HANNOVER CL IIIa

The Hannover, dubbed Hannoverana by the British, was one of the most successful of the German two-seaters to be built in the First World War.

The manufacturers, Hannoversche Wagonfabrik, were originally builders of railway wagons and did not begin the construction of aircraft until 1916 when they built Rumpler, Aviatik and Halberstadt designs under licence. In 1917 a specification was issued for a light two-seater fighter also capable of ground attack missions and Hannover produced the CL II which was developed into the CL IIIa, the main production version.

The CL IIIa design was noteworthy in having a biplane tail, normally found only on the largest bombers. This tail was selected so as to reduce the tailplane span and thereby give a wider field of fire for the gunner. This feature worked extremely well in practice and the Hannover was often attacked by Allied scouts in mistake for a single-seater; a mistake which could well be fatal. The Hannover was reasonably fast, exceptionally manoeuvrable and because of their strong construction very difficult to shoot down. In action they gained the respect of such noted British aces as Major McCadden, V.C., who fought against them in 1918.

By the Armistice over 500 CL IIIa's had been built and the type was in widespread use on the Western Front.

The Hannover CL IIIa was powered by a 180 h.p. Argus in-line engine giving a maximum speed of 103 m.p.h. Armament consisted of one fixed, synchronised, Spandau machine gun in the nose and a movable Parabellum machine gun in the rear cockpit. For ground attack duties stick grenades could be carried in racks on the rear fuselage sides.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

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Patt. No. 130

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AIRFIX CONSTRUCTION KIT

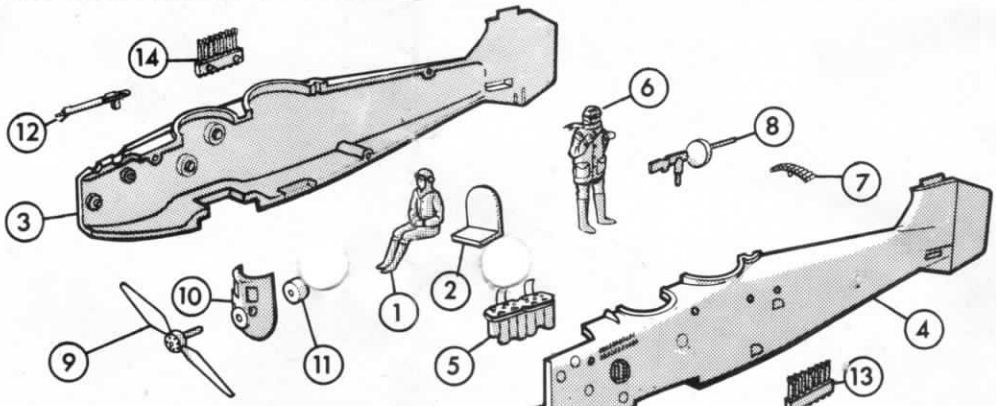
1/72 SCALE MODEL CONSTRUCTION KIT

HANNOVER CL III

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

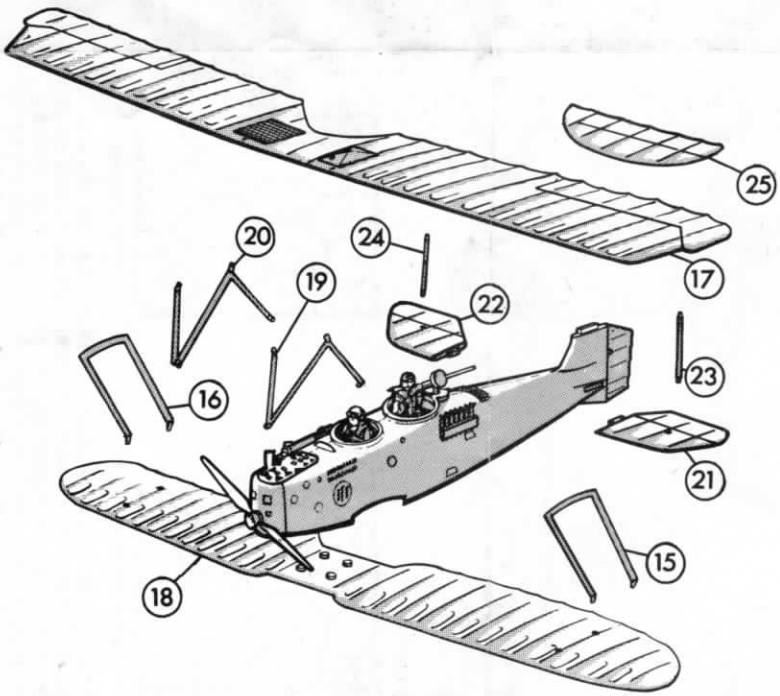
1 FUSELAGE ASSEMBLY ETC



It is recommended that the instructions and exploded views are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, cockpit interiors, this is best done before assembly. If stand slot is to be used cut away wall of plastic from stand slot in fuselage halves.

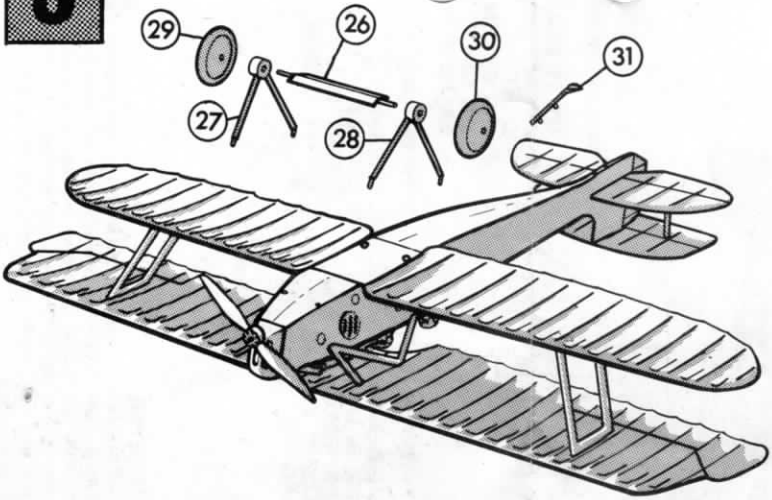
1. Locate and cement pilot (1) to seat (2) then cement seat onto and against stepped seat supports within forward cockpit opening in starboard fuselage half (3).
2. Locate and cement port fuselage half (4) to starboard half.
3. Cement cut outs in bottom of engine (5) onto stepped locations within fuselage nose, exhausts from engines fitting into recesses in top and front of fuselage, and protruding outwards.
4. Cement observer/gunner (6) onto fuselage floor below rear cockpit opening.
5. Locate and cement locating pin beneath flare cartridge belt (7) into rear locating hole in top of fuselage.
6. Cement locating pin beneath parabellum gun (8) into locating hole directly behind rear cockpit opening, position gun to gunner's hands.
7. Insert shaft on propeller (9) through front of cowling (10) DO NOT CEMENT, then press retaining bush (11) onto end of shaft and secure by applying a drop of cement to end of shaft at rear face of bush. Ensure propeller is free to rotate.
8. Cement cowling to front of fuselage.
9. Cement square locating pin beneath Spandau machine gun (12) into square locating hole in top of starboard side of fuselage, forward of front cockpit opening.
10. Cement locating pins on bombs (13, 14) into rear locating holes in port and starboard fuselage sides below rear cockpit.

2 WING ASSEMBLY



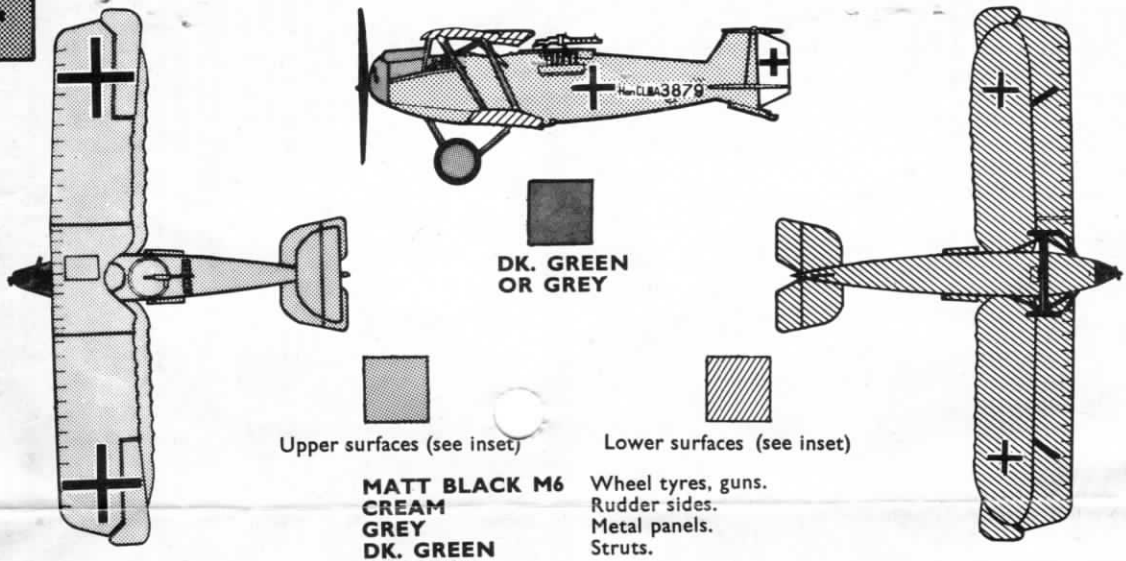
11. Locate and cement ribs at top of port and starboard wing struts (15, 16) into slots beneath upper wing (17). Set aside to dry thoroughly.
12. Cement locating pins on top of lower wing (18) into cut out beneath fuselage.
13. Locate and cement locating pins on port and starboard struts (19, 20) into forward locating holes in port and starboard fuselage sides. NOTE : these struts are angled outwards.
14. Cement upper wing to lower, locating pins on wing and centre struts fitting into corresponding locating holes in upper and lower wings.
15. Cement tabs on port and starboard lower tailplanes (21, 22) into slots at rear of fuselage sides.
16. Cement port and starboard tailplane struts (23, 24) into locating holes in top of lower tailplanes, struts angled to rear.
17. Locate and cement tab on top of fin into slot beneath upper tailplane (25) at same time locating and cementing locating pins on top of tailplane struts into locating holes beneath upper tailplane.

3 UNDERCARRIAGE ASSEMBLY



18. Insert ends of axle (26) through holes in bottom of inner sides of port (27) and starboard (28) undercarriage legs then cement axle to inner sides of legs. Note undercarriage legs angle inwards.
19. Cement tops of undercarriage legs into recesses in forward lower fuselage sides and into locating holes below lower wing. NOTE: shorter legs are to front.
20. Cement wheels (29, 30) onto protruding ends of axles.
21. Locate and cement locating pins on tailskid (31) into locating holes beneath fin.
22. Painting should be completed at this stage.
23. Cement together both parts of stand.
24. Cement arm of stand into slot provided in fuselage.

4 COLOUR SCHEME



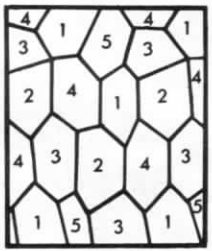
MATT BLACK M6 Wheel tyres, guns.
CREAM Rudder sides.
GREY Metal panels.
DK. GREEN OR GREY Struts.
BROWN G Propeller

Upper surfaces

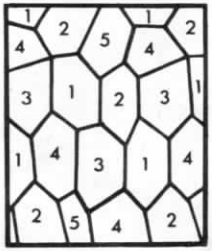
1. **BLUE BLACK**
2. **DARK BLUE**
3. **DARK GREEN**
4. **YELLOW OCHRE**
5. **MAROON**

Lower surfaces

1. **CREAM**
2. **VIOLET**
3. **LIGHT BLUE**
4. **LIGHT GREEN**
5. **PINK**



Upper surfaces



Lower surfaces

COLOUR DETAIL

Wings and tailplanes were covered with lozenge printed linen as illustrated. The rudder was usually covered with plain unbleached linen fabric. The plywood fuselage was additionally fabric covered and daubed with small patches of dark green, mauve and brown colours which resulted in a generally dark greenish appearance.

Apply transfers. Separate sheet into eleven subjects, dip each in warm water for a few minutes and slide off backing into position shown on illustration. The two large black crosses above upper wings, the four medium black crosses below lower wings and to fuselage sides, the two small black crosses to rudder sides, the black lettering and serial numbers to fuselage sides to rear of crosses. The aircraft name to base of stand.


HANNOVER CL III A
Han CL III A 3879
Han CL III A 3879

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