

# WINGNUT WINGS



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			

# DFW C.V. Late Production

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.
- Painting:** Only use paints **designed and suitable** for plastic model kitsets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

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

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal



Cement For Metal



Other Side



Paint Colour

**P1** Photo Etch Part

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Rubber - matt	XF69	66	35042
f	Leather - semi gloss	XF52	62	30219
g	Light Grey Green - matt	XF76	90	24424
h	Red - semi gloss	X7	19	
i	Rust - matt	XF9	113	20045
j	White - semi gloss	XF2	34	
k	Wood* - gloss	XF59*	93*	
l	Grey - matt	XF22	92	24159
m	Clear Doped Linen - matt	XF57	121	
n	Grey Green - matt	XF65	116	34159
o	Bleached Linen - semi gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	37886
p	Blue-Grey - matt	XF18	157	-
q	Lilac - semi gloss	X16(x1) + XF52(x2) + XF2 (x2)	-	27144
r	Dark Green - semi gloss	XF61	30	34079
s	Pale Green - semi gloss	XF71	78	34227
t	Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	25550
u	Dark Brown - matt	XF64	160	30108
v	Mauve - matt	X16 (x2) + XF52 (x1)	68 (x10) + 29(x2)	-
w	Light Grey - matt	XF19	64	30219

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

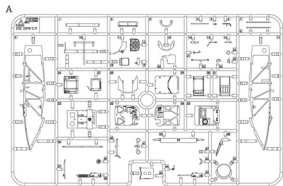
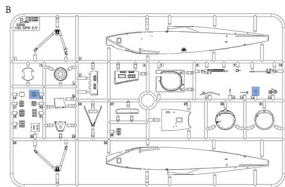
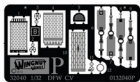
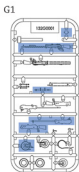
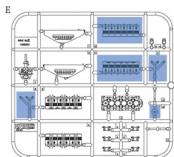
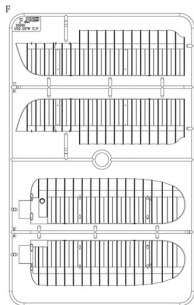
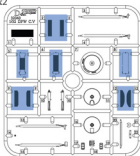


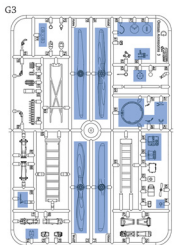
Photo Etch

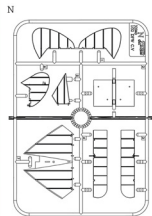
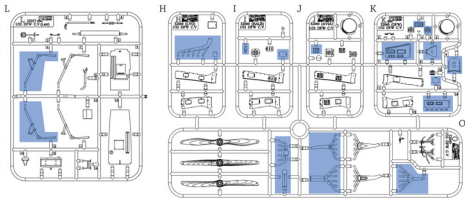


Dx2



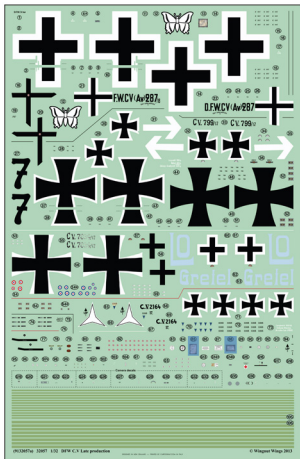
■ = Not Used





■ = Not Used

Decals

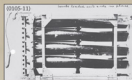


Decals

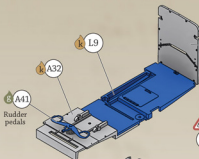
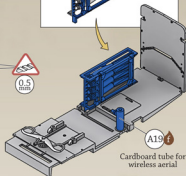
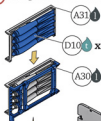


# 1 COCKPIT

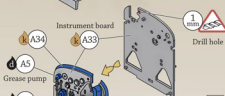
> While not a very good print this photograph does show the internal bomb rack for 12.5kg PuW (Prüfanstalt und Werft) bombs as fitted in the DFW C.V, although they were frequently removed depending on mission requirements.



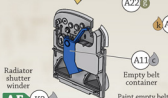
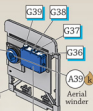
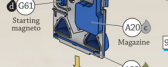
? 12.5kg PuW bombs & rack



A29



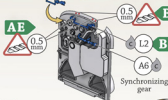
1 mm Drill hole



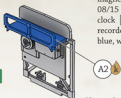
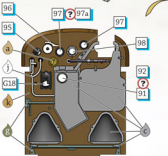
A39 Aerial winder



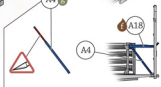
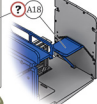
G51 Telefunken Type C wireless



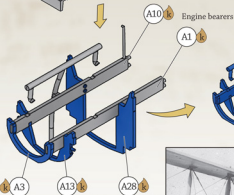
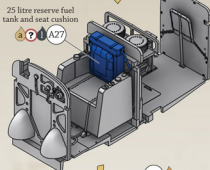
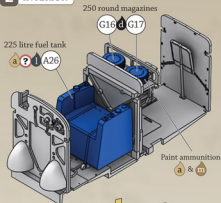
Cockpit detail from an unidentified late production DFW C.V. Note the control column (L1), starting magneto (G61), synchronizing gear (A6) for the LMG 08/15 'Spandau', hand fuel pump (A44), tachometer (92), clock (97) and various fuel, air & oil lines which are recorded as being painted in bands of yellow, brown, blue, white, red and green as well as solid colours.



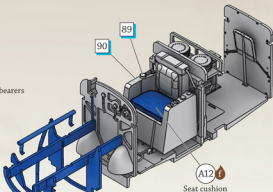
? Observer's seat down



## 2 INTERIOR



Detail of fuel tanks from an unidentified mid (not late) production Aviatik built DFW C.V. Several small variations in tank details have been observed. Note the safety harness P8, early style control column hand grip and vertical sight gauge of the 25 litre reserve fuel tank (A27). All following photos show late production DFW C.V. unless noted otherwise.



> This unidentified DFW C.V. (Av) features a barograph strung between the port inner wing struts and a wire type sight arrangement fixed to the side of the fuselage for the camera.

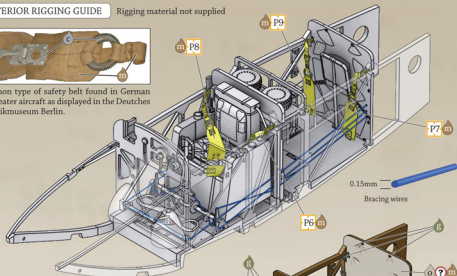


## INTERIOR RIGGING GUIDE

Rigging material not supplied

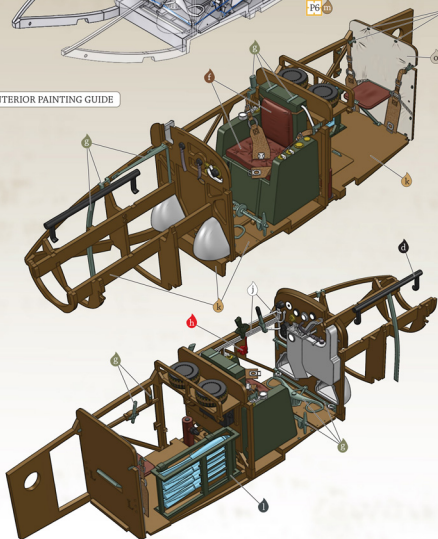


Common type of safety belt found in German two-seater aircraft as displayed in the Deutsches Technikmuseum Berlin.



0.15mm  
Bracing wires

## INTERIOR PAINTING GUIDE



### 3 INTERIOR continued

Drill holes  
for  
'Spandau'  
rear mount

**CE** 0.75 mm  
LMG 08/15

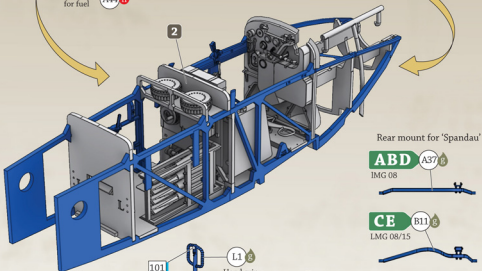
**ABD** 0.75 mm  
IMG 08

**ABD** 0.75 mm  
IMG 08

**CE** 0.75 mm  
LMG 08/15



Hand pump  
for fuel **A44** <sup>h</sup>



Rear mount for 'Spandau'

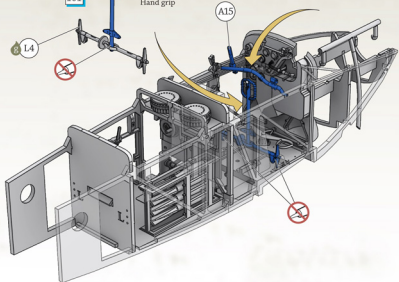
**ABD** **A37** <sup>g</sup>  
IMG 08

**CE** **B11** <sup>g</sup>  
LMG 08/15

**101** **L1** <sup>g</sup>  
Hand grip

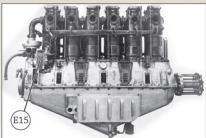
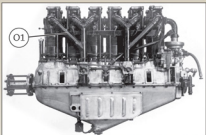
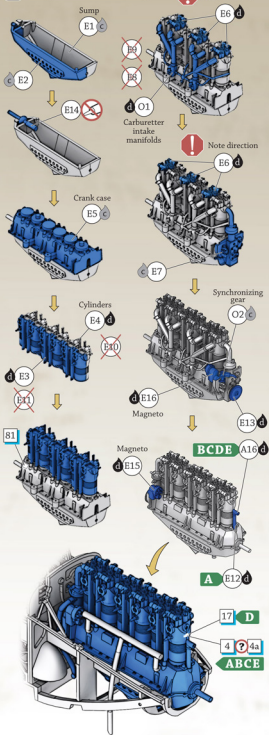
**L4** <sup>g</sup>

**A15**

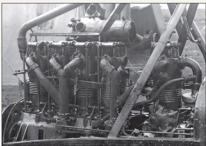




#### 4 230hp BENZ Bz.IV ENGINE



^ 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 (not late) production Aviatik built DFW C.V (Av) 5872/16 (British number G40) captured in May 1917.



^ Destroyed Benz Bz.IV engine detail from an unidentified late production DFW built C.V. Note the throttle linkages, push rods and rocker arm details.

## 5 FUSELAGE

**ABD**

Remove LMG 08/15 detail



**CE**

Remove IMG 08 detail

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

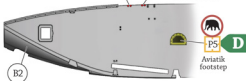
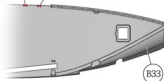
**CE**

Remove IMG 08 detail



**ABD**

Remove LMG 08/15 detail



**AE**

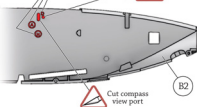
DFW



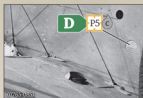
Remove raised details



1.0 mm Drill hole for fairing



Wing root detail from Aviatik built DFW C.V 'triangles' shown on page 5. Note the compass, rigging attachment points and additional footstep P5 sometimes found on Aviatik built machines.



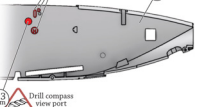
**D**

Aviatik



Remove raised details

B2



**BC**

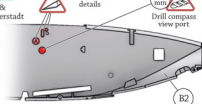
LVG & Halberstadt



Remove raised details



2.3 mm Drill compass view port



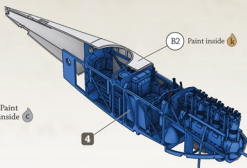
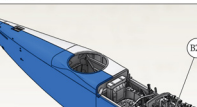
**D**

Aviatik



Remove raised details

B2

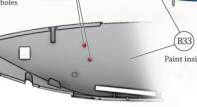


**BCDE**

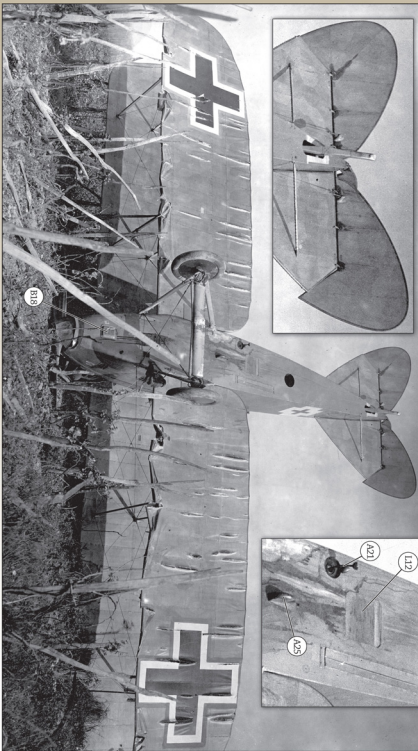
Drill holes



1 mm



Winter cowling and 'Spandau' machine gun channel (B27) detail from an unidentified DFW C.V undergoing repair.

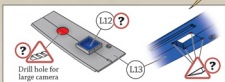
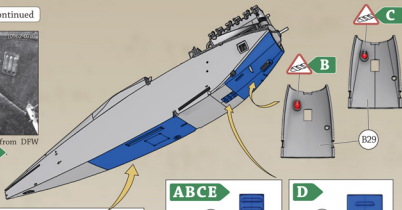


This unidentified 1918 production DEW built C-V has come to grief in a field allowing us a rare chance to see the underside details. Note that the wings have been covered in 5 colour lozenge fabric applied sparwise and then painted with a transparent light blue(?) before the edge tapes were applied. The bottom wing balkenskreuz have had their white borders reduced.

## 6 FUSELAGE continued



LVG style air intake from DFW C.V (LVG) 2164/17 **B**



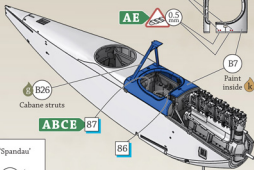
Drill hole for large camera



Fuselage underside detail from the crashed DFW built C.V shown on page 10. Note the trapdoors for the bombs, square hatch (L12), wireless aerial (A22), bulged louver hatch (E18) and the round hole cut in the floor for a large camera.



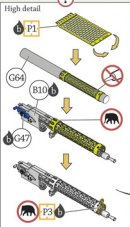
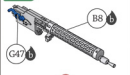
Cockpit coaming



### ABD IMG 08 'Spandau'



### CE LMG 08/15 'Spandau'



Cabane struts



DFW C.V. (Av) 271/18 'Black 2' in French hands. Note the interestingly muddled interpretation on the fuselage of the March-April 1918 change from curved eisernkreuz to straight edged balkenkreuz markings, which should have looked like those on 334/18 below, as well as the overly large rudder balkenkreuz extending to the front of the fin. The oval hole in the fuselage above the French soldier's head is for the aileron control cables and the items sticking out of the observers cockpit are the engine cowlings. This aircraft would eventually be put on public display in Paris where it was photographed in colour by French industrialist Albert Kahn's photographers.



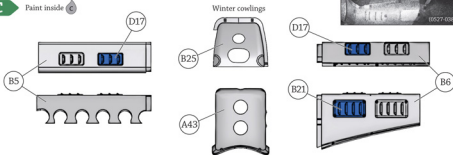
DFW C.V. (Av) 334/18 served as a backdrop in this photo of 2 unidentified airmen. Note LMG 14/17 Parabellum (G1), flare rack, engine and exhaust detail and the Aviatik factory style of lower hatches. Although this is a 1918 production machine it is fitted with the older IMG 08 'Spandau'.

## 7 ENGINE & 'WINTER' COWLINGS

> Winter cowling detail from Halberstadt built DFW C.V (Halb) 2523/17 **C**



**C** Paint inside **C**



**AE** Paint inside **C**

DFW

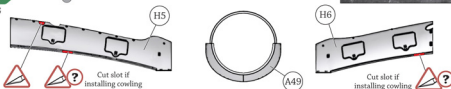


> Engine cowling from LVG built DFW C.V (LVG) 2164/17 **B**



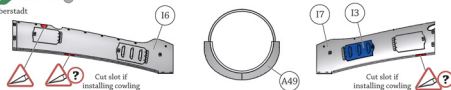
**B** Paint inside **C**

LVG



**C** Paint inside **C**

Halberstadt



**D** Paint inside **C**

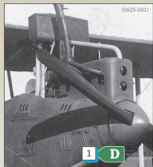
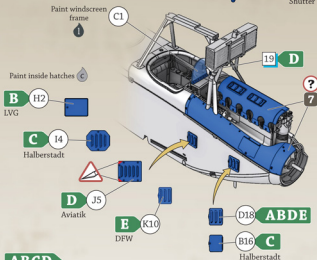
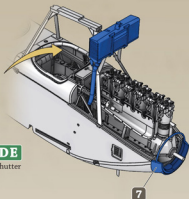
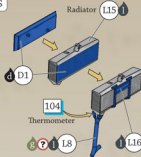
Aviatik



## 8 RADIATOR & NOSE DETAILS

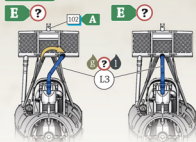


Radiator detail from an unidentified DFW built C.V.



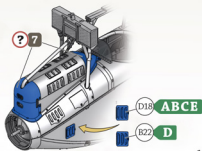
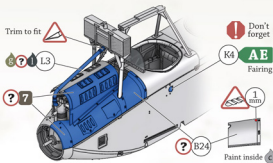
Engine cowling and radiator pipe detail from an unidentified Aviatik built DFW C.V. (Av).

**ABCD**

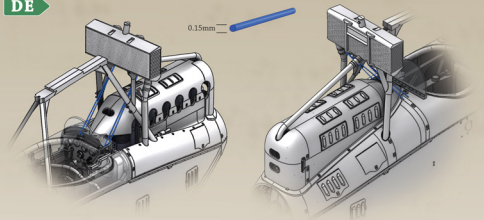


< Winter cowling, radiator pipe, monkey and goggle wearing dog detail from Ernst Brun's Kasta 24 DFW C.V. (Av). Note the repair to the winter cowling.

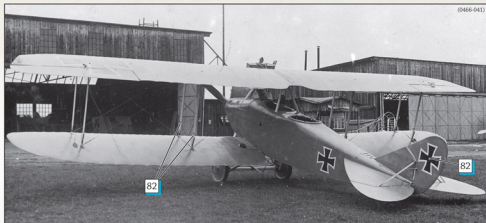
> Engine cowling and radiator pipe detail from the unidentified DFW built C.V. shown on page 18.



DE



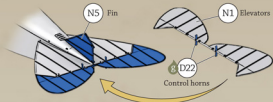
This late production Aviatik built DFW C.V (Av) is thought to be 196/17 from a batch of 100 aircraft ordered in January 1917 (numbers 100/17 to 199/17). Note the claw brake (A) attached to the axle wing (A2). Axial propeller and the empty generator mount (A7) on the starboard undercarriage strut. The starboard bottom wing does not appear to have it's eisenkreuz although there appears to be some writing(?) on it. Numerous Aviatik factory decals (82) can be seen on the engine cowling, spinner, struts and ailerons. Although the pilot's armament is not visible the position of the rear mount brackets on the side of the fuselage indicate that it is fitted with the IMG 08 'Spandau'.



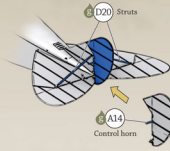
Note the additional footstep on the fuselage side often seen on DFW C.V (Av) and the Aviatik factory decals on the struts, fin and rudder. Small stenciled numbers which appear to read 'C 196' have been applied to the fin, rudder, horizontal tailplane and elevators.



## 9 TAILPLANE



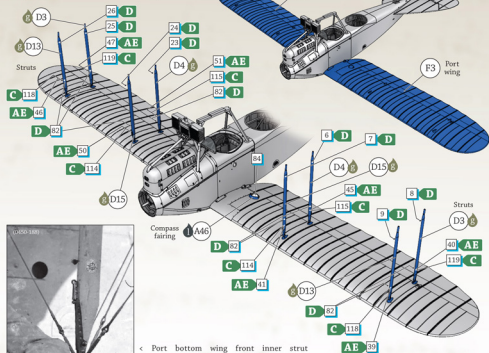
< Fin and rudder detail from Halberstadt built DFW C.V (Halb) 2523/17 **C**. Note the edge tapes **105** which are a feature of most DFW and Halberstadt built C.V.



> Horizontal tailplane and elevator detail from the late production DFW built C.V on page 10. Note the nails fixed to the tailplane and struts to prevent them being handled and that the cordwise and spanwise applied 5 colour lozenge fabric has been overpainted with light blue(?), presumably at the factory, before the edge tapes were applied.

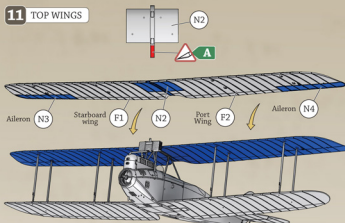


## 10 BOTTOM WINGS & STRUTS



< Port bottom wing front inner strut attachment detail from the Aviatik built FA (A) 282 DFW C.V shown on page 32.

## 11 TOP WINGS



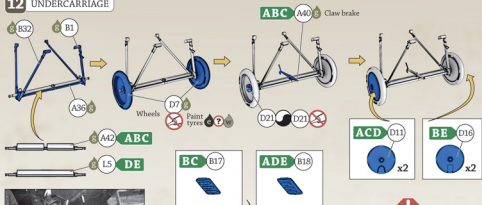
Cabane strut detail from Lt Gloßner's unidentified DFW built C.V.



Port top wing inner strut attachments from the Aviatik built DFW C.V (Av) shown on page 5.

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

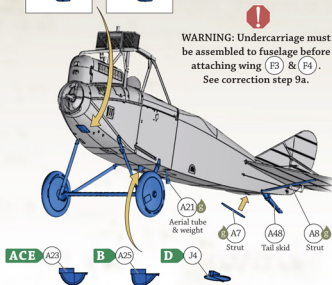
## 12 UNDERCARRIAGE



Undercarriage detail from a late production Aviatik built DFW C.V. (Av). Note the footstep on the port strut, generator on the starboard strut, suspension cord detail and how the axle wing (L5) is hanging loosely.



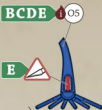
**WARNING:** Undercarriage must be assembled to fuselage before attaching wing (F3 & F4). See correction step 9a.



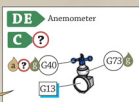
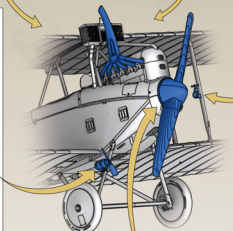
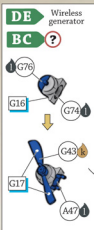
### 13 EXHAUST MANIFOLD & PROPELLER



Exhaust detail from **A**



Exhaust detail from an unidentified DFW C.V (Av).



Anemometer detail from the unidentified DFW built C.V shown on page 18.



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

< This unidentified 1918 production DFW built C.V, possibly from FEA 9 or FA (A) 265, features lozenge fabric covered wings and displays the characteristic DFW factory plaque **36** on the nose, fairing over the compass view port in the side of the fuselage and engine cowling hatches. Note the anemometer **G73** on the port inner front strut, generator **G74** + **G76** on the starboard undercarriage strut and style of exhaust **O8** + **O9**.

# 14 OBSERVER'S ARMAMENT

## LMG 14 Parabellum

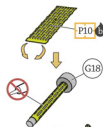


Paint stock & hand grip **k**

**?**

### High detail

Paint stock & hand grip **k**



Paint ammunition **a** & **m**

250 round magazine



**AE** B15 **n**



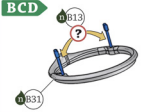
**BCD**



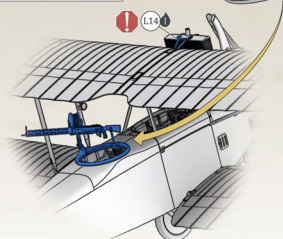
**AE**



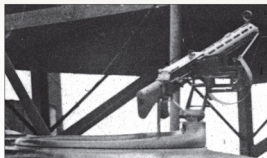
**BCD**

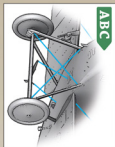


**!** L14 **l**

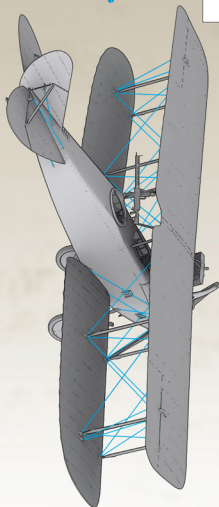
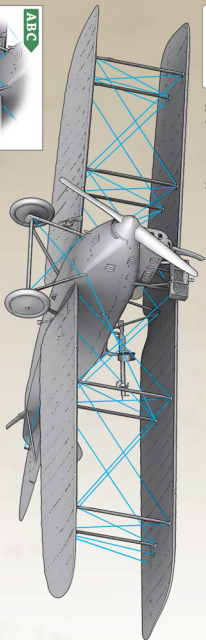


Parabellum LMG 14 detail from DFW C.V (LVG) 2164/17 **B**.

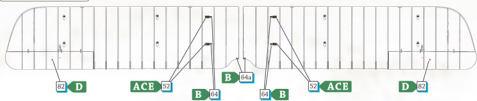




0.15mm



Bottom of top wings

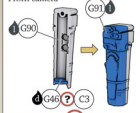


## 15 OPTIONAL ACCESSORIES

### FK Stab camera



### FK.III camera



### FK.II camera



### 25cm camera hand held



### First aid kit



### Homing pigeon box



### Toy bear



### Barograph



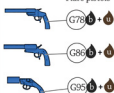
### Step ladder



### Ladder



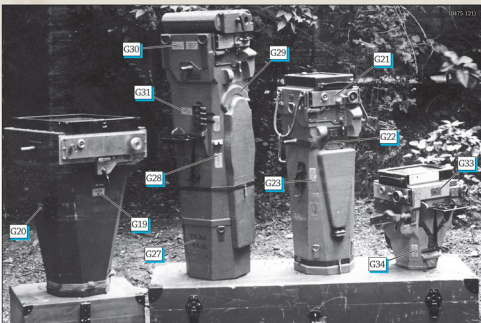
### Flare pistols



### Eisfeld flare pistol with flare



Hand held camera (G92 + G93).



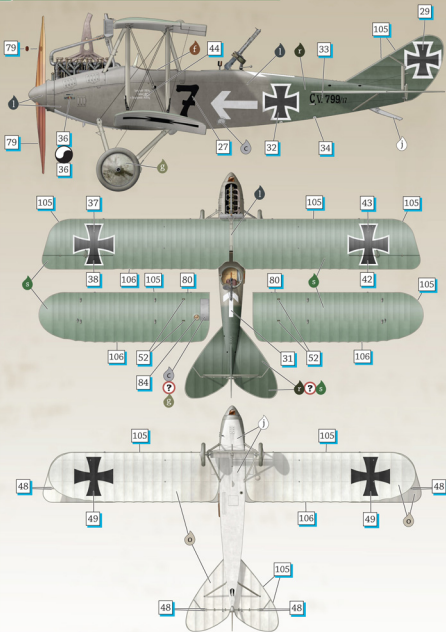
Selection of aerial cameras, many of which could be carried by the DFW C.V depending on mission requirements and modification to the cockpit floor, sometimes involving the removal of the PuW bomb rack. From left to right (G53 + G67), (G90 + G91), (G56 + G68) & (G92 + G93).



The crash and recovery of DFW C.V (LVG) 'white 4' from Schusta 26 allows us to see several interesting details. Note the style of the exhaust which is almost exclusively found on LVG built DFW C.V, the small support brackets from the cabane to the radiator and the square white fields behind the wing and fuselage eisernkreuz. These white fields were eliminated in a directive sent in October 1916 which would indicate that this aircraft is from a production order placed that month with LVG for 50 DFW C.V (numbers 7650/16 to 7699/16).



## A DFW C.V 799/17, Albert Hahnel &amp; Eugen Mann, FA 7, July 1917



DFW built C.V 799/17 was from a production order for 150 aircraft placed in January 1917 (numbers 750/17 to 899/17) and was being flown by of Albert Hahnel & Eugen Mann from Flieger-Abteilung 7 (FA 7) when it was brought down near Le Bizet by 25 victory ace APF Rhys-Davids of 56 Sqn on 12 July 1917. DFW C.V 799/17 was given the British capture number G53 and was reported as being 'marked on top and on each side... with white arrows pointing towards the front of the machine... The figure "7" is painted on each side of the fuselage in black. Planes coloured white below and light green on top'. The white arrows were the unit markings of FA 7. Our fuselage colours are based on DFW C.V 776/17 (British capture number G58) of which was reported as '...fuselage is painted grey in front and green in rear, the planes are green on top and white underneath'.

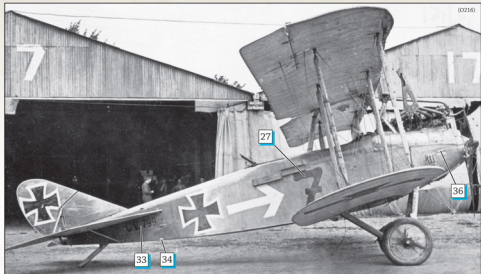




DFW C.V 799/17 photographed shortly after its capture. Note the flare racks on the starboard side of the fuselage, removed fairing from the rear of the cabane struts and missing hatch (826) at the rear of the fuselage. The starboard outer rear strut has broken and is temporarily strapped to some reinforcing.

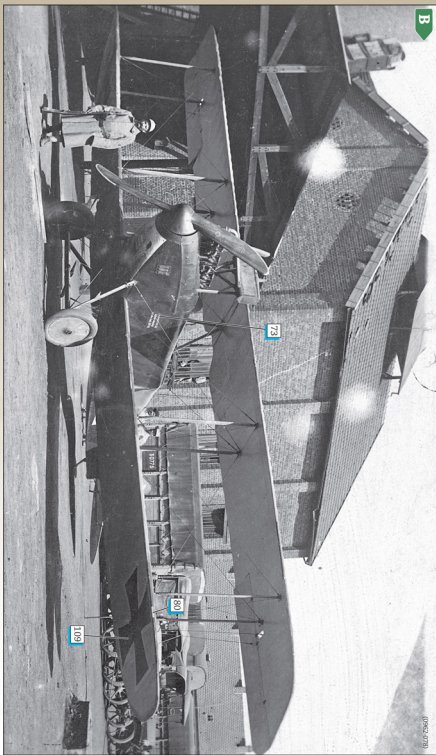


This front view of DFW C.V 799/17 allows us to see the highly translucent nature of the wings which would indicate that the camouflage colours used on the upper surfaces were tinted varnishes which were not opaque. Note the damage to the leading edges of the top wings, damaged port wheel and broken propeller blade serving witness to the circumstances of its capture.



DFW C.V 799/17 was from a production order for 150 aircraft placed with DFW in January 1917 (numbers 750/17 to 899/17). Note the edge tapes (105 & 106) visible on the fin, rudder, aileron and wings. The remnants of the claw brake rigging wires can be seen hanging from the fuselage. 24

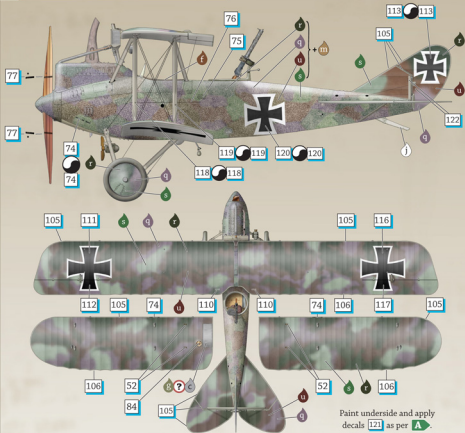




00962\_079)

DFW C.V. (LWG) 216d/17 under French guard after being captured in July or August 1917. Note the LWG factory style of air intake under the nose and bottom wing crosses **109**. When captured in August DFW C.V. (LWG) 216d/17 was fitted with propeller made by Integral, Imperial or ??

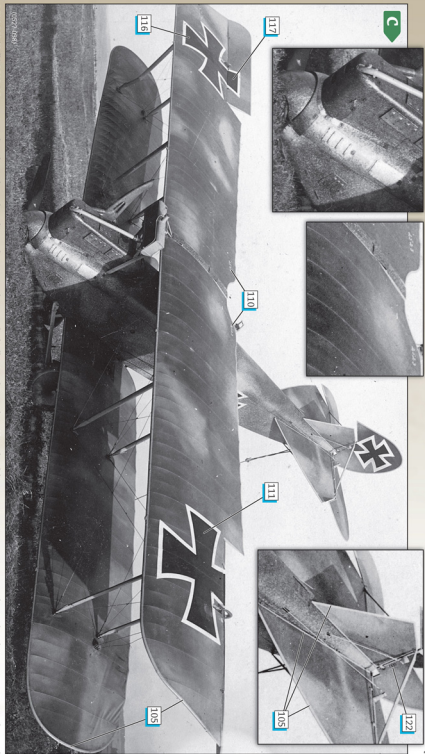
**C** DFW C.V (Halb) 2523/17, mid 1917 to early 1918



DFW C.V (Halb) 2523/17 was from a production order for just 25 aircraft placed with Halberstadt in February 1917 (numbers 2500/17 to 2524/17). Some Halberstadt built DFW C.V received an elaborate 'sprayed and speckled' camouflage finish similar to that found on the Halberstadt Cl.II. Note that the tailplane of 2523/17 has not received the speckled finish found on the fuselage, unlike that of the unidentified DFW C.V (Halb) below.

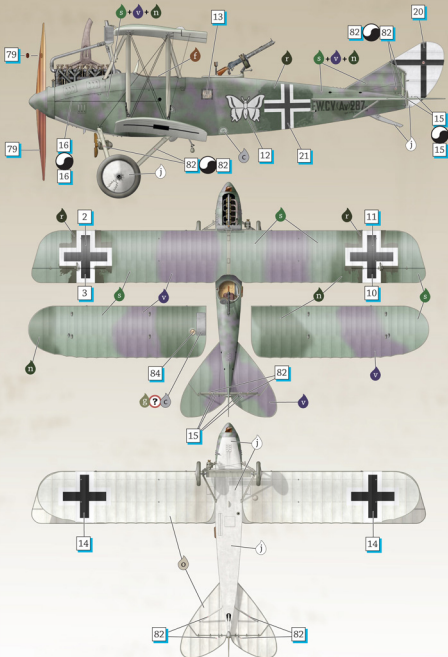


The sprayed and speckled camouflage has been extended to the fin and rudder of this unidentified DFW C.V (Halb) which appears to be from the same production batch as **C**. Note the anemometer (73) on the starboard inner front strut, outer strut markings 118 & 119 and the edge tapes 105 on the fin and rudder.



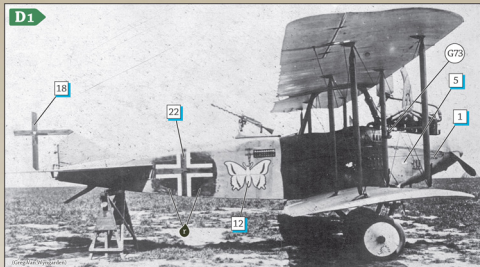
DFW C.V. (Halb) 2523/17 appears to have been almost brand new when it was photographed following this incident. Note the elaborate camouflage pattern sprayed onto the fabric surfaces. The fuselage and upper surface of the cabane have received the same treatment but with an additional speckled finish. We recommend spraying your fuselage base camouflage colours and then applying the speckled cream coloured finish with an airbrush set on a very low pressure to create splatter, or with a sponge. Note the edge tapes [109](#) & [108](#) applied after the application of the camouflage paint and that the water pipes and radiator appear to be painted [8](#) like the undercarriage and wing struts.

**D1** DFW C.V (Av) 287/18 'Butterfly', FA (A) 219, May 1918



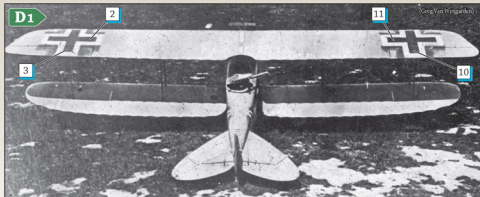
Aviatik built DFW C.V (Av) 287/18 from FA (A) 219 is shown here as it was when captured on 31 May 1918. From a production batch of 150 aircraft ordered from Aviatik in February 1918 (numbers 200/18 to 349/18) it shows evidence of having its muddled over size factory applied eisernkreuz markings (similar to those seen on DFW C.V (Av) 271/18 on page 12) recently converted to post May 1918 style balkenkreuz. Later it was repainted with RAF cockades and formed the basis of a capture report which apparently noted the colours as being "All top surfaces light green, dark green and mauve. Lower surface, white".

D1



DFW C.V. (Av) 287/18 photographed shortly after capture. Note the dark patched areas of the fuselage where the oversized muddled eisernkreuz markings have been overpainted and converted to the 'thin, straight armed & open ended' style post May 1918 balkenkreuz (taken to extremes on the rudder). Note the flare rack, anemometer on the starboard inner front strut and that the butterfly markings are applied asymmetrically on each side of the fuselage.

D1



A rather washed out top view of DFW C.V. (Av) 287/18. Note the dark patches of field applied paint where the oversized muddled wing eisernkreuz have been converted to post April 1918 style balkenkreuz, unlike the fuselage 'open ended' post May 1918 style. It is possible that some of the reason that these areas appear so dark is that they used a matt paint which is not reflecting the bright sunlight like the rest of the gloss surfaces.

D2



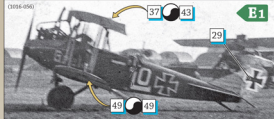
DFW C.V. (Av) 287/18 with RAF markings (only partially completed on the fuselage) and the British capture serial number G/HQ/4 applied to the fin. Note the datum line [16], rigging guide [13], position of the 2nd foot step [95] and repainted/replaced rib tapes near the wing roots.



This DFW built FA (A) 239 DFW C.V features a streaky camouflage finish applied to its flying surfaces which has been noted on aircraft from a batch of 200 machines ordered from DFW in July 1917 (numbers 7750/17 to 7949/17). Photographic evidence suggests that the streaky camouflage was applied over clear doped linen which remained highly translucent, although several areas have been repaired and repainted with an opaque colour. The ailerons appear to have been recovered with bleached (white) linen. It is illustrated here some time after April 1918 when it's factory applied eisenkreuz were converted to balkenkreuz, at which time we believe the fuselage was repainted, either with a transparent glazed finish or very carefully to not obscure the fuselage handling stencils or serial number. The colour of the girl's names 'Lo' and 'Gretel' are not confirmed but light blue is consistent with what we can see in the photos.



(1916-056)



FA (A) 239 DFW C.V 'Lo - Gretel' photographed some time before April 1918 complete with its factory applied eisenkreuz. Note the streaky camouflage finish faintly visible on the fin and rudder, generator (G74 + G75), streamers fixed to the bottom wings and that the spinner has been removed along with the winter cowling to improve engine cooling.

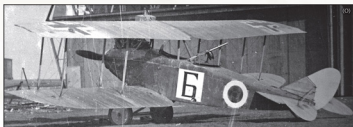
E2

FA (A) 239 DFW C.V 'Lo - Gretel' some time after April 1918. Note the flare rack, LMG 14 Parabellum, anemometer (A7) and Barograph (B5) strung between the starboard inner struts.

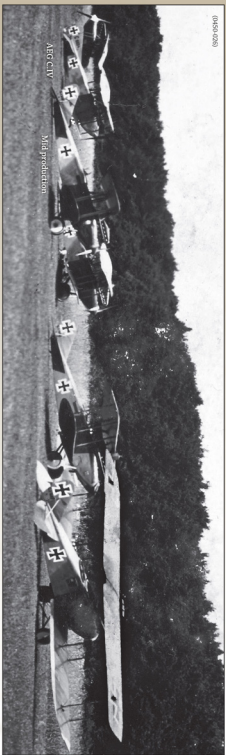


DFW built C.V 7842/17 awaiting repair after being salvaged from the battlefield. Note the streaky camouflage finish visible on the top wing in the foreground and the fin.

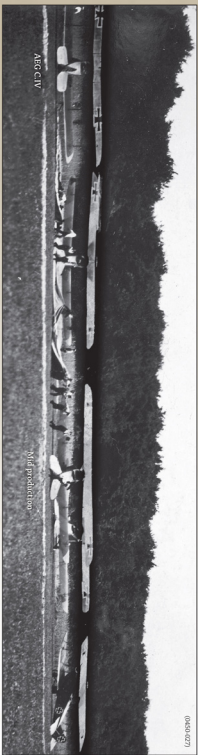
DFW built C.V 7862/17 has obviously suffered from a serious landing incident and awaits repair. Note the streaky camouflage finish visible on the wings and the unusual combination of balkenkreuz on the fuselage with a large square field and eisenkreuz on the wings.



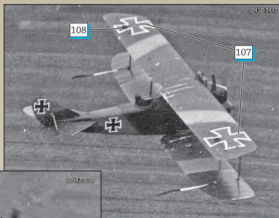
DFW Built C.V 7906/17 (work number 1418) was photographed in Bulgaria shortly after the Armistice. Note the streaky camouflage finish of the wings and tailplane. The fuselage markings were a black '6' on a white rectangular field and a cockade with red in the center, then green and a white ring on the outside. The rudder was white.



A mixture of mid and late production LVG built DFW C.V, along with an AEG C.IV on the left, can be seen in these photos from an FA (A) 282 album. Note the relatively consistent camouflage pattern on the LVG built DFW C.V, although one appears to have its top wings finished in 3 colours.



> Unidentified late production DFW C.V (LVG) in flight. Note the LVG factory signature of centering the top wing eisernkreuz on the aileron control horns.



< An unidentified late production DFW C.V (Av) in flight with converted eisernkreuz, heavily weathered paint work exposing the bleached (white) linen, repaired rib tapes and replaced port aileron.



#### 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)



32057	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
0132040I	I Parts	1
0132040J	J Parts	1
0132040K	K Parts	1
0132057L	L Parts	1
0132040N	N Parts	1
0132040O	O Parts	1
0132040P	Photo-etched metal parts	1
7132057	Instructions	1
9132057a	Decals	1
9132057b	Decals	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32004 - 1/32 Bristol F.2b Fighter



32037 - 1/32 Rumpler C.IV Late



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

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

©2014 Wingnut Wings Ltd. PO Box 15-319 Miramar, Wellington 6022 New Zealand.  
 All rights reserved. Designed in New Zealand - Manufactured in China.