

WINGNUT WINGS



DH.9a 'NINAK'

1/32 Scale

The AMC DH.9a (Aircraft Manufacturing Company de Havilland type 9a) bomber arrived late in the Great War and was borne out of the necessity to find a replacement for the underperforming DH.9. Itself intended as a replacement for the 275-350hp Rolls Royce Eagle powered DH.4 (with the pilot repositioned closer to the gunner for improved communication) the DH.9 was in fact a great leap backwards due in no small part to the inferior performance and unreliability of its 230hp Puma engine.

Due to the workload at AMC, the initial design work for the DH.9a was undertaken at Westland Aircraft Works. AMC built DH.9 C6350 was modified to accept a 350hp Rolls Royce Eagle VIII engine in anticipation of the imminent arrival of the plentiful 400hp Liberty V12 engine from America. With its larger wings and re-designed nose C6350 started flight testing in February 1918. The 2nd prototype, and the 1st to be fitted with the Liberty V12 engine, was AMC built C6122 which took to the air on 19 April 1918. In July 1918 it appeared that the supply of Liberty engines could dry up so a 3rd prototype, Westland built B7644, was produced to accept the 350hp Eagle VIII, but as it turned out the supply of Liberty engines proved to be enough for RAF needs.

Remarkably, an initial production order for 400 DH.9a was placed with the Whitehead Aircraft Co in January 1918, a month before the 1st prototype flew. The DH.9a was manufactured by Whitehead, AMC, Westland Aircraft Works, Mann Eggerton & Co and The Vulcan Motor & Engineering Co as well as numerous rebuilds and small post war production orders from the likes of the de Havilland Aircraft Co, Handley Page Ltd, HG.Hawker Engineering Co Ltd and Short Bros amongst others. An American order for 4000 USD-9A was placed with the Curtiss Aeroplane and Motor Company but was cancelled due to the armistice and it appears that only 13 USD-9A were built, all prototypes. At least 2700 unlicensed copies were built in the newly formed Soviet Union as the Polikarpov R-1.

The DH.9a 'Ninak' (Nin = 9, ack = A) entered front line service with 110 Sqn Independent (strategic bombing) Air Force (IAF) of the Royal Air Force (RAF) at the end of August 1918. While 110 Sqn was the only squadron in France to be fully equipped with the DH.9a before the armistice, it also saw active service with 99 Sqn IAF, 18 Sqn RAF and 55 Sqn RAF. Additionally 53 DH.9as were used by the USMC Northern Bombing Group from September 1918. Post war the DH.9a served with the RAF in Germany, Russia and the Middle East and saw service in Canada and the Australian Air Corps as well as the Soviet Union and in China (as the R-1).

While there is little controversy about the common colour scheme of PC10 (Protective Covering number 10) for the linen upper surfaces and CDL (Clear Doped Linen) lower surfaces, there is a great deal of controversy as to what colour PC10 actually was. Made from mixes of yellow ochre, iron oxide and lamp black pigments it varied between olive drab and chocolate brown, depending on the mix and, presumably, time spent exposed to the elements. It appears that early, fresh PC10 appeared more olive drab while later mixes and aircraft exposed to the elements for some time would appear more chocolate brown. Plywood fuselage sections and aluminium engine cowling panels appear to have been painted Battleship Grey by AMC, Whitehead and Mann while Westland used a PC10 equivalent paint (which would most likely not be a perfect match to the PC10 dope) as well as leaving the aluminium cowlings unpainted. The insides of these aluminium cowlings were left unpainted. Interior metal brackets and fittings were usually painted black and sometimes exterior ones as well. All surfaces exhibited a gloss appearance when new which would weather to a semi-gloss or matt finish in service.

Wingspan:	Length:	Max Weight:	Max Speed:
45' 11" (14m)	30' 3" (9.22m)	4815lb (2184kg)	120mph (193kph)
No. manufactured:	Production:	Engine:	Ceiling:
Approximately 2000	February 1918 to 1928	400hp Liberty V12	18,000' (5486m)

Armament:

303 (7.7mm) Vickers gun and 1 or 2 .303 (7.7mm) Lewis guns on Scarff ring. Up to 660lb (300kg) of bombs.

References:

Handbook on the DH.9a Aeroplane, Air Ministry, 1924 - Schedule for DH.9a - Windssock International v20 #3 2004, Windssock International v20 #4 2004 - Windssock Datafile 139, AMCDH.9a 'Ninak', John Alcorn 2010 - The DH.4/DH.9 File, Ray Sturtivant & Gordon Page, Air Britain 1999 - de Havilland DH.9a (RAF 1918-30), Profile Publications, Chaz Bower 1973 - The Vintage Aviator Ltd RAF Museum Hendon - 1914-18 Aviation Heritage Trust - Colin Owens - Private Collections

DH.9a 'NINAK'

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** Read all the instructions carefully before starting assembly. Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.
- Painting:** Only use paints suitable for plastic model 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. 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 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

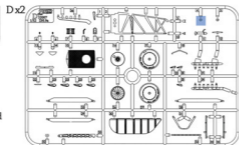
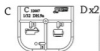
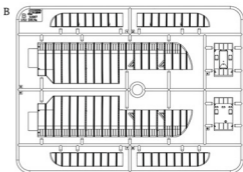
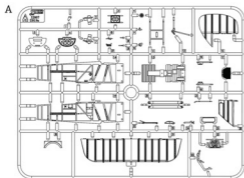


Paint Colour

P1 Photo Etch Part

	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium	XF16	27001	
e	Steel	XF56	27003	
f	Dark Yellow - matt	XF60	74	
g	Rust	XF9	113	
h	Leather - semi gloss	XF52	62	
i	Clear Doped Linen (CDL) - semi gloss	XF55	121	BC05
j	Battleship Grey - semi gloss	XF82	106	BC01
k	PC10 - semi gloss	XF62	155	BC03
l	Gloss Clear	X22	35	
m	Grey	XF83	165	
n	White	XF2	34	BC08
o	Dark Wood* - semi gloss	XF68	98	
p	Black - semi gloss	X18	85	
q	Rubber - matt	XF69	66	
r	Light Wood* - semi gloss	XF78	93	
s	Red - matt	XF7	60	

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



 = Not Used

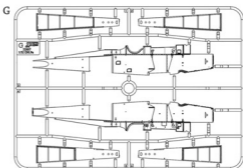
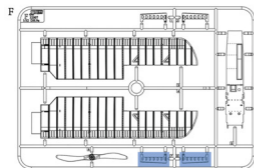
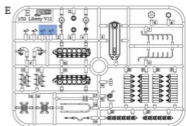
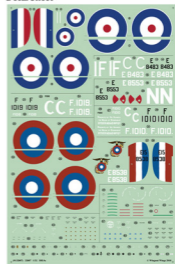


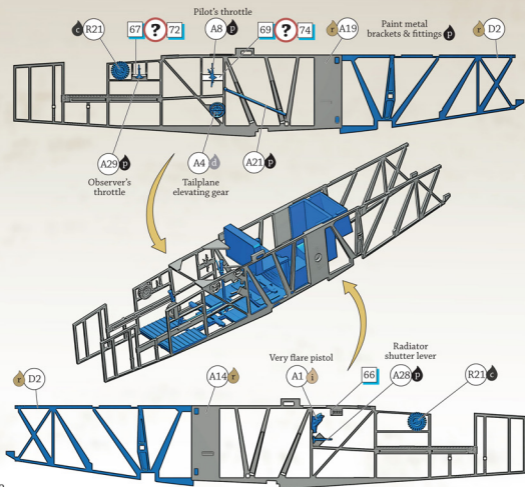
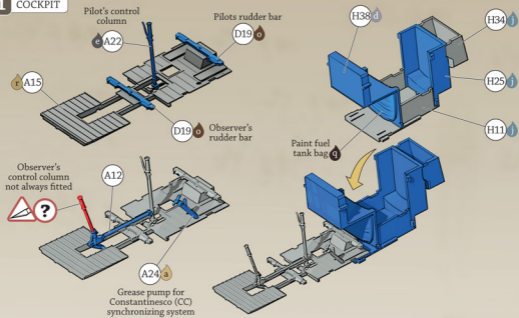
Photo Etch



Decal Sheet



1 COCKPIT

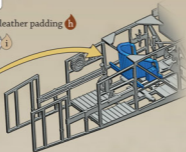


2 COCKPIT continued

Pilot's seat



Paint leather padding



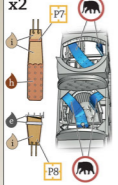
Accumulator (battery)



DH.9a instrument board showing one variation of arranging the instruments. Note how dark the instrument board appears compared to the following photo.

Safety Belts

x2



H30

H6

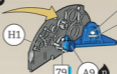
Instrument board

90

91

H1

Liberty engine ignition switch



Compass Type 5/17

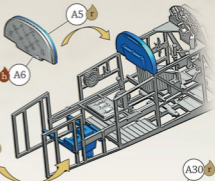
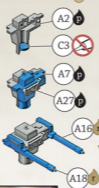


Instrument board lamp and electrical wire.



Another, less cluttered DH.9a instrument board. Note the pilot's notebook or map on the left and the lamps for illuminating the various instruments.

Paint camera knobs



Westland built F1010 shortly before its restoration was completed in 1983 showing yet another arrangement of instrument board. The instrument lamps have yet to be installed. Note the various wood tones and colours of the instruments. (John Chapman)

RAF Mk. II Compass

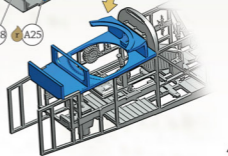
80

A10

Paint padding

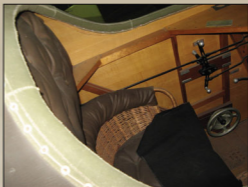
H28

A25





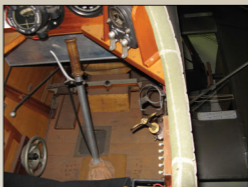
Instrument board detail from F1010 after full restoration. Note the placement of decal 70 behind the compass and 92 & 93.



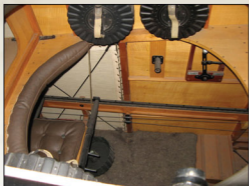
Pilot's seat, throttle (A8) and tailplane elevating gear (A4) details.



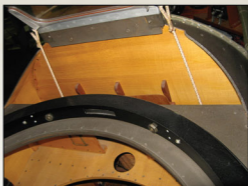
Note the aluminium magazine for Vickers ammunition.



Control column (A2) with firing handle for the Vickers. Note the bomb sighting hole in the floor.



Observer's throttle (A5), seat and Lewis gun ammunition drums (A2). Note the interior colour of the linen fuselage covering.

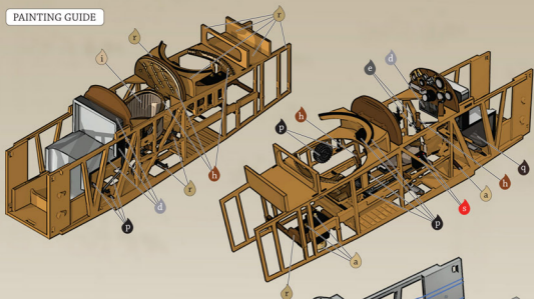


Observer's windshield storage detail and empty hole for his RAF Mk.II compass.

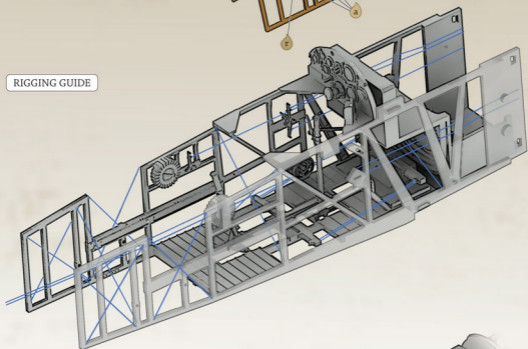


Accumulator (battery), grease pump for the Constantinesco (CC) Vicker gun synchronizing system and empty bracket for the Very flare pistol. The switch board controlled the instrument board lights.

PAINTING GUIDE



RIGGING GUIDE



3 ENGINE BAY



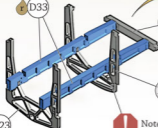
UP

Paint metal brackets and fittings **p**



Engine bearers

r D33



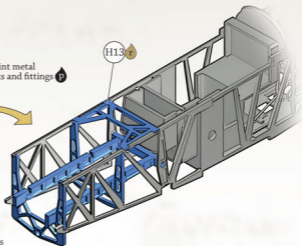
r H8

r H29

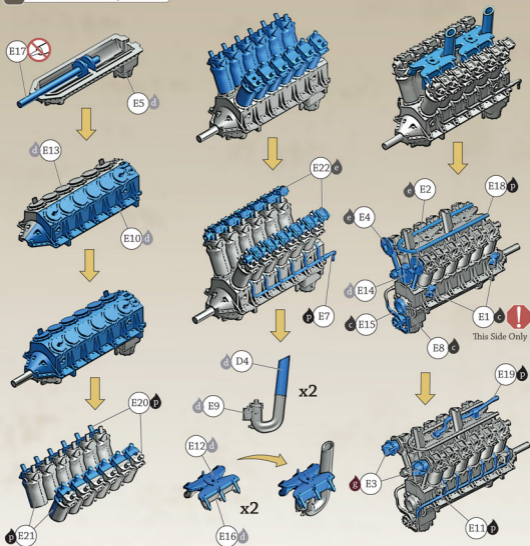
r H23

! Note detail this side only

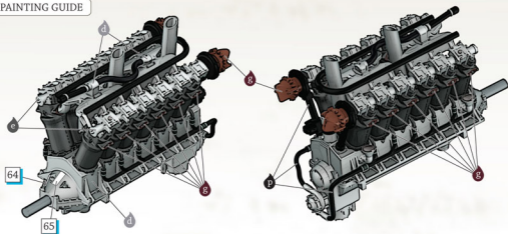
r H13

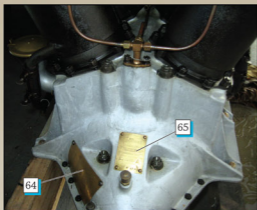


4 LIBERTY V12 400hp ENGINE



PAINTING GUIDE





This page and page 9 show a 400hp Liberty V12 engine after restoration to working condition.



Left side view, note the rubber hose fittings on the water pipe.



Left front cylinder spark plug detail.



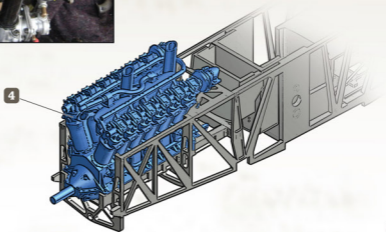
Left side upper details.



Left rear detail.



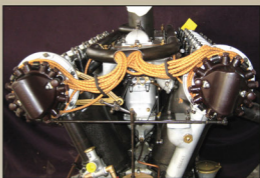
Left side rear detail.



More colour engine photos
on the following page



Rear view showing water pump details.



Magneto (E3) and spark plug wire details.



Another view showing details on the top rear of the engine.



Right rear view showing (E1) details on this side only.



Right side view showing exhaust attachment and (E1) detail.

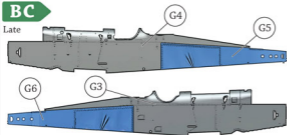


Top view showing lots of nice detail for the modeller. Note that engines installed in DH.9as were fitted with 2 carburetor intake pipes (D4) or (D5), not the single one shown here.

5 FUSELAGE

BC

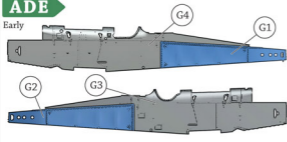
Late



Late style fuselage with extended plywood rear from Westland built DH.9a F1609. Note the Westland company logo 57 under the tailplane and the horizontal tailplane braced by rigging wire.

ADE

Early

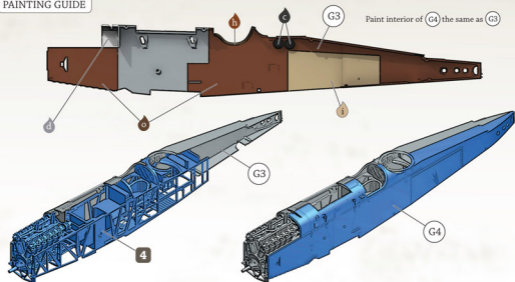


Early style fuselage from Westland built DH.9a F955. A full view of this aircraft appears on page 19.

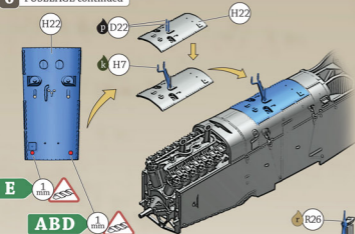


PAINTING GUIDE

Paint interior of G4 the same as G3



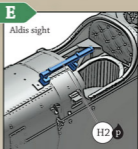
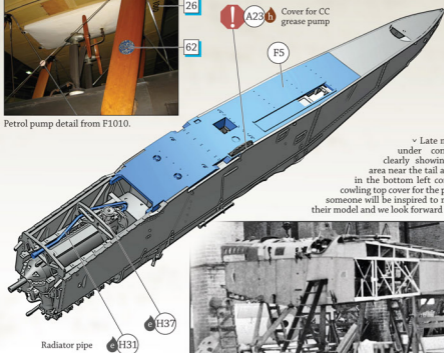
6 FUSELAGE continued



This close up of AMC built DH.9a E8484 allows us to see the Aldis sight (H2) in its most common position (to the right of the winder screen) and petrol pump detail.



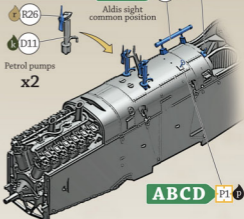
Petrol pump detail from F1010.



ABCD H9 P

ABD H2 P

Aldis sight common position

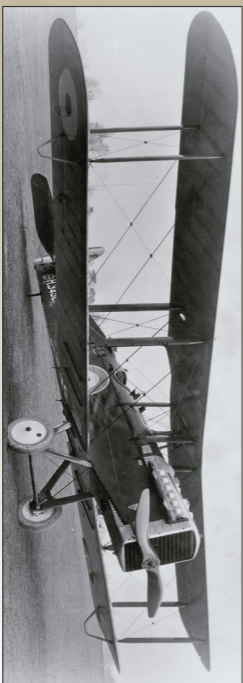
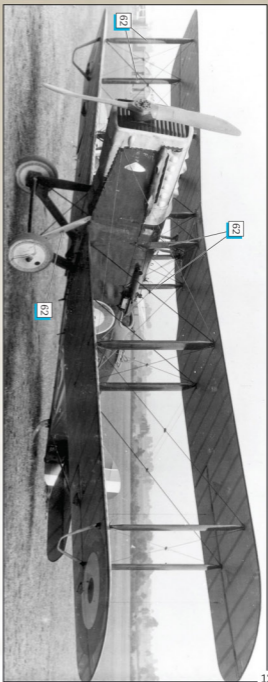


ABCD F1 P

▼ Late model DH.9a fuselage under construction at AMC clearly showing the extended ply area near the tail and if you look closely in the bottom left corner you can see the cowl top cover for the petrol tank. Hopefully someone will be inspired to model this scene with their model and we look forward to seeing it.

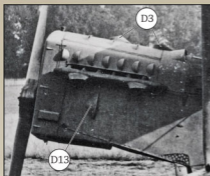


F951 was the 1st DH.9a built by Westland from an order placed on 21 March 1918 and served with 99 Sqn after the armistice. Note the early style fuselage (61) & (62), bare aluminium engine cowlings with black hinge details, rudder with no additional control horn and that the tailplane is supported by struts (105 & 109). Westland decals (62) applied to the wing struts facing the fuselage while those on the undercarriage and cabane struts face outwards.

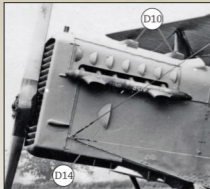


Another Westland built DH.9a, H3452 was from an order placed on 17 July 1918 and features many late model features. Engine cowlings are still aluminium with black hinge details but the fuselage ply rear section is now extended (65) & (66) and the rudder has the additional control horn (20) and the tailplane struts have been replaced by RAF wire. There does not appear to be any Westland company decals on the struts.

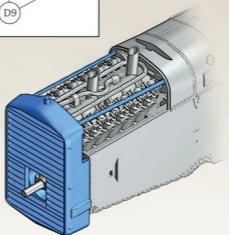
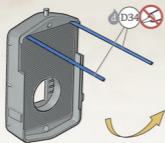
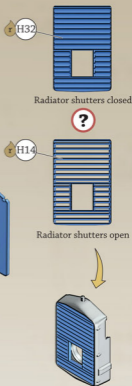
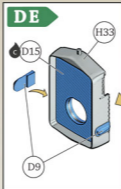
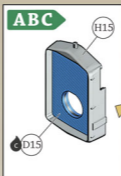
7 RADIATOR



Nose detail from AMC built DH.9a E8407. Note the radiator cowl (H15), early style exhaust and black painted undercarriage brackets.



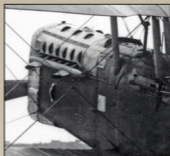
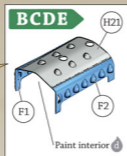
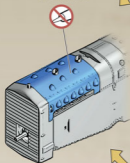
Nose detail from Mann built DH.9a E9703 showing the other style of radiator cowl (H33). The undercarriage brackets appear to have been painted battleship grey like the rest of the plywood fuselage areas.



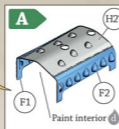
This AMC built DH.9a E8484 was one of seven 110 Sqn aircraft to be lost (out of a total of 12) when they failed to return from a bombing raid on Frankfurt on 21 October 1918. E8484 had been on squadron strength for just 4 days and the crew of 2Lt A.W.R. Evans and Lt R.W.L. Thompson were both made POW. Note the damage to the propeller, port wing and rudder from when it overturned on crash landing and how dark the battleship grey ply areas of the fuselage appear under the overcast sky. AMC company decals [56] can be seen on all struts.

8 ENGINE COWLS

The engine cowling is a very tight fit but can be removed.

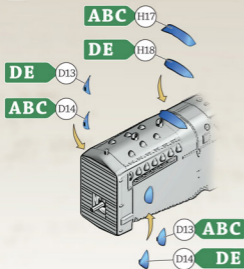


Nose cowling details from the 1st Liberty engine powered DH.9a C6122. Note the bare aluminium cowlings (H21, F2, D14, D3) and (H17).

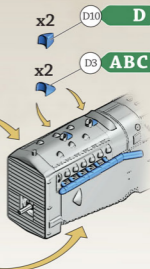


Another view of AMC built DH.9a E8484 showing battleship grey cowlings (H13, H27, D3 & H18). Note the modified exhaust (D24) and small AMC decals (56) on all the struts.

9 FUSELAGE DETAILS & EXHAUST OPTIONS



Drill out ends of exhaust pipes for more detail



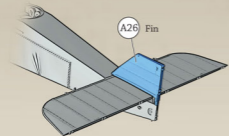
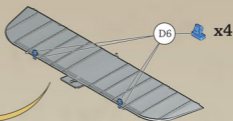
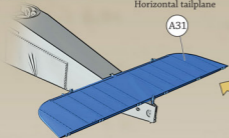
Nose details from AMC built DH.9a E8538 showing its exhaust (D36), radiator cowling (H13) and rounded side fairing (D13).



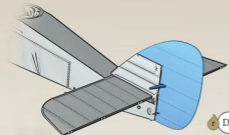
F1Q10 displays its radiator cowling (D13), modified exhaust (D24) and triangular side fairing (D13). Westland Aircraft Works decals (62) have been applied to all struts and undercarriage legs. (David Frowen)

10 TAILPLANE

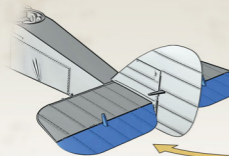
Horizontal tailplane



> Tailplane detail from Mann built E9703 showing some unique details. Note the twin RAF wires are used in place of struts (H3) & (H3a) and the 2nd control horn at the bottom of the rudder. The tailskid appears to have been painted battleship grey along with the rear portion of the fuselage.



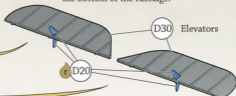
A13 Rudder



D1
D20 BC
x2



AMC built DH.9a E8444 appears to have been assembled out of spare parts for this floatation test and displays several otherwise difficult to see details. Note the component stenciled under the right elevator and tailplane, 2nd rudder control horn and tailskid opening in the bottom of the fuselage.



D30 Elevators



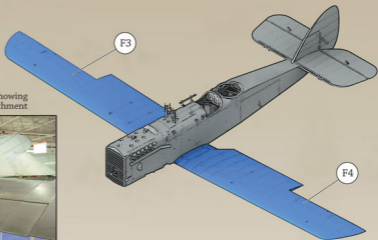
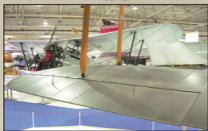
The tailplane of AMC built DH.9a E8484 after a forced landing in Germany on 21 October 1918. Note the battleship grey fairing at the base of the fin, struts (H3) & (H3a) and the white line separating the blue and PC10 of the rudder.



Westland built DH.9a F955. Note the struts (H3) & (H3a) bracing the horizontal tailplane and unpainted aluminium fairing at the base of the fin.

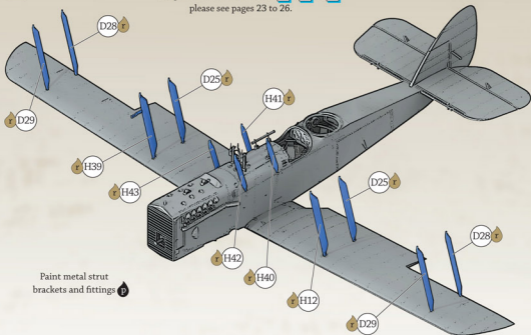
11 LOWER WINGS

Lower aileron detail from F1010 showing rib tape details and rigging attachment



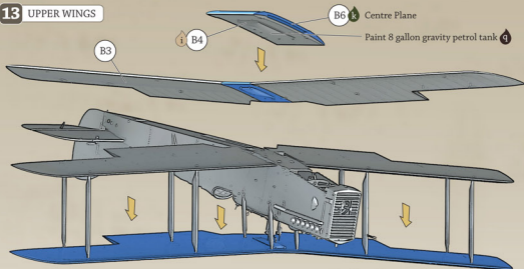
12 STRUTS

For placement of strut decals [55](#), [56](#) & [62](#)
please see pages 23 to 26.

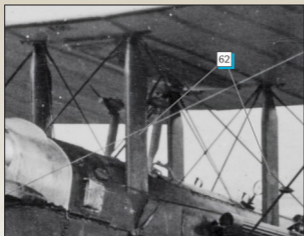


DH.9a C6122 displays its clean but purposeful lines. C6122 was intended to be built by AMC as a standard DH.9 but was completed as the 1st Liberty engine powered DH.9a prototype. Note the orientation of the ailerons.

13 UPPER WINGS



Invert model to attach upper wings. Use liquid glue for plastics. Glue struts (H40), (H41), (H42) and (H43) before wing struts.



Centre plane details from Westland built DH.9a F951. Compare the dark colour (d) of the 8 gallon gravity tank with restored F1010 as seen on page 14. Westland company decals (62) are barely visible on the struts.

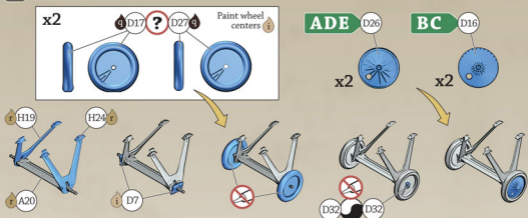


Place model in empty box lid as shown while the glue dries to ensure correct alignment of the wings.



E8407 was the 1st DH.9a built by AMC from an order for 400 aircraft placed on 21 March 1918. AMC company decals (56) can be seen on some struts as can (55). Armament has yet to be fitted and may not have been at all because E8407 is only recorded as having served at 1 Flight Training School. Note the early style fuselage and very different tones visible in the blues of the front 17 rudder stripe and fuselage cockade.

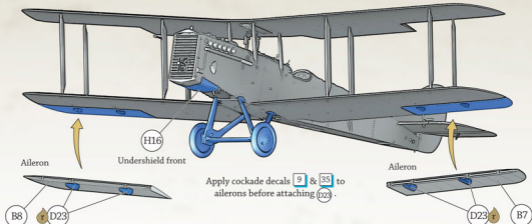
14 UNDERCARRIAGE



Undercarriage detail from Mann built DH.9a E9703 showing Palmer Cord Aero Tyre markings [42](#) on 'grey wall' tyres.

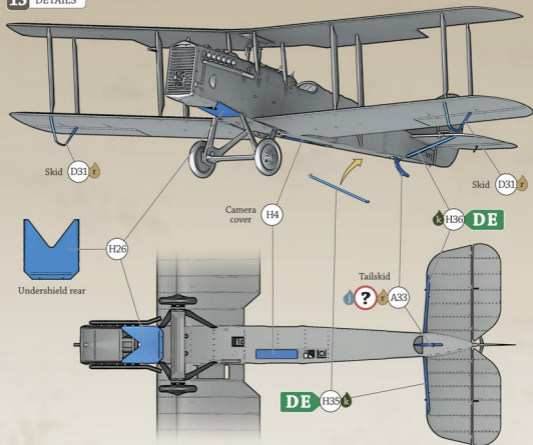


Undercarriage detail from Westland built DH.9a H3452. The metal brackets appear to be painted black [p](#). Palmer Cord Aero wheel cover markings [40](#) are faintly visible.



Lower aileron detail from E8484. Note the triangular pulley inspection covers.

15 DETAILS

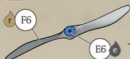


< Camera cover (H4) details from E8444 showing a different configuration to that of our model. We suspect the camera was not installed for this floatation test.

∨ Westland built DH.9a F955, pictured here at Yarmouth in August 1918, with early style of fuselage. The upper portion of the engine cowling (H21) has been removed for maintenance.

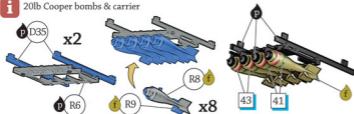


16 PROPELLER & BOMBS



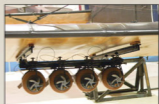
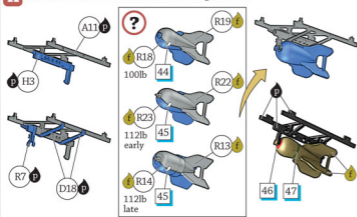
< Propeller from Westland built DH.9a F1609. The blades are covered with linen which appear to have been doped grey (m).

i 20lb Cooper bombs & carrier



F1010 showing its bomb carriers with 20lb Cooper and 100lb HALE bombs. Note the rigging visible in the starboard wing cut out. (David Frowen).

ii 100-112lb HERL bombs & Carrier 112lb Single Mark II



Close up of bomb carrier and 20lb Cooper bombs.

> 100lb HERL (High Explosive Royal Laboratory) bomb. Note the substantial fin stiffening stays, arming vanes (propellers) and lifting lug. This unexploded bomb was photographed by the Germans after it failed to explode on 4 May 1916.



Another unexploded early 112lb HERL bomb.



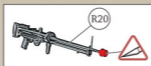
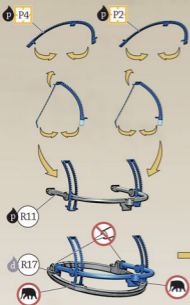
Unexploded early 112lb HERL bomb still attached to its 'Carrier 112lb Single Mark II'.



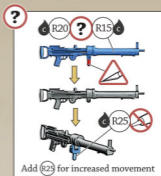
17 LEWIS GUN & SCARFF RING



< Lewis Mk.II (RFC pattern with lightened barrel casing). Note the dark wooden hand grips and the leather strap on the 97 round drum magazine.



Rigging material not included



Add (R25) for increased movement



> Scarff ring detail from C6122.

< Scarff ring detail from E8407. The bungee cords have been removed from the pulleys allowing the bar to lay flat. The ring appears to be unpainted aluminium.

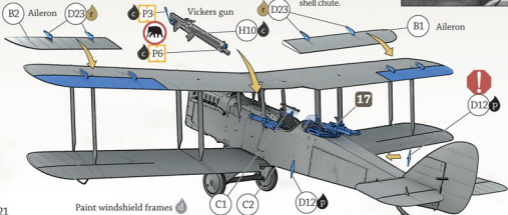


18 FINAL ASSEMBLY Apply cockade decals 7 & 38 to ailerons before attaching (DZ).



< Aileron detail from C6122 showing control horns and cockade 6 & 7 placement.

> A close up of the Vickers Mk.1* attached to the side of DH.9a P951 showing the mounting brackets and aluminium empty shell chute.



Paint windshield frames

19 RIGGING DIAGRAM

Rigging material not included



Common

Control Cables

0.15mm



0.1mm

RAF
Aerodynamic
Wires

0.3mm

Optional

Control Cables

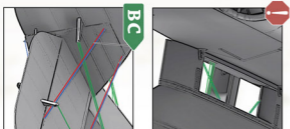
0.15mm



0.1mm

RAF
Aerodynamic
Wires

0.3mm

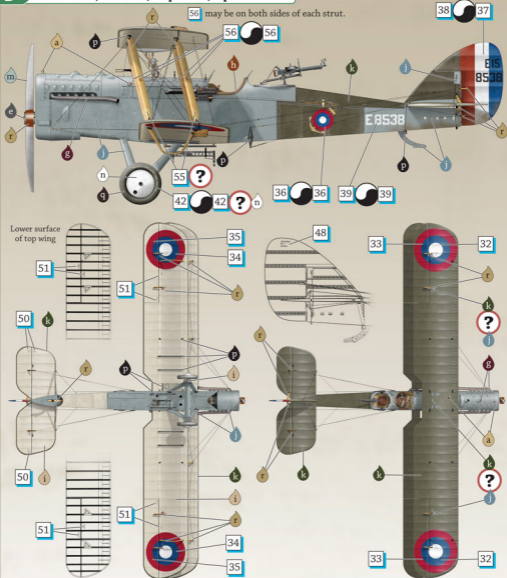


A E8483 "IF", AMC built, 99 Sqn, October 1918

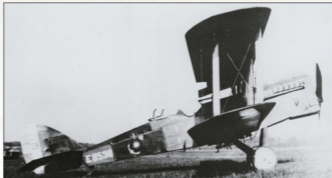


AMC built DH.9a E8483 arrived at 99 Sqn IAF RAF in France on 21 October 1918. This photo was most likely taken after the armistice when many of these great aircraft were relegated to the peaceful duty of carrying mail (see the bags on the ground). It is fitted with a single Carrier 112lb Single Mark II under the fuselage while the Cooper bomb carriers have been removed from under the wings. Note how the starboard bottom wing cowlade does not line up with the aileron indicating a recent replacement and that the white(?) paint is wearing off the wheel covers. The undercarriage legs could be natural wood **r** or painted **i** as illustrated. Another photo of E8483 appears on page 29.

B E8538 "E15", AMC built, C Sqn USMC, September 1918



AMC built DH.9a E8538 was sold to the American government and used by the USMC Northern Bombing Group. British wing and rudder markings have been overpainted with American colours and it has been given the USMC designation E-15 although the British serial numbers were retained. We have shown the fuselage cockade as being overpainted with fresh gloss battleship grey but it is possible that a local equivalent was used. Although



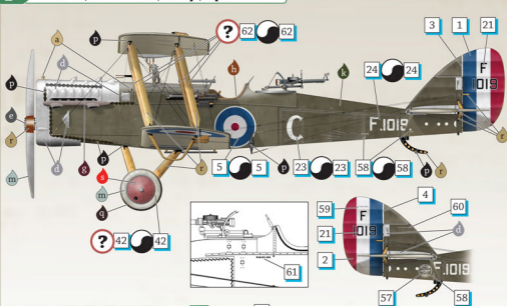
not a particularly clear photograph we can see some useful details including the style of exhaust and how the 'E' of the original AMC serial was incorporated into the USMC 'E15' number, faintly visible in the white portion of the rudder.

C E8553 "N", AMC built, 155 Sqn, October 1918



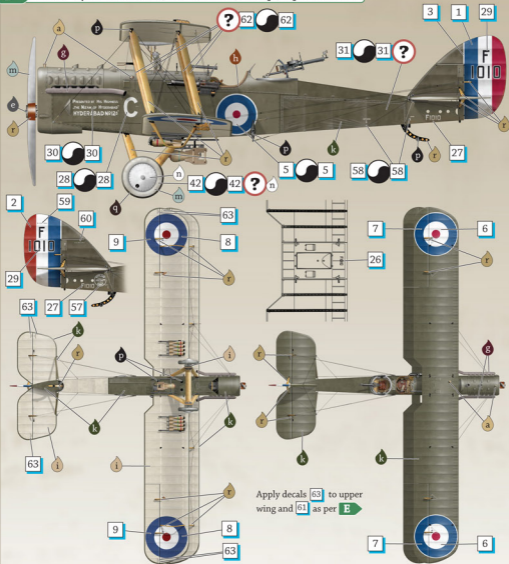
AMC built DH.9a E8553 was delivered to 155 Sqn in October where it was photographed at Hendon on the 22nd but, despite our dramatic box art illustration, the Armistice would be signed before 155 Sqn were fully equipped and ready to go to France. A nice clear photograph of this aircraft appears in De Havilland Aircraft of World War One, J.M Bruce, Arms and Armour Press, 1991 as well as less clear copies in Windsock International v20 #3 2004 and The DH.4/DH.9 File. In the nice clear photograph we can see several interesting details; the engine cowl scoops and hinges are painted black **p**, RAF wire tailplane braces instead of struts, tailskid painted with a colour the same tone as the battleship grey fuselage areas and that the tonal value of the dark wheel markings is a very good match with the red of the national markings.

E F1019 "C", Westland built, 205 Sqn, September 1918



Westland built DH.9a F1019 was delivered to 205 Sqn on 18 September. Its crew if Lt R.L. McK Barbour and Capt M.E.M Wright were credited with destroying a silver grey Fokker D.VII on 5 October (which may have been a mis-identified silver grey Pfalz D.XII). 205 Sqn was formed from 5 (N) Sqn RNAS when the RFC and RNAS combined on 1 April 1918 to create the RAF. Note the bare aluminium fin fairing and engine cowlings with **p** hinge detail.

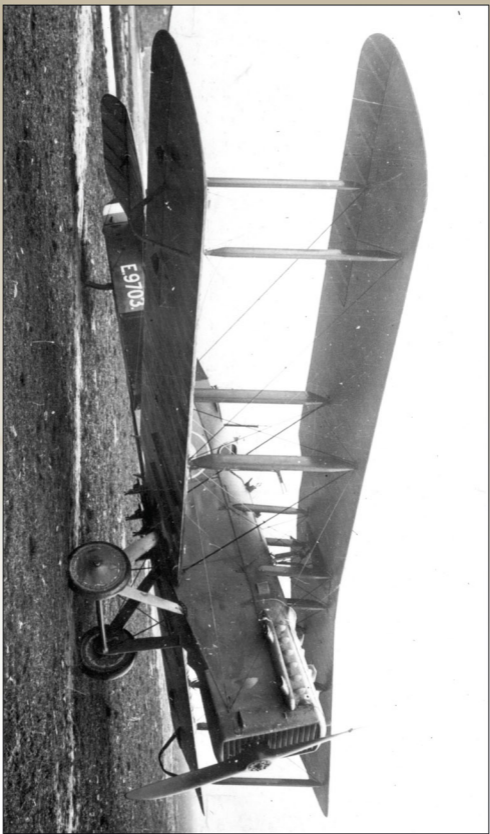
D F1010 "Hyderabad No 12A", Westland built, 110 Sqn, September 1918



Westland built DH.9a F1010 was delivered to 110 Sqn in August and flown by Capt A.G Inglis with 2Lt W.G.L Bodley as observer. Bodley claimed a Fokker D.VII with a black and white tail as OOC (Out of Control) on their 2nd operation on 25 September. On just their 4th operation on 5 October they were lost after heavy combat and Inglis and Bodley were both made POW. F1010 survived this incident to become an exhibit in the Deutsche Luftfahrt Sammlung museum in Berlin. After the museum was destroyed by allied

bombing during WW2 F1010 was moved to the relative safety of Poland, along with the other surviving museum aircraft, where it remained until an exchange was arranged by the RAF for Spitfire LEXVie SM411 in June 1977. After being beautifully restored it was put on display in the RAF Museum Hendon in 1983 where to this day it remains the only surviving DH.9a. Examination of fragments of pre-1977 restoration fuselage showed a colour very much like Tamiya XF62 Olive Drab, although this may have been applied during a prior restoration by German museum staff before WW2. Note that in this photo the Lewis gun armament and the fairing at the base of the fin have yet to be installed. (John Chapman)





After... a later photo of E9703 as seen above showing some wear and tear, the small black undercarriage bracket perhaps hinting that it has had its undercarriage replaced at some stage. A pair of bomb carriers are fitted under the fuselage and the lower wing code is not discernible. From an order of 100 aircraft placed with AMC in March 1918, records indicate that E9703 spent all its service days at 4 FTS (Flight Training School) in Abu Sueir, Egypt, although neither of these photos appear to have been taken in Egypt!



Before... an early photo of Mann built DH.9a E9703 shown in all its glory. Details to note include the style of rear undershield (129) not used for any of our decal options and carburetor intake pipe fairings (11). The lower wing cowling is very difficult to see without its white portion painted.



Another view of E8483 **A**. It is interesting to note how dark the fuselage grey **1** appears, also note the white dividing line **3** on the rudder, aluminium portion of the radiator and the well worn wheel cover. Children playing on the aerodrome certainly indicate a post war time period.



Before... AMC built DH.9a H72 seen here in service with 27 Sqn in 1922 where it has been turned into an airmail furniture delivery vehicle. In addition to the bed and suitcase strapped to the rear of the fuselage there are bundles of stores slung from the wing bomb carriers. Note the starboard bottom wing cut out has been extended and the engine side cowlings have been removed.



After... H72 completely repainted in post war colours and markings. From a batch of 200 aircraft ordered on 4 July 1918, H72 was completed too late to see action during the First World War but went on to a long career with 27 Sqn, 60 Sqn and HQ RAF in India until at least March 1930, possibly when this photo was taken. Despite all the changes since the previous photo was taken, the engine side cowlings are still not fitted.



Westland built DH.9a F1609 from page 10. Note the unpainted aluminium engine cowlings with black hinge detail and that no Scarff ring or gun sights are fitted.



3-D Modelling by Nick Moore

Nick Moore is an industrial design graduate and experienced scale modeller with a longstanding interest in most periods of history. Before entering this project he knew less about WW1 aviation than later periods and was surprised at the innovations achieved during this time. His investigation of WW1 aircraft has encouraged further interest in the aircraft of the 'Golden Age' of the 20's and 30's which have particularly beautiful forms.

The 3D design challenge he found in creating the Wingnut Wings models is adapting the real aircraft to scaled down replicas with the necessary adjustments for injection moulding, when of course, as a modeller - he would like 100% reality.

Nick was at one time a private pilot but never took the controls of a bi-plane - the oldest plane he was rated in was that classic old tail dragger, the Piper Cub. These days most of Nick's spare time is spent with his young family.



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 richardswingnutwings.com



Profile Art by Ronny Bar

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

building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

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

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

Visit Ronny's website at: www.ronnybarprofiles.com



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.

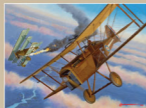
An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

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



32007	1/32 DH.9a 'Ninak'	Qty
0132007A	A parts	1
0132007B	B parts	1
0132007C	C parts	1
0132007D	D parts	2
0132007F	F parts	1
0132007G	G parts	1
0132007H	H parts	1
0132007P	Photo-etched metal parts	1
132E0008	E parts Liberty V12 Engine	1
132R0001	R parts RFC Armaments	2
7132007	Instructions	1
9132007	Decals	1

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



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



32004 - 1/32 Bristol Fighter



32012 - 1/32 RE.8 'Harry Tate'

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www.wingnutwings.com

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