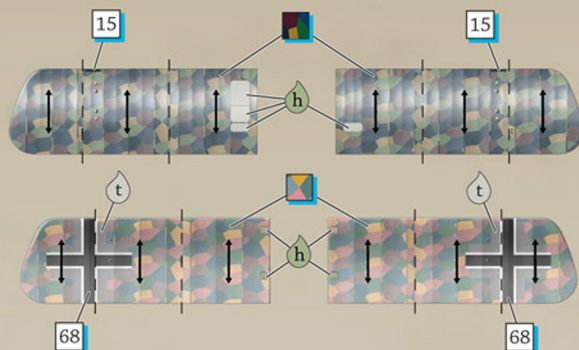
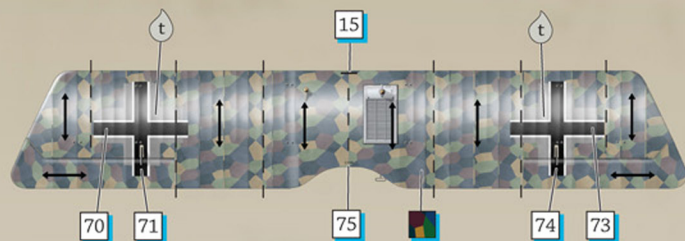




### A Pfalz D.IIIa 1296/18, Jasta 56, Late 1918

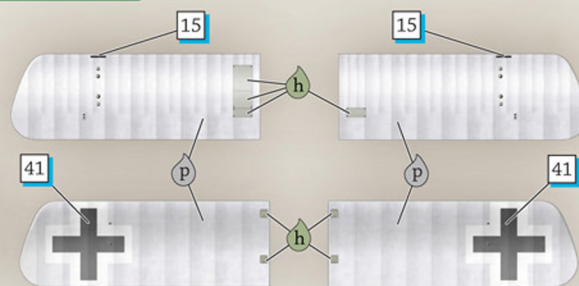
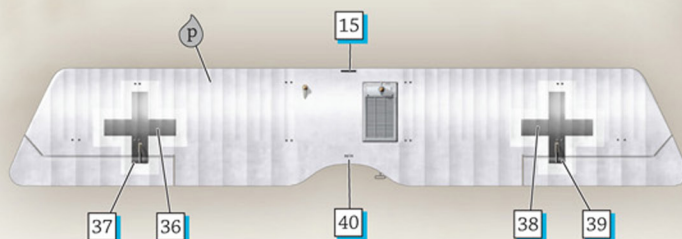
Use optional parts (A60, C2, D1, D2, D9, D16, D17, E1, E4 & E45)



This Pfalz D.IIIa from the final production batch features the light blue and chrome yellow fuselage markings of Jasta 56. The upper portion of the engine cowling has been cut away, presumably to increase engine cooling and the earlier Eisernes Kreuz have been modified to the final 'thin arm' form of Balkenkreuz. Note the similarly painted Fokker D.VII in the background which has a white fuselage band.

### B Pfalz D.IIIa 8178/17, Rudolf Stark, Jasta 34b, May 1918 (11 victories)

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

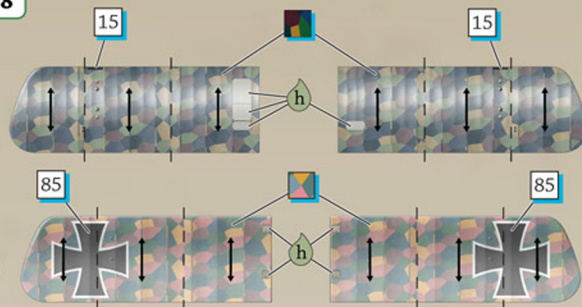
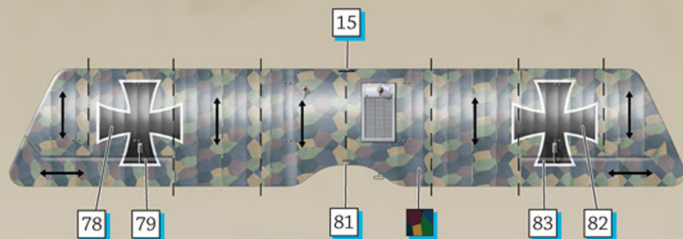


Rudolf Stark's Royal Bavarian Jasta 34b Pfalz D.IIIa 8178/17 is warmed up before a patrol. The aluminium nose cowl is white but the engine side cowlings are unpainted. Note the rear view mirror (E39) mounted to the fuselage and that the 180hp Daimler-Mercedes D.IIIa engine is fitted with a water jacketed intake manifold. Rudolf is also recorded as flying a similarly marked Pfalz D.III 4064/17 and a Pfalz D.IIIa 8155/17 at Jasta 34b and his 'lilac' nose and fuselage band markings were repeated later on his

Fokker Dr.1 and Fokker D.VII. Rudolf Stark served in the 2nd Bavarian Uhlán Regiment early in the war and transferred to aviation during 1917 and eventually joined FAA296 in November. He served with Jasta 34b from January 1918 until the end of May when he was made acting commander of Jasta 77b. In early June he took command of Jasta 35b where he saw out the rest of the war.

### C Pfalz D.IIIa 8284/17, Jakob Pollinger, Jasta 77b, May 1918

Use optional parts (A60, D1, D2, D9, D16, D17, E24, E33, E37, E42 & E44)

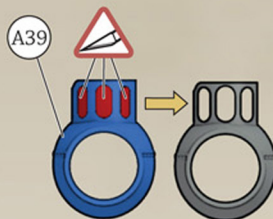


Before capture



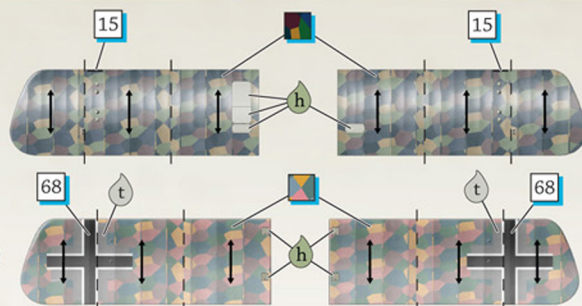
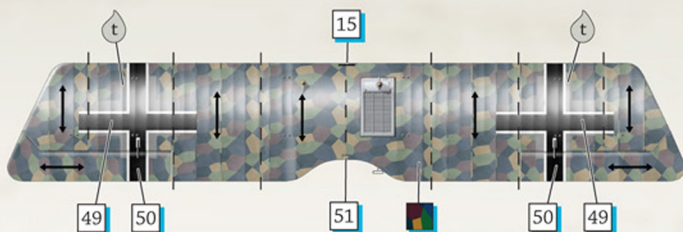
After capture

Jakob Pollinger had only been with Royal Bavarian Jasta 77b for 8 days when he ran out of fuel and landed this aircraft behind British lines on 30 May 1918. It is not known if this was Jakob's personal aircraft but photos taken around this date depicting an almost identically marked Jasta 77b Pfalz D.XII would lead us to believe that it wasn't. It is likely that Jakob was flying another pilot's 2nd aircraft for his fateful flight into captivity. When captured his Pfalz D.IIIa 8184/17 retained its old style Eisernes Kreuz on the upper wing (and possibly lower wings too) but had converted balkenkreuz on the fuselage. These were painted over with British cockades for flight evaluation and yet again with 'incorrect' old style Eisernes Kreuz for propaganda and public display purposes. The fuselage swastika marking was a good luck symbol used by all sides during the First World War. Note the flare rack (E44) under the cockpit, 200hp Daimler-Mercedes D.IIIaü engine and the 3 cooling slots cut into the nose cowling (A39). It is not known if the repair patch on the right side of the fuselage was applied before or after capture.



### D Pfalz D.IIIa 8304/17, Late 1918

Use optional parts (A60, D1, D2, D9, D16, D17, E4 & E24)

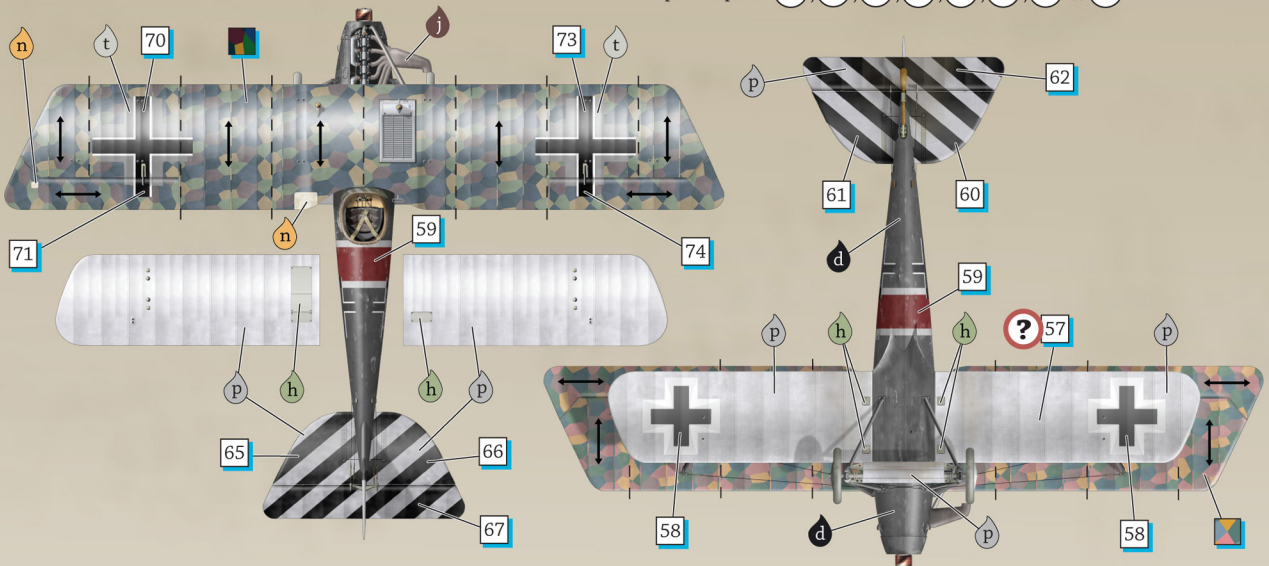


Very little is known about Pfalz D.IIIa 8304/17 other than it was photographed post war in the condition shown here. From the final production batch of 1917 it would most likely have had its wings covered in 5 colour lozenge fabric when it left the factory. The shield marking on the fuselage appears to have been cleverly designed around the late war 'thin armed' fuselage balkenkreuz which has also been applied to the rudder and, presumably, the wings too. The nose appears to have been painted a dark colour which we believe could have been chrome yellow which would indicate service in a Marine Feld Jasta. The rudder may also have been

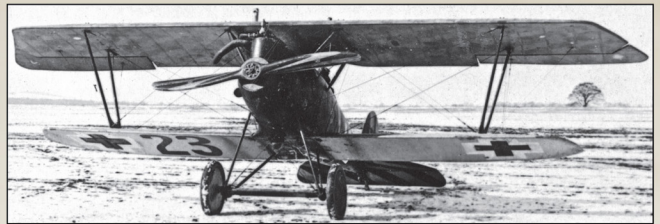
yellow at some time in the past but appears as if it has been thinly over painted with a dirty grey or white. Obviously the tailplane is missing but if 8304/17 was a Marine Feld Jasta aircraft these it would also have been painted in chrome yellow. The decision is yours.

**E Pfalz D.IIIa, Jasta 37, Late 1918**

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



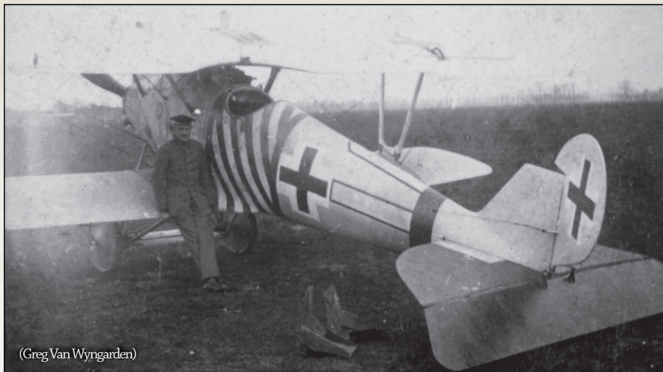
This well worn Jastaschule Pfalz D.IIIa trainer was photographed at Koblenz in 1919. The guns have been removed and large Jastaschule aircraft identification numbers have been painted under the starboard lower wing and over the fuselage balckenkreuz. The black and silver tailplane markings indicate that prior to being a Jastaschule aircraft this Pfalz D.IIIa served with Jasta 37 and this is how we have illustrated it. We have also included optional Jastaschule markings (55), (56) & (57) for you to use if you wish. The spinner (A18) would most likely have been fitted while in service with Jasta 37. Note the left wheel is black while the right is white.



**F Pfalz D.IIIa, Marine Feld Jasta, Mid-late 1918**

Use optional parts (A60), (D1), (D2), (D9), (D16), (D17), (E4), (E24) & (E39)

Apply decals (15), (36), (37), (38), (39) & (41) as per **B**



This unidentified Marine Feld Jasta Pfalz D.IIIa features striking black and white banding around the cockpit area and what appears to be a white painted tailplane which has been extended in black bordered bars along the fuselage, obscuring the serial number. This white area is dirty and weathered and is now 'less white' than the paint applied to convert the rudder and fuselage crosses. The horizontal tailplane is thought to be chrome yellow as is the nose and wheels. A rear view mirror (E40) has been attached to the top wing.

Colours	Tamiya	Humbrol	Misterkit
v	Chrome Yellow	XF3(x10) + X6(x1)	GC14
w	Lilac (FS17155)		
	Decal 30001 5 Colour Upper Lozenge - available separately		
	Decal 30002 5 Colour Lower Lozenge - available separately		



Please visit our website for additional photographs and information  
If you require assistance please contact - help@wingnutwings.com

[www.wingnutwings.com](http://www.wingnutwings.com)