

## intro

Although not hailed as one of the best Great War fighters, the Pfalz D.IIIa deserves some kudos as a steady aircraft with much greater impact than usually considered. It was development of the Pfalz's new chief engineer Rudolph Gehringer, hired in November 1916 to help the company led by its Founder Alfred Eversbusch to step from the licensed aircraft manufacturer to the company with its own successful designs in production. Gehringer's new design owed much of its philosophy to the Roland D.I and D.II, the fighters manufactured by Pfalz Flugzeugwerke GmbH after the production of licensed Morane types L and H (supplied as Pfalz A.1 and the various versions of Pfalz E) commenced in August 1916. The Pfalz factory in Speyer am Rhein started production of Rolands shortly after the fire destroyed the LFG Roland factory in Adlershof on 6th September 1916.

## Making a virtue out of necessity

The new Pfalz D.III was powered by the Mercedes-Benz D.III engine developing 160 HP. Gehringer used a plywood monocoque fuselage manufactured in two halves from the long plywood strips diagonally placed in two layers over the moulds. After hardening the halves were glued to the internal framework, the joint was covered by doped fabric stripes cover and then whole the resulting monocoque fuselage obtained doped fabric cover to add the protection of the wood. The technology, called Wickelrumpf in German (means wrapped fuselage) was developed and patented by the Reinhold Richter, designer of the L.V.G. Roland company. Gehringer adopted it partly because the factory had already mastered it and partly due to the lack of workers with metal machining craftsmanship, as the Bavaria (Speyer lies in the Rhineland-Palatinate state, formed after the WWII today) was quite agricultural state at the time of Great War. The Wickelrumpf allowed designers to create a streamlined and very stiff fuselage. The downside of the Wickelrumpf technology was the need of precise, time consuming, thus expensive manufacturing. Also liability of the fuselage to twisting or bending due to the humidity absorbed by the wood was a weakness of the technology, affecting performance and handling of the airplane. Wing, on the other side, was of conventional, but tough construction, the fact winning later the Pfalz D.III some sympathy of the pilots.

## Child of drawing board

The prototype of Pfalz D.III flew probably for very first time in May 1917 and Typenprüfung (Flight Tests) was carried a month later. The interesting fact is, the airplane used was not prototype, but serial aircraft 1366/17 (seventh production aircraft). German military aviation Bureau Idflieg (abbreviation from Inspektion der Fliegertruppen) did not even wait for maiden flight and ordered 70 aircraft to be manufactured instead of rest of the 100 batch of Roland D.IIs! Another order for 300 aircraft followed in June 1917. The reasons for such unusual process are not clear. First examples of new Pfalz D.III entered service during August 1917 with Jasta 10 being the first unit to obtain them, followed by the Jasta 4 and others. The new Pfalz was obviously better design than Roland D.IIa. It was quite maneuverable aircraft with ability to perform high speed dive attacks, a tactics very useful for attacking enemy observation balloons. Nonetheless, the new Pfalz was received by pilots with mixed emotions.

## Modification to the D.IIIa

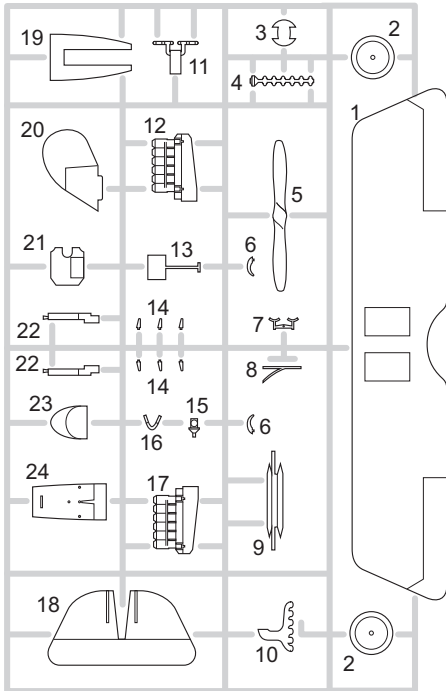
The main complaints of the pilots were heavy controls and lack of top level flight speed of Pfalz D.III. More to it, the new Pfalz was also slow climber and had tendency to slip in turns - a dangerous behavior when flying close to the ground. The aircraft also fell easily into the flat spin after stall with difficult recovery. Although some experienced pilots used it as an escape maneuver, average pilots were threatened by this tendency. Nevertheless, one of the biggest discontent about the new Pfalz, was, that both the MG 08/15 Spandau guns were placed inside the fuselage, thus preventing pilots from solving regular gun jams during flight. Pfalz responded with relocation of the guns to the top of the forward fuselage and starting with serial number 4165/17 the planes were delivered as D.IIIa sporting also other changes like enlarged horizontal stabilizer and cut wingtips of lower wing. It also featured more powerful Mercedes-Benz D.IIIa engine developing 180 HP. But some of D.IIs had also cut wing and D.IIa engine.

## Flown by aces, but not acemaker

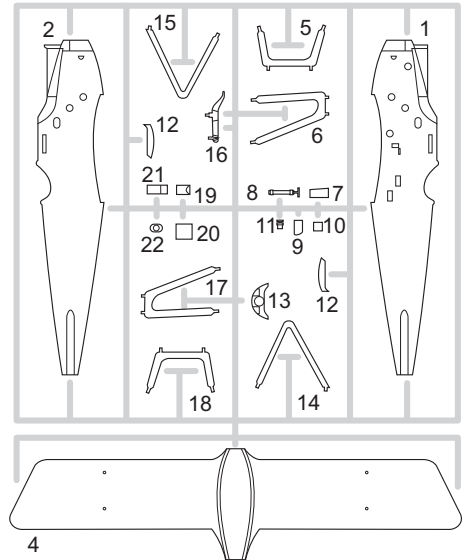
Alongside the Albatros D.III/D.V and Fokker D.I the Pfalz D.IIIa was one of the most important and numerous German fighter in frontline use until arrival of mighty Fokker D.VII. Many famous aces got in touch with the Pfalz D.III/D.IIIa, although they finally gained their fame flying different aircraft. Erich Löwenhardt of Jasta 10 was the most successful Pfalz D.III/D.IIIa ace with 14 of his 54 kills achieved with the Pfalz. Second to him, Karl Pech of Jasta 29, recorded all of his 9 kills flying Pfalz before killed in action. The production of Pfalz D.IIIa commenced in May 1918 with some 260 D.IIs and 750 D.IIIas delivered. Many serviceable aircraft were sent to advanced training schools during 1918 as better performing aircraft were entering into service, but some 100 Pfalz D.IIIas were still in frontline use at the time of the Armistice.

# PLASTIC PARTS

A>



B>



GUNZE	
H3	C3 RED
H8	C8 SILVER
H11	C62 WHITE
H12	C33 FLAT BLACK
H25	C34 BLUE
H33	C81 RUSSET
H37	C43 WOOD BROWN
H47	C41 RED BROWN
H51	C11 GRAY
H53	C13 GRAY
H70	C60 GRAY
H311	C311 GRAY
Mr. METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM
MC219	BRASS

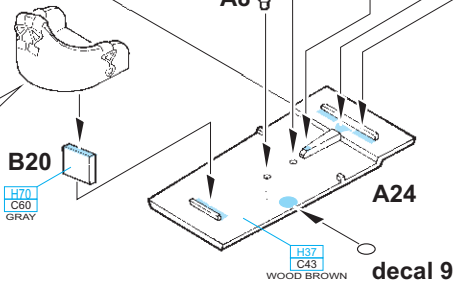
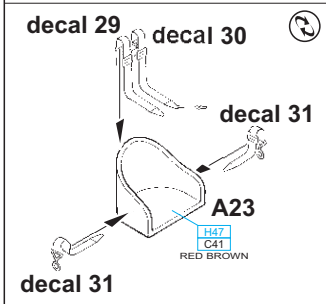
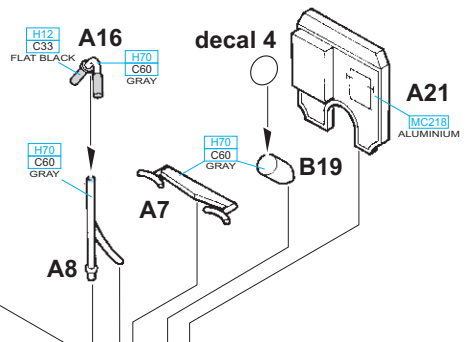
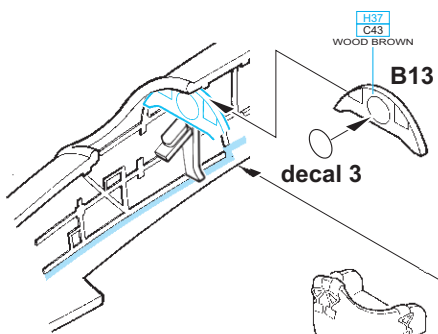
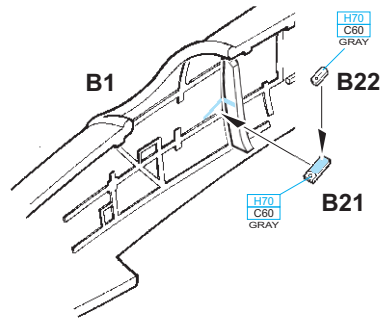
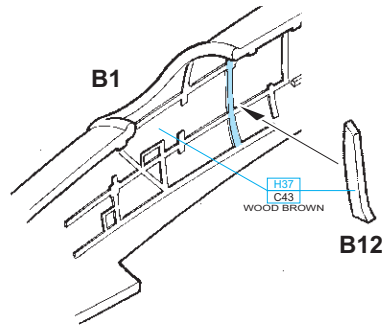
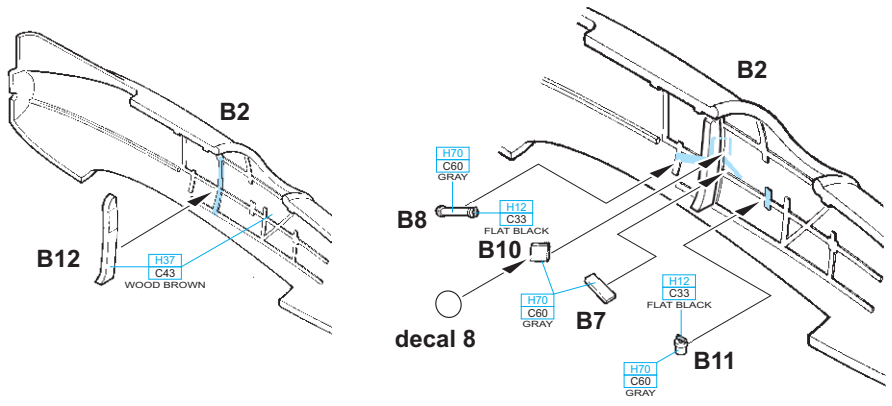
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

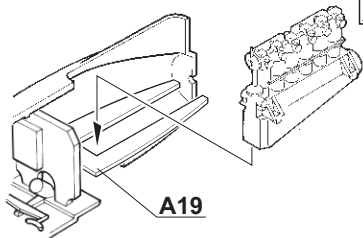
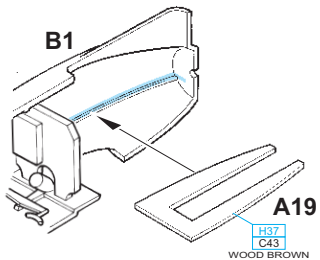
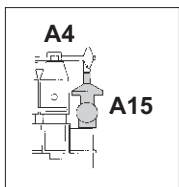
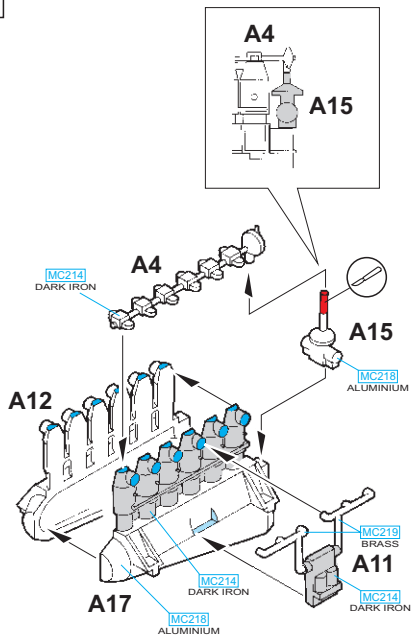
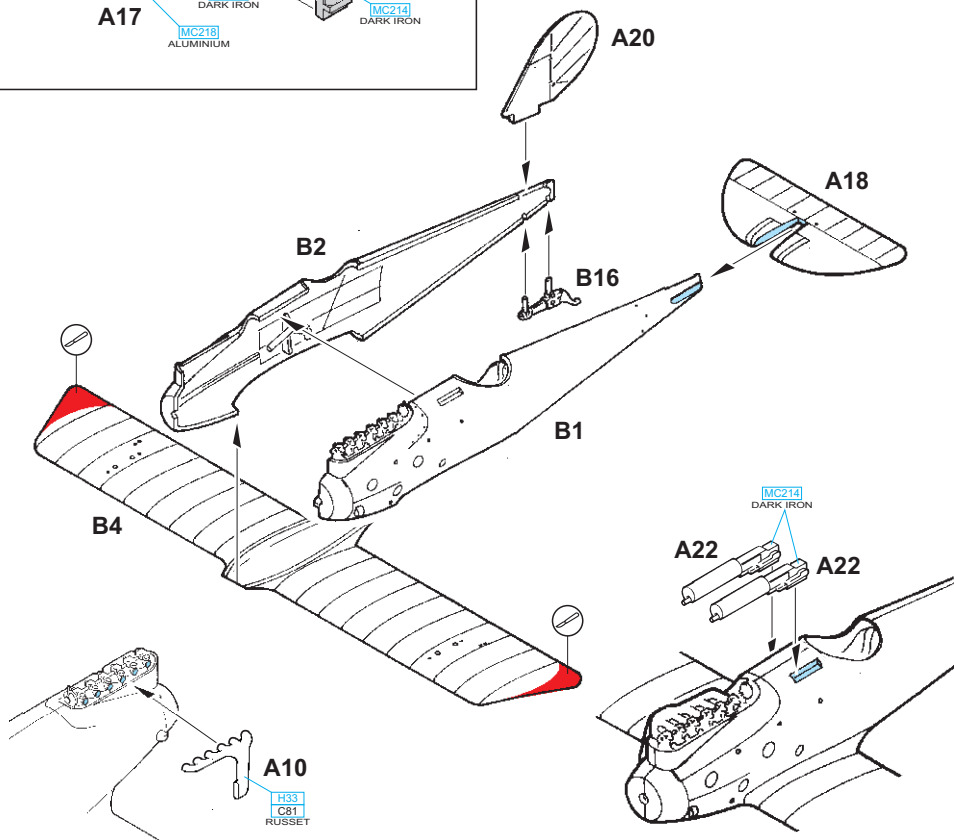
## ATTENTION \* UPOZORNĚNÍ \* ACHTUNG \* ATTENTION

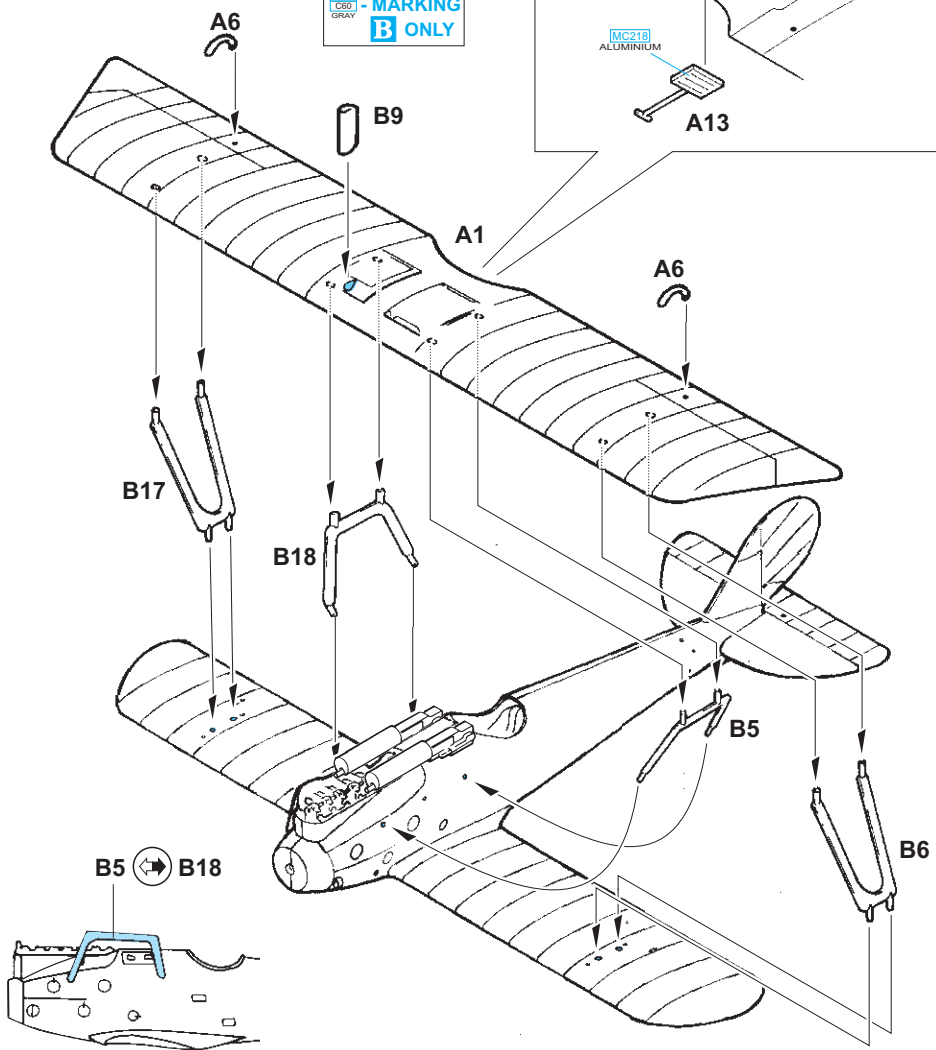
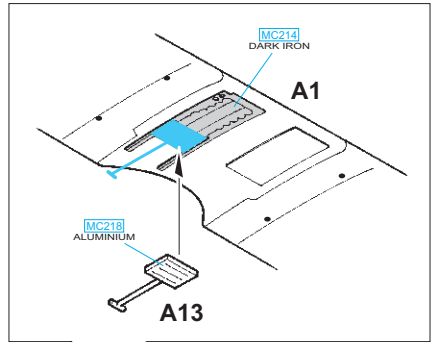
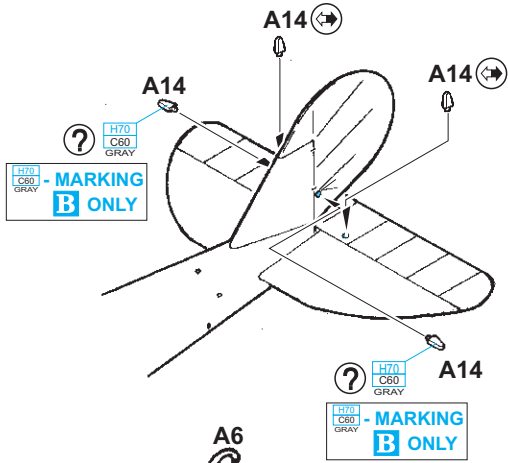
- (GB)** Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- (CZ)** Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.
- (D)** Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.
- (F)** lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

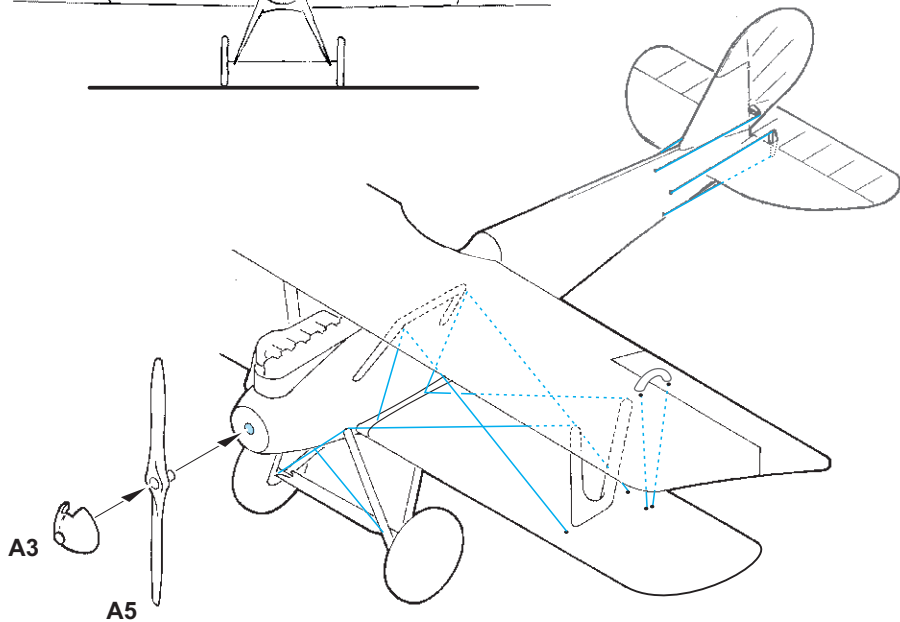
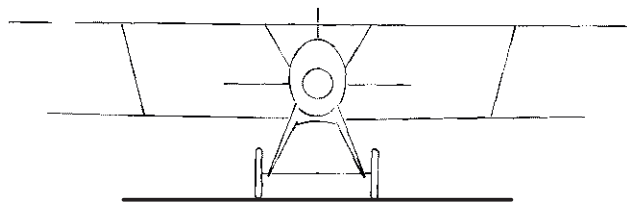
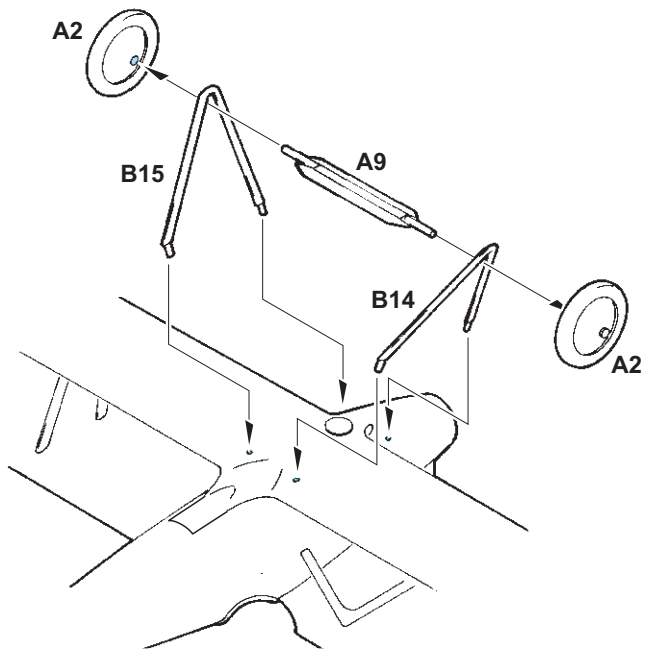
## INSTRUCTION SIGNS \* INSTR. SYMBOLY \* INSTRUKTION SINNBILDEN \* SYMBOLES

- (?)** OPTIONAL VOLBA
- (↻)** BEND OHNOUT
- (⊘)** OPEN HOLE VYVRTAT OTVOR
- (↔)** SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- (/)** REMOVE ODŘÍZNOUT
- (↺)** REVERSE SIDE OTOČIT



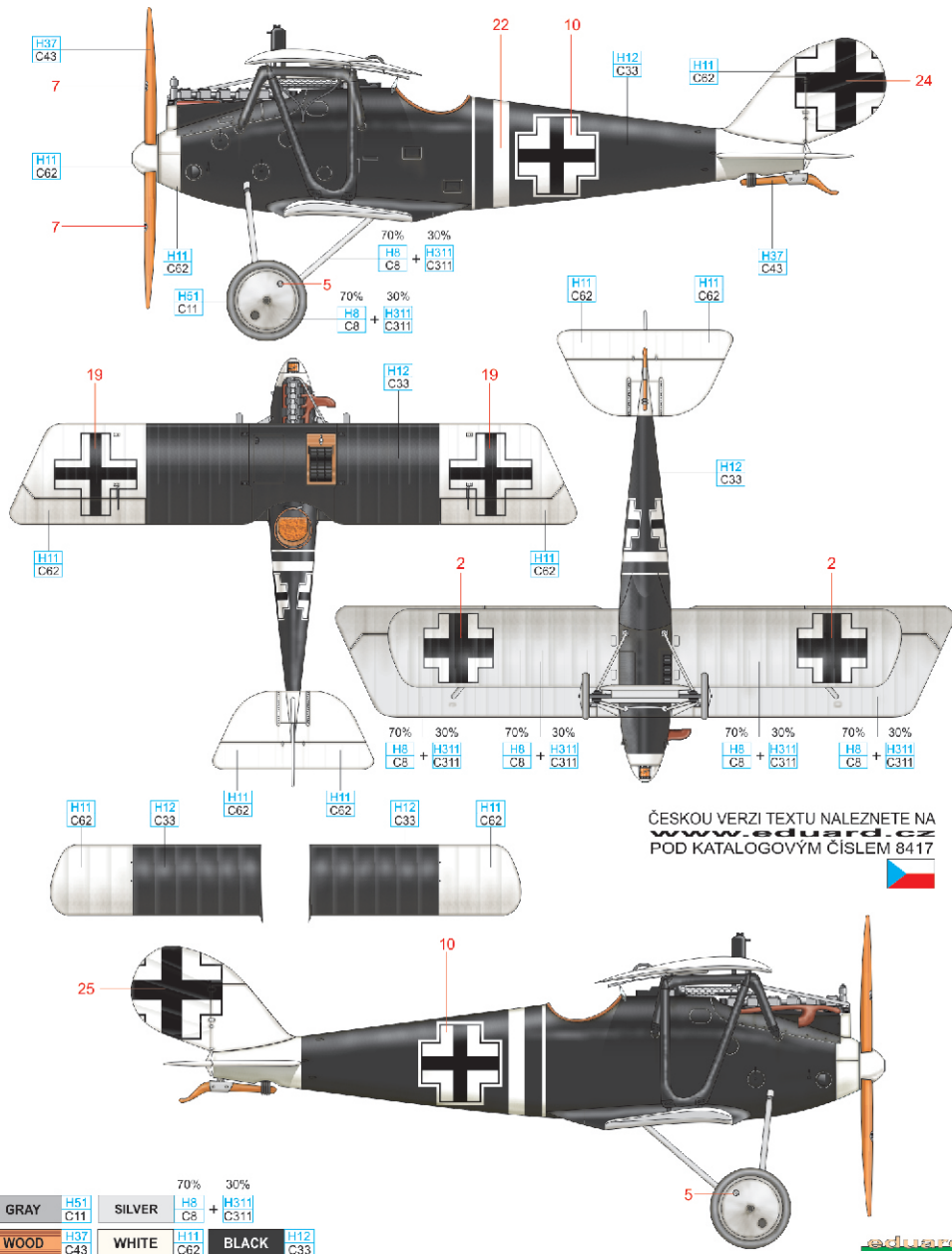
**A****A**





# A flown by Oblt. B. von Alvensleben, Jasta 21, Boncourt, France, June 1918

Busso Joachim von Alvensleben was born on April 21st, 1898 in Wittenmoor in the region of Altmark (today's Saxony-Anhalt). The beginning of the war found him in the services of Magdeburgischen Husarenregiment Nr.10, with which he and his brother headed for the French front in October 1914. In 1916 he took part in the aerial fighting over the Somme as a member of Feldfliegerregiment 2. It wasn't until later that he would undergo standard training in the winter of 1916/17, having served in the ranks of Jasta 19, which he left in the summer of 1917 for Jasta 4. In November 1917 he was assigned to Jasta 21. On June 14th, 1918 he destroyed a French balloon and in subsequent combat was shot down by French pilots over Crepy-en-Valois. He succumbed to his injuries the following day. Pfalz D.IIIa fighters left the production facility painted silver-grey on all surfaces. After being assigned to Jasta 21, the aircraft received black and white stripes on the fuselage behind the cockpit. The remainder of the aircraft was painted as per the wishes of von Alvensleben. After the changes to the national markings in April 1918, the aircraft was given the beam type crosses, reminiscent of the types of crosses that came later during the Second World War.



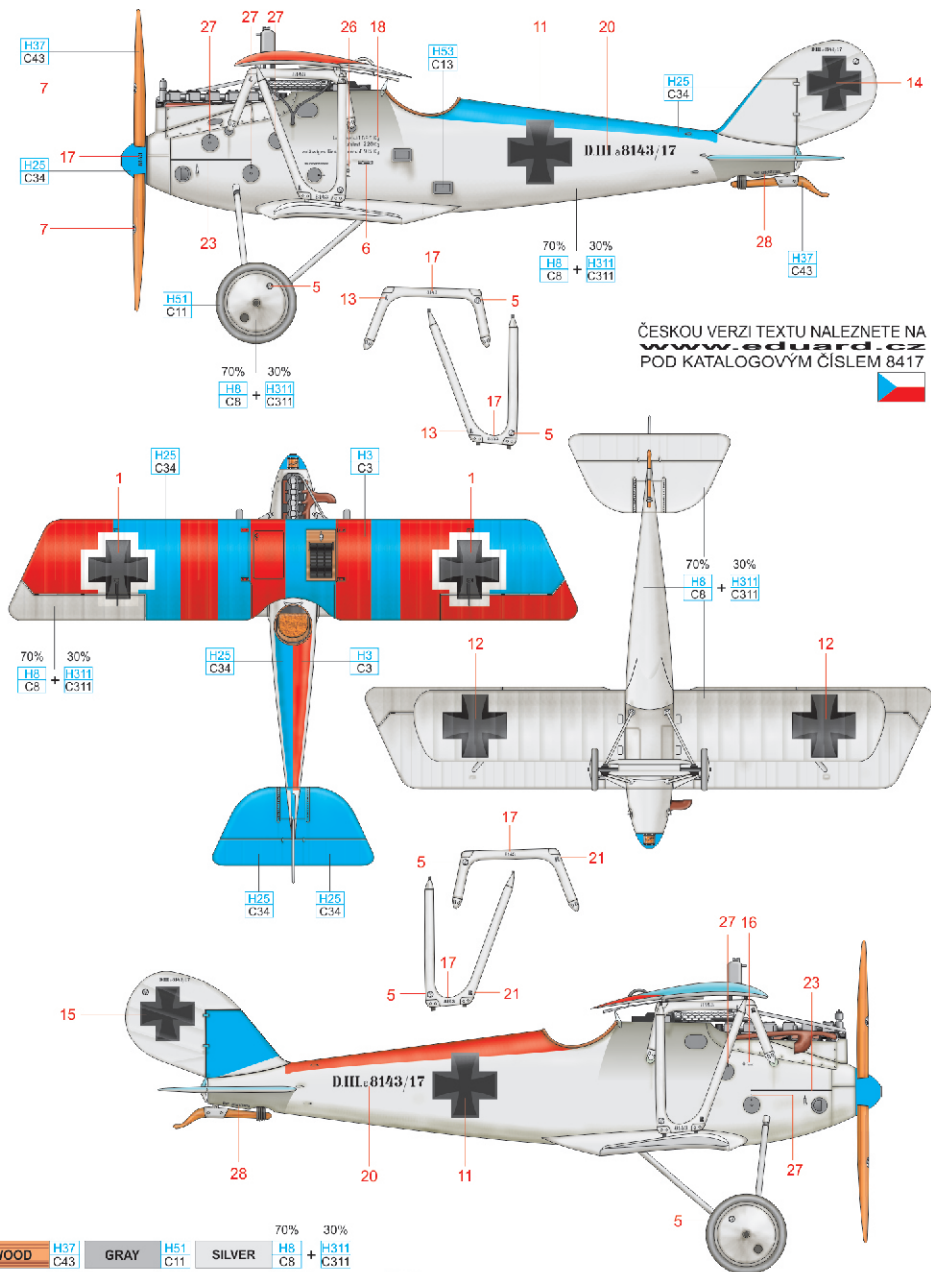
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 POD KATALOGOVÝM ČÍSLEM 8417



GRAY	H51 C11	SILVER	H8 C8 + H311 C311
WOOD	H37 C43	WHITE	H11 C62
		BLACK	H12 C33

# B W. Nr. 8143/17, flown by Oblt. W. Ewers, Jasta 77, Vraignes, France, April 1918

Future fighter ace Walter Ewers was born on May 11th, 1892 in Lubeck, and he began his military career in the ranks of the 7th Feldartillerie-Regiment 'Prinzregent Luitpold'. He requested a transfer to the air force and on completion of his training, he was assigned to FA26, Jasta 8 and Jasta 12. On January 21st, 1918 he was named CO of Jasta 77. His fate was sealed on May 15th, 1918, when he was killed behind the stick of an Albatros D.V in combat with Sopwith Camels of No.65 Squadron, RAF over Villers-Bretonneux. At the time, he had eight enemy kills to his credit. The originally silver-grey Pfalz D.IIIa flown by Oblt. Ewers received rather striking blue and red markings , which were inspired by the flag of Schleswig-Holstein, Ewers's birthplace. The standard identifiers for Jasta 77 were the spinner and the rear fuselage, which were in blue.



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WOOD	H37 C43	GRAY	H51 C11	SILVER	H8 C8 + H311 C311
BLUE	H25 C34	RED	H3 C3	WHITE	H11 C62
				GRAY	H53 C13