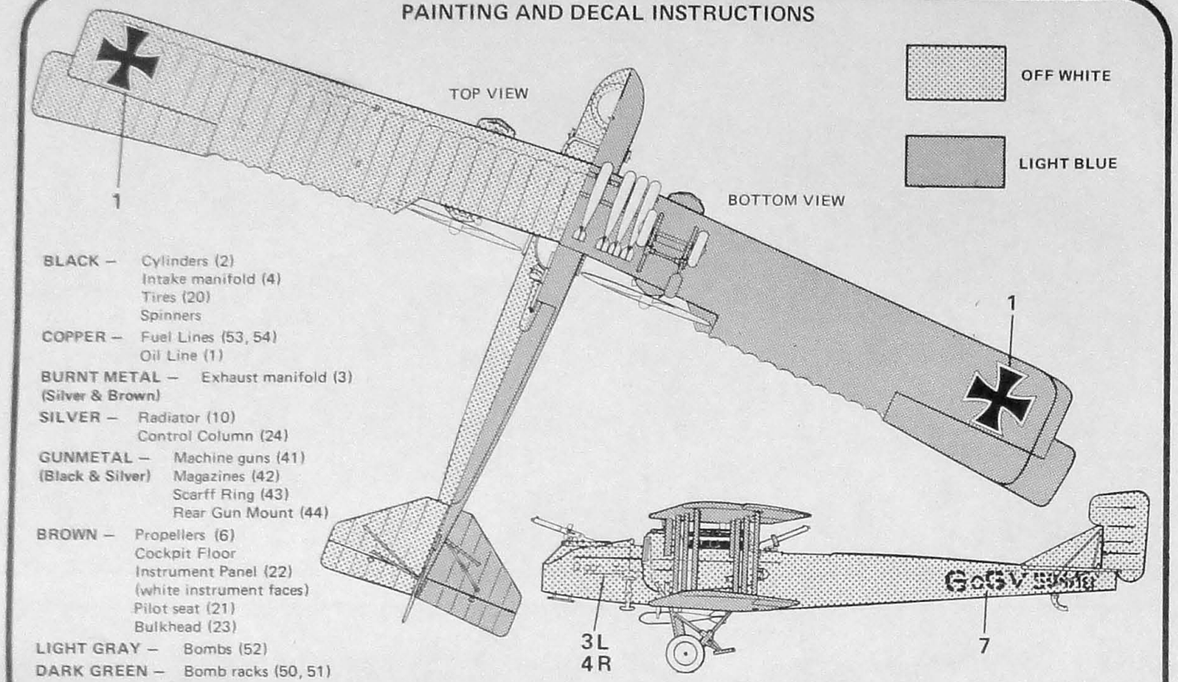
PAINTING AND DECAL INSTRUCTIONS



BLACK – Cylinders (2)
Intake manifold (4)
Tires (20)
Spinners

COPPER – Fuel Lines (53, 54)
Oil Line (1)

BURNT METAL – Exhaust manifold (3)
(Silver & Brown)

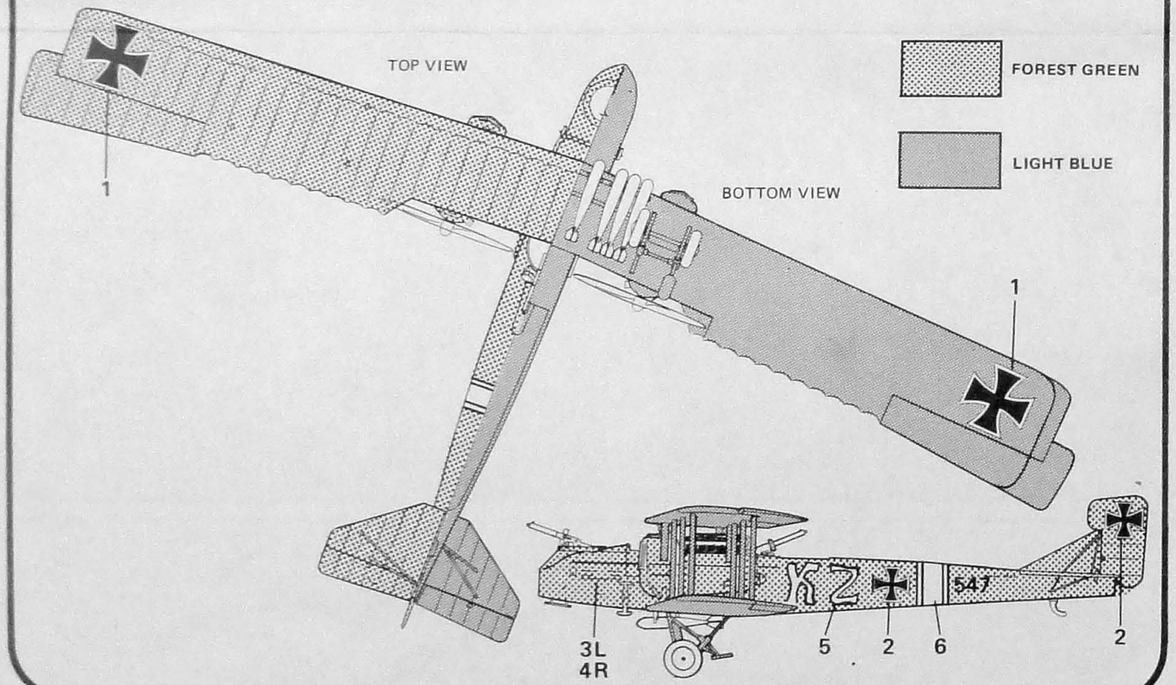
SILVER – Radiator (10)
Control Column (24)

GUNMETAL – Machine guns (41)
(Black & Silver) Magazines (42)
Scarff Ring (43)
Rear Gun Mount (44)

BROWN – Propellers (6)
Cockpit Floor
Instrument Panel (22)
(white instrument faces)
Pilot seat (21)
Bulkhead (23)

LIGHT GRAY – Bombs (52)

DARK GREEN – Bomb racks (50, 51)



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Peter Bowers Collection

GOTHA G.V

KIT 785 1/48 SCALE

785-014

GOTHA G. V. HISTORY

The first bombs on English soil were dropped on Dover by a single tiny Gotha on October 26th, 1914. Harmless as it then seemed, this daring exploit presaged the future. In World War I and following wars the aeroplane became the instrument by which war would come to civilians far behind the lines of battle. The Gotha's impact on future military thinking was considerable. Originally designed in Germany by Oskar Ursinus as a twin-engined seaplane, it became pressed into service because of the demand for front line aircraft for reconnaissance and strafing. Along with Major Friedel, commander of FEA (Flieger Ersatz Abteilung 3), Ursinus was commissioned to develop variations of the Gotha for military purposes. Specifications called for an armed, three-man, 200 h.p. twin engine biplane with a six-hour flight duration, equipped to attack ground targets with machine guns.

The Gotha's design had considerable advantages: a high fuselage with unencumbered view gave the front gunner a magnificent field of fire, chrome-nickel armour protected the crew and engines from ground fire, and closely mounted engines (blades almost touched on early versions) thought necessary to maintain flight on one engine. It, also, had its short-comings; top heavy, weak fuselage, small ailerons, stick control unsuited for large aircraft, and two right-hand engines (later replaced with a right and a left). As the war progressed many modifications and changes were called for, resulting in various models of the Gotha. It was used basicly as a fighter and for reconnaissance.

Because of the Gotha's initial success Germany's plans to bomb England on a large scale were begun early in 1914 but it wasn't until May 25th, 1917 that the first daylight bombing raids actually began. Many factors contributed to this delay. One was the inadequacy of their planes to make the trip over and back across the channel except in ideal flying conditions; others were lack of good materials, low quality fuel because of the English blockade, engines not living up to their expectations, and many others. It was July 1917 after the start of the bombing raids that the Gotha G.V was finally tested and approved. The first production models began in August 1917, three months after Germany's initial bombing raids of England by other planes.

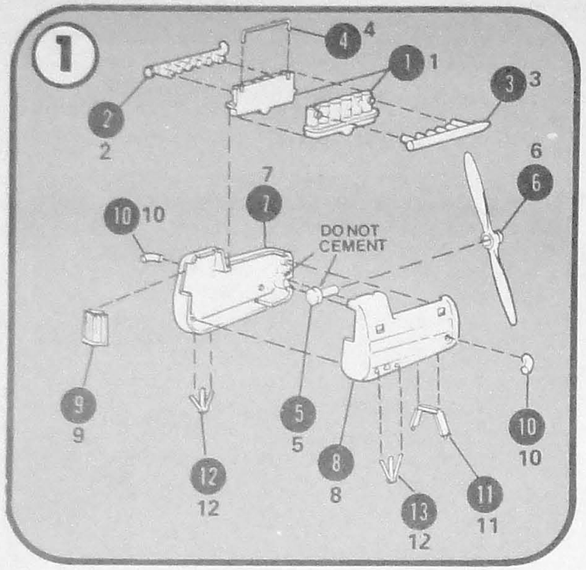
It was hoped that the G.V's flying characteristics, which made it surprisingly agile, would be capable of renewing daylight bombing attacks, but even it was not considered powerful enough to evade the tenacious British defenses during the daytime. The Gotha G. V. was powered by two Maybach Mb IV high altitude engines and ultimately made most of its sorties as night bombing missions over England. By June 1918 the G.V's use at the Front began to taper off and it was replaced by later versions of the Gotha.

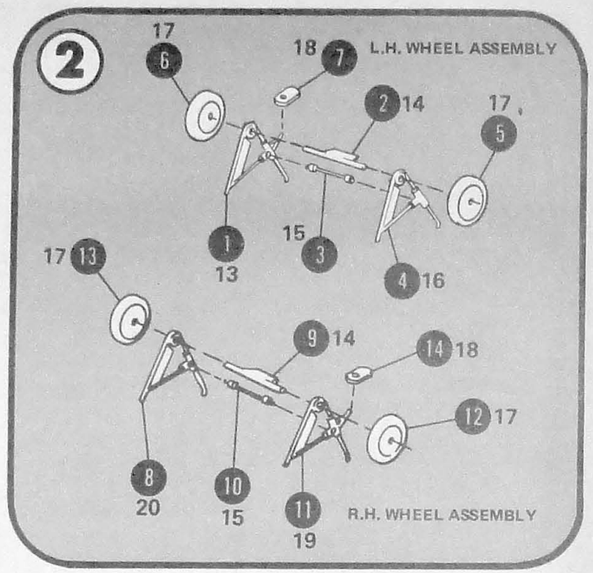
BEFORE STARTING

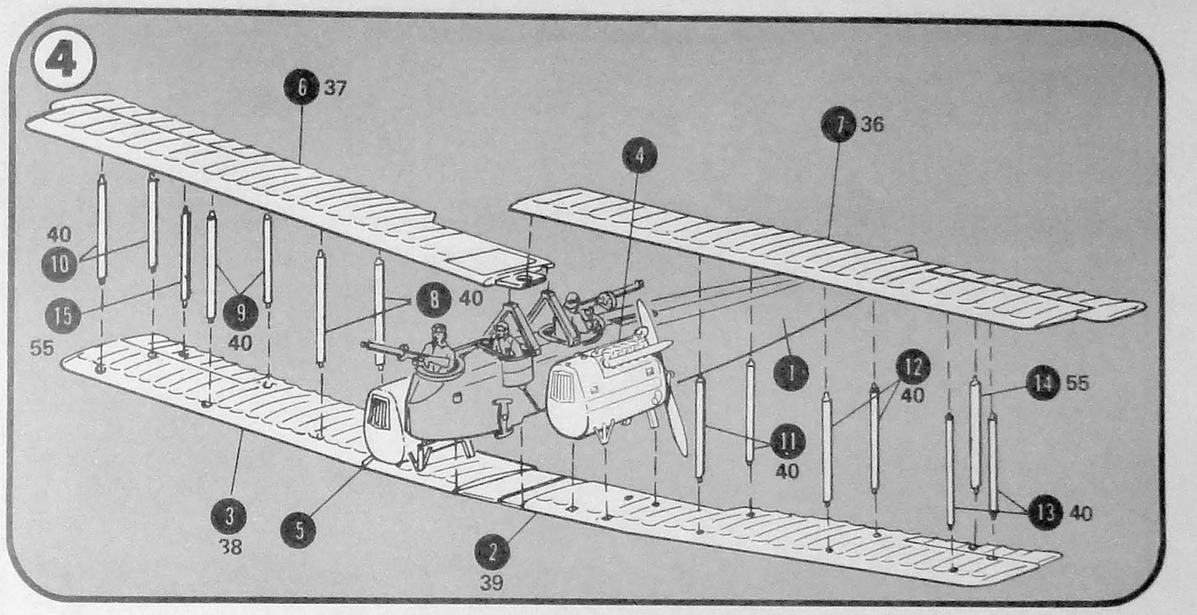
1. Study the illustrations and instructions carefully.
2. Use a hobby knife to cut parts from runners and to remove excess plastic.
3. Check fit by assembling parts dry (without cement).
4. Assemble parts in correct assembly sequence as shown in instruction.
5. This kit is molded in styrene plastic. Use plastic cement sparingly—too much cement may damage your model.
6. If you wish to paint your model, see painting callouts next to part numbers, in all steps, for color suggestions. Use only enamel or paint for plastics, and allow paint to dry thoroughly before handling. Where necessary, scrape paint from areas where cement is to be applied. Cement will not work on paint.

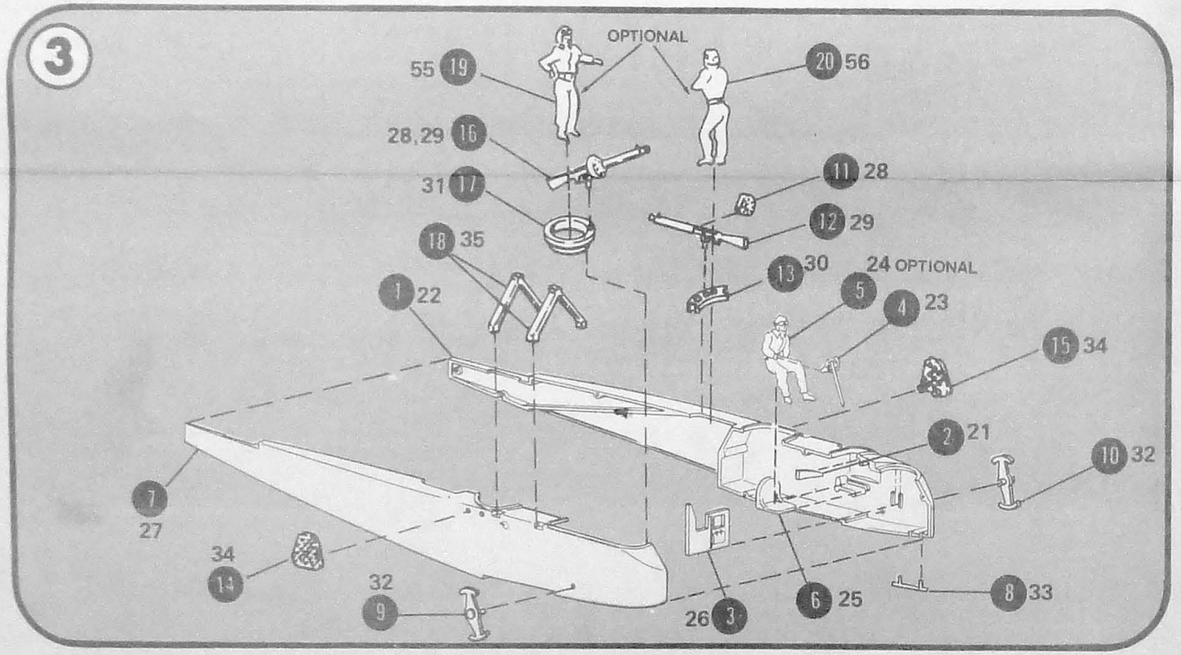
(6) ASSEMBLY SEQUENCE NUMBER

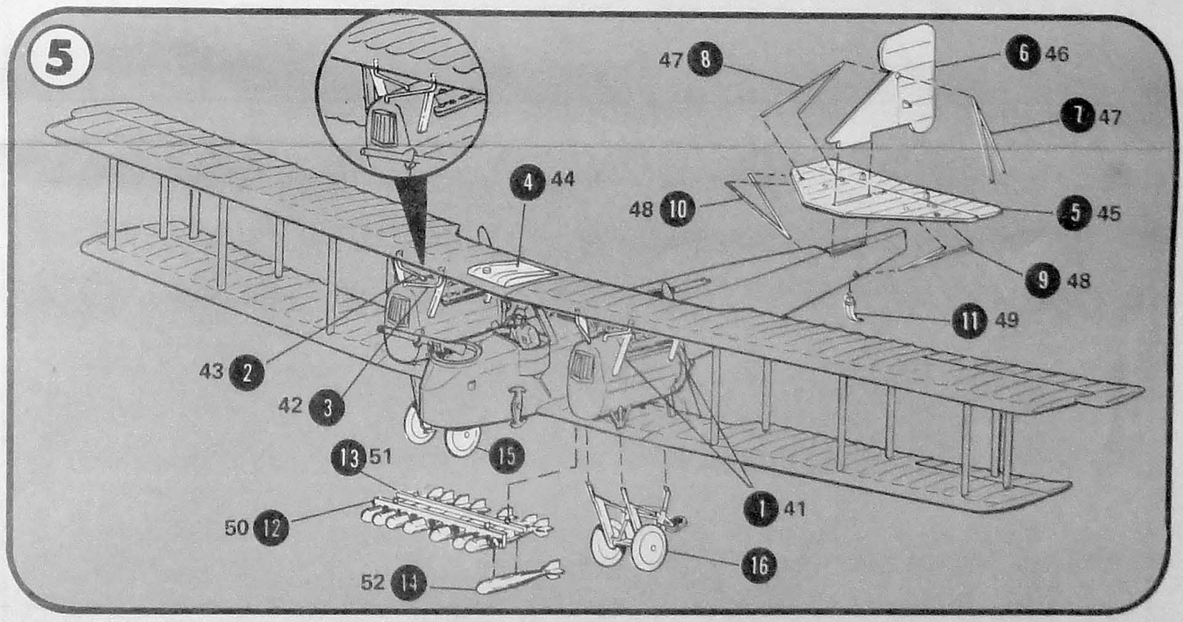
27=PART NUMBER



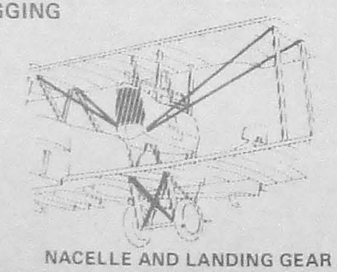








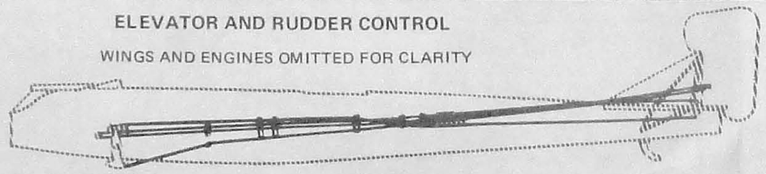
RIGGING



NACELLE AND LANDING GEAR

ELEVATOR AND RUDDER CONTROL

WINGS AND ENGINES OMITTED FOR CLARITY



For rigging use either thin thread or fine wire. Cut rigging slightly longer than needed for appropriate location. If holes are desired to install rigging use a No. 80 drill. If holes are used pass thread or wire through hole and lightly tack in place. Best applicator is a toothpick. In order that rigging may be drawn tight cement must be set before attaching other end. Proceed to other rigging until it dries. When dry draw rigging taut and attach loose end in position. Tape over excess end will hold rigging taut while cement dries. Loose ends can be cut off after cement has dried and tape removed.