



The Fokker Dr. I is one of the most famous fighter aircraft of all time. The silhouette of the compact triplane became a symbol of the German fighter aviation of the First World War, although the aircraft was dogged by technical issue and its operational use was relatively short-lived.

In April 1917, the new British Sopwith Triplane fighter appeared in the skies above the trenches. The key to success in the air battles of the time was maneuverability, and to increase it, the 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 a 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. And test flights proved the external struts were not needed. However, for reasons not completely clear, Fokker finally added them. After several shortcomings were discovered, such as too "heavy" controls, Fokker modified the design to the V.5 prototype, which had an increased span and the ailerons received "horns" effectively counteracting 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. While the production aircraft were designated Dr.I (Dr. for Dreidecker, i.e. triplane). Pilots immediately appreciated their agility as the 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 and 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. Then 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 Death caught up with von Richthofen in Dr.I seven months later ...

Agile but slow

The first unit to completely rearm with Dr.I 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, the new Sopwith Camel 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 in dive flight. That made

impossible for the Dreidecker's pilots to abandon 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 costed 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. All Dr.I's delivered up to that time had to be returned to the factory where they were modified to Idflieg's requirements and only from November 1917 onwards could these aircraft return to the service. At the beginning of December production was also 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. Nevertheless, the wing covering continued to tear off. As later analyses showed, the cause was too high load.

Wing problems were not the only ones that troubled pilots and mechanics. The Oberursel engine that powered the Dreideckers 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 Votol 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. The start of serial production of this type thus marked the end of production of Dr.I in May 1918. A total of 320 had been built. As Jastas rearmed with the D.VII, they passed their Dr.Is to other units. Some were sent to Germany, for example as a training aircraft. However, some Dr.Is remained with frontline units even after rearmament and some pilots continued to prefer them or used them alongside the D.VII. One such pilot was August Raben, CO of Jasta 18, another even bigger proponent of the Dreidecker 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 British or French built Clerget engines captured from British aircraft and became the most successful Dr. I fighter pilot. He achieved 30 kills flying Dreideckers, while Manfred von Richthofen, for example, achieved 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 požití drobných dílů.

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



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

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

PARTS



DÍLY



TEILE

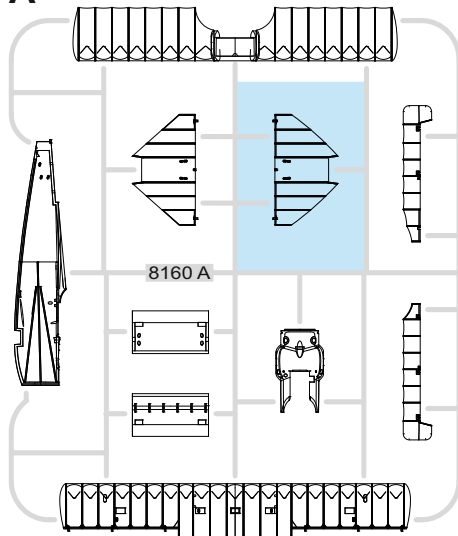


PIÈCES



部品

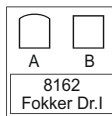
A>



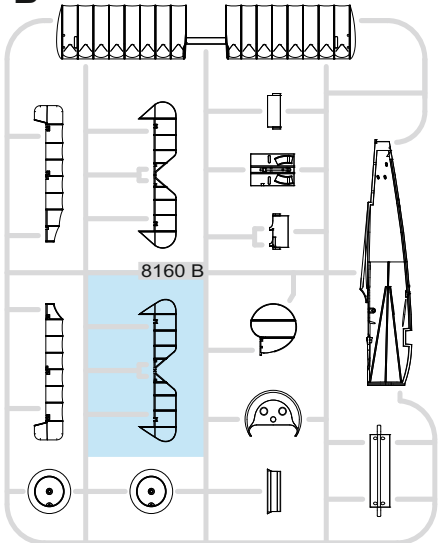
PLASTIC PARTS



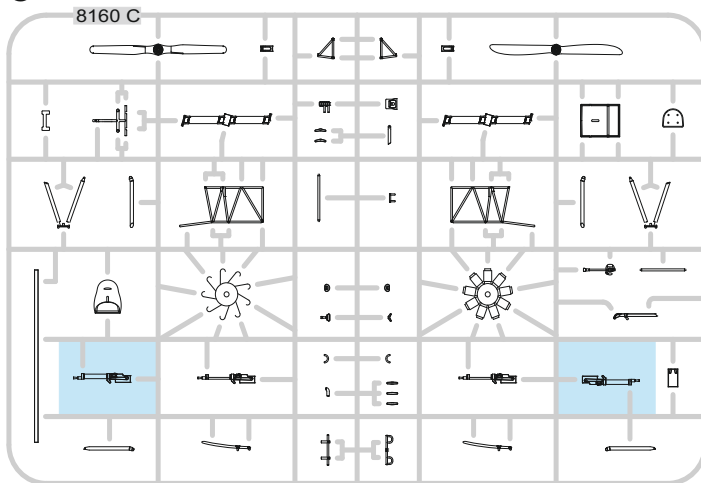
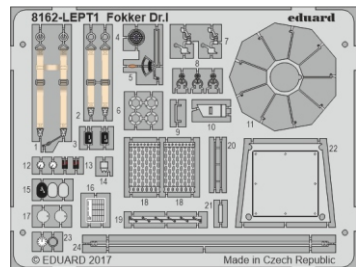
FILM



B>



C>

PE - PHOTO ETCHED
DETAIL PARTS

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

使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE



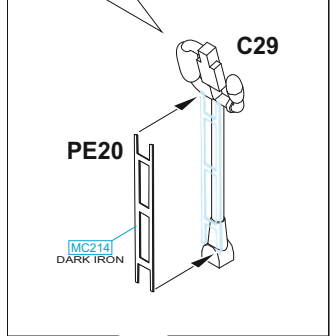
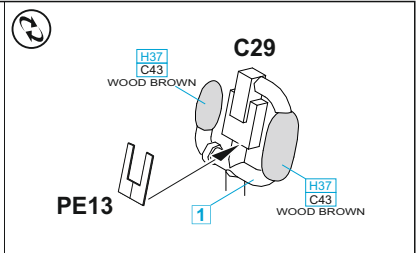
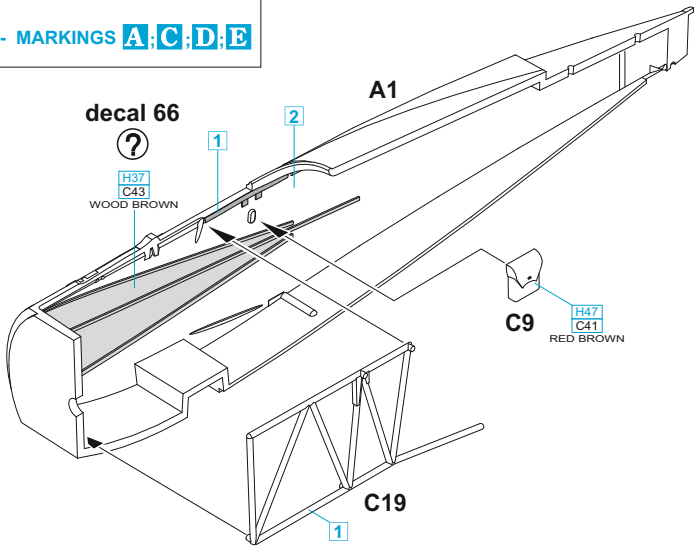
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H3	C3	RED
H11	C62	WHITE
H12	C33	BLACK
H14	C59	ORANGE
H37	C43	WOOD BROWN
H47	C41	RED BROWN

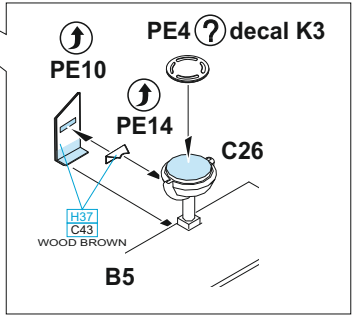
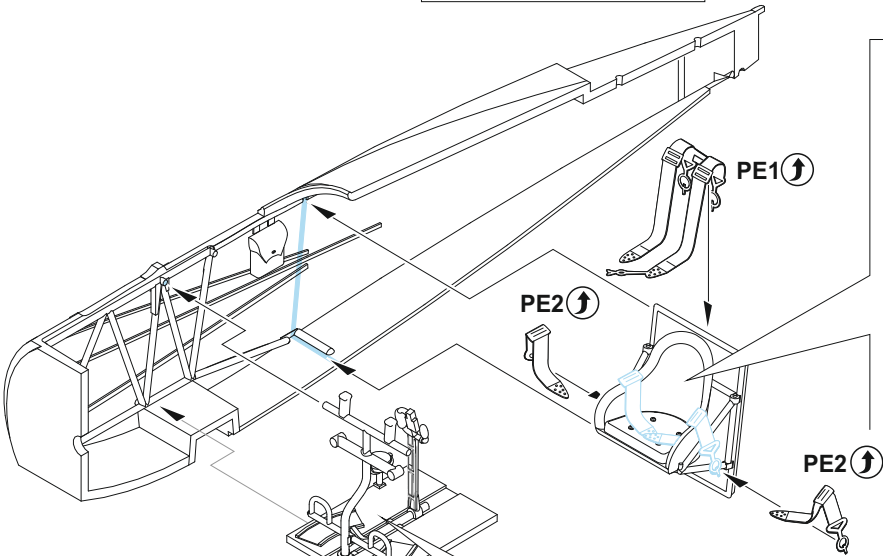
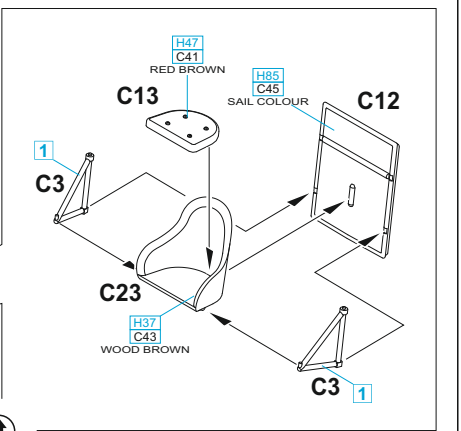
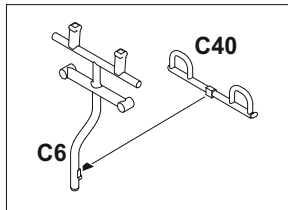
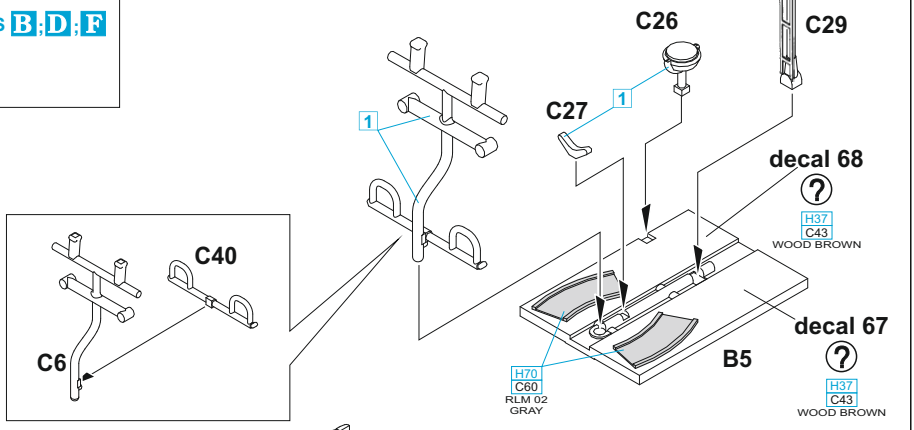
AQUEOUS	Mr.COLOR	
H51	C11	LIGHT GULL GRAY
H52	C12	OLIVE DRAB
H70	C60	RLM02 GRAY
H85	C45	SAIL COLOR
H329	C329	YELLOW
H413	C113	YELLOW
	C74	LIGHT BLUE

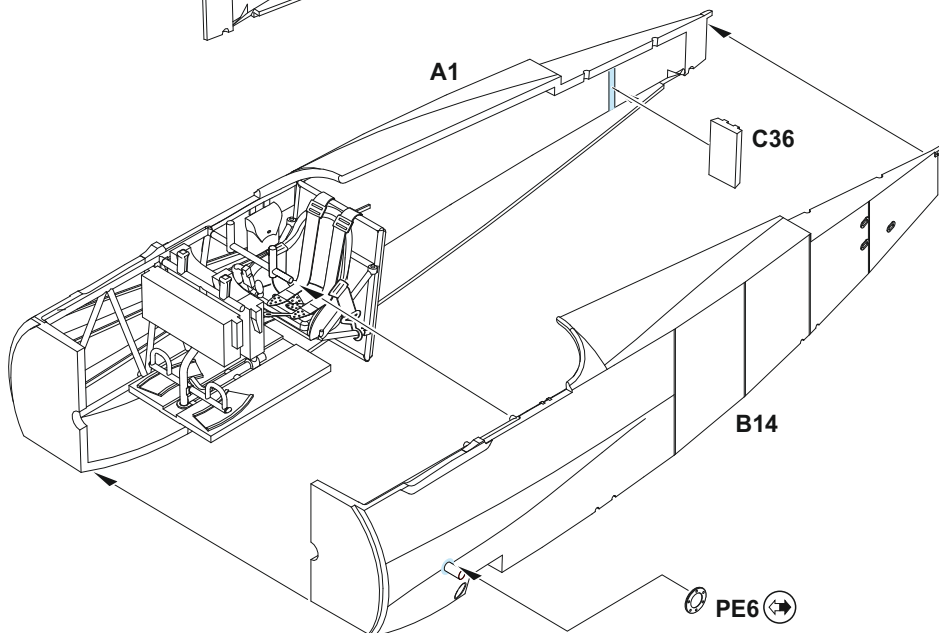
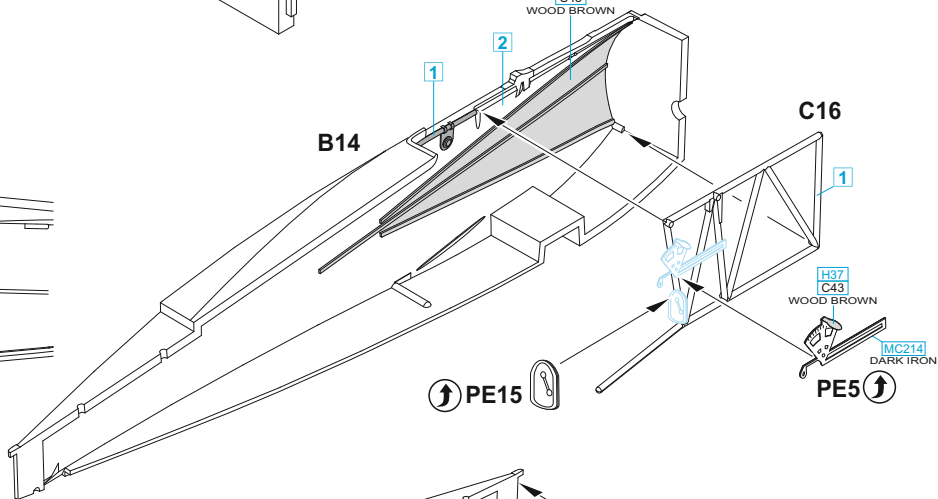
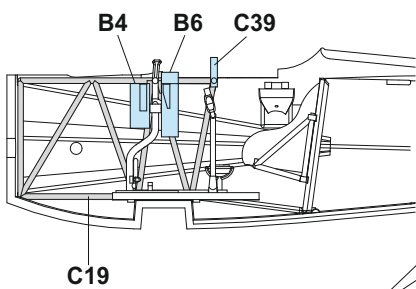
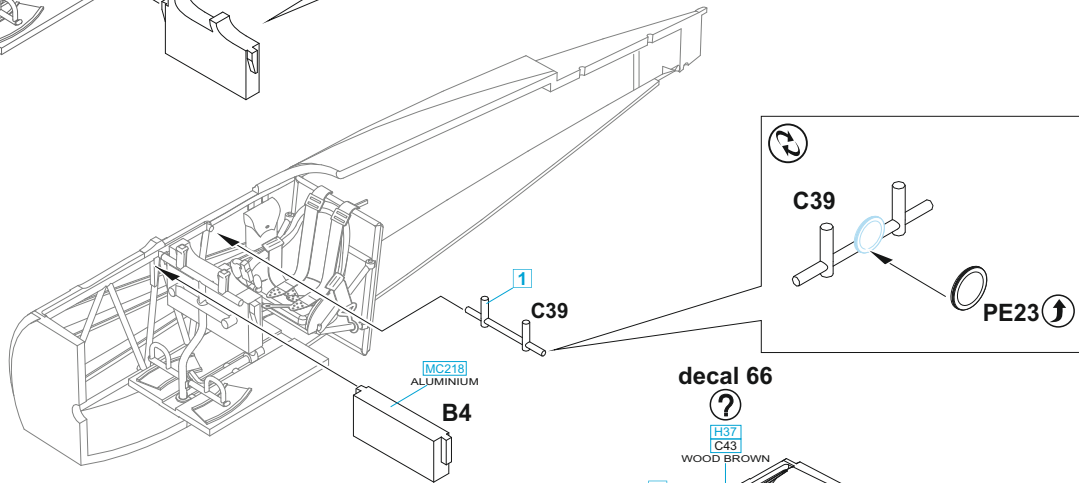
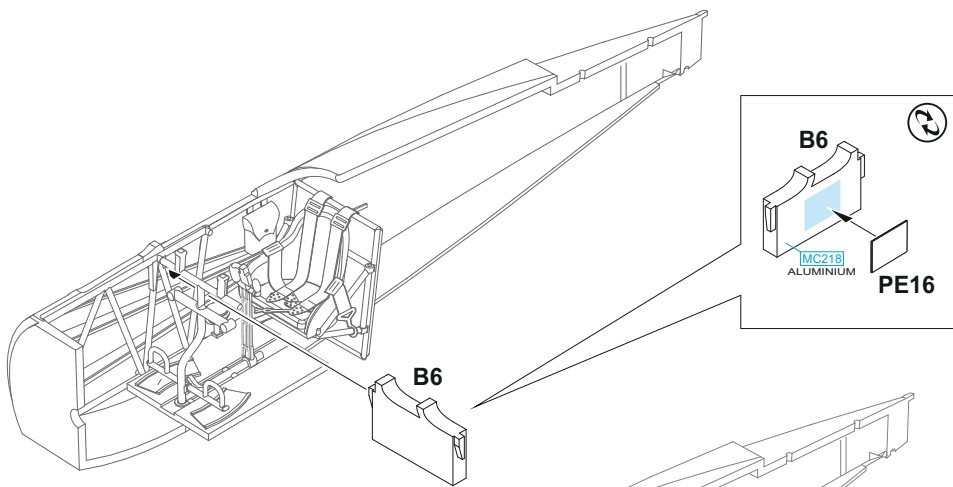
Mr.METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM
MC219	BRASS

1 = $\begin{matrix} \text{H70} \\ \text{C80} \\ \text{RLM 02} \\ \text{GRAY} \end{matrix}$ - MARKINGS **B; F**
 $\begin{matrix} \text{H2} \\ \text{C2} \\ \text{BLACK} \end{matrix}$ - MARKINGS **A; C; D; E**



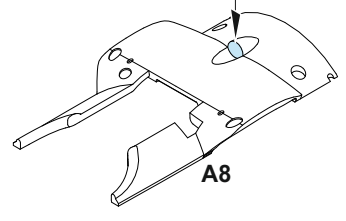
2 = $\begin{matrix} 10\% \\ \text{H43} \\ \text{C3} \end{matrix}$ + $\begin{matrix} 90\% \\ \text{H85} \\ \text{C45} \end{matrix}$ - MARKINGS **A; C; E**
 $\begin{matrix} \text{H85} \\ \text{C45} \end{matrix}$ + $\begin{matrix} 10\% \\ \text{H52} \\ \text{C12} \end{matrix}$ + $\begin{matrix} 90\% \\ \text{H85} \\ \text{C45} \end{matrix}$ - MARKINGS **B; D; F**
 BASE COLOR IRREGULAR VERTICAL STREAKS





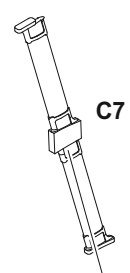
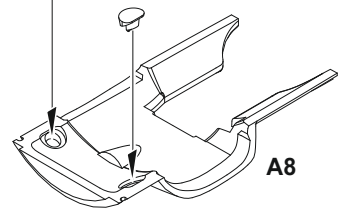


PE12
OPTIONAL:
decal K4

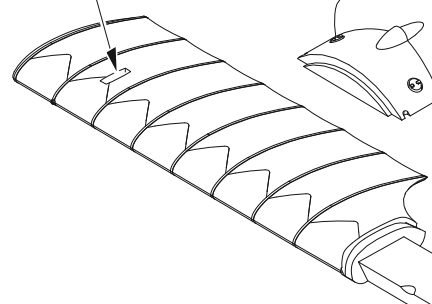


C25

C25

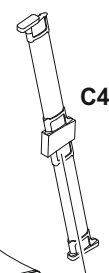


C7

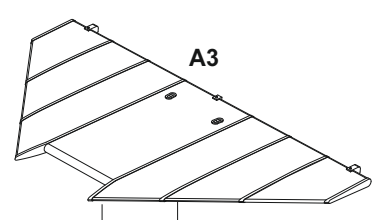
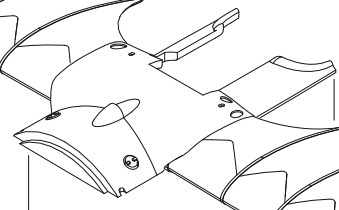
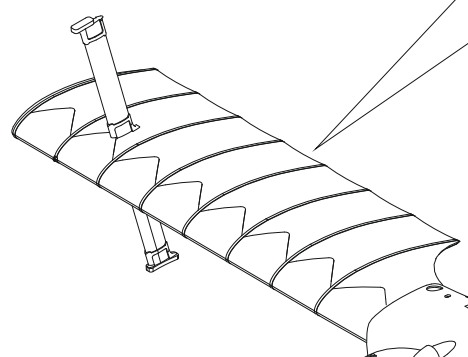


A8

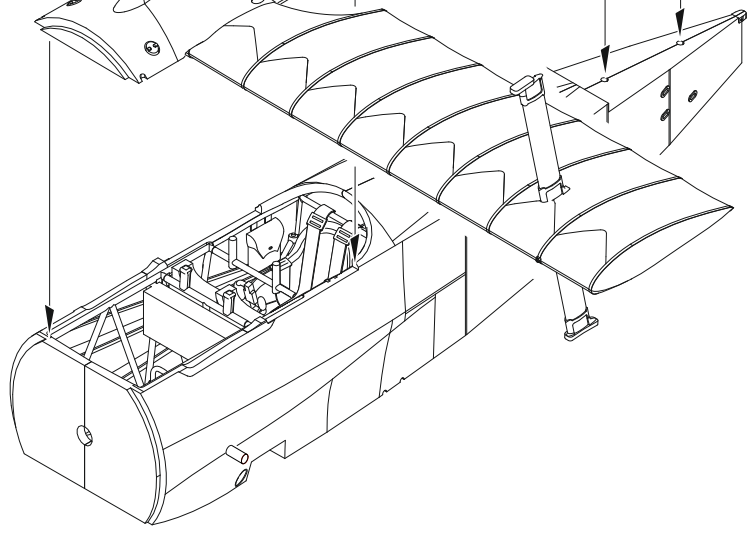
A2

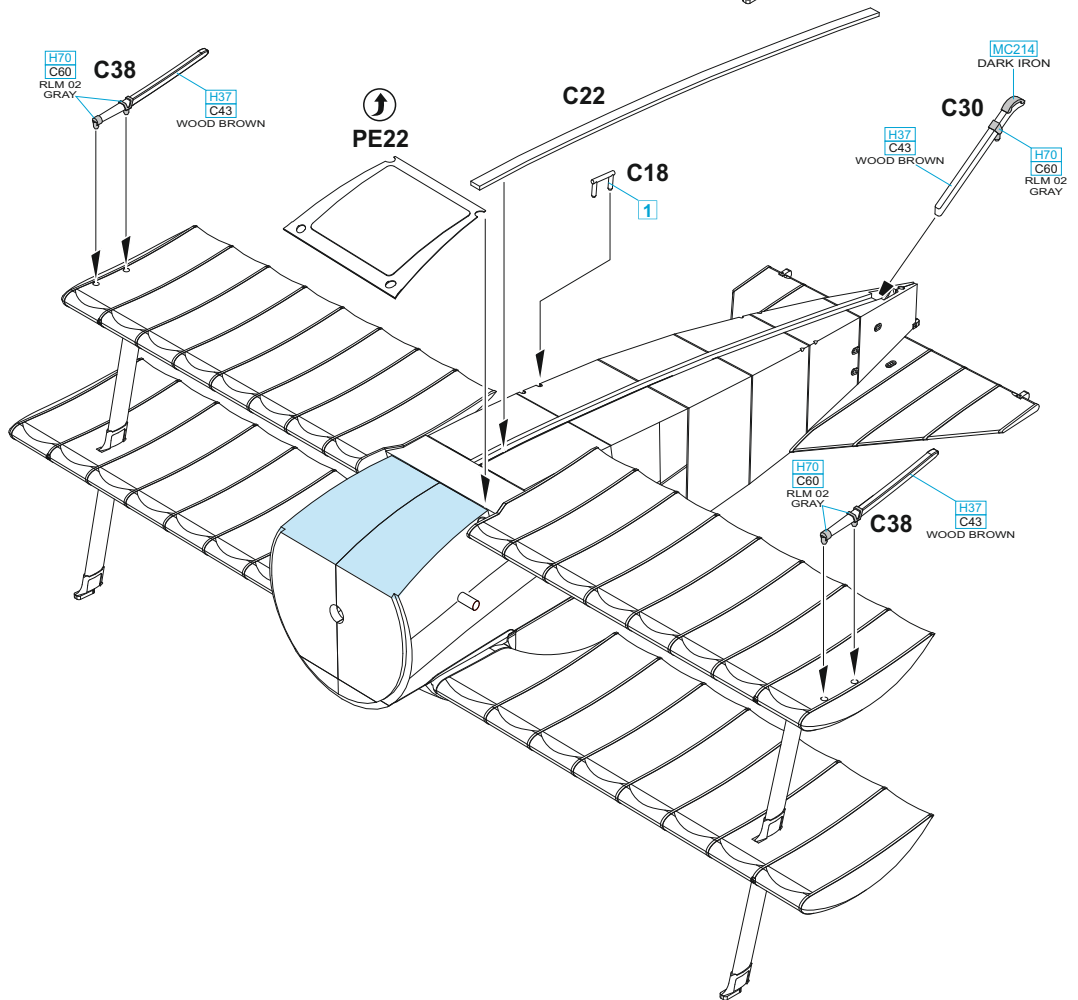
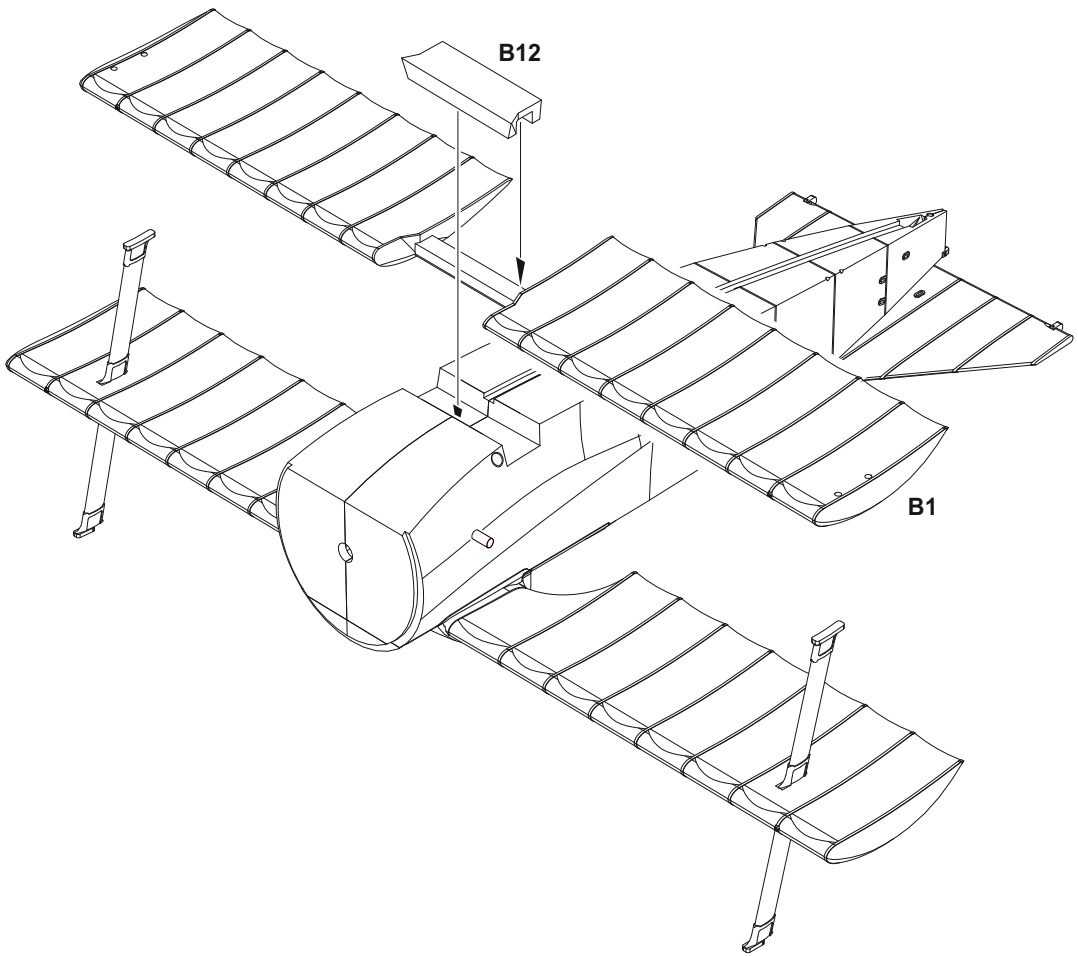


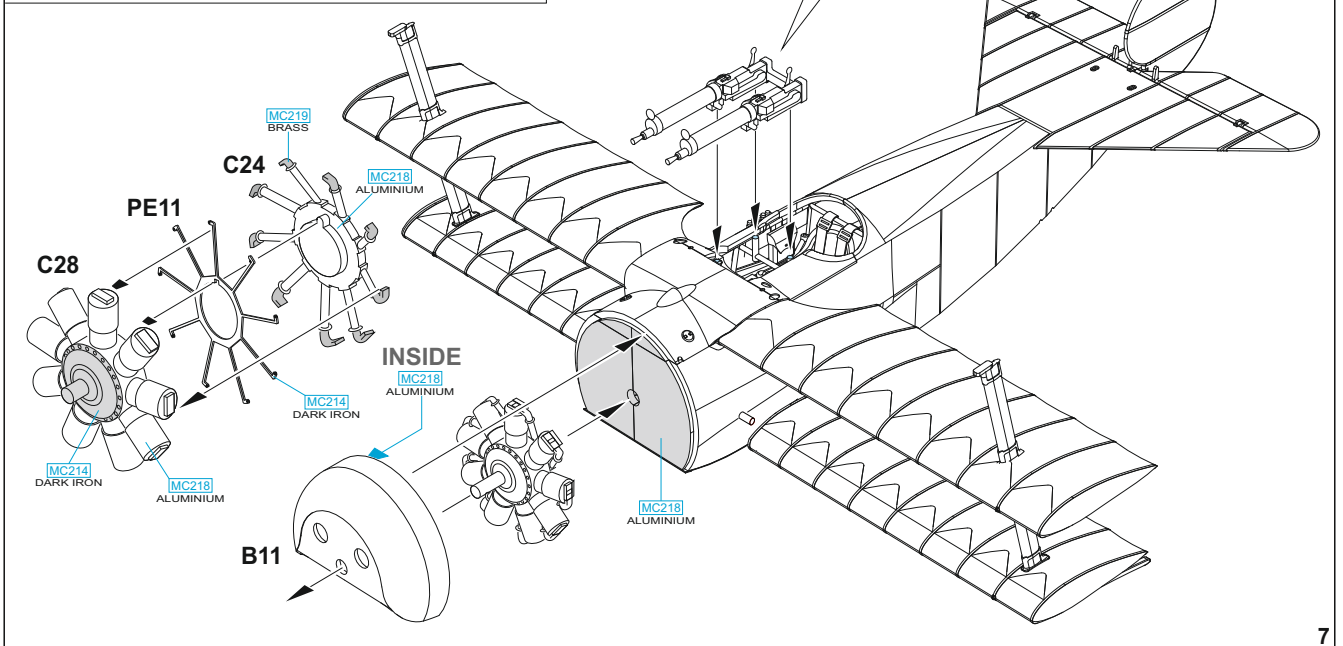
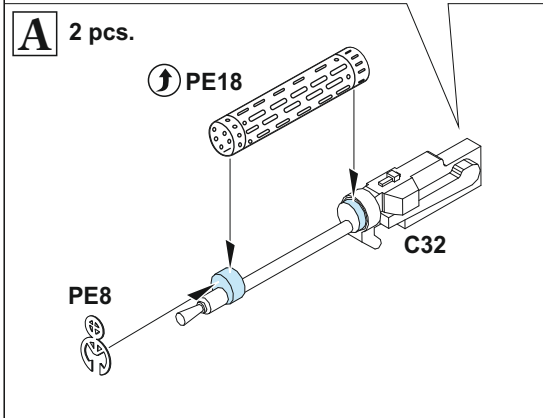
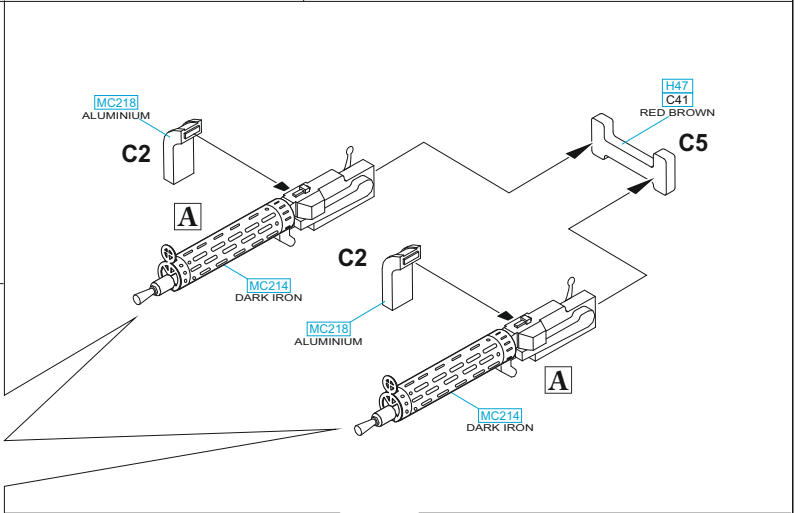
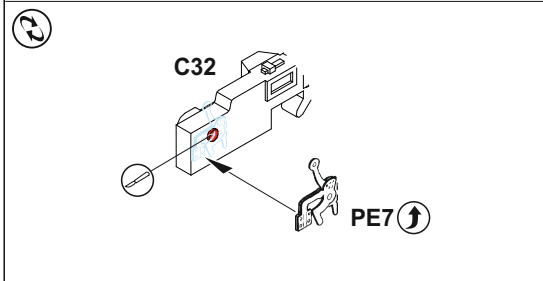
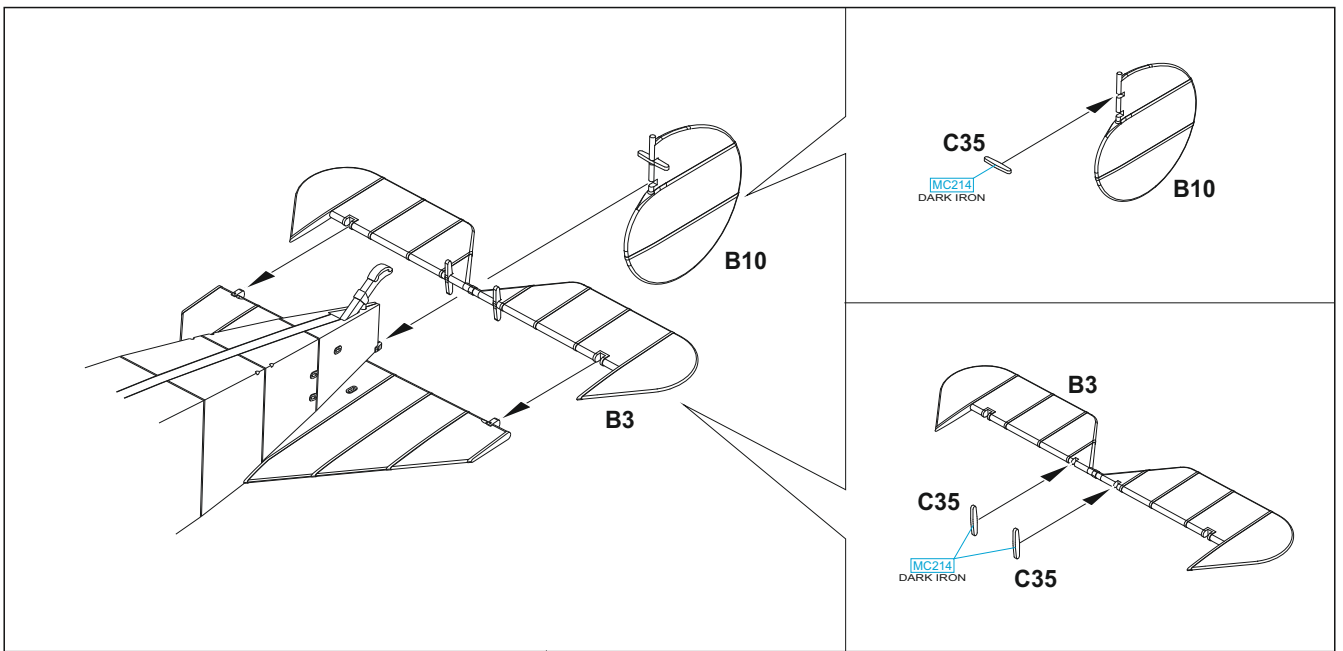
C42

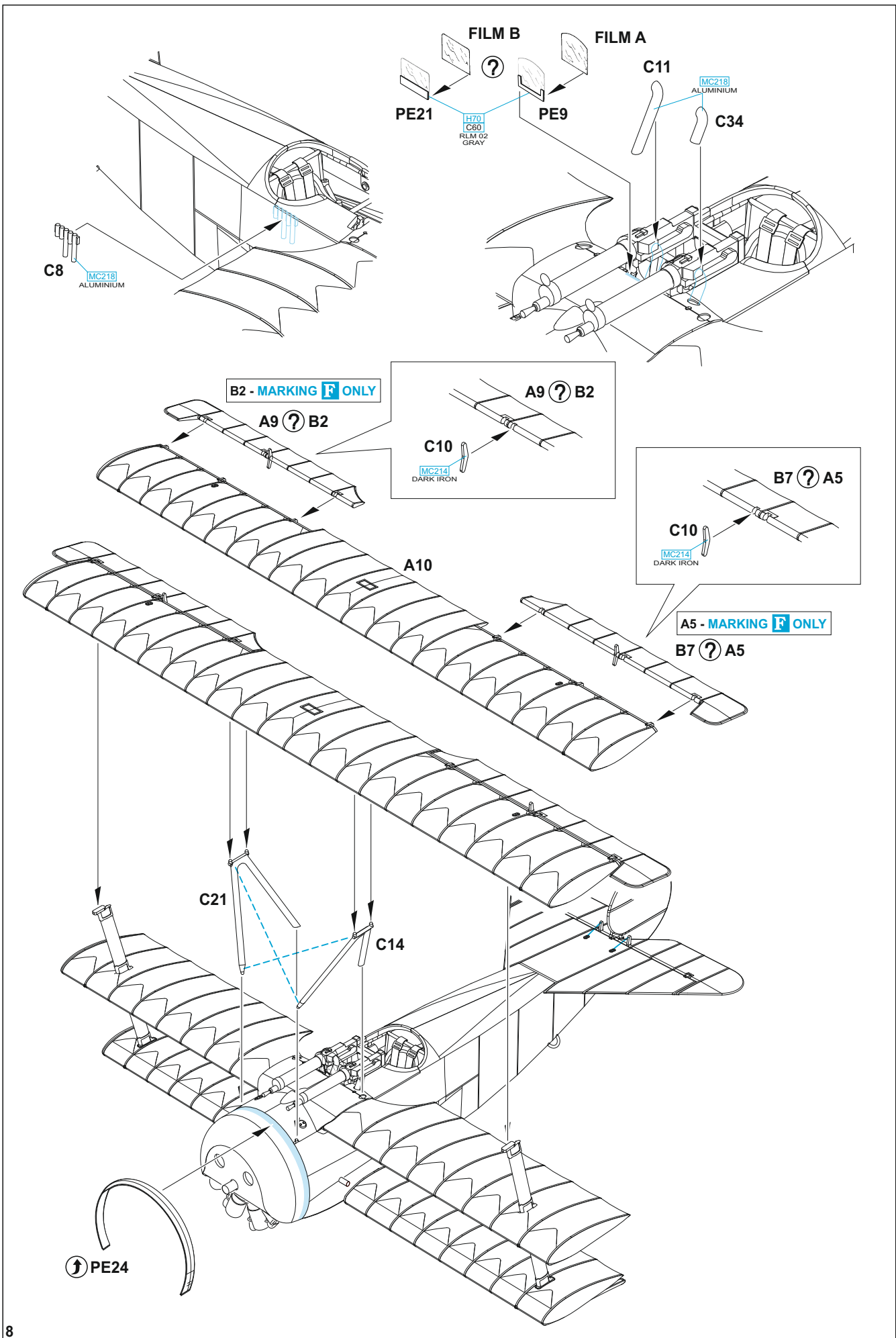


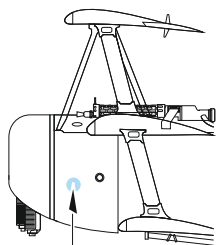
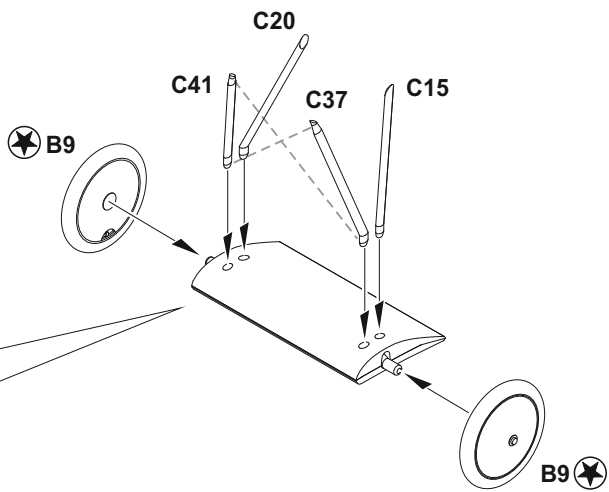
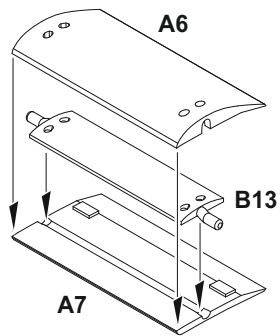
A3





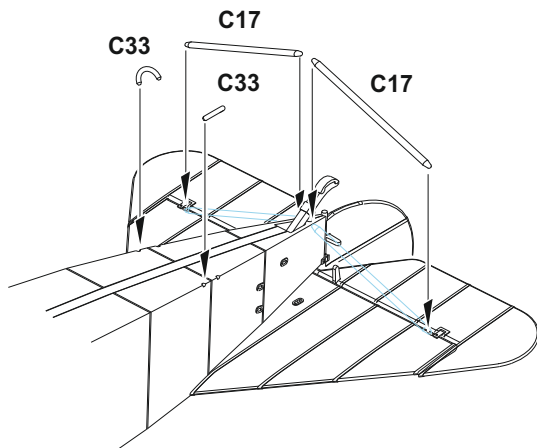
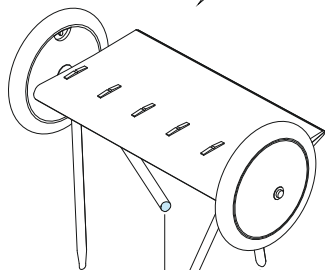




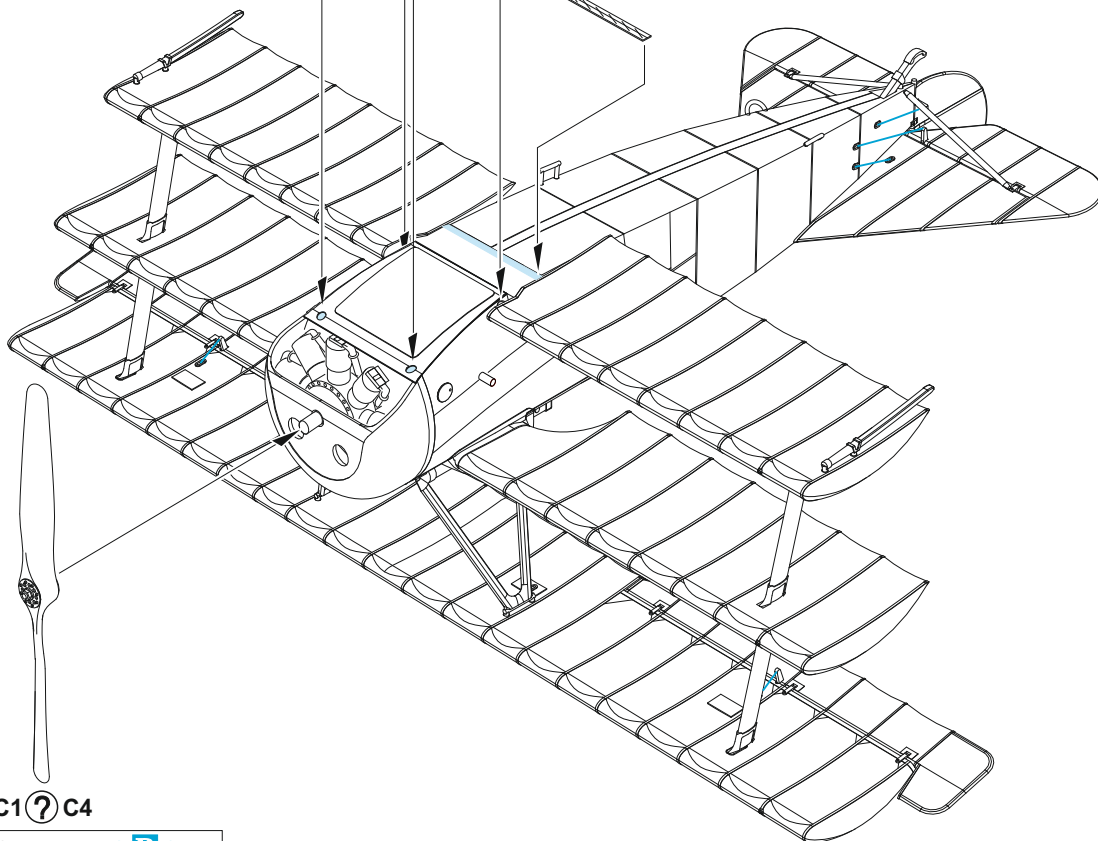


PE17

PE17 - MARKINGS **B**; **F** ONLY

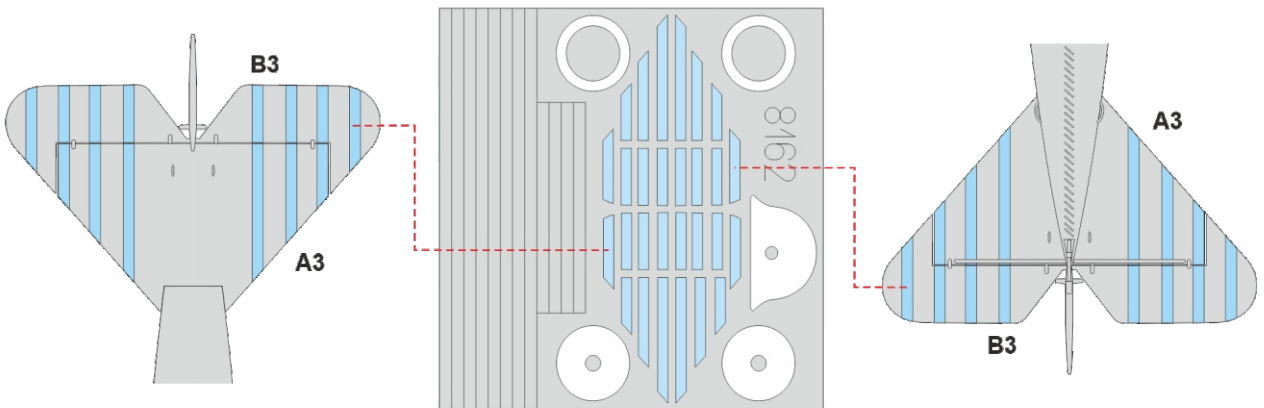
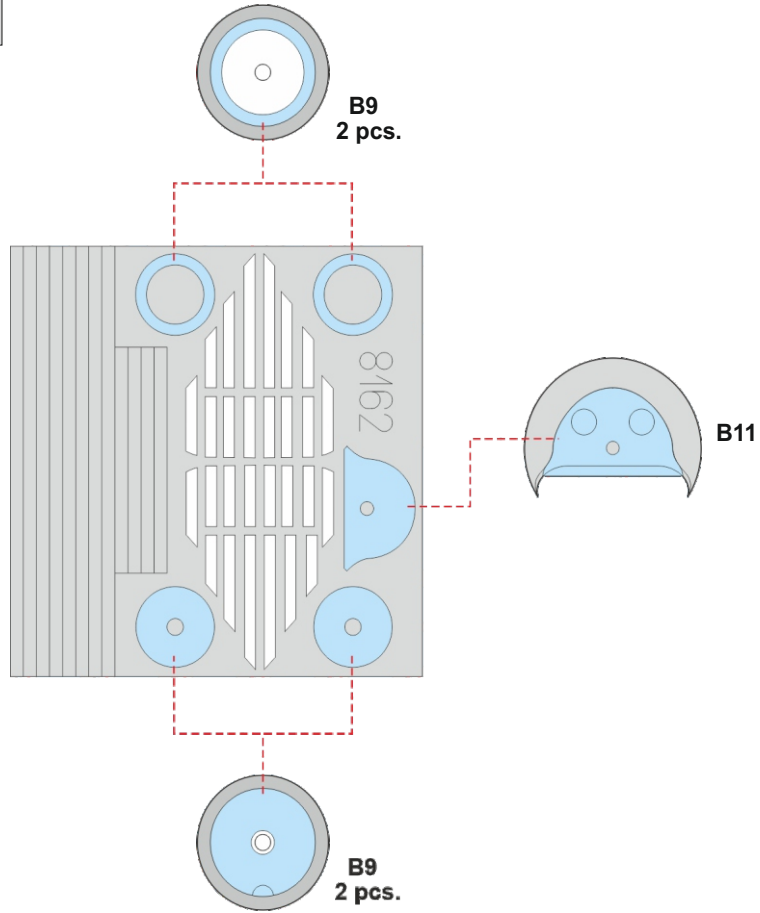


PE19



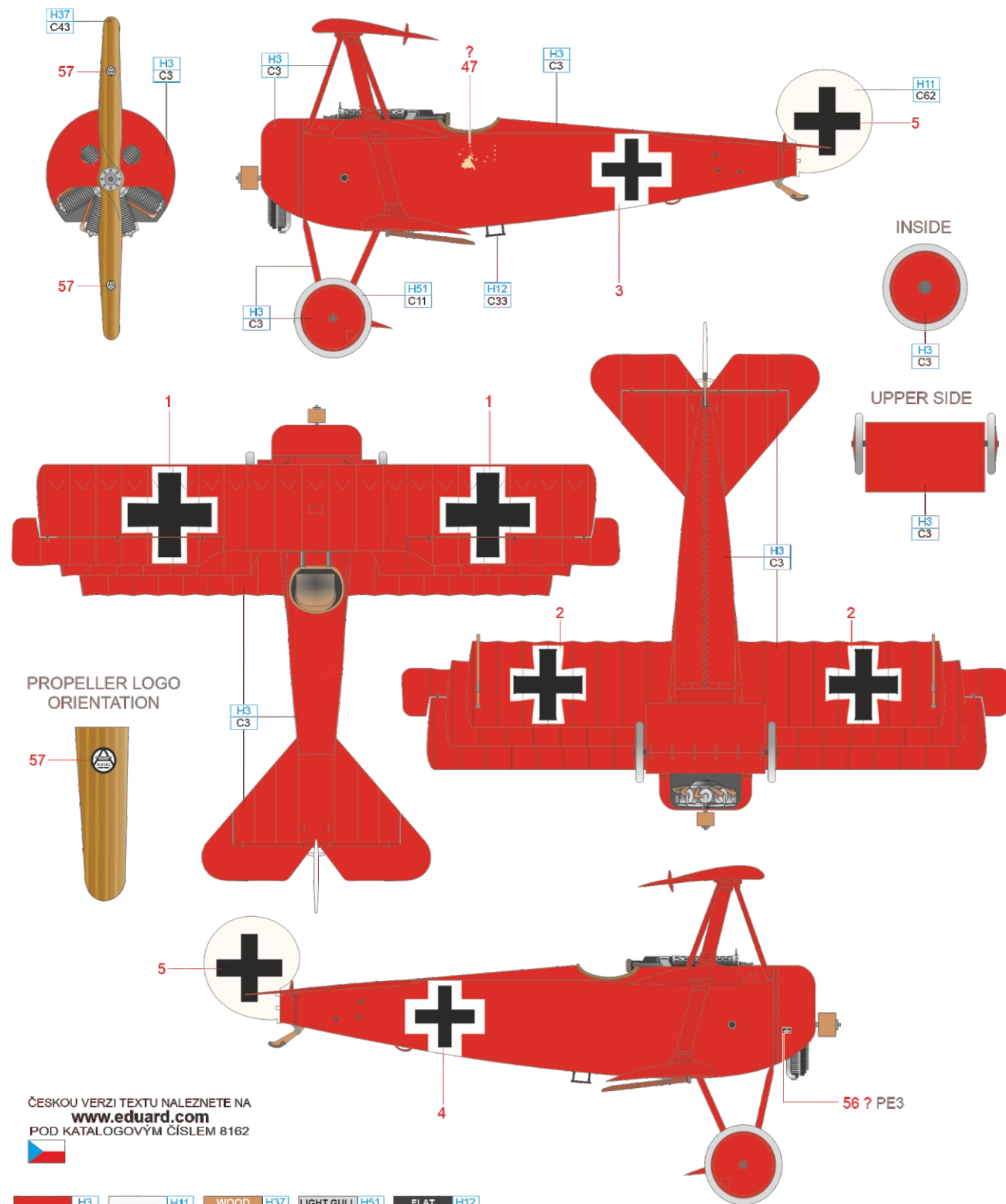
C1 C4

C4 - MARKING **B** ONLY



A 425/17, Rtm. Manfred A. Freiherr von Richthofen, CO of JG I, Cappy, France, April 1918

The Great War highest scoring ace and respected commander of Jagdgeschwader 1 achieved his last two victories flying this Dreidecker No. 425/17 on April 20, 1918. The aircraft had already the national insignias adjusted according to the regulation issued by Luftstreitkräfte on March 18, 1918, calling for the adoption of the Balkenkreuz instead of Iron Cross. The penultimate and last victims of "Red Baron" were two Camels of No. 3 Squadron RAF: Maj. R. Raymond-Baker as 79th victim and Capt. D. G. Lewis as 80th. Just a day later, von Richthofen was in combat again. As he was hunting the Camel flown by Lt. May of No. 209 Squadron, Captain Arthur "Roy" Brown came to the latter's aid, while at the same time, infantrymen opened machine gun fire on the red triplane. It is not known who shot the fatal bullet which hit the "Red Baron". The autopsy conducted by a field surgeon indicated the mortal bullet was shot by ground machine gun because of the angle of the hit in the chest of Manfred Richthofen. In any case, on April 21, 1918, at 11.50, the final page in the life of Manfred von Richthofen had been written ... The aircraft depicted here had the crosses already changed, but on the bottom of the lowest wing the paintjob was either not finished or it was slovenly done. As red paint had to be used for crosses adaption, it is likely the typical scratches on the port side of the cockpit were overpainted during the process.



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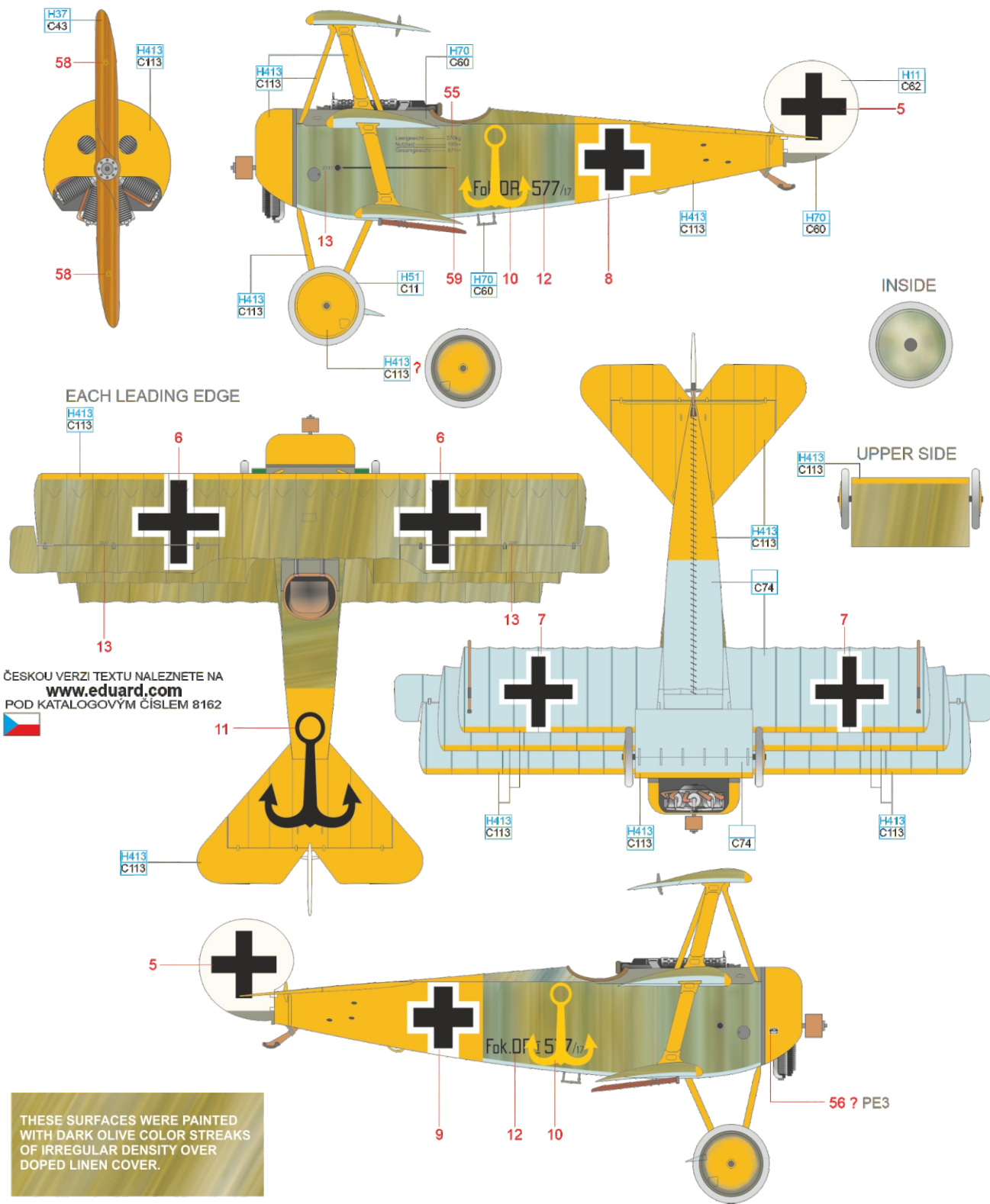


RED	H3 C3	WHITE	H11 C62	WOOD BROWN	H37 C43	LIGHT GULL GRAY	H51 C11	FLAT BLACK	H12 C33
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B 577/17, Lt. Rudolf Klimke, Jasta 27, Halluin-Ost, France, May 1918

As a member of FFA 55, Rudolf Klimke got his first kill on the Russian Front in 1916. In May 1917, flying an Albatros C.VII with FA 19, along with his observer, he conducted a lone night attack on London. After being transferred to Kasta 13/KG 3, he was flying big Gotha bombers. A Sopwith fighter was shot down by crew of Klimke, Leon and Reintrop over London on June 7, 1917. After that, Klimke underwent training at Jastaschule I and was assigned to Jasta 27 in September 1917. There he gradually increased his kill count to seventeen. On the same day he shot down his 17th victim, September 21, 1918, he was also seriously wounded by enemy fighter fire. Klimke managed to land on the German side of the front but was nearly killed during a bombing of the hospital, where he was treated. He did not return to a combat unit before the war ended.



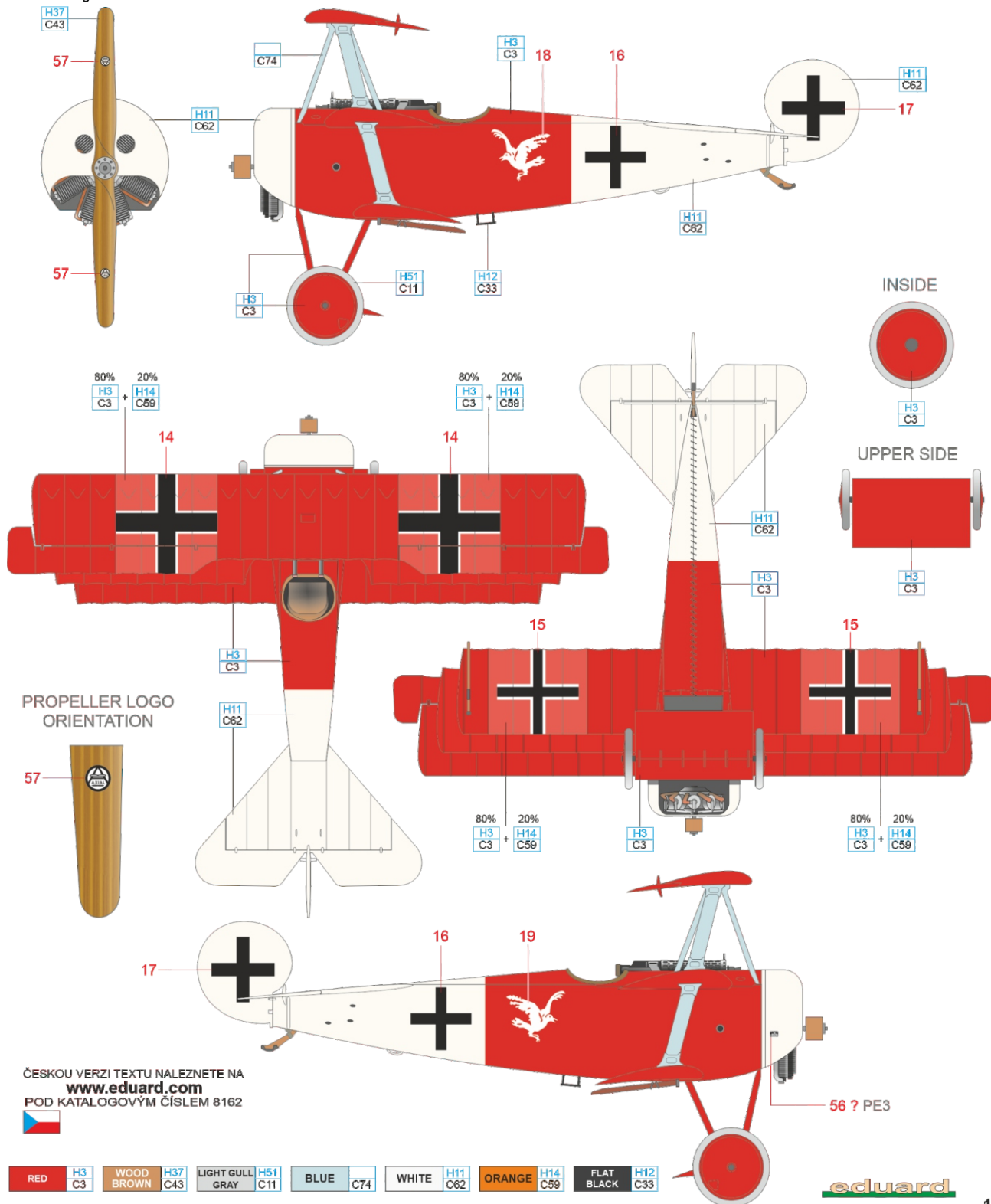
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THESE SURFACES WERE PAINTED WITH DARK OLIVE COLOR STREAKS OF IRREGULAR DENSITY OVER DOPED LINEN COVER.

- | | | | | | | |
|----------|--------------------|-------------------------|------------------|---------------|--------------|--------------------|
| BLUE C74 | WOOD BROWN H37 C43 | LIGHT GULL GRAY H51 C11 | YELLOW H413 C113 | WHITE H11 C62 | GRAY H70 C60 | OLIVE DRAB H52 C12 |
|----------|--------------------|-------------------------|------------------|---------------|--------------|--------------------|

August Raben was born on December 2, 1892. After the outbreak of War, he first served with the Feldartillerie Regiment Nr. 55. He was transferred to Luftstreitkräfte on April 18, 1916, and after completion of pilot training, he was assigned to Kasta 25 in August 1916. His first fighter unit was Jasta 36, which he joined on February 17 and after he gained experience, he was transferred to the newly formed Jasta 39 to become its CO on August 2. The unit was then sent to Italy, where Raben achieved his first two victories on September 26. He was then wounded by AA fire on November 17. After recovery, he took over the lead of Jasta 15, part of JG II, on March 14, 1918. It was just six days prior to the "big swap" with Jasta 18, which ended with Raben as CO of Jasta 18 and out of the JG II assembly. As the "original" Jasta 18 kept their colors after becoming Jasta 15, Raben's unit had to opt for new ones: red for front of the fuselage and wings and white for the rest. Raben shot down two more enemies and continued as a member of Freikorps after the war. His aircraft always sported black or white stylized raven for apparent reason, as rabe is the German word for raven. This Dr.I was no exception. It is not sure which color were the wing struts. They lacked the stenciling and seemed to be of a lighter shade than red surfaces but darker than white ones. The original white fields surrounding the older type of the crosses were overpainted with red, but the white background made the red look a little bit lighter.



PROPELLER LOGO ORIENTATION



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RED	H3 C3	WOOD BROWN	H37 C43	LIGHT GULL GRAY	H51 C11	BLUE	C74	WHITE	H11 C62	ORANGE	H14 C59	FLAT BLACK	H12 C33
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D 213/17, Lt. Friedrich P. Kempf, Jasta 2, Bavichove, Belgium, February 1918

Friedrich Paul Kempf was born on May 9, 1894, in Freiburg. He entered military service in 1913, interrupting his technical studies. In May 1915, he was transferred from the infantry to the Luftstreitkräfte and served with bombing unit Kagohl 4 on both the Western and Balkan Fronts. In April 1917, he was assigned to Jasta Boelcke with which he served his entire career as a fighter pilot (twice interrupted by stints with Jastaschule I). Fritz Kempf distinguished himself more with his two Fokkers Dr.I than with his four kills (BE.2e, Pup and two Camels). His planes were similar in appearance and carried the taunting inscription "Kennscht mi noch?" on the medium wing. The meaning is "Do you remember me?" and these words were his typical zinger. He asked this way even people he never met ... More to it, he put his name on the top wing to distinguish his Dr.I from the others even more. The aircraft depicted here is the first from two "Kennst mi noch?" ones. Friedrich Kempf survived both world wars and died in 1966.

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INSIDE

UPPER SIDE

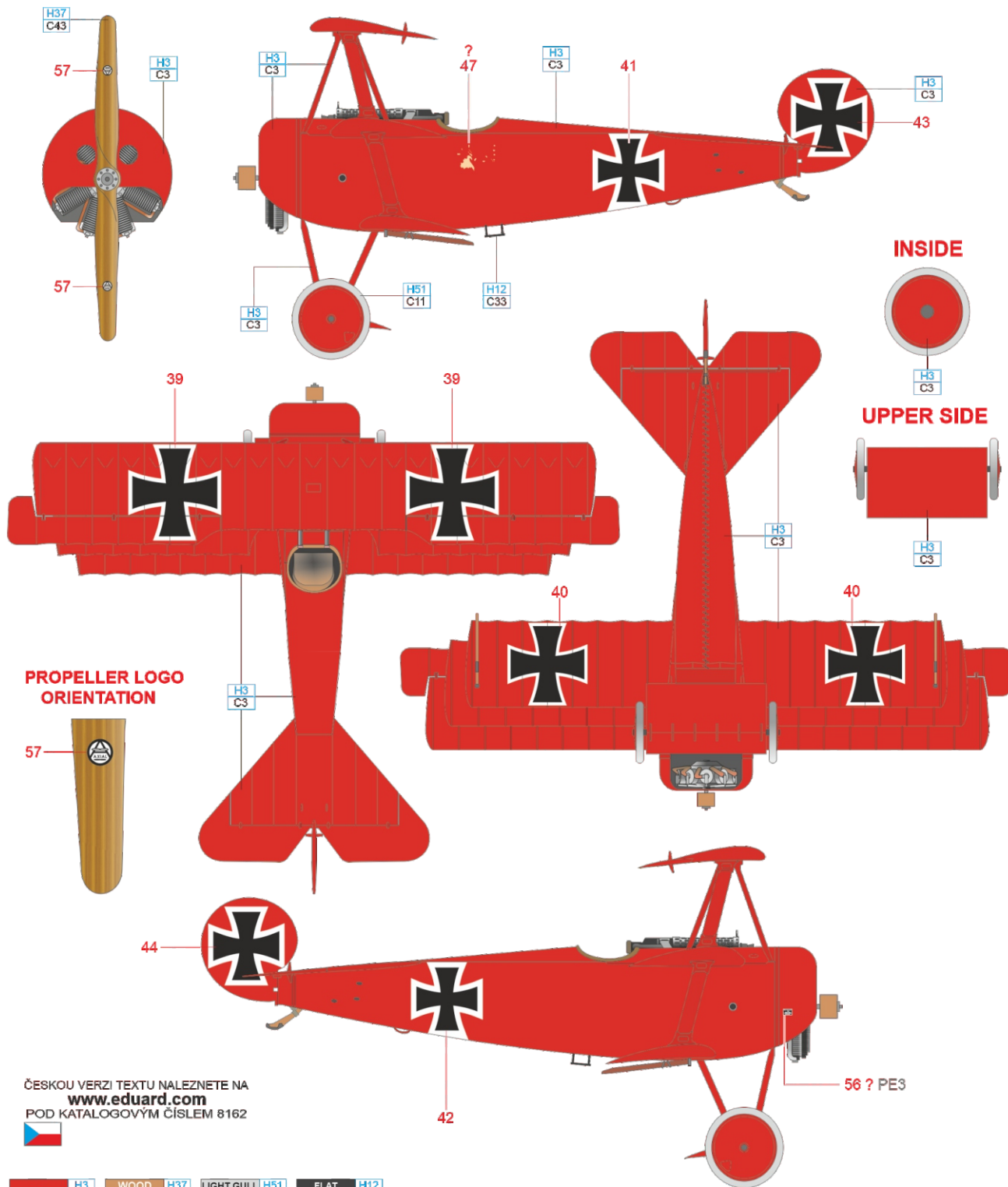
PROPELLER LOGO ORIENTATION

THESE SURFACES WERE PAINTED WITH DARK OLIVE COLOR STREAKS OF IRREGULAR DENSITY OVER DOPED LINEN COVER.

FLAT BLACK	H12 C33	BLUE	C74	WHITE	H11 C62	GRAY	H70 C60	WOOD BROWN	H37 C43	LIGHT GULL GRAY	H51 C11	OLIVE DRAB	H52 C12
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E 425/17, Rtm. Manfred A. Freiherr von Richthofen, CO of JG I, 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. No one knows what his score might be, if the things went a different way and he had the opportunity to fly the Fokker D.VII in combat – a new fighter he liked very much. 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. He 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 *impr* fighter ace charisma 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 ranks of the newly formed Jasta 2. 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 I from Jasta 4, 6, 10 and 11 units. He 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 I Commanding Officer.



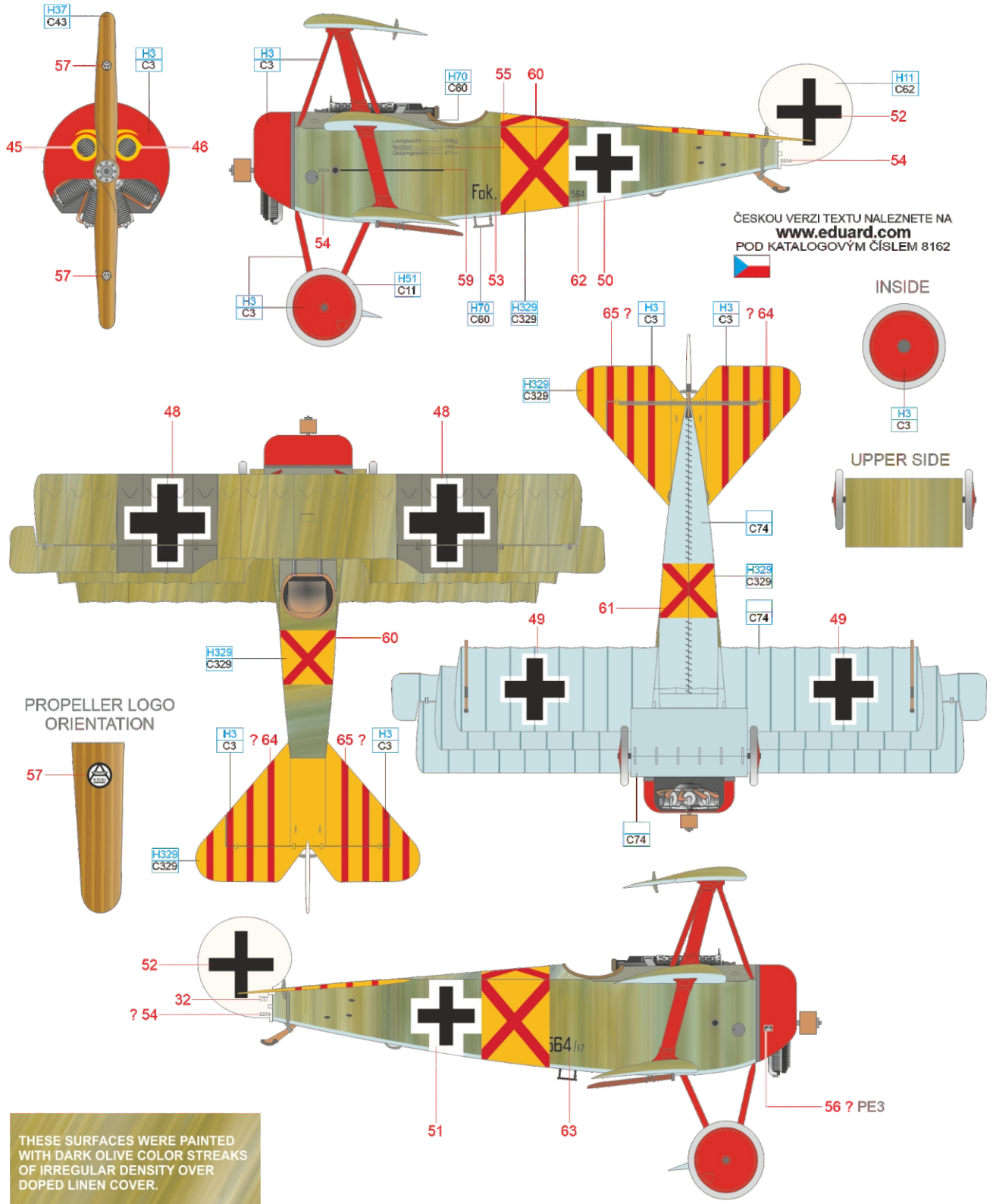
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RED	H3 C3	WOOD BROWN	H37 C43	LIGHT GULL GRAY	H51 C11	FLAT BLACK	H12 C33
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F 564/17, Lt. Werner Steinhäuser, Jasta 11, Avesnes-le-Sec, France, February 1918

Werner Steinhäuser was born on June 29, 1893. As a wartime pilot he first served with FA(A) 261 where he achieved his first kill, when he shot down an observing balloon on August 20, 1917. Four months later he was reassigned to Jasta 11, where he started his career by destroying another balloon on January 13, 1918, and gradually increased his count to ten victories. He was wounded when forced to land on March 17, 1918, but recovered and got back to the action. In the morning of June 26, 1918, he was shot down in his Fokker D.VII and killed in combat with French SPADs from either Spa 124 or Spa 93. Steinhäuser flew at least two Dreideckers. The first had the fuselage band red with yellow crosses, on the other one the colors were reversed as they were for the horizontal stabilizer and elevator.



BLUE	C74	RED	H3	WOOD BROWN	H37	LIGHT GULL GRAY	H51	YELLOW	H329	WHITE	H11	OLIVE DRAB	H52	GRAY	H70
			C3		C43		C11		C329		C62		C12		C60