Felixstowe F.2a Early

1/32 Scale

The Felixstowe F.2a was probably the most successful flying boat of the First World War. With a crew of 5 it was capable of carrying out long range reconnaissance, anti-submarine and anti-shipping patrols of up to 10 hours duration. The development of the Felixstowe F.2a is staggeringly convoluted but it was essentially an Anglo-American design which can trace its roots to the pre war Glenn Curtiss & Cyril Porte designed 180hp twin engine 'America' flying boat design. This basic design was improved, enlarged, strengthened and repowered successively by both Curtiss and Porte (having now returned to service in the RNAS after the outbreak of war despite suffering from Terberculosis) over the next few years until July 1917 when Porte arrived at the characteristic deep 'V' hull with full side fins. Although technically now a wholly Porte design these Felixstowe flying boats, so named because they were developed at the RNAS Seaplane Experimental Station at Felixstowe in Suffolk, were referred to as 'Large Americas' by the British and as 'Curtiss' types by the Germans.

The twin 375hp Rolls Royce Eagle VIII powered Felixstowe F.2a featured a deep 'V' hull constructed using boat building techniques with diagonal planking on the bottom while the tops of the fins were plywood and doped fabric. The sides of the forward superstructure were also plywood and the top coamings were covered with linen, as were the wings and tailplane. Ply walkways were positioned on the top coaming near the engineer's hatch and on the bottom wings below the engines. Early production F.2a as depicted in this kitset were delivered with a glazed cabin, fabric covered sides of the rear hull and large unbalanced ailerons. Later developments included replacing the cabin with an open cockpit, balanced ailerons and strengthening the rear hull sides with ply or diagonally applied 'Consuta' planks. Some early aircraft delivered with glazed cabins were later converted to open top configuration. A modified V12 Liberty engine powered version was manufactured by Curtiss in America as the H.16. The Felixstowe F.3, superficially similar in appearance to the F.2a but slightly larger and capable of carrying twice the bomb load, was put into production despite being considered inferior to the F.2a. The larger still Felixstowe F.5 similarly featured poorer performance but arrived too late to see operational service before the Armistice and a modified V12 Liberty engine powered version was manufactured by Curtiss in America as the F.5L. Any history of these aircraft here is of necessity very brief, therefore we encourage you to seek out the references listed below for a more thorough understanding of these significant aircraft.

Felixstowe flying boat wings and tailplane upper surfaces usually appear very dark in photographs and have been recorded simply as 'green' with the bottom surfaces remaining heavily varnished Clear Doped Linen (CDL). The bottom of the hull, bow, tops of the fins, and rear hull washboards were finished with gloss black bituminous tar based paint inside and out for waterproofing, as were the fabric wrapped side struts and tailplane struts. The plywood panels of the superstructure were heavily varnished with their joints often being sealed with the same bituminous tar based paint while the top coamings frequently remained CDL. In some instances the coamings were finished with the same dark protective dope as the wings and tailplane. All metal fittings were painted gloss black although those on the engine bearers and interplane struts appear to have frequently been overpainted with Battleship Grey (BSG) along with the wood. Most surfaces featured a gloss finish when new which quickly weathered to a dull matt appearance after short periods exposed to the harsh saltwater environment. Many British flying boats featured brightly coloured dazzle paint finishes for identification purposes from the middle of 1918 onwards.

Richard Alexander 2014

Wingspan:	Length:	Max Weight:	Max Speed:
(Early) 95' 7" (29.13m)	46' 3" (14.1m)	11500 lb (5216kg)	85kn (156kph)
No. Manufactured:	**Production:**	**Engine:**	**Ceiling:**
(F.2a) approx 100	1917 to 1918	2x 375hp Rolls Royce Eagle VIII	10000' (3048m)
Armament:			
5 .303" (7.7mm) Lewis guns and 460lb (208kg) bombs			

References:

Windsock Datafile 82, Felixstowe F.2a, JM Bruce 2000 - Technical Notes, F.2A Flying Boat (Large America), RAF 1918
Windsock International, volume 17 #2 & #3, 2001 - Flight, 2, 16 & 23 December 1955 and 20 January 1956
The Vintage Aviator Ltd - 1914-18 Aviation Heritage Trust - Colin Owers - Private Collections

Felixstowe F.2a Early

1/32 Scale

Warning: Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.

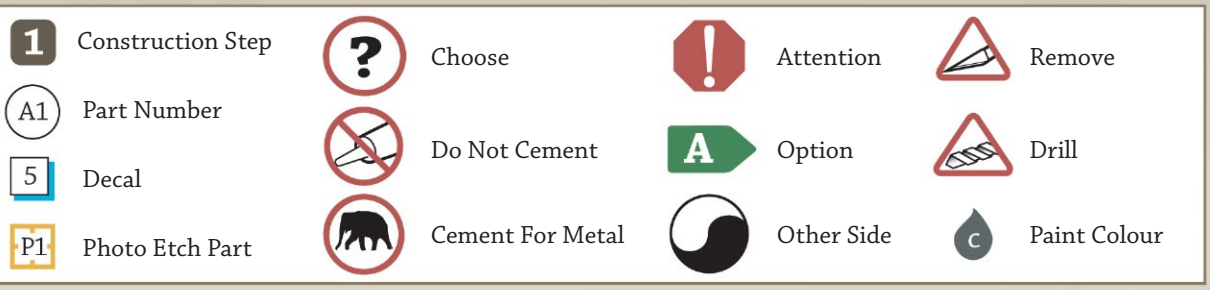
Assembly: **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.

Rigging: If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.

Painting: Only use paints **designed and suitable** for plastic model kitsets.

Decals: Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

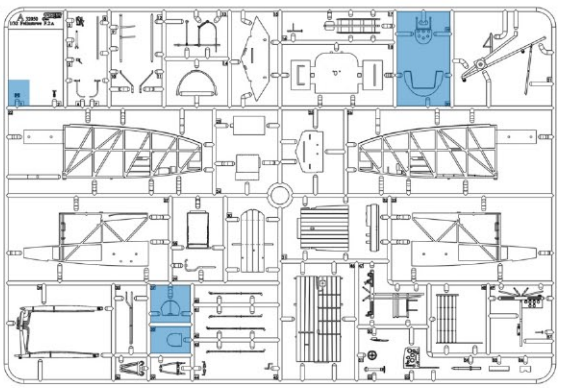
Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.



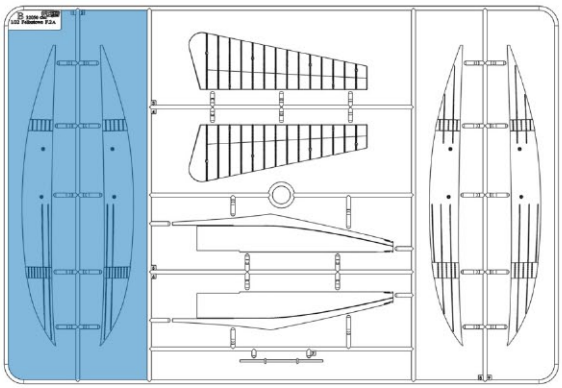
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Blue - semi gloss	XF8	25	25056
f	Dark Yellow - matt	XF60	83	33440
g	Rust - matt	XF9	113	30045
h	Leather - semi gloss	XF52	62	30219
i	Clear Doped Linen (CDL) - semi gloss	XF55	28	26405
j	White - semi gloss	XF2	130	
k	Proprietary Khaki - semi gloss	XF58	30	34096
l	Dark Green - semi gloss	XF11	195	34092
m	Battleship Grey - matt & semi gloss	XF82	106	35164
n	Tar based bituminous sealer - gloss	X1	21	17038
o	Dark Wood* - semi gloss	XF68*	98*	30111*
p	Copper	XF6	12	
q	Rubber - matt	XF69	66	15042
r	Light Wood* - semi gloss	XF78*	93*	30340*

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

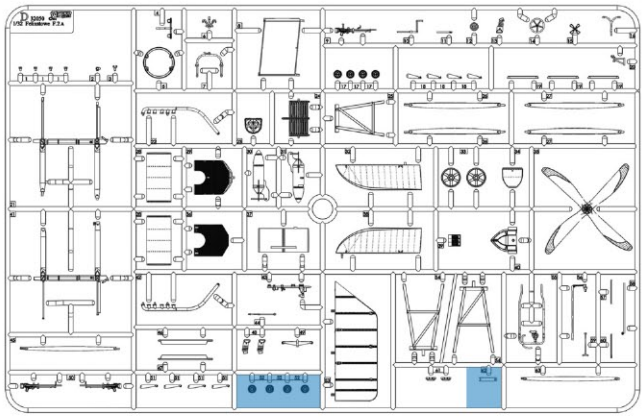
A



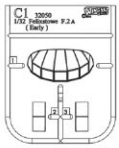
B



D (x2)

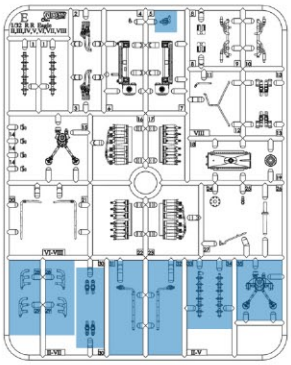


C



= Not Used

E (x2)



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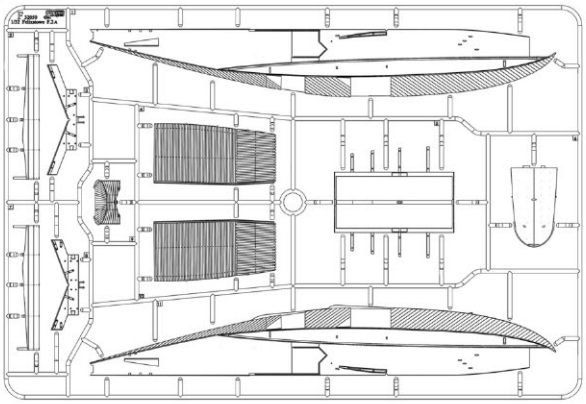
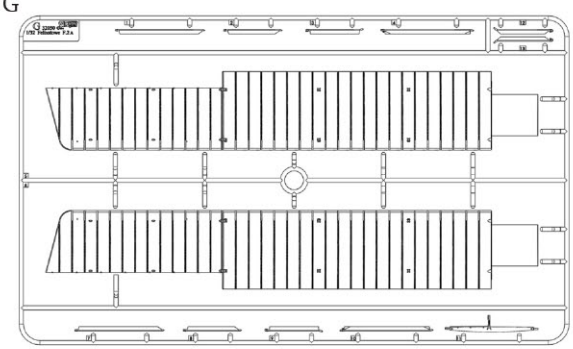


G



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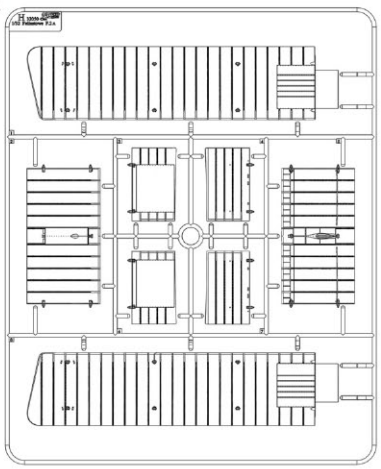
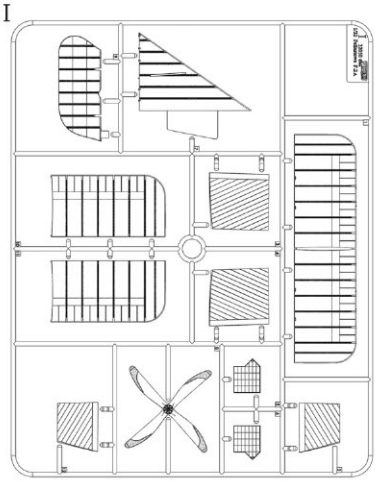
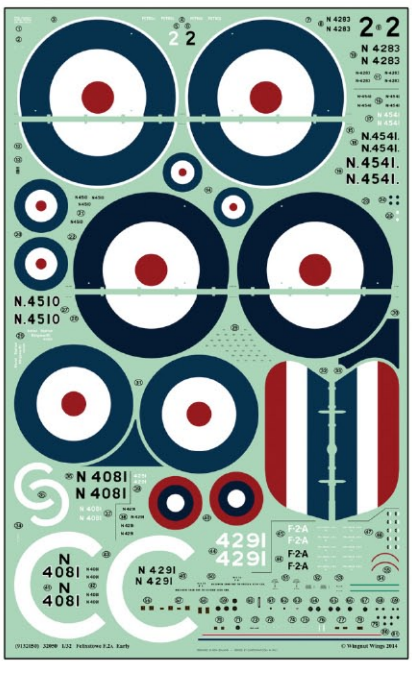


I



Decals



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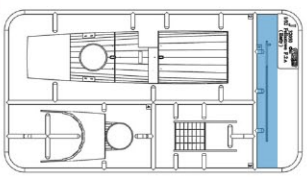
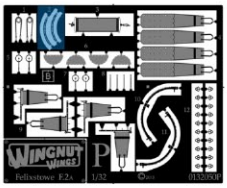
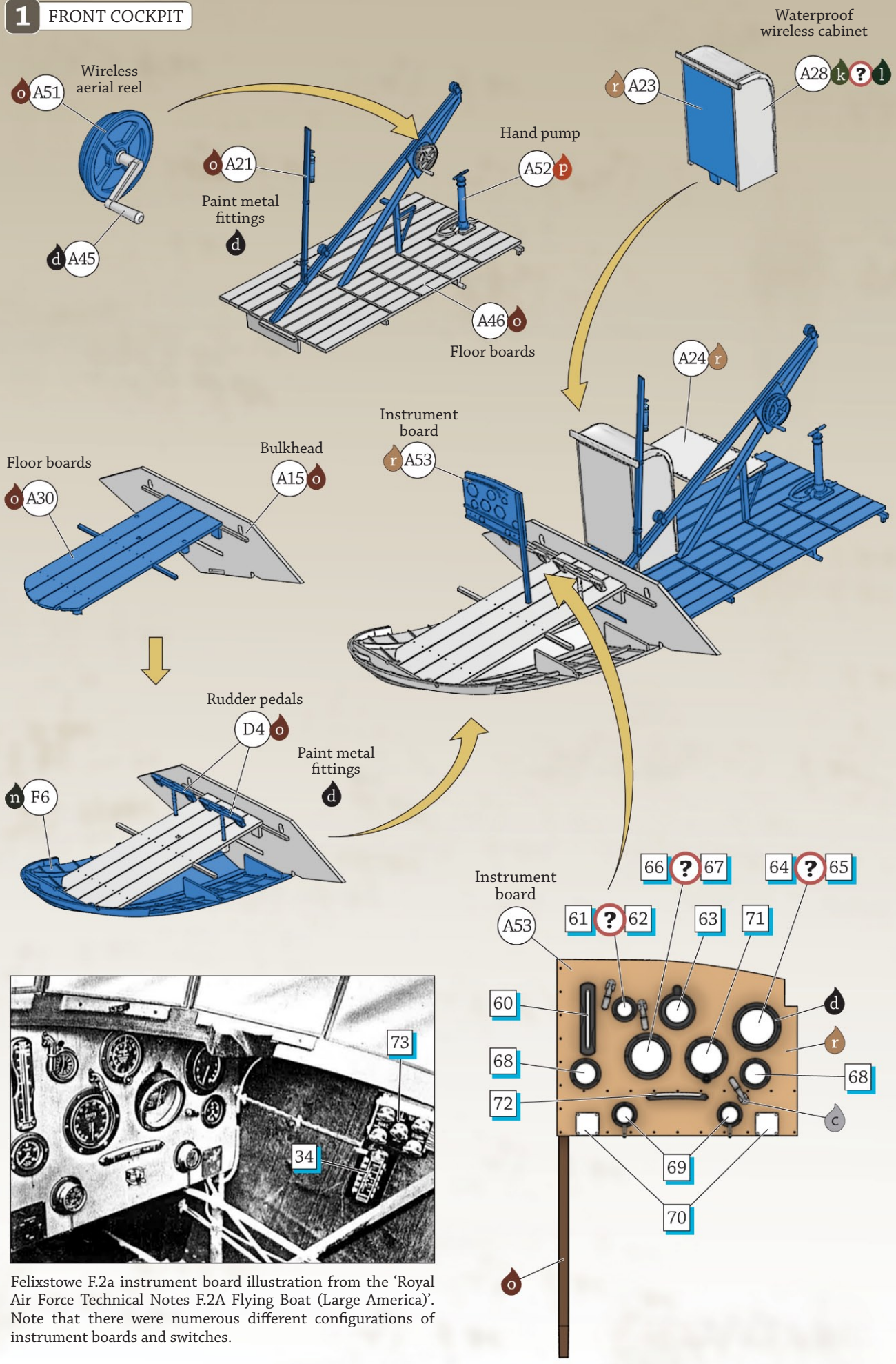


Photo Etch



1 FRONT COCKPIT



Felixstowe F.2a instrument board illustration from the 'Royal Air Force Technical Notes F.2A Flying Boat (Large America)'. Note that there were numerous different configurations of instrument boards and switches.

2 REAR COCKPIT

Petrol tanks

D28 m

x2

d D56

4

2

1

n A18

a

d

A 42 ?

B 11

C 38

D 21

E 16

79 r

a

13

o

Rear spar and Engineer's instrument board

Petrol pipes

p A35

A49 o

Alleyway

o A48

4

D37 m

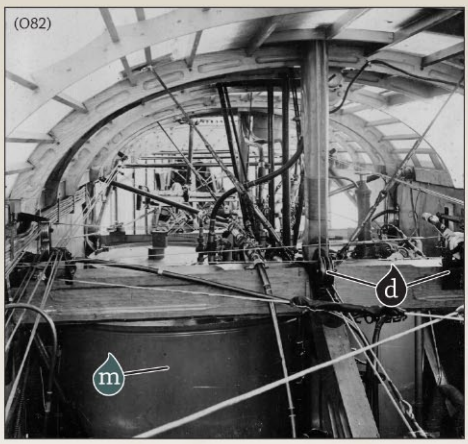
Petrol tanks

Front spar and Wireless Operator's seat

o A47

Paint metal fittings

d



Although this photo shows the interior of Felixstowe F.3 (not F.2a) N4408 many of the details visible here are pertinent to the F.2a. Note the petrol tanks and pipes, numerous control cables, rigging and varnished wood spars, stringers and frames.

i h

c i

P4

P8

Wireless Operator's safety belts

Lewis gun ammunition

D39 r

Paint magazines

d

r A55

A25 o

1

A 42 ?

B 11

C 38

D 21

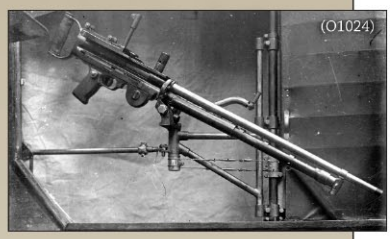
E 16

o A17

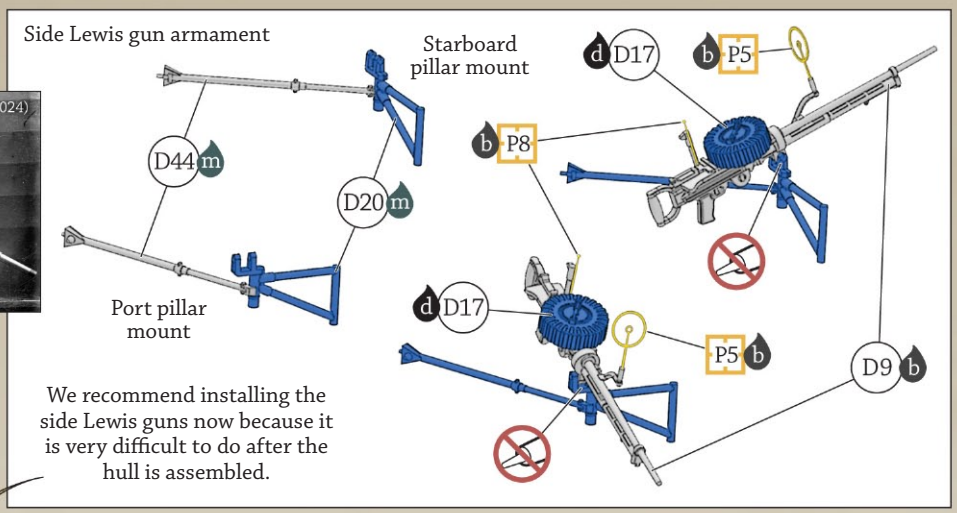
Engineer's ladder

A31 o

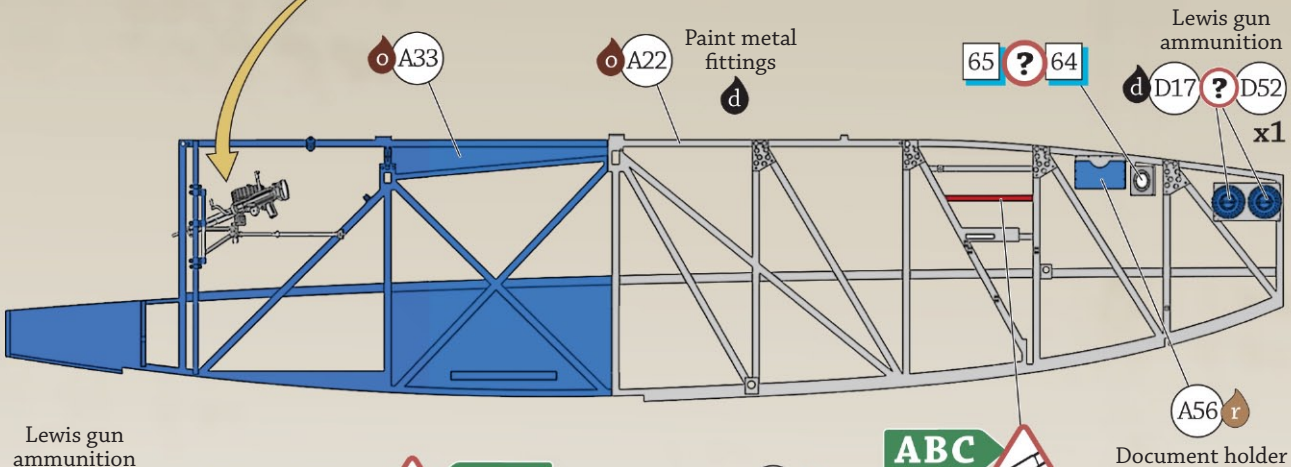
3 HULL FRAMES

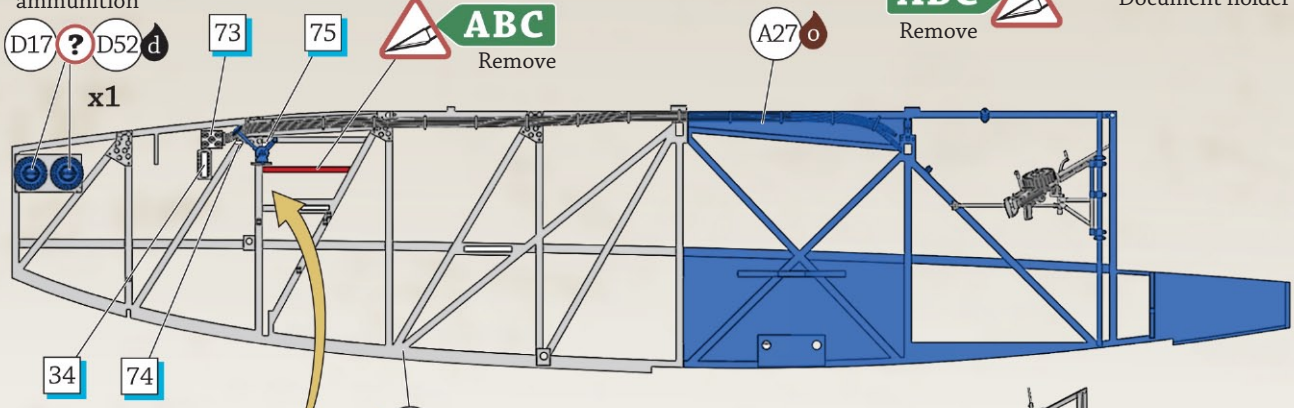


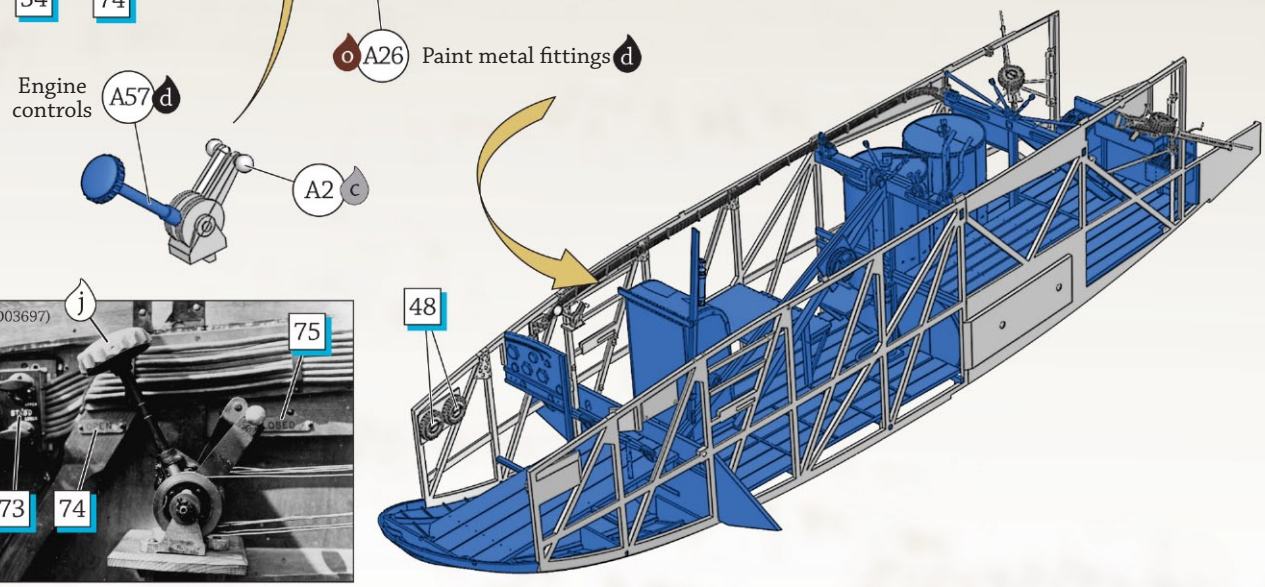
Starboard hull Lewis gun and mount from an unidentified F.3 (not F.2a). Note that the ring P5 and bead P8 sights are not fitted. The pillar mounts allowed the guns to be stowed internally until they were required.



We recommend installing the side Lewis guns now because it is very difficult to do after the hull is assembled.







^ Throttle and switch detail on the starboard side of an unidentified F.2a hull. There was a remarkable lack of conformity amongst the various F.2a constructors as well as modifications done at unit level so while we have done our best to provide accurate interior details they will not be correct for every aircraft.

4 INTERIOR

1st and 2nd pilot's safety belts

P4 i + h x2

P9 i + c x2

h D23 Kapok cushions

o A32

2nd pilot's back rest P3 i + c

o A12

A54 o

80

80

p A29

Petrol pipes d A9

A8 d

b P1

76

A13 r Control column

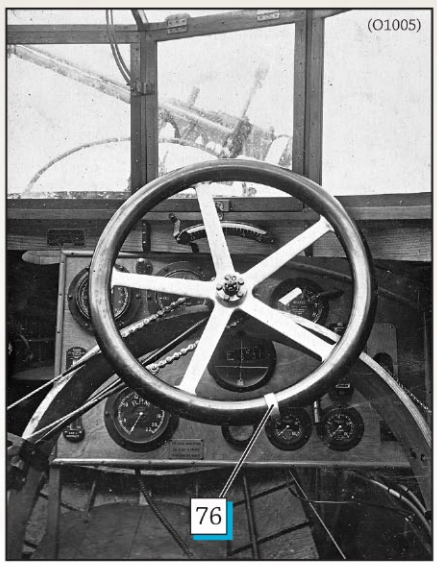
76

Elevator lever d A44

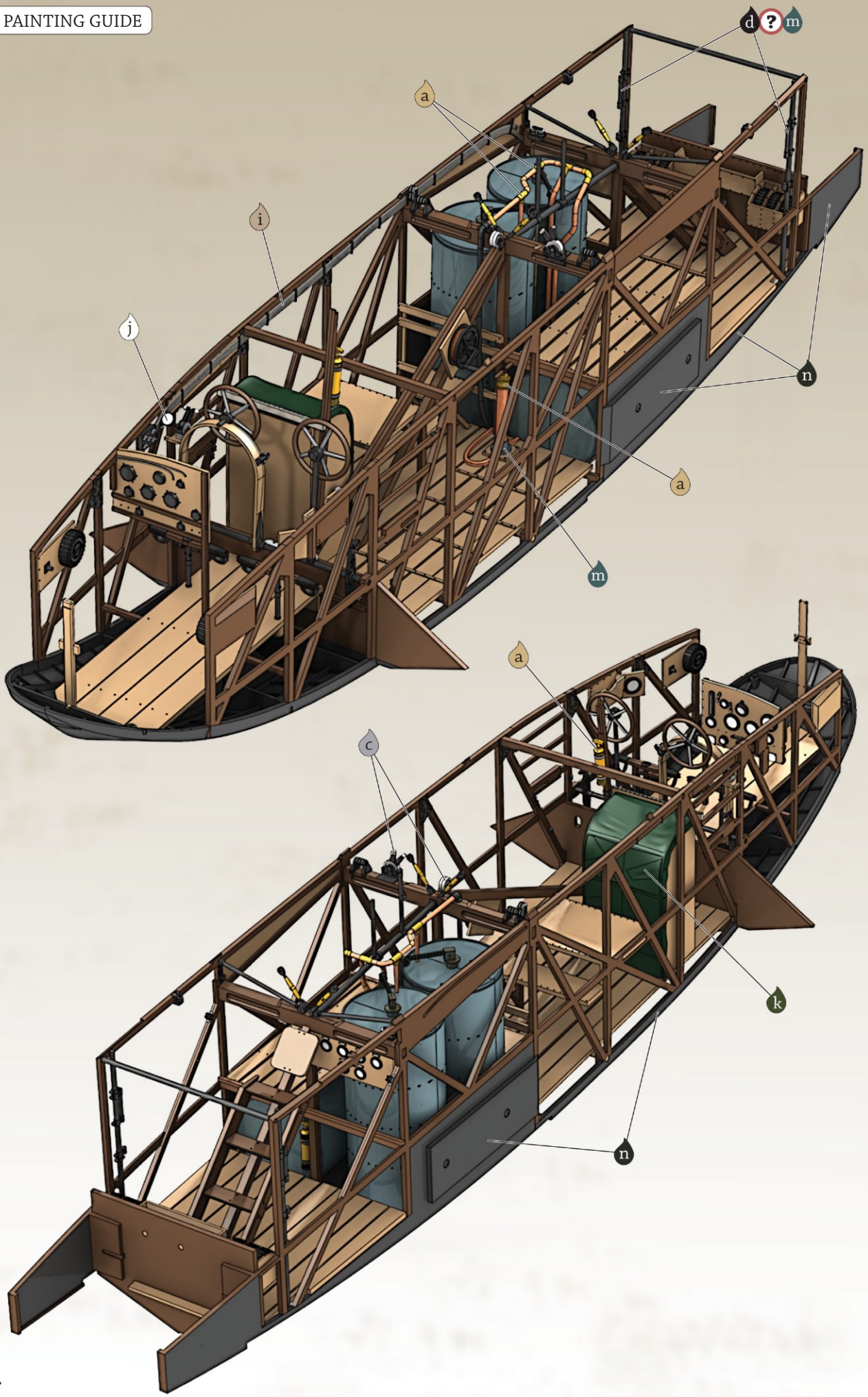
D14 c Control wheels

Paint rims o

0.15mm Rigging material not supplied

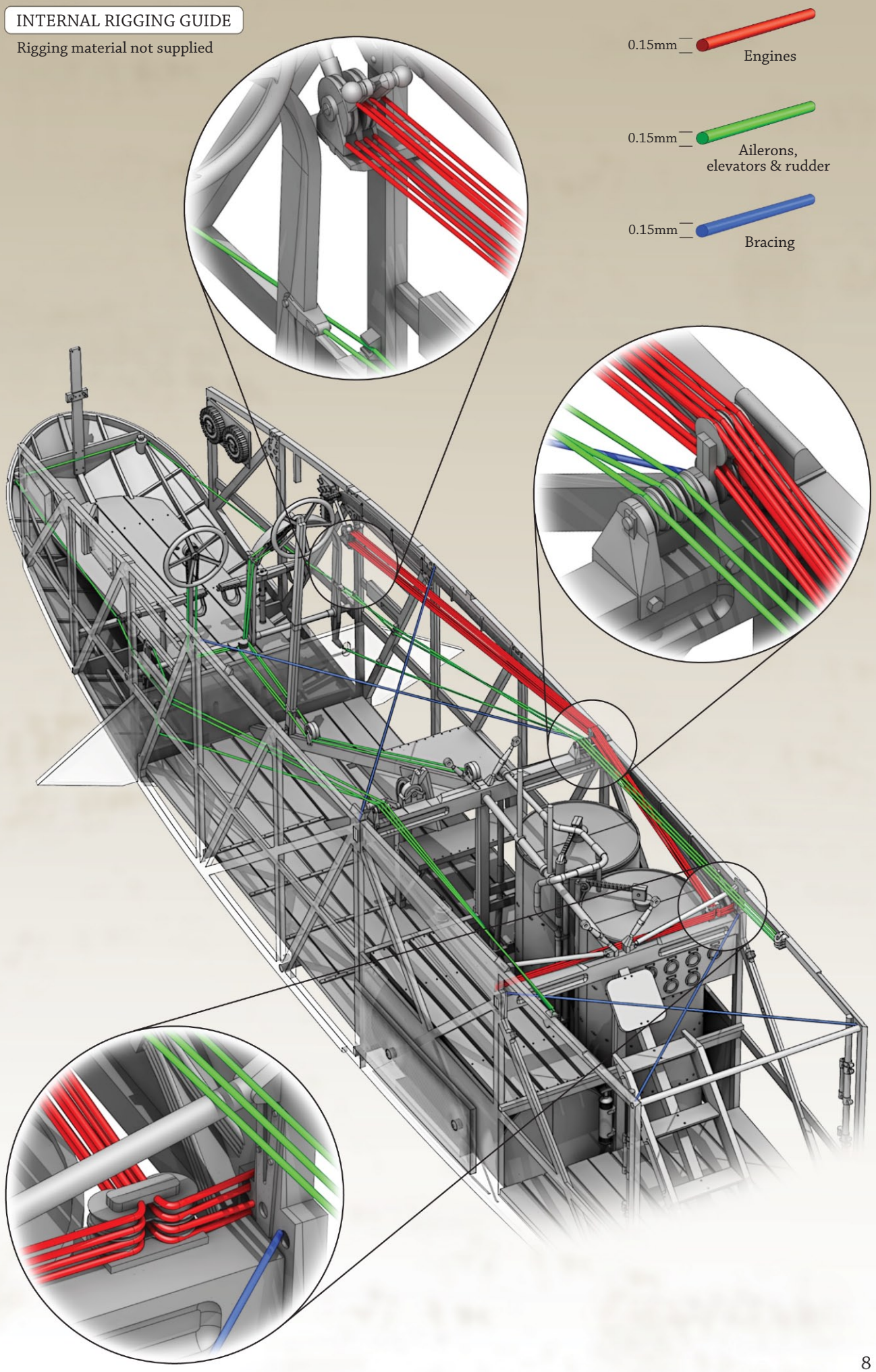


1st Pilot's control column and wheel detail from an unidentified F.3 (not F.2a). Note that the F.3 had fewer vertical panels to it's glazed cabin than the F.2a.

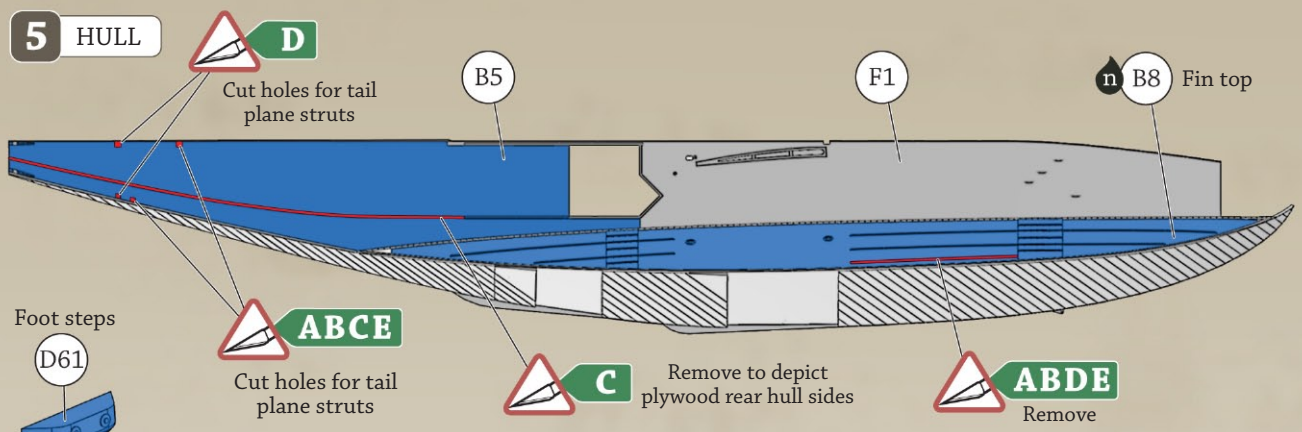

d
?
m
a
i
j
n
a
m
a
c
k
n

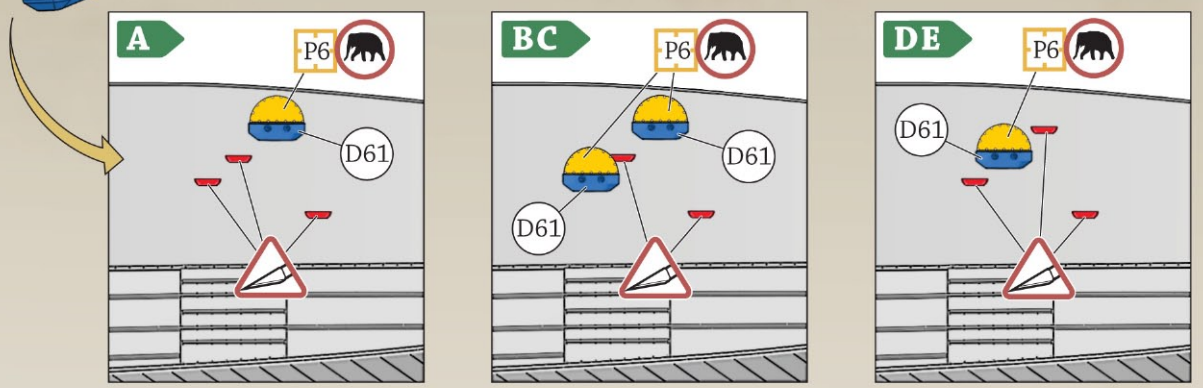
INTERNAL RIGGING GUIDE

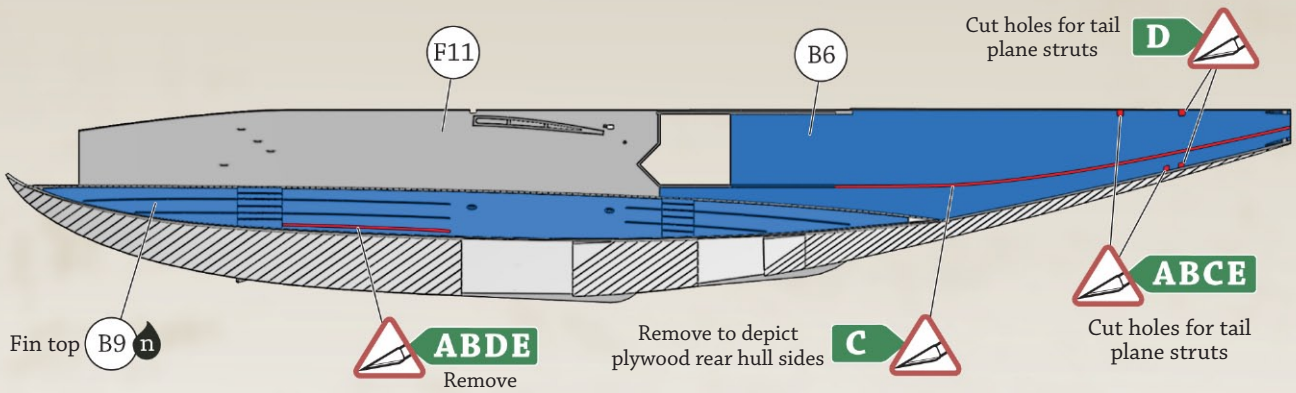
Rigging material not supplied

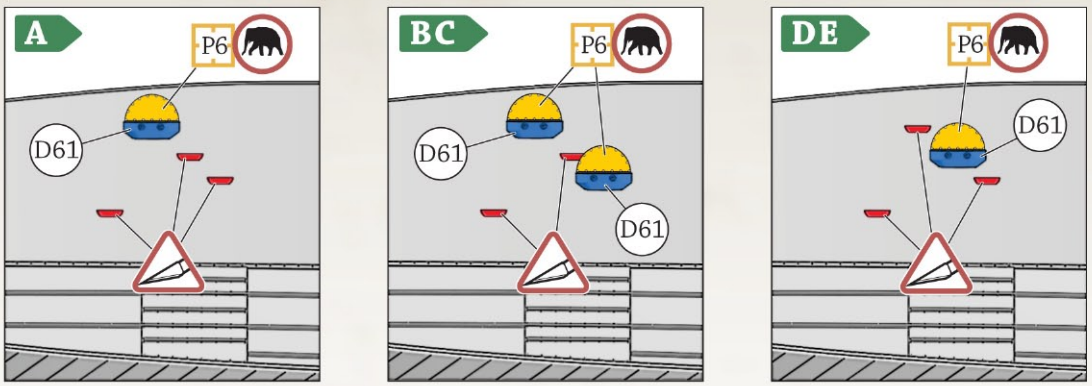


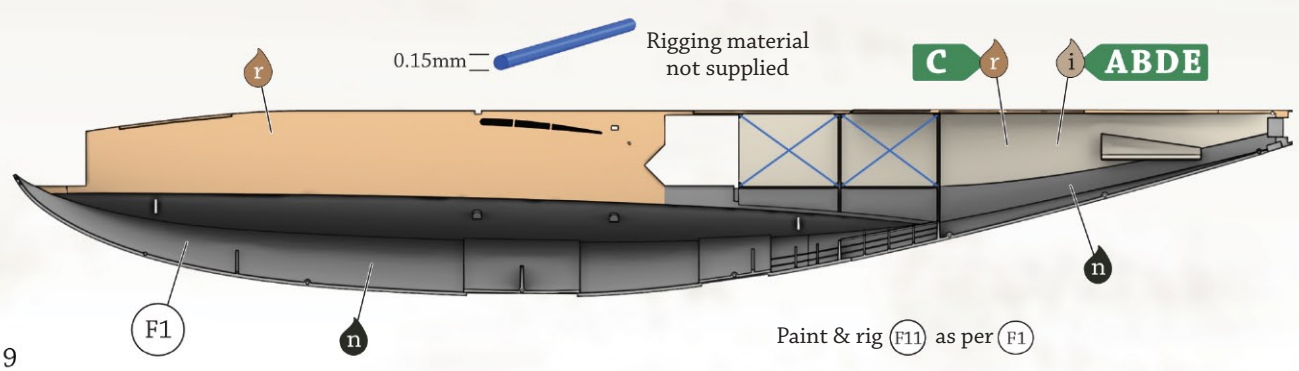
5 HULL

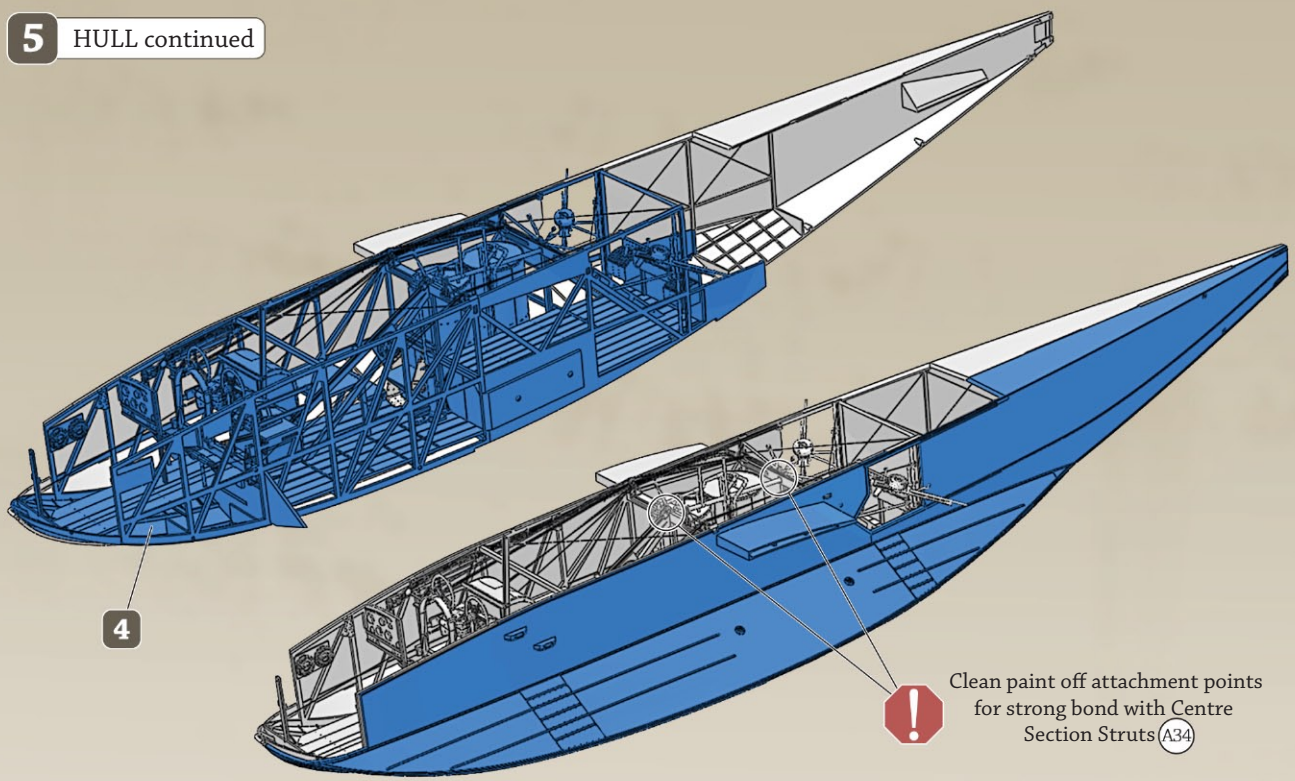

D
Cut holes for tail plane struts
B5
F1
n B8 Fin top
Foot steps
D61
ABCE
Cut holes for tail plane struts
C
Remove to depict plywood rear hull sides
ABDE
Remove

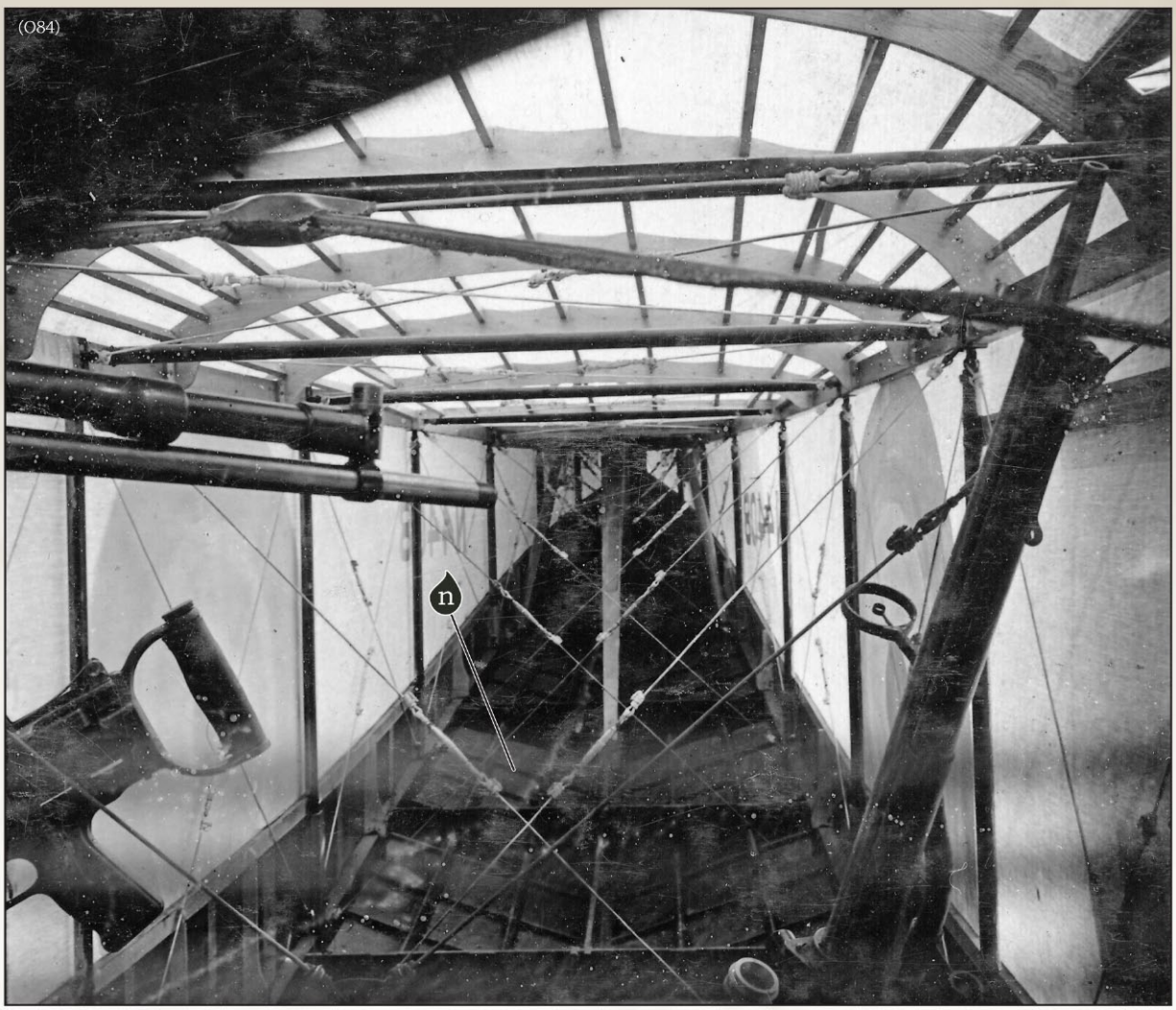

A
P6
D61
BC
P6
D61
D61
DE
P6
D61


F11
B6
Cut holes for tail plane struts
D
Fin top B9 n
ABDE
Remove
Remove to depict plywood rear hull sides
C
ABCE
Cut holes for tail plane struts

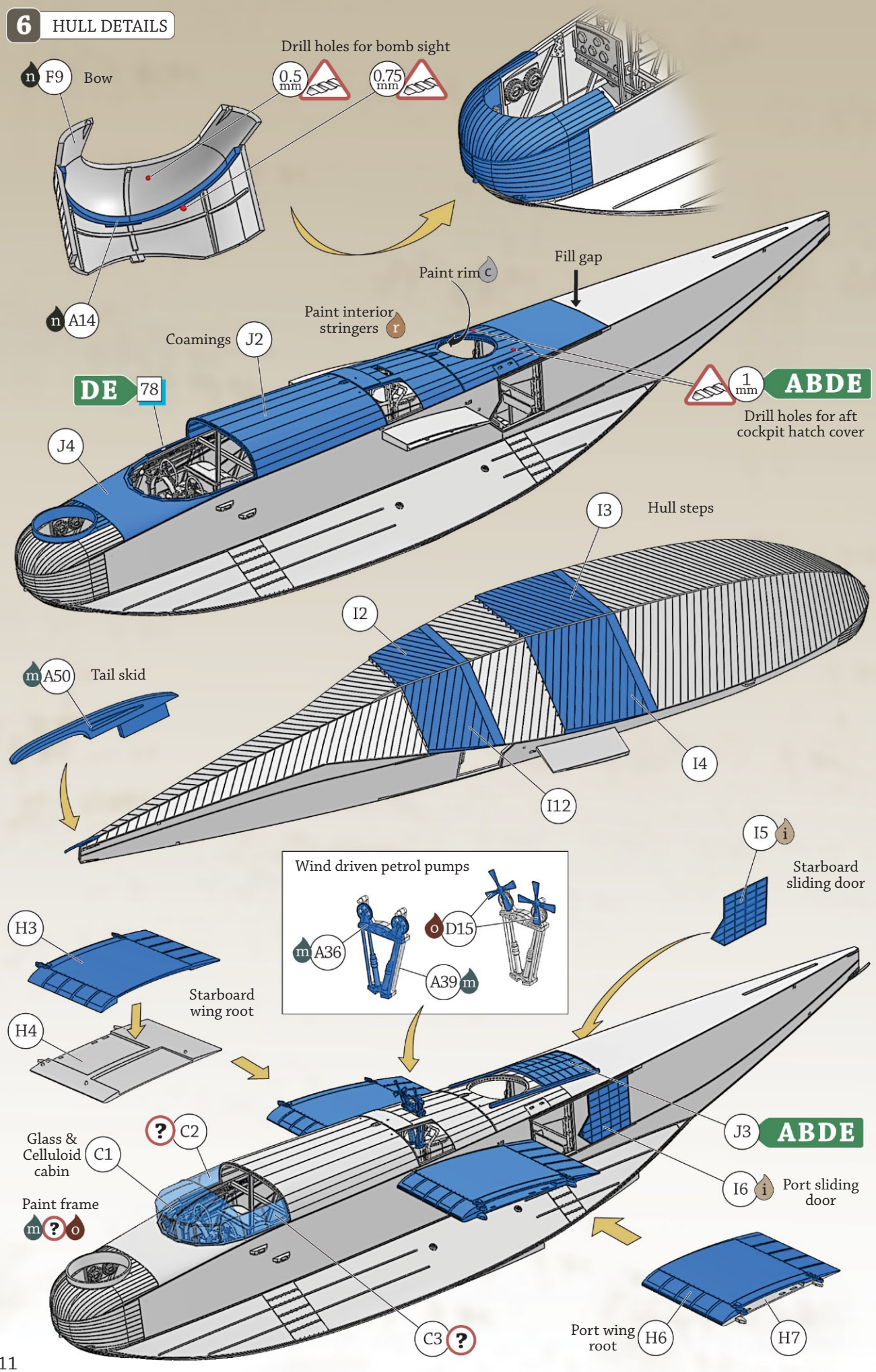

A
P6
D61
BC
P6
D61
D61
DE
P6
D61


r
0.15mm
Rigging material not supplied
C r
i ABDE
n
F1
n
Paint & rig F11 as per F1



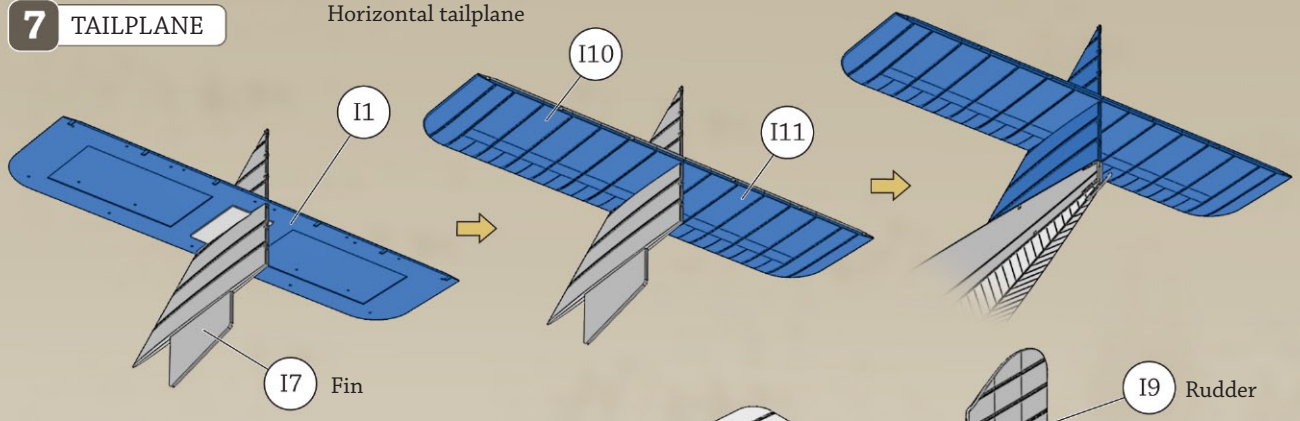


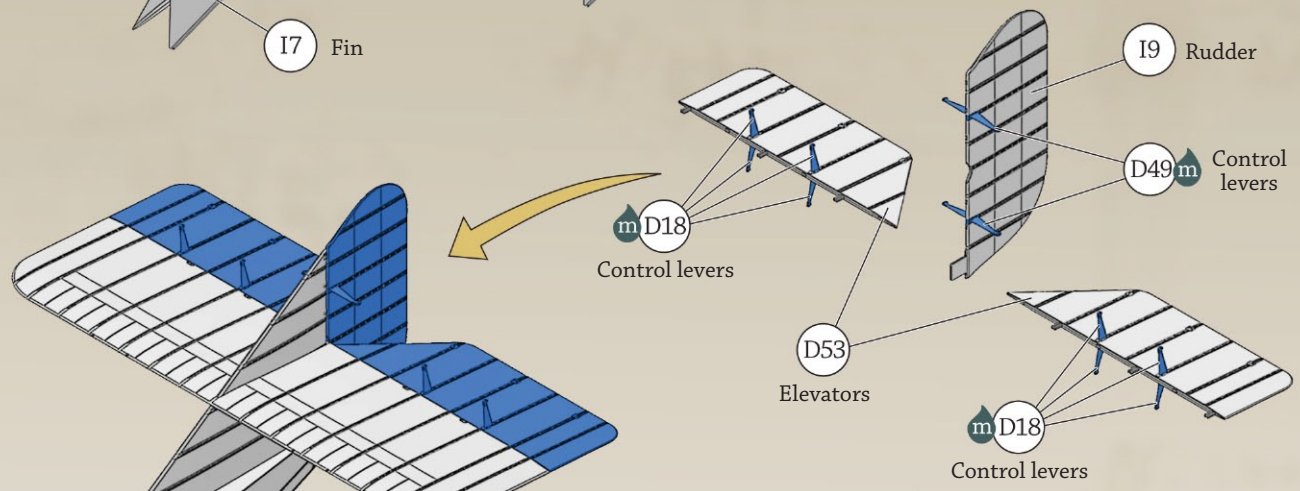
The inside of the rear hull from Felixstowe F.3 (not F.2a) N4408. Note the 2 side mounted Lewis guns and the upper gun dangling upside down from its mounting. The rear hull sides and top coamings of N4408 are obviously CDL while the bottom and washboards have received a coat of protective black bituminous tar based paint. Unlike the F.2a, the tapering top coaming of the F.3 extended all the way to the leading edge of the fin. It appears that much of the internal bracing cables have been painted, possibly in bright colours to make them more visible and/or to resist corrosion. Note the substantial padding applied to the 'X' bracing cables beneath the aft cockpit hatch.

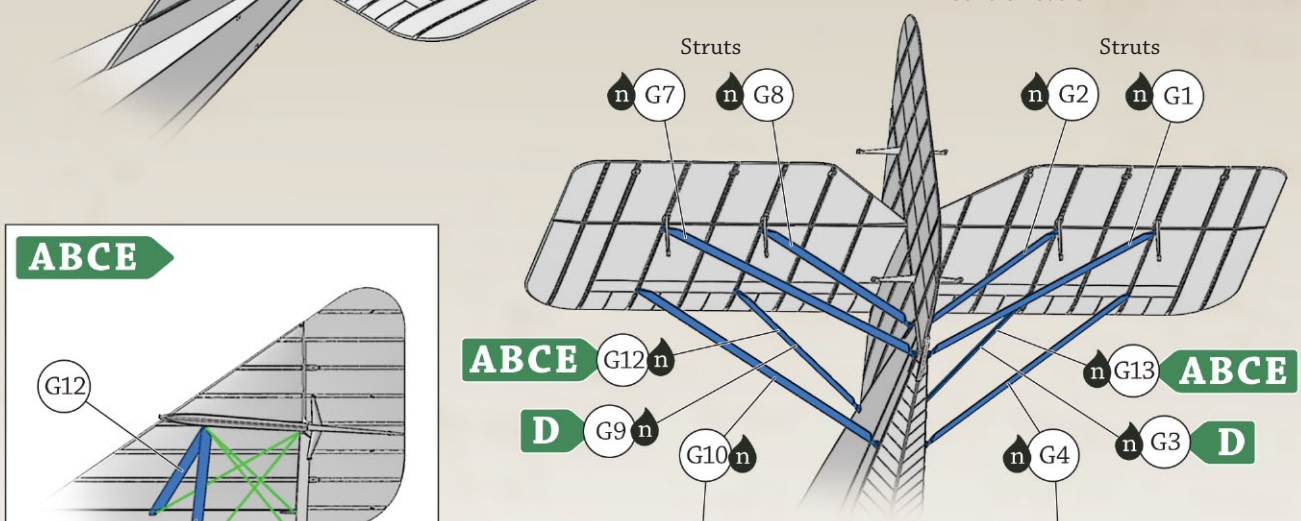

6 HULL DETAILS
Drill holes for bomb sight
0.5 mm
0.75 mm
n F9 Bow
n A14
Paint rim c
Fill gap
Paint interior stringers r
Coamings J2
DE 78
1 mm ABDE
Drill holes for aft cockpit hatch cover
J4
I3 Hull steps
I2
m A50 Tail skid
I4
I12
I5 i
Starboard sliding door
Wind driven petrol pumps
o D15
m A36
A39 m
H3
Starboard wing root
H4
J3 ABDE
? C2
Glass & Celluloid cabin C1
I6 i Port sliding door
Paint frame
m ? o
C3 ?
Port wing root H6
H7

7 TAILPLANE

Horizontal tailplane

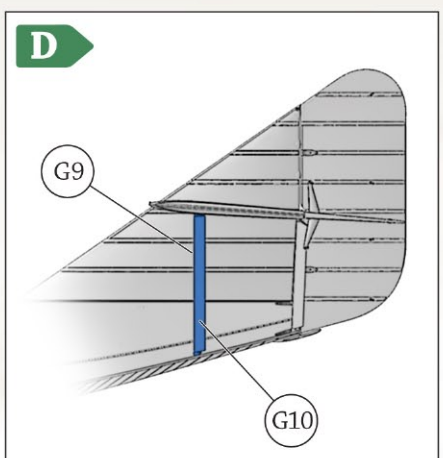






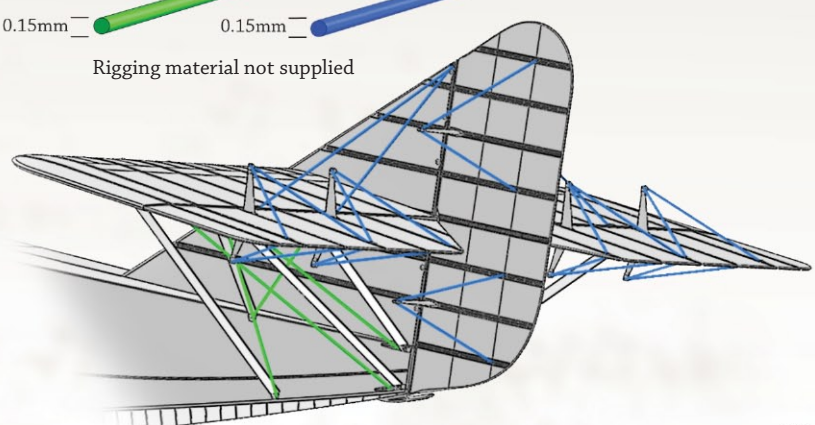
ABCE

D

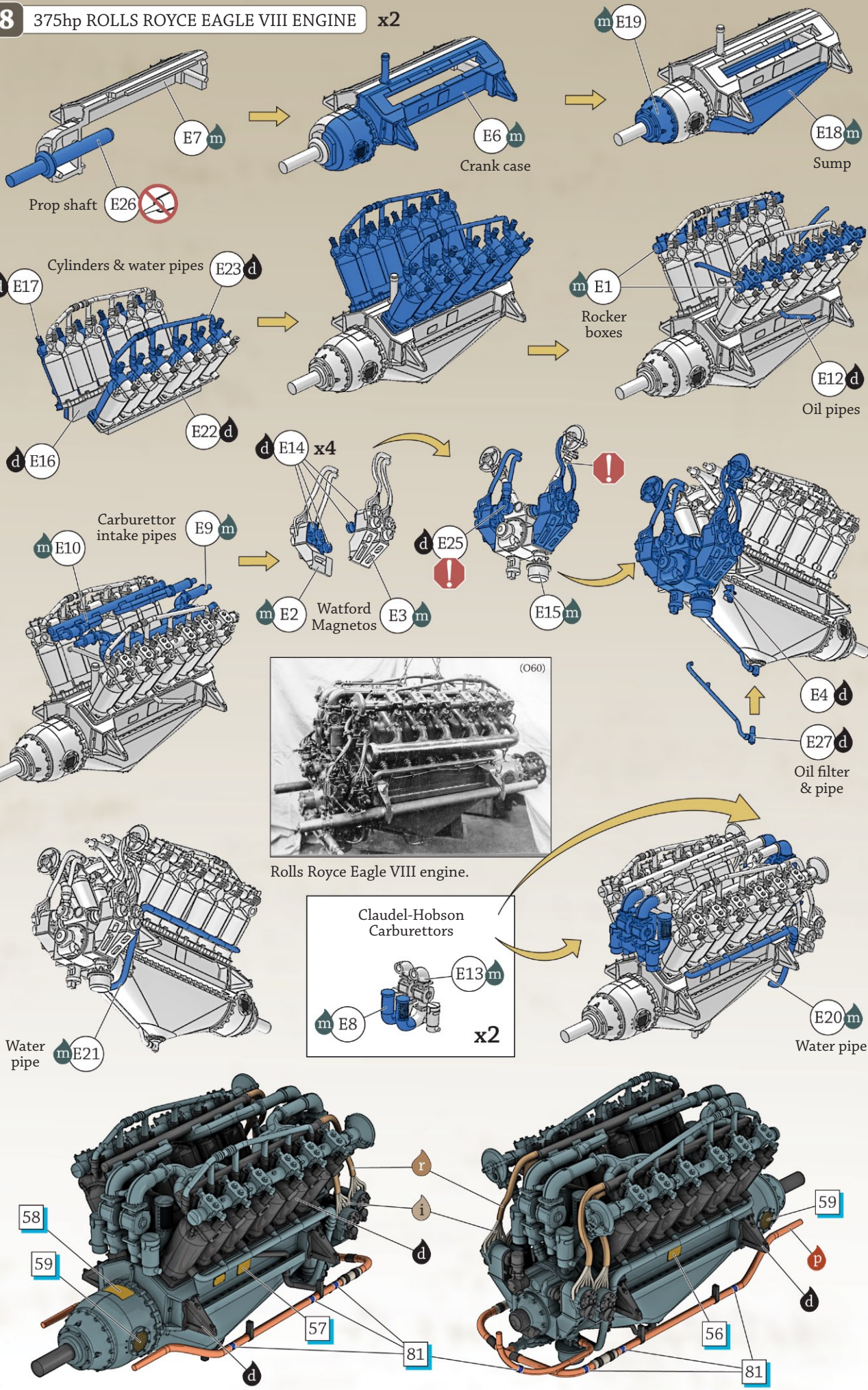


ABCE

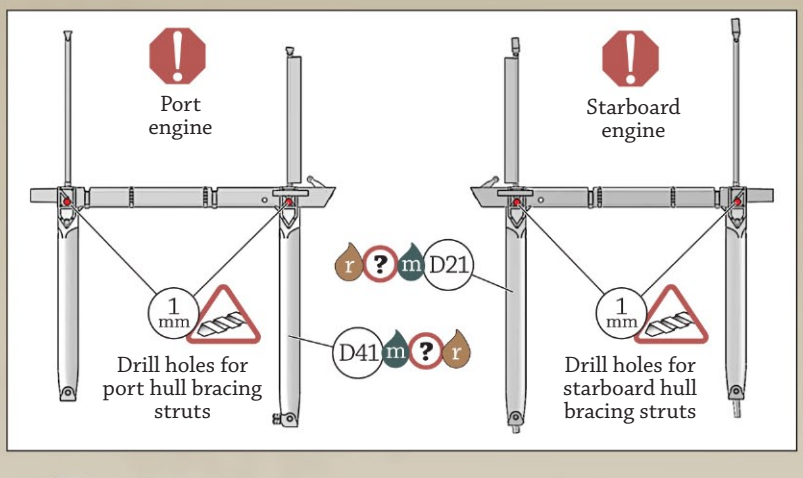
Rigging material not supplied

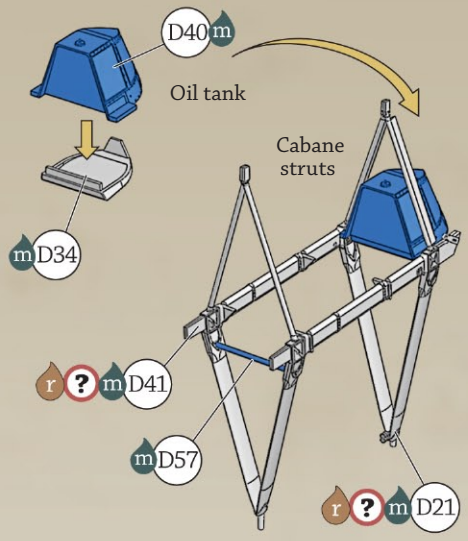


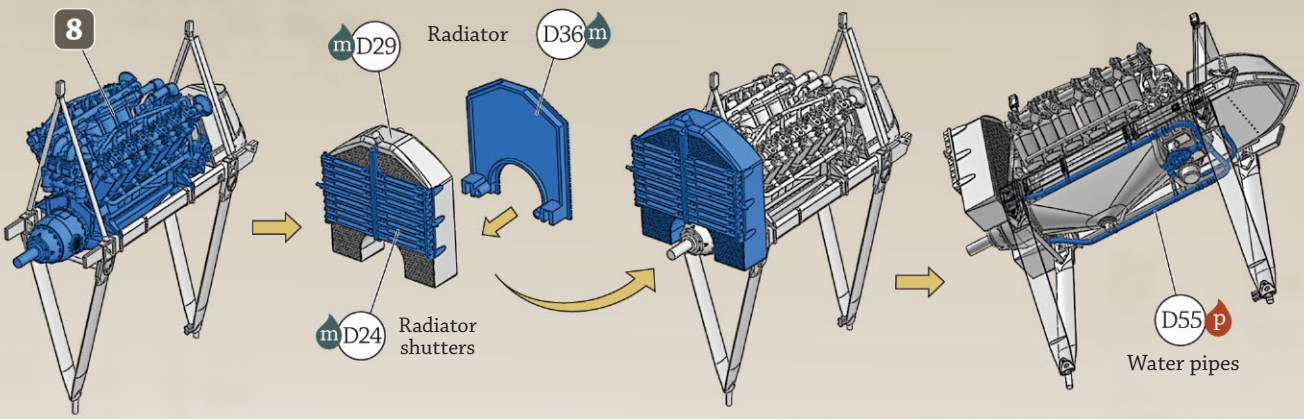
8 375hp ROLLS ROYCE EAGLE VIII ENGINE x2

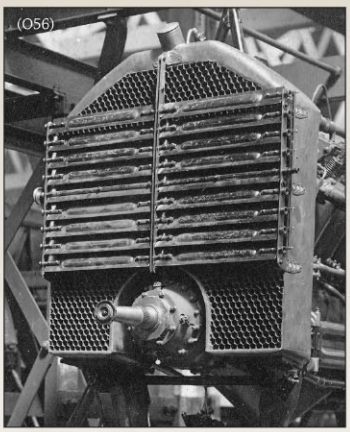


9 ENGINE BEARERS & CABANE STRUTS x2



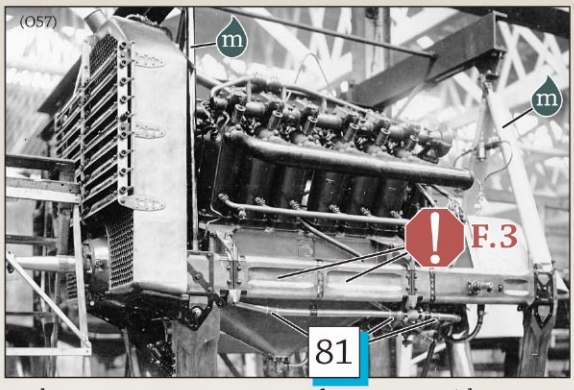


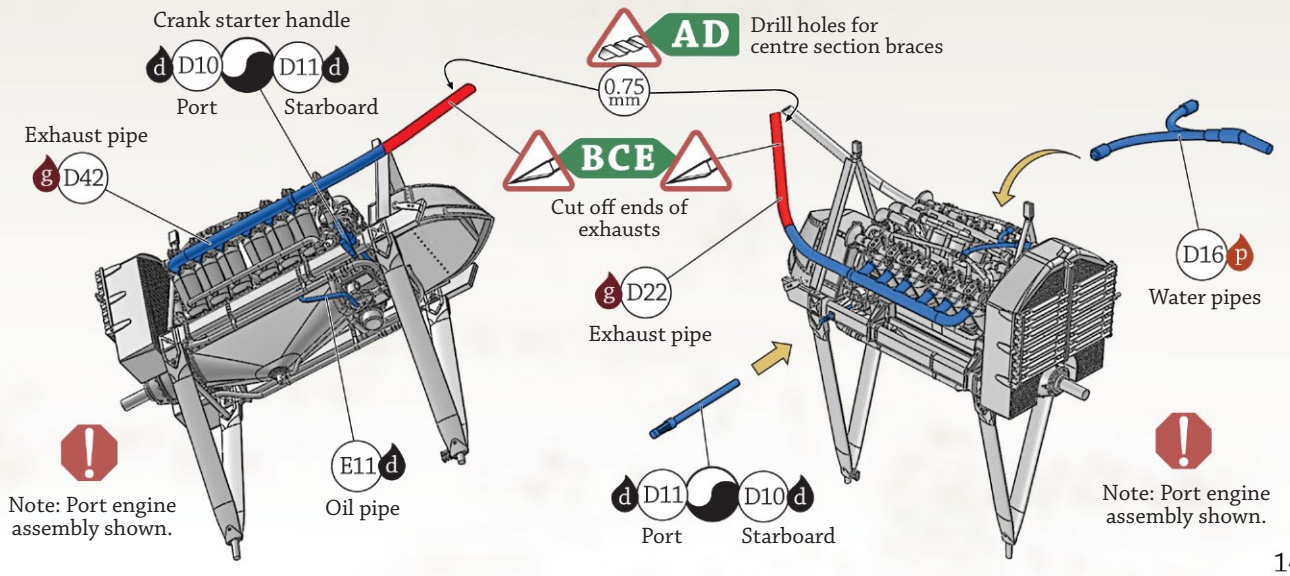




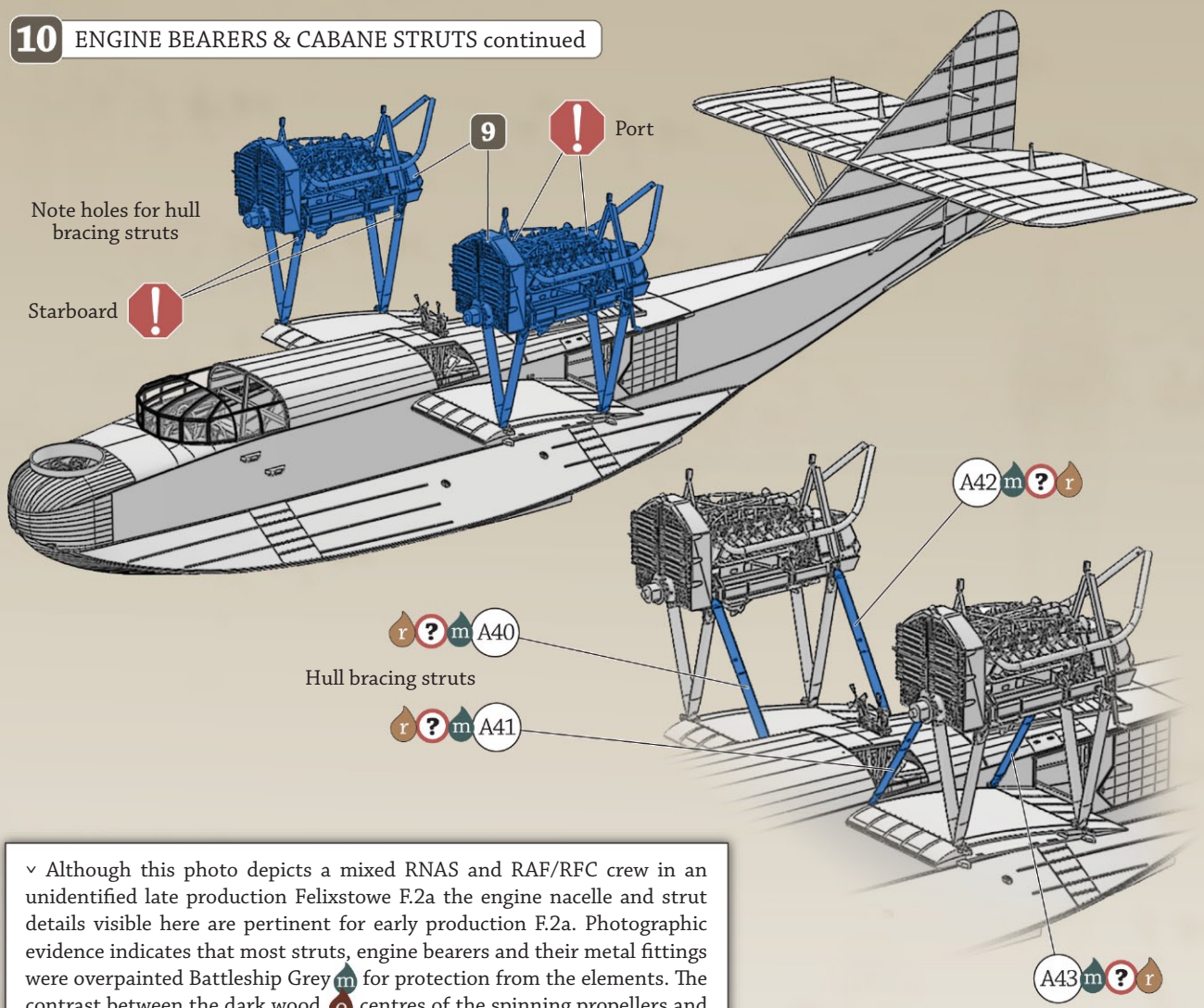
< These photos of a Felixstowe F.3 (not F.2a) port engine nacelle show many useful details pertinent for the F.2a. Note the pulley on the hull side of the radiator for adjusting the shutters (D24).

> The upper 'A' struts are steel tubes while the rear ones have wooden fairings wrapped with fabric. Neither have received their protective coat of BSG (m) yet. Note the blue bands [81] painted around the water pipes. Similar red bands [80] were painted around the petrol pipes. The extremely long petrol lines on Felixstowe boats were a constant cause for concern, with many an engineer having to venture out on the wings to repair a leaking pipe, sometimes while in flight! The F.3 engine nacelle differs slightly from the F.2a in that the engine bearers feature routing and do not protrude beyond the rear struts.





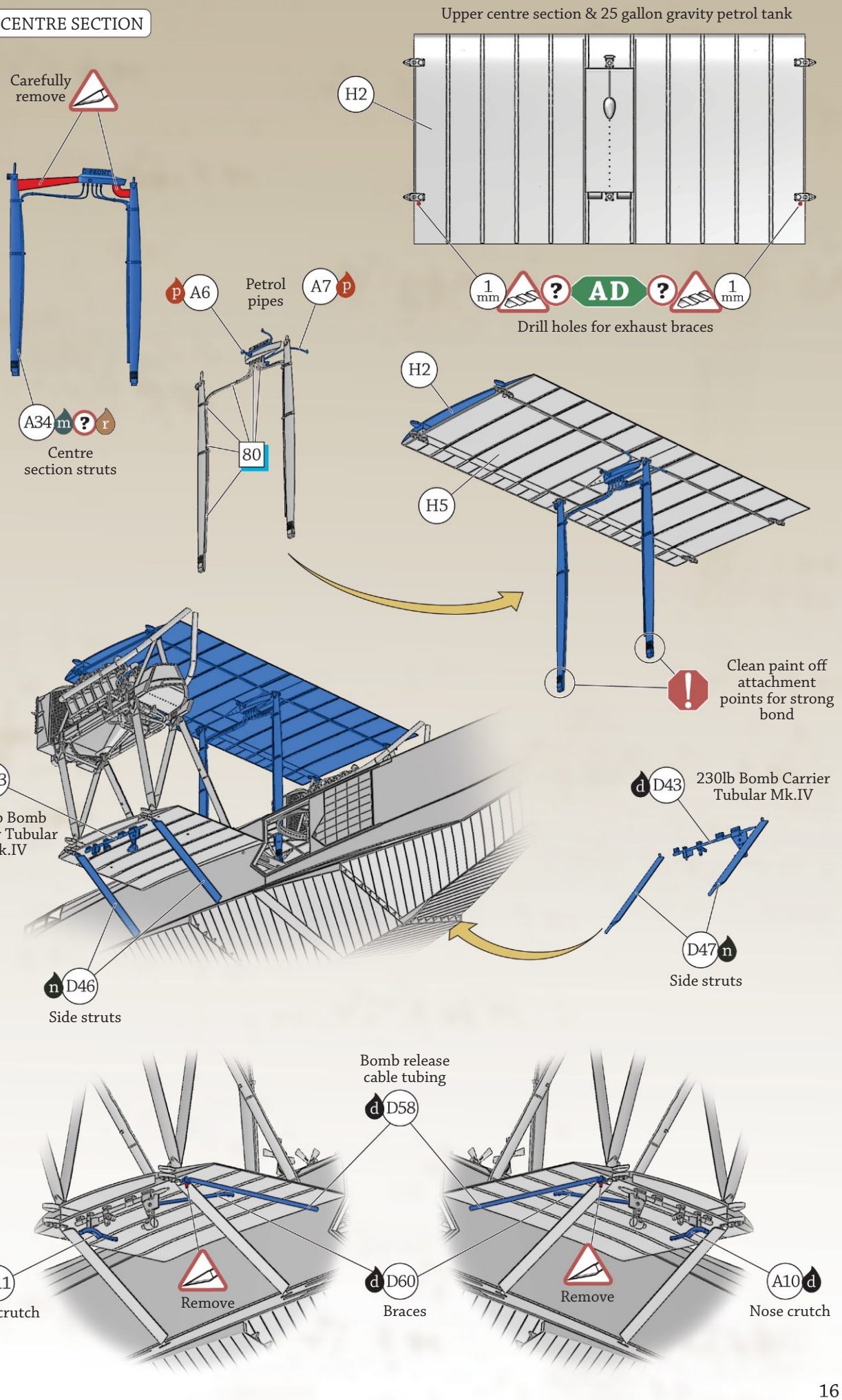
10 ENGINE BEARERS & CABANE STRUTS continued



˅ Although this photo depicts a mixed RNAS and RAF/RFC crew in an unidentified late production Felixstowe F.2a the engine nacelle and strut details visible here are pertinent for early production F.2a. Photographic evidence indicates that most struts, engine bearers and their metal fittings were overpainted Battleship Grey m for protection from the elements. The contrast between the dark wood o centres of the spinning propellers and the lighter Battleship Grey m painted fabric coverings is obvious. Note the foot steps and CDL i top coamings.

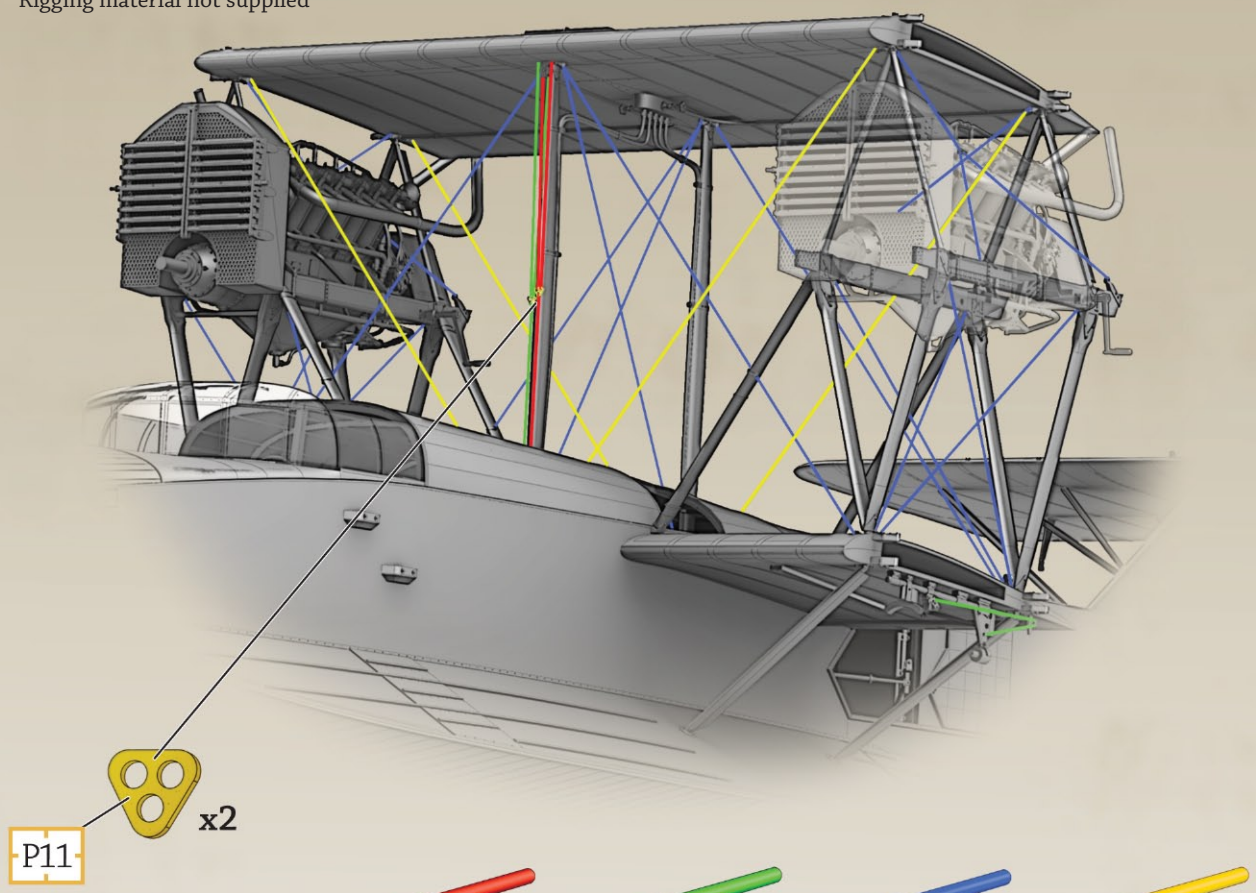

(O47)

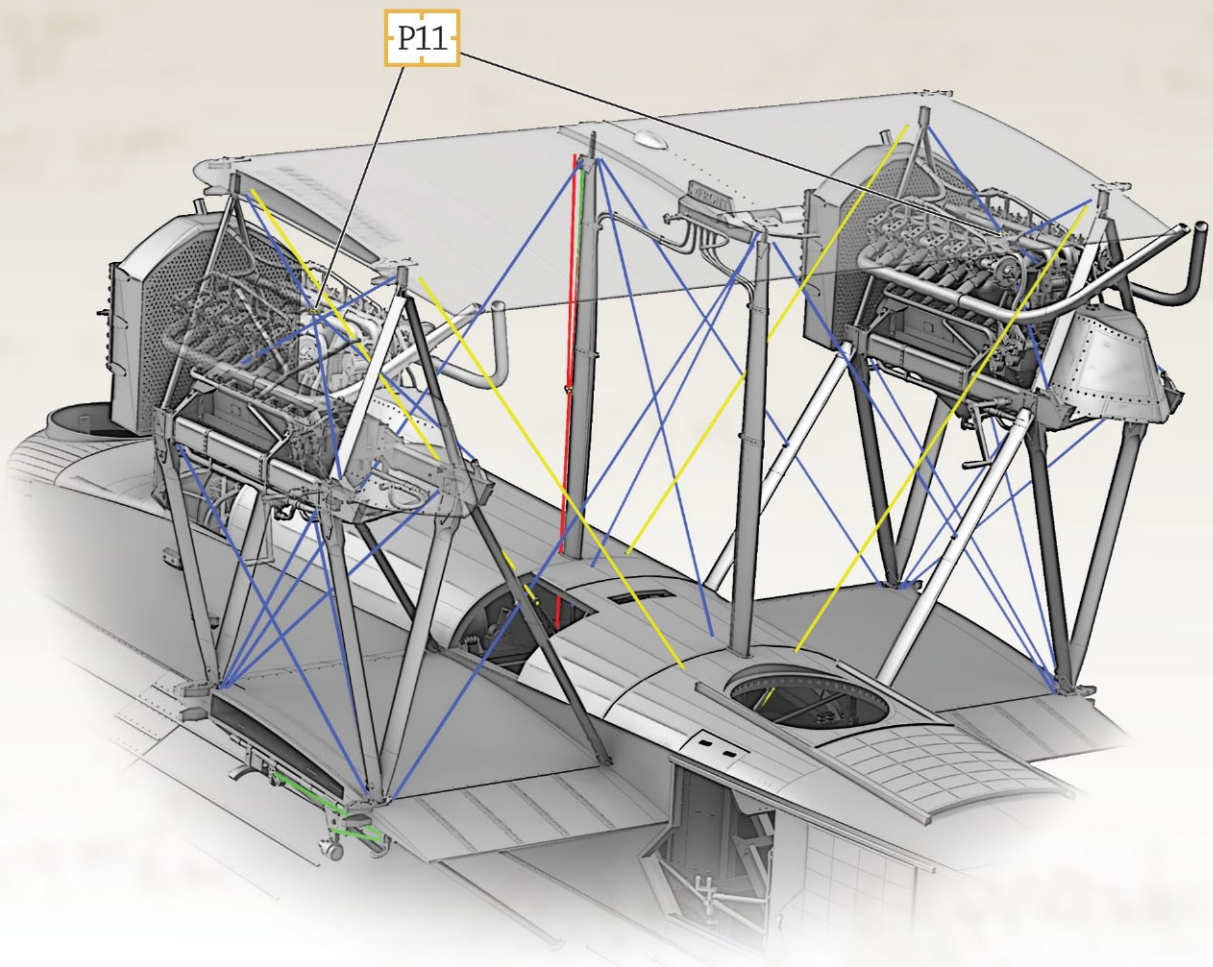
11 CENTRE SECTION



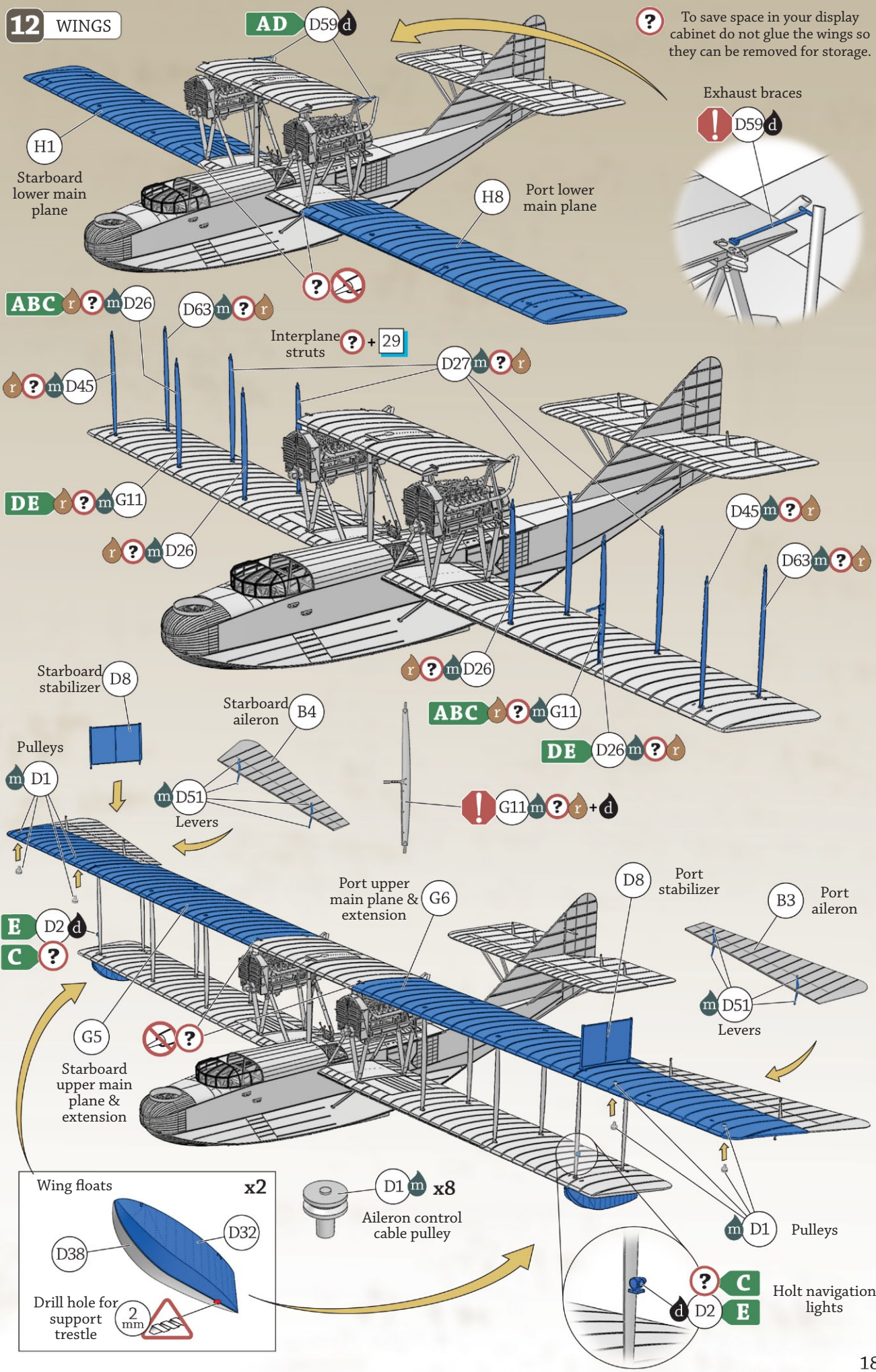
CENTRE SECTION AND ENGINE RIGGING GUIDE

Rigging material not supplied

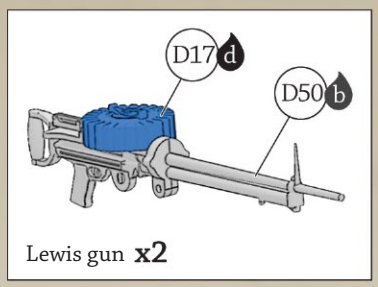




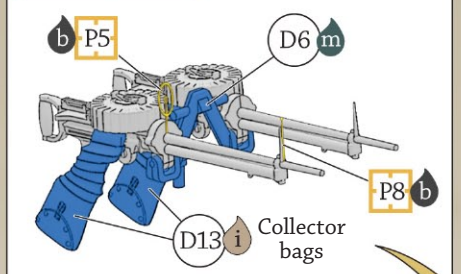
12 WINGS


AD D59 d
H1
Starboard lower main plane
H8
Port lower main plane
? To save space in your display cabinet do not glue the wings so they can be removed for storage.
Exhaust braces
! D59 d
ABC r ? m D26
D63 m ? r
Interplane struts ? + 29
r ? m D45
D27 m ? r
DE r ? m G11
r ? m D26
D45 m ? r
D63 m ? r
r ? m D26
Starboard stabilizer D8
Starboard aileron B4
ABC r ? m G11
DE D26 m ? r
Pulleys
m D1
m D51
Levers
! G11 m ? r + d
E D2 d
C ?
Port upper main plane & extension G6
D8 Port stabilizer
B3 Port aileron
m D51
Levers
G5
Starboard upper main plane & extension
Wing floats x2
D38
D32
Drill hole for support trestle
2 mm
D1 m x8
Aileron control cable pulley
m D1 Pulleys
? C
d D2 E
Holt navigation lights

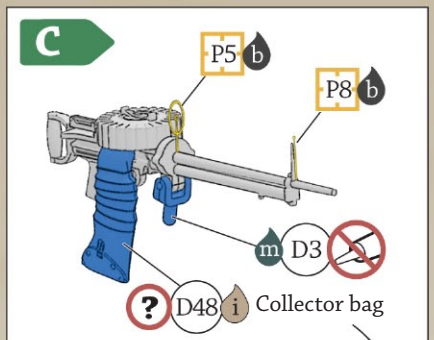
13 ARMAMENT



ABCDE Double bow guns

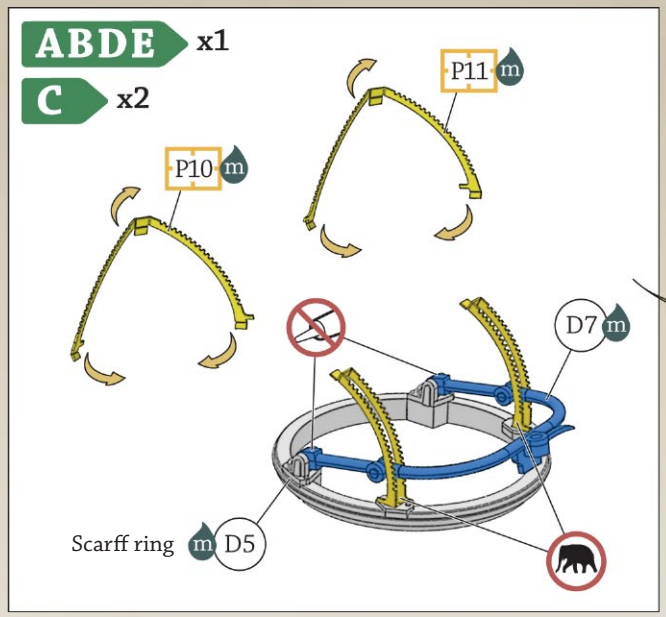


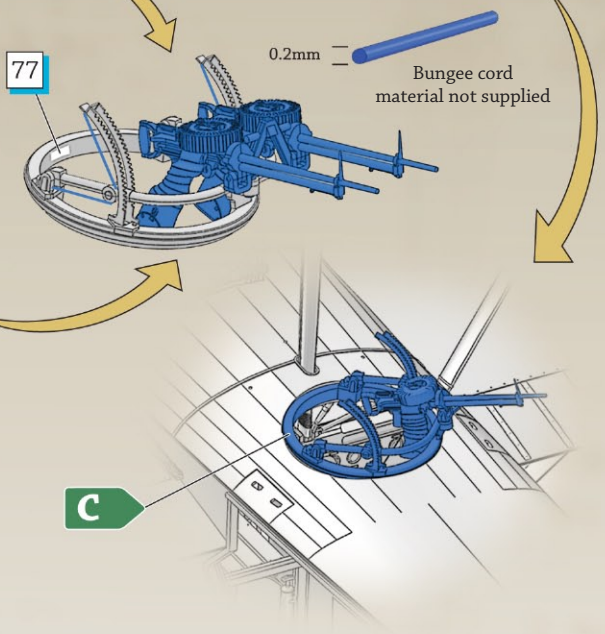
C



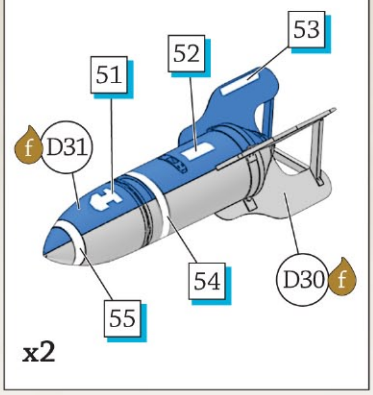
ABDE x1

C x2



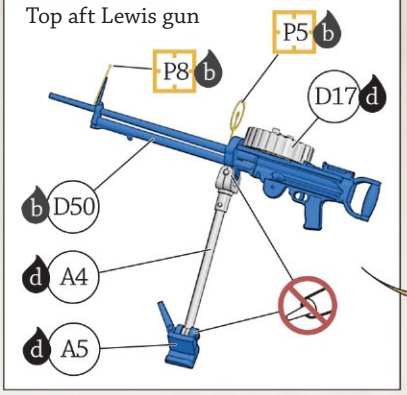


230lb HE Mk.1 bomb

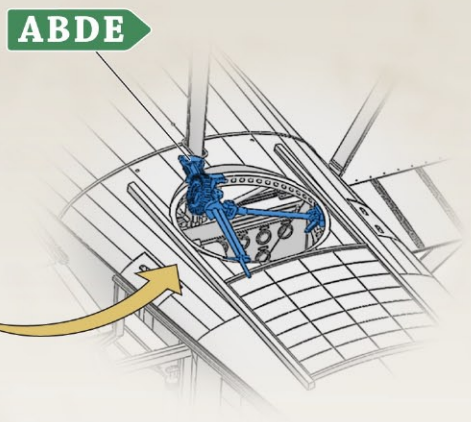


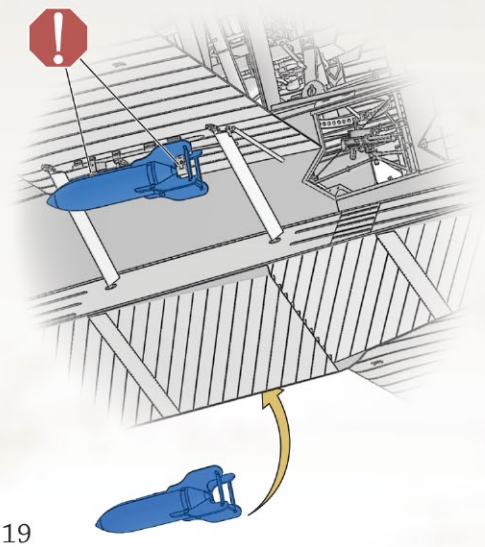
ABDE

Top aft Lewis gun



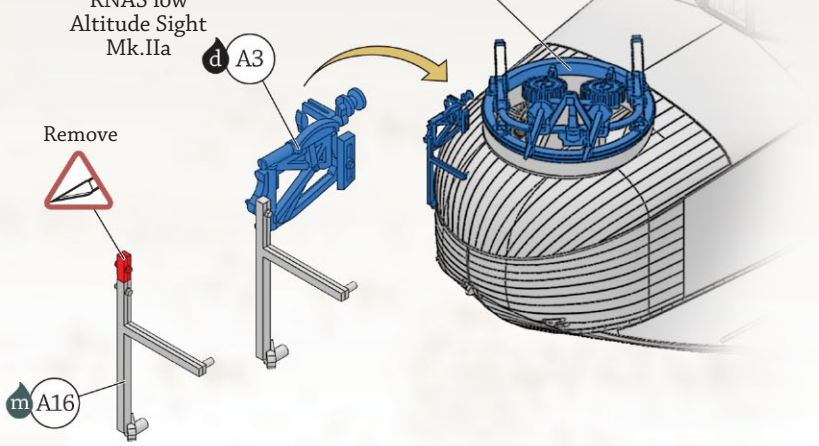
ABDE



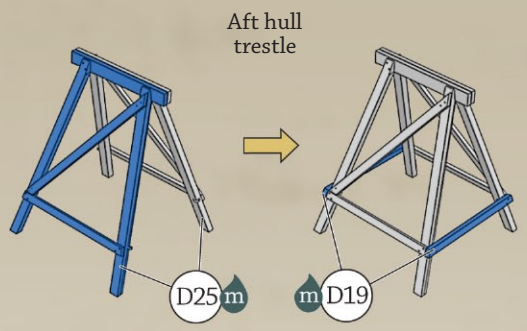


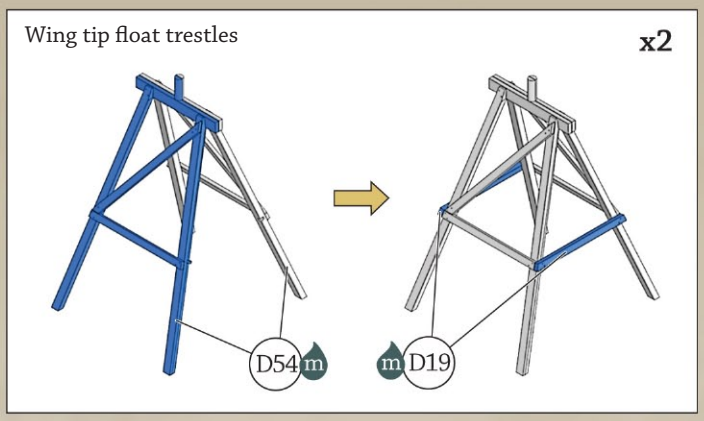
ABCDE

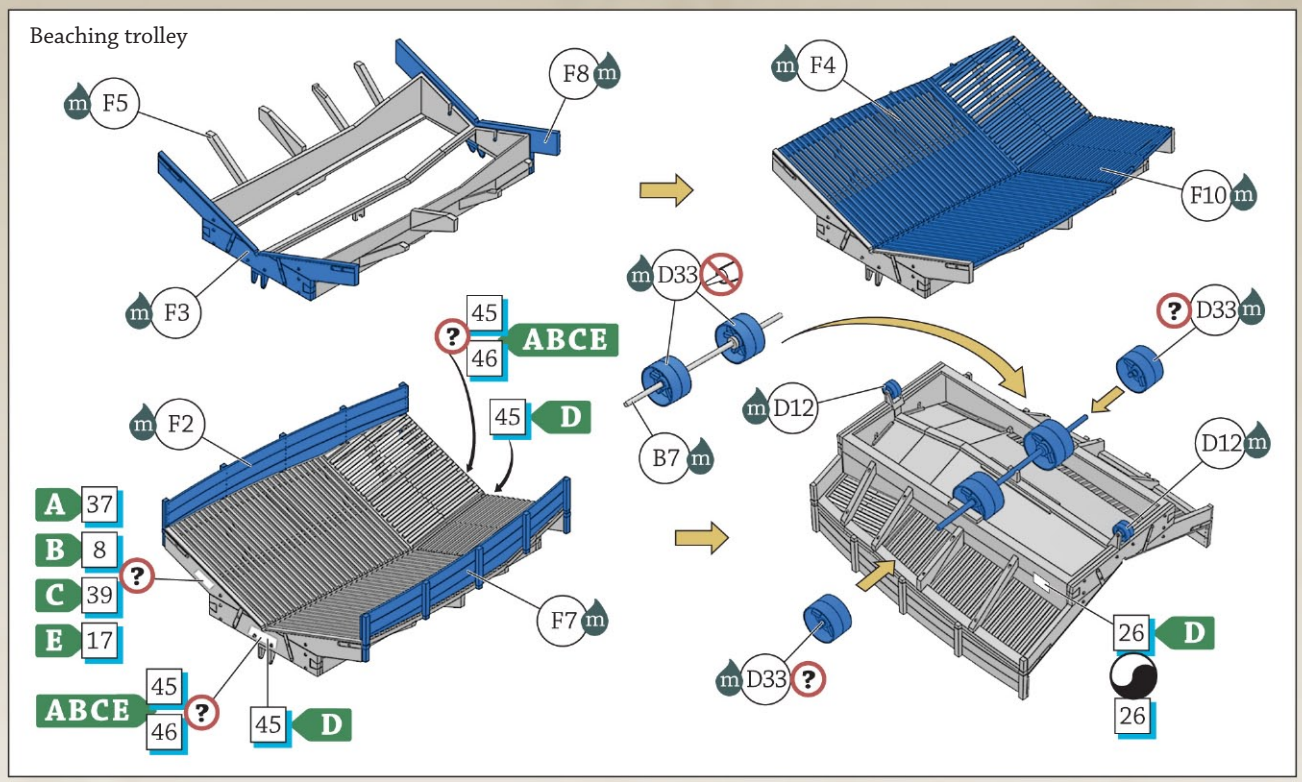
RNAS low Altitude Sight Mk.IIa

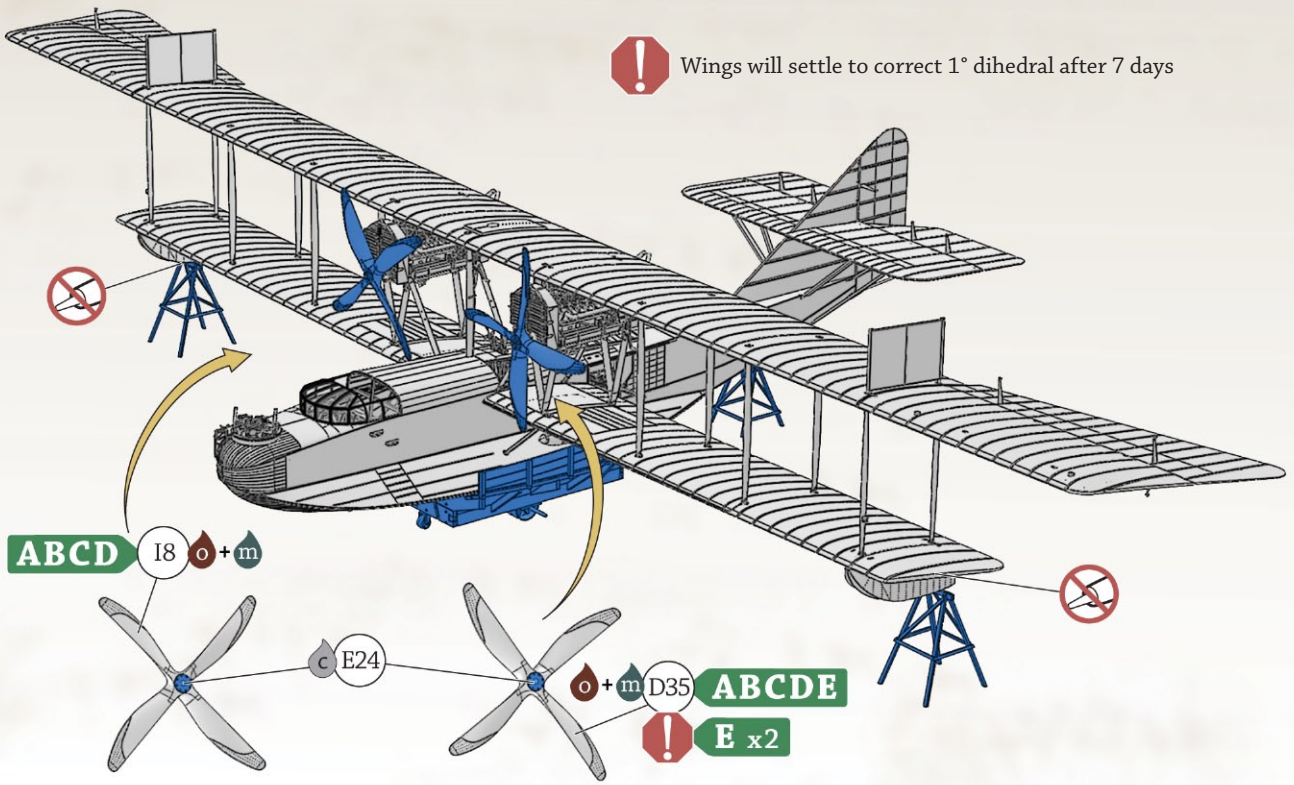


15 ACCESSORIES



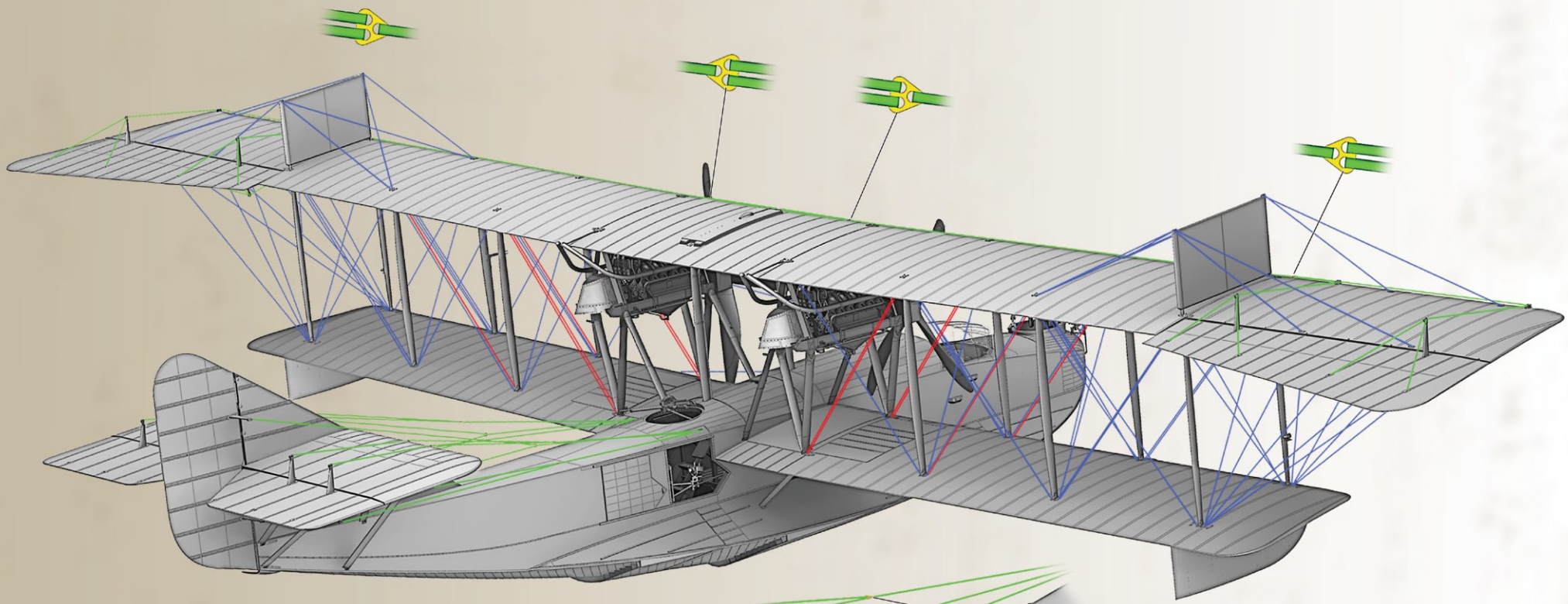




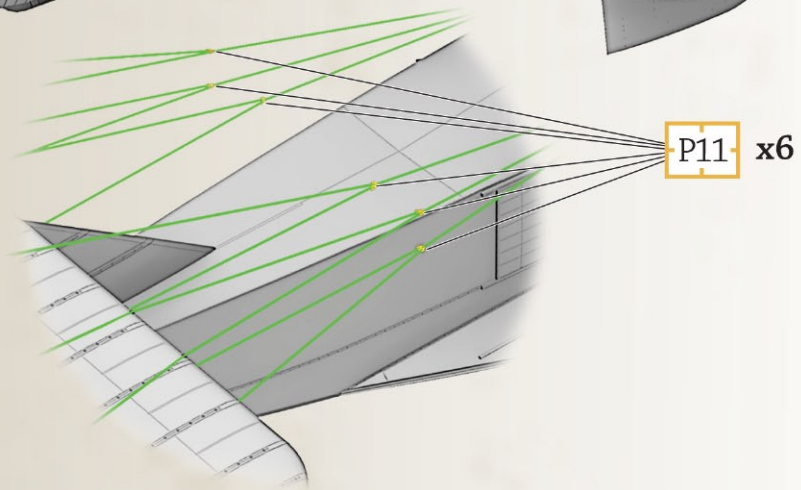


FINAL RIGGING GUIDE

Rigging material not supplied



See page 12



x6

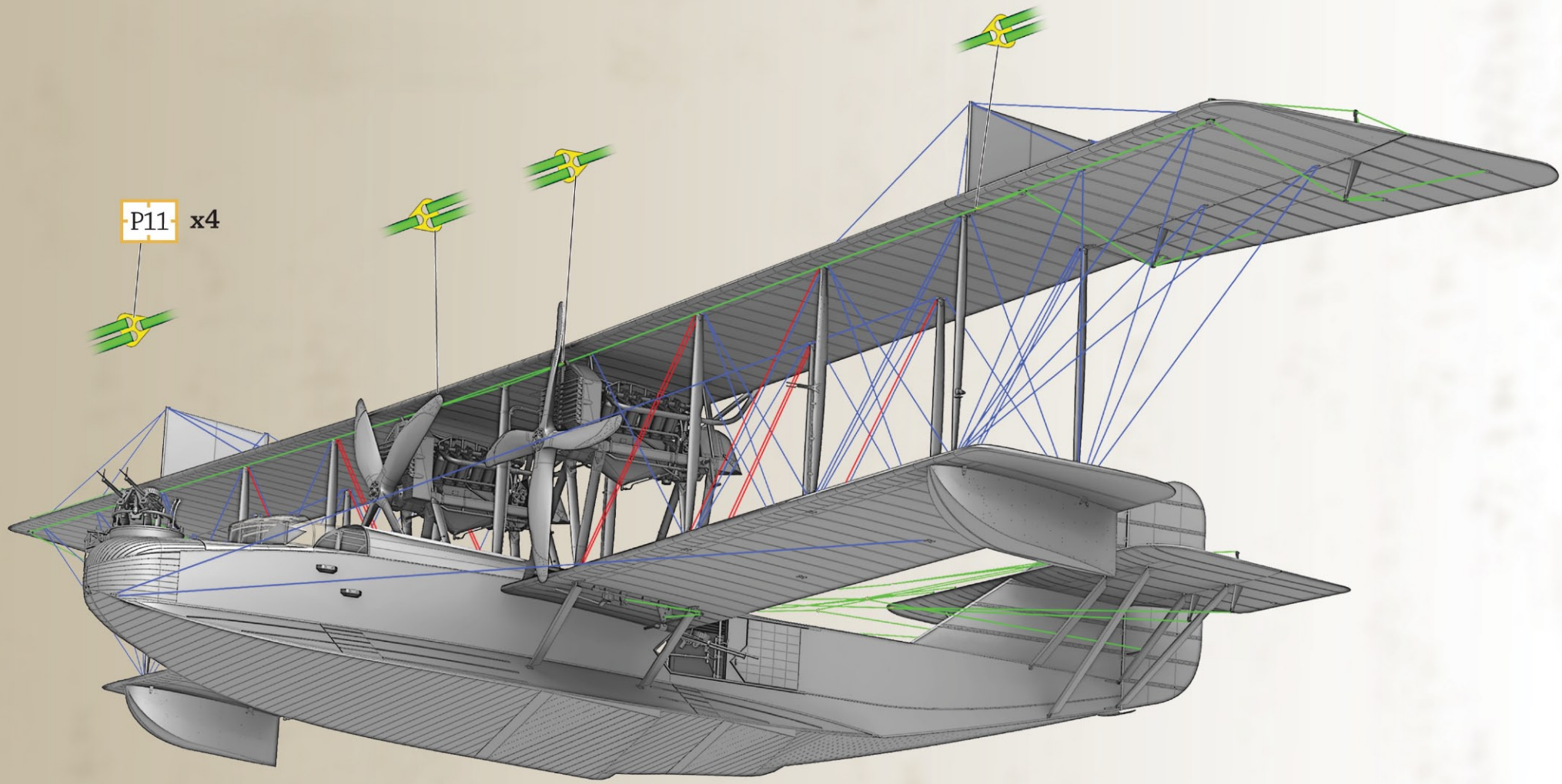
0.15mm — Control cables

0.15mm — Bracing

0.2mm — Bracing

FINAL RIGGING GUIDE

Rigging material not supplied



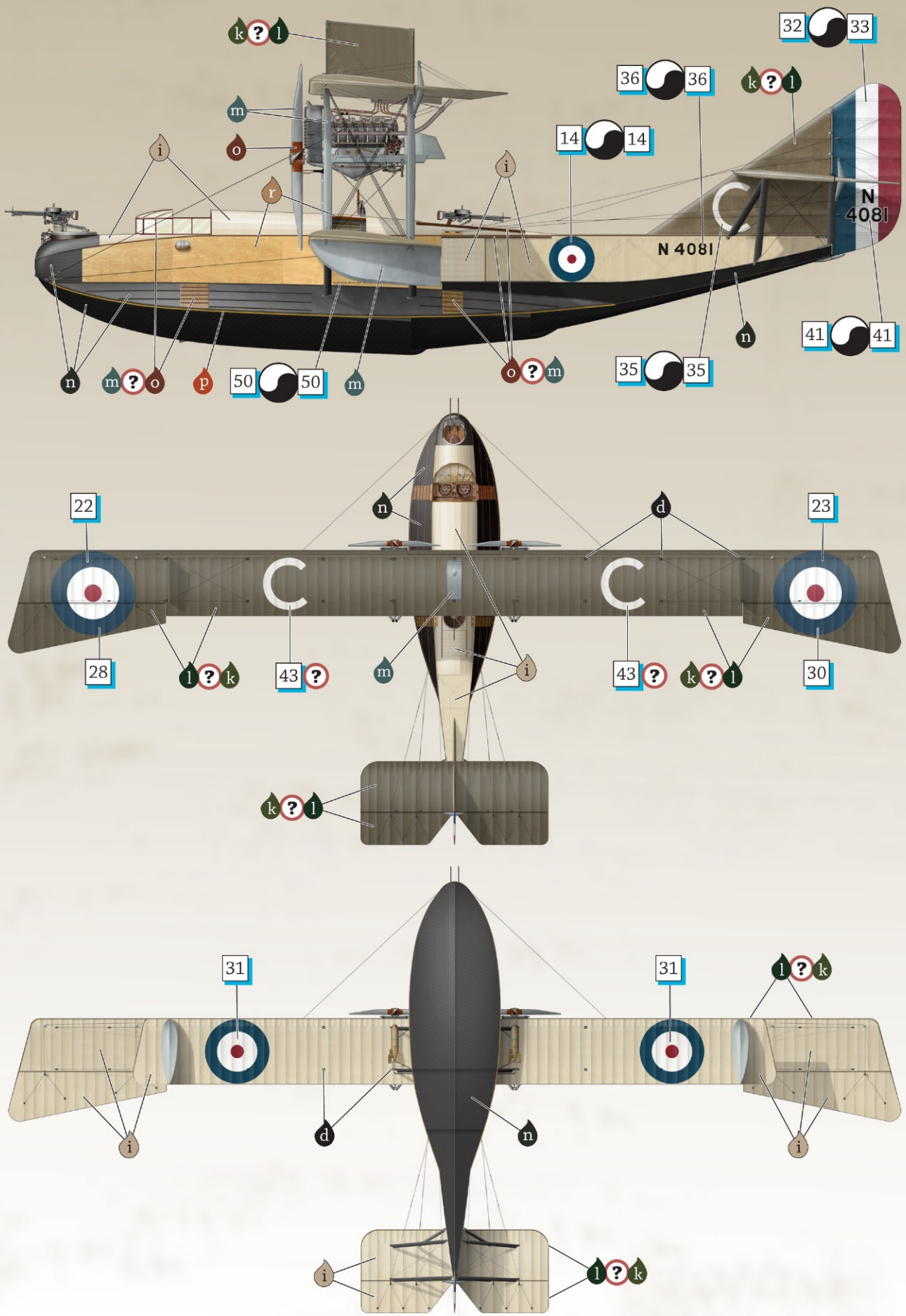
See page 17

0.15mm — Control cables

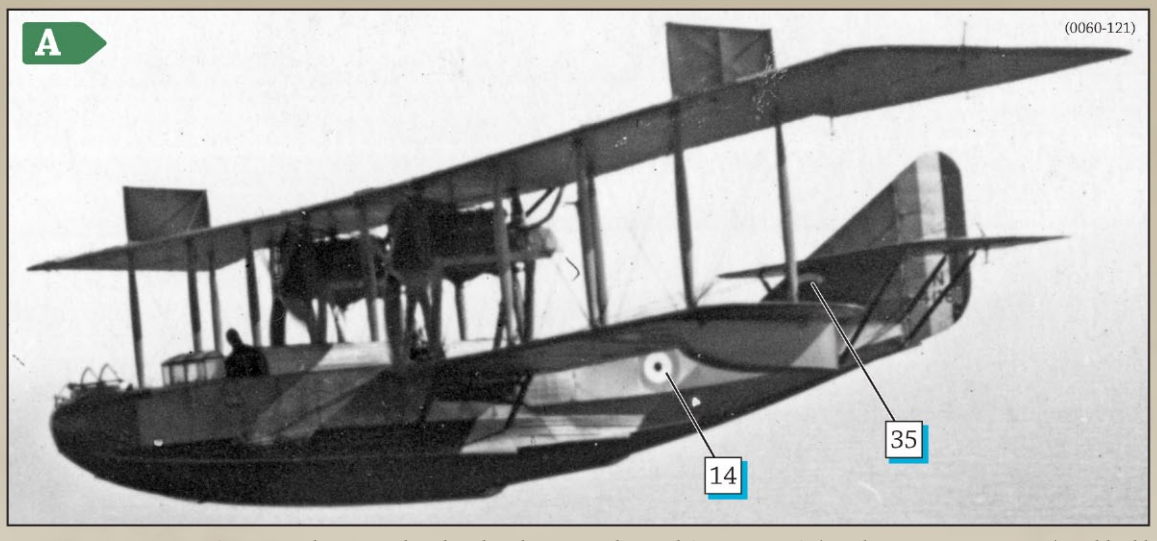
0.15mm — Bracing

0.2mm — Bracing

A **Felixstowe F.2a N4081 'C', Saunders built, 240 Sqn RAF, Calshot, late 1918**

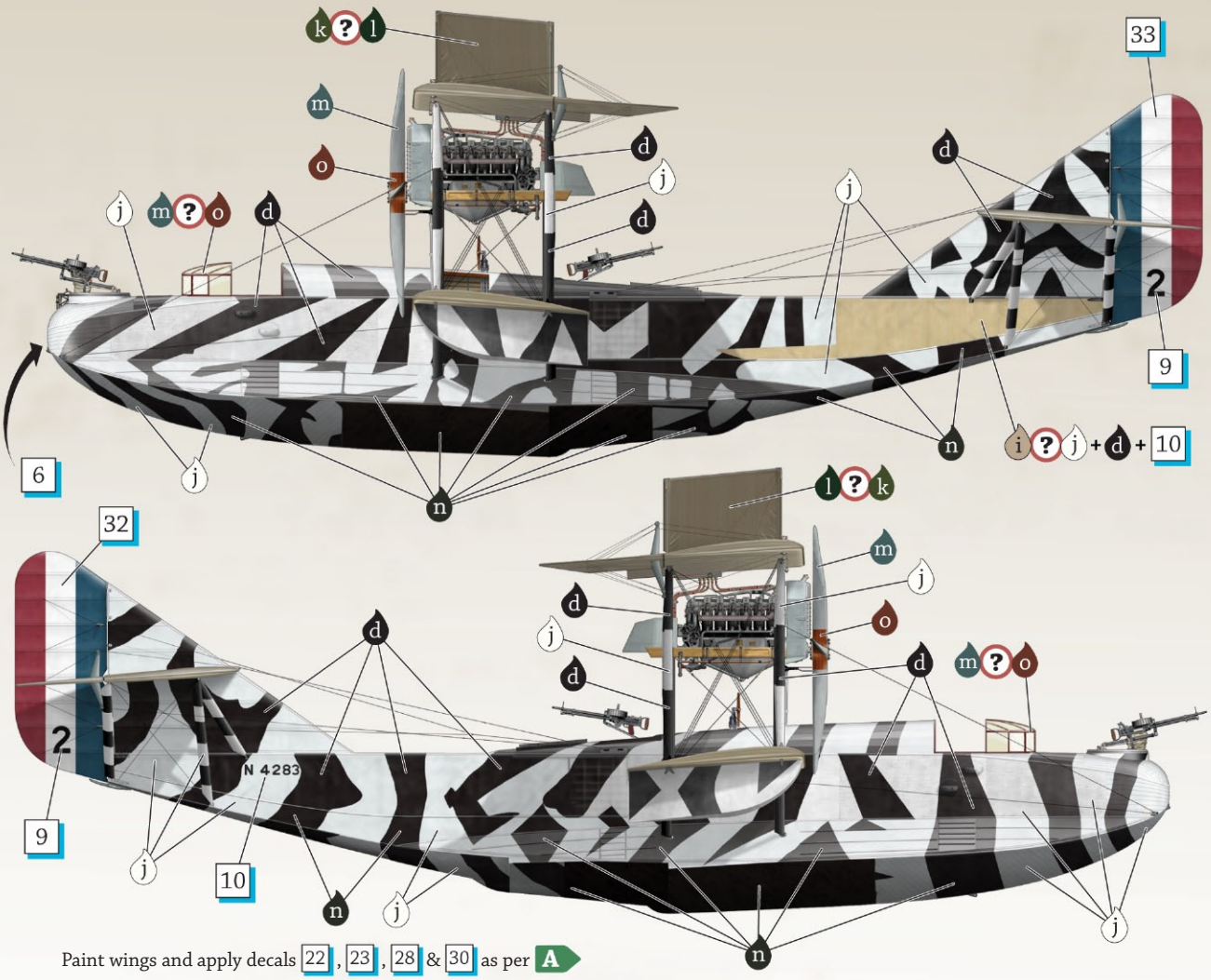


A



Felixstowe F.2a N4081 was from a production order placed with SE Saunders Ltd for 20 aircraft (numbers N4080 to N4099) and had been delivered to 240 Sqn at Calshot by the end of August 1918. Like most newly delivered aircraft it features a black bow and hull, varnished ply upper hull sides with CDL rear and coamings. The upper surfaces of the wings and tailplane are dark green while the engine bearers, cabane struts, interplane struts and wing tip floats all appear to have been painted Battleship Grey. Note the letter 'C' partially visible on the tailplane fin which was most likely repeated on the upper main planes as per a similarly marked 240 Sqn Curtiss H.12 flying boat.

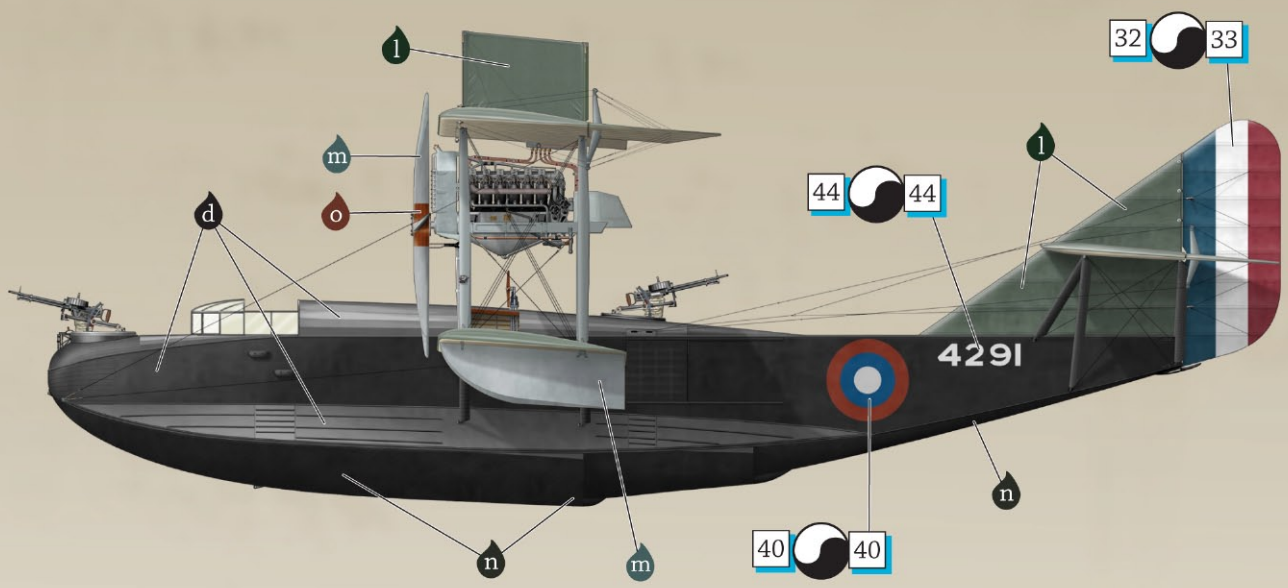
B **Felixstowe F.2a N4283 '2', Saunders built, GE Livock & R Leckie, Great Yarmouth, April 1918**



Paint wings and apply decals 22, 23, 28 & 30 as per **A**

Felixstowe F.2a N4283 was from a production order placed with SE Saunders Ltd for 30 aircraft (numbers N4280 to N4309) and was delivered to Great Yarmouth Air Station on 19 March 1918. The 'dazzle' scheme shown here was reportedly applied by 'Bob' Leckie and 'Jerry' Livock in late March 1918, a full 2 months before such schemes were officially introduced in early June 1918. Although the port side dazzle pattern is based on a relatively clear photo the starboard side is based on a sketch by Leonard Bridgmann, an officer who served at Great Yarmouth, which was included in The Story of a North Sea Air Station by CF Snoden Gamble published by Neville Spearman Ltd in 1967. Unfortunately the sketch includes numerous anomalies indicating it was was probably drawn from memory and should therefore be viewed with some skepticism. On 14 April 1918 Bob and Jerry took the spectacularly painted N4283 on an Anti Zeppelin Patrol and on the 26th of that month Jerry holed the hull on landing. N4283 was being flown by Capt FitzRandolf and Lt Bell when they and N4295 attacked a submarine on 17 May 1918. N4283 was still listed as being on strength at Great Yarmouth in January 1919.

C2 Felixstowe F.2a N4291, Saunders built, USNAS, Killingholme, July 1918

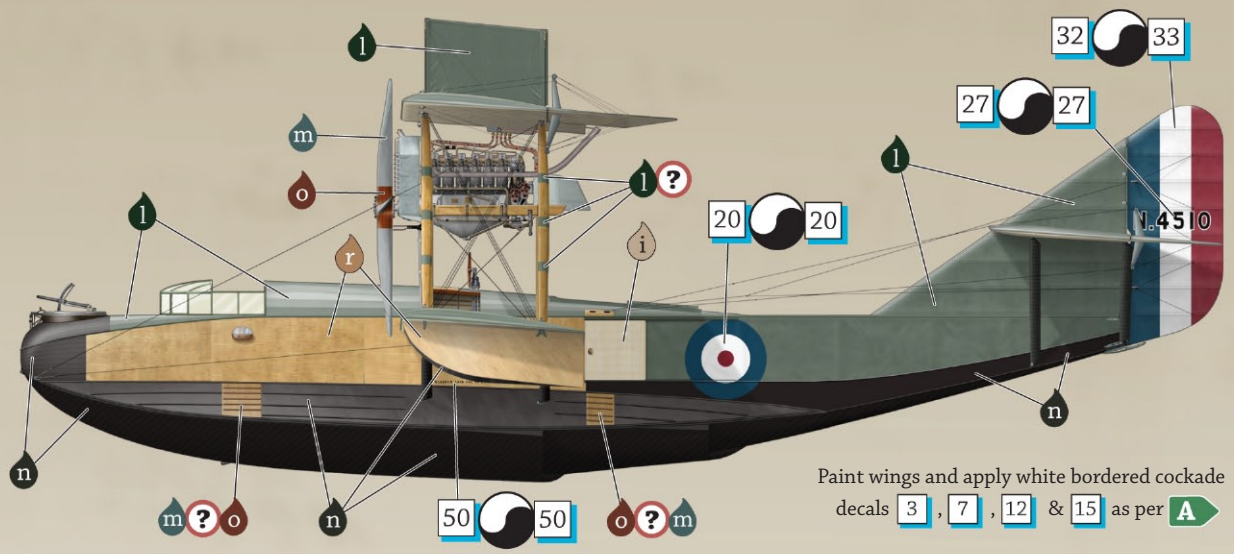


Paint wings and apply decals 22, 23, 28 & 30 as per A

Felixstowe F.2a N4291 is from the same production order as B and was delivered to Killingholme on 20 April 1918 looking remarkably like A. On 10 May 1918, under the command of TC Patterson and AH Munday, N4291 was credited with shooting down Zeppelin L62 over Heligoland. On 20 July 1918 N4291 was detached to the USNAS after which it was reportedly painted black and a photo in Windsock Datafile 82 confirms it had large white serial numbers (without the 'N') and US cockades on the sides of the hull. The wings and rudder retained their original British markings. It had spot lamps attached to the outermost interplane struts at one time. It would also appear that the fabric sides of the rear hull were replaced with ply and a 2nd Scarff ring was mounted on the top aft hatch by the time it was photographed in USNAS service. N4291 made a forced landing at South Shields during a flight to Dundee on 19 October 1918 and was finally deleted in January 1919.

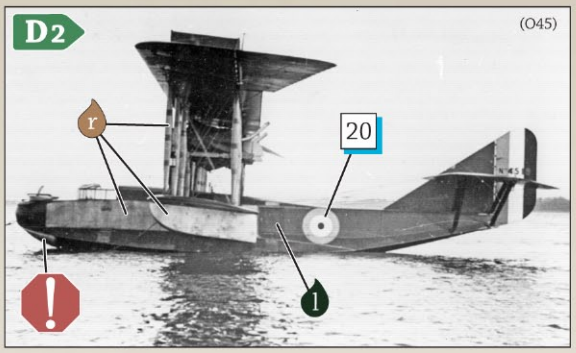
This photo is thought to show N4291 while still in British service and we have indicated optional colours and decals to use if you wish to depict it this way. Use unmodified fabric rear hull sides and Top Aft Lewis Gun without Scarff Ring to model this version. Note that the tailplane struts are unusually painted a light colour, possibly battleship grey m.

D1 Felixstowe F.2a N4510, AMC/May, Harden & May built, RNAS, Felixstowe, March 1918

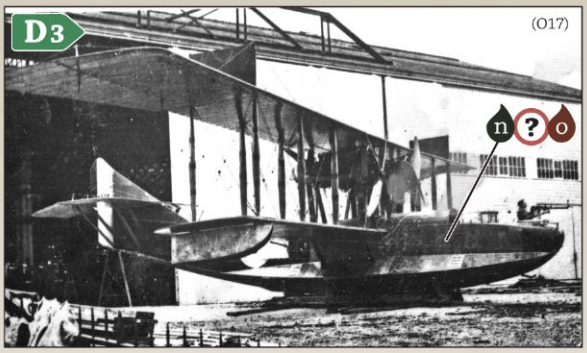


Paint wings and apply white bordered cockade decals 3 , 7 , 12 & 15 as per A

D2

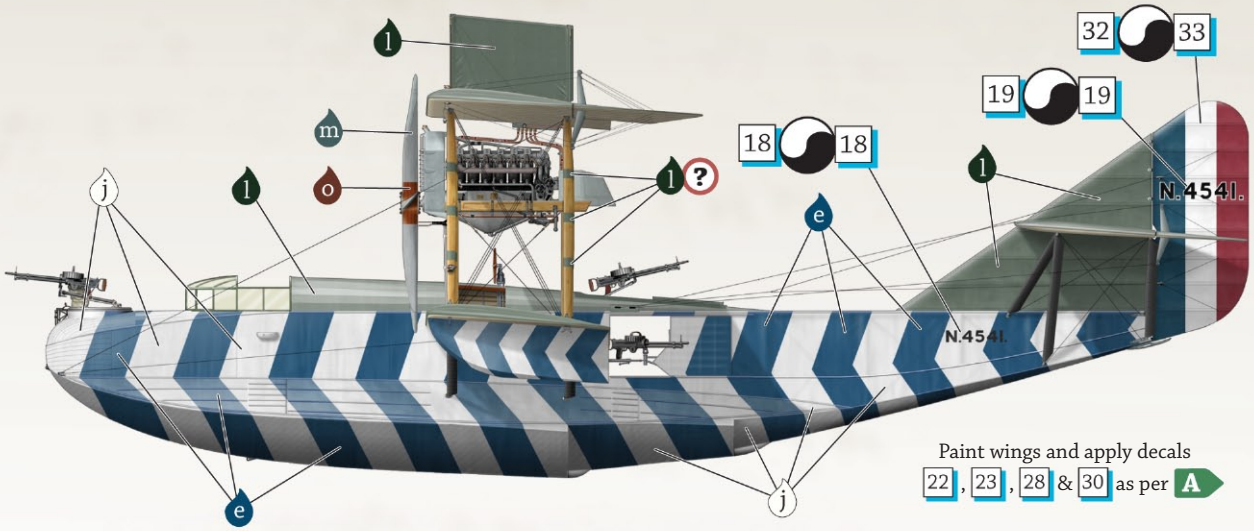


D3



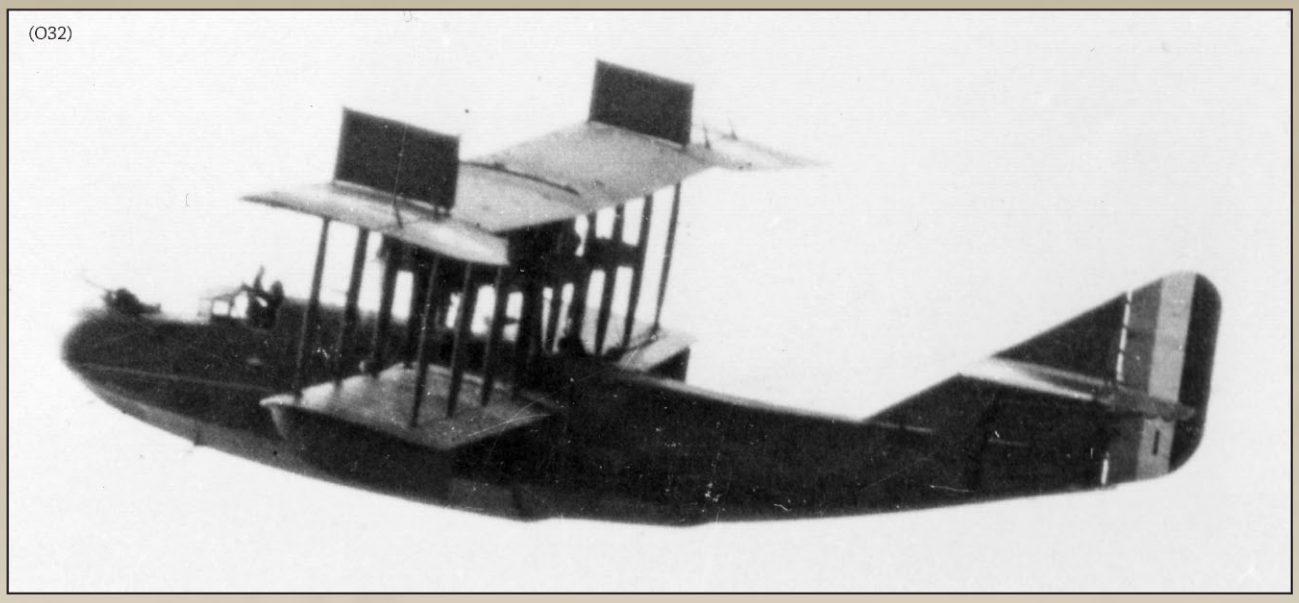
Felixstowe F.2a N4510 was from a production order for 10 aircraft placed with AMC/May, Harden & May (numbers N4510 to N4519) and was tested in January 1918 and delivered to Felixstowe on 20 March 1918. Several photos were taken of N4510 which appear to show that the interplane struts and engine bearers were clear varnished as were the wing tip floats. At one point the front of the hull may have been repaired as can be seen by the pale area visible in the photo above D2. Note the uncommon parallel arrangement of the tailplane front struts so far only confirmed on aircraft from this small production order. On 8 April 1918 N4510 suffered an engine failure and made a forced landing, unfortunately sinking while under tow in heavy seas. N4510 may well have been recovered and repaired because it wasn't finally deleted until late August 1918.

E Felixstowe F.2a N4541, AMC/May, Harden & May built, 232 Sqn RAF, Felixstowe, August 1918

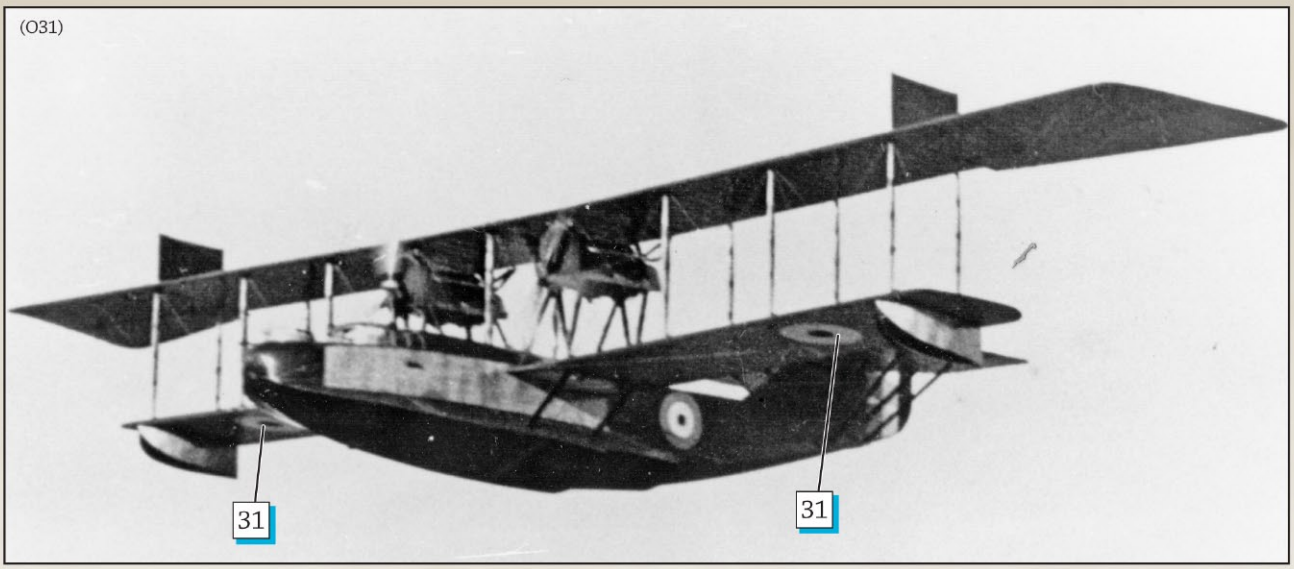


Paint wings and apply decals 22 , 23 , 28 & 30 as per A

Felixstowe F.2a N4541 was from a production order for 25 aircraft placed with AMC/May, Harden & May (numbers N4530 to N4554) and was delivered to Felixstowe on 27 June 1918 where it would receive the striking paint scheme shown here. The exact colours of N4541 are not known but the pale appearance of the darker bands is consistent with them being blue and white while the very dark upper surfaces would tend to suggest dark green. Dark bands on the struts appear to be green doped fabric but the photos available to us are not clear enough to confirm if the struts themselves are clear varnished or painted. 1st Pilot JS Hughes was slightly injured on 30 October 1918 when he crashed N4541 and although the crash was severe enough for the aircraft to be written off the following month the other crew members were unhurt.

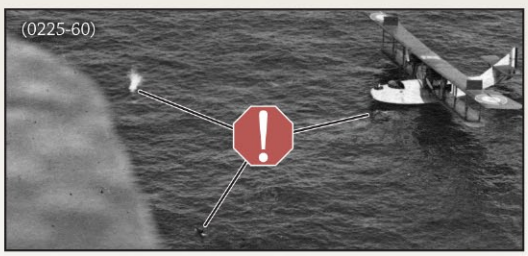

(O32)

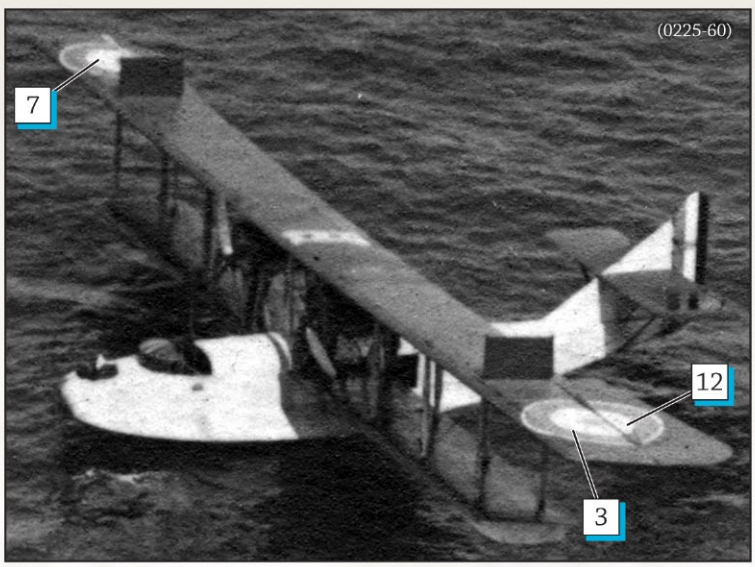
An unidentified early production Felixstowe F.2a in flight. The number 1 on the rudder may indicate that this aircraft was from Great Yarmouth patrol as per N4283 '2' B .



(O31)

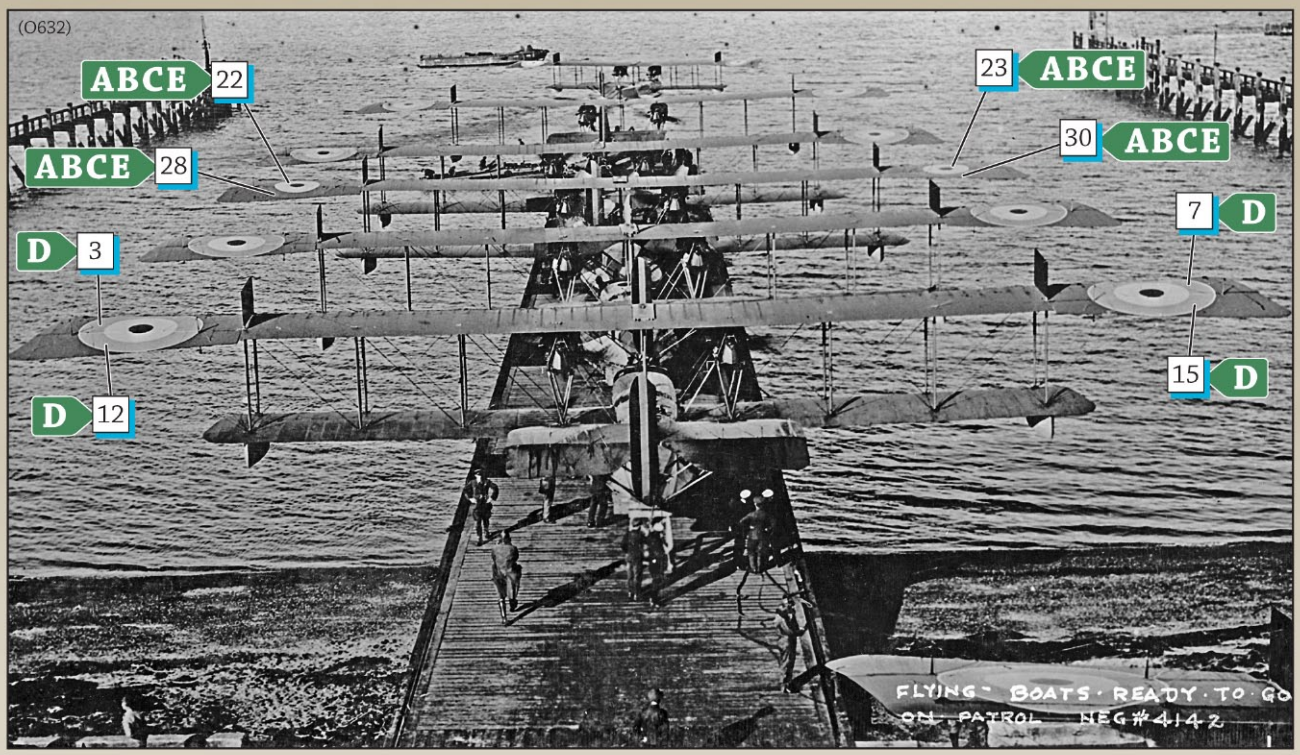
This is reportedly a photo of Felixstowe F.2a N4513 from the same production batch as N4510 D and at this angle there is nothing to distinguish one from the other. Note the dark (green?) rear hull and top coaming fabric and pale plywood forward hull sides. The bottom of the wing tip floats appear to have been finished in the same gloss black as the bow, fin tops and bottom of the hull.


(0225-60)

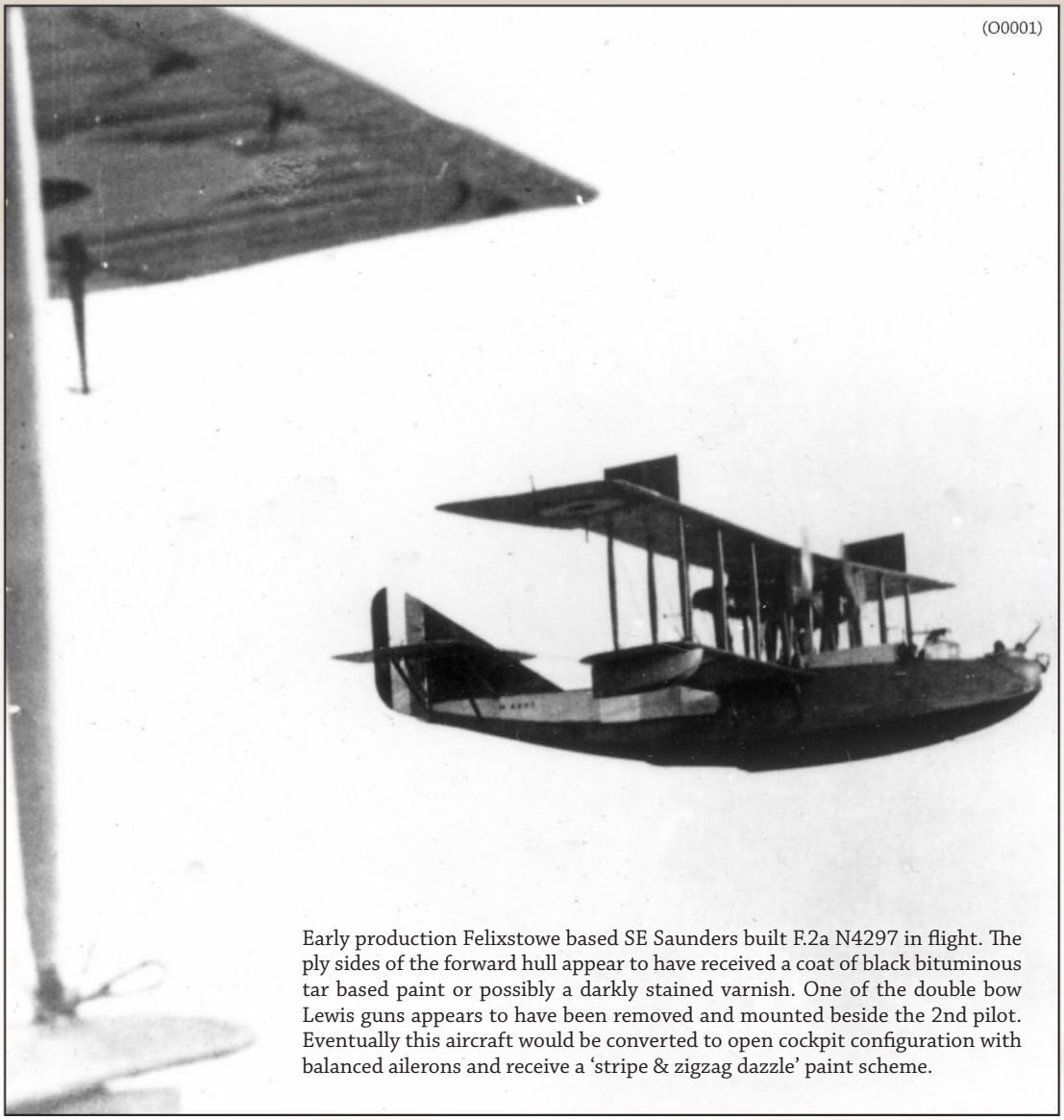


(0225-60)

This unidentified white(?) early production Felixstowe F.2a was photographed from an unidentified German seaplane (probably a late production Hansa-Brandenburg W.12) and appears to have been forced down due to engine trouble. Two or three of the crew can be seen in the ocean. The tailplane front struts appear to be parallel indicating that this boat is from the same production order as N4510 D . If so this photo might show N4513 on 4 July 1918 when, along with Felixstowe F.2a N4297 and N4540, they were attacked by 4 Hansa-Brandenburg W.29 from 1.C Staffel. N4513 claimed 1 W.29 shot down before it was forced down itself, in the action AC Cokeley was killed and S Anderson, KL Williams and AEV Hilton were wounded. N4513 later sank while being towed back to shore.



Unidentified early production Felixstowe F.2a flying boats prepare to go on patrol with engines running. Note the extensive weathering on the horizontal tailplane of the nearest aircraft as well as the variations in top wing cockades.

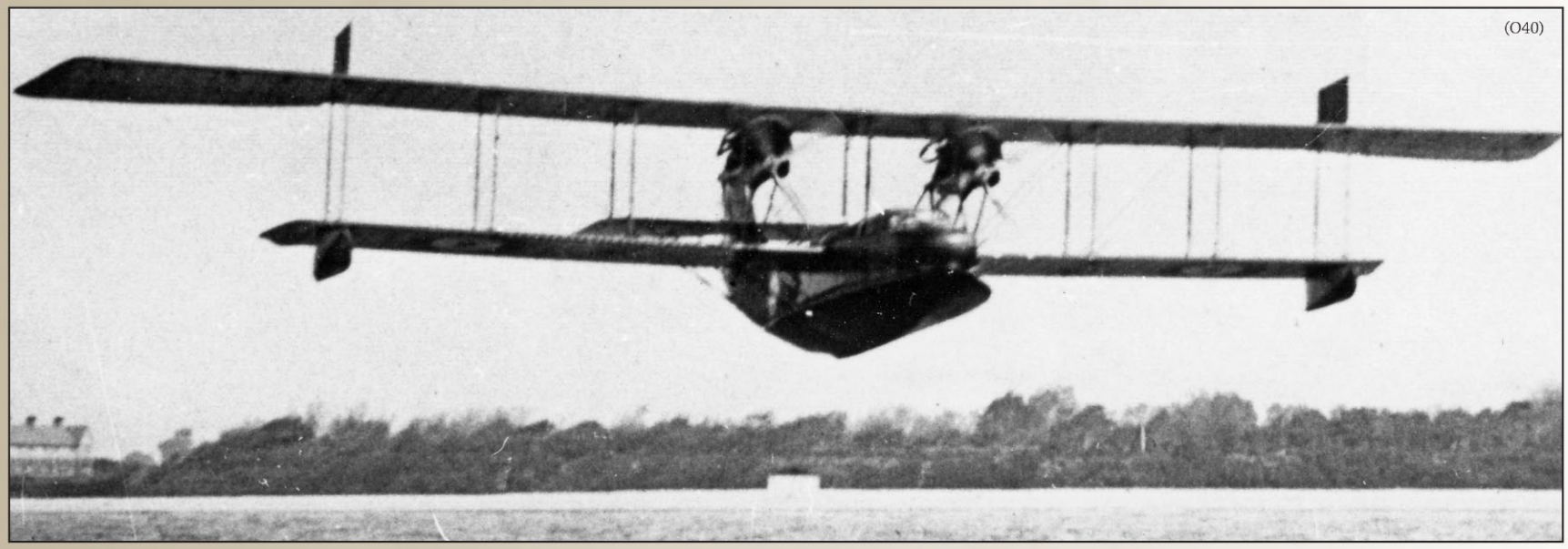


Early production Felixstowe based SE Saunders built F.2a N4297 in flight. The ply sides of the forward hull appear to have received a coat of black bituminous tar based paint or possibly a darkly stained varnish. One of the double bow Lewis guns appears to have been removed and mounted beside the 2nd pilot. Eventually this aircraft would be converted to open cockpit configuration with balanced ailerons and receive a 'stripe & zigzag dazzle' paint scheme.

(O11)

A mixture of early and late F.2a preparing for their various patrols at Felixstowe. Note the variety of colour schemes.

(O40)



An unidentified early production Felixstowe F.2a in flight which bears remarkable similarities with N4513 on page 27 and N4510 D . Note the cockades under the bottom wings, dark (green?) rear hull fabric & top coamings and gloss black hull bottom & bow.

An unidentified Felixstowe F.2a is towed on a lighter behind the R-class destroyer HMS Torrid. The lighter was another John Porte design and was essentially a mini dry dock intended to massively increase the range of the flying boats by allowing them to be towed well out to sea before taking off. The practice of painting cockades under the top wing appears to have been restricted to boats stationed at Felixstowe from late 1918.

3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of pass times.

Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close 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

Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: www.anderson-art.com.

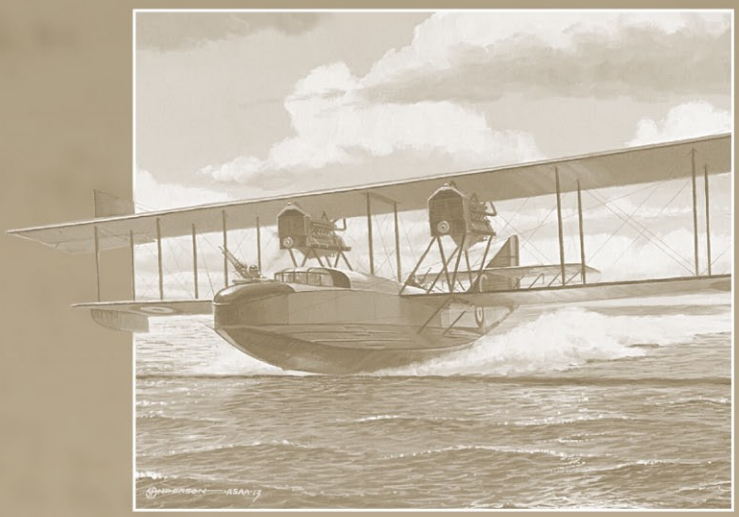
Project Co-ordinator, Richard Alexander

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

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

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

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



32050	1/32 Felixstowe F.2a Early	Qty
0132050A	A parts	1
0132050B	B parts	1
0132050C	C parts	1
0132050D	D parts	2
132E0022	E parts RR Eagle engine	2
0132050F	F parts	1
0132050G	G parts	1
0132050H	H parts	1
0132050I	I parts	1
0132050J	J parts	1
0132050P	Photo-etched metal parts	1
7132050	Instructions	1
9132050	Decals	1

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

32016 - 1/32 Sopwith Pup RNAS

32004 - 1/32 Bristol Fighter

32008 - 1/32 Sopwith Triplane

Also available from

www.wingnutwings.com