



The DFW C.V was arguably the single most important German aircraft of the First World War. The entire reason for military aviation at the time was to support the war on the ground and the most significant way to do this was through reconnaissance and artillery observation. A skilled artillery observer in a wireless equipped two-seater could kill more enemy with his index finger in a few minutes than the most skilled fighter pilots could in a lifetime and the DFW C.V was the most prevalent front line German two-seater of the war. Much mystery surrounds the development of the DFW C.V but the prototype appears to have first flown in May 1916 and passed its required structural tests in early August 1916 resulting in an order for 60 aircraft. By late October the 1st dozen or so production DFW C.V were serving at the front and had made such an impression that over the next couple of months 1000 more aircraft were ordered. Production continued up until the armistice, by which time nearly 4000 DFW C.V had been ordered from Deutsche Flugzeug-Werke (DFW) (2005), Automobile und Aviatik (1400), Luftverkehrsgesellschaft (LVG) (400) and Halberstädter Flugzeugwerke (150). LVG would go on to incorporate many aspects of the DFW C.V into their successful LVG C.V.

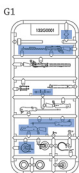
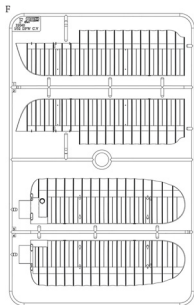
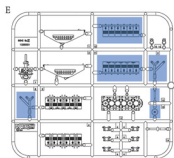
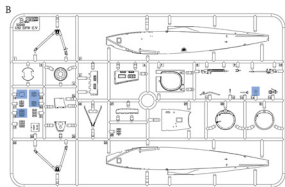
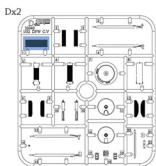
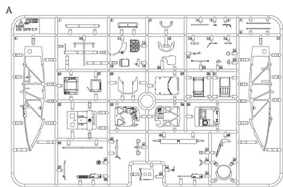
Early production DFW C.V featured a squared off nose, 'ear' radiators fixed to the sides of its plywood fuselage and aluminium cowlings fully enclosing the engine. The fuselage sides and bottom were covered in sheet ply with the smoothly curved upper surfaces created from strip ply 'mouldings', all covered with doped on fabric. The top and bottom wings were of conventional wood and wire construction while the ailerons and tailplane were assembled from welded steel tubes. Mid production DFW C.V incorporated an internal PuW bomb rack, a more aerodynamic nose and a spinner for the propeller. Late production DFW C.V ordered from November 1916 onwards featured a single radiator installed on the cabane struts in front of the top wing instead of the 'ear' radiators. The incredibly versatile DFW C.V was used for reconnaissance, artillery observation, bombing, as a two-seat fighter/ground attack aircraft and, fitted with the NAG C.III engine, as a purpose built trainer. Because it was built by 4 different manufacturers and for a comparatively long time there are numerous small variations between airframes which we have done our best to recreate. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned below for a more thorough understanding of this important aircraft.

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 various camouflage schemes and personal markings applied to German aircraft 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. Contemporary descriptions of the many varied DFW C.V colour schemes include: Fuselage colours in '...dark grey, fairly bright grayish green and bright purple' (DFW), 'camouflaged in green and mauve' (DFW), '...brown... Hooker's dark green...almost a royal purple' (DFW), 'dark green and dark brown' (DFW), 'brown and green' (DFW & Av), 'uniform dirty green' (Av), 'grey in front and green in rear' (DFW), 'dark green, light green and blue' (Av), 'green and brown camouflage streaks' (Av), 'mottles yellow and brown', white, 'liver coloured' and 'orange': Upper surfaces of wings 'green' (DFW), 'light green' (DFW), 'sea-green' (DFW), 'dark green and dark brown' (DFW), 'green and mauve' (DFW), 'green and brown' (Av) and 'dark green, light green and blue' (Av), 'light green, dark green and mauve' (Av): Bottom surfaces of wings 'white' (bleached linen) (DFW & Av), 'dirty white' (DFW), 'bottom being painted white' (DFW), 'clear-doped natural linen' (DFW) and 'bright yellow' (Av): The 'fin, rudder, tail plane and elevators are a lighter shade of brown' (DFW). Some Halberstadt built DFW C.V received a multi colour sprayed and speckled camouflage finish similar to that found on the Halberstadt CL.II. A number of late production aircraft received 4 and 5 colour lozenge fabric applied cordwise, spanwise and at 45° depending on the manufacturer's preference, which were sometimes overpainted with camouflage colours. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.

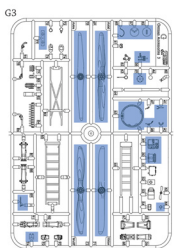
Richard Alexander 2013

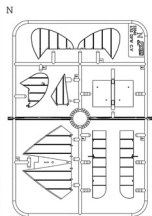
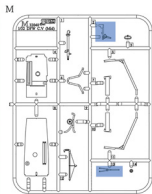
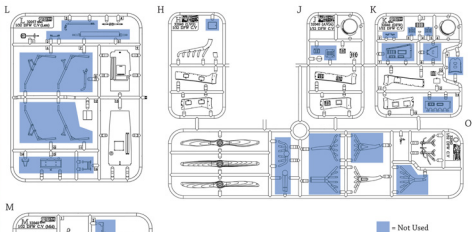
<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
13.27m (43.53ft)	8.88m (29.13ft)	1477kg (3256lb)	175kph (109mph)
<b>No. Manufactured:</b>	<b>Production:</b>	<b>Engine:</b>	<b>Ceiling:</b>
3755 (approximately)	August 1916 - late 1918	230hp Benz Bz-IV	5000m (16400ft)
<b>Armament:</b>			
1x 7.92mm IMG 08 or LMG 08/15 'Spandau', 1x 7.92mm LMG 14 Parabellum & 50kg of bombs.			
<b>References:</b>			
DFW C.V Windsock Datafile 53, PM Grosz 1995 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers Krakow Museum, Poland - Private Collections			



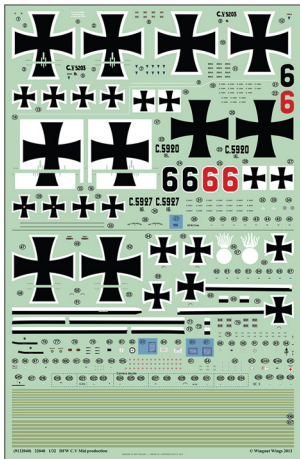


 - Not Used





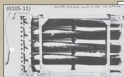
Decals



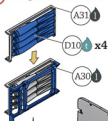


# 1 COCKPIT

> While not a very good print this photograph does show the internal bomb rack for 12.5kg PuW (Prüfanstalt und Werft) bombs as fitted in the DFW C.V, although they were frequently removed depending on mission requirements.



## 12.5kg PuW bombs & rack



**i** M4 **k**



**ii** L9 **k**

**k** A32



A41 Rudder pedals



A29 **o** **?** **tt**



0.5 mm

A19 Cardboard tube for wireless aerial

**d** A5 Grease pump



A34 **k**

A39 Aerial winder

**d** G61 Starting magneto



102

A20 **c** Magazine



**k** A33 Instrument board



A22 **b**



A35 **k** G51 **tt** Telefunken Type C wireless

**c** A11 Empty belt container



A2 **k**



A6 **c** Synchronizing gear

**m** & **a** Paint empty belt



98 **a** 99 **a** 100 **a**

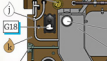


Observer's seat up

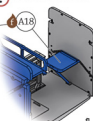


101

90 **?** 91 **?**



**?** Observer's seat down

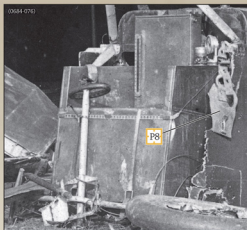
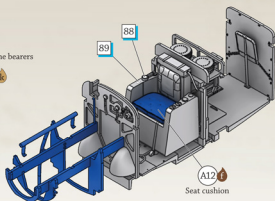
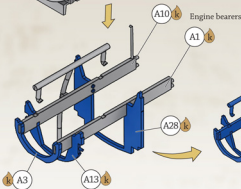
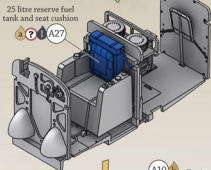
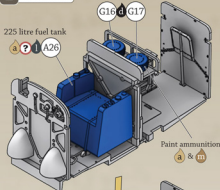


A4 **b**

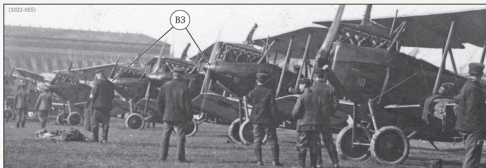


Although the control column is probably not correct for mid production aircraft this photo of an unidentified late (not mid) production DFW C.V cockpit shows some interesting details. Note the starting magneto (**G61**), synchronizing gear (**A6**) for the LMG 08/15 'Spandau', hand fuel pump (**A44**), tachometer (**91**), clock (**101**) and various fuel, air & oil lines which are recorded as being painted in bands of yellow, brown, blue, white, red and green as well as solid colours.

## 2 INTERIOR 250 round magazines



Detail of fuel tanks from the unidentified mid production Aviatik built DFW C.V. wreckage shown on page 10. Several small variations in tank details have been observed. Note the safety harness **P8**, control column and vertical sight gauge of the 25 litre reserve fuel tank **A27**. All following photos show mid production DFW C.V. unless noted otherwise.



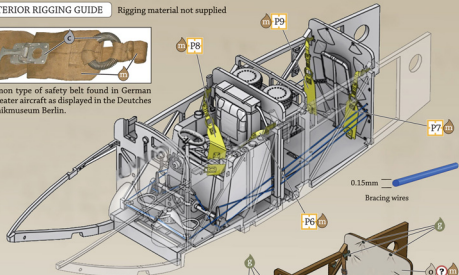
A line up of early and mid production DFW built C.V. Compare the square nose of the early C.V. on the right with the remaining mid production machines. The 2nd aircraft appears to feature a comet marking similar to that seen on page 10.

## INTERIOR RIGGING GUIDE

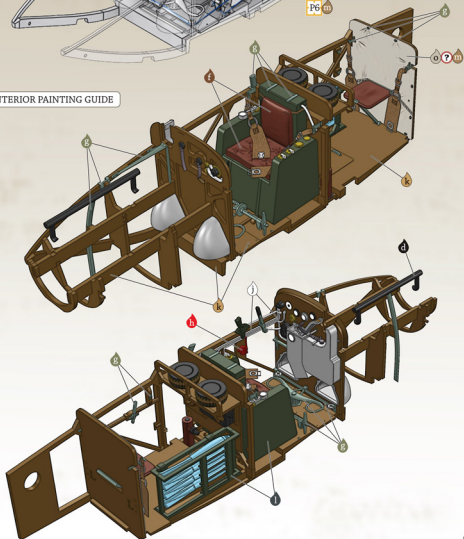
Rigging material not supplied




Common type of safety belt found in German two-seater aircraft as displayed in the Deutsches Technikmuseum Berlin.



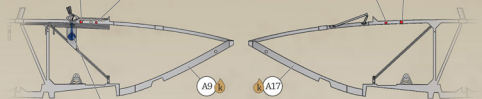
## INTERIOR PAINTING GUIDE



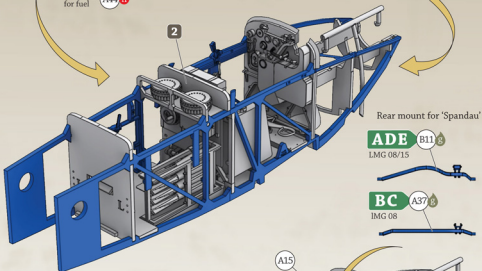
### 3 INTERIOR continued

**ADE** 0.75 mm  **BC** 0.75 mm   
 LMG 08/15 IMG 08

**BC** 0.75 mm  **ADE** 0.75 mm   
 IMG 08 LMG 08/15



Hand pump for fuel **A44** 

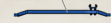


Rear mount for 'Spandau'


**ADE** **B11**   
 LMG 08/15







**BC** **A37**   
 IMG 08

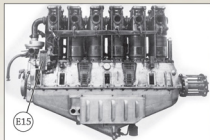
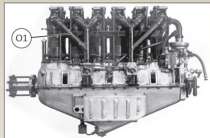
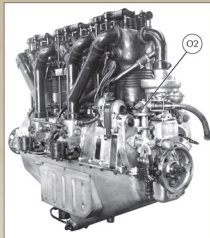
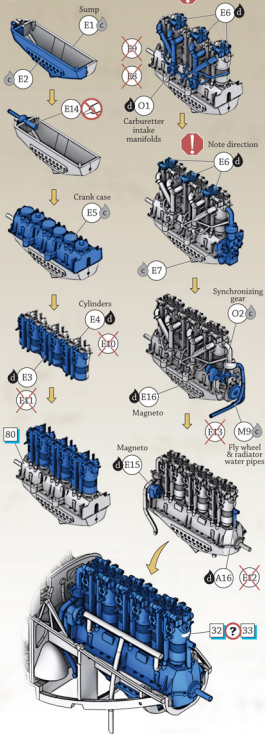


**i ?**  
 Goerz bomb sight for use with floor  
 (M4 + M5)

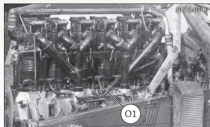
**96**  
**M14**   
**95**  
**M1** 

**A15**  
**104**  
 Hand grip **M3**   
 Remove hand grip & trigger detail   
**L1**   
**L4** 

#### 4 230hp BENZ Bz.IV ENGINE



^ These photos were taken to accompany the Air Board 'Report on the 230-h.p. Benz Aero Engine' published in October 1917. Benz Bz.IV engine number 30127 was taken from mid production Aviatik built DFW C.V (Av) 5872/16 (British number G40) captured in May 1917.



^ Benz Bz.IV engine detail from the unidentified mid production Aviatik built DFW C.V (Av) wreckage shown on page 10.

## 5 FUSELAGE

**BC**

Remove LMG 08/15 detail



**ADE**

Remove LMG 08 detail



Remove LMG 08 or LMG 08/18 rear mount bracket detail

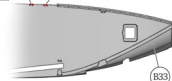
**ADE**

Remove LMG 08 detail

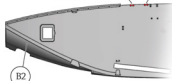


**BC**

Remove LMG 08/15 detail



B33



B2

**A**

LVG & Halberstadt

Remove raised details



B2

2.3 mm

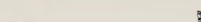


Drill holes

1.6 mm



Drill hole for radiator pipe



**BC**

Aviatik

Remove raised details



B2

2.3 mm

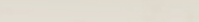


Drill holes

1.6 mm



Drill hole for radiator pipe



**DE**

DFW

Cut compass view port



1.0 mm



Drill hole for fairing

B2

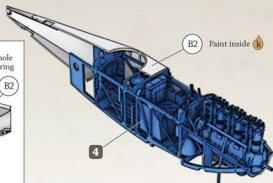
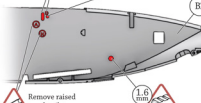
Remove raised details



1.6 mm



Drill hole for radiator pipe



B2

Paint inside

4

**DE**

DFW

Cut compass view port



1.0 mm



Drill hole for fairing

B2

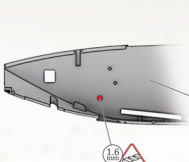
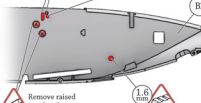
Remove raised details



1.6 mm



Drill hole for radiator pipe



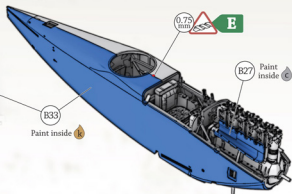
B33

Paint inside

1.6 mm



Drill hole for radiator pipe



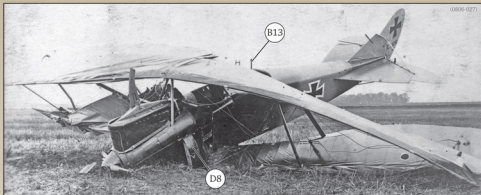
0.75 mm



**E**

B27

Paint inside

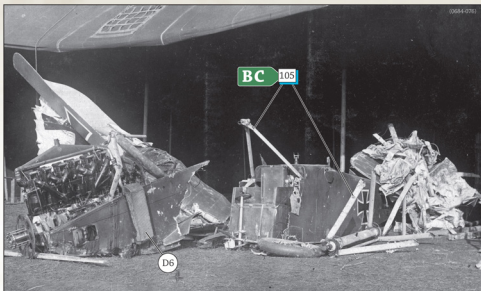


Crashed mid production LVG built DFW C.V 5232/16. Note the 'ear' radiators (D8) and LVG factory style of marking the serial number on the rudder.



^ Other than the vertical exhaust almost certainly ruling out LVG, the manufacturer of this mid production DFW C.V in flight is unconfirmed.

> This unidentified DFW built mid production C.V has come to grief next to some railway tracks. Note the comet fuselage marking and DFW factory style of 'oversized' eisenkreuz on the rudder.



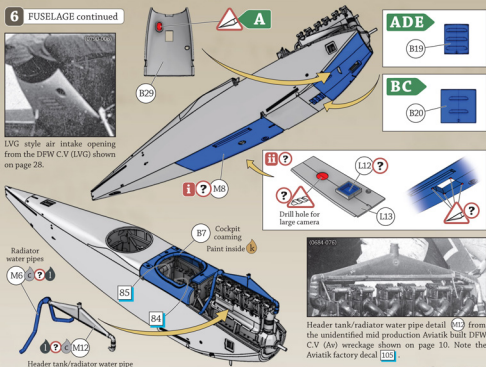
Wreckage from an unidentified Aviatik built mid production DFW C.V (Av). Note the very pale painted struts and bleached (white) linen fabric.



## 6 FUSELAGE continued



LVG style air intake opening from the DFW C.V (LVG) shown on page 28.



**ADE**

B19

**BC**

B20

ii ?

?

Drill hole for large camera

L12 ?

L13

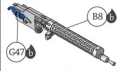


Header tank/radiator water pipe detail (M12) from the unidentified mid production Aviatik built DFW C.V (Av) wreckage shown on page 10. Note the Aviatik factory decal 105.

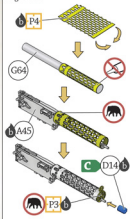
**BC** IMG 08 'Spandau'



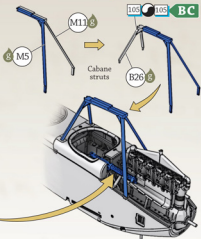
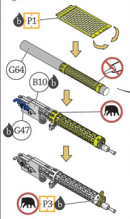
**ADE** LMG 08/15 'Spandau'



High detail



High detail



105 105 **BC**

M5

M11

Cabane struts

B26



> Cockpit coaming and cabane strut detail from captured Aviatik built DFW C.V (Av) 5927/16 (C3). Note the padding, control column hand grip (M3), windscreen (C1), IMG 08 'Spandau' and several British instruments installed in the cockpit by its captors.





This photo of an unidentified mid production DFW C.V, probably Halberstadt built, allows us to see numerous interesting details. Note the radiator water pipes (M6), fuel & air lines on the instrument board, LMG 08/15 'Spandau' and exhaust.

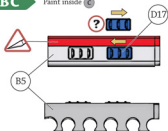


The mid production DFW built C.V 4945/16 of Seibert and Weber features several noteworthy alterations. The 'ear' radiators characteristic of mid production machines have been replaced by a central one and a captured Lewis gun has been mounted above the top wing. Note the generator attached to the starboard undercarriage strut, unusual wheel cover and the barograph (G14) strung between the port inner struts.

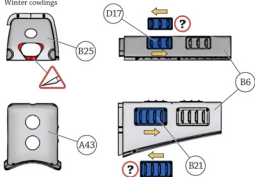
## 7 ENGINE & 'WINTER' COWLINGS

**BC**

Paint inside 



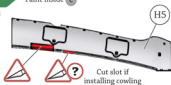
Winter cowlings



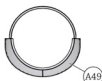
**A**

Paint inside 

LVG



Cut slot if installing cowling



Cut slot if installing cowling



< Winter cowling from LVG built DFW C.V. 5232/16 as shown on page 10. There are a large number of cowling hatch variations which differed between manufacturers.

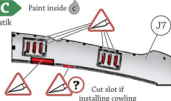
> Winter cowling detail from the unidentified mid production Aviatik built DFW C.V. (Av) seen on page 29.



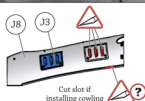
**BC**

Paint inside 

Aviatik



Cut slot if installing cowling

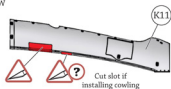


Cut slot if installing cowling

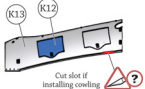
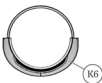
**DE**

Paint inside 

DFW



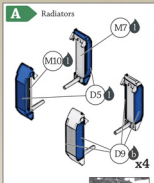
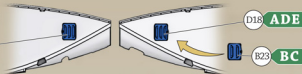
Cut slot if installing cowling



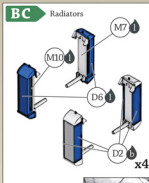
Cut slot if installing cowling

## 8 EAR RADIATORS & NOSE DETAILS

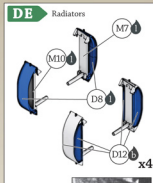
Paint inside hatches **C** D18



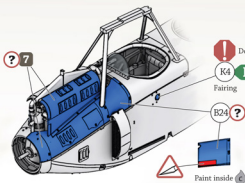
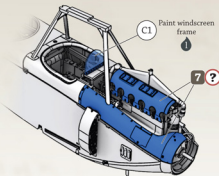
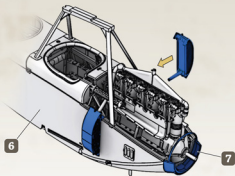
> Radiator detail from an unidentified mid production DFW C.V.



> Radiator detail from Aviatik built DFW C.V (Av) 5927/16 **C**.



> Radiator detail from DFW built C.V **D**.



Don't forget

**K4 DE**

Fairing

**B24**

Paint inside **C**

## 9 TAILPLANE

Remove nail detail

**A**  **BCDE**

**DE** B26 

DFW

**BC** J6 

Aviatik

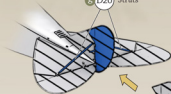
**A** H1 

LVG



**N7** Horizontal tailplane

**D20** Struts



**DE** 75

< Rudder detail from the unidentified DFW built mid production C.V shown on page 10. Note the thin taped edges commonly seen on DFW built C.V and the numerous bullet hole patches.



(0906-027)



**N6** Rudder

**A14** Control horn

## 10 BOTTOM WINGS & STRUTS

**D13** Struts

45 **BC**

46 **BC**

**D3**

43 **BC**

44 **BC**

65 **DE**

**D4**

67 **DE**

**DE** 64

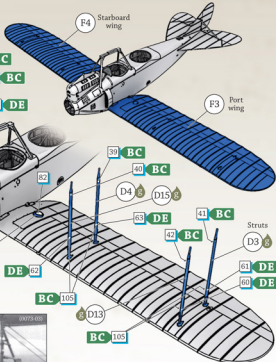
**BC** 105

**D15**

**DE** 66

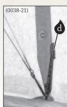
**BC** 105

Compass fairing **A46**

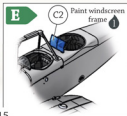


**F4** Starboard wing

**F3** Port wing



< Port bottom wing front outer strut attachment detail from the unidentified mid production Aviatik built DFW C.V (Av) seen on page 29.



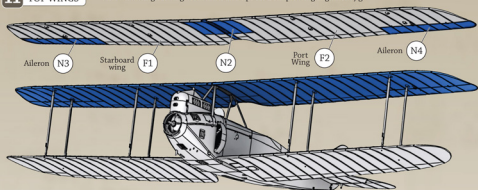
**E** **C2** Paint windscreen frame



< Fuselage detail from DFW built mid production C.V **E** Note the observer's windscreen (C2), LMG 08/15 'Spandau' and that the winter cowling has been removed for improved cooling.

## 11 TOP WINGS

Visit [www.wingnutwings.com](http://www.wingnutwings.com) hints and tips for a simple wing alignment jig.



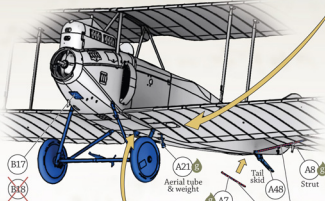
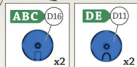
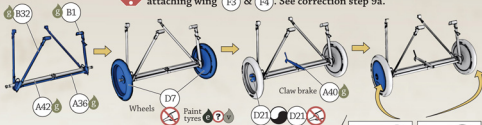
< Port top wing outer strut attachment detail from the unidentified mid production Aviatik built DFW C.V (Av) seen on page 29.

> Cabane strut detail on the top wing of the unidentified mid production Aviatik built DFW C.V (Av) seen on page 29.



## 12 UNDERCARRIAGE

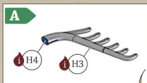
**WARNING:** Undercarriage must be assembled to fuselage before attaching wing F3 & F4. See correction step 9a.



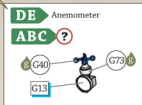
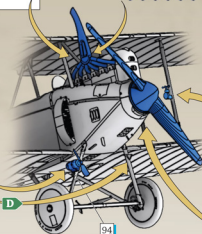
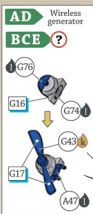
Undercarriage detail from the unidentified mid production Aviatik built DFW C.V (Av) seen on page 29. Note the compass fairing under the port wing, various access hatches and claw brake rigging.



### 13 EXHAUST MANIFOLD & PROPELLER



Winter cowling and exhaust detail from the unidentified mid production Aviatik built DFW C.V (Av) seen on page 29.



This unidentified mid production DFW C.V unusually features an LVG factory style air intake combined with Aviatik style engine cowlings (J6). Additionally the nose ring has extra air scoops on the sides. Note the position of the compass view port in the side of the fuselage, translucent wing fabric (most likely bleached white linen) with darker rib tapes, possibly CDL. An anemometer (G73) is attached to the port inner front strut.



# 14 OBSERVER'S ARMAMENT

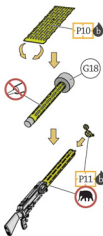
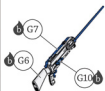
## LMG 14 Parabellum



Paint stock & hand grip

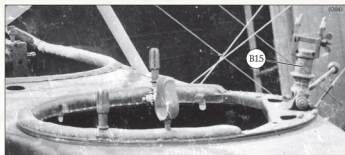
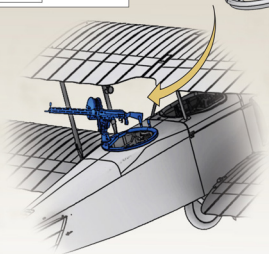
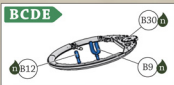
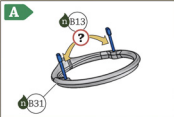
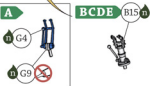
### High detail

Paint stock & hand grip



## Paint ammunition &

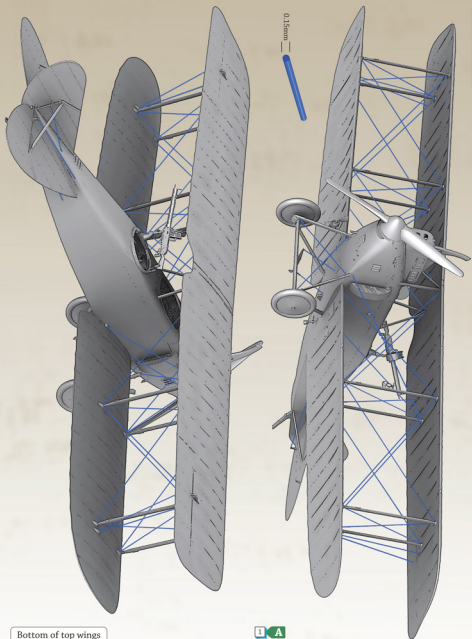
250 round magazine



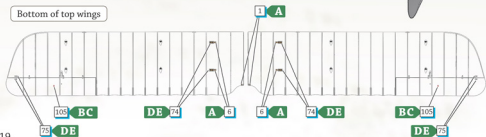
Gun ring detail from captured Aviatik built DFW C.V (Av) 5927/16 **C**. Note the padding and LMG 14 Parabellum mount **B15**.



0.15mm



Bottom of top wings



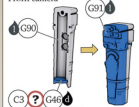


## 15 OPTIONAL ACCESSORIES

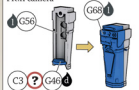
### FK Stab camera



### FK.III camera



### FK.II camera



### 25cm camera hand held



### First aid kit



### Homing pigeon box



### Toy bear



### Barograph



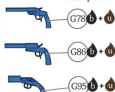
### Step ladder



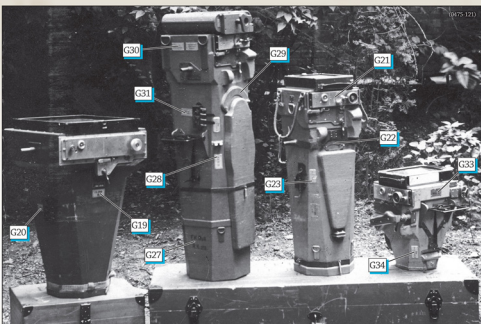
### Ladder



### Flare pistols

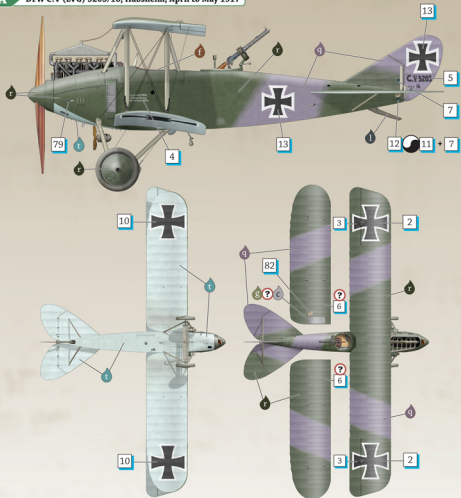


Eisfeld flare pistol with flare



Selection of aerial cameras, many of which could be carried by the DFW C.V depending on mission requirements and modification to the cockpit floor, sometimes involving the removal of the PuW bomb rack. From left to right G20 + G19, G27 + G28, G30 + G31, G29 + G23, G22 + G21, G34 + G33.

## A DFW C.V (LVG) 5203/16, Habsheim, April to May 1917



DFW C.V (LVG) 5203/16 is from the 1st production order placed with LVG in October 1916 for 250 aircraft (numbers 5040/16 to 5289/16). Although some LVG built DFW C.V featured 3 colour camouflage upper surfaces, 5203/16 appears to only carry dark green and lilac, blended together slightly with a brush while they were still partially wet. Later LVG built DFW C.V had their camouflage colours spray painted on. The undersides appear to have been painted light blue.

Because LVG's own C.V prototype had taken to the air in December 1916 the naming convention at the time required that DFW C.V built by LVG under license were to be designated LVG C.VI. The very first LVG built DFW C.V was marked 'C.VI 5040/16' when it passed its 'type test' in February 1917 but photographic evidence available to us would indicate that all following LVG built DFW C.V were designated DFW C.V (LVG). Despite this change it can be quite a challenge for the uninitiated to differentiate between an LVG built DFW C.V and an actual LVG C.V, which bore a remarkable resemblance to the DFW C.V due to the influence of designer Sabersky-Müssigbrodt, recently hired from DFW.



**A**

DFW C.V (LVG) 5203/18 created much excitement when it crashed into the toilet of the officers kasino (mess), probably at Habsheim.



Note the flare rack, white datum line **8**, top wing eisernkreuz centered on the aileron control horn and blended camouflage demarcation lines on the fuselage.



Note the light blue **13** painted lower surface of the top wing, style of radiator and exhaust **13** detail. This style of exhaust is seen almost exclusively on LVG built DFW C.V.



I wonder if anyone was asleep in that deck chair when 5203/16 rudely interrupted their nap. A line up of early production Albatros D.II, possibly from Jasta 16b, can be seen in the background.



**C1** DFW C.V (Av) 5927/16, Hans Huppertz & Friedrich Neumüller, FA 18, April 1917

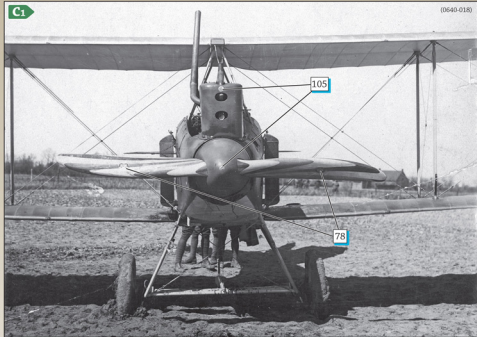


Paint underside and apply decals

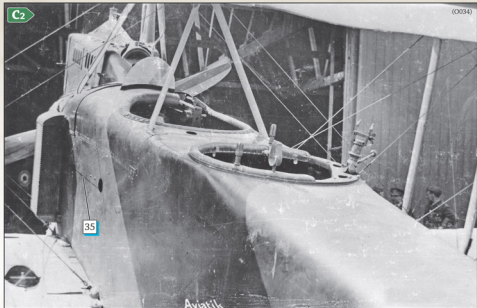
20 & 105 as per **B**

The DFW C.V (Av) 5927/16 of Hans Huppertz and Friedrich Neumüller from Flieger-Abteilung 18 (FA 18) was captured on 24 April 1917 with the victory shared between 47 victory ace RA Little in his 8(N) Sqn RNAS Sopwith Triplane and JAG Brewis and 12 victory ace IPR Napier in their 40 Sqn RFC Nieuports. Huppertz and Neumüller were entertained for a while at 8(N) Sqn and became friends with Little before they were led away to imprisonment. DFW C.V (Av) 5927/16 was given the British capture number G24, repainted and then flown to the UK on 11 May 1917 for testing. The capture report for G24 stated that "The tops of the planes (wings) and the top of the fuselage are all camouflaged green and brown".



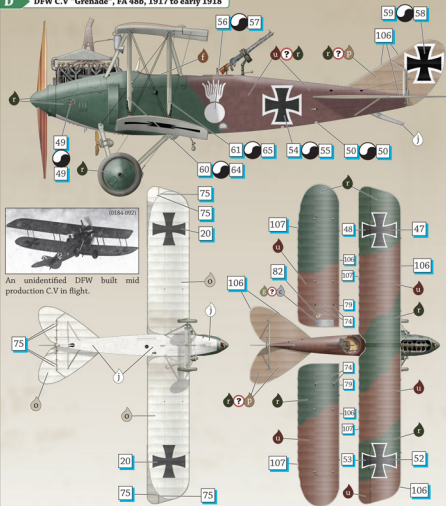


Front view of DFW C.V (Av) 5927/16 **C1** pictured shortly after its capture. Note the translucent nature of the bleached (white) linen undersides of the wings, dark and light wood laminated Wotan propeller (012) + (78), IMG 08 'Spandau' muzzle (014) and Aviatik factory decals (105).



Fuselage detail from DFW C.V (Av) 5927/16 sometime after capture but before all the British instrumentation visible on page 11 had been added. Note the gun ring (030), radiator (130) + (02) and winter cowl details. The dark area of the fuselage is simply a shadow cast by the top wing.

**D** DFW C.V "Grenade", FA 48b, 1917 to early 1918



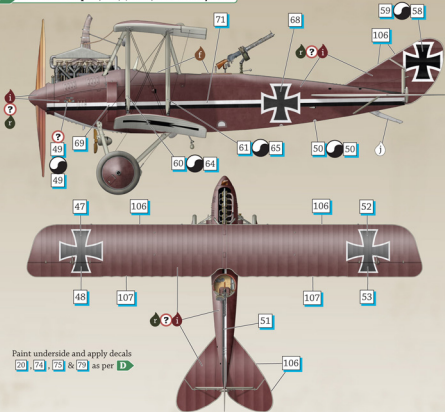
An unidentified DFW built mid production C.V in flight.

This DFW built C.V of Bavarian Flieger-Abteilungen 48 (FA 48b) carries a 'flaming grenade' fuselage marking possibly indicating the previous service of one of the crew. Although unidentified this DFW C.V appears to be from the 3rd production batch of 240 aircraft ordered from DFW in October 1916 (numbers 4800/16 to 5039/16). Note the style of radiator (D8) + (D12), DFW factory data plate (49), generator attached to the port undercarriage strut, anemometer on the port inner front strut and that the winter cowling has been removed. The fuselage colours are based on those of captured DFW built C.V 4977/16 which was described as 'dark brown and dark green on the fuselage and upper surfaces of the mainplanes, the lower surfaces of the latter being white. The fin, rudder, tailplane and elevators are a lighter shade of brown'. Other images thought to show this same aircraft following a particularly rough landing which collapsed the undercarriage show the grenade marking on the starboard side of the fuselage to be quite different to that on the port side and that the tailplane appears as dark as the rest of the fuselage, indicating that it might not be light brown as illustrated.





**E** DFW C.V "Stripes", FA (A) 282?, 1917 to early 1918



Paint underside and apply decals  
 20, 74, 75 & 79 as per **D**



This unidentified DFW built mid production C.V has suffered an undignified landing that wiped off its undercarriage. This photo and the one opposite come from an album associated with Flieger-Abteilung (Artillery) 282 (FA (A) 282) so it is presumed that this aircraft is from that unit, but this is not confirmed. A gloss dark colour has been applied uniformly to all upper surfaces at the factory. Although no serial number is visible on the fuselage all other factory stenciling and edge taping etc is evident precluding the likelihood of it being repainted at the unit, unless it was done very carefully. The actual colour is unconfirmed and we have chosen to illustrate it as a 'liver coloured' dark red brown but it could have been dark green or dark grey or red or orange or...? The light and dark lengthwise stripes, repeated on the top of the fuselage, are reminiscent of those found on Jasta 14 and Schutzstaffel 5 aircraft. There appears to be a breather pipe of some sort at the rear of the engine.





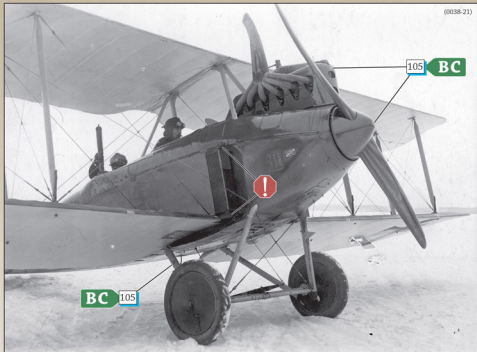
(0790-006)

An unidentified mid production LVG built DFW C.V. E fired with its winter cowling. Note the canvas propeller cover, open inspection hatches under the wing and LVG factory position of the bottom wing elements with white outlines.



(0073-03)

A front view of DFW C.V. E showing the aneroidometer (67) attached to the port inner front strut and the observer's windshield (7). The stripes on the top of the fuselage can be seen under the fin. Note the high gloss appearance of the wings.



An unidentified snow bound Aviatik built DFW C.V (Av). Note the style of factory data plate 37 seen on some of the earlier Aviatik built aircraft, Wotan propeller 012+78, unusually low mounted radiator requiring a notch to be cut from the leading edge of the wing and uncommon access hatch arrangement under the nose.



This mid(?) production DFW C.V which crashed in Brühl can be identified as LVG built by the position of the eisernkreuz centered on the control horn. A hole has been cut into the bottom of the fuselage for a camera and fitted with a jury rigged sliding hatch cover. A toy bear 662 sits on the edge of the upturned fuselage.



This DFW built mid production C.V from FA (A) 255 features an 'S' inside a (white?) triangle. Note the barograph (G54) + (G14b) strung between the port inner struts, extended wing walk area and that the louvered hatches of the ill fitting winter cowling have been removed. The 'ear' radiators seen here are a rarely seen 4th variation. The observer is identified in the original photograph caption as Lt Zech.



#### 3-D Modelling by Darren Mildenhall

Born and raised in Wellington, New Zealand, Darren harnessed his creativity by attending the School of Design, graduating with a major in Industrial design. During the degree he developed a passion for form and the aesthetic appeal of a product and how to utilise CAD software to realise and develop a concept. Joining Wingsnut Wings as a 3D modeller has furthered his skill in these areas through the creation and manipulation of complex 3D forms.

When not designing WW1 model aircraft, Darren enjoys graphic based art and t-shirt design, a lot of which is influenced by his interest in pop culture, typography and the retro 1950s.

Outside all that, Darren is a self confessed movie buff and sports fan.



#### 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)



#### 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).



#### 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@wingsnutwings.com](mailto:richard@wingsnutwings.com)



32040	1/32 DFW C.V Mid Production	Qty
0132040A	A parts	1
0132040B	B parts	1
0132040C	C parts	1
0132040D	D parts	2
132E0001	E parts Benz Bz.IV engine	1
0132040F	F Parts	1
132G0001	G1 Parts	1
132G0003	G3 Parts	1
0132040H	H Parts	1
0132040J	J Parts	1
0132040K	K Parts	1
0132057L	L Parts	1
0132040M	M Parts	1
0132040N	N Parts	1
0132040O	O Parts	1
0132040P	Photo-etched metal parts	1
7132040	Instructions	1
9132040	Decals	1

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



32014 - 1/32 FE.2b Early



32023 - 1/32 Rumpler C.IV Early



32013 - 1/32 Sopwith Pup RFC

Also available from  
[www.wingnutwings.com](http://www.wingnutwings.com)

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