

Fokker D.VIII

eduard

GERMAN WWI FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

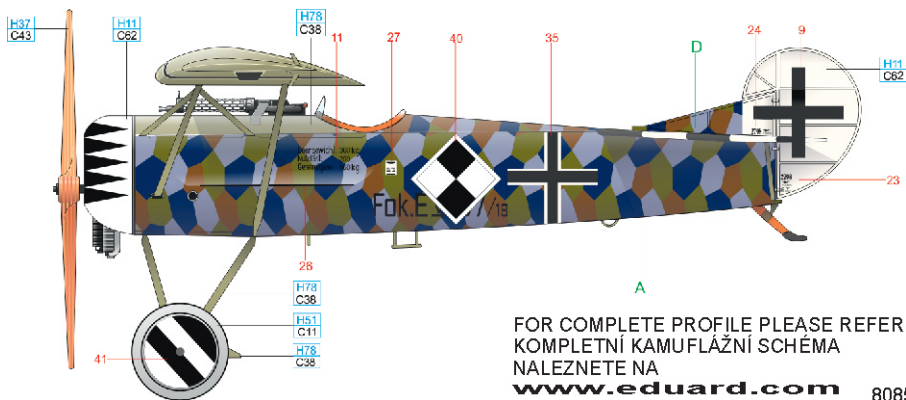
#8085



INTRO

Although Fokker E.V, better known under latter designation D.VIII, still remains one of the most popular World War I fighter, his actual fighting career is surprisingly limited. Most amazing remains the fact, that the fatal problem of this aircraft was caused by the wing, which was, in fact, the main trump of the type. Correctly assembled cantilever wing was extremely strenght keeping, quite low weight. Unfortunately, the first supplied E.Vs didn't have correctly assembled wings...The cantilever wing was a result of the long time Fokker's development. This type of wing was used on V 17 prototype, and was used on V 28 which took part on the Second fighter competition (July 6-14th, 1918), where most experienced German front line pilots chose new fighters for late war service. V 28 was chosen for its excellent flying properties and came into production as Fokker E.V. All together 200 E.Vs were ordered, after all peripeties some 289 aircraft were delivered. E.V saw front line service at August 5th, 1918. Lt. Emil Roloff of Jasta 6 achieved the only reported aerial victory at August 17th, 1918, only one day latter when first E.V's pilot was killed through wing failure. Two days latter, the destiny hunted down him, the wing of his E.V was disintegrated during the flight and he felt. All E.Vs were immediately grounded. The upcoming investigation showed fatal defects in the wing assembly, caused due slack manufacturing process. In the result, the wing structure was re-designed and generally strenghtened. All already produced E.Vs were re-equipped with new wings. Newly produced aircraft were signed D.VIII, and it is believed the E.Vs with new wings were re-designated to D.VIII too. Modified aircraft were back in front line units at early November, which was actually too late to see a Great war dogfights. Just a few aircraft saw a fight during post war fights, when some served in Freikorps air units. It is sure two pieces were attached to the Freikorps unit in Sachsen. A couple of E.Vs were in newly born Polish Air Force, where they fought against Bolshevick Red Army over Ukraine. A couple of aircraft served in Dutch AF. Single aircraft were tested in USA and Italy, an unspecified number was pased on French, when some of these aircraft were latter sent to Canada. This kit represents orriginal Fokker E.V. Although E.V is pure monoplane, you can find two wings in the kit. They are differently designed. There is a classic plastic kit wing, with a smooth surface with panel lines only. The second one is newly styled model wing with bumped surface, immitating the actual characteristic plywood surface, which makes the small waves over the inner wing structure. It is just on you which one you will use for your model. The kit contains two sheets of the lozenge decals. Using them, apply the decals in the right step of assembly. Kit also contains the fret of the photo-etched parts. However, the kit is designed to need these parts and if you don't want to use them, or not use them all, it is possible to miss them.

E 157/18, flown by Gefr. Kurt Blümener, Jasta 6, Bernes, France, August 1918



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NALEZNETE NA
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8085 - NAV1

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRŽNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



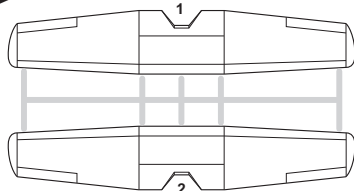
PIÈCES



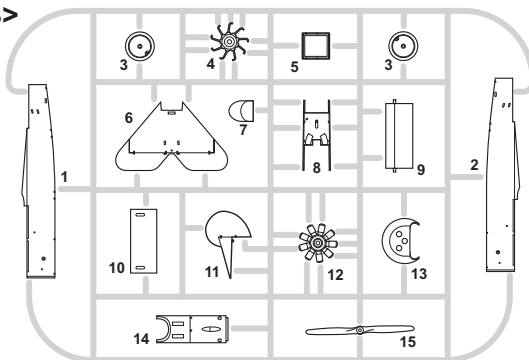
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PLASTIC PARTS

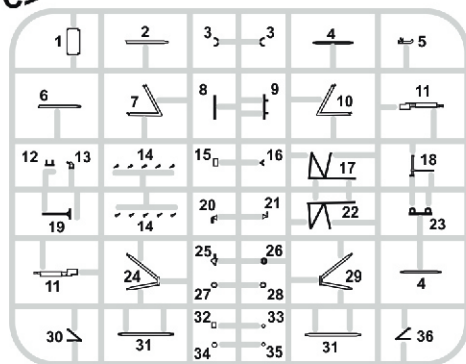
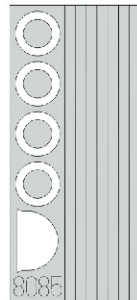
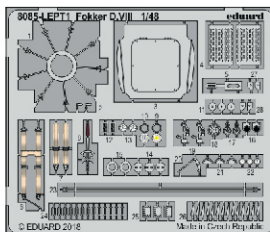
A>



B>



C>

eduard
MASKPE - PHOTO ETCHED
DETAIL PARTS

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



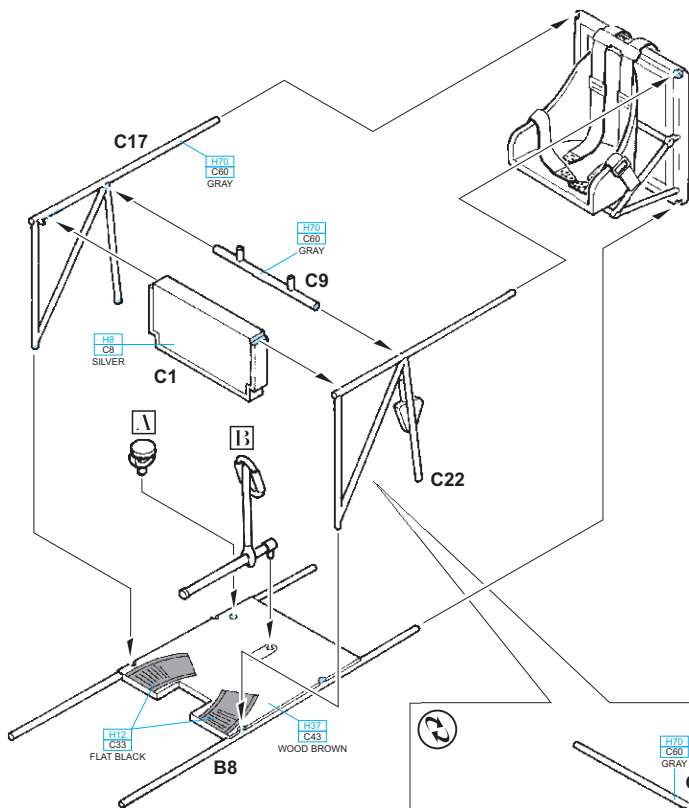
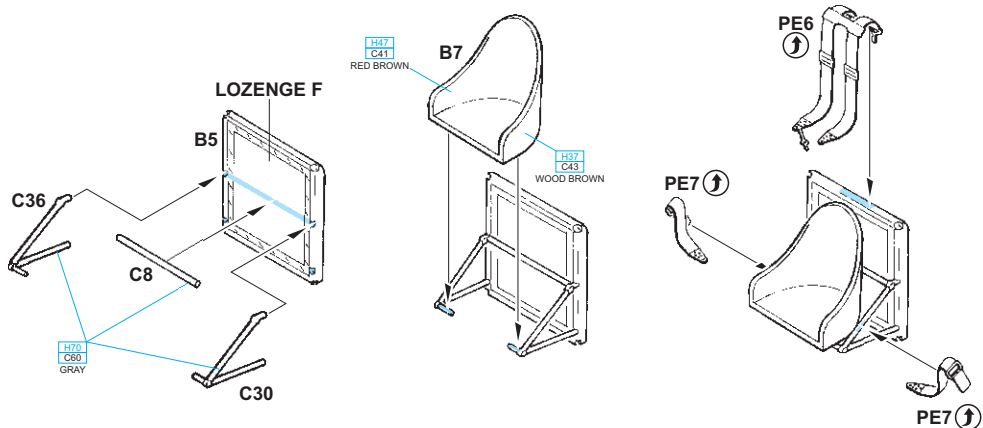
PEINTURE



色

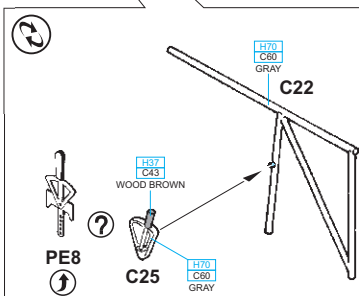
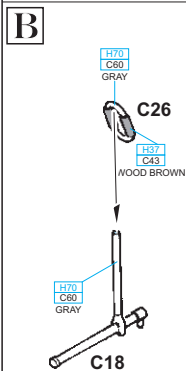
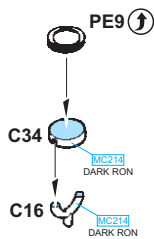
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H5]	[C5]	BLUE
[H8]	[C8]	SILVER
[H11]	[C62]	FLAT WHITE
[H12]	[C33]	FLAT BLACK
[H7]	[C43]	WOOD BROWN
[H7]	[C41]	RED BROWN
[H1]	[C11]	LIGHT GULL GRAY

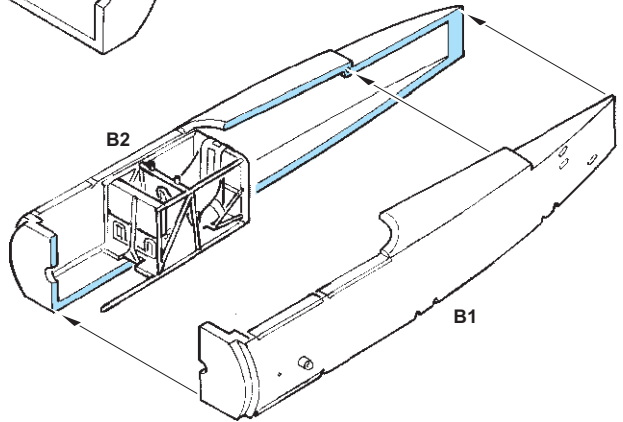
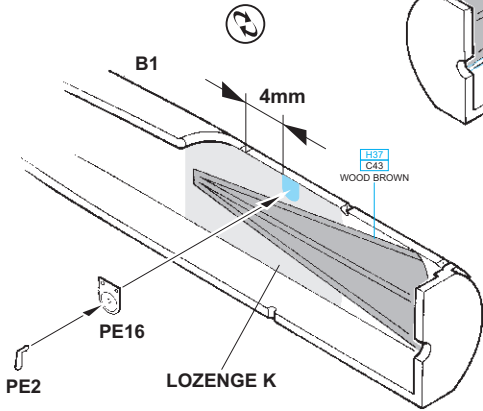
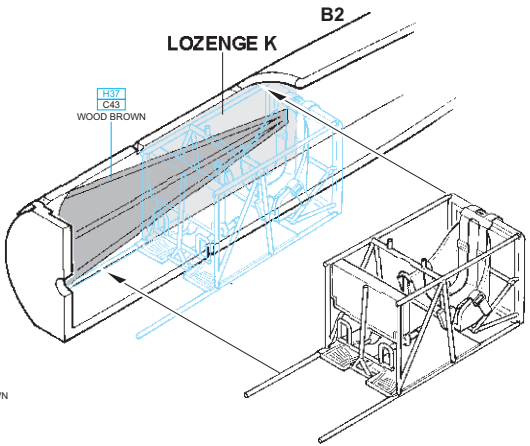
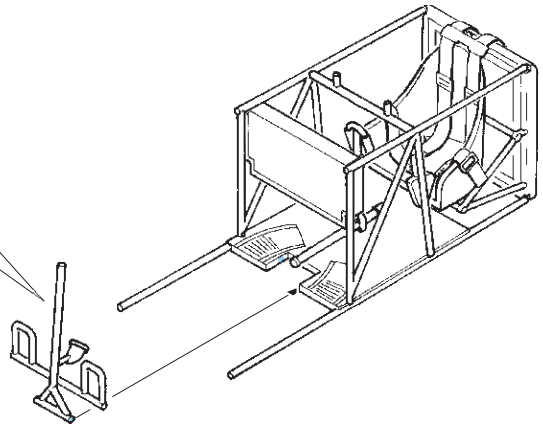
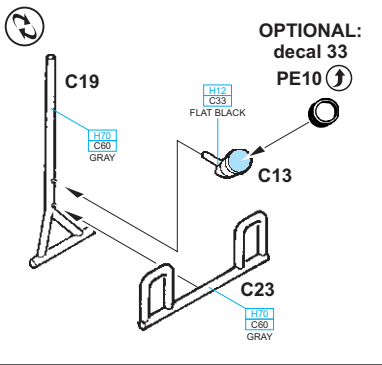
AQUEOUS	Mr.COLOR	
[H52]	[C38]	OLIVE DRAB
[H70]	[C60]	GRAY
[H78]	[C38]	OLIVE DRAB
[H43]	[C113]	YELLOW
Mr.METAL COLOR		
	[MC214]	DARK IRON
	[MC219]	BRASS

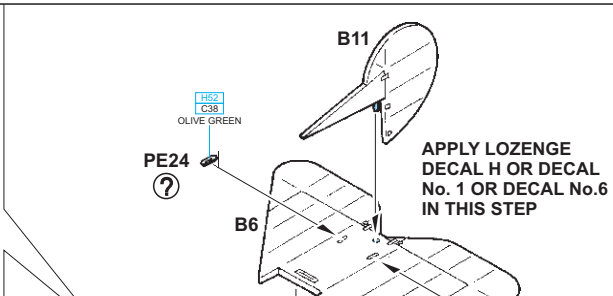
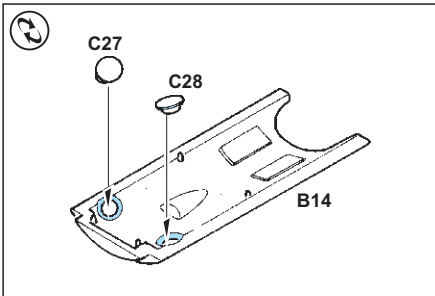


A

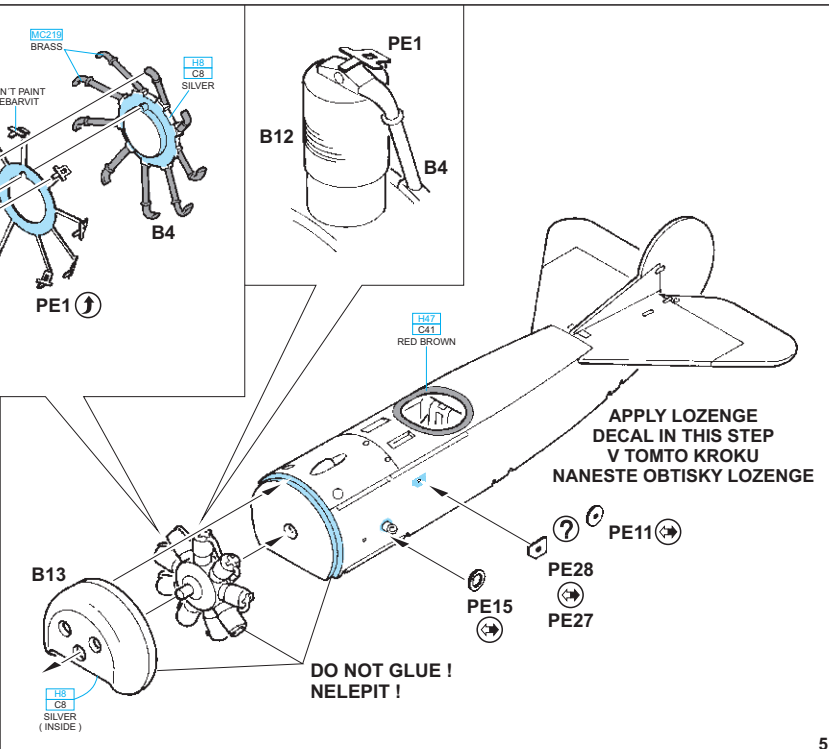
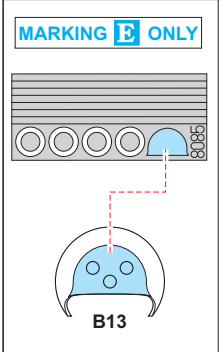
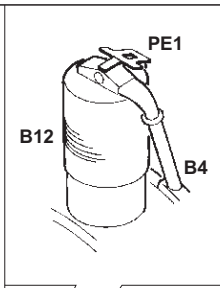
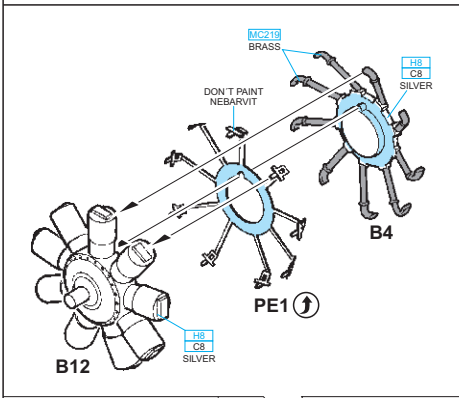
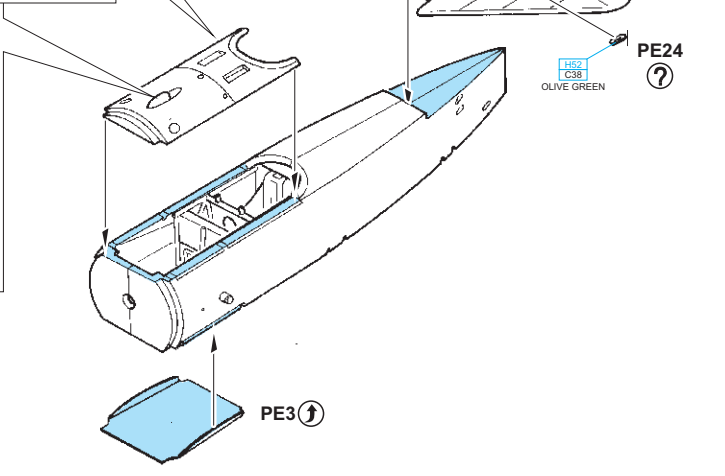
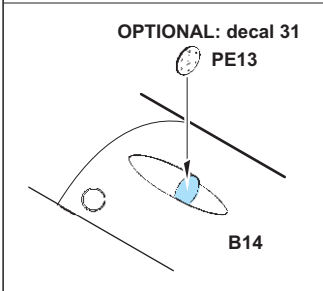
**OPTIONAL:
decal 32**





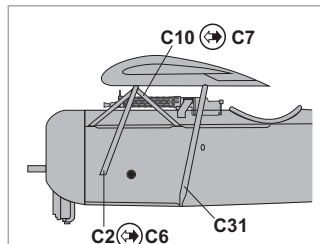
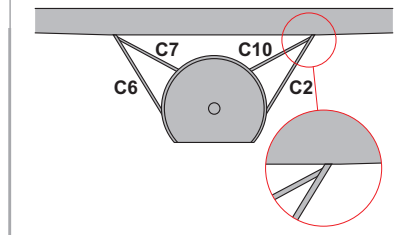
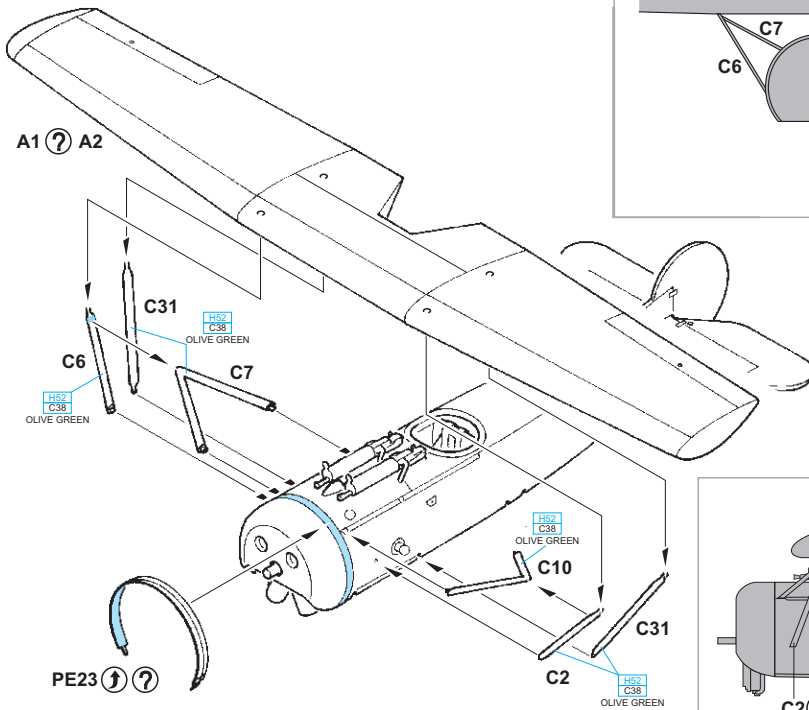
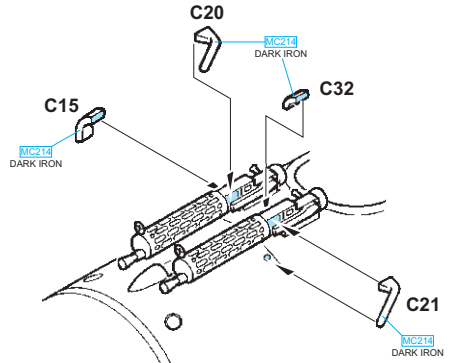
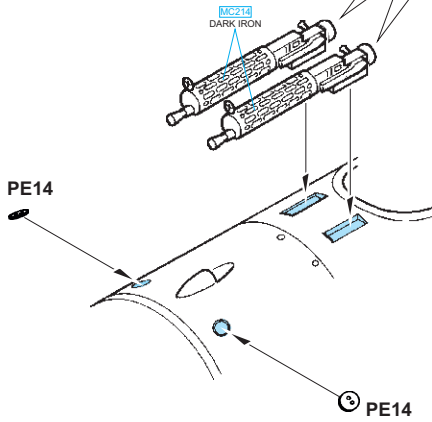
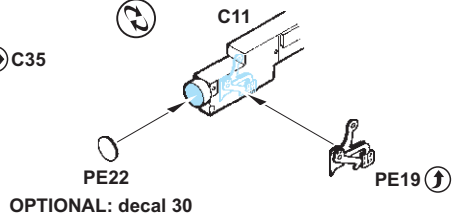
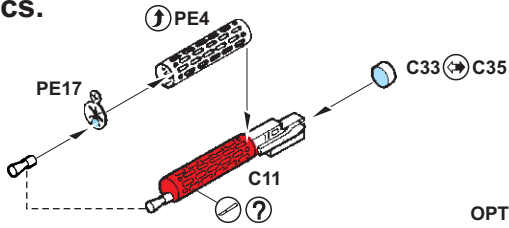


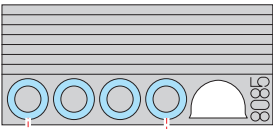
APPLY LOZENG
DECAL H OR DECAL
No. 1 OR DECAL No.6
IN THIS STEP



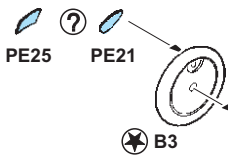
APPLY LOZENG
DECAL IN THIS STEP
V TOMTO KROKU
NANESTE OBTISKY LOZENG

2 pcs.





B3
2 pcs.

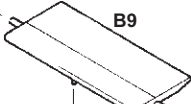


PE25

PE21



B3



B9

B10

LOZENGE J

C24

C29

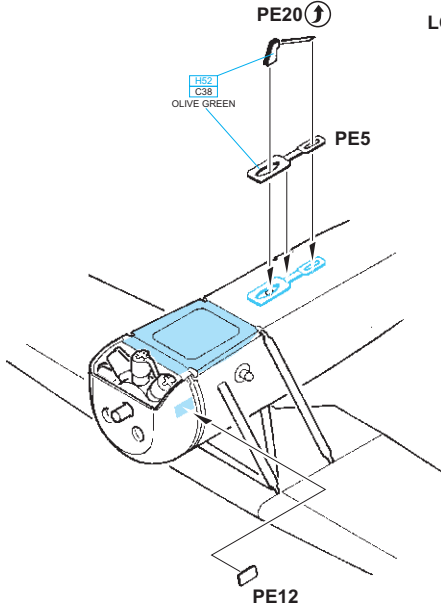
C12
H52
C38
OLIVE GREEN

PE21



B3

PE25

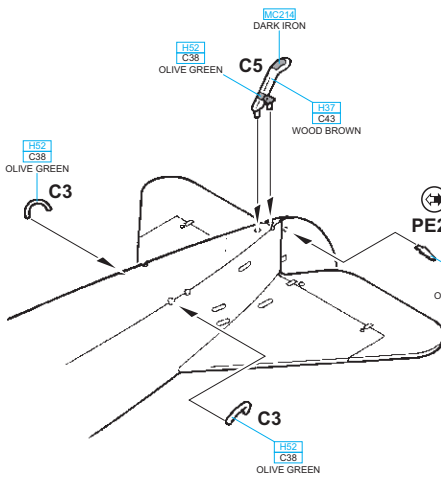
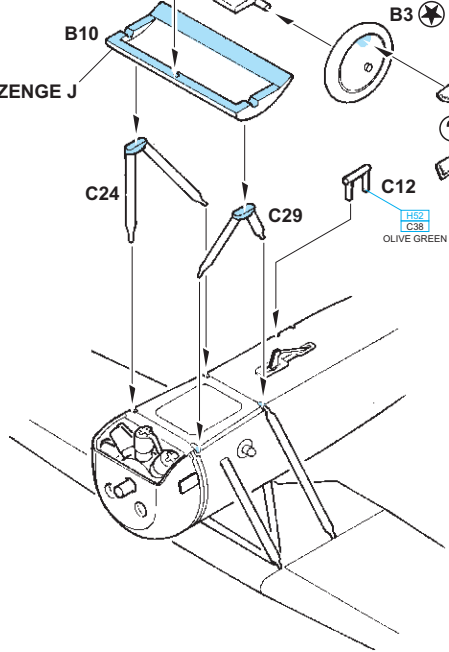


PE20

H52
C38
OLIVE GREEN

PE5

PE12



H52
C38
OLIVE GREEN

C3

H52
C38
OLIVE GREEN

C5

M0214
DARK IRON

H37
C43
WOOD BROWN

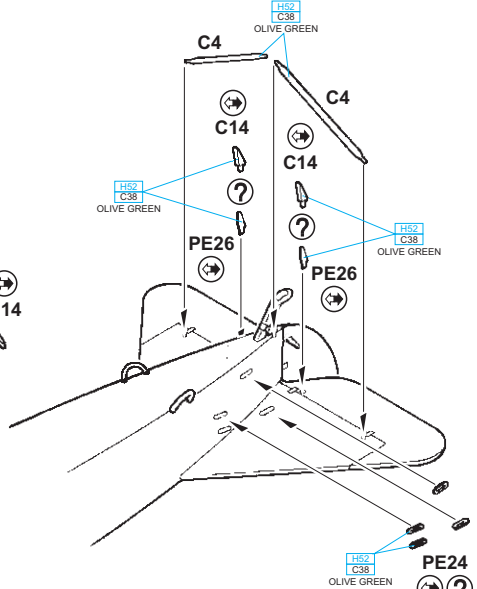
PE26

C14

H52
C38
OLIVE GREEN

H52
C38
OLIVE GREEN

C3



H52
C38
OLIVE GREEN

C4

H52
C38
OLIVE GREEN

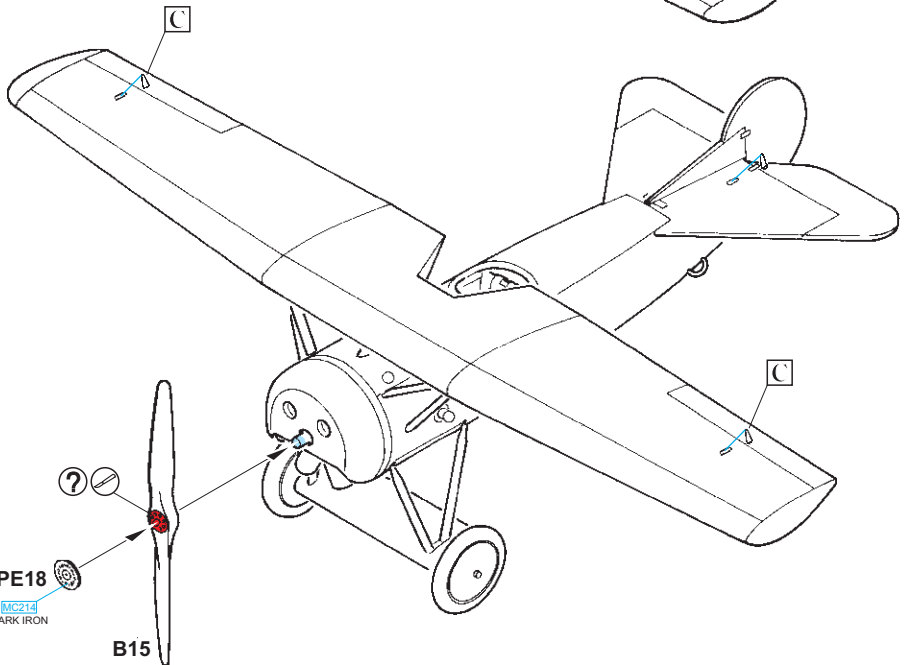
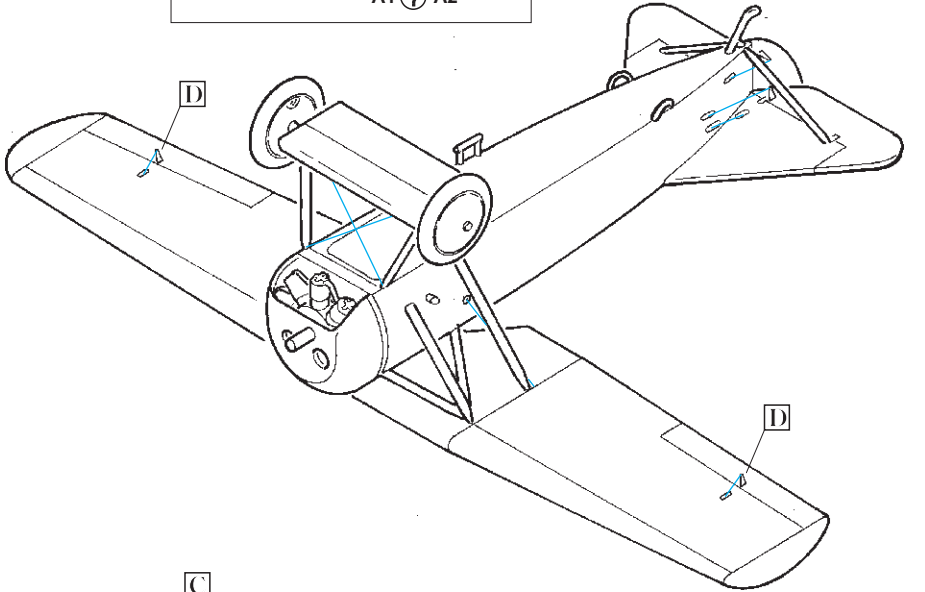
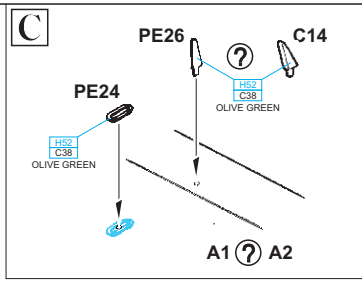
PE26

H52
C38
OLIVE GREEN

H52
C38
OLIVE GREEN

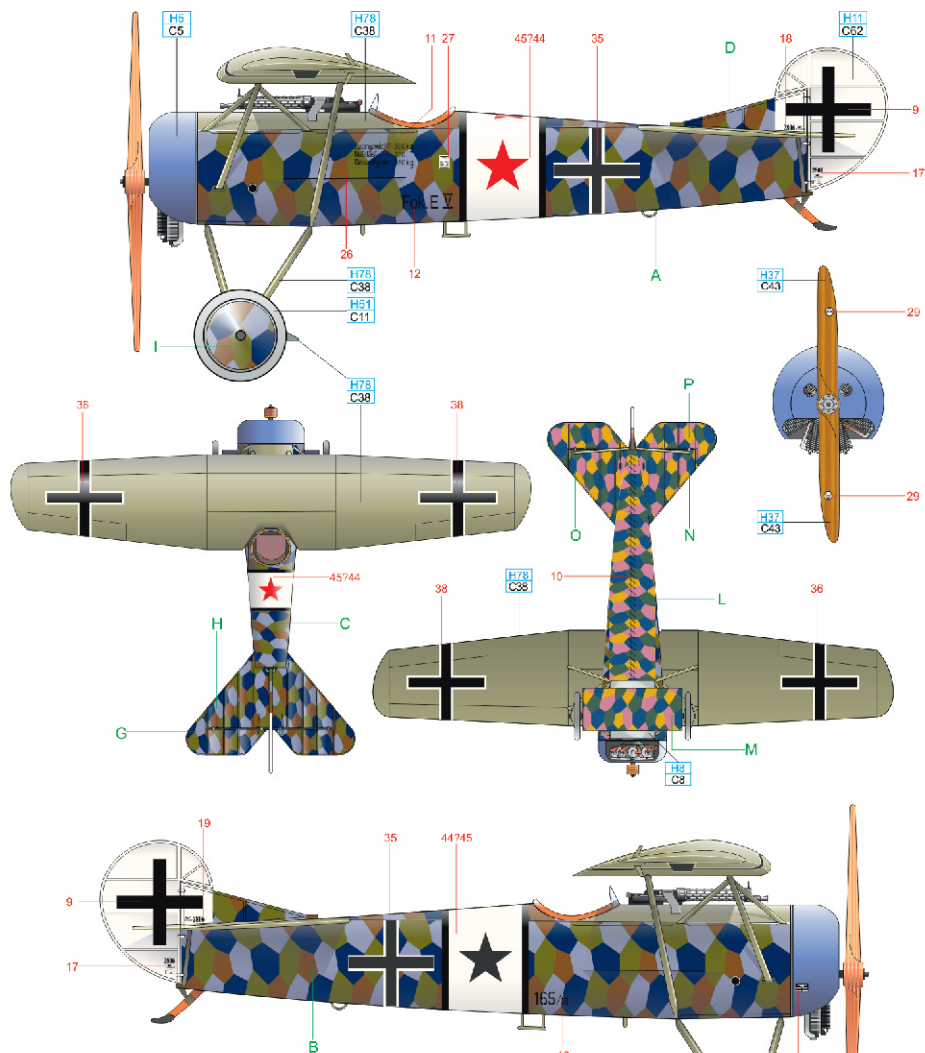
PE24

4pcs.



B Jasta 36, France, October 1918

On the 14th of February, Jasta 36 became a part of JG III. By spring, it was equipped with the Fokker Dr.I, and these were kept on charge until August, when the unit was re-equipped with a number of Fokker E.Vs and subsequently Fokker D.VIIs. They flew these until September 17th, 1918, when the home field of Jasta 36 was attacked by the RAF. After the attack, there remained only a single airworthy Fokker. New Fokker D.VIIs didn't arrive until a week later. Jasta 36 achieved 123 victories through the course of the First World War, for the loss of 13 dead, 15 wounded and two captured pilots. This Fokker may have had a light blue engine cowl - it was an identification marking of Jasta 36, and even the Fokker Dr.Is attached to this unit that have been captured on film show a cowling with a similar tone.



? ALTERNATIVE PAINT OF THE WING UPPER SURFACE



THESE SURFACES WERE PAINTED WITH PLANK GUN. STENCILS OVER LIGHT OLIVE OR PALE BLUE SURFACE. TWO-BLUE-VIRY VIKARIEJ OVARY. MAKE UPLOVIM. SMOUJIM NA SV. OUVYENIM NEMO. BY. MODERN POKR. ACE.

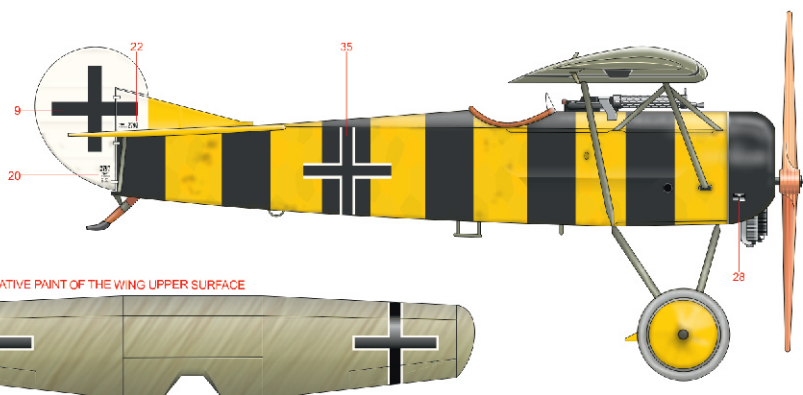
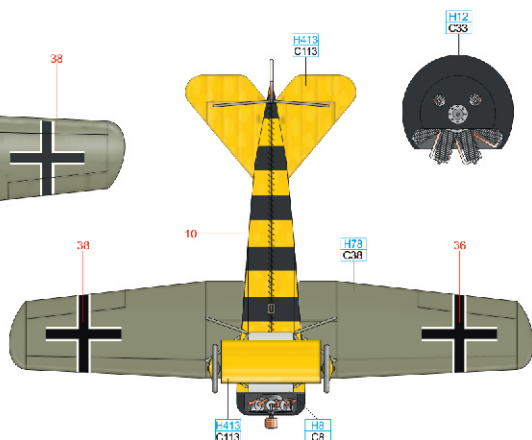
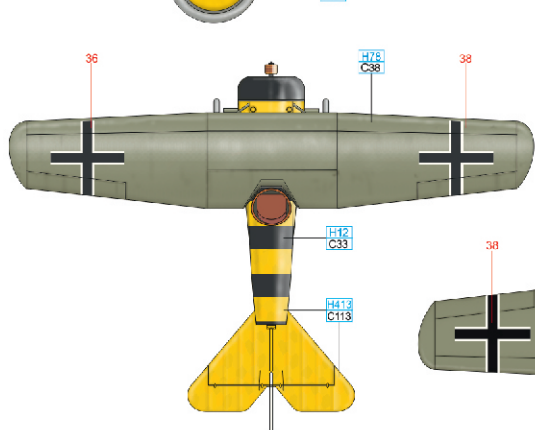
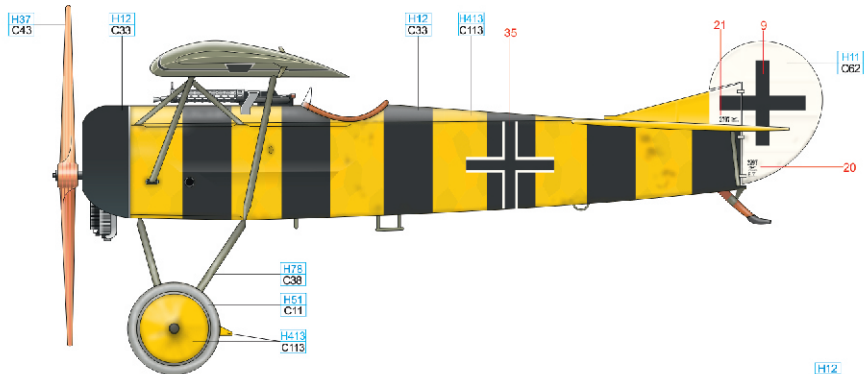
GRAY	H51 C11	BLUE	H5 C5	SILVER	H8 C8
WHITE	H11 C82	OLIVE DRAB	H78 C38	WOOD BROWN	H37 C43

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM 8085



D flown by Lt. Theo Osterkamp, Marine Feld Jagdstaffel II, Belgium 1918

Theodor Osterkamp was born on April 15th, 1892 in Aschersleben and soon after the WWI burst out, he joined German Army. He was later rejected and joined the Navy Air Force where he fought as an MFFA 2 observer flying above the Belgian coast. In 1917, he graduated from fighter pilot school and from April 14th, 1917 he joined MFJ I. On March 2nd, 1918, he was appointed a commander of newly established MFJ II, which he led till the end of WWI. The total count of his enemy aircraft shot down was 32. He joined the Air Force once again prior to WWII. First he trained junior pilots for JFS 1, later he became commander of JG 51. From July 19th, 1940 till the end of war he served on various military staff posts. He died in Baden-Baden on January 2nd, 1975.



? ALTERNATIVE PAINT OF THE WING UPPER SURFACE



THESE SIMPLIFIED WINGS PAINTED WITH DARK OLIVE STRIPES OVER LIGHT OILY OR DARK FLAT SURFACE. Y TO PLOCHYTY KRAJINKOVANY TRAVE OLIVOVYM ENKOUJIM NALAZY OLIVOVYMI NEBO SV. MODREJ POKRY. A22

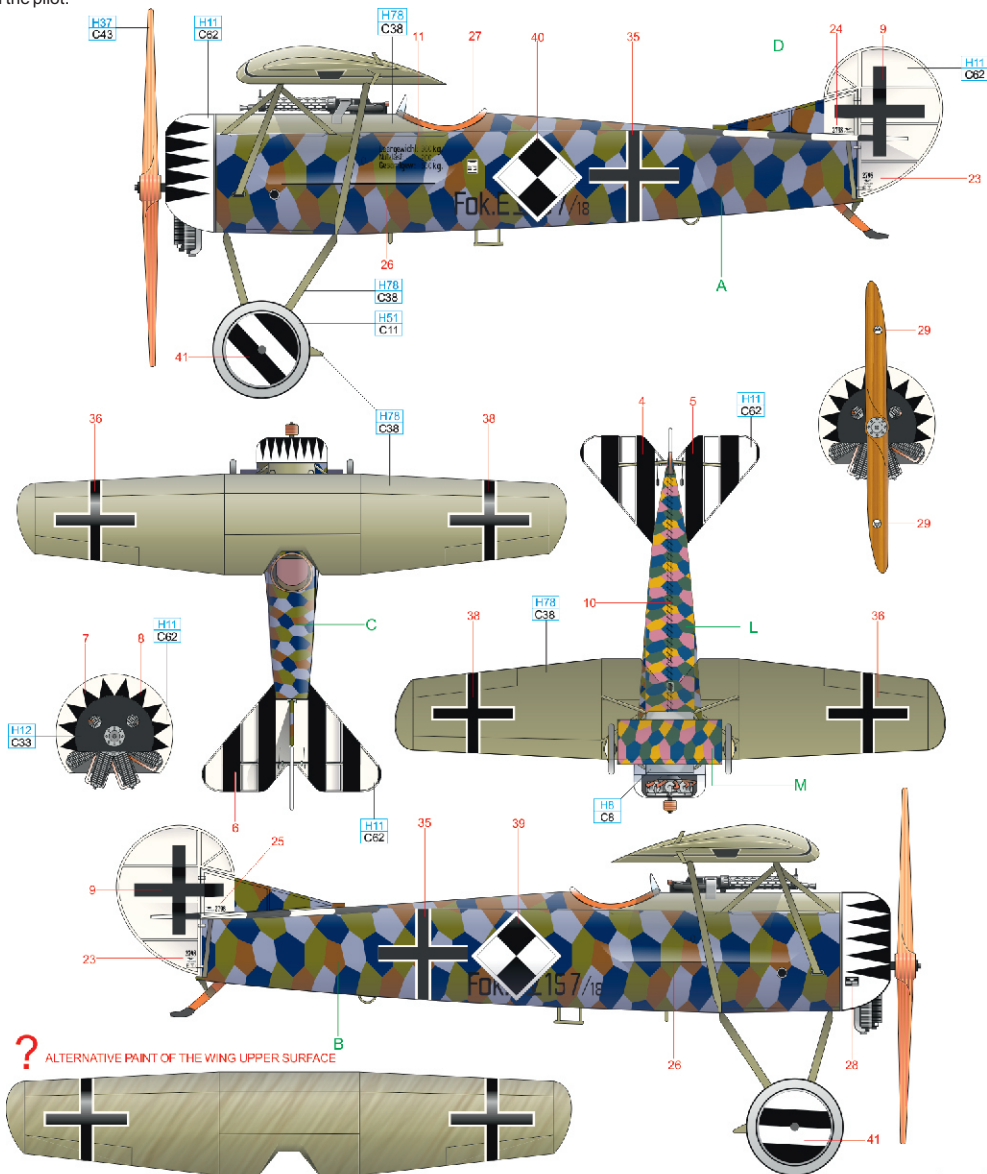
GRAY	H51 C111	YELLOW	H413 C113	SILVER	H8 C8
WHITE	H11 C62	FLAT BLACK	H12 C33	OLIVE DRAB	H75 C38
				WOOD BROWN	H37 C43

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E 157/18, flown by Gefr. Kurt Blümener, Jasta 6, Bernes, France, August 1918

Jasta 6 was officially established on August 25th, 1916. On June 26th, 1917, it fell under the command of Richthofen's Jagdgeschwader Nr. 1 and became part of the "Richthofen's Flying Circus". On August 5th, 1918, Jasta 6 got several new Fokkers D.VIII; the unit was stationed within the French territory – at Brenes Airfield. Within a short period of time, several severe defects of the plane were revealed; these defects caused a number of accidents. The engine oil also proved to be of bad quality. The airplanes were thus withdrawn from use and returned to the producer. After the debacle with Fokkers E.V/ D.VIII, the Jasta 6 returned back to Fokkers D.VII. Gefreiter Kurt Blümener was born on September 8th, 1894 in Berlin. He died on September 8th, 1918 when his parachute failed to open after he jumped out of Fokker D.VII. Jasta 6 aircraft bore colour marking in a form of black and white bands on horizontal rudder, the same colours applied to canvas that covered the spokes, and the engine cover where they were in a form of little triangles. The fuselage bears a private symbol of the pilot.



THESE SURFACES WERE PAINTED WITH DARK OLIVE GREEN OVER LIGHT OLIVE OR PALE BLUE SURFACE. THE FLOOR WAS PAINTED OLIVY. I HAVE OLIVYNYM SKOKURUMI NERVO, OLIVYCHENEDO SK MOJIMY POKRAME

WOOD BROWN	H37 C43	GRAY	H51 C11	SILVER	H6 C6
WHITE	H11 C62	FLAT BLACK	H12 C33	OLIVE DRAB	H78 C38

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