

WINGNUT WINGS



Roland C.II

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 of war, Roland initially built Albatros two-seat aircraft under license before designing their innovative 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 additional 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 and proved 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 it 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. A 2nd order for 25 aircraft placed in March 1916 featured numerous improvements including strengthened wings and the addition of a fixed forward firing LMG 08 'Spandau' machine gun under an angled roll over hoop. These aircraft were to become known as the Roland C.IIa. Later production C.IIa manufactured by both Roland and Linke-Hofmann Werke featured a stick type control column with aileron controls routed through the top wings via rods and tubes (a feature common on subsequent Roland designs). The last production batch of C.IIa from Roland finally featured an enlarged fin for improved maneuverability. 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. Unfortunately the conventional wisdom of an all over pale blue Roland C.II just does not stand up to close scrutiny. The Roland C.II appeared at a time when camouflage was only just being introduced on German aircraft, resulting in many varied colour scheme possibilities. The interior of the 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. The exterior of the fuselage, metal panels and fittings etc of the Roland C.II and early C.IIa were all painted a uniform pale colour at the factory, the exact colour of which is open to some debate with pilot's quoting 'light blue', 'cream' and 'light yellow'. The wings and fabric tailplane areas of Roland C.II and early C.IIa appear to have been finished in translucent Clear Doped Linen (CDL), bleached (white) linen or had their upper surfaces overpainted, apparently in a similar colour to the fuselage, in a course 'scumble' finish. The upper surfaces of many early linen covered German aircraft received a coat of white or pale creamy yellow opaque dope/paint to protect the fabric from harsh UV rays, and many Roland C.II would appear to have received this treatment. Additionally many Roland C.II were camouflaged in the field, initially with tinted green or brown glazes and later with similarly coloured opaque camouflage paints. Later production Roland C.IIa featured darker camouflage colours applied at the factory. 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.II) 10.33m (33.9ft)	2.89m (9.48ft)	1309kg (2886lb)	165kph (102mph)
No. Manufactured:	Production:	Engine:	Ceiling:
C.II 50 (C.IIa 217)	(C.II) Dec. 1915 - mid 1916	160hp Daimler-Mercedes D.III	3500m (11500ft)
Armament:			
(C.II) 1x 7.92mm LMG 14 Parabellum machine gun 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.II

1/32 Scale

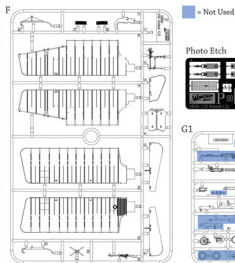
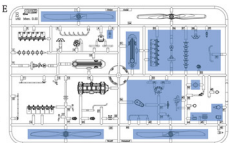
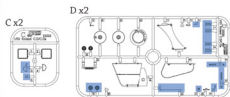
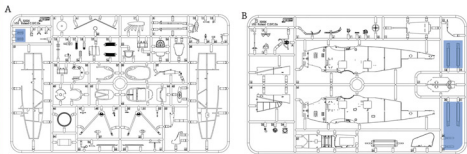
- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware 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.

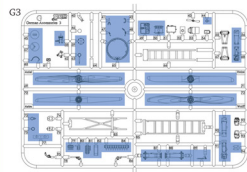
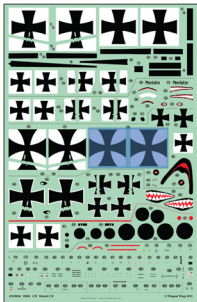
1 Construction Step	Choose	Attention	Remove
A1 Part Number	Do Not Cement	Option	Drill
5 Decal	Cement For Metal	Other Side	Paint Colour
P1 Photo Etch Part			

	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	White - semi gloss	XF2	34	
k	Rust - matt	XF9	113	20045
l	Grey - matt	XF22	92	24159
m	Clear Doped Linen (CDL) - matt	XF57	93	23578
n	Copper	XF6	12	
o	Bluish-Grey - matt	XF66	87	25237
p	Bleached Linen - semi gloss	X2(x10) + XF55(x1)	22(x10) + 148(x1)	37886
q	Steel	XF56	27003	
r	Pale Blue - semi-gloss	X2(x5) + XF18(x3)	34(x5) + 96(x3)	26329
s	Brown Glaze - matt	X22(x5) + XF52(x1)	49(x5) + 29(x1)	
t	Olive Green Glaze - matt	X22(x5) + XF65(x1)	49(x5) + 116(x1)	
u	Pale Cream Yellow - semi gloss	XF2(x5) + XF59(x1)	71	13523
v	Red - matt	XF7	60	31350

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



Decals

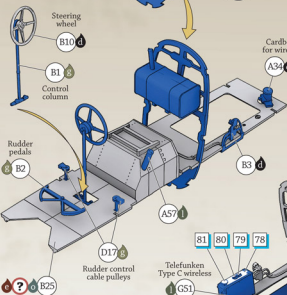
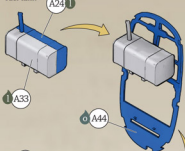


1 COCKPIT

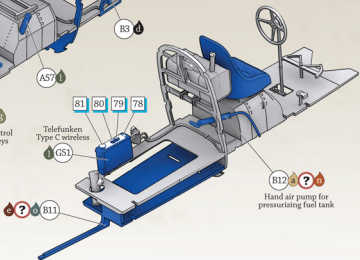
Common type of safety belt found in German two-seater aircraft as displayed in the Deutsches Technikmuseum Berlin.



Auxiliary fuel tank

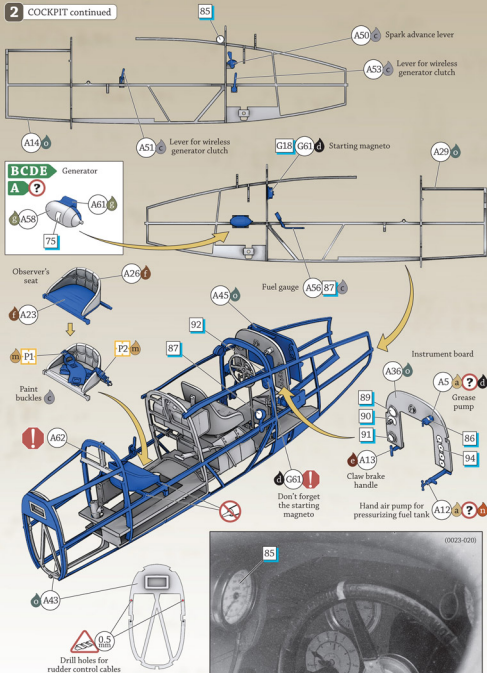


Pilot's seat from an unidentified crashed early production Roland C.IIa.

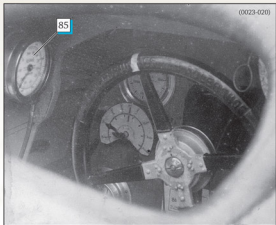


A mixture of early and late production Roland C.II of Kasta 8, Kagohl II photographed at Mont-Murville in mid 1916 with **D** and **E** in the line up. The 1st, 3rd and 5th aircraft are missing the inspection hatch in front of the radiator, similar to what can be seen in the photo on page 7. The foremost aircraft has been extensively overpainted in a darker colour although the outer top wing tips, elevators and fin appear to remain translucent linen. Flowers appear to have been placed in the radiator face to read 'VC' and further vegetation has been painted around the pilot's window along with an eye in front of the radiator.

2 COCKPIT continued



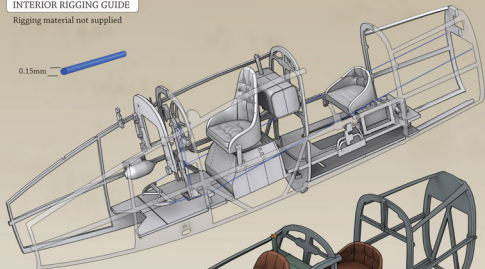
Control column and instrument board detail from **A**. Note the clock **91**, Tachometer **89**, Altimeter and observer-pilot communication device **90**. From this and numerous other photos it is apparent that the interiors of Roland C.II aircraft were painted an overall darkish colour **c** or **d** as with Pfalz's similarly constructed D.IIIa & D.XII.



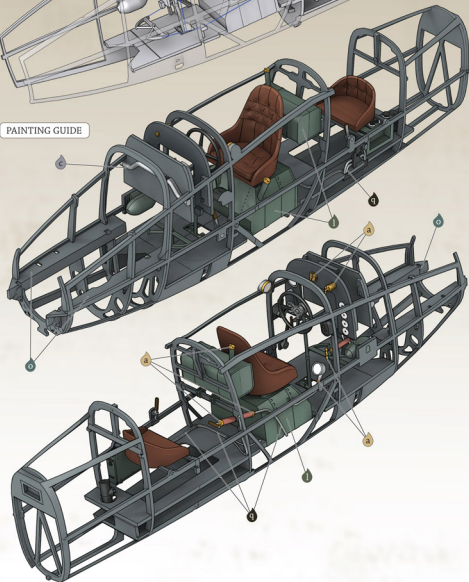
INTERIOR RIGGING GUIDE

Rigging material not supplied

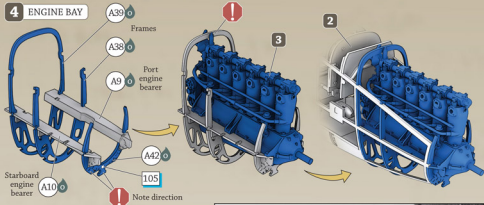
0.15mm



PAINTING GUIDE



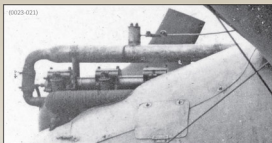
4 ENGINE BAY



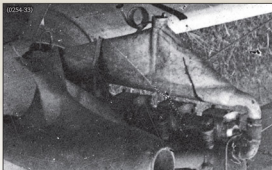
ABC Small header tank/radiator pipe



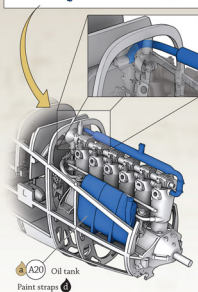
DE Large header tank/radiator pipe



Small header tank/radiator pipe (F17) from **A** as shown on page 20.



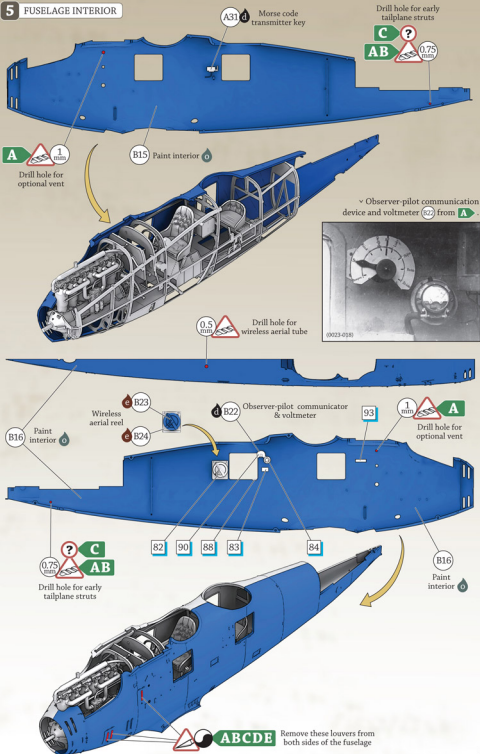
Large header tank/radiator pipe (F12) from **E** as shown on page 24.



▼ A line up of early production Roland C.II, each almost as anonymous as the rest, except on closer inspection the 3rd aircraft appears to have had the covers removed from its wheels exposing their spokes and the 1st aircraft is missing an inspection hatch in front of the radiator (as seen on page 3).



5 FUSELAGE INTERIOR

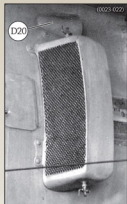
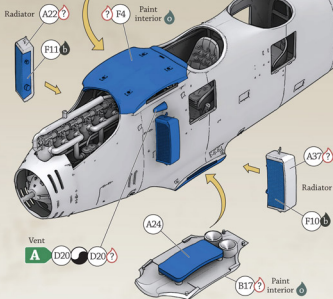
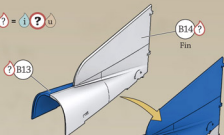


6 FUSELAGE EXTERIOR

A3 Drill holes for optional Lewis Gun armament



? = i ? u

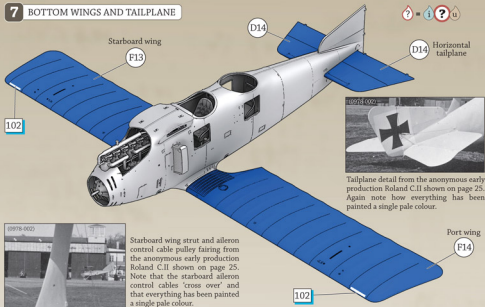


Radiator detail from **A**. Note the small drainage taps. The small fairing (D20) above the radiator is apparently unique to **A**.



The position of the cross at the rear of the fuselage on this anonymous Roland C.II indicates that it is one of the last dozen or so machines completed from the initial production batch of 50 aircraft ordered in October 1915 (numbers 4413-15 to 4462-15). Note the 'scalloped' wire trailing edge of the wings, a trait so far only attributed to these 50 Roland C.II (and no C.IIa), rigging/assembly instructions **111** and Roland factory badge **100**. All following photos are of Roland C.II from this initial production batch of 50 aircraft unless noted otherwise.

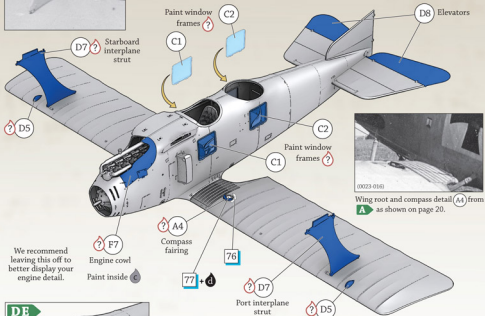
7 BOTTOM WINGS AND TAILPLANE



Tailplane detail from the anonymous early production Roland C.II shown on page 25. Again note how everything has been painted a single pale colour.



Starboard wing strut and aileron control cable pulley fairing from the anonymous early production Roland C.II shown on page 25. Note that the starboard aileron control cables 'cross over' and that everything has been painted a single pale colour.

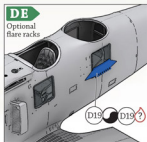


Wing root and compass detail (A4) from A as shown on page 20.

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

Paint inside c

DE
Optional flare racks



< Flare rack detail from E.

> Port wing strut and aileron control cable pulley fairing detail from A as shown on page 20. Note that the port aileron control cables do not cross over like the starboard ones.



10 NOSE DETAILS



(0978-002)

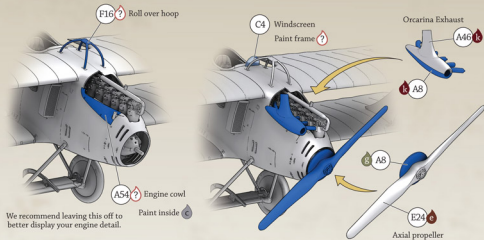


Roll over hoop detail from the Roland C.II shown on page 25.



0790-003

Orcarina exhaust detail from Oblt Link's elaborately checked and striped late production FFA 18 Roland C.II "Meerkatz" (not early production C.II "Meerkatz" **B**). Note the oil tank filler tube visible underneath the exhaust.



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

(0186-007)



Another anonymous early production Roland C.II with translucent wing fabric, probably bleached (white) linen as opposed to CDL due to the apparent lack of a white field behind the cross on the bottom wing.

11 ARMAMENT

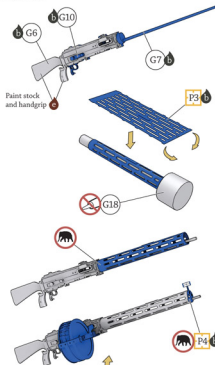
? = i ? u

ACDE Parabellum LMG 14

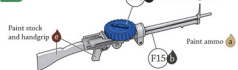


?

High detail



B Captured Lewis gun



Gun mount



A1 DE Anemometer

BC ?

G40 **d**

A30 **d**

74

A28 **d**

A1 E

A2 Fishy anemometer

G40 **d**

A11 **d**

74

A ?

A18 **d**

A19 **d**

Paint ammo **a**

A17 **d**

G15 **d** 250 round magazine

CDE

G13 **a**

G14 **d**

G15 **d** 250 round magazine

A ?

A3 **?**

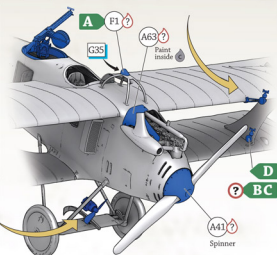
G16 **i**

G74 **b**

G76 **b**

G17 **i**

G43 **e**

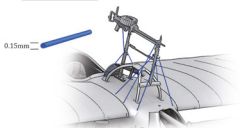


A3 Captured Lewis gun



RIGGING GUIDE

Rigging material not supplied



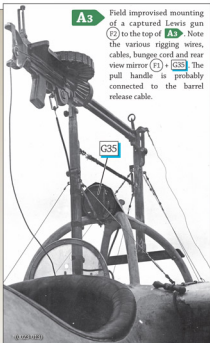
Hafner **A3** test fires his Parabellum LMG 14 while at Phalempin. Note the captured 47 round Lewis gun magazines.



Machine gun mount detail from the anonymous early production Roland C.II shown on page 25.



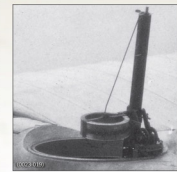
Anemometer **A30** with extended mount **A28** from **E**.



Field improvised mounting of a captured Lewis gun **F2** to the top of **A3**. Note the various rigging wires, cables, bungee cord and rear view mirror **F1** + **G35**. The pull handle is probably connected to the barrel release cable.



Anemometer from **A2** featuring a particularly fishy aerodynamic covering **A11**.



Parabellum LMG 14 magazine and mount detail from **A**.

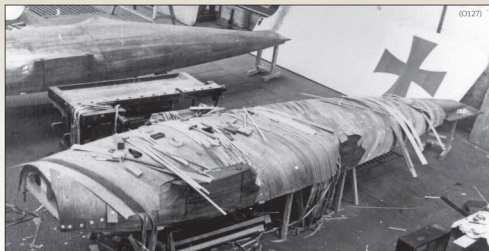
< Generator fitted to the undercarriage strut of **A4**.



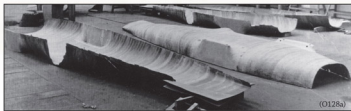
Late production Roland C.II being prepared for flight. Note the data plates on the bottom wings **102** and wing inspection stamps **106**.



The fatal crash of von Persch's Kasta 5, Kagohl 1 Roland C.II allows us to see the drainage holes and markings on the bottom of the fuselage. The rudder cross style and low control horn position indicate an early production C.II. It would appear that the fuselage cross has been repainted mid-way between the observer and the tailplane removing the convenient aiming point between the cockpits.



^ > Factory photos of late production Roland C.IIa (not C.II) 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.



13 OPTIONAL ACCESSORIES

Flare pistols



Eisfeld flare pistol with flare

First aid kit



Homing pigeon box



Toy bear



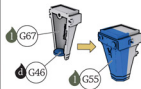
Step ladder



Ladder



FK Stab camera



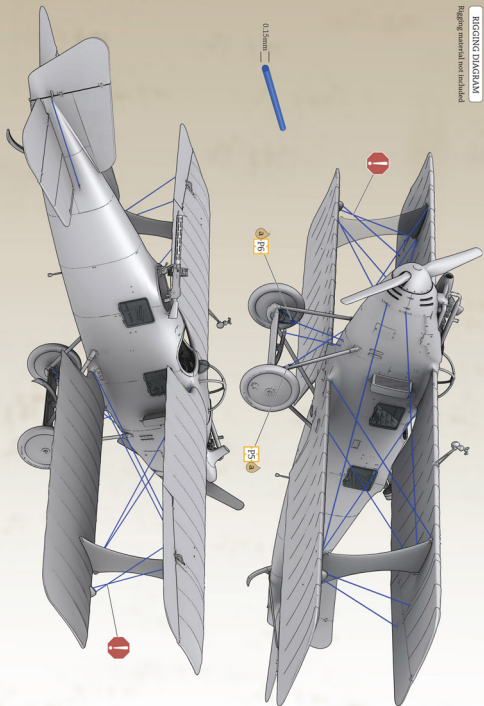
25cm camera hand held

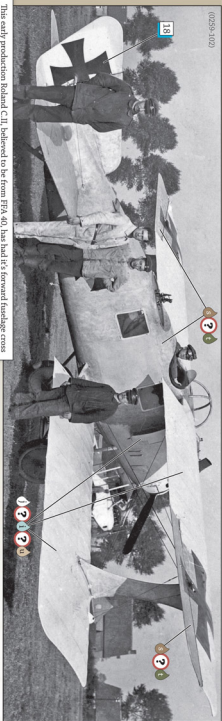


Note the very different appearance of the fuselage colour in direct sunlight and in shadow of this anonymous early production Roland C.II. This appearance is consistent with what we know about the behavior of blue when photographed with orthochromatic film.

RIGGING DIAGRAM

Rigging material not included



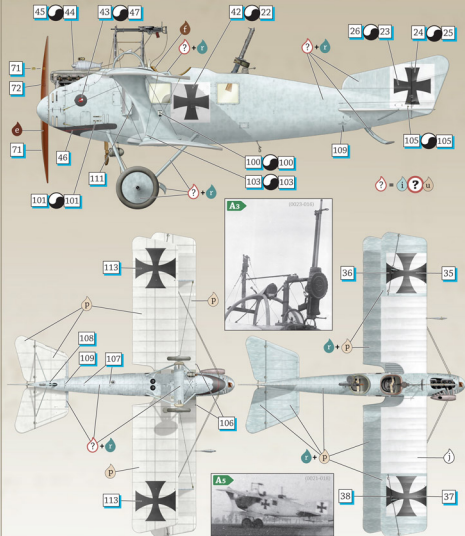


This early production Roland C.II, believed to be from FFA 40, has had its forward fuselage cross painted out and re-applied between the observer's window and the tailplane in an effort to remove the convenient aiming point. The wings and fuselage have been roughly overpainted in unconfirmed pale and dark colours and the only white cross field remaining is that on the rudder.

▼ This is the same repainted Roland C.II shown above after an all too common taxiing incident. Note that the engine cowling (F) & (A) have been removed. Another photo showing a similarly repainted C.II but with dark wings and a Lewis gun fixed to the rollover hoop can be found in Windssock Datafile 49.



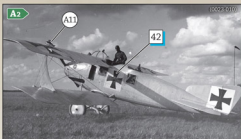
A3 Roland C.II, Eduard Ritter von Schleich (35 victories), Johann Czermak (1 victory), FFA 2b, January(?) - March 1916



This early production Roland C.II is thought to be one of the very first to enter service and features several details peculiar to this FFA 2b (Feldflieger-Abteilung 2 Bavaria) aircraft such as old style eisernkreuz markings on the wings with pale aileron control horns, small vents (22) under the top wing roots, non-standard port fuselage cross with asymmetric white field and wheels mounted so that the tyre valve access flaps face inboard. Aircrew identified to have been photographed with it include Eduard Ritter von Schleich & Vogeley and Johann Czermak (or Chernak) & Hafner. Eduard Ritter von Schleich joined the 11th Bavarian Infantry Regiment in 1908 and was severely wounded in August 1914. After recovering he transferred to aviation and gained his Bavarian Pilot's badge in September 1915 before arriving at FFA 2b in October 1915 where he was severely wounded in January 1916 which kept him out of action until September 1916. He would go on to serve in, and commanded, various units before being made commander of Bavarian Jagdgruppe 8 in March 1918. He survived the First World War with 35 victories and the Pour Le Merite 'Blue Max' to his name, flew against the communists in 1919 and joined Lufthansa in 1920. In 1933 he joined the Luftwaffe and commanded various units before becoming General de Flieger in occupied Norway. He died on the 15th of November 1947 in a British POW camp aged 59. Johann 'Hans' Czermak (or Chernak) served in FFA 2b during 1916 before becoming a fighter pilot with Jasta 6 in June 1917 (where he would be awarded his only victory) then Jasta 77b from December 1917 until taking command of Jasta 32b in January 1918 and FEA 1b in July 1918.



Two views of Roland C.II **A1** after having a rear view mirror **F1** attached to the rollover hoop shortly after arriving at FFA 2b. The anemometer has not yet received its fishy covering **A11**. The original caption to the photo on the right identifies the crew as Eduard Ritter von Schleich and Vogeley, who appear to have returned from a successful photographic reconnaissance flight.



Two images reportedly showing Eduard Ritter von Schleich in his 'light blue and white' Roland C.II **A2** now with the fishy anemometer fairing **A11**. Looking at these photos it would appear that the light blue was very roughly applied in a 'scumble' finish over most of the aircraft but the area of the top wings inboard from the cross fields were doped white.



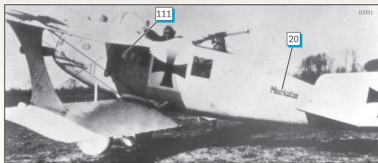
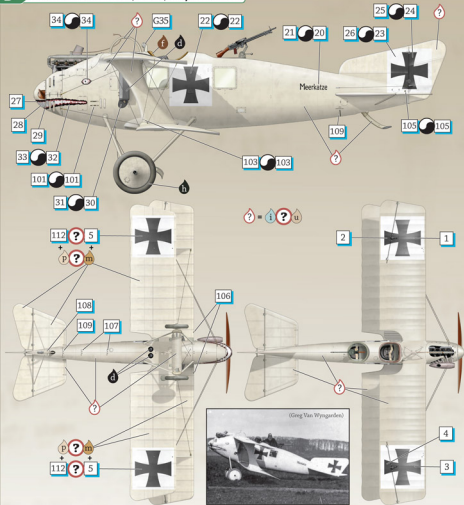
Johann Czermak and Hafner sit on Roland C.II **A3** now fitted with an improvised forward firing Lewis gun as shown in detail on pages 14 & 19.

Czermak and Hafner in Roland C.II **A4** with the fuselage now camouflaged in two unconfirmed colours. The bottom wings now appear to have been overpainted white like the inner sections of the top wings. Note that the rear upright mount for the Lewis gun has been replaced.



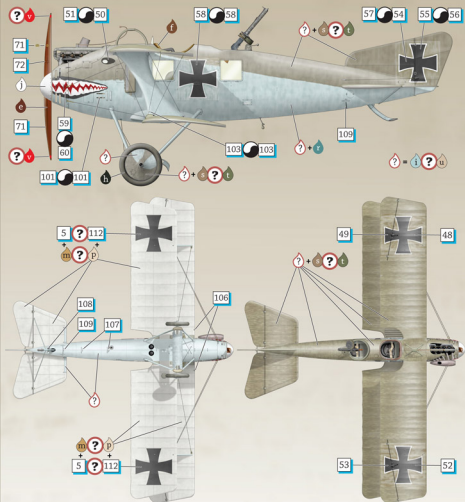
Roland C.II **A5** now looking a little worse for wear. The fuselage and top wing cross fields appear to have been thinly overpainted with a tinted glaze and a transparent map case has been fixed to the top of the fuselage between the cockpits.

B Roland C.II "Meerkatze", FFA 18, Early to Mid 1916



The unidentified FFA 18 (Feldflieger-Abteilung 18) crew of early production Roland C.II 'Meerkatze' have decorated their aircraft with eyes, ears and an aggressive mouth which has been extended onto the spinner. This aircraft was photographed in the company of Fokker E.III 205/16 and another early production Roland C.II which looks remarkably similar to **A** but with a slightly different fuselage cross field and no mouth and eye markings. The legend 'Meerkatze' (a type of monkey) has been painted on the rear fuselage and a lightweight captured Lewis gun has replaced the observer's heavy Parabelum LMG 14. A Roland C.II armed with a captured Lewis gun crashed behind French lines on 24 March 1916.

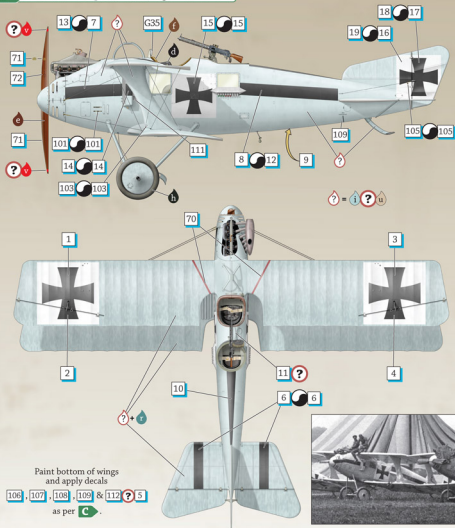
C Roland C.II, Rudolf 'Rudi' Windisch (22 victories) & Maximilian von Cossel (1 victory), FFA 62, October 1916



In the early morning of 2 October 1916 Rudolf Windisch used this aircraft to insert his observer Maximilian von Cossel 100km behind Russian lines where he laid explosive charges to destroy an important railway bridge, returning the following day to successfully extract the triumphant von Cossel. Maximilian von Cossel, Rudolf 'Rudi' Windisch and ground crew strike a pose in front of their FFA 62 Roland C.II shortly after returning from their famous mission. Note the two-tone camouflage painted closely around the crosses and the rather dramatic shark's mouth nose art. Rudolf 'Rudi' Windisch joined FFA 62 in May 1916 and was awarded his 1st victory, a balloon shared with von Cossel, on 28 August. He then served with KG 2 from November 1916 until he was transferred to Jasta 32 in February 1917 where he would be awarded 7 more victories. His remaining victories were awarded after being made commander of Jasta 66 in January 1918. Windisch was shot down on the 22nd of May 1918 and was never heard of again. Rudi was 21. Maximilian von Cossel is noted to have said that the Roland C.II "Walfisch", was not liked by everybody because of its nose heaviness". Von Cossel was shot down and captured by the French in June 1917 and was finally repatriated in 1920.



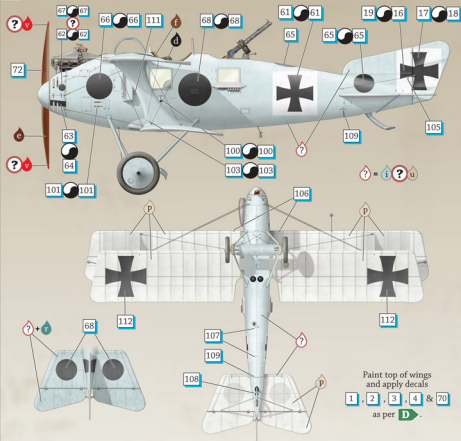
D Roland C.II "stripes", Kasta 8, Kagohl II, Mid 1916



Early production Roland C.II from Kasta 8, Kagohl II photographed at Mont-Murville in mid 1916. The personal markings of the unidentified crew include long dark stripes on the fuselage and tailplane. Note the flare rack (112) visible beneath the observer's window.



E Roland C.II "spots", Kasta 8, Kagohl II, Mid 1916

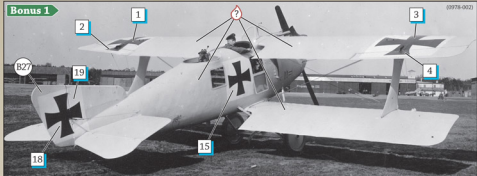


Another Roland C.II from Kasta 8 of Kagohl II photographed at Mont-Murville in mid 1916, albeit a later production machine than **D** as evidenced by the position of the fuselage cross mid-way between the observer's window and tailplane. This aircraft has previously been identified as the mount of future 80 victory ace Manfred von Richthofen when he was an observer with Kagohl II, but this is almost certainly not true. Although, as an observer, Richthofen could be called on to crew any of the units machines, so it is not completely impossible that he flew in 'Spots' at one time or another. The (now) unidentified crew have decorated their aircraft with a rather geometric rendition of a mouth and eyes with larger spots on the fuselage and on top of the horizontal tailplane. Note the flare rack **(D1)** visible beneath the observer's window as per **D**.

< Sometime before Roland C.II **E** met its sticky end shown here, the radiators were also finished in an unconfirmed dark colour. The dark lines on the top wing are thought to be a guide to stop the observer firing into the propeller and perhaps to give the pilot some indication of where his undercarriage was. Note the thinly overpainted, translucent, finish of the wings.

Bonus 1

0978-002



This anonymous factory fresh Roland C.II displays the early production position of the fuselage cross between the pilot and observer. Later production Roland C.II (and all C.IIa) had their fuselage crosses applied towards the rear of the fuselage. Note how almost everything on the outside has been painted a uniform pale colour, the slightly darker interior colour can be seen through the windows and on the inside of the observer's gun ring (A47).

0186-012



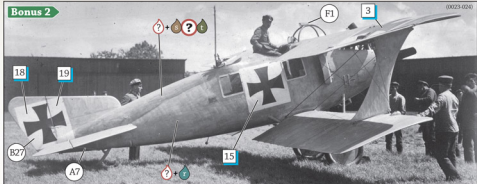
This early production Roland C.II was attached to FA (A) 292b when it crashed on 22 April 1916. Note the translucent nature of the unpainted wing and tailplane fabric which has been left in its natural unbleached linen colour (or possibly dyed pale blue). The white field behind the wing cross would appear to preclude the wings being covered in bleached (white) linen. The large holes in the bottom of the fuselage held two 20kg Carbonit bombs.

A2

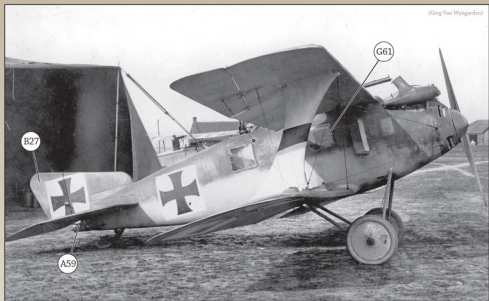
A famous photo allegedly showing Eduard Ritter von Schleich seated in A2 presumably before he was wounded in January 1916, indicating that this was one of the very 1st Roland C.II to reach the front lines. A large number of photographs exist of Roland C.II with these mouth and eye features which has given rise to the belief than many different aircraft received these markings, but it is our contention that almost all of the images show A at different times in its life. The handful of photos not confirmed as showing A feature a snowbound C.II with more symmetric port fuselage cross field and without a mirror attached to the roll over hoop.

Bonus 2

0023-024



This early production Roland C.II, possibly from FFA 2b, has been roughly camouflaged similar to C with two unknown colours which have been thinly painted over the original factory finish. Note the rear view mirror similar to F1 fixed to the roll over hoop and the tachometer mounted in front of the pilot's windscreen. The high rudder (B27) control horn position and low tailplane (A7) bracing struts indicate that this was not one of the first dozen or so C.II produced.



This Roland C.II has received field applied camouflage paint (probably light grey and olive green or brown) and appears to have had its fuselage cross repainted. The forward facing Parabellum LMG 14 machine gun almost certainly would not have been fitted with synchronizing gear so would have needed to be aimed either side of the propeller arc, or possibly its just mocked up for this photo. Note the unusual combination of early production tailplane bracing and late rudder control horn position. Also note the black or red(?) band on the wing strut and damaged/modified nose cooling vents. The starting magneto (G61) can faintly be seen through the pilot's side window.



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.



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 WW1 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



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 richardwingnutwings.com



32026	1/32 Roland C.II	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
0132026F	F Parts	1
132G0001	G1 Parts	1
132G0003	G3 Parts	1
0132026P	Photo-etched metal parts	1
7132026	Instructions	1
9132026	Decals	1
9132026b	Decals	1

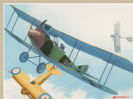
If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32048 - 1/32 Fokker E.III Late



32028 - 1/32 AMC DH.2



32023 - 1/32 Rumpler C.IV Early

Also available from
www.wingnutwings.com

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