

# Arado Ar 68 & 96B 60" and 86" Wing Span

Arado AR-68

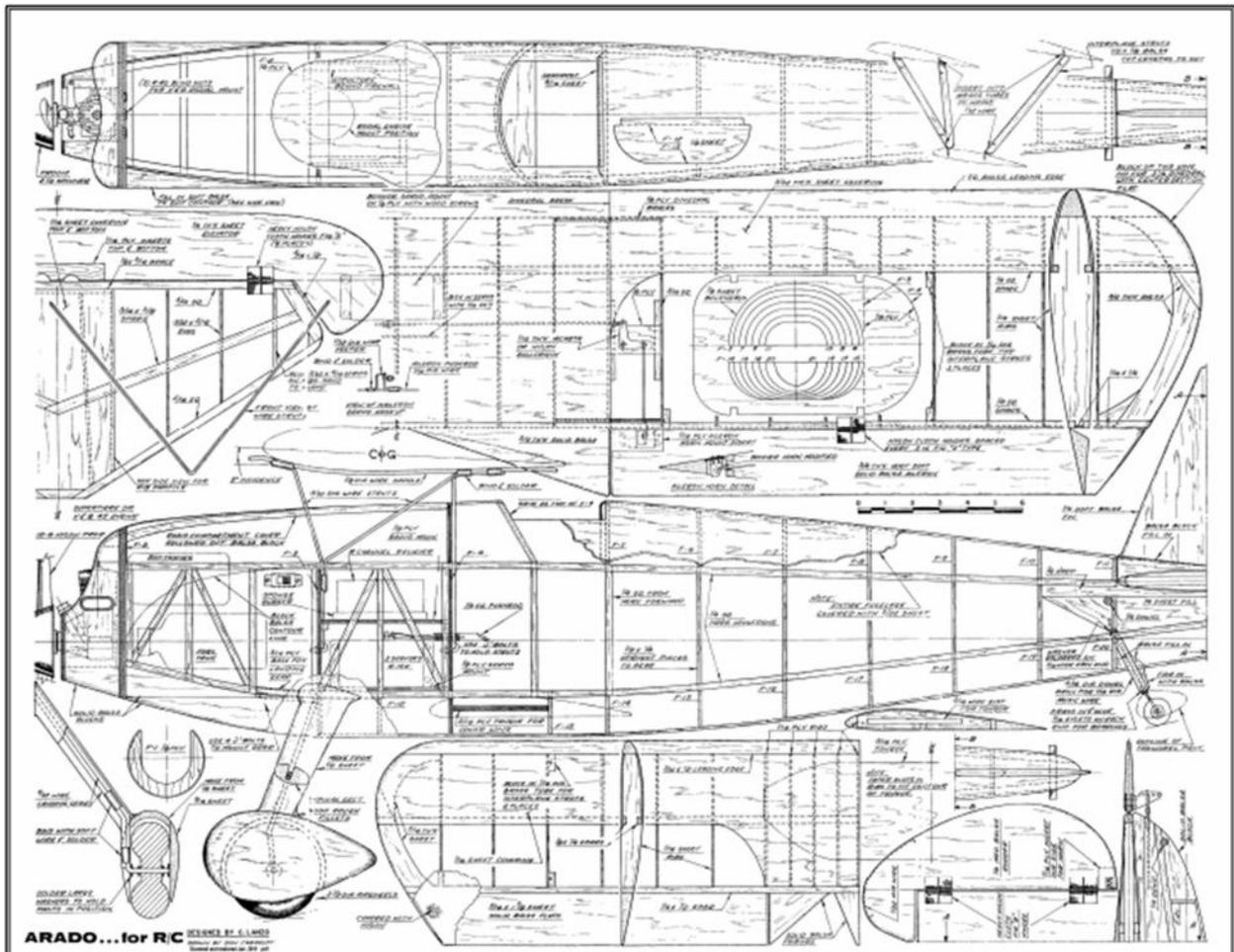


Arado 96-B



## Arado Ar 68

The **Arado Ar 68** was a single-seat [biplane fighter](#) developed in the mid-1930s. It was among the first fighters produced when [Germany](#) abandoned the restrictions of the [Treaty of Versailles](#) and began rearming.



# Arado Ar 68 & 96B 60" and 86" Wing Span

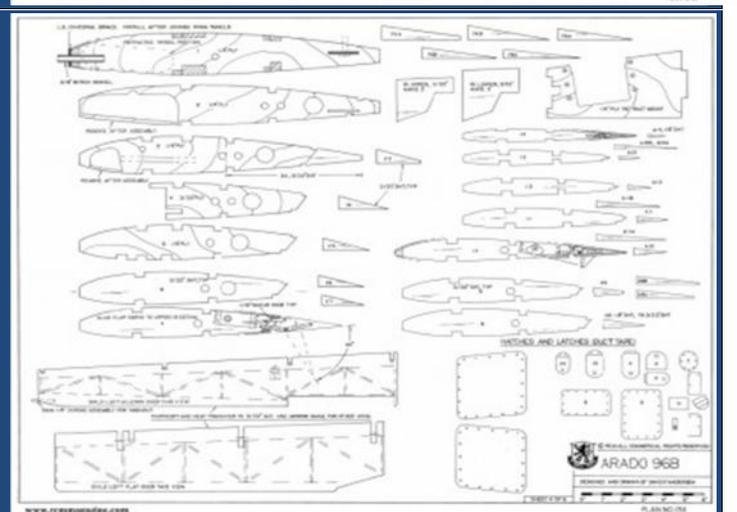
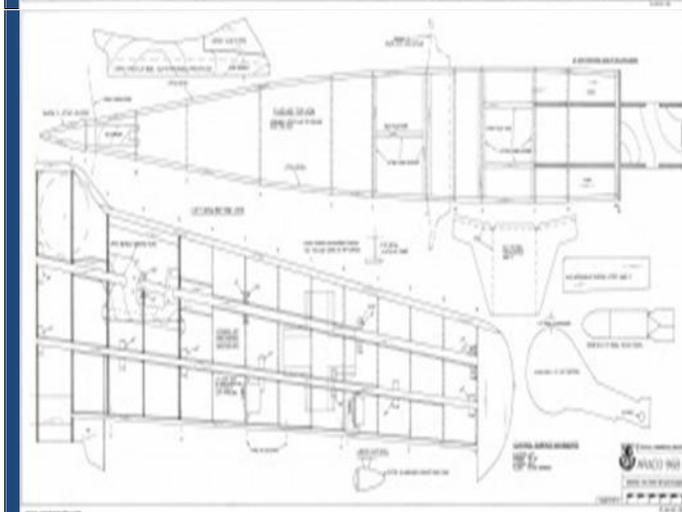
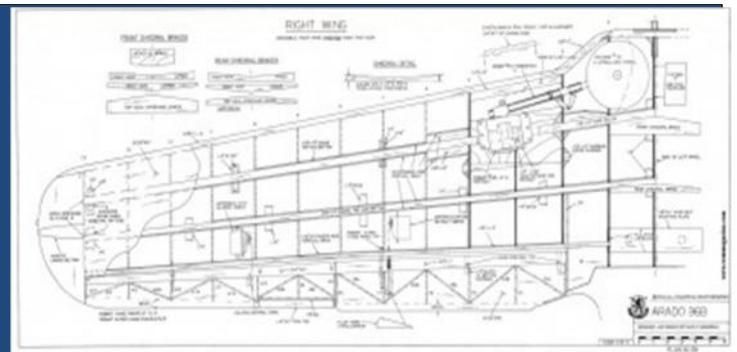
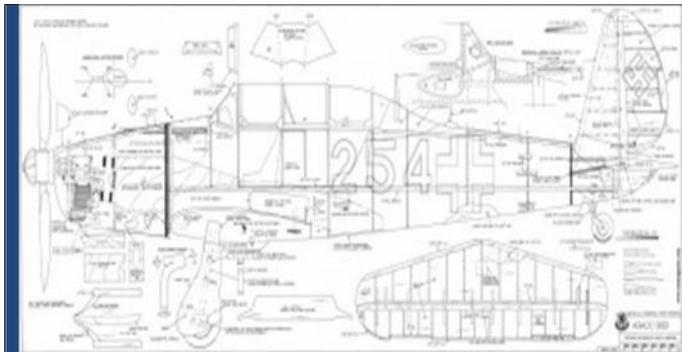
## Design and development

Designed to replace the [Heinkel He 51](#), the Ar 68 proved to have admirable handling characteristics on its first flight in early 1934, despite Arado's inability to secure a sufficiently powerful engine for the [prototype](#). Eventually, a [Junkers Jumo 210](#) was installed and the Ar 68 went into production, though not before worries about the unforgiving nature of such a high-performance aircraft almost resulted in the cancellation of the project.

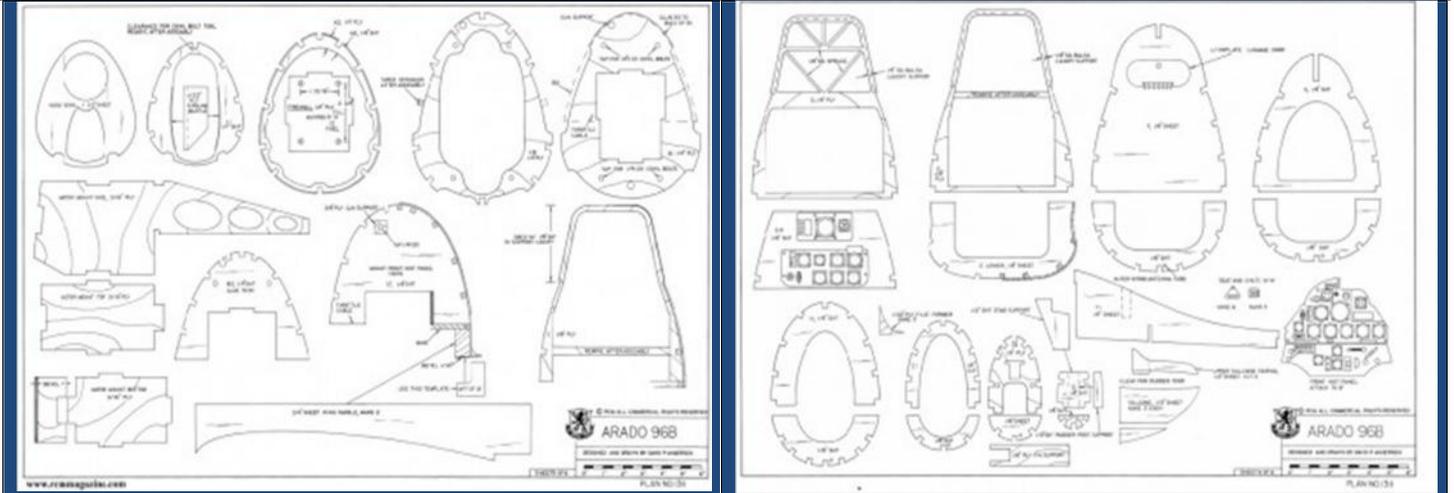
The Ar 68 entered service with the [Luftwaffe](#) in 1936 and one of the first units was stationed in [East Prussia](#). Soon, the fighter was sent to fight in the [Spanish Civil War](#), where it was outclassed by the stumpy [Soviet Polikarpov I-16](#). Arado responded by upgrading the engine of the Ar-68E, which soon became the [Luftwaffe](#)'s most widely-used fighter in 1937-8 before being replaced by the [Messerschmitt Bf 109](#). The last Ar 68s served as [night fighters](#) and fighter-trainers up to the winter of 1939-40.

## Arado Ar 96

**Arado Ar 96** was a [German](#) single-engine, low-wing [monoplane](#) of [all-metal](#) construction produced by [Arado Flugzeugwerke](#). It was the [Luftwaffe](#)'s standard advanced [trainer](#) during [World War II](#).



# Arado Ar 68 & 96B 60" and 86" Wing Span



## Design and development

Designed by [Walter Blume](#) as the result of a 1936 [Reich Air Ministry](#) tender, the [prototype](#), powered by a 179 kW (240 hp) [Argus As 10c engine](#), first flew in 1938. In 1939, an initial batch of Ar 96A aircraft was produced. This was followed by the major production series, the more powerful Ar 96B, fitted with the [Argus As 410](#) engine.

## Operational history

The Ar 96 was used for advanced, night and instrument flying training.

Shadow production was undertaken by [Letov](#) and the [Avia](#) factory in occupied [Czechoslovakia](#), where manufacturing continued for some years after the war, being designated C-2. A wooden version known as the Ar 396 was built in [France](#) and was designated SIPA SS.11. Further developments were the SIPA 111 (armed version), and SIPA S-12, a metal version. 58 Machines were produced until 1958. The S.11 was operated with some success in Algeria carrying [machine guns](#), rockets and light bombs. Famously, during the evening of 28 April, 1945, pilot [Hanna Reitsch](#) flew then-Luftwaffe head Generaloberst [Robert Ritter von Greim](#) out from Berlin under Soviet fire in an Arado Ar 96 trainer from an improvised airstrip in the Tiergarten.