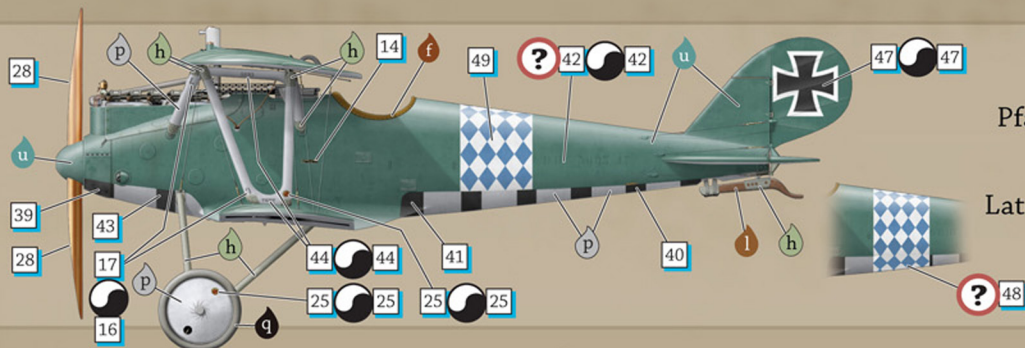


30020

1/32

Pfalz D.IIIa

Flying Circus part 2

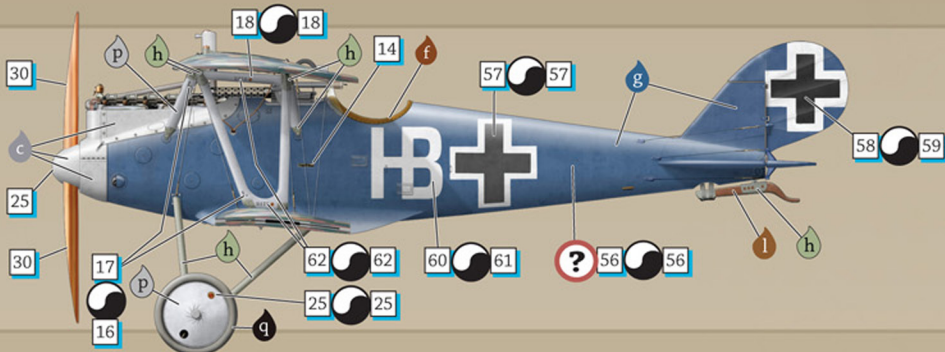


A

Pfalz D.IIIa 5895/17,
Franz Hailer,
Jasta 29,
Late 1917- early 1918

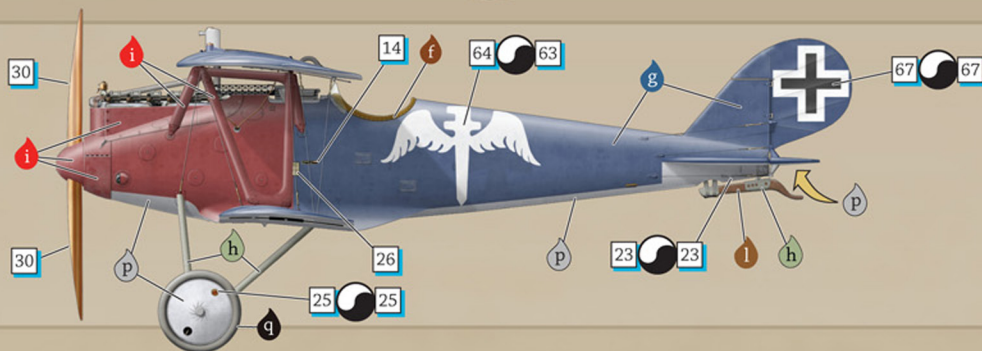
B

Pfalz D.IIIa 8170/17,
Hans Böhning,
Jasta 79b,
June 1918
(17 victories)



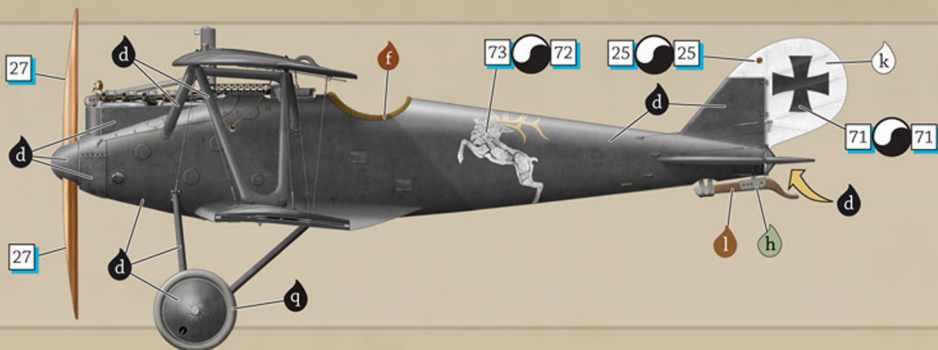
C

Pfalz D.IIIa,
Rudolf Berthold,
JGII,
June 1918
(44 victories)



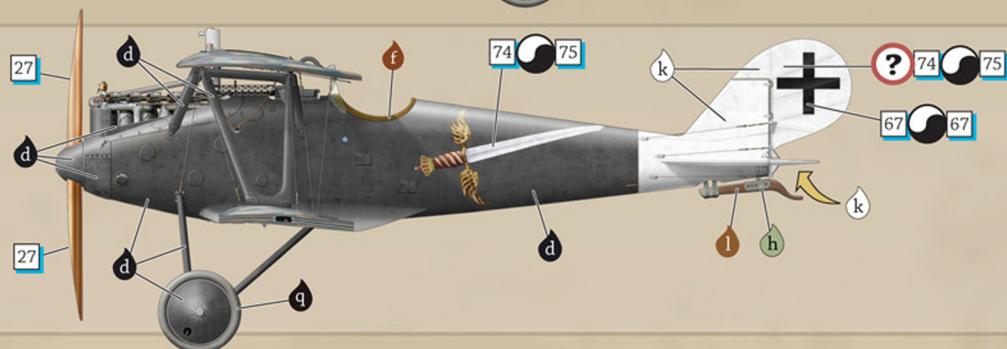
D

Pfalz D.IIIa,
Carl Degelow,
Jasta 7,
March 1918
(30 victories)



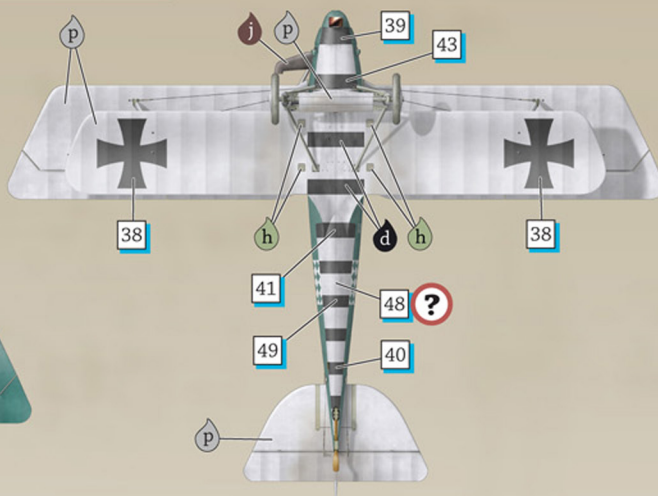
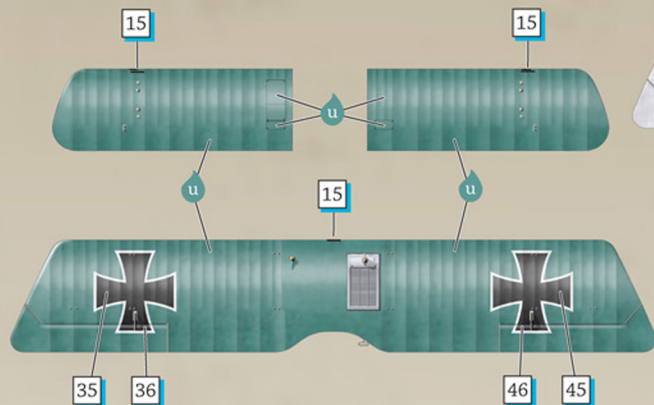
E

Pfalz D.IIIa,
Werner Hertel,
Jasta 40s,
July(?) 1918



A Pfalz D.IIIa 5895/17, Franz Hailer, Jasta 29, Late 1917- early 1918

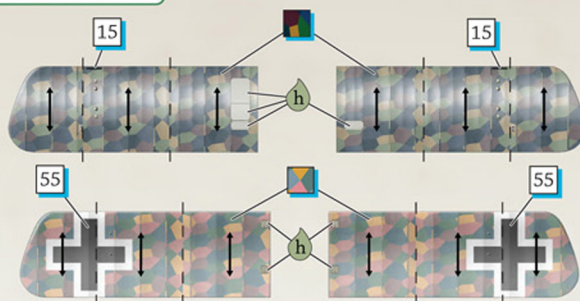
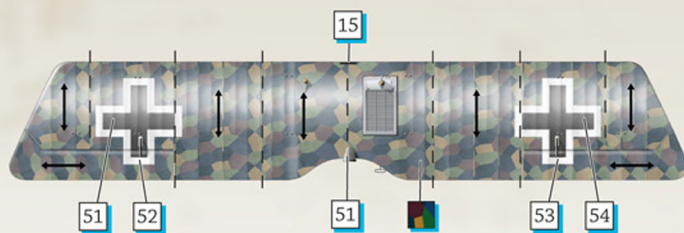
Use optional parts (A46, A47, A57, A58, A60, D9, E4 & E46)



Franz Hailer served in two-seater units and administrative roles so what he is doing sitting in this Jasta 29 Pfalz D.IIIa 5895/17 is anyone's guess. Perhaps the opportunity to be photographed in a fellow Bavarian's fighter aircraft was too much to resist. Note that the wing strut has had its '5895' and 'R' stencils (and probably the Pfalz factory decal) applied upside down and that the forward fuselage Jasta 29 green appears shinier than the rest of the fuselage. The dark fuselage with black banded undersides is an identifying feature of Jasta 29 Pfalzs, the dark colour being confirmed as green from the captured Jasta 29 Albatros D.Va 5390/17 preserved in the Australian War Memorial Museum.

B Pfalz D.IIIa 8170/17, Hans Böhning, Jasta 79b, June 1918 (17 victories)

Use optional parts (A12, A60, C2, D1, D2, D9, D16, D17, E1, E4, E40 & E41)

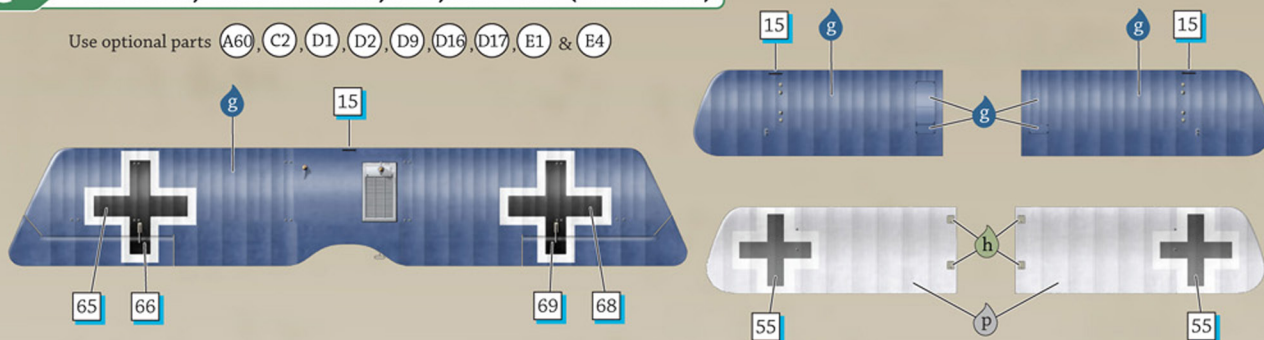


Hans Böhning strikes a famous pose in front of his Royal Bavarian Jasta 79b Pfalz D.IIIa 8170/17. Careful examination of this photo shows that the 'HB' was achieved by penciling the design onto a white(?) base coat with the blue being painted around the letters. Note the flare rack and pistol under the cockpit and clock fixed to the left of the instrument board. The 2nd photo shows 8170/17 having its previously converted balkenkreuz updated following further revisions to German national markings issued in May 1918. Hans had two Jasta 79b Pfalz D.IIIa marked this way with the other machine featuring subtle differences in the relationship between the fuselage cross and darker toned 'HB', which may have been achieved by the same technique but over the Pfalz silver grey finish. Born in Bavaria on 6 July 1893, Hans Böhning served in the artillery before transferring to the air service in early 1917 where he served with FA(A) 290, Jastas 36, 76b, 79b and 32b (which he commanded for the last 11 days of the war). Hans survived the Great War with a total of 17 victories to his credit but died in a sailplane accident in 1934. He was 41.



C Pfalz D.IIIa, Rudolf Berthold, JGII, June 1918 (44 victories)

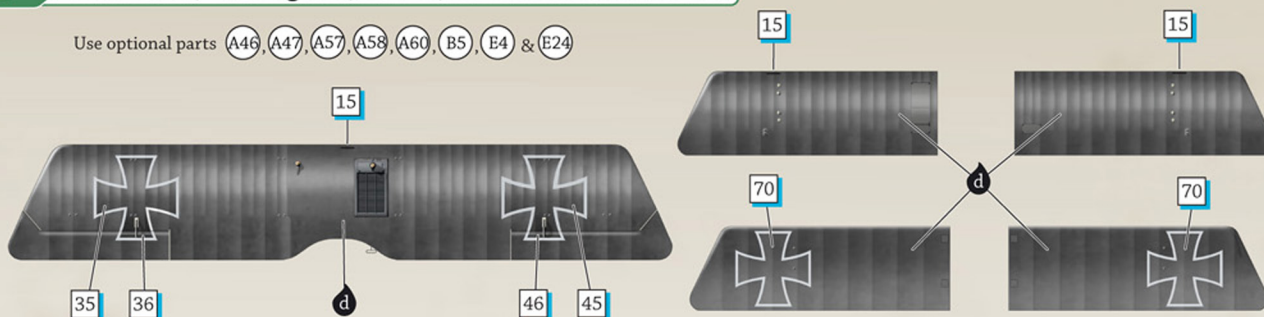
Use optional parts (A60, C2, D1, D2, D9, D16, D17, E1 & E4)



Rudolf Berthold's Pfalz D.IIIa features the classic 'Berthold' red and blue fuselage markings he brought with him from Jasta 18. It says a lot for the quality of the Pfalz D.IIIa that when Rudolf Berthold was made commander of JGII (Jagdgeschwader II) in March 1918 he preferred to keep flying one even though most of his contemporaries preferred the Albatros D.Va. Rudolf joined the infantry in 1910 but took flying lessons and joined the air service when war broke out. He served as an observer in two-seaters before piloting Fokker and Pfalz Eindeckers. He formed Jasta 4 in August 1916 and commanded Jasta 14 from October 1916 and Jasta 18 in August 1917. When he took command of JGII in March 1918 he famously 'swapped' the personnel and equipment of Jastas 18 and 15 so that he would retain command over his trusted Jasta 18 comrades (Jasta 15 being part of JGII). It is worth mentioning that his various periods of command were frequently interrupted by time spent recuperating from wounds received in action. He was killed by communist revolutionaries on 15 March 1920 just 9 days before his birthday, supposedly being strangled with the ribbon of his Blue Max. Rudolf was 28.

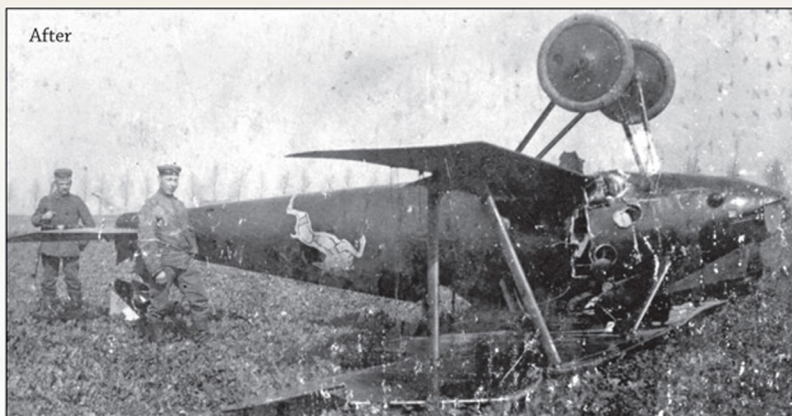
D Pfalz D.IIIa, Carl Degelow, Jasta 7, March 1918 (30 victories)

Use optional parts (A46, A47, A57, A58, A60, B5, E4 & E24)



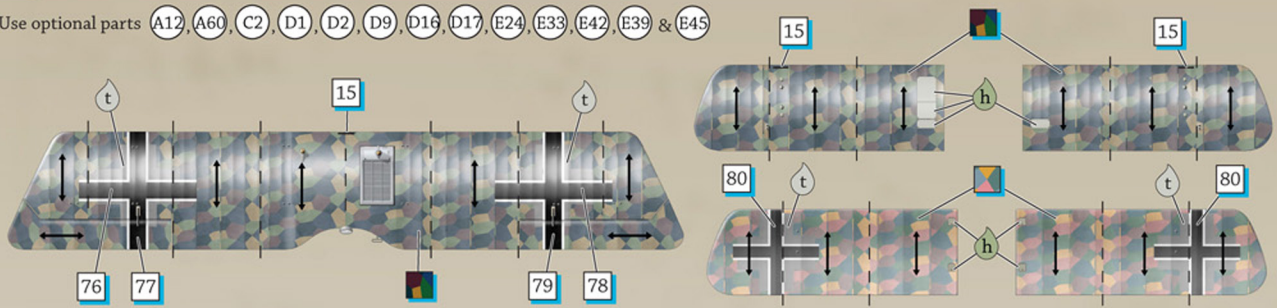
Carl Degelow's all black early production Pfalz D.IIIa is seen here as it appeared in a mixed line up of Albatros D.V, D.Va and Pfalz D.IIIa at Jasta 7. His fuselage features the white stag logo of "Dr. Lahmann's Sanatorium" in Dresden, where he had spent time recuperating from an arm wound he received in 1915 while serving in the infantry. Note how the Jasta 7 black paint has been applied around the wing crosses leaving the silver-grey

factory finish as the border. This appears to have been a more common occurrence than previously thought, therefore many depictions of white borders around Eisernes Kreuz on highly decorated Pfalz D.III and D.IIIas may be in error and should probably be depicted as Pfalz silver grey. Exceptions to this would include aircraft covered in lozenge fabric, white rudders and white paint used to convert Eisernes Kreuz to straight armed balkenkreuz. The 2nd photo is thought to depict this same aircraft after his crash landing on 23 March 1918. Carl Degelow worked in America before the war but returned home and served in the infantry when war broke out. He transferred to aviation in 1916 and served in FA216 in early 1917 and then Jasta 36 (briefly and ignominiously) before arriving at Jasta 7 in August 1917. In May 1918 he transferred to Jasta 40 (taking a similarly marked later production Pfalz D.IIIa with him) which he would command from 11 July until the Armistice. He was the last airman to receive the Blue Max. During the Second World War he served in the Luftwaffe until 1941 when he returned to civilian life in the cement industry. Carl Degelow died on 9 November 1970 aged 79.





E Pfalz D.IIIa, Werner Hertel, Jasta 40s, July(?) 1918

Use optional parts (A12, A60, C2, D1, D2, D9, D16, D17, E24, E33, E42, E39 & E45)



Werner Hertel's Pfalz D.IIIa features the all black fuselage markings of Degelow's Royal Saxon Jasta 40s and his beautifully rendered personal marking of a flaming sword, repeated later on his Fokker D.VII (OAW). Note the rear view mirror (E39) and that the engine side cowlings have been cut down to aid cooling. Photos in Osprey's Pfalz Scout Aces of WW1 confirm that the wings were covered in lozenge fabric and an anemometer (E41) was fixed to the front left wing strut. The Albatros D.Va in the background appears to have a similar sword design while the early production Fokker D.VII (Alb) in the foreground features an eagle clutching a regimental standard. Unfortunately little is known about Werner's history other than he joined Jasta 40 in April 1918 and remained there until the Armistice recording no confirmed victories.



	All Colours	Tamiya	Humbrol	Misterkit
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
f	Leather - semi gloss	XF52	62	
g	Blue - semi gloss	XF8	25	
h	Interior Grey Green - matt	XF76	90	
i	Red - gloss	X7	19	
l	Light Wood - gloss	XF59	93	
k	White - semi gloss	XF2	34	
p	Silver Grey - semi gloss	XF16(x2) + XF19(x1)	27001(x2) + 64(x1)	GC17
q	Rubber - matt	XF69	66	
t	Light Grey - matt	XF19	64	GC03
u	Jasta 29 green - semi gloss	X28(x1) + XF8(x1)		
	 Decal 30001 5 Colour Upper Lozenge - available separately			
	 Decal 30002 5 Colour Lower Lozenge - available separately			

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