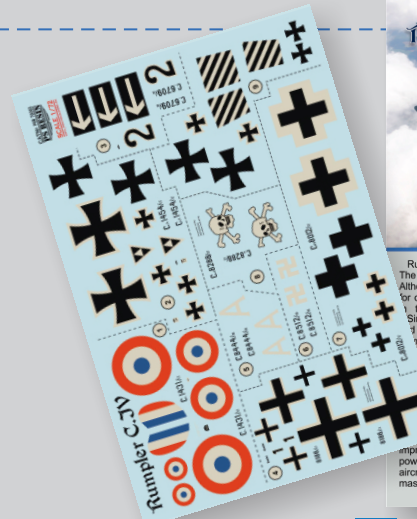


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3D resin part model in 72 scale



Rumpler-Werke is one of the earliest aircraft manufacturers in Germany. The company was created in 1908 in Berlin by Edmund Rumpler. Although the talented engineer had been involved in aircraft construction for only ten years, his work contributed to the progress in aviation, both in the development of aircraft designs and in engine building. Since 1911, Rumpler's aircraft have been among the best in many ways and have shown excellent performance, in many cases they have demonstrated the best performance. Rumpler's biplanes, used as reconnaissance and multipurpose aircraft, loved by their crews. Aircraft of type "B" with a rear seat of the pilot "B" were replaced by machines of type "C", in which the pilot sat in front and fired from two stationary synchronized machine guns. The observer sat behind the pilot and fired from a machine gun mounted on a movable gun carriage. Rumpler C.IV played a special role among aircraft of the "C" type. Rumpler C multi-purpose aircraft appeared in 1915 and was equipped with a 160-horsepower Mercedes engine. However, decisive improvements were made to the design of the Ru C IV, which was powered by a 260 hp Mercedes engine. In 1917, Ru C IV multipurpose aircraft were launched into large-scale production and became the most massive aircraft of the Rumpler-Werke company.



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Rumpler C.IV

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Rumpler-Werke is one of the earliest aircraft manufacturers in Germany. The company was created in 1908 in Berlin by Edmund Rumpler. Although the talented engineer had been involved in aircraft construction for only ten years, his work contributed to the progress in aviation, both in the development of aircraft designs and in engine building. Since 1911, Rumpler's aircraft have been among the best in many ways and have shown excellent performance, in many cases they have demonstrated the best performance. Rumpler's biplanes, used as reconnaissance and multipurpose aircraft, were loved by their crews. Aircraft of type "B" with a rear seat of the pilot in 1915 were replaced by machines of type "C", in which the pilot sat in front and fired from two stationary synchronized machine guns. The observer sat behind the pilot and fired from a machine gun mounted on a movable gun carriage. The Rumpler C IV played a special role among aircraft of the "C" type. The first Rumpler C multipurpose aircraft appeared in 1915 and was equipped with a 160-horsepower Mercedes engine. However, decisive improvements were made to the design of the Ru C IV, which was powered by a 260 hp Mercedes engine. In 1917, Ru C IV multipurpose aircraft were launched into large-scale production and became the most massive aircraft of the Rumpler-Werke company. The speed of Ru C IV was 175 km / h, the takeoff weight was 1630 kg, of which 160 kg were for the crew, 100 kg for

armament (two machine guns with ammunition) and 240 kg for the fuel supply. If necessary, it was possible to take on board up to four bombs weighing 25 kg each. The wingspan was 12.66 m, length 8.40 m, height 3.20 m. All these indicators, along with a high climb speed and the ability to be in flight for up to four hours at an unattainable and safe altitude of up to 7000 meters, made this aircraft one of the favorites of German pilots of the First World War. This vehicle hit the eastern front only on the eve of



the end of hostilities. It was actively used in France, Palestine and Northern Italy, where German crews of the Austrian Air Force flew on Rumplers. High speed and ceiling allowed the Rumpler C. IV to be used for reconnaissance deep behind enemy lines. On the front, the C IV had a reputation for being very difficult to shoot down. It was used in all theaters of military operations until the end of the war. After the war, the C.IV, like the C.I, was developed into commercial aircraft. In addition to Germany, the C.IV was in service with Switzerland, Turkey and Yugoslavia. Of the more than 2,000 Rumpler-C aircraft that were produced until November 1918 at factories in Berlin-Johannisthal, Augsburg-Haunstetten and licensed at other aircraft factories, only two C aircraft have survived the events of the last sixty years. IV - one each in Germany and one in Belgium.



In 1974, Ru C IV from the Deutschen Museum located in Berlin-Lichterfelde and owned by the registered association "Collection of German Aviation" (Deutschen Luftfahrt-Sammlung eV) was transferred to the Deutschen Museum. In the 1960s the aircraft was dismantled and

displayed at the Fliegerberg Lilienthals exhibition in Lichtenfeld. Little is known about the origin and fate of this aircraft. It is possible that in this case we are talking about a replica from an earlier Meeting of German Aviation. In those years, it was the world's largest aviation museum, which in 1943 was almost completely destroyed by a series of Allied bombing raids. However, during the war, before the destruction of the museum at the Lehrter Bahnhof railway station, more than a hundred exhibits were transported to the east of the country. Of the saved exhibits, about 25 vehicles survived, which are still in poor condition in the storage facilities of the Polish Aviation Museum (Muzeum Lotnictwa) located in Krakow. Ru C IV from the Deutsches Museum survived the war while

presumably in Berlin. In 1977, the aircraft was thoroughly restored in the MBB experimental workshop located in Ottobrunn, and then the restored aircraft was displayed as an exhibit during an open day at the air base. In the new exhibition hall of the German Museum under construction, space will be allocated for Ru C IV. The Rumpler C IV has been refurbished so thoroughly that it looks like it has just been manufactured. This Ru C IV is not capable of flying: to show the aircraft's power set, the outer skin was partially removed from its fuselage and wings. The second copy of Rumpler C IV still preserved to this day, in a disassembled state, is in the storage of the Brussels Museum of the Army and Military History (Musee de l'Armee et d'Histoire Militaire). Together with the Aviatik C I, Halberstadt C V and LVG C VI, this vehicle could have been a trophy captured by the Allies after the end of the First World War. The Belgian Museum has more than one hundred exhibits exhibited as exhibits and stored in the museum's depositories. Today this museum has one of the biggest collections of aviation.



Rumpler C.IV modification

Wingspan, m 12.66	Weight, kg empty aircraft 1050 maximum takeoff 1630
Length, m 8.41	
Height, m 3.25	
Wing area, m ² 34.80	

Engine type 1 PD Mercedes D.IVa

Power, h.p. 1 x 260

Maximum speed, km / h 171

Cruising speed, km / h 146

Flight duration, h 4

Rate of climb, m / min 250

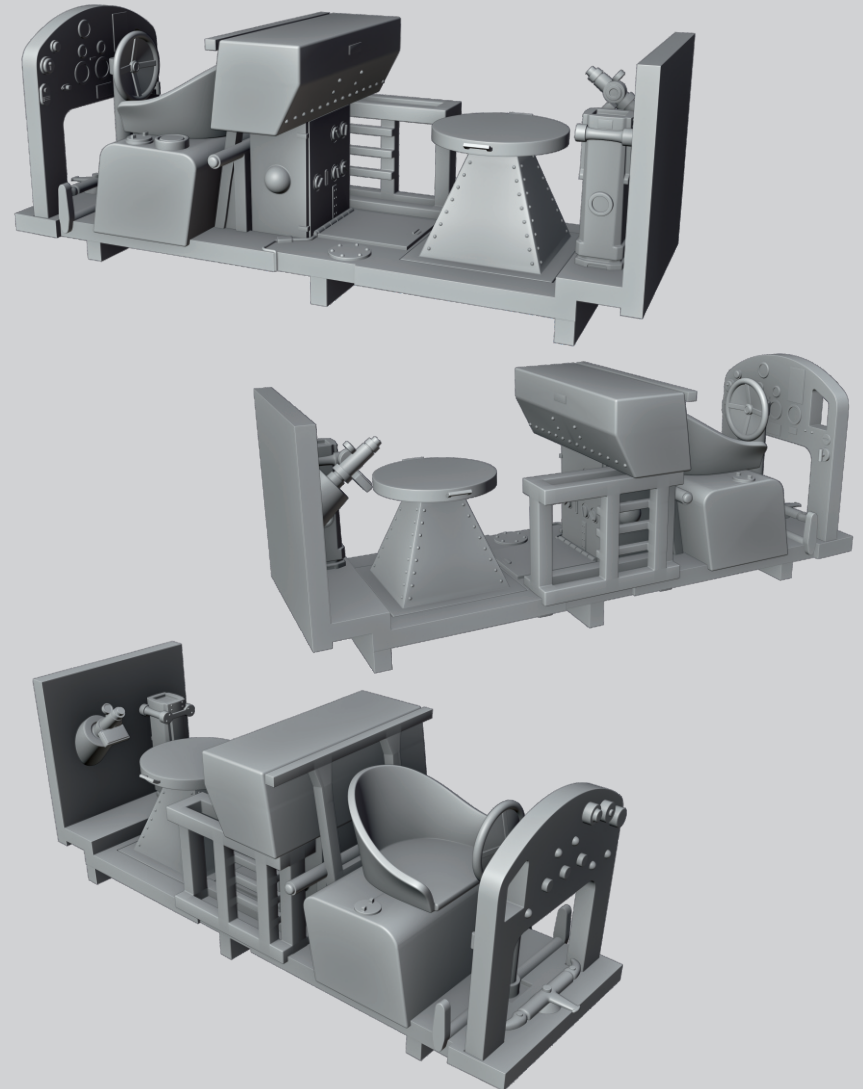
Crew, people 2

Armament:

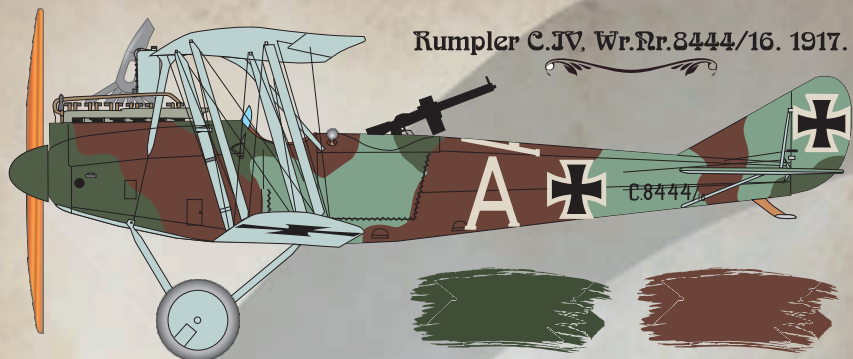
one fixed forward 7.92-mm
machine gun LMG 08/15
and one movable 7.92-mm
Parabellum machine gun up to
four 25 kg bombs

Component parts

This kit requires modeling skills above average.
Not recommended for novice modelers.



The cockpit interior is covered by lozeng fabric. We highly recommend using decal to replicate fabric.

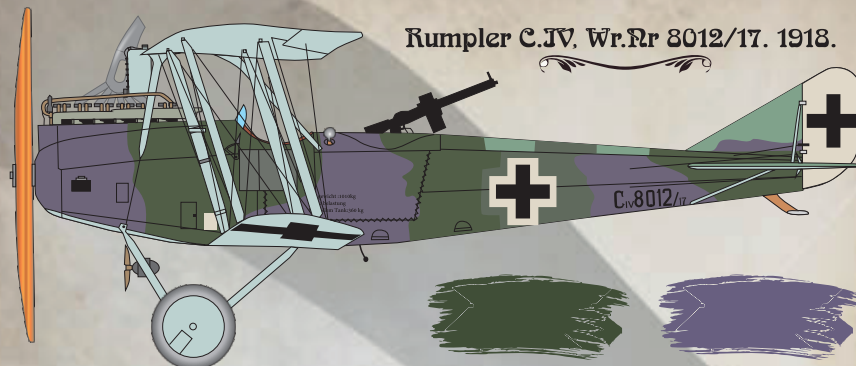


Rumpler C.IV, Wr.Nr.8444/16. 1917.



Green FS34094

Brown FS30109



Rumpler C.IV, Wr.Nr 8012/17. 1918.



Green FS34094

Azure FS35231



Rumpler C.IV, Wr.Nr.8512/16. 1917.



Green Sky FS34373

Pale Blue FS35352

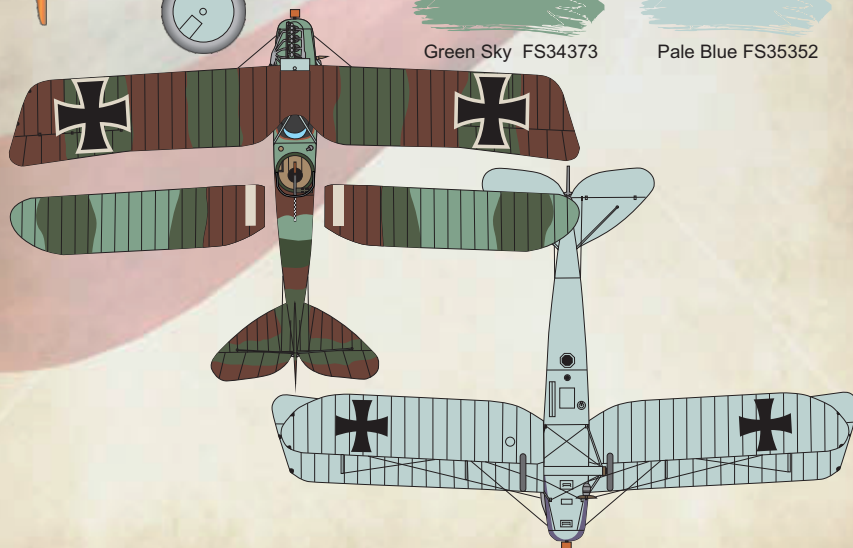


Rumpler C.IV, Wr.Nr 8288/17. 1918.

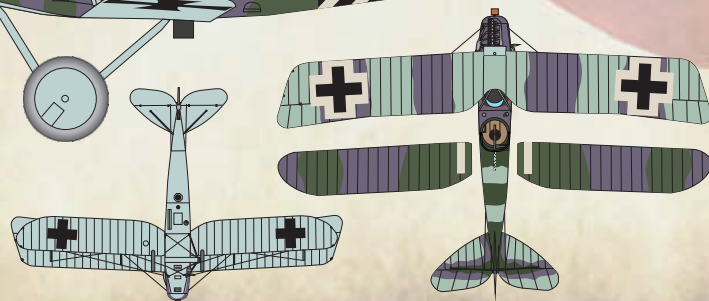


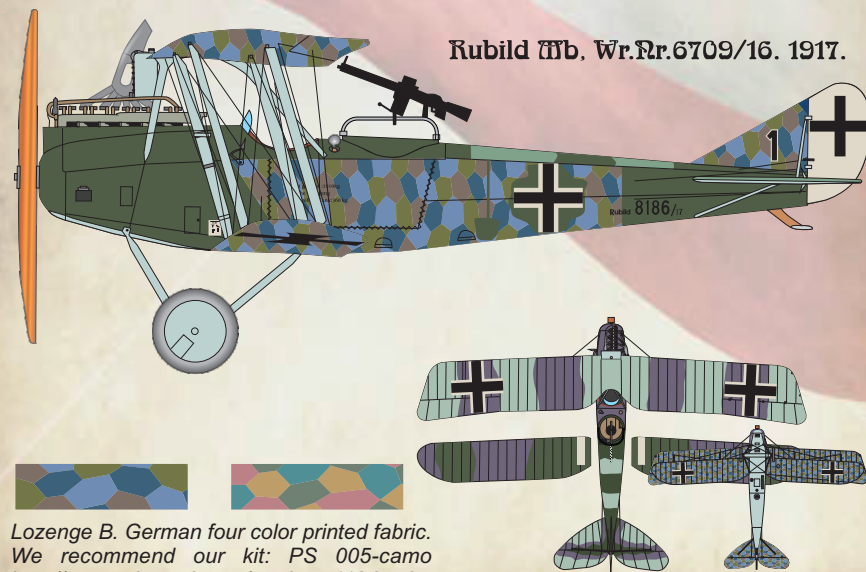
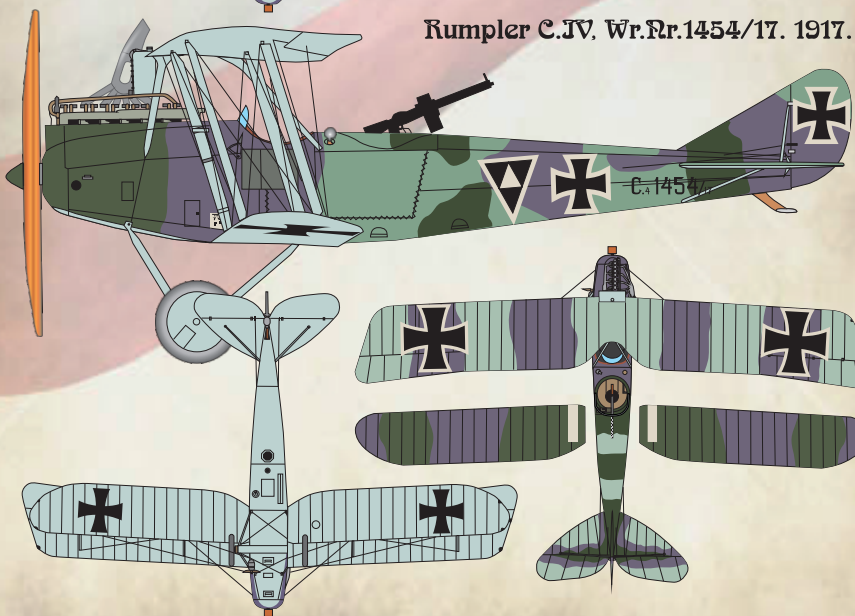
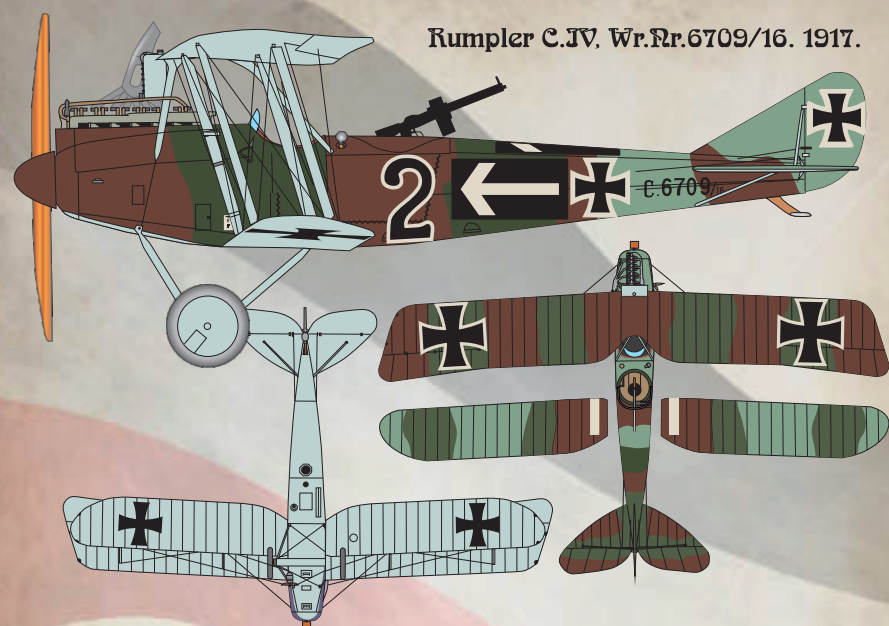
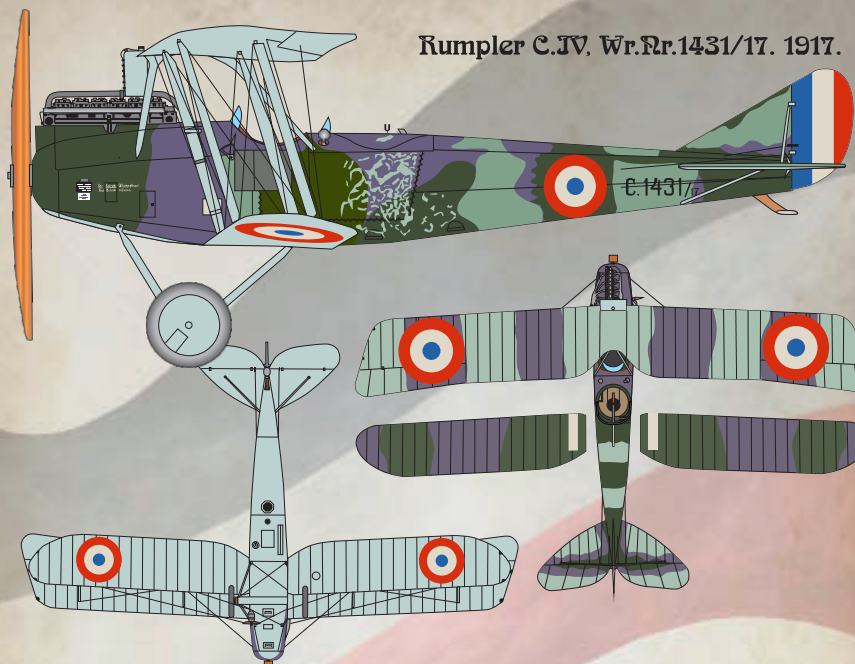
Green Sky FS34373

Pale Blue FS35352



Rumpler C.IV, Unit: MFA 1(or2).
Belgium, August 1917. 1918.

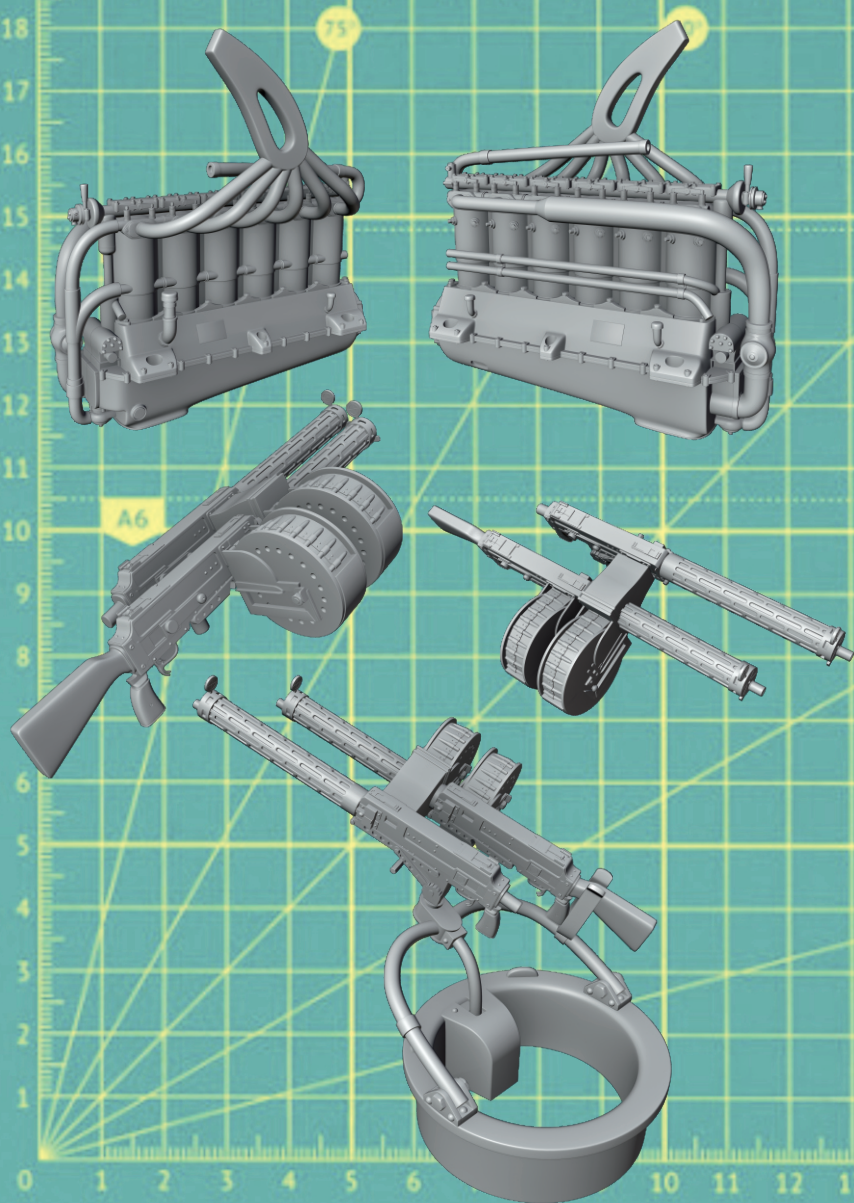




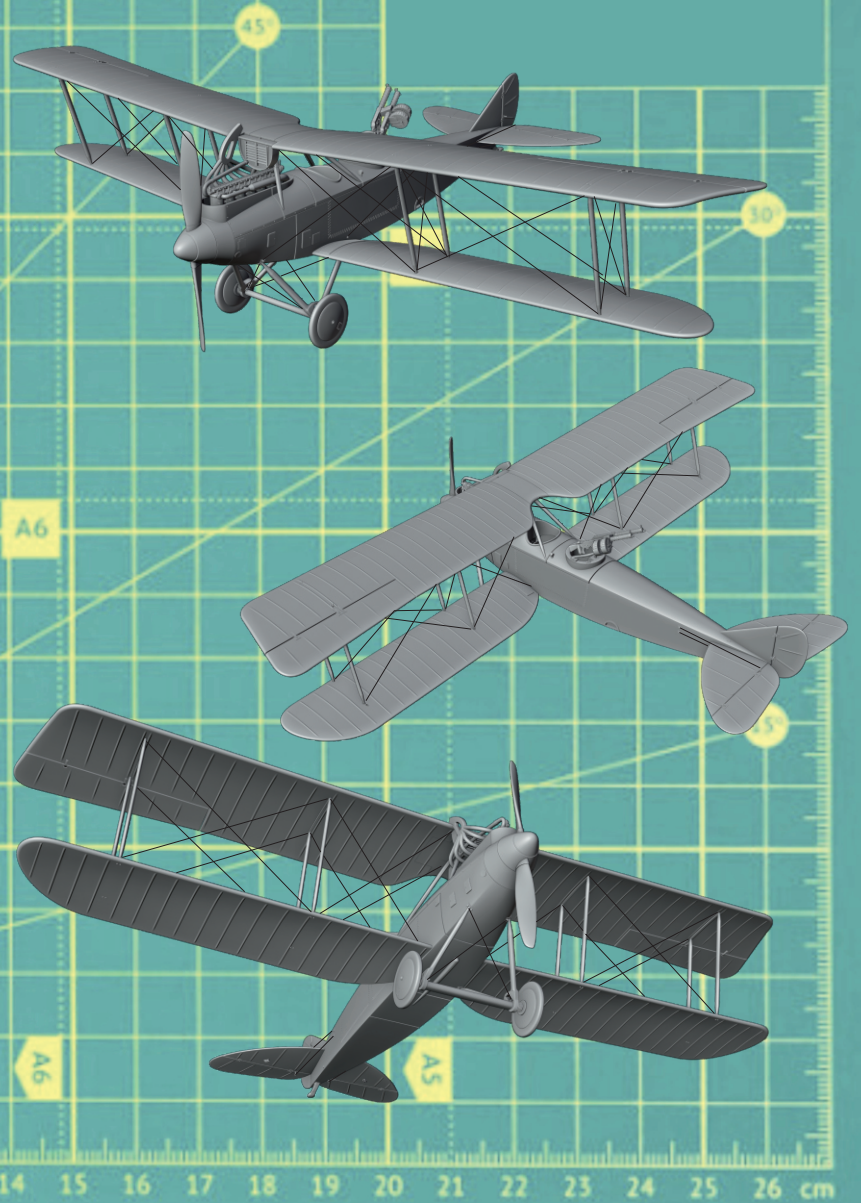
Lozenge B. German four color printed fabric.
 We recommend our kit: PS 005-camo
http://www.printscale.org/product_112.html

The cockpit interior is covered by lozenge fabric. We highly recommend using decal to replicate fabric.

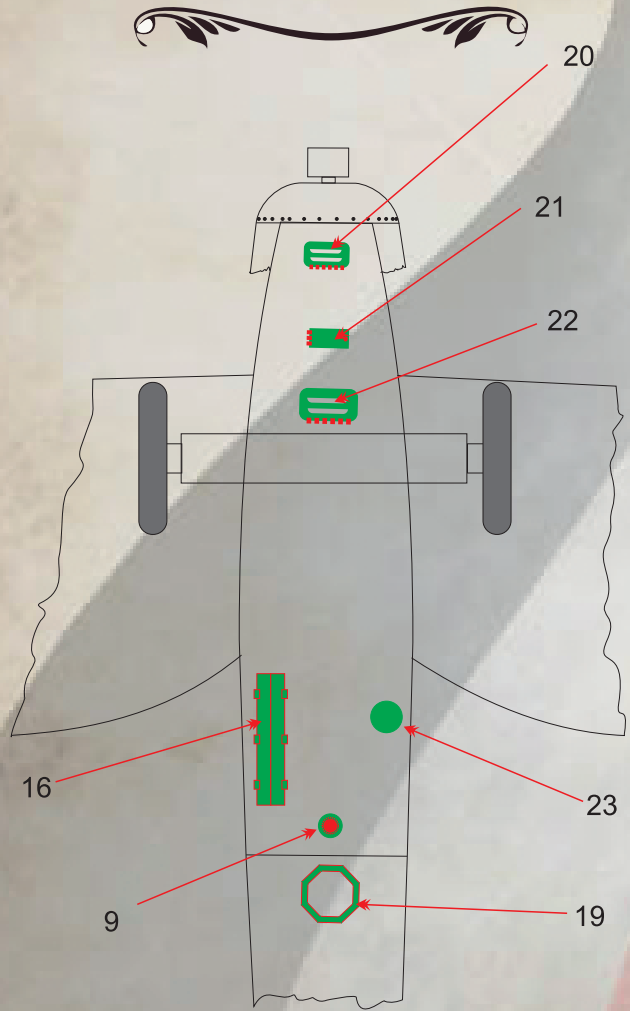
Component parts



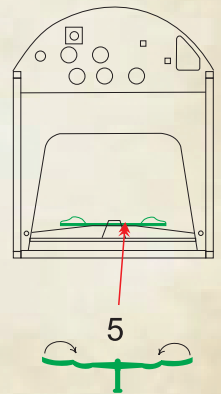
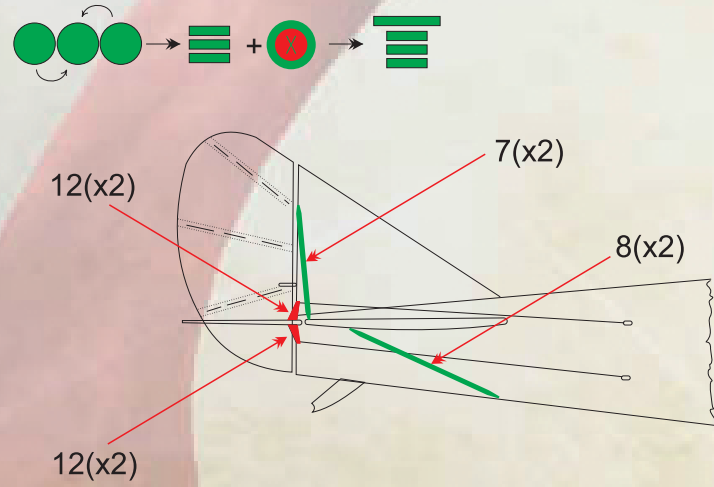
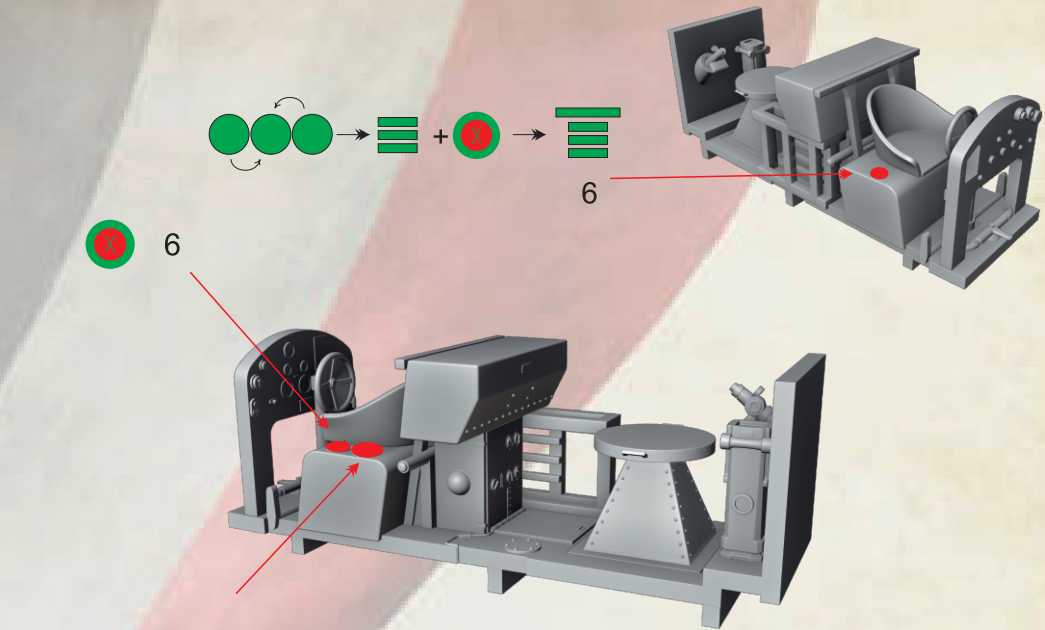
Component parts



Photoetched parts



Only for variants with short nose (open propeller).



Replacement at the discretion of the modeler.