

WINGNUT WINGS



Hannover Cl.II

1/32 Scale

The highly distinctive Hannover Cl.II was an excellent low level two-seat escort fighter and ground attack aircraft. Hannoversch Waggonfabrik AG (Hawa) manufactured railway carriages before branching out and building aircraft under license for Aviatik, Rumpler and Halberstadt. Hawa delivered their first license built aircraft in early 1916 but by the end of that year they had begun to design their own aircraft to Ildlieg's new lightweight C class (C = armed two-seat) specifications. The result was the Hannover Cl.II (the T stands for leicht - lightweight) prototype which first flew in July 1917 with production aircraft reaching front line units the following month. Powered by a 180hp Argus As.III engine, the new 'battle plane' was well received; it was strong, fast, light weight and in certain circumstances could outmaneuver allied fighters. The high position of the crew gave them an excellent field of vision unobstructed by the top wing, and the innovative biplane tailplane increased the observer's field of fire rearwards. Depending on mission requirements the Hannover Cl.II could carry various models of camera and wireless equipment as well as small bombs.

The unusually deep Hannover Cl.II wooden frame fuselage was skinned with 1.6mm plywood (thinner than the fuselage wall thickness of this model) and then given a layer of fabric for additional strength. But the most distinctive feature of the Cl.II was the biplane horizontal tailplanes. The wing panels were of conventional construction being made of wood and covered in fabric while the elevators, ailerons and top horizontal tailplane were constructed from welded steel tubing covered in fabric. The top wing center section and the bottom horizontal tailplane were constructed from wood like the wings but were skinned with 1.6mm plywood. The wing and undercarriage struts were steel tubes with wooden fairings wrapped in fabric.

A lightened and strengthened version powered by the coveted 180hp Daimler-Mercedes D.IIIa engine, the Hannover Cl.III, was put into production in January 1917. A mere 80 aircraft had been manufactured before production was switched back to the Argus As.III engine later that month because the Daimler-Mercedes D.IIIa power plant was urgently required. These lightened aircraft powered by the Argus As.III became the Hannover Cl.IIIa. Although the Hannover Cl.III and Cl.IIIa featured a shorter wingspan and narrower fuselage, along with several small external differences, they looked for all intents and purposes exactly the same as the Cl.II, making identification very difficult for the uninitiated. Although the Cl.II was gradually replaced by the improved Cl.III & Cl.IIIa from the middle of 1918 they continued to serve at the front until the armistice. Additionally 200 Cl.II were manufactured by Roland during 1918 which primarily served with training units. A few Hannover Cl.II and Cl.IIIa continued to serve post war in the Polish and Latvian air services. Any history here is of necessity very brief so for a better understanding of this important aircraft we encourage you to seek out the references mentioned below.

WWI colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The various camouflage schemes and personal markings applied to German aircraft of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure you will not find our choices to their liking. Hannover Cl.II interior fuselage colours are thought to be dark varnished wood with metal brackets and fittings finished in grey-green. The fabric areas of the wings and tailplane were covered with 4 and 5 colour lozenge with rib tapes cut from the same material or plain linen. The top wing center section, wing struts, ply covered bottom horizontal tailplane and rear of the fuselage were painted to approximate the fabric lozenge shapes and colours using both matt and gloss paints. It appears that larger freehand lozenge patches were hand painted or sprayed over the rest of the fuselage which were in turn frequently oversprayed with camouflage colours to tone them down considerably. Period reports and factory documents refer to Hannover fuselage colours of 'black', 'blue' and 'generally dark green'. The use of a transparent dark 'Prussian blue' glaze sprayed over the lozenge patches on the fuselage would achieve any, and perhaps all, of these results depending on the intensity of the underlying colours and the opacity of the glaze. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate. Richard Alexander 2012

Wingspan (Cl.II):	Length:	Max Weight (Cl.II):	Max Speed:
11.95m (39.20ft)	7.8m (25.59ft)	1155kg (2546lb)	155kph (96mph)
No. Manufactured:	Production (Cl.II):	Engine (Cl.II):	Ceiling:
646 (Cl.II), 80 (Cl.III), 627 (Cl.IIIa)	August 1917 - mid 1918	180hp Argus As.III	5000m (16400ft approx)

Armament:

1x 7.92mm LMG 08/15 'Spandau' & 1x 7.92mm LMG 14 or LMG 14/17 Parabellum. Small bombs and grenades.

References:

Hannover Cl.III Windssock Datafile 23, PM Gross 1990 - Colin Owers - Stück-Verzeichnis des Doppeldeckers Han Cl.III u. IIIa, 1918
Flight Global Archives (www.flightglobal.com) 30 May 1918 and 5 September 1918 - 1914-18 Aviation Heritage Trust
The Vintage Aviator LTD - Private Collections.

Hannover Cl.II

1/32 Scale

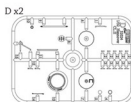
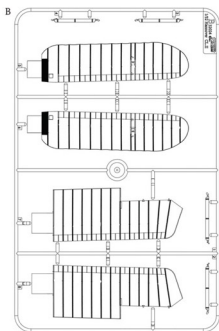
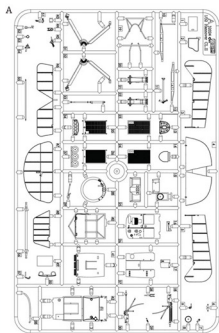
- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware 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 **designed and suitable** for plastic model kitssets.
- 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.

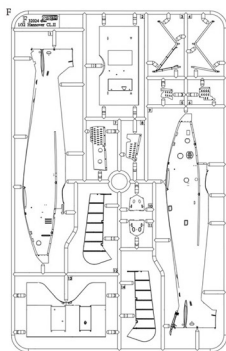
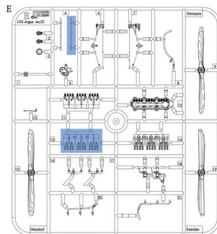
 Construction Step	 Choose	 Attention	 Remove
 Part Number	 Do Not Cement	 Option	 Drill
 Decal	 Cement For Metal	 Other Side	 Paint Colour
 Photo Etch Part			

	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Dark wood - semi gloss	XF68	64	
f	Leather - semi gloss	XF52	62	
g	Grey Green - matt	XF76	-	
h	Rubber - matt	XF69	66	
i	Very Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	
j	White - semi gloss	XF2	34	
k	Light wood - semi gloss	XF59	93	
l	Grey - matt	XF22	-	
m	Clear Doped Linen - matt	XF60	83	GC10
n	Copper	XF6	12	
o	Transparent Prussian Blue - matt	XF50(x1)+ X22(x5)	-	
p	Red	XF7	153	
q	Steel	XF56	27003	
r	Deep Green - semi gloss	-	80	
s	Black green - semi gloss	XF70	-	
t	Medium Blue - semi gloss	XF8	-	
u	Mauve - semi gloss	X16(x1) + XF52(x2)	-	GC02
v	Mustard yellow - matt	XF4	81	
w	Pale green - semi gloss	XF21	-	
x	Light blue - semi gloss	-	109	
y	Dull lilac - matt	X17(x1) + XF23(x1)	-	
z	Pink - semi gloss	X17(x6) + XF9(x1)	-	

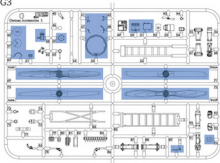
Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.



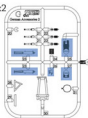
 = Not Used



G3



G2 x2


 = Not Used

G1

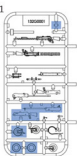
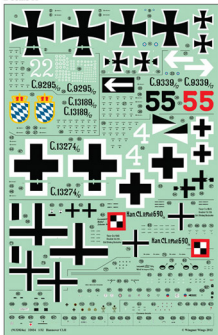


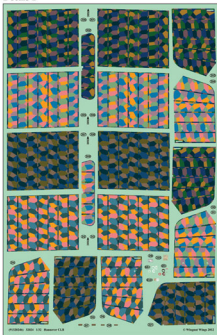
Photo Etch



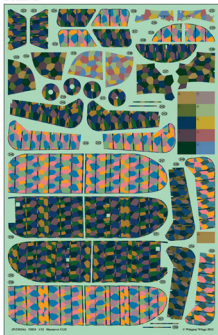
Decals A



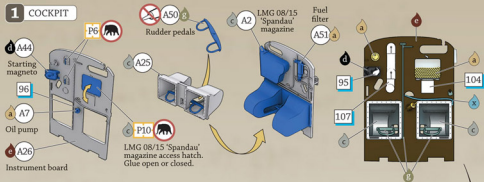
Decals B



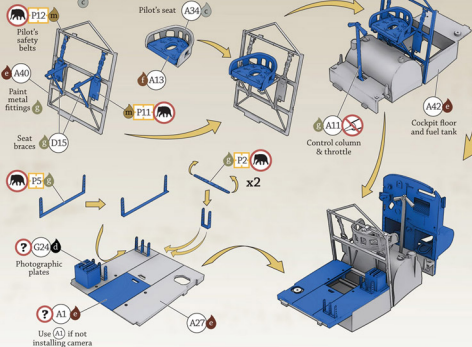
Decals C



1 COCKPIT



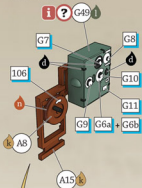
Common type of safety belt found in German two-seater aircraft as displayed in the Deutsches Technikmuseum Berlin.



Hannover C.II '5' has been photographed after it broke its back. Note the tailplane reinforcing struts (D9), post March 1918 modified balkenkreuz and what appears to be numerous large repair patches on the top wing center section. The wings and ailerons are covered in 5 colour lozenge fabric with rib tapes cut from the same material. The dark line running spanwise on the bottom wing is caused by moisture darkening the fabric where it has soaked through the fabric from the inside in line with the rear spar.

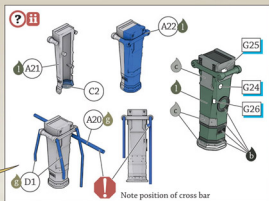
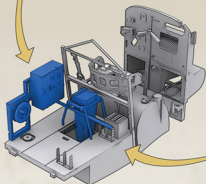
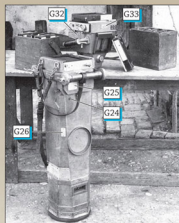
2 COCKPIT continued

Telefunken Type D wireless



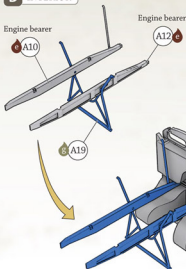
^ Telefunken Type D wireless carried by some aircraft.

> Large Flieger Kammer (FK) camera with a small 25cm hand held camera (G25 + G26) and boxes of photographic plates (G24) on the table behind. Cameras and radios would not usually be carried when on ground attack or escort fighter duties.



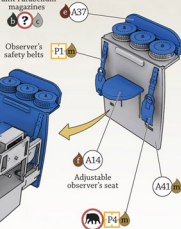
3 INTERIOR

Engine bearer



Engine bearer

Paint Parabellum magazines



Observer's safety belts

Adjustable observer's seat

INTERNAL RIGGING GUIDE

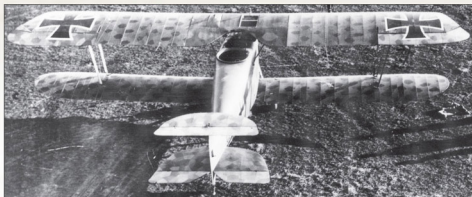
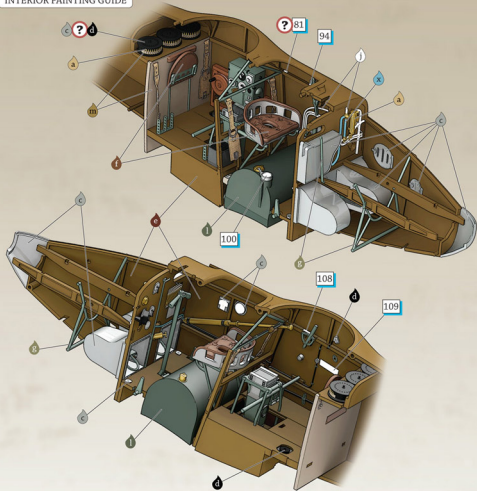
Rigging material not supplied

0.15mm 

4 FUSELAGE INTERIOR

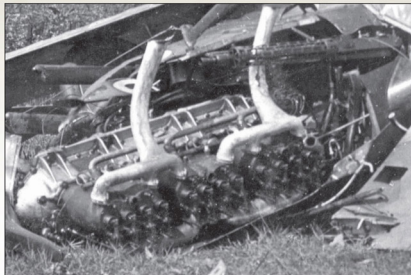
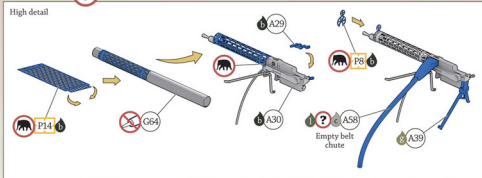
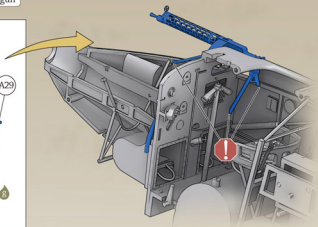
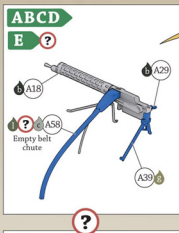


INTERIOR PAINTING GUIDE



Early production Hannover Cl.II believed to be 9303/17 photographed at Les Baragues. Note the top wing center section and bottom horizontal tailplane which have been painted in colours and shapes to approximate the 5 colour lozenge fabric applied to the wings. Rib tapes appear to be cut from the same 5 colour lozenge material. The strongly angled sunlight and reflection of the bright sky has created the appearance of a very pale fuselage and lozenge fabric. Also note the early style ailerons and tailplane without additional bracing struts.

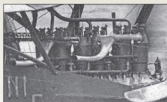
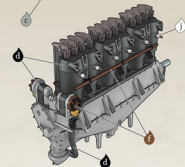
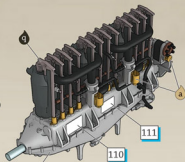
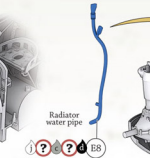
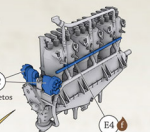
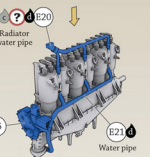
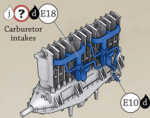
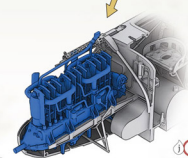
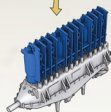
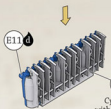
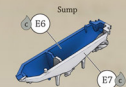
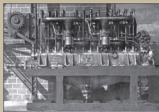
5 LMG 08/15 'Spandau' machine gun



Opel Argus As.III engine and LMG 08/15 'Spandau' detail from a crashed Hannover CL.IIIa. Although severely damaged we can see the empty belt chute (A38) and some useful engine details. Note the white(?) exhaust manifolds.

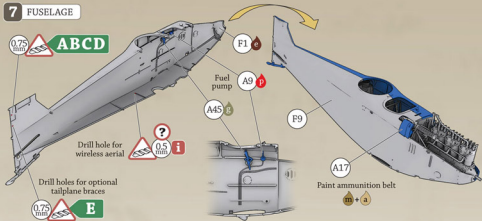
6 ARGUS As.III ENGINE

Argus As.III engine showing data plates **110** & **111** and push rod details. If you wish to improve the detail of your engine you could use part **E13** + **E4** combined with 0.5mm wire instead of part **E14**. The Argus As.III was manufactured under license by Opel with minor changes and these engines were frequently referred to as "Opel Argus As.III".

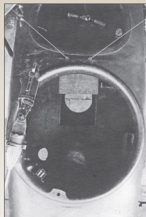
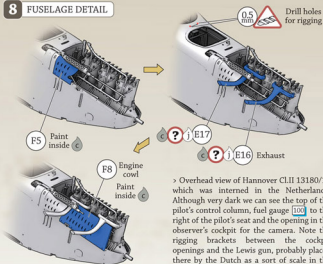


Argus As.III engine as fitted into Hannover CI.IIIa 13369/17. Note the white(?) exhaust manifolds.

7 FUSELAGE



8 FUSELAGE DETAIL



> Overhead view of Hannover CL.II 13180/17 which was interned in the Netherlands. Although very dark we can see the top of the pilot's control column, fuel gauge [100] to the right of the pilot's seat and the opening in the observer's cockpit for the camera. Note the rigging brackets between the cockpit openings and the Lewis gun, probably placed there by the Dutch as a sort of scale in the photographs.

We recommend leaving the engine cowl off to better display your engine detail.

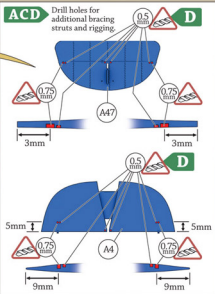
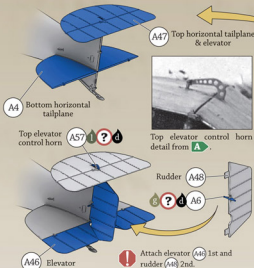


> A crew member climbs into Hannover CL.II 9224/17 during the winter of 1917-18. Note the small flares and flare gun, partially hidden by his right leg. There is an additional gravity tank fixed above the top wing.

< Vzfw Kotz and Lt n Trömel pose with dinner in their FA 282 Hannover CL.II 13298/17. Other than the moderately frightened sheep, details to note include the post March 1918 modified balken-kreuz, a map(?) board on top of the fuselage and the CDL rib tape visible on the bottom wing. Reflected sunlight has bleached out all details on the top wing. This aircraft is from the final batch of CL.II ordered from the Hannover factory in September 1917 before production switched over to the lightened CL.III and then CL.IIIa.

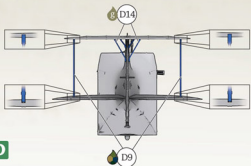
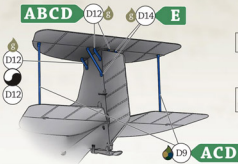


9 TAILPLANE Apply your lozenge camouflage decals over gloss painted (not just clear coated) fuselage & tailplane before assembly.



< Original tailplane bracing with 4x small braces (D12) as seen on the early production Hannover CL.II 9280/17 on page 27. Note the painted lozenge pattern applied to the rear of the fuselage and the dark surround to the rear lifting handle.

> Final production tailplane bracing as seen on Roland built Hannover CL.II (Rol) 690/18 **E**. This style of tailplane bracing replaced the tall struts (D9) and can be seen on all Roland built CL.II as well as final production Hannover CL.II and all CL.III and CL.IIIa.



< Tailplane detail from Hannover CL.II (wn927) believed to be 13247/17 showing the tail skid and various factory applied markings. The underside of the rear fuselage appears to be painted a light blue(?) colour and the underside of the bottom horizontal tailplane is hand painted to approximate lozenge colours and shapes. Note the original tailplane braces (D12) and the additional struts (D9).

> Tailplane detail from Hannover CL.II 13180/17 after its rudder was overpainted and the Dutch Air Service designation Han 416 0.180 applied. Note the reinforcing struts (D9). These struts were a feature seen on late production CL.II and were retrofitted to earlier machines. Be careful when drilling your location holes for the reinforcing struts (D9) that you do not drill all the way through the tailplane parts.

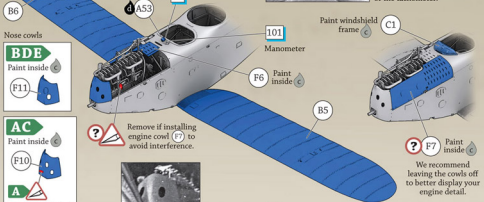


10 BOTTOM WINGS & STRUTS

! Apply your lozenge camouflage decals over gloss painted (not just clear coated) bottom wings before assembly.



External cockpit instruments visible in this photo of an unidentified Hannover Cl.II or Cl.IIIa are the tachometer (AS3) + 99 in the center and manometer 101 on the left. The pilot has added his clock to the right of the tachometer.



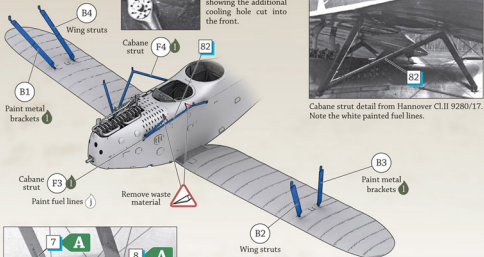
? Remove if installing engine cowl (F7) to avoid interference.



< Nose cowl from **A** showing the additional cooling hole cut into the front.

? F7 Paint inside

We recommend leaving the cowls off to better display your engine detail.



< Wing strut and rigging detail from **A**.



< Note the outward slanting wing struts visible in this view of an unidentified Hannover Cl.III or Cl.IIIa. The top wing eisernkreuz has been converted to the post March 1918 balkenkreuz and all rib tapes appear to be CDL.



Cabane strut detail from Hannover Cl.II 9280/17. Note the white painted fuel lines.



> Wing strut detail from Hannover Cl.II 9280/17 showing painted camouflage, factory component stencils and an anemometer (G73) fitted to the front strut.

11 TOP WINGS

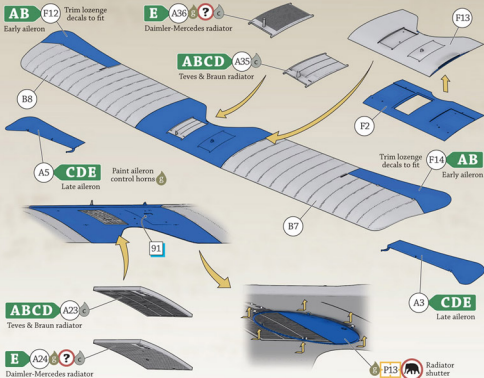


Early production aileron fitted to Hannover CL.II 9290/18, as seen on page 30 showing the smaller pointed balance area. Note the factory component number "H W 645" applied near the tip of the aileron balance. While the rib tapes applied to the wing are cut from the same 5 colour lozenge fabric the tapes on the aileron appear to be much lighter, perhaps CDL or possibly cut from lower surface lozenge material.



Gravity fuel tank and Teves & Braun radiator detail from Hannover CL.II 9290/18 as seen on page 30. Note the hand holds in the rear of the center section cut out and the painted lozenge shapes.

! Apply your lozenge camouflage decals over gloss painted (not just clear coated) top wings and ailerons before assembly.



Underside of the center section from the crashed Hannover CL.IIIa shown on page 8. Note the hand painted lozenge shapes, Teves & Braun radiator, shutter **P13** and underside detail of the gravity fuel tank. The Hannover CL.III & CL.IIIa center section was narrower than the CL.II. This aircraft, like many CL.IIIa, has CDL rib tapes applied over 5 colour lozenge fabric.



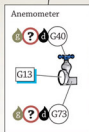
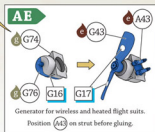
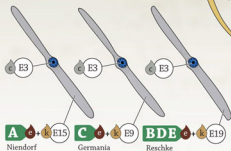
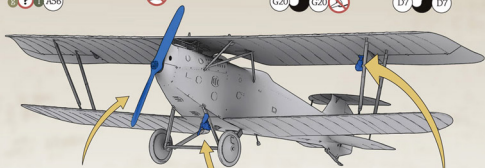
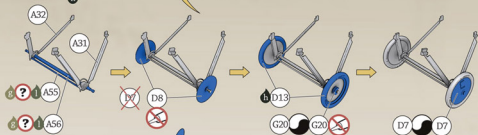
Late style aileron detail showing the increased balance area, in this instance from Hannover CL.IIIa 16183/17.

12 UNDERCARRIAGE & PROPELLERS



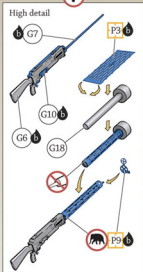
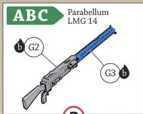
Undercarriage detail from Hannover Cl.II 9280/17 showing the lozenge pattern applied to the wheel covers. Note the factory makers plate 93 fixed to the bottom fuselage longeron.

Paint bungee suspension cord detail **b**

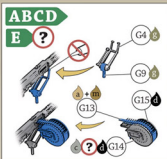


A mixture of two-seat machines can be seen in this line up of FA 286 aircraft at Conde Les Herby in late 1917. From the left we can see an LVG C.V, then a DFW C.V, three Hannover Cl.II (with fuselage numbers "1", possibly "3" and "4"), Hannover Cl.II 9295/17 "2" **A**, another DFW.CV and another LVG C.V closest to the camera.

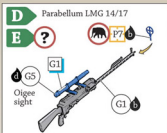
13 OBSERVER'S ARMAMENT & FINAL ASSEMBLY



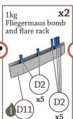
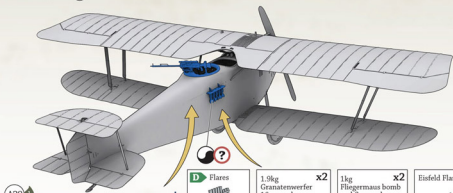
> Eisfeld flares fixed to the side of the early production CL.II seen on page 18. The small box at the rear holds an Eisfeld flare pistol (G95).



Parabellum LMG 14/17 with Oigee optical site fitted to an unidentified late production Hannover CL.II photographed in February 1918. Note the unpainted aluminium(?) magazine and bracing rod fixed to the muzzle.

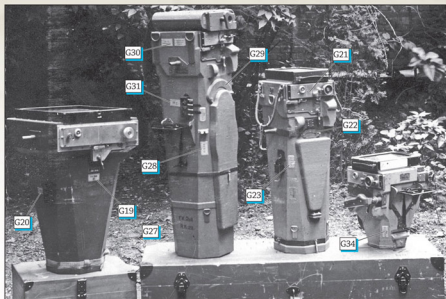
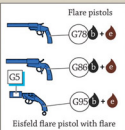
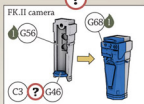
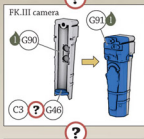
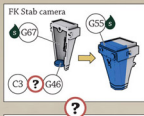


LMG 14 Parabellum fitted to an unidentified Hannover CL.II, CL.III or CL.IIIa. Note the unpainted aluminium(?) magazine and the empty belt protruding from the side of the gun. Although obviously posed, this photo shows both the pilot and observer wearing steel helmets which could be worn during dangerous ground attack operations.

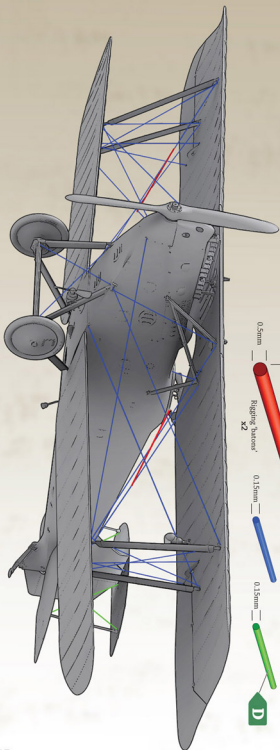
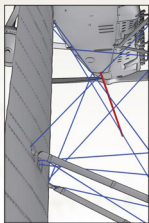
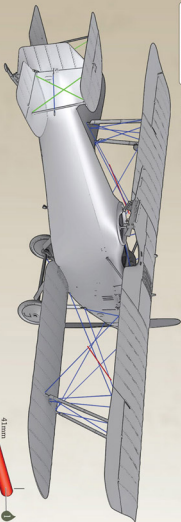


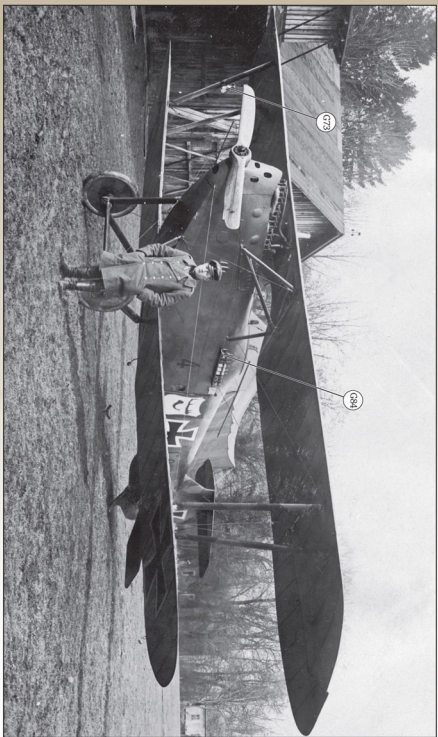
13 OPTIONAL ACCESSORIES

! Note only 1x (G46) & (C3) supplied

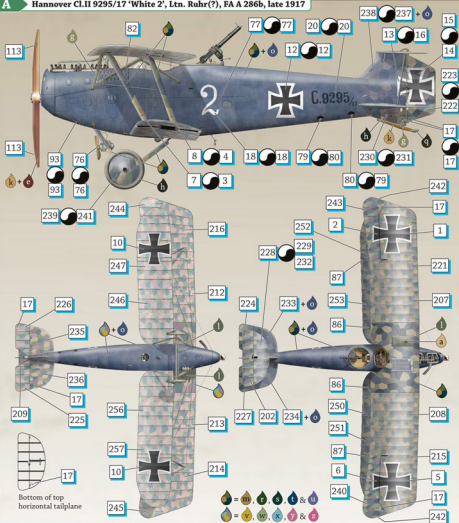


Selection of Flieger Kammern which could be carried by German two-seaters like the Hannover CL.II, from left to right; FK Stab (G55 + G67), FK.III (G90 + G91), FK.II (G56 + G68) & 25cm hand held (G92 + G93).

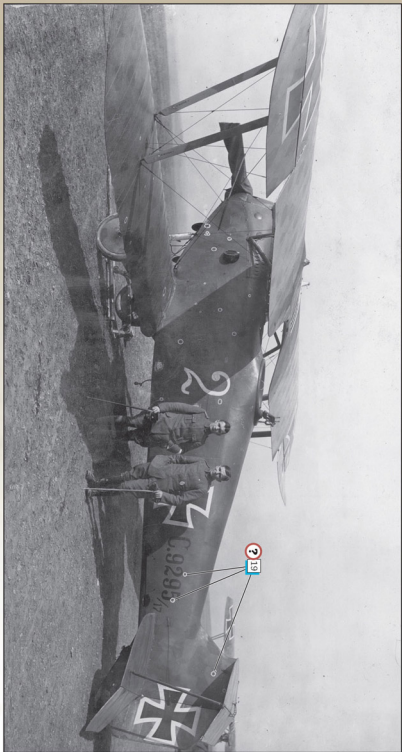




Jugens Laddick stands in front of his early production Hannover C.II at FA A 254 possibly in late 1917. Note the anemometer (672) fitted to the starboard front strut, the rack of listfield flares (698) beneath Laddick's cockpit and the wireless aerial (694) under the fuselage. Laddick's personal marking appears to be the wapgen (heraldic shield) of Hornburg which was painted on a removable board and fixed to the various aircraft he commanded.

A Hannover Cl.II 9295/17 'White 2', Lt.n. Ruhr(?), FA A 286b, late 1917

Hannover Cl.II 9295/17 was from the 1st production order for 200 aircraft (numbers 9200/17 to 9399/17) placed in August 1917. Aircraft from this production batch were delivered without the additional tailplane bracing struts (D9) but many had them retrofitted when they became available (and if the aircraft lasted long enough).



Lt Rohrt(?) and his unidentified pilot pose for a photograph in front of their Hannover C.III 9295/17 from EA A 286b which has certainly seen better days after being riddled with bullet holes during a recent fight. White chalk(?) circles **19** have been drawn around the numerous bullet holes. Interestingly, close inspection of these photos indicate that the top wings of 9295/17 were covered in 4 colour lozenge fabric (not the usual 5 colour). Note the tailplane struts **20**, generally dark appearance and the protective propeller covering.

B Hannover CL.II 9339/17, 'Red 5', FA 7, winter 1917-18



Apply decals **85**, **91**, **217**, **218** as per **D**.

Apply decals **27** to underside of top tailplane **(M)** as per **A**.



The unidentified crew of this FA 7 (Fliegerabteilung 7) Hannover CL.II 9339/17 prepare for a chilly flight during the winter of 1917-18. Note the makeshift 'safety bar' added above the center section cut out to prevent the gunner from shooting the propeller and, perhaps more importantly, the gravity fuel tank. An Oigee, or possibly a captured Aldis, sight has been fixed to the Parabelium LMG 14 machine gun. The fuselage number '5' could be red or black and we have supplied both for you to choose from. Wide bands of unconfirmed camouflage colours have been sprayed over the fuselage and the green and Prussian blue illustrated here are what we consider quite likely but the final decision is yours. No weight table is visible under the pilot's cockpit. A small bullet hole patch is visible between the fuselage eisernkreuz and FA 7 arrow marking.

C Hannover Cl.II 13189/17, FA 287b, early 1918



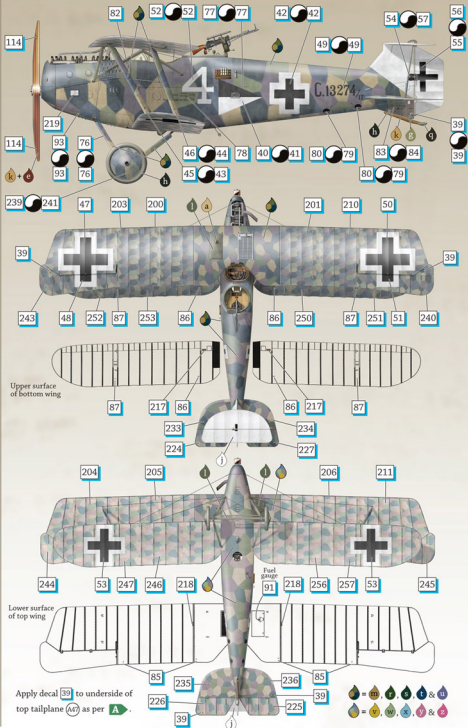
Apply decals **85**, **91**, **217**, **218** as per **D**.

Apply decals **38** to underside of top tailplane (**M7**) as per **A**.



Hannover Cl.II 13189/17 from Bavarian FA 287b is shown here in early 1918. Note the additional tailplane bracing struts (**D9**), pilot's rear view mirror (**679**) and the Bavarian blue and white diamond wappen (heraldic shield) on the fuselage. The weight table **78** is faintly visible under the pilot's cockpit. It should be noted that we are not 100% certain of the wording of the weight table. See pages 24 & 28 for comments on the dark appearance of the underside of the fuselage.

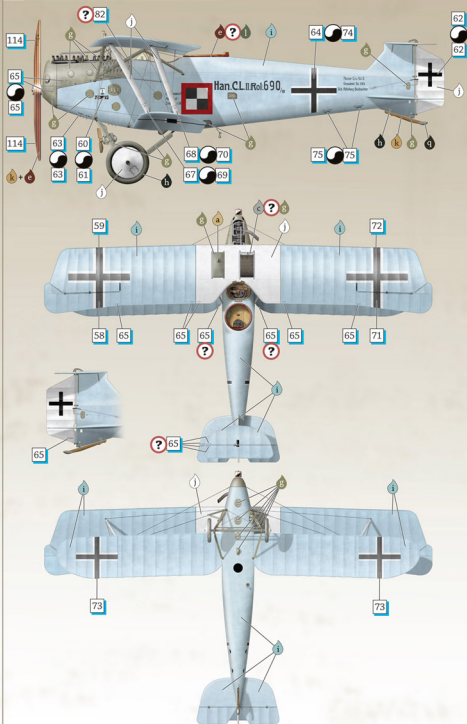
D Hannover CL.II 13274/17 'White 4', Schlasta 25, mid 1918





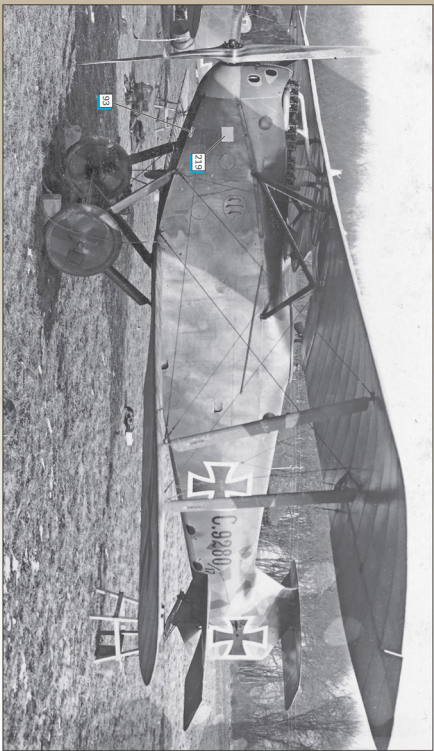
Hannover CL III 1327/17 'White 4' of Schlachtstaffeln - battle squadron - 25). Note the post March 1918 converted balkenkreuz, fare rack, Parabellum LMG 14/17, fare rack (679) and white tailplane unit marking. Interestingly the fuselage lozenges appear to have been spray painted on and this may have been more common than previously thought. The item hanging from the trailing edge of the bottom wing is a rolled up identification streamer. The dark appearance of the underside of some Hannovers is puzzling; it is not bare wood as some have suggested because this area was wrapped in linen. It is also unlikely that the bottom of the fuselage was painted a darker colour than the upper surfaces because the effect is inconsistent. We feel it is almost certainly an optical illusion caused by the position of the sun casting dark shadows on the distinctive Hannover fuselage undersides.

E Hannover CL.II (Rol) 690/18, FEA 8, late 1918





Hamnover C.II (Rol) 690/18 is believed to be from the training unit FEA 8 (Pfliegerersatz Abteilung 8) at Grunauz (now called Grunauz and part of Poland). To preserve precious paint supplies, training aircraft were not camouflaged and are often noted with CDL wing surfaces and white or very pale blue painted fuselages. While other Roland built Hamnover C.II featured clear doped, or bleached, linen wing surfaces, 690/18 appears to have received an overall coat of opaque pale blue?, although the wing struts, wheels, rudder and top wing center section appear to be white. All metal panels appear to be grey-green. The red bordered black and white squares represent the observer badge. Depending on the lessons being taught the aircraft could be fitted with wireless equipment, camera and/or a Parabellum machine gun. The late production Roland built Hamnover C.II ordered in February 1918 (numbers 500/18 to 699/18) feature the longer rear tailplane bracket **102** normally associated with the C.III and C.IIIa and factory applied post-June 1918 style ballcenterkruu. It should be noted that we are not 100% sure of the FEA 8 inscription at the rear of the fuselage.



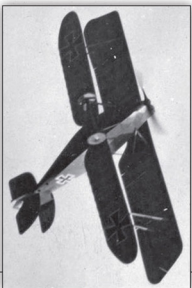
Early production Hannover C.II 9280/17 of FA 282. Although not immediately apparent, the fuselage appears to have been over-sprayed with an irregular camouflage pattern of at least 2 colours and the wheel covers have been painted in lozenge colours. Note the wooden laminations of the Germania propeller (93), 'colourful' nose coverings, white asbestos wrapped radiator pipes, anemometer (219) fixed to the port front strut and the trestle (220) supporting the tailskid. The 'barons' between the wing rigging cables appear on almost all aircraft.



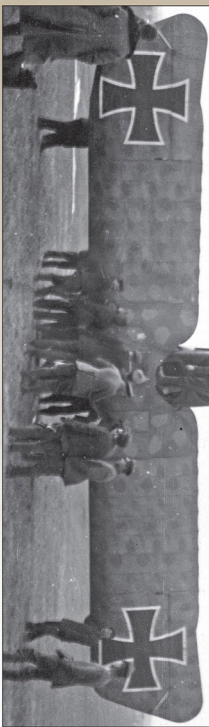
Hanover C.II 9204/17 is one of the very first at-rocket delivered from the initial production batch ordered in August 1917 (numbers 9200/17 to 9299/17). Although not obvious in this photo, another image reveals the fuselage is painted in large irregular 'lozenge' camouflage patches. Note the white(?) exhaust manifolds, fuselage datum line 77, early production alleron and the lack of wing rigging buttons. Compare the dark appearance of the fuselage underside of 9207/17 with that of 9280/17 below from the same production batch. They would have almost certainly left the factory with the same finish which leads us to believe that the dark effect is simply a dark shadow.



Unidentified early production Hannover C.II in flight.



An unidentified early production Hannover C.II photographed just after take off.



A spectacular, if not particularly destructive, accident has befallen Vfw Merkel's early production Hannover C.II allowing us a good view of its 5 colour losenge fabric and hand painted center section.



The very dark fuselage of FA 46b Hannover Cl.II 9290/17 (wn 645) has broken its back after what appears to be a rather heavy landing. Note the pristine 5 colour lozenge covered wings, ailerons and rudder. The starboard bottom wing appears to have CDL rib tapes while the others appear to have rib tapes cut from lozenge material.



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 Wingsnut 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 richardswingsnutwings.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 K'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 *Wingsnut Worldwide*, *Wingsnut 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



32024	1/32 Hannover Cl.II	Qty
0132024A	A parts	1
0132024B	B parts	1
0132024C	C parts	1
0132024D	D parts	2
132E0015	E parts Argus As.III engine	1
0132024F	F Parts	1
132G0001	G1 Parts	1
132G0002	G2 Parts	2
132G0003	G3 Parts	1
0132024P	Photo-etched metal parts	1
7132024	Instructions	1
9132024a	Decals	1
9132024b	Lozenge decals	1
9132024c	Lozenge decals	1

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



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



32024 - 1/32 Rumpler C.IV Early



32004 - 1/32 Bristol F.2b Fighter

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