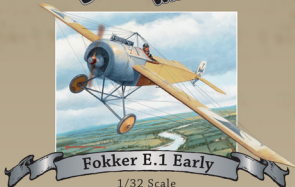


WINGNUT WINGS



The legendary Fokker Eindecker, armed with a machine gun synchronized to fire through the propeller, made its 1st official kill on the 1st day of August 1915. It was an 80hp Oberursel U.0 (license built 80hp Gnome) powered wing warping Fokker E.1 13/15 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 enough to be employed in combat. Lawsuits filed by Schneider against Fokker continued up until September 1933.

Fokker's unarmed 80hp 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. Most, if not all, of the 1st half dozen Fokker E.1 manufactured were armed with the Parabellum LMG 14 but this proved to be unsuitable for synchronization and all following Fokker Eindeckers were fitted with the IMG 08 'Spandau'. The Parabellum LMG 14 empty ammo belt was stored externally, initially using an exposed reel on top of the cockpit coaming and then later in a faired container on the left side of the fuselage. All IMG 08 'Spandau' armed E.1 appear to have had an internal empty belt container similar to that found on the 100hp E.II & E.III. Later production E.1 featured extended aluminium fuselage side panels and longer wings giving a wingspan of 10.05m. The ammunition magazine was located externally on the right side of the fuselage, with the exception of a final production run of E.1 manufactured in March - May 1916 which had an internal ammunition magazine. These final production E.1 also featured an additional fuel tank behind the pilot and a wing mounted compass making them all but indistinguishable from late production 100hp E.III (unless the smaller 7 cylinder 80hp engine or associated narrower cockpit coaming is discernable).

The 100hp Oberursel U.1 powered E.II was developed concurrently with the E.1 and started entering service in July 1915 with the E.III and E.IV following later in the year. Early in 1916 the appearance of the highly maneuverable French Nieuport 11 and British DH.2 marked the beginning of the end of the "Fokker scourge" and 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 Ildifleg 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 2 new Windsock Datafile Fokker Eindecker Compendiums published in 2012 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 cowls 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 2013

Wingspan(early):	Length:	Max Weight:	Max Speed:
8.95m (29.36ft)	6.95m (22.80ft)	550kg approx (1212lb)	130kph (80mph)
No. Manufactured:	Production:	Engine:	Ceiling:
64 approx.	May-Nov 1915 & mid 1916	80hp Oberursel U.0	Unconfirmed

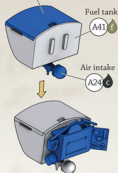
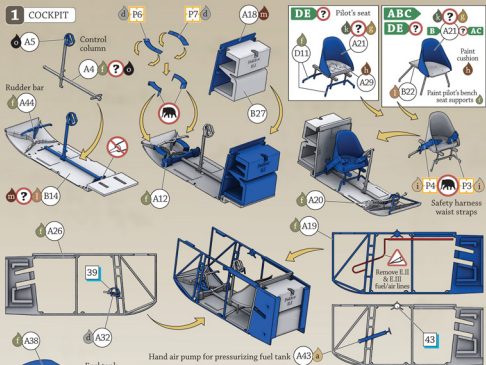
Armament:

7.92mm (0.311in) Parabellum LMG 14 or IMG 08 'Spandau' machine gun

References:

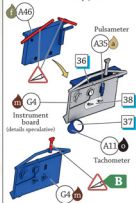
Fokker E.1/II Windsock Datafile 91, PM Gross, 2002 - Fokker E.III Windsock Datafile 15, PM Gross, 1989 - Josef Scott - Avions Allemands Zeppelins et Moteurs, Jean Lagonette 1917 (www.association14-18.org) - Early German Aces of World War 1, Osprey, Greg VanWyngarden, 2006
Fokker Fighters of World War One, Alex Imrie, Arms & Armour Press 1988 - Fokker Aircraft of World War One, Paul Learnan, Crowood 2000
The Vintage Aviator Ltd - 1914-18 Aviation Heritage Trust - Private Collections

1 COCKPIT

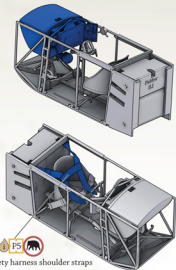
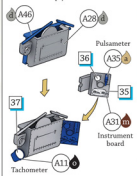


It is believed that this photo was taken to document how a tangled IMG 08 'Spandau' trigger cable caused Ernst Udet to crash on take off during his 1st Eindecker flight on 26 November 1915 at Habsheim. Note the empty belt container (A28), tachometer (A11) and small instrument board (A31) with pulsometer (A35). It is not known whether Udet was flying an E.II or E.III at the time but the details shown here appear to be correct for a IMG08 'Spandau' armed E.I.

AB Parabelium LMG 14 external empty belt



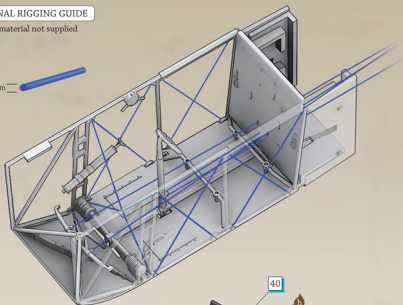
CDE Internal IMG 08 'Spandau' empty ammunition belt box



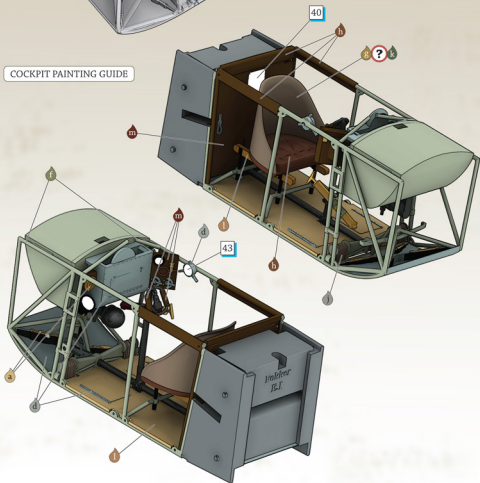
INTERNAL RIGGING GUIDE

Rigging material not supplied

0.15mm

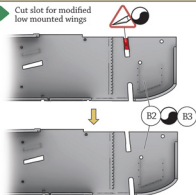


COCKPIT PAINTING GUIDE

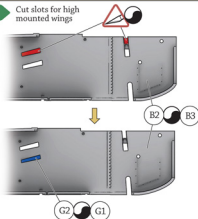


2 FUSELAGE

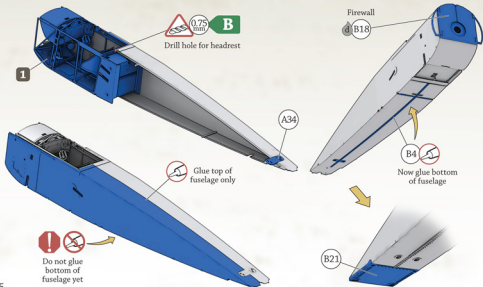
A Cut slot for modified low mounted wings



B Cut slots for high mounted wings

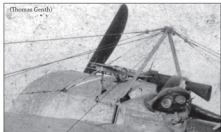
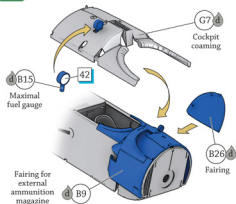


< This crashed Fokker, believed to be Navy E.1 LF70 (ex 32/15) (see page 18), displays the fabric stitching at the rear of the fuselage typical of all Fokker Eindeckers. Note that the fuselage, stitching and elevator control cable outlets have been overpainted with a light colour, possibly light blue, while the elevators remain 'beige' or 'grey'.



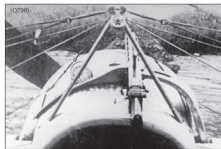
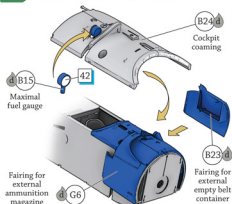
3 COCKPIT COAMING AND SIDE COWLS & FAIRINGS

A Parabellum LMG 14 armed low wing E.1 1/15



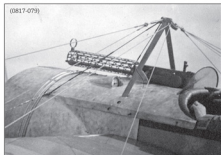
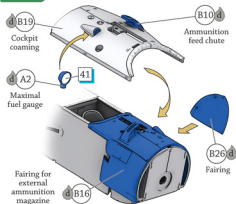
Cockpit coaming detail believed to be from Fokker E.1 1/15 **A**. Note the cut away area in the side cowling where the wings have been lowered from their earlier high position (as seen on **B**). Note the Parabellum LMG 14 and spring wound reel for the empty ammunition belt, a feature so far only confirmed on E.1 1/15 (although no photos confirmed to show 2/15 or 3/15 have come to light to confirm their armament details).

B Parabellum LMG 14 armed high wing E.1



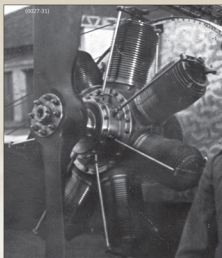
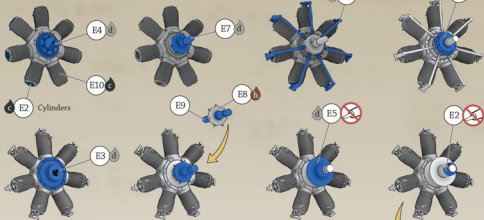
Cockpit coaming detail believed to be from Fokker E.1 5/15 **B** showing how the Parabellum LMG 14 empty belt was fed into a container in a rectangular fairing on the left of the fuselage.

CDE IMG 08 'Spandau' armed E.1

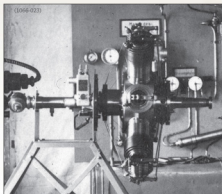


Cockpit coaming detail from **C** showing the fairing for the fuel gauge (A2) + (41) and IMG 08 'Spandau' machine gun with early style cooling jacket and ring sight. Almost no two early Fokker Eindeckers were assembled the same way so while we have done our best to capture the 'usual' aluminium panel details they will not be 100% accurate for all versions.

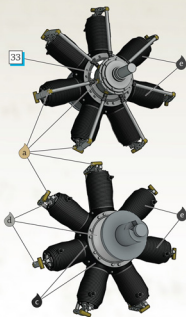
4 80HP OBERURSEL U.0 ENGINE



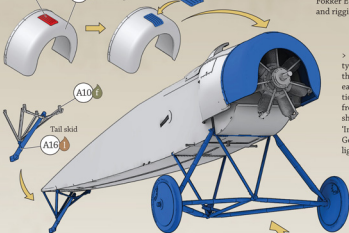
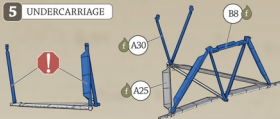
^ 80hp Oberursel U.0 from a late production Fokker E.1.



80hp Oberursel U.0 on a stand in an instructional workshop. Note the spark plug wiring.



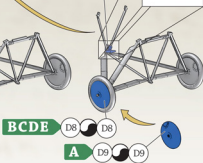
5 UNDERCARRIAGE



Undercarriage detail from early production Fokker E.1 13/15 **D** showing strut fairings and rigging.

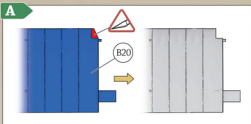


> Wheel and tyre detail from the unidentified early production Fokker E.1 from page 13 showing the 'Innen' stencil **34**. Many, but not all, German WW1 tyres were made from light grey rubber as shown here.

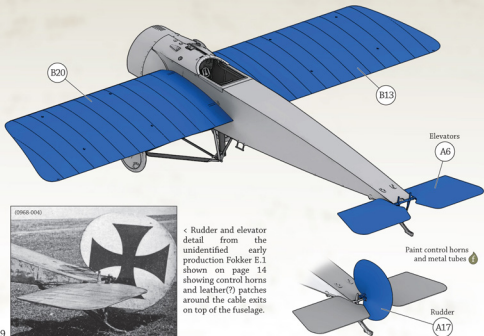
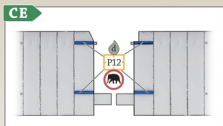
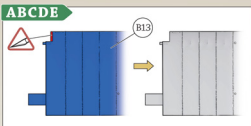
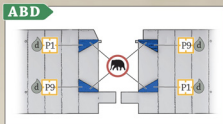
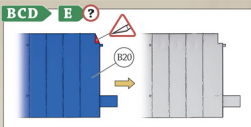


Undercarriage detail and wing warping cable rigging detail from a Fokker E.IV thought to be 638/15. Although this is a Fokker E.IV the details shown here are pertinent for the Fokker E.1.

6 WINGS AND TAILPLANE



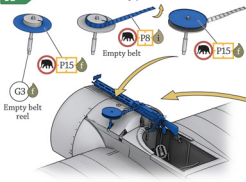
> Wing root detail from LMG 08 'Spandau' armed Fokker E.1 13/15 **E** showing the cut out originally designed to clear the Parabellum LMG 14 external empty belt container fairing but unnecessary in this instance.



< Rudder and elevator detail from the unidentified early production Fokker E.1 shown on page 14 showing control horns and leather(?) patches around the cable exits on top of the fuselage.

7 COCKPIT COAMING DETAIL

A Parabellum LMG 14 empty belt reel



Parabellum LMG 14



B

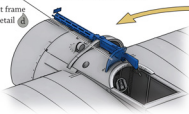


Parabellum MLG 14 machine gun as fitted to **A** & **B**. The ammunition magazine shown here was not used on the Fokker E.1.

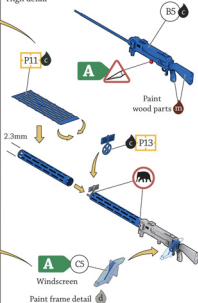
Windscreen

C3

Paint frame detail d



High detail



CDE

Empty belt deflector

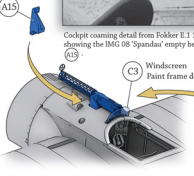
d A15



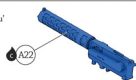
Cockpit coaming detail from Fokker E.1 13/15 **D** showing the IMG 08 'Spandau' empty belt deflector (A15).

C3

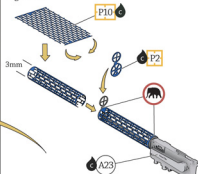
Windscreen
Paint frame detail d



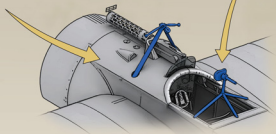
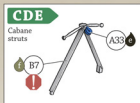
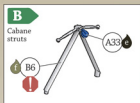
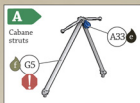
IMG 08 'Spandau'



High detail



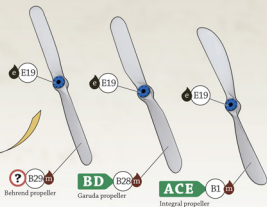
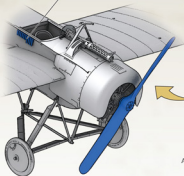
8 CABANE STRUTS



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.1.

9 FINAL ASSEMBLY

Flares (sometimes carried internally) A42 ? A9 Flare gun (usually carried internally)



Although a particular aircraft may have been photographed with a particular propeller these were frequently replaced and there was no guarantee that it would be replaced with one from the same manufacturer.

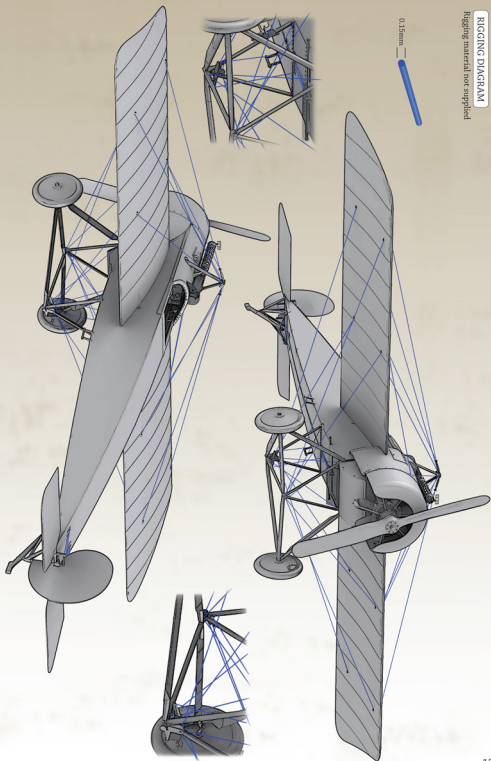
Two very early Fokker Eindeckers, both of which were reportedly demonstrated by Otto Parschau, are shown here in a canvas hangar. On the left is an unidentified high wing Parabellum LMG 14 armed 80hp Fokker E.1 with external empty belt container (B23) similar to B but appears to have a white diagonal fuselage band marking. On the right is the 100hp Fokker E.II (wn257) demonstrator/prototype which was also armed with a Parabellum LMG 14, although all production E.II were fitted with the LMG 08 'Spandau'.

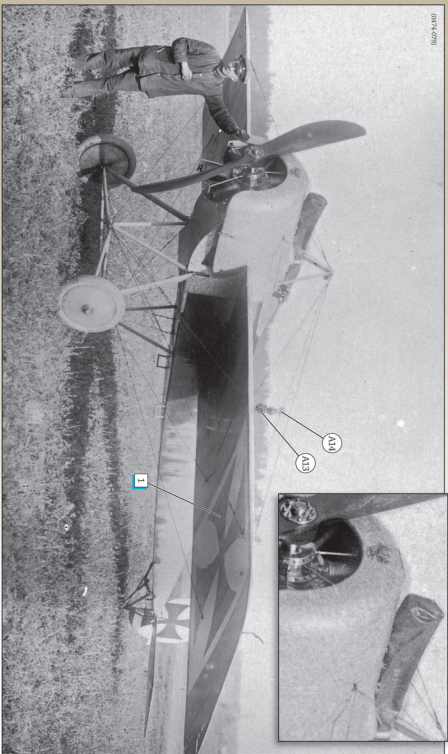


RIGGING DIAGRAM

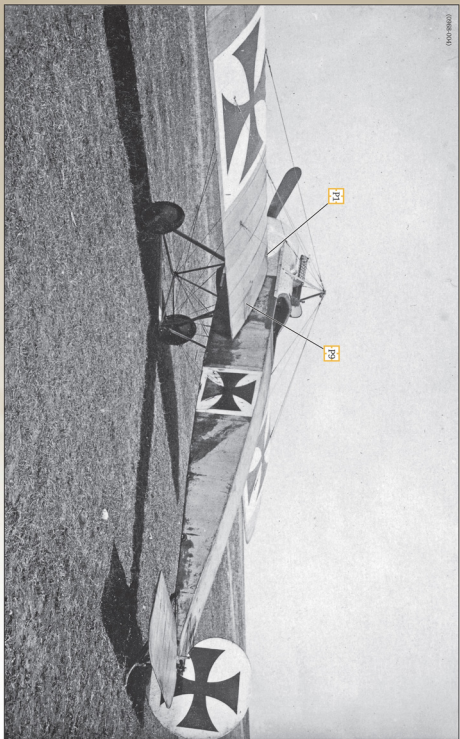
Rigging material not supplied

0.15mm

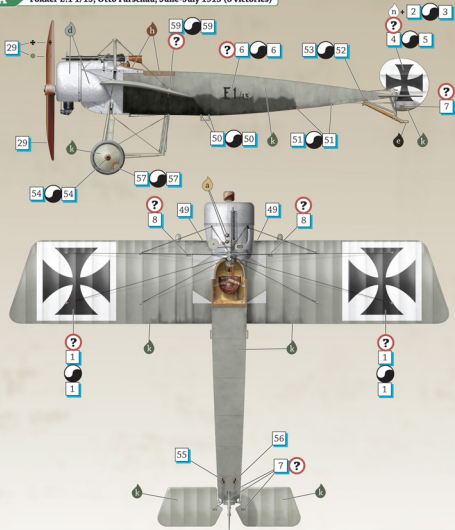




A mechanic stands proudly by his' unidentified early production Fokker E.I. Note the shorter fuselage side cowling, Integral propeller (1), 8.95m span wings (Note the relationship between the Eisensherenz arms and the rigging attachment points) and anemometer fixed near the leading edge of the port wing. A decorative eagle(?) can be seen on the front of the engine cowling (see inset) and a protective covering has been placed over the MG 08 Spandau machine gun.



This unidentified early production Fokker E.1 displays distinctive heavy exhaust oil staining which has soaked through from the inside of the fuselage and greatly darkened the coloured fabric.

A Fokker E.1 1/15, Otto Parschau, June–July 1915 (8 victories)


Fokker E.1 1/15 is shown here with heavy fuselage staining but no national markings (other than the rudder) or serial number. The serial number "E 1/15" and wing Eisernkreuz appear to have been added shortly after this photo was

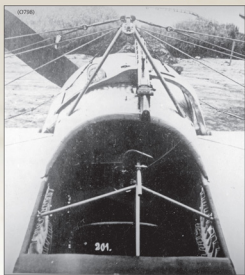
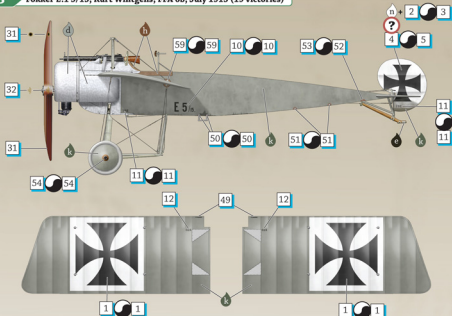


taken. Note the unusually outboard position of the wing Eisernkreuz. Otto Parschau joined the infantry in 1910, trained to fly in 1913 and was an experienced pilot when war broke out so he was assigned a reconnaissance Fokker A.II Eindecker (a 'green machine' previously owned by Ohlt von Buttler) which he flew for almost a year. As an experienced Eindecker pilot Parschau was an ideal candidate to demonstrate Anthony Fokker's new armed monoplanes. Otto was constantly frustrated by the unreliable Parabellum armament and would not be awarded his first victory until October 1915, he would score 7 more times before he was mortally wounded following combat on 21 July 1916. He was 25.



Certainly not the sort of security you would expect surrounding such a new weapon of war: Oblt v. Buntlar (left) and Otto Parschau (right) show an unidentified Lady a brand new Parabolium LMG 14 armed Fokker E.1 while another unidentified pilot stands on the fuselage foot step behind. No national markings are visible (although the rudder can not be seen) and the fuselage shows no signs of the heavy staining shown opposite, indicating that this aircraft had not seen any serious use. Note that no deflector plate (57) appears to be fitted, indicating it may not have had downward viewing hatches at the time this photo was taken. Although ultimately unidentified, this is almost certainly Fokker E.1 1/15. A photo showing Fokker E.1 1/15 with full national markings and fuselage serial number can be found in Windssock Datafile 91 Fokker E.1/II.

B Fokker E.1 5/15, Kurt Wintgens, FFA 6b, July 1915 (19 victories)



Like other very early Fokker E.1, 5/15 began life as an unarmed A type observation aircraft. After the addition of its Parabelum armament and associated fittings the now re-designated Fokker E.1 5/15 was allocated to Kurt Wintgens of FFA 6b. Fokker E.1 5/15 is illustrated here as it appeared at FFA 6b in early July 1915. Later that month Wintgens and 5/15 were temporarily assigned to FFA 48 as part of Armeekorps Abteilung Gaede (AA Gaede) where his Fokker was fitted with sliding view ports in the fuselage sides and received the unit's black rudder and black and white fuselage band markings. Wintgens joined the Army in 1913 and transferred to aviation in late 1914 where he served as an observer before training as a pilot at the Fokker School in March 1915. He initially served in FFA 67 flying unarmed Fokker A types before arriving at FFA 6b, bringing with him Fokker E.1 5/15 which he was flying on 1 July 1915 when he claimed his 1st victory over a Morane Parasol. He claimed another 3 victory days later but both claims were not officially recognized. Kurt was finally awarded his 1st victory on 15 July while at FFA 48. Unless he was flying a two-seater at the time, and not Fokker E.1 5/15, it is difficult to see how the title of the 1st official Fokker Eindecker victory was awarded to Immelmann (following Max's victory on 1 August 1915). Kurt continued to fly with FFA 6b and FFA 48 until being assigned to KeK Vaux in June 1916. On 25 August 1916 he transferred to the newly formed Jasta 4 but by the following month he was assigned to Jasta 1 where he would remain until he was shot down in flames on 25 September 1916. Kurt was 22.

(0140-51)



This Fokker Eindecker believed to be Navy E.1 LF70 (ex 32/15) has come to grief in a rather spectacular fashion. Note the darker colour of the wings and tailplane compared to the bottom of the fuselage. This late production E.1 appears to be fitted with 13 rib 10.05m wings as seen on Fokker E.II, E.III and E.IV. Please visit www.wingnutwings.com for more photos of this spectacular crash.

(Thomas Genth)

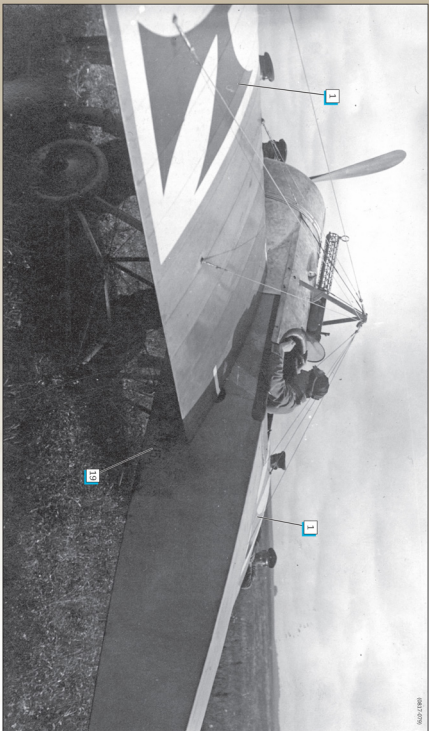
*Fokker, mit gelbemunterlegenen Tragflächen,
wegen Unfall in Reparatur. -
Juli 1916*

46 AB
47 C
48 DE



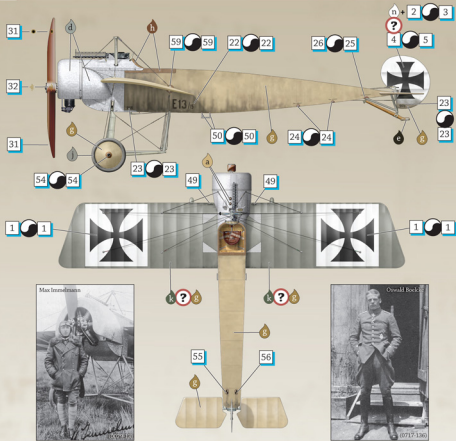
This unidentified Parabellum LMG 14 armed Fokker E.1 is either 1/15 but a deflector plate (A39) with repainted or replaced wings (possibly with the white fields overpainted with a camouflage colour) or perhaps it is a photo of the elusive E 2/15 or even E 3/15. The Fokker factory maker's plate style and 'fingerprint' of the cowling swirls appear to preclude this as being any of the other known Parabellum armed Fokker E.1. The unusual 'drooped' foresight on the Parabellum appears to be a result of it being crushed when the machine overturned on landing.





Fokker E. I 8/15 (vnr 258) was reportedly flown by Unteroffizier Kriestie at FFA 6Z in the summer of 1915. In another photo of this aircraft published in *Windssock* Darabale Fokker 91 Fokker E.I./II the top of the fuselage and wings appear considerably darker than the sides of the fuselage and have been doped or stained in a camouflage colour, either grey as illustrated or possibly brown. Note the Integral propeller (10) + (20) and thin rectangular wing struts (12). When new 8/15 was fitted with a headrest like that seen on (8) but this had been removed by the time Kriestie was apparently photographed in it. The purpose of the headrest was to align the pilot's eye along the sights of the machine gun for more accurate aiming although this innovation is rarely seen so presumably was unpopular with pilots and ultimately considered unnecessary.

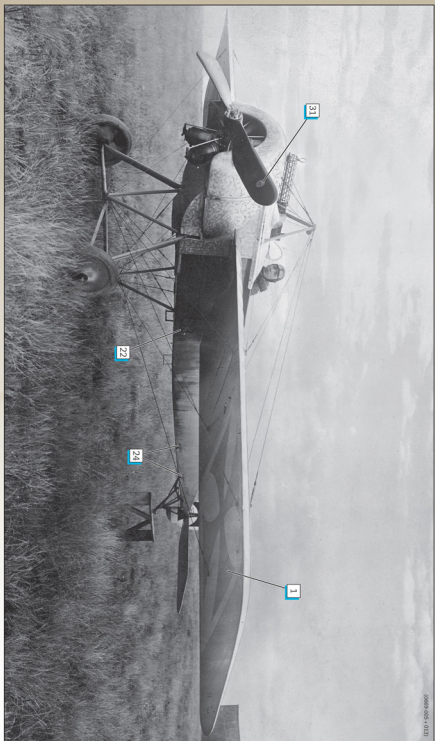
D Fokker E.1 13/15, Max Immelmann (15 victories) & Oswald Boelcke (40 victories), FFA 62, August 1915



Both Max Immelmann and Oswald Boelcke are recorded as flying Fokker E.1 13/15 at FFA 62 in August 1915. Born in September 1890, Max Immelmann 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 and by March 1915 he was flying two-seaters with FFA 62. When the unit received 2 Fokker E.1 in July 1915 Oswald Boelcke was assigned Fokker E.1 3/15 (unfortunately no photos confirmed as showing 3/15 are known to us) while Max Immelmann was allocated 13/15 a few days later, although they would frequently fly each others aircraft as circumstances dictated. Max was flying 13/15 when he was awarded his 1st victory (and the 1st official victory for a Fokker Eindecker) on 1 August 1915.

Oswald Boelcke joined the Army in 1911 and became a pilot in 1914. At the outbreak of war he initially flew two-seaters with FFA 13 and then FFA 62 where he and his observer were awarded their 1st victory on 4 July 1915. On 11 August Boelcke took two visiting nurses up for joyrides in Fokker E.1 13/15 (previously misidentified as 3/15). Photos showing a rather attractive 'Nurse Blanka' seated closely behind Oswald confirm that there was no back to his seat and that both he and Blanka probably sat on a simple bench seat like (R2). Boelcke's 1st Eindecker victory was awarded on 19 August 1915. Victories for Boelcke and Immelmann followed steadily ensuring that they became famous on both sides of the front line.

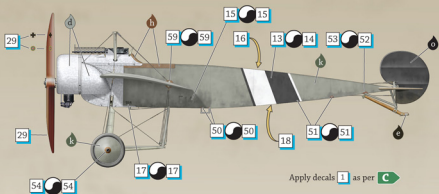
On the evening of 18 June 1916 Max Immelmann was flying Fokker E.III 246/16 when he reportedly shot off his own propeller while in combat with 7 FE.2b of 25 Sqn, the resulting violent vibrations caused his aircraft to shake itself apart and Max plummeted to his death 2000 meters below (see Wingnut Wings model 32048). It is widely recounted that Immelmann shot down FE.2b 4909 (see Wingnut Wings model 32014) and 6940 on this day but these were not officially recognized (the former was awarded to Max Mulzer) so his total victory count remained 15. Immelmann was 26 years old. Following the death of Immelmann, Oswald Boelcke, now with 19 victories, was removed from action and sent on a lengthy inspection tour. It was during this time that he would write the famous 'Dicta Boelcke' and his report on aerial fighting which led to a very effective change in German tactics. In August he was recalled from his tour to take command of the newly formed Jasta 2. Equipped with new twin 'Spandau' armed Albatros D.I and D.II biplane fighters, victories followed quickly for Oswald and his Jasta 2 pilots against the onslaught of RFC observation aircraft supporting the cataclysmic Somme offensive far below. On 26 October 1916 Boelcke was awarded his final victory, being killed 2 days later after colliding with fellow Jasta 2 pilot Erwin Böhme during combat with DH.2s of 24 Sqn. Böhme was able to recover but Boelcke's top wing broke up and he plummeted to his death. Jasta 2 was subsequently renamed 'Jasta Boelcke' in honour of the 25 year old Oswald. For further reading on Immelmann and Boelcke we highly recommend *The Blue Max Airmen Volume 1* by Lance J Bronnenkant, Aeronaut Books 2012.



0969-005 • (11)

Max Immehmann sits in the cockpit of Fokker E. I 13/15 possibly following one of his 4 victories achieved while flying this machine. Early in 1916 the decision was made to save this historic aircraft for posterity and it was sent to the Zeughaus Museum in Berlin. Sometime later it was moved to the Saxon Army Museum in Dresden and it was here that it was destroyed in the bombing raids of February 1945.

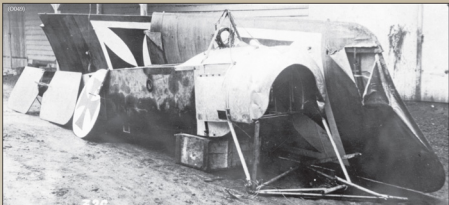
E Fokker E.1 14/15, Eduard Böhme, FFA 9b, August 1915 (2 victories)



Eduard Böhme shot down 2 French Maurice Farman 11 from MF29 on 25 August 1915 while flying this FFA 9b Fokker E.1 14/15. This photo shows the result of his attempting to land near the 2nd Maurice Farman. The black rudder and black & white fuselage bands were identification markings carried by most aircraft associated with AA Gaede. Eduard would go on to fly Fokker E.II 33/15 (see Wingnut Wings model 32018) before dying after crashing a late production Fokker E.III, possibly 408/15, on 24 January 1916. He was 23.



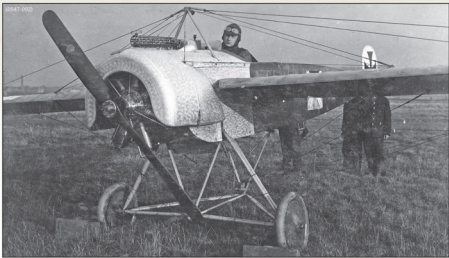
A rare in flight photo of Fokker E.1 8/15 **D**.



This unidentified very early production high wing Fokker E.1 awaits repair. Although the armament has been removed, it would almost certainly have been one of the few machines equipped with the Parabellum LMG 14. A wing number, possibly 272, can be seen close to the triangular wing step plate [P9]. It would be nice to think that this was a photo of 2/15 or 3/15 but until further information becomes available that is just wishful thinking.



Another unidentified early production Fokker E.1 awaits repair. Although the shortened aluminium side panel confirms this is an early production aircraft the wings appear to be the longer 13 rib 10.05m wingspan types usually associated with later production Fokker E.1 (and E.II, E.III & E.IV).



Ernst Freiherr von Althaus sits in his darkly camouflaged late production Fokker E.1. Note the extended aluminium side panel and the distinctive, heavily weathered, fuselage cross.

Late and final production Fokker E.1

(0318-074)



Late production Fokker E.1 believed to be from FFA 26. Note the 13 rib 10.05m wingspan wings (evidenced by the full chord outermost rib and position of the eisenkreuz in relation to the rigging attachment points) and the extended aluminium side panel forward of the cockpit, both indications of a late production Fokker E.1. Also note the long aluminium wing step at the wing root and distinctive fuselage cross.

(0950-010)



Final production Fokker E.1 327/16 (factory work number 581) was from an order placed in March 1916 for 4x E.1 (numbers 326/16 to 329/16) and was captured by the French on 20 October 1916 when it's pilot got lost and landed at Le Plessis-Bellefleur. Final production E.1 details to note are the compass set into it's 10.05m wings and fuel filler cap faintly visible behind the cockpit. Other than the serial number "E.1 327..." faintly visible on the fuselage and the narrow cockpit coaming associated with the smaller 80hp Oberursel U.0 engine confirming this as an E.1, it looks almost exactly like a late production E.III.

(0458-140)

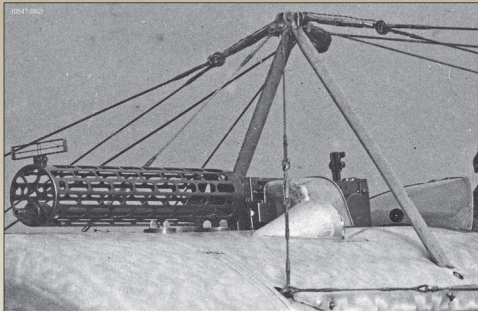


Final production Fokker E.1 327/16 being photographed after capture. Note the opening above the internal ammunition magazine, another identifying feature normally only associated with late production Fokker E.III. Curiously it has later style eisenkreuz on its port wing indicating a replacement (see above for comparison). Max Mulzer was photographed in a final production E.1 with similarly mismatched wing eisenkreuz, although the (illegible) fuselage serial number was painted further forward. It remains to be seen whether mismatched wing eisenkreuz were more or less common than repainted fuselage serial numbers but perhaps it is not impossible that he also flew 327/16 at some time?

(0972-047)



Final production Fokker E.1 327/16 photographed at Pau Flight School in France after being thoroughly examined. Fokker E.1 327/17 underwent numerous changes at the hands of the French, including the obvious new colour scheme (and possibly completely replaced fabric) shown here and at one time had an engine cowling of French origin fitted (possibly from an 80hp Morane), along with the locally made propeller visible here.



IMG 08 Spandau detail from Ernst Freiherr von Althaus' late production Fokker E.1 on page 24. Note the cabane strut rigging, fuel and oil filler caps, fuel gauge fairing and empty belt deflector A15.



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 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 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



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 have any questions about this model, comments, requests or suggestions, Richard is contactable at richard@wingnutwings.com



32021	1/32 Fokker E.1 Early	Qty
0132018A	A parts	1
0132021B	B parts Fokker E.1	1
0132018C	C parts	1
0132018D	D parts	2
132E0014	E parts 80hp Oberursel U.O engine	1
0132021G	G parts Fokker E.1	1
0132021P	Photo-etched metal parts	1
7132021	Instructions	1
9132021	Decals	1

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



32028 - 1/32 AMC DH.2



32048 - 1/32 Fokker E.III Late



32014 - 1/32 FE.2b Early

Also available from
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