

WINGNUT WINGS



AEG G.IV Early

1/32 Scale

Less famous than the Gotha G.IV, the 520hp AEG G.IV (Allgemeine Elektrizitäts-Gesellschaft Grossflugzeug 4) tactical and strategic bomber was nevertheless able to carry a heavier bomb load and was considered to be the easiest to fly of all the German First World War bombers. Twin engine German bombers like the AEG G.IV evolved from an early concept that heavily armed twin engine Kampfflugzeug (battleplanes) were the way to fight in the air. As a result of this the sole 200hp AEG K.1 (later re-designated G.1), subsequent 300hp AEG G.II of 1915 and, to a lesser extent, the 440hp G.III were primarily used as heavily armed escorts for two-seat reconnaissance and bombing aircraft from late 1915. In mid 1916 a report came out that concluded, correctly, that lighter more agile single seat fighters were better suited to this task and the role of the G type aircraft was fully transitioned to that of bombing.

The prototype AEG G.IV rolled out in September 1916 followed by the first production machines in January 1917, but it wasn't until after the middle of 1917 that they were available to front line units in significant numbers. Initially employed for daylight tactical and strategic bombing this was changed to night operations following substantial losses due to enemy action. Similar to its AEG predecessors the G.IV featured a sturdy welded steel tube frame fuselage, tailplane and certain parts of the wings and proved popular with its crews. All struts and wing spars were also made from steel tube. The nose was covered by moulded plywood with the rest of the fuselage, tailplane and wings covered with fabric. The crew of 3 consisted of a rear gunner, pilot and commander. A fold away seat was positioned to the right of the pilot for the commander to sit in during take off and landing to prevent him being crushed in the almost inevitable nose over accident. Up to 3 Parabellum machine guns could be carried with 1 positioned in the commander's 'Kanzel' (pulpit) and 2 for the rear gunner, one of which was fitted to the floor and fired through a trapdoor in the bottom of the fuselage. On night operations the crew was frequently reduced to 2, with the rear gunner's position only fitted with a single gun firing through the bottom of the fuselage. Two 260hp Daimler-Mercedes D.IVa engines were positioned in nacelles between each wing which enabled the AEG G.IV to lift upwards of 800kg of bombs which were carried both internally and externally. By comparison the similarly powered long range Gotha G.IV had a maximum bomb load of only 600kg. An early variation of the AEG G.IV was the G.IVb which had extended 3 bay wings with additional ailerons on the bottom wings which was intended to carry a 1000kg bomb. The later G.IVb-Lang featured an extended fuselage, biplane tailplane and two 300hp Bu.S.IVa engines which formed the basis for the AEG G.V that went into production in August 1918. Another development was the G.IVc armed with 20mm Becker cannons for attacking ground targets which featured armoured crew positions and engine nacelles. Only 5 AEG G.IVc were produced and none are thought to have seen active service.

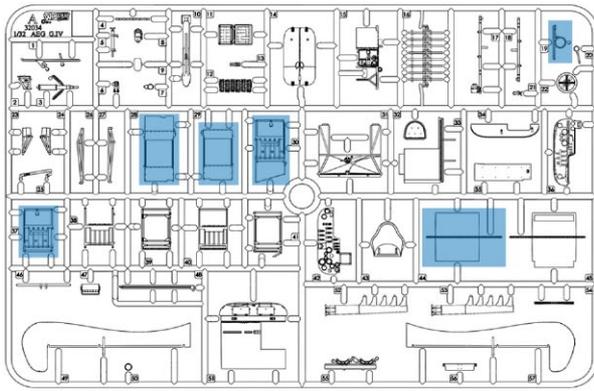
Early production AEG G.IV had their rear internal PuW bomb racks paired on the port side of the fuselage in the rear gunner's cockpit while later machines had one mounted on each side of the fuselage. Early aircraft had their Parabellum machine gun mounts roll along rails fixed around the cockpit openings while later aircraft were fitted with rotating gun rings. Very early G.IV had smaller rounded rudders which proved to be ineffective and were replaced by a larger, more triangular, version shortly after they entered service. Like many other night operated aircraft the AEG G.IV suffered from a very high attrition rate due to landing accidents and production could never quite keep up with the demand for replacement aircraft. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned 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. 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. Photographic evidence indicates that AEG G.IV from the 1st production batch were finished in 4 camouflage colours thought to be light green, dark green and dark brown (or mauve) with the undersides painted light blue. Following the move to night bombing in mid 1917 the light blue undersides had a dark 'squiggly' camouflage applied at the units. Aircraft from the 2nd and 3rd production batches were delivered with large hand painted hexagons in dark blue, green, purple/mauve and black which were frequently overpainted with grey-green paint applied in a stippled or scumbled finish carefully avoiding the black hexagons. There is also evidence of the hexagons on some aircraft being darkened further with an application of a very dark stippled/scumbled paint and/or tinted varnish which has also been noted as being sprayed over the nose hexagons leaving a mottled finish. From the 4th production batch onwards AEG G.IV were covered overall with dark lozenge fabric, the vast majority of which was of the 5 colour pattern with only a few instances of 4 colour being noted. It is entirely possible that some of this material was simply the day colour fabric dyed or overpainted with darkly tinted varnish or dope. Existing samples of dark night lozenge fabric salvaged from AEG G.IV 574/18 show evidence of being treated to a dark black-green tinted varnish which also covered the very dark blue rib tapes, giving an overall dirty black-green finish almost completely obscuring the printed colours of the fabric. Rib tapes have also been noted in natural linen.

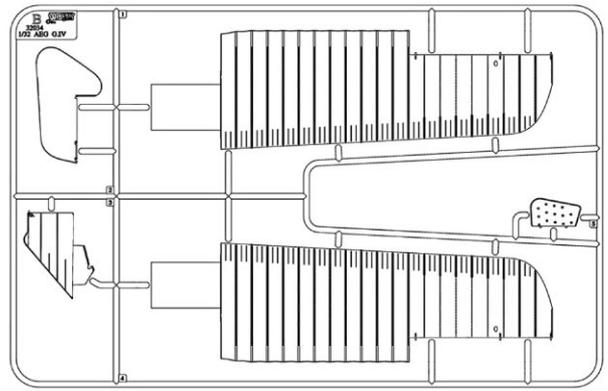
Richard Alexander 2014

Wingspan:	Length:	Max Weight:	Max Speed:
18.4m (60.36ft)	9.7m (31.82ft)	3640kg (8025lb)	165kph (102mph)
No. Manufactured:	Production:	Engine:	Ceiling:
300 (approximately)	Late 1916 - late 1918	2x 260hp Daimler-Mercedes D.VIa	Unconfirmed
Armament:			
Up to 3x 7.92mm Parabellum machine guns and over 800kg (1800lb) PuW bombs			
References:			
AEG G.IV Windsock Datafile 51, PM Grosz 1995 - Canada Aviation and Space Museum - Flight #423, June 6, 1918 & #424, June 13, 1918 - Air Service, United States Army bulletin Vol IV # 185, 1918 - www.wwi-models.org - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Private Collections			

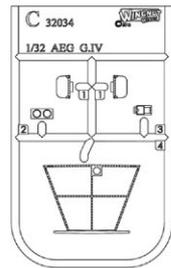
A



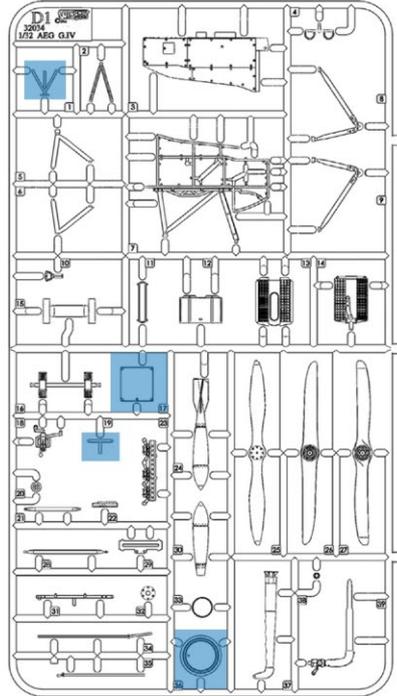
B



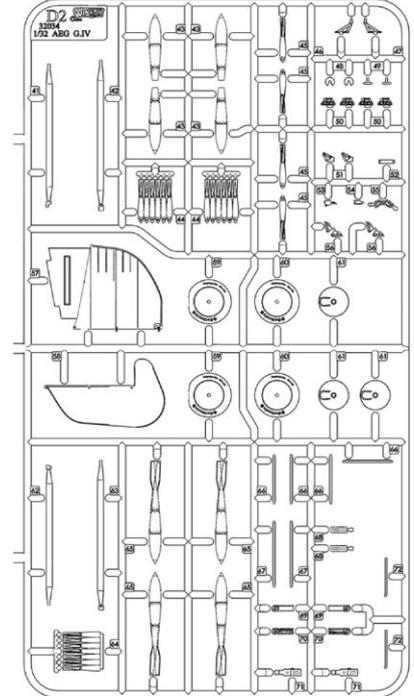
C



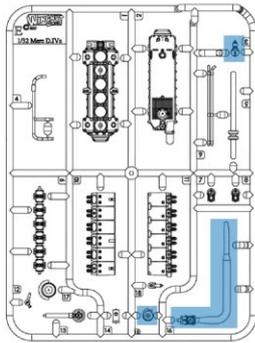
D1 (x2)



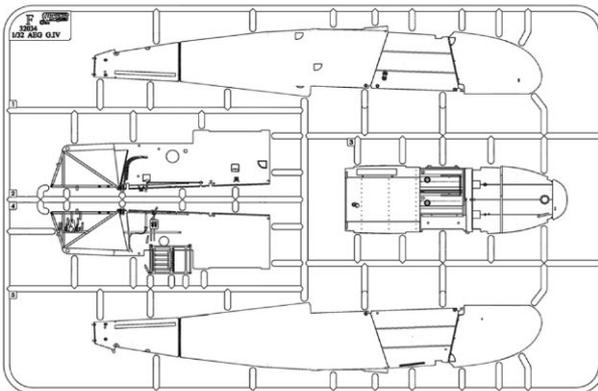
D2 (x2)



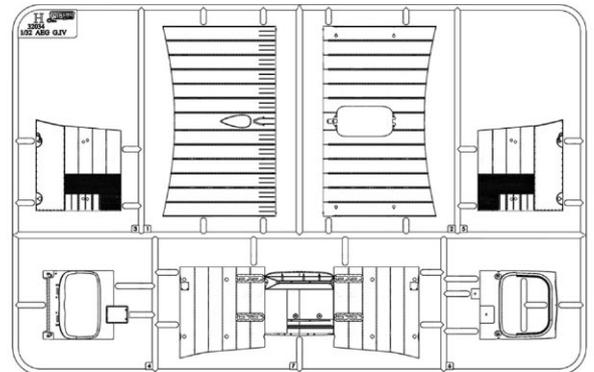
E (x2)



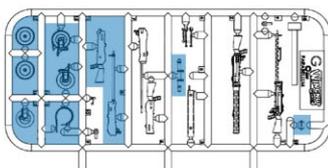
F



H

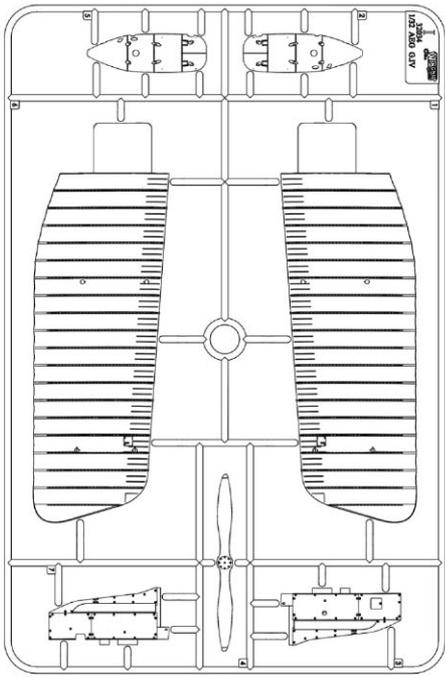


G (x3)

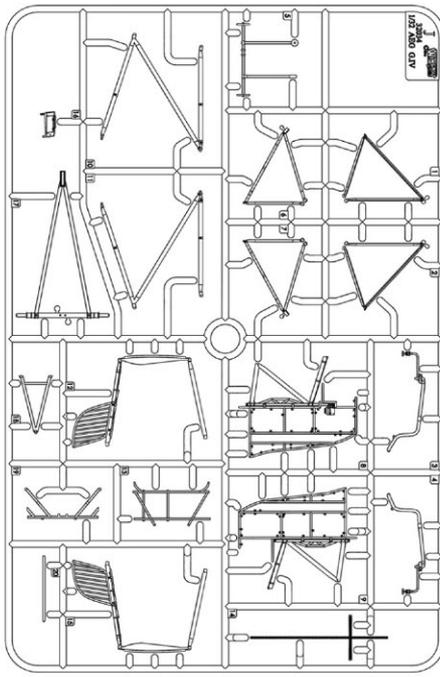


■ = Not Used

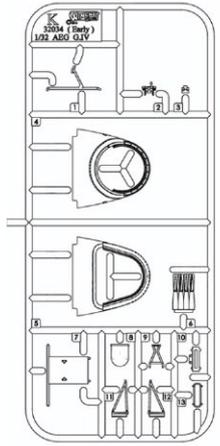
I



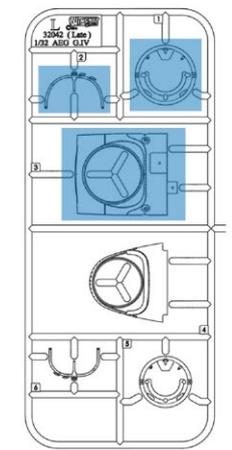
J



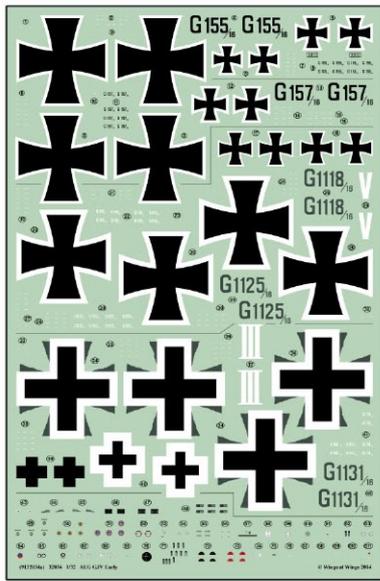
K



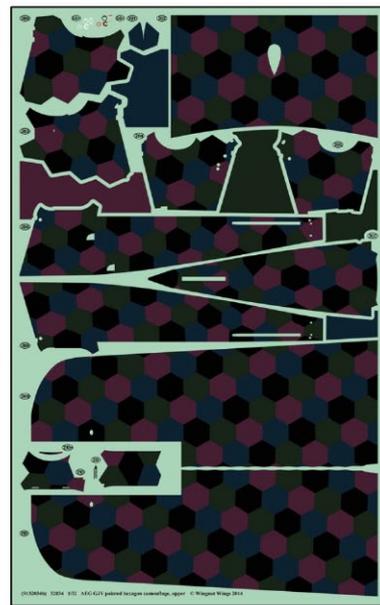
L



Decal A



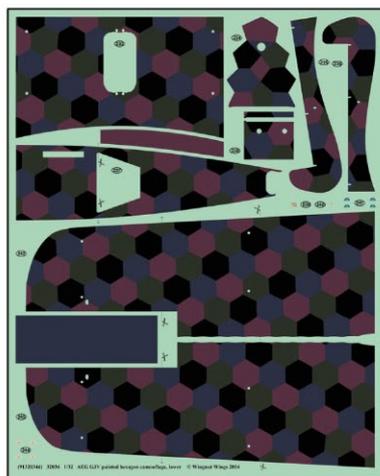
Decal B



Decal C



Decal D



Decal E

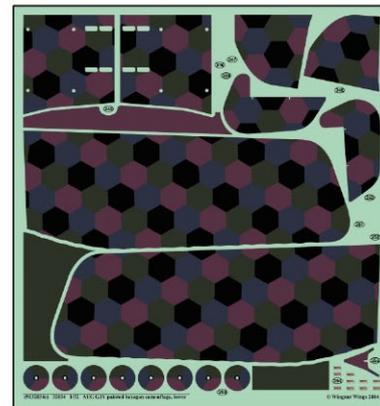
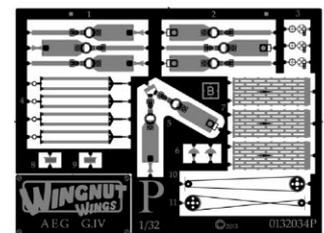
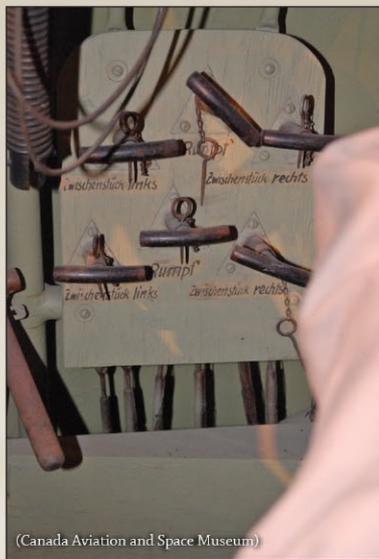
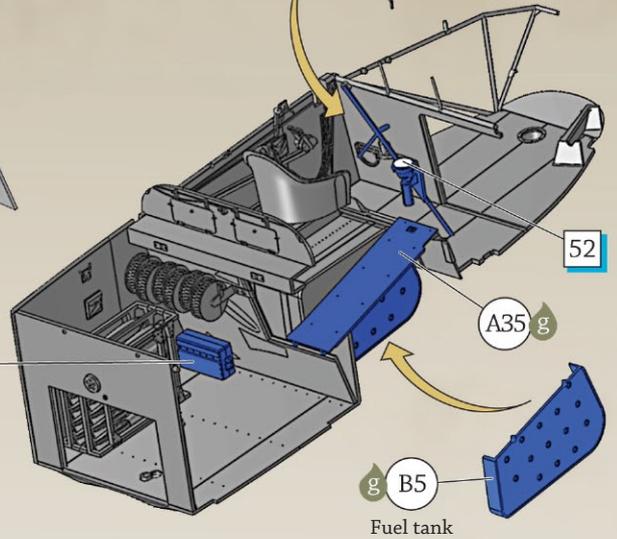
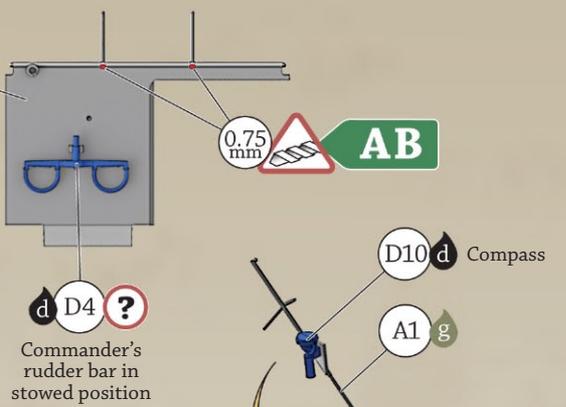
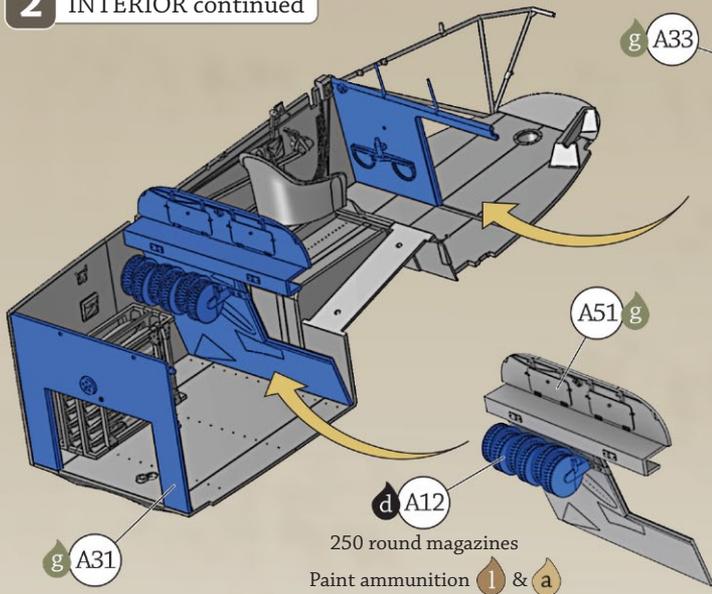


Photo Etch

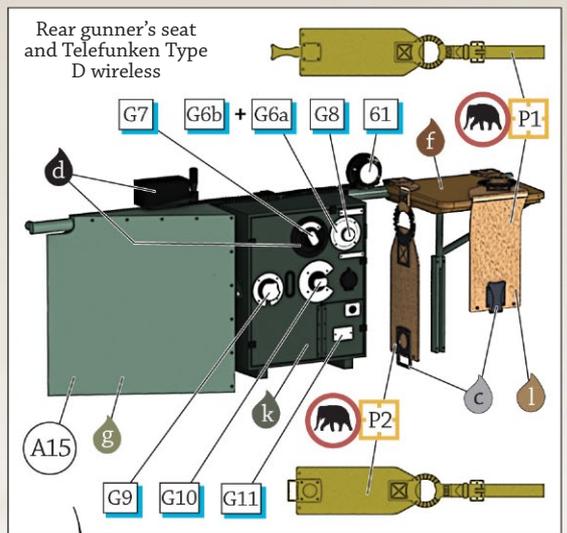


■ = Not Used

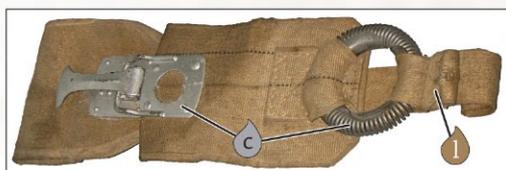
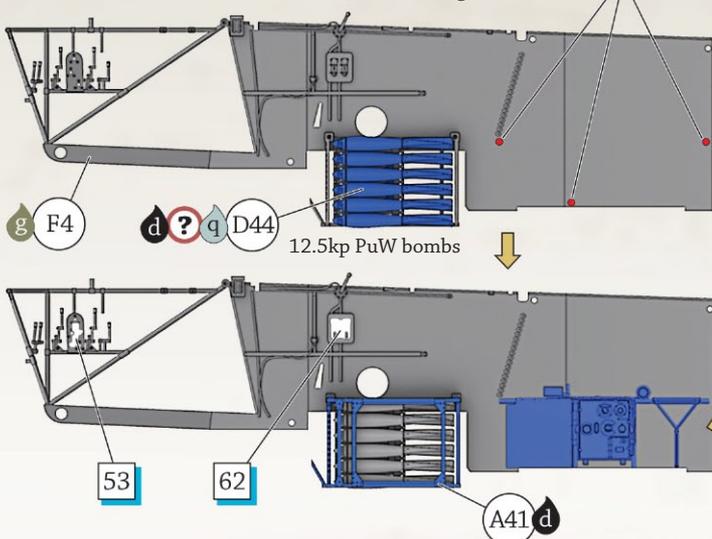
2 INTERIOR continued



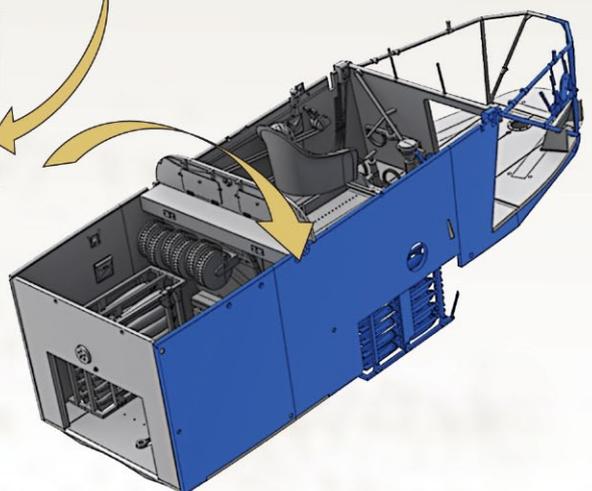
< One arrangement of bomb release toggles in the commander's 'kanzel'.



Drill out holes for wireless and rear gunner's seat



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



AEG G.IV 574/18 in the Canada Aviation and Space Museum

Note that not all the details of this beautifully restored late production aircraft are applicable to this model



Pilot's seat, minus cushion, and control column.



Aileron control cable pulleys, throttles and radiator shutter control levers.



Left side of the instrument board.



Right side of the instrument board.



Cockpit floor with the commander's control stick installed.



Fuel pump.



Bomb rack and crawl space beside the starboard fuel tank.



Commander's seat in stowed position.

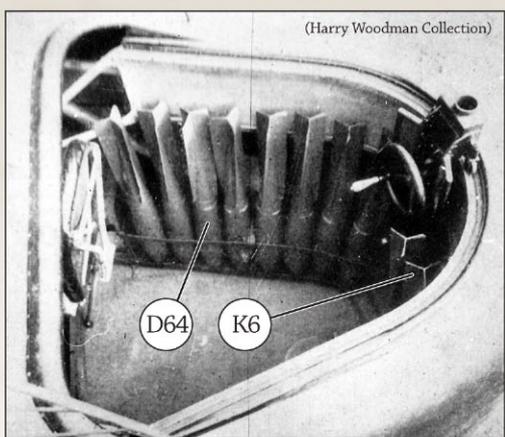
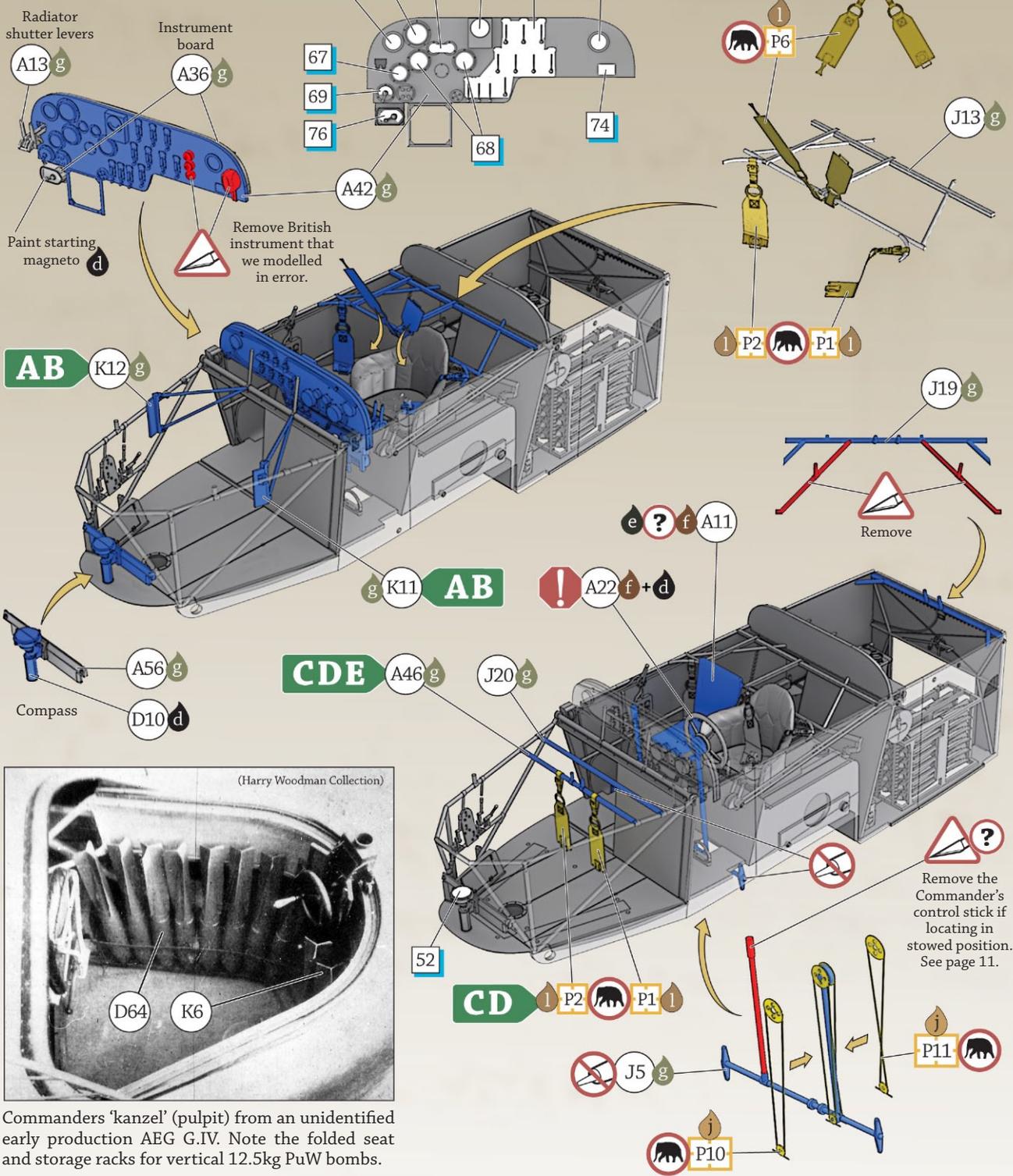


Looking forward from the rear gunner's cockpit.

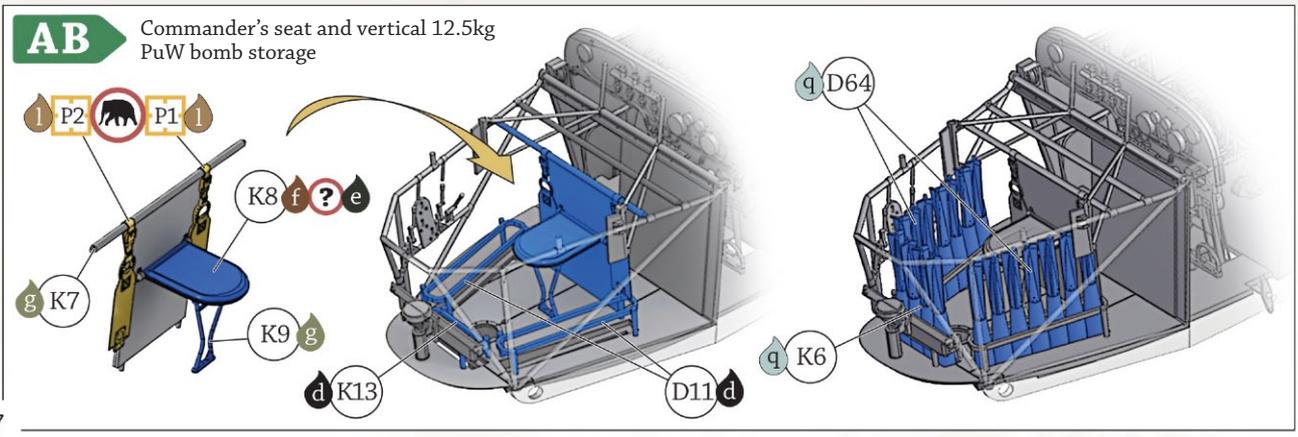


Looking out through the rear gunner's trapdoor.

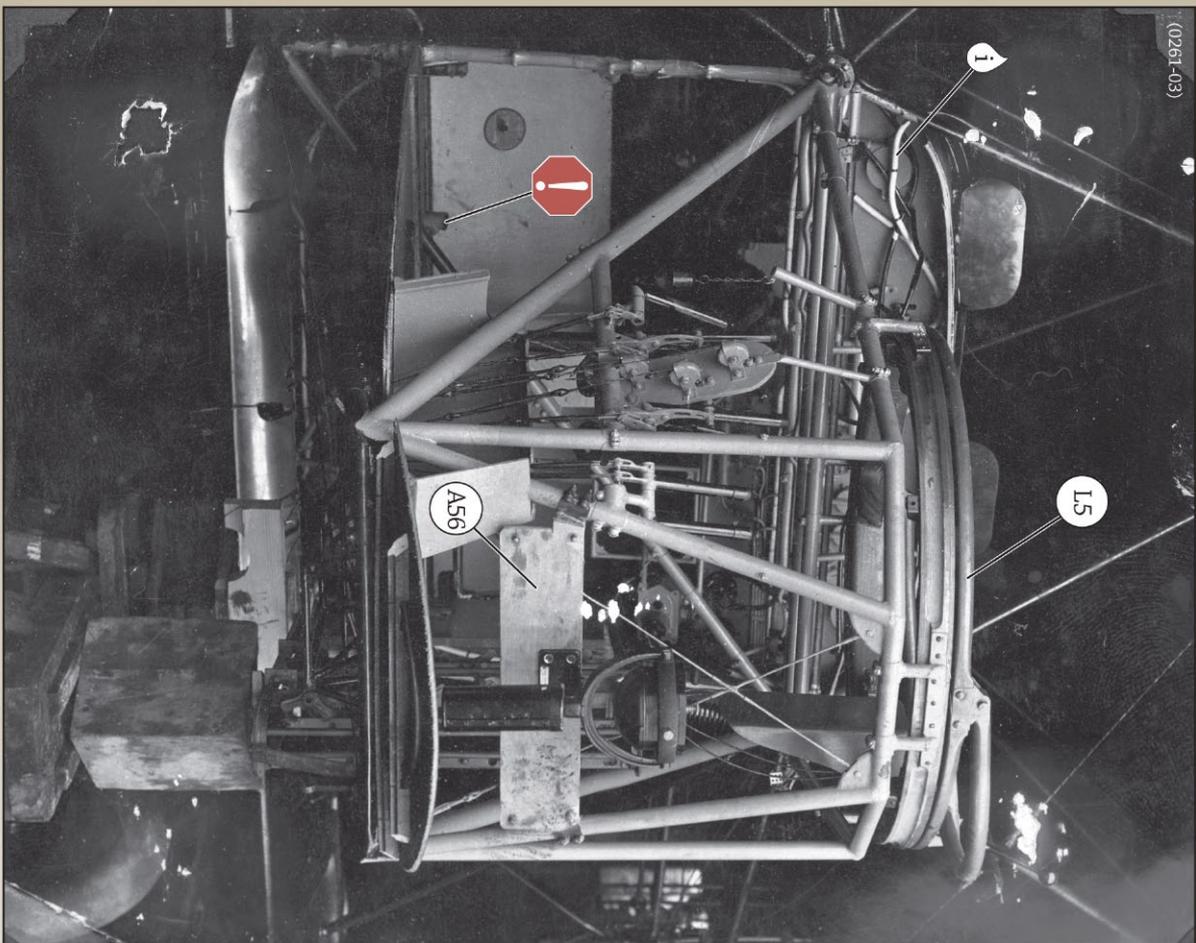
3 INTERIOR DETAILS



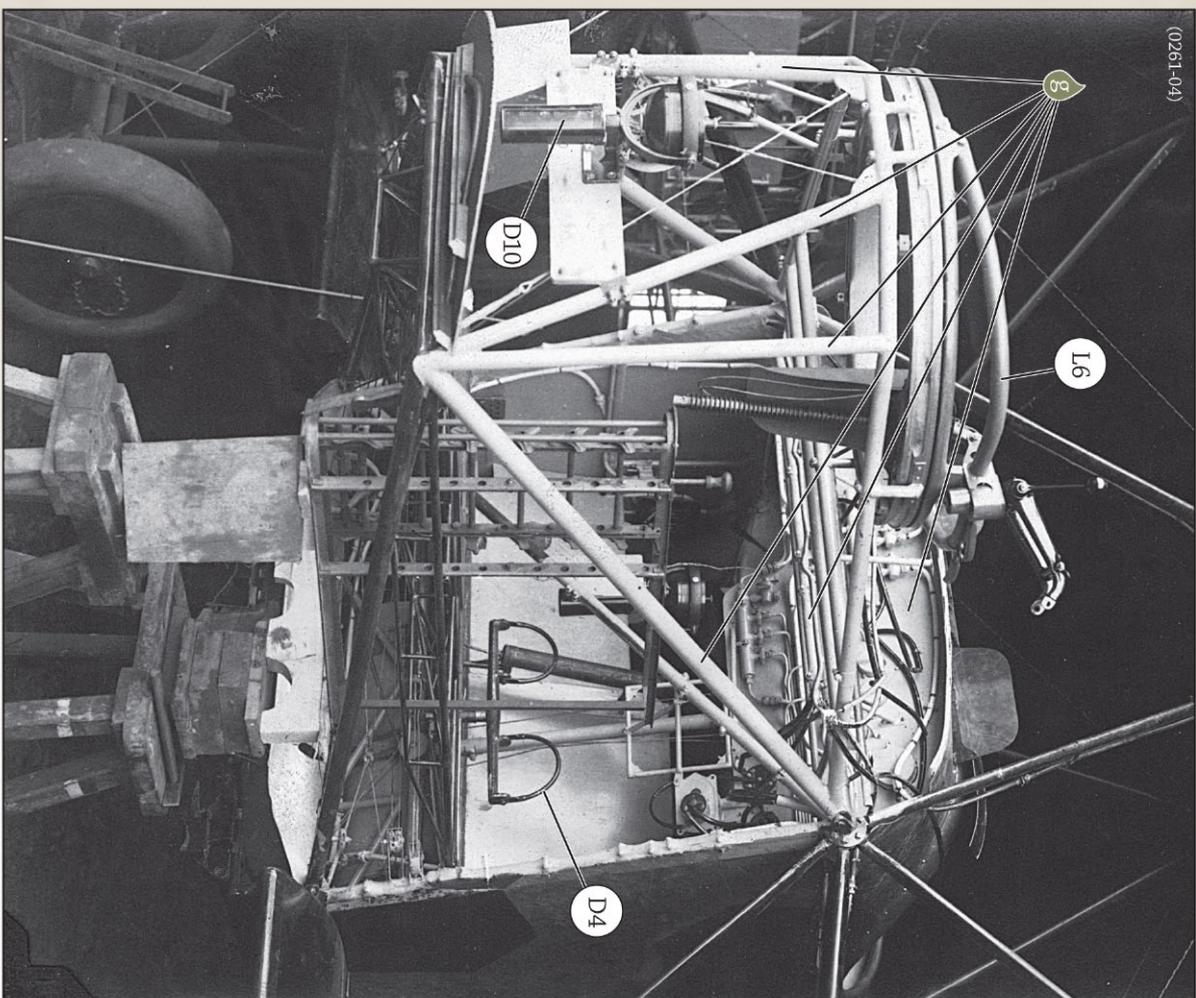
Commander's 'kanzel' (pulpit) from an unidentified early production AEG G.IV. Note the folded seat and storage racks for vertical 12.5kg PuW bombs.



(0261-03)



(0261-04)

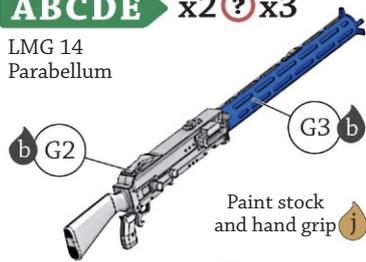


This unidentified hexagon camouflaged AEG G.IV has had the ply nose removed for servicing at unit level, perhaps to have the uncommon additional bomb rack installed on the port side of the commander's kanzel. Note the compass, bomb release levers and toggles and extensive tubing detail on the instrument board. It also has a late style gun ring which has probably been retrofitted.

4 CREW ARMAMENT

ABCDE x2 **?** x3

LMG 14 Parabellum



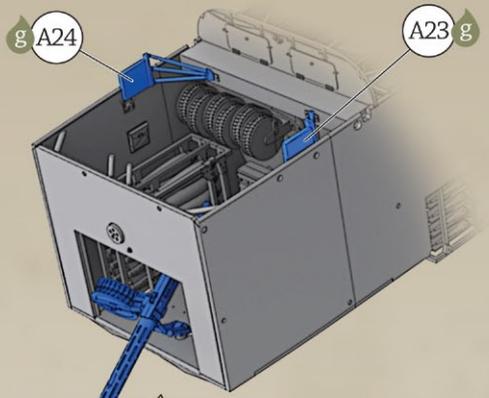
Paint stock and hand grip **j**

D **?** x1

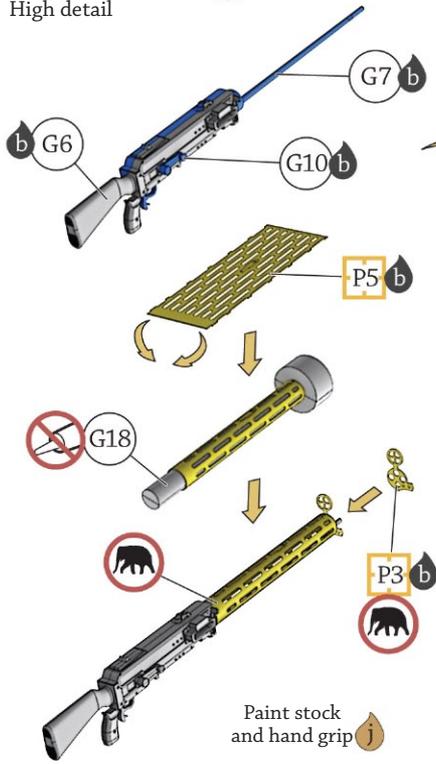
LMG 14/17 Parabellum



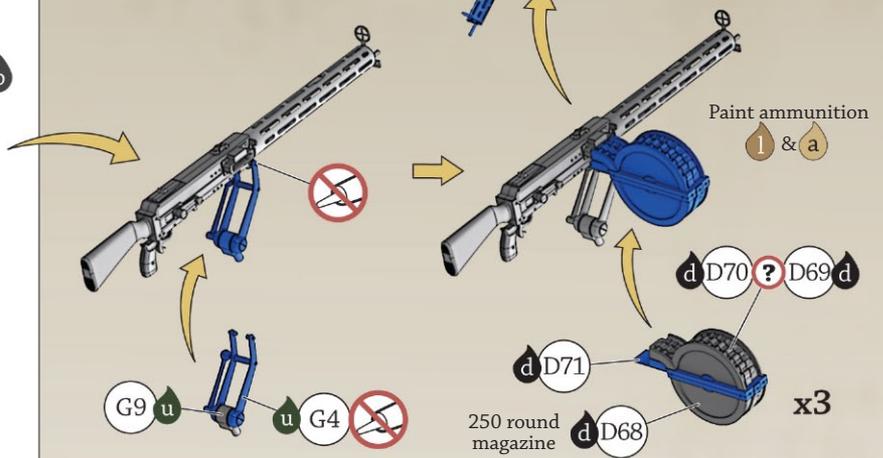
Paint stock and hand grip **j**



High detail



Paint stock and hand grip **j**

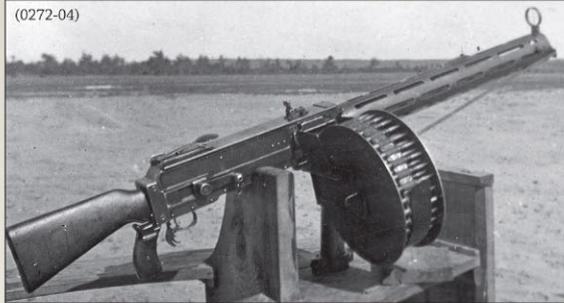


Paint ammunition **l & a**

250 round magazine

x3

(0272-04)

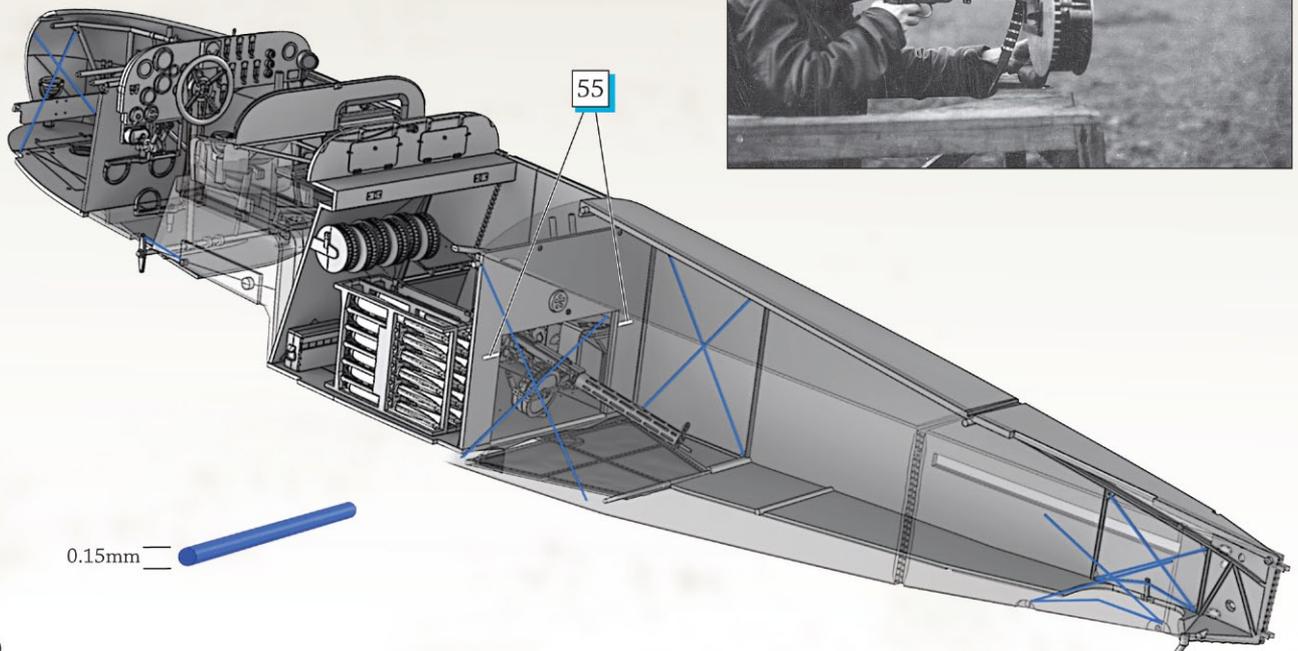


< LMG 14 Parabellum machine gun as carried on early AEG G.IV.

∨ LMG 14/17 Parabellum machine gun carried by some AEG G.IV in late 1917 and during 1918.

INTERNAL RIGGING GUIDE

Rigging material not supplied

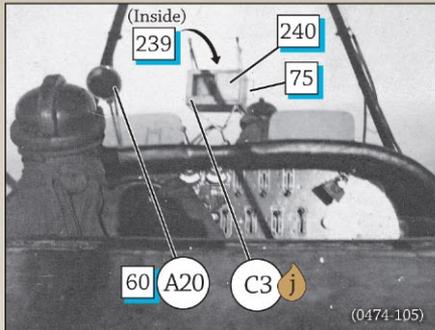
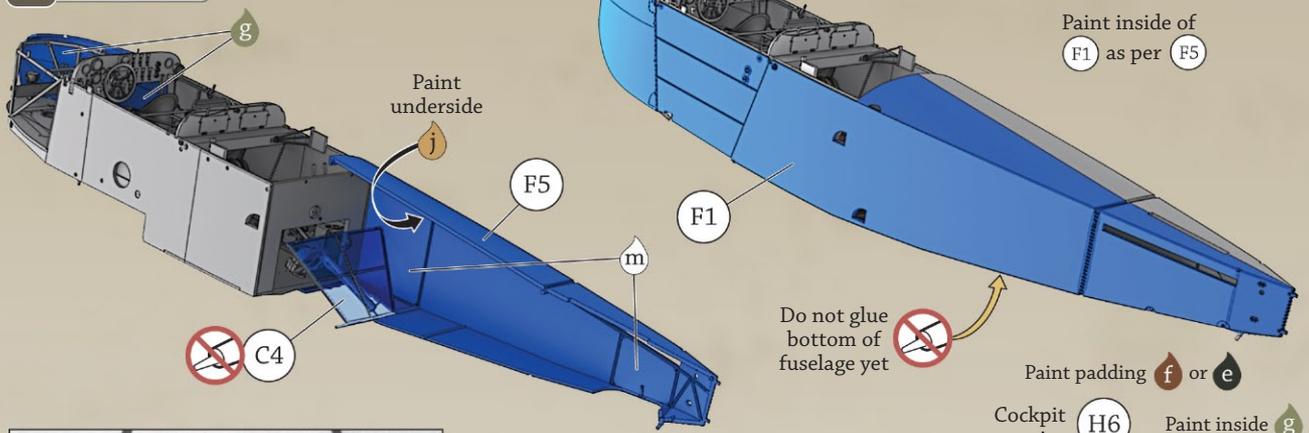


0.15mm

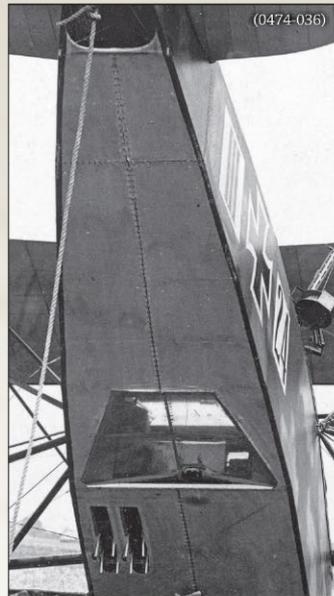
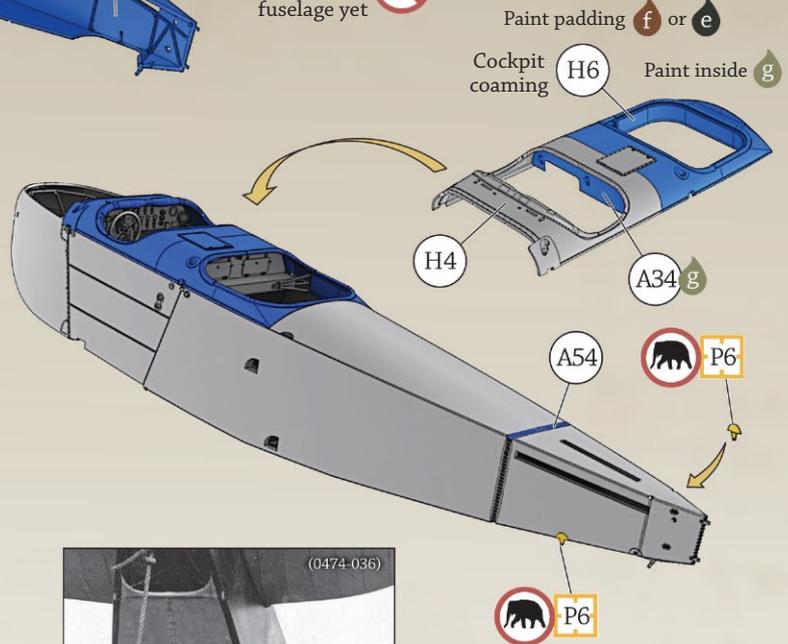


(0499-029)

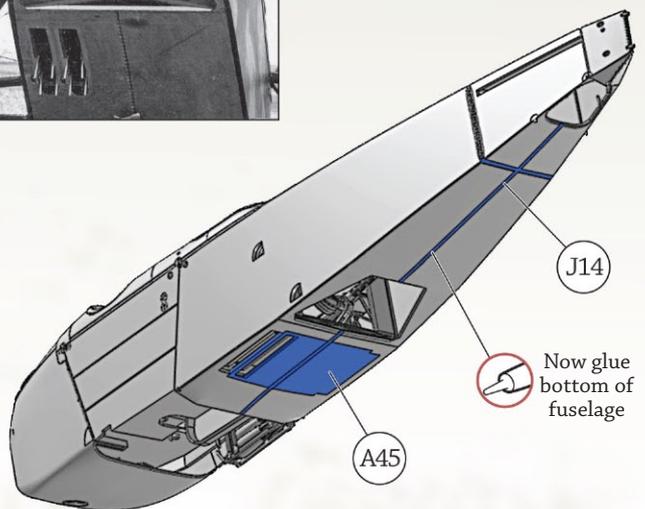
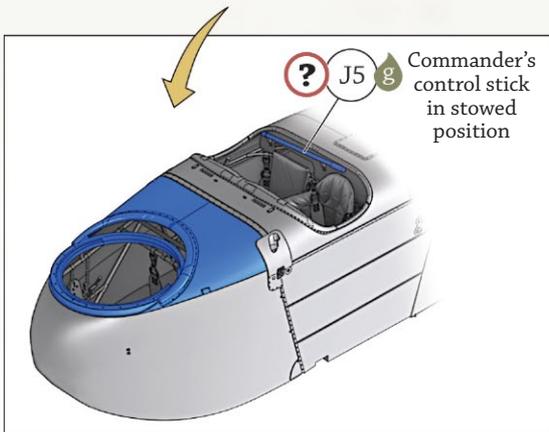
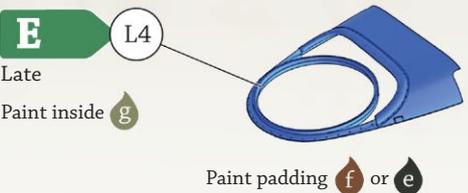
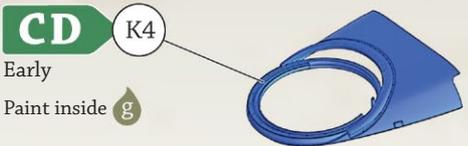
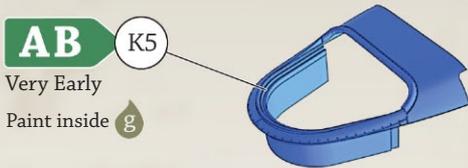
5 FUSELAGE



A rare in flight photo taken from the rear gunner's position looking forward into the pilot's cockpit. Note the rear view mirror (A20), barograph (C3) and the commander up front in his 'kanzel'.



Although this is a photo of an unidentified AEG G.IVb (with longer wings and additional ailerons) much of the fuselage underside details are correct for early production G.IV. Note the clear trapdoor for the rear gunner's lower machine gun, fuselage stitching and pair of 12.5kg PuW bomb racks on the port side of the fuselage.



! Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

The crash of AEG G.IV 1129/16

(0261-48)



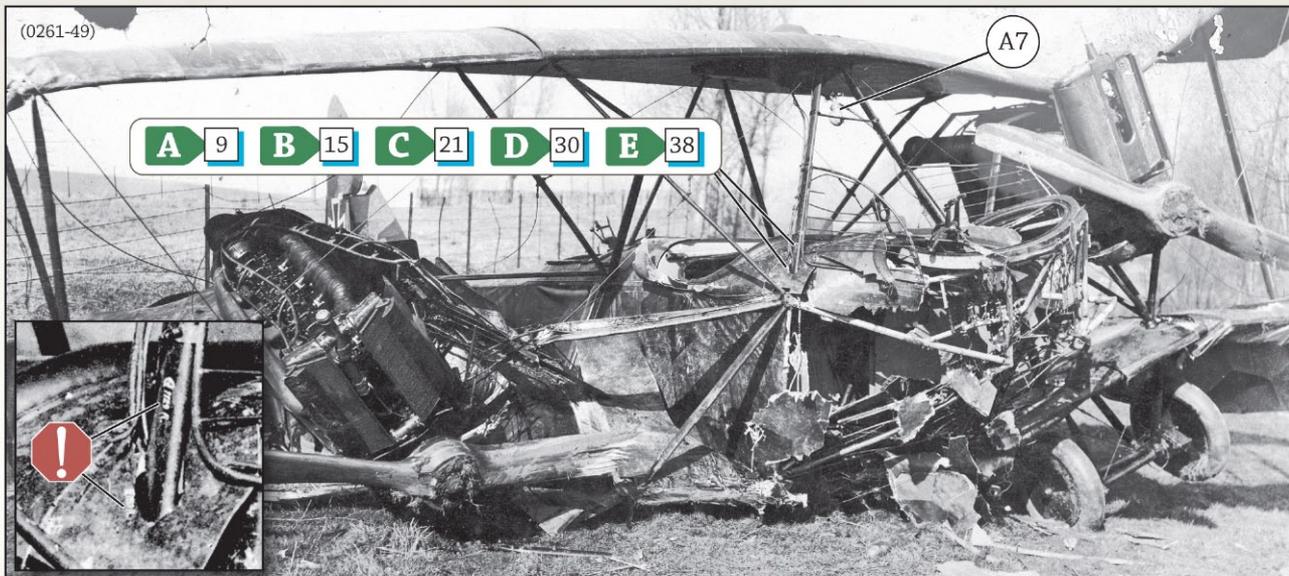
Internal stowage and PuW bombs are littered around the wreckage. Note the uncommon counter rotating Behrend propellers.

(0261-50)



The camouflage paint has flaked off the crumpled wing exposing the bleached 'white' linen  fabric beneath.

(0261-49)



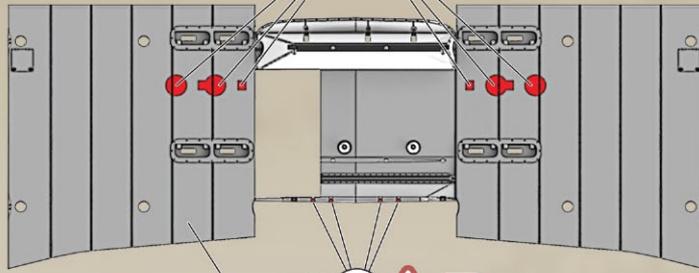
While the commander's kanzel has suffered greatly the pilot's and rear gunner's position appear to be quite intact. Some small hand painted component numbers can be seen on the front cabane strut and coaming and these would have no doubt been applied elsewhere but photographic evidence is lacking.

6 FUSELAGE continued

CDE

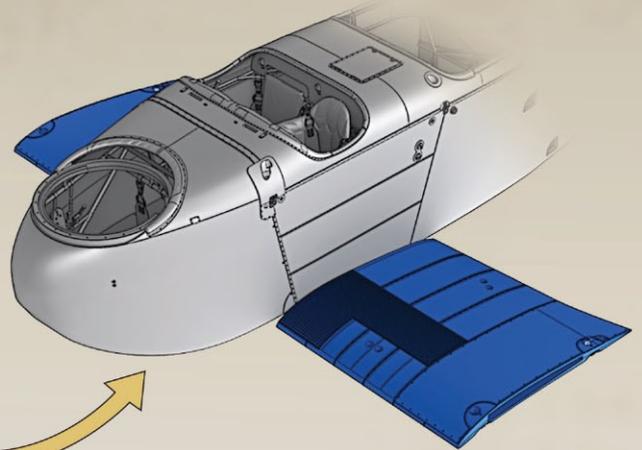
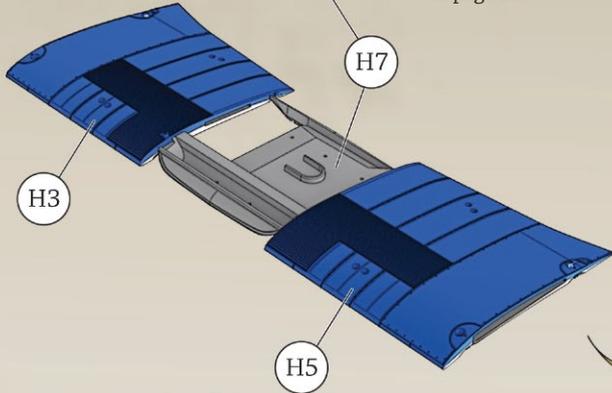


Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

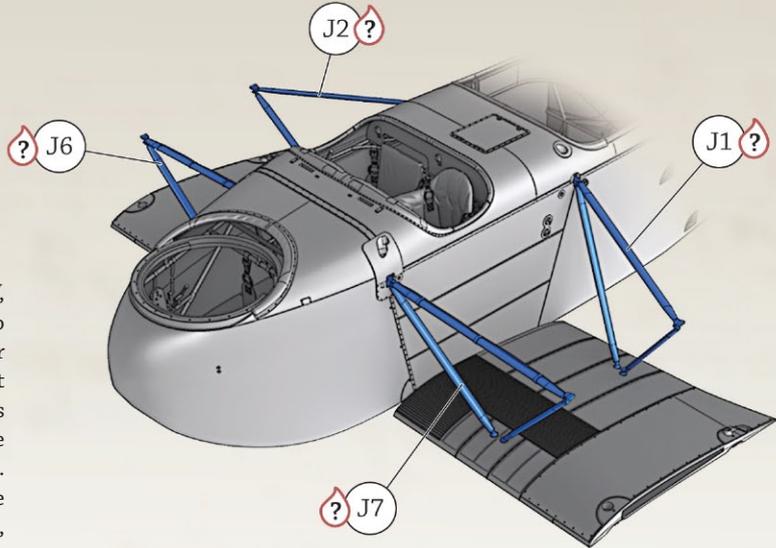


? 0.5 mm **iv**

See page 18



? = **AB**^k
CDE^s

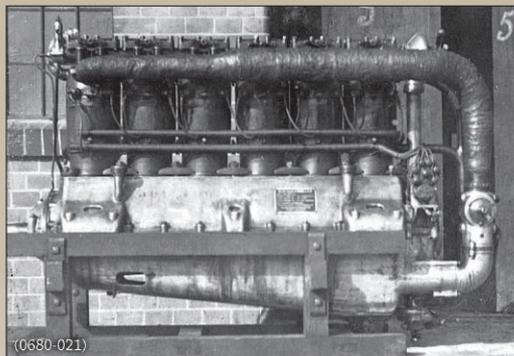
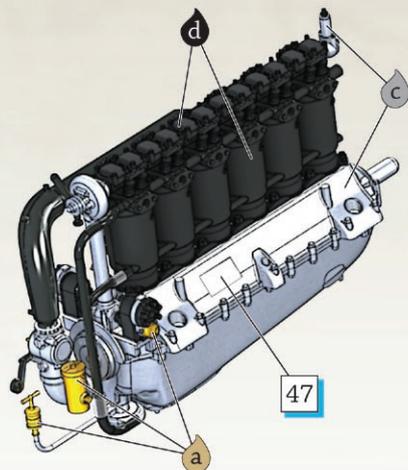
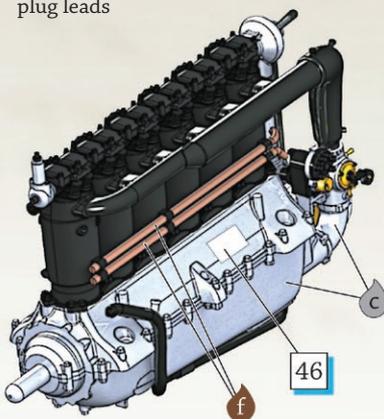
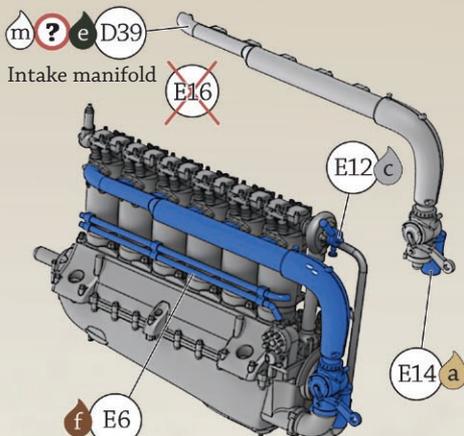
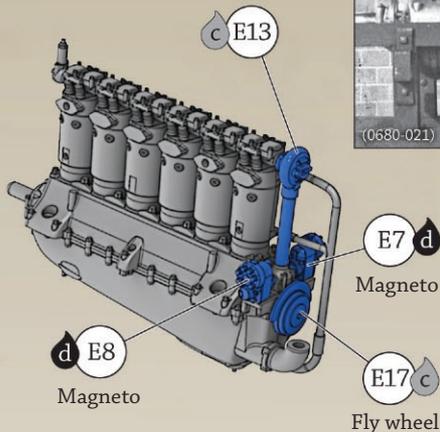
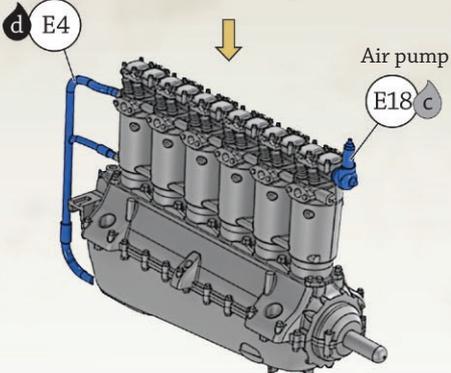
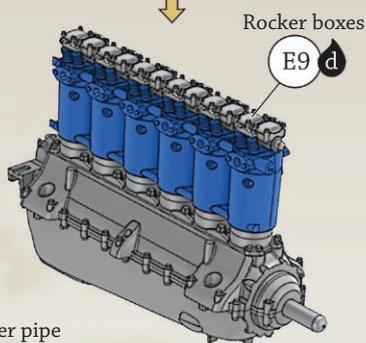
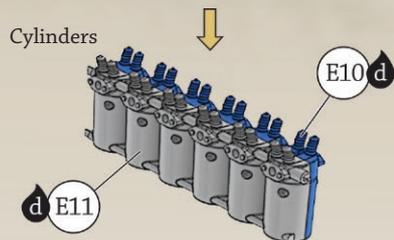
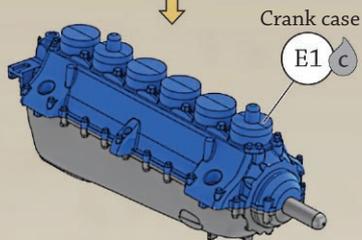
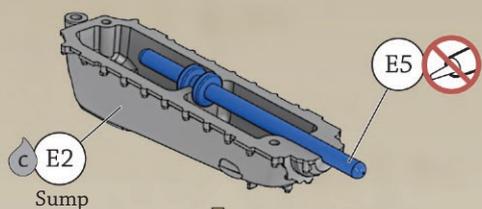


∨ This unidentified early production AEG G.IV, which the original caption to this photo indicates was piloted by Lenartz (or Lehnert?), has met a fate common amongst night bombers. The dark patches in the grass would appear to be evidence of the last time this aircraft was intact and the right way up. Note the hand painted hexagon camouflage painted on the underside of the wings, tailplane and fuselage which appears to have been stippled/scumbled with ^k or ^s.

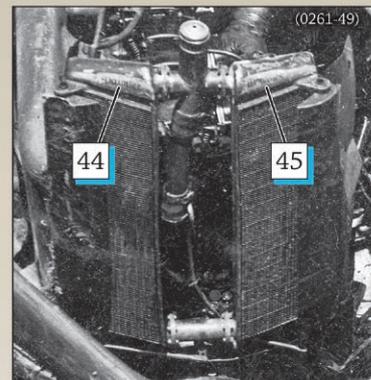


(0261-25)

7 260hp DAIMLER-MERCEDES D.IVa ENGINE x2

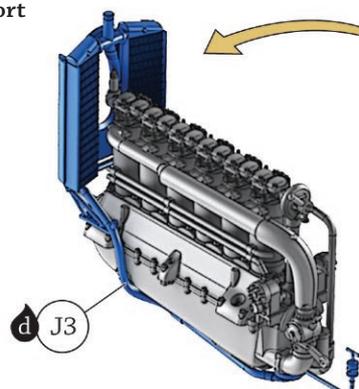


^Daimler-Mercedes D.IVa engine as used in the AEG G.IV.

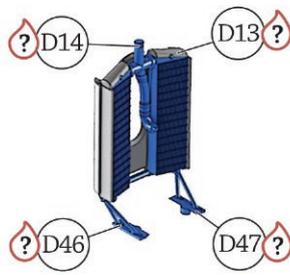


Daimler-Mercedes radiator detail from crashed AEG G.IV 1129/16 as seen on page 11. Note the shutters on either side of the radiator.

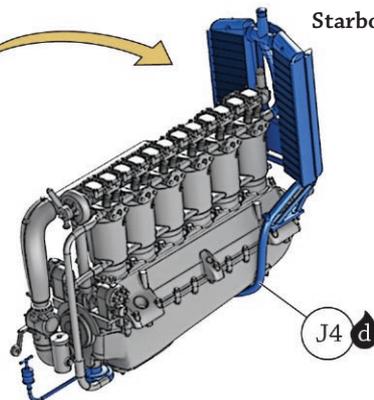
Port



Daimler-Mercedes radiator



Starboard



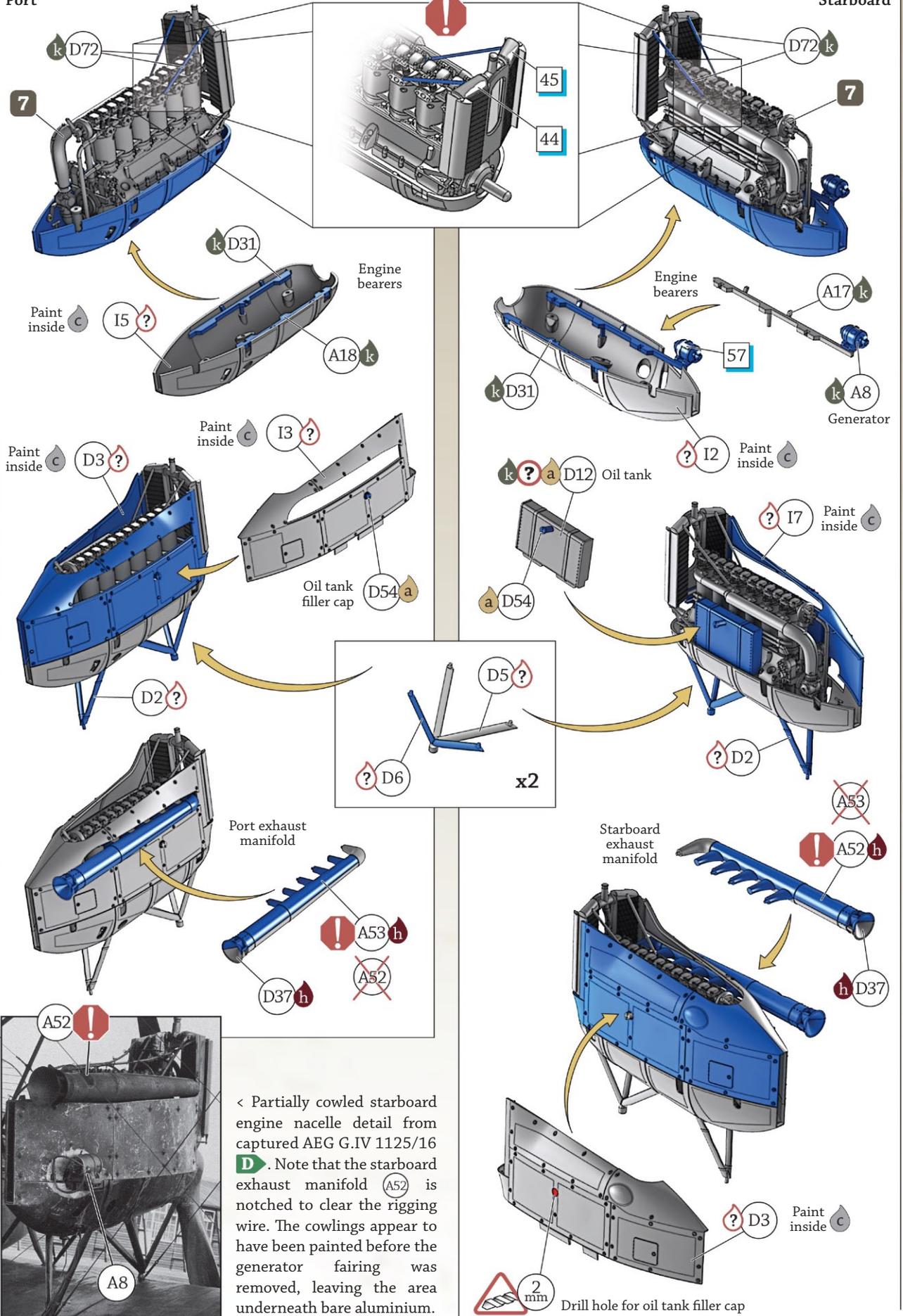
? = AB k CDE s

8a ENGINE NACELLES FULLY COWLED ?

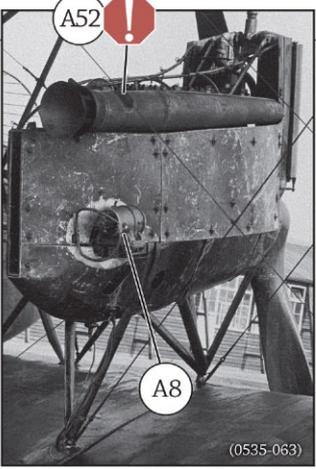
? = AB k CDE s

Port

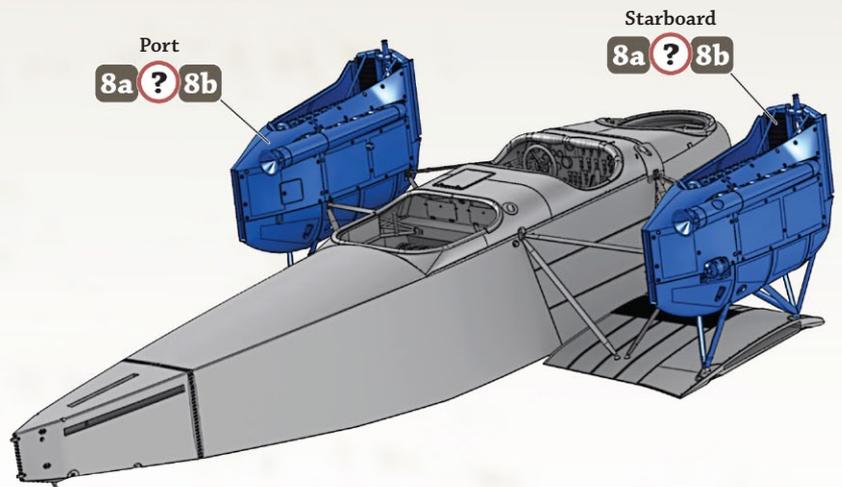
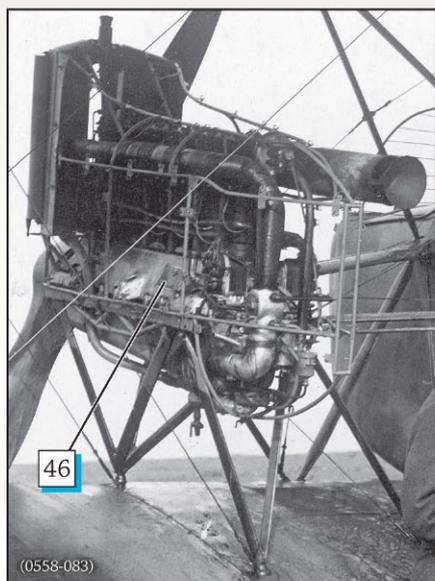
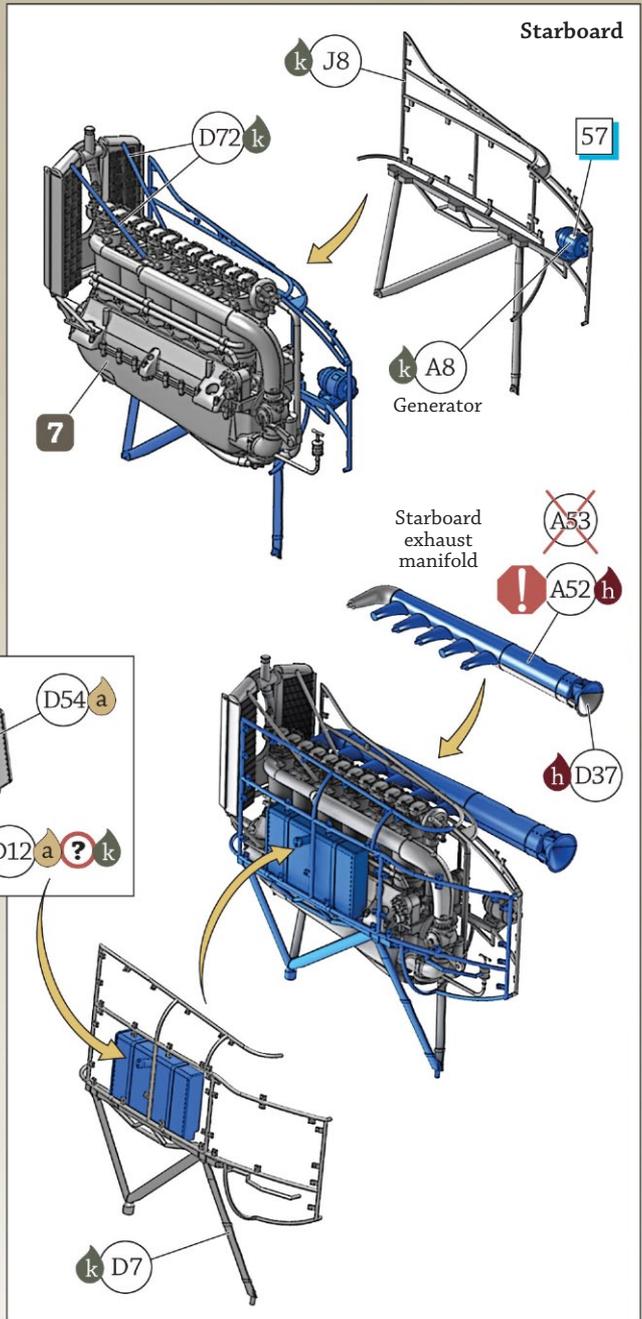
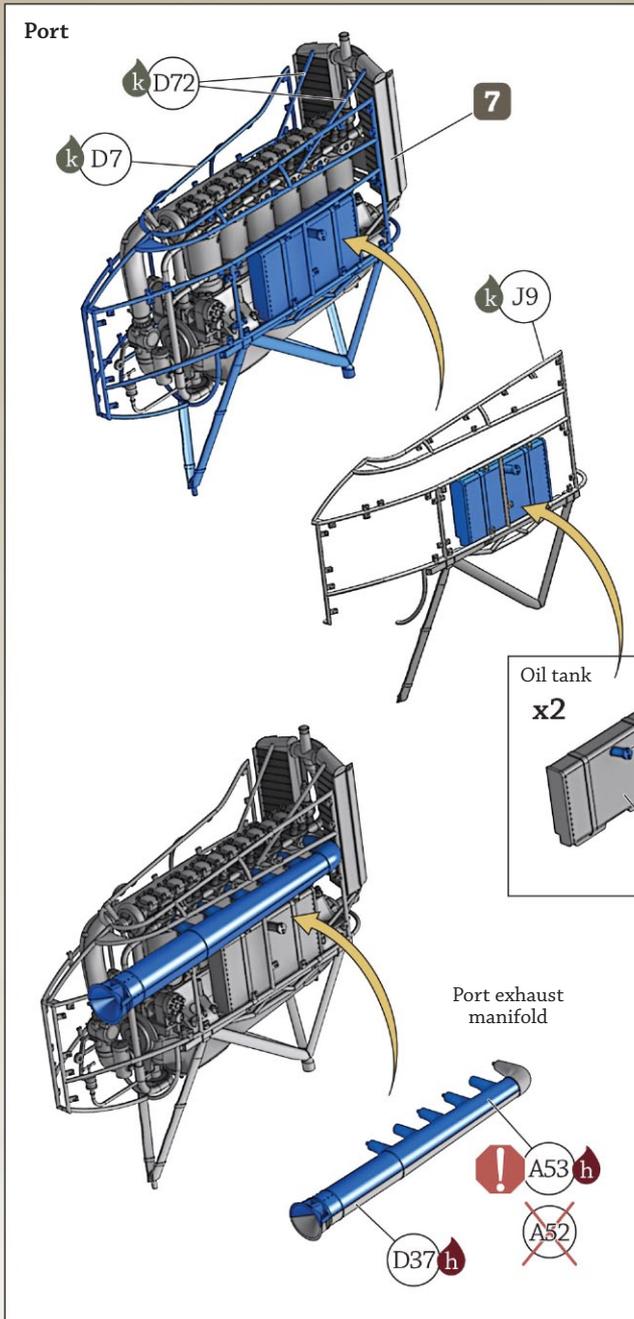
Starboard



< Partially cowled starboard engine nacelle detail from captured AEG G.IV 1125/16 **D**. Note that the starboard exhaust manifold (A52) is notched to clear the rigging wire. The cowlings appear to have been painted before the generator fairing was removed, leaving the area underneath bare aluminium.



8b ENGINE NACELLES WITHOUT COWLINGS ?



< Uncowed port engine nacelle from the unidentified AEG G.IVb (possibly G.IVb 186/16) shown on page 28. By cutting and combining parts from (D7), (J8), (J9) with (I2), (I3), (I5) and (I7) numerous nacelle configurations can be replicated.

9 TAILPLANE

? = **AB** ^k **CDE** ^s

! Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

Horizontal tailplanes

D57

Fin B3

Elevators D58

? D21

D21 ?

Rudder B2

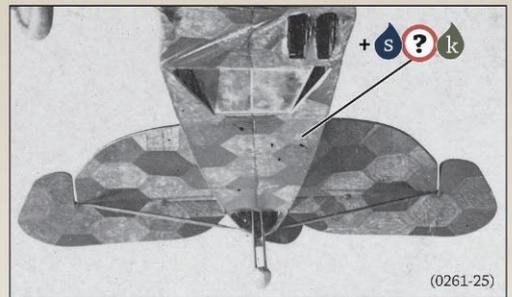
? D28

? A10 Tail skid



< Tailplane detail from AEG G.IV 157/16 **B**. Note the rudder control cable exits in the fuselage and fin bracing struts (D21).

> Tailplane detail from the unidentified crashed AEG G.IV shown on page 12. Note the open rear gunner's trapdoor (C4), tail skid (A10) and tailplane bracing struts (D28). This particular aircraft has a dark colour stippled or scumbled over the lighter hexagon colours on the underside.



10 UNDERCARRIAGE x2

Axle & springs

D8 ? Struts

? D9 Struts

D15

Suspension springs ? D56

D16 ?

D48

D48

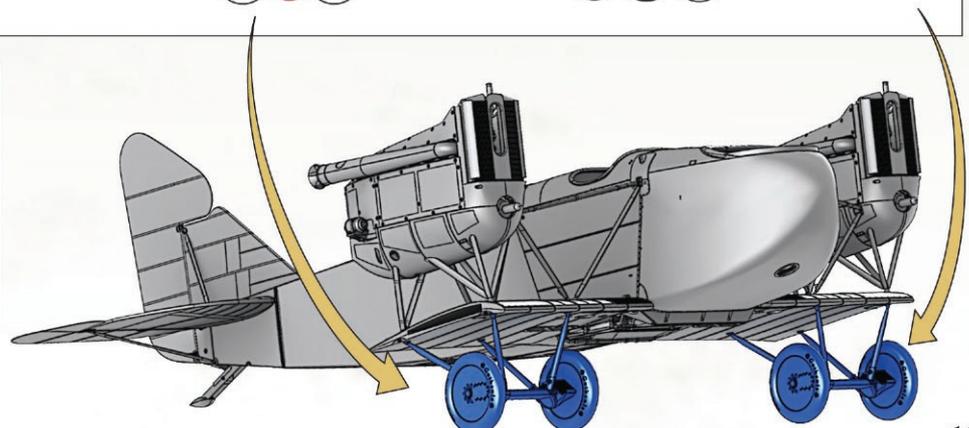
Wheels e D59 ? D60 e

D61

D61



Undercarriage detail from an unidentified crashed AEG G.IV. Note the displaced axle and suspension spring details.



11 FUSELAGE DETAILS

? = **AB** ^k **CDE** ^s

Cut starboard only

8mm

Starboard engine control rod

? D34

Port engine control rod

? D34

C1 Windscreens
Paint frames ?

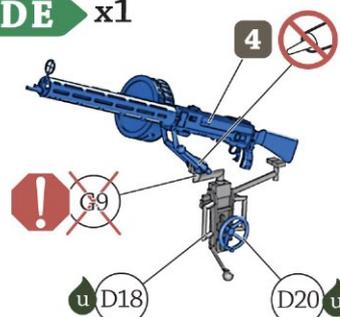
Radiator shutter control rods

? D35

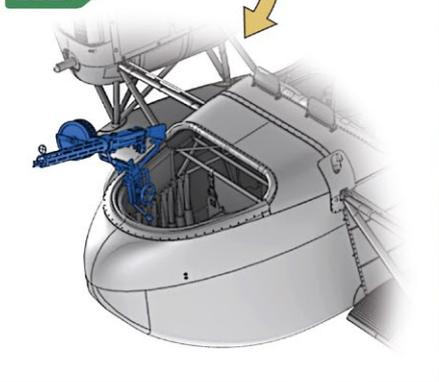
^k A2 ?
Bomb sight

AB x2

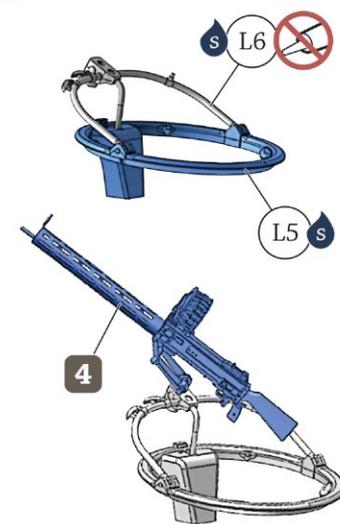
CDE x1



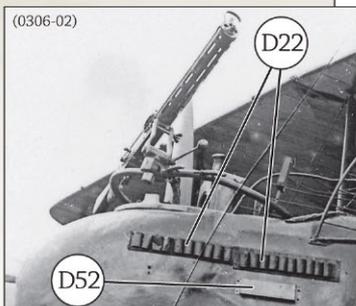
AB



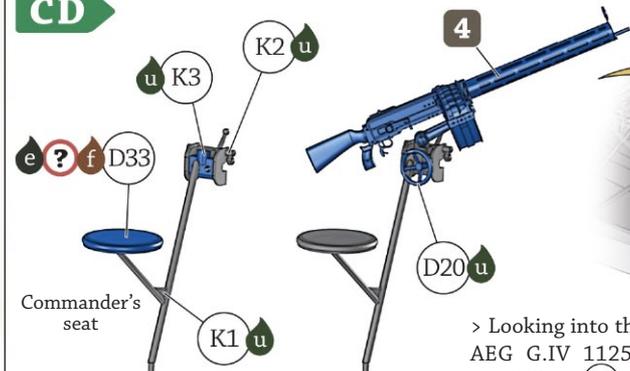
E Late style front gun ring



> Commander's late style gun ring from AEG G.IV 1131/18 **E** which was probably retrofitted some time in early 1918.



CD



Commander's seat

> Looking into the commander's 'kanzel' of captured AEG G.IV 1125/16 **D**. Note the LMG 14/17 Parabellum (K2) and mount (D18 + D20) details.

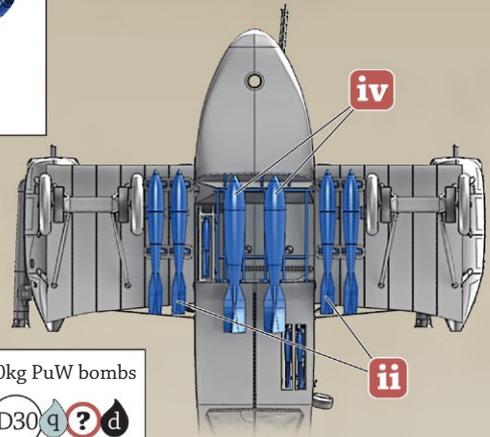
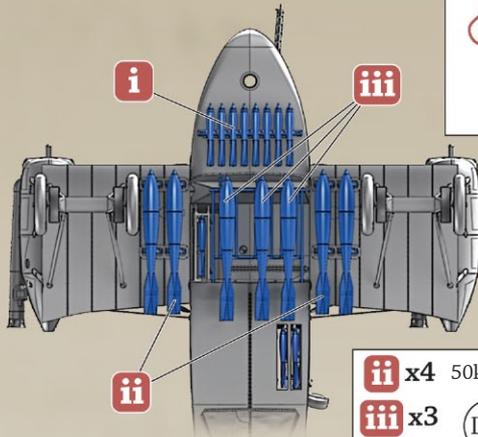


(Harry Woodman Collection)

12 OPTIONAL BOMB LOADS

i 12.5kg PuW bombs

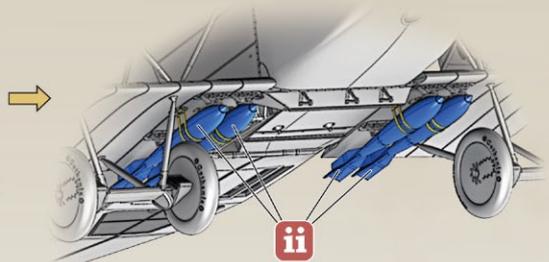
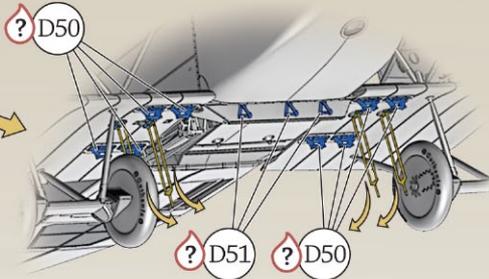
? = **AB** ^k **CDE** ^s



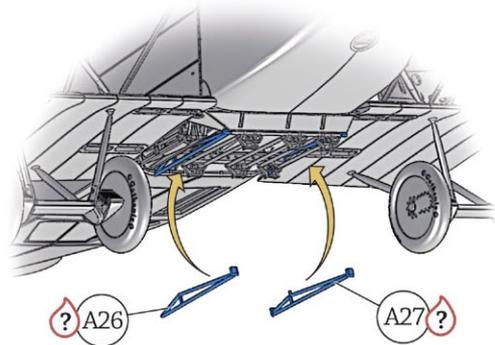
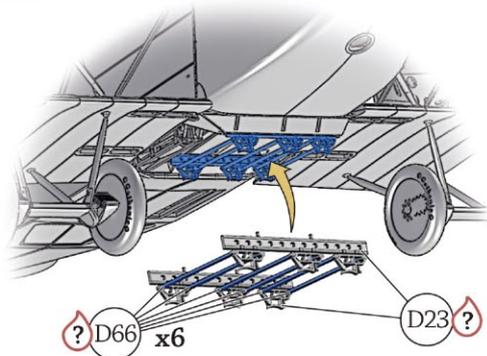
ii x4 50kg PuW bombs
iii x3

iv x2 100kg PuW bombs

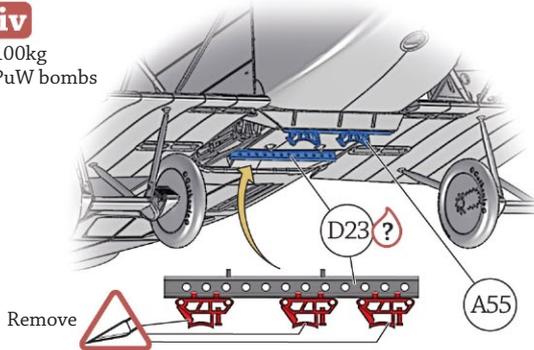
CDE x4



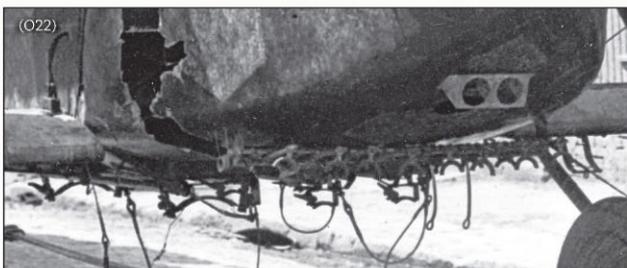
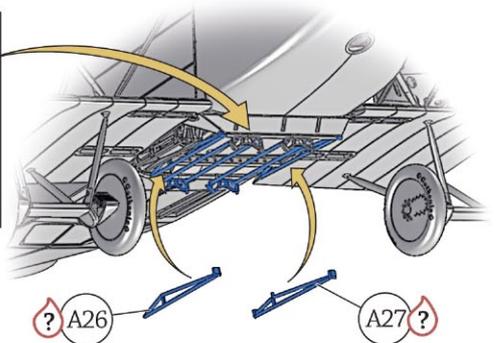
iii
50kg
PuW bombs



iv
100kg
PuW bombs



x2

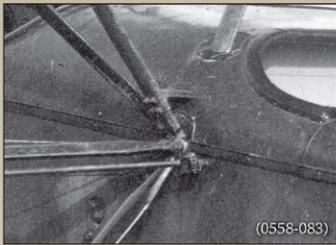


< PuW bomb rack detail from AEG G.IV 588/17 after being captured by Australians. Note the missing landing lights (C2) and loosely hanging bomb retaining straps.

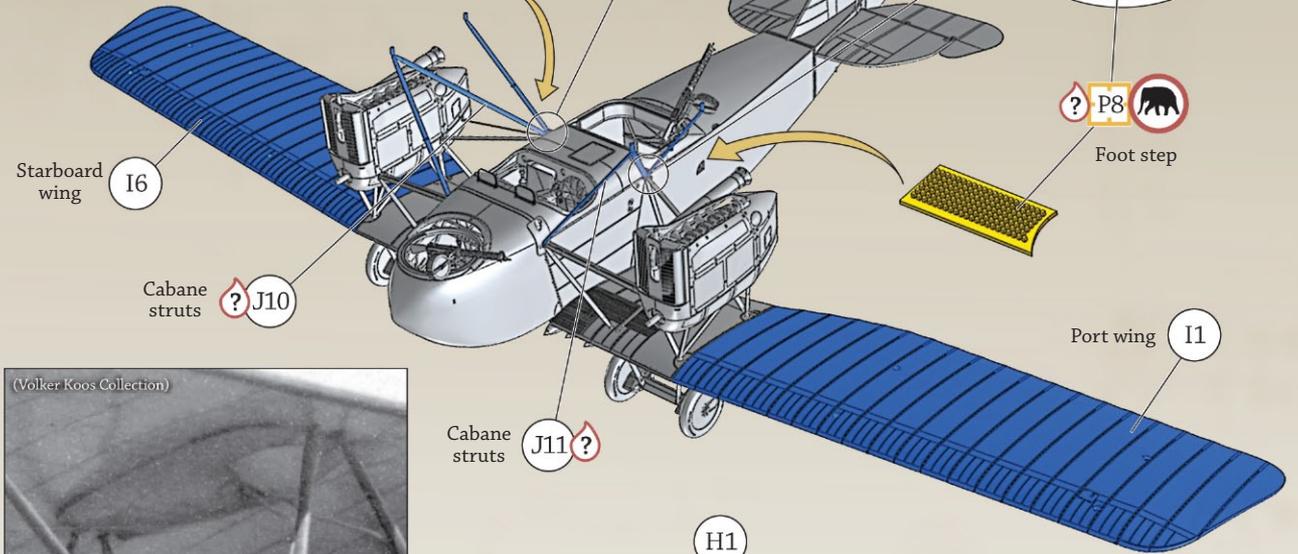
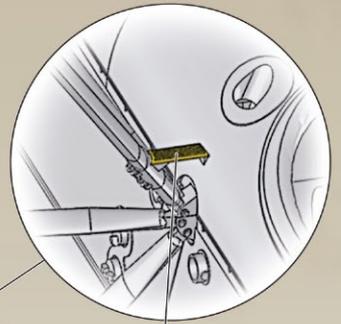
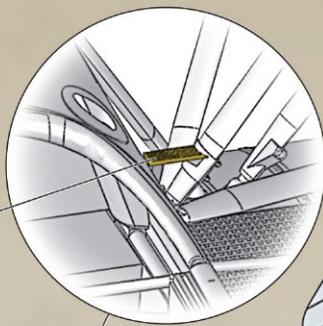
13 BOTTOM WINGS & STRUTS

? = **AB** ^k **CDE** ^s

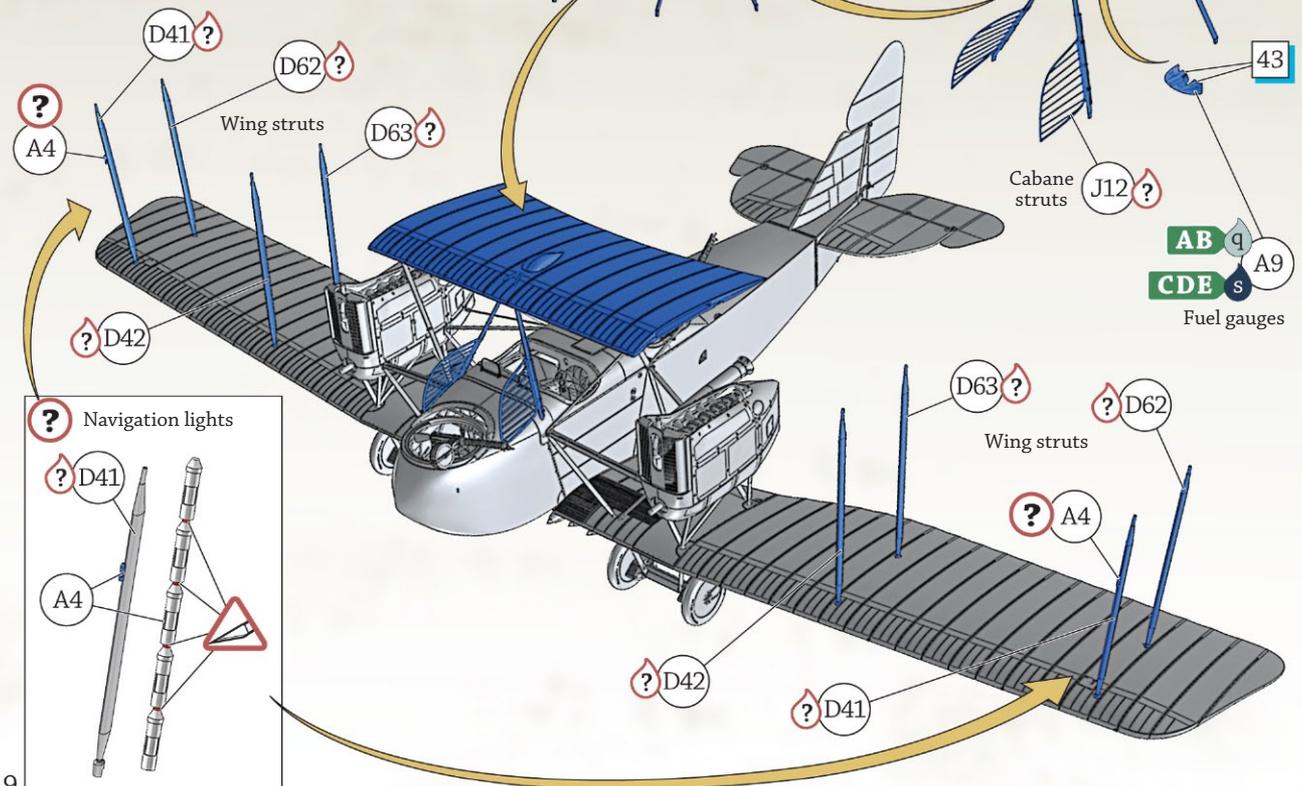
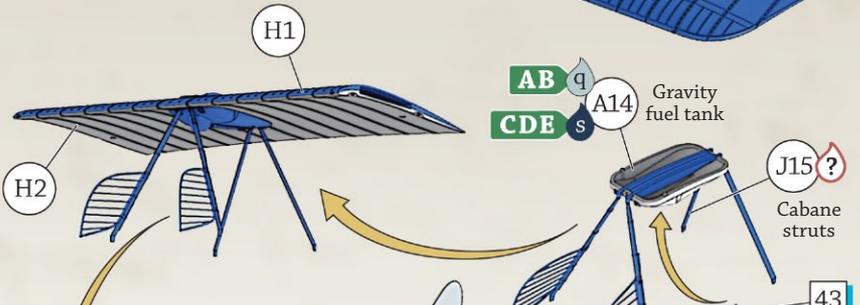
! Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.



Port fuselage intersection of wing and rear cabane struts and engine control rod from an AEG G.IVb, possibly 180-16, as shown on page 28. Note the foot step **P8**.



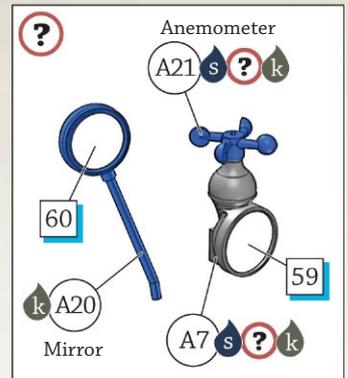
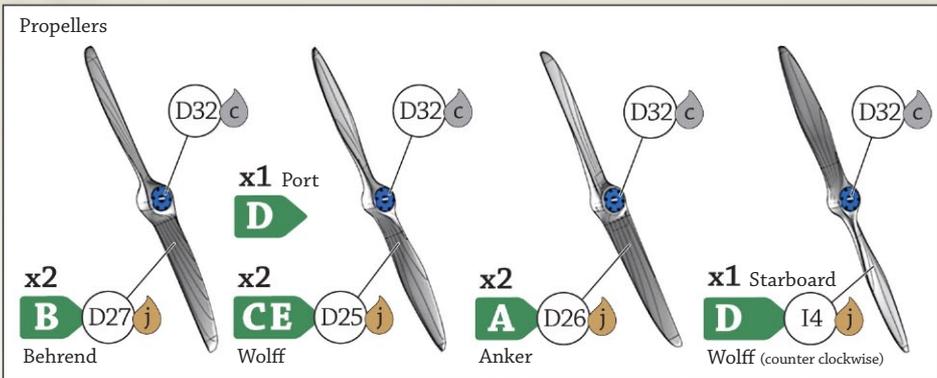
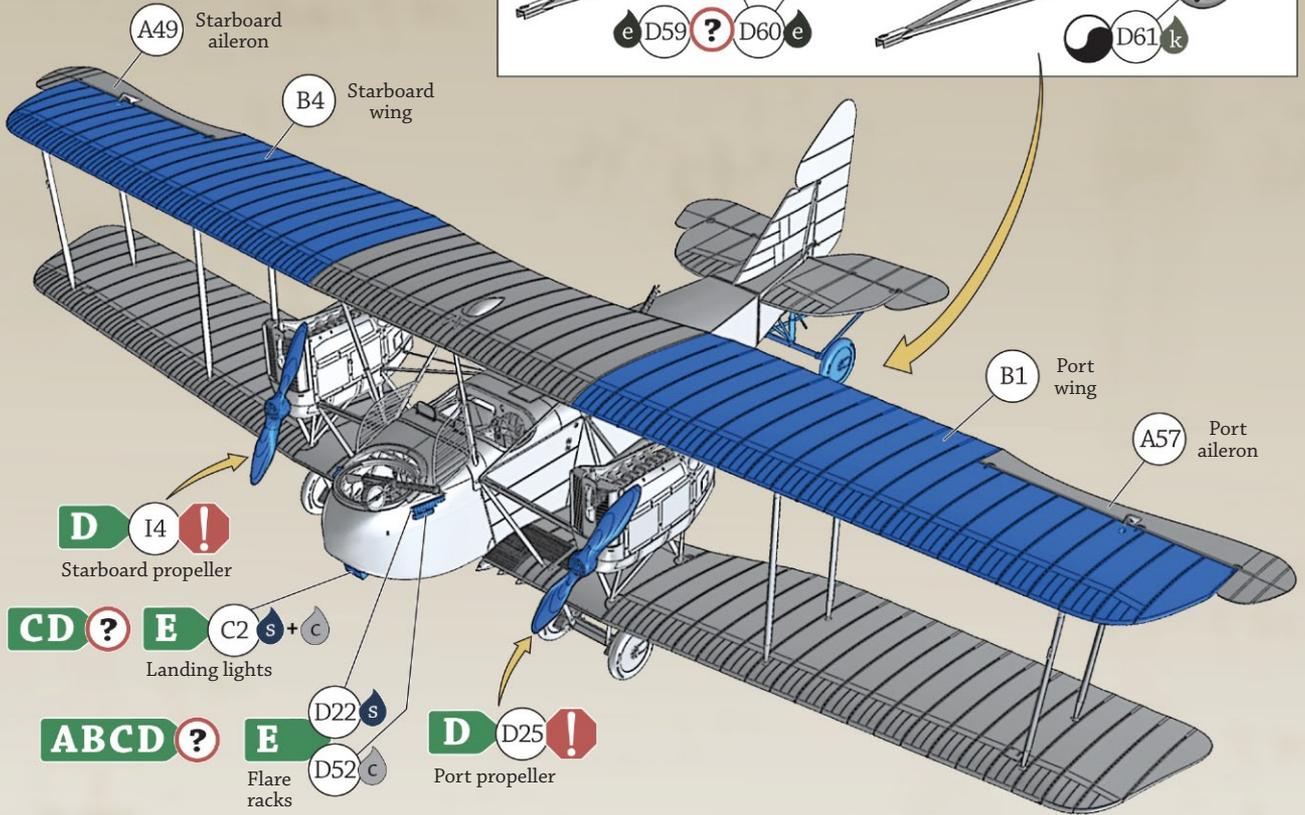
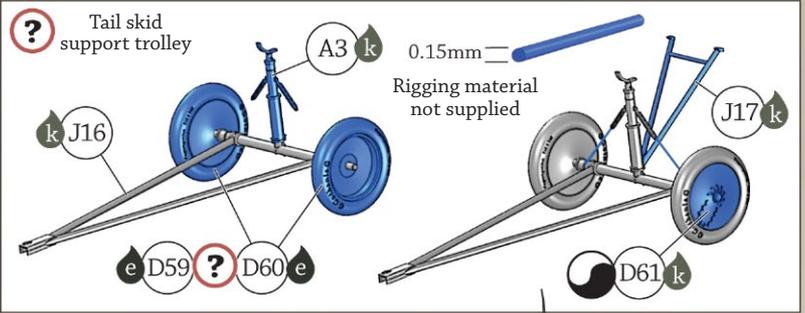
Gravity fuel tank **A14** detail from AEG G.IV 157/16 **B1**. Note the fairing over the fuel gauges **A9**.



14 TOP WINGS & FINAL ASSEMBLY



Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

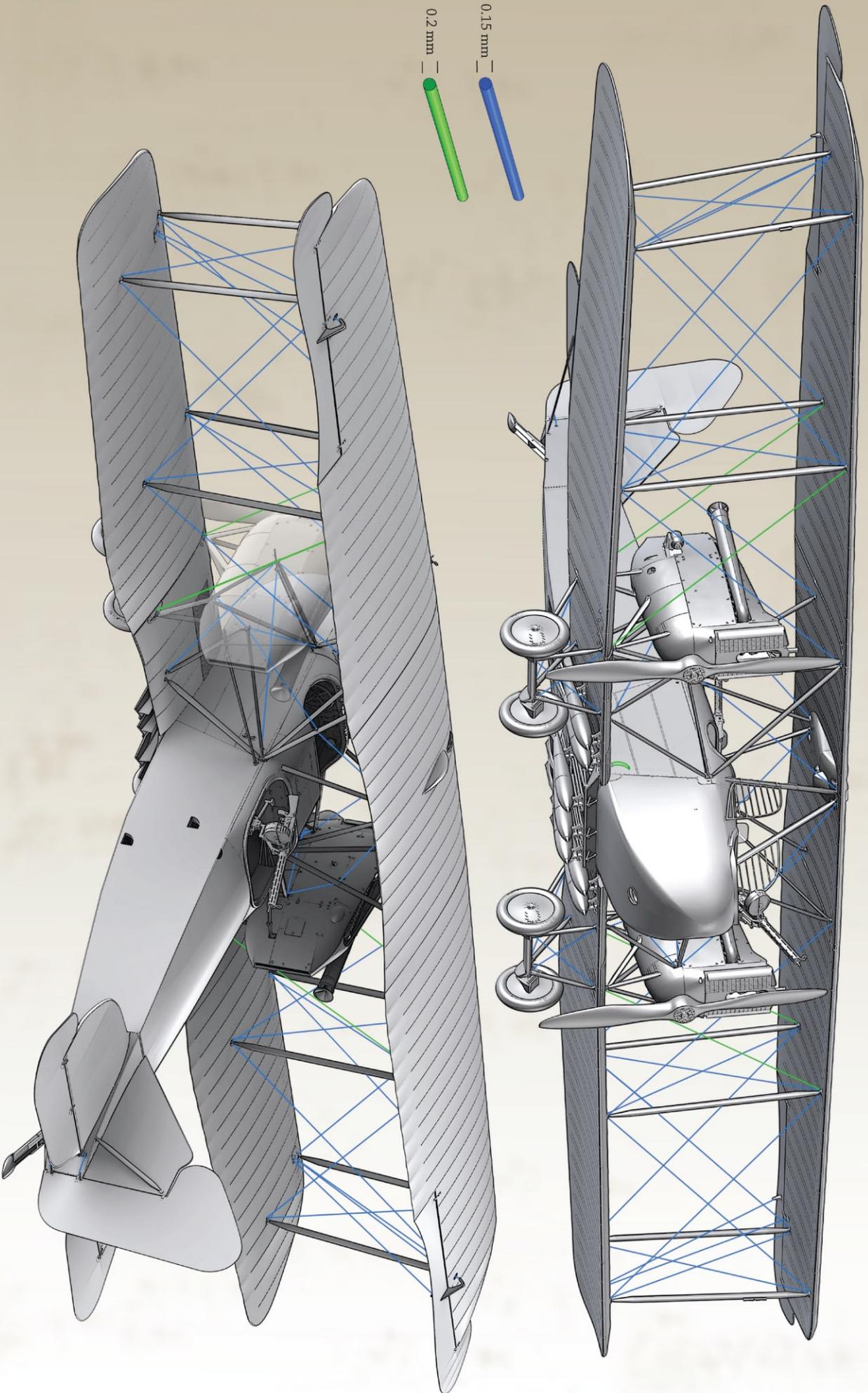
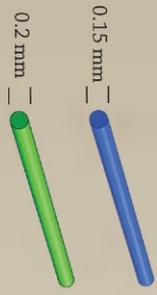


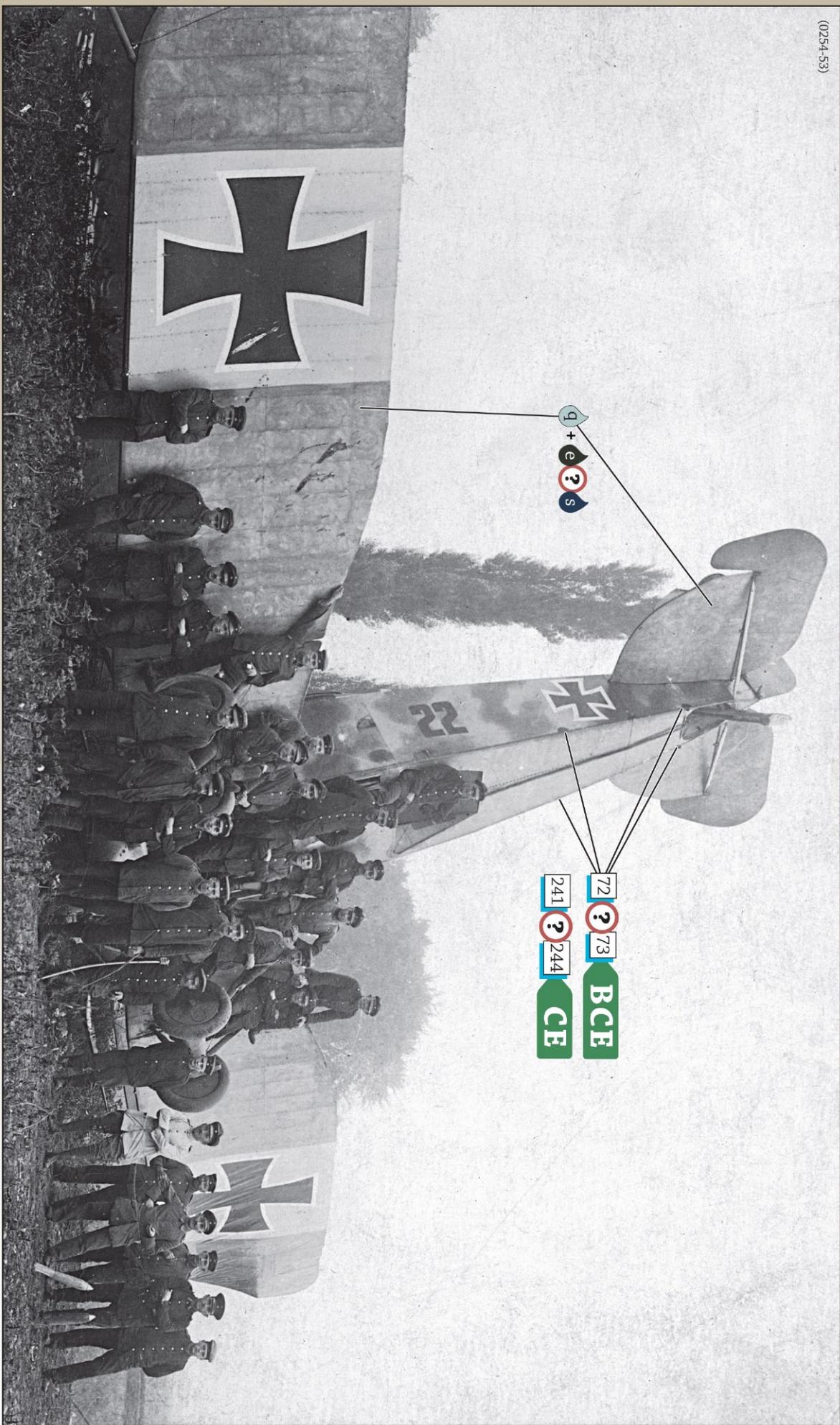
Front view of the starboard engine nacelle and nose from from captured AEG G.IV 1125/16 **D**. Note the white **i** fuel lines leading from the side of the fuselage into the bottom wing and the addition of an RFC pitot head above the cabane struts.

- A** 1
- B** 10
- C** 23
- D** 32
- E** 33

RIGGING GUIDE

Rigging material not supplied



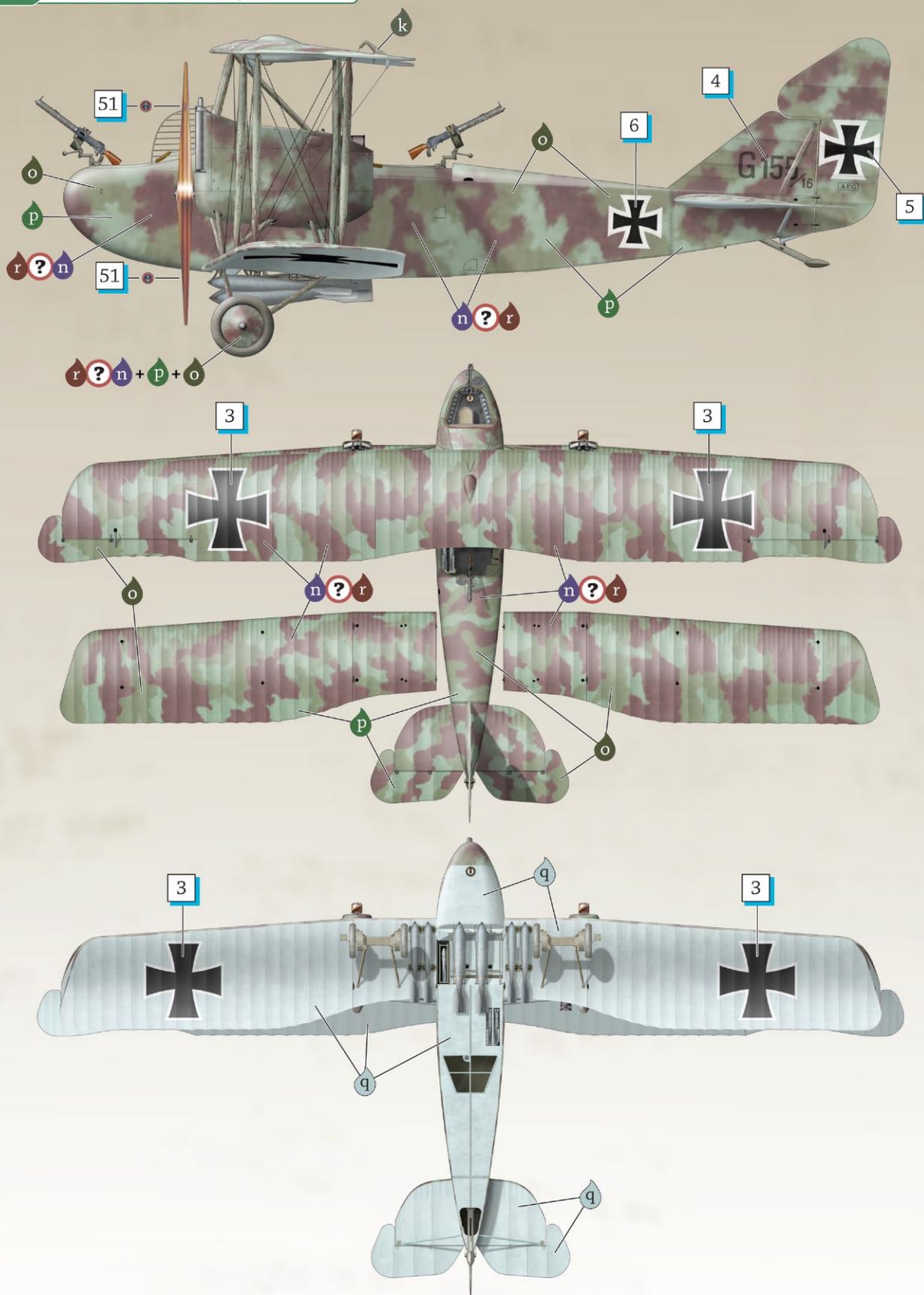


q + e ? s

72 ? 73 BCE
 241 ? 244 CE

The all too common result of an unsuccessful landing of an ABG G.IV, almost certainly exacerbated by trying it at night. Note that the undersides of the wings and tailplane of this unidentified early production G.IV have been overpainted with 'night camouflage' in a similar style to **B2**. Unlike **B2** a large square of the original light blue finish has been left around the eisernkreuz. Note the number '22' painted on the side of the fuselage.

A2 AEG G.IV 155/16, early to mid 1917

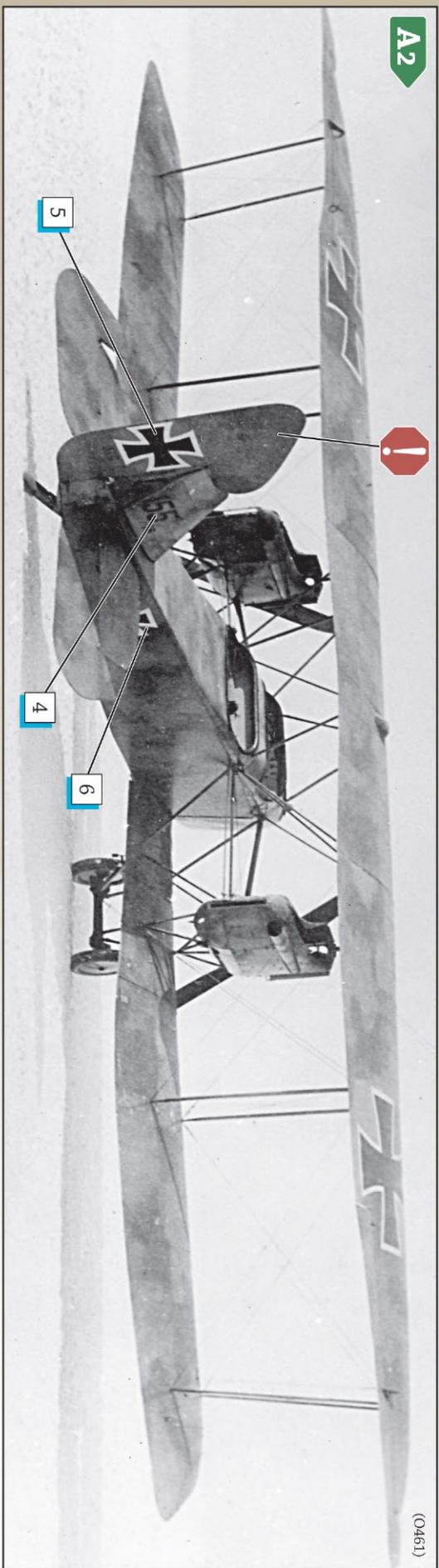


AEG G.IV 155/16 is one of the very first G.IV from the initial production order for 40 aircraft (numbers 153/16 to 192/16) placed in March 1916 (5 months before the AEG G.IV prototype flew for the 1st time!) which included some G.III and long wingspan G.IVb. It is illustrated here in a 4 colour scheme of light blue undersides with light green, dark green and red brown upper surfaces, although it is possible that the red brown was actually mauve similar to that shown on **B**.



AEG G.IV 155/16 running its engines on a cold wintery day in early 1917. Note the early smaller 'rounded' rudder.

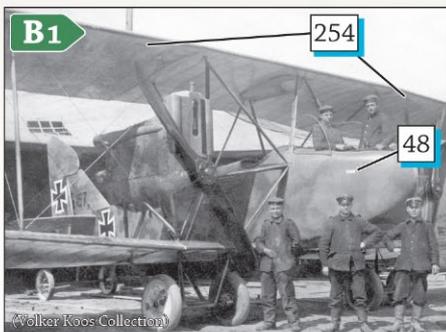
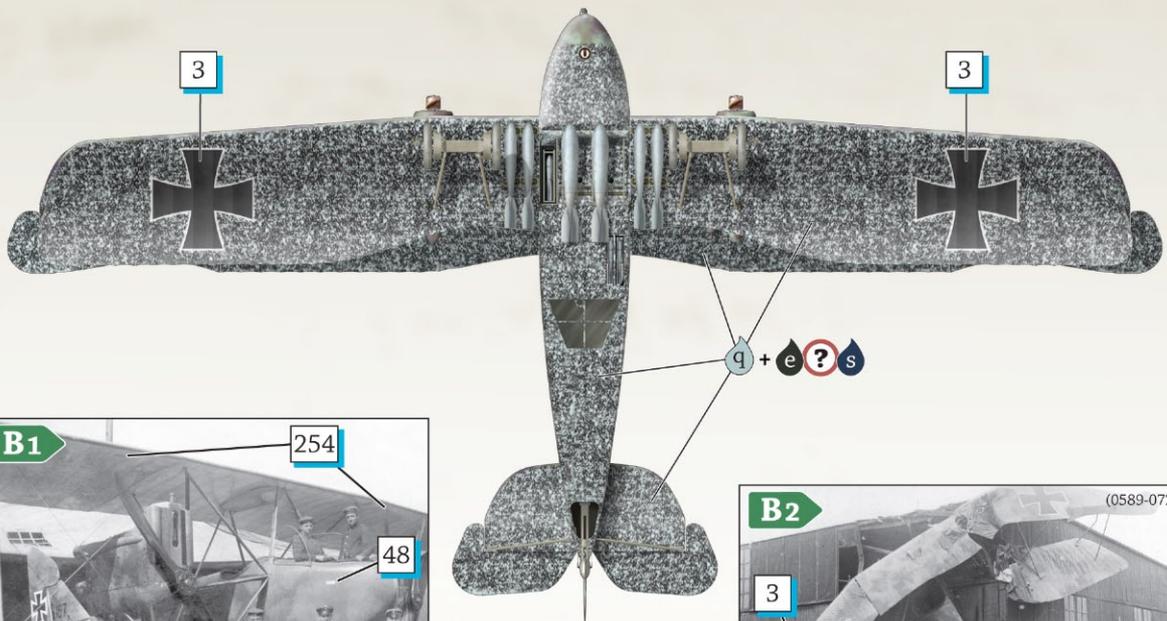
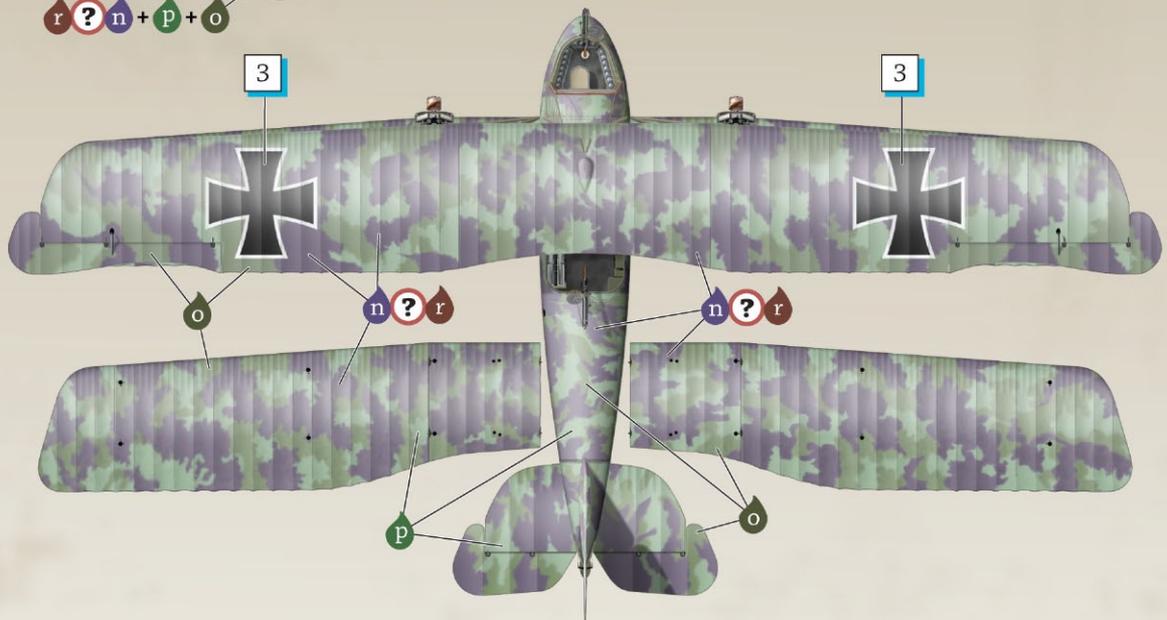
(Harry Woodman Collection)



AEG G.IV 155/16 now fitted with the larger rudder seen on operational aircraft. Note the camouflage pattern which, although appearing to be sprayed, was painted on using brushes (or sponges) with the demarcation between colours being slightly blended together.

(O461)

B2 AEG G.IV 157/16, Kagohl IV, August 1917



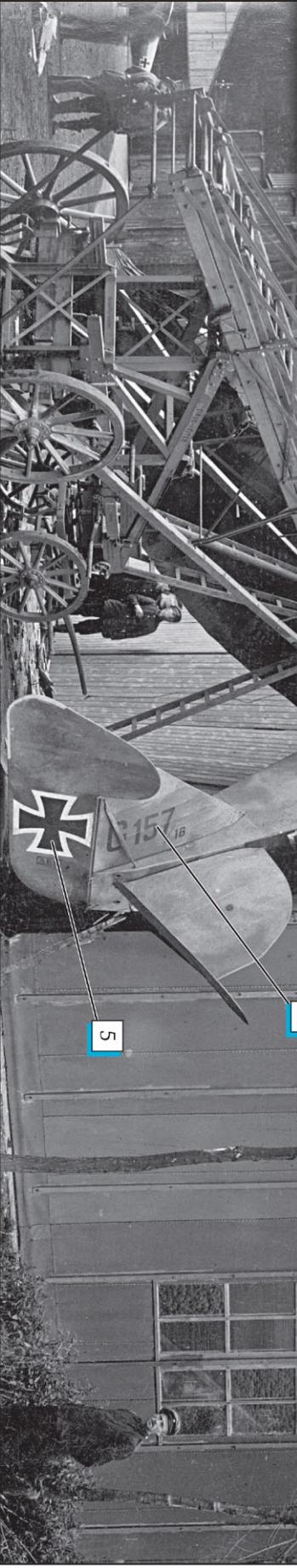
AEG G.IV 157/16 is seen here on the left after its early rudder had been replaced while still employed on daylight bombing missions and on the right after its untimely demise at Ghent on 11 August 1917 after having its undersides camouflaged with a dark 'squiggly' pattern for night operations.

B2

Additional view of AEG G.IV 157/16 showing night camouflage applied to the underside of the port bottom wing.



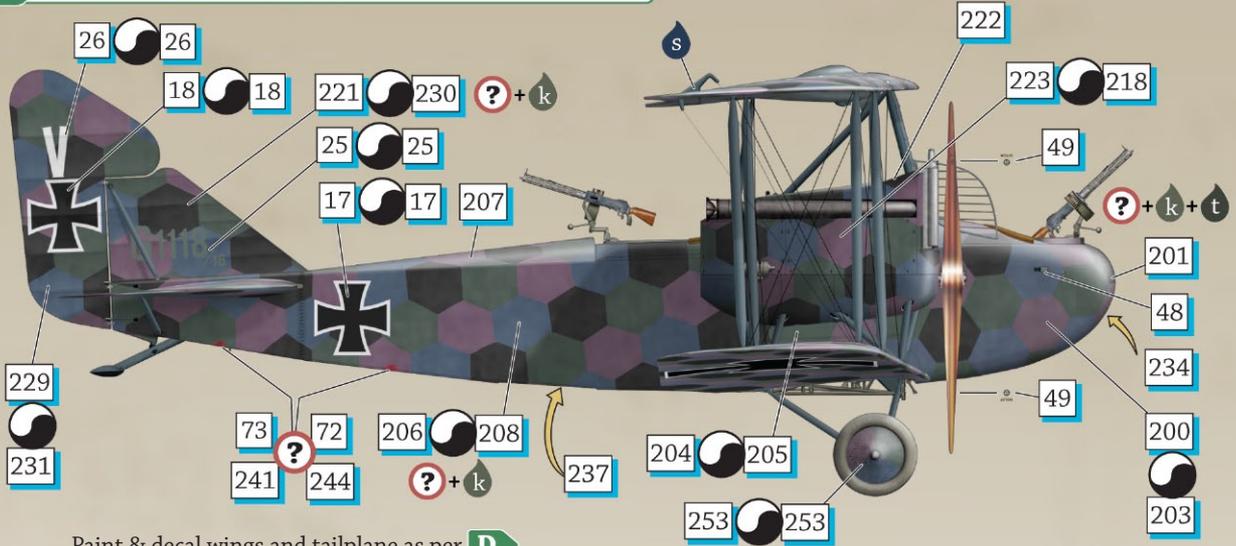
(0558-015)



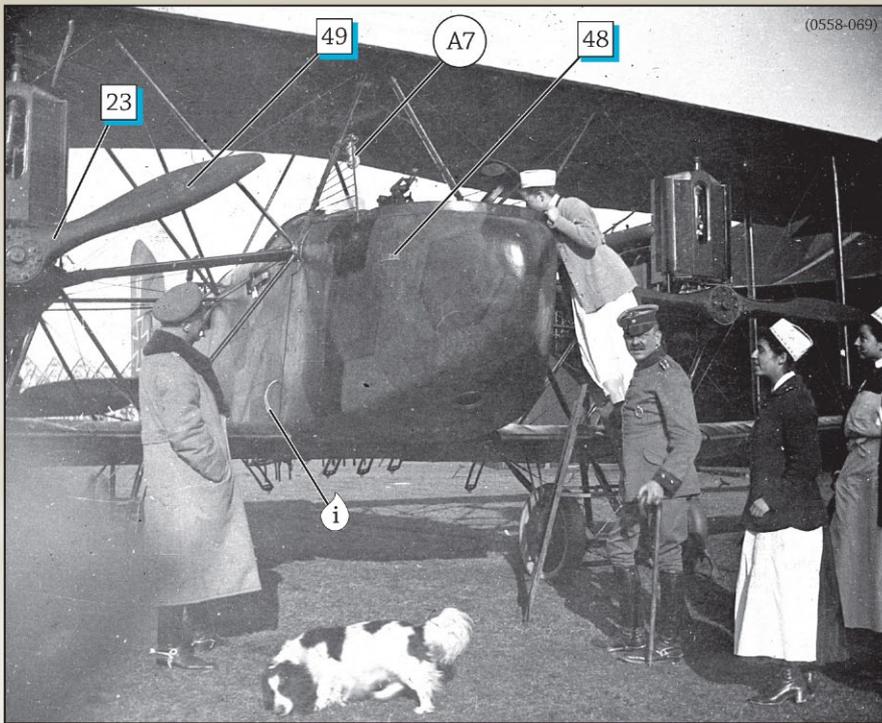
(0558-18)

Another view of the accident involving AEG G.IV 157/16 and a hanger at AFP4 (Armeeflypark 4) Ghent. Note the relatively hard edges of the camouflage colours.

C AEG G.IV 1118/16 'V', Bogohl IV?, 1917 to early 1918



Paint & decal wings and tailplane as per **D**.



< AEG G.IV 'V', believed to be 1118/16, being inspected by visiting nurses and ignored by a dog. Note the Wolff propellers, white **i** fuel lines at the starboard wing root, anemometer **A7** and rail mount **K4** for the commander's Parabellum armament.

> AEG G.IV 1118/16 'V' after coming to grief in a field near Painzano, Italy. AEG G.IV 1118/16 was from a production order placed in December 1916 for 50 aircraft (numbers 1095/16 to 1144/16). This 2nd production batch of AEG G.IV received a painted hexagon camouflage. It is uncertain if this aircraft received the grey-green scumbled/stippled finish over the hexagons so we have illustrated it without any, but the final decision is yours.

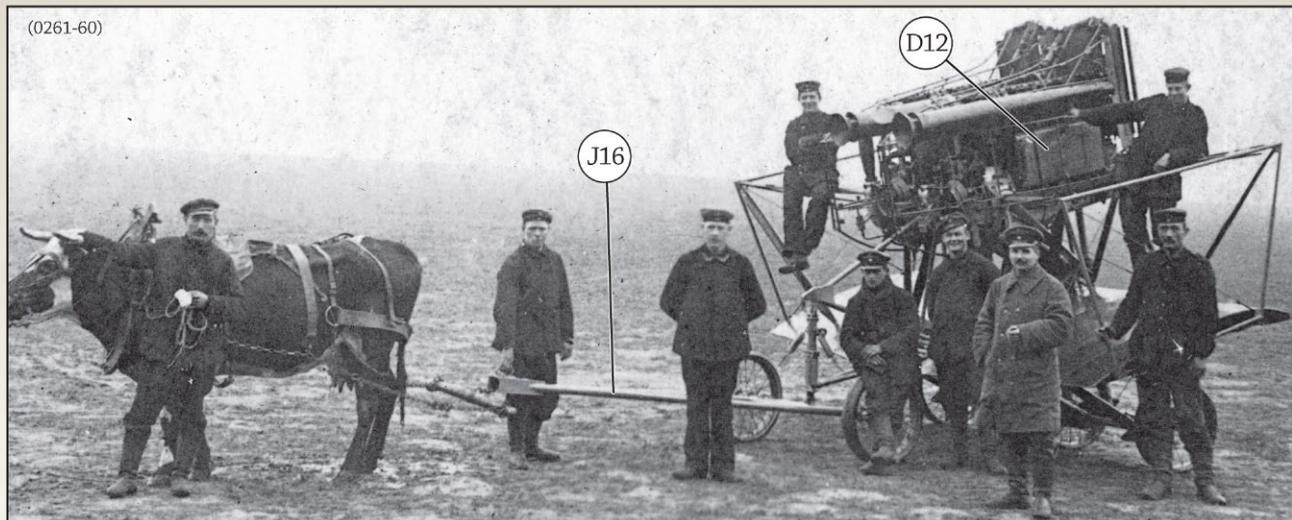


(0558-083)



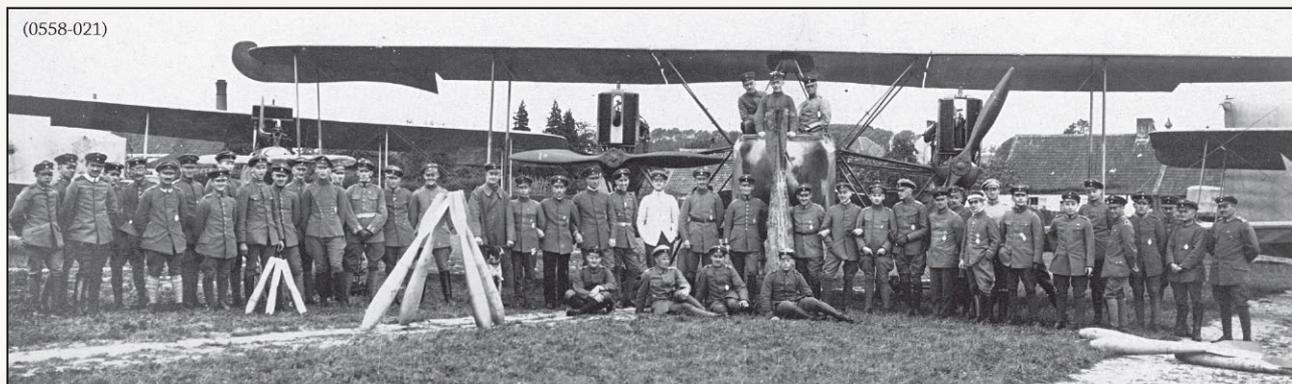
Only the additional angle of incidence markings on the bottom wing and wide gap starting near the trailing edge help identify this as an AEG G.IVb (we have not noted these details on any confirmed AEG G.IV images). Note the different coloured lagging wrapped around each carburetter intake pipe, 3 colour camouflage and the number 21 painted on the fuselage.

(0261-60)



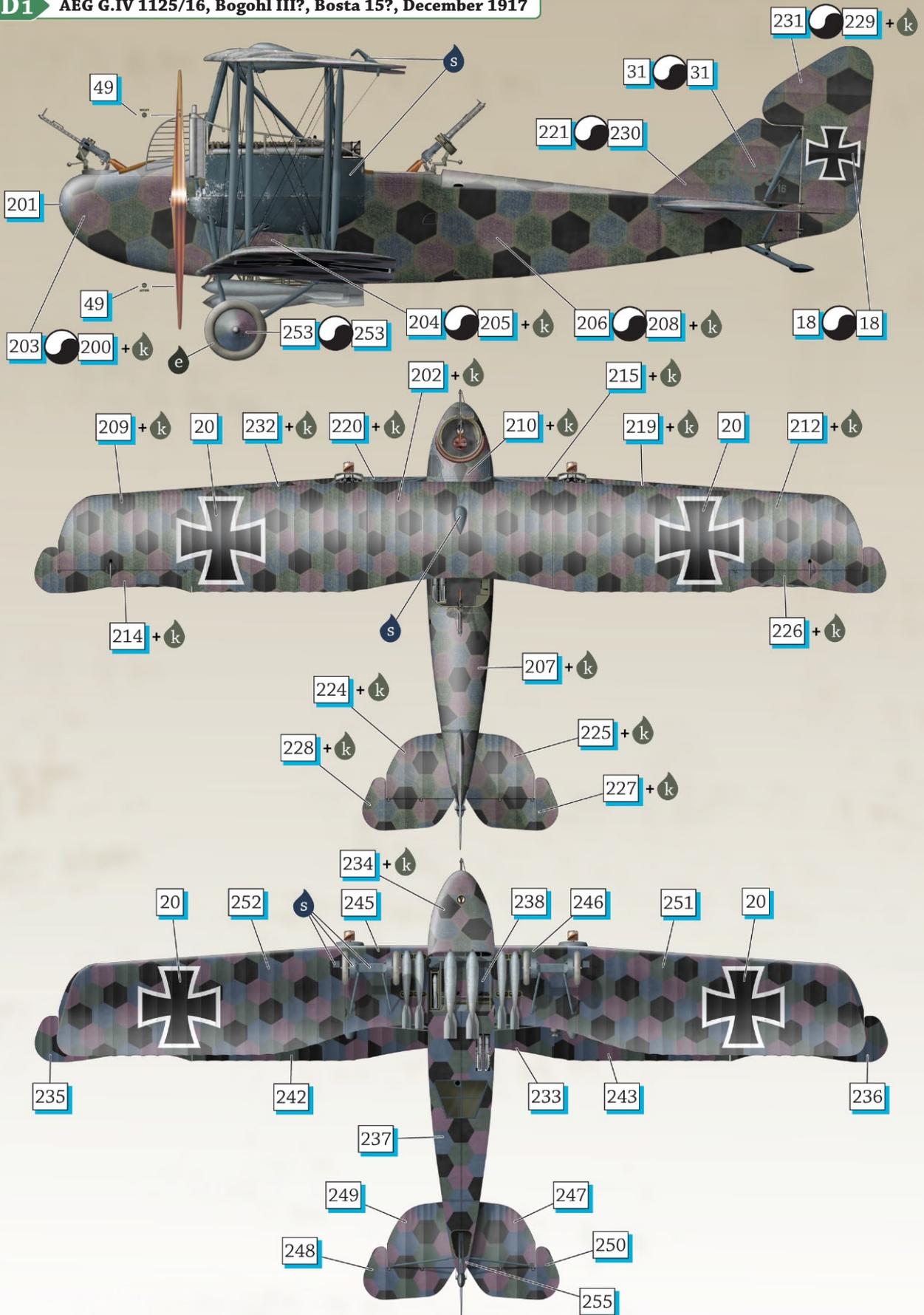
An interesting diorama idea as 520hp of Daimler-Mercedes D.IVa engines are towed by 1 'cowpower'.

(0558-021)



Personnel from Kagohl IV lined up in front of an unidentified early production AEG G.IV.

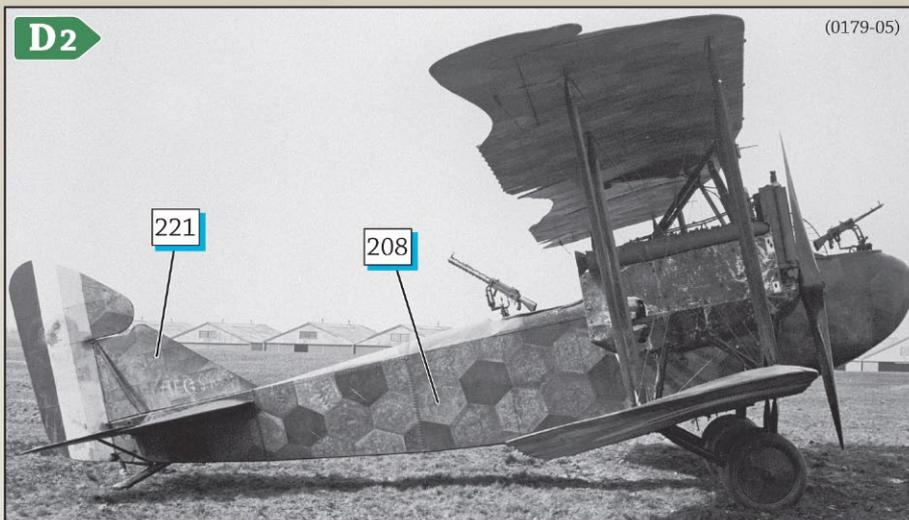
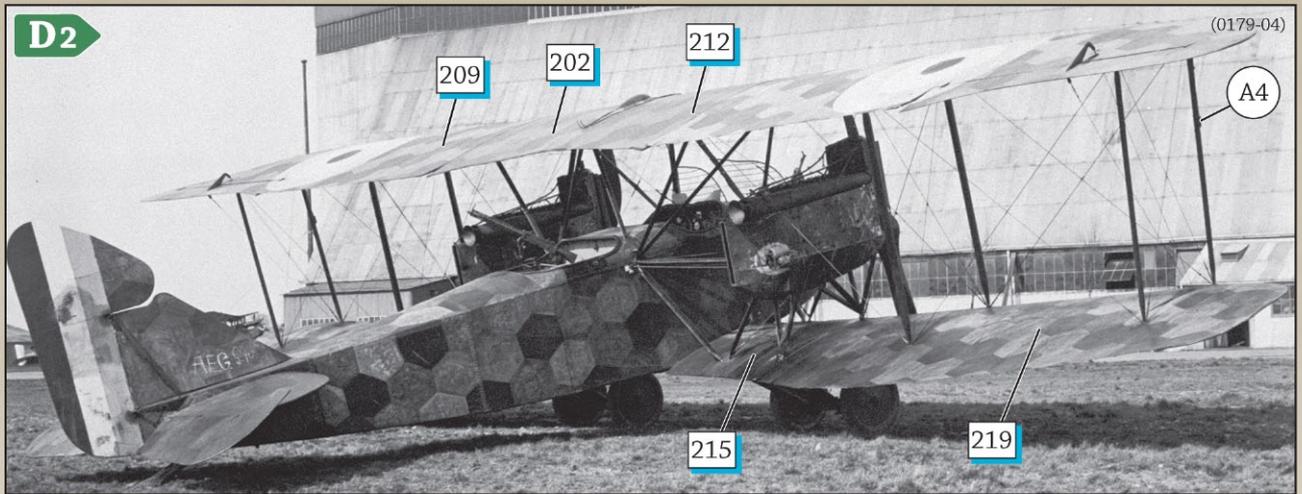
D1 AEG G.IV 1125/16, Bogohl III?, Bosta 15?, December 1917



AEG G.IV 1125/16 is from the same production order as **C** & **E** and was accepted on 10 November 1917 and is illustrated here as we believe it looked on the night of its capture on 23 December 1917. After being captured it was given minor repairs, including the replacement of at least one propeller, repainted with RFC markings and given the British number G.105. During its time being tested by the RFC AEG G.IV 1125/16 had British pitot heads fixed to the top wing in 2 locations and had the port nacelle strut, port lower wing and port fuselage struts extensively damaged. It is not confirmed if this damage was the reason for replacing the port propeller with one from Curtis or caused by the replacement, but we believe the latter is more likely.

AEG G.IV 1125/16

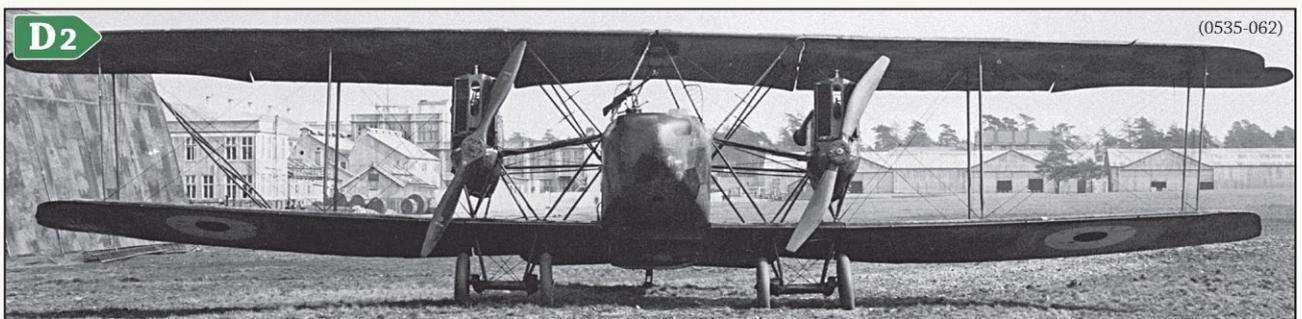
(British capture number G.105)



^ Rear view showing the camouflage pattern on the upper surfaces of the wings.

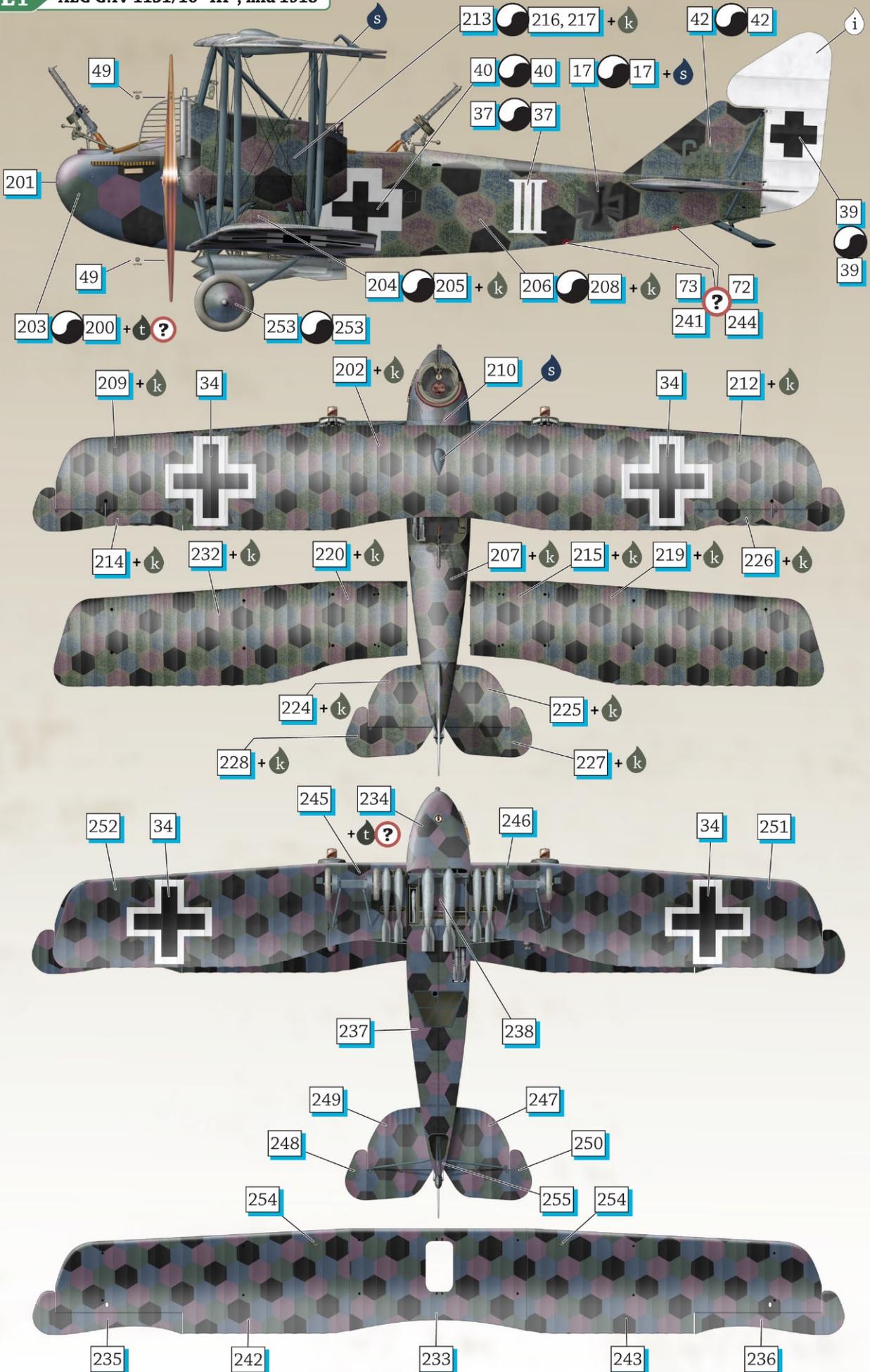
< Starboard side view showing fuselage hexagon camouflage overpainted with a stippled or scumbled grey-green. The additional fuselage stitching and mixed Parabellum LMG 14 & LMG 14/17 armament visible here are possibly post capture alterations made by the British. The lack of a fuselage cross is noteworthy.

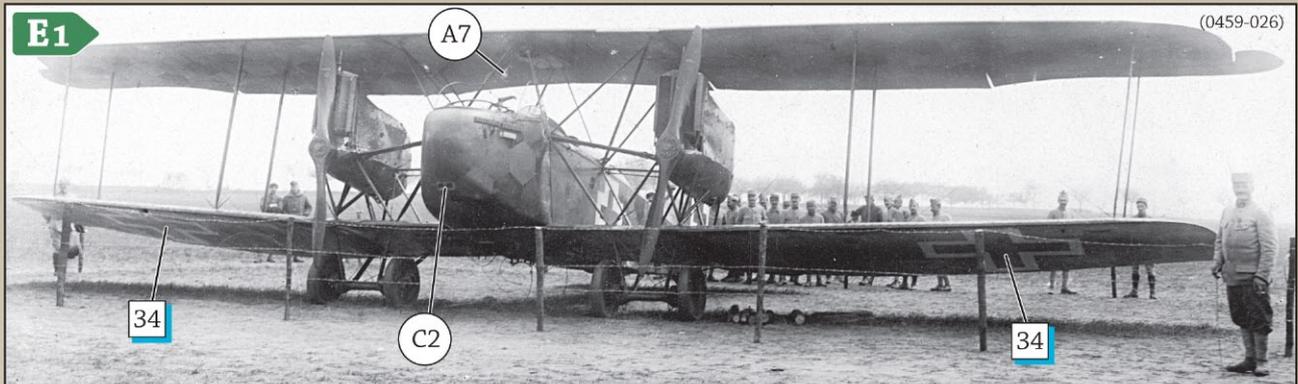
∨ Front ¾ view showing the navigation lights (A4) fixed to the outermost front struts and the heavily chipped paint of the engine nacelles.



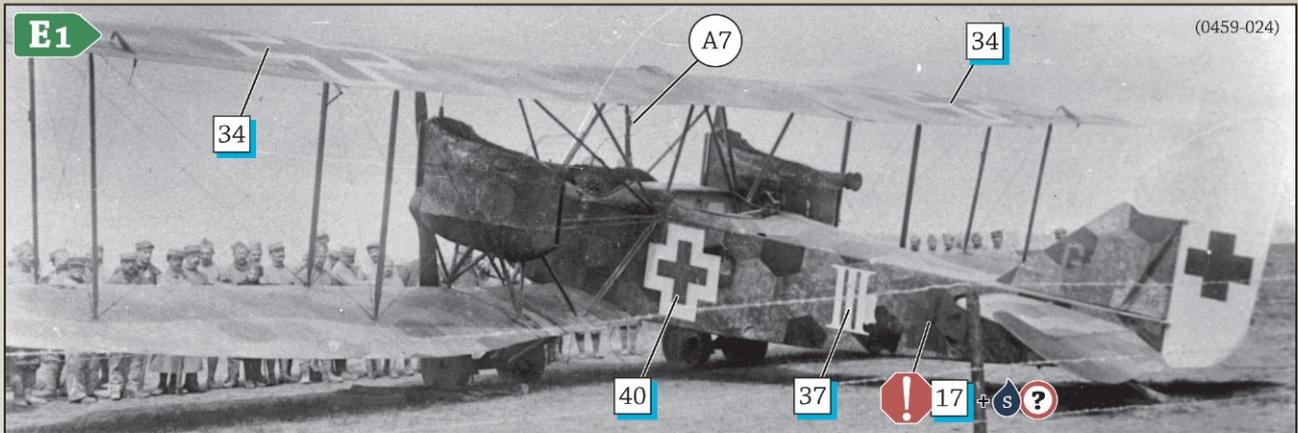
Front view showing the replacement port propeller. AEG G.IV 1125/16 is one of the few aircraft fitted with counter rotating propellers as shown in this photo.

E1 AEG G.IV 1131/16 "III", mid 1918



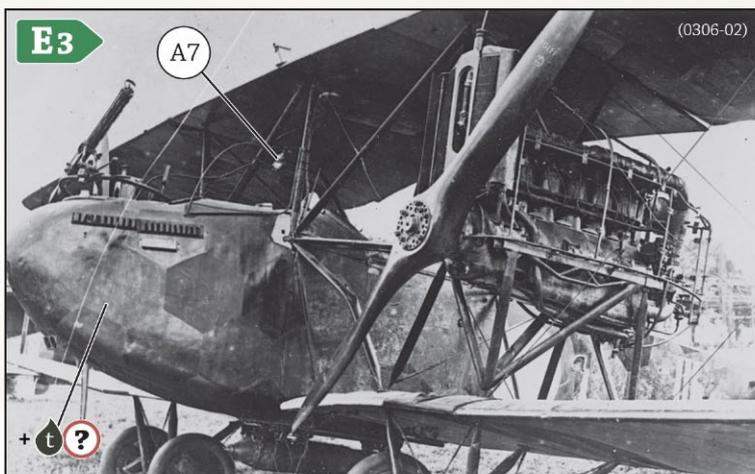
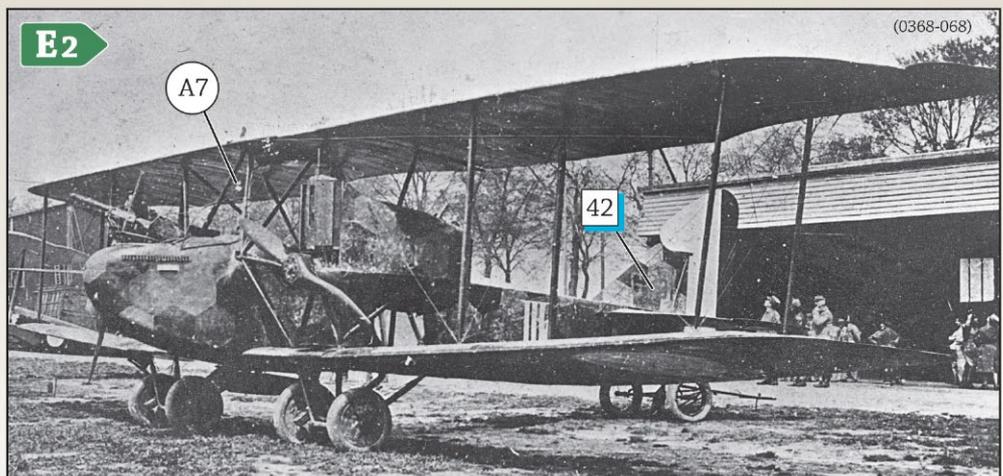


AEG G.IV 1131/18 shortly after capture by the French in mid 1918. Note the late style commander's gun ring, flares, landing lights (C2), Wolff propellers (D25) and that the factory applied eisernkreuz have been converted to post April 1918 'fat arm' style balkenkreuz.



Rear view of AEG G.IV 1131/16 showing the grey-green scumble finish over the fuselage hexagon camouflage and overpainted eisernkreuz at the rear of the fuselage.

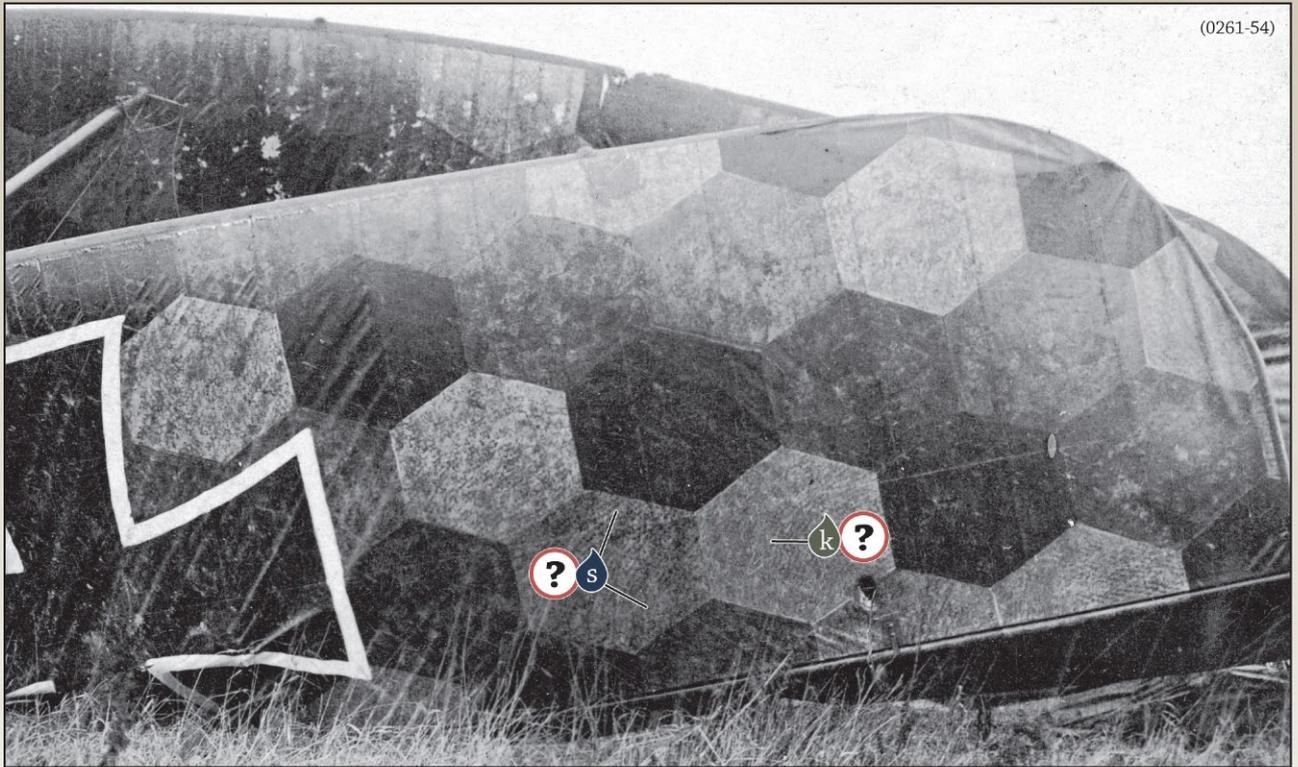
> AEG G.IV 1131/16 after being repainted in French markings for testing.



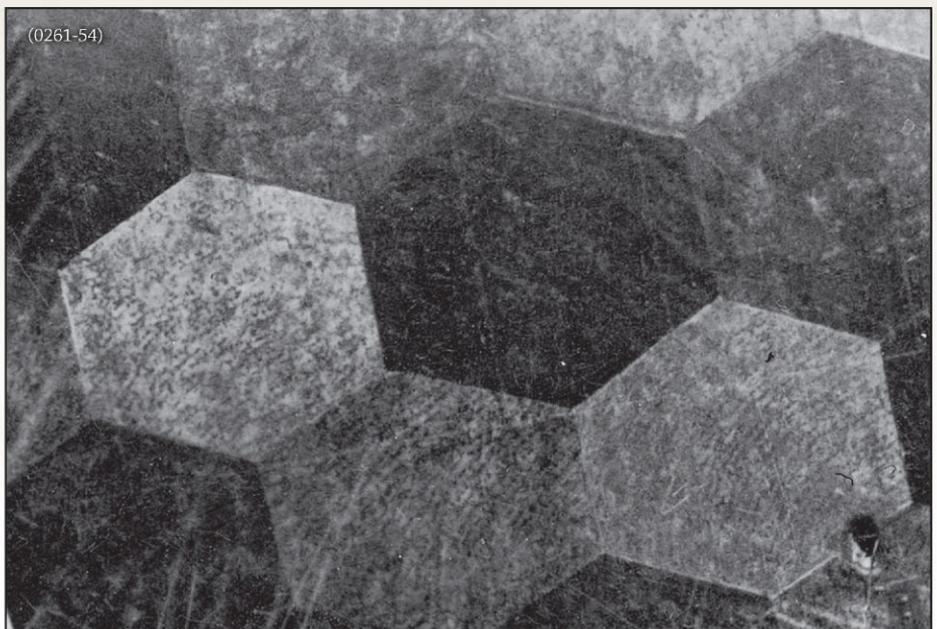
< AEG G.IV 1131/18 obviously suffered a hard landing during testing by the French which damaged the port inner wing and struts. The hexagon camouflage on the ply nose appears to have been roughly oversprayed with a dark tinted varnish (t?) leaving a mottled finish.



(0261-54)



(0261-54)



(0261-54)

The almost inevitable crash of this unidentified AEG G.IV allows us to see why the commander would leave his kanzel during take off and landing to sit in relative safety beside the pilot. Note that the hand painted camouflage hexagons are not perfectly shaped and that they all appear to have been overpainted with a darker colour s ? than the usual grey green k.

D2

(0535-063)



Rear view of the starboard engine nacelle and fuselage from captured AEG G.IV 1125/16 **D**. Note the uncommon mix of LMG 14 (G2) and LMG 14/15 (G1) Parabellum machine guns for the front and rear armament.



3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of past times.



Profile Art by Ronny Bar

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

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

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

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

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



Box Art by Steve Anderson

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

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

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



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



32034	1/32 AEG G.IV Early	Qty
0132034A	A parts	1
0132034B	B parts	1
0132034C	C parts	1
0132034D1	D1 parts	2
0132034D2	D2 parts	2
132E0004	E Daimler-Mercedes D.IVa engine	2
0132034F	F parts	1
132G0001	G parts	3
0132034H	H parts	1
0132034I	I parts	1
0132034J	J parts	1
0132034K	K parts	1
0132042L	L parts	1
0132034P	Photo-etched metal parts	1
7132034	Instructions	1
9132034a	Decals	1
9132034b	Decals	1
9132034c	Decals	1
9132034d	Decals	1
9132034e	Decals	1

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



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



32005 - 1/32 Gotha G.IV



32013 - 1/32 Sopwith Pup RFC

Also available from
www.wingnutwings.com

©2014 Wingnut Wings Ltd. PO Box 15-319 Miramar, Wellington 6022 New Zealand.
 All rights reserved. Designed in New Zealand - Manufactured in China.