

ProfiPACK edition

The Fokker Dr. I is one of the most famous fighter aircraft of all time. The silhouette of the compact Dreidecker became a symbol of the Luftstreitkräfte in the First World War.

In April 1917, the new British Sopwith Triplane fighter appeared in the skies above the trenches. The key to success in the aerial combat of the time was maneuverability, and to increase it, designers of the British manufacturer decided to reduce the wing load by adding a third wing. This concept proved successful and soon German fighter pilots began calling for similar aircraft. Virtually all German aircraft manufacturers responded with their own designs and Fokker was no exception. Anthony Fokker decided to apply the experience he had gained in working with Hugo Junkers on the development of a cantilever wing to eliminate the wire bracing and thus its drag. The compact prototype V.4 had a welded tubular steel fuselage with doped linen cover, the cantilever wings were wooden with sturdy box spars, which were made possible thanks to the use of much thicker airfoil than was common at the time. An interesting feature was the absence of external wing struts. The lower two wings were attached to the fuselage, the upper wing was carried only on inverted V steel struts. Test flights proved the external struts were not necessary. However, Fokker finally added them and modified the design to the V.5 prototype, which had an increased span and the ailerons with "horns" which effectively counteracted flight control forces. Fokker's design proved to be significantly better than competing ones and two pre-production aircraft were ordered with the F.I designation for testing with combat unit. The production aircraft were designated Dr.I (Dr. for Dreidecker, i.e., triplane). Pilots immediately appreciated their agility and very good rate of climb.

The aforementioned Fokkers F.I received serial numbers 102/17 and 103/17 and were sent to JG I on August 28, 1917. There the first of them was "adopted" by the commander of the entire formation of four fighter units, the famous Manfred von Richthofen. Later, commander of Jasta 11 Kurt Wolff took over this aircraft but was shot down when flying it on September 15. The second aircraft was flown by the commander of Jasta 10 Werner Voss who took the Dreidecker to the air on the day of delivery, but the first kill was achieved by von Richthofen four days later when he shot down his 60th victim, an observation R.E.8. Subsequently, Voss was killed in the F.I when he was shot down in a dogfight with a numerical superiority of new Sopwith Camels on September 23, 1917. Eventually the death caught up with von Richthofen in Fokker's triplane seven months later ...

Agile but slow

The first unit to completely rearm with Dr.Is was Jasta 11 in early January 1918, soon followed by Jasta 6, while Jasta 4 switched to Dr.Is on April 20, 1918. Combat experience revealed both the advantages and disadvantages of the new aircraft. While the development of the German triplane was still in progress, new Sopwith Camels appeared on the front. With this new fighter the Sopwith company reverted to biplane design. In addition, the



Britons had another new fighter available as the SE.5a had also been involved in fighting since June 1917. These British aircraft, as well as the Albatros D.V or the Pfalz D.III on the German side, were considerably faster than the Dr.I, including dive flight. That made impossible for Dreidecker's pilots to escape the fight at will, which was one of its major disadvantages. In addition, there were other problems. The first serial Dr.I reached the front on October 4 and Jasta 15 commander Heinrich Gontermann appropriated the plane number 115/17 making it his personal one. However, he died in it three weeks later when its upper wing collapsed during flight. The same accident also cost the life of Günter Pastor of Jasta 11. All Dreideckers were then grounded, and the cause of this deadly malfunction was sought. The Inspectorate of the German Air Force (Idflieg) concluded that manufacturing defects were to blame, especially the lack of impregnation of the canvas covering, thus moisture affected the strength of the wing structure.

At the beginning of December, production was resumed and from December 12 onwards the newly manufactured aircraft received a reinforced upper wing structure. Nevertheless, the problems continued. The collapse of the leading edge and part of the ribs forced Joachim Wolff of Jasta 11 to an emergency landing on February 3, 1918, and other pilots also experienced dangerous in-flight deformations of the wing. When Lothar von Richthofen, the commanding officer of Jasta 11, was seriously injured in an emergency landing on March 13, 1918, after the upper wing of his 454/17 collapsed, Idflieg forced Fokker to make further modifications to its design. Wing problems were not the only ones that troubled pilots and mechanics. The Oberursel engine that powered the Dr.I was in fact a copy of French LeRhone 9Js and used castor oil for lubrication. However, this was in short supply as the war continued and the poor quality of the replacement Votul lubricant led to many engine in-flight failures.

Twilight of the triplanes

Problems with the design of the Dr.I and the performance of enemy fighters eventually led to a competition for a new German fighter in January 1918. Fokker again emerged victorious with its D.VII, which outperformed its Dreidecker predecessor in virtually every aspect. As units rearmed with the D.VII, they passed their Dr.Is to other ones. Some were sent to Germany, for example as a training aircraft. However, some Dr.Is remained with frontline units and some pilots continued to use them alongside the D.VII. One of them was August Raben, CO of Jasta 18. Another proponent of the Dr.I was Josef Jacobs, CO of Jasta 7, who flew it until October, when he was shot down. Jacobs solved the problems with the Oberursel engines by using Clerget engines and became the most successful Dr. I fighter pilot. He achieved 30 kills flying Dreideckers, while Manfred von Richthofen, for example, only 17.



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

INSTRUCTION SIGNS

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INSTR. SYMBOLY

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INSTRUKTION SINNBILDEN

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SYMBOLES

*

記号説明

- 

OPTIONAL
VOLBA
- 

BEND
OHNOUT
- 

OPEN HOLE
VYVRTAT OTVOR
- 

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 

REMOVE
ODŘÍZNOUT
- 

REVERSE SIDE
OTOČIT
- 

APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS

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DÍLY

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TEILE

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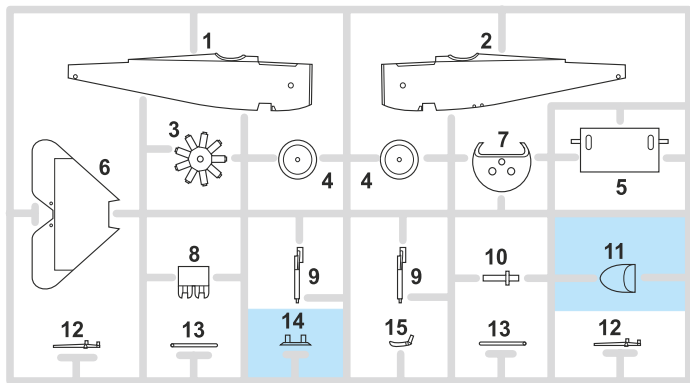
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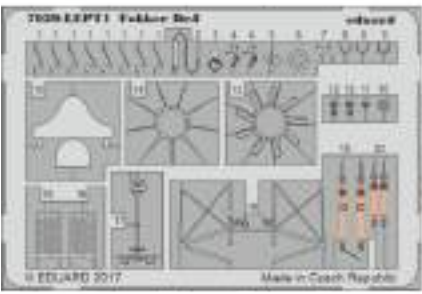
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PLASTIC PARTS

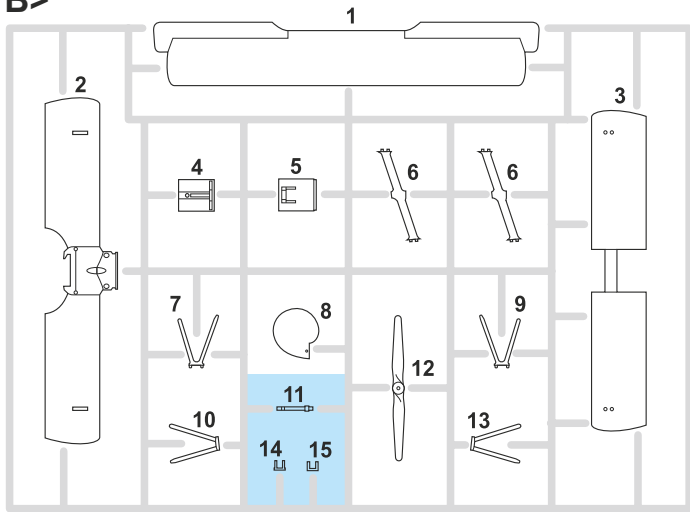
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PE - PHOTO ETCHED DETAIL PARTS



B>



eduard
MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas'utiliser. -Tyto díly nepoužívejte při stavbě. -

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COLOURS

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BARVY

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FARBEN

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PEINTURE

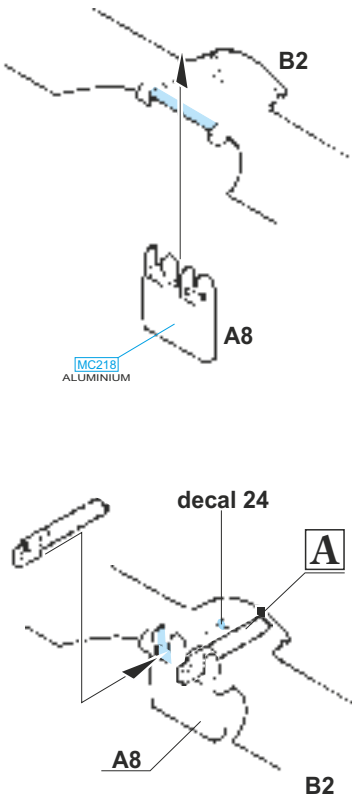
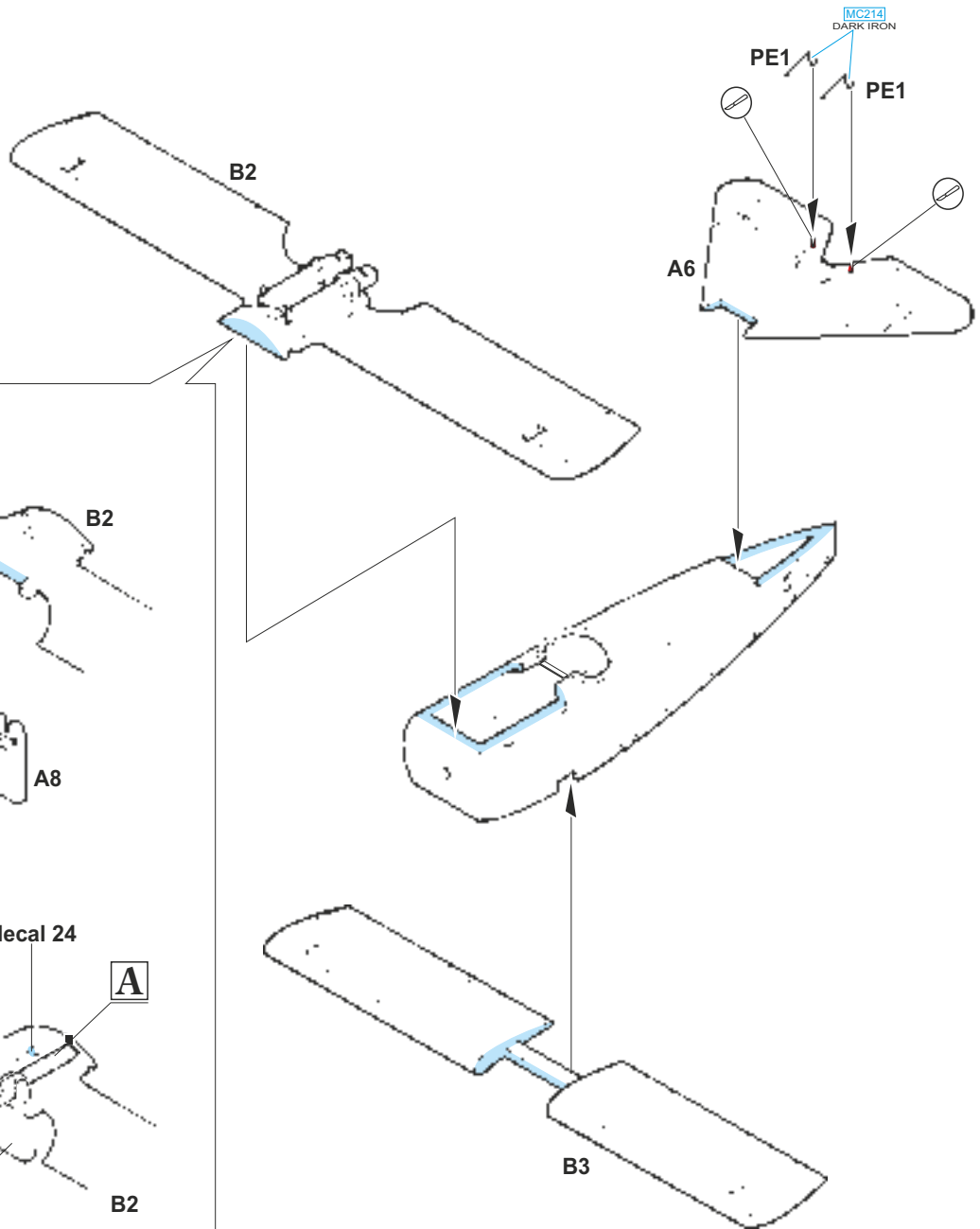
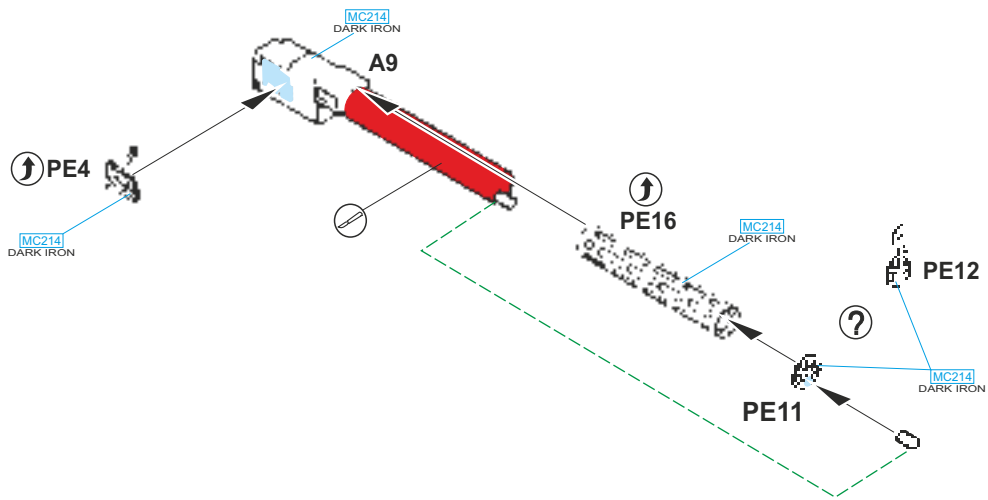
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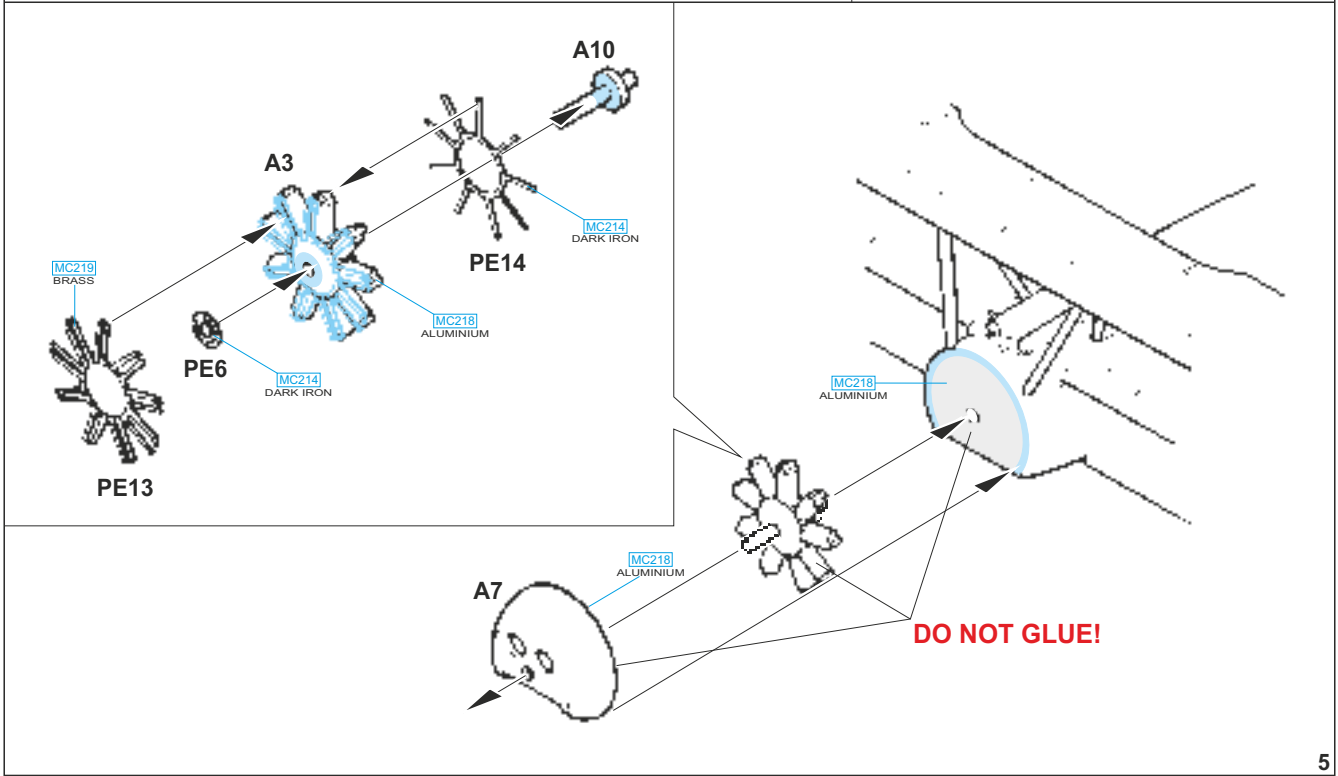
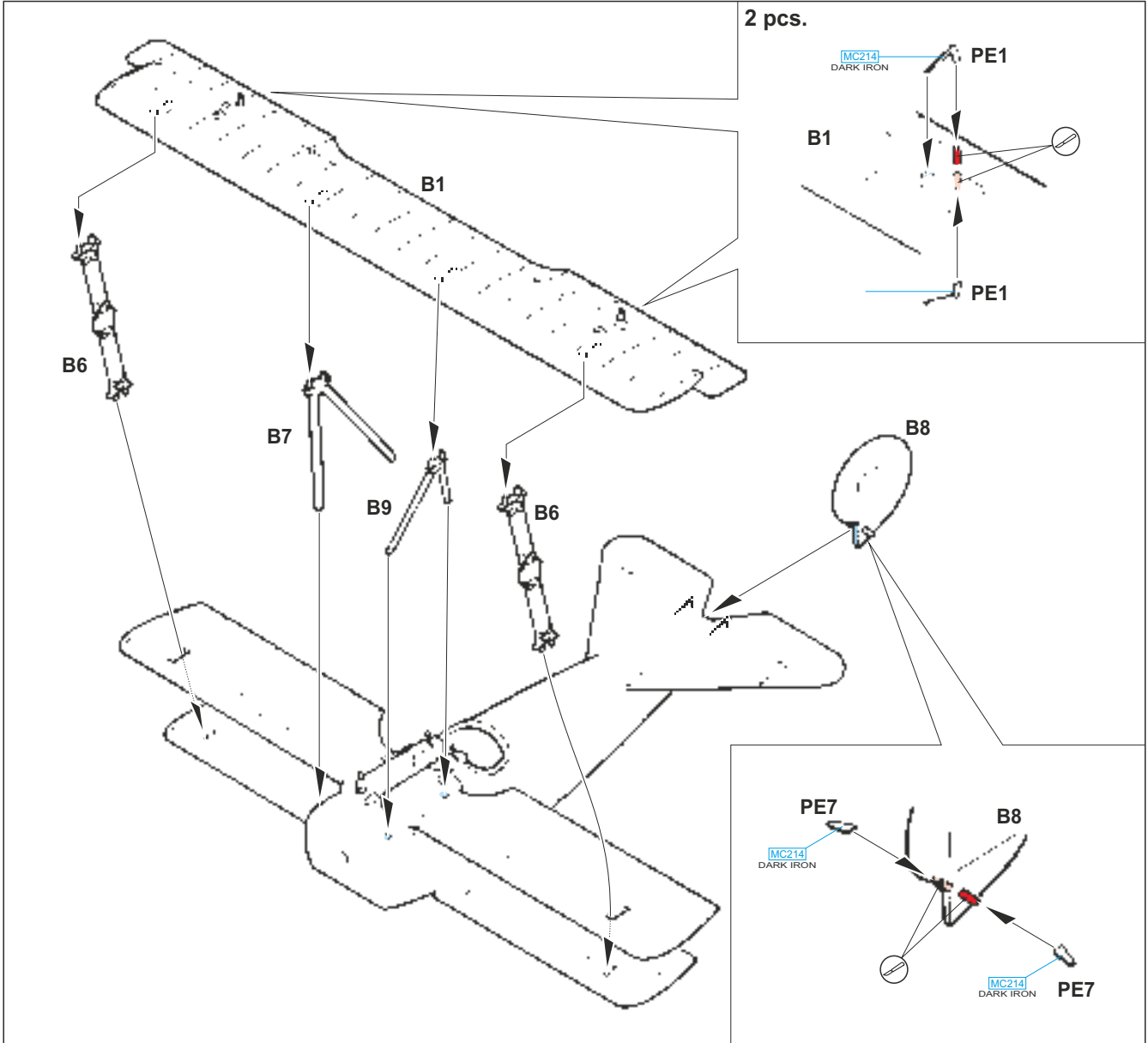
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H3	C3	RED
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H37	C43	WOOD BROWN
H51	C11	GRAY
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY

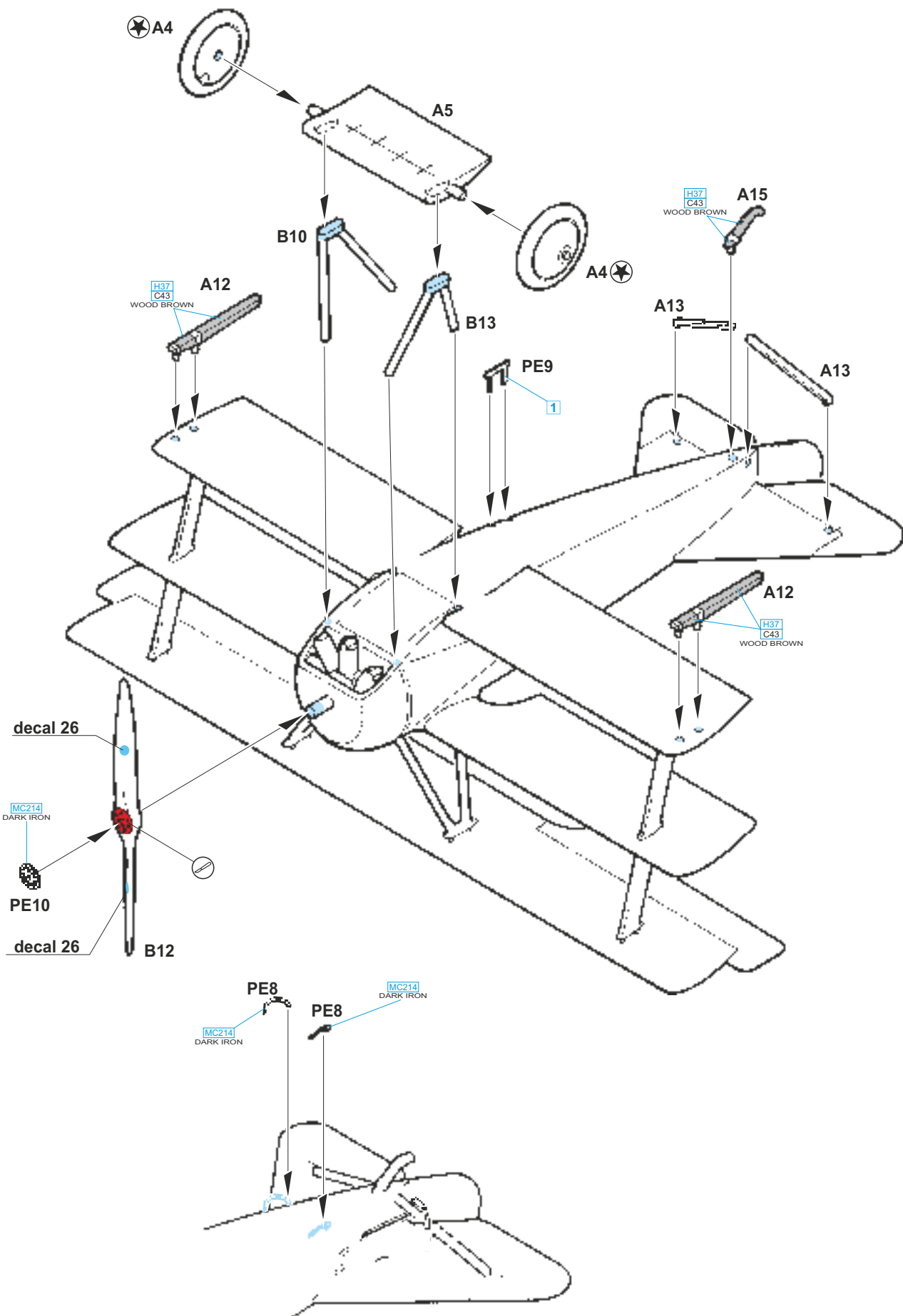
AQUEOUS	Mr.COLOR	
H70	C60	GRAY
H85	C45	SAIL COLOR
H413	C413	YELLOW
	C74	LIGHT BLUE
	C92	SEMI GLOSS BLACK
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
	MC219	BRASS

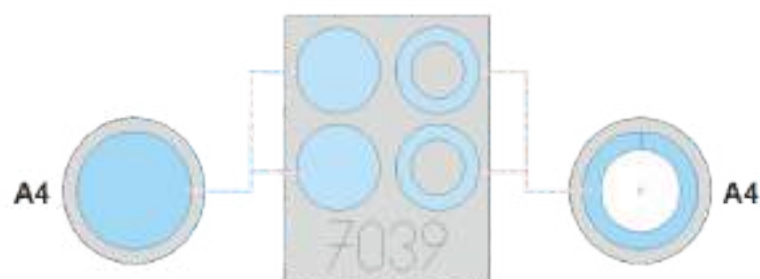
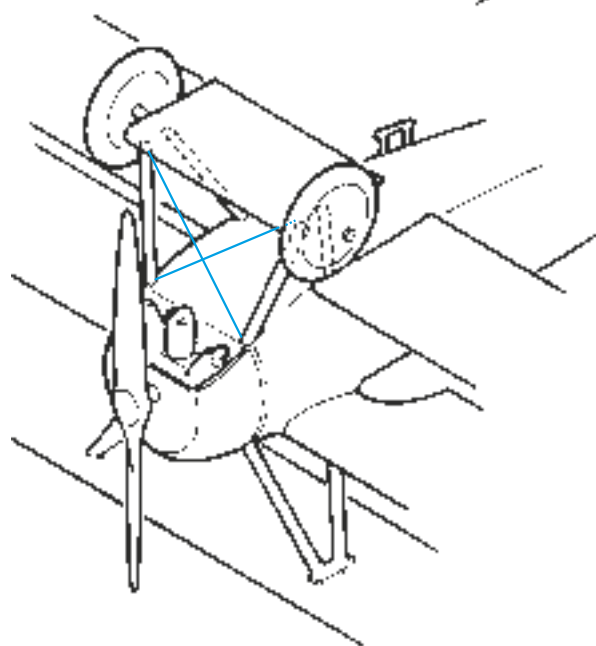
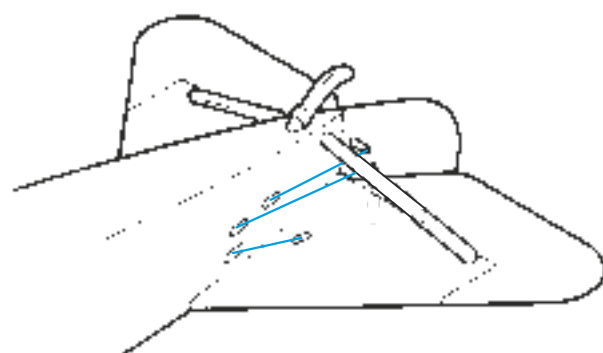
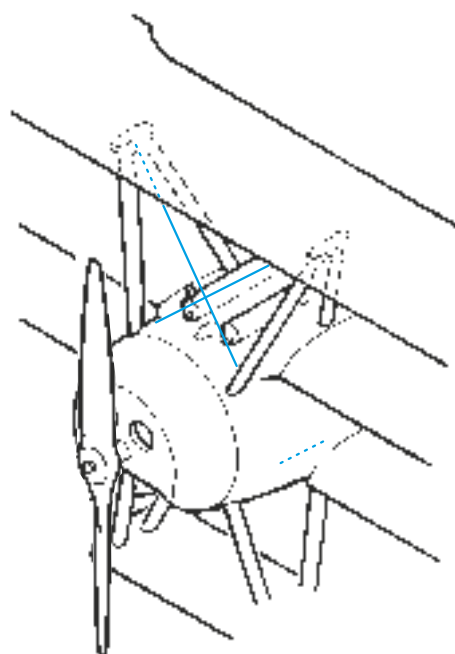
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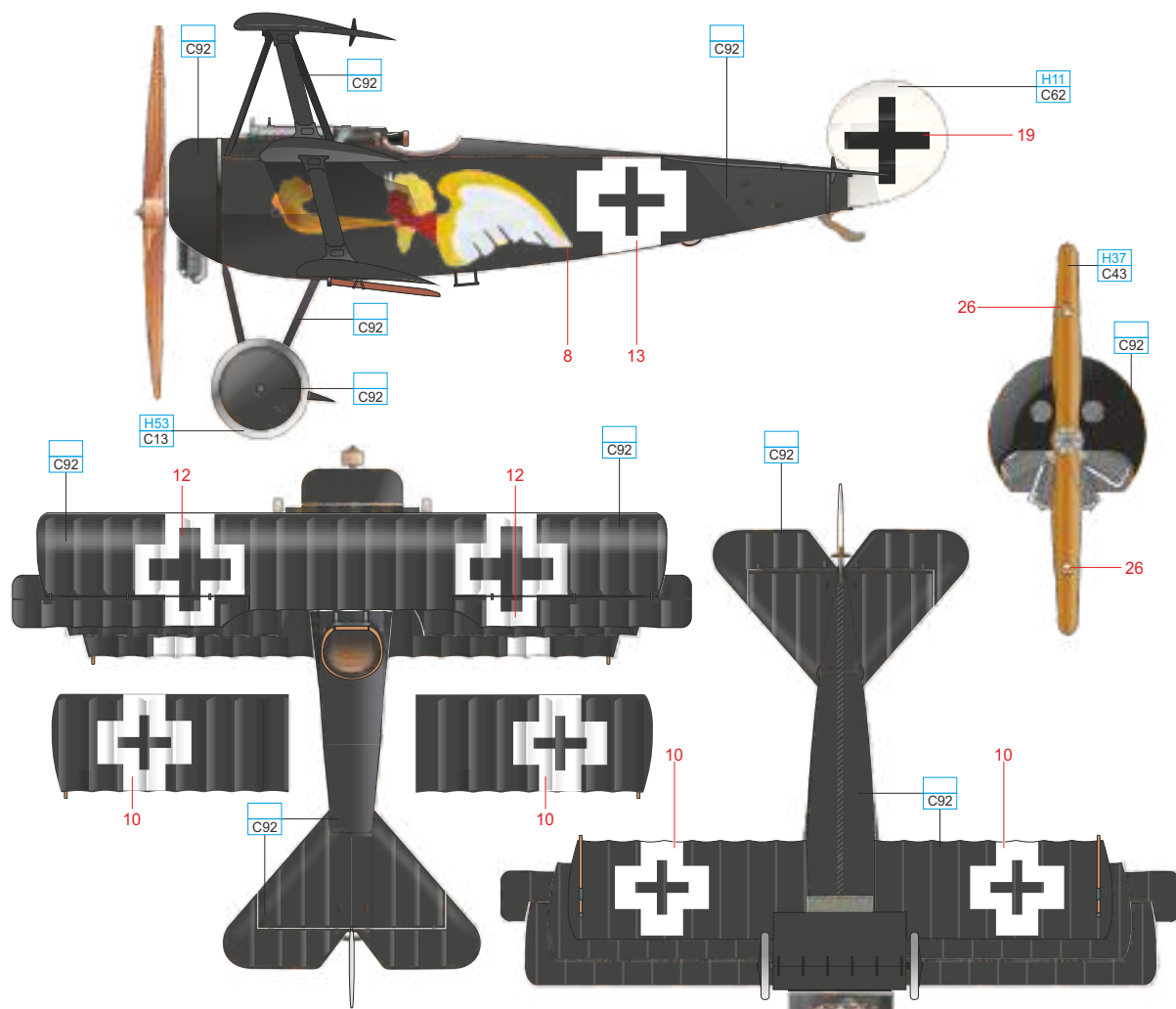






A 450/17, Lt. Josef Jacobs, CO of Jasta 7, Rumbeke, Belgium, March 1918

Josef Carl Peter Jacobs was born on May 15, 1884, in Kreuzkapelle, Rhineland. From his school days he had been fascinated with flying and started to learn how to control aircraft even before the war. Immediately after the outbreak of the Great War, he joined the ranks of the Luftstreitkräfte (German air force) and after training was assigned to the observation unit FA 11 on July 3, 1915. In March 1916 he was transferred to Fokkerstaffel West (from October 6, 1916 it transformed to Jasta 12) where he remained until the end of January 1917 when he was transferred to Jasta 22. From August 2, 1917, he took command of Jasta 7 and stayed with the unit until the Armistice. At that time, his score counted 48 victories. After the war, Jacobs found himself fighting in the Baltic against the Russian Bolsheviks as a part of Kommando Sachsenberg. Subsequently he trained Turkish military pilots. After Hitler came to power, Jacobs refused to join the NSDAP and emigrated to the Netherlands. After the end of World War II, he returned to Bavaria, where he died in Munich on July 29, 1978. He had two personal Dreideckers at Jasta 7, both painted black. Jacobs later had an engine and propeller from a Sopwith Camel fitted to one of them, the No. 450/17. The sides of the fuselage sported drawing of a devil spitting fire. Existing photography evidence shows the shape of the drawing on the starboard side, while a contemporary illustration of his aircraft shows the left side. Jacobs himself confirmed this one as correct after the war. This evidence leads to the conclusion the paintings differed.



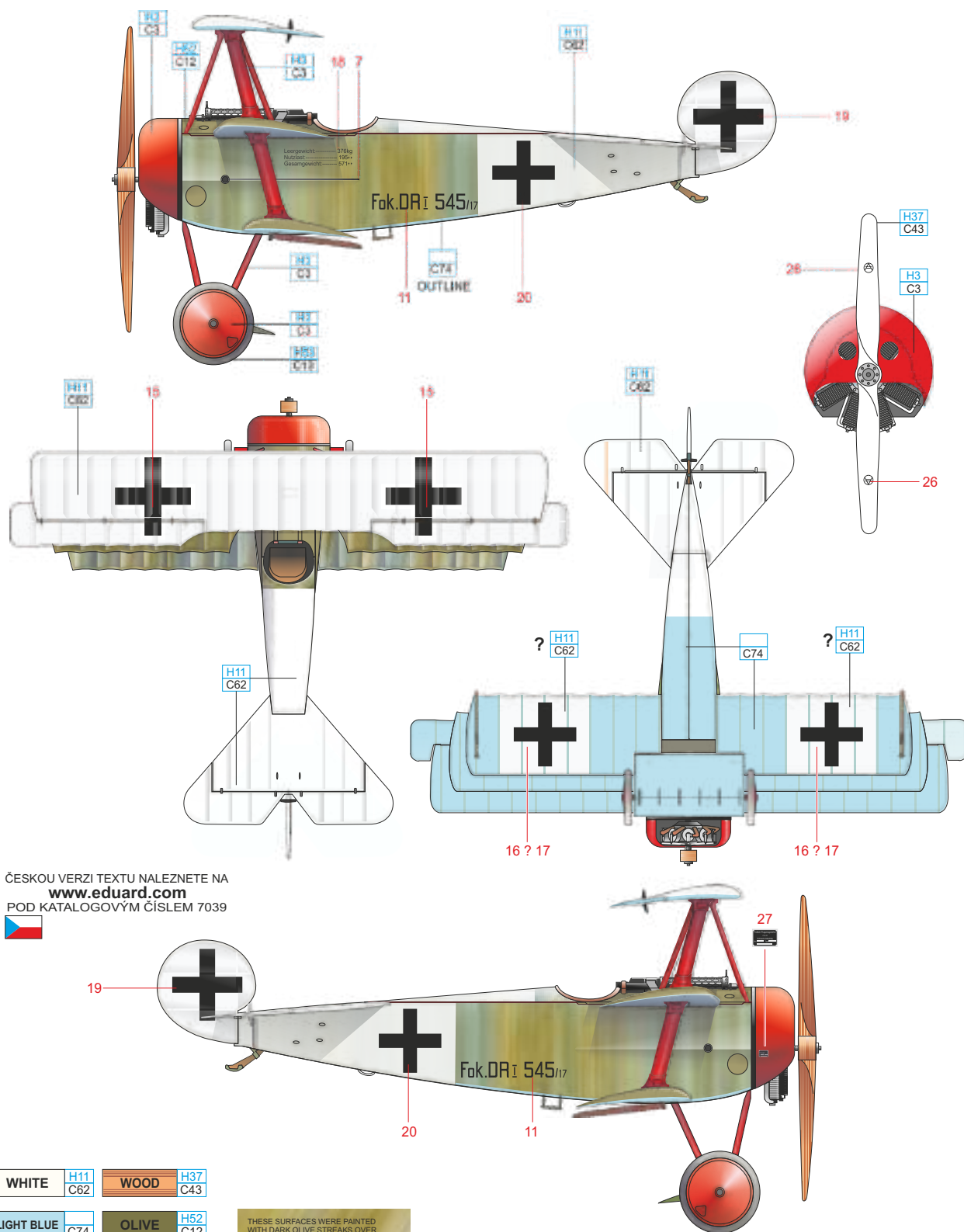
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WHITE	H11 C62	WOOD	H37 C43
GRAY	H51 C11	SEMI GLOSS BLACK	C92

B 545/17, Lt. Hans Weiss, Jasta 11, Cappy, France, April 1918

Hans Weiss, a native of Hof, began his flying career in June 1916 as an observer and gunner with FFA 282, FFA 28 and FFA 68 units. After training at Jastaschule Valenciennes, he joined Jasta 41, where he scored his first ten kills. Next he was transferred to Jasta 10 on March 17, 1918, where he added another victory. Afterwards he was assigned to Jasta 11. He scored his first victory there on April 2, 1918 and on April 8 was named temporary commander of the unit but eventually he led it until his death on May 2, 1918, when he was shot down by fire from No. 209 Squadron RAF Sopwith Camel flown by M. S. Taylor. The Dreidecker flown by Hans Weiss had the upper surface of the top wing and the rear section of the fuselage painted white. The wing struts, wheel hubs and engine cowl were red, which was the color of Jasta 11.



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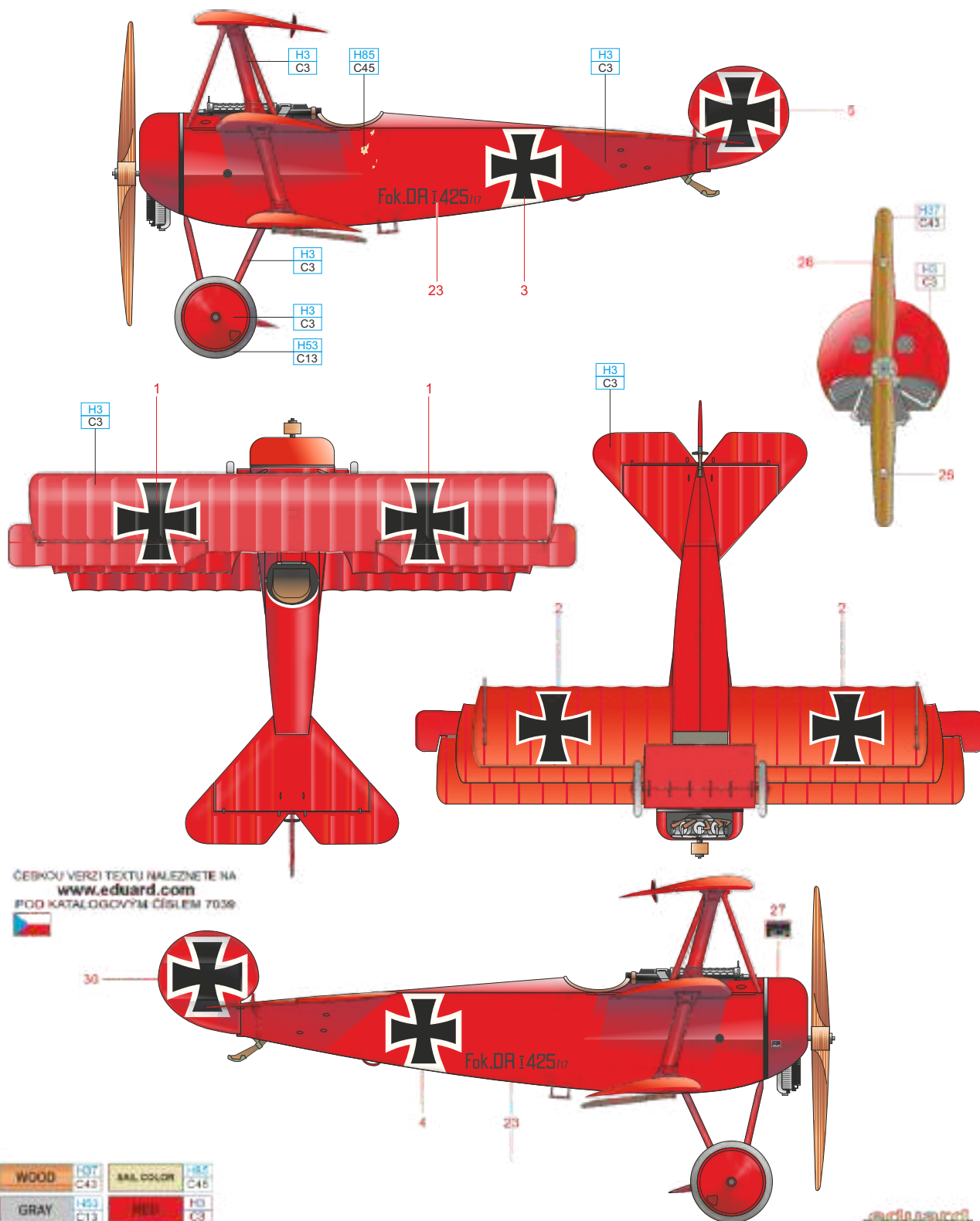


WHITE	H11 C62	WOOD	H37 C43
LIGHT BLUE	C74	OLIVE	H52 C12
GRAY	H53 C13	RED	H3 C3

THESE SURFACES WERE PAINTED
 WITH DARK OLIVE STREAKS OVER
 DOPPED LINES
 TYTO PLOCHY BYLY KAMUFOVÁNY
 TMÁVĚ OLIVOVÝMI ŠMOLHAMÍ NA
 ZALAKOVANÉM PLÁTNĚ

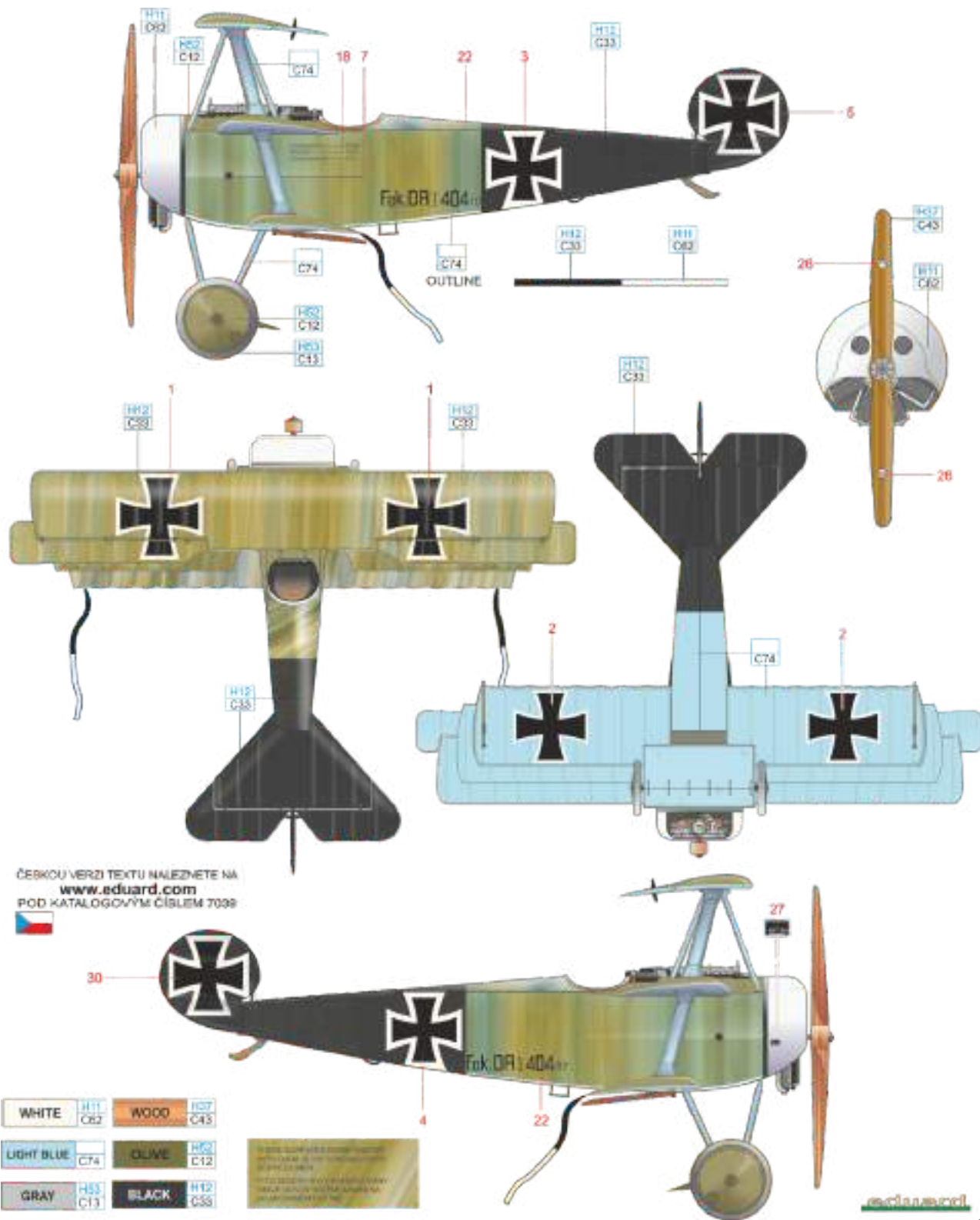
C 425/17 Rtm. Manfred A. Freiherr von Richthofen, CO of JG 1, Lechelle, France, March 1918

Manfred Albrecht von Richthofen is rightfully considered the greatest fighter pilot of the First World War as he knocked eighty enemies down prior to his death on April 21, 1918. On contrary to the general perception, the Fokker Dr.I was not his typical mount, as he shot down only 17 out of his 80 victims while flying the Dreidecker for the short period of March and April 1918. Manfred von Richthofen was assigned to the Luftstreitkräfte on his own request in 1915 after his service with a cavalry unit. He became an observer but when he met Oswald Boelcke, the charisma of this fighter ace made him to request pilot training. On completion of that, he became pilot of observer aircraft, but after another meeting with Boelcke he joined the newly formed Jasta 2 fighter unit. In January 1917, von Richthofen was awarded the highly coveted Pour le Mérite and was subsequently made CO of Jasta 11. In June 1917, he received orders to form Jagdgeschwader 1 from Jasta 4, 6, 10 and 11 units and led this "wing" until his death on April 21, 1918. Von Richthofen had his aircraft painted red from January 1917 when he led Jasta 11 and flew the Albatros D.III. He carried this practice over to the Fokker Dr.I which he flew as JG 1 Commanding Officer. According to some sources the aircraft obtained its red color in factory and so the finish was therefore of good quality.



D 404/17, Hptm. Adolf Ritter von Tutschek, JG 2, Toulis, France, February 1918

Adolf Ritter von Tutschek was born on May 16, 1891, in the Bavarian town of Ingolstadt. He joined the army even before the war, and its outbreak found him serving with the 3rd Infanterie-Regiment "Prinz Karl von Bayern" as a lieutenant. He would see combat on both the western and eastern fronts. For his service against the Russians, he was awarded the Rittenkreuz des Militär-Max-Joseph-Ordens (the Knight's Cross of the Order of Max-Joseph) which bestowed upon him the title of Ritter. As an infantryman, he was seriously wounded several times (grenade, gas). Afterwards, he requested a transfer to the Luftstreitkräfte and after training, he served as an artillery spotter from October 1916 till January 1917 with FA 6b. Subsequently, he was transferred to Jasta Boelcke, where he gained three kills, and on April 28, 1917, he was named CO of Jasta 12. On August 11 he was seriously wounded in combat with C. D. Booker of No. 8 Squadron RNAS. After being released, he was named the first CO of Jagdgeschwader 2 and on March 10, 1918, he reached his 27th victory. Five days later he was shot down and killed by H. B. Redle from No. 24 Squadron RFC. The aircraft, in which Hptm. von Tutschek died, carried a standard Fokker Dr.I "streaked" camouflage and a turquoise color on the lower ones. The rear part of the fuselage was overpainted with black and the engine cowl was white, which was typical for Jasta 12, one of the JG 2 units.



E 454/17, Lt. Lothar Freiherr von Richthofen, Jasta 11, Avesnes-le-Sec, France, March 1918

Lothar von Richthofen was to a certain degree the opposite of his older brother Manfred. While Manfred carefully calculated risks and attacked from a favorable position as much as possible, Lothar got into fights at every opportunity. This helped him to achieve seventeen aerial victories during first two months of his fighter service. On the other hand, his combat style was very risky and on several occasions interrupted his career for a long-term due to various injuries. One of these came on March 13, 1918, when in combat with Bristols F.2B belonging to the No. 62 Squadron caused a collapse of the leading edge of the top wing of his Fokker Dr.I 454/17. Lothar managed to crash-land crippled aircraft, but it took him till the middle of July to recover from the resulting injuries. His total score of forty kills came over the course of a mere 77 days of actual combat flying! The aircraft with which Lothar von Richthofen crashed on March 13, 1917, carried a standard Fokker factory "streaked" finish but the rear fuselage and the upper surface of the top wing was oversprayed yellow, the color of the Dragoner Regiment "von Bredow" Nr. 4, a unit with which Lothar von Richthofen served earlier. The engine cowl, wheel hubs and wing struts were painted red, which was the color of Jasta 11.

