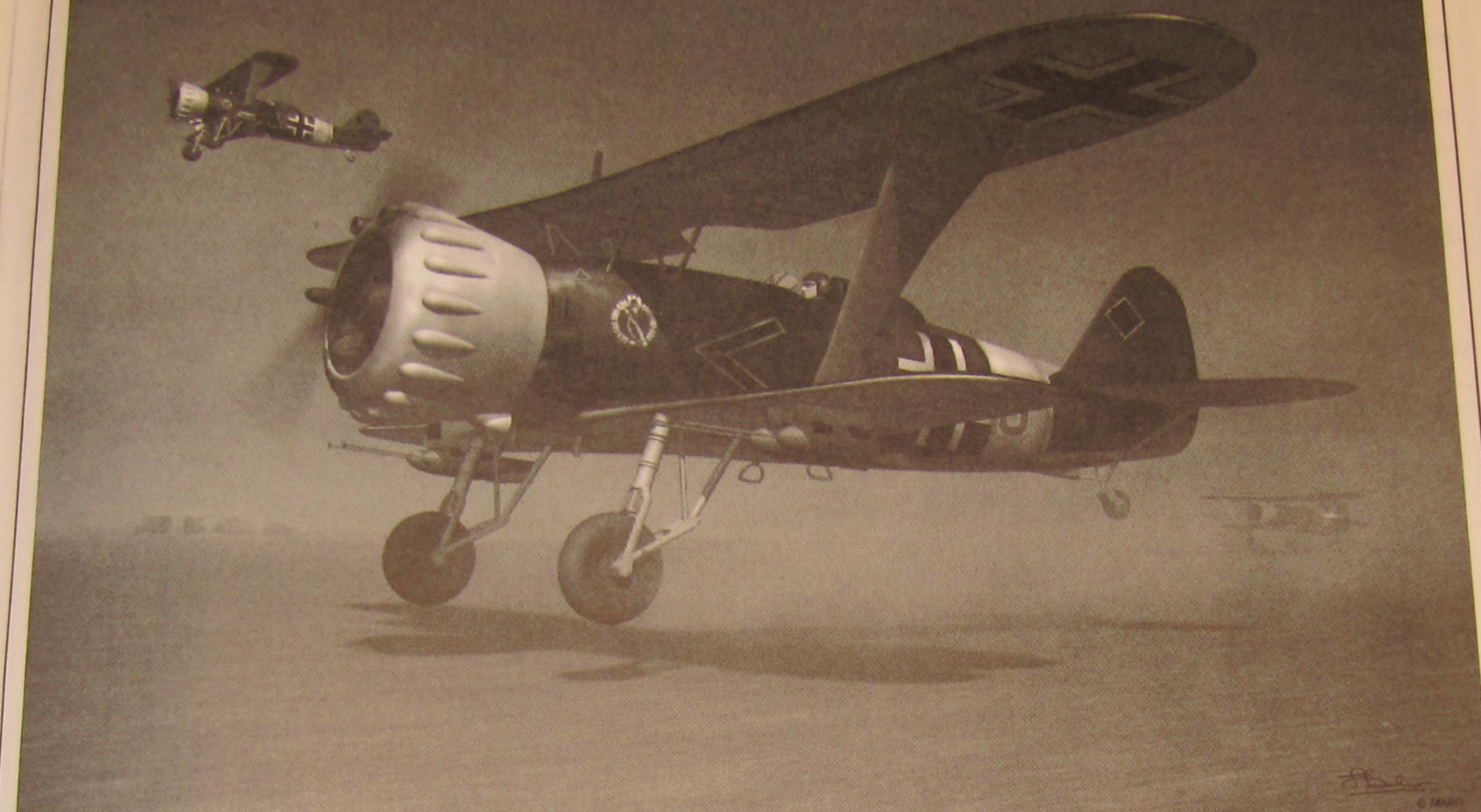


1/48th Scale

#489203



Henschel HS-123A

Nazi Germany's dive-bomber program, finalized in 1933, was to have two stages. The first stage, or Sofort-Programm, called for a single-seat, all-metal biplane containing no radical or advanced features, but capable of rapid design, production and deployment. This aircraft was to provide pilots with the experience of flying dive-bombing missions while a more technically advanced aircraft (ultimately the Ju-87) was designed and built.

Two designs were submitted – the Fiesler Fi-98 and the Henschel HS-123. The winner of this contest was the HS-123. Even comparing photos of the two aircraft makes it clear why the HS-123 was chosen over the Fiesler entry. The HS-123 was a big, clean, robust, simple design with single, heavy wing support struts free of control and support cables vs. the Fiesler's two sets of traditional N-shaped struts per side and support wires reminiscent of WWI aircraft. Performance tests almost immediately reflected the HS-123's superior characteristics, and its choice for production was virtually a foregone conclusion before the tests were finished.

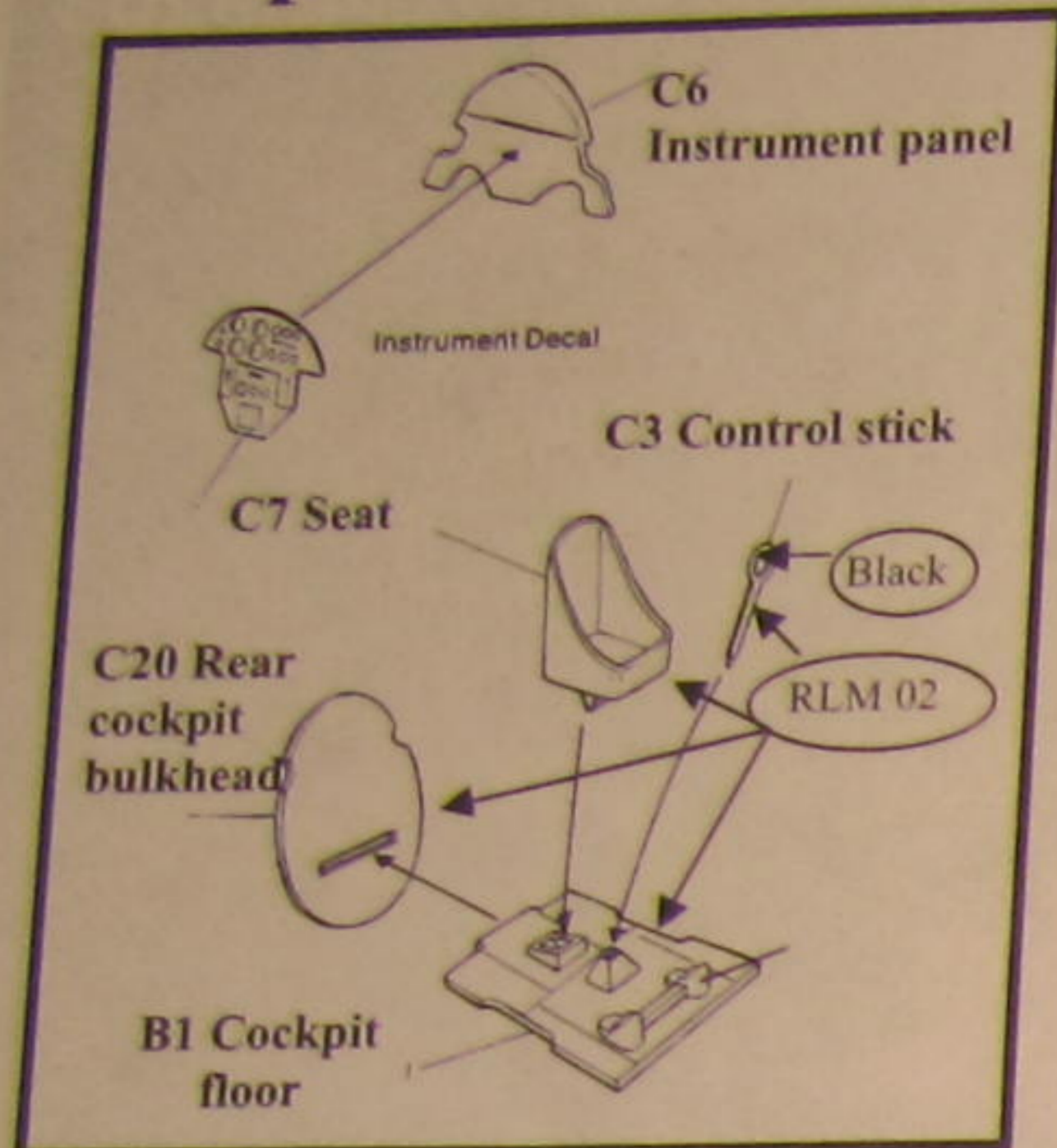
Powered by a nine-cylinder, air-cooled radial BMW 132D engine, the first HS-123A-1s were delivered to the Luftwaffe beginning during the summer of 1936. With the Condor Legion active in the Spanish Civil War, a golden opportunity was seen to test the Luftwaffe's theories on dive-bombing, and specifically to test the HS-123's capabilities. In a move that was to prove prescient, Oberst Wolfram von Richtofen, the Legion's Chief-of-Staff, was more interested in determining the type's close-support qualities rather than as a dive-bomber. The HS-123 performed brilliantly in this capacity, but with little recognition and fanfare, and was soon replaced by the new Ju-87.

When WWII began, the HS-123 was shown to have a remarkable ability to absorb ground and anti-aircraft fire and still return to base. With the invasion of the USSR in 1941, this ability would be tested again and again. The HS-123 would also demonstrate that, when Me-109s and Fw-190s were mired in the mud, removing the wheel pants of the HS-123 allowed it to continue to fly missions.

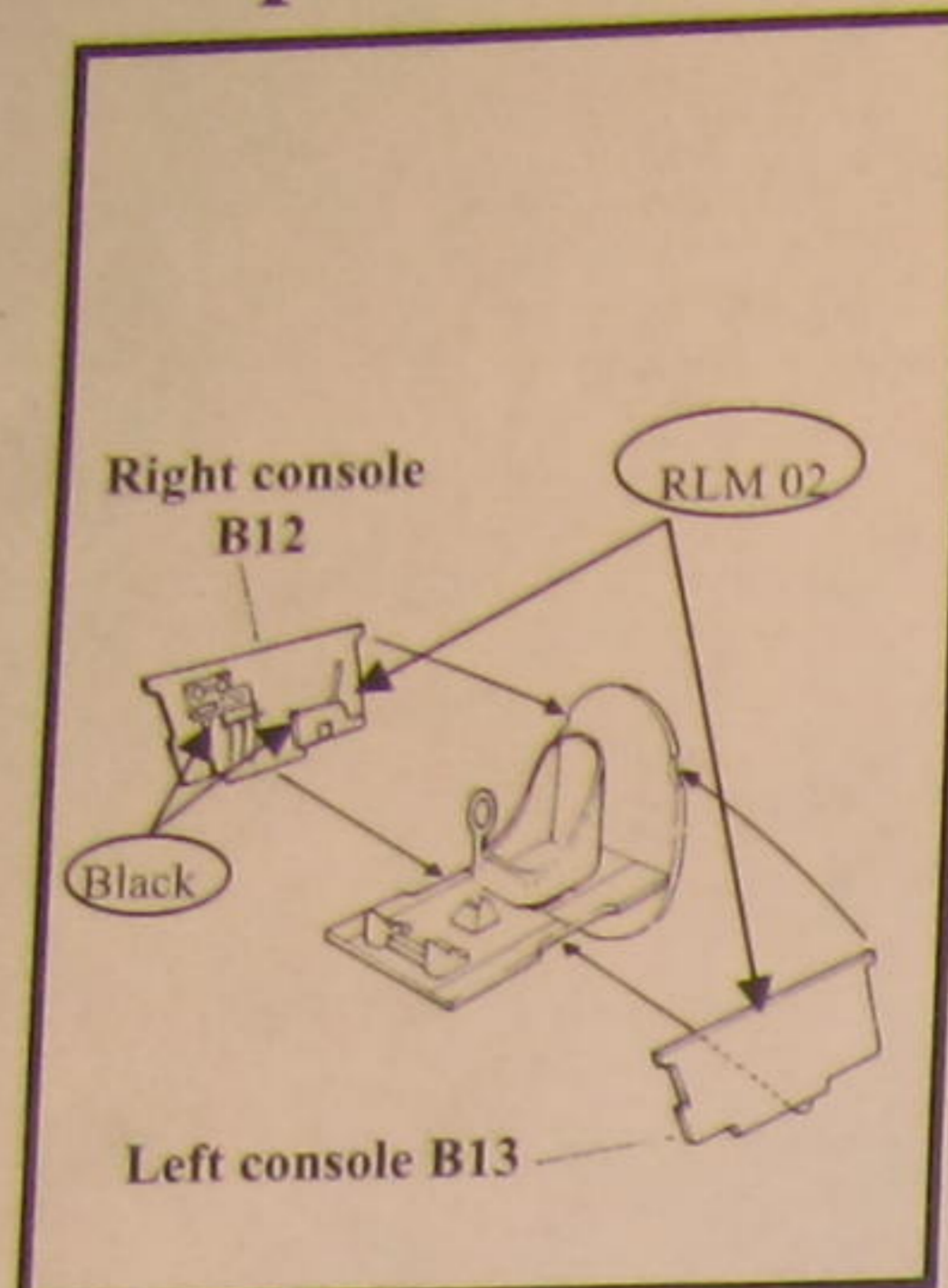
Your 1/48th scale kit of the HS-123 is the ESCI kit, dramatically updated with a brand new Black Box 17-piece resin interior and newly tooled, unspatted landing gear struts reflecting its typical appearance on the Russian front in WWII. We hope you enjoy building your new AMtech kit.

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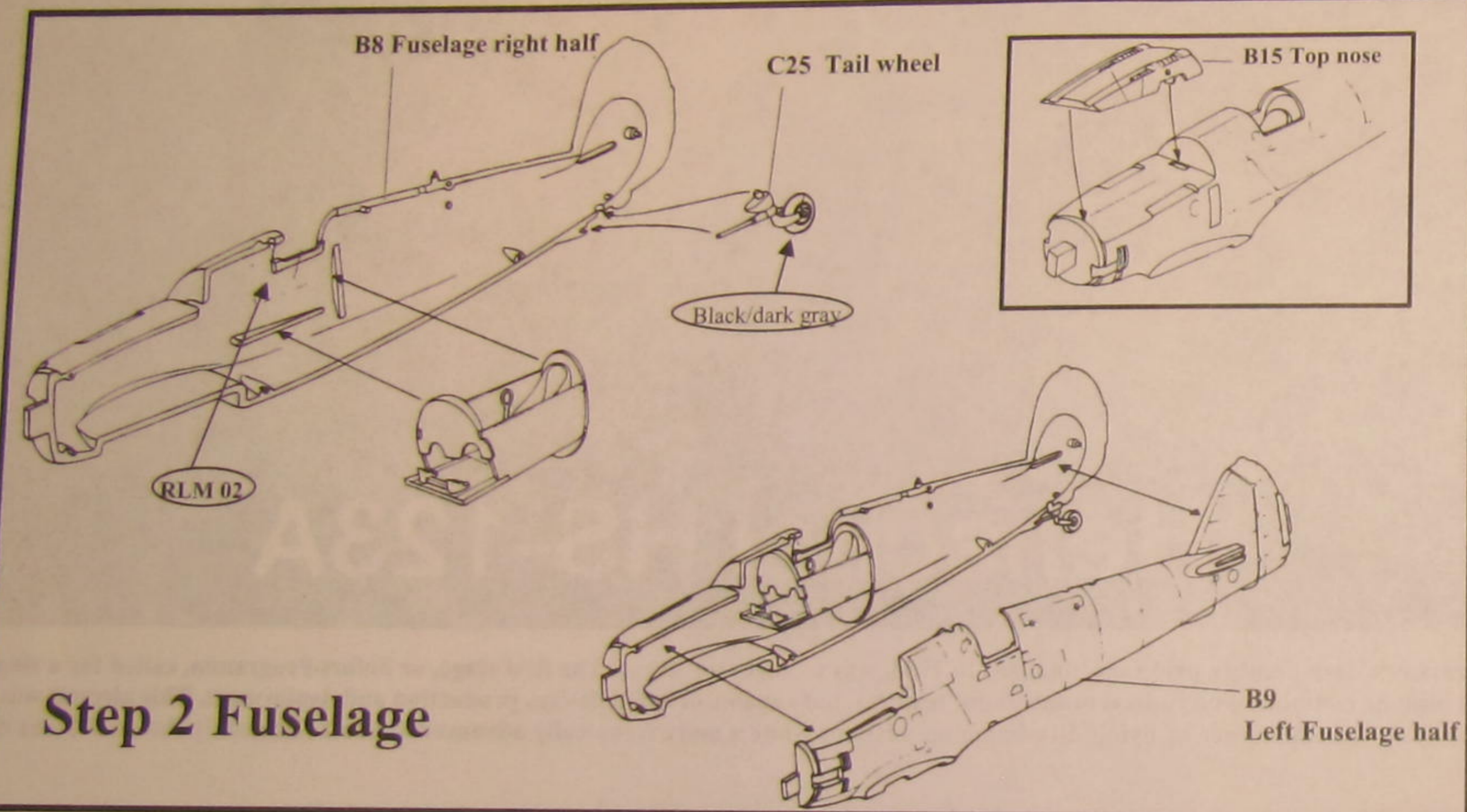
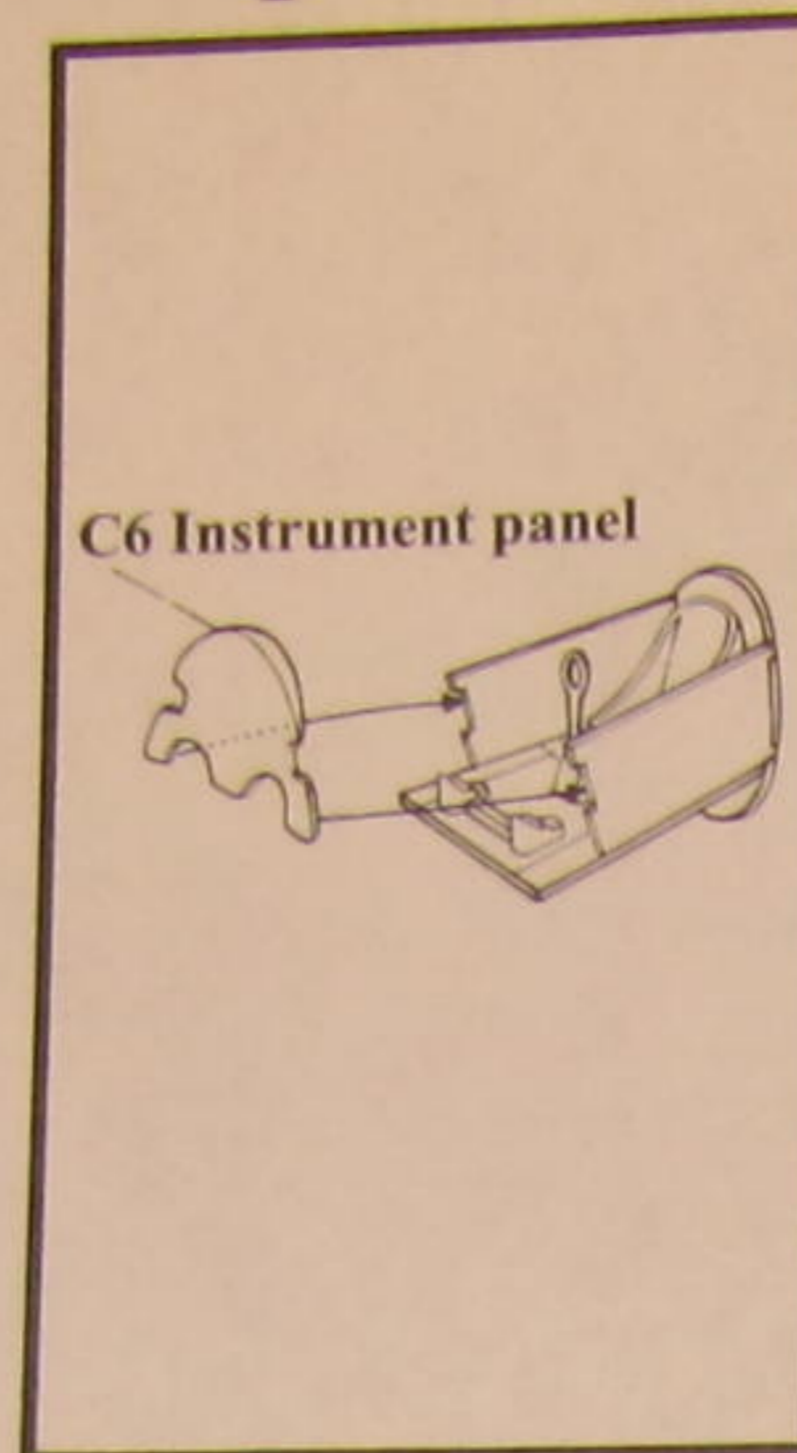
Step 1 Kit Cockpit



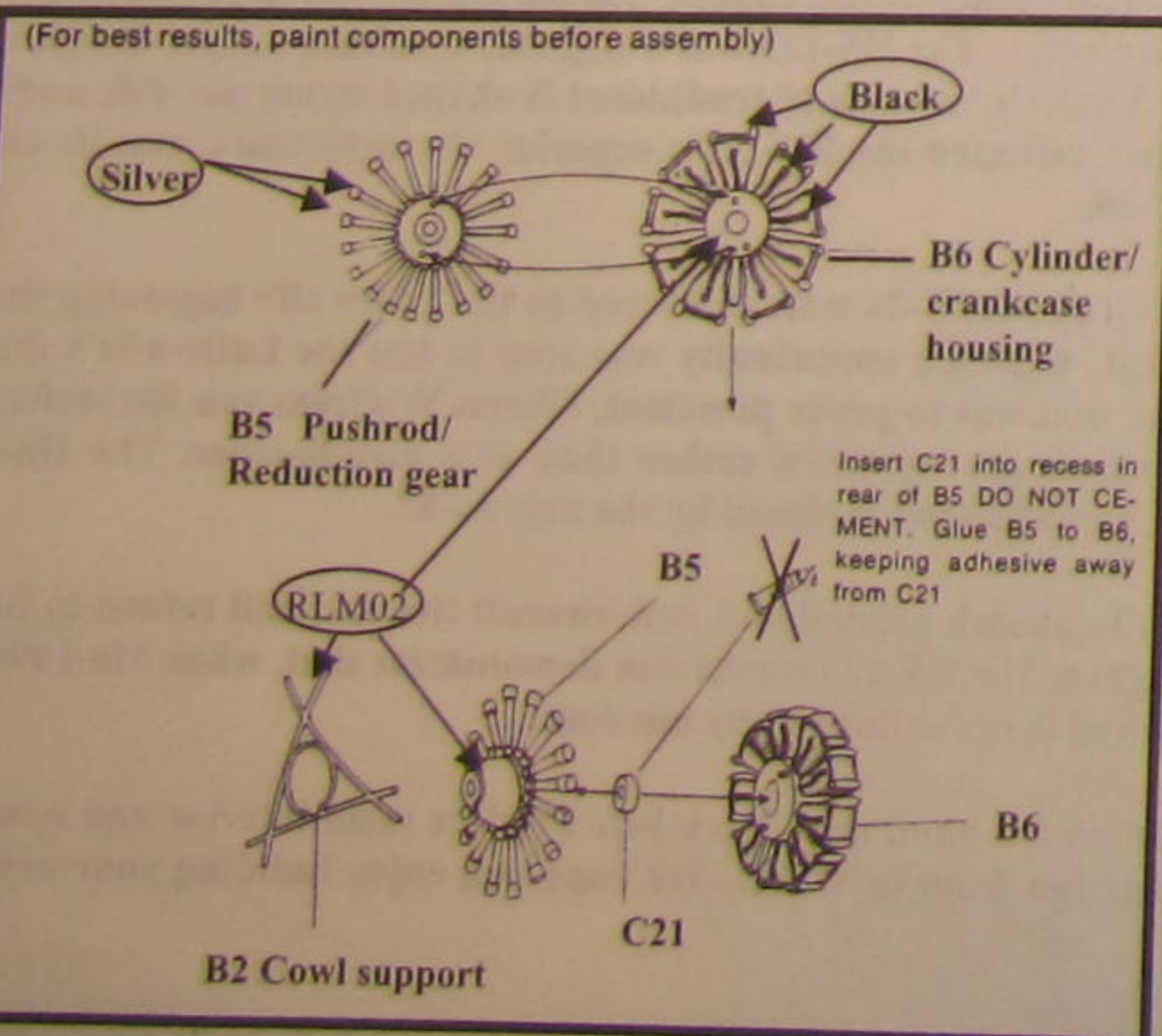
Step 1b



Step 1c

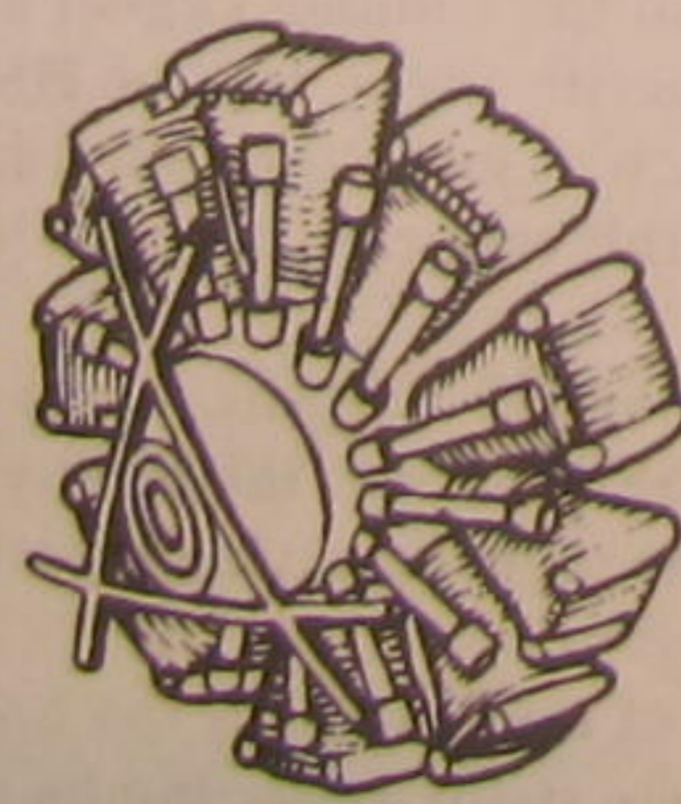


Step 2 Fuselage

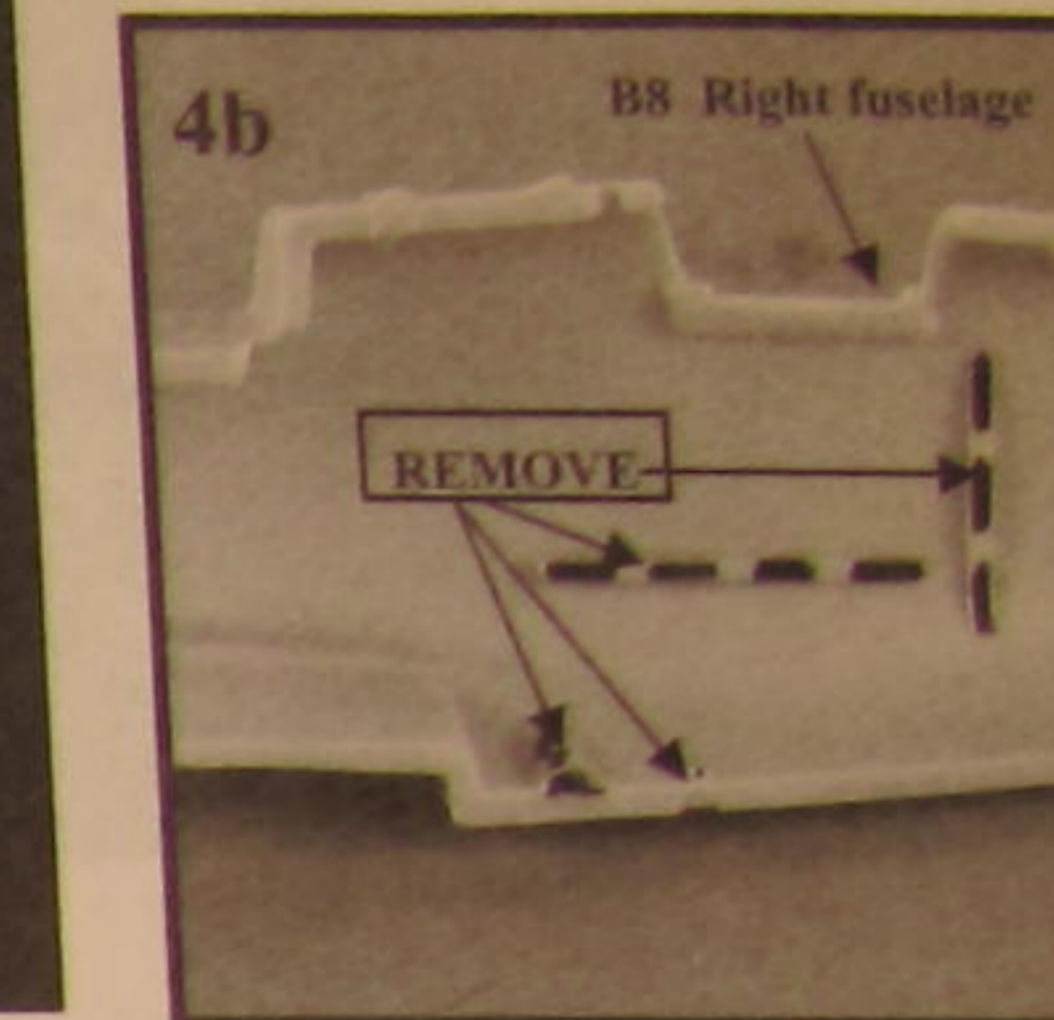
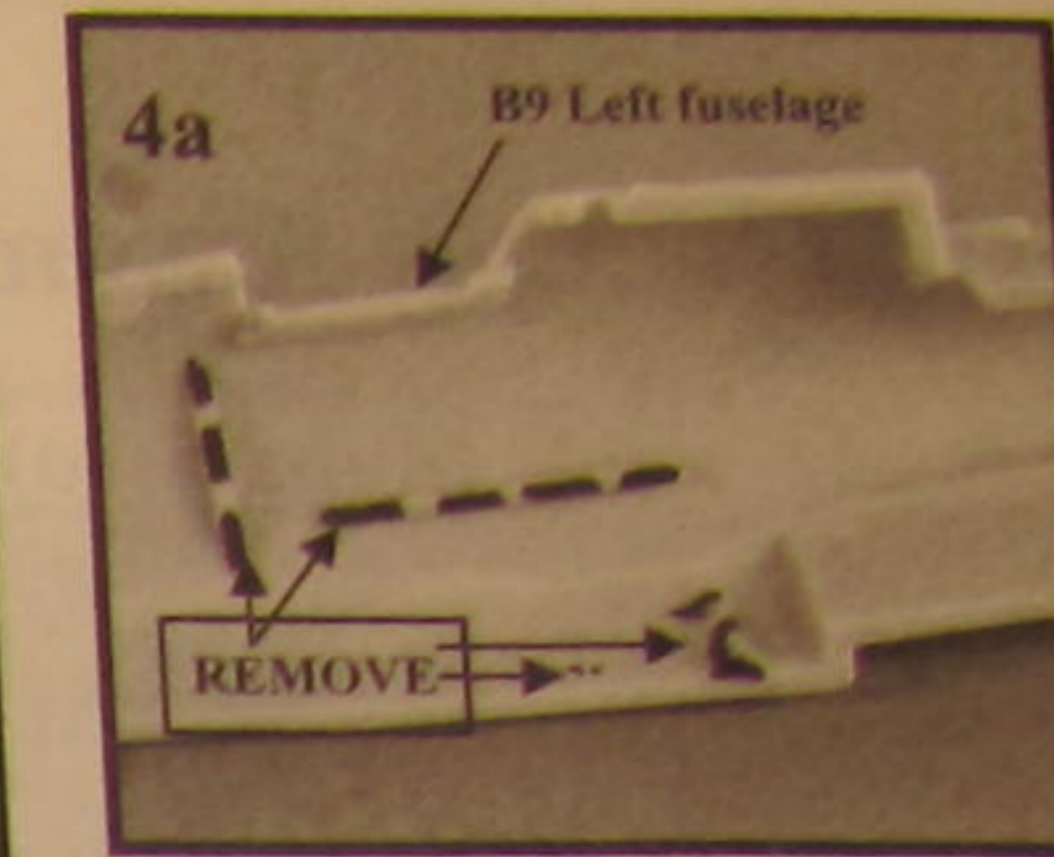


Step 3 Engine Assembly

Completed Engine



Step 4 Resin Cockpit Installation



Achtung!

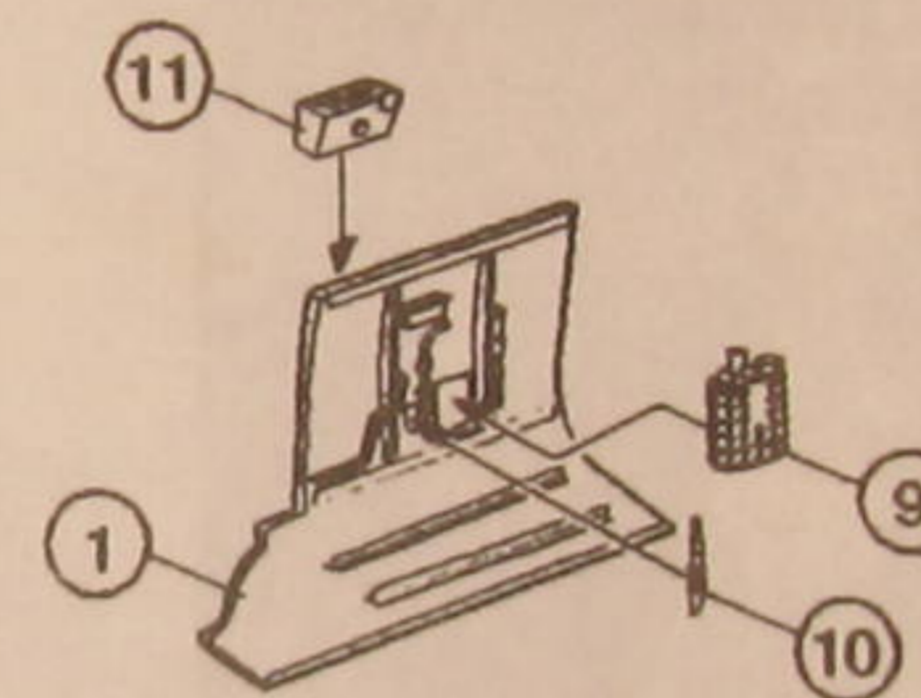
Resin parts are very brittle. Handle with great care.

Use "super" glue or two-part epoxy glue for attachment.

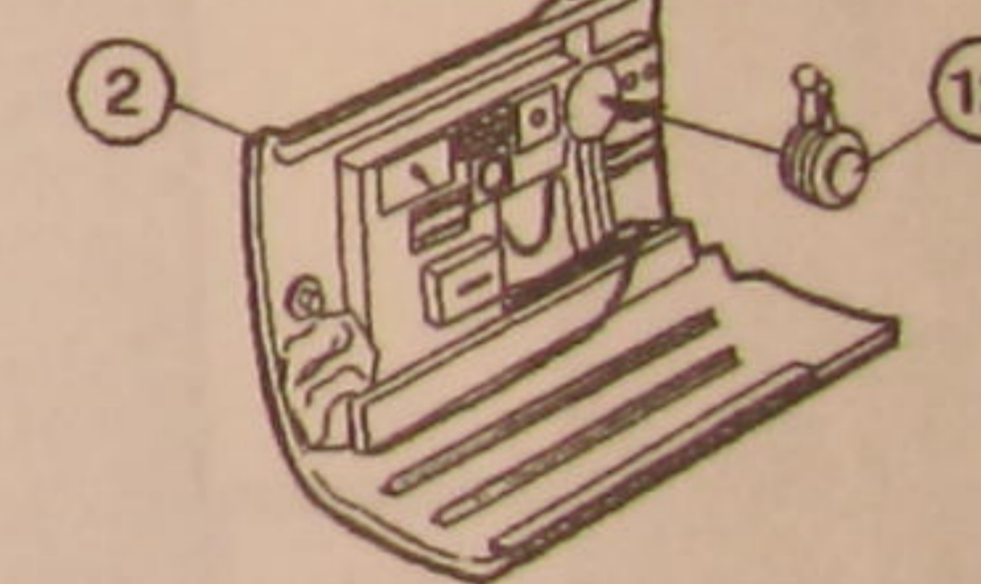
Remove thatched areas before assembly

4c

Right Side Wall

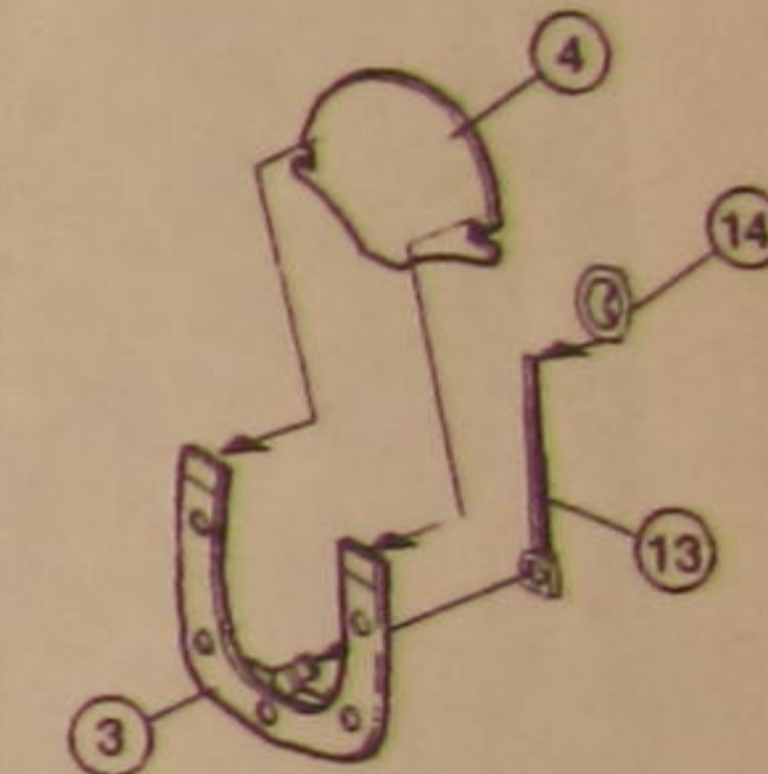


Left Side Wall



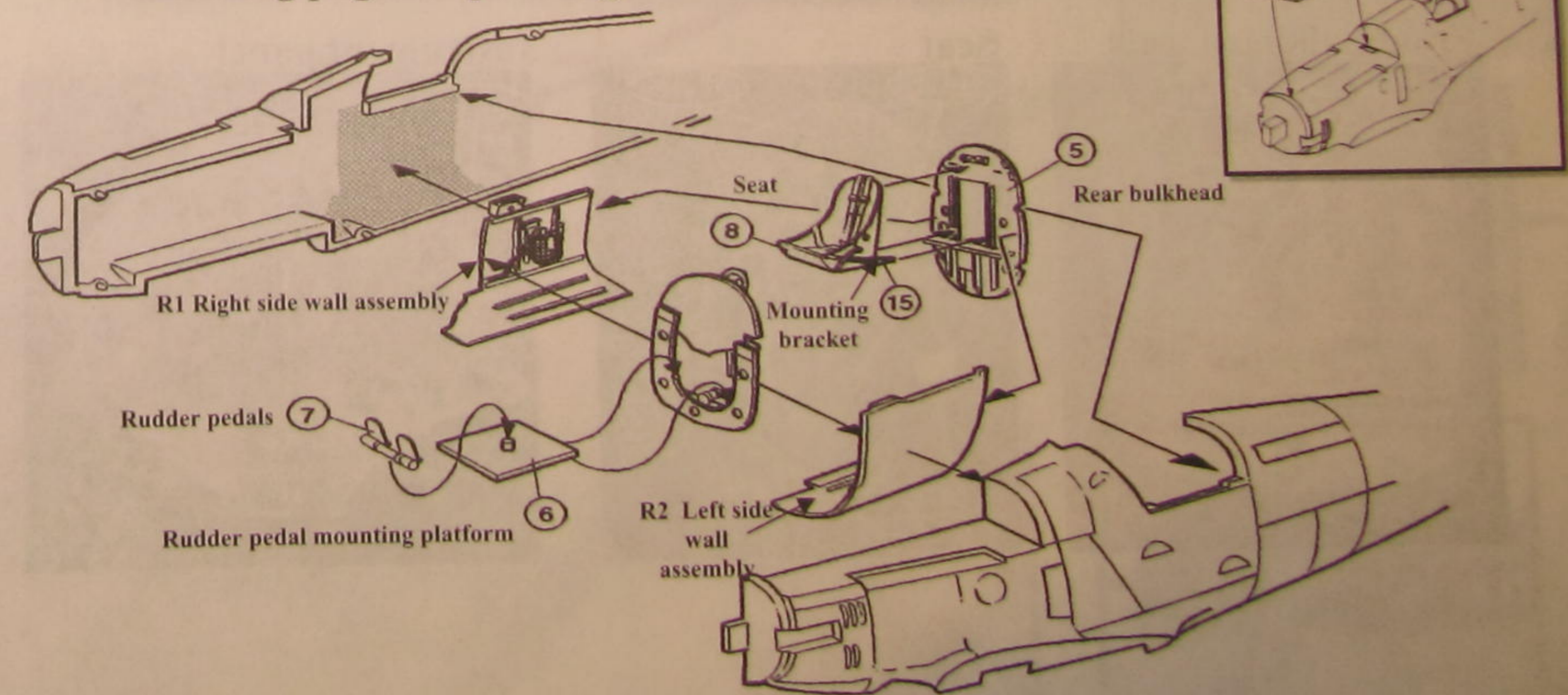
4d

Front bulkhead



4e

See following page for painting instructions

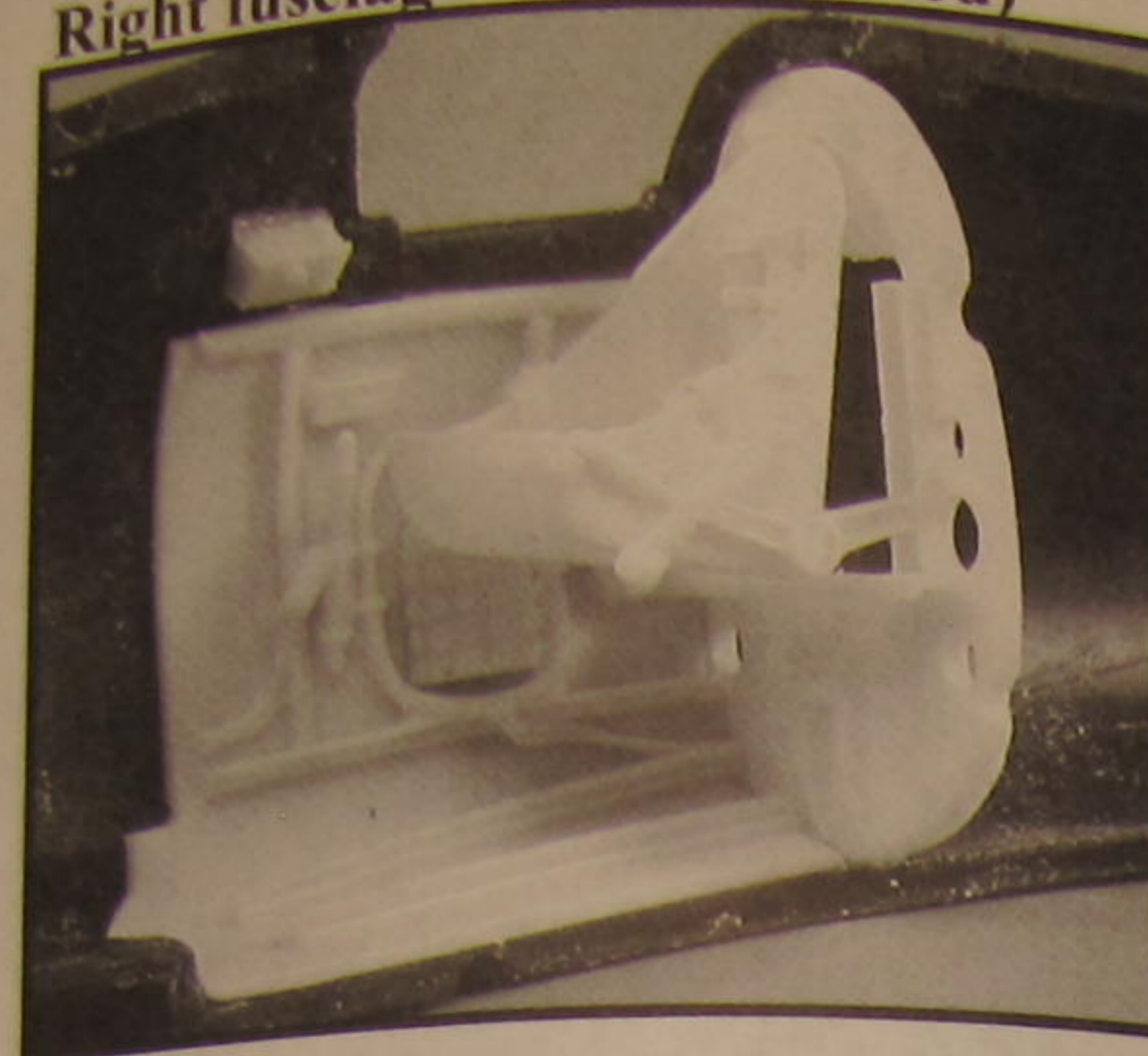


Resin Cockpit Assembly and Painting Instructions

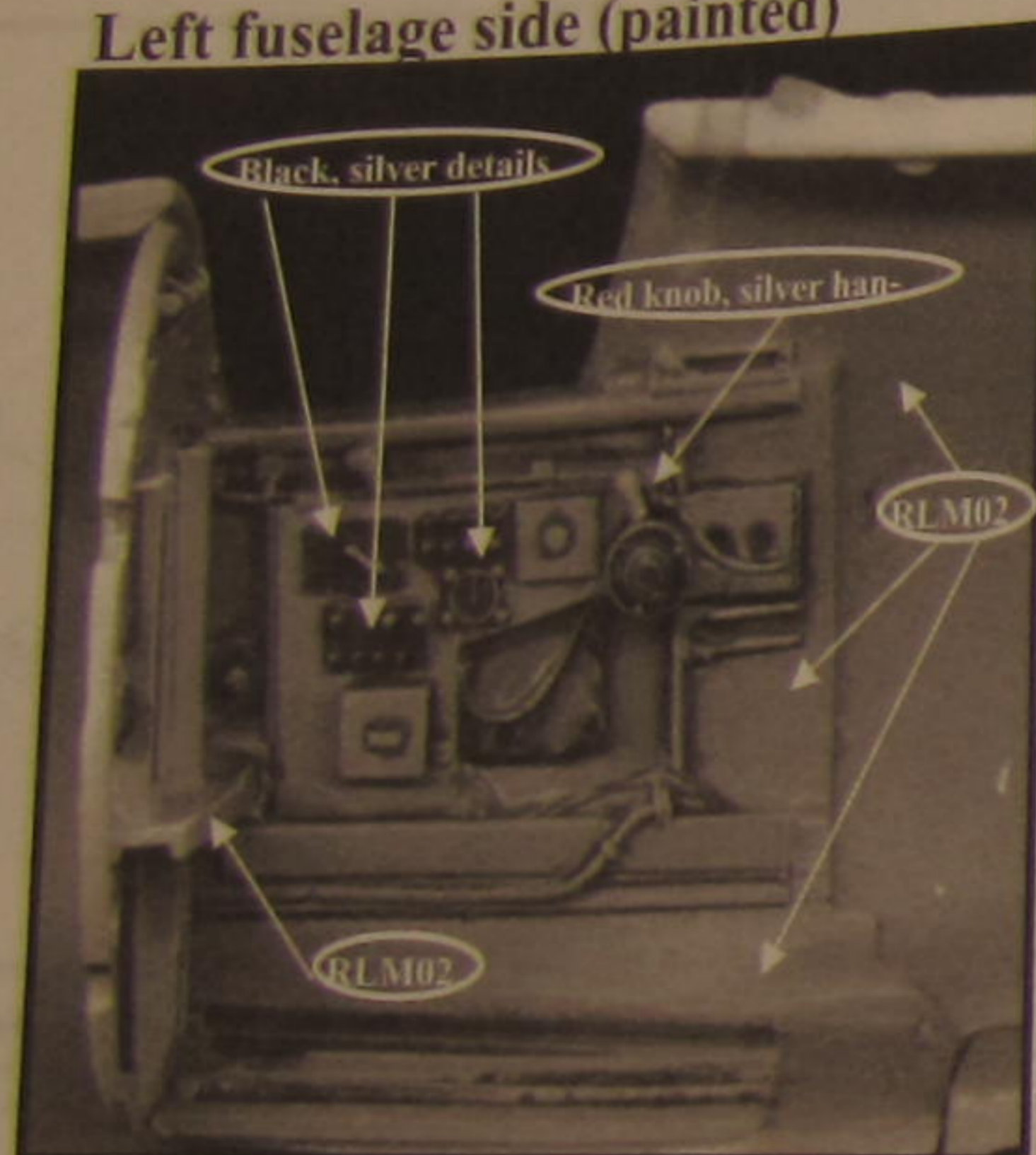
Left fuselage side (unpainted)



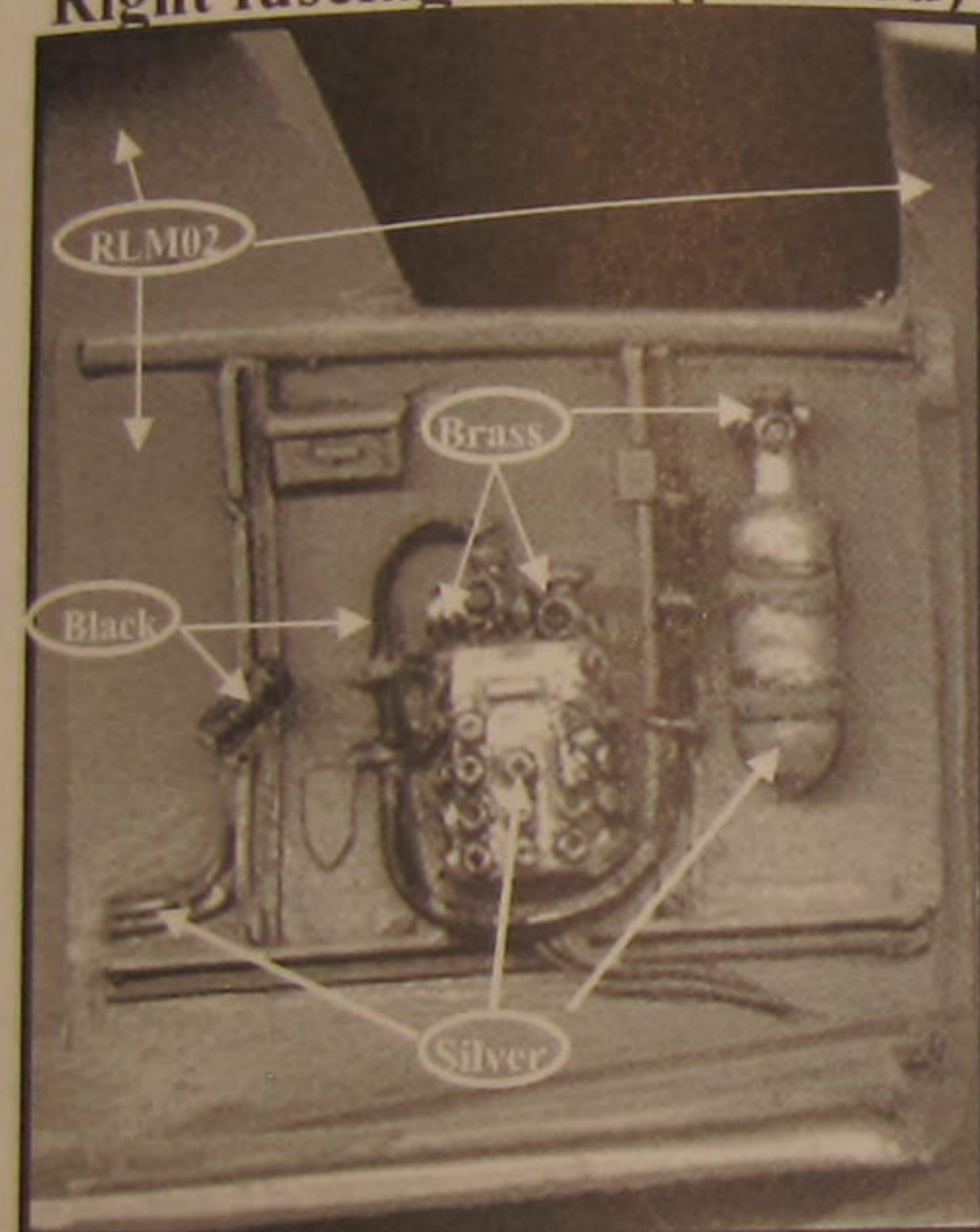
Right fuselage side (unpainted)



Left fuselage side (painted)



Right fuselage side (painted)



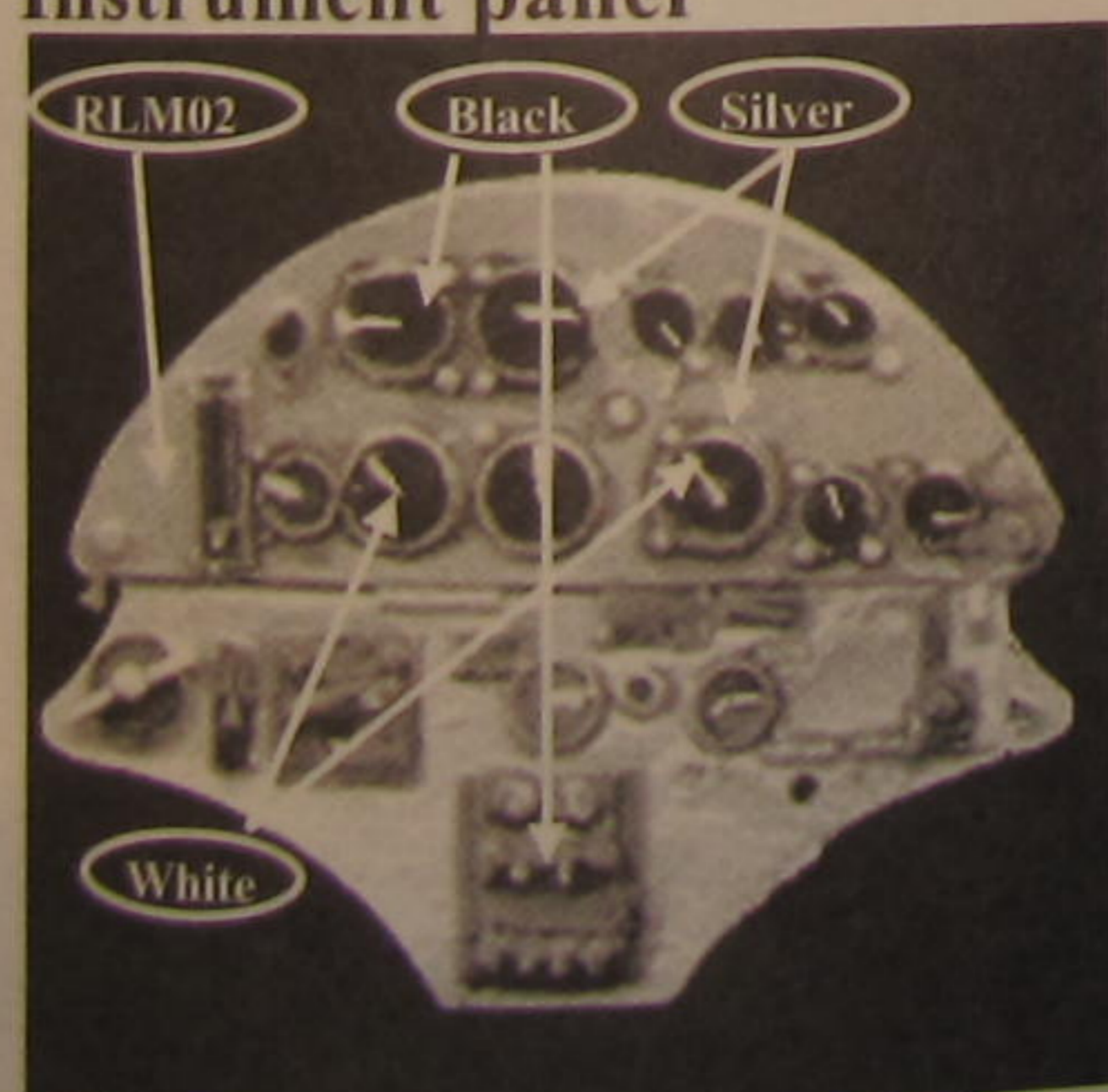
Front bulkhead, yolk



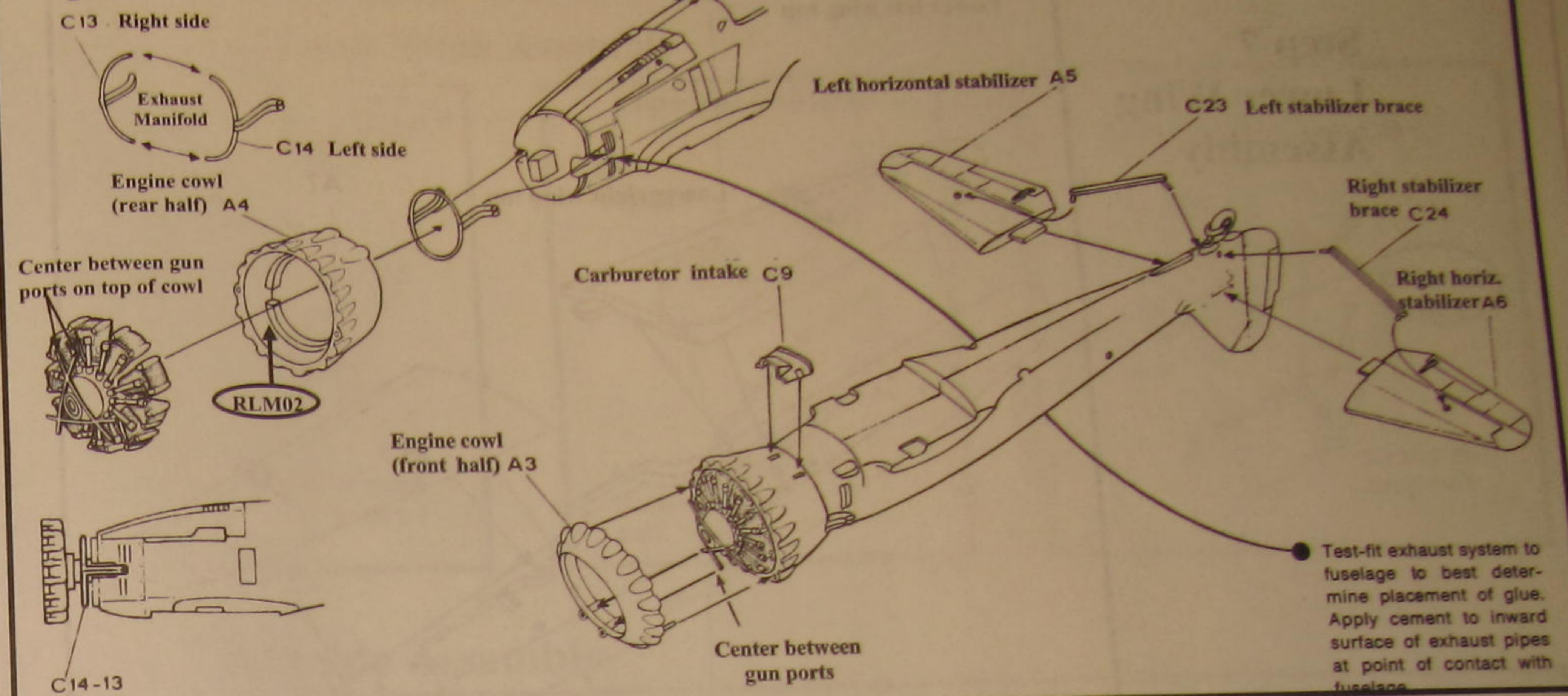
Seat



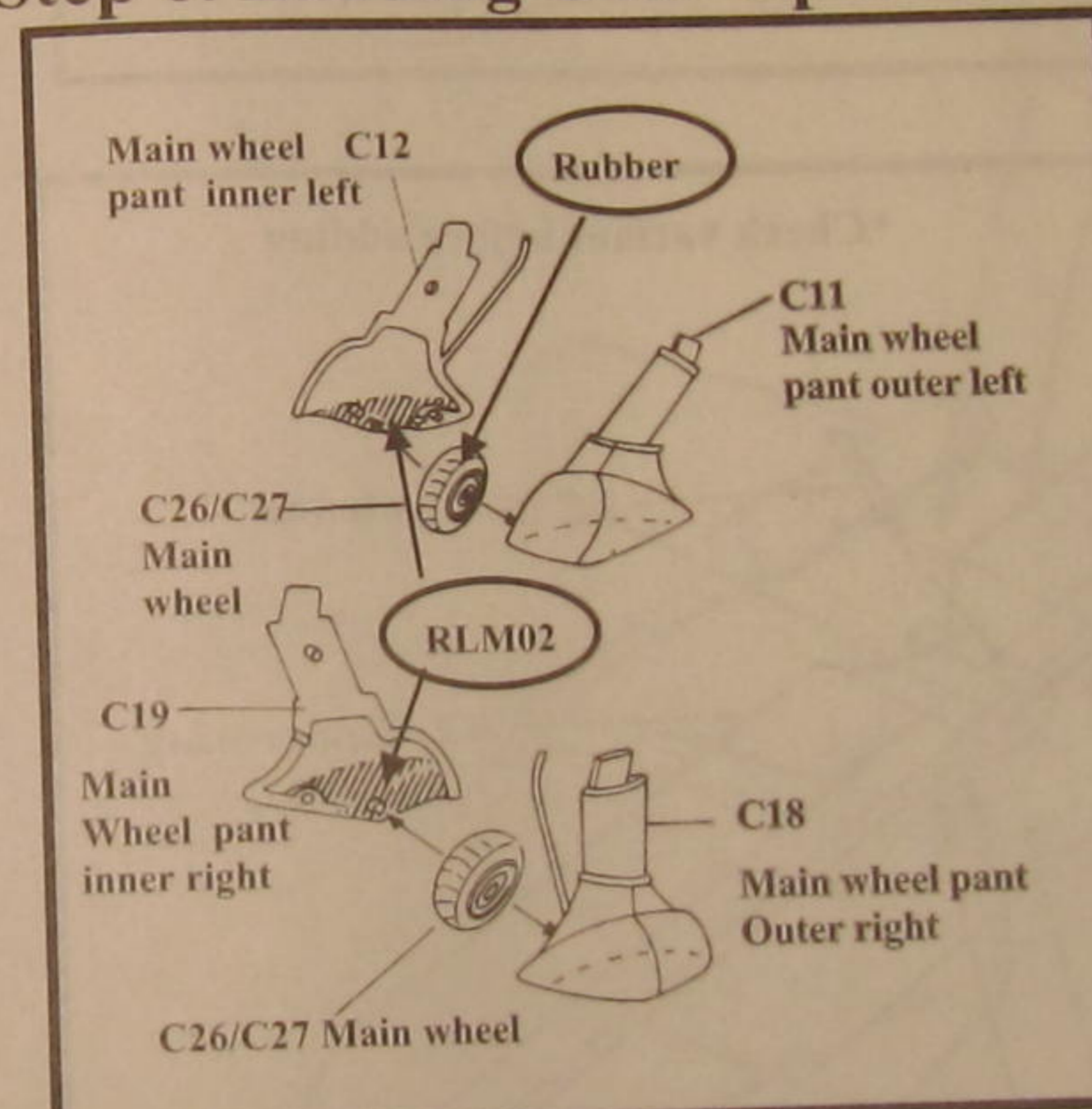
Instrument panel



Step 5. Cowl and Stabilizer Assembly

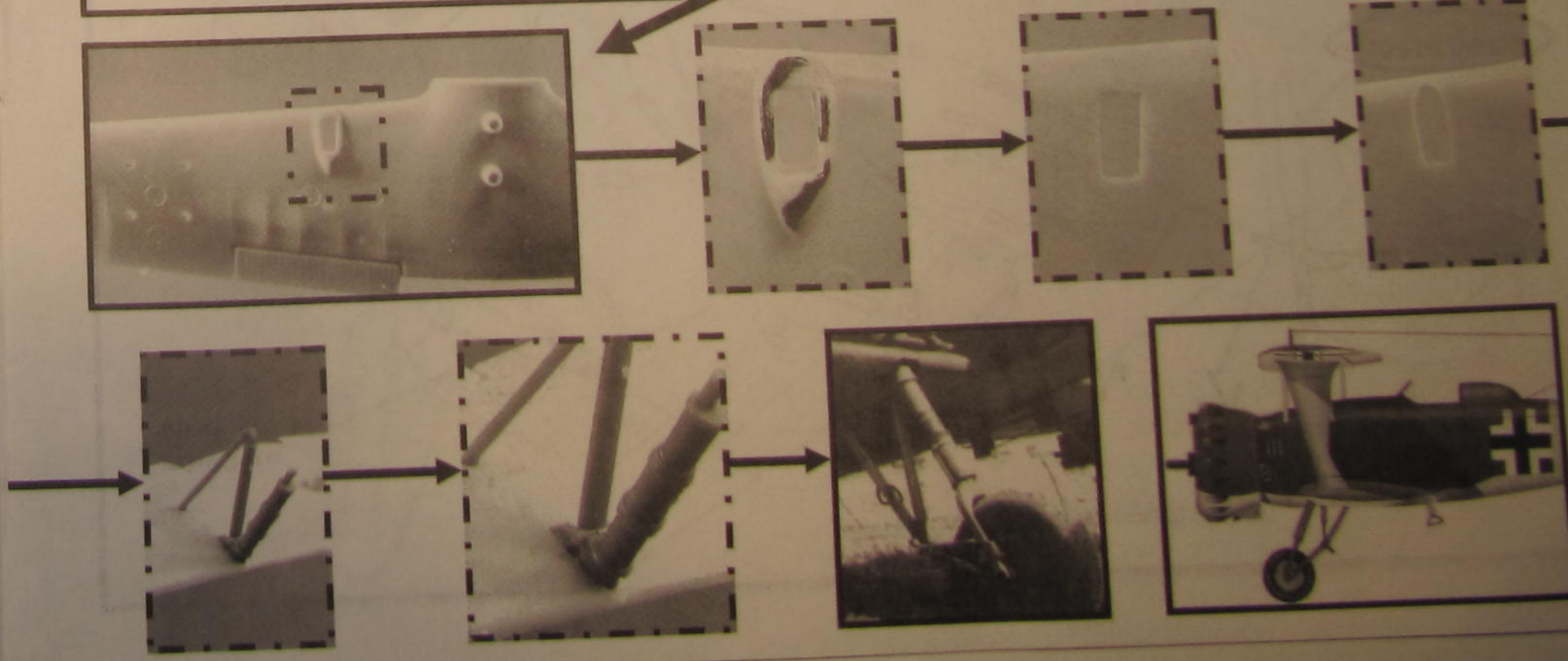
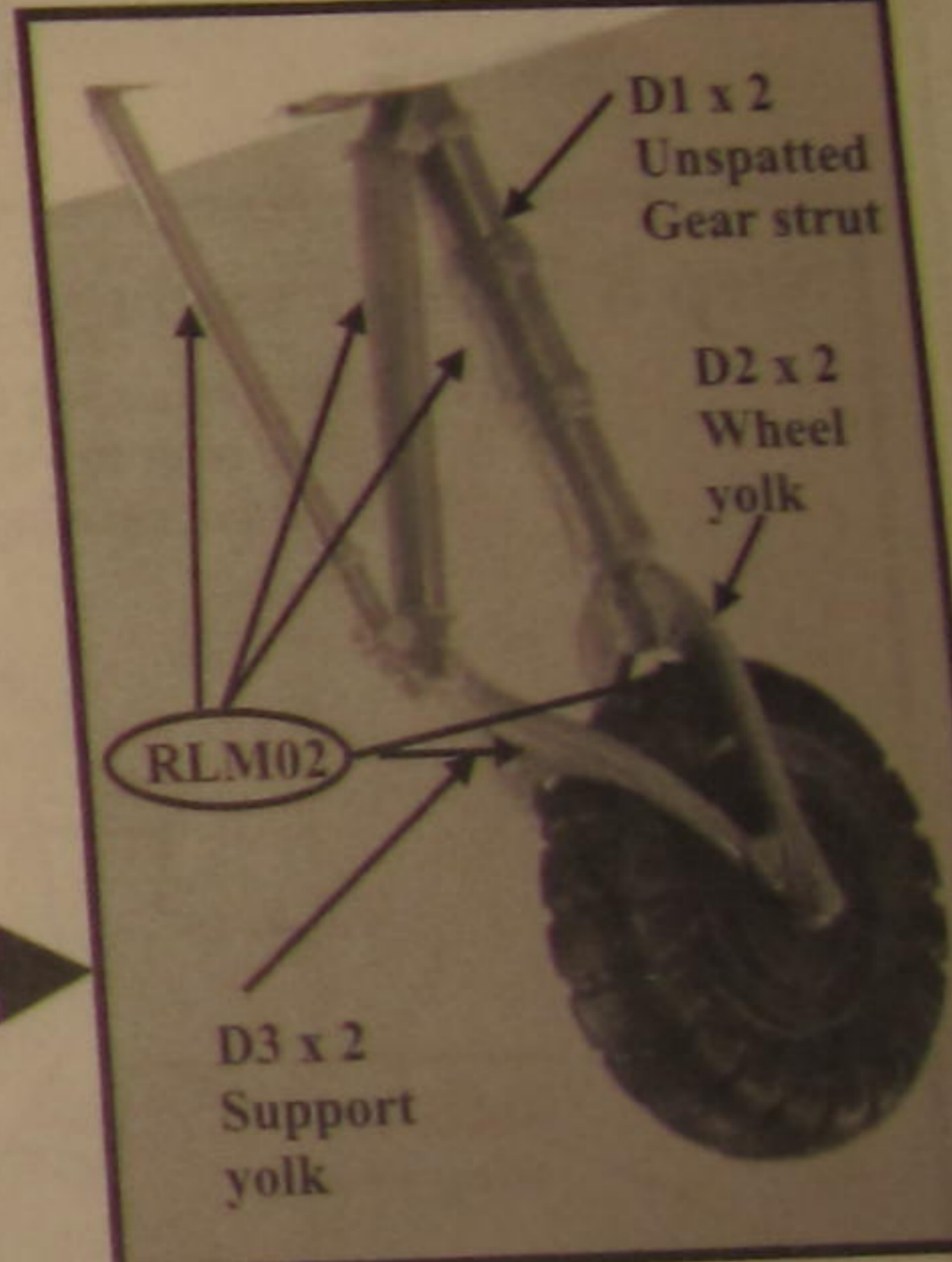


Step 6. Landing Gear Options and Assembly

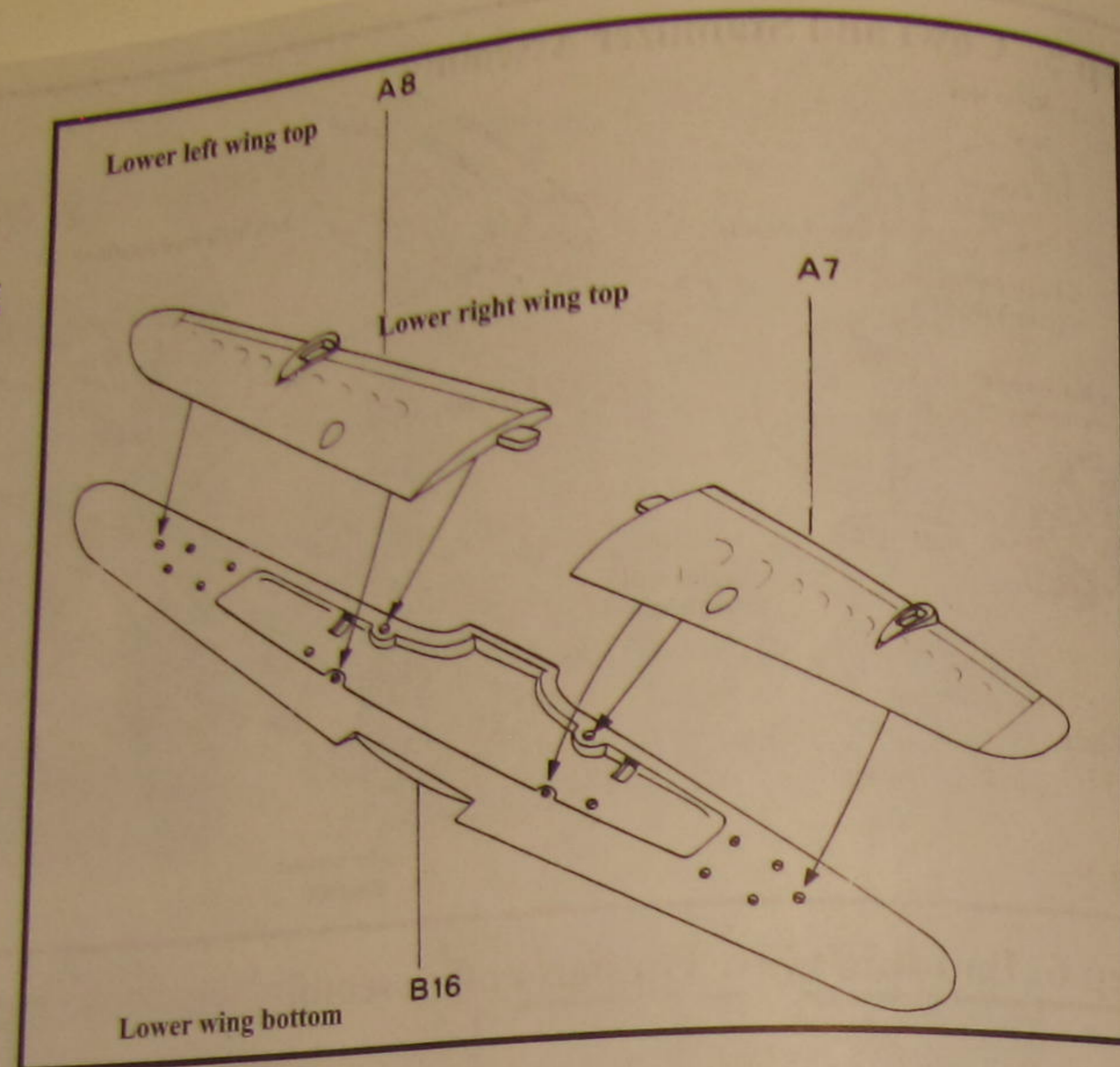


?

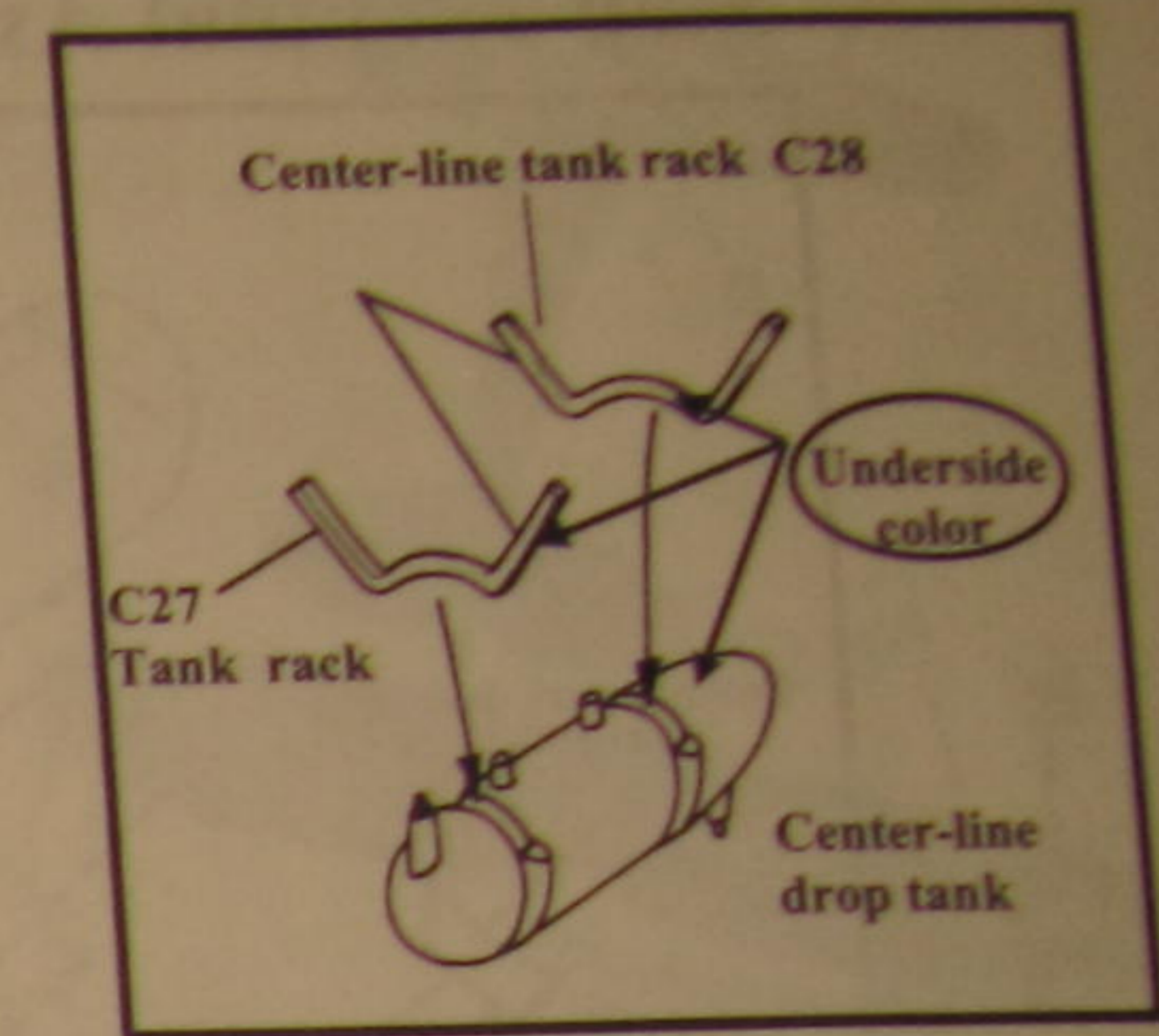
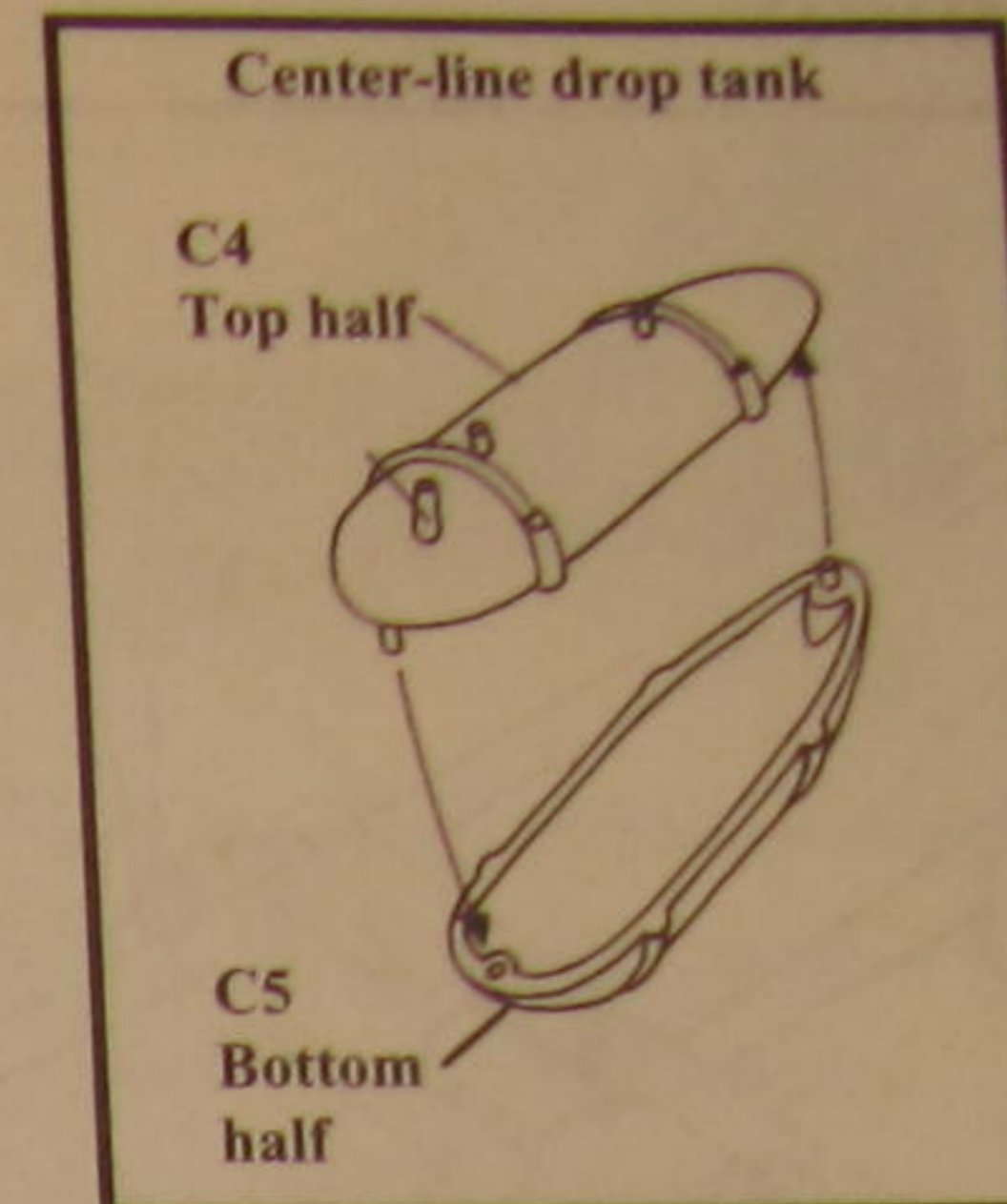
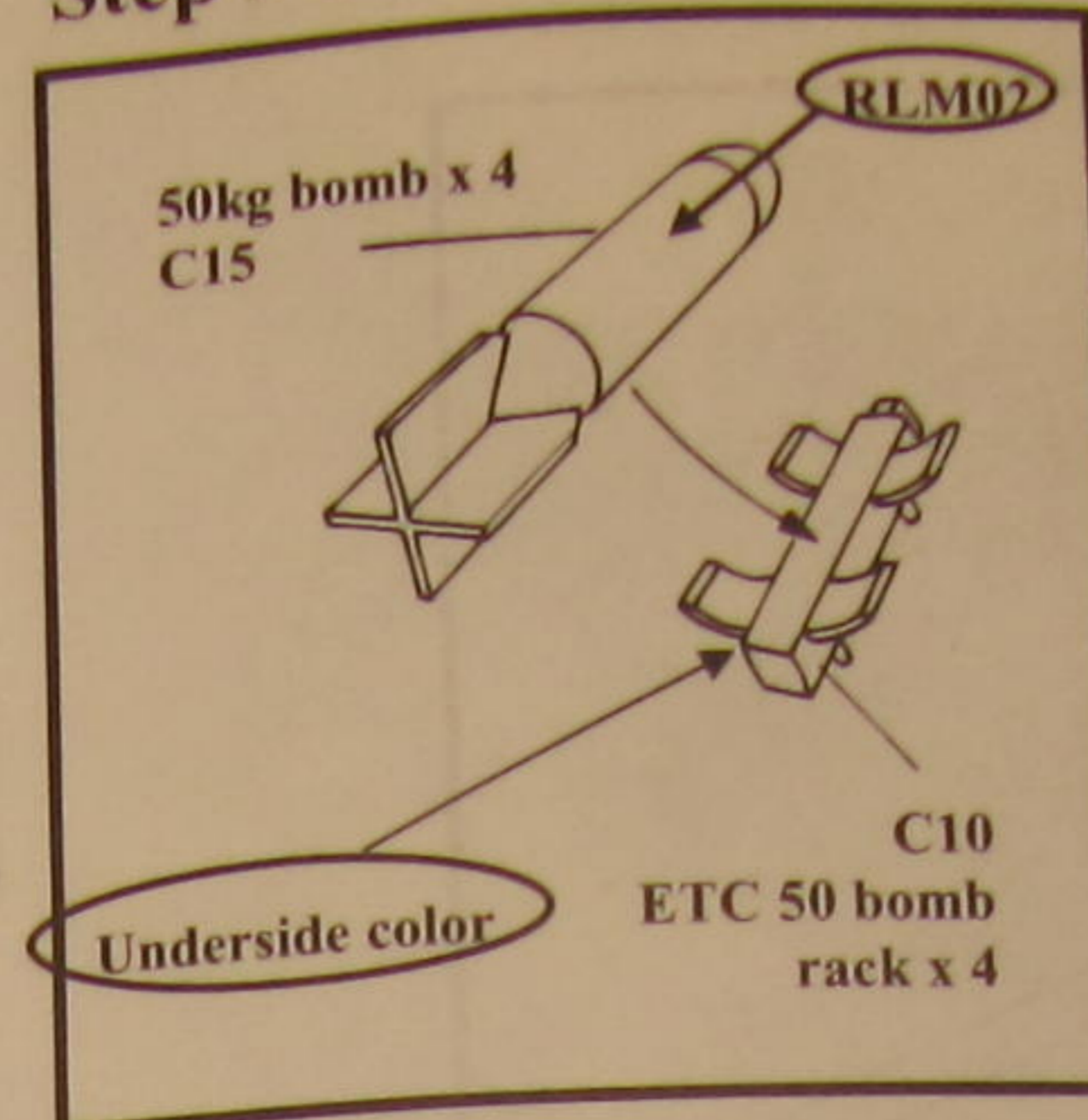
"Unspatted" Gear Assembly Sequence Only



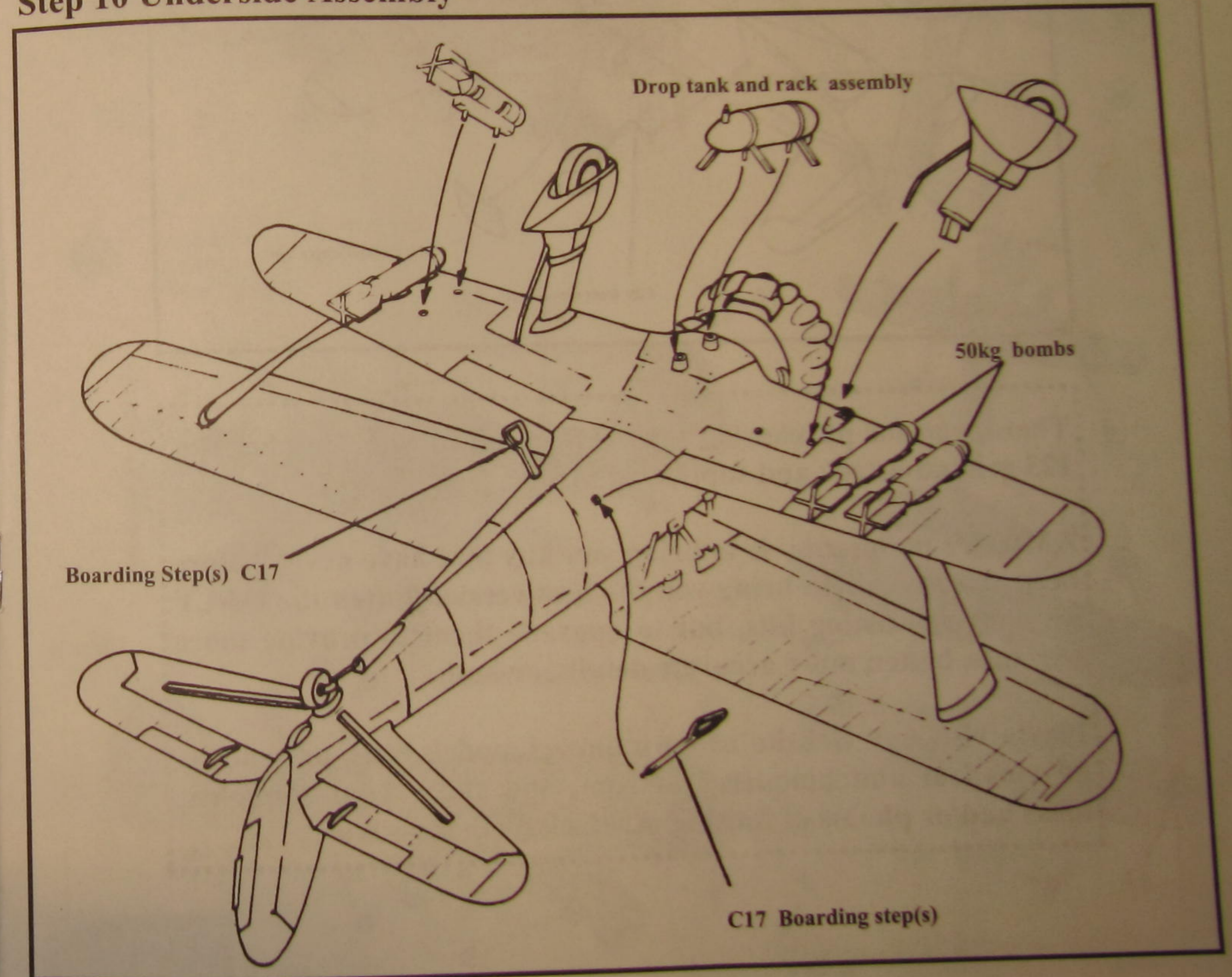
Step 7 Lower Wing Assembly



Step 9 Fuel Tank and Bomb Assembly



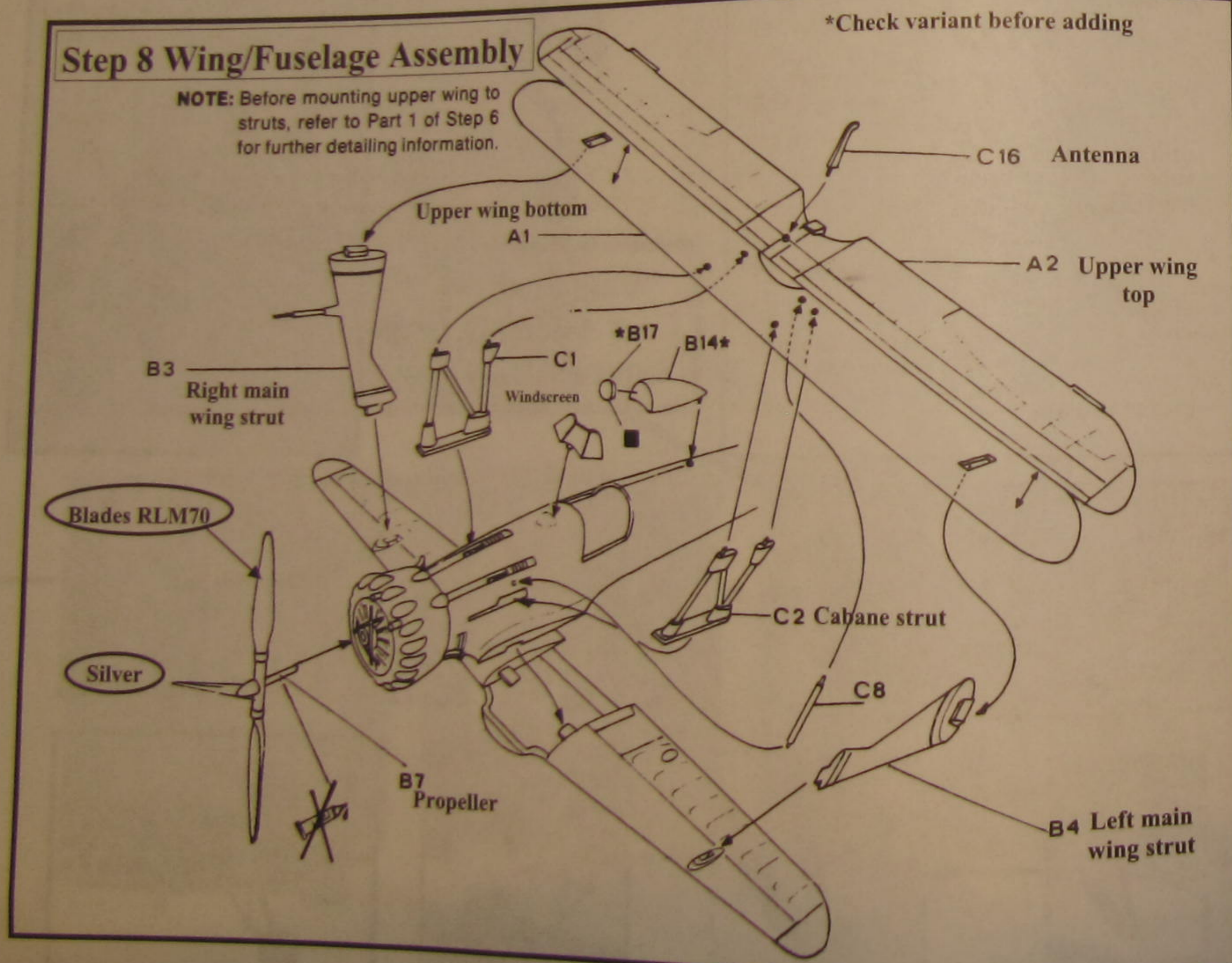
Step 10 Underside Assembly



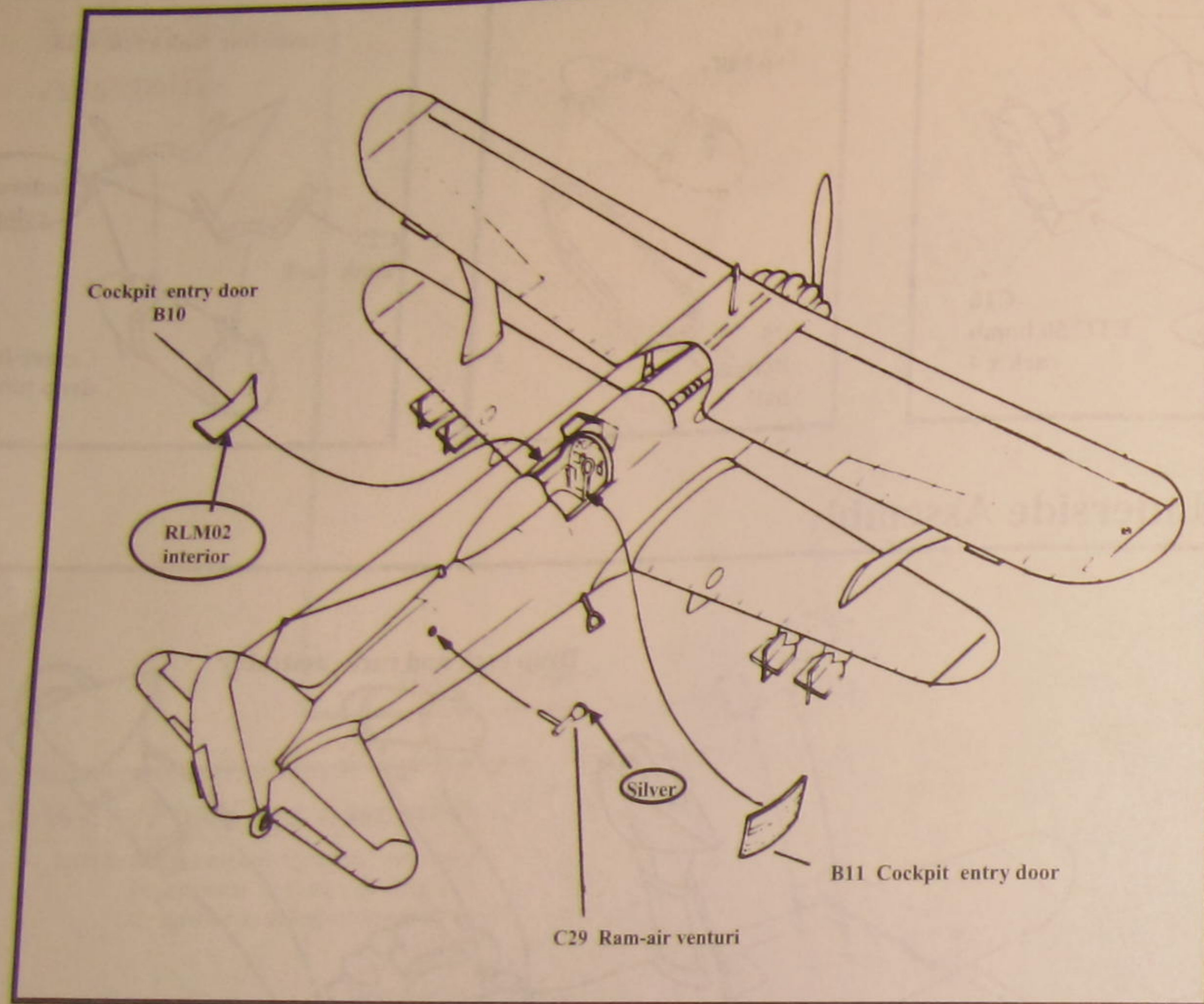
Step 8 Wing/Fuselage Assembly

NOTE: Before mounting upper wing to struts, refer to Part 1 of Step 6 for further detailing information.

*Check variant before adding



Step 11 Final Assembly



Thank you for purchasing this AMtech kit of the Henschel HS-123 ground-attack and support aircraft.

AMtech's philosophy is to bring you kits that have never before been released, or to bring you the best version (often the ONLY version) of existing kits, but to upgrade them to provide more variants, better, more accurate details, or both.

Please visit our website at www.amtechmodels.com, or send us an email at amtchmodels@aol.com, and share your thoughts, ideas and/or photos of finished AMtech models with us.

1 Hs123A-1
3./JG165 "Immelmann"
Fürstenfeldbruck, 1937

A RLM61 Dark Brown (Dunkelbraun)
B RLM62 Medium Green (Grün)
C RLM63 Green-Gray (Grüngrau)
D RLM65 Light Blue (Hellblau)

2 Hs123A-1
5./LG2
Belgium, 1940

E RLM70 Black Green (Schwarzgrün)
F RLM71 Dark Green (Dunkelgrün)
D RLM65 Light Blue (Hellblau)

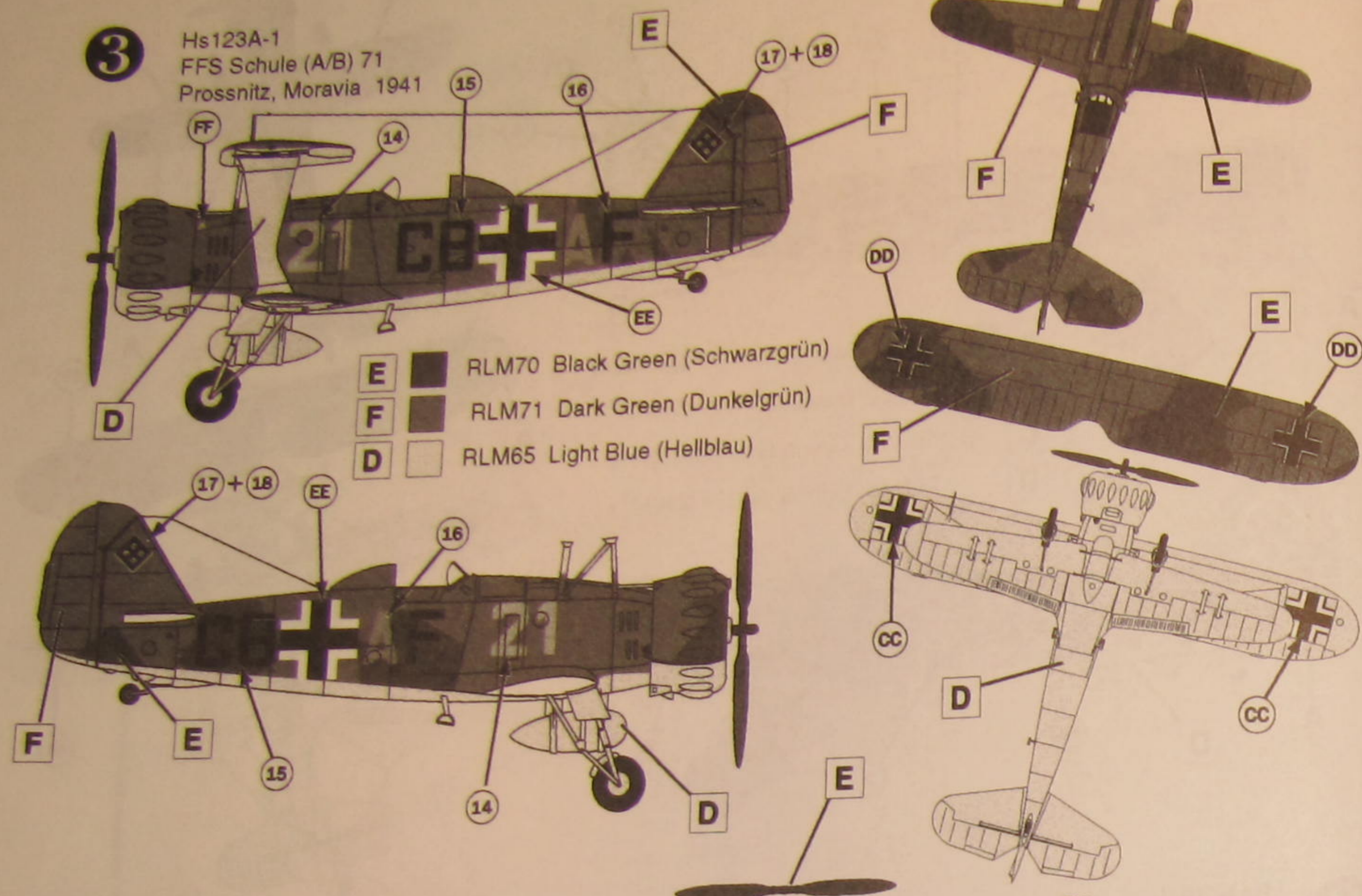
480203



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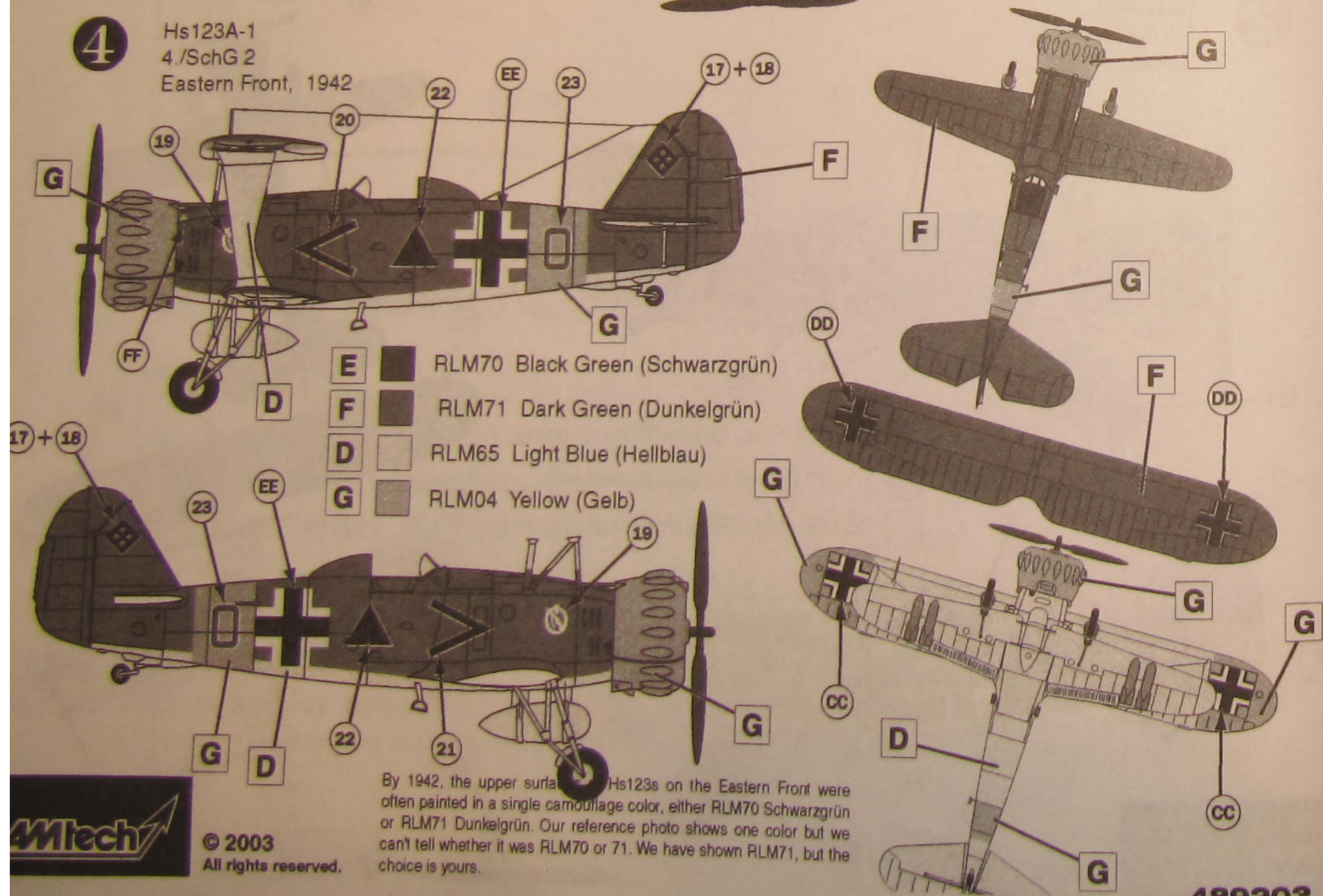
3

Hs123A-1
FFS Schule (A/B) 71
Prossnitz, Moravia 1941



4

Hs123A-1
4./SchG 2
Eastern Front, 1942



By 1942, the upper surfaces of Hs123s on the Eastern Front were often painted in a single camouflage color, either RLM70 Schwarzgrün or RLM71 Dunkelgrün. Our reference photo shows one color but we can't tell whether it was RLM70 or 71. We have shown RLM71, but the choice is yours.

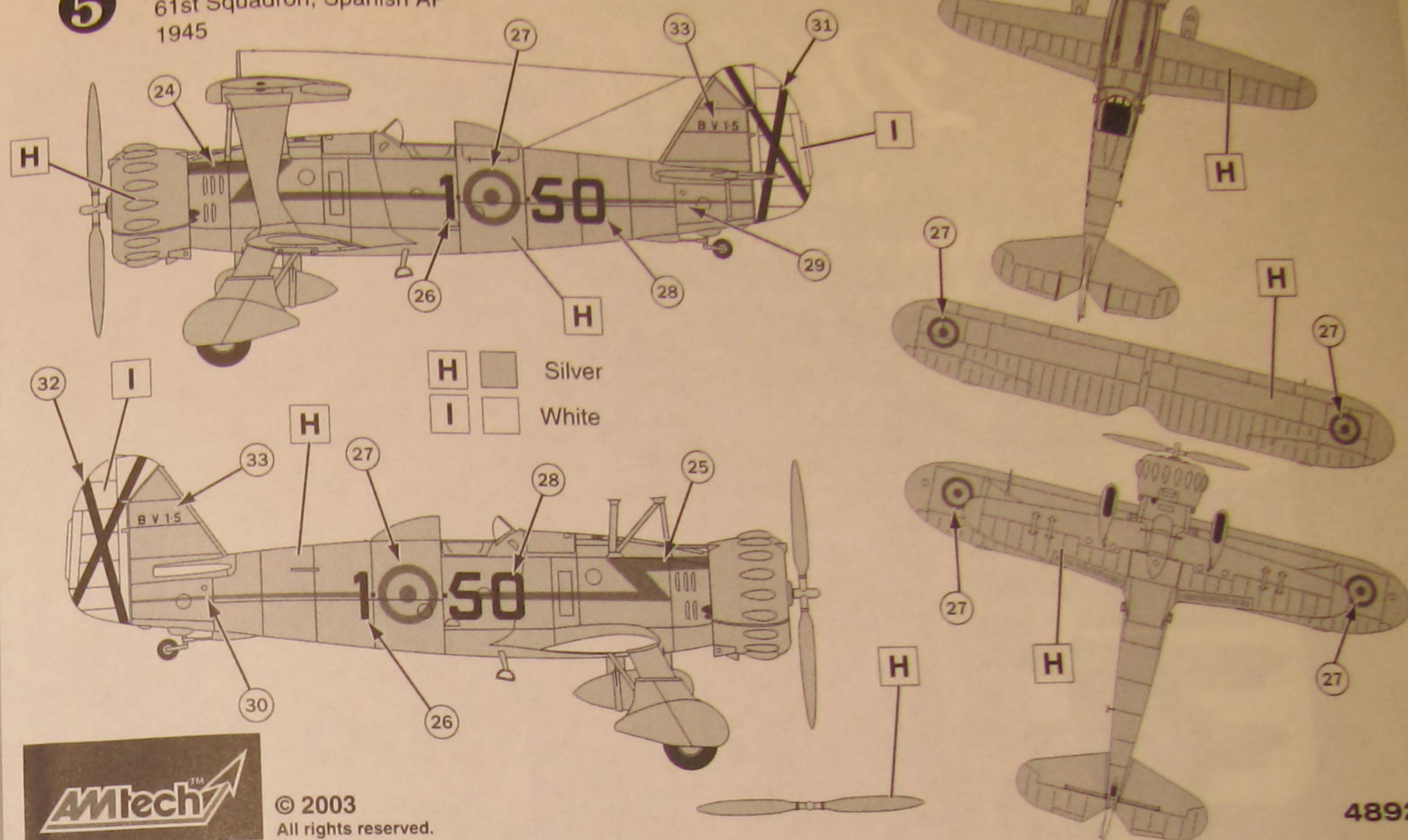


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489203

5

Hs123A-1
61st Squadron, Spanish AF
1945



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ADDITIONAL COLOR (COLOUR?) NOTES

The HS-123 went through a number of different color scheme combinations.

In addition to the 4-color scheme depicted in subject 1, there was an additional, different 4-color pattern using the same colors. An examination of photos available on the net will show this very clearly.

By the time WWII began, the Luftwaffe had switched to a two-color pattern on the upper surfaces. While RLM65 remained the underside color, RLM 61 was covered by RLM70, with RLM62 and 63 being covered by RLM70. This pattern is reflected by schemes 2 and 3 in the instructions.

Upon returning to maintenance depots, the aircraft were typically repainted in one color. While that could be either RLM70 or 71, RLM71 was the more common. This was the scheme typically seen on the Russian Front, and reflected in scheme 4.

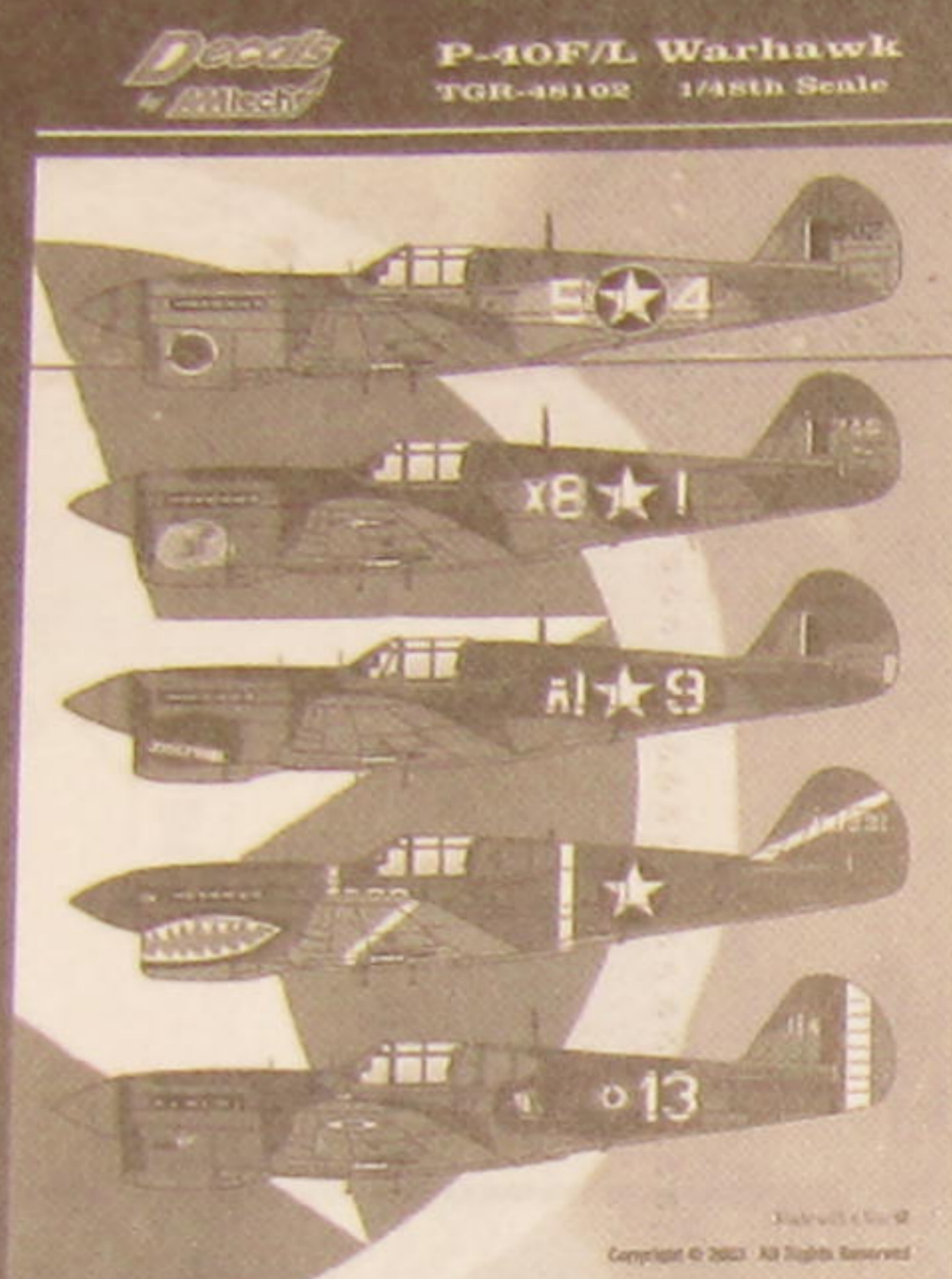
Scheme 5 is believed to be a lacquer-based aluminum paint, so perhaps overall aluminum would be a more accurate callout than "silver."

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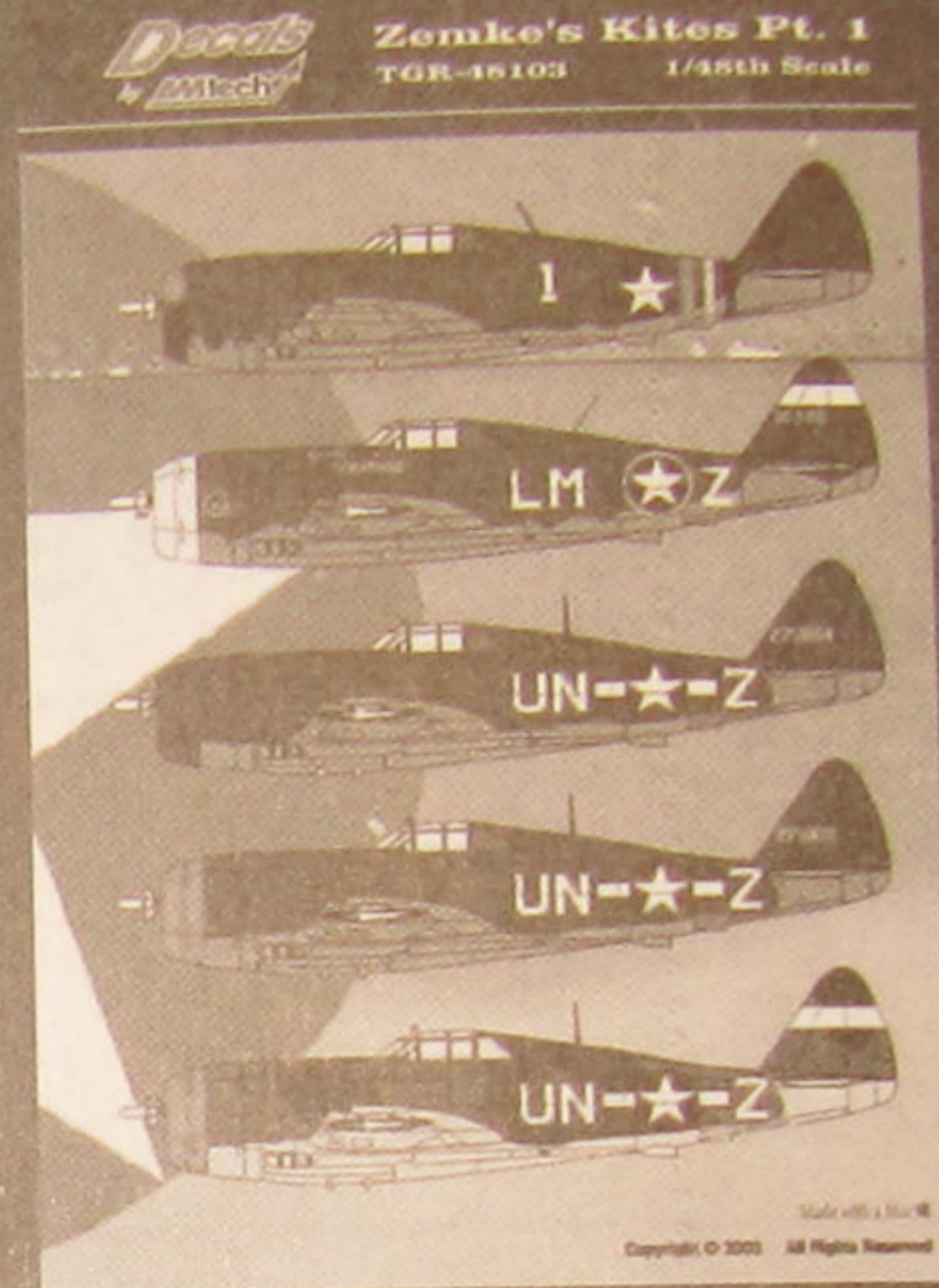
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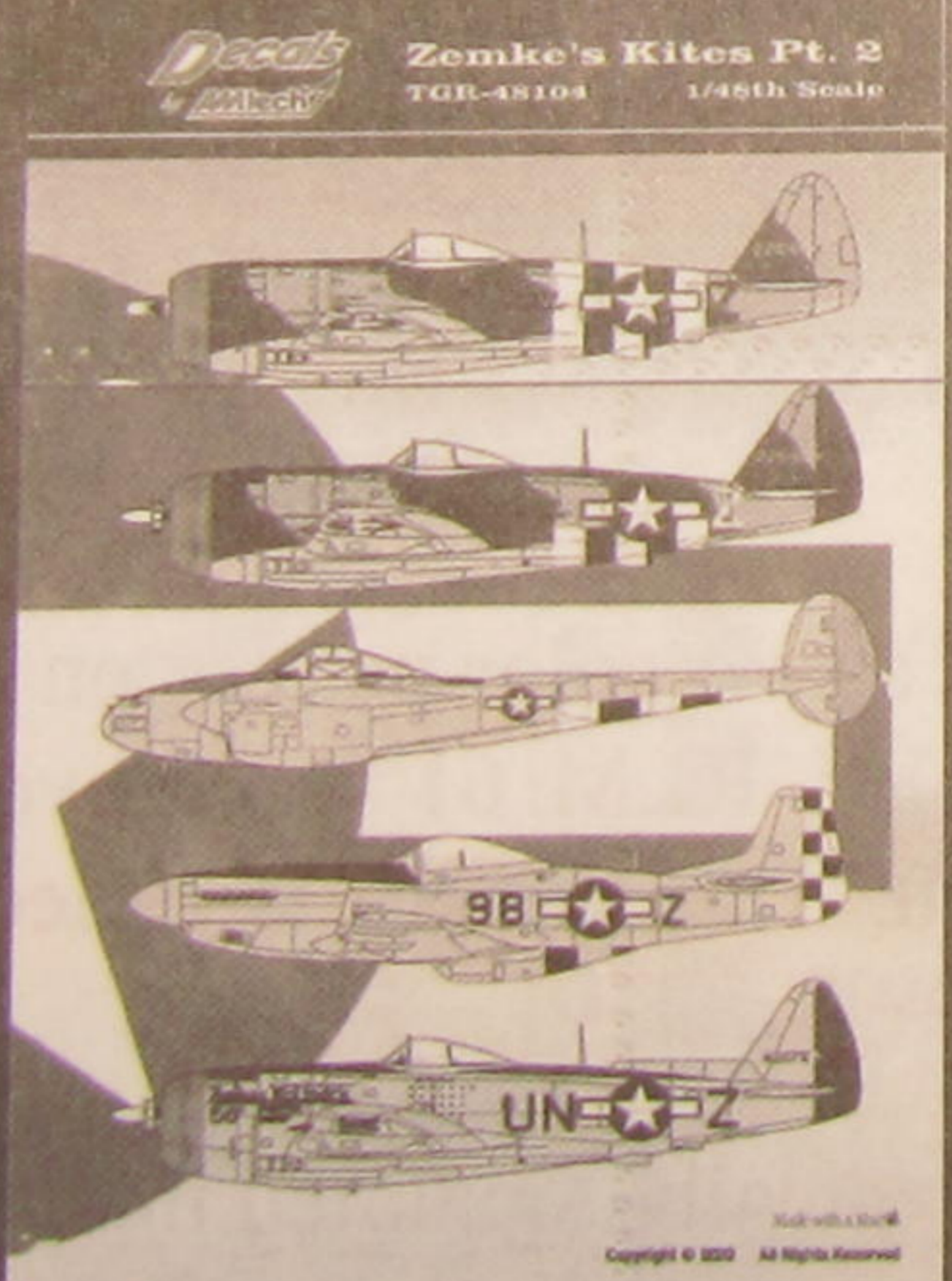


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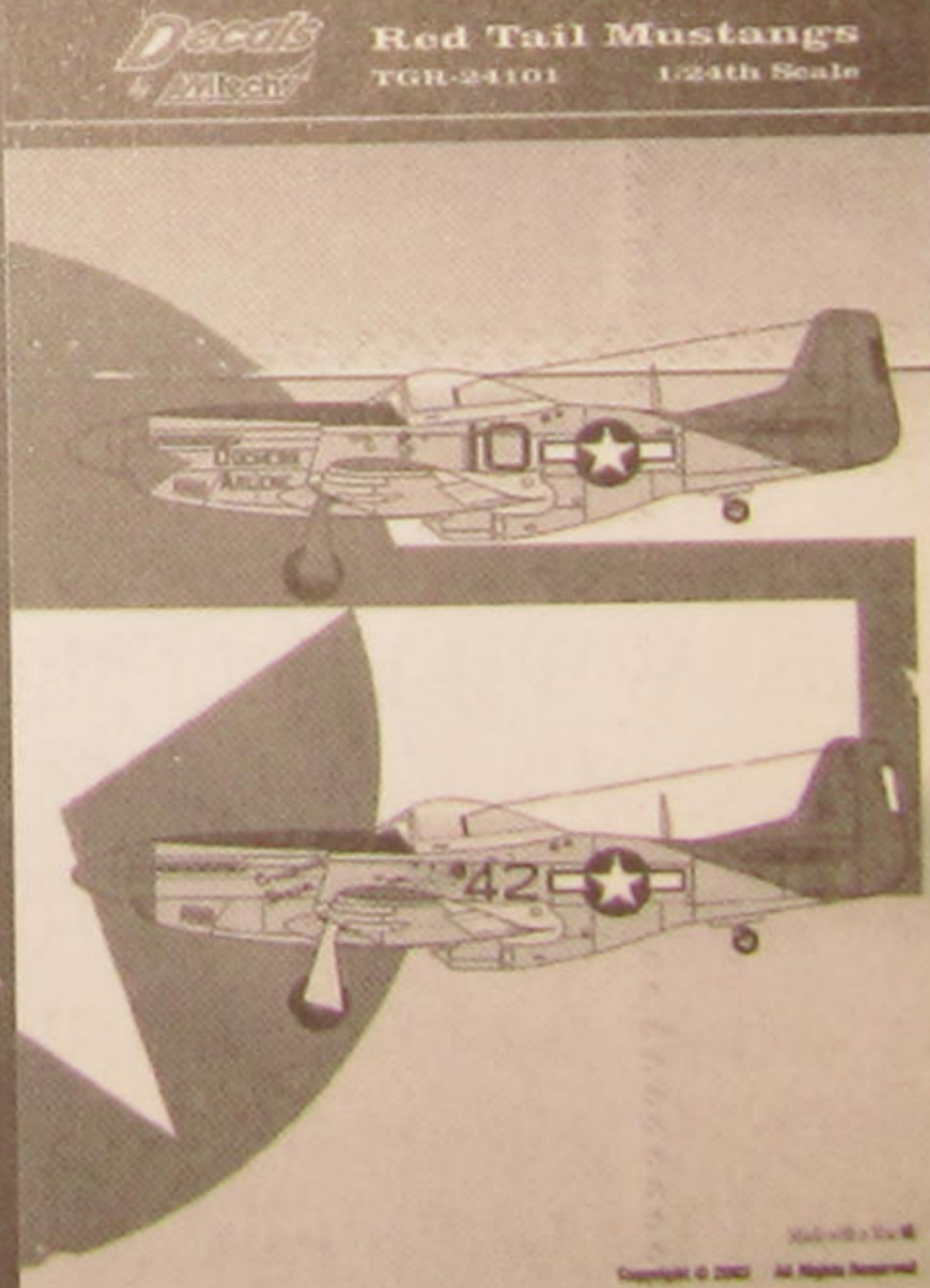
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