

# Fokker

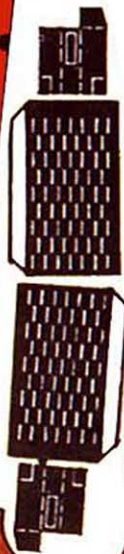
MORE INFO AT:  
[www.toddlerstsgreen.net](http://www.toddlerstsgreen.net)

# DVII



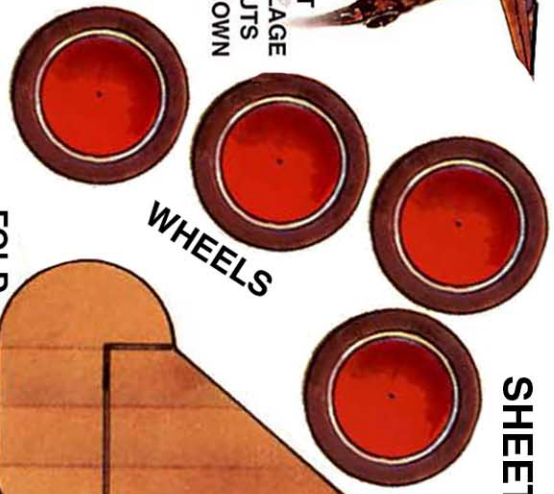
WSAM=49%

MACHINE  
GUNS

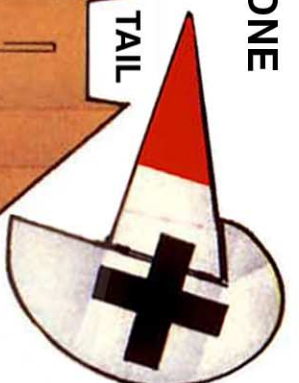


SHEET ONE

WHEELS

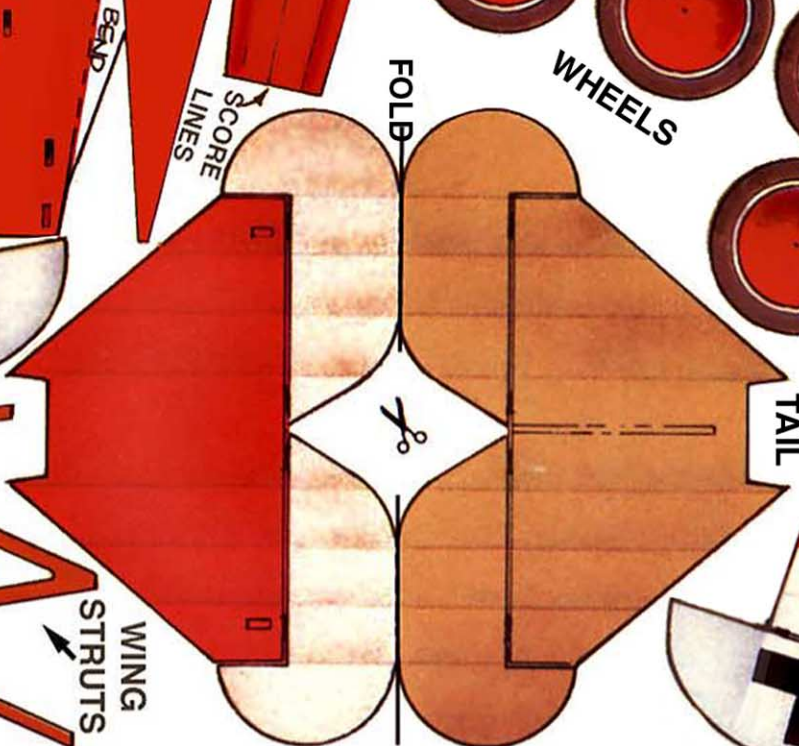


TAIL



FOLD

SCORE LINES



WING  
STRUTS



SCORE LINES

PROP



FOLD

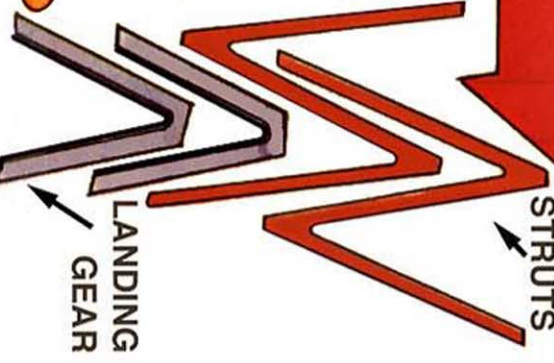
GLUE WING HERE

INSTRUMENT PANEL  
(PARTIALLY CUT AND BEND IN)

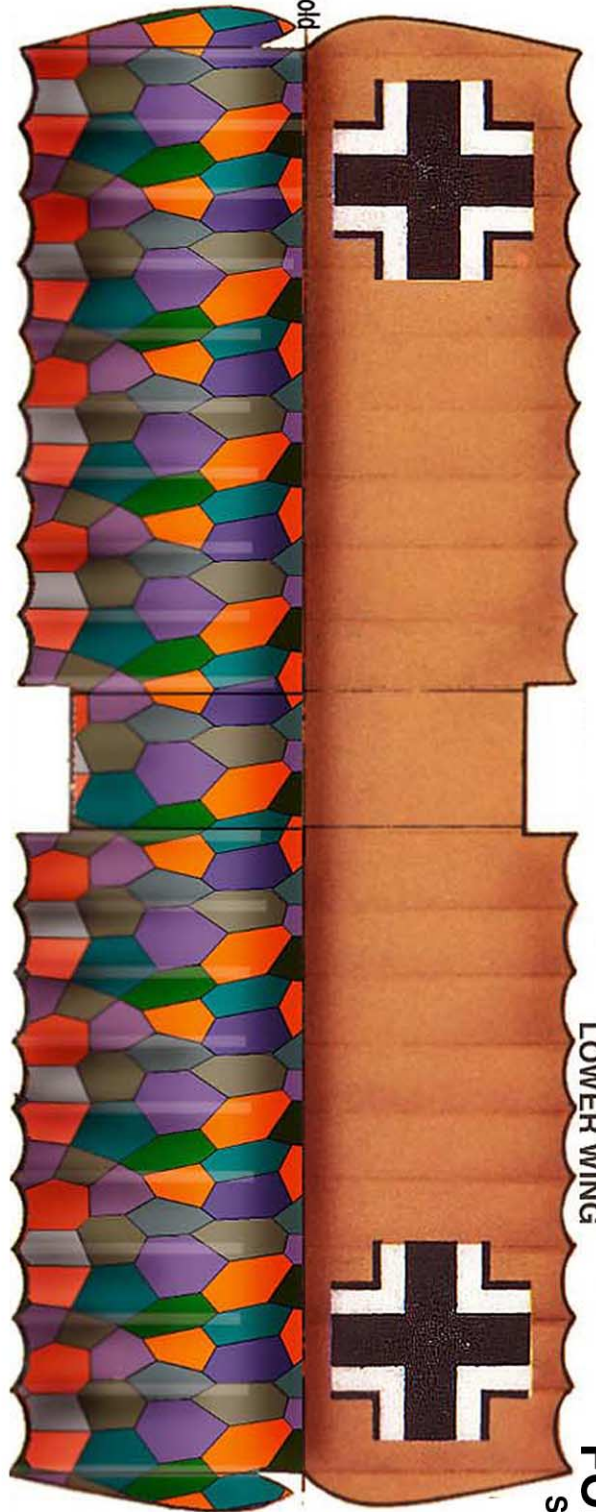
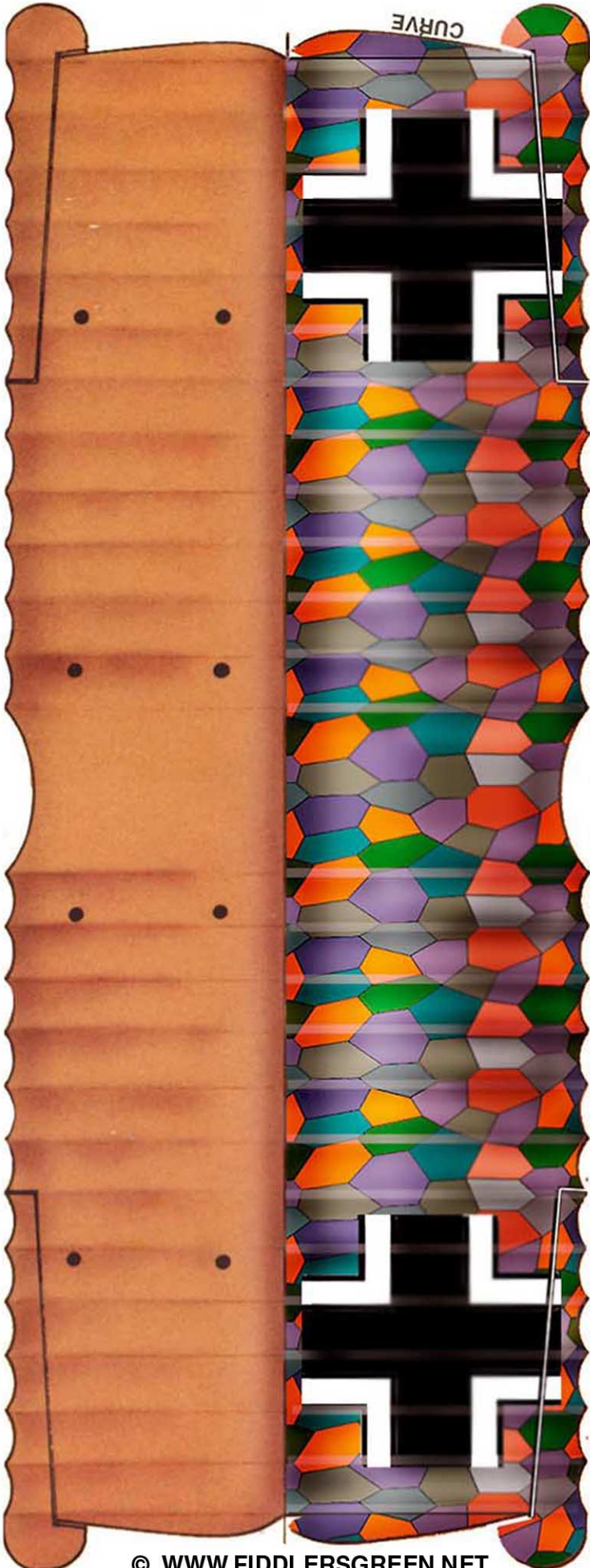
TAIL FIN



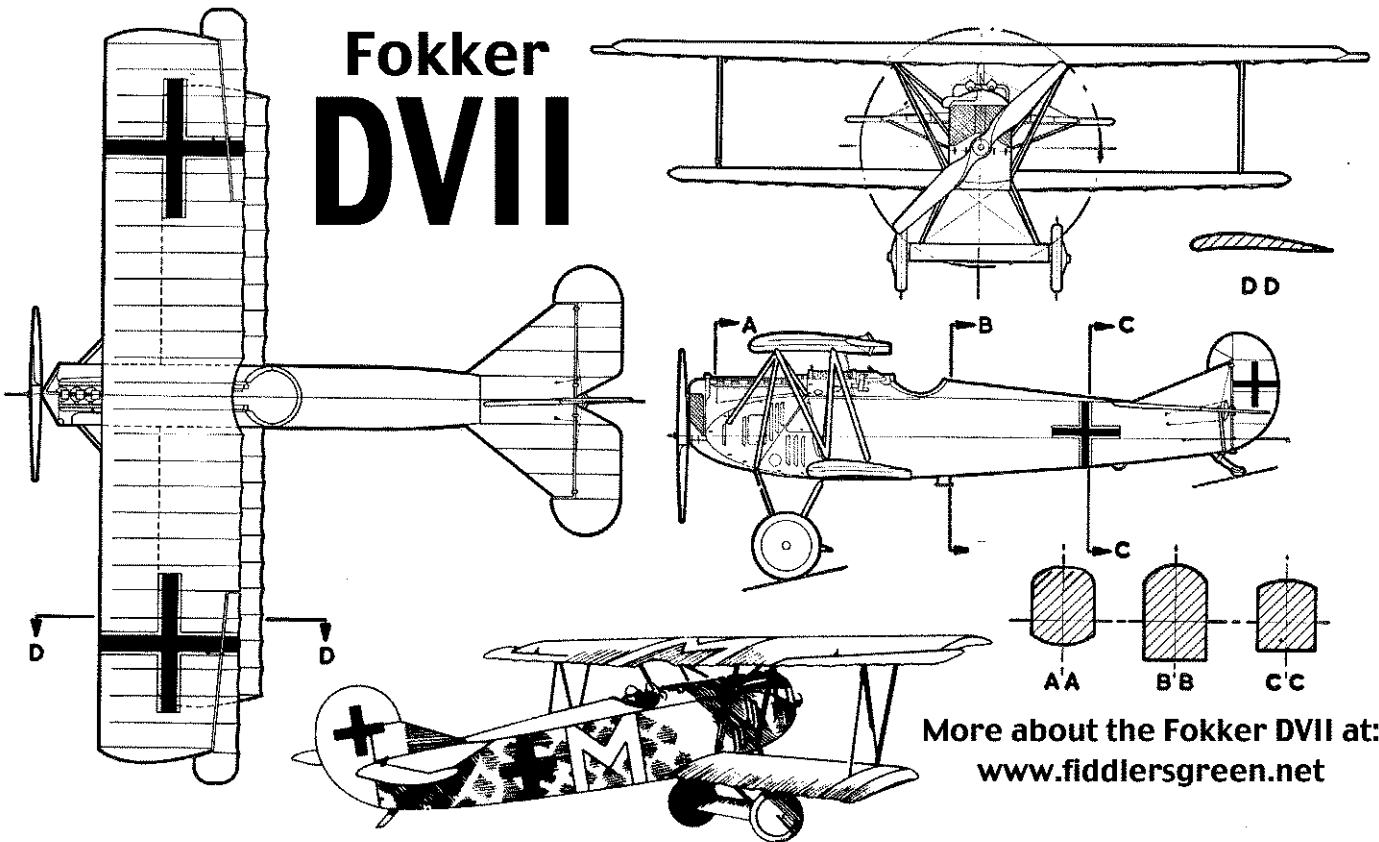
LANDING  
GEAR





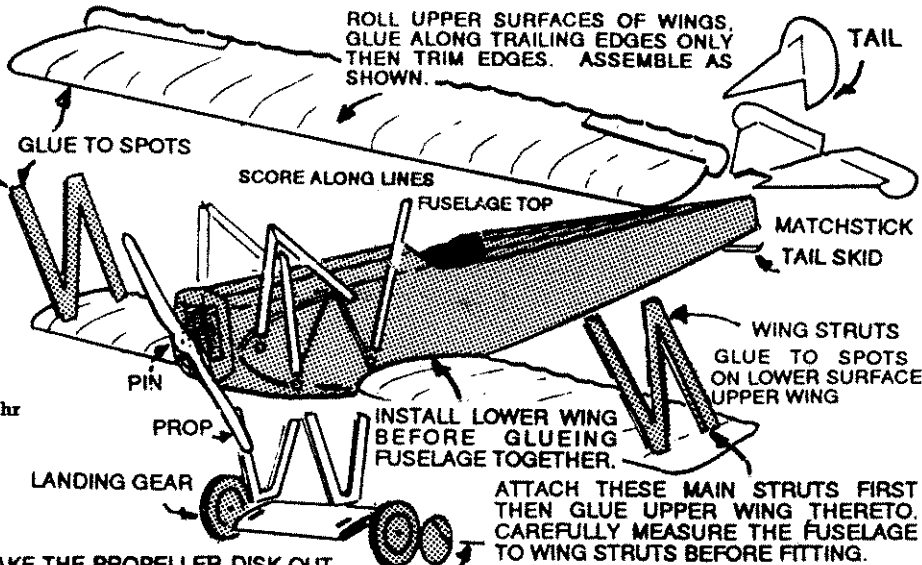


# Fokker DVII



More about the Fokker DVII at:  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)

GLUE MATCHSTICKS TO BACKS OF STRUTS FOR STRENGTH. GLUE TO SPOTS (REFER TO COLOUR DRAWING OVER-LEAF FOR POSITIONS).



Engine: One 110hp Oberursel UR.II rotary  
Span: 25ft 1½in (7.65m)  
Length: 20ft 5½in (6.23m)  
Wing area: 190.5sq ft (17.70sq m)  
Take-off weight: 1,285lb (583kg)  
Maximum speed: 121.8mph (196km/hr) at sea level  
Service ceiling: 19,685ft (6,000m)  
Endurance: 1hr 30min

IDEA: MAKE THE PROPELLER DISK OUT OF HEAVY ACETATE SHEET.  
PRACTICE FITTING BEFORE GLUEING

The little D.VI was not a fighter with any outstanding operational significance but it is of interest as a design link between the Dr.I triplane and the later D.VII. It had its origin in the V.9 prototype designed by Platz, which utilised a number of Dr.I components. The V.9 was developed into the V.13, two of which were completed late in 1917. Apart from simplified strutting, the most noticeable changes were to more powerful engines, the V.13/1 having a 145hp UR.III and the V.13/2 a 160hp Sh.III. The fuselage and tail assembly were basically the same as those of the Dr.I, and the wings were a lower-aspect-ratio edition of those fitted to the Fokker D.VII. Despite the fairly wide gap between fuselage and upper wing, the view from the cockpit was quite good. Both V.13s took part in the Adlershof fighter trials in January/February 1918 and, despite the overall supremacy of the D.VII, a small order was also placed for the D.VI. Neither of the intended

powerplants was yet fully developed, and so production D.VIs were given 110hp UR.IIs, which were a direct copy of the French Le Rhône. Between April and August 1918, forty-seven UR.II-powered D.VIs were built, together with another dozen which had 200hp Goe.IIIs. Only a few D.VIs saw service with front-line fighter units (including *Jasta 84*), and after the D.VII arrived in service the D.VI was transferred to training duties. The reason for this was certainly not due to any shortcomings in the D.VI, which was a thoroughly manoeuvrable fighter and at low altitudes was faster than the D.VII. The D.VI was armed with twin forward-firing Spandau guns mounted in front of the cockpit. Seven UR.II-powered D.VIs which were supplied to Austro-Hungary in August 1918 may have been refitted with Schwarzlose guns after their arrival.

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