

WINGNUT WINGS



Halberstadt Cl.II & RE.8 "Harry Tate"

1/32 Scale

Halberstadt Cl.II - The Halberstadt Cl.II was a highly successful lightweight C class (C = armed two-seat) specifications. The result was the sleek 160hp Daimler-Mercedes D.III powered Halberstadt Cl.II (the lower case 'I' standing for leicht "lightweight") and the first prototype 9902/17 was completed in April 1917. The Halberstadt Cl.II was initially used as an escort for heavier two-seat C type aircraft carrying out their reconnaissance and artillery spotting tasks and was very well regarded for its good visibility, climb rate, manoeuvrability and stability, although speed was initially considered to be lacking. The pilot and gunner were very closely positioned which aided communication. Late production Cl.II (as featured in this model) had an LMG 08/15 'Spandau' mounted high on the starboard side of the fuselage. Although superseded by the even lighter Halberstadt Cl.IV introduced in the middle of 1918, the Cl.II soldiered on to the Armistice and saw post war service in Poland.

The fuselage of Halberstadt Cl.II 15342/17 was finished in a multicolour patched camouflage speckled design described in capture reports 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"..." The tailplane and elevator are painted black and white in stripes; the fin and rudder are grey". The bottom of the fuselage was described as "...coloured yellow throughout" and would appear to have been finished this way at the unit for identification purposes. Five colour lozenge fabric was applied to the wings at a 45 degree angle while the tailplane was covered conventionally.

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.IIIaü	
Armament:			Ceiling:
1x 7.92mm LMG 08/15 'Spandau', 1x 7.92mm LMG 14 or LMG 14/17 Parabellum & 50kg of bombs			5000m (16400ft)

RE.8 "Harry Tate" - Design of the RAF RE.8 (Royal Aircraft Factory Reconnaissance Experimental 8) began in late 1915 as a replacement for the pre-war lineage BE series of two seaters. Utilizing many components from the BE.2e such as wings, undercarriage and tailplane, the main design difference of the RE.8 was the addition of a forward firing machine gun for the pilot and moving the passenger (observer-gunner) to the rear of the pilot.

Much maligned because of its quirky looks (not one bit of the RE.8 appears to point in the direction of flight), apparent lack of performance and, according to various reports, because it was too stable or too unstable (too stable to adequately defend itself or too unstable to perform low level turns), the RE.8 nevertheless performed its intended tasks of bomber, reconnaissance and artillery spotting with rugged dependability through to the end of the Great War. Aircrew quickly gave it the nickname "Harry Tate", RE.8 rhyming well with the popular Scottish music hall comedian's name and, possibly, because of its similarly comical appearance. Built in large numbers by various contractors the RE.8 entered front line service late 1916 and, despite a career not entirely free of controversy, it remained in production and frontline service until the armistice. In the hands of a confident and aggressive aircrew the RE.8 was capable of putting up a fight almost as well as the great Bristol Fighter.

The upper surfaces of RE.8 D4689 were finished with PC10 (Protective Covering number 10) with clear doped and varnished Irish Linen lower surfaces. Metal cowling panels appear to have been painted a dark grey. Metal brackets and fittings were usually black. All surfaces exhibited a gloss appearance when new which would weather to a semi-gloss or matt finish in service.

Richard Alexander 2018

Wingspan:	Length:	Max Weight:	Max Speed:
42' 7" (13m)	27' 10" (8.5m)	2869lb (1301kg)	98mph (158kph)
No Manufactured:	Production:	Engine:	Ceiling:
4077 (including rebuilds)	August 1916 to late 1918	150hp RAF 4a air cooled V12	11,000' (3353m)
Armament:			
1x .303 (7.7mm) Vickers gun and 1x or 2x .303 (7.7mm) Lewis on Scarff ring. Up to 260lb (118kg) 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 - RAF RE.8 Windsock Datafile, JM Bruce, 1990 - The RE.8, Profile Publications, JM Bruce 1966
 Schedule for RAF Aeroplanes Type RE.8, D.385/1772 3/4/18 - The Royal Aircraft Factory, Paul R Hare, Putnam 1990 - 1914-18 Aviation Heritage Trust
 The Vintage Aviator LTD - Colin Owens - Krakow Museum, Poland - Private Collections

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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 decal (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

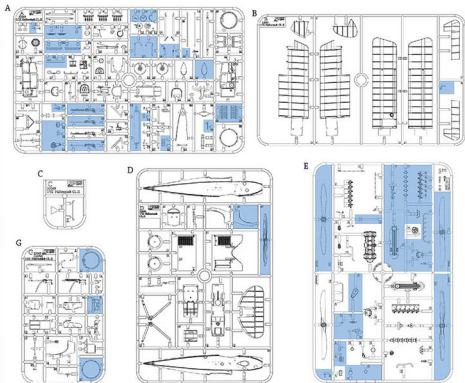


Paint Colour

	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 - matt	XF2	34	
k	Wood* - gloss	XF59*	93*	
l	Grey - matt	XF22	92	24159
m	Irish Linen - gloss	X2 (x10) + XF55 (x1)	22 (x10) + 148 (x1)	17886
n	Grey Green - matt	XF65	116	34159
o	Yellowish Grey - 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	Battleship Grey (BSG) dark - semi gloss	XF24 (x2) + XF74 (x1)	123	26081
v	Copper	XF6	12	
w	PC10 Dope (greenish) - semi gloss	XF62 (x2) + XF10 (x1)		26120
x	Unbleached Linen - matt	XF57	121	10475
y	Yellow - semi gloss	XF4	81	23481

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

Halberstadt Cl.II



Decals - Halberstadt Cl.II & RE.8 "Harry Tate"

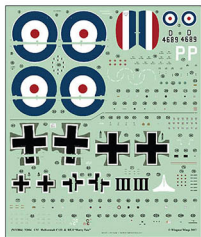
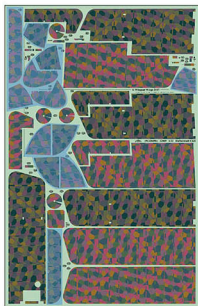
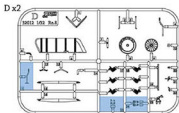
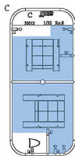
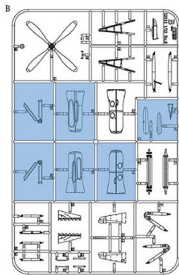
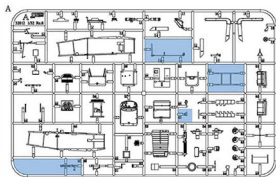


Photo Etch

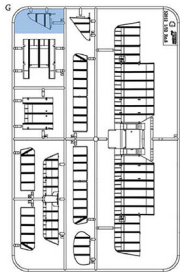
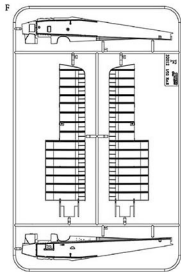
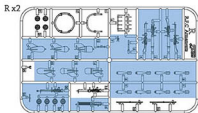
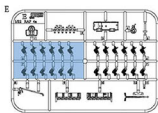


■ = Not Used

RE.8 "Harry Tate"

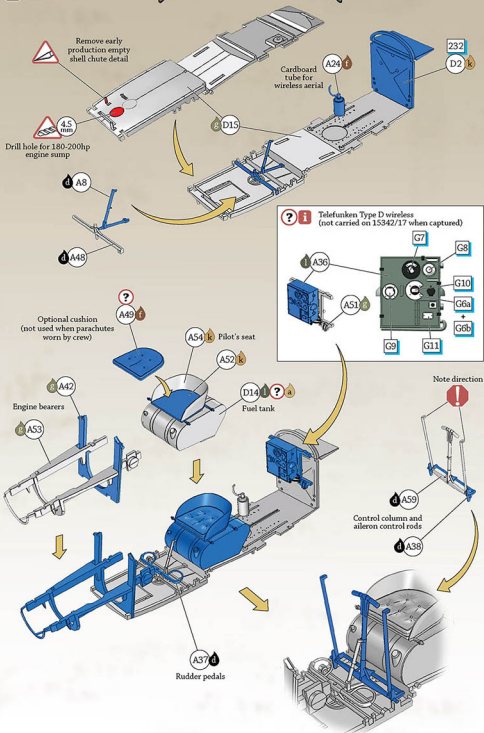


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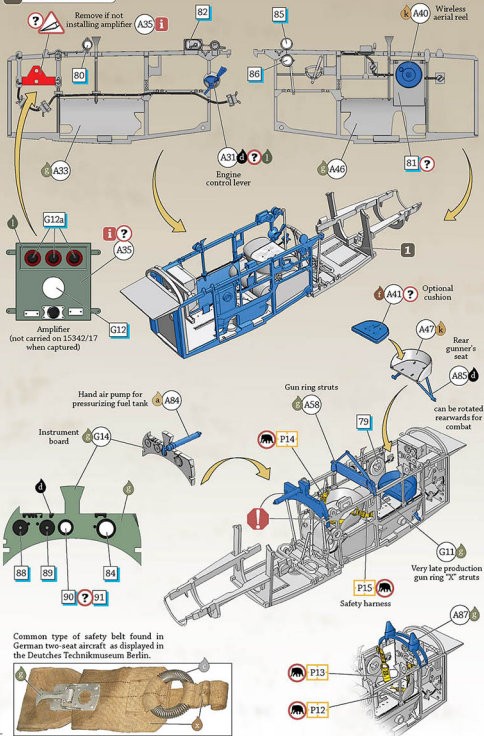


1 COCKPIT

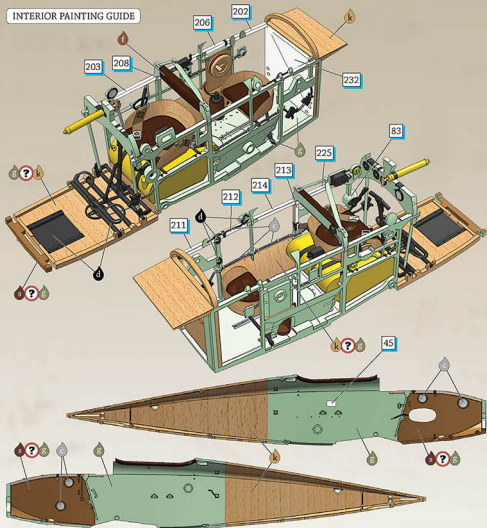
Halberstadt Cl.II 15342/17



2 COCKPIT continued

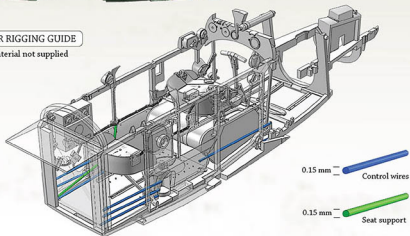


INTERIOR PAINTING GUIDE

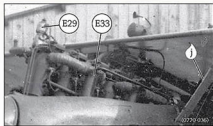
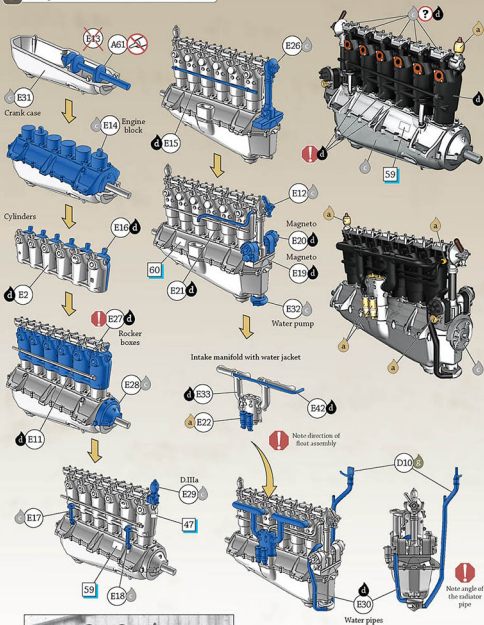


INTERIOR RIGGING GUIDE

Rigging material not supplied

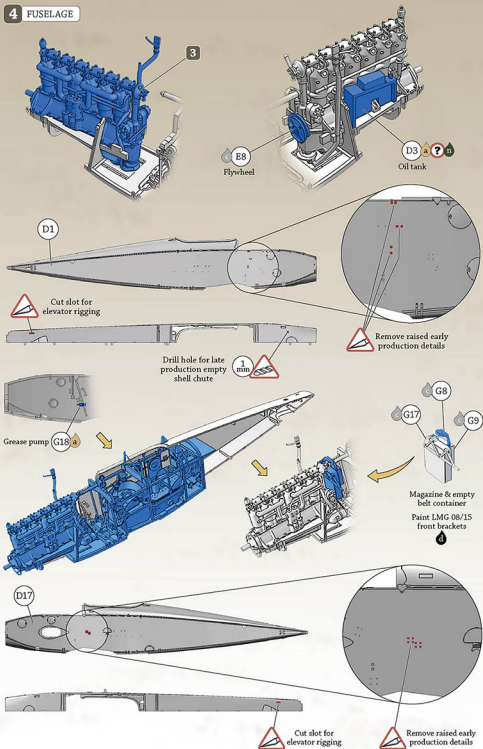


3 180hp DAIMLER-MERCEDES D.IIIa ENGINE

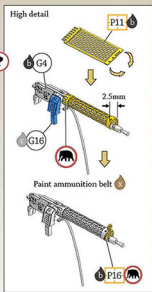
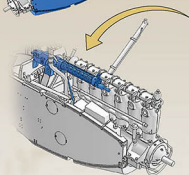
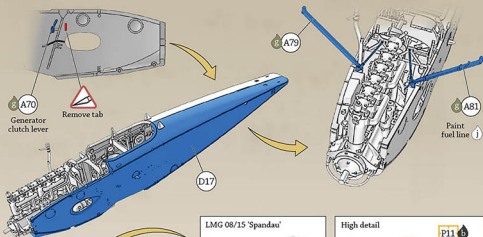


< 180hp Daimler-Mercedes D.IIIa engine detail from Royal Prussian Schlasta 13 Halberstadt CLII 15342/17. Note the water jacketed intake manifold more commonly associated with the 200hp Daimler-Mercedes D.IIIaa.

4 FUSELAGE



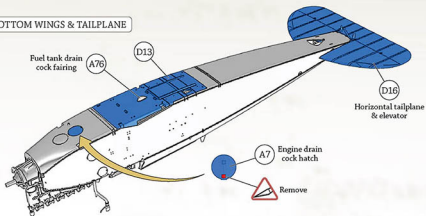
5 FUSELAGE continued



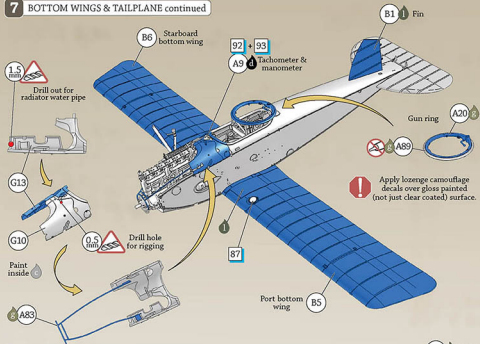
LMG 08/15 "Spandau" detail from an unidentified late production Halberstadt Cl.II from Royal Prussian Schlsta 21.



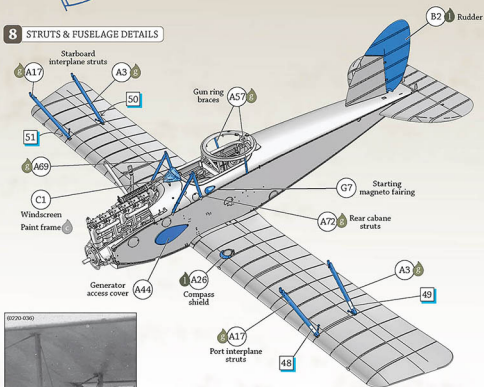
6 BOTTOM WINGS & TAILPLANE



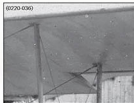
7 BOTTOM WINGS & TAILPLANE continued



8 STRUTS & FUSELAGE DETAILS

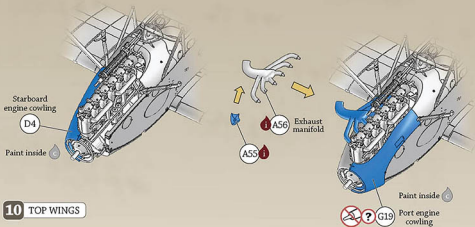


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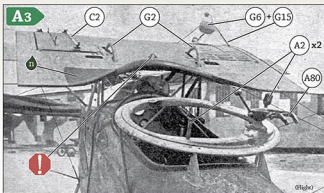
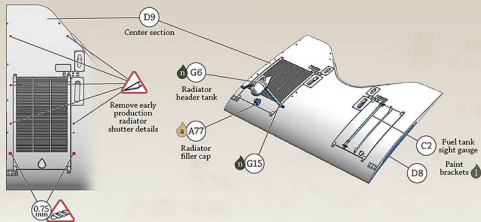


Port interplane strut detail from late production Halberstadt Cl.II 15342/17.

9 ENGINE COWLINGS & EXHAUST



10 TOP WINGS



Top wing centre section detail from Halberstadt Cl.II 15342/17 photographed during testing in the UK. Note the aileron control rods & horns (C2), Teves & Braun radiator with auxiliary header tank (G6 + G15), gravity fuel tank sight gauge (C2) and the remains of the rear view mirror mount indicating that a mirror (A80) may have been fitted at the time of capture. Also note the repainted/repaired patch.

11 TOP WINGS & UNDERCARRIAGE



> Radiator shutter detail from Halberstadt CLII 15342/17 photographed during testing in the UK. Note the aileron control rods (G2)



Late aileron control horns & rods

~~G2~~ 3rd

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

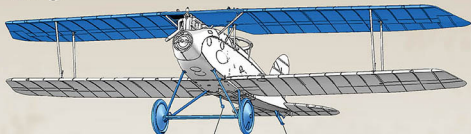
Starboard top wing B4 1st

Port top wing B3 2nd

Starboard aileron B7

Late radiator shutter G12

Port aileron B8



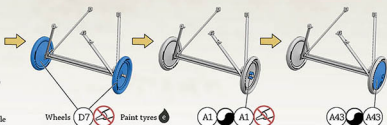
Wireless aerial tube (not carried on 15342/17 when captured)

~~A39~~ ?

Tail skid A25



Unfaired undercarriage axle



Wheels D7

~~Paint tyres~~

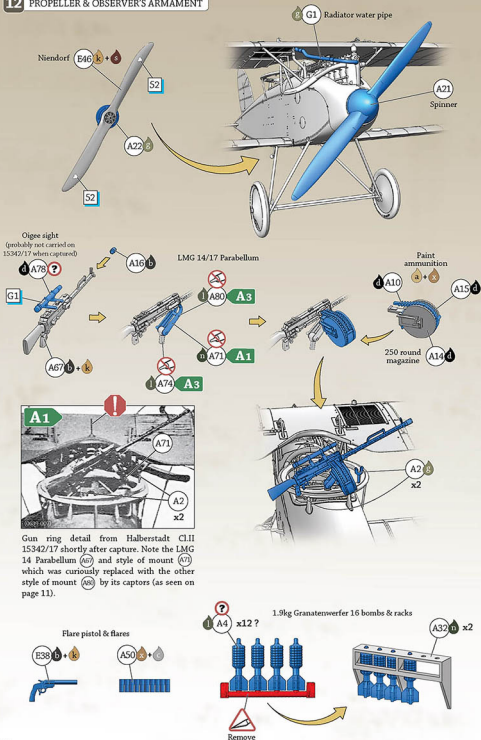
A1

A43



< Undercarriage detail from late production Halberstadt CLII "Marichen". Note the repair patches and suspension shock cord detail.

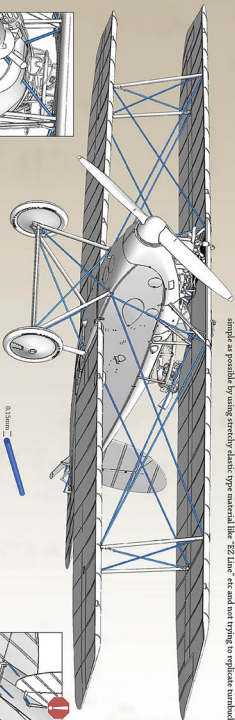
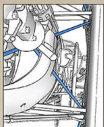
12 PROPELLER & OBSERVER'S ARMAMENT



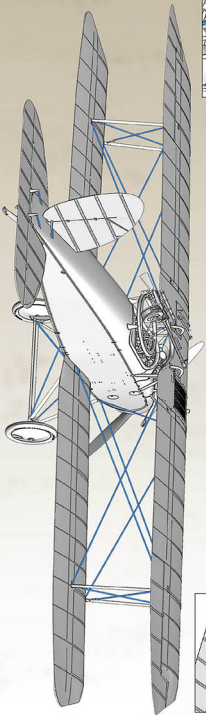
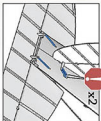
RIGGING GUIDE

Rigging material not supplied

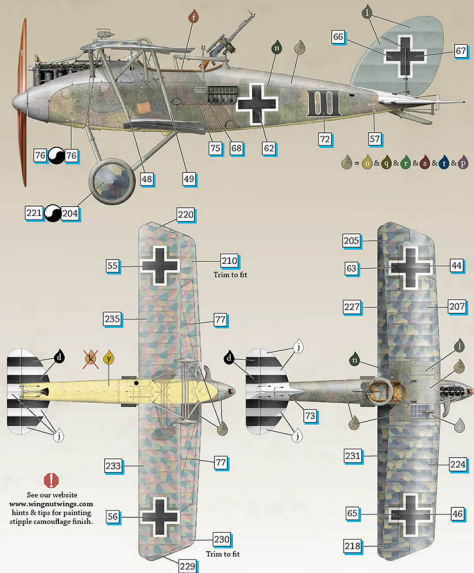
If you choose to install the rigging on your model please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm to remove paint and improve adhesion. Do yourself a favour and make the rigging as simple as possible by using stretchy elastic type material like "EZ Line" etc and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



0.15mm

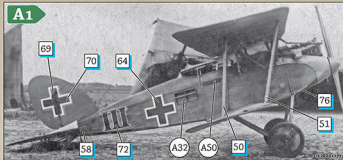


A1 Halberstadt Cl.II 15342/17 "III", Kuesler & Mullenbach, Schlasta 13, 9 June 1918.



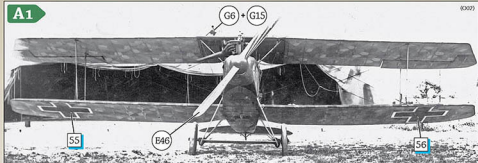
Halberstadt Cl.II 15432/17 "III" is from the 4th production order placed with Halberstadt in November 1917 for 200 aircraft (numbers 15300/17 to 15499/17) and was delivered to Royal Prussian Schlasta 13 shortly after it was completed on 14 April 1918. Halberstadt Cl.II 15432/17 is a late production aircraft with its forward firing LMG 08/15 "Spandau" mounted on the starboard side of the fuselage and was powered by a 180hp Daimler-Mercedes D.IIIa engine. It was being flown by the inexperienced crew of Kuesler and Mullenbach who were on their way back to their lines on 9 June 1918 when they were forced down and captured by the 3 Squadron AFC RE.8 "Harry Tate" of RC Armstrong & FJ Mart. Note the converted post April 1918 balkenkreuz markings and Roman numeral "III" individual aircraft marking (a feature of Schlasta 13 aircraft at this time). 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 Schlachstaffel 13 and tasked with infantry support. Halberstadt Cl.II 15432/17 was given the British capture number G/5Bde/16 and extensively tested, becoming the basis of a capture report published in Flight magazine on 10 October 1918.

A1



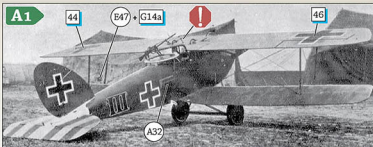
< Royal Prussian Schlsta 13 late production Halberstadt Cl.II 15342/17 "III" photographed shortly after capture. The ammunition drum (A32 + A33) and Oigee sight (A36) have already been removed. Note the converted post April 1918 balkenkreuz markings and 1.9kg Granatenwerfer 16 bomb rack (A37). The engine cowling stipple camouflage finish appears to have been applied directly over bare metal resulting in the bright reflective properties visible here.

A1



Front view of Halberstadt Cl.II 15342/17 "III". 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 for identification purposes.

A1



> Rear view of Halberstadt Cl.II 15342/17 "III" showing the tailplane markings, possibly of Schlachtgruppen A. A mount for a mirror can faintly be seen on the centre section.

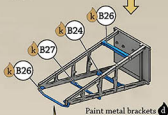
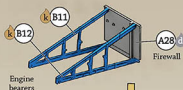
A1



< A crowd gathers around the recently captured Halberstadt Cl.II 15342/17. Note the Barograh (E47) still strung between the port interplane struts.

13 ENGINE BAY & FUSELAGE LONGERONS

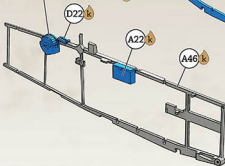
RE.8 D4689 "P" 3 Sqn AFC



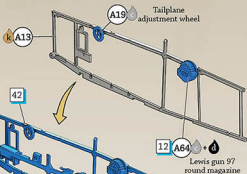
Lewis gun 97 round magazine



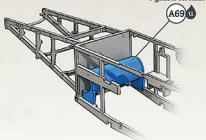
Paint morse transmitter key details



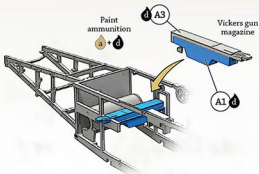
Front portion of fuselage, engine bay and frame members of The Vintage Aviator Ltd's static replica under construction. Note the colour of the wood and the black metal fittings. All following colour photos are of this beautifully built full scale static replica.



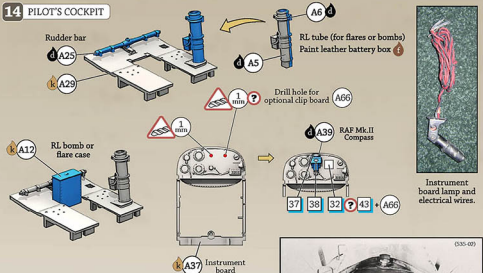
6 gallon oil tank



Pilot's cockpit interior details, note box for the Very pistol flares, interior colour of the linen fuselage covering, pilot's throttle and seat details. The compass visible in the upper right corner of the photograph is non-standard.



14 PILOT'S COCKPIT



Instrument board lamp and electrical wires.



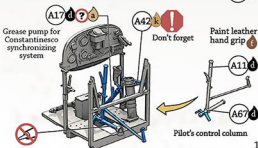
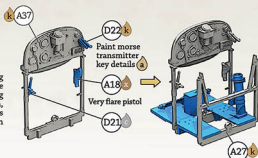
0335-079

Instrument board showing one style of arranging the instruments. Note the small lamps for illuminating the instruments when night flying, RAF Mk.II compass, Very flare pistol holster and tailplane trim wheel on the right. Uncommonly the mounting brackets for the Aldis sight are positioned on the left of the windscreen.



Further cockpit detail showing the pump for greasing the Constantinesco synchronizing system for the Vickers gun, painted black in these photos but frequently left in unpainted brass.

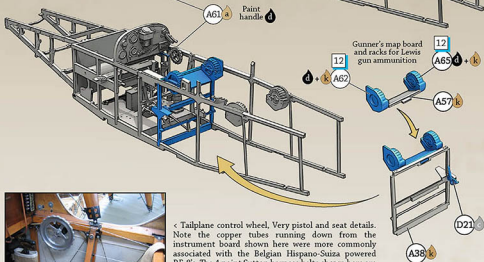
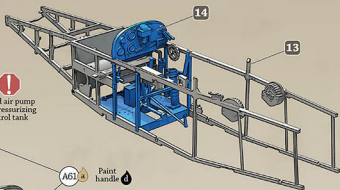
Pilot's control column and rudder bar details. Note the bottom of the main fuel tank, magazine for the pilot's Vickers gun and the wooden case for RL (Royal Laboratories) bombs and flares.



15 INTERIOR



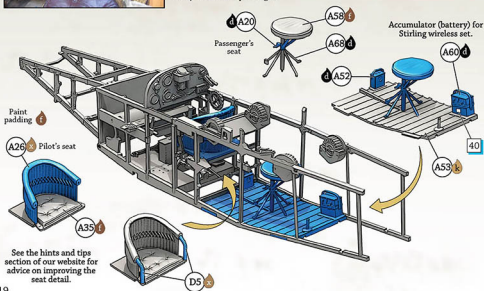
Hand air pump for pressurizing petrol tank



Gunner's map board and racks for Lewis gun ammunition



< Tailplane control wheel, Very pistol and seat details. Note the copper tubes running down from the instrument board shown here were more commonly associated with the Belgian Hispano-Suiza powered RE.8's. The 4 point Sutton harness belts shown here are more appropriate for very late, or between the wars, RAF aircraft and would not usually be fitted to the RE.8. It appears there was no provision in the RE.8 for a safety belt for the passenger.



Accumulator (battery) for Stirling wireless set.

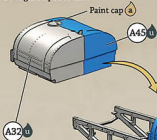
Paint padding **f**

A26 **x** Pilot's seat

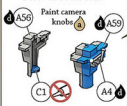
See the hints and tips section of our website for advice on improving the seat detail.

16 INTERIOR continued

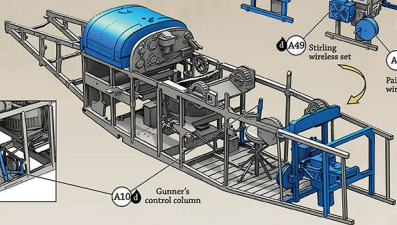
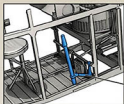
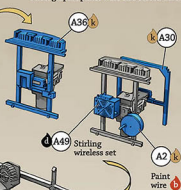
37 1/2 gallon petrol tank



? Camera Type L, probably not carried by D4689 on 9 June 1918.

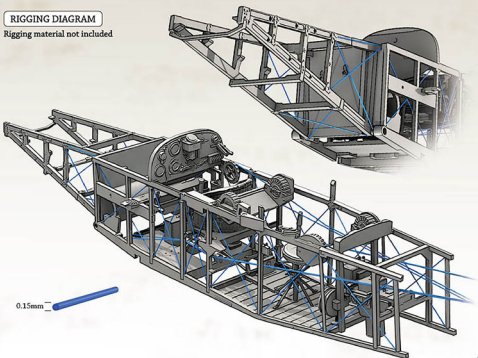


Paint Lewis gun magazines (d).
Photographic plates were also stored here.

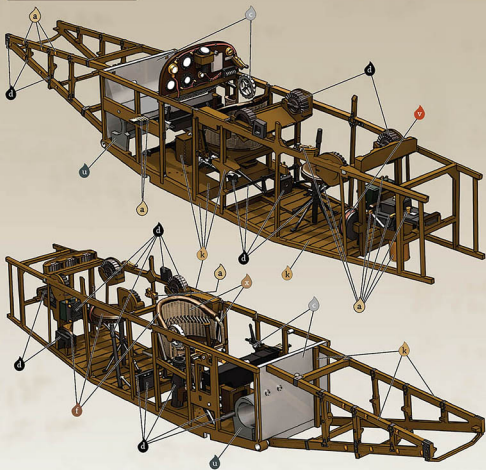


RIGGING DIAGRAM

Rigging material not included

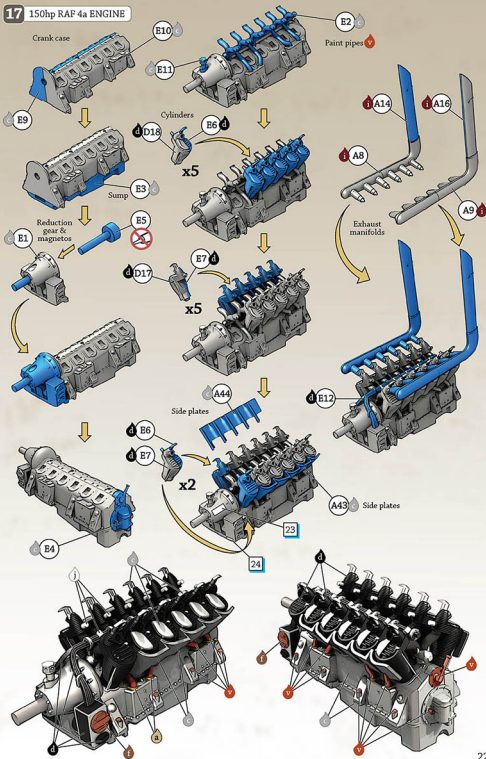


INTERIOR PAINTING GUIDE



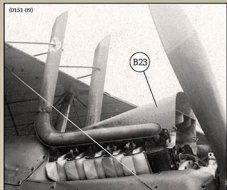
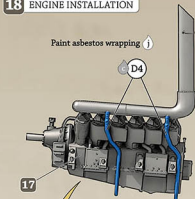
< Members of 3 Squadron APC pose with an unidentified RE.8 that is fitted with Holt lights and flare brackets for night flying. The pilot at far right is tentatively identified as Lt SG Brearley who flew RE.8 D4689 at least once in June 1918.

17 150hp RAF 4a ENGINE

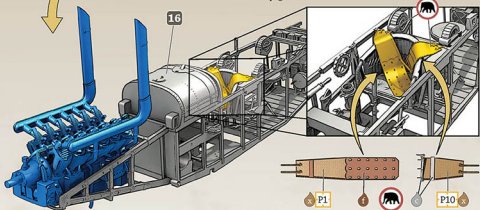


18 ENGINE INSTALLATION

Paint asbestos wrapping ⁱ

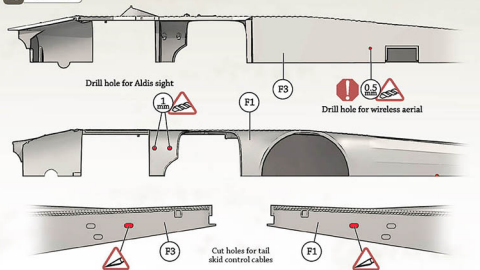


Designed to control the airflow around the cylinders of the air cooled RAF 4a, the "side plates" on this unidentified 3 Squadron AFC RE.8 appear to be unpainted aluminum. See also page 32.



Anneal P1 & P10 before painting to make them more flexible

19 FUSELAGE



Drill hole for Aldis sight



F1

F3



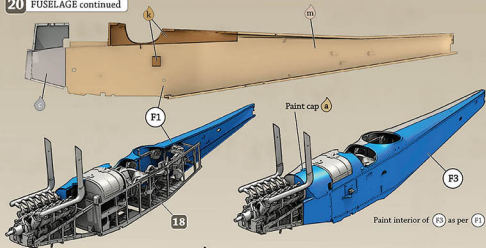
Drill hole for wireless aerial

F3

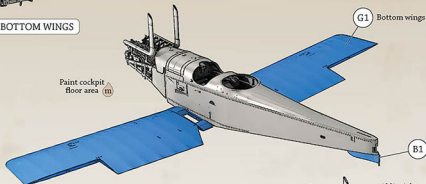
Cut holes for tail skid control cables

F1

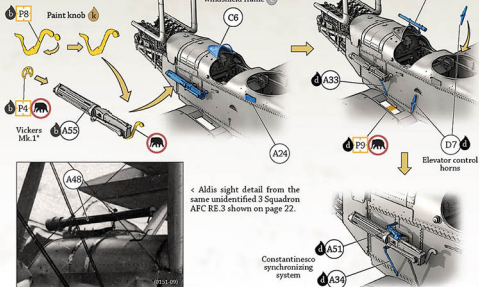
20 FUSELAGE continued



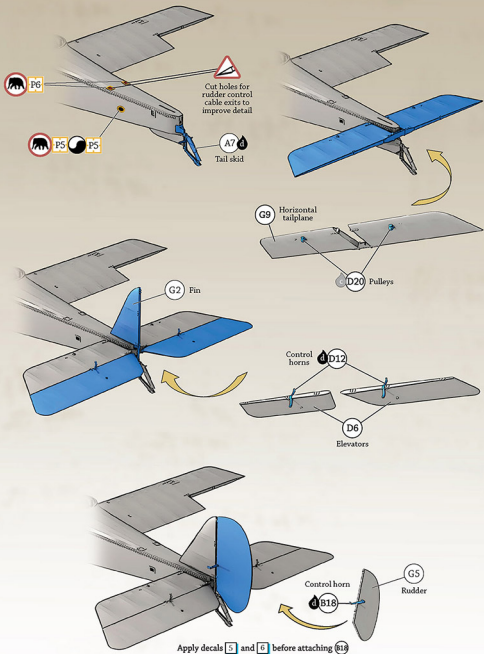
21 BOTTOM WINGS



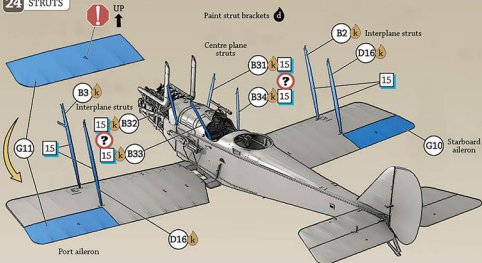
22 FUSELAGE DETAILS



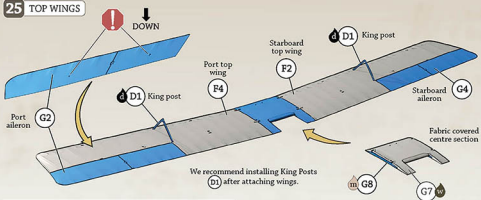
23 TAILPLANE



24 STRUTS



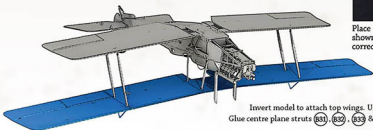
25 TOP WINGS



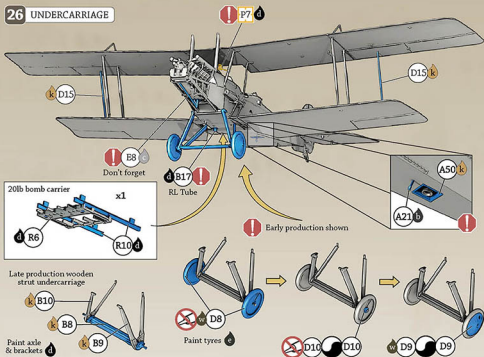
< Port aileron detail from RE.8 B2293. Note how the white outline of the cockade runs up to the edge of the aileron.



Place model in empty box lid as shown while the glue dries to ensure correct alignment of the wings.



26 UNDERCARRIAGE



Late wooden undercarriage from rebuild RE.8 H7139. Wooden undercarriage legs were usually left unpainted with black metal brackets. Note the heavily stained starboard wheel cover, possibly from oil spilled when filling the tank immediately above.



This crowd of Colonials appear to have been distracted by a horse or the chance of gambling and are doing their best to ignore this identified RE.8 in the Middle East. It has wooden undercarriage struts and Brown & Barlow carburettors with a Daimler built style cowling. Bomb carriers for four 20lb bombs are fitted under each wing. The unusually dark appearance of the engine cowlings indicate they have been painted in a PC10 equivalent as opposed to Battleship Grey. Note the propeller tips have been wrapped in linen and possibly painted Battleship Grey.

27 ENGINE COWLS & PROPELLER

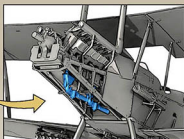
Brown & Barlow carburetor



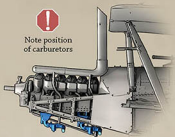
x2



Drill hole for more detail



Note position of carburetors



Daimler style undercowl



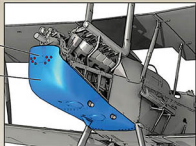
Drill holes for more detail



B13

Paint interior

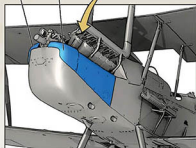
Drill holes for more detail



Paint interior

B15

B16



Daimler built cowl details for Brown & Barlow carburetors. Note the unpainted aluminium 'side plates' of the RAF 4A engine.

B23

B22



Paint interior

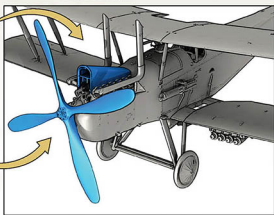
A54



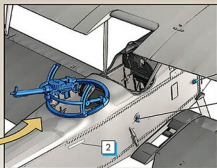
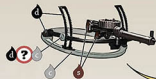
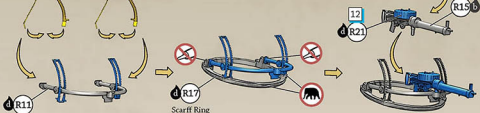
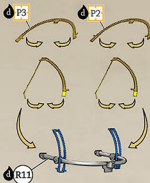
k + e

B19

B28

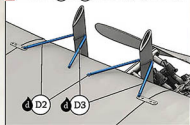


28 FINAL ASSEMBLY



Paint cap (a)
A23 (d)
A41 (d)

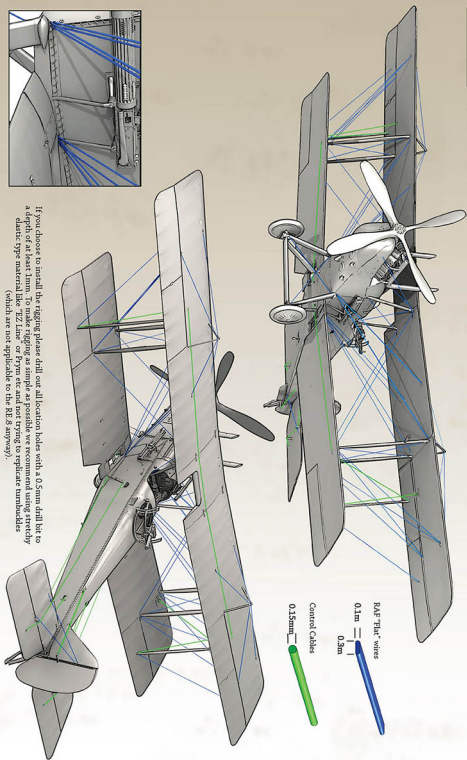
! Attach (D2) & (D3) before rigging the wings



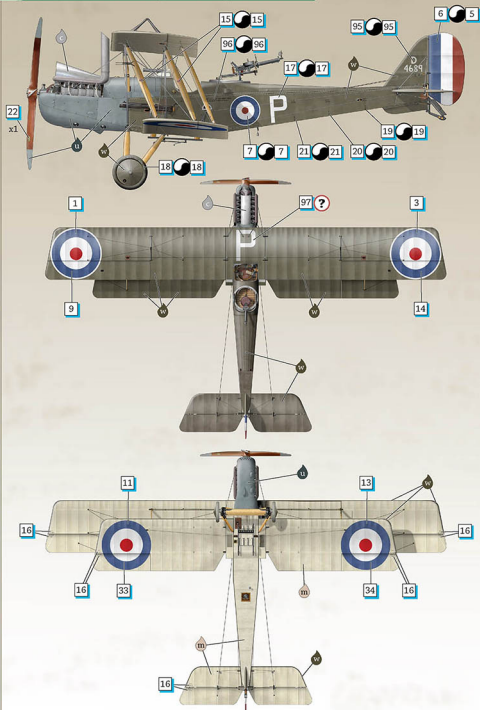
^ Scarff ring detail from RE.8 B2293 with a single Lewis Mk.II fitted as per D4869.



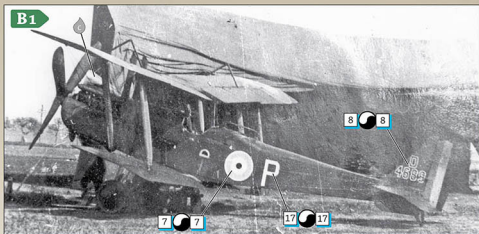
< Exhaust detail from RE.8 A2187 showing the "stay tubes" (D2) & (D3). It is important to attach these before rigging your model because they add considerable rigidity to the wings.



B2 RE.8 D4689 "P", RC Armstrong & FJ Mart, 3 Sqn AFC, 9 June 1918.



RE.8 D4689 is from a production order placed with the Standard Motor Co Ltd in December 1917 for 150 aircraft (numbers D4661 to D4810) and was delivered to 3 Squadron Australian Flying Corps (AFC) on 8 May 1918 where it was allocated to C Flight and given identification letter "P". For the remainder of the month RE.8 D4689 "P" was flown by 5 pilots (usually RC Armstrong, HS Foale & CG Williams) and 7 observers (usually LH Pretymann, JH Jeffery & AG Barrett) on 32 flights (including 10 Counter Attack Patrols, 10 Artillery Patrols, 5 Reconnaissance Patrols and 1 Photography Patrol), had 2 engine failures & forced landings, dropped 72 Cooper bombs and fired around 5500 rounds into ground targets.



RE.8 D4689 "P" is seen here relatively shortly after its arrival at 3 Squadron AFC as evidenced by the factory applied serial number **8** still on the fin. Note the dark appearance of the rear of the propeller blades and grey engine cowlings. The air scoop **807** + **823** appears to be unpainted.

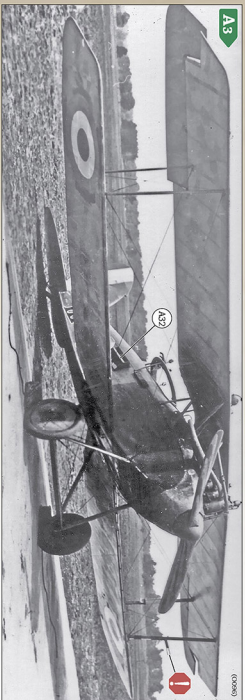
During June 1918 RE.8 D4689 was flown by 6 pilots (usually HS Foale, RC Armstrong or AH Penhall) and 9 observers (usually LH Pretymann & BF Rountree) on 32 flights (including 14 Artillery Patrols, 5 Counter Attack Patrols, 3 Reconnaissance Patrols, 2 Contact Patrols and 2 Photography Patrols), dropped 108 Cooper bombs, fired around 5100 rounds into ground targets and captured 1 enemy aircraft. In the late morning of 9 June, Roderick Charles Armstrong & Frank Jelly Mart were returning from an Artillery Patrol when they spotted Halberstadt CL.II 15342/17 "III" from Schlasta 13 over Querrieu making its way back towards the German lines. Armstrong & Mart blocked the retreat of the Halberstadt and, without needing to firing a shot, managed to bring it down intact on the 3 Squadron aerodrome. Film footage of RE.8 D4689 "P" taken within days of this action shows that the serial number had been roughly repainted on the fin as per **35**. It is not confirmed if the identification letter **87** was repeated on the centre section as per the practice on other 3 Squadron aircraft at this time. A 20lb bomb carrier was fixed under the fuselage but the usual 4 Cooper bombs do not appear to have been carried on this particular patrol. From the 2nd week in June the bomb carrying equipment on D4689 was changed to allow up to 6 Cooper bombs to be fitted.

During July 1918 RE.8 D4689 was flown by 8 pilots (usually HS Foale, SG Brearley, FM Lock, RC Armstrong & DF Dimsey) and 7 observers (usually BF Rountree, AG Barrett & JE Chapman) on 32 flights (including 14 Artillery Patrols, 6 Counter Attack Patrols, 5 Reconnaissance Patrols, 3 Photography Patrols and 1 Contact Patrol), dropped 90 Cooper bombs and fired around 6000 rounds into ground targets. On 30 July 1918 DF Dimsey and JE Chapman crash landed D4689 after returning from an Artillery Patrol, they were OK but the aircraft was written off early the following month. RE.8 D4689 "P" was worked hard during its short 3 month service life at 3 Squadron AFC, being flown by 9 pilots & 12 observers on 96 flights (almost all of which were over enemy territory), dropping 270 Cooper bombs and firing around 16600 rounds into ground targets. Read more about 3 Squadron AFC on the excellent Australian War Memorial museum website (www.awm.gov.au/collection/AWM4/8/6/).



An unidentified 3 Squadron AFC RE.8 "F" is seen undergoing maintenance in October 1918. Note the removed undercowl.

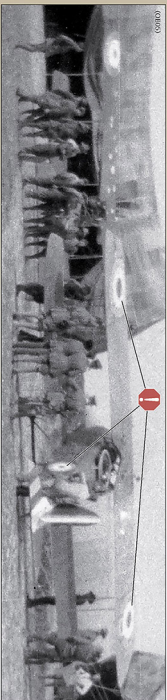
A3



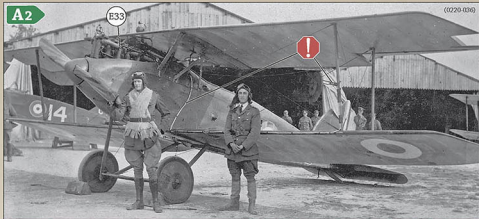
(00096)

A photograph of Halberstadt C.III 15342/17 "TII" believed to have been taken during testing after its arrival at Lyme in the UK on 19 July 1918. Note that the gun ring has been reinstalled but the mount for the Parabellum machine gun has been replaced with a different type compared to what was on 15342/17 when it was captured.

(00100)



Halberstadt C.III 15342/17 repainted with RAF cockades which would have been carried out prior to any test flying. On 12 June 1918 it was tested for performance against a 48 Squadron Bristol Fighter and again on 15 June in a mock combat and the Halberstadt was reported by 48 Squadron Commanding Officer Keith Park to be inferior by all measures taken. An unidentified and heavily battle scarred and patched up BE.8 can be seen in the background.



Halberstadt CL II 15342/17 'III' equipped with British instruments. The gun ring has been removed, possibly in preparation for its departure flight to the UK on 16 June 1918 (piloted by SG Brearley who, coincidentally, flew RE.8 D4689 at least 4 times). Compare the appearance of the engine cowlings and underside of the wings with the photo on page 16. The AFC airmen seen here looking rather pleased with themselves are believed to be the victorious Roderick Charles Armstrong (left) and Frank Jelly Mart (right). A Bristol Fighter '14' can be seen in the background, possibly the 48 Squadron aircraft used in the comparison test flights.



32804 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.



32804 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 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 richardwingnutwings.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 to the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later. He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

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



32804	1/32 Halberstadt Cl.II & RE.8 "Harry Tate"	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
0132012A	A parts	1
0132012B	B parts	1
0132012C	C parts	1
0132012D	D parts	2
132E0007	E parts RAF 4a Engine	1
0132012F	F parts	1
0132012G	G parts	1
132R0001	R parts RFC Armaments	2
0132804P	Photo-etched metal parts	1
7132804	Instructions	1
9132804	Decals	1
9132804a	Decals	1
9132049b	Lozenge decals	1

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



32036 - 1/32 AMC DH.9



32803 - 1/32 Sopwith E1 Camel & LVG C.VI



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

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