

WINGNUT WINGS



Jeannin Stahltaube (1914)

1/32 Scale

The delicate bird-like Taube came to epitomize early German aircraft design. Wealthy Austrian industrialist Igo Etrich based his successful Taube design on the stable gliding characteristics of the Zanon (now Alsomitra) Macrocarpa seed as described by Professor Friedrich Ahlborn in his aeronautical research paper published in Germany in 1897. Igo began work in 1900 and was joined by his engineer, Franz Wels in 1903 initially developing models and then manned gliders before moving on to motorized versions. Their Etrich 1 Sperling (Sparrow) briefly took to the air in 1909 and was followed in April 1910 by the larger, more powerful, remarkably stable and comparatively safe Etrich II Taube (Dove). Fellow Austrian, Edmund Rumpler was impressed enough by the Etrich II that he obtained a 5 year exclusive license to build the Taube in Germany. Following further successful demonstrations of a 50hp Etrich Taube in October 1910 the Prussian military placed an order with Rumpler for 5 aircraft. Because the underlying aerodynamic principals of the Taube had been published by Ahlborn in 1897, Etrich was aware that it would be difficult to obtain a patent for his design in Germany and this was confirmed when the patent office rejected his application in September 1911. This essentially made Etrich's design public domain in Germany so that almost anyone with an engine, enough fabric, wire and a few sticks of wood could legally build and sell their own copy of his Taube. Observing the dizzying array of copycat Taubes being churned out by dozens of his competitors, Rumpler simply refused to pay Etrich any license fees, continued to build the Etrich II marketed as the "Rumpler Taube" and became the largest supplier of Taubes to the German military. Etrich sued Rumpler in 1912 and numerous court cases continued between the two until 1930.

Ironically, it was "Frenchman" Emil Jeannin (born in Alsace which had only just been ceded to Germany after the war of 1870-71) who was responsible for one of the next most numerous Taube designs to equip the German military, the Jeannin Stahltaube 1914 "Military Type". Jeannin Taubes of 1912-1913 featured a steel tube framed fuselage and tailplane as opposed to the wood used by most other manufacturers, earning the name Stahltaube (Steel Dove). The "warping elevator" area of the tailplane was ribbed with flexible bamboo as were the "warping aileron" portions of the spruce & ash wings. The fuselage, wings and tailplane were covered with linen. The engine cowlings were sheet aluminium while the cabane and undercarriage struts were constructed from steel tube. These early Jeannin designs were distinguished by a propeller guard which curved from the bottom cabane section up to the nose, support girders under the wings, 100hp Argus 4 cylinder or 120hp Argus As.II 6 cylinder engines, a radiator mounted under the fuselage and vertically sprung undercarriage struts. The propeller guard and support girders were removed for the 1914 Military Type which also introduced a conventional "V" strut undercarriage, Hazet radiators on each side of the fuselage and were powered by 6 cylinder 100hp Daimler-Mercedes D.1 & 120hp Argus As.II engines. There was a single seat Jeannin Stahltaube as well as a kleine (small) version with a shortened fuselage and tailplane. Relatively conventional ailerons have been noted on a kleine version as has a Scheitelkür (Brow Radiator) mounted above the engine. Emil Jeannin was imprisoned shortly after war was declared but production of his Stahltaube was continued for the German Army.

Unarmed A type monoplanes such as the Taube designs were utilized for reconnaissance but shortly after hostilities began airmen started carrying small bombs and personal firearms. The wider availability of more suitable B type biplane designs later in 1914 and more powerful, armed, C types in 1915 meant that no Jeannin Taubes remained in front line service after the middle of 1915, with surviving aircraft relegated to training units. Any history of these fascinating aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned below for a more thorough understanding of the Taube but please note that correct identification of the numerous Taube manufacturer's design designations still does not appear to be fully resolved over a 100 years later.

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 steel tube framework of the Jeannin Stahltaube was painted light grey or grey-green while bare aluminium cowlings were given a "turned" finish. Photographic evidence shows that the fabric for almost all Jeannin Stahltaubes was opaque (not translucent) and appears to have been finished in a pretty standard German Army field grey. The single surviving Jeannin Stahltaube was restored in 1986 with a yellow-orange rubberized finish found on similar pre-war designs but it is not known how relevant this is for aircraft in military service. National markings were initially black eisenkreuz painted on the field grey fabric but difficulty in seeing these markings against the dark fabric is one reason cited for introducing the white square cross field in late 1914. At least one Jeannin Stahltaube served long enough to have had its eisenkreuz repainted with a thin white outline in late 1916. The various colour schemes 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 and impassioned debate will continue to rage on amongst modellers.

Richard Alexander 2017

Wingspan:	Length:	Max Weight:	Max Speed:
13.87m (45.5ft)	9.69m (31.8ft)	1035kg (2280 lb)	120kph (75mph)
No. Manufactured:	Production:	Engine:	
Approx 40 (1914 Military Type)	1914 – 1915 (1914 Military Type)	120hp Argus As.II or 100hp Daimler-Mercedes D.1	
Ceiling:	Armament:		
Unconfirmed	Improvised pistols, rifles and hand dropped bombs.		
References:			

The Taube at War, Windsock Datafile 104, PM Groz 2004 - Die Jeannin-Stahltaube A.180/14, Marian Kryzhan & Holger Steinle, Verlag E.S. Mittler & Sohn GmbH 1989 - Deutsches Technikmuseum Berlin - Taube Dove of War, Col John A. de Vries, Historical Aviation Album 1978
Colin Owers - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections

1/32 Scale

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.



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

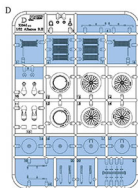
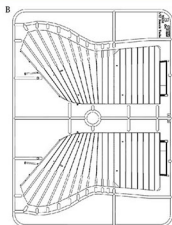
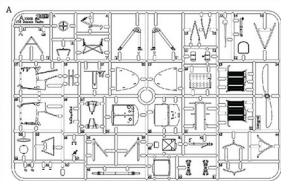
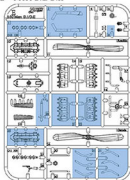


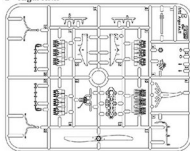
Photo Etch



E - Merc D.1/D.II

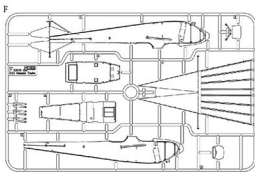
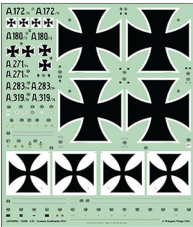


E - Argus As.II



 = Not Used

Decals



1 COCKPIT INTERIOR

ACE

1.5 mm



? = a ? k

145 litre fuel tank

? A35

A5 ?

c + b F6

? A22

F3

? A49

Rudder pedals ? A26

? A18

A41 d + ?

Map board

38 + c

A40

Firewall

A30 c + e

Frame, tachometer & fuel filter

A19 ?

Instrument board

c A29

Pulleys A46

A2 d

Starting magneto

A4

Control wheel

? A14

Control column

A37 ? d

Throttle

? A17

47

A25 ?

? A7

48 49 51 53

50

52

23 ?

55

56

c

a

d

d

Cushion

A16

Observer's seat

F8

Engine bearers

? A31

Pilot's seat

F2

INTERIOR RIGGING GUIDE

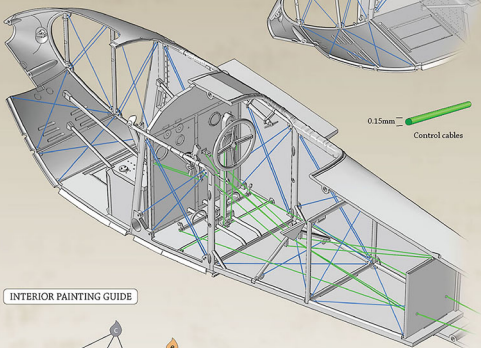
Rigging material not supplied

0.15mm

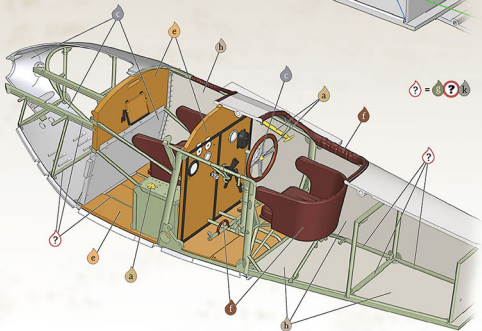
Bracing wires

0.15mm

Control cables

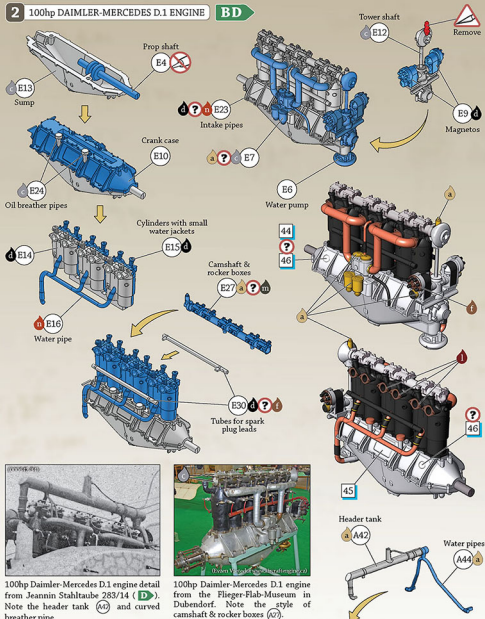


INTERIOR PAINTING GUIDE



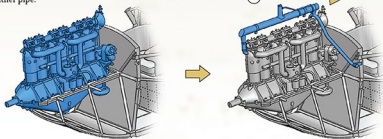
2 100hp DAIMLER-MERCEDES D.1 ENGINE

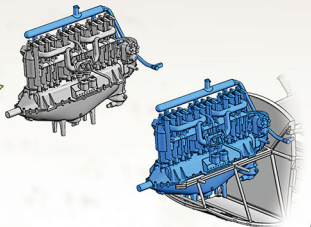
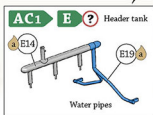
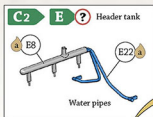
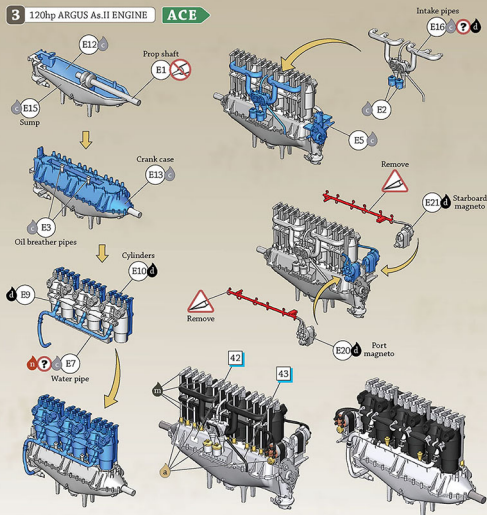
BD



100hp Daimler-Mercedes D.1 engine detail from Jeannin Stahltaube 283/14 (D). Note the header tank (A17) and curved breather pipe.

100hp Daimler-Mercedes D.1 engine from the Flieger-Flab-Museum in Dubendorf. Note the style of camshaft & rocker boxes (A77).

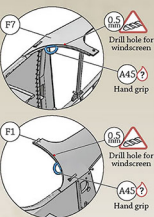
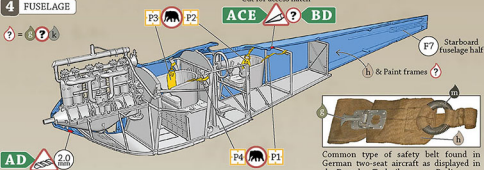




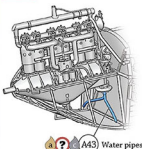
4 FUSELAGE

? = s ? ? k

Cut for access hatch



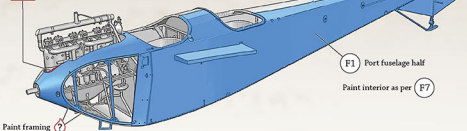
BD Daimler-Mercedes D.1



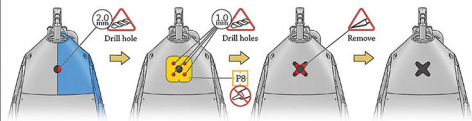
ACE Argus As.II



ACE Trim to fit Argus As.II engine



AD "X" shaped hole seen on some Jeannin Stahltaube



5 FUSELAGE continued

? = d ? k

A20

Port engine cowl

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

Padding

A33

A21

Starboard engine cowl

There should be an oil tank located behind this cowl but we have no information about it's details. We recommend gluing this cowl in place to hide this omission.

A34

Access hatch

BD
ACE

ACDE
B1

18 litre gravity fuel tank

A12

C2

A11

Top cabane struts

A39

Windscreen
Paint frame

C1

Turnbuckles

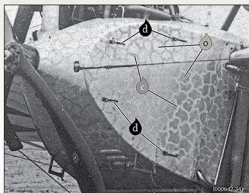
A50

B2

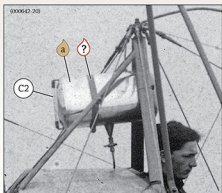
A27

A28

A38



Port engine cowl detail from Jeannin Stahltaube 283/14 (D). Note the spring clasps and how the matt/gloss "turned" finish "flips" between light and dark depending on lighting conditions.

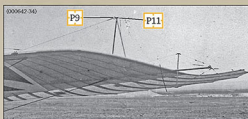


Top cabane struts and gravity fuel tank detail from Jeannin Stahltaube 283/14 (D). Note the clear fuel gauge (C2).

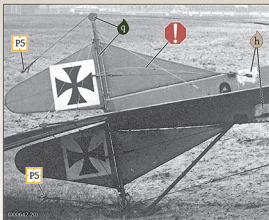
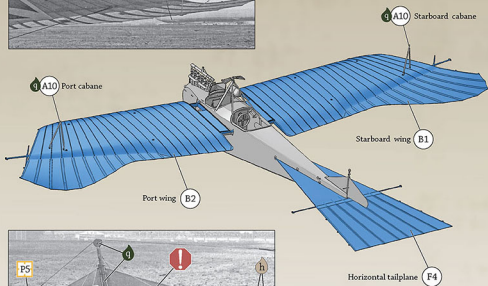
6 WINGS AND TAILPLANE

? = s ? k

(000642-34)

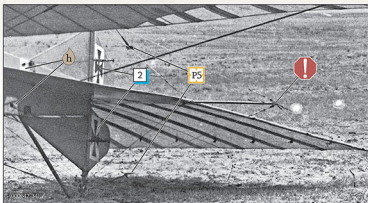


< Port wing tip detail from Jeannin Stahltaube 283/14 (D). Note cabane strut (A10) and "warping aileron".

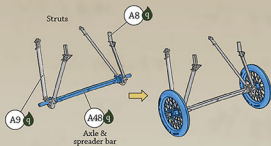


< Fin & rudder detail from Jeannin Stahltaube 283/14 (D).

> Horizontal tailplane and "warping elevator" detail from Jeannin Stahltaube 283/14 (D).

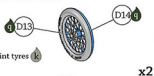


7 UNDERCARRIAGE & RADIATORS



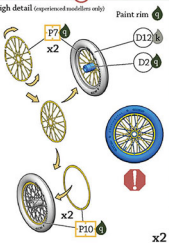
Undercarriage detail from Jeannin Stahltaube 283/14 (D). Note the dark painted wire wheels.

Uncovered wire wheels



?

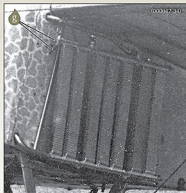
High detail (experienced modellers only)



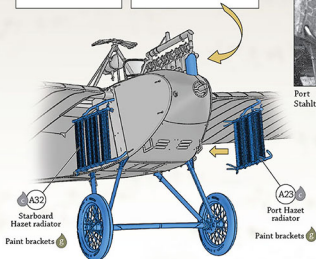
ACE Argus As.II



BD Daimler-Mercedes D.1

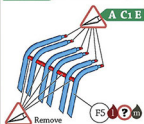


Port Hazet radiator detail from Jeannin Stahltaube 283/14 (D).

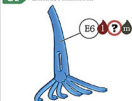


8 FINAL ASSEMBLY

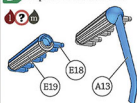
ABC1GE Individual exhaust pipes



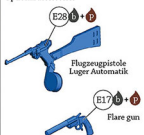
C2 Exhaust manifold



D "Elephant" exhaust manifold

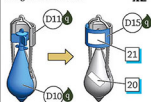


Optional accessories

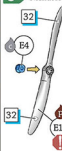


20kg Carbonit bombs

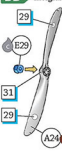
x2



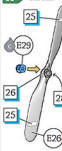
C Niendorf



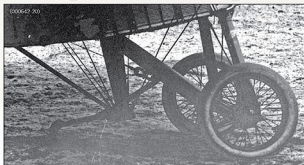
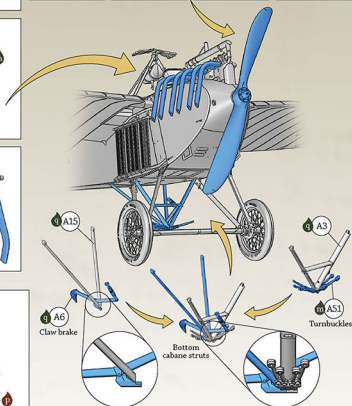
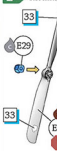
BD Integral



A Garuda



E Reschke



Bottom cabane strut and claw brake detail from Jeannin Stahltaube 283/14 (D).

RIGGING GUIDE

Rigging material not supplied

9 P9 2



P11 9

Hand hold 2 A1

Altimeter

2 D1 24

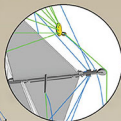
If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like EZ line etc and not trying to replicate any turnbuckles.



P11 9 + 2 P9 9



9 P5 2 P6 9



A 4 D3 22 1 2 A

Compass

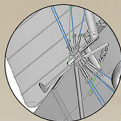
1 2 A

0.15mm

Control cables

0.15mm

Rigging

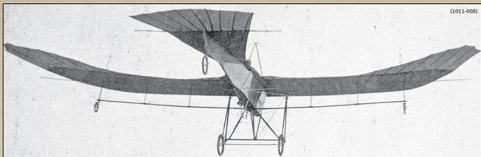


2 = 2 2

2 A36 Foot step



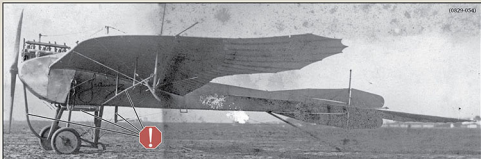
9 P5 2 P6 9



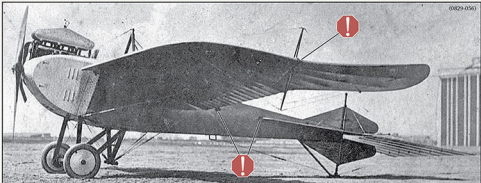
This is reportedly a photo of the original Etrich II Taube in flight in 1910.



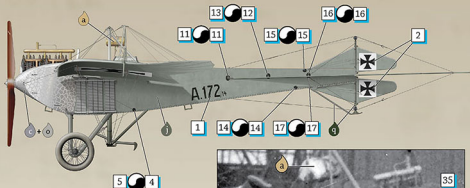
85hp Daimler-Mercedes D6f (precursor of the 100hp D.1) powered Etrich Taube "D2" in 1913.



Early 1913 production Jeannin Stahltaube powered by a 120hp Argus As.II 6 cylinder engine. Note the support girder under the wings, radiator under the fuselage, large "elevator" control horn, elongated fins and the curved "propeller guard".

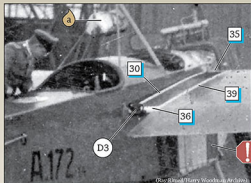


This 1914 kleine (short) Jeannin Stahltaube is powered by a 120hp Argus As.II engine and shows numerous differences from the more common 1914 production version. Note the the shorter tailplane, Scheitelkühler (brow radiator) and reasonably conventional (non-warping) ailerons.

A Jeannin Stahltaube 172/14, Lt. Fritzlohn(?), Adlershof-Johannisthal, late 1914 to early 1915

Paint top and bottom and apply decals

30, 34, 35, 36, 37, 39, 40 & 41 as per **E**



(Ray Rissell/Harry Woodman Archive)



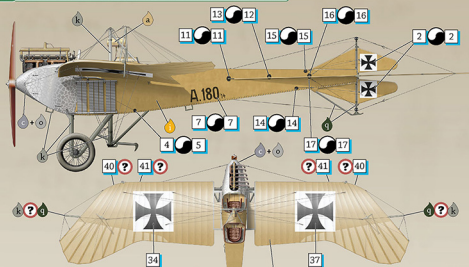
(Ray Rissell/Harry Woodman Archive)



(Ray Rissell/Harry Woodman Archive)

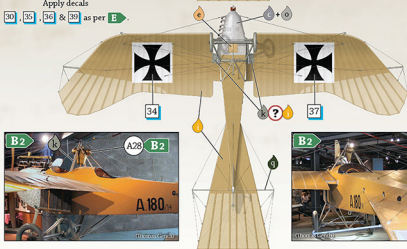
120hp Argus AS.II powered Jeannin Stahltaube 172/14 was photographed in the winter snow at Adlershof-Johannisthal in late 1914 or possibly early 1915. Note the Garuda propeller, individual exhaust pipes and style of eisernkreuz marking with square white fields introduced in late 1914. Also note the (perhaps unique) compass attached to the starboard wing rear spar. Another photo showing a Lt. Fritzlohn(?) seated in a similarly equipped Jeannin Stahltaube leads us to believe that he quite possibly flew 172/14 at some time. The dark shiny fabric covering does not appear to exhibit any of the translucency seen on 283/14 **D**. The front panels of the Hazet radiator are covered to prevent over cooling.

B1 Jeannin Stahltaube 180/14, Deutsches Technikmuseum Berlin



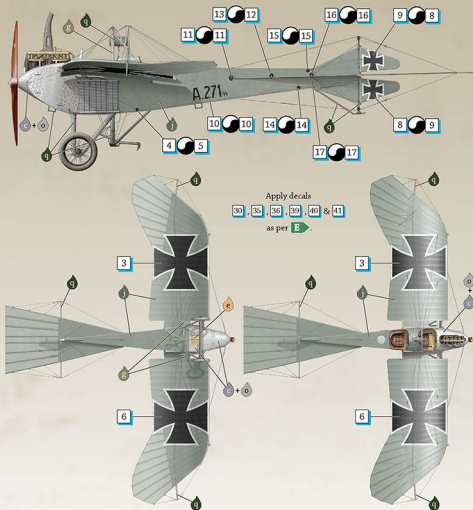
Apply decals

30, 35, 36 & 39 as per E

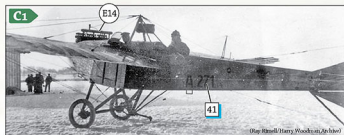


100hp Daimler-Mercedes D.I powered Jeannin Stahltaube 180/14 was saved for history after it was no longer suitable for front line service. It was displayed in the Deutsche Luftfahrt Museum in 1931 and was moved to the Deutsche Luftfahrt Sammlung museum 4 years later. The museum was partially destroyed by allied bombing in 1943 and the surviving aircraft were shipped to Poland for safe keeping. In 1986 the Jeannin Taube was returned to Germany where it was the subject of a beautiful restoration carried out by the Deutsches Technikmuseum in Berlin, where it is currently on display. Unfortunately no photos showing 180/14 during the First World War are known to us so we have pieced together this reconstruction from the information we have. Note that the engine cowling, gravity fuel tank, Hazet radiators and other small details differ slightly from those on the restored aircraft. The orange-yellow colour of the rubberized fabric covering used for the restoration is noteworthy.

C2 Jeannin Stahltaube 271/14, Emil Wendler, Adlershof-Johannisthal, late 1916 to early 1917



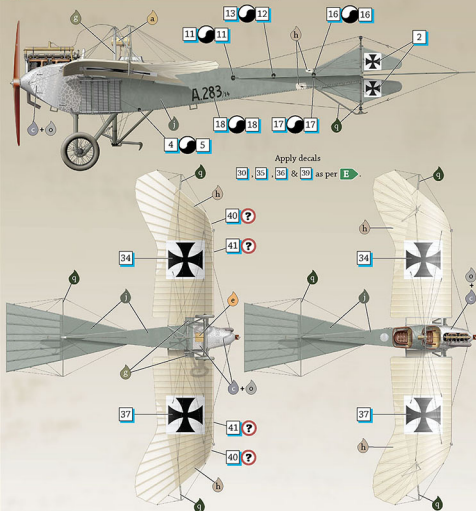
120hp Argus As.II powered Jeannin Stahltaube 271/14 was reportedly subjected to Idflieg type tests in early 1915. This may well be true, but photos showing test pilot Emil Wendler with 271/14 show a style of eisernkreuz with thin white outline introduced in October 1916. Additionally one photo appears to include the sole experimental Roland C.V prototype in the background which may date **C2** to as late as 1917! These same photos confirm the opaque nature of the flying surfaces and the tall exhaust manifold shown here. It is possible that 271/14 was retained at Adlershof-Johannisthal for communications or runabout duties long past it's use by date.



120hp Argus As.II powered Jeannin Stahltaube 271/14 was photographed in the winter snow of late 1915 or early 1916. Note the style of header tank (A27) and lack of the tall exhaust manifold, indicating individual pipes (P5) were fitted at the time this photograph was taken.

(Ray Russell/Harry Woodman/Archives)

D Jeannin Stahltaube 283/14, Adlershof-Johannisthal, 1915

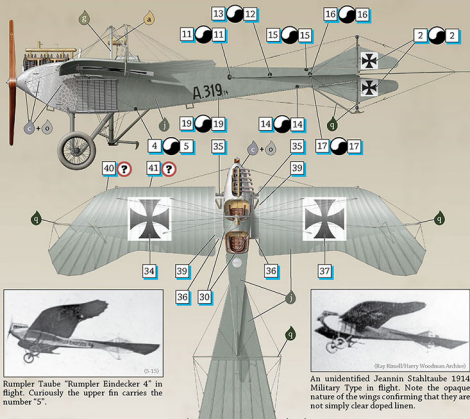


100hp Daimler-Mercedes D.1 powered Jeannin Stahltaube 283/14 is one of the very few aircraft displaying shadows of internal rib & spar structures on the underside of its wings. Additionally the thin (aluminium?) protective strip along the leading edges of the wings has not been overpainted. These details indicate that when these photographs were taken at Adlershof-Johannisthal, the wings of 283/14 had not yet received an opaque coating of field grey and therefore remain in their translucent fabric, probably unbleached clear doped linen (CDL). Note the "elephant" exhaust manifold, open viewing port in the wing root, Integral propeller and "X" shaped hole cut into the engine cooling.

D

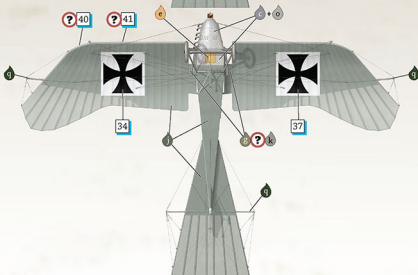


Jeanette Stahlbau 283/14 photographed at Adlerhof-Johannisthal. Note the recent alterations or repairs to the rudder control cable exits in the rear of the fuelage. If these patches are CDL, then it is strong evidence for the rest of the fuelage being finished in field grey.

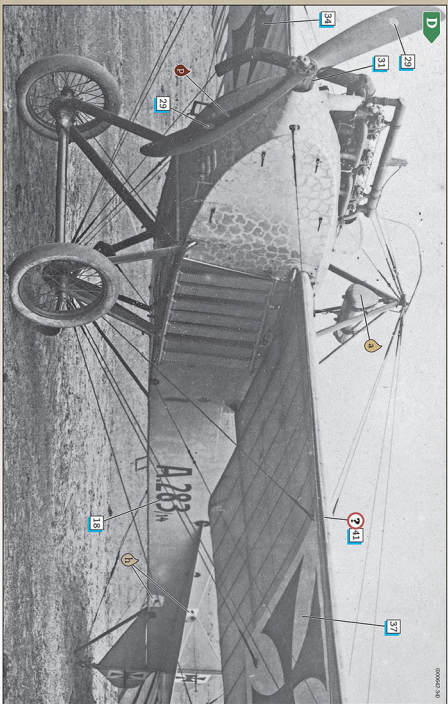


Rumpler Taube "Rumpler Eindecker 4" in flight. Curiously the upper fin carries the number "5".

An unidentified Jeannin Stahltaube 1914 Military Type in flight. Note the opaque nature of the wings confirming that they are not simply clear doped linen.

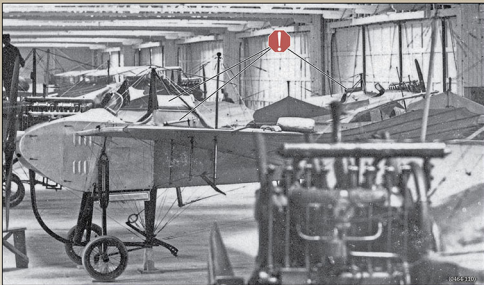


120hp Argus AS.II powered Jeannin Stahltaube 319/14 was photographed in the winter snow at Bavarian Armee-Flug Park 9b (AFP 9b) on the Eastern Front in early 1915. Other than the Reschke propeller (E1) and lack of compass, A319/14 appears identical to A172/14 **A**.

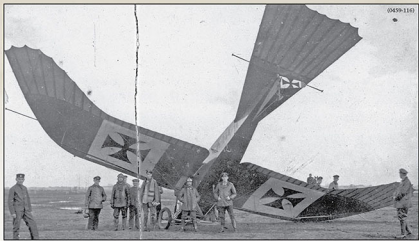


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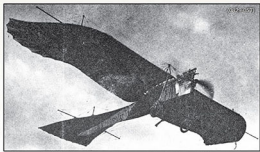
100hp Daimler-Mercedes D.I powered Jannin Stahlraube 283/14 **D** displays the (perhaps unique) translucent nature of it's wings. It is uncertain whether the fuselage and tailplane are also finished this way.



120hp Argus As.II powered late production 1913 Jeannin Stahltaubes in hall 1 at Strasbourg. Note the cooling louvres in the extended side cowling and gravity fuel tank & hand pump mounted externally between the cockpits. The 4 cylinder 100hp Argus engine partially visible in the foreground is from a Gotha LE.1 Taube.



Gotha LE3 Taube 244/14 has many similar features to those found on the 1913 and 1914 Jeannin Stahltaube.



This Rumpler Taube appears to be one of the 1912 models.



Gotha LE2 Taube crash.

An unidentified airman sits in his well worn 120hp Argus As.II powered Jeannin Stahltaube which, judging from where the tailplane drag cable enters the fuselage, appears to be a kleine (short) Jeannin Stahltaube as seen on page 13. But unlike the kleine Jeannin Stahltaube shown on page 13, this one is fitted with a conventional gravity fuel tank, Hazet radiators and warping wings.

(0574-035)



3-D Modelling by Dean Reynolds

Dean built his first model kit when he was four years old (incidentally a WW1 Sopwith Camel) and has been happily hooked on modelmaking ever since. His interests range from aircraft and tanks from the First World War to science fiction and sculpting prehistoric creatures. He is currently working with paleontologists to recreate dinosaurs and prehistoric creatures in 3D from New Zealand's past.

More of his work can be seen on his website here: www.dcreynolds.com

Additional 3D Modelling by Darren Mildenhall



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 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



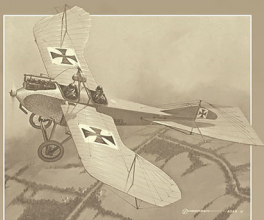
Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

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

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



32058	1/32 Jeannin Stahltaube (1914)	Qty
0132058A	A parts	1
0132058B	B parts	1
0132058C	C parts	1
0132046D	D parts	1
132E0021	E parts Merc D.1 engine	1
132E0027	E parts Argus As.II engine	1
0132058F	F parts	1
0132058P	Photo-etched metal parts	1
7132058	Instructions	1
9132058	Decals	1

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



32046 - 1/32 Albatros B.II (Early)



32014 - 1/32 FE.2b Early



32021 - 1/32 Fokker E.1 Early

Also available from
www.wingnutwings.com

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