

# WINGNUT WINGS



## Albatros D.Va

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 Albatros D.1 powered by a 160PS 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 strutt sesqiplane 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 usually 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 it 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), was 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). One must presume, given the D.V's apparent shortcomings, this was because Albatros could produce enough to fulfill the requirements of the rapidly expanding number of Jagdstaffeln required by the Amerika Program. And it was available.

Appearing in May 1917 and shortly outclassed by the improved SE.5a, Sopwith Camel and SPAD fighters being fielded by the allies at the time, in the hands of a talented pilot the beautiful (and plentiful), Albatros D.V and D.Va were more than capable of holding their own. Flown by most of Germany's top aces of the time, Albatros D.Vs continued to provide good service even when outclassed by the newer Fokker Dr.1, Pfalz D.III and IIIa fighters. Even after the introduction of the superb Fokker D.VII, Albatros D.Vs could still be found equipping front line Jastas right up to the armistice, though most had been relegated to training duties. 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 find our choices not to their liking. Albatros D.Va fuselages were clear varnished for protection and 'usually' left in this natural yellowish plywood colour. Wings and horizontal tailplanes were usually painted with mauve and green camouflaged upper and pale blue lower surfaces, though some were covered in pre-printed 'lozenge' camouflage material, usually applied chordwise but a very small number had this applied spanwise. This combination of yellowish fuselage and greenish wings created an appearance which led some allied pilots to refer to Albatros' encountered in combat as 'Banana Men'. Rudders were usually left in clear doped linen, though some were covered in 'lozenge' fabric. Metal fittings were painted in a grey-green primer, as was the wood interior of the engine bay. Exterior metal panels were usually finished in this same grey-green colour. 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.

<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
9.00m (29'6")	7.33m (24'0.5")	915kg (2065lb) - OAW built 937kg (2066lb)	170kph (106mph)
<b>No. manufactured:</b>	<b>Production:</b>	<b>Engine:</b>	<b>Ceiling:</b>
D.Va 1662 (D.V 900)	August 1917 - early 1918	Daimler-Mercedes D.IIIa, D.IIIaü	6250m (20500')

#### Armament:

2x 7.92mm LMG08/15 'Spandau'

#### References:














Windsock Datafile 3 Albatros D.V, Ray Rimell, 1987 - Albatros Fighters Windsock Datafile Special, Ray Rimell, 1991 - Osprey Albatros Aces of WW1, Norman Franks, 2000 - Osprey Albatros Aces of WW1 part 2, Greg VanWyngarden, 2007 - Squadron Signal Albatros Fighters in Action, John F Connors, 1981 - Australian War Memorial Museum, Canberra, Australia - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections.

# Albatros D.Va

## 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 suitable for plastic model kits.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto gloss painted surface of model. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

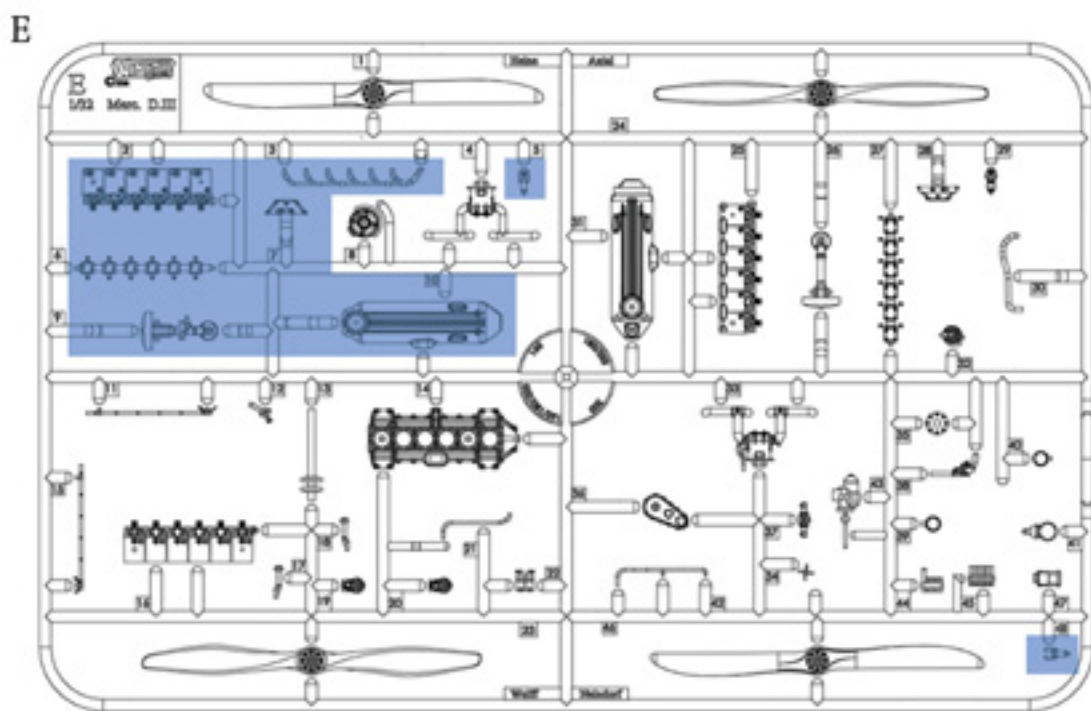
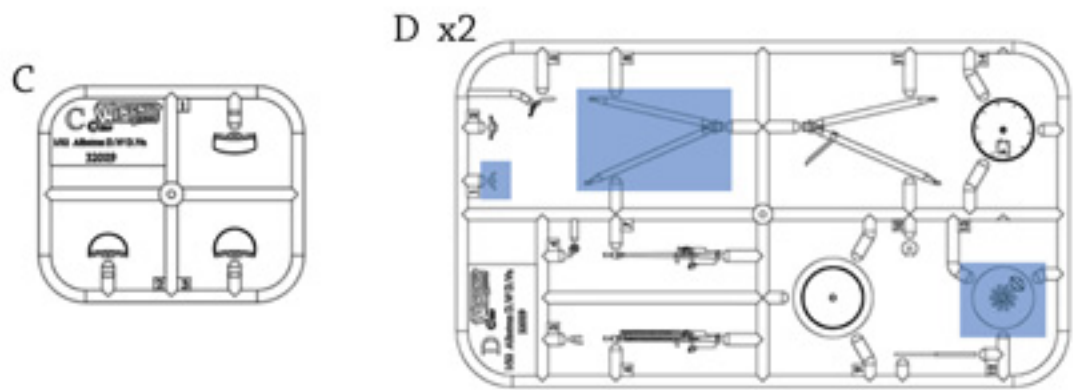
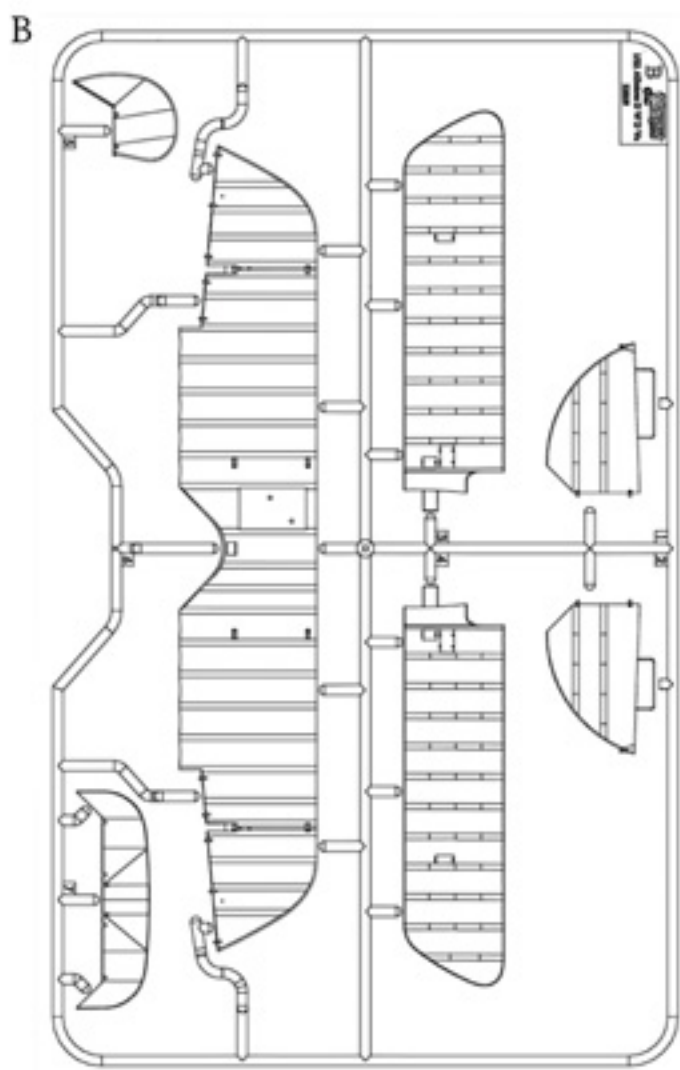
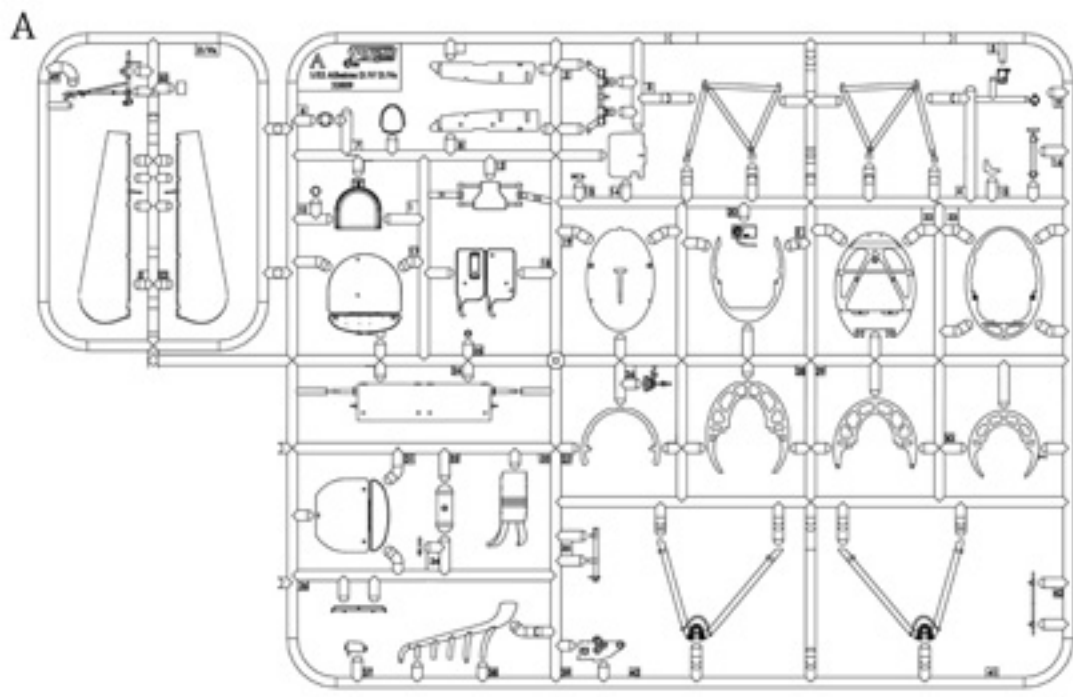
### SYMBOLS

 Construction Step	 Choose	 Attention	 Remove
 Part Number	 Do Not Cement	 Option	 Drill
 Decal	 Cement For Metal	 Other Side	 Paint Colour
 Photo Etch Part			

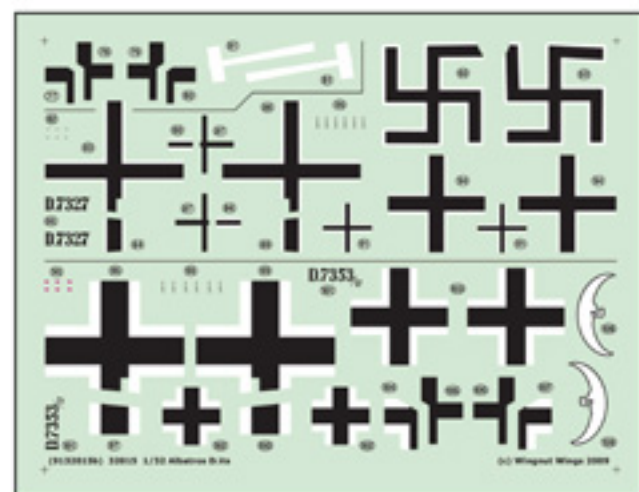
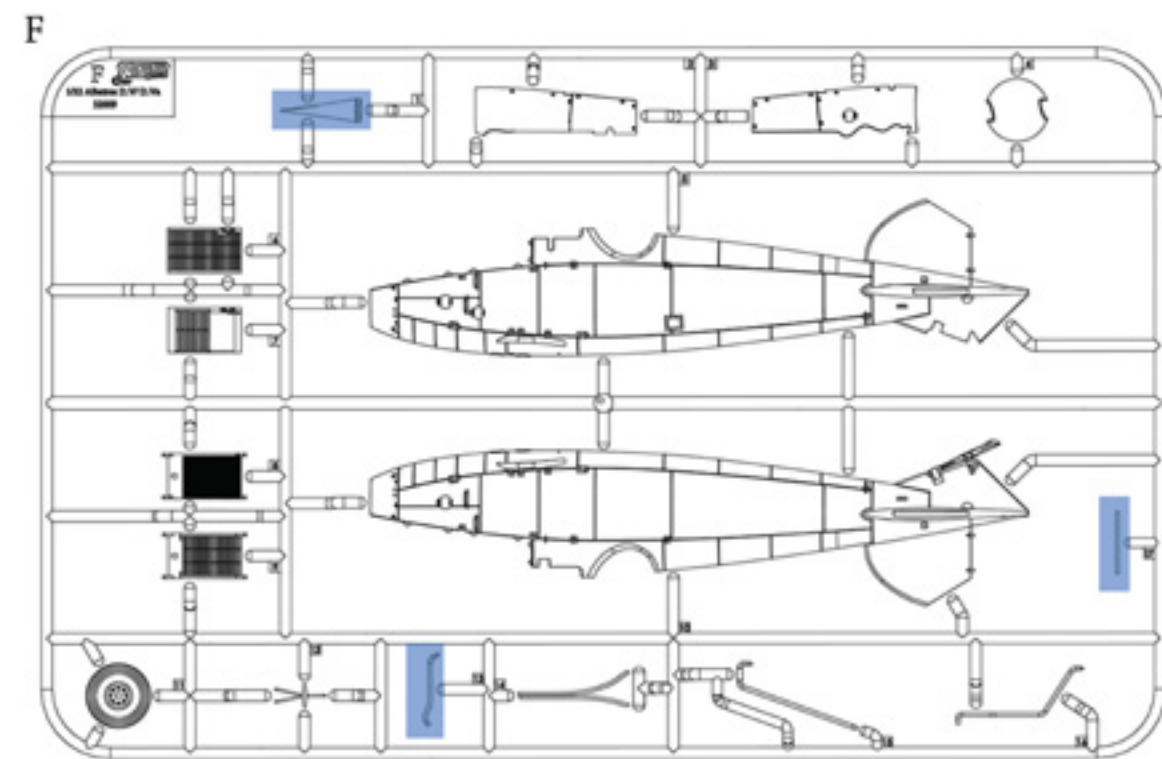
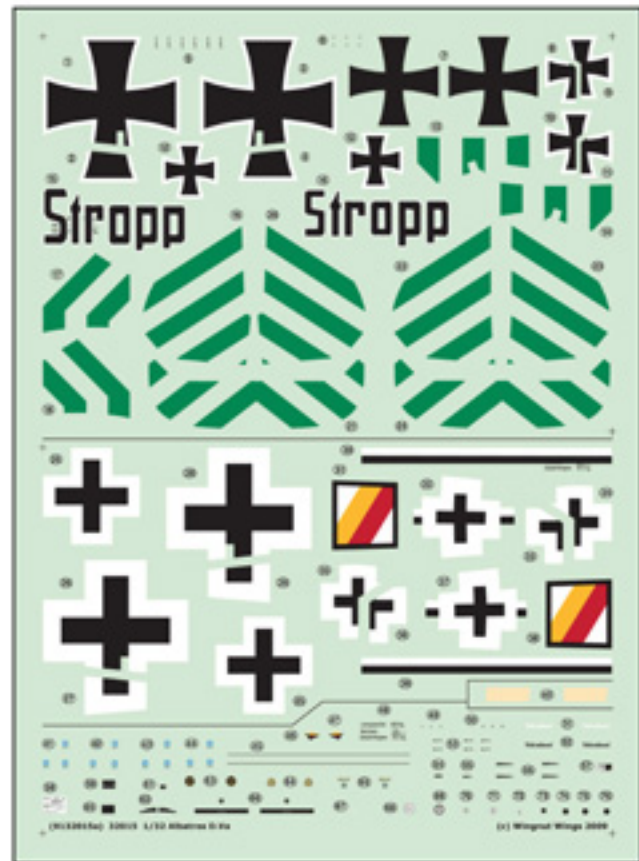
### PAINT COLOURS

	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Dark Wood - gloss	XF68	98	
f	Leather - semi gloss	XF52	62	
g	Light Blue - gloss	XF23(x1)+XF2(x1)	65	GC03
h	Chrome Yellow - semi gloss	XF3(x10)+X6(x1)	24	GC14
i	Light Grey - matt	XF19	64	GC08
j	Interior Grey Green - matt	XF76	90	
k	Red - gloss	X7	19	
l	Rust - matt	XF9	113	
m	White - semi gloss	XF2	34	
n	Light Wood - gloss	XF59	93	
o	Mauve - gloss	X16(x1)+XF52(x2)	68(x1)+29(x2)	GC02
p	Steel	XF56	27003	
q	Clear Doped Linen - gloss	XF55	148	GC10
r	Camouflage green - matt	XF65	116	GC05
s	Copper	XF6	12	
t	Green - gloss	X28	208	
u	Blue - gloss	XF8(x1)+X23(x1)	25(x1)+35(x1)	
v	Rubber - matt	XF69	66	
w	Medium Grey Green - gloss	XF71	78	GC04

**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish.



Decal Sheet




 = Not Used

Photo Etch

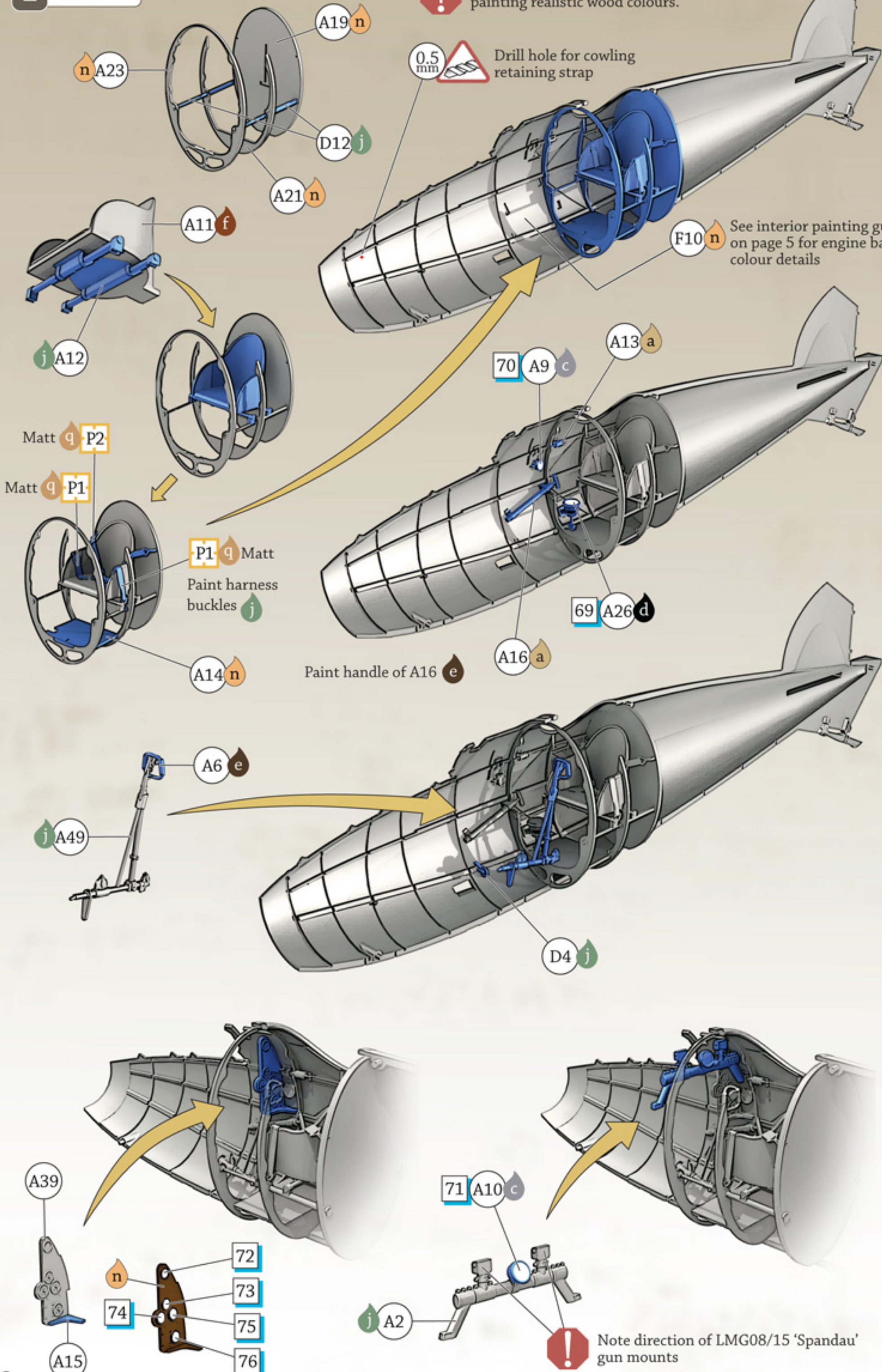


# 1 COCKPIT

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

**0.5 mm** Drill hole for cowling retaining strap

**F10 n** See interior painting guide on page 5 for engine bay colour details

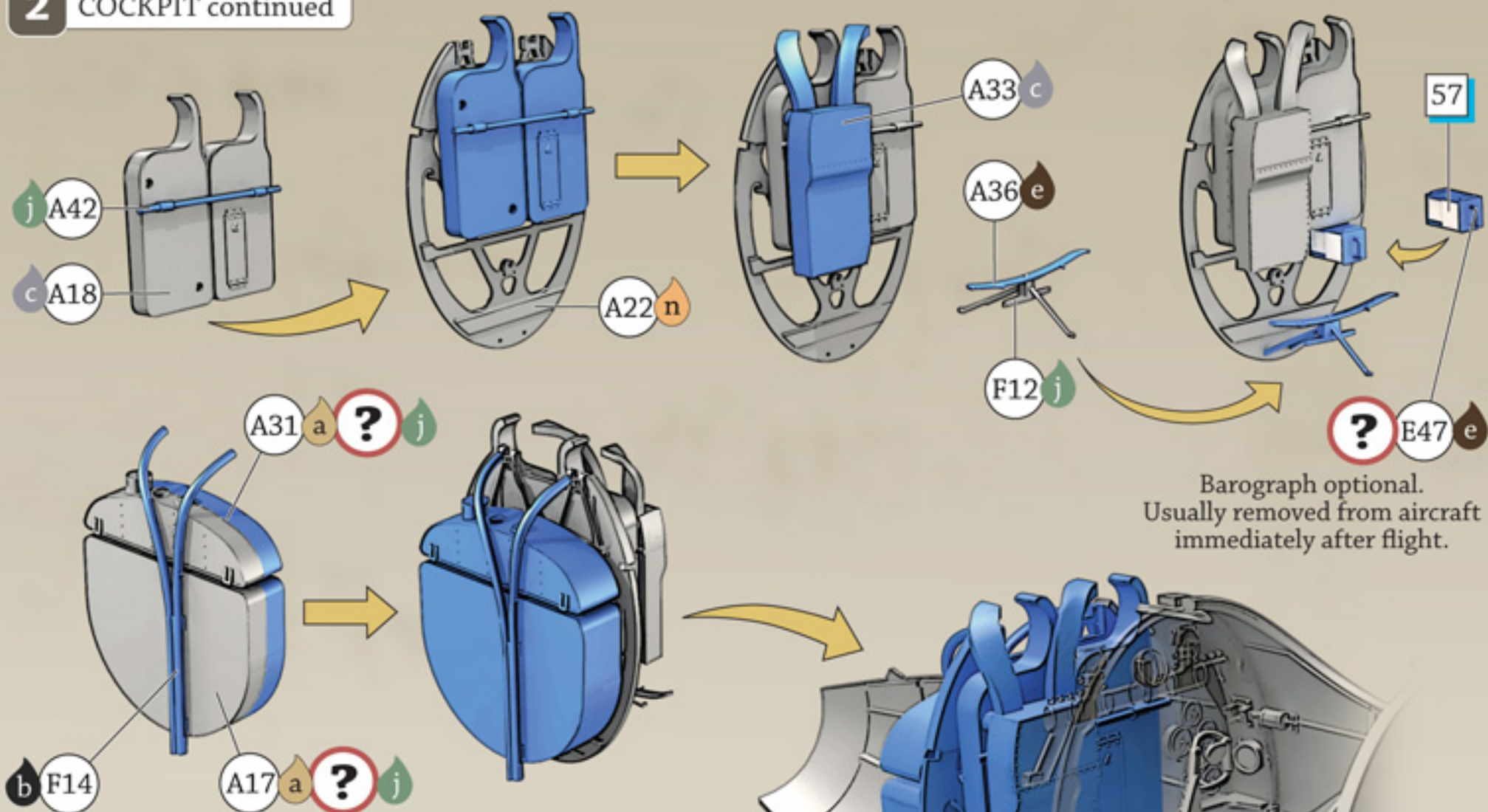


**P1 q Matt**  
Paint harness buckles **j**

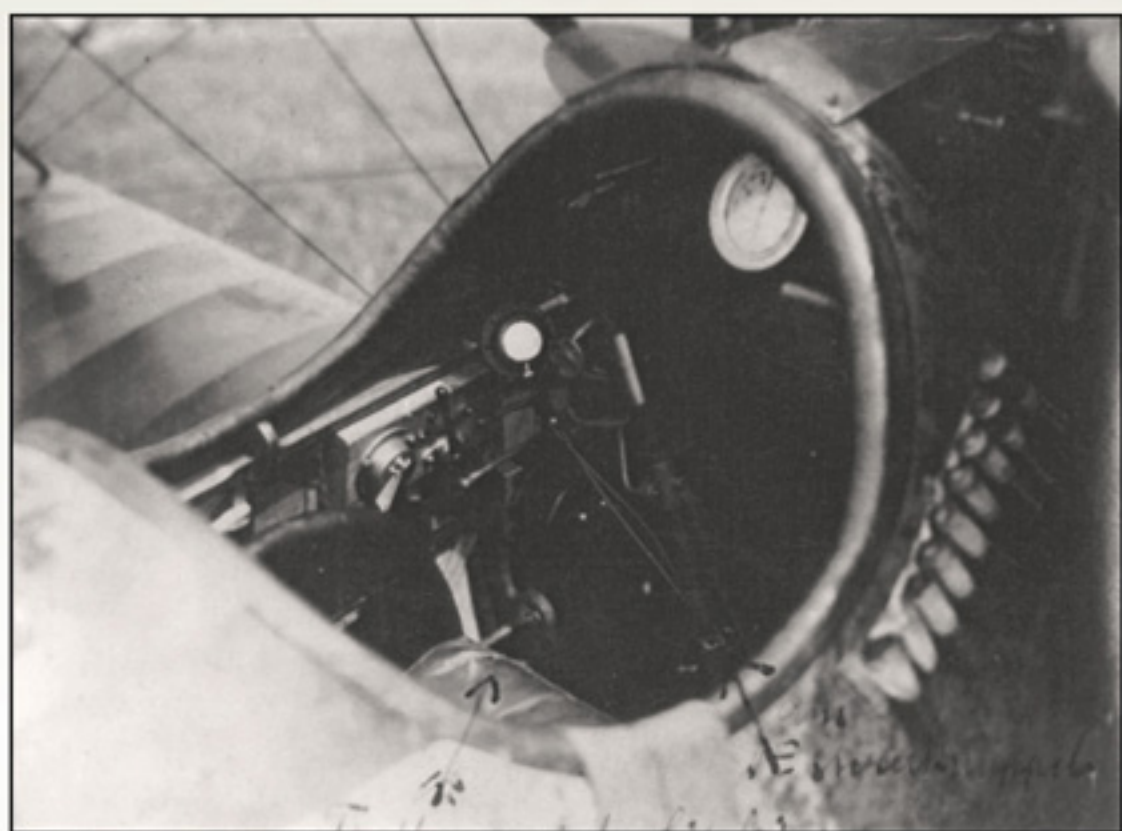
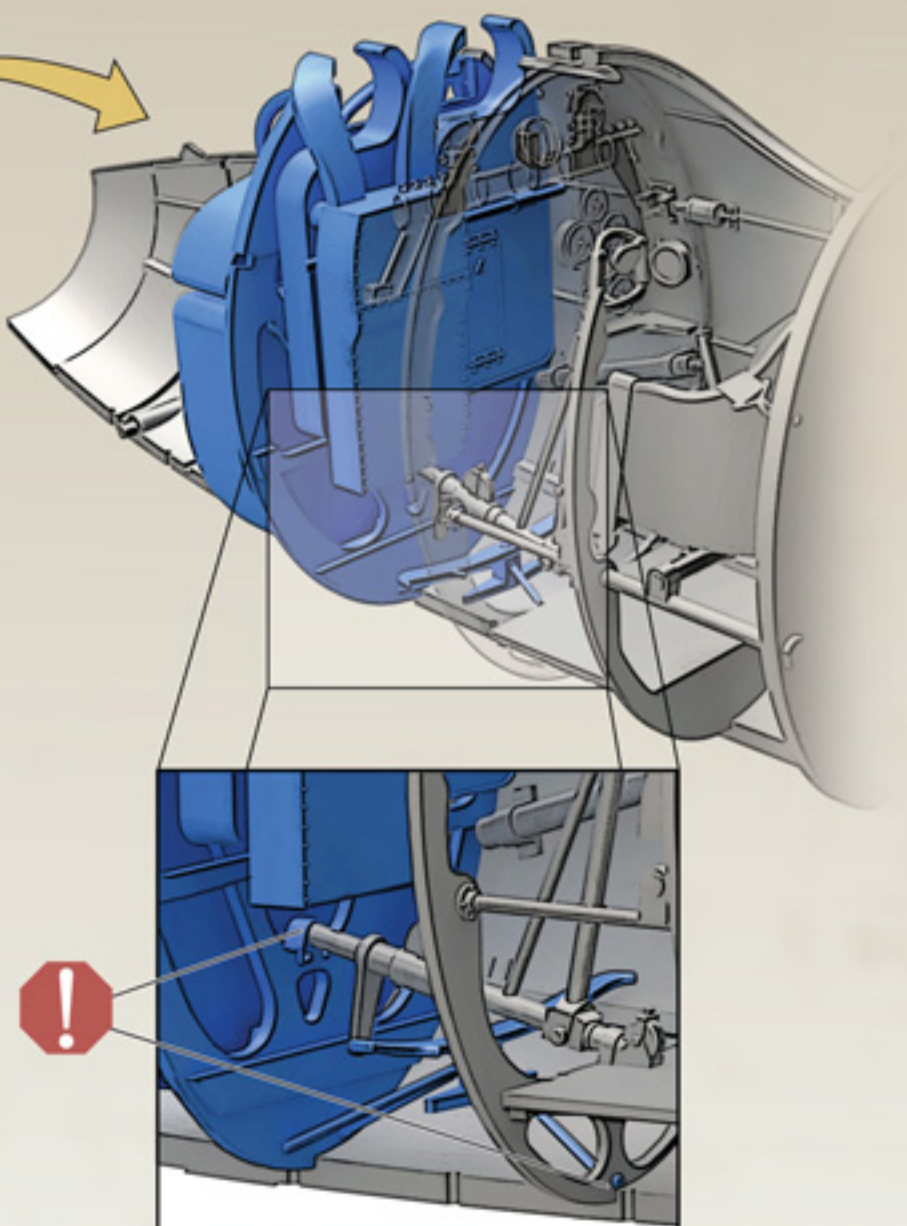
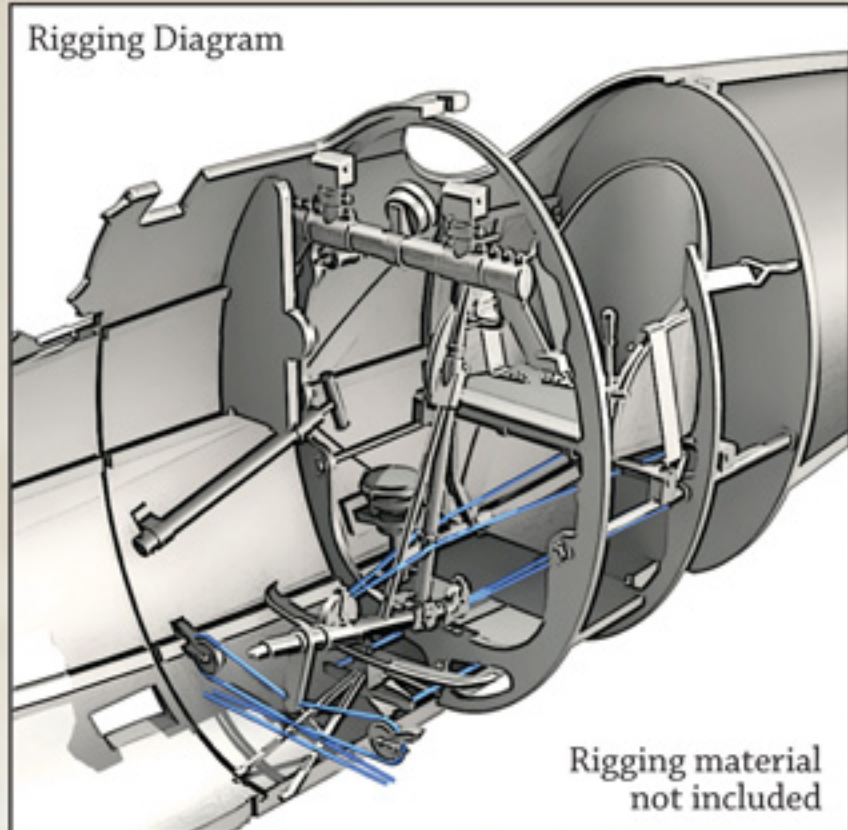
Paint handle of A16 **e**

**!** Note direction of LMG08/15 'Spandau' gun mounts

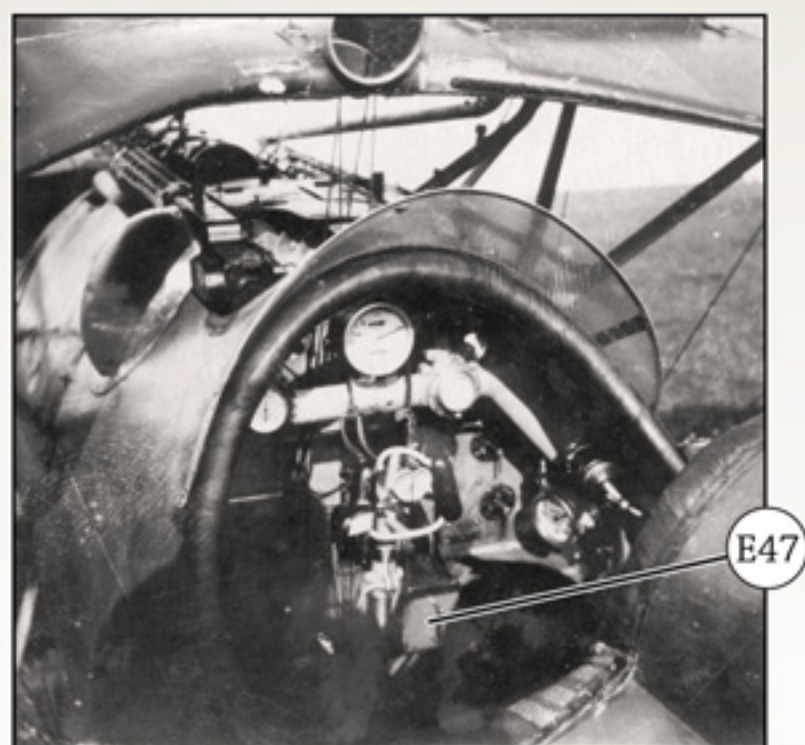
## 2 COCKPIT continued



Rigging Diagram

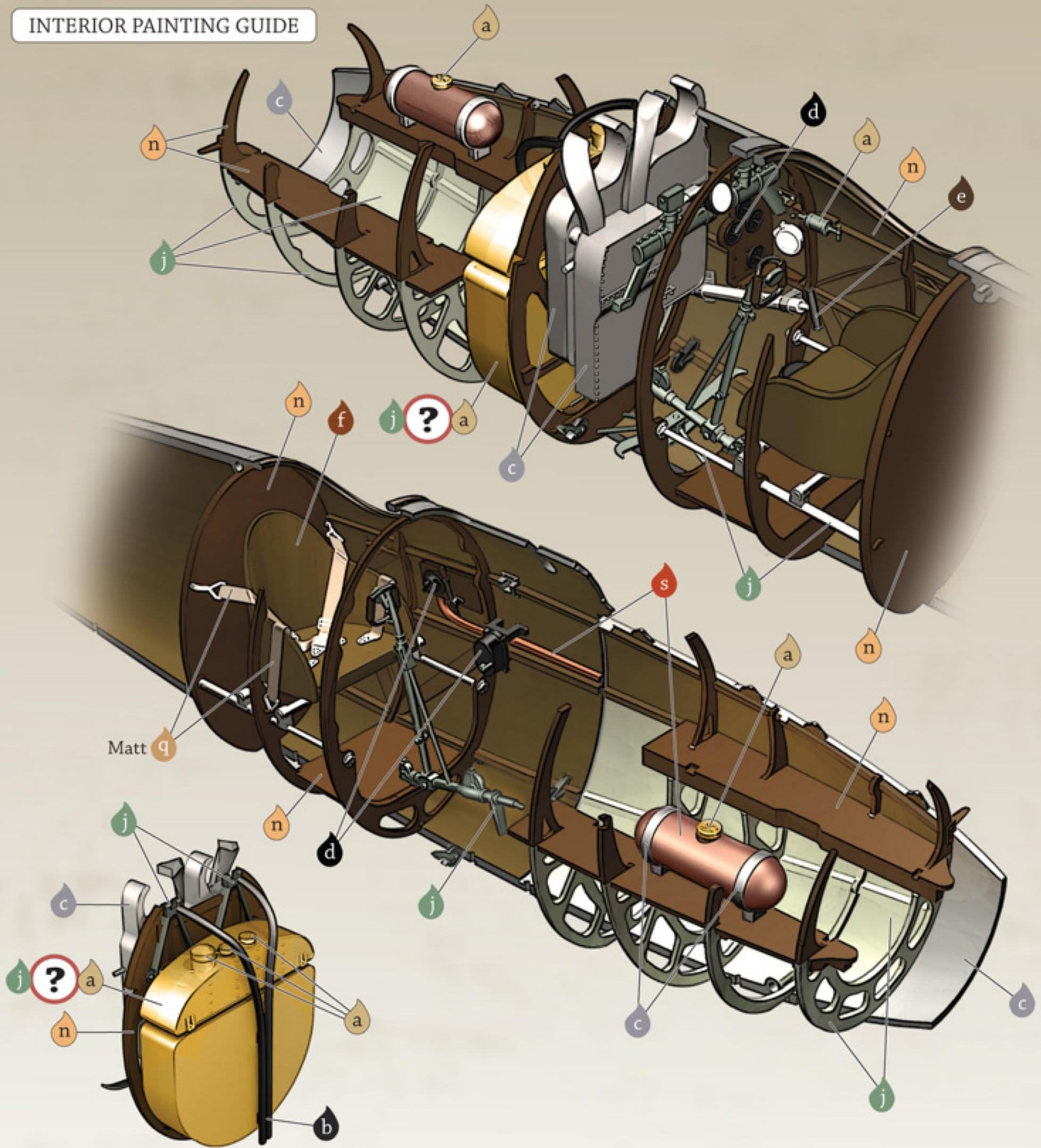


A photograph taken to show bullet hole damage after Lothar Wieland was wounded and forced to land Albatros D.Va D.7327 on 30 July 1918. While of relatively poor quality this photo is interesting in that it shows an actual Great War era D.Va cockpit. Note the small clock to the left and flare rack.



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

INTERIOR PAINTING GUIDE



The apparent levity of the attendant pilots indicate that this Albatros D.Va crash landing probably wasn't fatal. The repair patch under the right wing tip appears very similar to that shown in the photo of D.Va D.7353/17 on page 21, perhaps it is the same aircraft? The shattered backing plate to the spinner appears to be made from plywood instead of pressed aluminium in this instance. The pilot at far right is holding the remains of the tail skid!

Interior details from Albatros D.Va 5390/17 from the Australian War Memorial Museum. These photos depict 5390/17 before its most recent restoration and some of the interior metal part colours shown are a little suspect, most likely tarnished by a protective varnish yellowing with age.



Cockpit padding and LMG 08/15 ammo chute detail.



Looking towards the rear from inside the engine bay we can see the D.Va aileron control cable pulleys. (via Colin Owers)



LMG 08/15 mount and empty ammo belt container detail.



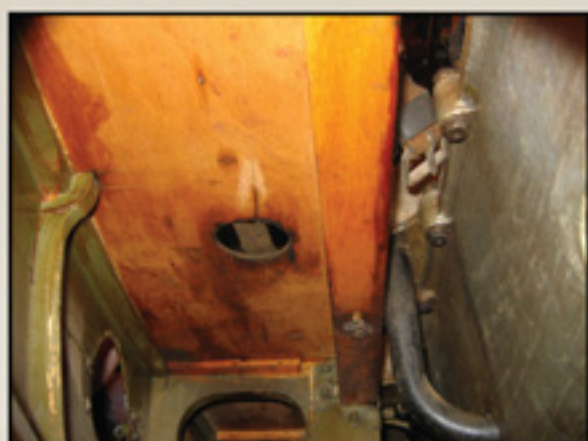
Seat and 4 point harness detail, note the painted buckles.



The rear of the engine, top of the fuel tank and front mounts for the LMG 08/15 machine guns.



Right engine bearer showing the mounts for the oil tank.



Underneath the right engine bearer. Note the interior grey green protective paint on the lower surfaces of the engine bay.



Further details of the left side of the cockpit.



Close up of the LMG08/15 mount showing the empty bracket for the tachometer. Note also the various switches on the instrument board.



Note the small water pump, larger pump to pressurize the fuel tank and the Maximall fuel gauge.



Aileron control cable pulley detail.



Control column details.



Left engine bearer. Note the engine shown here is a very late model Daimler-Mercedes D.IIIau featuring a generator mount that is not applicable for the D.V.

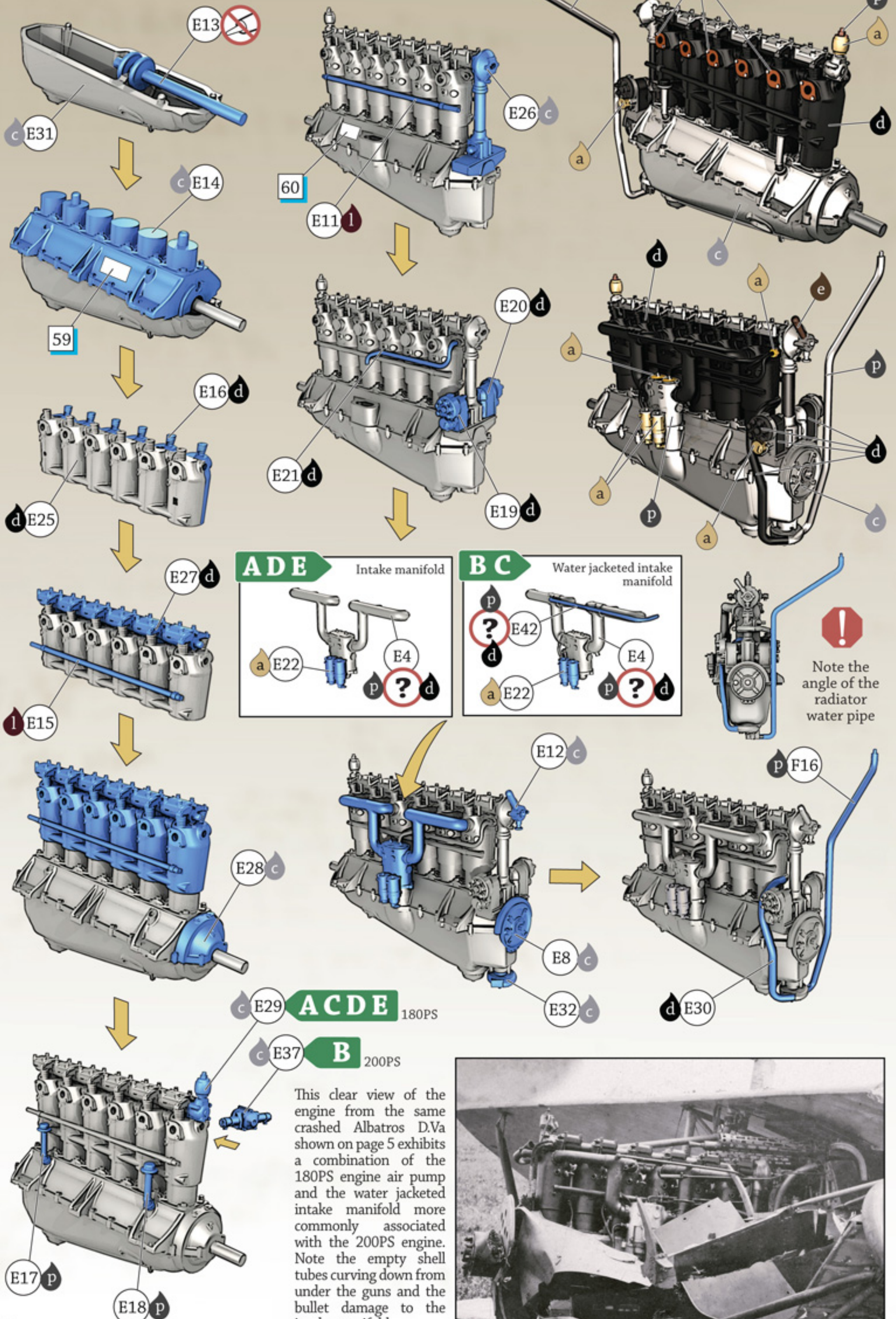


Good view of the LMG 08/15 mount and magazines.



Throttle and Bosch engine switch. The switch (key) of the Bosch switch is attached to the small chain just visible. You can often see these keys hanging from this chain outside the cockpit in archive photos when the engine is not about to be started.

### 3 DAIMLER-MERCEDES D.IIIa 180PS & D.IIIaü 200PS ENGINE





DAIMLER-MERCEDES D.IIIa 180PS 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.



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



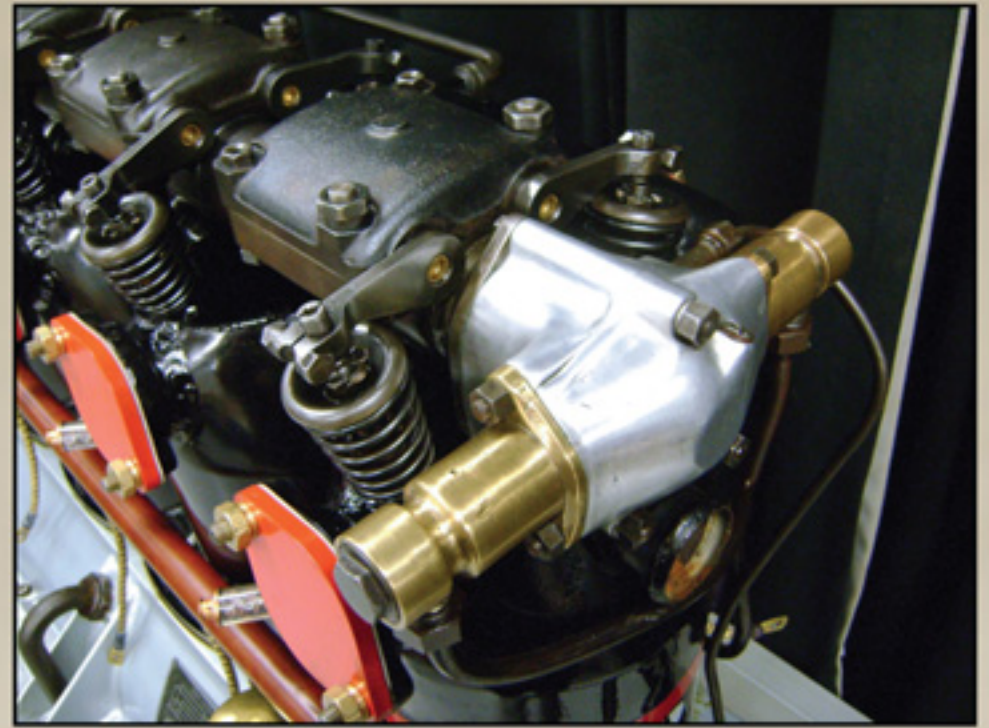
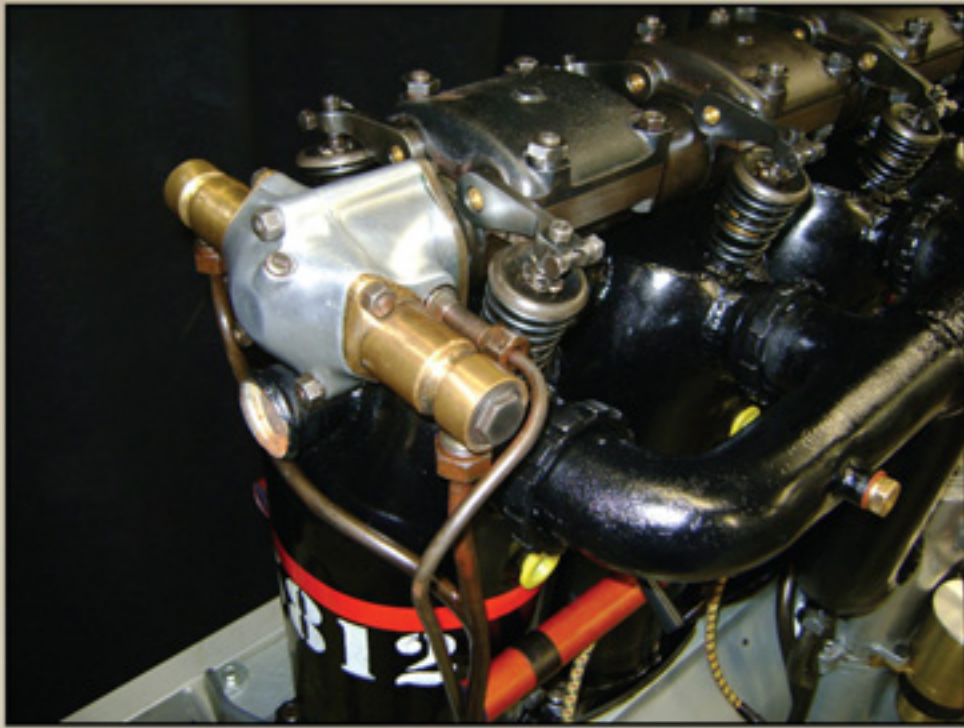
Right side of the engine. Note the newer location of the water pipe running through the cylinders and the position of the data plate.



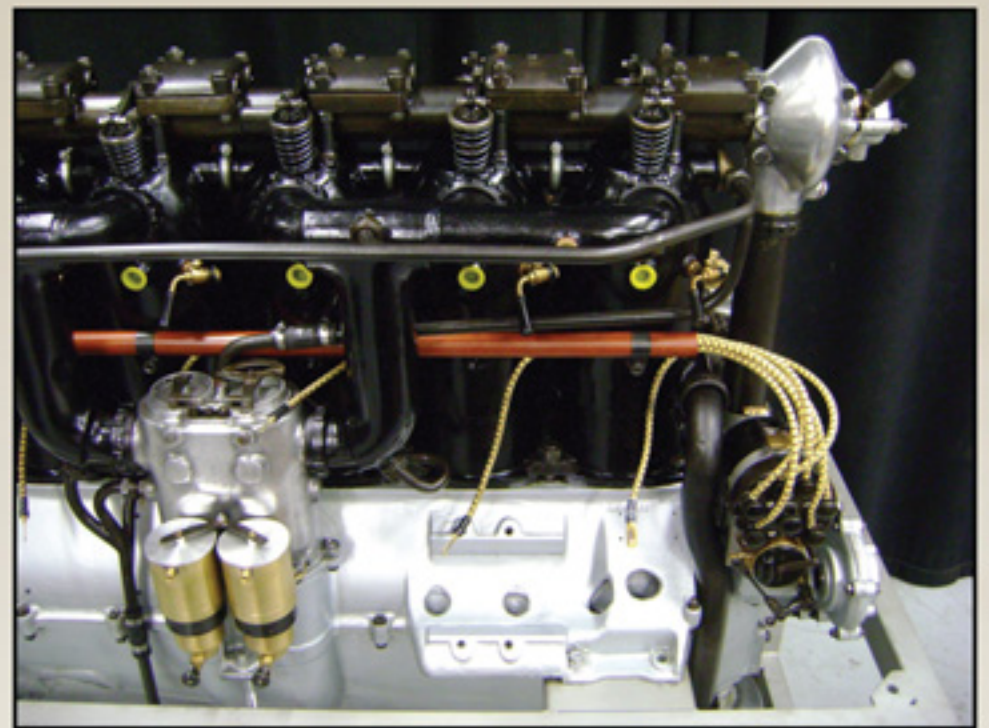
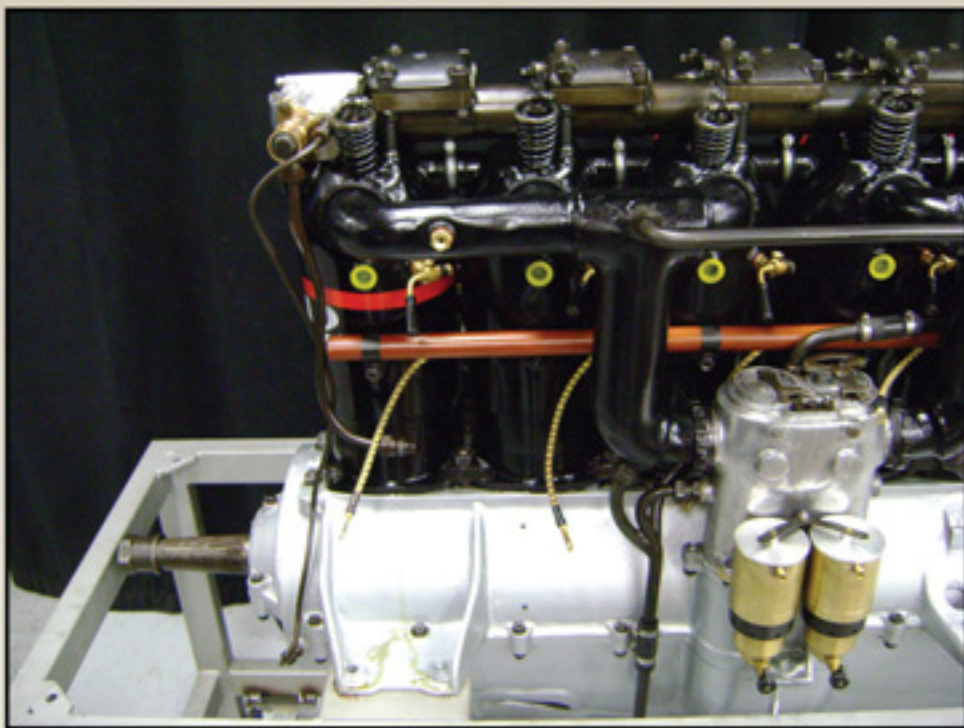
Rear left view showing the empty magneto mounts, water pipe and spark plug details.



Rear right view.



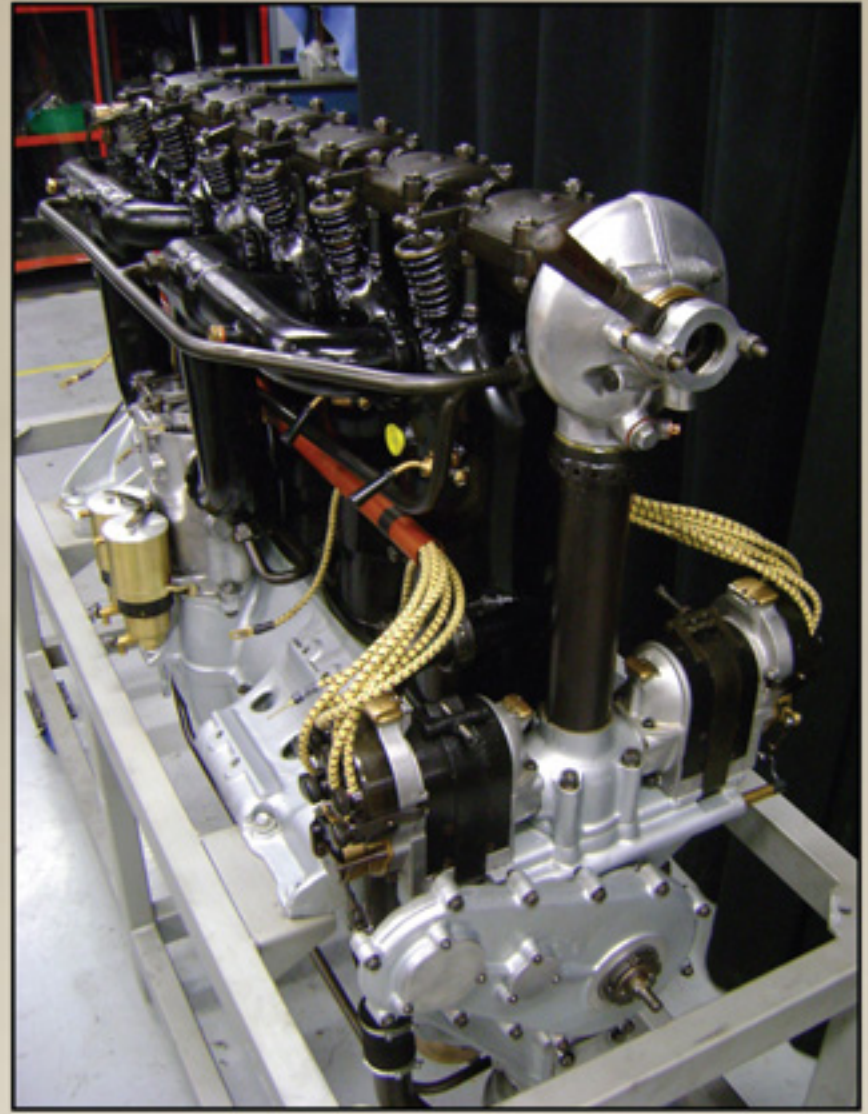
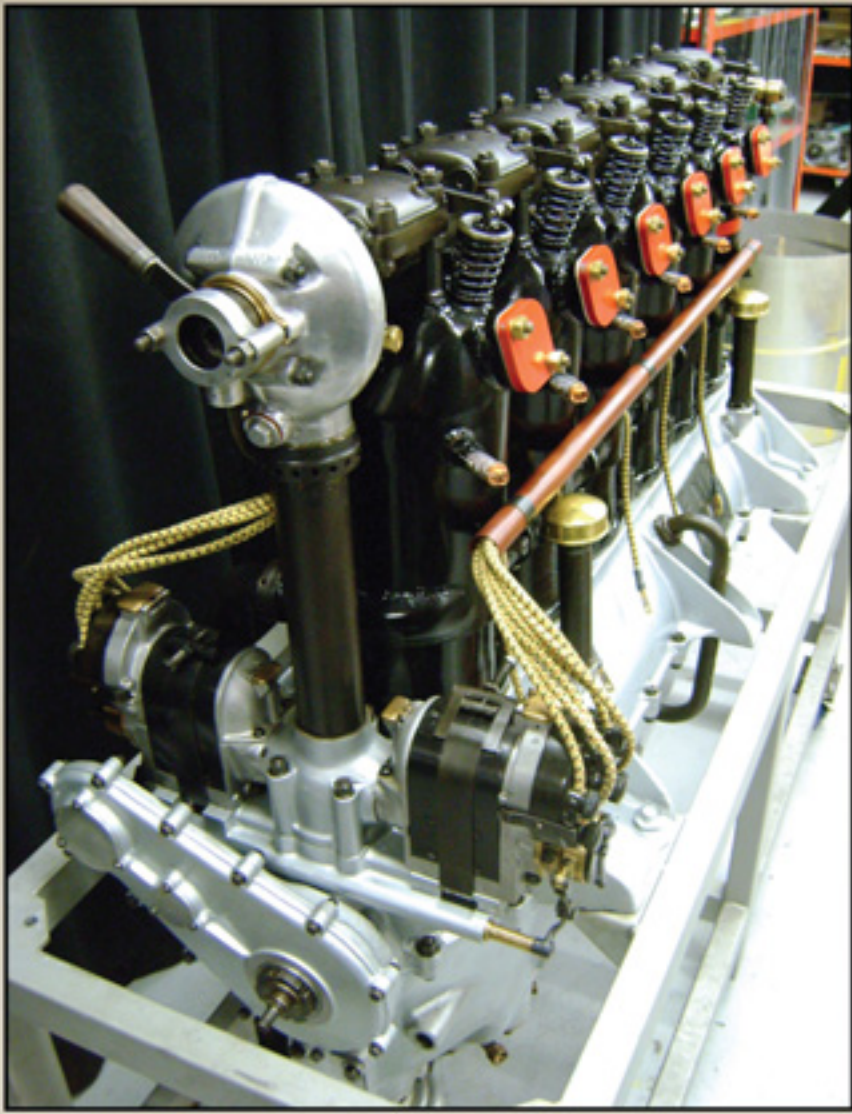
Detail of the horizontal air pump associated with the 200PS engine.



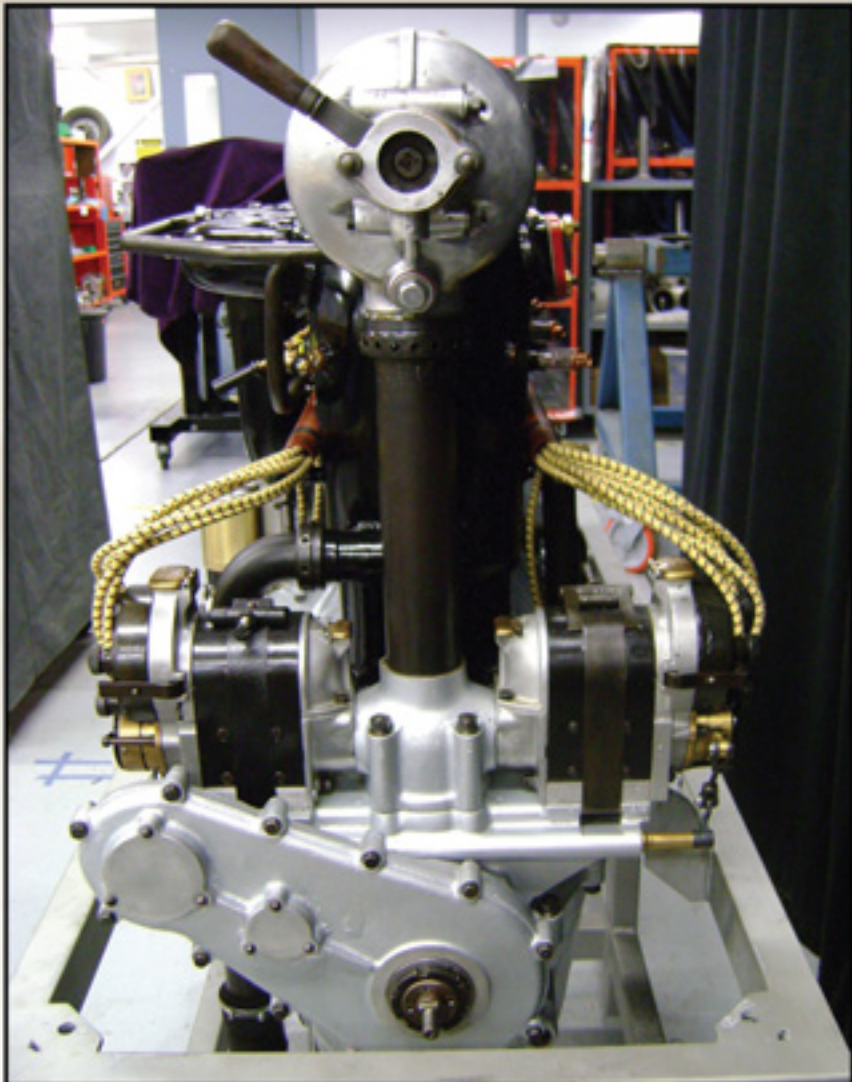
Water jacketed intake manifold and carburetor detail. A mount for the generator can be seen at right but the actual generator was very rarely installed in Albatros fighters.



The serial number of the engine was often stenciled on the front cylinder, but not always as can be seen in our photo on page 7. The red band signifies an over compressed cylinder. In period photos it is very difficult to distinguish a red band against a black cylinder.



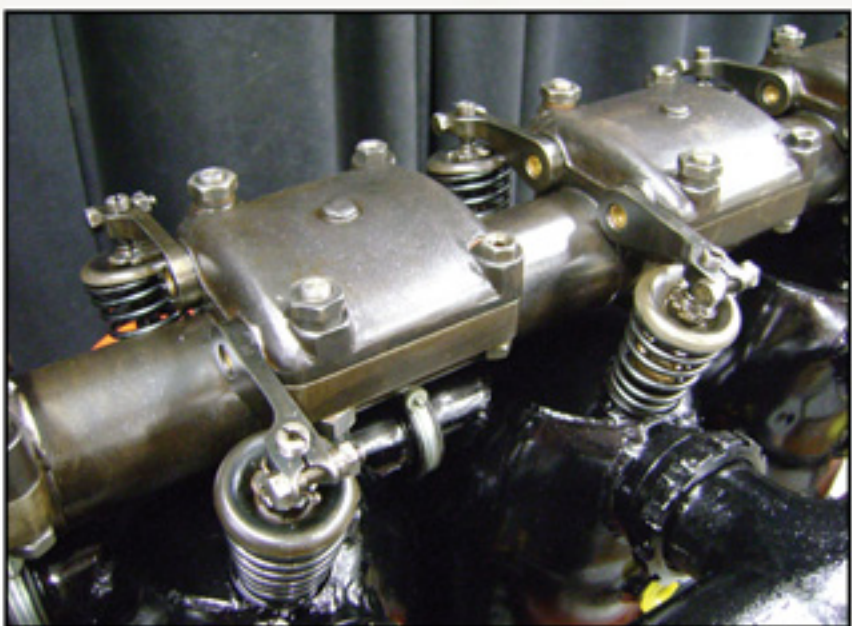
Rear of the engine showing magneto and generator belt cover details.



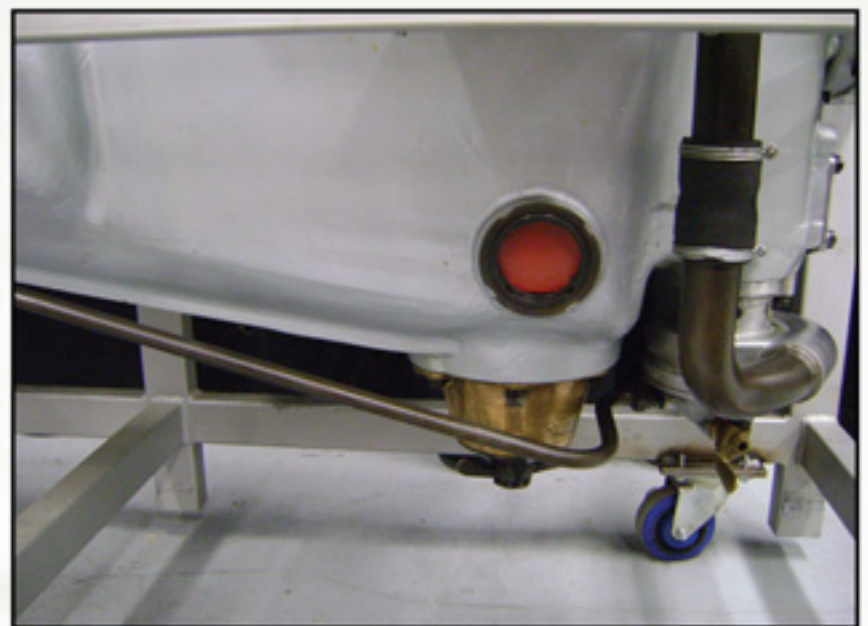
Note how the plug leads are fed into tubes alongside the cylinders. The small lever with the wooden handle at top is used to adjust the timing.



Carburetor detail.



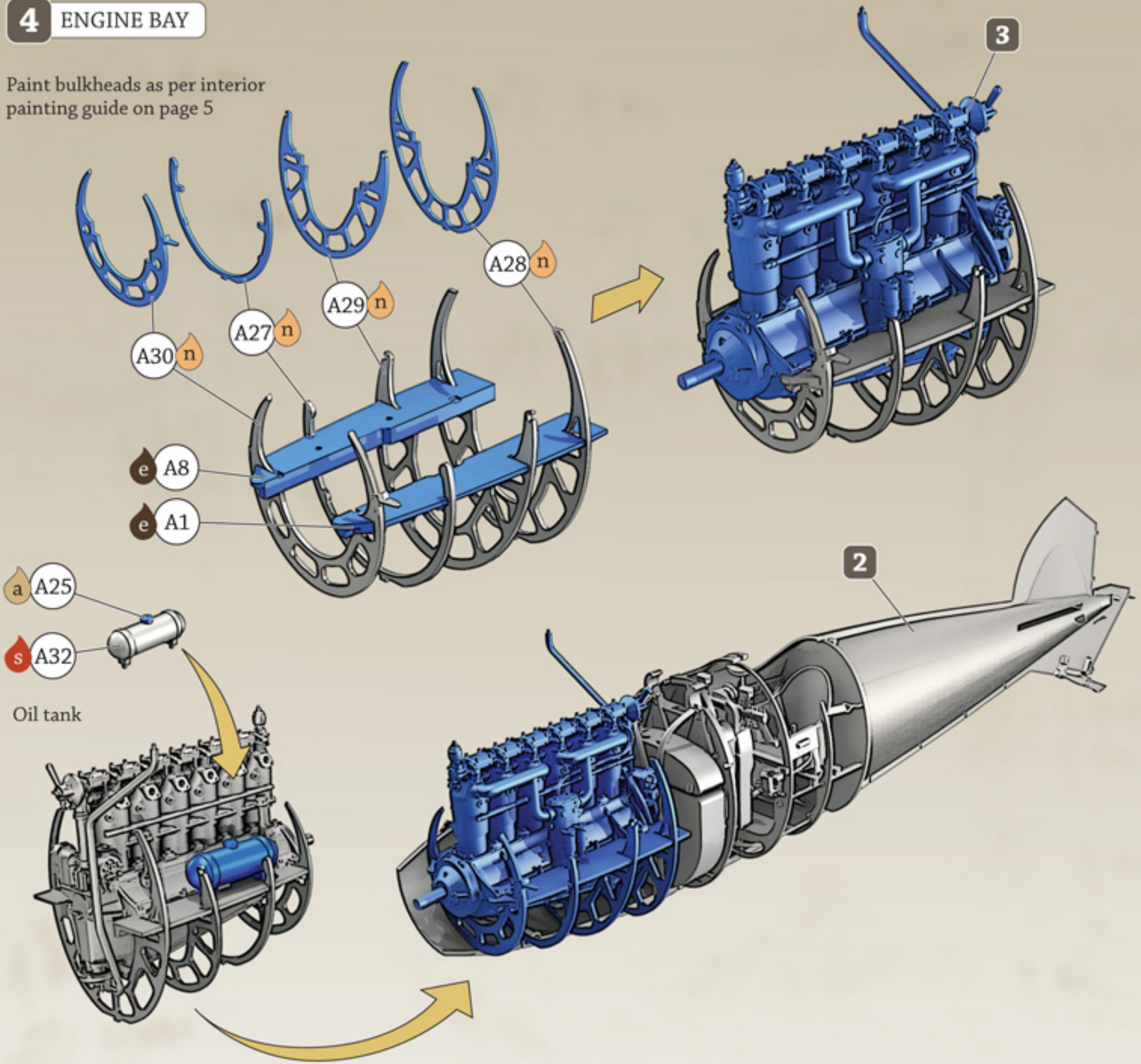
Overhead camshaft and valve gear rocker details.



Lower left rear view showing water pump detail.

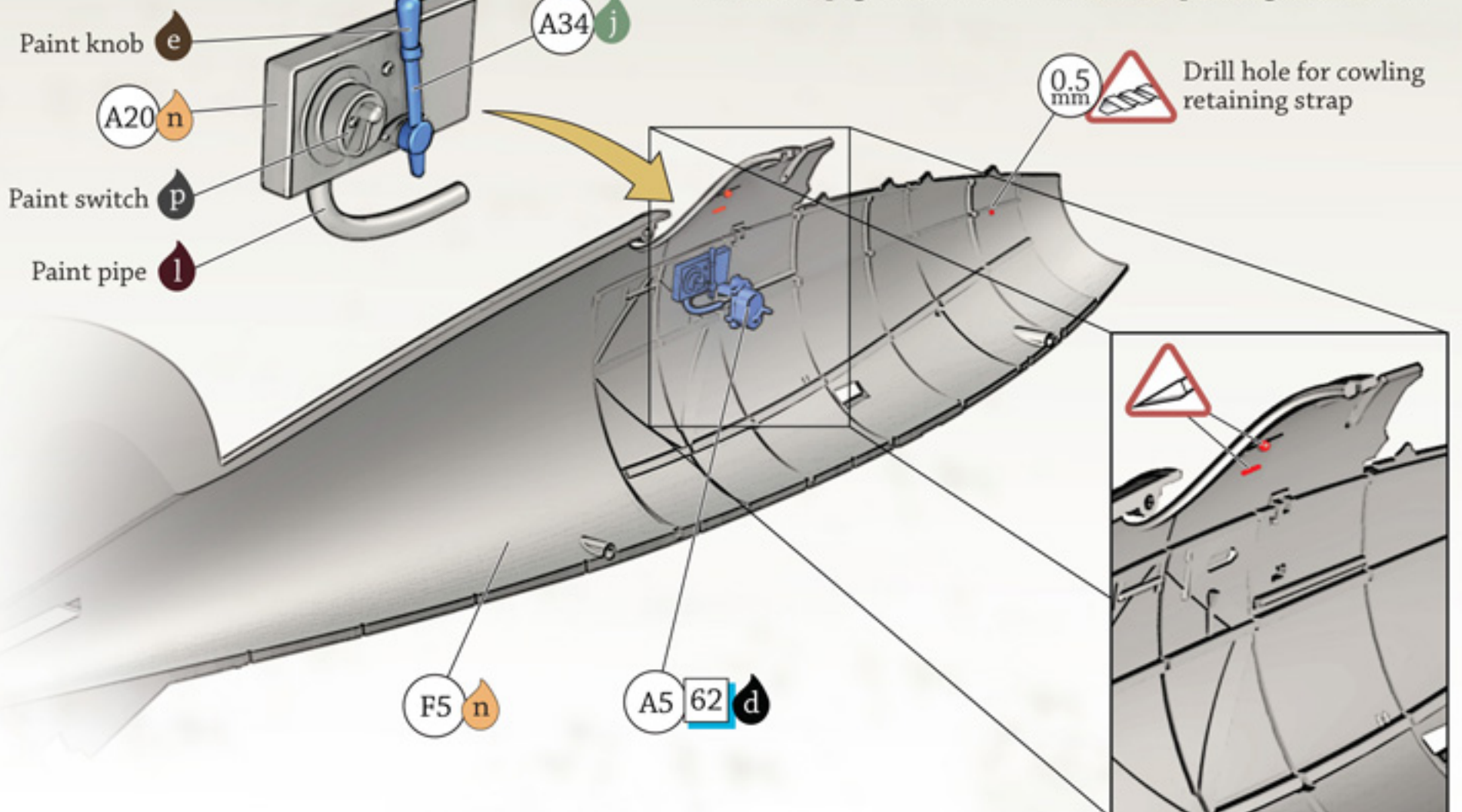
## 4 ENGINE BAY

Paint bulkheads as per interior painting guide on page 5



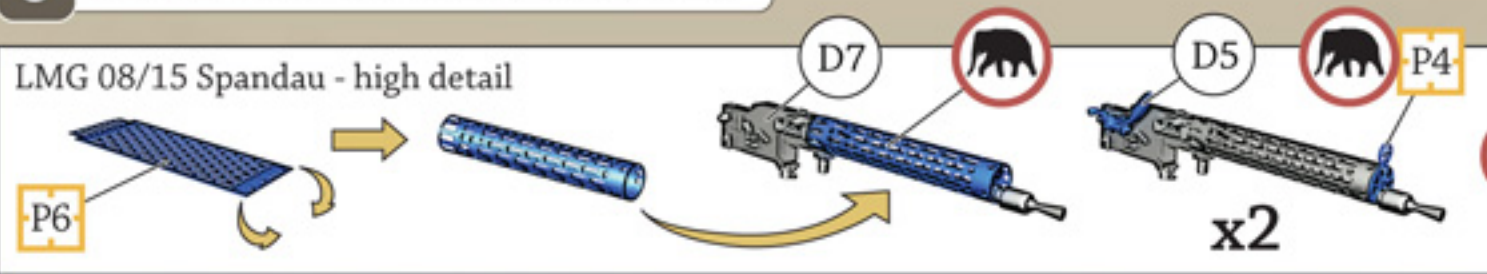
## 5 COCKPIT CONTINUED

Please see page 5 and 6 for more detailed painting instructions

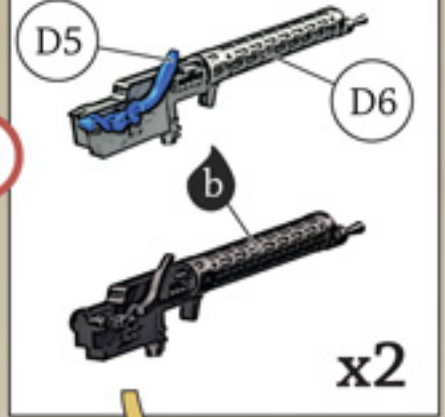


## 6 FUSELAGE ASSEMBLY & TAILPLANE

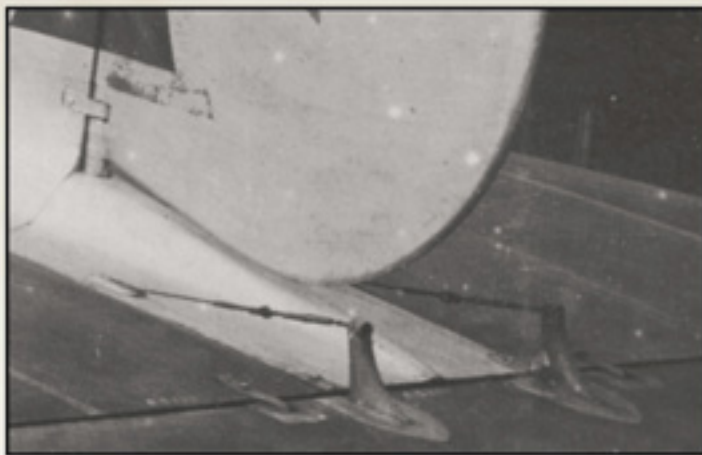
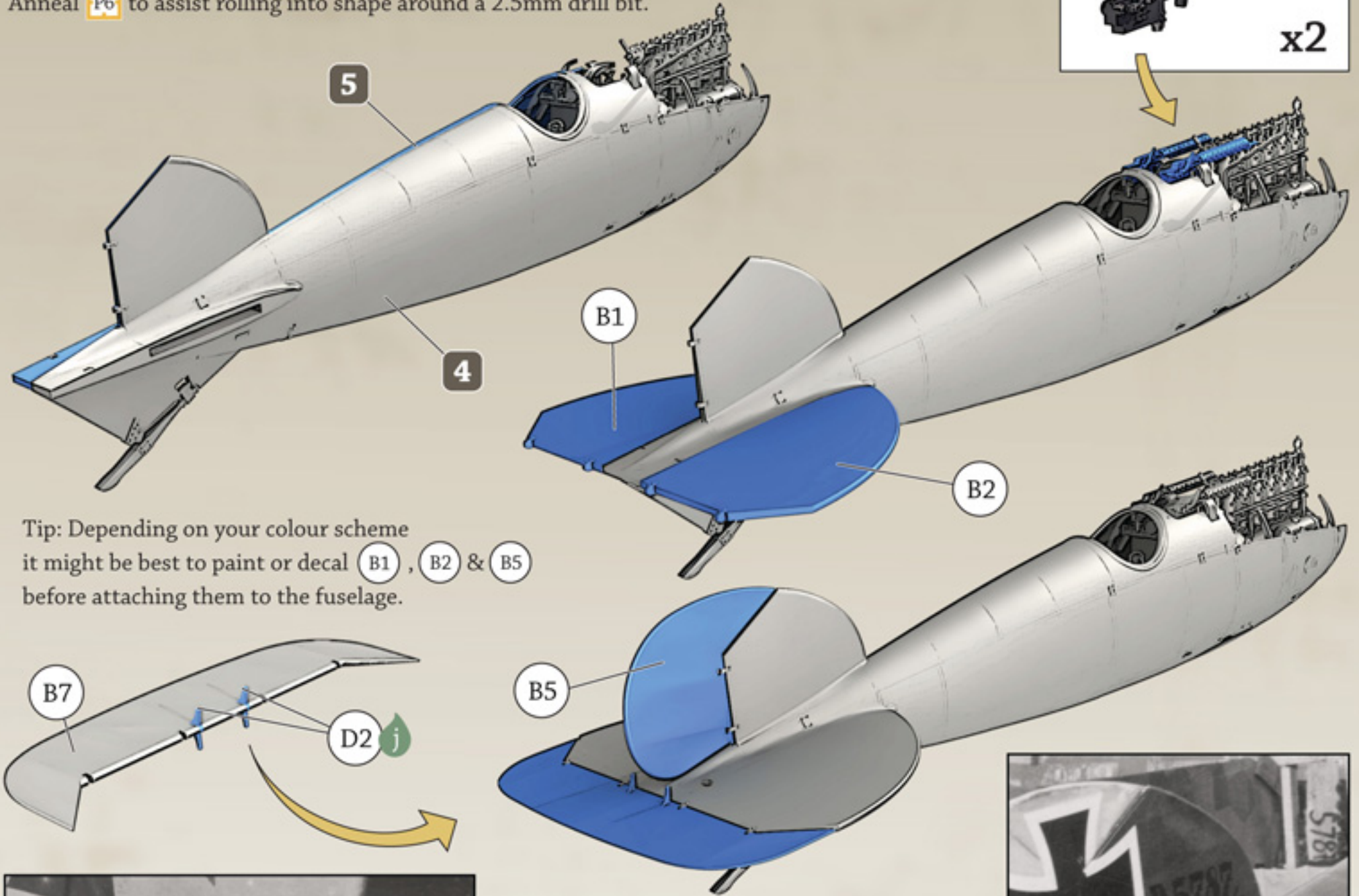
LMG 08/15 Spandau - high detail



LMG 08/15 Spandau



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



Elevator control horn and hinge detail from 28 victory ace Robert Ritter von Greim's Jasta 34b Albatros D.Va. The aircraft serial number has been stenciled onto the horizontal surfaces but is unfortunately not quite legible, though it could possibly be D.5280. Although it is difficult to tell in this photo these surfaces are covered in lozenge fabric, as presumably was the rudder before being painted.



Tailplane detail from von Wedel's Jasta 14 Albatros D.Va. Note the lozenge fabric rudder.



The horizontal stabilizers have been removed from Albatros D.Va D.5787/17 for transport which allows us to see their mounts.



Fuselage lifting handle detail from D.Va D.5390/17 from the Australian War Memorial Museum.



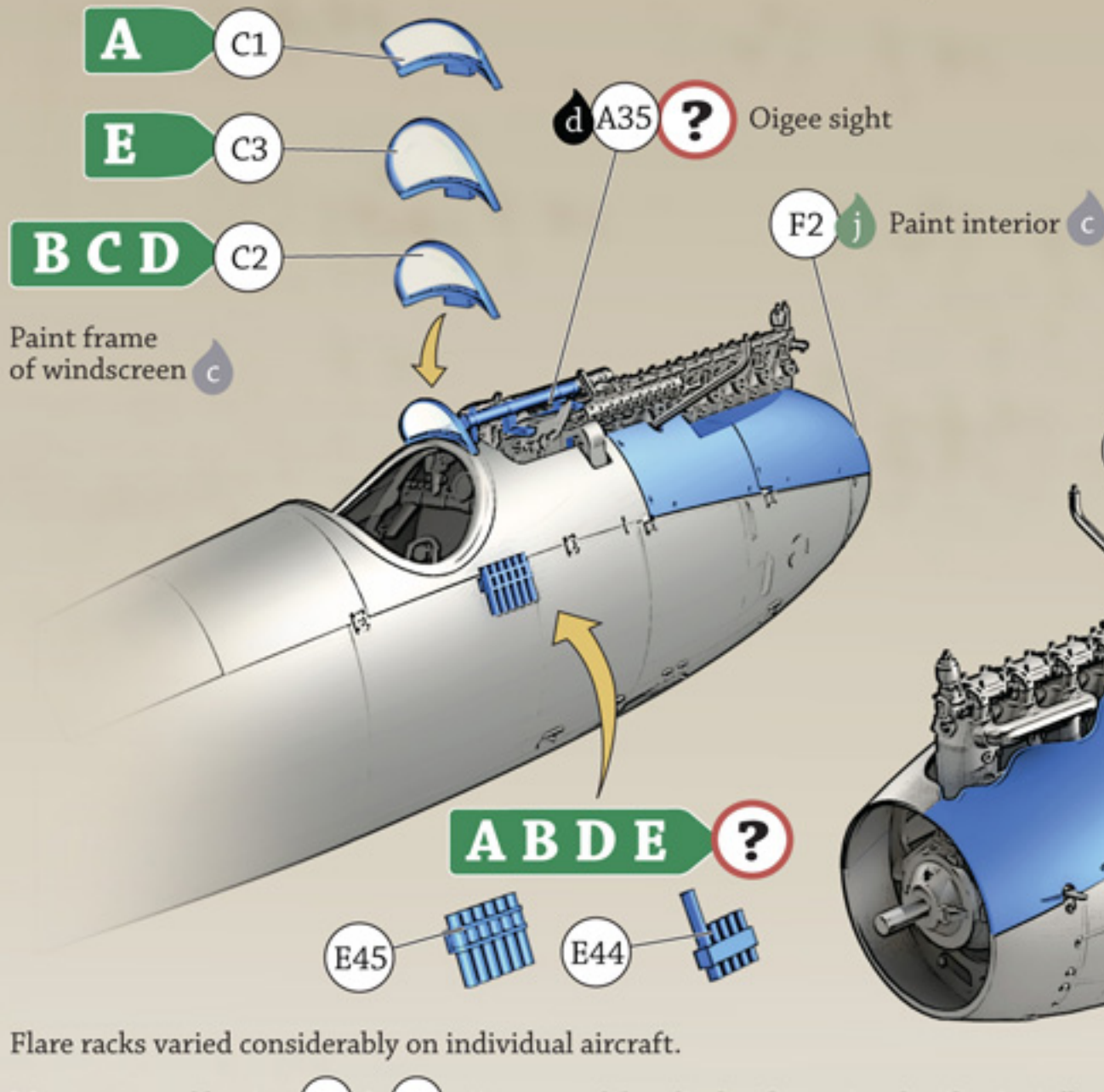
Tailplane detail from D.5390/17. Here we can see the access panels for the rudder control horn, elevator control cable outlet in the fuselage and tailskid brackets. Note the front half of the wooden tailskid is wrapped in linen for strength.



Horizontal tailplane attachment detail from D.5390/17.

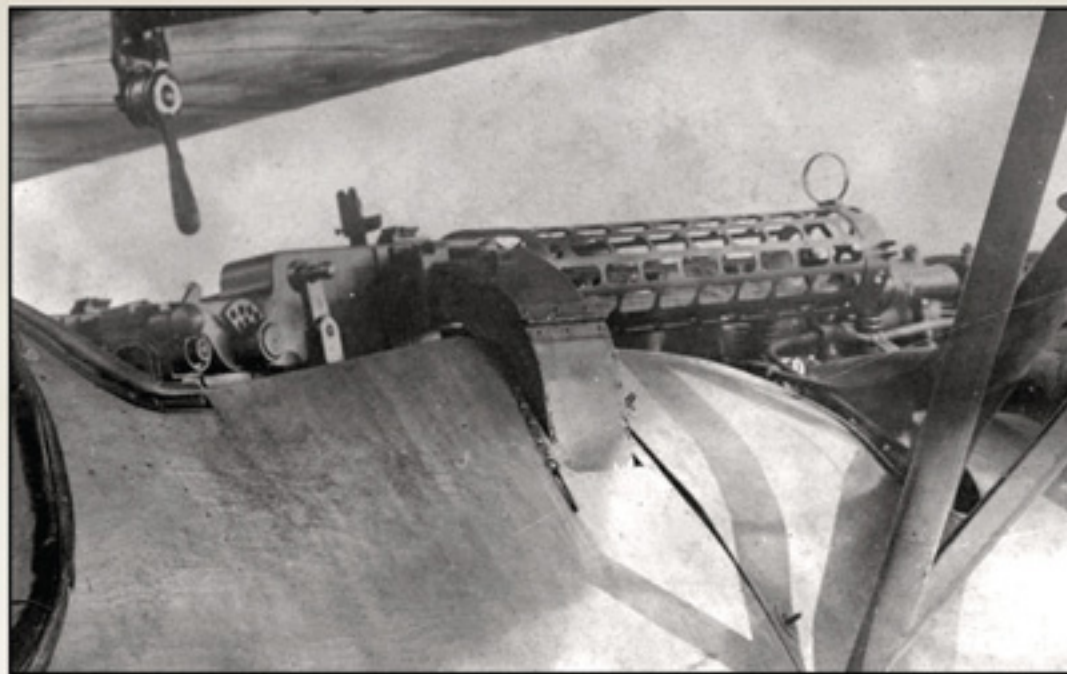
## 7 FUSELAGE DETAILS

> Engine access panels and air vent detail from D.Va D.5390/17. Note the nail pattern details.



Flare racks varied considerably on individual aircraft.

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



LMG 08/15 'Spandau' detail from an unidentified Albatros D.Va. Note the lever attached to the upper wing used to adjust the shutters of the Daimler-Mercedes radiator.



Robert Ritter von Greim's Jasta 34b Albatros D.Va showing patched over damage at the rear of the cockpit.



Note the trimmed windshield and safety harness strap hanging from the cockpit of Von Hunoldstein's Jasta 14 Albatros D.Va.



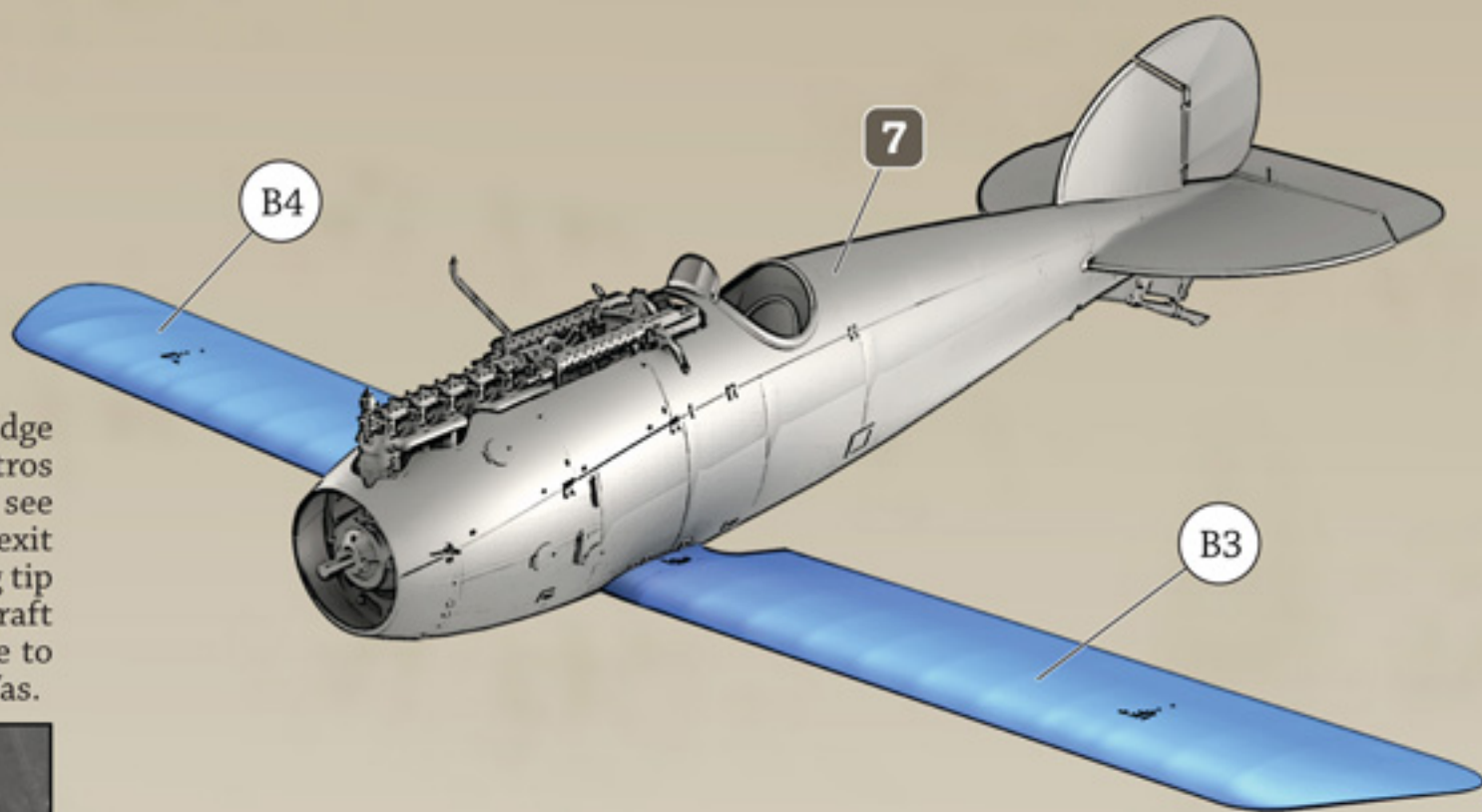
Note the flare racks and what appears to be some sort of medieval torture device the unidentified pilot of this Albatros D.Va is using as a seat back cushion. Also note the 'peep holes' cut into the windscreen for sighting the guns.

## 8 LOWER WINGS

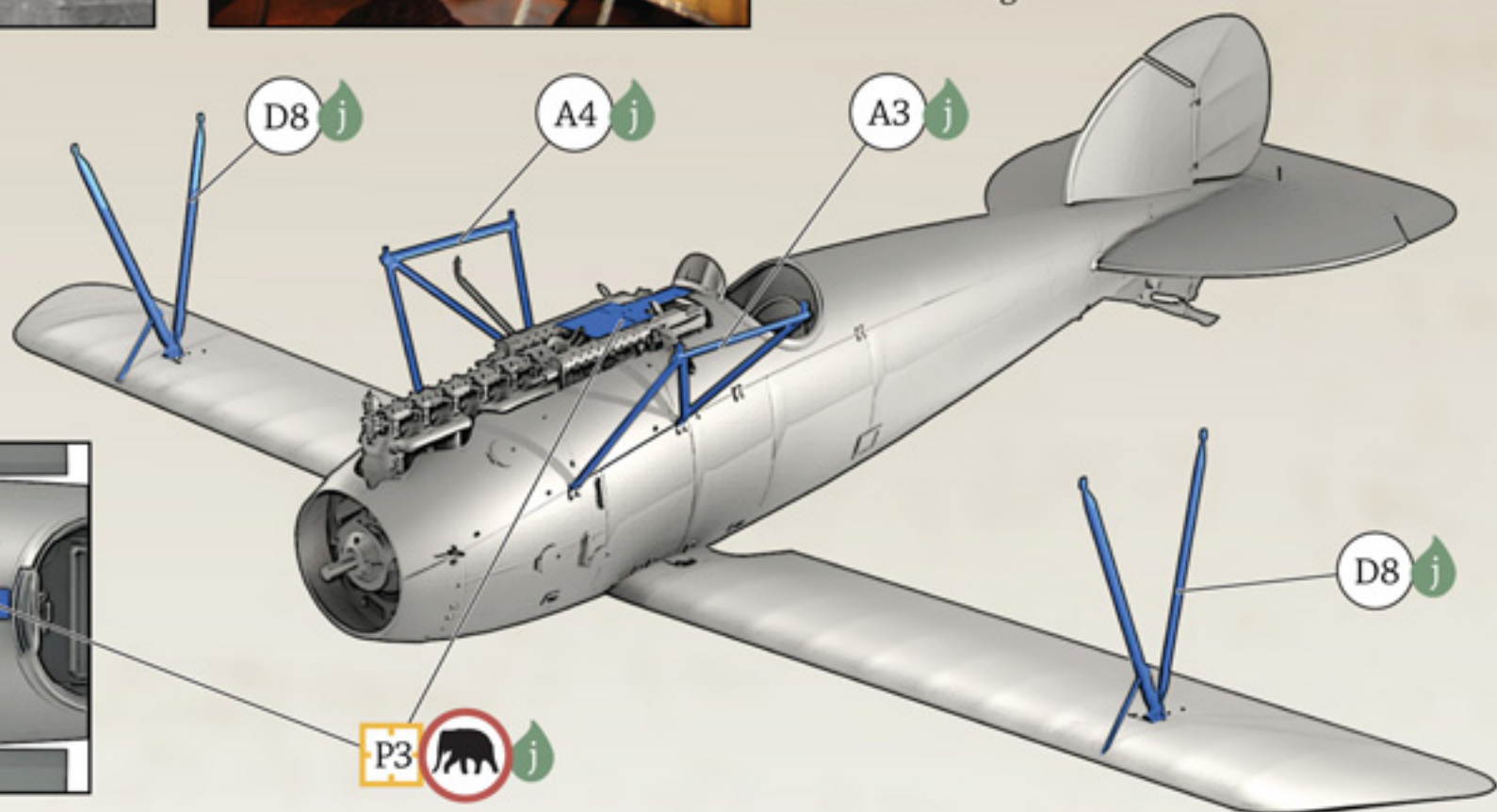
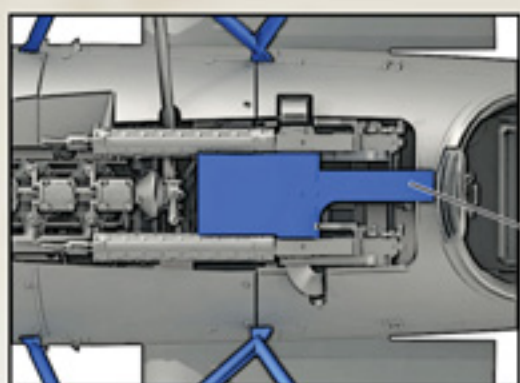
A mechanic leans on the leading edge of Robert Ritter von Greim's Albatros D.Va left wing allowing us to see where the aileron control wires exit the lower wing and the upper wing tip bracing wire. Note that this aircraft does not have the additional brace to the V strut commonly seen on D.Vas.



Lower wing attachment from the fuselage of Albatros D.Va D.5390/17 showing the aileron control cables exiting the wing stub. This wing stub was usually finished in the same manner as the rest of the fuselage and not the wings.

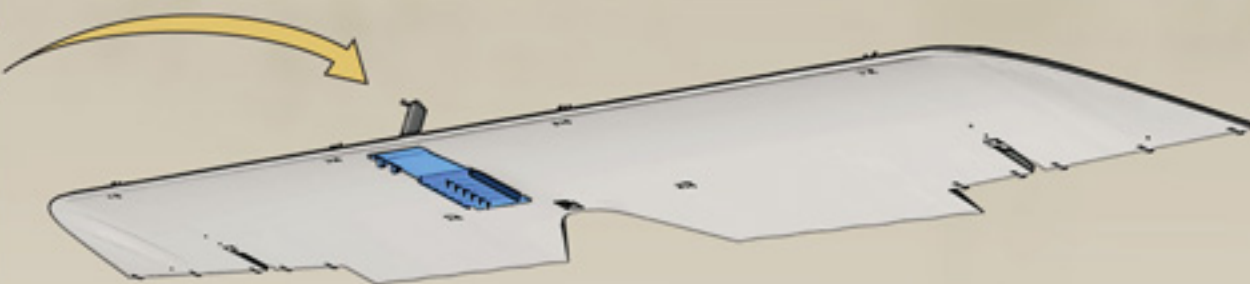
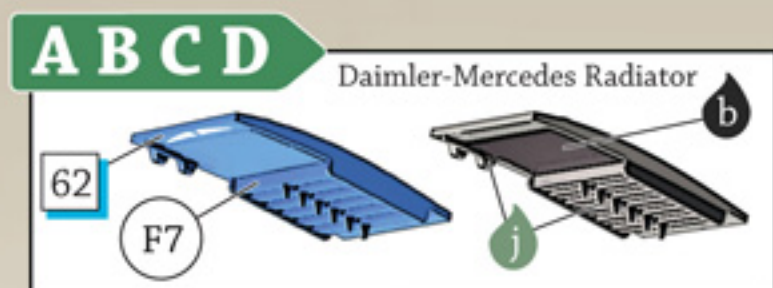
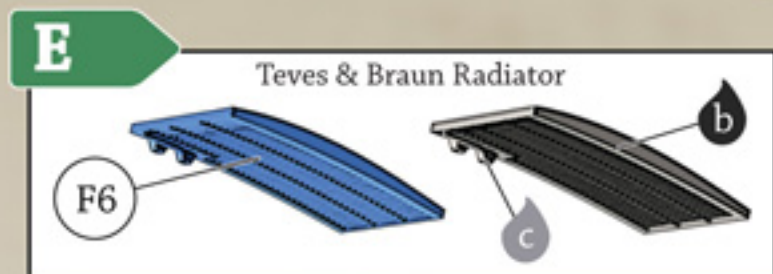
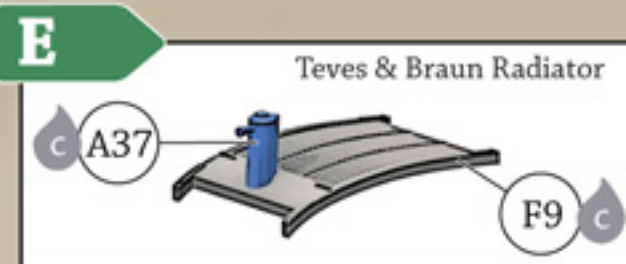
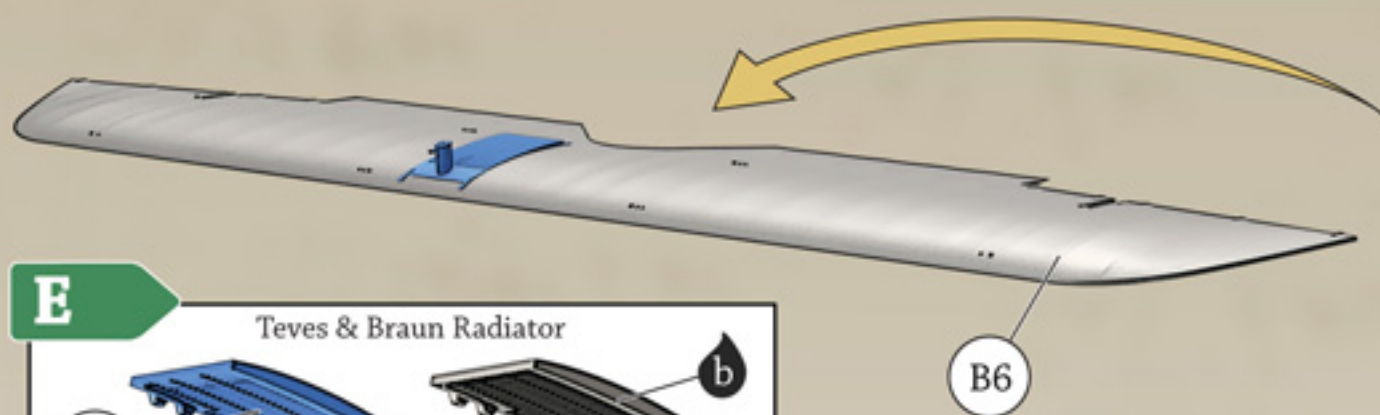


## 9 STRUTS



While the serial number of this Marine Field Jasta Albatros D.Va is unknown it does wear the number 76 on its fin. Note the mottled camouflage, additional bracing wire from under the nose to the upper wing and the position, and orientation, of the Axial propeller decal. Unusually, a carrier for a single 12.5kg PuW bomb is visible between the rear undercarriage legs while a second carrier is probably hidden behind the nurse at the center of the photo.

## 10 UPPER WING AND RADIATOR OPTIONS



Daimler-Mercedes radiator detail from Albatros D.Va D.5390/17 shortly after capture.

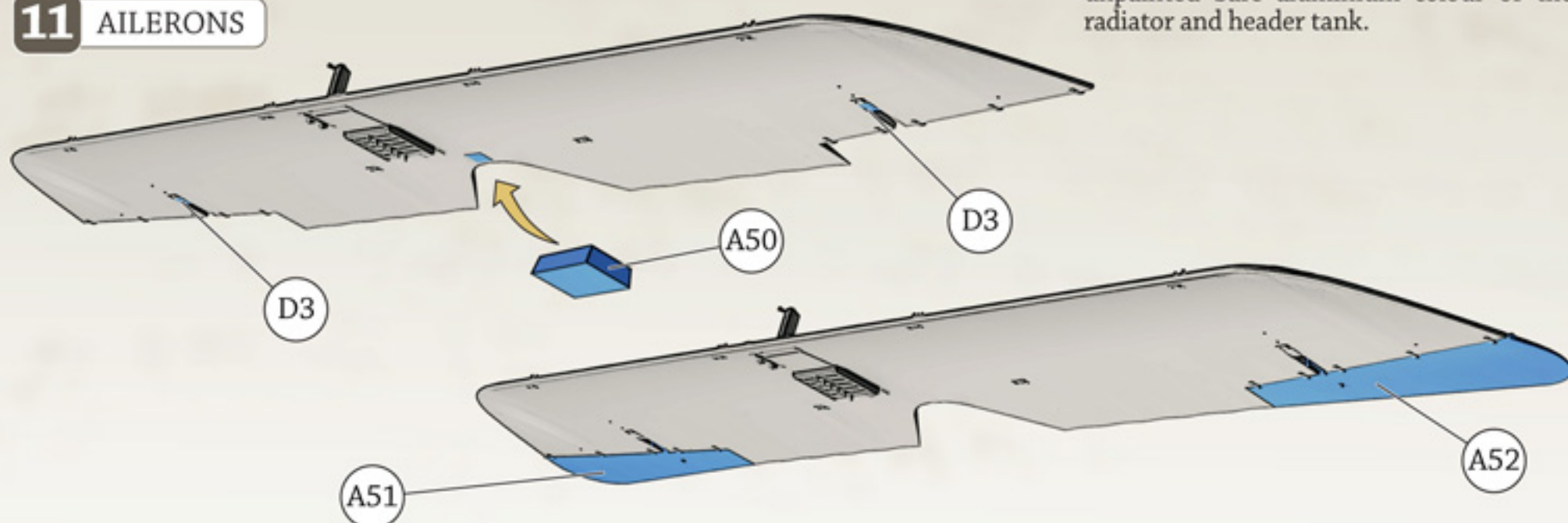


Daimler-Mercedes radiator detail from von Hunoldstein's Jasta 14 Albatros D.Va. Note the shutter control lever at right.

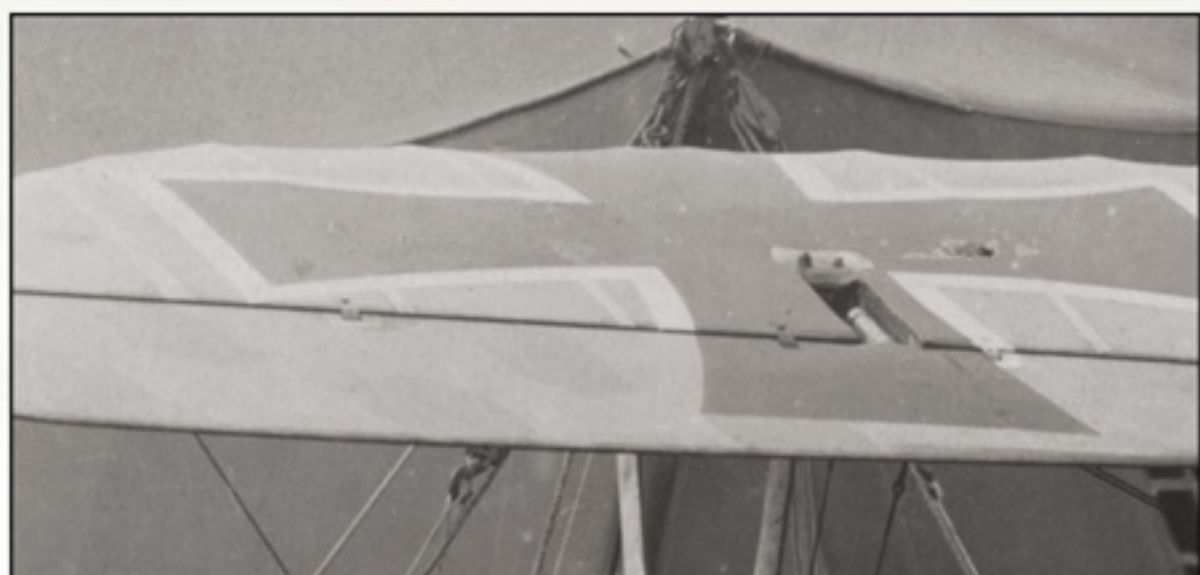


Teves & Braun radiator from Robert Ritter von Greim's Albatros D.Va. Unusually this aircraft is fitted with adjustable radiator shutters more commonly seen on the Daimler-Mercedes type. Note the unpainted bare aluminium colour of the radiator and header tank.

## 11 AILERONS



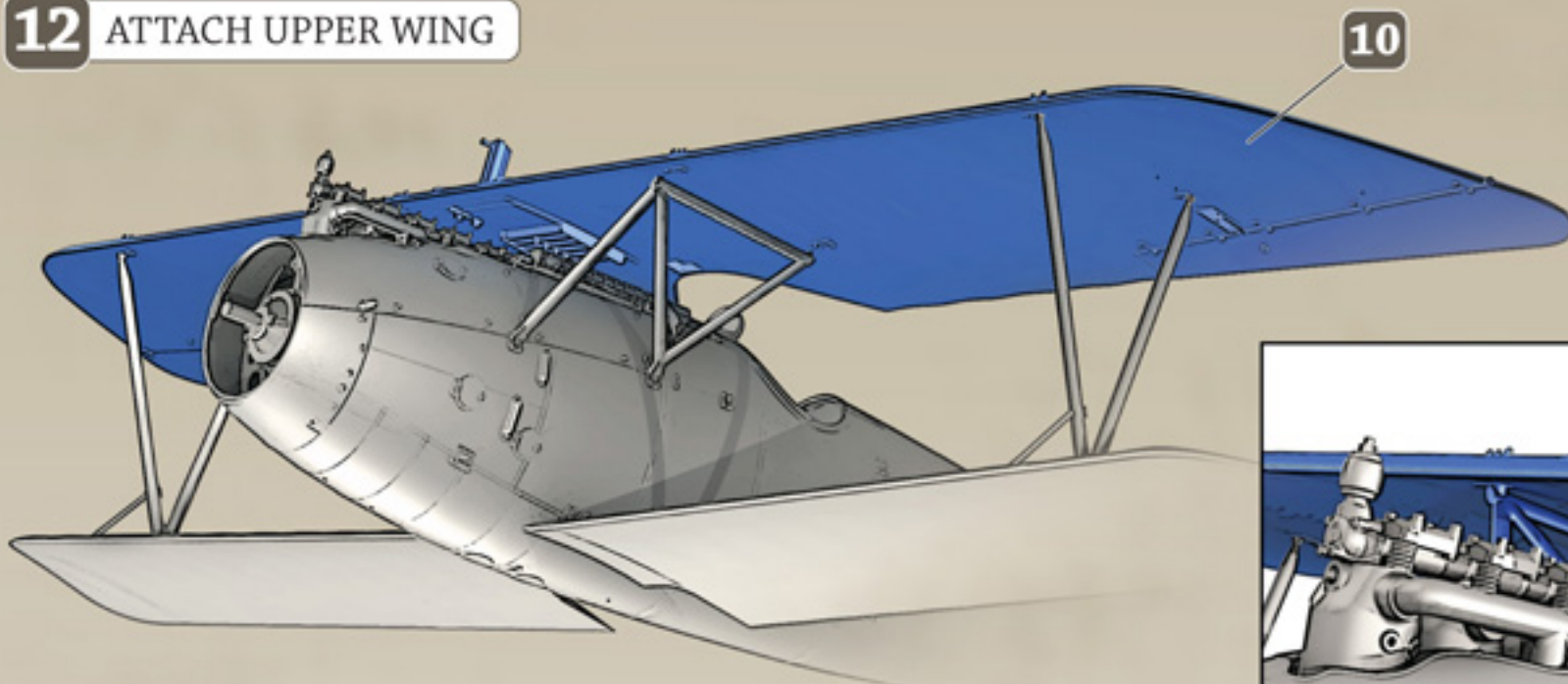
Daimler-Mercedes radiator detail from an unidentified D.Va showing a second style of shutter control lever. Note that the front water pipe from the radiator is wrapped in white asbestos cloth for insulation.



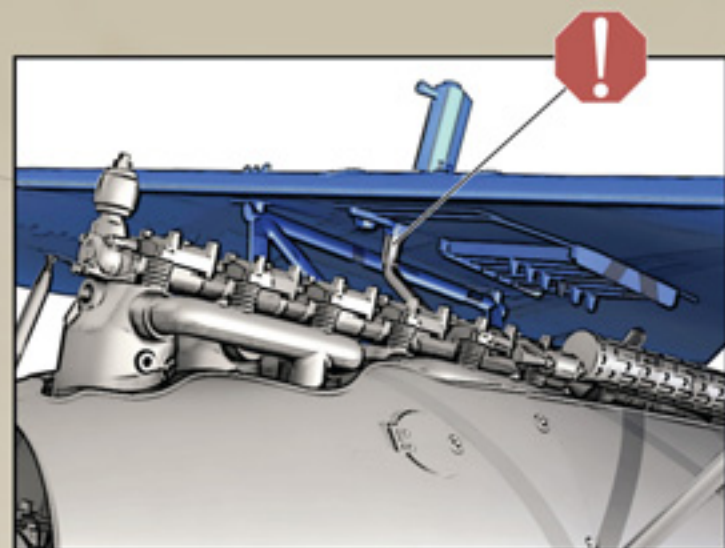
Aileron control horn detail from Robert Ritter von Greim's Albatros D.Va. The wings of this aircraft are covered in 5 colour lozenge material but note that the rib tapes do not carry onto the ailerons. Unusually the white border of the wing cross has not been carried onto the aileron possibly indicating a recent replacement.



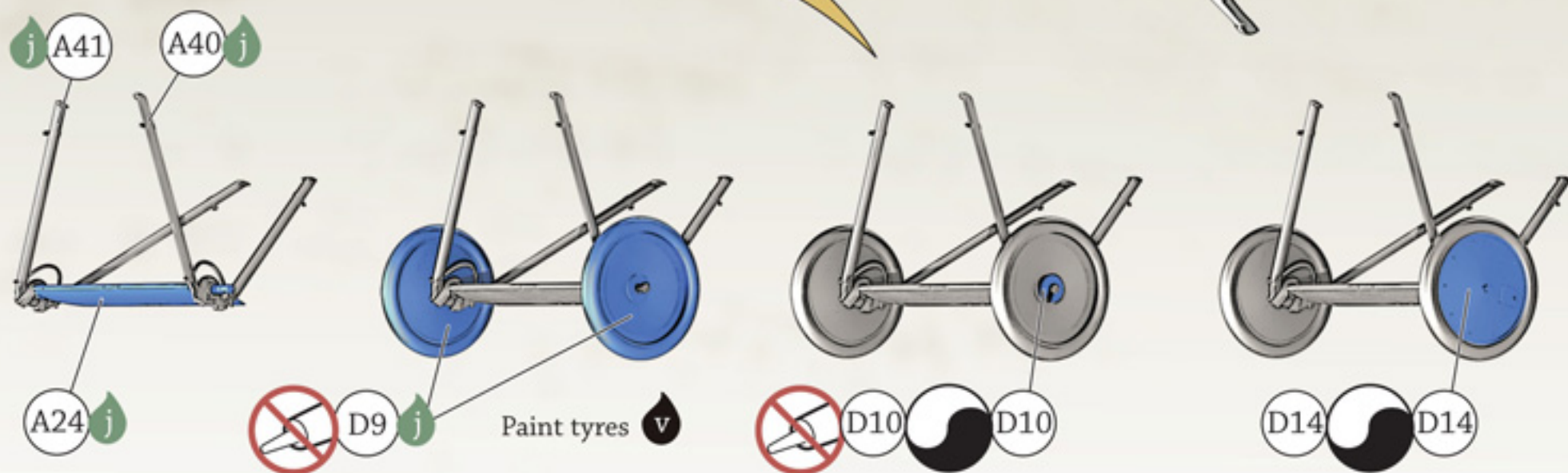
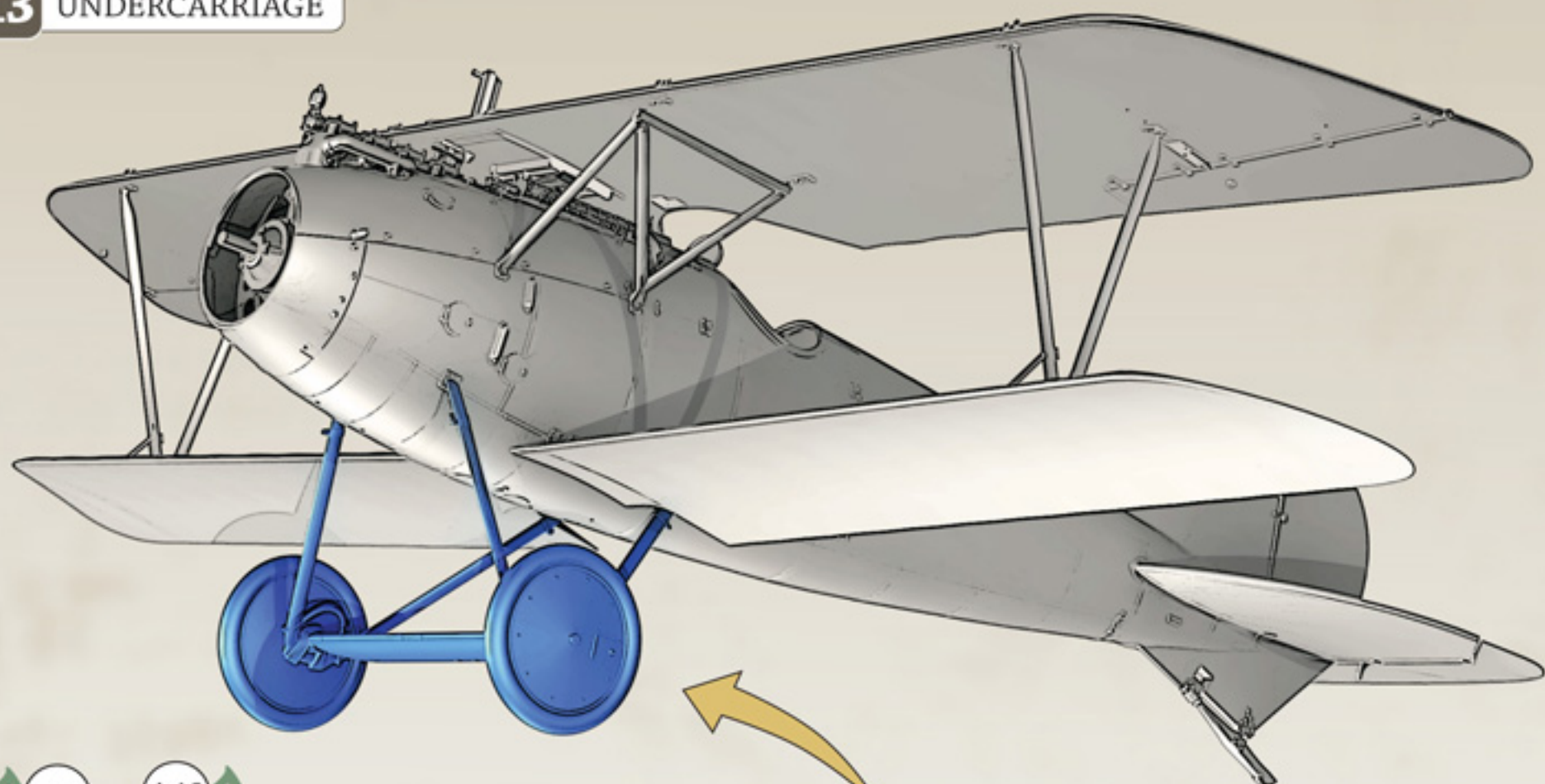
**12 ATTACH UPPER WING**



Note position of radiator pipe



**13 UNDERCARRIAGE**



Undercarriage detail from von Hippel's Albatros D.Va D.7353/17.

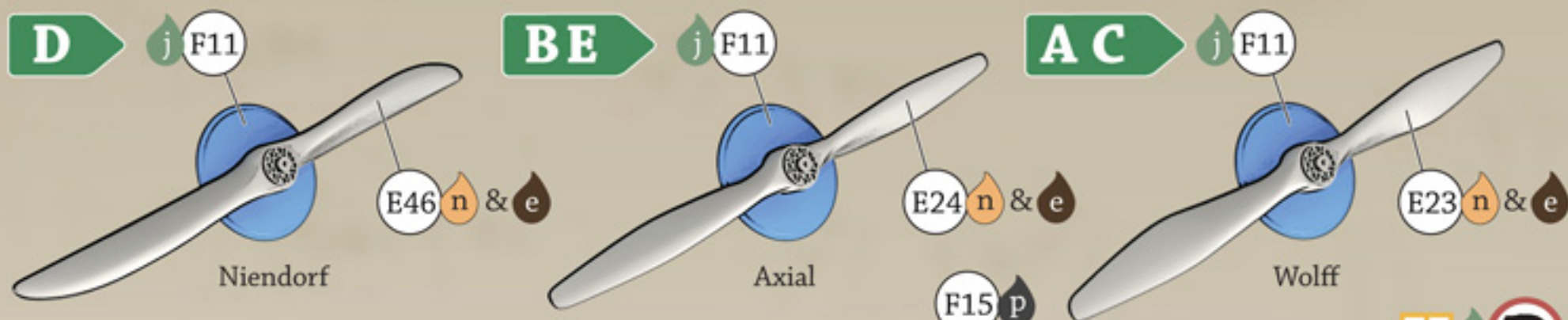


Undercarriage detail from Albatros D.Va D.5390/17 shortly after capture. Note the hinge detail on the leading edge of the axle wing, the canvas covers protecting the bungee shock cord and the chipped and weathered nature of the metal spoke covers.

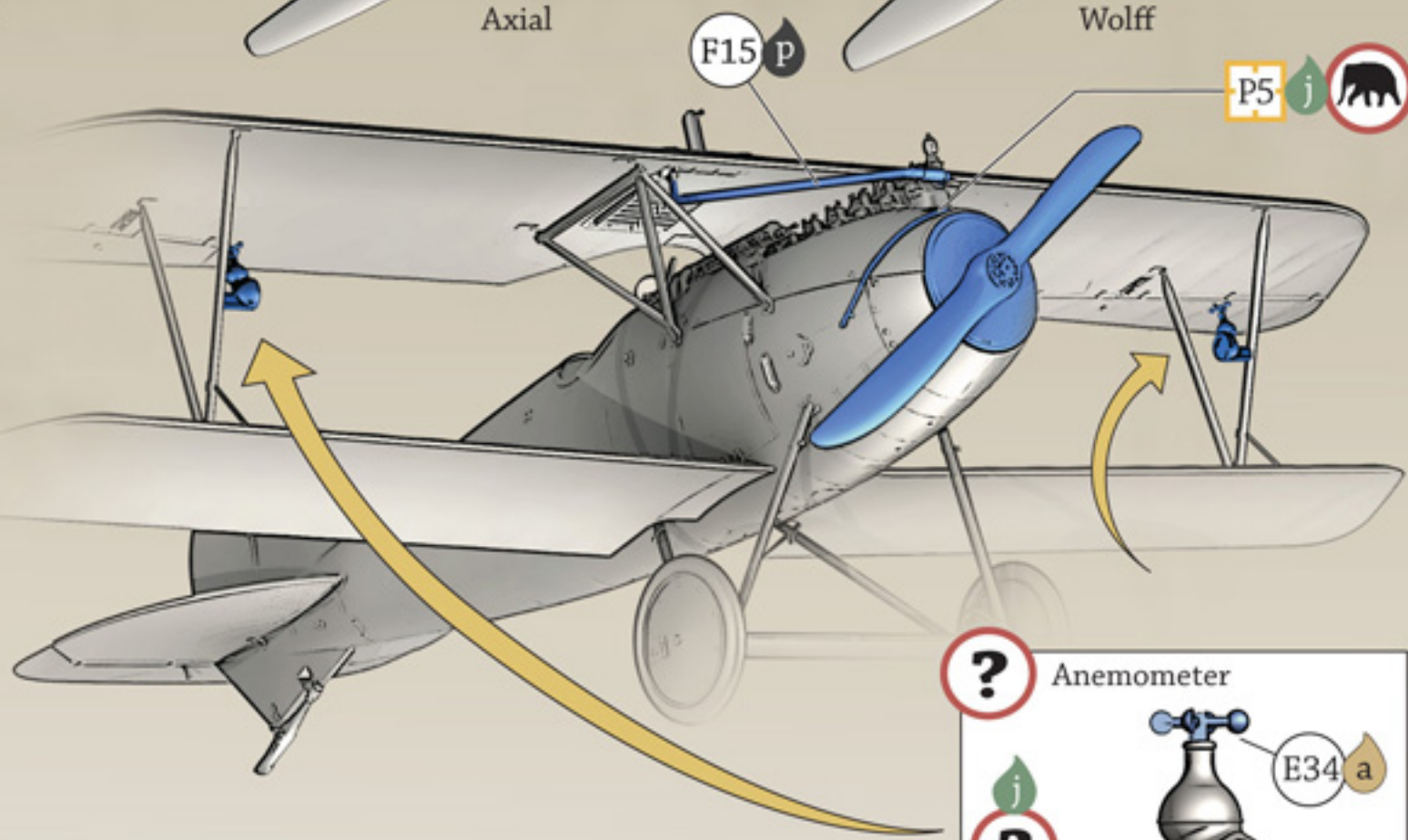


## 14 PROPELLER

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.

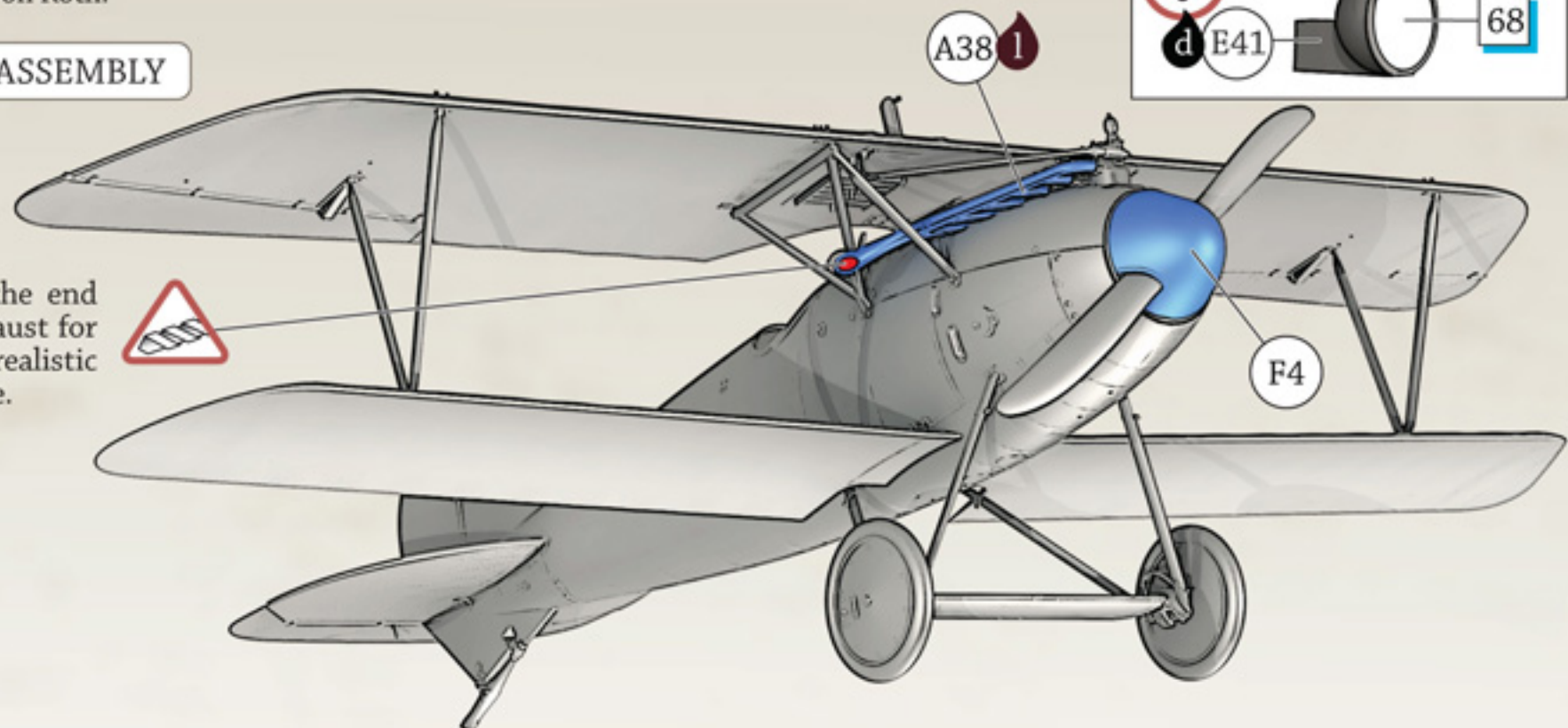


Anemometer detail from an Albatros D.Va from Jasta 16b. The location of the anemometer was very much a personal thing and was subject to much variation. Note additional bracing strut typical of the D.Va, the faint serial number and R stencil indicating this is the right strut. The elbow belongs to 28 victory ace Friedrich Ritter von Roth.

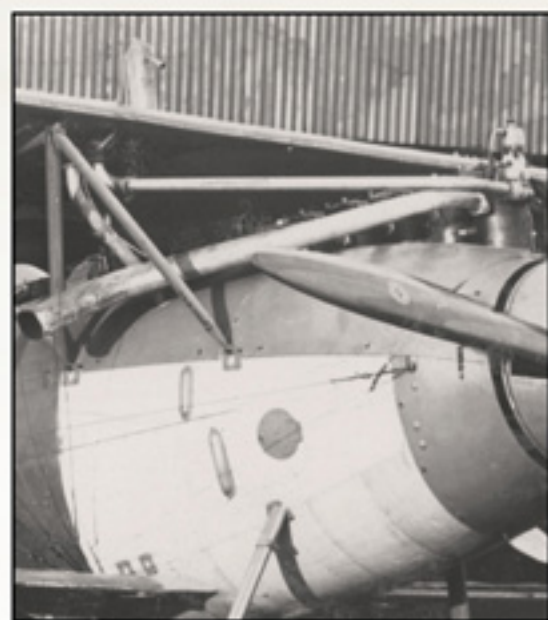


## 15 FINAL ASSEMBLY

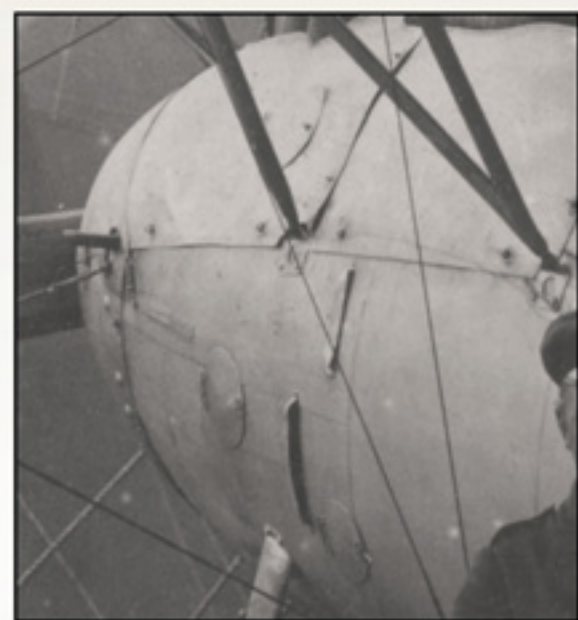
Drill out the end of the exhaust for a more realistic appearance.



Nose and spinner detail from the Australian War Memorial Museum's recently restored Albatros D.Va D.5390/17. Note the asbestos cloth wrapped around the engine intake manifold, cowl retaining strap and foot step detail. The gap around the edge of the propeller spinner allowed air into the engine bay for cooling (via Colin Owers).

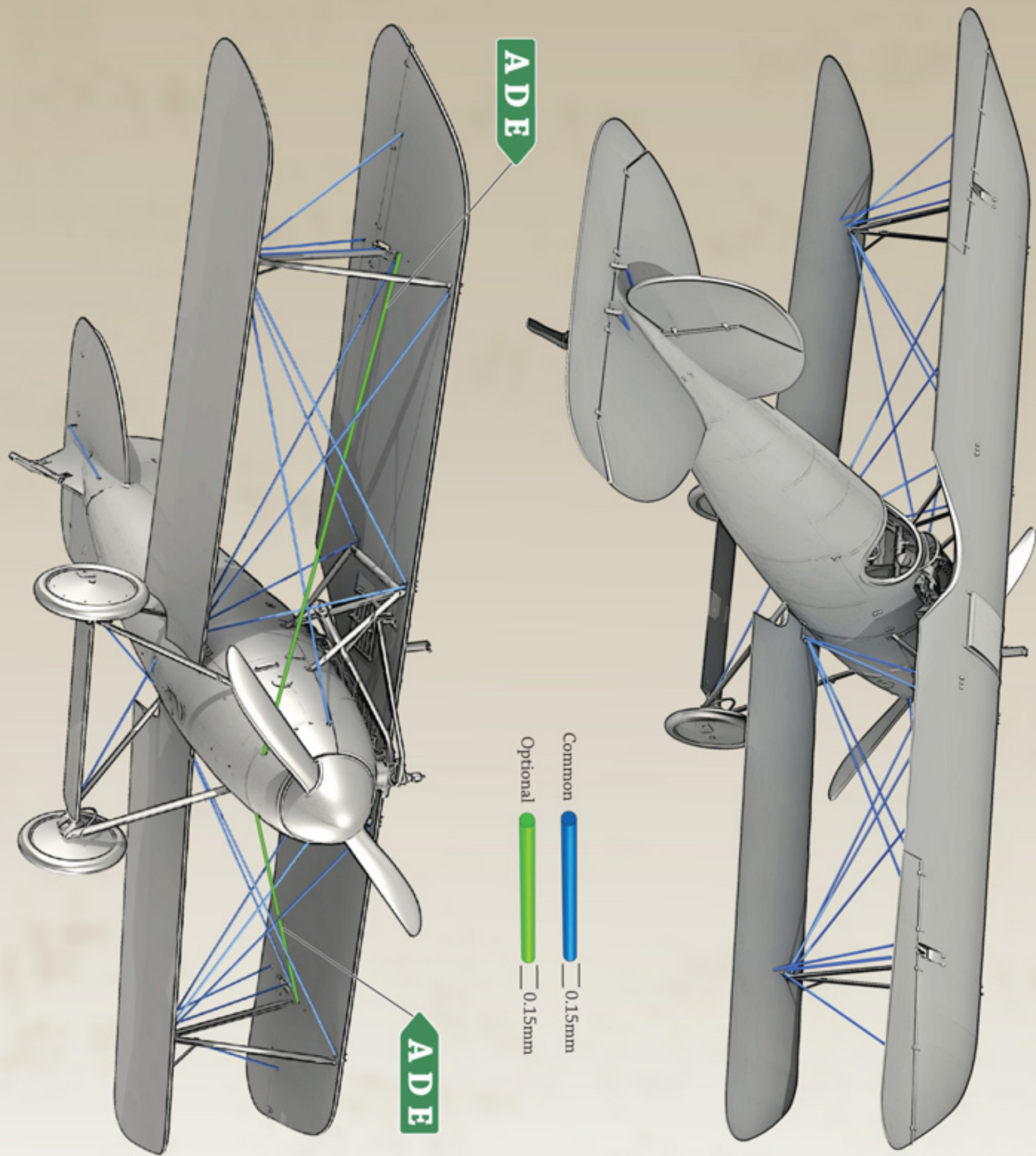


Nose detail from the Australian War Memorial Museum's Albatros D.Va D.5390/17 shortly after capture contrasting nicely with the photo at left.



Cowl retaining strap and foot step detail from Robert Ritter von Greim's Albatros D.Va.

Rigging material not included

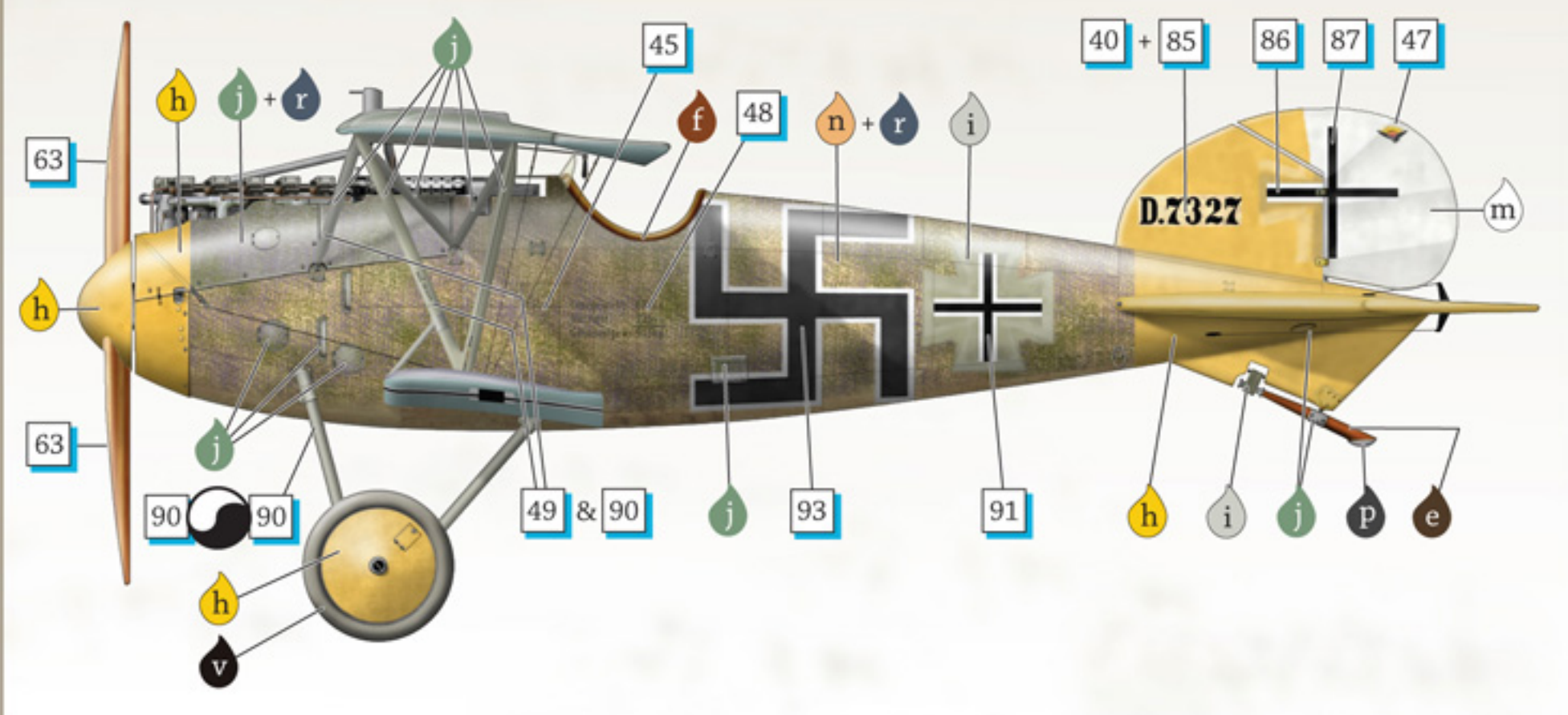


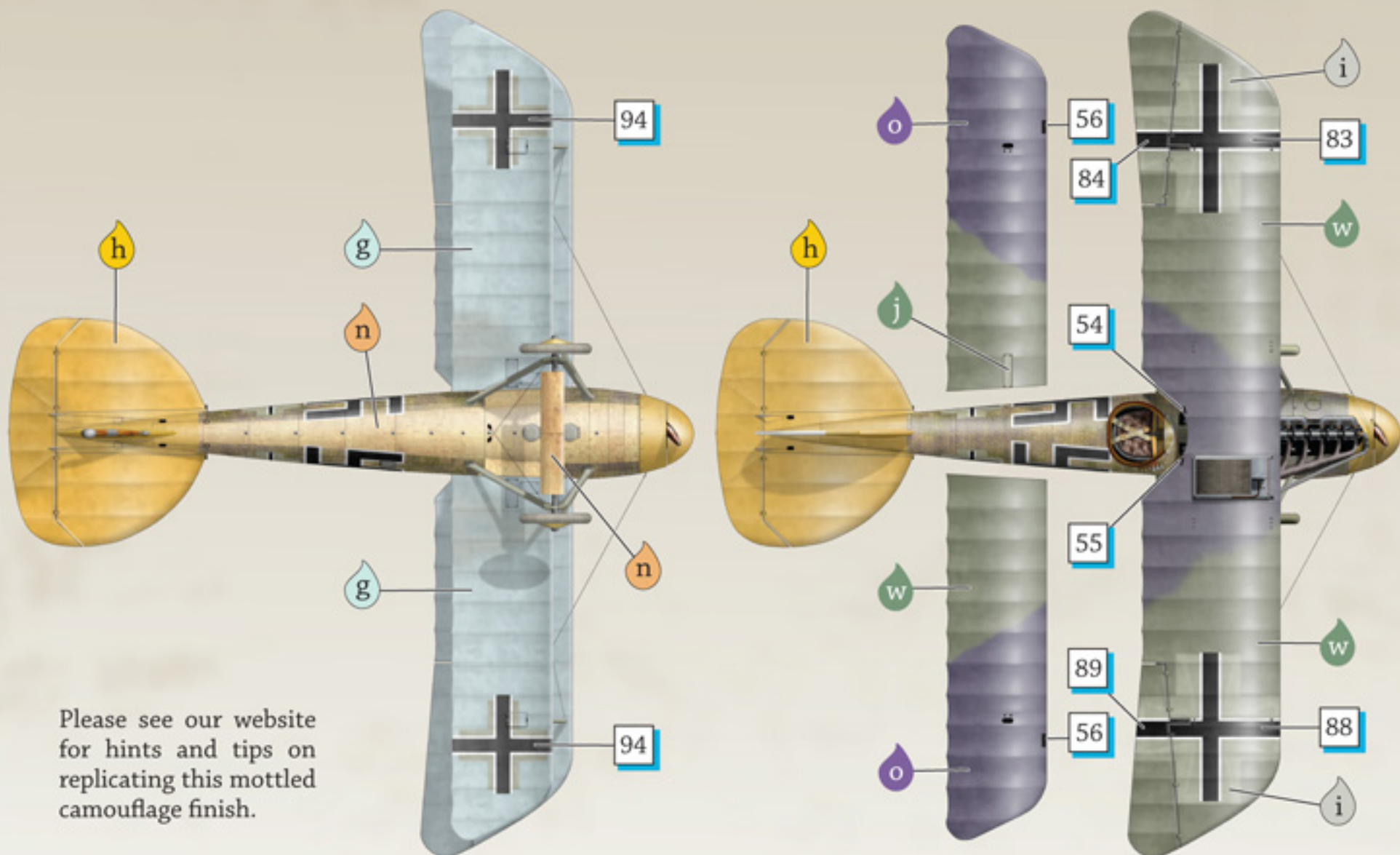
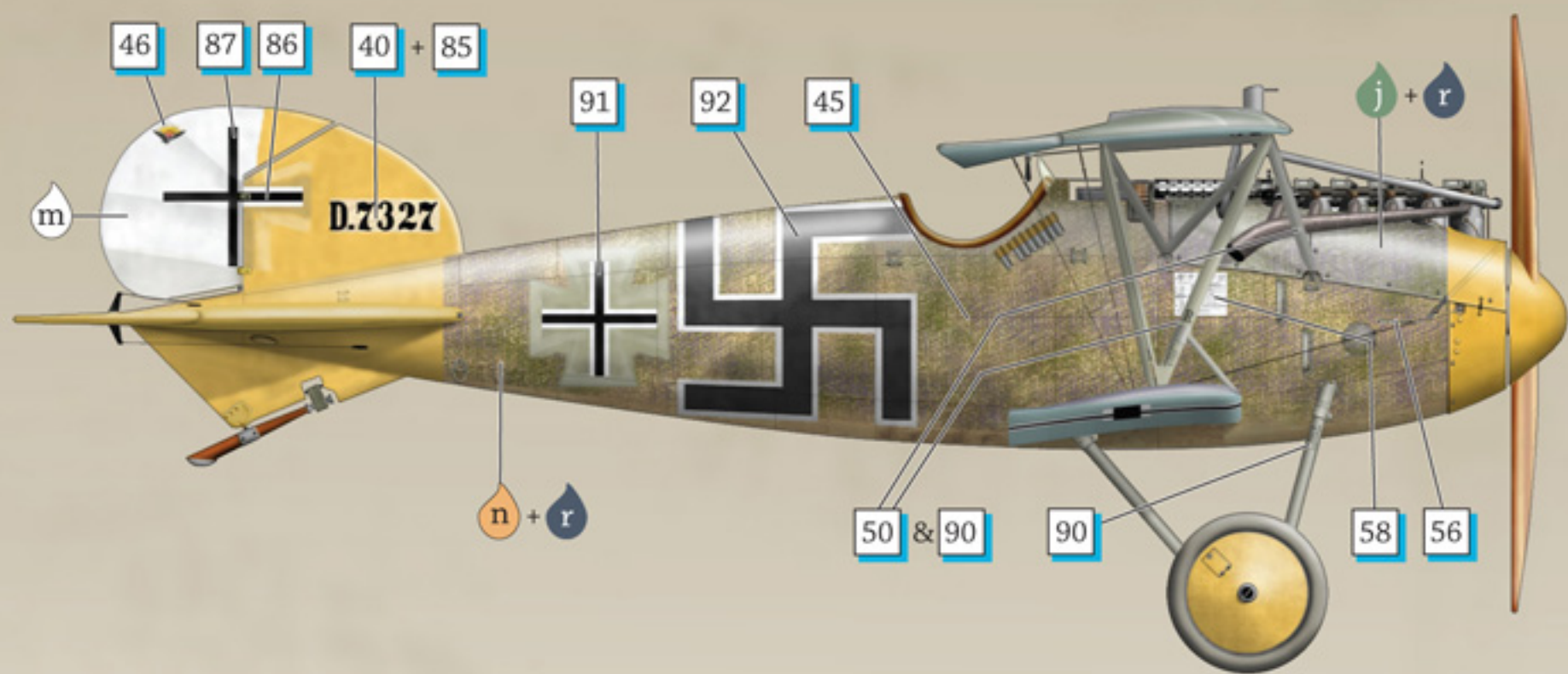
A mechanic poses in front of Hans von Goessel's crashed OAW built Albatros D.Va, the two undercarriage axle wing fairings at the bottom left of the photo possibly indicating the start of his salvage mission. Note the aileron control wires entering the upper wing, undercarriage bungee cords and OAW style lifting handle 'bar' protruding from the rear side of the fuselage. The name under the cockpit opening reads 'Margarethe'.

**A** Albatros D.Va 7161/17 'Stropp', possibly Erich Gurgenz, Jasta 46, April 1918 (1 victory)



**B** Albatros D.Va 7237/17, Lothar Weiland, Seefrontstaffel 1, July 1918



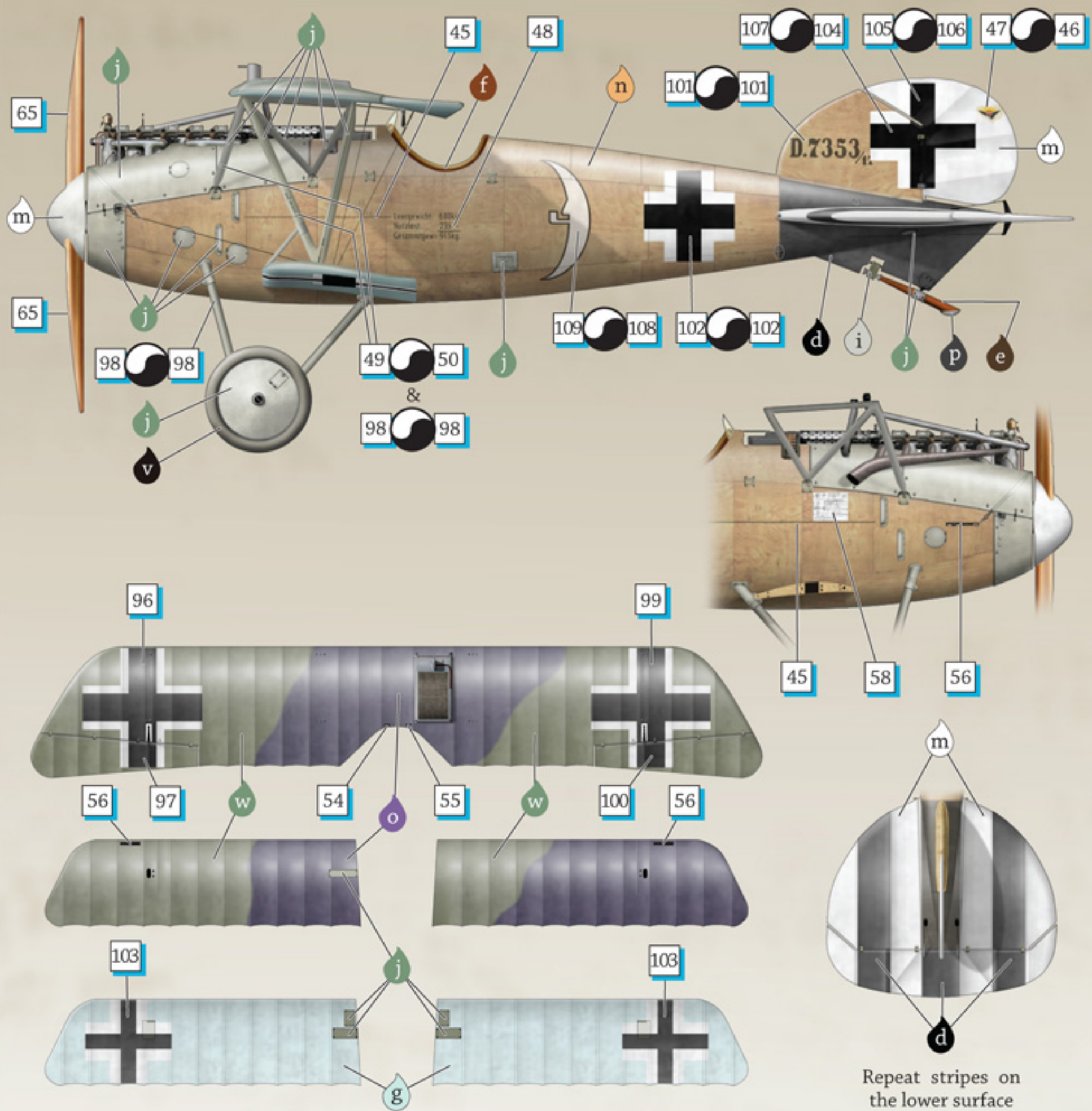


Please see our website for hints and tips on replicating this mottled camouflage finish.



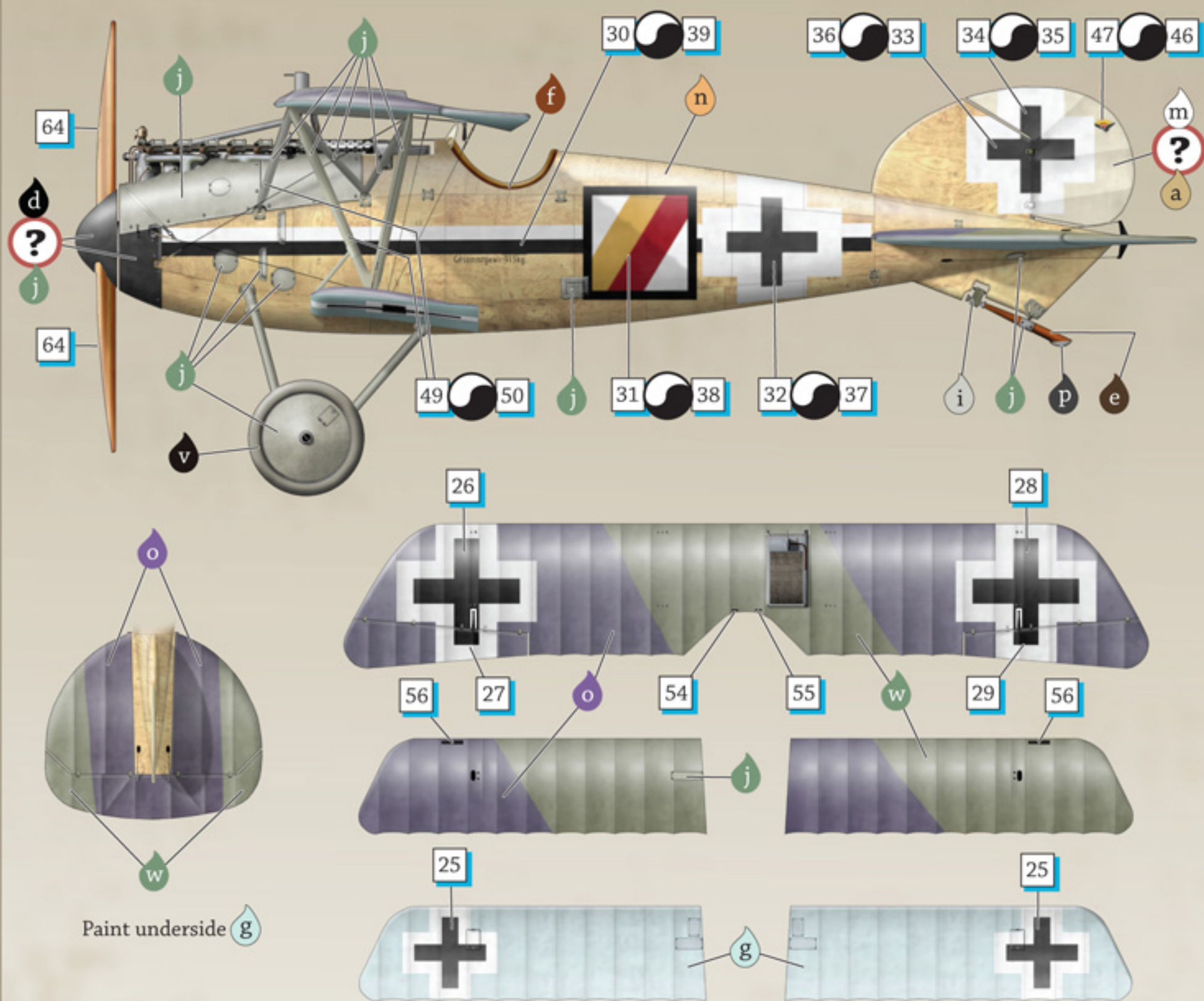
Lothar Weiland was forced to land his Seefrontstaffel 1 Albatros D.Va D.7327 after being shot in the left ankle during combat with Sopwith Camels of 213 Sqn on 30 July 1918. As a result of his injuries he would lose his left leg. The fuselage and cowling have been heavily mottled with dark green paint most likely applied with a 'loofa' type sponge. Previous versions of the national markings have been painted out with grey paint, most likely simply mixed from the white and black paint supplied to convert the crosses. The Orthographic film has caused the chrome yellow unit markings of the tail plane and spinner to appear dark in this photo.

**C** Albatros D.Va 7353/17, Hans Joachim Hippel, Jasta 71, August 1918 (2 victories)



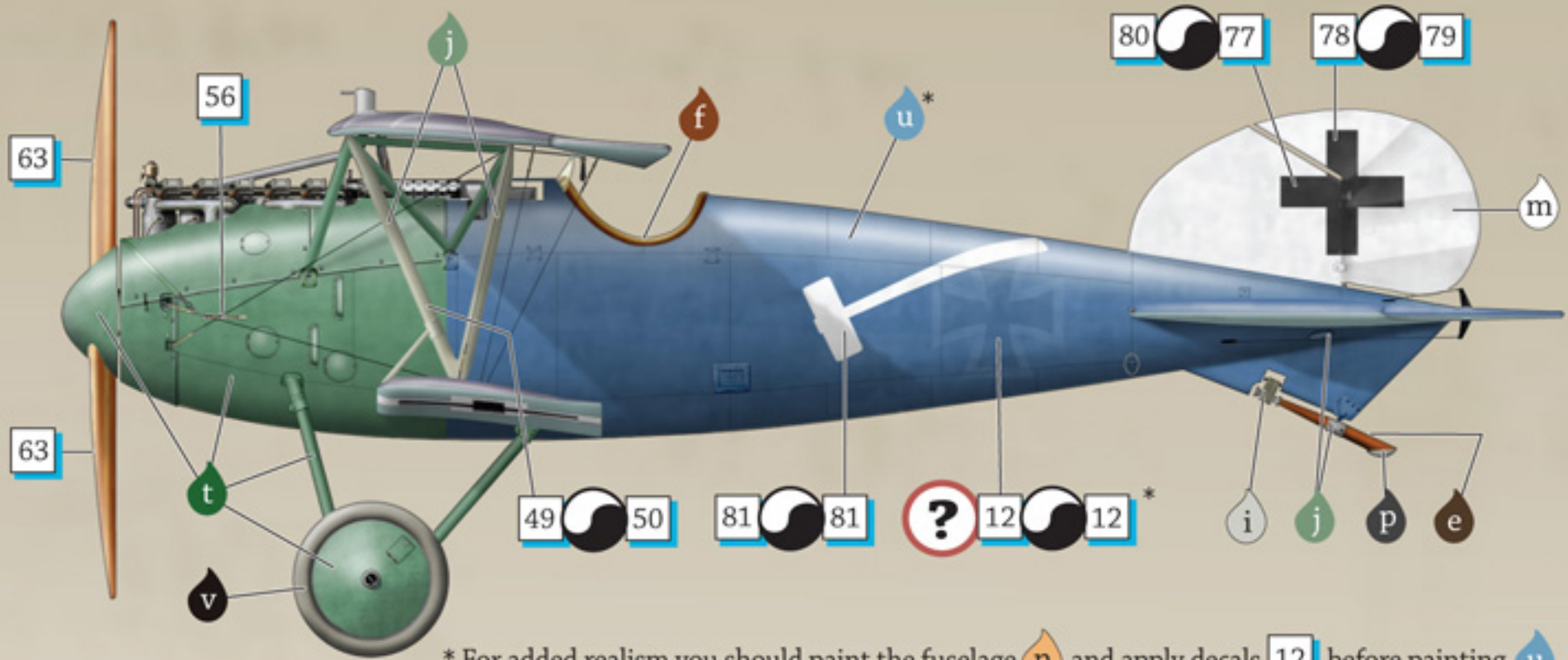
Hans Joachim von Hippel's Jasta 71 Alabtros D.Va D.7353 photographed after being damaged in a taxiing accident at Habsheim in August 1918. Hippel served in Jasta 5 from December 1917 where he flew (and crashed) a variety of strikingly marked Albatros D.Vs and D.Vas until August 1918 when he transferred to Jasta 71. Hippel survived the Great War with a couple of confirmed victories, went on to fly Junkers Ju 52 transports in WWII and died in 1975.

**D** Albatros D.Va, von Hunoldstein, Jasta 14, 1918.

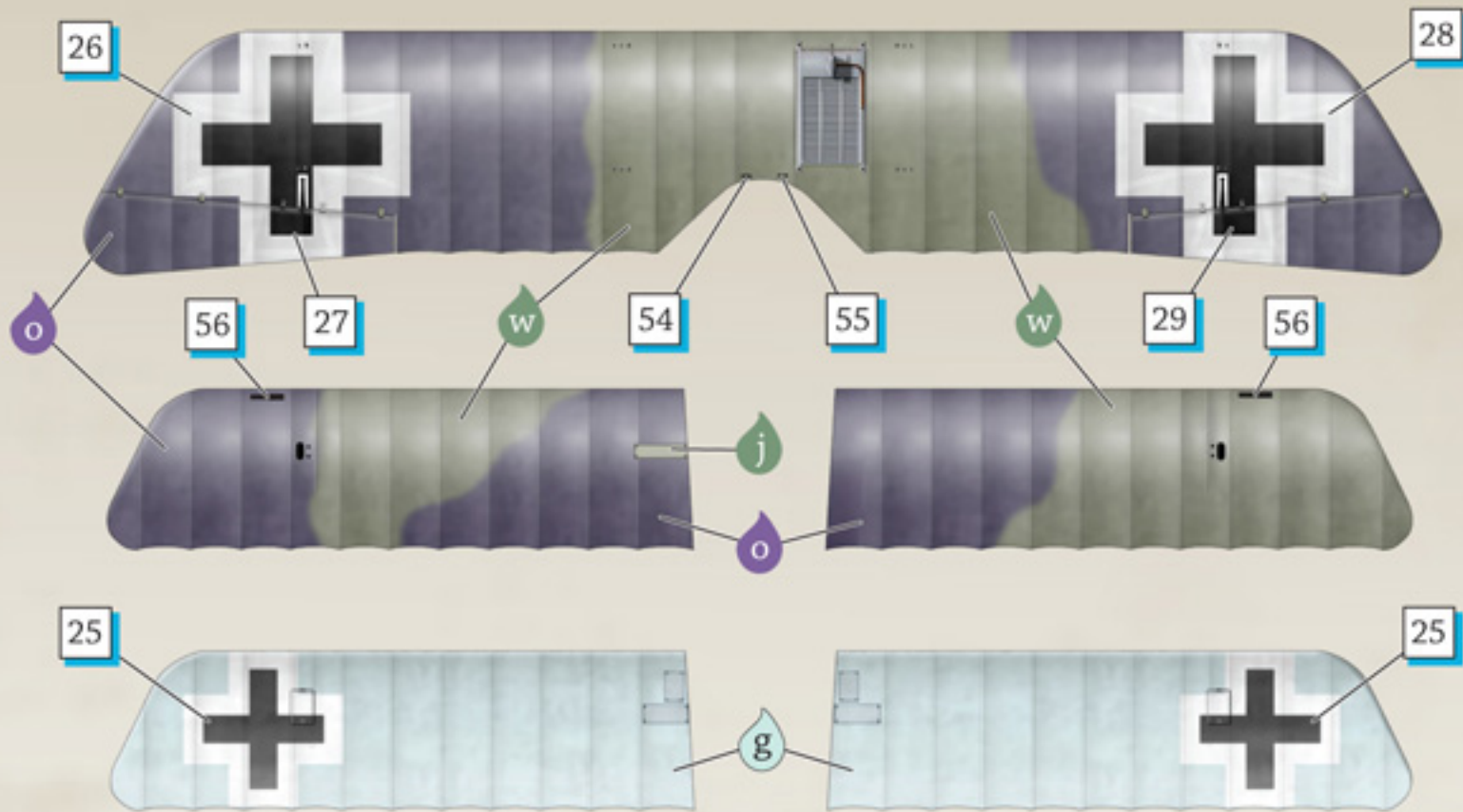


The caption to this photo attributes this attractively marked Jasta 14 Albatros D.Va to a "V (Von?) Hunoldstein zbv JG IV" but no further details are known. The engine cowls have been removed for maintenance allowing us to see the highly reflective nature of the unpainted interior of the rear panel lying on the ground below the undercarriage. Note the irregular appearance of the Jasta 14 black and white stripes as they near the tailplane.

**E** Albatros D.Va, Werner Niethammer, Jasta 13, 1918 (6 victories)



\* For added realism you should paint the fuselage **n** and apply decals **12** before painting **u**



7 victory ace Helmut Dilthey strikes a pose in front of his Albatros D.Va attractively painted in bands of Saxony green and white. Areas around the altered upper wing crosses have also been painted in green while the engine cowling panels and wheels appear to have been left in their standard grey green. Note the Teves & Braun radiator and rear view mirror. Helmut served in FA50 and Jasta 27 where he claimed 6 victories before taking command of Jasta 40 where he claimed his last kill of a balloon in June 1918. On the 9th of July 1918 he attacked the 107sqn DH.9 D1734 bomber of 2Lt J.S Brown and was killed either by the rear gunner J.P Hazell or from 'friendly' ground fire. He was 24.





Robert Ritter von Greim's Albatros D.Va in all its glory. The fuselage has been painted in the silvery white of Jasta 34b and Greim's personal markings of two wide red bands around the fuselage are quite evident. Less clear is the spinner which would also have been painted red. The wings and tailplane are covered in 5 colour pre-printed lozenge fabric which appear to have pale (blue?) rib tapes on the upper wing and quite dark (mauve?) rib tapes on the lower wing. Robert Ritter von Greim survived the Great War with a total of 28 victories and the Pour le Merite to his name. He joined the Luftwaffe in 1934 and held numerous command positions until taking his own life on the 24th of May 1945 after being captured by the allies earlier that month



Albatros D.Va D.5390/17 before having its deep green Jasta 29 fuselage markings applied. Note the lozenge fabric covering the rudder and the darker section of plywood under the cockpit opening. The V struts do not have the characteristic bracing struts normally associated with the D.Va. Although it is difficult to tell from this photo it appears the wings and tail plane were painted in mauve and green with pale blue undersides. Compare this photo with the two below.



...and after. Albatros D.Va D.5390/17 as it was when it fell into the hands of the Australians who, luckily for us, preserved it so we can now see it in the Australian War Memorial Museum. Before falling into Aussie hands the rudder, fin and much of the fuselage has been painted a deep green and, as can be seen from this image, quite roughly too. The right aileron is a replacement covered in lozenge fabric. The upper wing has also been replaced, or recovered, in lozenge material with the upper surfaces re-painted to match the original mauve and green while the lower surface has been left in its span wise applied lozenge fabric. Note the position of the upper wing crosses.



On 17 December 1917 Lt Rudolf Clauß's (Claus) Albatros D.Va D.5390/17 was amongst 6 aircraft from Royal Prussian Jasta 29 who attacked a 3 Sqn AFC RE.8, (A3618) crewed by Lt J.L.M Sandy and Sgt H.F Hughes, on an artillery spotting flight. During the ensuing fight Sandy and Brown shot Clauß in the thigh forcing him to land behind the Australian held lines where he was captured. When two further RE.8s joined in the action the remaining Jasta 29 aircraft left the scene and Sandy and Brown were observed to be flying straight and level as if resuming their mission. Unfortunately this was far from the truth as they had both been killed by a single bullet during the action but their highly stable RE.8 continued to fly on its own until running out of fuel and making an almost text book forced landing 80km away.



A beautifully crisp and clear image showing many interesting Albatros D.Va details. Note the small peep holes cut into the windscreen to sight the LMG 08/15 guns, a small pin hanging from a chain to the rear of the ammo chute, the style of mounting the rear view mirror and the flare rack fairing. Unfortunately the identity of both the pilot and aircraft remain unknown to us.



#### *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>



#### *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](http://www.anderson-art.com).



#### *Profile Art by Ronny Bar*

Ronny Bar developed a keen interest in airplanes from an early age, living close at the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WW1 aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### *Project Co-ordinator, Richard Alexander*

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at [richard@wingnutwings.com](mailto:richard@wingnutwings.com)



32015	1/32 Albatros D.Va	Qty
0132009A	A parts	1
0132009B	B parts	1
0132009C	C parts	1
0132009D	D parts	2
0132009F	F parts	1
0132015P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132015	Instructions	1
9132015a	A decals	1
9132015b	B decals	1



32009 - 1/32 Albatros D.V



32013 - 1/32 Sopwith Pup RFC



32016 - 1/32 Sopwith Pup RNAS

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