

# WINGNUT WINGS



## Sopwith F.1 Camel & LVG C.VI

1/32 Scale

**Sopwith F.1 Camel** - The iconic Sopwith Camel is probably the most famous of all First World War aircraft, if not by sight, then by name. Sopwith developed the Camel in late 1916 in an effort to overcome the single gun handicap suffered by their successful 80hp Pup and improve performance with a more powerful engine. The Sopwith F.1 Camel went into production in January 1917 powered by a 130hp Clerget 9B engine and aircraft began arriving at operational RNAS and RFC Squadrons in May and June 1917. Initial problems with performance above 10000ft, mostly attributed to the poor quality of British manufactured 130hp Clerget 9B engines, lead to various other engines eventually being used. The RNAS preferred the 150hp AR.1 (Admiralty Rotary 1), later renamed the BR.1 (Bentley Rotary 1), while the RFC preferred the 110hp Le Rhône 9J and, when they became available, the improved 140hp Clerget 9Bf. After it's initial teething problems the Sopwith Camel proved to be a highly capable fighter and, along with the SE.5a and French SPADs, helped wrest air superiority back from the German Albatross fighters towards the end of 1917. The USAS arranged to equip 5 squadrons with Camels, many of which were powered by the 160hp Gnome 9N Monosoupape engine. Other nations to use the Camel were Belgium, Estonia, Latvia and Canada. Around 5500 Camels were built by 9 manufacturers. Although rendered obsolete by the arrival of the 230hp Sopwith 7F.1 Snipe in late 1918 the Camel continued to serve though to the Armistice and was not officially declared obsolete by the RAF until late 1919.

Sopwith Camels were generally finished with PC10 (Protective Covering number 10) and PC12 upper surfaces with the undersides of the wings, tailplane and often the fuselage left CDL (Clear Doped Linen). Exterior wooden fuselage panels and cabane & interplane struts were usually given a dark brown varnish, although on some aircraft these were clearly painted. Metal cowlings were often left bare aluminium. Metal brackets and fittings were black unless overpainted.

Wingspan (F.1):	Length (Clerget):	Max Weight (F.1):	Max Speed (Clerget):
28ft (8.53m)	18.75ft (6.02m)	(Clerget) 1424 lb (691kg)	116mph (186kph)
No Manufactured:	Production:	Engine:	Ceiling:
(all types) 5500	January 1917 to 1919	130-140hp Clerget 9B & 9Bf	(Clerget) 20500ft (6250m)
Armament (F.1):			
2x .303 (7.7mm) Vickers Mk.1* machine guns & up to 100lb (45kg) of bombs			

**LVG C.VI** - After producing a few moderately successful designs of their own, LVG (Luft-Verkehrs-Gesellschaft) spent much of the Great War license building aircraft from more successful companies, like the Albatros D.II & C.III, the Gotha G.IV and DFW C.V. In early 1917, LVG introduced their successful LVG C.V which was heavily influenced by the ubiquitous DFW. The success of the LVG C.V led to the lighter and improved C.VI model depicted here. The C.VI was constructed along the same lines as the C.V with a plywood covered fuselage and fabric covered wings and tail plane. It was powered by a 230hp Benz Bz.IVa engine and armed with two machine guns, one firing through the arc of the propeller and controlled by the pilot and the 2nd on a flexible mount in the observer's position. The prototype was first test flown in February 1918 and production aircraft entered front line service in the middle of that year. The C.VI was highly regarded for its respectable climb rate, speed and maneuverability. Surviving LVG C.VI flew on in foreign air forces and civil hands well into the 1930s. A number of aircraft were assembled in the 1920s to fulfill the demands of a burgeoning civil market. As a consequence of this post war use, we are lucky to have surviving examples of this important aircraft today.

The plywood fuselage of the LVG C.VI was usually given a transparent yellow or dark red brown varnish. The interior was clear varnished. Metal engine cowlings, fittings and brackets were usually painted grey green. Metal interior components and strut brackets were black unless overpainted. The wings and fabric tail plane surfaces were covered in pre-printed 4 & 5 colour lozenge camouflage fabric, possibly overpainted with a (brown?) glaze to tone down the vibrant colours with plain linen rib tapes.

Richard Alexander 2016

Wingspan:	Length:	Max Weight:	Max Speed:
13m (42.6ft)	7.5m (24.6ft)	1340kg (2955lb)	165kph (102mph)
No Manufactured:	Production:	Engine:	Ceiling:
Approximately 1003	March 1918 to Jan 1919	230hp Benz Bz.IVa	6000m (19685ft)
Armament:			
1x 7.92mm LMG 08/15 'Spandau' & 1x 7.92mm LMG 14 or LMG 14/17 Parabellum			
References:			

Windsok Datafile 26 Sopwith Camel, JM Bruce, 1991 - Schedule for Sopwith Camel Biplane. 130 Horse Power Clerget Engine Type F.1., RAF 1918 - The Camel File, Ray Sturivant & Gordon Page, Air Britain 1993 - Sopwith Camel King of Combat, Chaz Boyer, Glassey Press 1978 - Sopwith Camel Aces of World War 1, Norman Franks, Osprey 2003 - LVG C.VI Windsok Datafile 17, FM Grosz 1989 - Over the Front V244, Winter 1987-88 - Memorial Flight - Krakow Museum, Poland - LVG C.VI At War Windsok Datafile 138, Ray Rimell 2009 - www.aam.gov.au - Private Collections - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers

# Sopwith F.1 Camel & LVG C.VI

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. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.

**Painting:** Only use paints **designed and suitable** for plastic model kitsets.

**Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. 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



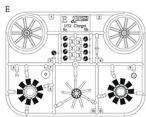
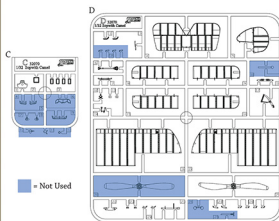
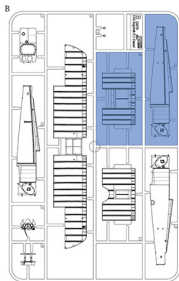
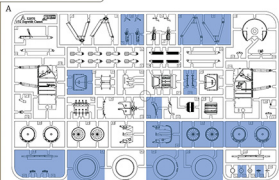
Paint Colour

**P1** Photo Etch Part

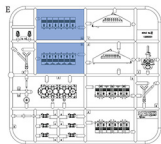
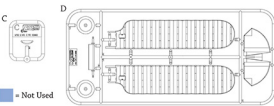
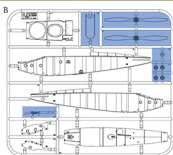
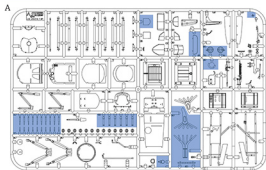
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium - matt	XF16	27001	
e	Steel	XF56	27003	
f	Light Wood* - semi gloss	XF78*	93*	30340*
g	Dark Wood* - gloss	XF68*	160*	30111*
h	Rubber - matt	XF69	66	35042
i	Leather - semi gloss	XF52	62	30219
j	Clear Doped Linen (CDL) - semi gloss	XF55	121	26405
k	Brown Glaze - matt	X22(x10) + XF52(x1)	135(x10) + 29(x1)	24424
l	PC10 dope - matt & semi gloss	XF62 (x1) + XF10 (x1)	170	26120
m	PC10 paint - gloss	XF62 (x2) + XF10 (x1)	170	16120
n	Black - semi gloss	X18	85	
o	Dark Mustard Yellow - semi gloss	XF4 (x1) + XF59 (x1)	94	
p	Aluminium - bright	X11	27002	
q	Battleship Grey (BSG) - semi gloss	XF82	106	25164
r	White - semi gloss	XF2	34	
s	Red - semi gloss	XF7	60	31350
t	Dark Grey Green - semi gloss	XF22	92	24159
u	Yellow Varnish - gloss	X22(x3) + X24(x1)	-	

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

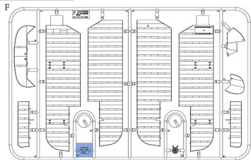
# SOPWITH F.1 CAMEL



# LVG C.VI

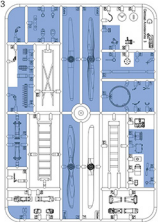


LVG C.VI continued

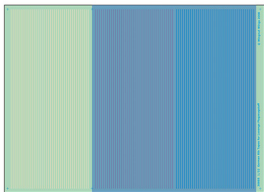
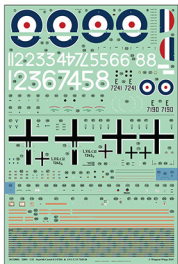


■ = Not Used

G3

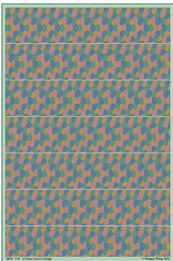
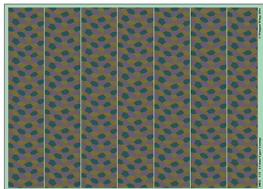


DECALS



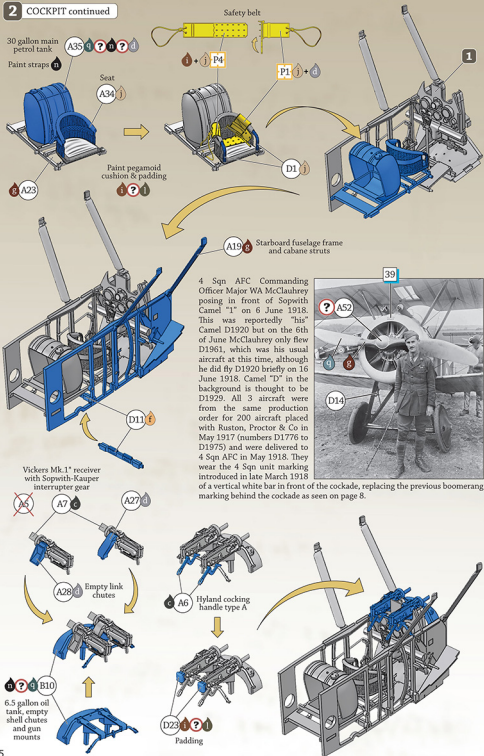
■ = Not Used

Photo Etch



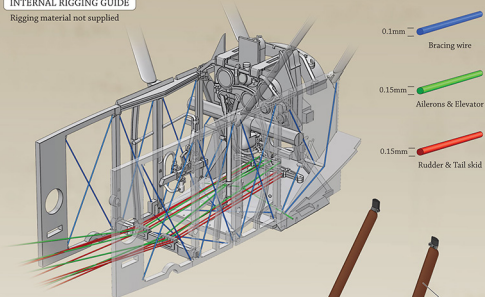


## 2 COCKPIT continued

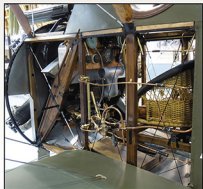
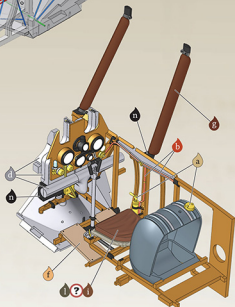
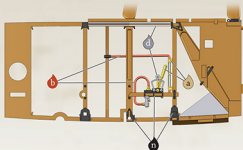


## INTERNAL RIGGING GUIDE

Rigging material not supplied

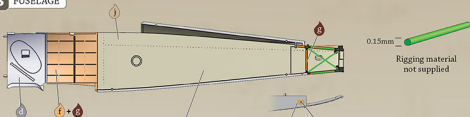


## INTERIOR PAINTING GUIDE

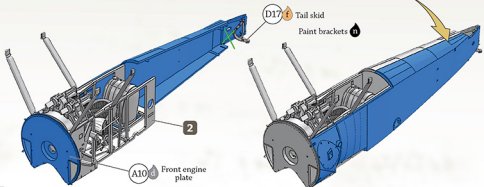
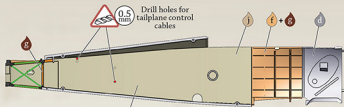
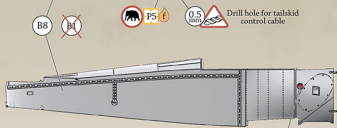


Interior fuselage detail from Sopwith F1 Camel B5663 nearing completion of its restoration to flying status at The Vintage Aviator Ltd (TVAL) in late 2014. The front engine plate, bent & rear undercowls, magazines and carburettor induction pipes are bare aluminium while most metal brackets and fittings are painted black except for the petrol lines, sight gauge and engine control levers which remain copper and brass.

### 3 FUSELAGE

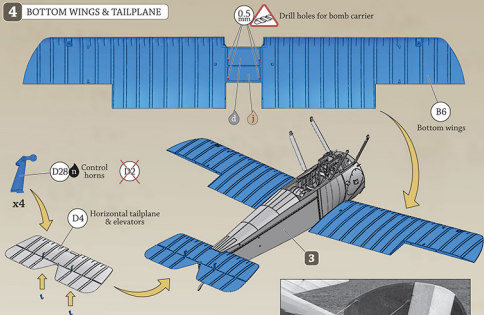


Front engine plate detail from crashed Clerget powered Sopwith built F.1 Camel B3883 "2". Note the relatively clean state of the steel gear housing compared to the aluminium front engine plate.

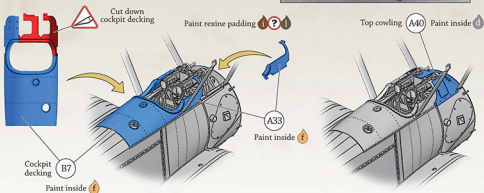




#### 4 BOTTOM WINGS & TAILPLANE

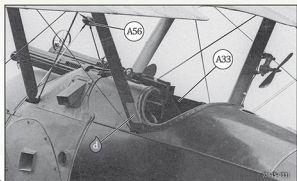
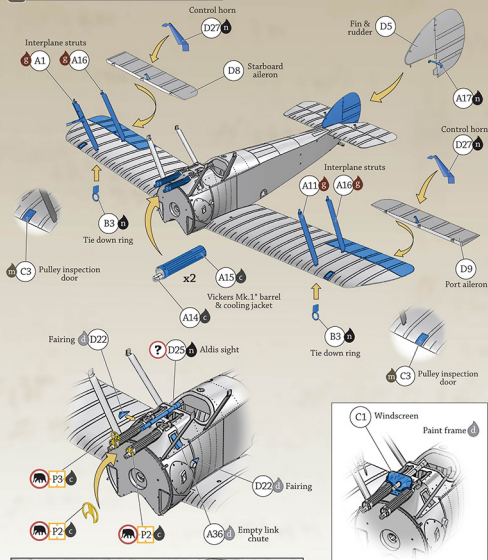


#### 5 COCKPIT DECKING



4 Sqn AFC Sopwith E.1 Camels loaded with Cooper bombs photographed at Bruay on 26 March 1918. The boomerang unit marking was officially replaced by a vertical white bar in front of the cockade on 22 March 1918 but the requisite changes had yet to be made at the time this photo was taken. At left is Ruston & Proctor built B7406 "W" and B7412 "Y" of C Flight while on the far right is "E" from A Flight (A & C flights used letters for individual aircraft while B flight used numbers).

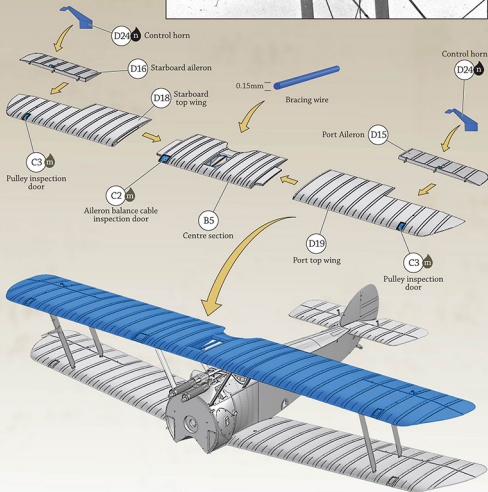
## 6 INTERPLANE STRUTS & DECKING DETAILS



Cockpit decking detail from the unidentified Ruston & Proctor built Sopwith F1 Camel shown on page 10. Note the cut down decking, Rotherham petrol pump and lack of windscreen & Aldis sight. Difficulty in clearing starboard gun stoppages lead to many aircraft having the cockpit decking cut away in the area.

## 7 TOP WINGS

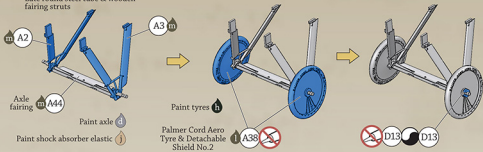
Aileron detail from the unidentified Ruston & Proctor built Sopwith E1 Camel shown below. Note the control horn tie wire which can be seen on many aircraft produced after February 1918.



This factory fresh Ruston & Proctor built Clerget or Bentley powered Sopwith E1 Camel "Manchester - INDIA." was later filmed with famous Sikh pilot and future diplomat, Hardit Singh Malik in the UK in early March 1918. Unfortunately the lack of a white outline around the black serial number applied to the fin and the lighting conditions mean that the identity of this aircraft is unknown at this time. On later production Ruston & Proctor built Camels, like E7241, the serial number was moved to the rudder.

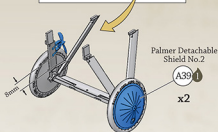
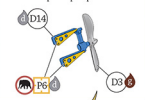
## 8 UNDERCARRIAGE

Late round steel tube & wooden fairing struts

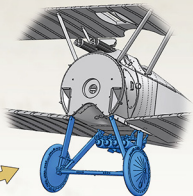
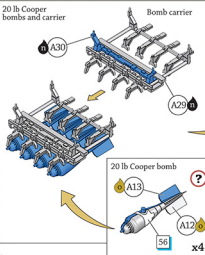


Fabric wrapped tube steel & wooden fairing undercarriage from an unidentified 70 Sqn Sopwith F.1 Camel "V". Sopwith Camel undercarriage struts, especially the port side, were perennially soaked in castor oil which spewed out from the engine. Remarkably, a problem with the port wheel unscrewing itself and falling off(!) was not fixed until May 1918 when opposite thread bolts and axles became available. Note the Rotherham petrol pump and Palmer Detachable Shield No.2.

Rotherham petrol pump

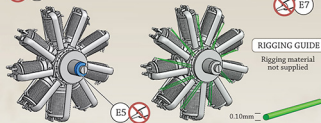
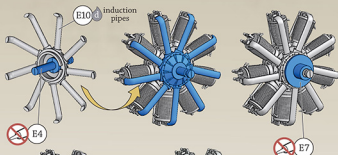
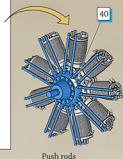
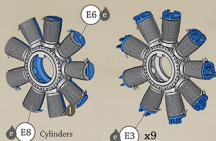


20 lb Cooper bombs and carrier



20-25lb Cooper bombs as carried by Camels on ground attack duties (the weight varied depending on the type of explosives used).

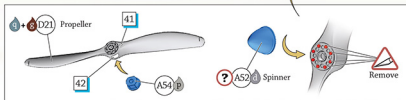
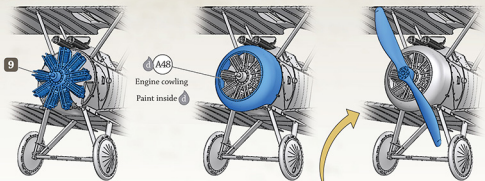
## 9 140hp CLERGET 9Bf ENGINE

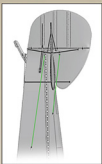
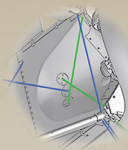
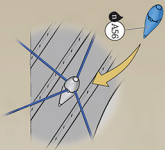


✓ 130hp Clerget 9B engine as fitted to TVAL Sopwith F.1 Camel B5663. The 140hp 9Bf engine is externally identical except for the front plate (E1).

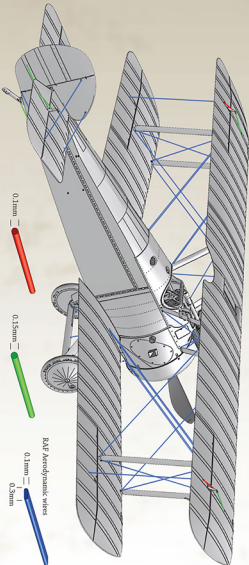
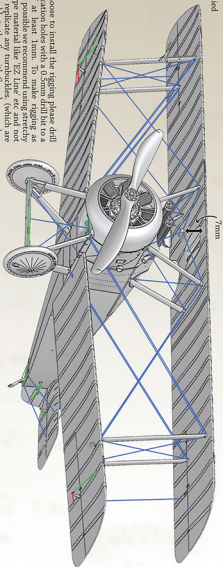


## 10 FINAL ASSEMBLY

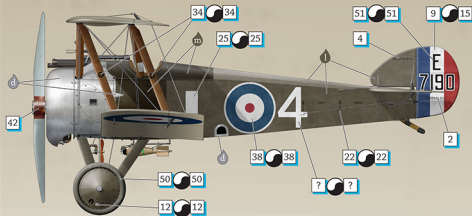




If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles, (which are not applicable to the Sopwith Camel anyway).

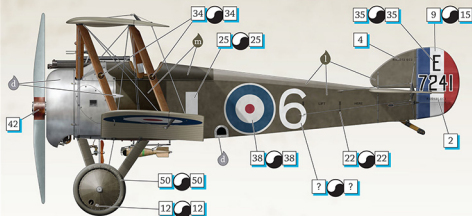


BAE Aerodynamic wires

**A Sopwith F.1 Camel E7190, HN Kerr (1 shared victory), B Flight 4 Sqn AFC, 9 October 1918**

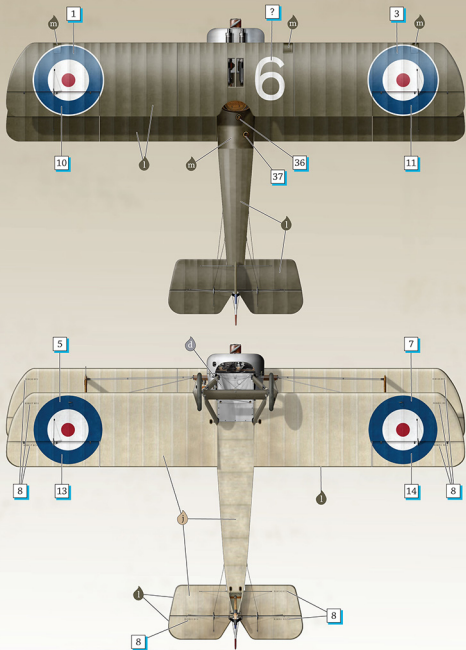
Sopwith F.1 Camel E7190 was from a production order for 200 aircraft placed with Ruston, Proctor & Co in March 1918 (numbers E7137 to E7336) and was delivered to 4 Sqn AFC on 6 September 1918 with a 130hp Clerget 9B engine, although this was most likely upgraded to 140hp 9Bf standards before becoming operational. E7190 was being flown by RH Youdale when he was credited with a victory over a Fokker D.VII on 7 October 1918. On the morning of 9 October 1918, E7190 was being flown by HN Kerr when he was awarded a shared victory, along with VH Thornton, when they shot down and captured LVG C.VI 7243/18 intact. Kerr attempted to land close to the LVG and take the crew prisoner but he crashed after hitting some telegraph lines and was very seriously injured. The wreckage of Sopwith F.1 Camel E7190 was returned to Repair Park 1 Aircraft Servicing Depot for salvage.

Harold Norman Kerr was a 22 year old clerk when he enlisted in the 2nd Australian Light Horse in September 1914. He served at Gallipoli in 1915 until he was wounded during the August offensive and evacuated. In 1918 he transferred to the AFC and was assigned to 4 Sqn AFC in mid September 1918. After being seriously injured while attempting to land near LVG C.VI 7243/18 on 9 October 1918 he spent the rest of the war in hospital and was not discharged until well into 1919.

**B Sopwith F.1 Camel E7241, VH Thornton (2 victories, 1 shared), B Flight 4 Sqn AFC, 9 October 1918**

140hp Clerget 9Bf powered Sopwith F.1 Camel E7241 was from the same Ruston, Proctor & Co production order as E7190 **A** and was delivered to 4 Sqn AFC on 24 September 1918. On the morning of 9 October 1918, Camel E7241 was being flown by VH Thornton when he was awarded a shared victory along with HN Kerr when they shot down and captured LVG C.VI 7243/18 intact. Sopwith F.1 Camel E7241 was returned to 1 Aircraft Servicing Depot on 19 October 1918 in exchange for a brand new Sopwith 7F.1 Snipe that were then re-equipping 4 Sqn AFC. Camel E7241 was then allocated to 70 Sqn RAF but was destroyed on 24 January 1919 in a fatal mid air collision with fellow 70 Sqn Sopwith F.1 Camel F4001.

Vincent Harry Thompson was a 22 year old farmer when he enlisted in the 13th Australian Light Horse in February 1915. He transferred to the AFC in January 1918 and graduated from flight training in mid July being noted that he "Will make a good officer. He is keen and efficient." and was "An excellent pilot. Has a good grip of the work". He joined 4 Sqn AFC in early September 1918, initially assigned to A Flight but transferred to B Flight on 6 October 1918.

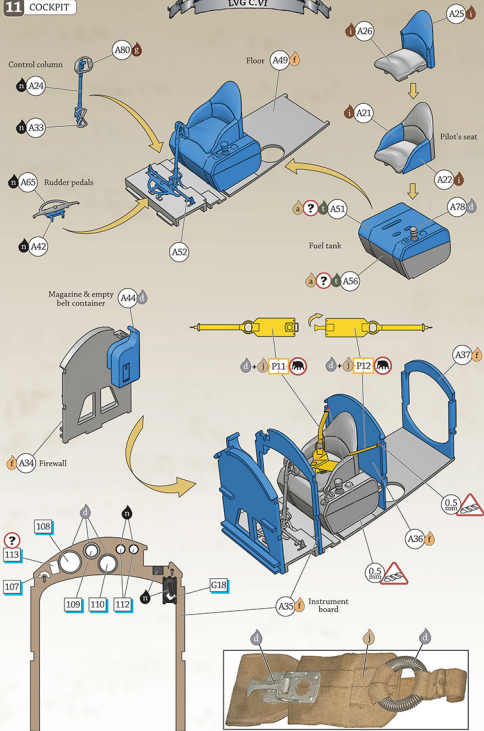


Unfortunately no photos of Sopwith F.1 Camel E7190 or E7241 are known to us so we have based our markings on those seen on Camels from the same March 1918 Ruston, Proctor & Co production order and the known 4 Sqn AFC marking practices from late 1918. These were a vertical white bar in front of the fuselage cockpit with the individual aircraft marking behind the cockpit and repeated on the starboard side of the top wing centre section. The B Flight individual aircraft numbers assigned to E7190 and E7241 are unconfirmed so we have included all the possible numbers for you to choose from.



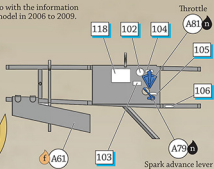
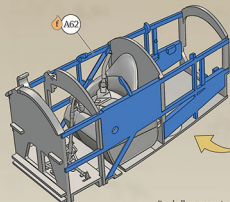
# 11 COCKPIT

LVG C.VI

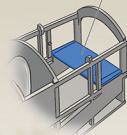


## 12 COCKPIT continued

Cockpit interior is the best we could do with the information available to us when we created this model in 2006 to 2009.

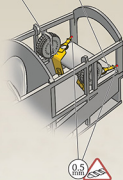
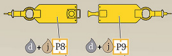
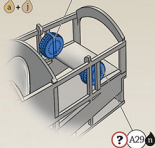


Observer's seat.  
Probably not installed. ? A12

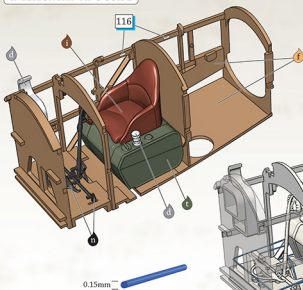


Parabellum magazines.  
Probably not installed. ? A30

Paint ammunition  
a + i

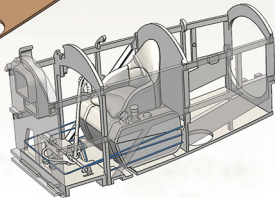


### INTERIOR PAINTING GUIDE

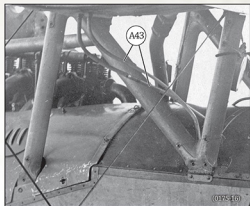
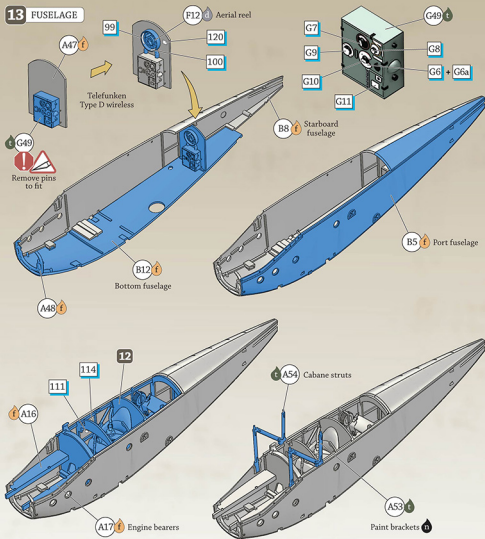


### INTERNAL RIGGING GUIDE

Rigging material not supplied

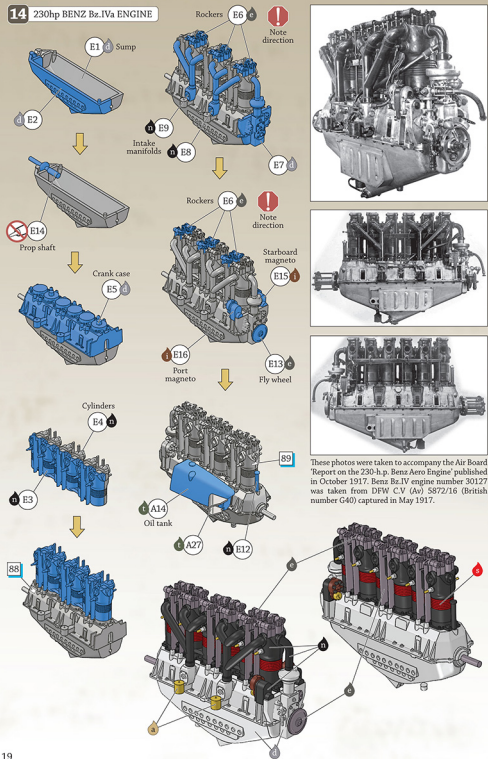


# 13 FUSELAGE



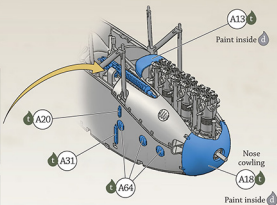
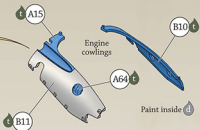
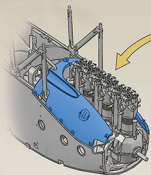
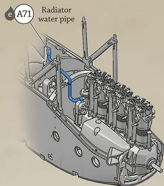
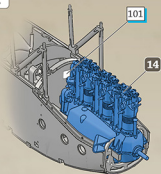
Cabane strut detail from LVG C.VI 4802/18. Note the fuel lines (A43) from the gravity fuel tank.

# 14 230hp BENZ Bz.IV<sub>a</sub> ENGINE

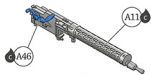


These photos were taken to accompany the Air Board 'Report on the 230-h.p. Benz Aero Engine' published in October 1917. Benz Bz.IV engine number 30127 was taken from DFW C.V (Av) 5872/16 (British number G40) captured in May 1917.

# 15 NOSE

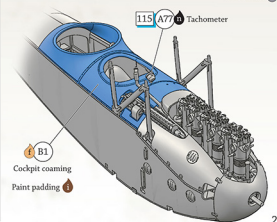
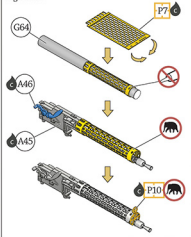


## LMG 08/15 'Spandau'

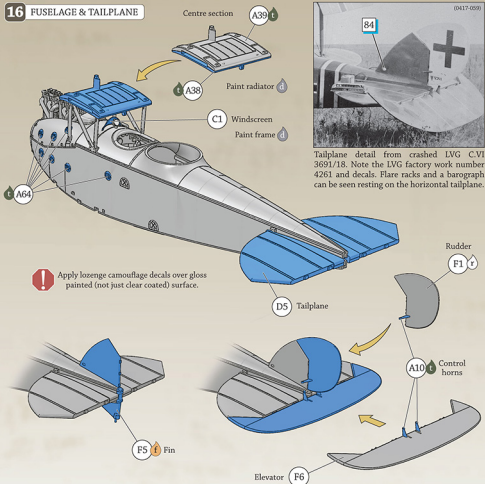


?

## High detail

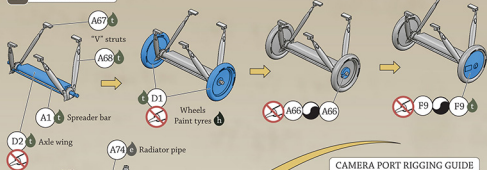


## 16 FUSELAGE & TAILPLANE



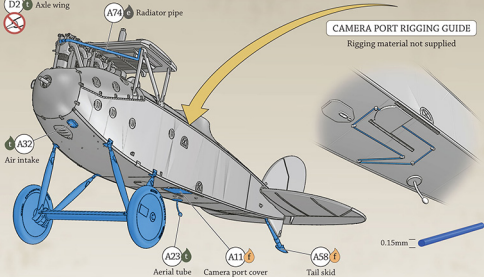
21 An unidentified LVG C.VI reportedly photographed after the Armistice. Note the pale clear doped linen rib tapes.

## 17 UNDERCARRIAGE

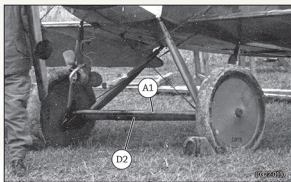
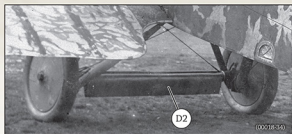


### CAMERA PORT RIGGING GUIDE

Rigging material not supplied



> Undercarriage detail from LVG C.VI 1562/18 demonstrating how the axle fairing was loose and could hang down when at rest.

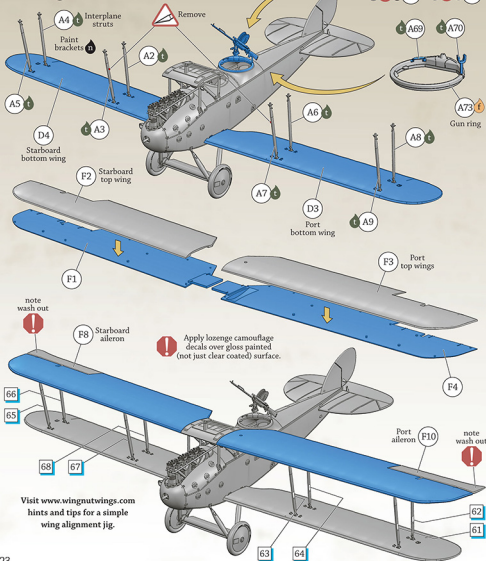
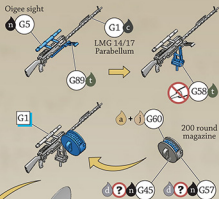


< Undercarriage detail from LVG C.VI factory work number 4507 as seen on page 29. Note the generator attached to the starboard front undercarriage strut.

## 18 WINGS & OBSERVER'S ARMAMENT

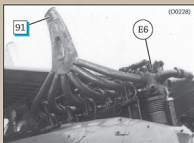


Parabellum LMG 14/17 machine gun of the type carried on LVG C.VI 7243/18 when it was captured on 9 October 1918. Note the Oogje optical sight (G5).

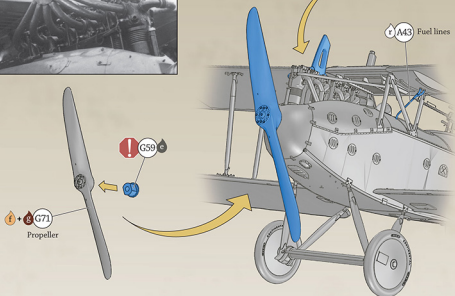




## 19 FINAL ASSEMBLY



< Exhaust detail from LVG C.VI (factory work number 4821) as seen on page 30.

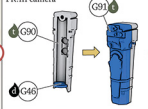


## 20 OPTIONAL ACCESSORIES

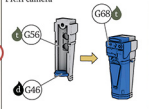
### FK Stab camera



### FK.III camera



### FK.II camera



### 25cm camera hand held



### Homing pigeon box



### Toy bear



### Flare pistol



### First aid kit



### Step ladder

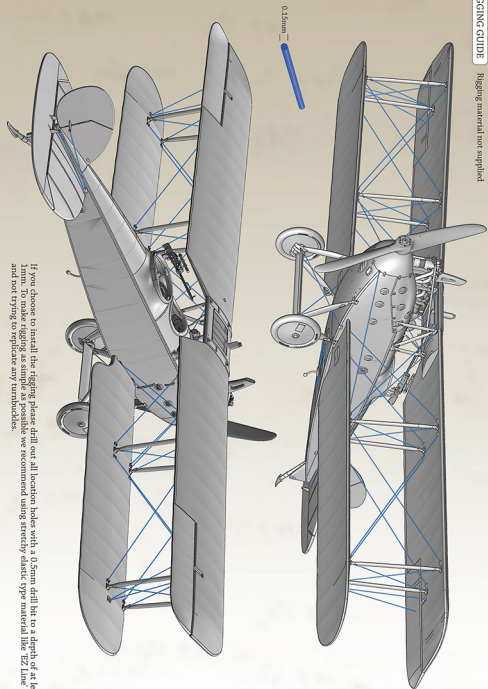


### Ladder



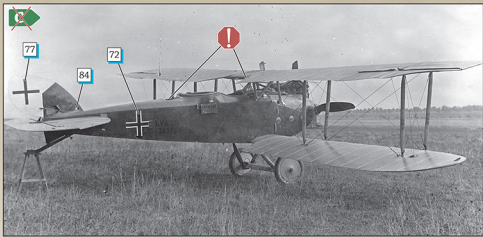
## RIGGING GUIDE

Rigging material not supplied

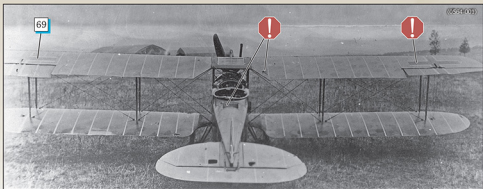


If you choose to install the rigging, please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like "EZ Line" etc and not trying to replicate any turnbuckles.

## LVG C.VI 7631/18 photographed after being shot down and captured



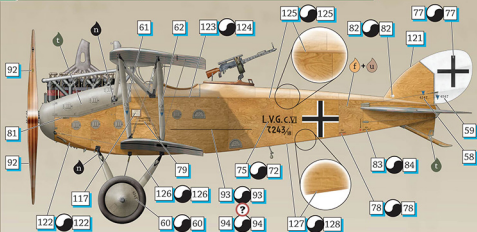
Starboard view of LVG C.VI 7631/18 showing battle damage to the fin and starboard bottom wing tip. LVG C.VI 7631/18 was from a production order for 200 aircraft placed with LVG in July 1918 (number 7600/18 to 7799/18) and carries the same style of balkenkreuz markings that were applied to 7243/18.



Rear view of LVG C.VI 7631/18 showing battle damage to the tailplane and inner starboard top wing. The starboard top wing is a replacement from an earlier production machine with an "uneven arm" type of balkenkreuz introduced in May 1918 while the port wing balkenkreuz is of the style introduced in late June 1918 and common to aircraft from this production order. Note the square hole cut into the top of the fuselage to accommodate a very big camera.



Front view of LVG C.VI 7631/18 showing battle damage to the inner starboard top wing. Note the washout of the ailerons.

**C** LVG C.VI 7243/18, Sgt. Greyer & Lt. Köhnke, Flieger Abteilung 13, 9 October 1918


LVG C.VI 7243/18 was from a production order for 100 aircraft placed with LVG in July 1918 (numbers 7150/18 to 7249/18) and appears to have been delivered to Flieger Abteilung 13 in August or September 1918. On 9 October 1918, LVG C.VI 7243/18 was on reconnaissance behind enemy lines under the command of Lt. Köhnke with Sgt. Greyer as his pilot when they were attacked by two Sopwith Camels from 4 Sqn AFC. The 4 Sqn AFC combat report describes this action...

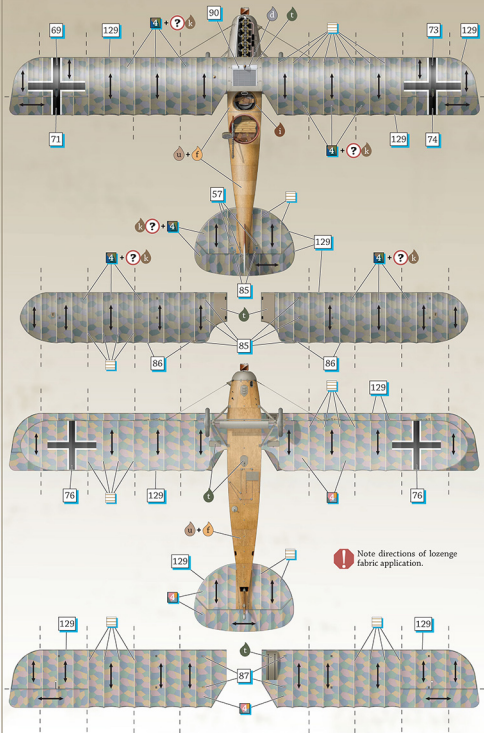
"While flying towards the lines on a Special Mission [Special Mission = attack with guns or bombs any valuable target observed in a designated area] we saw a 2 seater machine over Merville which opened fire on us. We both immediately dived on this E.A. [E.A. = enemy aircraft] from the side. 2/Lt. Thornton fired about 200 rounds from range of 50 feet. 2/Lt. Kerr then fired about 100 rounds from 50 feet. E.A. Continued diving until practically on the ground being followed by 2/Lts. Thornton and Kerr both firing. E.A. Landed near Nieppe."

LVG C.VI 7243/18 landed intact and Köhnke and Greyer were taken prisoner. Their aircraft was salvaged by 4 Sqn AFC and given the British capture number G/10Bde/8. Once it had been suitably re-painted in RAF markings it was flown to the UK by 4 Sqn AFC Commanding Officer WA McClure on 22 October 1918. Eventually LVG C.VI 7243/18 was shipped to Australia as a war prize where it survived at least until 1941, when it was photographed dangling unceremoniously from the side of a building complete with Nazi swastikas painted on its wings! The ultimate fate of LVG C.VI 7243/18 is unconfirmed.

VH Thornton described the colour scheme of LVG C.VI 7243/18 in his combat report as "L.V.G., light brown wings and fuselage, national markings." We now know that eyewitness reports can be notoriously unreliable, but unfortunately in many cases they are the only information we have about colour schemes. Luckily there are photographs of 7243/18 that appear to back up his description. The wings were covered in 4 colour lozenge fabric, possibly with a transparent brown glaze contributing to their "light brown" appearance. The plywood fuselage appears to carry its factory applied serial numbers, stencils and transparent yellow varnish finish which, while appearing very dark on orthochromatic film, would also conform to a "light brown" appearance. No unit or individual markings appear to have been applied. The LVG factory work number 4549 shown here is plausible for 7243/18 but purely speculative.



Although of very poor quality, these photos show LVG C.VI 7243/18 after it had been repaired and repainted in RAF markings in preparation for its flight to the UK. The dark appearance of its "light brown" fuselage in these photos is consistent with how we understand yellow varnished plywood can appear in photographs taken with orthochromatic film.

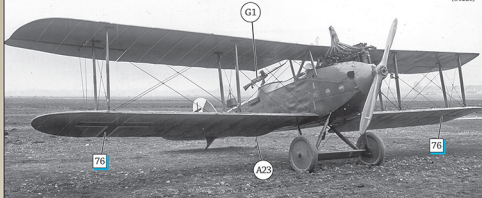




This unidentified LVG C.VI "3" was reportedly photographed on the day the Armistice came into effect. Note the 4 colour lozenge fabric, angle of incidence stencils [86](#) and ZaK inspection windows [85](#).



LVG C.VI work number 4507 "K" from Flieger Abteilung (Artillerie) 233 is from the the same production order as 7243/18 [C](#). The cooling slots cut into the nose cowling [A1b](#) are not applicable to 7243/18 [C](#).



LVG C.VI work number 4821. Note the LMG 14/17 Parabellum machine gun (G1), barograph (55), anemometer (77) and wrinkled plywood fuselage. An empty generator bracket is fitted to the starboard front undercarriage strut.



#### **Sopwith F.1 Camel 3-D Modelling by Darren Mildenhall**

Born and raised in Wellington, New Zealand, Darren harnessed his creativity by attending the School of Design, graduating with a major in Industrial design. During the degree he developed a passion for form and the aesthetic appeal of a product and how to utilise CAD software to realise and develop a concept. Joining Wingnut Wings as a 3D modeller has furthered his skill in these areas through the creation and manipulation of complex 3D forms.

When not designing WW1 model aircraft, Darren enjoys graphic based art and t-shirt designs, a lot of which is influenced by his interest in pop culture, typography and the retro 1950s. Outside all that, Darren is a self confessed movie buff and sports fan.



#### **LVG C.VI 3-D Modelling by Anto Bond - (Additional 3D modelling by Jason Adank & Bryan Wall)**

Anto is a 3D artist specializing in modelling and character animation with over 10 years experience in film and television. He grew up in a family of artists so it was only natural for him to progress into the arts. Initially it was music, playing the guitar in local Adelaide bands and working as an audio engineer, but eventually he was drawn to the digital arts and 3D in particular.

Born in Australia of Croatian descent, Anto has always had a keen interest in military history and related subject matter, in particular World War 1 and 2, so it was somewhat of a happy coincidence being able to contribute to this project while working at Weta Digital. Other passions include watching and playing football (soccer) and working on and driving his 1973 Ford Falcon GT.



#### **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 favourite 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.



#### **Profile Art by Ronny Bar**

Ronny Bar developed a keen interest in airplanes from an early age, living close to 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 WW1 aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windssock Worldwide, Windssock Datafiles, Cross & Cockade and Over the Front.



#### **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 [richard@wingnutwings.com](mailto:richard@wingnutwings.com)



32803	1/32 Sopwith F.1 Camel & LVG C.VI	Qty
0132070A	A parts Sopwith F.1 Camel	1
0132070B	B parts Sopwith F.1 Camel	1
0132070C	C parts Sopwith F.1 Camel	1
0132070D	D parts Sopwith F.1 Camel	1
132E0012	E parts Clerget Engine	1
0132002A	A parts LVG C.VI	1
0132002B	B parts LVG C.VI	1
0132002C	C parts LVG C.VI	1
0132002D	D parts LVG C.VI	1
132E0001	E parts Benz Bz.IV engine	1
0132002F	F parts LVG C.VI	1
132G0001	G1 parts Parabellum LMG 14/17	1
132G0003	G3 parts German accessories	1
0132803P	Photo-etched metal parts	1
7132803	Instructions	1
9132803	Decals	1
30021	Decals Lozenge 4 colour upper	1
30022	Decals Lozenge 4 colour lower	1
30005	Decals rib tapes	1

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



32037 - 1/32 Rumpler C.IV (Late)



32020 - 1/32 Sopwith Snipe (Early)



32057 - 1/32 DFW C.V (Late Production)

Also available from  
[www.wingnutwings.com](http://www.wingnutwings.com)

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