

# WINGNUT WINGS



## RE.8 'HARRY TATE'

1/32 Scale

Plans for the RAF RE.8 (Royal Aircraft Factory Reconnaissance Experimental 8) were drawn up in late 1915 as a replacement for the pre-war lineage BE series of two seaters. Utilising many components from the BE.2e such as wings, undercarriage and tailplane, the main design difference of the RE.8 was the addition of a forward firing machine gun for the pilot and moving the passenger (observer-gunner) to the rear of the pilot. On the BE.2 series the passenger was placed in front of the pilot between the centre section struts where, with the propeller in front of him, pilot to the rear, wings above and below and struts all around him, he had a devil of a job performing his observation and gunnery duties.

Much maligned because of its quirky looks (not one bit of the RE.8 appears to point in the direction of flight), apparent lack of performance and, according to various reports, because it was too stable or unstable (too stable to adequately defend itself or too unstable to perform low level turns), the RE.8 nevertheless performed its intended tasks of bomber, reconnaissance and artillery spotting with rugged dependability through to the end of the Great War. Aircrew quickly gave it the affectionate nickname 'Harry Tate', RE.8 rhyming well with the popular Scottish music hall comedian's name and, possibly, because of its similarly comic appearance. Built in large numbers by various contractors the RE.8 entered front line service with 52 Sqn in late 1916 and despite a career not entirely free of controversy, it remained in production and front line service until the armistice. In the hands of a confident aircrew that flew it aggressively, the RE.8 could defend itself almost as well as the great Bristol Fighter. Any history of this significant aircraft here is of necessity very brief, therefore we encourage you to seek out any, or all, of the reference books mentioned below for a more thorough understanding.

While there is little controversy about the common colour scheme of PC10 (Protective Covering number 10) for the 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. Metal cowling panels were usually painted Battleship Grey (or sometimes with a PC10 equivalent paint) on the exterior with the insides left unpainted. Metal brackets and fittings were usually black. 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:
42' 7" (13m)	27' 10" (8.5m)	2869lb (1301kg)	98mph (158kph)
No. manufactured:	Production:	Engine:	Ceiling:
4077 (including rebuilds)	August 1916 to late 1918	150hp RAF4a air cooled V12	11,000' (3353m)

#### Armament:

.303 (7.7mm) Vickers gun and 1 or 2 .303 (7.7mm) Lewis on Scarff ring. Up to 260lb (118kg) of bombs.

#### References:













RAF RE.8 Windsock Datafile, JM Bruce, 1990 - The RE.8, Profile Publications, JM Bruce 1966  
Schedule for RAF Aeroplanes Type RE.8, D.385/1772 3/4/18 - The Royal Aircraft Factory, Putnam, Paul R Hare, 1990  
The Vintage Aviator Ltd - 1914-18 Aviation Heritage Trust - Colin Owers - Private Collections

# RE.8 'HARRY TATE'

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.

## SYMBOLS

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

## PAINT COLOURS

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 late - semi gloss	XF62(x2) + XF10(x1)	98	
l PC10 early - gloss	XF62	155	BC03
m Buff - matt	XF57	103	
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	

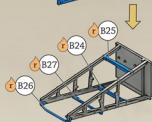
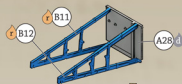
**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.



# 1 ENGINE BAY & FUSELAGE LONGERONS



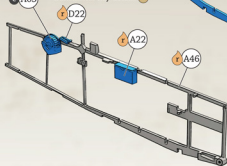
Front portion of fuselage, engine bay and frame members of The Vintage Aviator Ltd's static replica under construction. Note the colour of the wood and the black metal fittings. All following colour photos are of this beautifully built full scale static replica.



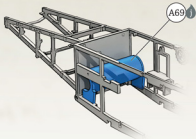
Paint metal brackets **p**



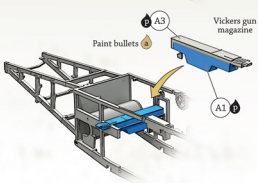
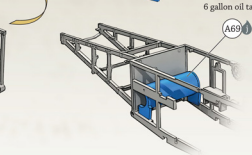
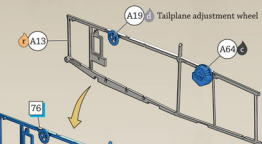
Paint morse transmitter key details **a**



6 gallon oil tank



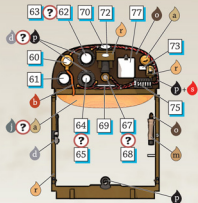
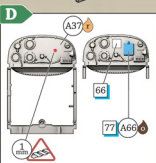
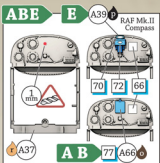
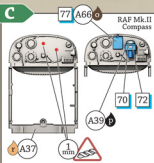
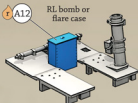
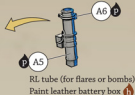
Pilot's cockpit interior details, note box for the Very pistol flares, interior colour of the linen fuselage covering, pilot's throttle and seat details. The compass visible in the upper right corner of the photograph is non-standard.





## 2 PILOTS COCKPIT

Rudder bar



Instrument board lamp and electrical wires.



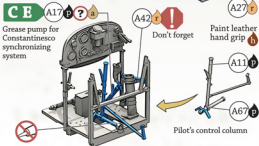
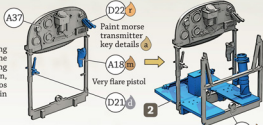
Instrument board showing one style of arranging the instruments. Note the small lamps for illuminating the instruments when night flying, RAF Mk.II compass, Very flare pistol holster and tailplane trim wheel on the right. Uncommonly the mounting brackets for the Aids sight are positioned on the left of the windscreen.



Further cockpit detail showing the pump for greasing the Constantinesco synchronizing system for the Vickers gun, painted black in these photos but frequently left in unpainted brass.



Pilot's control column and rudder bar details. Note the bottom of the main fuel tank, magazine for the pilot's Vickers gun and the wooden case for RL (Royal Laboratories) bombs and flares.



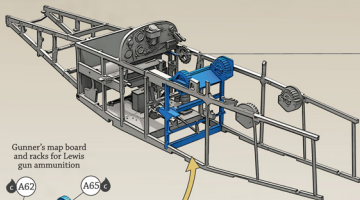
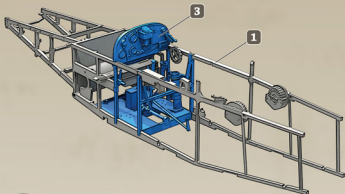
### 3 INTERIOR

**ABD**

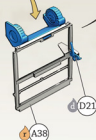
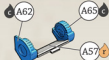
Admiralty  
pattern 259  
compass



A40 p 71



Gunner's map board  
and racks for Lewis  
gun ammunition



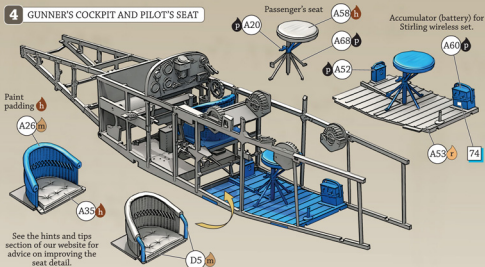
One style of arranging the magazines for the gunner's Lewis gun which differ slightly from what we offer in this kitset. The wooden handles attached to the rudder control cables are so that the gunner can steer the plane should the pilot be incapacitated.

A61  
Hand air pump.  
Paint handle



An interesting diorama idea for the adventurous modeller! Note the pale CDL interior colour of the fabric fuselage covering. The enlarged tail fin of this unidentified RE.8 was a field modification to try and improve stability and was more commonly seen on training aircraft.

#### 4 GUNNER'S COCKPIT AND PILOT'S SEAT

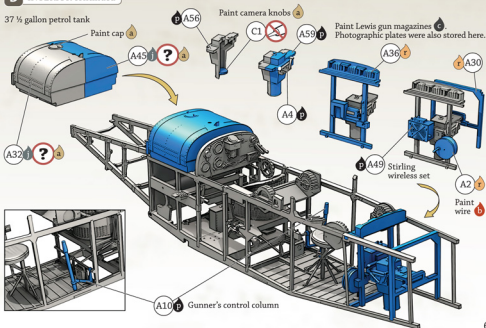


< Tailplane control wheel, Very pistol and seat details. Note the copper tubes running down from the instrument board shown here were more commonly associated with the Belgian Hispano-Suiza powered RE.8s. The 4 point Sutton Harness belts shown here are more appropriate for very late, or between the wars, RAF aircraft and would not usually be fitted to the RE.8. It appears there was no provision in the RE.8 for a safety belt for the passenger.



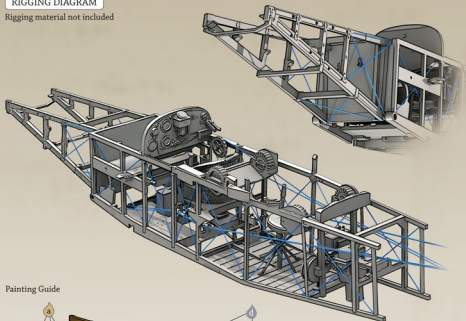
^ Another view of the pilot's cockpit showing more of the interior details.

#### 5 INTERIOR continued

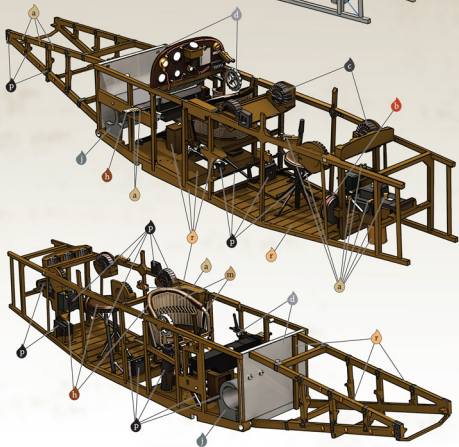


## RIGGING DIAGRAM

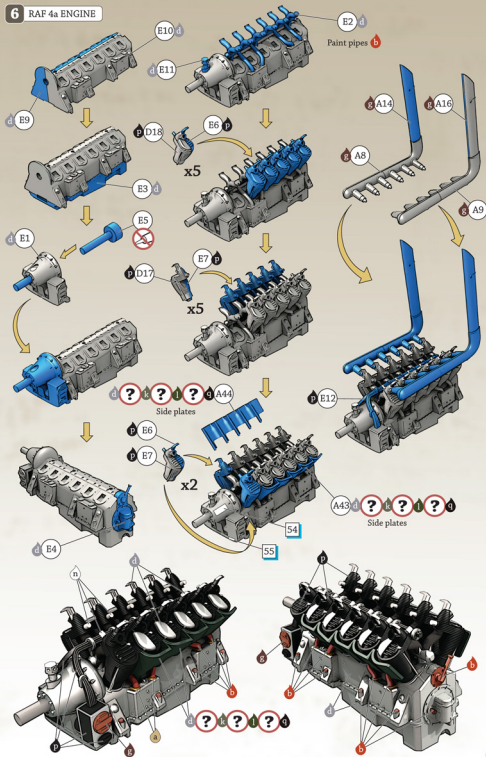
Rigging material not included



## Painting Guide



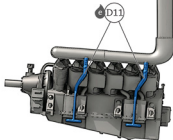
# 6 RAF 4a ENGINE



## 7 ENGINE INSTALLATION

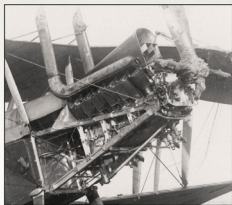
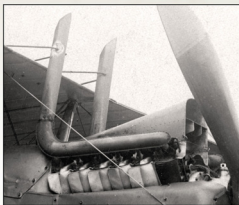
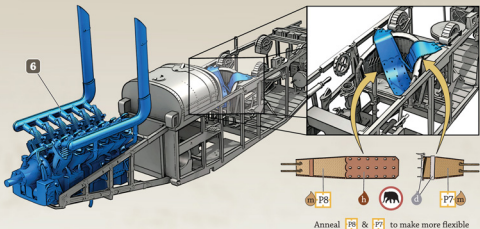
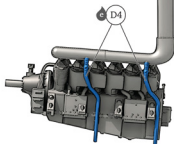
### A

Paint asbestos wrapping (n)



### BCDE

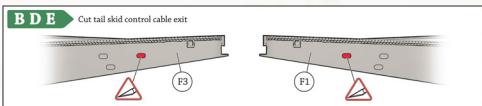
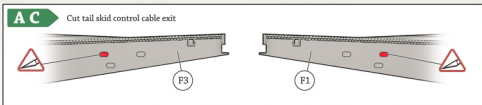
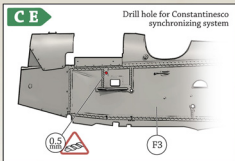
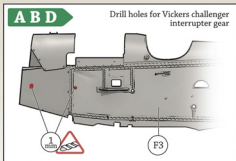
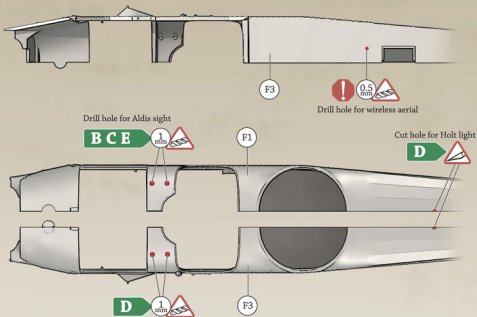
Paint asbestos wrapping (n)



Designed to control airflow around the cylinders of the air cooled RAF 4A engine, the 'side plates' from this Australian RE.8 appear to be unpainted aluminium. Compare these with the battleship grey painted air intake scoop and side cowling.

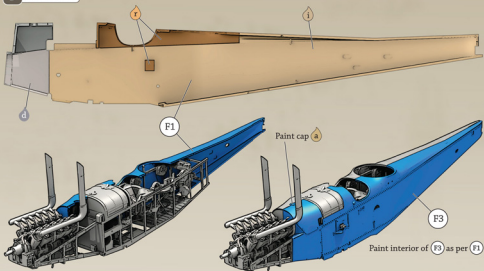
The 'side plates' on this captured 59 Sqn RE.8 (see page 27) appear to have been painted in PC10 or perhaps a heat resistant black. Note the Claudel-Hobson carburettors and the relatively empty space between the rear of the engine and the bare aluminium firewall. Clearly the engine was still running when the aircraft nosed over upon crash landing, smashing the propeller blades.

## 8 FUSELAGE PREPARATION



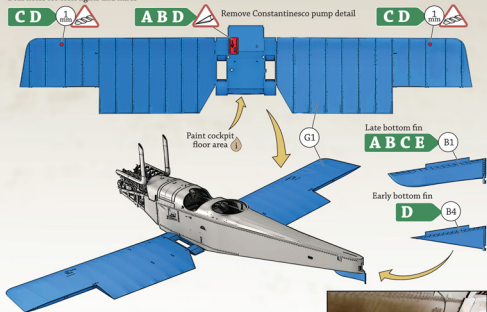


## 9 FUSELAGE



## 10 LOWER WINGS

Drill holes for Holt lights and flares



Lower wing root detail showing the 'bottom centre portion of planes'. On some early aircraft this area was covered in clear cellophane but this became dirty and considerably more difficult to see through as time wore on. The most common form is what you see in this photo and on our model. On some aircraft, like B2293 on page 28, the fairings were cut away completely with just the front and rear metal spar tubes visible. Note the elevator control horn in the elevator down position.





## 11 FUSELAGE DETAILS

Paint knob **o**

**c** P9

**c** P2

**c** A55

Paint windshield frame **d**

**C6**

**A24**

**k**

**?**

**l**

**?**

**p**

**p** D7

**p** A33

**p** P3

**p** D7

**CE**

Constantinesco synchronizing system (Late)

**p** A51

**p** A34



Vickers gun with Constantinesco synchronizing system. Note the leather reinforcing patches.



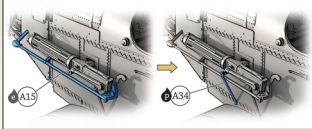
Elevator control horn and foot step detail showing leather reinforcing patches.

**ABD**

Vickers Challenger interrupter gear (Early)

**p** A15

**p** A34



Vickers Challenger interrupter gear detail from an unidentified early RE.8.

Aldis sight

**BCE**

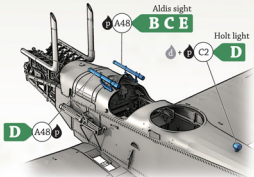
Holt light

**d + p** C2

**D**

**D** A48

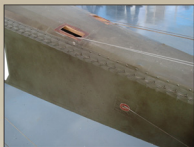
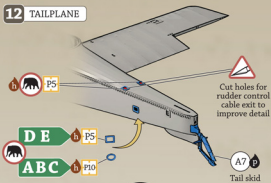
**p** A48



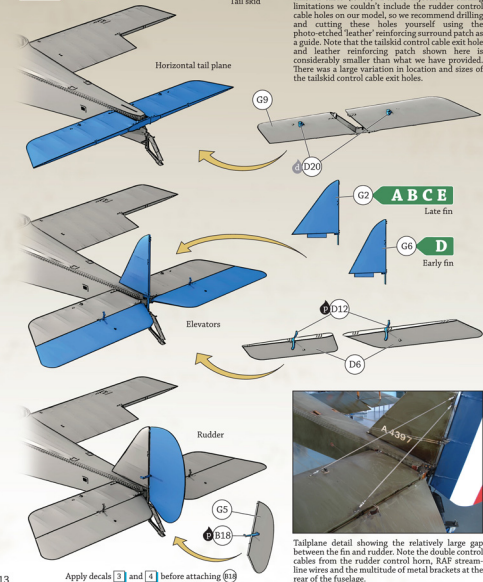
Aldis sight detail from the same AFC RE.8 on page 9. These were most commonly fitted on the starboard side of the windshield as shown here.

Paint back of **(C2)** Holt light **d** then coat with **p**. Leave lense unpainted

## 12 TAILPLANE



Control cable exit holes in the rear of the fuselage for the double rudder control cables (upper) and tailskid cable (lower). Due to injection moulding limitations we couldn't include the rudder control cable holes on our model, so we recommend drilling and cutting these holes yourself using the photo-etched 'leather' reinforcing surround patch as a guide. Note that the tailskid control cable exit hole is considerably smaller than what we have provided. There was a large variation in location and sizes of the tailskid control cable exit holes.

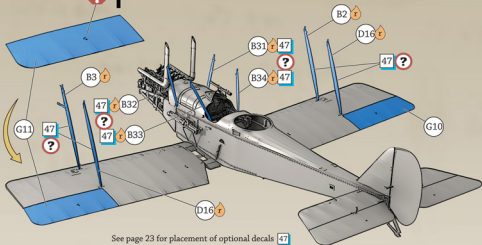


Tailplane detail showing the relatively large gap between the fin and rudder. Note the double control cables from the rudder control horn, RAF stream-line wires and the multitude of metal brackets at the rear of the fuselage.

### 13 STRUTS

! UP  
↑

Paint strut brackets and pitot tube **p**



See page 23 for placement of optional decals **47**



< Wing strut details. Note the cord wrapped around the end brackets of the aileron struts **D15**. Many sub contractors applied their company logo decals to the struts etc that they manufactured, even though they were not obliged to. On some aircraft you can see these decals and on others you can't. We have included some Ruston company decals for to use if you wish **47**.

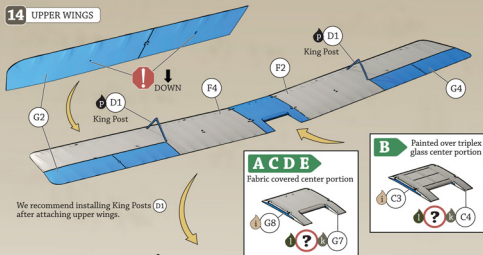


^ Starboard lower wing showing the aileron control cable exiting on its way to the upper wing. Note the rigging attachment points and rib tape details.

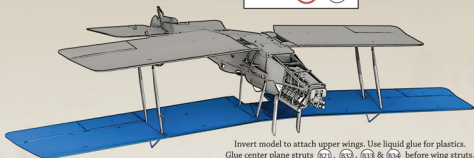
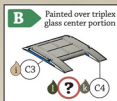


< Lower aileron detail from the captured 52 Sqn RE.8 B2293 seen on page 28. The device seen hanging from the front of the wing is a damaged Holt Flare bracket.

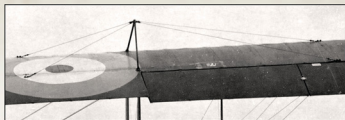
## 14 UPPER WINGS



We recommend installing King Posts (D1) after attaching upper wings.



Invert model to attach upper wings. Use liquid glue for plastics. Glue center plane struts (521), (532), (533) & (534) before wing struts.



Starboard upper wing of the early RAF built aircraft from page 29 showing the king post (D1) details. Note the small bracket joining the inner and outer ailerons.



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

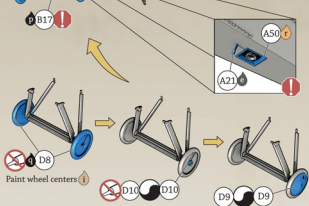
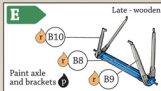
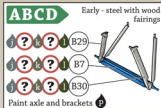


< The nose over of RE.8 A2187 of 13 Reserve Sqn allows us to see one form of the "Top centre portion of planes" (C3) & (C4). The middle portion of this type was usually sheathed in triplex glass which was, as can be seen here, frequently painted over (or possibly re-skinned with ply).



Port upper aileron detail from B2293. Note how the white border of the cockade runs up to and 'over' the rear edge of the aileron, indicating it was probably painted at a later date than the red, white and blue of the cockade.

## 15 UNDERCARRIAGE



Early steel undercarriage with wooden fairings from the same aircraft seen on page 27. Note the fabric strips wrapped around the struts and fairings to bind them together. Undercarriage struts of this type were usually doped in PC10.

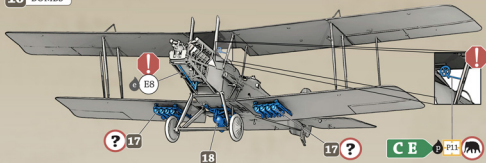


Late wooden undercarriage from rebuild RE.8 H7139. Wooden undercarriage legs were usually left unpainted with black metal brackets. Note the heavily stained starboard wheel cover, possibly from oil spilled when filling the tank immediately above.

A nice study of Siddeley-Deasy built RE.8 C3424. It is fitted with Brown & Barlow carburetors and early steel undercarriage legs which appear to have been painted Battleship Grey. The Vickers gun is not installed but the holes in the fuselage indicate it would have been fitted with the Constantinesco synchronizing system when in place. Note the wind driven generator attached to the side of the fuselage and the extra line of vertical stitching under the pilot's cockpit opening.



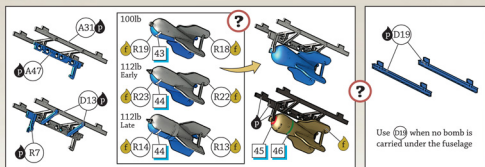
## 16 BOMBS



## 17 20lb COOPER BOMBS & CARRIER



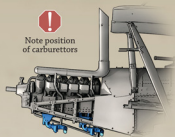
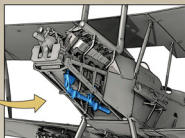
## 18 100-112lb HALE BOMBS & CARRIER



This crowd of Colonials appear to have been distracted by a horse or the chance of gambling and are doing their best to ignore this unidentified RE.8. It has wooden undercarriage struts and Brown & Barlow carburettors with a Daimler built style cowling. Bomb carriers for four 20lb bombs are fitted under each wing. The unusually dark appearance of the engine cowlings indicate they have been painted in a PC10 equivalent as opposed to Battleship Grey. Note the propeller tips have been wrapped in linen and possibly painted Battleship Grey.

## 19 BROWN & BARLOW CARBURETTOR OPTION

### BCDE



Note position of carburettors

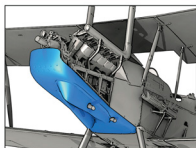
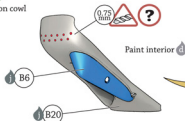


Drill hole for more detail

### B

Common cowl

Drill holes for more detail



### CDE

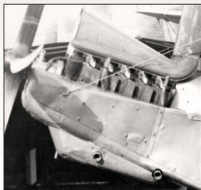
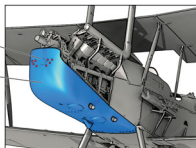
Daimler built cowl

Drill holes for more detail

Drill holes for more detail



Paint interior d



Common cowl details for Brown & Barlow carburettors from Siddeley Deasy built RE.8 C3424.

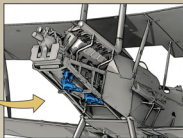
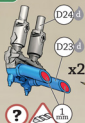


Daimler built cowl details for Brown & Barlow carburettors. Note the unpainted aluminium 'side plates' of the RAF 4A engine.

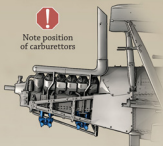


## 20 CLAUDEL-HOBSON CARBURETTOR OPTION

A



Note position of carburettors

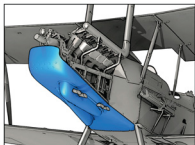
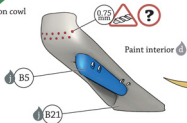


Drill hole for more detail

A

Common cowl

Drill holes for more detail



We recommend not installing the undercowls to better display the engine detail. If you do wish to install this undercowl you will need to assemble it in position.



< Common cowl details for Claudel-Hobson carburettors from an unidentified early RE.8.

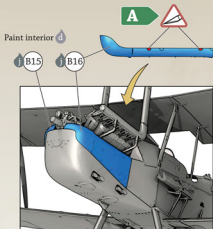
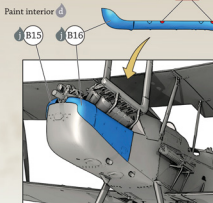
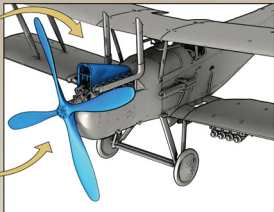
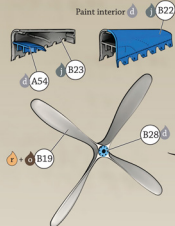
> A rather poor photograph but one of the very few we have showing the Daimler cowl with the Claudel-Hobson carburettors. See the full photo of A3569 on page 28.



Although of relatively poor quality this photo of partially burnt out Austin built RE.8 A4311 allows us to see many otherwise hidden structural details. Note the white asbestos wrapped hot air pipes leading down from the exhaust to the Claudel-Hobson carburettors and the Vickers Challenger interrupter gear.



## 21 PROPELLER & ENGINE COWLS

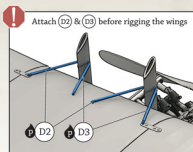
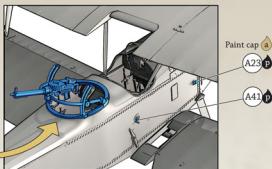
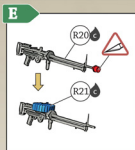
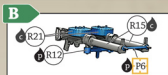
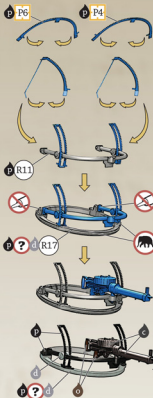


The nose art of this RE.8 has thus far defied identification, perhaps it's a rabbit, warthog, walrus, whale or a fly? In any case, the artist has created an elaborate work of art extending from the tip of the engine cowling scoop to behind the front 'center plane strut'. This otherwise unidentified aircraft is most likely with a training unit due to its lack of armament.

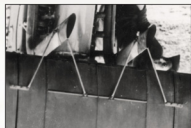


Propeller detail showing fabric wrapped tips painted in battleship grey and manufacturers decals. We have included propeller manufacturers decals for ETibbenham LTD - Ipswich [51](#) (shown here), Ruston & Hornsby LTD - Lincoln [52](#), Davis Bennett & Co - Westminster [53](#) for you to choose from. Sometimes there was no manufacturers decal applied.

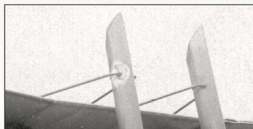
## 22 FINAL ASSEMBLY Scarff ring & Lewis gun



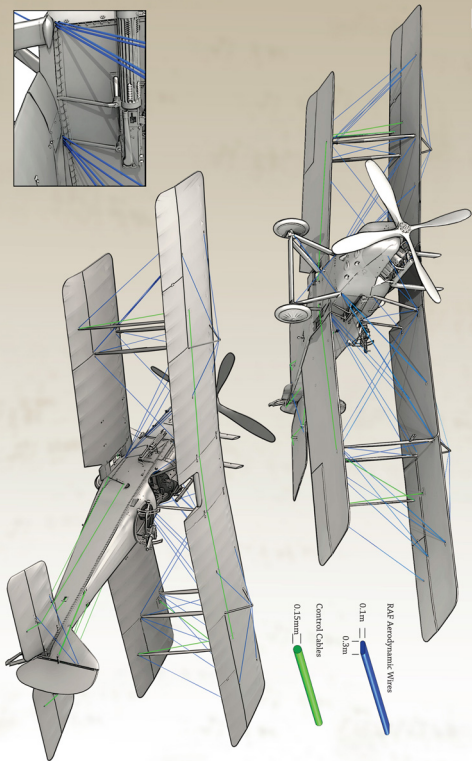
Scarff ring detail from B2293 on page 28 with a single Lewis Mk.II fitted. Note the rear facing Holt light.



Exhaust detail from A2187 shown on page 15 showing the 'stay tubes' (D2 & D3). It is important to attach these before rigging your model because they add considerable rigidity to the wings.

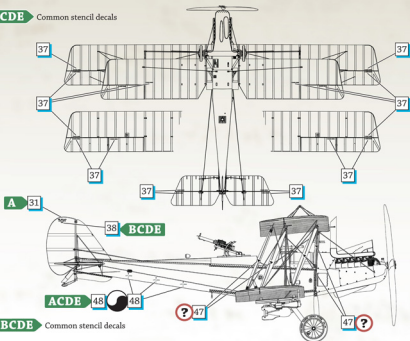


Further details of the 'stay tubes', this time from the same Australian RE.8 shown on page 9. Note the recently welded or brazed repair to the 'stay tube' bracket on the exhaust pipe.



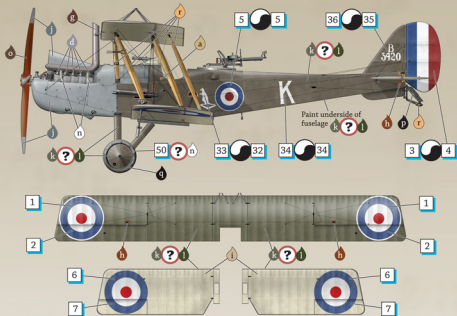
**A** A3474 "18", Siddeley-Deasy built, 34 Sqn, 2lt CCF Osborn & Sgt J Lewis, May 1917

This 34 Sqn aircraft was thoroughly photographed and documented by the Germans after it was forced to land due to anti-aircraft fire near Kemmel in Belgium on 24 May 1917. The pilot 2lt CCF Osborn and observer Sgt J Lewis were taken POW. For more information see Windssock Datafile 24 and Cross & Cockade Journal volume 12 # 3 1971.

**ACDE** Common stencil decals



**C** B3420 "K", Daimler built, 3 Sqn AFC

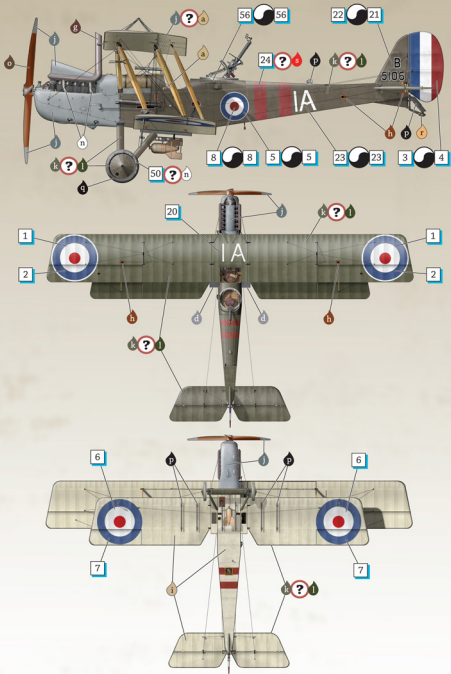


The white kangaroo and boomerang markings betray the nationality of the Australian crew of this 3 Sqn Australian Flying Corps aircraft. Note the Holt landing lights on the bottom wing tips. There is a dark 'dot' visible under the fuselage just below the 'K' which could conceivably be a rear facing Holt light (??), but it is just not clear enough to confirm this.



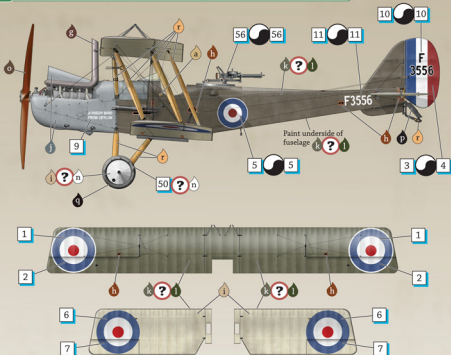
The crew of this 3 Sqn AFC RE.8, which appears to be the same aircraft as seen above, have been identified as Nigel Love (pilot) and M Shelley (observer).

**D** BS106 "1A", Daimler built, 59 Sqn



This RE.8 wears the 2 red bands used as 59 Sqn markings up until 22 March 1918 and is aircraft #1 of A flight. There are photos of this aircraft dated May 1918 which show evidence of the red bands having been painted over with PC10. Holt landing lights were fitted to the bottom wing tips with a rear facing light on top of the fuselage just above the 'A'. For more information see *Windsock Worldwide* volume 24 #4 2008 and *British Aviation Squadron Markings of World War 1*, Schiffer Publishing, Les Rogers 2001.

**E** F3556 "Ceylon No.1 - A Paddy Bird from Ceylon", Daimler built, October 1918



Daimler built F3556 was the 2nd presentation aircraft Ceylon No.1 with the inscription 'A Paddy Bird from Ceylon', the first being BE.2c 4073. Arriving in France too late to see hostilities, F3556 was preserved for posterity and is now an impressive exhibit in the Imperial War Museum in England. It has undergone several restorations, the latest of which was in 2004. We have depicted F3556 as it would have looked when it was originally manufactured.



Forced down and captured, this 59 Sqn R.E.8 has had its individual markings and serial numbers torn off as souvenirs which prevent further identification at this time. Note the interesting wheel covers, presumably red, white and blue. Please see our website for further archive photos of this unfortunate aircraft.

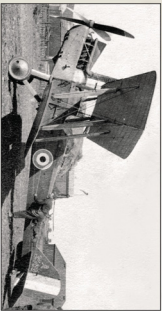




This Napier built RE.8 B2293 of 59 sqm was brought down by Friedrich Altemeyer of Jasta 24, possibly on 22 march 1918 for his 13th victory. Note the fairings of the 'bottom center portion of planes' have been removed for improved downward visibility; lower ailerons without cowls indicating recent replacements and how the port lower wing cowls doesn't appear to have its white area painted. 21 victory ace Friedrich Altemeyer can be seen to the right of this photo.



Another view of the aircraft above. Note how both sets of ailerons hang downwards, indicating that the controls were severed in the preceding action. The port elevator flap appears to have been bent up, creating the appearance of an angled cut.



A rigger gently negotiates his way over the elevator control cables of Daimler built RE.8 A3589. No armament is installed but the exposed 'component A' (front fitting) of the Vickers Challenger interrupter gear can be seen. Note the Claude-Hobson carburettor style Daimler cowling (B) not used on any of our detail options.



Standard Motor Co built RE.8 A4477 is fitted with a Daimler style cowl. A side cowl panel has been removed for access to the rear of the engine. No armament is fitted but the pale leather reinforcing patches for its Constantinesco synchronizing system are visible against the dark PC10 finish. Standard Motor Co decals can be seen on the wing struts.



An early RAF built RE.8 (possibly A73) from the first production batch of 50 aircraft showing the clear cellophane covered 'bottom center portion of planes' and the cockade position inboard of the ailerons. On this very first production batch of RE.8s the pilot's Vickers gun was installed inside the left side of fuselage and a Bowker mount was used in place of the Scarff ring for the observer's armament. The rear of the propeller blades appear to have been painted black to improve pilot visibility.



The 'O' on the fin and the date of November 1917, from the original caption to this photograph, (very) tentatively identifies this as Coventry Ordnance Works built RE.8 D6747. The 'O' on the fin indicates a 'Britons Overseas' presentation machine, in the case of D6747 the 'Overseas Club British Empire Day 1916 No.2'. Several unusual details can be seen on this aircraft; the enlarged fin, reinforced undercarriage struts and the grease pump for the Constantinesco synchronizing system installed on the outside of the fuselage (indicating a possible conversion from the earlier Vickers Challenger system). All engine cowls appear to be unpainted aluminium. Note the pilot's safety belt hanging from the cockpit opening.



No armament or Aldis sight is fitted to Siddeley-Deasy built RE.8 B6552. Features of interest are the CDL bottom fin, painted wheel covers, lack of white (and possibly blue) in the visible lower wing cowlade, 'center portion' with transparent triplex glass, coloured streamers fixed to the lower wing ailerons and possibly from the aileron connecting struts as well. The engine cowls appear to have been painted in a PC10 equivalent, while the engine 'side plates' and air scoop appear to be unpainted aluminium or perhaps battleship grey like the undercarriage struts. There is a lighter 'L' shaped patch under the lower port wing and aileron, perhaps this area was recently wiped clean.



#### 3-D Modelling by Bryan Wall

Bryan Wall is a product designer, specialising in computer aided design and 3D modelling. He has 9 years experience as a designer for consultancies in the UK and New Zealand, and has designed, engineered and modelled a wide variety of products, from exercise bikes, barcode scanners and razors, to windscreen removal tools and automated tolls.

Bryan is particularly interested in the ingenuity of the design and engineering evident in these planes, and the comparison of the concurrent development between the warring nations. He is also fascinated with the history conveyed through the surviving reference photographs and drawings. "God is in the details" as they say in the design industry and Bryan feels that the attention to detail and accuracy of the Wingnut Wings kits is what makes them so special.

Aside from design, Bryan is interested in a wide range of sports and music, he is a guitar player and is currently teaching himself the piano, and he also brews his own beer.



#### Project Co-ordinator, Richard Alexander

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

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

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

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



#### Profile Art by Ronny Bar

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



32012	1/32 RE.8 'HARRY TATE'	Qty
0132012A	A parts	1
0132012B	B parts	1
0132012C	C parts	1
0132012D	D parts	2
0132012F	F parts	1
0132012G	G parts	1
0132012P	Photo-etched metal parts	1
132E0007	E parts RAF 4a Engine	1
132R0001	R parts RFC Armaments	2
7132012	Instructions	1
9132012	Decals	1

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



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



32004 - 1/32 Bristol F.2b Fighter



32013 - 1/32 Sopwith Pup RFC

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