

WINGNUT WINGS



Fokker E.IV

1/32 Scale

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 Immellmann 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 E.1 (armed Eindecker 80hp) types started shipping to front line units in June 1915. The 100hp E.II, developed concurrently with the E.1, started entering service the following month with the E.III following in August. The 160hp Oberursel U.III powered Fokker E.IV, utilizing the wings and tailplane of the E.III, was initially fitted with 3 IMG 08 machine guns (which proved to be 1 gun to many) and first appeared in September 1915, although production aircraft did not arrive at the front in larger numbers until March-April 1916. In addition to the extra firepower of the 2nd gun, the ability to keep fighting when one gun jammed was a considerable benefit. The weight of the extra gun and ammunition combined with the extreme gyroscopic forces of the 160hp rotary engine meant that the wing warping Fokker E.IV was not the evolutionary success hoped for. By the time the E.IV was beginning to make its presence known over the front lines the appearance of the highly maneuverable French Nieuport 11 and British DH.2 had already marked the beginning of the end of the "Fokker scourge". Most Eindeckers had been withdrawn from front line service by December 1916.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 Ildflieg and Fokker factory records). Because of this we highly recommend you treat published drawings & specifications with a great deal of skepticism. Josef Scott's two 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:
10.05m (32.97ft)	7.5m (24.6ft)	724kg (1596lb)	170kph (106mph)
No. Manufactured:	Production:	Engine:	Ceiling:
49	September 1915 - late 1916	160hp Oberursel U.III	Unconfirmed

Armament:

2x 7.92mm (0.311in) IMG 08 'Spandau' machine guns

References:

Fokker E.IV Windsock Mini Datafile 7, PM Gross, 1996 - Josef Scott - Early German Aces of World War 1, Osprey, Greg VanWyngarden, 2006 - Fokker Fighters of World War One, Alex Imsir, Arms & Armour Press 1988
Fokker Aircraft of World War One, Paul Leaman, Crowood 2000 - Fokker Eindecker in Action, Squadron Signal, D. Edgar Brannon, 1996
The Vintage Aviator Ltd - 1914-18 Aviation Heritage Trust - Private Collections

Fokker E.IV

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 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

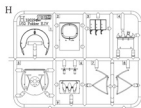
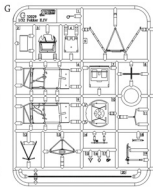
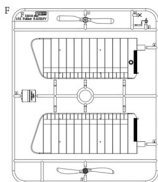
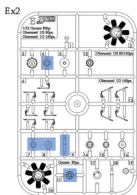
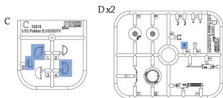
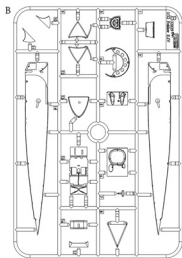
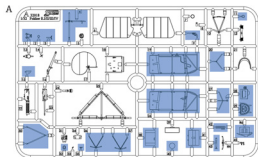


Paint Colour

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	XF16	27001	
e	Steel	XF56	27003	
f	Interior grey-green	XF76	-	24424
g	Fokker Beige - semi gloss	XF60	83	33440
h	Leather - semi gloss	XF52	62	30219
i	Clear Doped Linen (CDL)	XF55	121	36521
j	Light rubber - matt	XF19	64	36463
k	Fokker Grey - semi gloss	XF22	-	24159
l	Light wood* - semi gloss	XF78	93	30340
m	Dark wood* - semi gloss	XF68	98	30108
n	White - semi gloss	XF2	34	
o	Black - semi gloss	X18	85	
p	Dark green - matt	XF61	30	34064
q	Light blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	25550

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



Decals

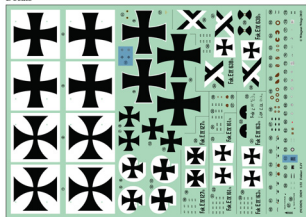
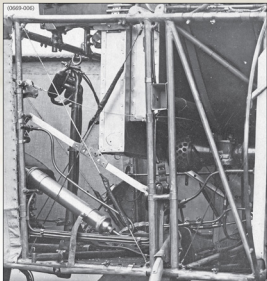
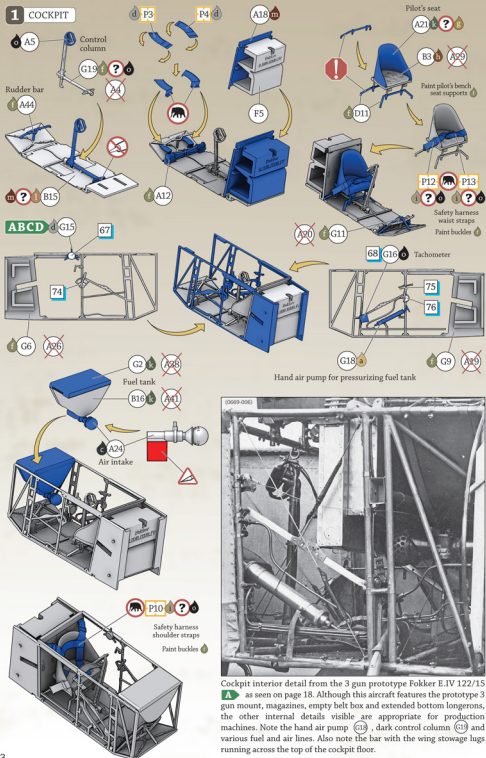


Photo Etch



 = Not Used

1 COCKPIT

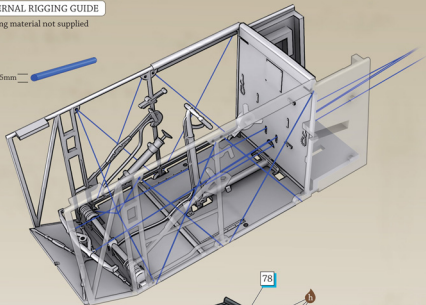


Cockpit interior detail from the 3 gun prototype Fokker E.IV 122/15 **A** as seen on page 18. Although this aircraft features the prototype 3 gun mount, magazines, empty belt box and extended bottom longerons, the other internal details visible are appropriate for production machines. Note the hand air pump (G18), dark control column (G19) and various fuel and air lines. Also note the bar with the wing stowage lugs running across the top of the cockpit floor.

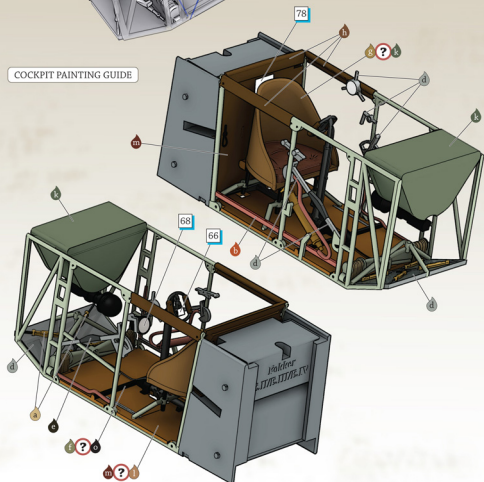
INTERNAL RIGGING GUIDE

Rigging material not supplied

0.15mm



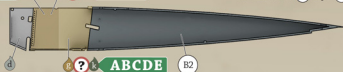
COCKPIT PAINTING GUIDE



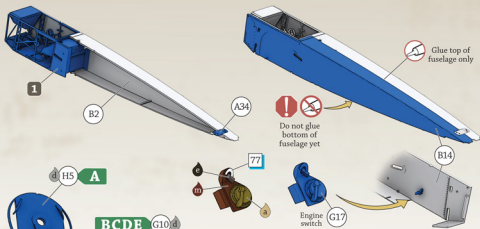
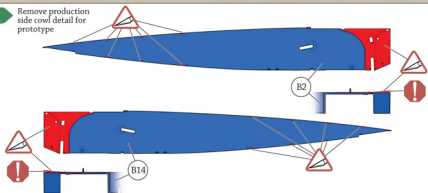
2 FUSELAGE

A **d** **s** **?** **k** **BCDE**

Paint insides of (B14) as per (B2)



A Remove production side cowl detail for prototype



Glue top of fuselage only

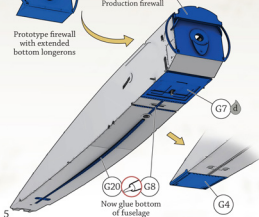
Do not glue bottom of fuselage yet

Engine switch (G17)



Production firewall (G10)

Prototype firewall with extended bottom longérons (H5)



Now glue bottom of fuselage



While this is a poor quality print of Fokker E.IV 122/15 **A** it does show the extended side cowls **P6** & **F16** used on the E.IV prototypes E122/15 and E123/15.

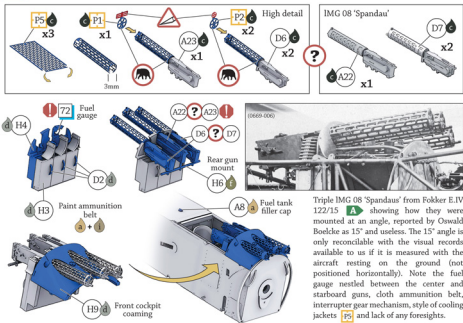
A Prototype fuselage

Trim to fit top coaming.

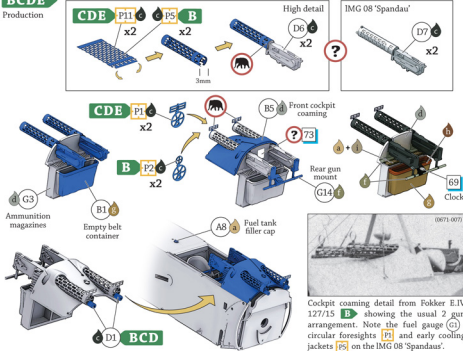


3 ARMAMENT

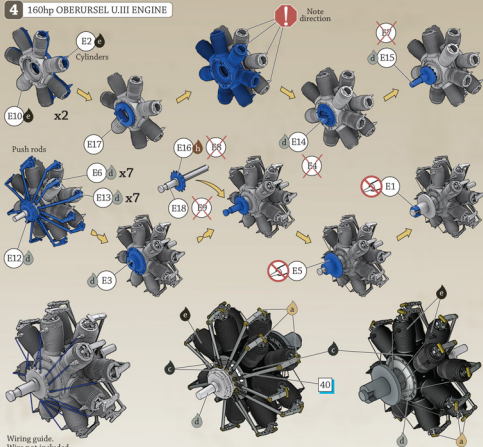
A Prototype



BCDE Production



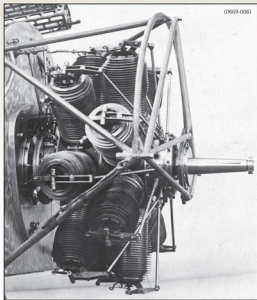
4 160hp OBERURSEL U.III ENGINE

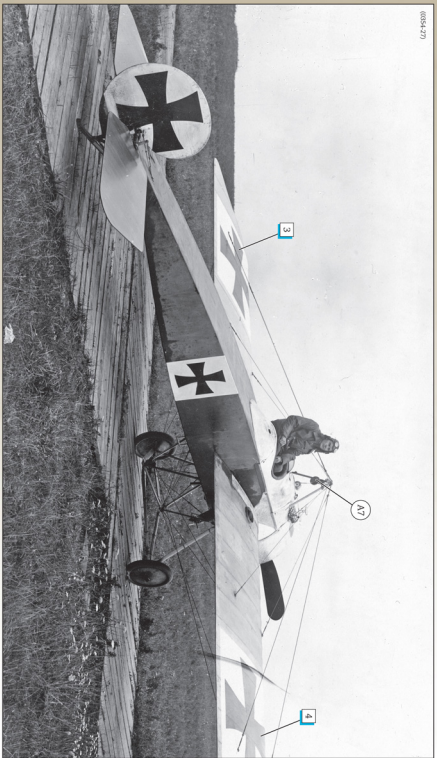


Wiring guide.
Wire not included.



> 160hp Oberursel U.III as fitted into the 3 gun prototype E.IV 122/15. The 14 cylinder U.III was effectively 2 Oberursel 80hp U.0 engines bolted together (just like our model). The extra framing was necessary because of the additional length of the engine. Note that the framing shown here on the prototype is not quite the same as on production machines because of the extended bottom longerons.

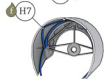
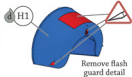




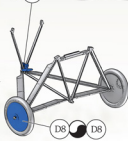
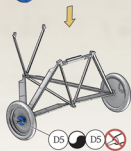
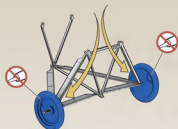
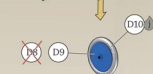
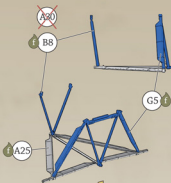
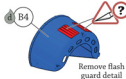
Unidentified pilot and late production Fokker E.IV reportedly photographed in August 1916. Note the late style eisernenkreuz indicating this aircraft could be from the final production batch (numbers 160/16 to 189/16).

5 ENGINE COWL & UNDERCARRIAGE

A Prototype engine cowling



BCDE Production engine cowling



5 ENGINE COWL & UNDERCARRIAGE continued



Forward cockpit coaming, IMG 08 'Spandau' detail and engine cowl from the E.IV prototype 122/15 **A** as seen on page 18. Note the small windshield **C2**, rear sight of the middle 'Spandau', rear mount for the guns **H6** and the 3 levers for activating the interrupter gear. The guns were fired by pushing the 'button' in the middle of the hand grip **A5**.

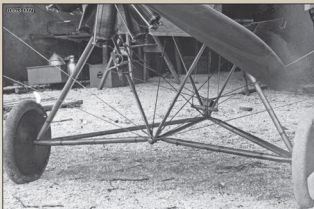


Engine cowl detail from **D** showing the cooling holes, engine frame and rigging attachment points.



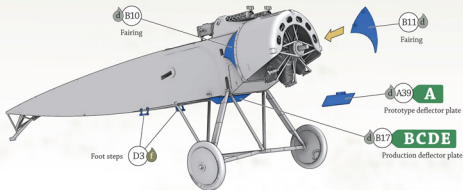
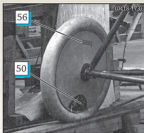
Engine cowl from the 1915 production E.IV shown on page 15, thought to be 437/15, showing the position of the factory data plates **61**.

>> Undercarriage detail from **C** showing rigging attachment points, control horns **A45**, fuel **F2** + **F3** and pump.

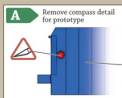


< Undercarriage detail from the unidentified late production E.IV shown on page 8.

> Wheel detail from an unidentified late production Fokker E.III showing the tyre valve access flap **50** and 'Innen' stencil **56** details.

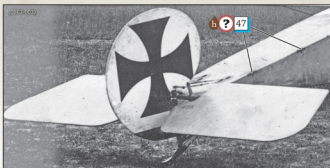
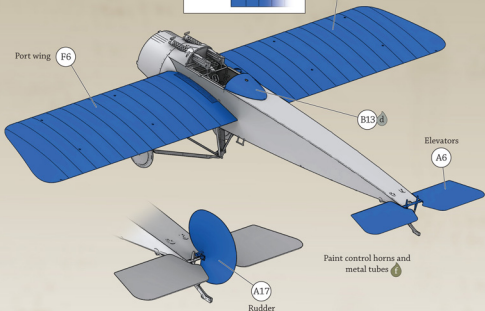


6 WINGS AND TAILPLANE



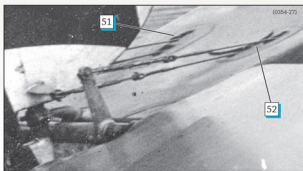
F4 Starboard wing

Port wing F6

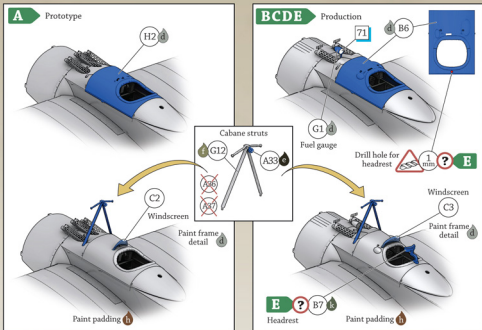


< Tailplane detail from Fokker E.IV 638/15 **C**. The factory work number 475 can be seen stenciled on the elevator which was usually repeated in the dark area at the base of the rudder. Note the patches **47** on the fuselage top longerons.

> Rudder and elevator control horn detail from the unidentified E.IV on page 8. Note the control cables and reinforcing patches **51** & **52** on the top of the fuselage.



7 COCKPIT COAMING DETAIL



Almost no two 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.



Max Immelmann checks the wing mounted compass of his early production Fokker E.IV 127/15 **B**. Compare the panel details and flash guards **P7** & **F8** shown here with those opposite. Immelmann would add 3 small louvers on the left and right side cowls, as shown on page 22, and external carburetor intake pipes to this aircraft sometime before 31 May 1916.

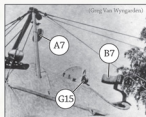


Cockpit coaming from the unidentified late production E.IV on page 8. Note rear view mirror **A7** between the cabane struts **G13**, fuel gauge **G1** + **71**, compass **63** mounted in the wing and style of the IMG 08 'Spandau' foresights.

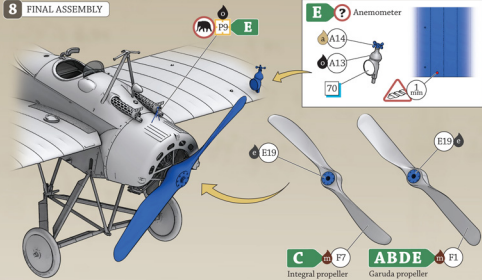


Cabane strut, turnbuckle and wing warping control cable pulley **A33** detail from **A**. Note the wire threaded through the turnbuckles to prevent them working loose.

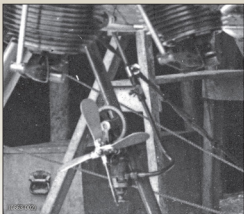
> Cockpit coaming detail from **E** showing headrest **B7**, altimeter **G15** + **67** and rear view mirror **A7**.



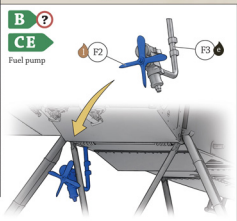
8 FINAL ASSEMBLY



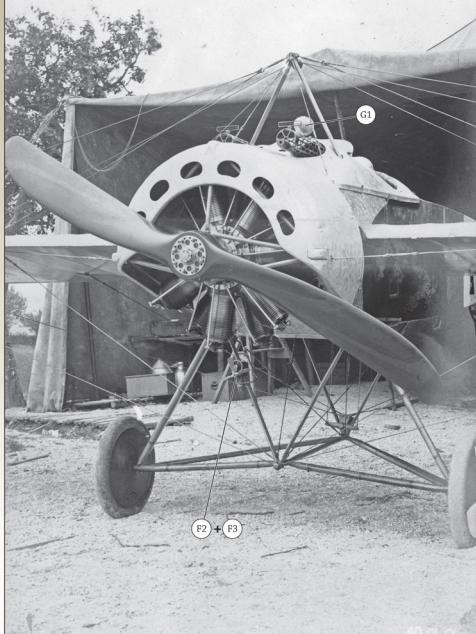
It appears that many Eindecker propellers we painted dark brown **m** and not natural wood.



Fuel pump detail from **C**.



Fokker E.IV 163/16 **E** with 3 unidentified late production Fokker E.III at AOK 3 Fokkerstaffel. Note the black and white unit markings painted on the outside of the wheels.

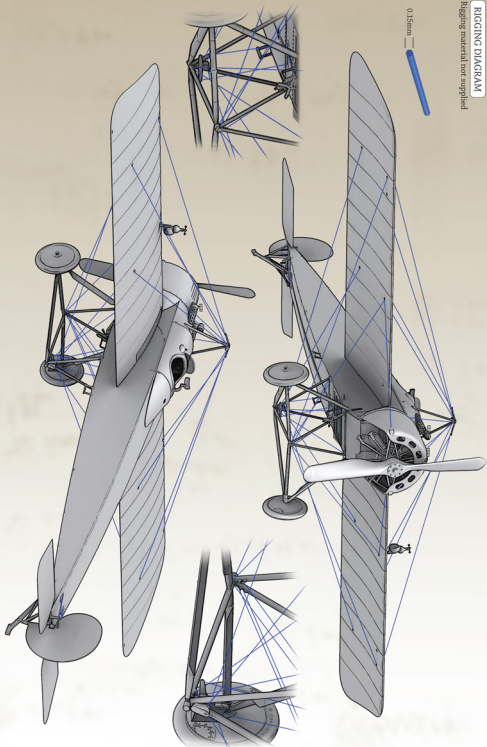


This Fokker E.IV, believed to be 638/15 **C**, stands outside its canvas hanger ready for action. Note the rectangular foresights **P1**, fuel pump **F2 + F3**, integral propeller **F7** without factory decals **10**, darkly stained fuselage and black(?) & white quartered outer wheel covers. The starboard inner wheel cover appears very dark because it is constantly soaked with castor oil as it spews out of the rotating engine.

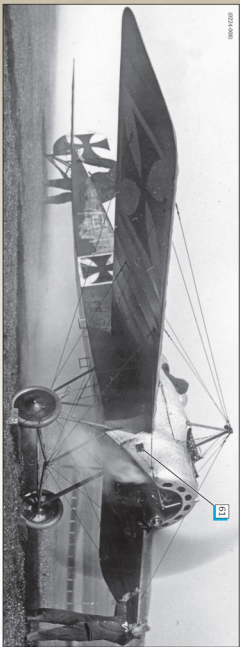
RIGGING DIAGRAM

Rigging material not supplied

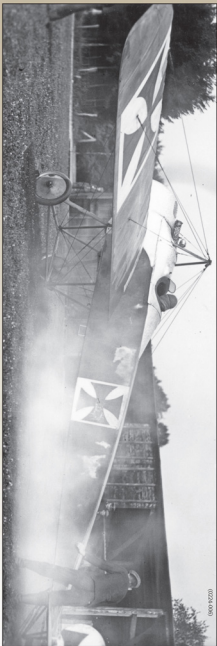
0.15mm



Early production Fokker E.IV, possibly 437/15 from the 2nd production batch of 6 aircraft ordered in November 1915 (numbers 436/15 to 441/15), worn up at St Effert in 1916. Note the early style wing and rudder eslerkreuz. The darkly stained fuselage features 3 victory(?) inscriptions, one of which reads 'La Rannont 6.III.16' (the other two are illegible) and an eslerkreuz marking of a similar style to those applied to Fokker E.II & E.III at Koks Habsheim.

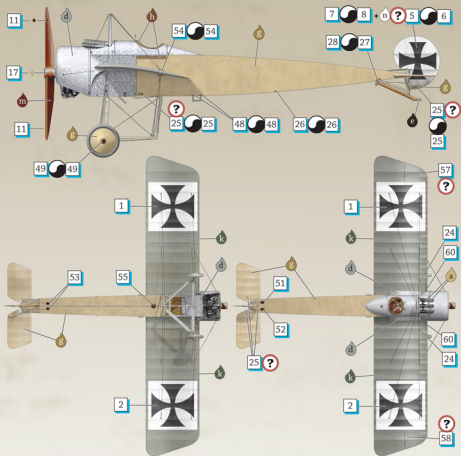


00214-0009

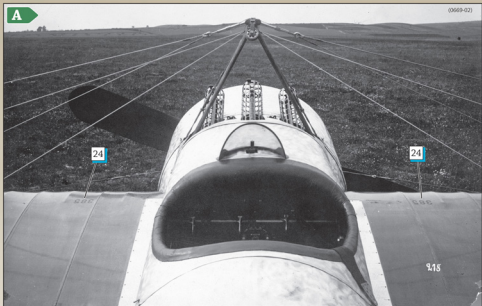


This photo is believed to show the other side of the same Fokker E.IV shown above. Again note how the fuselage is almost completely soaked with castor oil, staining the dyed fuselage fabric a very dark colour. It is unlikely that the fuselage inscriptions were repeated on this side of the fuselage but if they are, they have been completely obscured by exhaust smoke and fuselage staining.

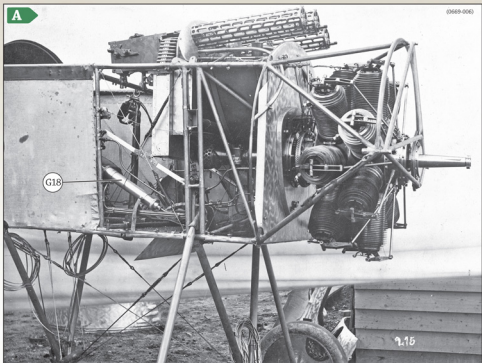
A Fokker E.IV 122/15 prototype, Anthony Fokker & Otto Parschau, September 1915, (8 victories)



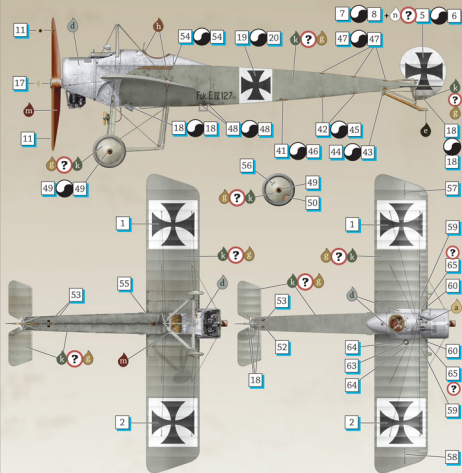
Fokker E.IV 122/15, the 1st E.IV prototype, is shown here in its original 3 gun configuration as it was test flown in September 1915. The initial 3 gun configuration was scrapped (it was never used in combat, despite the dramatic scene on our box art. In October the port gun was removed from 122/15 before Otto Parschau used it for operational evaluation and all production Fokker E.IV were delivered with 2 guns. Note the dark glossy wings, pale (beige?) fuselage and the lack of fuselage stenciling. Otto Parschau is shown here standing in front of the modified 122/15, presumably during operational trials. 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 Oblt von Buttler) which he flew for almost a year. As an experienced Eindecker pilot Parschau was an ideal candidate to test fly and demonstrate Anthony Fokker's new armed monoplanes. Otto was awarded his first victory in October 1915 and would be awarded 7 more before he was mortally wounded following combat on 21 July 1916. He was 25.



Fokker E.IV 122/15 (work number 298) displays its 3 gun armament, small windscreen and dark wings. Note the 'wing number' 385 and dark (red, black?) shoulder strap of the pilot's safety harness **P10**.



Fokker E.IV 122/15 exposed. The fuselage side and engine cowlings have been removed and can be seen behind and under the white sheet used as the backdrop to this factory photo. Note the turned metal effect on the aluminium cowlings, please visit wingnutwings.com hints and tips for ideas on replicating this finish on your model.



Max Immelman peers out from the fully cowled cockpit of his Fokker E.IV 127/15. Max received this aircraft in January 1916 and used it almost exclusively until his death in June 1916. The fuselage staining 'fingerprint' appears to show that this photo and the photo on page 21 were taken at the same time. The factory work number 377 can be seen faintly at the front of the fuselage. 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 July he was allocated Fokker E.I 13/15 (see Wingnut Wings model 32021). 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.

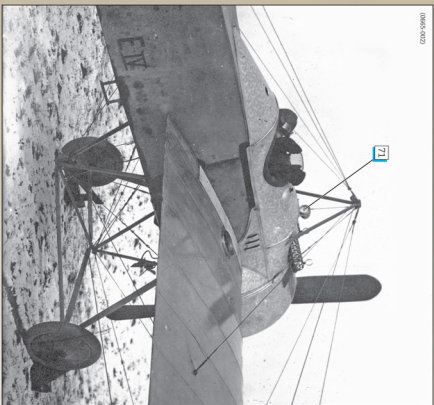




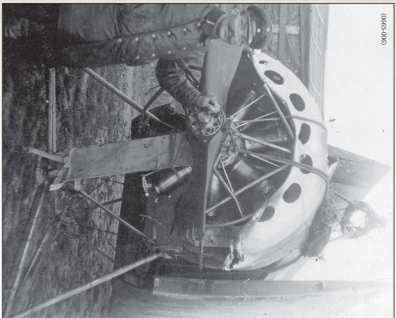
This photo of Max Immelman seated in his Fokker E.IV 127/15 appears to have been taken on the same day as the photo opposite. Note the uneven finish of the fuselage fabric. Bloody castor oil stains soaked through from the inside and the struts above the bottom longeron. Despite having been extensively damaged on 31 May (see page 22), 127/15 was reportedly back in service in time to be damaged again 18 June 1916, forcing Immelman to use Fokker E.III 246/16 that evening when the Fokker pilots of Keel Doan intercepted 7 FE.2b of 25 Sqn. After joining in the dogfight it appears that, during combat with FE.2b 4909 (see Wingnut Wings model 3201-4 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 Immelnmann gets acquainted with his recently delivered Fokker E.IV 127/15 **B** on the 21st of January 1916. Note the Garuda propeller, trestle under the tailskid and the step ladder. The hoop behind Immelnmann's shoulders is the frame for the rear cockpit coming **11**. Fokker E.IV 127/15 was the final machine from the initial production order for 6 aircraft placed in September 1915 (numbers 122/15 to 127/15, including the 2nd prototypes 122/15 & 123/15).

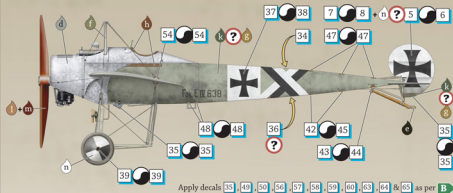


Immelmann seated in what has been identified as his Fokker E.IV 127/15, although the serial number has been partially removed (or perhaps completely removed and then partially repainted) for unknown reasons. This photo shows his E.IV following the addition of 3 louveres on each side of the cowls.



"My crash 31-5-16". Foreshadowing tragic events to follow a few weeks later, Immelmann shot the propeller off Fokker E.IV 127/15 due to a fault in the synchronizing gear. The engine nearly tore itself from its mounts but Immelmann managed to bring his aircraft down safely. If we are to believe the accepted history of Immelmann's death it appears that 127/15 was repaired in time to be put out of action again on 18 June, leading to Immelmann flying Fokker E.III 246/16 (see Wings model 32048) that evening when he again shot off his propeller, only this time with tragic results.

C Fokker E.IV 638/15, Karl Albert, Albert Oesterreicher, Alfred Prehn (1 victory), Wilhelm Viereck (2 victories) & Kurt Wintgens? (19 victories), KEK 3, mid-late 1916



Apply decals 35, 49, 50, 56, 57, 58, 59, 60, 63, 64 & 65 as per **B**.

Fokker E.IV 638/15 was photographed at Douai with several pilots, all of whom probably flew it at some time; Wilhelm Viereck (2 victories), Karl Albert, Alfred Prehn (1 victory), Weber(?) and Albert Oesterreicher, although at that time it did not have the quartered black and white wheel markings. Karl Albert was shot down and killed on 22 September 1916. Alfred Prehn served with FFA 5, KEK 3 (where was awarded his only victory on 21 June 1916), Jasta 10 from September 1916 and then Jasta 11 from November 1916 until transferring to Naval Aviation in March 1917. Wilhelm Viereck served with FFA 5b, KEK 3 and then Jasta 10 from September 1916 until the following month when he was wounded. Albert Oesterreicher learned to fly before the war and served with FFA 5b, FFA 62, KEK 3 and then Jasta 11 from mid October 1916 until mid March 1917. He died on 8 November 1918, 3 days before the Armistice.



Another photo of the same scene shown on page 14 exposing a little more of the quartered wheel marking of 638/15.



Kurt Wintgens inspects his Fokker E.IV 124/15, the 3rd machine manufactured.

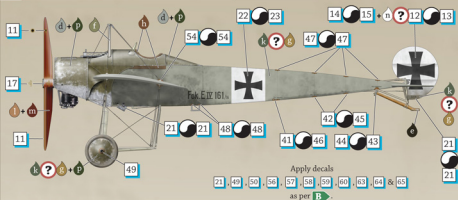
Fokker E.IV 638/15 has also been linked to Kurt Wintgens because of its distinctive fuselage "XX" markings which are similar to those worn by a Fokker E.III previously identified as 424/15 (Wintgens definitely did fly Fokker E.III 424/15 which he mentions in a letter he wrote to Anthony Fokker). This is a long winded way of saying that we are not entirely sure if Wintgens flew Fokker E.IV 638/15 or not. Kurt 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 where he claimed his 1st victory in July 1915 (see Wingnut Wings model 32021 Fokker E.1 Early). He claimed another just 3 days later but both claims were not officially recognized. Kurt was finally awarded his 1st victory on 15 July while at FFA 48. 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 1 September 1916 he was assigned to Jasta 1 where he would remain until he was shot down in flames 25 days later. Kurt was 22.



(0963_003)

Although the fuselage serial number is obscured by extensive castor oil staining, Fokker E.IV 638/15 is identified by the work number 475 visible on the elevator (see page 11). Note the integral propeller, early eisernkreuz markings applied to the wings and rudder, later spyle eisernkreuz on the fuselage, black and white quartered wheels and distinctive 'XX' marking. Fokker E.IV 638/15 was from the 3rd production batch of 6 aircraft ordered in December 1915 (serial numbers 637/15 to 642/15).

D Fokker E.IV 161/16, Lt Müller, Kest 6, April 1917



Most Eindeckers had been withdrawn from front line service by December 1916 and Fokker E.IV 161/16 was with the home defense unit Kest 6 when it was reportedly photographed in April 1917 with a Lt Müller at Bonn Hanglar, Cologne. Fokker E.IV 161/16 is from the final production batch of 30 aircraft ordered in February 1916 (numbers 160/16 to 189/16). The aluminium cowlings have been heavily overpainted in a camouflage colour but the fuselage sides retain the factory finish. The late style eisernkreuz markings on the top of the wings could possibly have had their white fields overpainted with the same camouflage colour as the metal cowlings and the undersides of the wings with light blue **q**. We have supplied optional decals **9** & **16** for this if you so choose.



(Ging Van Wyngarden)

Kurt Student perches atop Fokker E.IV 163/15. Note the headrest **B7**, empty triangular bracket for the anemometer, heavily stained fuselage and dark shoulder straps of the safety harness **P10**. The wheels have not yet been painted in their black and white AOK 3 Fokkerstaffel markings.



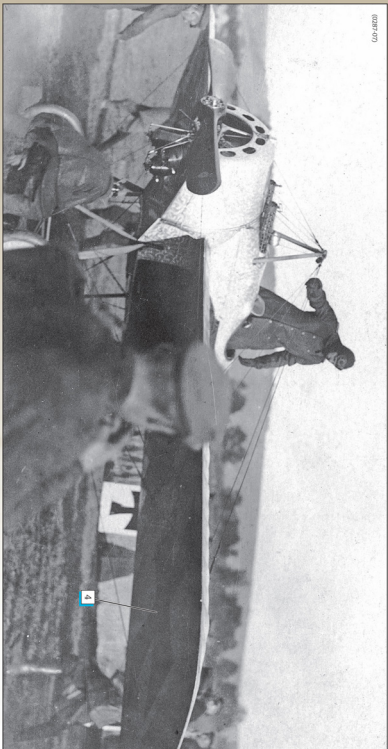
(Ging Van Wyngarden)

The black and white AOK 3 Fokkerstaffel markings have now been applied to the wheels of Fokker E.IV 163/16 and the headrest **B7** has been removed.



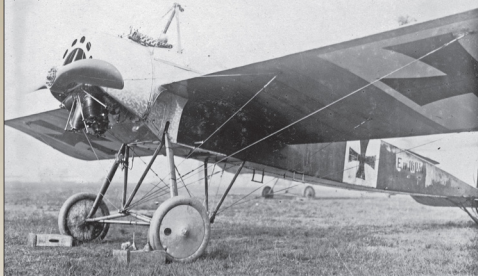
(Ging Van Wyngarden)

By the time this photo was taken at AOK 3 Fokkerstaffel the factory data plate **61** had been removed from the engine cowl of Fokker E.IV 163/16. Note the protective cover wrapped around the Garuda propeller.



Oswald Boedker in an unidentified final production Fokker E.IV, reportedly at Lorry on his way to Arme Flugpark 5, probably in mid 1916. Note the distinctive vertical straining on the fuselage fabric in front of the white cross field, the Garuda propeller and late style eseterherenz. The initials 'OB' have been fixed to the front of the engine cowling. This same aircraft was photographed at a later date with 6 pointed stars painted on its wheels. By the time the final production Fokker E.IV were entering service in mid 1916 the German Hindenburgs were well and truly outclassed by the new aircraft being fielded by the allies and it would take the arrival of the twin gun D Type fighters to turn the tide back in their favour in late 1916.





Fokker E.IV 160/16 was from the 4th and final production batch of 30 aircraft ordered in February 1916 (numbers 160/16 to 189/16). The serial number has been repainted towards the rear of the fuselage after being obliterated by the castor oil exhaust. Note that the port wheel cover is not a standard Fokker item.



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 past 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, Raul 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.



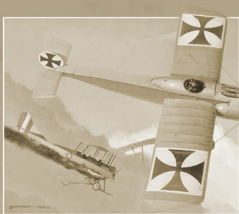
Project Co-ordinator, Richard Alexander

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



32029	1/32 Fokker E.IV	Qty
0132018A	A parts	1
0132029B	B parts Fokker E.IV	1
0132018C	C parts	1
0132018D	D parts	2
132E0014	E parts 160hp Oberursel U.III engine	2
0132018F	F parts	1
0132029G	G parts Fokker E.IV	1
0132029H	H parts Fokker E.IV	1
0132029P	Photo-etched metal parts	1
7132029	Instructions	1
9132029	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



32013 - 1/32 Sopwith Pup RFC

Also available from
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