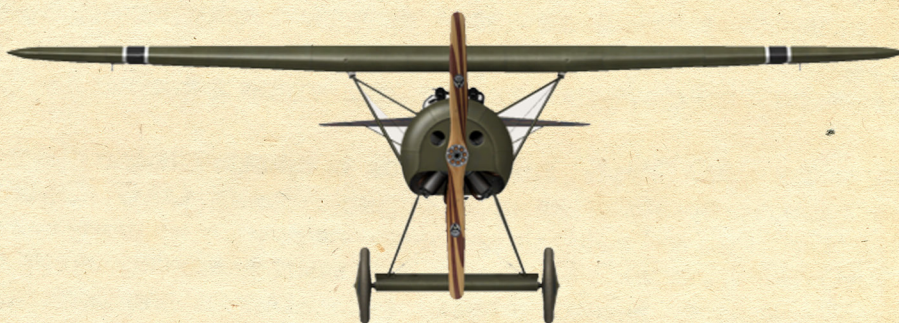
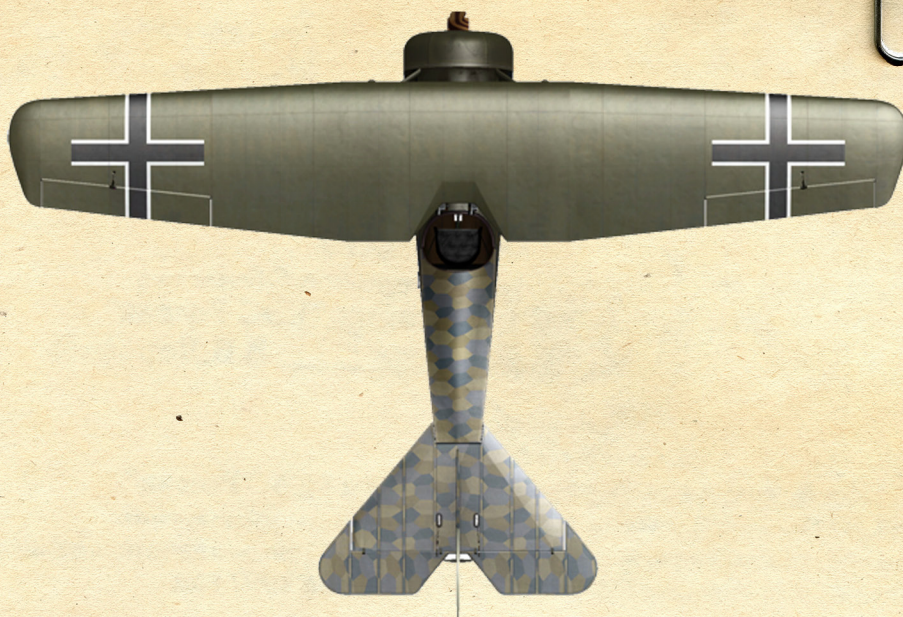


Fokker DVIII Pilots Handbook

Idflieg Issue 2 October 1918



Specifications

Engine - Oberursel UR II rotary 9 cyl

Power (h.p) - 110

Height (mm) - 2820

Length (mm) - 5865

Wing span - 8340

Wing surface (m/sq) - 10.7

Empty weight (kg) - 562

Fuel capacity (l) - 69

Oil capacity (l) - 20

Climb rate

1000m - 2 min 42 sec

2000m 5 min 47 sec

3000m 9 min 25 sec

4000m 14 min 2 sec

5000m 20 min 20 sec

Maximum airspeed

Sea level - 185 kph

1000m - 177 kph

2000m - 167 kph

3000m 158 kph

4000m - 148 kph

5000m - 136 kph

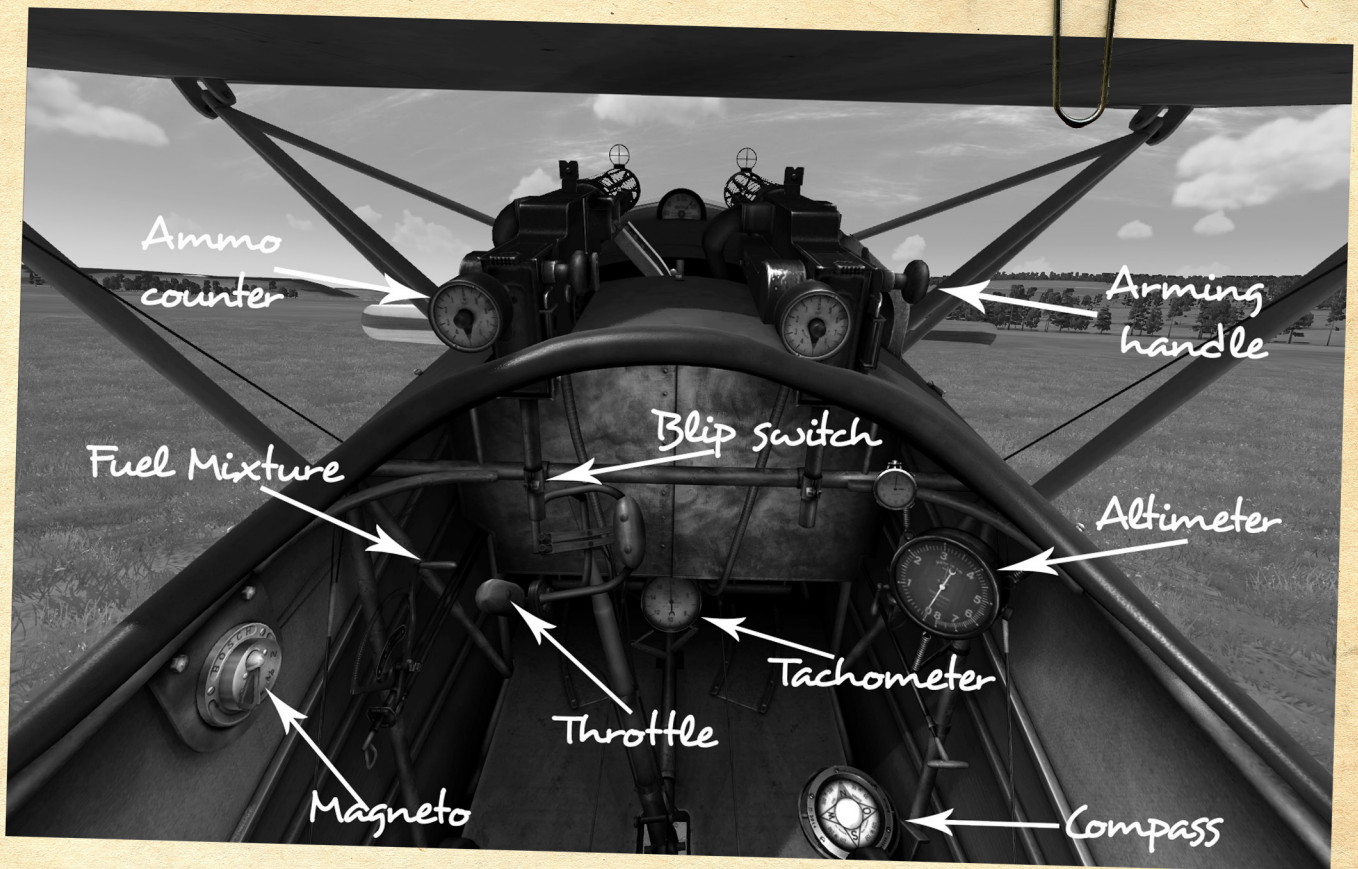
Service ceiling 6500m

Endurance

Combat 1hr 30 min

Cruise 2 hr 20 min

Armament 2 x LMG 08/15 Spandau 7.92 mm 500 rounds per barrel.



Starting procedure

Ensure controls free and clear

Check fuel quantity

Throttle to idle

Mixture to full rich (lever full forward)

Engage magneto (default E key)

Lean engine for maximum revs

Pilots notes

Take off

Once the engine has reached optimum running temperature the pilot may take off. Increase to full revs and raise the tail once rolling. The DVIII will reach take off speed quickly and assume a good climb rate.

Flying characteristics

The rotary engined DVIII is a maneuverable monoplane and is blessed with a good climb rate and reasonable speed. Pilots transitioning from the Fokker Drl will find that the gyroscopic effect of the engine is much less pronounced. Even so, care must be taken to ensure the engine does not over cool during dives. Revs must be kept under 1400 rpm. Judicious use of the blip switch is recommend.

Whilst the DVIII has been strengthen after its initial release, pilots are advised to use caution when pulling out of fast dives.

The DVIII will spin nicely, and has a tendency to correct itself out of a spin automatically. In the event it doesn't, switch off and apply both rudder and aileron into the direction of the spin.

Combat operations

The DVIII is an excellent dogfighter, even more maneuverable than the DVII. As such it is best to try to out maneuver an opponent. Its good climb rate can be used to gain altitude advantage. Caution should be used in long dives as previously noted.