

WINGNUT WINGS



FE.2b Late

1/32 Scale

The RAF FE.2b (The Royal Aircraft Factory Farman Experimental 2b) was a mild update to the FE.2a 'Gun Carrier' which first flew in January 1915. Like other Royal Aircraft Factory designs of the time the FE.2a made good use of many 'off the shelf' components from their other designs, most notably the use of the BE.2c upper wing panels and experimental BE.2 oleo undercarriage with a nose wheel. The first FE.2a differed from the FE.2b in that it was initially powered by a fully cowled 100hp Green engine, featured an airbrake/flap in the top center section, RAF 6 aerofoil section wings and had more ply on the sides of the nacelle. Later FE.2a used a 120hp Austro-Daimler engine (built by Beardmore), dispensed with the airbrake/flap and much of the engine cowling and added a long teardrop shaped gravity petrol tank hung below the top wing. Only 12 FE.2a were built before production was switched to the FE.2b which, apart from streamlining the gravity tank and doing away with even more of the engine cowling, was for all intents and purposes the same. Early in production the wing aerofoil section was changed to RAF 14 section and these new wings were retrofitted to older machines. Eventually the meaning of the F in the initials would change from 'Farman', named after the pusher designs of Henry Farman, to 'Fighting'... and fight it did!

Despite its ungainly appearance and large size the FE.2b 'Fee' was an effective two seat fighter, reconnaissance and bomber aircraft which proved to be highly adaptable to the changing face of aerial warfare. Arriving in late 1915 the pusher design afforded the observer/gunner an excellent view and field of fire (something that its contemporaries the BE.2c & e were sorely lacking) enabling the FE.2b, along with the DH.2, to combat the 'Fokker scourge' then decimating the RFC. It also saw service in the escort, reconnaissance, home defense, training and bombing roles and it was in the latter role as a specialized night bomber that it soldiered on until the Armistice. The FE.2b was initially powered by the reliable 120hp Austro Daimler engine built by Beardmore which was later upgraded to deliver 160hp although this proved to be very unreliable at first. The FE.2d, an improved version powered by 250hp & 275hp Rolls Royce Eagle engines, started appearing in June 1916 but only saw limited service and production was halted due to those engines being urgently required elsewhere. Remaining FE.2d airframes then under construction were completed as FE.2bs. A more streamlined 'V' strut undercarriage was trialed on the FE.2a and early FE.2bs but the shock absorbing oleo undercarriage was preferred, although a modification designed by Lt Trafford Jones of 20 Sqn was introduced from June 1916. Later the 'V' strut undercarriage was reintroduced as it enabled the fitting bombs under the nacelle. Any history of this fascinating aircraft here is of necessity very brief so we encourage you to seek out any, or all, of the reference books listed below.

Early production FE.2bs arrived at a time when camouflage was only just being introduced so they featured many experimental camouflage possibilities. Late production FE.2bs arrived well after the 'standard' colour scheme of PC10 upper surfaces with clear doped linen (CDL) lower surfaces although replacement wing panels in all over CDL were commonplace. Night bombing operations required a different form of camouflage and a Secret Operations Order of April 1917 'standardised' this scheme as all over black wings and tailplane except for the upper portion of the top wing which should be 'brown' and the nacelle which should be dark grey. A normal RFC cockpit was to be painted onto the top wing while the bottom wing would only receive a white circle (no red or blue) in place of the cockade. Photographic evidence shows some degree of interpretation as to which parts of the nacelle were painted dark grey and the proportions of the white circle. Interior wooden frames and ply areas were believed to have remained unpainted but close examination of archive photos indicate that visible areas of some interiors may have been painted a very dark grey or PC10 colour. Metal brackets and fittings were usually black.

Richard Alexander 2011

Wingspan:	Length:	Max Weight:	Max Speed:
47' 9" (14.55m)	31' 9" (9.68m) Late undercarriage	Approximately 3300lb (1500kg)	91.5mph (147kph)
No. manufactured:	Production:	Engine:	Ceiling:
1800 (approx) incl. rebuilds	Sept(?) 1915 to Nov(?) 1918	120hp & 160hp Beardmore	11,000' (3350m)

Armament:

1 or 2 .303 (7.7mm) Lewis guns and over 350lb (160kg) of bombs.

References:

Schedule of Spare Parts for the F.E.2.B Machine, DCGE T.5 R.7392 1050 10/18, 1918 - The Vintage Aviator Ltd
 1914-18 Aviation Heritage Trust - RAF FE2b Windsock Datafile, JM Bruce, 1989 - The Royal Aircraft Factory FE2b/d
 & Variants in RFC, RAF, RNAS & AFC Service, various authors, Cross & Cockade International, 2009
 The FE2B Flies Again, various authors, Albatros Publications, 2009 - Private Collections

FE.2b Late

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.
- Painting:** Only use paints suitable for plastic model kits.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto gloss painted surface of model. 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 hints and tips to assist you in getting the best result from your Wingnut Wings model.

1 Construction Step



Choose



Attention



Remove

A1 Part Number



Do Not Cement



Option



Drill

5 Decal



Cement For Metal



Other Side

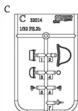
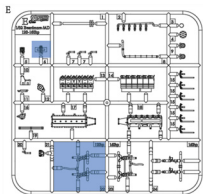
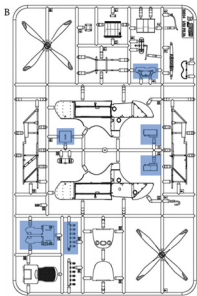
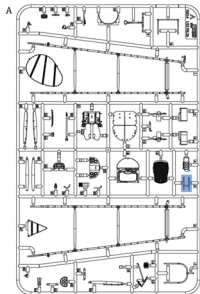


Paint Colour

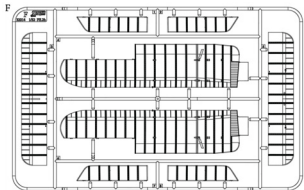
P1 Photo Etch Part

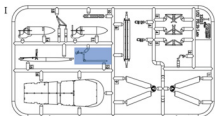
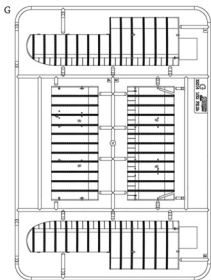
	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium / Tin	XF16	27001	
e	Steel	XF56	27003	
f	Dark Yellow - matt	XF60	74	
g	Rust	XF9	113	
h	Leather - semi gloss	XF52	62	
i	Clear Doped Linen (CDL) - semi gloss	XF55	121	BC05
j	Black night camouflage - matt	XF1(x15) + XF15(x1)	33(x15) + 61(x1)	
k	PC10 Late - matt	XF62(x2) + XF10(x1)	98	
l	PC10 early - semi gloss	XF62	155	BC03
m	Light Grey	XF19	64	
n	White	XF2	34	BC08
o	Dark Wood* - semi gloss	XF68	98	
p	Black - semi gloss	X18	85	
q	Rubber - matt	XF69	66	
r	Light Wood* - semi gloss	XF78	93	
s	Red - matt	XF7	60	
t	Dark Grey - matt	XF24	112	
u	Green - matt	X28	208	
v	Clear red	X27	1321	
w	Clear green	X25	1325	

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



 = Not Used





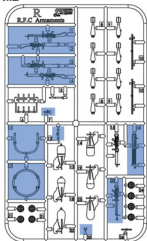
Decal Sheet



Decal Sheet



Rx2



Decal Sheet

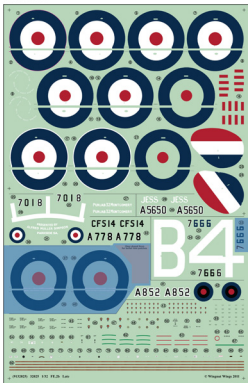
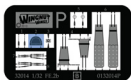


Photo Etch



1 NACELLE INTERIOR

Prepare observer's floor (A17)

DE

RL Tube



AD

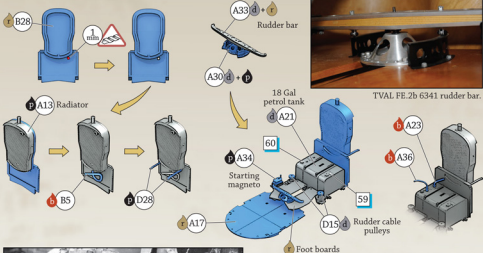


? i

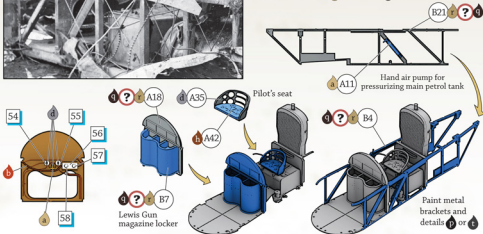
Optional internally mounted camera



BCE



< Note the 18 Gal petrol tank visible in this sad FE.2b wreckage, thought to be 4997 'Baroda 17' from 25 Sqn (see page 11 for more details). The nacelle frames appear to be a light coloured wood (r) with black (p) metal brackets.

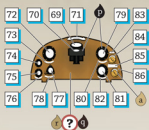
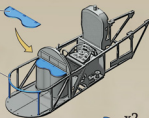
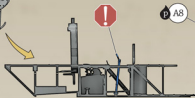


2 NACELLE INTERIOR continued



AD q ? r D18

BCE q ? r B1



AE

RAF Mk.II
compass

A22

Instrument
board

A27

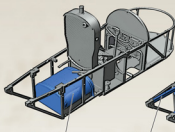


A16 r ? q

141

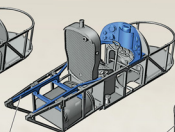


exact location of
fire extinguishers is
not known.

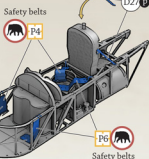


24 Gal main petrol tank

Engine bearers



Observer's safety belts
possibly not
installed in
all aircraft.



Safety belts

P4

Safety belts



∨ Instrument board detail from destroyed FE.2b 4997 showing subtle differences to TVAL 6341. Note that this instrument board appears to have been painted a very dark grey **q** or PC10 colour.



∧ TVAL 6341 instrument board, although representing an earlier type not fitted with the additional 18 Gal petrol tank (A21) under the pilot's seat, many details are still pertinent for this model. The 4 metal brackets either side of the compass are to secure a curved map holder often seen on early machines.

∧ Cockpit detail from the beautiful TVAL (The Vintage Aviator Limited) reproduction early FE.2b 6341 with pilot's locker under the seat (an option not used in this model). Seat and control column detail showing location of decal **89**, note that the 4 point Sutton Harness shown here is one of the very few 'modern' items installed for safety reasons. The usual safety belt was like the wide waist belts we include in this model **P4** & **P6**.



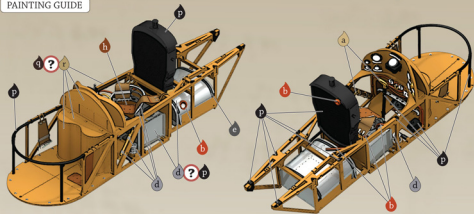


Interior detail photos from TVAL FE.2b 6341. While some details of the 'Pilot's Locker' cockpit arrangement are not suitable for this model, many interesting details can be seen in these photos.

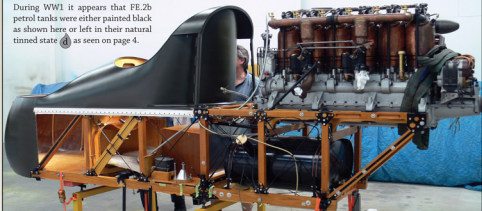


This unidentified night bombing Fee is fitted with Michelin Flares (D4) + (D6) under each wing and 'lamp shades' on its Holt landing flares (RS). No RL tube is fitted and white circles can be seen under the bottom wings. We have included optional Michelin flares for you to use if you wish although it is uncertain if they would have been carried on aircraft fitted with an RL tube like **D** & **E**.

PAINTING GUIDE



Nacelle detail from TVAL FE.2b 6341. During WW1 it appears that FE.2b petrol tanks were either painted black as shown here or left in their natural tinned state **d** as seen on page 4.

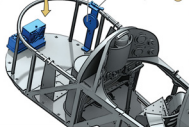


Ransomes, Sims & Jeffries built FE.2b B439 was completed in October 1917 and served with 100 Sqn as a night bomber from November that year. It had just 20 hours flying time when it was lost in action on 9 February 1918 with OB Swart and A Fielding-Clark being made POW. German crosses painted over the white circles under the bottom wings indicate that it may have been flown (and reduced to its present condition) by its new owners. The rudder carries the serial number in white(?) while there is a vertical white(?) bar on the fin. Holt flare brackets and 20lb bomb carriers are fitted under the wings while a single 112lb or 230lb carrier is fitted under the nacelle. Bomb release toggles **d43** are attached to the side of the observer's pulpit while a (crushed) RL tube protrudes beneath. Twin 8 Gal gravity tanks are fitted under the top wing and an extended oil tank sits beside the 160hp Beardmore engine.

3 NACELLE PULPIT OPTIONS

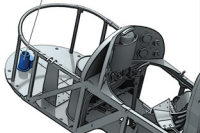
? Optional Stirling wireless set

- b** A14
- r** A20 Aerial wire winder
- p** A24
- t** A28 Paint morse transmitter key detail **a**



DE RL (Royal Laboratories) tube for flares

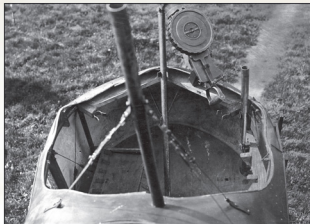
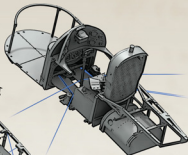
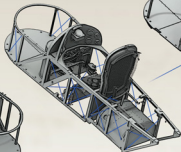
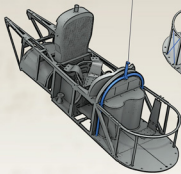
- p** A24
- Paint battery box **b**



No.10 Mk.1 Anderson mount

AD **p** A7


RIGGING GUIDE Rigging material not included

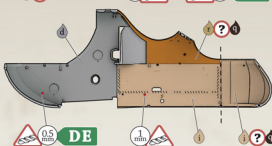
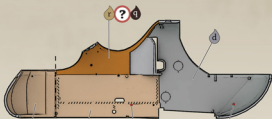


0.15mm 

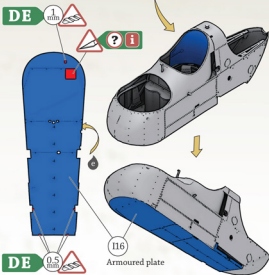
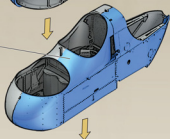
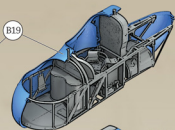
Nacelle detail from RAF built early production FE.2b 6341 showing that, at least for some aircraft, the doped on linen nose section lining was unpainted. The exposed metal and wood framework both appear to have been painted a very dark grey **b** colour while the floor and numerous makeshift 25 Sqn fittings (not relevant to this model) appear to be unpainted wood.

4 NACELLE PREPARATION

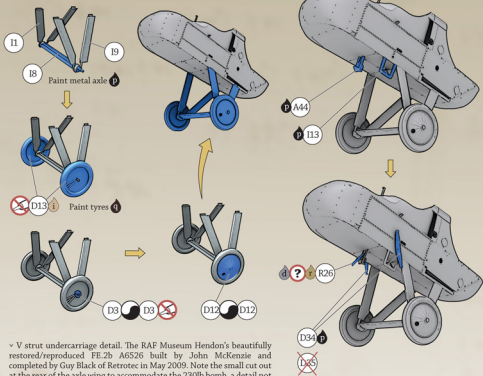
ACD  **ABDE**



Although damaged in a crash landing this unidentified (other than the last two digits of the serial number which could be 37 or 87) FE.2b has a very dark interior, either it is uniformly dark wood or it has been painted with dark grey or PC10 coloured paint. Note the CDL insides of the linen nacelle panel, aluminium strip edging around the cockpit openings and the camera.



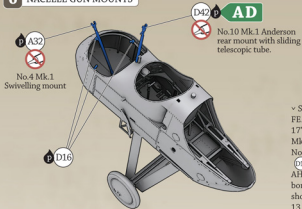
5 V STRUT UNDERCARRIAGE



∨ V strut undercarriage detail. The RAF Museum Hendon's beautifully restored/reproduced FE.2b A6526 built by John McKenzie and completed by Guy Black of Retrotec in May 2009. Note the small cut out at the rear of the axle wing to accommodate the 230lb bomb, a detail not universally applied to bombing FE.2bs.



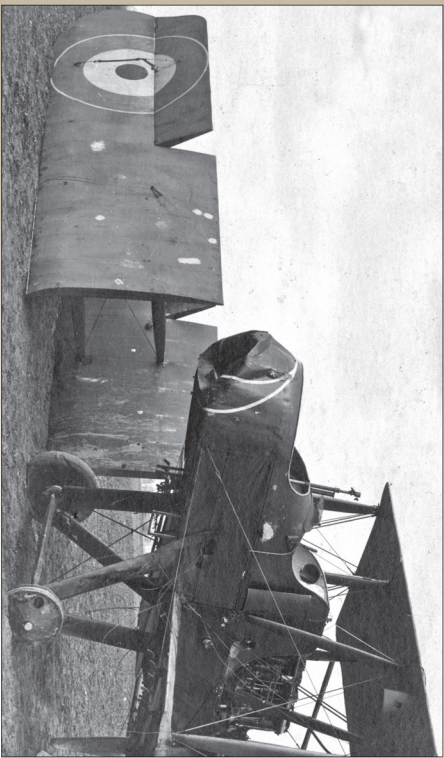
6 NACELLE GUN MOUNTS



Severely damaged after crashing into a street this FE.2b, thought to be G & J Weir built 4997 'Baroda 17' completed in February 1917, displays the No. 10 Mk. 1 Anderson rear mount (A7 + D42) and front No. 4 Mk. 1 Swivelling mount (A32) with its 3 clips (D16) located on the top fairing support tube (A8). AH Bates and WA Barnes of 25 Sqn were on a bombing operation in FE.2b 4997 when they were shot down and killed by Manfred von Richthofen on 13 April 1917.

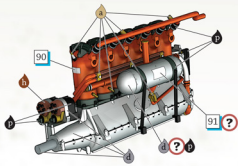
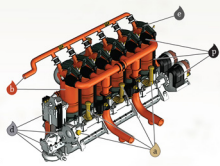
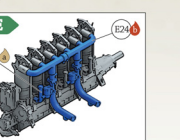
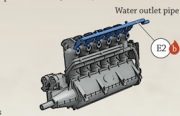
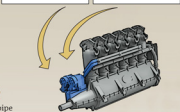
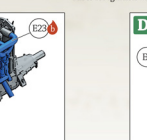
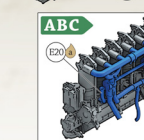
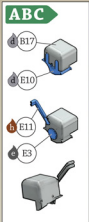
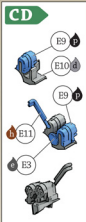
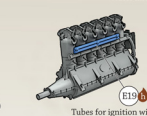
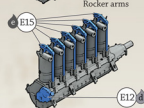
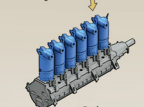
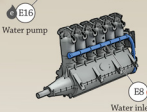
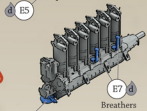
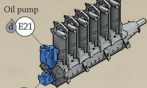


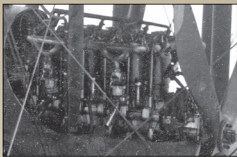
G & J Weir built FE.2b A5548 served with 64 Sqn and 51 HDS (Home Defense Squadron) and is recorded as flying at least 2 "Anti Zeppelin Patrols", the first in September 1917 and the 2nd in August 1918. In this photo it appears to have a 120hp engine with 2 bladed propeller, Holt landing flares and lights as well as 20lb bomb carriers.



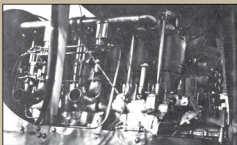
This unidentified night bombing FE.2b appears to have been captured. The nose marking is worthy of note as is the large ventilation hole(s) cut into the back of the pilot's cockpit. A single bomb release lever **DC** is fitted to the side of the pilot's cockpit opening and 20lb bomb carriers are fitted under each wing. The port bottom centre section appears to be a CDL replacement. It is not possible to confirm whether the upper surface of the starboard top wing is finished in 'brown' as specified in the April 1917 Special Operations Order but it does retain the standard cockade.

7 160HP BEARDMORE ENGINE





Beardmore engine #708 from FE.2b 7705 as seen on page 20 showing earlier style of 'Y' intake manifolds (E23) seen on 160hp engines.



160hp Beardmore engine showing later 'T' style of 160hp intake manifolds (E24).



160hp Beardmore engine #2192 is readied for TVAL FE.2b 6341. Note the oil pump (E21) at left.



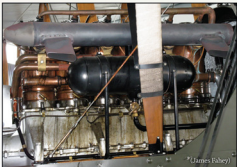
The same engine after a few hours flying time. Note the extensive oil staining and patina of the copper water jackets and intake pipes (E24) and the protective magneto cover (E17).



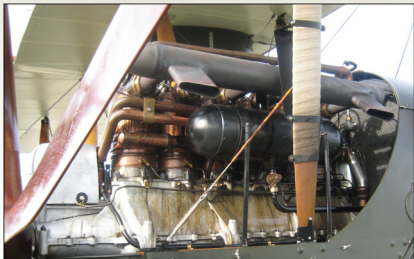
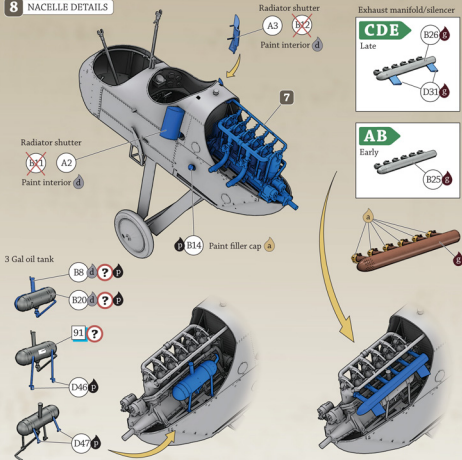
^ > Rear right view showing the position of the oil tank (E8) & (E20) under the late style silencer (E29) & (E31).



Top view showing the rocker arms, water outlet pipe and cylinder water jackets before being mounted into TVAL FE.2b 6341.



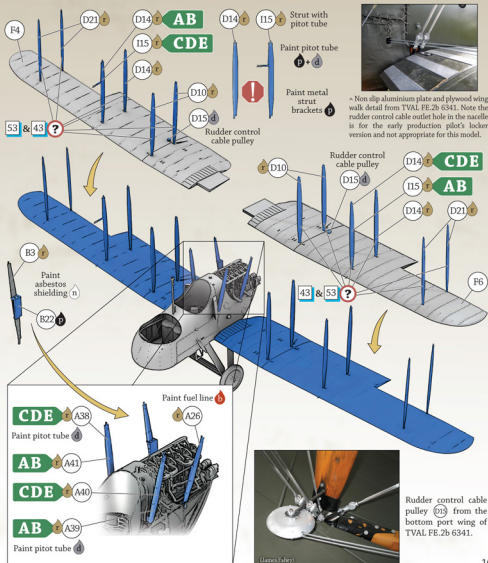
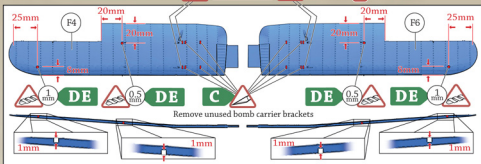
8 NACELLE DETAILS



Silencer and 3 Gal oil tank detail from TVAL FE.2b 6341. Archive images indicate that the tin plated oil tank was often unpainted. Note the asbestos heat shielding wrapped around the rear strut (B3).

9 STRUTS AND BOTTOM WINGS

ABCDE **!** Do not remove if installing Michelin flares **iv** (see page 22)



10 TOP WINGS

Drill holes for 2nd gravity tank

E 1mm  **D** ?



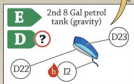
G3 Top center section



G2 Main plane port



G1 Main plane starboard



D22 D23 8 Gal petrol tank (gravity)

b B2

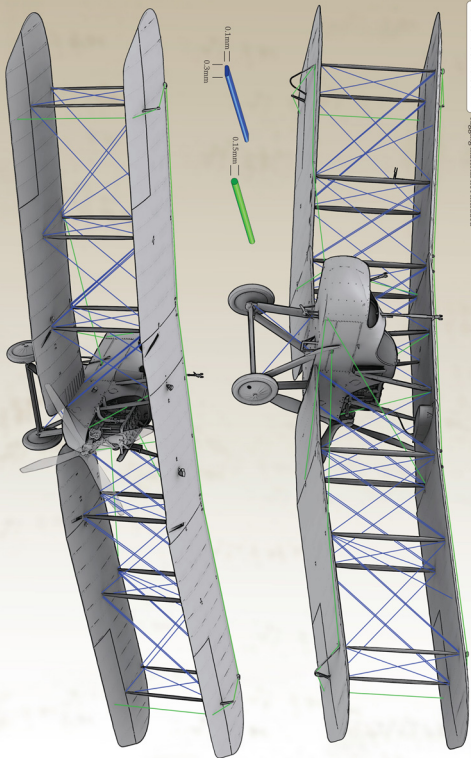


Please visit www.wingnutwings.com hints & tips for a simple wing alignment jig.

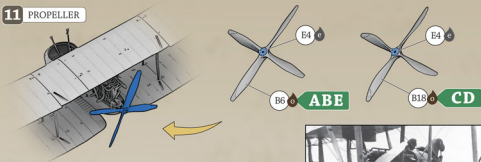


^ 8 gal petrol tank detail from TVAL FE.2b 6341 painted a green PC10.

< This unidentified crew strike a pose beside their FE.2b while an air mechanic pumps up the fuel pressure before flight. Note the sunlight shining through the translucent CDL top center section, the remaining wing panels appear to have their upper surfaces finished in an opaque (PC10?) dope. Like many later FE.2bs the magnetos do not have their protective cover (R17) fitted.



11 PROPELLER



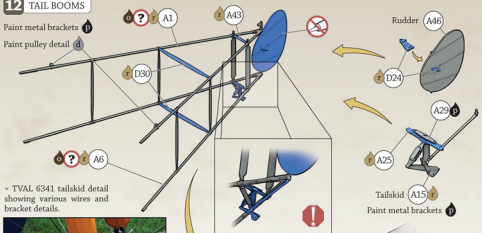
Propeller detail from FE.2b 7018 **A** as seen on page 27 & 28 shortly after it was shot down on 17 September 1916. Note the brass **a** tipped blades of the propeller **B6** and Boulton & Paul decal **47** visible on a single blade. Note that the brass tips could vary in size and the propeller manufacturer's decals were not always applied. When they were applied they could appear on a single blade (as shown here) or all 4 blades, either on the front or back (again as shown here). We have supplied 4 of each propeller manufacturer (Lang **46**, Boulton & Paul **47**, Integral **48** and Beardmore **49**) decals for you to choose from if you wish.



12 TAIL BOOMS

Paint metal brackets **p**

Paint pulley detail **d**



∨ TVAL 6341 tailskid detail showing various wires and bracket details.



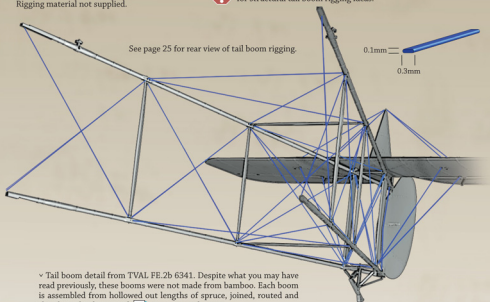
< Hendon's A6526 tailplane and skid detail. Note that the compensating springs shown here were usually inside a protective tube **D5**. The black and red electrical wire on the top boom leads to a rear facing Holt light **17** which was not always fitted.

TAIL BOOM RIGGING GUIDE

Rigging material not supplied.



Please visit www.wingnutwings.com hints & tips for structural tail boom rigging ideas.



∨ Tail boom detail from TVAL FE.2b 6341. Despite what you may have read previously, these booms were not made from bamboo. Each boom is assembled from hollowed out lengths of spruce, joined, routed and then bound in linen cord 92 to prevent splitting.



(James Fahy)

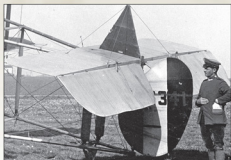
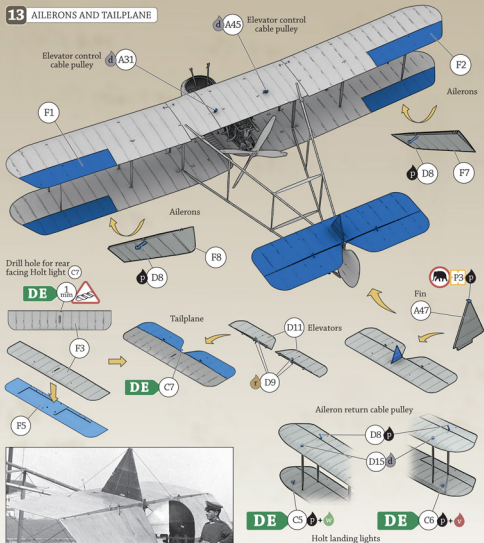
92

x 7mm

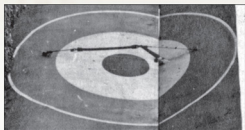


Boulton & Paul built FE.2b 7705 was on reconnaissance escort with 23 Sqn when it was lost in combat on 2 February 1917, falling to the guns of Jasta 1's Paul Bona, RT Whitney and TG Holly were made POW. The ailerons feature cable returns as opposed to the earlier sprung bungee type.

13 AILERONS AND TAILPLANE



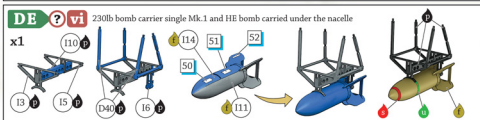
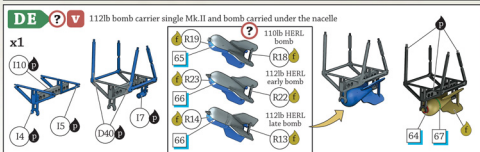
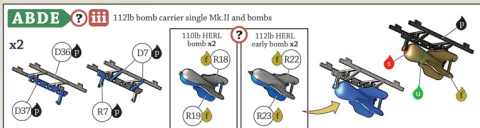
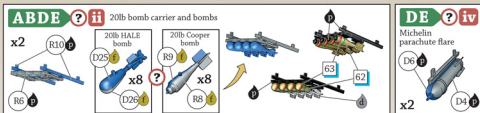
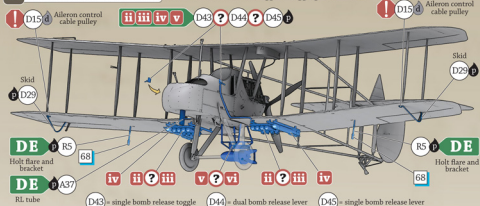
^ Tailplane detail from captured RAF built FE.2b 6341 Zanzibar No1 (see 32014 FE.2b Early for more details). On some aircraft additional rib stitching is visible between the elevator tip and 5th rib. Note the compensating springs (D5) and control cables hanging loosely below the tail booms.



^ Early style of bungee cord aileron return detail from the captured FE.2b shown on page 12. Note how some of the cockade white has been painted onto the base of the aileron control horn. The darker tone of the aileron blue is caused by shadow.

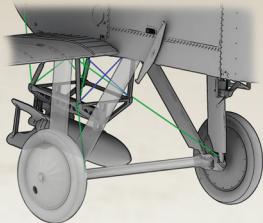
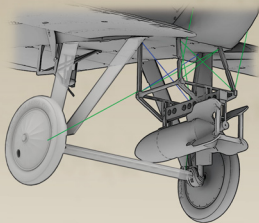
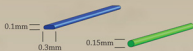
< Late style of pulley and cable aileron return (D8) & (D15) detail from captured Boulton & Paul built FE.2b 7705 as seen on page 20.

14 OPTIONAL BOMBS & FLARES Bomb release levers and toggles – rigging not included



DE**NACELLE BOMB CARRIER RIGGING GUIDE**

Rigging material not included.



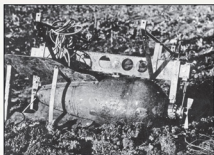
Unexploded 20lb HALE bomb.



> Unexploded 110lb HERL bomb compared with a small (German 4.5kg Carbonit?) bomb.



230lb HE RFC bomb Mk.1 fitted to its 230lb Bomb Carrier single Mk.1 under Hendon's FE.2b A6526.

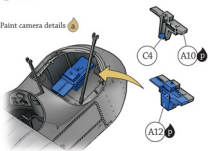


Unexploded early 112lb HERL bomb still attached to its 'Carrier 112lb Single Mark II'.

15 NACELLE ARMAMENT AND FINAL ASSEMBLY

? **i** Thornton-Pickard Type C camera

Paint camera details **a**



Like many night operated FE.2bs this unidentified aircraft has a single Lewis Mk.II (R15) fitted with a 97 round magazine (R21) and Mk.II collector bag (D1) or (D2). In this case the Lewis gun also has illuminated night sighting equipment fitted. Note the single bomb release lever (D3) fitted to the side of the pilot's cockpit and the pilot's windscreen (C1). This machine appears to have suffered an unusual bird strike consisting of some baby booties and a small fluffy duck.



Lewis Mk.II gun (R15) fitted with a 97 round drum magazine (R21).

Lewis Mk.II

A x2

CDE x1



P1



P5



P1



P5



P1



P5



P1



P5



P1



P5



P1



P5



P1



P5



P1

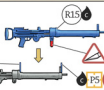


P5



P1

P5



Collector bag Mk.II



Collector bag Mk.II



ADE

R21

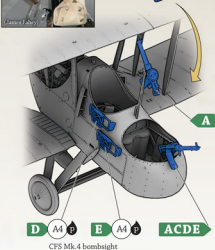
97 round magazine

C

R24

47 round magazine

Paint bullet detail **a**



CFS Mk.4 bombsight

A

Paint windscreen frame **a**

C2



BE

Paint windscreen mount **a**

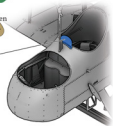
C1

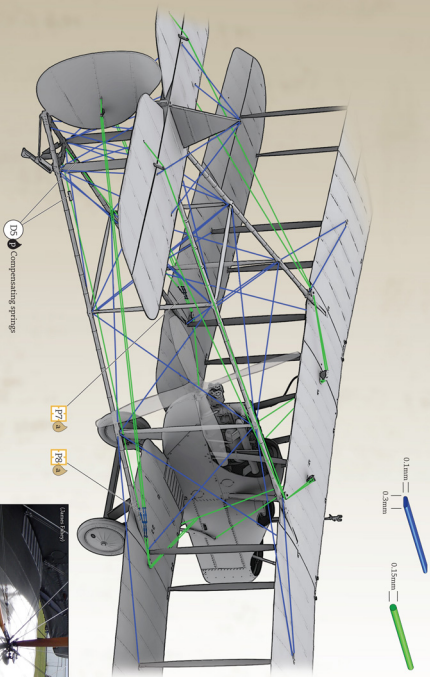


D

Paint windscreen mount **a**

C3

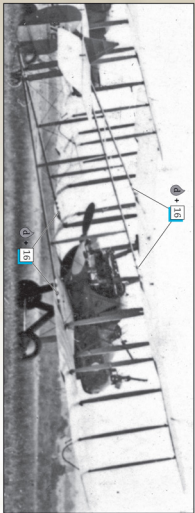




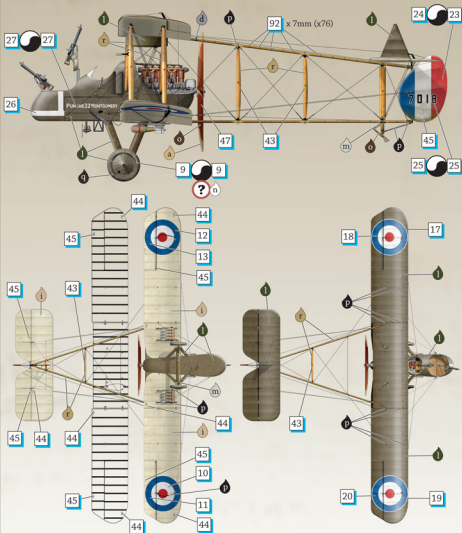


^ This unidentified night bombing FE.2b has white circles under the bottom wings (with darkly painted centers). Holt flares with lamp shades, Michelin parachute flare rails and an additional wind driven generator fitted under the nacelle. The rudder serial number is not legible but the 2nd and 3rd digits are '82'.

> FE.2b 6372 is an early RAE built machine which was test fitted with 'V' strut undercarriage. Completed in April 1916, the 120hp Beardmore powered 6372 served with 22 Sqn until late 1916 when it was returned to England. The aluminium(?) **d** & red(?) **16** bands around the tail booms appear to be a combination of additional wrapping to protect the booms from propeller debris and a warning to ground crew. This detail is not seen on all FE.2bs.

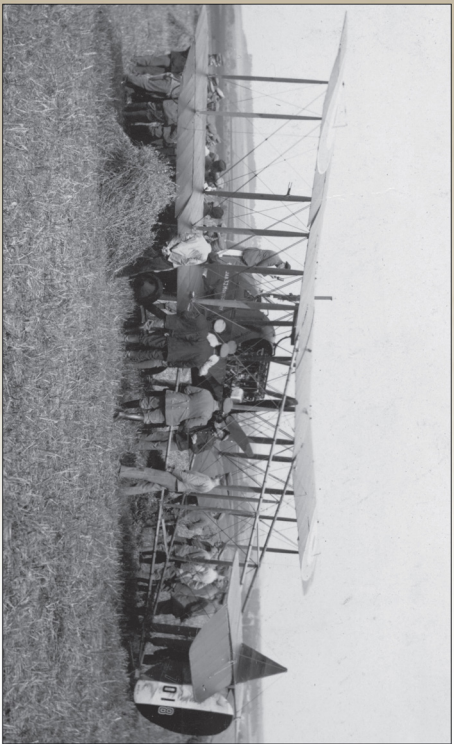


A FE.2b 7018 'Punjab 32 Montgomery', Boulton & Paul built, LBF Morris & T Rees, 11 Sqn, September 1916



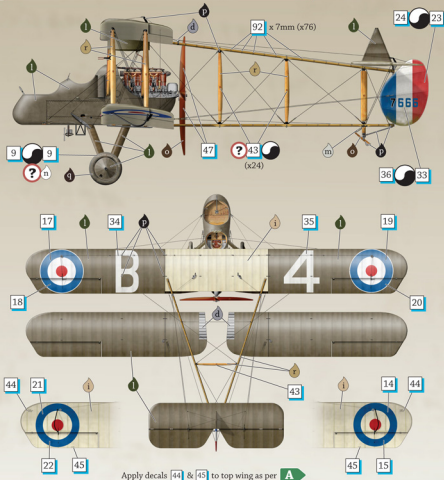
LBF Morris and T Rees were on bombing escort duties in the 11 Sqn FE.2b 7018 'Punjab 32 Montgomery' on 17 September 1916 when they were shot down by Manfred von Richthofen to become his 1st credited victory. Rees the gunner was killed in the action and Morris was fatally wounded and died after being made POW. The shattered pilot's windscreen (n) is testament to the carnage.





Another photo of FE.2b 7018, this time immediately after capture; note the rear Lewis gun has not been removed yet. It is believed that the figure sitting on the edge of the nacelle is the victorious Richthofen who landed nearby to ensure his victory was not claimed by another. Note the pattern of oil staining on the rudder.

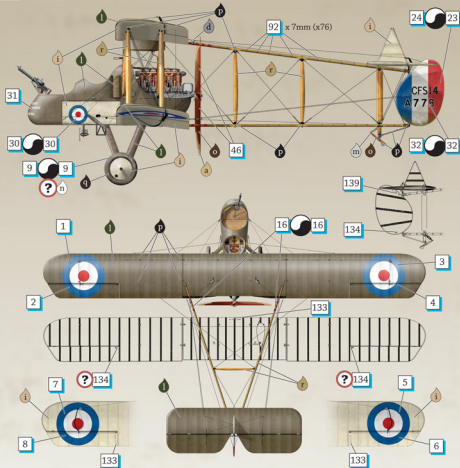
B FE.2b 7666 'B4', Boulton & Paul built, Training Squadron, June 1917



Boulton & Paul built FE.2b 7666 'B4' is seen here after it was crashed into trees in a British village, possibly by a trainee pilot, on 27 June 1917. Completed in August 1916 7666 was with 11 Sqn when HH Turk & J Allen shot down a LVG C type and an Albatros scout on 12 October. On 27 December JB Quessted & HJH Dicksee shot down a 'Nieuport' (presumably, one would hope, captured and flown by the Germans. Or, perhaps more likely, this would have been a SSW D.1 – an almost direct copy of the Nieuport 17) before themselves being shot down and crash landing behind allied lines, wounding Dicksee. After being rebuilt 7666 was flown back to England and served with 19 TS (Training Squadron). Note the CDL center section of top planes and repainted '666' portion of the serial number on the left side of the rudder. No photo showing 7666 in 11 Sqn service is known to us but if you wish to depict your model as such we recommend using the same armament options as **A**.



C FE.2b A778 'Alfred Muller Simpson', G & J Weir built, FH McNamara VC & SJ Hendy, CFS Australia, mid 1918



G & J Weir built FE.2b A778 is shown here on the left shortly after being assembled at Point Cook CFS (Central Flying School) in Victoria Australia during the 1st half of 1917. The arrival of FE.2b A778 in Australia was due to a gift by Alfred Muller Simpson from Parkside, South Australia of £2,250 for the purchase of a 'Battleplane'. The cost of a fully equipped FE.2b at the time was £3,175 and the balance was paid for by the government. In April 1918 the possibility of a German seaplane carrier operating off the Victorian coast became known and FE.2b A778 (now additionally marked CFS14) was dispatched on reconnaissance in the hope of locating the raider. In the photo on the right we see Capt FH McNamara VC running up the engine while WO SJ Hendy prepares himself for take off in the exposed observer's pulpit on 20 April 1918. Note the Lewis Mk.II (R15) with 47 round magazine (R24) on a No.4 Mk.1 Swivelling mount (A27). The blue of the nacelle cockade is only very faintly visible in this view, most likely because it has been completely washed out by a combination of bright sunlight and the fact that blue does not register very well on the film type of the day. 8 patrols were flown by McNamara during April and May 1918 but the raider was not seen.

D FE.2b A852, G & J Weir built, LG Taylor & FE LeFevre, 100 Sqn, January 1918

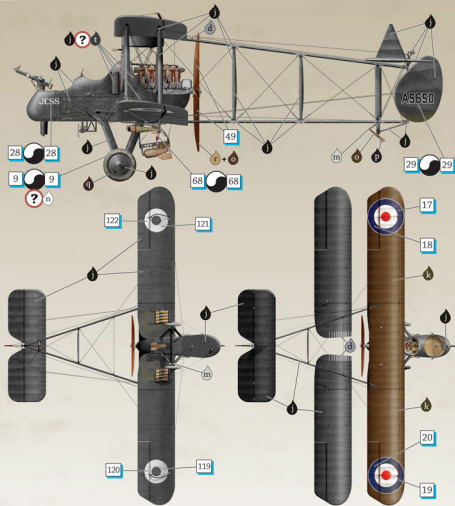


Apply decals **119**, **120**, **121** & **122** as per **E**

G & J Weir built FE.2b A852 was completed in early 1917 and served with 100 Sqn in the night bombing role. Items to note includes a faired RL tube (A37) protruding below the nacelle, No.10 Mk.1 Anderson rear mount (A7) + (D43) although only a single Lewis Mk.II gun is carried on a No.4 Mk.1 Swivelling mount (A32), Holt flares (R5) and landing lights (C5) & (C6), 230lb bomb and 20lb Cooper bombs. The metal panels of the nacelle appear to be painted dark grey while the ply and fabric areas are black. It appears a previously applied nacelle cockade has been painted over, with the white area being particularly dark, possibly indicating that this has only recently been painted out. White circles are painted under the bottom wing as per the Secret Operations Order. 2nd Lts LG Taylor and FE LeFevre MC were both made POW after being hit by AA fire and a balloon cable while bombing Trier railway station and barracks on 21 January 1918. This was the longest raid attempted by any FE.2b Sqn and as such A852 may have had a 2nd gravity petrol tank (D22) & (D23) fitted at the time as per **E**.

The dramatically lit B-26 of 100 Sqn makes for a spectacular photo as its crew, possibly 2nd Lt LG Taylor and FE LaFevre MC, prepare to take off for a night bombing operation. A single 8 Gall gravity tank is fitted.





G & J Weir built FE.2b A5650 'Jess' was completed in July 1917 and served with 100 Sqn from February 1918 as a specialized night bomber until it was replaced by a Handley Page 0/400 in August, at which time A5650 was sold to the US Government. Photos of A5650 confirm it was fitted with twin 8 Gal gravity petrol tanks and had 'Jess' painted on the port side of the nacelle. It is not confirmed if 'Jess' was repeated on the starboard side of the nacelle. A faired RL tube (A37) was fitted to the nacelle and Holt landing flares (R5) and lights (CS & Cc) were fitted to the bottom wings. The black finish has weathered considerably and is much faded.

> FE.2b A5672 displays one interpretation of bottom wing white circles as specified in the Special Operations Order. This 101 Sqn Fee was lost while night bombing on 21 September 1917 and, despite the carnage visible here, the crew of AC Hatfield and RR Macgregor were reportedly captured alive and made POW. The rudder is very dark, probably a very faded black or dark grey, with the serial number appearing even darker, red or fresh black.





This unidentified night bombing FE.2b appears to have had white circles painted on the side of the nacelle and an attempt has been made to overpaint them with black(?), which has failed. Empty bomb carriers are fitted under the wings and nacelle and the Holt flares have 'lamp shades' fitted. A mascot of some sort has been fixed to the front of the nacelle.



3-D Modelling by Bryan Wall

Bryan Wall is a product designer, specialising in computer aided design and 3D modelling. He has 9 years experience as a designer for consultancies in the UK and New Zealand, and has designed, engineered and modelled a wide variety of products, from exercise bikes, barcode scanners and razors, to windscreen removal tools and automated toilets.

Bryan is particularly interested in the ingenuity of the design and engineering evident in these planes, and the comparison of the concurrent development between the warring nations. He is also fascinated with the history conveyed through the surviving reference photographs and drawings. "God is in the details" as they say in the design industry and Bryan feels that the attention to detail and accuracy of the Wingnut Wings kits is what makes them so special.

Aside from design, Bryan is interested in a wide range of sports and music, he is a guitar player and is currently teaching himself the piano, and he also brews his own beer.



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



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 *Wingsock Worldwide*, *Wingsock Datafiles*, *Cross & Cockade* and *Over the Front*.

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



Box Art by Steve Anderson

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

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

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



32025	1/32 FE.2b Late	Qty
0132014A	A parts	1
0132014B	B parts	1
0132014C	C parts	1
0132014D	D parts	2
132E0010	E parts Beardmore/AD Engine	1
0132014F	F parts	1
0132014G	G parts	1
0132025I	I parts	1
0132014P	Photo-etched metal parts	1
132R0001	R parts RFC Armaments	2
7132025	Instructions	1
9132014b	Decals	1
9132025	Decals	1
9132025b	Decals	1

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



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



32012 - 1/32 RE.8 'Harry Tate'



32013 - 1/32 Sopwith Pup RFC

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www.wingnutwings.com

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