

WINGNUT WINGS



Halberstadt Cl.II (Late)

1/32 Scale

The Halberstadt Cl.II was a highly successful escort fighter and infantry support aircraft. Halberstadter Flugzeugwerke GmbH was initially established in 1912 as Deutsche Bristol Werke GmbH and built Bristol aircraft under license. After war broke out in August 1914 they changed their name to Halberstadter Flugzeugwerke GmbH and continued to build aircraft more suited to training until late 1915 when they introduced their successful Halberstadt D.I single seat fighter. In November 1916 Halberstadt started work on 3 prototypes built to Idflieg's new lightweight C class (C = armed two-seat) specifications incorporating many features from their single seat fighters. The result was the sleek 160hp Daimler-Mercedes D.III powered Halberstadt Cl.II, the lower case 'I' indicating leicht (light) weight, and the first prototype 9002/16 was completed in April 1917. After initial evaluation the single piece top wing was split into 3 parts, the fully enclosed engine cowling was reduced and the elevator balances were removed. Following successful type-testing in May 1917, an order was placed for 100 Halberstadt Cl.II and production aircraft began arriving at front line units from late July 1917 onwards. It was very well regarded for its good visibility, climb rate, manoeuvrability, stability and ease of internal communication afforded by the close nature of the pilot and gunner. Halberstadt Cl.II were initially tasked with escorting traditional two-seat C type reconnaissance and artillery spotting aircraft, often assigned to a specialised Schutzstaffel (Protection Squadron) which were renamed Schlachtstaffel (Battle Squadron) following their transition to infantry support in March 1918.

The Halberstadt Cl.II featured a plywood skinned top wing centre section and fuselage with conventional linen covered tailplane and wings, although the wing fabric was applied at a 45 degree angle to the line of flight. Early production Halberstadt Cl.II had a forward firing LMG 08/15 "Spandau" mounted to the port side of the engine, aerodynamic control rods for the ailerons and an underside rudder, which was enlarged shortly after production began and retrofitted to earlier aircraft. On late production Cl.II the LMG 08/15 "Spandau" was mounted above the starboard side of the engine and the aileron control rods were simplified. Some very late production aircraft were fitted with a redesigned gun ring with "X" style bracing which was also seen on the Halberstadt Cl.IV. It appears to have been the intention to arm late production aircraft with a 2nd forward firing "Spandau" mounted high on the port side but only a very small number were finished this way. Early and late production aircraft could be found powered by 160hp, 180hp and 200hp Daimler-Mercedes D.III, D.IIIa and D.IIIa0 engines. The bottom of the fuselage under the cockpits was constructed from metal to provide some protection from ground fire. Depending on operational requirements the Halberstadt Cl.II could carry various models of camera and wireless equipment as well as small bombs. About 900 Halberstadt Cl.II were produced, 200 of which were built by Bayerische Flugzeug Werke (BFW) under license in 1918, half of which were powered by the 180hp Argus As.IIIa engine and designated the Cl.IIa. Although superseded by the even lighter Halberstadt Cl.IV introduced in the middle of 1918, the Cl.II soldiered on to the Armistice and saw post war service with Poland. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned below for a more thorough understanding of this important aircraft.

WWI colour schemes are contentious at the best of times and while we have been as meticulous as we could be to provide what we consider to be accurate painting information for this model, I'm sure some will not find our choices to their liking. Early production Cl.II appear to have been finished in a similar fashion to that seen on DFW CV built by Halberstadt under license from mid 1917. The upper surfaces of the fuselage (and top wing centre section) were camouflaged in a distinctive multicolour stippled finish in a patchwork design which became less distinctive as production continued. The patchwork camouflage on the fuselage was described in the capture report for late production Halberstadt Cl.II 15342/17 as "...colours arranged in indefinite areas and shading into one another. The colours used are a cloudy yellow, dark and light green, brown, purple and a light blue" which appear to have wrapped around to the undersides on many later production aircraft. The only known contemporary reference specifically mentioning the fuselage bottom colour is for 15342/17 which was described as "...coloured yellow throughout" and would appear to have been finished this way at the unit for identification purposes. The fuselage wreckage of very late production Cl.II 1231/18 and a 2nd unidentified Cl.II were described simply as "camouflaged ... green and brown" which indicates they were probably painted in a similar fashion to the dark brown and dark green drench stipple finish found on several surviving Halberstadt Cl.IV fragments. Some very early production aircraft had their wings and tailplane upper surfaces finished with light 5 colour lozenge (intended for use on the bottom) with plain bleached (white) linen undersides and had the bottom of the fuselage (and underside of the top wing centre section) painted white to match. But most aircraft had the upper surfaces of the wings and tailplane covered with the more appropriate dark 5 colour upper lozenge fabric and the light 5 colour lozenge used on the undersides as intended. Some very late production Cl.II utilized 4 colour lozenge fabric. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.

Richard Alexander 2018

Wingspan:	Length:	Max Weight:	Max Speed:
10.77m (18ft 6in)	7.3m (24ft)	1133kg (2500 lb)	165kph (102mph)
No. Manufactured:	Production:	Engine:	
903	May 1917 - Mid 1918	160hp, 180hp & 200hp Daimler-Mercedes D.III, D.IIIa & D.IIIa0	
ceiling:	Armament:		
5000m (16400ft)	1x 7.92mm LMG 08/15 "Spandau", 1x 7.92mm LMG 14 or LMG 14/17 Parabellum & 50kg of bombs		
References:			
Halberstadt Cl.II Windsock Datafile 27, PM Gross 1991 - Flight, 10 October 1918 - L'Aerophile, 24 December 1918			
Halberstadt Cl.II At War Windsock Datafile 157, JS Alcorn 2013 - Schlachthöfer, Rick Duiven & Dan-San Abbott, Schiffer Publishing 2006			
1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owens - Krakow Museums, Poland - Private Collections			

Halberstadt Cl.II (Late)

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. 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.

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.

1 Construction Step



Choose



Attention



Remove

A1 Part Number



Do Not Cement



Option



Drill

5 Decal

P1 Photo Etch Part



Cement For Metal



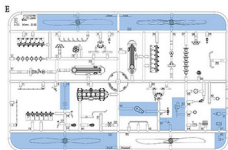
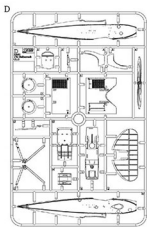
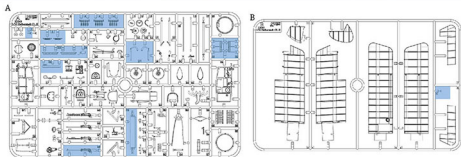
Other Side



Paint Colour

	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	Rubber - matt	XF69	66	35042
f	Leather - semi gloss	XF52	62	30219
g	Light Grey Green - matt	XF76	90	24424
h	Red - semi gloss	X7	19	
i	Rust - matt	XF9	113	20045
j	White - semi gloss	XF2	34	
k	Wood* - gloss	XF59*	93*	
l	Grey - matt	XF22	92	24159
m	Clear Doped Linen - gloss & matt	XF57	121	
n	Grey Green - matt	XF65	116	34159
o	Cloudy Yellow - matt	XF55(x4) + XF4(x1)	-	23564
p	Mauve - matt	X16(x2) + XF52(x1)	68(x10) + 29(x2)	-
q	Dark Green - matt	XF61	30	34079
r	Pale Green - matt	XF71	78	34227
s	Dark Brown - matt	XF64	160	30108
t	Blue - semi gloss	XF8	25	25056
u	Yellow - semi gloss	XF3	99	23591

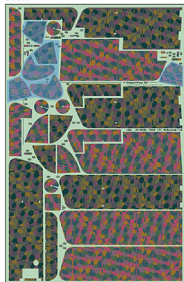
Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.



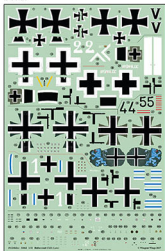
Decals



Decals



Decals



 = Not Used

Photo Etch



1 COCKPIT

A ?
E 3 4.5 mm

Drill hole for 160hp engine sump

Remove early production empty shell chute detail



A ?
BCD 4 4.5 mm

Drill hole for 180-200hp engine sump

d A8

d A48

BCDE ?
A **A49**

Optional cushion (not used when parachutes worn by crew in mid to late 1918)

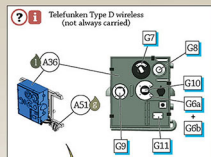
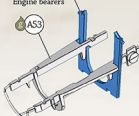


Fuel tank

Engine bearers

d A42

d A53



Note direction

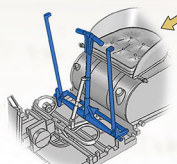


Control column and aileron control rods

d A38

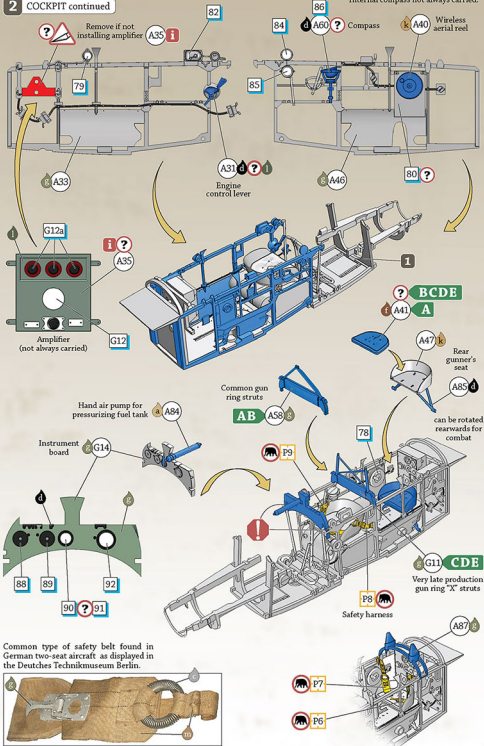
d A37

Rudder pedals

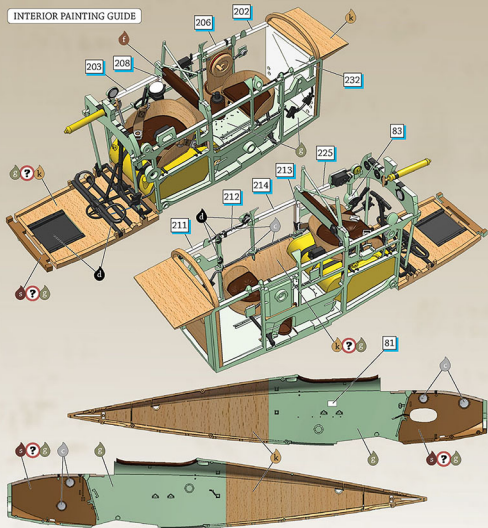


2 COCKPIT continued

Internal compass not always carried.

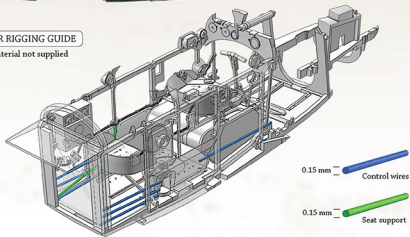


INTERIOR PAINTING GUIDE



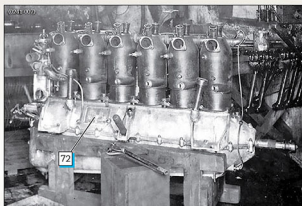
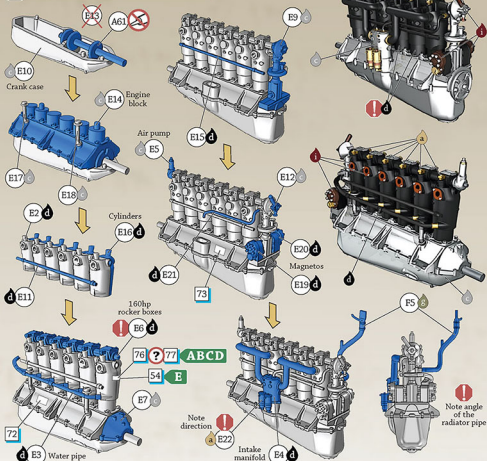
INTERIOR RIGGING GUIDE

Rigging material not supplied



E **A** **?**

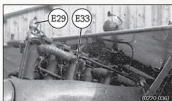
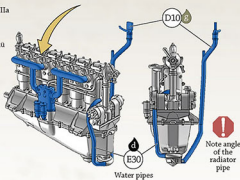
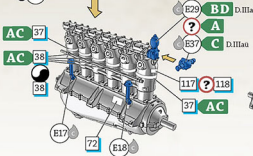
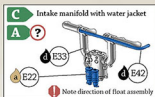
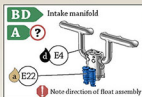
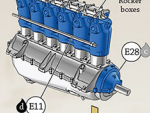
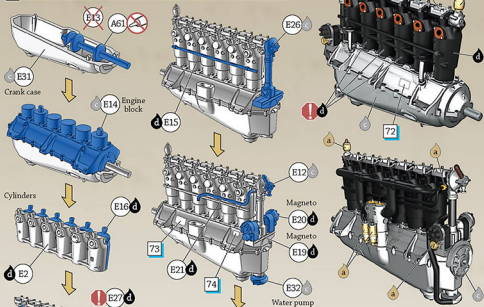
3 160hp DAIMLER-MERCEDES D.III ENGINE



▲ 160hp Daimler-Mercedes D.III engine undergoing maintenance. The rocker arms and boxes (E6) and external water pipe (E3) have been removed.

> 160hp Daimler Mercedes D.III engine. Note the thin air pump (E5) fitted at the front and external water pipe (E3).



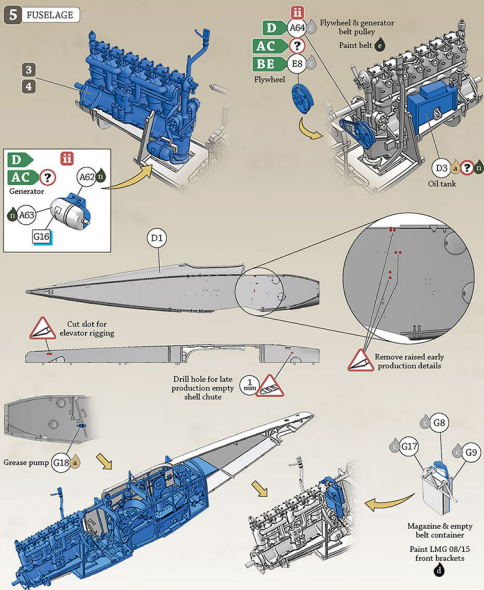
BCD **A** ?**4** 180hp & 200hp DAIMLER-MERCEDES D.IIIa & D.IIIau ENGINE

^180hp Daimler-Mercedes D.IIIa engine detail from the captured Royal Prussian Schlsta 13 Halberstadt C.II 15342/17 seen on page 22. Note the water jacketed intake manifold more commonly associated with the 200hp Daimler-Mercedes D.IIIau.

> 180hp Daimler-Mercedes D.IIIa engine detail from the unidentified late production Halberstadt C.II "H" seen on page 13. Note the LMG 08/15 "Spandau", radiator water pipes and the unusual exhaust manifold.

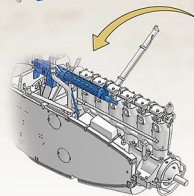
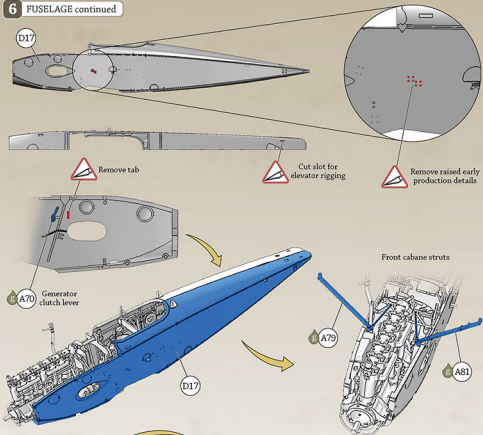


5 FUSELAGE

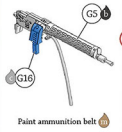


A line up of Royal Prussian Schlasta 19 Halberstadt CL.II which appear to mostly consist of late production aircraft with a mixture of post May 1918 uneven arm balkenkreuz and post June 1918 balkenkreuz. Note the overpainted cross at the top of the rudder on CL.II "5" at left and the black and white wheel markings used by Schlasta 19 at this time.

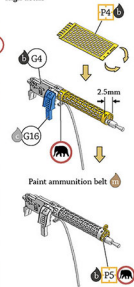
6 FUSELAGE continued



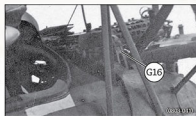
LMG 08/15 'Spandau'



High detail



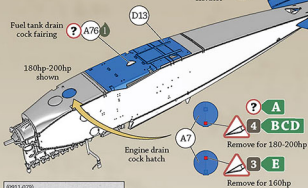
LMG 08/15 'Spandau' detail from the 160hp Daimler-Mercedes D.III powered Royal Prussian Schlaube 21 late production Halberstadt Cl.II seen on page 23.



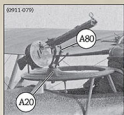
7 BOTTOM WINGS & TAILPLANE

Horizontal
tailplane &
elevator

! Apply lozenge camouflage
decals over gloss painted
(not just clear coated) surface.

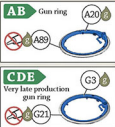
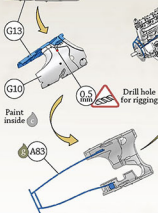


Tailplane detail from late production Halberstadt Cl.II "V" **A**.

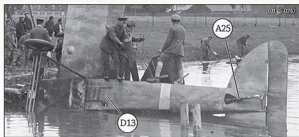


< Gun ring detail from late production Halberstadt Cl.II "V" **A**. Note the LMG 14 Parabellum and style of mount **A80**.

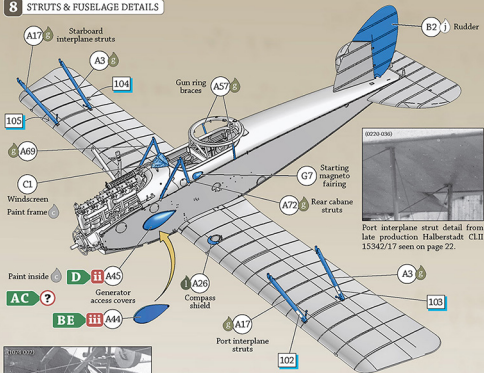
> Very late production gun ring detail from Halberstadt Cl.II "Marichen" **E**. Note the LMG 14/17 Parabellum with Oigee sight and style of mount **A71**.



> The crash of this unidentified Halberstadt Cl.II in mid to late 1918 allows us to see the underside of its fuselage which is finished in a colour rendered quite dark by the photographic film (and filter) used to take this photo. Note the drainage holes, camera port cover and tail skid details.



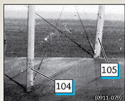
8 STRUTS & FUSELAGE DETAILS



Port interplane strut detail from late production Halberstadt CLII 15342/17 seen on page 22.

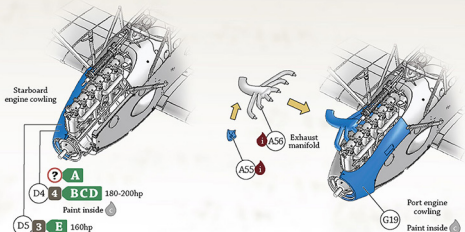


< Fuselage detail from **E**. Note the flat fairing (A44) over the empty generator hole and the starting magneto fairing (G7).

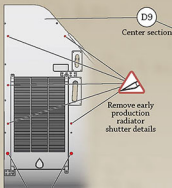


> Starboard interplane strut detail from late production Halberstadt CLII **A**.

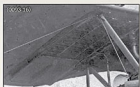
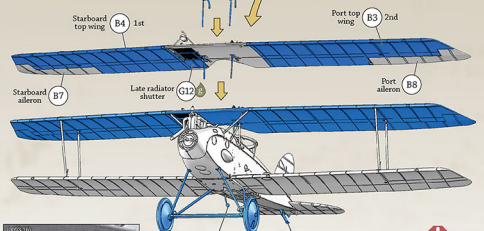
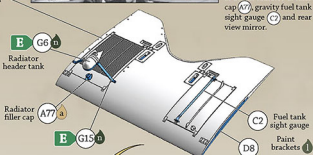
9 ENGINE COWLINGS & EXHAUST



10 TOP WINGS & UNDERCARRIAGE



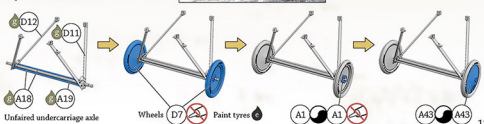
Top wing centre section detail from late production Halberstadt CLII "V". Note the aileron control horns (C2), Teves & Braun radiator & filler cap (A77), gravity fuel tank sight gauge (C2) and rear view mirror.



^ Radiator shutter detail from the unidentified late production Halberstadt CLII "H" seen on page 13.



> Undercarriage detail from Halberstadt CLII "Marichen" E. Note the repair patches and suspension shock cord detail.



11 PROPELLERS

BCE Niendorf

Niendorf

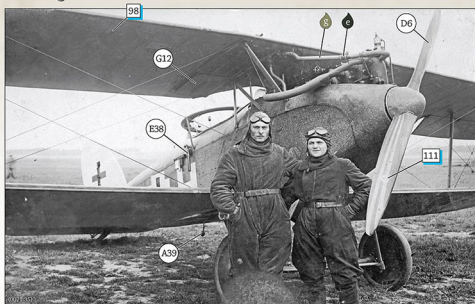
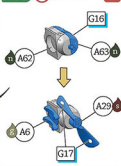


AD ?

BD Anemometer

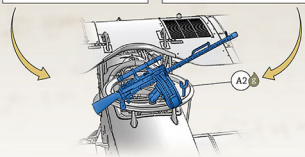
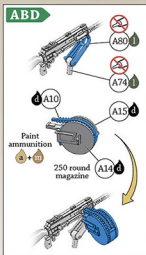
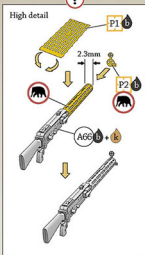
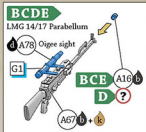
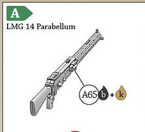


AC ? Generator **iii**

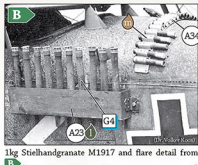
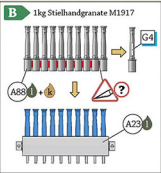
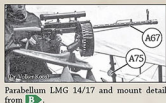
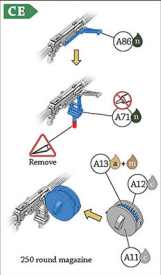
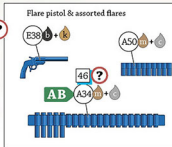


Unidentified 180hp Daimler-Mercedes D.IIIa powered late production Halberstadt C.II "H" features the earlier style of gun ring, post April 1918 balkenkreuz markings and lighter stipple camouflage finish. Note the Garuda propeller, wireless aerial tube, flare pistol and rack.

12 OBSERVER'S ARMAMENT & OPTIONAL ACCESSORIES



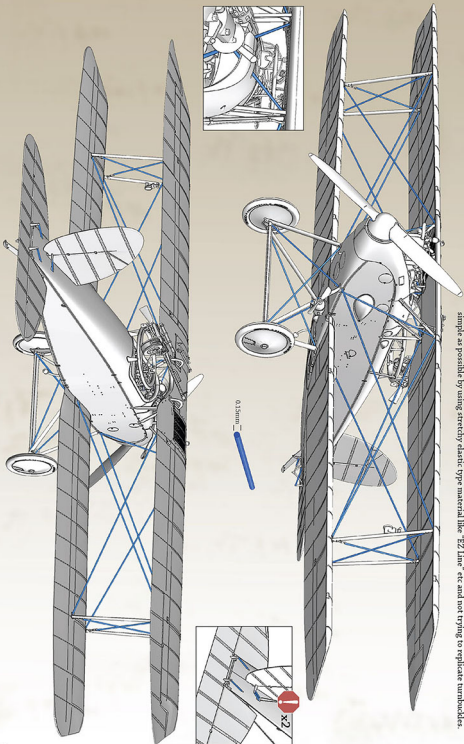
Paint flares **h**, **u**, **j** and/or **t**

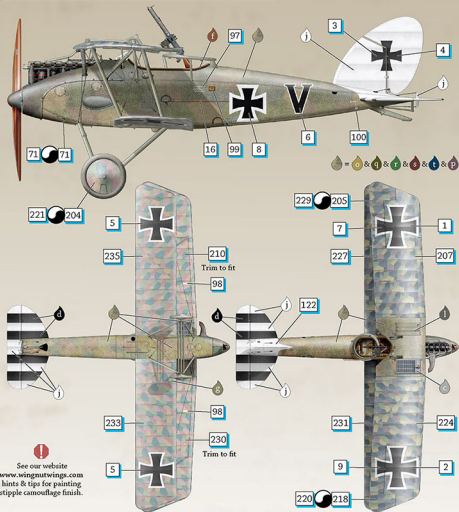


RIGGING GUIDE

Rigging material not supplied

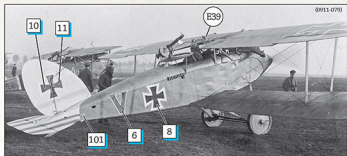
If you choose to install the rigging on your model please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm to remove paint and improve adhesion. Do yourself a favour and make the rigging as simple as possible by using stretchy elastic type material like "EZ Line" etc and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



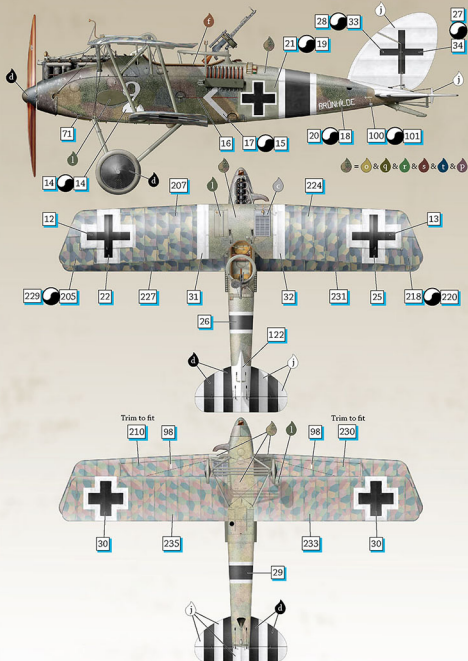
A Halberstadt Cl.II "V", Royal Prussian Schusta 13, March 1918.

Late production Halberstadt Cl.II "V" is believed to be from Royal Prussian Schusta 13 and was photographed with a line up of Royal Bavarian Schusta 27b aircraft, reportedly as part of Schlachtgruppen A in early March 1918 (as seen on page 24). Although the engine is not visible, we believe that it is most likely to have been a 200hp Daimler-Mercedes D.IIIa. Note the LMG 14 Parabellum, flare rack and rear view mirror (E39).

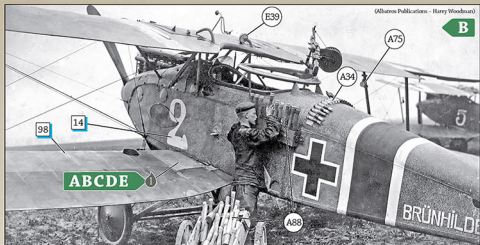
Royal Prussian Schutzstaffel 13 was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 234, FA (A) 266, 287, FA 8, FA (A) 240, 256, 213 and 231 until late March 1918 when it was re-named Schlachtstaffel 13 and tasked with infantry support.



B Halberstadt Cl.II "2, Brünhilde", Karl Prim?, Royal Bavarian Schlasta 27b, mid to late 1918.



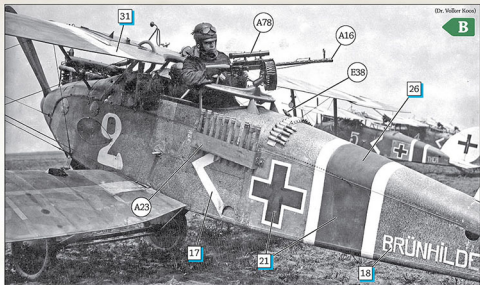
Late production 180hp Daimler-Mercedes D.IIIa powered Royal Bavarian Schlasta 27b Halberstadt Cl.II "2, Brünhilde" was the subject of several famous propaganda photographs. Karl Prim is believed to have flown this aircraft during his service with Schlasta 27b from 2 September 1918 until the Armistice and if so they would have fought in the battles of St.Mihel and Meuse-Argonne, although the post April 1918 style of balkenkreuz seen here most likely predate this timeframe. 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.



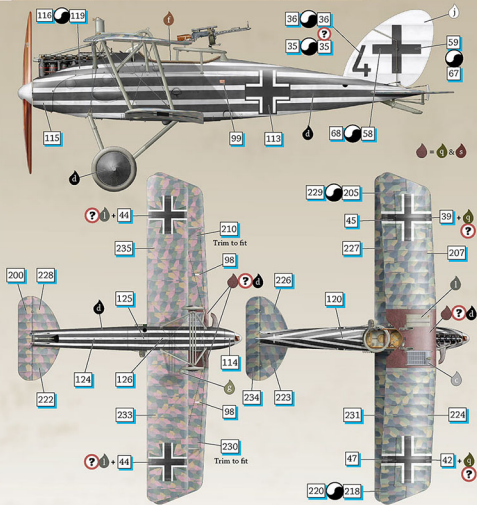
^ A Royal Bavarian Schlasta 27b ground crewman loads 1kg Stielhandgranate M1917 grenades on to "Brünhilde" in this well known propaganda photograph. Note the dust and stain effect on the wing, the flares (A34) straddling the fuselage spine and the relationship between the aileron angle and control horns (G7).

> The same ground crewman is now handing 1.9kg Granatenwerfer 16 bombs (A6) to the gunner/commander of "Brünhilde". Note the Schlasta 27b chevron unit marking partially obscured by the rack of 1kg Stielhandgranate M1917 grenades.

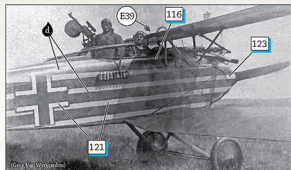
v "Brünhilde" all bombed up and ready for action. Note the anemometer (A7) fixed to the starboard front interplane strut and LMG 14/17 Parabellum with Oigee sight. Also note the repainted areas around the converted post April 1918 style of balkenkreuz. There is a dark (red?) partial drop shadow effect to the "Brünhilde" text, presumably left over from when it was repainted white.



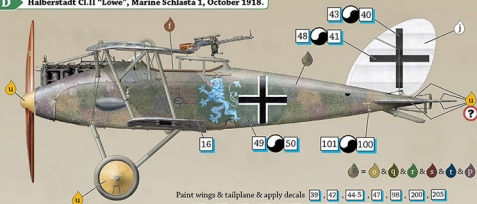
C Halberstadt Cl.II, Friedrich Barchert, Royal Prussian Schlasta 21, June to July 1918.



This very late production 200hp Daimler-Mercedes D.IIIa powered Royal Prussian Schlasta 21 Halberstadt Cl.II was reportedly flown by Friedrich Barchert with Sgt Bartsch as the gunner/commander. Note the flare rack, LMG 14/17 Parabellum with Oigee sight, rear view mirror and open ended post June 1918 balkenkreuz marking with black borders to improve its visibility against the black(?) and white striped fuselage which was reportedly the Schlasta 21 unit marking at this time. The top wing centre section appears to be finished in the dark brown & green stipple as per **E** or possibly painted black(?). The tailplane number "4" **35** is plausible but speculative so we have provided alternative decals "5" **36** for you to use if you wish. Barchert and Bartsch were credited with a victory, reportedly over a SPAD VII from Spa.62, on 28 May 1918. Friedrich Barchert was very seriously wounded in action on 30 July and died from these injuries on 16 October 1918. He was 26 years old. Royal Prussian Schutzstaffel (Protection Squadron) 21 was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 226, FA (A) 202, 227 and 228b until late March 1918 when it was re-named Schlachtstaffel 21 and tasked with infantry support.



D Halberstadt Cl.II "Löwe", Marine Schlasta 1, October 1918.



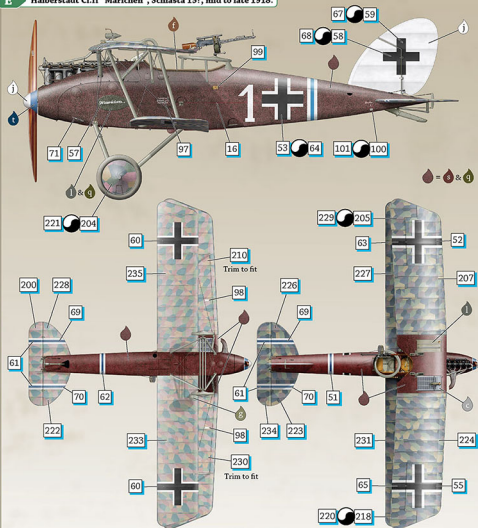
This very late production 180hp Daimler-Mercedes D.IIIa powered Marine Schlasta 1 Halberstadt Cl.II "Löwe" is shown here in October 1918. The relatively dark painted spinner and wheels are illustrated as yellow, a favourite amongst Marine units, but the colour is unconfirmed. This is a very late production aircraft with CLIV style gun ring with "X" bracing (11) but does not appear to have been painted in the dark brown and dark green stipple finish of E, perhaps indicating slightly earlier production. Note the bulged generator fairing, overpainted areas around the Lion Wappen and post June

1918 style of modified balkenkreuz (confirmed in photos of its wingless fuselage in Belgium after the Armistice). The tailplane is not visible in any photos available to us and may have also been overpainted like the spinner and wheels.



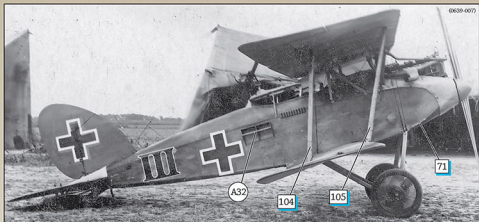
The crew of this unidentified Royal Bavarian Schusta 27b late production Halberstadt Cl.II receive some last minute instructions before take off. Note the pre-17 March 1918 eisernkreuz markings, LMG 14/17 Parabellum, white identification stripes on the top wings and how the pale bands around the fuselage are not as bright as the outline of the eisernkreuz.

E Halberstadt Cl.II "Marichen", Schlasta 15?, mid to late 1918.

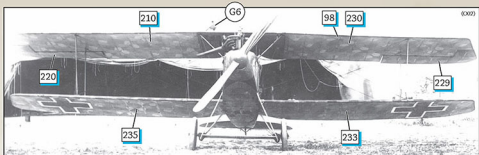


Very late production Halberstadt Cl.II "Marichen" is from an unconfirmed unit, possibly Royal Prussian Schlasta 15 or possibly even FA (A) 199. Unfortunately the crew are also unidentified at this time but it is known that they completed their 100th fight on 8 June 1918. Note the white(?) and blue(?) bands, spinner, post May 1918 uneven arm balkenkreuz on the wings and the very dark appearance of the fuselage, apparently finished in the dark brown and green stipple scheme. Some of these very late production Cl.II were covered with 4 colour lozenge fabric but it is not 100% certain that "Marichen" was one of them.

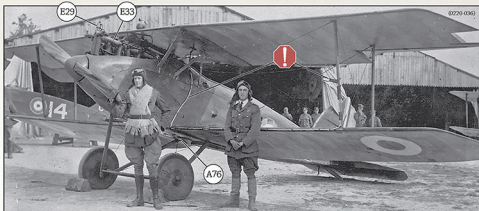
Royal Prussian Schlasta 13 Halberstadt Cl.II 15342/17



Royal Prussian Schlasta 13 late production Halberstadt Cl.II 15342/17 "III" was driven down and captured on 9 June 1918 by RC Armstrong & FJ Mart in their 3 Sqn Australian Flying Corps (AFC) RE.8. Note the converted post March 1918 balkenkreuz markings and 1.9kg Granatenwerfer 16 bomb rack (A32). The engine cowling stipple camouflage finish appears to have been applied directly over bare metal resulting in the bright reflective properties visible here.



Front view of Halberstadt Cl.II 15342/17 "III" shortly after capture. Compare the clearly visible 5 colour lozenge pattern fabric under the wings in this photo with that below. The apparent "anhedral" of the top wings is an illusion caused by their "sweep back". The bottom of the fuselage was "...coloured yellow throughout" and was possibly painted yellow at Schlasta 13 for identification purposes.



Halberstadt Cl.II 15342/17 "III" after it had been repainted in RAF markings and equipped with British instruments. The gun rack has also been removed. Presumably the AFC airmen seen here looking rather pleased with themselves are the victorious Roderick Charles Armstrong (pilot) and Frank Jelly Mart (Observer). Compare the appearance of the engine cowlings and underside of the wings with the photos above.



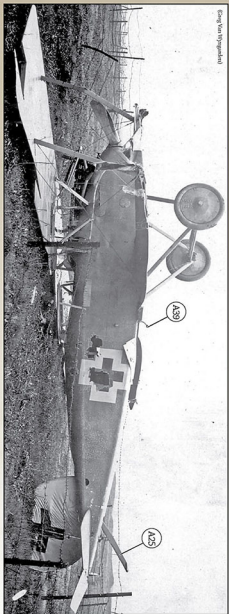
A 160hp Daimler-Mercedes D.III powered very late production Halberstadt Cl.II from Royal Prussian Schlasta 21. Note the rear view mirror, LMG 14/17 Parabellum with Oigee sight and anemometer on the port front interplane strut. The fuselage stripes are reportedly black and white but if so, they are not as dark and bright respectively as the colours used for the fuselage balkenkreuz marking. The top wing centre section appears to retain its dark brown and green stipple finish but may have been overpainted in the same colour as the dark fuselage stripes. The balkenkreuz & stripe markings on the fuselage of this and Cl.II "3" in the background are subtly different from those seen on **C**.



An unidentified late production 180hp Daimler-Mercedes D.IIIa powered Halberstadt Cl.II with post June 1918 converted balkenkreuz. Note the balkenkreuz painted at the top of the rudder and how the portion of the previous eisenkreuz marking on the fin was overpainted. Note the missing spinner, repair patches on the port wheel cover and under the starboard top wing tip.



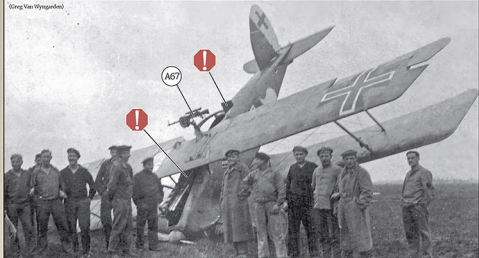
An impressive line up including late production Royal Prussian Schusta 13 Halberstadt Cl II 'V' **A** along with early production aircraft from Royal Bavarian Schusta 27b. All visible aircraft display the striped horizontal tailplane markings applied when both units were assigned to temporary Schlachtgruppen A in March 1918. All aircraft wear pre-17 March 1918 sternkreuz national markings.



Georg Van Wyngaerden

◀ A lucky escape. This unidentified late production 160hp Daimler-Mercedes D.III powered Halberstadt Cl.II has come to grief amongst barbed wire, conceivably after it's starboard bottom wing tip failed. Note the post April 1918 converted halbersternkreuz markings and crushed fin and rudder.

(Greg Van Wyngarden)



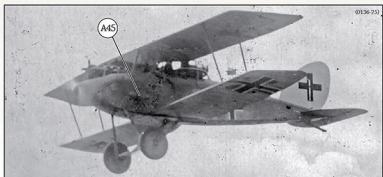
The crash of this late production Marine Schlasta Halberstadt Cl.II gives us the rare opportunity to see a twin LMG 08/15 "Spandau" armed aircraft. It is not known how many Cl.II were equipped with twin forward firing "Spandaus" but they are not very common. The port "Spandau" is mounted level with the starboard gun and not lower as seen on early production aircraft. Note the converted post March 1918 balkenkreuz and yin & yang fuselage markings. Also note the "trim vane" device on the gun ring to aid rotation in flight.

(MUS-053)



< A propaganda photo of two airmen, possibly from Schlasta 15, wearing their gas masks beside a very late production Halberstadt Cl.II with "X" brace gun ring and overall dark finish. Although the Cl.II was used for low level infantry support it is most likely that gas masks were carried in case of a forced landing and not worn in flight. Note the rack of 1.9kg Granatenwerfer 16 bombs.

> An unidentified late production Halberstadt Cl.II in flight. Note the post June 1918 converted balkenkreuz markings and white fin and rudder.



(0136-25)



Personnel from Royal Prussian Schlasta 19 relax beside one of their very late production Halberstadt CL.II in mid to late 1918. Note "X" brace gun ring, 12.5kg PuW bomb rack under the fuselage and the overall dark appearance of the fuselage consistent with the dark green over brown stipple finish described for captured CL.II 1231/18 and subsequent Halberstadt built CL.IV. The factory applied post April 1918 balkenkreuz have been converted to the thinner, open ended, post June 1918 style.



Product Design by Bryan Wall

Bryan Wall is a product designer, specialising in computer aided design and 3D modelling. He has 9 years experience as a designer for consultancies in the UK and New Zealand, and has designed, engineered and modelled a wide variety of products, from exercise bikes, barcode scanners and razors, to windscreen removal tools and automated toilets.

Bryan is particularly interested in the ingenuity of the design and engineering evident in these planes, and the comparison of the concurrent development between the warring nations. He is also fascinated with the history conveyed through the surviving reference photographs and drawings. "God is in the details" as they say in the design industry and Bryan feels that the attention to detail and accuracy of the 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 and is currently teaching himself the piano, and he also brews his own beer.



32062 Product 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. 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



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.



Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close at the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later. He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WWI 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



32062	1/32 Halberstadt CL.II (Late)	Qty
0132049A	A parts	1
0132049B	B parts	1
0132049C	C parts	1
0132049D	D parts	1
132E0005	E parts Merc D.III engine	1
0132062G	G Parts	1
0132049P	Photo-etched metal parts	1
7132062	Instructions	1
9132049b	Lozenge decals	1
9132062a	Decals	1
9132062b	Decals	1

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



32057 - 1/32 DFW C.V (Late Production)



32059 - 1/32 Salomon 2-A2 "USAS"



32037 - 1/32 Rumpler C.IV (Late)

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