

**INDIVIDUAL HISTORY**

**FOKKER DVII OAW 8417/18 /9207M**  
**MUSEUM ACCESSION NUMBER 75/AF/804**

- 18 Built at the Ostdeutsche Albatros Werke Gmbh (OAW) factory at Schneidemuhl, Pomerania (now Pia in Poland). Serial batch 8300 - 8649/18. Probably never issued to a front line unit.
- Nov 18 Left at Ostend, Belgium by the retreating German forces. Used by the Belgians for Charity shows. Possibly one of 75 supplied to the Aviation Militaire Belge (Belgian Air Force) in 1919 as war reparations which remained in service with fighter and training units until 1931, 15 still being in service in 1928.
- 31 Three were sold off onto the Belgian civil register (from a total of at least 35 Fokker D.VIIs which went on the Belgian civil register 1919-1931), this being one of these. These aircraft were given the civil registrations OO-AMH, OO-AMI and OO-AMY. The first two were purchased by Armand Bollins. All three were seemingly modified with the fuselage combined oil and petrol tank converted into a locker and new tanks fitted in the top wing - the RAFM example retaining its top centre section fuel tanks in 1953.'AMI was converted to two-seat configuration, and 'AMH may have had two extra seats installed for joy riding. Photo of -AMI and -AMH as two seaters - Popular Flying October 1932 p.374.  
'AMY seems to have been damaged and sold off, the new owner re-registering it as OO- UPP.
- Late 34 All three Belgian civil machines apparently gathered together for the making of a film, 'L'Equipage' during which 'AMI crashed and was written off. 'AMH was seemingly sold to Texaco as a two-seater, disappearing from the register c. July 1937.  
OO-UPP continued to fly at air shows and other events until a piston seizure forced a rough landing near Paris on 6 July 1937.
- The aircraft may be a composite of at least two aircraft, possibly originating with cannibalisation and rebuilding during its Belgian Air Force service.
- 37 One DVII, either 'UPP or 'AMH was discovered near Versailles north of Paris by Richard.G.J.Nash. When inspecting the aircraft Nash found a badly dented 1899 one Pfennig coin stuck to the bottom of the control column and several patched bullet holes in the radiator and one in the exhaust manifold. The removal from the civil register of 'AMH could suggest that the RAFM aircraft is OO-UPP.

- May 38 Shipped back to Brooklands, Surrey by Nash to form part of his growing 'International Horseless Carriage Corporation' collection.
- 8 May 38 First public appearance in Britain at the Royal Aeronautical Society's Garden Party at the Fairey Aviation Co.'s Great West Aerodrome, Hayes. Reported to have been 'thoroughly overhauled, covered with new fabric, and repainted with the original colours.'
- 14 May 39 Uncovered fuselage only displayed at Royal Aeronautical Society Garden Party at Hayes, Middx.
- Jun 39 Temporarily displayed at the Science Museum, South Kensington alongside a Bleriot XI, the Bleriot XXVII and Sopwith Camel, all from the Nash Collection for a special exhibition on early aeroplanes.
- When war broke out the aircraft was undergoing complete overhaul and the Nash Collection was dispersed for safekeeping, with the D.VII leaving Brooklands for storage elsewhere in June 1940. Its 180hp Mercedes engine was in running order.
- Apr 50 To No.39 Maintenance Unit, RAF Colerne, Wilts for restoration together with the Nash Bleriot XXVII, Sopwith Camel, and SE5A and ex Hendon Sopwith Triplane and LVG. Upon arrival at Colerne the DVII was only partly covered with a slightly damaged wing leading edge. The colour scheme applied was in accordance with details provided by Nash.
- 7-8 Jul 50 Displayed at RAF Display at Farnborough, Hants. Photos - Aeroplane Monthly Feb 76 p.82; Flight 13 Jul 50 p.103; Lost Aviation Collections of Britain (Ellis) p.23. Displayed the order No. 2319/18 added by the RAF for the display - in fact this was a component number taken from the fuel tank. Also carried an approximation of the skull and crossbones fuselage markings of Jagdstaffel 71 - in 1938 the German Air Ministry had told Nash the aircraft had served with that unit and the Richtofen Group.
- Dec53 Nine Nash Collection aircraft, including the DVII, purchased by the Royal Aeronautical Society from Mr Nash.
- 13 Jun 54 DVII and other Nash aircraft displayed in a marquee at the Royal Aeronautical Society Garden Party at London Heathrow following reconstruction by Vickers Armstrong Ltd at Weybridge. Now carried a spurious lozenge pattern camouflage on the wings. Photos in this condition - Cross and Cockade (GB) Vol.10 No.2 1979 p.79 & 82.
- Jul 55 Displayed at RAE Farnborough Golden Jubilee display. Photo – Aeroplane March 2013 p.44.
- 15 Jul 56 Displayed at Royal Aeronautical Society Garden Party at Wisley, Surrey. Photo - Aeroplane Monthly Feb 1976 p.82.

The same month the Nash Collection moved from Weybridge to No.15 Maintenance Unit, RAF Wroughton, Wilts for storage, (some possibly returning to Weybridge by the end of the year).

- Sep 56      Displayed at Battle of Britain Display at RAF Lichfield, Staffs.
- 2 Jun 57     Displayed at Annual Fete at No.15 Maintenance Unit, RAF Wroughton, Wilts.
- Aug 57      By road to RAF Hendon for storage with other Nash aircraft.
- 15 Sep 57    Displayed at Royal Aeronautical Society Garden Party at Wisley.
- 58/ 59      Temporarily stored in Bellman Hangar No 106 at RAF Hendon along with other Nash Collection aircraft. At this time the instrument panel was rebuilt by English Electric Aviation Ltd at Acton.
- Nov 59      Moved by No 71 MU for further restoration work at the BEA engineering base at London Heathrow.
- 1962        Moved to storage at RAF Upavon along with other Nash Collection aircraft.
- Aug 63      Moved to storage at the RAF Museum store at RAF Henlow along with the Nash Collection Bleriot XXVII, SE.5A and Sopwith Camel.
- Mar 66      Reported as being restored to airworthy standard at RAF Henlow following the permanent loan of the Nash Collection to the RAF Museum by the Royal Aeronautical Society in March 1963. Restoration was underway by January 1964 with the fuselage checked and refurbished, undercarriage and top fairing fitted and controls installed. The engine was stripped, overhauled and a spare original Mercedes D.III obtained, which is possibly that now stored dismantled at RAFM Stafford. Repainted in red/white livery with order No. 8417/18. Photo under restoration - Flight International 15 Feb 68 p.237.
- 19 Jun 66    Displayed at Royal Aeronautical Society Centenary Garden Party at the College of Aeronautics, Cranfield, Beds. Photos - Aeroplane Monthly Feb.76 p.82; British Museum Aircraft p.113; Scale Models Feb.76.
- Returned to storage at RAF Henlow.  
              Photos whilst stored at RAF Henlow - Scale Models Dec 72 p.641; Royal Air Force News W/E 27 Jan 68 p.5. Lost Aviation Collections of Britain (Ellis) p.97 (colour, 1969)
- 74          Moved to storage at the RAF Museum Reserve Collection and Restoration Centre at RAF Cardington, Beds.
- 31 May 76    Displayed in newly built Dermot Boyle Wing of the RAF Museum Hendon as part of the 'Wings of The Eagle' exhibition, which closed 20 September 1976. Photo - Travelback Spring 1976 p.3.

- 30 Apr 77 Displayed fully rigged at open day at RAF Museum workshops. Photo - Cross and Cockade GB No.2 p.74. Photo at Cardington 1979 - Air World International Sep 95 p.27.
- 18 Dec 79 Again displayed at RAFM Hendon, this time in the main aircraft hall. Photo - Aviation News 1 - 14 Feb 1980 p.2.
- Mar 92 Purchased from the Royal Aeronautical Society, along with the rest of the Nash collection aircraft, by the MOD on behalf of the RAF Museum.
- Jan 93 Restoration commenced at the RAF Museum Reserve Collection and Restoration Centre at Cardington - restored to as close as possible to its 1918 standard. Photos under restoration at Cardington - Air World International August 1995 p.50; Windsock International Vol.12 No.6, November/December 1996.
- 19 Jul 93 Allotted RAF Maintenance serial 9207M.
- May 95 Partially restored airframe displayed at the Hatfield Living Crafts Fair, Herts.
- 28 Aug 97 Photos as newly restored at Cardington on this date – Scale Aircraft Modelling December 2014 pp.50-51.
- 9 Sep 97 Delivered to RAF Museum Hendon and displayed in main aircraft hall. Photos - Flypast Dec 1997 p.11; Air Pictorial Dec 1997; Wrecks and Relics 16th edition (1998); W.W.1 Aero Aug 98 p.108; Air Pictorial March 2001 p.224; RAFM Annual Report 1998 p.21. Fully restored in factory finish lozenge camouflage.
- 2 Apr 03 Moved into new Milestones of Flight building at Hendon – the first aircraft to be moved into there.
- Sep 04 Gifted to RAFM by MoD along with the other former Nash Collection airframes.
- June 2014 Moved into Grahame White building as part of new First World War in the Air exhibition, and again placed on suspended display – suspension date October 2014. Photo – Flight International 8-14 July 2014 p.107 (but misidentified as Sopwith Camel...) and Britain at War August 2014 p.6.

Six other genuine Fokker DVIIIs survive - two in Canada, and one apiece in France, Germany, the Netherlands and the USA.

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