

# WINGNUT WINGS



The 260hp (Rumpler Flugzeugwerke Type 6A7) Rumpler C.IV appeared in the war torn skies of Europe during February 1917 and immediately proved itself to be very capable in its intended roles of reconnaissance, artillery spotting and light bomber. Rumpler's C.IV was preceded by their successful 1915 two-seat 150/160hp C.I (Type 5A2), which at the time was faster than the legendary single seat Fokker E.III, and the 1916 200hp C.III (Type 6AS). Whether fitted with a camera for reconnaissance, radio for artillery spotting or a load of bombs the C.IV impressed with its great speed, long range and high ceiling which, for a time, allowed it to operate deep in enemy territory without risk of interception. Of course all of this great performance came at a cost and the lightweight fuselage suffered structural fractures under the harsh operating conditions of a front line unit, resulting in the rear fuselage being reinforced with heavier 'struts' and ply panels. Concern was also raised about the heavy aileron controls so the initial stick control column was replaced by a wheel type relatively early in production. Another improvement was removing the sleek propeller spinner in favour of a blunt rounded nose which, contrary to appearances, was more aerodynamically sound and improved performance by 10-15kph. It would appear that many of these improvements were retrofitted to older machines as the opportunity arose.

Records are incomplete and sometimes contradictory so a level of confusion reigns as to the correct designations for the various Rumpler C.IV sub-types. Most Rumpler C.IVs were powered by a 260hp Daimler-Mercedes D.VIa engine and fitted with an internal bomb rack, radio and/or (eventually) various cameras. Airframes fitted with specific equipment or different engines were initially all called 'Rumpler C.IV' although eventually they would be allocated different designations along these lines; Fitted with a 270hp Maybach Mb.IVa it could be designated simply 'Rumpler C.IV' or 'Rubild Mb' or 'Rumpler C.VII'. With a 300hp Basse & Selve Bu.S.IVa engine it became the 'Rumpler C.IV (BuS)'. A 260hp D.IVa powered version with 4 ailerons license built by Pfalz was initially called the 'Pfalz C.I' but was later designated the 'Rumpler C.IV (Pfal)'. Aircraft built under license at Bayerische Rumpler Werke were designated 'Rumpler C.IV (Bayru)' and 'Rumpler C.IV (Bayru) BuS' depending on the engine. A trainer version powered by a 180hp Argus As.III engine was the 'Rumpler C.VIII'. Contemporary references to a 'C.V' appear to either mistakenly also refer to the 260hp D.VIa powered Rumpler C.IV or a 270hp Maybach Mb.IVa with internal bomb rack. The C.VII became the C.IX when fitted with additional fuel pannier style tanks for increased range. Interestingly no photo showing a Rumpler marked 'C.V', 'C.VII' or 'C.IX' is known to us. Any history here is of necessity very brief so for a better understanding of this important aircraft we encourage you to seek out the references mentioned below (plus the new Windsock Datafile 149, Rumpler C.IV At War, Ray Rimell 2011).

WWI colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The various camouflage schemes and personal markings applied to German aircraft of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. Interior fuselage colours are thought to be varnished wood with metal brackets and fittings in black. Tube metal fuselage frames appear to have been painted the same light blue colour as the wing & undercarriage struts. Rumpler C.IV bottom surfaces were usually light blue and top surfaces sprayed with combinations of 2 or 3 colours variously recorded as light green, dark green, brown or mauve. Other colours recorded were white (most likely unpainted bleached linen) bottom surfaces and grey as one of the top surface camouflage colours. A few aircraft received lozenge fabric covering later in the war, the vast majority of which was of the 5 colour variety. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.

Richard Alexander 2011

Wingspan:	Length:	Max Weight:	Max Speed:
12.66m (41.53ft)	Early 8.4m (27.55ft) - Late 8.2m (26.9ft)	1630kg (3593lb)	175kph (109mph)
No. manufactured:	Production:	Engine:	Ceiling:
2200 including sub-types (approx)	September 1916 - late 1918	260hp Daimler-Mercedes D.IVa	7000+m (23,000+ft)

#### Armament:

1x 7.92mm IMG 08 or LMG 08/15 'Spandau', 1x 7.92mm LMG 14 or LMG 14/18 Parabellum, over 50kg of bombs.

#### References:

Rumpler C.IV Windsock Datafile 35, PM Grosz 1992 - Flight Global Archives ([www.flightglobal.com](http://www.flightglobal.com)), February 1918 & September 1918 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Private Collections.

# Rumpler C.IV Early

1/32 Scale

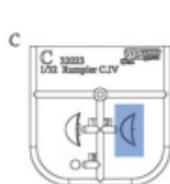
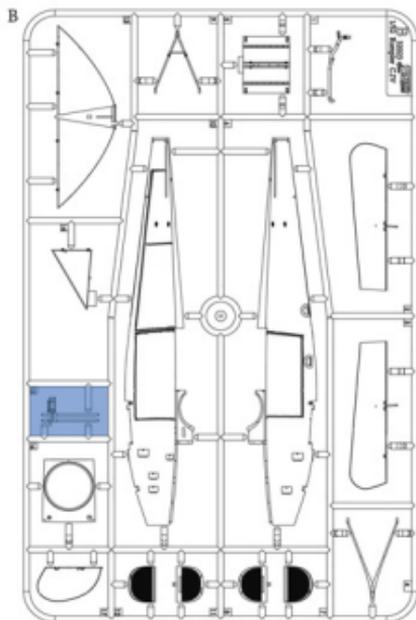
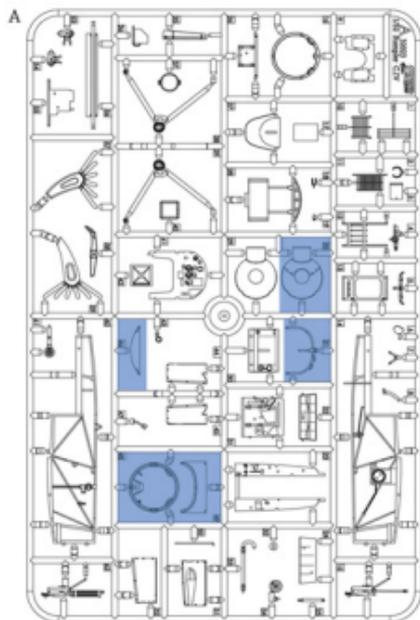
- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware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

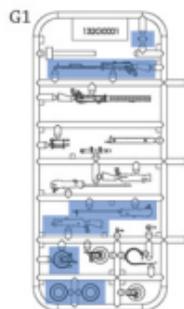
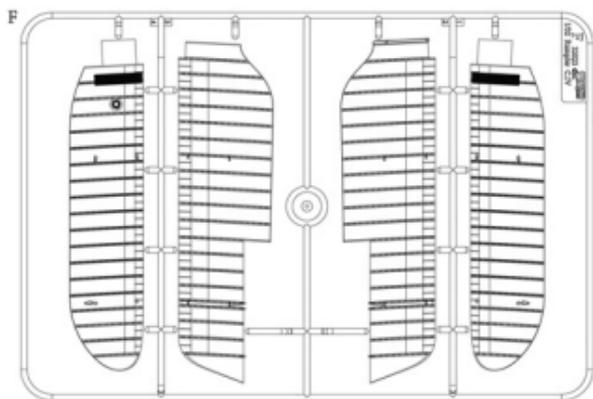
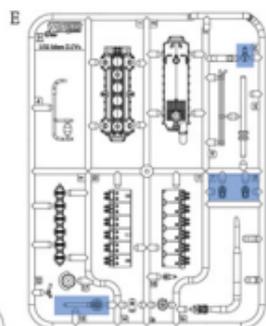
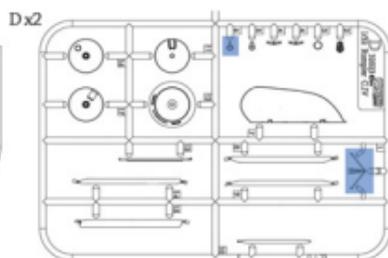
- |   |  |  |  |
|---|--|--|--|
|  Construction Step |  Choose           |  Attention  |  Remove       |
|  Part Number       |  Do Not Cement    |  Option     |  Drill        |
|  Decal             |  Cement For Metal |  Other Side |  Paint Colour |
|  Photo Etch Part   |  |  |  |

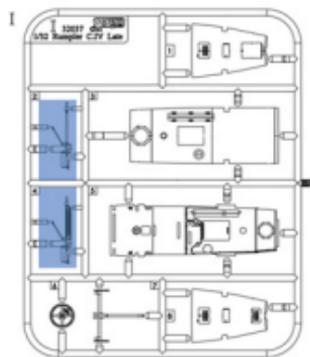
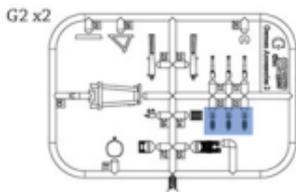
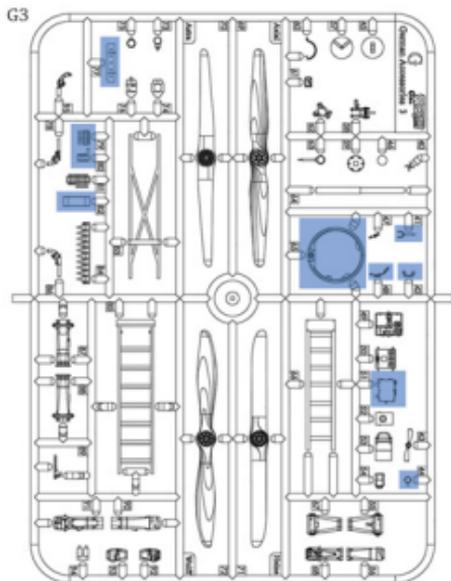
	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Field Grey - matt	XF65	116	
f	Leather - semi gloss	XF52	62	
g	Grey Green - matt	XF76	90	
h	Red - semi gloss	X7	19	GC15
i	Rust - matt	XF9	113	
j	White - semi gloss	XF2	34	
k	Wood - semi gloss	XF59	93	
l	Grey - matt	XF22	92	
m	Clear Doped Linen - matt	XF55	148	GC10
n	Copper	XF6	12	
o	Yellow - semi gloss	XF3	99	GC14
p	Rubber - matt	XF69	66	
q	Mauve - semi gloss	X16(x1) + XF52(x2)	68(x1) + 29(x2)	GC02
r	Dark Green - semi gloss	XF61	30	GC06
s	Pale Green - semi gloss	XF71	78	GC04
t	Light Blue - semi gloss	XF2(x10)+XF18(x1)	34(x10) + 96(x1)	
u	Dark wood - semi gloss	XF68	64	
v	Bleached linen - semi gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	
w	Dark Brown - semi gloss	XF64		GC01

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



 = Not Used





Decal Sheet

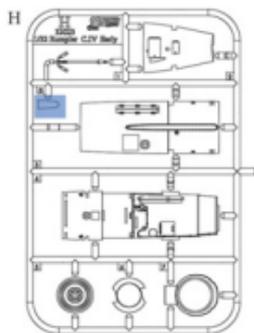
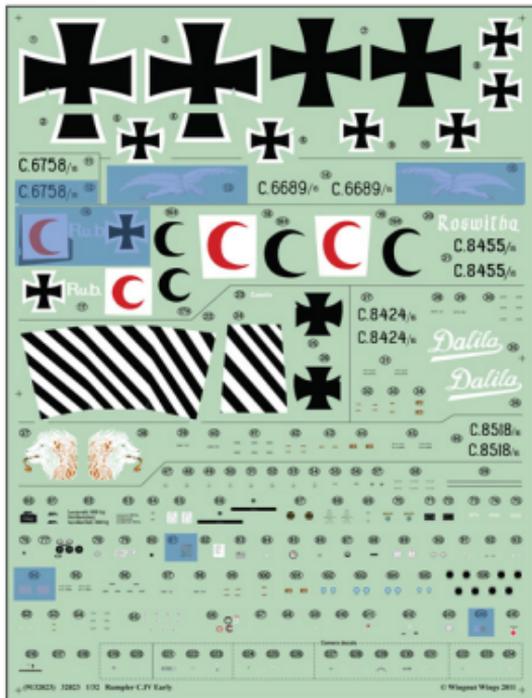
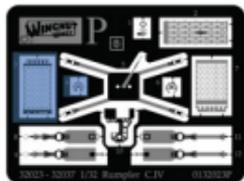


Photo Etch



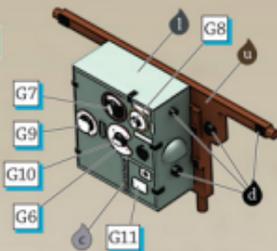
Decal Sheet



# 1 INTERIOR

## ABC F

Cockpit floor stick control



Drill 2 holes for observer's safety belts.



Telefunken Type D wireless (98) and amplifier (96) carried by some aircraft.

## DE

Cockpit floor wheel control



Telefunken Type D wireless



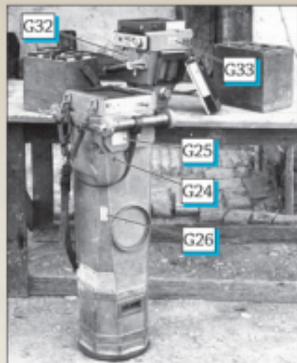
Rudder bar



Paint wires on floor



Drill holes for optional observer's seat

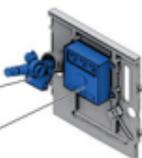


Large Flieger Kammer (FK) camera with a small 25cm hand held camera and boxes of photographic plates on the table behind.

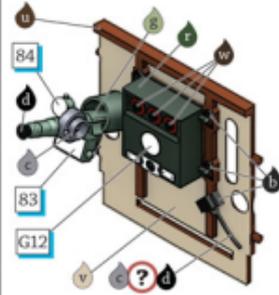
## ABC F

## DE ?

Goerz bomb sight

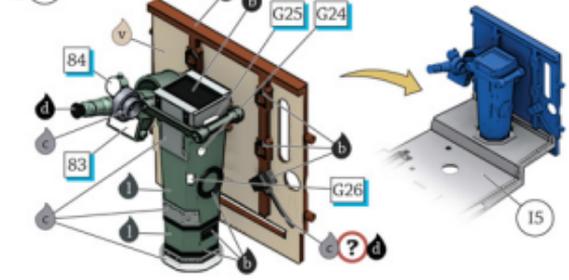


Optional wireless amplifier

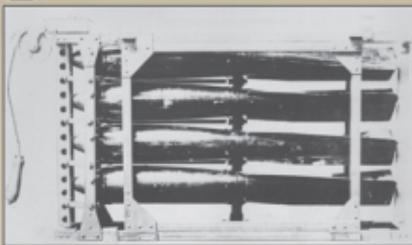


## DE ?

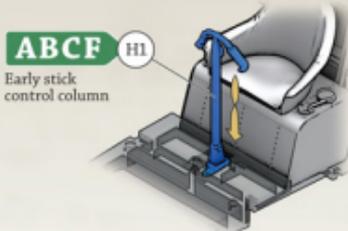
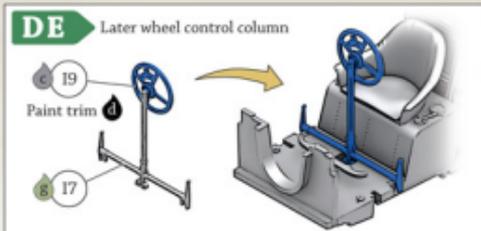
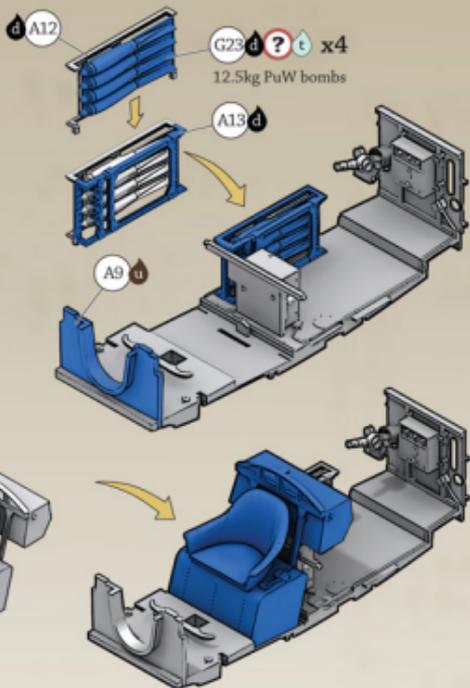
Optional Flieger Kammer (FK) camera



## 2 INTERIOR continued



While not a very good print this photograph does show the internal bomb rack for 12.5kg PuW (Pruefanstalt und Werft) bombs as fitted in the Rumpler C.IV.

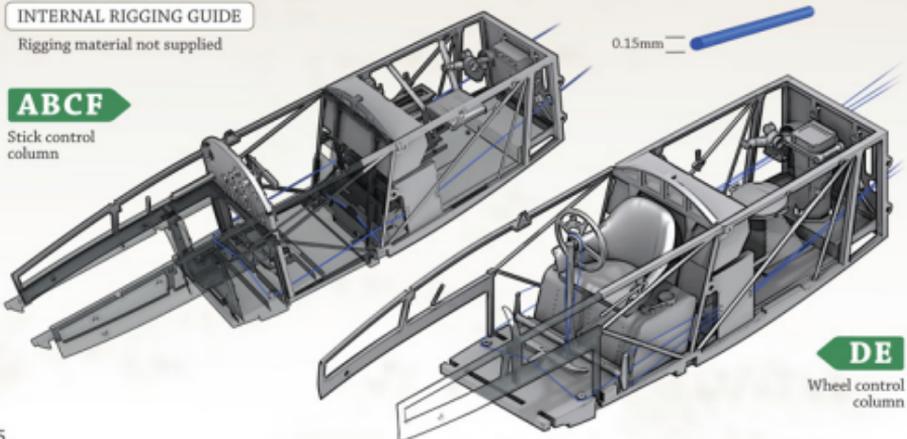


### INTERNAL RIGGING GUIDE

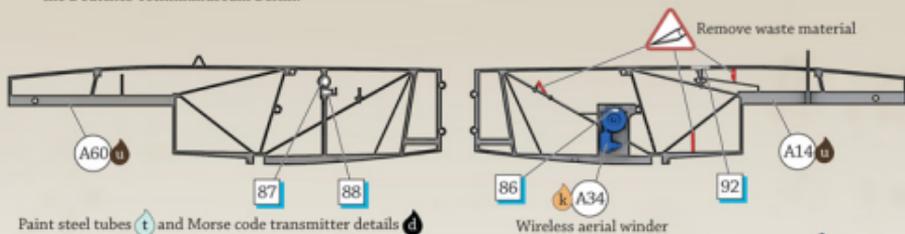
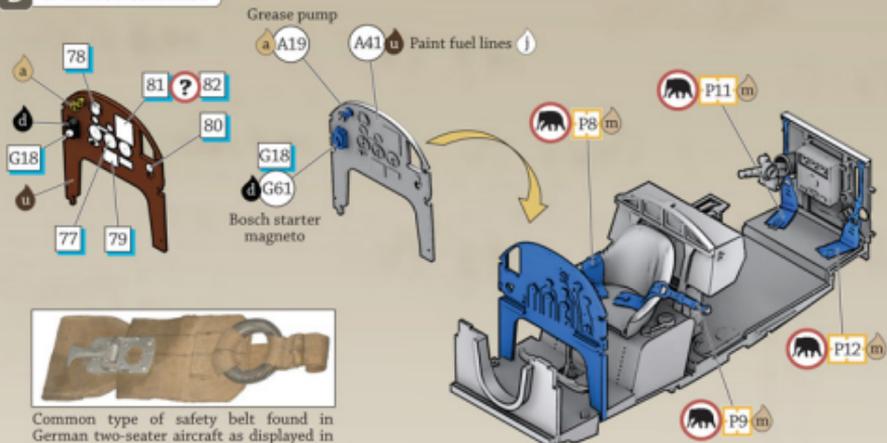
Rigging material not supplied

### ABCF

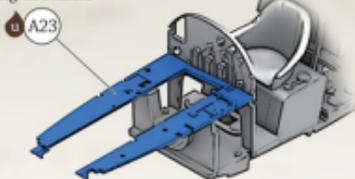
Stick control column



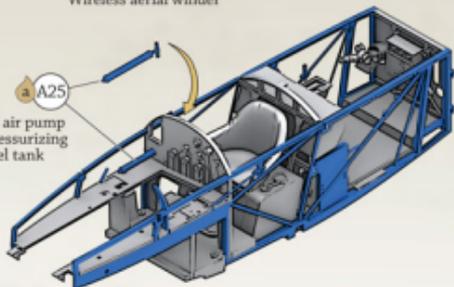
### 3 INTERIOR continued



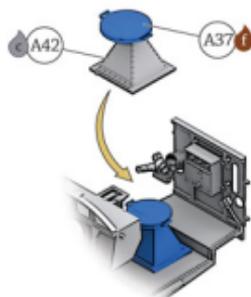
Engine bearers



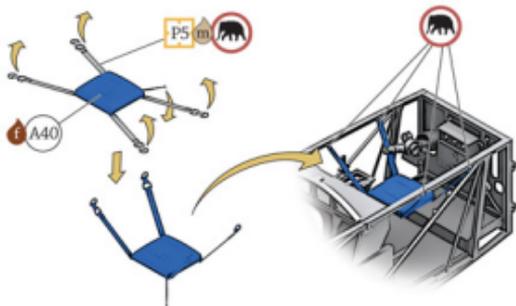
Hand air pump for pressurizing fuel tank



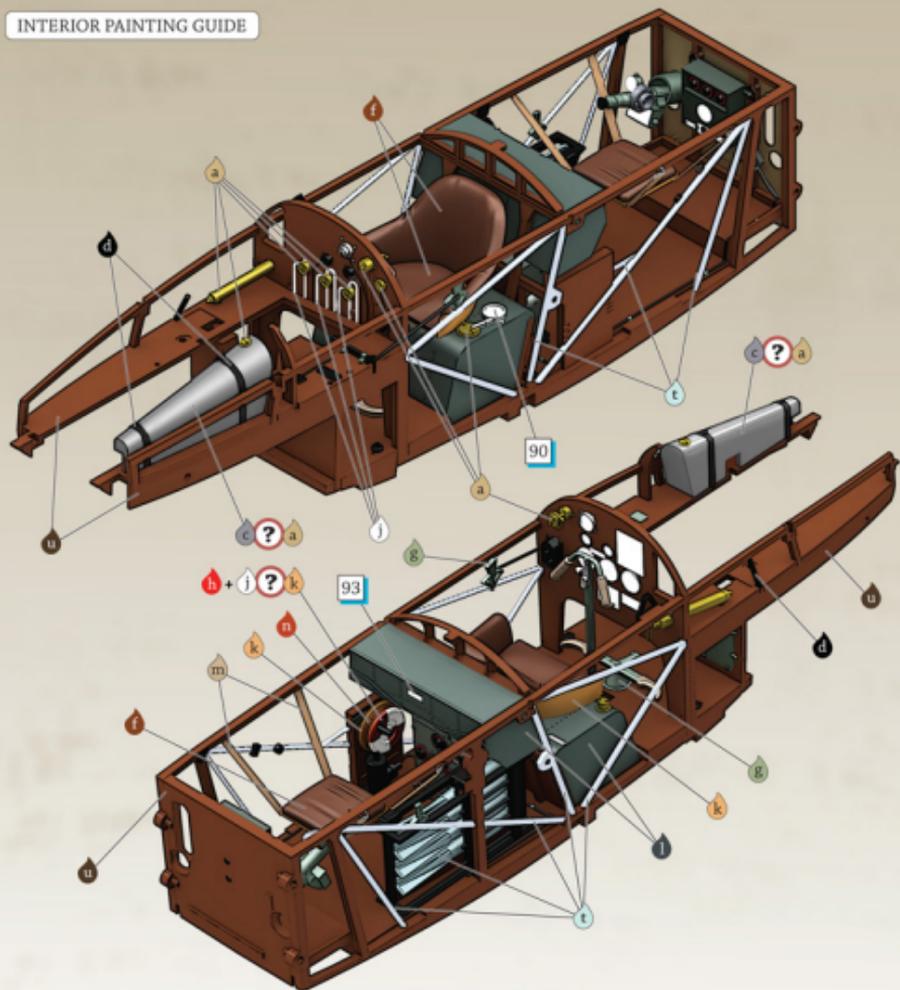
**i DE** Optional observer's seat



**ABCF DE**



## INTERIOR PAINTING GUIDE

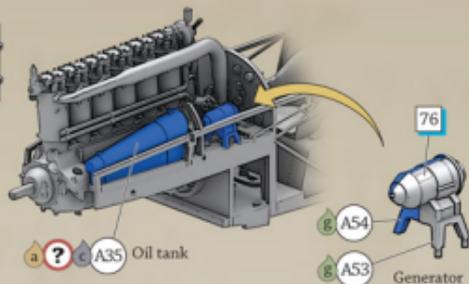
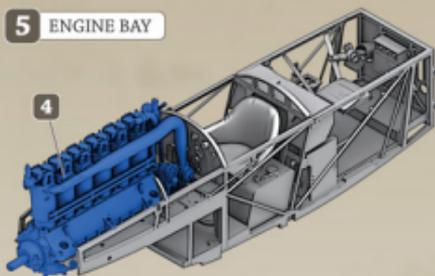


This Rumpler C.I/III/IV(?) was restored in the late 1970s and is now on display in the Deutsches Museum von Meisterwerken der Naturwissenschaft und Technik in Munich. While it features many anomalies when compared to a true C.IV (wooden internal bomb rack, lozenge wrapped struts and 180hp Daimler-Mercedes D.IIIa engine for example) it nevertheless provides some useful information for modellers.





## 5 ENGINE BAY



### IMG 08 'Spandau'



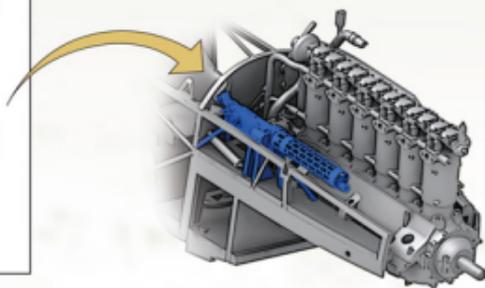
### High detail



This photo of Ltms Gericke and Pfeifer's FA A 282 (Flieger-Abteilung Artillerie 282) Rumpier C.IV was taken after a crash landing and allows us to see the installation of the IMG 08 'Spandau'.



This photo of the severely damaged Rumpier C.IV 8068/17 reveals many otherwise hidden internal details such as the IMG 08 'Spandau' mount **P10** and bottom of the 260hp Daimler-Mercedes D.IV engine.



## 6 FUSELAGE PREPARATION & ASSEMBLY

Drill holes for  
air intakes

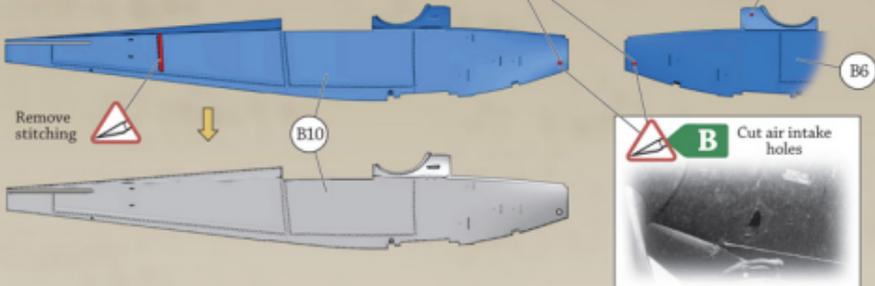


**F**

**CD**



Drill hole for  
mirror



Remove  
stitching



**B10**

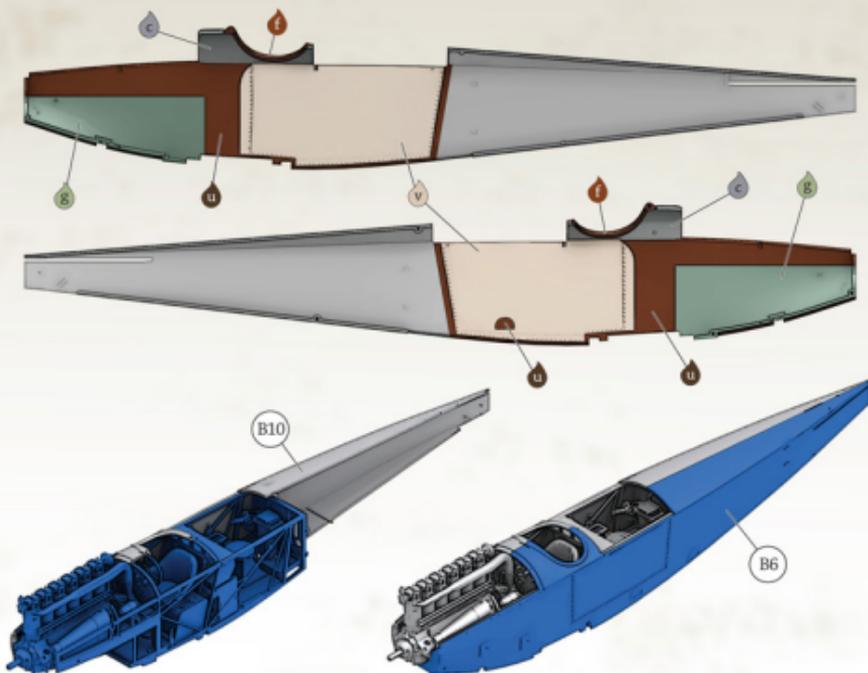


**B** Cut air intake  
holes



Rumpler C.IV 8512/16 showing the early fuselage with the fabric area extending under the horizontal tailplane. Despite the personal swastika marking on the fuselage it is understood that this crash occurred at a Flieger-Schule in Breig (Brzeg – Poland) during 1918 (ref. C&CJ V13#1 1972).

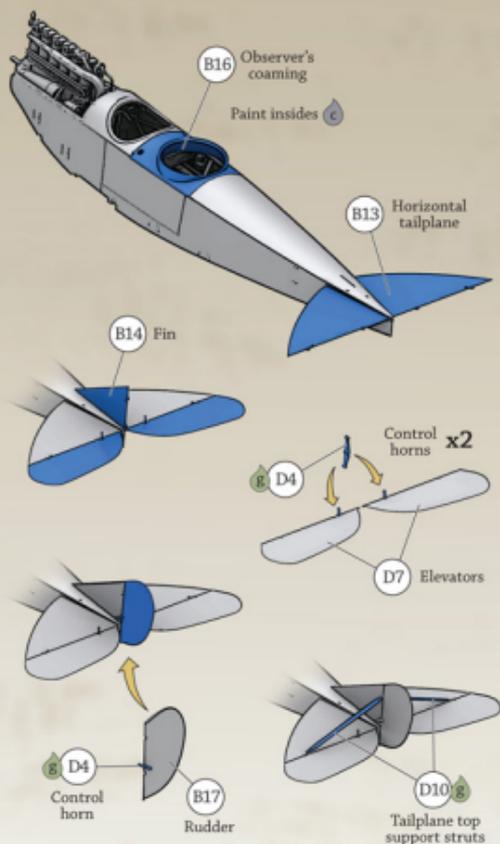
## FUSELAGE INTERIOR PAINTING GUIDE



**B10**

**B6**

## 7 FUSELAGE continued and TAILPLANE



Fin and rudder detail from captured Rumpler C.IV showing the rudder eisenkreuz [6] & [5]. The box visible on top of the fuselage is a first aid kit [G5] + [G15].



Tailplane detail from an early production Rumpler C.IV. Note the elevator control horns [D4], flat upper surface of the horizontal tailplanes and unlaced fuselage fabric.

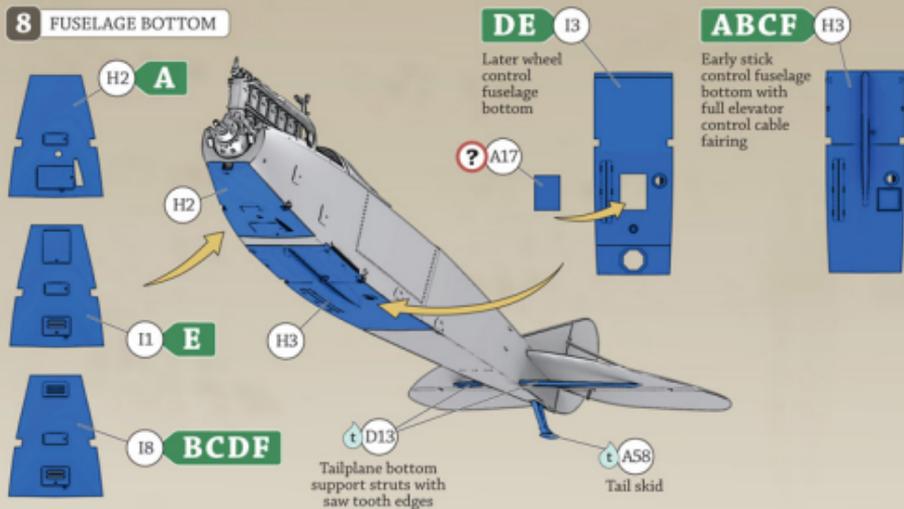


Tailplane detail from crashed Rumpler C.IV 8270/16 as seen on page 13. Note the factory work number (wn), possibly 1691 or 1681, stenciled onto the fin and rudder and R.U. (Rechts Unterstutzen) [56] above the "right under strut" attachment. The sharp "saw tooth" edges on the bottom strut [D10] were intended to prevent ground crew from using these struts to lift the aircraft. The broken tail skid rests on top of the tailplane.



While this photo of Rumpler C.IV 8239/16 reveals many interesting details, it is important to note that some of these are unusual and not seen on normal production aircraft. These unusual details include a white surround to the port bottom wing balkenkreuz (a feature usually seen on later production aircraft), lack of wing assembly and rigging instructions [65] & [60] on the fuselage, balanced elevators and evidence of previously fitted balanced ailerons (note the modified top wing tips).

## 8 FUSELAGE BOTTOM



This unidentified Rumpler C.IV has an abbreviated form of elevator control cable fairing (H3). Note the bomb doors, open camera port and rounded nose (A25). Unfortunately the fuselage Wappen (heraldic shield) marking is not legible.

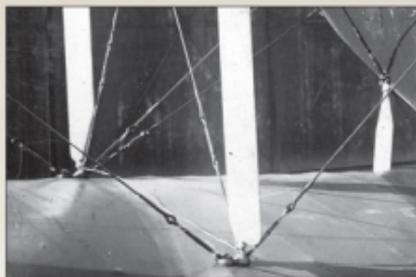
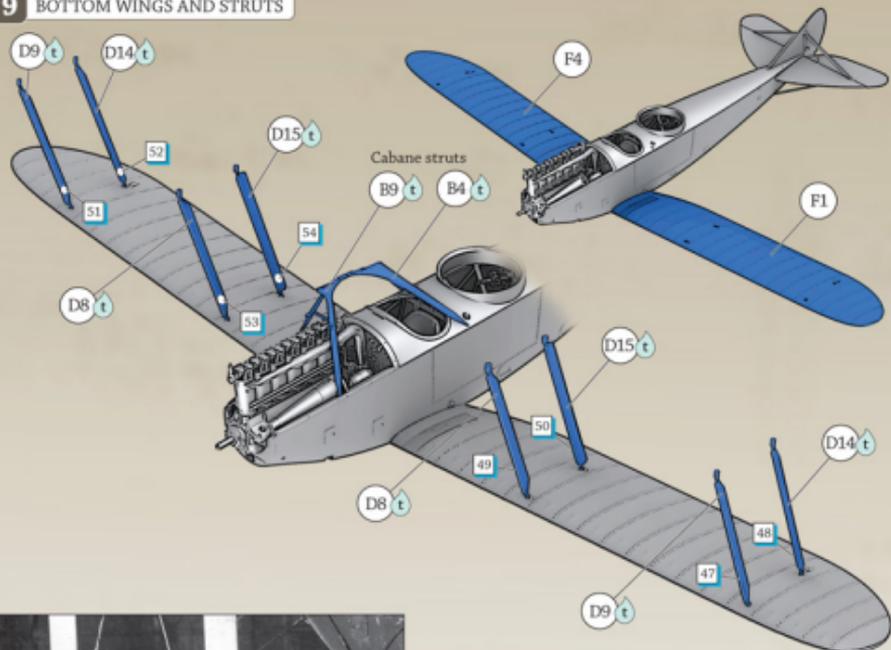


Rumpler C.IV 8239/16 displays an early style of engine air intake (H2) and full elevator control cable fairing along the centerline of the fuselage (H3). Note the wireless aerial (A47), various access hatches and the bomb doors. See page 11 for a full view of this aircraft.



Rumpler C.IV 8406/16 T from the 3rd production batch of 150 aircraft ordered in November 1916 displays many typical early production features; full length fuselage fabric, small form of weight table, fully faired elevator control cables and sleek propeller spinner.

## 9 BOTTOM WINGS AND STRUTS



Wing strut rigging detail from early production Rumpler C.IV 6758/16 **B**. The struts and many metal components were finished in light blue **t**.

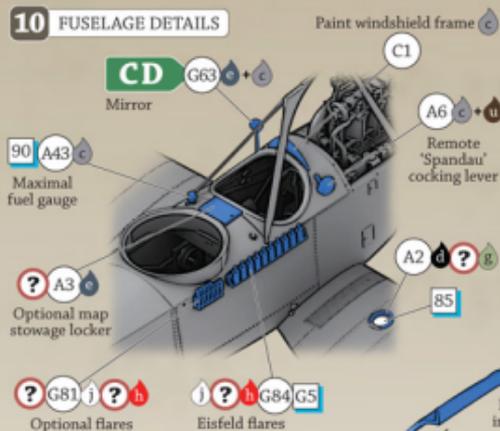


Wing walk detail from Rumpler C.IV 6758/16 **B**.



Rumpler C.IV 8270/16 has landed heavily destroying the undercarriage, propeller and starboard lower wing. It would appear **13** that 8270/16 was from the 1st production batch of 100 Rumpler C.IVs ordered in September 1916.

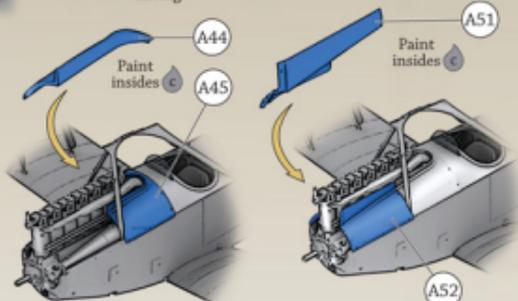
## 10 FUSELAGE DETAILS



Cockpit coaming detail from crashed Rumpier C.IV 8270/16 as seen on page 13. Note the auxiliary fuel tank filler cap visible above a rack of flares  $\text{G18}$  and lever  $\text{A6}$  used to remotely cock the pilot's IMG 08 'Spandau' machine gun which appears to have an unpainted aluminium  $\text{C}$  fairing.



Pilot and observer cockpit coaming detail from Rumpier C.IV 6758/16  $\text{B}$  showing windshield  $\text{C1}$ , Maximal fuel gauge  $\text{A43}$  +  $\text{90}$  and standard Parabellum mount  $\text{G4}$  +  $\text{G9}$ .

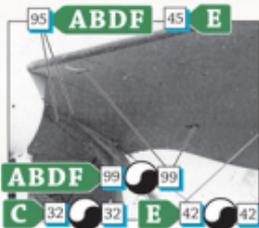
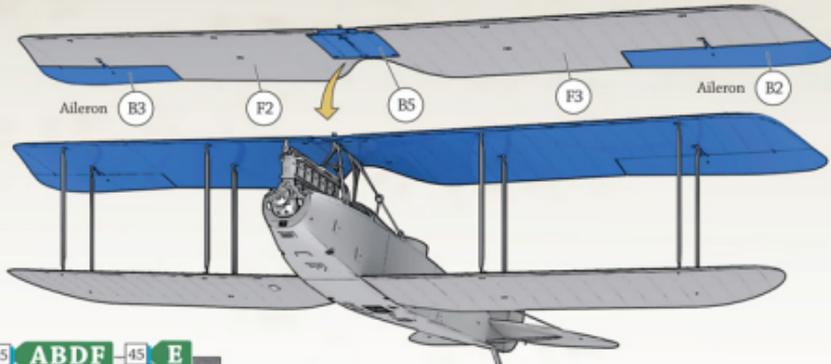


^ We recommend leaving these off to display your engine detail.



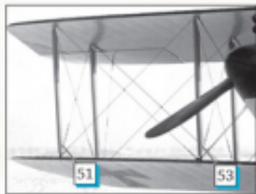
< Aileron detail from Rumpier C.IV 8270/16 (see opposite). Hinge, strut and rigging brackets appear to have been painted  $\text{C}$  along with the underside of the wing. Note how the top camouflage colours wrap around to the underside along the leading edge.

## 11 TOP WINGS AND AILERONS

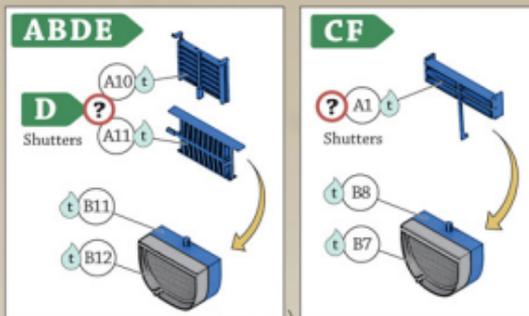


< Top wing detail from Rumpier C.IV 6758/16 showing spar inspection windows  $\text{99}$  and component identification stencils  $\text{31}$ ,  $\text{45}$  or  $\text{95}$ .

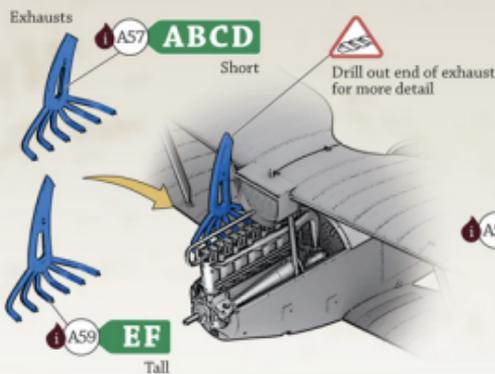
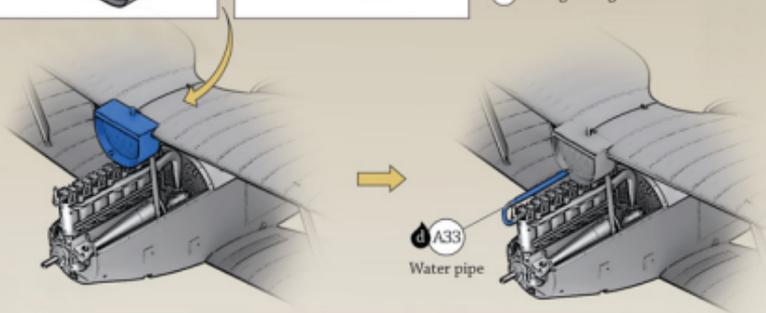
> Starboard wing and strut detail from Rumpier C.IV 8239/16 as seen on page 11. Note the strut identification stencils  $\text{51}$  and  $\text{53}$  visible on the inboard faces of the front struts. Turnbuckles are only present on cables where they attach to the bottom wing, except for the aileron control cables.



## 12 WINDHOFF RADIATORS AND NOSE DETAILS



Windhoff radiator **B7** + **B8** detail with shutters **A1** for regulating airflow.

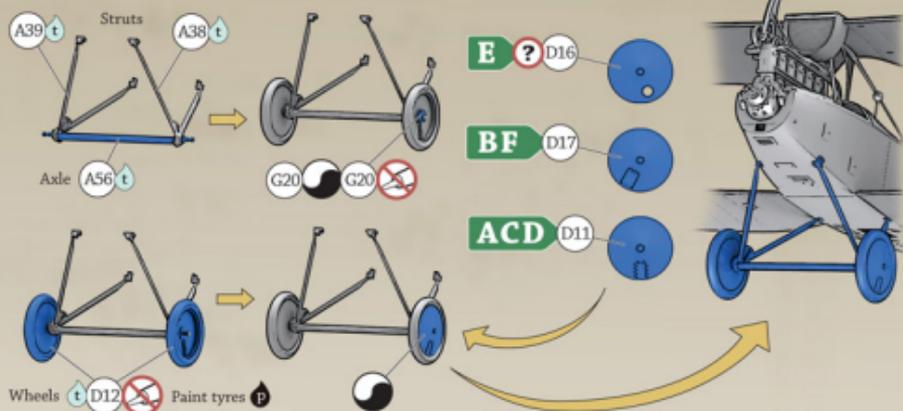


Windhoff radiator **B11** + **B12** from 6758/16 **B**. Note the short exhaust **A57** and support bracket **A58**.



Tall exhaust **A59** detail from crashed Rumpier C.IV 8270/16 as seen on page 13.

### 13 UNDERCARRIAGE

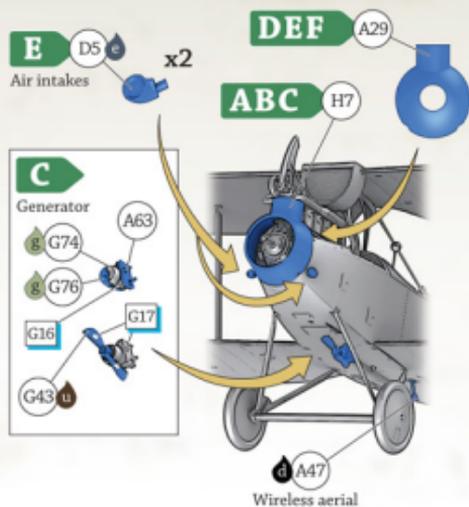


Undercarriage detail from 6758/16 **B** showing one form of component stenciling **58** and Rumlper logo **64** on the wheel hub.

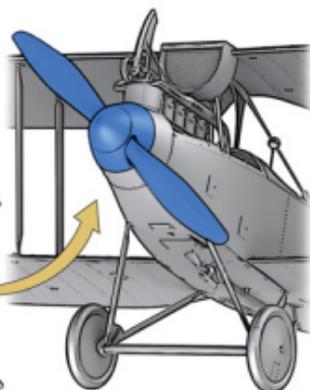
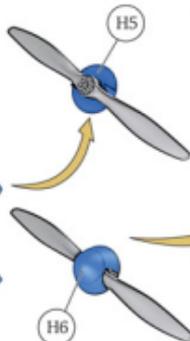
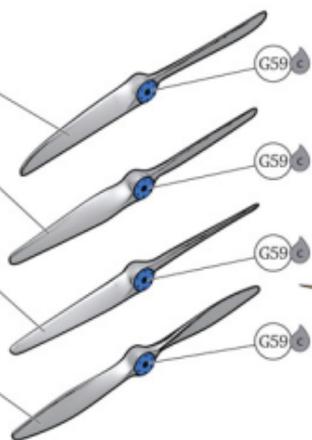


Undercarriage detail from Rumlper C.IV 'III'.

### 14 NOSE DETAILS continued



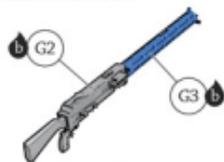
This photo of an early production Rumlper C.IV in flight allows us to see the position of the camera port, bomb sight and internal bomb rack opening on the bottom of the fuselage **113**. Also visible is the abbreviated form of fairing **118** for the elevator control cables. The wings appear brighter than the light blue tailplane and bottom of the fuselage and are probably white bleached linen **v**.

**ABC** Propellers & spinnerHeine **?** G71 **u** + **k**  
69Axial **?** G69 **u** + **k**  
67 + 68Astra **?** G70 **u** + **k**  
66**B** G72 **u** + **k**  
Wolff  
70**DEF** PropellersHeine **?** G71 **u** + **k**  
69**E** G69 **u** + **k**  
Axial  
67 + 68Astra **?** G70 **u** + **k**  
66**F** G72 **u** + **k**  
Wolff  
70

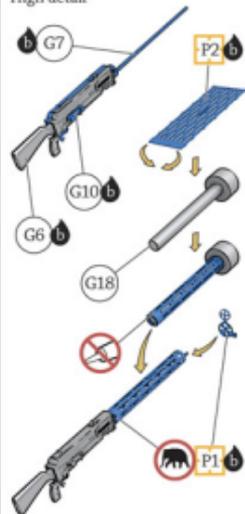
The sad wreckage of Rumpler C.IV 8415/16 allows us to see many otherwise hidden details. Note the light blue metal tubes of the fuselage structure visible in the observer's cockpit, cabane struts (84) & (89) and what appears to be additional seat back padding for the pilot. 8415/16 was from the 3rd production batch of 150 aircraft ordered in November 1916 and was destroyed before its fuselage could be reinforced.

## 15 OBSERVER'S ARMAMENT

### Parabellum LMG 14

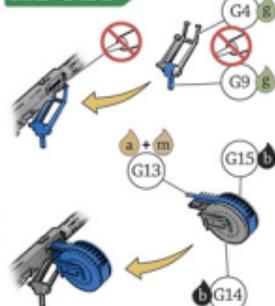


### High detail



Parabellum LMG 14 detail from Rumpler C.IV 6718/16. Note the slightly different form of 200 round drum magazine. Sometimes a pair of springs can be seen fitted to the Parabellum mount (G4). Note the map locker (A3) between the cockpits and fuel gauge (A43 + 90).

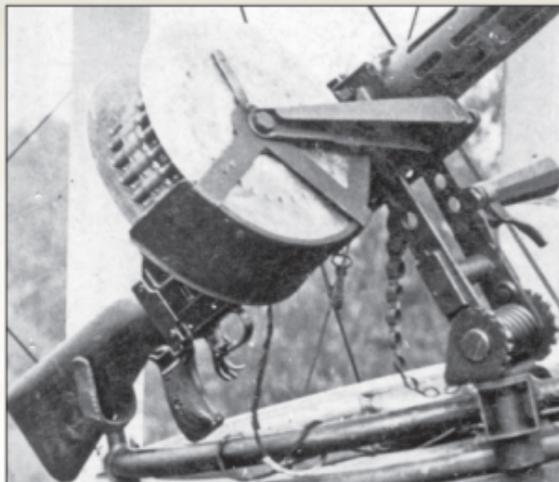
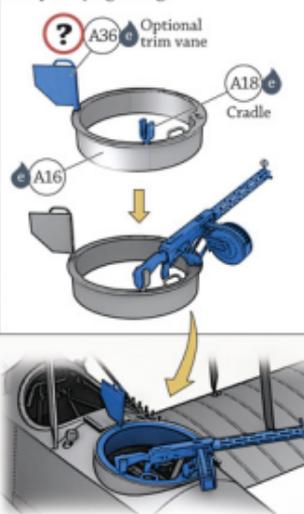
### ABCFE



### D

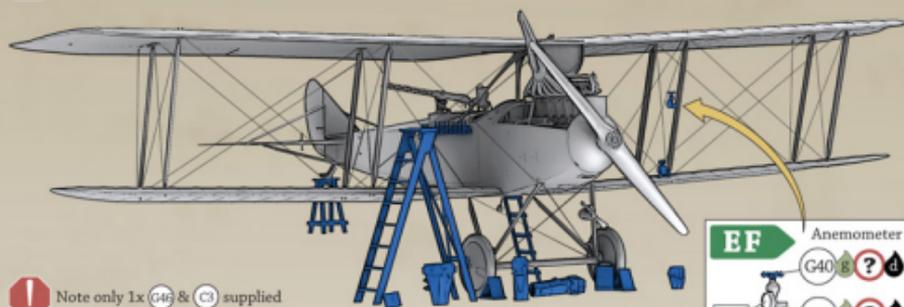


### Rumpler style gun ring



Alternative Parabellum mount and magazine, in this case fixed to an LVG style gun ring on a later production aircraft.

# 16 OPTIONAL ACCESSORIES



**!** Note only 1x G46 & C3 supplied

**EF** Anemometer

G40 ? d  
G73 ? d  
G13

**FK Stab camera**

G67 G55  
C3 ? G46 d

**25cm camera hand held**

G93 G92

**Photographic plates for cameras**

G24 u+d

**Barograph**

G14 G54 k

**FK.III camera**

G90 G91  
C3 ? G46 d

**First aid kit**

G52 G15

**Homing pigeon box**

G53

**Wheel chocks**

x2 G28

**Toy bear**

G62

**Step ladder**

G85 G83 k ? d

**Ladder**

G66 k ? d

**Flare pistols**

G78 u+d  
G86 u+d  
G95 u+d

**Eisfeld flare pistol with flare**

**FK.II camera**

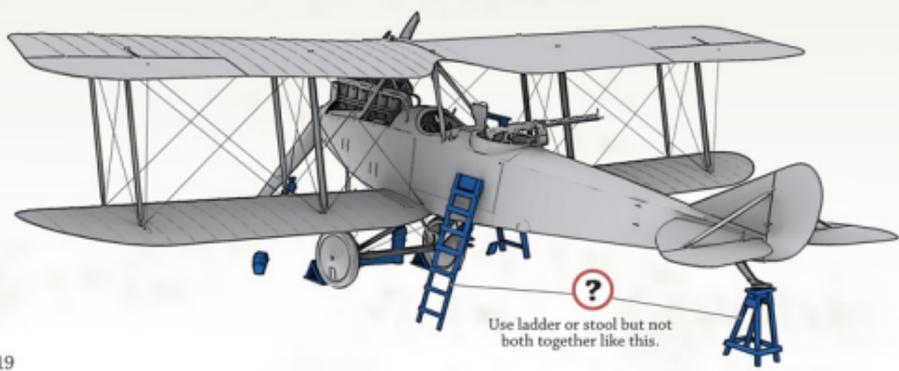
G56 G68  
C3 ? G46 d

**Stool**

G30 G29 k ? d

**Oxygen**

x2 G26 G31 G27 m



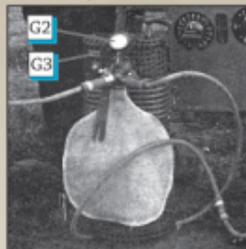
**?** Use ladder or stool but not both together like this.



^ Lts Gunther Wolff & Joseph 'Sep' Hennen of FA A 209 display some of the reconnaissance equipment carried in their 270hp Maybach powered Rumpler C.VII 6477/17.



25cm hand held camera (G36) + (G35) as carried by Gunther Wolff.

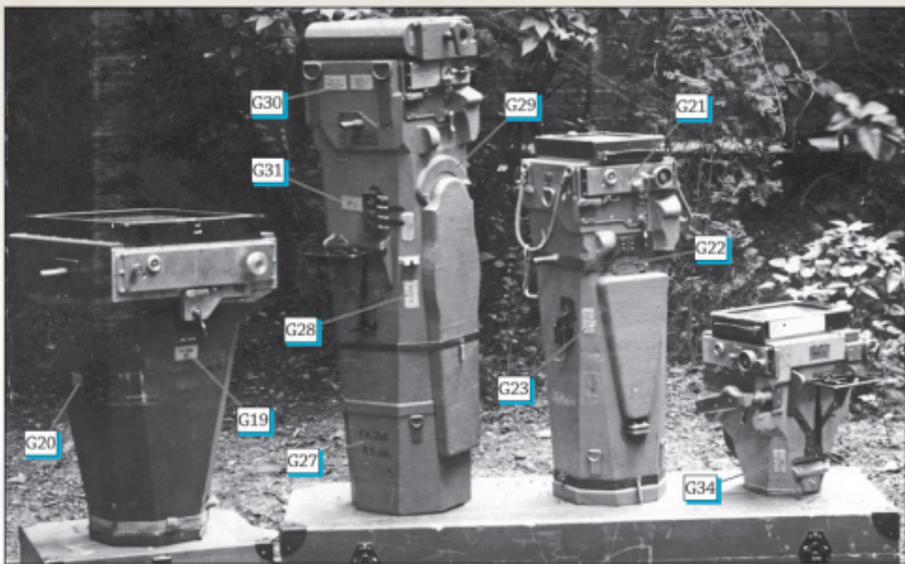


Oxygen tank carried by Lts Wolff & Hennen on high altitude reconnaissance flights.



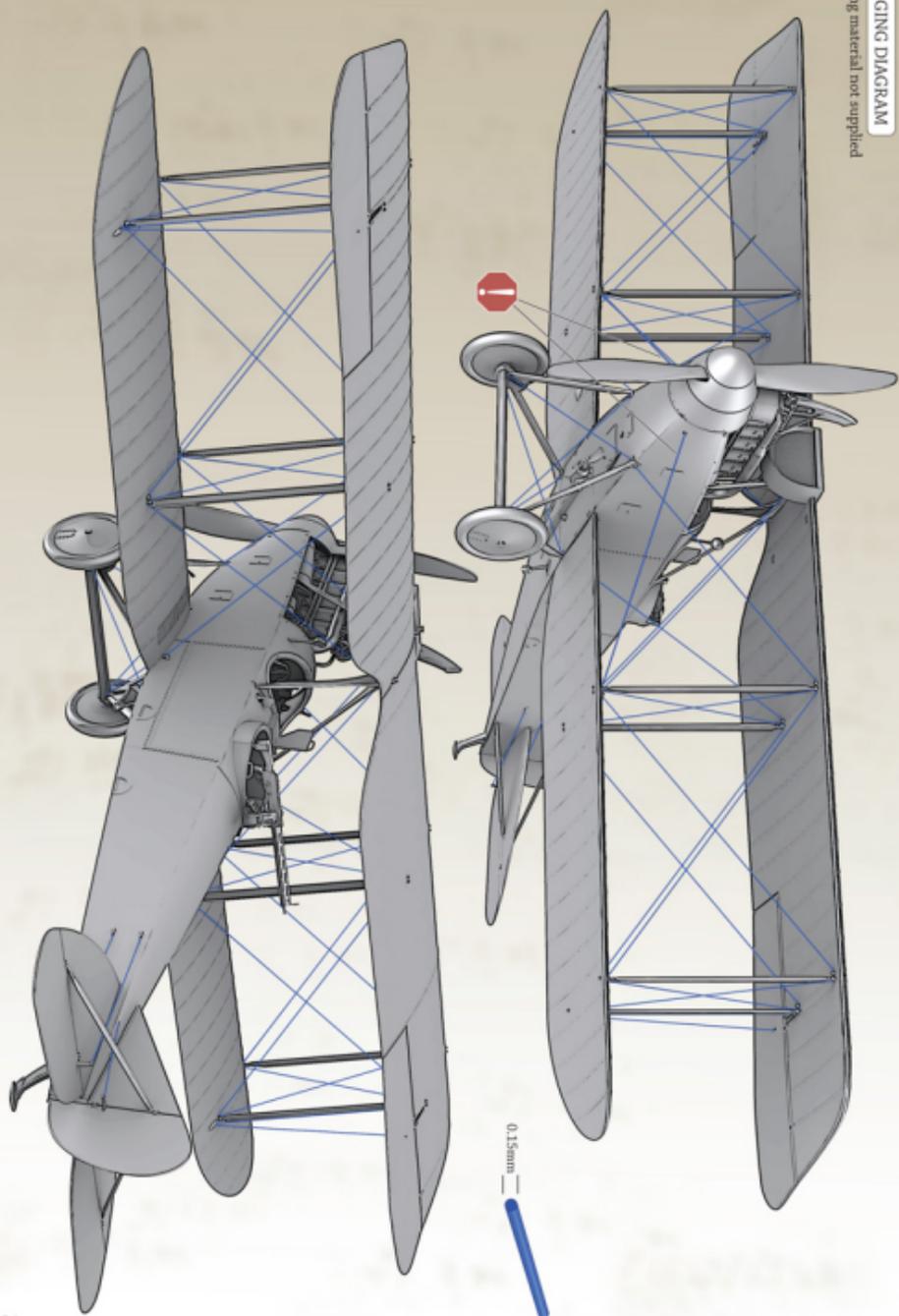
Photographic plates (G24).

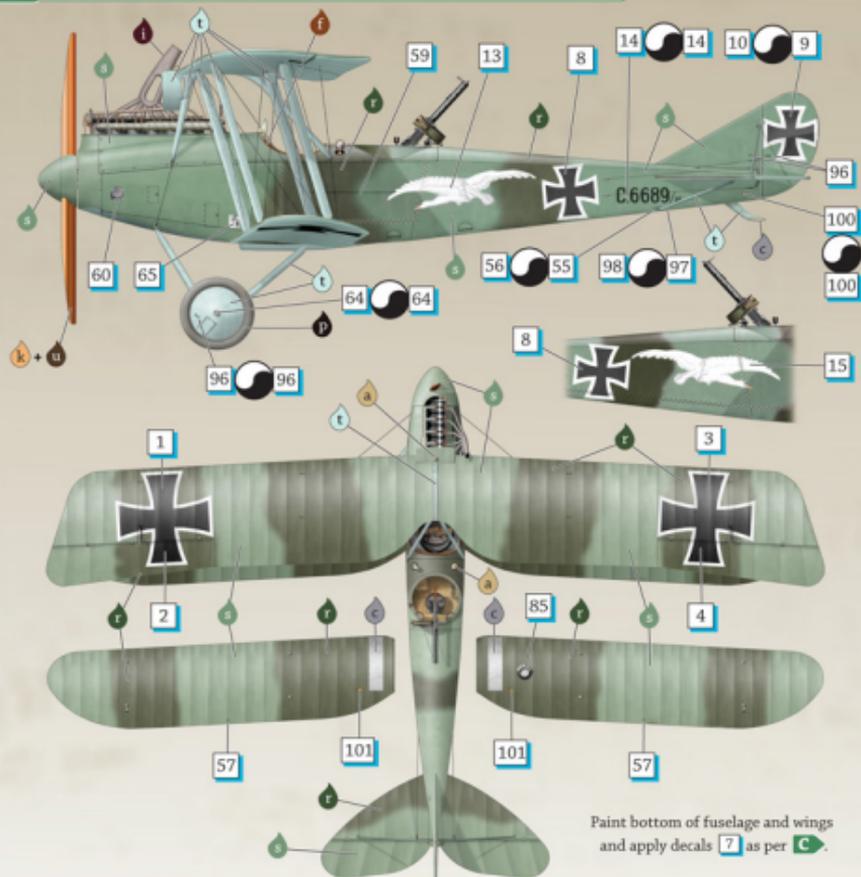
v Selection of Flieger Kammern which could be carried by Rumpler C.IVs, from left to right; FK Stab (G55) + (G56), FK.III (G98) + (G99), FK.II (G94) + (G95) & 25cm hand held (G36) + (G35).



# RIGGING DIAGRAM

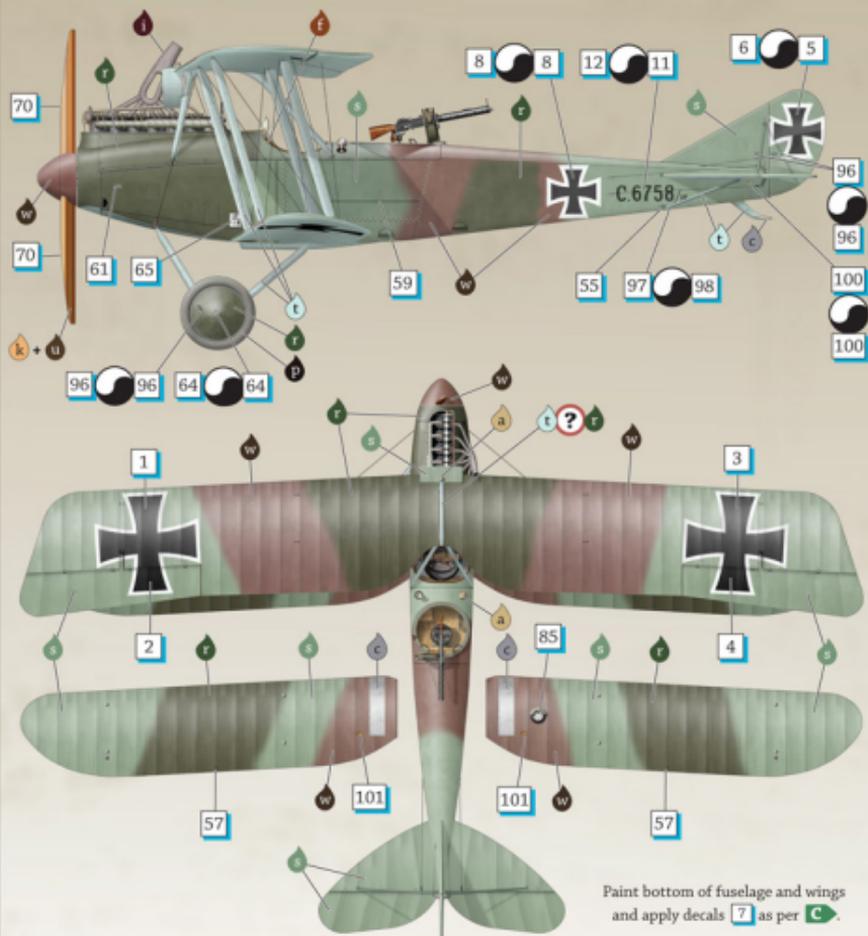
Rigging material not supplied



**A** Rumpler C.IV 6689/16, Alexander Decker, FA A 276, Metz-Frescaty in 1917


Alexander Decker leans on the wing of his Flieger-Abteilung Artillerie 276 (FA A 276) Rumpler C.IV at Metz-Frescaty. From the 2nd production batch of 150 aircraft ordered in September 1916, 6689/16 would have had sleek spinner fixed to its propeller when new. Both the spinner and propeller have been removed for this photo although the nose fairing (17) remains. A personal marking of a flying swan is painted on both sides of the fuselage and an altimeter (D3) + 89 is suspended between the front cabane struts. Note the angle of the fuselage eisernkreuz 8.

**B** Rumpler C.IV 6758/16, Großenhain(?) early 1917

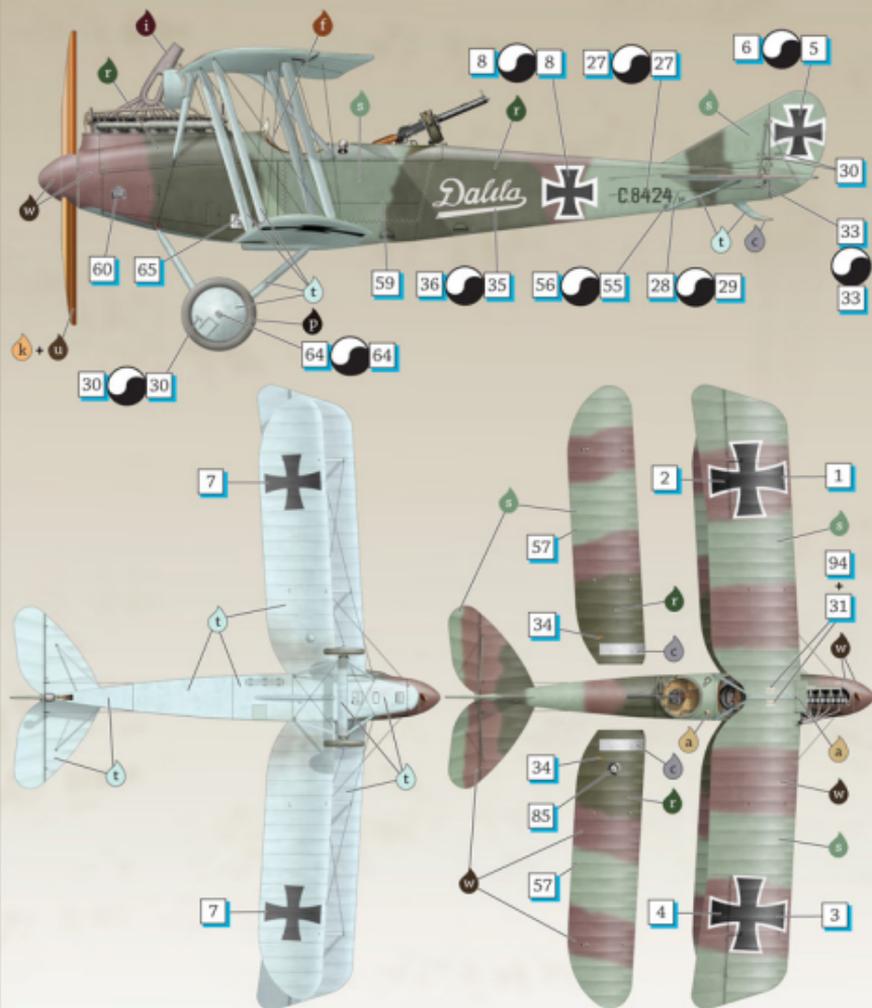


The unidentified crew of Rumpler C.IV 6758/16 pose for photographs, possibly at Großenhain in early 1917.

Another photo of Rumpier C.IV 6758/16 possibly taken at Grobenhain. Note the chipped and worn nature of the camouflage paint applied to the wheel covers and fuselage fabric as well as the observer's magnificent moustache!



**C** Rumpler C.IV 8424/16 'Dalila', 1917

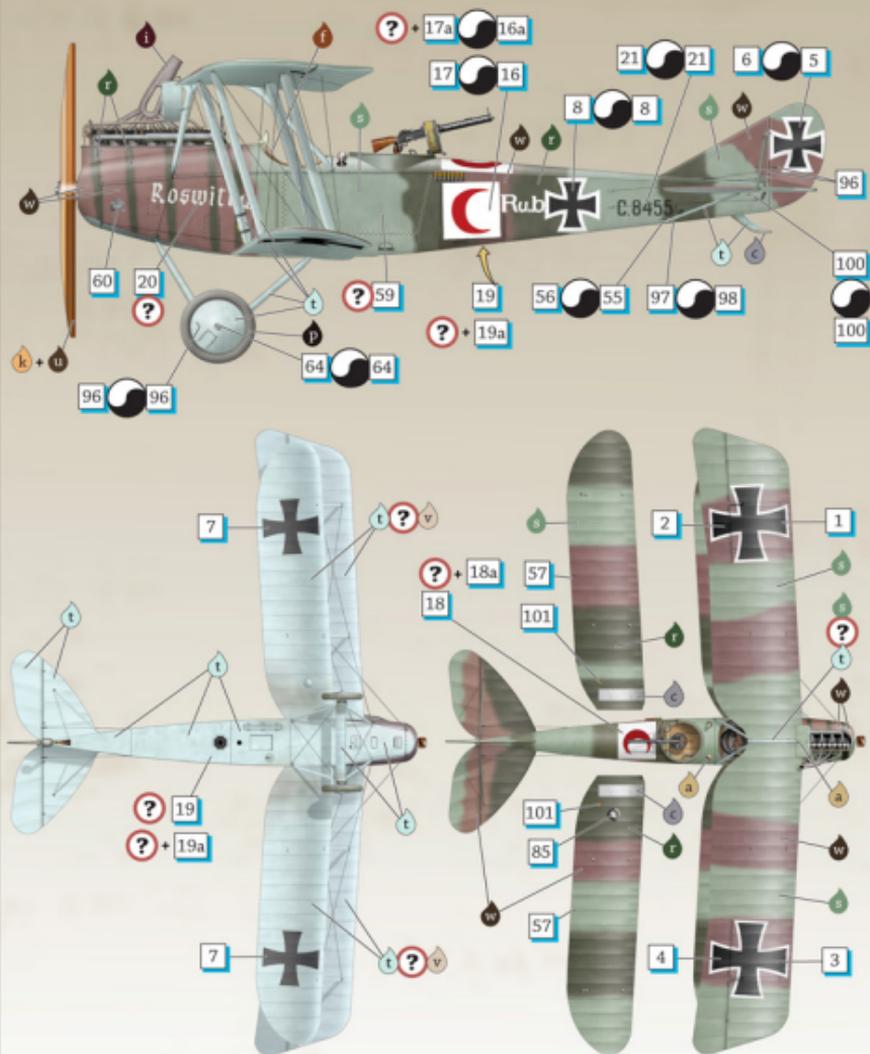


Common decals



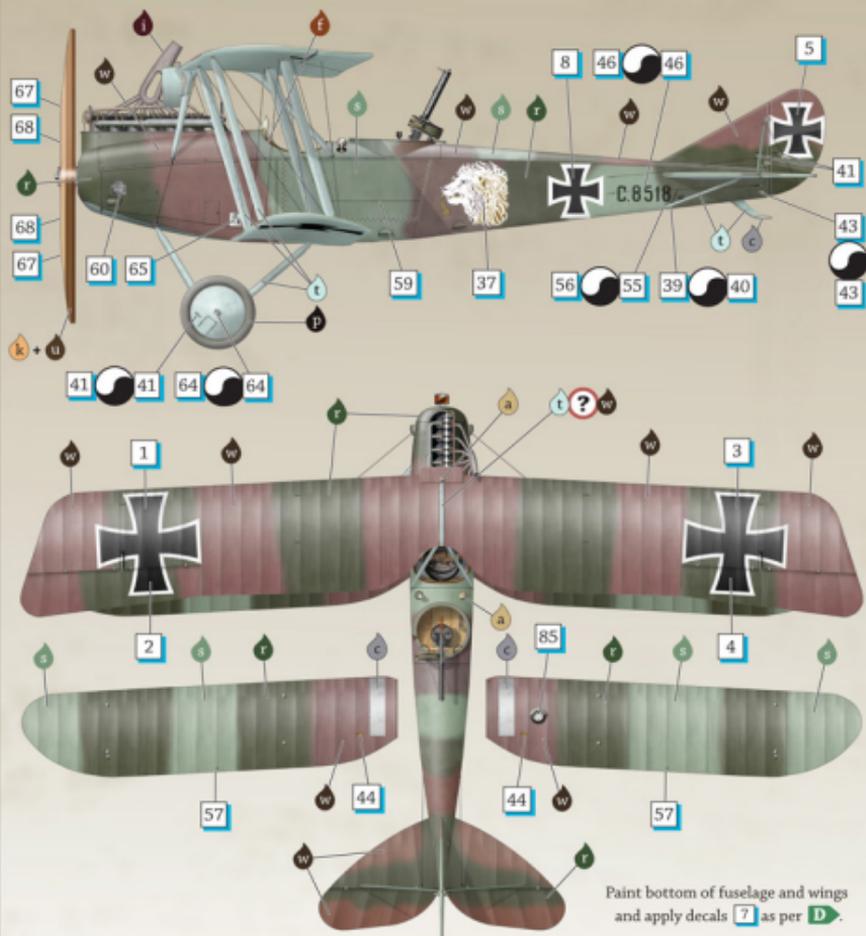
Rumpler C.IV 8424/16 'Dalila' was from the 3rd production batch of 150 aircraft ordered in November 1916. A photo on page 12 of Windsock Datafile 35 shows the fuselage of 8424/16 being serviced at AFP 4 (Armee Flug Park 4) along with several LVG C.V airframes. The wings and tailplane were removed at the time so it is not possible to verify the actual markings so we have illustrated what we believe they would have looked like and are fairly typical for an aircraft from this production batch.

**D** Rumpler C.IV 8455/16, MFA 2, mid to late 1917



Rumpler C.IV 8455/16 from Marine Feld Flieger Abteilung 2 (MFA 2) is another aircraft from the 3rd production batch. Photos showing each side of 8455/16 appear in Windsock Datafile 35 and confirm many interesting details; the fabric rear fuselage, blunt nose fairing and dark camouflage bands sprayed around the nose. There is a name painted on the left side of the nose which could possibly be Roswitha (a German girl's name common at the time) but none of the prints available to us were clear enough to confirm this one way or the other. Alternative black crescents are supplied for you to use if you wish. Be sure to use decal 16 from the correction decal sheet. The 'Ru.b.' (Rubild) indicates that this machine was intended to be fitted with a special 'strip camera' for photographing terrain.

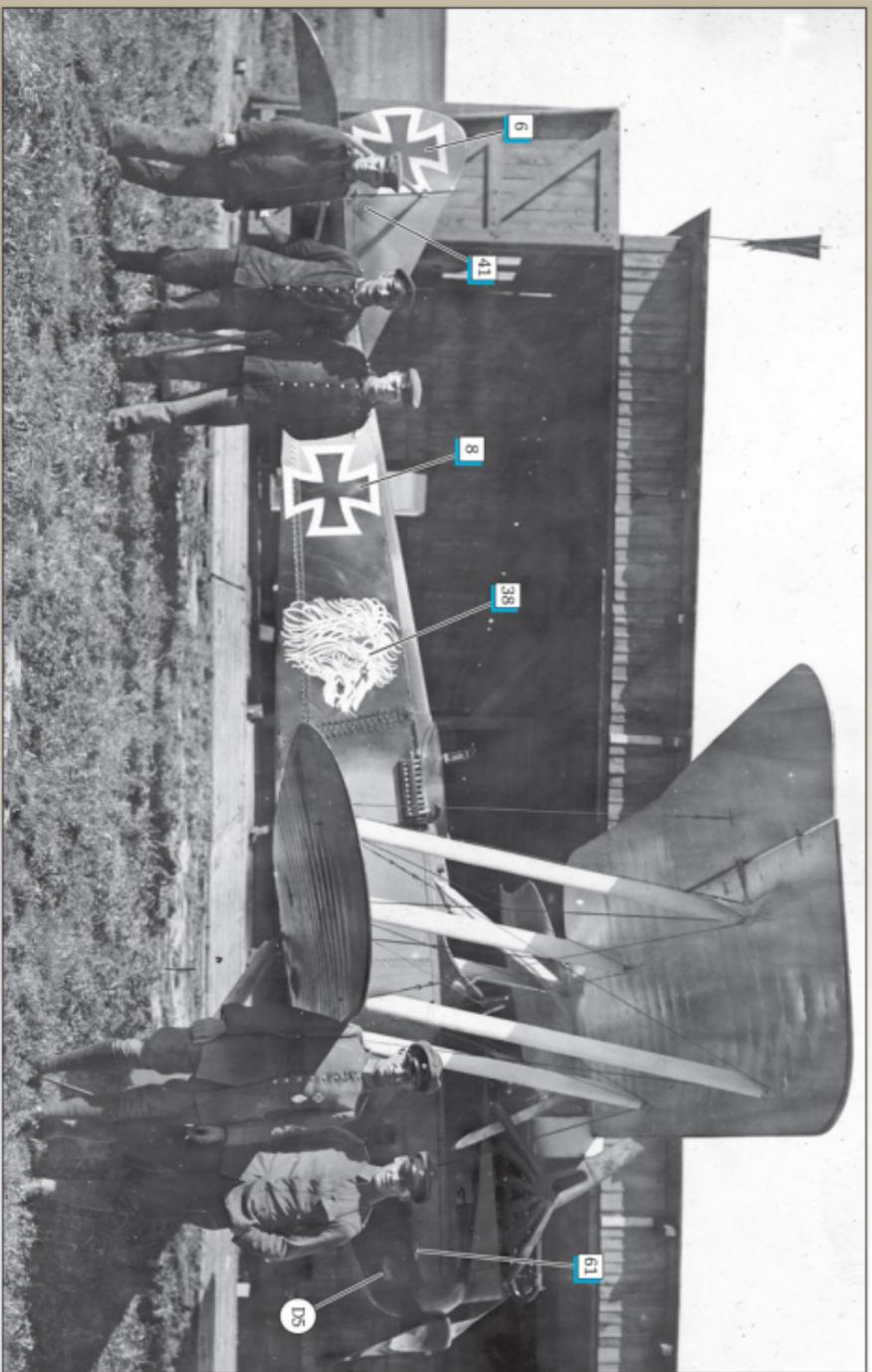
**E** Rumpler C.IV 8518/16(?), FA 209, mid to late 1917



Paint bottom of fuselage and wings and apply decals **7** as per **D**.



This rare in-flight photo of FA 209 Rumpler C.IV 8518/16 allows us to see the camouflage patterns on the top of the fuselage and wings. Although the complete serial number is not visible the digits that we can see (?518/16), combined with numerous fuselage details indicate that it most likely came from the third production batch (numbers 8403/16 to 8558/16). Note the mismatched aileron camouflage, paint worn off the rib tapes and how different camouflage colours have been used on the top and bottom wings.



Air and ground crewmen obscure key serial number and elevator control detail but nevertheless many interesting details are visible, full fabric rear fuselage, rounded nose fairing (A5) with air intakes (D5), flare rack and pistol and last but not least, the spectacular lion's head painted on the fuselage.

**F** Rumpler C.IV, MFA, Varsenaere Flanders, August 1917



Paint bottom of fuselage and wings  
and apply decals **7** as per **D**.

Two photos, both thought to be of this unidentified Marine Feld-flieger Abteilung Rumpler C.IV stationed at Varsenaere in Flanders, appear in Windssock Datafile 35 and one is repeated in the new Datafile 149 which confirm many interesting details. Note the unusual rudder cross, the dark bands of camouflage sprayed around the nose, anemometer **67** attached to the port inner front strut. The striking black and white fuselage marking is reminiscent of those found on a Marine Feld Jasta Pfalz D.IIIa (see 30019 Pfalz D.IIIa Flying Circus part 1 decals). An illegible name appears to be painted on the right side of the nose and 'Camila' **23** is as good a guess as any, although Datafile 149 suggests it is 'Caracho'. At one time a non-standard mount for the Parabellum LMG 14 was fitted, the details of which are unconfirmed.



A nice diorama idea as the crew of this unidentified early production Rumpler C.IV finish some last minute paperwork while ground crew and mechanics see to their various tasks. The cowling behind the engine has been removed while "something" is checked.



#### 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 windscreens removal tools and automated toolsets.

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

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



#### Project Co-ordinator, Richard Alexander

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

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

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

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



#### Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close 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 Folkers 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 *Windssock Worldwide*, *Windssock Datafiles*, *Cross & Cockade* and *Over the Front*.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

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

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com)



32023	1/32 Rumpler C.IV Early	Qty
0132023A	A parts	1
0132023B	B parts	1
0132023C	C parts	1
0132023D	D parts	2
132E0003	E parts Merc D.IVa engine	1
0132023F	F parts	1
132G0001	G1 parts	1
132G0002	G2 parts	2
132G0003	G3 parts	1
0132023H	H parts	1
0132037I	I Parts	1
0132023P	Photo-etched metal parts	1
7132023	Instructions	1
9132023	Decals	1

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



32014 - 1/32 FE.2b Early



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



32004 - 1/32 Bristol F.2b Fighter

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