

WINGNUT WINGS



Handley-Page O/100

1/32 Scale

The famous Handley-Page "Type O" heavy bombers resulted from a December 1914 Royal Navy requirement for a large two engine aircraft with folding wings of 114ft span capable of lifting six 112 lb bombs and a two man crew at a speed of at least 65mph. The initial prototype design was intended to be powered by two 150hp Sunbeam engines mounted between the wings in armour plated nacelles that also contained the petrol tanks. Armour plating was also provided for the two man crew inside their fully enclosed cockpit. Engine technology was developing rapidly and the intended engines had been supplanted by two counter rotating 250hp Rolls-Royce Eagle engines early in the design phase which increased the bomb load to sixteen 112 lb bombs which allowed the wingspan to be reduced to 100ft, inspiring the name "Handley-Page Type O/100". Initial prototype Handley-Page O/100 1455 made its maiden flight on 17 December 1915. Additional testing resulted in the fully enclosed cockpit and armour plating for the crew being replaced with the familiar open cockpit & front gunner's position, superior streamlined radiators being added to each side of the engine nacelles and the tailplane being strengthened. Improved 2nd prototype 1456 featured a strengthened fuselage and made its maiden flight with 10 passengers on board in April 1916. The 3rd prototype 1457 featured an opening for an additional rear gun in the fuselage and took to the air in late June 1916 while 1458, the 4th prototype, was brought up to production standard with unbalanced elevators and ventral gun openings in the rear fuselage. This allowed near all around defense and prompted Manfred von Richthofen to refer to it as "a flying fortress" in the 1918 book "The Red Battle-Flyer" upon inspecting a captured early production O/100. The first dozen early production aircraft were essentially built in this configuration (including the initial 3 prototypes after they were rebuilt before entering service) although a 130 gallon petrol tank was added above the bomb cells from 1461 onwards. The first half dozen or so aircraft from the 2nd production order received shortened nacelle rear fairings that did not need to be folded to avoid fouling the rigging when the wings were folded. The remaining 2 dozen or so late production aircraft from the 2nd production order featured unarmoured engine nacelles that were fitted with a frontal radiator. Rolls-Royce Eagle engines of increased performance were fitted as supply allowed which brought the top speed up to just over 70mph fully loaded. Late production O/100 3117 was experimentally fitted with 320hp Sunbeam Cossack, 260hp RAF 3a and 4x 200hp Hispano-Suiza engines while 3142 was fitted with 260hp Fiat and then 260hp Sunbeam Maori engines.

Proposed modifications to the O/100 in July 1917 included 350hp Rolls-Royce Eagle VIII engines, deleting the requirement for counter rotating engines (which simplified production), an increased bomb load, replacing the petrol tanks in the engine nacelles with a 2nd 130 gallon tank above the bomb cells (which allowed the nacelles to be shortened considerably) and a redesigned fuel supply arrangement which resulted in the Handley-Page O/400. Barely a couple of Handley-Page O/100 survived until the Armistice while the O/400 was not retired from RAF service until late 1921 and those of the USAS served until at least the middle of 1923. Some aircraft were converted for civil use and continued to fly on well into the mid 1920s. A further development was the 125.5ft wingspan, 4 engine Handley-Page V/1500 which was developed for the long range bombing of German cities but the Armistice came into effect before they could take off on the first bombing raid on the morning of 11 November 1918. 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 aircraft 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. Some very early O/100 were delivered in clear doped Irish linen with grey engine nacelles and metal brackets etc. Some received experimental mottle or "Giraffe" style PC10 (Protective Covering Number 10) camouflage finishes over bleached Irish linen but most O/100 and O/400 were simply doped in PC10 overall with enamel paint equivalents used on metal engine cowlings and brackets etc. PC10 was made from mixes of yellow ochre, iron oxide and lamp black pigments and could vary between dark olive green and dark chocolate brown. Luckily there are surviving O/400 wings and struts in original condition which confirm that a very dark green version of PC10 was used, on these particular samples at least. In February 1919, 207 Squadron O/400s were described as "olive green". Some very late production O/400 (perhaps too late to see operational service during WW1) appear to have been finished in Niro (Night Invisible Varnish Orfordness) which was a medium greyish green colour, remarkably similar to German field grey. Interior wood and linen surfaces appear to have remained in their original finish except for areas visible from the exterior which were often overpainted PC10 or maybe even black.

Richard Alexander 2019

Wingspan:	Length:	Max Weight:	Max Speed:
100ft (30.48m)	62.87ft (19.16m)	11270 lb (5112kg)	91.5mph (131kph)
No. Manufactured:	Production:	Engine:	
40	Mid 1916 – September 1917	2x 250-320hp Rolls-Royce Eagle engines	
Ceiling:	Armament:		
8500ft (2591m)	Up to 1800 lb (816kg) bombs, up to 5x .303 (7.7mm) Lewis guns.		
References:			

Windcock Datafile 116 & 121, Handley-Page O/400 Vol.1 & Vol.2, C.A. Owers, 2006 & 2007 – Handley-Page Bombers of the First World War, Chaz Bowyer, Aston Publications LTD 1992 – Handley-Page LTD factory drawings – Schedule of Spare Parts for Handley-Page Bombing Machine O/400, Air Ministry April 1918 – Royal Air Force, Technical Notes, Handley-Page 1918 – Zeitschrift für Flugtechnik und Motorluftschiffahrt, Heft 23/24, 1918 – Eagle, Henry Royce's First Aero Engine, Derek S Taubert, Rolls-Royce Heritage Trust #43, 2011 – 1914-18 Aviation Heritage Trust – The Vintage Aviator LTD – Colin Owers – Private Collections

Handley-Page O/100

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.
- Painting:** Only use paints **designed and suitable** for plastic model kitsets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

1 Construction Step

A1 Part Number

5 Decal

P1 Photo Etch Part



Choose



Do Not Cement



Cement For Metal



Attention



Option



Other Side



Remove



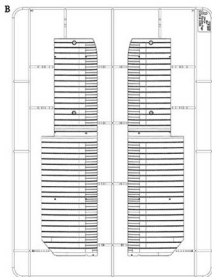
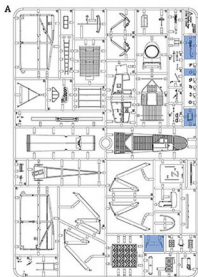
Drill



Paint Colour

All colours	Tamiya	Humbrol	Federal Standard
a Brass	X31	54	
b Copper	XF6	12	
c Gun Metal	X10	27004	
d Aluminium - matt	XF16	27001	
e Steel	XF56	27003	
f Light Wood* - semi gloss	XF78*	93*	20340*
g Dark Wood* - gloss	XF68*	160*	20111*
h Rubber - matt	XF69	66	35042
i Leather - semi gloss	XF52	62	20219
j Irish Linen - matt & gloss	X2 (x10) + XF55 (x1)	22 (x10) + 148 (x1)	17886
k PC10 dope (greenish) - semi gloss	XF62 (x2) + XF10 (x1)		26120
l PC10 dope (brownish) - semi gloss	XF62 (x1) + XF10 (x1)	170	26120
m PC10 paint - gloss	XF62		24083
n Black - semi gloss	X18	85	
o Dark Mustard Yellow - semi gloss	XF4 (x1) + XF59 (x1)	94	-
p Red - semi gloss	XF7	60	21350
q Battleship Grey (BSG) dark - semi gloss	XF24 (x2) + XF74 (x1)	123	26081
r Rust - matt	XF9	113	30061
s White - semi gloss & gloss	XF2	34	
t Clear Red - gloss	X27	1321	-
u Linen - matt	XF57	121	30475
v Light Grey - matt	XF19	64	36463
w Clear Green - gloss	X25	1325	-
x Green - matt	XF5	80	-
y Khaki - matt	XF49	72	-
z Field Grey - gloss	XF65	116	14159

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



E x2

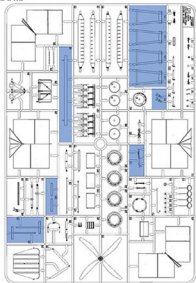


Photo Etch

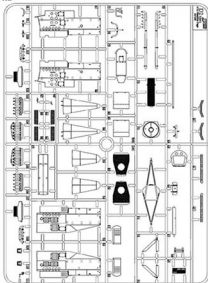


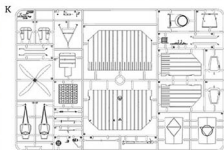
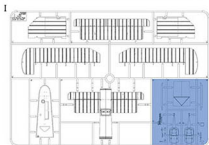
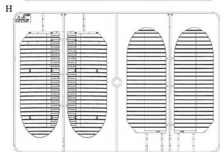
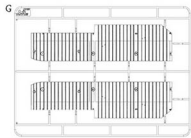
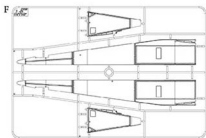
■ = Not Used

D1 x2

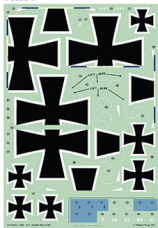


D2 x2





Decals B

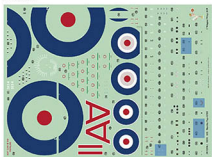


Decals A

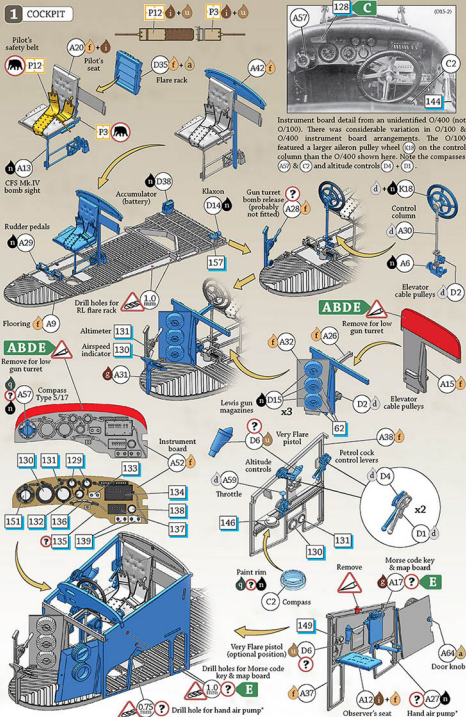


 - Not Used

Decals C



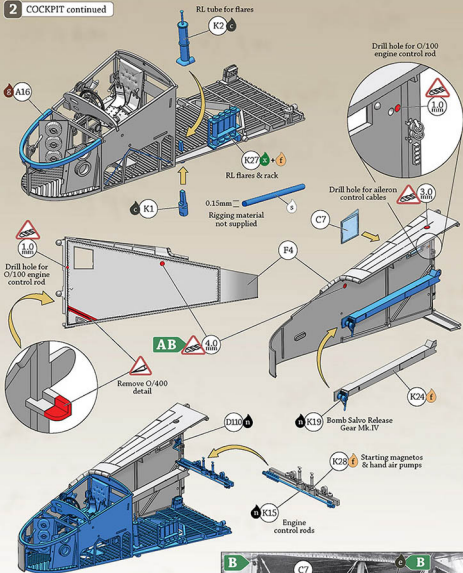
1 COCKPIT



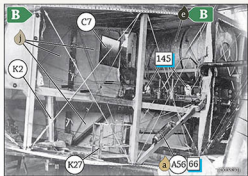
Instrument board detail from an unidentified O/400 (not O/100). There was considerable variation in O/100 & O/400 instrument board arrangements. The O/100 featured a larger aileron pulley wheel (u) on the control column than the O/400 shown here. Note the compasses (A57 & C2) and altitude controls (D4 & D1).

*Period O/100 drawings show a hand air pump in this position but it does not appear in any WW1 images we have seen.

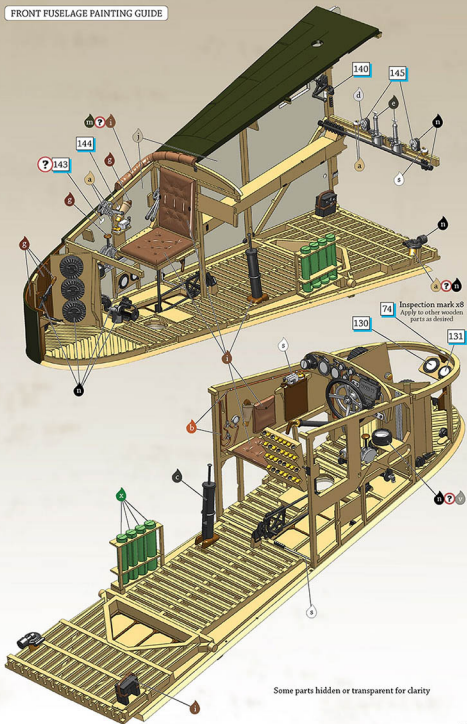
2 COCKPIT continued



This photo shows early production O/100 1463 **B** after capture and disassembly for inspection. Note the 130 gal petrol tank (A16) and flare rack (K27), fire extinguisher (A59) and hand air pumps. The internal bracing rods appear to have been painted white for protection and, possibly, visibility.



FRONT FUSELAGE PAINTING GUIDE



FRONT FUSELAGE RIGGING GUIDE

Rigging material not supplied

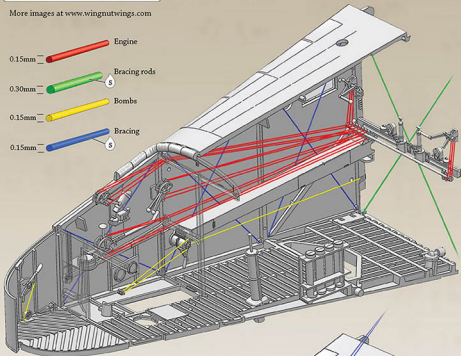
More images at www.wingnutwings.com

0.15mm — Engine

0.30mm — Bracing rods

0.15mm — Bombs

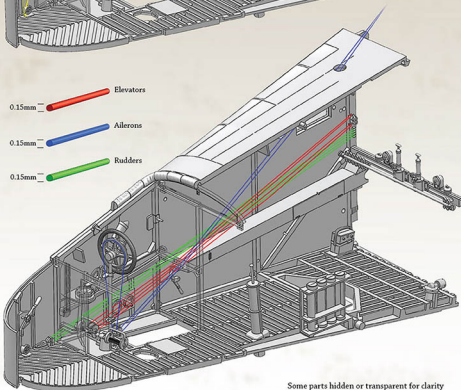
0.15mm — Bracing



0.15mm — Elevators

0.15mm — Ailerons

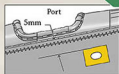
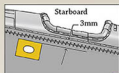
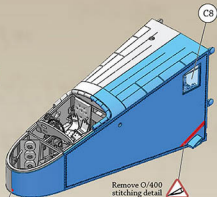
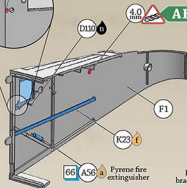
0.15mm — Rudders



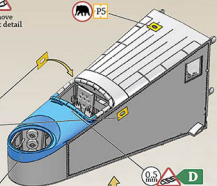
Some parts hidden or transparent for clarity

3 FRONT FUSELAGE

Drill hole for O/100 engine control rod



AB **P10**



ABDE **K25**

Gun Turret (low)

Paint inside **f**



C **A33**

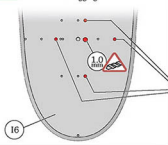
Gun Turret (high)

Paint inside **f**



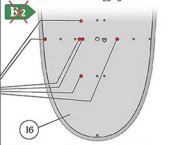
DE

Drill holes for pitot tubes & rigging

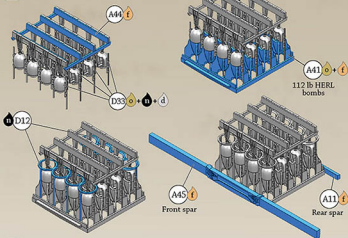


AB1C

Drill holes for pitot tubes & rigging

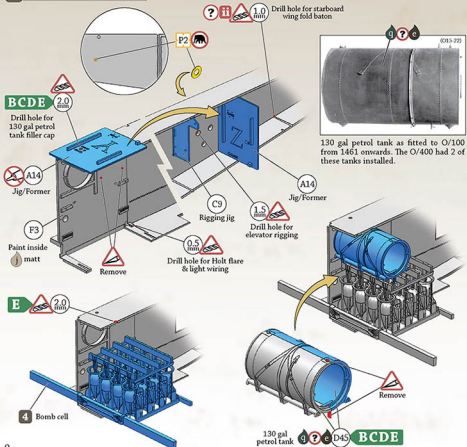


4 BOMB CELL

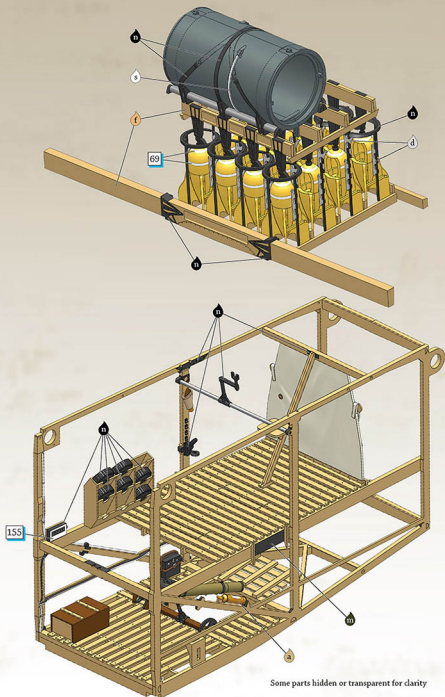


112 lb HERL (High Explosive Royal Laboratory) bomb as carried by Handley-Page bombers.

5 REAR FUSELAGE INTERIOR

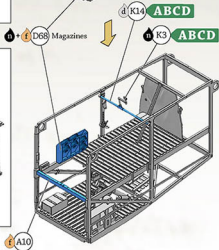
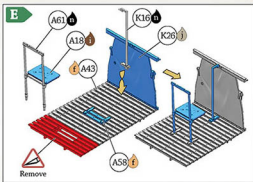
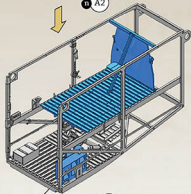
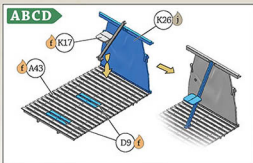
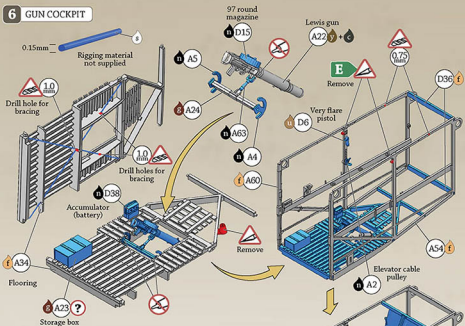


REAR FUSELAGE INTERIOR PAINTING GUIDE



Some parts hidden or transparent for clarity

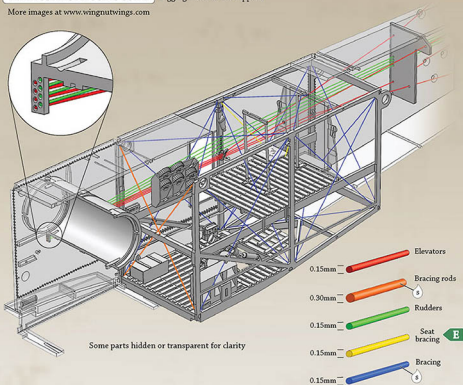
6 GUN COCKPIT



REAR FUSELAGE RIGGING GUIDE

Rigging material not supplied

More images at www.wingnutwings.com



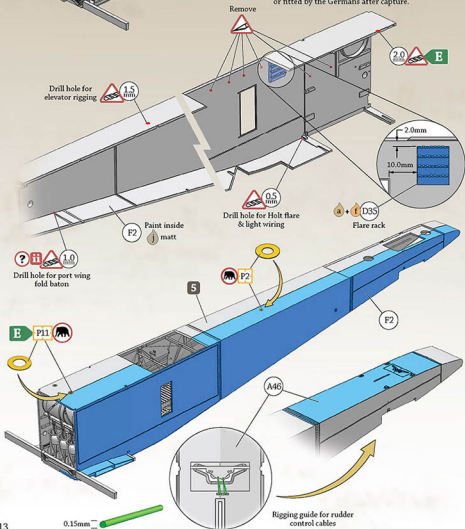
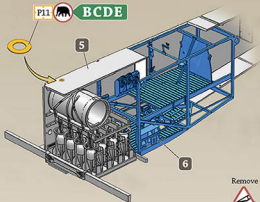
Late production 7A Squadron RNAS Handley-Page O/100 3137 is seen here after being shot down by anti-aircraft fire on 26 August 1917. When O/100 3137 was initially completed and delivered in early August 1917, it had full chord cockades and rudder stripes which had been reduced to what we can see here by 26 August 1917.

7 REAR FUSELAGE

P11 BCDE

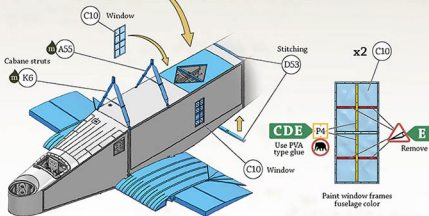
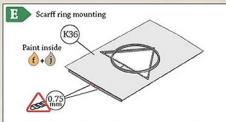
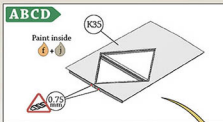
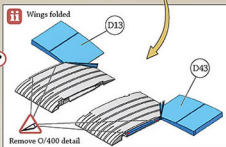
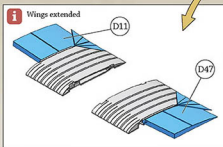
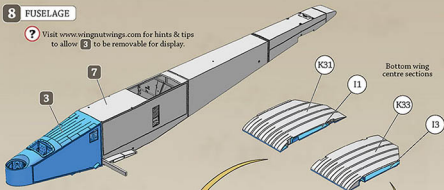


Gun cockpit area from early production O/100 1463 **B2** after capture and disassembly for inspection. Note the 130 gal petrol tank, magazine racks, dark (green/black?) painted interior linen surfaces and the framework visible through the side windows. It is unconfirmed if the mats on the top floor were original, or fitted by the Germans after capture.



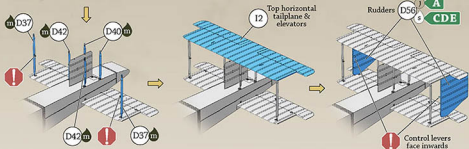
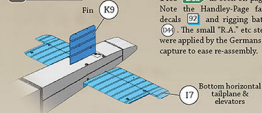
8 FUSELAGE

- ?** Visit www.wingnutwings.com for hints & tips to allow **8** to be removable for display.



9 TAILPLANE

> Tailplane detail from O/100 1463 **B1a** as seen on page 38. Note the Handley-Page factory decals **92** and rigging battens **D4**. The small "R.A." etc stencils were applied by the Germans after capture to ease re-assembly.

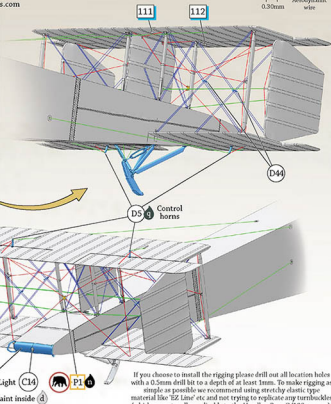


TAILPLANE RIGGING GUIDE

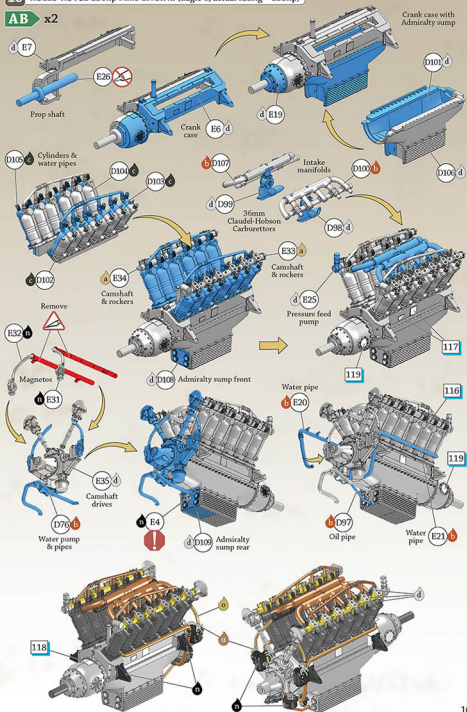
Rigging material not supplied
More images at www.wingnutwings.com



Unweighted tail skid detail from an O/400 photographed in September 1918. Note the fabric wrapped struts and partially wrapped skid detail.



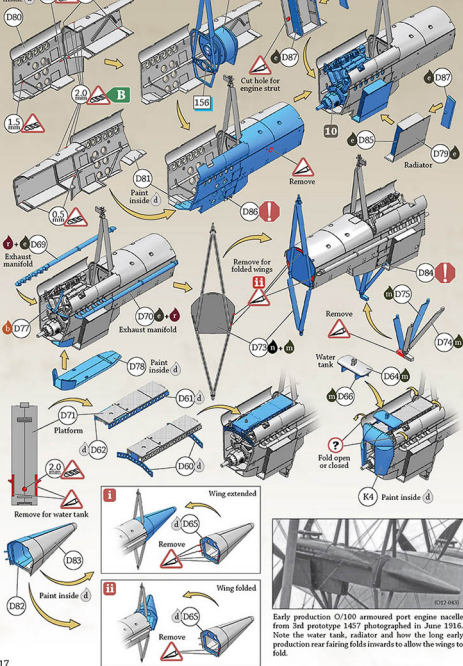
If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles (which are not really applicable to the Handley-Page O/100 anyway).

10 ROLLS-ROYCE 250hp Mk.1 ENGINE (Eagle 1, actual rating = 255hp)**AB** x2

11 EARLY PRODUCTION ARMOUR PLATED ENGINE NACELLE (PORT)

AB

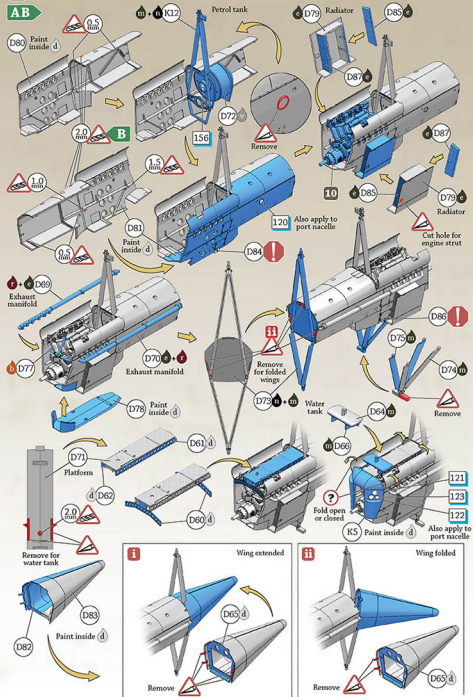
Paint inside d



Early production O/100 armour plated port engine nacelle from 3rd prototype 1457 photographed in June 1916. Note the water tank, radiator and how the long early production rear fairing folds inwards to allow the wings to fold.

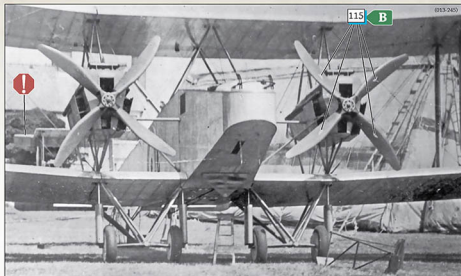
12 EARLY PRODUCTION ARMOUR PLATED ENGINE NACELLE (STARBOARD)

AB





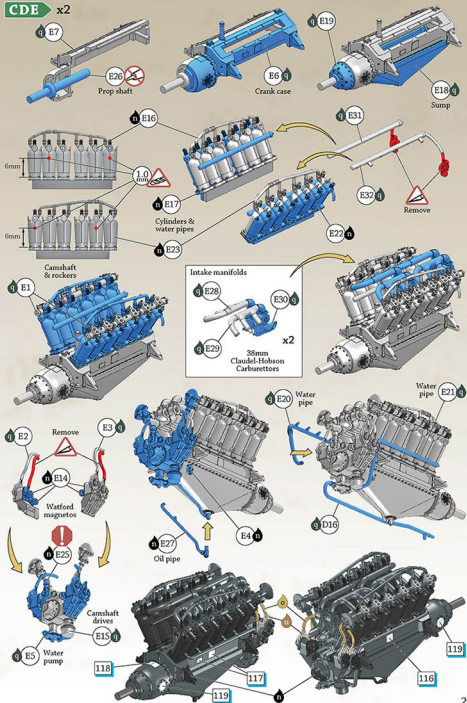
^ v Handley-Page O/100 1457 was the 3rd prototype and is seen here in the middle of 1916 in overall clear doped Irish linen with grey painted engine nacelles etc. The linen has been removed from the elevator balances to improve handling but their ribs remain in position. Note how bright the undoped linen wing fold gussets appear and that no white paint appears to have been used in the cockades or rudder stripes.



Handley-Page O/100 1457 is shown here after having the elevator balances completely removed and before it was wrecked in a crash on 29 December 1916. Note the translucent clear doped Irish Linen covered wings and that WD Oddy & Co decals 115 have only been applied to the port propeller.

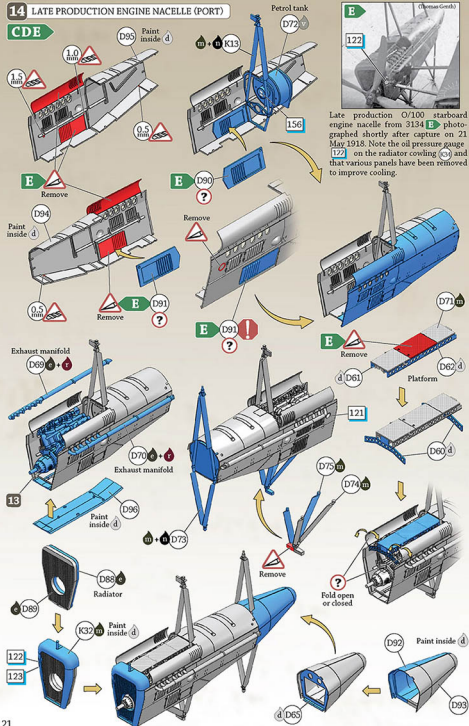
13 ROLLS-ROYCE 275hp Mk.II ENGINE (Eagle VI, actual rating = 322hp)

CDE x2



14 LATE PRODUCTION ENGINE NACELLE (PORT)

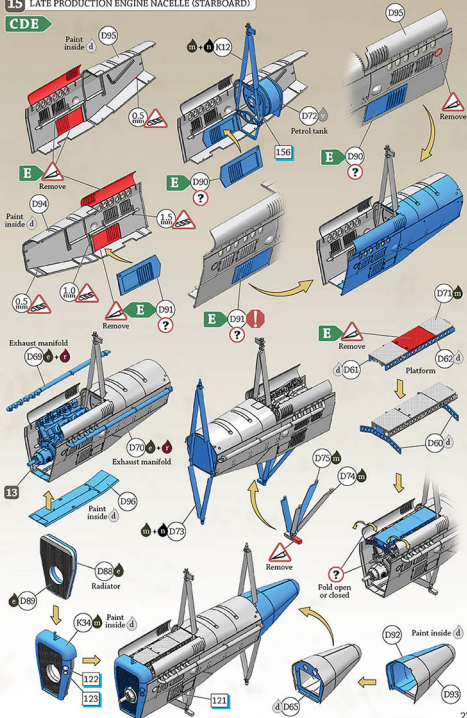
CDE



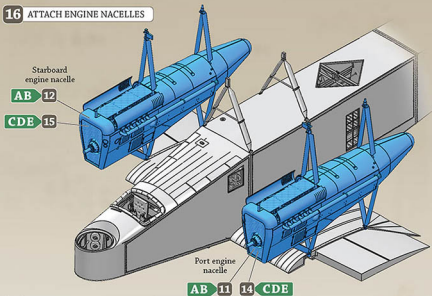
Late production O/100 starboard engine nacelle from 3134 **E** photographed shortly after capture on 21 May 1918. Note the oil pressure gauge **122** on the radiator cowling **34** and that various panels have been removed to improve cooling.

15 LATE PRODUCTION ENGINE NACELLE (STARBOARD)

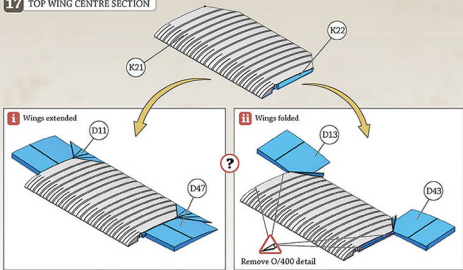
CDE



16 ATTACH ENGINE NACELLES



17 TOP WING CENTRE SECTION

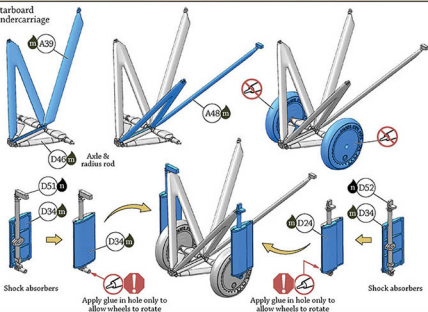


Early production Handley-Page O/100 1400 is seen here shortly after completion in late September 1916.

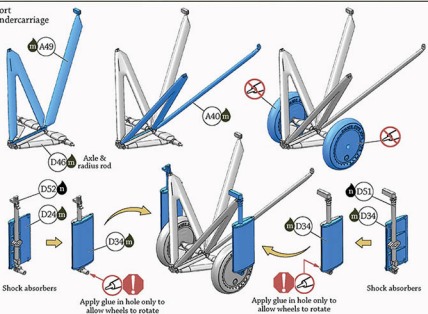
Wheels & tyres
x4



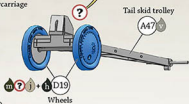
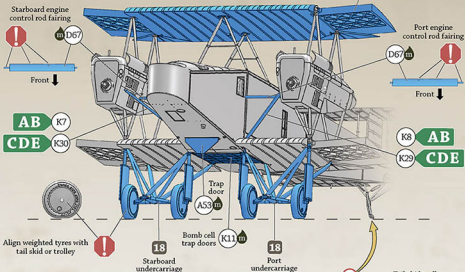
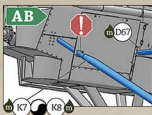
Starboard
undercarriage



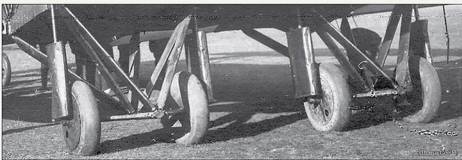
Port
undercarriage



19 ATTACH TOP WING AND UNDERCARRIAGE



< Trap door detail from O/100 1463 **B1** as seen on page 37.



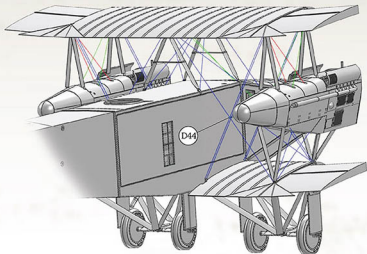
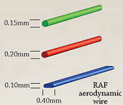
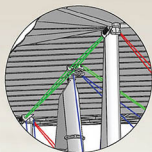
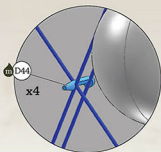
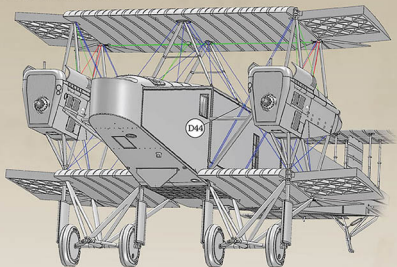
Undercarriage and bottom centre section detail from O/100 1463 **B3** as seen on page 36.

CENTRE SECTION RIGGING

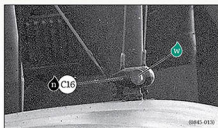
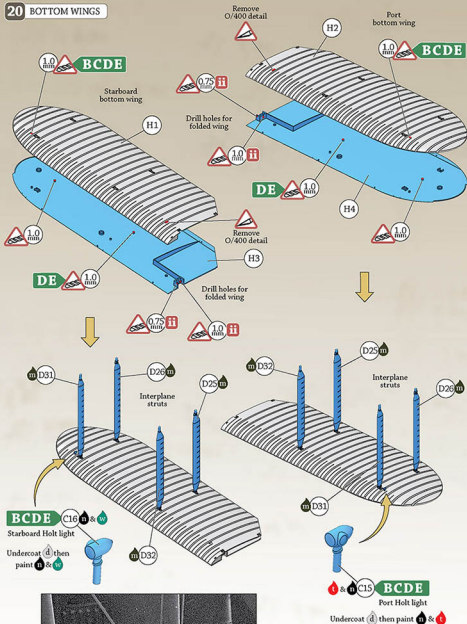
Rigging material not supplied

More images at www.wingnutwings.com

If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any tumbuckles (which are not really applicable to the Handley-Page O/100 anyway).

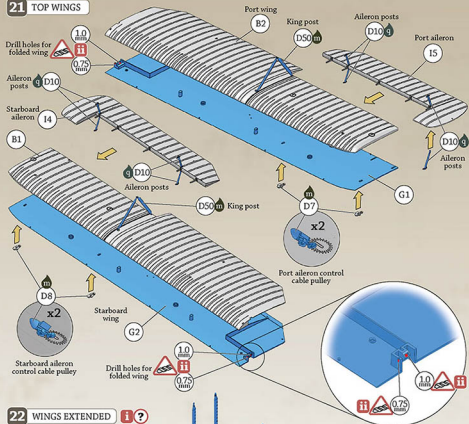


20 BOTTOM WINGS

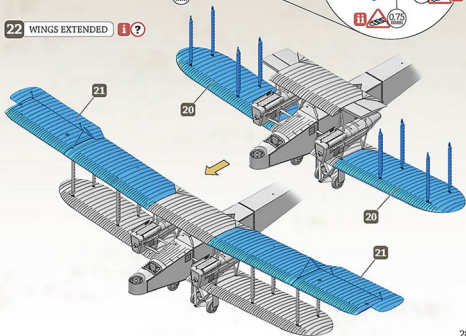


Starboard Holt light (C16) from unidentified late production 207 Squadron O/100 "A2" as seen on page 46. The front of the light was left clear.

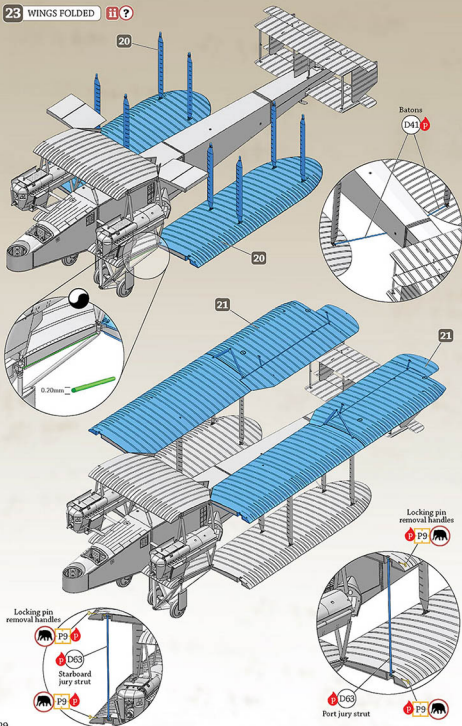
21 TOP WINGS



22 WINGS EXTENDED i ?

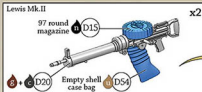


23 WINGS FOLDED **ii ?**

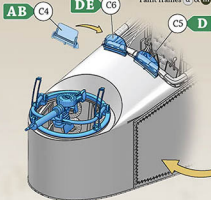


24 ARMAMENT

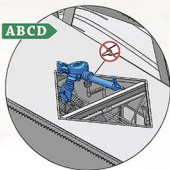
Lewis Mk.II. Note the wooden hand grips and leather strap on the 97 round magazine.



Windscreens **AB** **C4** **DE** **C6** Paint frames **d** & **m**



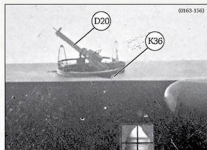
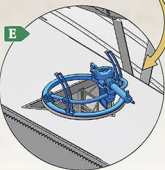
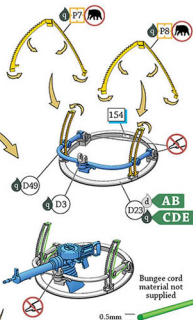
< Gun turret and Scarff ring detail from O/100 1463 **B1**. Note the Handley-Page factory stencil **25** and "L'Amazone" nose art **158**.



> Gun cockpit Scarff ring and Lewis Mk.II detail from O/100 3137 that was shot down by anti-aircraft fire and captured on 26 August 1917.

Scarff ring

ABCD x1 **E** x2



25 FINAL ASSEMBLY

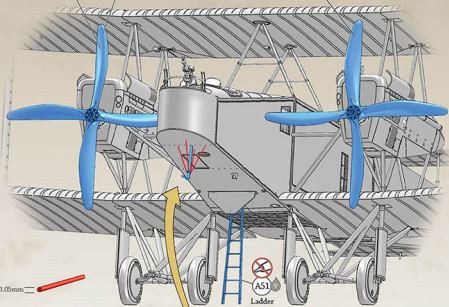
Note Direction



D30 Starboard propeller



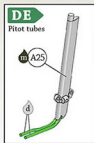
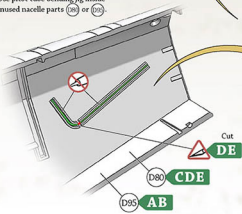
K10 Port propeller



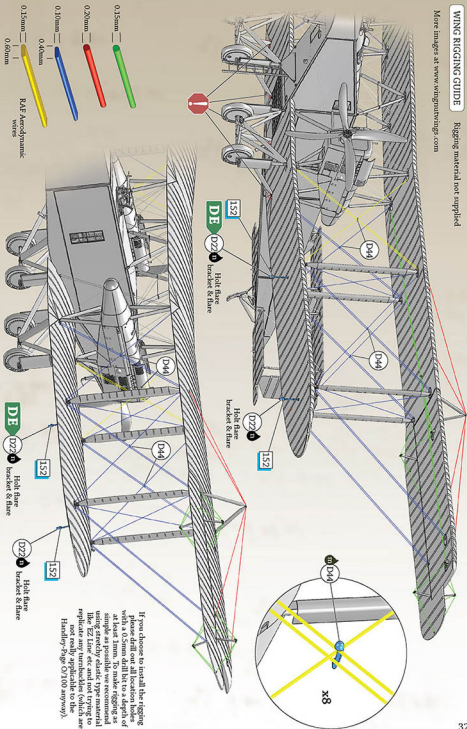
0.65mm **A51** Ladder

0.50mm

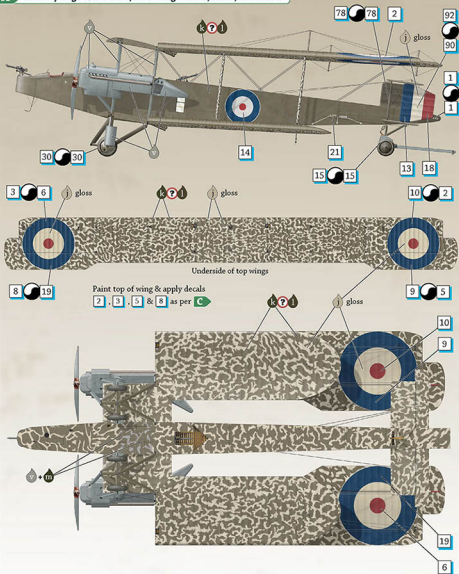
Use pitot tube bending jig inside unused nacelle parts **D80** or **D95**.



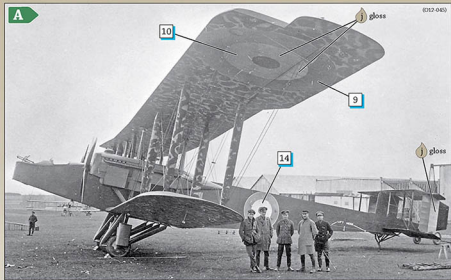
> Pitot tube detail from O/100 1463 **E1** as seen on page 37.

More images at www.wingtwings.com

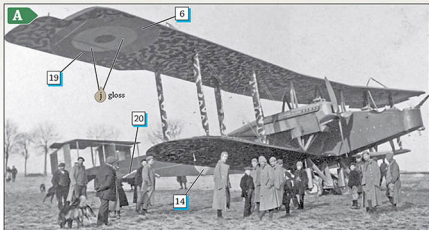
If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles (which are not really applicable to the Handley-Page O/100 anyway).

A Handley-Page O/100 1459, No.3 Wing Luxeuil, RNAS, March 1917

Early production Handley-Page O/100 1459 is from the first production order for 12 aircraft (numbers 1455 to 1466, including the 4 prototypes) placed with Handley-Page in February 1915 and was delivered to Handley-Page (HP) Squadron RNAS in September 1916 before being ferried across the channel the following month to become the 1st Handley Page in France. O/100 1459 served with No.3 Wing of the RNAS HP Squadron from October 1916 but did not carry out its first successful bombing raid until 14 April 1917. Following a reorganization of RNAS Squadrons that month, 1459 served with 7 Squadron at Coudekerque from 23 April 1917 and from October 1917 in 7A Squadron (which was renamed 207 Squadron RAF on 1 April 1918) and then served with 214 Squadron RAF from later that month and 216 Squadron RAF from mid May 1918. Handley-Page O/100 1459 was finally wrecked in a crash following a raid on 14 September 1918 while being crewed by H Castle & GSL Hubbell from the USAS and BA Levy.

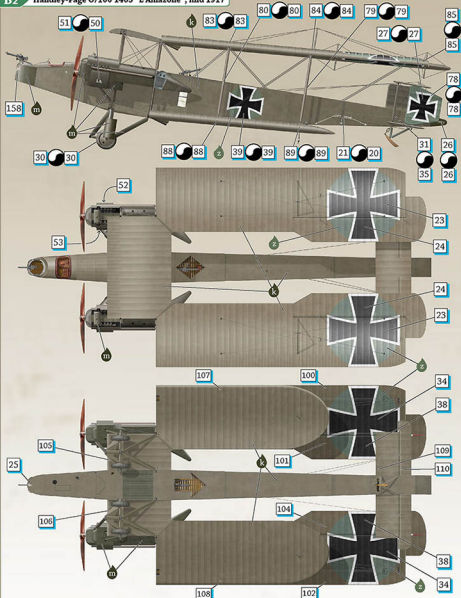


^ v Two views of Handley-Page O/100 1459 at No.3 Wing in Ochey during March 1917. Note the mottled camouflage finish on the interplane struts, undersides of the wings and fuselage (and presumably tailplane) which appears to be PC10 over bleached linen. The engine nacelles appear to be finished in grey while the "white" areas of the wing cockades & rudder stripes appear to remain unpainted translucent bleached linen.



Starboard side view of Handley-Page O/100 1459 showing the mottled camouflage finish.

B2 Handley-Page O/100 1463 "L'Amazone", mid 1917



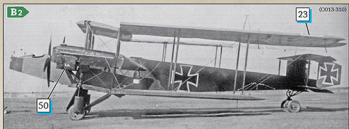
Early production Handley-Page O/100 1463 "L'Amazone" is from the same production order as **A** and was delivered to HP Squadron, Manston in November 1916. On its 3rd attempt to fly to France on 1 January 1917, HC Vereker (an experienced O/100 test pilot) became lost in very thick cloud and landed 1463 intact behind German lines. HC Vereker and his observer SR Hibbard went to find their location but were quickly captured by very surprised German soldiers. The remaining passengers WW Higby and mechanics Kennedy and Wright were captured shortly afterwards and the prize aircraft secured. This was a full 11 weeks before any Handley-Page bomber was to make an operational bombing raid and because it was an all new type of aircraft, much interest was taken in O/100 1463 and many photographs were taken. It appears to have been an inspection of this aircraft that caused 80 victory ace Manfred von Richtofen to refer to the Handley-Page as "a flying fortress", despite featuring defensive armament similar to the contemporaneous Gotha G.IV. Handley-Page O/100 1463 was disassembled for transport, detailed inspection and then rebuilt and repainted in German markings for flight testing. It crashed in August 1917 after the aileron control cables were reversed but was extensively rebuilt and repainted before 6 October 1918.



A poor image but it does show Handley-Page O/100 1463 repainted in German markings with the original 4 blade propellers and "L'Amazone" nose art.



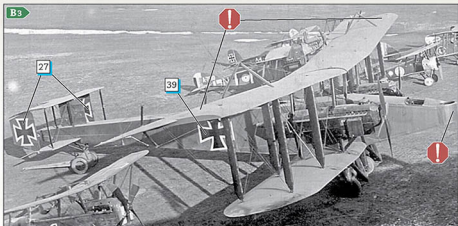
Rear view of Handley-Page O/100 1463 repainted in German markings with the original 4 blade propellers and "L'Amazone" nose art. Note the high gloss paint used to overpaint the original cockade markings.

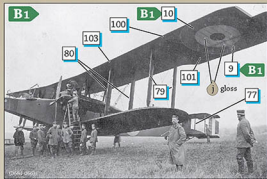


< Port side view of Handley-Page O/100 1463 repainted in German markings with the original 4 blade propellers and "L'Amazone" nose art. It was in this configuration when it was crashed on 22 August 1917.

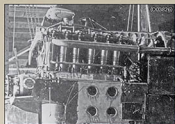
> Handley-Page O/100 1463 "L'Amazone" after being extensively rebuilt following its crash on 22 August 1917. The nose art and Handley-Page factory decals have been overpainted and the original 4 blade propellers have been replaced with pairs of 2 blade German made Wolff propellers. The gun turret Scarff ring also appears to have been a casualty of the crash.

∨ Handley-Page O/100 1463 on display with other captured aircraft sometime after 6 October 1917, which is when the 60 Squadron SE.5a B507 "A" in the foreground was captured. The extensive rebuild and repaint has resulted in the crosses on the top wing being removed.



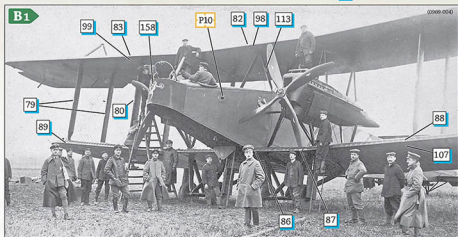
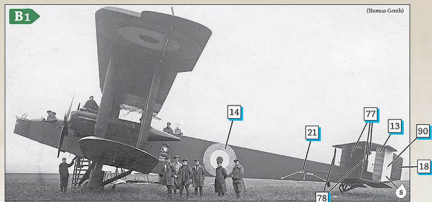


< Handley-Page O/100 1463 "L'Amazone" shortly after capture on 1 January 1917. Note the bolt flare brackets (77) and lights (79 & 80), dark painted engine nacelles & gun turret, Handley-Page factory decals (79 & 80) applied to the struts and the translucent appearance of the clear doped Irish linen "white" area of the wing cockade.



^ Rolls-Royce 250hp Mk.1 engine detail from early production O/100 1463 (B) after capture and disassembly for inspection. Note how dark the paint on the engine nacelles is.

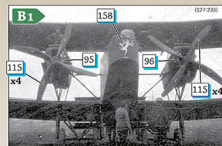
v A nice side view of Handley-Page O/100 1463 "L'Amazone" shortly after capture on 1 January 1917. To model Handley-Page O/100 in its original form as it appears here, paint wings and fuselage overall PC10 (6) and apply decals (2, 3, 5 & 8) as per (C) and (6, 9, 10, 14 & 19) as per (A).



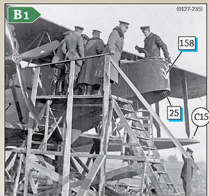
Handley-Page O/100 1463 "L'Amazone" (B1) is attracting much attention after being captured on 1 January 1917.



Handley-Page O/100 1463 "L'Amazone" with its wings folded and propellers and nacelle rear fairings removed. Various components have been marked "R.A." etc by the Germans to simplify reassembly. The mottled appearance of the underside of the top wing appears to be an optical illusion caused by the roughly hand painted finish exhibiting a mix of semi-gloss and matt that are reflecting the bright snow covered background differently.



^ Handley-Page O/100 1463 "L'Amazone" shortly after capture. Note the "L'Amazone" nose art [158] instrument gauges [120], [121] & [123] on the inner faces of the nacelles, WD Oddy & Co propeller decals [115] and "HP" decal [25] under the nose.

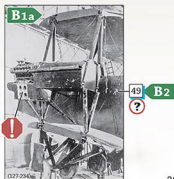


Rear view of Handley-Page O/100 1463 "L'Amazone" shortly after capture. Note the Holt landing light [C16] and fuselage markings [20] and [14].

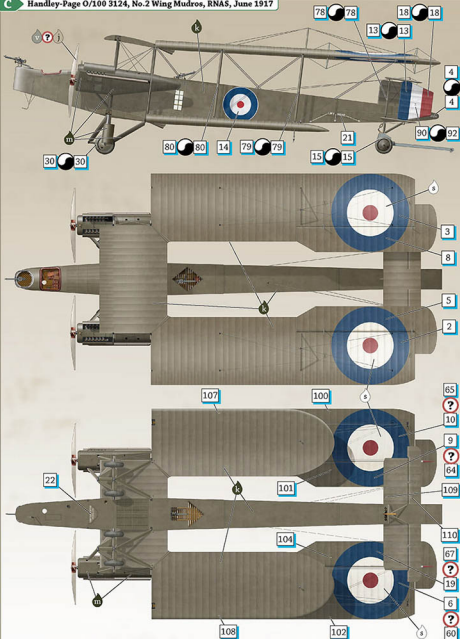
^ A viewing platform provides safer access for visitors interested in the recently captured Handley-Page O/100 1463 "L'Amazone". Note the Holt light [C15] and "L'Amazone" nose art [158]. Also note the lack of the health and safety propeller warning [77] on the trap door.



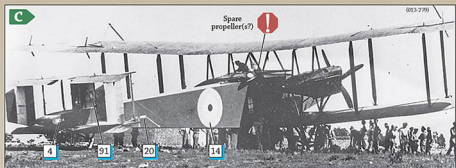
<> Two views of the port engine nacelle of Handley-Page O/100 1463 "L'Amazone" while it was being reassembled after capture. Note that various components have been marked by its captors to aid reassembly. Also note the very dark green [m] paint used on the engine nacelles and undercarriage.



C Handley-Page O/100 3124, No.2 Wing Mudros, RNAS, June 1917



Late production Handley-Page O/100 3124 is from the 2nd (and final) O/100 production order for 28 aircraft (numbers 3115 to 3142) placed with Handley-Page in April 1915 and was delivered to HP Squadron RNAS at Manston on 10 May 1917. On 22 May 1917 it took off for Mudros in Greece where it arrived 17 days later and joined No.2 Wing RNAS. From there it carried out numerous raids on Turkish targets including ships, submarines and ground targets until it was shot down by anti-aircraft fire and captured on 30 September 1917. Note the high gun turret (A33) which was introduced to allow a recoilless Davis gun to be fired without its ejected counter mass damaging the top wing. In reality very few Handley-Pages were fitted with the Davis gun for very long.



Late production Handley-Page O/100 3124 prepared for its 17 day flight to Greece. Note the spare propeller(s?) lashed to the top of the fuselage and full chord cockades and rudder stripes.



This photo is believed to show Handley-Page O/100 3124 after arrival in Mudros, Greece. Note the tarpaulins placed over the wheels, presumably in an attempt to protect the rubber tyres from the summer heat.

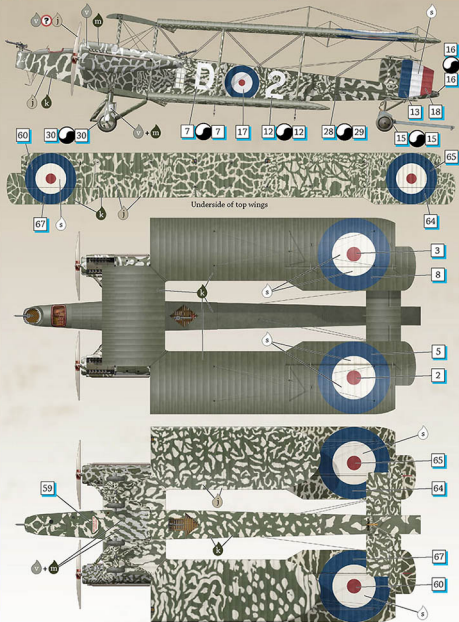


Late production Handley-Page O/100 3124 taxiing on Marsh aerodrome in Mudros Greece on 8 June 1917. Note the very dark gloss painted nacelles, undercarriage struts and full chord cockades and rudder stripes.

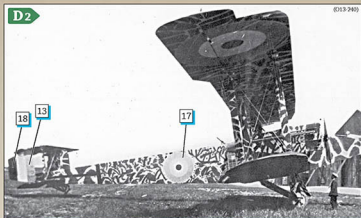


Late production Handley-Page O/100 on an unidentified airfield. Note reduced chord cockades and rudder stripes visible on the O/100 in front of the hangar and that tarpaulins cover the cockpit openings and engines.

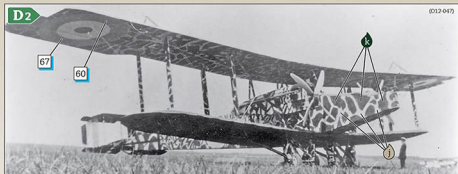
D3 Handley-Page O/100 3126, 7 Squadron RNAS, September 1917



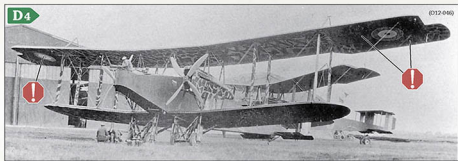
Late production Handley-Page O/100 3126 is from the same production order as **CE** and was delivered to Orfordness in early 1917 in all over clear doped Irish linen with light grey engine nacelles in anticipation of the experimental "invisible" camouflage scheme shown above being applied. It then went on to serve with 7 Squadron RNAS from late May 1917 and then it was with A Squadron RNAS at Redcar from 5 September 1917 and then at Manston, where it was involved in a "minor" taxiing accident with another O/100. Later the fuselage was completely overpainted in PC10 and a dark colour (red?) was painted inside the "D 2" leaving a thin white outline. On 8 January 1918, A Squadron was renamed 16 Squadron RNAS. Handley-Page O/100 3126 was eventually wrecked in a crash on 17 February 1918 which did not injure any of the crew.



< v Two views of Handley-Page O/100 3126 at Orfordness in early 1917 where the experimental "invisible" camouflage seen here was applied. Note the distinctively different styles of camouflage paint application. Sometimes these photos are printed "flipped" but what you see here is the true starboard side camouflage pattern.

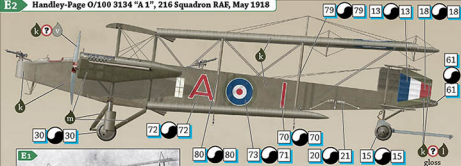


These photos of Handley-Page O/100 3126 taken after a "minor" taxiing accident involving another late production O/100 allow us to see more details of the distinctive "invisible" camouflage scheme. Also note the white "D 2" identification code painted on the side of the fuselage.

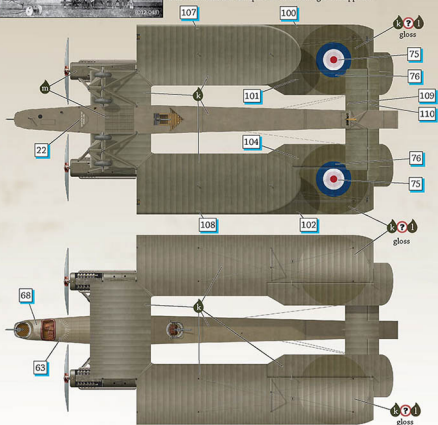


Handley-Page O/100 3126 now with the fuselage completely overpainted with PC10 and the insides of identification code "D 2" painted a dark colour (red?) leaving a thin white outline. Note that the original large cockades have now been reduced in size.

E2 Handley-Page O/100 3134 "A 1", 216 Squadron RAF, May 1918



< Handley-Page O/100 3134 shortly after delivery to the RNAS in July 1917. Note the large full chord cockades, full rudder stripes and how small the Nieuport 17 in the foreground appears.



Late production 322hp Eagle VI (Rolls-Royce 275hp Mk.II) powered Handley-Page O/100 3134 is from the same production order as **CD** and was delivered to 7 Squadron RNAS on 21 July 1917. By 10 September 1917 it had been transferred to 7A Squadron where, in addition to its usual night bombing duties, it was used for anti-Gotha patrols and reportedly attacked 3 Gotha bombers on the night of 28-29 September 1917. One of the aircraft was seen to fall away steeply and it is believed that this could have been Gotha G.IV 602/16 which crash landed in Holland about this time (see *Wingnut Wings* model 32005). The squadron was renamed 14 Squadron on 9 December 1917, and again as 214 Squadron RAF following the amalgamation of the RNAS & RFC into the RAF on 1 April 1918. Handley-Page O/100 3134 was serving with 216 Squadron and coded "A 1" by the time it was hit by anti-aircraft fire on the night of 21 May 1918 and forced to land behind German lines. The crew of HL LeRoy, R Peat, and WJL Twite were captured and made prisoners of war (POW).

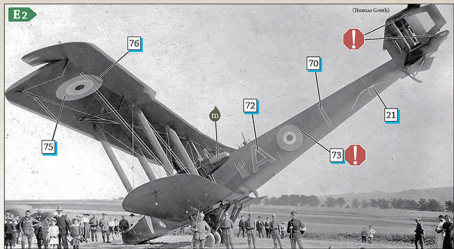
E2



Handley-Page O/100 3134 "A 1" resting gently on its nose after landing behind German lines. Note the 34 gradient points of the compass painted around the cockpit [63] & [68] and that various engine nacelle panels have been removed to improve cooling.

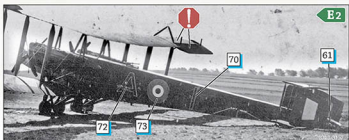
E2

(Thomas Greth)



Another view of Handley-Page O/100 3134 "A 1" resting gently on its nose after landing behind German lines. Note that the full chord cockades and rudder stripes seen on E1 have been reduced in size and that the gloss enamel PC10 paint equivalent applied to the engine nacelles appears very dark compared to the matt PC10 dope applied to the fabric covered areas.

> Handley-Page O/100 3134 "A 1" after being righted. Note the Scarff ring for the rear gunner which was a feature of the last dozen or so late production O/100. There appears to be no evidence of cockades on the top wings, which was not unusual for this time period, and it would appear that they have been completely overpainted.



E2

(012-047)



< Early production Handley-Page O/100 thought to be 1464 shortly after completion. Note the pale grey painted engine nacelles and that the interplane struts and wings appear to remain unpainted Irish linen.

D63

(013-255)



< An unidentified Handley-Page O/100 with its wings folded. The combination of the early production armoured nacelle with late production shortened rear fairing indicates that this is one of the 1st dozen or so aircraft from the 2nd production order, or possibly the rear fairings have simply been retrofitted to an aircraft from the 1st production order, as has been noted on Handley-Page O/100 1466 (but this does not appear to be 1466). Note the Jury strut (D63) and loose rigging dangling from the top wing centre section.

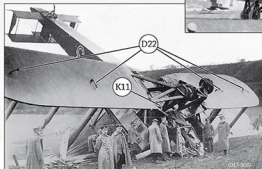
> Handley-Page O/100 3116 is the 2nd aircraft from the 2nd production order and is seen here shortly after arriving at 7 Squadron RNAS at Coudekerque France on 2 April 1917. This is one of about a dozen O/100 from this production order with the early production armoured engine nacelles but with shortened rear fairings. Note the full chord cockades and rudder stripes.



(010266-19)

> This photo is believed to show Handley-Page O/100 3116, now marked "B 3", alongside Clerget engine powered Sopwith E1 Camel N6331 sometime between May and July 1917. Note the "Black Cat" nose art. 7 Squadron RNAS would go on to become 207 "Black Cat" Squadron RAF following the amalgamation of the services on 1 April 1918.

(0202-00)



< Late production Handley-Page O/100 3123 "Split Pin" was aircraft "D 3" of A Squadron RNAS and is seen here after crashing in occupied territory on 30 October 1917. The crew of pilot LG "Split Pin" Sieveking, E Brooks and HL Dodd all survived and were taken prisoner. Note the Holt flare brackets (D22) and bomb cell trap doors (K11).



Unidentified late production Handley-Page O/100 "A 2" was photographed on 20 April 1918 and is believed to have been serving with 207 Squadron RAF. Note the twin Lewis guns on Bowen-Williams "Pocket" mountings in the gun cockpit, Holt light on the starboard bottom wing tip, spotlight fixed under the gun turret and partially visible nose art.



Product Design by Jason McAdam

From an 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, 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 Wingnut Wings. Whilst at Wingnut, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail.

This passion for design goes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of his pastimes.



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.



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... Canals 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 WWI aircraft collection at Hendon growing 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 Facebook page - www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/



32051 Product Manager, 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. 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@wingnutswings.com



32051	1/32 Handley-Page O/100	Qty
0132039A	A parts	1
0132039B	B parts	1
0132039C	C parts	1
0132039D1	D1 parts	2
0132051D2	D2 parts	2
132E0022	E parts RR Eagle engine	2
0132039F	F parts	1
0132039G	G parts	1
0132039H	H parts	1
0132039I	I parts	1
0132051K	K parts	1
0132051P	Photo-etched metal parts	1
7132051	Instructions	1
9132051a	Decals	1
9132051b	Decals	1
9132051c	Decals	1

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



32045 - Gotha G.I



32085 - AMC DEL9



32042 - AEG G.IV (late)

Also available from
www.wingnutwings.com

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