

# WINGNUT WINGS



## AEG G.IV Late

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. Like many other night operated aircraft the AEG G.IV suffered from a very high attrition rate with most being lost 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/scumbled finish. There is also evidence of the hexagons being darkened even further with an application of a darkly tinted varnish. 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 its 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

<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
18.4m (60.36ft)	9.7m (31.82ft)	3640kg (8025lb)	165kph (102mph)
<b>No. Manufactured:</b>	<b>Production:</b>	<b>Engine:</b>	<b>Ceiling:</b>
300 (approximately)	Late 1916 - late 1918	2x 260hp Daimler-Mercedes D.VIa	Unconfirmed

### Armament:

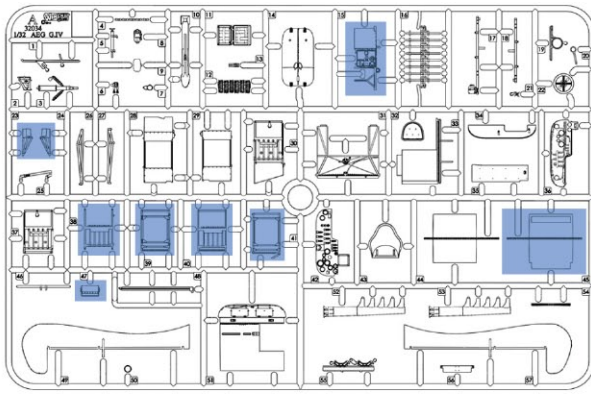
Up to 3x 7.92mm Parabellum machine guns and over 800kg (1800lb) PuW bombs

### References:

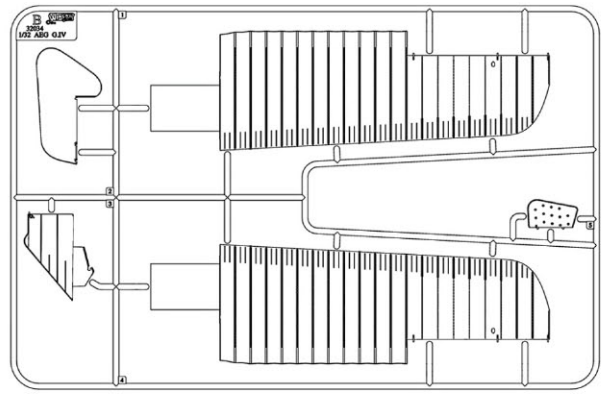
AEG G.IV Windsock Datafile 51, PM Grosz 1995 - Canada Aviation and Space Museum - Flight #423, June 6, 1918 & #424, June 13, 1918 - Air Service, United States Army bulletin Vol IV # 185, 1918 - www.wwi-models.org - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Private Collections



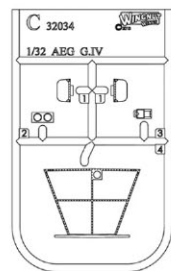
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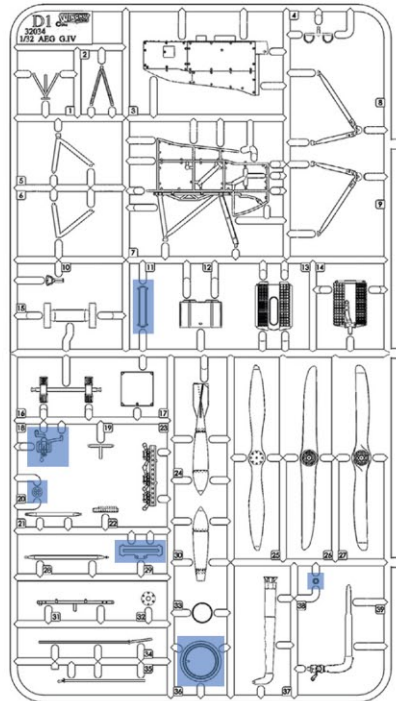
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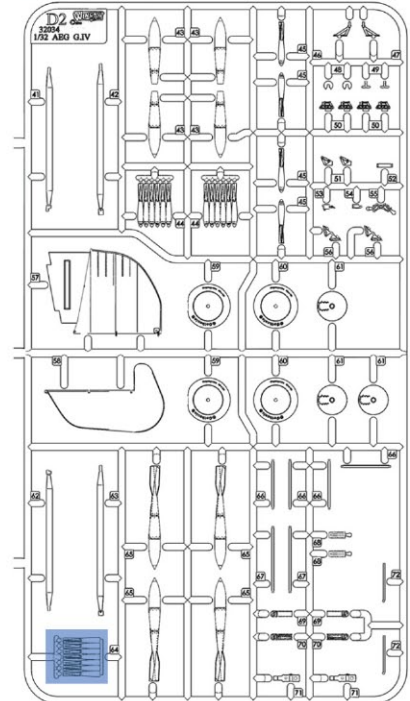
C



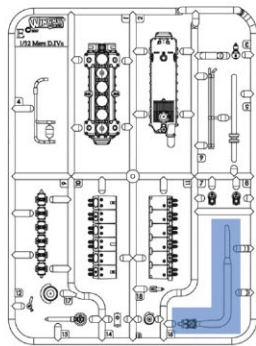
D1 (x2)



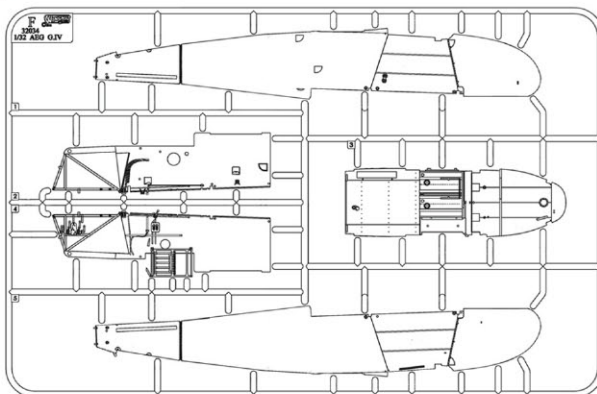
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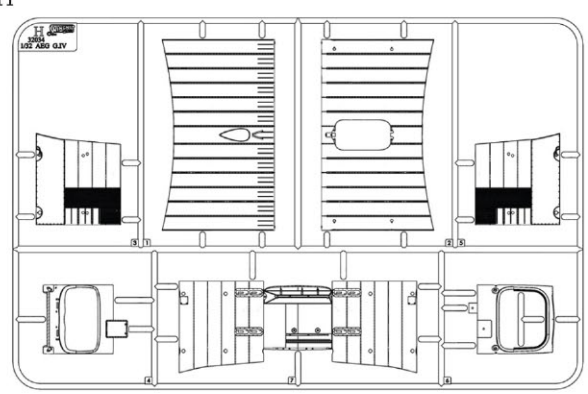
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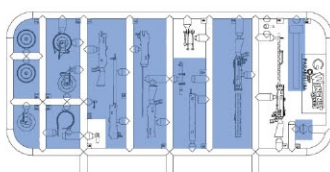
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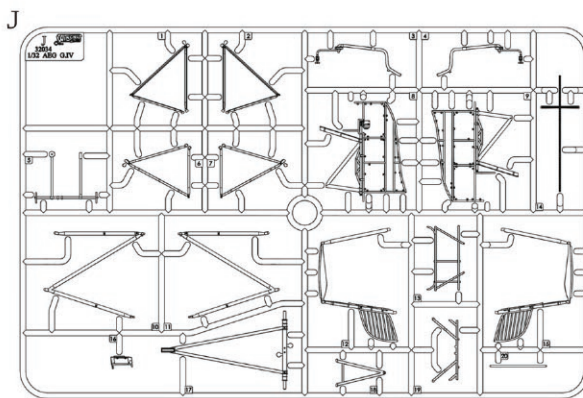
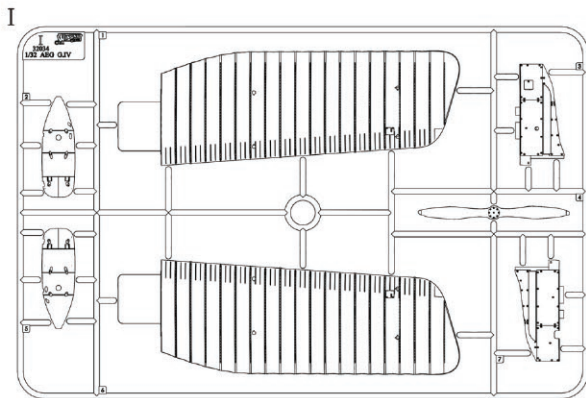
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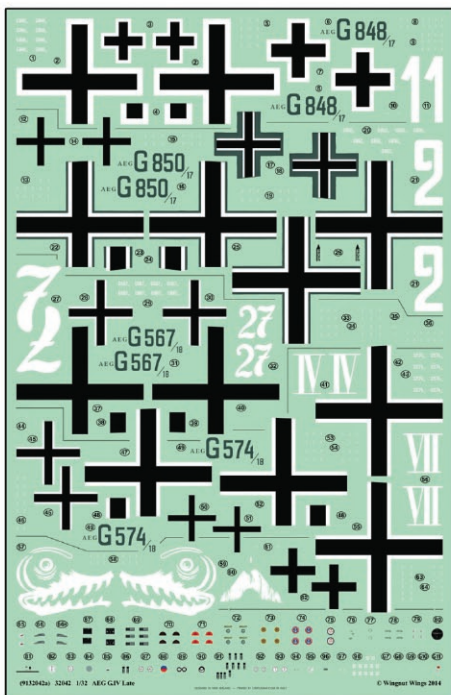
G (x3)



■ = Not Used



Decal A



 = Not Used

Decal B

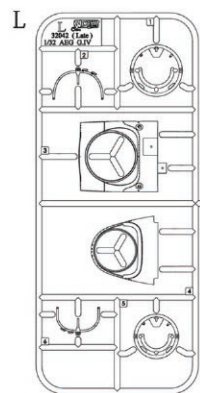
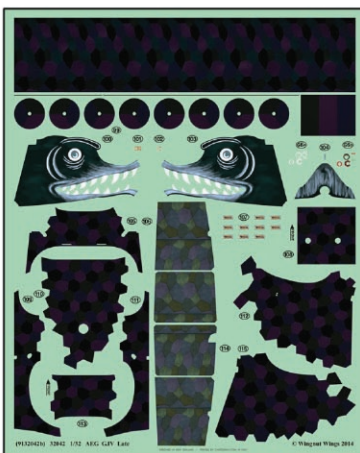
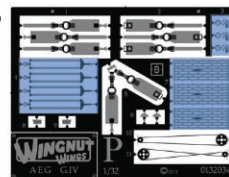
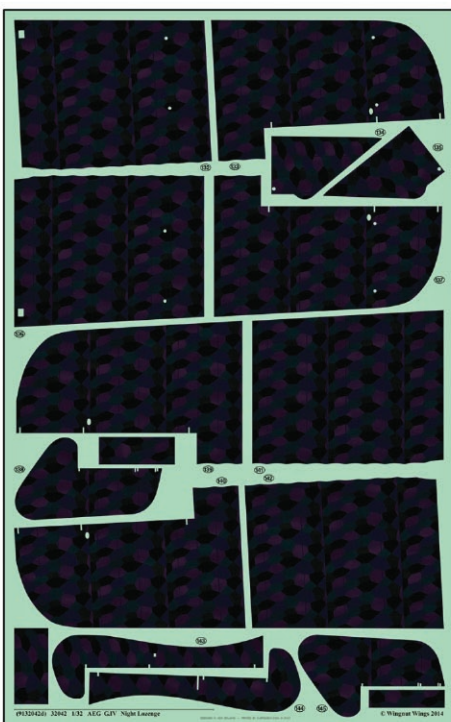


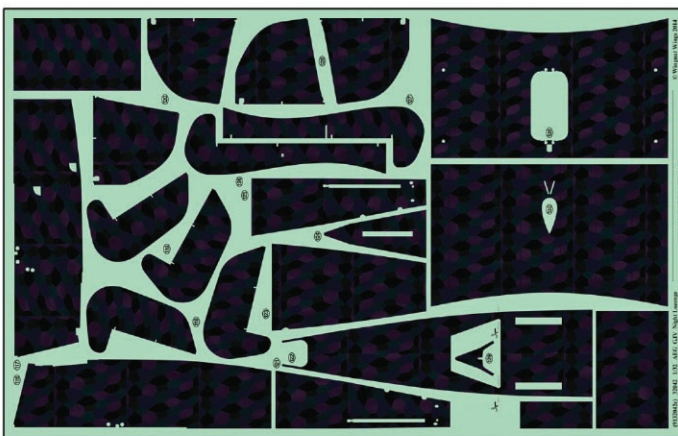
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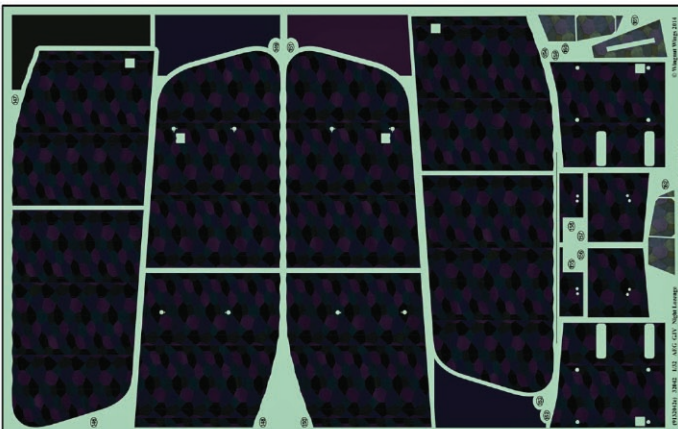
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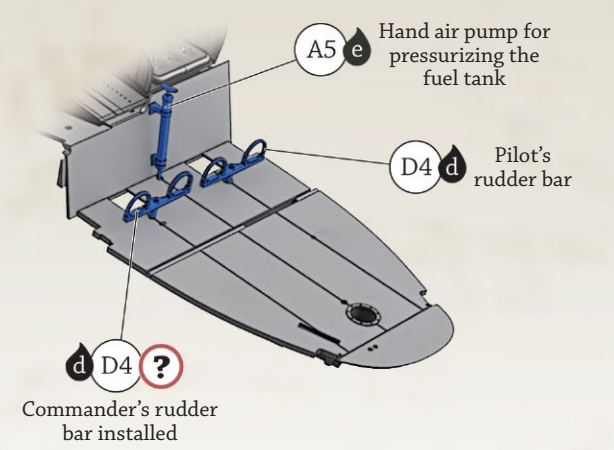
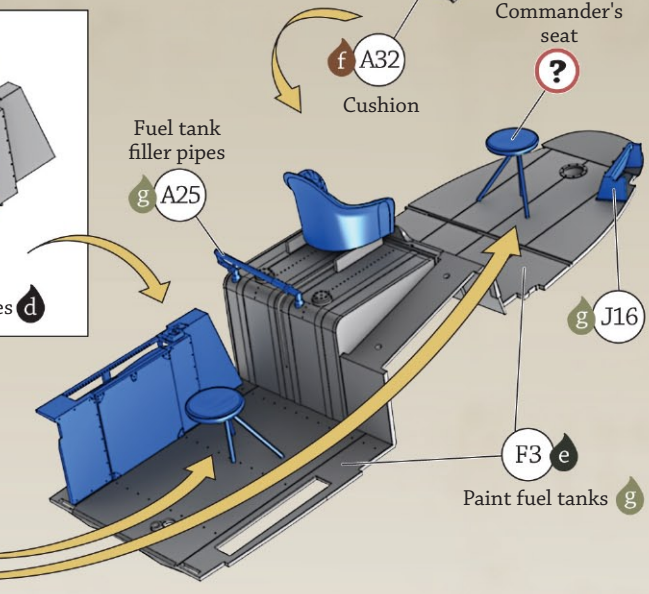
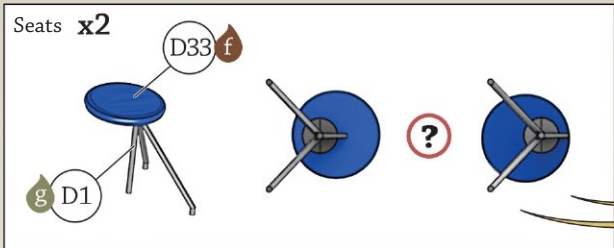
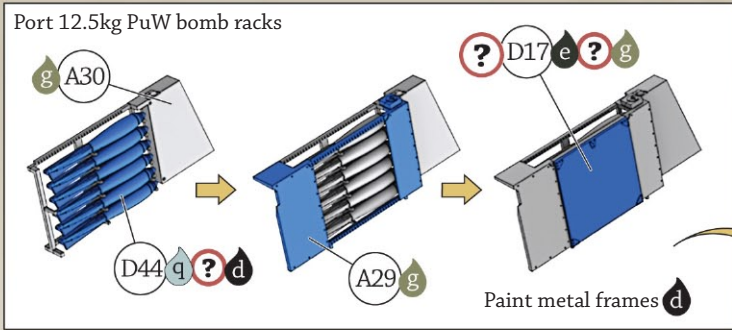
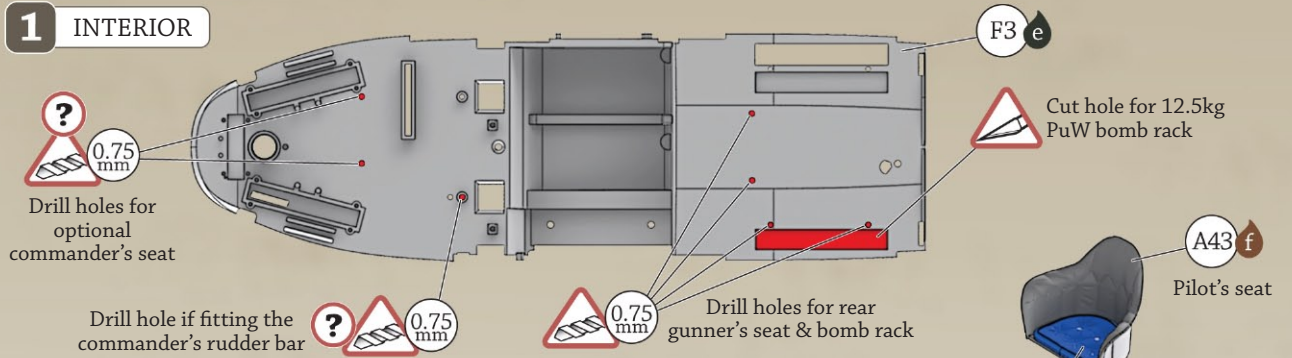
Decal C



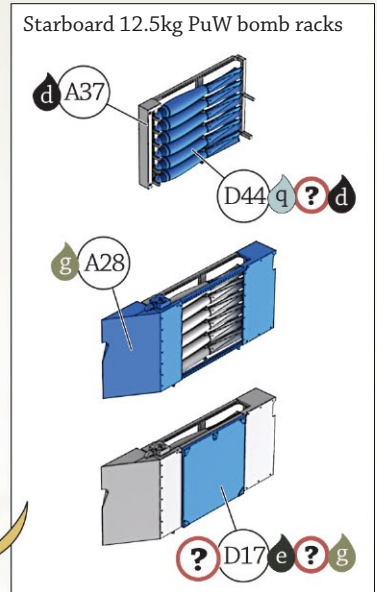
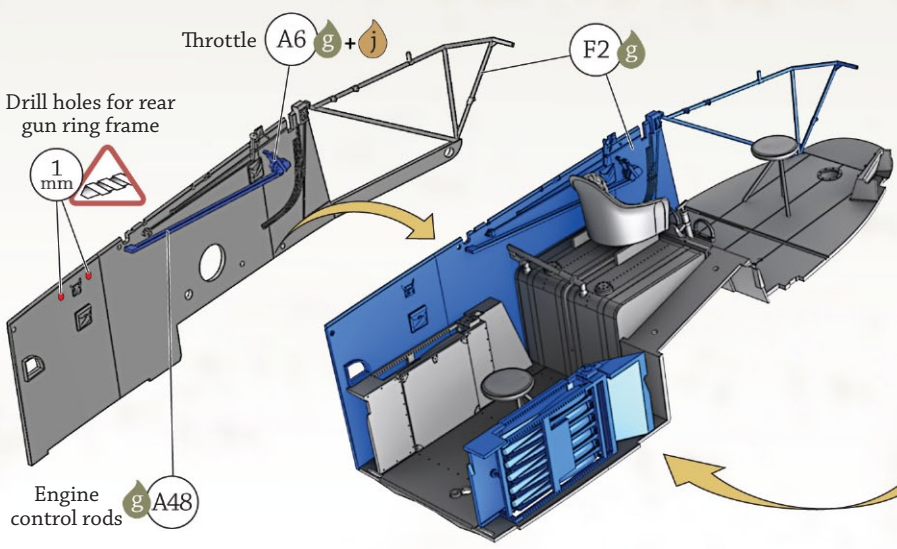
Decal E



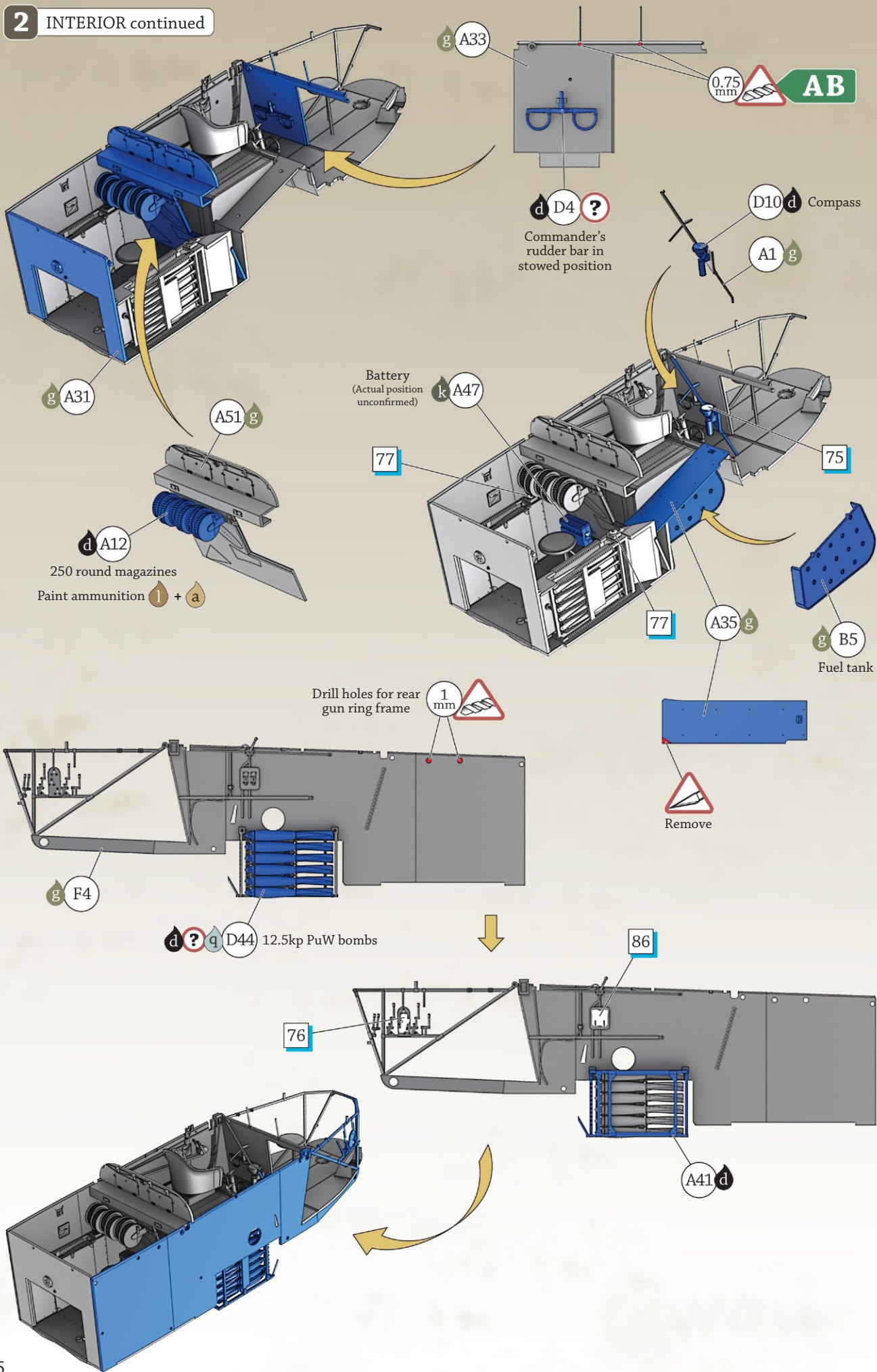
# 1 INTERIOR



12.5kg PuW bombs rain down on a Railway station.



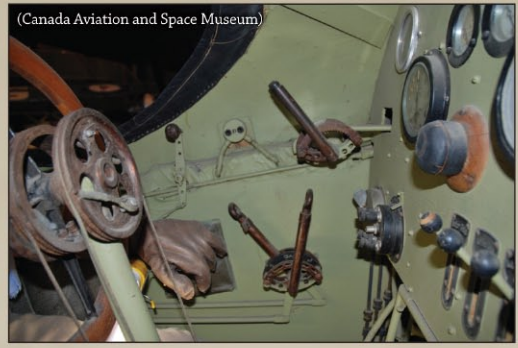
**2** INTERIOR continued



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



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.



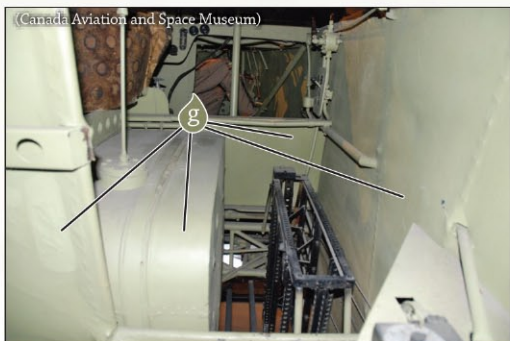
Fuel pump.



Bomb rack and crawl space beside the starboard fuel tank.



Commander's seat in stowed position.

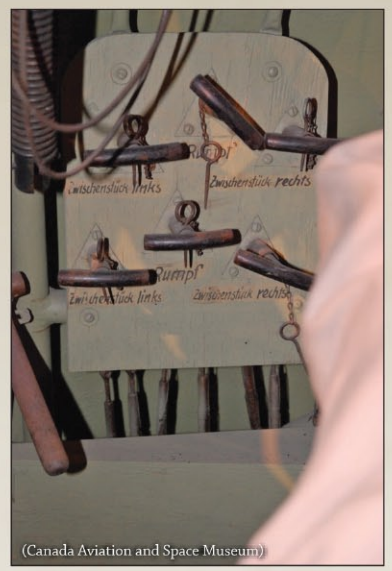
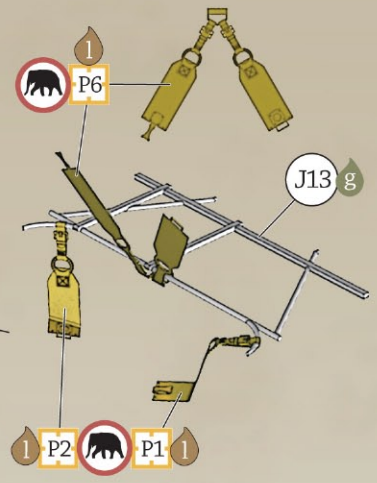
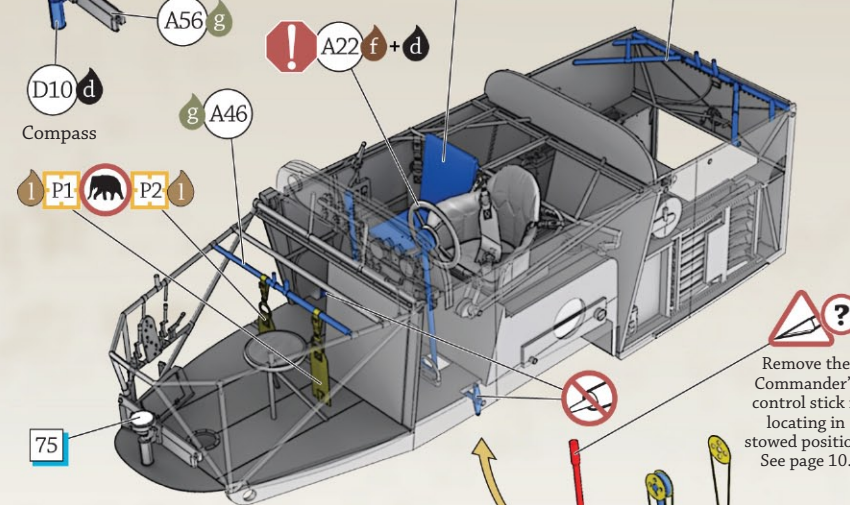
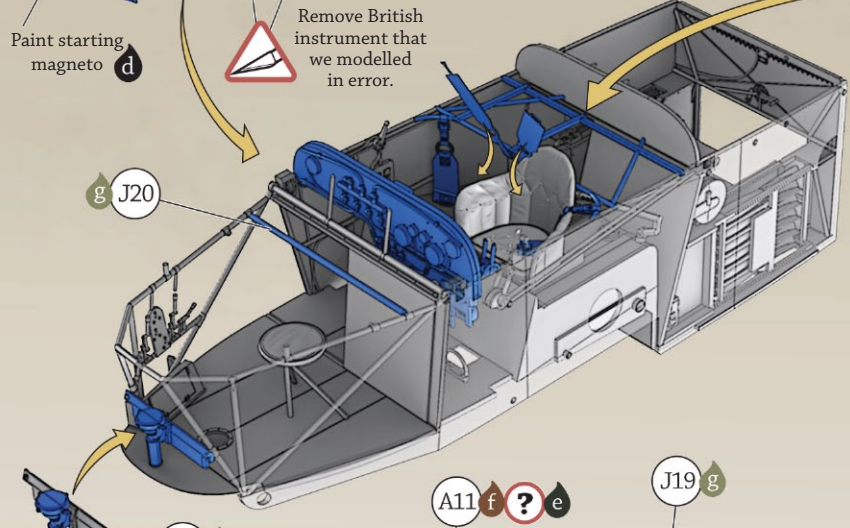
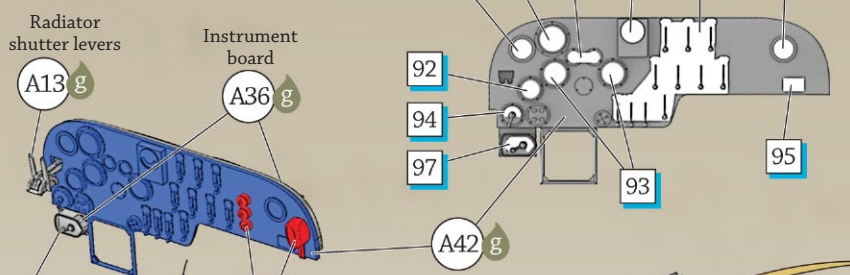


Looking forward from the rear gunner's cockpit.



Looking out through the rear gunner's trapdoor.

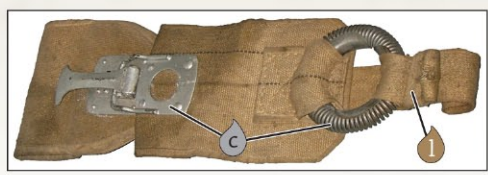
### 3 INTERIOR DETAILS



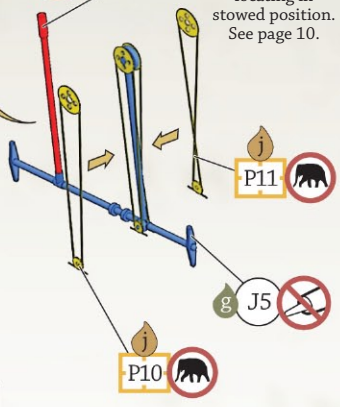
^ Bomb release toggles in the commander's 'kanzel' of AEG G.IV 574/18 **E** in the Canada Aviation and Space Museum.



^ Although many small details are missing this is a good reference photo of the bomb release toggle and lever arrangement from AEG G.IV 574/18.

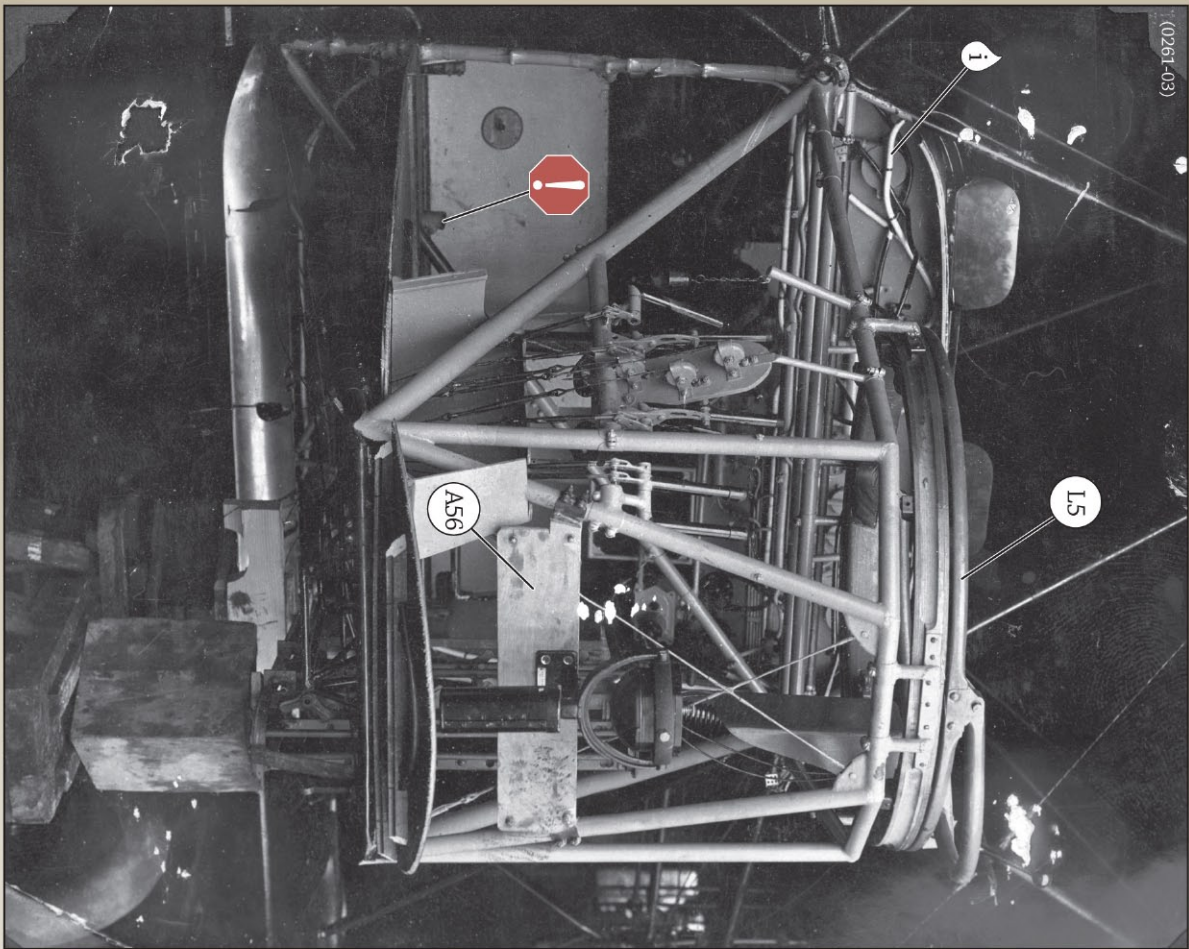


Common type of safety belt found in German multi-seat aircraft as displayed in the Deutsches Technikmuseum Berlin.

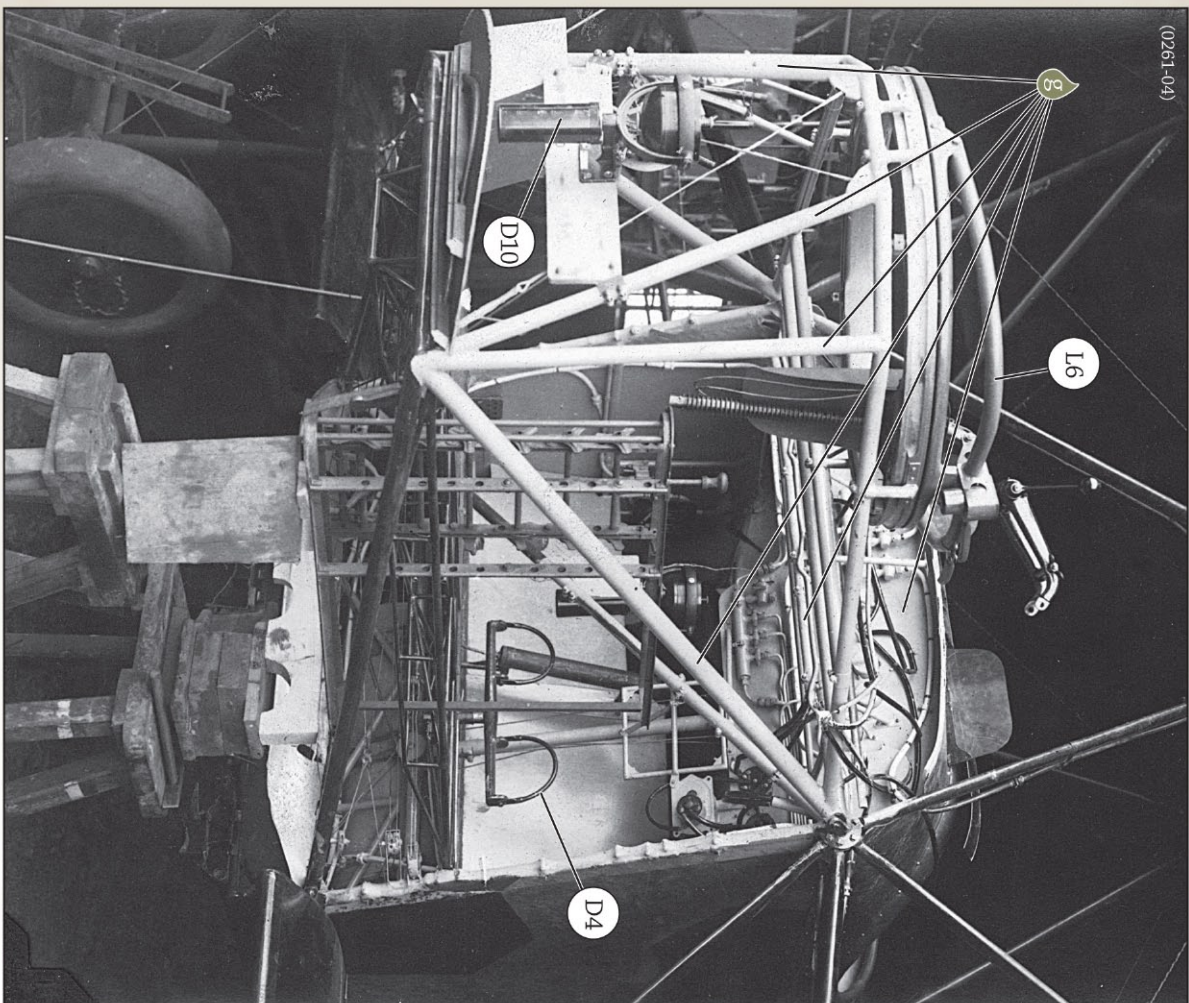


< The mannequin commander dances the Trepak while we get to see the black and light grey-green nose section of AEG G.IV 574/18.





(0261-03)



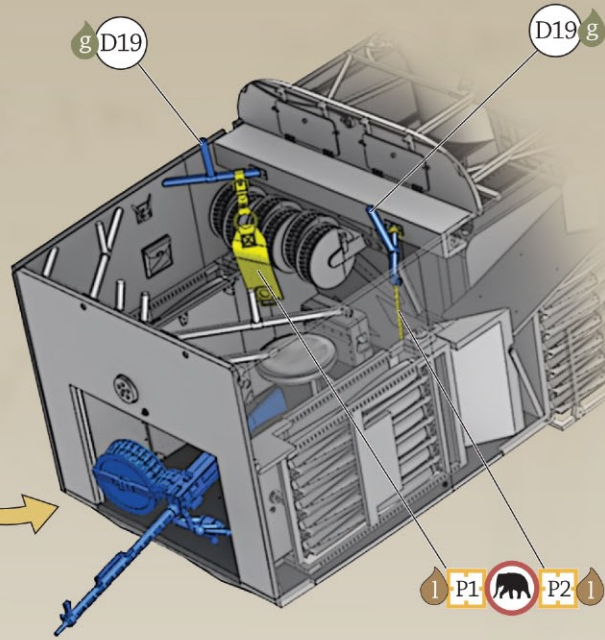
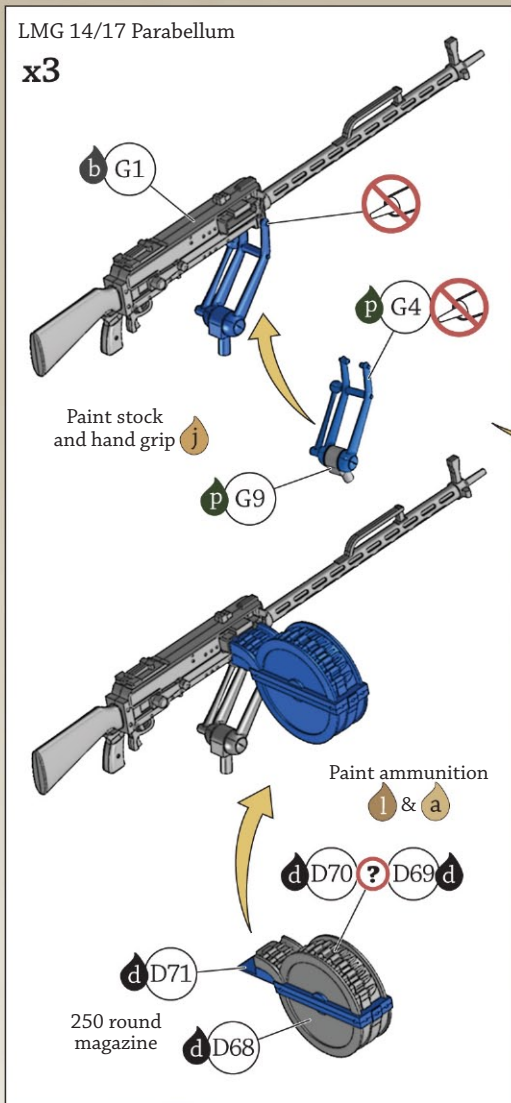
(0261-04)

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

LMG 14/17 Parabellum

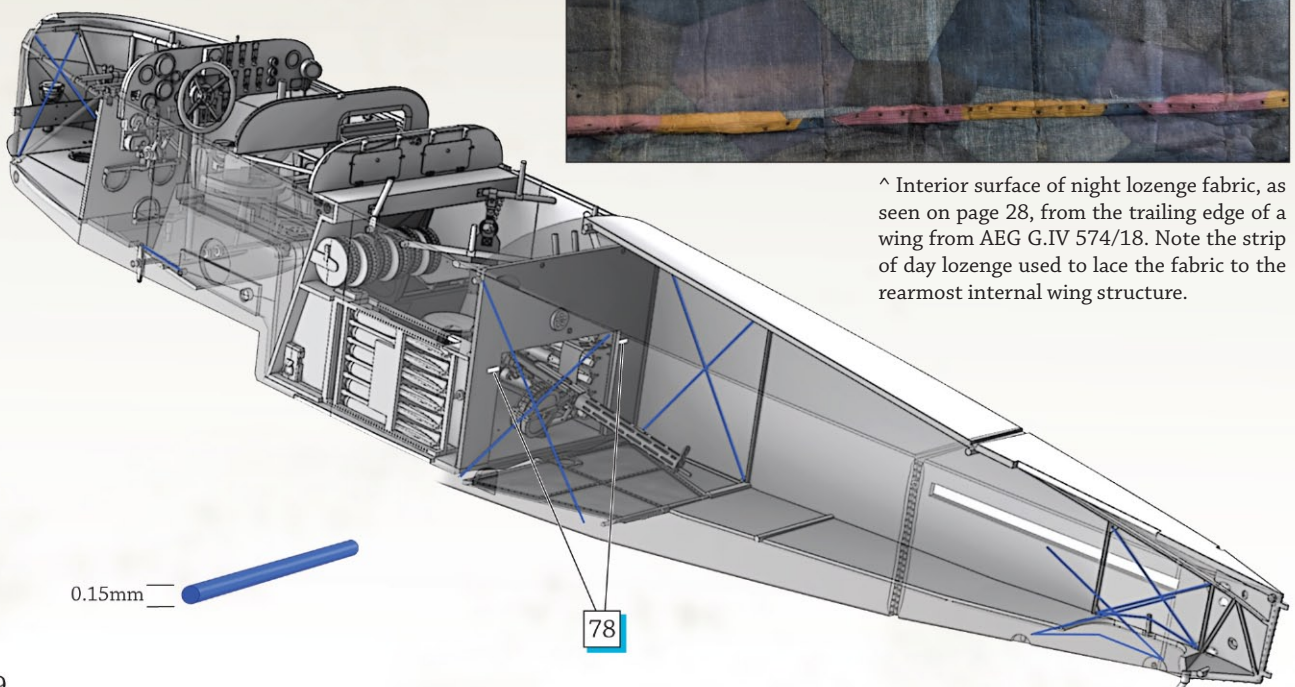
x3



LMG 14/17 Parabellum machine gun carried by late production AEG G.IV during 1918. The Oigee sight (G5) was of limited to no use at night and was not usually fitted.

#### INTERNAL RIGGING GUIDE

Rigging material not supplied

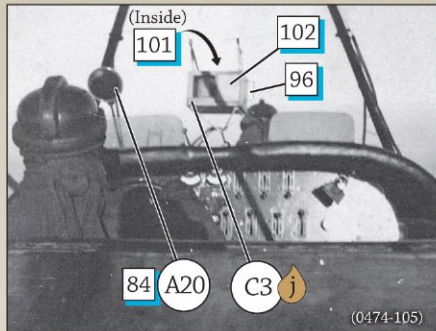
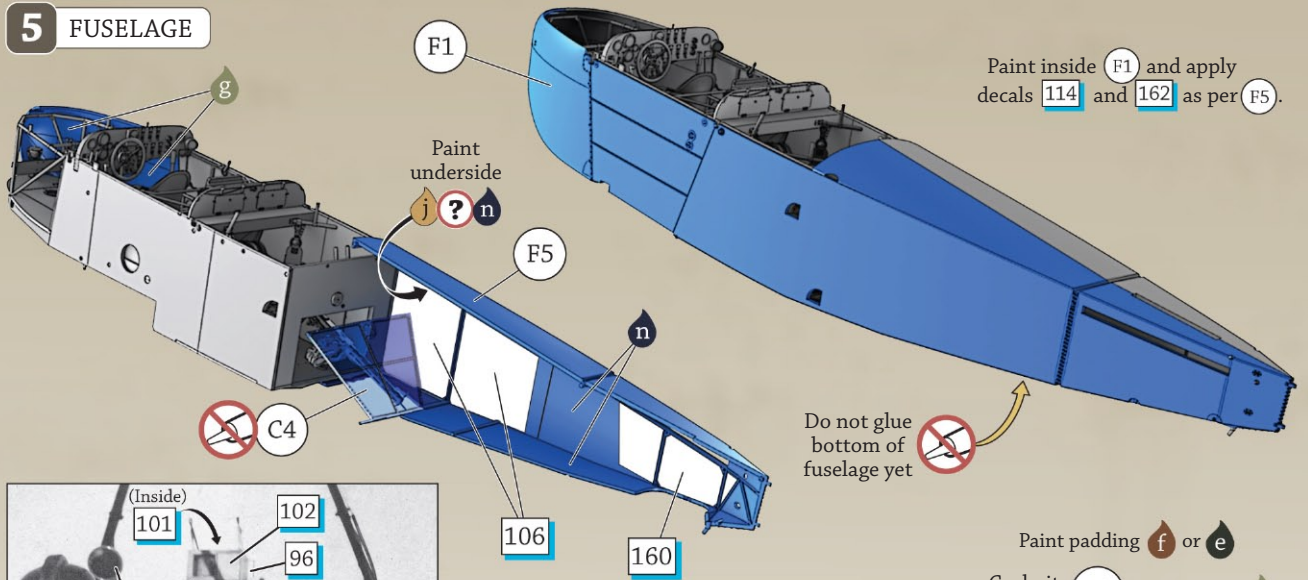


78

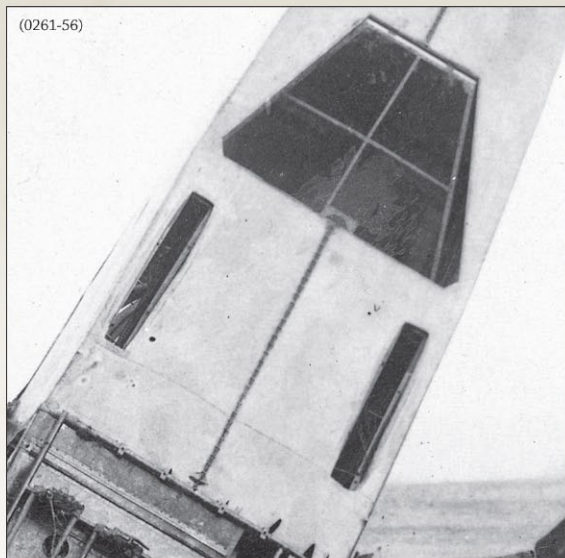


^ Interior surface of night lozenge fabric, as seen on page 28, from the trailing edge of a wing from AEG G.IV 574/18. Note the strip of day lozenge used to lace the fabric to the rearmost internal wing structure.

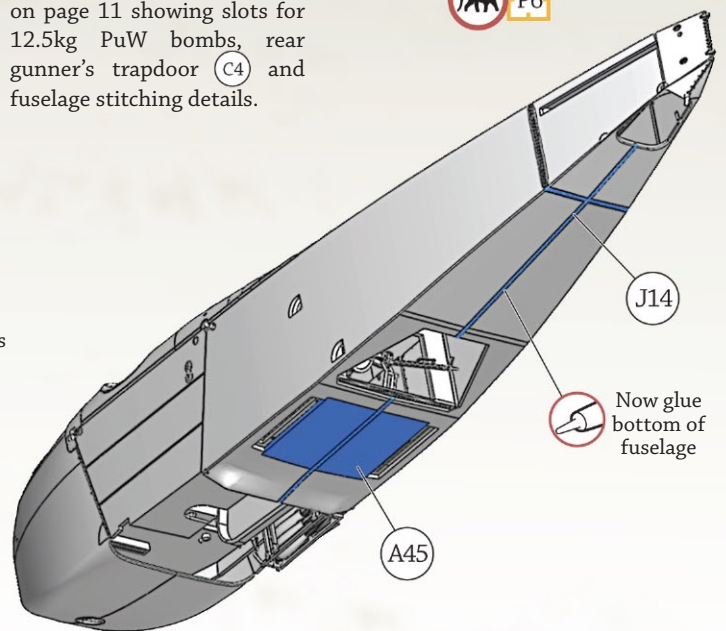
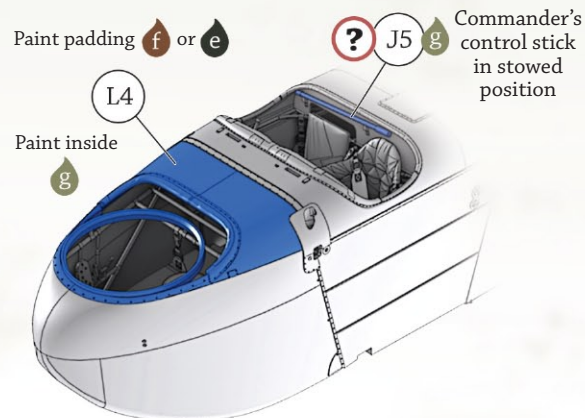
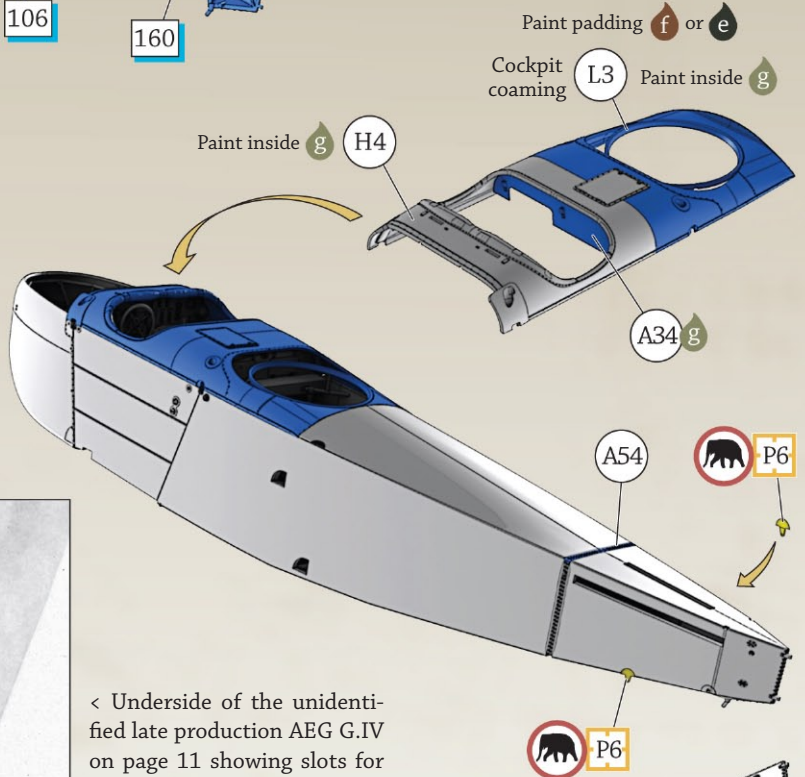
# 5 FUSELAGE



A rare in flight photo taken from the rear gunner's position looking forward into the pilot's cockpit of an unidentified hexagon camouflaged AEG G.IV. Note the rear view mirror (A20), Barograph (C3) and the commander up front in his 'kanzel'.

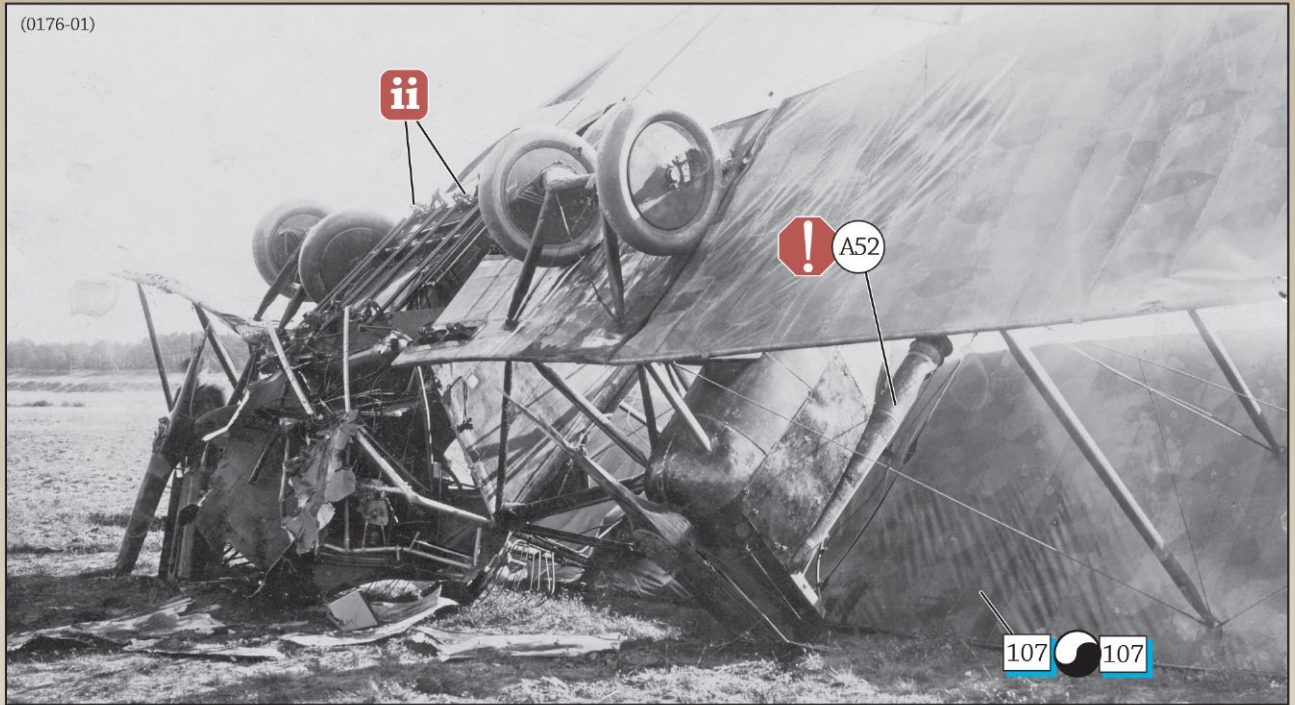


< Underside of the unidentified late production AEG G.IV on page 11 showing slots for 12.5kg PuW bombs, rear gunner's trapdoor (C4) and fuselage stitching details.



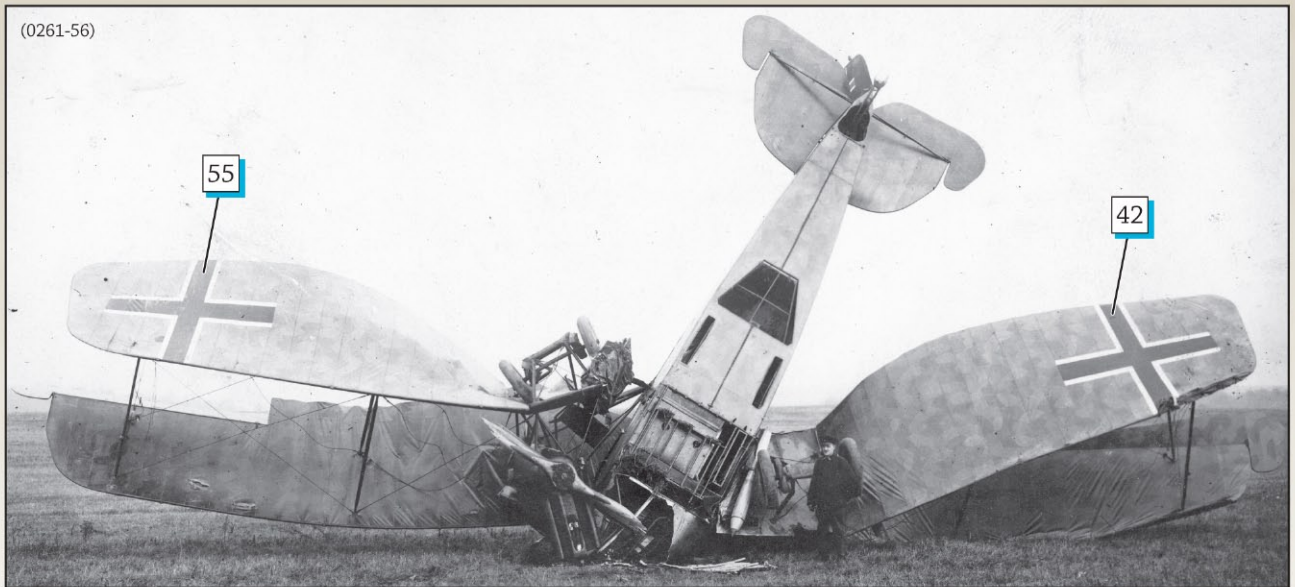
Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

(0176-01)



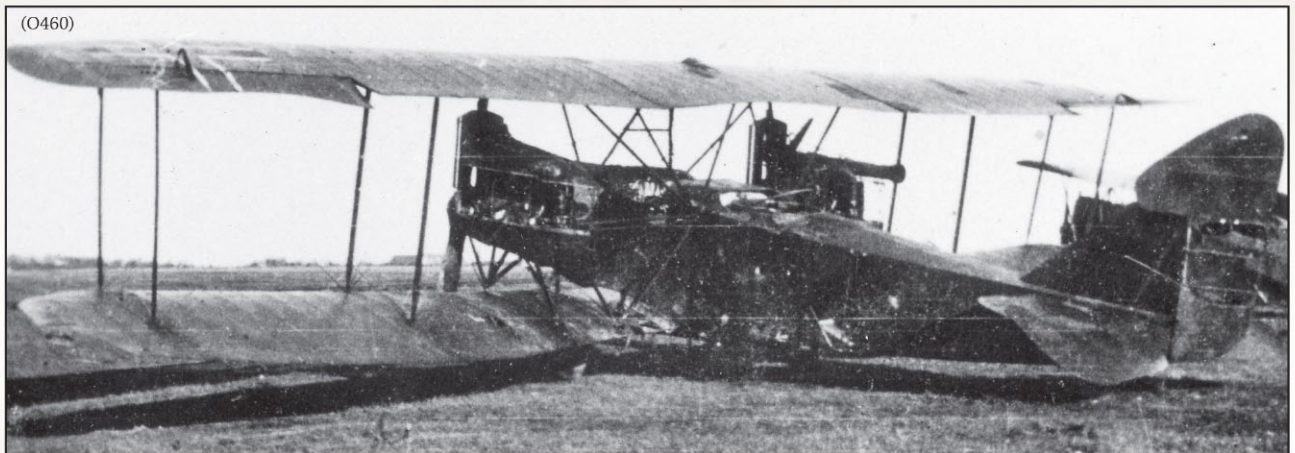
This unidentified late production AEG G.IV has met a not too unexpected end which has crushed the commander's 'kanzel' but left the remaining fuselage relatively intact. The fuselage underside bomb racks are configured for two 100kg PuW bombs. Note the 5 colour lozenge fabric covered wings.

(0261-56)



The crash of this unidentified AEG G.IV allows us to see many useful details on the undersides. Note the style and position of the bottom wing crosses consistent with those seen on AEG G.IV from the 4th and 6th production batches. The 4 colour lozenge fabric is unusual and it is possibly day fabric stained with a tinted varnish.

(O460)



Although unidentified this ransacked AEG G.IV features upper wing crosses in the style and position typically seen on 4th and 6th production batches. Note the patched top wing and the very dark appearance of the fuselage and tailplane.

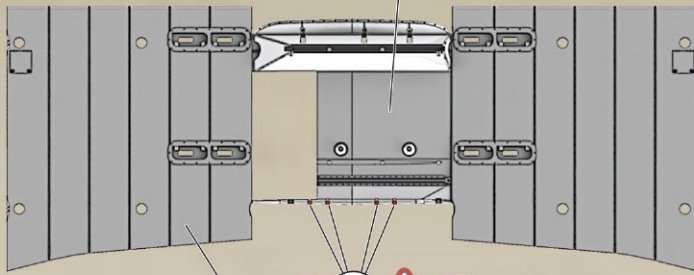
6 FUSELAGE continued

n DE

108 ABC

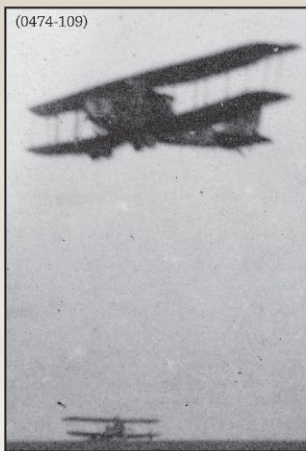
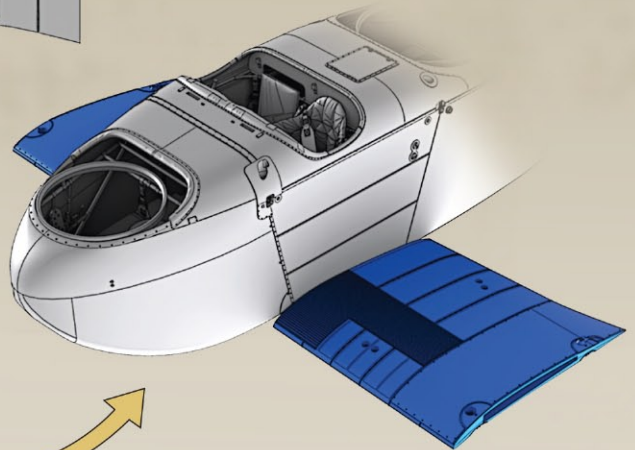
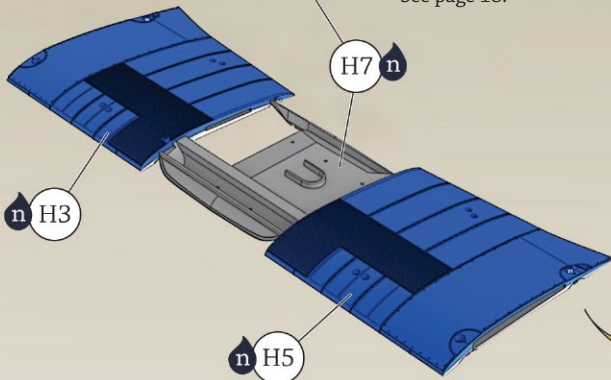


Apply camouflage decals to gloss painted surface (not just clear coated) before assembly.

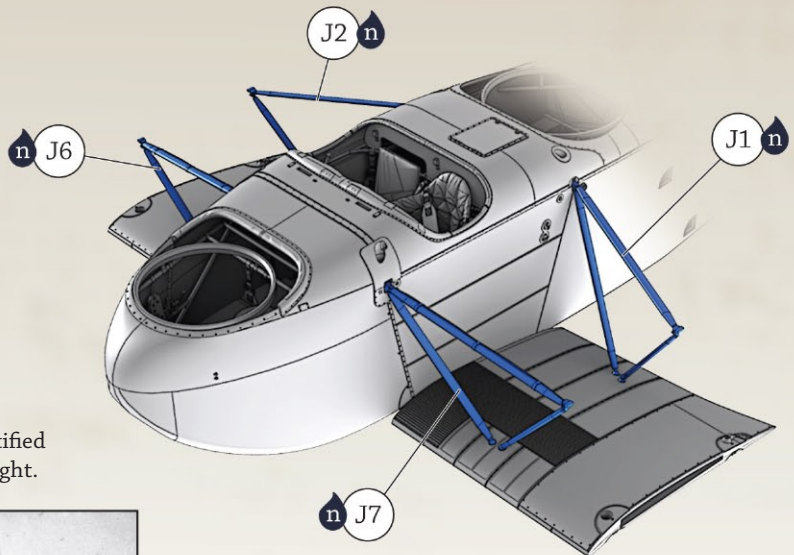


? 0.5 mm iv

See page 18.

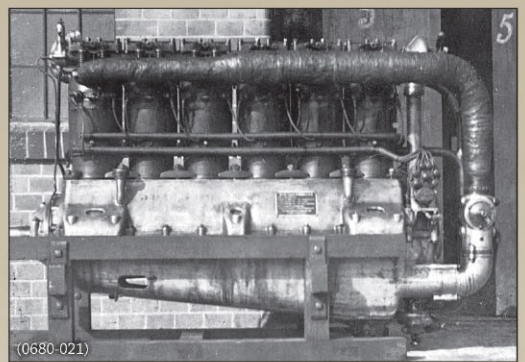
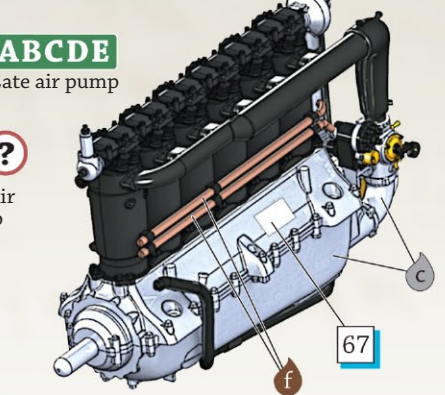
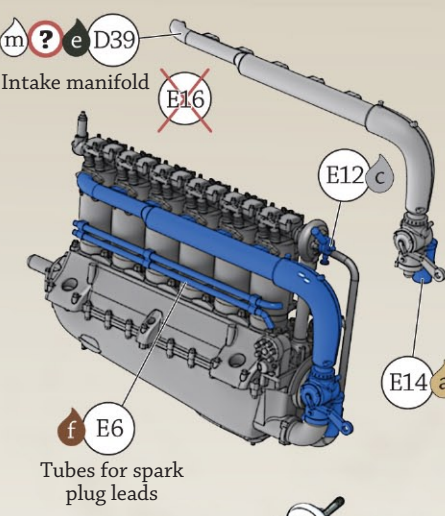
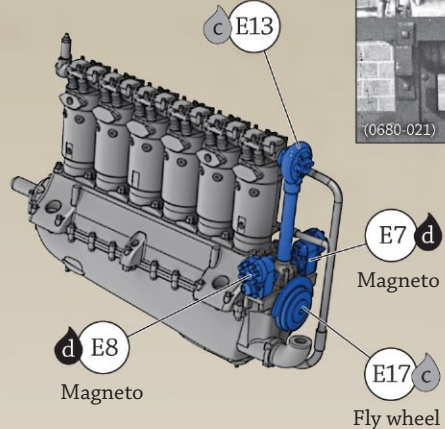
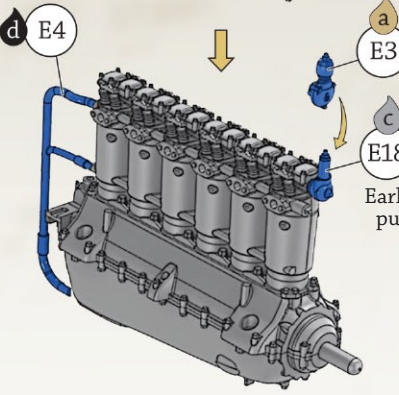
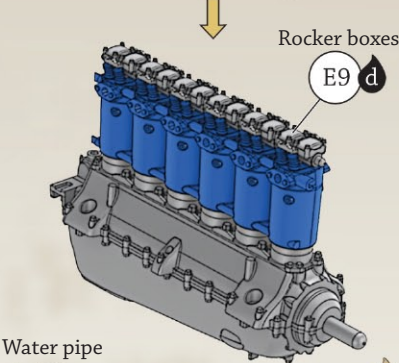
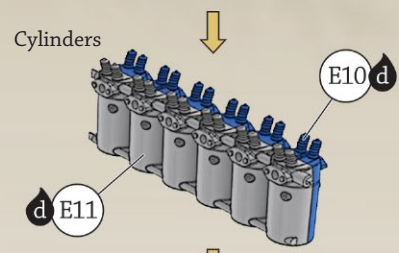
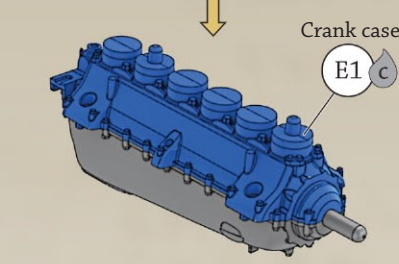
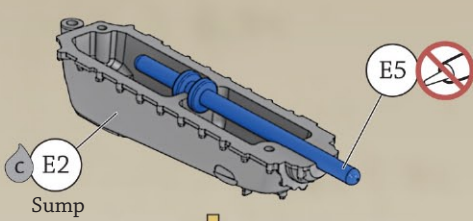


< An unidentified AEG G.IV in flight.

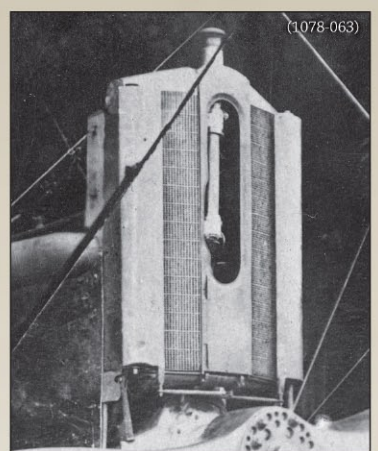


< This photo of AEG G.IV 554/18 is dated 16 September 1918 and demonstrates why the commander would leave his 'kanzle' in the nose to sit in relative safety next to the pilot during take off and landing. The top wing cross position is typical for aircraft from the 4th production batch ordered in December 1917 (numbers 844/17 to 893/17) and some early machines from the 6th production batch ordered in April 1918 (numbers 545/18 to 619/18 which includes some AEG G.V). The 5th production batch, ordered in March 1918 (numbers 500/18 to 504/18) were armoured AEG G.IVK. Note the uncommon dark rudder similar to that seen on page 11, which may have been a unit identification marking, and how the lozenge camouflage patterns are all but indiscernible under the dark tinted varnish. A 2nd AEG G.IV that has met a similar fate can be seen in the background.

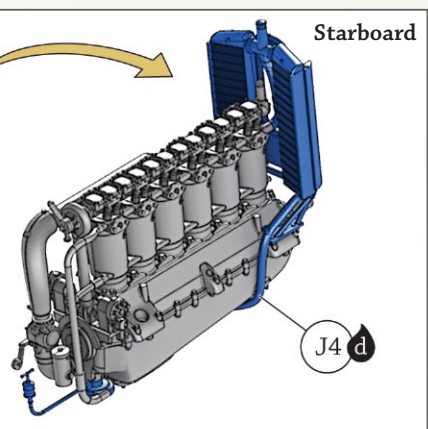
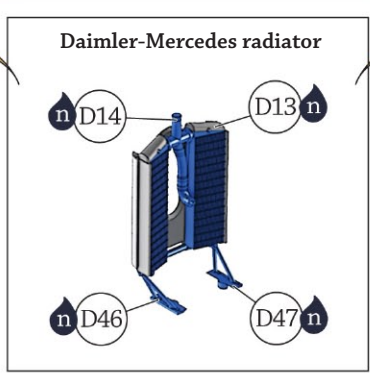
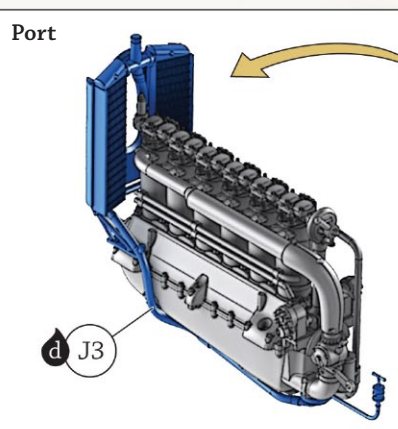
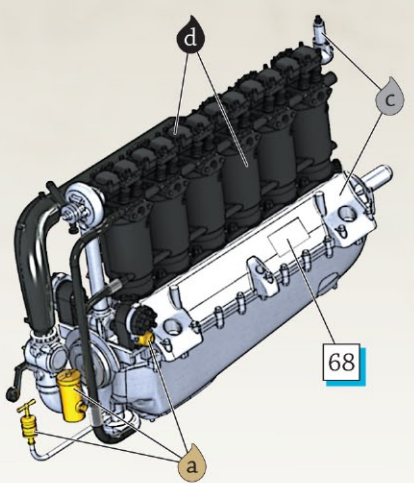
**7** 260hp DAIMLER-MERCEDES D.IVa ENGINE x2



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



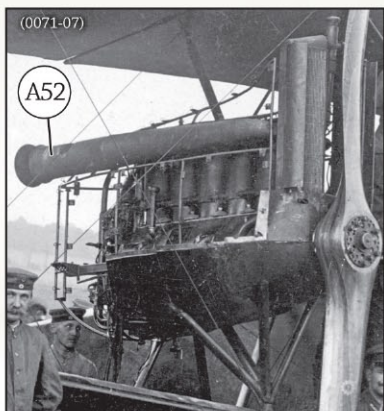
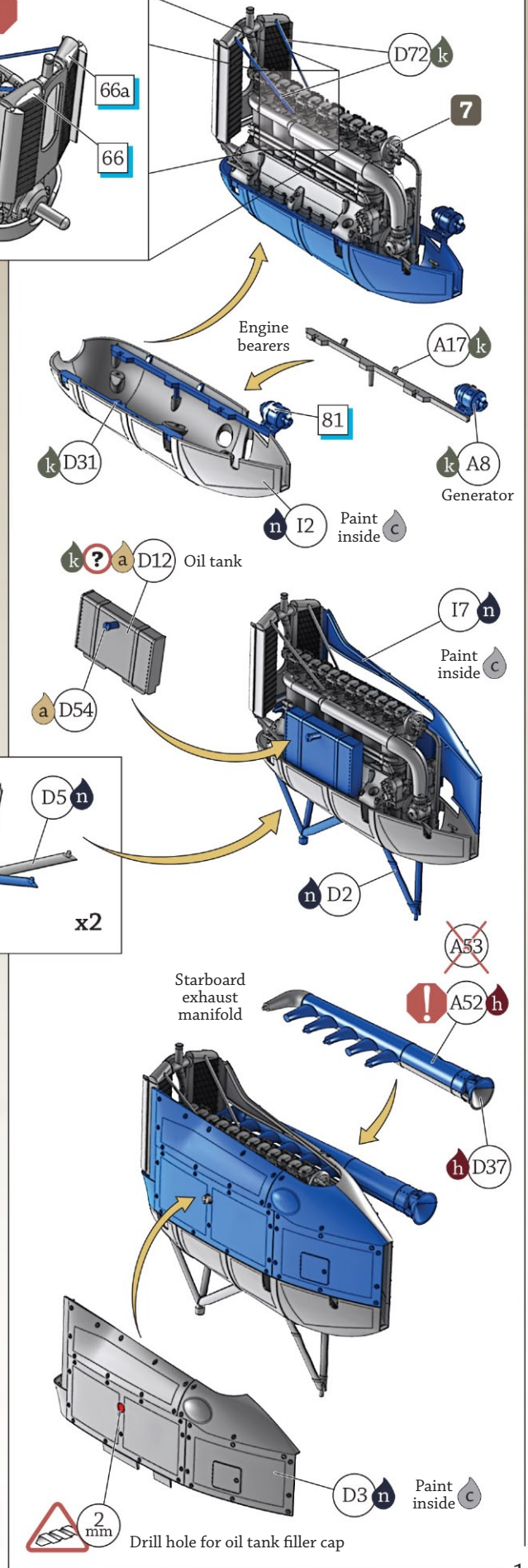
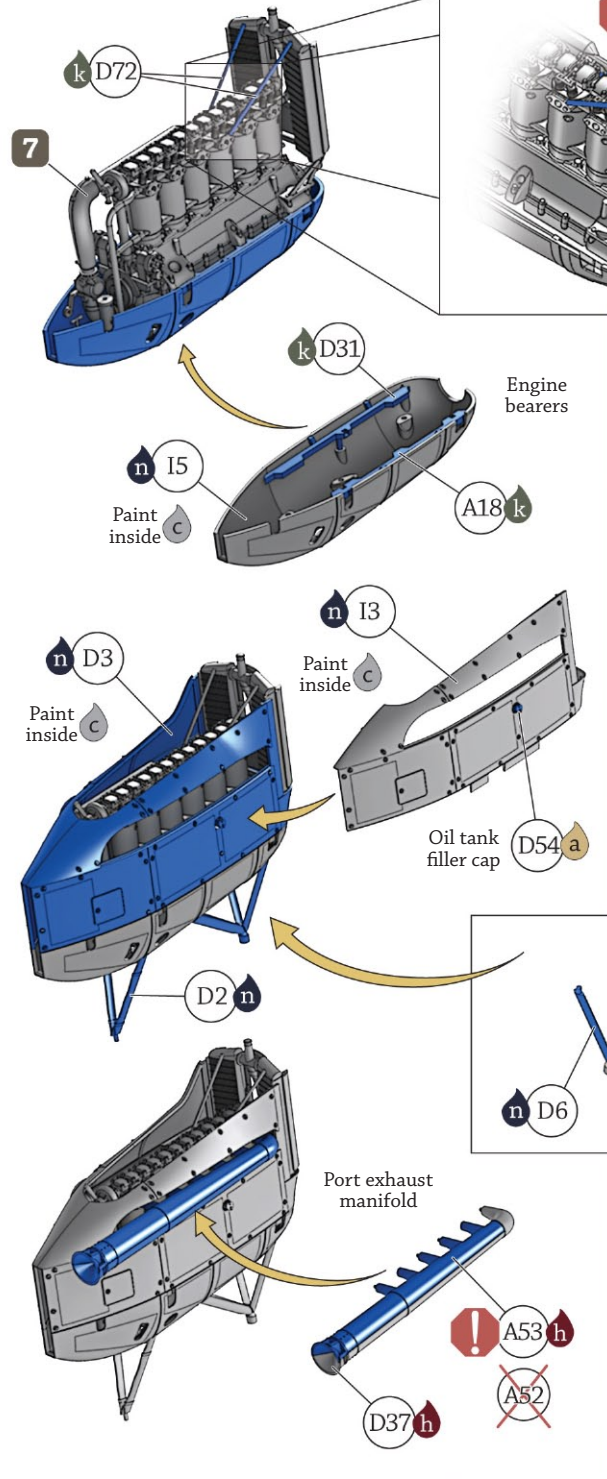
Daimler-Mercedes radiator detail from AEG G.IV 'VII'. Note the shutters on each side of the radiator.



# 8a ENGINE NACELLES FULLY COWLED ?

Port

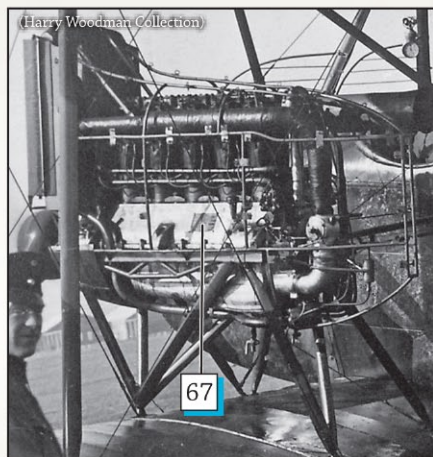
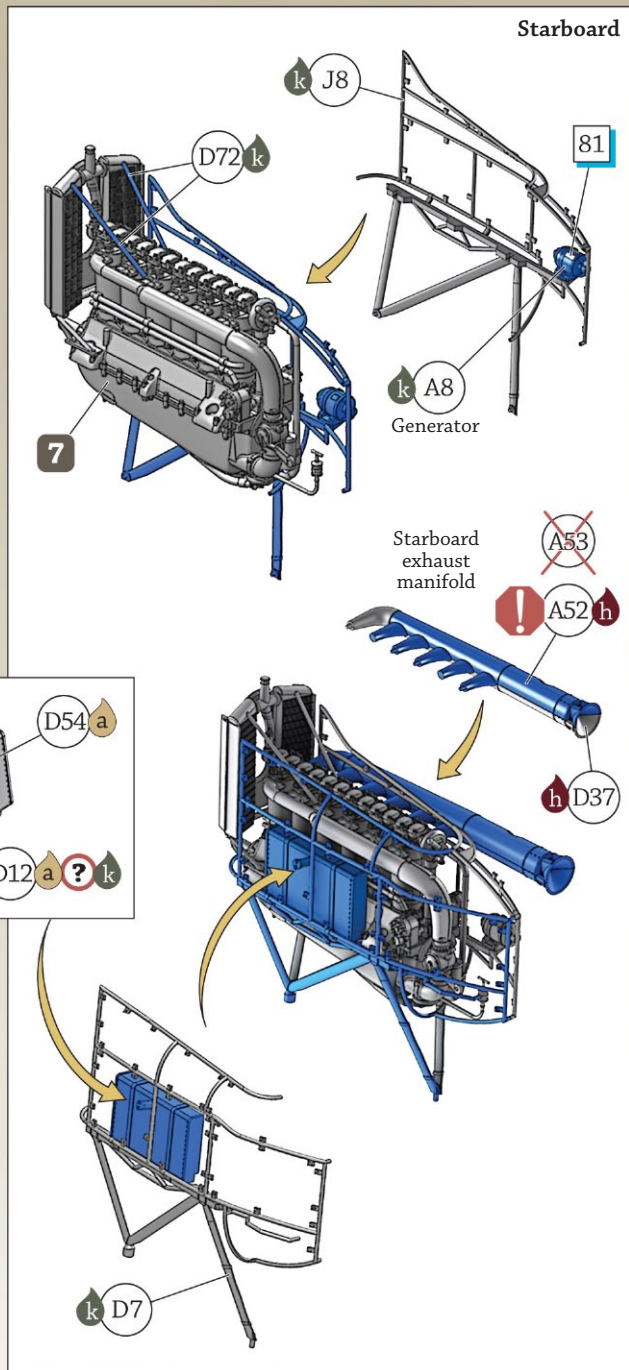
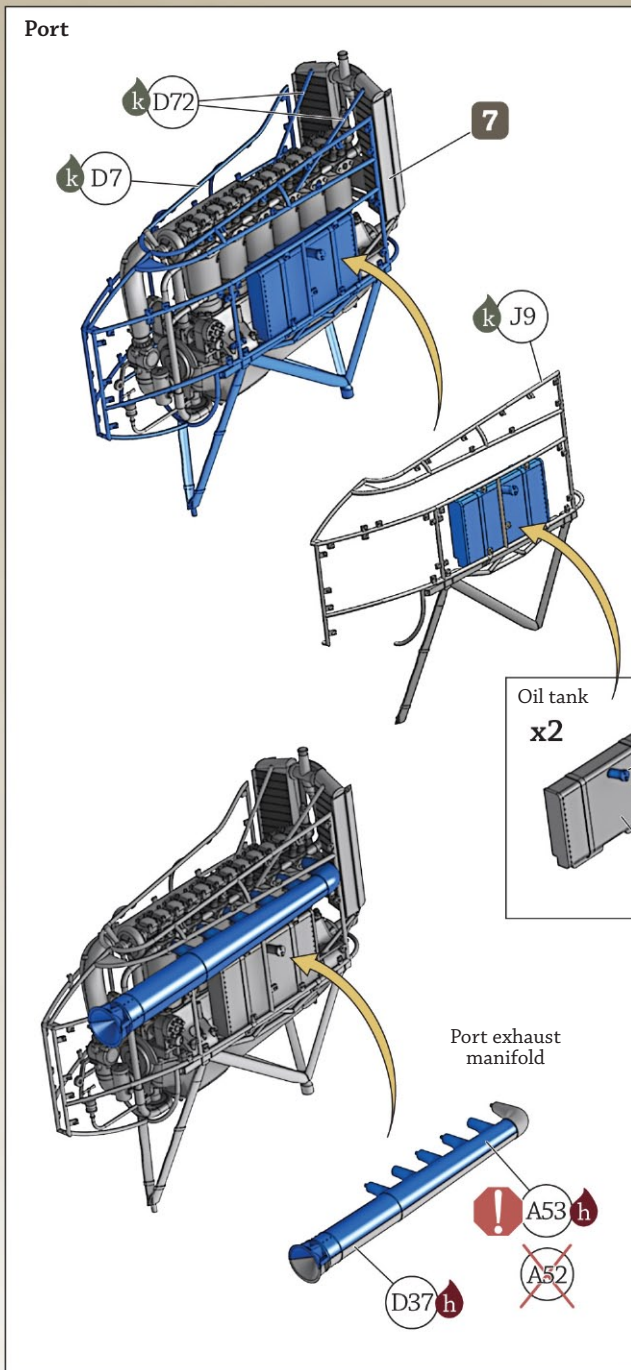
Starboard



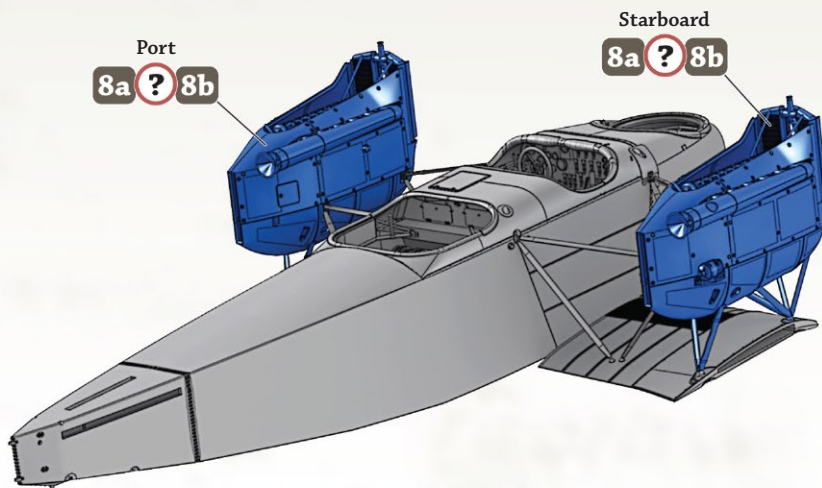
Partially cowled starboard engine nacelle from an unidentified hexagon camouflaged AEG G.IV. Note the notch in the exhaust (A52) to clear the rigging wire. By cutting and combining parts from (D7, J8, J9) with (D3, I2, I3, I5) and (I7) and numerous nacelle configurations can be replicated.

Drill hole for oil tank filler cap

# 8b ENGINE NACELLES WITHOUT COWLINGS ?



Uncowed port engine nacelle from an unidentified hexagon camouflaged AEG G.IV





## 9 TAILPLANE



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

Horizontal tailplanes

D57

Fin B3

Elevators D58

161

n D21

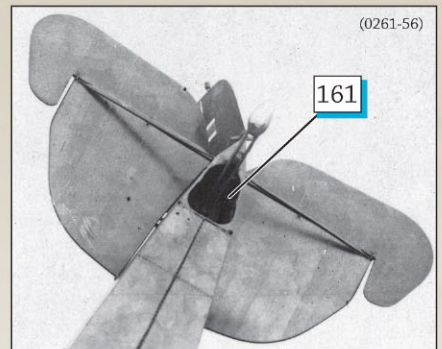
D21 n

n D28

n A10 Tail skid

Rudder B2

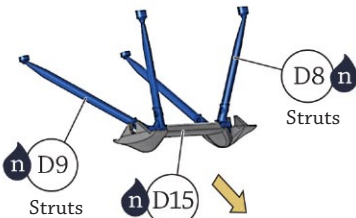
> Tailplane detail from the unidentified crashed late production AEG G.IV on page 11 showing stitching (J14), tail skid (A10) and strut (D28) details.



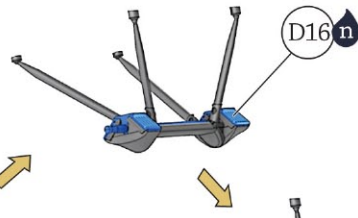
(0261-56)

## 10 UNDERCARRIAGE x2

Axle & springs

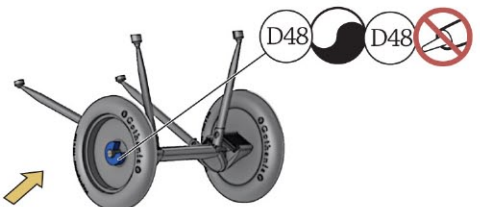


Suspension springs n D56



e D59 ? Wheels

e D60 D60 e

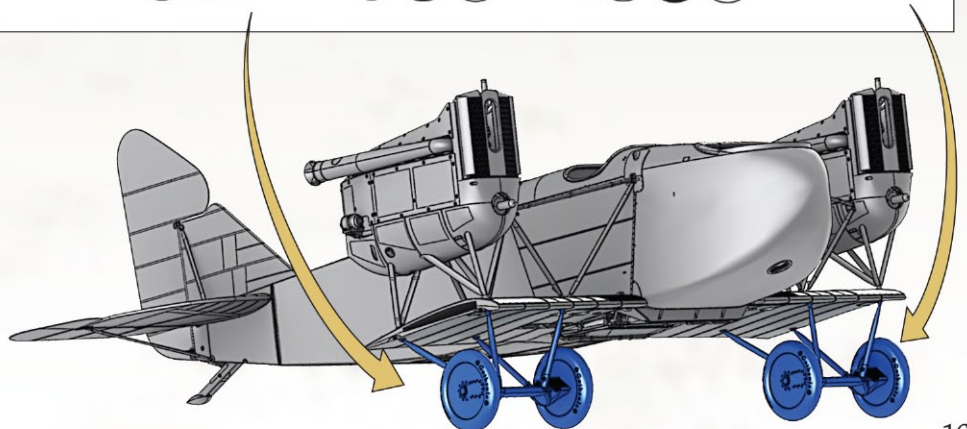


n D61 D61 n

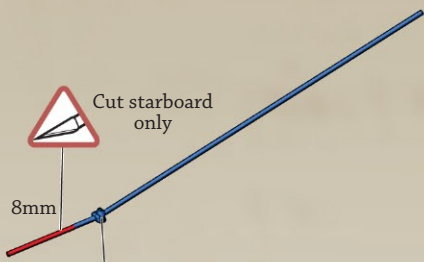


(0261-51)

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



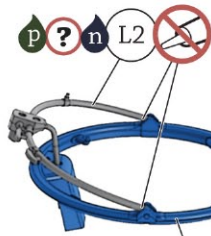
# 11 FUSELAGE DETAILS



n D34 Starboard engine control rod

## Rear gunner's gun ring

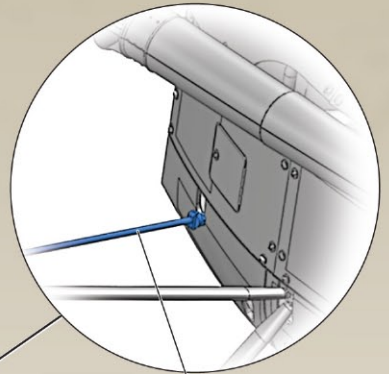
p ? n L2



L1 n ? p

? 4

Rear gun often removed for night bombing missions.



C1 Windscreens  
Paint frames n

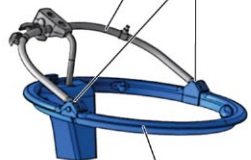
D34 n  
Port engine control rod

n D35 Radiator shutter control rods

C A2 k  
ABDE ?  
Bomb sight

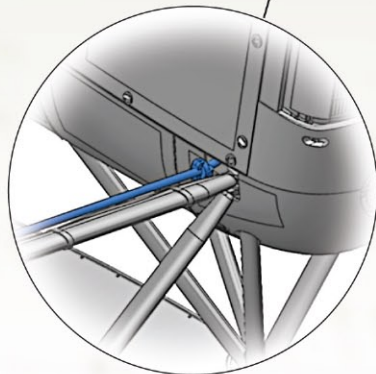
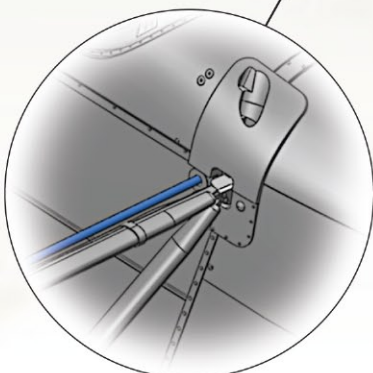
## Commander's gun ring

p ? n L6

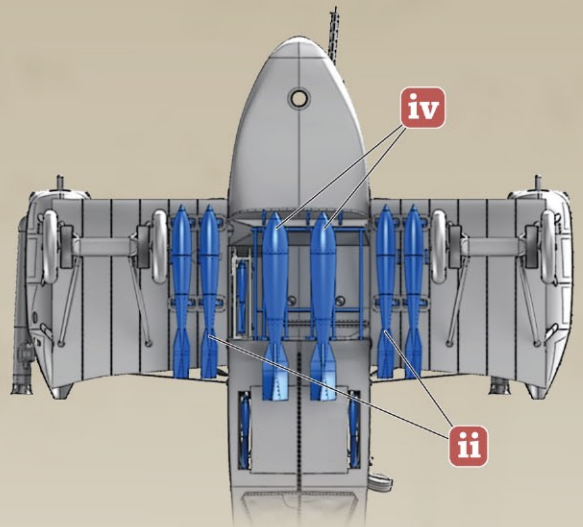
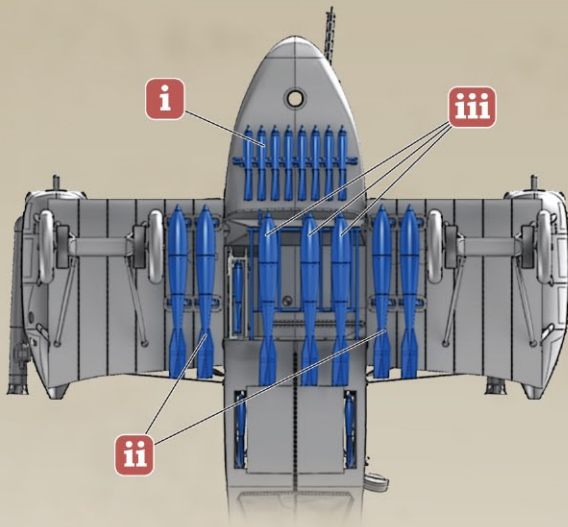


L5 n ? p

4



# 12 OPTIONAL BOMB LOADS

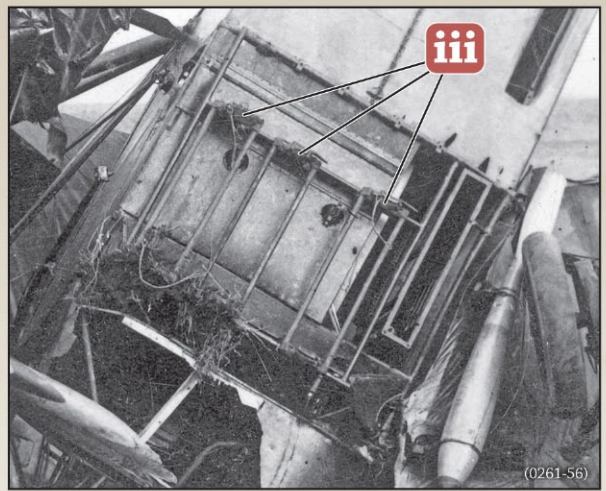


**i** 12.5kg PuW bombs

n A16

d ? q D45

> Fuselage underside bomb rack detail from the unidentified late production AEG G.IV on page 11 set up to carry three 12.5kg PuW bombs. Note the internal 12.5kg PuW bomb rack beside the fuel tank. The 2 small openings are to access the fuel tank drainage taps.



**ii** x4 50kg PuW bombs

**iii** x3

D43 q ? d

D65 q ? d

**iv** x2 100kg PuW bombs

D30 q ? d

D24 q ? d

**iii**  
50kg PuW bombs

**iv**  
100kg PuW bombs

x2

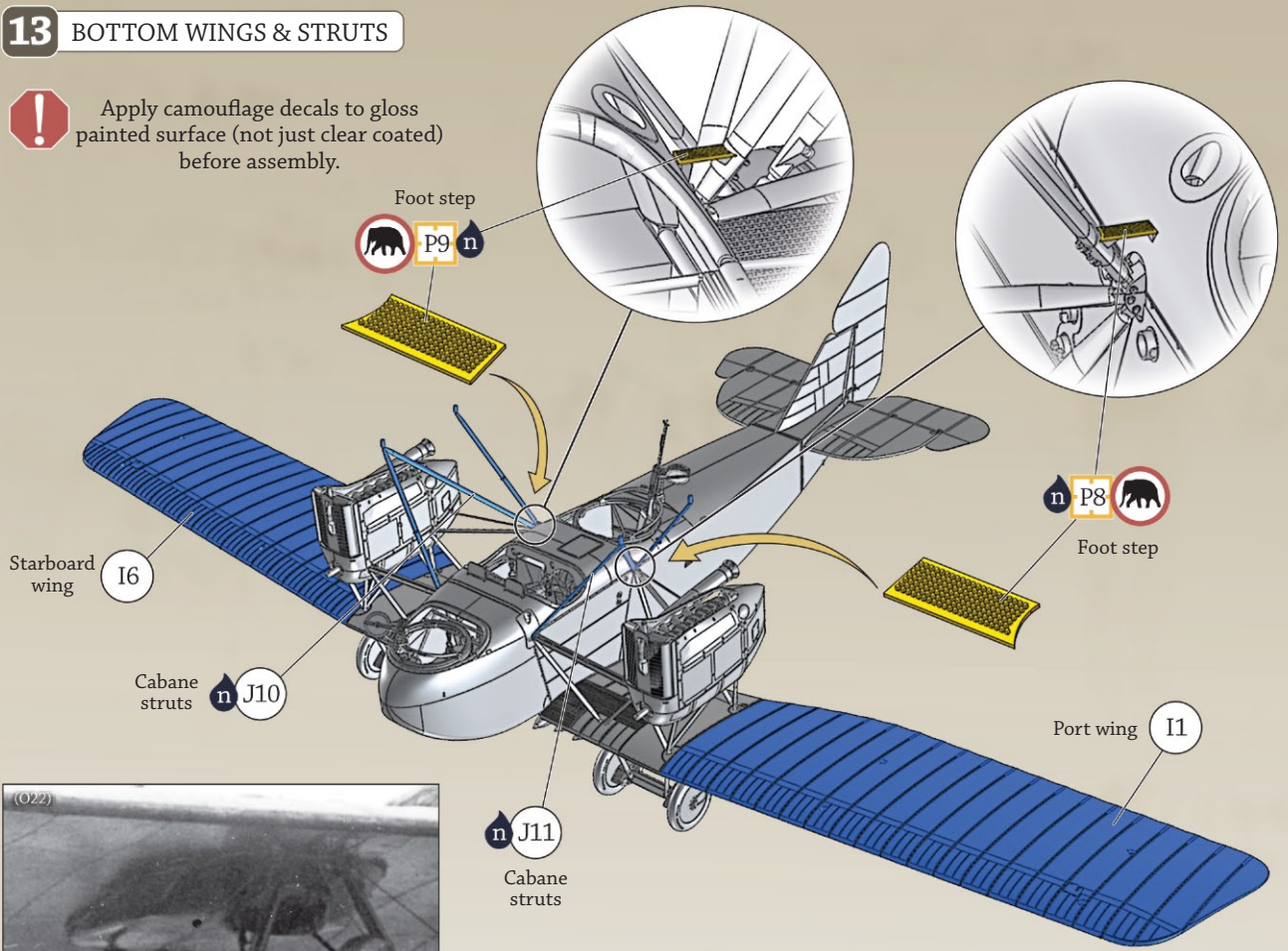
D67 n

D55 n

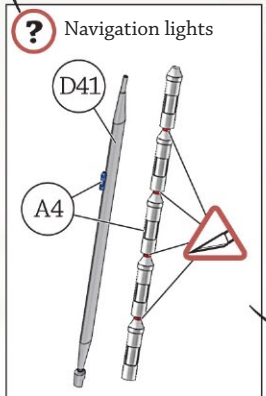
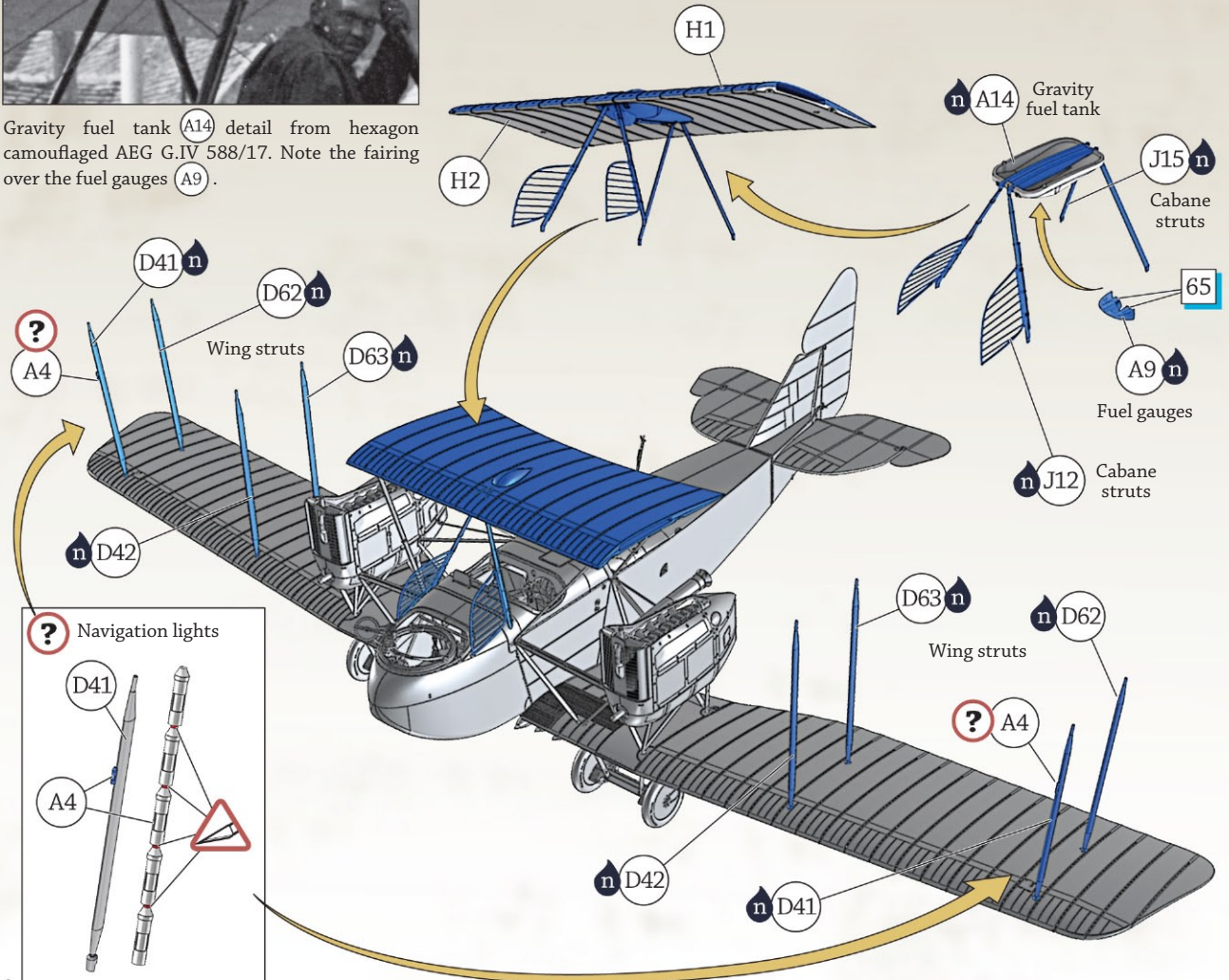
# 13 BOTTOM WINGS & STRUTS



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



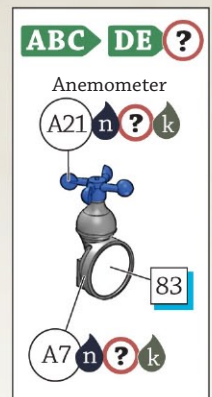
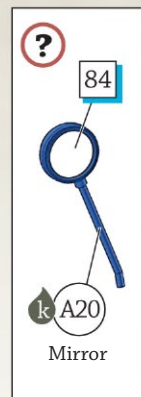
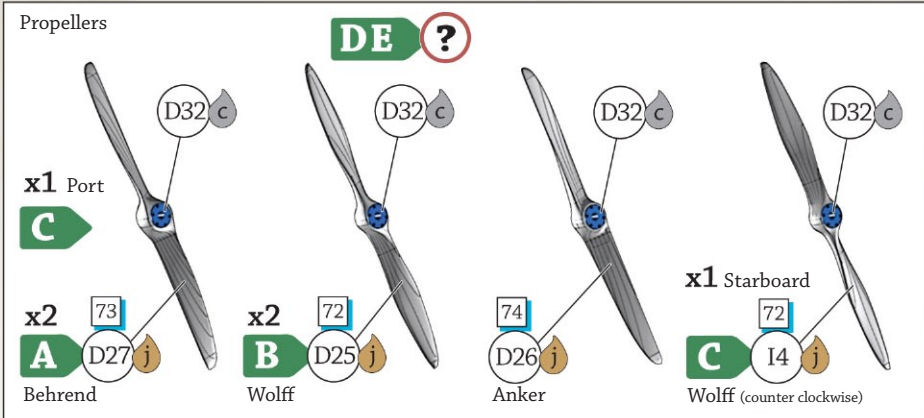
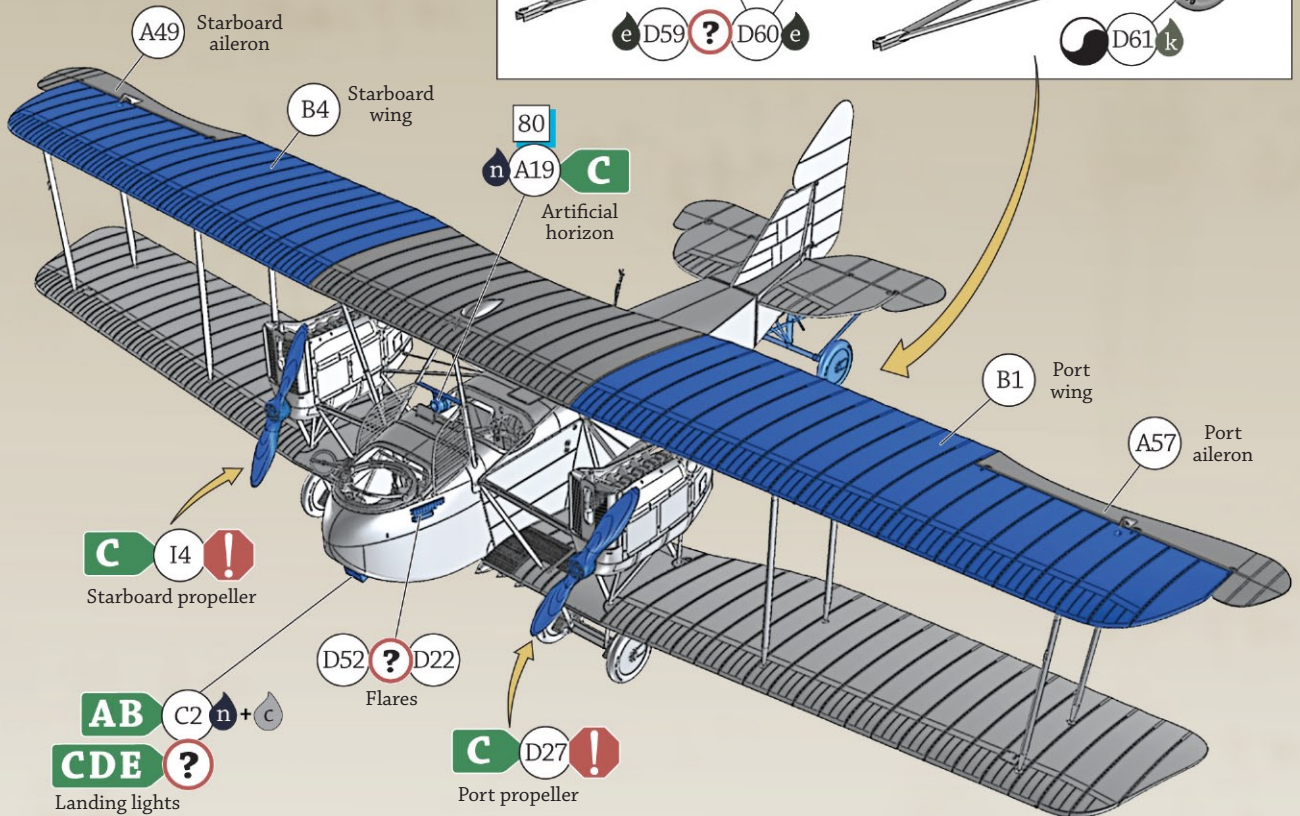
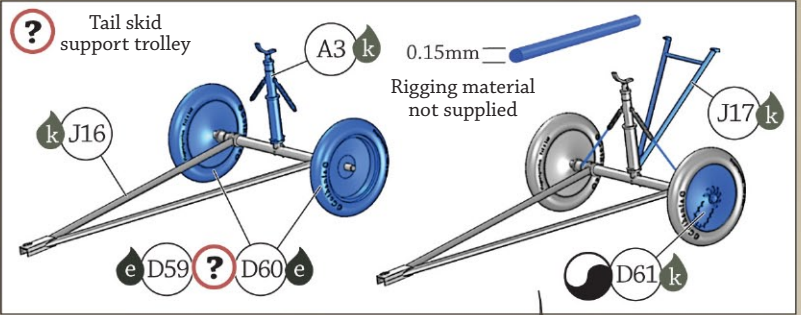
Gravity fuel tank (A14) detail from hexagon camouflaged AEG G.IV 588/17. Note the fairing over the fuel gauges (A9).



# 14 TOP WINGS & FINAL ASSEMBLY



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

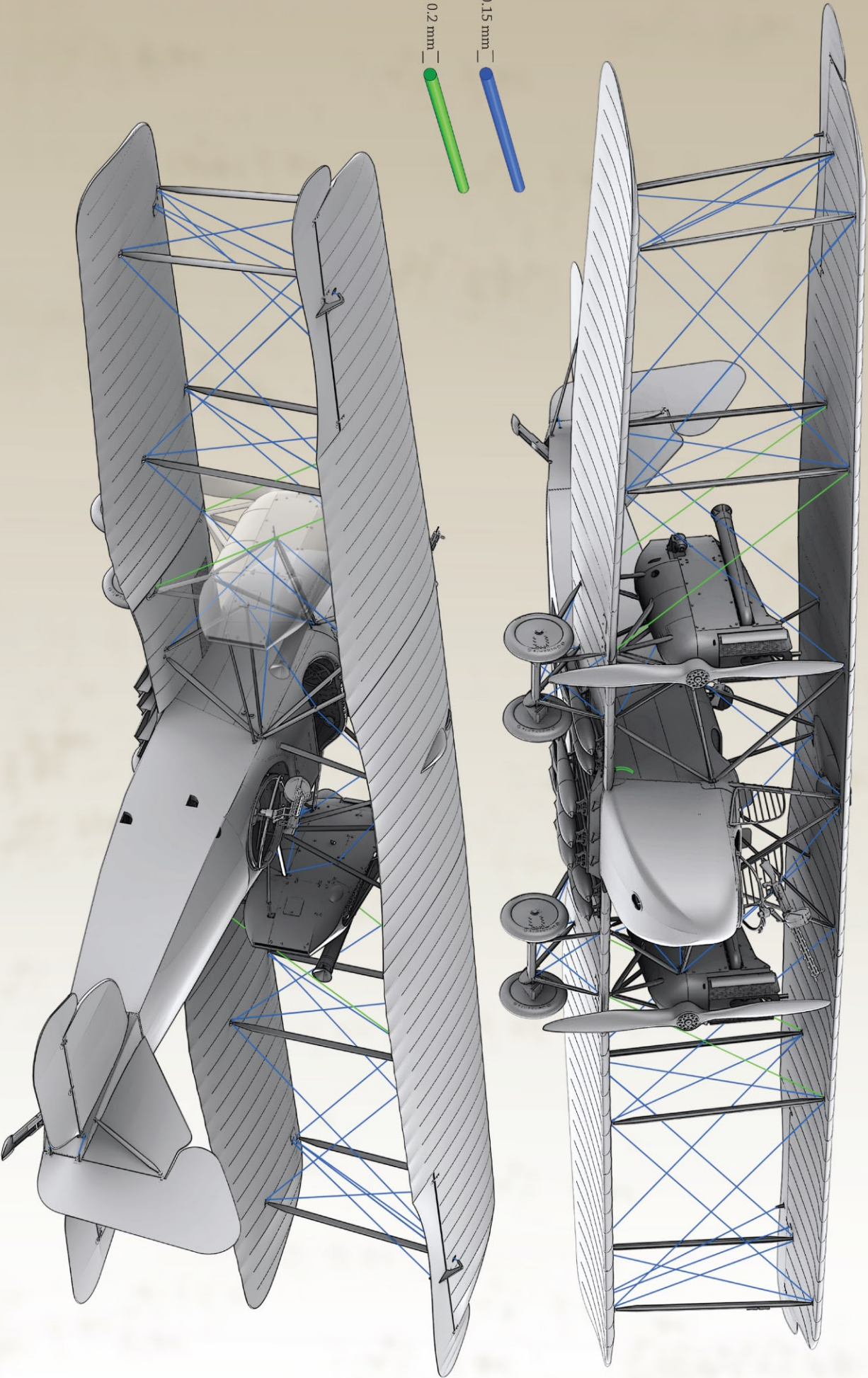


Although unconfirmed, this may well be AEG G.IV 1256/18 as seen on pages 27 & 28 repainted in RAF markings at Bickendorf. 20

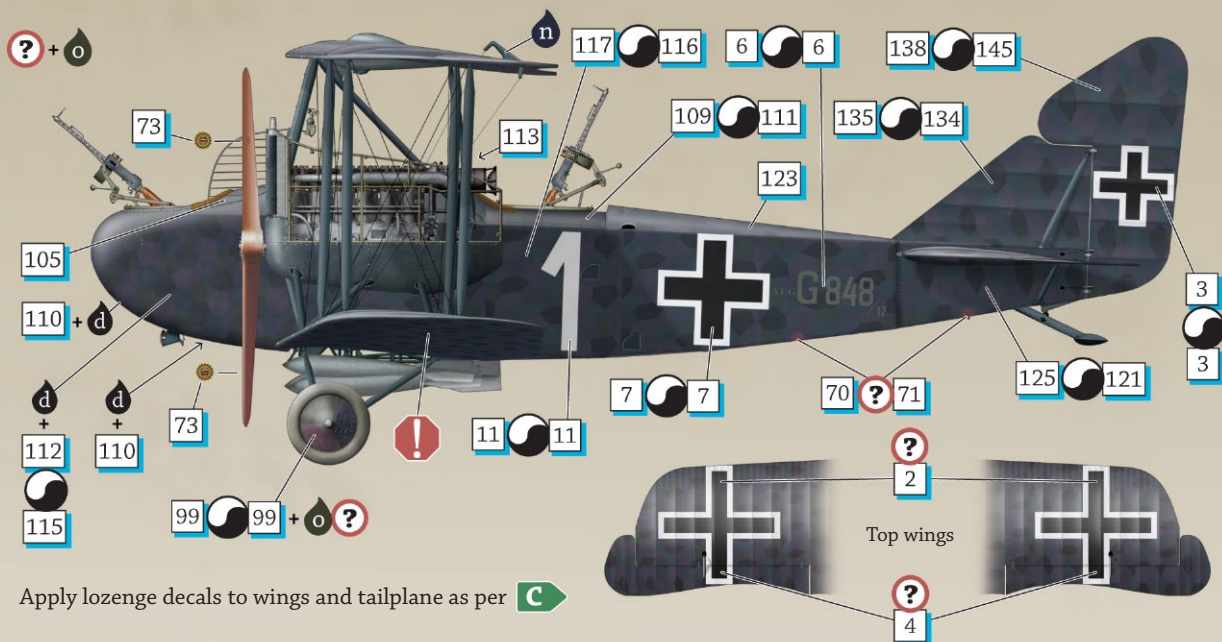
RIGGING GUIDE

Rigging material not supplied

- 0.15 mm 
- 0.2 mm 



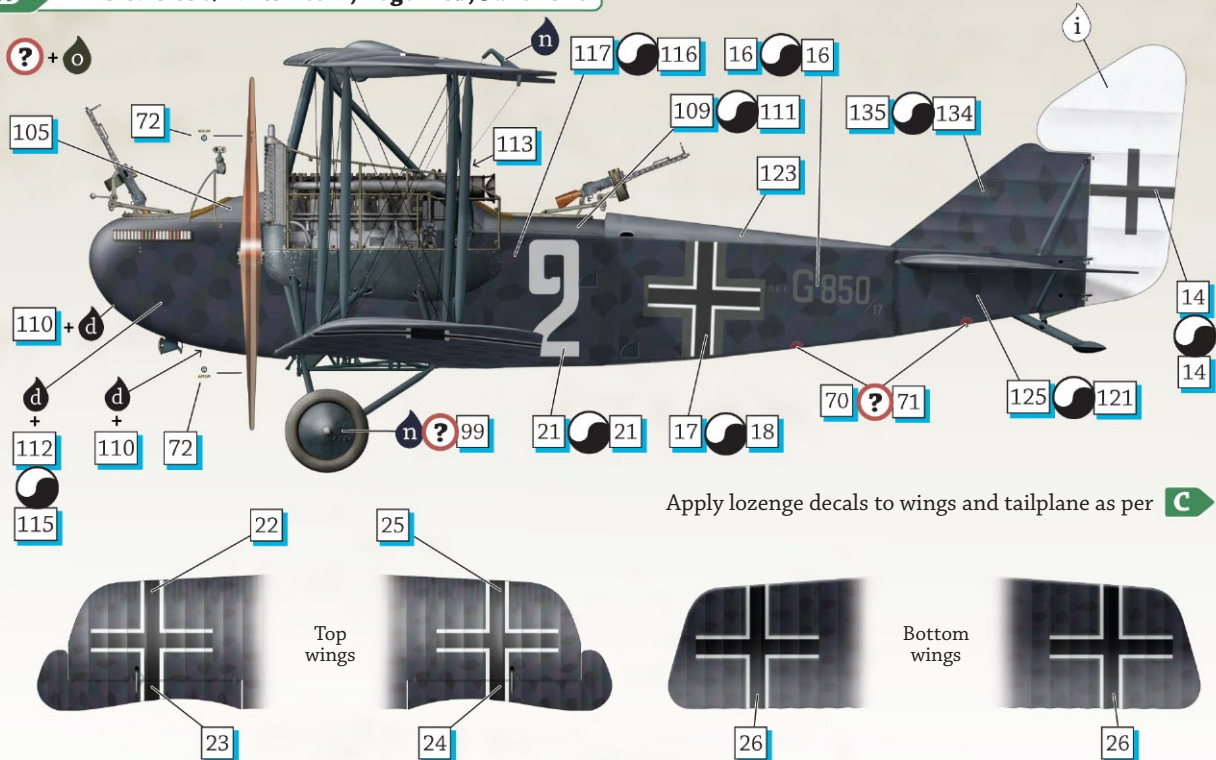
**A** AEG G.IV 848/17 'White 1', Bogohl 8b, May 1918



Apply lozenge decals to wings and tailplane as per **C**

AEG G.IV 848/17 'White 1' served with Bogohl 8b, Bosta 27 before suffering substantial damage to its starboard engine nacelle and struts on 18 May 1918, possibly caused by a shattered propeller that also damaged the side of the fuselage. There are several photos of this aircraft in Windsock Datafile 51 confirming its factory applied post April 1918 balkenkreuz markings on the fuselage and rudder which are consistent with early aircraft from the 4th production batch ordered in December 1917 (numbers 844/17 to 893/17). Small irregular hexagons are faintly visible on the plywood nose and the dark printed lozenge fabric patterns are very difficult to discern indicating that they have probably received a dark tinted **o** **?** varnish. The photos available to us indicate that there are no crosses on the bottom wings while the upper surfaces of the top wings are not visible so we leave the decision to apply decals **2** & **4** up to you.

**B** AEG G.IV 850/17 'White 2', Bogohl 8b, June 1918



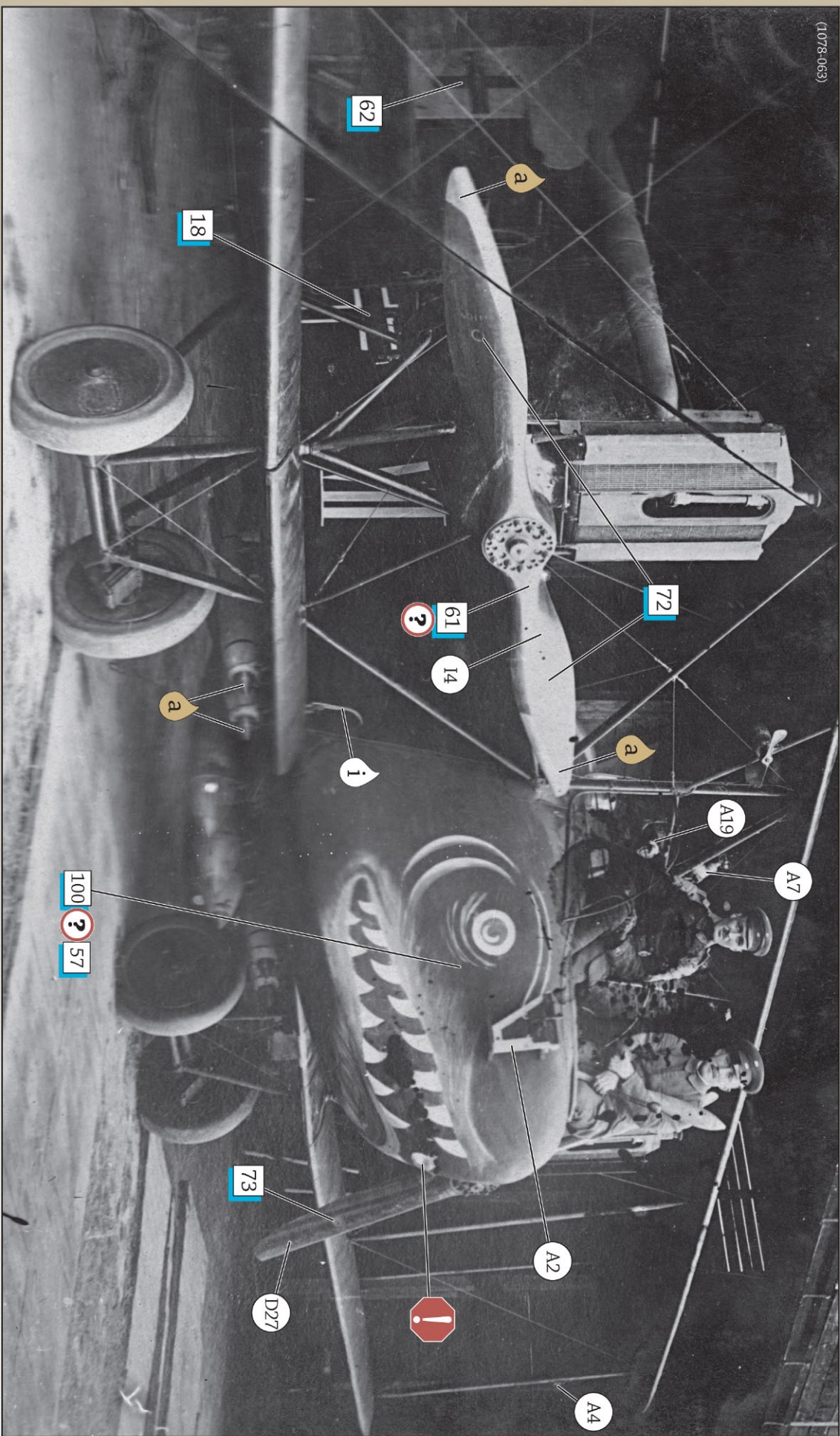
Apply lozenge decals to wings and tailplane as per **C**

AEG G.IV 850/17 'White 2' of Bogohl 8b is from the same production batch as **A** and was substantially damaged during an allied bombing raid on 26 June 1918. Several photos of this aircraft are shown in Windsock Datafile 51 which confirm the Wolff propellers **D25**, LMG 14/17 Parabellum machine gun armament and how the factory applied post April 1918 balkenkreuz markings had been converted to June 1918 'thin arm' style. Note the anemometer **A7**, flare rack **D22**, landing lights **C2**, hexagon camouflaged nose and the far outboard position of the wing balkenkreuz.

**C** AEG G.IV 'White VII', mid to late 1918

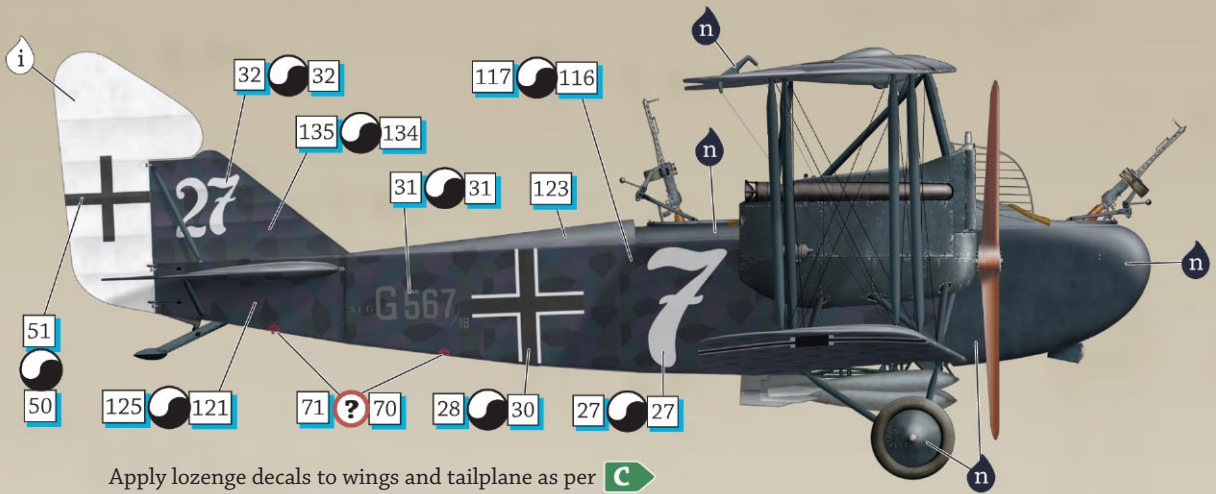




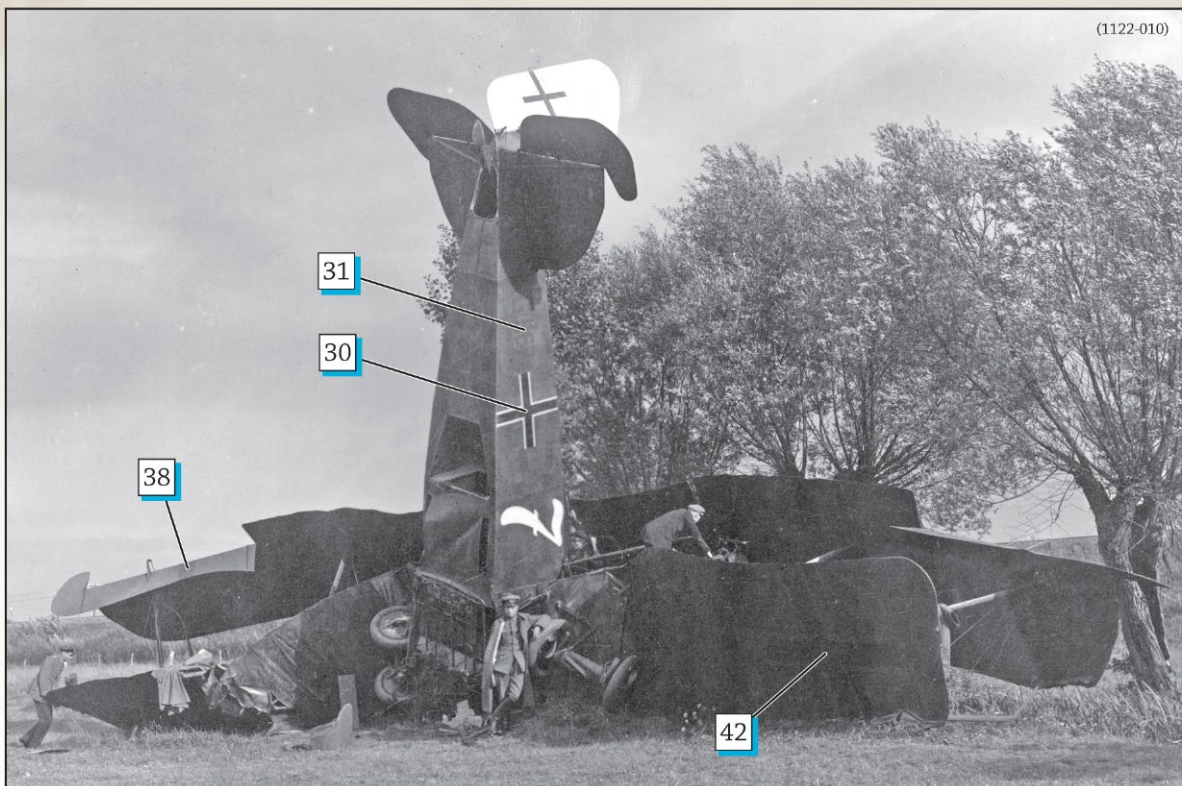
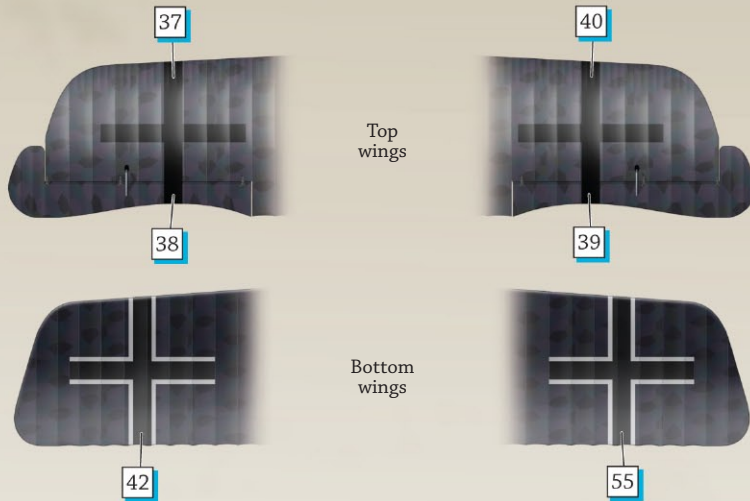


AEG G.IV 'White VII' is unusual in featuring spectacular nose art which appears to be a shark mouth. What very little can be seen of the colour scheme combined with the style of modified rudder and fuselage balkenkreuz indicate that 'White VII' is an early aircraft from the same production batch as **A** and **B**. Although unconfirmed, 'White VII' would appear to be from the same unidentified unit as AEG G.IV 574/18 **E**. Unusually this aircraft is equipped with both Wolf and Behrend propellers, the former fitted with brass tips. Note the anemometer (A7) and Drexlers-Steuerzeiger (artificial horizon) (A19) fitted to the cabane struts and the full bomb load. The colours of the nose and shark mouth artwork are unconfirmed so we have provided optional decals **57**, **59** & **60** for you to create your own interpretation if you disagree with our choices. It is possible that a single landing light has been installed in the nose.

**D** AEG G.IV 567/18 'White 7', Bogohl 8b, mid to late 1918

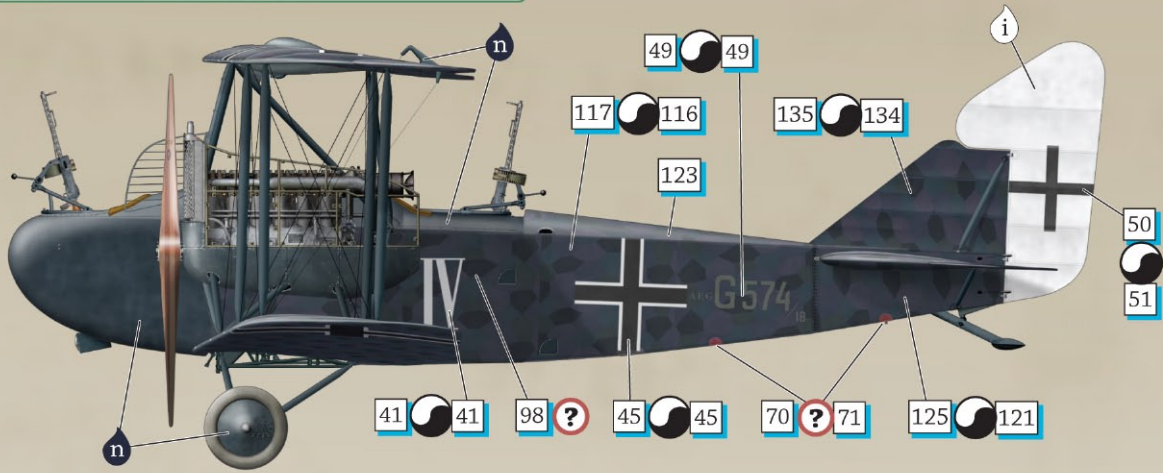


Apply lozenge decals to wings and tailplane as per **C**

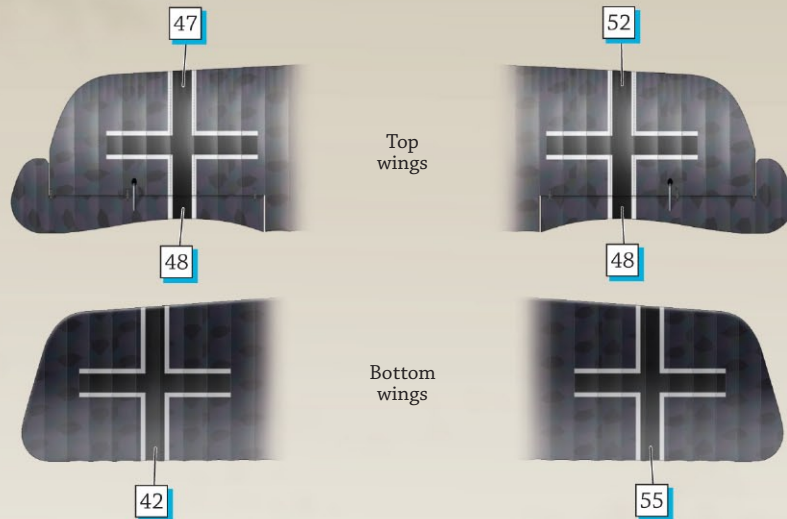


AEG G.IV 567/18 'White 7' is from the 6th production batch ordered in April 1918 (numbers 545/18 to 619/18 which included some G.V) and served with Bogohl 8b, Bosta 27 before meeting a fate common amongst night bombers. The factory applied post June 1918 balkenkreuz on the top wings appear to have not had their white borders applied or they have been very carefully overpainted.

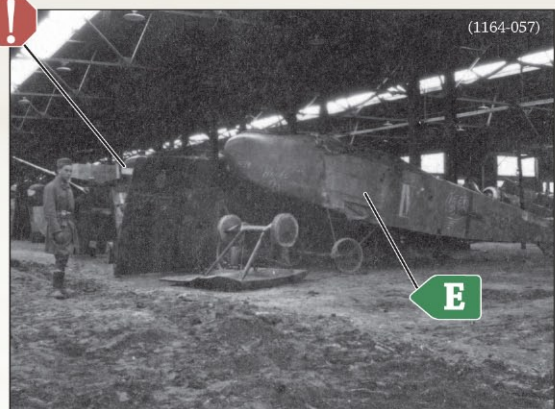
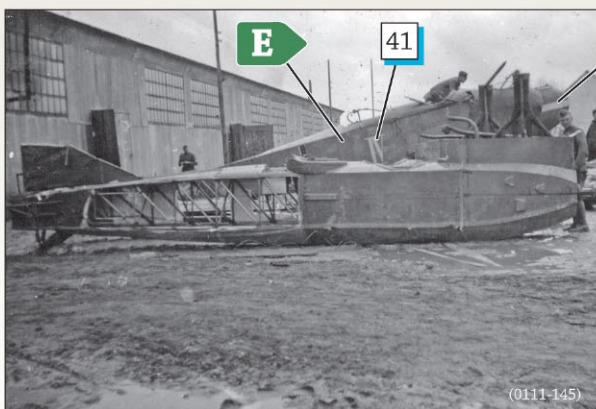
**E** AEG G.IV 574/18 'White IV', November 1918



Apply lozenge decals to wings and tailplane as per **C**



AEG G.IV 574/18 'IV' is from the same production batch as **D** and would appear to have been finished similarly except perhaps the top wing balkenkreuz. We have illustrated 574/18 as we believe it looked in November 1918 before being surrendered after the Armistice. The fuselage of AEG G.IV 574/18 and its other components, possibly sourced from several different aircraft, was shipped to Canada as a war trophy and put on display in 1919. Over the next 4 decades AEG G.IV 574/18 managed to lose numerous small fittings and both of its 260hp Daimler-Mercedes D.IVa engines(!) which were substituted by smaller 180hp Daimler-Mercedes D.IIIa engines when it was beautifully restored by No.6 Repair Depot RCAF in 1968-69. AEG G.IV 574/18 is now on display in the Canada Aviation and Space Museum and remains the sole surviving German twin engine bomber of the First World War.



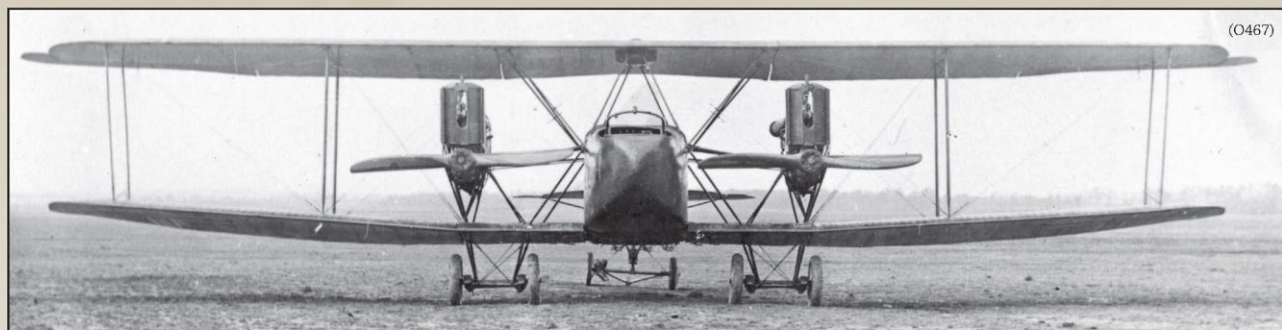
AEG G.IV 574/18 'IV' fuselage on display after the armistice along with an unidentified Junkers J.1 (see Wingnut Wings model 32001) and another unidentified AEG.G.IV with a white stripe on its nose. Note that small white '10' markings **98** were painted on many parts of 574/18 which we believe were applied by its captors to help identify components from various captured aircraft, and not by the AEG factory or at the unidentified German unit.

The fuselage of AEG G.IV 574/18 'IV' under guard following the Armistice. Note the dusty/faded appearance of the fuselage fabric and chalked 'Hands Off' and 'Keep Off' warnings. The same white nose striped AEG G.IV fuselage can be seen in the background.

Walk around of AEG G.IV 1256/18 at Bickendorf following the Armistice.



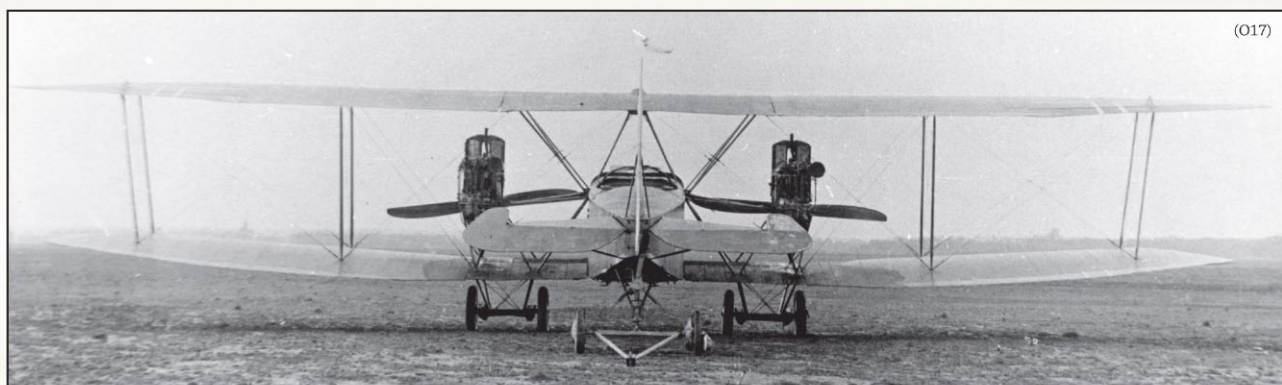
Port front  $\frac{3}{4}$  view. Note the tail skid trolley.



Front view. Note that this aircraft appears to have been fitted with 2 counter clockwise rotating Anker propellers.



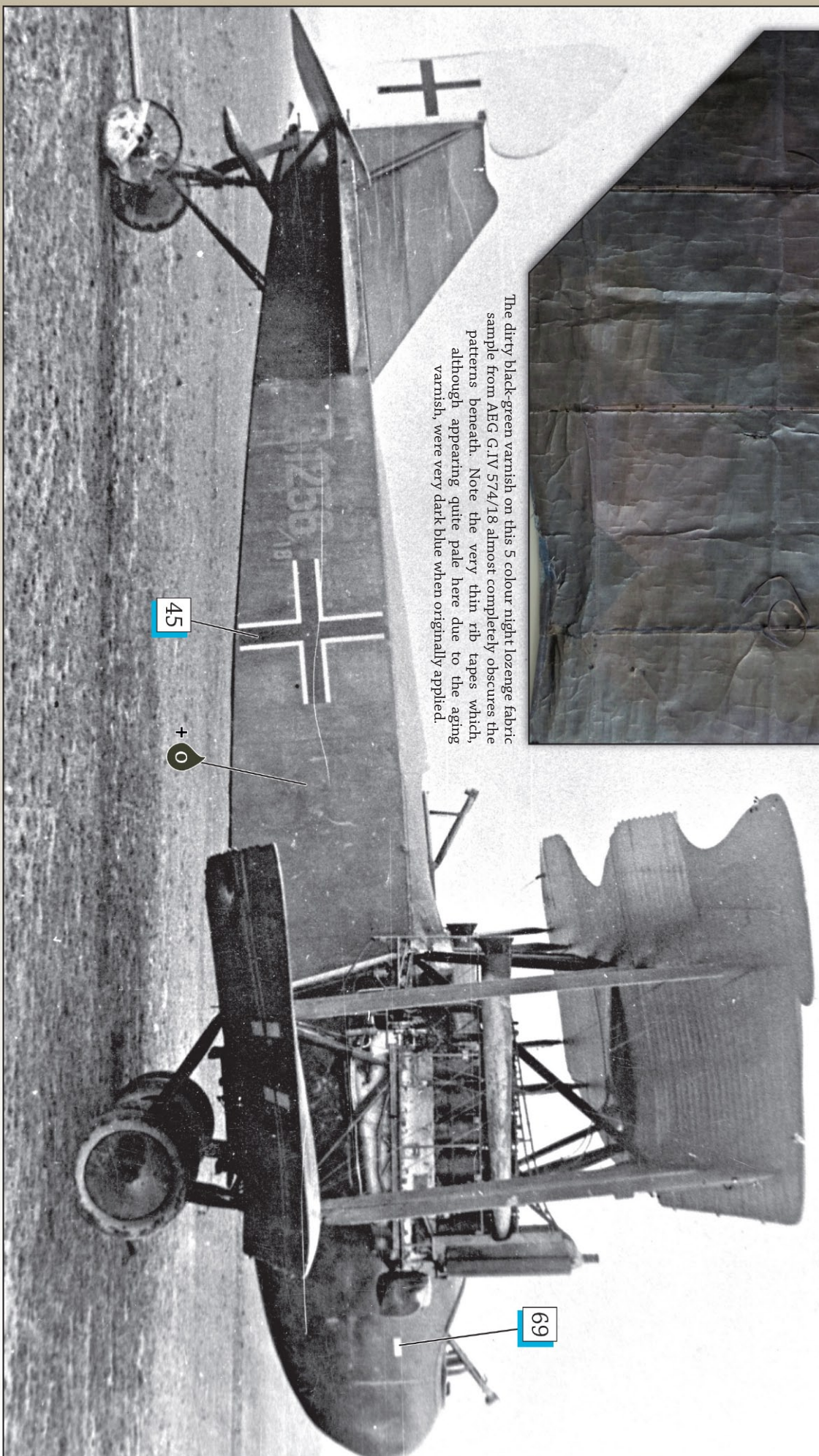
Starboard front  $\frac{3}{4}$  view. Note the commander's gun ring and distinctive bottom wing shape.




Rear view. Note the tailplane struts and tail skid trolley.



The dirty black-green varnish on this 5 colour night lozenge fabric sample from AEG G:IV 574/18 almost completely obscures the patterns beneath. Note the very thin rib tapes which, although appearing quite pale here due to the aging varnish, were very dark blue when originally applied.



(O19)

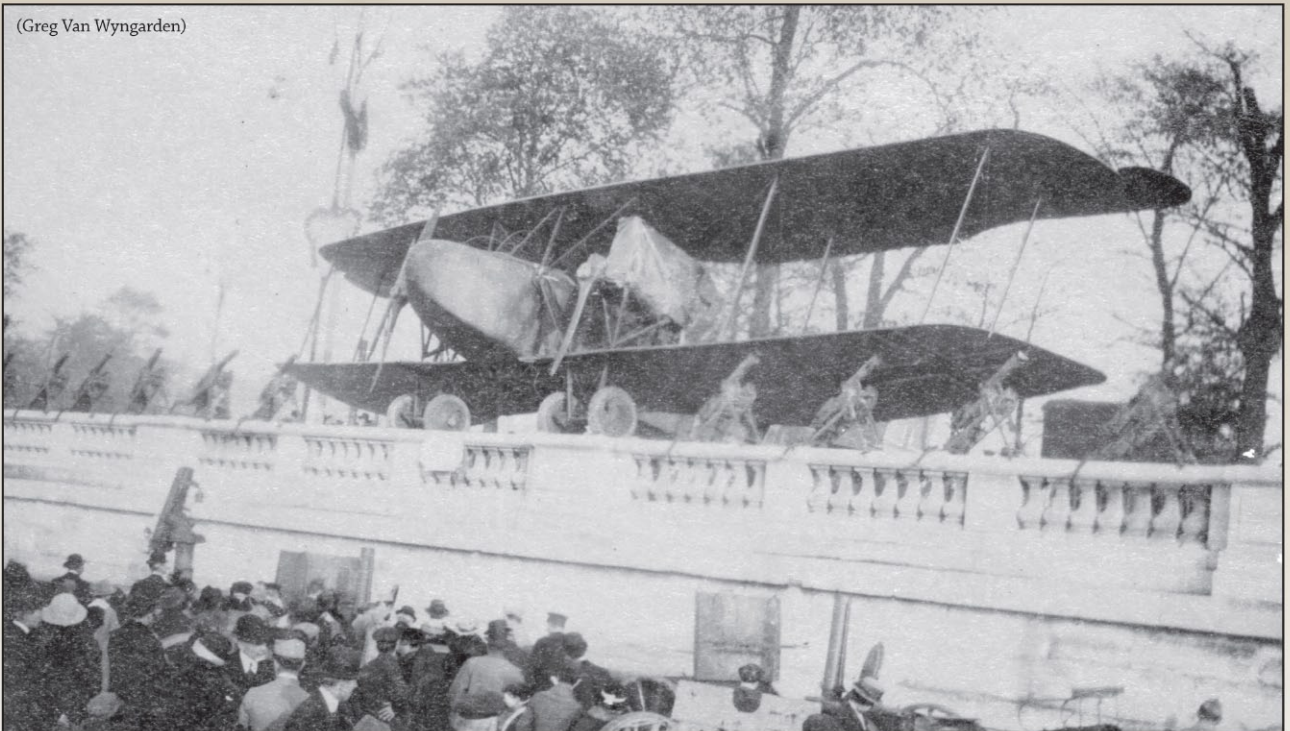
AEG G.IV 1256/18 was from the 7th and final production order for 50 aircraft placed in July 1918 (numbers 1215/18 to 1264/18) and is shown here in British hands following the Armistice. The lozenge fabric patterns are almost completely obscured by a dark tinted varnish  and subsequent dust and dirt. Note the distinctive AEG aileron shape.

(0261-38)



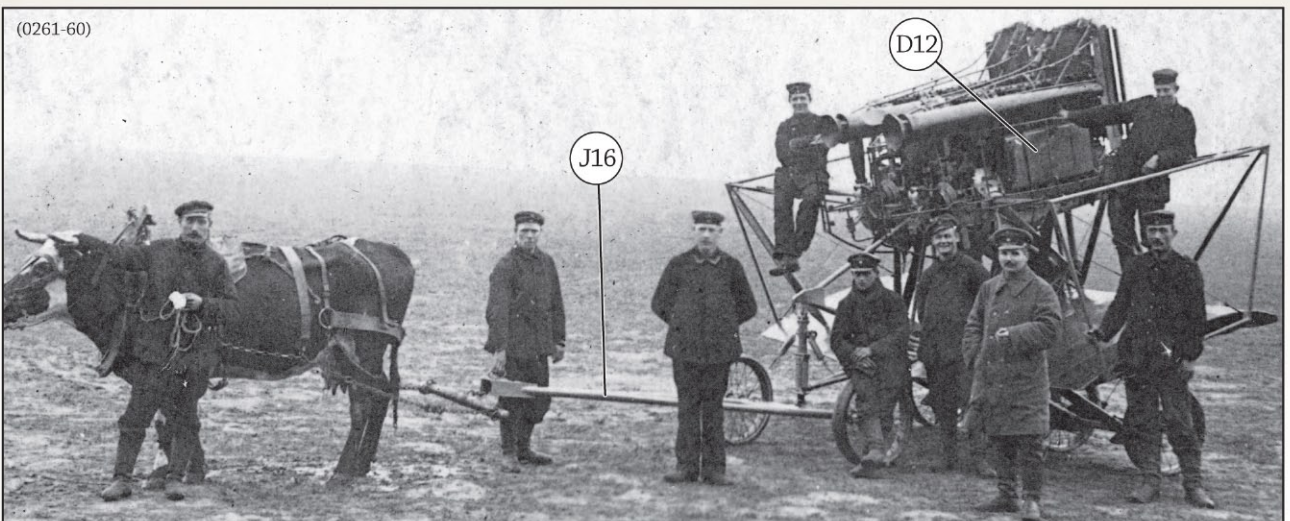
The circumstances surrounding the near complete destruction of these 2 late production AEG G.IV of Bosta 22, Bogohl 7 near Saultain, France, is unknown to us, although bomb damage appears quite likely.

(Greg Van Wyngarden)



An unidentified captured late production AEG G.IV on display in Paris. The engines are covered with tarpaulins and the port propeller is missing one blade. This aircraft was photographed in colour by French industrialist Albert Kahn's photographers but all that can be discerned from this exciting discovery is that it appeared 'almost black'.

(0261-60)



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



Another view of the destroyed Bostea 22, Bogohl 7, AEG G.IV shown on the right in the photo opposite.



*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 pass 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](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).



*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)



32042	1/32 AEG G.IV Late	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
0132042L	L parts	1
0132034P	Photo-etched metal parts	1
7132042	Instructions	1
9132042a	Decals	1
9132042b	Decals	1
9132042c	Decals	1
9132042d	Decals	1
9132042e	Decals	1

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



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



32005 - 1/32 Gotha G.IV



32020 - 1/32 Sopwith Snipe Early

Also available from  
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