

# WINGNUT WINGS



The legendary Fokker Eindecker, armed with a machine gun synchronized to fire through the propeller, made its 1st kill on the 1st day of August 1915. It was a 80hp Oberursel U.0 (license built 80hp Gnome) powered wing warping Fokker E.I flown by Max Immelmann and marked the beginning of the "Fokker scourge". Inspired by the capture on 18 April 1915 of Roland Garros and his Morane-Saulnier Type L Parasol fitted with a forward firing machine gun (using armoured deflector plates to protect the propeller from 'serious' bullet damage) the Germans set about coming up with their own version. Legendarily, the 25 year old Anthony Fokker created his own interrupter gear in just 48 hours after being inspired by the capture of Garros, but this is undoubtedly a myth. A mechanical interrupter gear had been patented in 1913 by Hans Schneider of LVG but it was not until Fokker perfected it, or a similarly inspired design, that it worked sufficiently well to be employed in combat. Lawsuits filed by Schneider against Fokker continued up until September 1933.

Fokker's unarmed 80hp and 100hp reconnaissance A type Eindeckers (inspired by a successful pre-war wing warping Morane-Saulnier design but with a welded steel tube frame fuselage) provided the airframe for further development and E.1 (armed Eindecker 80hp) types started shipping to front line units in June 1915. Although initially armed with a Parabellum LMG 14, which proved less than satisfactory, very soon into production they were fitted with the IMG 08 'Spandau'. The 100hp Oberursel U.1 (license built 100hp Gnome Monosoupape) powered E.II was developed concurrently with the E.1 and started entering service in July 1915. The E.III (externally identical to late production E.II) followed in August 1915 and from about October updated E.III started appearing with internal ammunition storage and a wing mounted compass. The 160hp Oberursel U.III powered Fokker E.IV, initially fitted with 3 IMG 08 machine guns (which proved to be 1 gun to many) first appeared in September 1915 but did not arrive at the front in larger numbers until March-April 1916. By this time the appearance of the highly maneuverable French Nieuport 11 and British DH.2 had marked the beginning of the end of the "Fokker scourge", effectively rendering the wing warping German monoplanes obsolete. Most Eindeckers had been withdrawn from front line service by December 1916.

Any history here is of necessity very brief so we recommend that you seek out the references mentioned below for the better understanding of the various Fokker Eindeckers, but we do so with the following caution; considerable confusion exists about these important aircraft (in no small part because of incorrect or conflicting Ildflieg and Fokker factory records). Because of this we highly recommend you treat published drawings & specifications with a great deal of skepticism. We believe that Josef Scott's new Windsock Datafile 'Fokker Eindecker Compendium' expected in 2012 will go a long way towards clearing up much of this confusion.

It appears that Fokker Eindecker steel tube framework and fittings were painted in grey-green while all aluminium panels and cowl remained unpainted and were given a 'squiggly turned' finish. Despite conventional wisdom, photographic evidence indicates that no Fokker Eindeckers were factory finished in Clear Doped Linen (CDL). Contemporary allied combat reports record Fokker Eindecker colours such as "dark brown", "dark brown wings on the upper side", "grey", "straw yellow", "white", "black" and "butcher blue". A French report mentions that "the fabric of the Fokker wings was generally beige in 1916" while capture reports of later production E.III 196/16 and E.III 210/16 simply mention "beige". It is possible that "beige" and "straw yellow" are actually same colour and "white" and "black" may refer to misidentified Pfalz Eindeckers. It would appear that the linen covering was dyed, possibly before being fitted to the aircraft, or colour doped after being attached but before being finished with clear shrinking dope and varnish. Most Fokker Eindeckers exhibit heavy castor oil staining along their fuselages which soaked through the fabric from the inside, considerably darkening the coloured fabric.

Richard Alexander 2012

<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
10.05m (32.97ft)	7.25m (23.78ft)	604kg (1330lb)	150kph (94mph)
<b>No. manufactured:</b>	<b>Production:</b>	<b>Engine:</b>	<b>Ceiling:</b>
60 approx (E.II/E.III Early)	August 1915 - October 1915	100hp Oberursel U.1	Unconfirmed
<b>Armament:</b>			
7.92mm (0.311in) IMG 08 'Spandau' machine gun			
<b>References:</b>			
Fokker E.III Windsock Datafile 15, PM Grosz, 1989 - Fokker E.I/II Windsock Datafile 91, PM Grosz, 2002 - Josef Scott - Avions Allemands Zeppelins et Moteurs, Jean Lagorgette 1917 ( <a href="http://www.association14-18.org">www.association14-18.org</a> ) - Early German Aces of World War 1, Osprey, Greg VanWynyarden, 2006 - Fokker Eindecker in Action, Squadron Signal, D. Edgar Brannon, 1996 - The Vintage Aviator Ltd - 1914-18 Aviation Heritage - Private Collections			

# Fokker E.II/E.III Early

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.
- Painting:** Only use paints **designed and suitable** for plastic model kitssets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model.** For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

**Hints & Tips:** Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal



Cement For Metal



Other Side

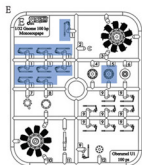
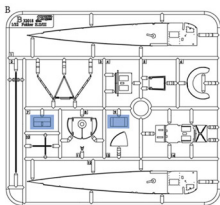
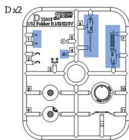
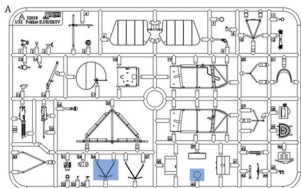


Paint Colour

**P1** Photo Etch Part

All colours	Tamiya	Humbrol	Misterkit
a Brass	X31	54	
b Copper	XF6	12	
c Gun Metal	X10	27004	
d Aluminium	XF16	27001	
e Steel	XF56	27003	
f Interior grey-green	XF76	-	
g Fokker Beige - semi gloss	XF60	-	
h Leather - semi gloss	XF52	62	
i Clear Doped Linen (CDL) - semi gloss	XF55	121	BC05
j Light rubber - matt	XF19	64	
k Fokker Grey - semi gloss	XF22	-	
l Light wood* - semi gloss	XF78	93	
m Dark wood* - semi gloss	XF68	98	
n White - semi gloss	XF2	34	
o Black - semi gloss	X18	85	

**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.



Decals

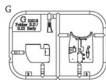
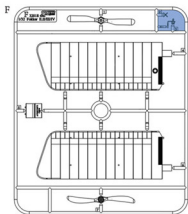
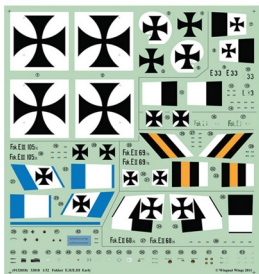


Photo Etch

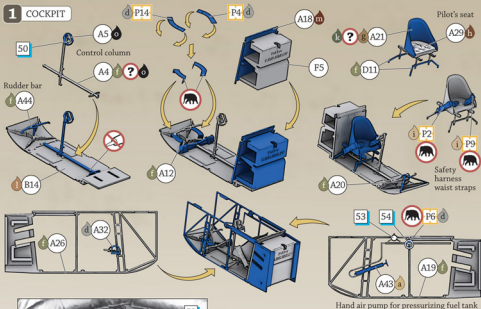


■ = Not Used

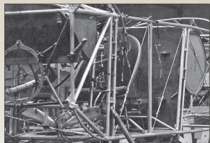
Decals



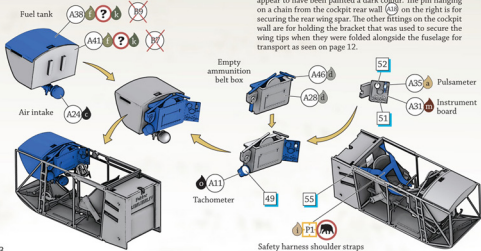
# 1 COCKPIT



It is believed that this photo was taken to document how a tangled IMG 08 'Spandau' trigger cable caused Ernst Udet to crash on take off during his 1st Eindecker flight on 26 November 1915 at Habsheim. Note the empty belt container (A28), tachometer (A11) and small instrument board (A31) with pulsometer (A35).



Many interesting details are visible on this disassembled late production Fokker E.III photographed in a Navy workshop. Note the plywood board (A18) behind the pilot's seat and the main fuel tank behind that, both of which appear to have been painted a dark colour. The pin hanging on a chain from the cockpit rear wall (A19) on the right is for securing the rear wing spar. The other fittings on the cockpit wall are for holding the bracket that was used to secure the wing tips when they were folded alongside the fuselage for transport as seen on page 12.

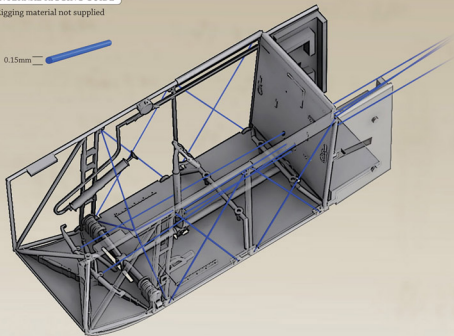




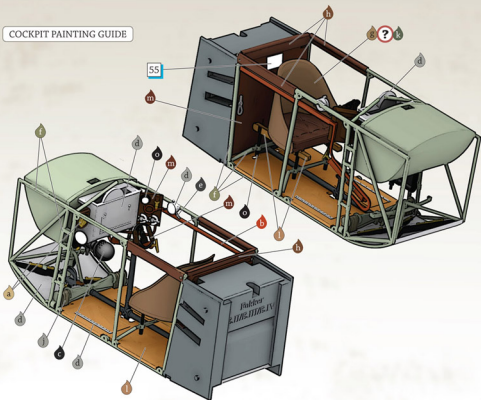
## INTERNAL RIGGING GUIDE

Rigging material not supplied

0.15mm

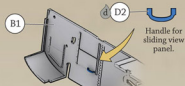


## COCKPIT PAINTING GUIDE



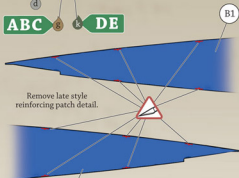
## 2 FUSELAGE

B1 Paint insides of B12 as per B1

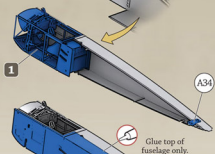


Handle for sliding view panel.

ABC 8 DE



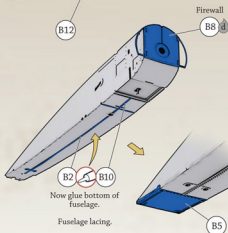
Remove late style reinforcing patch detail.



Glue top of fuselage only.



Do not glue bottom of fuselage yet.



Firewall

B8

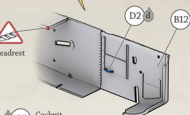
B12

Now glue bottom of fuselage.

Fuselage lacing.

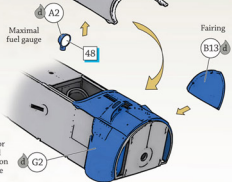
B5

D 0.75mm Drill hole for headrest



G3 Cockpit coaming

G1 Ammunition feed chute



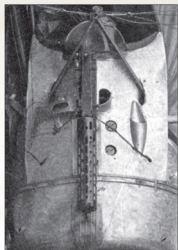
A2 Maximal fuel gauge

Fairing

B13

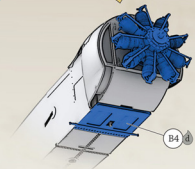
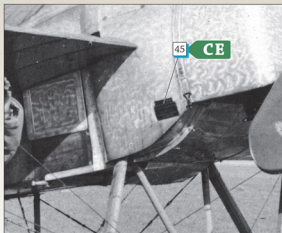
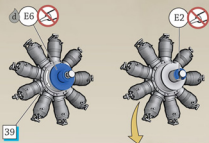
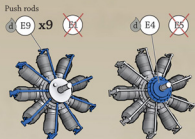
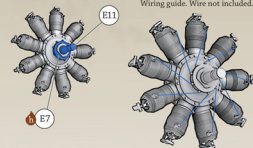
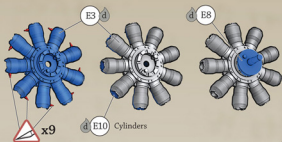
Fairing for external ammunition magazine

G2

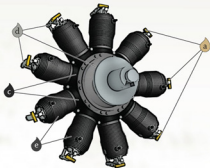
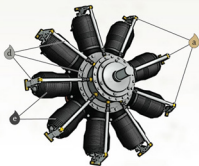


< Cockpit coaming detail from the unidentified crashed Fokker E.II seen on page 10. Note the inline fuel/oil filler caps, fairing for the fuel gauge and ammunition feed chute (G1). Note the style of IMG 08 'Spandau' cooling jacket P3 (not used for any of the colour schemes in this model) and flash guard P5 on the cooling under the muzzle.

### 3 100hp OBERURSEL U.1 ENGINE



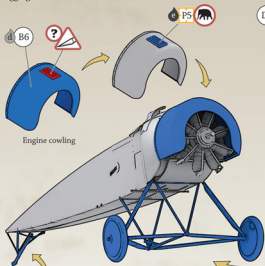
Fuselage underside detail from an unidentified early production E.II (note the smaller aluminium side panel and separate viewing hatch on the fuselage sides which are identifying features of an early E.II) showing wing stowage lugs ( moulded onto **B4** ), fairing for the external ammunition magazine and deflector shield **A35** which has been bent almost completely flat. Please visit [www.wingnutwings.com](http://www.wingnutwings.com) hints and tips for ideas on replicating the Fokker cowlings 'turned' finish on your model.



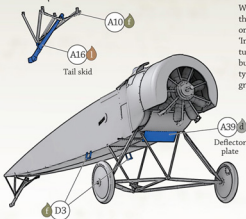
#### 4 UNDERCARRIAGE



Undercarriage detail from **D** showing strut fairings and rigging details.

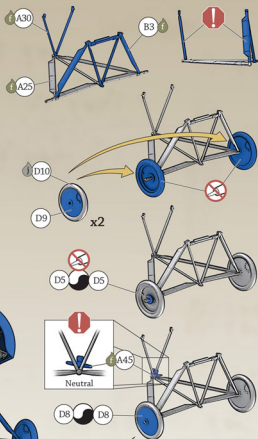


Engine cowling



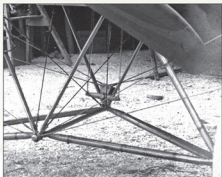
Tail skid

Deflector plate



Neutral

Wheel and tyre detail from the same Fokker E.III shown on page 3 showing the "Innen" stencil **43** and inner tube access flap detail. Many, but not all, German WW1 tyres were made from light grey rubber as shown here.



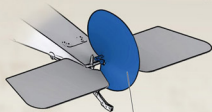
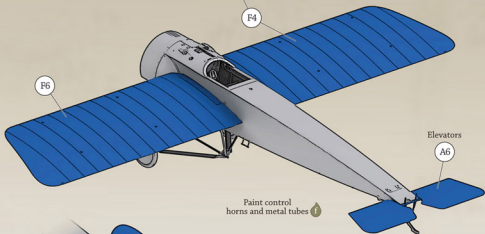
> Undercarriage detail and wing warping cable rigging detail from a Fokker E.IV thought to be 638/15. Although this is a Fokker E.IV the details shown here are pertinent for the Fokker E.II.

## 5 WINGS AND TAILPLANE

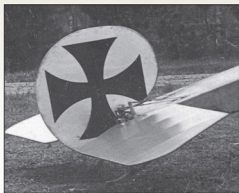
Cut for fairing clearance



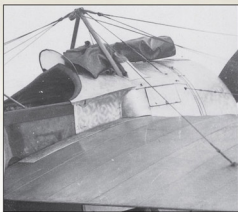
Remove compass detail



Rudder A17



Rudder and elevator detail from Fokker E.II 36/15 **D** showing control horns and leather(?) patches around the cable exits on top of the fuselage.



Wind root, cockpit coaming and magazine fairing from **D** showing non-slip walk area and interesting variations in cowl details. Almost no two early Fokker Eindeckers are assembled exactly the same way so while we have done our best to capture the 'usual' style of overlapping cowl panels etc they will not be 100% accurate for all colour schemes. Note how the cockpit padding is raised in the middle where the 2 sides of the cockpit coaming meet and have not been 'rounded'. A waterproof cover protects the IMG 08 'Spandau' from the elements.

## 6 COCKPIT COAMING DETAIL

IMG 08 'Spandau' - High detail

AD

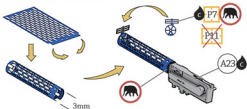


P13

BCE

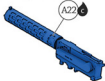


P8



?

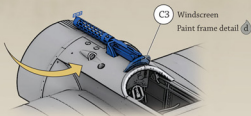
IMG 08 'Spandau'



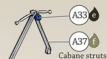
A22



A15

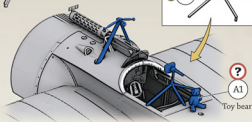


Cockpit coaming detail from Fokker E.II 33/15 **A**. Note the empty belt deflector **A15**, fuel gauge **A2** + **48** and style of IMG 08 'Spandau' cooling jacket **P13**.



Cabane struts

**D** Headrest for sighting gun



Toy bear



Cockpit coaming detail from Werner Notzke's FA 25 Fokker E.II. Note the ammunition feed chute **G1**, cabane struts and style of IMG 08 'Spandau' cooling jacket **P8**.

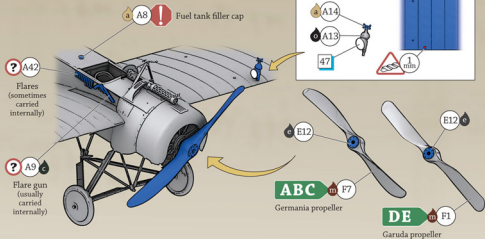


> Head rest detail from Ernst Freiherr von Althaus's Fokker E.II 36/15 **D**. It is believed that the purpose of the headrest was to align the pilot's eye along the sights of the IMG 08 'Spandau' for more accurate aiming. This innovation is rarely seen so presumably was unpopular with pilots and ultimately considered unnecessary.



< Cabane strut, turnbuckle and wing warping control cable pulley **A33** detail from a Fokker E.IV prototype (believed to be 122/15). Although the dark coloured cabane struts are not typical, the pulley and wing warping cable details are the same as for the E.II

## 7 FINAL ASSEMBLY

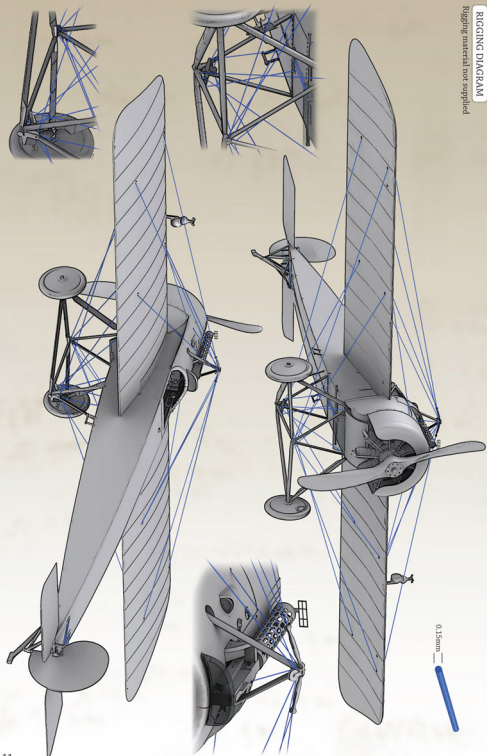


This unidentified Fokker E.II has come to grief after crashing through a canvas hanger at Rethel. The external ammunition feed chute, slightly bulged sides of the cockpit coaming and the fuel tank filler behind the cockpit identify this as an E.II (or an early E.III). But the thin 'wing step' details are unusual for these types and are usually only seen on early Fokker E.I while the rear fuselage longeron patches are not normally found on the E.II and are usually only found on later production E.III and E.IV. An illegible factory work number can be seen at the rear of the fuselage by the rudder post.

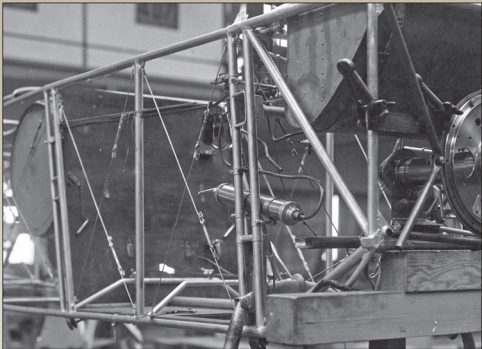


# RIGGING DIAGRAM

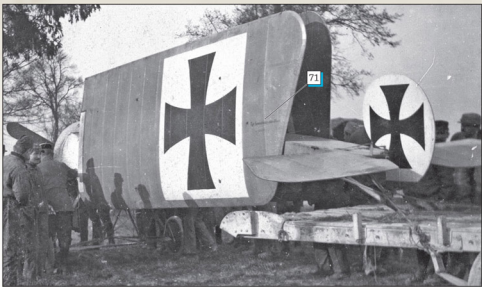
Rigging material not supplied



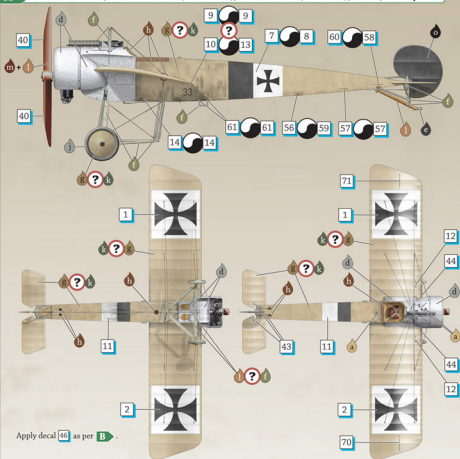




Further detail from the Fokker E.III seen on page 3 showing some useful internal bracing cable details. In particular note the way the bracing cables cross low down behind the rudder bar to allow more room for the pilot's feet. Note the hand air pump (M7), seat mounts (D11), rear of the cockpit (A18) and rectangular hatch openings in the floor for added visibility.



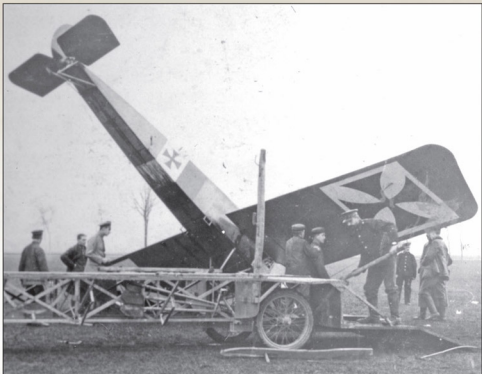
While this is a late production Fokker E.III, thought to be 196/16 captured by the French, it perfectly shows how the wings were removed and stored alongside the fuselage for transport using small fittings on the side of the fuselage and under the leading edge of the wings. The tops of the wings were secured by a bracket attached to a fitting at the trailing edge of the each wing and it would appear that this was all that was needed to stop them falling off. Note the warning stenciled onto the wing tips "Rote Spanschlosser nicht öffnen" (70) & (71), as this is the same warning for each wing it does not appear to be a reference to port or starboard rigging turnbuckles and is most likely referring to the (red?) wing stowage bracket.

**A** Fokker E.II 33/15, Otto Kissenberth (20 victories), Eduard Böhme (2 victories), FFA 9b, January 1916

 Apply decal **46** as per **B**.


Eduard Böhme(?), poses behind the cockpit of Fokker E.II 33/15 surrounded by other personnel of FFA 9b (Feldflieger Abteilung 9 Bavaria), possibly at Ensisheim in late September or early October 1915. The black rudder and black & white fuselage bands were identification markings carried by most aircraft associated with Armee Abteilung Gaede. Note that the serial number has all but been worn off the fuselage by the caustic oil exhaust from the engine, the AA Gaede fuselage bands appear to have been freshly painted and the eisernkreuz has not been applied yet. Pilots documented to have flown Fokker E.II 33/15 at FFA 9b include Otto Kissenberth and Eduard Böhme. Otto Kissenberth wouldn't score his 1st victory until October 1916 but would survive the First World War with a score of 20 only to die in a mountaineering accident in August 1919. Otto was 26. Eduard Böhme shot down 2 French Maurice Farman 11 from MF29 in Fokker E.I 14/15 on 25 August 1915 before dying after crashing a late production Fokker E.III on 24 January 1916. He was 23.

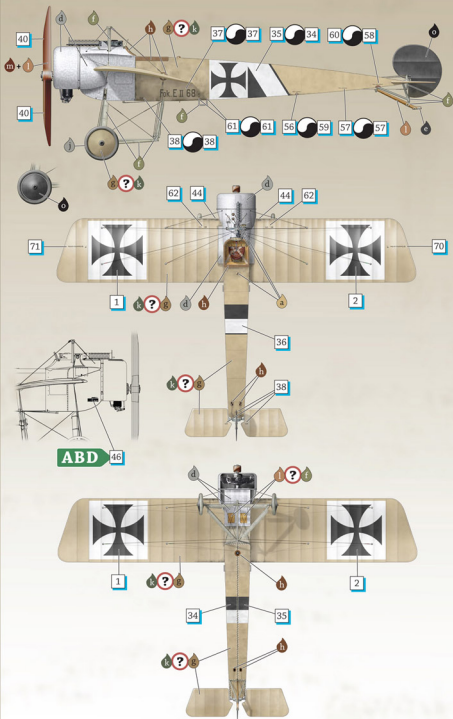


The identity of the dazed pilot seen to the left of Fokker E.II 33/15 is not known but he appears to have gotten off lightly from his crash landing. Note the heavily stained fuselage, black & white fuselage identification bands and stenciling [12](#) & [71](#) on the wings. Eduard Bohme would die after crashing a late production Fokker E.III on 24 January 1916 (a photo purporting to show the wreckage of his fatal crash appears in *Over The Front* magazine Volume 15 #2 2000 and shows the opening in the cockpit coaming above the internal ammunition magazine confirming its identity as a later production E.III).

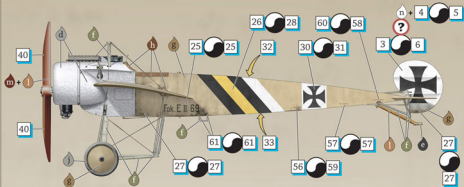


This photo showing the recovery of Fokker E.II 33/15 allows us to see the heavily stained fuselage bottom and opaque nature of the wings. The style of fuselage eisenkreuz could vary widely between early Fokker Eindeckers because they were painted on at unit level and, while they are not as reliable as fingerprints, can assist in identifying individual aircraft when the serial number is not visible.

**B** Fokker E.II 68/15, Lt Brückmann, AA Gaede, late 1915- early 1916

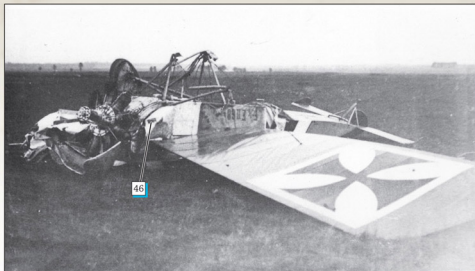


**C Fokker E.II 69/15, Kurt von Crailsheim, FFA 53, October 1915 (1 victory)**



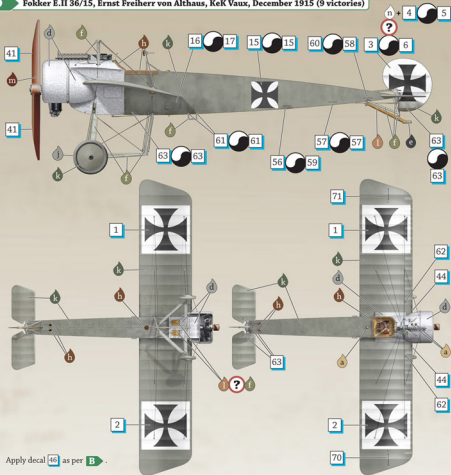
Kurt von Crailsheim served in the infantry until he was wounded in August 1914. After recovering he was considered unfit for front line service and transferred to aviation in December 1914. In June 1915 he joined FFA 53 where he initially flew two-seaters before converting to single-seaters later in the year. Flying an unidentified Fokker, he shot down a French Voisin on 22 September for the unit's 1st Eindecker victory. He was flying this same Fokker on 2 October when the engine failed and the resulting crash wrote off the only Eindecker FAA 53 had been assigned. An indication of how sought after Fokker Eindeckers were at the time is that it took 8 days for its replacement, the 100hp Fokker E.II 69/15 shown here, to arrive at FAA 53. On 30 December Kurt heavily crashed an unidentified Fokker (which some speculate could have been 69/15) and would succumb to his injuries 5 days later. In any case, at some time E.II 69/15 was sent back to Fokker for repair and by this stage the fuselage featured a dark 'streaky' finish (see page 31 of Windsock Datafile 91) and left the factory again on 22 February 1916.

Paint top and bottom and apply decals **1**, **2**, **70**, **71**, **27** and **29** as per **B**



Fokker E.II 68/15 **B** was crashed heavily by Lt Brückmann but what happened to him after that is not known to us. The black rudder and black & white bands wrapping around the fuselage indicate that this is another aircraft associated with AA Gaede. Note that the white background to the fuselage eisernkreuz partially obscures the diagonally painted identification bands and interestingly the thin black line at the rear of the white band does not appear to extend to the underside of the fuselage. Two further photos of this crash can be found in Windsock Datafile 91 and one of them appears to show the port wheel cover as being very dark but this photos does not seem to confirm this. Perhaps only the outside of the wheels were painted black(?). The decision is yours.

**D** Fokker E.II 36/15, Ernst Freiherr von Althaus, KeK Vaux, December 1915 (9 victories)



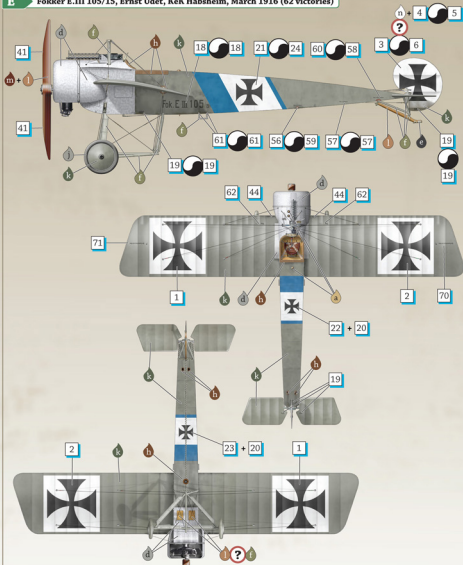
Ernst Freiherr von Althaus was photographed with this Fokker E.II, believed to be 36/16 although all remnants of the serial number have worn away, and it is entirely likely that he was flying this aircraft when he scored his 1st victory on 3 December 1915. Note the unique fuselage eisernkreuz, head rest and how dark the fuselage fabric appears. Ernst enlisted in the 1st Saxon Hussar Regiment before the war but transferred to aviation in early 1915 and was flying with KeK (Kampfinsitzerkommando) Vaux in December 1915. He would score 8 more victories between February 1916 and July 1917 before failing eyesight saw him return to fighting in the trenches and he was captured by US troops in October 1918. Following the war he became a lawyer and continued to practice until his eyesight completely failed in 1937. He died in November 1946 aged 56.



Ernst Preberr von Althaus poses in front of his Fokker E II. Note the wind blown black paint runs from the freshly(?) painted fuselage eisernkreuz, fuel filler cap behind the cockpit, head rest and Garuda propeller. The lag for attaching the wings to the side of the fuselage is barely visible on the far left of the photo. Ernsts appears to have found one of the few dry patches in France to park his Eindecker on.



**E** Fokker E.III 105/15, Ernst Udet, KeK Habsheim, March 1916 (62 victories)

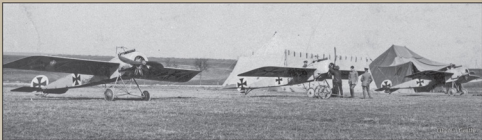


Fokker E.III 105/15 is illustrated here with grey fabric and blue/white fuselage band markings. Previously these bands have been illustrated as red/white/black, black/white/black and blue/white/blue but we feel that the latter is much more likely to be correct. The darker bands never appears darker than the fuselage fabric (see opposite) which would be expected if they were blue but not so if they were red or black. The top (and bottom?) fuselage eisernekreuz **20** appear to be an identifying feature of Fokker Eindeckers from KeK Habsheim. Another photo of E.III 105/15 appears on page 50 of *Osprey's Early German Aces* but other published photos purporting to be of this aircraft are in fact of a victorious Udet posing in the similarly marked KeK Habsheim Fokker E.1 54/15. Ernst Udet enlisted as a motorcycle messenger in August 1914 and, having learnt to fly privately, transferred to aviation in November 1915 where he was shortly flying Eindeckers with KeK Habsheim. As related on page 3, Udet got off to a shaky start but would have been an experienced Eindecker pilot by the time he was awarded his 1st victory 4 months later. On 18 March 1916 he reportedly flew E.III 105/15 into a formation of 23 French bombers shooting one down and damaging another before his gun jammed, by which time more eindeckers of KeK Habsheim had arrived. Please note that it is possible that the misidentification of the Fokker Eindecker that the victorious Udet was photographed in has led to the conclusion that it was E.III 105/15 that he was flying on this day. Udet would score 61 more victories before the end of the Great War and went onto a colourful career between the wars as an international stunt pilot and playboy. He joined the Luftwaffe before WWII and served in an administrative role until November 1941 when he committed suicide.





Ernest Udelt inspects a box of 7.7mm ammunition as it is loaded into the external magazine of what is believed to be early production Fokker E.III 105/15. Like other early production Fokker E.III, 105/15 is externally indistinguishable from a late production E.II. Indeed, some late production E.II sent back to Fokker for repair were actually returned as E.III (see page 23 & 24 of Windsock Datafile 91 for an example of E.II & E.III 98/15) but whatever update, if any, was required for this conversion is not known.



A mixture of Fokker Eindeckers at an unidentified airfield showing from left to right; Late production E.III 601/15, an E.II (note deep external magazine fairing) and an E.I (note shallower external magazine fairing).



An unidentified pilot poses in Fokker E.II 33.15 **B**. Note the stained fuselage fabric, Germania propeller and how dark the wings appear compared to the fuselage fabric. Photos exist of a similarly marked Fokker E.II but the fuselage band spacing is not the same as that shown here and on pages 13 & 14.



Fokker E.II 90/15 is shown here with protective coverings for the cockpit, IMG 08 'Spanau' and engine. Note the wheel markings, repainted serial number and dark/pale areas on the fuselage (possibly a very wide white eisernkreuz background). Additionally, a small dog is sitting on the wing tip.



Fokker E.II 33/15 **A** and a Pfalz Eindecker of FFA 9b, possibly photographed at Ensisheim in late 1915 or early 1916.



#### 3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of pass times.



#### Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com).



#### Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close at the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WWI aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at [richardwingnutwings.com](mailto:richardwingnutwings.com)



32018	1/32 Fokker E.II/E.III Early	Qty
0132018A	A parts Fokker E.III	1
0132018B	B parts Fokker E.III	1
0132018C	C parts Fokker E.III	1
0132018D	D parts Fokker E.III	2
0132018F	F parts Fokker E.III	1
0132018G	G parts Fokker E.II/E.III Early	1
132E0011	100hp Oberursel engine	1
0132018P	Photo-etched metal parts	1
7132018	Instructions	1
9132018	Decals	1
9132018b	Decals	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32014 - 1/32 FE.2b Early



32028 - 1/32 DH.2



32013 - 1/32 Sopwith Pup RFC

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