

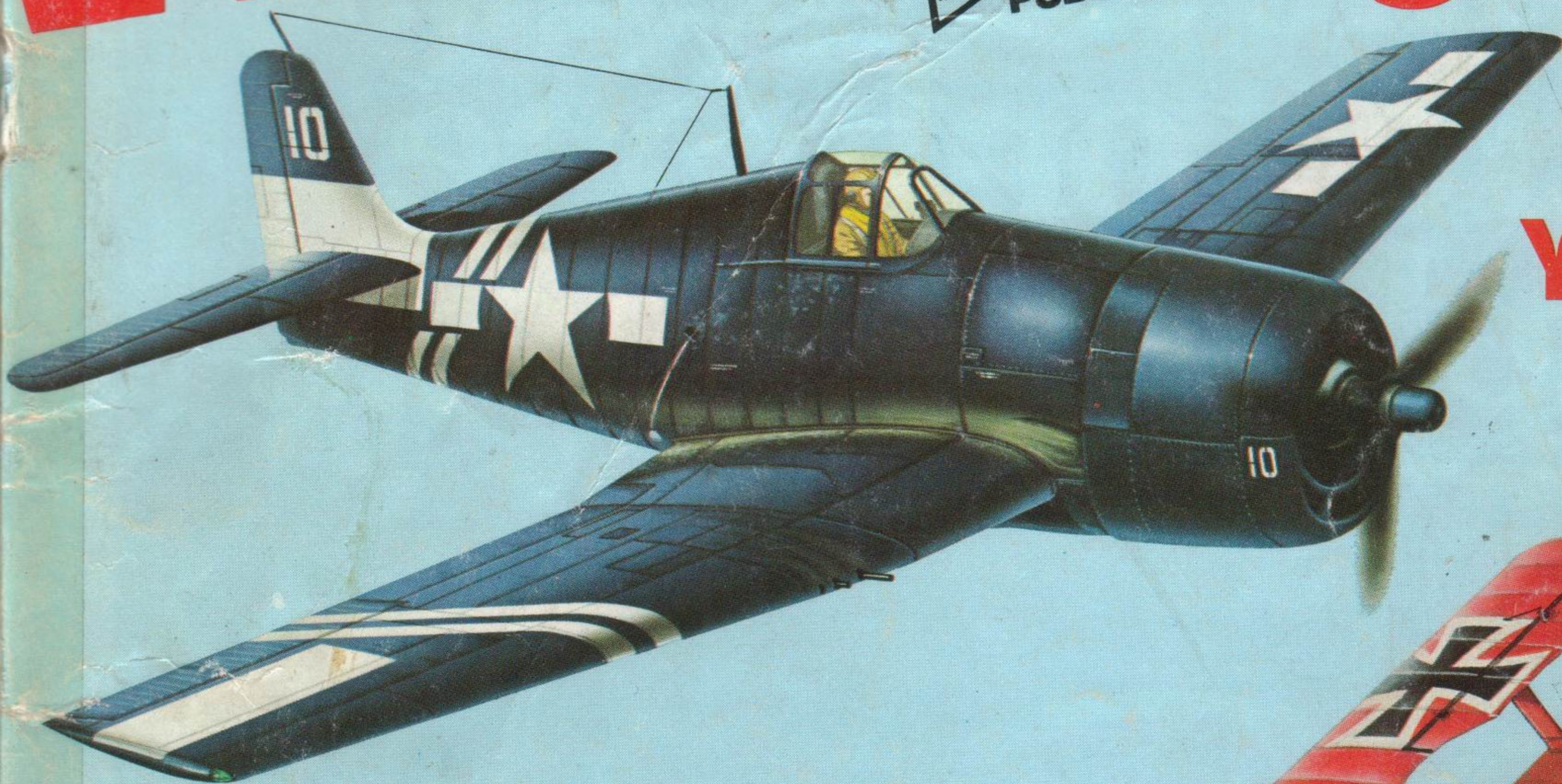
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MODELS**

WARPLANE

SPECIAL

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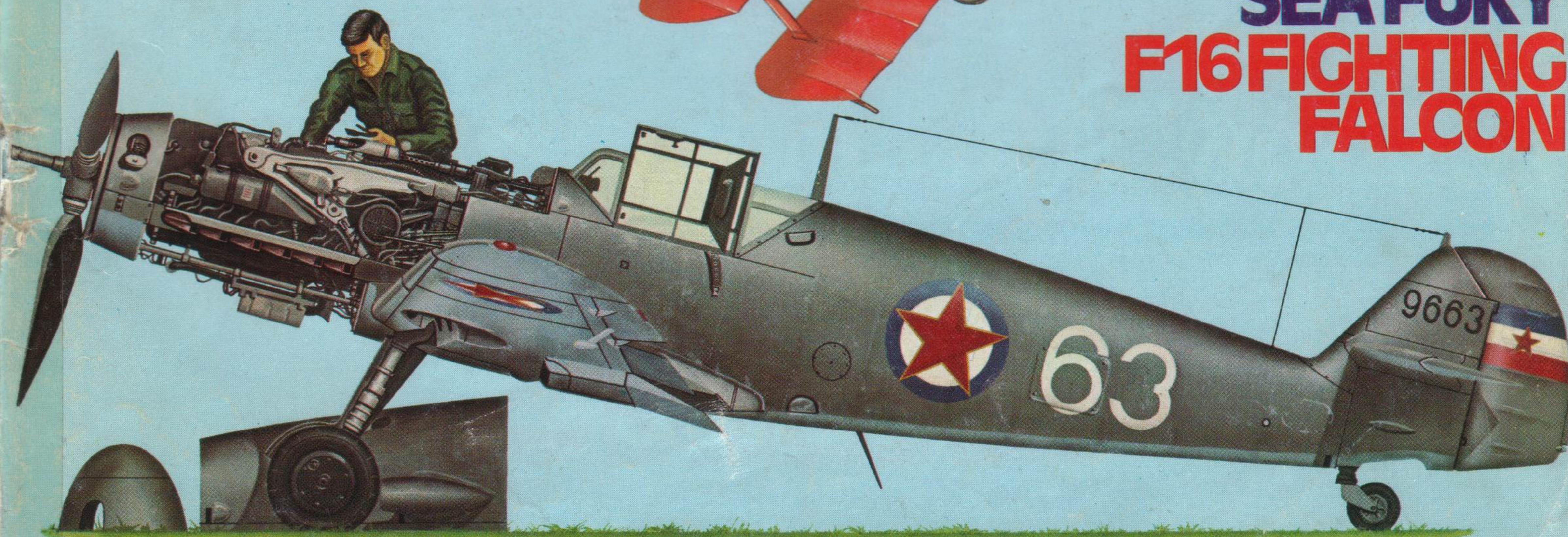


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**SCALE
MODELS**

WARPLANE SPECIAL

Compiled by
**RAY
RIMELL**
Art Editor
**STEVE
ARCHIBALD**

This 'Special' marks a significant departure from previous SCALE MODELS 'one-shots' in that it contains no true modelling features as such. Regular SM readers with an interest in aviation (by far the majority) constantly besiege our offices with requests for more scale drawings, colour plates, cutaways and photo references to aid them in their modelling. Because of all the many other diverse subjects that have to be covered each month in SCALE MODELS it is not always possible to do full justice to individual types, hence this new publication.

Within the pages that follow, the reader will be provided with a wealth of data hitherto unmatched in a publication of this type. Emphasis is very much on pictorial reference at the expense of historical material which is so readily available elsewhere and hardly requires repetition from us.

We have prepared the 'Warplane Special' with all aviation enthusiasts in mind. Whether you are a modeller of static, plastic models or flying scale aircraft, or whether you are just an aircraft enthusiast, you will find this 'Special' useful. Included with each feature are tables listing

references, available kits and plans appropriate to each type. The reader may query some omissions but we have only included references we personally consulted in the production of this 'Special' and only listed kits which are still (at present) currently available.

Whilst the colour plates which appear in the middle of the 'Warplane Special' have been as carefully researched as possible, we are as fallible as anyone else. Wherever practical, colours have been matched to extant paint chips, or colour notations, and detailed references are to be found within the individual aircraft sections.

The cross-section of types selected spans virtually the entire period of aviation history with a team of well-known illustrators, artists and writers pooling their not inconsiderable talents to provide an invaluable and unique contribution to aviation publishing. We emphasise this claim. Eighty per cent of the material in this 'Special' is *original* and has not appeared elsewhere before which ensures that the SCALE MODELS WARPLANE SPECIAL is destined to become a valuable collector's item over the years to come.

R L Rimell, Managing Editor

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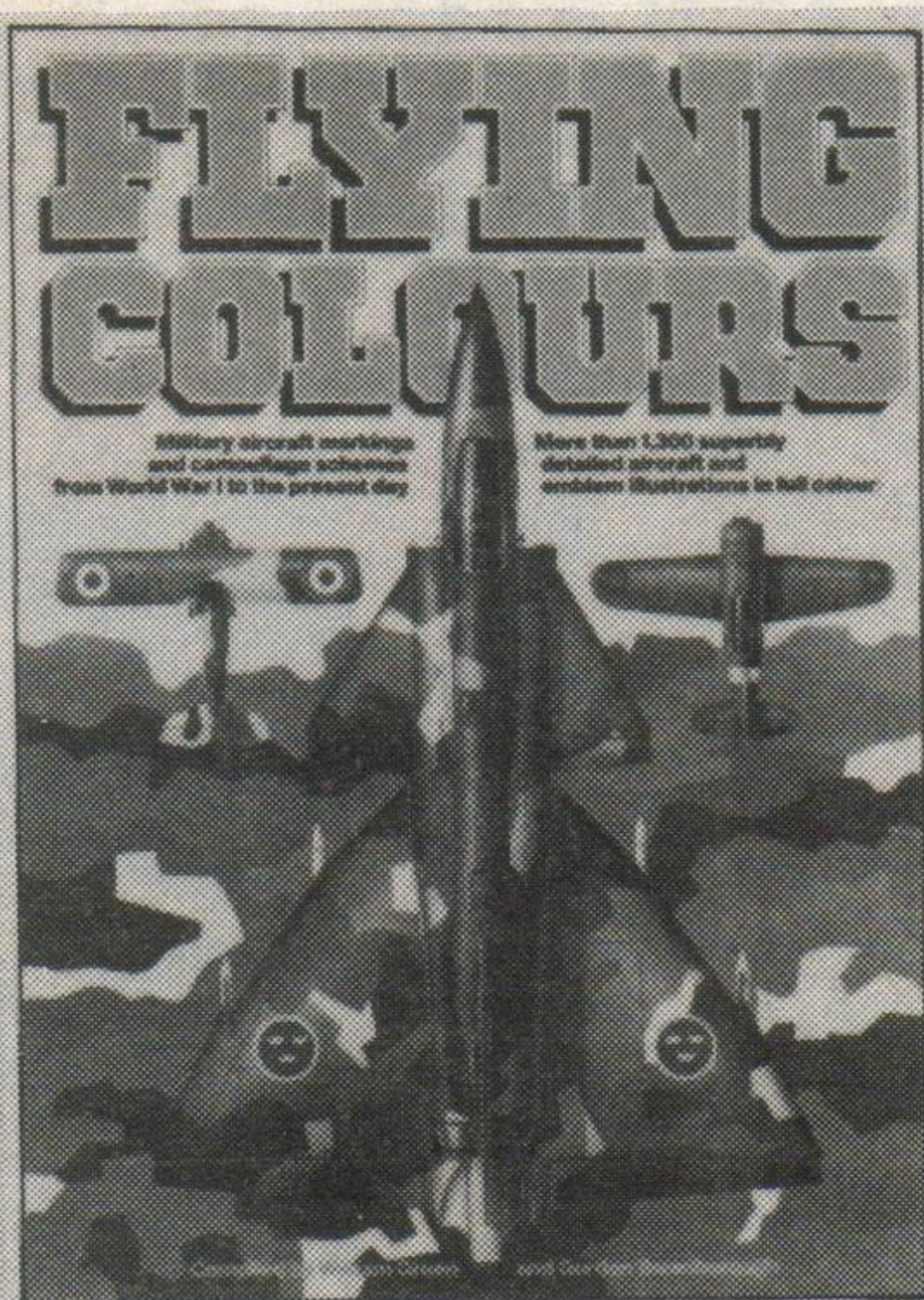
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BE2/12 SERIES

1



The oft-maligned RAF machines described by R L Rimell

The Royal Aircraft Factory BE2c was the result of designer Edward Teshmaker Busk's protracted experiments with inherent stability qualities. At the time (1914) such qualities were deemed highly desirable when aircraft were regarded purely as reconnaissance platforms and thus the BE2c was placed into quantity production. Within a few months of its arrival on the Western Front it was realised that although this slow, stable, viceless machine performed its intended role perfectly, no resistance could be offered against the new German Fokker monoplanes with their synchronised forward-firing machine guns. Yet despite crippling losses, production of the BE2c continued unhalted.

But it was as a makeshift single-seat night-fighter that the type's inherently stable qualities proved so valuable. Thrown against the Zeppelins in 1915 and 1916, BE2cs achieved spectacular success; five German airships falling to their guns. Most famous of these aircraft was 2693 flown by Lt. William Leefe Robinson who destroyed SLII on the night of September 3, 1916. For bringing down the first airship over England, Robinson earned the VC but the historic BE was wrecked a fortnight later following an abortive take-off incident.

Several BE2c and BE2e machines on home defence duties were fitted with *Le Prieur* rocket mountings and tests were actually carried out by the RNAS on BE2c 8407 but there is no record that these rockets were ever fired in anger. The incendiary bullet was found to be a much more effective counter-measure against airships...

During its long and varied career the BE2c was fitted with numerous other forms of armament as well as fulfilling many operational requirements beyond the wildest dreams of its designer. BE2c, and later 2d, types equipped Nos 2, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16 and 21 Squadrons of the RFC in France; No. 1 Wing RNAS, and the Belgian 6^{em}e Escadrille; others served in the Middle East, India, Africa, Australia and Macedonia.

In late spring 1916 came the single-seat BE12, a hoped-for successor to the BE2c, powered by a 12-cylinder 150 hp RAF 4 engine as opposed to the eight-cylinder 90 hp RAF 1a of the earlier machine. All production machines were constructed in Coventry by three firms, Daimler, Standard Motor and the Coventry Ordnance works. Outwardly similar to the BE2c, the BE12 was fitted with a reduced area tailplane and

retained the larger fin seen on many late 2c types. Forward fuselage construction was also revised to accommodate the RAF 4 engine and the larger petrol tank.

The BE12 was serving with Nos 10, 19 and 21 Squadrons in France by the end of August 1916 and withdrawn within the next few weeks. For in actual fact the 12 was even less handy in the air than its predecessor and although it also served overseas, and in the UK with Home Defence squadrons, it was quickly superseded by other types.

Yet another, later, production BE was the 2e, which boasted the fuselage of the 2c mated to single bay wings with raked-back tips: the upperwing appreciably greater in span than the lower. (The same wing design was later to be mated to the BE12 to become the BE12a.)

The prototype BE2e first flew in February 1916 and was built in far greater numbers than any other of the BE series. But despite this, the type was not much of an improvement on the earlier aircraft although it is thought nearly 1800 were built by over seven contractors. BE2es began being delivered to the RFC in July 1916, and were gradually to replace the 2c in most units, serving in the Middle East as well as in France. Home Defence units in the UK were also partially equipped with the type notably 50 HDS who had some of theirs doped black overall with white rings in place of the national markings.

Early BE2c machines were clear doped overall with V114 clear non-shrinking varnish on top, (Methuen 4A3) with natural metal or *Battleship Grey* varnished (B1-C1) panels. Roundels were carried in the usual six positions. Later PC10 (ie, standard Khaki in any five standard doping schemes) was adopted for the uppersurfaces. As for the other, later, machines of the BE series, they received most of the current colour schemes including PC12 (8(E-F)8) for Middle East use, Nivo (27F3) and black for night flying purposes. But the most common application was PC10 over all fabric upper and side surfaces and, initially, over shellac-varnished ply panels. PC12 was applied in similar fashion but Nivo and black were usually painted overall. Most of these aircraft were converted from day use by over-varnishing in Nivo and having the white areas of the roundels and rudder stripes painted over in grey or dulled by a black wash.

1. An historic BE2c. This is 2693 of B Flight, 39 HDS, RFC, photographed at Suttons Farm in September 1916. In the cockpit is Lt. William Leefe Robinson VC; hours previous to this picture being taken, Robinson had destroyed the German Army airship SLII over Cuffley, Hertfordshire. In front of the pilot can be seen the upward-firing Lewis gun with which Robinson brought down the raider.

2



2. BE2c 8416, with early-style exhaust pipes, in plain linen finish.

3. Home Defence BE12 with RL Tube and Le Prieur Rocket tubes.

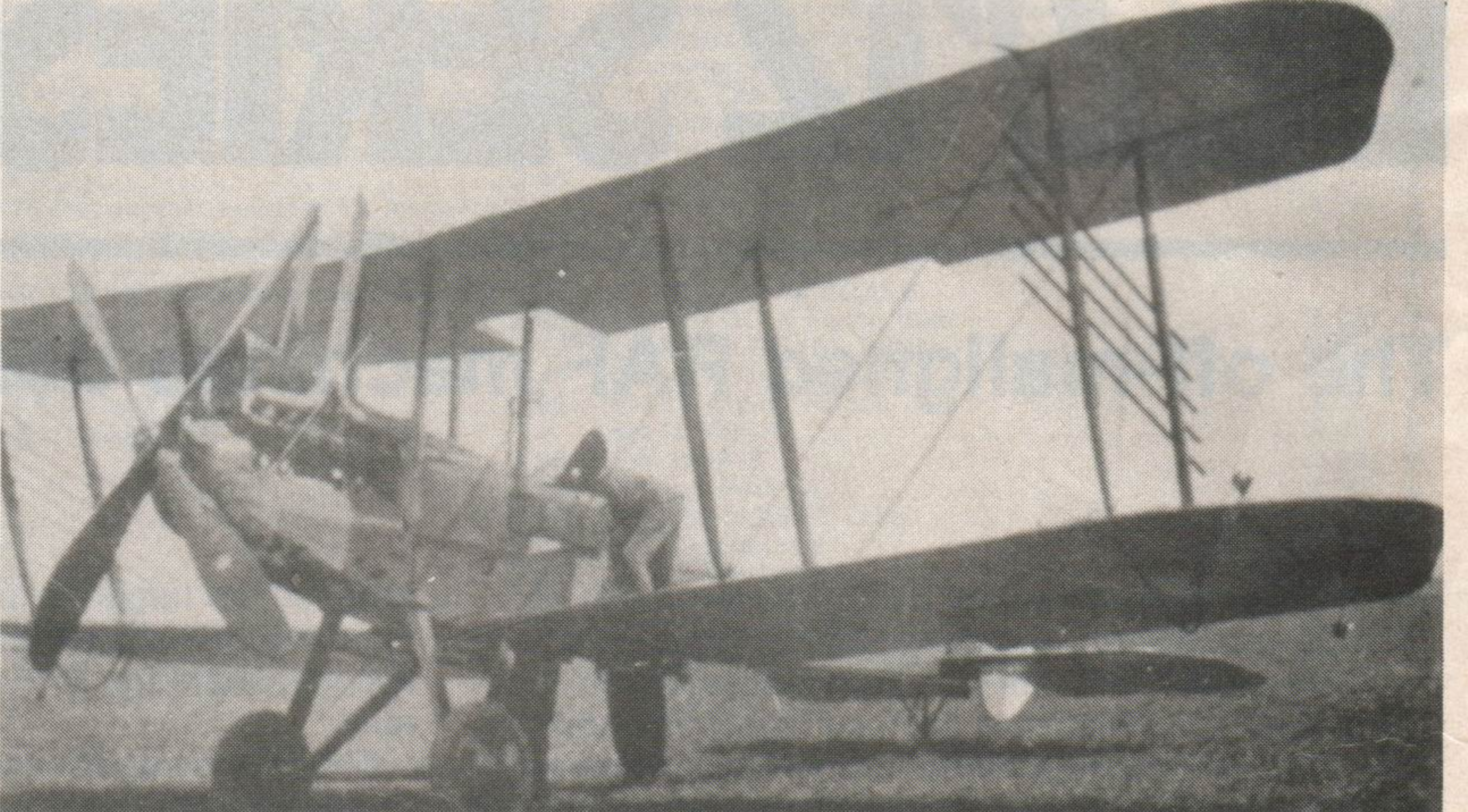
4. BE12 with ten rocket tubes, Holt flare brackets and navigation lights photographed at Spittlegate in 1917.

5. BE12b of No 77 Sqn. at Penstone. Aircraft is armed with overwing Lewis gun and two 100 lb bombs in underwing racks.

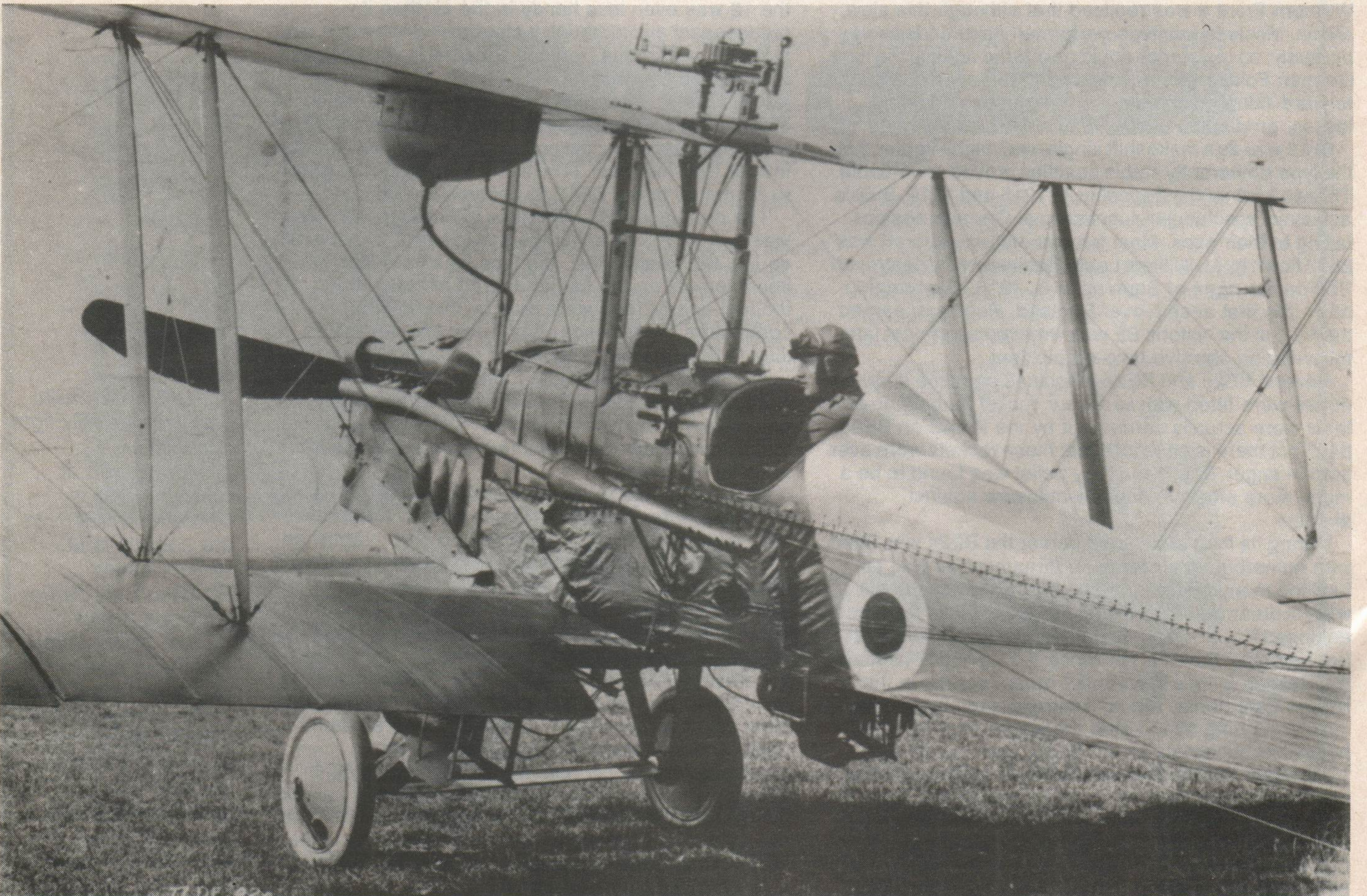
3



4



5



COLOUR NOTES.

Early BE 2c's were covered in linen clear doped and varnished. The top decking of the fuselage and the struts were varnished wood. Metal parts being painted mid grey. Mid 1916 upper surfaces were painted khaki-green (P.C.10) including ply decking and fuselage sides. Aircraft number usually appeared on the fin and varied both in style and size.

Flying wires double.

Single bracing wire between front spars only.
NOTE. Early aircraft were cable braced, later Ratwire was used.

FRONT VIEW.
R.A.F. 1a ENGINE.

Strut braced tailplane.
Camera mounting rails, varnished wood.

SIDE VIEW

Early type with Renault engine and skid undercarriage. Alternative exhaust shown dotted. Vertical exhaust stacks were also used.

Some squadrons painted roundels on tailplane.
Fuel filler caps

SCRAP PLAN VIEW OF FUSELAGE DECKING.

Bomb racks.
Lewis ammunition drum rack. 3 & 4 drum racks also used.

TYPICAL ARMAMENT
(L.H. struts, engine and lacing omitted)

Hand pump.
Switch

Foot step.
Lewis gun mounting

Centre section trailing edge on some later aircraft.

LATE FIN. As BE 2d and BE 2e

Baffle plates between cylinders on R.A.F. engines.

Aileron connecting cable.

White surround to roundel on P.C.10 finish

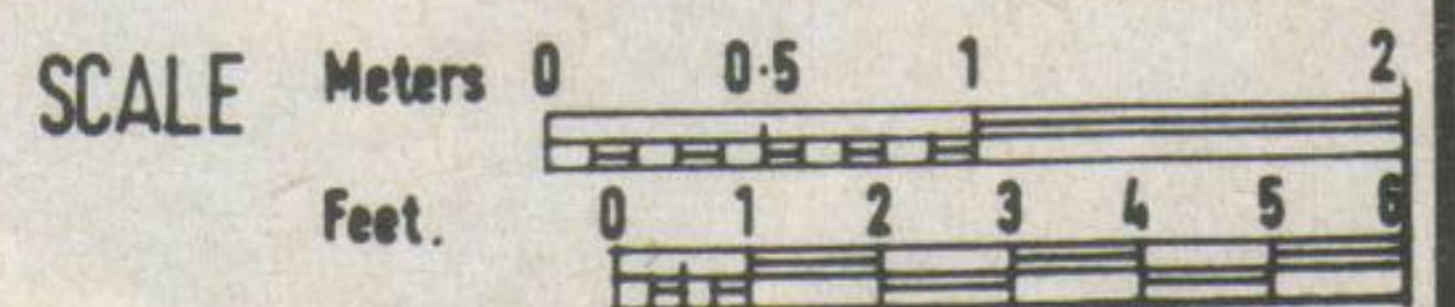
PLAN.

SIDE VIEW
R.A.F. 1a ENGINE

Bomb racks under both wings if fitted
Later vee undercarriage.
Aileron control cable.

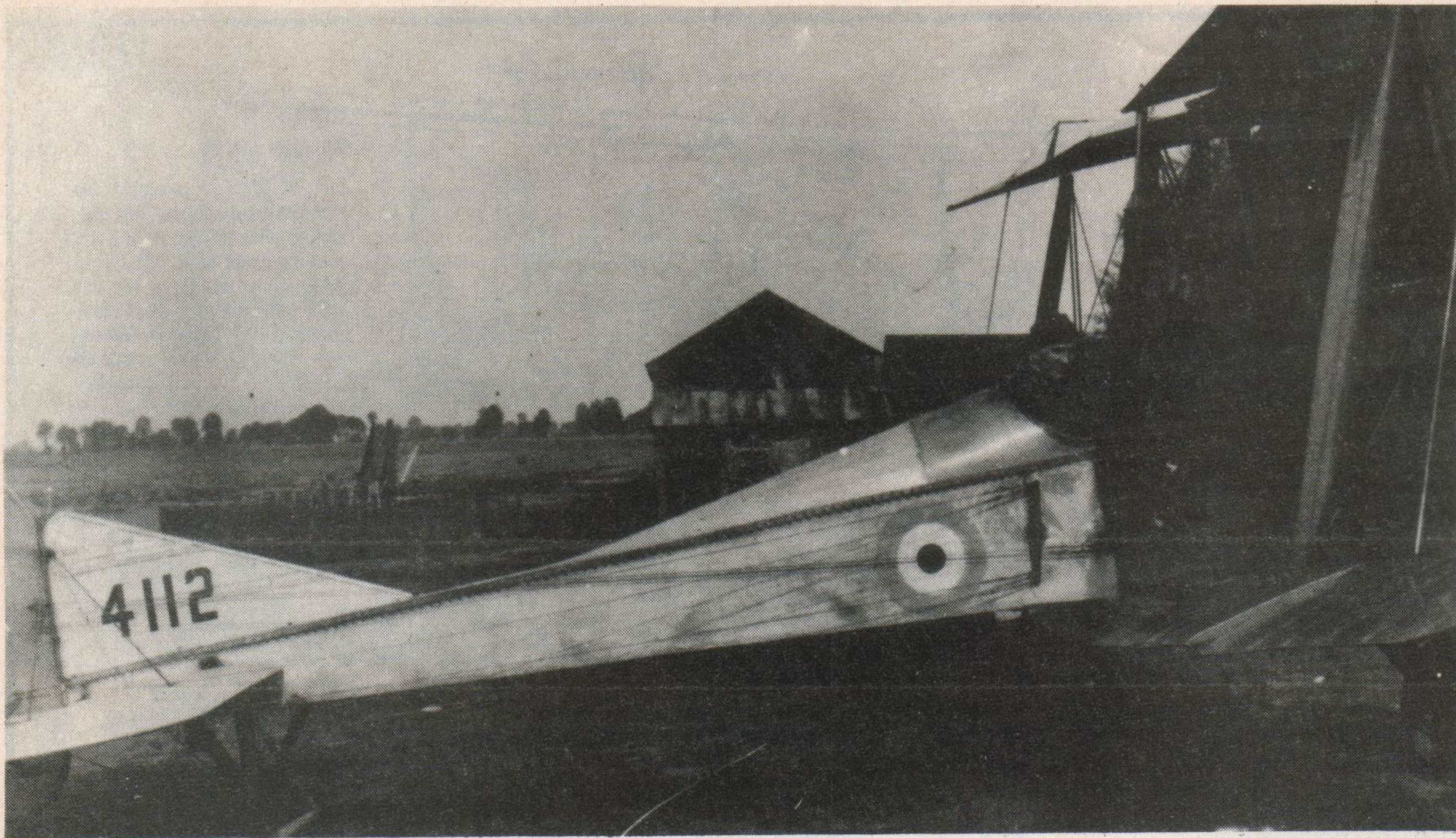
UNDERSIDE VIEW.
Early skid undercarriage.

FUSELAGE SECTIONS



ROYAL AIRCRAFT FACTORY B.E.2c.

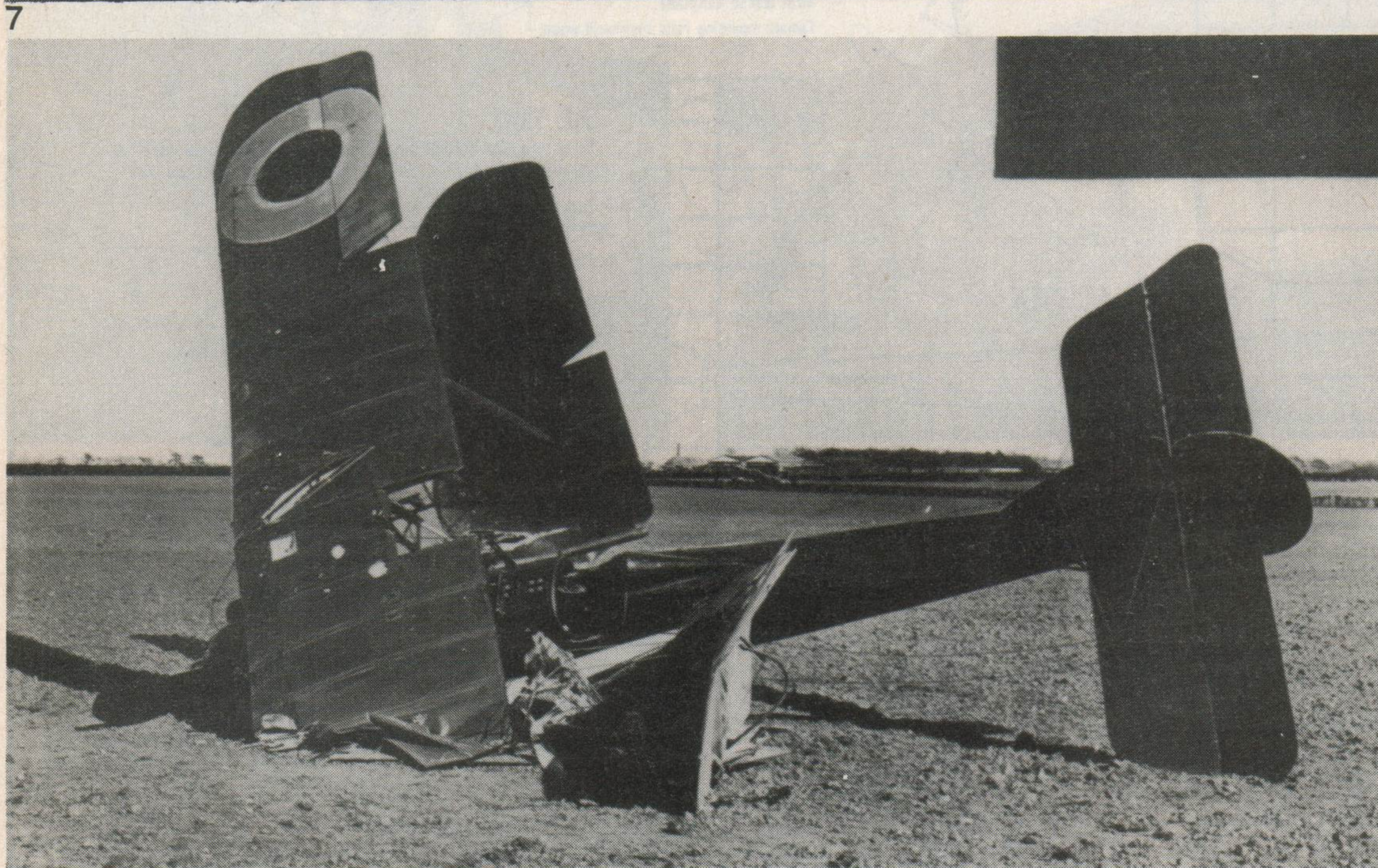
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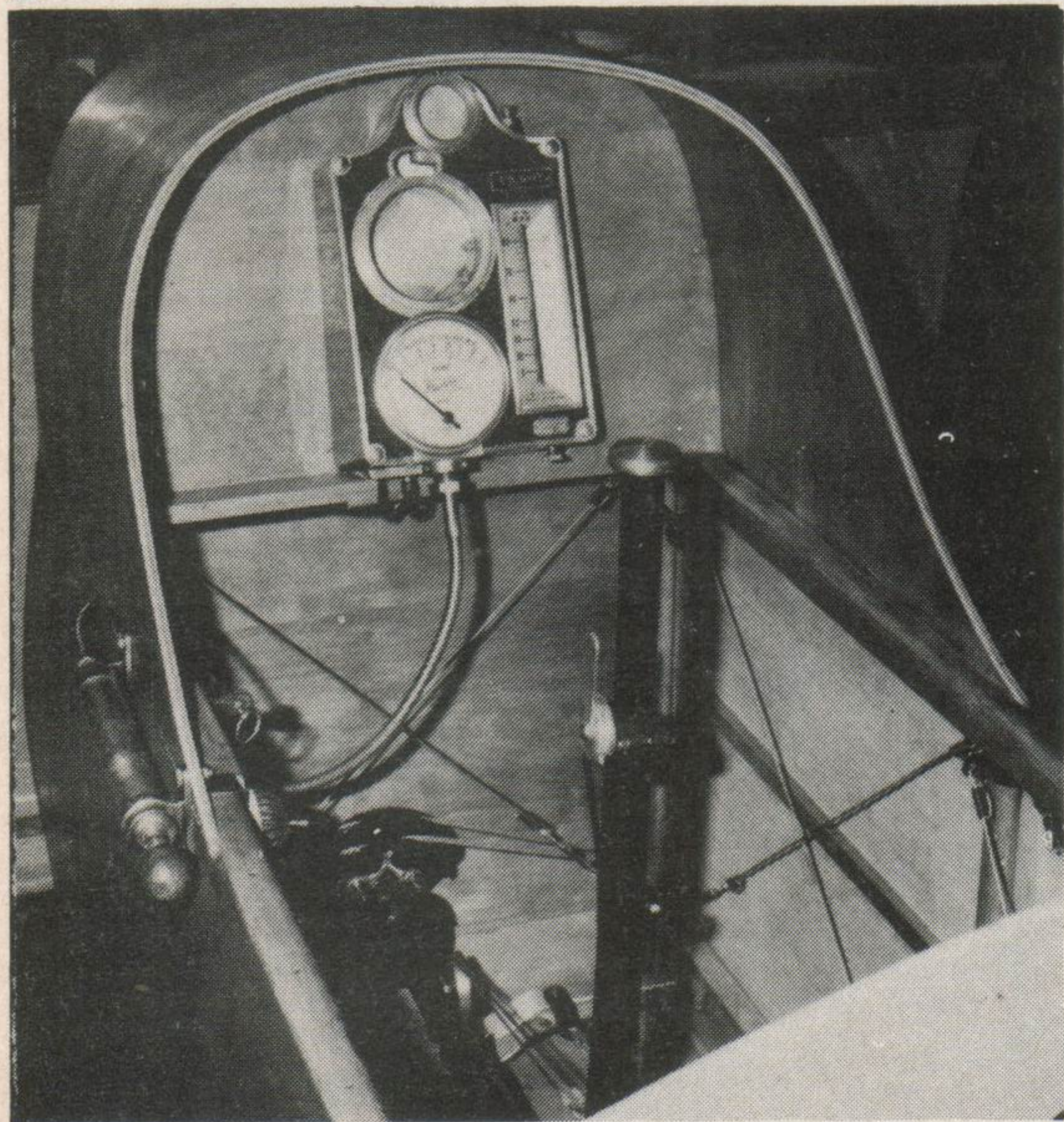
6. BE2c 4112. In the cockpit is Lt. F Sowrey of 39 HDS, at Suttons Farm, Hornchurch, Essex. In this aircraft, Sowrey destroyed the Zeppelin L32 on September 24, 1916; the airship crashed on a farm near Billericay – all members of the crew perished. The historic aircraft is preserved to this day in Canada as part of the Canadian Aeronautical Collection in Ottawa.

7. Night landings were hazardous in 1918. A wrecked BE12, unit unknown, reveals its, probable, overall PC10 finish and overpainted roundel and rudder stripes. PC10, Nivo and black were all used for night camouflage purposes during the latter part of the war.

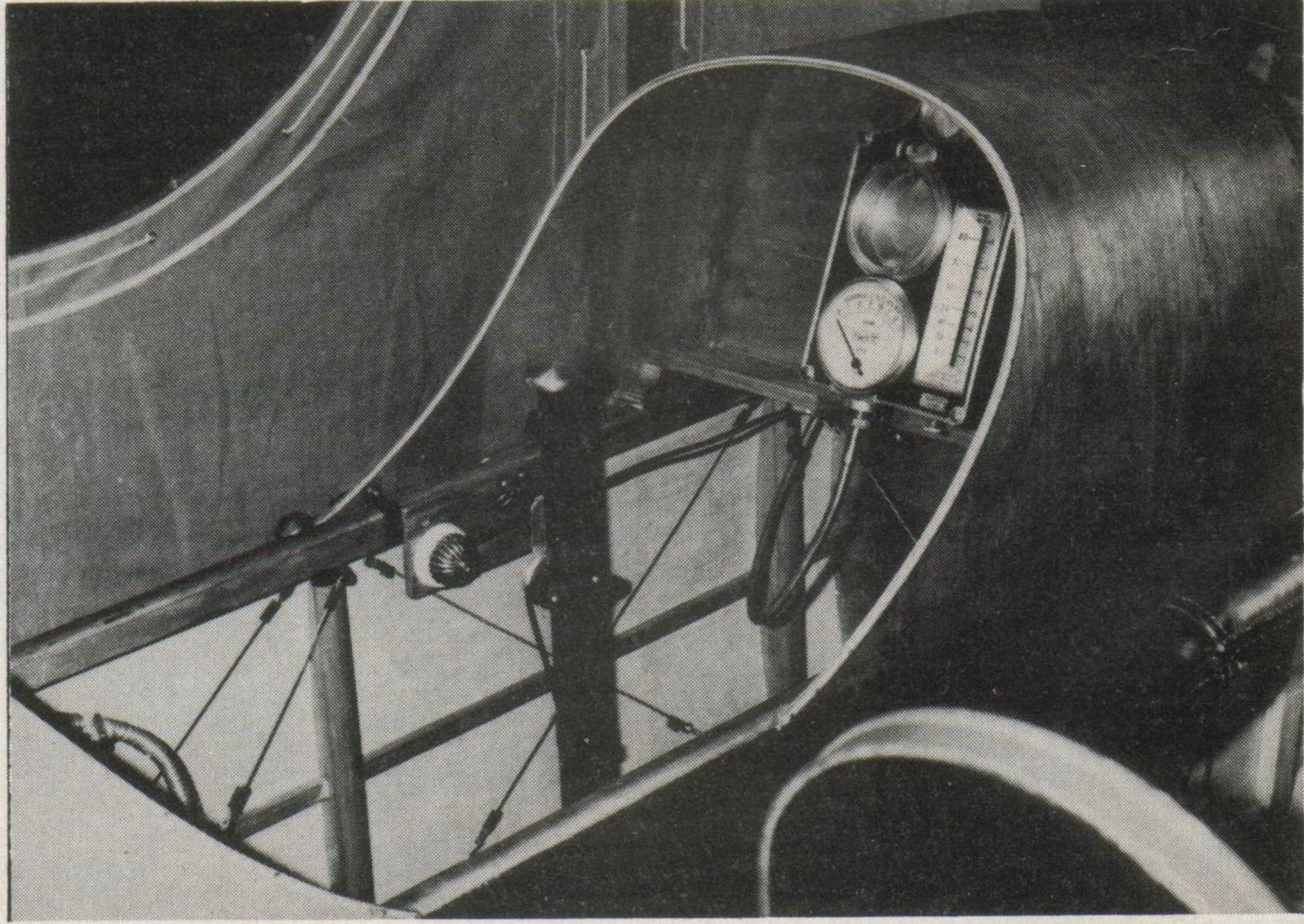
8 and 9. Two views of an early BE2 cockpit on display at the RAF Museum, Hendon. Such a spartan display would not be too taxing to reproduce in miniature.

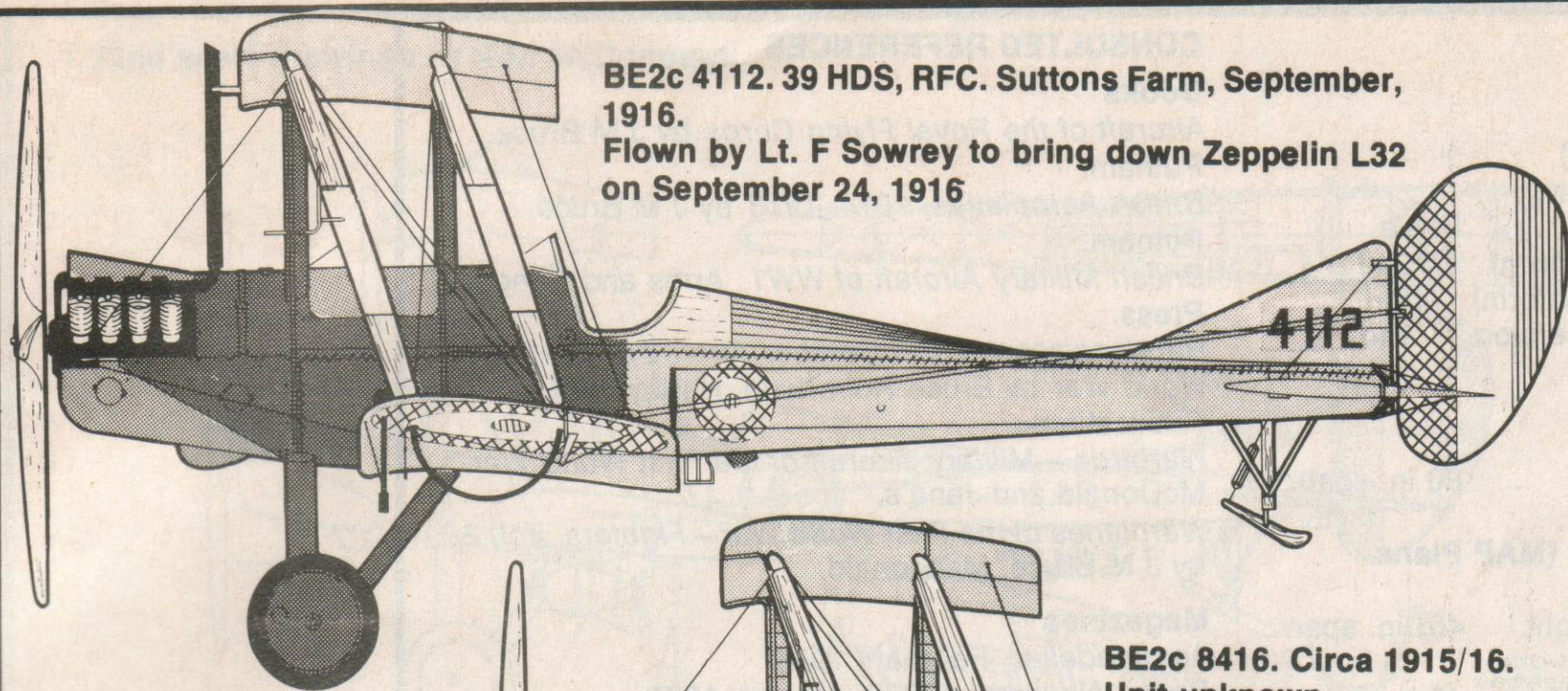


8



9



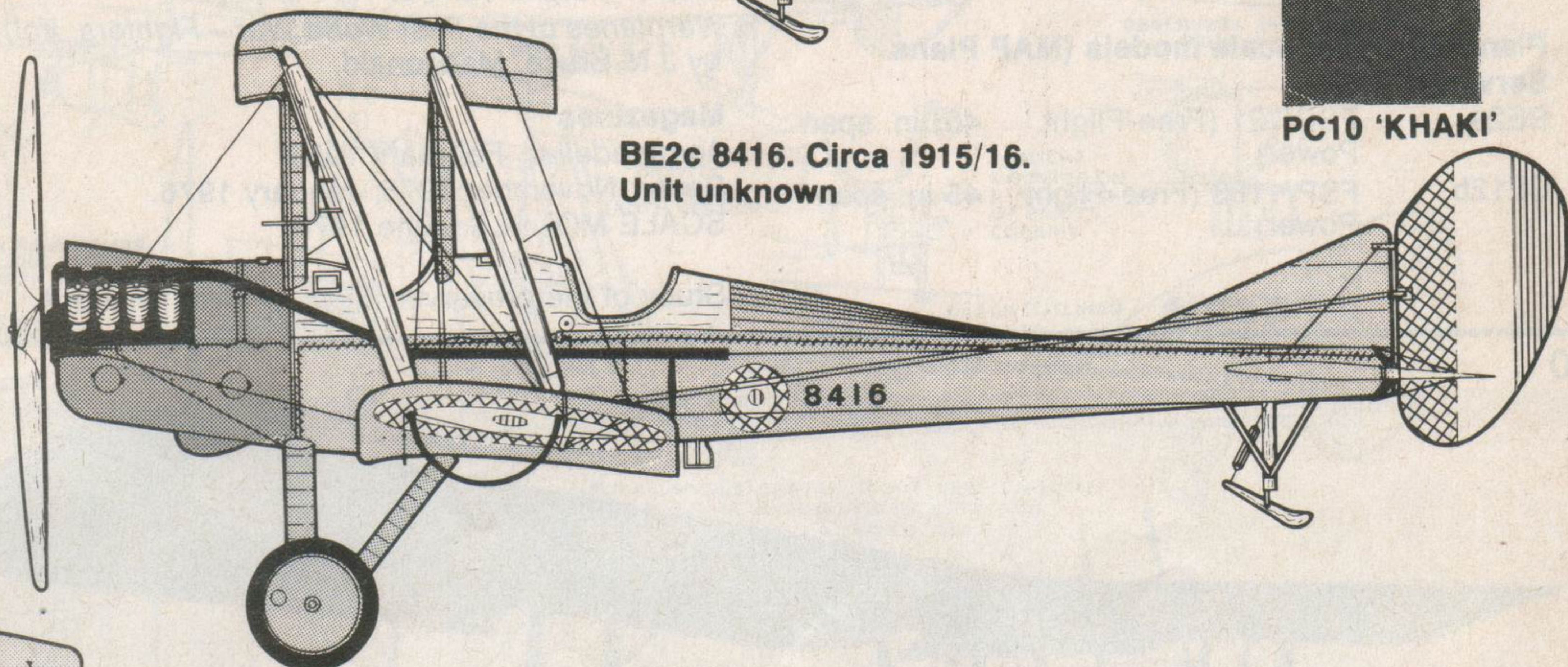


BE2c 4112. 39 HDS, RFC. Suttons Farm, September, 1916.
Flown by Lt. F Sowrey to bring down Zeppelin L32
on September 24, 1916

CLEAR LINEN

BATTLESHIP
GREY

PC10 'KHAKI'



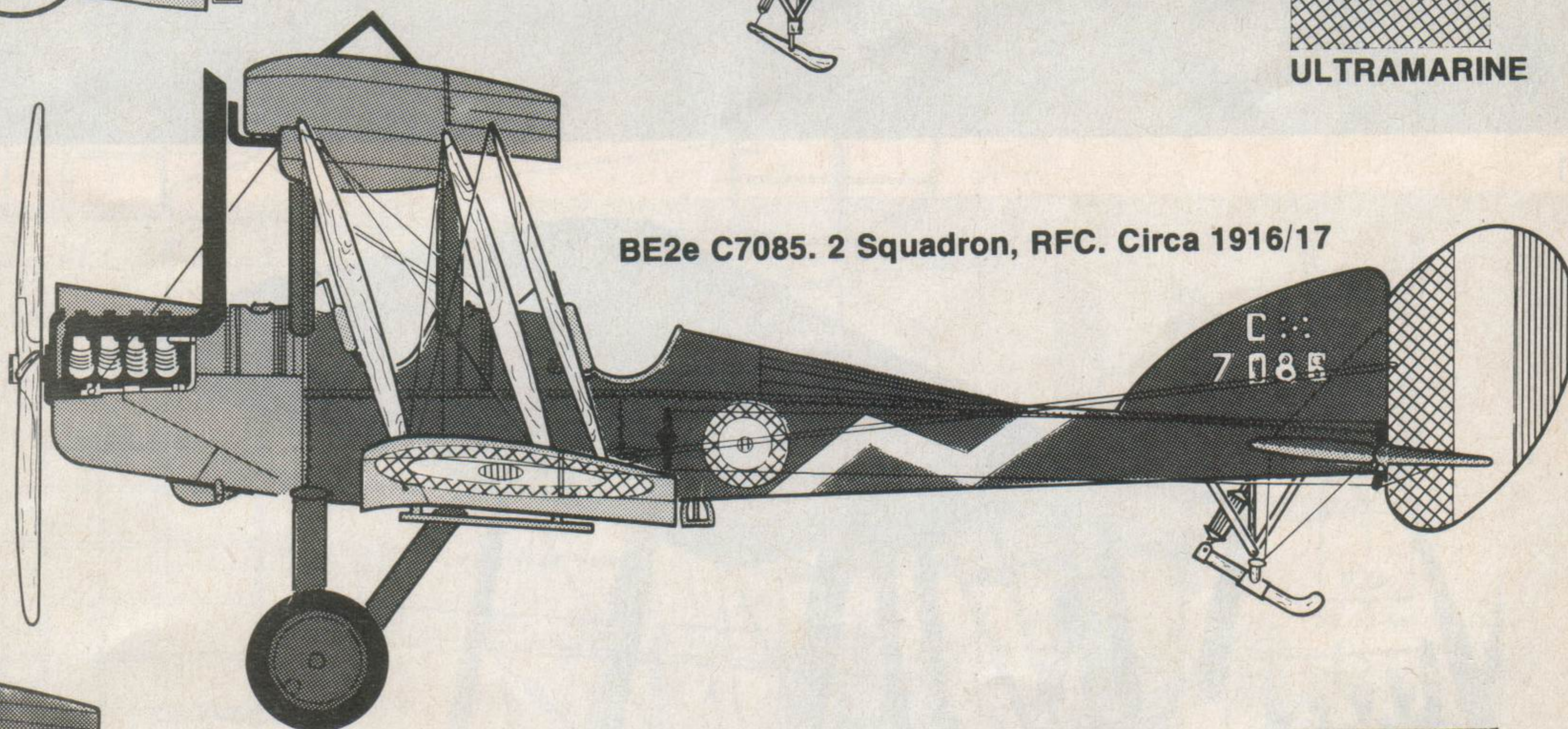
BE2c 8416. Circa 1915/16.
Unit unknown



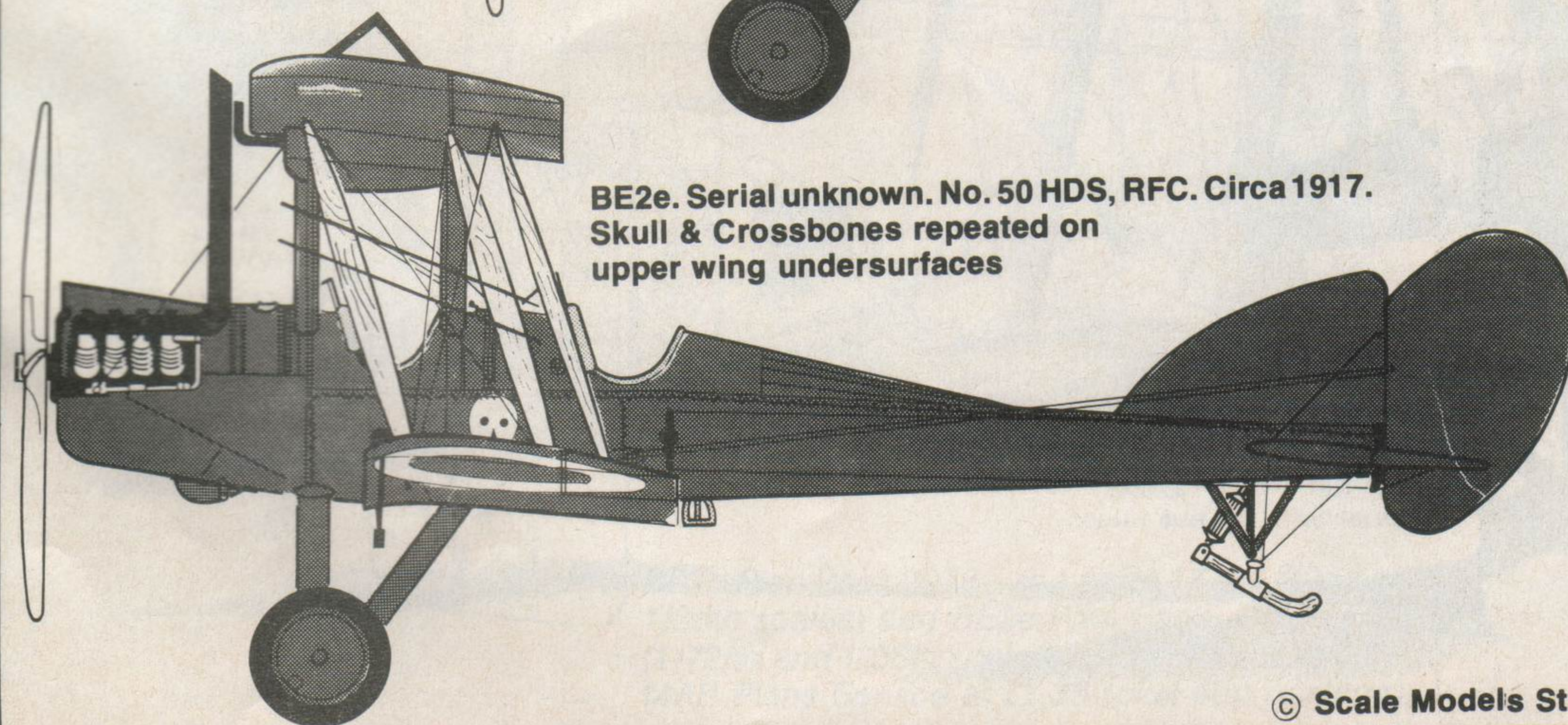
BE2c 8494. No. 4 Wing, RNAS Dunkerque.
Beardmore-built. Striped elevators –
as rudder

VARNISHED PLY

ULTRAMARINE



BE2e C7085. 2 Squadron, RFC. Circa 1916/17



BE2e. Serial unknown. No. 50 HDS, RFC. Circa 1917.
Skull & Crossbones repeated on
upper wing undersurfaces

VERMILION

ZINC WHITE

BLACK

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BE2c/e/12 SERIES

Available models (non-flying)

Model	Manufacturer	Scale
BE2c	Forma-Plane (Vacform)	1/72nd
BE2c	Falcon Models (Vacform)	1/48th
BE2e/12 variants	Forma-Plane conversion set (Vacform)	1/72nd

Available models (flying)

BE2e	Practical Scale	80 in. span
------	-----------------	-------------

Plans for flying scale models (MAP Plans Service)

BE2e	FSP/721 (Free-Flight Power)	40 $\frac{3}{4}$ in. span
BE12b	FSP/1183 (Free-Flight Power)	45 in. span

CONSULTED REFERENCES

Books

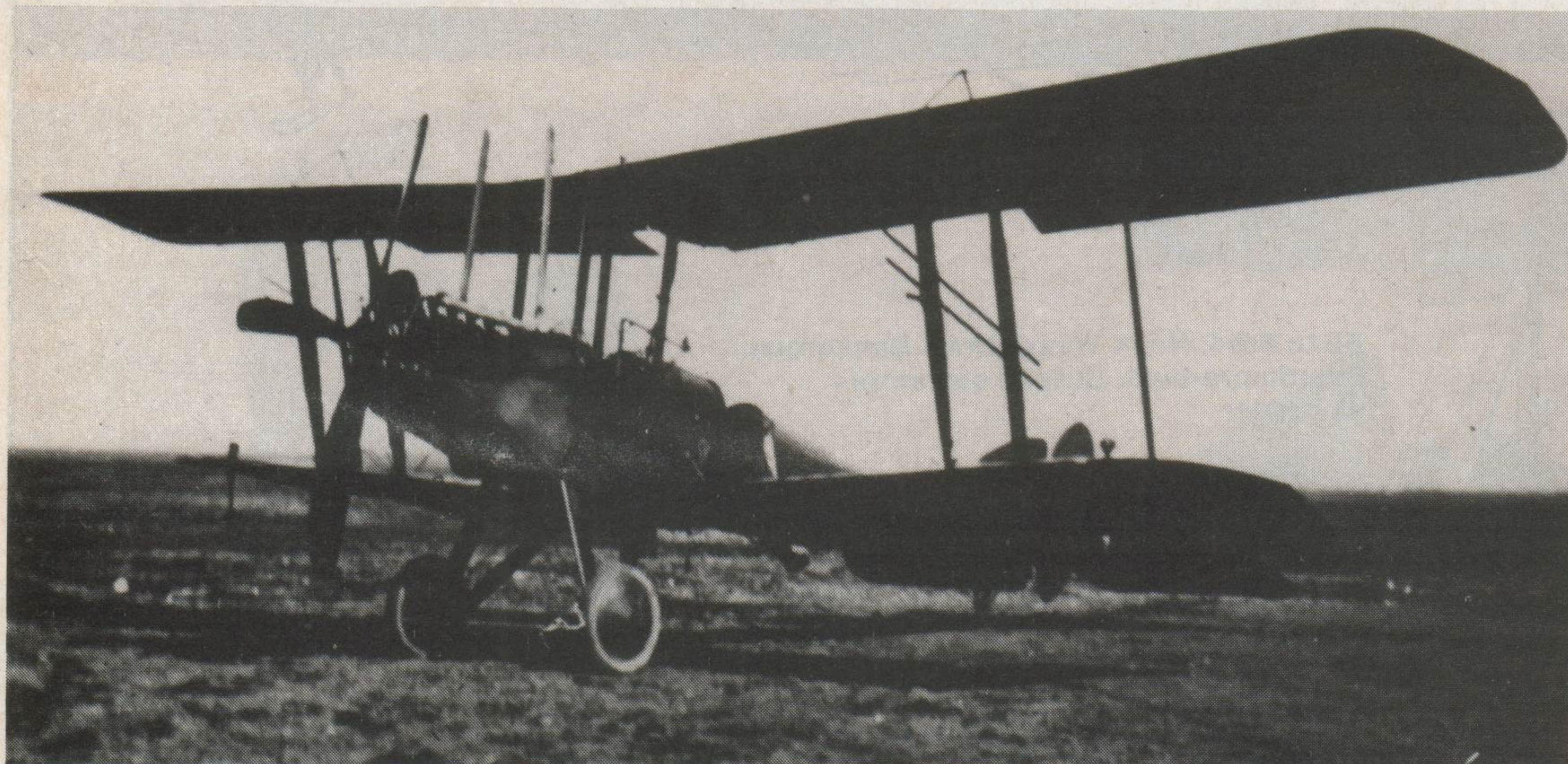
Aircraft of the Royal Flying Corps by J M Bruce. Putnam.
British Aeroplanes, 1914-1918 by J M Bruce. Putnam.
British Military Aircraft of WW1. Arms and Armour Press.
Reconnaissance and Bomber Aircraft of the First World War by Bruce Robertson. Harleyford Publications.
Warbirds - Military Aircraft of the First World War. McDonald and Jane's.
Warplanes of the First World War - Fighters, Vol. 2 by J M Bruce. Macdonald.

Magazines

Aeromodeller. February 1955.
Battle. November 1975; January 1976.
SCALE MODELS. June 1976.

Study of the preserved BE2c at IWM, Duxford.

10



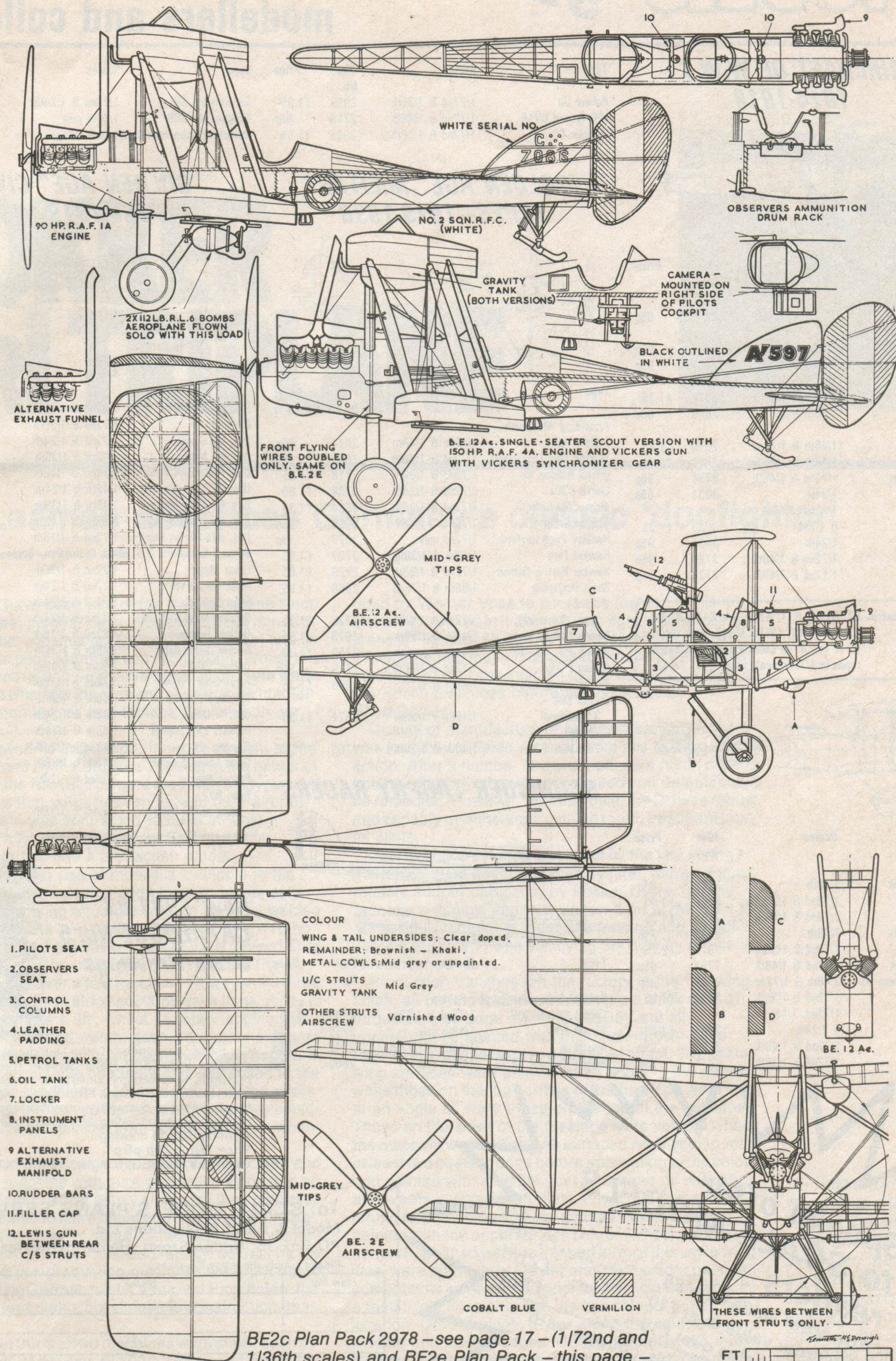
10. BE2e of No. 50 HDS bearing the squadron's skull and crossbones on fuselage sides and under upperwing surfaces outboard of struts. (See drawing on previous page).
 11. BE2e B4471, built by the British and Colonial Aeroplane Co. Ltd., Filton. Note extra protection for observer in front cockpit by use of bolt-on metal plate! Plenty of modelling reference is afforded by close study of this excellent period photograph.

11



10

SCALE MODELS

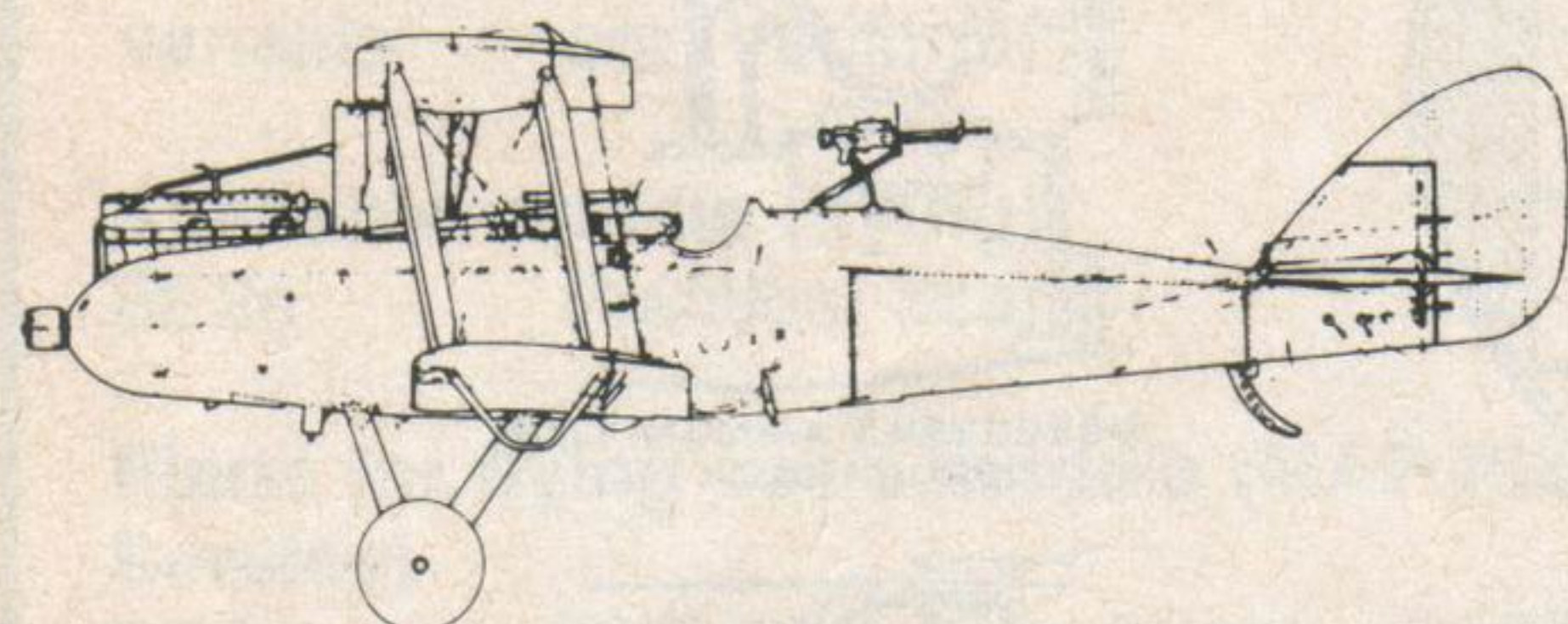


BE2c Plan Pack 2978 - see page 17 - (1/72nd and 1/36th scales) and BE2e Plan Pack - this page - (1/72nd and 1/36th scales) are each available from MAP Plans Service at £1.35 (plus 40p postage).

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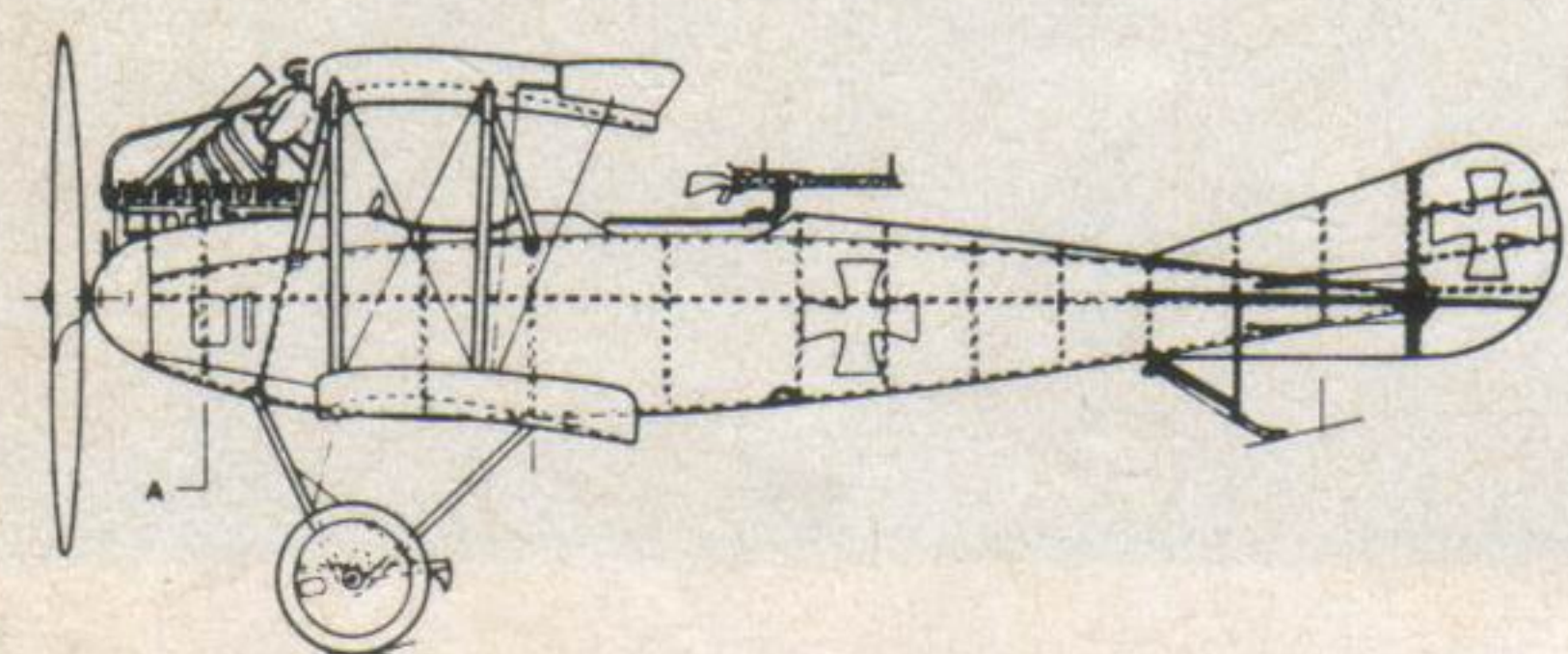
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Nieuport 11	1/72nd, 1/48th & 1/24th	3033	£1.35
Nieuport 12	1/24th	3035	95p
Nieuport 17	1/72nd & 1/48th	2728	95p
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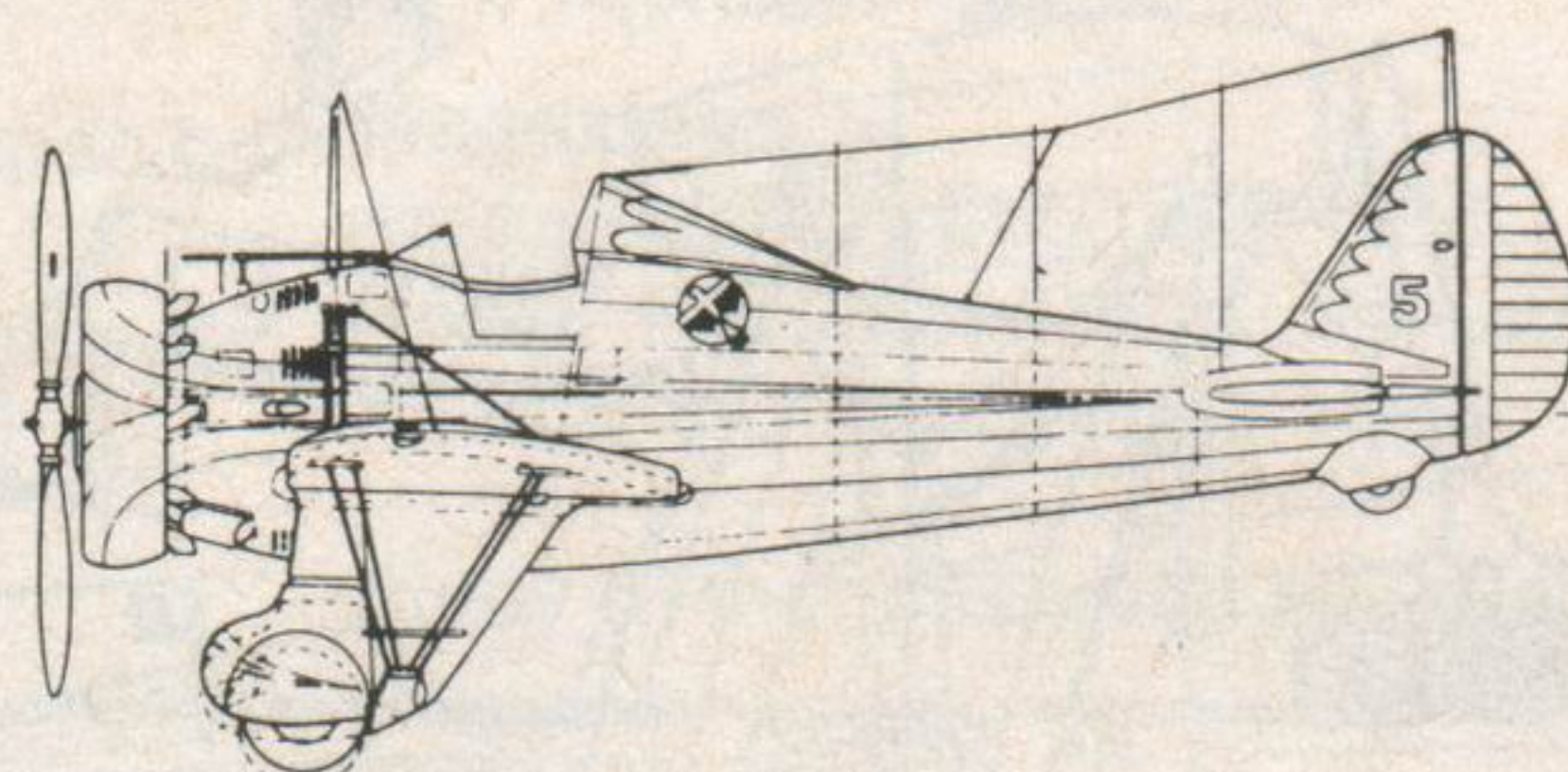
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Type	Scales	Plan No.	Price
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D.F.W. CV	1/72nd & 1/36th	2919	£1.85
Etrich Taube	1/72nd & 1/48th	2756	£1.35
Fokker EII & EIII	1/48th	2849	75p
Gotha GV	1/72nd & 1/36th	2977	£2.25
Hannover CL IIIA	1/72nd & 1/48th	2737	95p
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Junkers D1	1/72nd & 1/36th	2880	£1.35
L.V.G. C. VI	1/72nd, 1/48th, & 1/24th	2941	£2.25
Pfalz DIII/DIIIA	1/72nd & 1/48th	2787	95p
Pfalz D XII	1/72nd & 1/36th	2874	95p

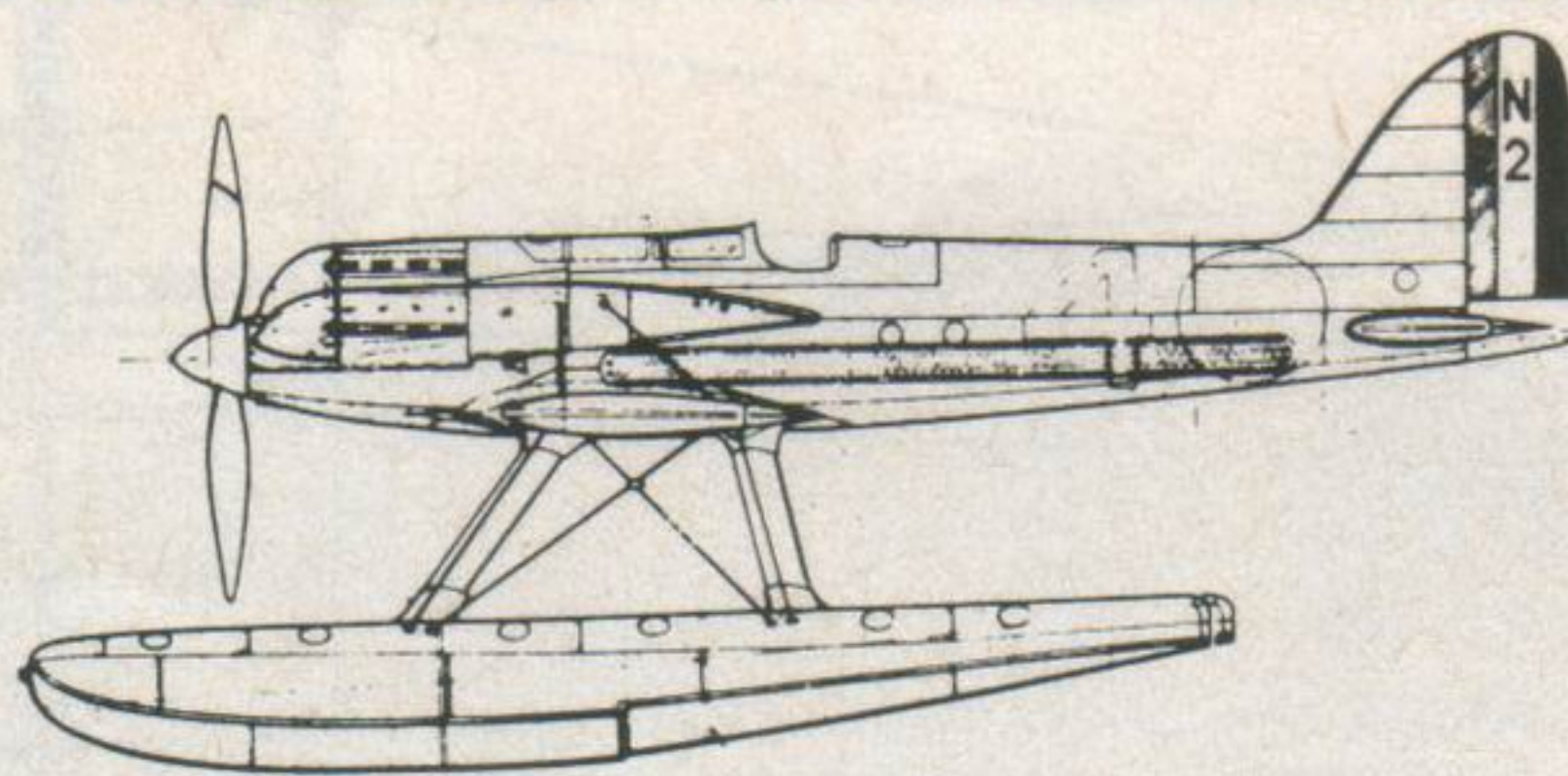
Type	Scales	Plan No.	Price
Roland DII	1/72nd & 1/36th	2952	£1.35
LFG Roland DV16	1/72nd & 1/48th	2719	95p
Rumpler CIV	1/72nd & 1/36th	2963	£1.85

"GOLDEN AGE" MILITARY TYPES-1919-1938



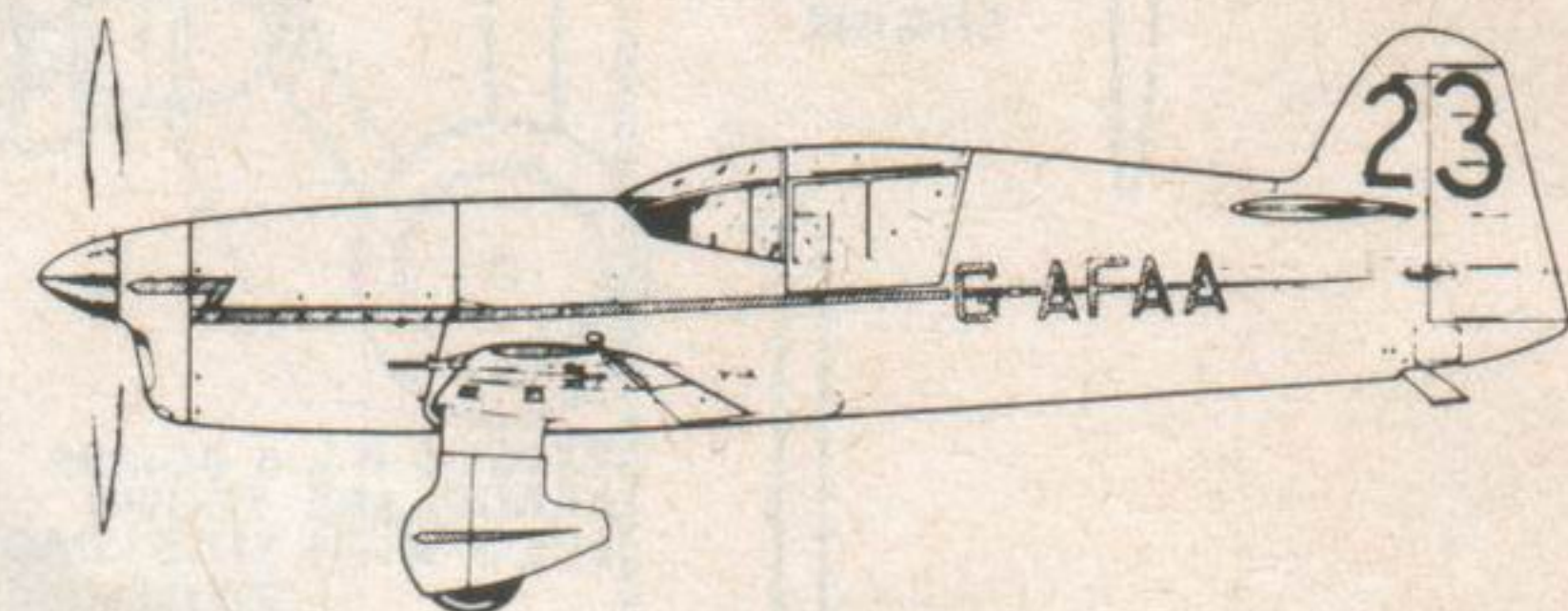
Type	Scales	Plan No.	Price
Armstrong Whitworth Siskin IIIa	1/72nd & 1/48th	2014	95p
Boulton Paul Overstrand	1/72nd & 1/48th	2689	95p
Bristol Bulldog IIa	1/72nd & 1/36th	2718	£1.35
Clerva C30a	1/72nd & 1/24th	2758	£1.85
Gloster Gladiator	1/72nd & 1/36th	2714	£1.35
Gloster Gamecock	1/72nd & 1/48th	2960	95p
Handley Page Heyford	1/72nd only	2677	75p
Hawker Fury	1/48th & 1/36th	2727	£1.35
Hawker Hart & Demon	1/72nd & 1/36th	2729	£1.85
Short Singapore	1/96th & 1/72nd	2988	£1.85
Vickers Sup. "Stranraer"	1/72nd & 1/48th	2725	£1.35
Boeing F4B-3 & 4	1/48th & 1/36th	2673	£1.35
Boeing P.T. 13-17	1/48th & 1/36th	2753	£1.35
Boeing P 26A	1/72nd & 1/48th	2710	95p
Curtiss Hawk P6E	1/48th & 1/36th	2698	£1.35
Curtiss SBC-3 Cleveland	1/48th & 1/36th	2671	£1.35
Grumman Gulfhawk (F3F)	1/48th & 1/36th	2706	95p

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Special Schneider Trophy Racers			
Curtiss CR3 & CR2	1/72nd & 1/32nd	2755	£1.35
Gloster IVb	1/48th only	2255	75p
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Macchi Castoldi MC72	1/48th only	2800	75p

"GOLDEN AGE" CIVIL TYPES-1919-1938



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D.H. 34	1/72nd & 1/36th	2791	£1.35
D.H. 88 Comet	1/72nd & 1/24th	2149	£1.85
D.H. 60 Moth	1/48th & 1/36th	2708	£1.35
D.H. 75a Hawk Moth	1/72nd & 1/48th	2144	95p
D.H. 71 Tiger Moth	1/48th & 1/24th	2959	£1.35
D.H. 82 Tiger Moth	1/48th & 1/36th	2681	£1.85
D.H. 85 Leopard Moth	1/36th & 1/72nd	2954	£1.35
D.H. 87a Hornet Moth	1/72nd & 1/16th	2930	£1.85
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Luton Minor	1/72nd & 1/36th	2256	95p
Miles Falcon VII	1/72nd & 1/24th	3023	£1.35
Miles Hobby	1/72nd & 1/24th	2704	£1.35
Percival Mew Gull E3H	1/72nd & 1/24th	2894	£1.35
Bucker Jungmann	1/72nd & 1/18th	2956	£1.35
Bucker Jungmeister	1/48th & 1/36th	2712	95p
Dornier DO-X	1/96th & 1/92nd	2917	£1.35
Focke Wulf FW 44	1/72nd & 1/36th	2883	£1.35
Beechcraft D178	1/48th & 1/24th	2772	£1.35
Chester Jeep	1/48th & 1/24th	2726	£1.35
Folkerts FK3 Jupiter	1/48th & 1/24th	2771	£1.35
Gee Bee R1	1/72nd & 1/24th	2789	£1.35
Great Lakes Special	1/48th & 1/36th	2748	£1.35
Pescoe Special	1/72nd & 1/24th	2745	£1.35
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FOKKER DRI TRIPLANE

12



P S Leaman describes Germany's classic 'dogfighter'

Triplanes have been part of the aviation scene since the earliest pioneer days. However, in the minds of most, 'triplane' conjures up Anthony Fokker's Dri and its most famous pilot, Manfred von Richthofen. Whilst this machine owes its enduring fame to that pilot, there were many others who flew the type and even von Richthofen flew other than the 'all red' triplane depicted on our cover.

The Dri owed its inspiration, if not its design, to the success gained by the Sopwith Triplane in the hands of the pilots of the RNAS. So impressed with the type were the Germans that virtually every one of their aircraft manufacturers was contracted to build at least a prototype. Only that designed by Fokker's team succeeded to become a production model.

Making the best use of the skills available to his company, Fokker's design combined an immensely strong wooden wing structure with an all-steel welded fuselage, tailplane and rudder. Powered by a 110 hp rotary engine, and mounting a pair of fixed forward-firing machine guns in the classical manner above the cowling, it was never a fast machine. However, its three wings with their thick airfoil sections gave it the ability to climb virtually 'like a lift', whilst its rotary engine and forward concentrated weight gave it a supreme degree of lateral manoeuvrability. In the hands of an expert, it was a most formidable opponent and well suited to the close combat conditions of the period. Triplane pilots invariably had the 'ace up their sleeve' in that they could disengage in a steep climb from combat to return when they chose.

Fokker's original design was an extremely clean and uncluttered machine with pure cantilever wings and no external bracing. Whilst amply strong for their purpose, the wings tended to flex in flight and thin interplane 'ties' were added at an early stage. Other apparently minor, but significant, changes followed rapidly, so that, by the time that the pre-production machines were put out to the two leading German pilots, Voss and Richthofen, the design was less clean, but simpler in construction, than the original.

The lives of the first two machines were short, even by the standards of the day. FI 102/17 was used briefly by von Richthofen but was destroyed in combat on September, 15 1917 whilst he was on leave. Kurt Wolff, who was flying it at the time, was killed. FI 103/17 was

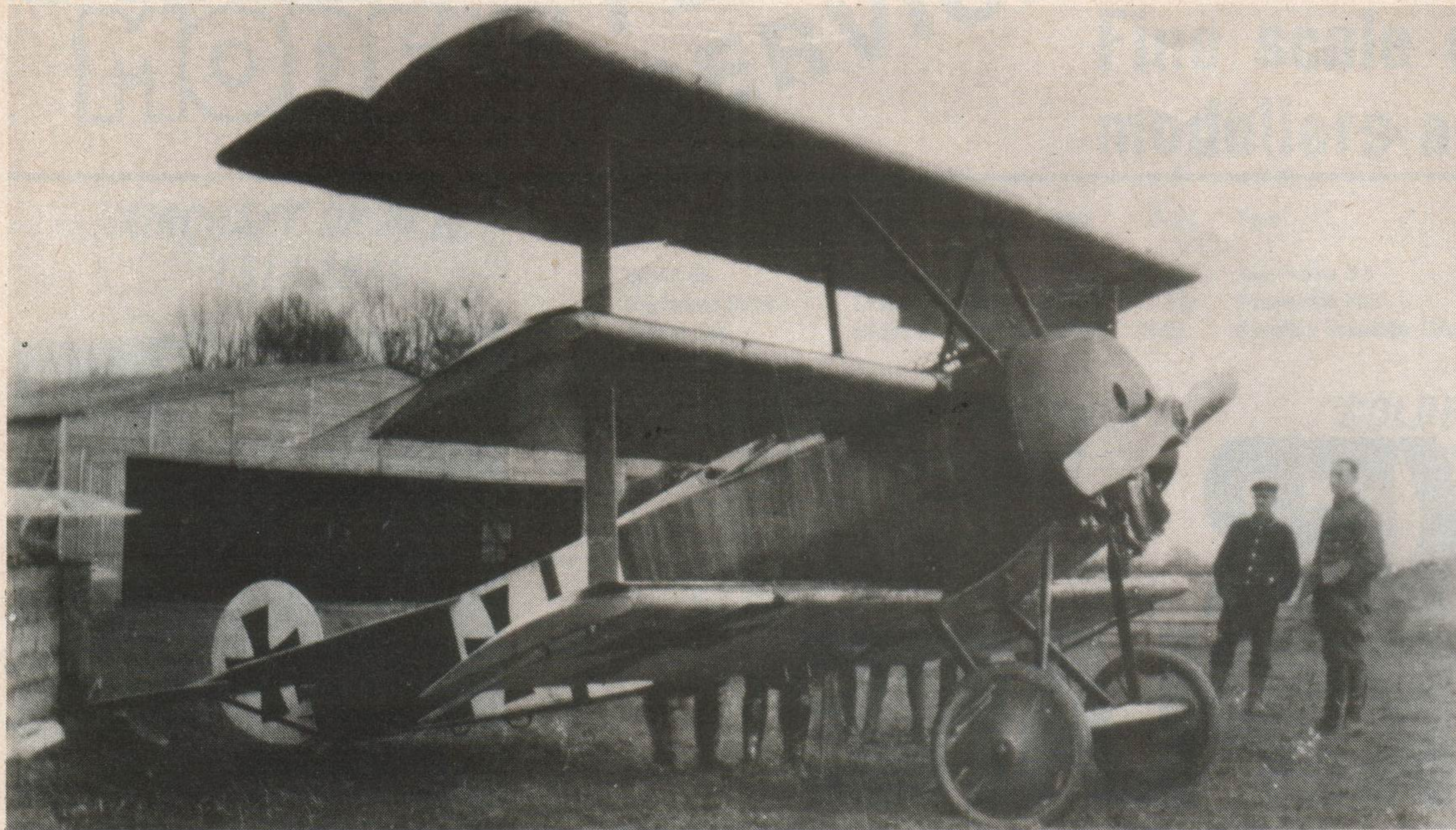
used by Werner Voss to score the last ten of his 49 victories. He died in it after an epic fight against pilots of B and C Flights of 56 Sqn. RFC on September, 23 1917. Though he had many chances to break off the combat, he chose to stay and inflicted heavy damage on most of the British machines before he was killed by Rhys-Davids.

Quality of manufacture of early production Fokkers was low, they suffered as much from this as from enemy action. After a number had crashed, as a result of wing failure in flight, the type was grounded until defects could be remedied. However, properly built, the Dri was robust and capable of withstanding much rough treatment from its pilots.

Just over 300 Dris were built but by the late spring of 1918 they were being replaced by later, more effective models and, in particular, by Fokker DVIIIs. But the process was slow and they lingered on at the front for some time. Indeed, at least one leading ace, Josef Jacobs of Jasta 7, was still flying the type by choice in November 1918.

Production triplanes left the factory in the following finish: all undersurfaces painted with a thick coat of turquoise-blue dope (Methuen 25C5) and all uppersurfaces painted with thin khaki-brown dope applied in a manner to give a streaked effect. Streaks on wing surfaces were painted at an angle to the chord while those on the top surface of the fuselage were also at an angle as were those on the top of the tailplane. Those on the sides of the fuselage were vertical when the machine was in flight. All surfaces were sealed with at least two coats of dope before application of the colour and painted with a single coat of linseed oil varnish afterwards giving a high gloss effect. Centre-section struts, undercarriage struts and the cowling were painted with the uppersurface colour. Wheel discs were generally painted with the thinned form of this while wing 'ties' were normally in the undersurface colour paint. All components were painted prior to final assembly and, as a result, join lines between the two colours varied with location. On the wings, it was along the centre of the leading and trailing edges. On the tailplane, the upper surface had a narrow undersurface blue border and a similar border ran along the lower edge of the fuselage side. The rudder was painted entirely white. Any variation from this 'norm' that appears upon a

12. Fokker Dri of Jasta 12, spring, 1918. In front of the aircraft is Leutnant Müller with squadron mascot to his left. The white cowling and black rear fuselage colours were adopted by Jasta 12 when the unit was supplied with Albatros aircraft prior to the arrival of the triplanes.



13. A standard production Fokker Drl with late-type ailerons. Note how the lower surface turquoise dope overlaps the lower fuselage longeron even continuing over the white cross panel in many instances – as here.

photograph of a production machine is sure indication that the machine in question has been repainted, probably with either individual pilot's or unit's markings or colours.

National markings applied to all triplanes at the factory took the form of a slightly sub-sized range of 'iron crosses'. These were painted on to white panels above the top wings, below the bottom wings and on the fuselage sides. They also appeared on the all-white rudder. After March, 20 1918, to conform with a ministry instruction, those machines still in service had their crosses changed to a 'straight-sided' type. As this was done at unit level, the change often took some time to complete and led to variation of interpretation of cross proportions. The change was made by overpainting and the original form was frequently visible underneath the new. The white background panels on upper surfaces were frequently painted out with upper surface colours leaving a narrow white border to the crosses.

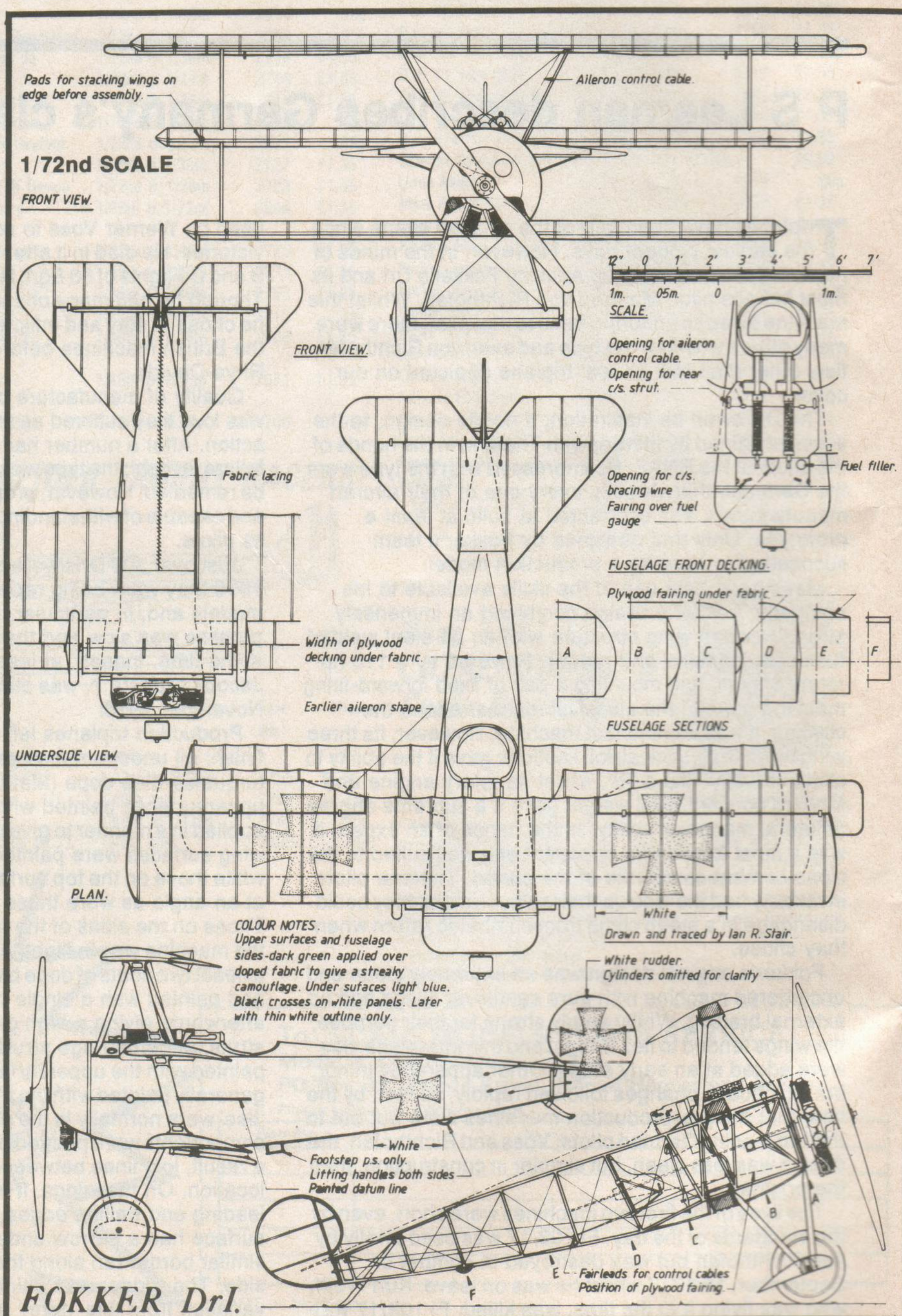
Two serial numbers were marked on triplanes. The first was the factory number which was painted somewhere on most components and clearly marked with the 'Fokker' trademark at the bottom of the rudder. The second number was the military serial number and this was painted at the bottom of the fuselage beneath the cockpit. Both sides of the fuselage had their 'centre-line' painted on from immediately behind the cowling to a point below the middle of the cockpit. The left side only of the fuselage carried a table of laden and unladen weights for the type. Beneath the centre of the top wing was stencilled the wing number and the date of their manufacture. All of this stencilling was done in black paint.

Surviving fabrics show that the 'khaki-brown' of the upper surfaces was close to *RFC Green* in the *Humbrol* range of paints (Methuen 4F5). The undersurface turquoise-blue can be mixed from the *Humbrol* range using four parts white, eight parts blue (HG10) and one part green (No. 38).

FI 102 and 103/17 differed from the above in that they were apparently painted overall in the undersurface blue before being painted with their top surface colours. The blue thus showed through the thin khaki dope in places leading to a greyer appearance. This was also done with some of the production machines, ie 588/17 shown in the centre colour section.

Individual colours, where applied, were generally painted from the front edge of the fuselage cross panel backwards and above the top wing only. Wing undersurfaces were seldom, if ever, overpainted.

A part reprint of this feature, together with 1/24th scale dyelines, is available as Plan Pack 2678 from MAP Plans Service. Price is 95p plus 30p post and packing.

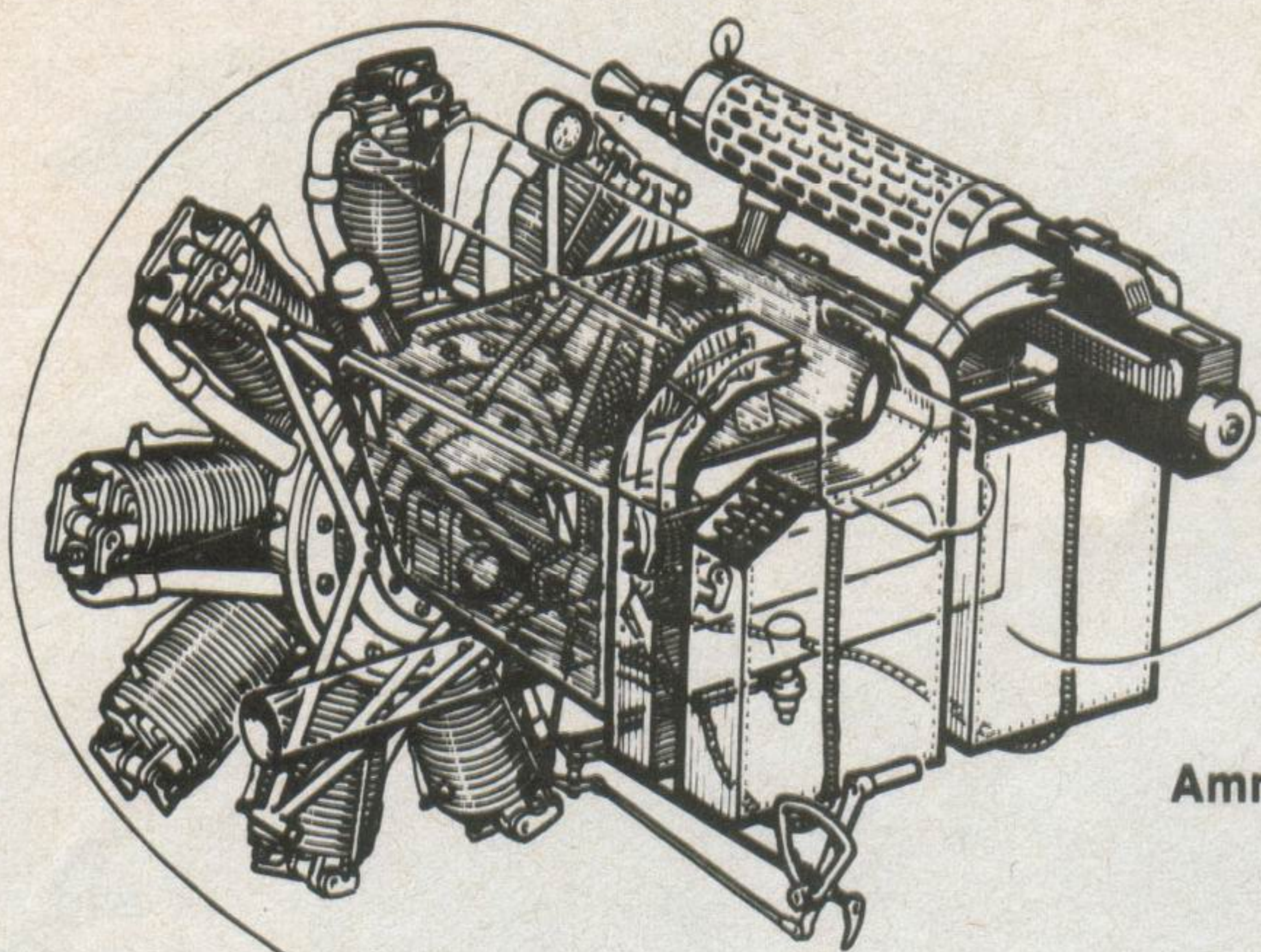




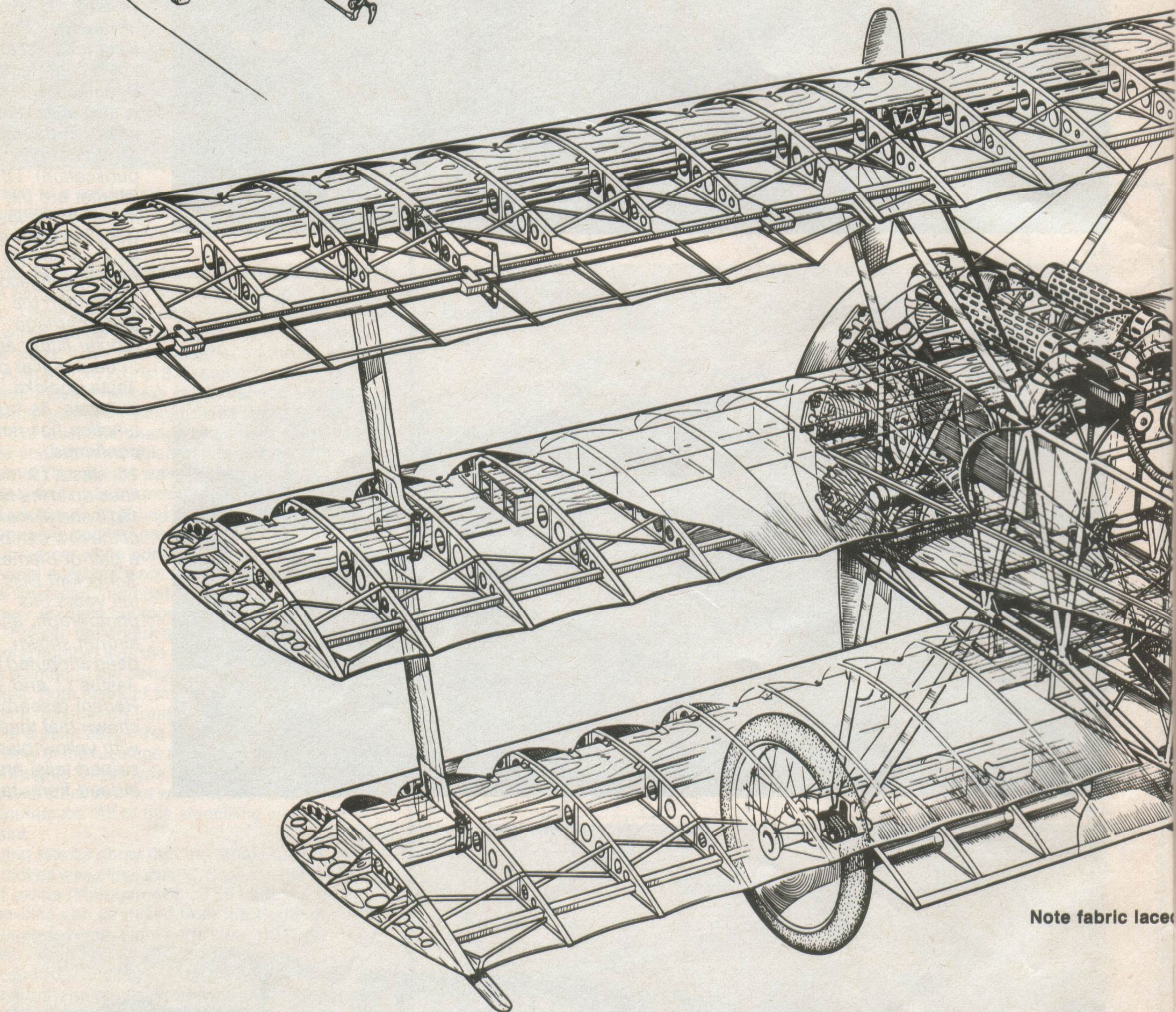
14 and 15. Two views of Leutnant Paul Bäumer's Fokker Dri, 204/17, of Jasta Boelcke. (This aircraft is also illustrated in colour in the middle section of this publication). Of interest are the markings on lower wing upper surfaces and, on picture 14, the field modification to strengthen the undercarriage. This tubular fitting appears to be peculiar only to Jasta Boelcke triplanes. Its true function has not been confirmed.

16. Jasta 19 triplanes lined up in the spring of 1918 and at the far end of the row can be seen a pair of Siemens Schuckert DIII's. Over the years this photograph, and the aircraft shown, have been attributed to both Jastas 11 and 12. Recent research has shown that these Dri's, with yellow/black striped tails, are indeed from Jasta 19.

2A KOPIDAN B



Ammunition box and tank detail.

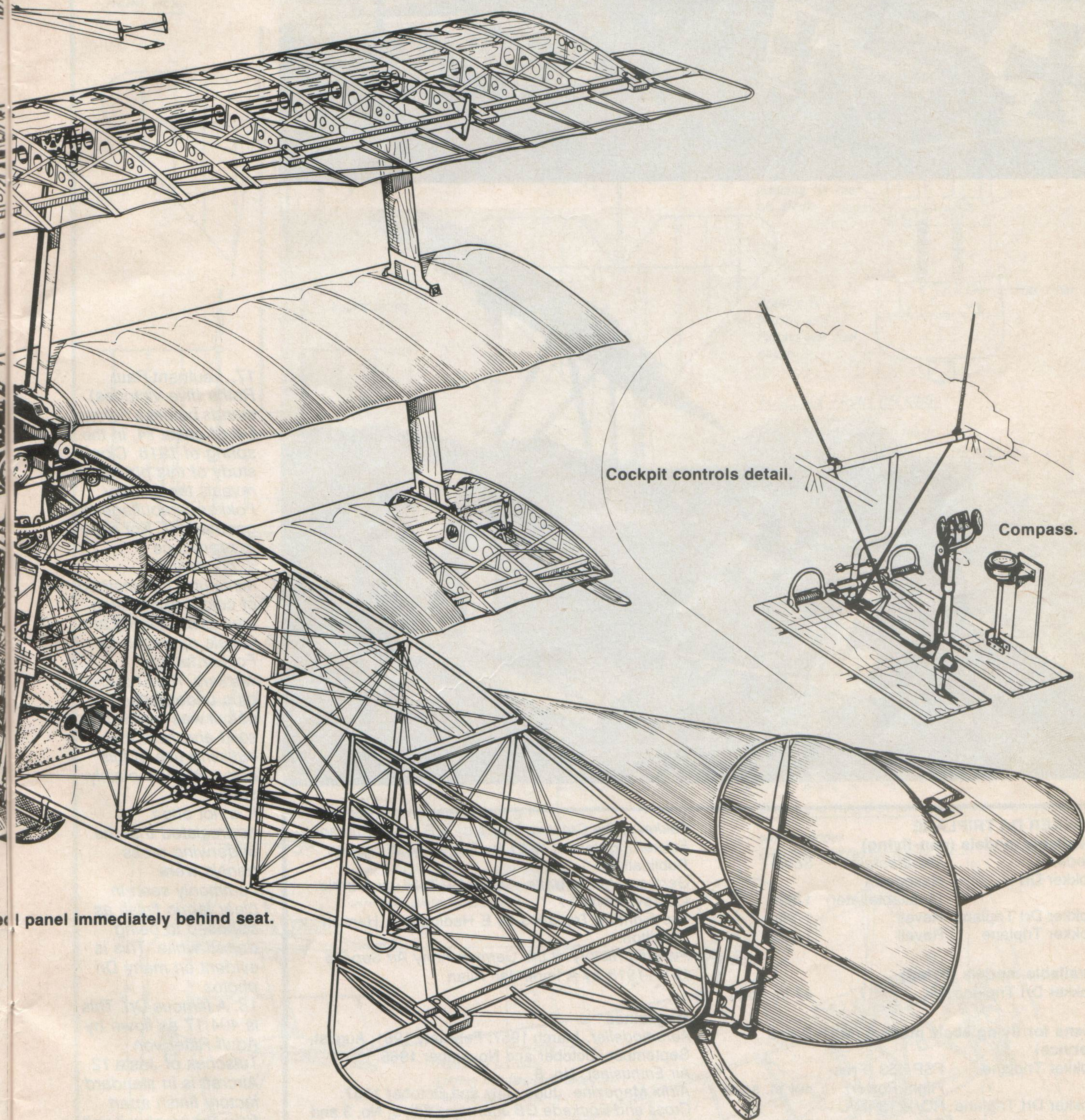


Note fabric lacing

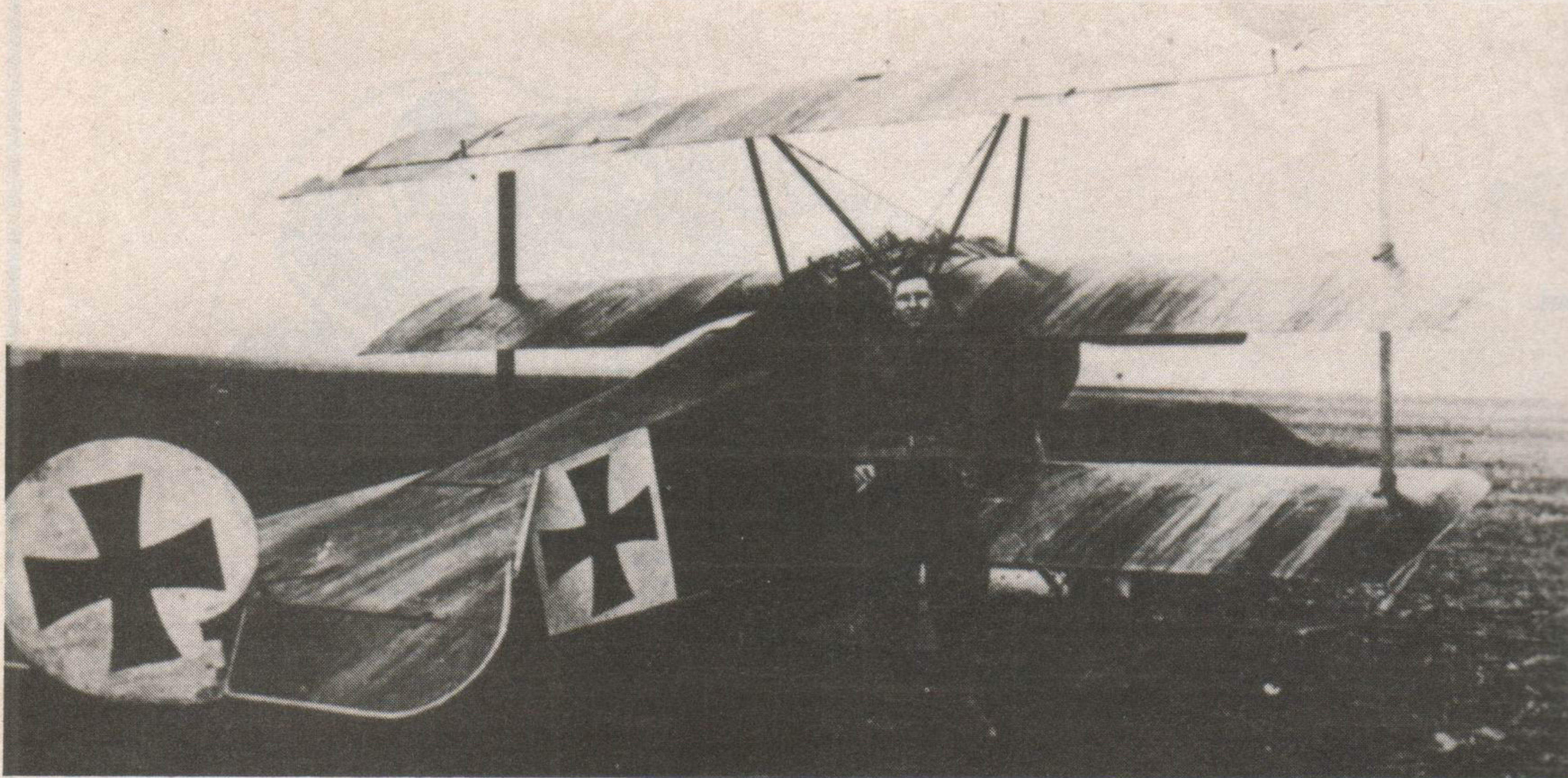
Wingtip skids fitted to all production aircraft.

Fokker Dr. I Triplane

Control system arrangement.



© A.L. Bentley 1982



17. Leutnant Paul Rothe (five victories) stands before a Fokker Dri of Jasta 14, in the spring of 1918. Close study of this photo reveals the streaky Fokker camouflage to good effect. Not easy to reproduce accurately in miniature, this method of colour application was a time-saving and simple operation for Fokker factory workers. The turquoise blue undersurface colour was much more solid and here the outlining use of this colour can be plainly seen.

It is not often appreciated that the underwing cross panels were commonly seen in clear fabric finish as opposed to being doped white. This is evident on many Dri photos.

18. A famous Dri. This is 404/17 as flown by Adolf Ritter von Tutschek of Jasta 12. Aircraft is in standard factory finish apart from the black tail unit and white cowling. Note black/white streamers attached to trailing edge of lower wing and legend '1988 UR' on lower wing 'tie'.

FOKKER Dri TRIPLANE

Available models (non-flying)

Model	Manufacturer	Scale
Fokker Dri	Hasegawa	
	(Available later)	1/8th
Fokker Dri Triplane	Revell	1/28th
Fokker Triplane	Revell	1/72nd

Available models (flying)

Fokker Dri Triplane	VK	47 in. span
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Plans for flying scale models (MAP Plans Service)

Fokker Triplane	FSP/453 (Free-Flight Power)	40½ in. span
Fokker Dri Triplane	RC/1213 (R/C – Power)	54 in. span

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SCALE MODELS. April 1973.

1/48th SCALE DRAWINGS by Ian Stair

Pads for stacking wings on edge before assembly.

Aileron control cable.

FRONT VIEW.

FRONT VIEW.

12" 0 1' 2' 3' 4' 5' 6' 7'
1m. 0.5m. 0 1m.
SCALE

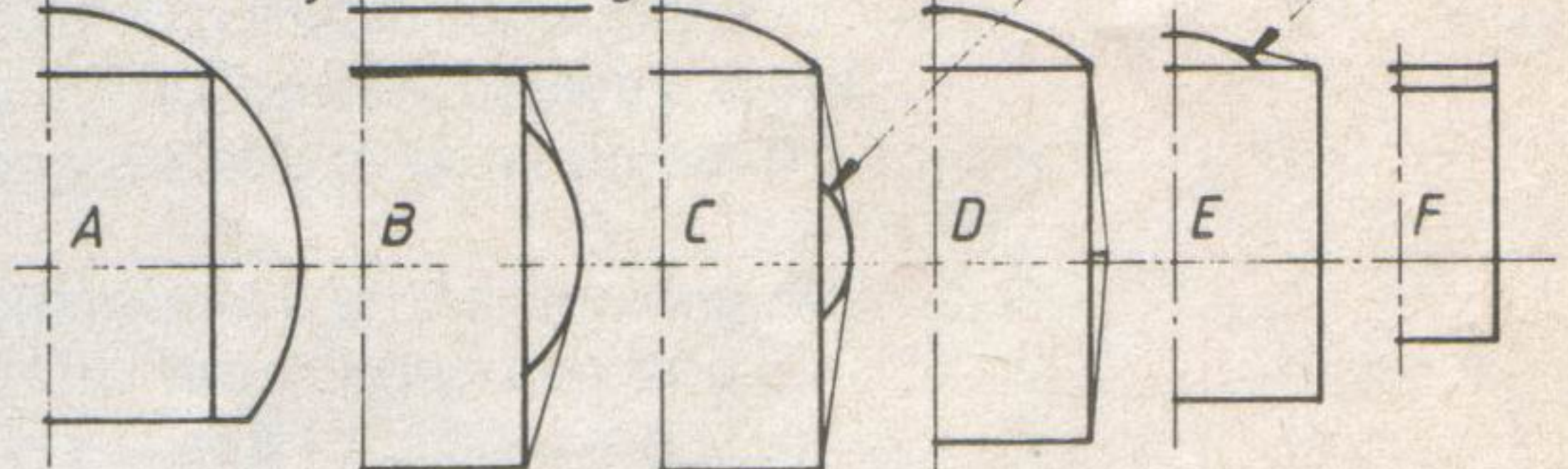
Opening for aileron control cable.
Opening for rear c/s. strut.

Opening for c/s. bracing wire.
Fairing over fuel gauge

Fuel filler.

FUSELAGE FRONT DECKING.

Plywood fairing under fabric.



FUSELAGE SECTIONS

Fabric lacing

Width of plywood decking under fabric.

Earlier aileron shape

UNDERSIDE VIEW.

PLAN.

COLOUR NOTES.

Upper surfaces and fuselage sides-dark green applied over doped fabric to give a streaky camouflage. Under surfaces light blue. Black crosses on white panels. Later with thin white outline only.

White

Drawn and traced by Ian R. Stair.

White rudder.
Cylinders omitted for clarity

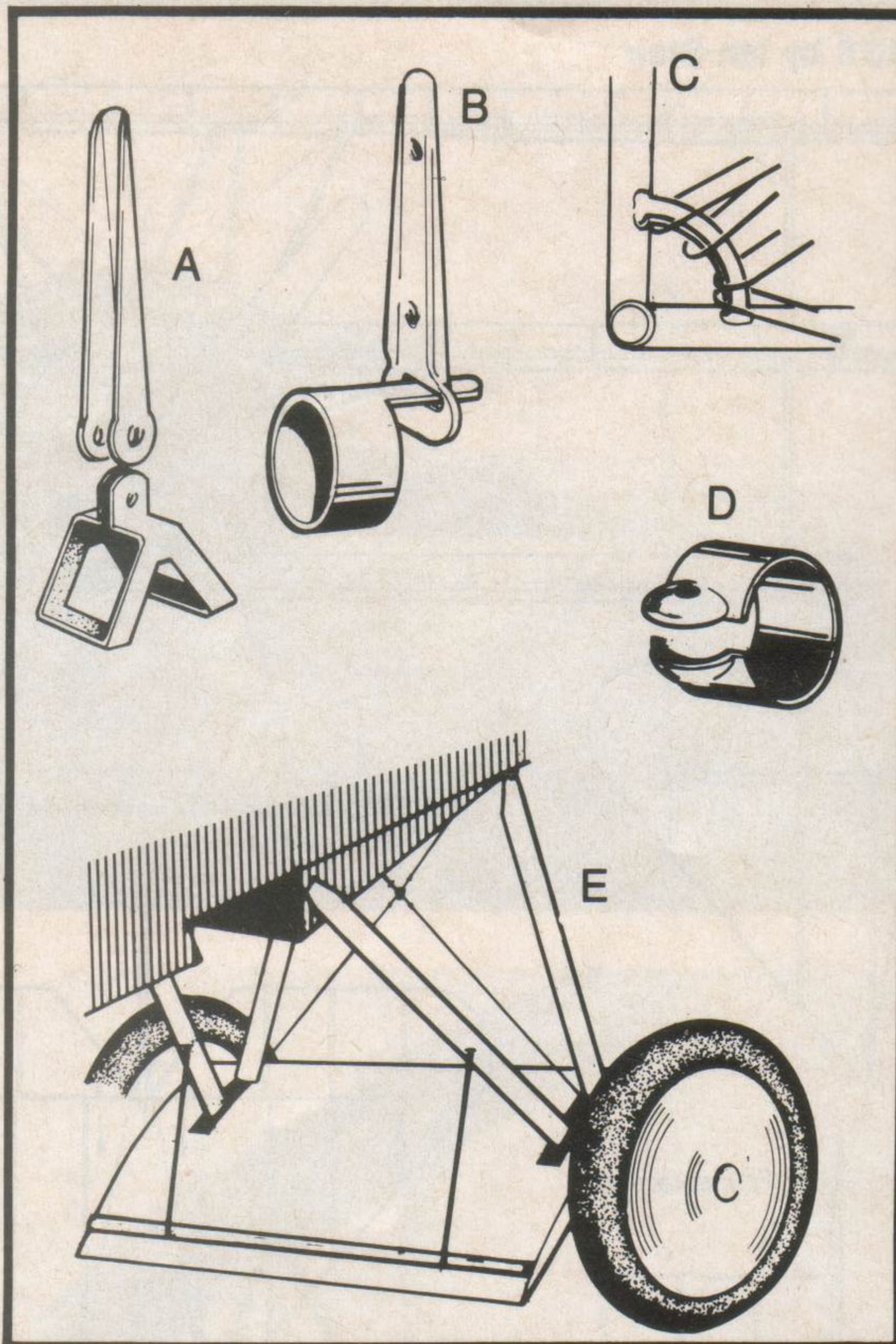
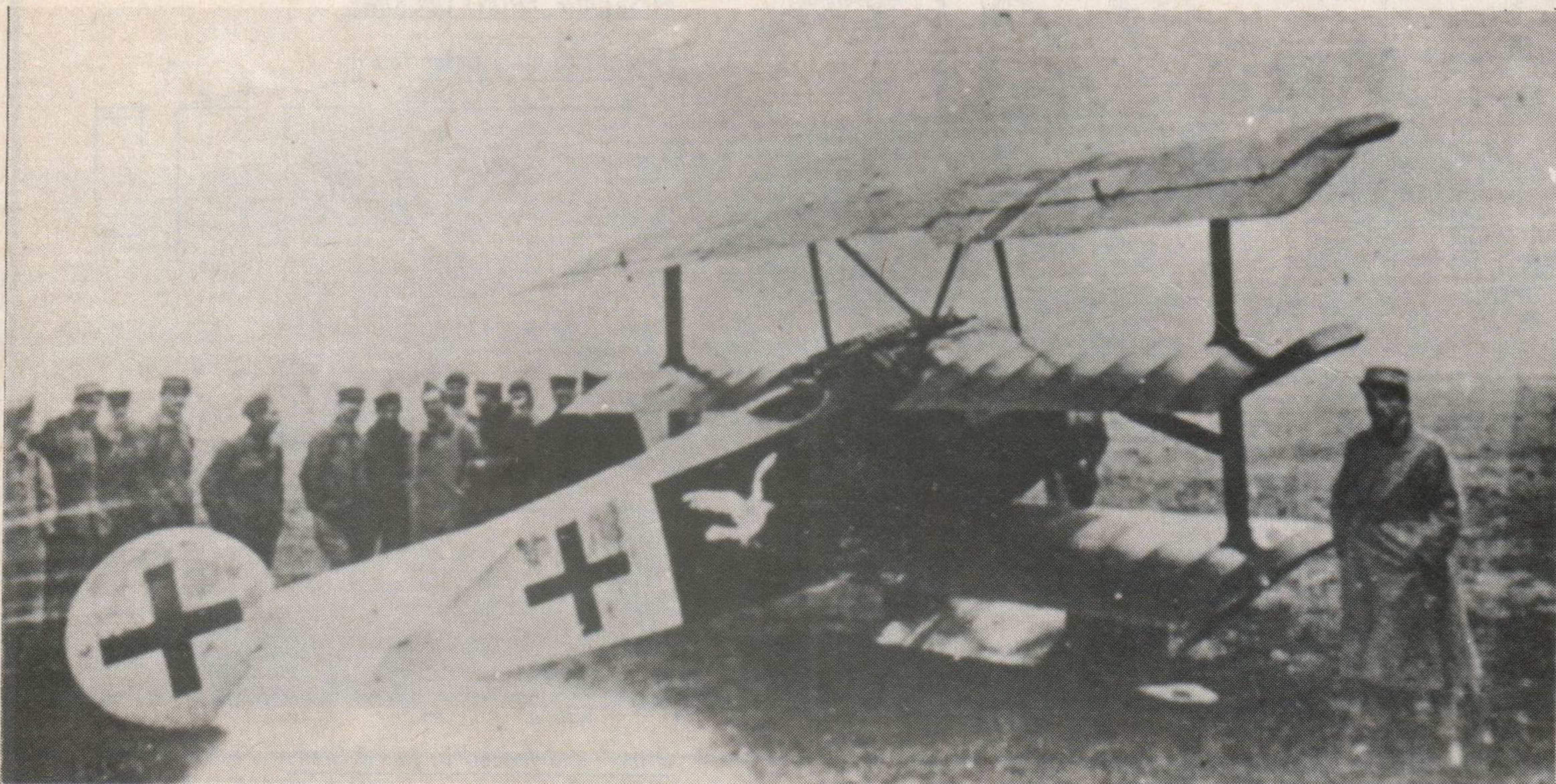
Footstep p.s. only.
Lifting handles both sides
Painted datum line

Fairleads for control cables
Position of plywood fairing.

FOKKER Dr1.



21



19. Fokker Dri 588/17 shot down by SE5as of No. 1 Squadron on June 9, 1918. This particular aircraft was the subject of a detailed intelligence report by the RAF. Fuselage bands are red/white vertically and black/white laterally.

20. Sketches reveal a few novel triplane features. A: Spar clamp and rear bracket for wingtip skid. B: Spar clamp and socket for forward end of wingtip skid socket.

C: Fuselage anchorage for internal bracing. (See cutaway.) These tubular quadrants served as anchorage for all bracing wires in the fuselage. D: Typical clip found throughout fuselage. E: The Jasta Boelcke undercarriage modification in simplified form – see photo 14.

21. Dri of Jasta 18 captured by the French. Note worn paint around crosses on fuselage and rudder. Contrary to many previously published sources, the dark paintwork was red and not dark blue.

KEY TO PLATE 4. FOKKER Dri TRIPLANES BY R L RIMELL

1. FOKKER Dri 204/17 of Jasta 2 'Boelcke' flown by Lt Paul Bäumer. Standard finish with Olive Green uppersurface streaking and Turquoise Blue below. (Methuen colour references quoted in text). This aircraft features glossy black cowling, wheel covers, and part of the centre-section struts. Note extra support brace for undercarriage. Reference – photos 14 and 15.

2. FOKKER Dri 588/17. Unit unconfirmed. Overall, non-standard, Turquoise Blue with Olive Green over all uppersurfaces. This actual aircraft was captured and formed the subject of a detailed intelligence report. Reference – photo 19.

3. FOKKER Dri. Serial unconfirmed, of Jasta 19. This colourful aircraft is in standard finish with white cowling. Note overpainting of 'Cross Patee' markings into one style of late insignia – particularly on upper wings (3B). Exact shade of yellow for tailplane (3A) is unconfirmed. Reference – photo 16.

4. FOKKER Dri. Serial unconfirmed, of Jasta 18. Long thought to be dark blue and white, recent research by German enthusiasts has resulted in the scheme shown. This, authenticated, decor would be easy to reproduce by triplane modellers and, as yet anyway, is not too hackneyed! Exact shade of red is unconfirmed but the colour depicted approximates to other recorded shades. Reference – photo 21.

