



Gotha G.IV

1/32 Scale

According to German reports a Gotha dropped the 1st ever German bombs on the United Kingdom just short of 3 months after hostilities commenced. It was the 26th of October 1914 and the aircraft was a 100hp bird shaped Taube monoplane built by Gothaer Waggonfabrik, the bombs dropped harmlessly on Dover and, as the event went completely unnoticed by the British, no one was harmed. But the next significant bombing raid on the UK by Gotha aircraft would cause considerable loss of life, widespread panic, disruption to the British war effort and an effect on moral out of all proportion to their actual military effectiveness. This time it was the 25th of May 1917 and the bombs were delivered by twenty three 520hp Gotha G.IV bombers of Kagohl 3, purpose built for attacking mainland Great Britain and capable of carrying a 600kg bomb load (although most carried just 300kg on this raid).

The Gotha G.IV (Grossflugzeug type 4) was part of a progressive development of bombers built by Gothaer Waggonfabrik which started with the G.II in late 1915. The G.II fuselage was of a conventional wooden frame construction with a linen covered rear portion but plywood skinned from the pilot's seat forward. The wings were conventionally constructed from wooden spars and ribs and completely covered in linen. Ailerons were located on the upper wings only and were, along with the entire tailplane, constructed from welded steel tubes and covered with linen. Power was supplied by 2 Daimler-Mercedes D.IV 8 cylinder in-line engines delivering 220hp each. The prototype made it's maiden flight in March of 1916 and after several improvements went into limited production the following month with a total of just 10 aircraft built. In October 1916 the improved G.III started to appear which featured improved Daimler-Mercedes D.VIa 6 cylinder engines delivering 260hp each and a small opening in the lower rear fuselage for a downwards firing machine gun. A total of 25 Gotha G.III were produced which had all been retired from frontline service by September 1917.

Several design features introduced with the G.IV made it eminently suitable to replace the cumbersome and staggeringly expensive Zeppelin as the weapon of choice for bringing the war to the British homeland. The G.IV fuselage was now completely skinned in plywood with a 'gun tunnel' built into it for improved underside protection and the bottom of the nose area was angled downwards to blend more aerodynamically with the leading edge of the lower wing. Ailerons were added to the lower wings very early in production to improve maneuverability, possibly after just the 2nd aircraft manufactured (402/16). An initial order of 52 G.IVs to be manufactured by Gotha (Gothaer Waggonfabrik) was supplemented by orders for 100 to be built by LVG (Luft-Verkehrs-Gesellschaft) and 80 by SSW (Siemens-Schuckert-Werke). A total of 232 Gotha G.IVs were built, although their number in front line service never exceeded the peak of 36 achieved in June 1917. By the end of 1917 they were being replaced by the improved G.V model which started to arrive in August that year. Any history of this aircraft here is of necessity very brief so we encourage you to seek out any, or all, of the references listed below for a more thorough understanding of this important aircraft.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model but, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. Gotha built G.IV fuselages left the factory painted with very pale blue exteriors while the interior, floor and framework of the fuselage appear to have been finished in dark stained natural plywood. Interior metal fittings appear to have been painted black and grey-green. The engine nacelles appear to have been painted in this same grey-green colour as were the reserve fuel tanks and other exterior metal fittings. Fabric covered areas are very pale and appear to be linen bleached to an almost white which was covered with a very thin application of pale blue dope, giving a final appearance which very closely matches the fuselage colour. The translucent nature of the wings is very apparent with the internal structure visible in many views of the undersurfaces. Preparations for night bombing from August 1917 onwards involved repainting the aircraft in dark camouflage colours and photographic evidence indicates that some had dark mottled patterns brush painted over the daylight 'white' finish while others had large areas sprayed with dark bluish grey and mauve. Late production aircraft built by SSW and to a lesser extent LVG, were delivered already camouflaged in dark blues, greys and mauve tones applied in painted hexagon patterns. Photographic evidence suggests that no Gotha G.IV aircraft were covered in pre-printed 'lozengé' fabric.

Wingspan:	Length:	Max Weight:	Max Speed:
23.7 m (77'9")	12.2 m (40')	3648 kg (8042lb)	135 kph (84 mph)
No. manufactured:	Production:	Engine:	Ceiling:
232	August 1916 to late 1917	2x Daimler-Mercedes D.Va 260hp	5000 m (16400')

Armament:

2 or 3 Parabellum LMG 14 machine guns and up to 600 kg (1322lb) of bombs

References:

Gotha', Peter M Grosz, Albatros Productions, 1994 - The Gotha G1 to GV, Peter M Grosz, Profile Publications, 1966 - Scale Models, Harry Woodman, February 1976 & March 1976 - Flight Global Archives (www.flightglobal.com) November 1918 - www.thomasguth.de
 First Blitz, Neil Hanson, Doubleday 2008 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owens - Private Collections

Gotha G.IV

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 kits.
- 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

P1 Photo Etch Part



Cement For Metal



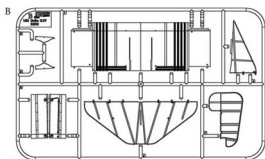
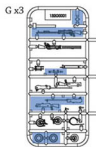
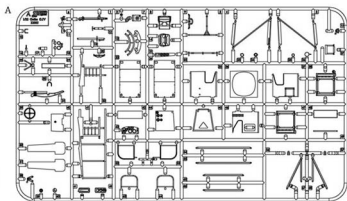
Other Side



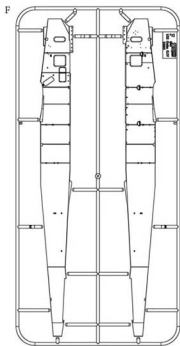
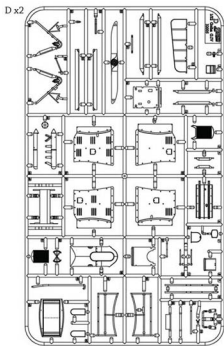
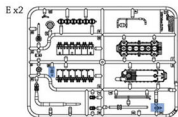
Paint Colour

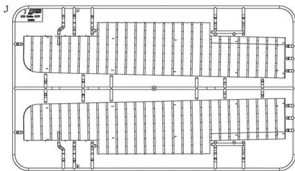
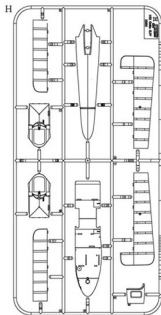
	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Copper	XF6	12	
e	Black - semi gloss	X18	85	
f	Rubber - matt	XF69	66	
g	Interior Grey Green - semi gloss	XF76	90	
h	Grey - semi gloss	XF22	92	
i	Yellow - semi gloss	XF3	99	
j	Rust - matt	XF9	113	
k	Dark Wood - gloss	XF68	98	
l	Light Wood - gloss	XF59	93	
m	Steel	XF56	27003	
n	Daylight bomber blue - semi gloss	X2(x10) + X23 (x1)	22(x10) + 65(x1)	GC22
o	LVG Gotha blue - semi gloss	XF18	96	GC20
p	LVG Gotha mauve - semi gloss	X16(x1) + XF52(x2)	29(x2) + 68(x1)	GC21
q	Light Blue - semi gloss	XF2(x2) + XF23 (x1)	65	
r	Red - semi gloss	X7	19	
s	White - semi gloss	X2	22	
t	Leather - semi gloss	XF52	62	
u	Clear Doped Linen - matt	XF55	148	
v	Blue - semi gloss	X14	48	
w	Green - semi gloss	X28	208	

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



■ = Not Used





K / L
x4

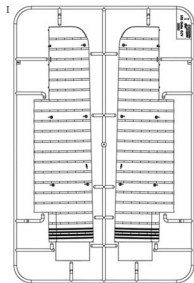
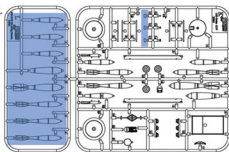
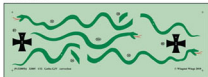


Photo
Etch



■ = Not Used

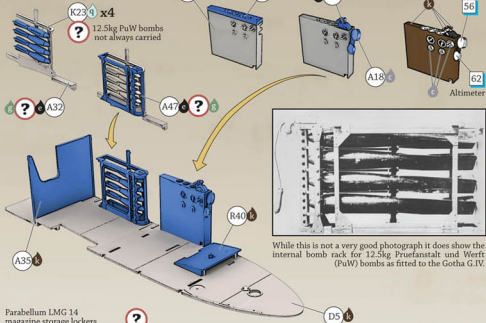
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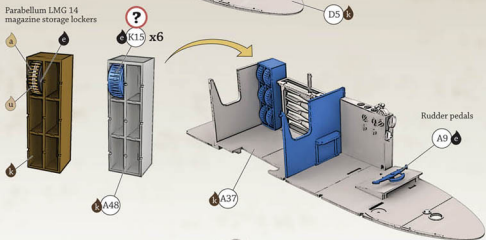
Decal
Sheet



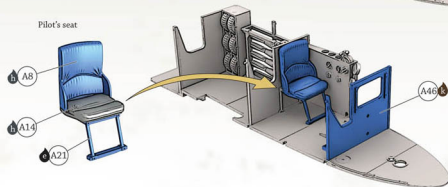
1 INTERIOR



Parabellum LMG 14
magazine storage lockers

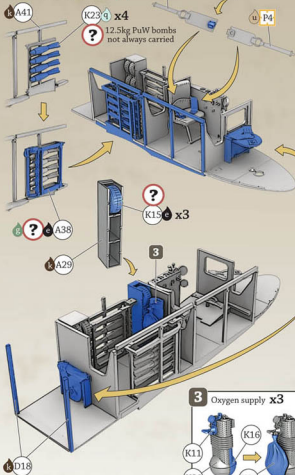


Pilot's seat

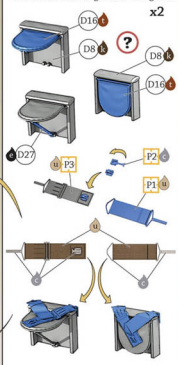


2 INTERIOR continued

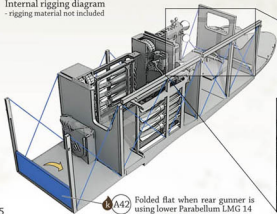
Paint bomb rack details **e** or **s**



Commander's and rear gunner's folding seats

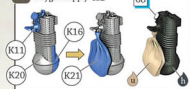


Internal rigging diagram
- rigging material not included

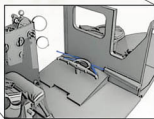


Folded flat when rear gunner is using lower Parabellum LMG 14

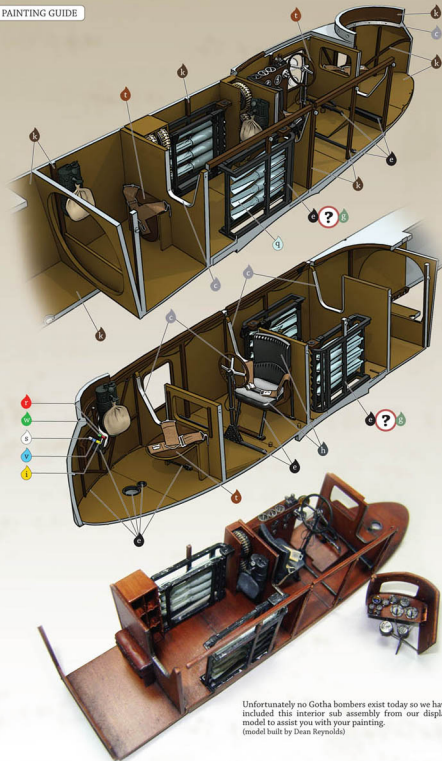
3 Oxygen supply x3



Operating at high altitudes the Gotha G.IV crewmen required liquid oxygen and it was supplied in tanks like this

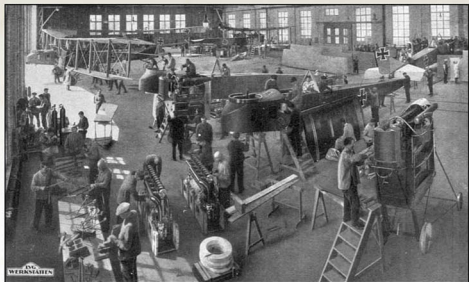
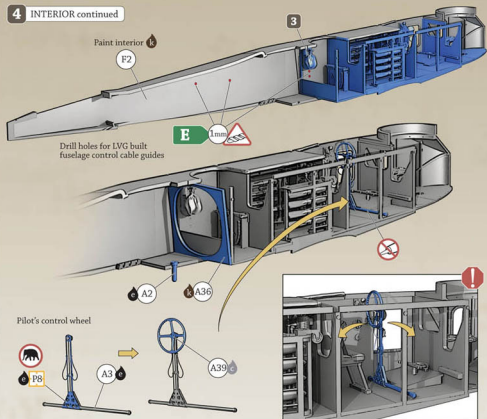


PAINTING GUIDE



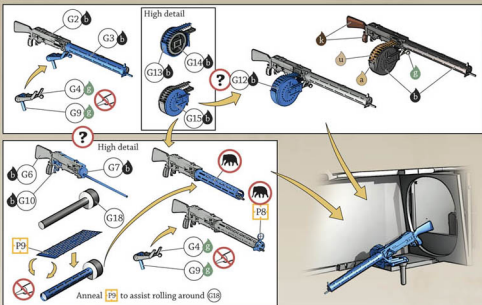
Unfortunately no Gotha bombers exist today so we have included this interior sub assembly from our display model to assist you with your painting.
(model built by Dean Reynolds)

4 INTERIOR continued



Late production Gotha G.IVs under construction at LVG, as depicted in the factory catalogue printed around 1917-18. By this time the wing center section (B1) was completely skinned with plywood. Note the method of assembling the engine nacelles. (S.Marcozzi collection)

5 PARABELLUM LMG 14 x3

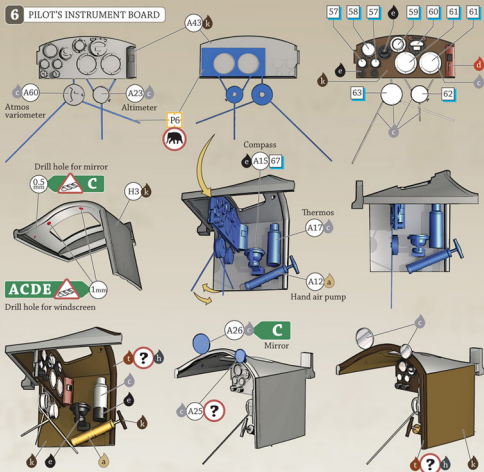


< The Gotha G.IV was intended to carry 3 Parabellum LMG 14 machine guns, 1 for the commander in the front and 2 for the rear gunner. One of the rear guns was fitted to a mount on top of the fuselage and the other was located on the floor to fire downwards. Often the lower gun was omitted to conserve weight and because the upper gun had a respectable field of downwards fire due to the patented Gotha 'gun tunnel' (H4) introduced with the G.IV.



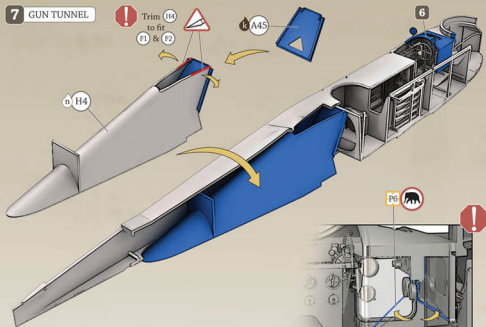
Parabellum LMG 14 machine gun. Note that the 200 round magazine has been removed for these photos.

6 PILOT'S INSTRUMENT BOARD

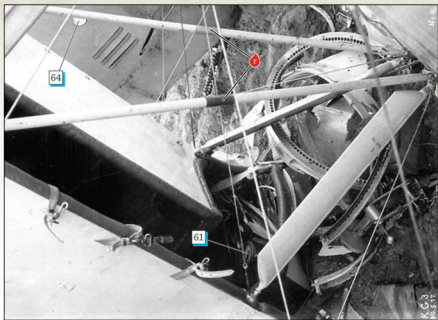
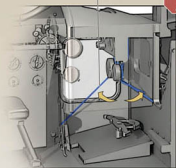


An unidentified Gotha G.IV of Kagohl 3 photographed at Gontrude some time prior to the 2nd England raid on 5 June. The wheels of this aircraft appear to have been over painted with a darker colour, perhaps **g**. (Thomas Genth)

7 GUN TUNNEL

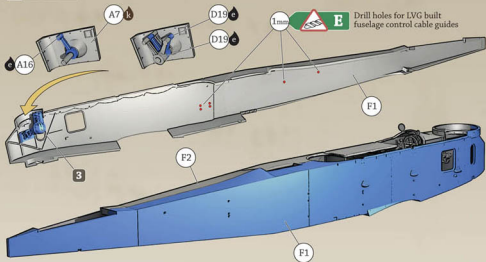


▼ This photo, taken to document the untimely demise of Kagohl 3 Gotha G.IV 409/16 on 10 May 1917 when it nosed over while landing, allows us to see some cockpit details like the fuel control valves (A27) and engine tachometers (61). Other details to note include the aircraft number stenciled on the front cabane strut and the dark (red?) band around the braces (D4) and (D5), Maximal fuel gauge (64) visible in the inner face of the engine nacelle and the commanders collapsed gun ring. While it was common practice for the commander to leave his position in the nose during landing, it is difficult to believe the pilot could have survived this crash. (via Thomas Genth)



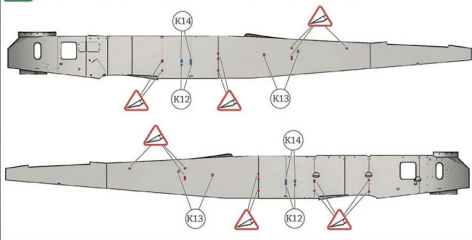
8 FUSELAGE

Commander's bomb release levers



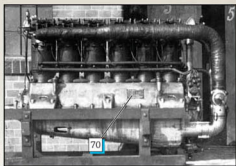
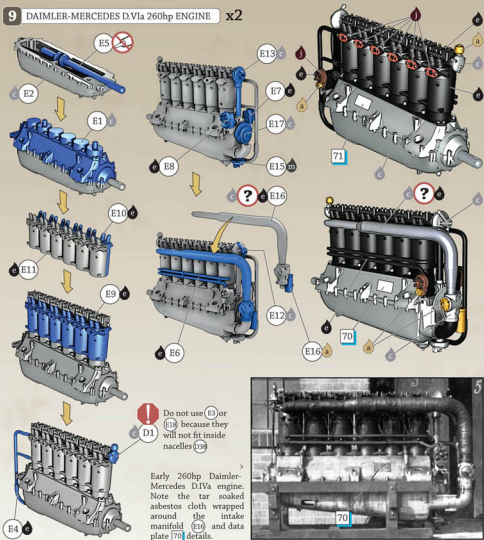
E

LVG built fuselage control cable guides. Remove Gotha built fuselage control cable guides.

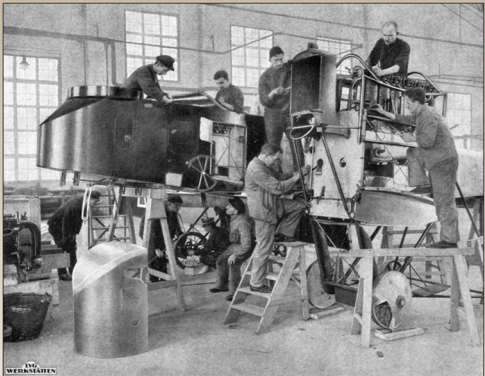


An unidentified Kagohl 3 Gotha built G.IV from the 2nd production batch (600/17 to 624/16) undergoes maintenance at Gontrude. Its single reserve tank dates this photo to sometime before the 2nd raid on England on 5 June 1917. The aircraft on the left is Gotha G.III 396/16. (Thomas Genth)

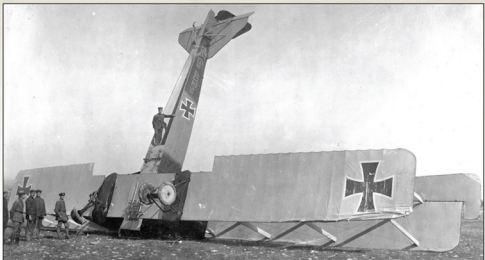
9 DAIMLER-MERCEDES D.VIa 260hp ENGINE x2



Although incomplete and painted with inaccurate colours these photos of a 260hp Daimler-Mercedes D.VIa engine do nevertheless reveal some useful details. Note that this is a late production engine and has a generator mount not applicable to the early engines installed in Gotha G.IVs.



A Gotha G.IV being constructed by workers at the LVG factory as illustrated in the factory catalogue. Note the hatch on the side of the fuselage used to access instruments and gauges in the pilot's side console (A44) and the port engine nacelle lower front cowling (117) with its difficult to see inner access hatch. (S.Marcozzi collection)



This photo, taken to document the crash landing of Gotha built G.IV 402/16 at Paderborn Germany on 19 September 1917, allows us to see the patented gun tunnel clearly and some other interesting details. From the 1st production batch of 12 aircraft (numbers 401/16 to 412/16), 402/16 displays some unique features like the unusual tail skid and lower wings without ailerons (a feature normally associated with the G.II and G.III only). Interestingly there are no aerodynamic fairings fitted to the undercarriage struts. The camouflage scheme is reminiscent of **E**.

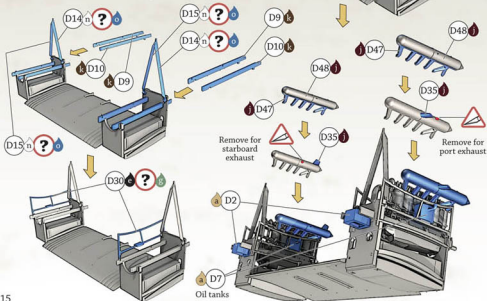
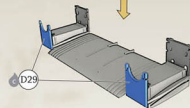
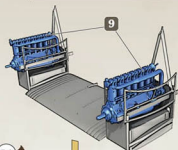
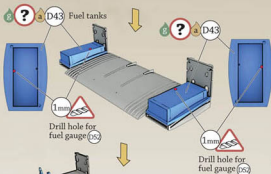
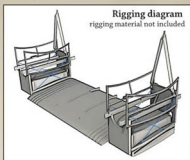
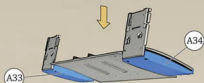
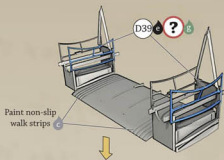
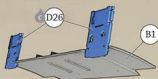


Gotha G.IV (LVG) 121/17 crash landed at Paderborn in Germany and displays many details applicable to final production LVG built G.IVs, most of which were relegated to training duties. Late production details to note are the lower rudder profile, trapezoid shaped wire propeller guards, radiator shutters and pilot's small side window. The tailslat has been torn off in the landing accident. Small aircraft number stencils are barely visible at the top of all cabine and engine nacelle struts as indicated and are supplied as decals [14](#), [20](#), [31](#), [45](#) and [51](#) for you to use. You can see another example of these small aircraft number stencils in the photo on page 10.

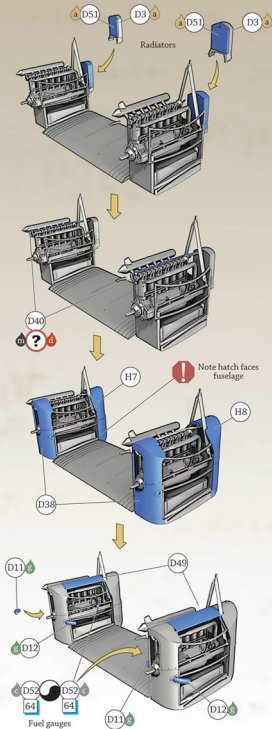


SSW built Gotha G.IV 1071/16 from the 1st SSW production batch (numbered 1055/16 to 1094/16). SSW details to note include the rubdy different lower rudder profile, rear Parabellum mount, gun turret opening and propeller guards. Another view of this crash shows this aircraft to be fitted with a tailslat of the same design as the Gotha built G.IV 402/16 shown on page 13. All upper surfaces including the engine nacelles are camouflaged with painted hexagons of various dark colours. Faintly visible on the lower surface of the upper wing trailing edge are small "Einschreibzettel" markings [53](#) as indicated and it is likely that these would also be visible on the upper surfaces of the lower wings as well. It is possible that these markings were specific to SSW built aircraft so may not be appropriate for any of our colour schemes but it is your model so you can decide if you want to use them or not.

10 ENGINE NACELLES



11 ENGINE NACELLES continued



Engine nacelle details visible in this close up of Gotha G.IV 406/16 are the air intake (D11) and the single set of cooling louvers common to Gotha built G.IVs. (Thomas Gent)

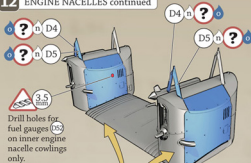


Close up of the LVG built Gotha G.IV engine nacelle assembly shown on page 13. Engine control cables etc were threaded through the 2 holes in the front 'firewall' (D23) and fed into the leading edge of the wing. The 'firewall' appears to be unpainted aluminium (a), radiator surround (a) and the frames appear to be (b) or possibly freshly welded steel yet to be painted (c). (S.Marcozzi collection)

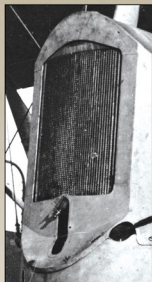
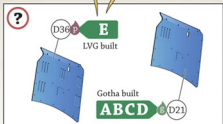
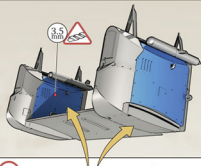
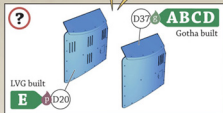


Another view of Gotha G.IV 603/16 showing further interesting details like the double control cables for the ailerons and the non slip tread walk area on wing. Note the wire threaded through the nacelle turn buttons to prevent them working loose in flight.

12 ENGINE NACELLES continued



Drill holes for fuel gauges (D3) on inner engine nacelle cowlings only.

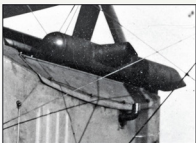
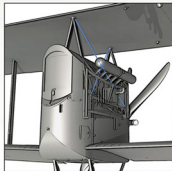


Radiator detail from Gotha G.IV 603/16, note the stained engine nacelle panels.



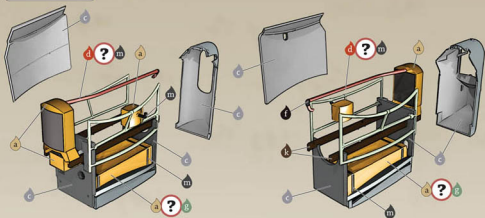
This view of crashed Gotha G.IV (LVG) 991/16 **E** shows the additional engine cooling louvers associated with LVG built G.IV engine nacelles. (Thomas Gentz)

Rigging Diagram



Exhaust detail from the port engine nacelle of Gotha G.IV 603/16.

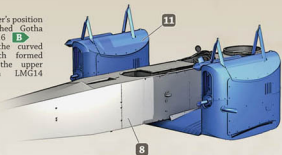
PAINTING GUIDE



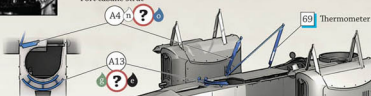
13 FUSELAGE



Rear gunner's position from crashed Gotha G.IV 602/16 **B** showing the curved rails which formed part of the upper Parabellum LMG14 mount.

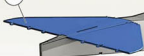


Port cabane strut

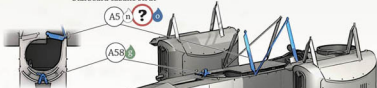


Horizontal tailplane

B6

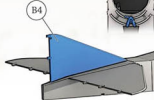


Starboard cabane strut

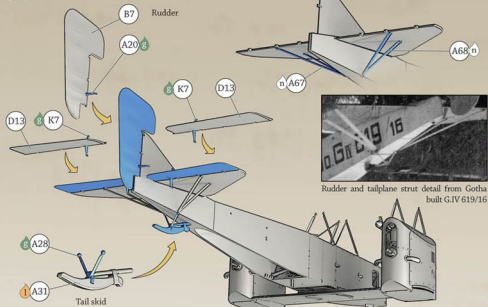


Fin

B4



14 TAILPLANE



Rudder and tailplane strut detail from Gotha built G.IV 619/16



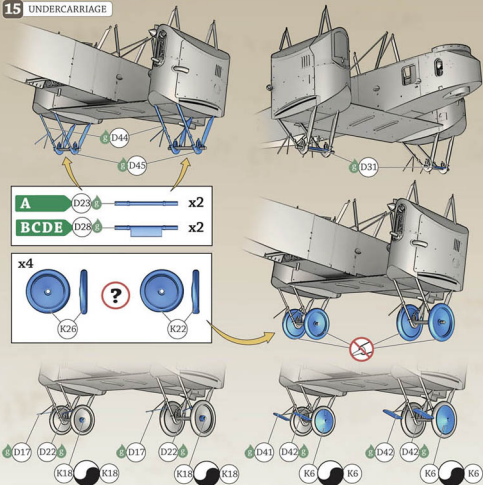
< Tailplane detail from 406/16 showing the large Gotha factory logo (4) and dark leather (7) reinforced patches around the rudder and elevator hinges and control horns. Just visible under the fuselage is a horizontally split airfoil device suspended from 'V' brackets. This detail is not often seen and the purpose of it remains a mystery to us but one of its uses may have been to provide a suitably strong location for ground crew to safely lift the tail of the fuselage, but this does not explain the split airfoil fairings. Whatever this device was intended to do, it appears that it didn't do it very well because they were all removed before the first England Raids. Another solution to the problem of ground crew damaging the fragile struts (A67) and (A68) when lifting the tailplane was to fix sharp saw tooth details on their undersides. (Thomas Genth)

> Tailplane detail from Gotha G.IV (LVG) 991/16 showing the additional bracing struts (A54) and (A55) common to LVG built G.IVs. The entire tailplane of the Gotha G.IV was constructed from steel tubes and covered in fabric. (Thomas Genth)

∨ Late production LVG built Gotha G.IV camouflaged in painted hexagons of various colours. What appears to be a white cross on the lower starboard wing is actually just the gloss painted cross reflecting light off the snow covered ground at Johannisthal near Berlin. While the white surround has been painted on the aileron the black portion is yet to be added. A similar optical illusion can be seen on the lower surface of the top wing due to the different gloss and matt paints used for the hexagon camouflage colours.



15 UNDERCARRIAGE



< Undercarriage detail from 603/16 showing the method of marking the wheels of individual aircraft at unit level. While this practice was not universal we have included decals for this detail if you wish to use them. We have also included optional weighted tyres (K22) for you to use if you wish. This particular aircraft has aerodynamic plywood fairings also attached to the rear 'V' struts, a feature not usually seen on Gotha built G.IVs but appears to be common on those built by SSW.

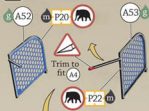


< Tentatively identified as Gotha G.IV 624/16, this undercarriage close up shows the stone guards (D43) and (D42) which are so important for preventing debris kicked up by the wheels from damaging the propellers. Any debris hit by the propellers could be fired sideways into the fuselage with devastating results for critical control cables and the rear gunner unless shielded by prop guards (A50) and (A51).

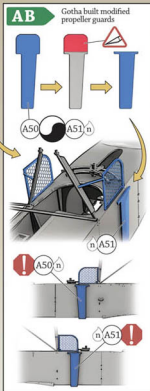


This wheel close up comes from a Gotha G.V but all details shown here are relevant to our G.IV. Note the various bracket details and methods of attaching the cross bar (B31) and rigging. Suspension was provided by cables running over the axle and up to compression springs installed inside the steel tubes of the 'V' struts.

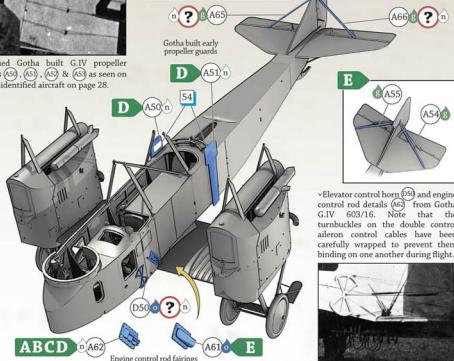
16 FUSELAGE DETAILS



Modified Gotha built G.IV propeller guards (A50, A51, A52 & A53) as seen on the unidentified aircraft on page 28.



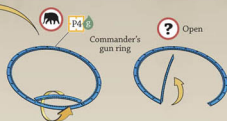
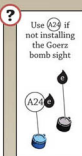
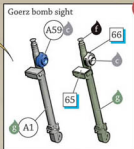
Early LVG style wire propeller guards with rounded corners from Gotha G.IV (LVG) 991/16 (E) - (Thomas Gent)



▼ Elevator control horn (D50) and engine control rod details (A62) from Gotha G.IV 603/16. Note that the turnbuckles on the double control aileron control cables have been carefully wrapped to prevent them binding on one another during flight.



17 COMMANDERS PULPIT



^ The commander's pulpit from this Gotha G.V shows several details useful for our G.IV like the liquid oxygen supply and gun ring details. The Parabellum LMG 14/17 shown here with an Oigee sight was not seen on the Gotha G.IV as far as we can tell from photographic evidence. Note the small triangular brace on the left which is not applicable to our model and the empty flare holders. Despite the cold weather clothing and use of oxygen, this photo was taken while the aircraft was safely on the ground.



^ The crushed commander's pulpit from another nosed over Kagohl 3 Gotha G.IV, in this case 410/16 on 23 April 1917. Amongst the debris we can just see the top of the Goerz bomb sight, ammunition for the Parabellum LMG 14 and pilot's wide safety belt. Also note the fabric covered lower wing center section

(B1) with non slip walk strips and a single ribtape. (via Thomas Genth)

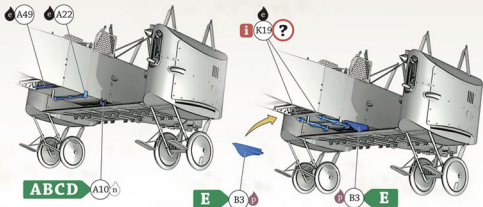
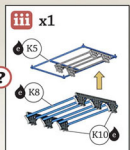
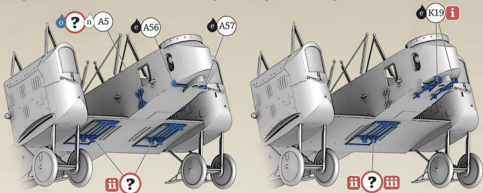


< Nose detail from Gotha G.IV 612/16 shows many useful details. Note the canvas bag attached under the Parabellum LMG 14 machine gun (intended to prevent empty shells from damaging the propellers), elevator control horn (B5) in the elevator down position, 50kg bombs without their nose fuses and the pilot's rear view mirror. The ladder in the foreground has been borrowed from Gotha G.IV 605/16. A larger view of this aircraft appears on page 26.

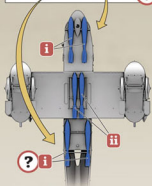
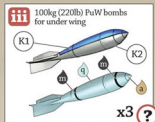
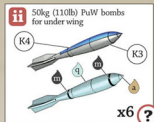
18 BOMB RACKS & BOMBS



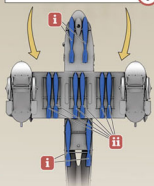
The bomb load varied considerably depending on mission requirements and fuel concerns, for example the maximum bomb load was as low as 300kg (661lb) for the long range daylight raids on England but in other instances could reach as high as 600kg (1322lb). It is your model so you can decide how many bombs you want and where you want them but we offer some suggestions on page 24. The 450kg (992lb) bomb load shown above consists of 5x 50kg and 2x 100kg PuW bombs slung under a Gotha G.V.



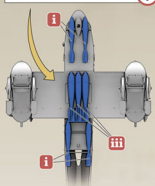
19 BOMB RACKS & BOMBS continued



200kg - 300kg bomb load for daylight raids on England



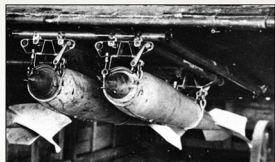
500kg bomb load



500kg bomb load



1x 50kg PuW and 2x 100kg bombs in the mid fuselage position showing useful details like the steel release cables and mounting brackets.

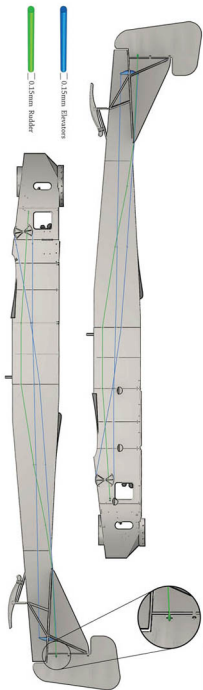


2x 50kg PuW bombs slung from racks under the left wing. Note the twisted tailfins and brass nose tip fuses.

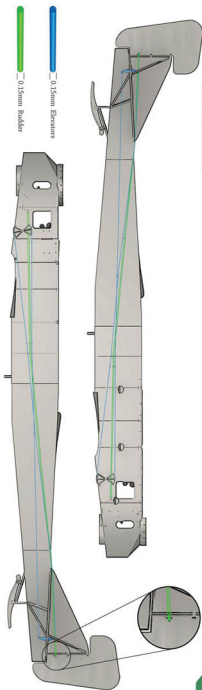


An unidentified ground crewman poses with 12.5kg, 50kg and 100kg PuW bombs to display the different sizes. The aircraft in the background is a DFW C.V.

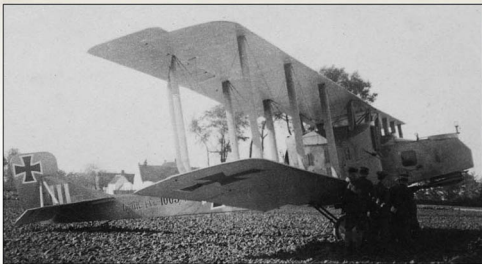
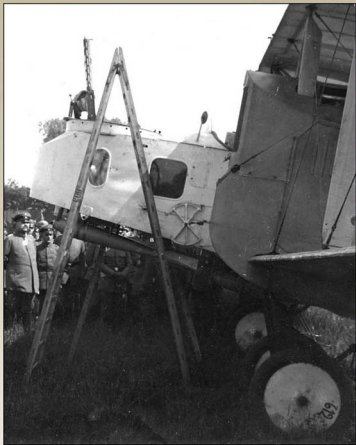
Gotha built aircraft



LWG built aircraft

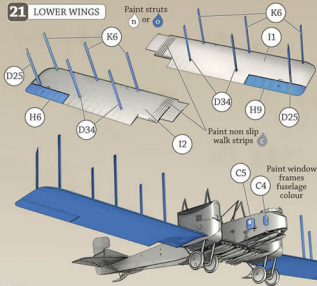


Gotha built G.IV 612/16 is pictured here during one of the many visits to Gontrude by high ranking generals in the time leading up to the 1st raids on England. Note the aircraft number painted on the wheel and how dark the engine nacelle appears compared to the very pale wing strut, wheels and fuselage.



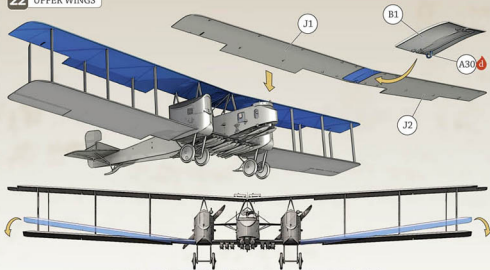
Gotha G.IV (LVG) 1003/16 (or 1005/16) from the middle of the 1st LVG production batch (numbers 980/16 to 1029/16), note the 3 white bars on the fin and the additional tailplane bracing struts. The radiator shutters shown here and in the photo on pages 14, 19 and 30 appear on later production machines from LVG and SSW, although they were quite common on the Gotha built G.V.

21 LOWER WINGS



Wing strut detail from late production Gotha G.IV (LVG) 127/17. The struts were constructed from steel tubes fitted with plywood aerodynamic fairings. Note the 'Nur hier anfassen!' stencils [55](#), LVG factory decals [2](#) and makers plates [19](#).

22 UPPER WINGS



Lower wing will support the weight of upper wings at the correct dihedral.

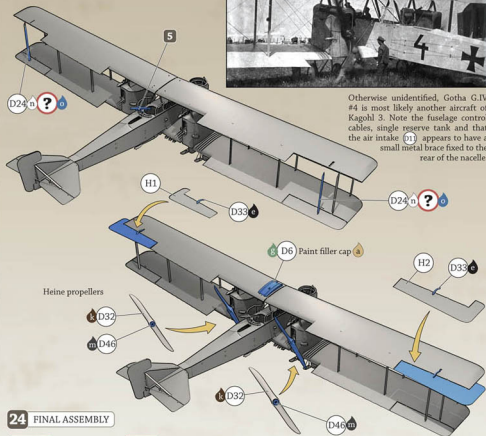


Gotha G.IV 406/16 pictured before the 1st raid on England in May (when it would have the letters 'RG' painted on the sides of the fuselage). The letters 'RG' are the initials of the commander and pilot, Lt. Radke and Lt. Adolf Genth. The upper wing of 406/16 appears slightly darker than other early aircraft, possibly due to a matt finish not reflecting light very well or a coloured dope. For closer views of the tailplane and fuselage of this aircraft please see pages 19 and 36. Another view of this aircraft appears on page 38. (Thomas Genth)

23 AILERONS & PROPELLERS



Otherwise unidentified, Gotha G.IV #4 is most likely another aircraft of Kagohl 3. Note the fuselage control cables, single reserve tank and that the air intake (D11) appears to have a small metal brace fixed to the rear of the nacelle.



24 FINAL ASSEMBLY

ACD



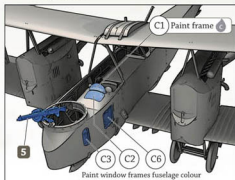
Single reserve tank for short range missions and 1st England raid.

BE



Double reserve tanks for long range missions.

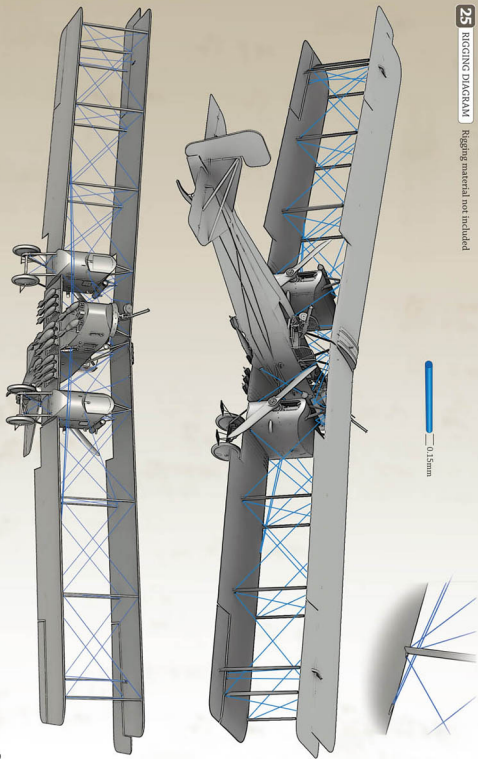
D6 Paint filler cap

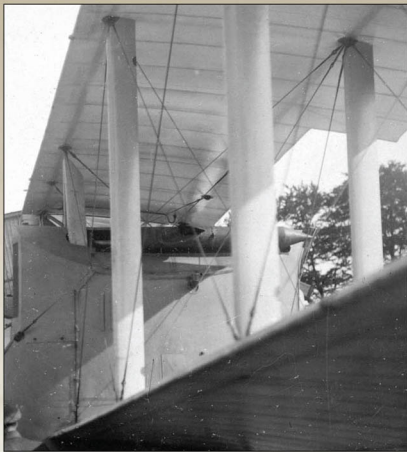


Nose detail of Gotha G.IV 603/16 showing the commander's Parabellum LMG 14 and a rear view mirror mounted in front of the pilot (A26). The tall device above the upper wing is a pitot tube.

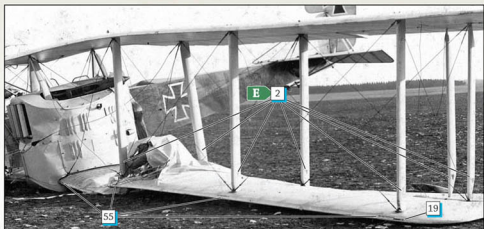
25 RIGGING DIAGRAM

Rigging material not included

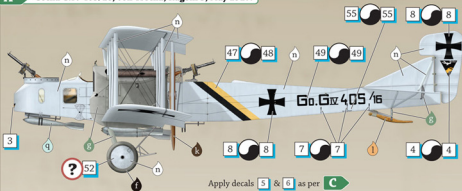




Notice how the rigging from the rear strut enters the trailing edge of the front strut plywood fairing. Also note the small aircraft number stencil visible at the top of the engine nacelle front strut.



Although crashed, this image of Gotha G.IV (LVG) 121/17 from the final LVG production (numbers 100/17 to 149/17) is clear enough to show some useful rigging details. Note how there are only turnbuckles where the rigging attaches to the lower wing, a typical feature of German aircraft from the Great War. Decals 19 and 55 should be applied to the leading edge of both bottom wings for all colour schemes while 2 is only for option E.

A Gotha G.IV 405/16, von Trotha, Kagohl 3, May 1917.

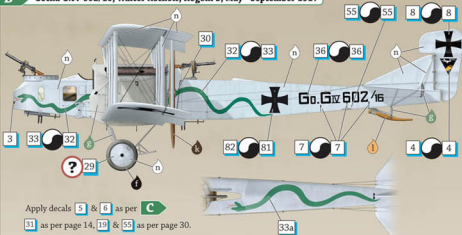
Apply decals **5** & **6** as per **C**
51 as per page 14, **19** & **55** as per page 30.



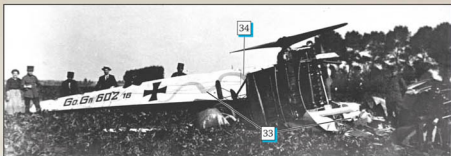
(Thomas Genth)

Gotha built G.IV 405/16 of Oberleutnant Freiherr Hans-Ulrich von Trotha photographed at Nieumunster on the Belgium coast before the first England raid of 25 May 1917 and later, in the air, possibly on its way to England. Like all Englandgeschwader Gothas on the first raid it was equipped with a single reserve fuel tank on the upper wing, which would be supplemented by an additional tank in time for the 2nd raid on 5 June 1917. The right upper wing aileron is a recent replacement and hasn't had its cross marking applied. The dark square marking on the nose is a mystery. Von Trotha would die on the 19th of June 1917 when the Albatros two-seater he was flying crashed on take off, his passenger Ernst Brandenburg was seriously injured. Trotha had been ferrying Brandenburg back from his meeting with the Kaiser where he had just been awarded the Pour le Merite.

B Gotha G.IV 602/16, Walter Aschoff, Kogohl 3, May - September 1917

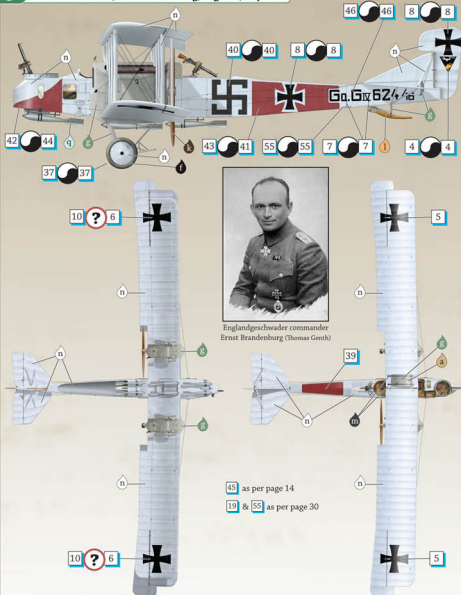


Apply decals **5** & **6** as per **C**
31 as per page 14, **19** & **55** as per page 30.



Gotha built G.IV 602/16 tentatively identified as 'The Serpent Machine' of Walter Aschoff (commander), Erwin Kollberg (pilot) & Sgt. Mayer (rear gunner). The experiences of Walter Aschoff and 'The Serpent Machine' during the initial raids on England are related in his book 'Londonfluge' published in 1917 and relayed in Neil Hanson's 'First Blitz' published in 2008. Whether the Serpent Machine, shown here after a forced landing at Sas van Gent in Holland in September 1917, is the same one referred to by Aschoff is open for debate. Certainly Aschoff was not in the aircraft shown in this photo, dated 28 September 1917, as he relates returning from a successful night raid on the 30th. The crew on this occasion is believed to have been Oblt. Bauerle, Lt. Metzger and Lt. Buman who all survived and were interred by Dutch authorities. On page 20 of Gothal there is a photo of another G.V 'Serpent Machine' and as this can not be the same aircraft referred to during the 1st England raids, which were all G.IVs, Aschoff must have had at least 2 machines painted this way during his service.





Gotha built G.IV 624/16 of 'Englandsgeschwader' Kagohl 3 commander Ernst Brandenburg. This aircraft was photographed along with the 2 other lead aircraft (604/16 'K' and 603/16 'MS/SM') at Nieuwunster prior to the initial raid of 25 May 1916. Reportedly the tail of Brandenburg's Gotha 'was painted a blood-red to aid identification' and photographic evidence suggests that the other 2 lead aircraft were similarly painted. After leading the 2 previous raids on England, Brandenburg led the first successful raid on London on 13 June 1917 and was awarded the Pour le Merite the following day for these actions.

He was severely injured while returning from his award ceremony 5 days later and it was over 6 months before he would again be in charge of Kagohl 3 (now Bombengeschwader 3), this time with a wooden leg. The fuselage swastika marking was a universal good luck symbol used by all sides during the First World War. Another view of this aircraft appears on page 37. (Thomas Genth)



D Gotha G.IV 659/16, Kagohl 3, May 1917

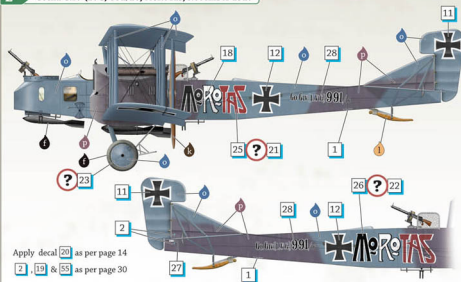


Apply decals **5** & **6** as per **C**, decal **14** as per page 14 and **19** & **55** as per page 30



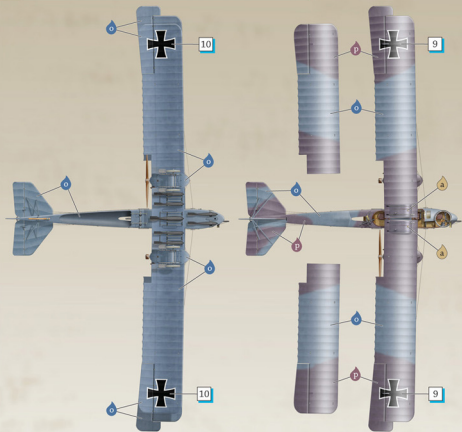
Gotha built G.IV 659/16 'DS' pictured at Nieuwunster prior to the 1st England raid on 25 May 1917. It is fitted with modified prop guards. Unfortunately no details about the crew are known to us. (Thomas Genth)

E Gotha G.IV (LVG) 991/16, MoRoTas, November 1917

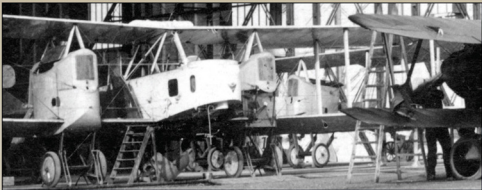


Apply decal **20** as per page 14

2, **19** & **55** as per page 30



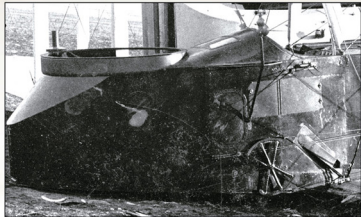
This unfortunate LVG built Gotha G.IV (LVG) 991/16 'MoRoTAS' struck a Belgian farmhouse on the night of 10-11 November 1917. Initial production G.IVs from LVG like this one retained most of the Gotha built aircraft features, some exceptions being the propeller guards, alternative control cable guide locations on the fuselage and additional tailplane struts. The letters on the side of the fuselage stand for Lt. Mons (or Mongis), Lt. Roland and Herman Tasche. We have illustrated these letters as black, white and red rather than as conventionally illustrated red, white and yellow because we feel the tones match better and because there would be no need to have a white outline around yellow letters on a dark painted fuselage like this, but it would make perfect sense around a darker colour such as red. Tasche evidently survived this incident with the farmhouse because on the evening of 9 May 1918 he appears to have been the sole survivor of a Gotha G.V(?) shot down over England by a 141 Sqn Bristol Fighter crewed by Lieutenants Turner and Barwise. A photo showing the other side of this incident is shown on page 20 of Gotha!



^ The twin reserve tanks fitted to this Gotha built G.IV inside the old Zeppelin hanger at Gontrode and the Albatros D.V (believed to be Manfred von Richthofen's D.1177/17) just visible on the right, date this photo to early June, possibly just before the 2nd England raid on 5 June.



> Early Gotha built propeller guards (AS) & (AS) as fitted to G.IV 406/16 showing the 'Achtung Propeller' warning 54 visible on the inner face of the guard. This was the initial style of guards fitted to G.IVs which were later supplemented by the square style wire guards (AS4 & AS5) before being completely replaced by them. Note how the wing trailing edge extends under the fuselage. (Thomas Gentz)



< Nose detail from late production Gotha G.IV (LVG) 121/17 showing the LVG style of engine control rod fairing (AS). The fitting of an anemometer beside the pilot appears to be constrained to LVG built aircraft constructed for the Austro-Hungarians, for training purposes or those built by SSW. The window in the pilot's front cowling (H3) was to help illuminate his instruments. The smaller rear window shown here appears to be a feature of late production LVG built G.IVs.



Another view of Ernst Brandenburg's Gotha built G.IV 624/16 at Nieumunster in May 1917. Details to note include the aircraft number 624 37 painted on the inner face of the wheels, anemometer mounted to the front left of the pilot and that the lower wing crosses appear to have white borders like 10.



^ This photo of Gotha G.IV 406/16 in flight allows us to see the highly translucent nature of the bleached linen wing and tailplane covering (including the lower wing center section B1). (Thomas Genth)



< The burnt out wreckage of this unidentified Gotha G.III allows us to see the internal structure of the early style prop guards, it appears they were constructed by sandwiching a lightened metal center with plywood. Note that the G.III guards are a slightly different shape to those on the G.IV.



The upper wings, and possibly the front right side of the fuselage, appear to have been retouched in this photo of Gotha built G.IV 406/16. Despite the amount of retouching, it appears that the middle of the fuselage wasn't retouched but does show signs of having been recently repainted, possibly to remove the large letters 'RG'. Note how many personnel were required to move these large aircraft on the ground, 8 or 9 pushing on the leading edge of the wings and another 2 pulling a wheeled cart positioned under the tailskid. It is interesting to note how much darker the engine nacelles appear in the shadow of the upper wing compared to the reserve tanks on the upper wing and the photo on page 27.



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 toilets.

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 Wingsnut 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 richardswingsnutwings.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 *Wingsock Worldwide*, *Wingsock 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



32005	1/32 Gotha G.IV	Qty
0132005A	A parts	1
0132005B	B parts	1
0132005C	C parts	1
0132005D	D parts	2
0132005F	F parts	1
0132005H	H parts	1
0132005I	I parts	1
0132005J	J parts	1
0132005KL	K/L parts	4
0132005P	Photo-etched metal parts	1
132E0004	E parts Merc D.IVa engine	2
132G0001	G parts Parabellum gun	3
7132005	Instructions	1
9132005	Decals	1
9132005b	Decals	1

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



32001 - 1/32 Junkers J.1



32009 - 1/32 Albatros D.V



32015 - 1/32 Albatros D.Va

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