

WINGNUT WINGS



Pfalz D.XII

1/32 Scale

Appearing just after the middle of 1918 the Pfalz D.XII, with its nose mounted radiator and square tipped wings, was frequently confused by the Allies with the infamous Fokker D.VII. However, among the young Jasta pilots required to fly them there was no such confusion. The Pfalz D.XII was essentially a reworking of their moderately successful D.III/IIIa with SPAD inspired 'low drag' wings replacing its Nieuport inspired sesquiplane wings and a nose mounted Teves & Braun radiator in place of the wing mounted version. Production began in March 1918 but the Pfalz D.XII only began entering front line service in July 1918 after lengthy delays caused by persistent overheating problems associated with the new radiator. Reaching front line service after the superb Fokker D.VII, the otherwise quite capable Pfalz D.XII was never going to be the favoured mount of Jasta pilots, that position being filled by its more famous stable mate. The Pfalz D.XII was as fast as the Fokker D.VII in level flight and was faster in a dive but could not climb well over 3000m and was not as maneuverable in combat. In mid 1918 Pfalz D.XII 1387/18 was fitted with a BMW IIIa engine for the 2nd Fighter Competition and compared quite favourably with a similarly powered Fokker D.VII but in reality very few, if any, Pfalz D.XII were powered by this engine in Jasta service (only one photo possibly showing a Pfalz D.XII fitted with the BMW engine is known to us). Like all other late war German fighters the otherwise quite capable Pfalz D.XII was no match for a Fokker D.VII fitted with the coveted BMW IIIa engine, the machine all Jasta pilots longed to fly. Any history here is of necessity very brief, therefore we encourage you to seek out any, or all, of the reference books mentioned below (plus the new Windssock Datafile 146 'Pfalz D.XII at War, Colin Owers, 2011) for a more thorough understanding of this important aircraft.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The 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. It is very likely that early production D.XII fuselage interiors would have been finished with the same grey-green of the D.III & D.IIIa but examination of supposedly original paint fragments from inside 2600/18 at the Australian War Memorial Museum show a blueish-grey colour, either colour could be correct and the final decision is yours. Because the fuselage interior and fabric covered exterior needed to be protected from the elements it is thought that, after stocks of silver grey were exhausted, this same protective paint was also applied over the exterior before any additional camouflage colours were sprayed on. If correct, this colour would appear to be the lighter of the bands of camouflage which consistently appear just forward of the cockpit where most of the manufacturers data plates are located. This pale band of colour has been variously described as "slightly grey-tinted olive green" (Bob Waugh writing about 2600/18) "bluish-grey" (Ministry of Munitions report on 2486/18) and "medium grey...(FS36424)" (Ian Huntly, based on a hand coloured drawing found in the Fairey Aviation Co archives). A few very early production D.XII are reported to have left the factory with their fuselages painted in the same silver grey used on the D.IIIa and had unpainted aluminium engine cowlings. Many photos show brand new late production aircraft with their fuselages painted with an overall dull colour which is likely to have been the "slightly grey-tinted olive green" or "bluish-grey" mentioned above. These later production aircraft are recorded as having their fuselages spray painted with thinned (possibly transparent and thinly covering previously applied stencils etc) dark purple, dark green, pale green and brown 'bands' which, at the nose, 'snake' to cover metal access panels. The wings, ailerons, fin, rudder and elevators were covered with 5 colour preprinted lozenge fabric with rib tapes of the same material applied to the wings and (unusually for such a small aircraft) all control surfaces too. Additionally many colourful unit and personal markings were applied in Jasta service, all of which remain amongst the liveliest of topics for modellers to debate.

- Richard Alexander 2011

Wingspan:	Length:	Ceiling:	Max Speed:
9.0m (29.5ft)	Early 6.32m (20.7ft) - Late 6.53m (21.4ft)	5000m (16,400ft) approximately	180kph (112 mph)
No. manufactured:	Engine:	Production:	Max Weight:
750 (approximately)	200hp Daimler-Mercedes D.IIIa	March 1918 - October 1918	902kg (lb)

Armament:

2x 7.92mm LMG 08/15 'Spandau' Machine Guns

References:

Pfalz D.XII Windssock Datafile 41, PM Grosse 1993 - Flight Global Archives (www.flightglobal.com), April 1919 - Pfalz Scout Aces of WW1, Greg VanWyngarden, Osprey 2006 - Australian War Memorial Museum, Canberra, Australia - WW1 Aero #158, PM Grosse 1997, Pfalz Aircraft of World War I, Jack Heris, Flying Machine Press 2001 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Private Collections.

Pfalz D.XII

1/32 Scale

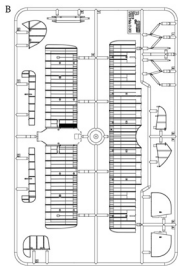
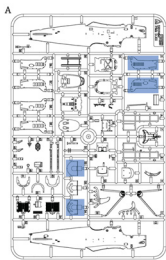
- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware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

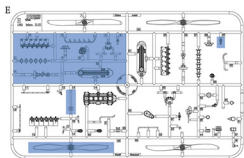
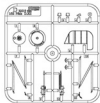
1	Construction Step		Choose		Attention		Remove
A1	Part Number		Do Not Cement		Option		Drill
5	Decal		Cement For Metal		Other Side		Paint Colour
P1	Photo Etch Part						

	All colours	Tamiya	Humbrol	Misterkit
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Bluish-Grey - matt	XF66	87	
f	Leather - semi gloss	XF52	62	
g	Blue - semi gloss	XF8	25	
h	Grey Green - matt	XF76	90	
i	Red - semi gloss	X7	19	GC15
j	Rust - matt	XF9	113	
k	White - semi gloss	XF2	34	
l	Light Wood* - gloss	XF59	93	
m	Light Grey - semi gloss	XF80	147	GC16
n	Clear Doped Linen - matt	XF57	148	GC10
o	Copper	XF6	12	
p	Silver Grey - semi gloss	XF16(x2) + XF19(x1)	27001(x2) + 64(x1)	GC17
q	Rubber - matt	XF69	66	
r	Purple - semi gloss	X16(x2) + XF52(x1)	68(x1) + 29(x1)	GC02
s	Dark Green - semi gloss	XF70	149	IT07
t	Pale Green - semi gloss	XF71	78	GC04
u	Light Blue - semi gloss	XF23(x1) + XF2(x1)	65	GC03
v	Creamy white - semi gloss	X2(x2) + XF55(x1)	22(x2) + 28(x1)	
w	Pale Chocolate Brown - semi gloss	XF52	29	
x	Dark Brown - semi gloss	XF10	98	

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



Dx2

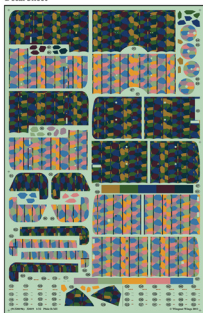


 = Not Used

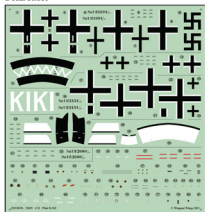
Photo Etch



Decal Sheet

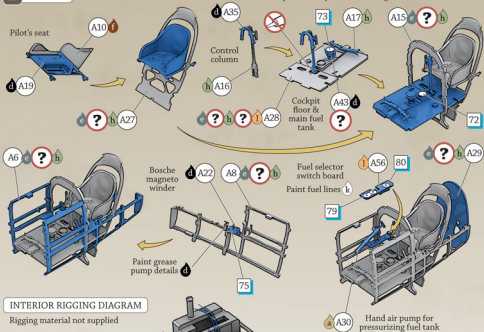


Decal Sheet



1 COCKPIT

Note that we could not confirm the location of the compass so have provided our best guess.

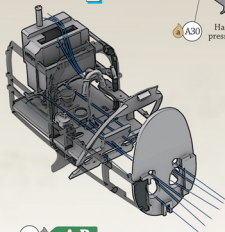


INTERIOR RIGGING DIAGRAM

Rigging material not supplied

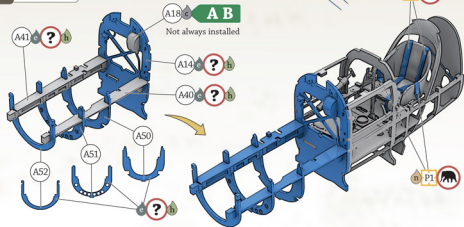
Control Cables

0.15mm

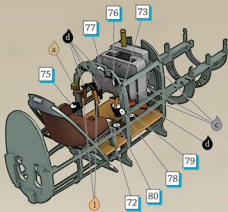
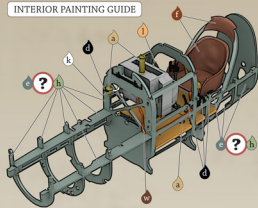


Pilot's 4 point safety harness. Paint buckles

2 ENGINE BAY



INTERIOR PAINTING GUIDE



Cockpit interior details from Pfalz D.XII 2600/18 prior to its most recent restoration. The pale blue interior colour is not thought to be authentic.



Hand air pump, fuel selector board and floor details. In service the fuel pipes were painted white with occasional red, yellow or blue rings (thanks Dan-San), oil pipes brown and air lines blue.



Hand grip detail showing twin triggers and their cables running up to the LMG 08/15 'Spandau'. The left hand grip was also the throttle.



Fuselage interior from behind the seat showing what is believed to be the original 'bluish-grey' or 'slightly grey-tinged olive green' interior colour. Note the strips of paper which cover the joints between the ply strips which make up the fuselage. It is these strips of paper which make it completely implausible for the interiors of Pfalz D.III, D.IIIa and D.XII to be finished as varnished wood.

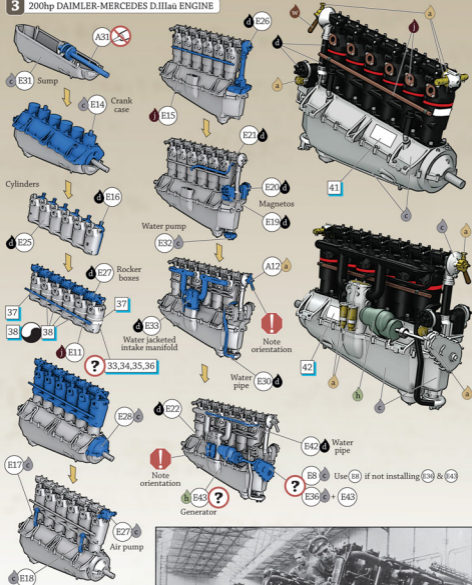


Aluminium cockpit coaming showing the method of stitching the padding. Note the turn buttons which attach the coaming to the fuselage.

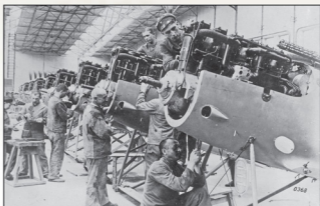


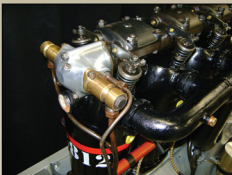
Twin LMG 08/15 'Spandau' mounts, ammunition feed chutes and twin flexible synchronizer cables for the guns.

3 200hp DAIMLER-MERCEDES D.IIIaü ENGINE

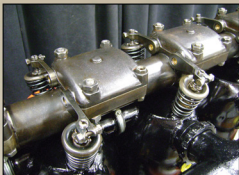


Daimler-Mercedes D.IIIaü engines being installed into new Pfalz DXII at the factory. It is believed that the 2nd nearest aircraft carries the work number 2532. The fuselage colour at this stage of production is probably "slightly grey-tinged olive green" or "bluish-grey".





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



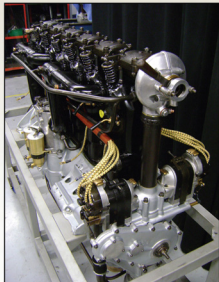
Overhead camshaft and valve gear rocker details.



Water jacketed intake manifold and carburetor detail. A mount for the generator (943) can be seen at right but the actual generator was very rarely installed in fighter aircraft.

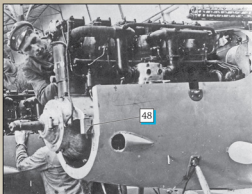


Unlike earlier versions of the Daimler-Mercedes D.III and D.IIIa, the engine numbers appear to have been regularly applied to D.IIIaü engines installed in the Pfalz D.XII and we have supplied decals [33], [34], [35] & [36] for you to choose from. The red bands [37] & [38] are not always clearly visible in archive photos but should be applied around every cylinder to indicate that they are over compressed.



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

4 INSTALL ENGINE



Daimler-Mercedes D.IIIa engine number 77470 is installed into a new Pfalz D.XII at the factory. Note the small aluminium cover (A15) which appears to not always be installed, or was removed after entering service. A red band (37 & 38) has been painted around each cylinder to indicate they are over compressed.

LMG 08/15
'Spandau'
magazine

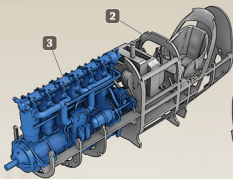
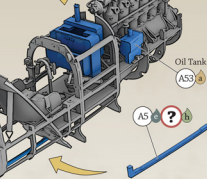
Fuel tank

A20

A23

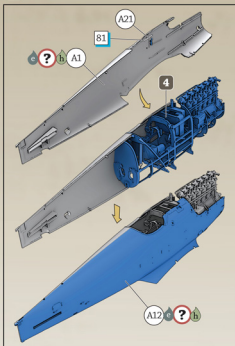
A?

A4
Empty belt
container

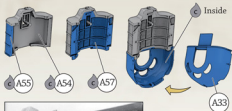


Pfalz D.XII 2675/18 is thought to have been crashed by an allied pilot after the armistice because a photo on page 12 of Windsock Datafile 41 shows the port side of an intact 2675/18 while in allied hands. Unless of course, the extensively damaged aircraft was rebuilt in time to be handed over to the allies after the armistice. Note the location of the numerous small decals.

5 FUSELAGE ASSEMBLY



7 TEVES & BRAUN RADIATOR

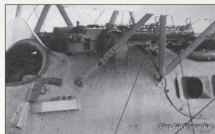
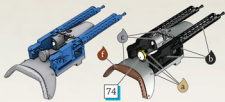
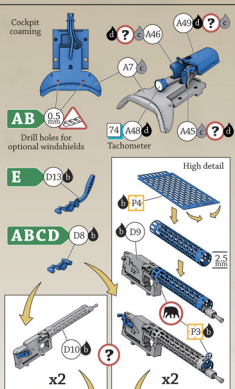


Nose detail from Pfalz D.XII 1394/18 **A** showing nose cowling (A33) and modified side cowling (A36)



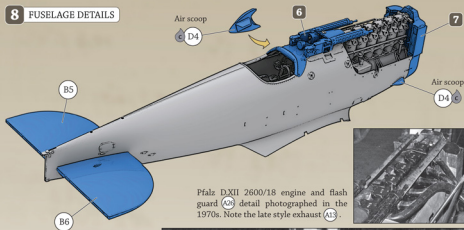
LMG 08/15 'Spandau' detail from Jasta 17 Pfalz D.XII 'Wildfang'.

6 LMG 08/15 'SPANDAU' MACHINE GUNS



LMG 08/15 'Spandau' detail from the Jasta 49 Pfalz D.XI 1437/18 seen on page 24 showing the most common form of cocking lever (D8). While uncommon, archive photos confirm that longer cocking handles (D13) were installed on some Pfalz D.XII LMG 08/15 machine guns. Note the aircraft number and Pfalz factory decal (57) on the rear of the cabane strut (more commonly found on the front of the cabane struts), flare pistol (E38) and flare rack.

8 FUSELAGE DETAILS



Pfalz D.XII 2600/18 engine and flash guard A06 detail photographed in the 1970s. Note the late style exhaust A15.



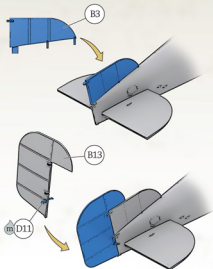
While just about every bit of fabric has been souvenired from Pfalz D.XII 2486/18 **D** the horizontal tailplane has remained intact due to it being fixed to the fuselage and skinned in ply.



9 EARLY FIN AND RUDDER

A

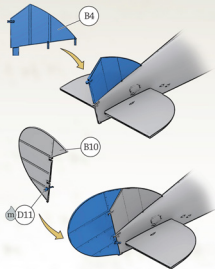
Early fin and rudder as seen on one of the Pfalz prototypes, this particular one powered by a Benz Bz.IV engine. Early production aircraft were fitted with this style of fin and rudder but they were completely replaced with retrofitted larger ones shortly after entering service.



10 LATE FIN AND RUDDER

BCDE

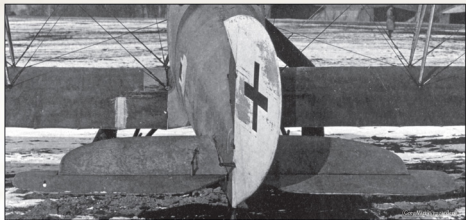
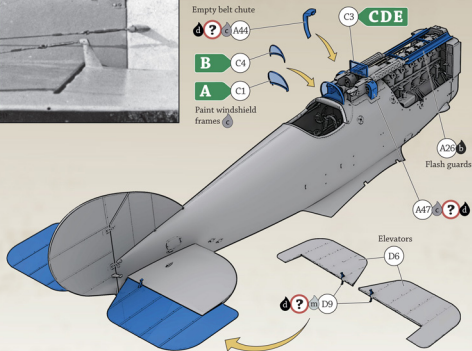
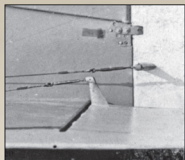
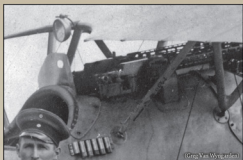
From the 1st production batch of 200 aircraft (numbers 1350/18 to 1549/18) Pfalz D.XII 1491/18 has had the late style of fin and rudder fitted. Note the Pfalz factory decal [43](#), stenciling [60](#) & [59](#) above the fuselage hand hold and tail skid. What could be 2 recent bullet holes can be seen just above horizontal tailplane.



11 FUSELAGE DETAILS continued

> Windshield (C1), rear view mirror (E38) and flare rack detail from Pfalz D.XII 1445/18 (B).

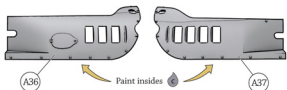
> Elevator and rudder control horn detail from Pfalz D.XII 1491/18. The small hole in the end of the elevator was where the hinge pin was fitted. Note the ZAK inspection stamp in front of the rudder hinge.



This view of Pfalz D.XII 2740/18 clearly shows the gently curved nature of the horizontal tailplanes (E5 & E6).

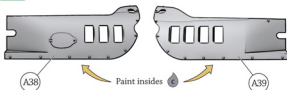
12 ENGINE SIDE COWLS

ABCD Modified early cowls



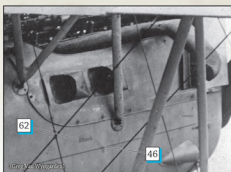
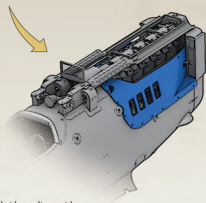
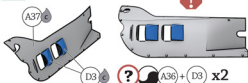
Modified side cowl detail from 1491/18. In an effort to improve cooling every 2nd lower from the early cowl was removed.

E Late production cowls



Late production side cowl from 2675/18. Note the flash guards (A29) and radiator details. Note late production style exhaust (A13)

B Jasta 49 modified cowls



< Modified side cowlings with additional modification of enlarged air outlets from Pfalz D.XII 1445/18 (B). Note the datum line (46), Öltank stencil (62) and early Pfalz D.IIIa style exhaust (A24).

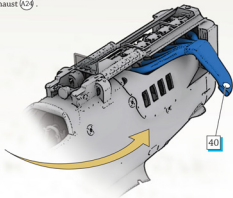
13 EXHAUSTS



CDE A13
Late exhaust



AB A24
Early exhaust



14 BOTTOM WINGS AND STRUTS



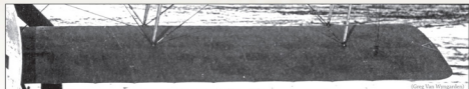
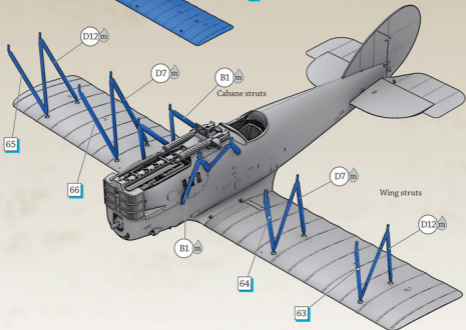
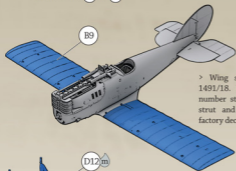
Apply lower lozenge decals **100**, **101**, **106**, **107** before upper **91**, **92**, **96**, **97** and then attach struts **07** & **01**.

65 **63**

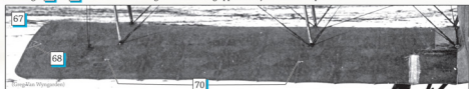
64 **66**



> Wing strut detail from 1491/18. Note the aircraft number stenciled onto each strut and the small Pfalz factory decals **47**.



Lower wings from 2740/18. Note the non slip foot plate, angle of incidence **70** and late style Nur Hier Heben wing tip handling markings **67** & **68**. The 5 colour lozenge fabric covering appears very dark in these photos.



67

68

70

15 TOP WINGS & AILERONS

? 108, 117, 116, 120 or 124



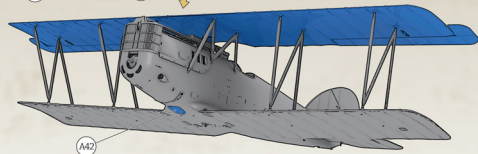
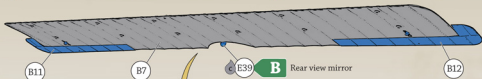
> Close up of 2740/18.



Upper wing from 2740/18. Photographed after the armistice at Koblenz, this aircraft exhibits signs of wear and tear and the white paint outline of the late style of balkenkreuz 17, 18, 20 & 21 has all but chipped off. Compare the cross location in relation to the aileron control horns with 1491/18.

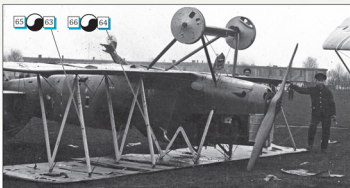
! Apply lozenge decals 86, 87 & 93 before 82, 83 & 90

! Apply lozenge decals 103 & 105 before 102 & 104

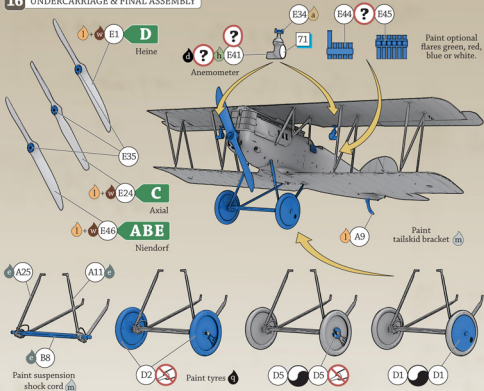


Aileron control horn detail from 1491/18. The small pin hole visible at the end of the aileron is for inserting the hinge pin. Note how the rear arm of the balkenkreuz 1 & 2 is centered on the control horn on this early production aircraft.

Pfalz D.XII 2545/18 lies upside down after being 'scuttled' by German forces, presumably following the Armistice. The valuable rubber tyres have been salvaged and much of the fabric has been torn from the wings and fuselage as souvenirs or perhaps just as part of the destruction process.



16 UNDERCARRIAGE & FINAL ASSEMBLY



^ Undercarriage detail from 1491/18. Note the Pfalz factory logo [45](#) without additional 'D.XII' text on the fabric wheel cover.



^ Undercarriage detail from 1481/18 showing an alternate tyre valve access hatch.

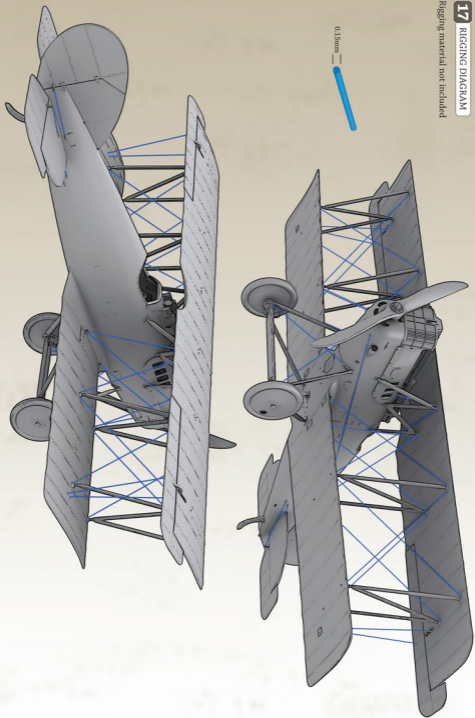


> Tail skid detail from 1491/18 showing 'Hier unterstützen' marking [59](#). The tailskid bracket has been painted (m) after being attached to the wooden skid.

17 RIGGING DIAGRAM

Rigging material not included

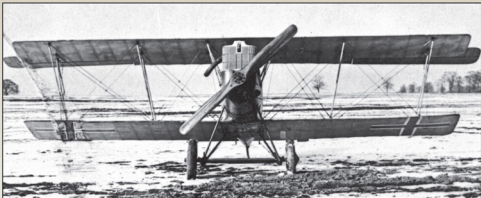
0.15mm



Pfalz D.XII 2740/18 in American hands after the Armistice



The guns have been removed and a large section of fuselage fabric has been ripped off taking the rear half of the fuselage cross with it. A small white shield has been painted where the middle of this cross would have been. Although not obvious in this photo, there is a light coloured band around the fuselage under the cockpit opening. Another photo of this aircraft appears on page 28 of Windsock Datafile 146 Pfalz D.XII at War.



Note that the undercarriage has replacement wheels from two different aircraft and the starboard lower wing cross has been crudely retouched on the photograph.

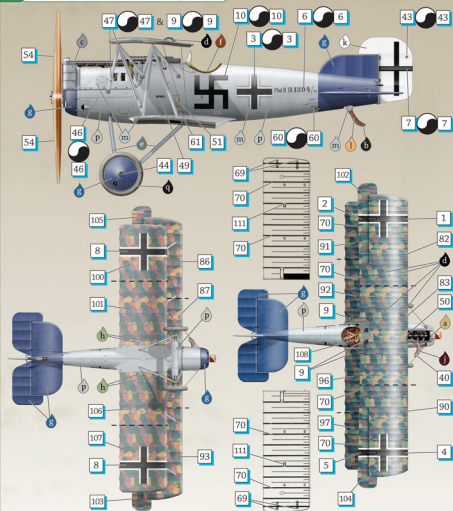


Close examination of this print shows the aircraft number 2740 stenciled on the top of the wing above the cockpit opening and an inspection stamp similar to [108](#) burned into the bare wood at the rear of the wing cut out. A Salmson 2-A2 and RE.8 can be seen in the background.



A beautiful study of Pfalz D.XII 1491/18 from the first production run of 200 aircraft (numbers 1350/18 to 1549/18) ordered in February 1918. Other than it's light blue/grey(?) alucors 1491/18 appears to still be in it's factory finish which is presumed to be "bluish-grey" or slightly grey tinged olive green with light grey engine cowl, cockpit coaming and struts. The light blue underside of the horizontal tailplane has been carried onto the edge. It is presumed that the late style fin and rudder shown here have been retrofitted some time after initial production, but most likely before being delivered to this unidentified Royal Bavarian Jasta. A Roland D.VIIA or early D.VIIB is parked behind it in hanger number 5.

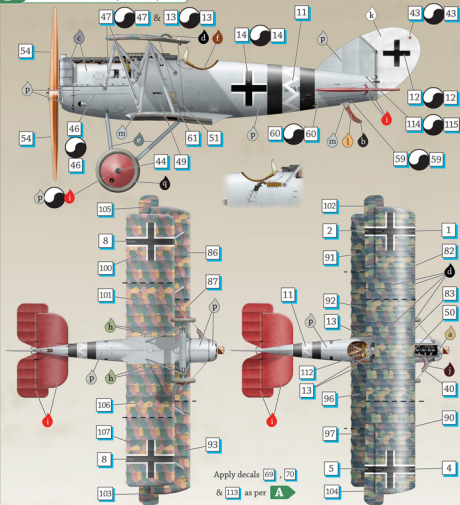
A Pfalz D.XII 1394/18, Jasta 77b, July(?) 1918



This unidentified Jasta 77b pilot poses in front of his brand new Pfalz D.XII 1394/18. Note the anemometer (E41) attached to the inner port wing strut and that the engine cowls have been modified for improved cooling (A39) and (A33). The fuselage cross has had its white surround reduced by overpainting with grey paint. The swastika fuselage marking was a good luck symbol by all sides during the First World War. There is a belief that the undersides of early Pfalz D.XII wings were painted light blue but no photos conclusively proving this are known to us. This photo of 1394/18 does show lozenge under the top wing and, while it is not possible to confirm either way from this photo, the bottom wing was most probably the same. Another (very poor quality) photo of this aircraft shows it to still have its early fin (B3) and rudder (B13).



B Pfalz D.XII 1445/18, Jasta 49, 1918



An unidentified ground crewman poses in front of Jasta 49 Pfalz D.XII 1445/18. The pilot's personal marking of 2 black bands separated by a white zig-zag line partially obscures the aircraft serial number. The engine cowls have been enlarged and had additional fairings (D3) fitted in an attempt to improve engine cooling. It is presumed that these additional fairings were repeated on the port cowl, but no photograph showing this is known to us. The 5 colour lozenge fabric covering has weathered to an almost solid colour on the lower wing and is totally washed out by reflected background light on the upper wing. The dark Jasta 49 tailplane, elevator and wheel colour is thought to be red but this is not confirmed. Note the rear view mirror (69), flare rack (54), flare gun (63) and early Pfalz D.IIIa style exhaust (A2).



(Gez Van Wyngaerden)

D Pfalz D.XII 2486/18, Paul Vogel, Jasta 23b, September 1918 (1 victory)



Paul Vogel served in the infantry before transferring to aviation and eventually joining Royal Bavarian Jasta 23b in May 1918. July was an eventful month for Paul, he was wounded in action on the 12th, scored his first (and only) victory over an SE.5a on the 25th, being shot down in flames the same day, only saved by his parachute. His parachute saved him once more just 5 days later, on the 30th, after being shot down in flames once again. Following combat with SE.5as of 1 Sqn and 62 Sqn on 15 September 1918, the severely wounded Paul Vogel heavily crash landed his Pfalz D.XII 2486/18 behind British lines where it was, despite being a new type of aircraft not examined before, prodigiously ransacked for souvenirs leaving it in the condition shown here. Pfalz D.XII 2486/18 became the subject of a thorough capture report which appears in Flight magazine and makes for interesting reading, mentioning the fuselage colours as "dark purple from nose to rear of engine; bluish-grey to pilot's cockpit; and dark green shading into a light pea green extending to the tail. The fin and rudder are creamy-white as is the part of the body above the tail planes, but the tail planes themselves, and the underneath portion of the body at the tail, are painted in broad stripes of alternate black and white." These stripes are often depicted as entirely covering the tailplane and elevators of Pfalz D.XII but no photos showing this application are known to us so we have illustrated them as per standard Jasta 23b practice seen in photos of Albatros D.V/Va, Pfalz D.IIIa and Roland D.VIa. In the souveniring frenzy the fuselage crosses have been cut from the fuselage fabric covering, as has just about every other marking of interest. The cockpit sides have been hacked away while attempting to extricate the severely wounded Vogel from his upturned aircraft (see opposite). Mortally wounded, Paul would die of his wounds shortly after being taken into custody, he was 24.





PLAFERDLE

(George Man Wynyard)

E Pfalz D.XII 2600/18, Late 1918



Apply decals 69, 70 & 125

as per **A**



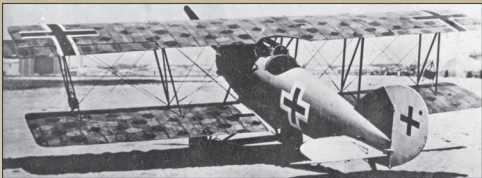
Pfalz D.XII 2600/18 was one of 7 Pfalz D.XII turned over to the Australian government after the Armistice. It was shipped from France to England in 1919 and then on to Australia. At the time it was noted that 2600/18 was "old, could be rigged complete, but not flown" and as such is believed to have seen operational use as an (unfortunately unidentified) unit. Unfortunately no photos showing this aircraft in its original condition are known to us. It was put on display at various locations around Australia before finding its home in the Australian War Memorial Museum in Canberra where it has been the subject of numerous repairs, paint touch ups (including the wheels and fin) and restorations, the latest and most comprehensive of which was completed in 2008. We have illustrated 2600/18 as per Australian Bob Waugh's research findings from before its first major restoration and noted by Colin Owers in *Windssock* magazine as "dark brown at the nose, slightly grey-tinged olive green to the cockpit, dark green at the cockpit, light green, dark green and very dark brown at the stern post. Nose and side cowl panels were khaki (light chocolate). The upper surface of the tailplane appeared to have been doped with a brownish dye in clear dope [WNW possibly indicating a transparent coat

of camouflage paint]. The undersurface was doped with a creamy cast in the dope. The colours wrapped around the fuselage rear of the wings. The forward section including wing root fairings were clear doped [WNW indicating no camouflage paint was applied over the original clear doped fuselage fabric in this area]. As all stencils were present when these notes were made it is felt that these colours are the correct ones for 2600/18 [WNW albeit possibly faded over time]." If you wish to portray 2600/18 after its restoration in 2008 we recommend painting it as per **D** but with dark brown **4** replacing the purple **7**, 5 colour lozenge applied to the fin and, peculiarly, the horizontal tailplanes.



(Greg VanWyngarden)

Early production Pfalz D.XII 1437/18 appears to be very similar to **B** having the same silver-grey(?) fuselage, early exhaust, Jasta 49 wheel and tailplane markings and additional engine cowling fairings. The Pfalz factory decal **45** on the wheel has been carefully painted around and **B** may have been finished similarly. Note the bare rack and pistol, rear view mirror and unique (as far as we can tell) Pfalz D fuselage marking.



Pfalz D.XII 1375/18 was present at the Second Fighter Competition in May-June 1918. A much clearer print of this photograph and a front view appears in *Flying Machine Press Pfalz Aircraft of World War I* on page 89. In it we can see that 1375/18 has early style engine side cowls (A2), (A3) & (A32) and a barograph (E47) strung between each outer wing strut (F12).



This crashed late production Pfalz D.XII is purportedly another from Jasta 49 but features numerous anomalies. The horizontal tailplane appears to have dark cordwise stripes and possibly a paler spanwise band under that which wraps around to the underside light blue. Additionally the wheels have not been painted a dark colour as per (B) and there is no cross on the rudder. Note how the right elevator has almost completely broken off in the crash and is hanging by its inner hinge point.

Unfortunately not a great photo but it does show some interesting details of Pfalz D.XII 1481/18 such as the aluminium (C) (?) modified side (A37) and nose (A33) cowlings, anemometer (E41) fixed to the front outer starboard strut and early Pfalz D.IIIa style exhaust (A24).



Two Pfalz D.XII, including D.XII 2545/18 as seen on page 13, are amongst these scuttled aircraft. On the Pfalz D.XII on the far right note how dark the lozenge covered undersides of the wings are compared with the light blue(?) bottom of the tailplane and fuselage.



A poor quality photograph but it is interesting in that it shows late production Pfalz D.XII 2666/18 finished in overall "slightly grey-tinged olive green" or "bluish-grey" with unpainted aluminium access hatches, cockpit coaming and air scoops. These unpainted aluminium areas would eventually be oversprayed when the bands of camouflage paint were applied. The struts appear very dark because they have not had their top coat of light grey (m) applied yet. A trestle supporting the tailskid as been obliterated (but not particularly well) from the photo in an attempt to show the aircraft as it would appear in flight.



3-D Modelling by Nick Moore

Nick Moore is an industrial design graduate and experienced scale modeller with a longstanding interest in most periods of history. Before entering this project he knew less about WWI aviation than later periods and was surprised at the innovations achieved during this time. His investigation of WWI aircraft has encouraged further interest in the aircraft of the 'Golden Age' of the 20's and 30's which have particularly beautiful forms.

The 3D design challenge he found in creating the Wingnut Wings models is adapting the real aircraft to scaled down replicas with the necessary adjustments for injection moulding, when of course, as a modeller - he would like 100% reality.

Nick was at one time a private pilot but never took the controls of a bi-plane - the oldest plane he was rated in was that classic old tail dragger, the Piper Cub. These days most of Nick's spare time is spent with his young family.



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 TammyCon(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 richard@wingnutwings.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 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, 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



32019	1/32 Pfalz D.XII	Qty
0132019A	A parts	1
0132019B	B parts	1
0132019C	C parts	1
0132019D	D parts	2
0132019P	Photo-etched metal parts	1
132E0005	E parts Merc D.III engine	1
7132019	Instructions	1
9132019	Decals	1
9132019b	Lozenge decals	1

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



32006 - 1/32 Pfalz D.IIIa



32009 - 1/32 Albatros D.V



32015 - 1/32 Albatros D.Va

Also available from
www.wingnutwings.com

©2011 Wingnut Wings Ltd. PO Box 15-319 Miramar, Wellington 6022 New Zealand.
 All rights reserved. Designed in New Zealand - Manufactured in China.