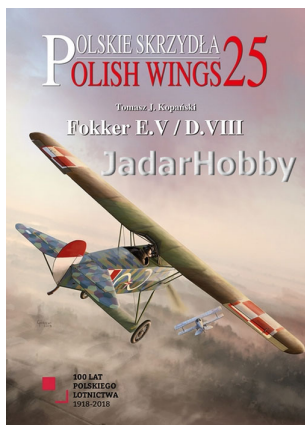


**Stratus Polskie Skrzydła 25 - Fokker E.V/D.VII (z wkładką w j.polskim)****Cena :****69,00 PLN**Producent : **Stratus**Dostępność : **Na zamówienie (Oczekiwanie: 7~14 dni)**Stan magazynowy : **bardzo wysoki**Średnia ocena : **brak recenzji****On individual order****Stratus - Polish Wings 25: Fokker E.V/D.VIII (z wkładką w j.polskim)**

Fokker E.V i Fokker D.VIII w lotnictwie polskim

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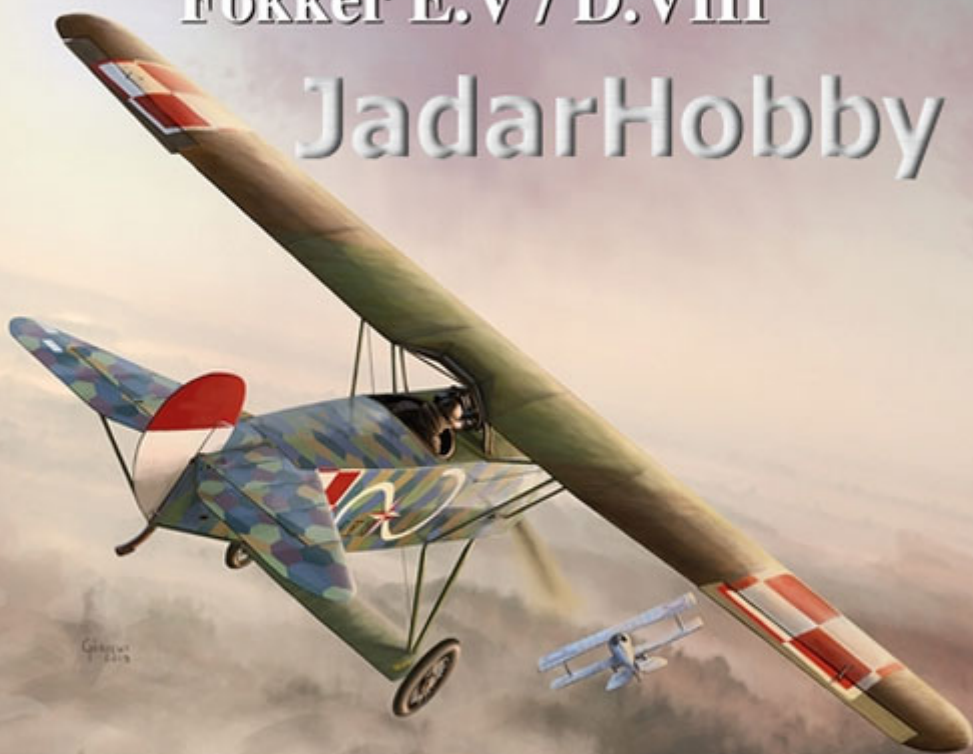
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# POLSKIE SKRZYDŁA POLISH WINGS 25

Tomasz J. Kopański

Fokker E.V / D.VIII

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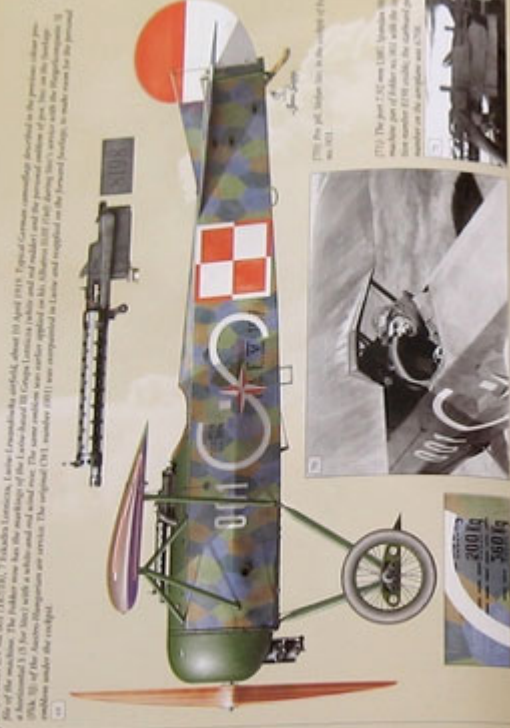


Główny  
1918

100 LAT  
POLSKIEGO  
LOTNICTWA  
1918-2018



(107) Fokker E.V. no. 001 (1917/18), T. Kuchta, Lwów, Lwowka airfield, about 10 April 1918. Original German camouflage described in the previous chapter. The Fokker was built in Lwów (now Lviv) in the German-occupied part of Poland. The aircraft was painted in a white and red checkerboard pattern with the Polish national emblem on the fuselage. The aircraft was captured by the British and returned to the United Kingdom in 1919. It is now in the collection of the Royal Air Force Museum, Hendon, London.



(108) The top of the fuselage was painted in a light grey-green color. The bottom of the fuselage was painted in a dark green color. The wings were painted in a light green color. The tail was painted in a dark green color. The landing gear was painted in a dark green color.



Fokker-Flugzeugwerke  
Schweinfurt



(111) The top of the fuselage was painted in a light grey-green color. The bottom of the fuselage was painted in a dark green color. The wings were painted in a light green color. The tail was painted in a dark green color. The landing gear was painted in a dark green color.



(120-122) Various 'young' painted fabric pieces in application of varnish. Left to right: finished for upper and under surfaces, finished for upper and under surfaces. Modern reconstruction by Fokker Team Schmiedel based on accurate analysis of surviving samples. Original airplanes painted in various slightly different 'young' colors due to strong fading of the impregnating varnish.

considering the passage of time and the fact that most of the preserved fragments were stained with varnish for impregnation of aircraft components. These varnishes, depending on the source and the manufacturer, age differently when gaining a wet yellowish hue. The production process did not give uniform effects, either the color variations depended on the degree to which the dye soaked into the natural fiber lines. The study of original fragments of the 'young' fabric always gives a surprising impression: the colors were more vivid than would be expected from a material intended for camouflage.

(124) A replica Fokker at Avion Echingen airfield in Germany. Note the painting of the wing under surface with the diagonal camouflage colour division line between the darker Azur Violet (azur purple) and the lighter Azur Blau (azur blue). The photograph shows clearly the camouflaging effect of the 'young' scheme, which allowed the airplane to blend in with various backgrounds. The number 73010 given by Avion Echingen to the airplane was not chosen at random. The last Fokker ordered in 1918 by the German Air Force Inspectorate (Kriegsmarine) had received the next number in sequence, 731, and the last two digits of the production year, 2010.



(121) The wing of a Fokker E.V. during static load testing at Fokker Flugzeugwerke GmbH, in Schweinfurt in 1918. The photograph shows its under surface with the characteristic diagonal streaks of paint, resulting from uneven coating of the ground with touch-applied stain. Note the camouflage colour division line to the left of the cross, between the darker Azur Violet and lighter Azur Blau.

Other components and interior  
External metal parts of the airplane (engine cowling, etc.) were painted olive green, similarly to other Fokkers in the final period of the war. Components of the interior were left in the natural colours of the material (plywood, aluminum), with the exception of the landing structure steel tubes. The tubes were painted grey green or olive green, and the horizontal tubes that formed the edges of the fuselage were wrapped in painted fabric to facilitate attaching the fabric covering with an adhesive, as confirmed by the sole preserved Fokker E.V. D 1011 (on loan to the Italian Caproni Museum). The airplane also has its pilot's seat finished with fine-tone 'young' fabric.

Markings  
When leaving the factory, the German Fokker E.V. had no markings. The only markings were the numbers of the components and the serial number of the airplane. The numbers were marked on the fuselage and on the landing gear. The numbers were marked in black on both sides of the fuselage. The tabs of weights (impreg, warth, all) were applied below the cockpit on the port side. Each component of the airplane (aluminum, aluminum, etc.) was marked with the four-digit mark.

Number the construction number of the machine), usually in white. The first number was Mark on the white parts of the fuselage and under. A decal with the maker's logo was also applied on individual components of the tail. Additional maintenance markings were applied in white or black.

Polish Fokkers  
Fokker E.V. fighters captured in Poland had the original German camouflage. The first machines delivered from Poznan to Warsaw in January 1918 were numbered sequentially during assembly at OKL, in the format of 001, 002, 003, etc., with the numbers applied in white on the fuselage sides. German crews were equipped with the Polish white-red checkerboard square markings, applied usually in black. As a result, the aircraft were painted in a checkerboard pattern with the Polish national emblem on the fuselage. The numbers were marked in black on both sides of the fuselage. The tabs of weights (impreg, warth, all) were applied below the cockpit on the port side. Each component of the airplane (aluminum, aluminum, etc.) was marked with the four-digit mark.

(126) Freshly stained upper surface of the replica wooden wing built by Fokker Team Schmiedel. According to original documents the wing was painted with Mocha Braun and New Zebrlein. Fragments of Fokkers under construction at the workshop of Avion Sere Engelz can be seen in the background.

