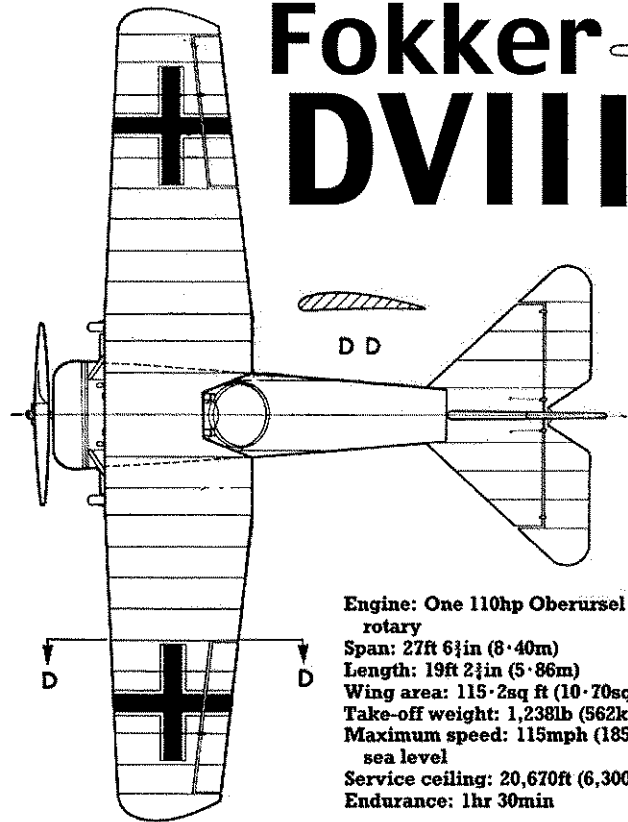
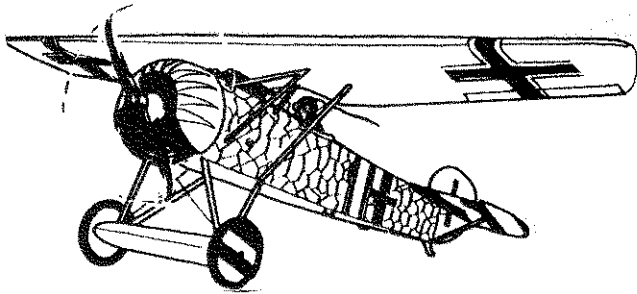


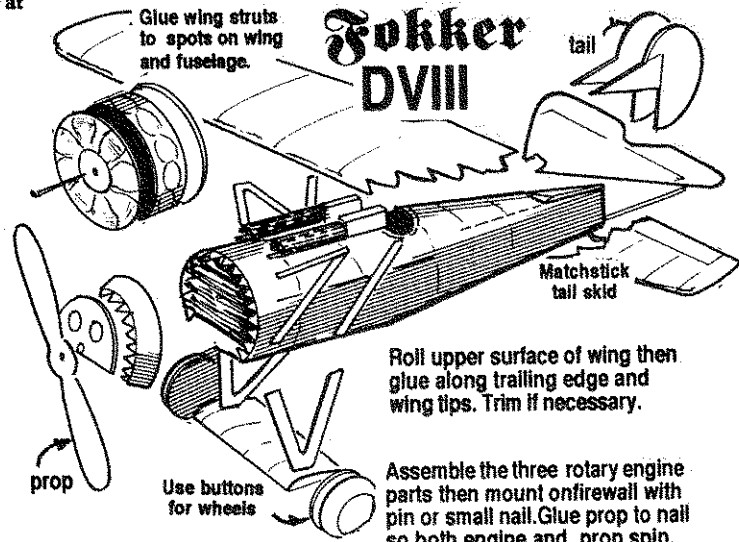
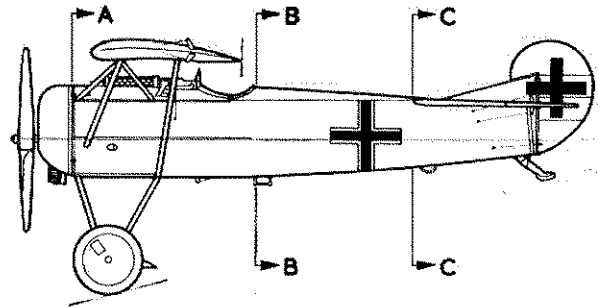
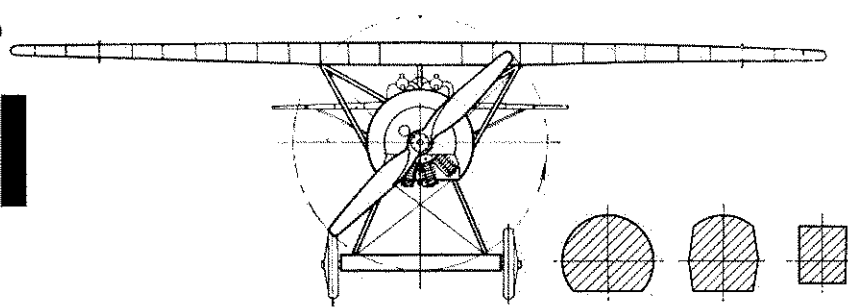
Fokker DVIII



Engine: One 110hp Oberursel UR.II rotary
 Span: 27ft 6½in (8.40m)
 Length: 19ft 2½in (5.86m)
 Wing area: 115.2sq ft (10.70sq m)
 Take-off weight: 1,238lb (562kg)
 Maximum speed: 115mph (185km/hr) at sea level
 Service ceiling: 20,670ft (6,300m)
 Endurance: 1hr 30min



More about the DVIII at:
www.fiddlersgreen.net



Reinhold Platz designed and built several shoulder-wing monoplanes from late 1917. His first parasol monoplanes were the rotary-engined V.26 and V.28 and the stationary-engined V.27, which took part in the second fighter competition at Adlershof in May/June 1918. A refreshingly simple design, it had a one-piece cantilever wing and twin Spandau guns mounted immediately in front of the cockpit. Following their performance at Adlershof, the V.26/28 design was accepted for production and an initial four hundred were ordered with the *Eindecker* designation E.V. It was proposed to use either the 145hp UR.III or the 200hp Goe.III, but since these were not yet available in quantity, the early E.Vs had either Thulin-built Le Rhônes or Oberursel UR.IIs of 110hp. Differing only in rounder wingtips, which slightly increased the span, production E.Vs began to be delivered from July 1918. In August *Jasta* 6, one of the first units to receive E.Vs, experienced three serious crashes due to wing failure, and it looked as if the defects of the Fokker Dr.I were appearing in the E.V. Sixty or so aircraft were withheld pending investigations that ultimately vindicated Platz's design by revealing that the failures were due to poor workmanship and the use of imperfect

timber by the contractor who had built the wing units. With the resumption of production in September 1918 the type was redesignated D.VIII and began to reach the Front towards the end of October. It thus had little chance to prove its worth, but reports indicate that it flew well, was more manoeuvrable than the D.VII and might well have replaced it. Although only eighty-five E.V/D.VIIIs were in service with front-line *Jastas* on 1 November 1918 (plus some with Naval fighter units), it seems that the full four hundred were probably built. Twenty formed part of Anthony Fokker's famous 'salvage act' of aircraft and engines smuggled into Holland, where some later served with the Dutch Army Air Service for several years, eventually with 145hp UR.III engines. Small numbers of D.VIIIs went as spoils of war to Britain, France, Italy and the United States; others went to the Polish Air Force, where they were again used in combat early in 1919 against the Ukrainian forces, and to Japan. At the final Adlershof competition in October 1918 the joint winner was another parasol prototype, the V.29. This was based on the D.VII airframe and powered by a 185hp BMW IIIa.