

WINGNUT WINGS



LFG (Luft-Fahrzeug-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 designs of the Great War including the highly advanced and successful 160hp Daimler-Mercedes D.III powered Roland C.II 'Walfisch' two-seat reconnaissance aircraft in 1916, an aircraft capable of outperforming most single seat fighters of the day. This was followed by the relatively unsuccessful D.I, D.II and D.III single seat fighters, which were mainly handicapped by their lackluster Argus engines. The Roland D.III being cancelled part way through production by Idflieg (the German Inspectorate of Aviation Troops) in favor of the 160hp Daimler-Mercedes D.III powered Pfalz D.III. Ironically Pfalz had learned their successful construction techniques from Roland while building their aircraft under contract.

Ever innovative, Roland's next successful design, the D.VI featured a highly streamlined fuselage constructed from overlapping plywood 'planks' in a manner similar to 'clinker built' boats. The ailerons were operated by tubes running inside the single piece upper wing connected to control horns close to the fuselage. Other interesting features were the position of the lower wings under the fuselage and the installation of the compass in the upper wing.

The prototype Roland D.VI, powered by the reliable but now quite old 160hp Daimler-Mercedes D.III engine first appeared in October 1917 with a 2nd and 3rd prototype appearing shortly afterwards, the 3rd being powered by the new 185ps Benz Bz.IIIa. These prototypes were under evaluation for 3 months before being ordered into production in February 1918 as the Daimler-Mercedes powered Roland D.VIa and in April as the Benz Bz.IIIa powered D.VIb.

It appears that newly delivered Roland D.VIas were mainly equipped with 200hp Daimler-Mercedes D.IIIa engines but photographic evidence shows that by the end of the Great War many were powered by the now long obsolete 160hp D.III engine. Photographic records available to us curiously indicate that no Roland D.VIa was equipped with the 180hp Daimler-Mercedes D.IIIa engine. An operational report from Jasta 23b described the visibility from the Roland D.VIa as very good and its handling superior to the Pfalz D.IIIa and Albatros D.V, but performance in other areas was lacking. While the 185ps Benz Bz.IIIa powered D.VIb performed a little better it was no match for a Fokker D.VII equipped with the coveted 185ps BMW.IIIa engine, the machine all Jasta pilots longed to fly.

Any history of this aircraft here is of necessity very brief, therefore we encourage you to seek out the Windscock Datafile on the Roland D.VI mentioned below for a more thorough understanding of this interesting aircraft.

WWI 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 colourful unit and personal markings applied to the various German fighters 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. Roland D.VIa fuselages left the factory in their natural varnished plywood finish with the interior of the engine bay and most metal fittings painted in grey-green. Exterior metal panels, spinner and undercarriage were also painted in this same grey-green. The cabane struts appear to be dark grey while the wing struts appear to be light grey. The wings, tail plane, elevators and rudder were covered in 4 colour pre-printed 'lozenge' camouflage material. Like many other German aircraft of the Great War, various colourful unit and personal identification markings were applied, the exact colour or shade of which continue to be the subject of many a lively discussion.

Wingspan:	Length:	Max Weight:	Max Speed:
9.4m (30.84ft)	6.4m (21ft)	845kg (1863lb)	190kph (118mph)
No. manufactured:	Production:	Engine:	Ceiling:
D.VIa 152 (D.VIb 201)	Feb 1918 - mid 1918	Daimler-Mercedes 160hp D.III, 200hp D.IIIa	Approx 5800m (19000ft)

Armament:

2x 7.92mm LMG08/15 'Spandau' machine guns

References:

Roland D.VI Windscock Datafile 37, PM Grosz 1993 - 1914-18 Aviation Heritage Trust - Colin Owens - The Vintage Aviator LTD
Krakow Museum, Poland - Private Collections.

Roland D.VIa

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 suitable for plastic model kits.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto gloss painted surface of model. 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 hints and tips to assist you in getting the best result from your Wingnut Wings model.

SYMBOLS

1 Construction Step



Choose



Attention



Remove

A1 Part Number



Do Not Cement



Option



Drill

5 Decal



Cement For Metal



Other Side



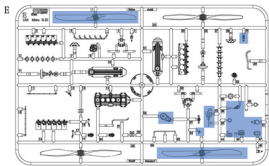
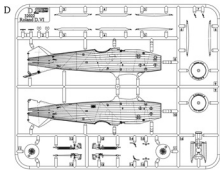
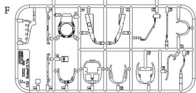
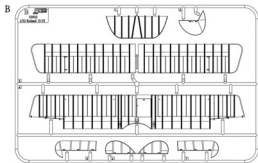
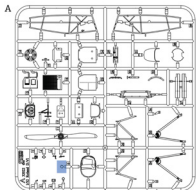
Paint Colour

P1 Photo Etch Part

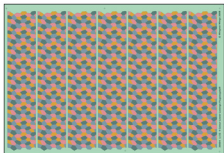
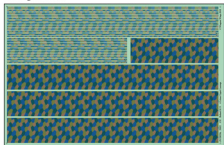
PAINT COLOURS

	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Leather - semi gloss	XF52	62	
f	Blue - semi gloss	XF8	25	
g	Interior Grey Green - semi gloss	XF76	90	
h	Rust - matt	XF9	113	
i	White - semi gloss	XF2	34	
j	Light Wood* - gloss	XF78	93	
k	Steel	XF56	27003	
l	Clear Doped Linen - matt	XF55	148	GC10
m	Copper	XF6	12	
n	Dark Wood* - semi gloss	XF68	98	
o	Rubber - matt	XF69	66	
p	Red - gloss	X7	19	GC15
q	Light Blue - gloss	XF23(x1)+XF2(x1)	65	GC03
r	Dark Grey - semi gloss	XF22	92	
s	Light Grey - matt	XF19	64	

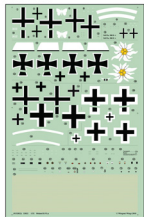
Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.



Lozenge Sheets

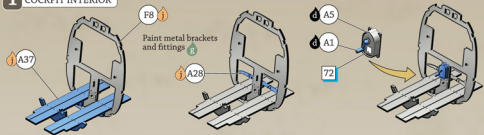


Decal Sheet



 = Not Used

1 COCKPIT INTERIOR



Fokker type hand grip from Roland D.VIb 2225/18 with its throttle handle on the left and the firing triggers for the twin LMG 08/15 Spandau machine guns. (Krakow Museum Poland)



Throttle



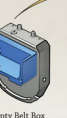
Magazine



Control Column

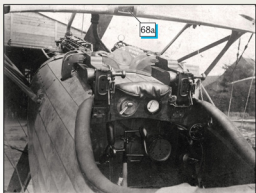


Fuel Tank



Paint filler caps

Empty Belt Box

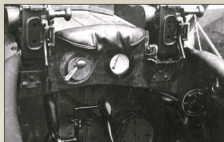
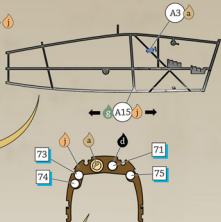
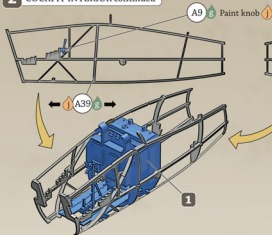


Cockpit interior shot of an unidentified Roland D.VIa. Note the special aircraft Armee-Kompass III [68a](#) & [68b](#) in the upper wing, cockpit padding, altimeter (optional part [A8](#)) and decal [67](#) suspended below the instrument board and the dark [d](#) painted upper section of the control column.



Gutted interior from Roland D.VIb 2225/18 from the Krakow Museum Poland. There are several detail differences between D.VIa and D.VIb cockpits but this photo is included as its colours are very faithful to the original, and it is the only Roland D.VI of any type still in existence. (Krakow Museum Poland)

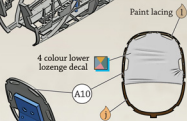
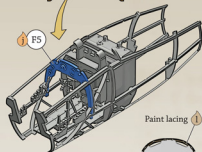
2 COCKPIT INTERIOR continued



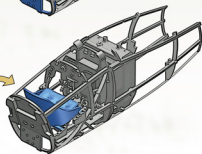
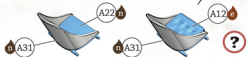
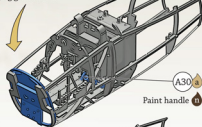
Roland D.Via instrument board detail. Details visible from left to right are; Bosch engine switch with its 'key' held by a small chain, oil pressure gauge (manometer) 71 and fuel (benzin) selector switch 75.



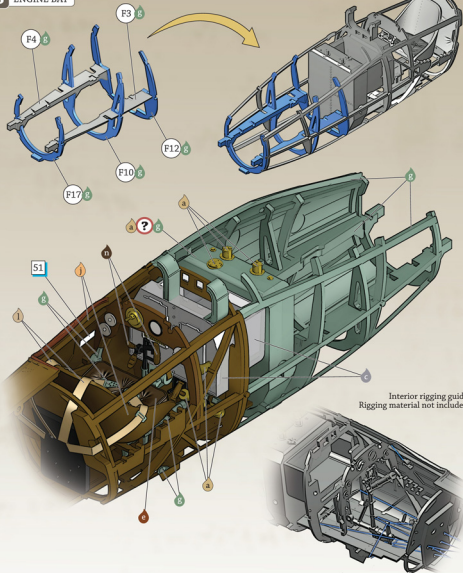
Seat detail from Roland D.Vib 2225/18 showing the simple method of seat adjustment and various control levers. Note the 'Spät-Früh' (Late-Early) stenciling 511 behind the spark advance lever. Late in the Great War German airmen were equipped with parachutes which would also act as the seat cushion, which is why we have provided optional parts A12 and A22. (Krakow Museum Poland)



Rigging guide holes



3 ENGINE BAY



Interior colour details from Roland D.VIb 2225/18 showing the grey-green colour of the engine bay interior and metal fittings. Note the rear of the Benz Bz.IIIa engine showing details which are not applicable to our Daimler-Mercedes powered Roland D.VIa. (Krakow Museum Poland)





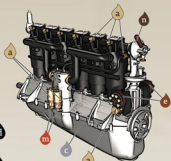
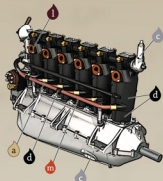
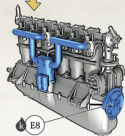
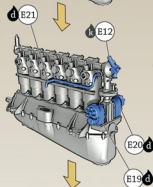
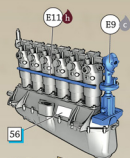
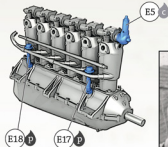
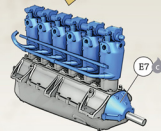
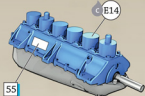
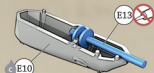
Jacob Tischner's early production Roland D.VIa 1205/18 after colliding with a fellow Jasta 35b Pfalz D.IIIa 8132/17 on 17 June 1918. Note the early Eisernes Kreuz of the brand new Roland D.VIa and the converted balkenkreuz of the older Pfalz D.IIIa. (Greg VanWyngarden)



This photo of a Jasta 23b Roland D.VIa shows the same aircraft at Koblenz as option **E** but at a later date. There is a white circle painted on each side of the fuselage and the wheel covers have been painted black (or another dark colour). For other views of this aircraft see pages 13, 26 and 29. Note the position of the Roland factory decal below the rear of the cockpit opening. (Greg VanWyngarden)



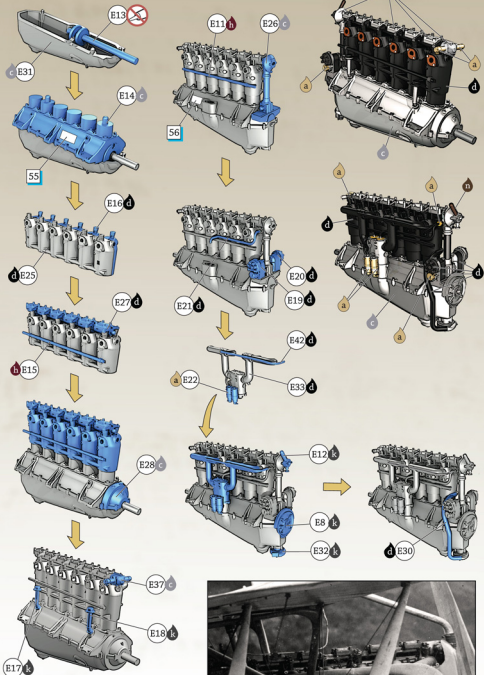
This unidentified Roland D.VIa features a dark fuselage, late style struts and an early 160hp Daimler-Mercedes D.III engine. A painted over personal marking appears just forward of the fuselage cross and the fin has been painted white, interestingly this does not follow the outline of the front of the fin. The shoulder straps of the pilot's four point harness can be seen hanging over the edge of the cockpit opening.



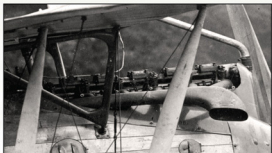
160hp Daimler-Mercedes D.III engine undergoing maintenance. Despite being considered underpowered by 1918 fighter standards photographic evidence suggests that this earlier version of the D.III engine was installed in many Roland D.VIa aircraft, no doubt contributing to the lackluster impression left by the D.VIa on many pilots. Note the small cylindrical air pump (E5) at the front and the exposed water pipe (E3) on the right side of the engine.



The tell tale signs of a 160hp Daimler-Mercedes D.III engine (rocker boxes (E6) centered on the springs and small vertical air pump (E5) at the front) are just visible above the cowling in this view of Otto Kissenberth's Jasta 23b Roland D.VIa.

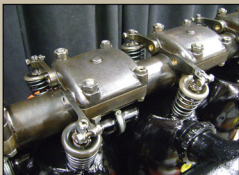


200hp Daimler-Mercedes D.IIIaü engine detail from Roland D.VIa 3615/18. Note the horizontally opposed air pump (37) at the front and how the rocker boxes are positioned to the rear of the springs.





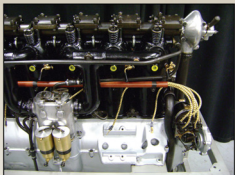
Detail of the horizontal air pump associated with the 200hp engine.



Overhead camshaft and valve gear rocker details.



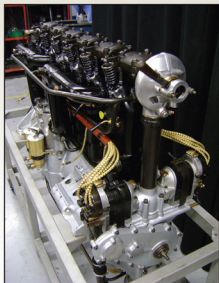
Water jacketed intake manifold and carburetor detail. A mount for the generator (E4) can be seen at right but the actual generator was very rarely installed in fighter aircraft.



Rear of the engine showing magneto and generator belt cover details.



The serial number of the engine was sometimes stenciled on the front of the cylinder and the red band signifies an over compressed engine, both colourful touches seldom seen in archive photos.

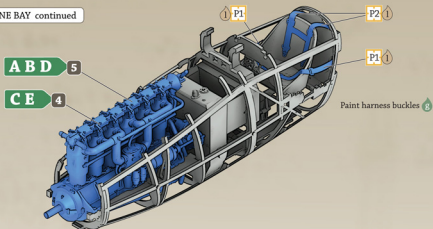


Rear of the engine showing magneto and generator belt cover details.

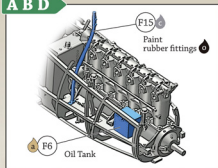


An unidentified Roland D.VIIa from a Marine Field Jasta unit. Note the 200hp Daimler-Mercedes DIIIa engine, dark cabane struts, altimeter ³⁸ ₅₇ suspended below the upper wing cut out, tyre valve access hole in wheel cover, oil tank access hatch under the exhaust and the illegible name on the nose.

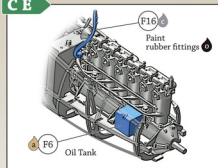
6 ENGINE BAY continued



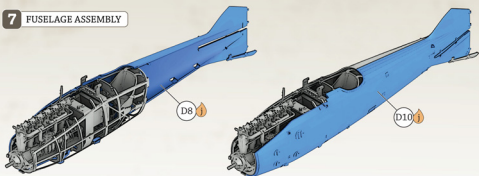
ABD



CE

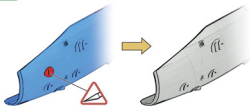


7 FUSELAGE ASSEMBLY

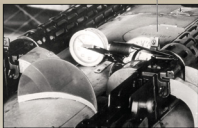


C

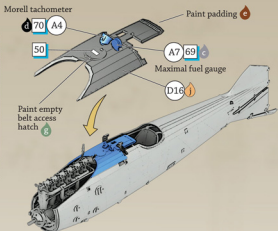
Remove inspection/access hatch for Otto Kissenberth colour scheme.



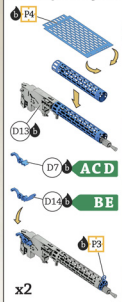
8 FUSELAGE DETAILS



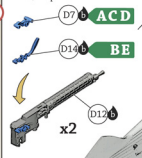
Maximal fuel gauge (A7) and Morell tachometer (A4) details from an unidentified Roland D.IVb. Note the small windscreen (C1) and empty belt stencil (50).



LMG 08/15 Spandau – high detail



LMG 08/15 Spandau

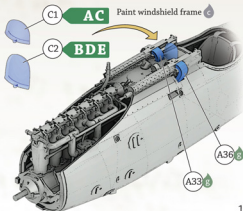


Paint LMG 08/15 Spandau mount brackets (g)

> LMG 08/15 Spandau machine gun detail from Roland D.VIa 3615/18 showing long cocking handles (D14). The ammunition feed chute appears to be painted in grey-green (g).



Roland D.VIa LMG 08/15 Spandau machine guns with short cocking handles (D7). The ammunition empty belt chutes appear to be painted in grey-green (g). Note the windscreen (C1) and gun sights. The chain just visible at the far right of this image is connected to a fabric shield which regulated the cooling airflow to the radiator. This shield was wound around a sprung roller inside the aluminium fairing at the front of the radiator.

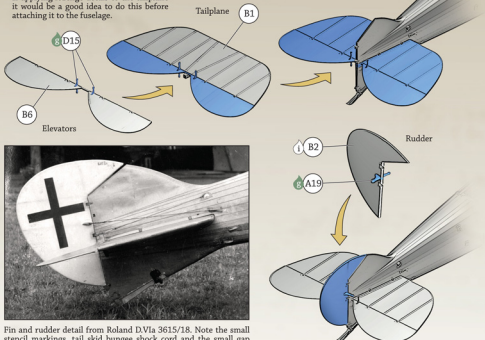


9 TAILPLANE



Tailplane detail from a Jasta 23b Roland D.VIa photographed after the Armistice at Koblenz. The leading edge of the tailplane has been overpainted with black as part of Jasta 23b's unit marking and while it has faded considerably it obscures the linen rib tapes. Note the small stencil detail and how the elevators do not have rib tapes. (Greg VanWynyarden)

If applying lozenge decals to the tailplane it would be a good idea to do this before attaching it to the fuselage.

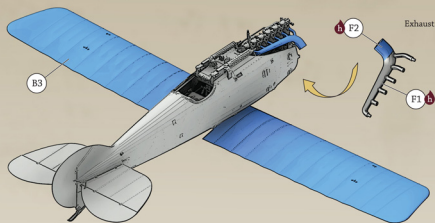


Fin and rudder detail from Roland D.VIa 3615/18. Note the small stencil markings, tail skid bungee shock cord and the small gap around the tailplane where it enters the fuselage.



A nice rear view of the same Jasta 23b Roland D.VIa seen above. This aircraft was handed over to the allies after the Armistice and is shown here undergoing trials at Koblenz. It's colour scheme closely resembles our option **E** but with a small white circle in the dark fuselage band and dark wheel covers. Note how the tailplane is out of alignment with the lower wings. (Greg VanWynyarden)

10 LOWER WINGS & EXHAUST

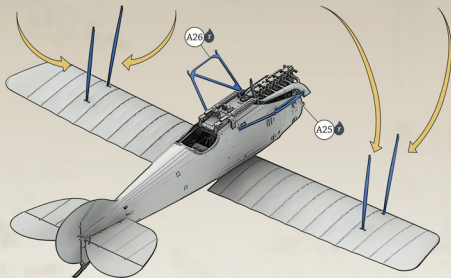
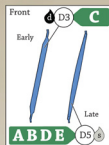
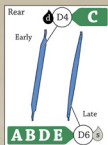
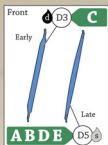
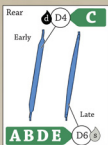


Lower wing details from the Jasta 23b Roland D.VIa from page 13 showing the rigging attachment points, 4 colour lozenge fabric covering and unpainted linen rib and edging tapes. (Greg VanWyngarden)

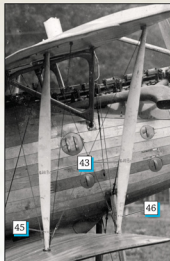


Roland D.VIa and D.VIb aircraft in warehouse storage after the armistice. The 1st 2 aircraft on the left of the photo are 160hp Daimler-Mercedes D.III powered D.VIas while the 3rd, 4th and 6th aircraft are all 185ps Benz Bz.IIIa powered D.VIbs. Tarpaulins covering the engines of all the Roland D.VIs on the right prevent further identification.

11 STRUTS

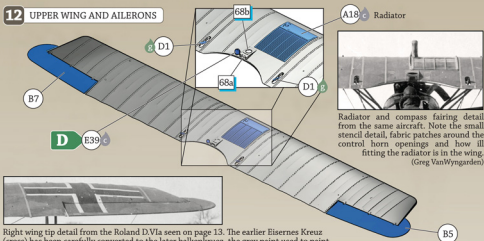


Early style struts as seen on the 1st few Roland D.VI, in this case from Otto Kissenberth's D.VIa.



Late style struts from Roland D.VIa 3615/18. Note the small stencil markings and how the rigging wires only have turnbuckles where they attach to the lower wing. The cabane struts (A25) & (A26) appear to be very dark grey.

12 UPPER WING AND AILERONS

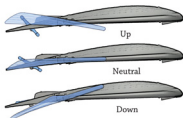


Radiator and compass fairing detail from the same aircraft. Note the small stencil detail, fabric patches around the control horn openings and how ill fitting the radiator is in the wing. (Greg VanWyngarden)



Right wing tip detail from the Roland D.VIa seen on page 13. The earlier Eisernes Kreuz (cross) has been carefully converted to the later balkenkreuz, the grey paint used to paint over the former obscures the linen rib tapes. Note the lack of rib tapes on the aileron and the small stencil detail on its inner trailing edge (repeated on the left aileron). (Greg VanWyngarden)

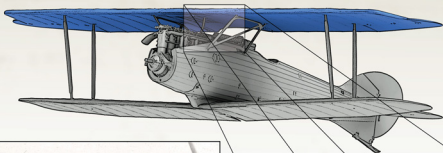
! Note orientation of control horns (D1)
Left aileron up = right aileron down
Right aileron up = left aileron down



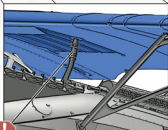
Right aileron and control horn shown for clarity



Aileron control horn detail from Roland D.VIa 3615/18 showing a 'near neutral' position.

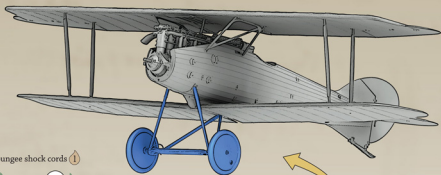


Cabane strut and water pipe detail from the unidentified Marine Field Jasta Roland D.VIa on page 10. Note the dark colour of the cabane struts.

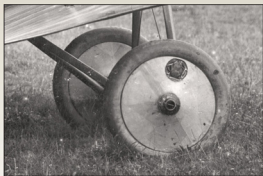
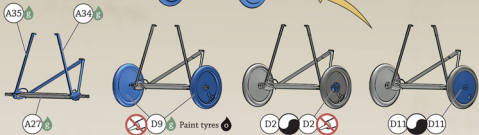


! Note orientation of radiator pipe

13 UNDERCARRIAGE



Paint bungee shock cords ①



Undercarriage wheel detail from Roland D.VIa 3615/18 showing 4 color lozenge fabric and a cover laced over the tyre valve access hole.



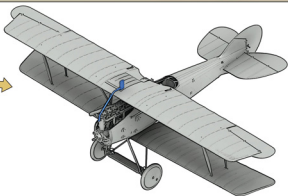
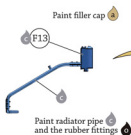
Undercarriage strut detail from Roland D.VIb 2225/18 showing the grey-green colour of the struts and various metal fuselage fittings. Note how the rigging enters the fuselage. (Krakow Museum Poland)



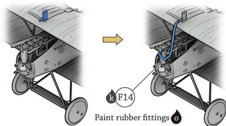
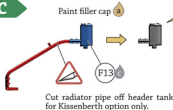
Undercarriage axle wing from Roland D.VIb 2225/18 showing the grey-green colour of the wooden struts and hinged metal axle flap. Note how the rigging attaches to the axle wing. (Krakow Museum Poland)

14 RADIATOR PIPE AND HEADER TANK

ABDE



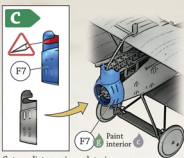
C



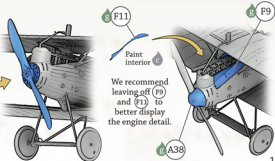
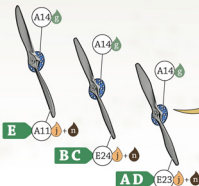
15 PROPELLER AND FINAL ASSEMBLY

Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.

C



The 2nd Roland D.VI prototype D.221/18. Note the square fuselage access covers, balanced rudder and Clear Doped Linen wings. The front water pipe runs to the bottom of the wing radiator and obscures the small vertical air pump at the front of the 160hp Daimler-Mercedes D.III engine. In production the Daimler-Mercedes powered Roland D.VI would become the D.VIa.

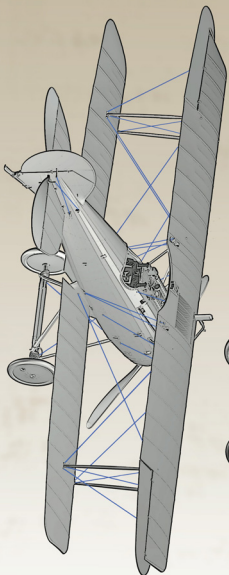
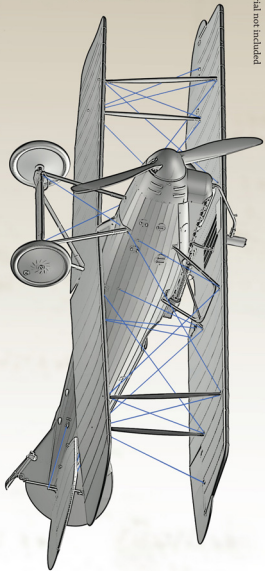


16 RIGGING DIAGRAM

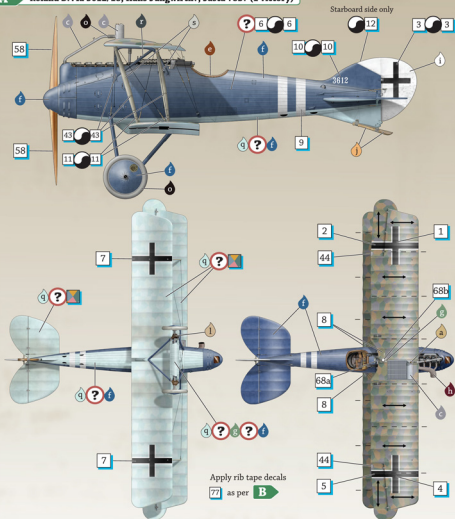
Rigging material not included



Wing strut detail from Roland D.V.I.A. 3615/78 showing rigging details.



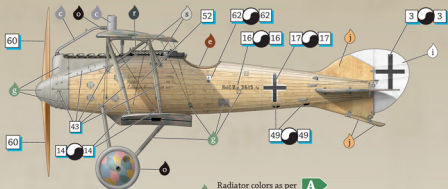
0.15mm

A Roland D.VIa 3612/18, Hans Jungwirth?, Jasta 78b? (1 victory)

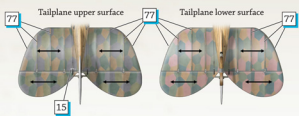
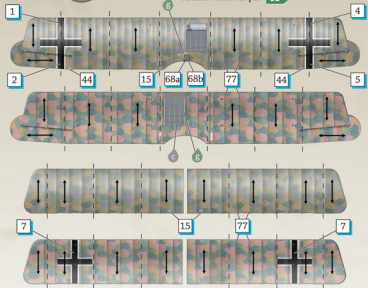
Tentatively identified as being previously flown by Hans Jungwirth of Jasta 78b, Roland D.VIa 3612/18 was handed over to the allies in accordance with the conditions of the Armistice and is shown here being inspected by allied troops. Interestingly the two LMG08/15 Spandau machine guns are still fitted. The remains of what appears to be a painted over personal marking can be seen just to the rear of the cockpit. If this aircraft was indeed flown by Jungwirth this marking was presumably Hans' white butterfly design [6] which would have been

painted over when he gave up this aircraft for Fokker D.VII (OAW) 4464/18. The underside of the fuselage 'appears' to have had a lighter colour applied which Ronny has carried onto the undersides of the wings. But this could simply be a reflection from the snow on the ground at Koblenz and the underside could have been the same colour as the rest of the fuselage [4] and the bottom of the wings finished in the usual 4 colour lozenge as per **B**.

B Roland D.VIIa 3615/18, 1918



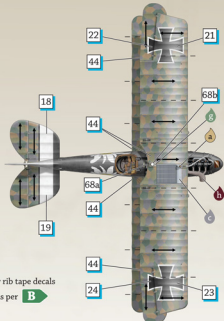
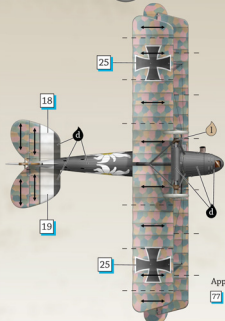
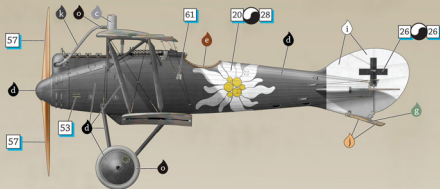
Radiator colors as per **A**





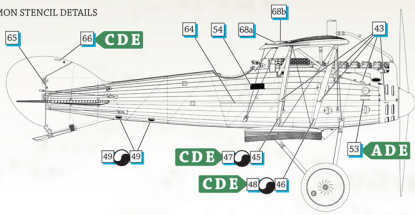
A beautiful study of Roland D.VIa 3615/18 before any personal or unit markings have been applied. The various light and dark wood tones of the spliced planks provide a nice challenge for the modeller. Note the unequal length factory applied balkenkreuz on fuselage and rudder. Unfortunately no pilot or unit details are known to us.

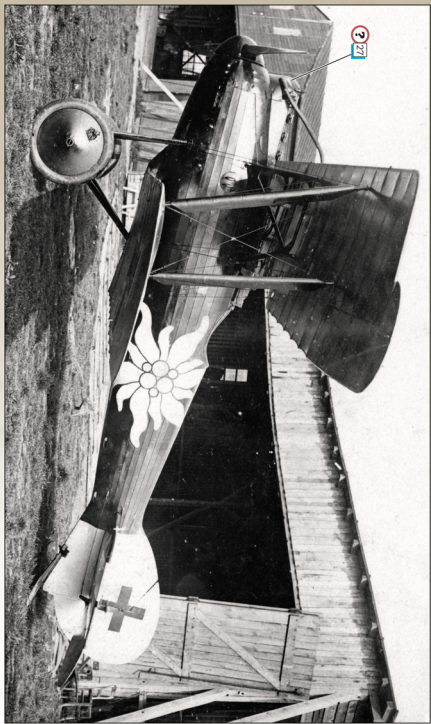
C Roland D.VIa, Otto Kissenberth, Jasta 23b, 1918 (20 victories)



Apply rib tape decals
77 as per **B**

COMMON STENCIL DETAILS





The spectacularly painted Jasta 23b Roland D.VII, of 20 victory aces Otto Kassenberth featuring his eddweiss on a black fuselage personal marking. Otto commanded Jasta 23b from August 1917 until late May 1918 and survived the Great War only to die in a mountaineering accident in August 1919. Note the unusual radiator pipe arrangement, early 160hp Daimler-Mercedes D.III engine, early style struts and distinctive Jasta 23b tailplane markings. What appears to be a set of stylized eyebrows can be seen on the front of the engine cowling and we have included an interpretation of what this could have looked like as decal [27](#) for you to use if you so wish.

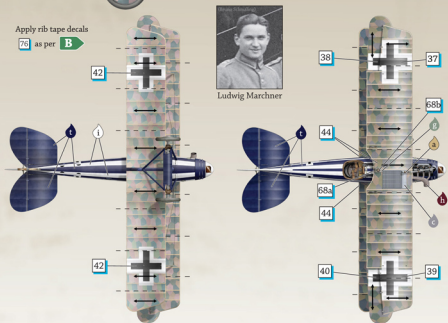
D Roland D.VIa 1222/18, Ludwig Marchner, Jasta 32b, mid 1918 (1 victory)



t Very Dark Blue - semi gloss XF17 FS 15045

Apply rib tape decals

76 as per **B**



Ludwig Marchner



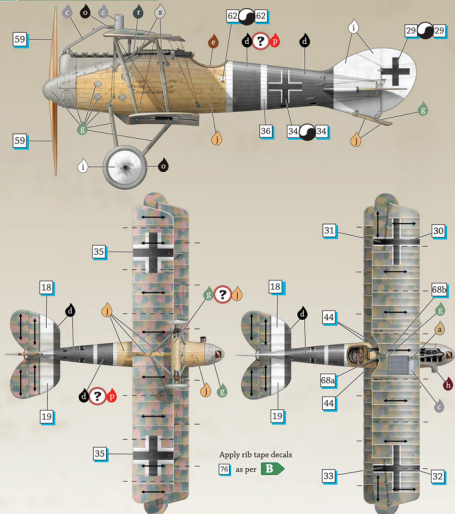
> Ludwig Marchner reclining on the rear of his Royal Bavarian Roland D.VIa 1222/18 with 3 friends. Note the fuselage cross and rigging diagram. Ludwig volunteered for flying in late 1916 and commenced pilot training in January 1917 and was posted to Royal Bavarian Jasta 32b in April 1918 where he would be awarded his sole victory late the following month. He survived the war and founded a mechanical-engineering company which he ran until retiring in his '70s. Ludwig described his Roland D.VIa colour scheme as 'white and dark blue stripes' in an interview with Bruno Schmäling.



In the middle of 1918 the Jasta 32b tailplane marking was changed from Prussian black to a more Bavarian, albeit a very very dark, blue.

^ Ludwig Marchner seated in his Roland D.VIa 1222/18. Note the rear view mirror, windscreens, 200hp Daimler-Mercedes D.IIIaü engine, 5 colour lozenge fabric on the bottom wing and linen rib tapes. Although superficially similar to another Jasta 32b Roland D.VIa that Emil Koch was photographed with, information graciously provided by noted aviation historians Bruno Schmäling and Greg Van Wyngarden have confirmed that this is a different aircraft.

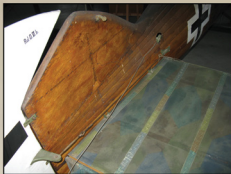
E Roland D.VIa, Jasta 23b, 1918



This ex. Jasta 23b Roland D.VIa was handed over to the allies after the armistice and is pictured here at Koblenz. Note that the guns had been removed by the time this photo was taken. Other photos of this aircraft show it to have the early 160hp Daimler-Mercedes D.III engine installed. The dark band around the fuselage appears lighter than the black Jasta 23b fuselage markings which could indicate that it was a different colour, red perhaps? (Greg VanWyngarden)



Tailskid showing attachment bracket details.



Rudder hinge and control horn detail.



Tailplane attachment brackets and elevator control cable pulley.



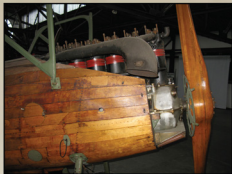
Rear of fuselage showing lifting hand holes and control cable outlets. Note that rib tapes were not applied to the elevators of Great War era Roland D.VI aircraft.



Forward fuselage showing various brackets and strut attachment details.



Fuselage spine showing the unique Roland overlapping plank on plank construction detail.



Nose detail. Note that the Benz Bz.IIIa engine and additional nose radiator shown here are not applicable to the D.VIa.



Note the weight table for the D.VIb is different from the D.VIa due to the different engines.



Front undercarriage strut attachments showing wire threaded through the bolts to prevent them working loose in service. Note the drain hole.



The rear undercarriage struts meet under the fuselage. Note the lower wing attachment lugs.



Roland factory logo decal and foot step cover plate details.



Tailskid fairing and bungee cord details. The horizontal tailplane is a single piece which slides through the rear of the fuselage.



Close up view of the unarmed Jasta 23b Roland D.VIIa shown on page 13. Details to note include the overlapping planking along the fuselage spine, serial number stencil on tailplane (unfortunately not legible) and the brackets on the right side of the fuselage to support a spirit level on the datum line during assembly. (Greg VanWyngarden)



Unfortunately not a particularly good photo, Roland D.VIa 1221/18 was one of the very first to receive the late style struts. Note the 200hp Daimler-Mercedes D.IIIa engine, dark cabane struts, pale wing struts and the placement of the Roland company decal under the rear cabane strut.



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.



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 Fokkers 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



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, Raul 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.



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 do have comments, requests or suggestions, Richard is contactable at richardwingnutswings.com



32022	1/32 Roland D.Via	Qty
0132022A	A parts	1
0132022B	B parts	1
0132022C	C parts	1
0132022D	D parts	1
0132022F	F parts	1
0132022P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132022	Instructions	1
9132022a	Decals	1
9132022b	Lozenge decals Roland D.Via	1
30004	4 colour lower lozenge decals	1

If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32001 - 1/32 Junkers J.1



32009 - 1/32 Albatros D.V



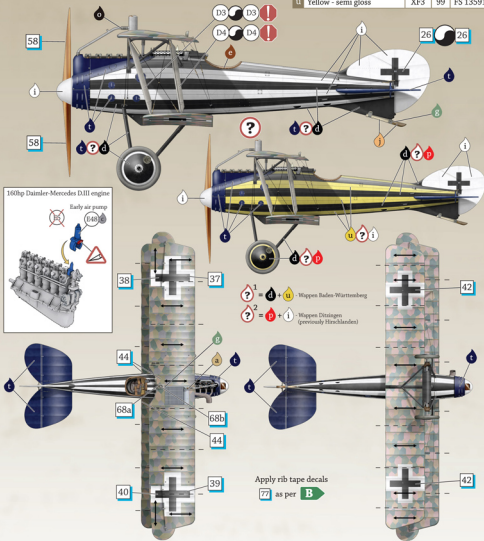
32015 - 1/32 Albatros D.Va

Also available from
www.wingnutwings.com

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Bonus Roland D.VIa, Emil Koch, Jasta 32b, mid 1918 (7 victories)

t	Very Dark Blue - semi gloss	XF17	-	FS 15045
u	Yellow - semi gloss	XF3	99	FS 13591



7 victory ace Emil Koch posing with his? Royal Bavarian Jasta 32b Roland D.VIa which appears superficially similar to Ludwig Marchner's 1222/18. Note the early production 160hp Daimler-Mercedes D.IIIa engine, dark edges of the rib tapes which is possibly black glue, or fresh dope darkening the 4 colour lozenge fabric, either of which would indicate these tapes were recently repaired or replaced, and the position of the rudder/fin cross indicating an early production aircraft from the 1200/18 to 1220/18 range. Although the stripe colours are not confirmed we have offered some suggestions based on Koch's background and what we know about how various colours can behave with period film and lens filters. Although clearly not describing the aircraft shown here, Ludwig Marchner in an interview with Bruno Schmalzing recalled Koch's personal marking as being vertical white/blue/white bands around the fuselage. Updated biographical information provided by Bruno Schmalzing tells us that Emil Koch was born in Hirschlanden/Königsreich Württemberg in May 1893, learned to fly in mid 1917 and was posted to Flieger-Abteilung 47 (FA 47) in August that year. After briefly training as a single seat fighter pilot he was posted to Jasta 32b in late December 1917 and was made commander in July 1918. In late October 1918 he was wounded while strafing British Commonwealth troops and was still recovering when the Armistice was declared.

