

WINGNUT WINGS



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.1 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 light (light) weight, and the first prototype 9902/16 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, maneuverability, 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 undersize 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.IIIa engines. The bottom of the fuselage under the cockpit 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.

WW1 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 C.V 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 late 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 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: 10.77m (18ft 6in)	Length: 7.3m (24ft)	Max Weight: 1133kg (2500 lb)	Max Speed: 165kph (102mph)
No. Manufactured: 903	Production: May 1917 - Mid 1918	Engine: 160hp, 180hp & 200hp Daimler-Mercedes D.III, D.IIIa & D.IIIa	
Ceiling: 5000m (16400ft)	Armament: 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 - Schlachtflieger, Rick Duiven & Dan-San Abbott, Schiffer Publishing 2006			
1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Krakow Museum, Poland - Private Collections			

Halberstadt Cl.II (Early)

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 kitsets.
- 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.

- | | | | |
|---|--|--|--|
|  Construction Step |  Choose |  Attention |  Remove |
|  Part Number |  Do Not Cement |  Option |  Drill |
|  Decal |  Cement For Metal |  Other Side |  Paint Colour |
|  Photo Etch Part | | | |

All colours	Tamiya	Humbrol	Federal Standard
a Brass	X31	54	
b Gun Metal	X10	27004	
c Aluminium	XF16	27001	
d Black - semi gloss	X18	85	
e 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 Lilac - semi gloss	X16(x1) + XF52(x2) + XF2(x2)	-	27144
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
v Bleached Linen - gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	17886
w Mauve - matt	X16(x2) + XF52(x1)	68(x10) + 29(x2)	-
x Camouflage Glaze - matt	XF65(x1) + XF86(x1)	116(x1) + 49(x1)	-

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

1 COCKPIT

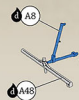
D **3** **4.5 mm**

Drill hole for 160hp engine sump

ABCE **4** **4.5 mm**

Drill hole for 180-200hp engine sump

Remove late production empty shell chute detail



Cardboard tube for wireless aerial **A24**

D15

ABCE
D2
232
D

A
BCDE **A49**

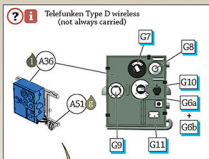
Optional cushion (not used when parachutes worn by crew in 1918)



A54 **k** Pilot's seat

A52 **k**

D14 **l** **a** Fuel tank



i Telefunken Type D wireless (not always carried)

Note direction

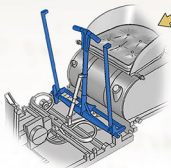
Engine bearers **A42**

A53

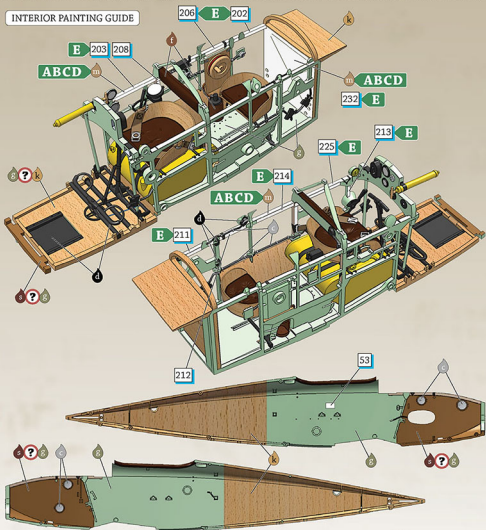
Control column and aileron control rods **A59**

A38

A37 **d** Rudder pedals

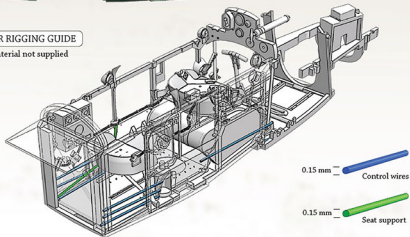


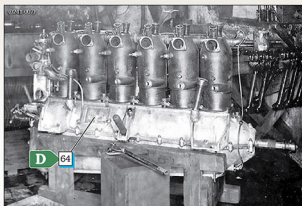
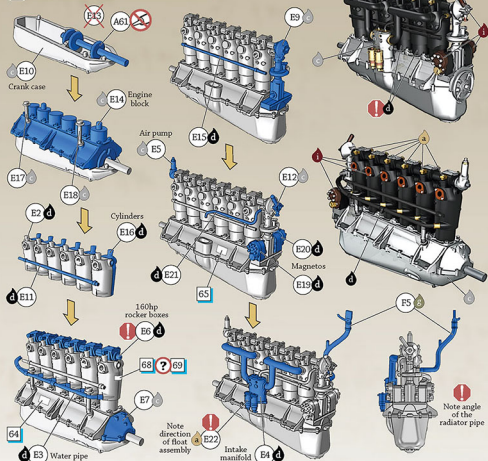
INTERIOR PAINTING GUIDE



INTERIOR RIGGING GUIDE

Rigging material not supplied



D**3** 160hp DAIMLER-MERCEDES D.III ENGINE

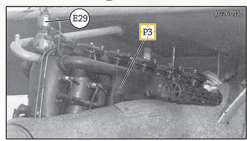
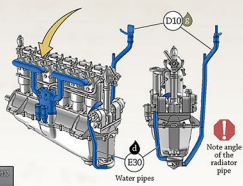
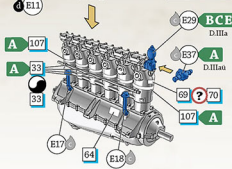
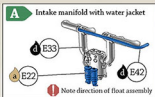
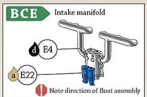
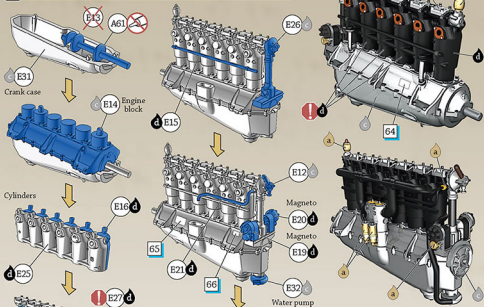
▲ 160hp Daimler-Mercedes D.III engine undergoing maintenance. The rocker arms and boxes (E6) and external water pipe (E3) have been removed.

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



ABCE

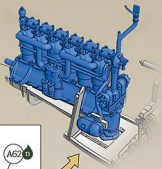
4 180hp & 200hp DAIMLER-MERCEDES D.IIIa & D.IIIau ENGINE



180hp Daimler-Mercedes D.IIIa engine detail from Halberstadt CL II 5685/17 as seen on page 24. Note the fat air pump **E29**, LMG 08/15 "Spandau", muzzle flash guard **P3** and angle of the water pipe **E30**.

5 FUSELAGE

3
4



AC

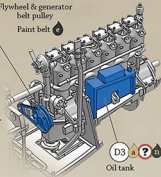
ii
A64

Flywheel & generator
belt pulley
Paint belt

BDE

E8

Flywheel



D3
Oil tank

AC ii
Generator

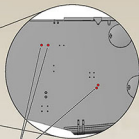
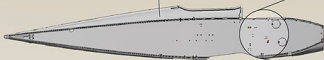
A62

G16

A63



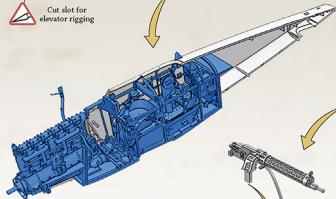
D1



Remove raised late
production details



Cut slot for
elevator rigging



LMG 08/15 "Spandau"

F2

F1

Paint ammunition belt

High detail

P4

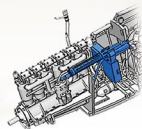
F12

2.5mm

F1

Paint ammunition belt

P5



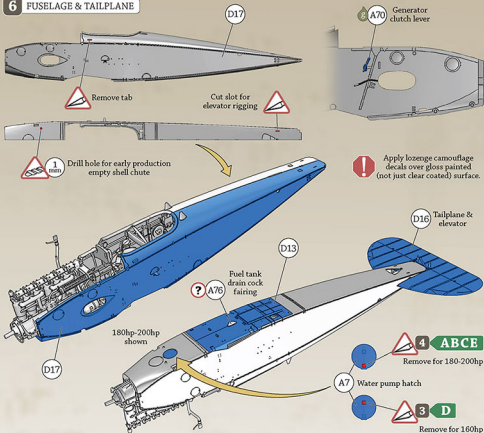
F7

F8

Magazine & empty
belt container

?

6 FUSELAGE & TAILPLANE

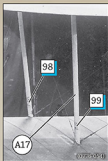


^ The crash of this unidentified Halberstadt Cl.II in mid to late 1918 allows us to see the underside of its fuselage which has been overpainted in a colour that appears quite dark in this photograph. Note the drainage holes, sliding cover over the camera port and tail skid details.

> This Halberstadt Cl.II is believed to be from Royal Bavarian Schusta 25b and is possibly the same aircraft shown on page 11.



8 STRUTS & FUSELAGE DETAILS

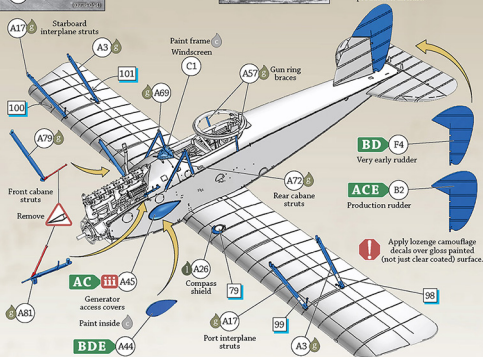


< Port interplane strut detail from Halberstadt CLII 5685/17.

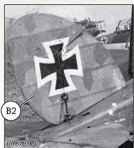
> Starboard interplane strut detail from the early production Halberstadt CLII seen on page 10.



Tailplane detail from Halberstadt CLII 5685/17. Note the undersize rudder (F4) found on very early production aircraft.



This Halberstadt CLII is tentatively identified as 6351/17 from the 2nd production order for 100 aircraft (numbers 6300/17 to 6399/17) placed in June 1917 and flew with Royal Bavarian Schusta 25b. It would appear that the undersides of the wings were finished in bleached (white) linen. Note the 180hp Daimler-Mercedes DIIIa engine, flare gun & flares under the observer's cockpit and the undersize rudder (F4). See also page 9.



Tailplane detail from early production Halberstadt CLII "3" possibly from Royal Prussian Schusta 17 photographed near Laon in January or February 1918. Note the enlarged rudder (B2) which was frequently retrofitted to earlier aircraft.

9 ENGINE COWLINGS & EXHAUST

180-200hp

ABCE 4 D4

Starboard engine cowl

Paint inside

D 3 D5

160hp

Port engine cowl

F13

Paint inside

P3 d **BCDE**



A



Remove flash guard detail

> LMG 08/15 "Spandau" muzzle and flash guard detail from Halberstadt CLII 5685/17.

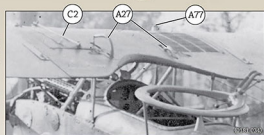


A56 d

Exhaust manifold

A55 d

> Top wing centre section detail from the unidentified early production Halberstadt CLII seen on page 17. Note the aileron control horns (A77), Teves & Braun radiator & filler cap (A77) and gravity fuel tank sight gauge (C2).



10 CENTRE SECTION

Center section

D9

A F3 i

Schlasta 21 radiator header tank

Remove late production radiator shutter details

BCDE A77 a

Radiator filler cap

E39 **CE**

Mirror (not shown)

A D8 i

BCD

Fuel tank sight gauge

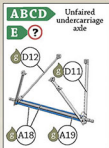
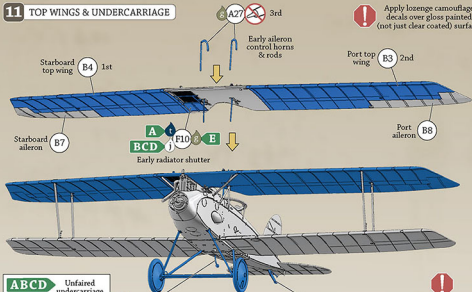
Paint brackets i



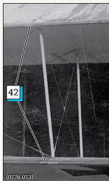
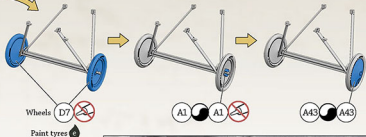
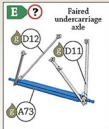
< Radiator shutter detail from an early production Halberstadt CLII previously identified as 15412/17 due to a partial serial number ".412/17" visible on the propeller. The problem is that 15412/17 would have been a late production machine and this aircraft isn't, so the propeller must be a replacement salvaged from another aircraft.

11 TOP WINGS & UNDERCARRIAGE

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

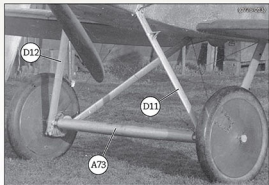


Tail skid detail from an unidentified early production Halberstadt Cl.II.



< Port interplane strut detail from Halberstadt Cl.II 5685/17. Note the data plates **42** on the leading edge of each wing.

> Undercarriage detail from Halberstadt Cl.II 5685/17. Note the foot step, tyre valve access flap and "bungee" suspension shock cord details.



12 PROPELLERS

ABE

E46 k + s

Niendorf

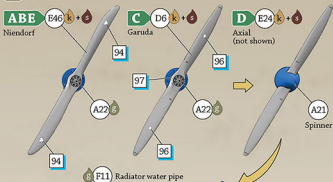
C

D6 k + s

Garuda

D E24 k + s

Axial
(not shown)



B Anemometer



Nose detail from the unidentified early production Halberstadt Cl.II seen on page 25. Note the radiator pipe (F11), exhaust manifold, Niendorf propeller (94) and fat air pump of the 180hp Daimler-Mercedes D.IIIa engine.

> A well known propaganda photo showing carrier pigeons being loaded onto an unidentified early production Halberstadt Cl.II in mid to late 1918. Note the post April 1918 style of balkenkreuz, wireless aerial tube (A30), generator attached to the starboard undercarriage strut and LMG 14 Parabellum machine gun.

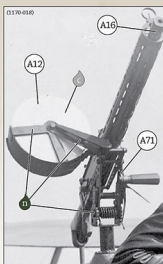
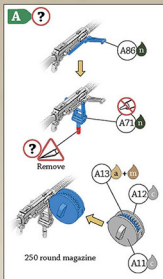
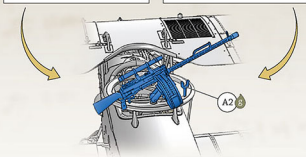
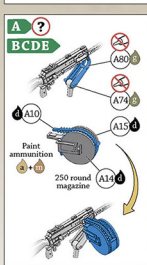
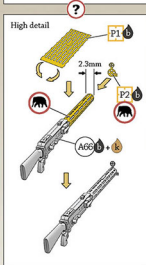
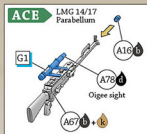
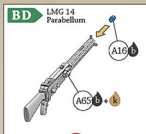


(1170-031)

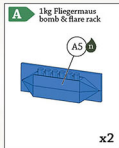
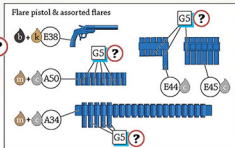
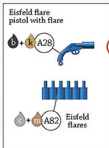


< Another well known propaganda photo showing bundled 1kg Stielhandgranate M1917 being loaded onto an early production 180hp Daimler-Mercedes D.IIIa powered Halberstadt Cl.II in mid to late 1918. While the unit is unidentified, the method of converting the eisenkreuz to balkenkreuz and style of radiator header tank is consistent with those found on the late production Schlasta 13 Halberstadt Cl.II 15342/17 that was captured on 9 June 1918. Note the hoop to prevent the gunner shooting the propeller and rack of 1.9kg Granatenwerfer 16 Grenades. This particular aircraft does not have strips of lozenge fabric doped over its linen rib tapes.

13 OBSERVER'S ARMAMENT & OPTIONAL ACCESSORIES

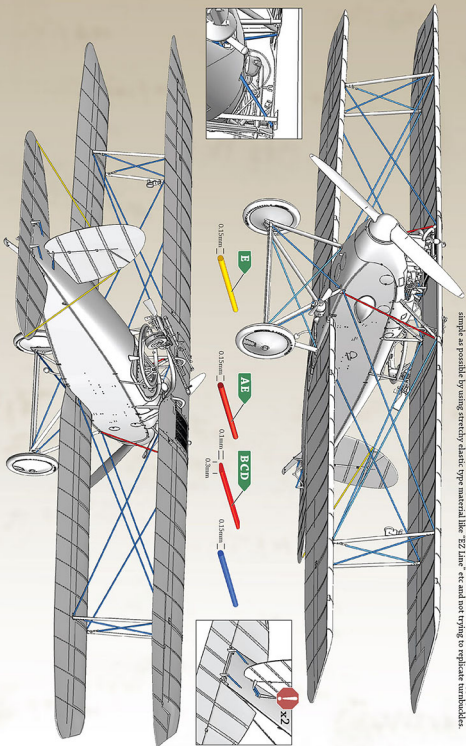


Parabellum LMG 14 details from the early production Halberstadt Cl.II seen on page 14.



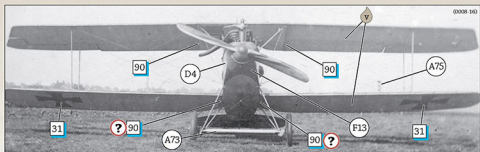
Rigging material not supplied

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.





This early production Halberstadt Cl.II is thought to be 5717/17 from the first production order for 100 aircraft (numbers 5675/17 to 5774/17) placed in May 1917. Note the bulged generator fairing (A45) and 180hp Daimler-Mercedes D.IIIa engine.

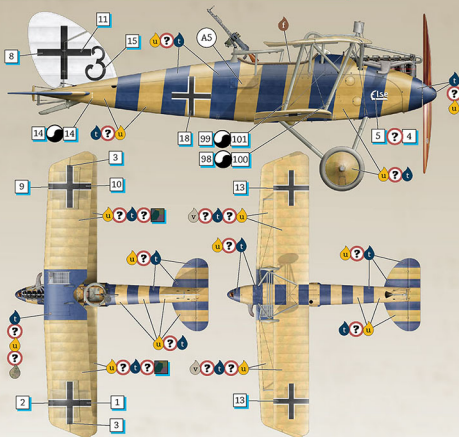


Front view of the same aircraft shown above thought to be 5717/17. The translucent nature of the underside fabric indicates that it is finished in bleached (white) linen. Note the unusual position of the anemometer attached directly to the bottom wing. The apparent anhedral of the top wings is an illusion caused by their sweep back.

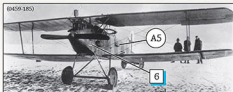


An unidentified early production Halberstadt Cl.II. Note the small rudder (F4), generator access cover (A45) and LMG 08/15 on the port side of the engine.

A Halberstadt Cl.II 5720/17 "3 Martha & Else", Max Niemann & Rudolf Kolodziej, Royal Prussian Schlsta 21, October 1918.

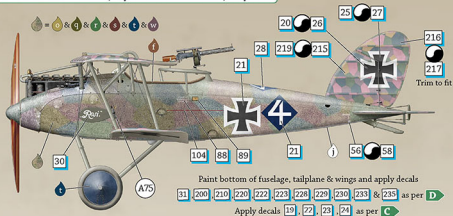


This is reportedly Royal Prussian Schlsta 21 Halberstadt Cl.II 5720/17. When it was new 5720/17 would have appeared very similar to the 160hp Daimler-Mercedes D.III powered 5717/17 seen opposite. Halberstadt Cl.II 5720/17 was being commanded by Rudolf Kolodziej with Max Niemann as his pilot when they were shot down and captured on 2 October 1918. At this time it featured post June 1918 balkenkreuz markings and was powered by a 200hp D.IIIa engine with horizontal air pump (E37) and water jacketed intake manifold. Royal Prussian Schutzstaffel 21 was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 226, 202, 207 and 228b until late March 1918 when it was re-named Schlachtstaffel 21 and primarily tasked with infantry support.



These photos are believed to have been taken after the Armistice when 5720/17 was being inspected by American troops. The colours of the bands on the fuselage and tailplane are unconfirmed and curiously the pale and dark colours are reversed in different photos. This indicates that whatever colours were used could appear very different when photographed with different film types and/or filters. Therefore, based on the photographic evidence available to us and what we know about how certain colours behave when photographed with different types of film and filters, we believe that the band colours are most likely to be dark blue and yellow. The earlier Schlsta 21 unit markings of horizontal dark and pale stripes are faintly visible underneath. The same colours have possibly been thinly applied over the wings, similarly faintly showing the underlying lozenge shapes in certain clearer images. Note the bulged generator fairing, radiator header tank (F3), flare box (A5) and Niendorf propeller (E46).

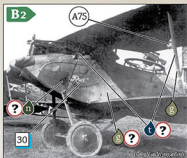
B1 Halberstadt Cl.II "4 Rosi", Royal Bavarian Schusta 23b, early 1918.



180hp Daimler-Mercedes D.IIIa powered Royal Bavarian Schusta 23b Halberstadt Cl.II "4 Rosi" is illustrated here in its earlier **B1** form as seen on page 8 of Windsock Datafile 27. The dark blue(?) diamond with white number is the Schusta 23b unit marking and was repeated on top of the fuselage. Note the pre-March 1918 eisernkreuz markings, height of the anemometer (A75), Niendorf propeller (E46) and flat plate (A45) covering the unoccupied generator location. The engine cowlings appear to have had the stipple camouflage colours applied directly over bare metal. The upper surfaces of the wings and tailplane are thought to be covered in light S colour lozenge with bleached (white) linen undersides while the fuselage carries the distinctive stipple camouflage with white bottom.

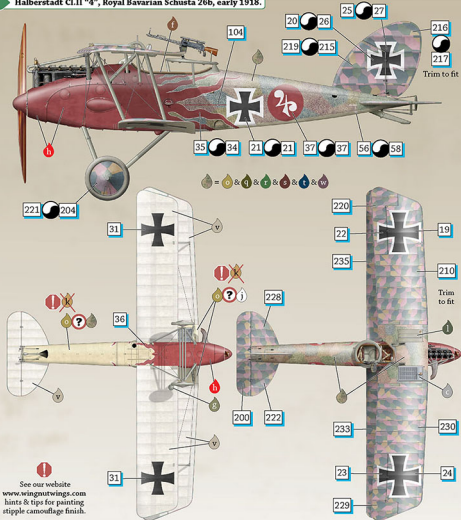


The photos above show "Rosi" after the interplane & cabane struts had been overpainted (dark blue?), the anemometer repositioned higher and areas of the fuselage repainted in unknown camouflage colours (probably dark green and light grey-green). By this time 4 to 6 white stripes had been painted on the top wing, Royal Bavarian Schutzstaffel 23b was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 209, 282, 287b and Flieger-Abteilung 19 until late March 1918 when it was re-named Schlachtstaffel 23b and primarily tasked with infantry support.

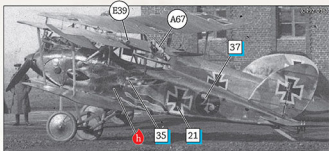


Early production 160hp Daimler-Mercedes D.III powered Royal Bavarian Schusta 23b Halberstadt Cl.II "5" is displayed here after a crash landing that damaged its wings, spinner and tailplane. The eisernkreuz markings indicate that this crash happened between late 1917 and April 1918. Interestingly an almost identically marked early production Schusta 23b Cl.II suffered a similar fate after crashing into a hangar/building. Note the anemometer (A75), translucent bleached (white) linen under the wings, bulged generator access cover (A45) and damaged Niendorf propeller (E46).

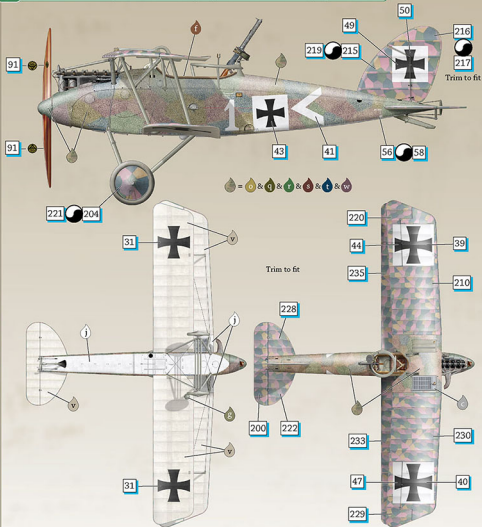
C Halberstadt Cl.II "4", Royal Bavarian Schusta 26b, early 1918.



180hp Daimler-Mercedes D.IIIa powered Royal Bavarian Schusta 26b Halberstadt Cl.II "4" features the striking red flame nose marking of this unit when it was photographed on a misty morning in late 1917. Armoured ground support Albatros J.I 714/17, almost certainly from Flieger-Abteilung 48b, can be seen in the background. Note the pre-March 1918 eisenkreuz markings and bulged generator cover (A). The upper surfaces of the wings and tailplane are thought to be covered in light 5 colour lozenge with bleached (white) linen undersides while the bottom of the fuselage may have been painted in yellowish grey (cloudy yellow) primer as illustrated or white as seen on **D**. Royal Bavarian Schutzstaffel 26b was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 207, 284, 289b, 238, 233, Flieger-Abteilung 48b, FA (A) 211 and 227 until late March 1918 when it was re-named Schlachtstaffel 26b and primarily tasked with infantry support.



D Halberstadt Cl.II "1", Fridolin Redenbach, Royal Bavarian Schusta 27b, September 1917.



801945-0430

Albatros C.X "7"

LVG C.V 3207/17 "4"

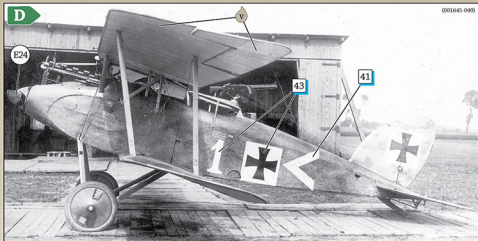
DFW C.V

DFV C.V

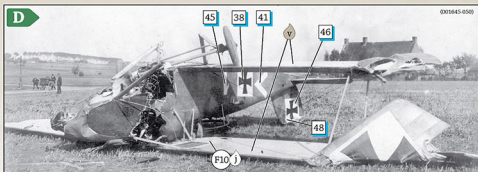
D



160hp Daimler-Mercedes D.III powered Royal Bavarian Schusta 27b Halberstadt Cl.II "1" was reportedly flown by Fridolin Redenbach in September 1917 and can be seen at the far right of this photograph showing a mixture of Schusta 27b aircraft at Herseaux in October or November 1917. From left to right we have Albatros C.X "7", LVG C.V 3207/17 "4", two late production DFW C.V and finally Halberstadt Cl.II "1" **D**. The upper surfaces of the wings and tailplane are covered in light 5 colour lozenge with bleached (white) linen undersides while the fuselage carries the distinct stipple camouflage with white bottom. Fridolin Redenbach served in Schusta 27b from July 1917 and was lightly wounded in action in August 1917 before transferring to FEA 2b in March 1918. Royal Bavarian Schutzstaffel 27b was formed in January 1917 and usually performed escort duties for the two-seat aircraft of Flieger-Abteilung (Artillerie) 252w, 224w, 233, 294b and 258 until late March 1918 when it was re-named Schlachtstaffel 27b and primarily tasked with infantry support.



160hp Daimler-Mercedes D.III powered Royal Bavarian Schusta 27b Halberstadt Cl.II "1" **D**. This is a very early production aircraft similar to that seen on page 24 with square cross fields which should have been superseded in November 1916 by a 5cm white outline. It is unlikely that these were incorrectly applied at the factory so were probably backdated at Schusta 27b, either as a form of unit identification or to try and fool the enemy that they were flying in older, less maneuverable equipment such as the DFW C.V, LVG C.V & Albatros C.X seen opposite.

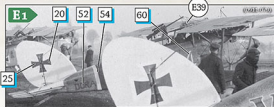
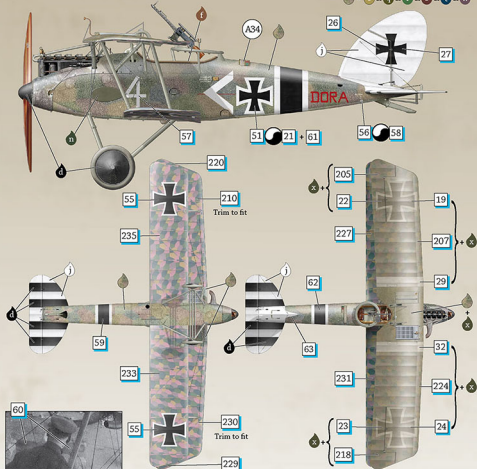


160hp Daimler-Mercedes D.III powered Royal Bavarian Schusta 27b Halberstadt Cl.II "1" **D** was presumably written off in this crash which happened sometime in late 1917. Note the bleached (white) linen undersides of the wings and painted white underside of the fuselage.



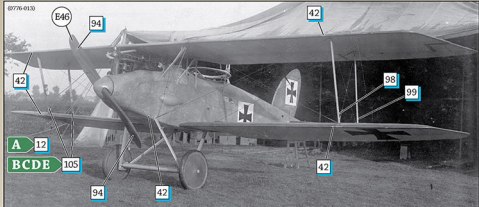
The sad remains of Royal Bavarian Schusta 27b early production Halberstadt Cl.II 5716/17 "Anni". Note the tail skid **A2** and pattern of the staining under the rear fuselage.

E1 Halberstadt Cl.II "4 Dora", Royal Bavarian Schusta 27b, March 1918.



180hp Daimler-Mercedes D.IIIa powered Royal Bavarian Schusta 27b Halberstadt Cl.II "4 Dora" is seen here in March 1918. Unlike **D**, "Dora" has the unit chevron marking applied under the gunner and the individual aircraft number under the pilot. Although difficult to discern, a Münchener Kindl (Munich Child) **60** figure is painted on the starboard side of the fuselage. Forward of this appears to be an area overpainted in a solid colour, possibly indicating a recent repair or simply to eliminate a previous personal marking. Note the LMG 14/17 Parabellum with Oigee sight, rear view mirror **39** and wire "goal post" guard to prevent the gunner firing into the propeller. The tailplane bands are believed to be a Schlachtgruppen A marking (see also page 25). By the time this photograph was taken in mid to late March 1918 the entire upper surface of the top wings had been overpainted with a transparent "glaze" grey-green(?) colour significantly dulling down the white eisernkreuz outlines and stripes **29** & **32**.

This photo is believed to also show Cl.II "Dora 4" after its eisernkreuz markings were converted to balkenkreuz in late March 1918. The upper surfaces of the wings and tailplane are thought to be covered in dark 5 colour lozenge with light 5 colour lozenge undersides while the distinctive fuselage stipple camouflage appears to wrap underneath. Note the flat generator hatch, LMG 08/15 "Spandau" flash guard **93** and ground crewmen in the foreground loading 1kg Stielhandgranate M1917 **48** into detachable wooden racks **42**.



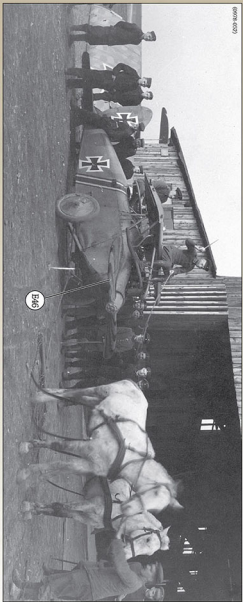
This Halberstadt Cl.II is thought to be 5685/17 from the first production order for 100 aircraft (numbers 5675/17 to 5774/17) placed in May 1917 and was photographed at FA (A) 224 on 19 September 1917. The underside of the wings appear to be bleached (white) linen.



Rear view of the same aircraft shown above thought to be 5685/17. The top surface of the wings are covered with light 5 colour pre-printed lozenge fabric applied at a 45 degree angle. The cross fields seen here are noteworthy because this white square was superseded by a 5cm outline in November 1916. It is unlikely these were incorrectly applied at the Halberstadt factory and it is thought that some units backdated the newer markings either as a form of unit identification or to try and fool the enemy that they were flying in older, outdated equipment.

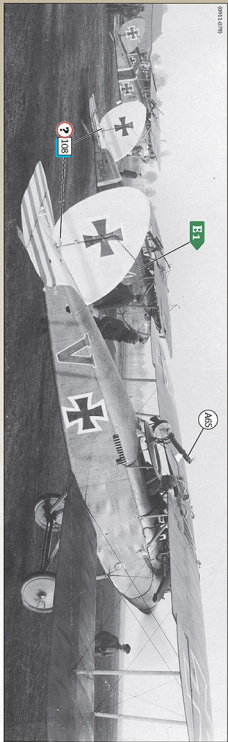
> An early production Royal Bavarian Schlasta 26b Halberstadt Cl.II forms the backdrop to this group photo in mid to late 1918. Note the LMG 14/17 Parabellum machine gun and curious mix of post April 1918 balkenkreuz on the tailplane & fuselage and pre-March 1918 eisernkreuz on the port wing.





< An ambitious diorama idea. This disassembled early production Halberstadt CL.III, thought to be from Royal Bavarian Schusta 296, has destroyed its undercarriage in a landing accident and forms the centrepiece of a demonstration of old world horsepower.

> An impressive line up including late production Royal Prussian Schusta 13 Halberstadt CL.III 'V' along with early production aircraft from Royal Bavarian Schusta 276. All visible aircraft display the striped tailplane markings applied when both units were assigned to temporary Schlachtgruppen A in March 1918. All aircraft wear pre-17 March 1918 Eisenkreuz national markings.





An ambitious diorama idea. Disassembled early production Halberstadt CL.II "2" lies abandoned with other German aircraft wreckage (and an SE.5a) some time in mid to late 1918. Note the extensive oil staining under the fuselage and the British tank in the background.



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.



32049 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 Foss, 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



32049	1/32 Halberstadt Cl.II (Early)	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
0132049F	F Parts	1
0132049P	Photo-etched metal parts	1
7132049	Instructions	1
9132049a	Decals	1
9132049b	Lozenge 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)



32035 - 1/32 AMC DH.9



32041 - 1/32 Roland C.IIa (Late)

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