

# WINGNUT WINGS



## Gotha G.1

1/32 Scale

Although built in very limited numbers, the highly distinctive twin engine Gotha G.1 is nevertheless an important aircraft as it set Gothaer Waggonfabrik on the path to building the more conventional bombers that they became famous for. The aircraft that would serve as the prototype Gotha G.1 was designed by Oskar Ursinus (the founder and editor of *Flugsport* magazine) to the German Army's Type III aircraft specifications for a 200hp, 3 seater able to fly at over 120kph and carry 450kg for up to 6 hours. Ursinus proposed the idea of building his Kampfflugzeug (battle plane) to Fliegerersatz Abteilung 3 (FEA 3) commander Major Friedel in August 1914 with construction beginning the following month utilizing FEA 3 personnel. The Friedel-Ursinus "FU" Kampfflugzeug, having now been given the serial number B.1092/14, took to the air at the end of January 1915. The high position of the partially armoured fuselage (intended to provide protection during aerial duels) allowed the two 100hp Daimler-Mercedes D.1 engines to be placed as close together as possible to reduce the yaw effect following an engine failure and offered great visibility, but provided no protection to the crew in the event of a nose over crash. Additionally it was considered to be underpowered and the fuselage design was considered weak. After further evaluation and minor changes, "FU" B.1092/14 was sent to the eastern front for operational trials.

The license to build the "FU" Kampfflugzeug was allocated to Gothaer Waggonfabrik in March 1915 with an initial production order for 6 aircraft placed the following month (numbers 9/15 to 14/15). The main changes incorporated into the new Gotha Grossflugzeug 1 (G.1) included engines of 150-160hp, nearly equal span wings, bomb carrying capacity, wheel type control column and a modified tailplane. To facilitate transport by rail, the fuselage could be disassembled into 3 sections which did nothing to help with structural rigidity. The initial production prototype aircraft, Gotha G.1 9/15, was completed in July 1915 and powered by two 160hp Daimler-Mercedes D.III engines but the remaining 5 aircraft received 150hp Benz Bz.III engines and were completed over the following couple of months. The 2nd production order for another 6 aircraft was placed in July 1915 (numbers 40/15 to 45/15), all of which received 150hp Benz Bz.III engines and a 2nd gunner's position. Photographic evidence indicates that surviving initial production aircraft were modified to include this 2nd machine gun position. This was about the same time that early Fokker Eindeckers began appearing at the front which immediately proved that lightweight single seat aircraft were much more suited to aerial fighting than large multi-seat Kampfflugzeug designs like the G.1. This resulted in the 3rd and final production order aircraft placed in October 1915 (numbers 100/15 to 105/15) having a greater emphasis placed on carrying bombs and less on armour plating. These 6 aircraft were all powered by Daimler-Mercedes D.III engines. The fast progressing development of combat aircraft meant that the G.1 was considered obsolete shortly after entering service and almost all of them had been retired from front line service by February 1916. One Benz Bz.III powered G.1 was modified with a lowered fuselage, necessitating a narrower nose bottom profile to clear the propellers and was fitted with modest anti-nose-over skids. A single Gotha Ursinus Wasser Doppeldecker (UWD) seaplane version was completed in late 1915 and served until October 1916 when it was destroyed in a crash. Any history of these interesting aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned below for a more thorough understanding.

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. Photographic evidence shows that the fuselage fabric, wings and tailplane of the Gotha G.1 was opaque (not translucent as would be expected for clear doped linen) and appears to have been finished in all over field grey. At least one aircraft, 11/15, had its underside repainted at unit level in a pale colour, probably light blue. Metal brackets, cowings, panels and struts appear to have been painted a very very light grey, almost white, along with some exterior wooden components. The wooden interior appears to have been darkly varnished or painted in a dark colour, possibly field grey. The various camouflage schemes applied to German aircraft of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking and impassioned debate will continue to rage on amongst modellers.

Richard Alexander 2019

<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
20.3m (66.6ft)	12m (39.4ft)	2966kg (6539 lb)	130kph (81mph)
<b>No. Manufactured:</b>	<b>Production:</b>	<b>Engine:</b>	
18	1915-1916	2x 150hp Benz Bz.III or 2x 160hp Daimler-Mercedes D.III	
<b>Ceiling:</b>	<b>Armament:</b>		
3700m (12000ft)	1x or 2x 7.92mm IMG 08 "Spandau" or LMG 14 Parabellum gun and up to 200kg (441 lb) of bombs		

#### References:

Gotha G.1 Windssock Datafile 83, PM Grosz 2000 - The Gotha G.1-G.V, PM Grosz, Profile Publications 1966 - Colin Owers  
1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections

# Gotha G.1

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. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.

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

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

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

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal

**P1** Photo Etch Part



Cement For Metal



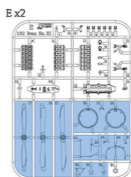
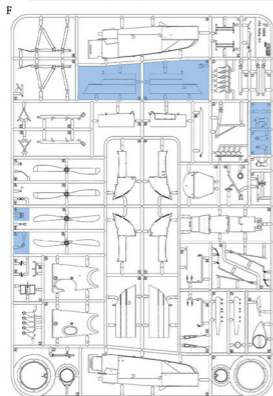
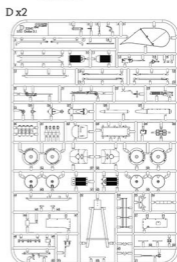
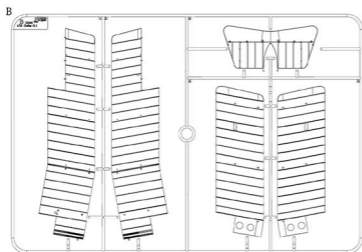
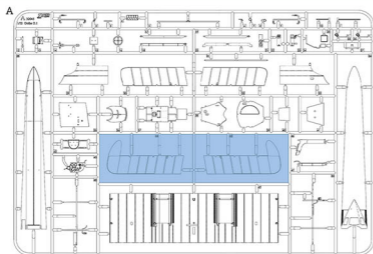
Other Side



Paint Colour

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Dark Wood - semi gloss	XF68*	64*	30111*
f	Leather - semi gloss	XF52	62	30219
g	Very Light Grey - semi gloss	XF2(x10) + XF19(x1)	22(x10) + 64(x1)	
h	Unbleached Linen (CDL) - matt	XF57	121	30475
i	Rust - matt	XF9	113	20045
j	Field Grey - semi gloss	XF22	92	24159
k	Light Wood - semi gloss	XF59*	93*	33245*
l	Steel	XF56	27003	
m	White - semi gloss	XF2	34	
n	Grey Green - matt	XF76	-	24424
o	Red - semi gloss	X7	19	11350
p	Copper	XF6	12	
q	Rubber Dark- matt	XF69	66	35042
r	Light Blue - semi gloss	X2(x10) + XF18(x1)	22(x10) + 96(x1)	25550
s	Grey Overpaint - matt	XF22(x10) + XF19(x1)	92(x10) + 64(x1)	
t	Dark Field Grey - matt	XF65	116	34159

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



Decals

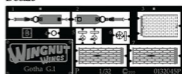
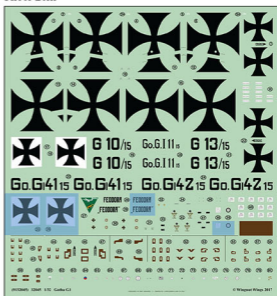
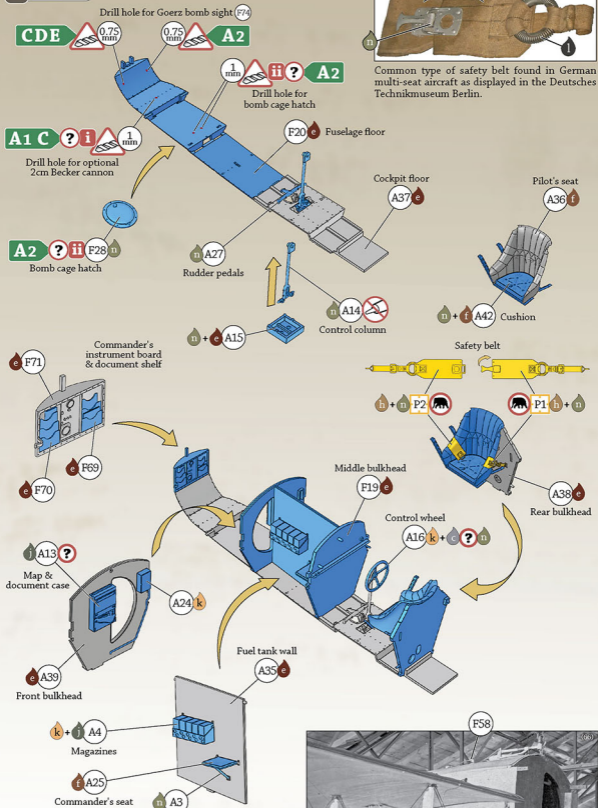


Photo Etch

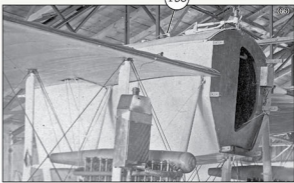


# 1 COCKPIT



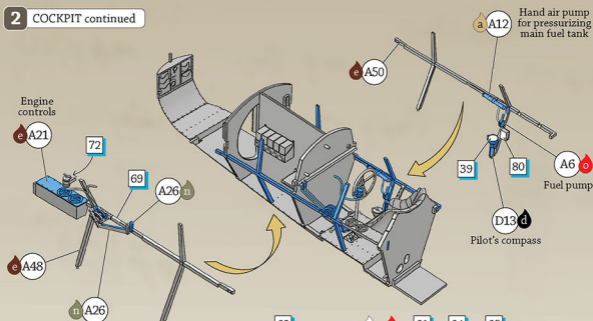
Common type of safety belt found in German multi-seat aircraft as displayed in the Deutsches Technikmuseum Berlin.

> Fuselage centre section from Gotha G.11/15 **B** as seen on page 19 & 22. Note the fuselage assembly brackets and semicircular crawlway access. The tubing (F58) on top of the cockpit coaming leads to the fuel gauge (A7) which has been relocated to inside the pilot's cockpit.

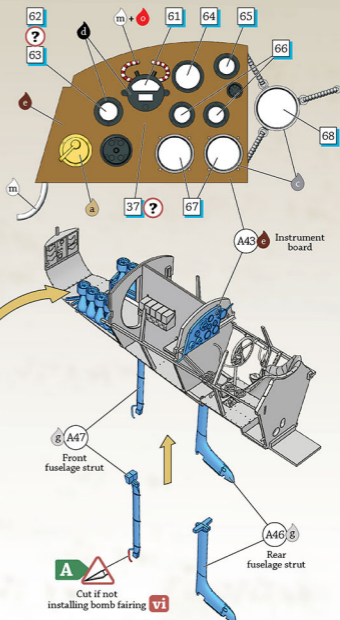
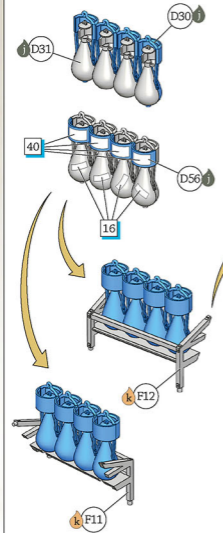




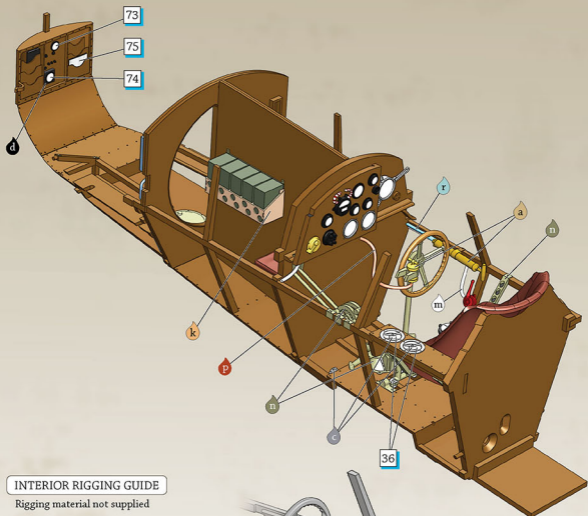
## 2 COCKPIT continued



### ii A2 Optional internal 20kg Carbonit bombs x2



## INTERIOR PAINTING GUIDE



## INTERIOR RIGGING GUIDE

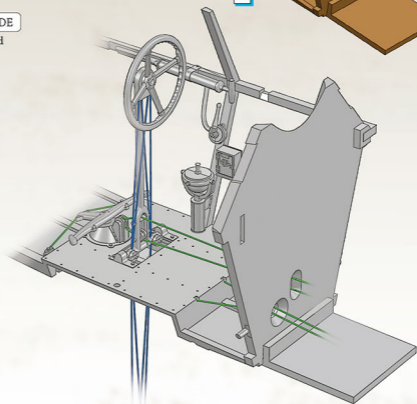
Rigging material not supplied

0.15mm

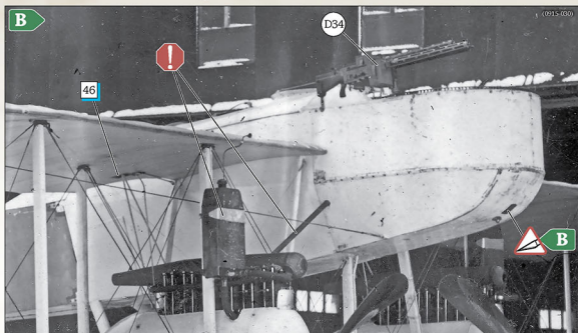
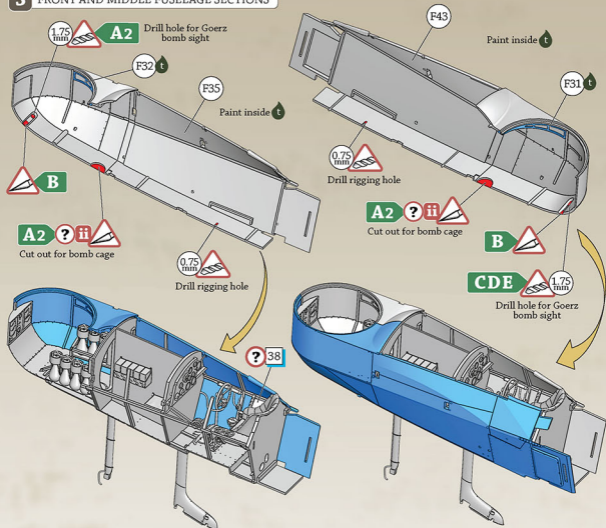
Aileron  
control cables

0.15mm

Rudder & Elevator  
control cables



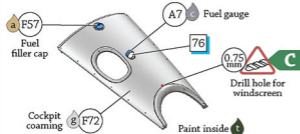
### 3 FRONT AND MIDDLE FUSELAGE SECTIONS



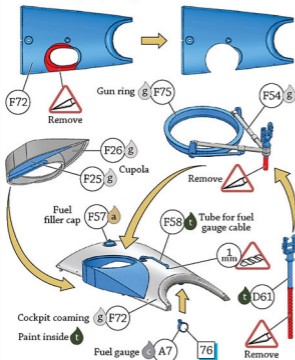
Fuselage front and centre section detail from Gotha G.I 11/15 **B**. Note the LMG 14 Parabellum machine guns, single core radiators fitted with a small section of shielding to prevent over cooling in the wintery conditions and slightly different tone of very light grey used on the nose. The exact purpose of the dark rod between the starboard engine and nose is unconfirmed but would have helped provide some form of heating.

#### 4 COCKPIT COAMING

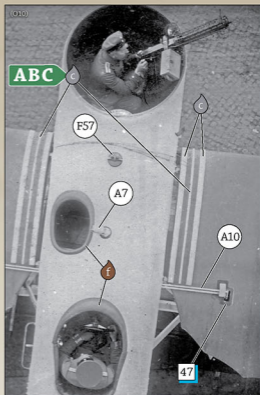
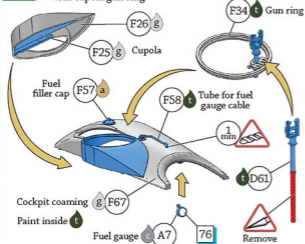
##### AC Initial production cockpit coaming



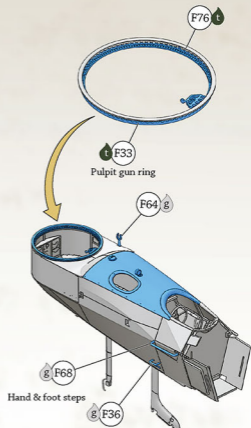
##### B Modified initial production cockpit coaming with cupola gun ring



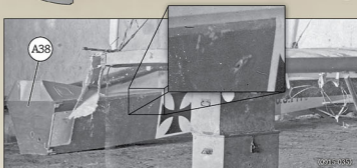
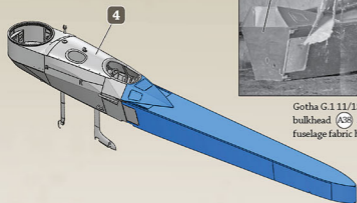
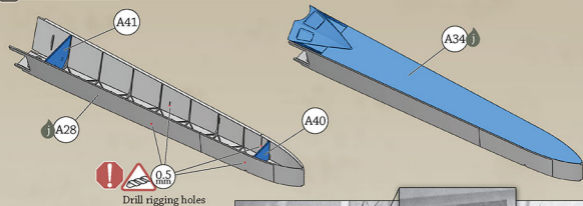
##### DE 2nd production order cockpit coaming with cupola gun ring



Overhead view of an unidentified Gotha G.1 showing the initial style of cockpit coaming (F77) and wing root out (F47 & F48). Note the engine control rods (A10 & A11), fuel tank filler cap (F57), external fuel gauge (A7) and single IMG 08 "Spandau".

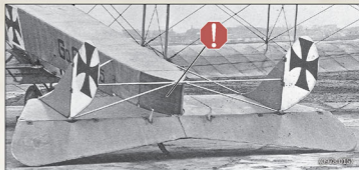
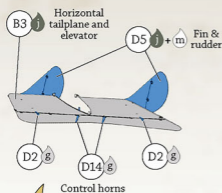


## 5 REAR FUSELAGE

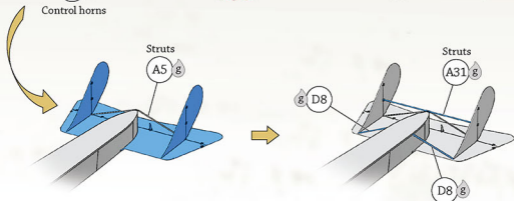


Gotha G.1 11/15 **B** rear fuselage as seen on page 19. Note that the rear bulkhead (A38) appears very dark and how the field grey(?) finish of the fuselage fabric has chipped away in areas revealing the original linen.

## 6 TAILPLANE



Tailplane detail from a 2nd production order Gotha G.1 seen on page 24. Note the dark **4** painted wooden rear of the fuselage, pale struts and conjoined elevator halves.



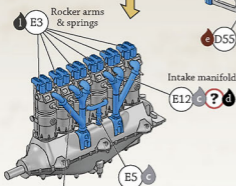
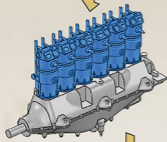
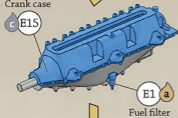


**7** 150hp Benz Bz.III ENGINES x2

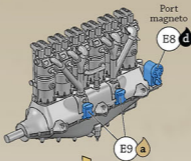
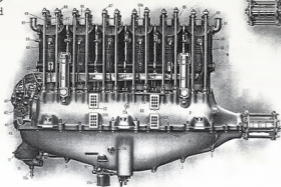
Prop shaft



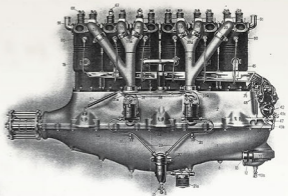
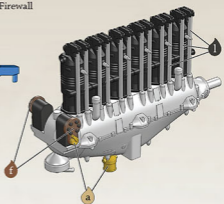
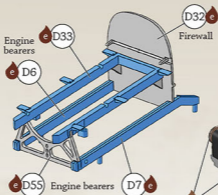
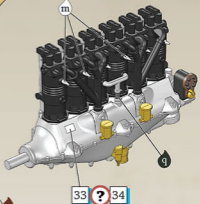
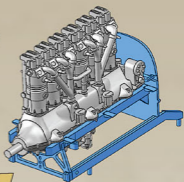
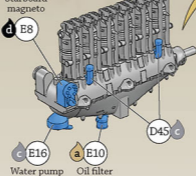
Crank case



E11 c ? d  
Intake manifold

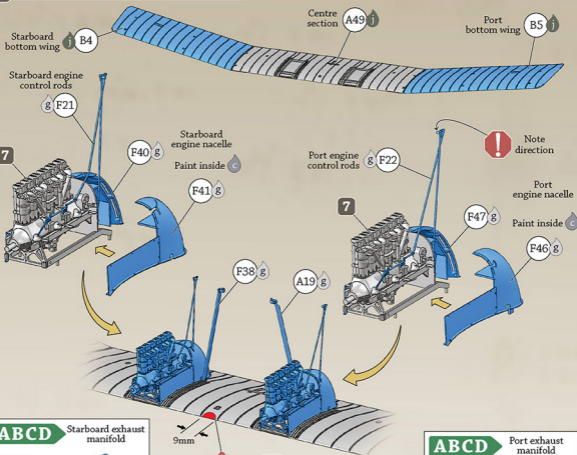


Starboard magneto

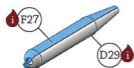


These illustrations from the 150hp Benz Bz.III engine manual show many useful details for the modeller.

## 8 BOTTOM WINGS AND ENGINE NACELLES



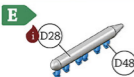
### ABCD Starboard exhaust manifold



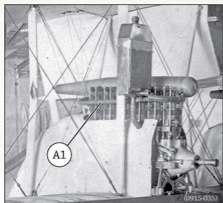
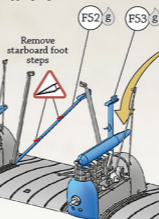
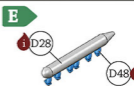
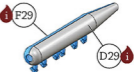
9mm



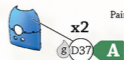
Cut semi-circle hole for bomb dropping cage

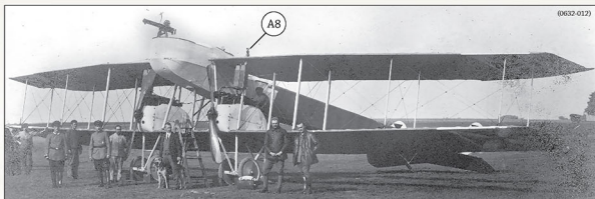
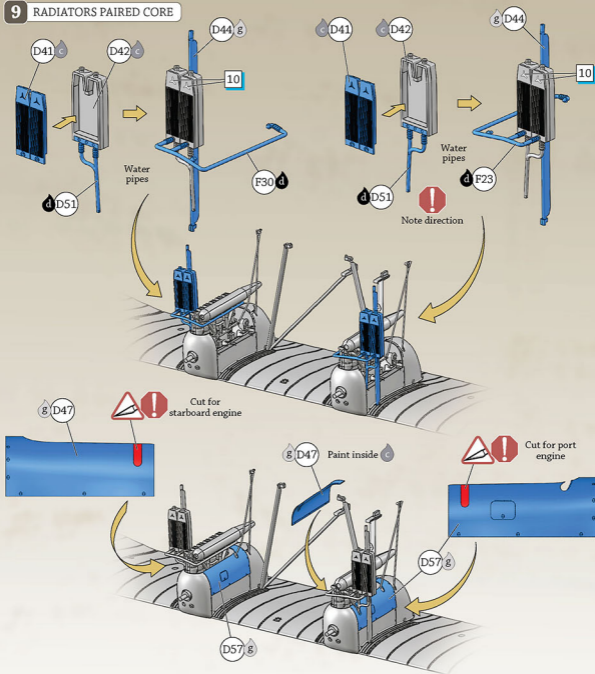


### ABCD Port exhaust manifold



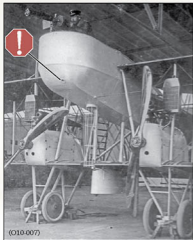
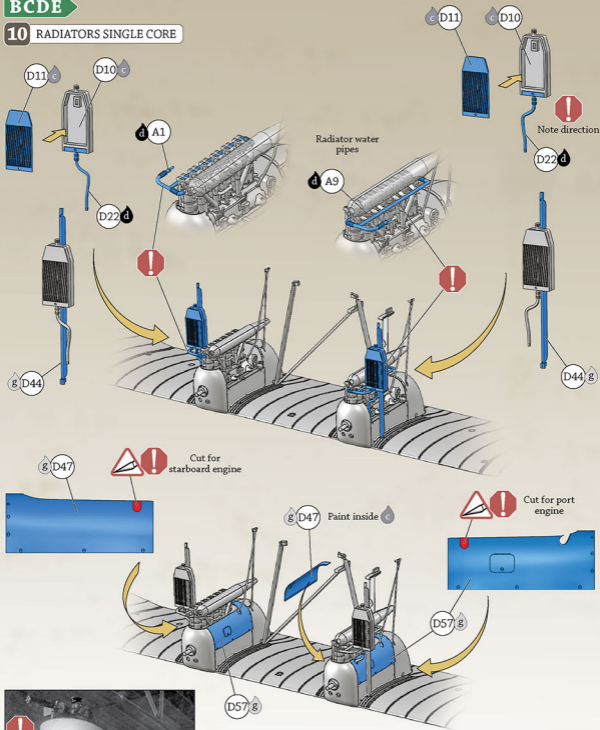
150hp Benz Bz.III engine and starboard nacelle detail from Gotha G.1 11/15 **B**. Note the engine control rods (F21), fuel line, style of exhaust manifold and radiator details.



**A****9 RADIATORS PAIRED CORE**

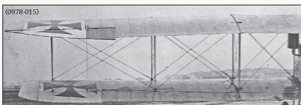
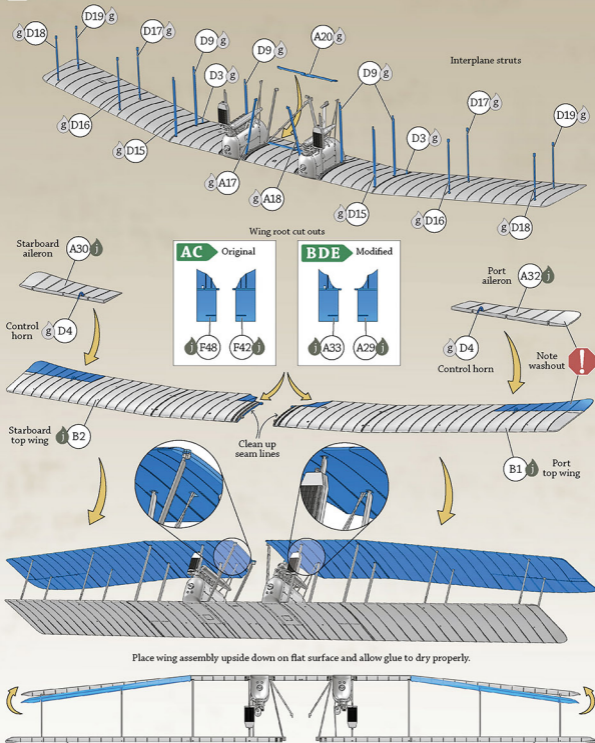
160hp Daimler-Mercedes powered Gotha G.1 9/15 was the production prototype and 1st aircraft completed from the initial production order. Note the twin core radiators seen only on 9/15 & 10/15, bomb dropping cage and IMG 08 "Spandau".

## 10 RADIATORS SINGLE CORE



< The single core radiators, Integral propellers, style of wheel cover and location of the small hole on the port side under the nose tentatively identify this initial production order aircraft as Gotha G.12/15. Note the bomb dropping cage for "safely" dropping 20kg Carbonit bombs behind the propellers which was quickly supplanted by the bomb fairing visible under the centre section. Note the IMG 08 "Spandau" armament. The mounting of the anemometer on the starboard wing seen here appears to be unique and, if this is indeed 12/15, it had been moved to the port wing by the time the photos on page 25 were taken.

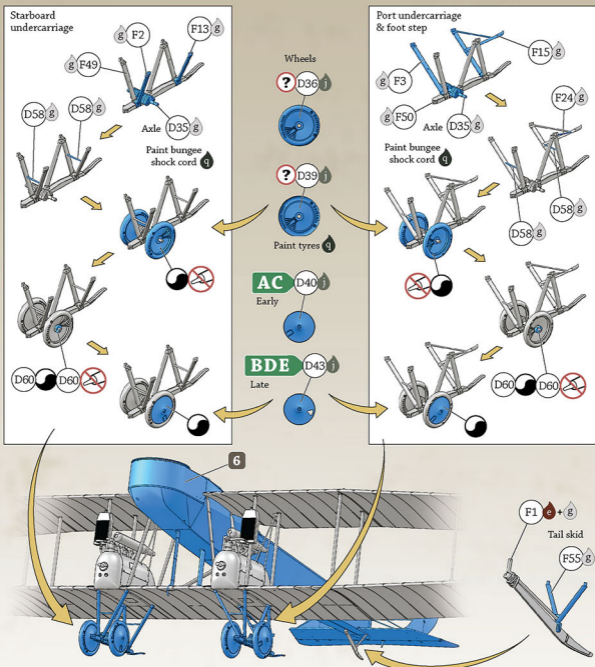
## 11 INTERPLANE STRUTS AND TOP WING



Wing detail from the 2nd production order Gotha G.1 seen on page 24. Note the interplane struts, rigging, aileron washout and control cables.

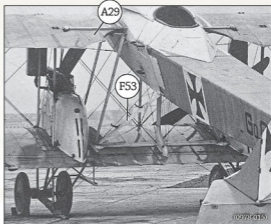


## 12 UNDERCARRIAGE & FUSELAGE



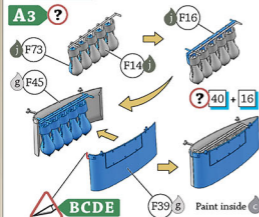
^ Undercarriage detail from a Gotha G.1 believed to be 12/15. Note that the tailplane is being held up by a trestle like that seen on page 25 so there is no weight applied to the undercarriage leaf springs.

> Fuselage and wing centre section detail from the 2nd production order Gotha G.1 seen on page 24. Note the foot steps, engine nacelle, aileron control cables under the cockpit, enlarged wing root cut outs (A29 & A33) and engine control rods.

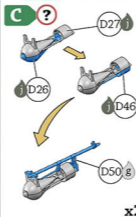


# 13 BOMBS, PROPELLERS AND ACCESSORIES

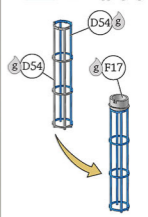
## vi BCDE 20kg Carbonit bombs & fairing



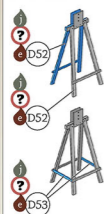
## v BE 50kg Carbonit bomb & rack



## ii A2 ? Bomb dropping cage



### Tail skid trestle



^ Undercarriage and empty 20kg Carbonit bomb fairing detail from Gotha G.1 11/15 **B**. The wheel cover (D43) has probably been salvaged from a wreck and retrofitted to 11/15.



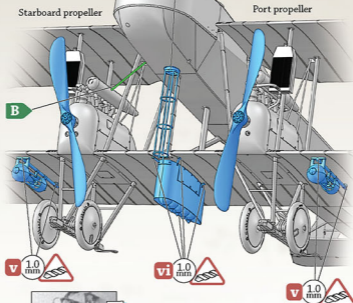
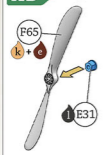
^ 50kg Carbonit bomb and rack under the wing of an unidentified Gotha G.1. Note the various cables and brackets securing the bomb.



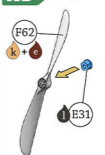
> Bomb dropping cage detail from the initial production order Gotha G.1 seen on page 12.



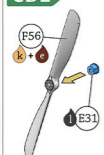
## AB Integral



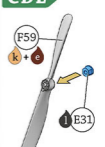
## AB Integral



## CDE Reschke



## CDE Reschke



< 20kg bombs ineffectively dangling from the nose of "FU" B.1092/14. No Gotha G.1 carried bombs in this fashion.

## 14 ARMAMENT

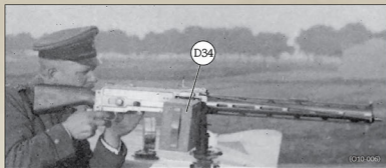
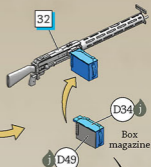
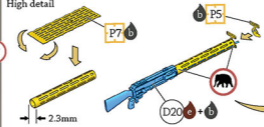
iii AE x1 B x2

CD ?

LMG 14 Parabellum



High detail



LMG 14 Parabellum detail from an unidentified Gotha G.1. Note the fuel gauge and style of magazine.

? IMG 08 "Spandau" empty belt reel



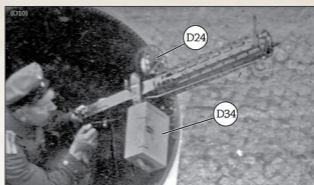
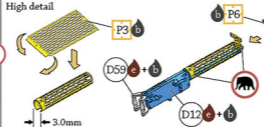
iv E x1

CD ?

IMG 08 "Spandau"



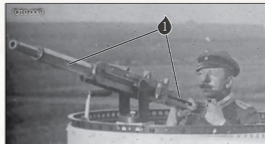
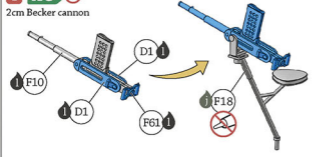
High detail



> Front pulpit mounted IMG 08 "Spandau" from the unidentified initial production order Gotha G.1 seen on page 7. Note the reel for winding the spent ammunition belt.

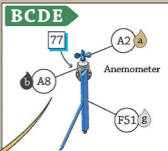
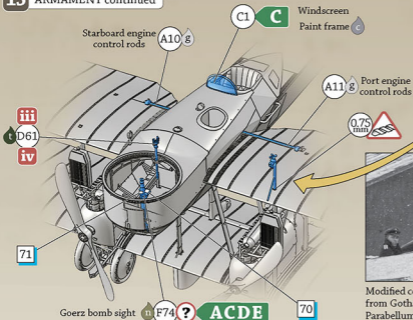
i AC ?

2cm Becker cannon



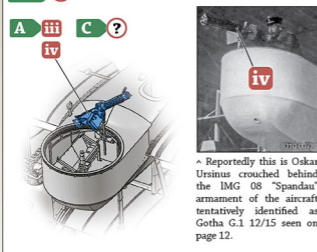
A 2cm Becker cannon experimentally fitted to an unidentified initial production Gotha G.1. Note that the magazine has been removed and the receiver is pulled back.

# 15 ARMAMENT continued

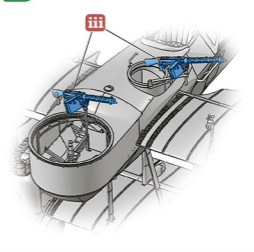


Modified cockpit coaming and cupola gun ring detail from Gotha G.1 11/15 B. Note the twin LMG 14 Parabellum machine guns and magazines.

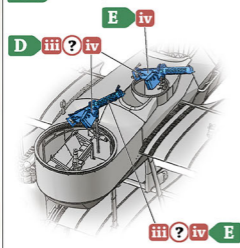
## AC ? IMG 08 "Spandau" or LMG 14 Parabellum



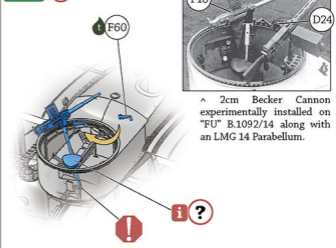
## B LMG 14 Parabellum x2



## DE IMG 08 "Spandau" or LMG 14 Parabellum

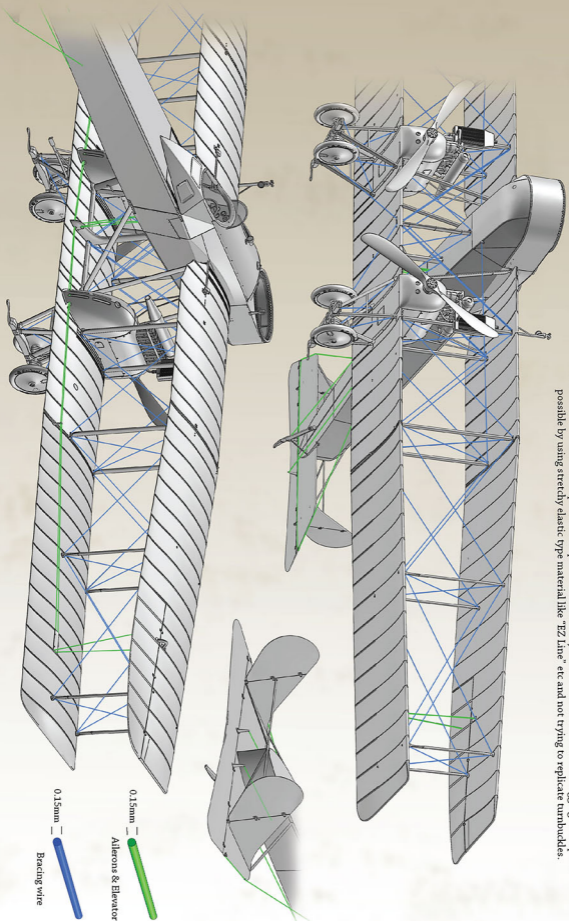


## AC ? 2cm Becker cannon



Rigging material not supplied

If you choose to install the rigging on your model please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm to remove paint and improve adhesion. Do yourself a favour and make the rigging as simple as possible by using stretchy elastic type material like "EZ Line" etc and not trying to replicate turnbuckles.



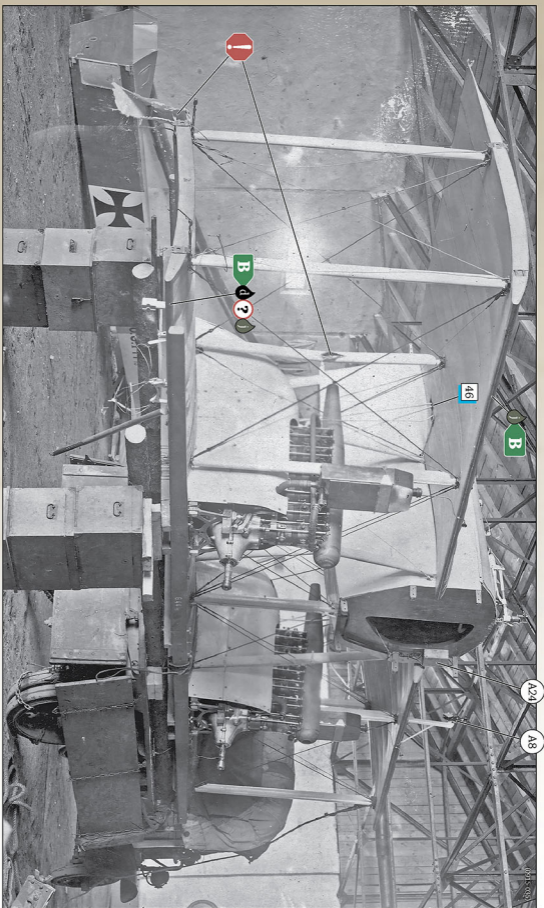
0.15mm

Ailerons & Elevator

0.15mm

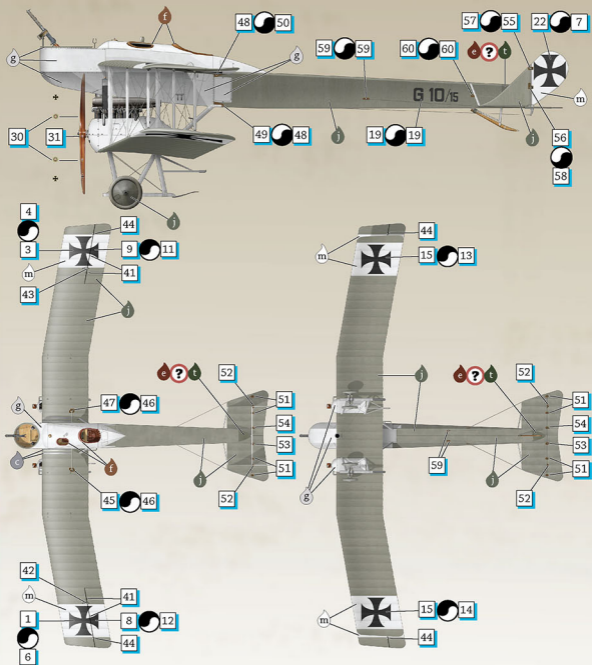
Backing wire





Despite the stenciling of 44/15 on the length of wood supporting the centre section, this is the disassembled mid & rear fuselage and wing centre sections from Gotha G.I 11/15 **B**. Note the style of cupola gun ring, 50kg Cartoombomb rack visible under the starboard wing and 150hp Benz Bz.III engine nacelles. The wrecked starboard bottom wing rib and damaged rear inner interplane strut are perhaps the result of the crash seen on page 21. It is possible that Gotha G.I 44/15 had crashed prior to 11/15 and some components salvaged from 44/15 were used to keep 11/15 flying, such as the mismatched outer top wing panels seen on page 21.

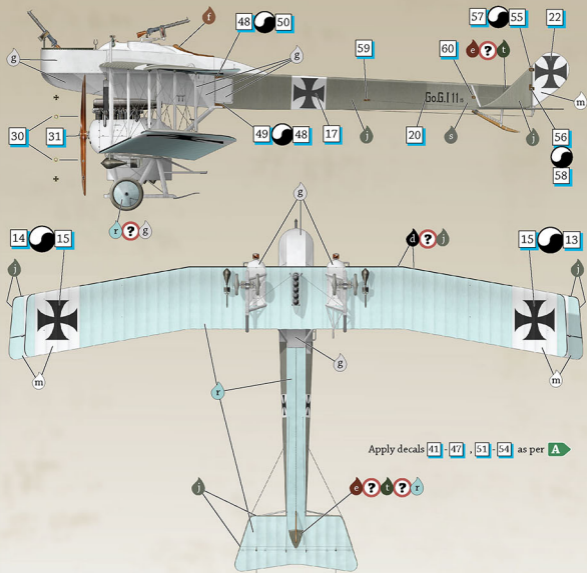
## A2 Gotha G.1 10/15, Fliegerersatz Abteilung 7 Sonderstaffel S.1, July to September 1915



Gotha G.1 10/15 is from the initial production order for 6 aircraft placed in April 1915 (numbers 9/15 to 14/15) and was the first G.1 to be powered by 150hp Benz Bz.III engines. It was delivered to Fliegerersatz Abteilung 7 (FEA 7) based at Köln in July 1915 where, along with G.1 9/15 and possibly Fokker E.1 1/15 (and later G.1 11/15) it was tasked with defending the Krupp steel works as part of Sonderstaffel S.1. This photograph of G.1 10/15 is from a line up including 9/15 and 11/15 and was taken in late August or September 1915. At this time Gotha G.1 10/15 was armed with a single LMG 14 Parabellum for aerial fighting, although it would later have a bomb dropping cage installed, which was subsequently removed, before finally having a bomb fairing fitted. Note the paired core radiators only seen on 160hp Daimler-Mercedes D.III powered Gotha G.1 9/15 and 150hp Benz Bz.III powered 10/15. No anemometer appears to have been installed on 10/15.



**B** Gotha G.1 11/15, Fliegersatz Abteilung 7 Sonderstaffel S.1, late 1915 to early 1916



Gotha G.1 11/15 is from the same initial production order as **A** and was delivered to FEA 7 and Sonderstaffel S.1 in August 1915. The photographs shown here were taken at a later date, after Gotha G.1 11/15 had received a fuselage cross, updated cockpit coaming with an additional gun ring, had its original serial number "G 11 15" overpainted with "Go.G.I 11/15" and, perhaps most interestingly, had the undersides of the fuselage, wings and tailplane painted a pale blue(?) colour.



Although not 100% confirmed, this is believed to show a crashed Gotha G.1 11/15. Note that by the time this photo was taken the outer wing panels were paler than the centre panels and fuselage and may have been replacements salvaged from another aircraft (perhaps 44/15?).

## Gotha G.1 11/15 in the winter snow of 1915-16



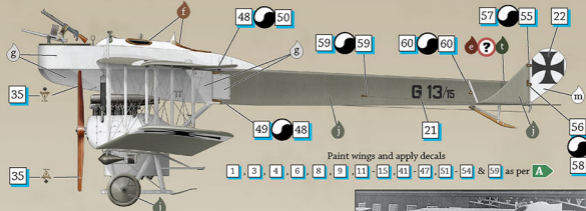
An unarmed Gotha G.1 11/15 has its engines run up in preparation for take off.



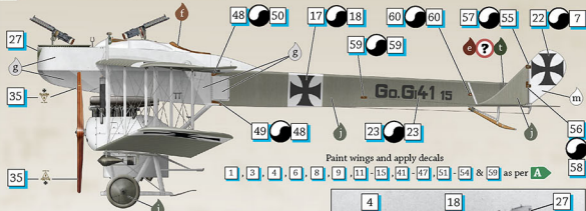
Gotha G.1 11/15 is seen here armed with two LMG 14 Parabellum machine guns but does not appear to be carrying any bombs in its fairing. Note the pale blue(?) underside colour of the wings. The top leading edge and tips of the top wing appear to remain in their original field grey finish. The leading edge and tips of the bottom wings appear to have been overpainted in an even darker colour, perhaps black. See also page 19.



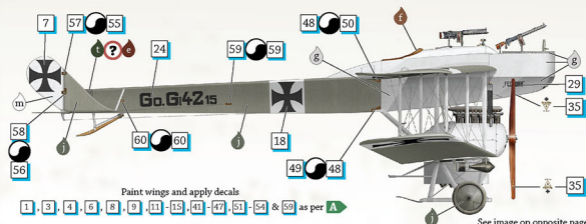
Gotha G.1 11/15. Note where the original serial number has been overpainted, the modified cockpit coaming with cupola gun ring and tail skid trestle.

**C** Gotha G.1 13/15, Feld Fliegerabteilung 37, September 1915

Gotha G.1 13/15 is from the same initial production order as **AB** and was delivered to FEA 3 in September 1915 before being flown to the eastern front where it reportedly served with Feld Fliegerabteilung 37 (FFA 37). This photograph taken during this journey shows that it had the 20kg Carbonit bomb fairing **v1** fitted but the undersides of the wings are not visible to confirm if the 50kg Carbonit bomb racks were attached at this time, although they definitely were at a later date.

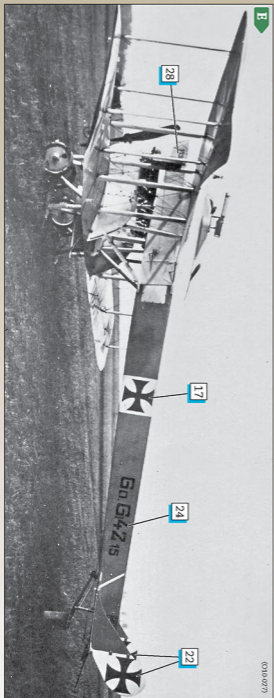
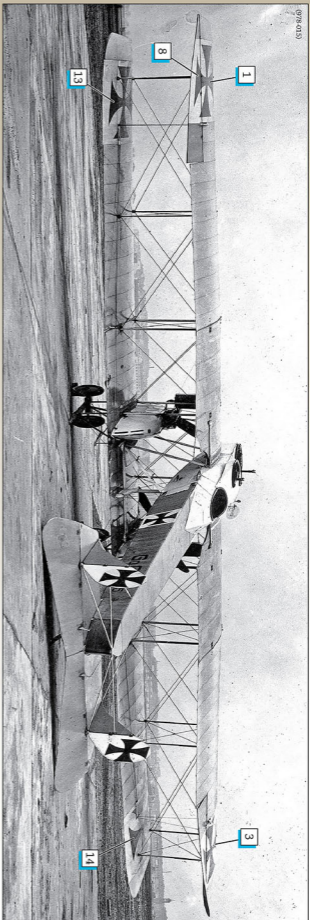
**D** Gotha G.1 41/15, Kagohl 1, late 1915

Gotha G.1 41/15 is from the 2nd production order for 6 aircraft placed in July 1915 (number 40/15 to 45/15) which were completed between September and November 1915. Gotha G.1 41/15 reportedly went on to serve with Kagohl 1 - which was previously named Brieftauben-Abteilung Ostende (BAO) until late December 1915. Note what appears to be a large Gotha factory decal **27** applied to the nose.

**E** Gotha G.1 42/15 "Feodora", Fliegerersatz Abteilung 37, September 1916?

See image on opposite page





0110/077

^ This Gotha G.1 is from the same 2nd production order as **DB** and is possibly 43/15 without its 20kg Carbonit bomb fairing **12** installed. Note the overall weathered finish of the field grey fabric surfaces as well as the various mat and gloss areas. A wing mounted anemometer (**A8**) does not appear to have been fitted to Gotha G.1 43/15

< Gotha G.1 42/15 "Feodora" is from the same production order as **D** and was delivered to FEA 3 in late 1915 before being sent to the eastern front. This photo of "Feodora" shows an M/G 08 "Spandau" mounted on the 2nd gun ring but other photos of 42/15 show that this was replaced by an M/G 14 Parabellum and the "Spandau" moved to the front gun ring. Other photos believed to have been taken in September 1916 show a single M/G 14 Parabellum mounted on the front gun ring. Note the Reschke propellers, 20kg Carbonit bomb fairing and 50kg Carbonit bomb racks.

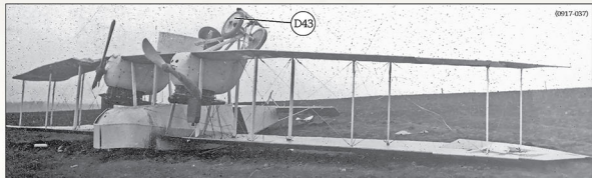


(010-008)

∨ ^ By the time these photos of Gotha G.1 12/15 were reportedly taken at Kagohl 2 it had received a fuselage cross along with having its serial number re-applied further forward than its original position. It has also been fitted with fairings over the commanders pulpit and centre cockpit. It does not have a 20kg Carbonit bomb fairing. Note the Oskar Ursinus trademark applied to the centre fuselage.

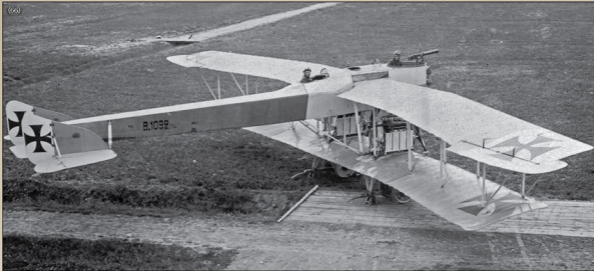


(010-020)



(017-037)

This photograph showing the fatal crash of Gotha G.1 14/15 on 3 October 1915 illustrates the danger inherent in having the fuselage higher than the top wings. Both crew members were reportedly crushed when structural failure caused the fuselage to come apart and flip over on landing, usually a relatively harmless occurrence for traditional biplane designs. Note that the bomb dropping cage has been removed but the semi-circular cut out in the leading edge of the bottom wing centre section appears to remain.



The original Oskar Ursinus designed Friedel-Ursinus Kampfflugzeug "FU" B.1092/14 in modified form with balanced ailerons and Hazet radiators to cool its 100hp Daimler-Mercedes D.1 engines. The unequal span wings, angled outermost interplane struts and tailplane are the most identifiable differences between this and the Gotha G.1.



#### 32045 Product Design by Nick Moore

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

The 3D design challenge he found while working at Wingnut Wings from 2008 until 2015 was adapting the real aircraft to scaled down replicas with the necessary adjustments for injection moulding, when of course, as a modeller – he would like 100% reality.

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



#### 32045 Product Manager, 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. 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 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 *Windsor Worldwide*, *Windsock Datafiles*, *Cross & Cockade* and *Over the Front*.

Visit Ronny's Facebook page - [www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/](http://www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/)



#### 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).



32045	1/32 Gotha G.1	Qty
0132045A	A parts	1
0132045B	B parts	1
0132045C	C parts	1
0132045D	D parts	2
132E0009	E parts Benz Bz.III engine	2
0132045F	F parts	1
0132045P	Photo-etched metal parts	1
7132045	Instructions	1
9132045	Decals	1

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



32021 - Fokker E.1 Early



32034 - AEG G.IV Early



32026 - Roland C.II

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