

Pfalz D.IIIa

8047

1:48 SCALE PLASTIC KIT



DUAL COMBO!



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FIRST, A FEW WORDS

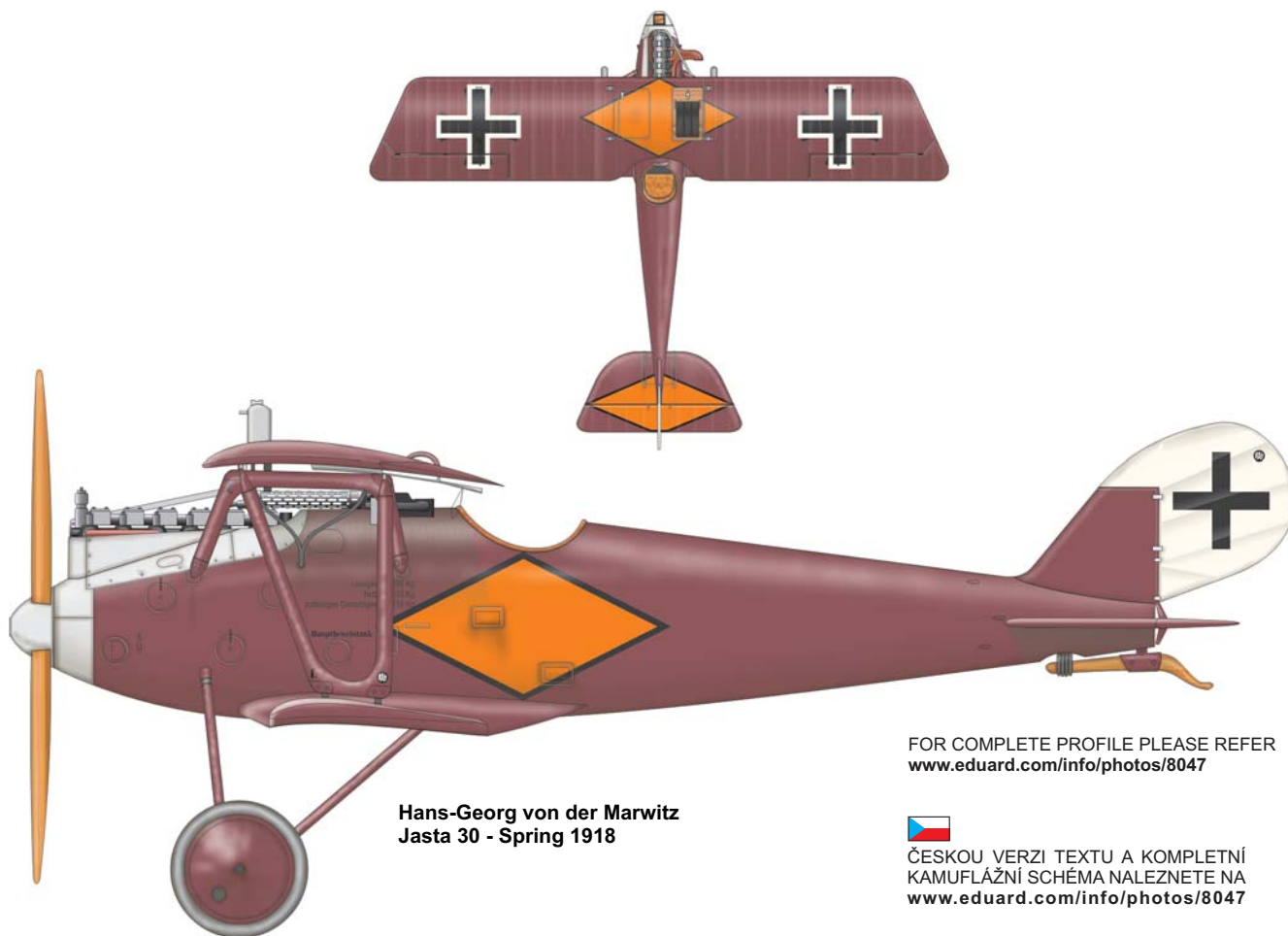
Pfalz D.III was, together with the Albatros D.V and Fokker Dr.I, one of the three main classic German dog-fighters from Fall 1917 until the Summer 1918, when all of them were replaced by the excellent Fokker D.VII. Pfalz D.IIIa was a development of its predecessor, the Pfalz D.III. D.IIIa had improvements such as new wing, new tail, better located armament (two LMG 08/15 machine guns in front of the cockpit), and a new 180 HP Mercedes D.IIIa engine. Altogether, 750 Pfalz D.IIIa's were produced, and when they were replaced by Fokker D.VII's, they continued in service with training units.

Wing span	9,40m	Empty weight	690kg
Length	6,95m	Take-off weight	922kg
Height	2,67m	Max. speed	164km/h

NĚKOLIK SLOV ÚVODEM

Pfalz D.IIIa byl, spolu s Albatrosem D.V a Fokkerem Dr.I, jedním ze tří typů klasických německých souborových stíhaček, které nesly hlavní tíhu bojů nad západní frontou od podzimu 1917 do léta 1918, kdy byly všechny nahrazeny vynikajícími Fokkery D.VII. Pfalz D.IIIa vznikl vývojem svého předchůdce, Pfalze D.III. D.IIIa měl několik podstatných vylepšení, jako nové křídlo a ocasní plochy, nově umístěné zbraně (dva kulomety LMG 08/15 vně trupu před cockpitem) a nový motor Mercedes D.IIIa o výkonu 180 k. Celkem bylo vyrobeno 750 Pfalzů D.IIIa, které, když byly nahrazeny Fokkery D.VII, pokračovaly ve službě u cvičných jednotek.

Rozpětí	9,40m	Vlastní hmotnost	690kg
Délka	6,95m	Max. vzletová hmotnost	922kg
Výška	2,67m	Max. rychlost	164km/h



Hans-Georg von der Marwitz
Jasta 30 - Spring 1918

FOR COMPLETE PROFILE PLEASE REFER
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ČESKOU VERZI TEXTU A KOMPLETNÍ
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA
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ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION * 注意

- (GB)** Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- (CZ)** Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.
- (F)** lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.
- (D)** Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten
- (JP)** 組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てして下さい。

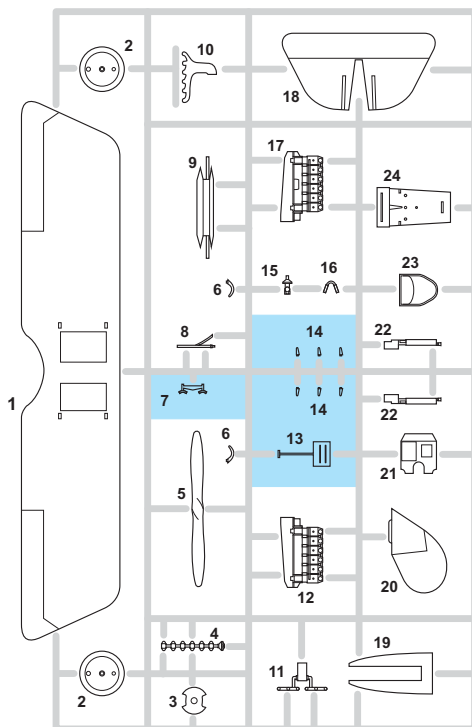
INSTRUKTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

- (?)** OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する
- (↑)** BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る
- (⊘)** OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける
- (↔)** SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる
- (/)** NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る
- (↶)** REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す
- (★)** APPLY EXPRESS MASK
AND PAINT
POUŽIT EXPRESS MASK
NABARVIT

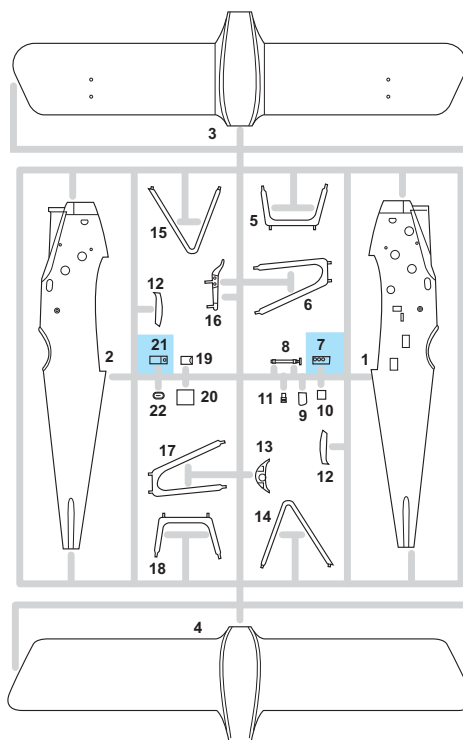
PARTS * DÍLY * TEILE * PIÈCES * 部品

PLASTIC PARTS

A> 2 pcs.



B> 2 pcs.



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MASK



**PE - PHOTO ETCHED
DETAIL PARTS
2 pcs.**



**FILM
2 pcs.**

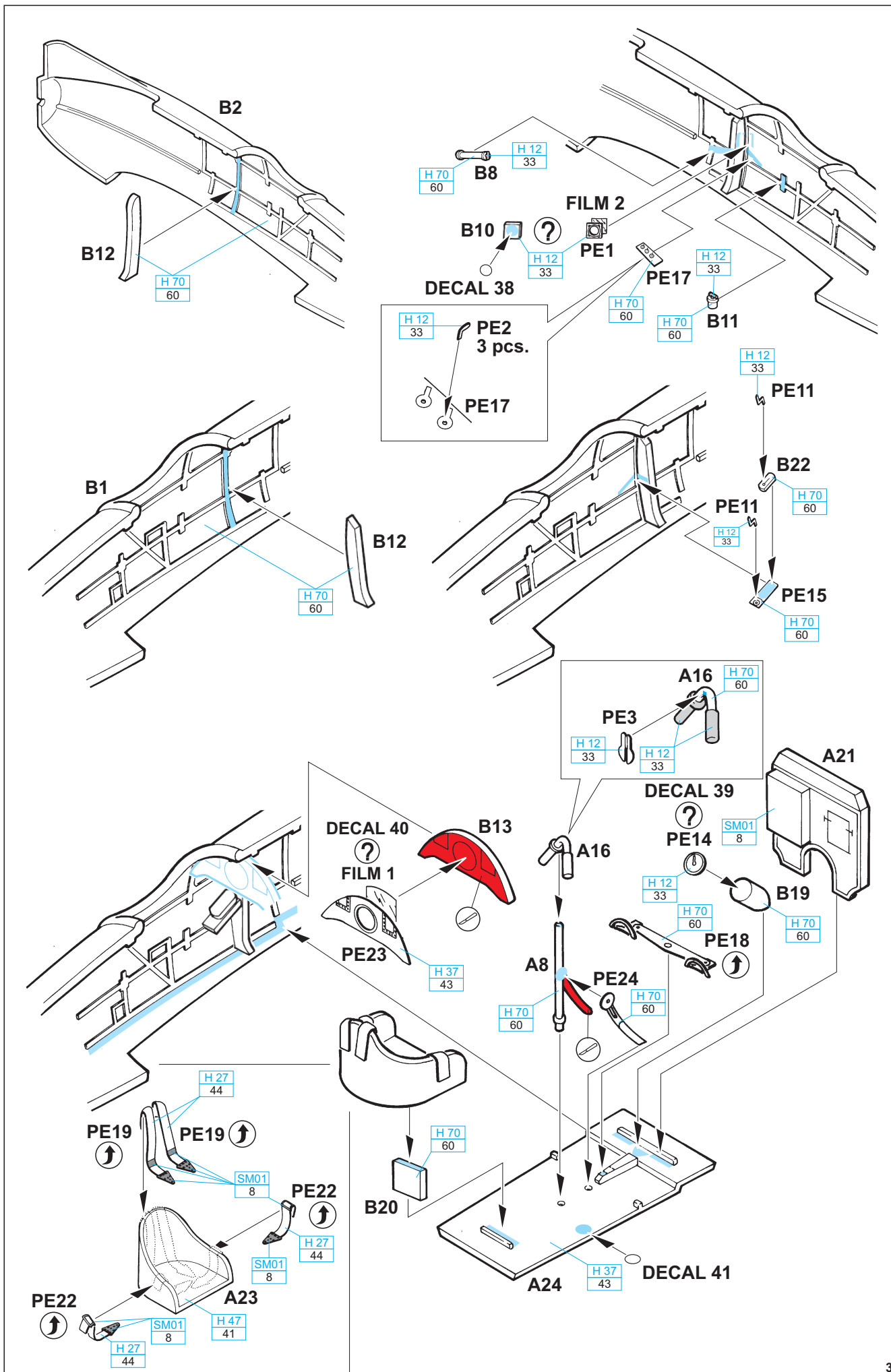


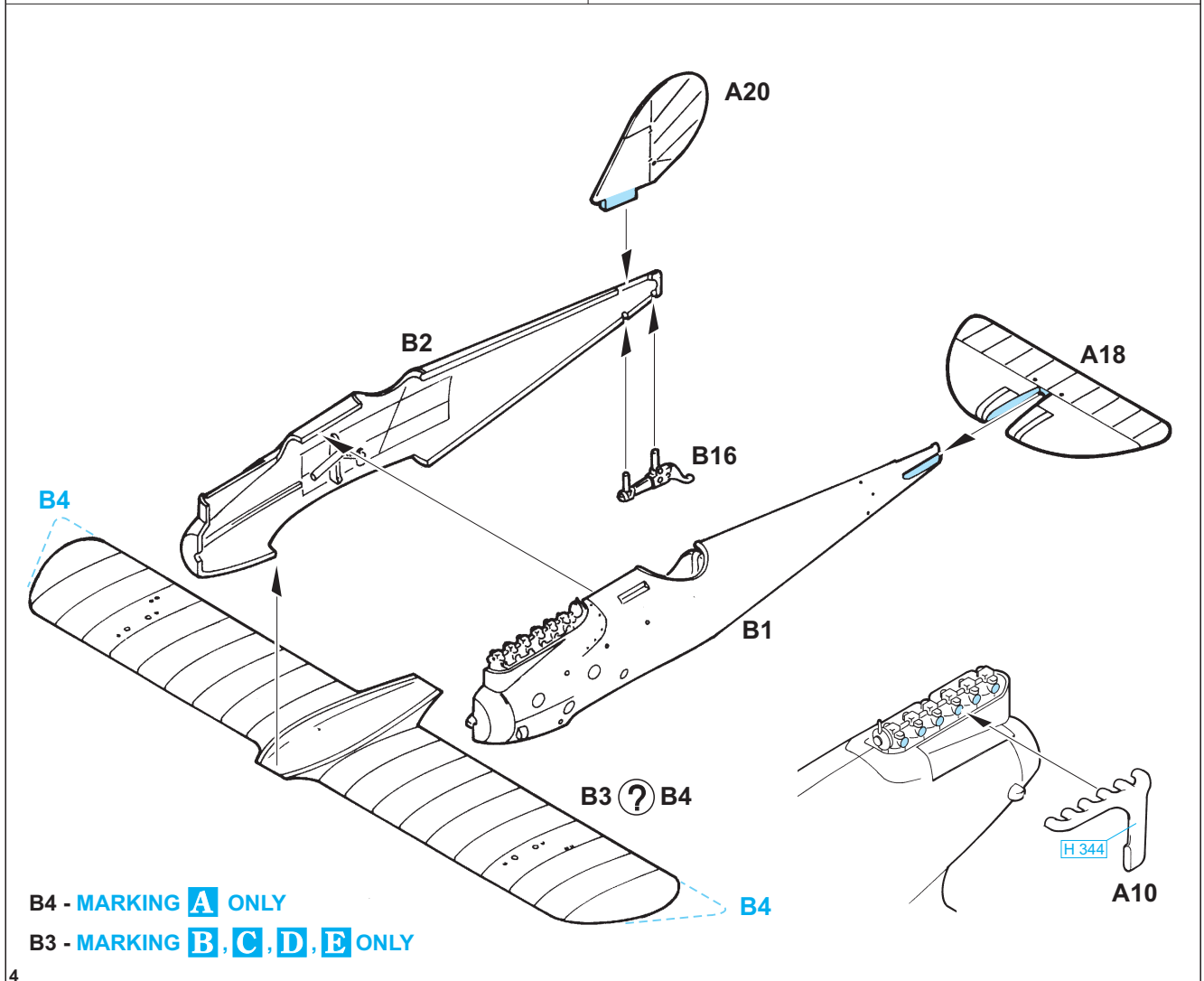
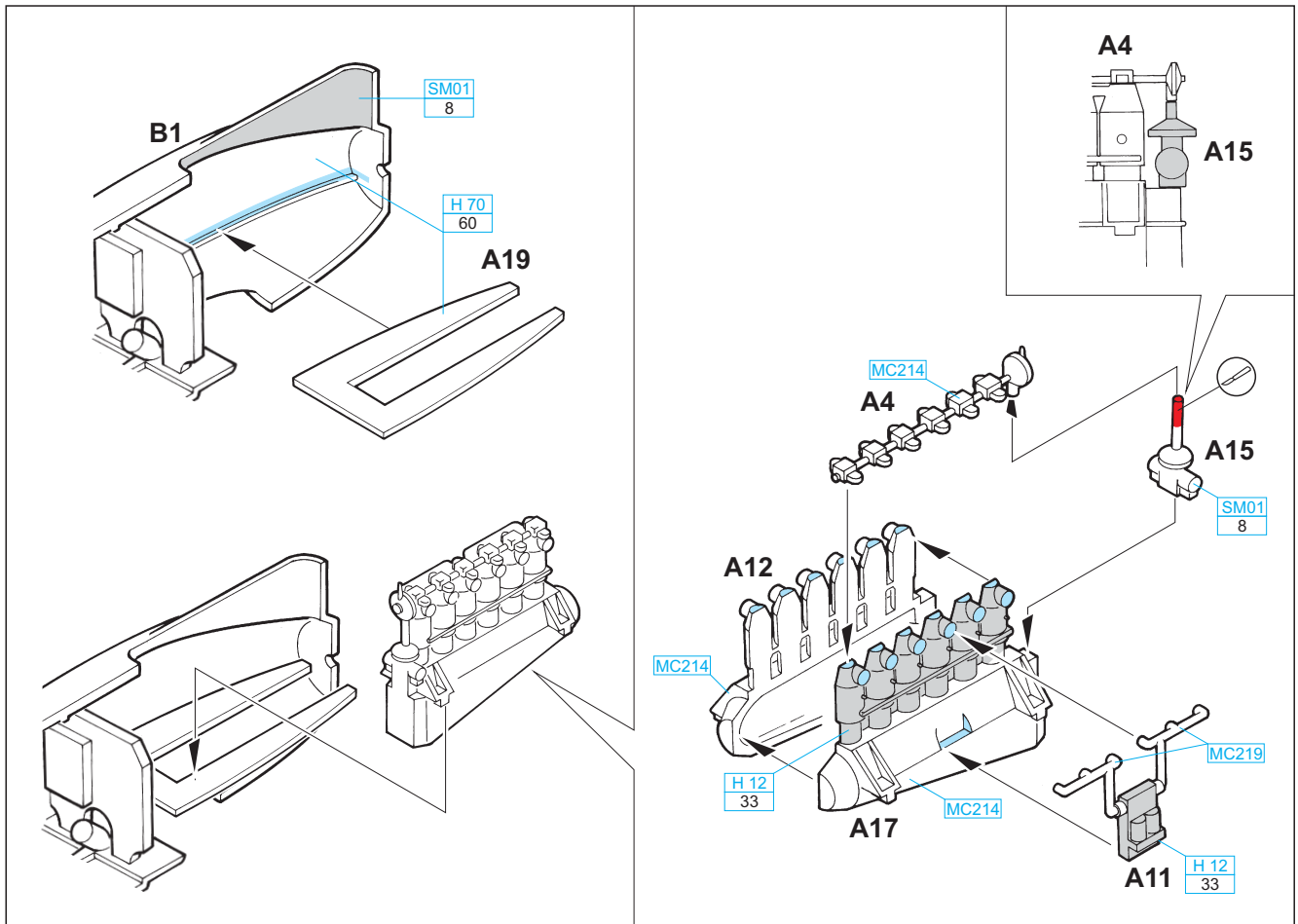
Parts not for use. - Teile werden nicht verwendet. - Pièces à ne pas utiliser. - Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS * BARVY * FARBEN * PEINTURE * 色

GSI Creos (GUNZE)	
AQUEOUS	Mr.COLOR
[H 5]	5
[H 6]	6
[H 11]	62
[H 12]	33
[H 13]	3
[H 27]	44
[H 37]	43
[H 47]	41
[H 51]	11
	BLUE
	GREEN
	WHITE
	FLAT BLACK
	RED
	TAN
	WOOD BROWN
	RED BROWN
	LIGHT GRAY

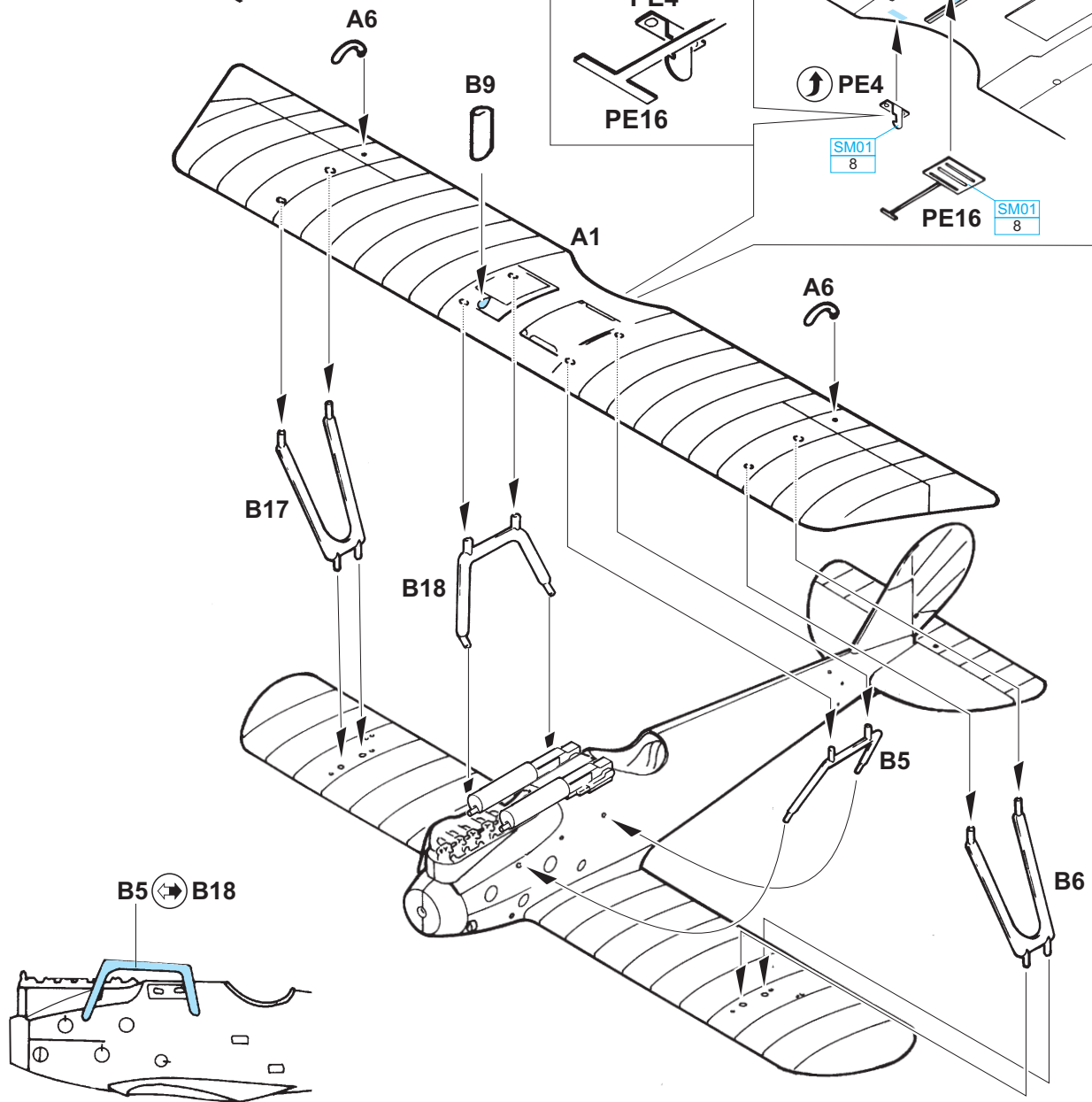
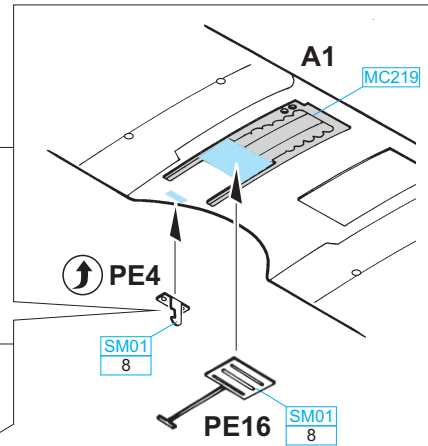
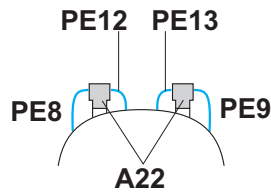
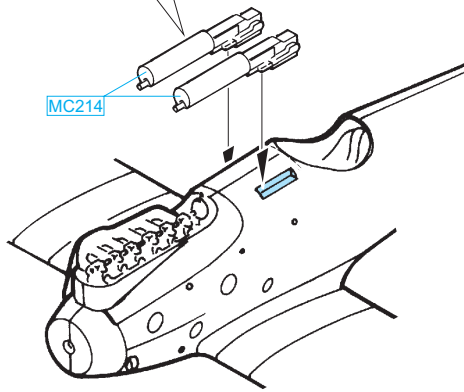
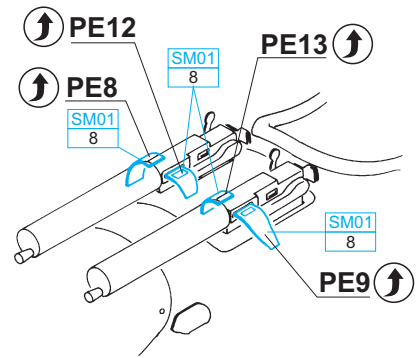
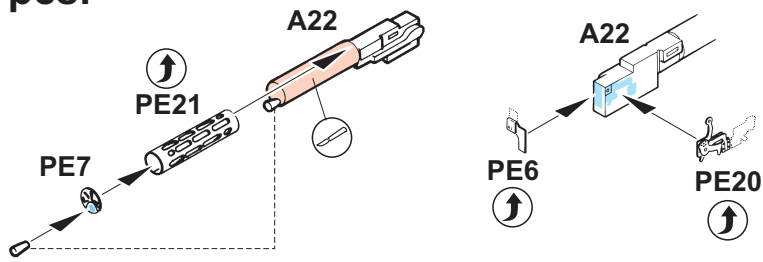
GSI Creos (GUNZE)	
AQUEOUS	Mr.COLOR
[H 70]	60
[H 344]	
AQUEOUS	Mr.COLOR
Mr.METAL COLOR	
[MC214]	DARK IRON
[MC218]	ALUMINIUM
[MC219]	BRASS
Mr.COLOR SUPER METALLIC	
[SM01]	SUPER CHROME
	GRAY
	RUST

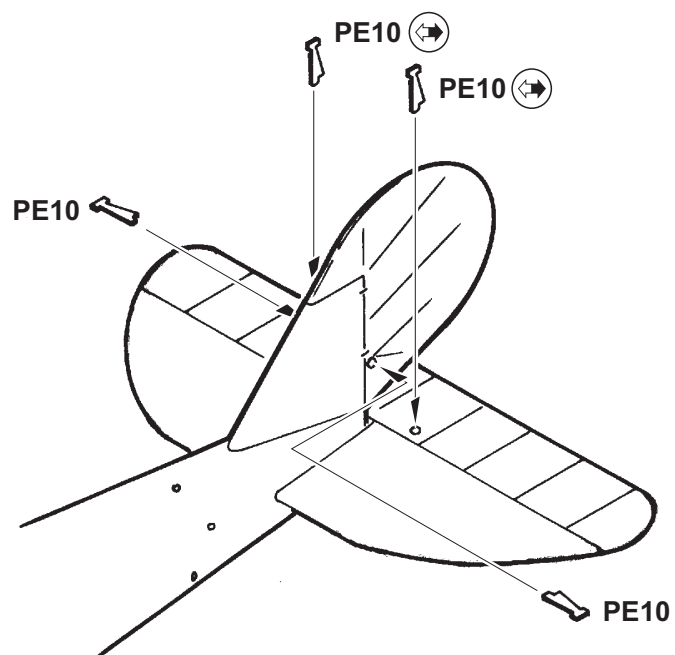
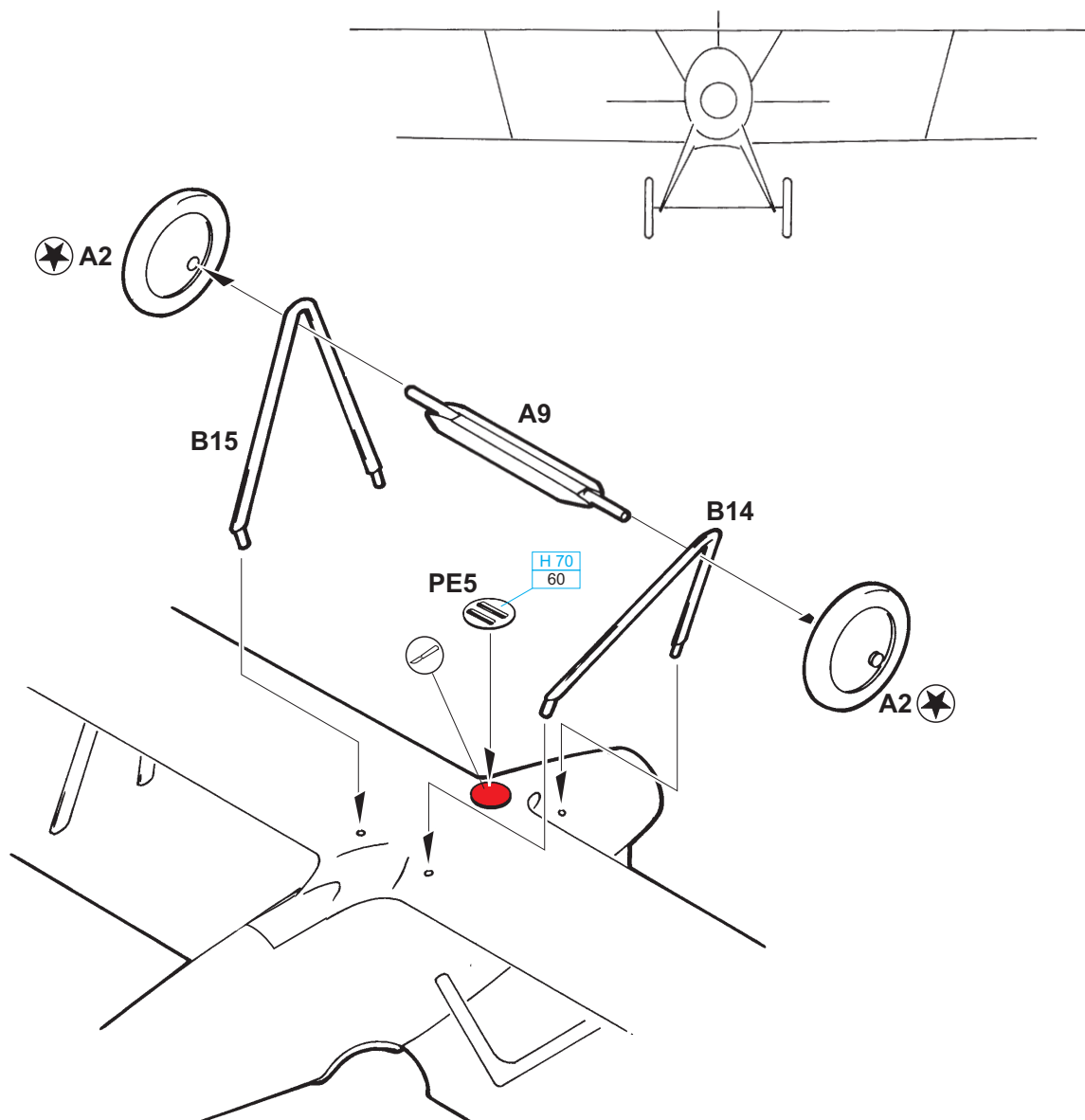


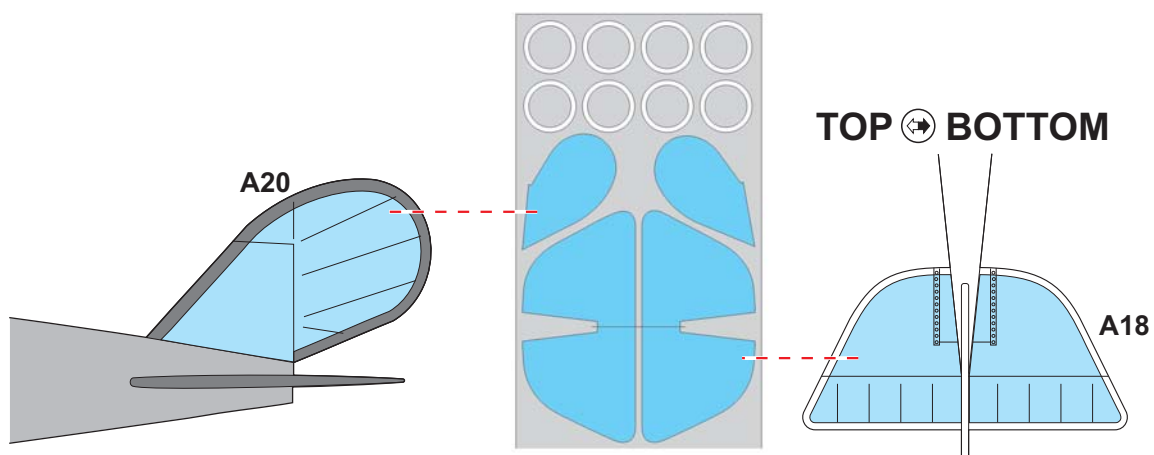
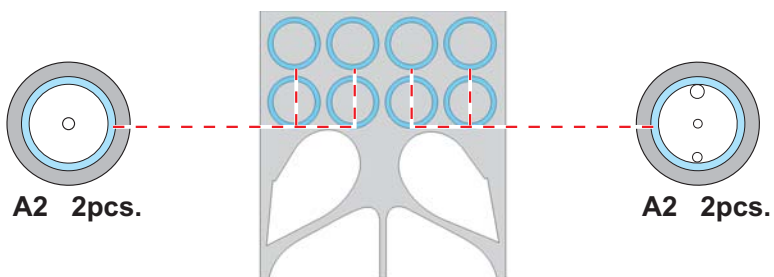
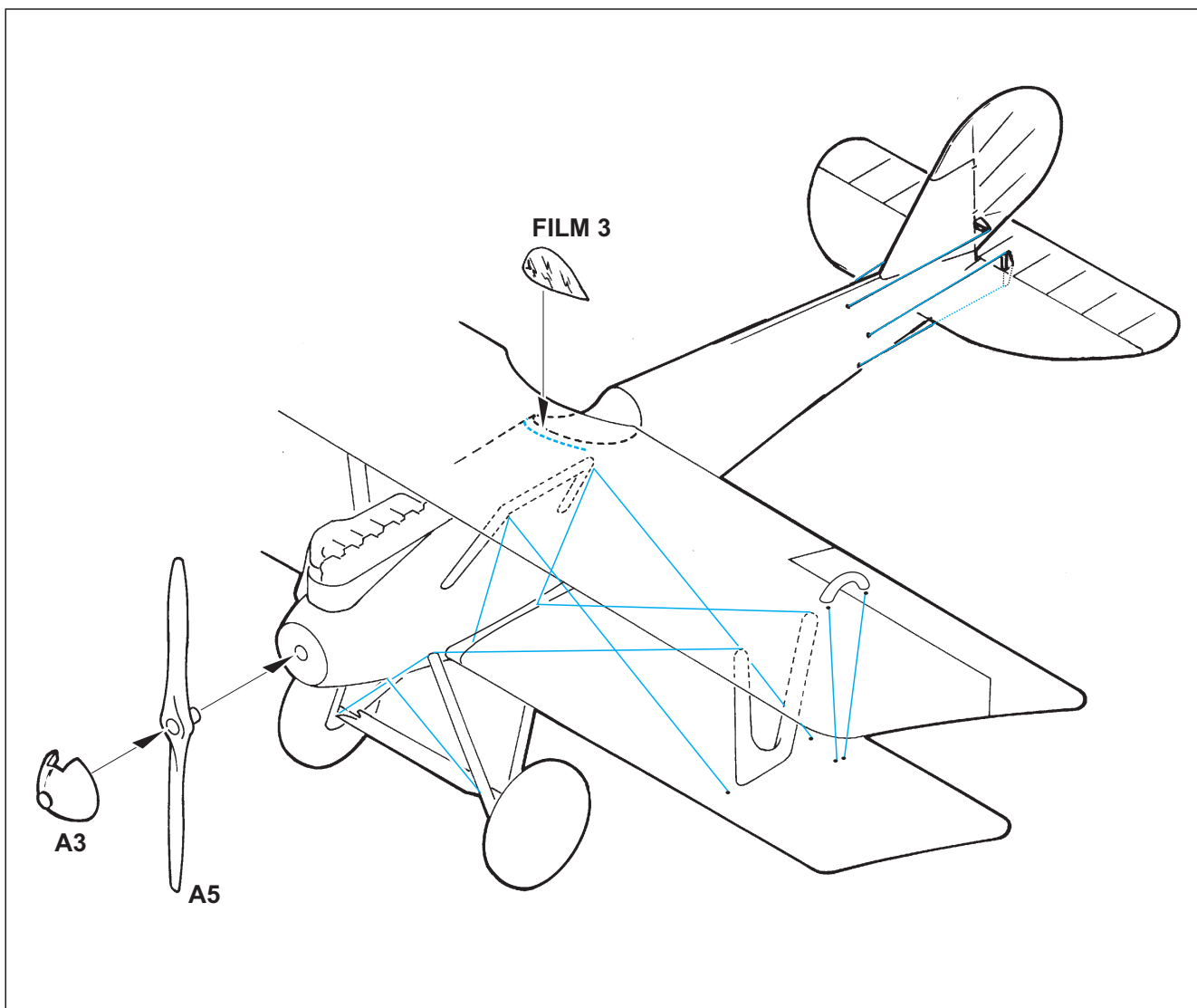


B4 - MARKING **A** ONLY
 B3 - MARKING **B, C, D, E** ONLY

2 pcs.





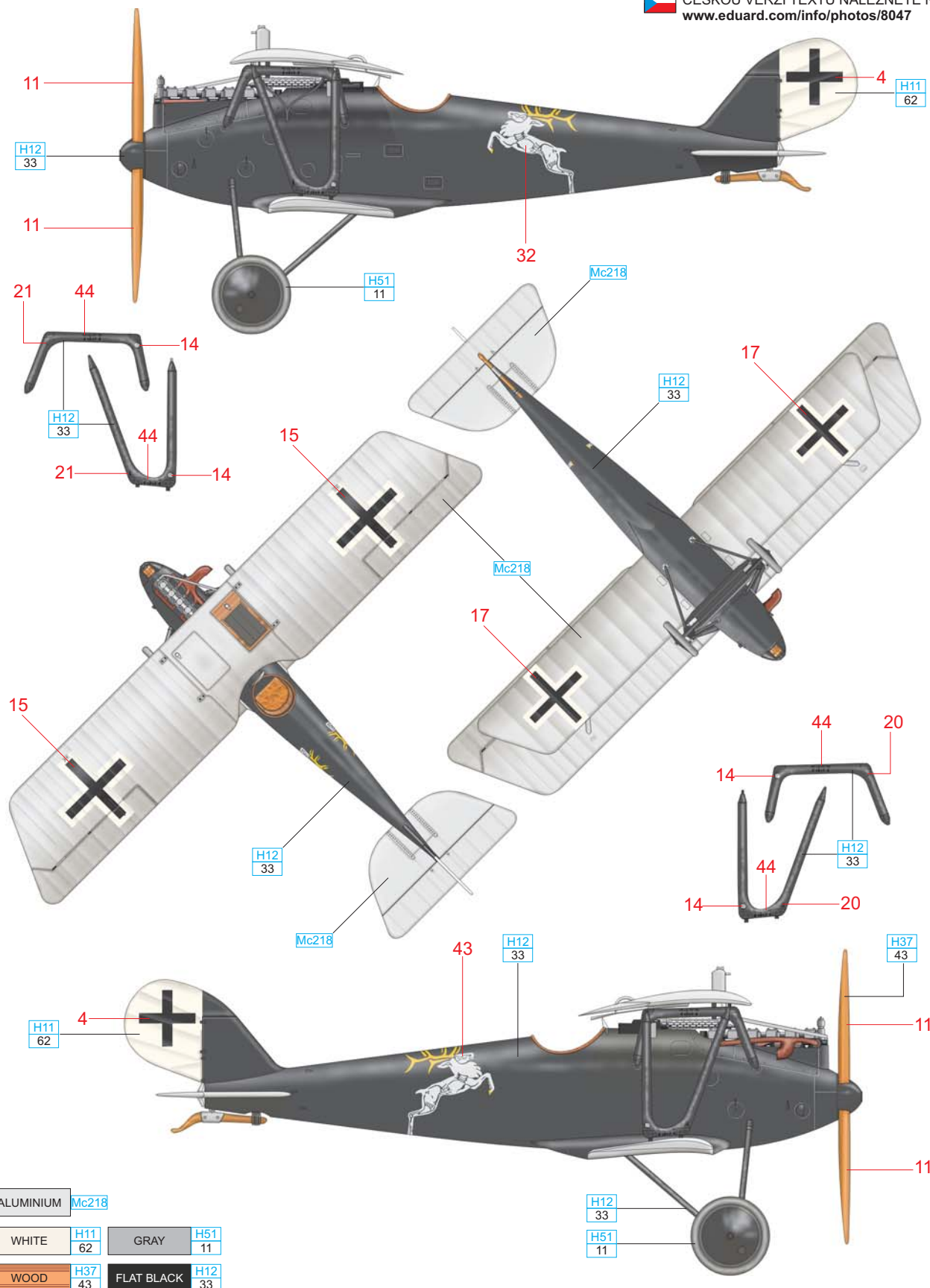


A Carl Degelow, Jasta 7 - March, 1918

Carl Degelow was employed by the chemical industry in the United States before the war. Before the beginning of the war, he returned to Germany and served with c.88 infantry unit. After serving on both the Eastern and Western Fronts, he transferred to the air force. At FAA216 flying the Albatros C.V., he gained his first aerial victory in May, 1917. After a brief stint with Jasta 36, he gained a further three kills while attached to Jasta 7. After finding himself with Jasta 40, he gained command of that unit in July, 1918. On November 4th, he finalized his count with his thirtieth kill. On November 9th, he gained Prussia's highest commendation, the Pour le Merite. It was the final such award to be handed out.

The pictured Pfalz D.IIIa was flown by Degelow at the beginning of 1918. It was likely this aircraft that was damaged during a heavy landing in high winds on March 23, 1918. From known photographs, it cannot be ascertained, with any certainty, the color on the top of the wings. It may have been the illustrated silver-grey or black.

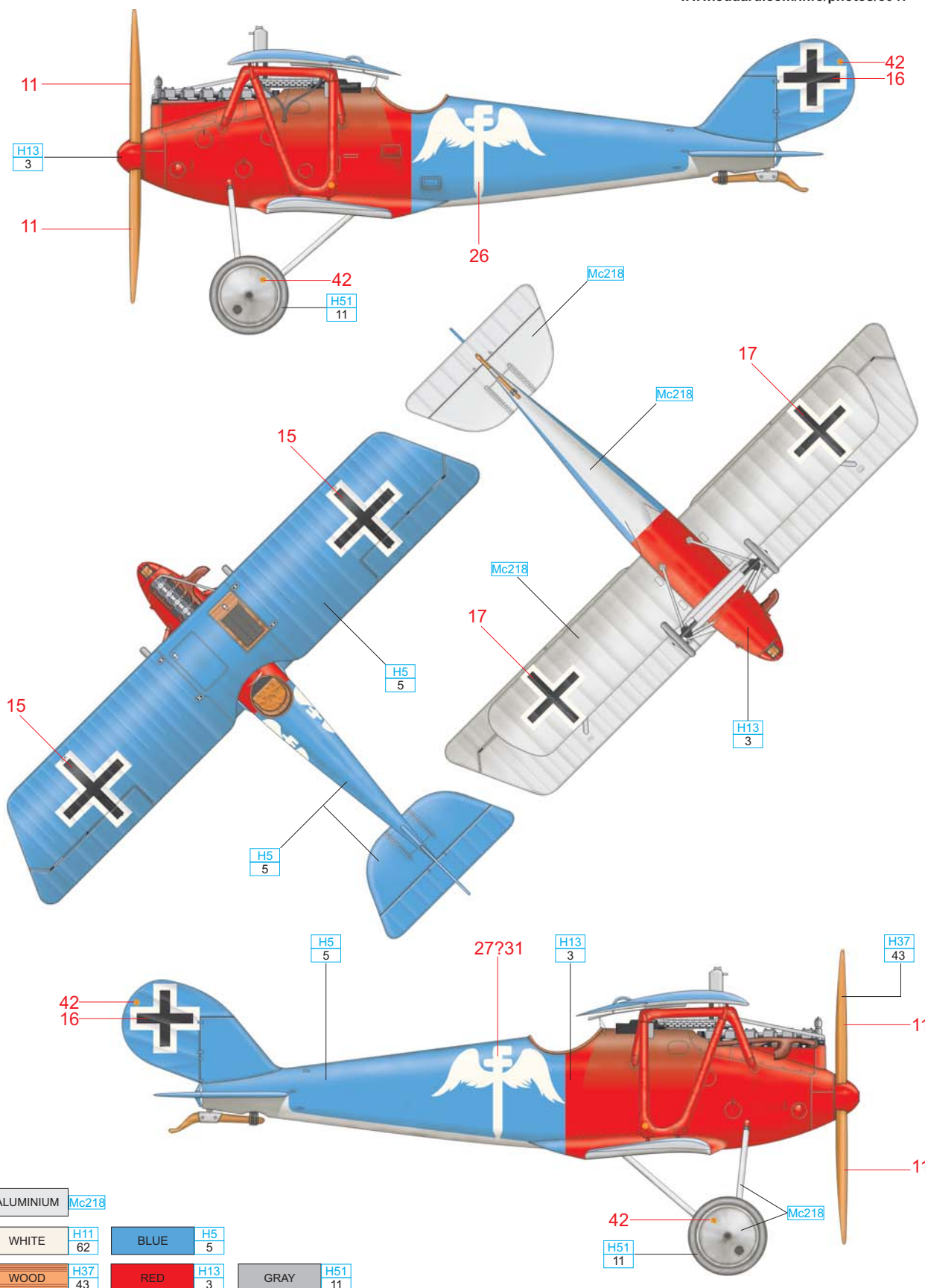
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B Rudolf Berthold, Commander of JG 2 - 1918

Rudolf Berthold was a German aviation legend. He demanded harsh discipline and a strong sense of duty from his pilots. But, he demanded no more than he could give himself. He gained his first kill already in 1916. His career was then dotted by further victories and serious injury. He would return from hospital and rejoin combat operations before he was medically ready. It was said that there were no bones in his body that were not, at some point, broken. This may have been an exaggeration, but he did suffer from a fractured skull, pelvis and thigh bones. His right hand was virtually crippled, and never fully recovered. Furthermore, on August 10th, 1918, he broke the arm on his final crash landing. However, his enthusiasm remained unshaken. He reached 44 kills, making him the third highest scoring German ace to survive the war. He also fought after the war in the ranks of the Freikorps against Bolsheviks who killed him in the streets of Hamburg on March 15th, 1920.

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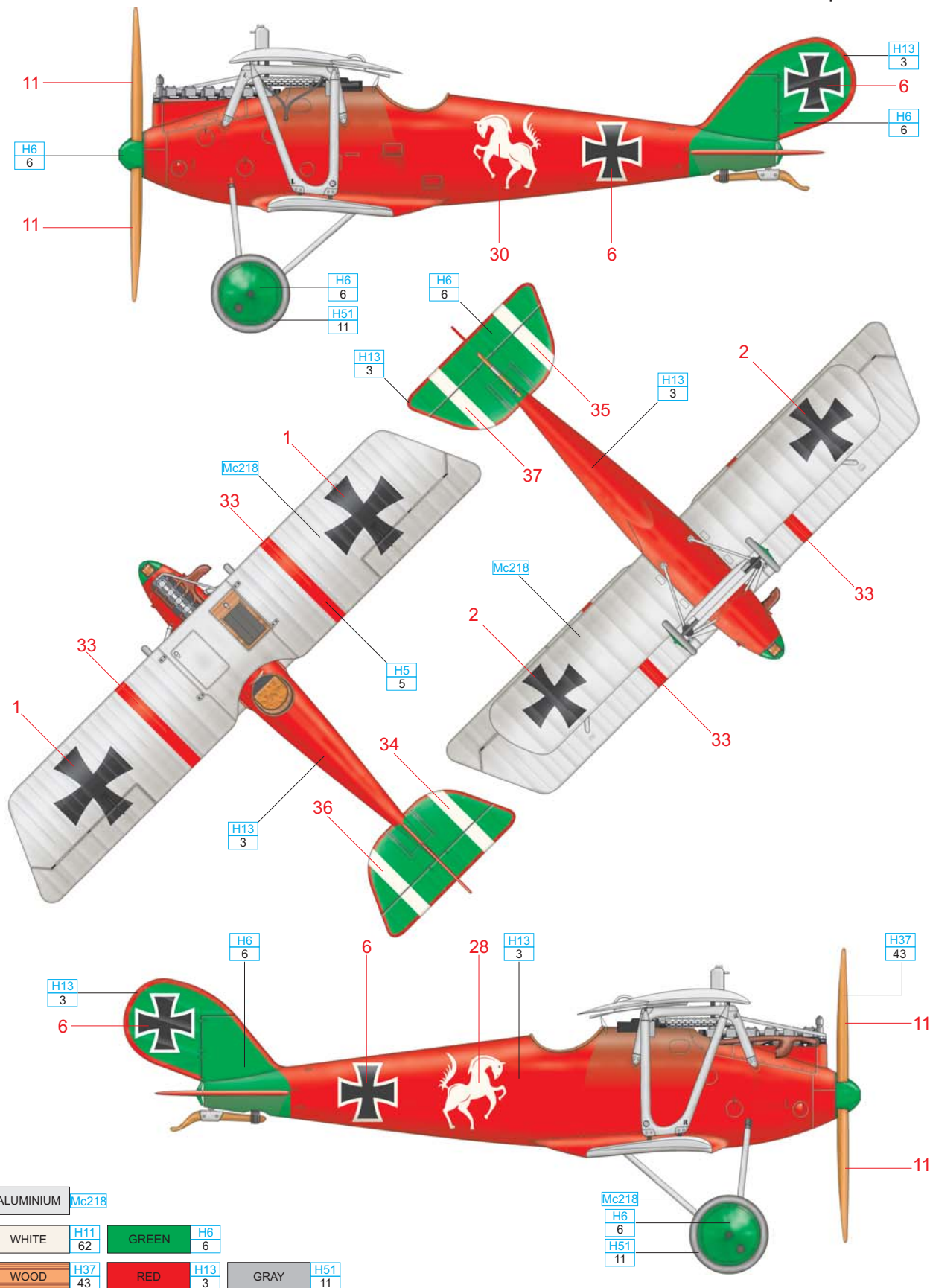


C Jasta 5 - Spring, 1918

Jasta 5 belonged among the elite of the German air force. The unit's pilots achieved 253 confirmed kills, ranking it as the third most successful behind Jasta 11 and Jasta 2 Boelcke. Within her ranks were such pilots as Fritz Rumei, Werner Voss, Otto Konnecke, Josef Mai, Heinrich Gontermann and Paul Baumer.

Because Pfalz D.III and D.IIIa were allocated mainly to Bavarian and second line units, Jasta 5 had only a minimum on strength. Unfortunately, the name of the pilot who flew this aircraft is not known.

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ALUMINIUM Mc218

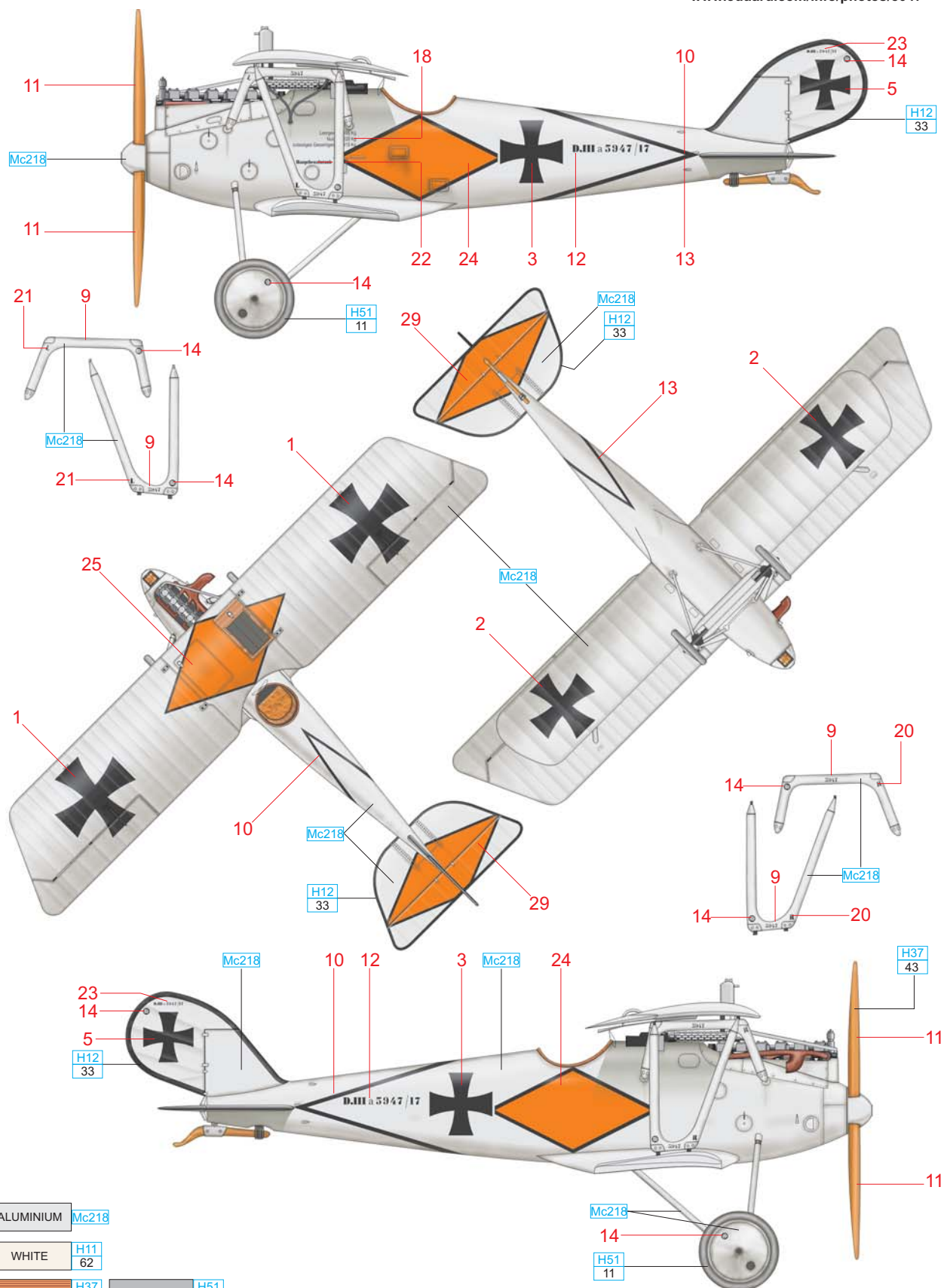
WHITE	H11 62	GREEN	H6 6
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WOOD	H37 43	RED	H13 3	GRAY	H51 11
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D Joachim Buddecke, Jasta 30 - early 1918

If Jasta 5 had a minimum of Pfalz D.III's, Jasta 30 almost had the market cornered. These types were in service from October, 1917 to June of the following year, when these elegant machines were replaced by the Fokker D.VII. Probably the best known pilot to serve with Jasta 30, albeit briefly, was Hauptmann Hans-Joachim Buddecke. He made a name for himself first and foremost during duty in Turkey. In February, 1918, on his return, he found himself back on the Western Front with Jasta 30, commanded by Oblt. Hans Bethge. Buddecke gained his only victory with Jasta 30 on February 19, 1918, when he flamed an 80 Sqn. RFC Sopwith Camel. On March 8, he transferred to Jasta 18, commanded by his friend Rudolf Berthold. He died two days later in combat with Camels from 3 Sqn., RNAS.

ČESKOU VERZI TEXTU NALEZNETE NA
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E Hans-Georg von der Marwitz, Jasta 30 - Spring 1918

Hans-Georg von der Marwitz was born in 1893 in the town of Ohlau, today Olawa, Poland. After serving with infantry units, he entered the air force in the spring of 1916. During the course of two-month service with Schusta 10, he gained his first victory on January 5, 1917. After completing Jastachule training, he entered service with Jasta 30. In April, 1918, he became unit CO, and remained there until the end of the war. The only exception was a one and a half month period when he needed time to recuperate from injuries suffered on June 17, 1918 after having been shot down. Von der Marwitz hit fifteen (fourteen by some sources) victories. He died on May 12, 1925 in an aviation related accident.

ČESKOU VERZI TEXTU NALEZNETE NA
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