

# WINGNUT WINGS



## Roland C.IIa Late

1/32 Scale

LFG (Luftfahrzeug-Gesellschaft), who later changed their name to Roland to avoid confusion with LVG (Luft-Verkehrs-Gesellschaft), were responsible for some of the most aerodynamic and innovative aircraft designs of the Great War primarily the highly advanced (for 1915) Roland C.II 'Walfisch' (whale) two-seater. Without a successful design of their own available at the outbreak war, Roland initially built Albatros two-seater aircraft under license before designing their innovative Roland C.II. Great effort was put into making the 'Walfisch' as aerodynamic as possible which resulted in a smooth fuselage featuring many compound curves and mounting the top wings to the fuselage to avoid drag from cabane struts. The smooth aerodynamic fuselage was created in halves from 2 layers of thin plywood strips, each layer applied at an opposing angle of around 60° formed over a buck. Once completed each half of the fuselage was glued and tacked onto the internal framework, the centerline seams were taped and then the whole fuselage was finally covered with doped on fabric.

The prototype Roland C.II took to the air in October 1915, proving to be 30kph faster than other comparable aircraft and faster than most single seat fighters. Its smooth aerodynamic fuselage, 160hp Daimler-Mercedes engine and small size enabled the Walfisch to go about its intended tasks of reconnaissance and artillery spotting safe in the knowledge that it could outrun almost any enemy fighters it encountered. Unfortunately the deep fuselage hindered airflow over the tailplane adversely affecting maneuverability and the wings severely restricted the pilot's downward visibility which resulted in many landing accidents.

50 Roland C.II were ordered in December 1915 and featured a rounded rollover hoop, steering wheel control column, aileron control cables routed through the bottom wings and a Parabellum LMG 14 machine gun for the observer. The 2nd production order for 25 aircraft placed in March 1916 featured numerous improvements including strengthened wings, the ability to install a PuW bomb rack between the rear undercarriage legs and the addition of a fixed forward firing LMG 08 'Spandau' machine gun under an angled roll over hoop. These aircraft were to become what we now call the Roland C.IIa and about 90 of these early C.IIa were manufactured. Later production C.IIa manufactured by both Roland and Linke-Hofmann Werke featured a stick type control column with aileron control rods and tubes routed through the top wings (a feature common on subsequent Roland designs). Nearly 130 of these late production C.IIa were built, including a Roland manufactured batch of 40 aircraft which finally featured an enlarged fin for improved maneuverability. By the time late production Roland C.IIa started arriving at the front the initial performance advantage had been lost so most were employed in the escort or infantry support/ground attack roles. Most Roland C.II/C.IIa had been retired from front line service by mid 1917 although many soldiered on as trainers. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out any, or all, of the reference books mentioned below for a more thorough understanding.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The interior of the Roland C.IIa fuselage was sealed with a paint which was most likely bluish-grey, or possibly grey-green, with metal brackets and fittings finished in grey-green, black or overpainted with the interior colour. Unlike the Roland C.II and early production C.IIa, the late production C.IIa entered service when the application of camouflage had been somewhat standardized. Late production Roland C.IIa appear to have all been finished in the following fashion; pale blue undersides with upper surfaces finished in 2 or 3 spray painted camouflage colours, thought to be pale green, dark green and dark red/brown. It is possible that some late production Linke-Hofmann built C.IIa ordered in September 1916 were completed following a directive dated 29 October 1916 replacing the camouflage colour 'red/brown' with 'Lilas' (to avoid confusion with enemy aircraft). The various camouflage schemes and personal markings applied to German aircraft of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking and impassioned debate will continue to rage on amongst modellers.

Richard Alexander 2013

Wingspan:	Height:	Max Weight:	Max Speed:
(C.IIa) 10.22m (33.5ft)	2.89m (9.48ft)	C.IIa 1331kg (2934lb)	165kph (102mph)
No. Manufactured:	Production:	Engine:	Ceiling:
C.IIa 217 (C.II 50)	(C.IIa) March 1916 - late 1916	160hp Daimler-Mercedes D.III	3500m (11500ft)

#### Armament:

(C.IIa) 1x 7.92mm IMG 08 or LMG 08/15 'Spandau', 1x 7.92mm LMG 14 Parabellum and up to 50kg of bombs

#### References:

LFG Roland C.II Windsock Datafile 49, FM Grosz 1995 - The Roland C.II, Profile Publications #163, Peter M Grosz 1967 - Colin Owers  
 WW1 Aero #140 May 1993 - WW1 Aero #157 Aug 1997 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections

# Roland C.IIa Late

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.
- 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.

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal



Cement For Metal



Other Side

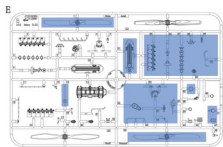
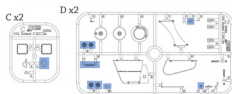
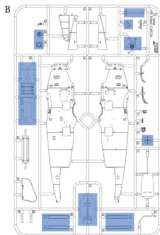
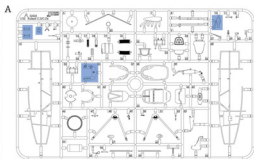


Paint Colour

**P1** 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	Dark wood* - semi gloss	XF68	64	-
f	Leather - semi gloss	XF52	62	30219
g	Grey Green - matt	XF76	-	24424
h	Rubber - matt	XF69	66	35042
i	Light Blue - semi gloss	X2(x10) + XF18(x1)	34(x10) + 96(x1)	25550
j	Light Green - matt	XF71	78	34227
k	Rust - matt	XF9	113	20045
l	Grey - matt	XF22	92	24159
m	Clear Doped Linen - matt	XF59	93	23578
n	Copper	XF6	12	-
o	Bluish Grey - matt	XF66	87	25237
p	Dark Green - matt	XF61	30	34079
q	Steel	XF56	27003	-
r	Red Brown - matt	XF64	160	30108
s	Bleached Linen - semi gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	37886
t	White - semi gloss	X2	130	

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



**Decals**

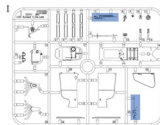
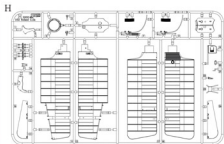
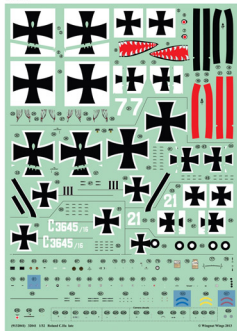
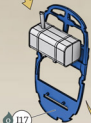


Photo  
Etch



# 1 COCKPIT

Auxiliary fuel tank



Rudder pedals



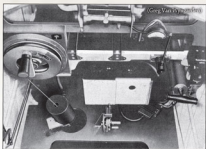
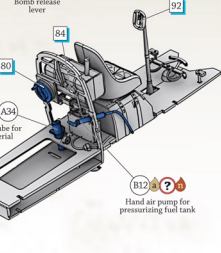
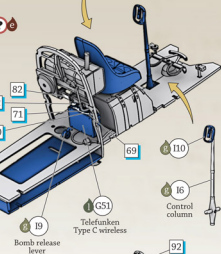
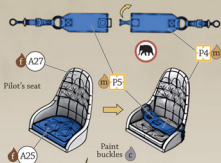
Rudder control cable pulleys



Common type of safety belt found in German two-seater aircraft as displayed in the Deutsches Technikmuseum Berlin.



Pilot's seat from an unidentified crashed early production Roland C.IIa. All following photos are of late production Roland C.IIa unless noted otherwise.

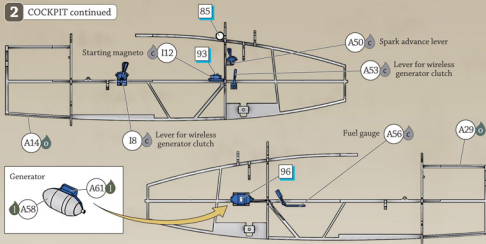


Observer's cockpit from a late production Roland C.IIa. Note the Telefunken Type C wireless (G51), aerial reel (I11), insulated cardboard tube (A34), morse code transmitter key (A31) and hand air pump for pressurizing the fuel tank. This photograph has been highly retouched and many of the 'colour' shown here may not reflect reality.

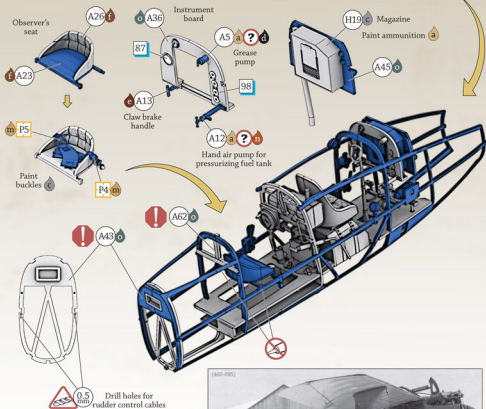
Cardboard tube for wireless aerial

Hand air pump for pressurizing fuel tank

## 2 COCKPIT continued



### Generator



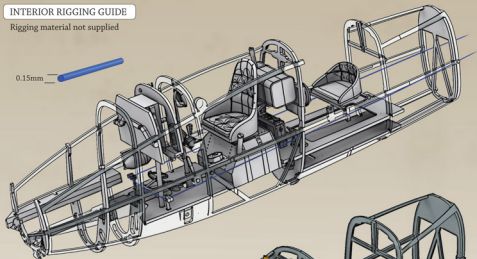
This unidentified Linke-Hofmann built late production Roland C.II (Li) features a PuW bomb rack under the fuselage and a sliding observer's window.



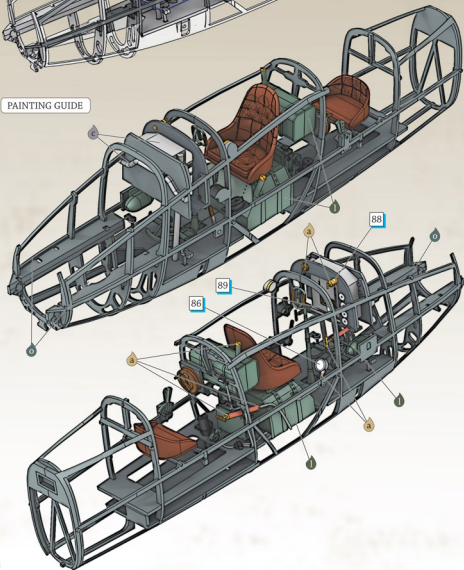
## INTERIOR RIGGING GUIDE

Rigging material not supplied

0.15mm

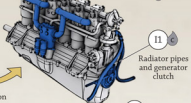
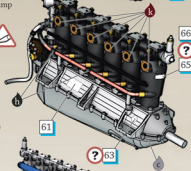
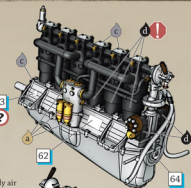
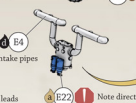
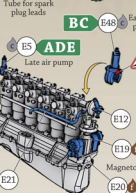
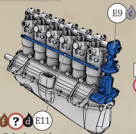
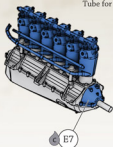
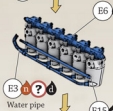
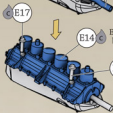


## PAINTING GUIDE



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

Crank case



160hp Daimler-Mercedes D.III engine undergoing maintenance. The rocker arms and boxes (E8) and external water pipe (E3) have been removed.



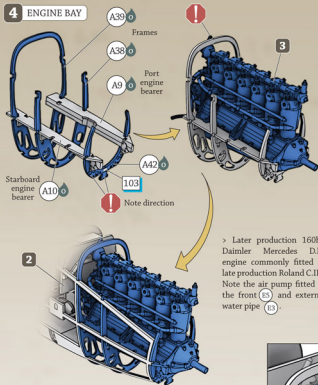
Early production 160hp Daimler-Mercedes D.III engine with the air pump (E48) at the rear as fitted in some Roland C.IIa, although most late production aircraft had the air pump fitted at the front (E5).



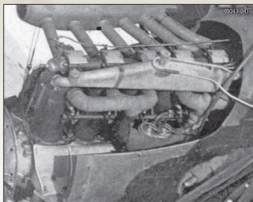
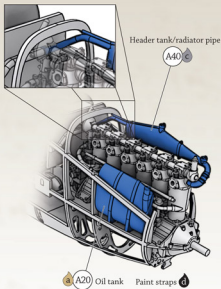
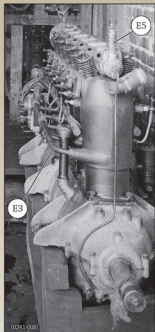
Early production Daimler-Mercedes D.III engine as displayed in the Deutsches Museum Schleiheim. Note that some details of this restored example are not appropriate for a typical engine from the First World War.



#### 4 ENGINE BAY



> Later production 160hp Daimler Mercedes D.III engine commonly fitted in late production Roland C.IIa. Note the air pump fitted at the front (E5) and external water pipe (E5).



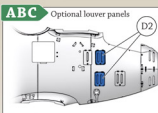
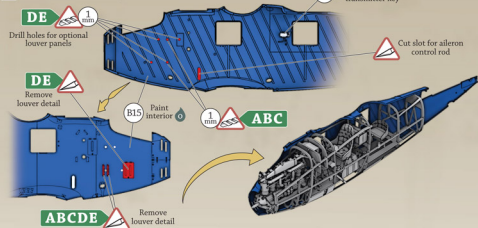
Radiator header tank/radiator pipe (A40) detail from late production Roland C.IIa E

> This final production Roland built C.IIa "1" of Schusta 27b came to grief in a hedge row in late May 1917. Note the mis-matched fin and rudder cross, flare gun, Parabellum LMG 14 mount (G4) and LMG 08/15 "Spandau". A bullet hole patch can be seen under the muzzle of the flare gun barrel.

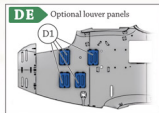
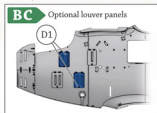
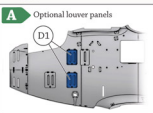
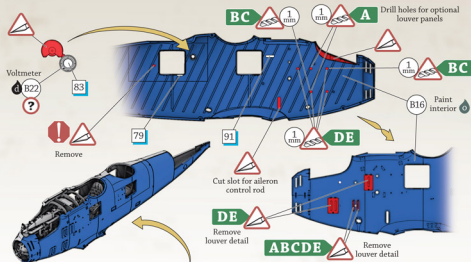
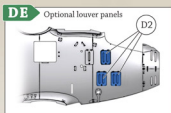




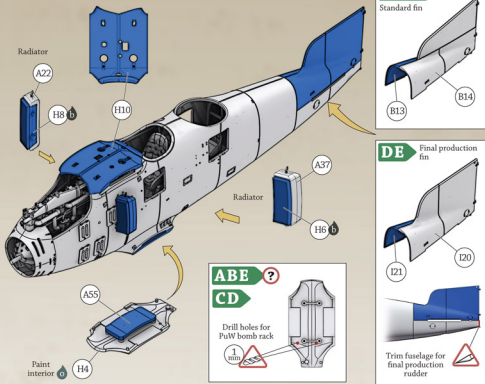
## 5 FUSELAGE INTERIOR



Louver detail from the unidentified Linke-Hofmann built late production Roland C.IIa on page 4.



## 6 FUSELAGE EXTERIOR

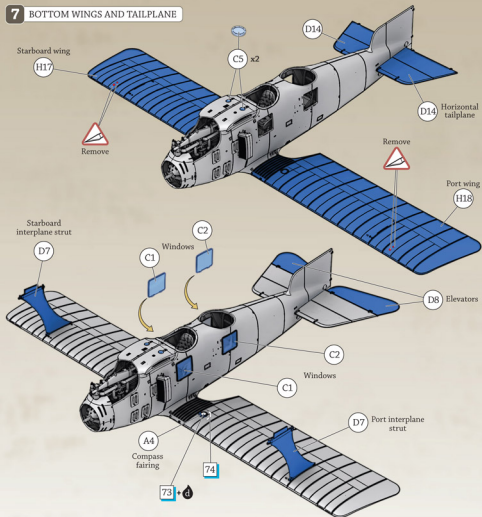


[0186-008]



This photo is believed to show the salvage of Roland C.IIa 1666/16, if true, this is one of the very 1st late production batch Roland built C.IIa with aileron control rods running through the top wing ordered in April 1916 (numbers 1664/16 to 1699/16). Note the aileron control rods (5) under the top wing root.

## 7 BOTTOM WINGS AND TAILPLANE



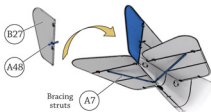
Tailplane detail from the unidentified late production Linke-Hofmann built Roland C.IIa on page 4 showing the usual style of fin and tailplane bracing struts (A7).



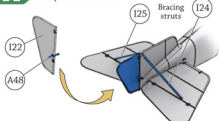
Tailplane detail from the final production Roland built C.IIa **E** showing the enlarged fin and bracing struts (I24 & I25). The leading edge of the horizontal tailplanes were wood and permanently fixed to the fuselage, as can be seen on page 9.



### ABC Standard rudder



### DE Final production rudder



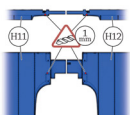
## 8 TOP WINGS AND UNDERCARRIAGE

(D460-095)



Starboard aileron detail from the unidentified Linke-Hofmann built late production Roland C.IIa on page 4.

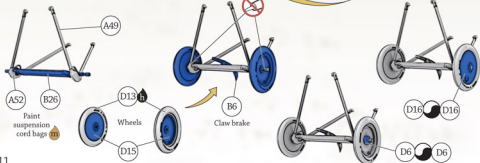
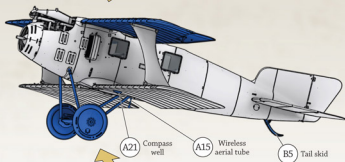
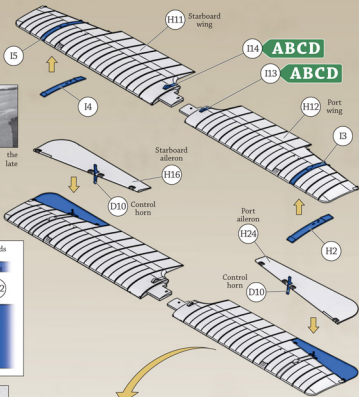
Drill holes for aileron control rods



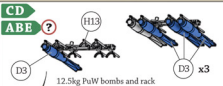
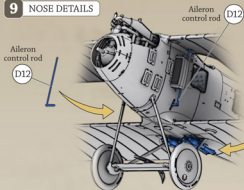
(B236-12)



Undercarriage detail from the late production Roland C.IIa "White 2" seen on page 26. Note the claw brake and tyre valve access flap. (B6)



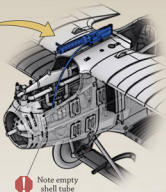
## 9 NOSE DETAILS



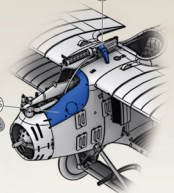
12.5kg PuW (Prüfanstalt und Werft) bomb rack (H13) fixed between the rear undercarriage struts on the crashed late production Linke-Hofmann built Roland C.III seen on page 24. Note the hole in the bottom of the fuselage for the wireless aerial.

## ABDE

IMG 08  
'Spandau'



Empty belt chute (H22) ABDE



High detail



Ammunition feed chute (H20)

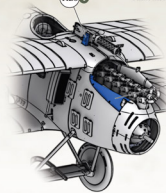
Engine cowl (H15)

Paint inside (c)

A54 Engine cowl

Paint inside (c)

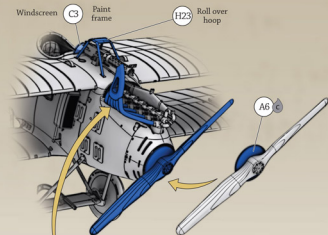
We recommend leaving this off to better display your engine detail.



> IMG 08 "Spandau" (H9), angled roll over hoop (H2) and empty belt chute (H22) detail from E. Note the empty shell ejection tube entering the engine bay, small circular windows (C5) to illuminate the instrument board and that the aileron control rod inspection panels (H11) & (H13) have been removed.



## 10 NOSE DETAILS continued



### ABCD

Axial propeller

E24



### E

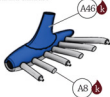
Wolff propeller

E23

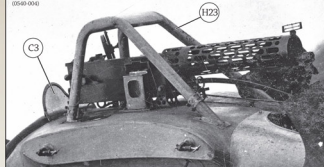


### AE

Orcarina exhaust



(0540-004)



IMG 08 'Spandau' detail from a crashed early (not late) production Roland C.IIa showing the ammunition feed chute (119) and wing attachment details.

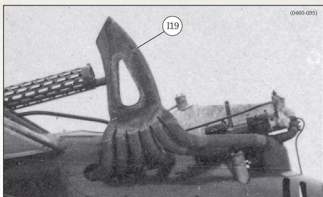
### BC

Exhaust



### D

Exhaust



Exhaust (I19) detail from the unidentified Linke-Hofmann built late production Roland C.IIa on page 4.

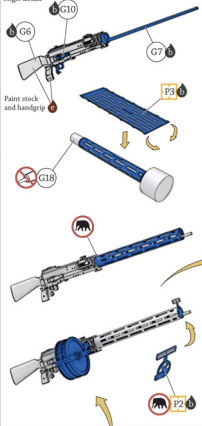
# 11 OBSERVER'S ARMAMENT

Parabellum LMG 14



?

High detail



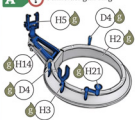
10272-040



< LMG 14 Parabellum as used by the observer in the Roland C.IIa.

> Parabellum LMG 14 mount G4 from the Schusta 275 Roland C.IIa on page 7. This style of mount allowed the gun to be fired downwards over the side of the fuselage.

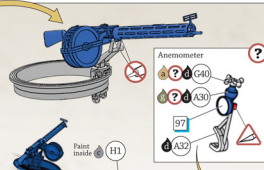
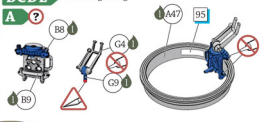
A ? Schneider gun ring



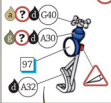
10640-085



BCDE Common gun ring



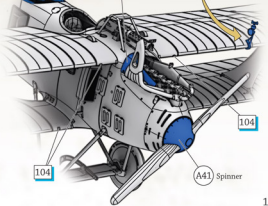
Anemometer ?



Paint ammunition a + m



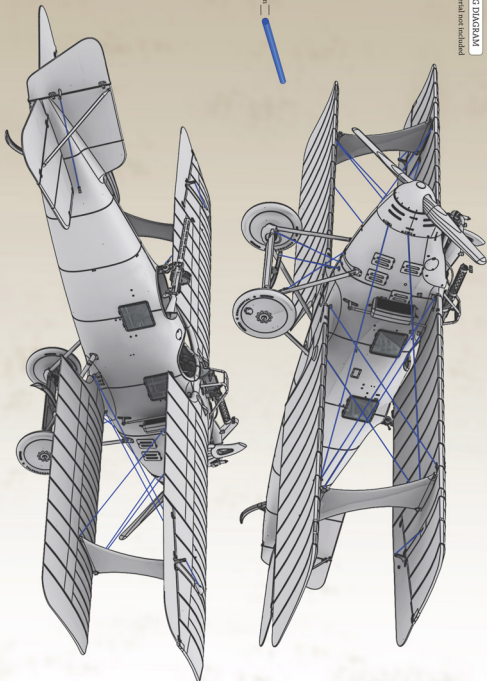
G13 a + m



RIGGING DIAGRAM

Rigging material not included

0.15mm





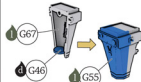
## 12 OPTIONAL ACCESSORIES

### Flare pistols



Eisfeld flare pistol with flare

### FK Stab camera



### 25cm camera hand held



### First aid kit



### Homing pigeon box



### Toy bear



### Step ladder



### Ladder



(02964-018)



(Greg Van Wyngarden)

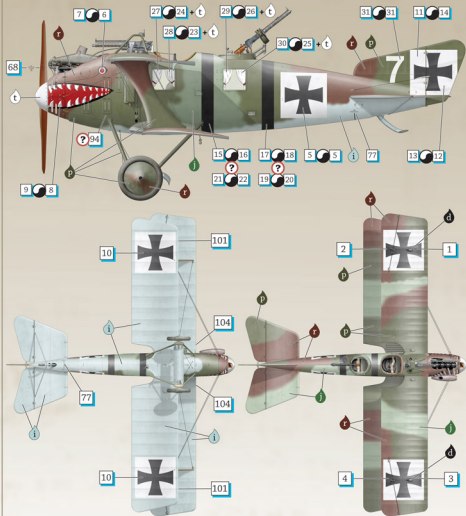


(Greg Van Wyngarden)

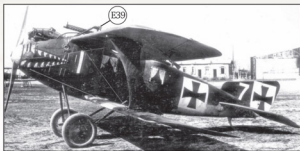


Three views of Kasta 2, Kagohl 1 showing a mix of late and final production Roland built C.IIa. Note the variety of personal markings and camouflage schemes.

## A Roland C.IIa "White 7", Kasta 2, Kagohl 1, Late 1916 - Early 1917

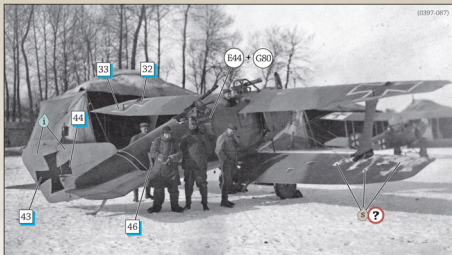


The unidentified crew of Roland built C.IIa "White 7" from Kasta 2, Kagohl 1 have decorated their aircraft with an aggressive sharkmouth as well as some slightly more civilized curtains for the pilot and observer's windows, a recurring theme amongst Rolands of this unit. Two dark bands appear to wrap around the fuselage and we have illustrated these as black but they could easily have been red so we have provided optional decals for you to use if you wish. This aircraft is from the batch of late production Roland C.IIa ordered in April 1916 (numbers 1644/16 to 1699/16).

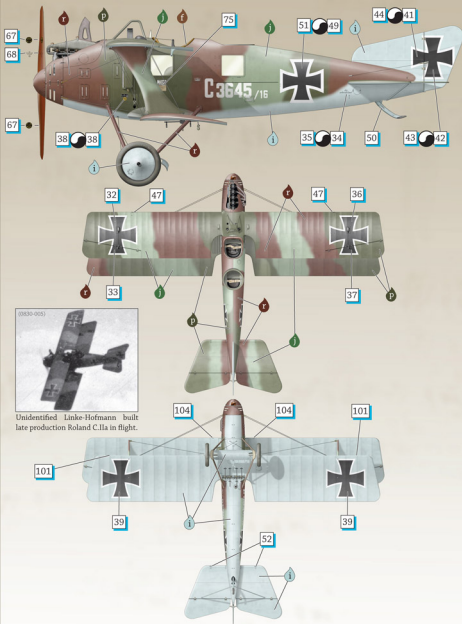


Note that the fuselage camouflage pattern is somewhat conjectural although the top surfaces are based on what can be seen in the photo of the similarly finished Kasta 2 Roland C.IIa "White 2" on page 26.

**B** Roland C.IIa (Li) "Black III", Vfw Hesse, Schusta 13, Early 1917



Royal Prussian Schutzstaffel 13 (Schusta 13) Linke-Hofmann built late production Roland C.IIa (Li) "Black III", believed to have been flown by Vfw Hesse, is prepared for flight on a wintery day in early 1917. Schusta 13 was formed from Kasta 37, Kagobl VII, on 1 January 1917 and like all Schusta units were initially tasked with escorting reconnaissance aircraft but found themselves being used in the ground attack role more and more throughout 1917. Note the Linke-Hofmann signature pale fin & rudder, diagonal fuselage stripe, thin white borders of the eisernkreuz introduced in October 1916 and how the camouflage paint appears to have flaked off the bottom wing tips exposing the underlying bleached 'snow white' linen fabric.



Unidentified Linke-Hofmann built late production Roland C.IIa in flight.

Roland C.II (Li) 3645/16 is from the 2nd, and last, production batch ordered from Linke-Hofmann in September 1916 (numbers 3624/16 to 3663/16) and was used by Hans Joachim von Hippel at Beobachter Schule Coln (the observer's school at Cologne) in 1917. It appears to have been common practice for this Schule to paint their Roland serial numbers clearly on the side of the fuselage. Note the PuW bomb rack under the fuselage and the trademark Linke-Hofmann pale fin & rudder. Hippel survived a serious crash as a passenger in a heavily camouflaged Beobachter Schule Coln Roland C.II (not C.IIa), possibly 4437/15, being flown by his close friend Paul Baumer on 22 January 1917, both escaping serious injury. Undeterred, Hippel went on to learn to fly and then served in Jasta 5 from December 1917 where he flew (and crashed) a variety of strikingly marked Albatros D.V and D.Va before he transferred to Jasta 71 in August 1918. At Jasta 71 he crashed at least one more Albatros D.Va (see Wingnut Wings model 32015) and his first Fokker D.VII. Hippel survived WWII flying Junkers Ju 52 transports and died in 1975.

**D** Roland C.IIa "White 21", Otto Burgermeister, Kasta 21, Kagohl IV, November-December 1916



Paint wings & apply decals 1 2 3 4 10 101 104 & 106 as per E



Otto and a friend ham it up for the camera in a different final production Roland C.IIa decorated with pot plants, curtains and a bird cage! Note the sliding observer's window which is not a feature of "White 21" and the LMG 08/15 "Spandau" machine gun found on some final production machines in place of the more common IMG 08.

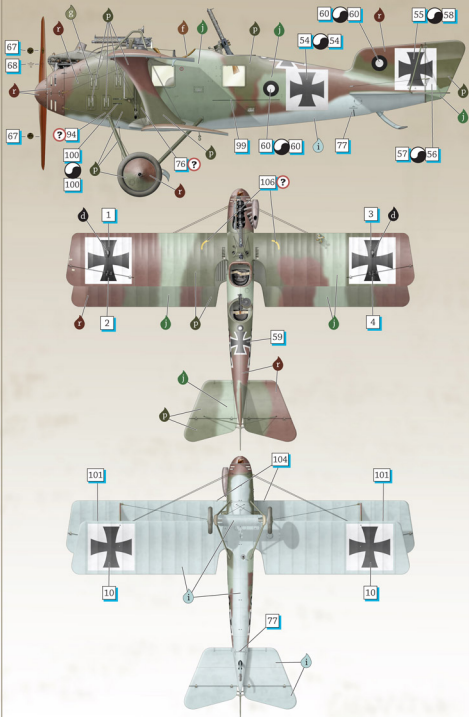


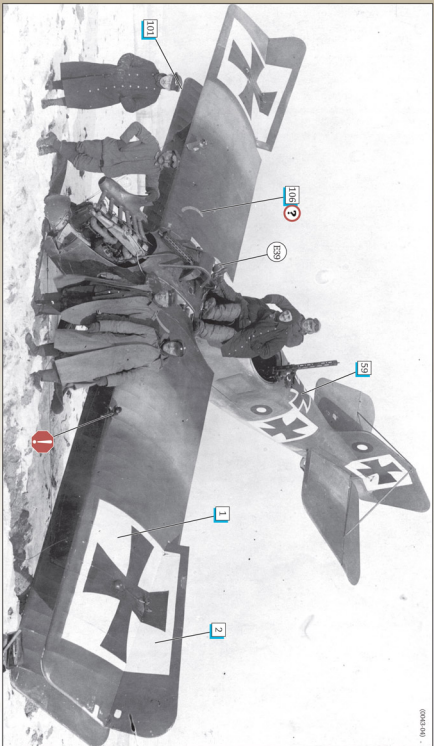
Otto Burgermeister strikes a relaxed pose near Verdun in June 1916.



Final production Roland built C.II Kasta 21, Kagohl IV "White 21" flown by Otto Burgermeister over the Somme in November and December 1916. Note the tall fin and PuW bomb rack under the fuselage. This is one of the 40 final production aircraft ordered from Roland in June 1916 (numbers 2700/16 to 2739/16) all of which had a taller fin built onto the fuselage for improved maneuverability.

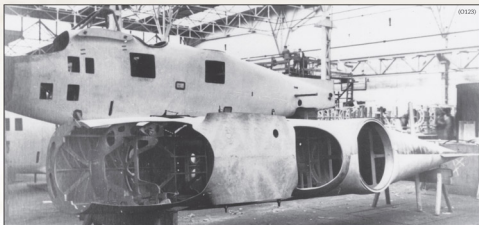
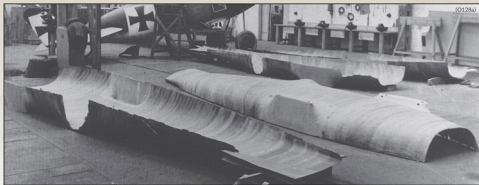
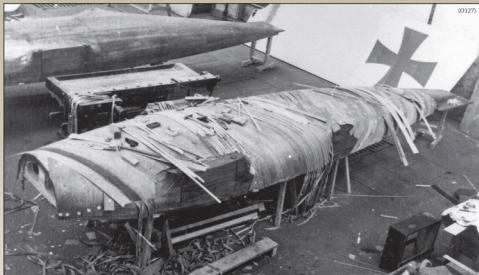
E Roland C.IIa "circles", Kagohl II ?, Late 1916 - Early 1917





A perfect scene for a diorama, this final production Roland built C.IIa, possibly from Kagohl II, has suffered a fate very common amongst Roland C.II/C.IIa due to the poor visibility of the ground from the pilot's cockpit. The unidentified crew appears to have survived unscathed and pose happily on the fuselage while ground crewmen prepare to salvage their aircraft. An anemometer with an aerodynamic fairing is fixed to the starboard wing while a small doll balances it on the port wing. The curved lines on the top wings [106] are believed to be guides to prevent the observer fitting into the propeller, and perhaps to give the pilot some indication of where his undercarriage was. Note the tool box on the ground by the port wing tip and that the aileron control rod inspection covers (113) & (114) on top of the wings have been removed.

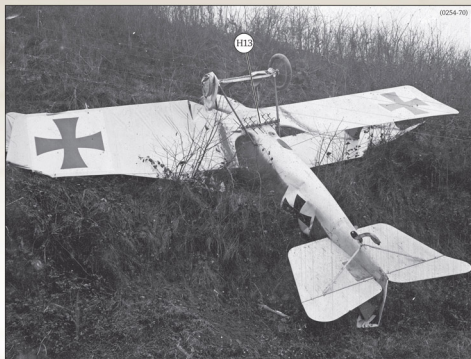
LFG Roland factory photos of late production C.IIa fuselage halves being constructed. Note the diagonally opposed thin strips of plywood being formed over a wooden buck and the resulting lightweight fuselage clearly displaying its compound curves.







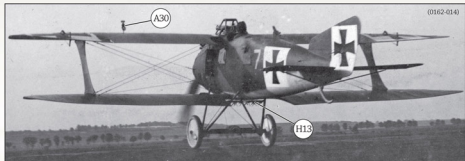
This Roland C.IIa (Li) has come to grief down a bank next to some railway tracks and is thought to be 1852/16, the 2nd aircraft from the first Linke-Hofmann production batch ordered in July 1916 (numbers 1851/16 to 1862/16). The wheels have been quartered in light and dark colours and an anemometer was fixed to the starboard wing.



Note the PuW bomb rack (H13) and hole cut in the fuselage for camera equipment. The large white cross fields seen behind the fuselage and wing eisernenkreuz were phased out following a directive in late October 1916 and are unusual to see on Linke-Hofmann built C.IIa which started to arrive at the front in February 1917.



This final production Roland C.IIa "1" of Schusta 27b (Royal Bavarian Schutzstaffel 27, a protection squadron created from Kasta 36, Kagohl VI on 1 January 1917) has come to a sticky end after hitting a hanger at Puxieux, France in early 1917. Note the seam line running down the centerline of the fuselage! A bullet hole patch can be seen near the tip of the starboard horizontal tailplane, which is partially obscuring the Jasta 23b Albatros D.II in the background.



Late production Roland built C.IIa "7" takes to the air apparently without an observer. Note the anemometer on the port wing, empty PuW bomb rack and missing Parabellum LMG 14 machine gun.



< Late production Roland built C.IIa "White 2" of Kasta 2, Kagohl 1 as seen on page 16. Note the protective cover over the IMG 08 "Spandau" machine gun, shark mouth markings and curtains painted in the windows.

> Rear view of "White 2" showing the 3 colour camouflage scheme applied to the wings of late production Roland C.IIa. Note that the observer's window has been modified so that it can slide rearwards.



#### 3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of pass times.



#### 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](http://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 Fockers 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](http://www.ronnybarprofiles.com)



#### Project Co-ordinator, 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 have any questions about this model, comments, requests or suggestions, Richard is contactable at [richard@wingnutwings.com](mailto:richard@wingnutwings.com)



32041	1/32 Roland C.IIa Late	Qty
0132026A	A parts	1
0132026B	B parts	1
0132026C	C parts	2
0132026D	D parts	2
132E0005	E parts Merc D.III engine	1
132G0001	G1 Parts	1
132G0003	G3 Parts	1
0132033H	H parts	1
0132041I	I Parts	1
0132041P	Photo-etched metal parts	1
7132041	Instructions	1
9132041	Decals	1

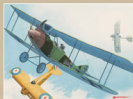
If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32048 - 1/32 Fokker E.III Late



32013 - 1/32 Sopwith Pup RFC



32023 - 1/32 Rumpler C.IV Early

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