

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.I (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.I 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 Most Eindeckers had been withdrawn from front line service by December 1916.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 a 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 idflieg 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

| Wingspan: | Length: | Max Weight: | Max Speed: |
|---------------------------------|----------------------------|---------------------|----------------|
| 10.05m (32.97ft) | 7.25m (23.78ft) | 604kg (1330lb) | 150kph (94mph) |
| No. manufactured: | Production: | Engine: | Ceiling: |
| 230 approx (E.III Early & Late) | September 1915 – late 1916 | 100hp Oberursel U.1 | Unconfirmed |

Armament:

1x 7.92mm (0.311in) IMG 08 'Spandau' gun or 1x 8mm (0.314in) Schwarzlose M 16 machine gun

References:

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 (www.association14-18.org) - 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.III Late

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

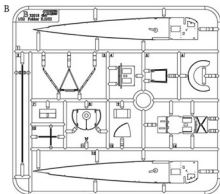
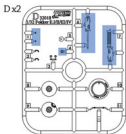
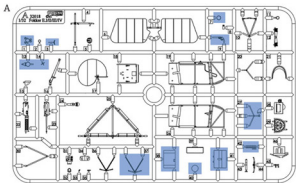


Paint Colour

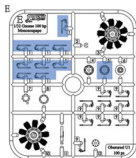
P1 Photo Etch Part

| 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 | |
| p Light blue - semi gloss | X2(x10) + XF18(x1) | 22(x10) + 96(x1) | |
| q Deep green - semi gloss | XF67 | - | |
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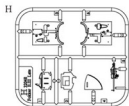
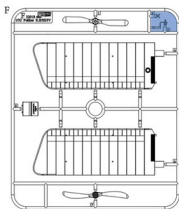
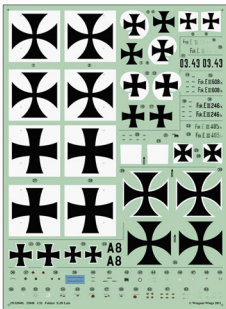
Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.



■ = Not Used



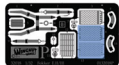
Decals



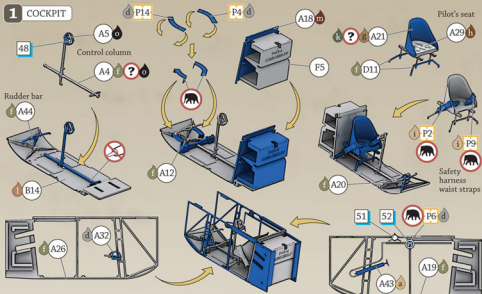
Decals



Photo Etch

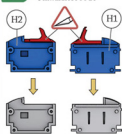


1 COCKPIT

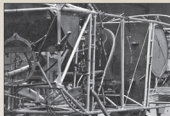


It is believed that this photo was taken to document how a tangled IMG 08 'Spandau' trigger cable caused Ernst Udet to crash on take off during his 1st Eindecker flight on 26 November 1915 at Habsheim. Note the empty belt container (A28), tachometer (A11) and small instrument board (A31) with pulsometer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

F Modify for Schwarzlose M 16

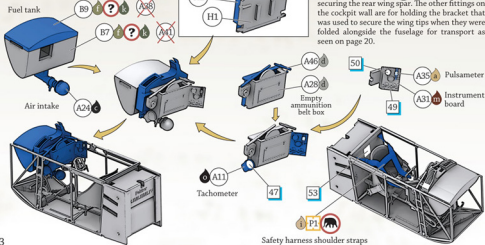


Hand air pump for pressurizing fuel tank



Many interesting details are visible on this disassembled late production Fokker E.III photographed in a Navy workshop. (see pages 19 & 20). Note the plywood board (A19) 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 20.

ABCDE

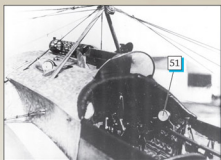
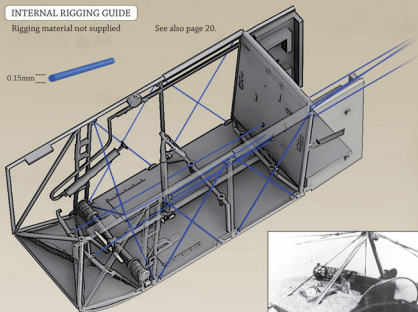


INTERNAL RIGGING GUIDE

Rigging material not supplied

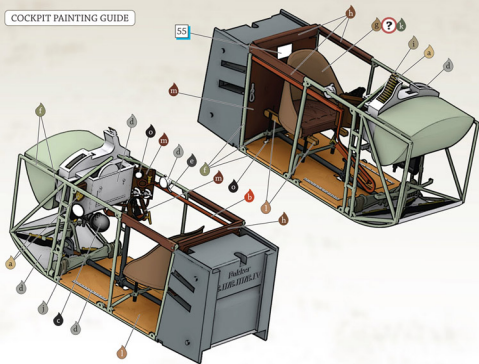
See also page 20.

0.15mm



> Cockpit coaming and interior detail from captured late production Fokker E.III 210/16 (as seen on page 8). Note the altimeter **51** on the right of the cockpit, IMG 08 'Spandau' empty belt deflector **A15**, and opening above the internal magazine behind the fuel gauge **A2 + 45**. The 2 pitot tubes entering the side of the fuselage and instrument on the left of the cockpit have been added by the British.

COCKPIT PAINTING GUIDE



2 FUSELAGE

B1 Paint insides of B12 as per B1

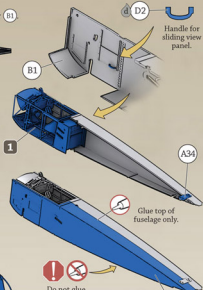


Rudder and elevator control cable outlet detail from an unidentified crashed Fokker E.III. Note the leather(?) reinforcing patches and small Fokker work number at the base of the rudder post.

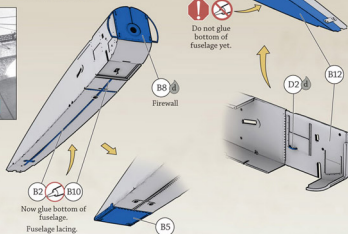


44

Cockpit coaming and wing walk detail from a late production Fokker E.III thought to be 623/15. Note the fuel tank filler cap behind the cockpit, compass fairing, decals 44 and the ammunition feed chute of the internal magazine. The fuselage and wing fabric appear too dark to be 'beige' so are more likely to be 'grey' or 'brown'.

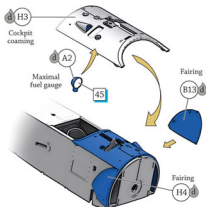


Do not glue bottom of fuselage yet.

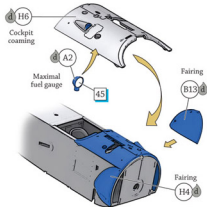


Now glue bottom of fuselage.
Fuselage lacing.

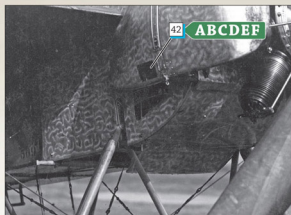
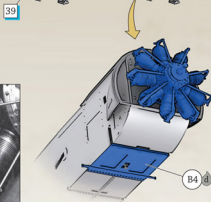
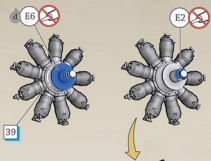
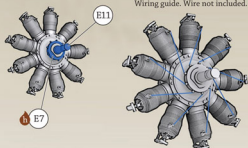
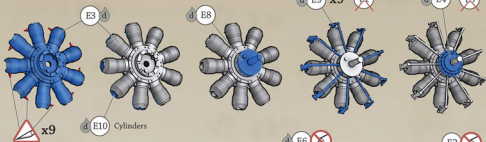
ABCDE Cockpit coaming for IMG 08 'Spandau'



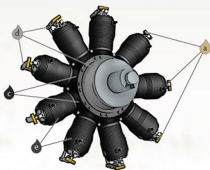
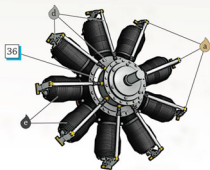
F Cockpit coaming for Schwarzlose M 16



3 100hp OBERURSEL U.1 ENGINE



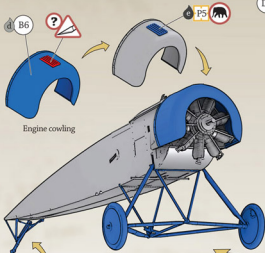
Fuselage underside detail from late production E.III 210/16 as seen on page 8. Note the wing storage hugs (moulded onto (B4)) and deflector shield (A39). Please visit www.wingnutwings.com hints and tips for ideas on replicating the Fokker cowling 'turned' finish on your model.



4 UNDERCARRIAGE



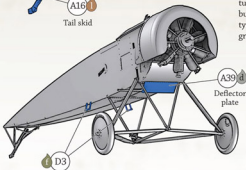
Undercarriage detail from Fokker E.III wn364 (possibly 111/15) showing strut fairings and rigging details.



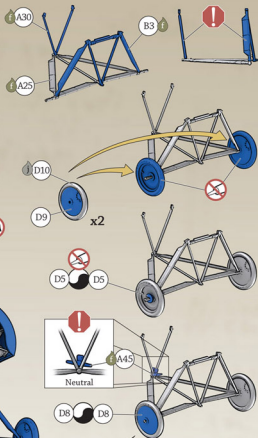
Engine cowling



Tail skid

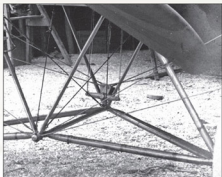


Deflector plate



Neutral

Wheel and tyre detail from the same Fokker E.III shown on page 3 showing the "Innen" stencil 40 and inner tube access flap detail. Many, but not all, German WW1 tyres were made from light grey rubber as shown here.

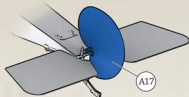
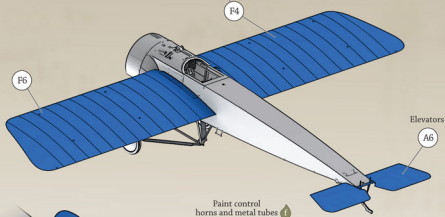


> Undercarriage detail and wing warping cable rigging detail from a Fokker E.IV thought to be 638/15. Although this is a Fokker E.IV the details shown here are pertinent for the Fokker E.III.

5 WINGS AND TAILPLANE



Remove compass detail for E.III 405/15



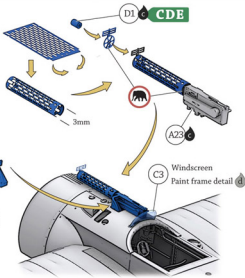
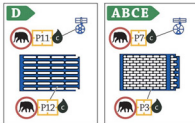
> Rudder and elevator detail from Fokker E.III 635/15 showing control horn details and the small area of linen not painted white. It was in this area that the Fokker work number was often stenciled. Misinterpretation of period photos has led some historians to mistakenly believe that this area was sometimes cut away to improve ground clearance.



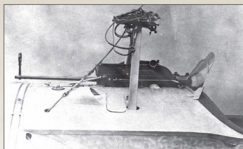
< Late production Fokker E.III 210/16 (wn509) was 1 week old when it's lost German pilot landed behind British lines on 6 April 1916. It is seen here after having RFC cockades painted over the top of later style Eisernkreuz. The opacity of the wings is notable in all Fokker Eindecker photos known to us except one, which shows CDL covered wings fitted to Austro-Hungarian Fokker A.III 03.53 (ex-E.1 65/15), reinforcing our position that no Fokker Eindeckers were factory finished in Clear Doped Linen.

6 COCKPIT COAMING DETAIL

ABCDE IMG 08 'Spandau' - High detail

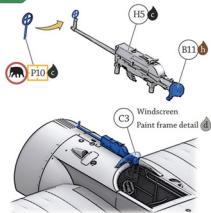


IMG 08 'Spandau'

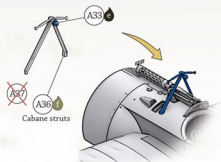


8mm Schwarzlose M 16 machine gun fitted to an unidentified Austro-Hungarian Fokker A.III (E.III). Note the fuel gauge fairing, hinged flap covering the opening above the internal magazine and method of securing the rigging during disassembly and transport.

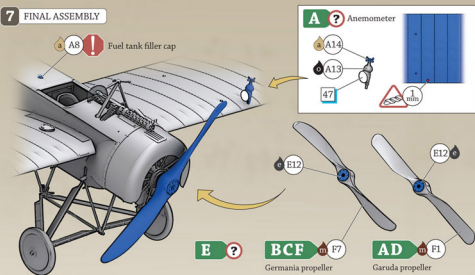
F Schwarzlose M 16



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.III.



7 FINAL ASSEMBLY



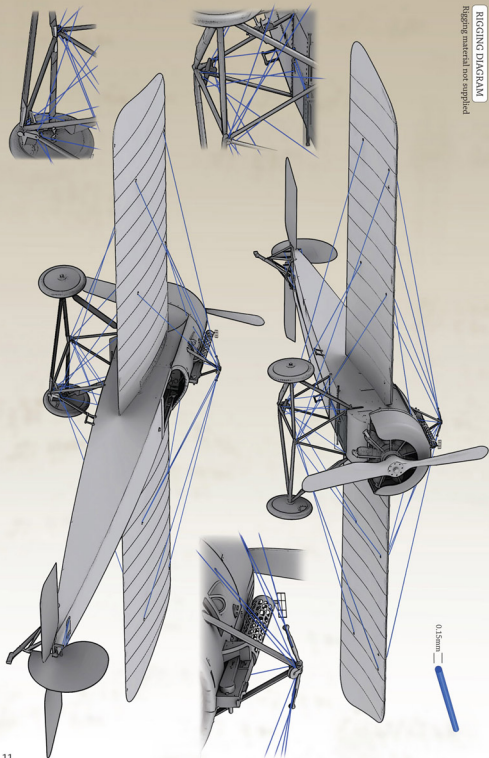
This unidentified late production Fokker E.III features early style eisernkreuz and a dark camouflage colour applied to the top of the fuselage and wings.



This unidentified late production Fokker E.III features late style eisernkreuz and a dark camouflage colour applied unevenly to the top of the wings. The top of the fuselage and elevator appear to have been doped or painted a very light colour, possibly the same colour that was previously applied to the outer sections of the wings.

RIGGING DIAGRAM

Rigging material not supplied



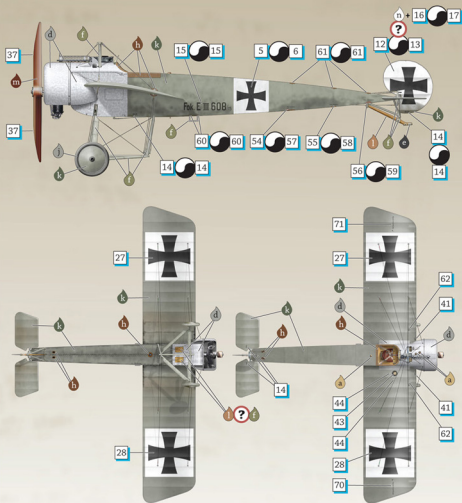
A Fokker E.III 405/15, Otto Pfälzer (3 victories), Ernst Udet (62 victories), KeK Habsheim, March 1916


Ernst Udet (on left) and Weingärtner (with Cigar) pose with an unidentified pilot and ground crewman in front of Fokker E.III 405/15 from the 2nd production batch of Fokker E.III (numbers 400/15 to 435/15) ordered in October 1915. As with other KeK Habsheim Fokkers the white fuselage field and eisernkreuz are repeated on the top and bottom surfaces.



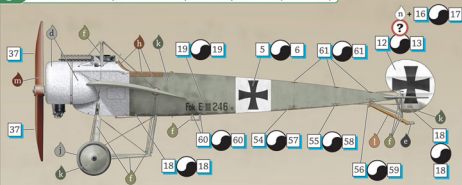
Otto Pfälzer (3 victories), Weingärtner, Ernst Udet (62 victories) and Willy Glinkermann (2 victories) pose in front of Fokker E.III 405/15 at KeK Habsheim following their successful interception of a French Bombing raid on 18 March 1916 (see Wingnut Wings 32018). It is entirely likely that each of them flew 405/15 at one time or another. Otto Pfälzer (sometimes spelled Pfälzer) was awarded his 1st victory with KeK Habsheim on 18 March 1916 (in the same action as Udet) and Pfälzer would score again with Jasta 15 in October 1916 and finally again in June 1917 with FA A 220. 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. He 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. Willy Glinkermann was awarded his 2 victories with Jasta 15 during 1917 before being killed in action on 29 May 1917.

B Fokker E.III 608/15, Josef Jacobs, Fokkerstaffel-West, May 1916 (48 victories)



48 victory ace Josef Jacobs scored his 1st confirmed victory while flying Fokker E.III 608/15 on 12 May 1916, it was a Caudron G 4 of Escadrille C30 and the pilot was made POW. Fokker E.III 608/15 is from the 3rd production batch of aircraft (numbers 601/15 to 636/15) ordered in November 1915. A photo in *Early German Aces* shows Jacobs and 3 ground crewmen standing in front of 608/15 with a darkly stained bottom half of the fuselage and a laurel wreath, presumably celebrating his victory, draped over its cabane struts. Having learned to fly previously, Josef was accepted as a pilot when he volunteered and from July 1915 he served in FFA 11 where, by the end of the year, he was flying their sole 80hp Fokker E.I. In April 1916 he joined Fokkerstaffel-West which at that time had three 100hp Fokker (E.II or E.III) Eindeckers for its pilots to fly and Josef's victory on 12 May would also be the 1st for the unit. Jacobs would go on to score 47 more victories, survive 2 mid air collisions, command Jasta 7 from August 1917 until the end of the war, fight against the Communists in 1919 and become a flying instructor in the Turkish Army. He was reportedly not particularly enamored with the Nazi Party and resided in Holland during WWII but returned to Germany afterwards. He died in July 1978 aged 84.

C Fokker E.III 246/16, Max Immelman, KeK Douai, June 1916 (15 victories)



Paint wings and apply decals 18, 27, 28, 41, 43, 44, 62, 70 & 71 as per B.

Born in September 1890, Max Immelman was only 14 when he attended the Dresden Cadet School and by 1912 he was an Ensign in a Railway Regiment but left to study mechanical engineering. Following the outbreak of war he again served in a Railway Regiment but quickly transferred to aviation and by the end of 1914 was learning to fly. In March 1915 he was flying two-seaters with FFA 62 and by early July was enviously eyeing the newly delivered Fokker E.1 3/15 allocated to Oswald Boelcke. Later that month a 2nd Fokker E.1 (13/15) was delivered and Max was flying this when he was awarded his 1st victory (and the 1st official victory for a Fokker Eindecker) on 1 August 1915. Victories for Oswald Boelcke & Immelman followed in rapid succession and by the middle of May 1916 Max's total was 15. On the evening of 18 June 1916, Max Immelman's usual Fokker E.IV 127/15 was being repaired following action earlier in the day, so he was flying E.III 246/16 when the Fokker pilots of KeK Douai intercepted 7 FE.2b of 25 Sqn. After joining in the dogfight it appears that, following his attack on FE.2b 4909 (see Wingnut Wings 32014 FE.2b Early), the MG synchronization gear failed and he shot off his own propeller. The resulting violent vibrations caused his aircraft to shake itself apart and Max plummeted to his death 2000 meters below. It is widely recounted that Immelman shot down 2 FE.2b on this day but these were not officially recognized, so his total victory count remained 15. He was 26 years old.



Max Immelman "The Eagle of Lille" with Four le Merite (The Blue Max) awarded to him following his 8th victory in January 1916.

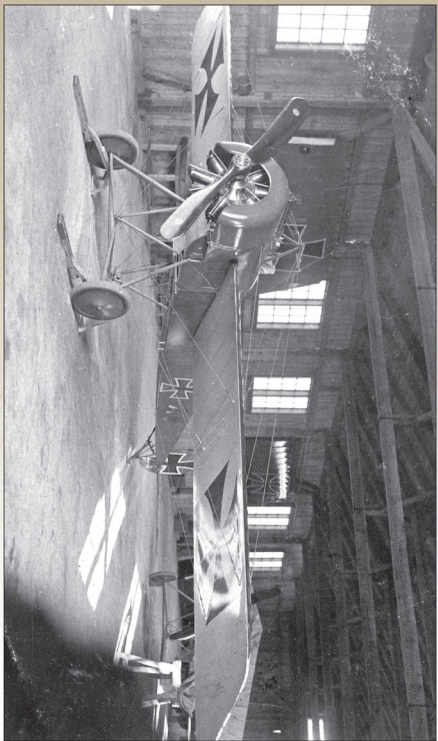


> The bulk of Fokker E.III 246/16 (forward fuselage, cockpit, engine and at least 1 wing) is seen above right where it fell and burst into flames and right, after the wreckage was collected together for investigation. It appears that the violent shaking caused by the shot away propeller caused the rear section to be wrenched off and it fell to earth some distance from the rest of the wreckage, although 25 Sqn claimed that they had shot Immelman down and Anthony Fokker claimed it was friendly anti-aircraft fire (and not a fault with his aircraft). Note the dark colour of the fuselage fabric exterior, severed propeller blade and small rectangle of material cut from the bottom of the rudder which would have contained the Fokker factory work number 18.



D Fokker A.III "A8", Austro-Hungarian Navy, 1916



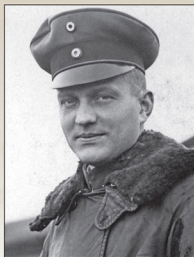


In Austro-Hungarian service the Fokker E.III was designated A.III and the Austro-Hungarian Navy Fokker A.III. 'A8' shown here has been freshly repainted/doped in unconfirmed camouflage colours, although deep green and light blue are the most likely. Interestingly the fuselage and rudder *eisenkreuz* are of a later style than those on the wings and both styles can be seen on the wings hanging from the wall in the background. The 'A8' marking on the fuselage appears to be two-tone but this is most likely a trick caused by the gloss black paint reflecting light. Note the Garuda propeller and unusually long slots in the MG 08 Spandau cooling jacket. Another photo of A8 shows that it was completely wrecked in a crash near Pola (now part of Croatia) in the same paint scheme depicted here.

E Fokker E.III, Manfred von Richthofen, Kasta 8, June 1916 (80 victories)



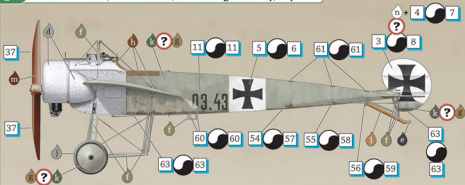
Paint wings and apply decals 27, 28, 41, 43, 44, 62, 63, 70 & 71 as per **B**.



80 victory ace Manfred von Richthofen "The Red Baron" is undoubtedly the most famous pilot of the First World War. Manfred was born into German nobility and entered the military as a 17 year old cadet in 1909 and was a cavalry officer in the 1st Uhlán Regiment when the war broke out. Not finding the stagnant trench warfare to his liking he requested a transfer to aviation in May 1915 and later that month found himself at FEA 7 (Flieger-Ersatz-Abteilung 7) and, despite 'difficult and doubtful circumstances', by 10 June he was on a two week observer course at FEA 6. On 21 June he was assigned to FFA 69 Feld Fleiger-Abteilung (69) as an observer in two-seaters facing the Russians. In August 1915 he transferred to BAO (Breslau-Tauben-Abteilung-Ostend) where he commanded large twin engine, three-seater AEG fighters/bombers. After meeting the legendary Fokker ace Oswald Boelcke in October 1915, Richthofen took it upon himself to learn to fly from his AEG pilot Georg Zeumer and, astoundingly, by the 10th of the month George pronounced him ready to fly solo. On 15 November he transferred to FEA 2 for further training and was assigned to Kasta 8 in March 1916, initially as a two-seater pilot but by early May he was flying the unit's Fokker E.III. In late June Richthofen was flying a replacement E.III which suffered an engine failure on take off and crash landed as shown here, luckily he was not hurt. It would not be until 17 September that he would be awarded his 1st victory over FE.2b 7018 (see Wingnut Wings 32025 FE.2b Late) while flying an Albatros D.II with Jasta 2. Richthofen would go on to score 79 more victories before he was shot down and killed by Australian machine gunners on 21 April 1918. He was 25.



F Fokker A.III 03.43, Flik 8 & Flik 19, Austro-Hungarian Army, May 1916



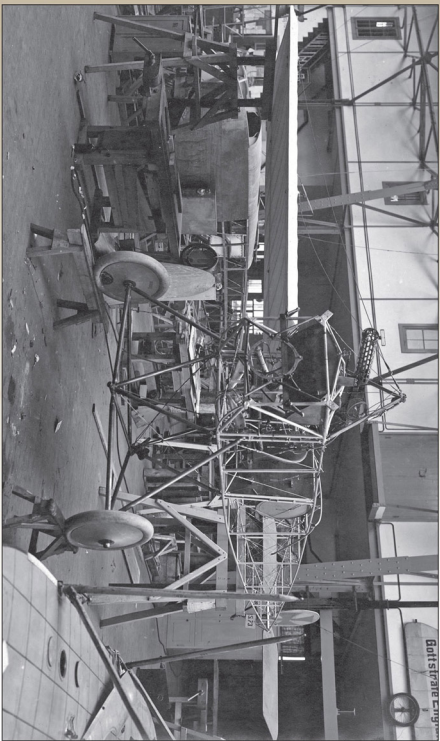
Paint wings and apply decals 1, 2, 41, 43, 44, 62, 63, 70 & 71 as per B.



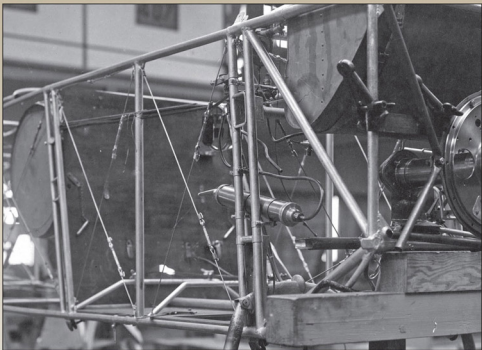
In Austro-Hungarian service the Fokker E.III was designated A.III and the Austro-Hungarian Army Fokker A.III 03.43 shown here features an 8mm Schwarzlose M 16 machine gun in place of the more usual IMG 08 'Spandau'. This aircraft served with Flik 8 & Flik 19 of the Austro-Hungarian Army on the Isonzo Front during the middle of 1916. Note the Germania propeller, early style eisenkreuz, Austro-Hungarian Schwarzloz M 16 machine gun and fuselage serial number style.



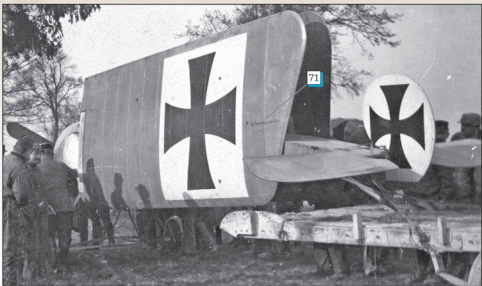
Austro-Hungarian Navy Fokker A.III A6. This makes a nice comparison to D and shows how A8 would have appeared before the paint scheme seen on pages 15 & 16 was applied.



This unidentified late production Fokker E. III appears to be undergoing a major overhaul or repair. The undercarriage struts appear to be freshly welded and have not been given their protective coat of paint yet. The wing has been recovered with Clear Doped Linen but hasn't been colour doped yet (note the internal rib and spar shadows which are almost never seen on operational Fokker Eindeckers). The frame resting on top of the fuselage behind the pilot's seat is for the forward cockpit canopy.



Further detail from the Fokker E.III seen opposite 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 (M3), seat mounts (D11), rear of the cockpit (A18) and rectangular hatch openings in the floor for added visibility.



This late production Fokker E.III, thought to be 196/16 captured by the French, perfectly displays 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 tips of the wings were secured by brackets (thought to be painted red) attached to fittings at the trailing edge of the wings 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 Spanschlösser nicht öffnen" [70] & [71] thought to be referring to the stowage bracket.



Gottard Sachsenberg test runs the Oberursel U.I engine of Fokker E.III 1F196 at MFA 2 (Marine Feld Abt. 2) in 1916. Sachsenberg would go on to score 31 victories before the Armistice, although none of these were while flying a Fokker Eindecker. Note the uncovered wire wheels.



This unidentified Fokker E.III has come to grief in what appears to be a training accident (no IMG 08 is fitted). All upper surfaces have been painted/doped a dark colour while the underside of the wing appears to be light blue (note lack of white field around the late style eisenkreuz).



This late production Fokker E.III (note the opening on the cockpit coaming above the internal magazine) was reportedly being flown by Max Ritter von Mulzer when it was photographed with an early production Roland C.II. The darkly stained and camouflaged Fokker fabric is quite at odds with the bright clean appearance of the Roland.



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.



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 WW1 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



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.



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@wingnutswings.com



| 32048 | 1/32 Fokker E.III Late | 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 |
| 0132018H | H parts Fokker E.III Late | 1 |
| 132E0011 | 100hp Oberursel engine | 1 |
| 0132018P | Photo-etched metal parts | 1 |
| 7132048 | Instructions | 1 |
| 9132048 | Decals | 1 |
| 9132018b | Decals | 1 |
| 9132048b | Decals | 1 |
| | | |
| | | |

If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32025 - 1/32 FE.2b Late



32018 - 1/32 Fokker E.II/E.III Early



32028 - 1/32 AMC DH.2

Also available from
www.wingnutwings.com

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