

# WINGNUT WINGS



## Hannover Cl.II (Early)

1/32 Scale

The highly distinctive Hannover Cl.II was an excellent low level two-seat escort fighter and ground attack aircraft. Hannoversche Waggonfabrik AG (Hawa) manufactured railway carriages before branching out and building aircraft under license for Aviatik, Rumpler and Halberstadt. Hava 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 fulfillig's new lightweight C class (C = armed two-seat) specifications. The result was the Hannover Cl.II (the 'I' 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 enemy single seat 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. The Hannover Cl.II was initially utilized to escort heavier two-seat C type reconnaissance and artillery aircraft going about their very important work, sometimes assigned specifically to these units although they were more frequently assigned to a specialized Schutzstaffel (Protection Squadron). In late March 1918 these were renamed Schlachtstaffel (Battle Squadron) following their transition to infantry support. Depending on mission requirements the Hannover Cl.II could carry various models of camera and wireless equipment as well as small bombs.

The highly distinctive and unusually deep Hannover Cl.II wooden frame fuselage was skinned with 1.6mm plywood (thinner than the fuselage wall thickness of this model). Probably the most distinctive feature of the Hannover was the biplane horizontal tailplanes. The wing panels were of conventional construction with wooden spars and ribs covered in linen while the elevators, ailerons and top horizontal tailplane were constructed from welded steel tubing covered in linen. The top wing center section and the bottom horizontal tailplane were constructed similarly to the wings but were skinned with 1.6mm plywood. The wing and undercarriage struts were steel tubes with wooden fairings wrapped in linen.

A lightened, strengthened and slightly smaller Hannover Cl.III powered by the Daimler-Mercedes 160hp D.III and 180hp D.IIIa engine 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 engines were urgently required for other aircraft types. These lightened aircraft powered by the Argus As.III became the Hannover Cl.IIIa. The Hannover Cl.III and Cl.IIIa featured a shorter wingspan and narrower fuselage along with several small external differences but they looked for all intents and purposes exactly the same as the Cl.II, making identification very difficult for the uninitiated. Although the Hannover Cl.II was gradually supplanted by the 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.

WW1 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 some 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. Some very early production aircraft had their wings and tailplane upper surfaces finished with bright 5 colour lozenge (intended for use on the undersides) with plain bleached (white) linen undersides. The top wing center section, wing struts, ply covered bottom horizontal tailplane and rear of the fuselage were hand painted in lozenge shapes of varying sizes and colours approximating the printed fabric. It appears that when the larger freehand lozenge patches were applied to the rest of the fuselage on some aircraft they were both hand painted or sprayed and 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, opacity of the glaze and lighting conditions. Additionally, many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.

Richard Alexander 2019

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

#### References:










Hannover Cl.III Windsock Datafile 23, PM Gross 1990 - Colin Owers - Stück-Verzeichnis des Doppeldeckers Han Cl.III u. IIIa, 1918 Flight Global Archives ([www.flightglobal.com](http://www.flightglobal.com)) 30 May 1918 and 5 September 1918 - Windsock Datafile 168 & 169 - 'HAWA' Vol.1 & Vol.2, Ray Rimell and Harry Woodman - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections.

# Hannover Cl.II

1/32 Scale

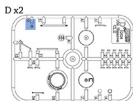
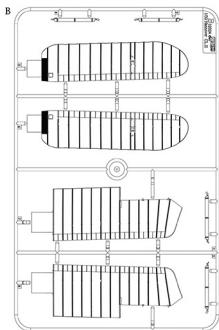
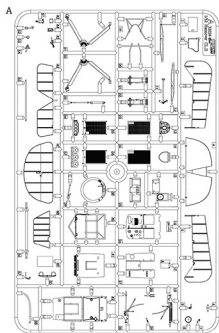
- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware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

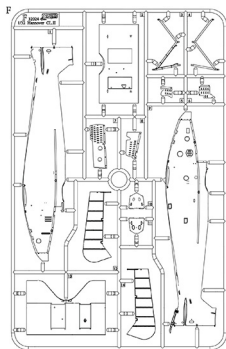
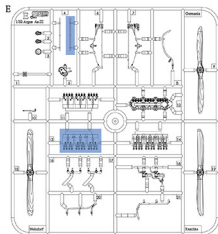
<b>1</b> Construction Step	 Choose	 Attention	 Remove
<b>A1</b> Part Number	 Do Not Cement	 Option	 Drill
<b>5</b> Decal	 Cement For Metal	 Other Side	 Paint Colour
<b>P1</b> Photo Etch Part			

	All colours	Tamiya	Humbrol	Federal Standard
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	30219
g	Grey Green - matt	XF76	-	24424
h	Rubber - matt	XF69	66	
i	Very Light Blue - semi gloss	XF2(x10) + XF18(x1)	34(x10) + 96(x1)	25550
j	White - semi gloss	XF2	34	
k	Bleached linen - gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	
l	Grey - matt	XF22	-	
m	Beige	XF60	83	33440
n	Copper	XF6	12	
o	Transparent Prussian Blue - matt	XF50(x1)+ X22(x2)	-	
p	Red	XF7	153	11350
q	Steel	XF56	27003	
r	Deep Green - semi gloss	-	80	14223
s	Black green - semi gloss	XF70	-	34092
t	Medium Blue - semi gloss	XF8	-	25056
u	Mauve - semi gloss	X16(x1) + XF52(x2)	-	27144
v	Mustard yellow - matt	XF4	81	33481
w	Pale green - semi gloss	XF21	-	
x	Light blue - semi gloss	-	109	15187
y	Dull lilac - matt	X17(x1) + XF23(x1)	-	
z	Pink - semi gloss	X17(x6) + XF9(x1)	-	

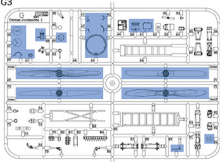
**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.



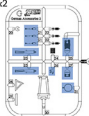
■ - Not Used



G3



G2 x2


 = Not Used

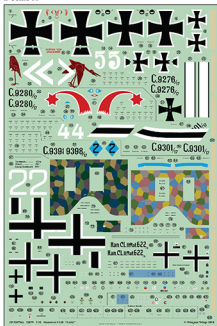
G1



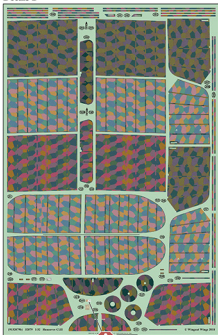
Photo Etch



Decals A



Decals B

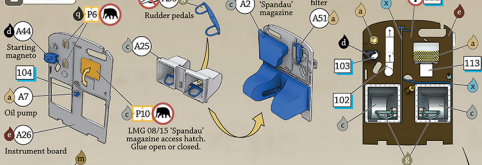


Decals C

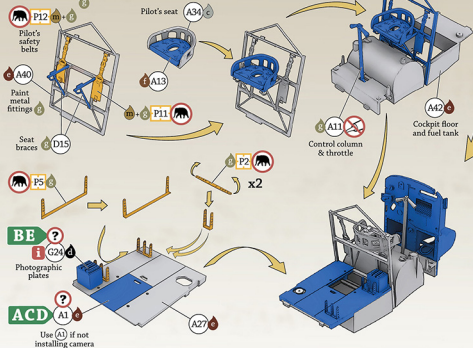

 G14a



# 1 COCKPIT



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



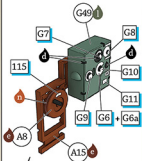
(185J-006)



Early production Hannover CL.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

### BE Telefunken Type D wireless

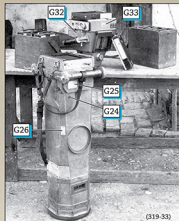


(872-016)

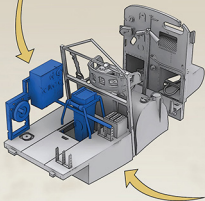


^ Telefunken Type D wireless carried by some aircraft. G49

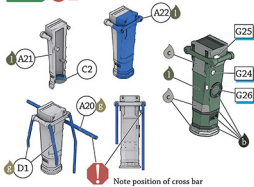
> 50cm Flieger Kammer (FK) camera with a small 25cm hand held camera G25 and boxes of photographic plates G24 on the table behind. Cameras and radios would not usually be carried when on ground attack or escort fighter duties. G26



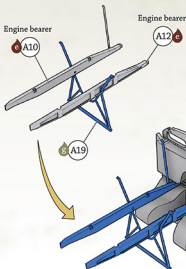
(319-33)



### BE ? i 50cm Flieger Kammer

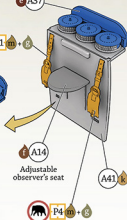


Note position of cross bar



Paint Parabellum magazines A37

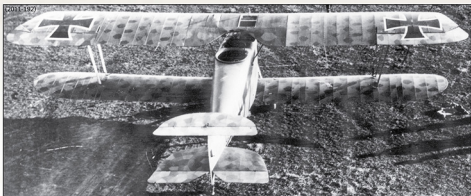
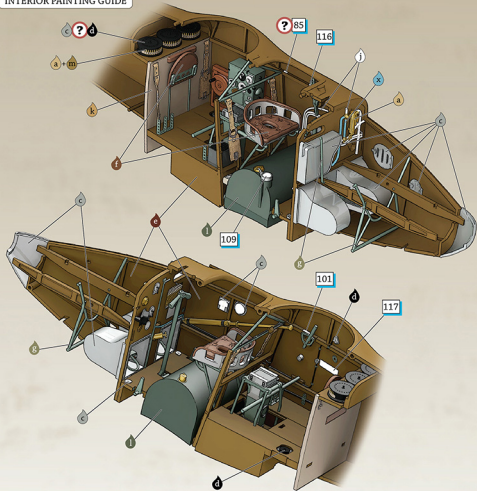
Observer's safety belts P1



Adjustable observer's seat A41

Observer's safety belts P4

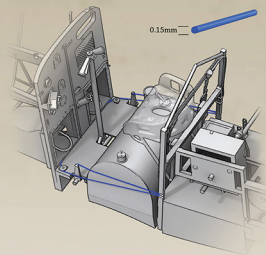
## INTERIOR PAINTING GUIDE



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.

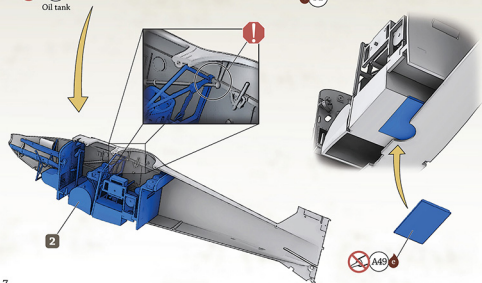
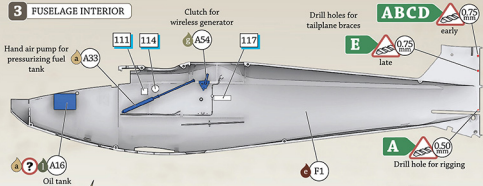
## INTERNAL RIGGING GUIDE

Rigging material not supplied

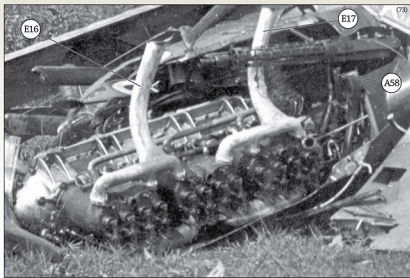
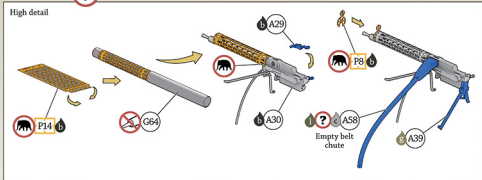
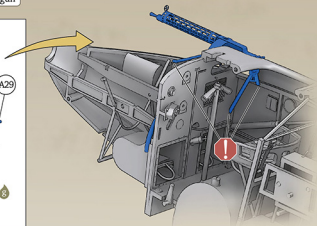
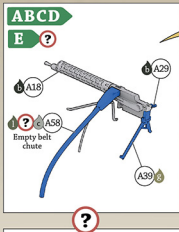


Tailplane detail from early production Hannover Cl.II 9276/17 **A**. Note the additional eisernkreuz marking on top and large white areas, both probably applied at a time when these aircraft were new to the frontline in an effort to avoid friendly fire. Also note the additional bracing cable from the tip of the top plane to the fuselage and rolled up streamer fixed to the rudder.

### 3 FUSELAGE INTERIOR



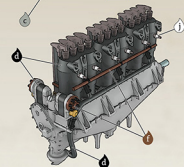
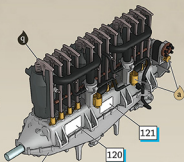
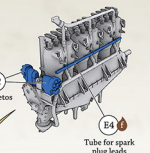
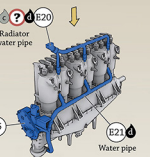
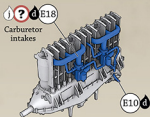
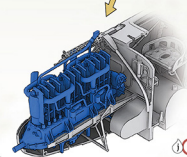
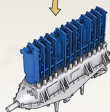
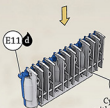
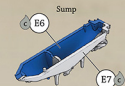
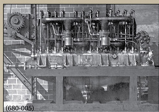
#### 4 LMG 08/15 'Spandau' machine gun



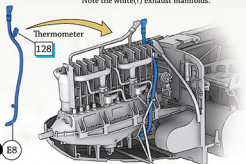
Opel built 180hp Argus As.III engine and LMG 08/15 "Spandau" detail from a crashed Hannover CL.IIIa (not CL.II). Although severely damaged, we can see the empty belt chute (A58) and some useful engine details. Note the white(?) exhaust manifolds.

## 5 180hp ARGUS As.III ENGINE

180hp Argus As.III engine showing data plates **120** & **121** 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".

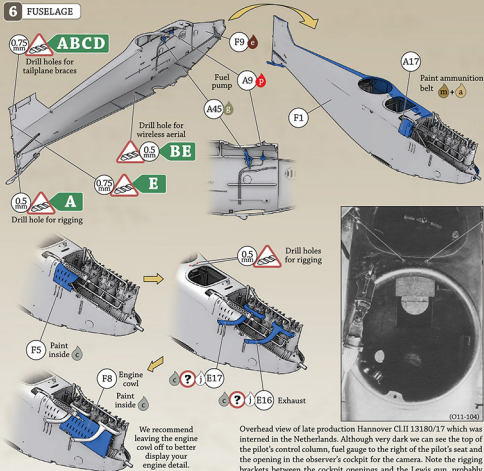


Opel built 180hp Argus As.III engine as fitted into Hannover CI.IIIa (not CI.II) 13369/17. Note the white(?) exhaust manifolds.

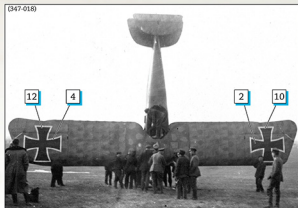




## 6 FUSELAGE



A crew member climbs into early production 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.

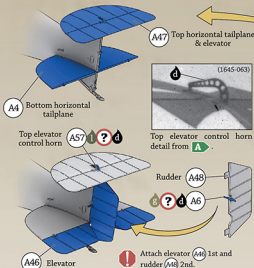


A spectacular, if not particularly destructive, accident has befallen VzfW Merkel's early production Hannover CL.II allowing us a good view of its 5 colour lozenge fabric and hand painted center section.

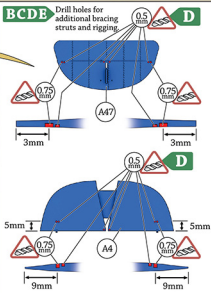


## 7 TAILPLANE

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

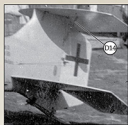


**BCDE** Drill holes for additional bracing struts and rigging.

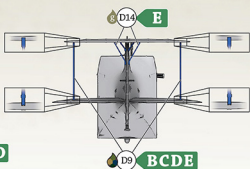
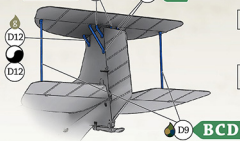


< Original tailplane bracing with 4x small braces (D12) as seen on the early production Hannover CL.II 9280/17 (B). Note the painted lozenge pattern applied to the rear of the fuselage and the dark surround to the rear lifting handle.

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



**ABCD** D12 g D14 E



< Tailplane detail from late production 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 late production 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.

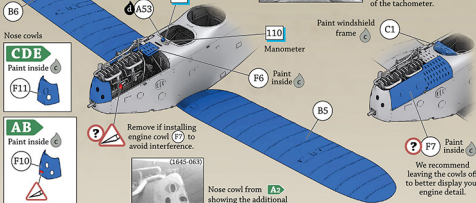


## 8 BOTTOM WINGS & STRUTS

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



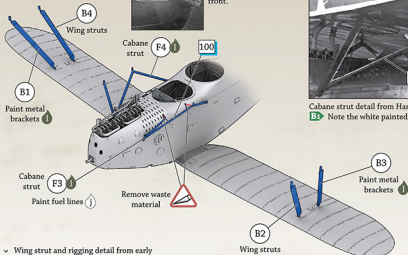
External cockpit instruments visible in this photo of an unidentified Hannover CL.II or CL.IIIa are the tachometer (A53) + 108 in the center and manometer 110 on the left. The pilot has added his clock to the right of the tachometer.



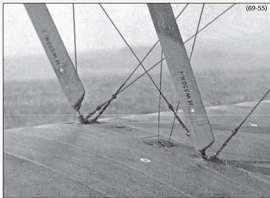
Nose cowl from A2 showing the additional cooling hole cut into the front.



Cabane strut detail from Hannover CL.II 9280/17. **B3** Note the white painted fuel lines.



▼ Wing strut and rigging detail from early production Hannover CL.II 9295/17 "2".



> Wing strut detail from Hannover CL.II 9280/17 **B18** showing painted camouflage, factory component stencils and **G73** an anemometer fitted to the front strut.

## 9 TOP WINGS

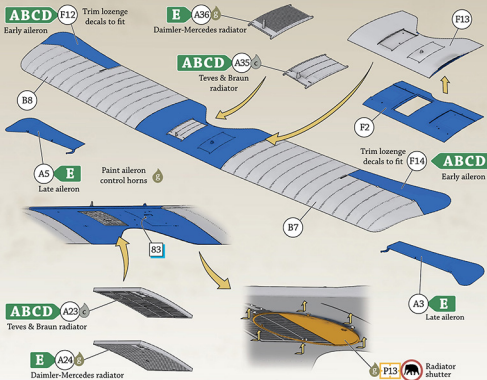


Early production aileron fitted to Hannover CLII 9276/17 **A2** showing the smaller pointed balance area.

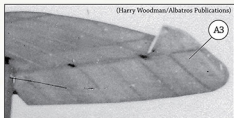


Gravimetric fuel tank and Teves & Braun radiator detail from Hannover CLII 9290/18. Note the hand holds in the rear of the center section cut out and the painted lozenge shapes.

**!** 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 CLIIa (not CLII) shown on page 8. Note the hand painted lozenge shapes, Teves & Braun radiator, shutter **P13** and underside detail of the gravity fuel tank. This aircraft, like many CLIIa, has CDL rib tapes applied over 5 colour lozenge fabric.



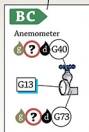
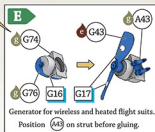
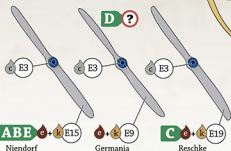
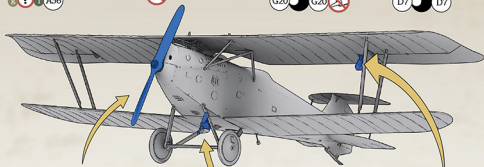
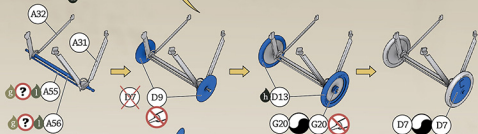
Late production aileron fitted to Hannover CLII (RoI) 622/18 **E** showing increased balance area. Note the translucent linen covering.

# 10 UNDERCARRIAGE & PROPELLERS



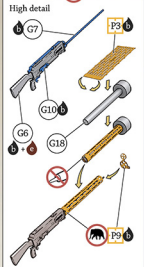
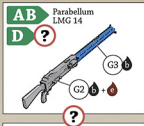
Undercarriage detail from Hannover CL.II 9280/17 **B** showing the lozenge pattern applied to the wheel covers. Note the factory makers plate **82** fixed to the bottom fuselage longeron.

Paint bungee suspension cord detail **h**

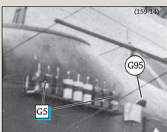
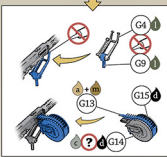
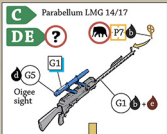


A mixture of Schusta/Schlasta 12 Hannover CL.II & DFW C.V, Schusta/Schlasta 23b Halberstadt CL.II, an unidentified AEG J.1 and (possibly) Schusta/Schlasta 30b Hannover CL.II (in the background) of temporary Schlachtgruppen D in late March or early April 1918. All aircraft wear pre-17 March 1918 eisenkreuz markings.

# 11 OBSERVER'S ARMAMENT & FINAL ASSEMBLY



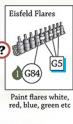
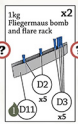
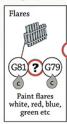
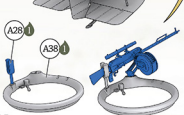
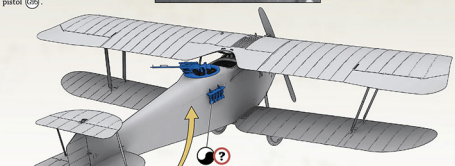
> Eisfeld flares fixed to the side of Jürgen Lüdcke's Flieger-Abteilung (Artillerie) 254 early production Hannover Cl.II. The small box at the rear holds an Eisfeld flare pistol (99).



Parabellum LMG 14/17 with Oigee optical sight 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.



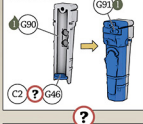
## 12 OPTIONAL ACCESSORIES

**!** Note only 1x **G66** & **C2** supplied

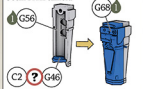
### FK Stab camera



### 70cm FK.III camera



### 50cm FK.II camera



### 25cm camera hand held



### Photographic plates for cameras



### G14b Barograph



### First aid kit



### Homing pigeon box



### Wheel chocks



### Step ladder



### Ladder



### Toy bear



### Trestle

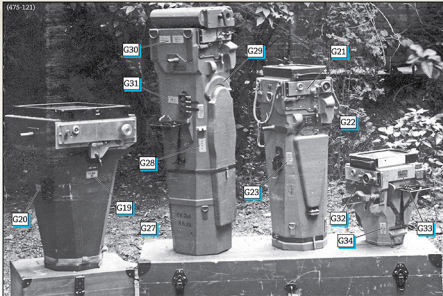


### Flare pistols

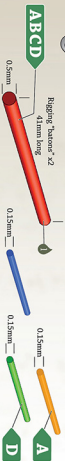
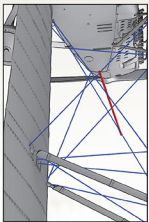
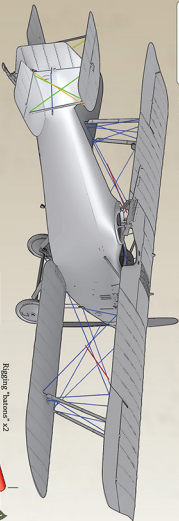


### Eisfeld flare pistol with flare

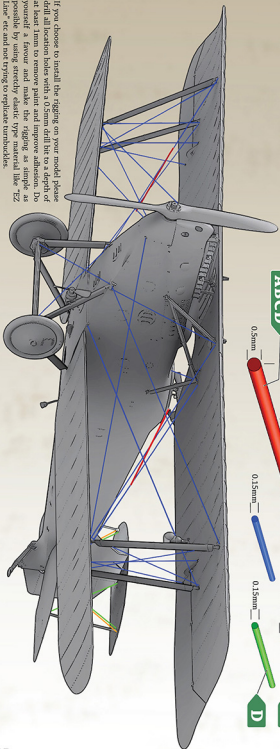
(475-121)



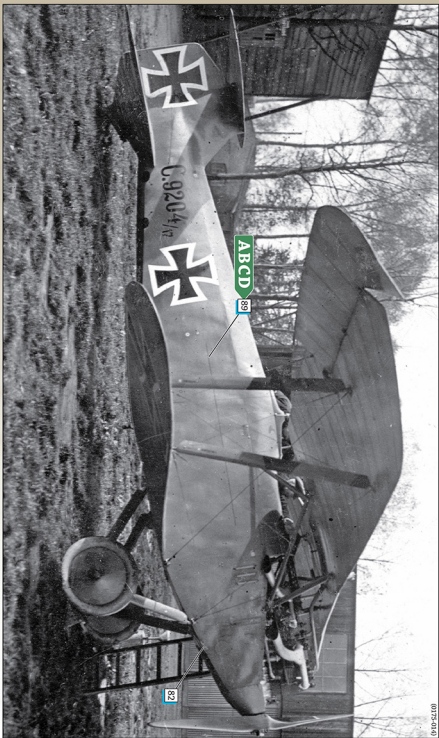
Selection of Flieger Kammern which could be carried by German two-seaters like the Hannover Cl.II, from left to right; FK Stab (G55 + G67), FK.III (G90 + G91), FK.II (G56 + G68) & 25cm hand held (G92 + G93).



If you choose to install the rigging on your model please drill all location holes with a 0.5mm drill bit to a depth of at least 1mm to remove paint and improve adhesion. Do yourself a favour and make the rigging as simple as possible by using stretchy elastic type material like "EZ Line" etc and not trying to replicate turnbuckles.







Hamnover CII 9204/17 is one of the very first aircraft 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 "Tosozigs" camouflage patches. Note the white(?) exhaust manifold, fuselage datum line [89] early production alerons and the lack of wing "figging" "batons". Compare the dark appearance of the fuselage underside of 9204/17 with that of 9280/17 [82] 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.

**A2** Hannover CL.II 9276/17 "White 5", H Bronner, Royal Bavarian Schusta 27b, late 1917 to early 1918

Hannover CL.II 9276/17 "White 5" is from the first production order placed in August 1917 for 200 aircraft (numbers 9200/17 to 9399/17) and is shown here as it appeared in late 1917 or early 1918 at Royal Bavarian Schusta 27b. The dark (red?) cranes painted under the observer/commander's cockpit on each side of the fuselage would appear to be his personal marking. Note the dark (red?) face features painted on the yellow(?) nose cowl and the mostly illegible dark (red?) "HERMANN VON..." text on the nose alluding to the pilot Hermann Bronner who served with Schusta/Schlusta 27b from mid October 1917 until late July 1918. The white chevron marking was the unit marking at this time and the individual aircraft number is "5" and the white tailplane with additional eisernkreuz marking would have probably been applied at Schusta 27b to help identify this newly delivered aircraft as friendly.

Photographs available to us indicate that the wings were covered with 4 colour lozenge fabric while the ailerons and tailplane received 5 colour lozenge fabric. Royal Bavarian Schutzstaffel 27b was formed in January 1917 and usually performed escort duties for two-seat reconnaissance aircraft from FA (A) 252w, 224w, 233, 294b and 258 until late March 1918 when it was re-named Schlachtstaffel 27b and tasked with infantry support.

**A2**

(1645-064)



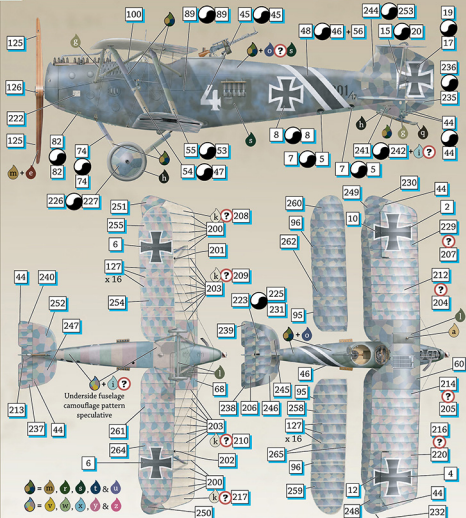






Early production Hammoever C.II 9280/17 shortly after arriving at Flieger-Abteilung (Artillerie) 282. The most cowling facial features have been painted on but the fuselage band and "Comet" have not been applied yet. Although not immediately apparent, the fuselage appears to have been overpainted with an irregular camouflage pattern of at least 2 colours and the wheel covers have been painted in herringbone colours. Note the wooden laminations of the Germania propeller (82) while asbestos wrapped radiator pipes, anemometer (222) fixed to the port front strut and the trestle (33) supporting the tailskid.

**C2** Hannover Cl.II 9301/17 "White 4", J Missfelder, Royal Prussian Schusta 12, March 1918



Hannover Cl.II 9301/17 "White 4" is from the same production order as **ABD** and was delivered to Royal Prussian Schusta 12 around the middle of 1917. The unit markings at this time consisted of the last 2 digits of the serial number painted in white in front of the fuselage cross. It was initially flown by Karl Romann with Georg Winkler as the commander. Karl Romann served in Schusta/Schlsta 12 from late 1917 until May 1918 and Georg Winkler served in Schusta 12 from August 1917 until very early 1918. Sometime before the formation of Schlachtgruppen D in March 1918, Hannover Cl.II 9301/18 was repainted with the new unit marking of a diagonal black and white ribbon over the rear fuselage, a new identification number "4" and became the mount of Schusta/Schlsta 12 & Schlachtgruppen D commander Johannes Missfelder. Photographs available to us indicate that the bottom wings were covered with 5 colour lozenge fabric as were the ailerons and tailplane fabric. The top wings may have been covered with bright 5 colour lozenge fabric (intended for the undersides) with bleached linen underneath but this is far from certain. Royal Prussian Schutzstaffel 12 was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 203, 211, 224w, 238, 257, 259, 249, 268, Flieger-Abteilung 17 and 40 until late March 1918 when it was re-named Schlachtstaffel 12 and primarily tasked with infantry support.



< Karl Romann and Georg Winkler in early production Hannover Cl.II 9301/17 "01" at Royal Prussian Schusta 12 in late 1917 or very early 1918. Note the replacement starboard bottom wing with plain linen rib tapes.





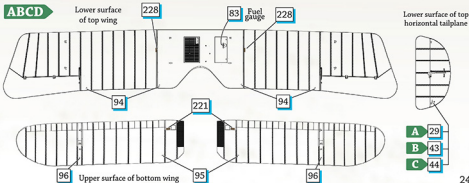
Royal Prussian Schusta/Schlasta 12 Hannover Cl.II 9301/17 "4" of Schlachtgruppen D commander Johannes Missfelder in late March or early April 1918. Note where the previous "01" marking has been overpainted, the Parabellum LMG 14/17 machinegun and 1.9kg Granatenwerfer 16 bombs (G22). Late production DFW built C.V "4" with white diamond fuselage markings can be seen in the background. See also page 14.

**D** Hannover Cl.II 9398/17 "2", JKH Müller & A Zitzelsberger, Royal Bavarian Schusta 24b, March 1918



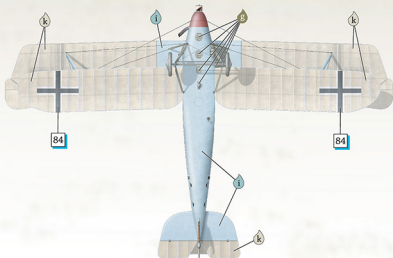
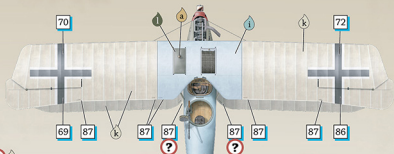
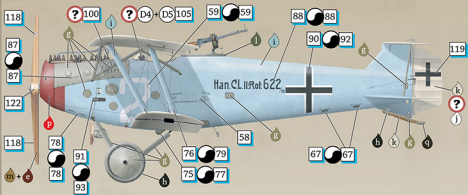
This early production Royal Bavarian Schusta 23b Hannover Cl.II "2" is believed to be 9398/17 commanded by Johann Karl Heinrich Müller and piloted by Adolf Zitzelsberger when they were shot down and killed by ground fire on 22 March 1918. Hannover Cl.II 9398/17 is one of the last few aircraft completed from the same production order as **ABC**. The pale (blue?) diamond in front of the fuselage cross was the unit marking as was the white tailplane with pale (blue?) fuselage band. This aircraft featured additional "X" bracing cables between the tailplanes. Photographs available to us are inconclusive as to the fuselage camouflage pattern and lozenge fabric application but they are likely to be similar to **A**. Royal Bavarian Schutzstaffel 24b was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 240, 245, 249, 268, Flieger-Abteilung 6 and Kagohl 1 until late March 1918 when it was re-named Schlachtstaffel 24b and primarily tasked with infantry support.

> An unidentified early production Hannover Cl.II reportedly photographed in a line up of Royal Bavarian Schlasta 24b Halberstadt Cl.II and Cl.IV in mid to late 1918. The pale diamond marking had been moved behind the fuselage cross by this time. Any unit marking on the Hannover Cl.II are obscured by the Halberstadt Cl.IV in the foreground but can be seen faintly on the Halberstadt Cl.II behind.





E Hannover Cl.II (Rol) 622/18 "White 2", Bayerische-Fliegerschule 5, mid to late 1918



E



Hannover CL.II (Rol) 622/18 "White 2" is a late production aircraft from a production order placed with Roland in February 1918 for 200 aircraft (numbers 500/18 to 699/18) and is included in this model specially for modellers not comfortable with complicated colour schemes. It is understood to have been at Bayerische-Fliegerschule 5 in mid to late 1918. To preserve precious paint supplies, aircraft like Hannover CL.II (Rol) 622/18 intended for training units were not camouflaged and are often noted with translucent linen wing surfaces and white or very pale blue painted fuselages. Hannover CL.II (Rol) 622/18 has unpainted translucent linen covered wings, elevators and (possibly) rudder. The fuselage, top wing centre section and interplane struts all appear to be light blue. All metal panels appear to be grey-green, although the nose cowling and a small portion of the fuselage have been overpainted with an unconfirmed colour which is most likely red, black or possibly even chrome yellow, all of which commonly appear very dark due to the type of film used at the time. Late production Roland built Hannover CL.II feature the longer rear tailplane bracket (D14) normally associated with the CL.III and CL.IIIa and were delivered with factory applied post June 1918 style balkenkreuz. Note the wireless generator (G74) (G76) attached to the port front undercarriage strut.



#### 32079 Product Design by Bryan Wall

Bryan Wall is a product designer, specialising in computer aided design and modelling. He has been working as a designer for consultancies in the UK and New Zealand for over 20 years now, and has designed, engineered and modelled a wide variety of products, from exercise bikes, barcode scanners and razors, to windscreens 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. The architect Mies van der Rohe once stated "God is in the details" 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, loves riding and tinkering with motorbikes, and he also brews his own beer.



#### 32079 Project Manager, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at richard@wingnutwings.com



#### Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close to 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 Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's Facebook page - [www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/](http://www.facebook.com/RONNY-BAR-Aircraft-Profiles-166538664131/)



#### 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](http://www.anderson-art.com).



32079	1/32 Hannover CL.II (Early)	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
0132079P	Photo-etched metal parts	1
7132079	Instructions	1
9132079a	Decals	1
9132079b	Lozenge decals	1
9132079c	Lozenge decals	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32049 Halberstadt CL.II (Early)



32057 DFW C.V (Late)



32062 Halberstadt CL.II (Late)

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