *Jasta 52* was known as the '*schwarze Staffel*' (black *Staffel*). Billik no doubt brought the idea of black as a unit colour with him from his former unit, *Jasta 12*. The photo shows a *Jasta 52* D.VII which had a black fuselage and probably black tailplane/elevators as well, with white wheel covers. The white fin and rudder had a cross of unique proportions. The white intertwined circles within a white diamond on the fuselage constituted the personal marking of the pilot. This machine reportedly sustained severe damage to its lower wing in combat; the photo shows the fabric ripped loose from the lower port wing, and the starboard interplane strut is missing



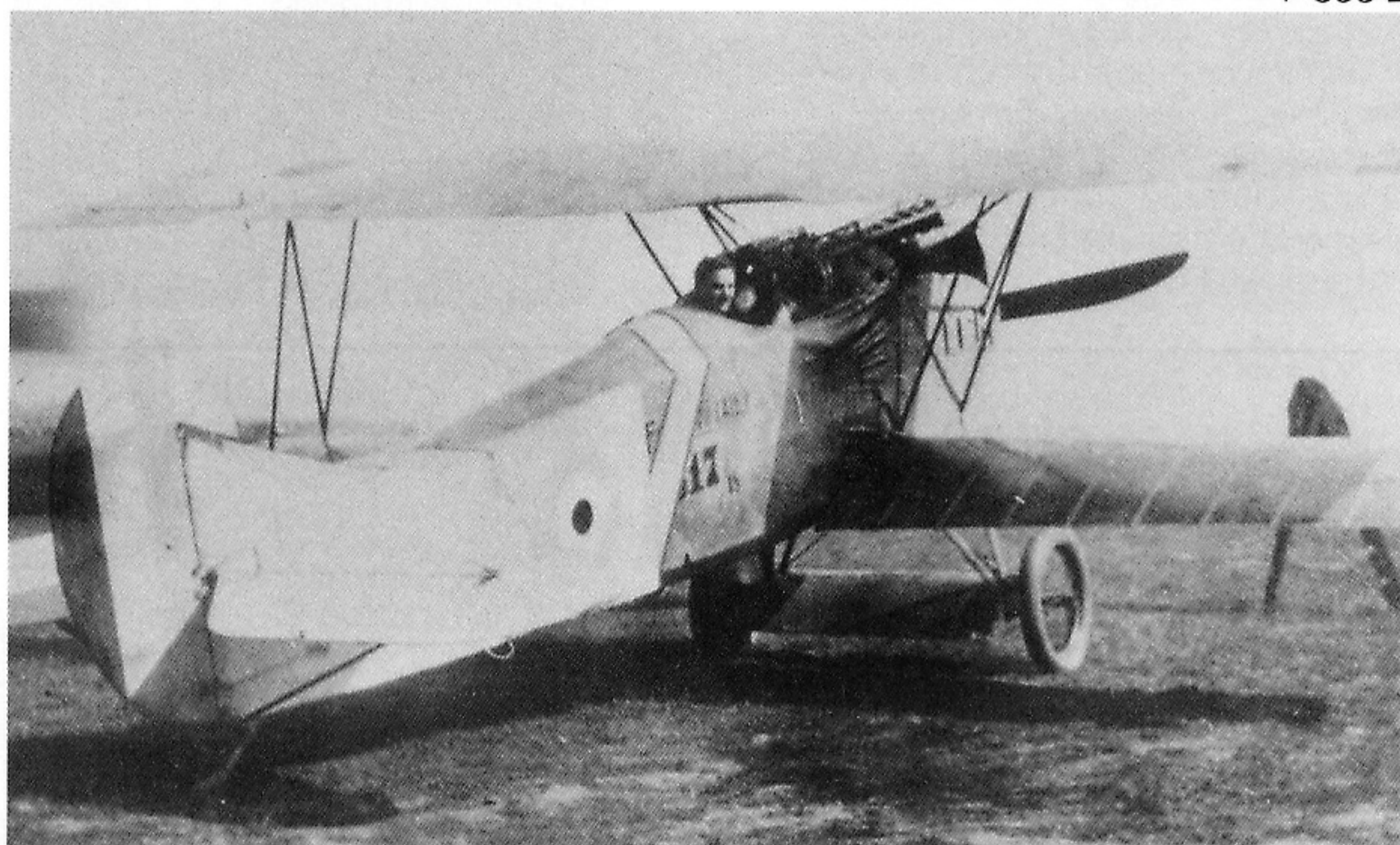
▲ *J52-1* entirely (along with the wing?) However, it returned safely to the airfield and was repaired and flew again. (A E Ferko via P M Grosz)

## JASTA 53

*J53-1*: Rear view of D.VII (Alb) 817/18. The rear fuselage was painted over with a light colour during the transition to British markings. '*Nickchen IV*' is discernible on the starboard fuselage side. Note that the starboard wheel is uncovered. (Via the

*Lafayette Foundation*)  
*J53-2*: The *Staffel* marking of this unit was certainly a white nose, as evidenced in this classic view of D.VII (Alb) 817/18, flown by *Offz. Stv. Fritz Blumenthal*. This aircraft was shot down on August 12 1918 by *Capt. Foster* of No. 209 Sqn, and *Blumenthal* was taken prisoner. The D.VII was assigned the number G5/Bde/20. Reports on this machine (kindly supplied by Paul S Leaman) reveal it had 180-hp Mercedes *Nr. 34358* and a Heine airscrew. It was covered in four-colour fabric and had a white nose and a white tail; the overpainting of the tail cross is rather unusual, but was probably part of the pilot's personal display. The diagonal band on the fuselage was white with thin blue edging, and this also applied to the tail. The name '*Nickchen IV*' (Little Nick IV) was applied to both fuselage sides in white script. Note the large circular cooling holes cut into the nose under-cowling; the rearward triangular side cowling panels are additions. (Via author)

▼ *J53-2*



▼ *J53-1*





▲ J53-3 ▼ J53-4

**J53-3:** Five pilots of *Jasta 53* pose in front of their unit's D.VIIs, mostly Albatros-built, circa October 1918. From left to right are: 1. Vzfw. Friedrich Poeschke, an eight-victory ace, 2. Ltn. Franz Freitag (called 'Gruss Gott', a Bavarian term for 'Good Day'), 3. Gefr. Hugo Dressler, 4. Vzfw. Hermann Korsch (a two-victory pilot known as *der Kleine Korsch*, the Little Korsch), 5. Gefr. Gönzheimer. A variety of Heinecke parachute harnesses is in evidence. All the Fokkers appear to bear white



noses, with tails painted in personal colours - note the vertically-striped tail in the background. (Photo, and information, courtesy of Marius Richter)

**J53-4:** Another group of *Jasta 53* pilots, unfortunately unidentified, cavort in front of D.VII (Alb) 798/18. This machine bore a personal diagonal stripe in unknown colours similar to that on Blumenthal's aircraft, and also a partially-visible name below the cockpit. (Via Marius Richter)

## JASTA 54

**J54-1:** Erich Mix, and one of his mechanics, are pictured with what was probably Mix's own OAW-built D.VII. He holds an 'Abschuss Stock' ('victory stick'), which is marked with two white stripes - presumably dating this photo as after his second victory on September 3 1918. Mix's personal death's head emblem appears within a two-colour figure (a letter 'U'?) on what was likely a black band with white borders.

Mix achieved three confirmed victories in *Jasta 54*, and continued to add to his score during WWII as a Major in I/JG53 and eventually became Kommodore of JG 1 in 1942-43.

(Via Norman Franks)

**J54-2:** In a letter to A E Ferko dated July 24 1968, Ing. Kurt Delang - a former pilot in Royal Saxon Jagdstaffel 54 - had this to say concerning the markings of his old unit: '...*Jasta 54* had planes of different colours. My Albatros D.V had been white, later my Fokker D VII had been 'getarnt' [ie, camouflaged in lozenge fabric]. The identifying colour marking was white and green stripes



▼ J54-1

on the horizontal [tail surfaces]... The Jasta 54 was a 'Sächsische' Jasta, white and green are the colours of this kingdom'. This photo of a group of Jasta 54 pilots confirms the use of green and white stripes on the tailplane and elevators of their D.VIIs. The fuselage remained in printed fabric, and a pilot's personal marking of a white comet is partly visible. This D.VII (OAW) may well have been the machine of *Oblt.* Ernst Wilhelm Turck, who had used a comet as his emblem in Jasta 18. Seated third from the left in this view is *Uffz.* Erich Mix.

(Via Norman Franks)



▲ J54-2

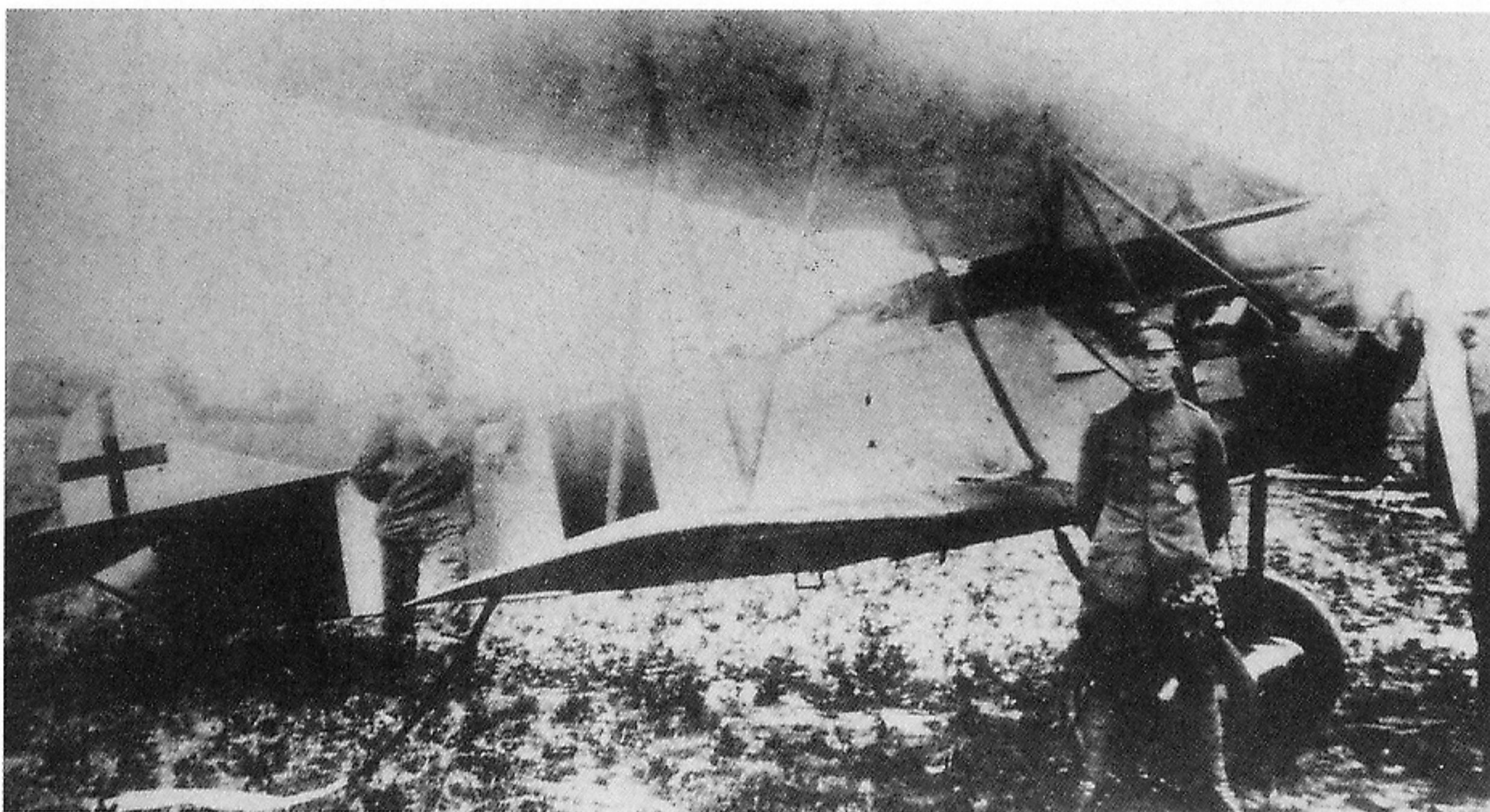
## JASTA 56

*J56-1:* The aforementioned *Kofl.* 4 document also provides the markings for Jasta 56 in August 1918: 'fuselage blue-grey ['blaugrau'], nose and tail yellow'. In a letter to Heinz Nowarra dated September 4 1960, former Jasta commander Ludwig 'Lutz' Beckmann recalled the markings of his old unit in this way: 'Identification markings of the machines of the Staffel 56 under my command: blue fuselage, yellow nose and yellow tail; my machine had a blue fuselage, red nose, red tail and on the fuselage, a red band with a white snake-line.' Beckmann is seen here with his D.VII (Alb), which when this photo was taken apparently had the personal fuselage band in red only. The blue or blue-grey used was probably fairly light. Beckmann's aircraft was the only one in the unit with a red nose/tail instead of yellow, this serving to identify the *Staffelführer*; wheels and cabane struts were probably red as well.

*J56-2:* This view of Beckmann in flying kit reveals the white 'snake-line' marking which was eventually added to the red band which encircled the fuselage.

*J56-3:* A more formal Beckmann poses with his D.VII (Alb). Beckmann achieved eight confirmed victories.

*J56-4:* A rare glimpse of another Jasta 56 Fokker is provided by this poor-quality, but unique photo of Pfalz D.IIIa 1296/18 of the same unit. Both machines bore the *Staffel* colours of light blue-grey fuselages, yellow noses and tails. The D.VII displays a personal marking of a white band aft of the cockpit. (Via P M Grosz)



▲ J56-1 ▼ J56-2



▲ J56-3 ▼ J56-4



# JASTA 57

**J57-1:** Pilots of *Jasta 57* pose with their OAW-built Fokkers at Aniche aerodrome. From left are: *Uffz.* Tracinski, *Feldwebel* Hanzog, *Gefr.* Hechler, *Ltn.* Jansen, commander *Ltn.* Paul Strähle, *Hptm.* Seldner, *Ltn.* Blum, *Vzfw.* Wieprich, *Offz.* Stv. Dudel, and *Uffz.* Hitschler. Happily, Paul Strähle survived until 1985 and was very helpful to many interviewers, including this author. Describing his unit's Fokkers, he wrote to historian Peter Kilduff: 'In my Staffel the Fokkers were not decorated with different symbols, as used by some

units to distinguish each other in the air. Rather, in Jagdstaffel 57 we painted the nose of each aircraft in a different colour, covering the area from the radiator back to the cockpit [sic]. All aircraft had the same pale blue fuselages and white rudders, but the different nose colours allowed me to tell at a glance just who was where. After takeoff, all my comrades followed me in a staggered line...When I looked along this line, it appeared as a many-coloured palette. The nose of my Fokker was painted red, and my comrades used every other colour of the rainbow'. Strähle's own D.VII (OAW) 4025/18 is on the extreme right. As he himself inscribed on the original print, this machine had an

additional marking of a red band aft of the cockpit to further distinguish the leader's aircraft. In correspondence with this author, Strähle wrote, 'I always had the undersides of wings and fuselages of all my machines painted very light, probably light blue', but it seems doubtful that this statement applied to his D.VII, which retained its four-colour fabric finish on the wings. (Via P Kilduff)

**J57-2:** Strähle's 4025/18 shows the red nose, fuselage band and wheel covers which distinguished this aircraft. An anemometer-type ASI is seen on the port interplane strut, and other *Jasta 57* Fokkers display their varicoloured noses. (HAC/UTD)



▲ J57-1



▲ J57-2

# JASTA 58

**J58-1:** The unit markings applied to *Jasta 58* Fokkers consisted of black tail sections, which included the horizontal surfaces and adjacent fuselage area as seen in this fine view of D.VII (A1b) 822/18. The fin and rudder remained white, but were often touched off with a black outline as

evident here. Usually this was supplemented by a white radiator shell and forward nose panels, but this marking was not yet applied to 822/18 when this photo was taken, and neither had any personal insignia been added. (HAC/UTD)

**J58-2:** Splendid view of an OAW-built Fokker of *Jasta 58* with full unit and personal insignia displayed. In this case the black tail is highlighted by a

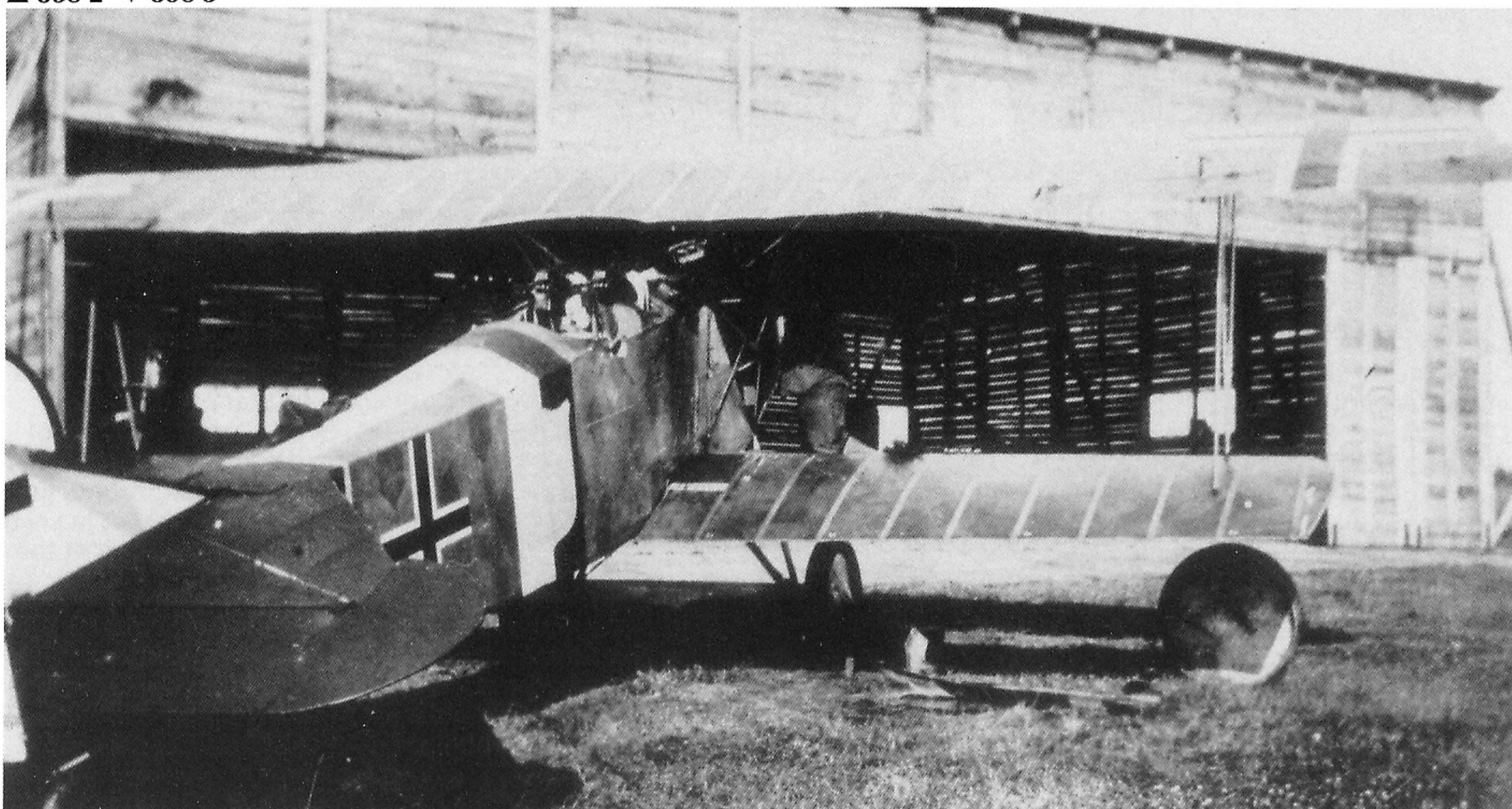
white border on its leading edge, and the white nose is visible. The beautiful crest on the fuselage is that of the Hessian city of Kassel, and consisted of a medium blue field, upon which were trefoils in silver with the 'bend' in white or silver (the two being interchangeable under the rules of heraldry). The two-colour band which served as a background for the coat-of-arms may well have been white and a light red, red and

▼ J58-1





▲ J58-2 ▼ J58-3



▼ J58-4

white being the principal colours of Hesse. The unidentified pilot in the parachute harness may have been a native of Kassel. The rest of this D.VII bore usual OAW factory finish. Note the D.VII in the background, which also displayed a crest marking on a two-tone band. (HAC/UTD)

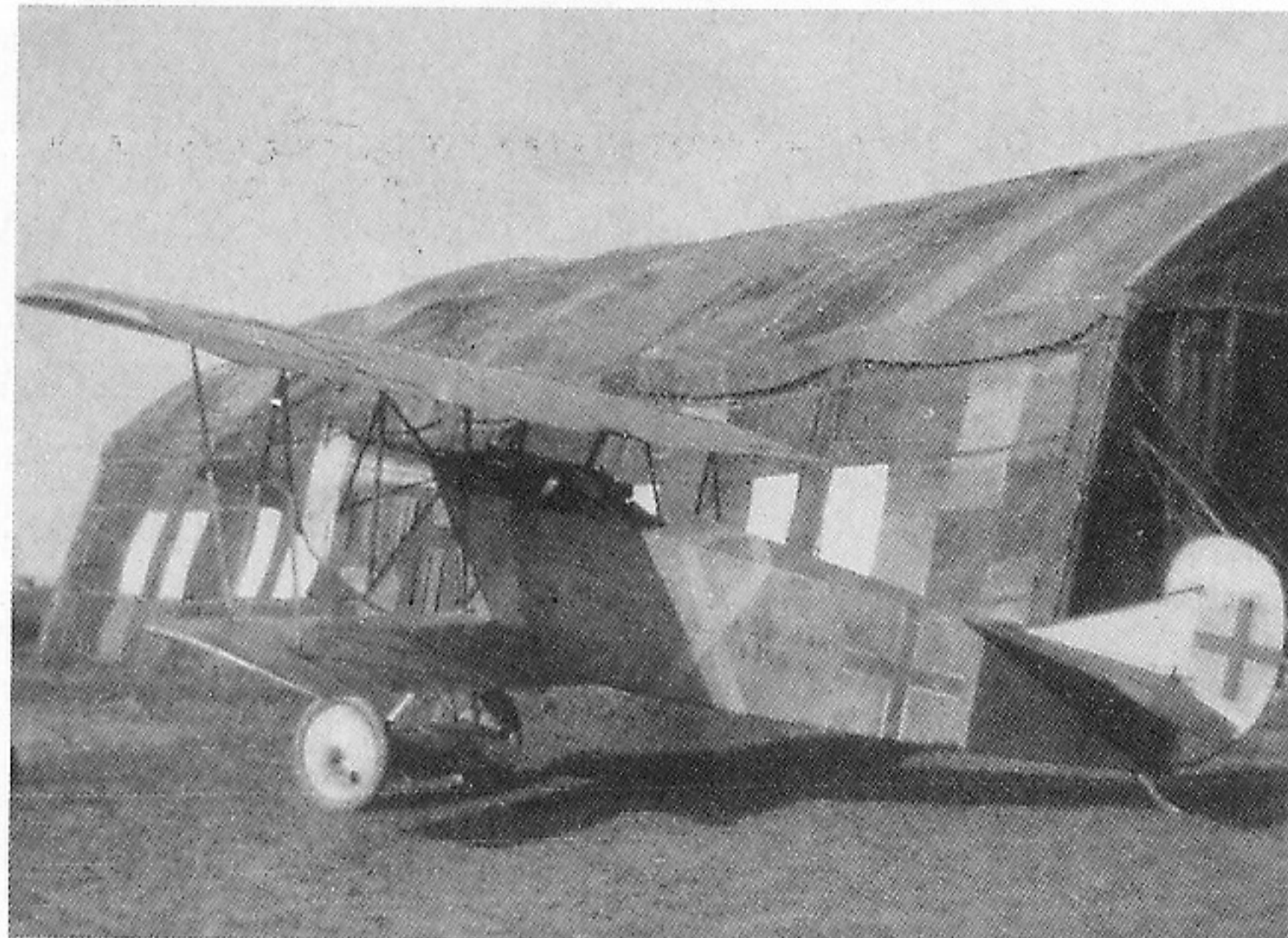
*J58-3*: A better view of the OAW-built D.VII seen in the background of the previous photo, here undergoing maintenance. The white fin/rudder on this machine also had a black border. Unfortunately, the colours of the individual marking are not recorded. Note the pale rib tapes and position of the wing crosses. (HAC/UTD)



**J58 - 4, 5, 6 and 7:** The author and publishers are grateful to Rod Millward for providing these photos of D.VII (OAW) 6344/18, taken in March 1919 by a member of No. 49 Squadron on Bavai aerodrome in Belgium. The black tail unit, black-outlined fin and rudder, and white nose all point to a *Jasta 58* origin for this interned aircraft. The colour of the personal 'X' emblem is unknown. An attempt has been made to suppress the national markings on the fuselage and rudder. (R Millward)



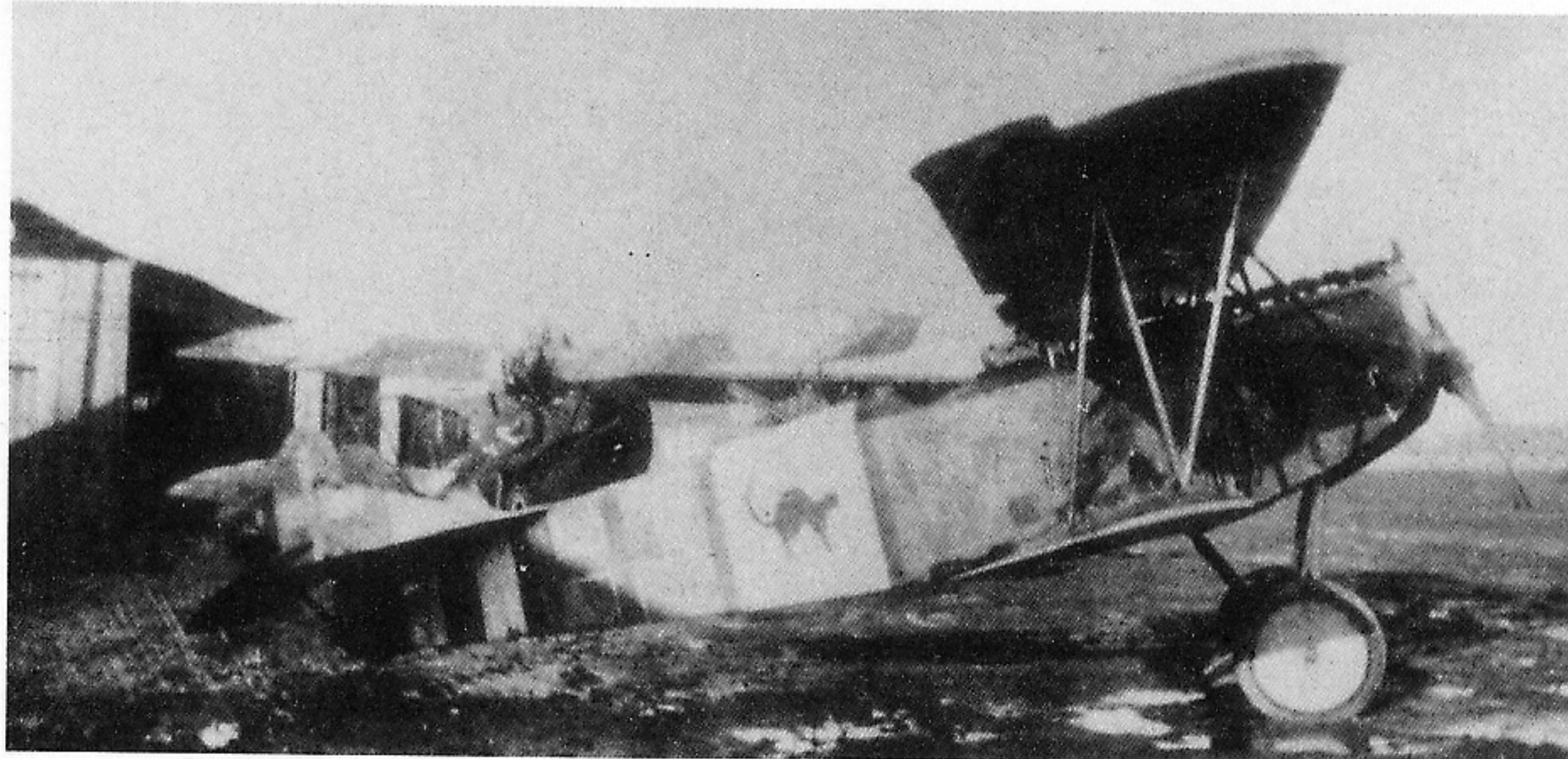
▲ J58-5 ▼ J58-6 ▼ J58-7



## JASTA 59

**J59-1:** According to the recollections of *Staffel* pilot *Ltn.* Oskar Scherf (*C & C Vol. 14 No. 1, 1973*), Royal Prussian *Jasta 59* was forced to operate with a mixed bag of older types - including Albatros D.Va, Roland D.VIb and even one Fokker Dr. I - until the last week of September when the first D.VIIs arrived. Scherf remembered that one aircraft was soon destroyed when *Ltn.* Hans Jeben was killed test flying it on September 27 (though another source has him killed in an unsuccessful parachute jump after combat). On the same day the commander, *Obft.* Hans-Helmut von Boddien was wounded in the calf but managed to land his Fokker safely; Scherf stated that he received this

▼ J59-1



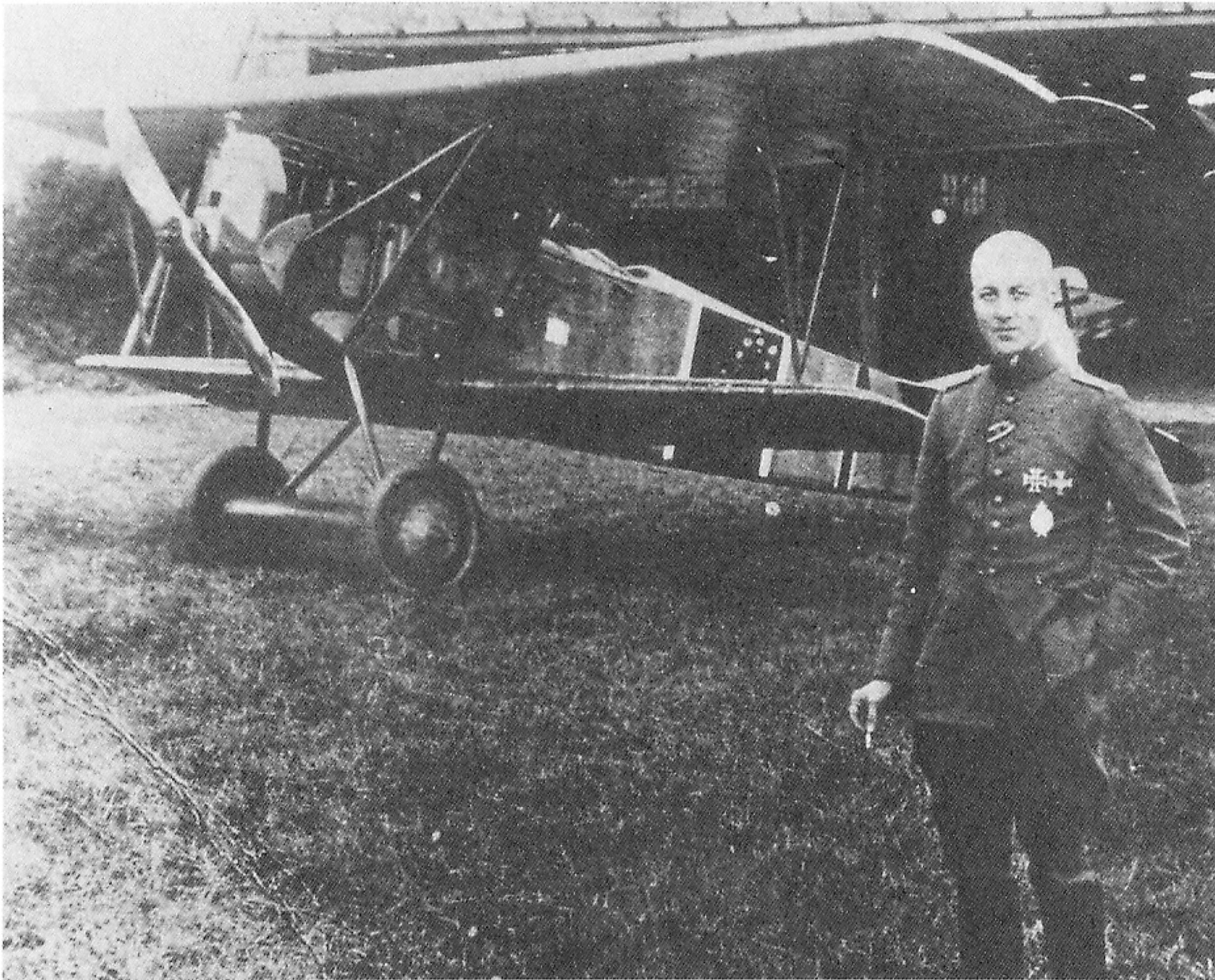
aircraft next. Apparently other D.VIIs were also received, and one of them may have been the aircraft pictured. This captured/interned Fokker (from the collection of 'Grid' Caldwell of No. 40 Squadron) was tentatively identified as a *Jasta 59* machine in the Ferko files, based on the black cat emblem on a black (?) bordered band seen on the fuselage. An identical insignia appeared on the *Jasta 59* Albatros D.Va D.7352/17, thus the very *provisional* association with this unit.

Whatever its origin, this Fokker bore unique tail markings in the form of vertical stripes (black and white ?) on the tail section and apparently, a white rudder cross on a faded black background. Readers are cautioned that the identification and colours of this machine remain unconfirmed. (HAC/UTD)

## JASTA 60

**J60-1:** *Ltn.d.* R. Arnd Benzler, a nine-victory ace and *Staffelführer* of Prussian *Jasta 60*, poses in front of what may have been his D.VII (OAW). In the hangar in the background, just to the right of Benzler's head, is seen one of the few available views of the black and white chequerboard tailplane and elevators which comprised the unit marking of this *Jagdstaffel*. Personal markings in this *Staffel* generally took the form of fuselage bands or insignia marked aft of the cockpit. The individual insignia on the OAW Fokker in the foreground was the white-bordered dark band; the 'white dots' seen on it are blemishes on the photo and not markings! The aircraft otherwise bore a typical OAW finish. (HAC/UTD)

**J60-2:** His tastefully-decorated D.VII (OAW) forms a colourful backdrop for *Ltn.* Karl Ritscherle, who earned three victories as an aerial gunner in *Schusta 8* and five more as a *Jasta 60* pilot. Ritscherle's personal emblem was the black/white Mercedes Star on a black-bordered white panel; note the tricolour bullet hole patches, indicating some hits that came uncomfortably close to the cockpit. As is often the case, the pilot's insignia obliterates the first two digits of the serial number, but the style of OAW cowling indicates



this was probably either 4198 or 4498/18. Repair to the four-colour fabric aft of the engine cowling is also evident. (Via P M Grosz)

**J60-3:** Ritscherle in the cockpit of his OAW-built D.VII, in a view which highlights the weights table, fabric repair, and OAW-style camouflaged cowling panels. Note the light rib tapes and what may be another bullet hole patch in the lower wing. *Ltn. d.R. Wolf* of *Jasta 60* was also photographed in this aircraft, but it is most likely Ritscherle's regular machine. (HAC/UTD)

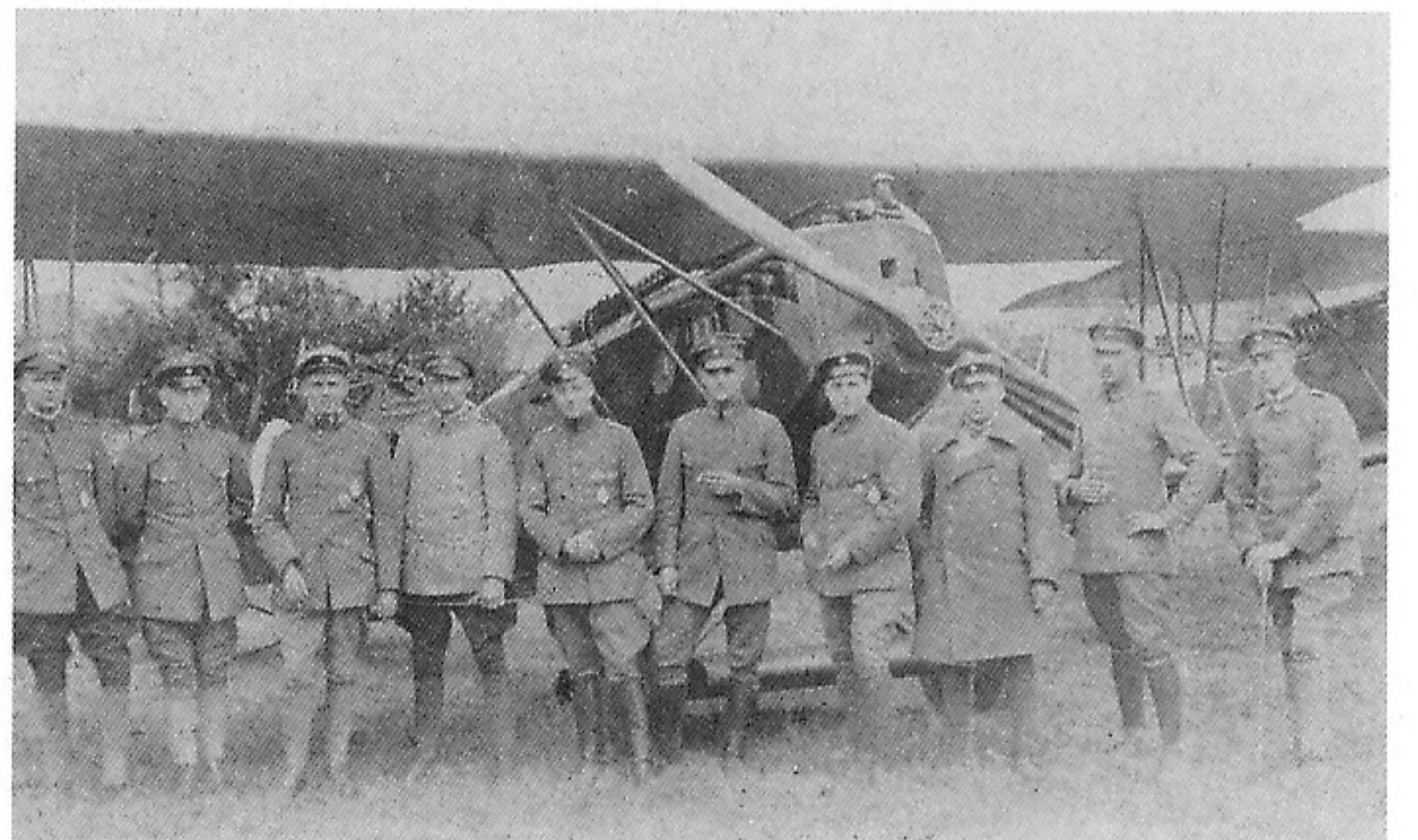
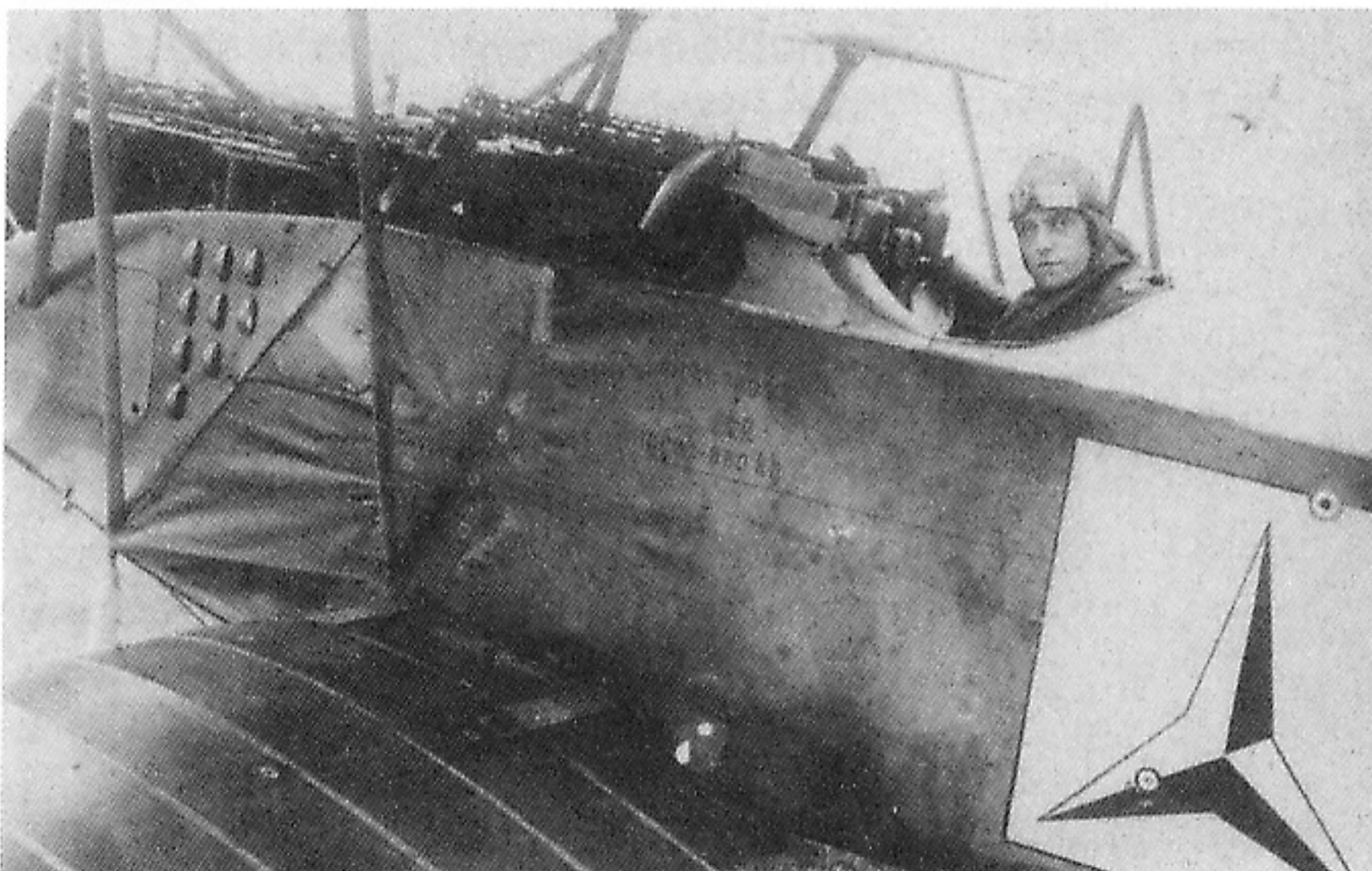
**J60-4:** In October 1918 the pilots of *Jasta 60* pose for one of their final wartime photos with OAW Fokkers in the background. From left are: the two *Vzfw.* Wunnenberg and Zimmermann, then *Ltns.* Dobberke, Schwager, Benzler (the CO), Wolf, Ritscherle, and the other three *Vzfw.* Mack, Bollemann, and Korff. (Via Jon Guttman)

▲ J60-1 ▼ J60-2



▼ J60-3

▼ J60-4



**Fig. C:** This *Jasta 60* D.VII (OAW) appears in the background of the photo of the *Jastaführer*, *Ltn. Benzler*, and may have been flown by him. The black/white chequerboard tailplane which formed the unit marking, and the pilot's personal emblem of a dark-coloured (red or black?) band with white borders, is depicted. The serial number is unknown, but this machine bore standard OAW camouflage of dark green and lilac cowling panels and wheel covers, with four-colour printed fabric.

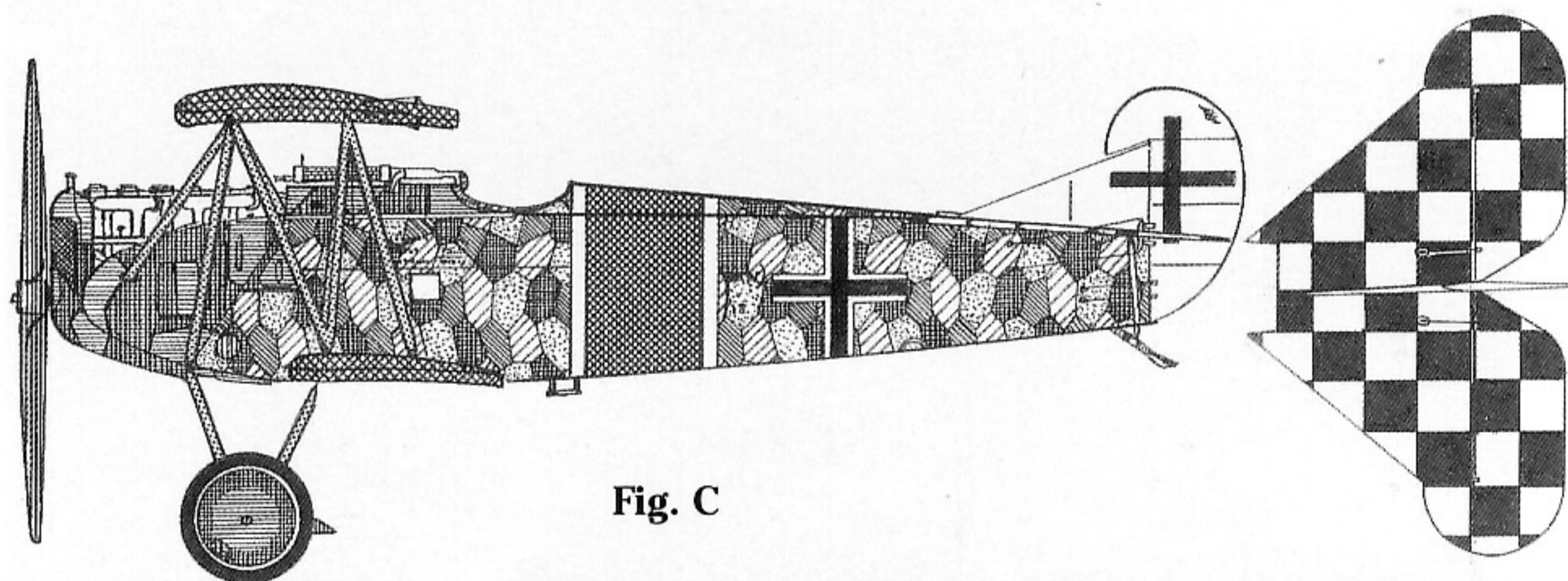
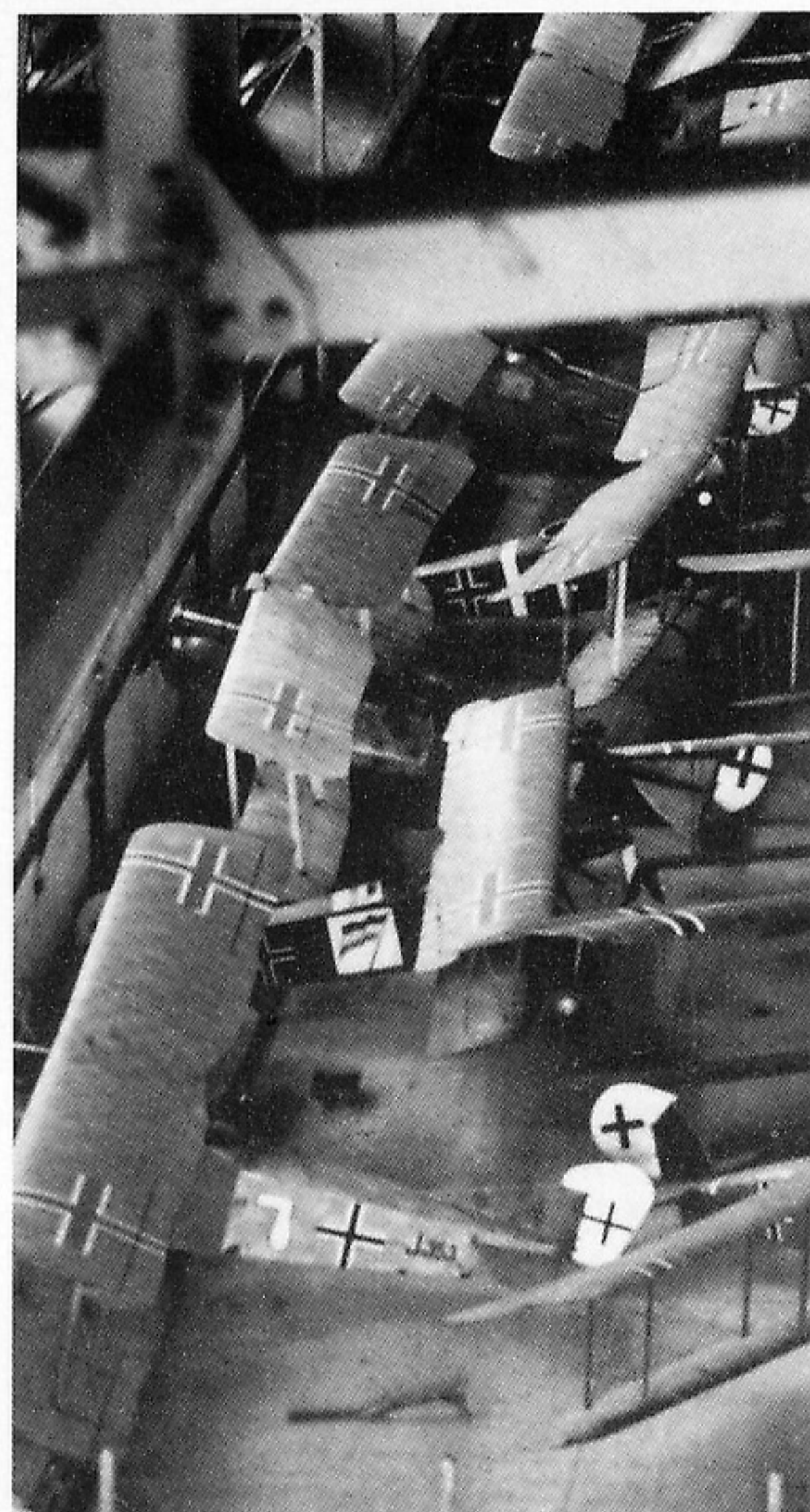


Fig. C

## JASTA 61

It is recorded that *Jasta 61* received some Pfalz D.XIIs on July 12 and some D.VIIs by the 30th of that month, but no photos have been located by the author. According to some sources, the captured aircraft G/3Bde/12 was D.VII (OAW) 2184/18,

and the pilot was *Vzfw. Anton Bernhörster* of *Jasta 61*, who was killed. The victor over this aircraft was *Lt. G R Riley* of No 3 Sqn. One report on G/3Bde/12 describes a yellow tailplane with a black chord-wise stripe on either side of the fuselage, and *Riley's* combat report mentions a yellow fuselage - but these details await confirmation.



▲ J62-1

## JASTA 62

**J62-1:** The French intelligence report on the interrogation of *Vzfw. Stadley* (taken POW on June 27 1918, and later DOW) states that *Jasta 62* machines had black fuselages with red spinners, and photos of the unit's Pfalz D.IIIa and *Ltn. d. R. Max Näther's* Albatros D.Va seem to bear this out. Whether or not these colours were applied to any D.VIIs of the *Staffel* remains a moot point, but this photo is provisionally offered as a subject for speculation and dis-

cussion. Amidst many interned German aircraft photographed in the huge Zeppelin hangar at Treves/Trier in 1919 was this D.VII bearing a flag emblem remarkably similar to that seen on *Näther's* aforementioned Albatros, in the German national colours of red-white-black. If it is *Näther's* D.VII from *Jasta 62*, then it may be that the fuselage was black, with the lighter nose possibly red - though tonality might suggest otherwise. Again, readers are advised this is a highly speculative attribution, and further information on *Jasta 62* aircraft would be welcome. (Via *Geoffrey Schroeder*)

▼ J63-1



## JASTA 63

**J63-1:** Our grateful thanks to *Michael Schmeelke* for providing this photo of *Ltn. Böhler* of *Jasta 63* with his ground crew in front of his D.VII (OAW). Earlier, this *Staffel* had used a pattern of large black diamonds painted on the natural-varnished plywood fuselages of their Albatros fighters, producing a black and 'yellow' diamond effect, but this was obviously not continued on the unit's Fokkers when they obtained them in July 1918. The *Staffel* marking was changed to a simple vertical black/white band marked between the cockpit and the fuselage cross. It is hardly a coincidence that the commander of *Jasta 63*, *Ltn.d.R. Leptien*, had previously served in *Jasta 21*, which had a very similar marking. *Böhler's* D.VII otherwise bore the

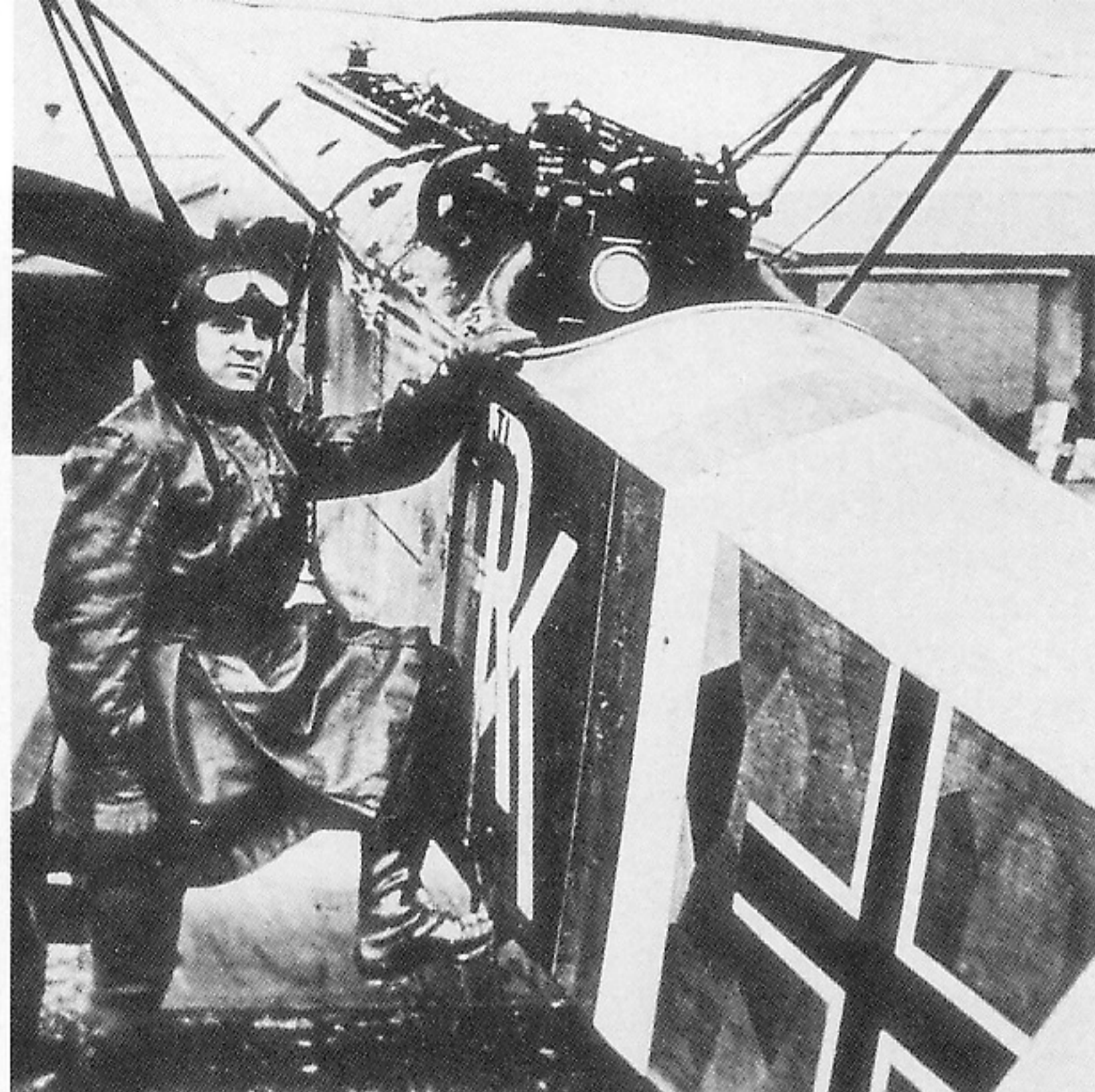


▲ J63-2  
standard four-colour camouflage fabric and OAW-pattern painted cowling. (Via Michael Schmeelke)

J63-2: Lt. Böhler is second from left in this *Jasta 63* group posed in front of one of their Fokkers. The typical OAW style painted cowling panels and wheel covers are evident in this view. (Via Michael Schmeelke)

J63-3: In late October 1918, the *Jasta 4* pilot Lt. d. R. Richard Kraut was transferred from *Jasta 4* to *Jasta 63*, where he would finish the war. In the latter *Staffel* he flew this D.VII (Alb)5324/18, marked with the unit's black/white band and Kraut's own 'RK' initials marked in white against a dark panel, either red or black. Kraut had used a similar 'RK' marking on D.VIIF 4309/18 which he had

flown in *Jasta 4*. However, the pilot in this photo is *not* Kraut (nor is it Rudolf Klimke of *Jasta 27*, as claimed elsewhere !) but is an unidentified British pilot photographed with this machine when it was at Hounslow in England in 1919. The significance of the letters 'J.L' marked in the top of the 'R' emblem is unknown, but one suspects these were added after the aircraft was taken over by the Allies. The original serial was covered by the unit and personal markings and was re-painted aft and below the fuselage cross. On some prints, a dark border (?) painted on the tailplane seems visible, but its colour, thus far, remains unknown. Also note the vivid appearance of three of the polygons of the 'lozenge' fabric just aft of the white stripe, which may have been repaired



▲ J63-3

and/or painted over in an approximation of the dyed pattern, for some reason.

J63-4: Lt. d. R. Kraut's D.VII (Alb) 5324/18 is seen on the left of this line-up of interned Albatros-built machines at Hounslow in 1919. The rudder appears to be a replacement from an OAW product. However, not all of the unit's Fokkers wound up in Allied hands.

On 13 November 1918, five D.VIIs and one Albatros D.Va, led by Lt. d. R. Kiel, mistook the Meuse for the Rhine and landed near Stein and Limburg in Holland. The OAW-built D.VIIs were recorded as: 2176, 4000, 4001, 4144 and 4293/18. All aircraft were damaged and retained in the Netherlands, while the pilots were released after two days.

▼ J63-4



## JASTA 64

Initially equipped with Pfalz D.IIIa and later also with Albatros D.Va machines, Royal Württemberg *Jasta 64* first made use of black and red chordwise stripes on the tailplane for unit markings - those being the Württemberg colours. However, this reportedly changed in late 1918, when the *Staffel* had the D.VII. Pilot Vzfw. Joseph Doerflinger, who transferred to the unit in October, described the markings of his aircraft to H D Hastings in 1960. The *C & C Journal*, Vol. 2 No. 3, Autumn 1961, contains this description and a painting by Paul Parker. According

to Doerflinger, the *Staffel* colour was a dark blue, applied to the nose panels (and also the cabane and interplane struts ?). His personal marking was the coat-of-arms of his home city of Muelhausen, in Alsace, which was red on a white field. The aircraft is depicted as a Fokker-built machine in four-colour fabric, but lack of a photo precludes confirmation of these details.

Fig. D: Vzfw. Doerflinger's Fokker-built D.VII from *Jasta 64*, based solely on his own description. The unit marking was a blue nose, and personal insignia was the crest of Doerflinger's home city of Muelhausen in red on a white background. The depiction of four-colour printed fabric, and type of cowling, is provisional.

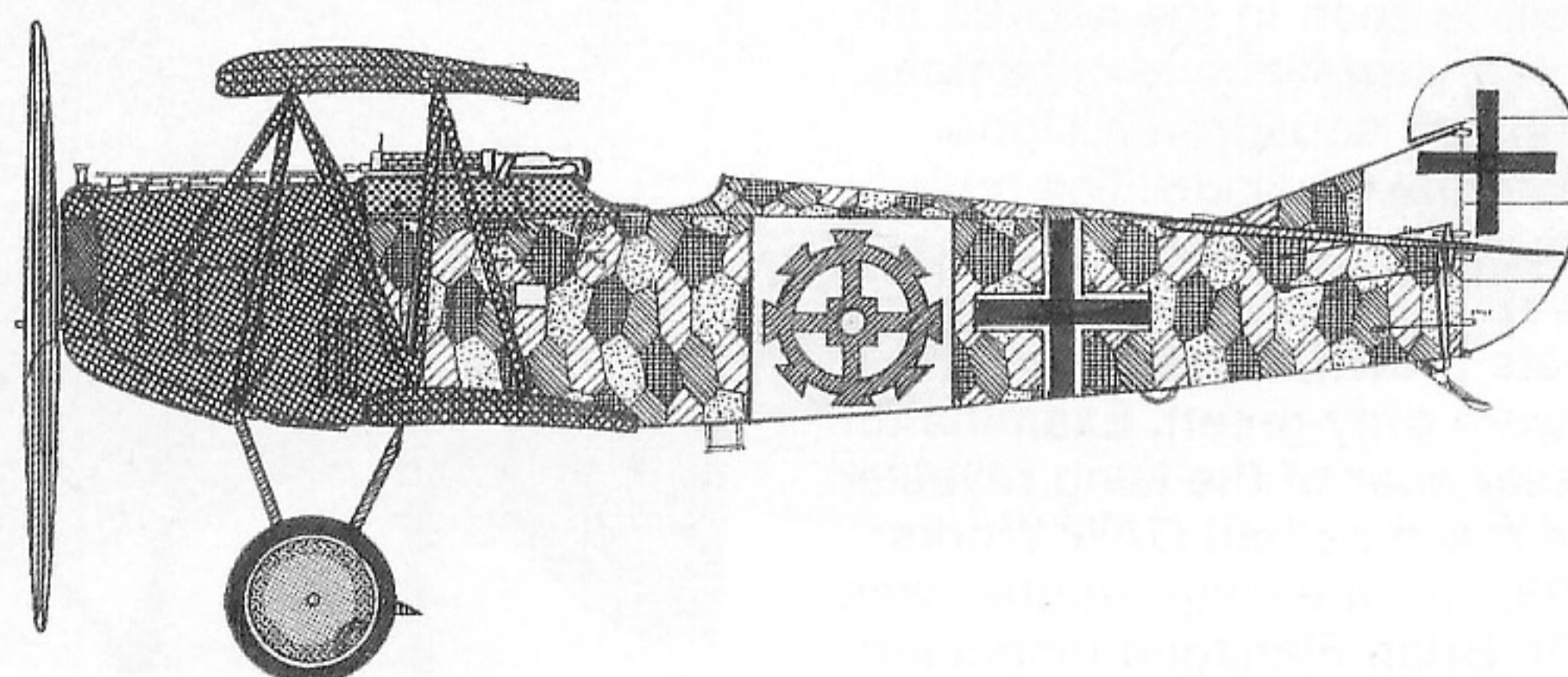


Fig. D

# JASTA 65

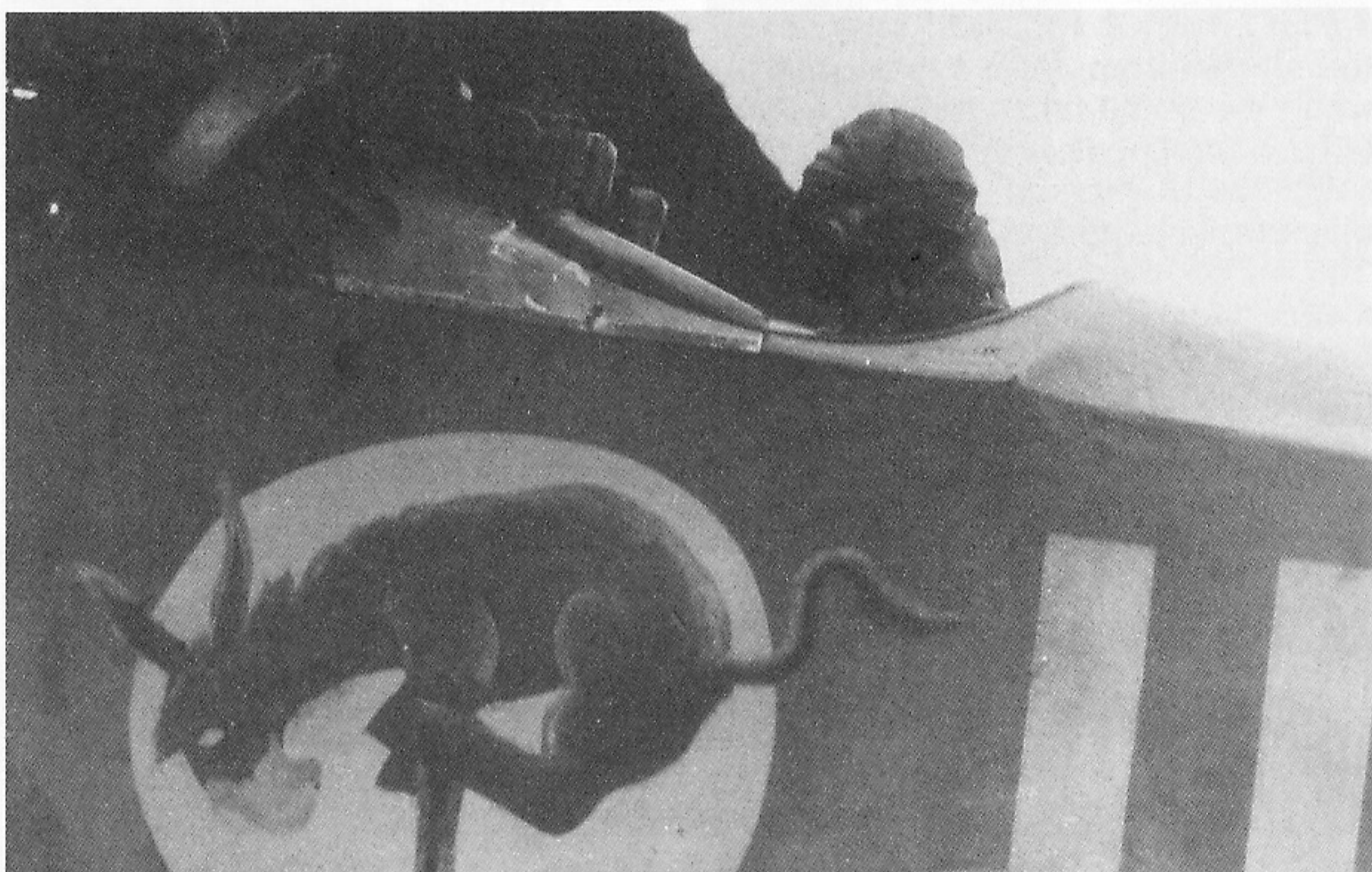
**J65-1:** D.VII (OAW) 4635/18 is unique among all the Fokkers depicted in this series, as it still exists. On November 9 1918, pilots of the US 95th Aero Squadron's First Flight on their advance field near Verdun were surprised to see this Fokker drop down out of the heavy grey overcast and land. The pilot, *Ltn.* Heinz von Beaulieu-Marconnay of *Jasta 65*, was quickly taken prisoner by the 95th's pilots before he could burn the aircraft. According to the official squadron history, the pilot said he was 'lost' and he did not care where he landed anyway as the war would soon end. What Heinz did not reveal was that his famous brother Oliver, the *Jasta 19* commander and 25-victory ace, had died just two weeks before from wounds suffered from 'friendly fire' - no doubt this added to Heinz's disillusionment with the war. At any rate, his D.VII was eventually sent to the USA where it was presented to the Smithsonian Institution. This photo shows it soon after capture, in its original markings along with the 95th's kicking mule insignia. The fuselage was painted grey - almost certainly a charcoal or slate grey, quite a bit darker than it is often depicted. The nose and both surfaces of the tailplane were painted chocolate brown; presumably these grey and brown colours were the *Staffel* marking. The white 'U.10' applied to the fuselage side indicated the pilot's former service in the 10th Uhlans, or *Ulanen-Regiment Prinz August von Württemberg (Posensches) Nr. 10*. The regiment had used a 'U.10' branding mark on their horses - similarly, Heinz's brother Oliver had utilised the '4D' emblem of his former unit, the 4th Dragoons (*Dragoner-Regiment von Bredow Nr.4*) - see *Fokker D.VII Anthology 1* for colour plate.

**J65-2:** Another view of von Beaulieu-Marconnay's D.VII (OAW) 4635/18. The two-colour painting of the axle wing is quite evident. What these photos fail to reveal is that 'U.10' was repeated in white on the centre-section of the upper wing.

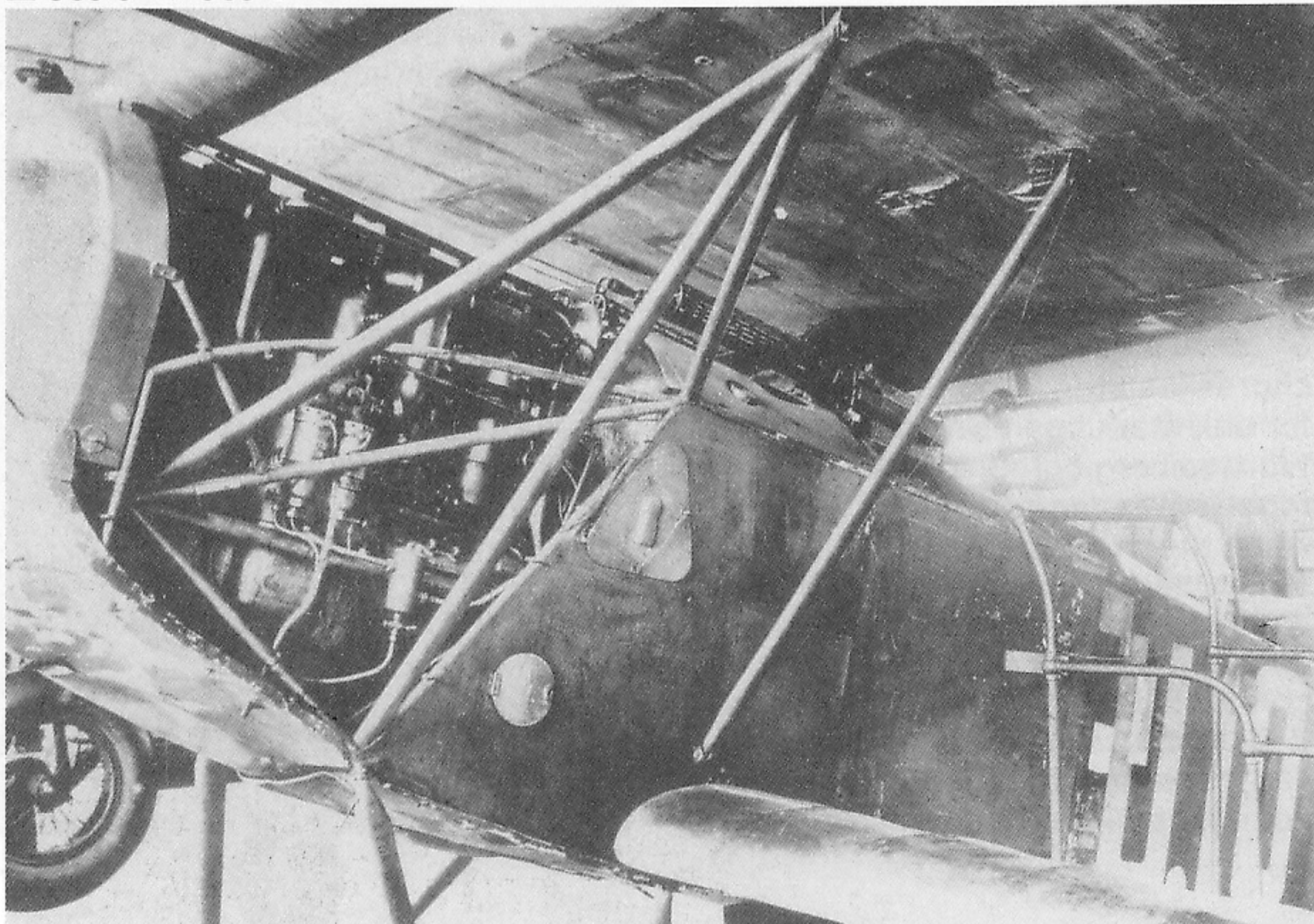
**J65-3:** An unidentified pilot of the 95th Aero is seen in the cockpit of 'U.10', in a view which emphasises the American squadron insignia applied to the fuselage. The mule was in shades of brown on a light blue oval. The cabane struts were chocolate brown, while all other struts were grey-green. Examination of the rear spar of the wing revealed that the machine had OAW Works No. 3533, and the wing number was 2289. Dr. Brian Flanagan inspected



▲ J65-1 ▼ J65-2



▲ J65-3 ▼ J65-4



the original fabric of this aircraft in 1962 and said the upper surface and sides of the fuselage were 'over-painted slate gray (almost black)'. The fabric underside of the fuselage retained its four-colour pattern fabric, as did the wings.

**J65-4:** A close-up of the Mercedes engine in 4635/18, long before the aircraft was first restored. The patching where the 95th Aero insignia was removed is evident.

**J65-5:** Thanks go to G Powell of Ridgehaven, Australia for providing these two photos of *Ltn.d.R.* Heinrich Zempel, who transferred to *Jasta 65* from *Jasta 37* on May 15 1918. Zempel poses with his early OAW-built D.VII. The fuselage was presumably a dark slate grey like that of 'U.10', with a chocolate brown nose. Just visible against the dark fuselage is a dim figure of a leaping devil armed with a trident, perhaps painted in red. The wheel covers were painted in segments of green and mauve, in a pattern seen on some early OAW products, while the wings retained their four-colour fabric finish. (Via G Powell)

**J65-6:** Zempel had a flare pistol affixed to the centre-section and a clip of spare flare cartridges attached to the cockpit side. The cabane struts were either taped or painted in two unknown colours. Just visible at the far left is the usual OAW-style upturned lifting handle. (Via G Powell)

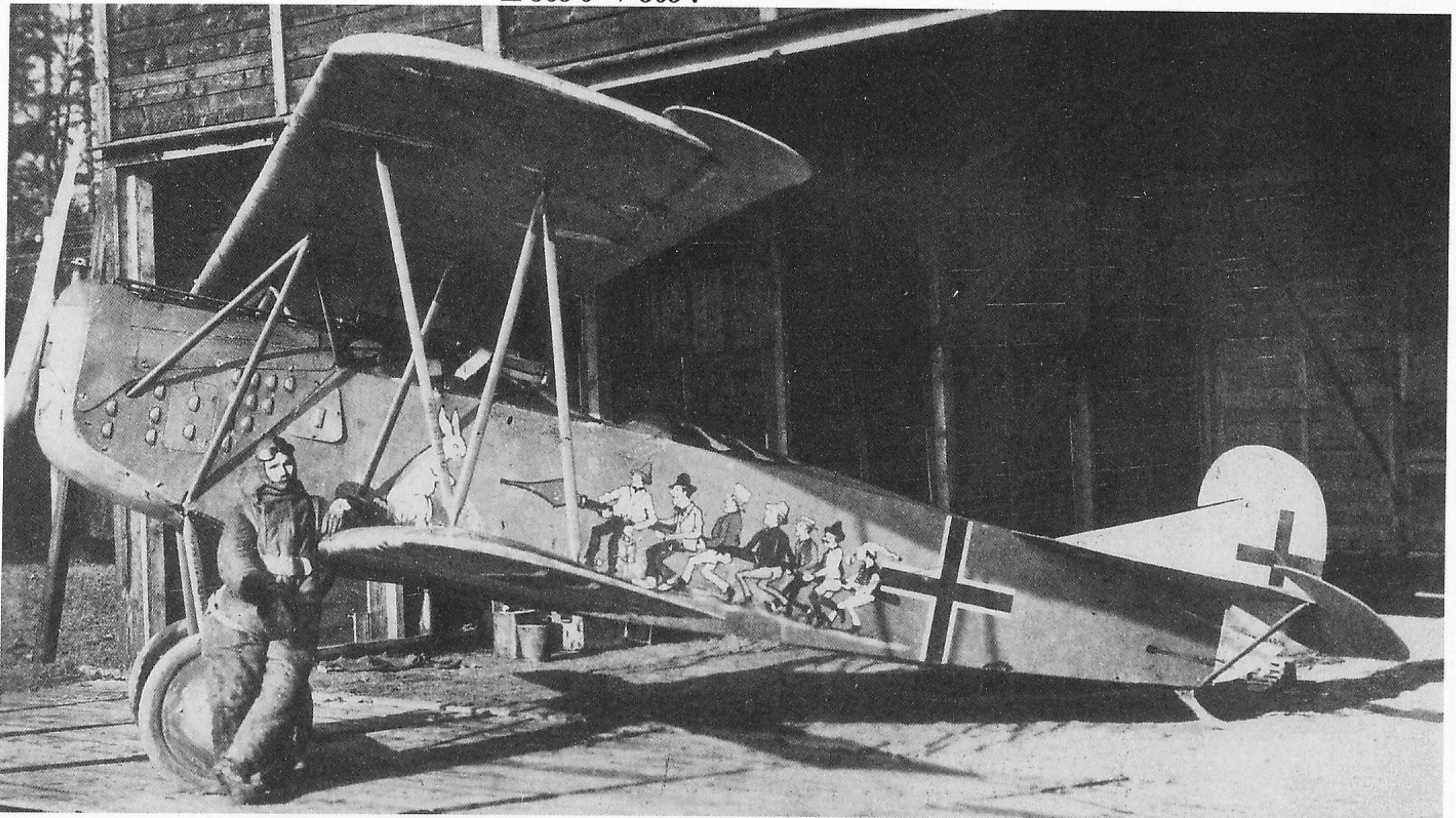
**J65-7:** Certainly, *Gefreiter* Wilhelm Scheutzel's 'Seven Swabians' D.VII



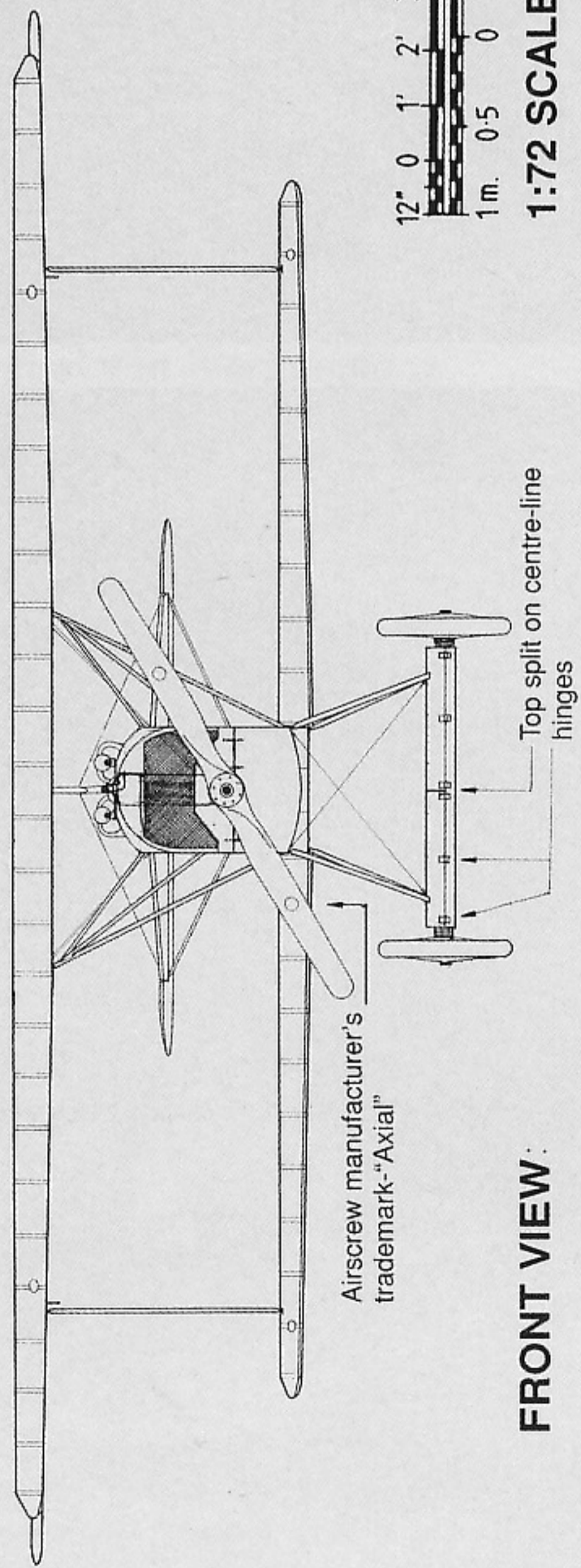
▲ J65-5



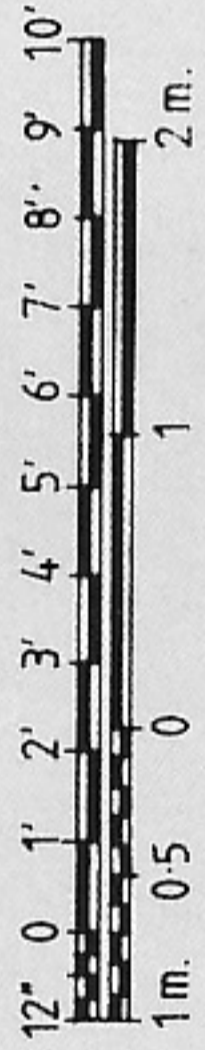
▲ J65-6 ▼ J65-7



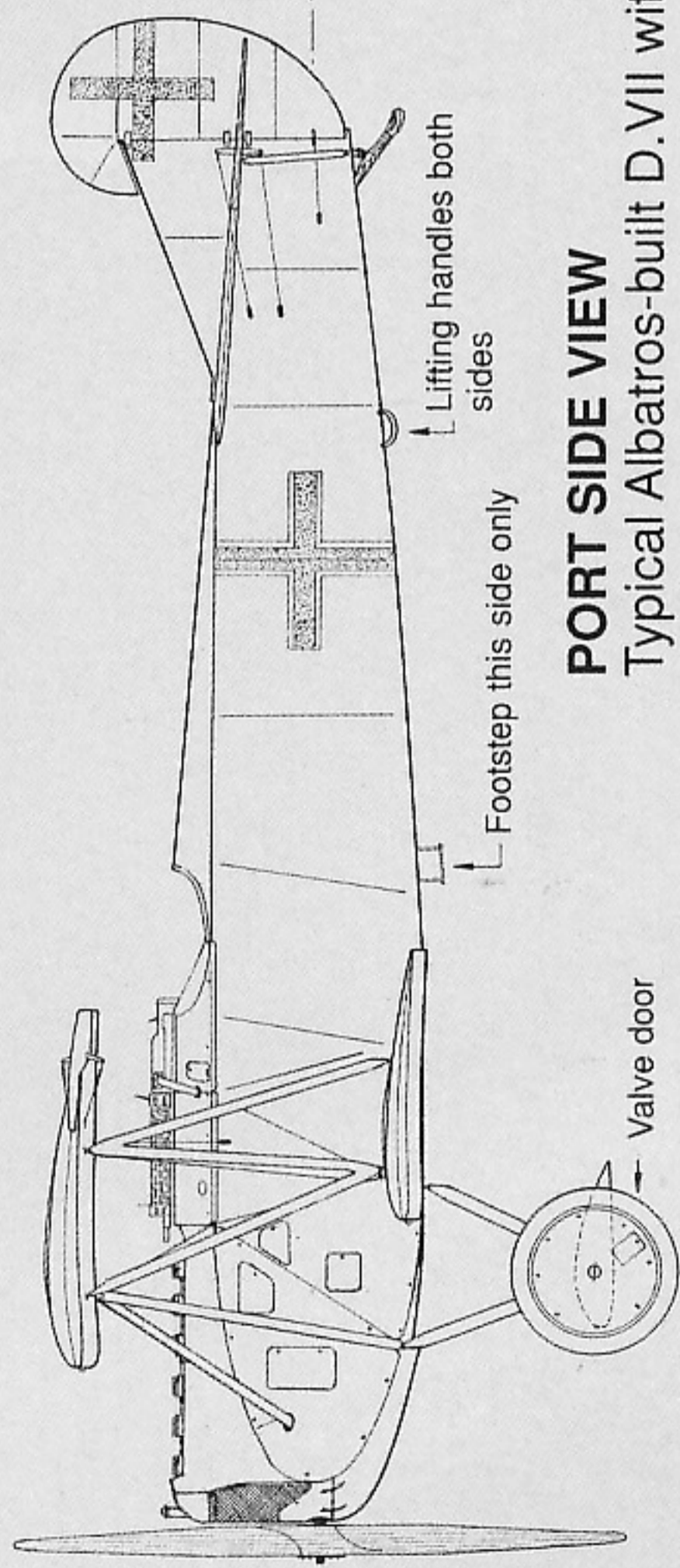
Continued on page 36...



**FRONT VIEW:**

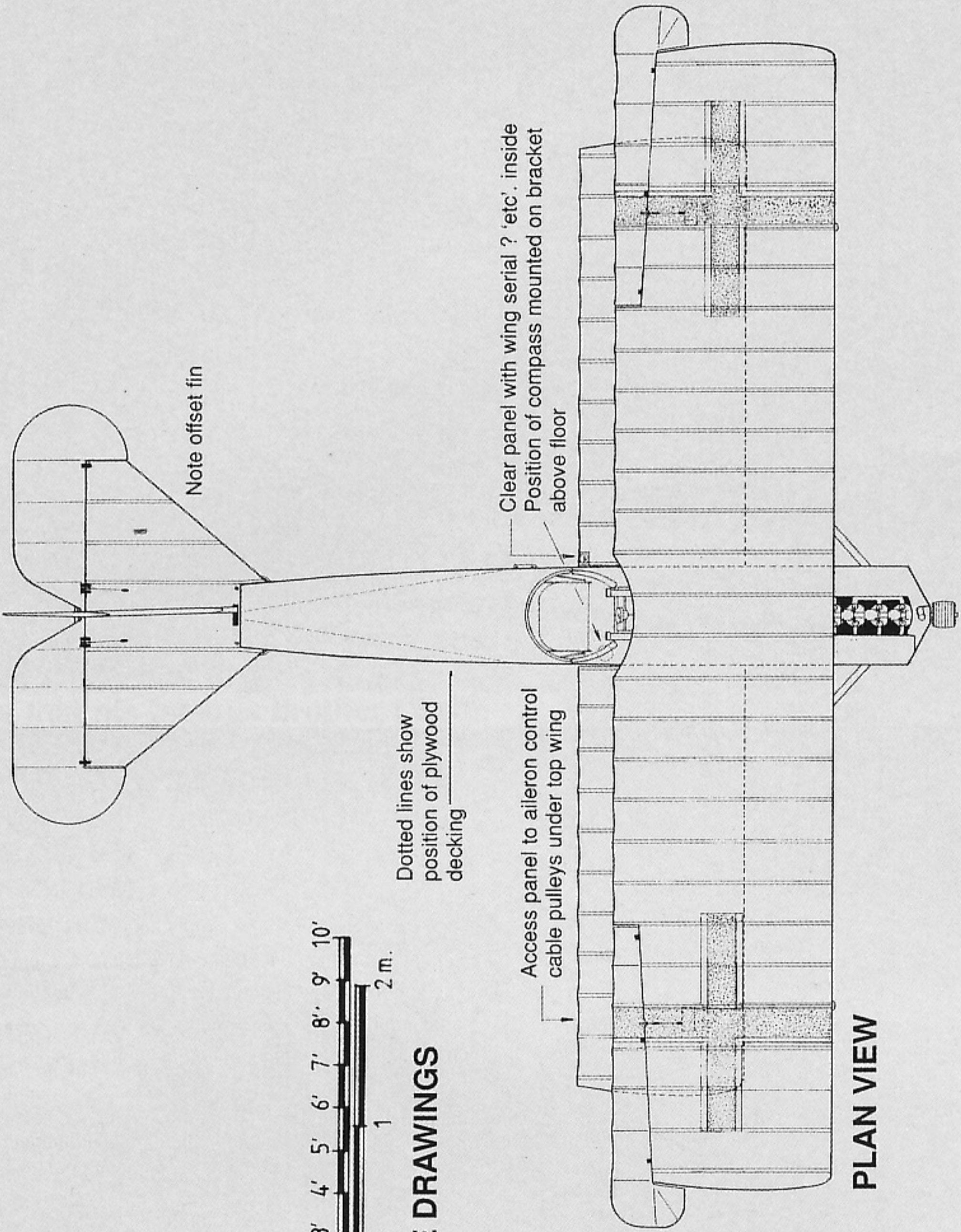


**1:72 SCALE DRAWINGS**

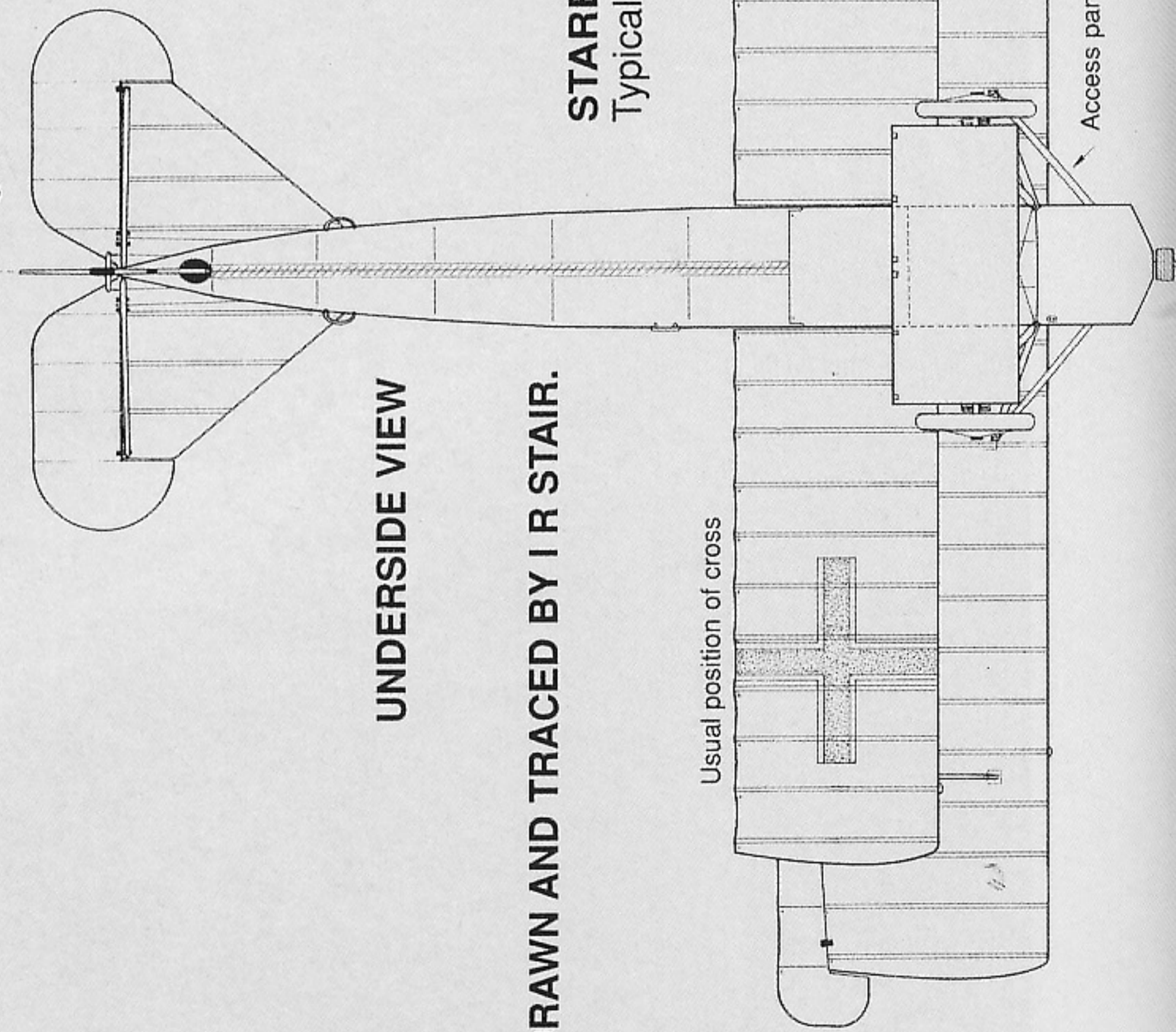


**PORT SIDE VIEW**

Typical Albatros-built D.VII with Mercedes engine

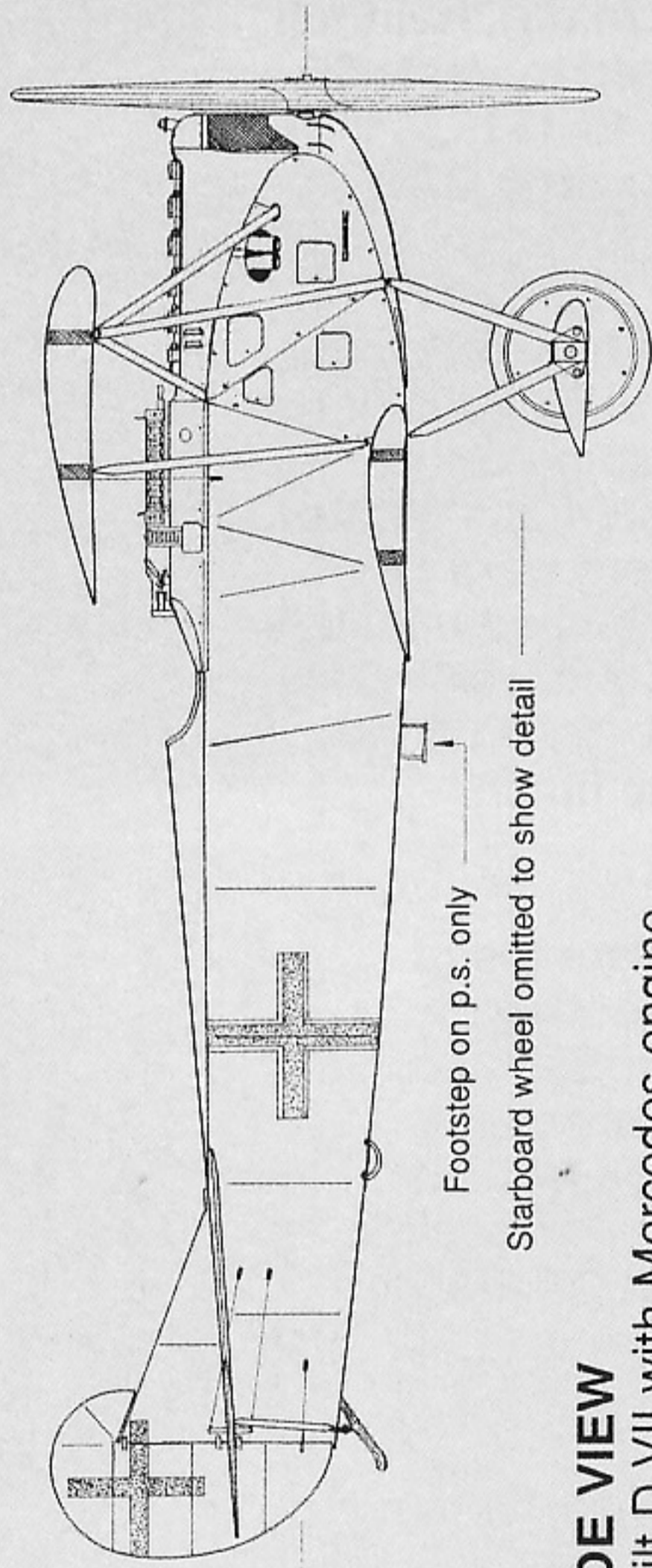


**PLAN VIEW**



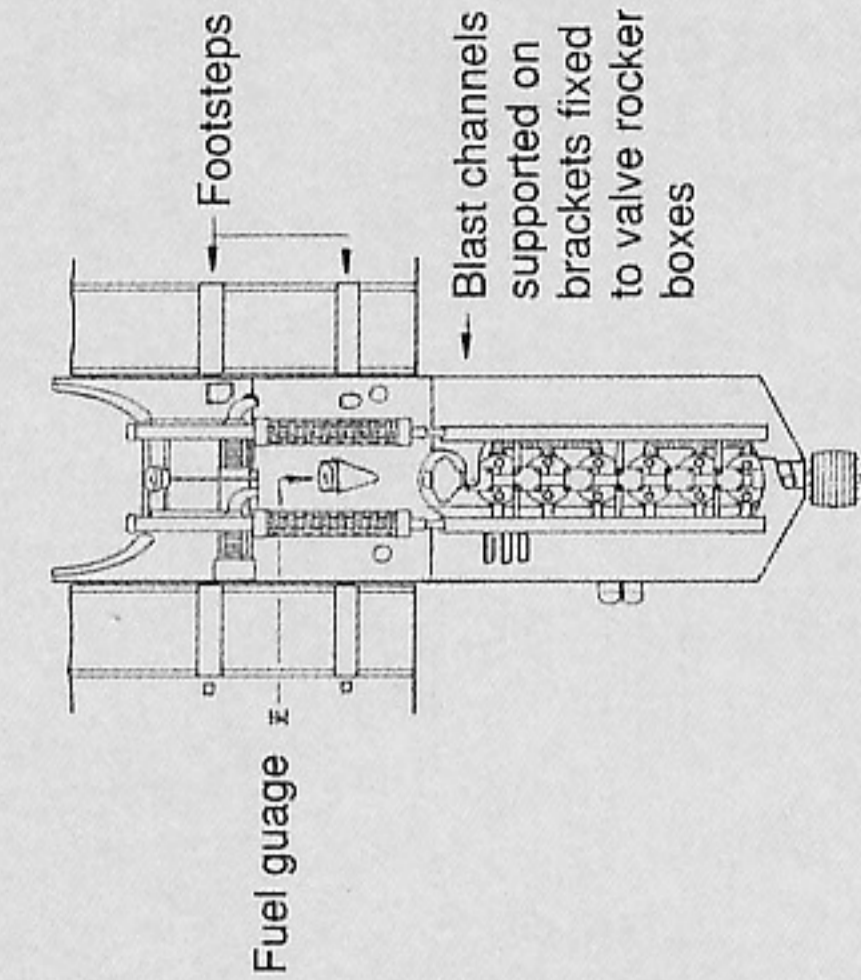
**UNDERSIDE VIEW**

**DRAWN AND TRACED BY I R STAIR.**

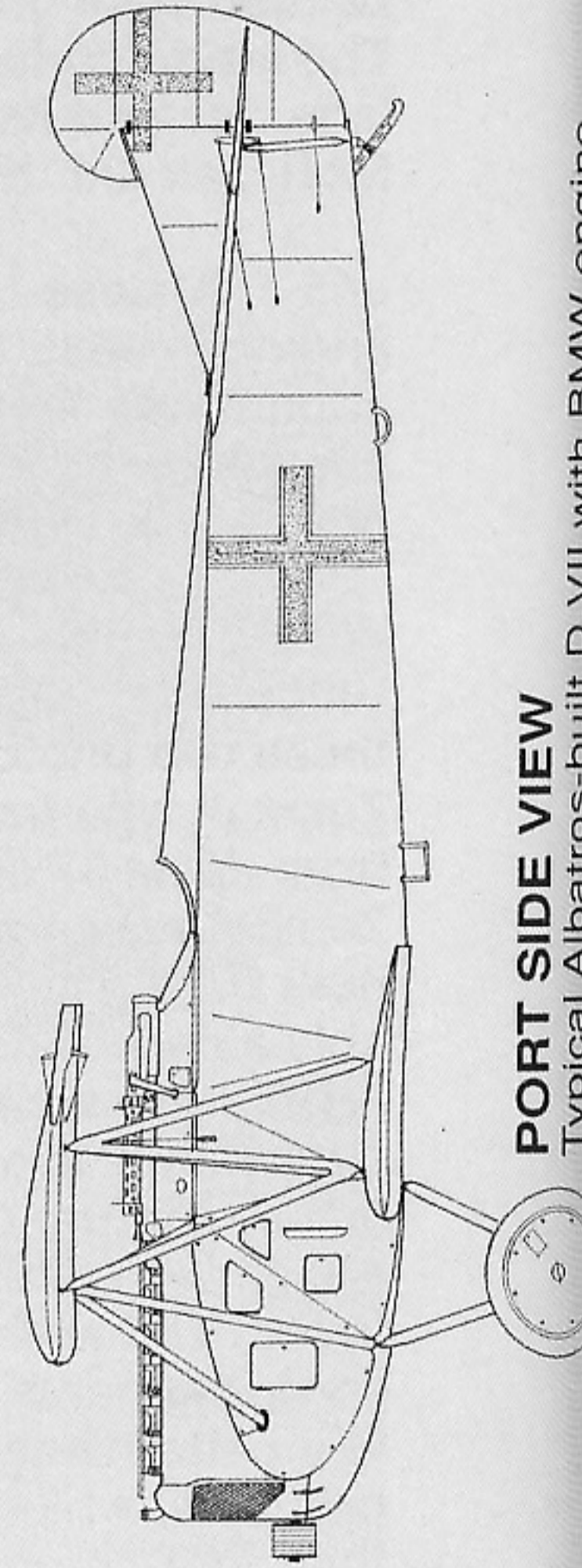
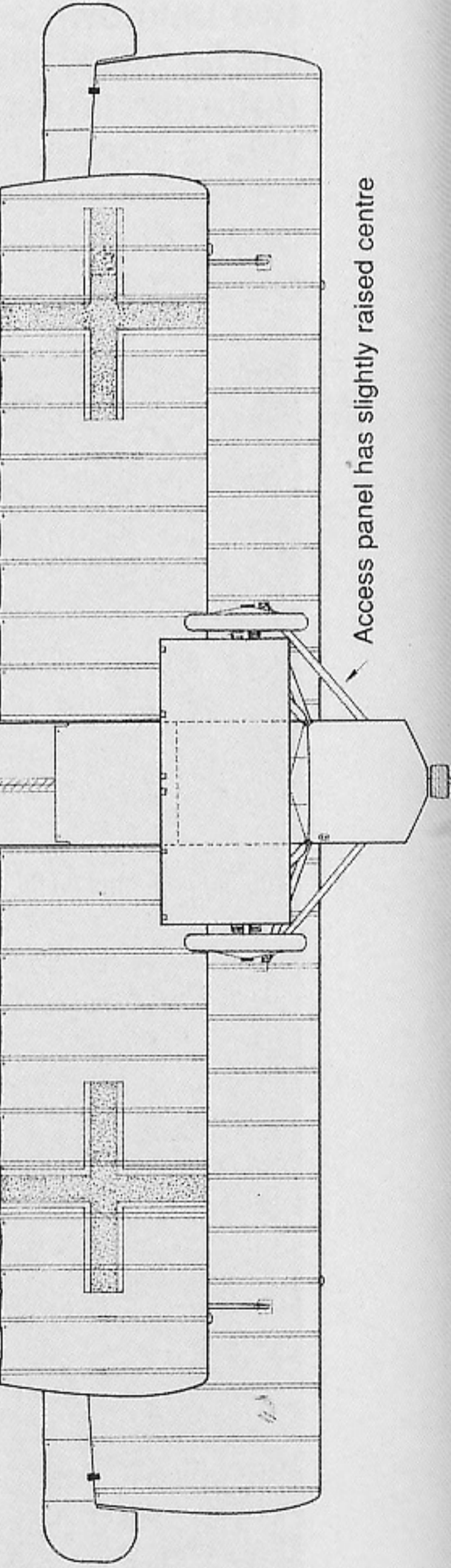


**STARBOARD SIDE VIEW**

Typical Albatros-built D.VII with Mercedes engine



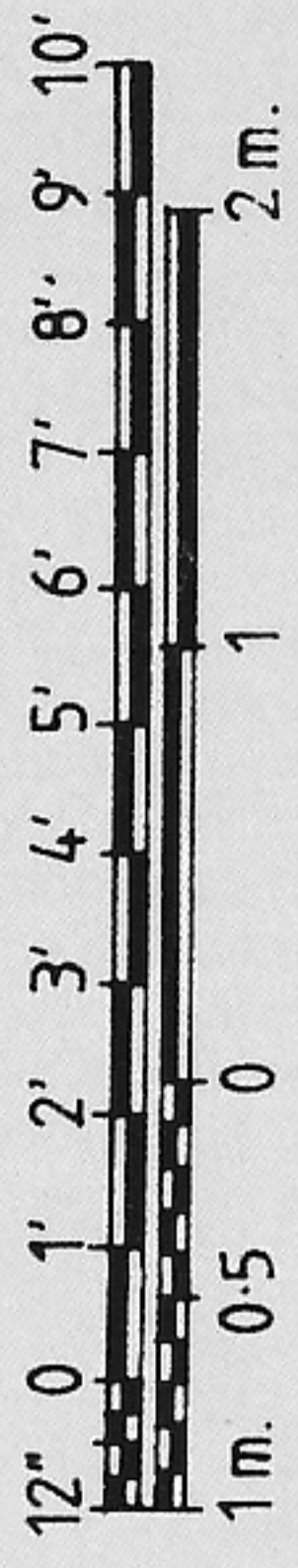
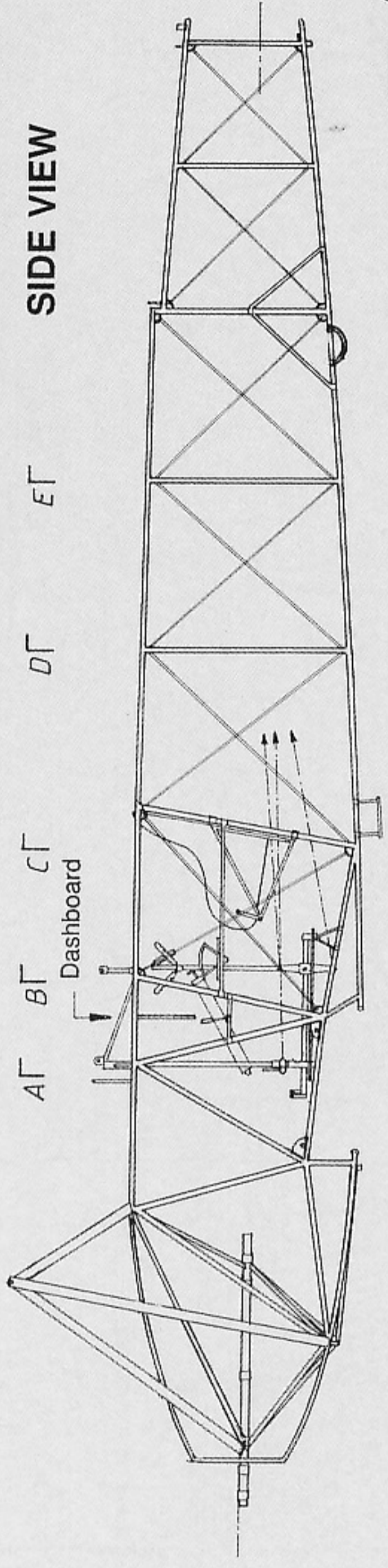
**PLAN OF FORWARD FUSELAGE (Mercedes)**



**PORT SIDE VIEW**

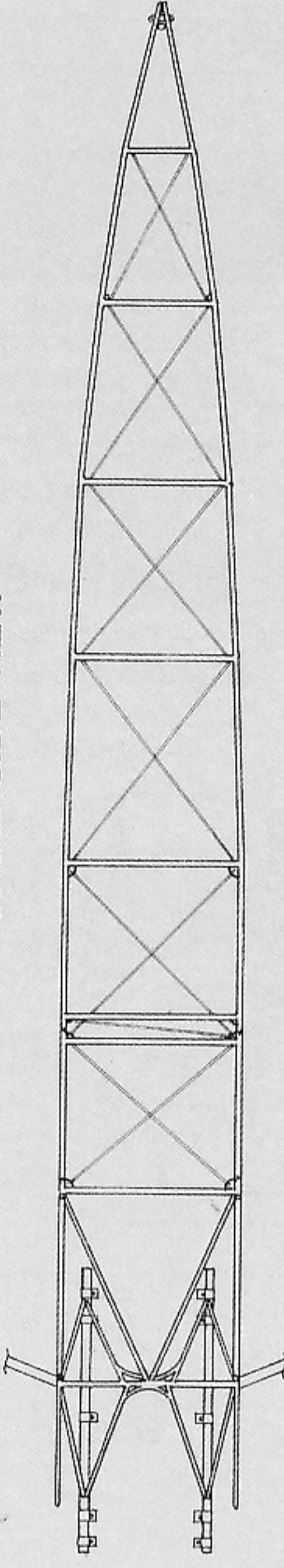
Typical Albatros-built D.VII with BMW engine

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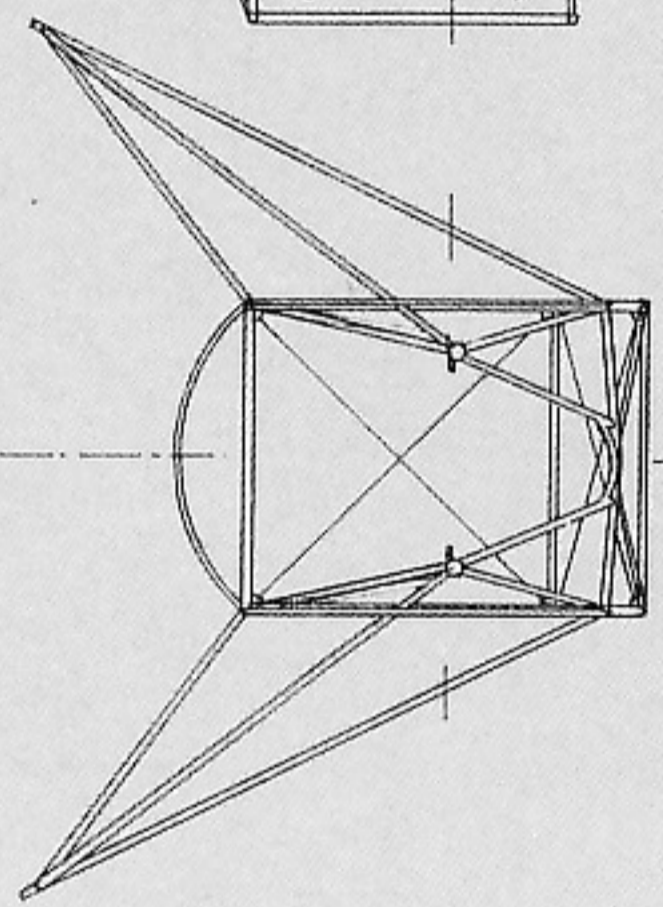


1:48 SCALE DRAWINGS

**UNDERSIDE VIEW**



**STRUCTURE - ALBATROS BUILT D.VII**



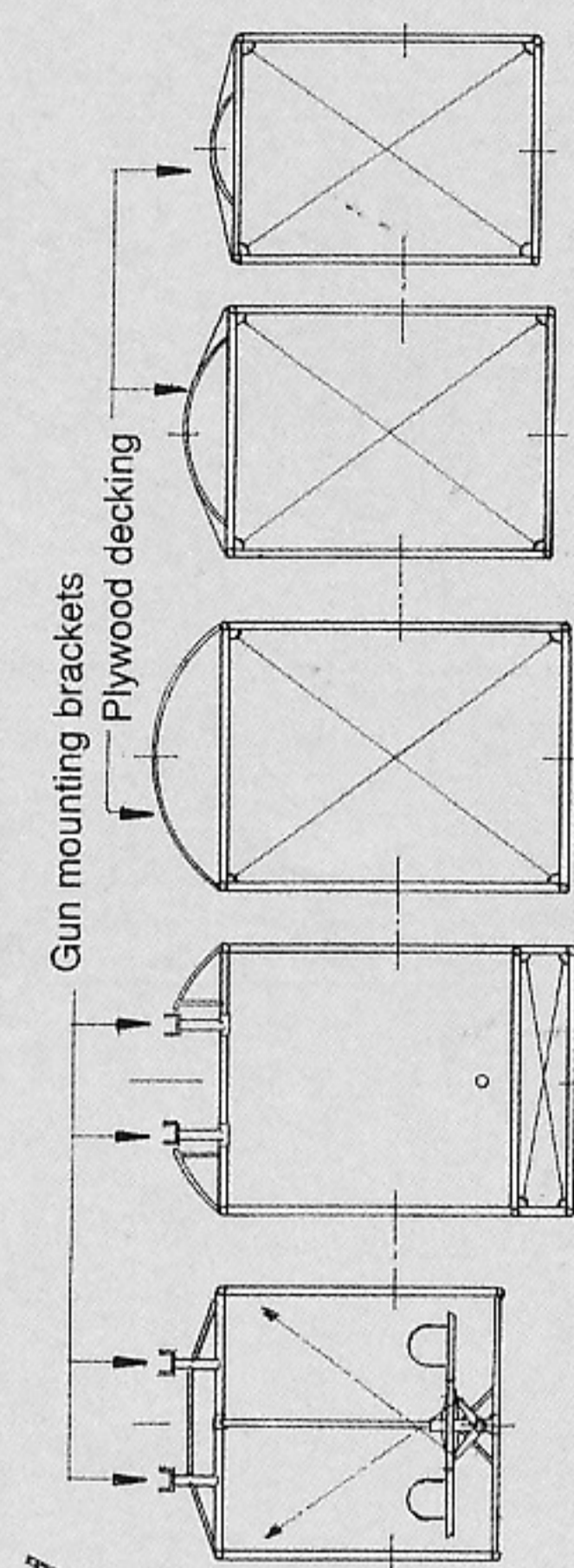
**PLAN VIEW**

T/E of aileron subspar continues across notch which was chamfered to permit control horn movement

Forward centre-section struts are part of fuselage structure

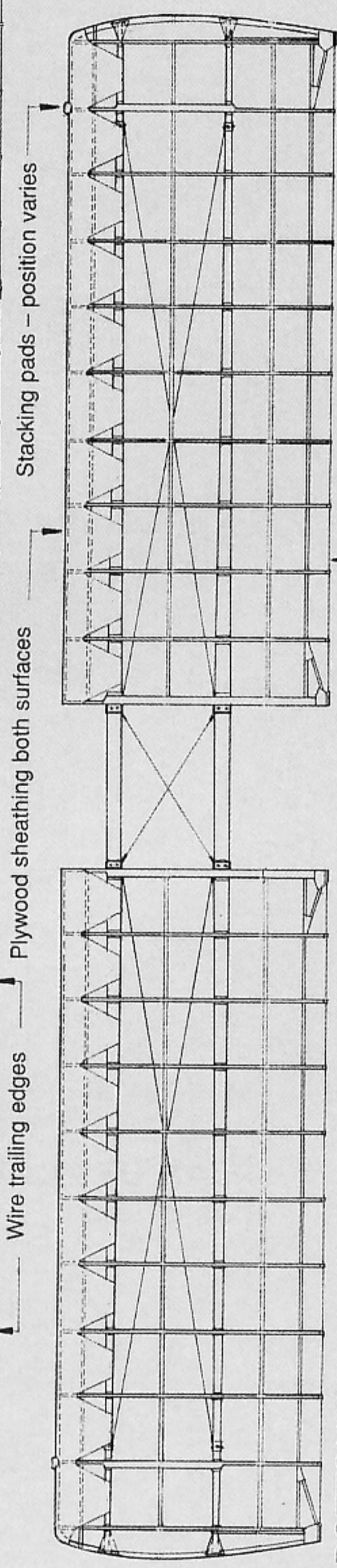
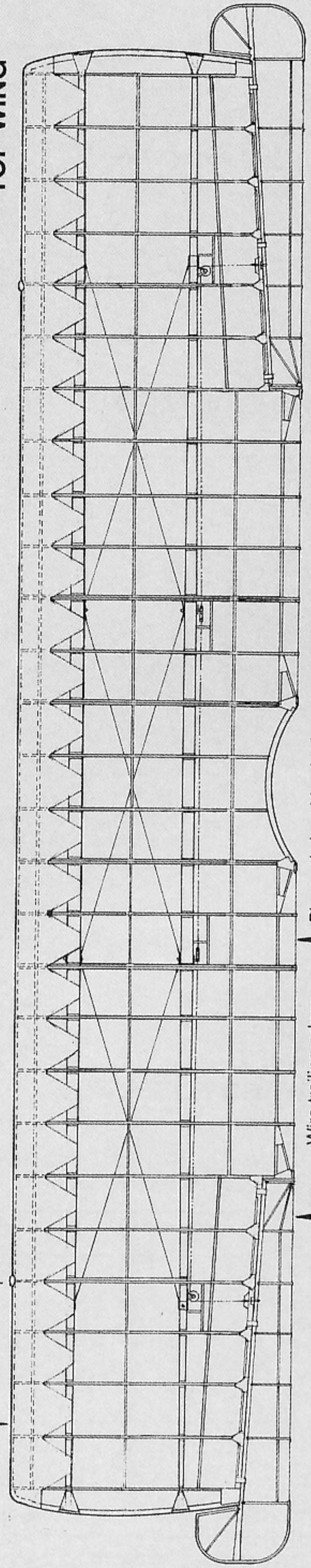
Engine bearers

Gun mounting brackets



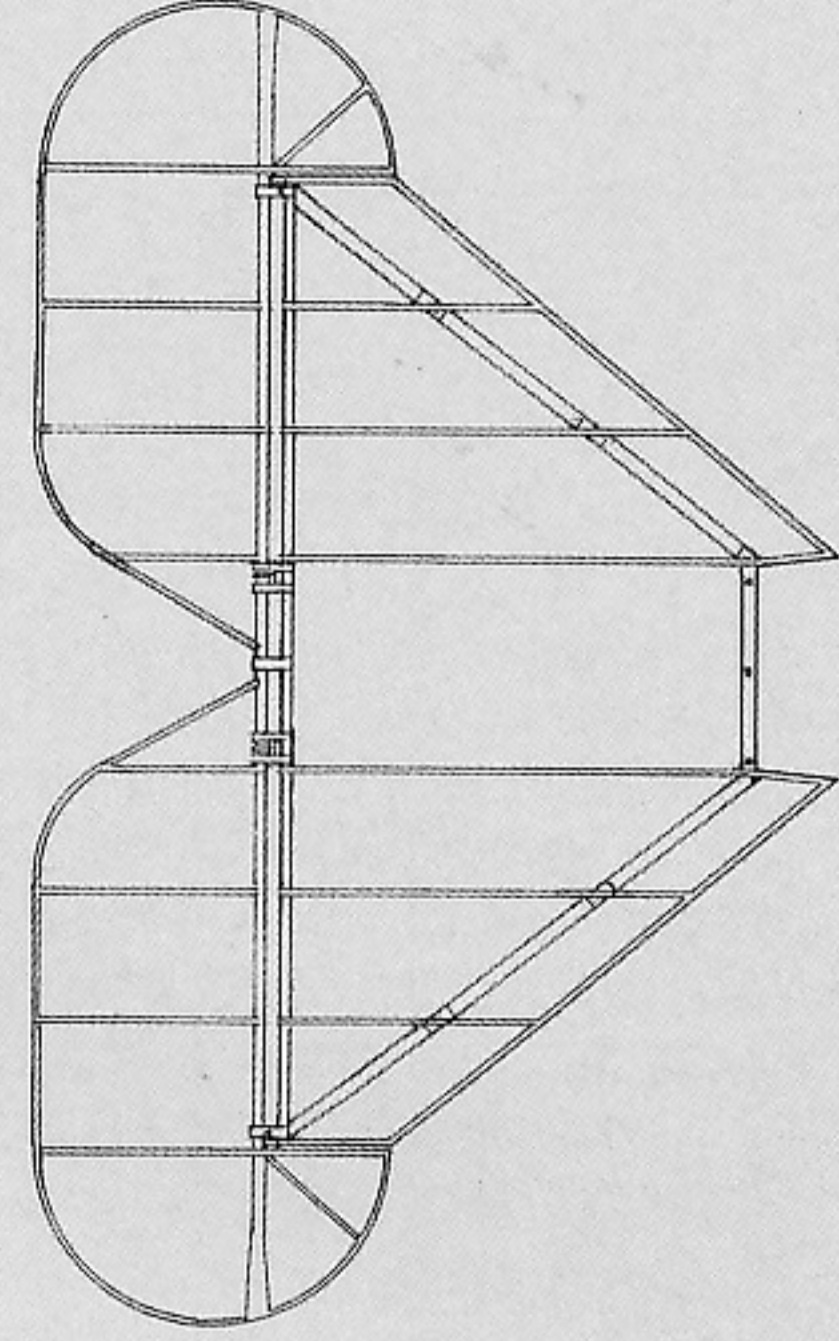
**SECTIONS**

**TOP WING**

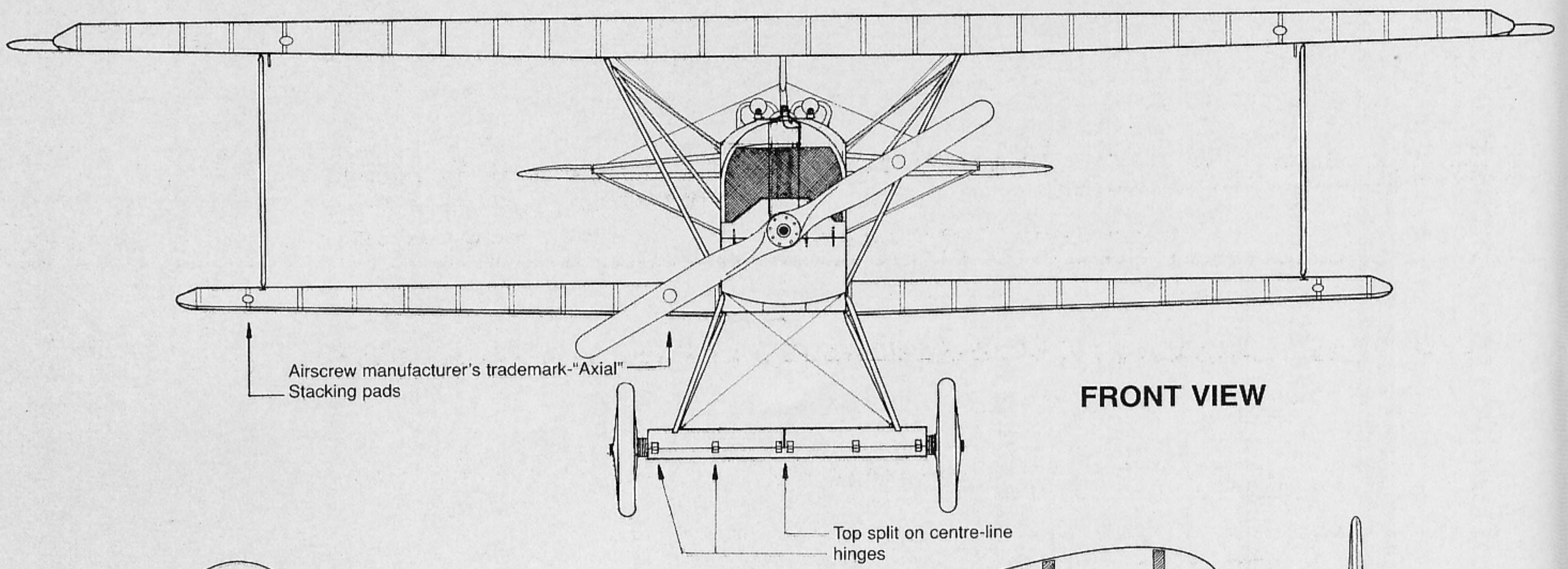


**BOTTOM WING**

All rib spacing 300mm



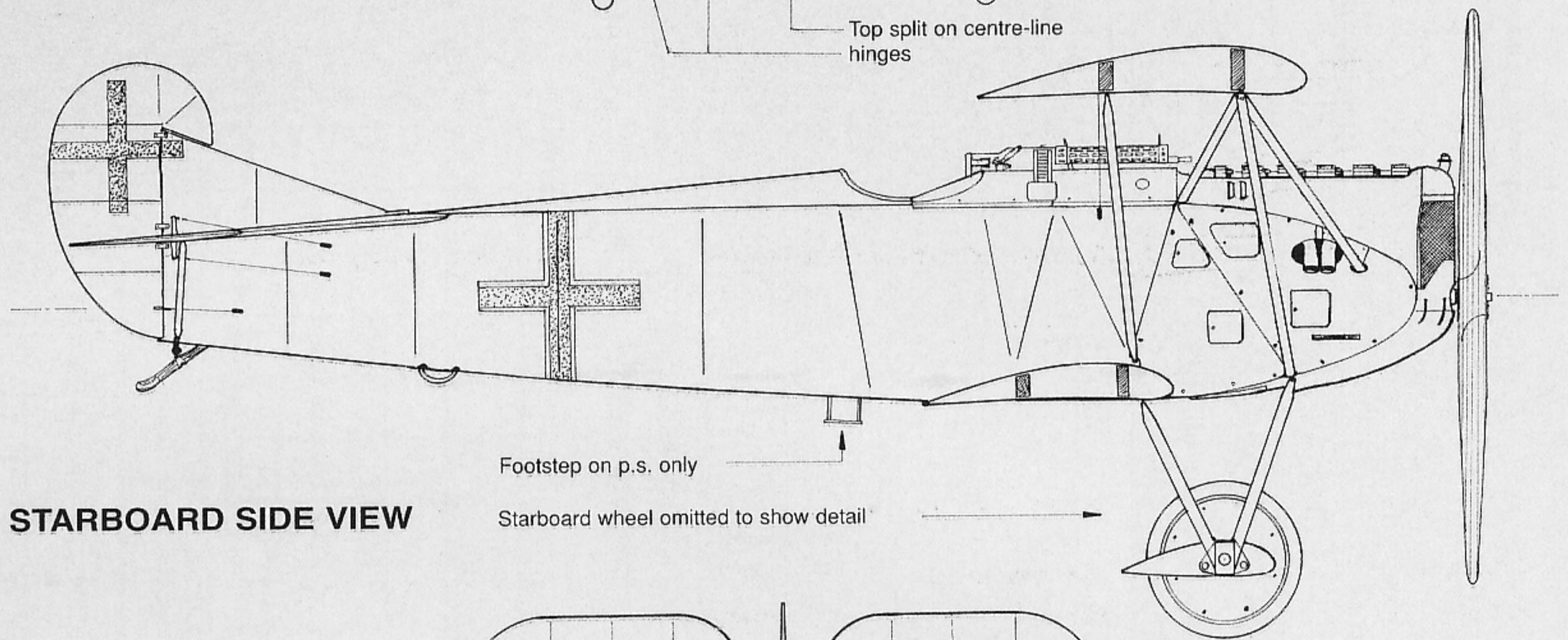
**TAILPLANE AND ELEVATOR**



Airscrew manufacturer's trademark-"Axial"  
Stacking pads

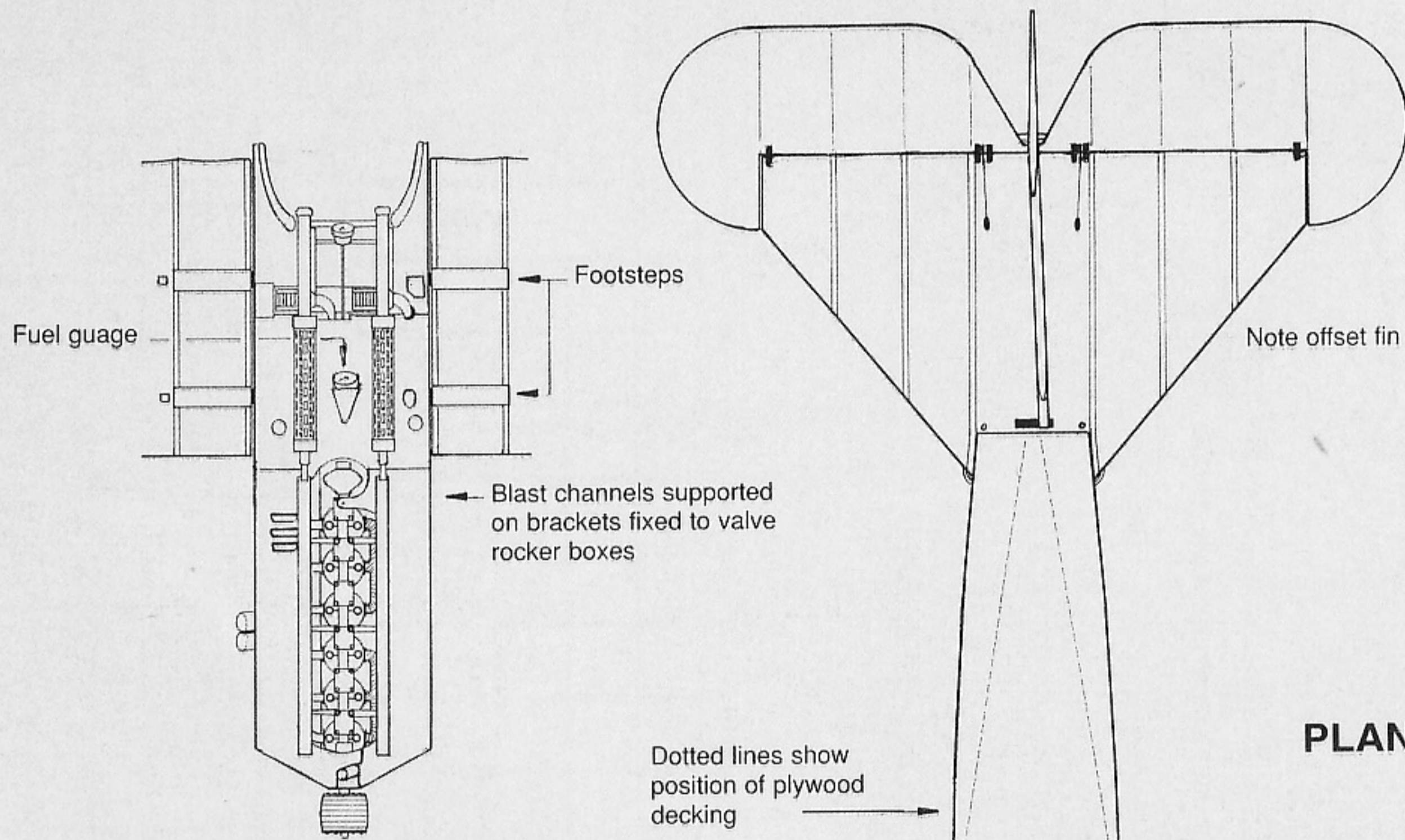
**FRONT VIEW**

Top split on centre-line hinges



**STARBOARD SIDE VIEW**

Footstep on p.s. only  
Starboard wheel omitted to show detail



**PLAN OF FORWARD FUSELAGE (Mercedes)**

**PLAN VIEW**

Fuel guage

Footsteps

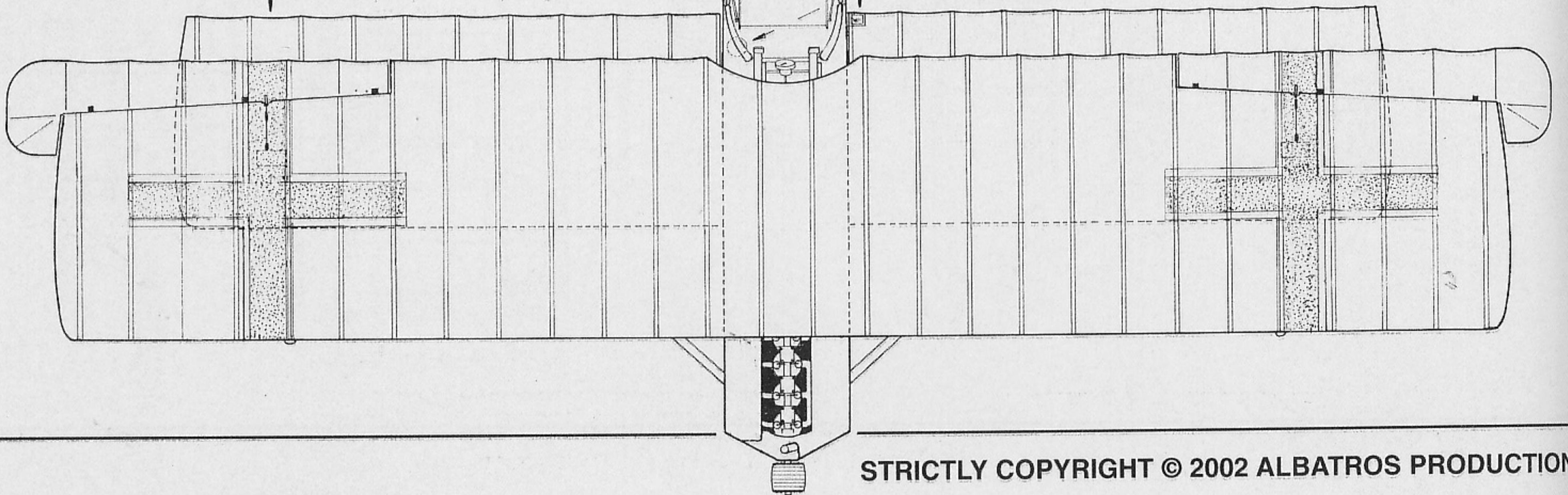
Blast channels supported on brackets fixed to valve rocker boxes

Note offset fin

Dotted lines show position of plywood decking

Access panel to aileron control cable pulleys under top wing

Clear panel with wing serial 'etc' inside  
Position of compass mounted on bracket above floor

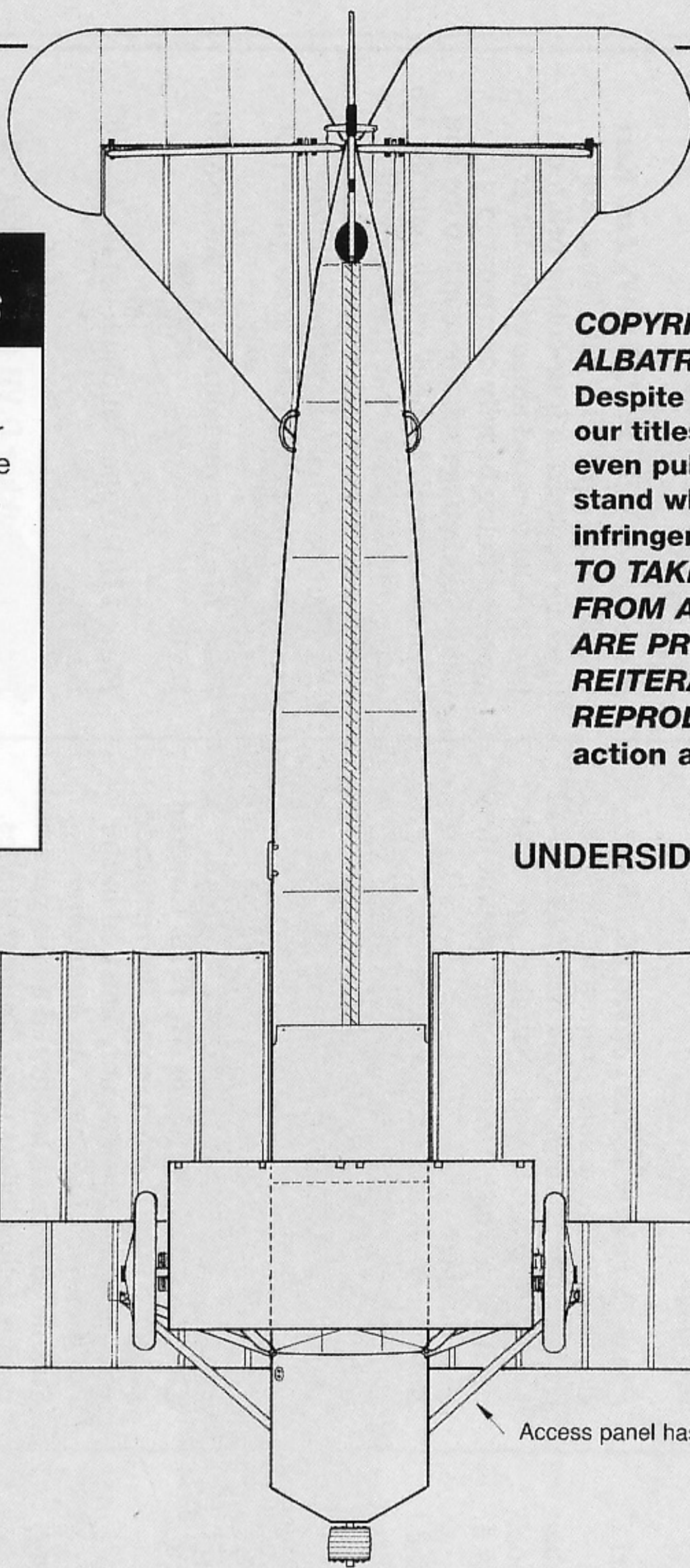


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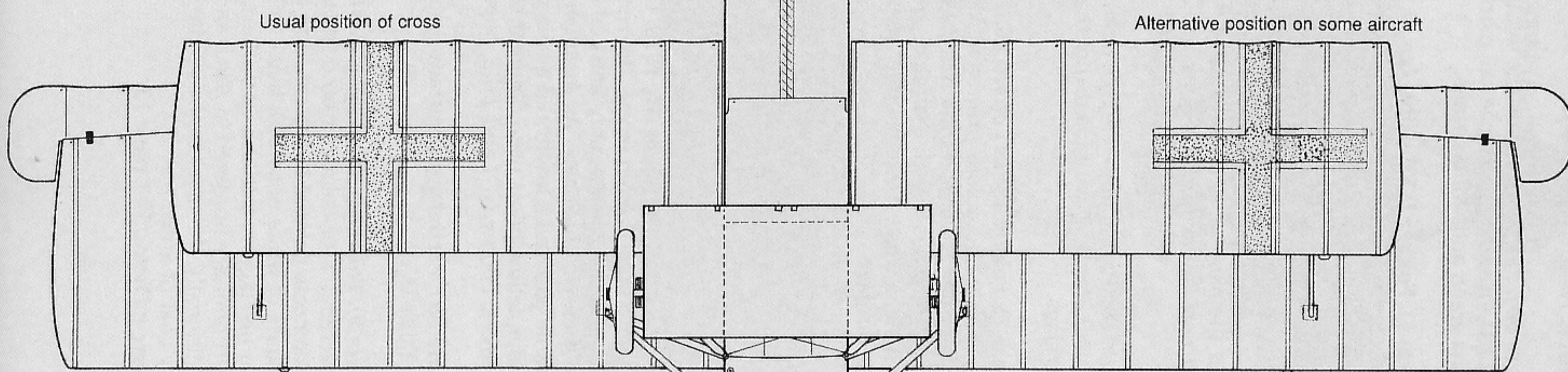
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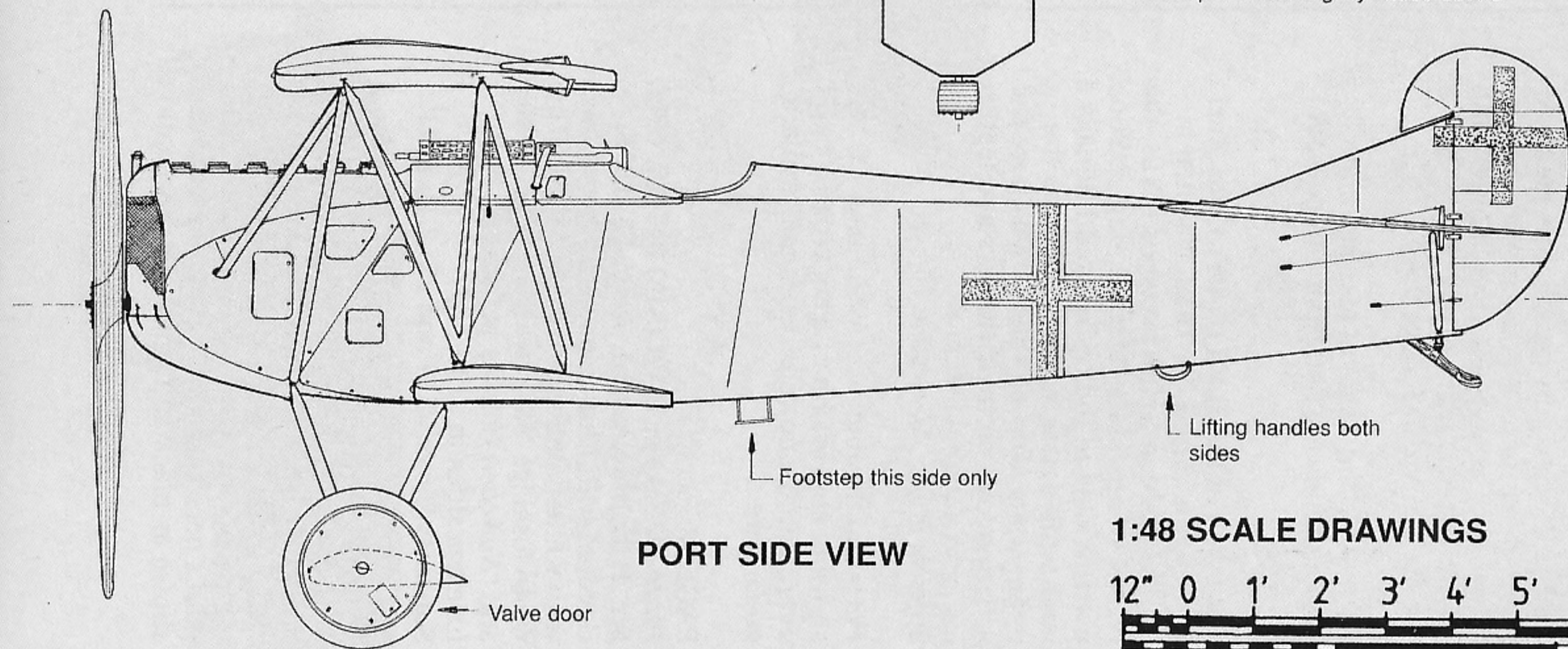
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**UNDERSIDE VIEW**

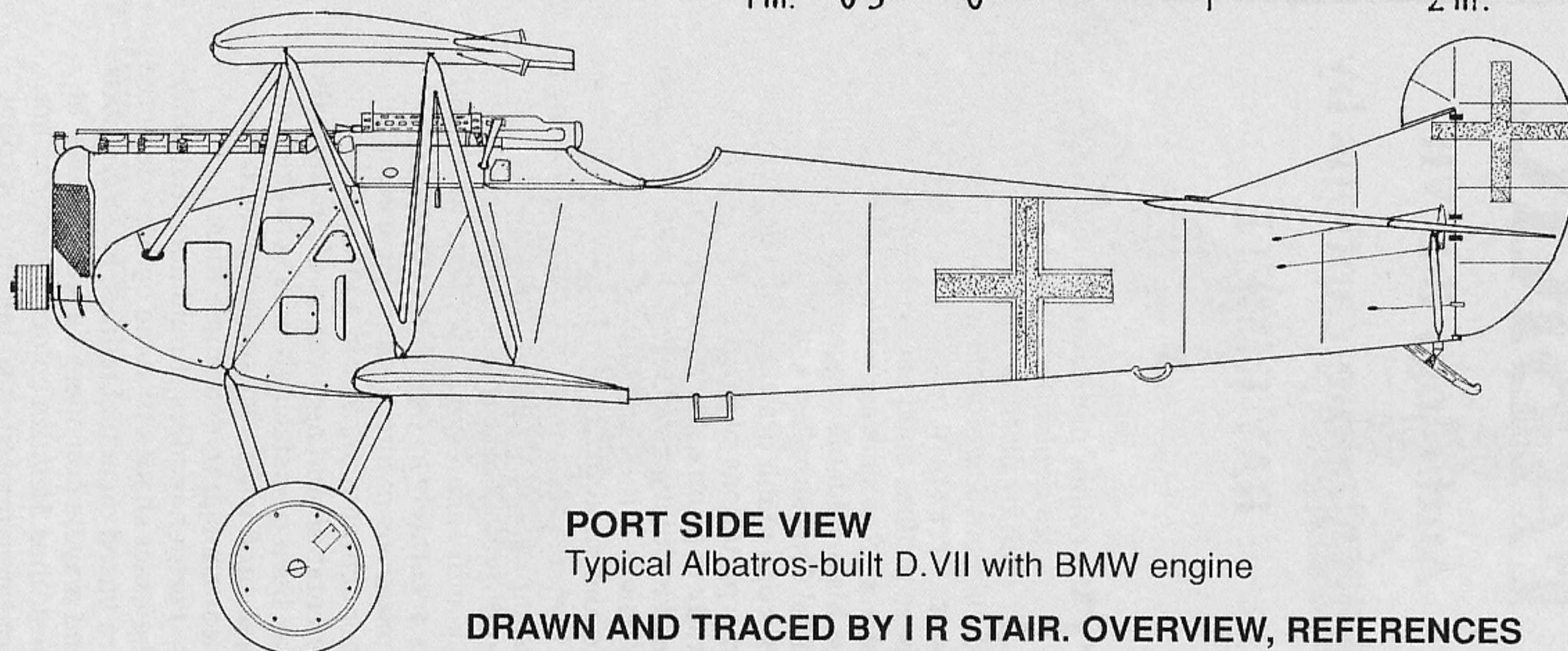
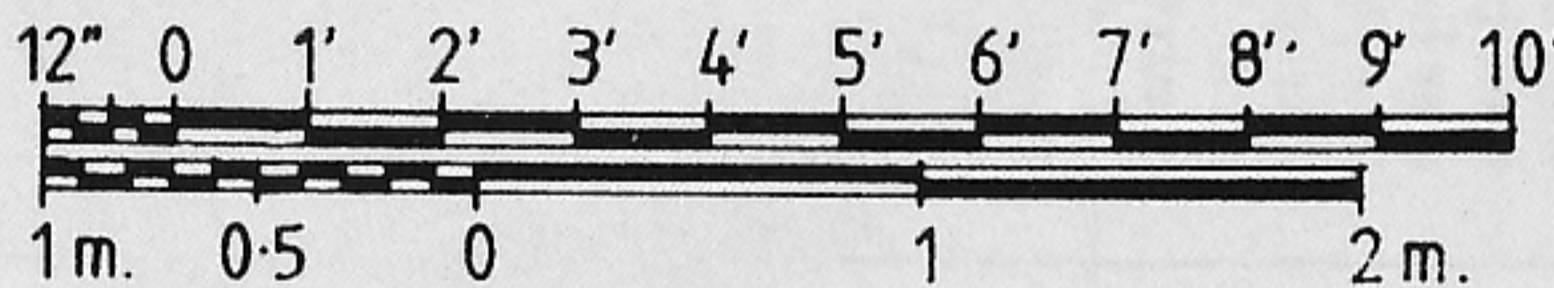


Access panel has slightly raised centre



**PORT SIDE VIEW**

**1:48 SCALE DRAWINGS**



**PORT SIDE VIEW**

Typical Albatros-built D.VII with BMW engine

**DRAWN AND TRACED BY I R STAIR. OVERVIEW, REFERENCES AND COWL VARIATION DETAILS BY D ROBERTS.**

# FABRIC

## Anthology 3 D.VII

### colour plate captions by

RAY RIMELL

The colour plates on the following pages depict over two dozen D.VIIs - built by all three manufacturers - from 18 different *Jagdstaffeln* in 1918. Countless hours were spent researching and creating these profiles and I am, as ever, greatly indebted to colleague Greg VanWyngharden for his invaluable suggestions and input. As usual Greg supplied a number of his exacting mono drawings as reference, but interpretations of these, together with close study of photos, are purely my own responsibility. Corrections and revisions are welcome if they emanate from well-documented, reliable sources - for there are a few areas of contention regarding some examples and these are noted in the appropriate captions. Great pains were taken to ensure the plates were produced as accurately as possible given the limitations of interpreting decades'-old monochrome photos. In addition, orientation and application of printed fabric has been painstakingly cross-checked and measured whenever subject photos are clear enough to determine them.

Further, readers should note that while the exact shades of some colours depicted are based on actual fabrics, most are not and may be considered a 'close guess' at best; thus *Methuen* colour references are not being quoted. Also, take into account over-varnishing which would result in a yellowish or brownish tinge over some lozenge fabric-covered surfaces.

#### PAGE 27:

**Plate 1).** Fokker D.VII (OAW-built), *Offz. Niemczyk (or Nimszyk), Jasta 50, 1918.* Covered with four-colour printed fabric,

this machine sports typical green/mauve 'patch' camouflage on engine panels, axle wing and wheel covers. *Jasta 50's* markings were probably black and white stripes on rear fuselage and both sides of the tailplane (see *Plate 2a* for details). Pilot's personal markings were recorded as a 'shovel and pick' - also rendered in black and white. **Source:** *Photo J50-3, page 9.*

**Plate 2).** Fokker D.VII (OAW-built), *Jasta 50, 1918.* Finished in similar fashion to the D.VII in the previous profile, this machine featured 'wraparound' black/white bands behind the cockpit effectively obliterating the white serial number. **Source:** *Photo J50-4, page 9.*

**Plate 2a).** Underside of fuselage and tailplane showing both unit and personal markings.

**Plate 3).** Fokker D.VII (OAW), *Vzfw. Karl Weinmann, Jasta 50, 1918.* Finished in similar fashion to the previous D.VIIs, this Fokker bore a black/white zig-zag personal marking behind the cockpit; additionally a large white letter 'F' was applied to the upper wing. *Note:* all these D.VIIs bore the Albatros logo on their rudders and featured 5:4 ratio national insignia. **Source:** *Photo J50-8, page 10.*

**Plate 3a).** Plan view of Weinmann's D.VII showing conversion of wing crosses by overpainting-shown provisionally as dark green here...

#### PAGE 28:

**Plate 4).** Fokker D.VII (Alb) 817/18, *Offz. Stv. Fritz Blumenthal, Jasta 53, 1918.* Covered with four-colour fabric as shown with white paint applied fore and aft. The white fuselage 'sash' was bordered in blue and "*Nickchen IV*" was painted on both fuselage sides in white. **Sources:** *Photos J53-1 and J53-2, page 11.*

**Plate 5).** Fokker D.VII (OAW), *Offz. Erich Mix, Jasta 54, 1918.* Covered in four-colour fabric, Mix's Fokker bore the randomly - applied green/mauve 'patch' camouflage typical of OAW-built D.VIIs. Colours of the pilot's personal marking are provisionally shown as black and white. 5:4 ratio national

insignia was applied. **Source:** *Photo J54-1 page 12.*

**Plate 5a).** Partial uppersurface detail of Mix's D.VII showing *Jasta 54* tail markings of equal green and white stripes.

**Plate 6).** Fokker D.VII (Alb), *Ltn. d. R. Ludwig Beckmann, Jasta 56, 1918.* Covered in four-colour printed fabric, this colourful D.VII bears the unit's blue-painted fuselage with the usual yellow areas replaced by Beckmann's personal red colour. A white 'snake-line' was applied over the band aft of the cockpit. **Sources:** *Photos J56-1, J56-2 and J56-3, page 13.*

**Plate 6a).** Partial uppersurface detail of Beckmann's D.VII with his distinctive markings.

**Plate 7).** Fokker D.VIIE, *Jasta 56, 1918.* Covered in four-colour printed fabric, this unidentified D.VII bears the unit's official blue/yellow decor with the pilot's personal marking, a white band, painted around the rear fuselage. **Source:** *Photo J56-4, page 13.*

**Plate 7a).** Partial uppersurface detail showing typical *Jasta 56* decor.

#### PAGE 29:

**Plate 8).** Fokker D.VII (OAW), 4025/18, *Ltn. Paul Strähle, Jasta 57, 1918.* Covered in four-colour printed fabric, the remainder of the airframe was mainly finished in the unit's chosen pale blue. As *Jastaführer*, Strähle adopted a bright red as his personal colour, fellow pilots used different shades. **Sources:** *Photos J57-1 and J57-2, page 14.*

**Plate 8a).** Partial uppersurface detail of Strähle's D.VII.

**Plate 9).** Fokker D.VII, (OAW), *Jasta 58.* Covered in four-colour printed fabric, this Fokker was painted in typical *Jasta 58* colours of white nose with black tail and rear fuselage. In this case, as others, the fin/rudder are bordered in black and, additionally, the machine bears the Kassel city coat of arms. **Source:** *Photo J58-2, page 15.*

**Plate 9a).** Partial uppersurface detail of the *Jasta 58* D.VII with its provisional red/white fuselage band and the unit's white and black decor applied fore and aft.

**Plate 9b).** Hessian city of Kassel crest in blue, white and silver.

**Plate 10).** Fokker D.VII, *Jasta 59, 1918.* This provisional profile (the aircraft may not even be from *Jasta 59!*) depicts a D.VII covered in five-colour printed fabric with black and white fuselage and tail markings, the latter much worn and faded when the reference photo was taken. **Source:** *Photo J59-1, page 16.*

**Plate 10a).** Tail detail showing the black uppersurfaces.

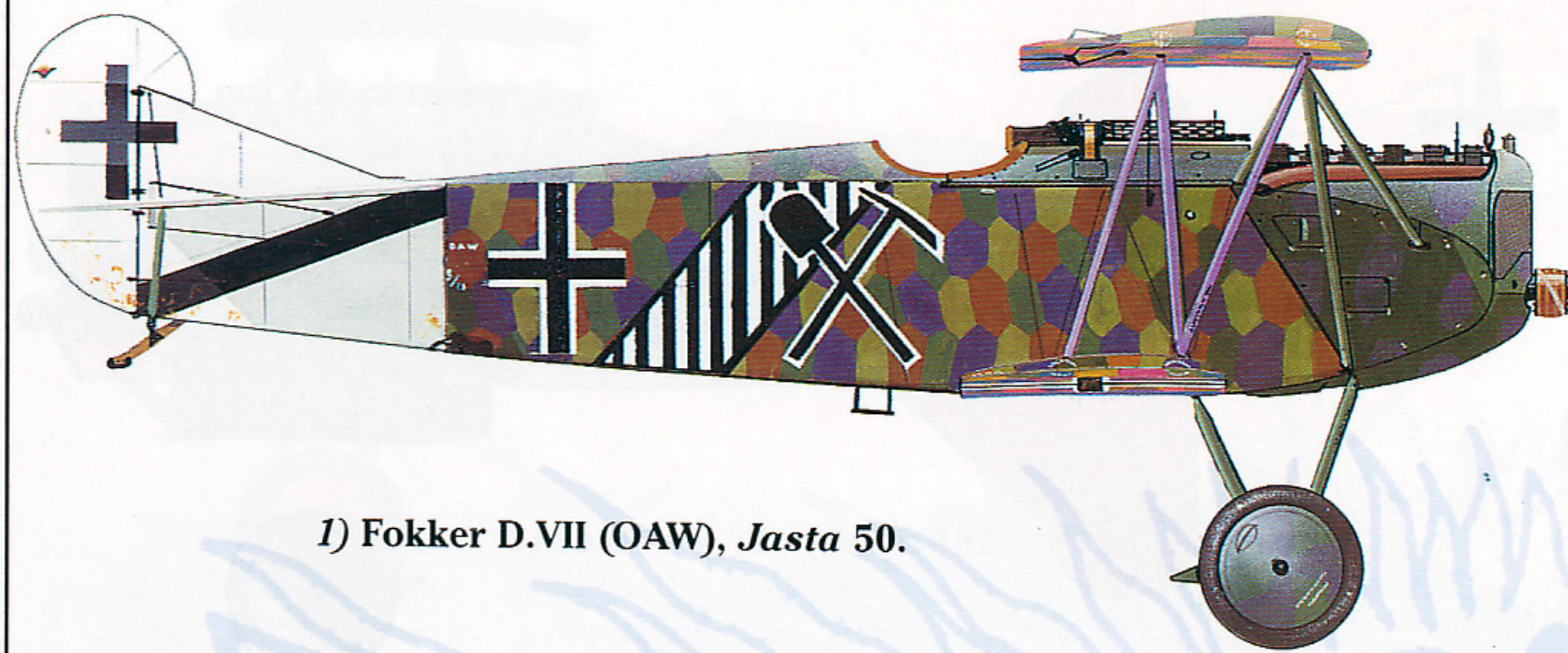
#### PAGE 30:

**Plate 11).** Fokker D.VII (OAW), *Ltn. Karl Ritscherle, Jasta 60, 1918.* Wings and fuselage covered in four-colour printed fabric - the forward areas of the latter covering being heavily overpainted following damage repairs using strips and eyelets. Several 'roundel' repair patches are also evident on the rear fuselage. Unit colours were black and white applied in a chequerboard pattern to the tailplane. **Sources:** *Photos J60-2 and J60-3, page 17.*

**Plate 11a).** Lower tailplane detail *Jasta 60* D.VIIs.

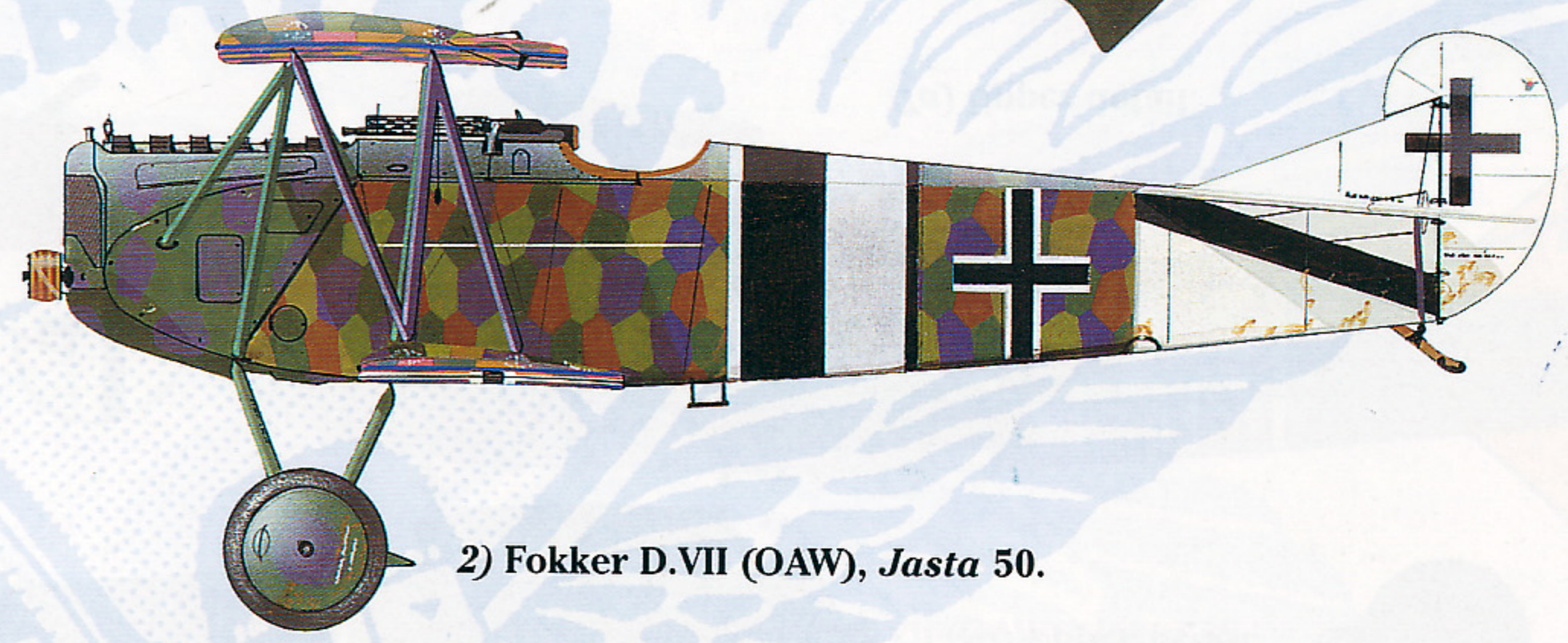
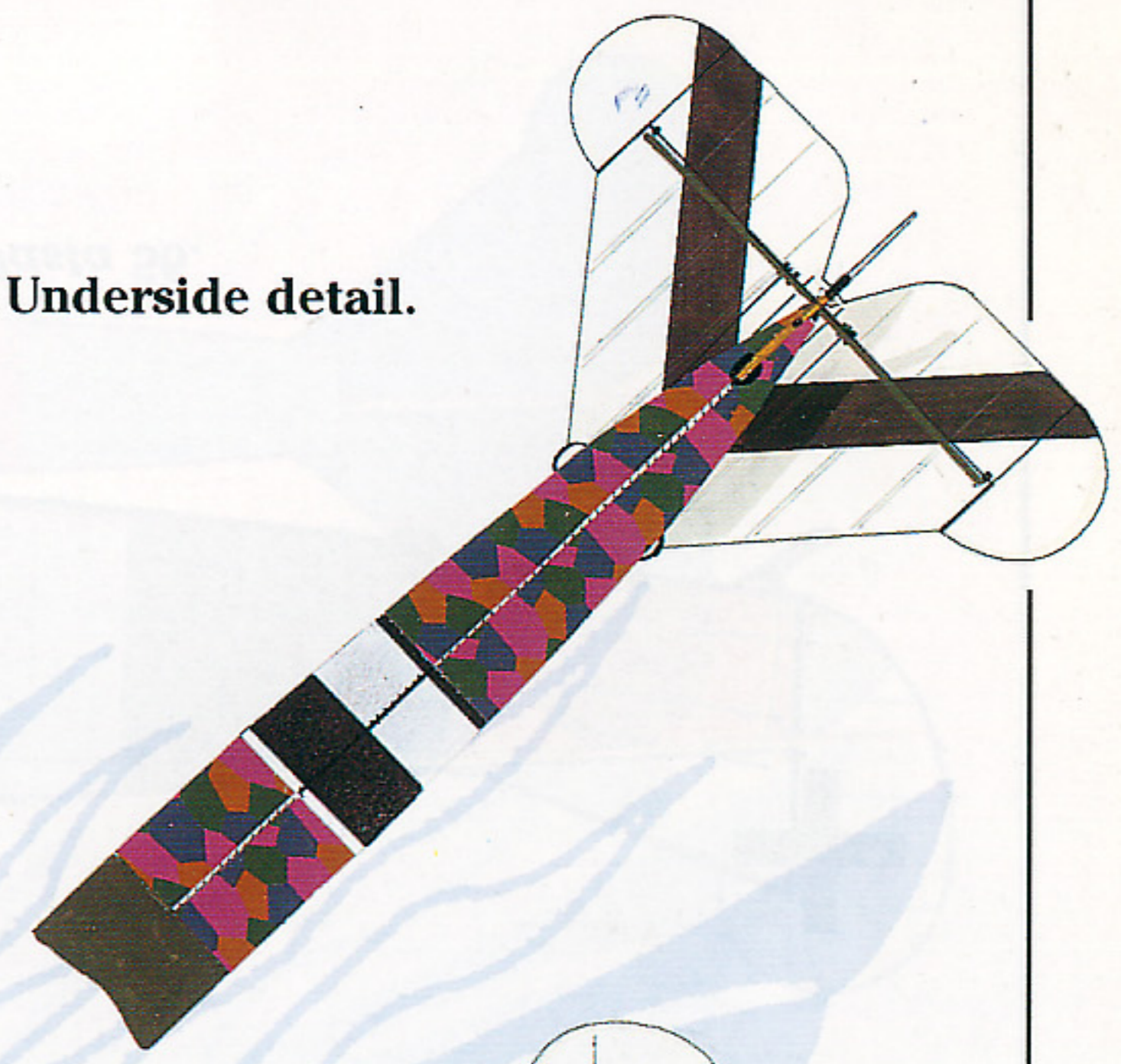
**Plate 11b).** Upper tailplane detail, *Jasta 60* D.VIIs.

**Plate 12).** Fokker D.VII (Alb), 5324/18, *Ltn. d. R. Richard Kraut, Jasta 63, 1918.* Covered in four-colour printed fabric, Kraut's D.VII bore the unit's black/white fuselage band, and the pilot's personal monogram on a red(?) background. Metal cowlings, wheel covers and struts were painted a dull green in usual Albatros style. Some evidence of overpainting the fabric is evident behind the unit stripes, while application of the serial in large characters under the fuselage cross is noteworthy. **Sources:** *Photos J63-4 and J63-5, page 19.*  
*Continued on page 35*



1) Fokker D.VII (OAW), *Jasta 50*.

2a) Underside detail.



2) Fokker D.VII (OAW), *Jasta 50*.

3a) Plan view.



3) Fokker D.VII (OAW), *Jasta 50*.

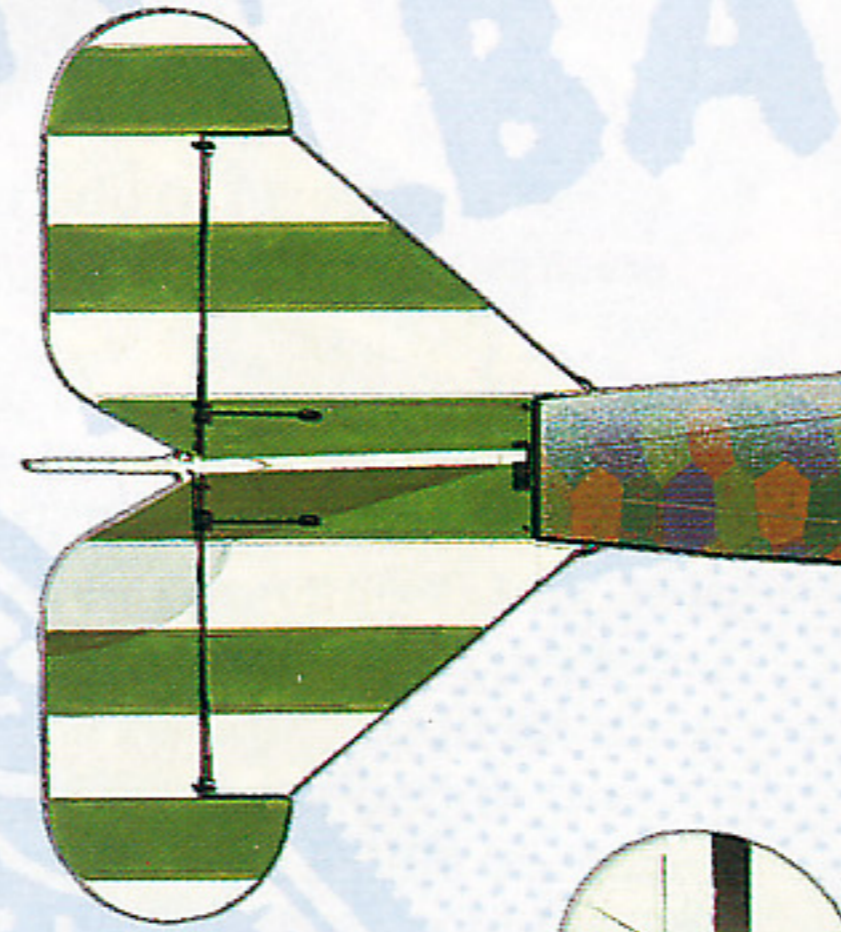
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4) Fokker D.VII (Alb) 817/18, *Jasta 53*.



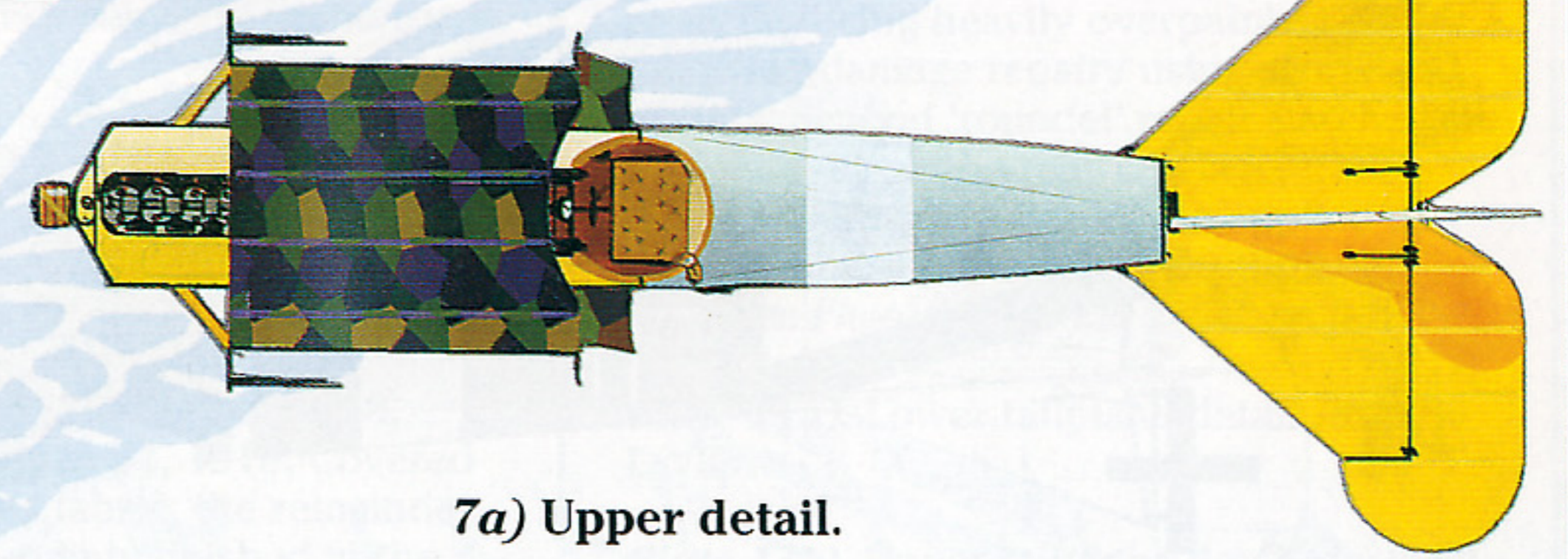
4a) Wing detail.



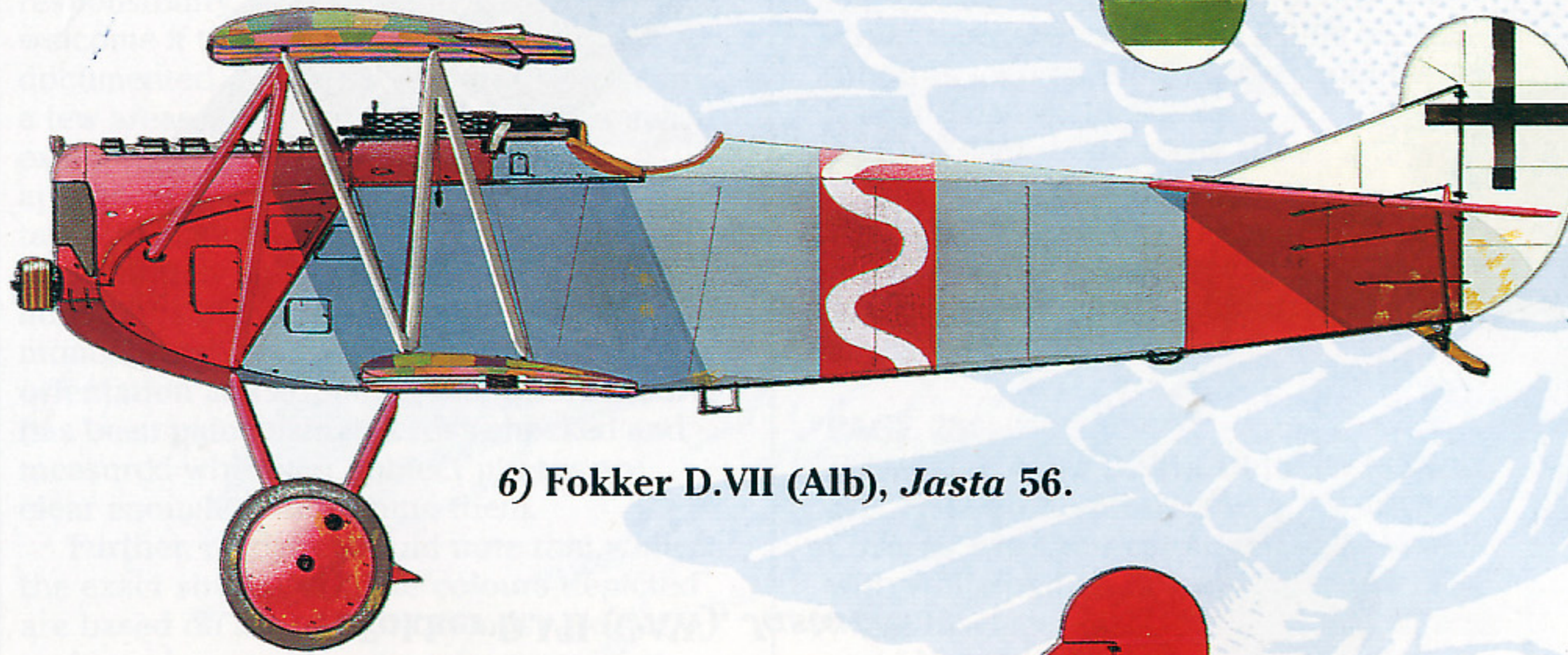
5) Fokker D.VII (OAW), *Jasta 54*.



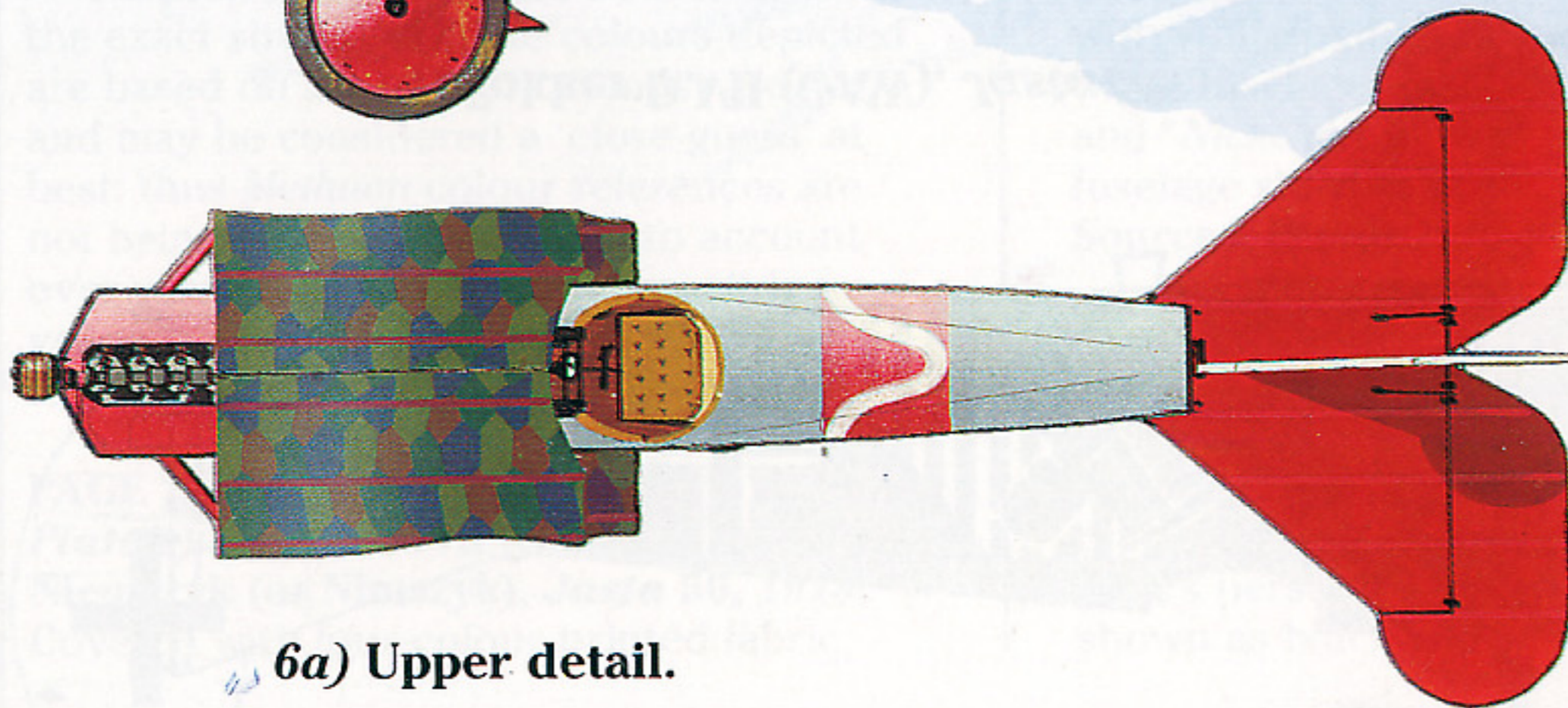
5a) Upper detail.



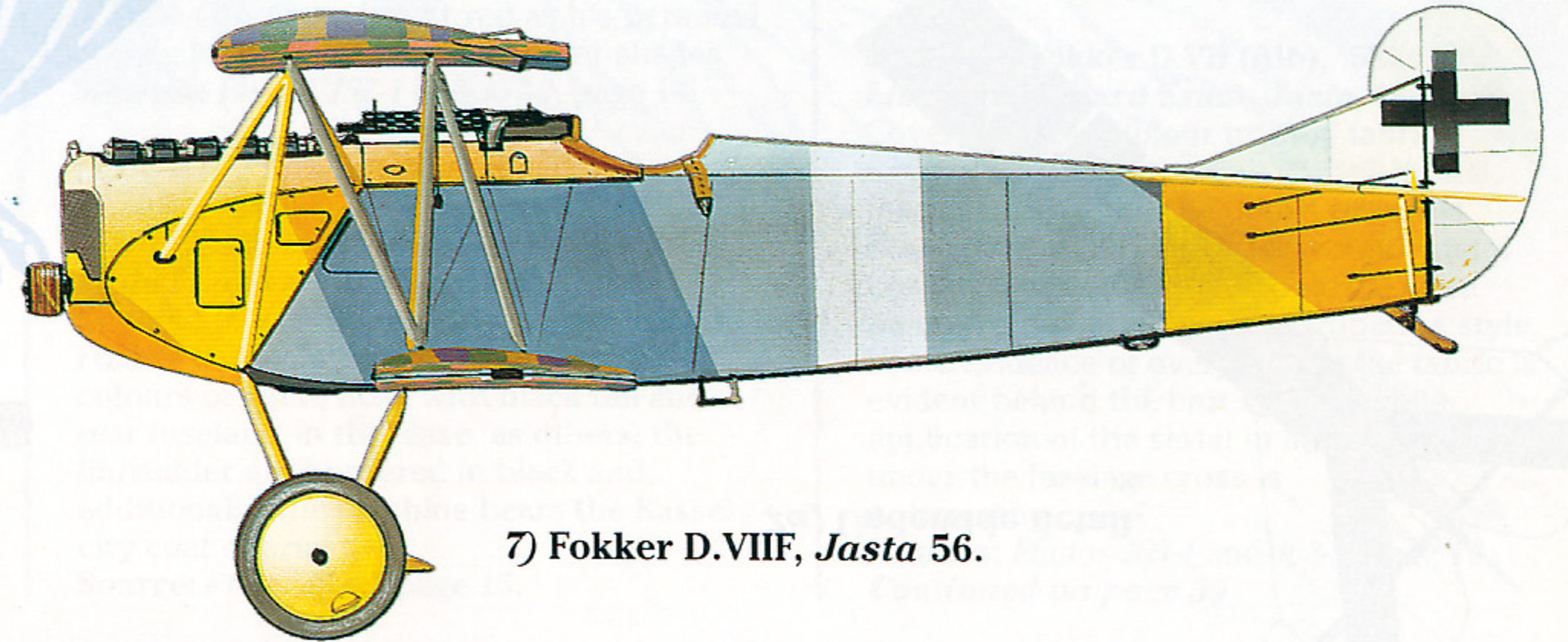
6) Fokker D.VII (Alb), *Jasta 56*.

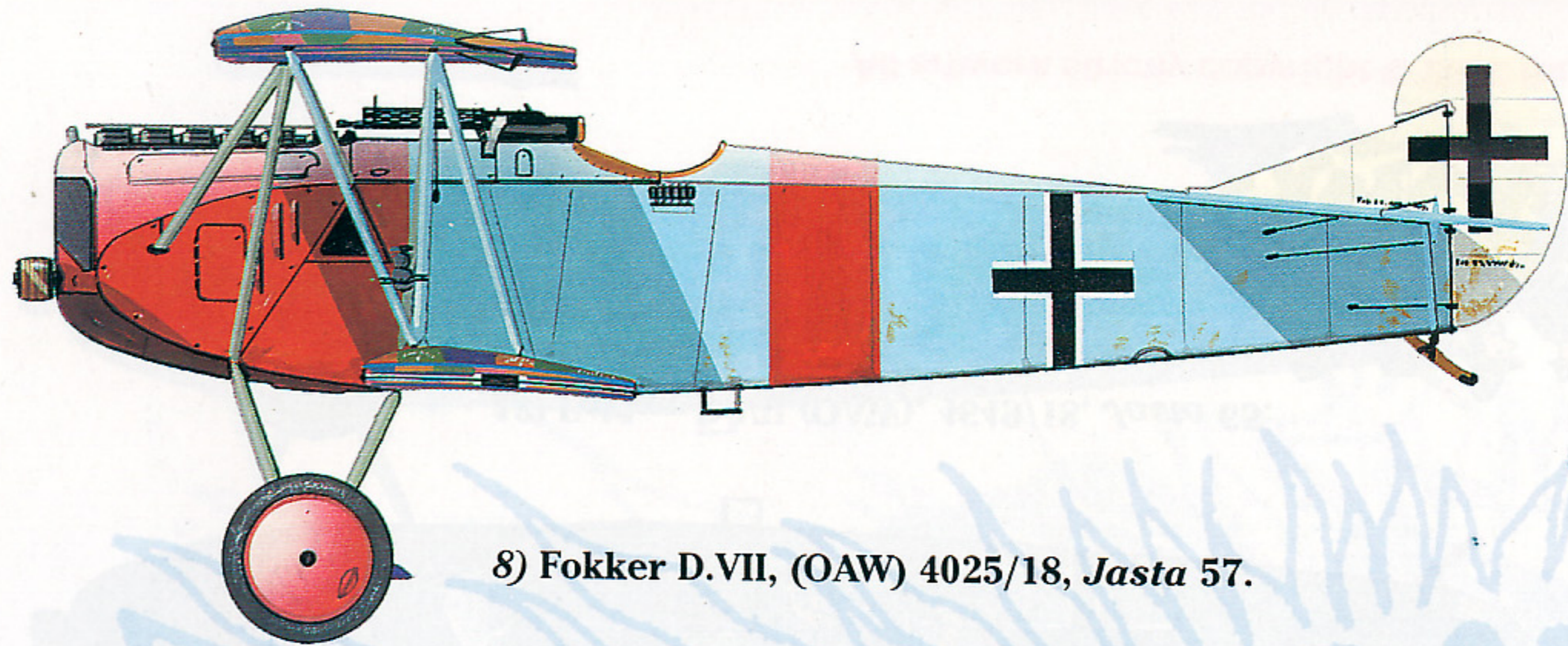


6a) Upper detail.

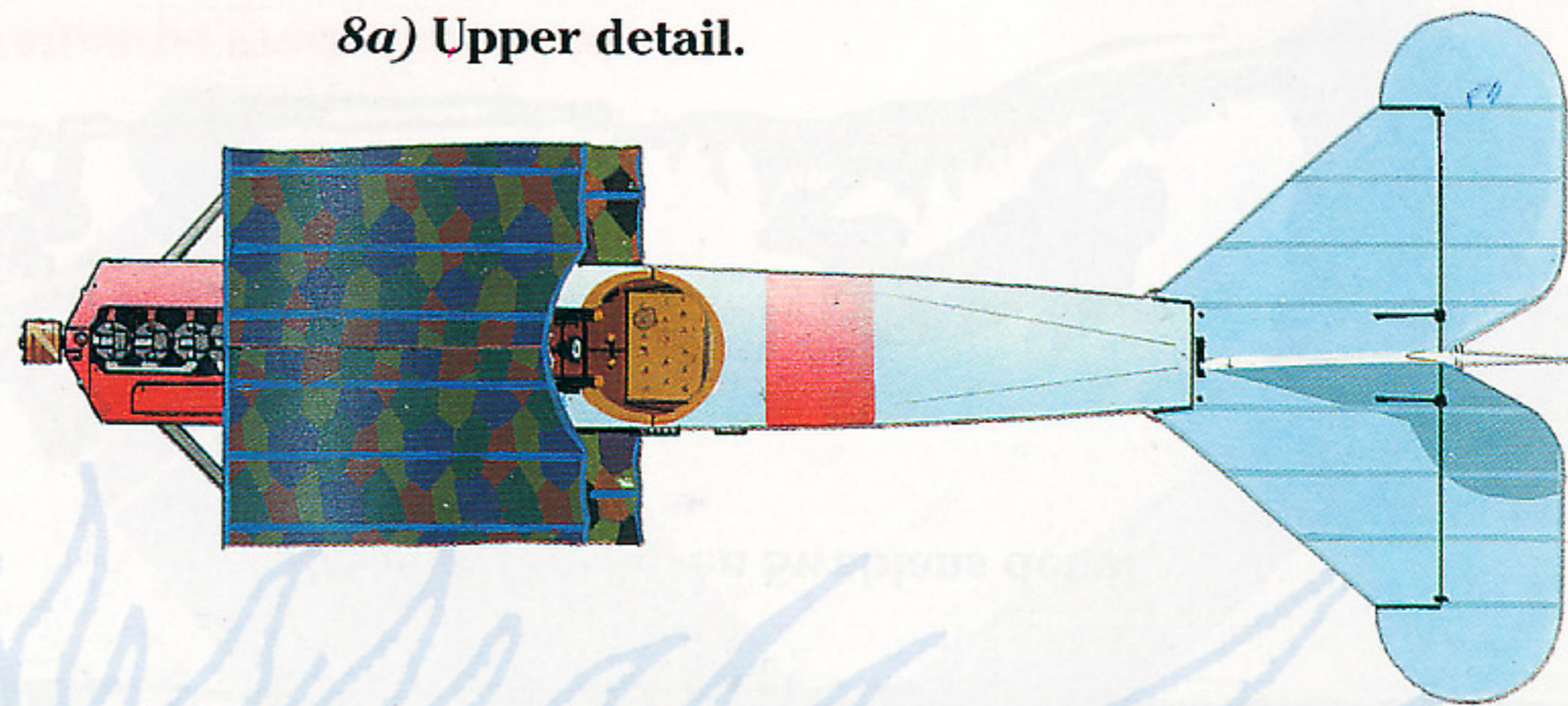


7) Fokker D.VIIF, *Jasta 56*.

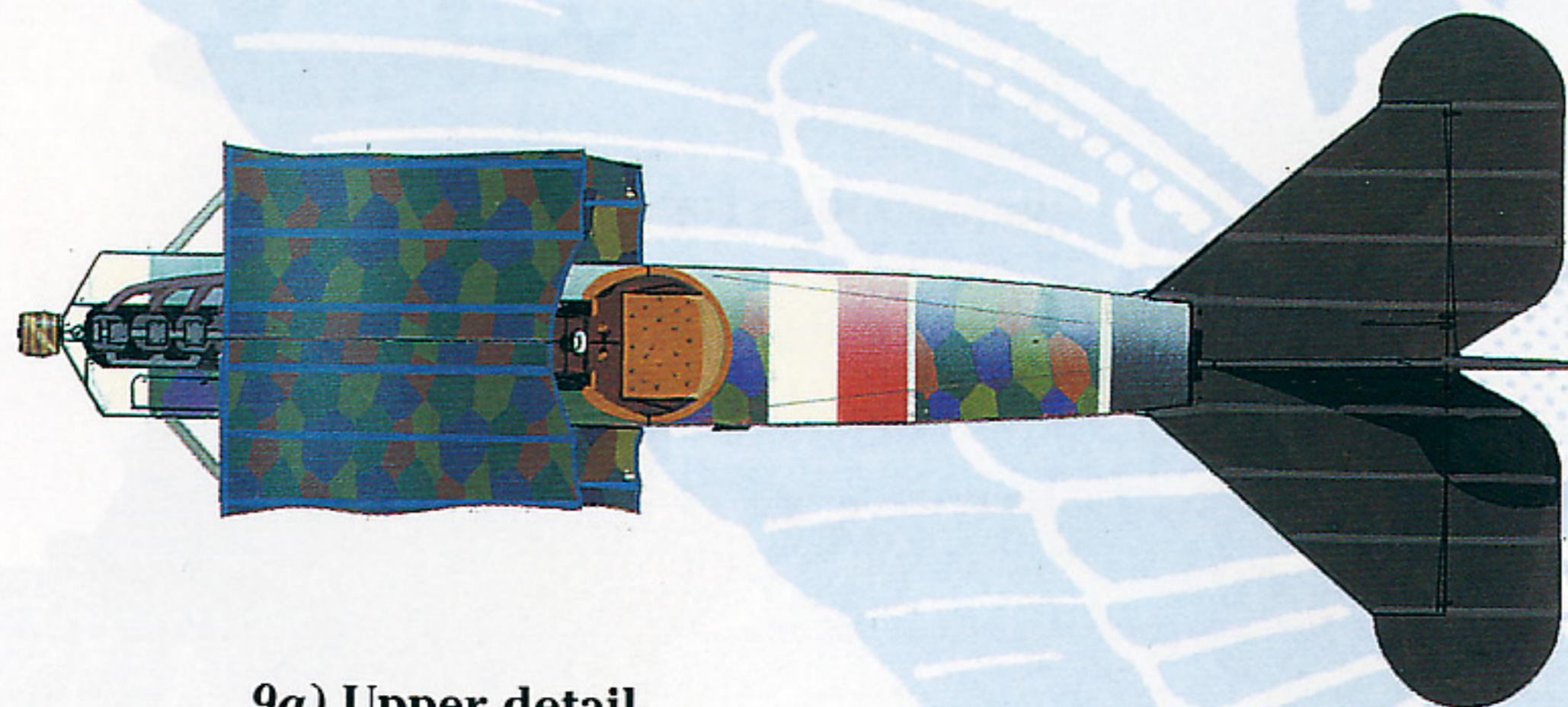




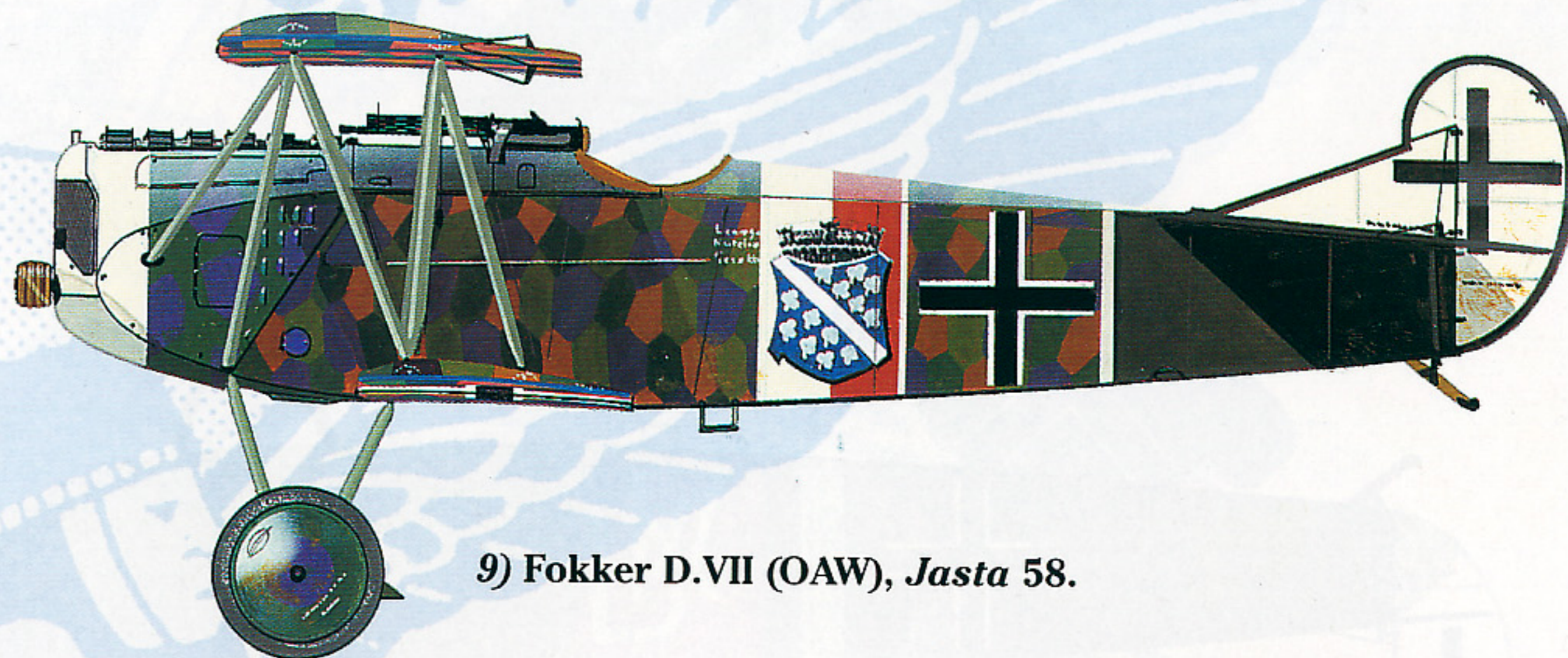
8) Fokker D.VII, (OAW) 4025/18, *Jasta 57*.



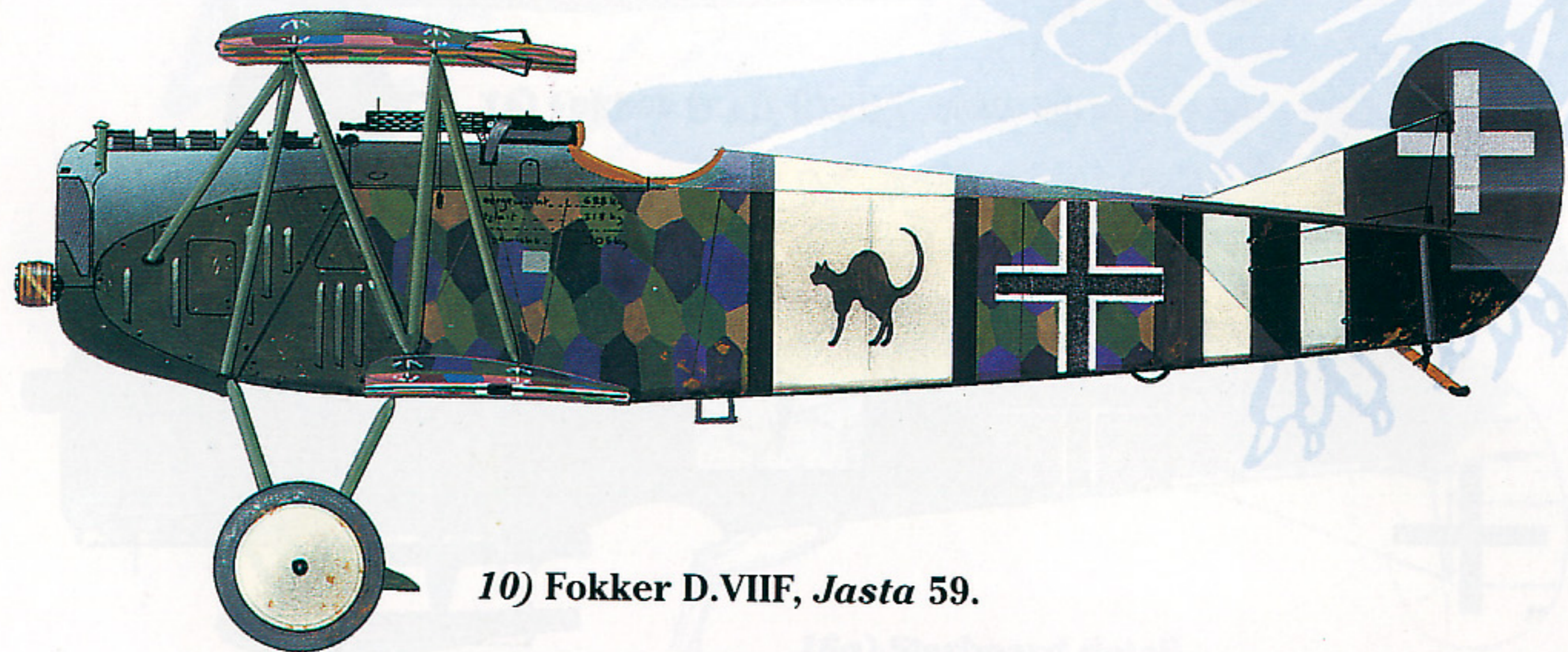
8a) Upper detail.



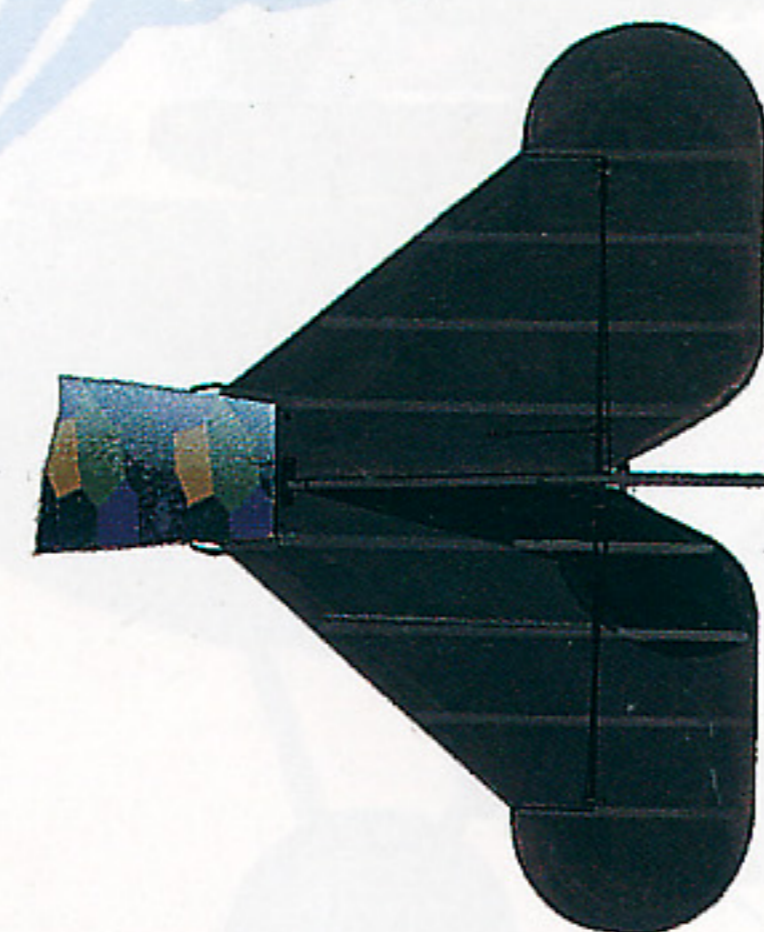
9a) Upper detail.



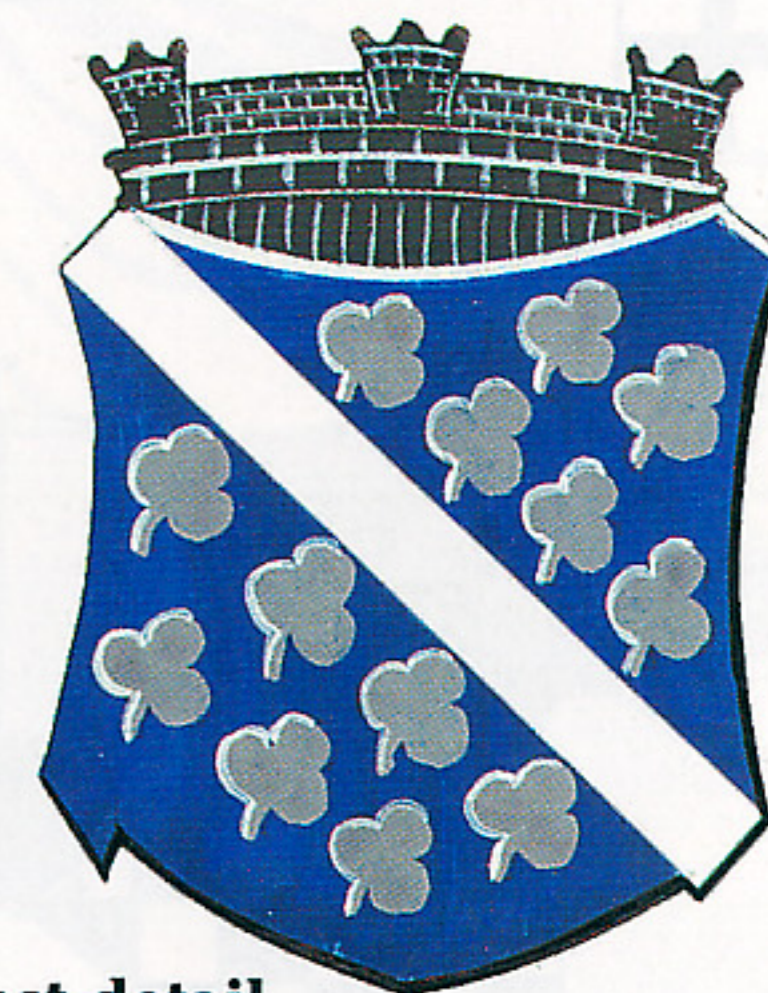
9) Fokker D.VII (OAW), *Jasta 58*.



10) Fokker D.VIIF, *Jasta 59*.



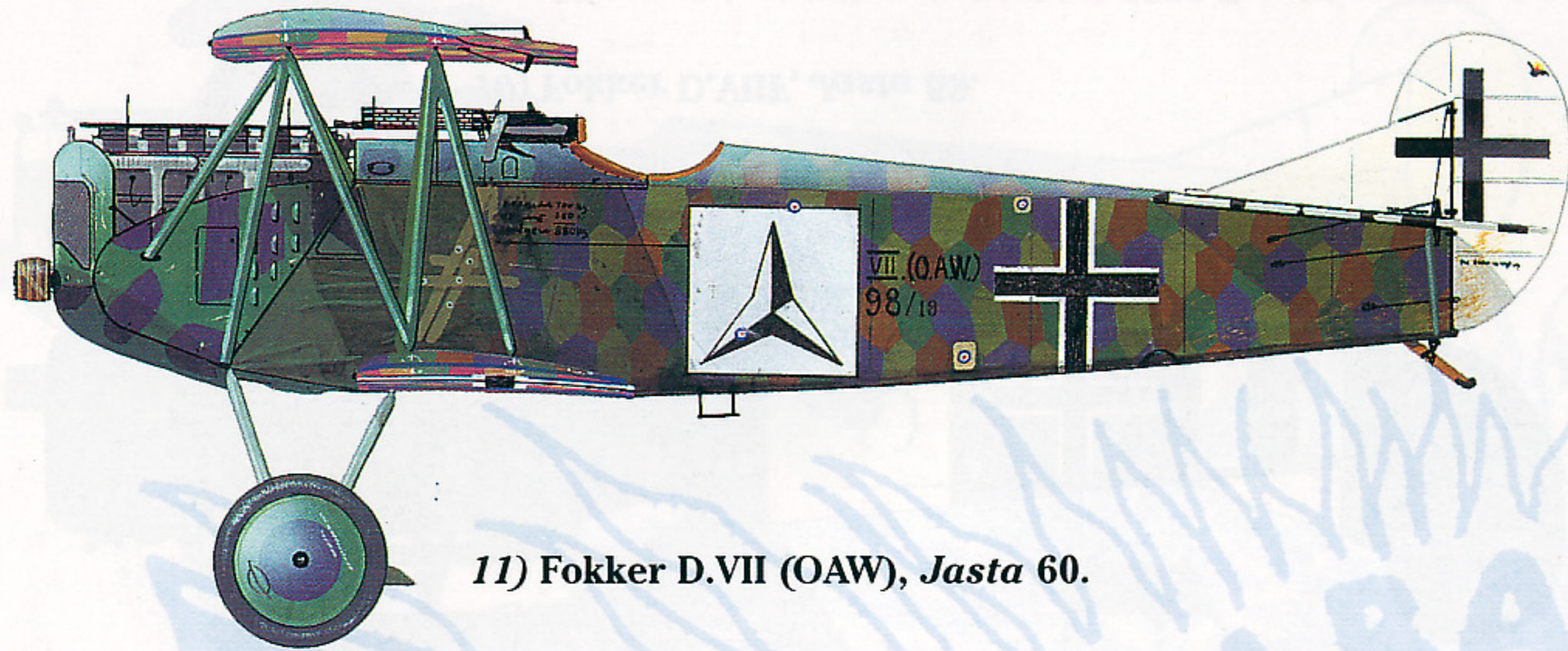
10a) Tail detail.



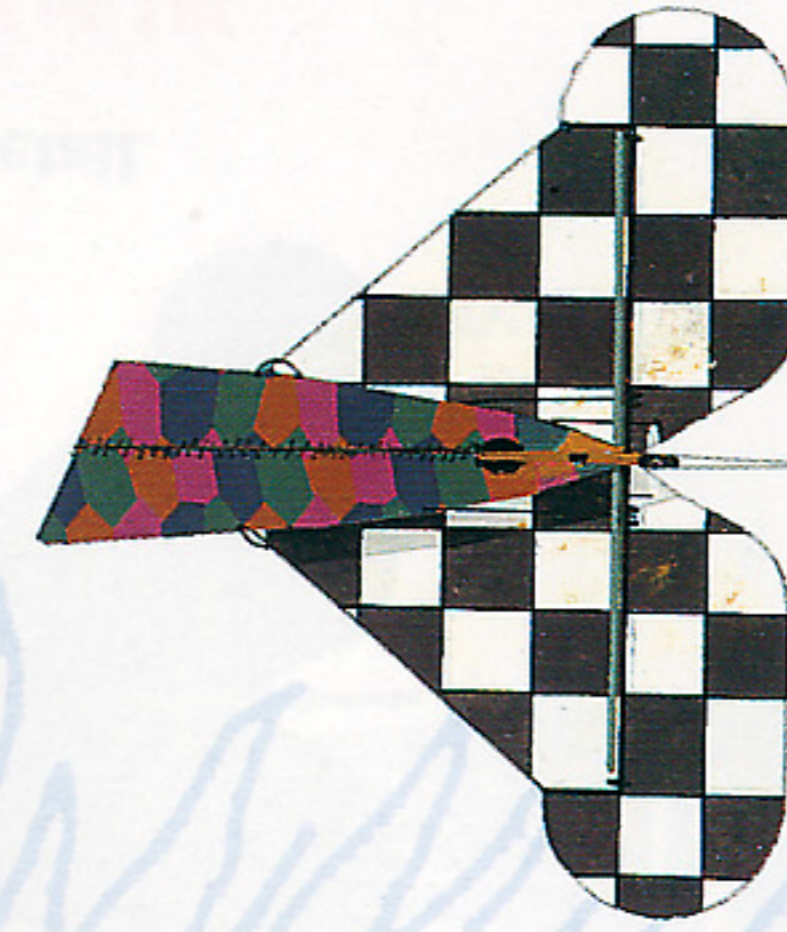
9b) Crest detail.

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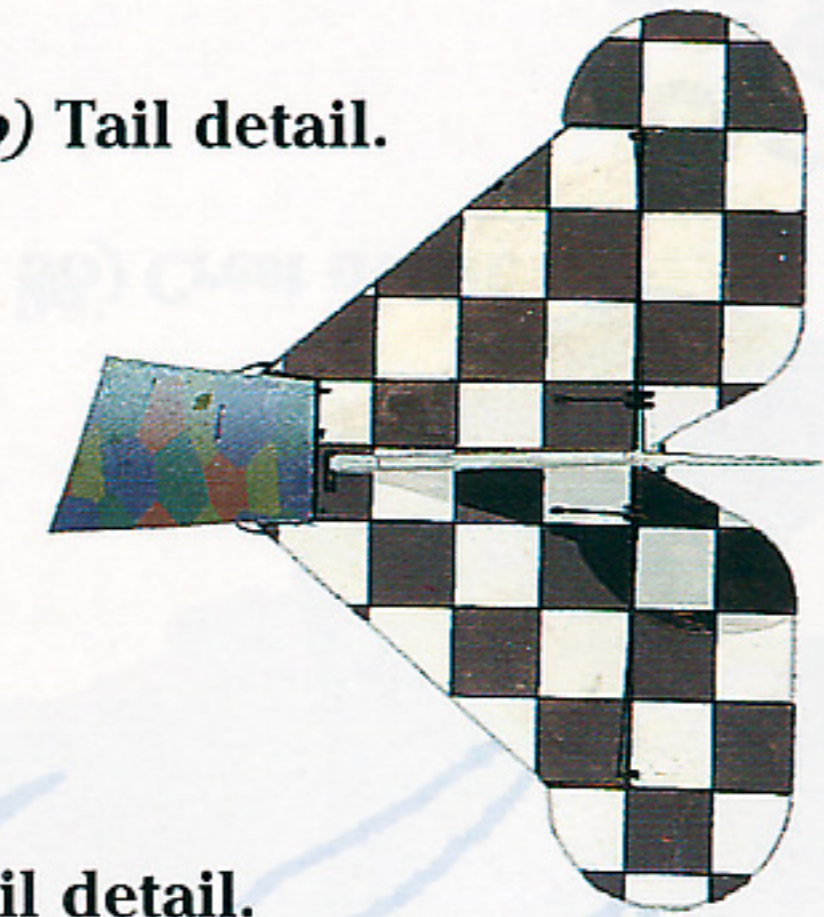
© Ray RIMELL



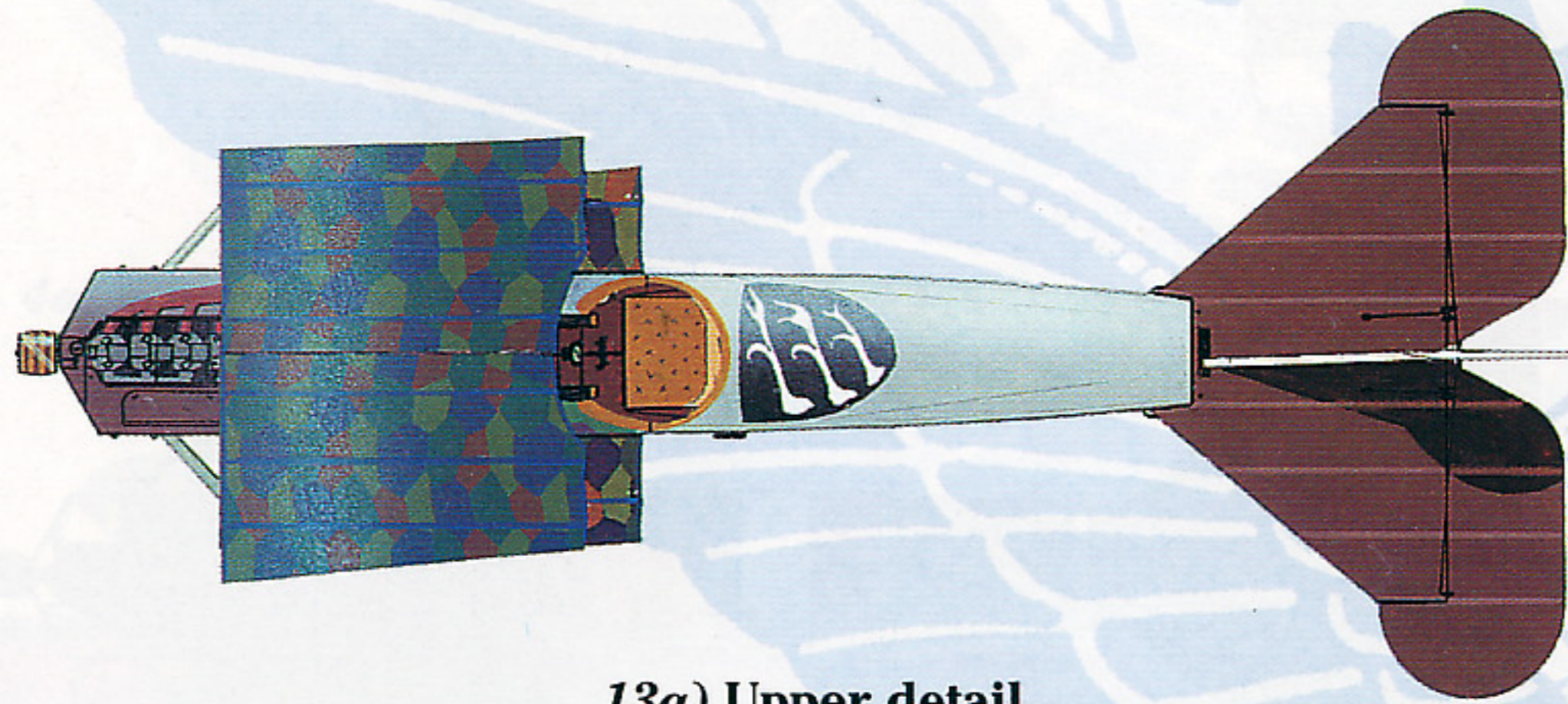
11) Fokker D.VII (OAW), Jasta 60.



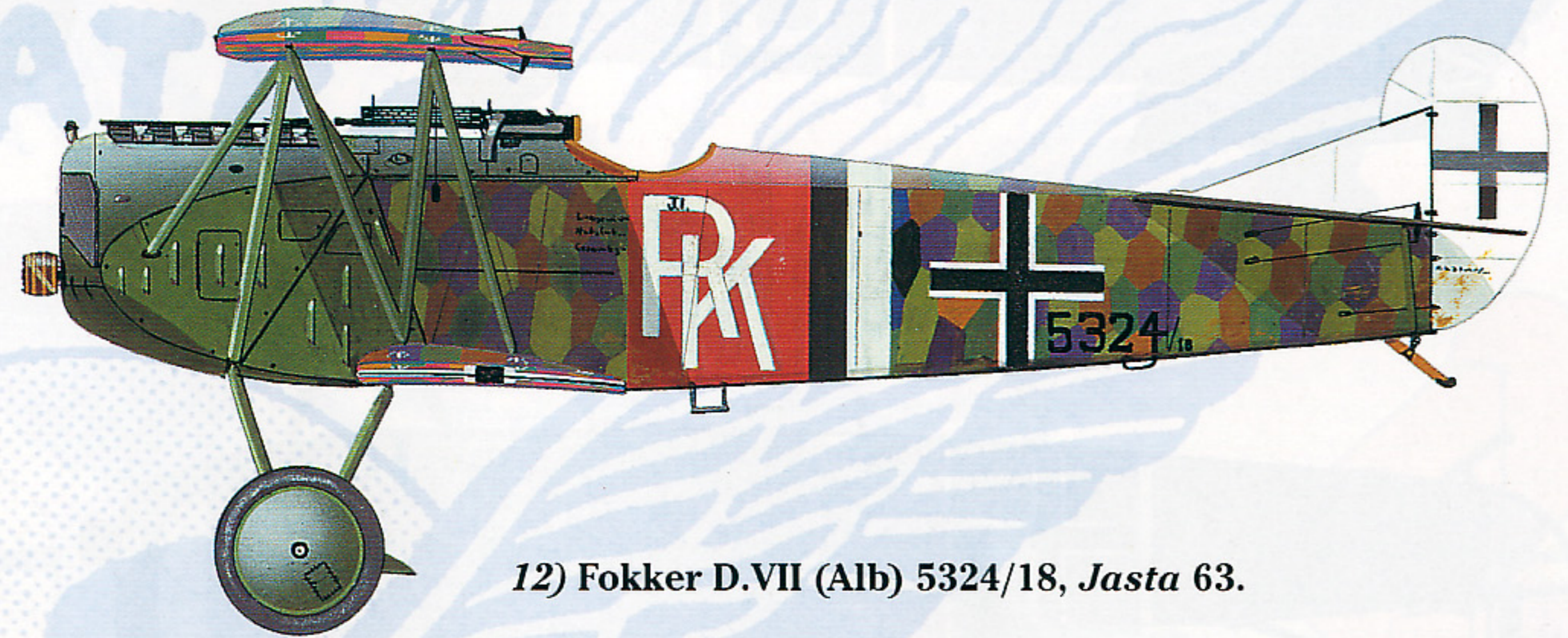
11b) Tail detail.



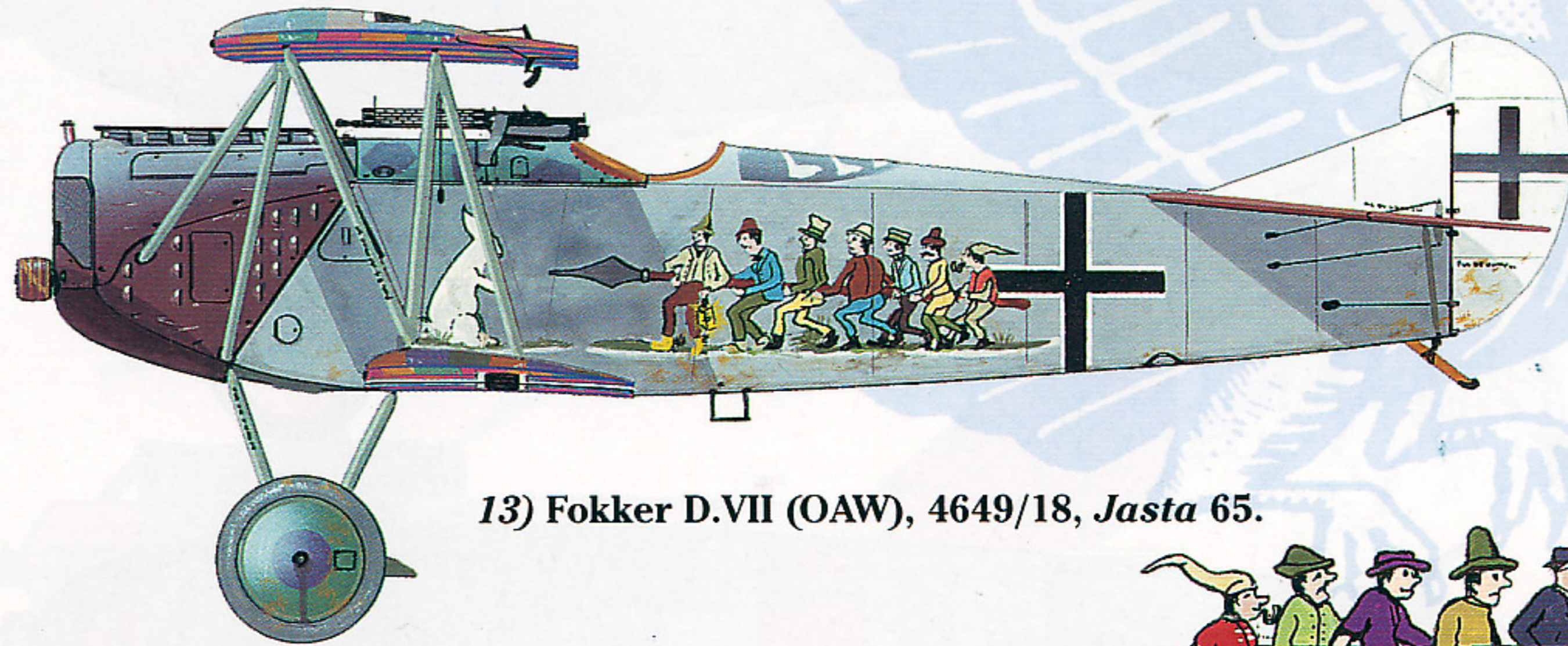
11a) Tail detail.



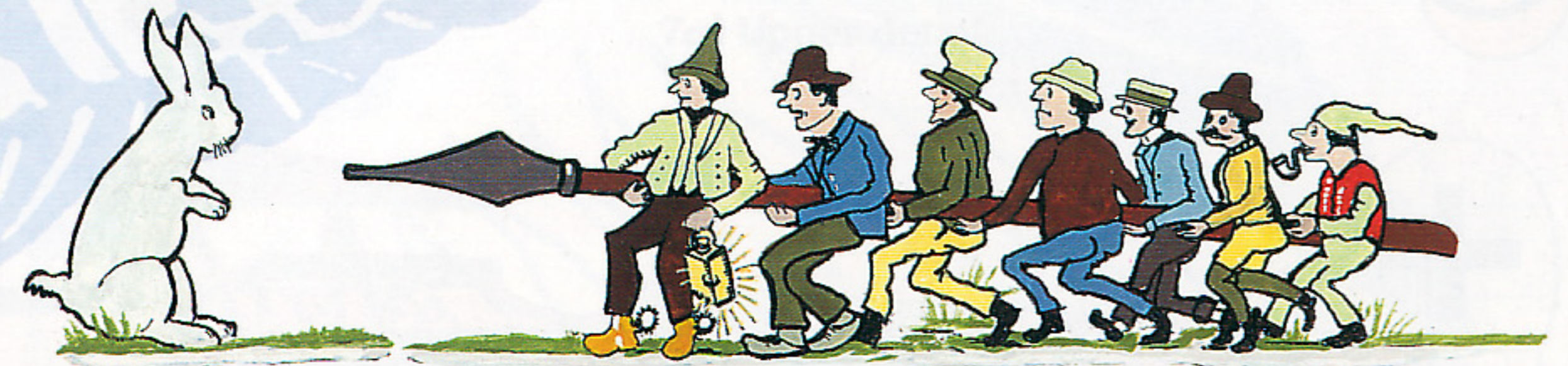
13a) Upper detail.



12) Fokker D.VII (Alb) 5324/18, Jasta 63.

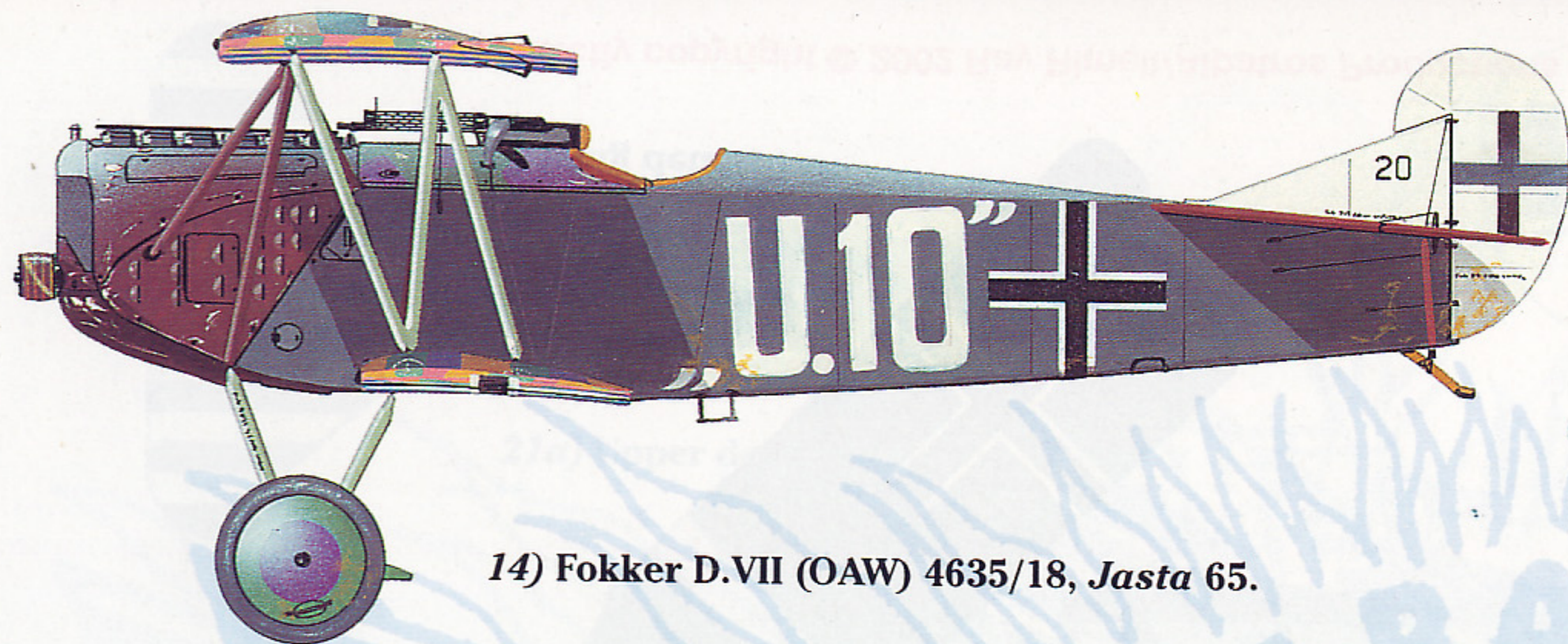


13) Fokker D.VII (OAW), 4649/18, Jasta 65.

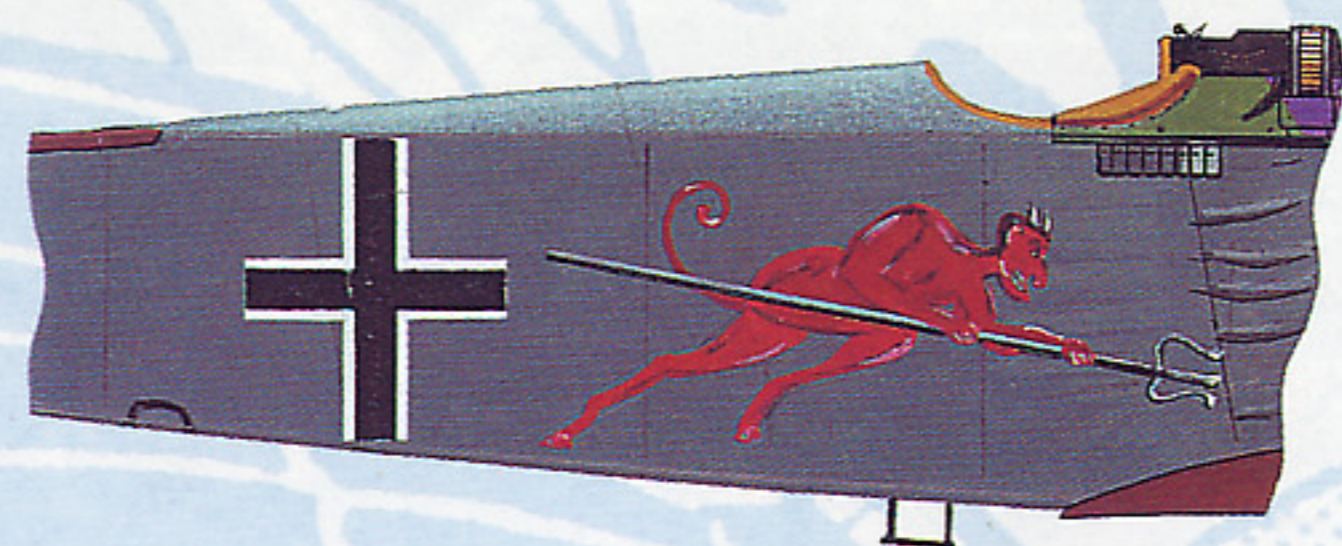


13b and 13c) Seven Swabians detail.

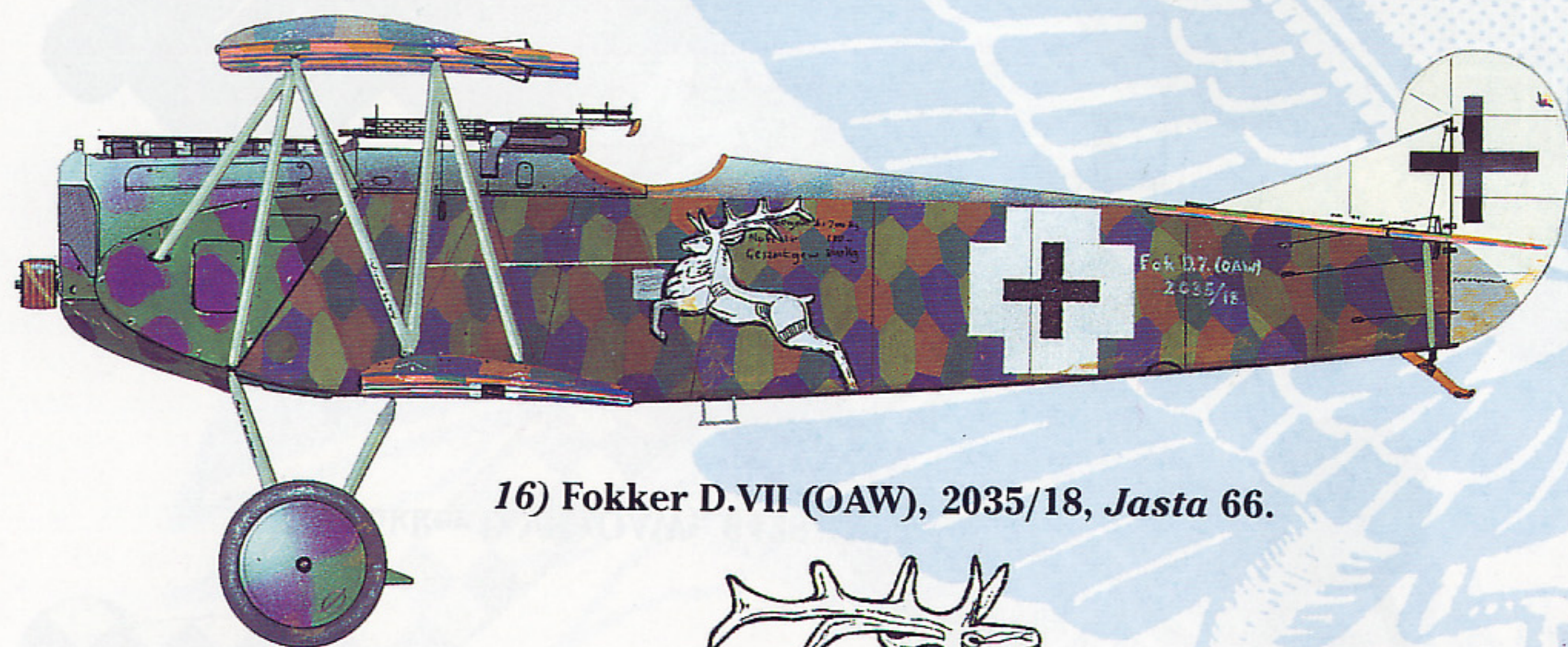




14) Fokker D.VII (OAW) 4635/18, Jasta 65.



15) Fokker D.VII (OAW), Jasta 65.



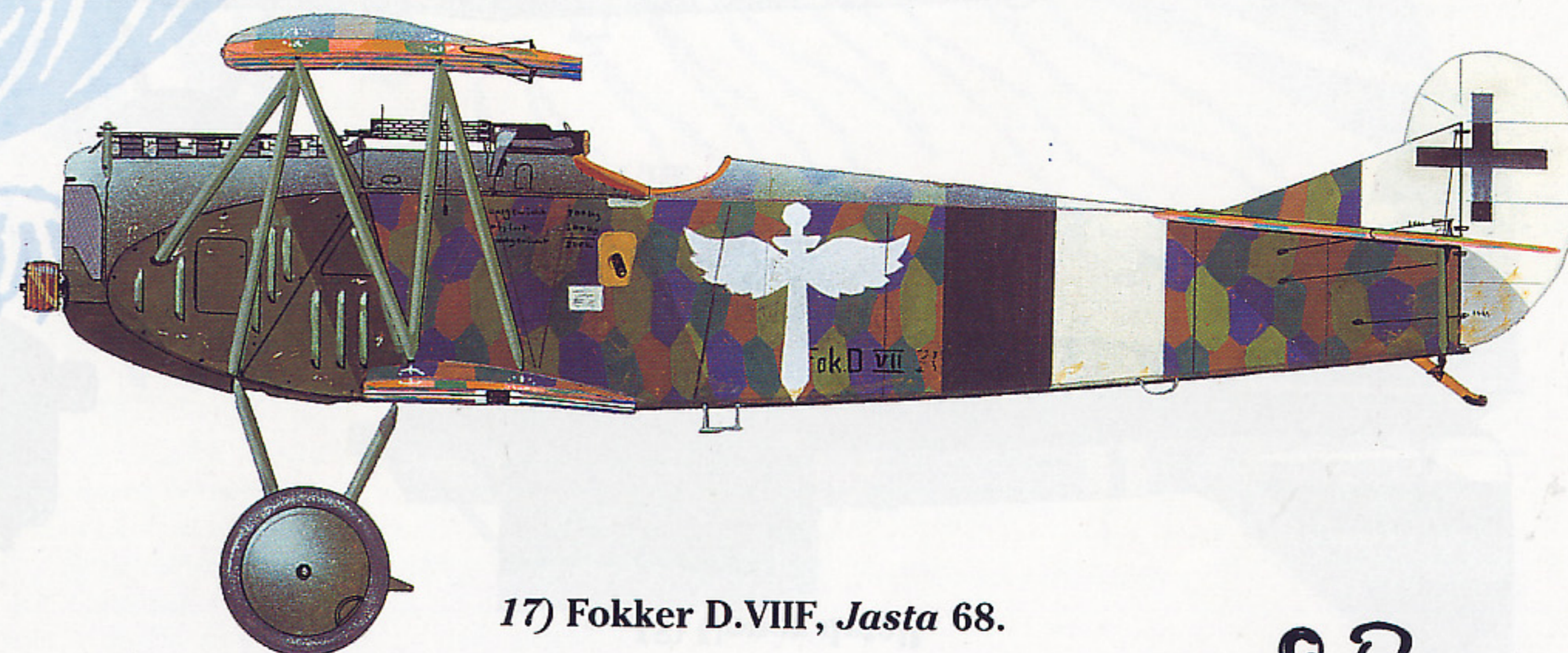
16) Fokker D.VII (OAW), 2035/18, Jasta 66.



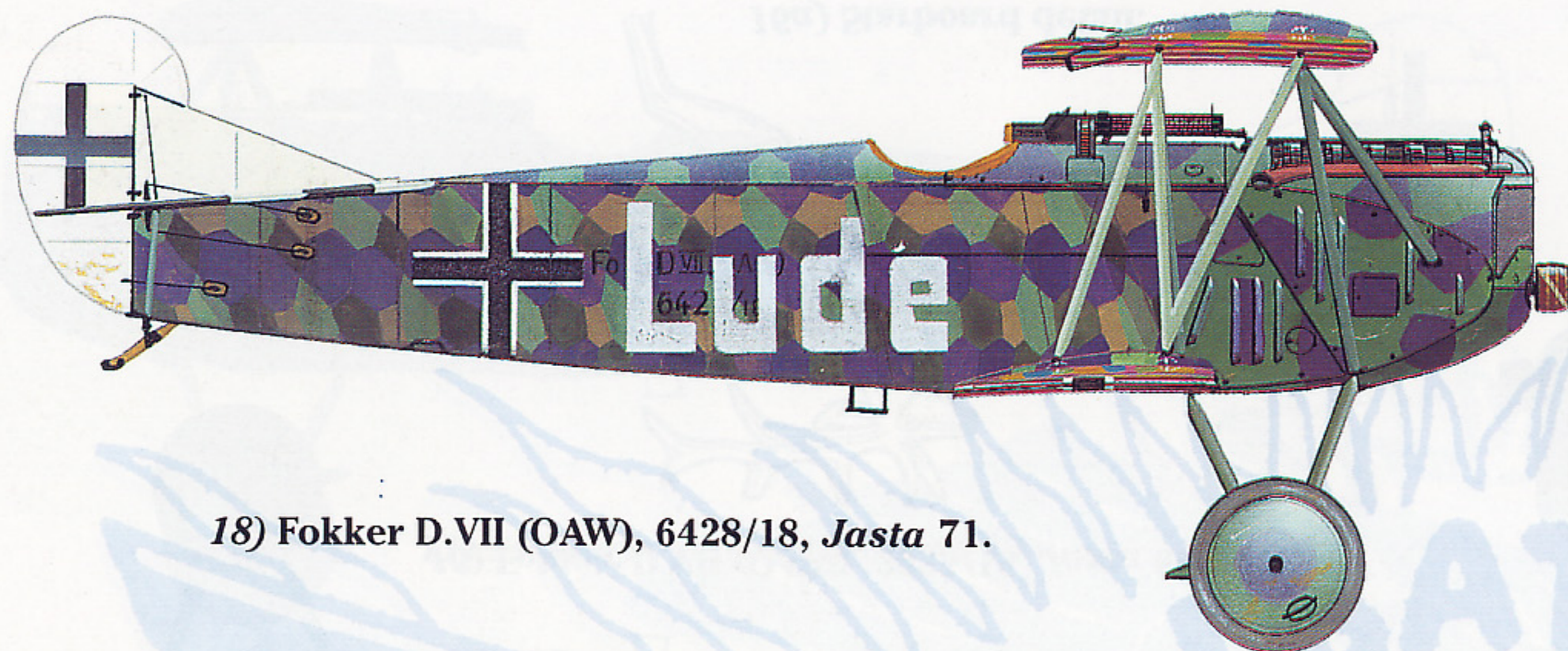
16a) Starboard detail.



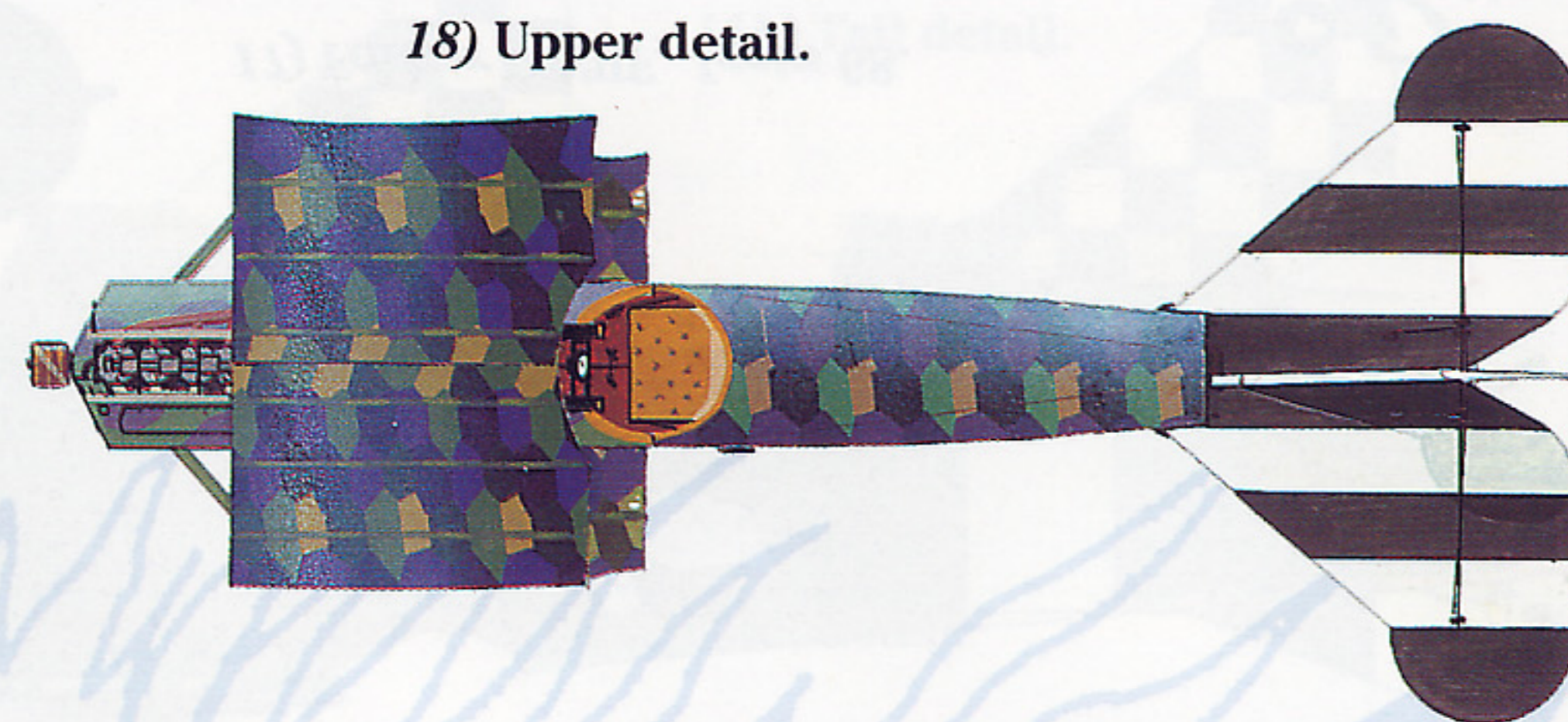
14a) Plan view.



17) Fokker D.VIIF, Jasta 68.



18) Fokker D.VII (OAW), 6428/18, *Jasta 71*.



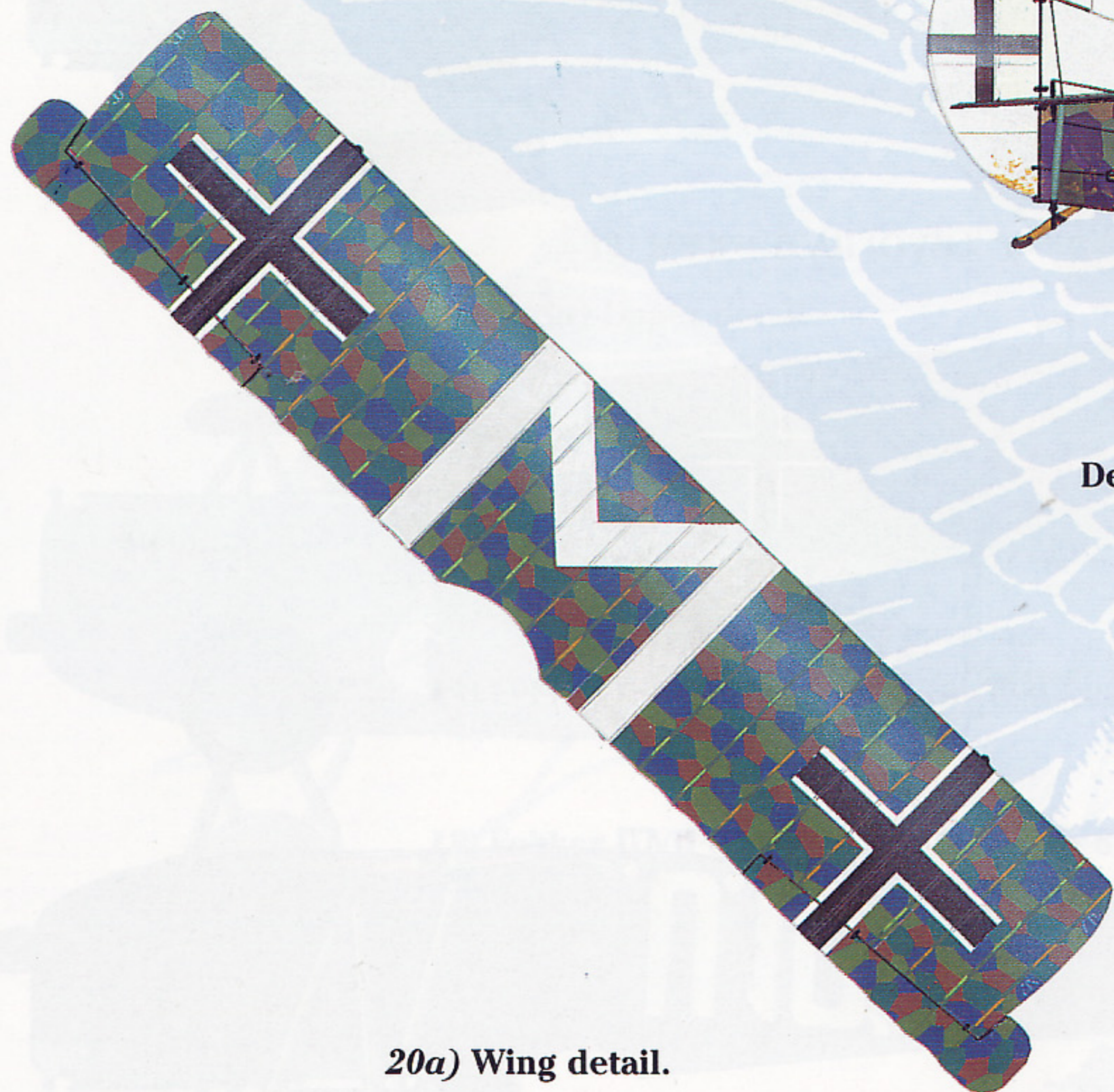
18) Upper detail.



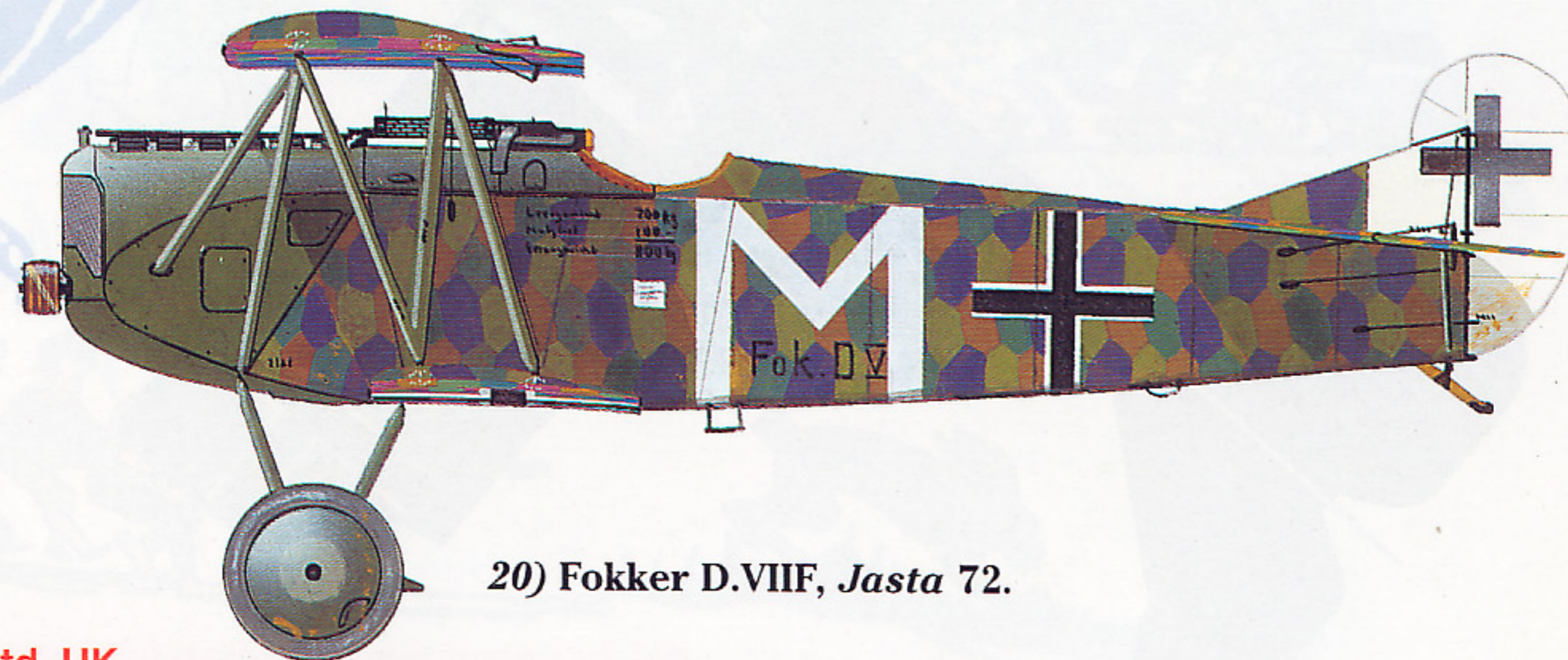
19) Fokker D.VII (OAW), 6467/18, *Jasta 71*.



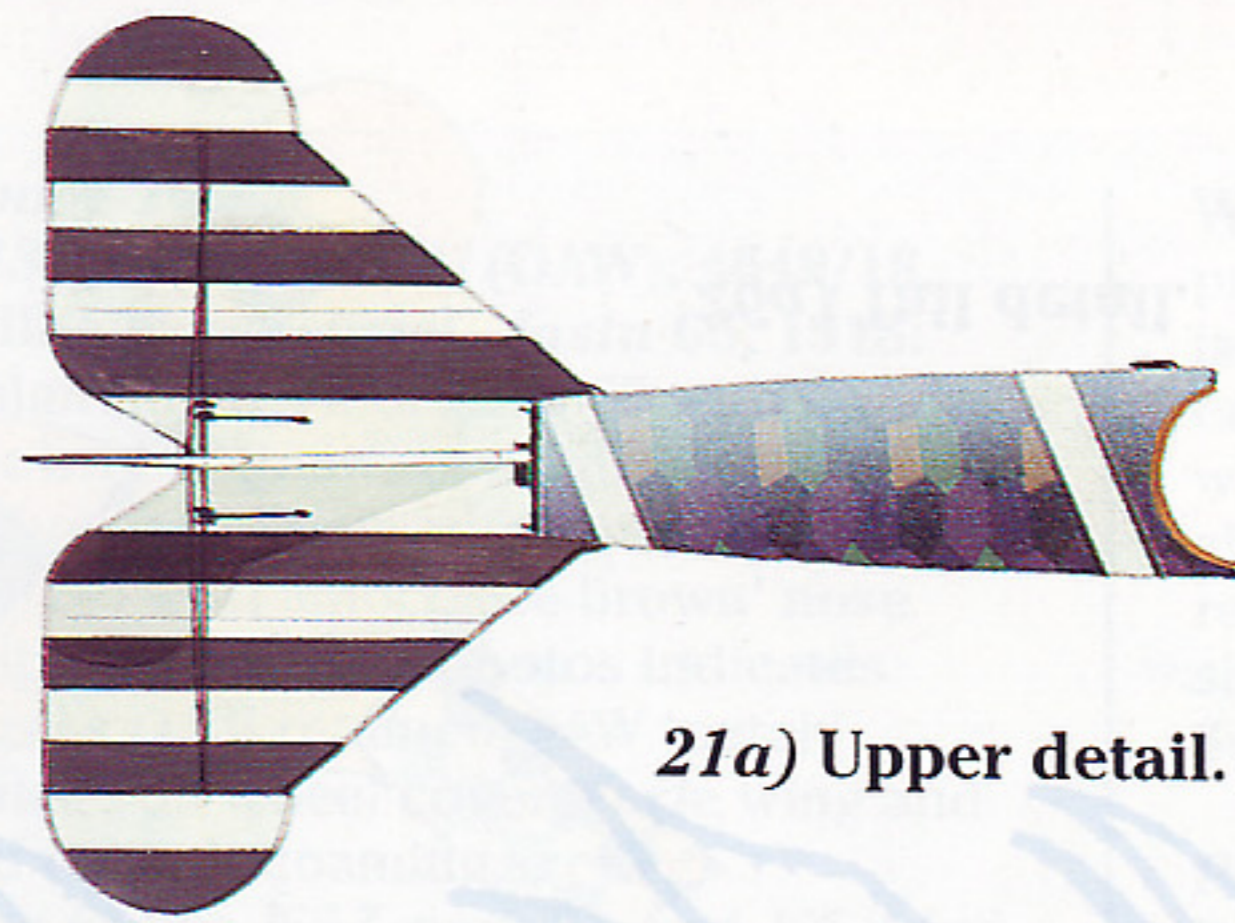
Detail



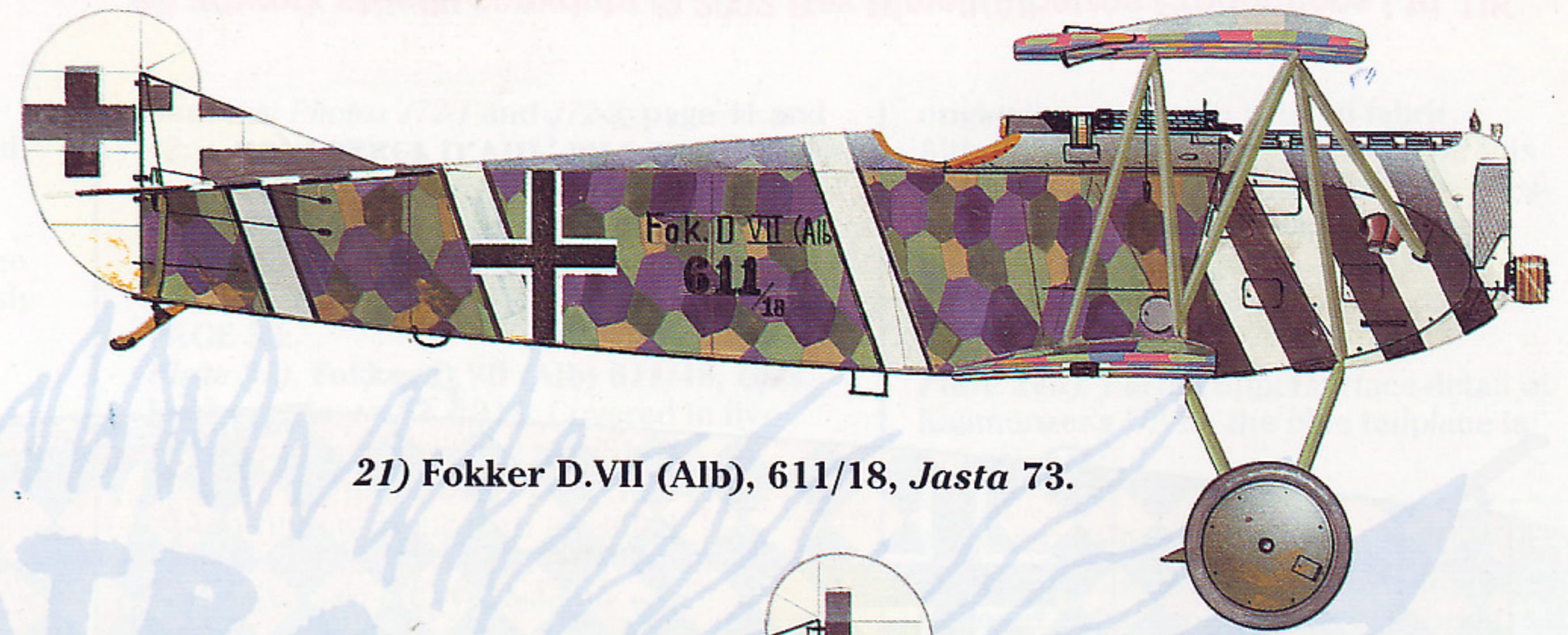
20a) Wing detail.



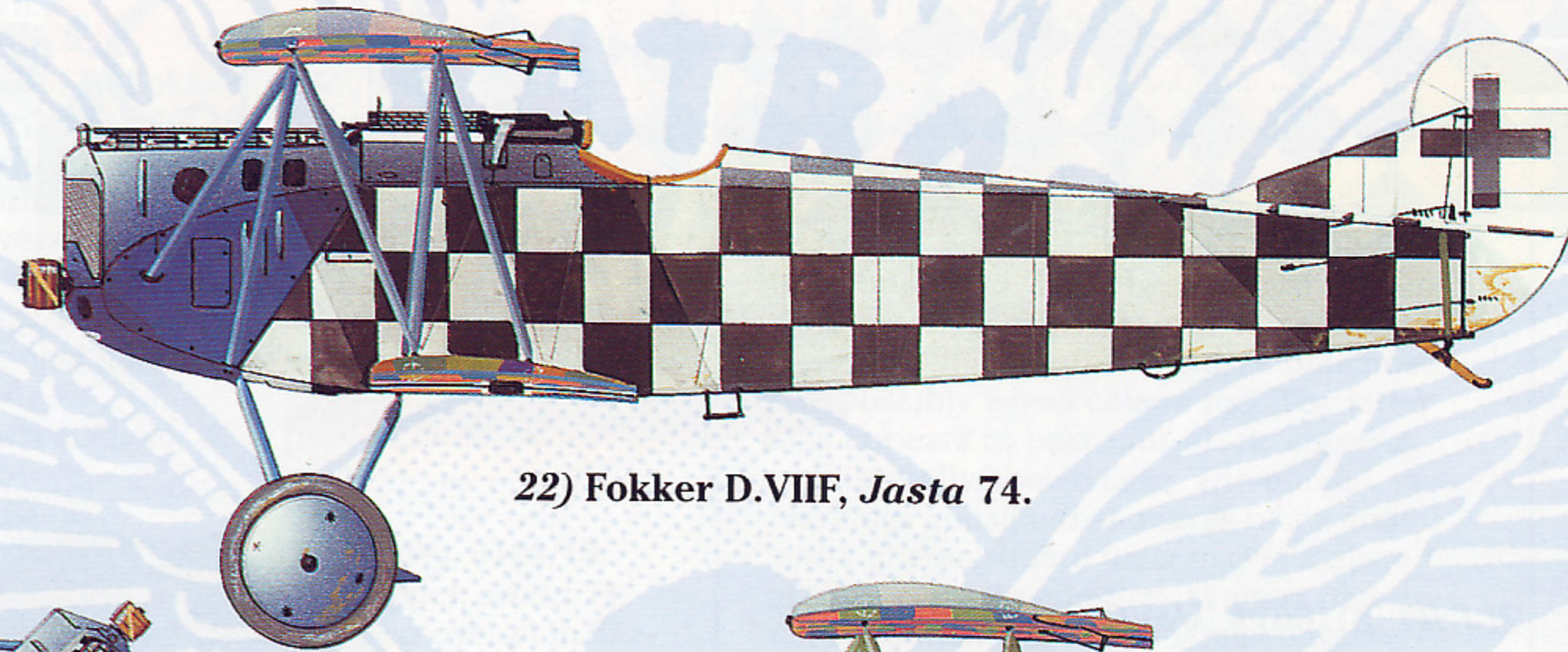
20) Fokker D.VIIF, *Jasta 72*.



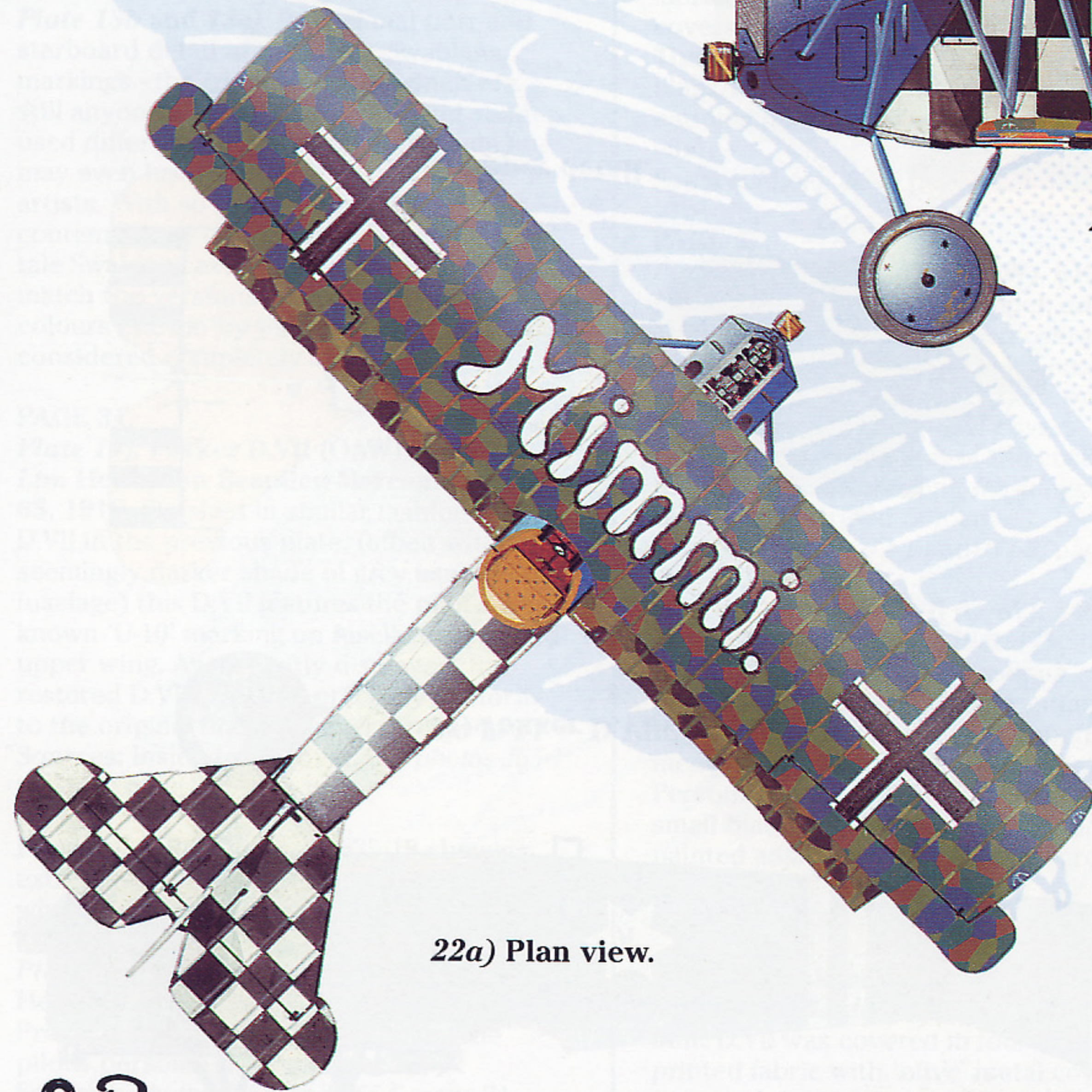
21a) Upper detail.



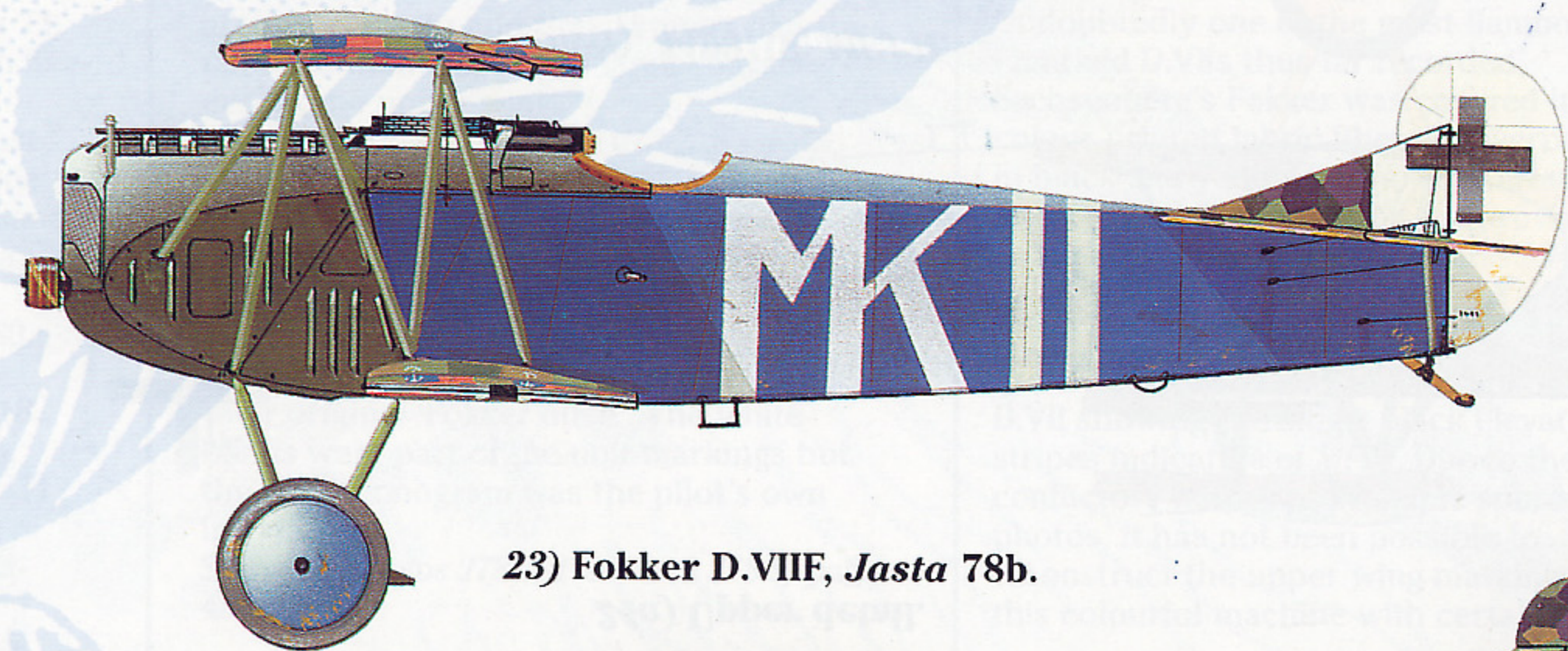
21) Fokker D.VII (Alb), 611/18, Jasta 73.



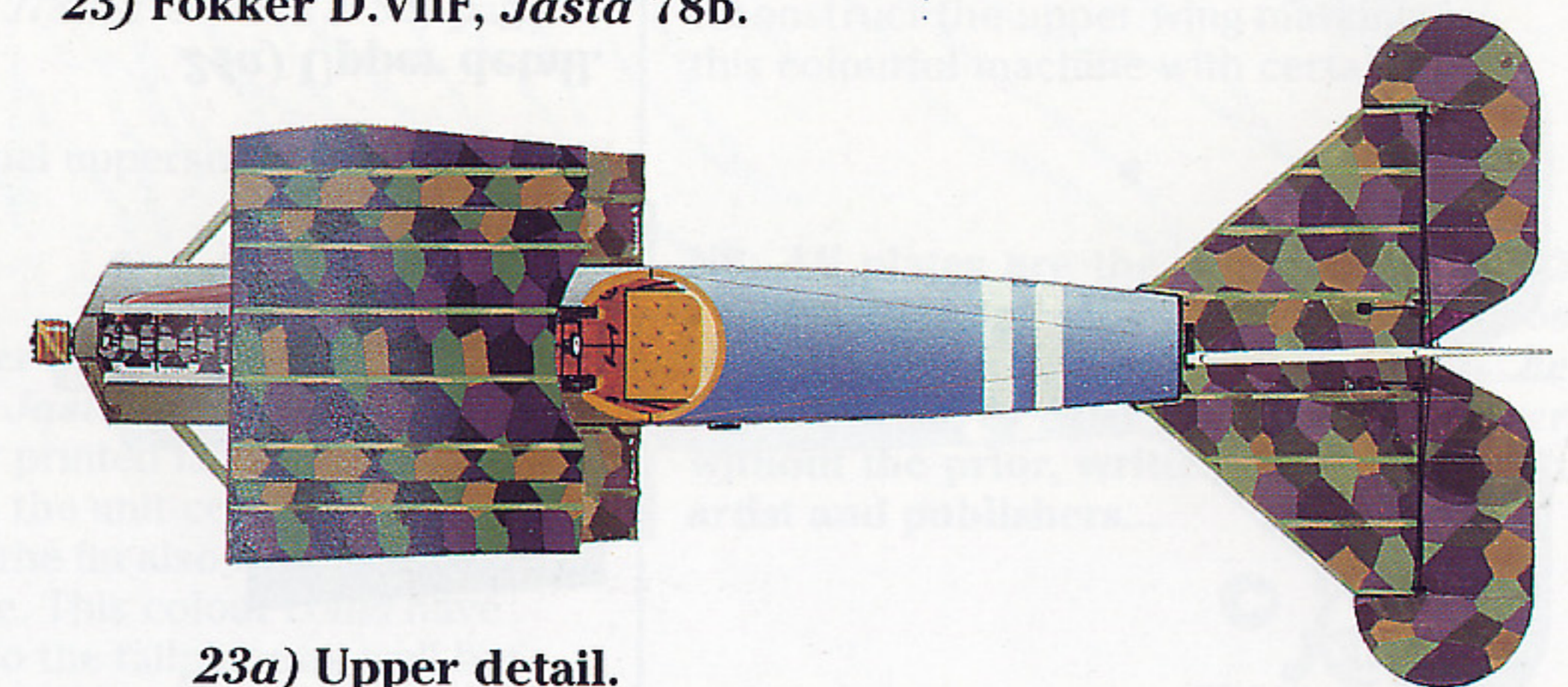
22) Fokker D.VIIF, Jasta 74.



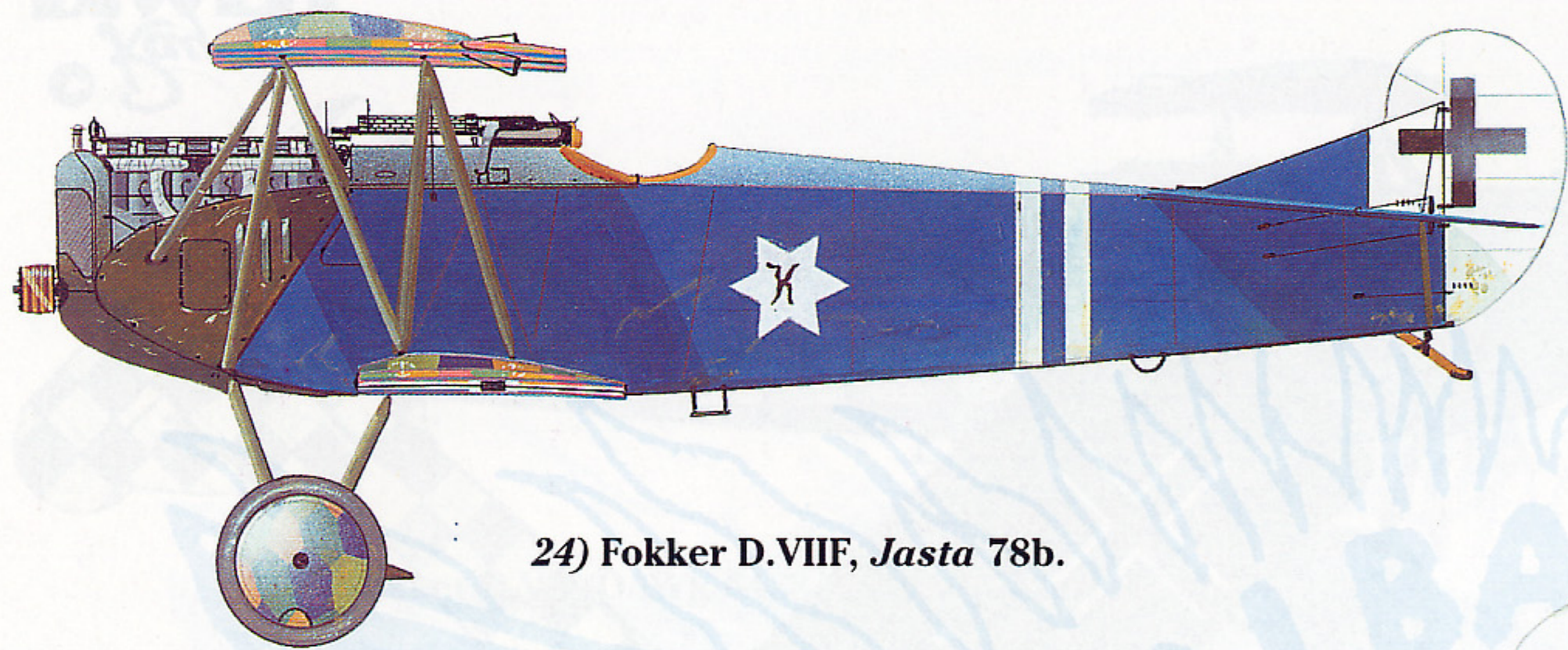
22a) Plan view.



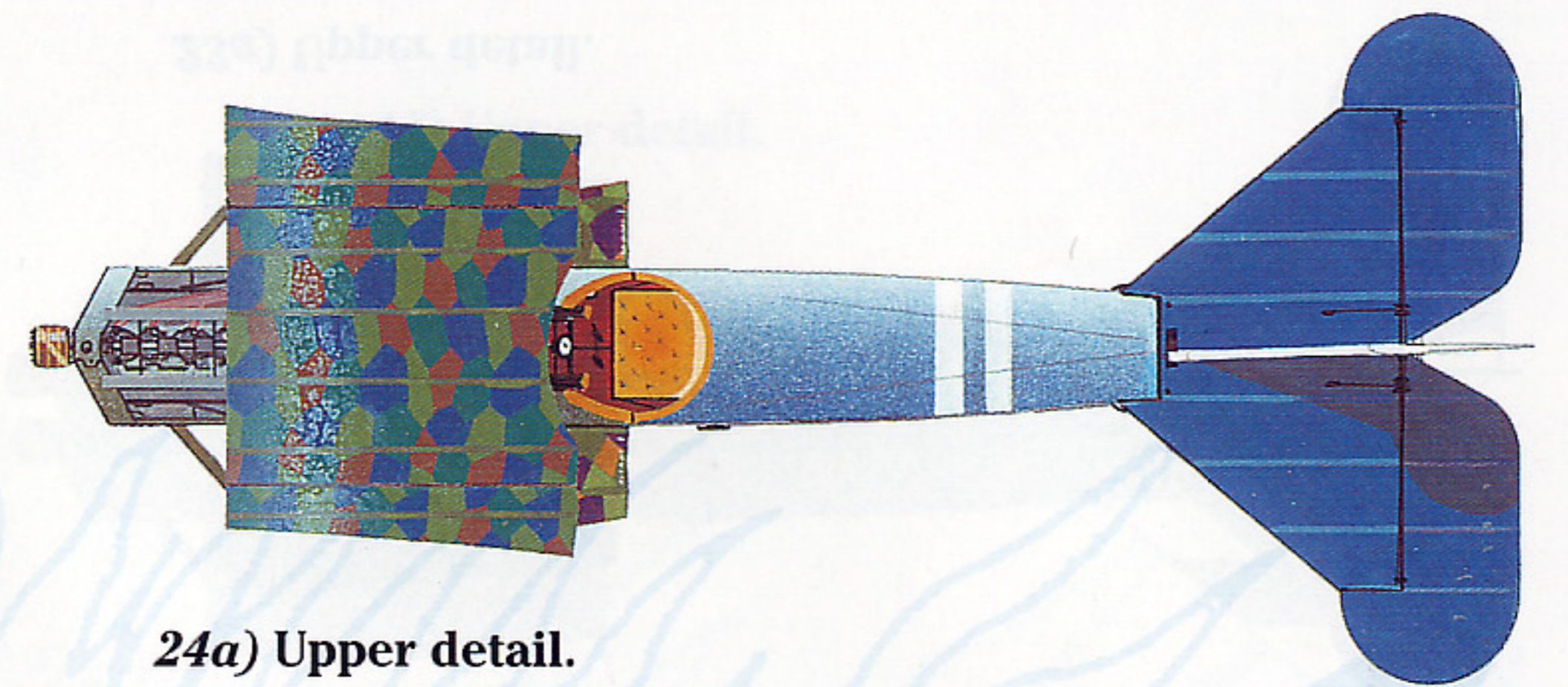
23) Fokker D.VIIF, Jasta 78b.



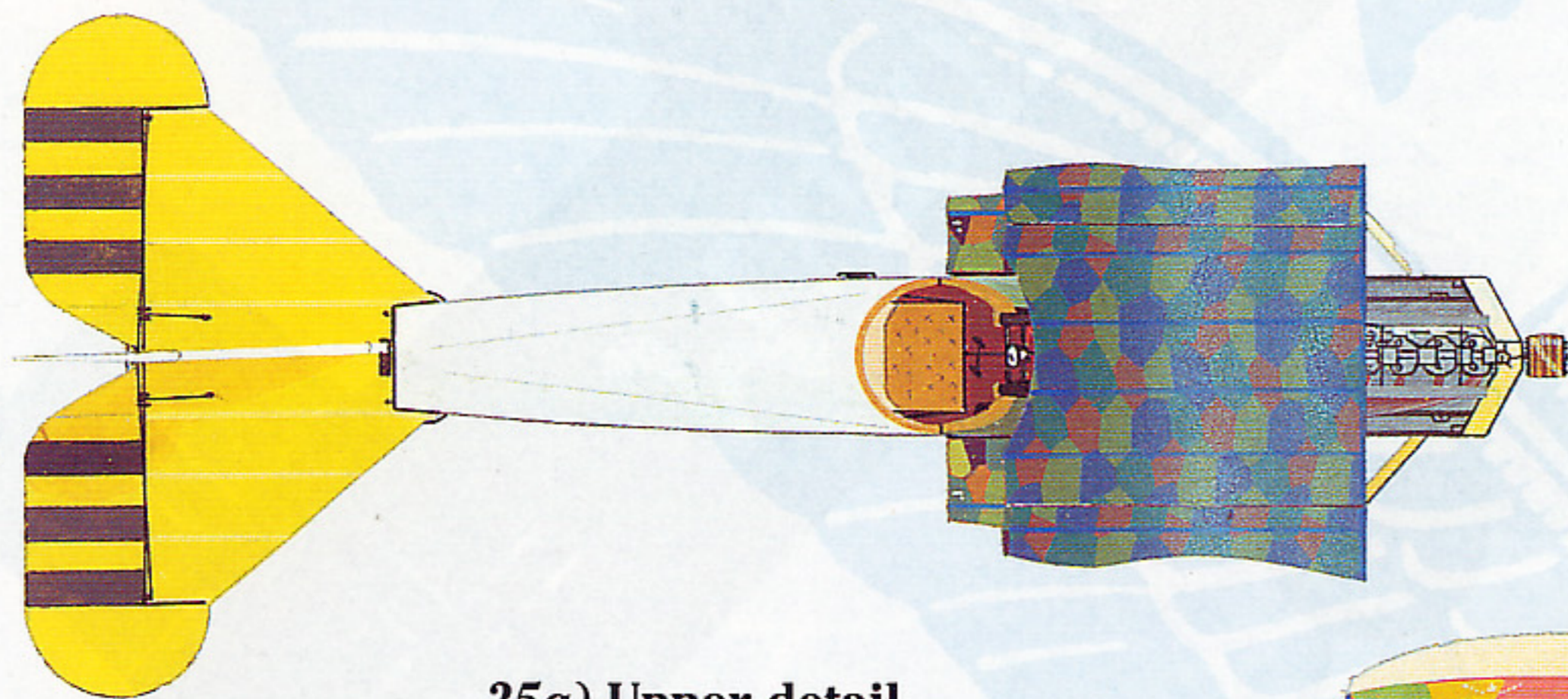
23a) Upper detail.



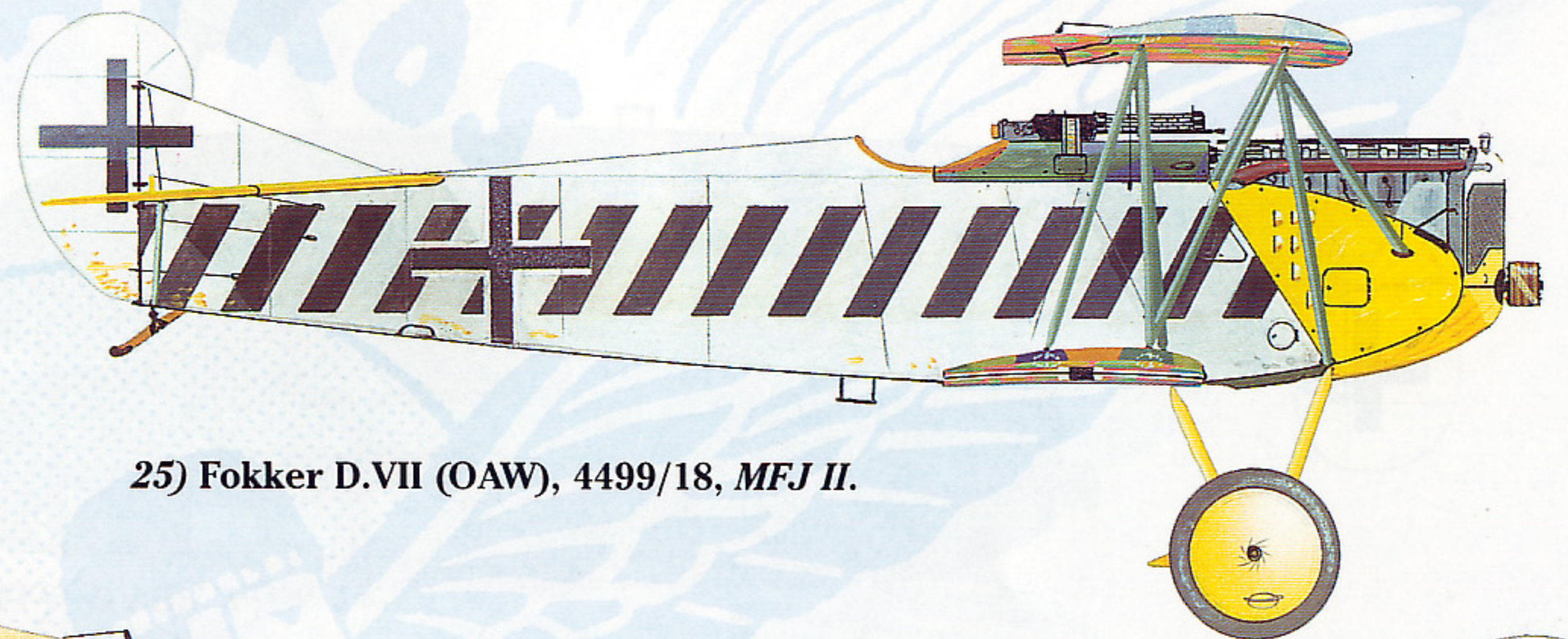
24) Fokker D.VIIF, *Jasta 78b.*



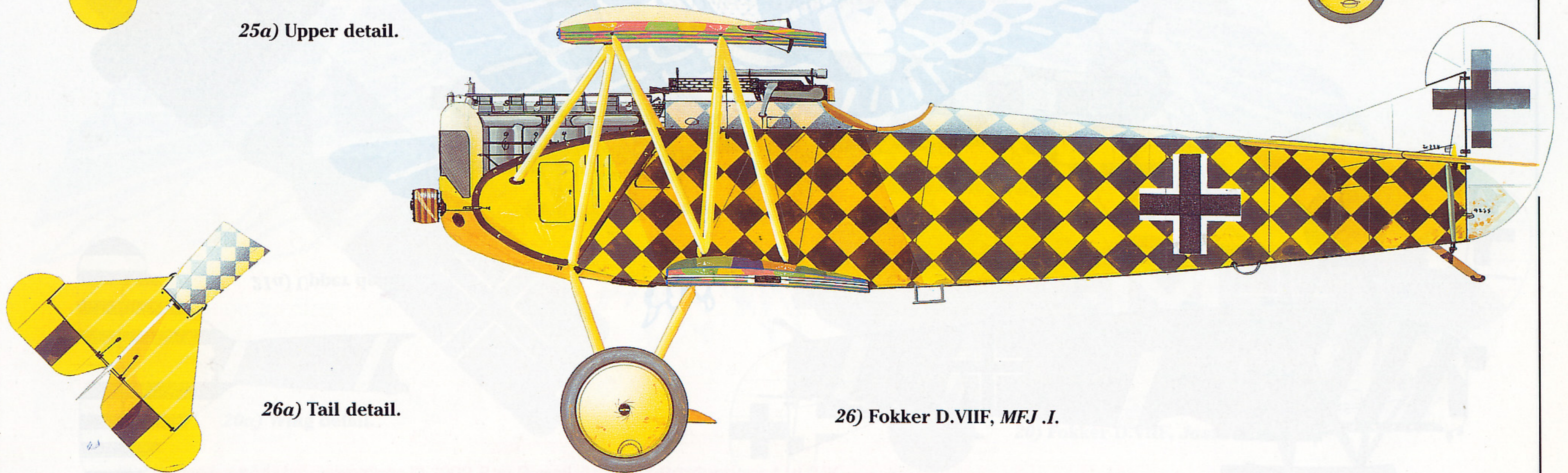
24a) Upper detail.



25a) Upper detail.



25) Fokker D.VII (OAW), 4499/18, *MFJ II.*



26a) Tail detail.

26) Fokker D.VIIF, *MFJ I.*

From page 26...

**Plate 13).** Fokker D.VII, (OAW), 4649/18, **Gef. Wilhelm Scheutzel, Jasta 65, 1918.** This enigmatic D.VII of *Jasta 65* with its well-known Seven Swabians decor bears the unit's blue-grey fuselage (somewhat lighter on 4649/18) with 'chocolate brown' nose and tailplane. Study of photos indicates Scheutzel's D.VII retained OAW 'patch' camouflage on wheel covers, axle wing and forward cockpit coaming.

**Sources:** *Photos J65-7*, page 21, and *J65-8* and *J65-9* on page 36.

**Plate 13a).** Partial uppersurface detail of 4649/18. Colours of shield are provisional.

**Plate 13b and 13c).** Provisional port and starboard detail of the Seven Swabians markings - the true colours of which are still anyone's guess! Characters and shades used differ considerably on either side and may even have been the work of two artists. With so many widely differing contemporary colour drawings of the fairy tale Swabians available, *none* of which match the versions seen on 4649/18, colours chosen by the artist can be considered completely arbitrary!

PAGE 31:

**Plate 14).** Fokker D.VII (OAW), 4635/18, **Ltn. Heinz von Beaulieu-Marconnay, Jasta 65, 1918.** Finished in similar fashion to the D.VII in the previous plate, (albeit with a seemingly darker shade of grey used on the fuselage) this D.VII features the pilot's well-known 'U-10' marking on fuselage sides and upper wing. As currently displayed, the restored D.VII does not precisely conform to the original finish in several respects. **Sources:** Inside front cover and *photos J65-1* to *J65-4*, page 20.

**Plate 14a).** Plan view of 4635/18 showing extreme outboard position of the upper wing crosses. (8:1 ratio)

**Plate 15).** Fokker D.VII (OAW) **Ltn. d. R. Heinrich Zempel, Jasta 65, 1918.** Provisional fuselage detail showing the pilot's personal devil insignia. **Sources:** *Photos J65-5* and *J65-6*, page 21.

**Plate 16).** Fokker D.VII (OAW), **Ltn. Rudolf**

**Windisch, Jasta 66, 1918.** An early OAW product, 2035/18 bears four-colour printed fabric overall with mauve/green 'patch' camouflage on nose areas, axle wing and wheel covers. The pilot's stag emblem (see also *Anthology 2*, page 49) was meticulously rendered in black, white (and probably silver). Note this marking was 'handed'. **Source:** *Photo J66-1*, page 36.

**Plate 16a).** Starboard detail of Windisch's D.VII.

**Plate 17).** Fokker D.VIIF, **Vzfw. Heinrich Stör, Jasta 66, 1918.** This late-Fokker-built D.VII was covered in four-colour printed fabric with forward panels, axle wing, wheel covers and struts painted in 'Fokker Olive'. The unit markings consisted of a plain black/white fuselage band that covered the national markings. The pilot's insignia was white. **Source:** *Photo J68-2*, page 38.

PAGE 32:

**Plate 18).** Fokker D.VII (OAW), 6428/18, **Ltn. Hans Joachim von Hippel, Jasta 71, 1918.** This D.VII was covered overall in five-colour printed fabric with hard-edged mauve/green 'patch' camouflage on nose areas, axle wing and wheel covers. 'Lude' was applied in white aft of the cockpit and the fighter bears the unit markings of a black/white striped tailplane. **Sources:** *Photos J71-1* and *J71-2*, page 39.

**Plate 19).** Fokker D.VII (OAW), 6467/18, **Ltn. Fritz Oppenhorst, Jasta 71, 1918.** Similarly finished to the previous *Jasta 71* D.VII but note the differing orientation of the five-colour fuselage fabric and treatment of the mauve/green camouflage. Personal marking 'Ede' was white and a small black/white 'theatre-mask' motif was painted adjacent to the fuselage cross - see detail. **Source:** *Photo J71-3*, page 39.

**Plate 20).** Fokker D.VIIF, **Ltn. Karl Menckhoff, Jasta 72, 1918.** This Fokker-built D.VII was covered in four-colour printed fabric with 'olive' metal cowls, axle wing and struts, plus the typical Fokker wheel treatment. The pilot's initial was painted white.

**Sources:** *Photos J72-1* and *J72-2*, page 41 and 42.

**Plate 20a).** Upper wing detail of Menckhoff's D.VII.

PAGE 33:

**Plate 21).** Fokker D.VII (Alb) 611/18, **Uffz. Harbers, Jasta 73, 1918.** Covered in five-colour printed fabric overall, 611/18 displays the unit's black-bordered white 'spiral ribbon' along with personal markings of black (?) and white stripes on both nose and tail. The rudder was evidently a replacement. **Source:** *Photo J73-3*, page 43.

**Plate 22).** Fokker D.VIIF, **Vzfw. Wilhelm Hippert, Jasta 73, 1918.** Covered in four-colour printed fabric, this spectacular D.VII bears the unit colours of a dark blue nose, and possibly wheel covers too. The latter also appears to bear four black 'stars' as provisionally shown here. The pilot's markings consisted of a large black and white chequerboard pattern on fuselage and tailplane. In addition, Hippert had the name 'Mimmi' applied in large characters across the upper wing. **Sources:** *Photos J74-1* and *J74-2*, page 45.

**Plate 23).** Fokker D.VIIF, **Vzfw. Rudolf Reimann, Jasta 78b, 1918.** Covered in five-colour printed fabric, the unit's mid-blue decor did not usually extend to forward metal panels which in this case retained their original 'Fokker olive'. The white bands were part of the unit markings but the 'MK' monogram was the pilot's own insignia. **Sources:** *Photos J78-3*, *J78-4* and *J78-5*, pages 48 and 49.

**Plate 23a).** Partial uppersurface detail of Reimann's D.VII.

PAGE 34:

**Plate 24).** Fokker D.VIIF, **Vzfw. Karl Kallmünzer (?), Jasta 78b, 1918.** Covered with four-colour printed fabric, this Fokker-built D.VII bears the unit colours, the forward area of the fin also being overpainted blue. This colour *could* have been extended to the tailplane as well but this is hypothesis. Wheel covers were

originally covered in printed fabric. Although the guns appear raised on this D.VII, the air pump indicates a Mercedes-powered machine. Fuselage marking is black and white.

**Sources:** *Photos J78-6* and *J78-7*, page 49.

**Plate 24a).** Partial uppersurface detail of Kallmünzer's D.VII - the blue tailplane is provisional.

**Plate 25).** Fokker D.VII, (OAW) 4499/18, **Vizeflgmr. Franz Mayer, MFJ III, 1918.** Covered in four-colour printed fabric, Mayer's D.VII had a white fuselage, semi-striped in black, in addition to the yellow/black unit markings. **Source:** *Photo MFJ-1*, page 53.

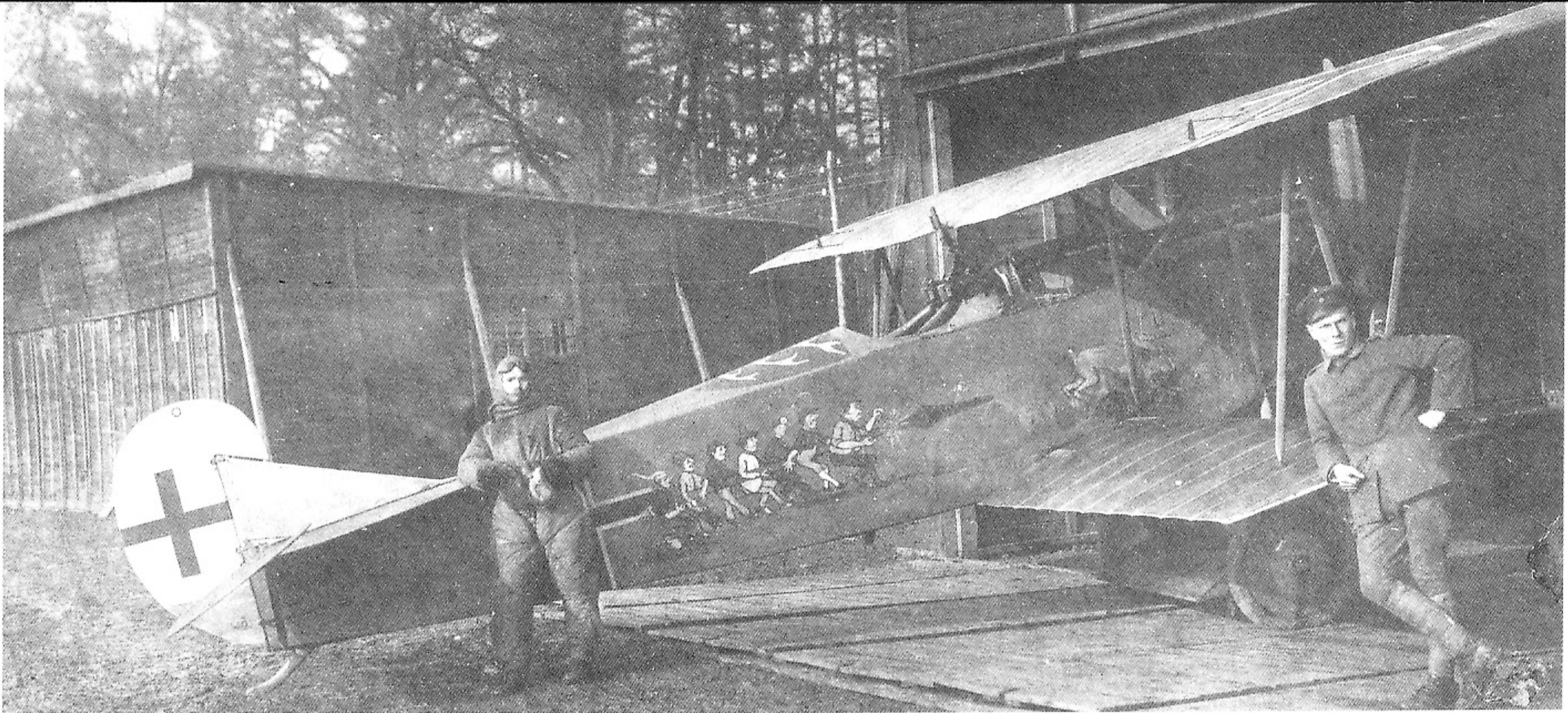
**Plate 25a)** Partial uppersurface detail of Mayer's D.VII showing the triple-striped elevators as specified for *MFJ III*.

**Plate 26).** Fokker D.VIIF, **Ltn. z. S. Gotthard Sachsenberg, MFJ I, 1918.** Undoubtedly one of the most flamboyantly - marked D.VIIs thus far recorded, Sachsenberg's Fokker was covered in four-colour printed fabric liberally overpainted in black and yellow as shown. Certain aspects of this restoration are provisional. **Sources:** *Photos MFJ-6*, *MFJ-7* and *MFJ-8*, pages 55 and 56.

**Plate 26a).** Tail detail of Sachsenberg's D.VII showing the single black elevator stripes indicative of *MFJ I*. Due to the conflictory nature of available source photos, it has not been possible to reconstruct the upper wing markings of this colourful machine with certainty.

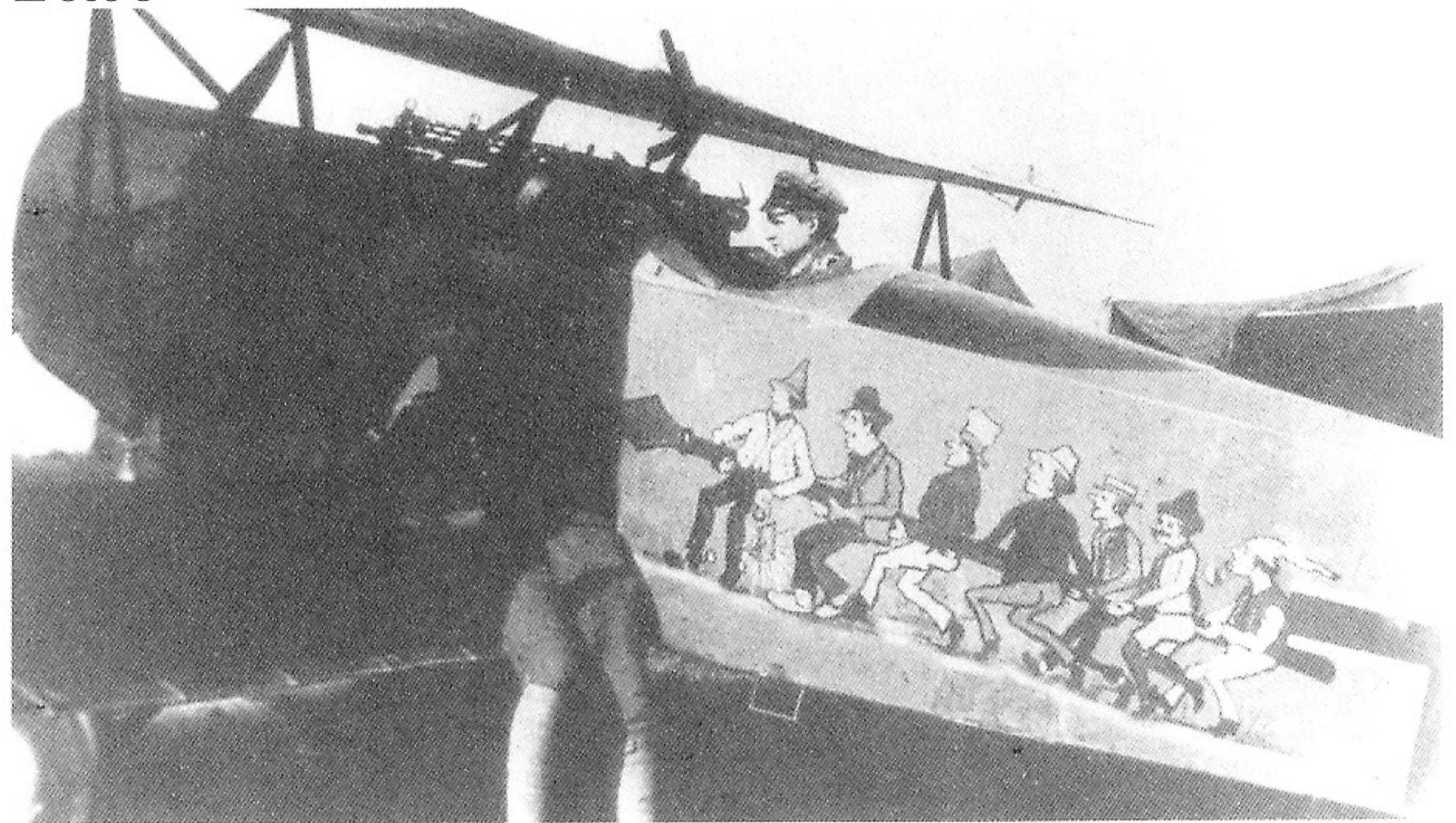
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▲ J65-8

(OAW) 4649/18 has been well-covered in recent years (see *WS* Vol. 10, No. 1, and also Vol. 11 No. 1 for a complete retelling of the fairy tale), but we just had to show it again. *Gefreiter* Scheutzel joined *Jasta* 65 on July 12 1918, and flew this D.VII late in the year. The author's *guess* would be that the nose was chocolate brown - the under cowling panel appearing lighter is probably due to reflection of the direct sunlight. The fuselage base colour was probably grey, perhaps a lighter shade than that used on 'U.10', possibly with some blue added which would lighten it on ortho'film. The tailplane and elevators may also have been chocolate brown. As noted before, the seven Swabian figures are notably different on each side, with colours being anyone's guess! The heraldic crest on the top decking was no doubt inspired by the Württemberg coat-of-arms: three black antlers on a yellow field. However, this shield apparently displayed three white antlers, probably on a black field. (Via P M Grosz)



▲ J65-9

*J65-8*: This view of the starboard side of 4649/18 displays two bullet hole patch/cockades on the rudder and a signal pistol and holder on the centre-section. Note the 'hare' in a different attitude - see colour plates. The removal of the upper cowling panel may be noted, as may the somewhat flat tyres. (Via P M Grosz)

*J65-9*: A close-up of the port side provides details of its version of the seven hapless Swabians; surely a talented and creative artist was on the *Staffel* rolls! Curiously, here the shield on the top decking shows no evidence of the three white (?) antlers, another mysterious aspect of this fascinating D.VII. (Via H H Wynne)

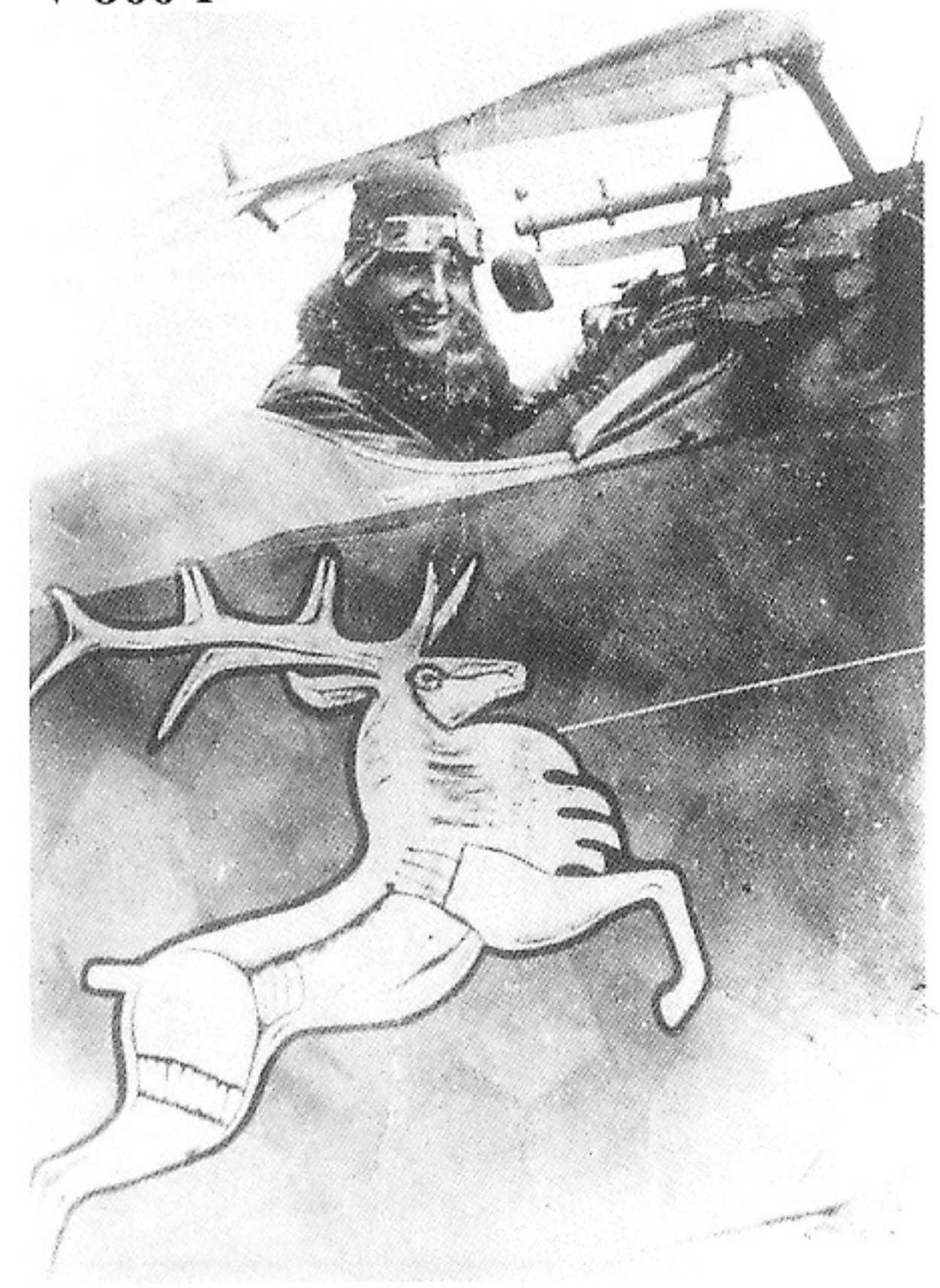
## JASTA 66

*J66-1*: The *Jasta* 66 commander and 22-victory ace *Ltn.* Rudolf Windisch smiles from the cockpit of his OAW-built Fokker, thought to be 2035/18. This photo was taken *circa* mid-May 1918, thus this was perhaps one of the earliest examples of an OAW D.VII to reach the front. The aircraft was finished in four-colour fabric, with the white datum line in evidence and a metal data plaque affixed just aft of the cockpit on the top deck. Windisch also fitted a cheek rest to assist with sighting through the tubular sight - note the hole in the windscreen in line with the sight. Dresden native Windisch chose as his personal insignia the emblem of 'Dr. Lahmann's

*Sanatorium in Weisser Hirsch*' as did Degelow of *Jasta* 40 - see *Anthology* 2, page 49. The sanatorium was located in *Weisser Hirsch*, a district of Dresden, and Windisch had spent time there recuperating from wounds suffered in the infantry in late 1914.

The white stag emblem was painted in extremely fine detail. Windisch was forced down in French lines on May 27 1918, probably in this D.VII. Advancing German infantry found his intact Fokker a few days later, and a note was dropped over German lines indicating he was a French POW. Consequently Windisch was awarded the *Pour le Mérite* (which was given only to living recipients) on June 2, but he disappeared under circumstances that are still unresolved.

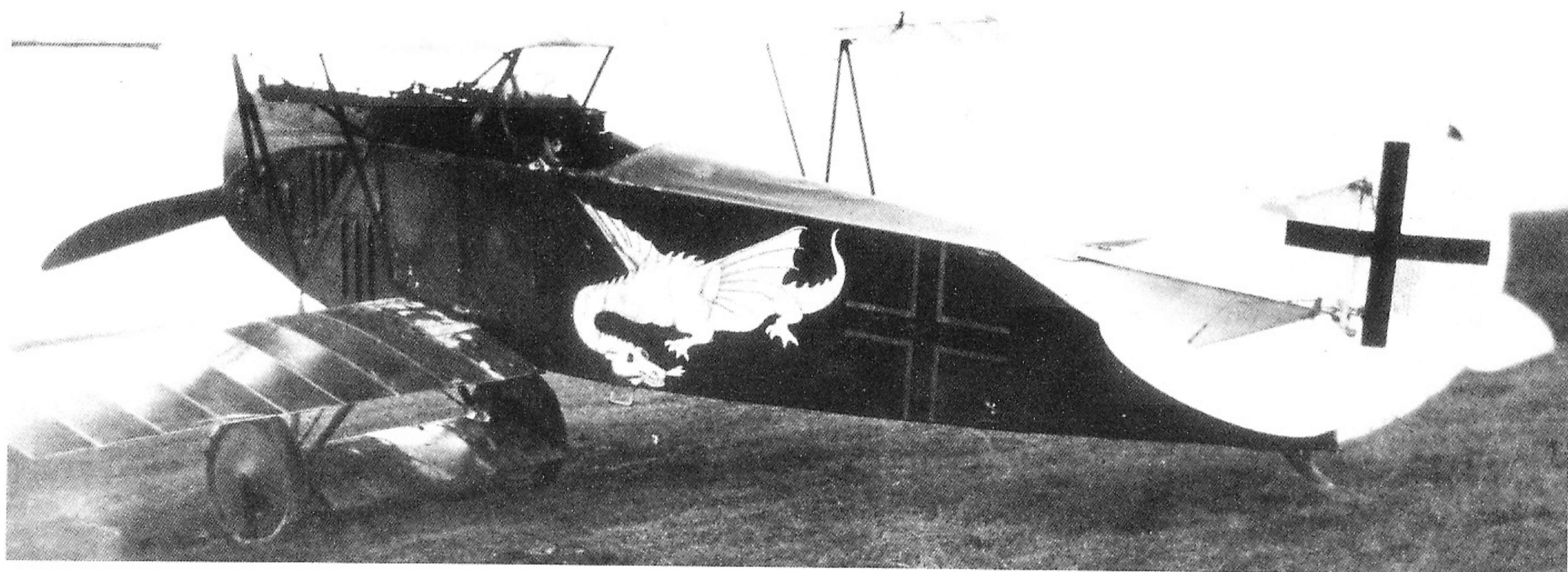
▼ J66-1



**J66-2:** *Jasta 66* was apparently at some point equipped entirely with the D.VII, as photographic evidence on file at HAC/UTD indicates the unit had several dark-painted Fokkers on hand. Readers are advised that the superbly-painted D.VII (OAW) pictured here is only *tentatively* attributed to *Ltn. Schwartz* of *Staffel 66* based on the following line of evidence. The photo (obtained through the kindness of Peter Kilduff) originated with French ace Fernand ▼ J66-2

Chavannes of *Spa 112* and depicts one of his victims which came down intact in Allied territory. It most likely is Chavannes' 6th victory, a D.VII which fell 'within our lines close to *Rozières-sur-Crise*' on July 18. According to noted historian Frank Bailey, the best candidate for Chavannes' opponent is the five-victory ace Konrad Schwartz of *Jasta 66*, taken POW this date - thus the provisional identification of this D.VII. There is a slight possibility that

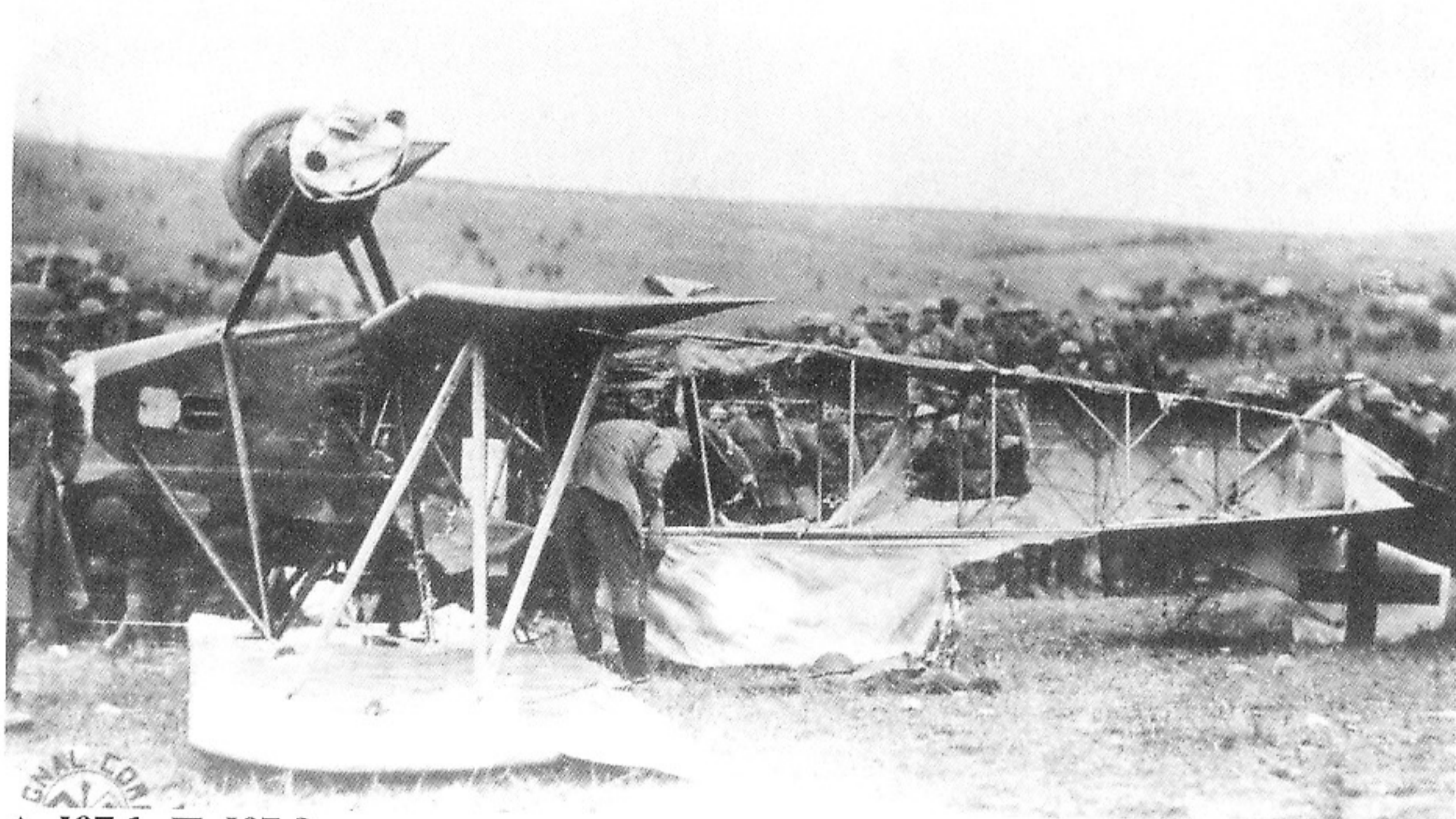
this aircraft might instead be Chavannes' 7th victory of August 22, a 'scout' which fell in French lines near Chiry-Ourscamp (that machine was likely piloted by one of two *Jasta 61* pilots POW on this date). However, circumstantial evidence points more to Schwartz. In any case, this mysterious Fokker displayed a dark colour (black ?) on its fuselage, thinly applied over the national insignia, and a beautifully rendered white dragon. (Via P Kilduff)



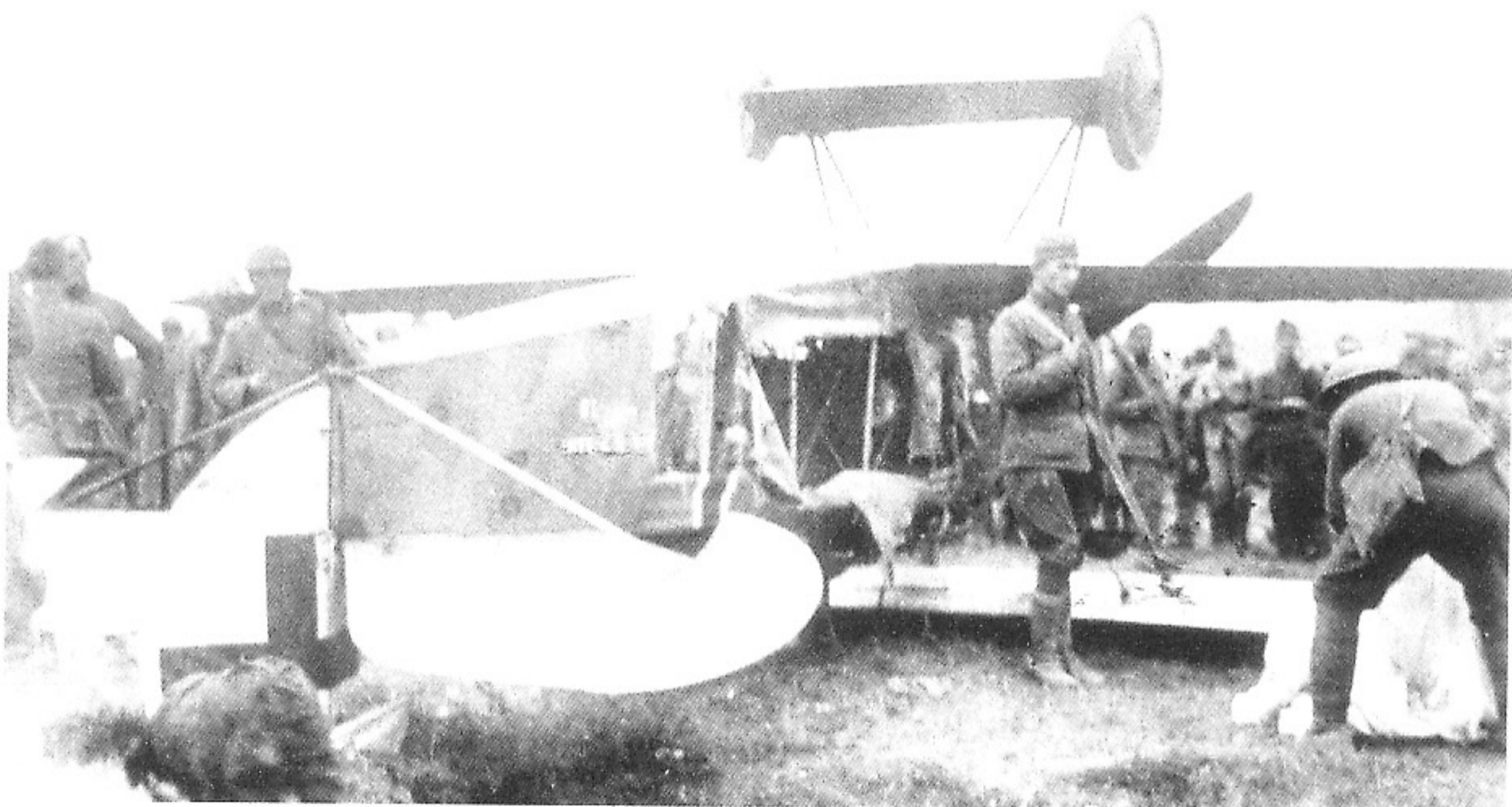
## JASTA 67

**J67-1:** This wrecked D.VII (OAW) 4092/18 was flown by the five-victory ace *Uffz. Hans Heinrich Marwede* of *Jasta 67*, who was shot down on October 3 1918 just after flaming a balloon of the US 6th Balloon Company between Cuisy and Montfaucon. Marwede was brought down by the defending machine guns of the balloon unit, and the entire event was captured on both motion picture footage and still photos by US Signal Corps photographers. Unfortunately the photos were taken after much of the fuselage fabric was stripped by souvenir hunters, but they do reveal that the side panels of the engine cowling were painted a dark colour, and the bottom of the radiator shell was white. The upper cowling panels retained their green and mauve 'patch' camouflage. (Signal Corps photo SC 27494 via H H Wynne)

**J67-2:** This rear view of Marwede's OAW Fokker shows the four-colour fabric and the serial number applied in black on the white rudder, and in white on the fuselage aft of the cross. This stencilling read: Fok. D.7 (O.A.W.), then 4092/18. (Signal Corps Photo SC 27495)



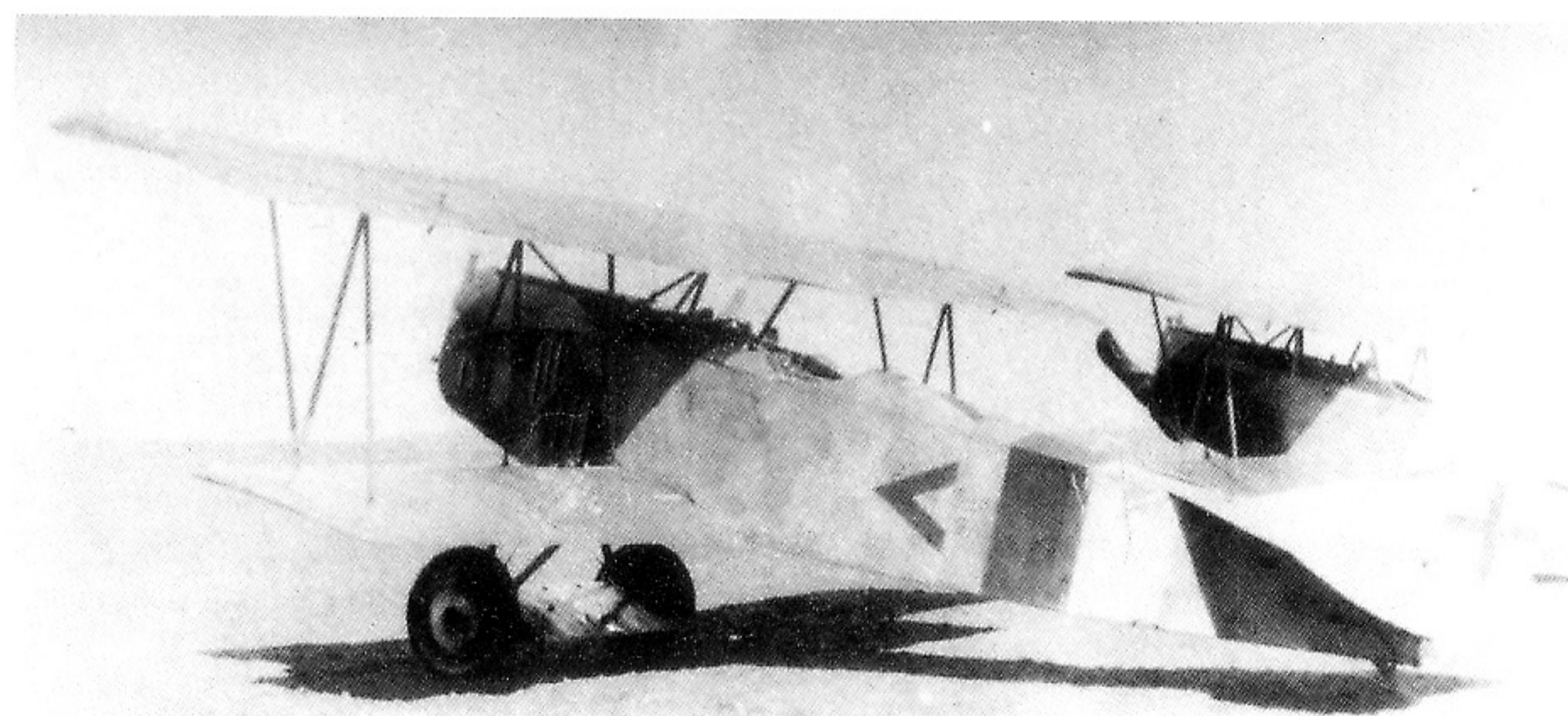
▲ J67-1 ▼ J67-2



# JASTA 68

*J68-1*: Photos from the Imrie collection reveal that in May 1918, Prussian *Jagdstaffel* 68 utilized a unit marking of broad vertical black/white bands painted just ahead of the tail of their Albatros D.Va aircraft. By June the unit had some Fokkers on hand, as *Ltn.d.R.* Rudolf Croissant was killed in D.VII (OAW) 2062/18 on June 5 - this machine reportedly had black/white markings. Based on that information, this D.VII (OAW) seen in the hands of the US 138th Aero Squadron at Lay St. Remy in March 1918 was probably a *Jasta* 68 machine. The white paint is flaking off just ahead of the tailplane. The pilot's personal chevron marking obscured most of the serial number. The aircraft bore a typical OAW finish and four-colour fabric and the individual emblem was repeated on the fuselage decking. Incidentally, notes on *Jasta* 68 compiled in the 30's by the German historian Tornuss include sketches of a couple of individual markings used by the commander *Ltn.d.R.* Fritz Pütter (a 25-victory 'Blue Max' winner) on his Albatros fighters in March 1918, and one of them is a double black chevron somewhat similar (but not identical) to that seen here - see *Fig.E*. However, that is not to suggest that this D.VII was Pütter's. (Via H H Wynne)

*J68-2*: *Vzfw.* Heinrich Stör sits in full flight gear in his D.VII, while other *Jasta* 68 members do their best to amuse some visiting nurses. Stör's D.VII appears to be a Fokker Company product, but little can be seen except for his personal insignia of a white winged sword, somewhat similar to Berthold's famous emblem. While the personnel obscure the location of the *Staffel* black/white band, the rigging diagram and a tube fixture for a flare pistol can be noted beneath the cockpit. Heinrich Stör survived the war with five victories and provided Alex Imrie with this



▲ J68-1 ▼ J68-2



interesting photo. (A Imrie via HAC/UTD)

*Fig. E*: Late-production D.VII (OAW), likely to be from *Jasta* 68, which was in US hands after the war. The unit marking was probably a black and white band on rear fuselage, while the dark chevron was the pilot's emblem. This aircraft displayed considerable wear, and it is possible there had been a white border to the chevron which had worn away when the photo was taken. Also shown are insignia of *Ltn. d.R.* Fritz Pütter on his Albatros aircraft in March 1918 - perhaps one of these was used on his Fokker?

# JASTA 69

Sadly, another gap in the available pictorial record presents itself in regard to *Jasta* 69. Thought to have been equipped with Albatros D.Va fighters in the Spring of 1918, the unit probably received some Fokkers later that year. This *Staffel* was based at Habsheim near the Swiss border in October, and became involved in a bizarre international incident on the 7th. *Uffz.* Elfers and *Gefr.* Schubert had been escorting a reconnaissance aircraft but eventually they lost the two-seater owing to flak and clouds. Elfers sighted a Swiss observation balloon which he later claimed was in German airspace and attacked it, resulting in the death of the Swiss observer (Elfers was brought up on charges and sentenced to three months in jail by the German authorities). Swiss witnesses described the German machines as two 'brown coloured biplanes'. It is believed these were D.VIIs - the 'brown' description may have been simply an impression of lozenge fabric, but brown was occasionally used as a *Jasta* colour.

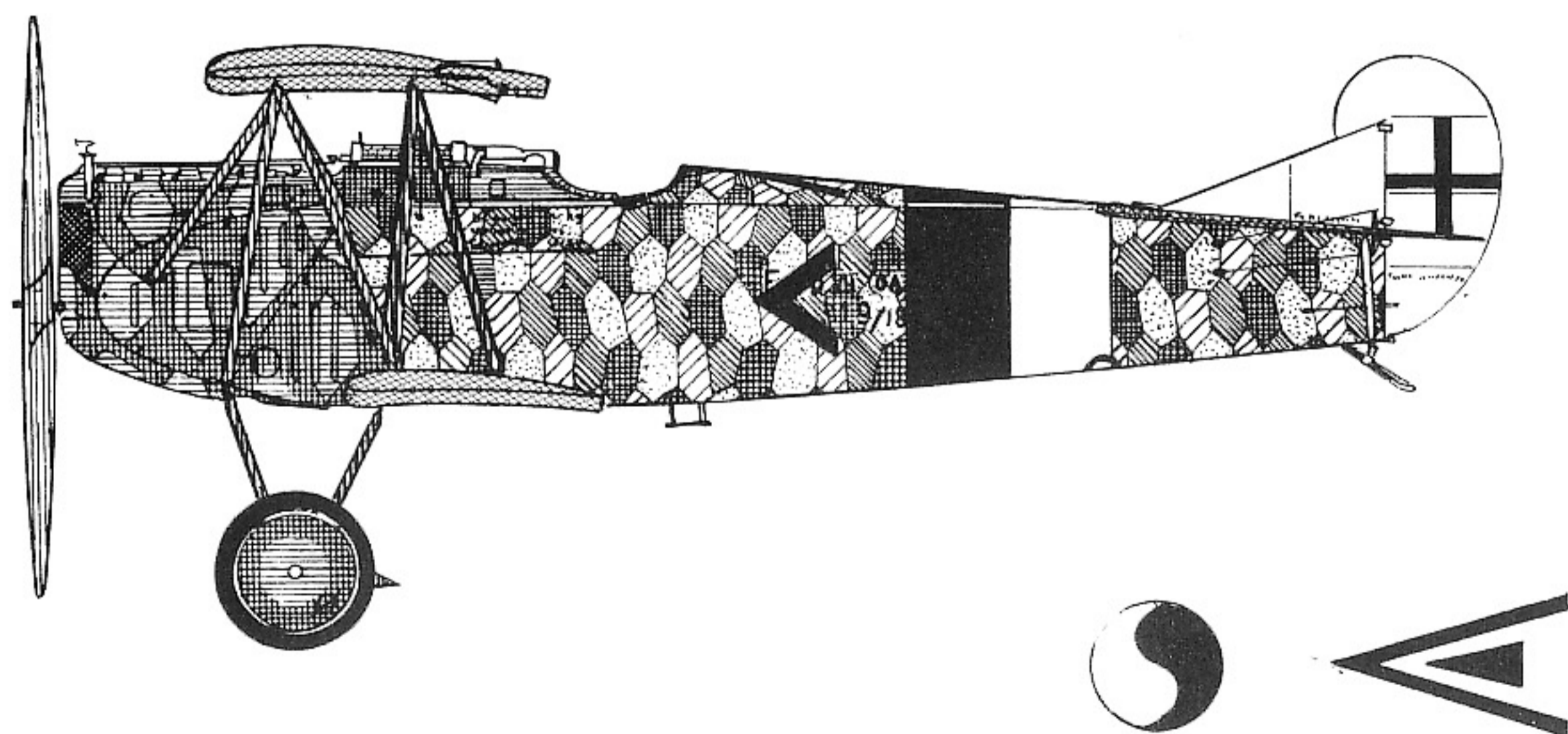
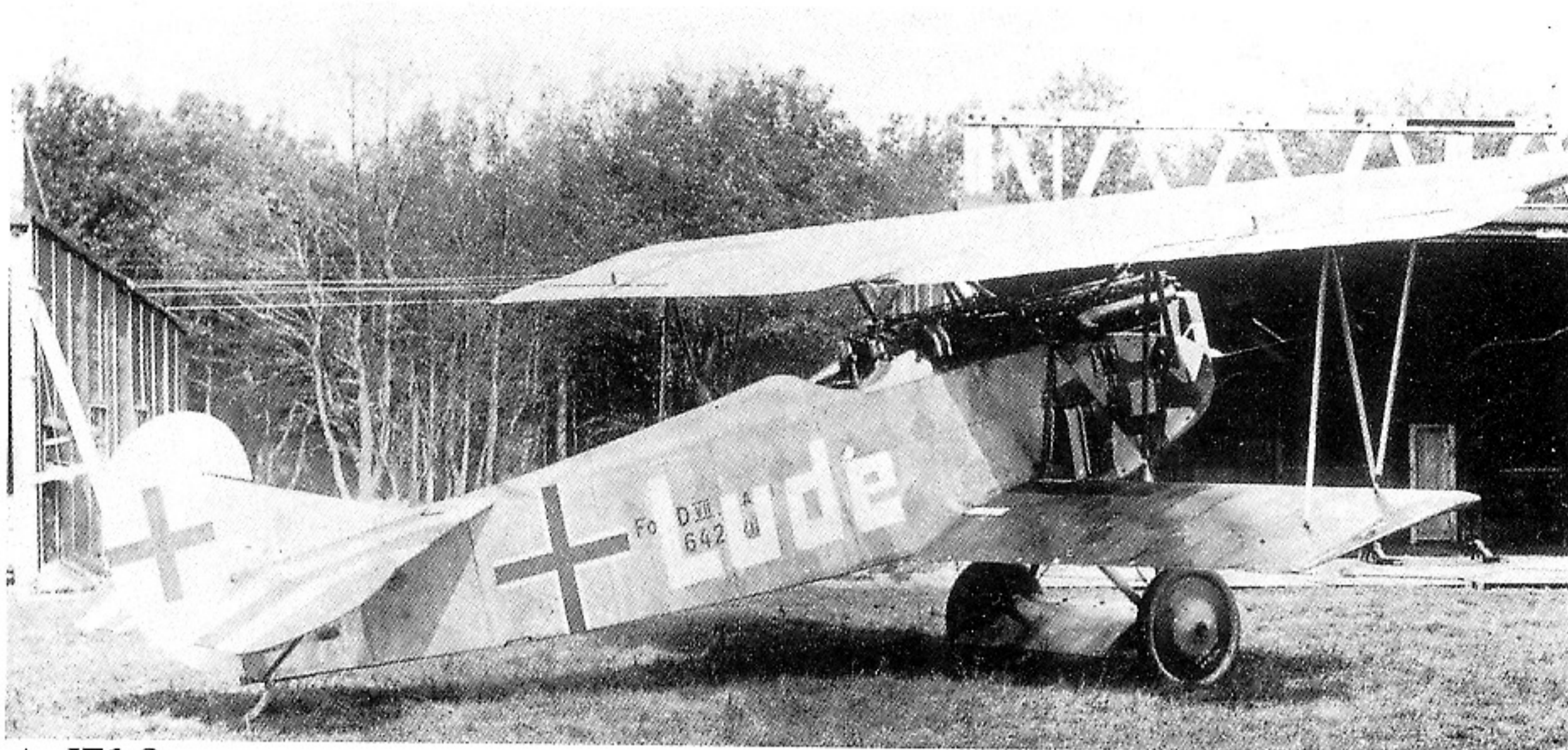


Fig. E

# JASTA 70

(No photo) Very few photos or facts pertaining to the aircraft and markings of *Jagdstaffel* 70 are available. Vzfw. Friedrich Megerle was killed on July 10 1918 when his ammunition self-ignited, and his parachute failed to hold. The type of aircraft is unrecorded, but this was a common problem with the D.VII, so perhaps the *Staffel* had some Fokkers by this time.



▲ J71-2

October 2 and flew it for the rest of the war. Hippel is seen in the cockpit of 6428/18, which had the nickname 'Lude' applied to the fuselage in white letters. The metal identification plaques just aft of the cockpit and the rear-view mirror may be noted. (Via P M Grosz)

6428/18 'Lude' from von Hippel's album. *Ltn.* von Hippel recorded that he downed a Spad on October 27 in this aircraft (he considered it his 4th, but he apparently had only two confirmed claims). D.VII 6428/18 was covered in five-colour fabric and displayed the classic OAW finish. Though often reconstructed as red and white, the Prussian *Jasta* 71 unit

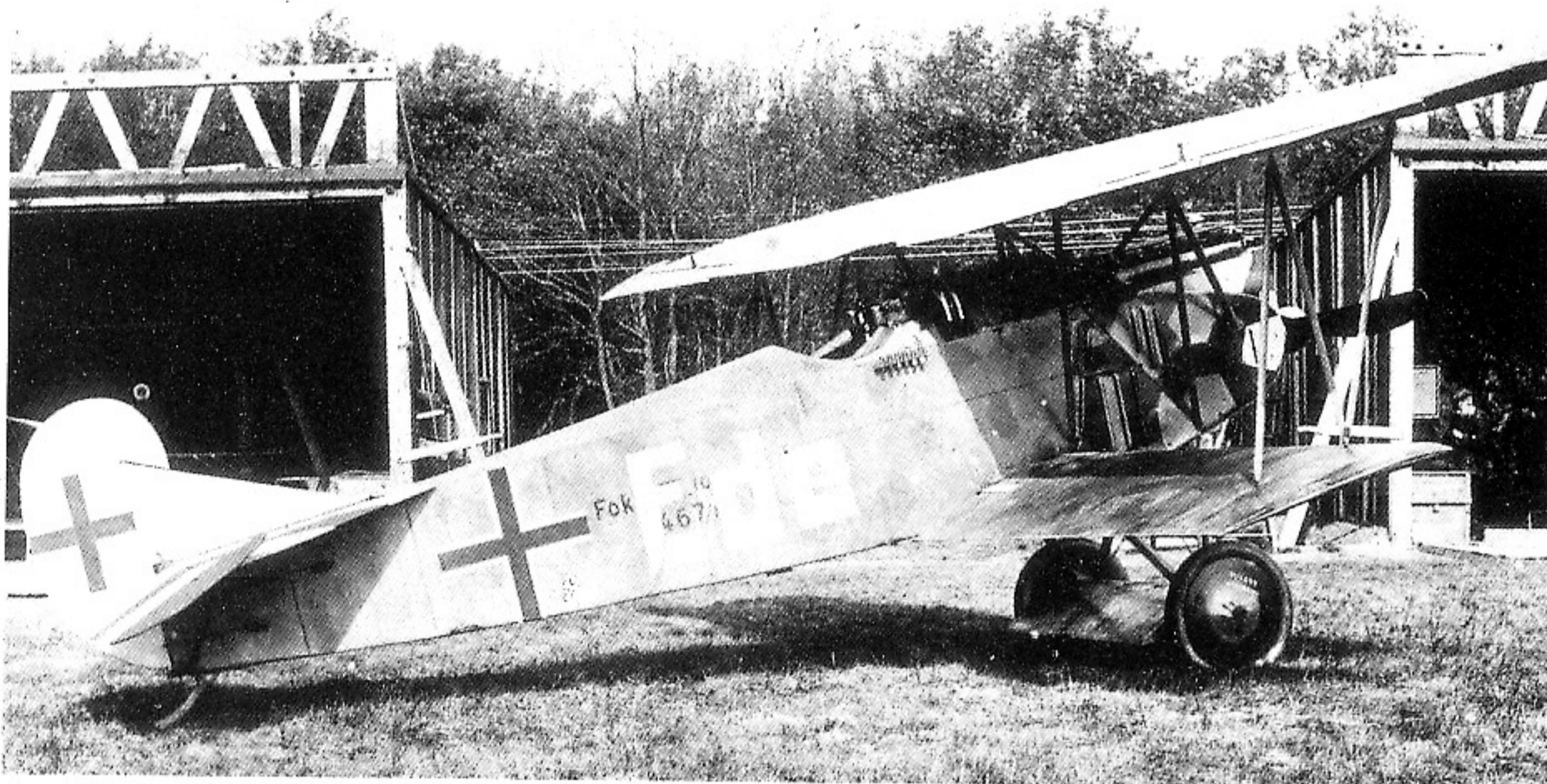
# JASTA 71

*J71-1*: Historians are fortunate in the fact that *Ltn.* Hans Joachim von Hippel was assigned to *Jasta* 71 (from *Jasta* 5) at Habsheim, as technical officer, on August 10 1918. Hans von Hippel survived until 1975, and his photos and records provide much of what is known about this *Staffel*. On August 18 von Hippel was given a new Fokker D.VII (OAW) 4483/18, which he flew until he overturned and wrecked it on the 27th. After switching back to Albatros D.Va 7548/17 for a month (and a despised Pfalz D.XII), he happily received D.VII (OAW) 6428/18 on

▼ J71-1



*J71-2*: A fine study of D.VII (OAW)



▲ J71-3 ▼ J71-4

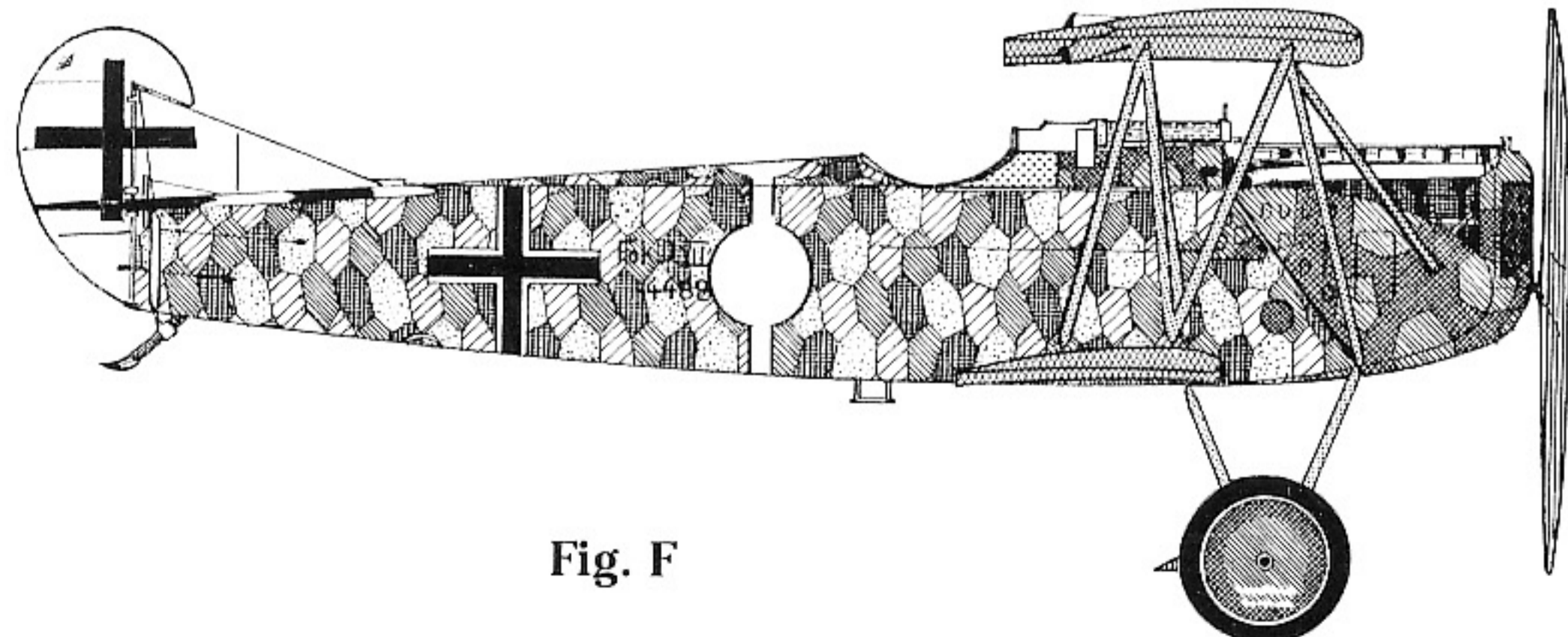
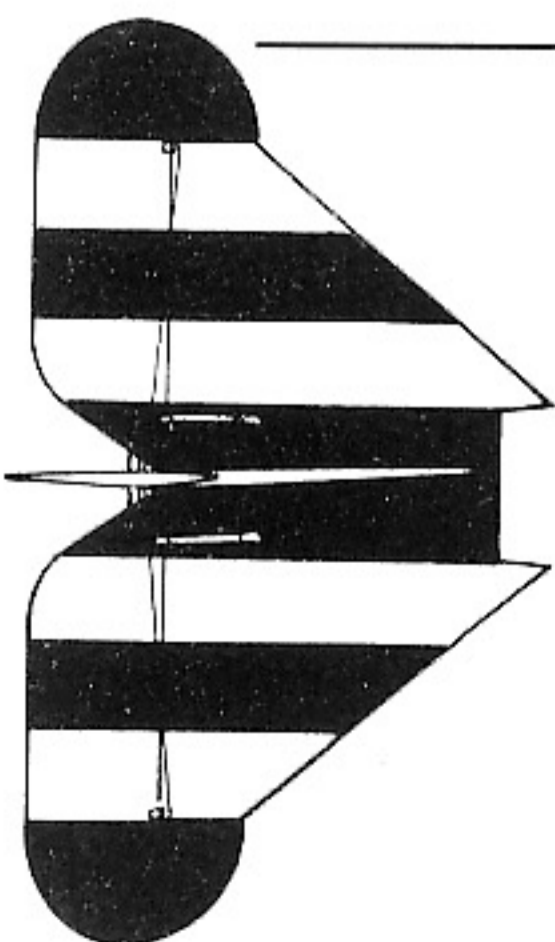
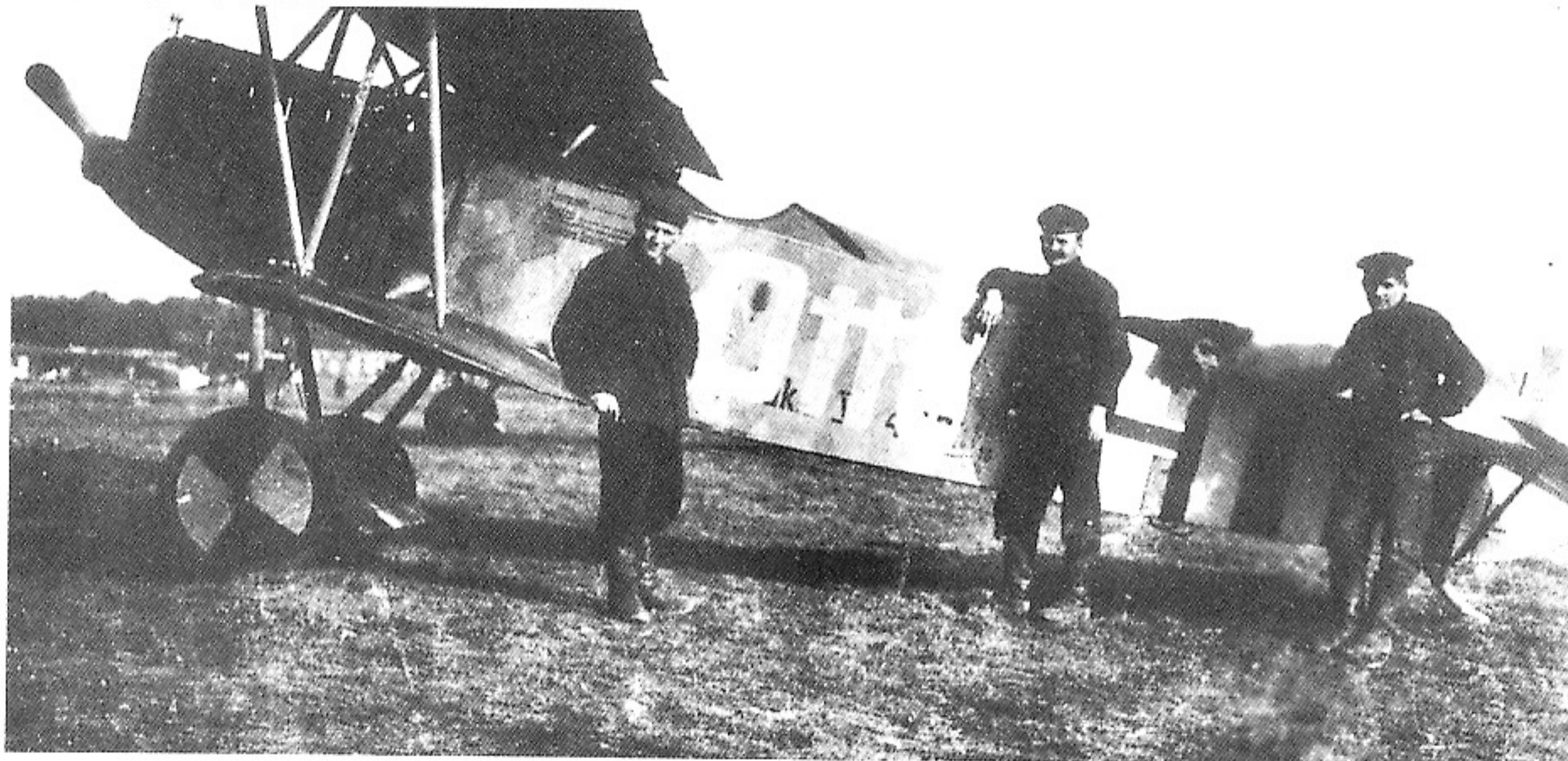


Fig. F

Fig. F: Fokker D.VII (OAW) 4488/18 of *Jasta* 71, marked with black and white tailplane stripes of this unit. The individual marking was a white band and circle insignia painted on the sides and top of the fuselage. This aircraft bore four-colour printed fabric finish and typical OAW camouflage, with white serial stencilling on the wheel covers.

stripes on the tail were *black* and white, according to what von Hippel told historian William Puglisi. Some readers may wonder if this might cause confusion with the black/white markings of *Jasta 6*, but those stripes were of a different pattern and *JG. I* operated on fronts quite distant from *Jasta 71*. (Via P M Grosz)

**J71-3:** *Ltn. Fritz Oppenhorst* was a good friend of von Hippel, and followed him from *Jasta 5* to 71. Oppenhorst flew D.VII (OAW) 6467/18 seen here - but the wheel is from 6454/18! Von Hippel's notes record, 'We have nicknames for our machines: 'Ede' for Oppenhorst's and 'Lude' for my equipment. The names were originally inscribed on our Pfalz D.XIIs and they are now carried on the fuselages of our Fokker D.VIIs'. (HAC/UTD)

**J71-4:** *Vzfw. Baurose* reportedly flew this Fokker-built D.VII 4301/18 (*Werke Nr. 3002*), named 'Otto'. Additional markings applied to the four-colour fabric consisted of vertical stripes beneath the tailplane, and the wheel covers were quartered as well, both probably in black and white. (Via P M Grosz)

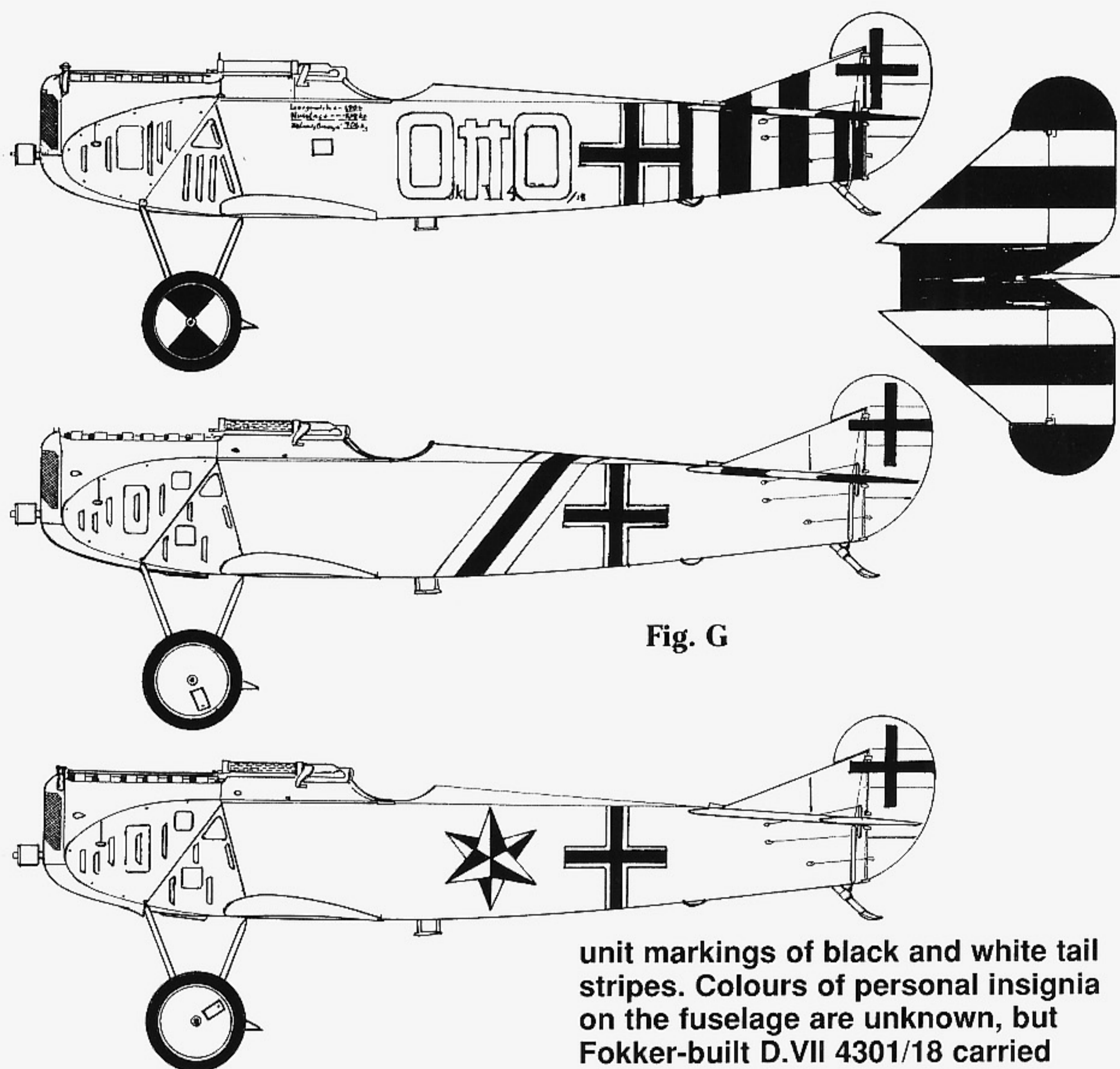


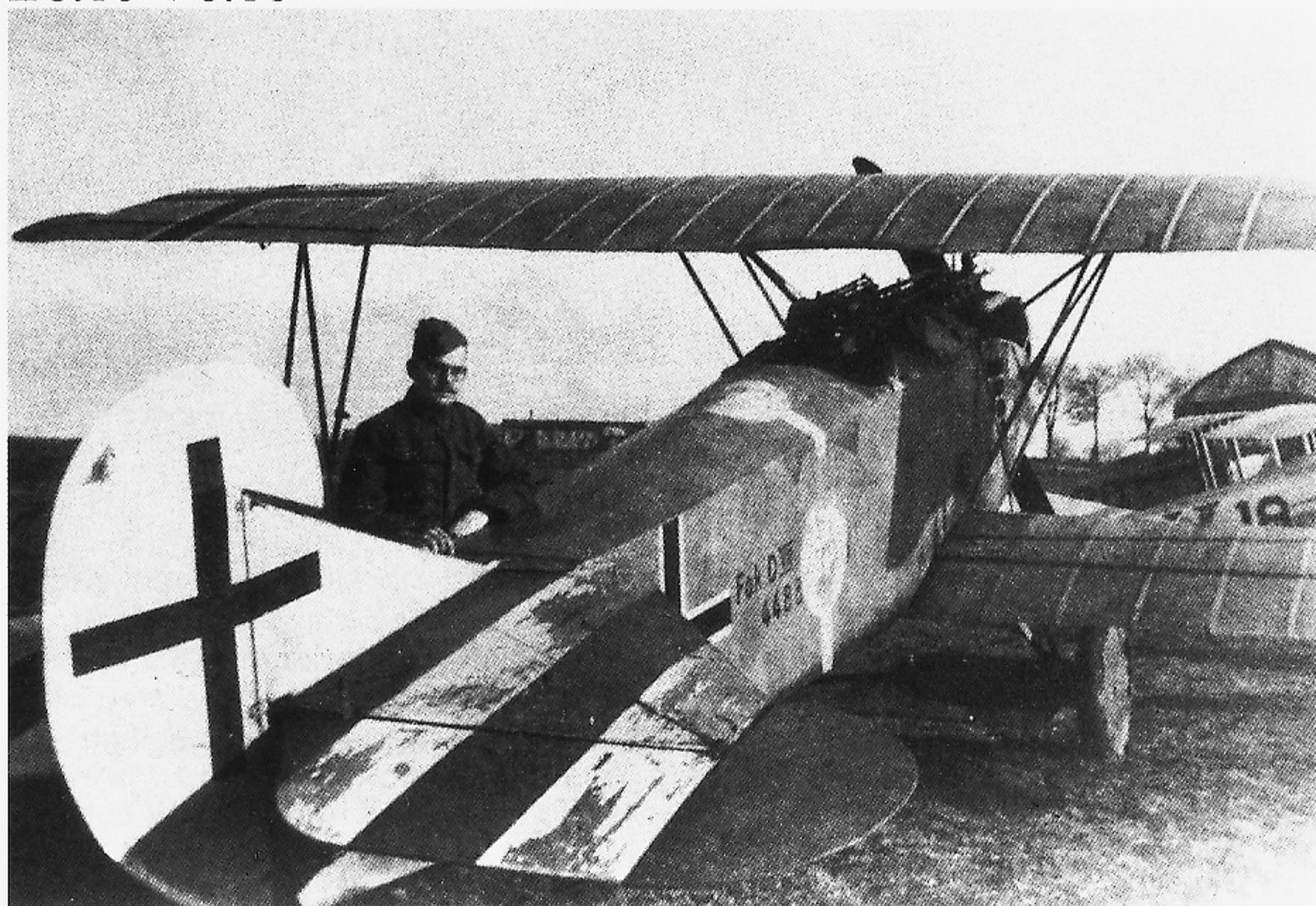
Fig. G

Fig. G: Simplified sketches of various *Jasta 71* Fokkers. All bore the

unit markings of black and white tail stripes. Colours of personal insignia on the fuselage are unknown, but Fokker-built D.VII 4301/18 carried black and white vertical stripes on the aft fuselage and bore the name 'Otto' in white.



▲ J71-5 ▼ J71-6



**J71-5:** No less than 14 D.VIIs of *Jasta 71* are seen in this splendid line-up at Habsheim airfield. *Jagdstaffel 71* was indeed fortunate to have such a full complement of Fokkers - most *Amerika Programm* units would have been hard-pressed to present such a uniform and complete display by this period of the war.

The photo reveals a mixture of OAW and Albatros-built aircraft, with Baurose's 'Otto' (third from extreme right) being the only Fokker product apparent. Counting from the *left*, the first, second, seventh, and ninth aircraft display Albatros-style rudder markings, while the rest appear to be OAW machines. The farthest machine at extreme *right* is von Hippel's 'Lude', then 'Ede' and then 'Otto'. Other machines show a variety of stripes and geometric personal badges, but all display the unit's

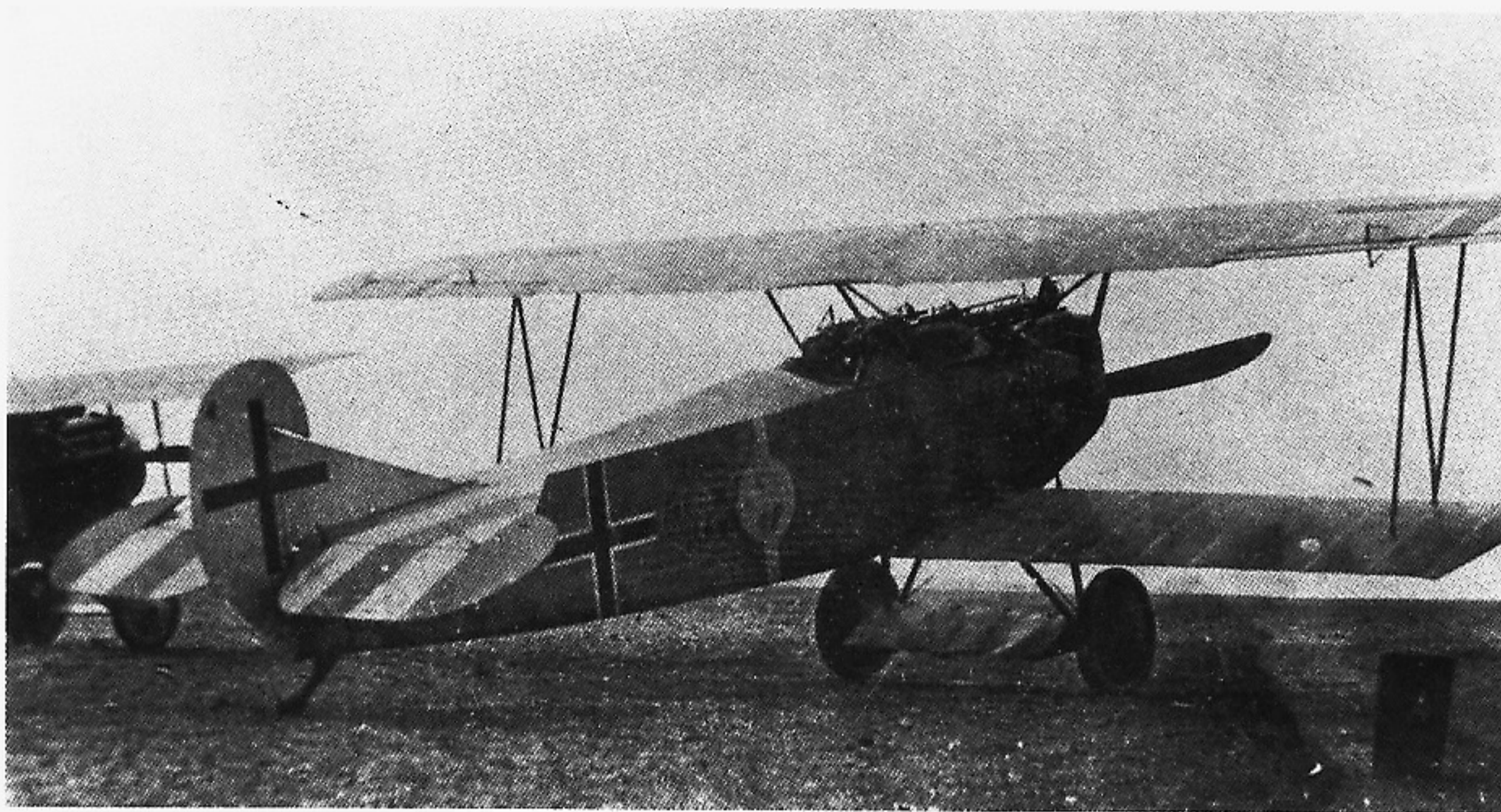
black and white tail stripes. Third from left is OAW-built 4488/18, marked with a white circle and vertical stripe. Sixth from left is D.VII (OAW) 2113/18, which had a dark pennant on the fuselage decking. (HAC/UTD)

**J71-6:** According to von Hippel's notes, at the end of the war the *Staffel* moved to Bromberg where the pilots were demobilised. Eventually a number of the unit's Fokkers wound up in American and French hands. D.VII (OAW) 4488/18 became the property of the American 138th Aero Squadron at Lay St. Remy and is seen here somewhat worse for wear. The white paint used for the *Jasta* and personal insignia was apparently of poor quality and much has worn away in this view. (Via P M Grosz)

**J71-7:** Another view of 4488/18 in American hands post-war. Noteworthy details include the OAW trademark at the corner of the rudder, the light rib tapes and the out-board position of the wing crosses. (Via H H Wynne)

**J71-8:** D.VII(OAW) 2113/18 also turned up in American hands and is here seen with Lt. Harmon Rorison of the 22nd Aero Squadron gripping the rudder with its OAW trademark. The personal emblem was the dark pennant on top of the fuselage, and again some of the unit's white paint has worn off. Note the white weights table and serial number on the four-colour fabric fuselage, typical of the first OAW production batch. (Via H H Wynne)

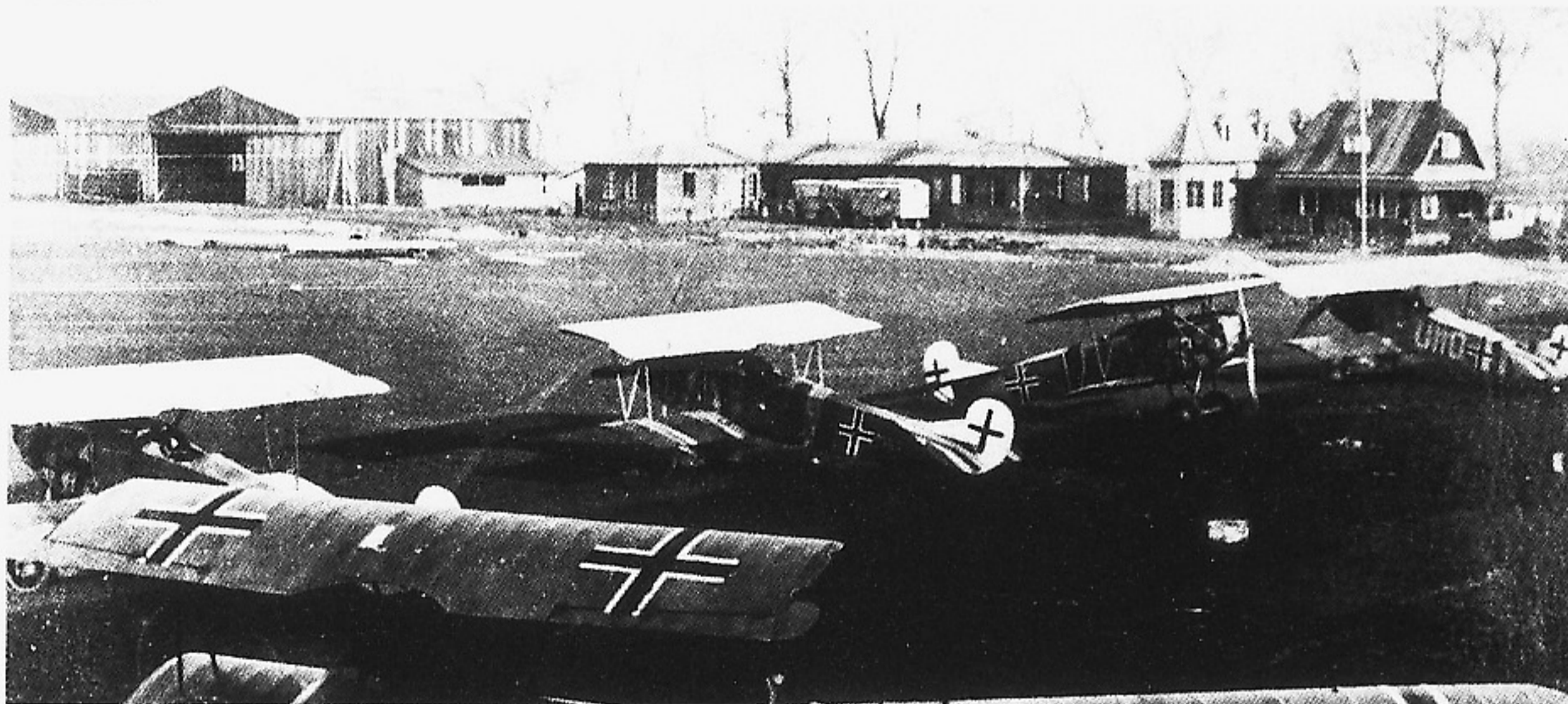
**J71-9:** Our thanks to French aviation authority Christophe Cony for providing this view of interned Fokkers from December 1918, several of which can be identified as *Jasta 71* machines. On the far right is *Vzfw. Baurose's* D.VII 4301/18 'Otto' with the black/white tail striping. The next two or three OAW D.VII's are probably also from *Jasta 71*, and may appear in the line-up photo *J71-5* above. (Via Christophe Cony)



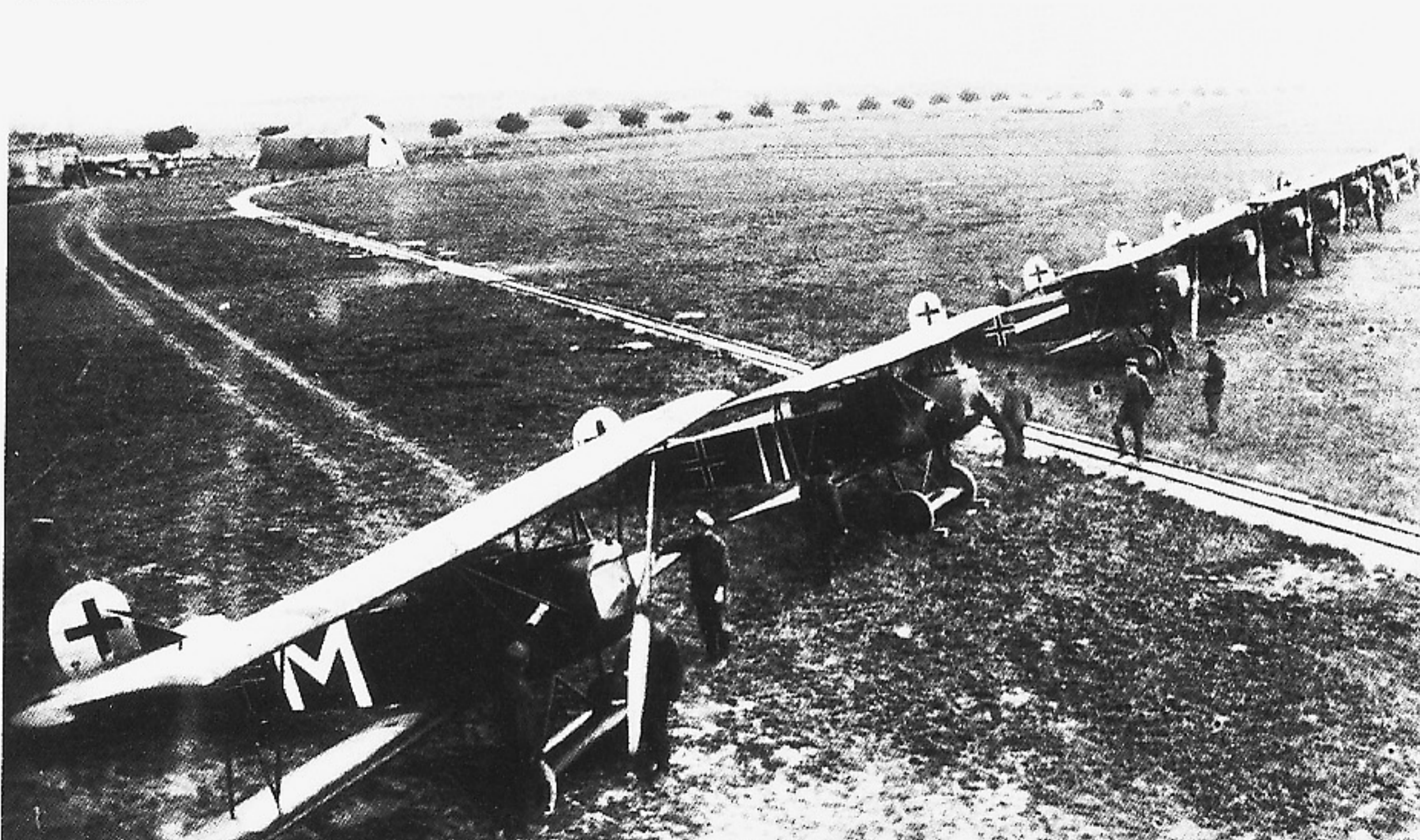
▲ J71-7 ▼ J71-8



▼ J71-9

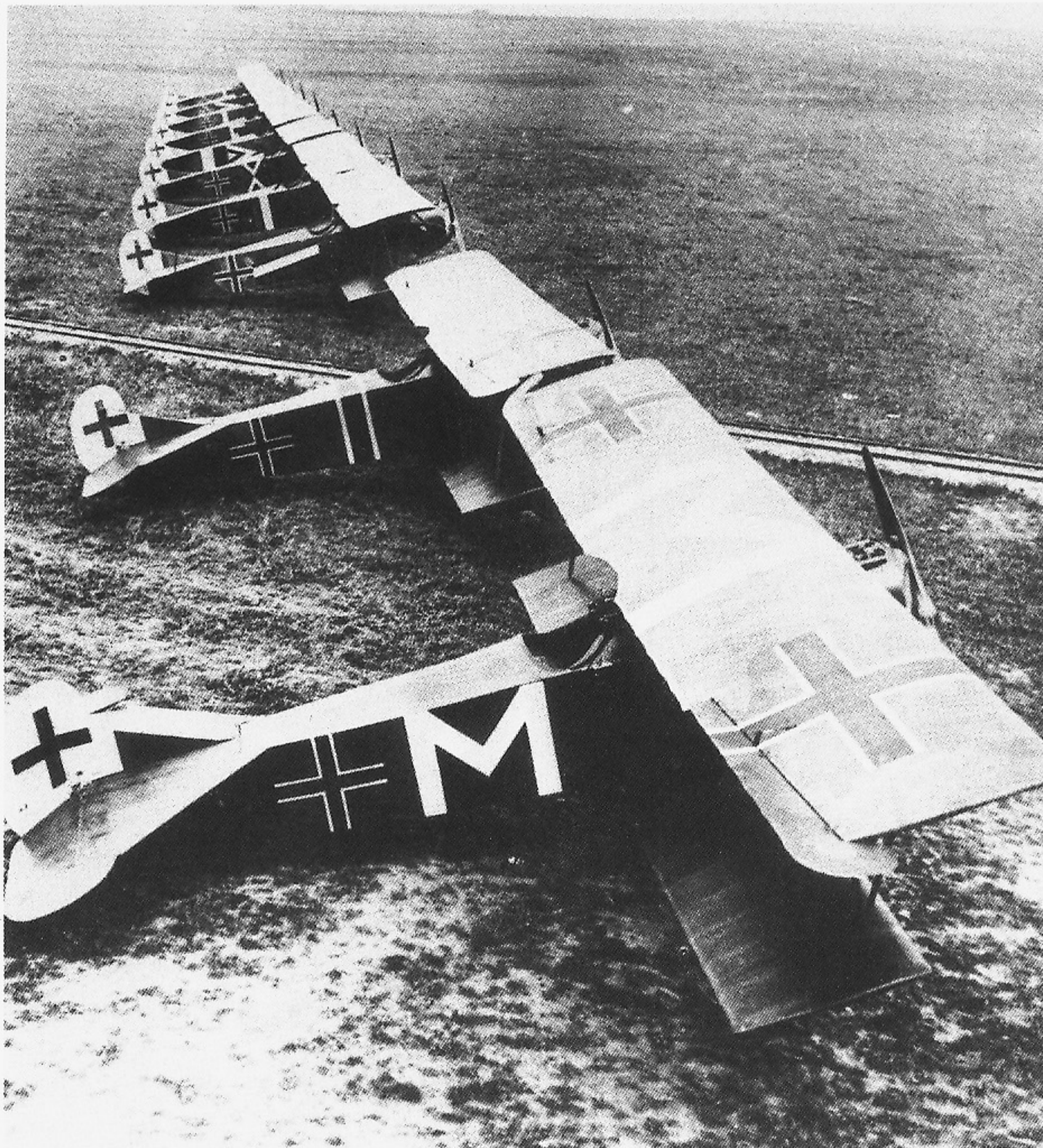


▼ J72-1



## JASTA 72

**J72-1:** An evocative scene of ten Fokker-built aircraft of *Jasta 72* lined up on Bergnicourt airfield in July of 1918. No *Staffel* marking is known for this unit, but each machine bore a personal marking in one or two colours (usually white and probably black) on the lozenge fabric fuselage aft of the cockpit - in some cases these were repeated on the upper



▲ J72-2 ▼ J72-3



wing. The first D.VII is the well-known aircraft of the *Staffelführer*, the 39-victory ace *Ltn.* Karl Menckhoff, and was marked with his white 'M' on the fuselage and top wing centre section. The third Fokker was flown by *Ltn.d.R.* Gustav Frädrich. In a famous incident on 25 July, Menckhoff was shot down and captured by Lt. Walter Avery of the US 95th Aero Squadron at Château-Thierry for the American's first and

only victory. Avery cut the white 'M' from the fuselage of Menckhoff's Fokker, and the souvenir survives in possession of the Avery family to this day. (Via P M Grosz)

J72-2: This perspective of the Bergnicourt line-up provides details of the variety of personal markings applied to *Jasta 72* Fokkers. In good-quality prints of this view, it can be noted that Frädrich's dark-bordered

white band on the third machine is repeated on the top wing as a marking which connects the inner cross arms of the national insignia. Furthermore, the crosses bear evidence of conversion from an earlier, thicker format. The dyed camouflage polygons around the wing crosses appear darker than the rest of the wing, due either to application of a solvent (?) or repainting during conversion. (Via P M Grosz)

J72-3: Gustav Frädrich strikes a nonchalant pose alongside his D.VII. This pilot's personal emblem was the diagonal white band with (probably) black borders, which was repeated both on the fuselage decking and on the upper wing, just visible here. Note the wheel with its white serial legend, certainly a replacement item from an early OAW machine. Again, note the highly visible polygons adjacent to the fuselage cross. (Via P M Grosz)

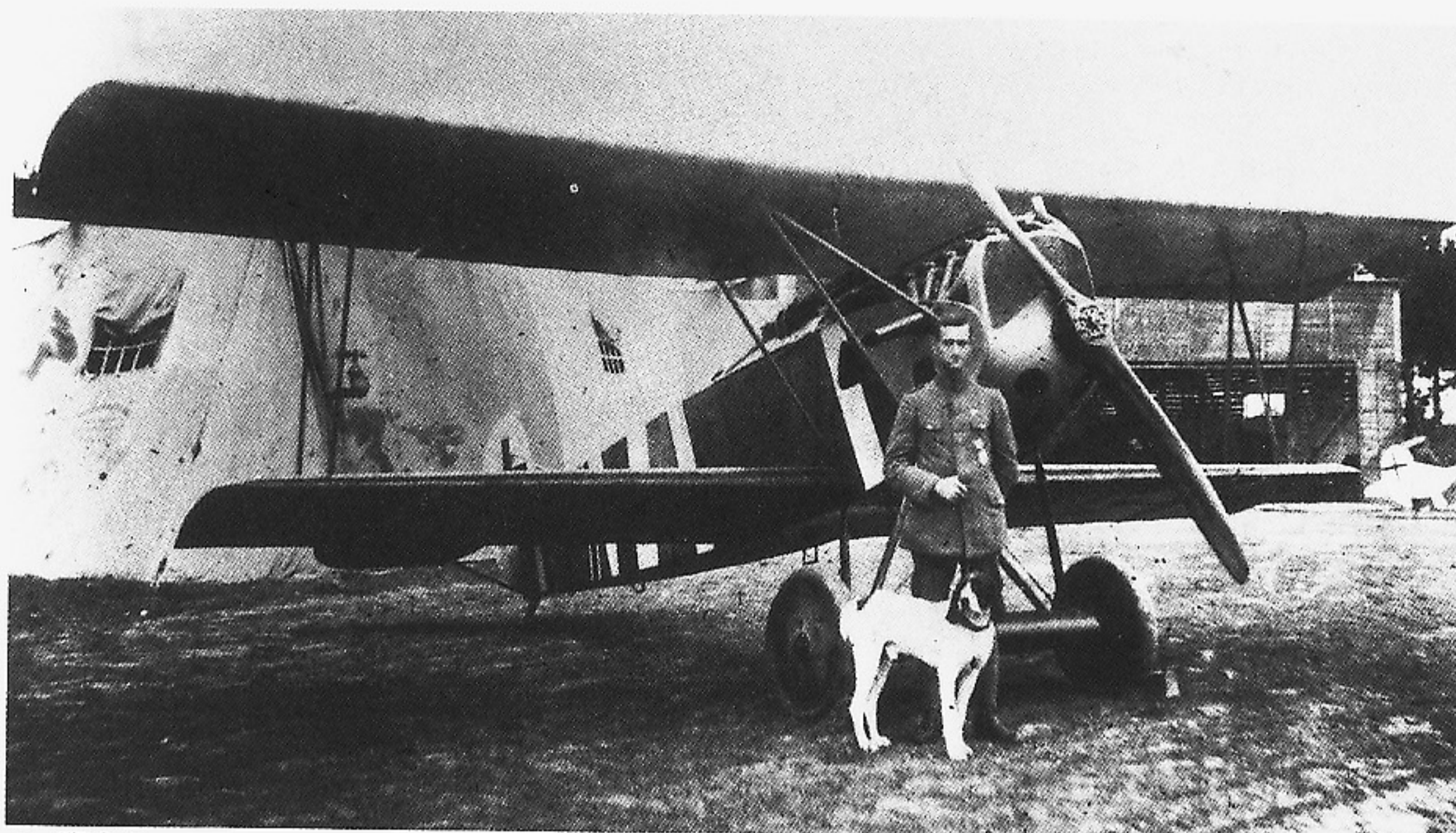
J72-4: This fine study of Frädrich being assisted with his Heinecke parachute harness provides a choice subject for a diorama. The parachute pack held by the mechanic was used as a seat cushion in the aircraft, and - if all went well - went with the pilot when he jumped clear of the machine and was opened by a static line. Several notable pilots, including Raesch, Bäumer, and Udet, saved their lives by this means, but the war diaries also tell the sad tales of many pilots whose chutes failed for various reasons. (Via P M Grosz)

▼ J72-4



# JASTA 73

**J73-1:** When *Ltn.d.R.* Fritz Anders transferred from *Jasta 4* to take command of the newly-formed *Jasta 73* in February 1918, he instituted the use of a marking for his new *Staffel* remarkably similar to that of his old unit: a black stripe or ribbon wound around the fuselage of the group's Albatros fighters. *Jasta 73* obtained Fokkers on June 23 when based at St. Remy-le-Petit, and the unit badge was altered slightly to a white ribbon with black borders, wrapped around the angular fuselage of the new D.VIIs. Here are *Off.Stv.* Werner Schluckebeier and his dog in front of his Fokker-built aircraft, showing the white wound ribbon marking. Just ahead of the fuselage cross were two broad vertical bands, most likely black/white, as a personal emblem. The cowling may have been additionally painted a light colour. (*Schluckebeier photo copied by Alex Imrie, via HAC/UTD*)



▲ J73-1

**J73-2:** A close-up of Werner Schluckebeier in his D.VII, with the black-bordered white ribbon. At extreme left is the vertical white band which was part of his individual emblem. Note the unusual mottled camouflage applied to the hangar in the background. (*A Imrie via HAC/UTD*)



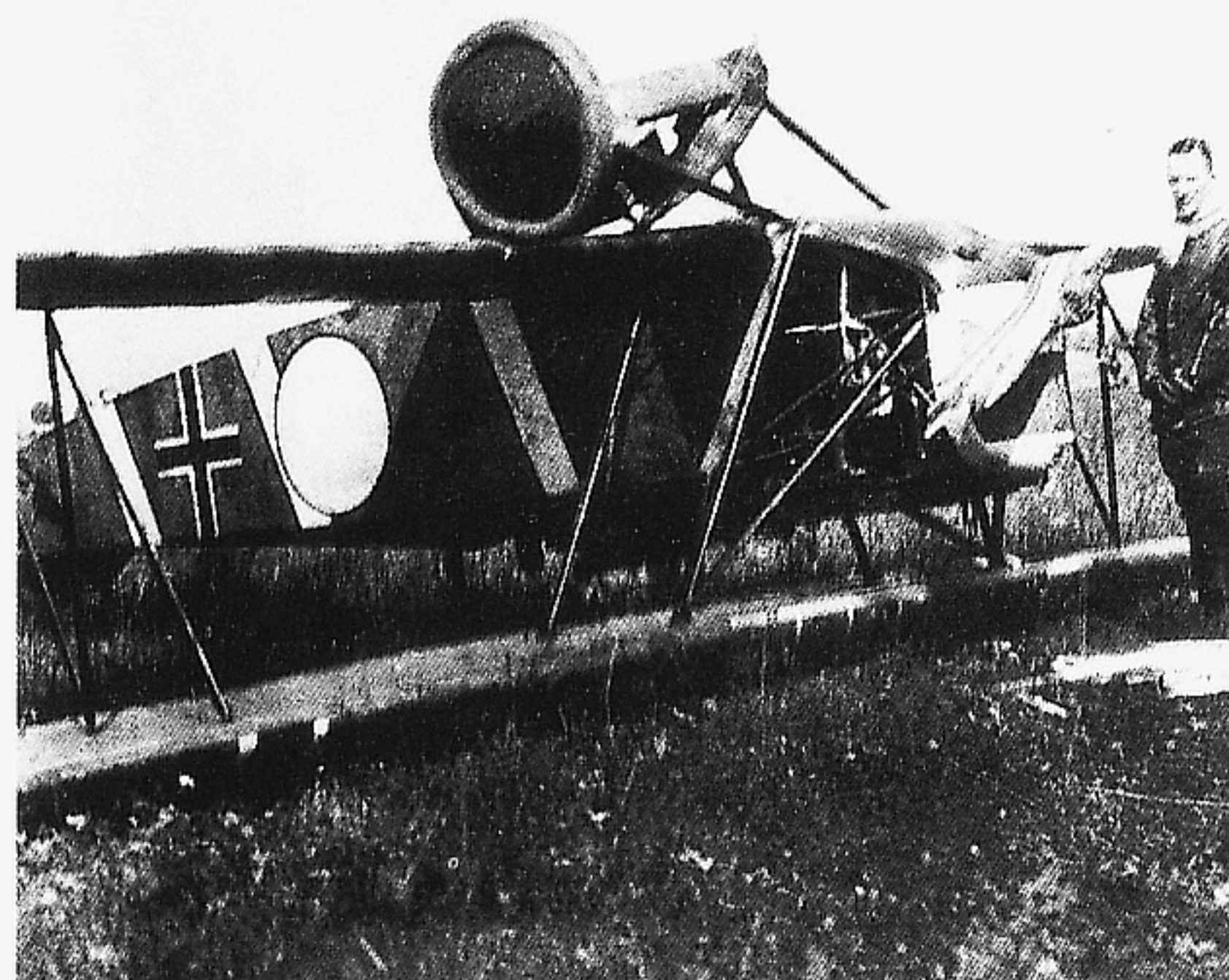
▲ J73-2 ▼ J73-3

**J73-3:** A red herring from *Jasta 73* ! When this photo of D.VII (Alb) 611/18 was published in *WS DATAFILE* No. 9, the striped décor on the tailplane

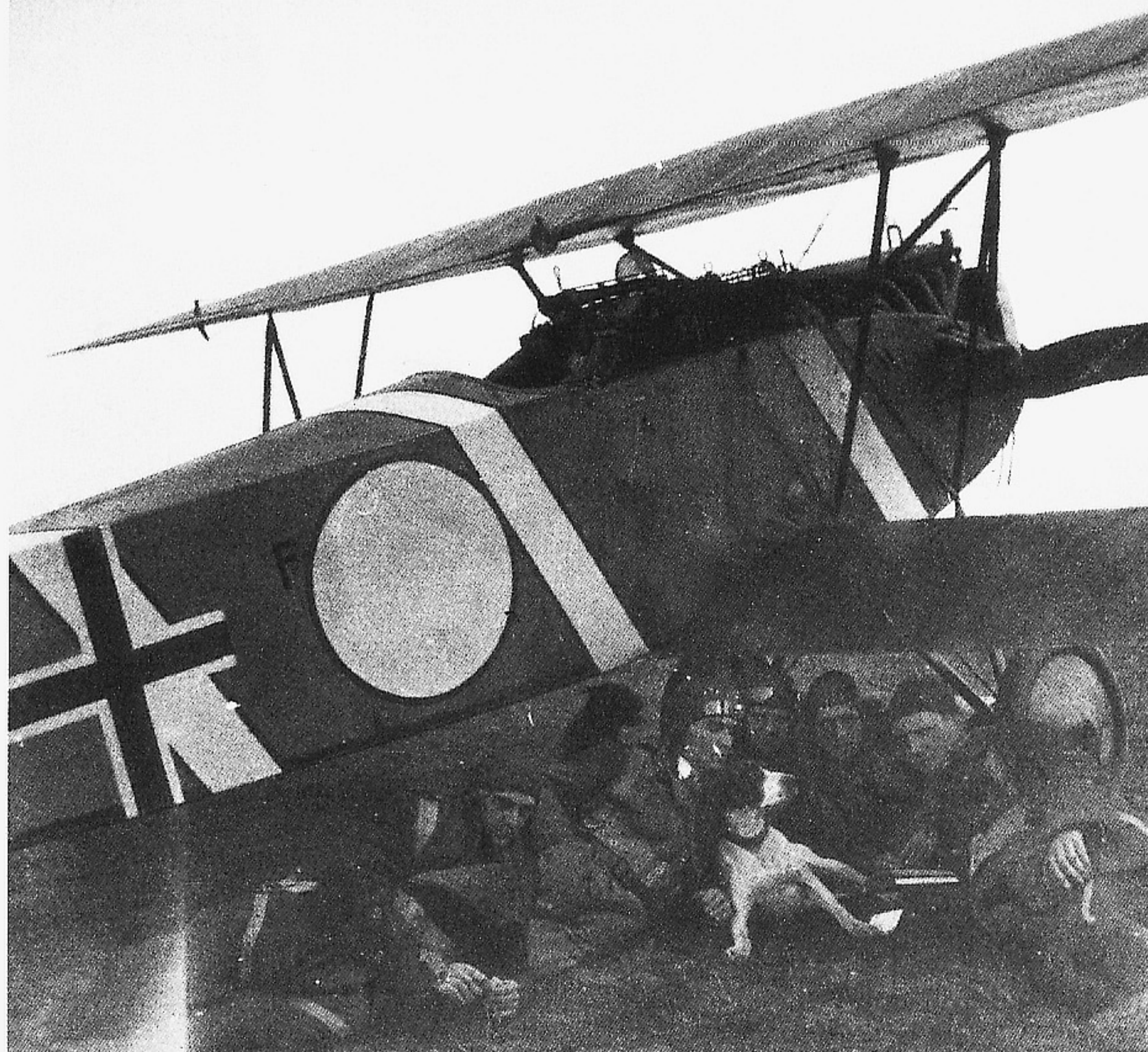




▲ J73-4



▲ J73-5



▲ J73-6 ▼ J73-7

▼ J73-8



and nose led the editor to make the reasonable suggestion that it 'may have belonged to *Jasta 6*'. Noted aviation artist James Dietz then chose to make this aircraft the centre-piece in his superb painting which was used as the cover of *D.VII Anthology 1*, placing it amidst various *Jasta 6* aircraft. However, 611/18 was actually a *Jasta 73* machine, and was crashed by *Uffz.* Harbers of that unit. The black (?) and white stripes on the nose and tail were actually the personal markings of the pilot, while the black-bordered white ribbon was, again, the *Staffel 73* emblem. The rudder was apparently a replacement item, as its unique cross does not line up with the portion of the cross arm seen on the fin. The wheel covers were probably white, and the five-colour fuselage fabric is clearly seen. (A Imrie via HAC/UTD)

*J73-4*: *Ltn.* Schulz von Dratzig is pictured with his Albatros-built D.VII, marked with the *Jasta 73* spiral ribbon and his personal distinction of a black-bordered white circle. Four-colour fabric is in evidence on the fuselage. Schulz (or Schultz) von Dratzig served in the *Staffel* from late June to the war's end. (A Imrie via HAC/UTD)

*J73-5*: A white nose further identified the D.VII (Alb) of Schulz von Dratzig, which was written off after this landing accident. (A Imrie via HAC/UTD)

*J73-6*: Five pilots of *Jasta 73* are seen on stand-by (*Startbereitschaft*) beneath a D.VII, almost certainly the same Albatros-built machine of Schulz von Dratzig - though the wheel cover appears to be from an OAW product. Second from right is probably *Ltn.d.R.* Fritz Jacobsen, and the dog is Jacobsen's 'Tommy'. The pilots wear parachute harnesses and seem ready for immediate take-off, though the D.VII's aircrew still wears a canvas cover. Also note the tubular sight and the windscreen with hole

with hole cut out. (Fritz Jacobsen album via Dieter H M Gröschel, MD)

**J73-7:** A D.VII inscribed 'Schnuck' provides a convenient backdrop for Lt. Boldt of Jasta 73. 'Schnuck' was reportedly the usual aircraft of Fritz John Jacobsen, who claimed 12 victories (he is generally credited with eight and two unconfirmed) and who survived until 1981. (Via P M Grosz)

**J73-8:** A damaged photo of Fritz Jacobsen with 'Schnuck'. Jacobsen lived to the age of 87 and was helpful to several historians. He was the subject of a fine article by Dr. Dieter Gröschel in *Over the Front*, Vol. 11, No. 1. Jacobsen's personal archives are held in the Federal Military Archives in Freiburg. (Jacobsen album via Dieter H M Gröschel, MD)

## JASTA 74

**J74-1:** Though the goggles and helmet preclude positive identification, this pilot demonstrating the use of an oxygen system is certainly Vzfw. Wilhelm Hippert alongside his D.VII. The oxygen flowed from the metal canister into a hand-regulated rubber bladder, and from there into a pipe stem gripped in the pilot's mouth. Note the cooling holes cut into the upper engine cowling.

**J74-2:** Vzfw. Hippert of Prussian Jasta 74 seems justifiably proud of his splendidly decorated D.VIIF. This machine was probably a Fokker product from late in the first production batch. According to Allied intelligence reports, the unit marking of *Staffel 74* was a blue nose; if so, the cowling panels of Hippert's Fokker were doubtless dark blue. The distinctive chequerboard display was

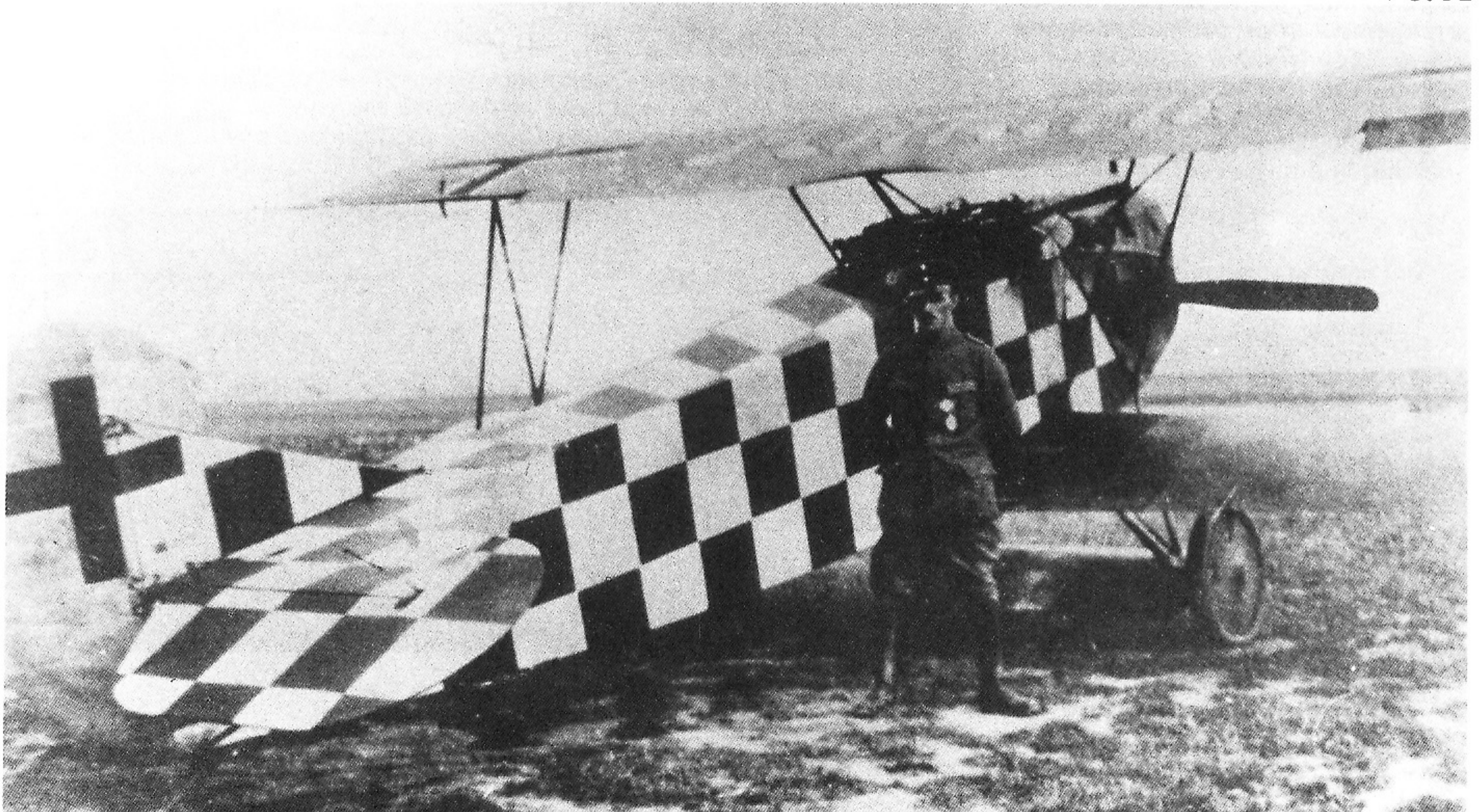


▲ J74-1 likely a black and white personal decoration, providing one of the few documented examples of a true 'chequerboard Fokker' as noted in many Allied combat reports. Hippert further individualized his machine with the

name 'Mimmi' on the top wing in black-outlined white letters. The wheel covers may also have been dark blue with four equidistant black 'star' markings.

(Dr. V Koos via H H Wynne)

▼ J74-2



# JASTA 75

**J75-1:** Four happy non-commissioned officer pilots of Prussian *Jagdstaffel 75* strike a pose for the albums. From left : Vzfw. Meyer, Vzfw. Brüwer, Offz.Stv. Brehme, and Uffz. Fritz Tödheide. This little-known *Staffel* generally applied a unit marking of a light-bordered dark band ahead of the tail on its Albatros D.Va and some of its D.VII fighters, as seen on this early OAW example. The colours are unconfirmed, but black and white seem probable. The Albatrosse and some Fokkers of this unit also displayed unique perpendicular dark stripes in two colours on a white tailplane. This D.VII provides details of the green/mauve patches applied in 'hazy' style on the cowling and in segments on the wheel covers, typical of the first OAW production batch, along with the four-colour fabric and white weights table and datum line. (HAC/UTD)



▲ J75-1 ▼ J75-2

**J75-2:** Ltn. Lothar Häussler apparently had his D.VII (OAW) fuselage painted an unknown dark colour as a background for his ornate 'LH' monogram, replete with battleaxes. An uncropped view of this photo reveals that the unit's vertical black/white (?) band marking was indeed applied to this aircraft just ahead of the tail. Ltn. Häussler is recorded as having flown OAW 2141/18 at one time, but the cowling details indicate this aircraft was probably from a later batch. (Via P M Grosz)



**Fig. H:** Early production OAW D.VII of *Jasta 75* in four-colour printed fabric finish, showing the black and white(?) vertical stripe ahead of the tailplane which characterised many aircraft of this *Staffel*. Also shown is a tentative depiction of the unit tailplane insignia, an unusual arrangement of perpendicular bands in two colours with a white background. This is a *very provisional* illustration, based mostly on photos of the unit's Albatros fighters.

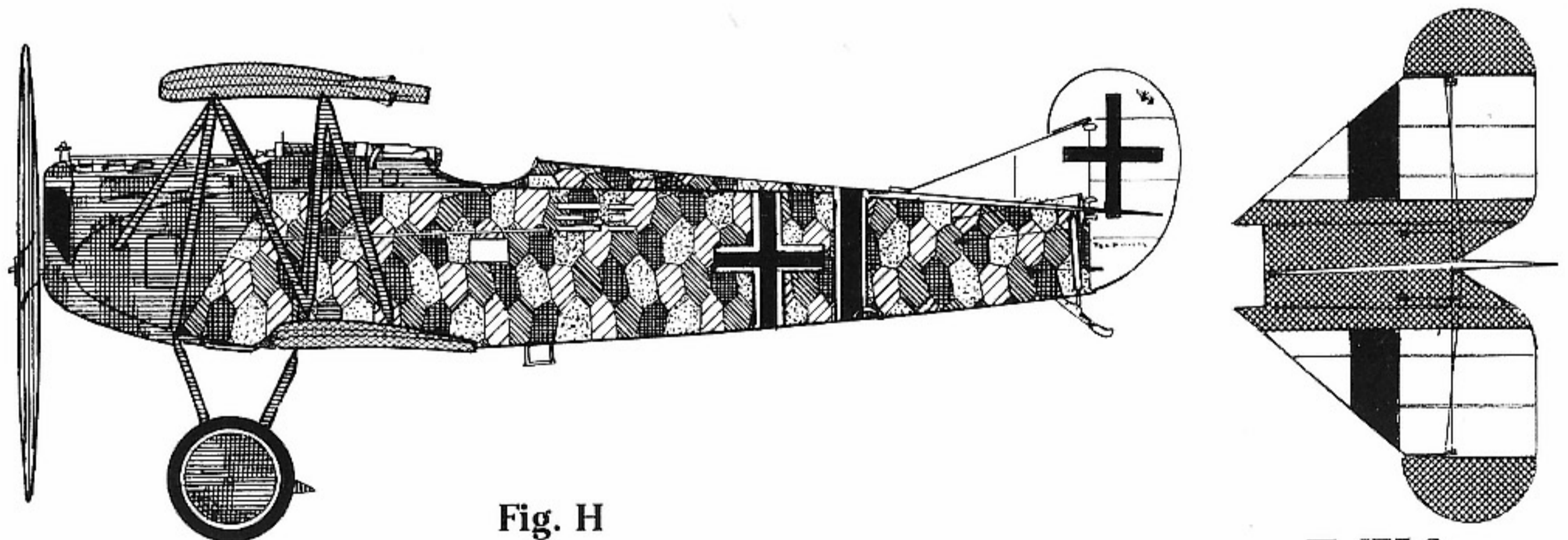
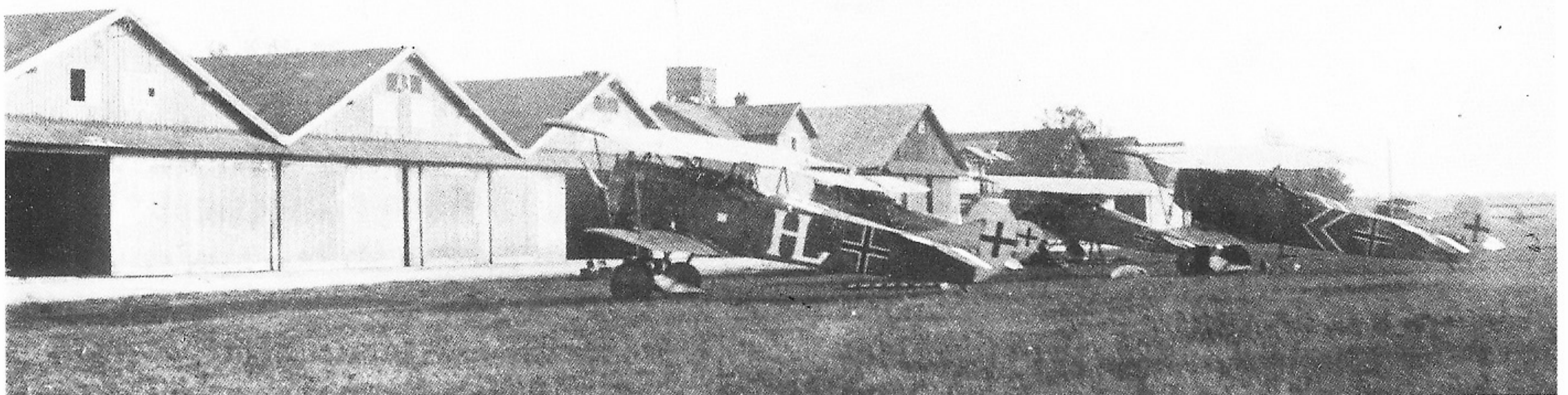


Fig. H

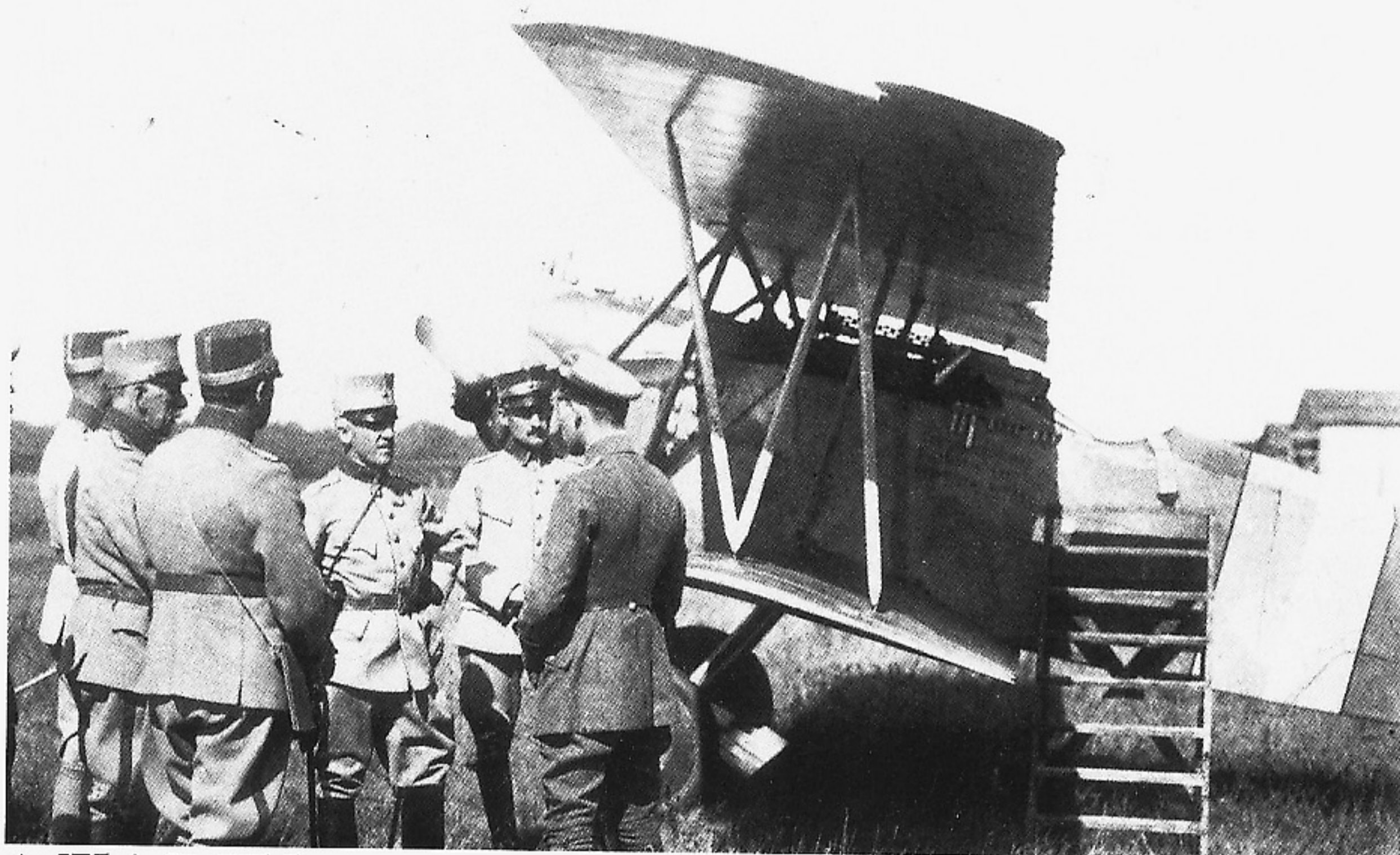
▼ J75-3



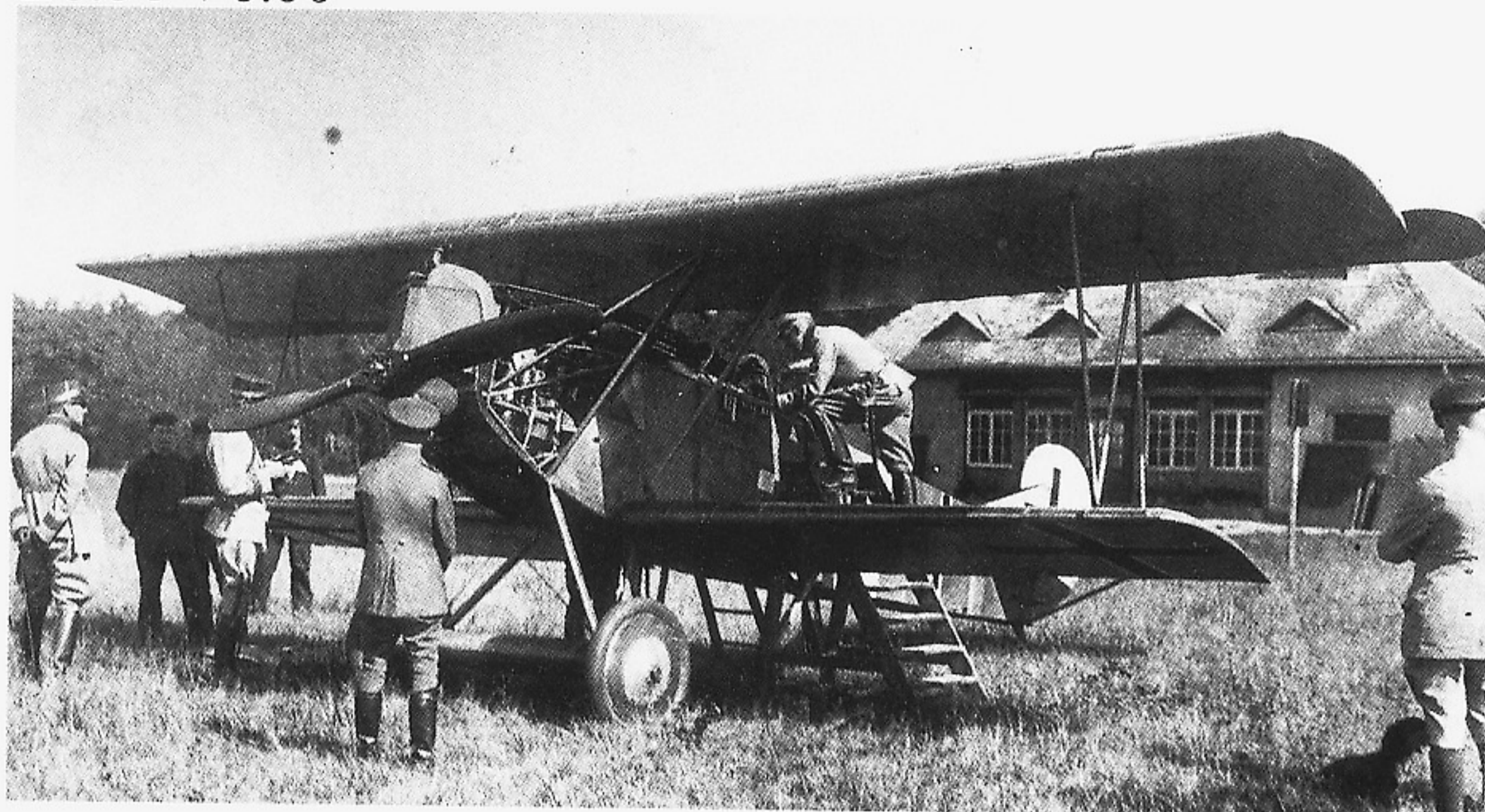
**J75-3:** Three OAW D.VIIs and one Roland D.VIb of *Jasta 75* are seen on Habsheim airfield circa September 1918 in this unique image from the Brehme albums at HAC/UTD. Close study indicates that all these Fokkers bore the enigmatic perpendicular stripes on a white field on their tailplanes/elevators, also seen on the unit's Albatros fighters. Curiously, none display the vertical white/black/white (?) unit stripe ahead of the tail. The machine with the white 'HL' initials in the foreground was probably flown by *Ltn. Heinrich Lux*, and may have been 6316/18. *Offz. Stv. Brehme's* caption for this photo reads, 'The last was my machine'. (HAC/UTD)

**J75-4:** In September 1918 a Swedish military commission visited *Jasta 75* at Habsheim and were given the 'grand tour'. *Ltn. d.R. Friedrich Rüdberg*, on the extreme right, explains some of the operational and structural details of the D.VII (OAW) to the visiting Swedes. The Fokker bore a two-colour band with dark borders aft of the cockpit as a personal distinction. The serial number cannot be seen, but this *might* have been 4469/18, which was recorded as Rüdberg's aircraft at one time. (HAC/UTD)

**J75-5:** A visiting Swedish officer gets a look at the cockpit of the same D.VII, with cowling side panel removed. In the Rüdberg papers (courtesy of Dr. Dieter H M Gröschel and Dov Gavish, PhD) there is a list of ready-to-fly aircraft of *Jasta 75* which probably dates from September, listing 14 Fokkers, two Albatros D.Va, three new Roland D.VIb, and their pilots,. Listed are OAW-built D.VIIs 2141 - *Ltn. Häussler*, 2146 - *Vzfw. Perz*, 2146 - *Oblt. Karjus*, 4187 - *Ltn. Jumpelt*, 4469 - Rüdberg, 6316 - *Ltn. Lux*, 6319 - *Offz. Stv. Brehme*, 4182 - *Vzfw. Meinberg*, and 2142 - *Uffz. Niggemann*, as well as 6512, 6570, and 6578. *Uffz. Tödheide* had Fokker-built 4335, and the commander *Oblt. Walther Karjus*, had a second D.VII 4321/18. (HAC/UTD)



▲ J75-4 ▼ J75-5



## JASTA 77b

**J77-1:** It seems evident from photos and documents that *Jasta 77b* Albatros and Pfalz fighters bore 'Bavarian blue' tails as unit markings. The notes of Rudolf Stark, who briefly commanded the unit, record that the unit markings were blue tails, and that individual emblems included 'stripes, arrows and geometrical figures'. This photo was tentatively identified as a *Jasta 77b* D.VII in the Ferko files, and it's possible the whole fuselage was painted a

mid-to-light blue if this is true. However, on September 17 1918 *Sgt. Hans Popp* of this *Staffel* was shot down, possibly by Major Caldwell of No.74 Sqn, and the wreckage of his D.VII became G/2Bde/22. The rather cryptic report on this machine describes it in this way: 'mainplane and empennage, black. Rudder and tail, white. Large white 'K' on plane'. This somewhat contradictory information provides the kind of enigmatic puzzle that markings researchers thrive on. Further information on the D.VII colours of *Jasta 77b* would be welcomed by the author and publishers. (HAC/UTD)

▼ J77-1

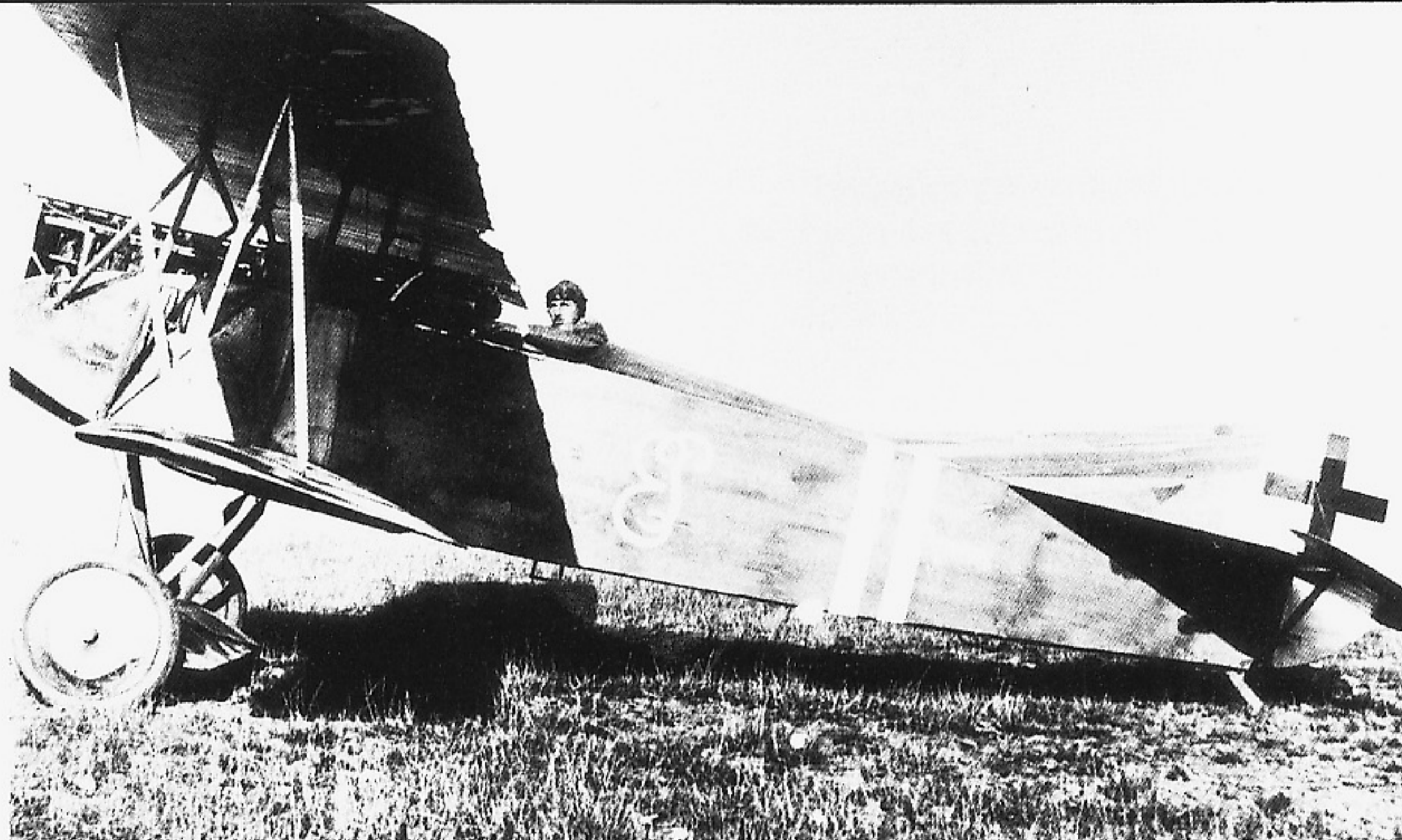
## JASTA 76b

Royal Bavarian *Jagdstaffel 76* flew Albatros fighters marked with tailplane stripes in the state colours of blue and white, and white spinners with a blue border. This unit still had some Albatros on strength as late as June 23, 1918. Regrettably, details or photographs pertaining to any Fokkers the *Staffel* may have obtained are unavailable.



# JASTA 78b

**J78-1:** Thanks to archival data from Rudolf Stark, and to the photos and records of its first commander Robert Dycke, the D.VII markings of Bavarian *Jasta 78* are particularly well documented. The Albatros fighters of this unit had borne striking individual markings only, but true unit colours were introduced on the Fokkers. Stark wrote that the *Jasta* markings consisted of 'light blue fuselages, [with] two white bands forward of stabiliser'. Judging from the Dycke photos the blue used was actually a mid-to-dark blue to register as dark as it did on the film of the day. This view of Vzfw. Emil Prime in his Fokker-built machine amply displays both the unit markings and Prime's own personal emblem of his ornately intertwined 'EP' initials. Note that the blue painting of the fuselage did not extend to the cowlings, wheels, nor to the lozenge fabric-covered portions of the fin and tailplane. (All photos from the Dycke collection via HAC/UTD)



▲ J78-1 ▼ J78-2

**J78-2:** This view of Vzfw. Prime and his mechanics at Bühl airfield near Saarburg shows off the cowling details such as the manufacturer's data plate mounted just above the forward undercarriage strut. The upper cowling panels are removed on most of the *Jasta 78b* Fokkers seen here. (HAC/UTD)



**J78-3:** A view of Vzfw. Reimann and his D.VII, revealing the brush strokes used to apply the thin blue paint over the fuselage. A tube for a flare pistol protrudes from the fuselage just above Reimann's left shoulder. The printed fabric rib tapes are in evidence. (HAC/UTD)



**J78-4:** Vzfw. Rudolf Reimann and his mechanics pose for the obligatory group photo with Reimann's Fokker, which was identified by an 'MK' monogram in white. The significance

▲ J78-3 ▼ J78-4

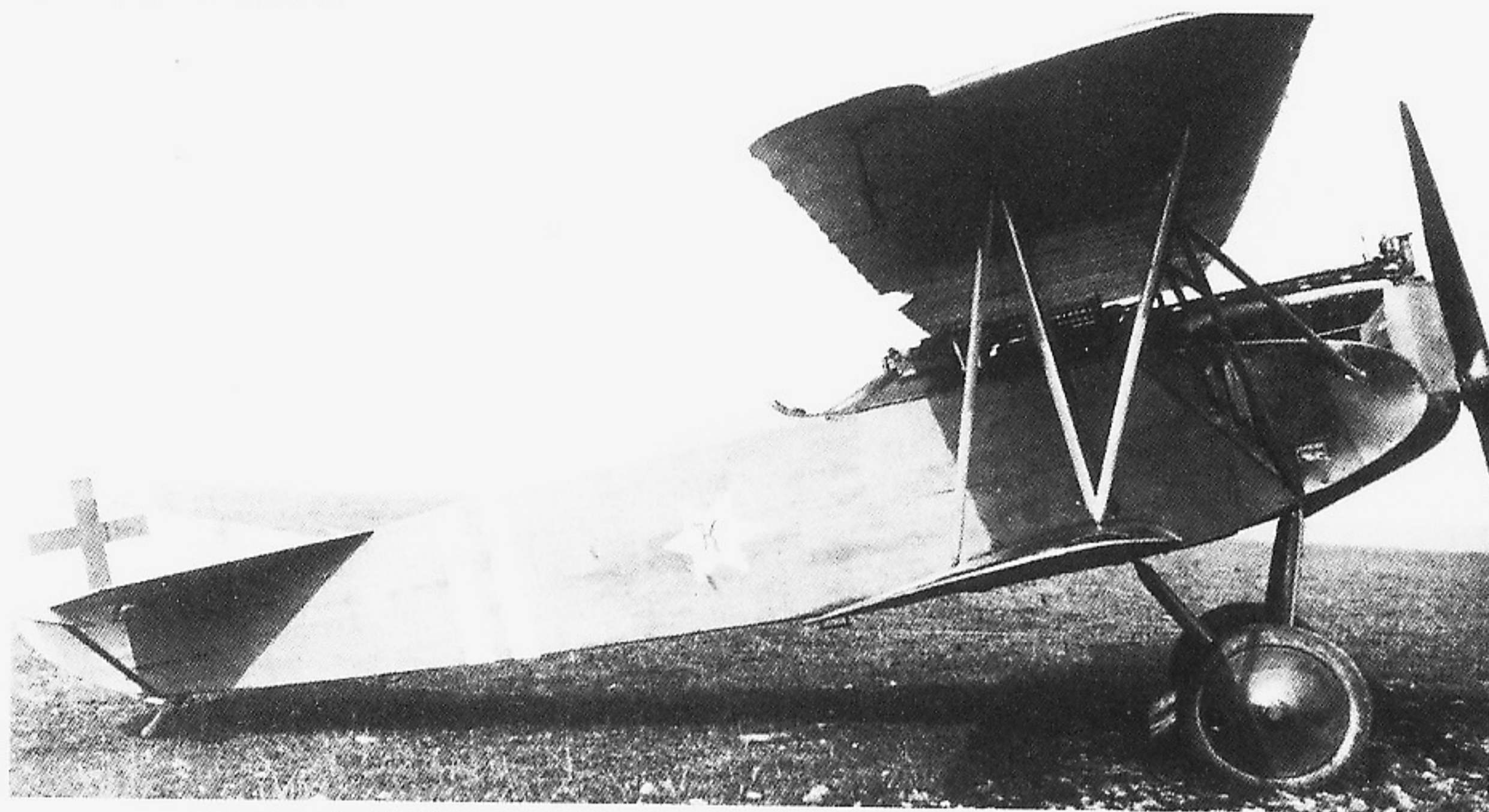




of this marking is unknown to the author. The engine cowlings remained in their Fokker factory green finish, but the fuselage was blue with two white stripes. (HAC/UTD)

**J78-5:** Reimann appears ready for flight in his natty sweater in this fine close-up. This Fokker was equipped with a rear-view mirror and flare pistol tube. Reimann achieved two confirmed victories in October/November 1918. (HAC/UTD)

▲ J78-5 ▼ J78-6



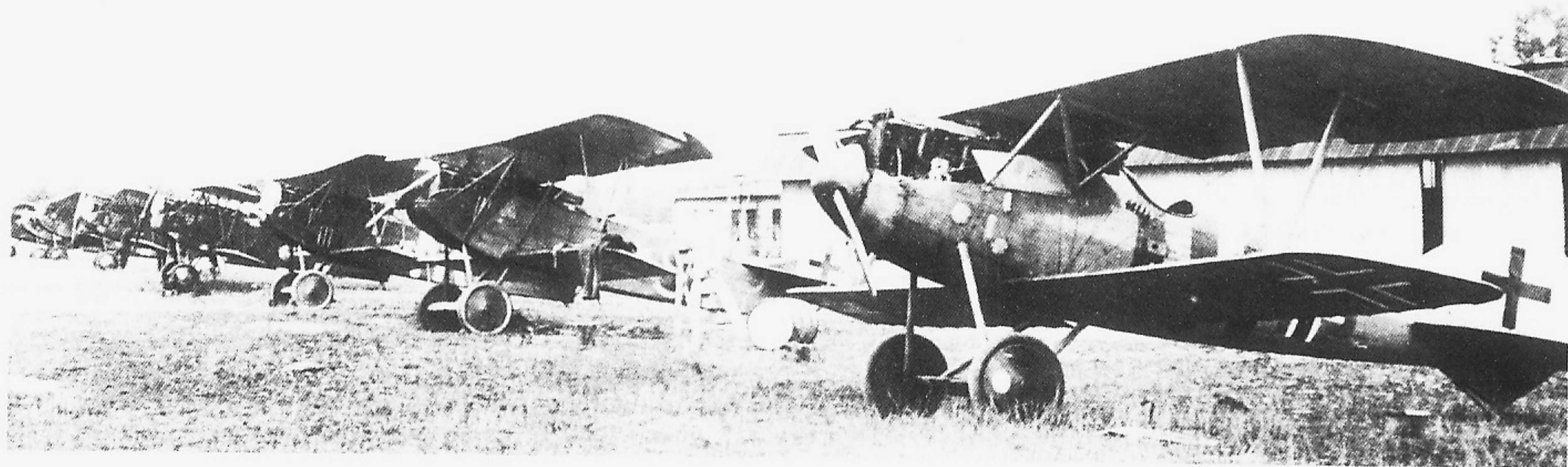
**J78-6:** The usual pilot of this *Jasta 78b* Fokker D.VII marked with a 'K' inside a white six-pointed star is not positively identified, but it was probably flown by *Vzfw.* Karl Kallmünzer, who claimed two confirmed victories. He was severely injured in the crash of his aircraft on August 6 1918, and died six days later. The wheel covers of this Fokker appear to have been covered with 'lozenge' fabric, and the non-white portion of the fin was seemingly painted blue like the fuselage. (HAC/UTD)

**J78-7:** *Oblt.* Reinhold Ritter von Benz and *Ltn.* Ungewitter in front of the Fokker D.VII which was probably Kallmünzer's. Note that on each of these *Jasta 78b* Fokkers the metal cowlings retained their factory finish and were not painted blue. Benz was the commander of the *Staffel* from July 30, 1918 until his death in action on August 13. Benz was killed in action over Mondon Wald in D.VII(OAW) 4461/18. (HAC/UTD)



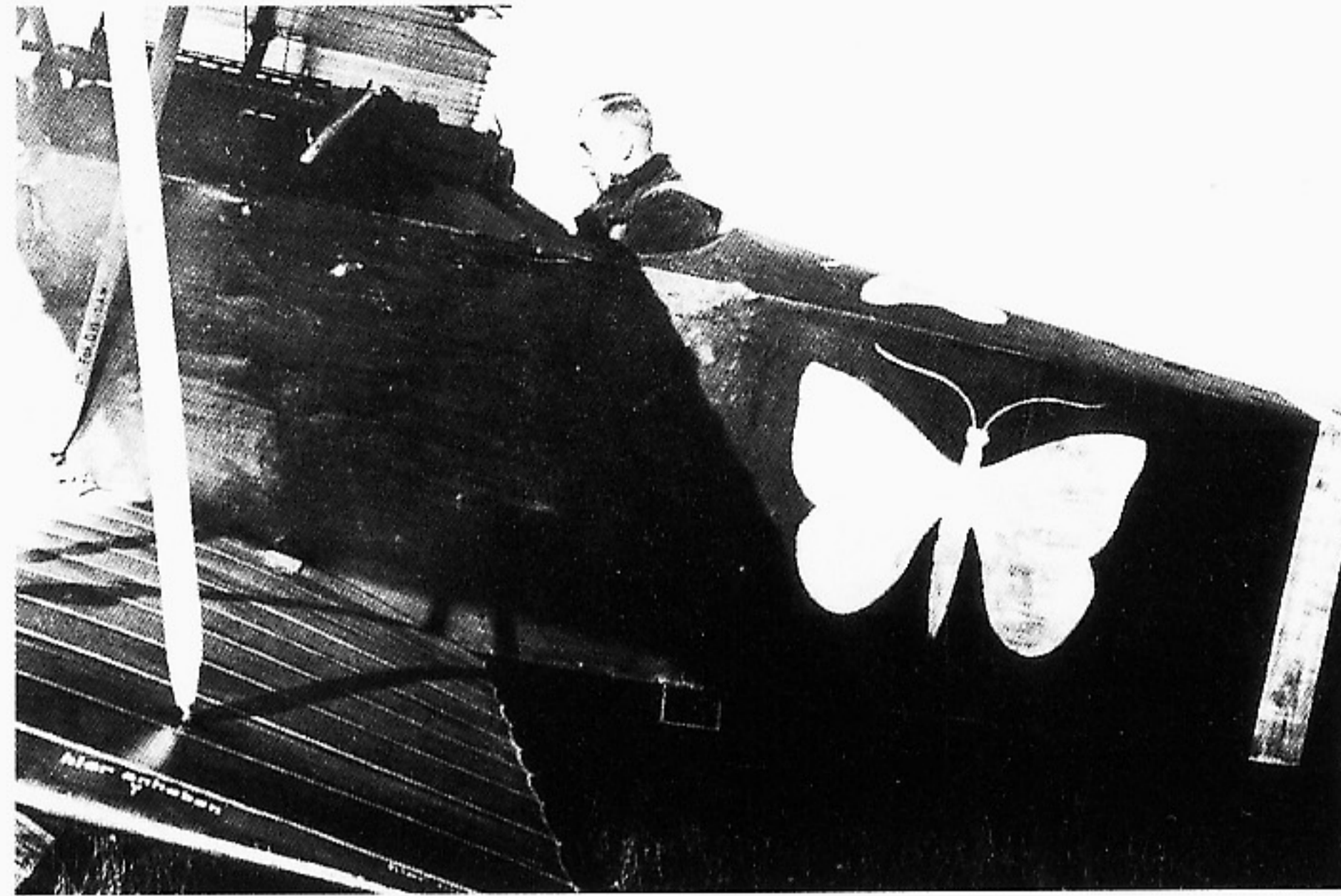
**J78-8:** Seven Fokkers and one Albatros D.Va of *Jasta 78b* are on display in this photo of the airfield at Bühl aerodrome near Saarburg. The first D.VII was the aircraft of *Vzfw.* Michael Sigmann and bore his white 'S' monogram along with a six-pointed white star which is just visible. The similarity of this star marking to the 'K'-marked aircraft seen previously suggests they may have been the same machine at different times. The second D.VII in this line-up was

▲ J78-7 ▼ J78-8





▲ J78-9



▲ J78-10 ▼ J78-11

Reimann's 'MK' marked D.VII.  
(HAC/UTD)

**J78-9:** A poor photo which is nonetheless the only one available of *Ltn. Gerhard Ungewitter* (with dog) and his mechanics with his *Jasta 78b* D.VII, identified by a white lightning bolt ahead of the barely-visible white stripes. The side cowling panel has been removed for servicing of this early Fokker-built aircraft. Ungewitter served in the *Staffel* from April 1918 until the Armistice and was credited with one victory.  
(HAC/UTD)

**J78-10:** *Ltn. Hans Jungwirth's* D.VII (OAW) 4464/18 was emblazoned with a thinly-applied white butterfly insignia on the sides and top of the fuselage. The stencilling on the cabane strut is noteworthy. Jungwirth's sole victory was a DH9 downed on August 22 1918, and he was acting commander of *Jasta 78b* for a time in September/October.  
(HAC/UTD)

**J78-11:** Fokker D.VII (OAW) 4464/18 forms the backdrop for *Ltn. Jungwirth* and his mechanic. Note the pale rib tapes and the untouched OAW-style green and mauve camouflage patches on the nose.  
(HAC/UTD)

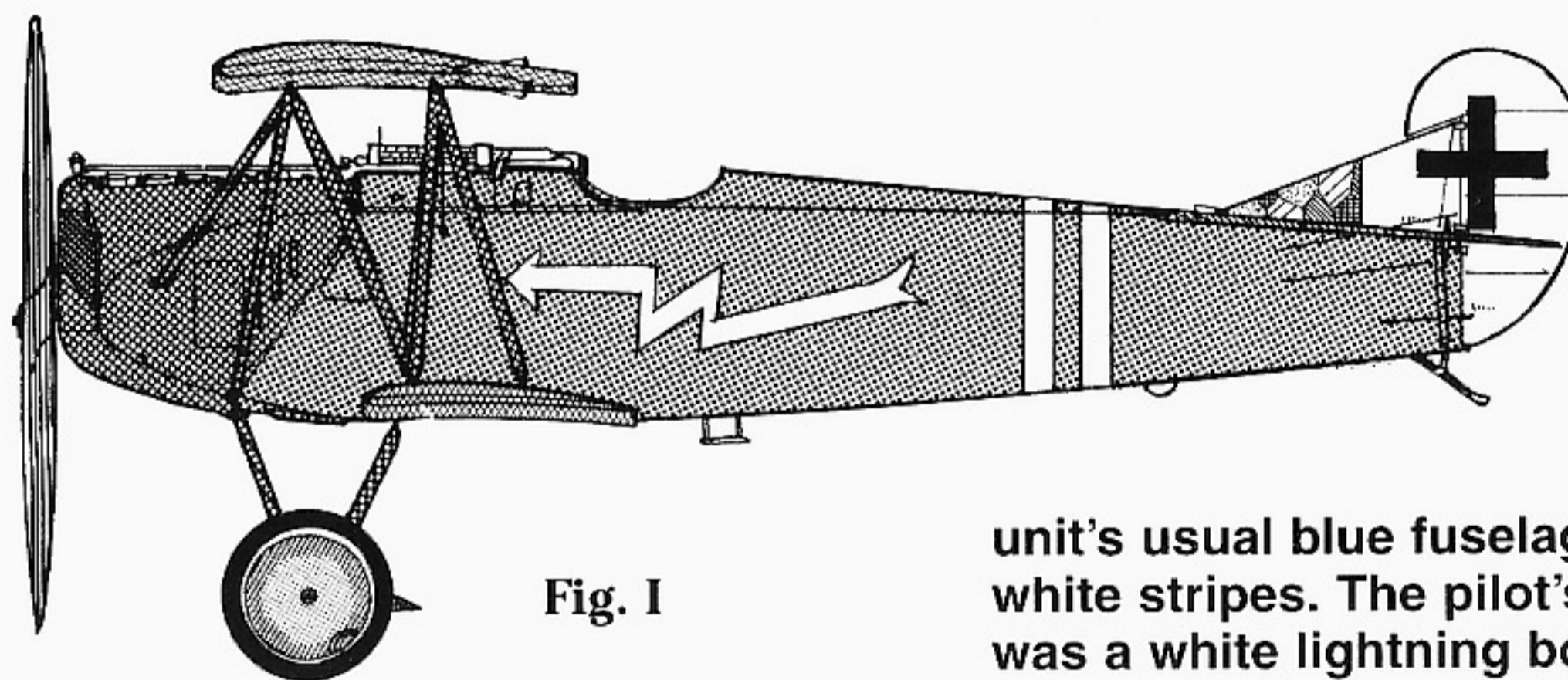


Fig. I

Fig. I: *Ltn. Ungewitter's* Fokker-built D.VII of *Jasta 78b*, marked with the

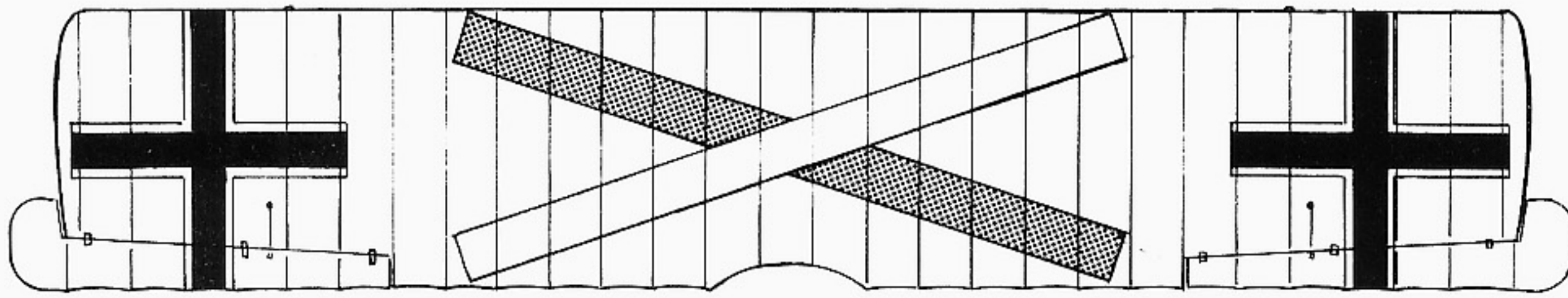
unit's usual blue fuselage and two white stripes. The pilot's emblem was a white lightning bolt, while nose, wheel covers, wings and tailplane retained their Fokker factory finish.

## JASTA 79b

No photographs of Fokkers from Royal Bavarian *Jasta 79* are known to the author, but there are several bits of documentary evidence which shed some light on the subject. Rudolf Stark's notes (and sketches) on Bavarian *Jagdstaffeln* indicate that the unit markings consisted of crossing blue and white bands on the upper surface of the top wing; this awaits confirmation from photos, but a tentative sketch of the

marking is provided here. In addition, Stark recorded that the machine of *Ltn. Gottlob Mueller* had a white *edelweiss* on the side of the fuselage. *Flieger Bernhard Kormann* of the *Jasta* was flying D.VII 4284/18 when he was shot down behind British lines by an RE8 of No. 12 Sqn (crewed by *Lts. Pithey* and *Rhodes*) on August 23 1918. Korman was killed, and his aircraft was given number G/3Bde/13. The report on this machine gave the works number as 2895, and recorded the known markings as 'tailplane black, rudder white'. On September 4, *Flieger Otto*

*Wagner* of *Jasta 79b* was brought down by *Lt. Hughes* of No. 3 Sqn. in Camel F1972, and his D.VII (OAW) 4503/18 (works number 74503 ?) was assigned the number G/3Bde/19. *Hughes'* combat report mentions a 'black fuselage, white stripes'. The more reliable records on the captured aircraft cryptically state it had 'engine cowling and tail black, and white stripes. Black and red triangular pennant on side and top of fuselage'. While these descriptions are rather enigmatic, they seem to indicate that *Jasta 79b* aircraft featured personal markings on the nose, tail,



and fuselage, and possibly the blue and white unit markings recorded by Stark. Documentary information and

photos of *Jagdstaffel 79b* aircraft would be welcomed by the author and publishers.

Fig. J

*Fig. J:* Simplified depiction of the possible unit marking of *Jasta 79b*; crossed blue and white bands on the wing. Readers are advised this illustration is based entirely on Rudolf Stark's rough sketch and notes, and is not supported by any available photos. The national insignia shown depict an OAW product, but this is entirely arbitrary.

## JASTA 80b

*J80-1:* Allied intelligence records indicate that the aircraft of Bavarian *Jasta 80* had tails painted in black and white stripes. Thanks to the efforts of that tenacious researcher Alex Imrie, this and other photos of *Jasta 80b* machines have come to light and provide a bit more information. The group in front of this OAW-built D.VII includes, from left to right: 1. Unknown 2. *Ltn.* Kurt Seit 3. *Oblt.* Gottlieb Rasberger 4. Unknown 5. Possibly *Ltn.* Josef Filbig, and seated in front is *Vzfw.* Otto Agne. The Fokker (possibly Rasberger's) features two or three vertical white bands aft of the cockpit as a personal insignia along with the white radiator shell. Note the unit marking on the tail of the D.VII just visible at the extreme right: a black tailplane and elevator with a white stripe on each side of the fin. (*A Imrie via HAC/UTD*)



▲ J80-1 ▼ J80-2

*J80-2:* *Oblt.* Rasberger and his mechanics manage to obscure the personal marking of white fuselage stripes behind the cockpit on what was presumably Rasberger's D.VII. Another (unavailable) photo indicates that there were two or three vertical stripes on the fuselage. This D.VII featured the numerous cowling louvres of the middle OAW production batches, perhaps mid-1400s to 4649/18. (*A Imrie via HAC/UTD*)



## THE KESTS

The story of the home defence fighter units known as *Kampfeinsitzer Staffeln*, or *Kests*, and that of the *Jagdstaffeln* numbered above 80 is an intertwined and complicated one. Little is known by this writer of the Fokker D.VIIs operated by these units. *Jasta 81* actually began its career as *Jadgflieger Ober Ost*, an Eastern Front unit created in June 1917; in September of the same year it was designated *Jasta 81* and transferred to the Western Front in April 1918, but nothing is known of any D.VIIs it may

have used. In late October/November 1918, as the Western Front began to collapse, the *Kests* were redesignated. *Kest 2* became *Jasta 82*, *Kest 3* became *Jasta 83*, and so on through *Kest 9/Jasta 89*. The Royal Prussian *Jasta 90* was created from *Kests 1a* and *1b*. These high-numbered *Jagdstaffeln* had such a brief existence very little information or photographic documentation, is available. The *Kests* were often equipped with a wide variety of aircraft in the summer of 1918, which occasionally included Fokker D.VIIs. The war diary of *Kest 1a* (see Stephen Lawson's fine article in *C & CI*, Vol. 22, No.2) reveals that in September 1918 this unit had a combination of Pfalz D.VIII, Roland D.VIb, Albatros D.Va,

Fokker D.VII and even one Fokker D.VI. The following photos present just a couple of examples of Fokkers used by these home defence units.

## JASTA 84

*J84-1:* This well-known photo depicts the crashed D.VII (OAW) 4071/18 of *Vzfw.* Buder of *Kest 4b/Jasta 84* in Freiburg. This machine displays the usual OAW pattern camouflage on the nose panels and white serial stencilling typical of this batch from OAW. It had the firm's first high-level exhaust and a single tall louvre is seen on the

cowling. The only unusual marking was a dark band of unknown colour just ahead of the fuselage cross. (Via H J Nowarra)

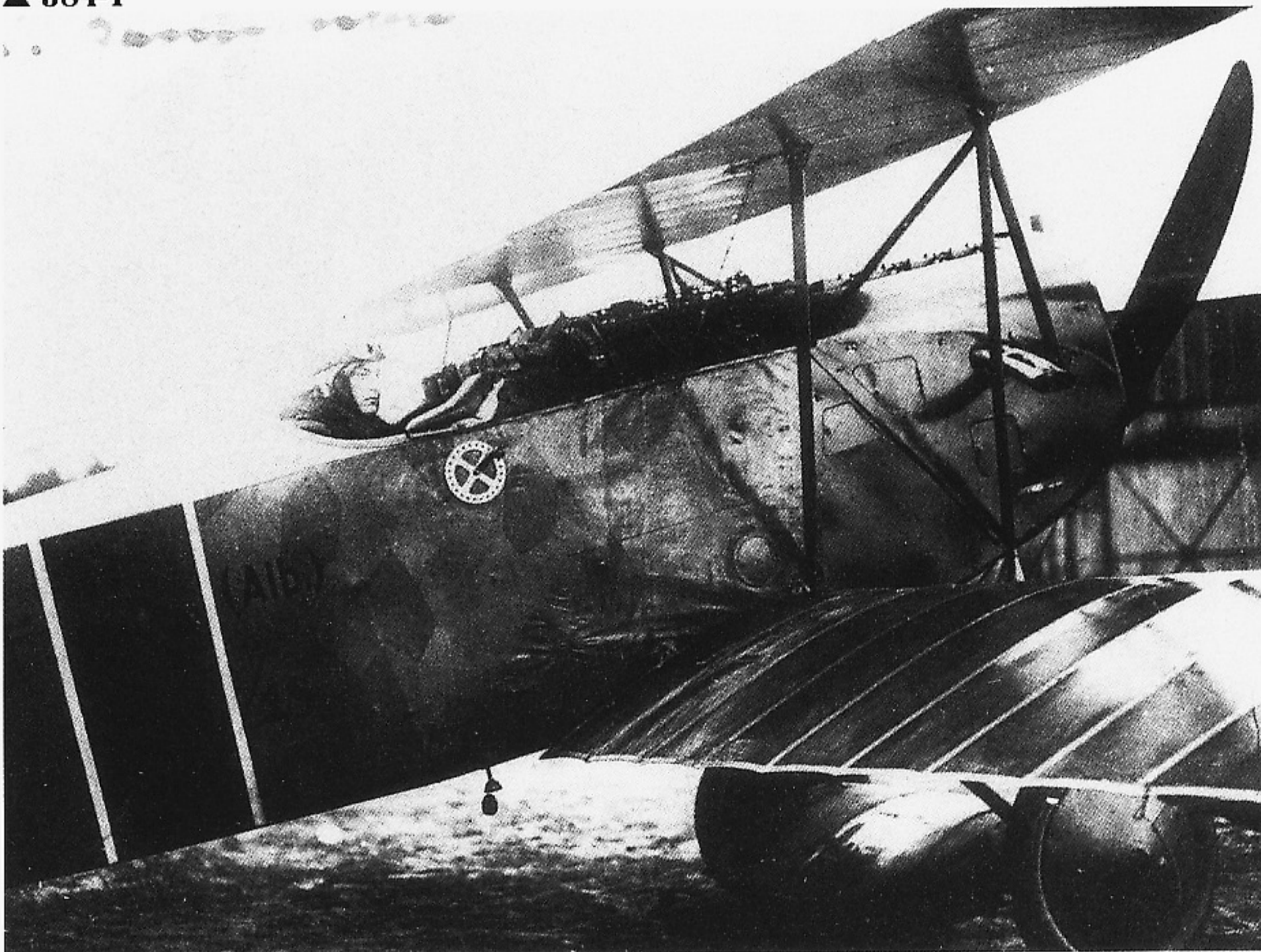
## JASTA 90

**J90 - 1:** *Ltn.d.R.* Hans Dannenberg flew as a member of *Jasta 13* from April to June 1917, and in *Kest 1a* (later *Jasta 90*), where this photo was taken, from May to August 1918. He is thought to have transferred to *Jasta 7* on August 19, where he finished out the war with a record of four victories. This view shows Dannenberg in an Albatros-built D.VII equipped with a crank for a wireless aerial, the tip of which can be seen just under the fuselage. It certainly was D.VII (Alb) 666/18, which the *Kest 1a* war diary records was equipped with just such a device for ground-air communication. This machine also shows off its four-colour fabric, light rib tapes, and a distinctive style of Albatros cowling and exhaust exit. (HAC/UTD)

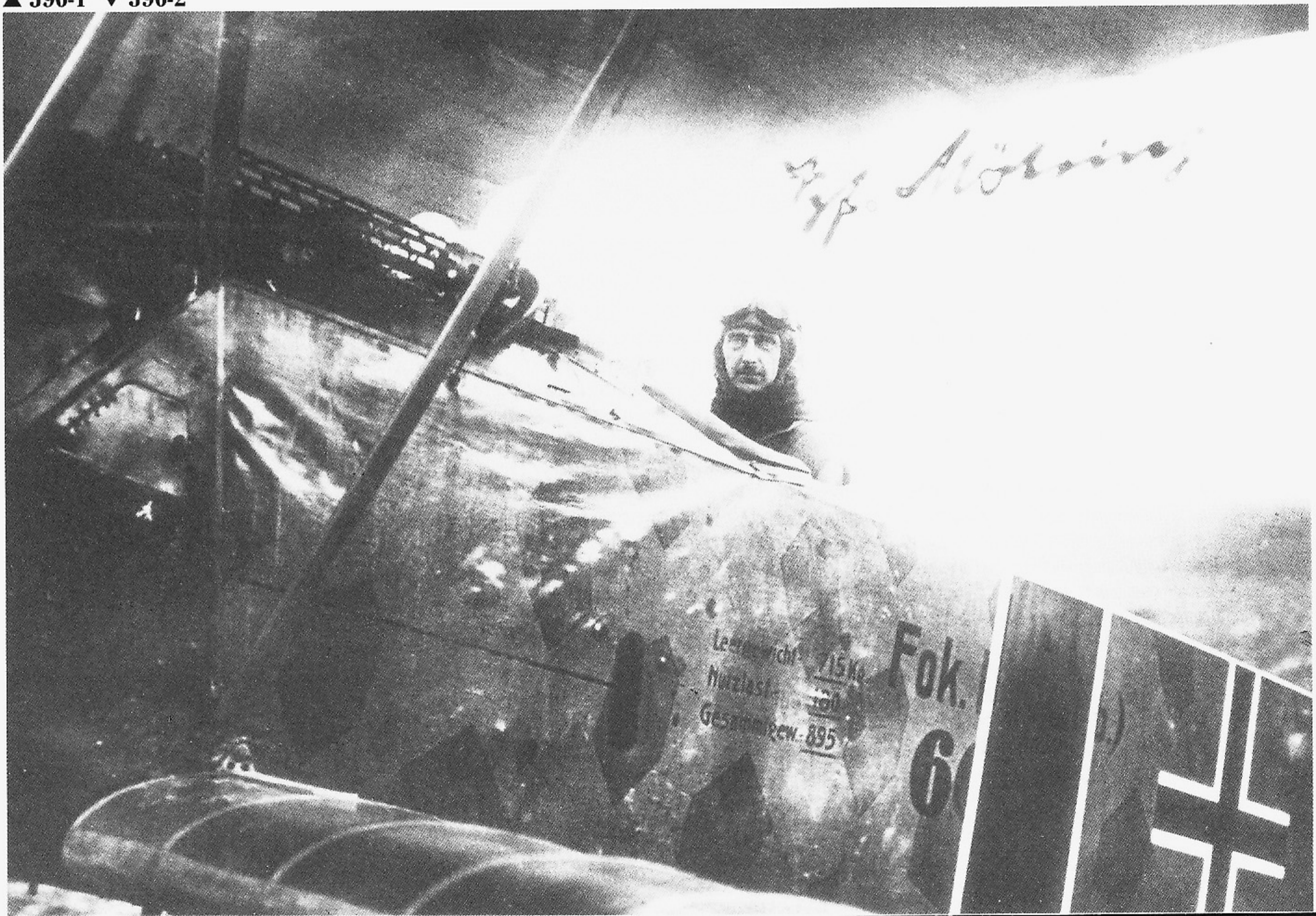
**J90-2:** *Vzfw.* Möhring, who also served in *Kest 1a*, was photographed in the same machine as Dannenberg - D.VII (Alb) 666/18. The only special insignia visible was the white-bordered dark vertical fuselage band which obscures most of the serial number. This aircraft was often flown by the unit commander, *Oblt.* Nebel in September 1918. Other Albatros-built D.VIIs on the strength of *Kest 1a* included 671, 691, 692 and 823/18. (HAC/UTD)



▲ J84-1



▲ J90-1 ▼ J90-2



# THE MARINE-FELDJAGDSTAFFELN

The German Navy had its own land-based fighter units, the *Marine-Feldjagdstaffeln*, based in Flanders in the German Fourth *Armee* area. *Marine-Feldjasta Nr. I (MFJ I)* was formed on February 1 1917 and was commanded for most of its service by *Leutnant zur See* Gotthard Sachsenberg, who would survive the war with 31 victories. *MFJ II* followed in October 1917, and its 'star' pilot and usual CO was *Ltn.z.S.* Theo Osterkamp. In June 1918, *MFJ III* was formed under the command of *Ltn.z.S.* Brockhoff (four victories). On September 1 1918, *MFJ IV* and *V* were formed using personnel from the *Seefronstaffel* at Neumünster. Later, shortly before the Armistice, the five naval *Jastas* were grouped together into the *Marine-Feldjagdgeschwader* under Sachsenberg's command, with over 50 fighters on strength. Thanks in large part to the research of Alex Imrie, who interviewed many naval air service veterans, the following data and photographic record is available today. The author is very grateful to Alex for his courtesy in allowing the use of much of his material. This writer's gratitude is also extended to Volker Haeussler for providing copies of Sachsenberg's *Geschwader* order and several examples of naval combat reports from the Bundesarchiv-Militaerarchiv in



▲ MFJ-1 ▼ MFJ-2

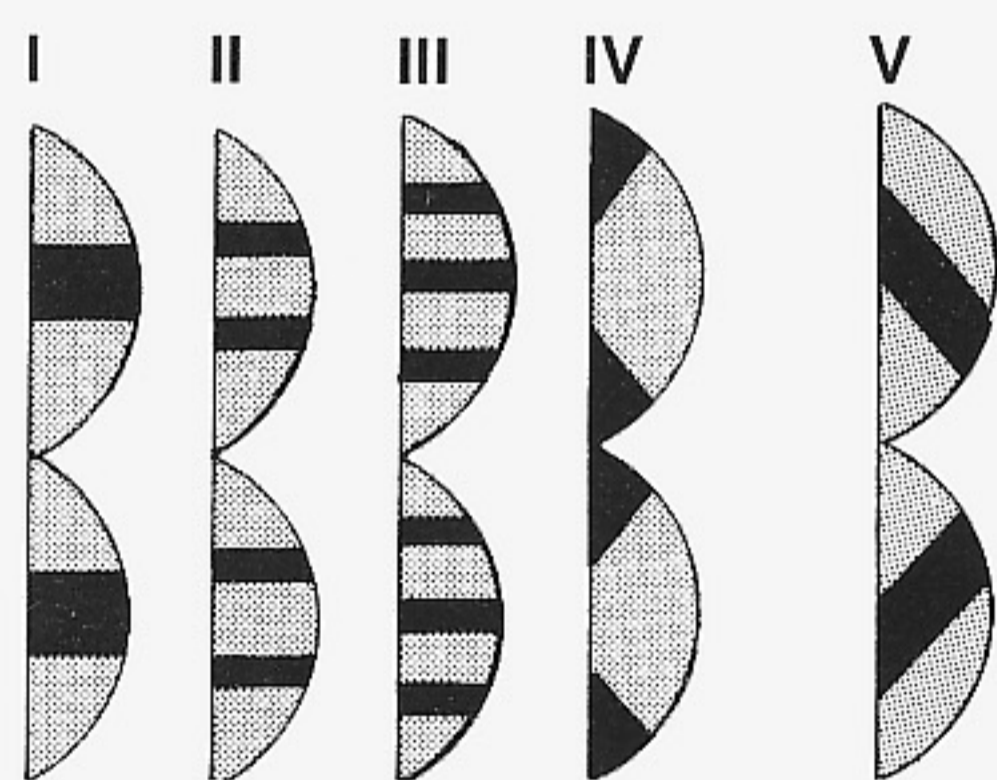


Fig. K

Fig. K: *Marinefeldjagdgeschwader* Order, 26/10/1918 [translated extract facsimile]

*Staffel* markings on elevators (see above):

[Personal markings]

- I. *Jasta*: Light blue band with white markings
- II. *Jasta*: Yellow band with black markings
- III. *Jasta*: White band with black markings
- IV. *Jasta*: Light green band with yellow borders and markings
- V. *Jasta*: Black band with white borders and white markings

*MFJ - 1*: This fine view of *Vizeflgmr.* Franz Mayer of *MFJ III*, provides a good example of a naval Fokker in full splendour - thanks to Alex Imrie for both the photo and information. This is almost certainly D.VII (OAW) 4499/18, in which Mayer scored his fourth victory on September 5, and which his combat report describes as having a yellow engine cowling, yellow elevators and a black-white striped fuselage. Undoubtedly the wheels and tailplane were yellow as well, and the aircraft *probably* had the three black stripes on each elevator denoting *MFJ III*. The wings remained in four-colour fabric with light rib tapes. Note that the fresh stripes on the fuselage appear 'darker' than the black of the original

national cross insignia - another indication of the hazards of speculating on colours based on tonal values. (A Imrie via P M Grosz)

*MFJ-2*: A Fokker of (probably) *MFJ I* serves as a backdrop to this photo of six naval airmen. Third from left is *Ltn.z.S.* Willy Thoene, a five-victory ace, and fourth is *Flgmr.* Wagner (three victories), and sixth from left is thought to be *Vzflgmr.* Hermann Hackbusch, a four-victory pilot, all of *MFJ I* - the rest are unknown. The Fokker-built D.VII 4\_\_\_/18 featured a dark-outlined white band marking on the fuselage - see next photo. The name 'Hahnchen' (?) appeared on the yellow nose in white letters. (A Imrie via HAC/UTD)

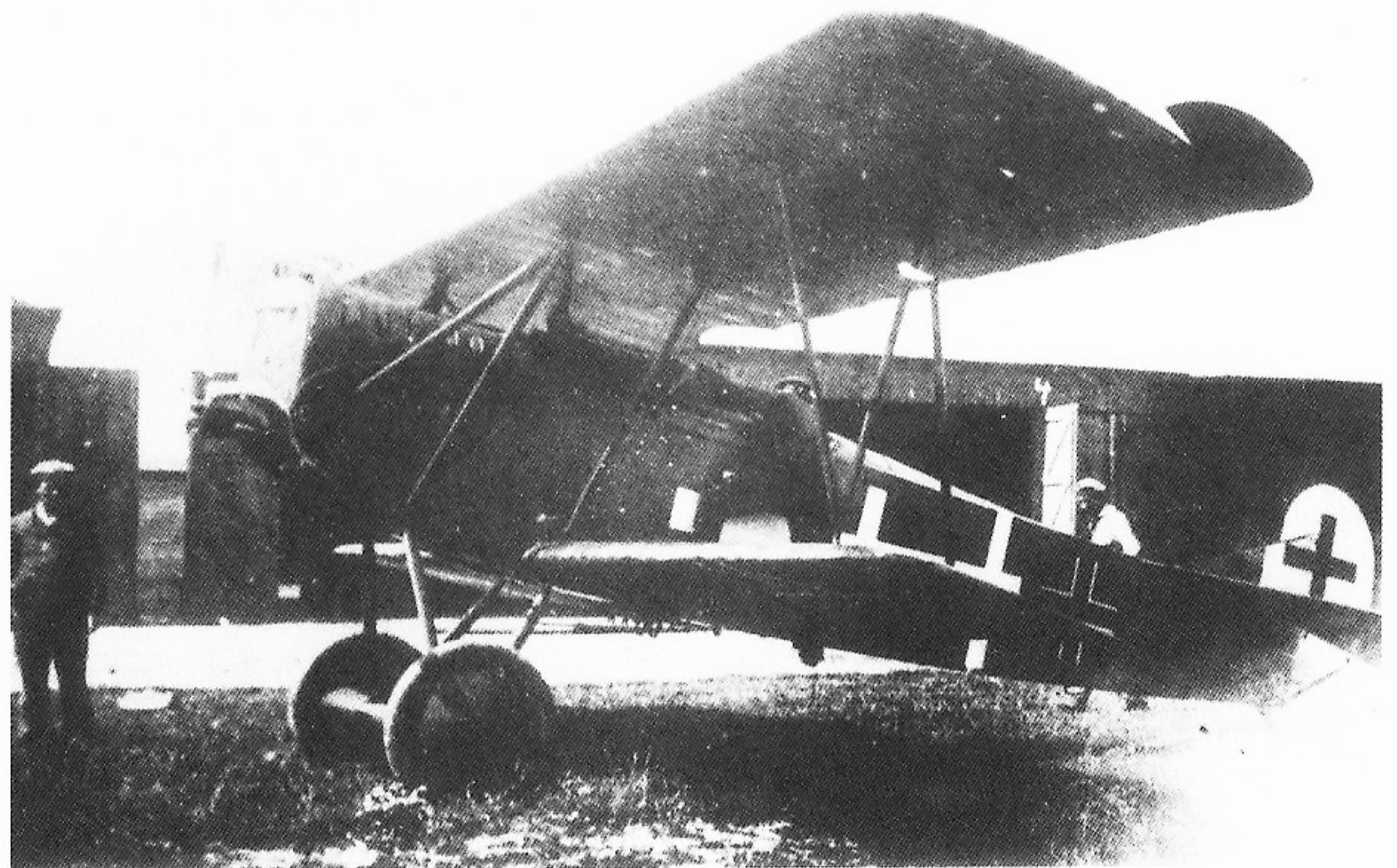
Freiburg, and also to Alain van Geeteruyn for data from his extensive research into *Marine-Feldjasta* records.

By the summer/autumn of 1917 the aircraft of *MFJ I* were identified by yellow noses, as well as a wide range of flamboyant personal markings. This yellow display was also applied to the machines of *MFJ II*, and later *III*, and was later expanded to include the nose, wheels and tail surfaces. Apparently, by the summer of 1918, the yellow tail surfaces of the three *Marine-Feldjasta* were distinguished by black chordwise stripes on the elevators. *MFJ I* featured one stripe on each elevator, *MFJ II* had two stripes, and *MFJ III* had three stripes. These markings were standardised and expanded once the Naval *Geschwader* was formed. Fortunately a unique *Geschwaderbefehl* (Group Order) by Sachsenberg dated October 26 1918 has survived. It features a description and sketches of the prescribed markings for all five *Staffeln*, and a translated facsimile of a portion of it appears here as **Fig.K**. Sachsenberg specified:... 'The [engine] covers, elevators, tailplanes and wheels of the five

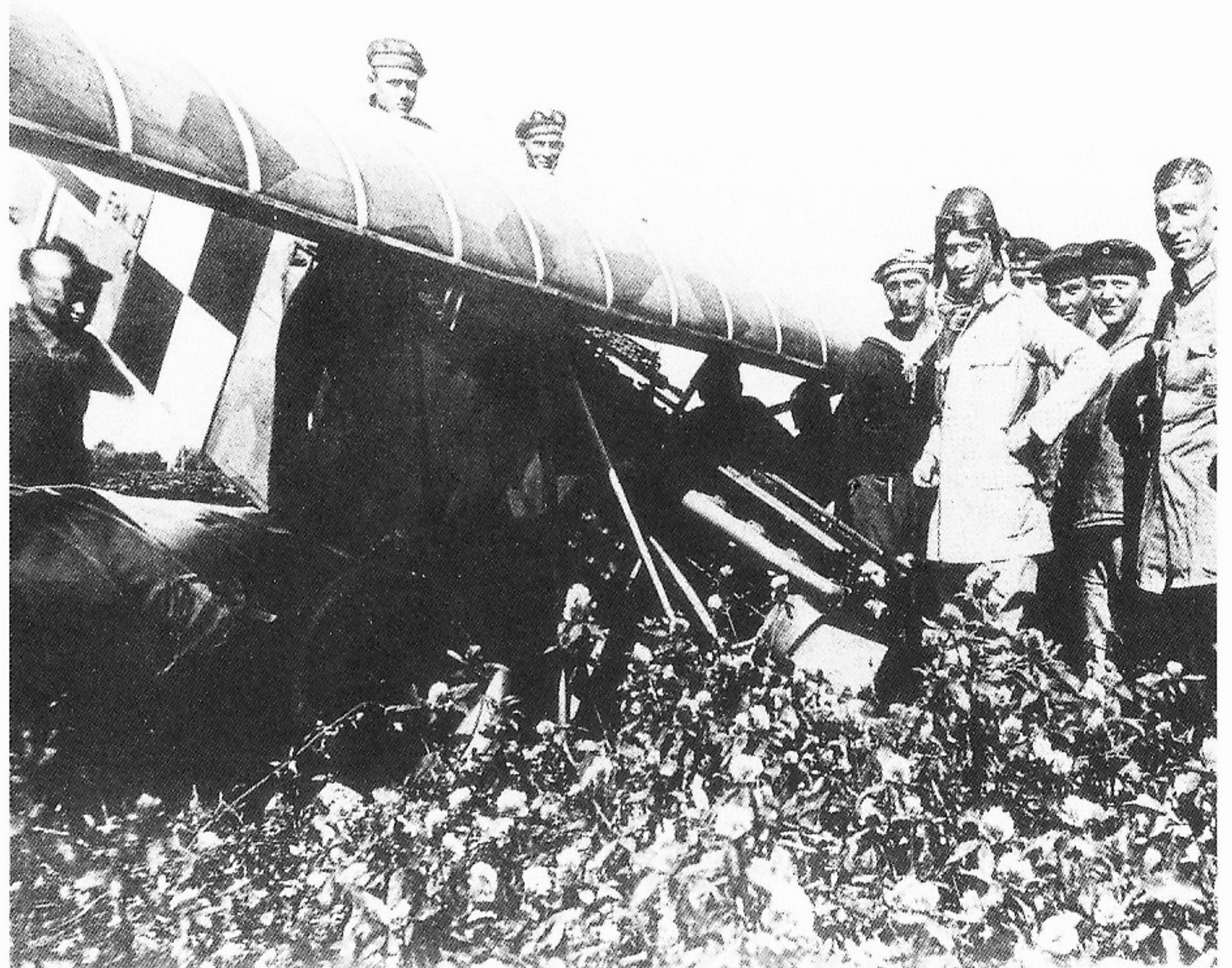
**MFJ-3:** This naval D.VII may be the same machine as seen in the previous photo, though the upper cowling has additional louvres and there is no sign of the name on the nose. A personal marking of dark-outlined intersecting bands was applied to the lozenge fabric fuselage, and it almost certainly featured a yellow nose, wheels and tailplane/elevators. Note the bomb shackles fitted beneath the fuselage. (HAC/UTD)

**MFJ-4:** This view of a pranged OAW-built D.VII was reportedly taken at Neumünster, which may indicate the aircraft originated with the *Seefrosta*, or with either *MFJ IV* or *V*. The officer at far right is said to be *Ltn.d.R. der Marineinfanterie* Paul Achilles, the eventual commander of *MFJ V*. The crashed D.VII was marked with a black/white quartering, perhaps outlined in red as per the Prussian observer's badge. The naval markings of yellow nose, wheels and tail were also probably in effect. (A Imrie via HAC/UTD)

**MFJ - 5:** The photo of this naval pilot and his Fokker-built machine, dated October 1918, presents a bit of a mystery. It was inscribed as having been taken in Brodiene (?) in Flanders and is signed 'Erich Schaefer', but so far no record of such a pilot has been found. The cowling and wheel covers were probably yellow, but note that a replacement or additional panel has clearly been fixed. The dark pennant on the fuselage was a personal insignia. (H J Nowarra)

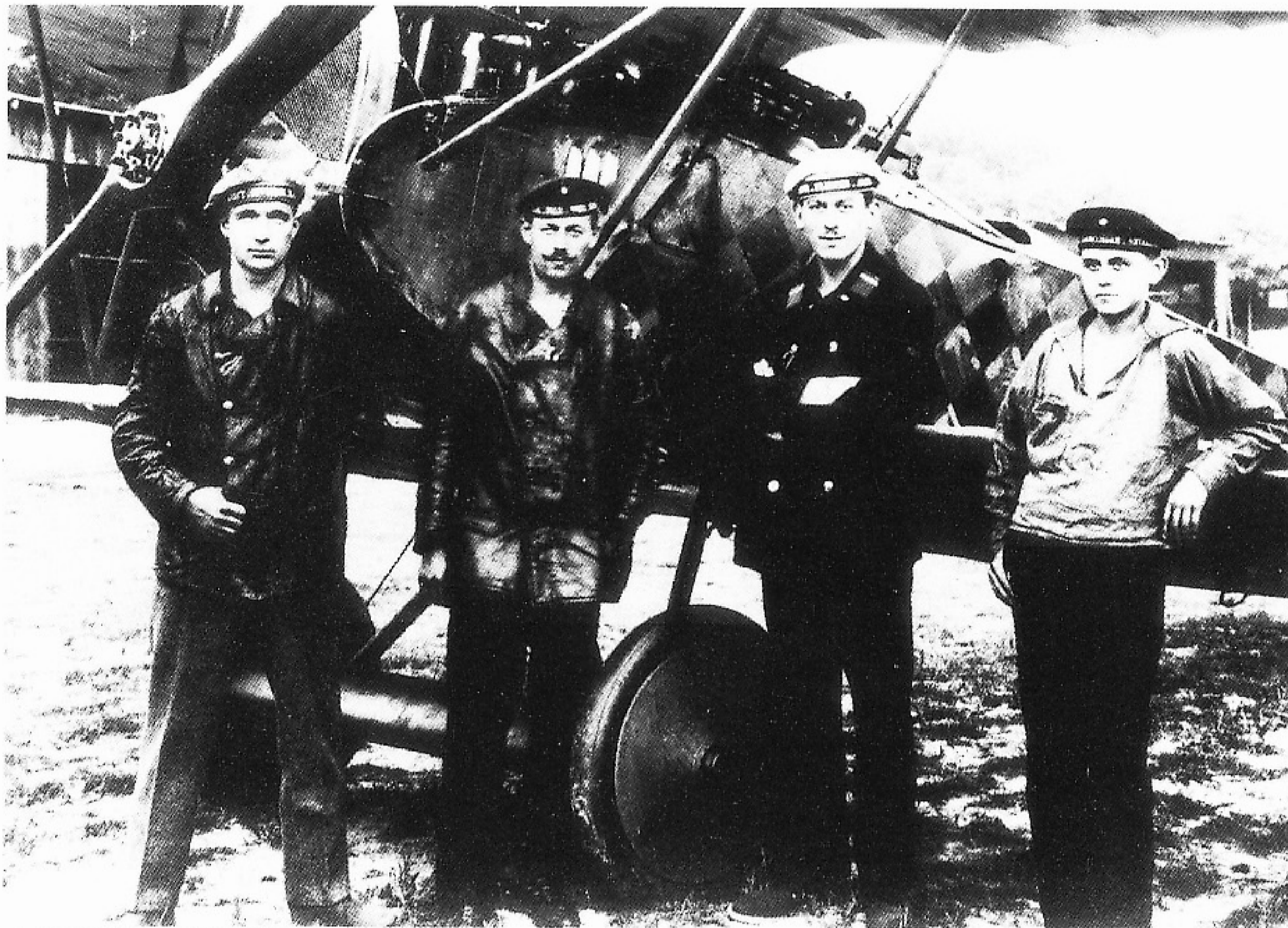


▲ MFJ-3 ▼ MFJ-4



▲ MFJ-5





▲ MFJ-6 ▼ MFJ-7



*Staffeln* are uniformly painted yellow, if colour availability permits... and the sketch showed the various black elevator stripe patterns which identified each *Jasta*. In addition, the form and colour of the personal fuselage bands of the pilots within each unit was also specified. It is thought that this *Geschwader* order simply recorded and formalised markings practices already in place for the first three *Staffeln* and helped integrate *Jastas* IV and V into the Group. The available combat reports and photographs show that 'colour availability' may have been limited and personal markings did not always fit the specifications.

**MFJ-6:** Four mechanics of MFJ I (including an extremely youthful one) with the famous Fokker-built D.VII of *Ltn.z.S.* Gotthard Sachsenberg, the *Pour-le Merite* ace and commander of MFJ I and eventually the entire *Marine Geschwader*. Several references in contemporary literature refer to Sachsenberg's yellow and black diamond-marked Fokker, and here it is. The nose, wheels and tail were also yellow, the side cowling panel featuring a black outline as well. Note what appear to be dark (black ?) squarish patches on the underside of the centre-section of the top wing. (A *Imrie* via HAC/UTD)

**MFJ-7:** In the background of this view of Fokker E.V 160/18 (received by MFJ I on August 10 1918) is a rear view of Sachsenberg's yellow and black D.VII. Just to the right of the mechanic's right arm can be seen the starboard elevator, painted yellow with a single black band - just as prescribed for MFJ I in Sachsenberg's order. The top surface of the upper wing was possibly painted yellow as well, with the eight dark 'patches' or 'stripes' providing a puzzle - see the next photo ! (A *Imrie* via HAC/UTD)

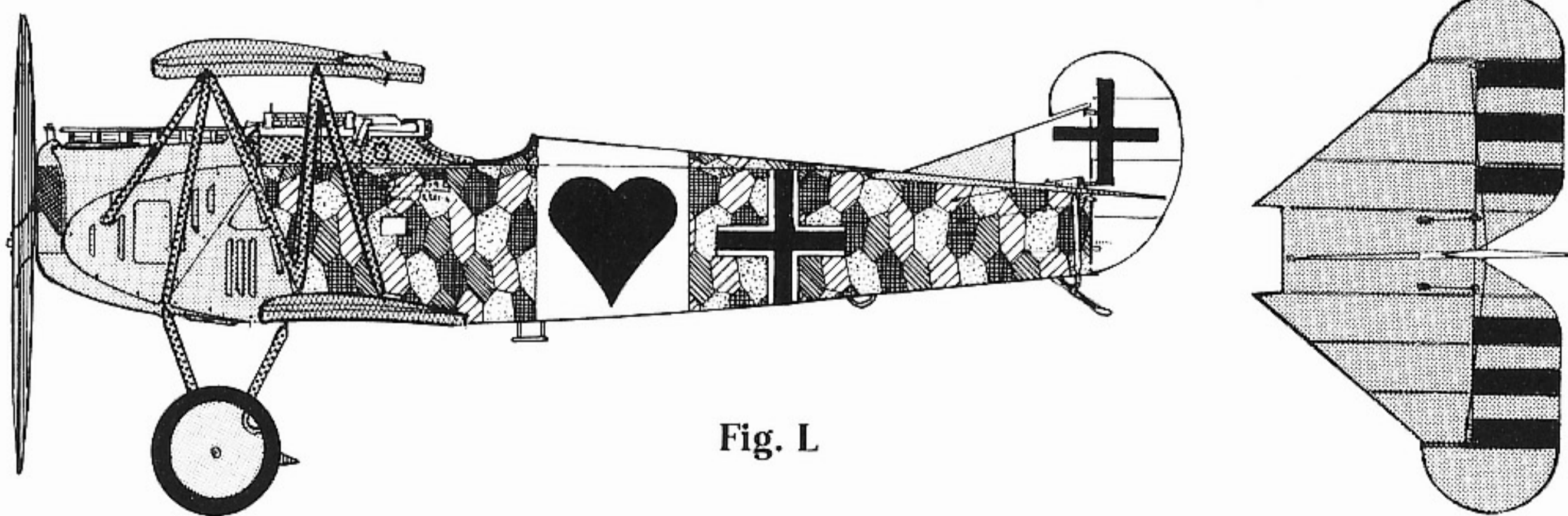


Fig. L

**Fig. L:** Provisional illustration of *Vzflgmstr.* Hans Goerth's Fokker D.VII from *Marinefeldjasta* III, this based entirely on Goerth's combat

report for his sixth victory on October 1 1918, courtesy of Volker Haeusler. The serial number quoted is 5192/18, which does not match any

known production list - it is either a mistake or derives from an unknown batch. The report describes a yellow engine cowling, yellow elevators, and a white band around the fuselage with a black heart in the centre, and includes a small sketch of the heart emblem. The tailplane and wheels were probably yellow as well. The three black stripes shown on the elevators are based on standard *Staffel* practice. Goerth also flew D.VII (Alb) 838/18, marked with a yellow cowling, yellow elevators with three black stripes, and a pale blue band with yellow borders on the fuselage.



▲ MFJ-8

**MFJ-8:** Saving the best of our photos for last, here is Sachsenberg with his faithful dog and his spectacular D.VIIF, certainly one of the war's most flamboyant aircraft. Note the early Fokker-style cowling panel with its black outline, the exhaust exit, and the tubular sight mounted above the guns. The top surface of the upper wing appears to be painted yellow, but those dark 'markings' remain an

enigma. Are they worn stripes, indecipherable letters, or remnants of some sort of repair or reinforcement work? Many D.VIIs suffered structural failure of the centre-section or loss of fabric in that area. At any rate, Sachsenberg certainly made sure his D.VII was visible to the men under his command. Similarly, the CO of MFJ II, Theo Osterkamp, flew a D.VII marked in yellow and black vertical

stripes or 'rings'. *Ltn.z. S. Brockhoff*, commander of MFJ III, flew D.VII 4261/18 and also 2962/18, marked with lengthwise black-yellow stripes on the fuselage along with the usual yellow nose, tail and wheel covers. *Vzflgmstr. Goerth* and *Flgmstr. Eduard Blaas* also achieved victories in 2962/18. (HAC/UTD) □

GREG VANWYNGARDEN

## IS YOUR D.VII LIBRARY COMPLETE?

### FOKKER D.VII Anthology 1!

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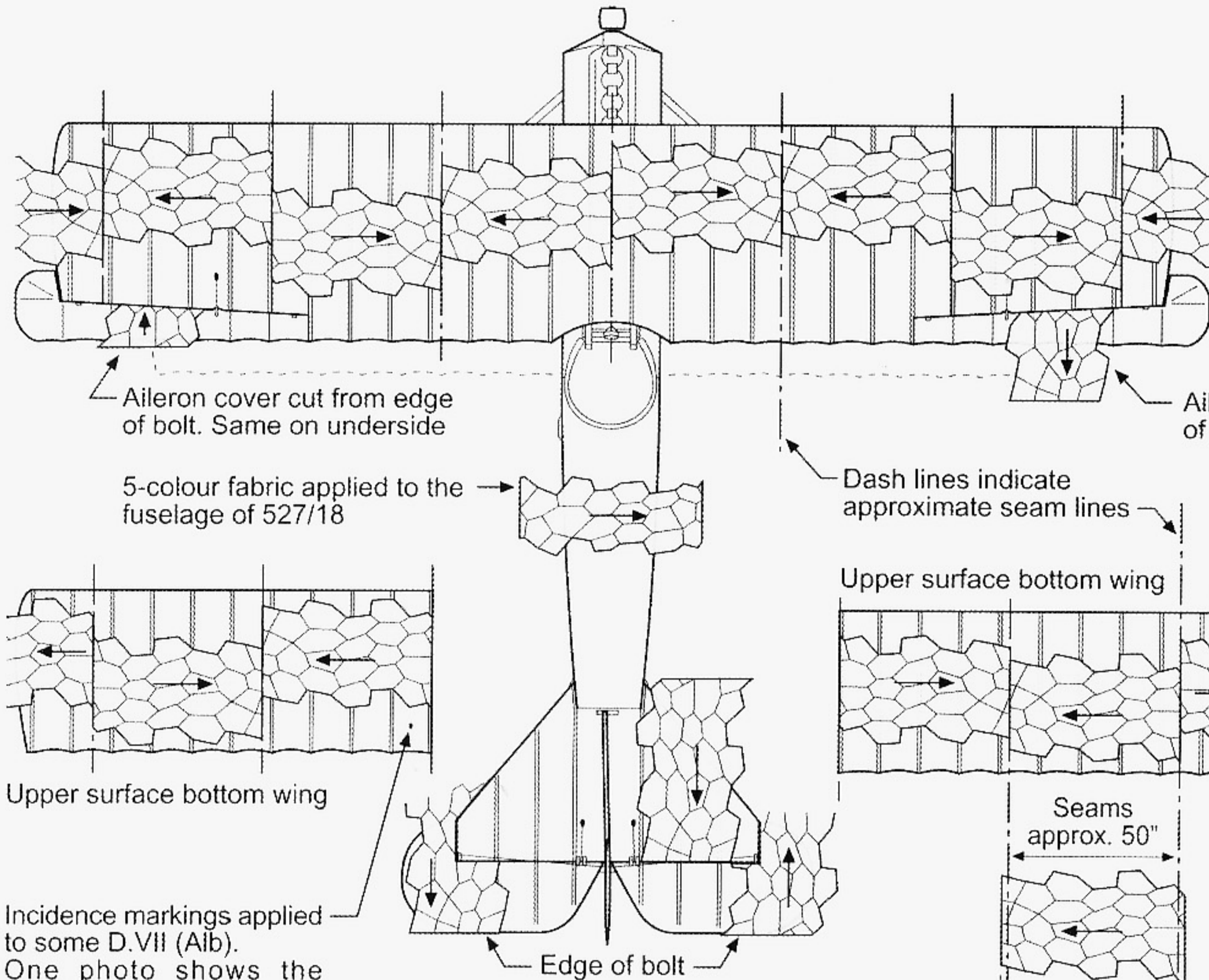


### FOKKER D.VII Anthology 2!

The second volume in this very special series has been widely-acclaimed the world over for the depth and quality of its content. With 64 pages plus covers, it details OAW-built D.VIIs and includes 8 pages of exciting colour plates: 25 side profiles, 10 plan views, scrap views depicting D.VIIs from *Jasta* 22 through to 46! Plus: stencil and lozenge fabric drawings \* 5 pages of all new and accurate 1:72/1:48 scale drawings for OAW-built D.VIIs with structural GAs and cowling variations in 1:48! \* Over 130 photos! \* 12 mono side profiles! Chapters include: OAW structural details for modellers; *Jasta* markings; Ernst Udet's D.VII \* French capture report; Hollywood D.VIIs; wing geometry and more! Plus detailed stencil and lozenge fabric data! All this for only £18.50 from specialist outlets or direct from the publishers!

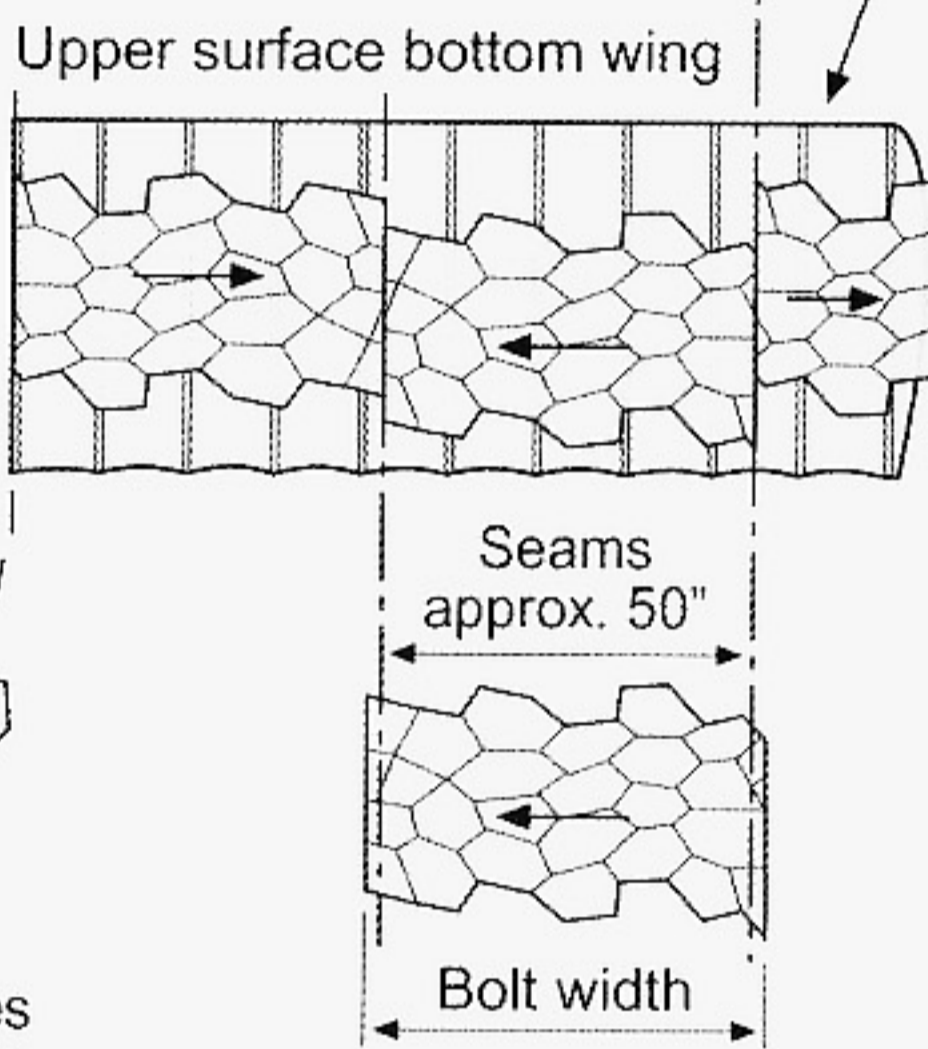
# Fabric Application

Example: The first Albatros D.VII from Johannisthal (527/18)  
 Although there were some exceptions, this arrangement was standard throughout production. There could be different combinations of 4-colour and 5-colour fabric, and the pattern on each panel could be inverted, but the layout remained consistent.

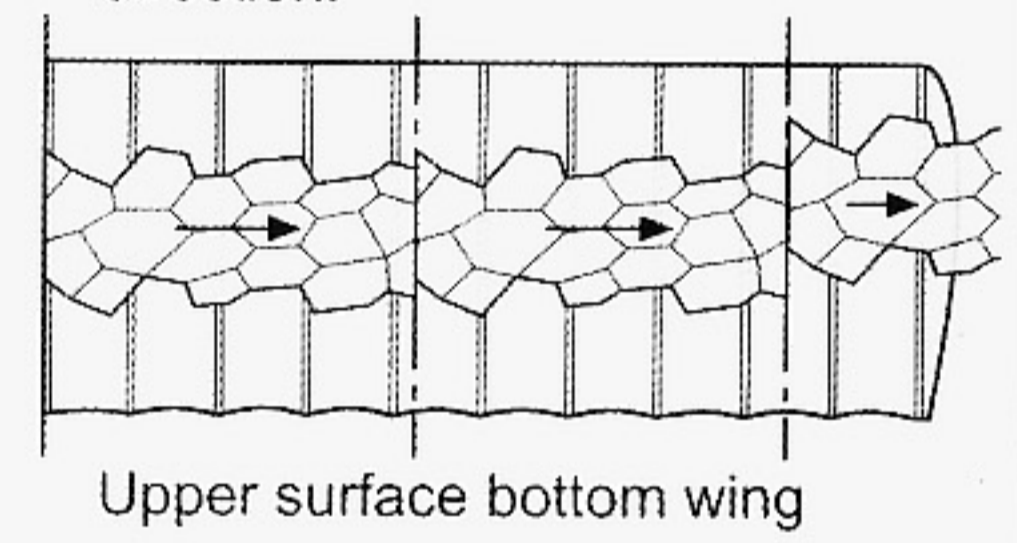


Example 527/18 had 4-colour fabric on the wings and tail surfaces, and 5-colour fabric on the fuselage.

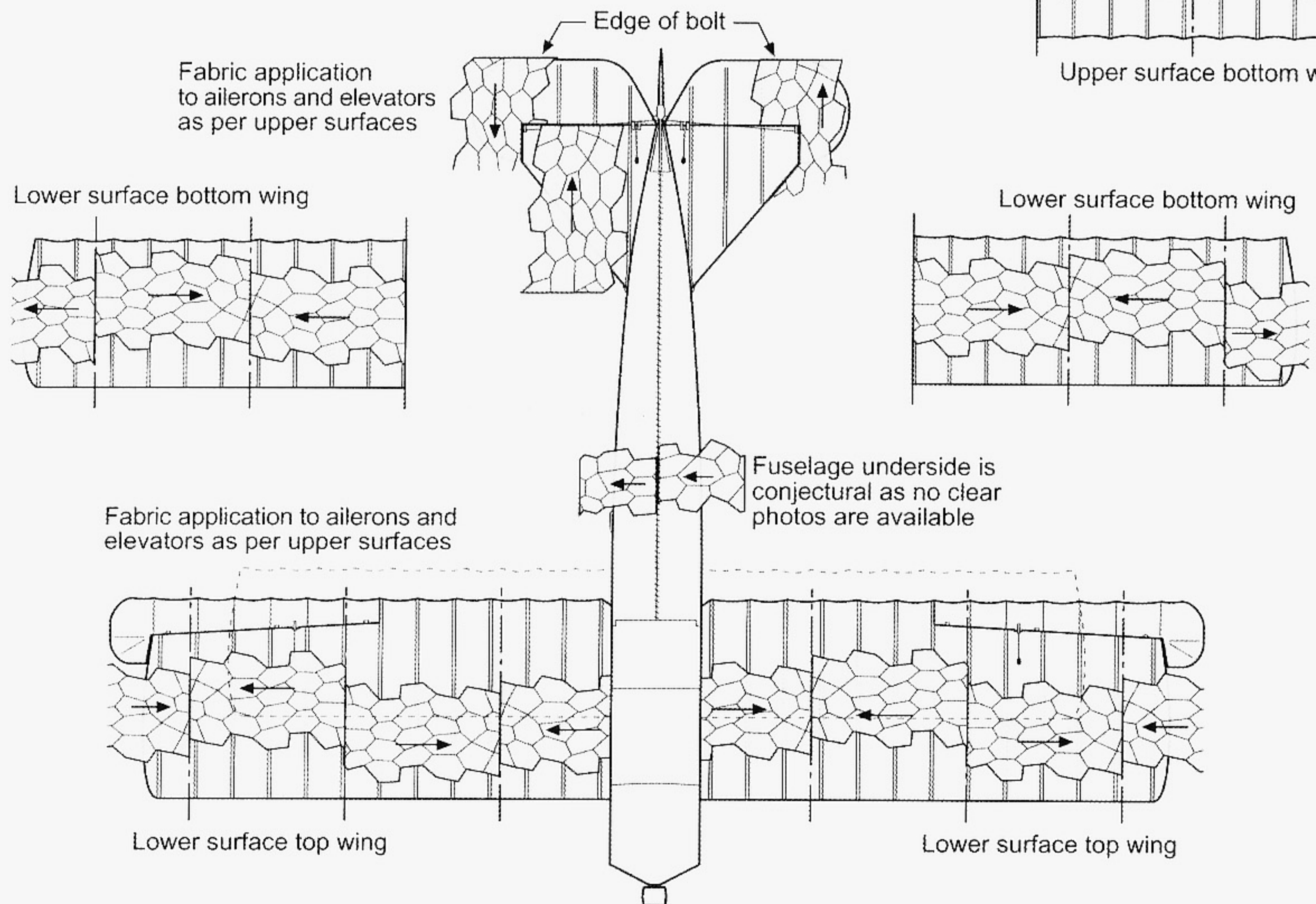
Typical of both top and bottom wing covering: Fabric covering pre-sewn before application. The full extent of visible pattern usually seen after hemming, seaming and application was approximately 50 inches. Seam spacing was intended to ensure that the seams did not clash with the rib positions (although this sometimes occurred). Seam lines were not always straight nor perfectly aligned with the chord.

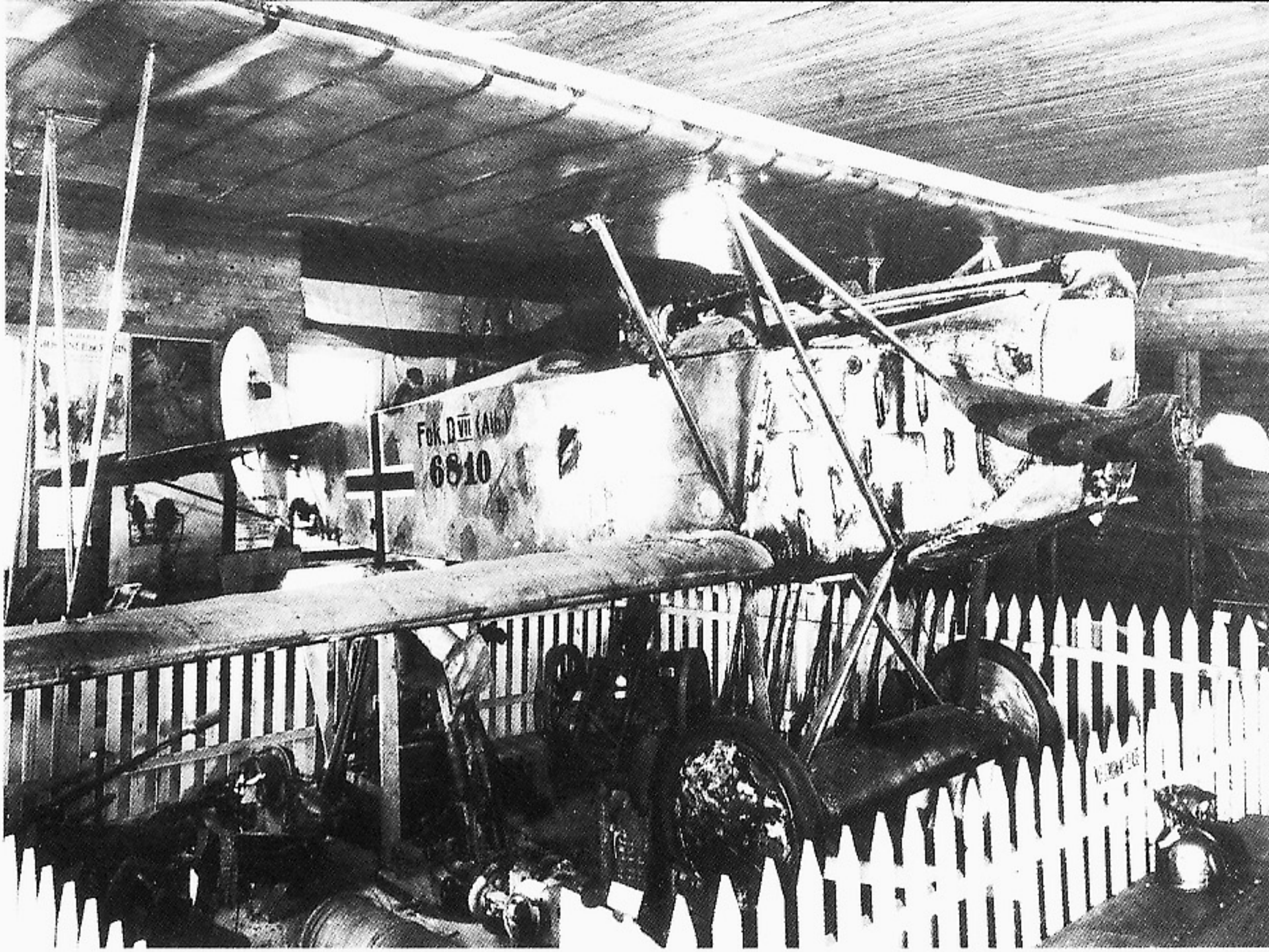


Alternative example: Carl Degelow's aircraft, *Jasta 40*. Early built Albatros D.VII. Unlike most D.VII (Alb) the fabric bolts were aligned in the same direction.



Few available photos show the tailplanes in factory finish. This arrangement was standard, although the fabric pattern was often inverted. 4-colour pattern shown.





# The 'Knowlton D.VII'

## Tom Doherty provides the history of D.VII (Alb) 6810/18

What is perhaps the most authentic surviving example of a genuine WWI Fokker D.VII is on display at the Brome County Historical Society Museum in Knowlton, Quebec, Canada. While the wartime service record of this Albatros-built D.VII is obscure, its post war record is better documented. This particular aircraft was one of 22 D.VIIs sent to Canada as war trophies shortly after the Armistice. A few of them were flown in 1919 and 1920, putting on a splendid display at the Canadian National Exhibition in Toronto, Ontario.

The Knowlton D.VII was sent from Feltham, Middlesex, England on March 12 1919. Some German aircraft were sent to McGill University, Mount Allison University, Acadia University of Alberta and the Brome County Historical Society. It appears that at least seven of the group of 22 Canadian Fokker D.VIIs were loaned to Major Billy Bishop and Lt. Col. W (Bill) Barker who toured the country putting on air shows. The Knowlton Fokker is the last survivor of the original 22.

Only 16 days after the Armistice was signed, on November 27 1918, Senator George G Foster wrote to Col. A G Doughty, Dominion Archivist, inquiring whether some war trophies were available for display. In a letter sent to Doughty on June 2 1920, Senator Foster thanked the colonel for the offer of an aircraft to display at the Brome County Historical Museum. He also mentioned that plans to erect a building to house the aircraft were being carried out.

Senator Foster, who was a former student of the Knowlton Academy, had

contacted another student alumnus, Zeb E Martin, who upon hearing of the project, offered to pay for the museum building, which was adjacent to the Paul Holland Knowlton Museum.

The D.VII was sent from Camp Borden, Ontario on May 27 1920 to Knowlton, Quebec, costing \$112.50 (Canadian) at the time. Senator Foster wrote to Doughty on November 5 stating that the museum building was completed, the aircraft components placed inside and that the museum was waiting for someone to assemble the fighter. On May 5 1921, the Senator again wrote to Col. Doughty advising that a permanent floor was being installed in the building, and that within a month a mechanic would be needed to install the aircraft properly before July 1 1921 - the proposed opening of the museum.

On June 15, Senator Foster yet again wrote to Col. Doughty stating that the museum was still waiting for someone to reassemble the D.VII and that other packages of war trophies would not be unpacked until the aircraft was fully set up. The Senator was still hoping

**Above, the 'Knowlton D.VII - Albatros-built 6810/18 - as originally displayed in the 1920s well before the 1963 restoration by RCAF Trenton. The aircraft shows evidence of much wear and tear with missing areas of fuselage fabric, battered cowlings and well-worn paint flaking from the wheel covers. Lozenge fabric wing rib tapes and leading edge strips are also clearly visible. Colour close-ups of 6810/18 in its current state are scheduled for Anthology 4.**

the building could be opened in early July. The new museum building, known as the Martin Annex, was officially opened on August 26 1921 by the Rt. Hon. Sir Robert Borden. Col. Doughty was present and had arranged the displays in the museum.

Rev. E M Taylor, secretary of the Brome County Historical Society, sent Doughty a letter at a later date. This dated December 29 1921, thanked the colonel for 'the great service he has rendered to the country, especially to our county and museum'.

The 'Knowlton Fokker D.VII' as it is known has spent almost all its display time at the Brome County Historical Museum since 1921. In 1963 this aircraft was moved to RCAF Base Trenton, where the 'lozenge' fabric was carefully patched in areas of deterioration, leaving most of the original fabric intact. Recreated 'lozenge' covering was supplied by the National Air and Space Museum of the Smithsonian Institution in Washington DC. This particular fabric pattern is referred to as the 'four-colour Knowlton pattern' among enthusiasts and to this day '6810/18' is the only genuine Fokker D.VII with its original fabric mostly intact to be found anywhere in the world.

After the 1963 Ottawa RCAF show, being the star attraction, the aeroplane was moved back to Knowlton to reside again in its specially-built museum building where it has been ever since.

What is interesting about this aircraft is that several components seem to originate from different aircraft. (Alb.) 6810 appears on the fuselage sides and all cowling panels, except the cowling immediately beneath the propeller hub which reads; 'O.A.W. 65094'. The port aileron reads '8504' starboard aileron; '8502', tailplane; '(O.A.W.) 6506' and elevator; '(O.A.W.) 8318'. Whether these substitutions were made during wartime or early Canadian use has not yet been determined.

We can thank the foresight of Senator Foster and Zelotes E Martin that this rare original Fokker D.VII is on display today for present and future generations of aviation historians to enjoy.

### Acknowledgments

I would like to thank Miss Joan McBrine, curator of the Brome County Historical Museum, for permission to photograph this aircraft and for her kind assistance during my visit.

### Bibliography:

Public Archives of Canada, Ottawa, Ontario.

Documents R.G.37 Volume D.364.

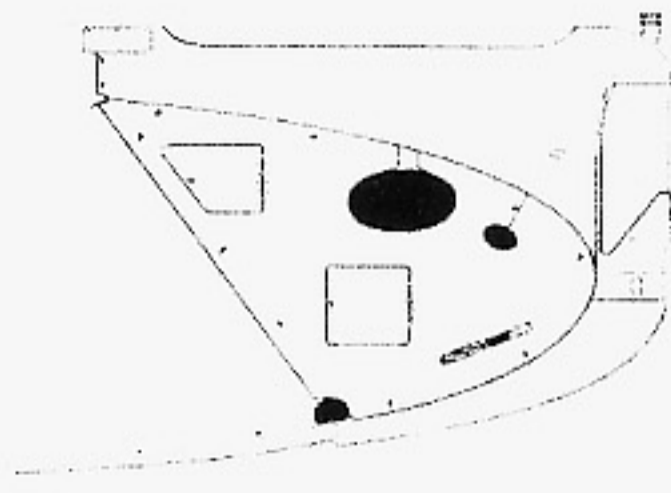
Documents R.G.37 Volume D.374.

Brome County Historical Society Transactions, 1918 to 1921.

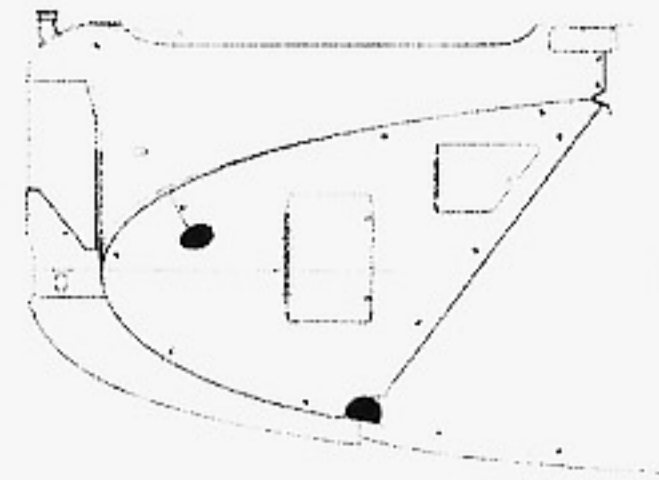
Ray Rimell, *World War One Survivors*, Aston Publications Ltd. □

# ALBATROS-BUILT D.VII

Based on Fokker factory side view schematic and a 1919 US frame drawing, which agree in fundamental dimensions. Cowling shapes and details derived from photographs.

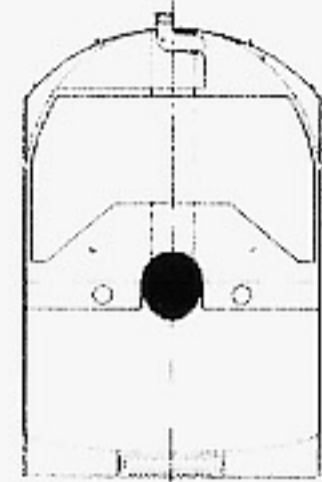


Location of fasteners and doors varied slightly on these hand-made panels. Some doors were distinctly crooked. Dashed line shows different panel shape on some aircraft.



Style of cowling applied to early examples, including wooden-fuselaged 541/18

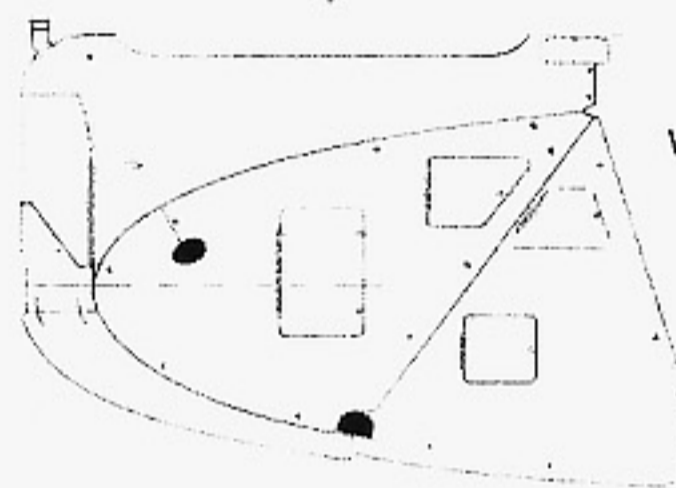
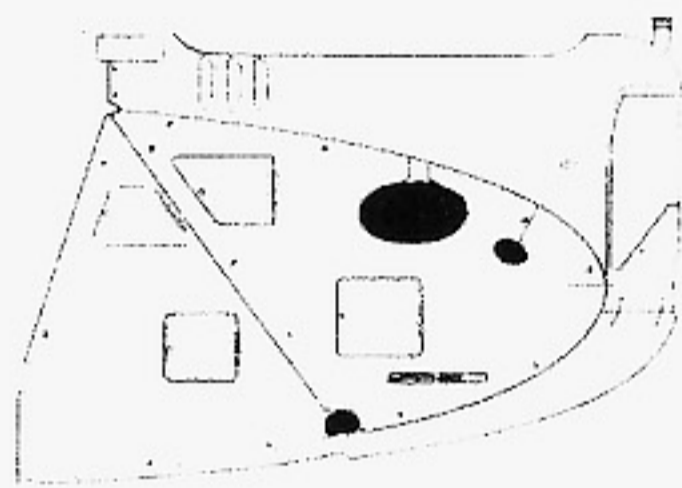
Layout of top panel at rear of radiator is conjectural for early a/c. Some appear to have overlapped the other way. Probably no fastener connected the panels here, unlike Fokker and OAW. Dashed line shows probable edge when upright air pump was installed



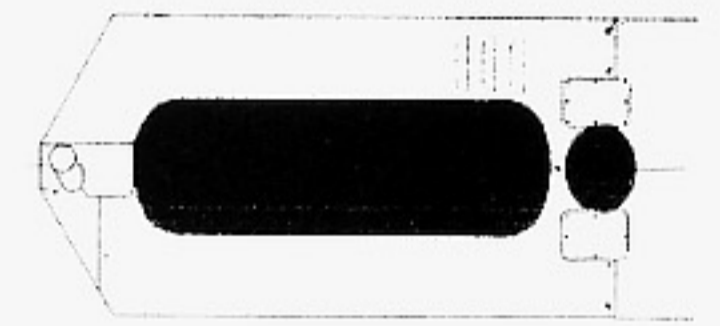
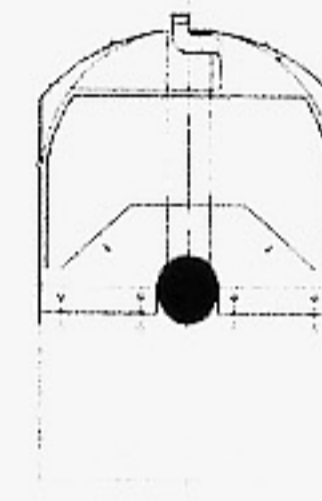
Exhaust pipe opening was a plain, sharp-edged hole, quite rough in outline.



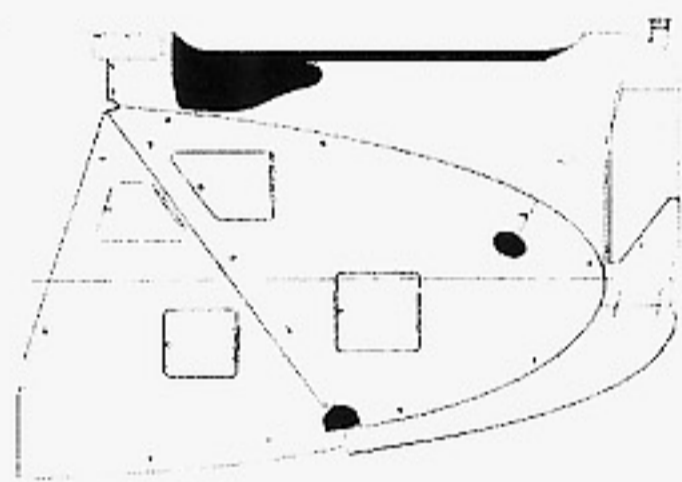
Small plates at front of aperture sloped down into engine compartment. Unique to Albatros D.VIIs, but not on all examples examined. Rivet pattern is conjectural



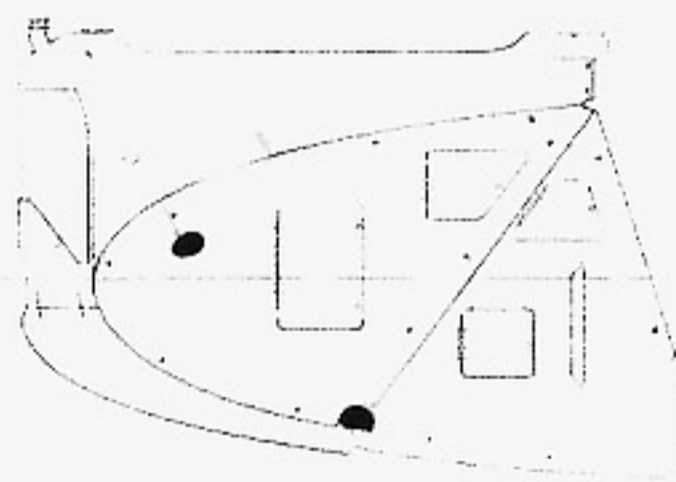
Style of cowling applied by 611/18. Facia/undershield spring clips introduced with this style of cowling, but not necessarily on all airframes



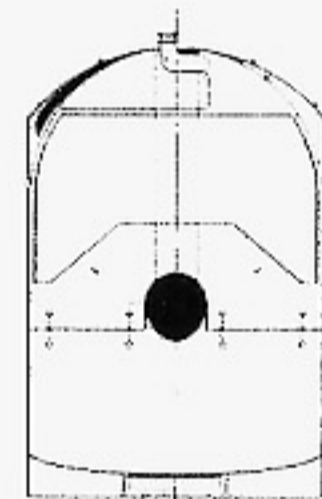
Early radiator had a honeycomb matrix with hexagonal cells 8mm across flats



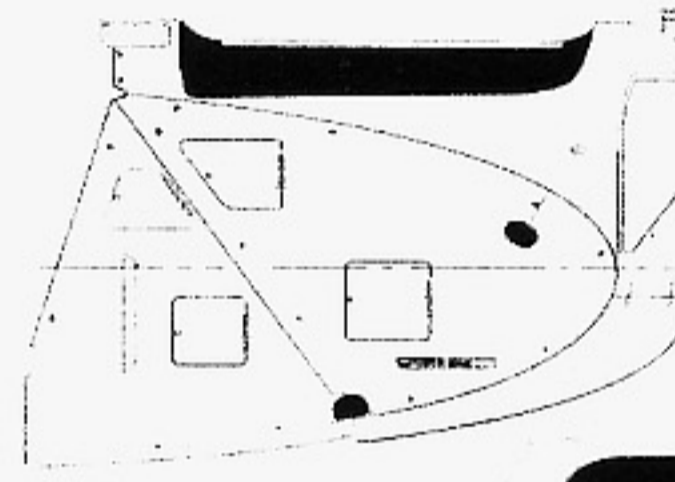
Short-lived partial cowling of high-level exhaust pipe. From 677/18



Deeper chin from now on.

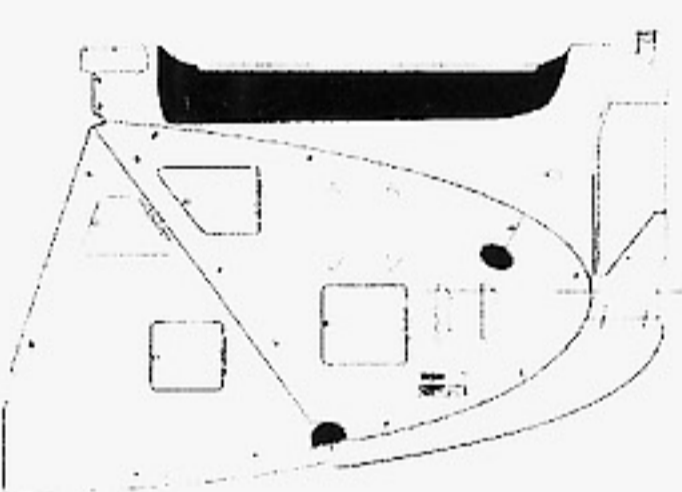


Most "saxophone" exhausts on Albatros a/c had the two rearmost headers curved forward.



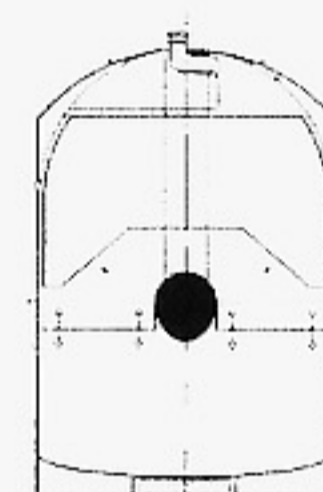
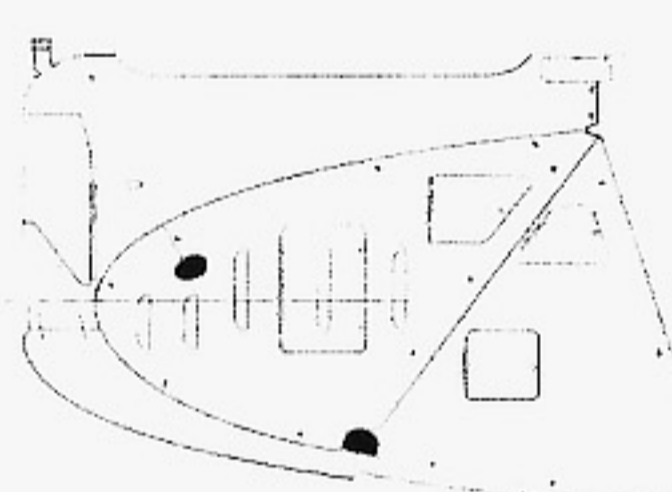
Louvres made separately and riveted into holes from inside.

Angled plates still seen occasionally.

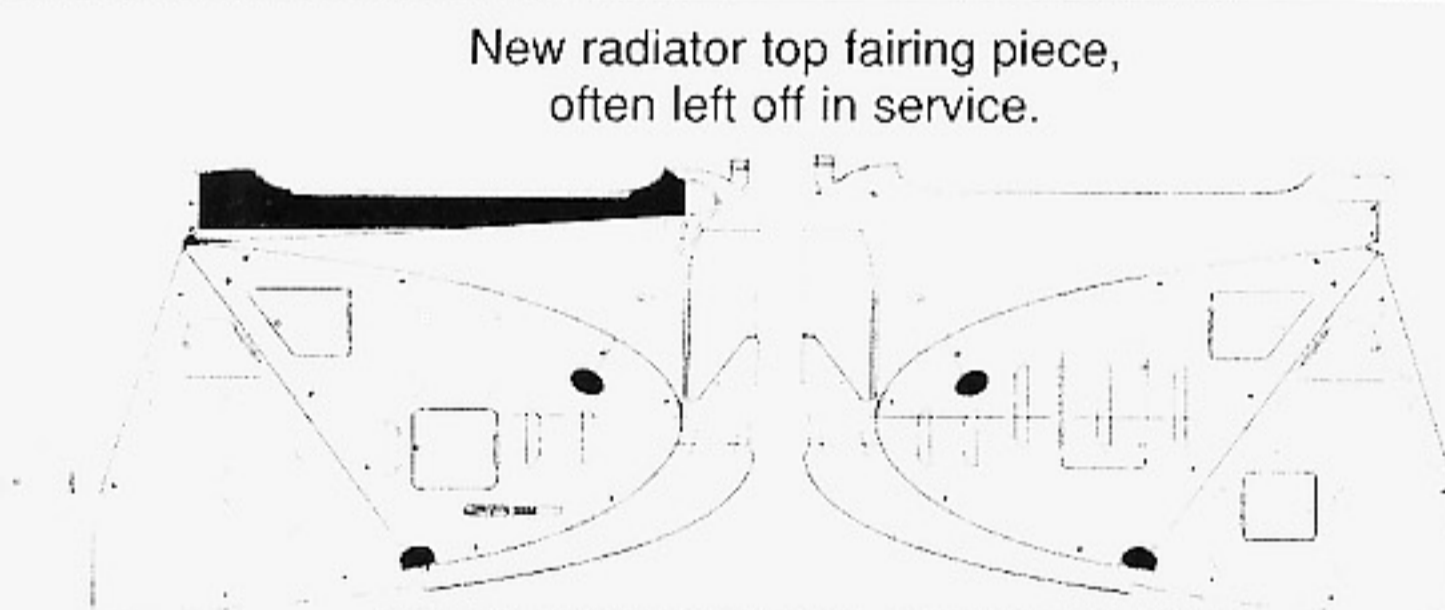
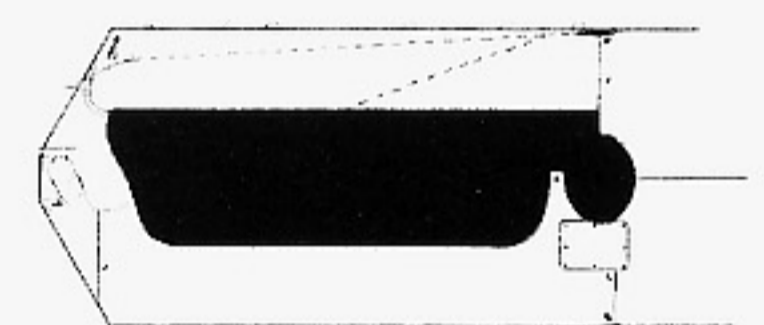


Radiator now 7.5 mm A/F, with slightly deeper matrix. 817/18, "Nickchen IV", had an upright air pump on its Mercedes D.IIIau.

Alternative facia with small domes also seen at intervals up to end of production; check photos before modelling!

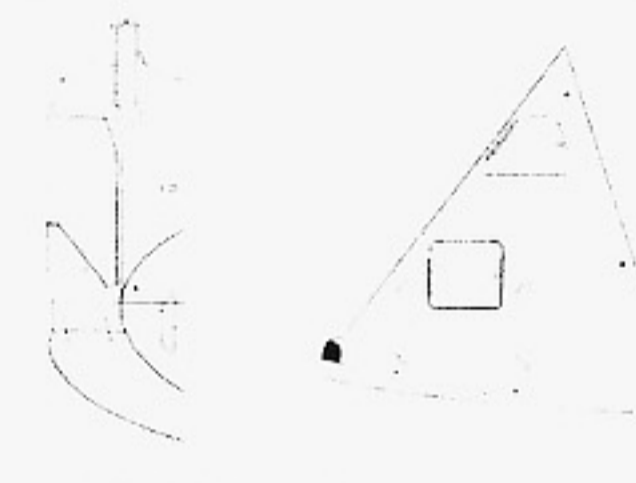
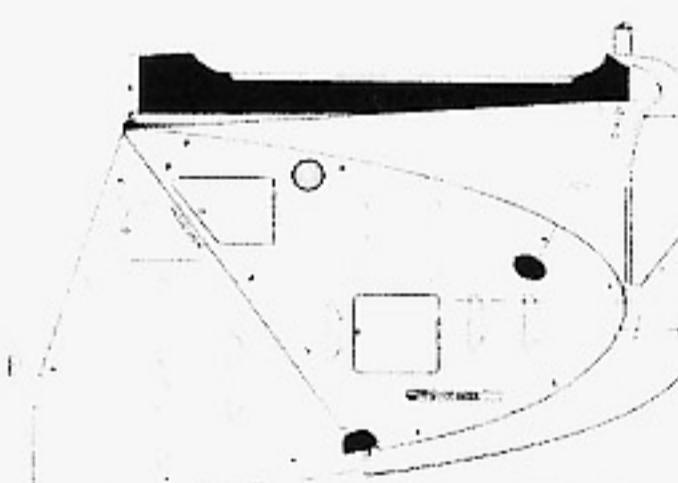


Late production. Dotted lines show edge of flat area. Inside rear is bent up to follow slope of exhaust pipe.



New radiator top fairing piece, often left off in service.

Mid-to-late production. Louvre positions still slightly variable.

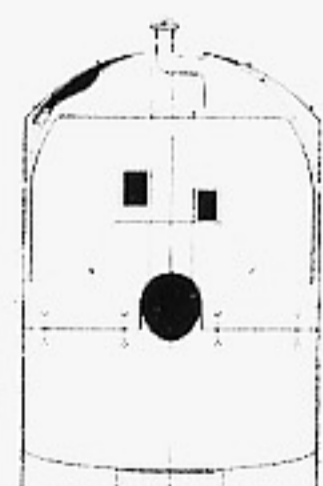


6746/18

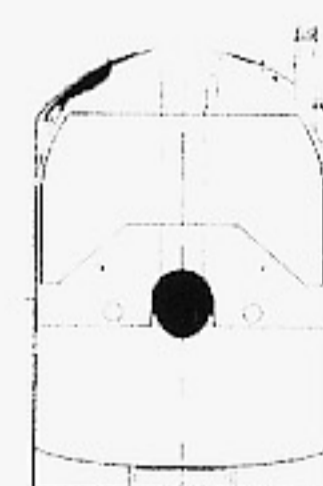
Final version with thick radiator for Mercedes D.IIIav0 and BMW engines. Oil tank now in engine bay. Blister further aft indicates thicker radiator



NIW radiator used with BMW engine. Blank centre; matrix consists of diagonally tilted square tubes. Also with central filler surmounted by thermometer, but not confirmed on D.VII (Alb.)



7.5mm hexagonal matrix. Also with offset filler.



7.5mm hexagonal matrix. Seen on preserved 6810/18 at Rockcliffe.



7.5mm hexagonal honeycomb, also seen with central filler. Thought to be thick version only

1:48 SCALE  
Drawn by Dave Roberts

Various radiators used in later production. There were others...

## COMING NEXT IN ANTHOLOGY 4...

The final volume in this series will be available at a later date with updates and extra material resulting from the previous volumes, plus many useful colour close-ups of museum examples, airscrew logos, post-war D.VIIs in foreign service and much more. Watch *WINDSOCK International* for details of price and availability...

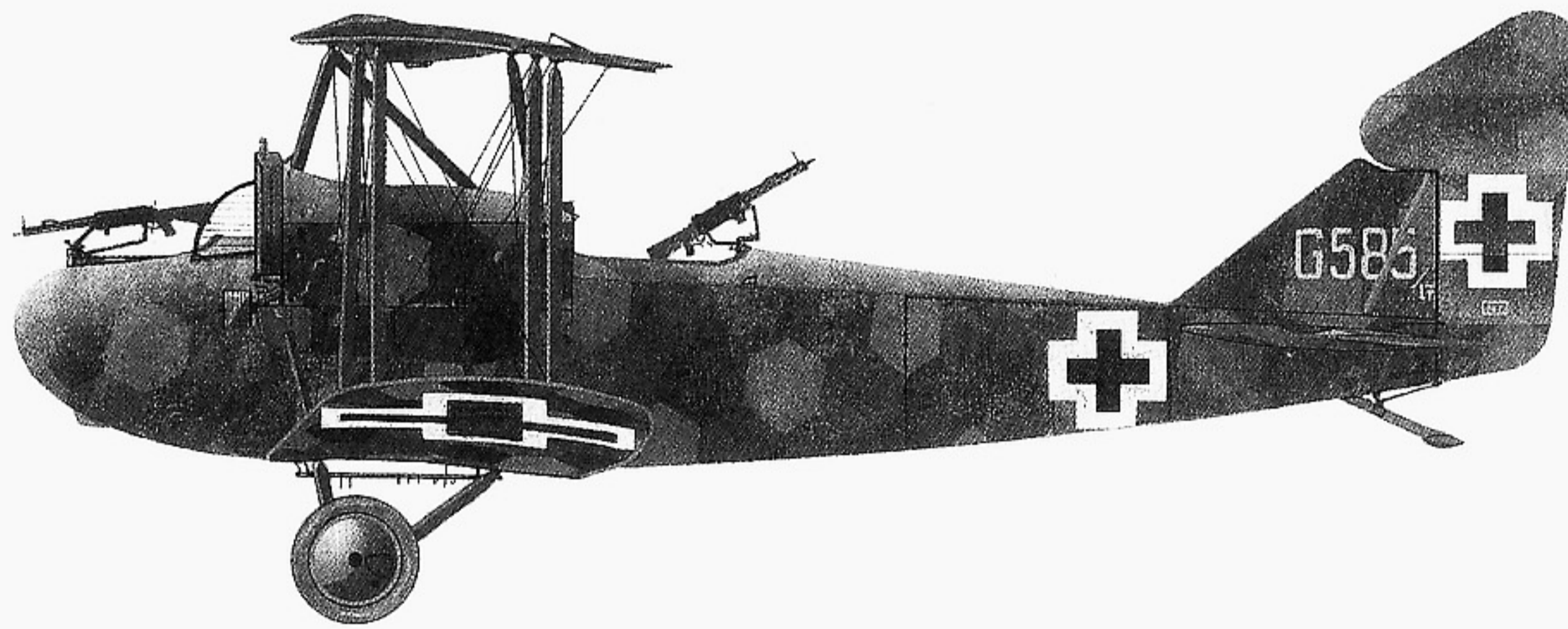


## DATA

### ACKNOWLEDGEMENTS

The publishers and contributors would like to thank many individuals for their valuable help during the preparation of this volume. In particular George H Williams and Dr. Larry D Sall, Associate Library Director for Special Collections for their kind assistance in accessing the late A E Ferko Collection at the History of Aviation Collection/ University of Texas in Dallas, noted as HAC/UTD in photo credits.

Additionally, thanks are due to those *WINDSOCK International* readers who kindly donated various photographs and whose names are recorded alongside the appropriate illustrations, while grateful appreciation is also extended to J M Bruce and P M Grosz, the RAF Museum Library Staff and the D.VII restoration team at the Museum's restoration and storage centre latterly at RAF Cardington: Roy Barber, John Chapman, Ted Freeman, Darren Hammond and Pat Waterhouse. □



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*Anthology 3's*  
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Juanita Franz  
Ray Rimell  
Dave Roberts  
Ian Stair

## REVISED LOZENGE PATTERNS

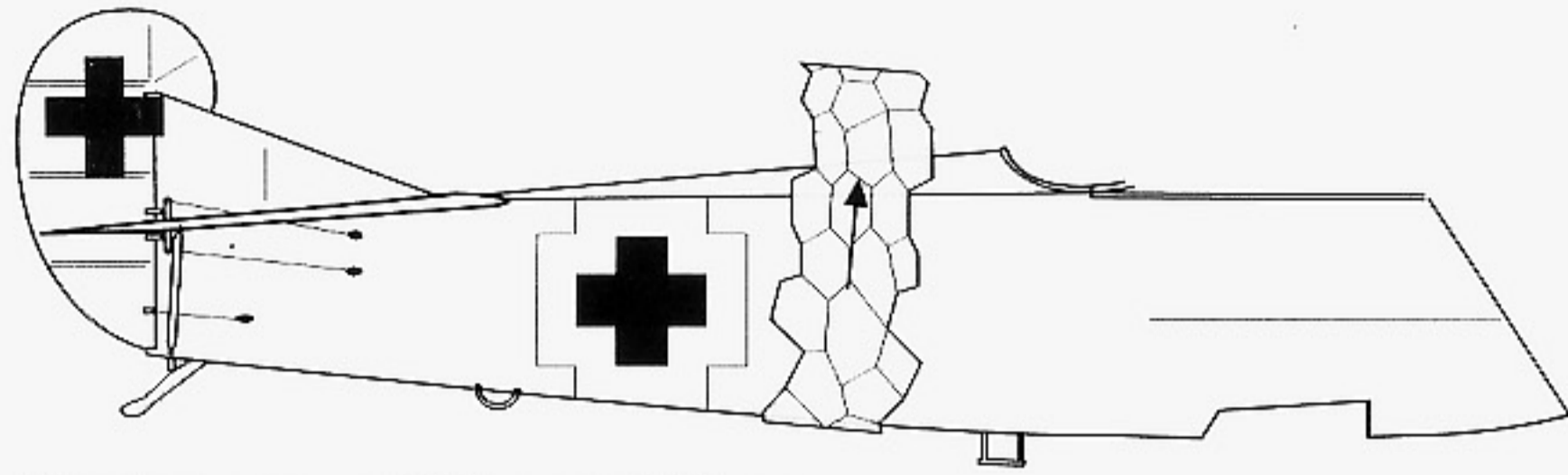
	TOP SURFACE	Methuen ref.	UNDER SURFACE
	Dull blue.	2104	Dull china blue
	Deep turquoise/ Green.	24E7 - 25E7	Dull greyish green
	Olive brown Dark blond.	404 - 504	Brazen yellow Yellow ochre.
	Pea green Absinthe green.	29D5 - 30D5	Greyish rose
	Deep greyish violet.	17E5 - 17E6	Greyish magenta
	Honey yellow/ khaki.	4D6 - 5D6	Amber yellow/ wheat (golden).
	Deep greyish green.	28D5 - 28D6	Greyish ruby
	Deep greyish turquoise.	24E6 - 24F6	Greyish turquoise green.
	Dullish deep blue.	21E6 - 21E7	Copenhagen blue greyish blue.

This is the full extent of pattern usually seen after hemming, seaming and application. The standard strip width used on wings was less than the bolt width and was normally cut from one edge or the other. Diagonal strips, as on some Halberstadt aircraft, however, could be the full width because the seams did not risk clashing with rib spacing.

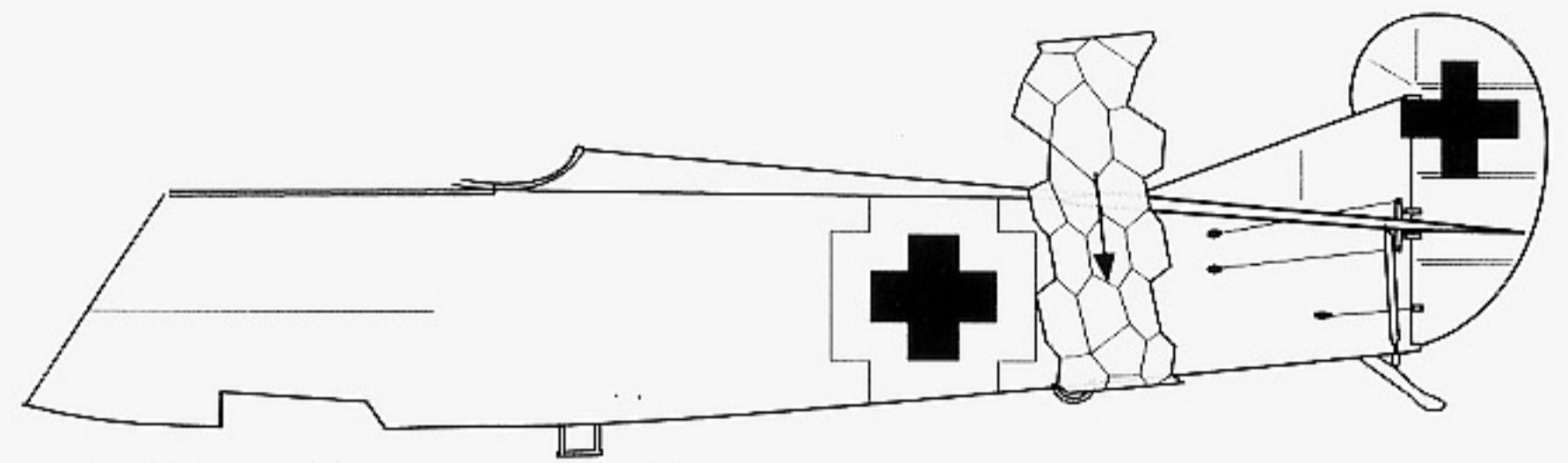
## Fuselage crosses

### Early

Example 527/18  
Covered with 5-colour fabric.

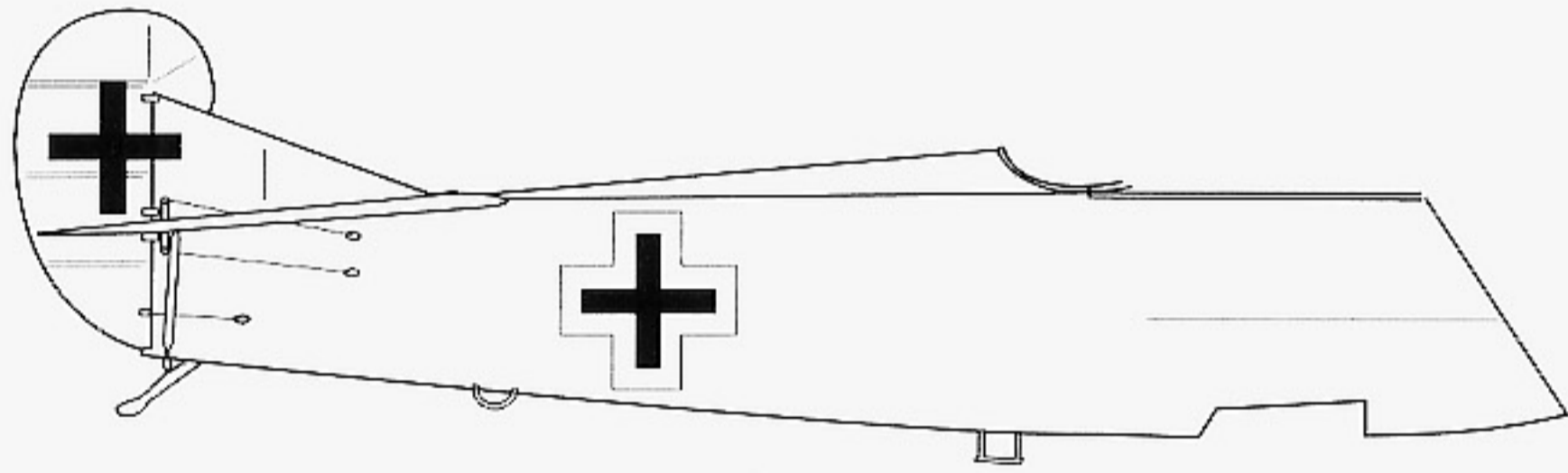


Fuselage cross 500mm x 200mm (approximately), with 150mm white border



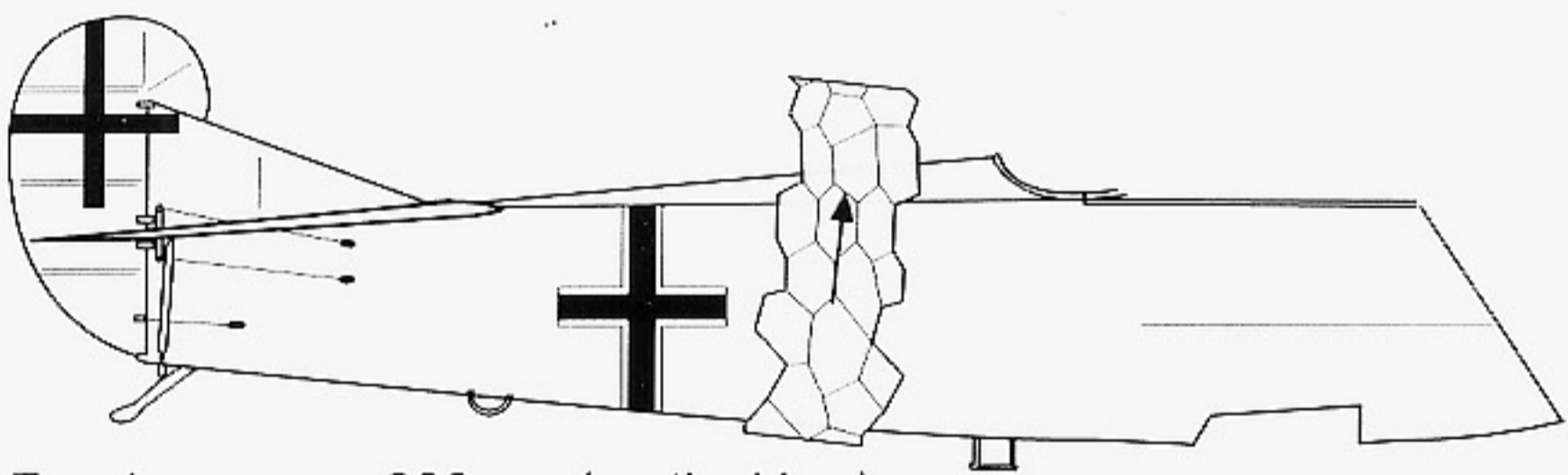
Fabric applied in reverse direction on port side.

### Mid



Second cross form, mid 500s/18  
Fuselage thought to be 500mm x 80mm, with 75mm border.

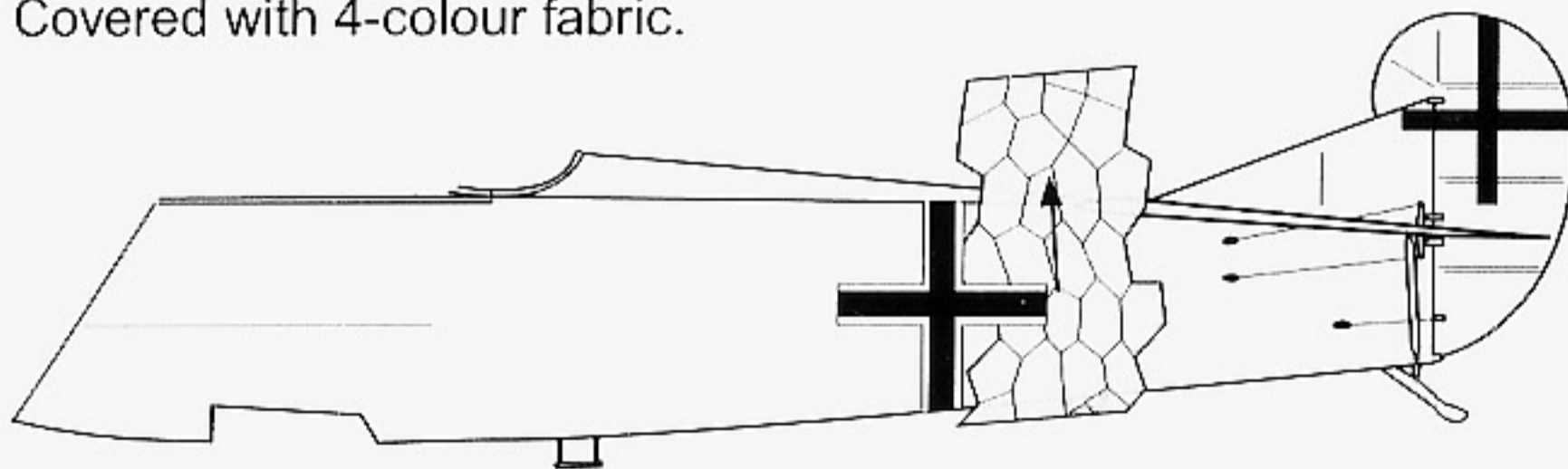
Example 611/18  
Covered with 5-colour fabric.



Fuselage cross 800mm (vertical bar) x 640mm x 100mm, with 25mm border.

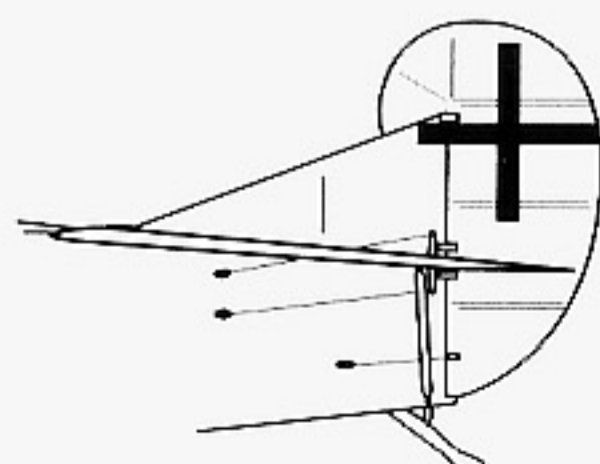
### Late

Example 5341/18 and 5220/18  
Covered with 4-colour fabric.



The late style cross was established by June 1918. Fuselage cross 800mm (horizontal bar) x 100mm, with 25mm border.

Rudder cross on 6722/18 was slightly uneven

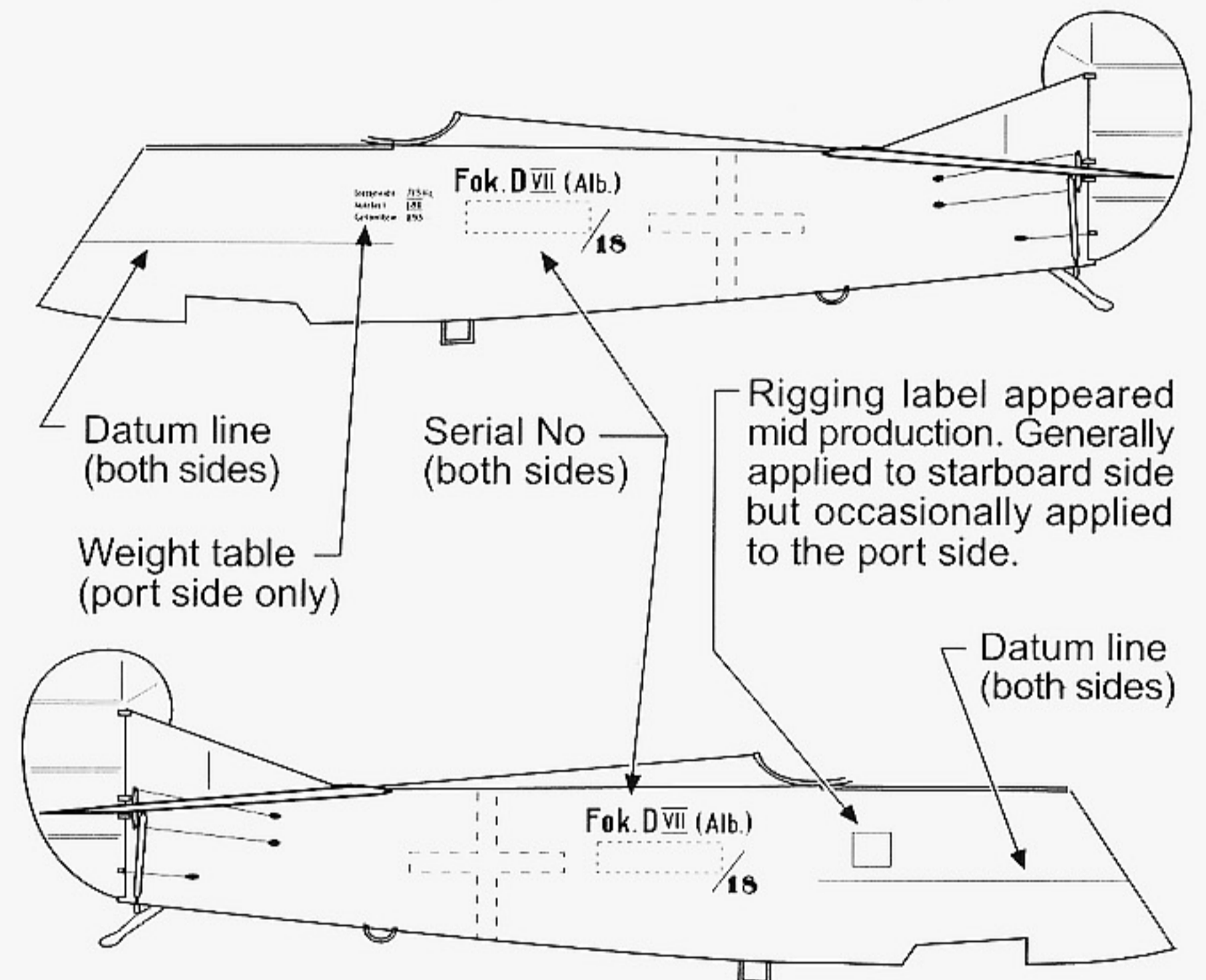


Artwork: Juanita Franzi. Research: Dave Roberts

## Fuselage Stencils

Note: Serial numbers and weight table figures are intended to show position and style only and do not necessarily represent a particular aircraft

All manufacturer's markings and serial numbers applied in black.



Albatros trademark transfers not normally applied to Johannisthal-built D.VII

Weight Table Detail  
Example:

Leergewicht - 715 Kg.  
Nutzlast - 180 ..  
Gesamtgew- 895 ..

There were two slight variations to the weight table lettering style. 'Gesammtgew' was the alternative spelling to 'Gesamtgew'

Serial Number Detail  
Example:

Fok. D.VII (Alb.)  
**6880**/<sub>18</sub>

Examples of lettering style:

**0 1 2 3 4 5 6 7 8**

# D.VII



The fame of Germany's WWI Fokker D.VII fighter borders on the legendary – its qualities as a combat aeroplane universally praised by those who flew it, while the colourful liveries it carried into battle still continues to engender lively debate amongst aeroplane historians and modellers. Although much has been written about this classic warplane it seems that there is still much to learn about the mercurial D.VII. The intricacies of its airframe structure; the apparent endless permutations of engine cowling configurations; the three contractors' hallmarks and respective covering practices; cockpit and armament installations; the diversity of squadron heraldry and much else besides. These topics, and others, are fully addressed in our third *D.VII Anthology* with contributions from an international team of well-respected authors and artisans. Highlights include accurate and completely – revised scale drawings of Albatros-built D.VIIs along with their cowl variations, eight pages of exciting, all new and original colour art, specially selected archive material plus Albatros -built D.VII stencil data and national markings – all combining to present yet another classic reference on the famous German fighter...

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