

WINGNUT WINGS



Albatros D.Va (OAW)

1/32 Scale

Albatros Flugzeugwerke GmbH were responsible for some of the most graceful and effective fighters of the Great War. Their twin gun, semi-monocoque plywood fuselage Albatros D.I, powered by a 160hp Daimler Mercedes D.III engine, arrived at the front in September 1916 and achieved instant air superiority over its main opposition of Nieuport 11 and DH.2 fighters. Followed immediately by the slightly improved D.II and in December by the much improved D.III with its V strutted sesiplane wing, greatly influenced by the successful Nieuport fighters. The D.III was more maneuverable than the D.II and its single spar lower 'half' wing afforded greater visibility for the pilot but was also the cause of numerous, and frequently fatal, structural failures. Despite much effort this problem was never fully resolved. Nevertheless the D.III remained in production well into late 1917.

Even as the excellent D.III went into production plans were underway for its successor, the Albatros D.V. Retaining the wings of the D.III but with aileron controls routed through the upper wing and with a redesigned fuselage completely oval in section, the D.V was arguably the best looking of all Albatros designs. Unfortunately the D.V inherited the lower wing structural failure problem of the D.III and turned out to not be any real improvement over it performance wise either. Despite this, the Albatros D.V and the D.Va (with aileron controls cables reverted to D.III configuration), were manufactured in greater numbers than any previous German fighter of the war (only surpassed later by the Fokker D.VII, of which Albatros manufactured the great majority).

The Albatros D.V weighed 620kg empty when production commenced in April 1917 but, following strengthening, the empty weight had increased to 680kg before production of the D.Va started in August 1917. While Johannisthal built D.Va remained 680kg throughout production, those ordered from OAW in September-October 1917 weighed in at 717kg empty, almost 100kg heavier than the initial D.V. When the Albatros D.V started appearing at the front in May 1917 it was effectively outclassed by the improved SE.5a, Sopwith Camel and SPAD fighters being fielded by the allies at the time. Even after the introduction of the superb Fokker D.VII the Albatros D.V and D.Va could still be found equipping front line Jastas right up to the armistice, although most had been relegated to training duties. This model represents the strengthened D.Va manufactured by Albatros Werke Schneidemühl - Ostdeutsche Albatros Werke (OAW) in eastern Germany from September 1917. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out any, or all, of the reference books mentioned below for a more thorough understanding.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The colourful unit and personal markings applied to the various German fighters of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. OAW manufactured Albatros D.Va fuselages were clear varnished resulting in a yellowish plywood colour. Photographic evidence shows that OAW manufactured D.Va wings, and tailplane were covered in pre-printed lozenge camouflage fabric, possibly overpainted with a (brown?) glaze to tone down the vibrant colours. Metal fittings were painted in grey-green, as was much of the engine bay. Exterior metal panels and fittings were usually finished in this same grey-green colour. OAW D.Va had their national markings located in slightly different positions from those made at the Johannisthal Albatros factory. Many units applied additional drab coloured paints to their Albatros fuselages, usually with a sponge, to aid camouflage, conversely unit and personal markings were generally of a highly visible nature to aid identification at a distance.

Richard Alexander 2013

Wingspan:	Length:	Max Weight (OAW):	Max Speed:
9.00m (29' 6")	7.33m (24' 0.5")	937kg (2066lb)	170kph (106mph)
No. Manufactured (OAW):	Production (OAW):	Engine:	Ceiling:
600 (total D.Va 1662)	September 1917 - early 1918	180hp Daimler-Mercedes D.IIIa	6250m (20500')
Armament:			
2x 7.92mm LMG 08/15 'Spandau'			
References:			
Windscock Datafile 3 Albatros D.V, Ray Rimell, 1987 - Albatros Fighters Windscock Datafile Special, Ray Rimell, 1991 - Osprey Albatros Aces of WW1, Norman Franks, 2000 - Osprey Albatros Aces of WW1 part 2, Greg Van Wyngarden, 2007 - Squadron Signal Albatros Fighters in Action, John F Connors, 1981 - Australian War Memorial Museum, Canberra, Australia - The Vintage Aviator LTD - 1914-18 Aviation Heritage Trust Private Collections.			

Albatros D.Va (OAW)

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

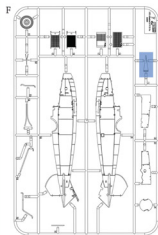
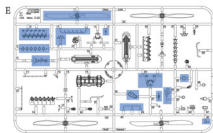
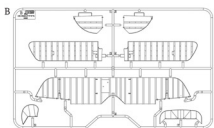
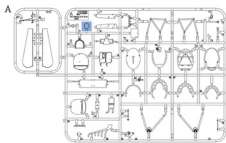


Paint Colour

P1 Photo Etch Part

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Dark Wood*	XF68	98	30340
f	Leather - semi gloss	XF52	62	30219
g	Light blue - gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	25550
h	Copper	XF6	12	
i	Light grey - matt	XF19	64	36463
j	Interior grey green	XF76	-	24424
k	Red - semi gloss	X7	19	31350
l	Rust - matt	XF9	113	20045
m	White - semi gloss	XF2	34	
n	Light wood* - gloss	XF59	93	30475
o	Clear doped linen - matt	XF55	148	26360
p	Steel	XF56	27003	
q	Rubber - matt	XF69	66	35042
r	Brown glaze - semi gloss	X22(x10) + XF52 (x1)	135(x10) + 29(x1)	

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



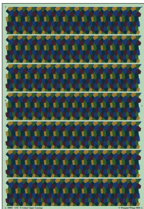
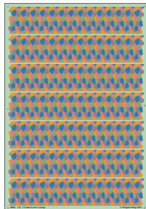
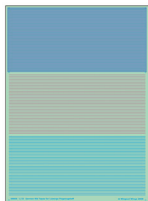
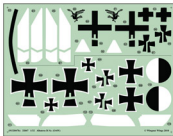
■ = Not Used



Photo Etch

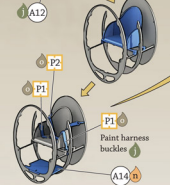
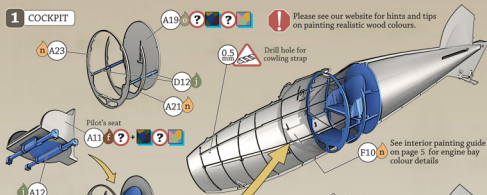


Decals

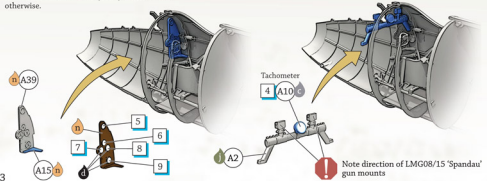
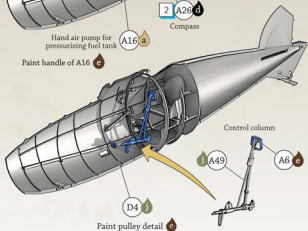
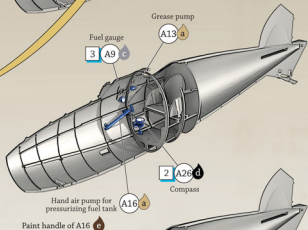


1 COCKPIT

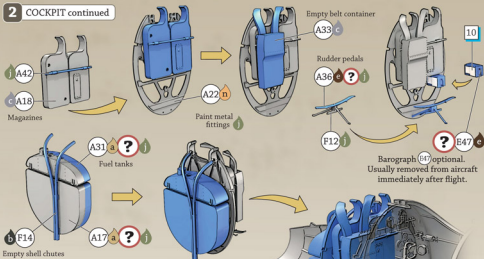
! Please see our website for hints and tips on painting realistic wood colours.



Seat detail from the crashed Albatros D.Va (OAW), believed to be 6753/17, shown on page 24. It is probably not common to have the rear of the pilot's seat covered in 5 colour lower lozenge fabric as shown, although it would add a nice touch of colour to a model... if only it could be seen! All following images are of Schneidemühl built Albatros D.Va (OAW) unless noted otherwise.



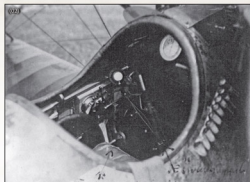
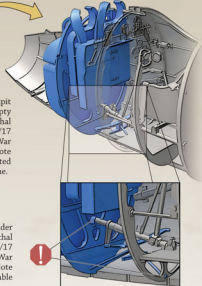
2 COCKPIT continued



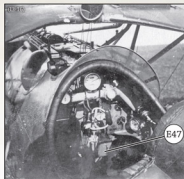
Looking into the cockpit area through the empty engine bay of Johannisthal built Albatros D.Va 5390/17 from the Australian War Memorial Museum. Note the fuel pipes are painted white and air lines are blue.



Control column and rudder bar detail from Johannisthal built Albatros D.Va 5390/17 from the Australian War Memorial Museum. Note the elevator control cable pulley detail.



A photograph taken to show bullet hole damage after Lothar Wieland was wounded and forced to land his Johannisthal built Albatros D.Va 7327 on 30 July 1918. While of relatively poor quality, this photo is interesting in that it shows an actual Great War era D.Va cockpit. Note the small clock on the left and the flare rack.

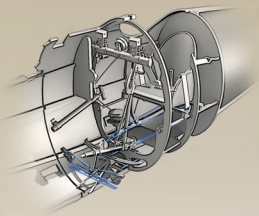


While this is a photo of a Jasta 31 Johannisthal built Albatros D.V cockpit (note the D.V aileron control cables and hatch in upper wing, early D.V headrest and the empty belt chute fairing almost never seen on the D.Va) all cockpit interior details visible are pertinent for an OAW built D.Va. Note the tachometer in the center, clock, fuel gauge on the right and the barograph (E47) suspended below the instrument board.

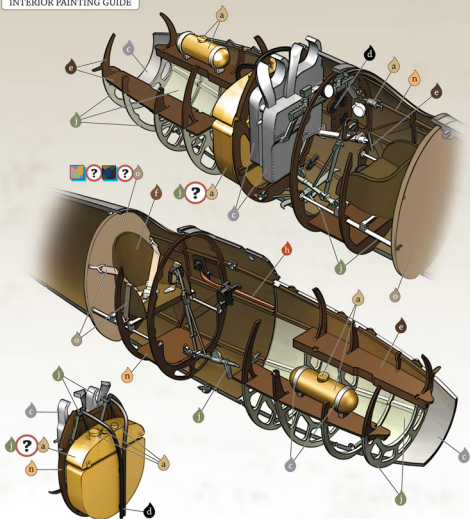
RIGGING GUIDE

Rigging material not supplied

0.15mm



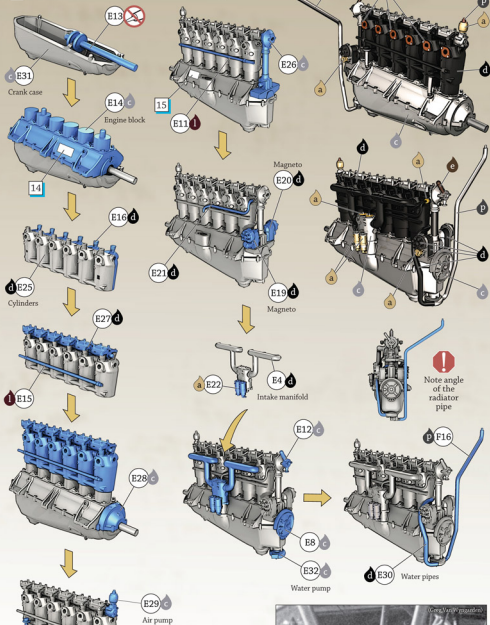
INTERIOR PAINTING GUIDE





This unidentified unit is almost certainly based a long way from the front line, offering a rare opportunity for a family portrait. Despite the relaxed atmosphere, warm flying coats are at the ready, indicating a possible Keet (Noorne defense) unit. The 1st and 3rd aircraft are OAW built D.Vs as evidenced by their visible identifiable features of a wheel cover and fuselage lifting handle. The middle aircraft is a D.Va, but the position of the bottom wing cross, slightly inboard from the wing tip, indicates that it (or at the very least, its starboard bottom wing) is 'Johannisthal' built. All eisernkreuz markings have been converted to post April 1918 balkenkreuz.

3 180hp DAIMLER-MERCEDES D.IIIa ENGINE



180hp Daimler-Mercedes D.IIIa engine from **E**. The photographic evidence available to us indicates that all OAW built D.Va received the 180hp Daimler-Mercedes D.IIIa engine when new.

180hp Daimler-Mercedes D.IIIa engine prior to restoration

Although the carburetors (E22) and magnetos (E19) & (E20) have been removed there are many useful details visible in these photos.



Left hand side of the engine, the red-brown pipe carries the plug leads from the magnetos to the spark plugs.



Thick air pump (E29) characteristic of the 180hp Daimler-Mercedes D.IIIa. Note the rocker boxes (E27) are now positioned to the rear of the springs.



Right side of the engine. Note the water pipe running through the cylinders and the position of the data plate.



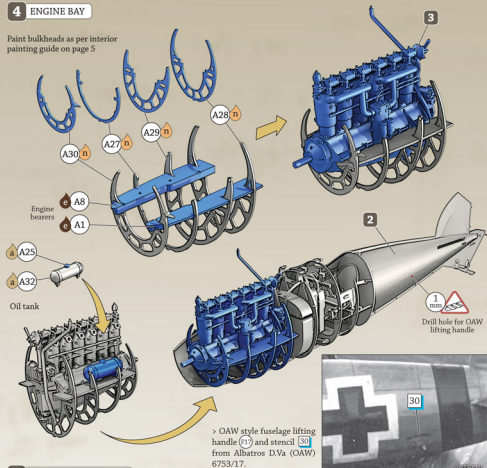
Rear left view showing the empty magneto mounts, water pipe and spark plug details.



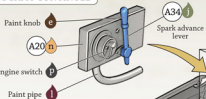
Rear right view.

4 ENGINE BAY

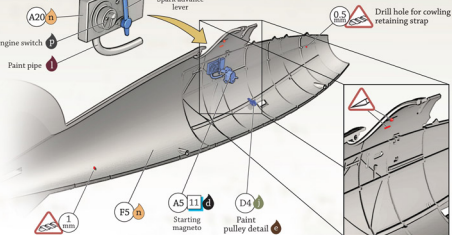
Paint bulkheads as per interior painting guide on page 5



5 COCKPIT CONTINUED

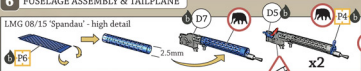


Please see page 5 for more detailed painting instructions



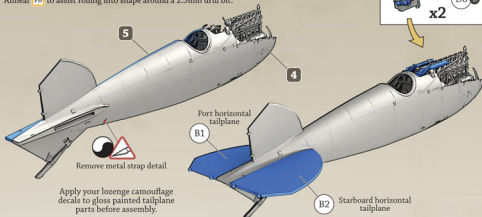
6 FUSELAGE ASSEMBLY & TAILPLANE

LMG 08/15 'Spandau' - high detail

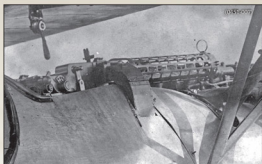
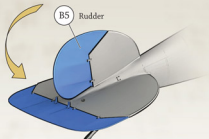


Annual P6 to assist rolling into shape around a 2.5mm drill bit.

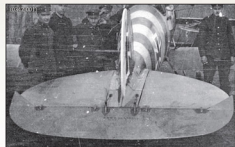
LMG 08/15 'Spandau'



Elevator



LMG 08/15 'Spandau' detail from an unidentified Johannisthal built Albatros D.Va. Note the lever attached to the top wing for adjusting the radiator shutters.



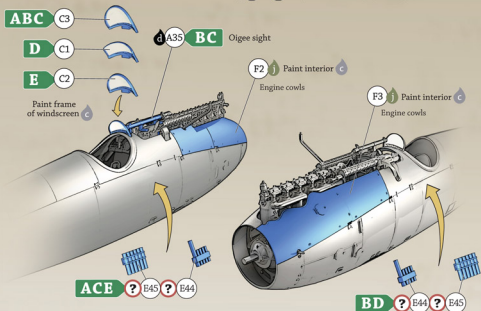
Tailplane detail from the OAW built Albatros D.Va, thought to be 6593/17 shown on page 25. Note the serial number stenciled onto the lozenge covered horizontal tailplanes and elevator which appear to have been overpainted with a glaze to tone down the lozenge fabric.



Fin and rudder detail from OAW built Albatros D.Va 6753/17. Note the serial number stenciled onto the lozenge covered rudder which has been carefully painted around when the white was applied to the rudder at the unidentified unit.

7 FUSELAGE DETAILS

We recommend leaving **F2** & **F3** off your model to display the engine detail to its fullest.



Flare racks varied considerably on individual aircraft.

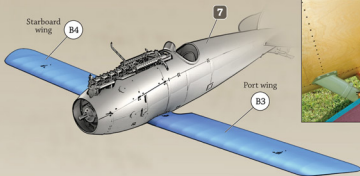


This unidentified OAW built Jasta 71 Albatros D.Va features post May-June 1918 converted balkenkreuz. The unit tailplane stripes are supplemented by additional stripes on the top of the fuselage.

8 BOTTOM WINGS

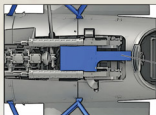
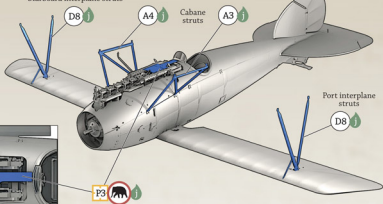
Apply your lozenge camouflage decals to gloss painted wing parts before assembly.

▼ This photograph of The Vintage Aviators beautiful reproduction Johannisthal Albatros D.Va shows the wooden wing root and rigging attachment details.



9 STRUTS

Starboard interplane struts



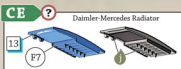
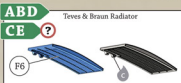
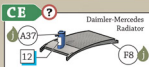
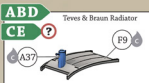
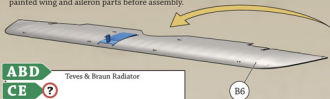
Port cabane strut detail from Albatros D.Va (OAW) 6500/17. The stencil reads "A.W.S.D.5a. (O.A.W) 6500". AWS stands for Albatros Werke Schneidemühl. Note the position of the factory data plates 18 below the cockpit opening (an identifying feature of OAW manufactured D.Va) and the staining on the leading edge of the rear cabane struts.



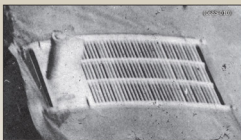
Starboard cabane strut detail from Albatros D.Va (OAW) 6500/17. The fuselage is varnished plywood and all metal fittings have been painted grey-green. The carburetor intake pipes (E4) have been wrapped in a fibrous cord for insulation and thin metal shields to protect them from muzzle flash.

10 TOP WING AND RADIATOR OPTIONS

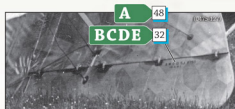
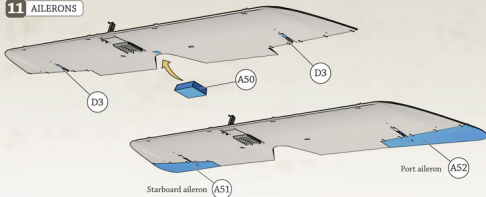
Apply your lozenge camouflage decals to gloss painted wing and aileron parts before assembly.



Teves & Braun radiator fitted into the crashed OAW built Albatros D.Va shown on page 25. Photographic evidence suggests that most, if not all, OAW built D.Va received this type of radiator.



11 AILERONS

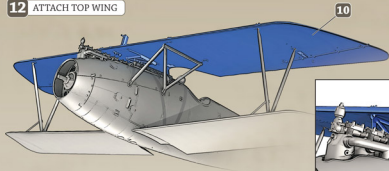


Aileron detail from OAW built Albatros D.Va 6753/17. Note the stenciled serial number and the grey-green hinges and struts. The rib tapes under the top wing appear to be dark pink.

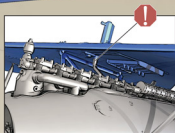


Note the position of the radiator pipes on Albatros D.Va (OAW) 6500/17.

12 ATTACH TOP WING

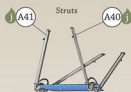


Note position of radiator pipe



13 UNDERCARRIAGE

Paint bungee suspension cord



A24 Paint metal fittings



D9 Paint tyres

Wheels



D10 D10

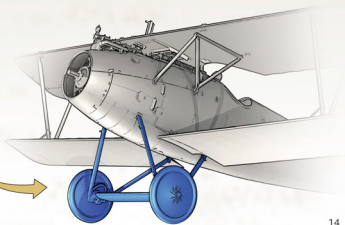


D14 D13 D13

Wheel covers



Undercarriage detail from the unidentified OAW built Albatros D.Va shown on page 6. Note the OAW style of tyre valve access cover D13.



14 PROPELLER

Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long, and there was no guarantee that it would be replaced with another from the same manufacturer.

A E24 n & e



Axial

C E23 n & e



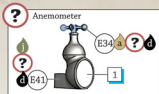
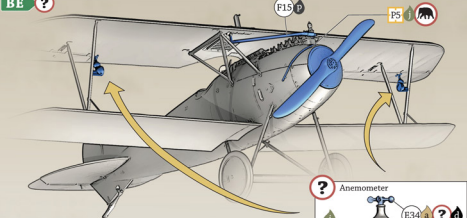
Wolff

D E46 n & e



Niendorf

BE ?



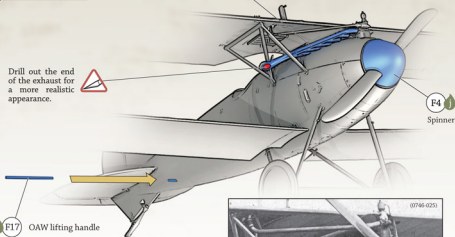
15 FINAL ASSEMBLY

Drill out the end of the exhaust for a more realistic appearance.



Exhaust

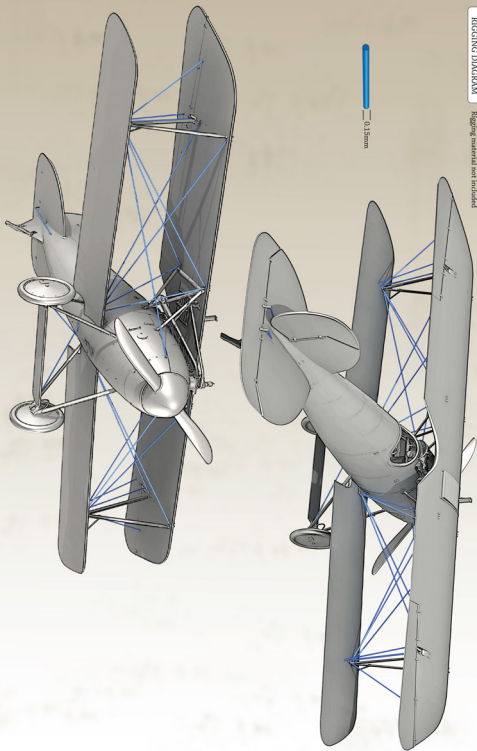
A38 1

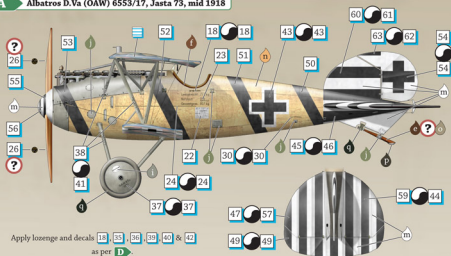


F17 OAW lifting handle

Nose detail from the unidentified OAW built Albatros D.Va shown on page 6. Note the cowling strap P5 and gap behind the spinner allowing cool air into the engine bay.





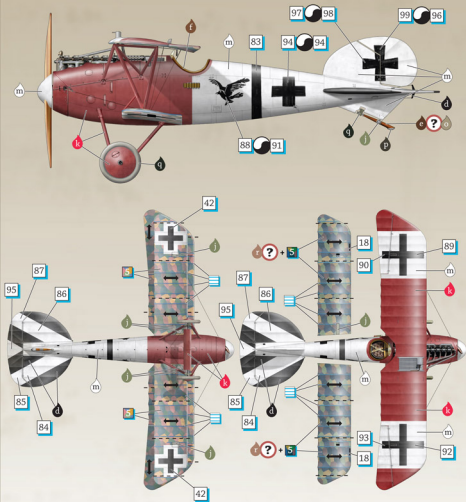
A Albatros D.Va (OAW) 6553/17, Jasta 73, mid 1918

Albatros D.Va (OAW) 6553/17 was photographed in mid 1918 and features the black spiral band fuselage markings worn by Royal Prussian Jasta 73 from February 1918. The unidentified pilot's personal marking appears to be the heavily striped tailplane. All factory applied eisernkreuz markings have been converted to post April 1918 balkenkreuz.



The identity of this unidentified Albatros D.Va photographed at Pleine on 21-3-18 as being from the OAW factory is based solely on the top wing eisernkreuz being positioned centrally on the aileron control horns.

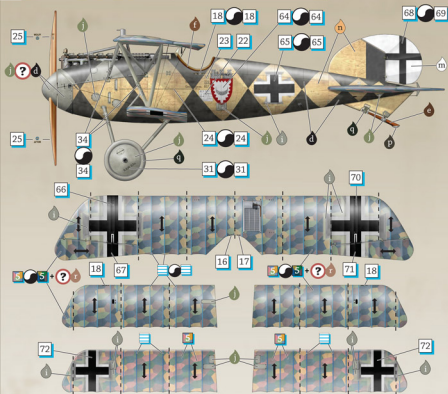
B Albatros D.Va (OAW)?, Jasta 18, May 1918



The identity of this Royal Prussian Jasta 18 Albatros D.Va as an OAW built aircraft is based on previous interpretations and this rather indistinct photograph, certainly the position of the fuselage cross is not consistent with OAW practice but this may have been repainted at Jasta 18, so the ultimate identity of the manufacturer is not necessarily confirmed. The striking red and white fuselage colours were the unit markings introduced by Jasta 18 following the famous 'swapping' of Jastas 15 & 18 personnel and equipment in March 1918. The top wing is shown here overpainted with red and white, while the bottom wing remains in its original finish (which, if it is an OAW built machine would have been covered in lozenge fabric). The black raven marking was stenciled onto almost all Jasta 18 aircraft as a reference to their commander August Raben (Raven) while the single fuselage band and tailplane chevrons appear to be the unidentified pilot's personal markings. Jasta 18 started to replace their Albatros D.Va and Pfalz D.IIIa fighters with the Fokker D.VII in mid 1918.



C Albatros D.Va (OAW), Hermann Leptien, Jasta 63, mid 1918 (7 victories)



7 victory ace Hermann Leptien's Royal Prussian Jasta 63 Albatros is illustrated here with post May 1918 'uneven arm' balkenkreuz applied to the wings, fuselage and rudder. This is based on a rather indistinct photograph which, although probably not showing Leptien's aircraft, does show how Jasta 63 interpreted the post May 1918 'uneven arm' balkenkreuz conversion on their aircraft. Herman initially flew with Jasta 21 where he was awarded 3 victories in late 1917 and early 1918 before being made commander of Jasta 63 in February 1918. Leptien's personal marking was the Wappen (heraldic shield) of the city of Kiel in Schleswig-Holstein, Germany.

> The only photo known to us that is positively identified as showing Hermann Leptien's Jasta 63 Albatros D.Va. The identity of this as being an OAW built machine is based on what appears to be OAW makers plates **18** just visible behind Hermann's right cheek and evidence that Jasta 63 appear to have been extensively equipped with OAW built D.Va.

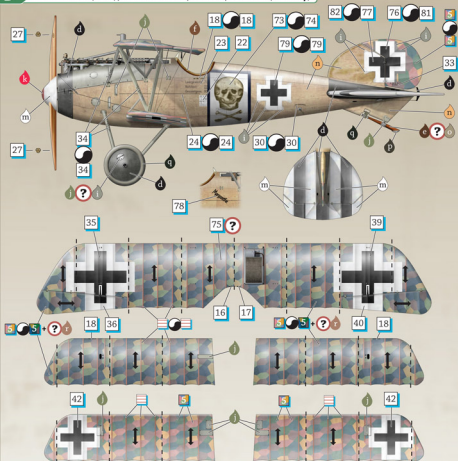


^ This photo possibly shows Herman Leptien's Jasta 63 Albatros D.Va OAW aircraft before the eisernkreuz markings were converted to post May 1918 'uneven arm' balkenkreuz. Leptien is the tall chap in the middle of the photograph. If you wish to depict Leptien's aircraft early in 1918, before its eisernkreuz were converted, apply decals **100**, **101**, **102**, **103**, **104**, **105**, **106**, **107**, **108** & **109** and lozenge to the rudder as per **B** (and do not paint the rear of the fin **d**.)

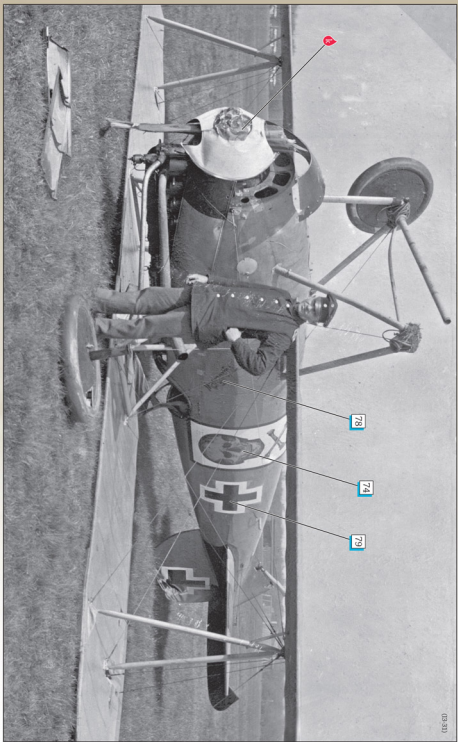


Although neither of these Jasta 63 QAW built D.Va appears to be Lepfert's machine they do illustrate the Jasta 63 unit markings of large black diamonds painted over the yellowish plywood and the pre-March 1918 factory applied Eisenhaken markings their aircraft were delivered with. Note the distinctive QAW tyre valve access cover [013](#) on the foreground aircraft.

D Albatros D.Va (OAW), Hans von Gösself, Jasta 71, mid 1918 (1 victory)



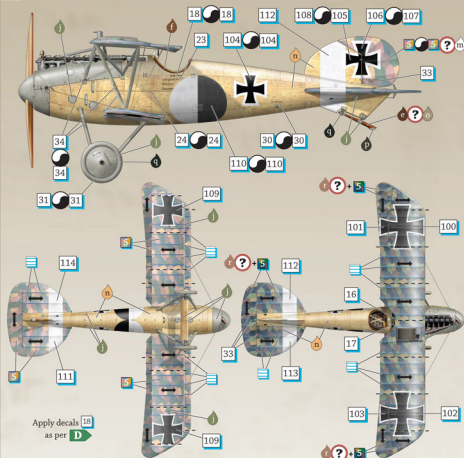
Hans von Gösself seated in his Royal Prussian Jasta 71 OAW built Albatros D.Va. The black and white striped horizontal tailplane was the Jasta 71 unit marking at the time and the Totenkopf on the fuselage is Gösself's personal marking (which may have been repeated on the top wing [75]). It is interesting how differently the 'white' band of his personal marking and Jasta 71 tailplane stripes appear here compared with the image opposite. Note the lozenge covered rudder, OAW lifting handle detail [F17] and how the factory applied eisernkreuz have been converted to post April 1918 balkenkreuz.



(13-31)

A mechanic poses in front of Hans von Gosse's crashed OAW built Albatros D.Va. Note the aileron control cables, undercarriage bungee suspension cords and OAW lifting handle "bar" protruding from the side of the fuselage. The name "Margarethe" [78](#) [79](#) appears just forward of the cockpit opening.

E Albatros D.Va (OAW), Friedrich Ritter von Röth, Jasta 23b, early 1918 (28 victories)

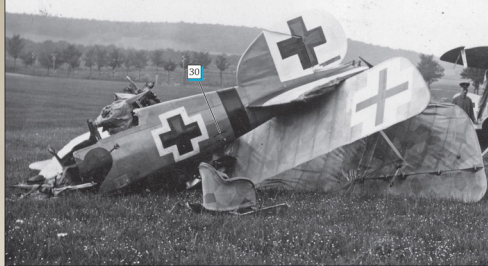


Friedrich 'Fritz' Ritter von Röth's Royal Bavarian Jasta 23b Albatros D.Va (OAW) features a varnished wooden fuselage, large black and white personal marking and a white band around the tailplane which was the Jasta 23b unit marking at the time. Fritz served in the artillery early in the war and after being wounded in action transferred to aviation, where he was severely wounded again in a crash. Following almost a full year of recuperation he qualified as a pilot and was assigned to fly two-seaters with FA A 296b in April 1917. After training on fighters he transferred to Jasta 34b in September 1917 and then Jasta 23b in

October 1917. He was awarded his 1st victory, over a balloon (the 1st of his 20 balloon victories) in late January 1918. He was made commander of Jasta 16b in April 1918 where he would remain until the Armistice. Röth committed suicide on New Years Eve 1918, he was 25.



< 28 victory ace Friedrich Ritter von Röth is dressed for action but an obvious lack of engine cowlings would tend to suggest he isn't going anywhere very soon, although it would make for an interesting diorama. The removed engine cowls are placed on the plywood wing root and rest against the side of the fuselage.



This Albatros D.Va (OAW), believed to be 6753/17, has come to a sticky end which involved colliding with the LVG C.V two-seater in the background. The force of the impact with the ground has pushed the thin metal spinner back onto the propeller, making it look like wet cloth. The rear of the seat is covered in 5 colour lower lozenge fabric but, unusually, the wings are covered in 4 colour fabric with dark pink(?) rib tapes. All eisernkreuz markings have been converted to post April 1918 balkenkreuz. A pierced heart is painted onto the side of the fuselage as the unidentified pilot's personal insignia.

(Greg Van Wyngarden)

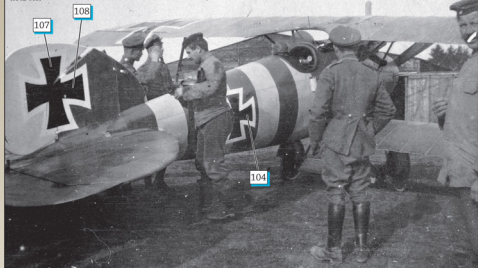


Note how the original gloss black paint of the eisernkreuz reflects light differently from the matt black paint used for the conversion.

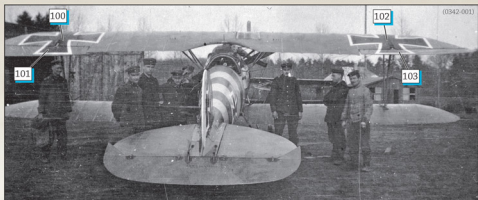
(Greg Van Wyngarden)



(0342-005)



OAW built Albatros D.Va (thought to be) 6593/17 appears to have only recently had its 'colourful' fuselage bands painted on (thin chalk lines are still visible on the fin). The wings and tailplane are covered with lozenge fabric which is only barely discernable in these photos. A small metal rod is fixed vertically to the top wing cut out, probably to mount a rear view mirror (100). Note the top wing crosses positioned centrally on the aileron control horns, a characteristic of OAW built Albatros D.III and D.Va.



(0342-001)

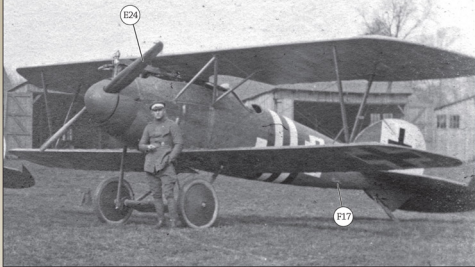


(0685-010)



(0685-012)

This unidentified OAW built D.Va has come to grief in a spectacular fashion. The wings are covered in lozenge fabric and the top wing eisernkreuz marking has been partially converted to a post April 1918 balkenkreuz using only white paint. Note the distinctive OAW style & position of the weight table (23) and rigging/assembly instructions (22).



This unidentified OAW built Seefrontstaffeln II (Seefrosta II) Albatros D.Va was photographed at Neumünster in late April 1918. Note the darkly painted nose & wheels (possibly chrome yellow), 3 dark (black, red..?) and 2 white(?) bands behind the cockpit, overpainted fuselage with heavily stippled engine top cowling camouflage. The far outboard position of the bottom wing crosses is an identifying feature of OAW built D.Va, all eisernkreuz have been converted to post April 1918 balkenkreuz. The thick air pump (E24) associated with the 180hp Daimler-Mercedes D.IIIa engine is readily visible.



3-D Modelling by Mark Miller

A background in technical illustration and long term passion for modelling and early aircraft has enabled Mark to produce some of the most stunning 3D renderings of aircraft anyone is likely to see. His artwork has appeared in numerous books and publications from Cross & Cockade, Over the Front, Schiffer and Windsock amongst others.

To see some examples of Mark's work please visit <http://www.wwi-models.org/Images/Miller/render/index.html>



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



32047	1/32 Albatros D.Va (OAW)	Qty
0132009A	A parts	1
0132009B	B parts	1
0132009C	C parts	1
0132009D	D parts	2
132E0005	E parts Merc D.III engine	1
0132009F	F parts	1
0132015P	Photo-etched metal parts	1
7132047	Instructions	1
9132047a	A decals	1
9132047b	B decals	1
30001	5 colour upper lozenge decal	1
30002	5 colour lower lozenge decal	1
30005	German rib tapes for lozenge decals	1

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



32006 - 1/32 Pfalz D.IIIa



32003 - 1/32 SE.5a 'Hisso'



32030 - 1/32 Fokker D.VII (OAW)

Also available from
www.wingnutwings.com

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