

Albatros Fighters



A WINDSOCK DATAFILE SPECIAL

Collectors' Edition

BRIAN KNIGHT

Albatros Fighters



The classic WW1 German Albatros D.I, D.II, D.III and D.V fighters of World War One are profiled in this special collectors' edition from the publishers of *WINDSOCK International* and *WINDSOCK DATAFILES*. Contents include: revised 1:72 and 1:48 scale plans, contemporary sketches, over 95 archive and close-up photos, camouflage and markings data, new colour profiles and comprehensive model kit listings.



Price £12.95 net (UK only)

Printed in Great Britain

FRONT COVER:

Green Tails!

Colourful Albatros D.V and D.III fighters, bearing the distinctive red and green tail markings of *Jasta 5* on patrol in late 1917. The green fuselage and chequerboard of *Vizefeldwebel Otto K nnecke's* D.V and blue/white Bavarian tail decor on the D.III are individual markings. Both machines bear upper wing chevrons, that of the D.V being black. Further details may be found in 'Albatros Markings of *Jasta 5*,' *Scale Models*, November 1971, and also *Americal/Gryphon* special *Jasta 5* transfer sheet No.28. *Painting by Brian Knight G Av A of the Guild of Aviation Artists.*

REAR COVER:

Main illustration: Albatros D.Va D.5390/17 as preserved by the Australian War Memorial, Canberra, Australia, one of only two original WWI Albatros fighters still extant. Although restored in recent years the current finish worn by the aeroplane is not truly representative of the original markings. (*E A Watson*) *Inset:* original five-colour 'under surface' (lighter) printed fabric covers this OAW-built D.III rudder preserved by the Imperial War Museum.

(*R L Rimell*)

Profile: Albatros D.V of *Jasta 18*, possibly flown by *Leutnant der Reserve Arthur Rahn*, in unit red and Prussian blue. Wing colours are shown with Prussian blue upper surfaces and pale blue beneath but may have been printed fabric. Further details may be found in 'Circus Colours No.8' by *Greg Van Wyngarden*, *Cross and Cockade Journal* (USA), Volume 24, No.3, Autumn 1983. (*R L Rimell*)

Above, unidentified Albatros D.Va of *Jasta 78b* with crudely applied diamonds adorning the fuselage and a coloured band bearing a black/white chequerboard marking applied behind the cockpit. (*The late WR Puglisi via A E Ferko*)



The Albatros D.II, D.III and D.V were the most popular titles in the first series of *WINDSOCK DATAFILES* and among the first to go out of print. In response to continued worldwide demand, **Albatros Productions** has included a number of photographs from the original *DATAFILES* with this special collectors' edition which contains fully revised scale plans, coverage of the D.I together with contemporary sketches,

plus an extended camouflage and markings section which also includes new colour profiles. With several D.V model kits being released this year, most of the new material covers this version with four pages of exclusive close-ups and additional archive photographs. We hope you enjoy *Albatros Fighters* and look out for our next *WINDSOCK DATAFILE SPECIAL* on the Fokker Dr.I. **R Rimell, May 1991.**

DATA

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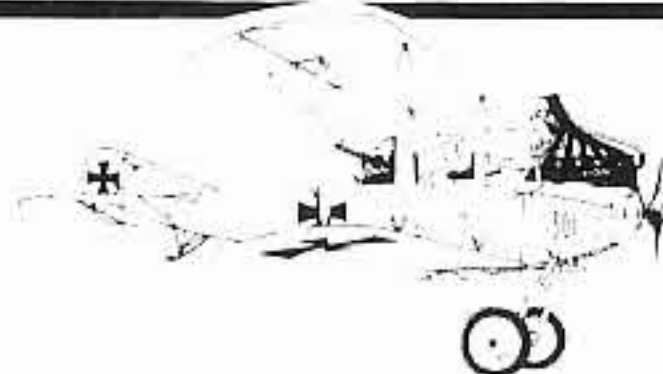
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AN INTRODUCTION

By the early months of 1916 the dominance of the German Fokker E-Type monoplanes¹ in the skies of France was virtually over, due to the introduction of improved Allied fighters such as the British DH2 and the French Nieuport 11.² Germany's leading fighter pilots and air staff officers were therefore quick to realise that a well-armed light *biplane* design would be a far more effective answer and the German aeroplane industry, ever-responsive to Front-line requirements, already had several such prototypes in the air. March 1916 saw the first ever production order for a D-type single-place, single-engined, armed biplane [*Doppledecker*] which was awarded to Halberstadt Flugzeugwerke GmbH; the next order, signed in May, going to Fokker Flugzeugwerke GmbH for the twin-bay D.I.³ These aeroplanes, reaching France in June and July, were reasonably effective but subsequent designs from both companies failed to keep pace with the rapid acceleration of aeronautical progress. As a result, the early Halberstadt and Fokker designs were relegated to quiet sectors or to *Jastaschulen* for training. The contemporary Roland D.I and D.II⁴ fighters, whilst promising in test evaluations, were saddled with the disappointing 150hp Argus engine which lost power severely at altitude and in consequence large orders for the types were severely reduced. With virtually no opposition, the field was therefore well and truly open for the domination of Albatros fighters from late 1916 until the middle of 1918 . . .

Performance advantage

By far the largest German manufacturer of aeroplanes in WWI, with many additional thousands of two seaters built under licence by various other factories, Albatros Gesellschaft für Flugzeugunternehmungen GmbH arrived somewhat late on the fighter scene. However, the company's designers were doubtless able to benefit from other's mistakes and were also well-placed to incorporate specific design requirements as a result of Front-line experience.

During June 1916 Albatros received an initial order for a dozen prototypes, or pre-production machines, (serialised D.381/16 — D.392/16) powered by the proven Mercedes D.III 160 hp six cylinder in-line engine, the first time that this particular powerplant had been fitted in a production fighter. The increased horse-power gave the Albatros design a distinct advantage over other contemporary German 120hp powered types and since the German Army Air Service had complete control over engine allocation the best fighters received the lion's share of the finest available powerplants.

The initial order for 12 prototypes was an all-embracing contract that covered about 13 weeks' design and construction work and would eventually include not

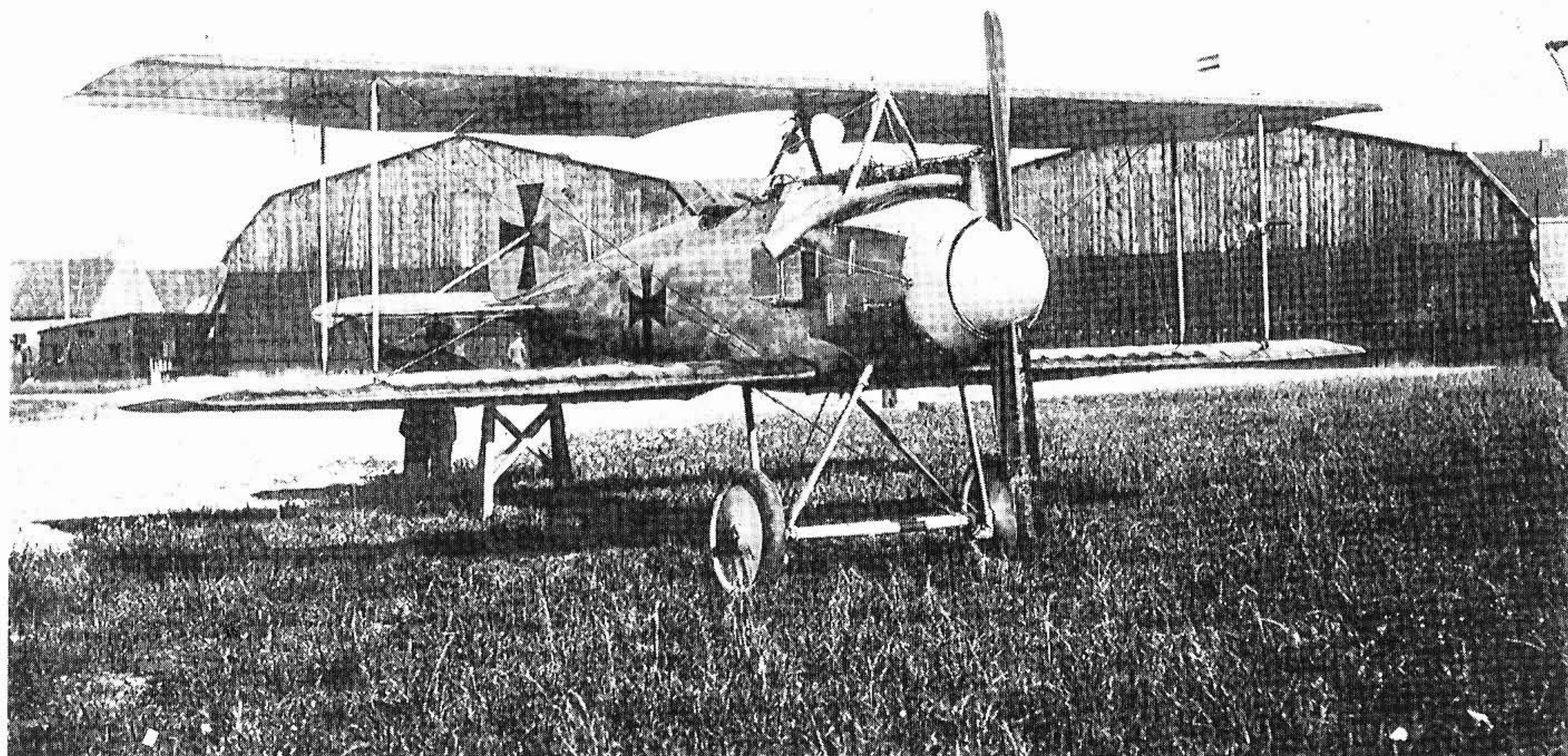
D.384/16, one of the pre-production batch of 12 Albatros D.I machines, at Menin in 1916 — note non-standard tail support strut. *Leutnant* Paul Strähle flew this Albatros at least once and it may have been delivered to *Feldflieger Abteilung* A213. (A E Ferko)

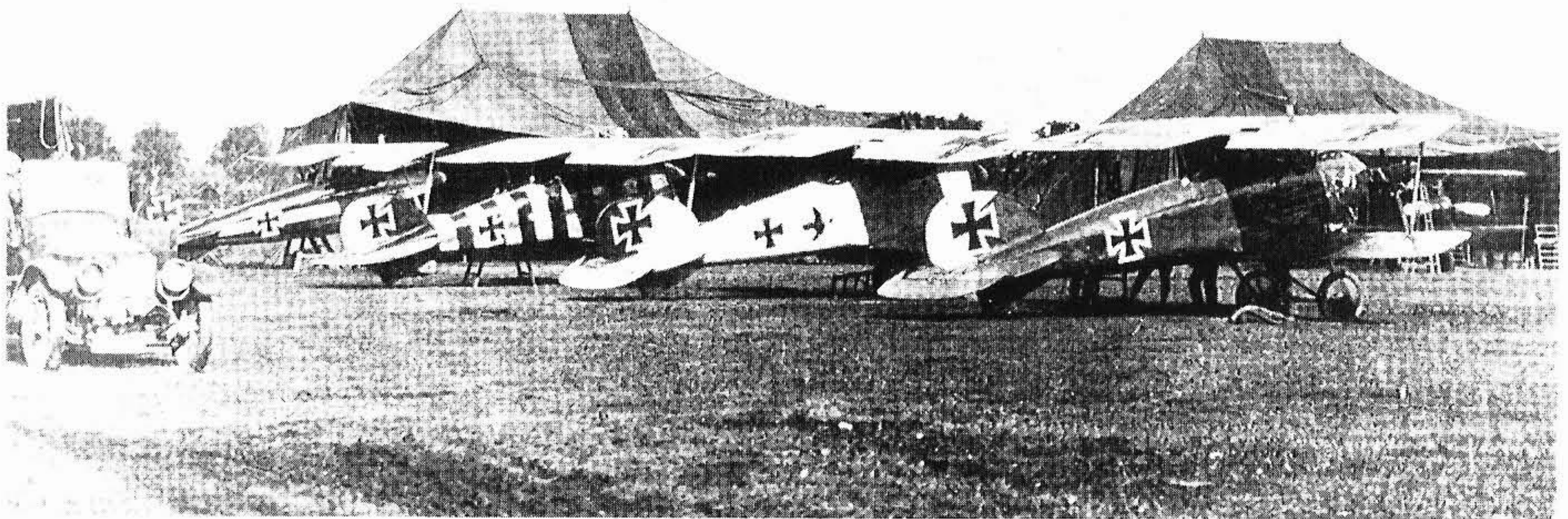
only the D.I and D.II prototypes but also the later D.III. The order represented the genesis of a line of aeroplanes which would form the backbone of the German fighter force until the introduction of the Fokker D.VII⁵ in 1918, and which would never completely vanish from *Jasta* service during the entire war. All the Albatros D-types were designed under *Dipl-Ing* Robert Thelen who had joined Albatros as chief designer in April 1912 and advanced to technical director status by the Summer of 1914. His place as head of the design team was taken by *Dipl-Ing* Schubert, both men contributing largely to the success of the Albatros fighters.

ALBATROS D.I

For its day the Albatros D.I was a remarkably advanced design, one of the most streamlined fighters then extant. Its large spinner gave a smooth entry to the closely-cowled engine; the carefully finished ply-covered fuselage was aesthetically appealing and the single bay wing cellule gave an impression of strength. The D.I was also easy to fly and although not as manoeuvrable as the lighter Halberstadt fighters, its heavier twin-gun armament and superior diving capabilities made it much more effective in combat.

The D.I, fine aeroplane that it was, nevertheless displayed several design faults. The high-set upper wing obscured upward vision while the twin machine guns, being aimed through the inverted 'vee' centre wing struts, made it difficult for the pilot to draw a bead on a fast-moving adversary. In addition, the





fuselage-mounted Windhoff box radiators once holed in combat, or more commonly due to leaking, rapidly drained water from the cylinder heads resulting in engine seizure. As from November 10 1916 ear and side radiators were officially banned on all German combat aeroplanes although this order did not entirely prevent their use.

Resulting improvements of the D.I design included splayed-out centre-wing struts to ease gun sighting and, in consequence considerably lowering the upper wing to improve the pilot's vision, as well as installing a Teves and Braun flush-fitting radiator to the upper wing, although early examples of the new aeroplane, designated the D.II, still bore the 'ear'-type fuselage radiators. In August 1916, 100 D.IIs were ordered for production, a further 100 in September and 75 others constructed by LVG under licence. Initially known as LVG D.Is these latter were later designated Albatros D.II (LVG).

The Albatros D.II was also manufactured in Austria by the *Osterreichische Flugzeugfabrik AG* (Oeffag) of Weiner Neustadt for service with the *Königlich and Kaiserlich Luftfahrtruppen* (Royal and Imperial Air Service) of the Austro-Hungarian Army. In all, 16 D.II machines were built in the Series 53 range.

ALBATROS D.III

Developed from the D.I and the D.II, the Albatros D.III adopted the *sesquiplane* (literally, 1½ wing) layout favoured by Nieuport and which had such a profound influence on German designers' thinking at the time. Almost before the earlier D.I and D.II entered production, Thelen and his design team were involved in producing a successor which would incorporate some of the French fighters' more desirable attributes. A further improvement was sought in power, this by increasing the compression ratio of the standard Mercedes D.IIIa engine in an effort to uprate the basic 160hp. The relatively

Jagdstaffel (Jasta) 39 in Italy, 1917, with a typical mix of both Albatros D.III and D.V fighters. Details of the colourful markings are lacking but the D.III second from right bears the personal markings of Lt. August Raben who later served in *Jastas* 15 and 18. (*Dr. V Koos*)

small increase of 10-15hp did not result in any marked improvement in performance and so Albatros designers decided to concentrate on other areas, most notably to improve all-round visibility from the cockpit.

Knowledge gained as a direct result of exhaustive tests on captured Nieuport fighters led to drastic revision of the Albatros wing cellule. The span of the upper wing was increased and the whole structure re-profiled to produce well-proportioned raked wing tips in marked contrast to the angularity of the D.I and D.II wing planforms. The Teves and Braun flush-mounted radiator was retained for the upper wing and, initially, mounted midway between the centre wing struts. However, following many pilots' complaints that the connecting water pipes hindered vision, especially when gun aiming, the radiator was offset to starboard from D.2200/17 onwards.

The wing structure followed the typical all-wood Albatros formula with twin box spars located well forward, the front spar connected to the leading edge with a plywood capping strip. The steel tube-framed ailerons were unbalanced and of greater inverse taper than those of the D.I and D.II although their operation remained the same by use of a mid-span crank lever connected to control wires running through the lower wing. The chord of the latter was drastically reduced, thus affording much improved downwards visibility, the whole structure built around a single spar following Nieuport principles and leading to distinctive V-shaped interplane struts.

The remainder of the airframe was

more-or-less identical to those of the D.I and D.II apart from certain detail modifications such as lower wing attachment points and centre-wing strut fittings to suit D.III configuration. At a later date D.III machines were fitted with a rudder of greater area and a more rounded profile, this modification exclusively associated with the parent company's subsidiary plant in Schneidemühl — the *Ostdeutsche Albatros Werke* (OAW).

Pilots found the D.III easy to fly and, more importantly, they had in the type a most effective combat machine. There was, however, one initial problem; several lower wing failures were recorded, usually the result of prolonged diving. Several writers have suggested the cause as being the centre of pressure on the single-spar lower wing moving forward to cause wing flutter and resulting in failure as the stress increased. Nevertheless from exhaustive static-load tests the strength of the wings was proved to be quite adequate and the problem was largely countered by reinforcing the basic wing structure and improving quality control at the factories.

Although officially superseded by the Albatros D.V during the Summer of 1917, production of the D.III was not halted and in fact additional orders were placed so that both types were being turned out simultaneously until early 1918, as good a testimonial as any to the soundness of the design.

The D.III saw some limited service in the Middle East Theatre where cooling problems led to twin upper wing radiators being installed although the modification failed to solve the problem entirely. More extensive changes to the basic design were realised by the licence-built versions produced for the Austro Hungarian Army Air Service.⁶

ALBATROS D.V

Even as full scale production of the D.III began at Schneidemühl's OAW factory, the parent company was already making

preparations for its successor. With the placing of the first OAW D.III contract in April 1917, Albatros had received orders for 200 D.V airframes intending the new machine to be ready for Front-line service by the early Summer in sufficient numbers to equip over three dozen *Jagdstaffeln*.

The D.V prototype is believed to have been completed in early 1917 and at first sight distinguished from the D.III only by its redesigned fuselage, rudder, tailskid fairing and, initially, a large headrest. At any rate that is how *Idflieg* (Inspectorate of Aviation Troops) defined the type, surprisingly ignoring the fact that the wings differed from the earlier D.III in having aileron control cables running through the upper wing and the lower wing/fuselage junction altered to accommodate the change in fuselage profile. Not only did these differences seemingly go unrecorded, they were also disregarded when planning static tests, an omission which proved to have tragic consequences. Barely had the first D.Vs reached *Jastas* in May than the wing failures that had plagued the D.III manifested themselves with the new type. Despite subsequent testing and intensive design studies, the problem would remain unsolved for the duration of the war and the precise causes have eluded historians ever since.

Despite these structural failures Albatros D.Vs were nevertheless ordered in large quantities and following the initial order of 200, further contracts were placed: 400 in May 1917 and 300 in July, a total of 900 machines within four months, but by July 24 even *Idflieg* admitted that the D.V could be considered only as a lightened D.III of virtually equal performance. Production of further D.Vs was later halted and it is

a matter of record that the final D.III series batch was ordered a month *after* the last D.V contract.

Perhaps there were several reasons why D.V production was not curtailed sooner. Presumably Albatros had quantities of materials, parts in hand and sub-contractors at work before the wing failure problems were fully realised. Further, large numbers of fighters were required to combat the increasing opposition of Allied air forces and with new Pfalz and Fokker types still under development, Albatros was the only major aeroplane manufacturer able to turn out fighters in the large numbers required and together with the ambitious April 1917 'Amerika Programme', seeking to double the number of squadrons in the field, the emphasis was very much on mass production seemingly irrespective of the quality of machines involved.

Enter the D.Va

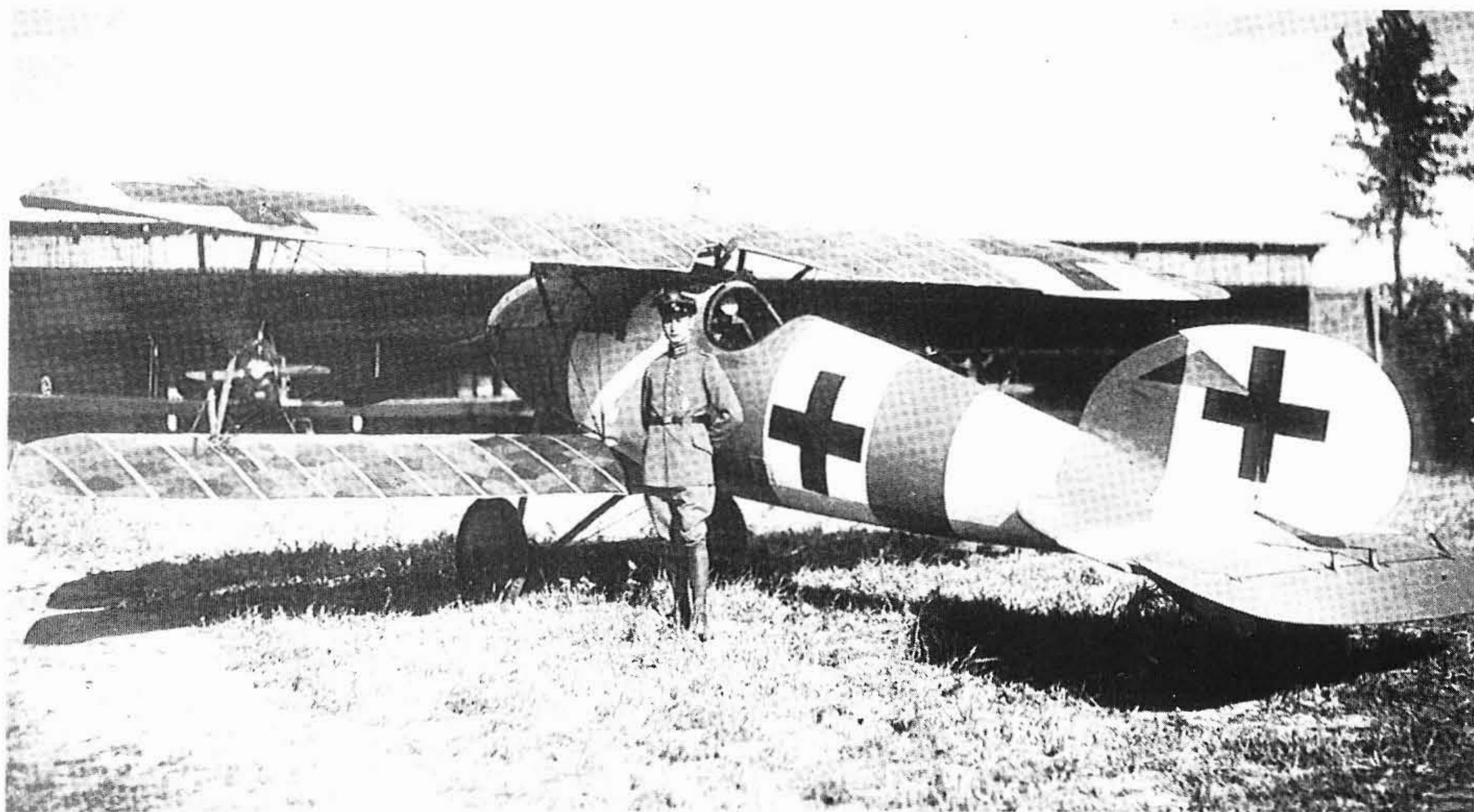
By early 1918, the D.V was rapidly being replaced by the D.Va, Pfalz D.III⁷ and D.IIIa⁸ and the Fokker Dr.I Triplane.⁹ The Albatros D.Va was extremely similar to the D.V but the airframe was considerably beefed-up with additional fuselage frames, stronger wing spars and heavier ribs. Aileron control cables were routed through the lower wings, as per the D.III, and wing tip support cables were also fitted for additional strength.

Lt. Helmuth Dilthey of *Jasta 40* poses with his D.Va in mid 1918. Dilthey served with *Jasta 27*, scoring six victories prior to joining *Jasta 40* where he scored another. On July 9 1918 Dilthey's machine was struck by German AA fire, he baled out and was killed.

Pilots expecting an immediate improvement in performance were to be disappointed. Thanks to the various structural modifications involved, the all-up weight was increased, exceeding even that of the D.III and the early D.V versions, and in consequence the new aeroplane's performance proved inferior. A potentially disastrous situation was largely averted, thanks to experiments with high compression powerplants, for Mercedes engineers discovered that by making suitable adjustments to the carburettor, they could maintain the output of a standard engine at higher altitudes without sacrificing power. Series production and delivery of the Mercedes D.IIIa began in March 1918 and some 1500 high compression pistons were available every month for retrofitting to older Mercedes powerplants. The new engines provided both D.V and D.Va machines with a slight increase in performance.

Large D.Va orders were placed, a total of over 1600 being ordered between August and October. The Albatros-built D.Va reached Front-line units in October but it was not until early 1918 that the OAW-built versions began to equip the squadrons. Wing failures continued to occur, however, and further tests were carried out on a D.Va airframe. As a result the aeroplanes were modified in-the-field by replacing spar attachments, increasing the diameter of drag and anti-lift cables as well as reinforcing the wing ribs at the point where the auxiliary bracing strut was fitted to the leading edge of the lower wings — these modifications seemed to resolve the problem.

Despite growing opposition from the Allies with their vastly improved fighters the Albatros D.Va could, in the hands of



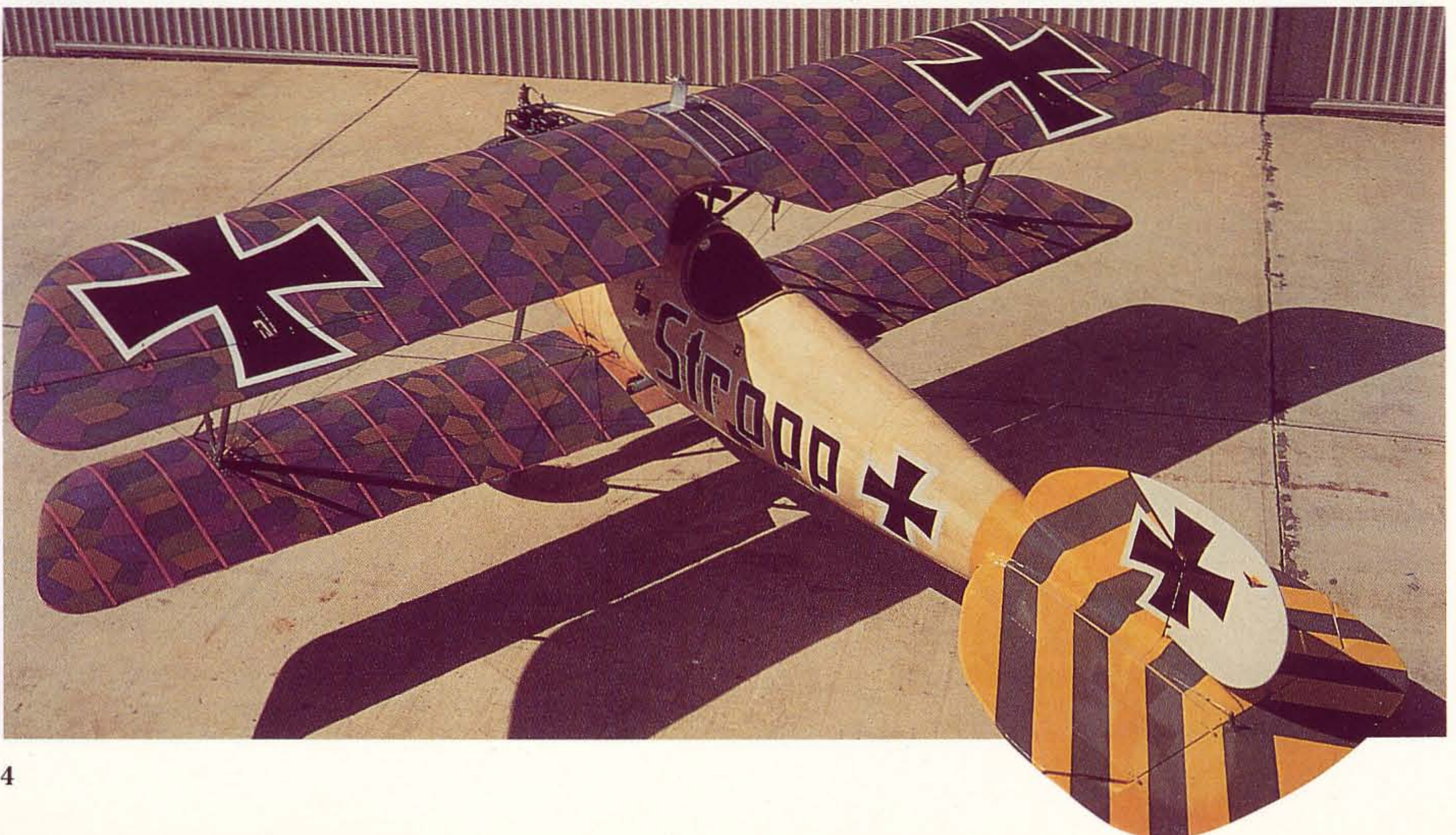
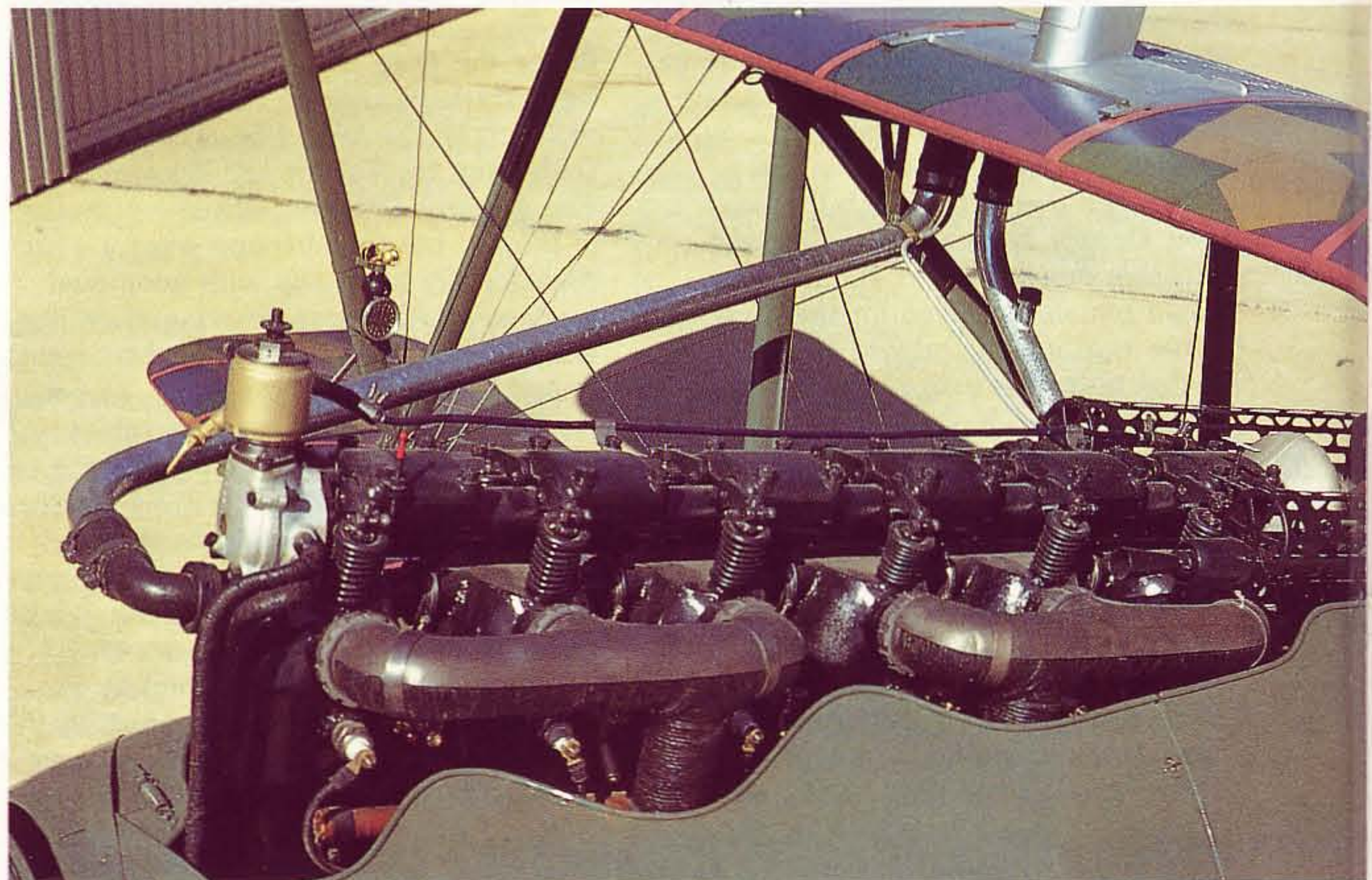


Above, Albatros trademark as applied to rudders. (NASM) Left and below, engine and forward detail of D.Va D.7161/17 following meticulous restoration by the National Air and Space Museum in Washington DC. (R C Mikesh) At foot, a revealing aspect of D.7161/17 resplendent in its *Jasta 46* decor and recreated five-colour printed fabric. Further details may be found in *Albatros D.Va* by R C Mikesh. (NASM)

a reasonably experienced pilot, give a good account of itself in combat and a fair number of victories were attained by D.Va pilots during the early part of 1918. By April 30, numbers of DVAs at the Front peaked at 928, some 47% of the total German fighter complement. However these numbers quickly began to diminish as the Fokker D.VII entered production and service and although this superb machine's introduction spelt the end of Albatros design dominance, the company went on to build some 2500 D.VIIs under licence, far exceeding Fokker's own output. □

Further reference

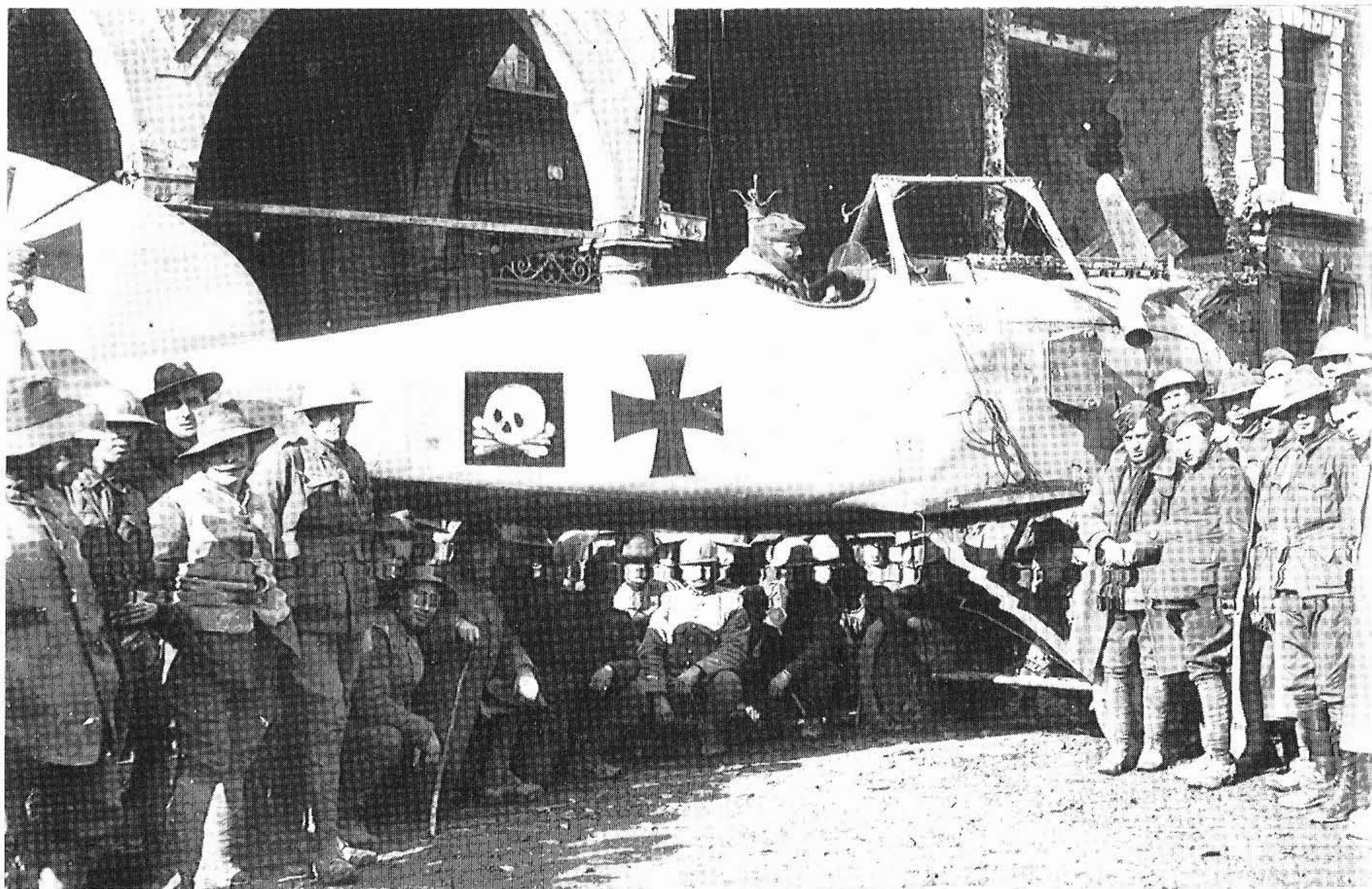
1. WINDSOCK DATAFILE No.15, Fokker E.III.
2. Plans features in WINDSOCK International, Volume 3, Nos.3 and 4.
3. Plans feature in WINDSOCK International, Volume 7, No.1.
4. WINDSOCK DATAPLAN Nos.2/2A.
5. WINDSOCK DATAPLAN Nos.30/30A.
6. WINDSOCK DATAFILE No.19 Albatros (OEF) D.III.
7. WINDSOCK DATAPLAN Nos. 31/31A.
8. WINDSOCK DATAFILE No.21, Pfalz D.IIIa.
9. WINDSOCK DATAFILE Special — Fokker Dr.1.



ALBATROS D.I/D.II



Vizfeldwebel Karl Holler of Jasta 6 gives a good impression of the size of this brand new Albatros D.I photographed at Ugny l'Equipée in August 1916. Modellers may note the method of fuselage ply covering, metal louvres, inspection panel, undercarriage and central cabane strut fixtures. The dark fuselage may indicate a red-stained finish and the wings bear evidence of camouflage painting – note style of insignia. (A E Ferko)



Above, Albatros D.I, serial unknown, flown by *Rittmeister* Prince Friedrich Carl of Prussia, brought down on March 21 1917 following combat with Lieutenant Pickthorn of No.32 Squadron Royal Flying Corps flying a DH2. After being forced down the prince later died of wounds received at the hands of infantry when attempting to reach the German lines. The D.I was reported to have been doped light green overall.



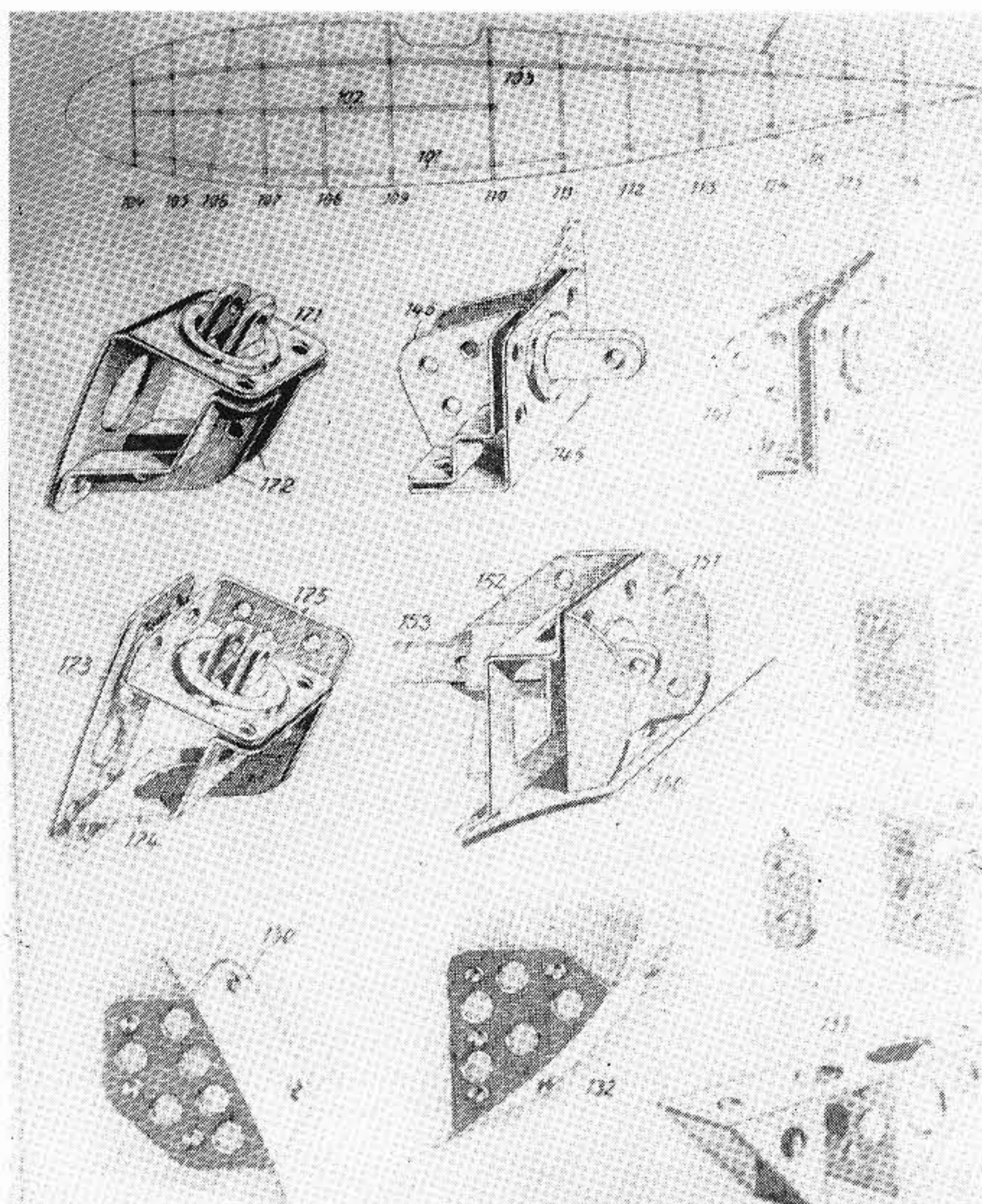
Fuselage structure.



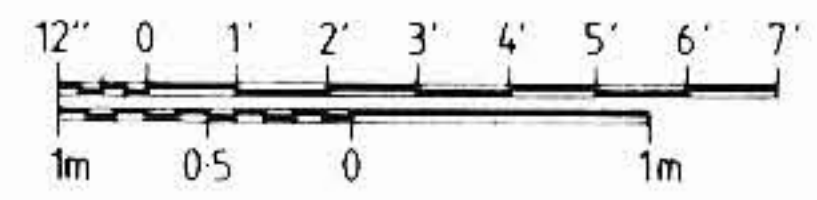
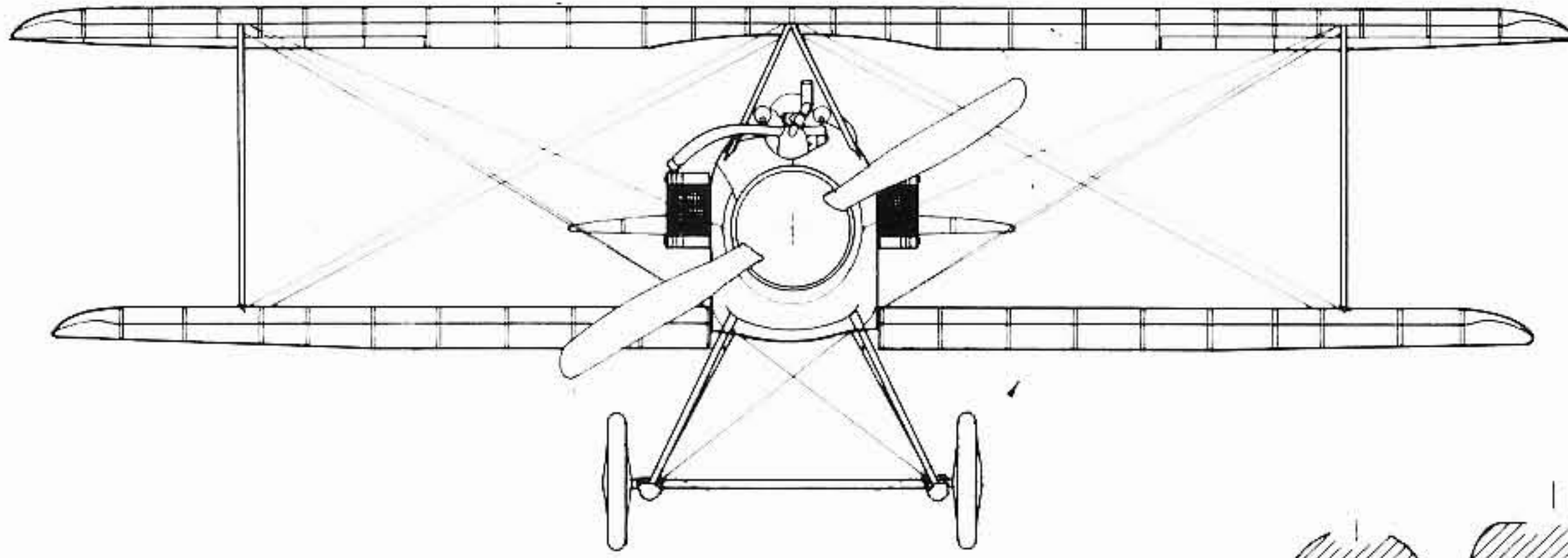
Below, prototype D.I in plain finish and non-standard exhaust at Johannisthal in early 1916.



Below, D.I/D.II fuselage details and fittings. This illustration, and those following on pages 10, 11 and 12, are from a contemporary manual on the D.I/D.II; certain details are also applicable to the D.III.

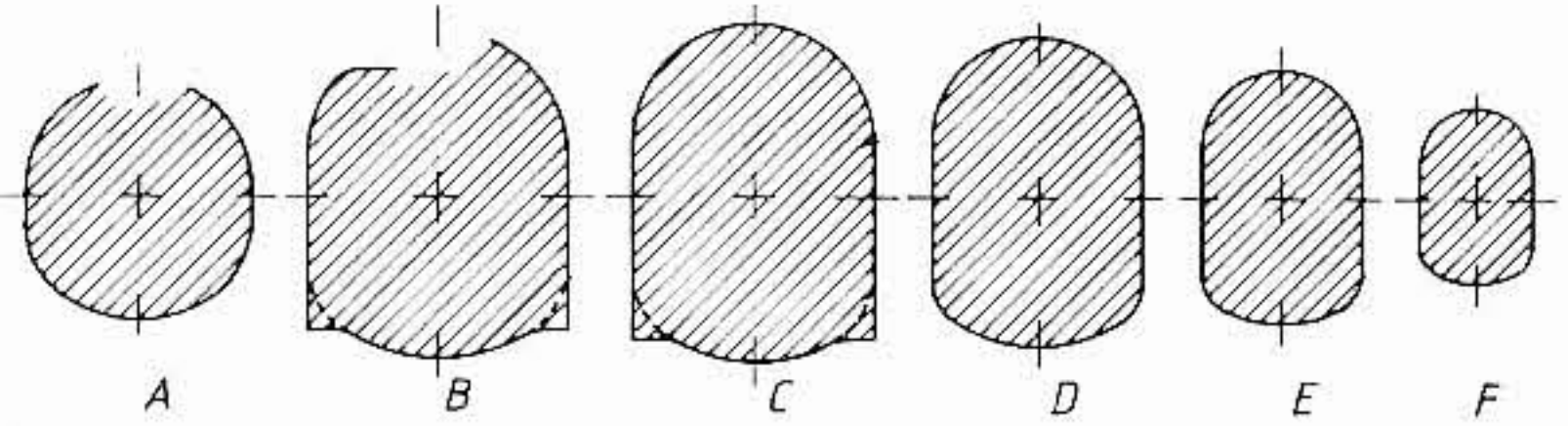


Front View

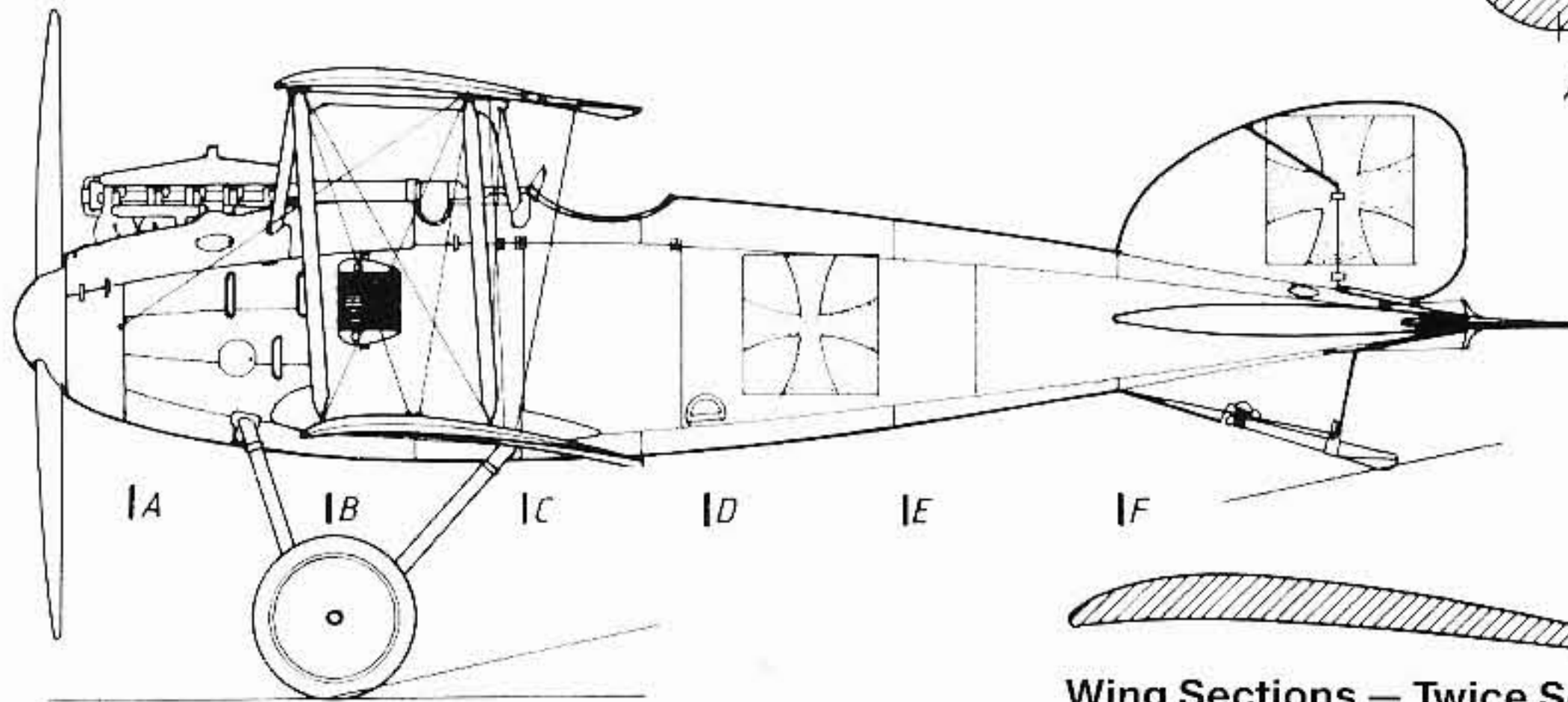


1:72 scale drawings

Fuselage Sections



Port Side View



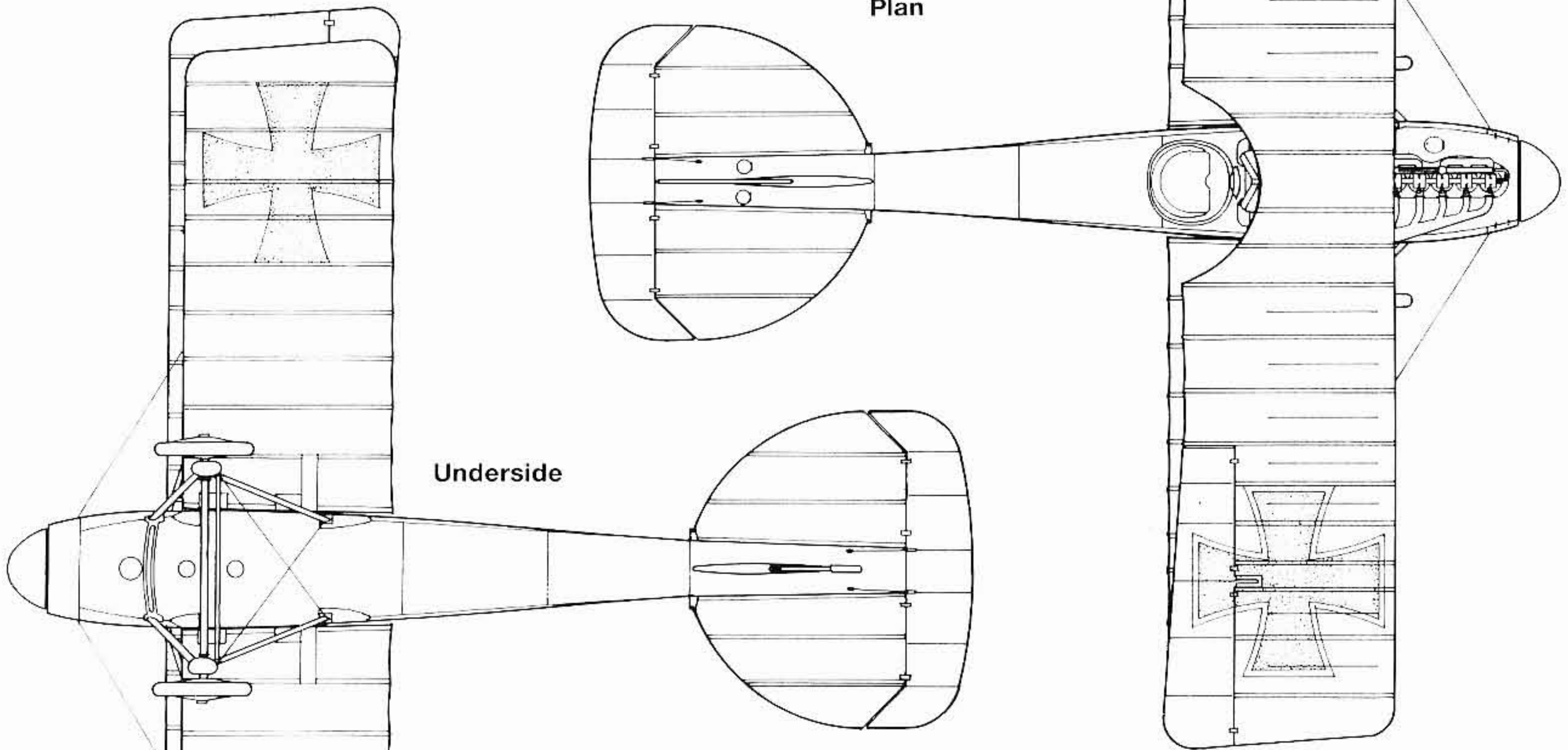
Later insignia shown – black cross with white border. Early insignia, black cross on white square.

Wing Sections – Twice Scale

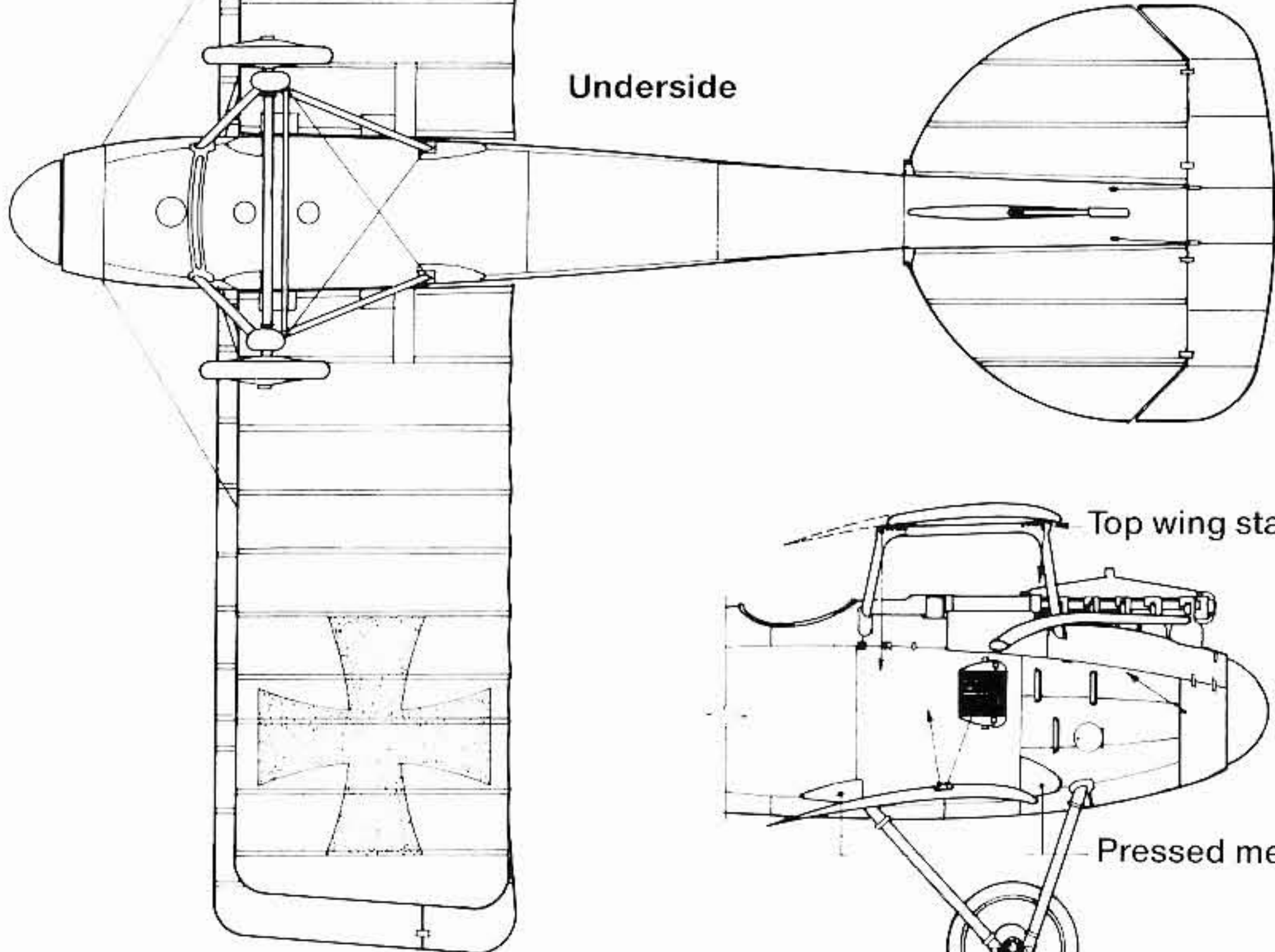
WINDSOCK DATAPLANS

Scale drawings of the experimental Albatros D.IV and Dr.I triplane as well as the W.4 fighter seaplane are among over 50 WWI aeroplane drawings available from Albatros Productions, Ltd. (SAE or four IRCs for full list and order details of this unique plans service).

Plan

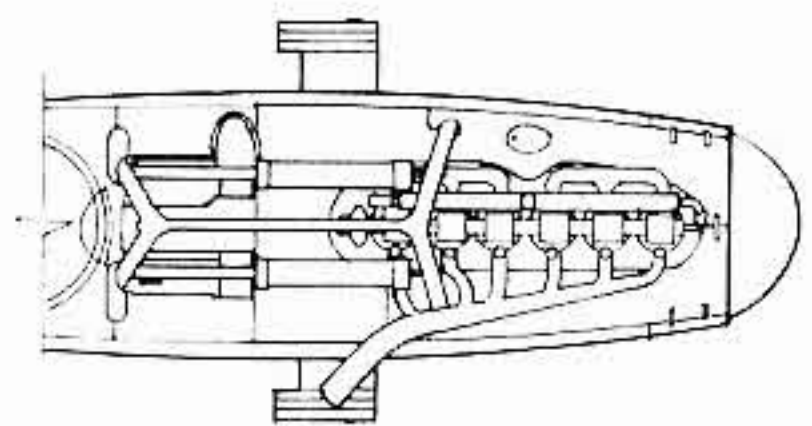


Underside



Top wing stagger adjustable

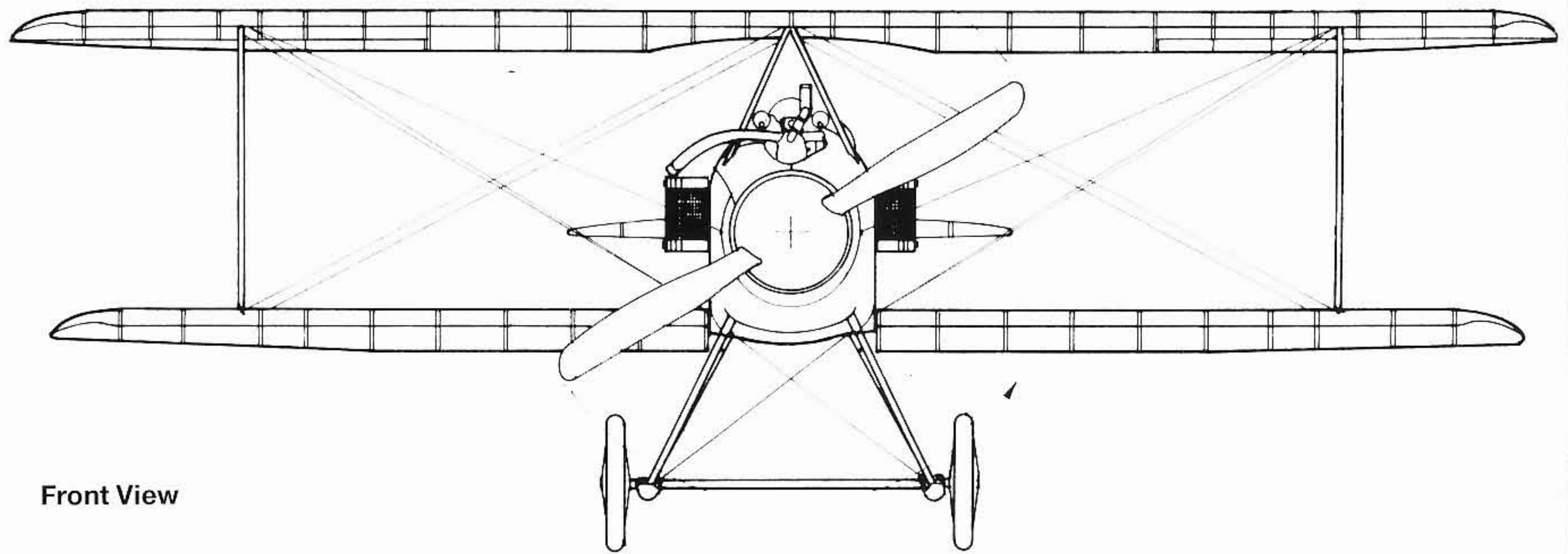
Pressed metal fairings



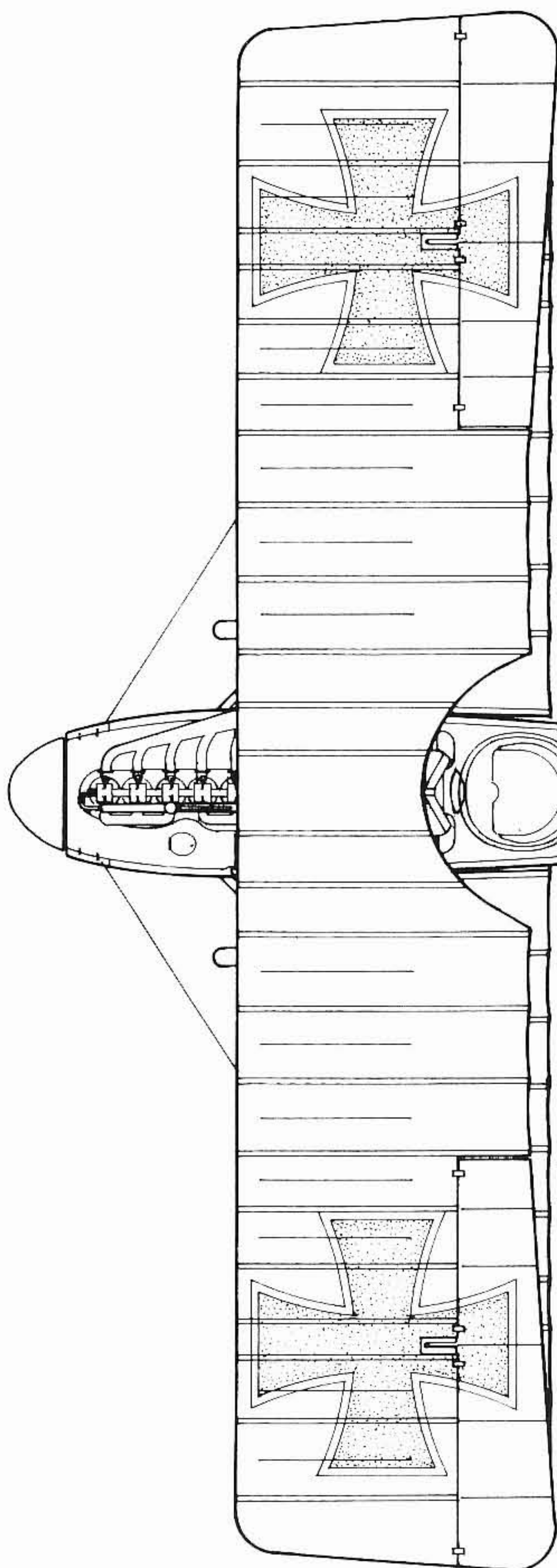
Detail Under Top Wing

Detail, Starboard Side

Wheel omitted to show u/c

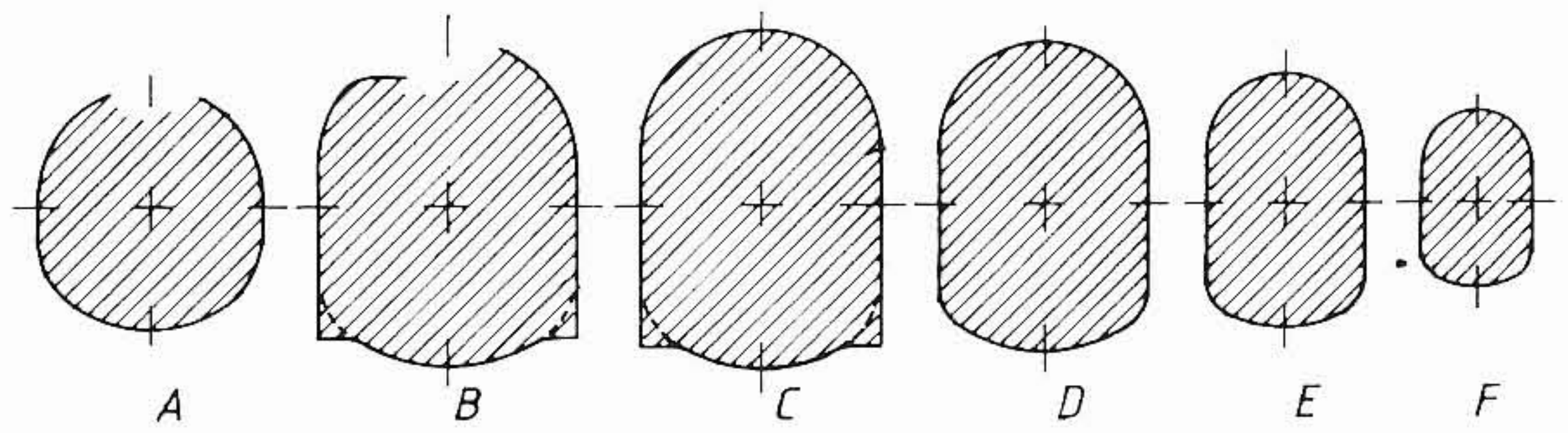


Front View

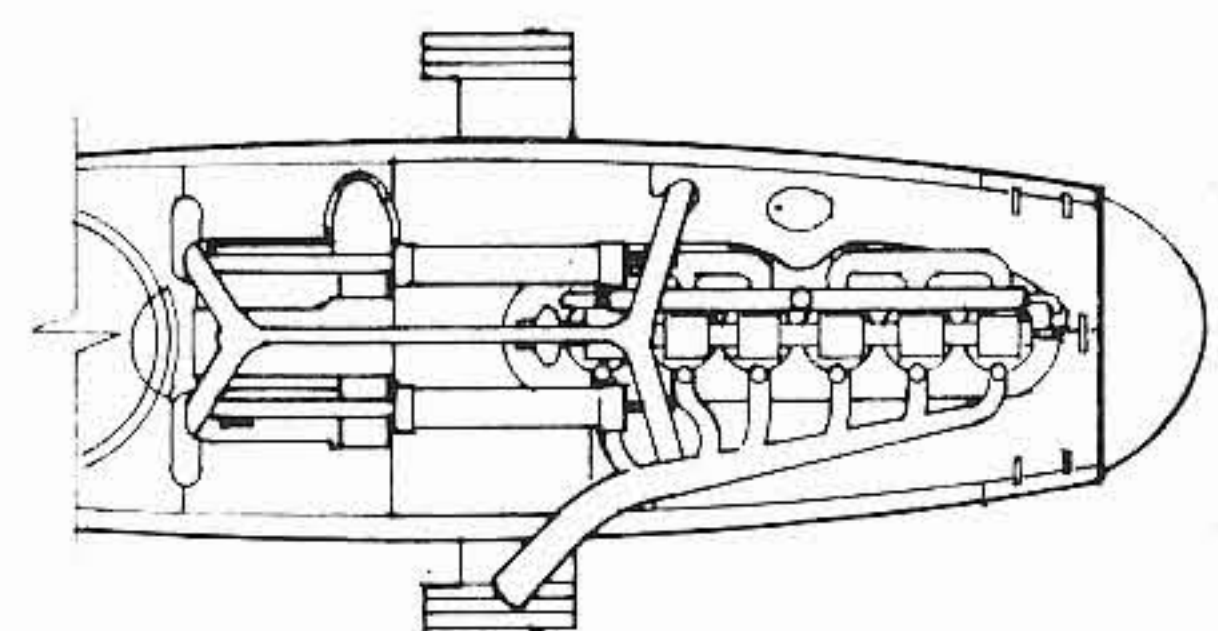


Plan

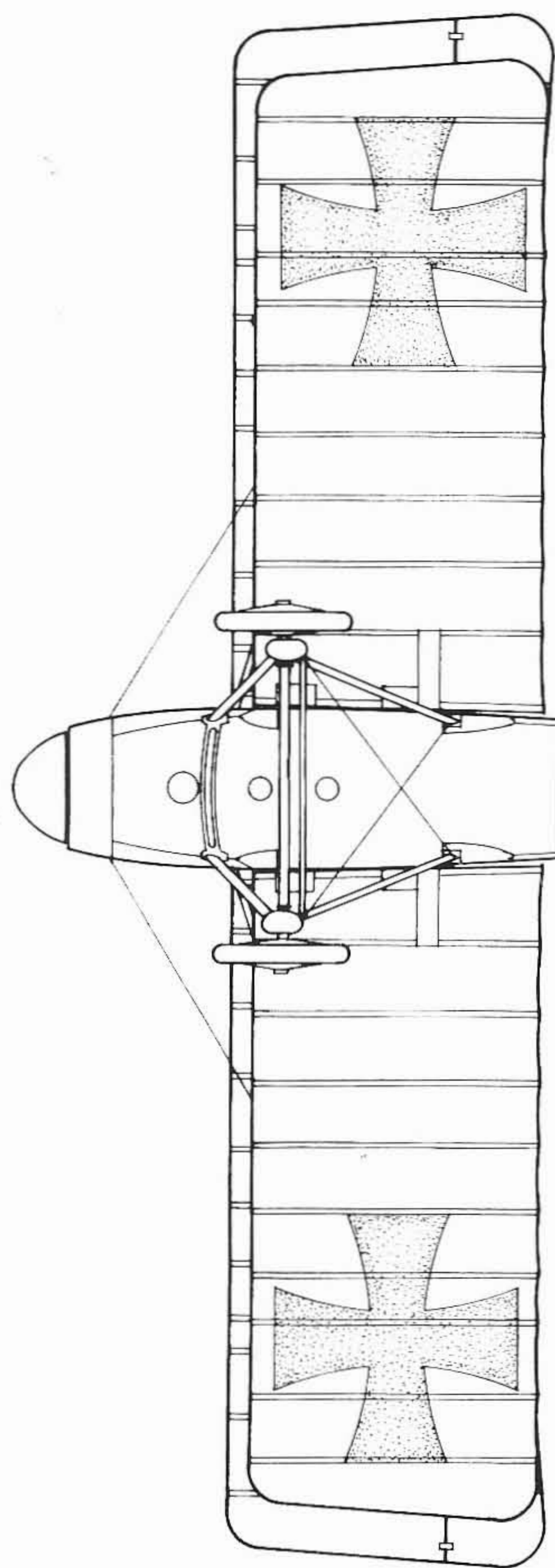
Fuselage Sections



Later insignia shown — black cross with white border. Early insignia, black cross on white square.



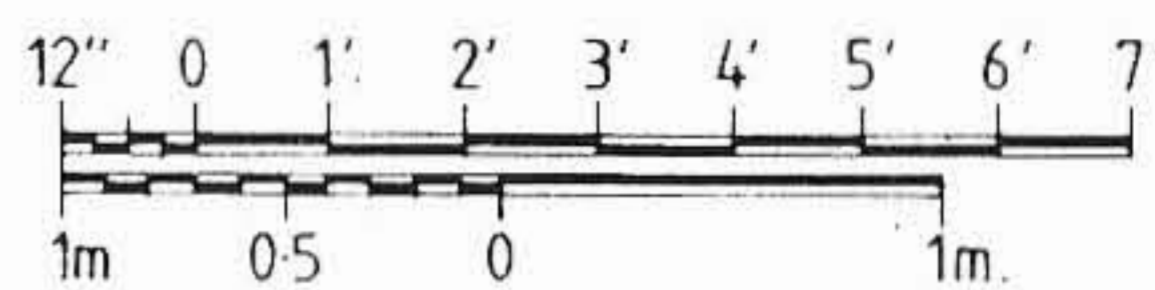
Detail Under Top Wing



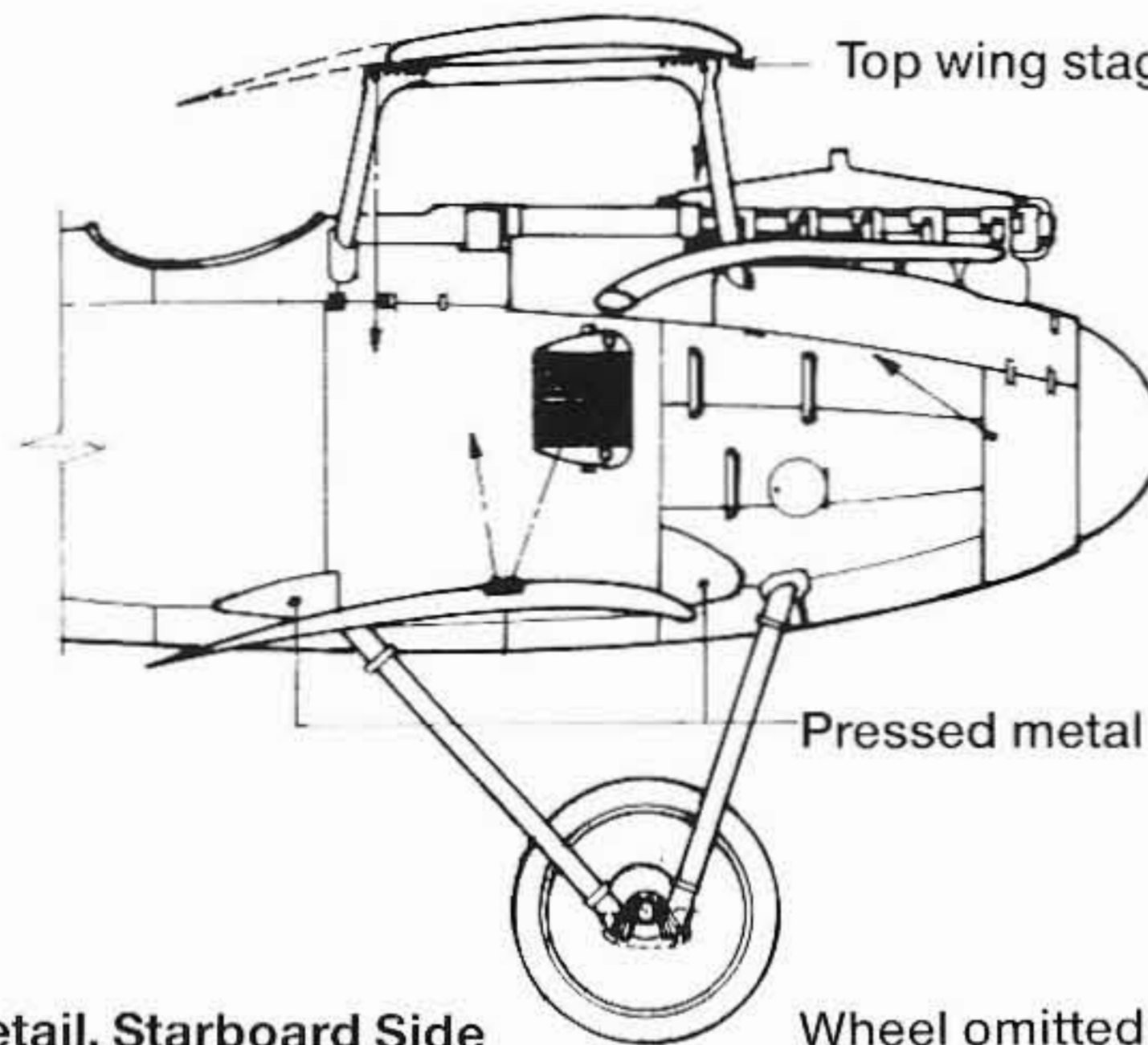
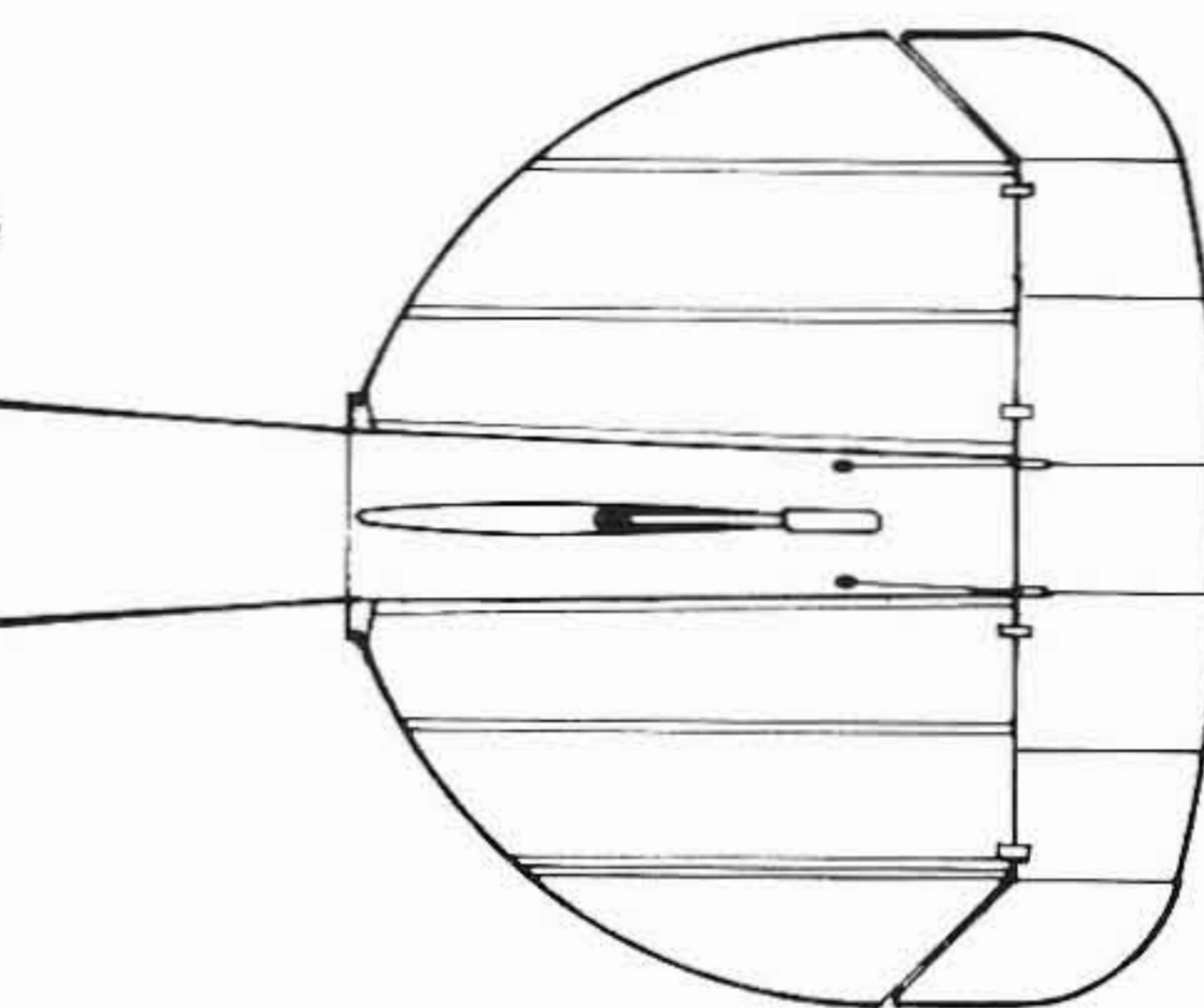
Underside



Wing Sections - Twice Scale



1:48 scale drawings

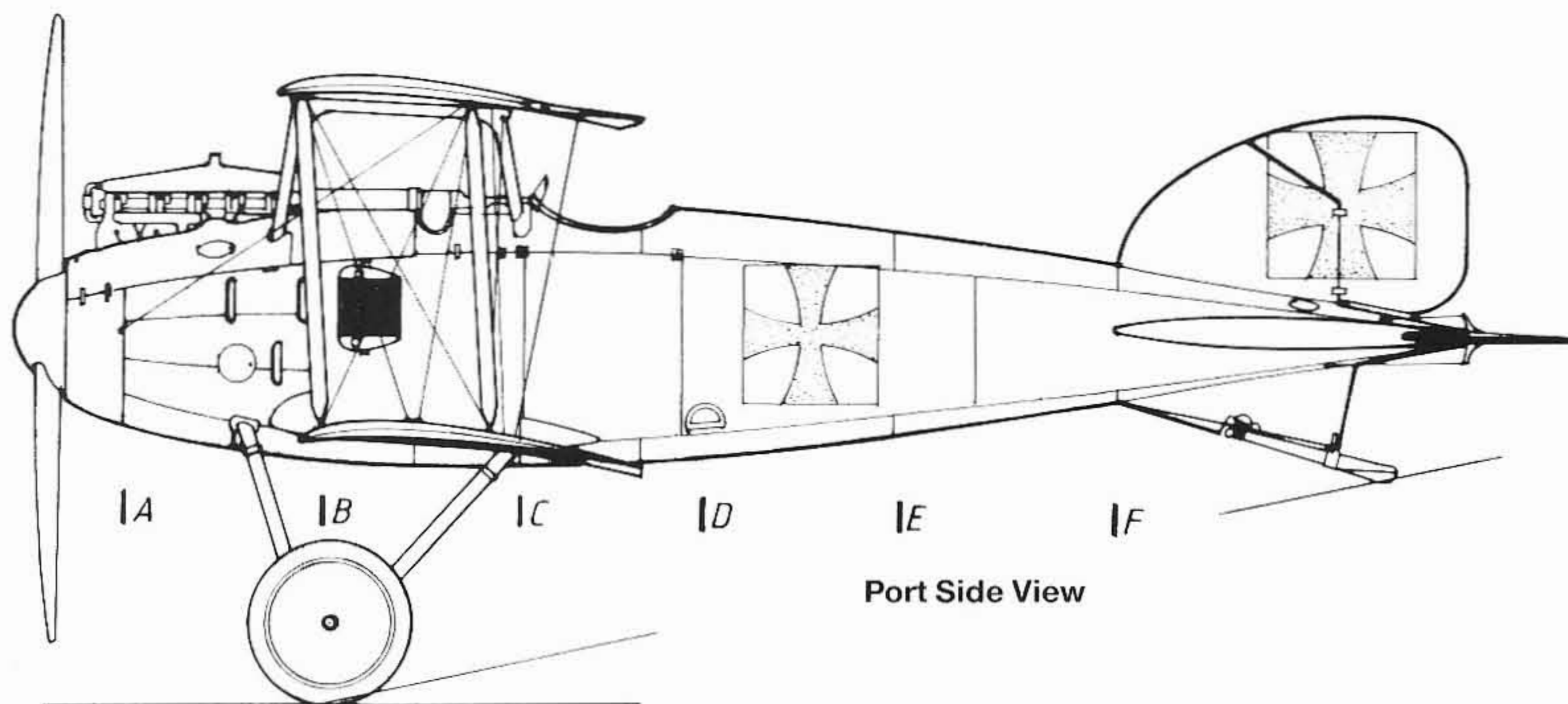


Top wing stagger adjustable

Pressed metal fairings

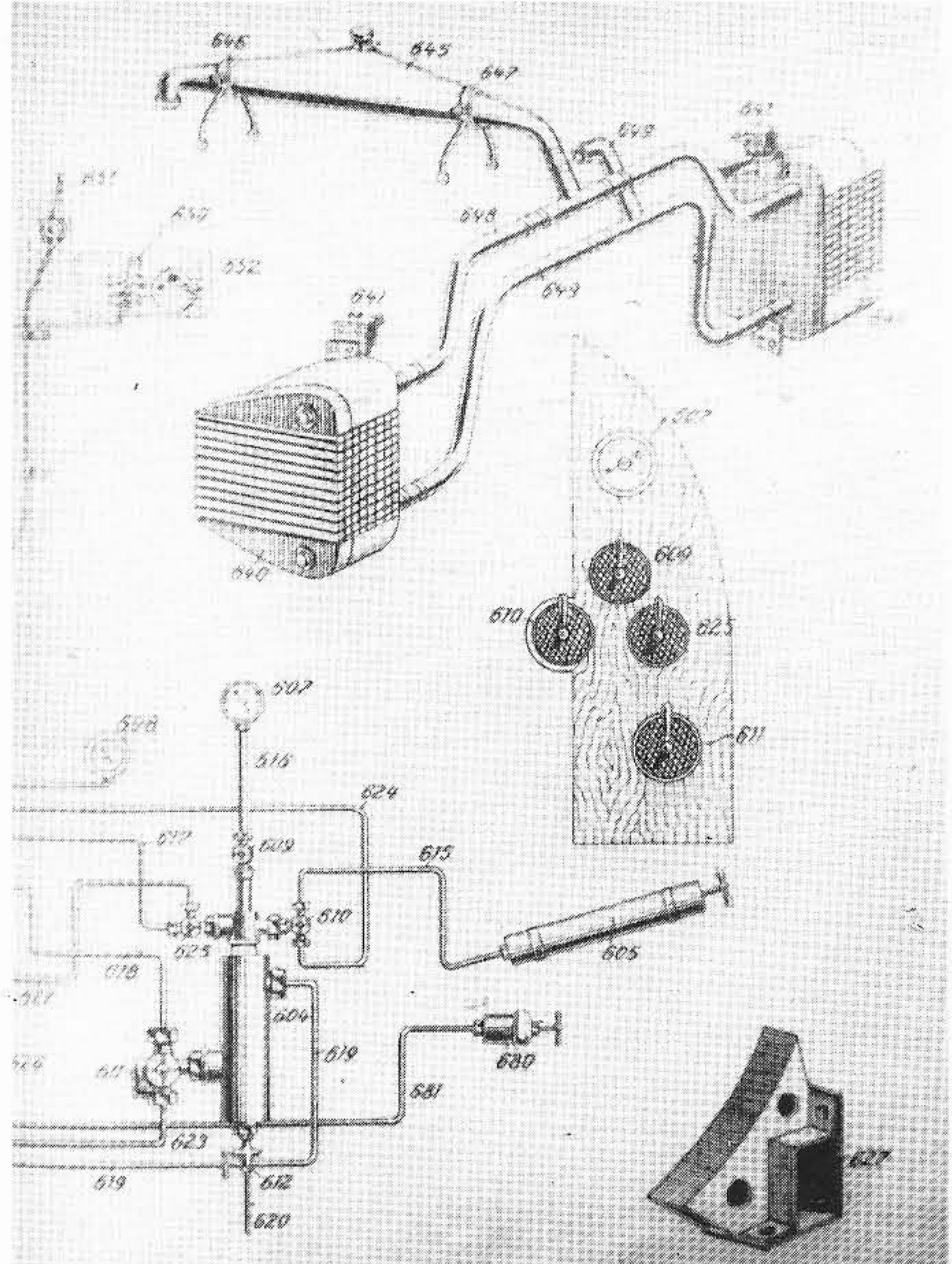
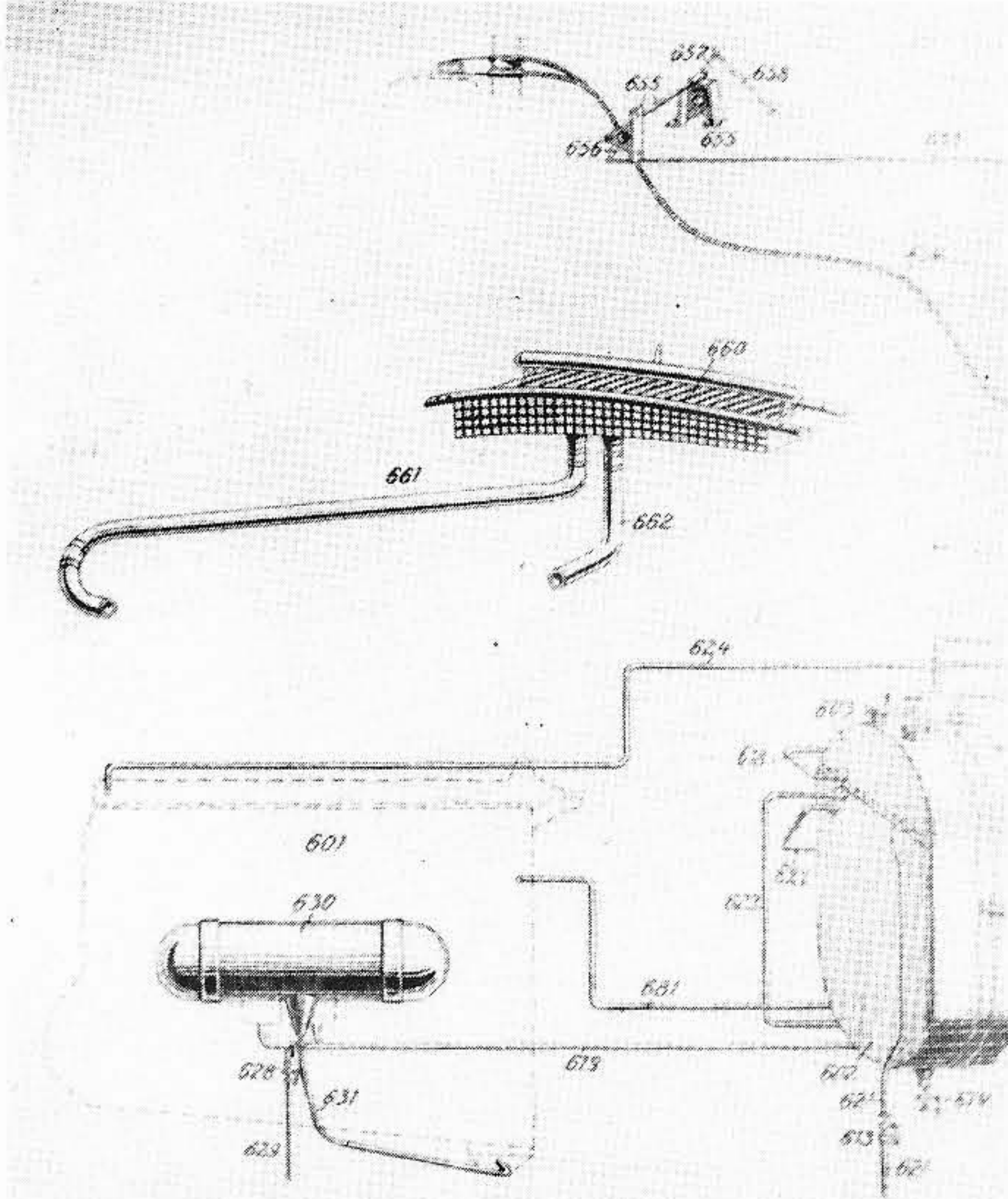
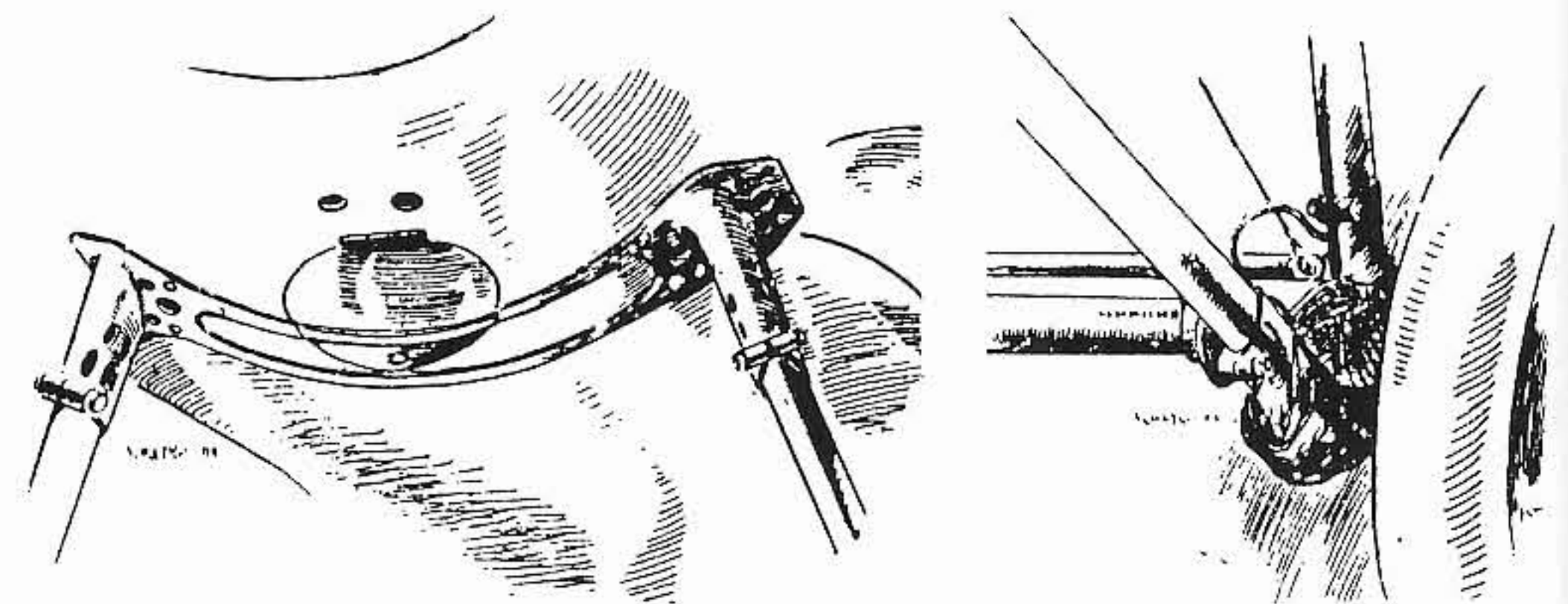
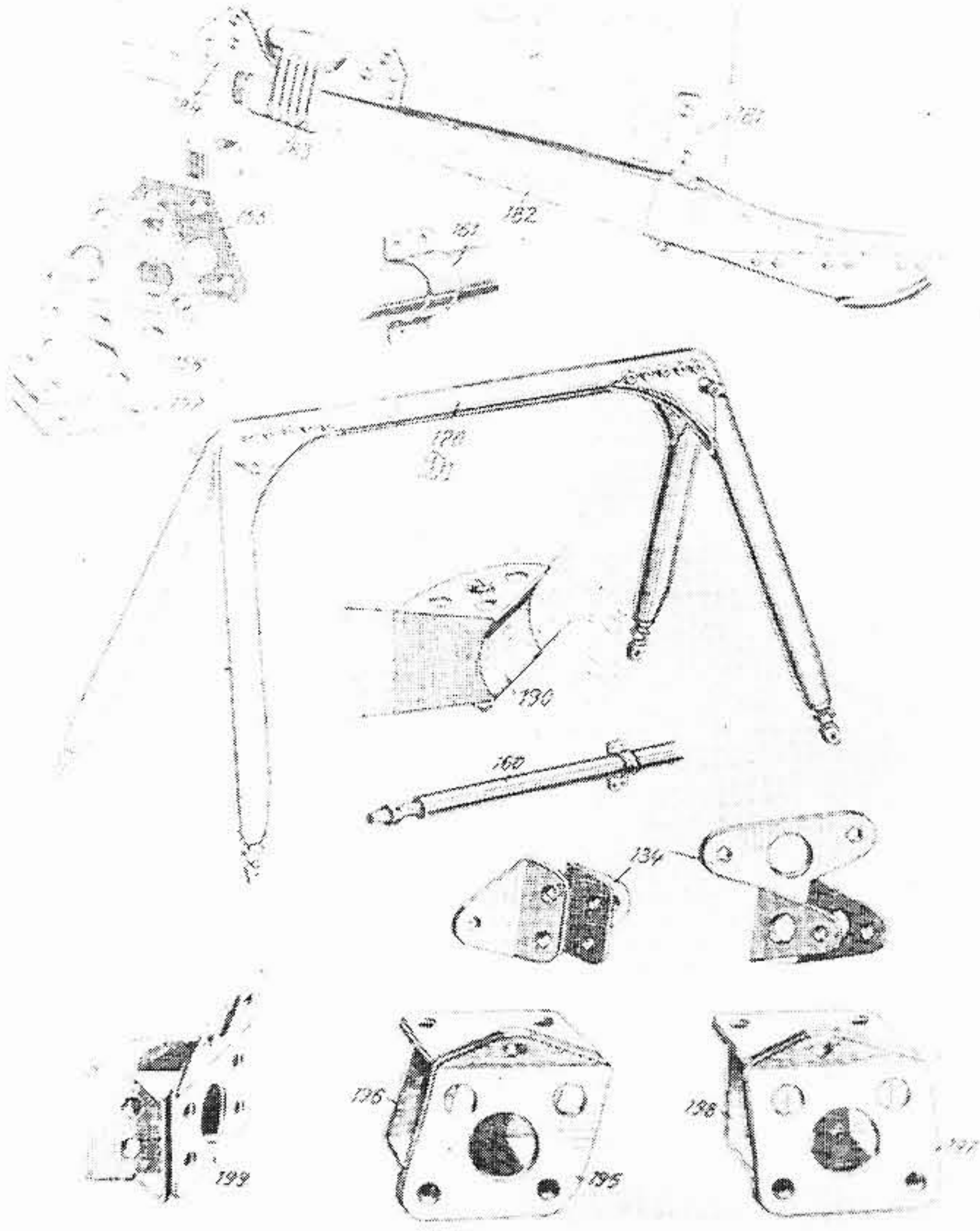
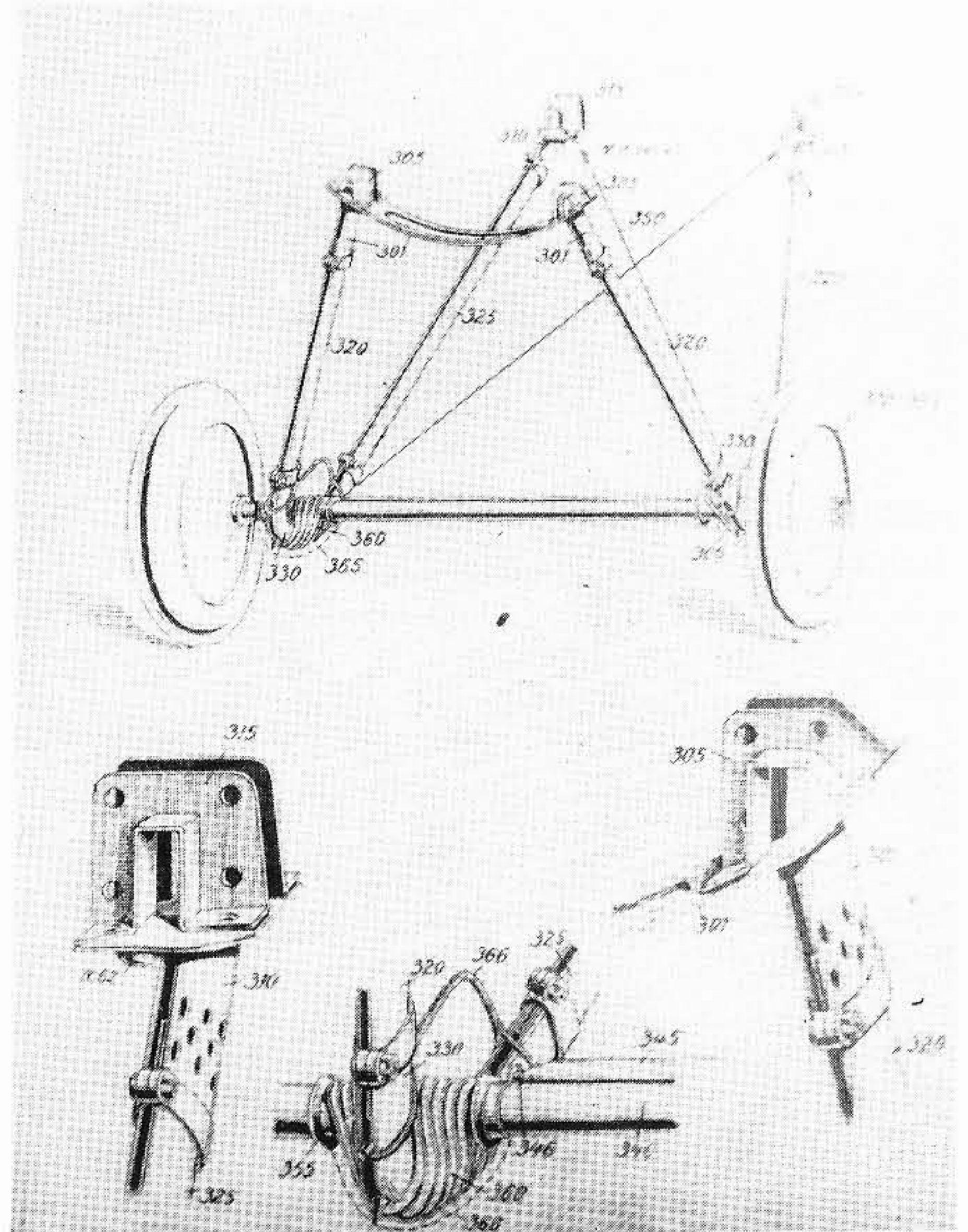
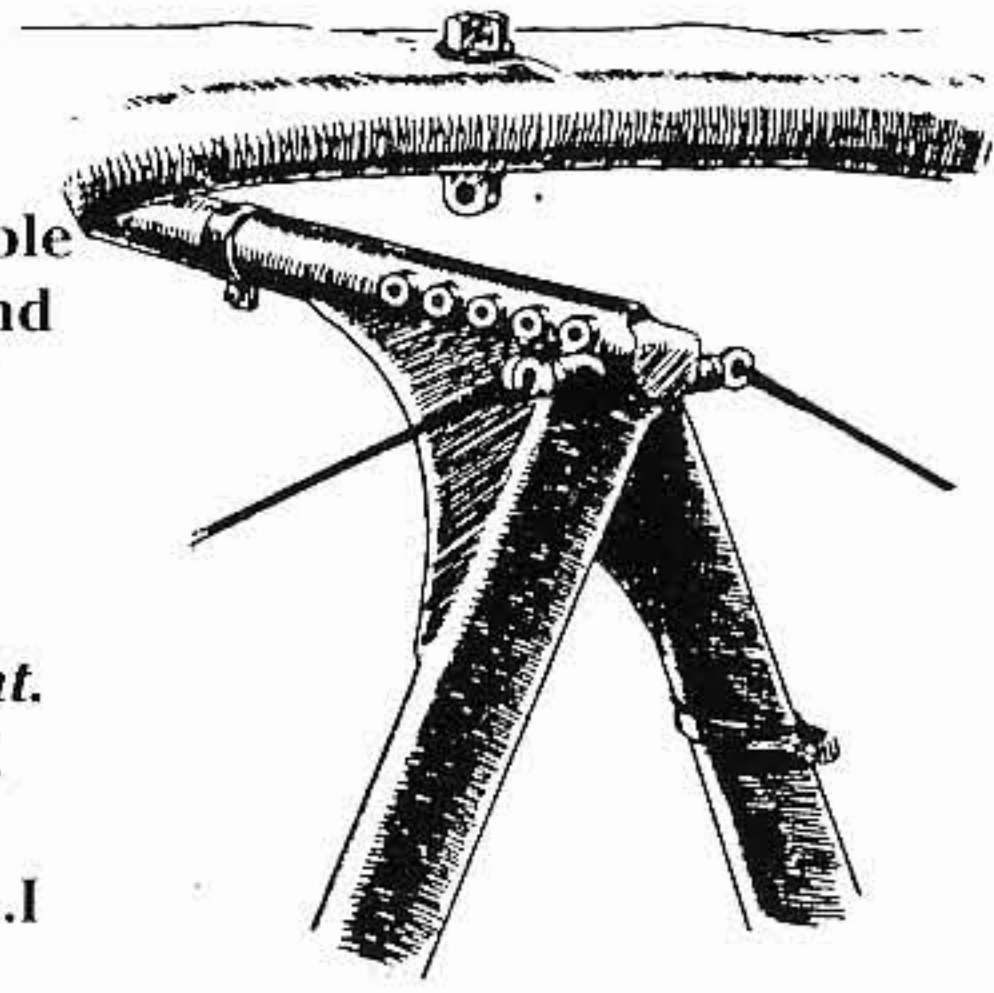
Detail, Starboard Side

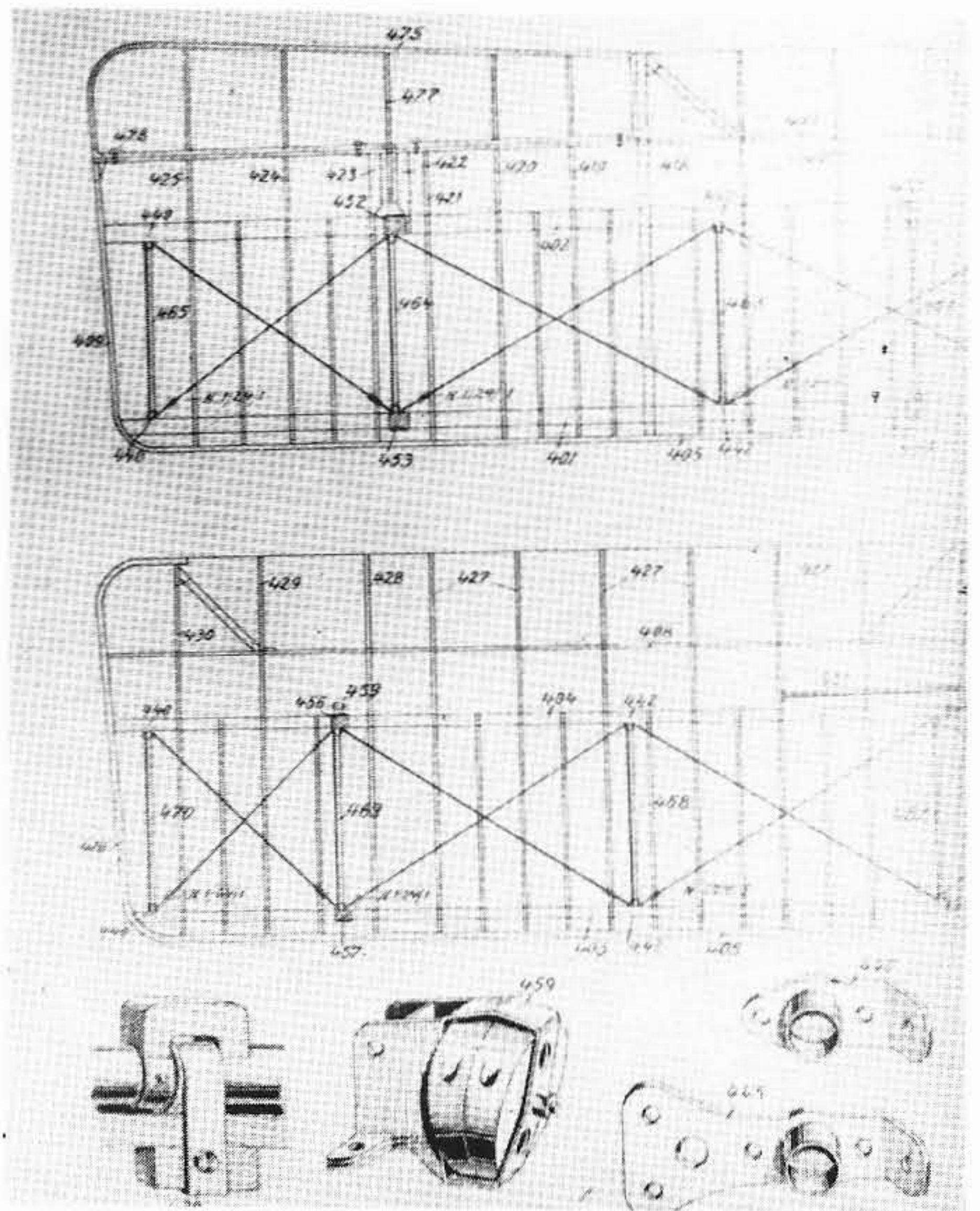
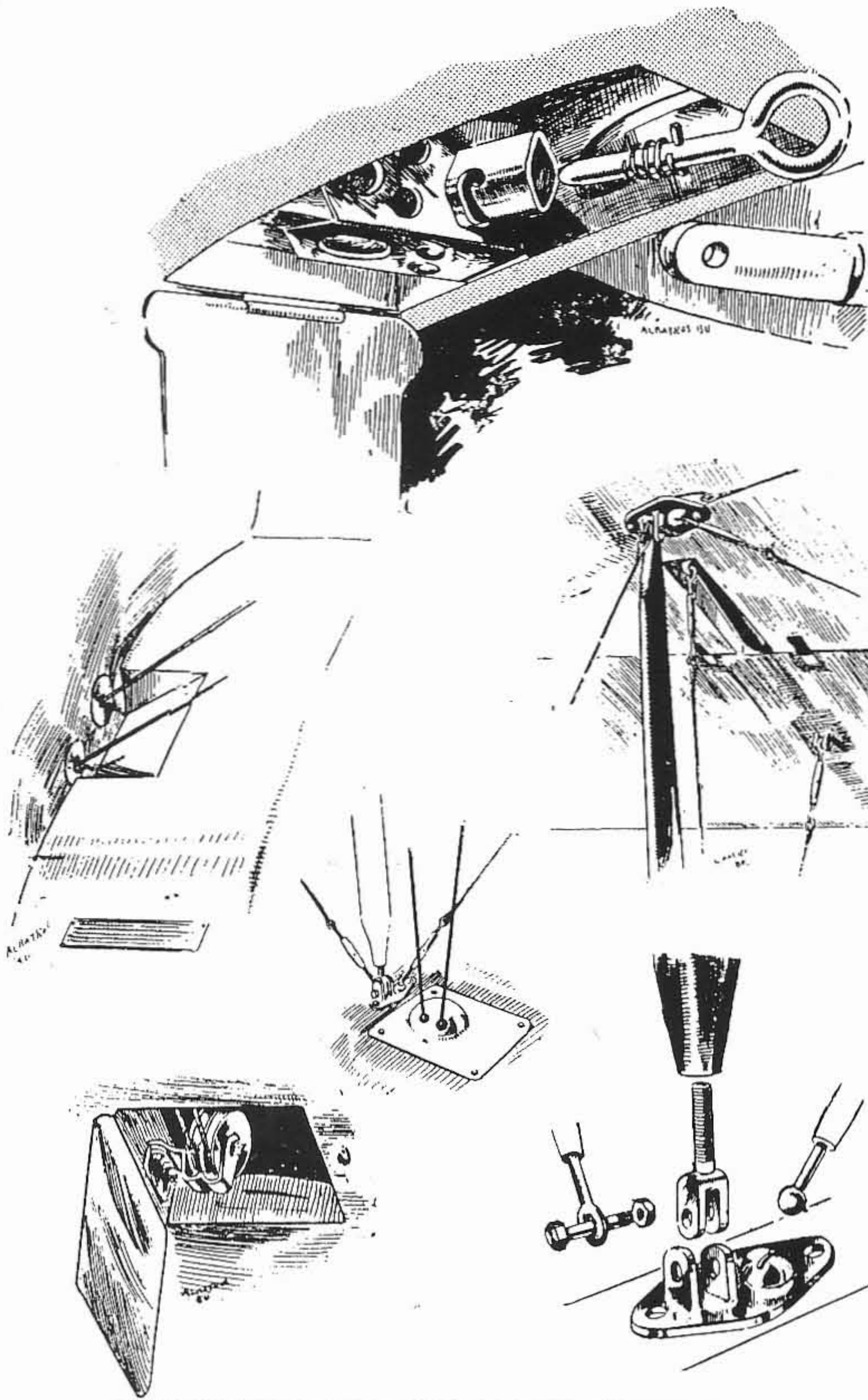
Wheel omitted to show u/c



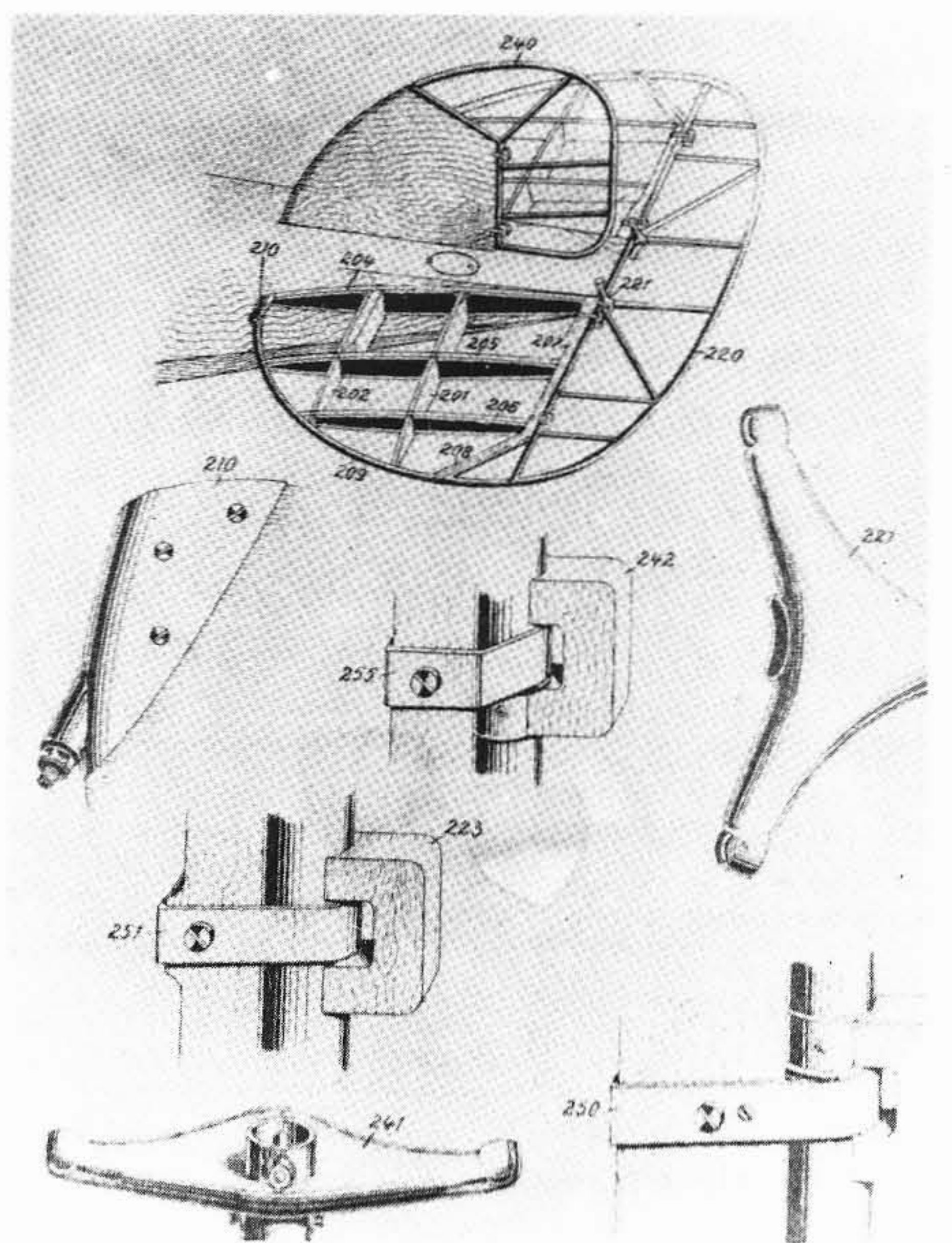
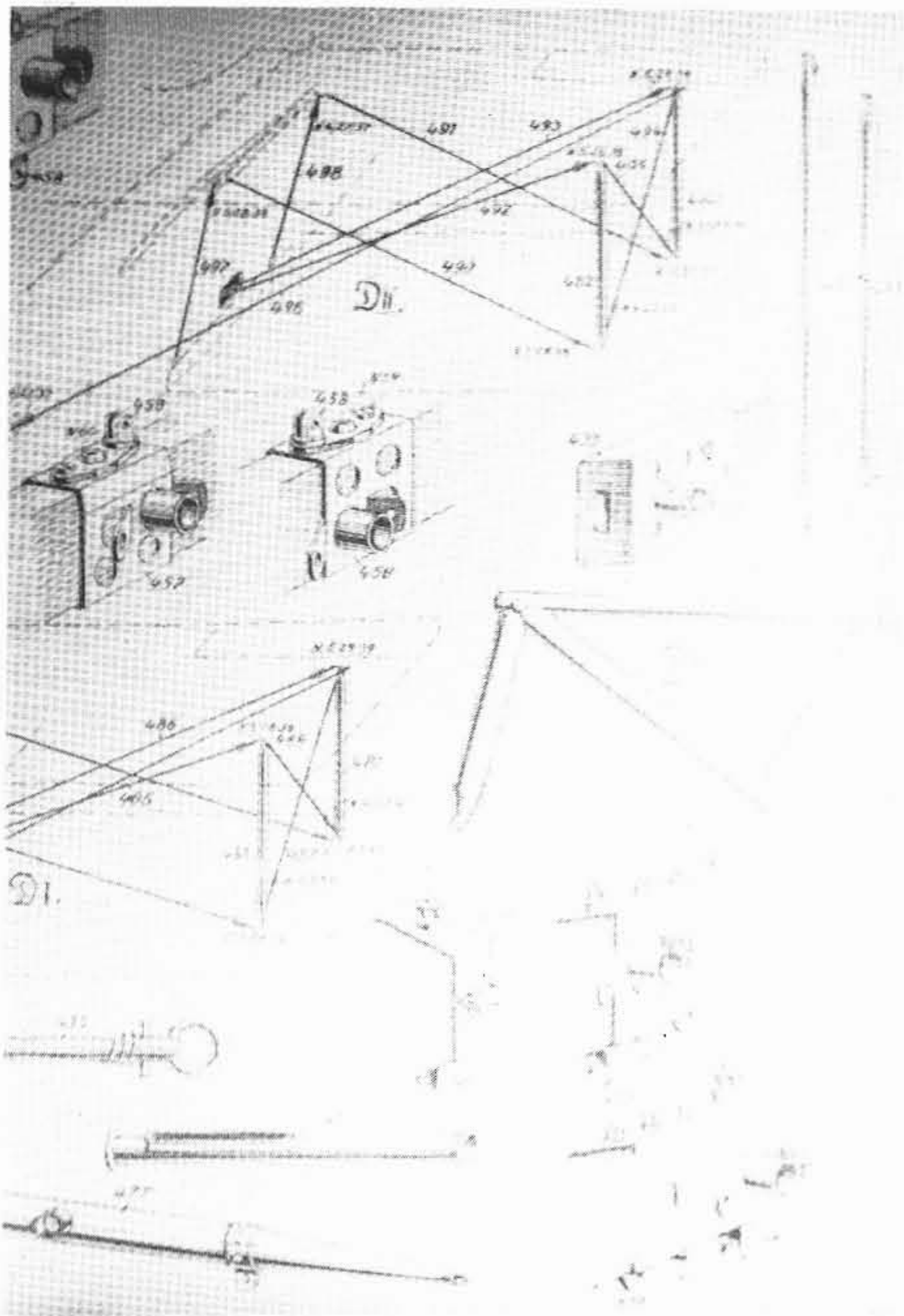
Port Side View

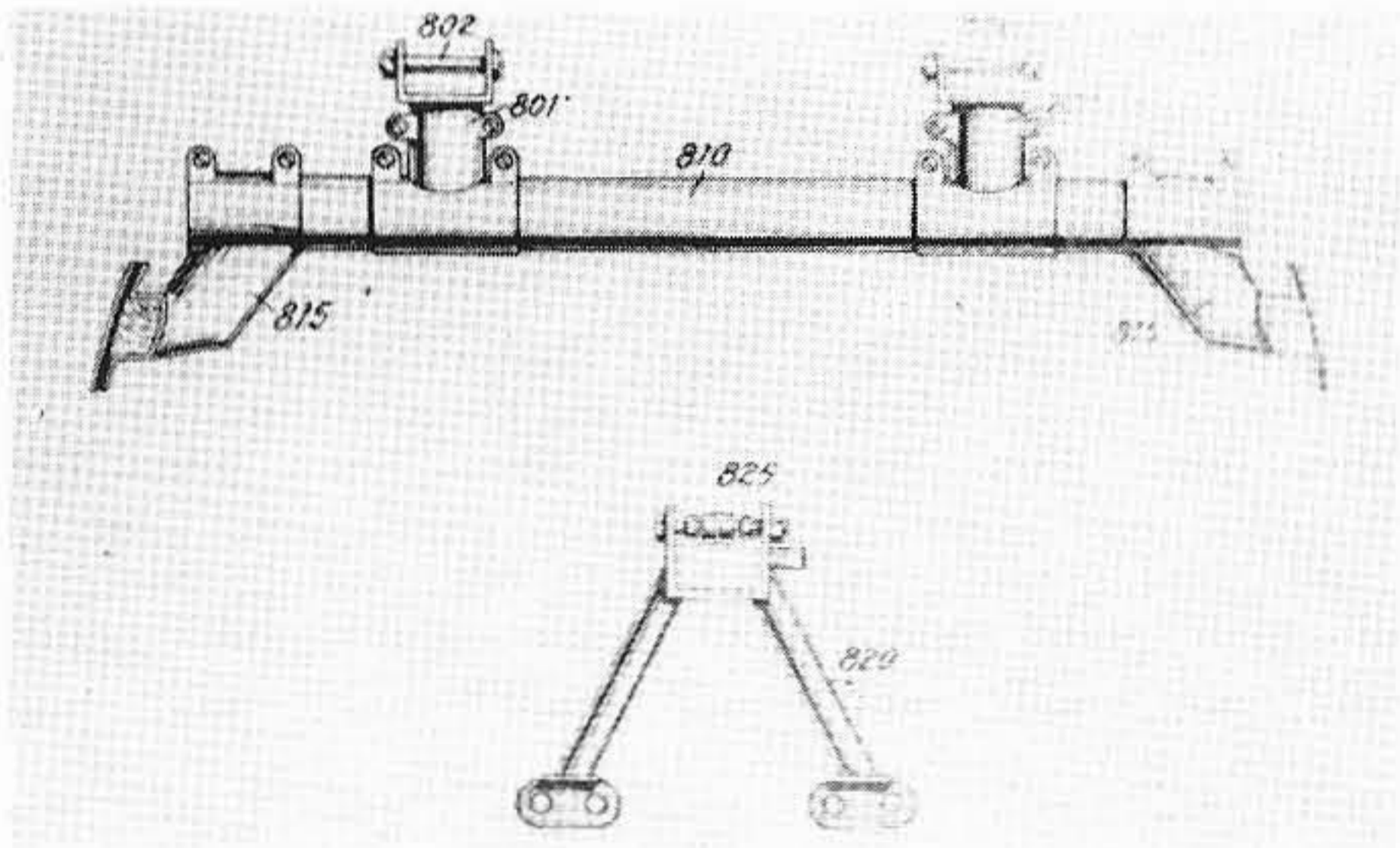
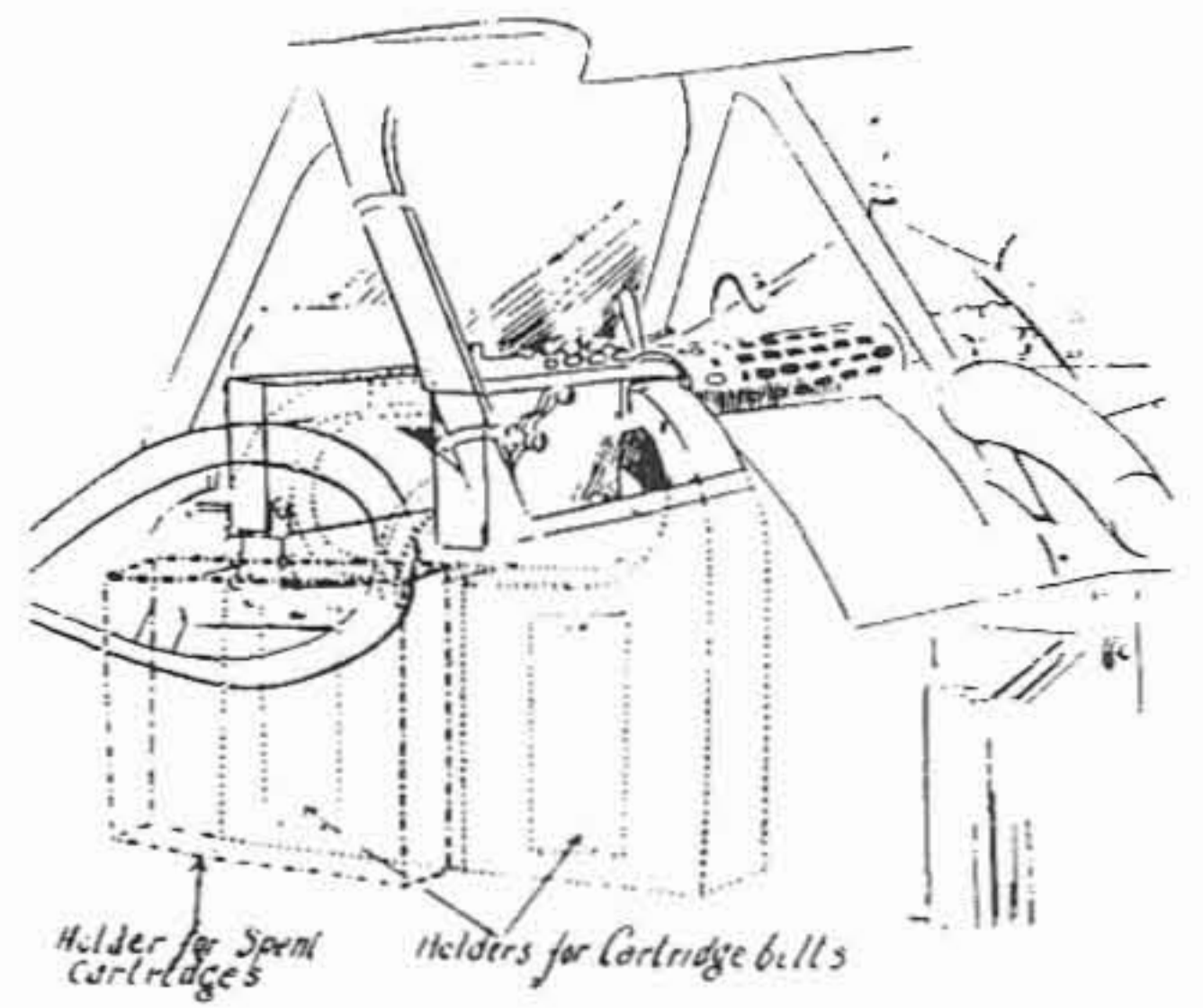
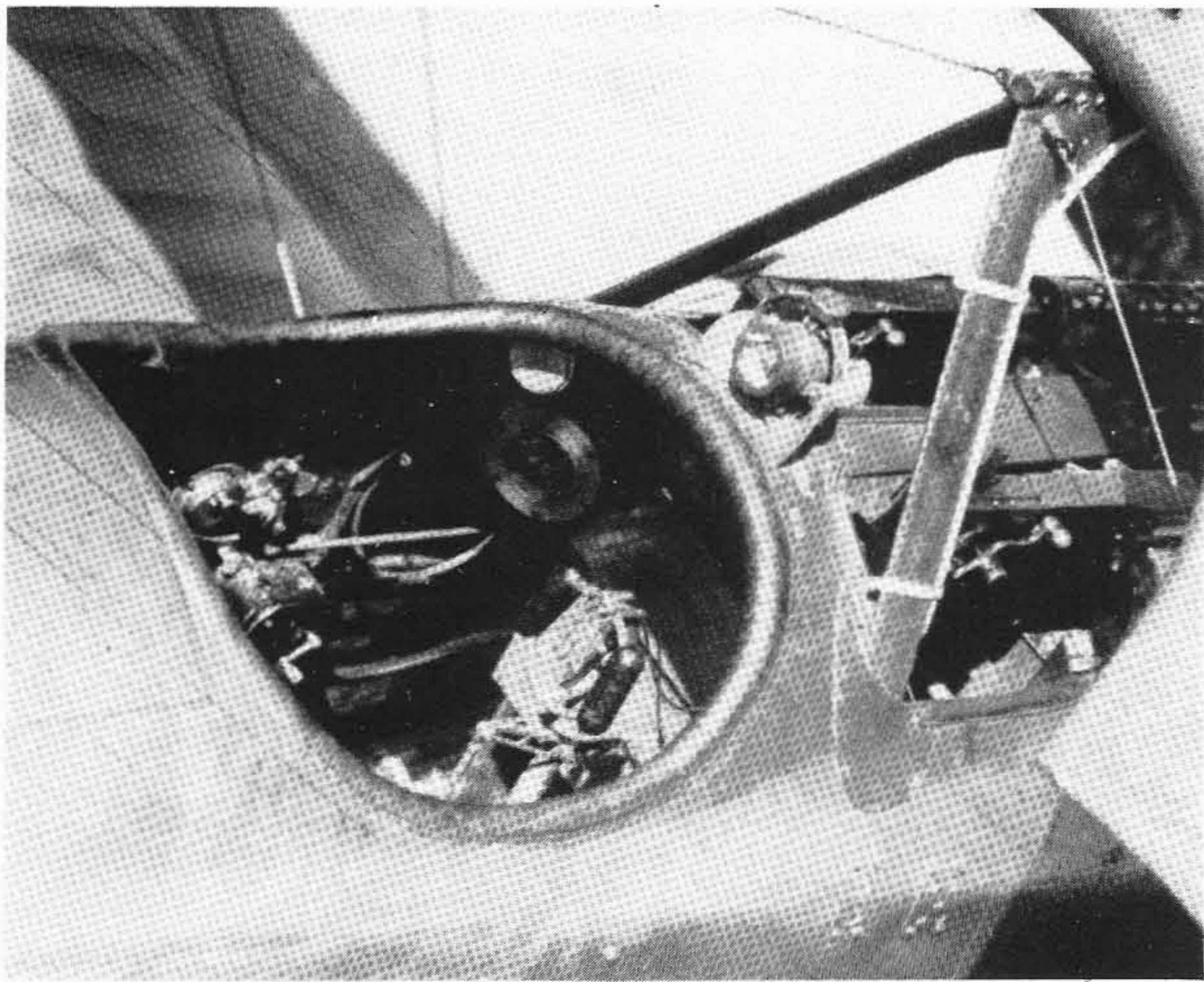
Right, detail of D.I cabane 'trestle' struts with adjustable wing fitting. This sketch, and those at centre right of D.I undercarriage and axle arrangements, were originally published in the June 28 1917 issue of *Flight*. At foot, details of wing and fuselage radiator installations for Albatros D.I and D.II machines.



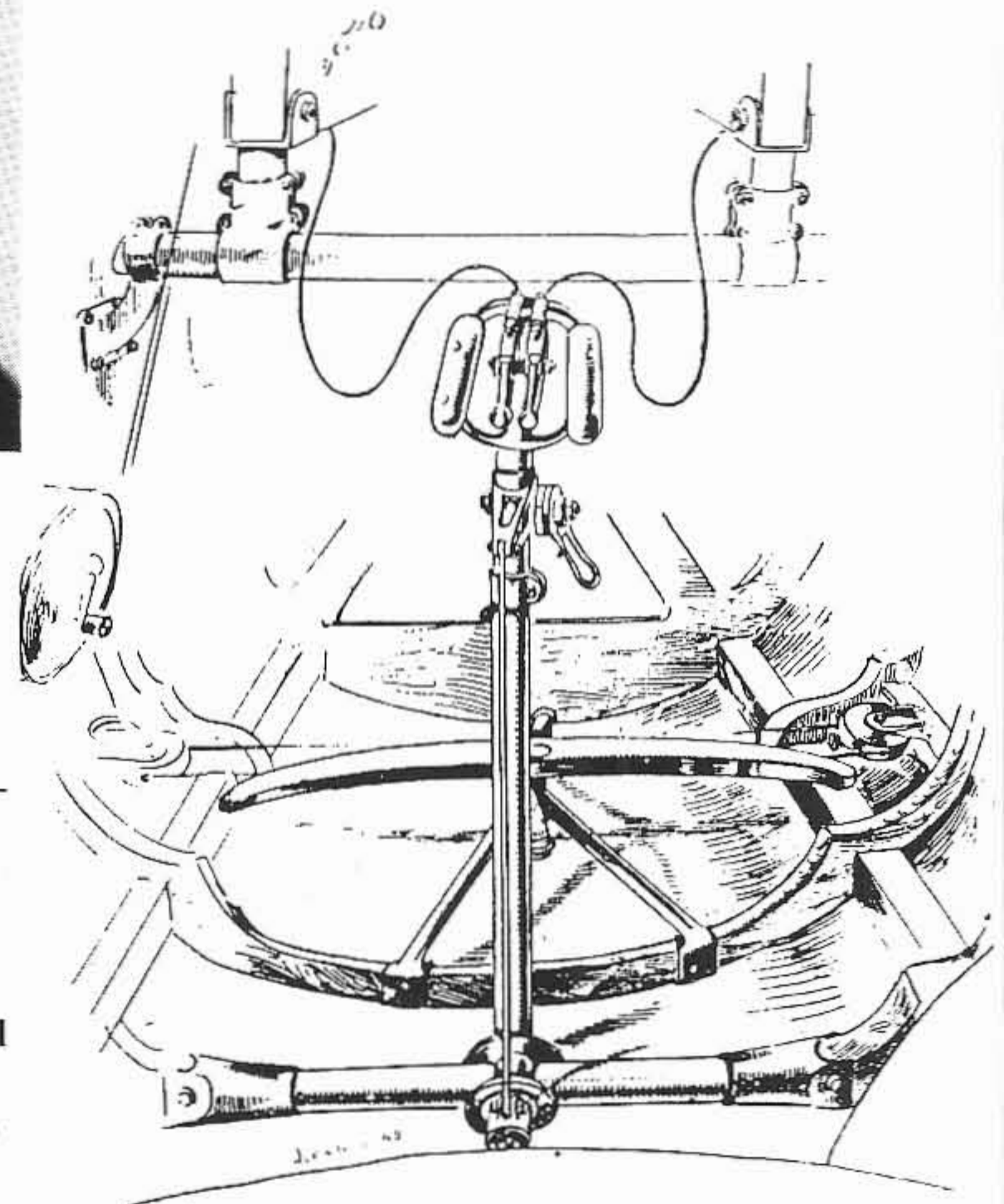


Left, more D.I sketches from *Flight*. Clockwise from top: quick-release attachment of lower wing to fuselage; upper rear interplane strut attachment and aileron crank; adjustable interplane strut fitting and aileron cable pulley cover; lower wing pulley inspection flap; and finally, lift cable attachment to fuselage. Above and below left, D.II wing, strut and rigging data. Below, tail structure D.I, D.II and D.III.

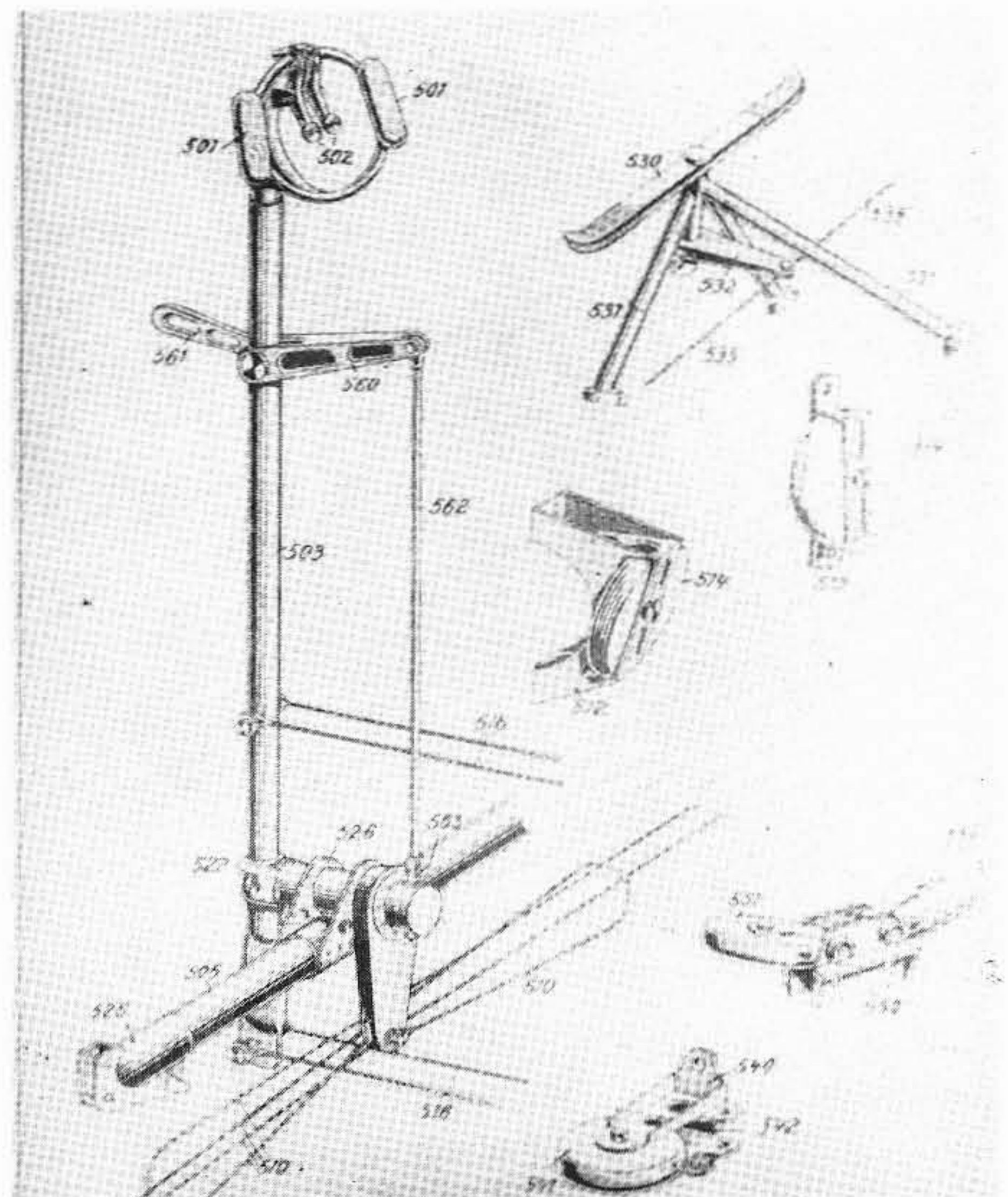
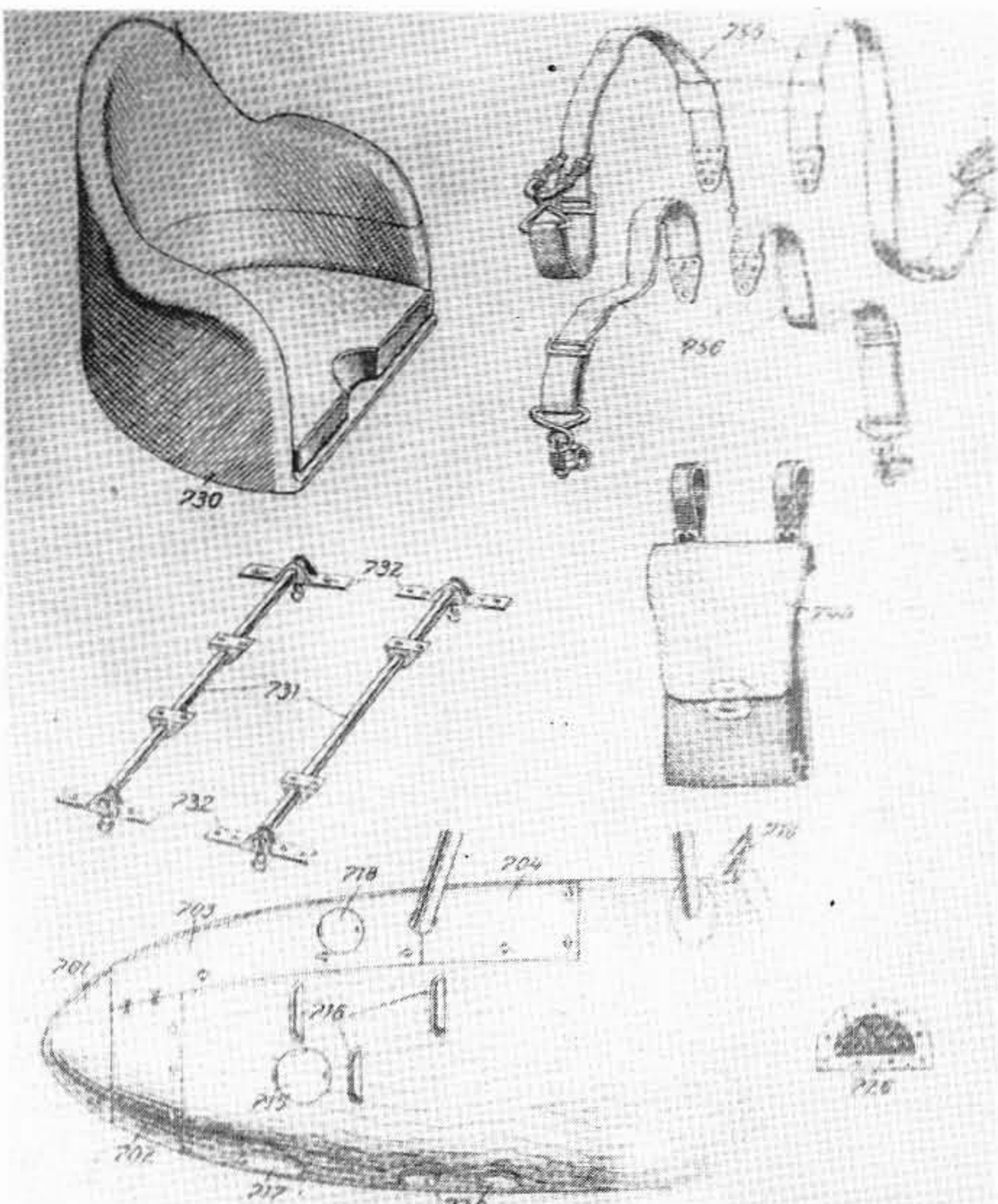


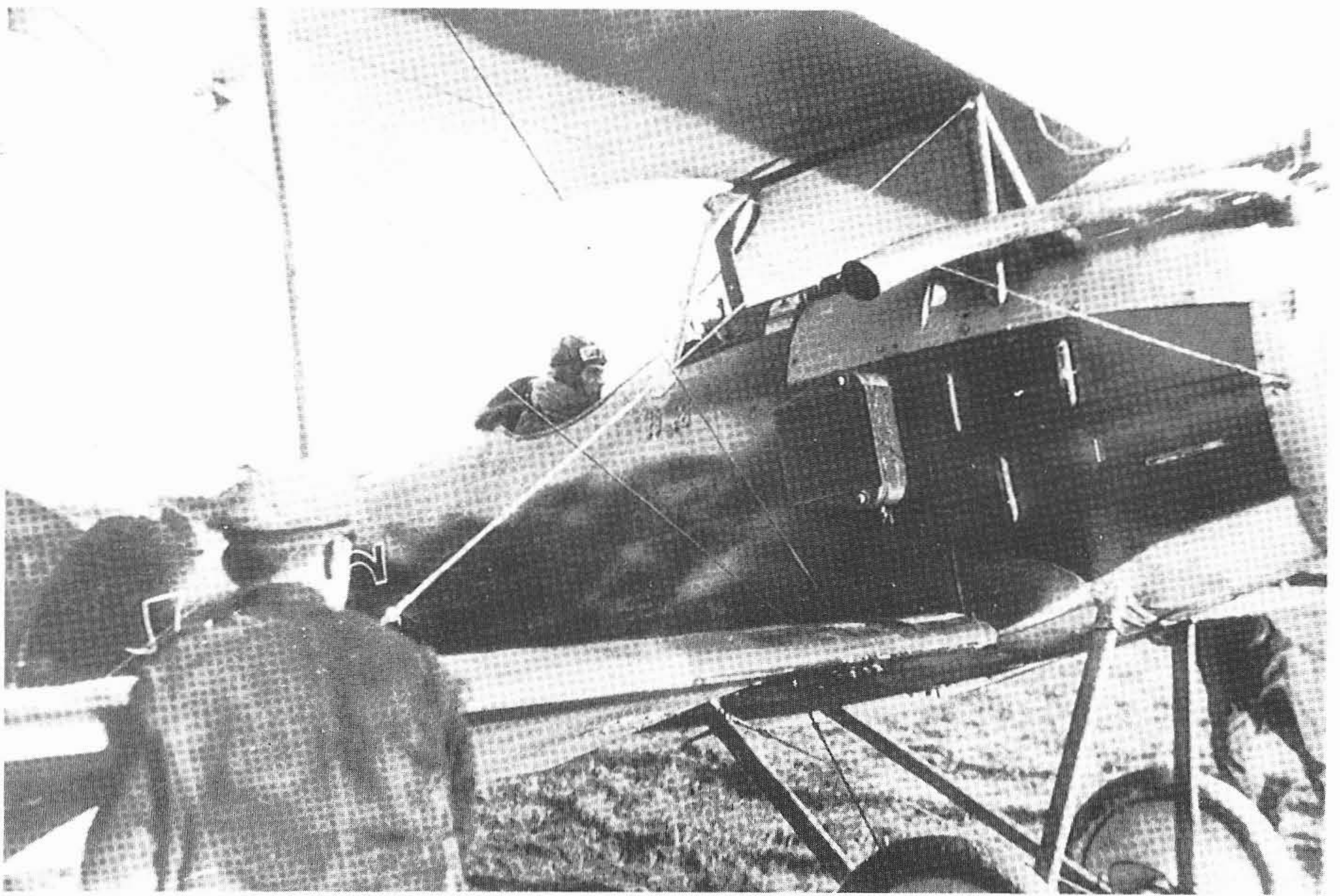


Above, D.I cockpit detail. Left and below, D.I cockpit controls, seat and safety harness details — D.II and D.III were similar.



Above right, ammunition feed and right, control column showing twin gun triggers inside grip (D.I).





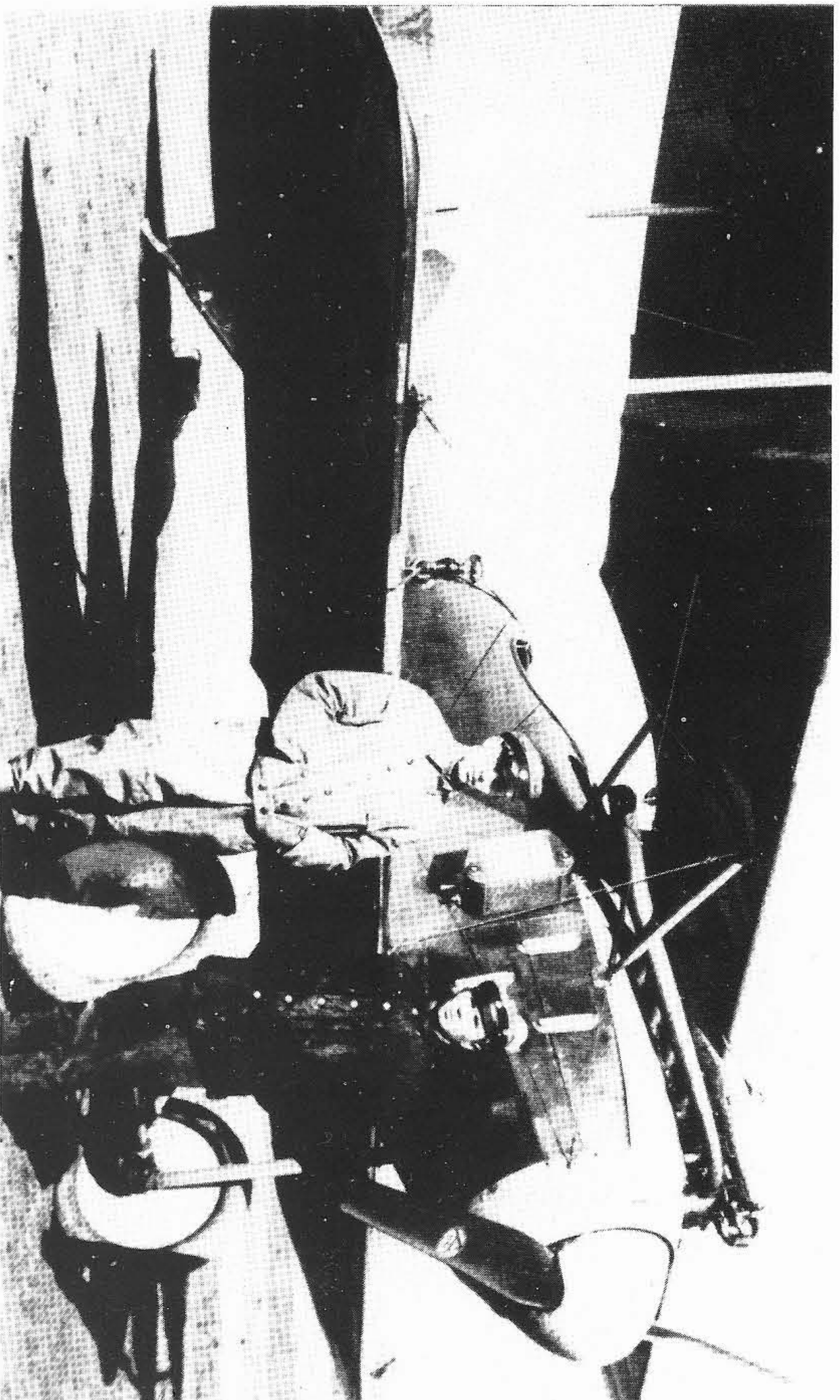
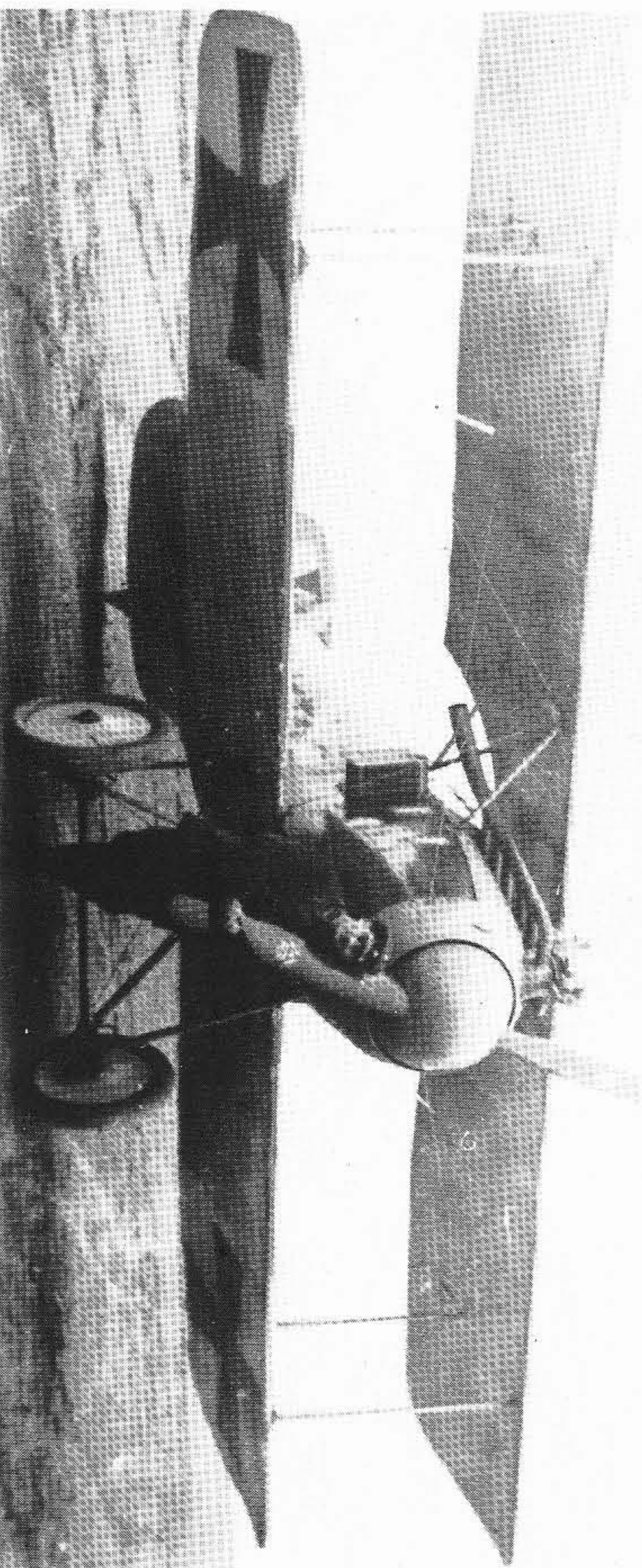
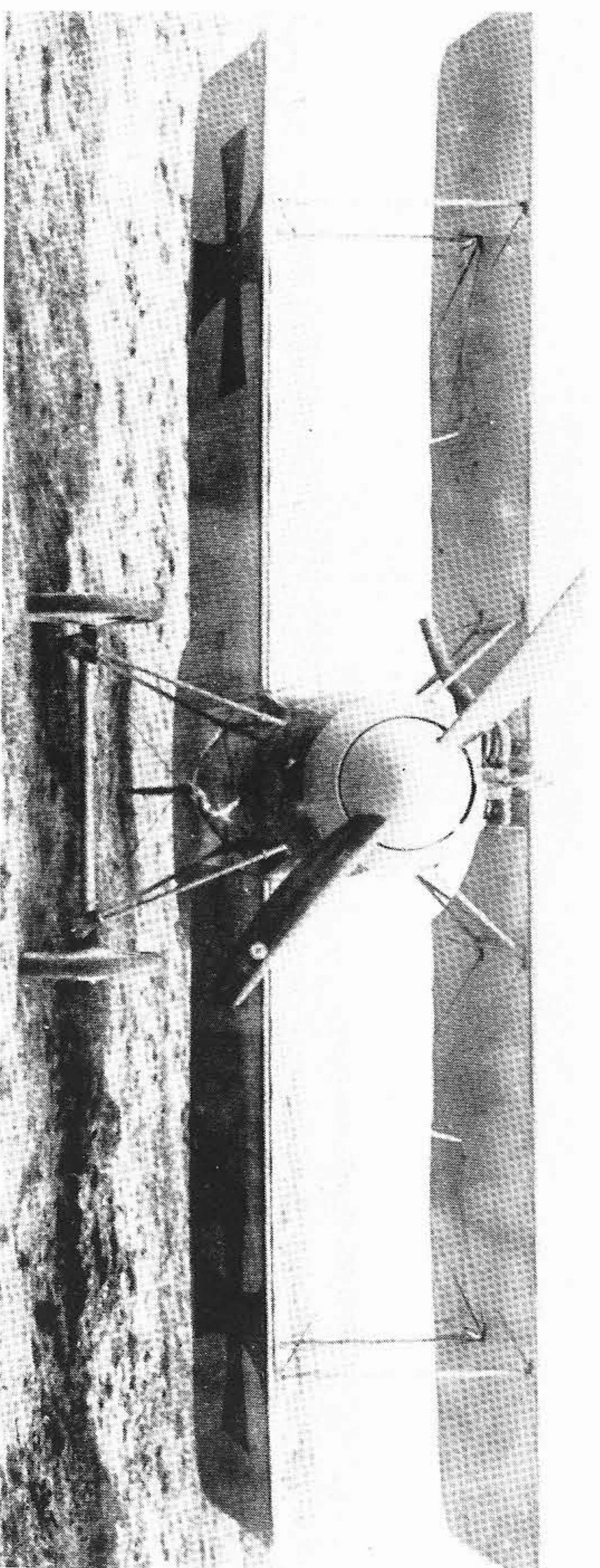
Above, Albatros D.I D.426/16 of *Jasta* 2, 1916, while assigned to *Lt.* Gunther with the pilot's personal initial doped in black and white on the apparently over-painted fuselage. This same machine was later flown by *Offizierstellvertreter* Leopold Reimann who had the original 'G' overpainted with an 'R'. Camouflage colours cannot

be confirmed but it is likely D.426/16 was doped red/brown and green on its upper surfaces with pale blue applied beneath fuselage, wings and horizontal tailplane.

Below, Albatros D.II D.497/16, was assigned to *Jasta* 15 but positive information as to who flew it remains a

mystery. This well-known study emphasizes the subtle contours of the Albatros fuselage; the distinctive Windhoff 'ear' radiator is clearly shown as are the various panels of the plywood covering. D.497/16 bears the early form of national insignia carried on Albatros fighters, plain white squares bearing the *Cross Patée*.







Opposite page:

Top, unidentified D.II displays its clean lines to advantage. (Dr. V Koos)

Centre, Vzfw. Hugo Stöber of *Jasta 16* with his LVG-built D.II. Stöber scored three victories, the first two with *Kampfeinsitzer-Kommando (KEK) Ensisheim* in July 1916 and the final one with *Jasta 16* on May 1 1917.

Below, Lt. Robert Dycke served with

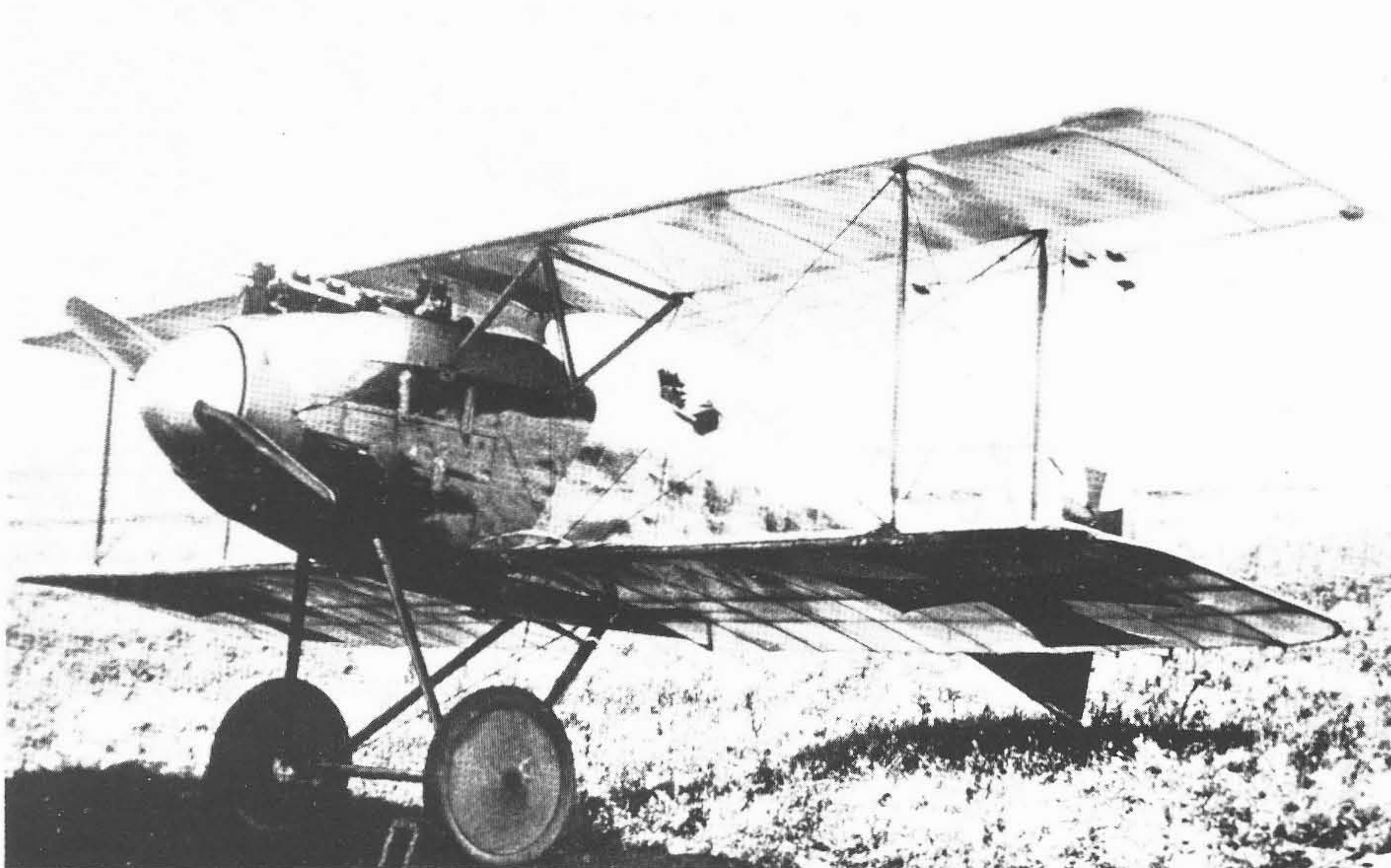
Fl.Abt. 7b and *KG 6/33* in 1916 and in December that year joined *Jasta 16* flying Albatros D.II fighters; he scored two victories with that unit. In December 1917, Dycke became CO of *Jasta 78b* remaining there until wounded in combat on July 30 1918.

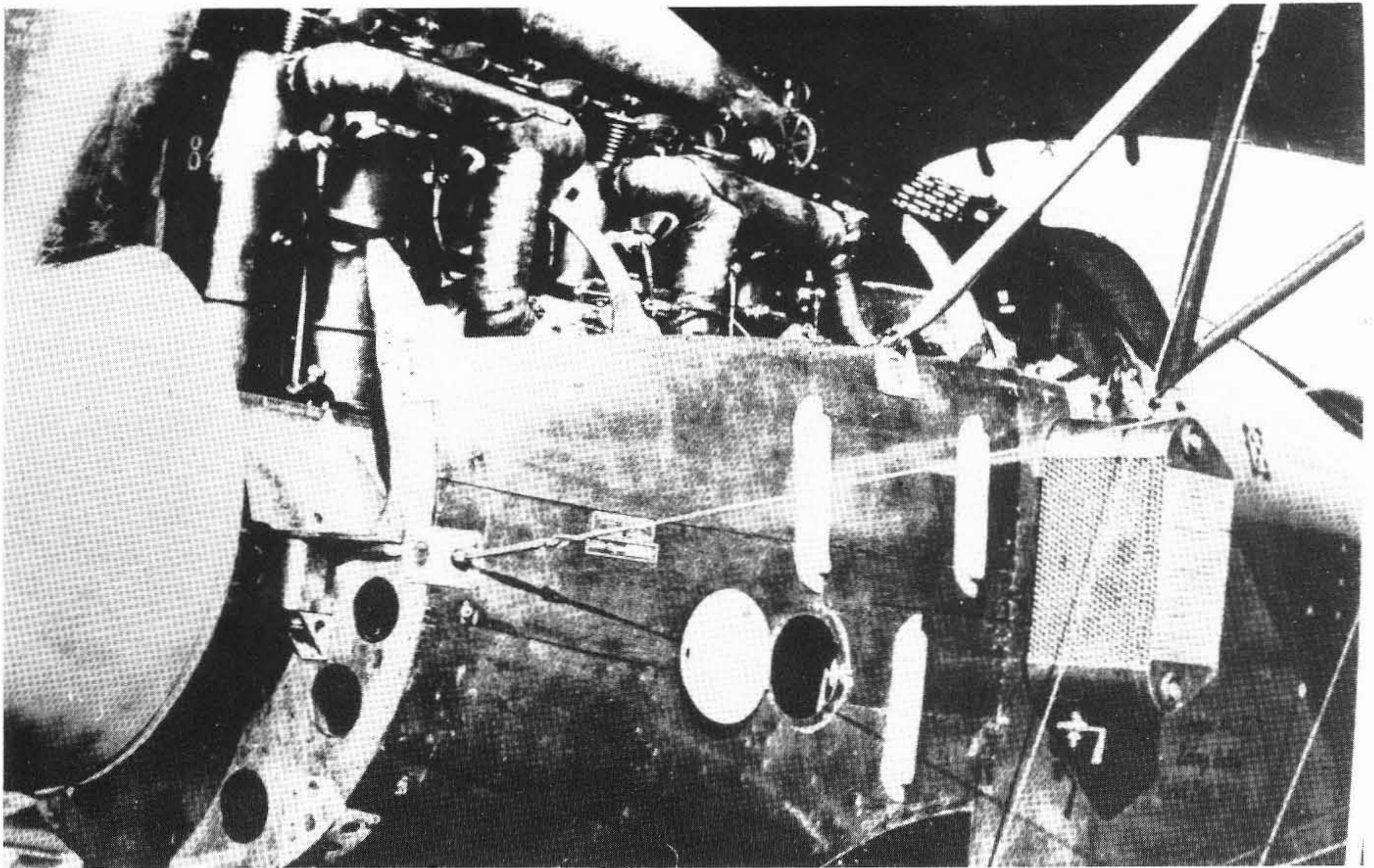
This page:

Above, late production D.II in full camouflage. The inner starboard wheel cover bears the legend *Fleidermaus* –

note the plain black crosses applied directly to the pale blue under surfaces of the lower wing.

Below, an early production Albatros D.II with flush-fitting Teves and Braun radiator installed in the upper wing. Machine is clear-varnished and clear-doped overall, the translucency of the wing covering clearly in evidence. Note large area windscreen forward of cockpit.

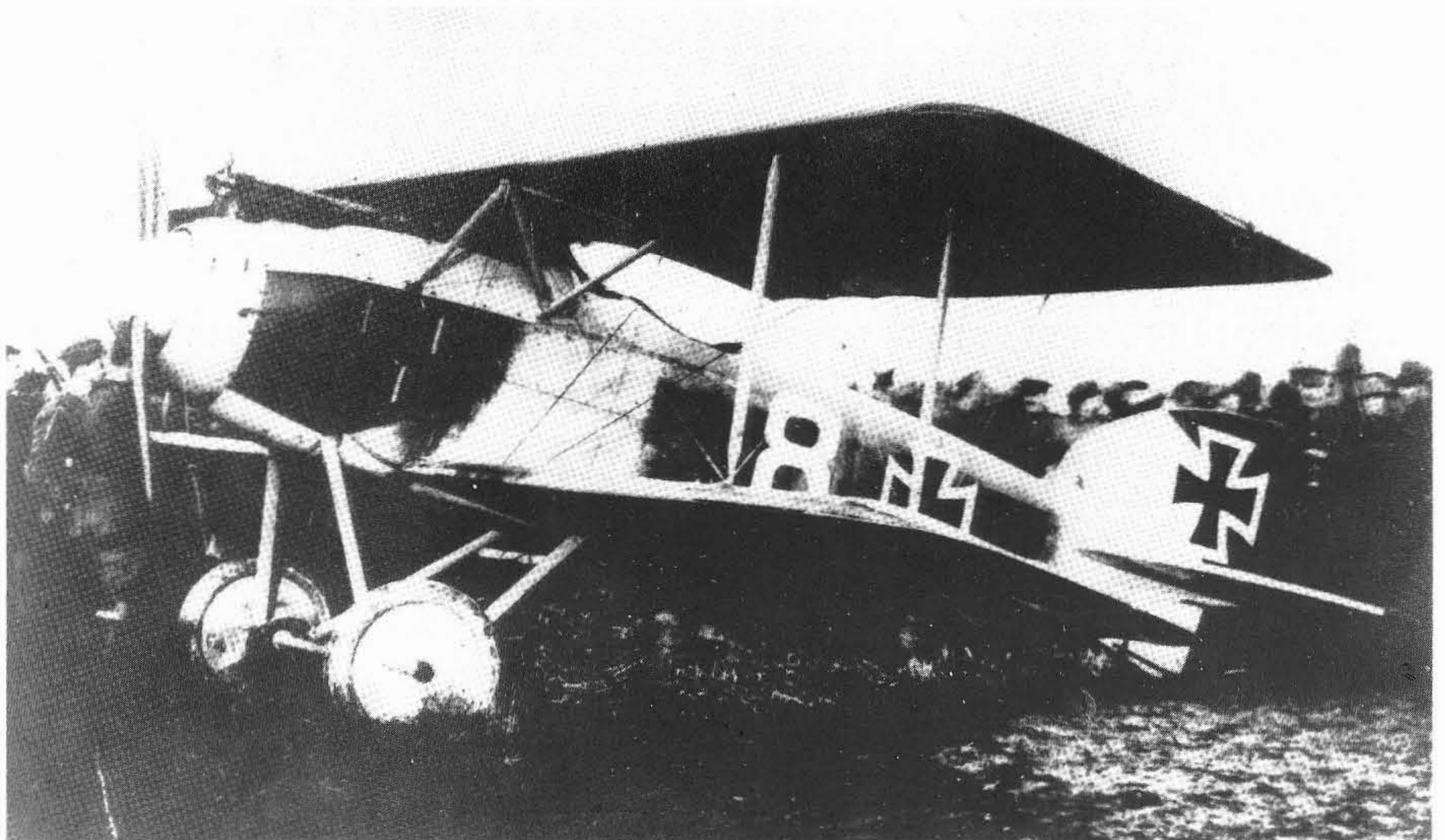


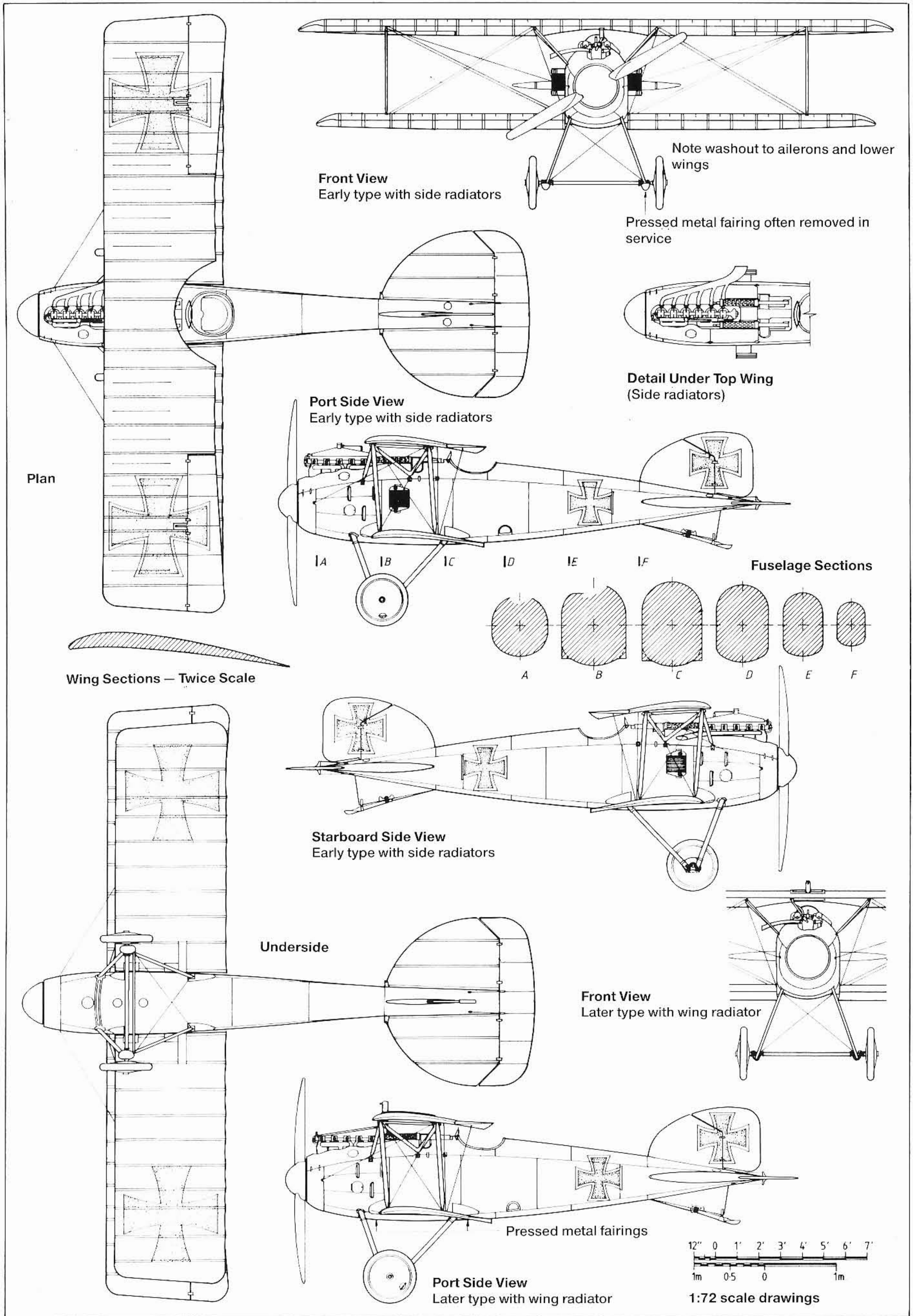


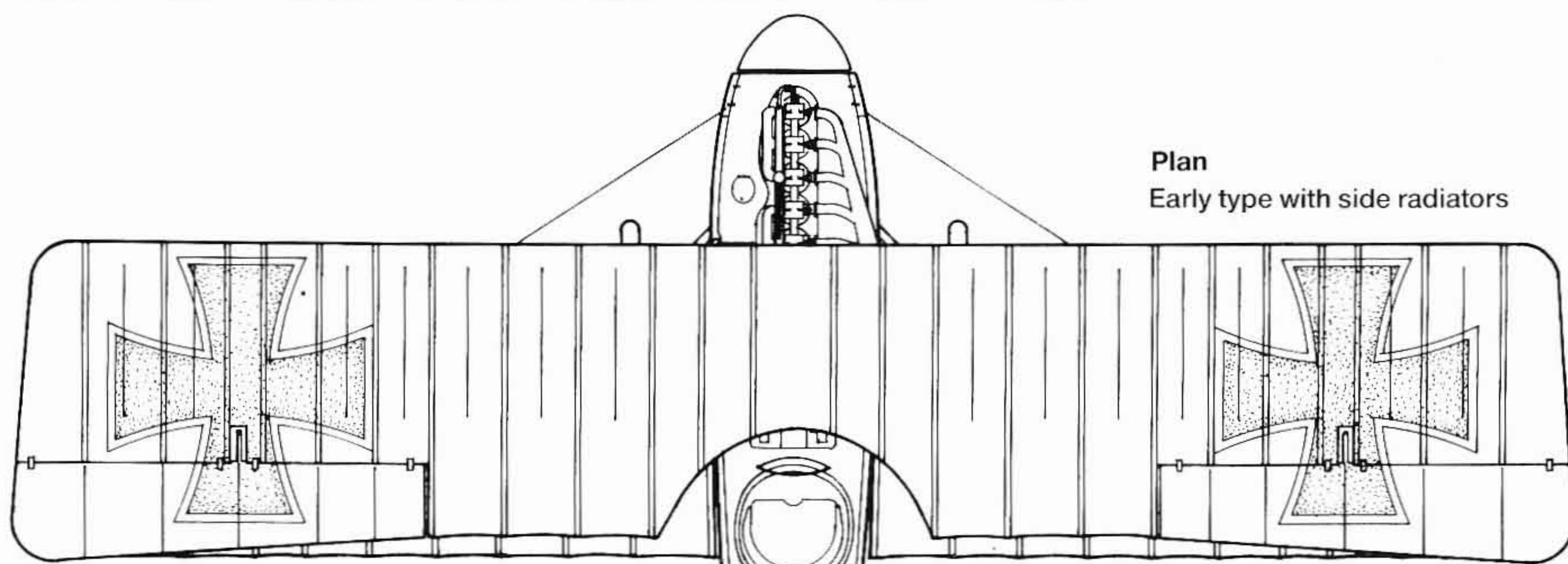
Above, a valuable close-up for modellers showing the typical Mercedes 160hp installation in a D.II, this being a new LVG-built example serving with *Jasta 16* in early 1917. Here, one can appreciate the finer points of the D.II: the Windhoff 'ear' radiators, lagged engine manifolds, manufacturer's plates, louveres, ply panelling, strut fixings and machine gun installation.

Below, captured! This is Albatros D.II D.910/16 in Allied hands. *Lt. Max Böhme* of *Jasta 5* was made POW after being forced down near Tilley on March 4 1917 after combat with *Lts. Graham and Boddy* of No. 11 Squadron RFC and *Lt. Pearson*, a DH2 pilot of No.29 Squadron RFC. D.910/16's upper surfaces are believed to have been camouflaged in the usual red/brown and green, the latter thought to have

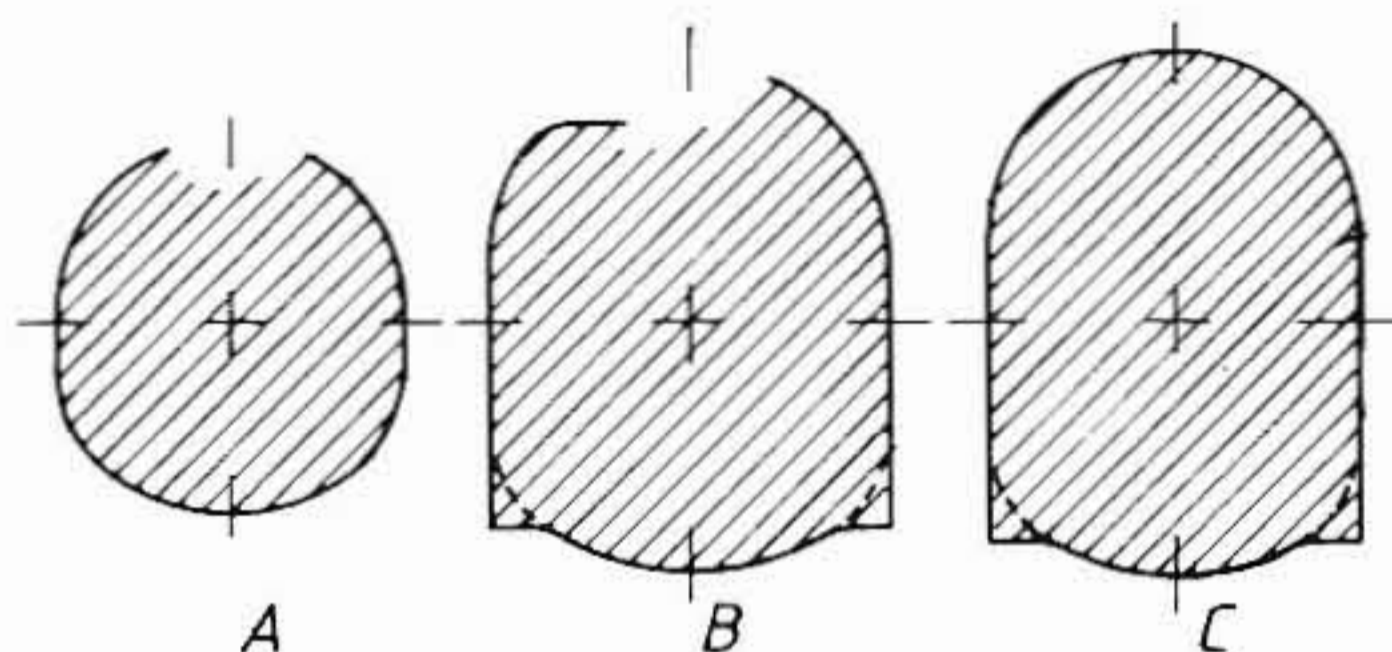
been the 'lighter' of the two colours shown here. The white 8 was repeated on the spine of the fuselage and in a similar position below the fuselage but in black over the pale blue (?) finish. The machine is fitted with the Teves and Braun flush-mounted radiator and was later given the British capture number G.14. Note the laminations of the Axial airscrew and gap behind spinner.



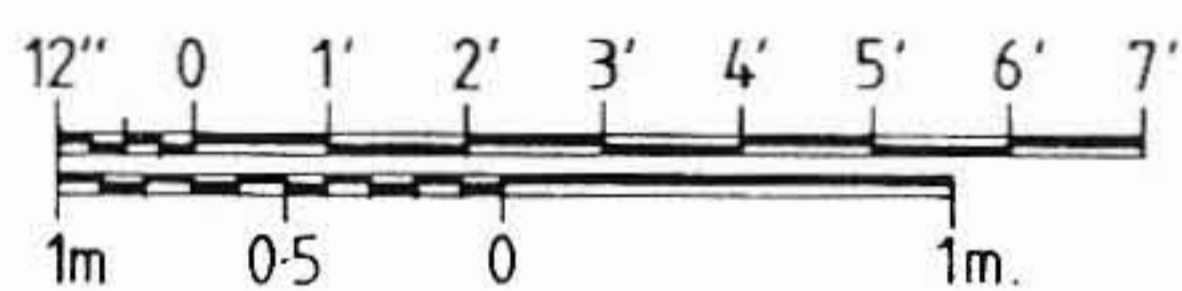
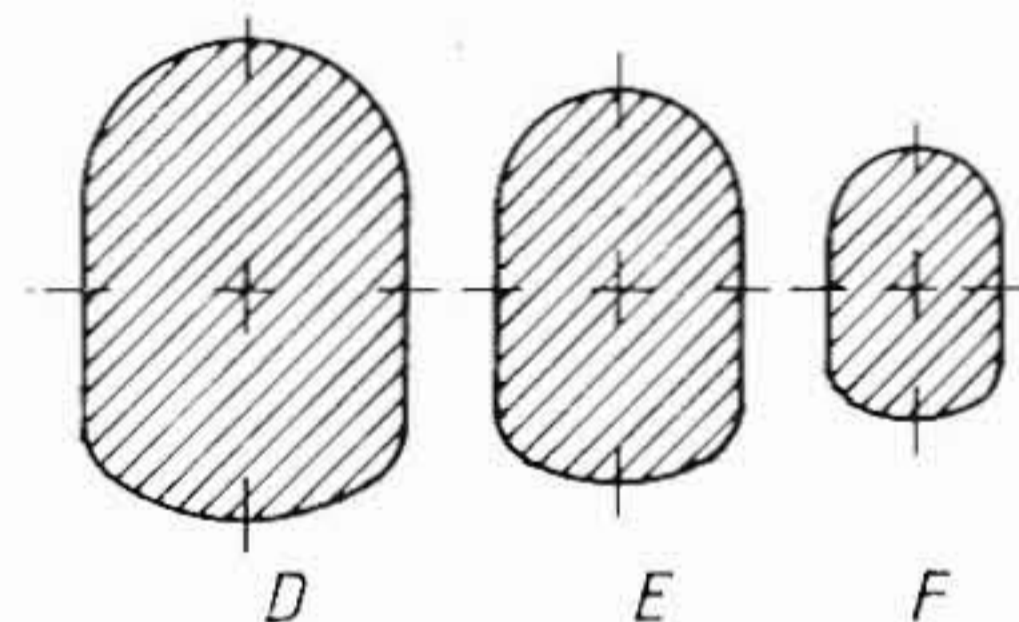




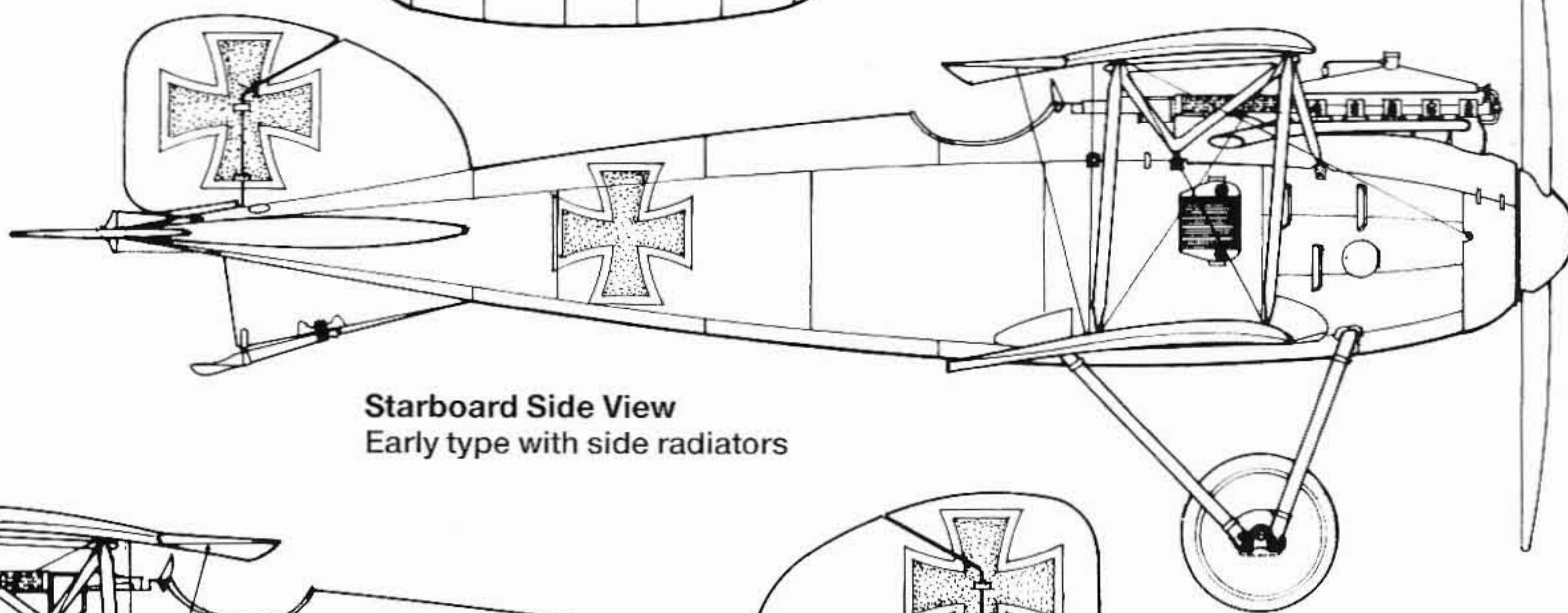
Plan
Early type with side radiators



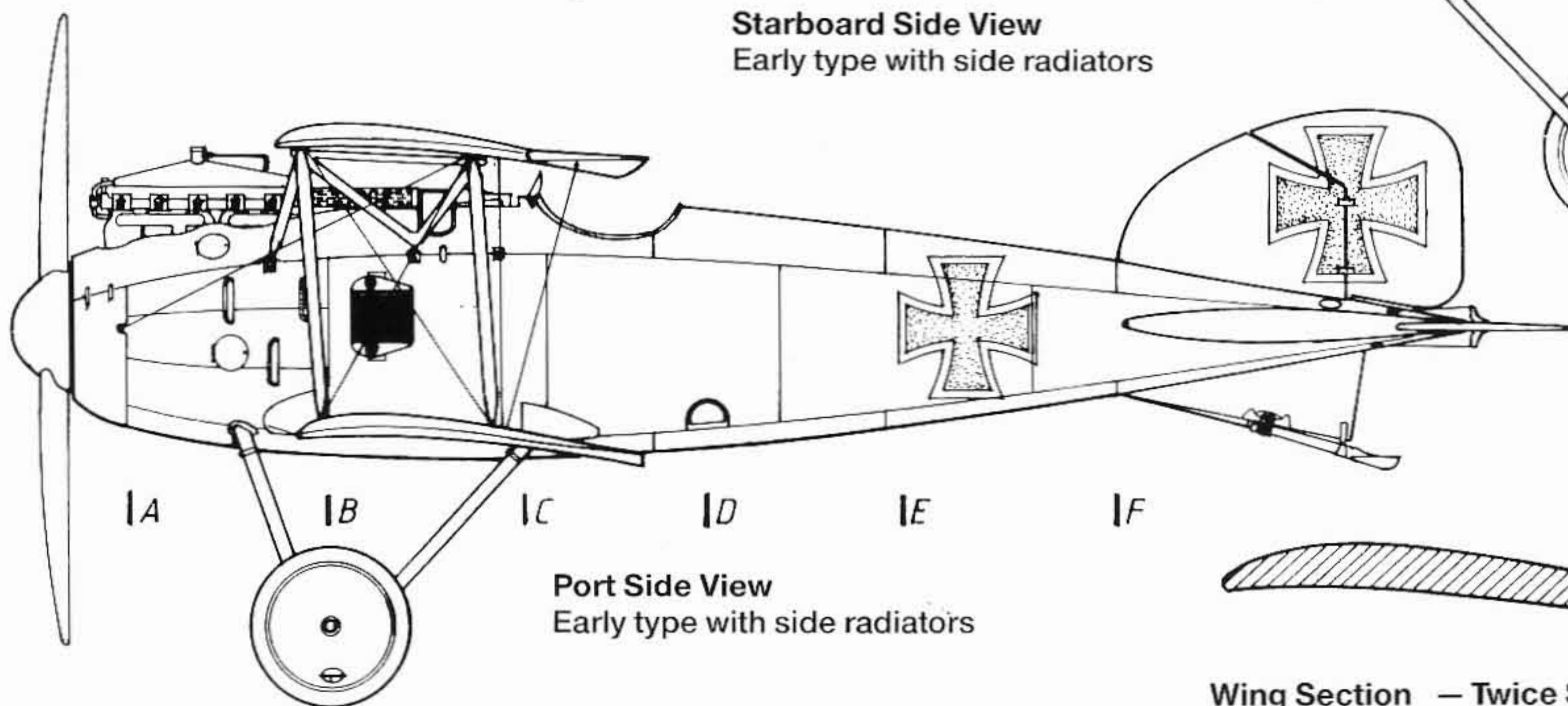
Fuselage Sections



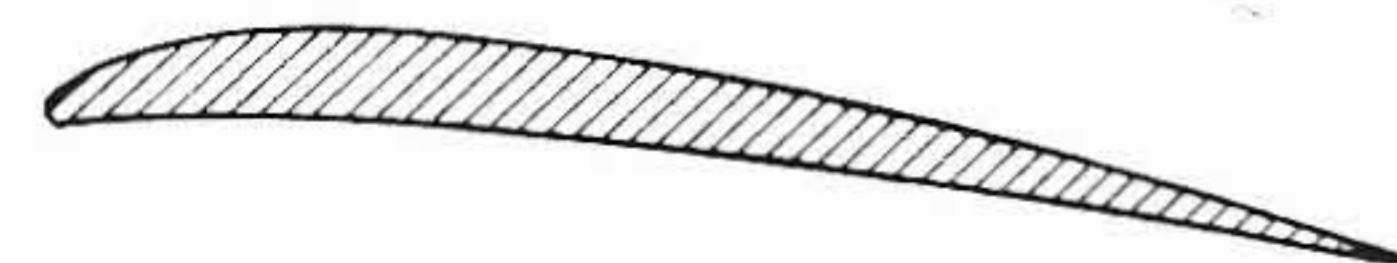
1:48 scale drawings



Starboard Side View
Early type with side radiators

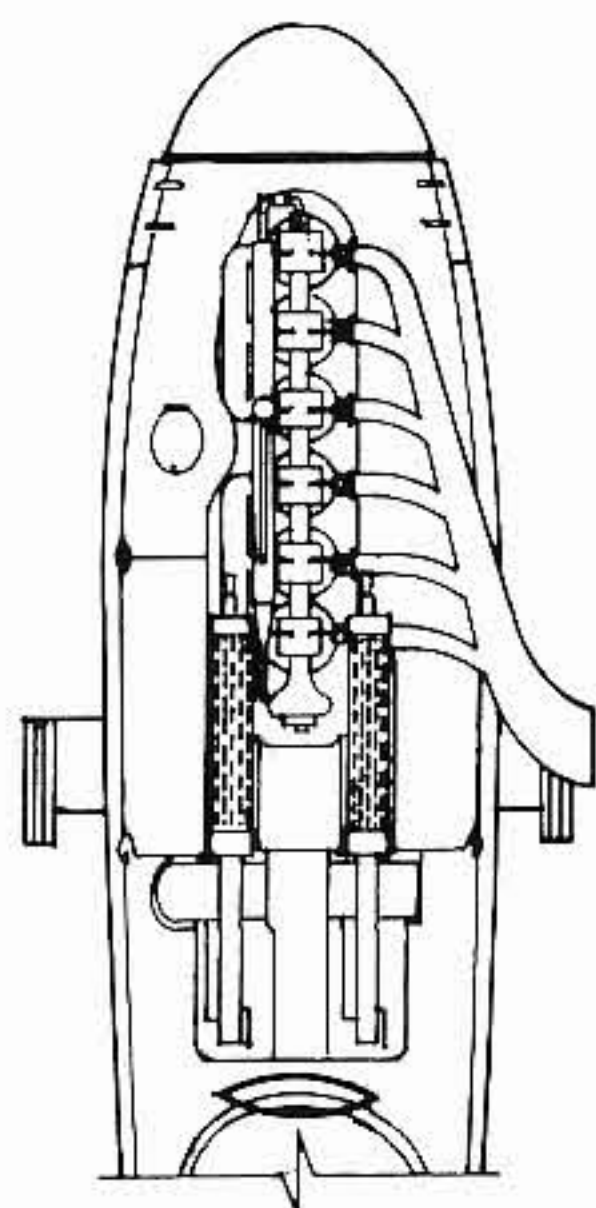
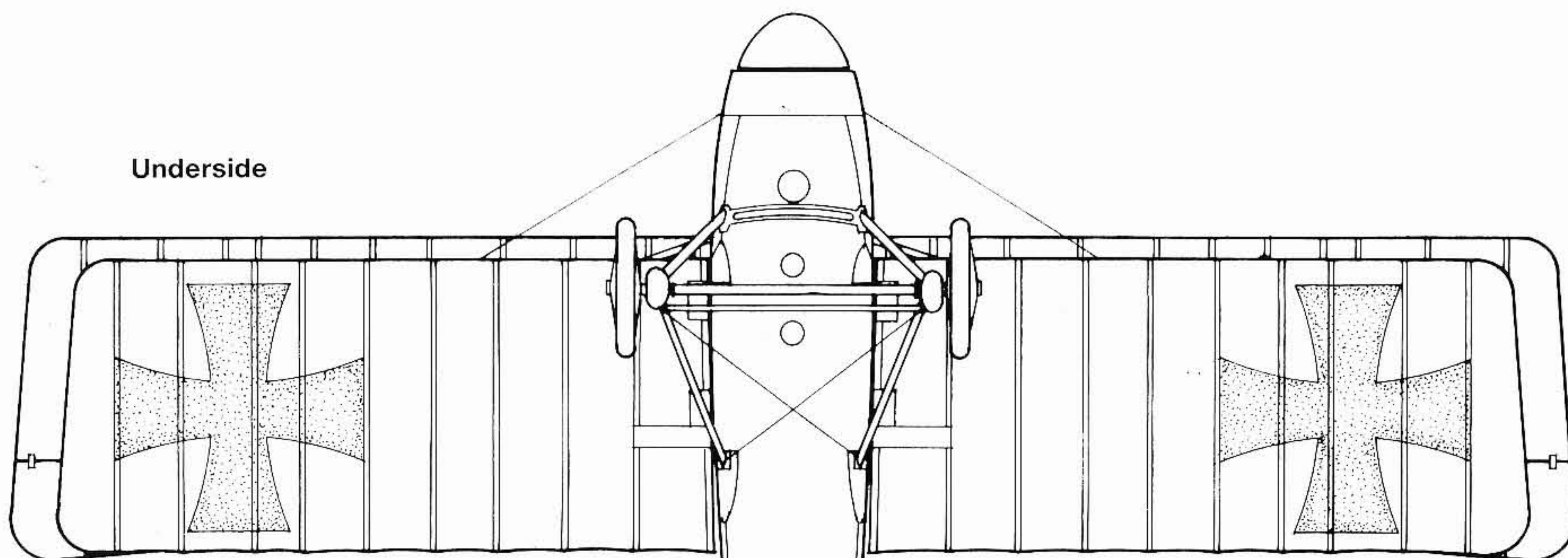


Port Side View
Early type with side radiators

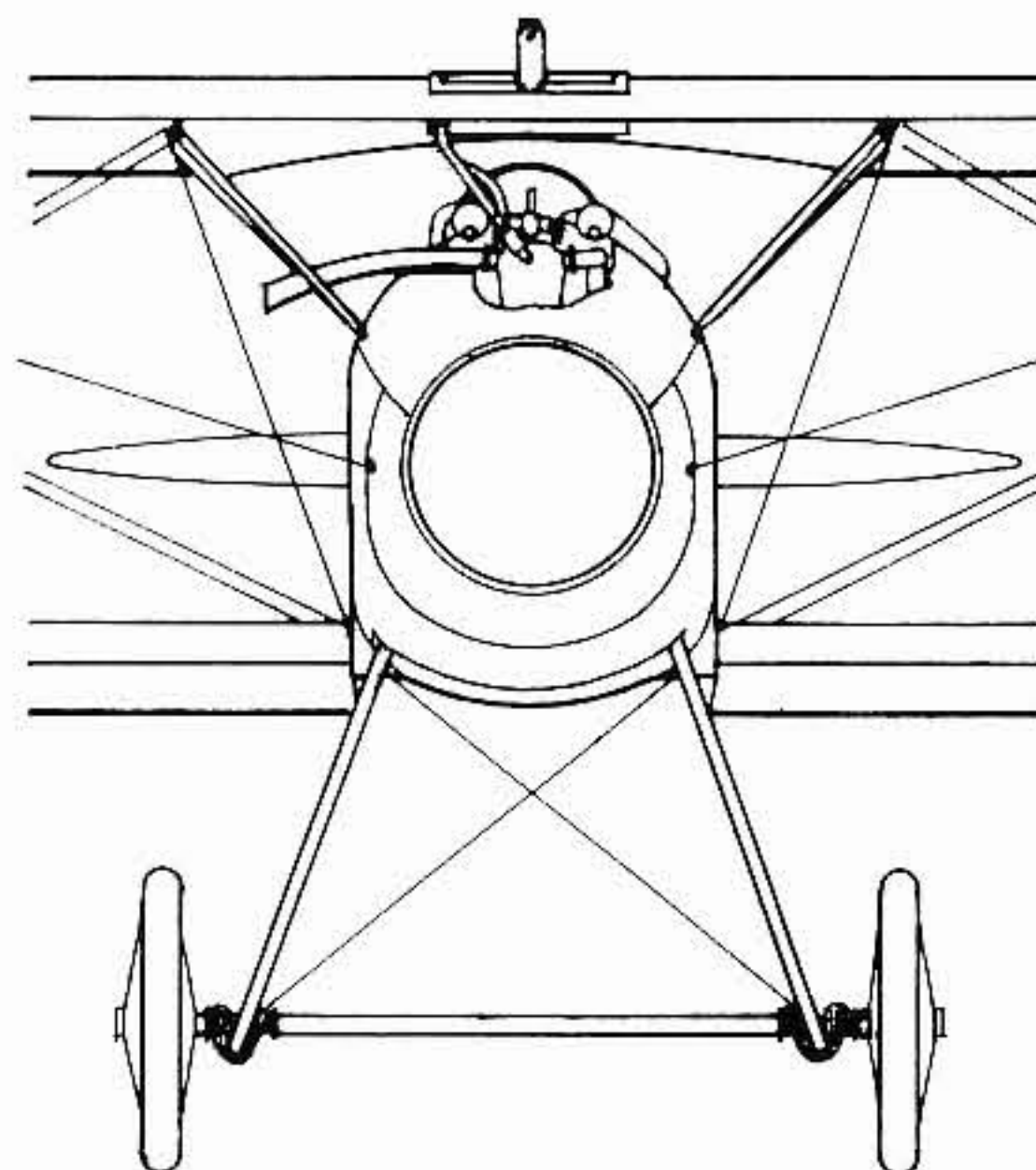


Wing Section — Twice Scale

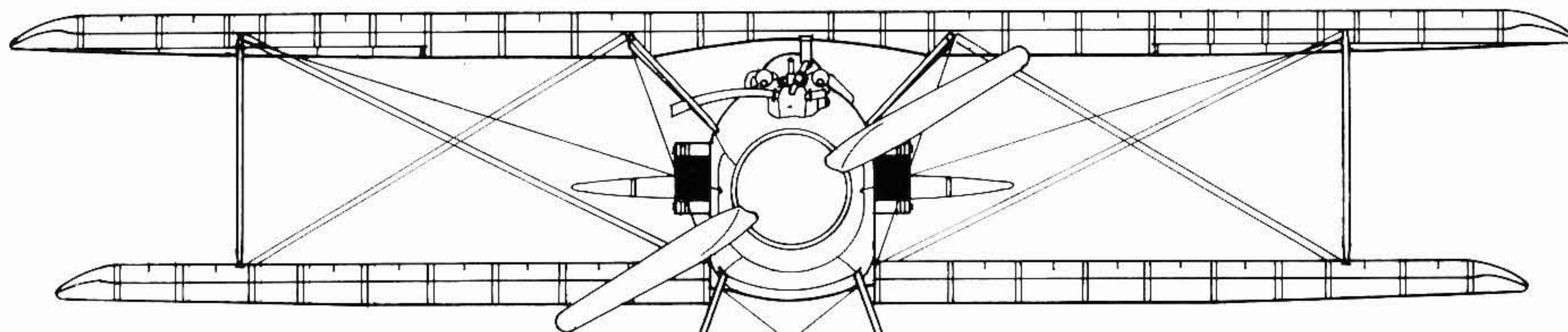
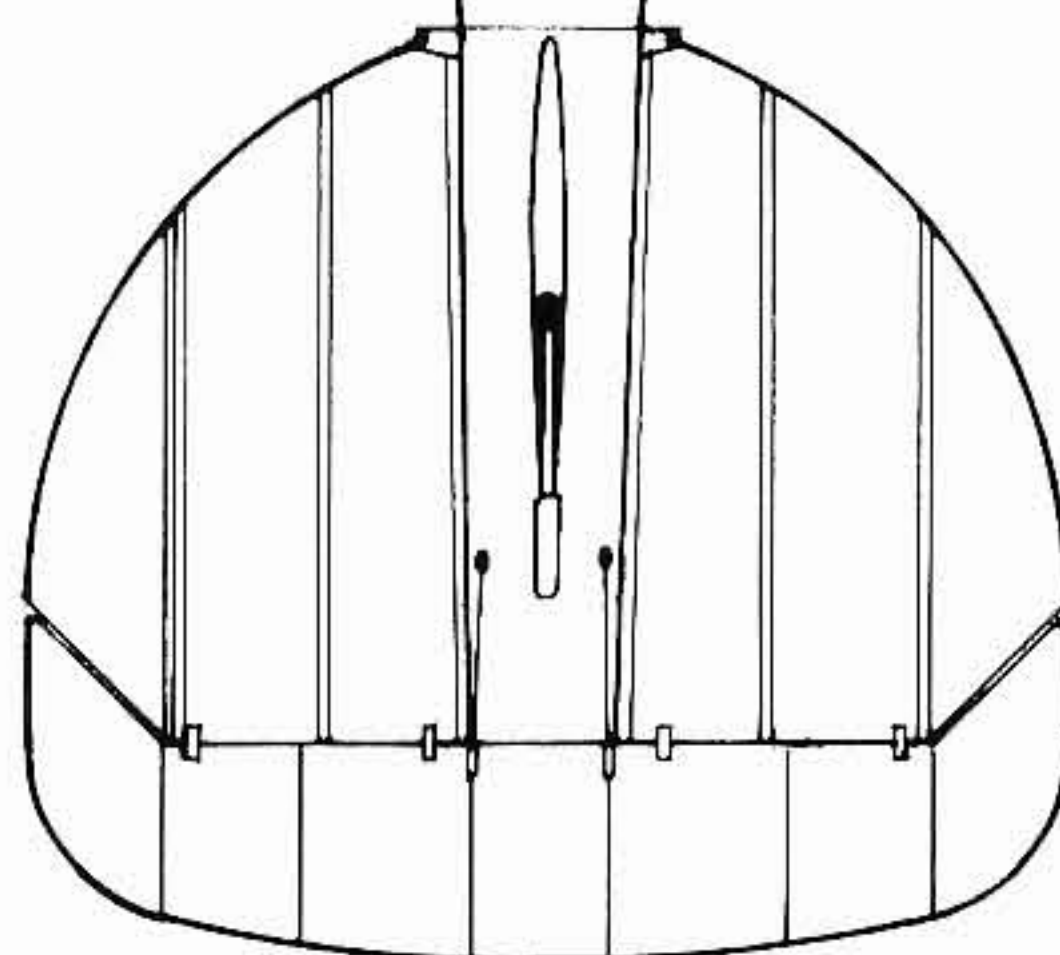
Underside



Detail Under Top Wing
(Side radiators)

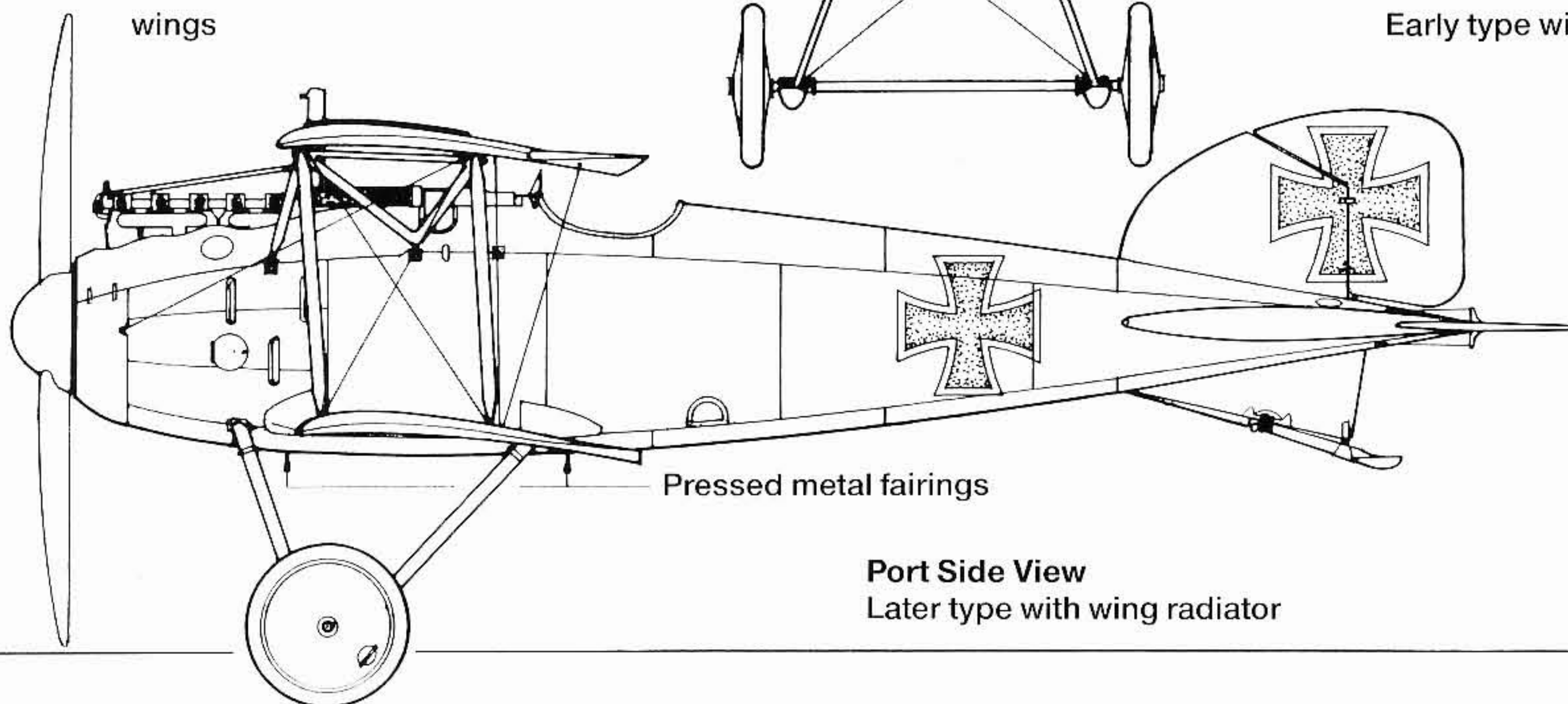


Front View
Later type with wing radiator



Note washout to ailerons and lower wings

Front View
Early type with side radiators



Pressed metal fairings

Port Side View
Later type with wing radiator



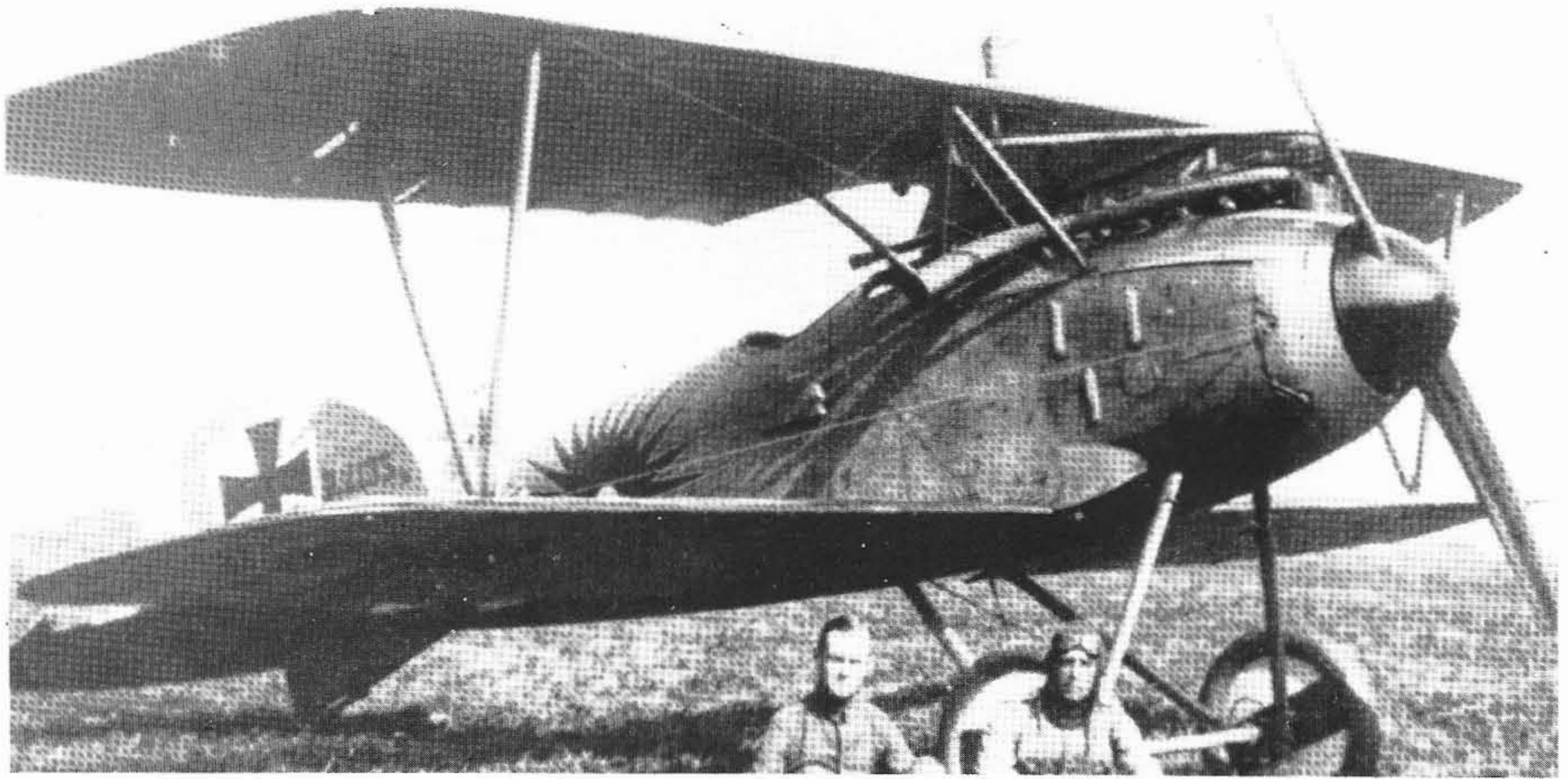
Above, compare this later photograph of D.910/16 with the one on page 16 and that reproduced below and observe the stark contrast of colour tone in the green areas – see also the in-flight study of an LVG-built D.II on page 54. Such illustrations serve to emphasize the difficulty in attempting to interpret colours from monochrome photographs with any degree of certainty. It would be rash, for instance, to assume that

light tones invariably represent light colours. Orthographic film, much used in WWI, can produce completely misleading tonal values, dark blues appearing light, reds and yellows almost black, etc. The photograph also reveals the position of the numeral 8 on the upper fuselage and the usual form of national insignia application to camouflaged D.II machines. (E Krüger)

Below, D.910/16, with engine removed, as later displayed in an unidentified French facility – note Farman nacelle in background. The pale blue (?) doped wheel covers bear the machine's serial number in small black stencilled characters, struts were similarly marked. For examples of D.II camouflage colours and patterns readers are referred to pages 52, 53 and 54.



ALBATROS D.III



Above and below, two views of an early production Albatros D.III (D.2135/16) flown by *Oberleutnant* Kurt Grasshoff CO of *Jasta* 37, the black and white tail striping, shown below, distinguishing this unit. Grasshoff, seen above at

right, took command of *Jasta* 38 in Macedonia on December 3 1917 and was killed on June 12 the following year after combat with pilots of No.150 Squadron Royal Air Force. D.2135/16's wings were probably camouflaged in

red/brown and dark green. Other markings include a black/white sunburst on the varnished ply fuselage sides, black spinner and black/white wheel covers – see also Waldhausen's D.V on pages 51 and 54.





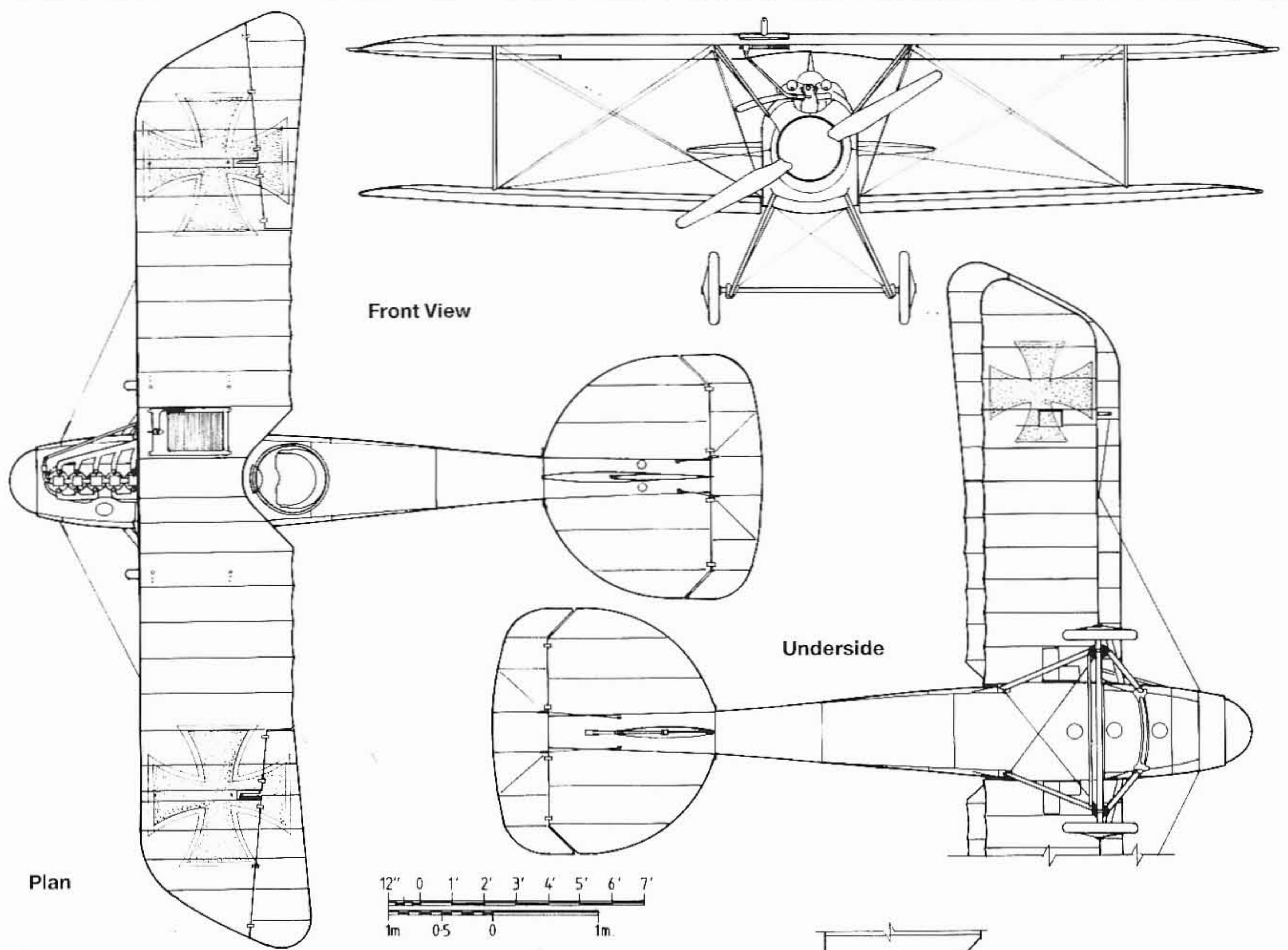
Above, Albatros D.III D.199/16 of the first production batch with *Lt. Hermann Göring* and *Vzfw. Fritz Lörzer* of *Jasta 26* – note black and white fuselage markings and stripe under lower port wings; a black and white chevron was also applied to upper wing.

Right, *Lt. Joachim von Bertrab* of *Jasta 30* flew this overall purple D.III from Phalempin in Spring 1917 – note white crosses, that of the fuselage being black outlined. Comet colours remain unconfirmed. (*A E Ferko*)



Below, these Albatros D.III fighters from the second OAW production batch served with *Jasta 50*.

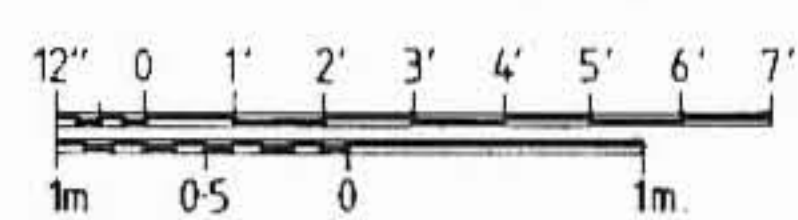




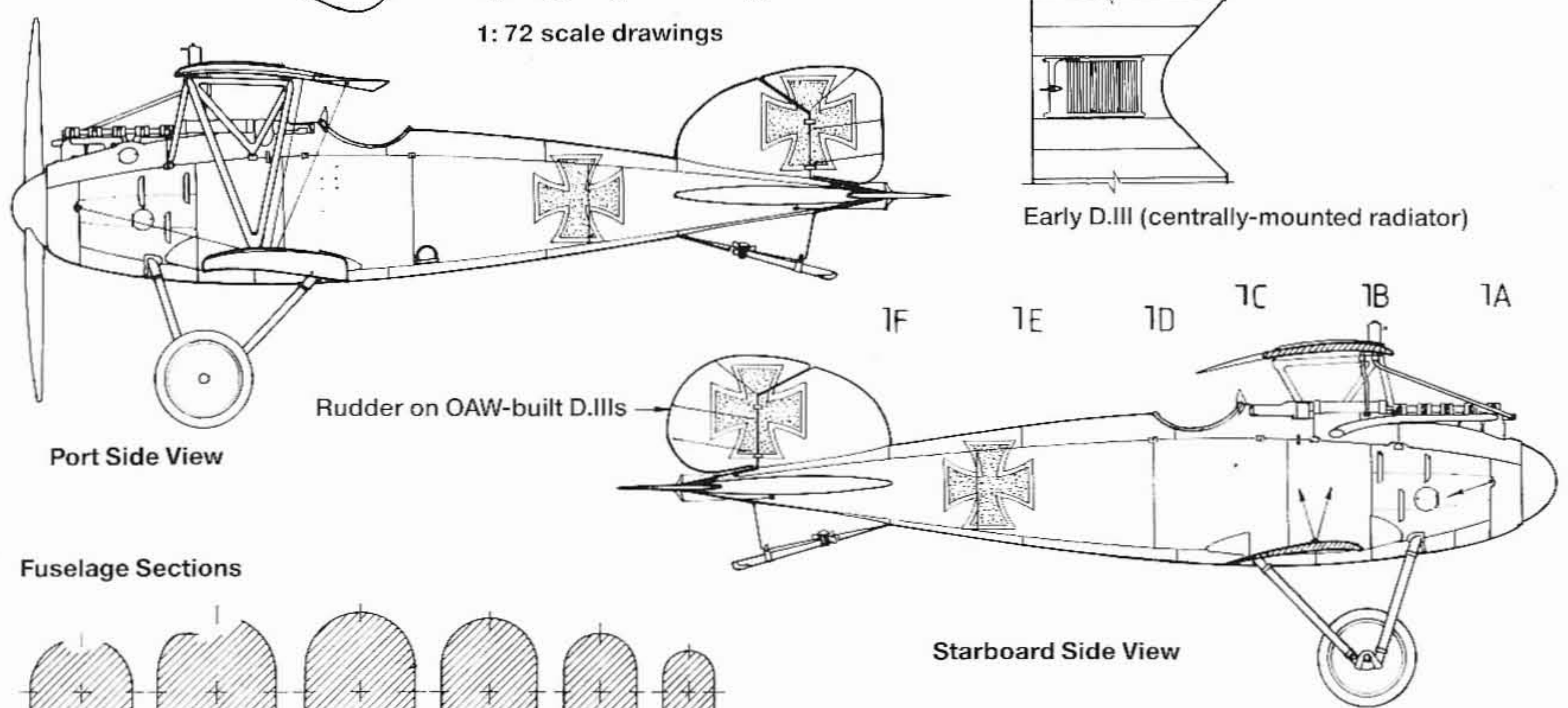
Front View

Underside

Plan



1: 72 scale drawings

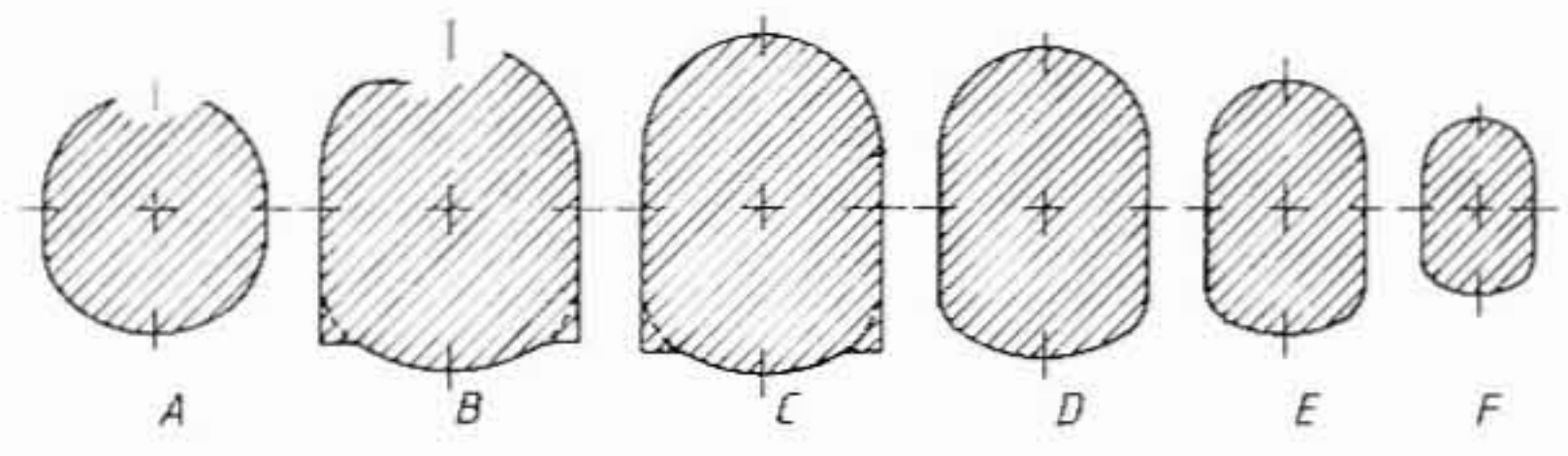


Early D.III (centrally-mounted radiator)

Port Side View

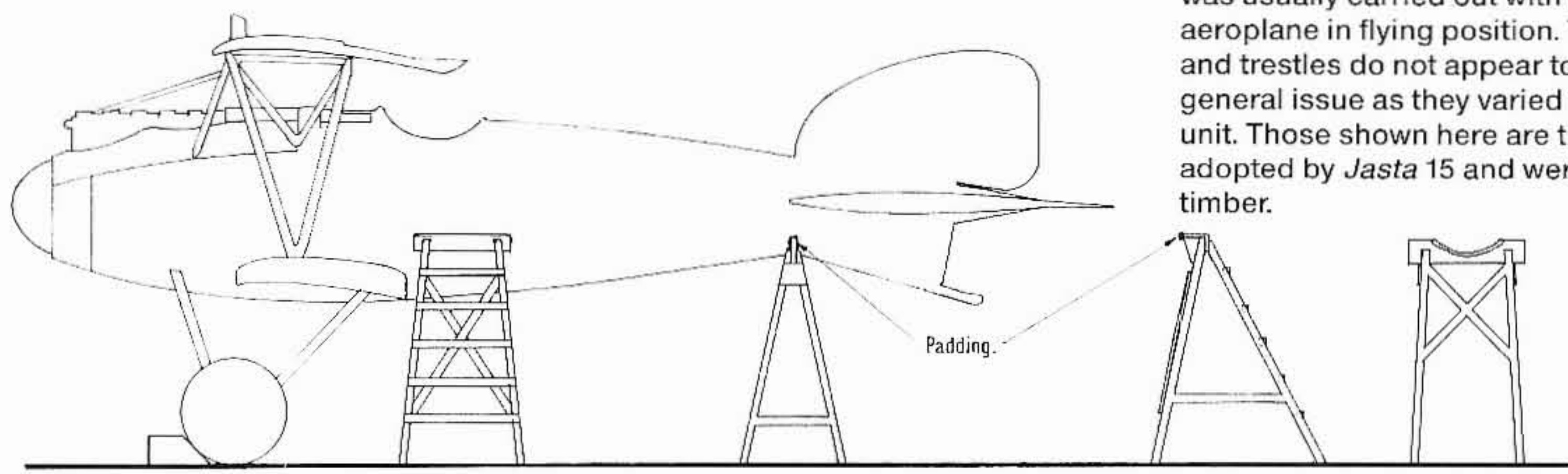
Starboard Side View

Fuselage Sections

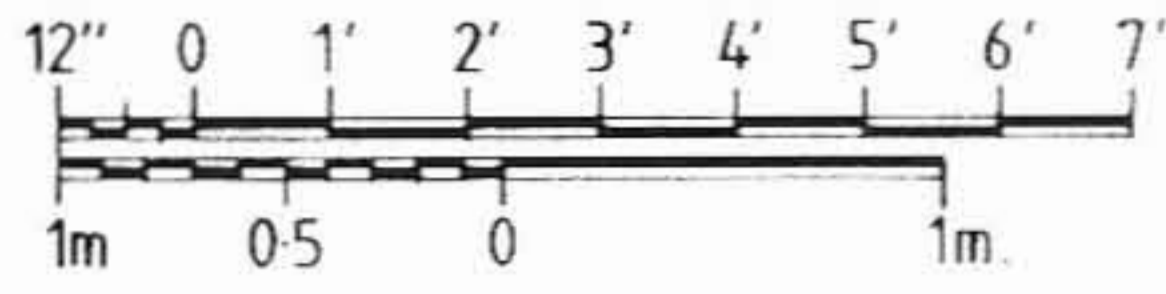
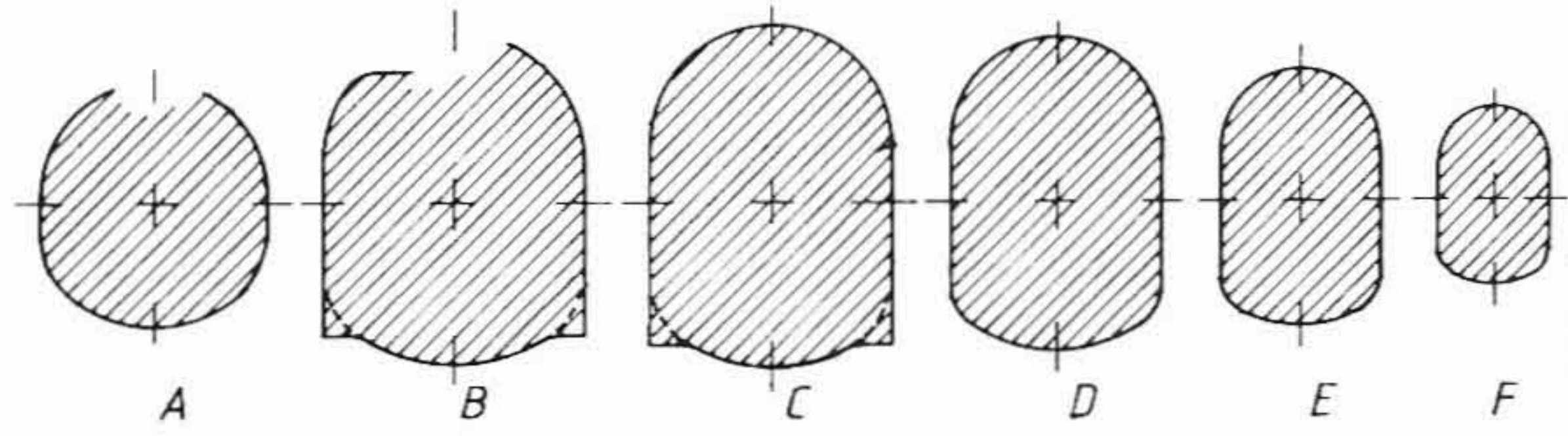


Rudder on OAW-built D.IIIs

Steps and trestles
 Prolonged ground running of engines was usually carried out with the aeroplane in flying position. The steps and trestles do not appear to have been general issue as they varied from unit to unit. Those shown here are the style adopted by *Jasta 15* and were built from timber.

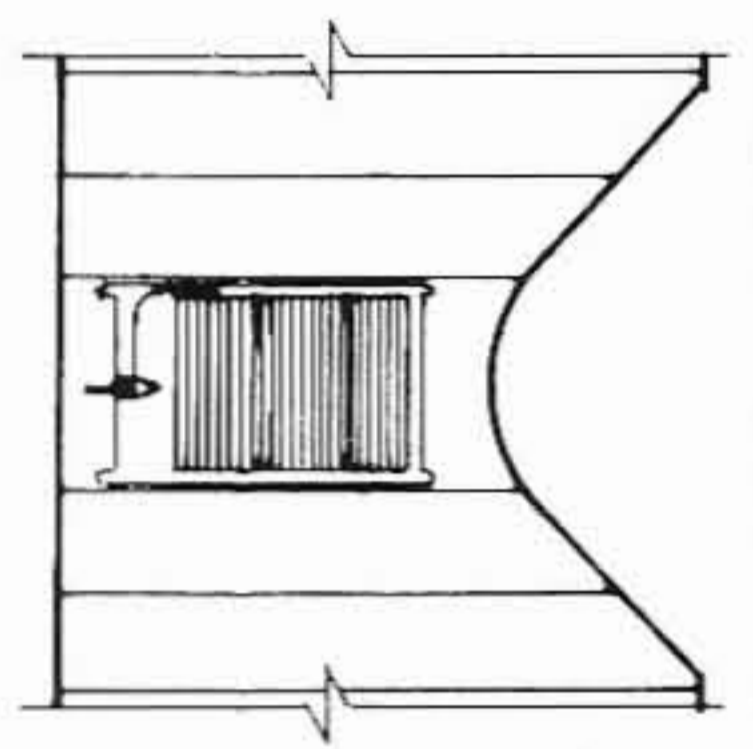
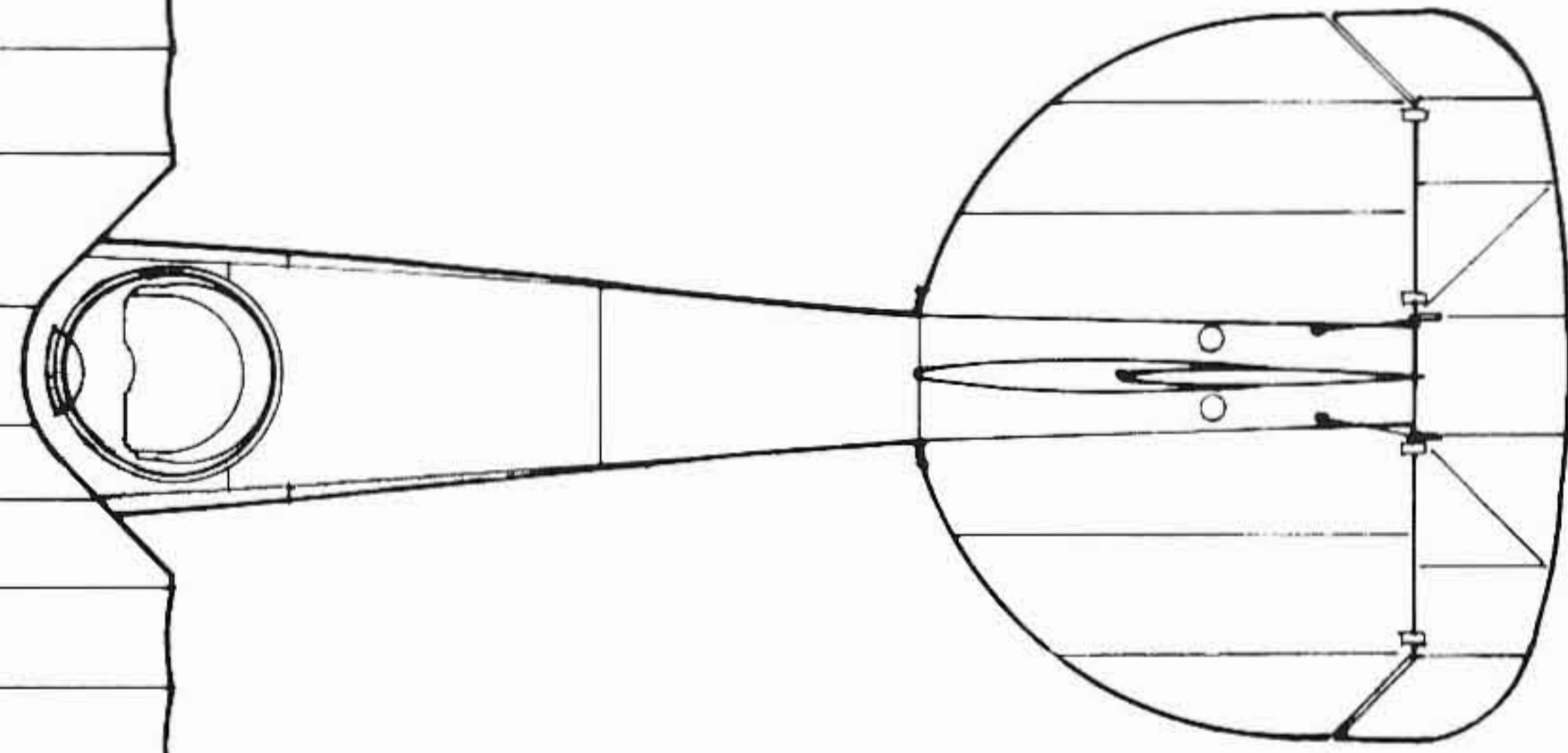
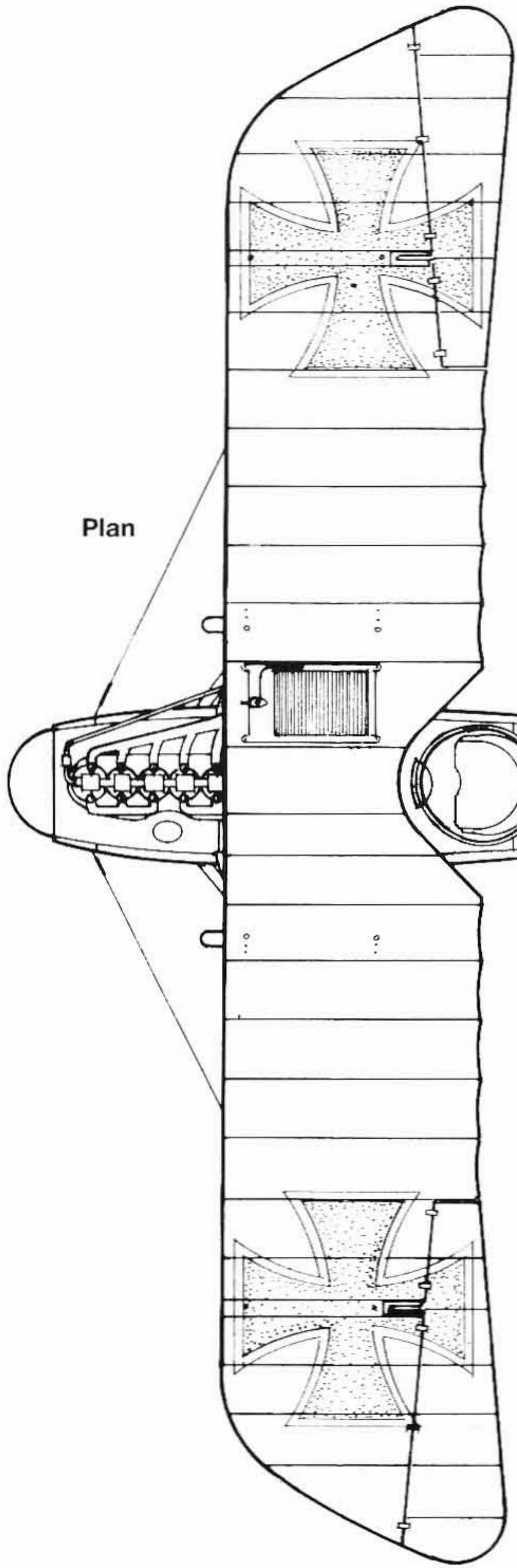


Fuselage Sections



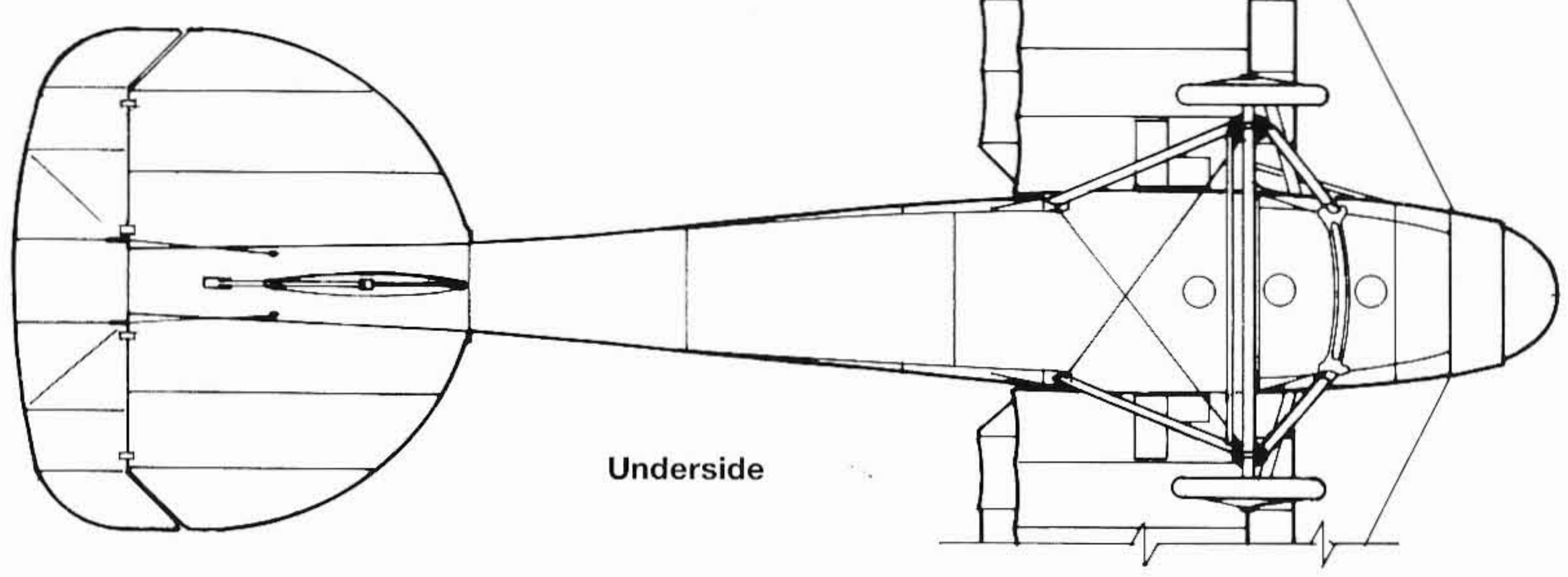
1:48 scale drawings

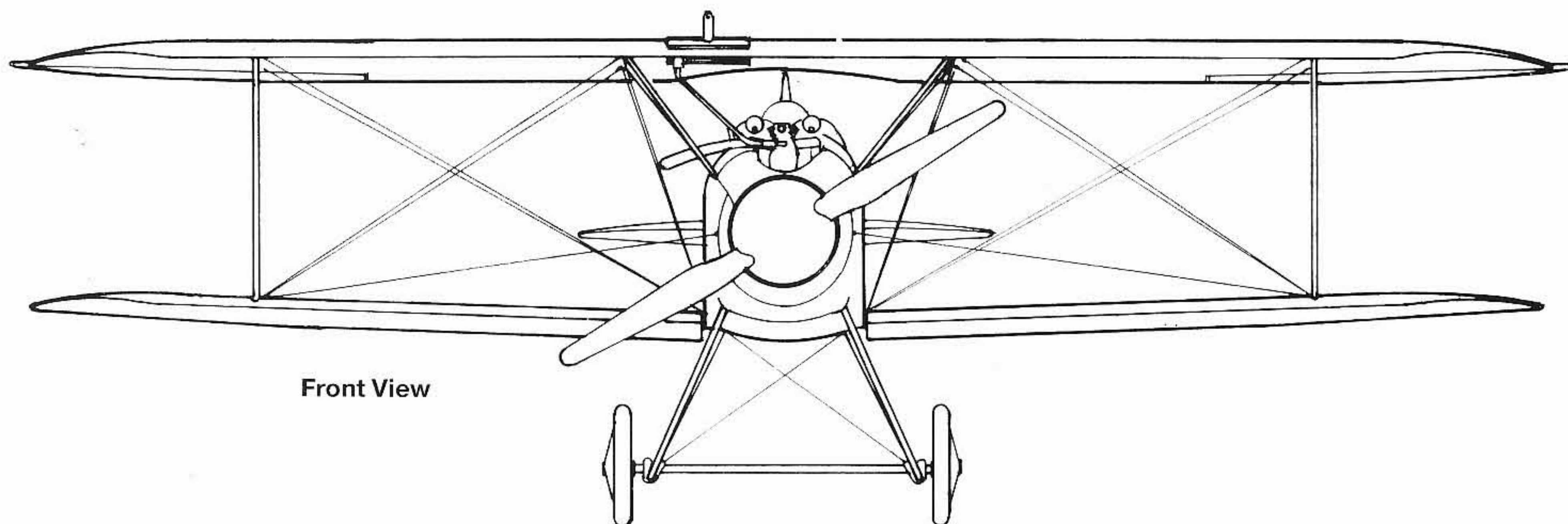
Plan



Early D.III (centrally-mounted radiator)

Underside

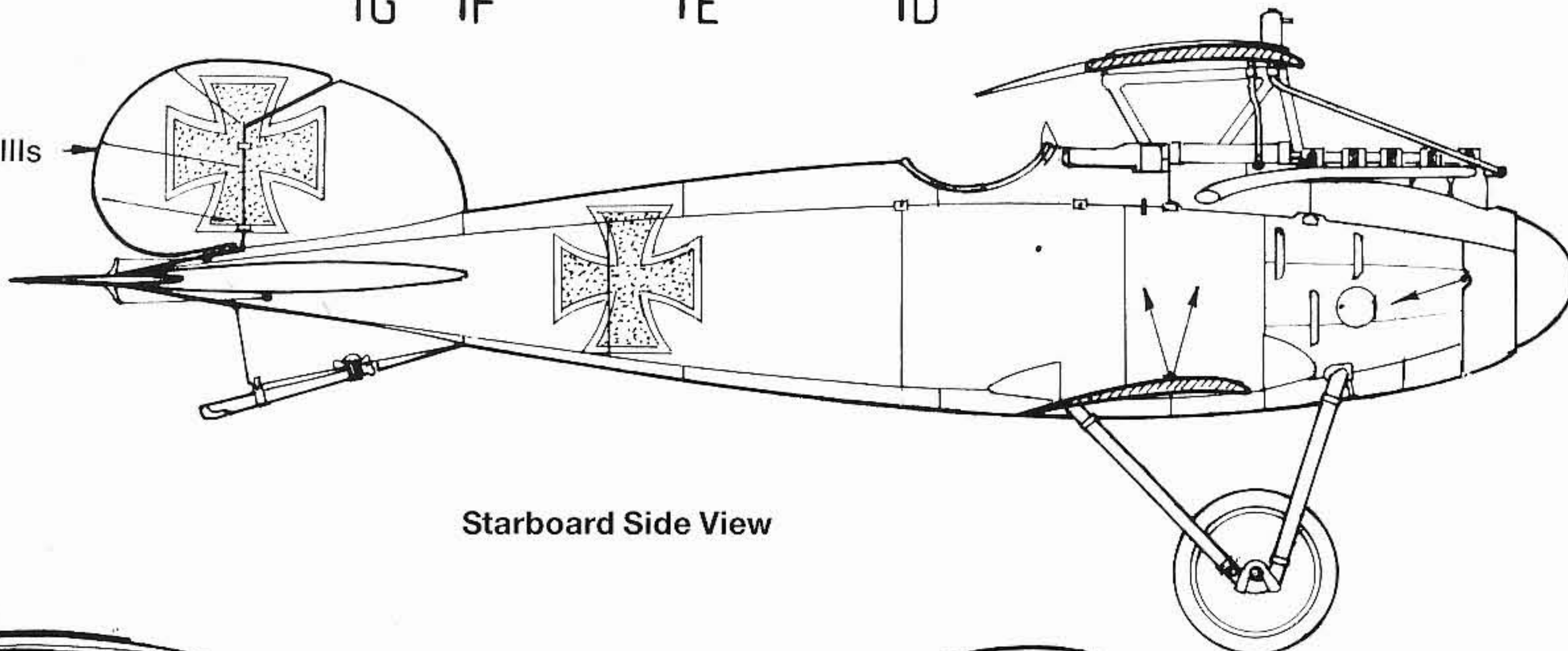




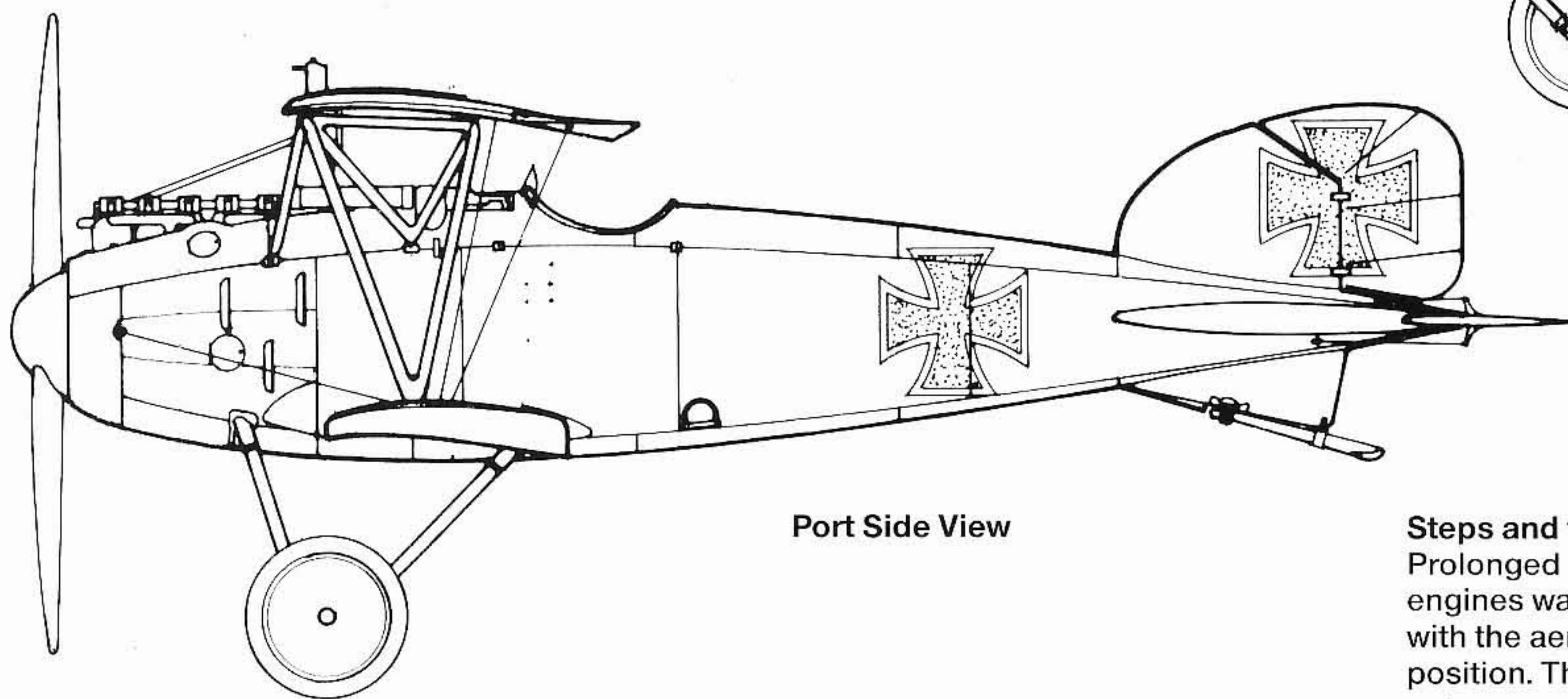
Front View

1G 1F 1E 1D 1C 1B 1A

Rudder on OAW-built D.IIIs



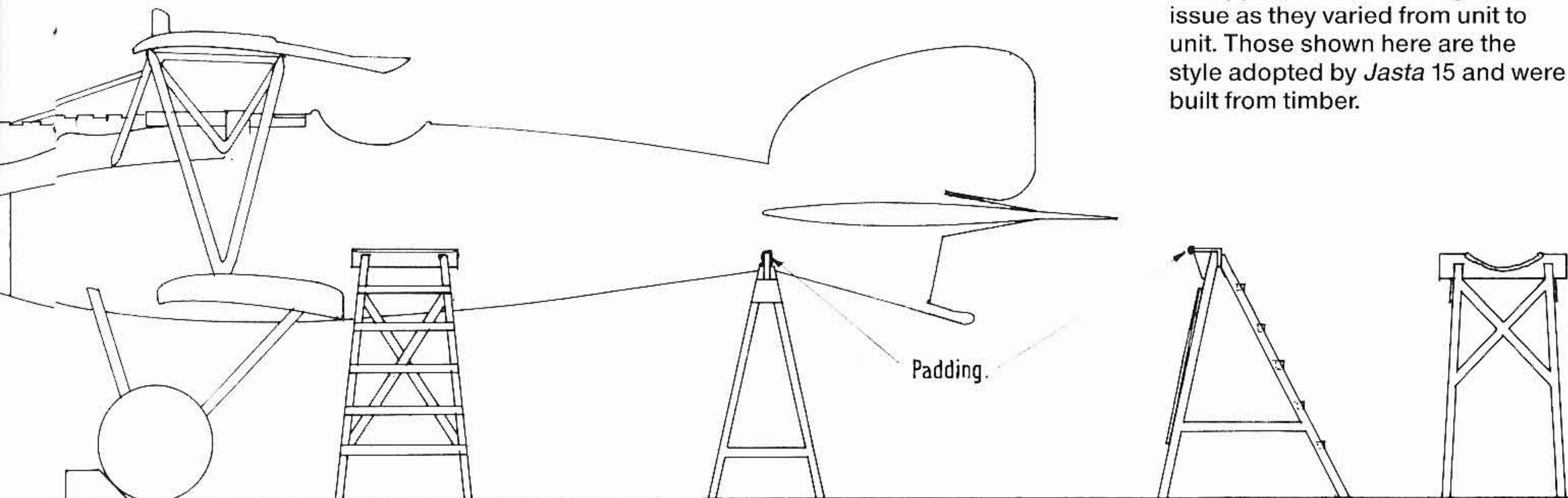
Starboard Side View



Port Side View

Steps and trestles

Prolonged ground running of engines was usually carried out with the aeroplane in flying position. The steps and trestles do not appear to have been general issue as they varied from unit to unit. Those shown here are the style adopted by *Jasta 15* and were built from timber.





This page:

Left, Lt. Hermann Frommerz (at far left) of *Jasta Boelcke* in early 1917. This early production Albatros D.III (*Blau Maus*) was painted pale blue with a white tail unit and bore a black/white diagonal sash, outlined narrowly in the same colours, behind the cockpit. For further details see *Cross and Cockade Journal* (USA) Volume 22, No.2, Summer 1981 and *Die Flieger von Baden, Over the Front*, Volume 4, No.4, Winter 1989. (A E Ferko)

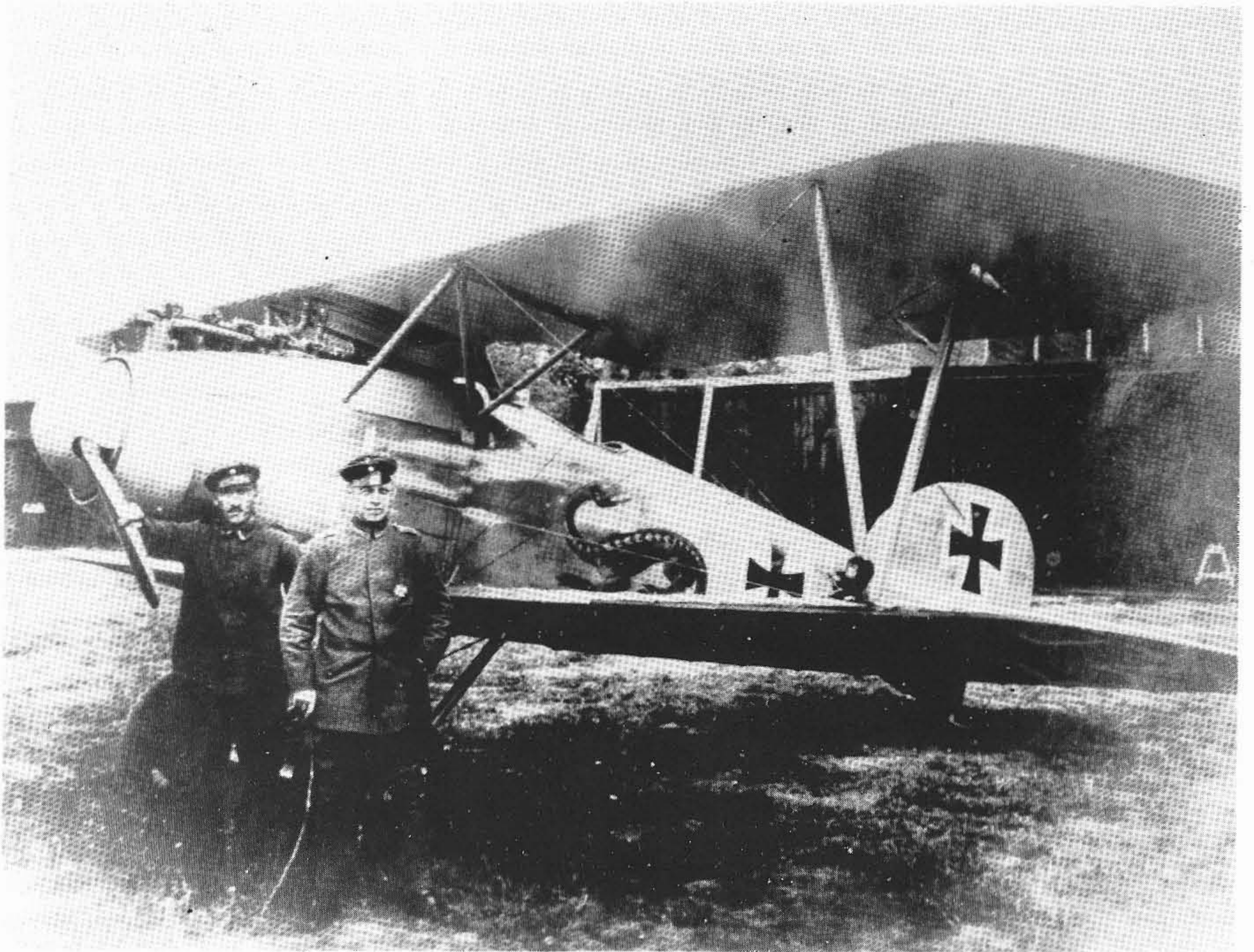
Below, this D.III is one of a six-aeroplane *Jagd. Kommando* unit on the Eastern Front attached to *FLAbt. 21* in 1917 – at least two of the machines based there were Austro-Hungarian Oeffag-built versions.

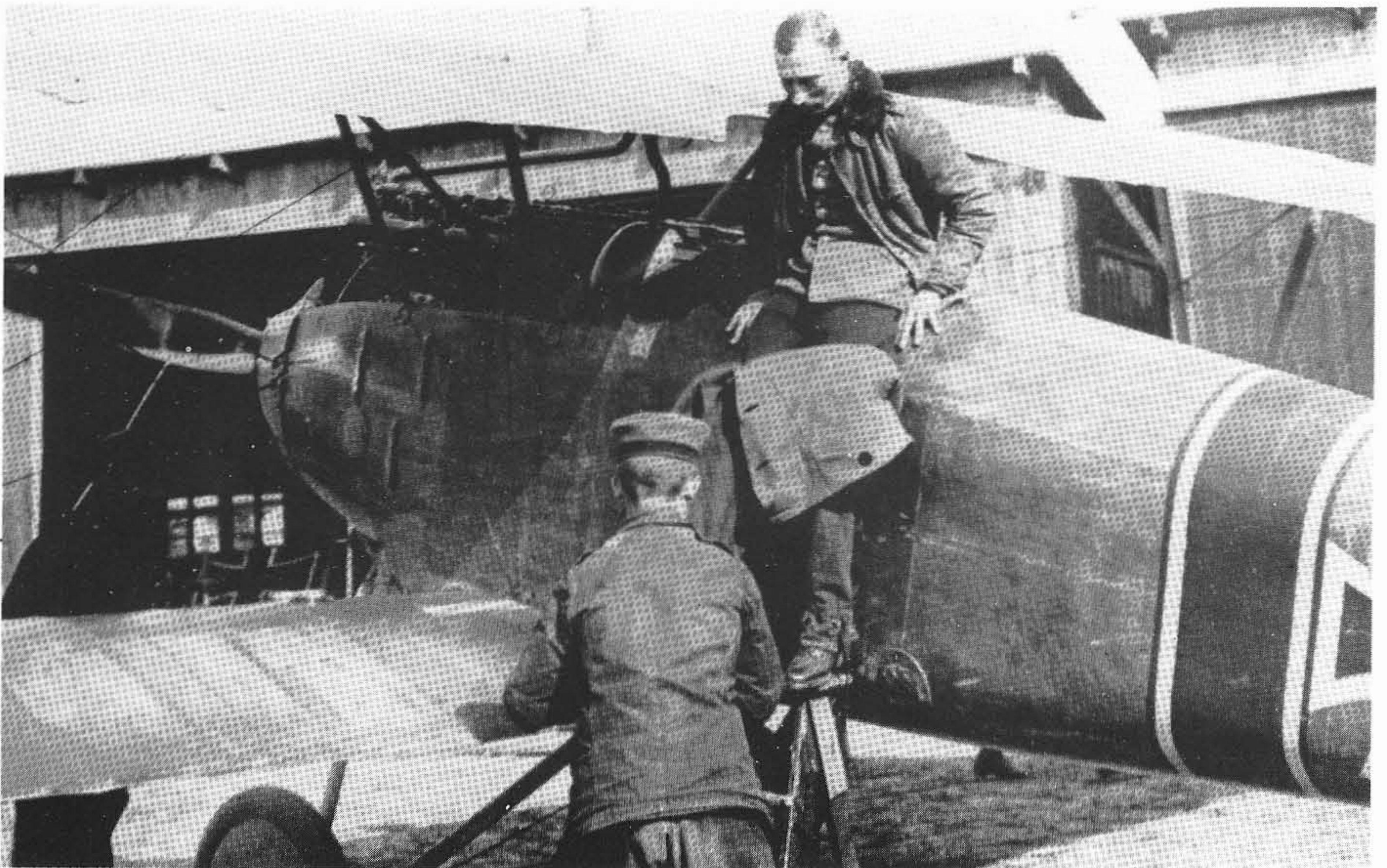
Opposite page:

Above, this unidentified D.III bears late style *Balkenkreuz* national markings and may have belonged to a *Kampfeinsitzer-Staffel* (Kest). It is seen here interned in Switzerland.

Below, OAW-built D.III with dragon marking was with *Armee Abteilung B* in Summer 1917 – pilot unknown. Attached to the lower end of the port 'vee' strut is a small mascot in the form of a stuffed toy chimpanzee. Note under wing crosses outlined narrowly in white.





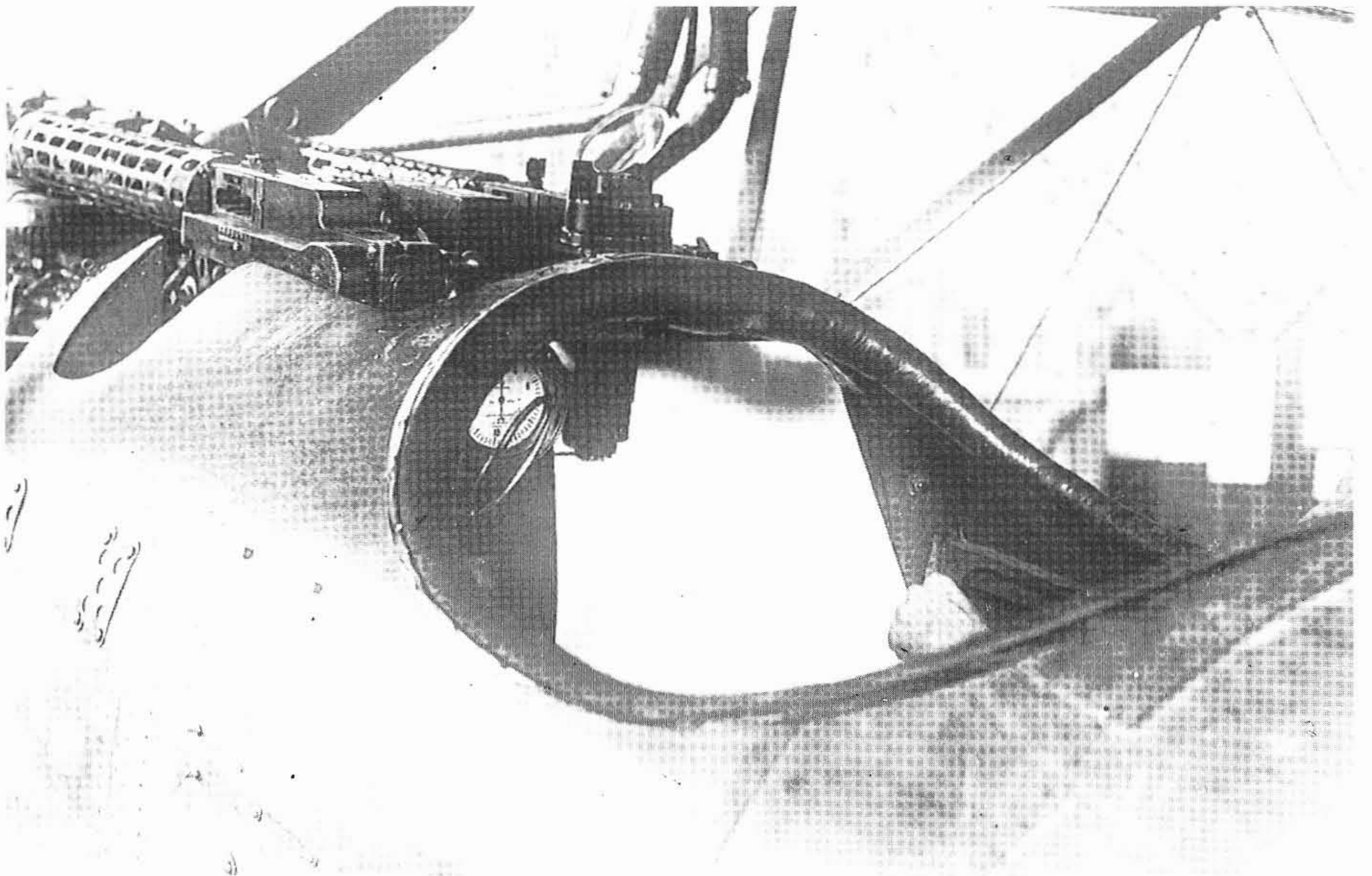


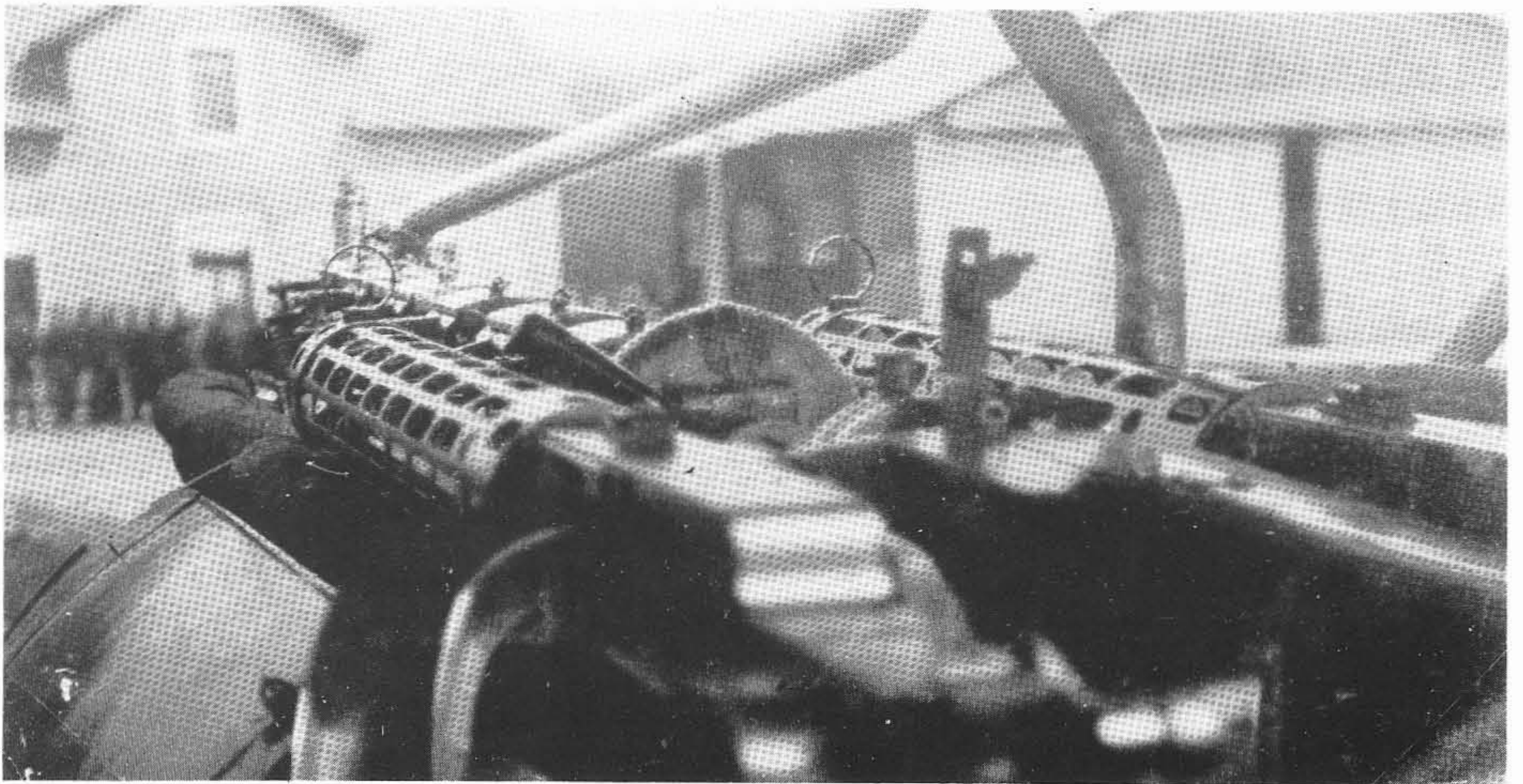
Above, *Rittm.* Anton von Brederlow, CO of *Jasta 17*, steps down from his D.III. Worn upper surfaces of the aeroplane's lower wing are noteworthy as are fuselage panel joints and encircling painted bands. Also of interest, the tear-drop fairing over the machine gun

ammunition chute and style of footstep cover plate. (*A E Ferko*)

Below, a rare example of a reflector gunsight as fitted to a D.III. These sights were probably not generally used, for a glass reflector screen would

no doubt become obscured by oil, dirt and carbon. The photograph also reveals cockpit leather padding and machine gun installation to advantage – note also offset radiator pipes and flat section of the metal 'centre-section' N struts, typical of Albatros fighters.





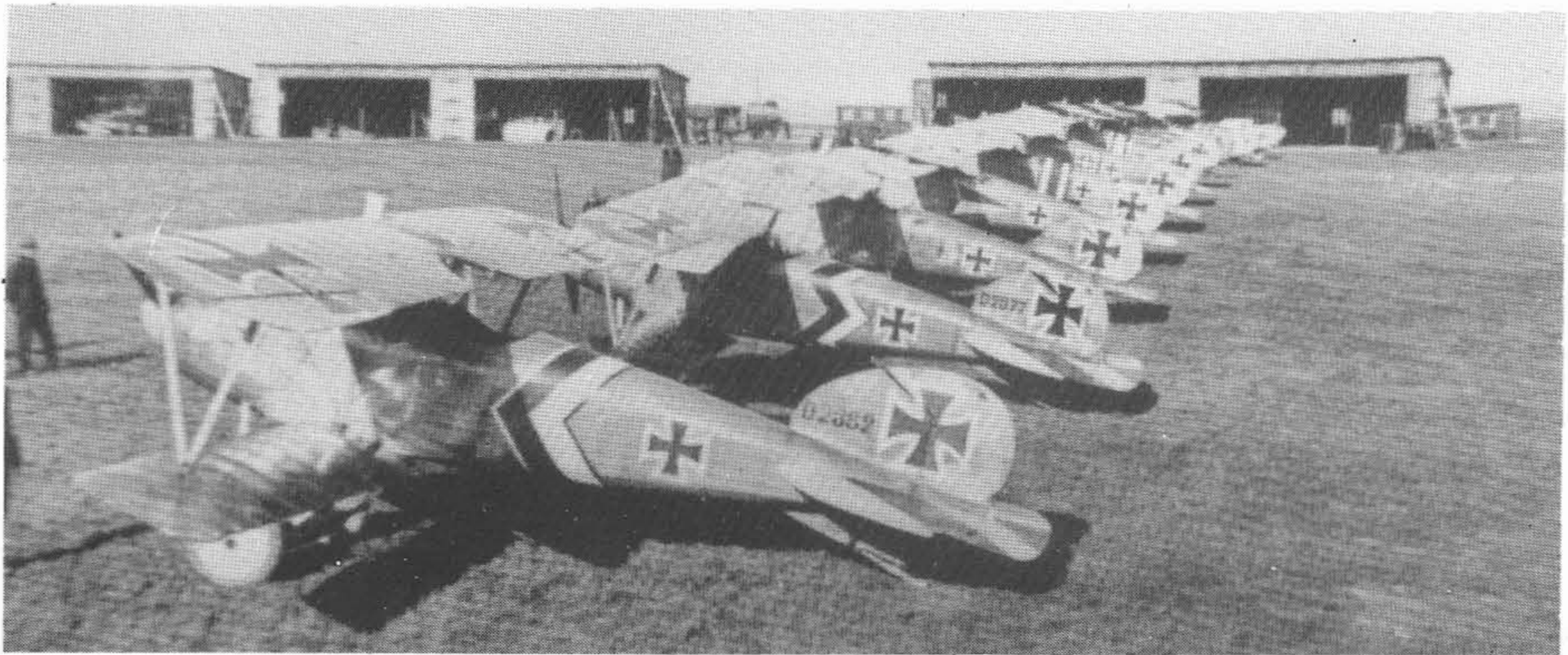
Above, pilot's view from the cockpit of an Albatros D.III, the aeroplane belonging to *Jasta 26* at Habsheim between March 4 and April 13 1917. Note 'cross-hair' sights on the front of both machine guns which seem to have been standard. Rear sight, not visible here, flipped up and took the form of a light square-shaped frame in a style

frequently seen in Fokker D.VII photographs. (*The late W R Puglisi via A E Ferko*)

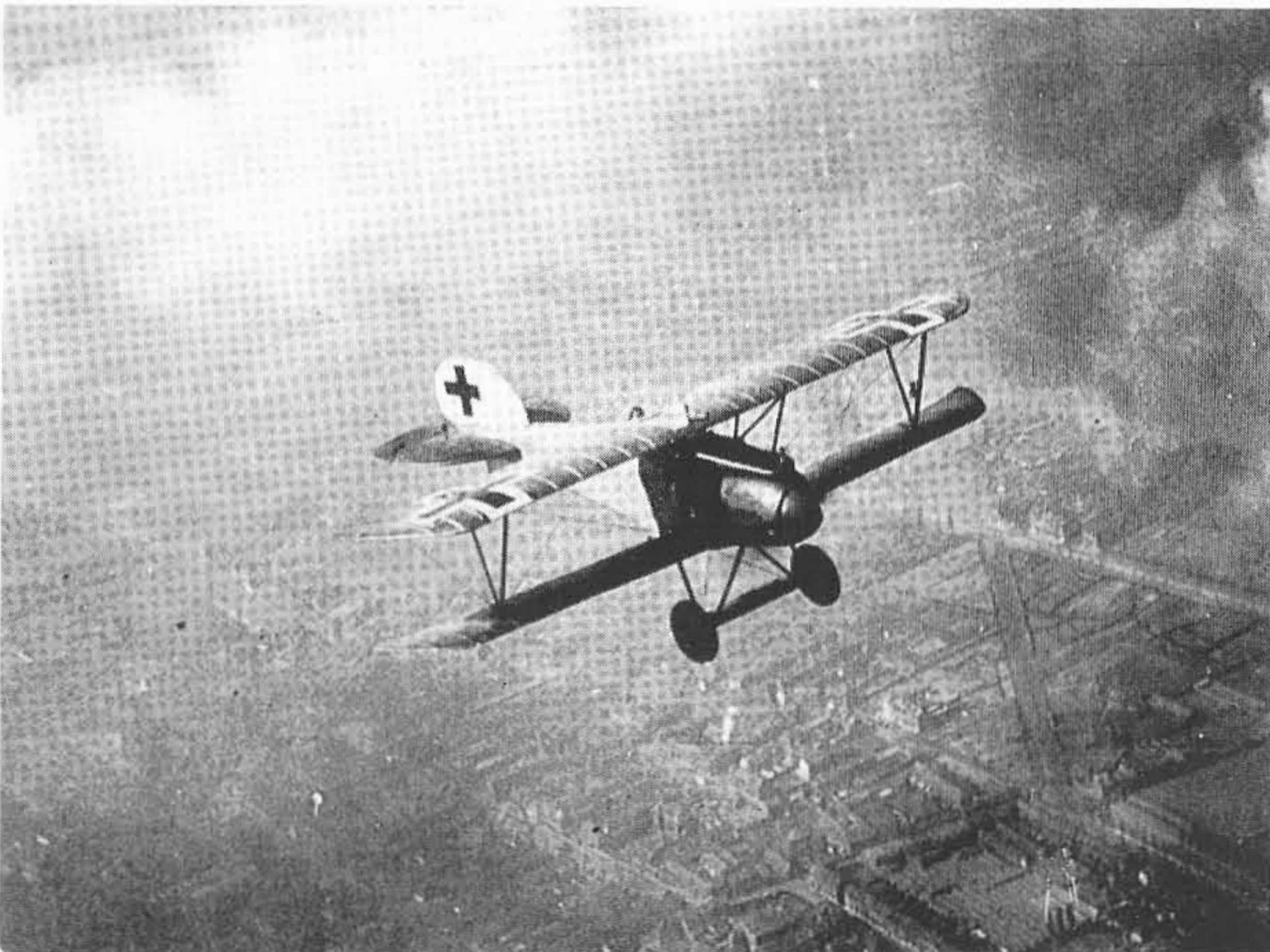
Below, *Lt. Emil Meinecke*, one of the leading fighter pilots of the Ottoman Empire, seated in a Turkish D.III based in the Dardenelles, 1918. To provide additional engine cooling in warmer

climes twin Teves and Braun wing radiators were fitted, as here, and to the left of the wing cut-out can be seen one of the radiator handles which controlled a crank connected to the shutters. Also of interest are the manufacturer's plates pinned to the centre of the wing cut-out and the light rib tapes and wing outlines.





Above, OAW-built Albatros D.III fighters of *Jasta 50* at Autremencourt in early 1918 – see also page 22. Unit colours as applied to tail surfaces are not known but may have been pale blue and red. (A E Ferko)



Left, this red-nosed, pale blue-fuselaged OAW-built D.III, seen over Flanders in early 1918, was from *Jasta 57* and may have been D.2385/17 flown by *Leutnant der Reserve* Paul Strähle – see colour plate on page 53. (A E Ferko)

Below, D.III D.606/17 belonged to the *Zentral Abnahme-Kommission*, the organisation responsible for the production acceptance of German aeroplanes during the war. Those with an eye for detail may note the extra wing bracing cable from the lower end of the 'vee' strut to the penultimate upper wing rib and those distinctive auxiliary wing braces.



ALBATROS D.V/D.VA

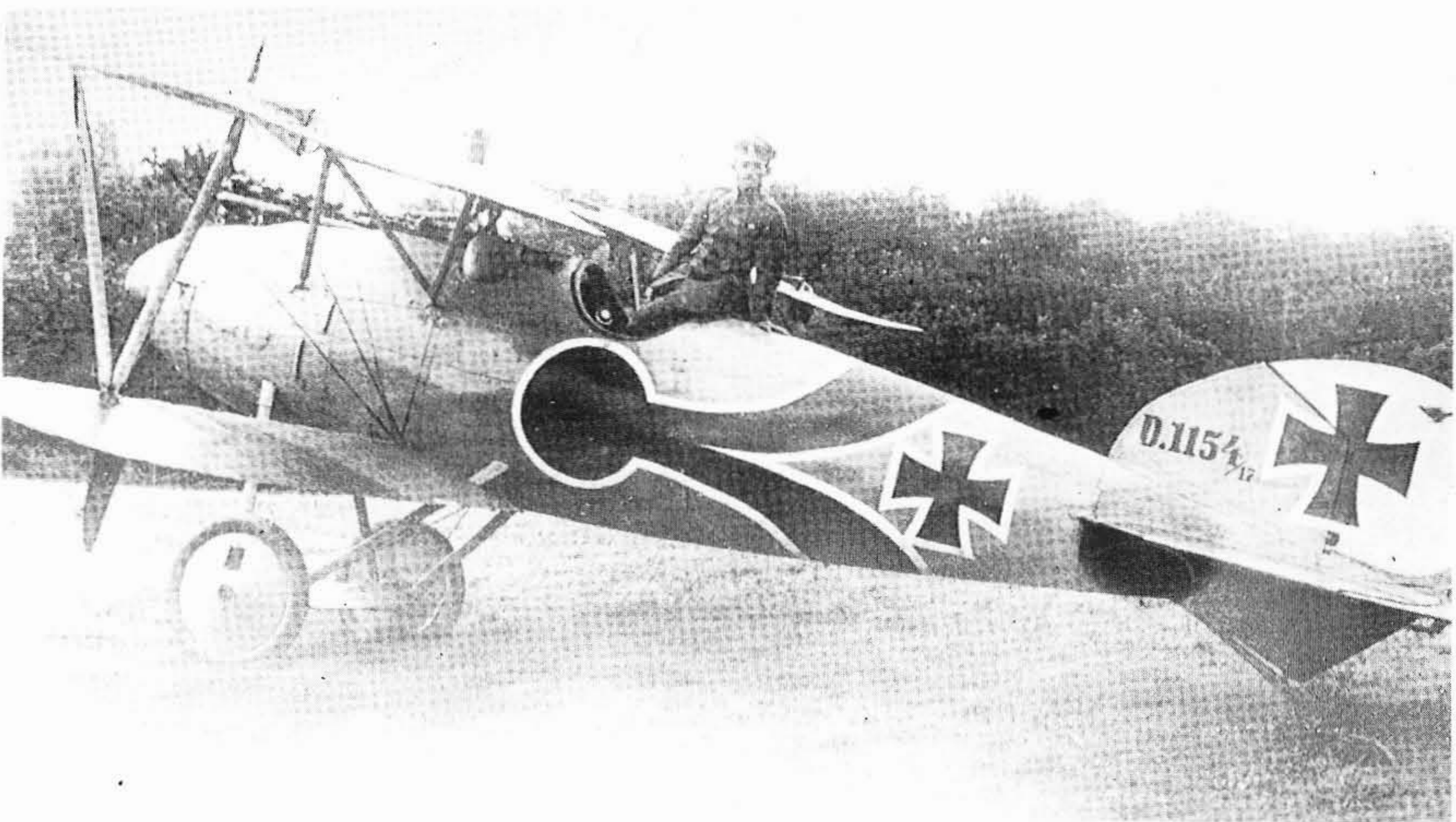


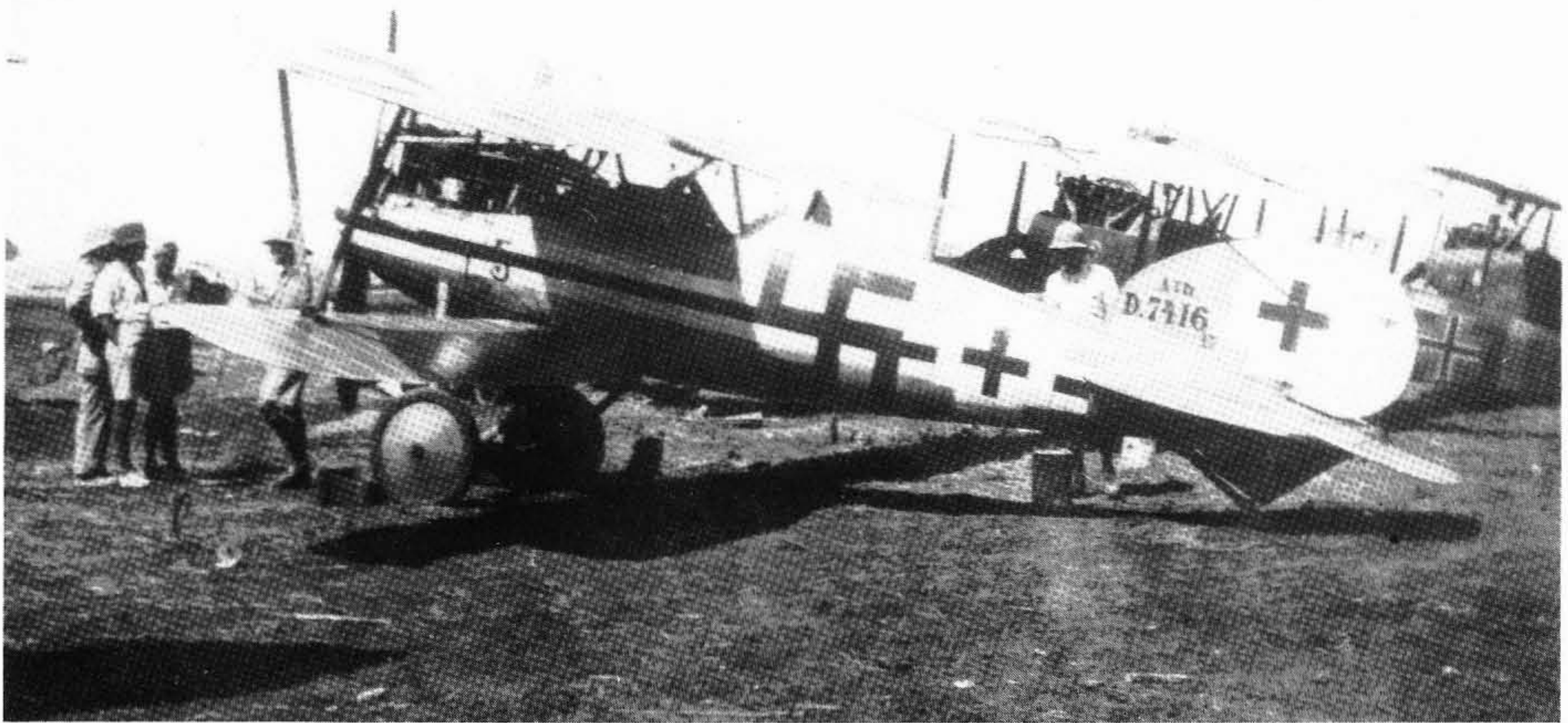
Above, Albatros D.Va D.7544/17 of the third production batch ordered in October 1917. The non-standard over-painted national insignia anticipates the standard form of *Luftwaffe* markings used in World War Two and the application of the serial number to the fuselage is unusual. (Dr. V Koos)

Below, D.1154/17 was an early production D.V flown by *Offz.-Stv.*

Max Muller of *Jasta 28*. The 'comet' fuselage marking was black and white, the spinner was red, and black 'M' initials were doped beneath both lower wings at one time. D.1154/17 bore factory finish of varnished ply fuselage with wings camouflaged on their upper surfaces in dark green and mauve with pale blue below, horizontal tailplane is yellow with a single black chordwise stripe on each

side and the rudder, clear-doped, bears the Albatros trademark near the trailing edge – see page 4. This photograph was taken around August 1 1917 shortly after Muller's 19th victory. In early June he had written to his father that about every two weeks he had his aeroplane's markings *changed* to confuse the enemy – modellers beware! (A E Ferko)



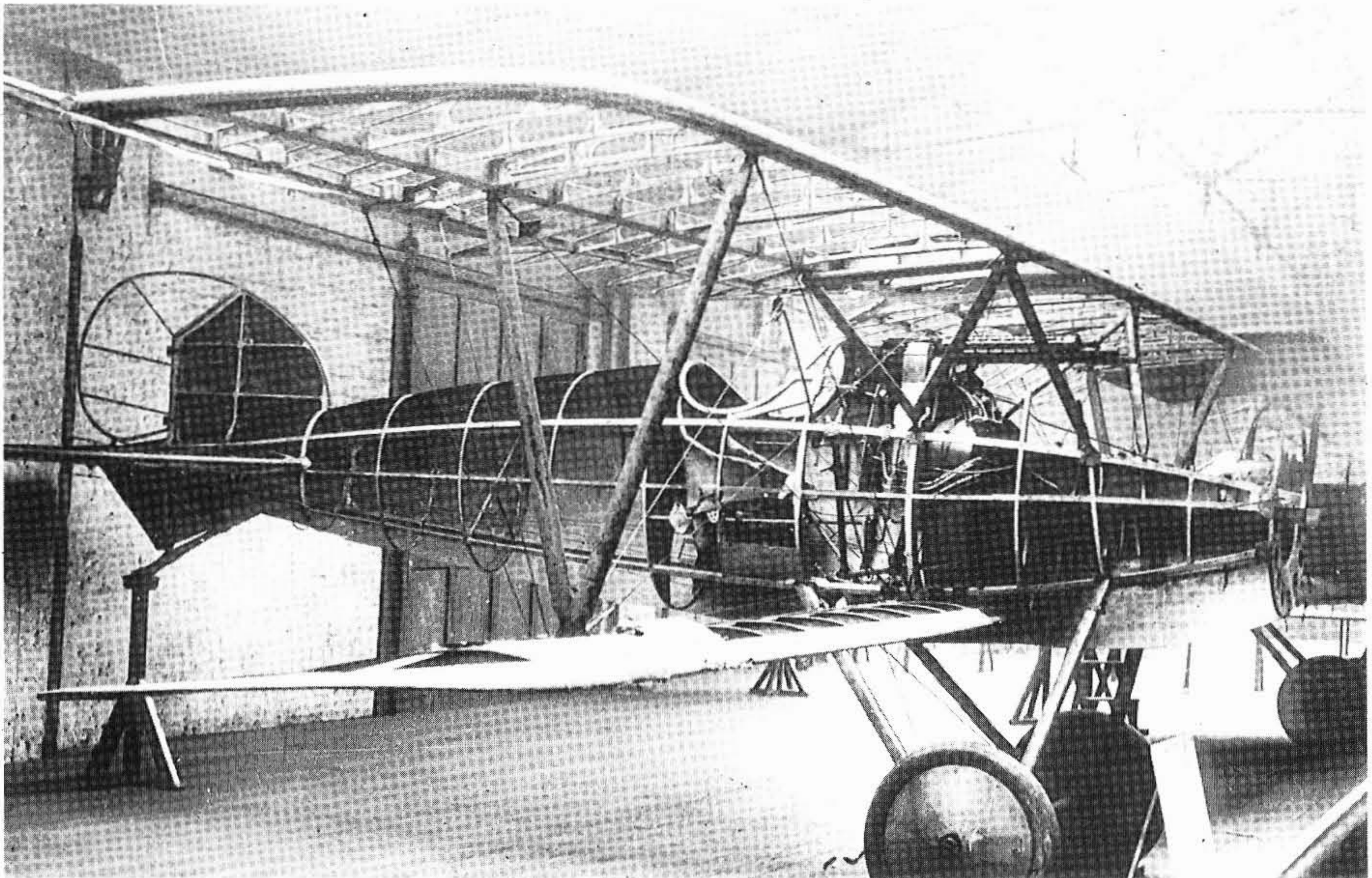


Above, Albatros D.Va D.7416/17 of the third D.Va production batch seen here after capture in Palestine, 1918. Printed fabric covering on wings and horizontal tailplane; fuselage markings probably in black and white.

Below, from November 1918 until January the following year an impressive collection of captured German aeroplanes and engines was

publicly displayed in London at the Agricultural Hall, Islington. The aeroplanes were partially stripped of fabric and ply covering to reveal structural details and among those on display were Albatros D.I D.410/16 seen here behind D.Va D.5253/17 flown by Lt. Max Sakowsky of *Jasta 14*. Sakowsky was brought down on November 13 1917 by Allied anti-aircraft fire forcing him to land behind British

lines and consequently taken prisoner. This revealing photograph of D.5253/17 (given the British capture No.G.90) provides a rare opportunity to study the framework of the typical D.Va fuselage and wing structure – control surfaces were of steel tube. Also of interest in this view is the position of the pilot's seat, fuel tanks and belt feed for the machine guns. (Dr. V Koos)



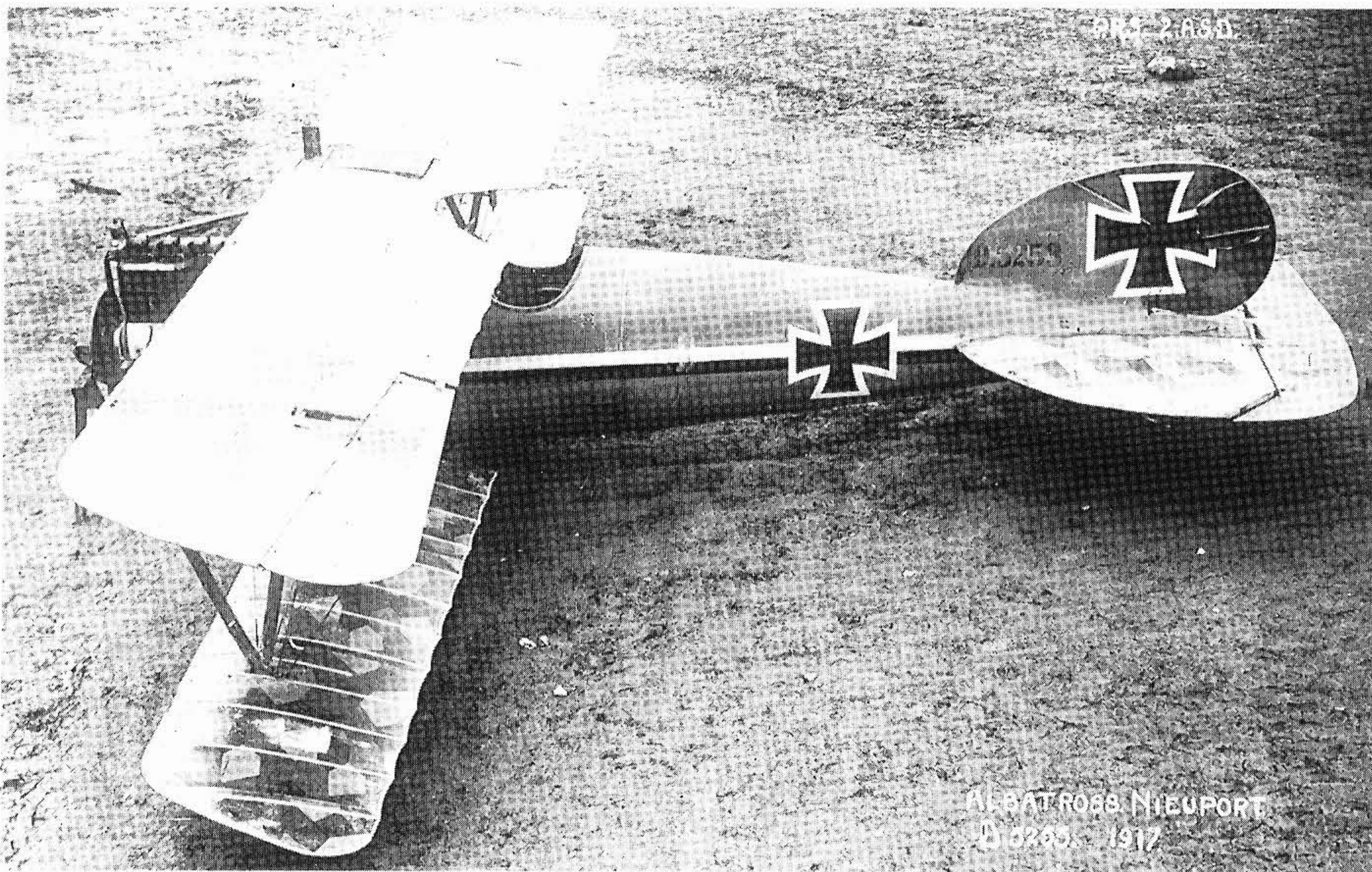


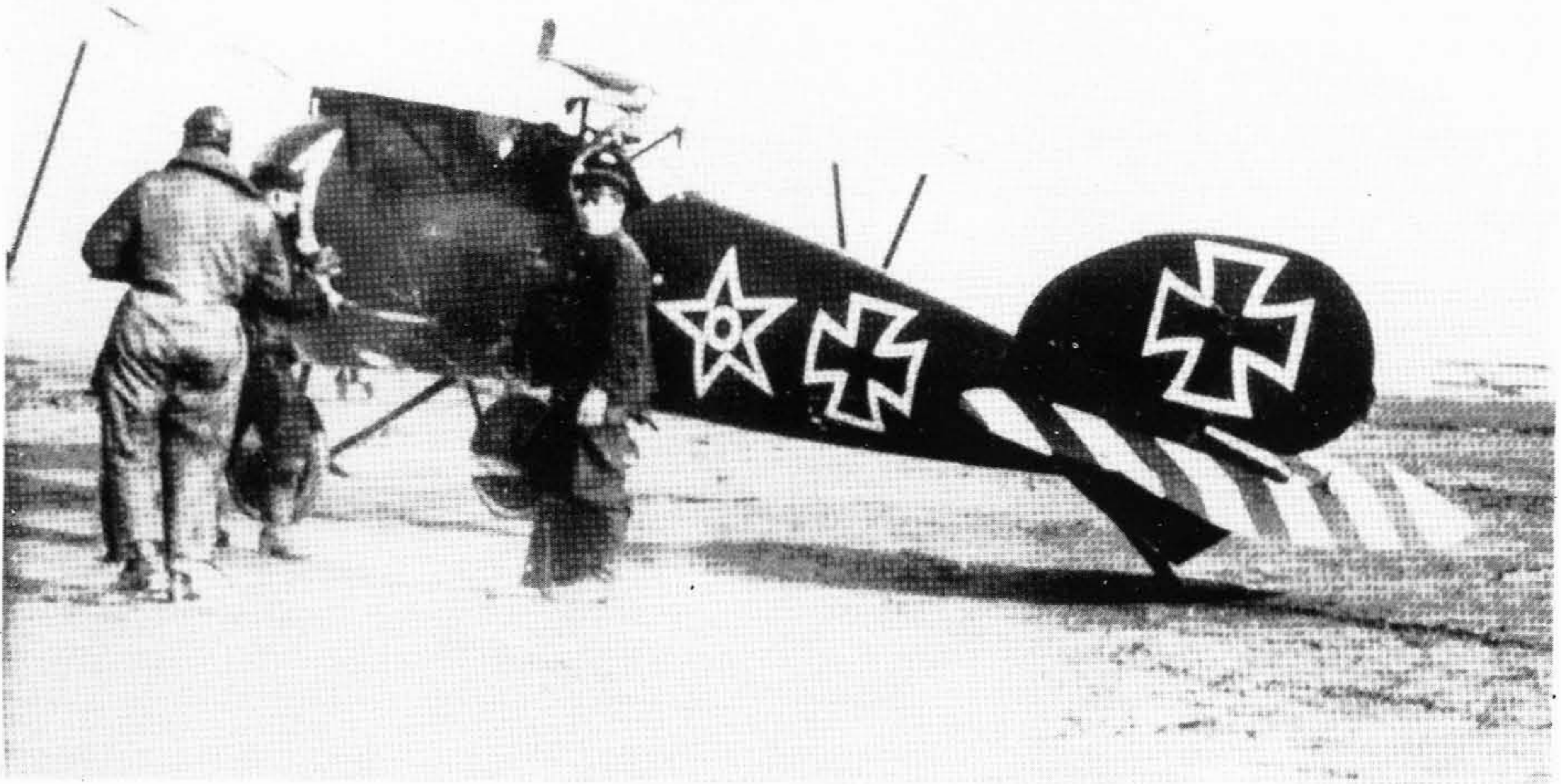
Above, *Oblt.* Hasso von Wedel of *Jasta* 75 crashed this D.Va in July 1918. The unit colours encircling the fuselage were repeated on elevator and horizontal tailplane while the aeroplane also bears von Wedel's personal *Richtrad* marking in red on top and both sides of the fuselage. The

device represents a form of medieval execution whereby a criminal was tied to a wheel, having had his limbs broken, after which the wheel would be hoisted atop a pole and the victim left to die – hence the expression 'broken on the wheel'. The same marking was used by von Wedel on the Albatros D.V

and Fokker Dr.I aeroplanes he flew when previously serving with *Jasta* 14. (*Dr.V Koos*)

Below, another view of Sakowsky's D.5253/17 (shown opposite) shortly after capture. The machine bears the markings of *Jasta* 14.





Above, Albatros D.Va flown by Lt. Karl Haustein of *Jasta 37* at Wynghene airfield, Flanders – fuselage markings are black and white. The pilot's initial (H) was applied on both port and starboard sides of the upper wing in large black characters narrowly outlined in white. Normally the aeroplane number painted on the forward fuselage, a numeral 1 in this instance, was repeated beneath both lower wings, also in white outlined

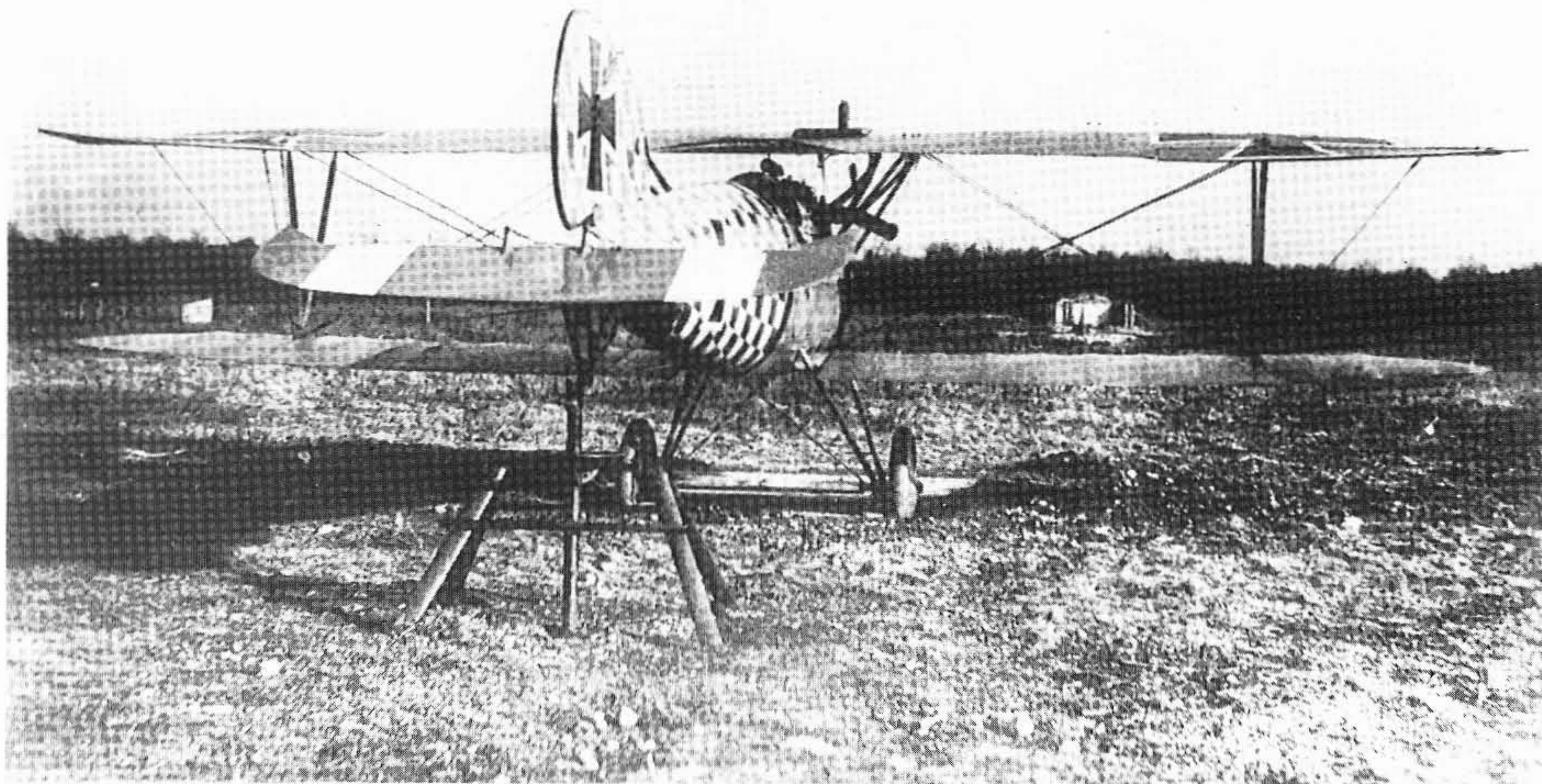
black characters. Tail stripes are black and white. (*The late W R Puglisi*)

Below, unidentified D.V. The lack of armament and large fuselage numerals suggests the machine may have been used as a squadron hack or as belonging to a fighter school. The black and white horizontal fuselage stripes indicate that this Albatros may have previously seen service with *Jasta 14* – note worn finish. (*Dr. V Koos*)



Axial airscrew logo – cream and black





Above, this Albatros D.Va is trestled up to sight the guns. Thought to be photographed at Habsheim, the machine is supposedly from *Jasta 76b* – note squadron markings on tailplane and elevators – and may have been the aeroplane of *Lt. Böning*, CO of that unit. Chequerboard markings were possibly blue and white. (*E Krüger*)

Below, Albatros D.V D.1119/17 of the

first D.V production batch, flown by *Oblt. Ernst Frieher von Althaus* CO of *Jasta 10*, circa July 1917. The upper rear fuselage has been modified to incorporate a large, distinctly non-standard, headrest fairing which must have seriously impaired the pilot's rearward vision. Wings and tailplane are camouflaged in green and mauve on their upper surfaces, pale blue below, and the fuselage fin and rudder are thought to have been either deep

chrome yellow (the squadron colour) or orange/red. The five white dots and outlined horizontal bar may represent international morse code versions of H (.) and A (—); von Althaus used his initials as personal markings on occasion so from the port side 'HA' possibly indicates 'Hussar Althaus', a nickname the pilot acquired earlier in his wartime career when an ensign of the 1st Regiment of the 18th Hussars. (*M Schmeelke*)



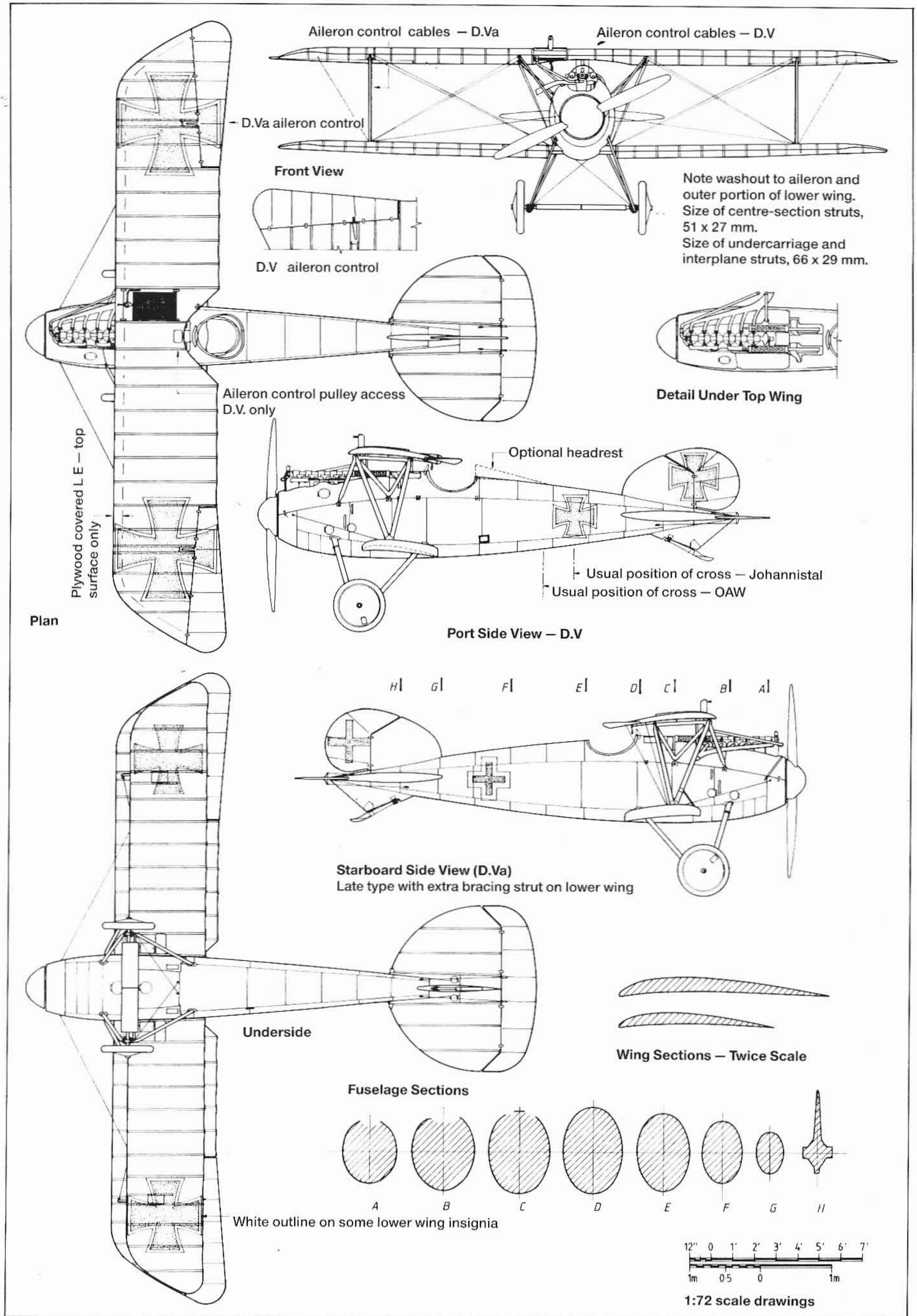


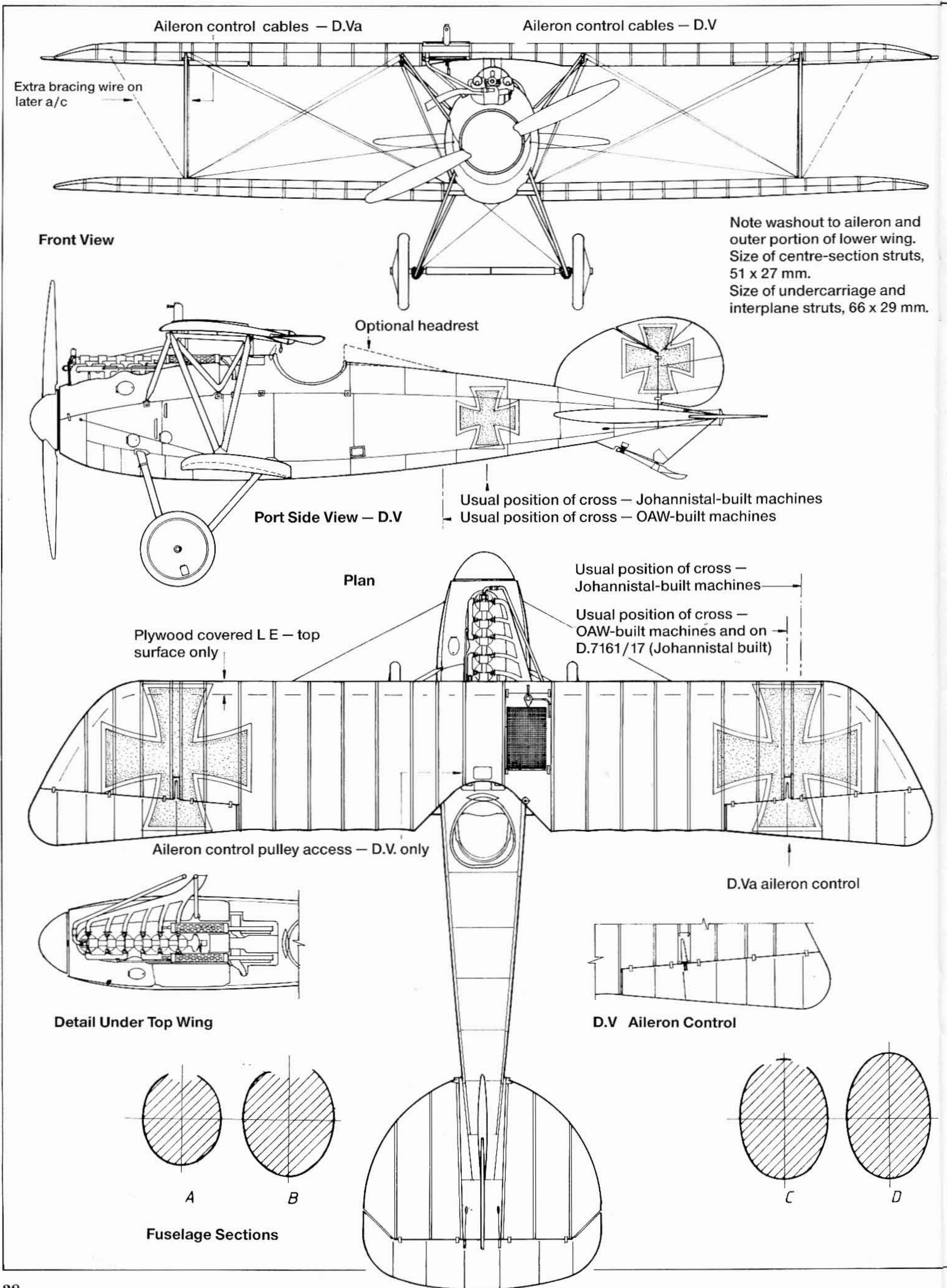
Above, an unknown pilot seated in an unidentified Albatros D.Va of a *Marine Feld Jasta*. The photograph clearly reveals the printed camouflage fabric applied to the wing, radiator, centre-wing strut fittings, metal panel cut-out for radiator pipe and stitching of leather cockpit coaming. The closely-stippled camouflage finish may have been dark green applied directly over the glossy clear-varnished or aluminium-doped fuselage in an attempt to reduce its brightness. (Dr. V Koos)

Below, Lt. Heinrich Gontermann of *Jasta 15* stands before his Albatros D.V — note leader's pennant attached to upper part of the tail skid. The entire fuselage has been closely stippled in dark green (?) over an aluminium-doped finish. The stippling also extends to the fin, rudder and part of the lower wing upper surfaces; fuselage band was red, wings and tailplane camouflaged on their upper surfaces in dark green and mauve, pale blue beneath. Quite a few of the early D.V machines are believed to have had

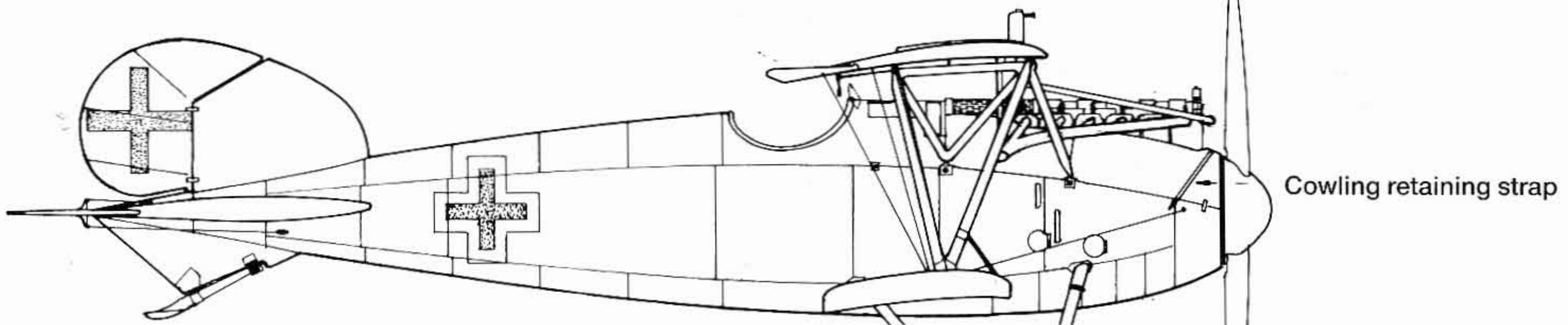
aluminium-doped fuselages and many examples have been noted bearing the stippled finish as seen here. Obviously it is almost impossible to distinguish between aluminium-doped and clear-varnished fuselages from study of monochrome photographs so modellers should exercise caution when selecting final colour schemes. It is thought that many early production Albatros D.V fighters had aluminium-doped fuselages and several photographs show these machines in service with *Jastas 15* and *37* as well as *Marine Feld Jastas*.



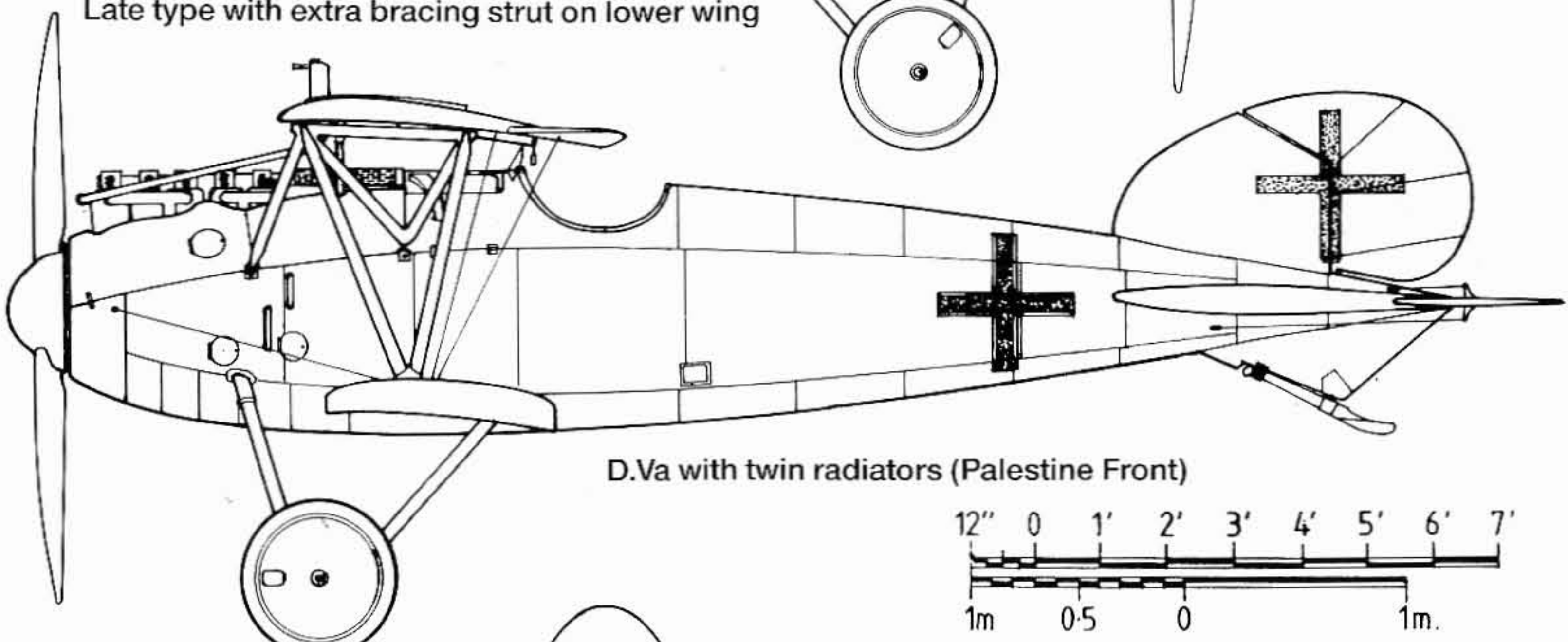




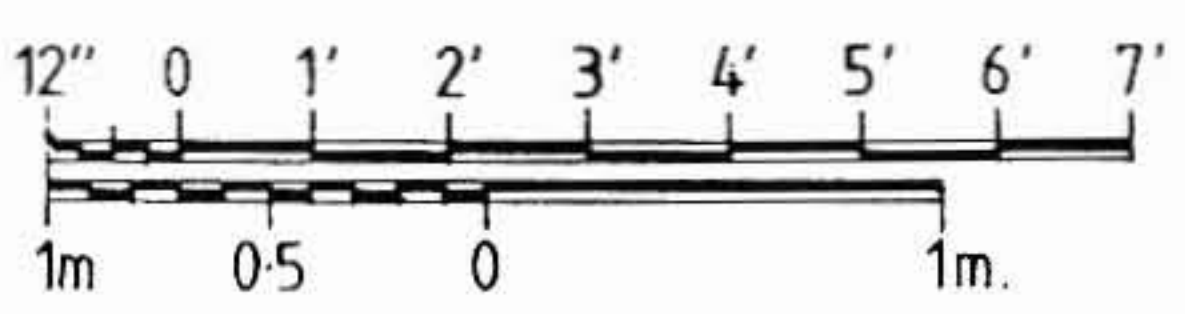
H | G | F | E | D | C | B | A |



Starboard Side View (D.Va)
Late type with extra bracing strut on lower wing

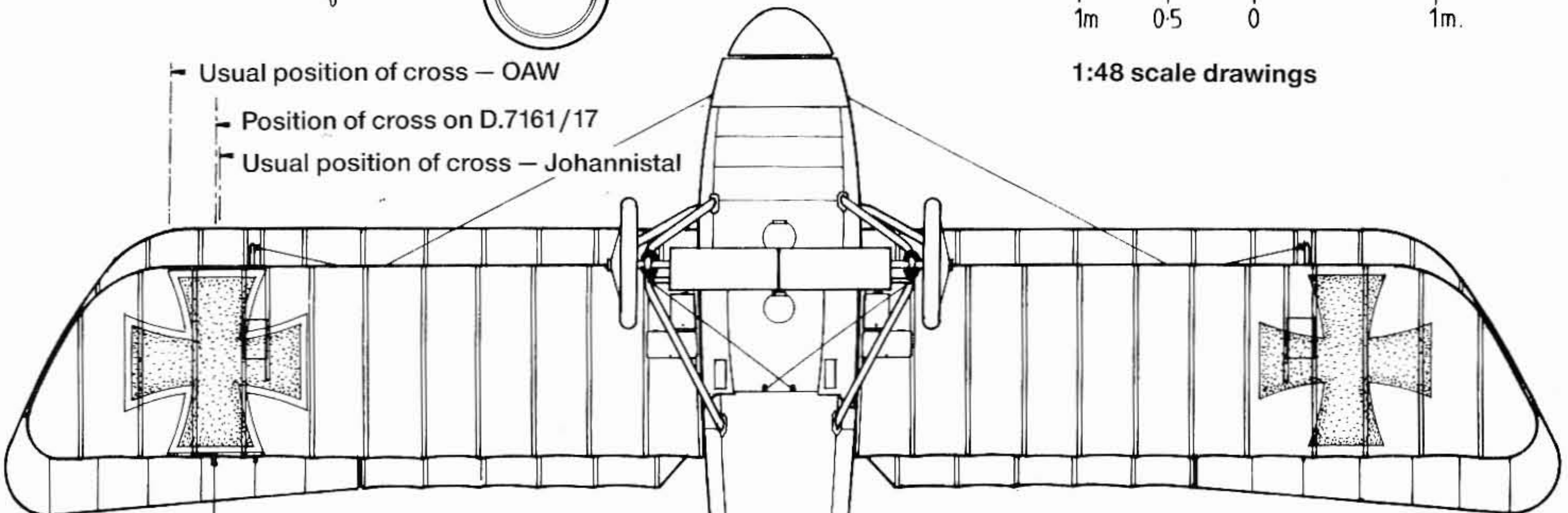


D.Va with twin radiators (Palestine Front)

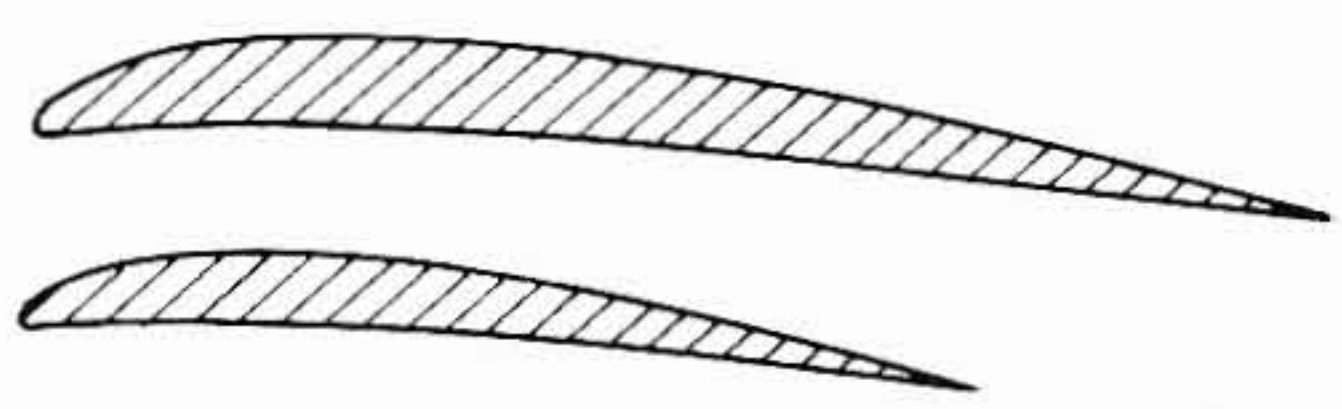


1:48 scale drawings

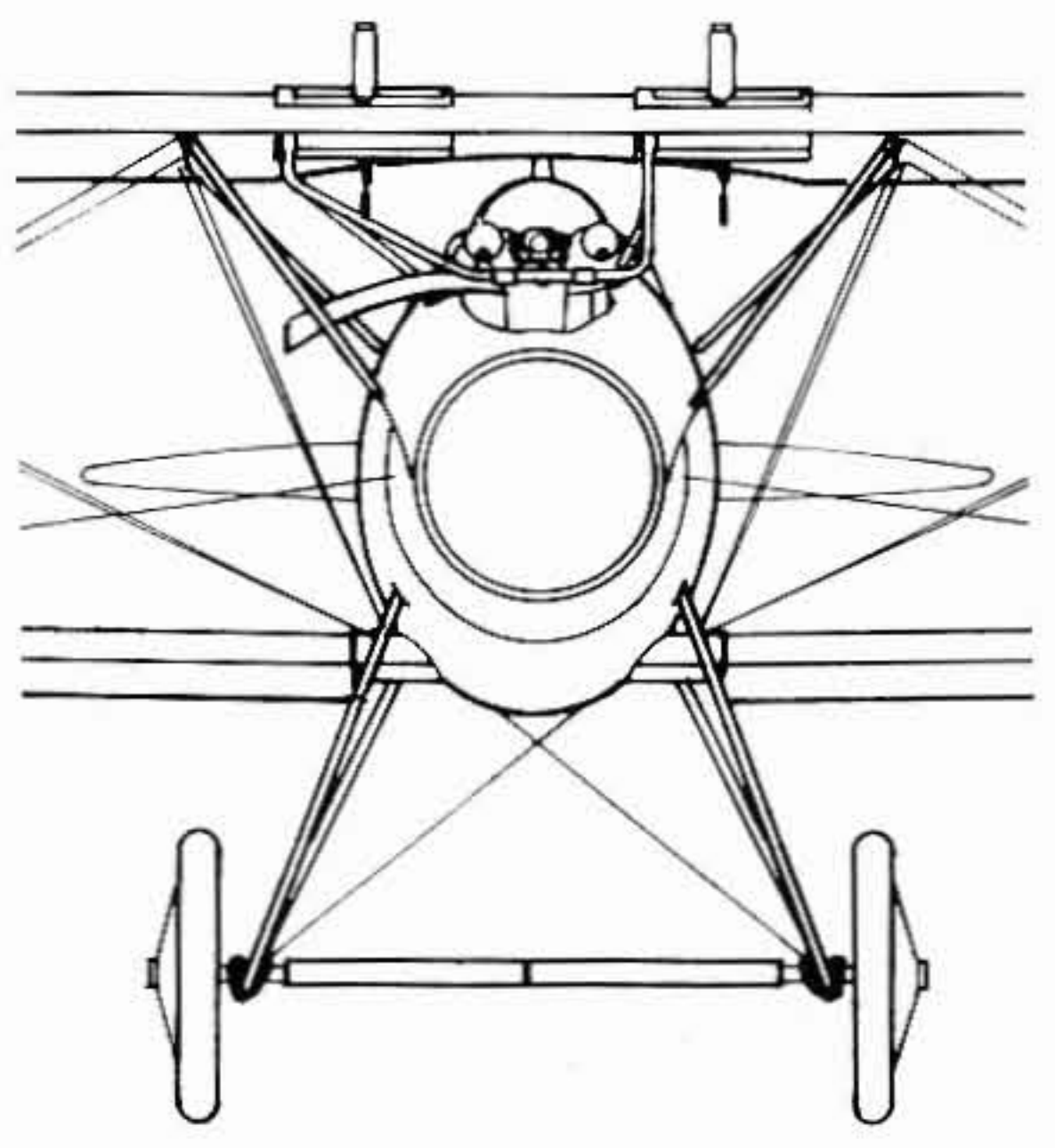
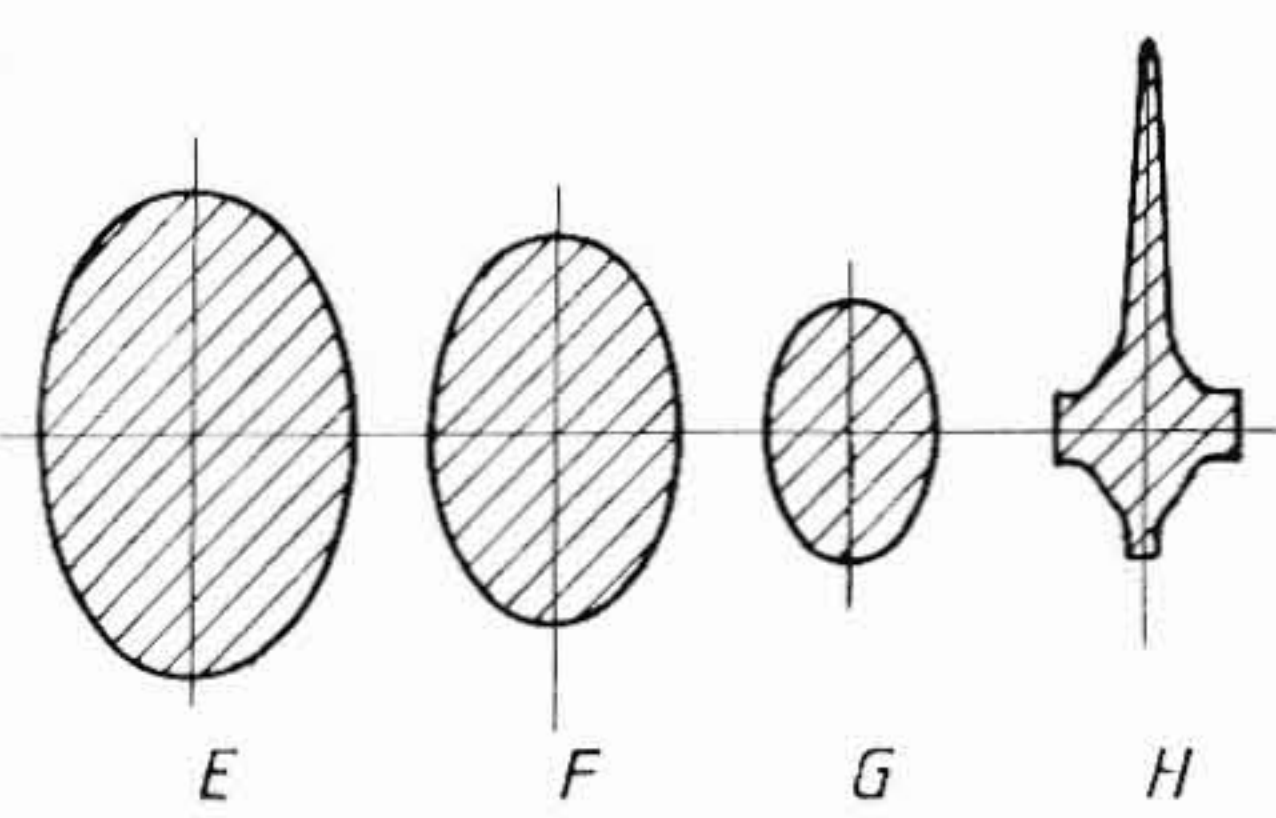
- Usual position of cross - OAW
- Position of cross on D.7161/17
- Usual position of cross - Johannistal



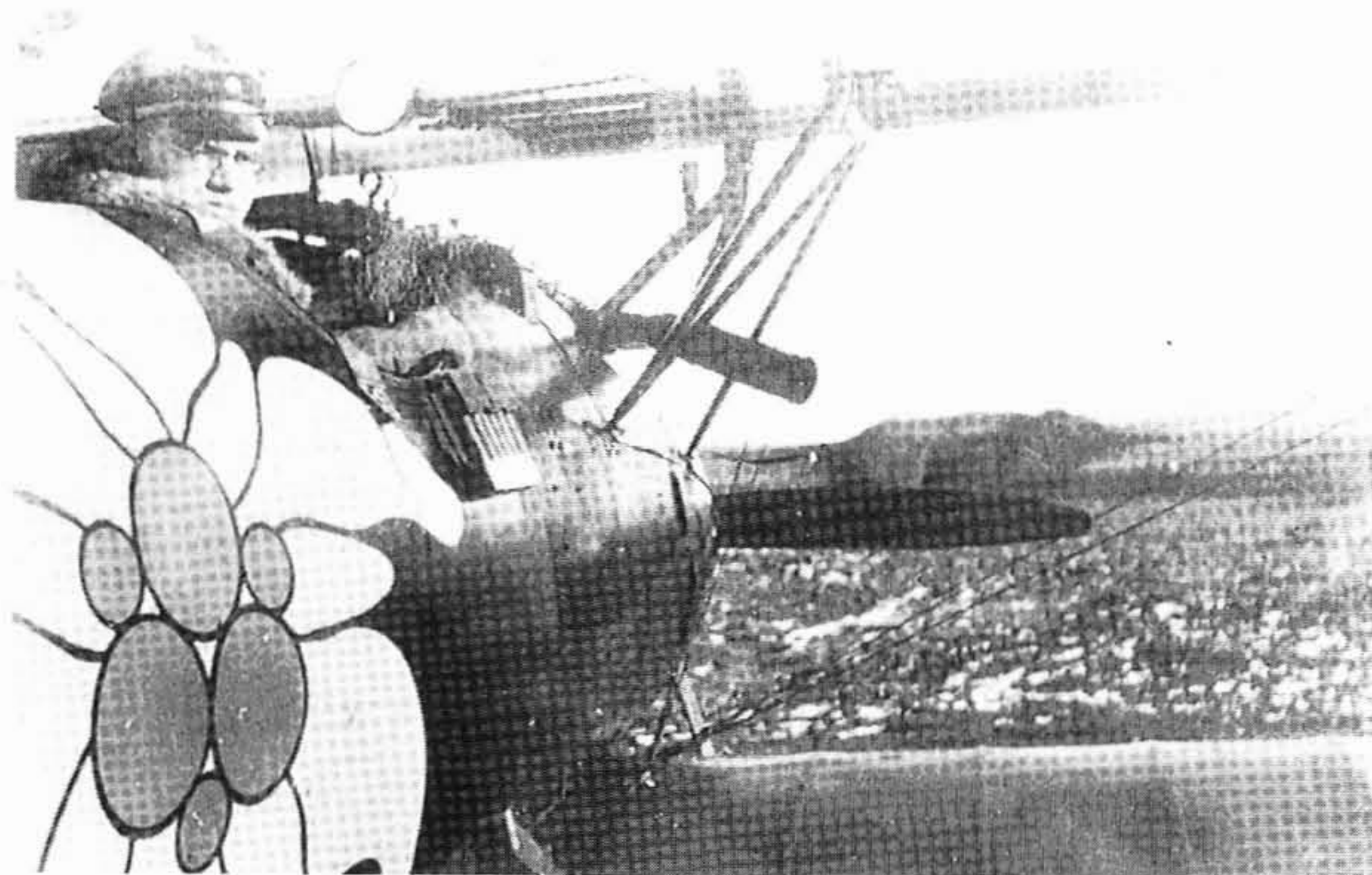
White outline on some lower wing insignia



Wing Sections - Twice Scale

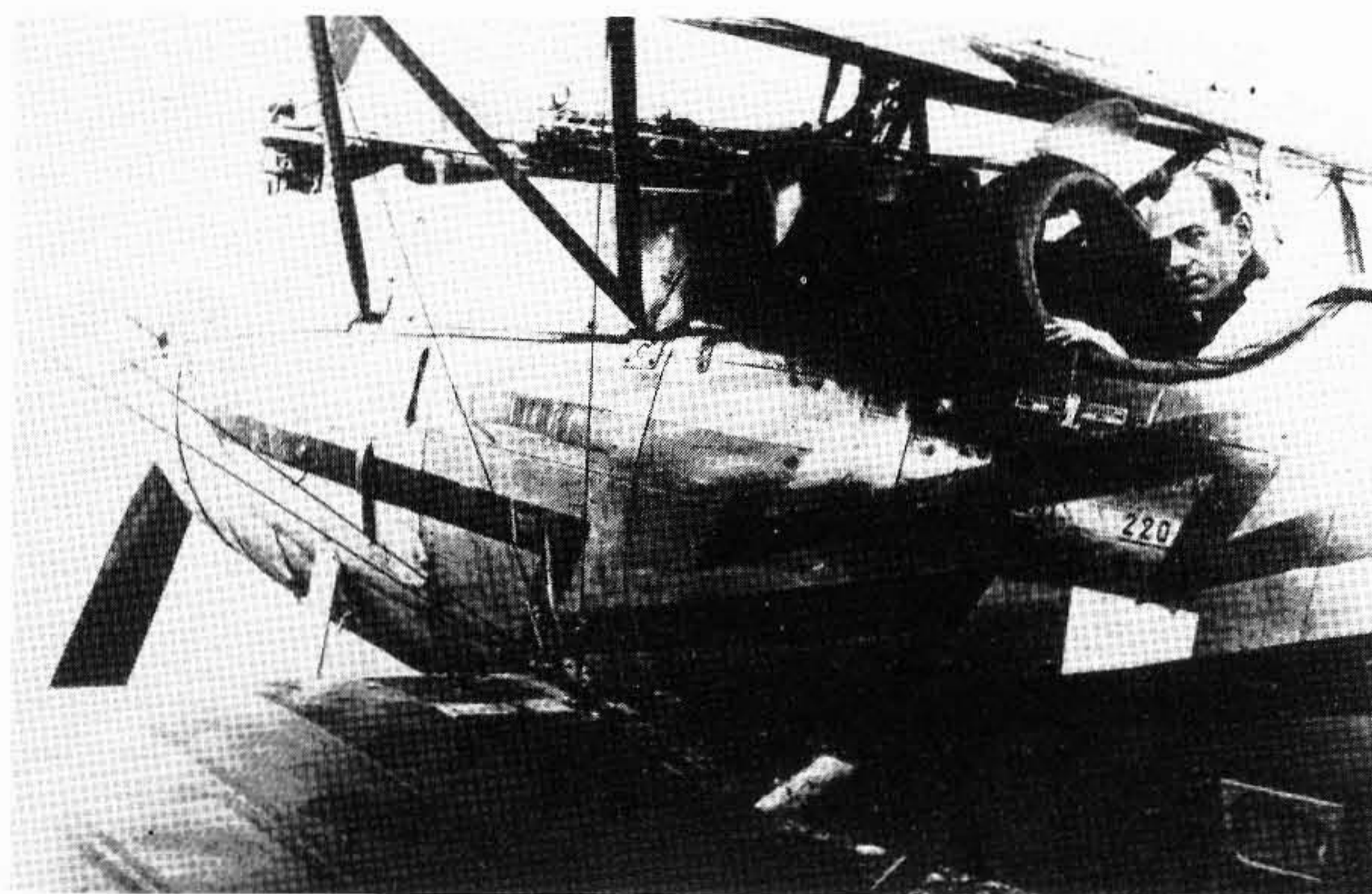


D.V/D.Va with twin radiators (Palestine Front)

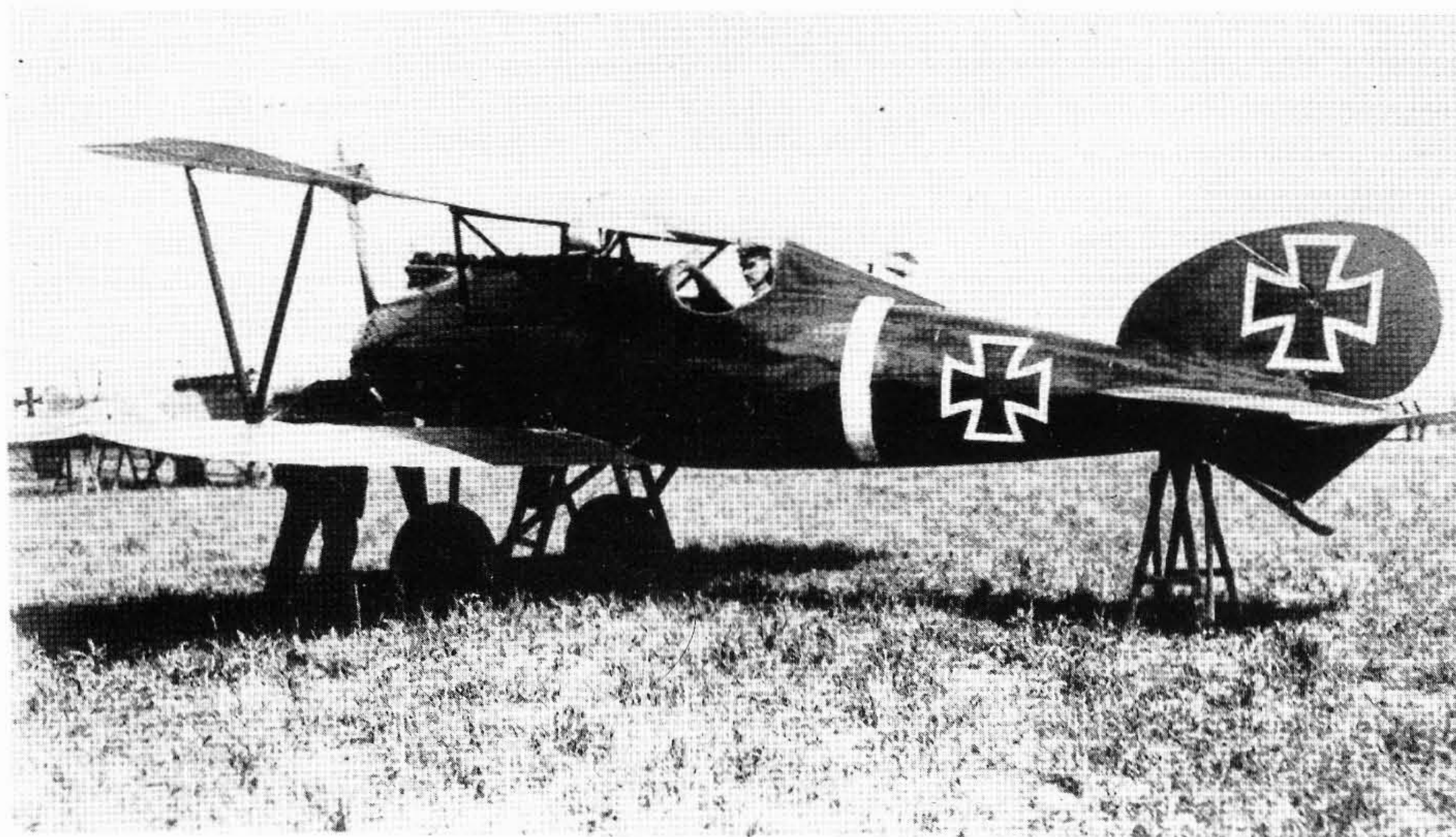


Left, Lt. Otto Kissenberth in the cockpit of one of at least two similarly-marked Albatros D.V fighters he flew featuring the *Edelweiss* motif in white and yellow. Kissenberth began his successful wartime career on October 12 1916 when he brought down three aeroplanes while flying Fokker monoplanes with *FLAbt 9b*; three more victories were scored with *Jasta 16* between May and July 1917. In August Kissenberth became CO of *Jasta 27* and scored a further 13 victories. (A E Ferko)

Right, Lt. Hans Jungwirth served with *Jasta 78b* from July 28 1918 up to the Armistice. His Albatros D.Va D.6669/17 was marked with black (or red) lightning flashes on the fuselage sides – note metal manufacturer's placard below cockpit. (The late W R Puglisi via A E Ferko)

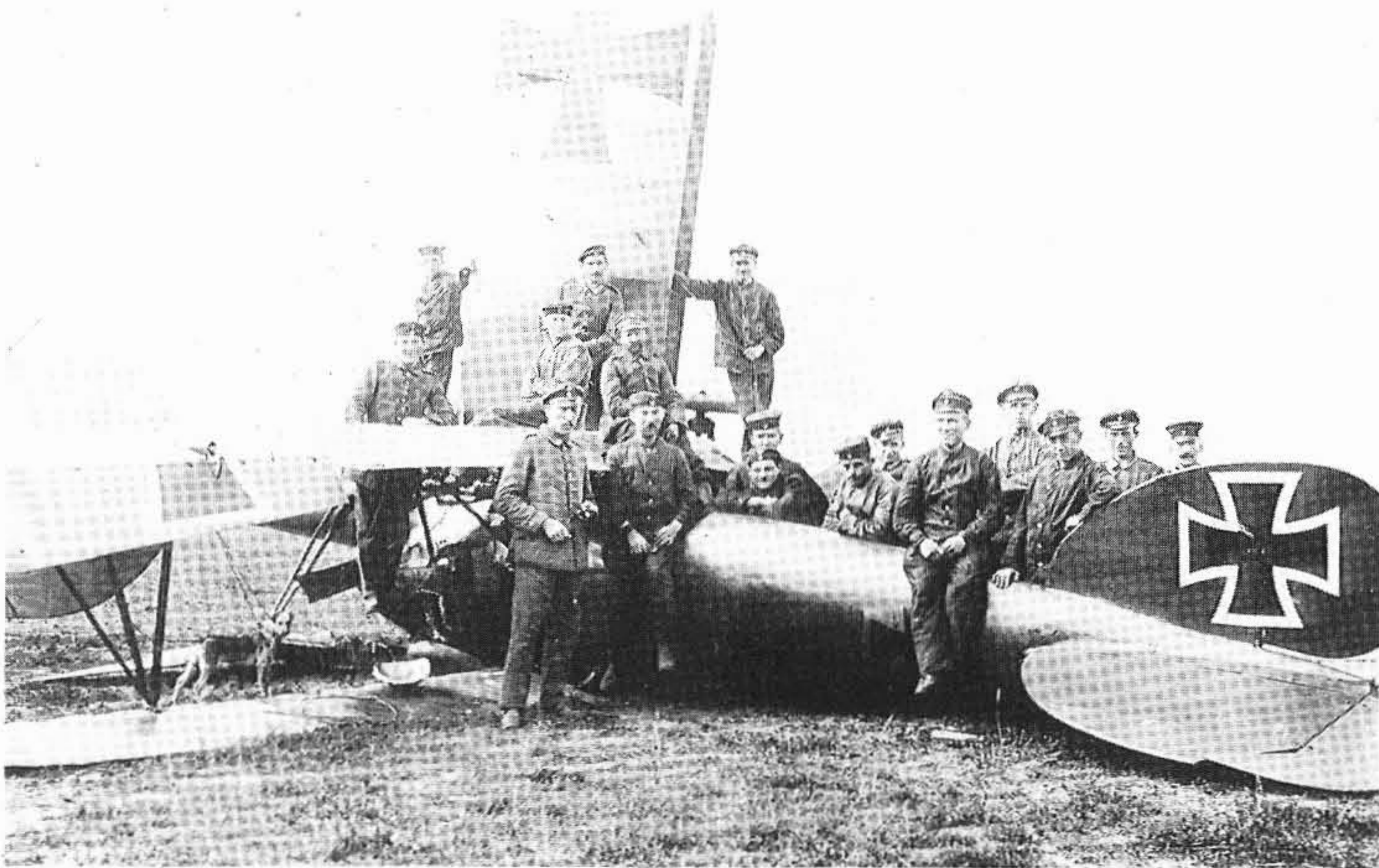


Below, an early production Albatros D.V with *Jasta 14*, Summer 1917; identity of the pilot and colour details are unknown. Like many early D.V machines it features a tall headrest, these were later reduced in height when found to hinder rearward vision and finally eradicated altogether since they served no useful purpose. (A E Ferko)



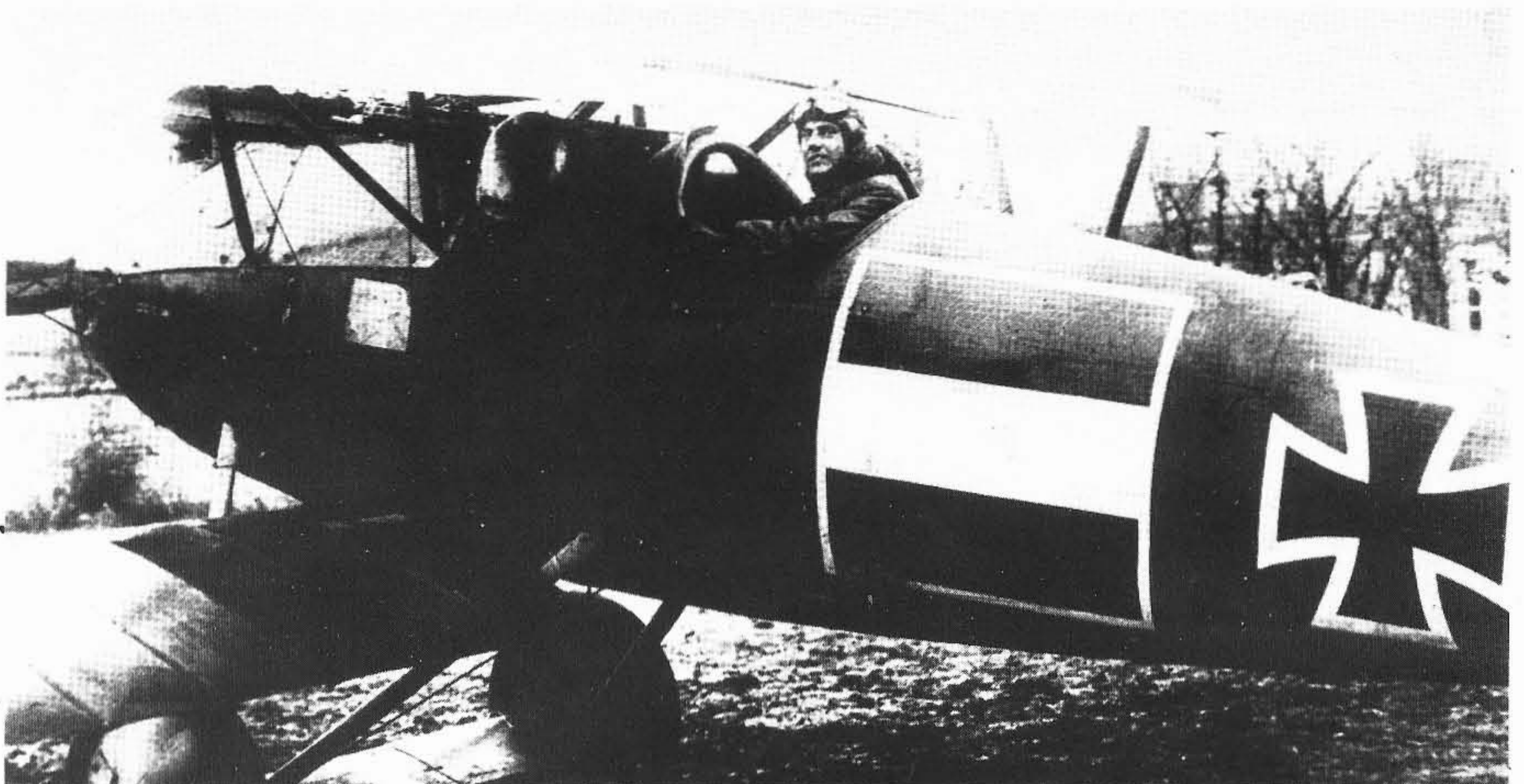


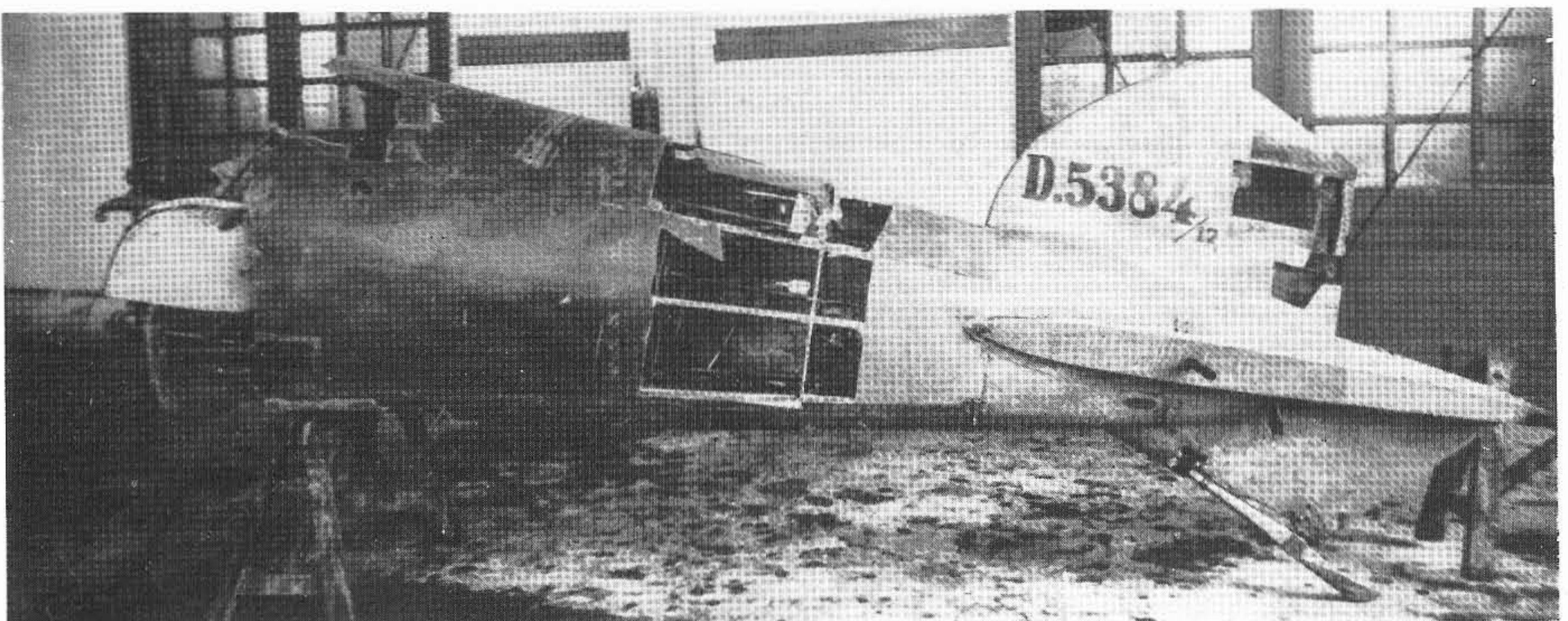
Above, an early factory-fresh example of a D.Va.



Left, collision! Two D.V fighters come to grief in 1917. The machine in the foreground features non-standard 'vee' strut support and bears stencilled legend 2146 on the aileron which may well be the serial number. Although there are no details of pilot or markings, this D.V is believed to be from *Jagdgeschwader (JG) I.* (A E Ferko)

Below, *Vzfw.* Paul Hiob of *Jasta 13* in an unidentified D.V; colours not known. Hiob scored two victories and lost his life in a Halberstadt C1.II on February 21 1918 as a result of an accident. (M Schmeelke)







Opposite page:

Top, *Lt. Otto Fuchs* served with both *Jasta 30* and *77* – this *D.Va* bears his personal marking, a black fox chasing a cockerel. The thin stripe painted below the signal flare cartridge rack is the fuselage datum line, painted either black or red. (*Dr. V Koos*)

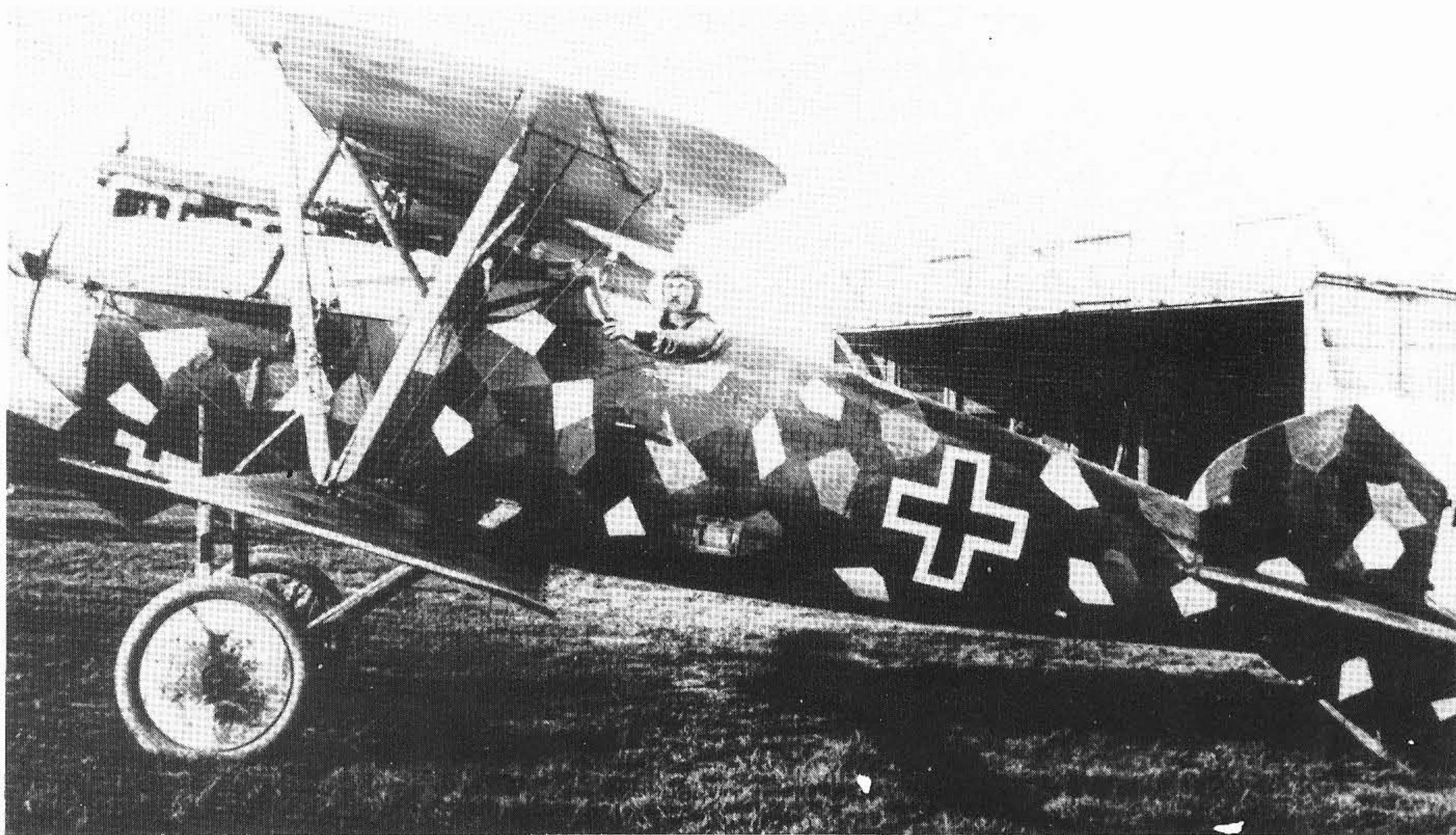
Centre, *Rittm. Manfred Freiherr von Richthofen* was brought down with a head wound on July 6 1918 when flying

this *D.V* which features red-painted tail unit, nose, spinner, wheel covers, wing upper surfaces and struts; possibly upper wing national markings were also overpainted in red but can one be certain? (*Dr. V Koos*)

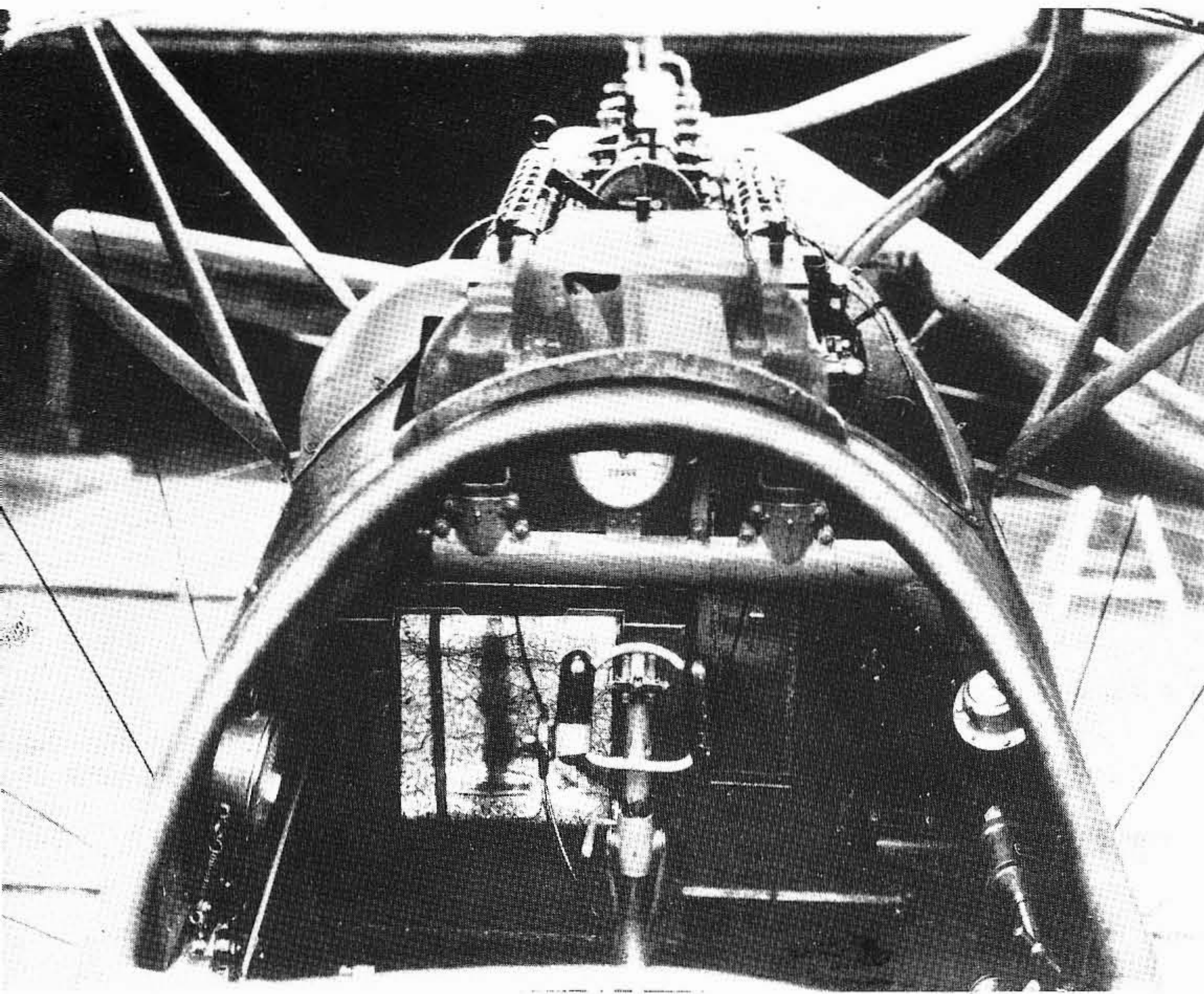
Below, the remains of *D.Va D.5384/17* in Allied hands – note the oft-overlooked wire lifting handle fitted to the lower rear fuselage just below the tailplane root leading edge.

This page:

Two views of *D.Va (OAW) D.6649/17* with *Vzfw. Ludwig Reimann* of *Jasta 78b* at Bühl in 1918. The fuselage of this *Albatros* has been carefully painted to match the printed fabric applied to wings and tailplane. *Reimann* came from *Jasta 77b* and served with *78b* from February 25 1918 up to the Armistice; he scored two victories, one of which was with *Jasta 78b* on November 3. (*WR Puglisi via A E Ferko*)



ALBATROS D.V/D.VA IN DETAIL



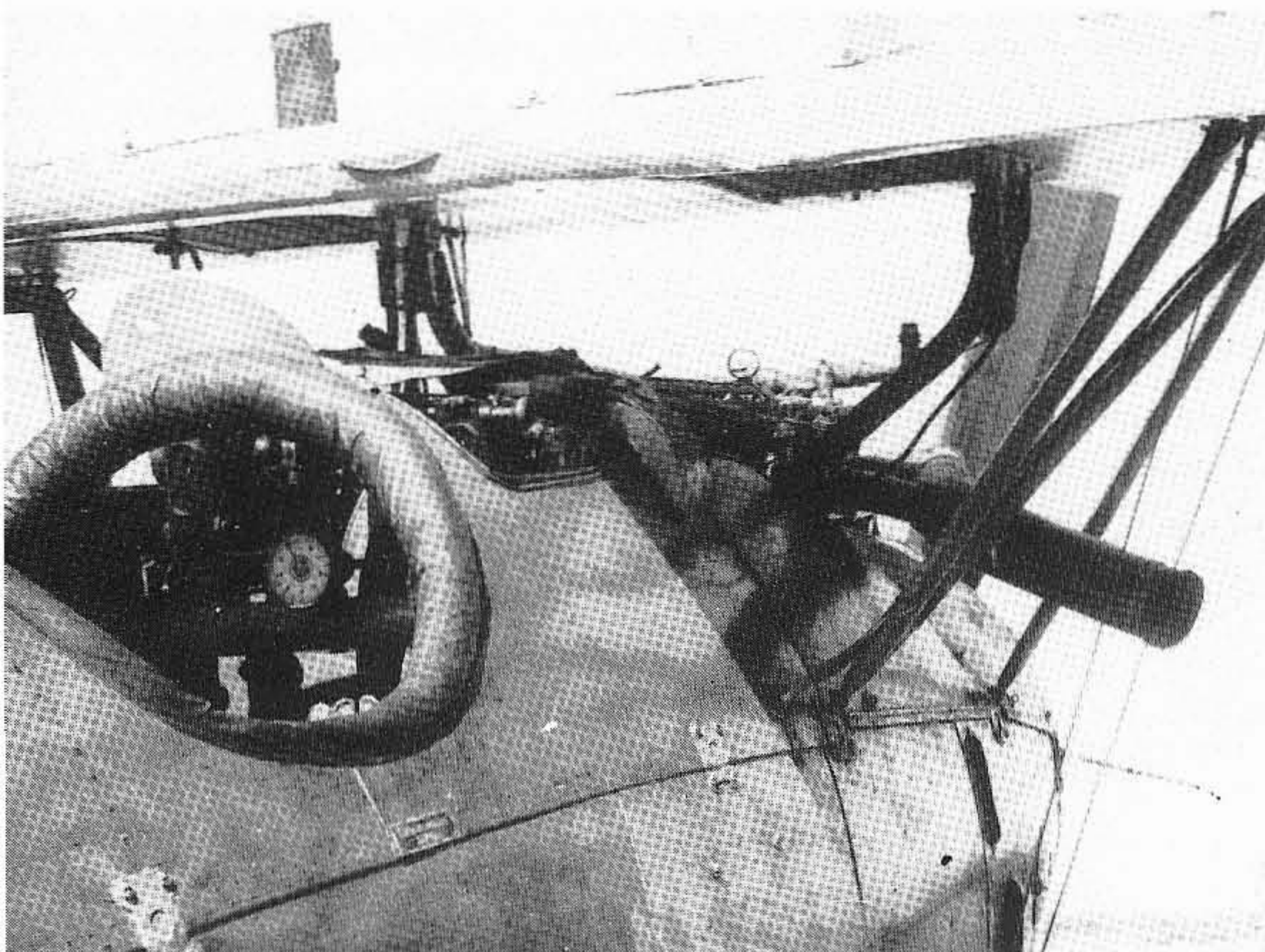
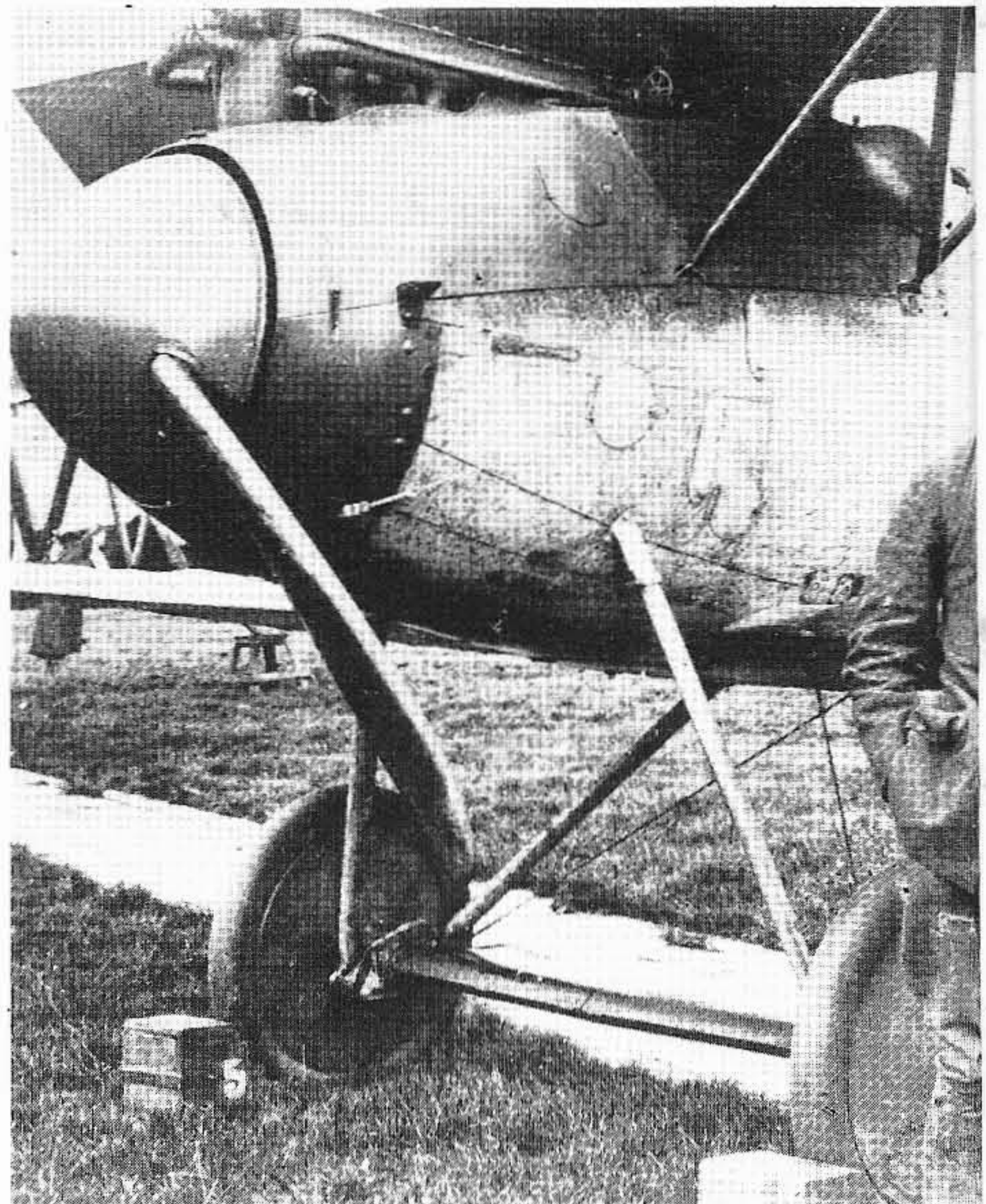
Left, revealing aspect of an Albatros D.Va cockpit with map case prominent at left. Note tubular horizontal support for machine guns and style of windscreen – compare leather padding of this *Jasta 5* machine with that of the D.Va at lower left. (A E Ferko)

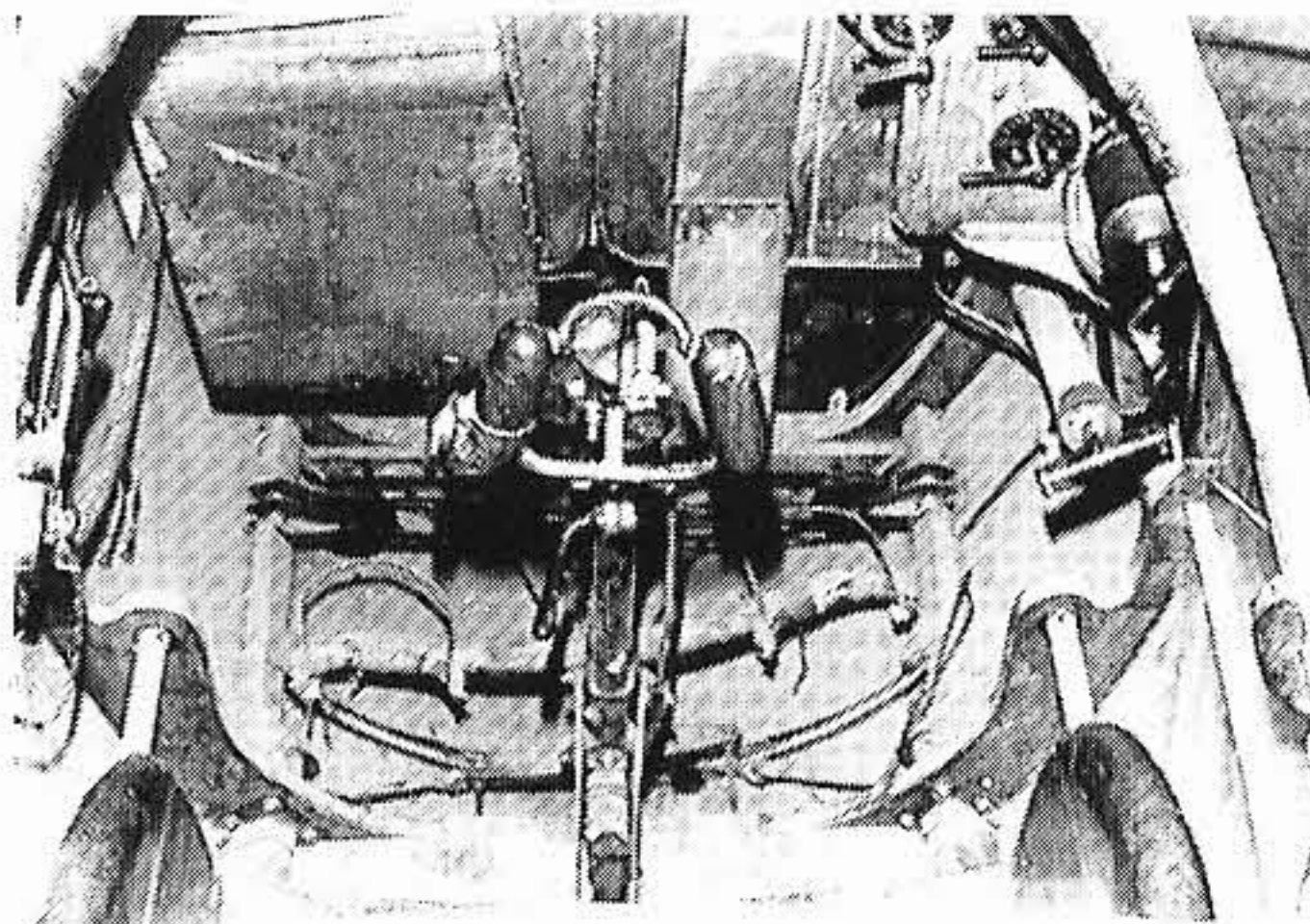
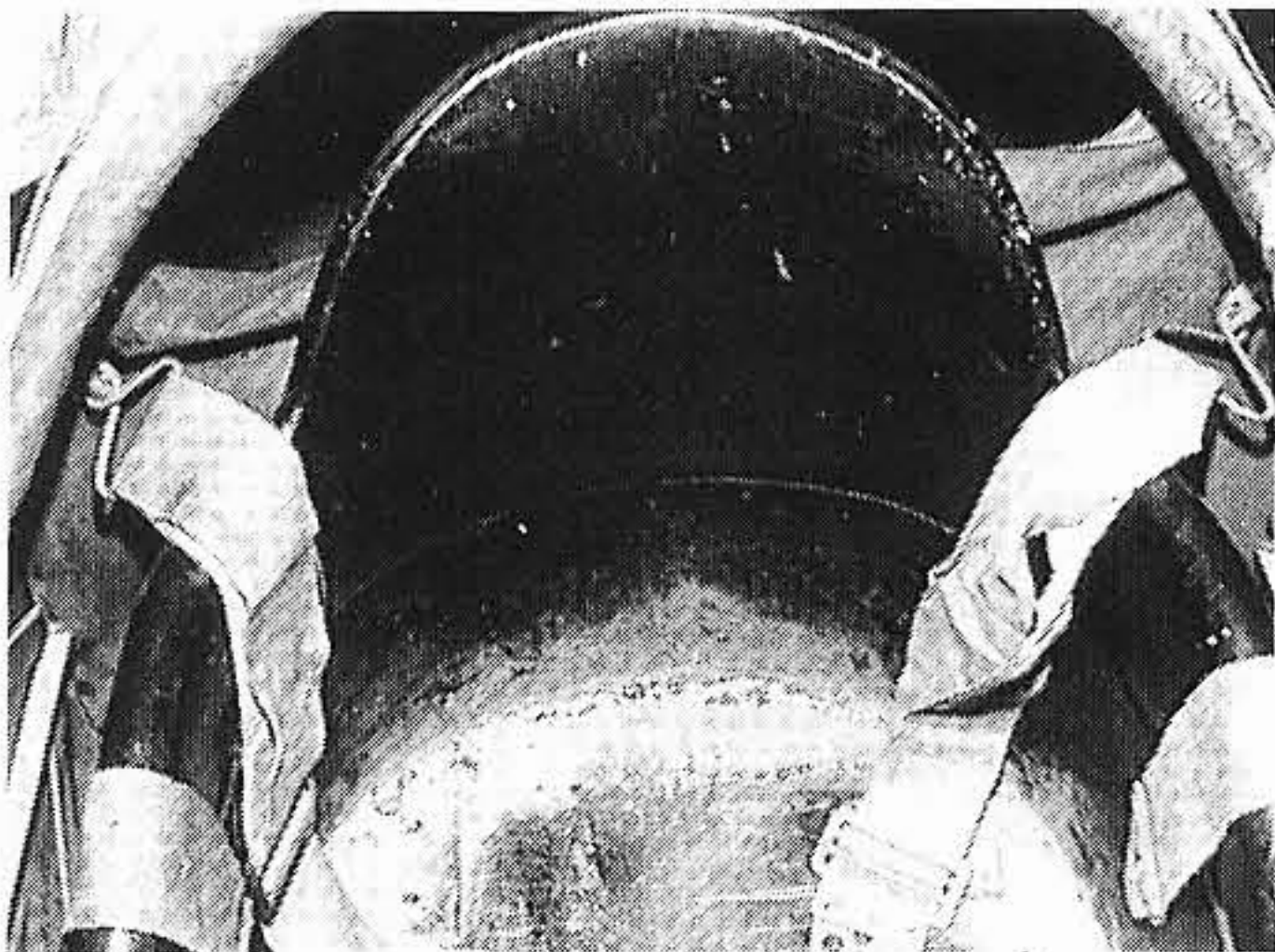
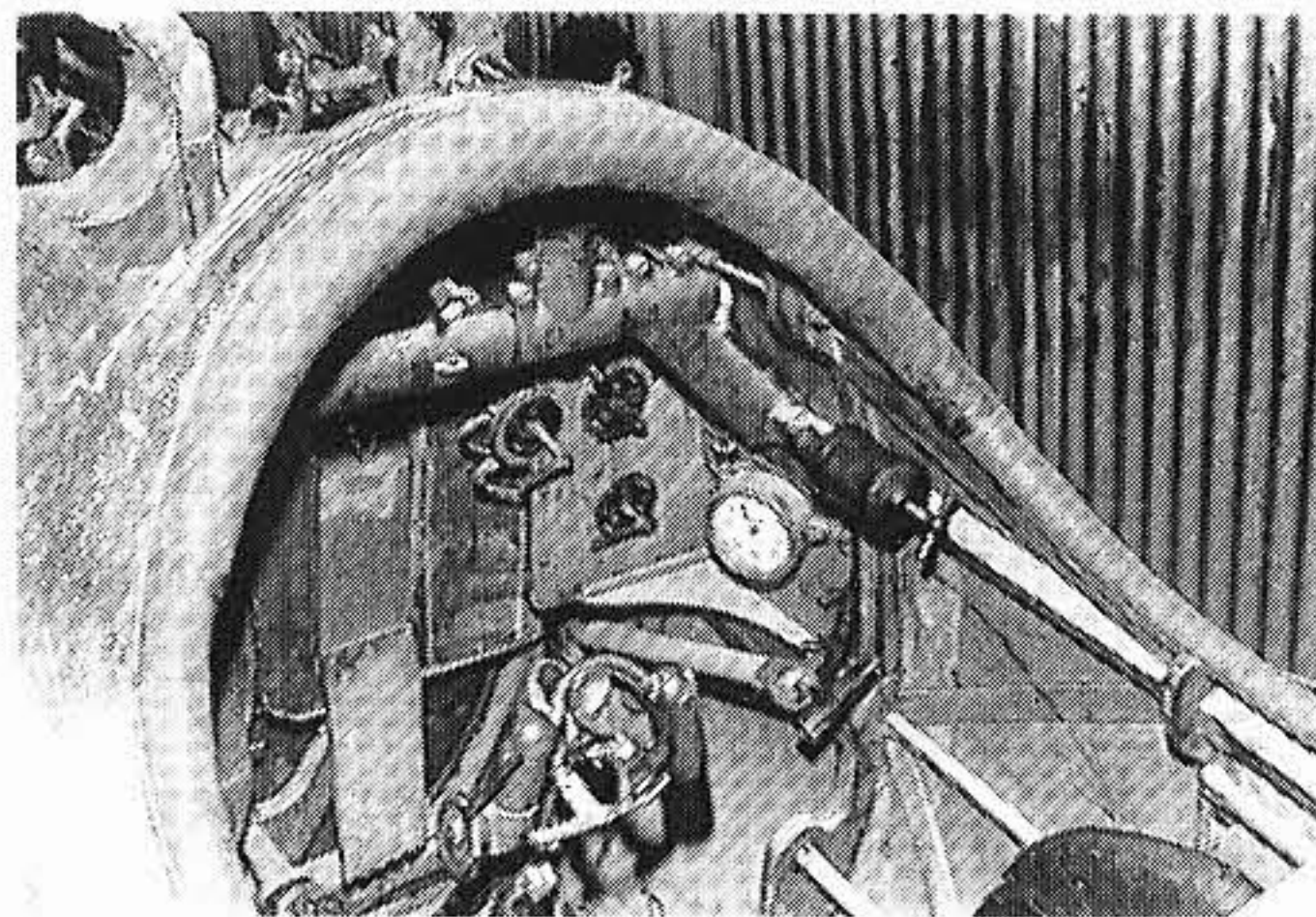
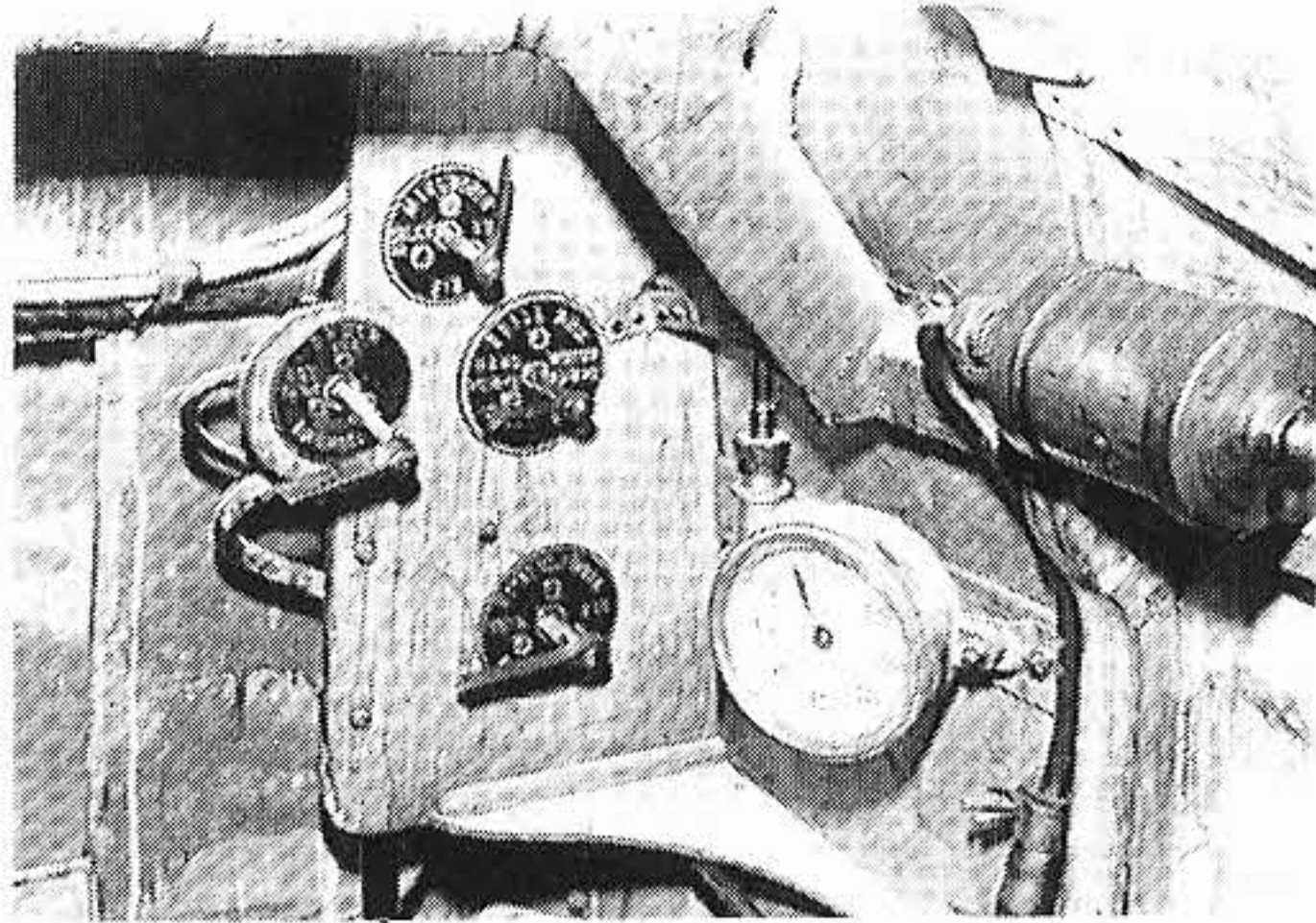
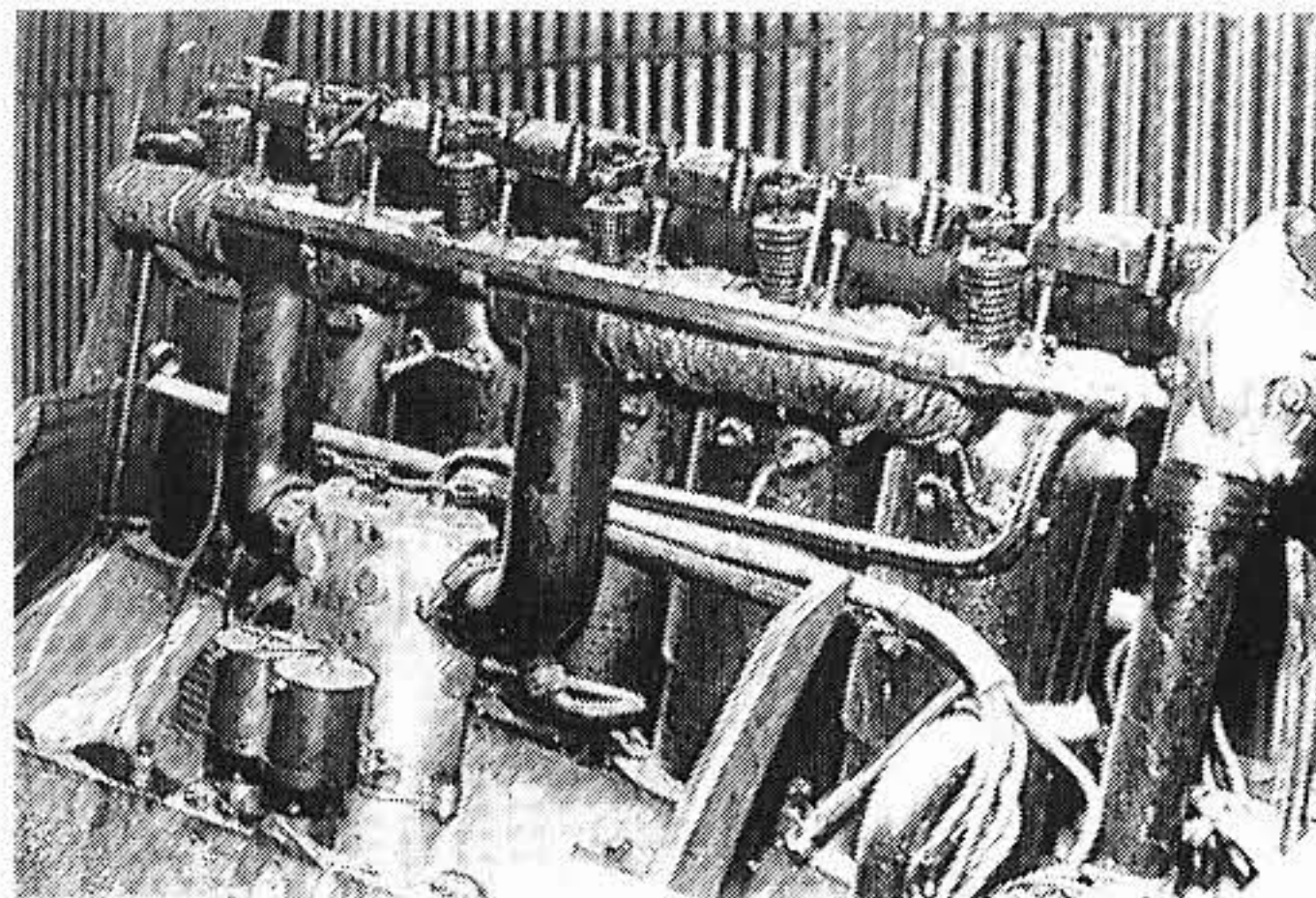
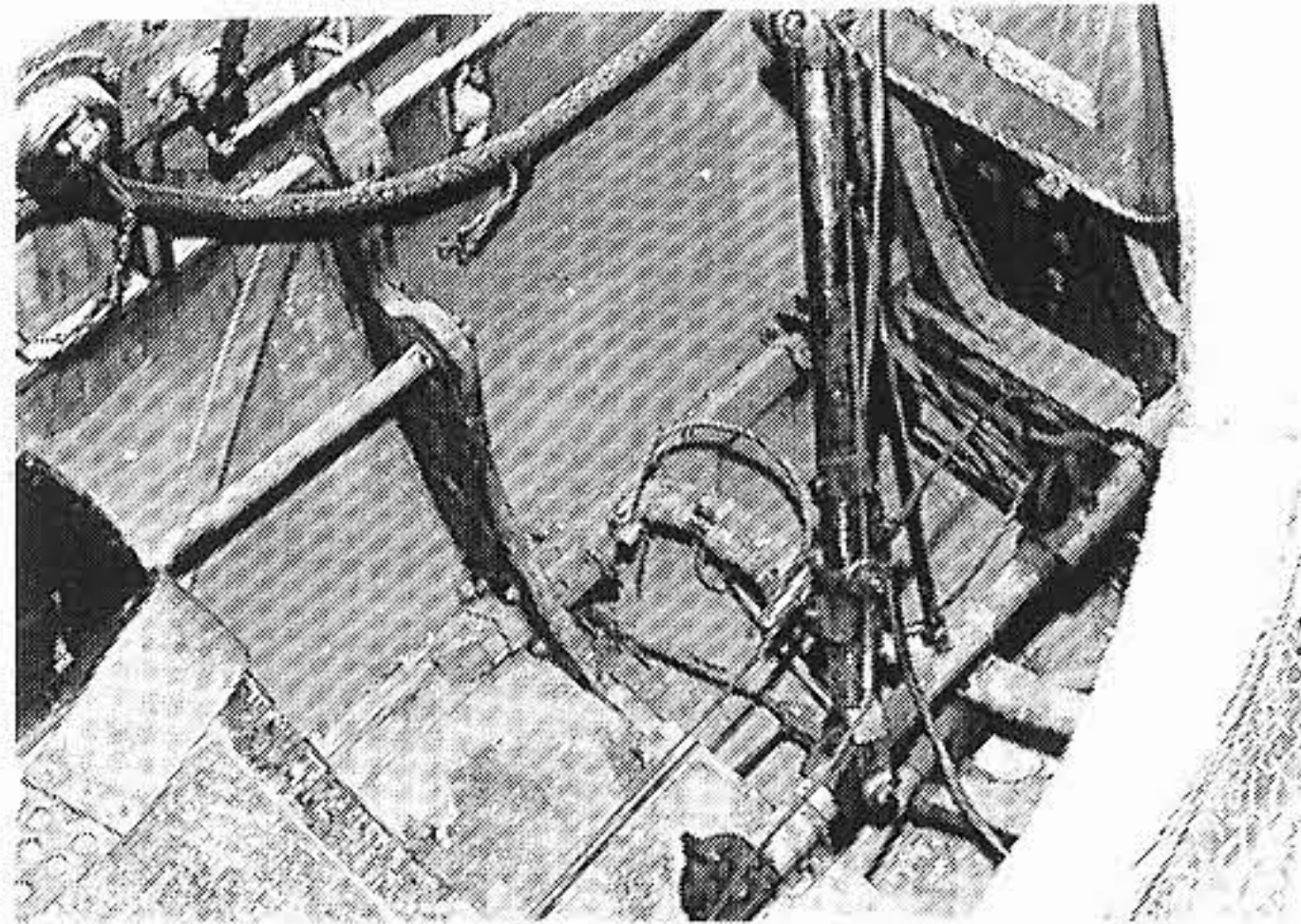
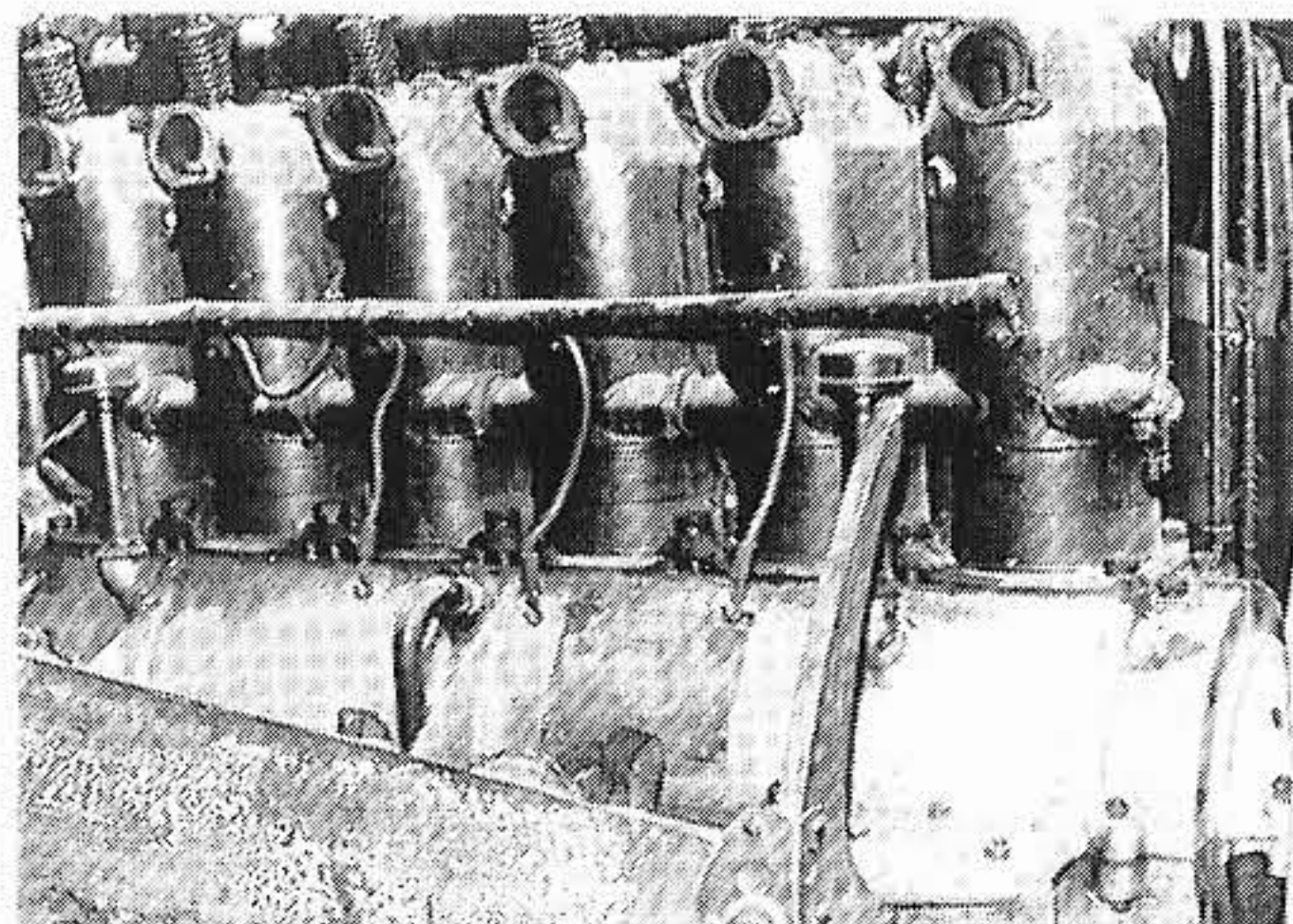
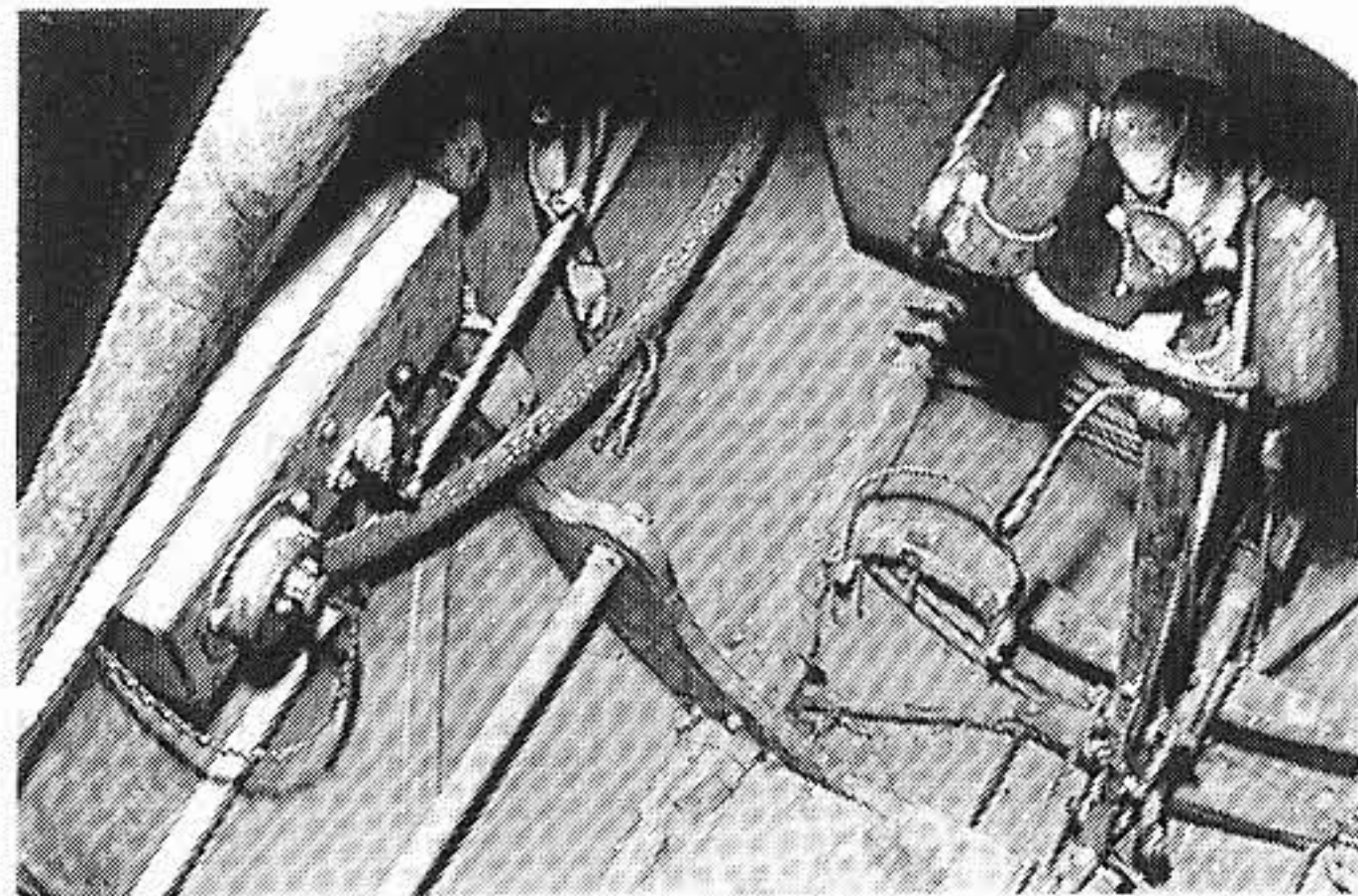
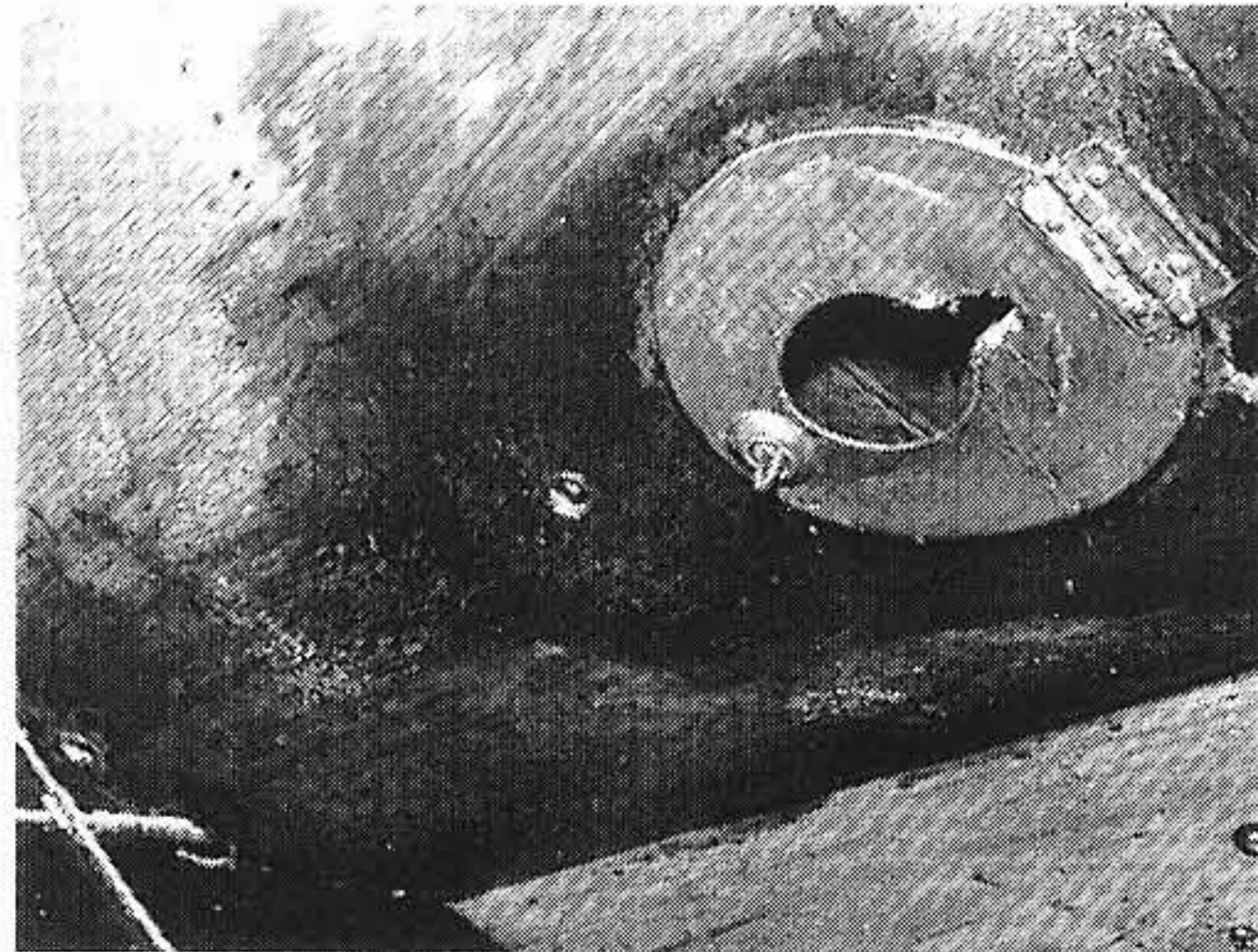
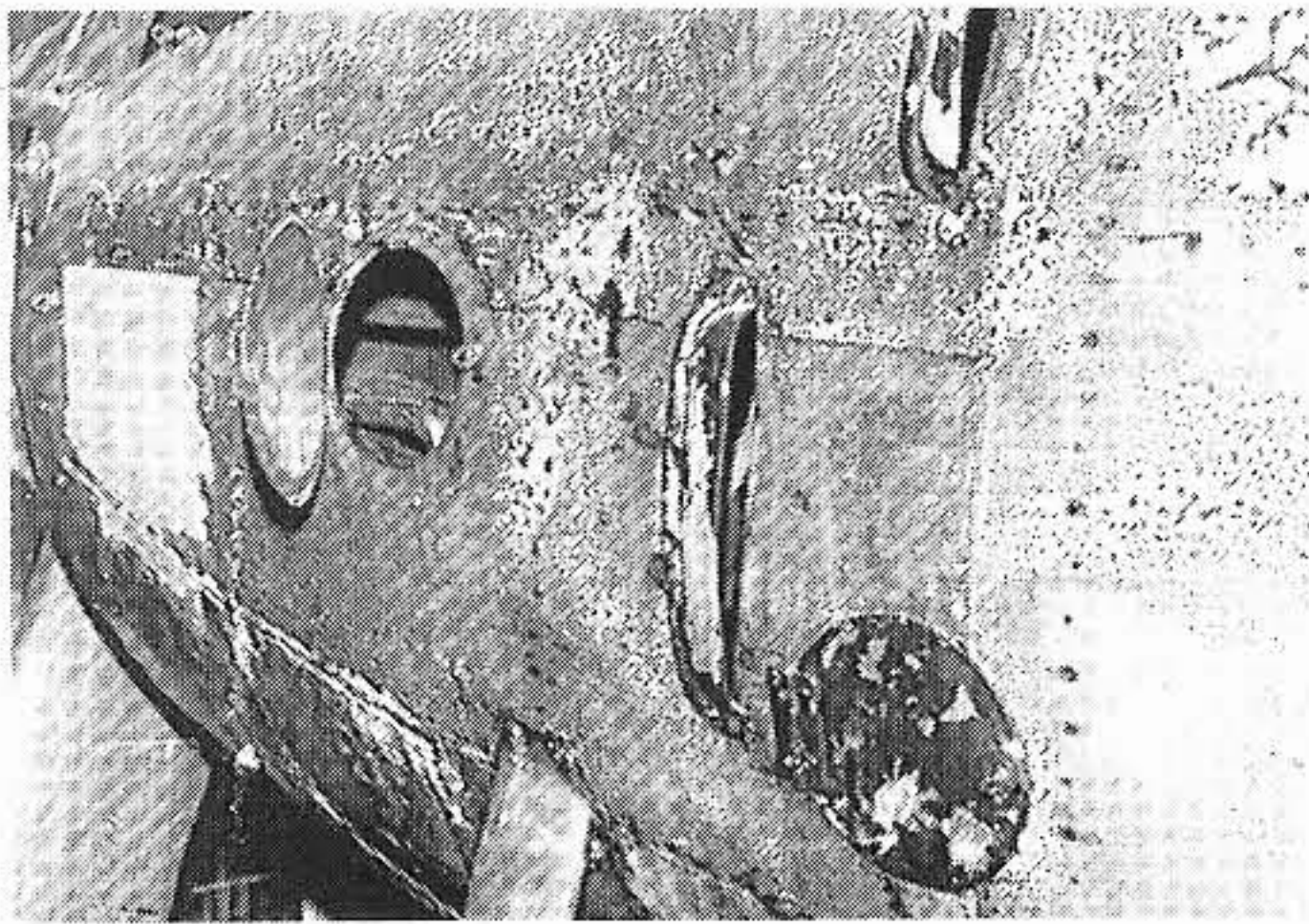
FURTHER COCKPIT REFERENCE

Three large area full colour and complete cockpit views of the restored NASM Albatros were published on the rear covers of *WINDSOCK International* Volume 6 Nos.3 and 5, 1990. Both editions are available at £4.00 each (post free) from the publishers whilst stocks last.

Right, close-up of Albatros D.V D.1197/17 of 1 *Marine Feld Jasta* – note the gun 'blast trough' mounted over the engine manifold and teardrop fairing over cartridge chute. The circumference of the spinner was less than that of the metal panels immediately beyond so as to facilitate increased cooling of the Mercedes engine.

Below, useful cockpit and forward fuselage details may be gleaned from careful study of this photograph showing a D.Va in the Middle East, possibly Macedonia – note twin upper wing radiators. (RAF Museum)

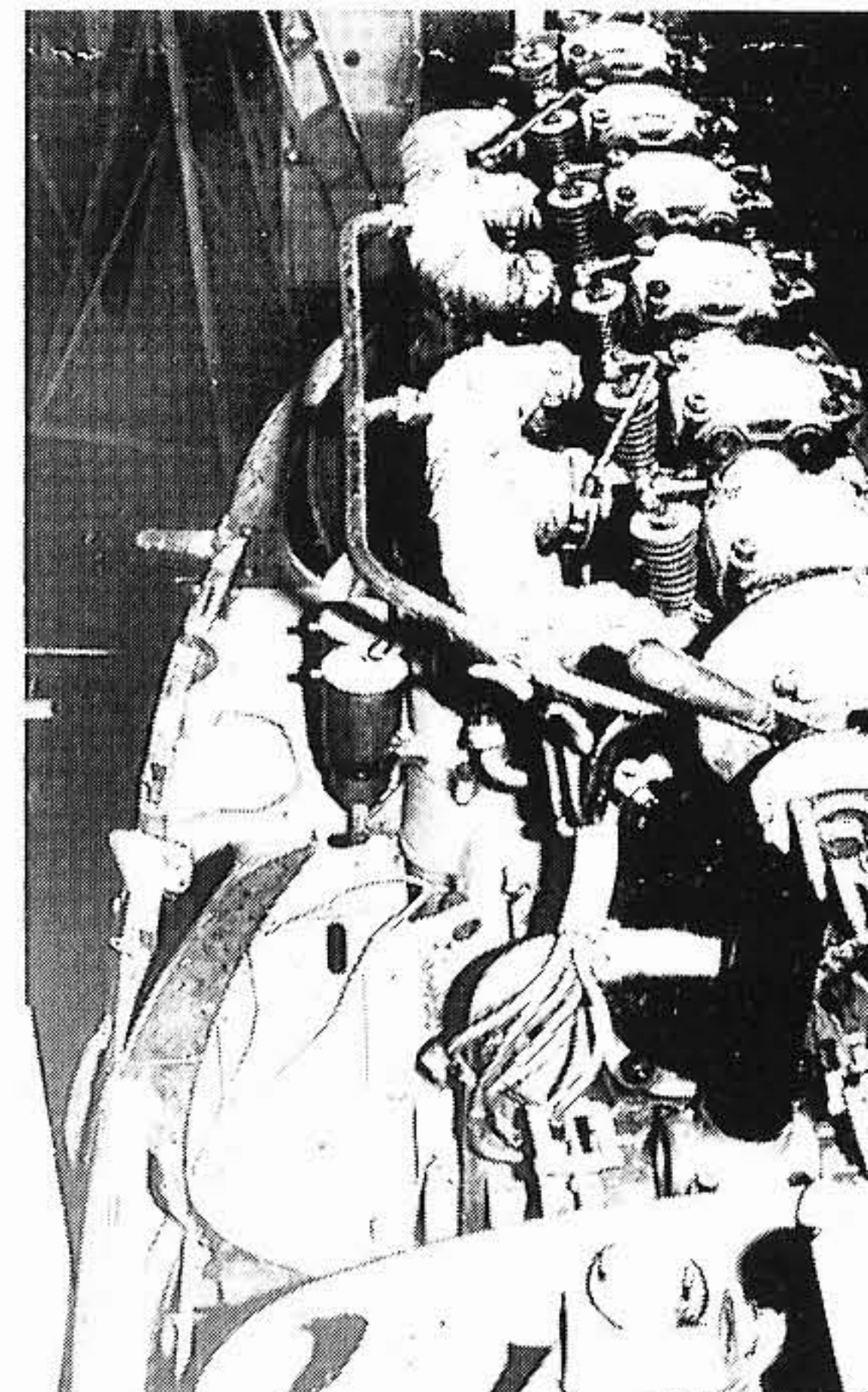




The detailed close-up photographs of Albatros D.Va D.5390/17 which appear on the following pages will prove invaluable to modellers of this version. They were taken during the 1967/68 restoration of the Australian War Memorial's Albatros by Eric Watson of the Australian Society of WW1 Aero Historians to whom the publishers express their thanks for making these pictures available.

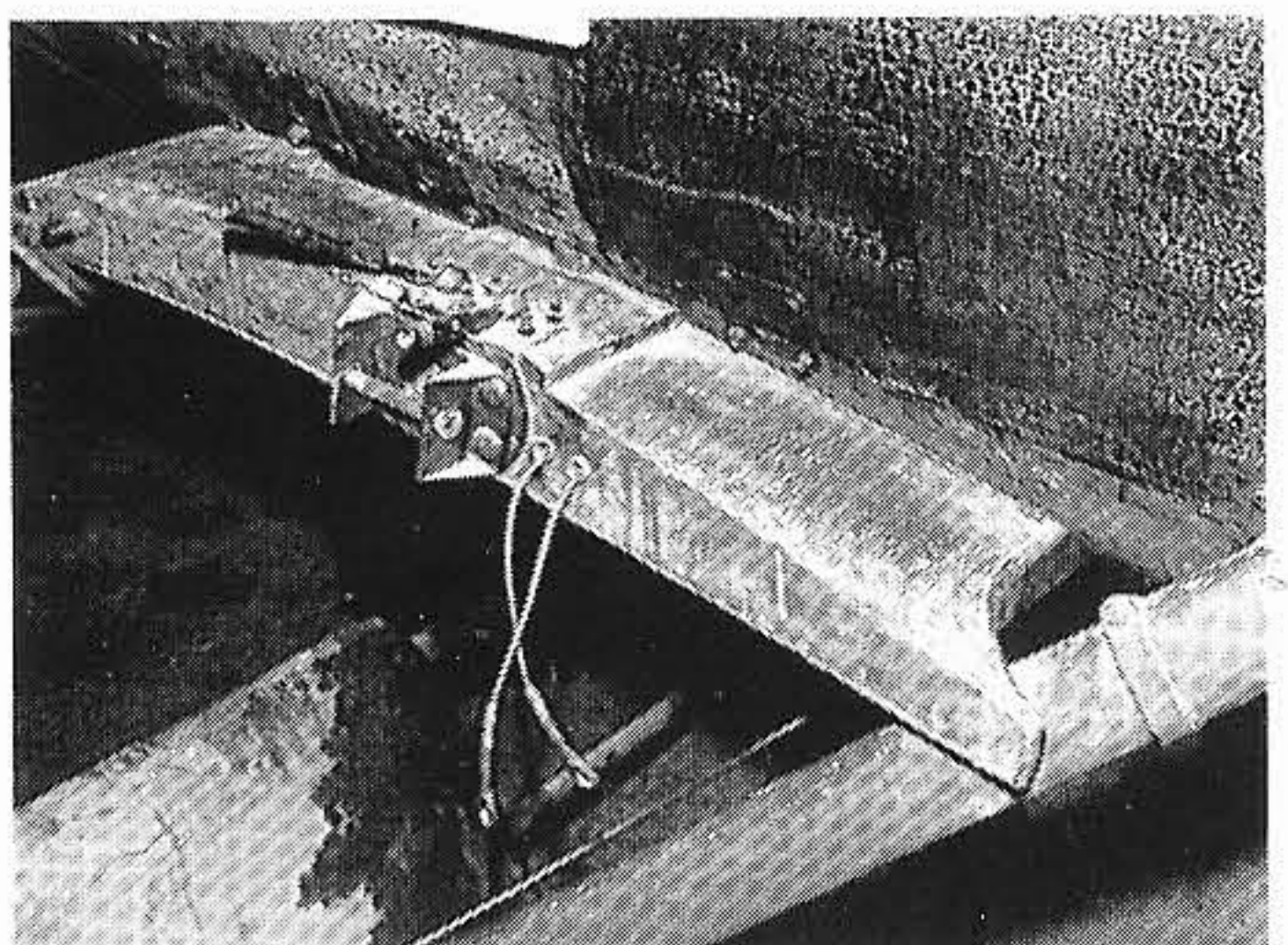
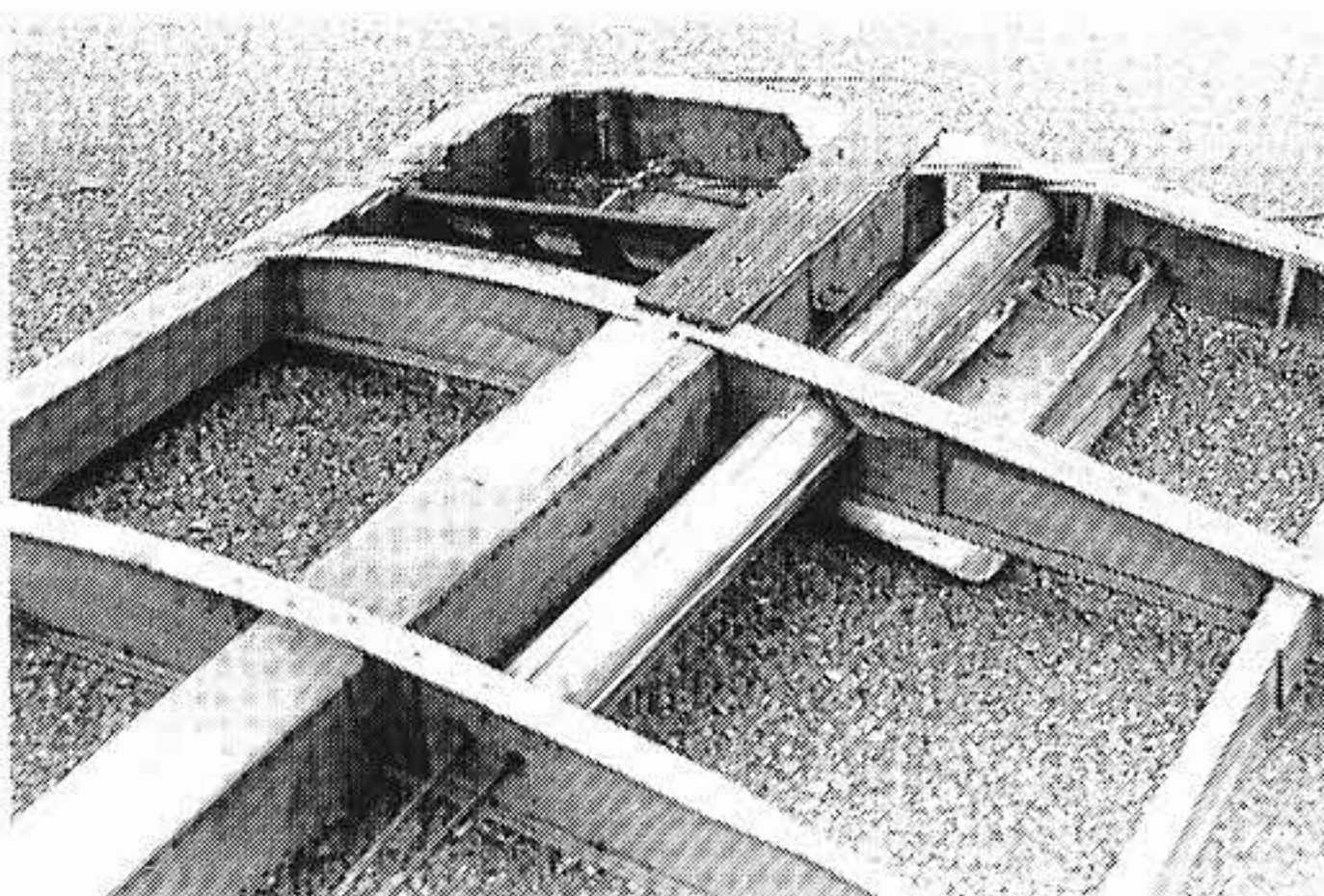
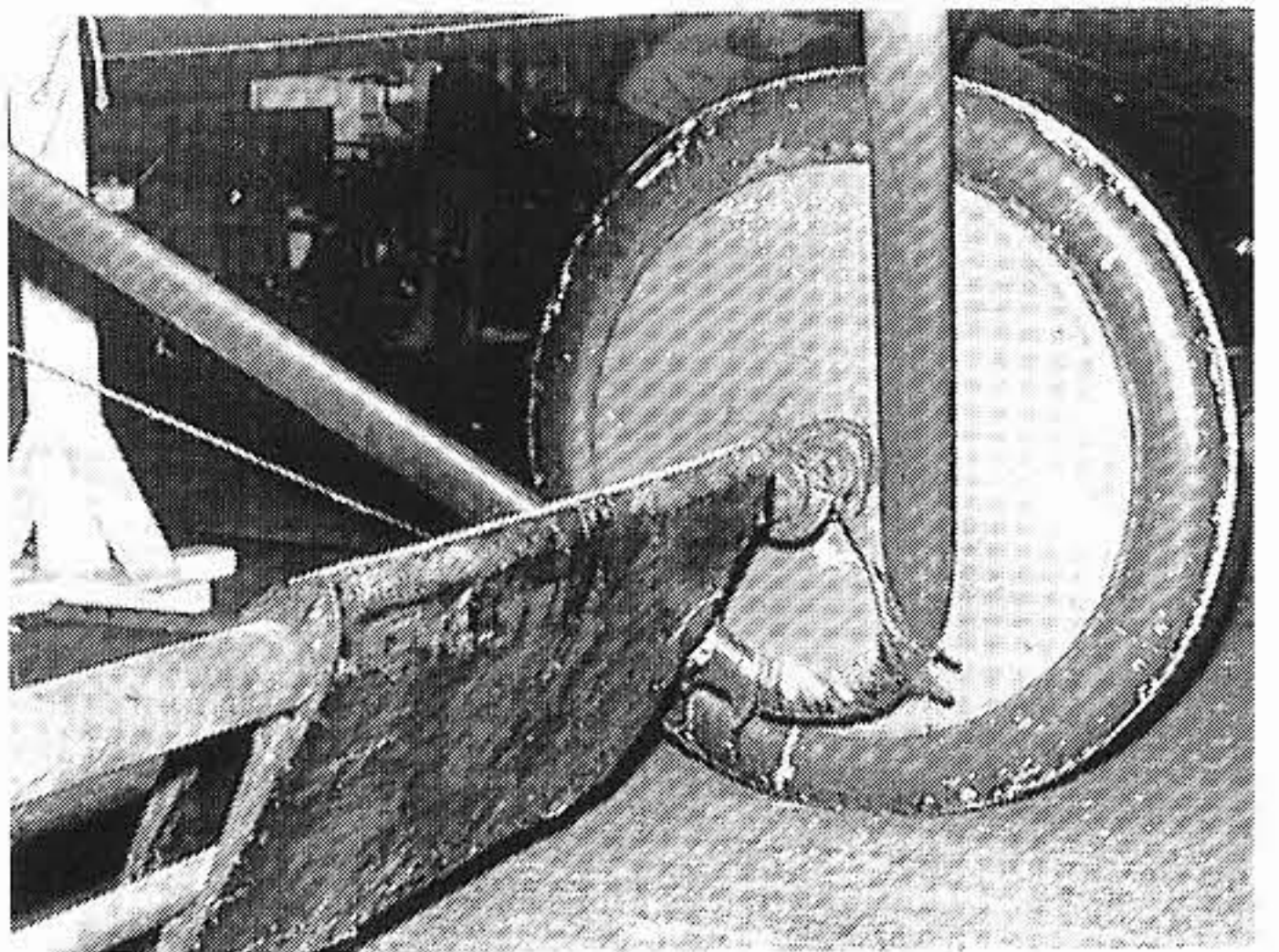
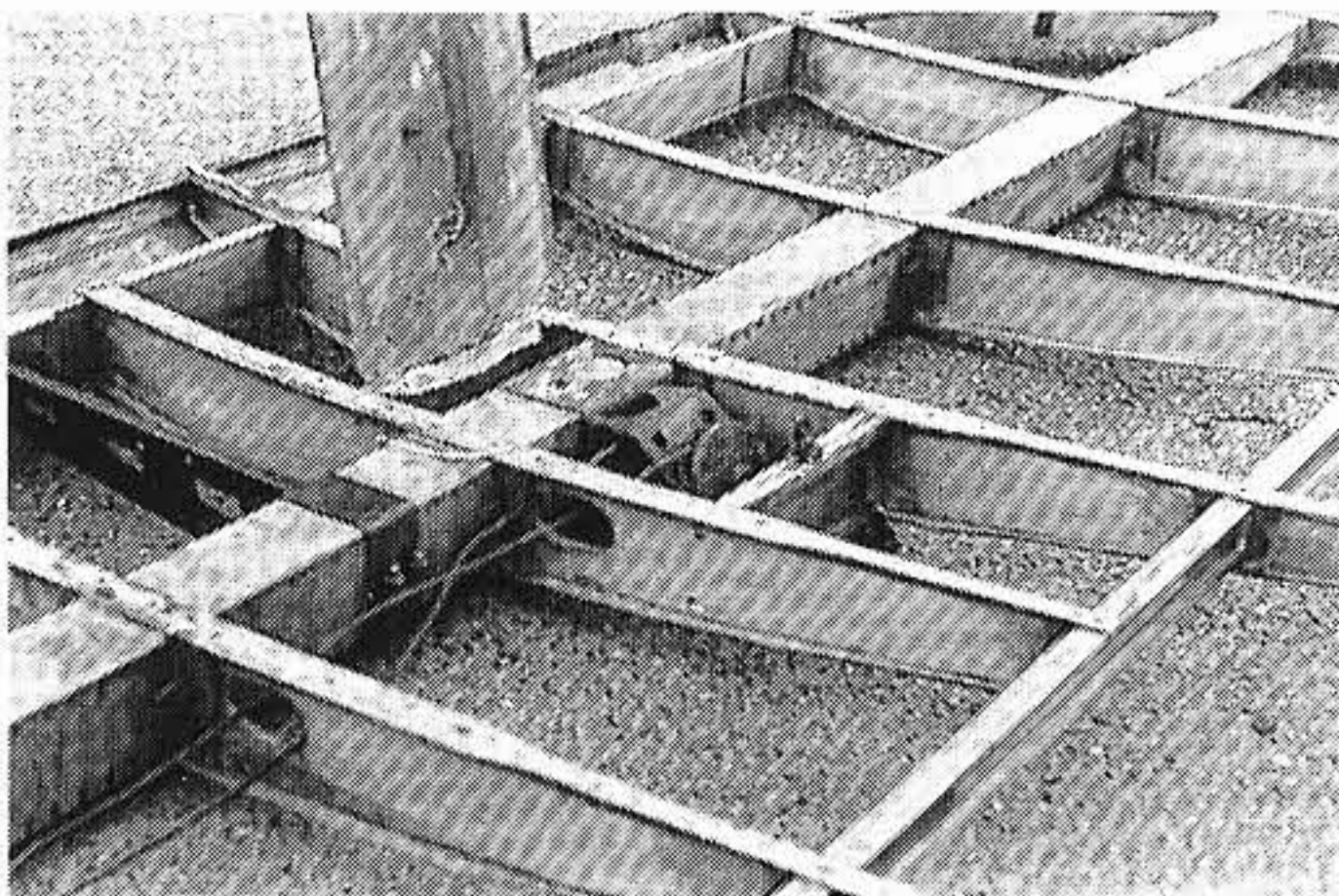
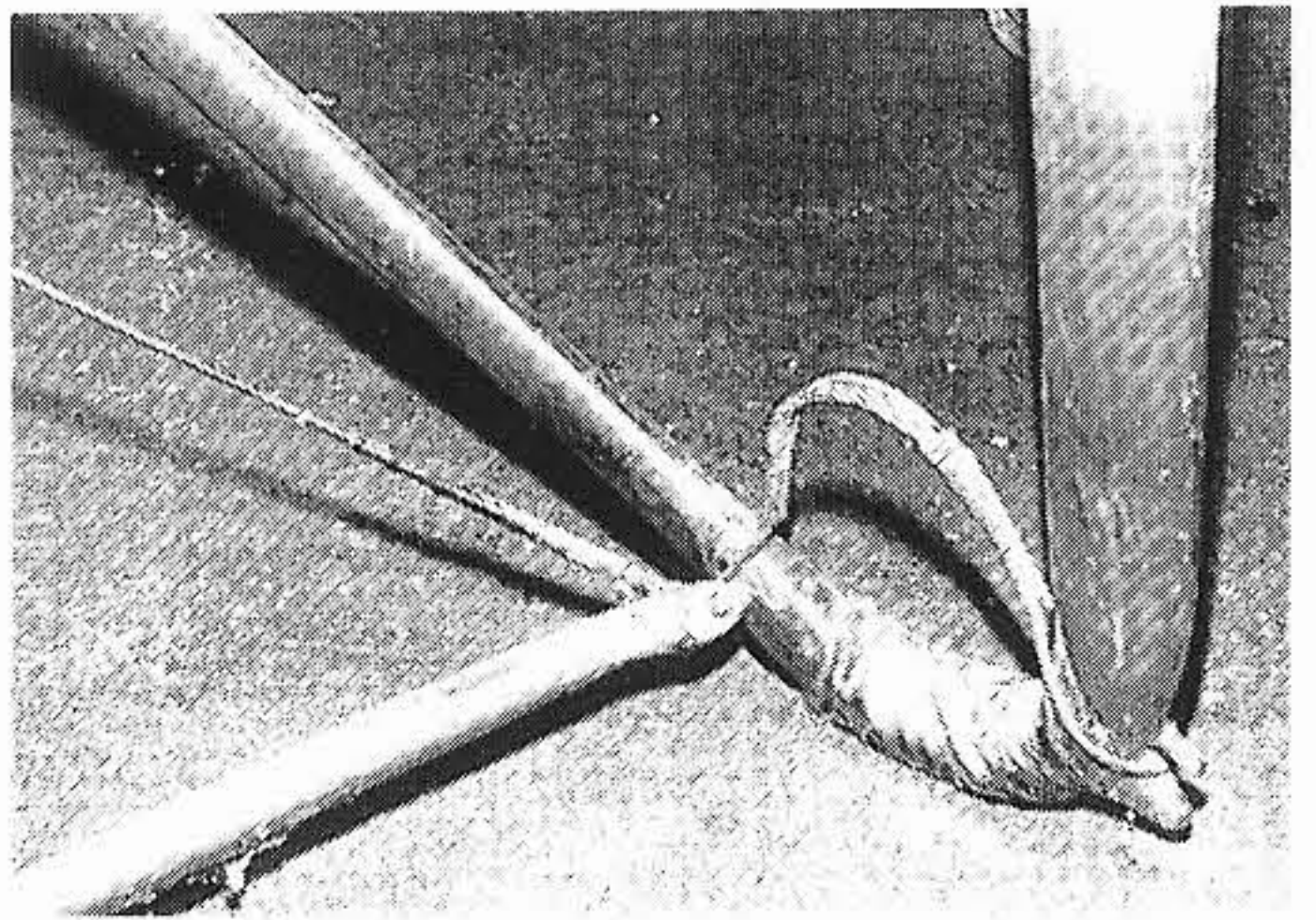
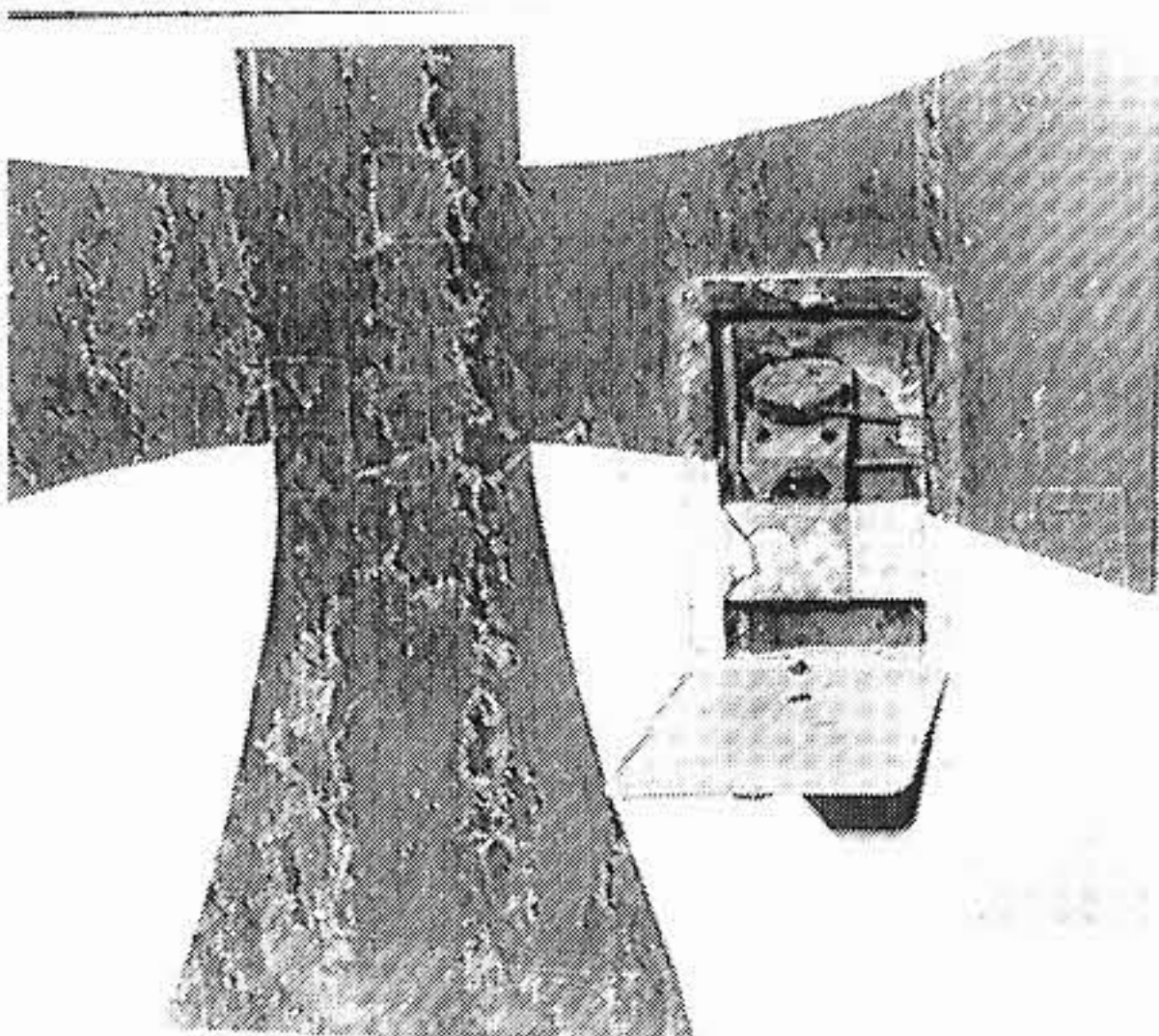
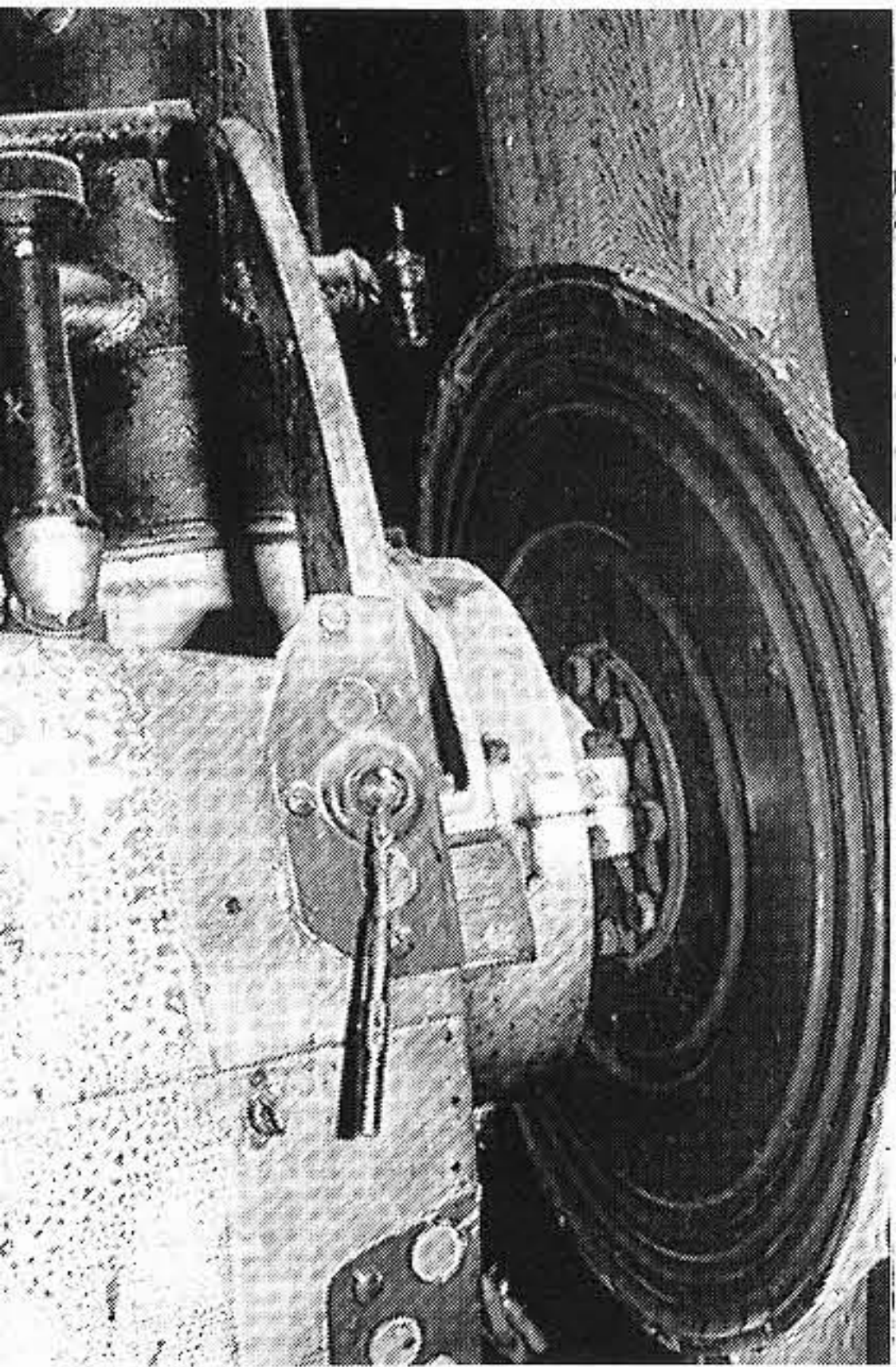
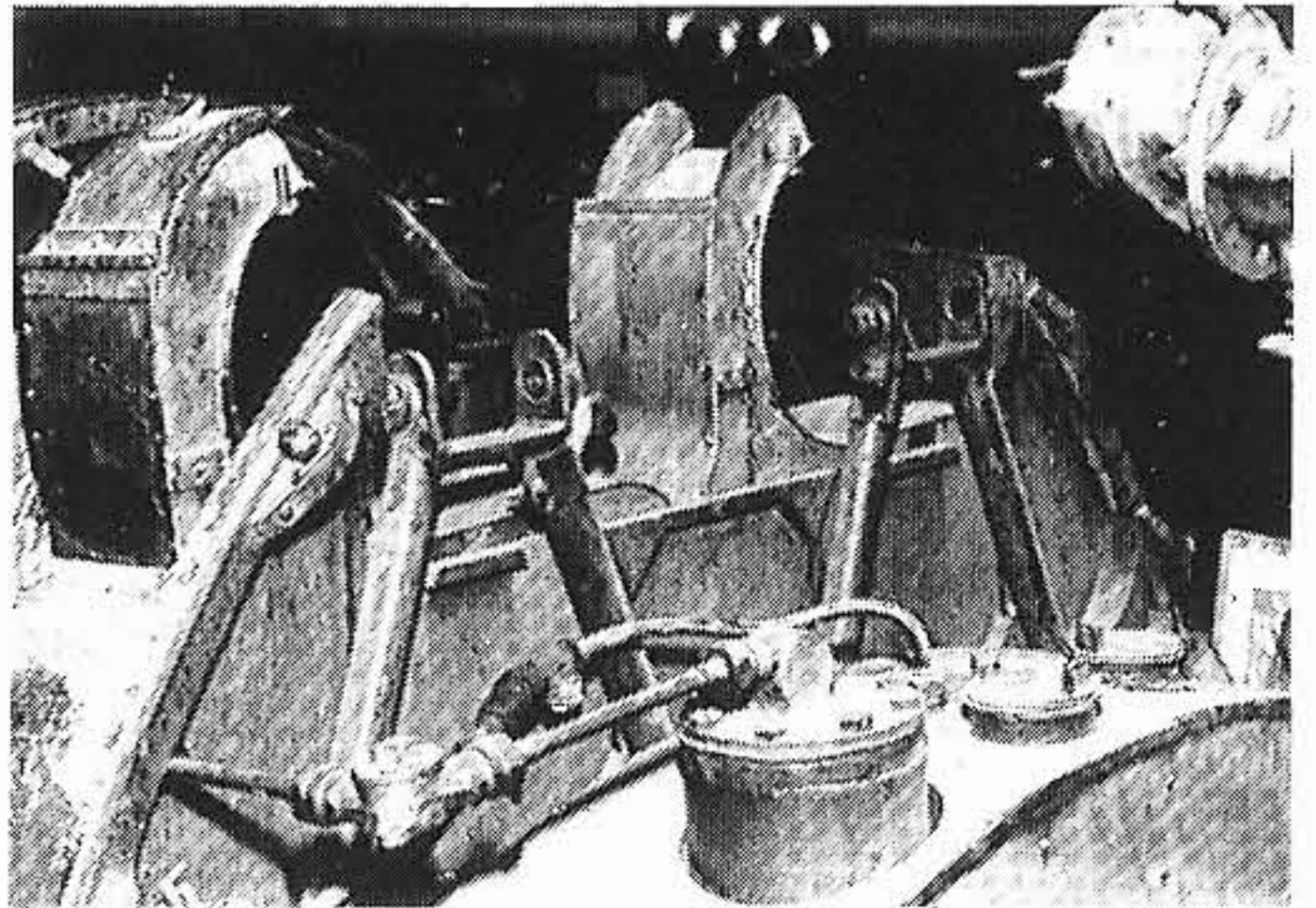
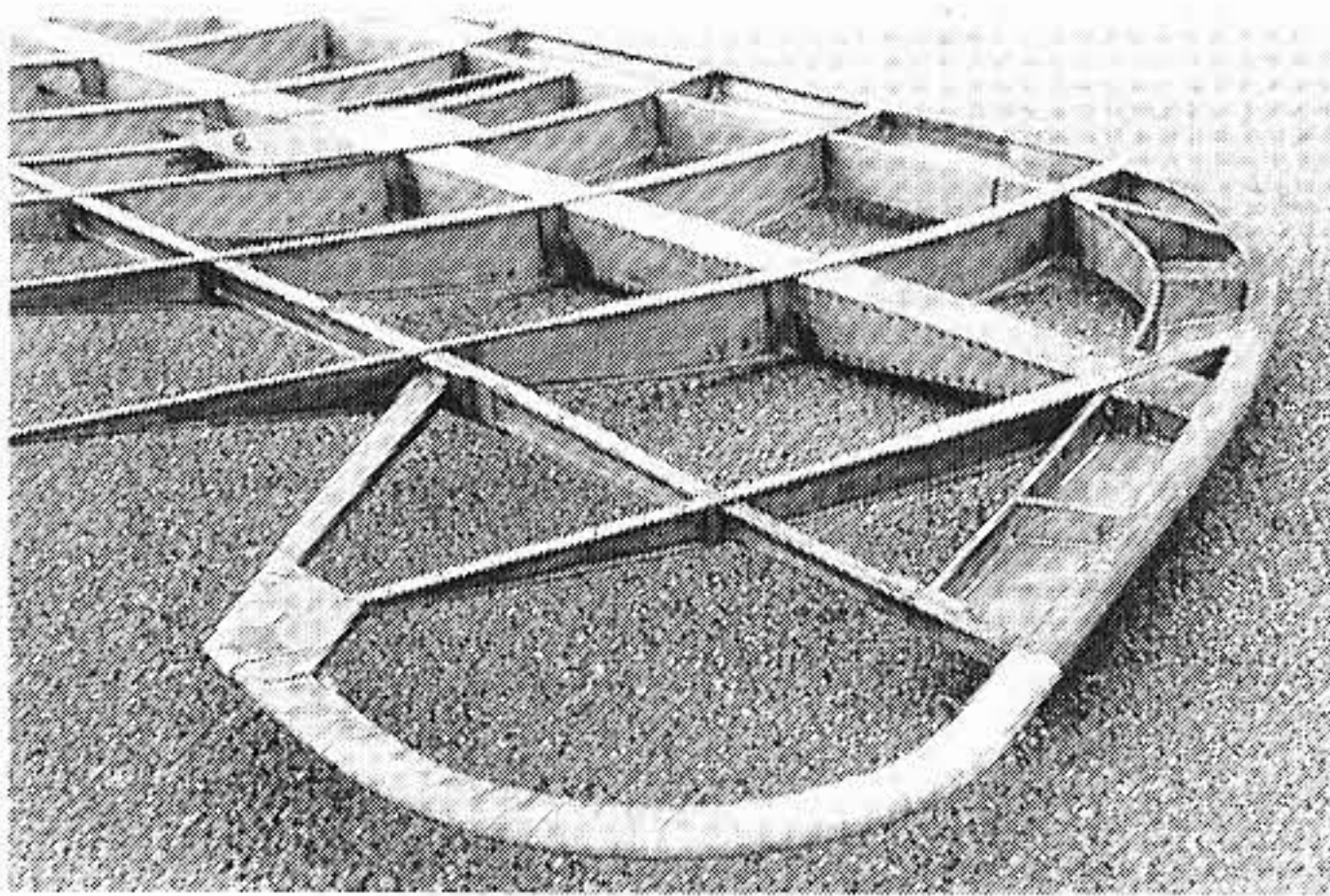
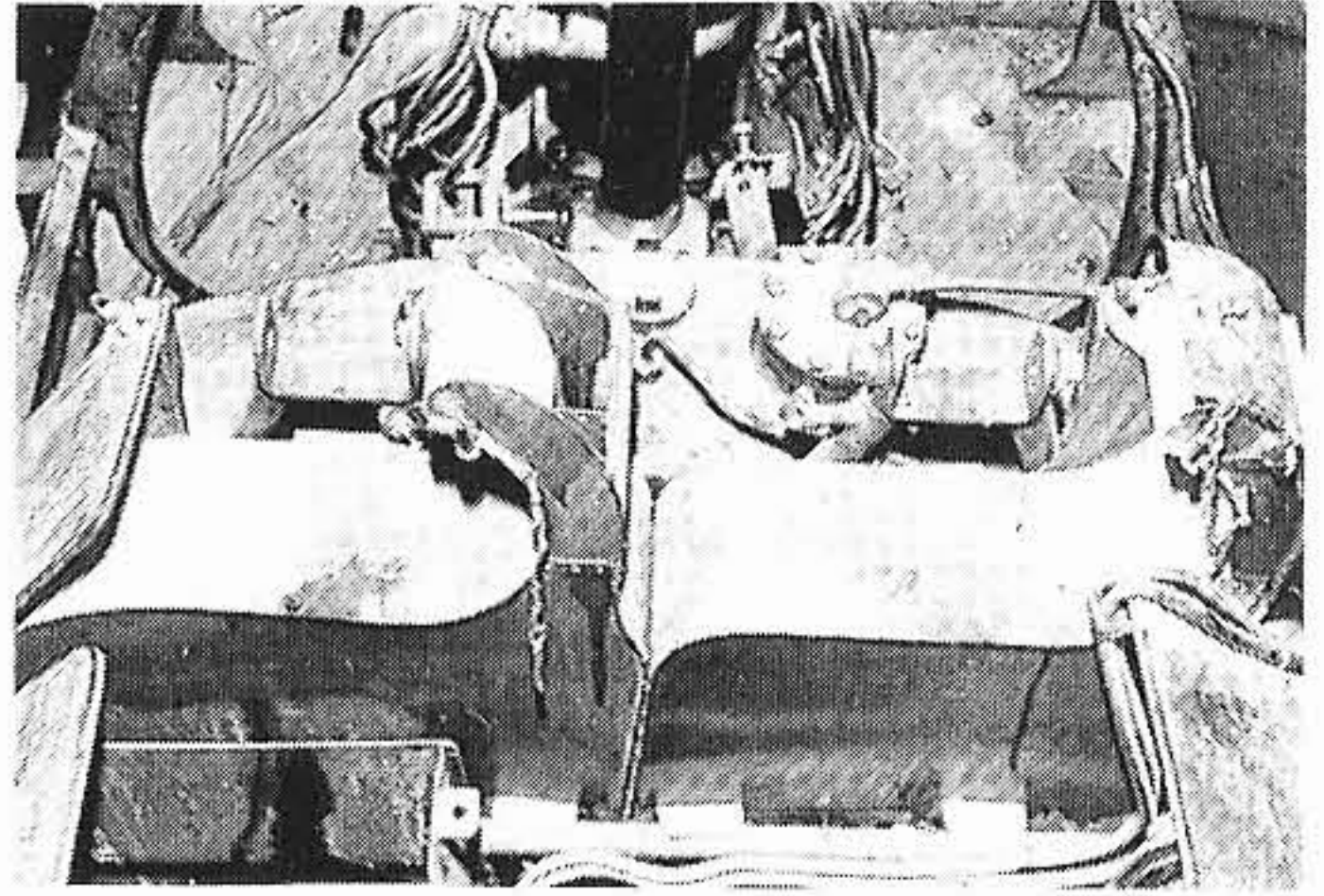
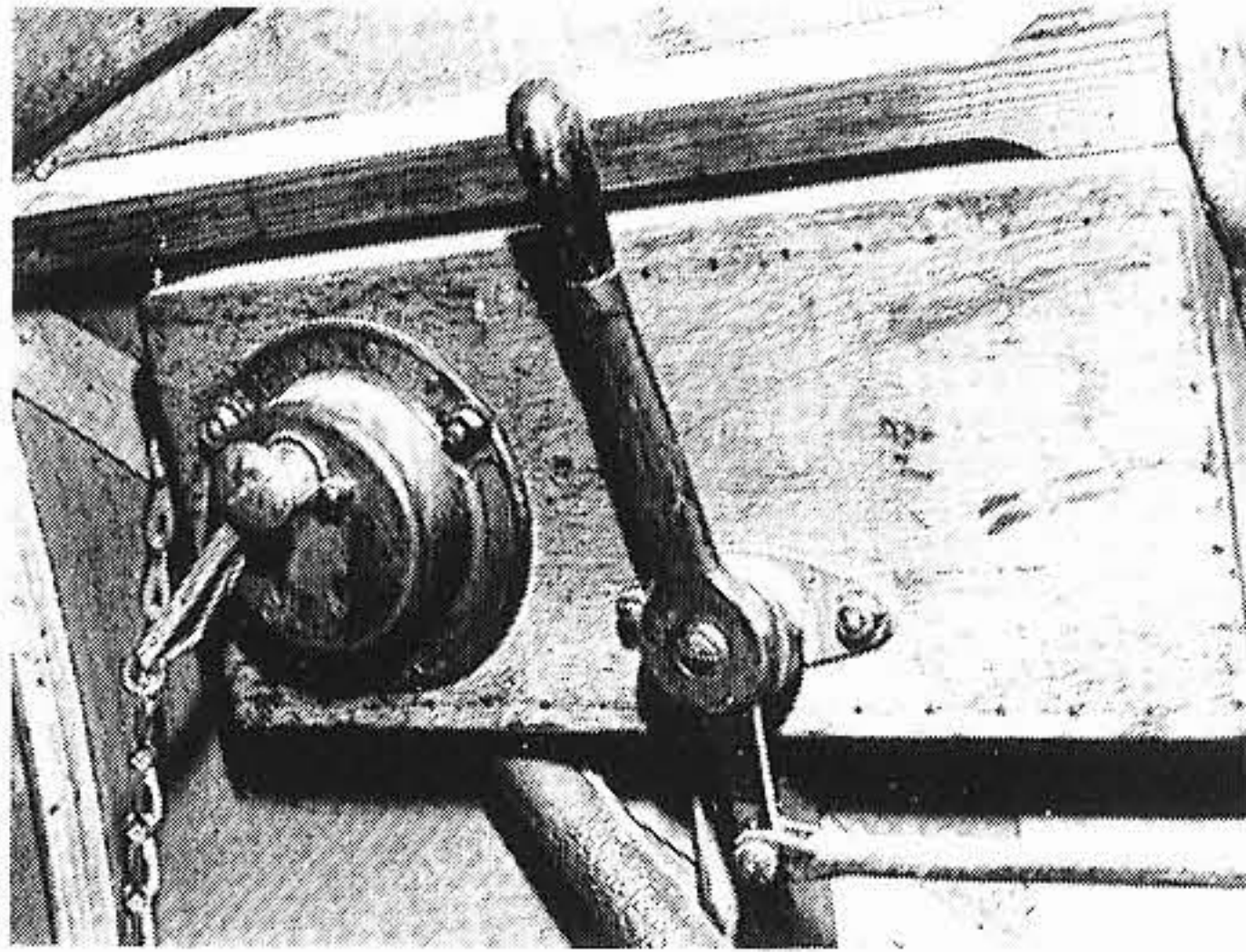
Clockwise from top left: port nose detail showing metal louvres and inspection plates; drain port on fuselage underside between undercarriage legs; Mercedes engine from starboard; Mercedes engine from port – note lagged manifold; overall cockpit view; control column detail; pilot's seat and safety harness; cockpit instruments – starboard side; port cockpit revealing control column and rudder bar; close up of previous picture – note throttle control at left.

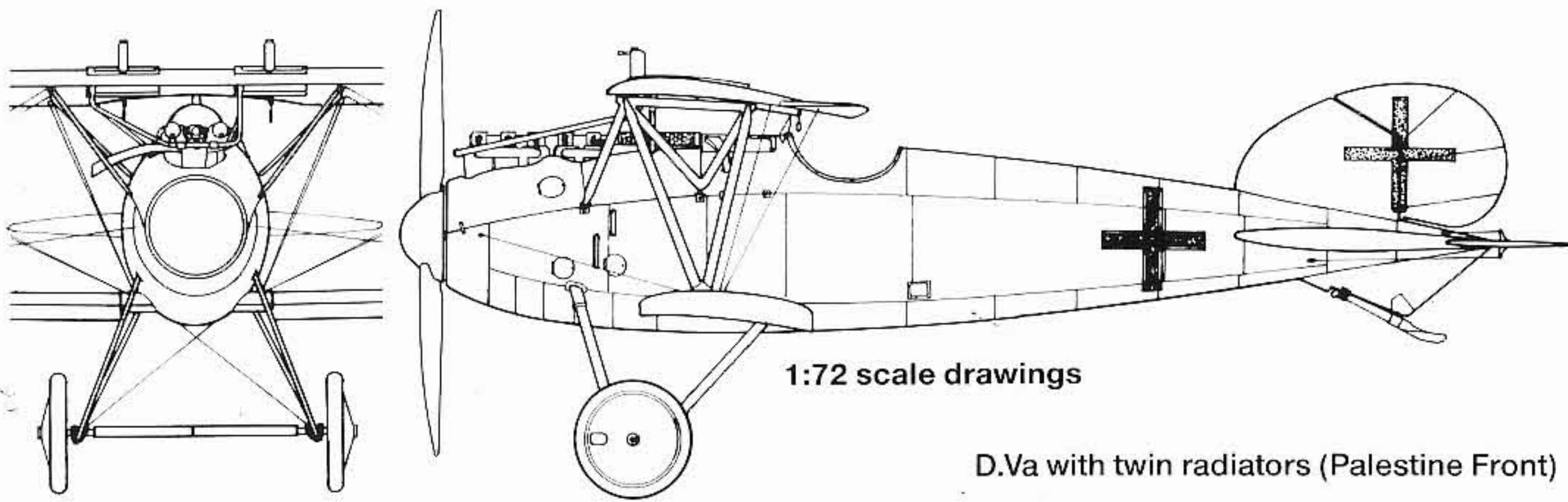
Below, Mercedes engine detail from above.



Clockwise from top left:
 Bosch ignition switch and
 throttle control; ammunition
 boxes and rear of engine
 compartment; front machine
 gun brackets with drums
 behind; port undercarriage
 with cable retaining stop;
 axle and wheel detail; port
 wing root with wing fixing
 points; port lower wing –
 note tread plate; port lower
 wing showing compression
 ribs, aileron control pulleys
 and inspection flaps; aileron
 cable pulley and inspection
 flap, port lower wing; port
 lower wing spar and rib
 detail – under surface.

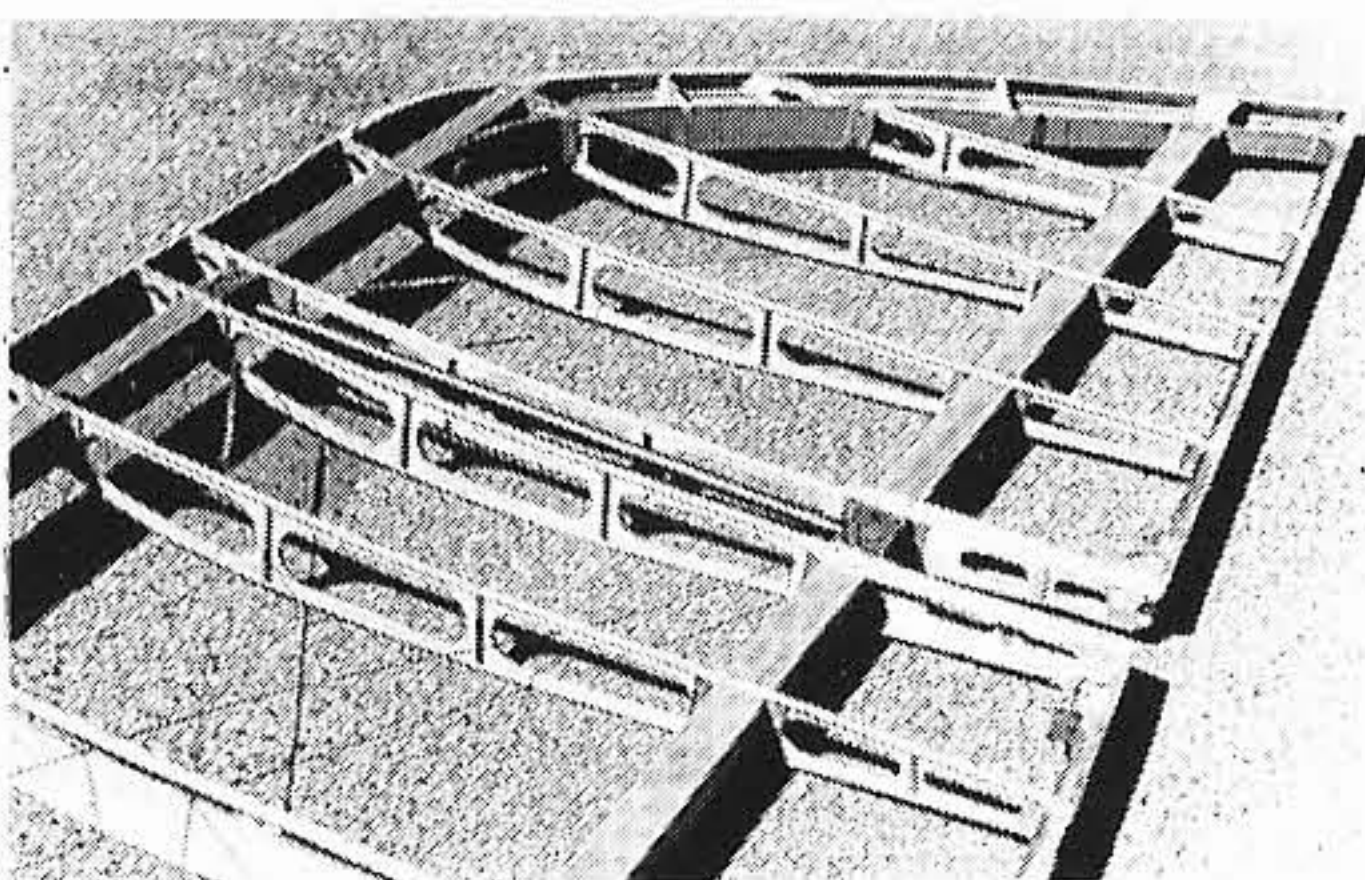
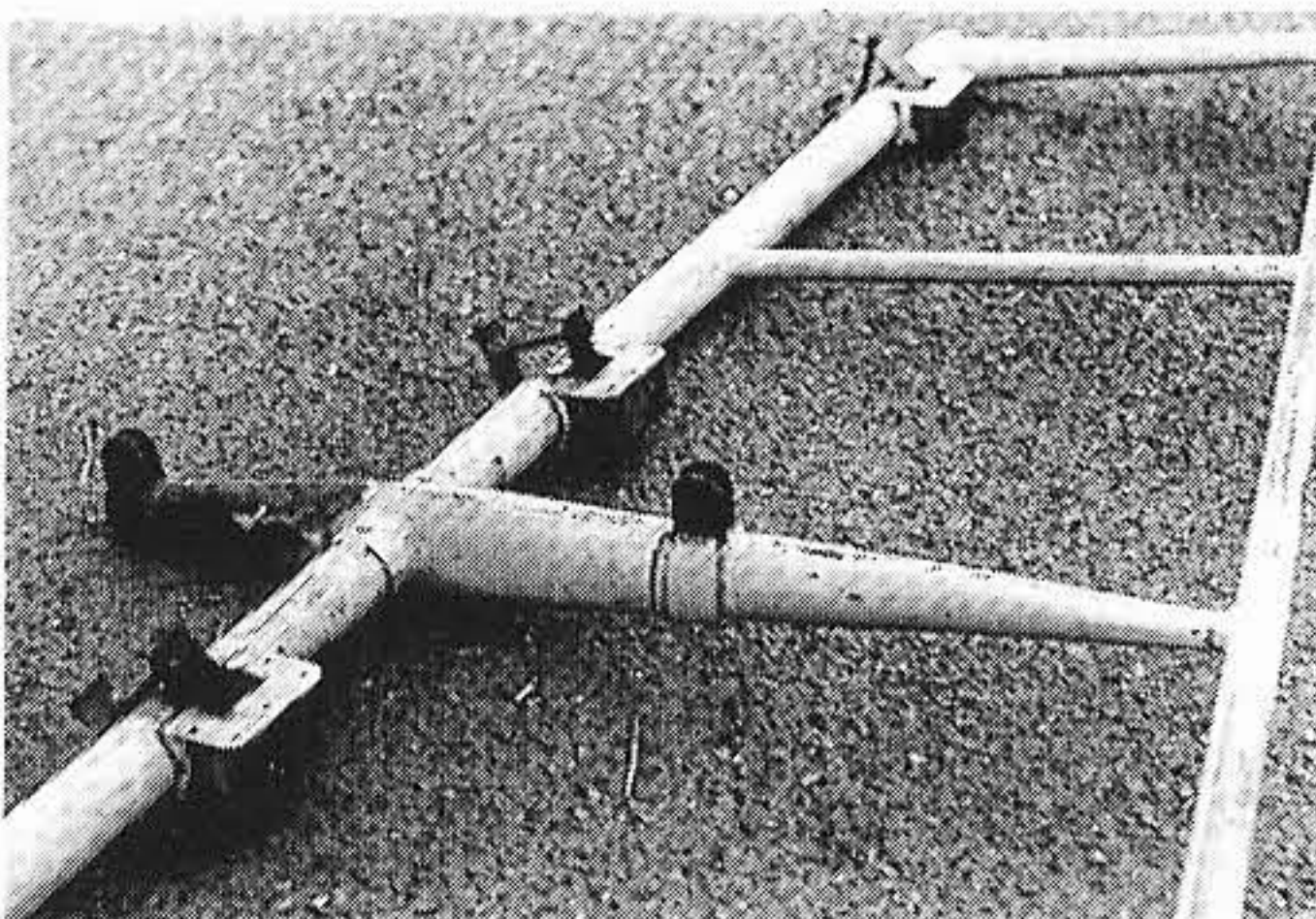
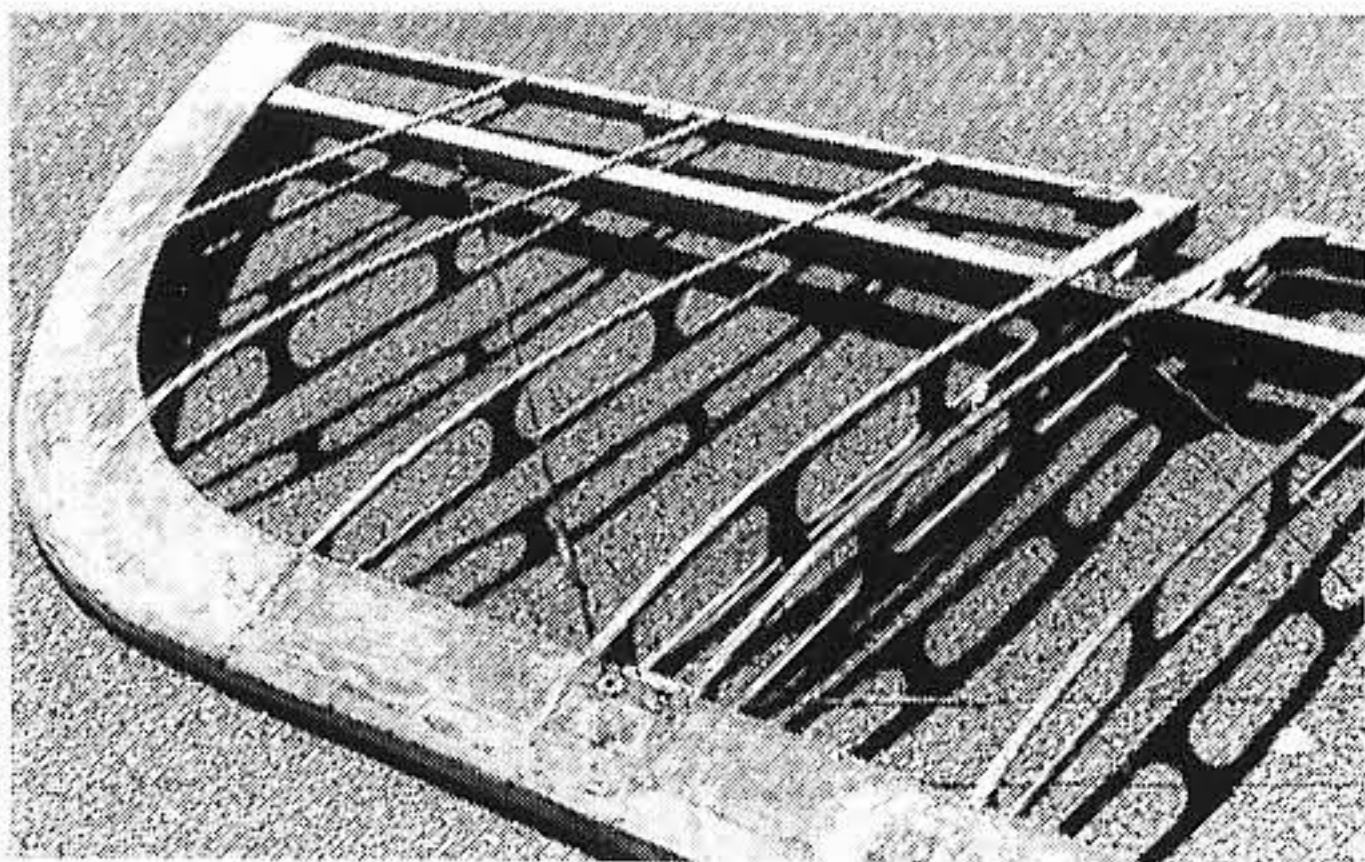
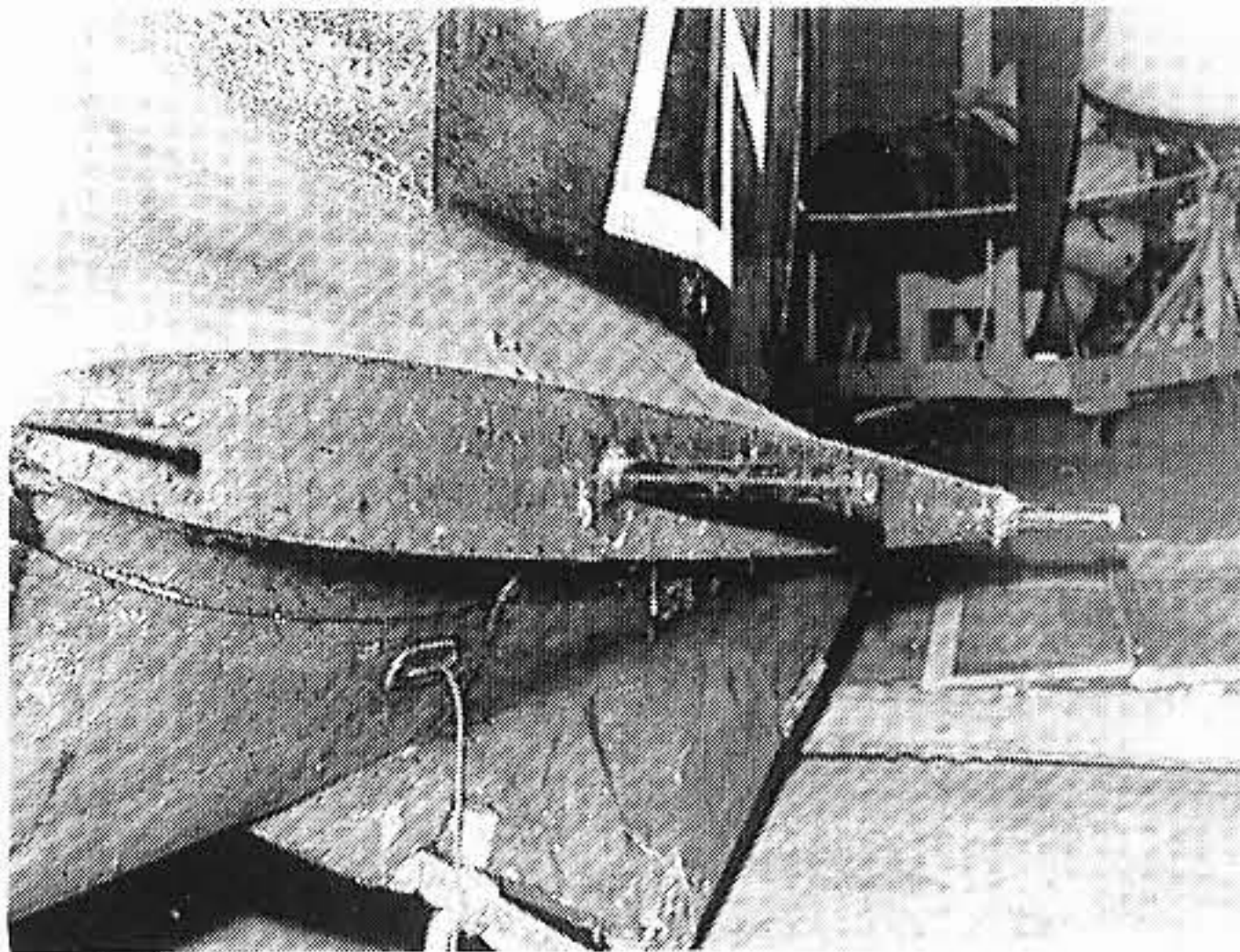
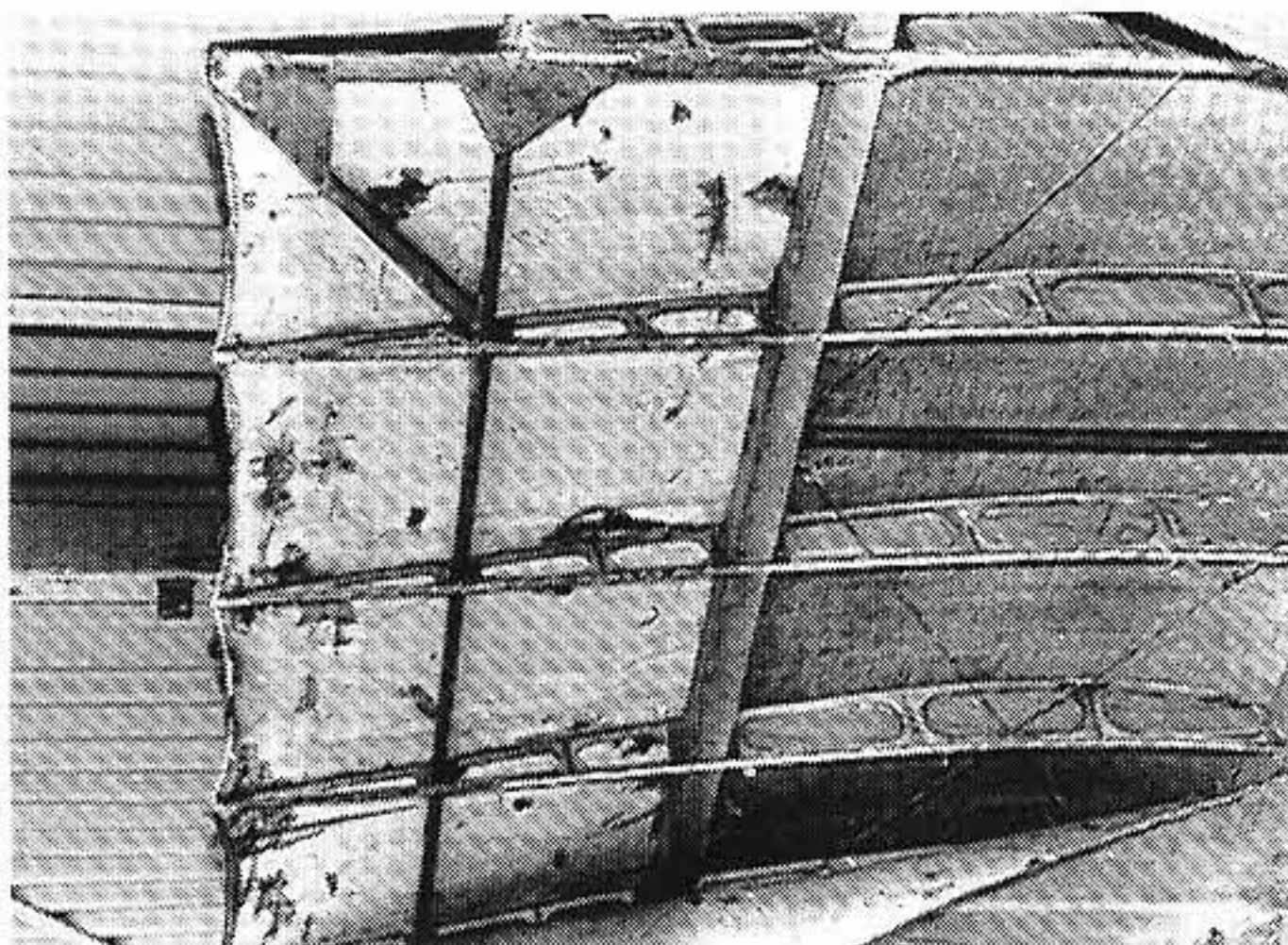
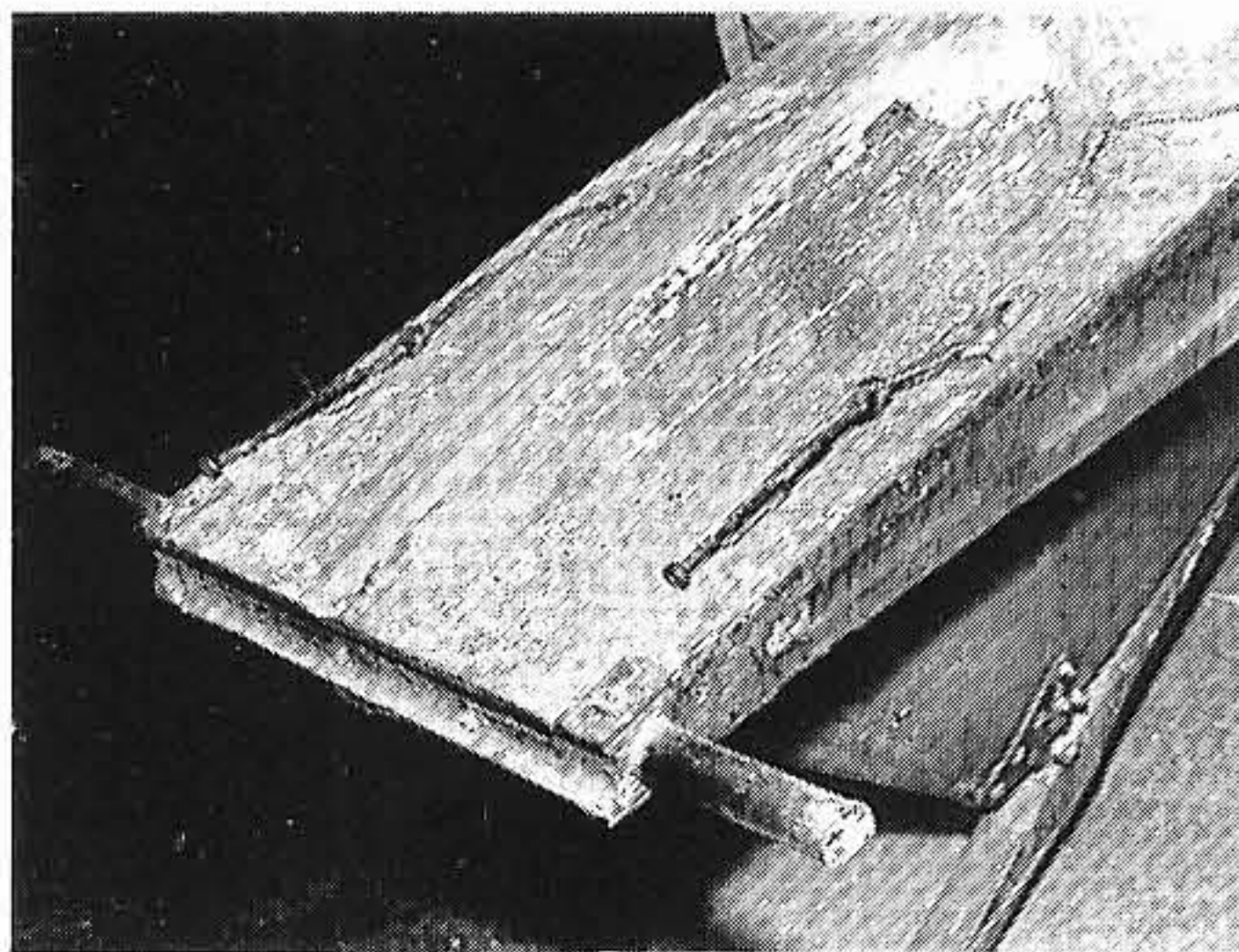
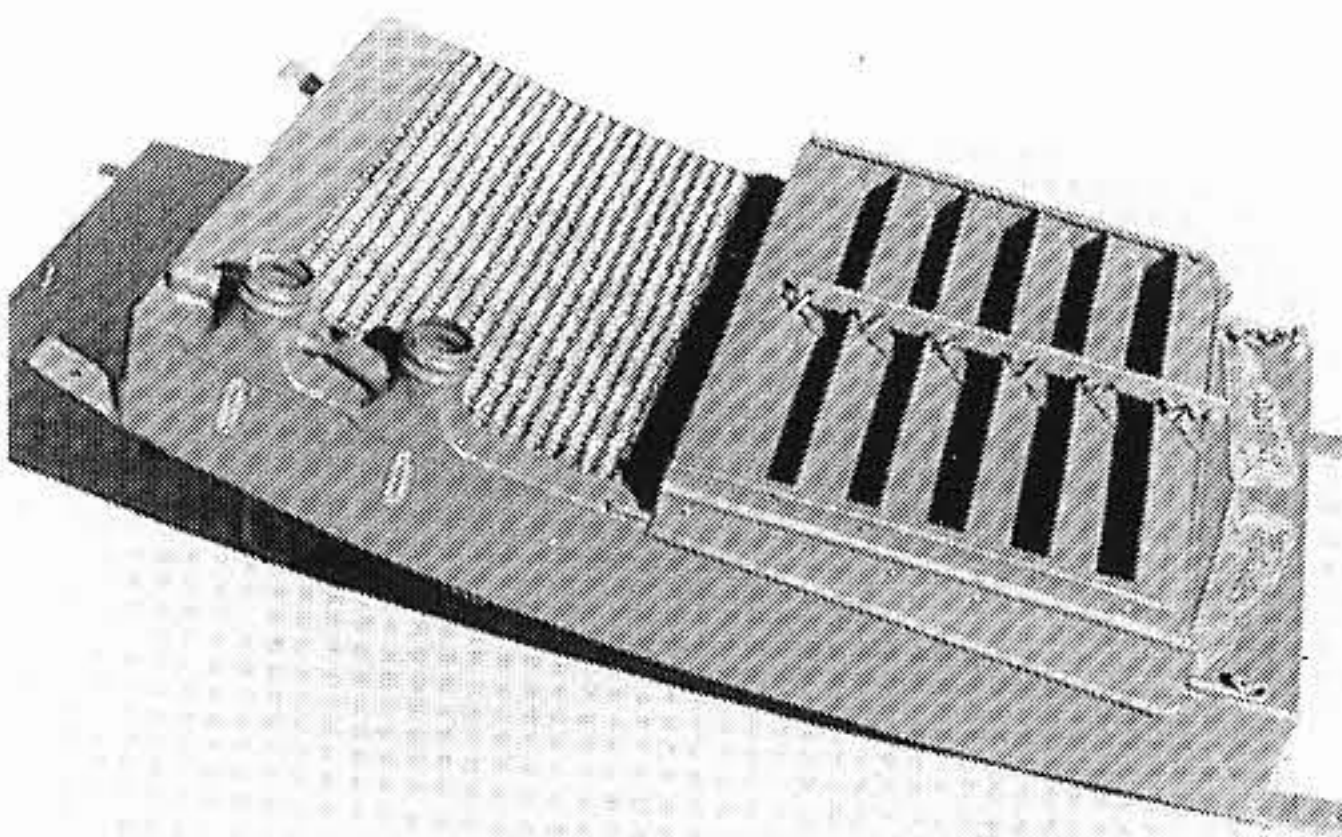
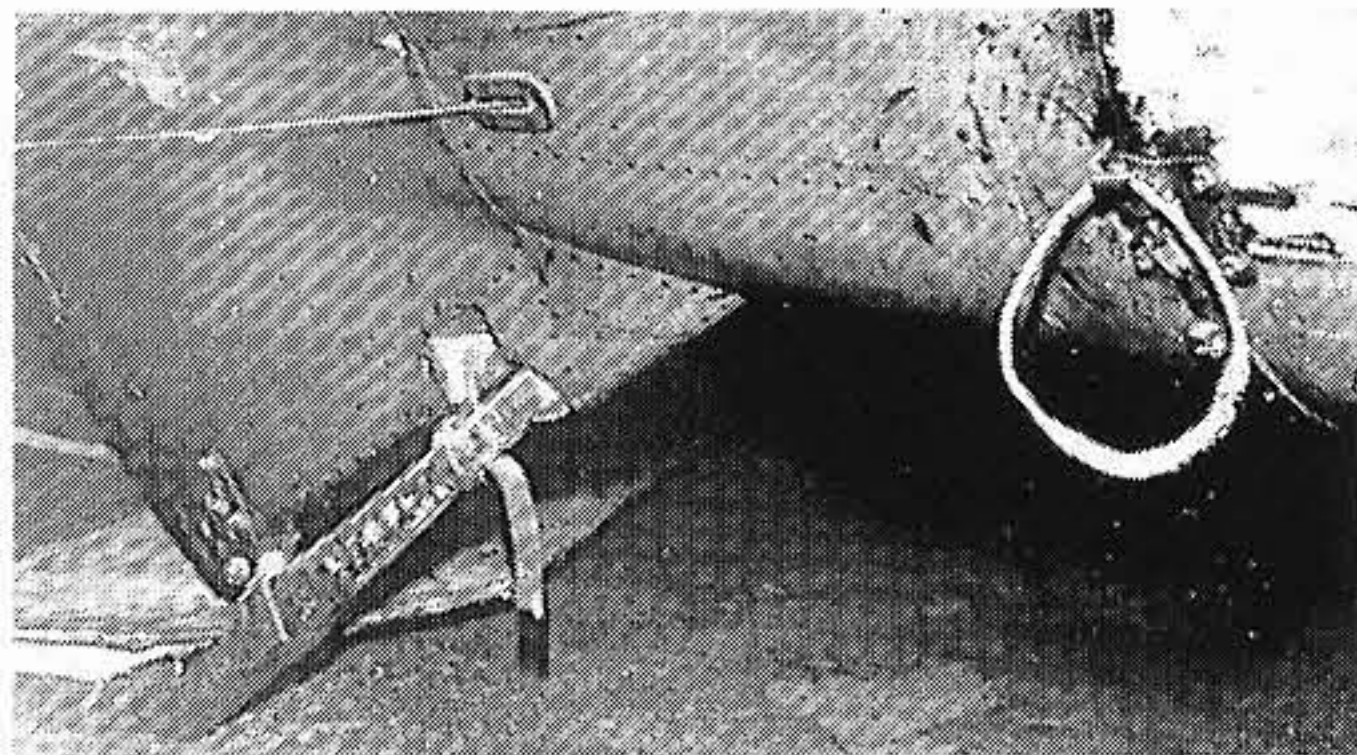
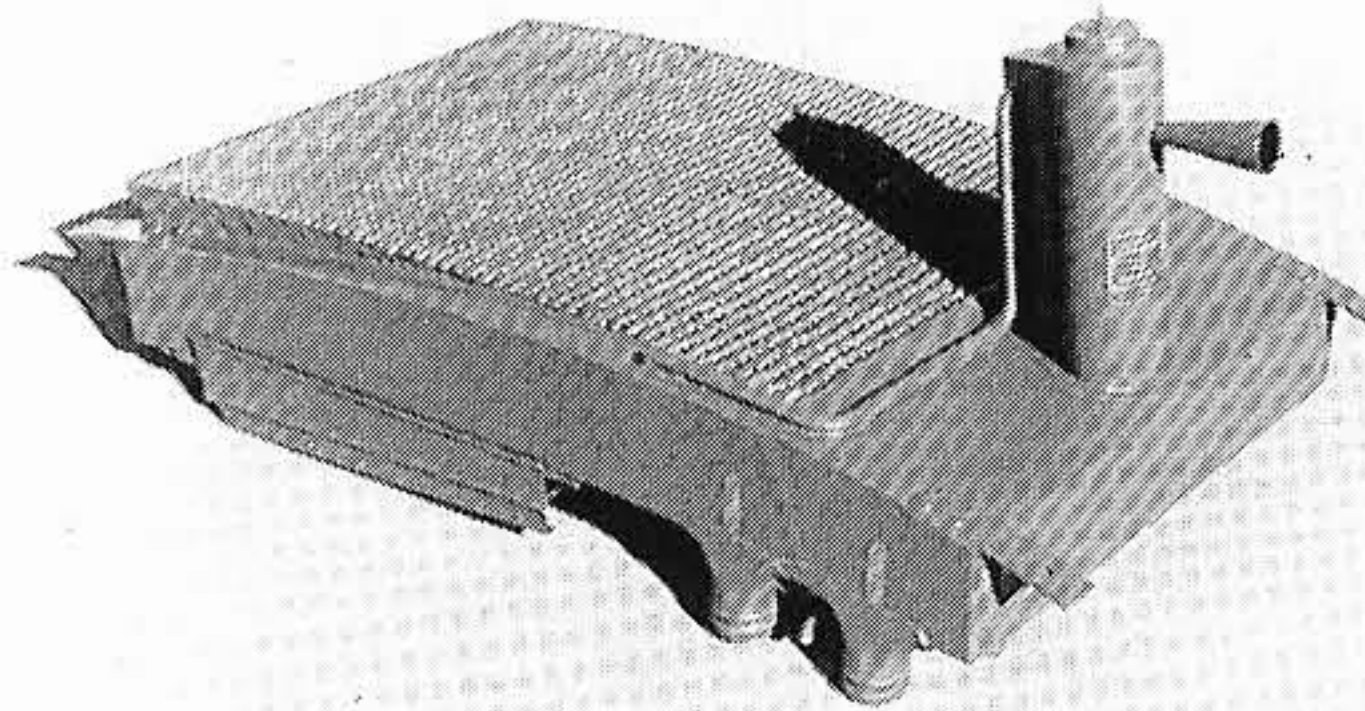
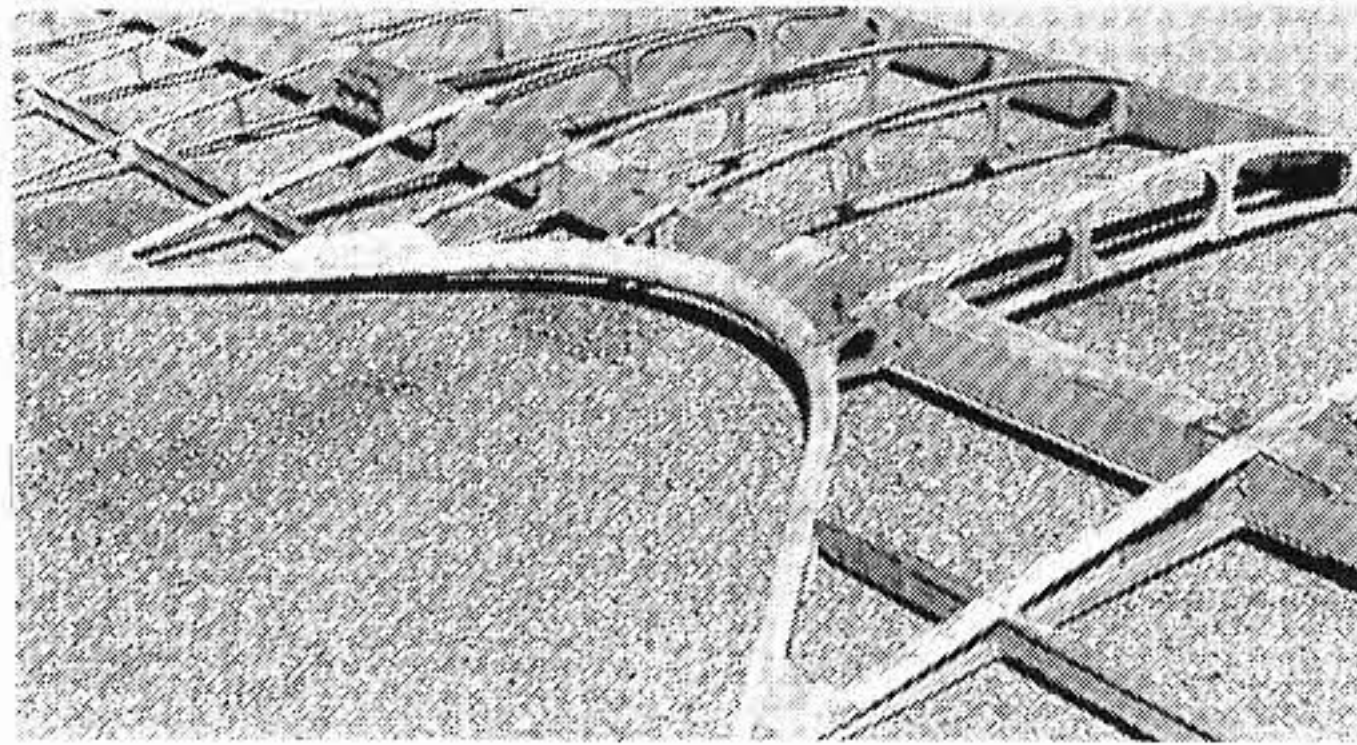
Below, spinner backing plate
 and, at foot, ammunition
 boxes.





1:72 scale drawings

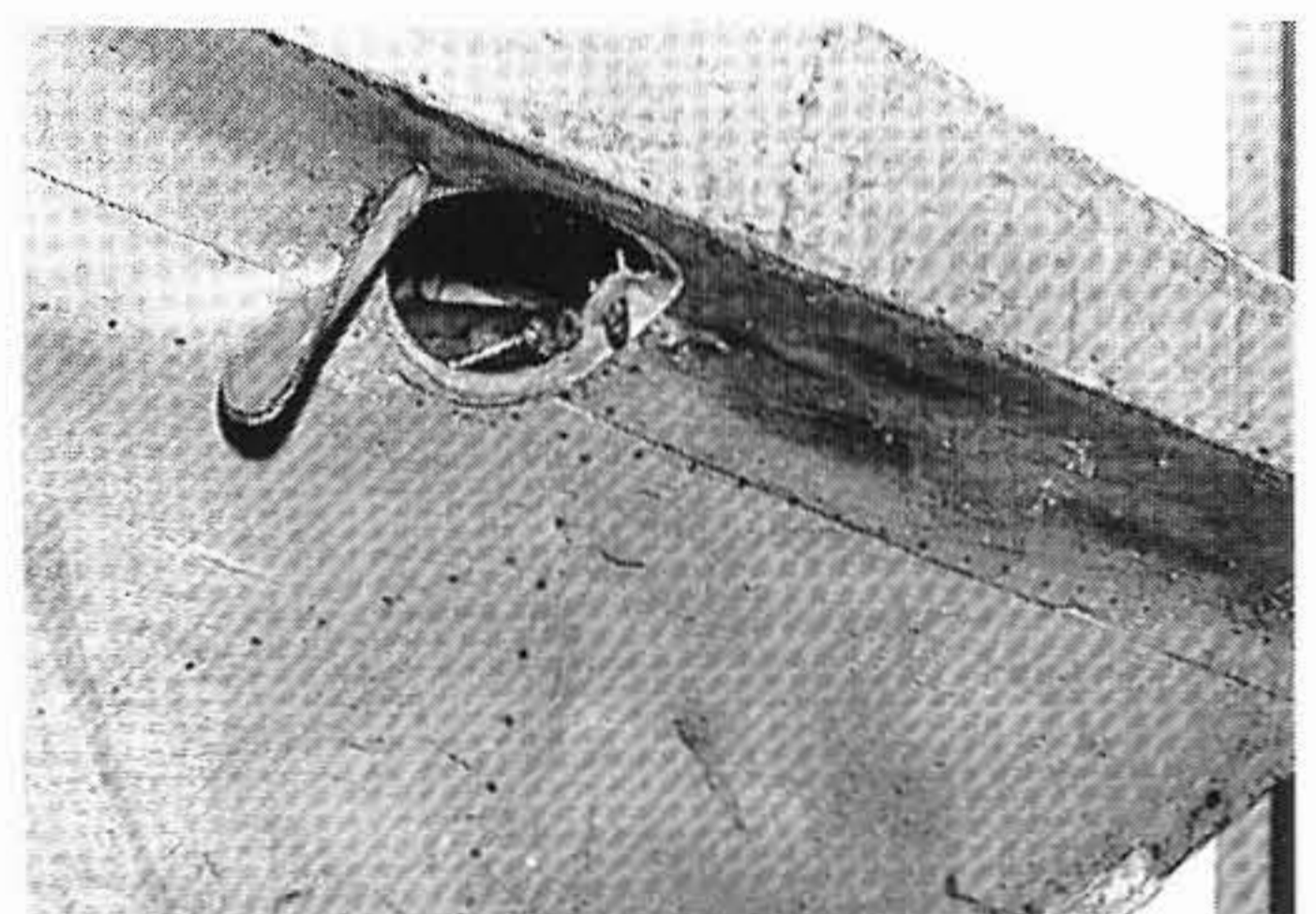
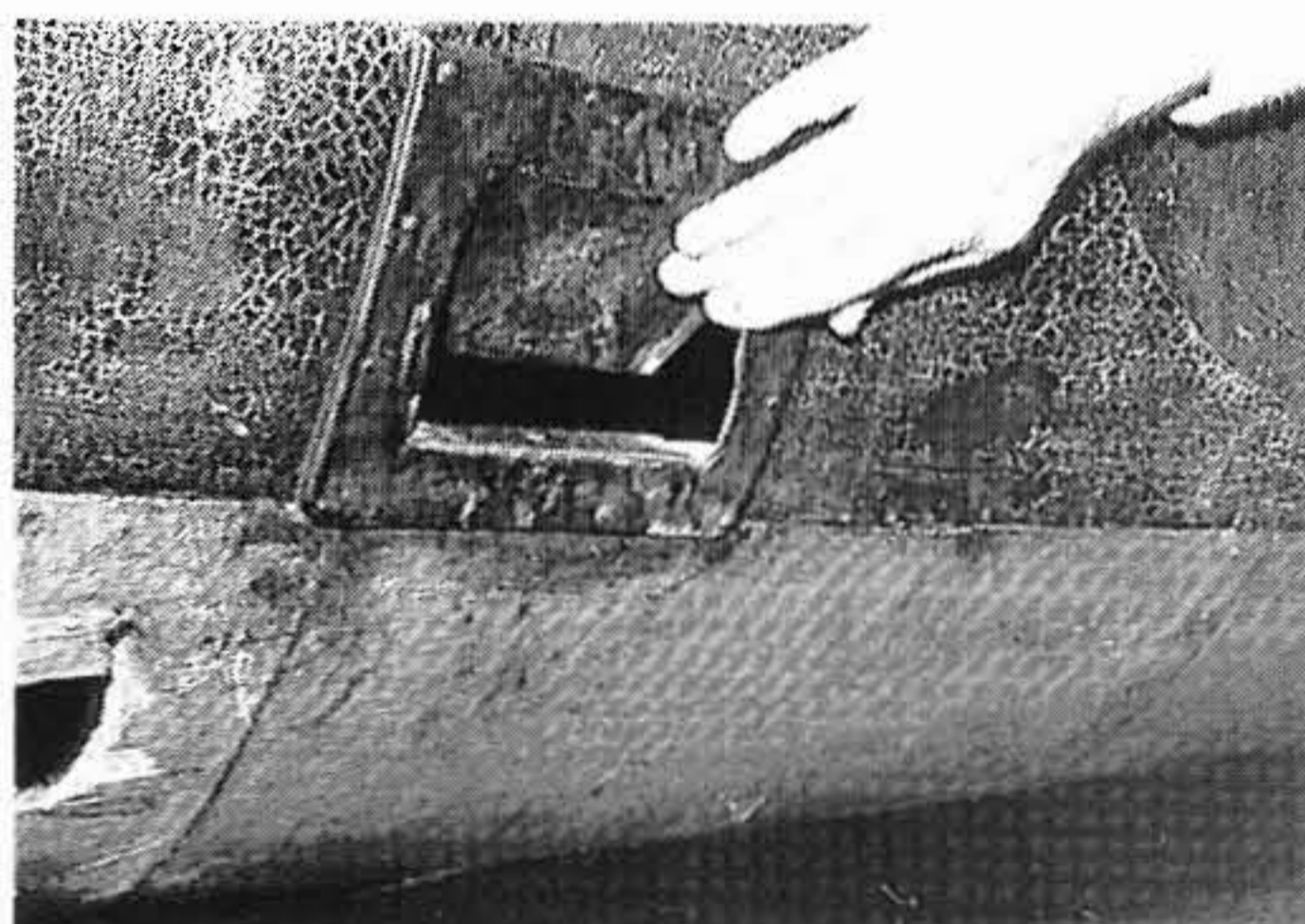
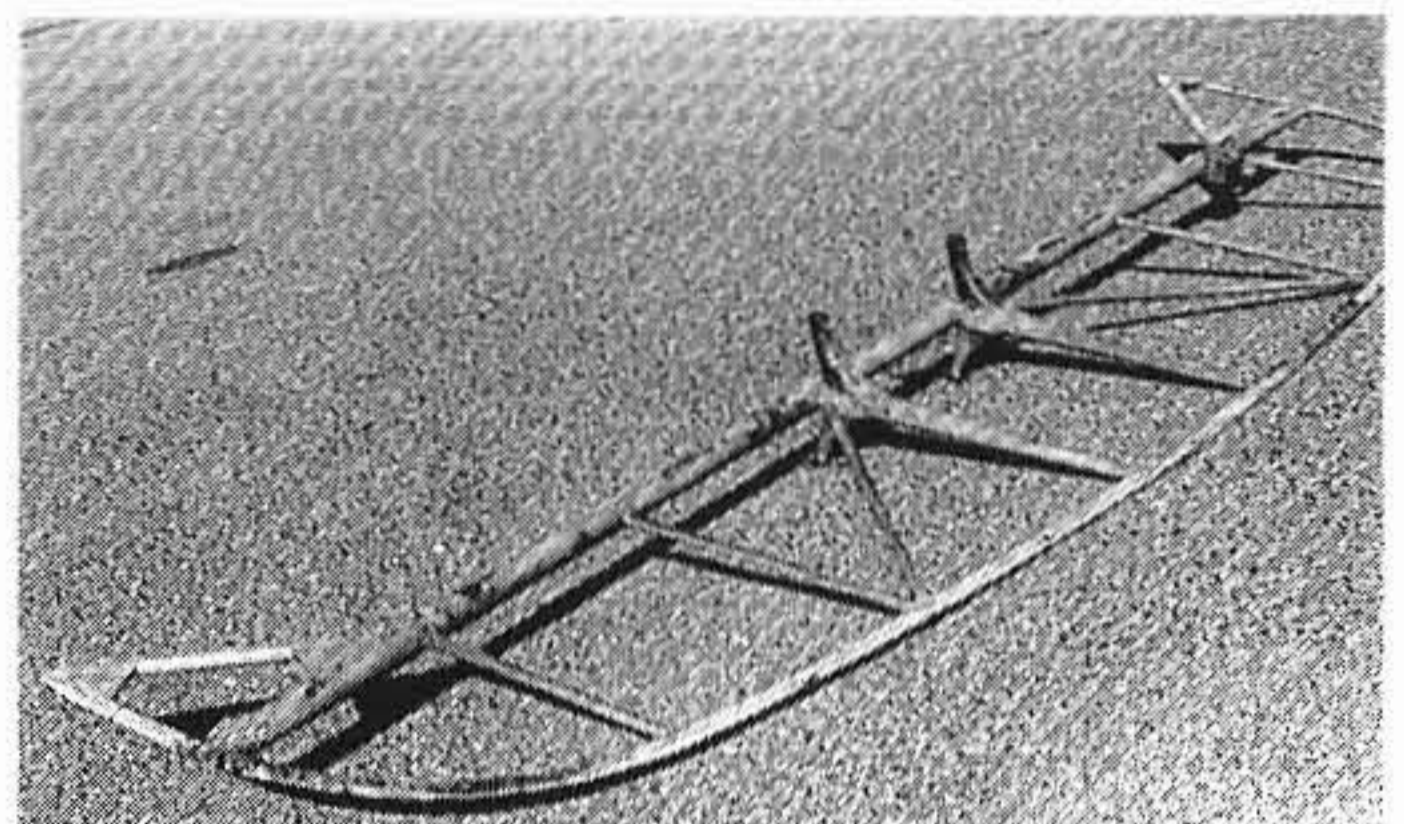
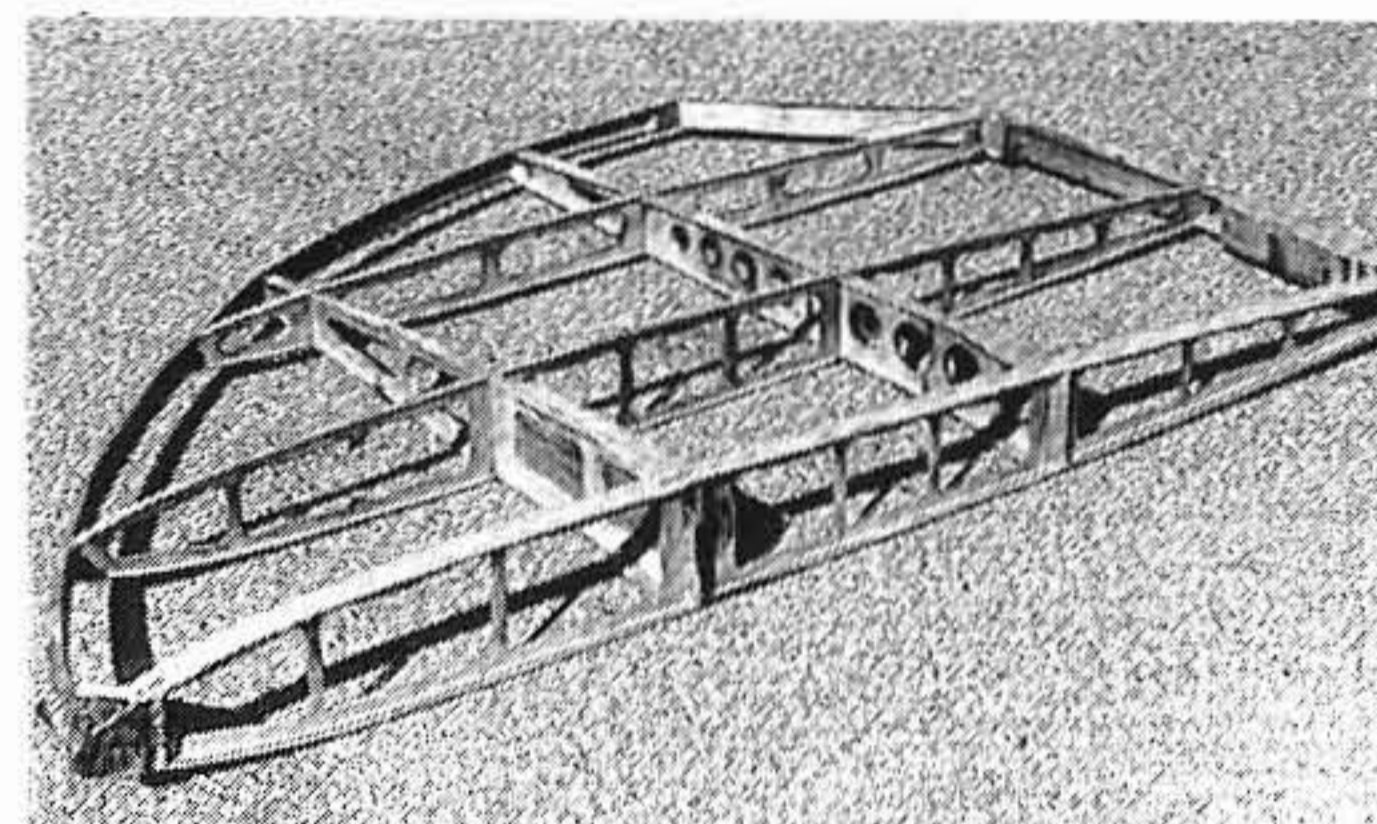
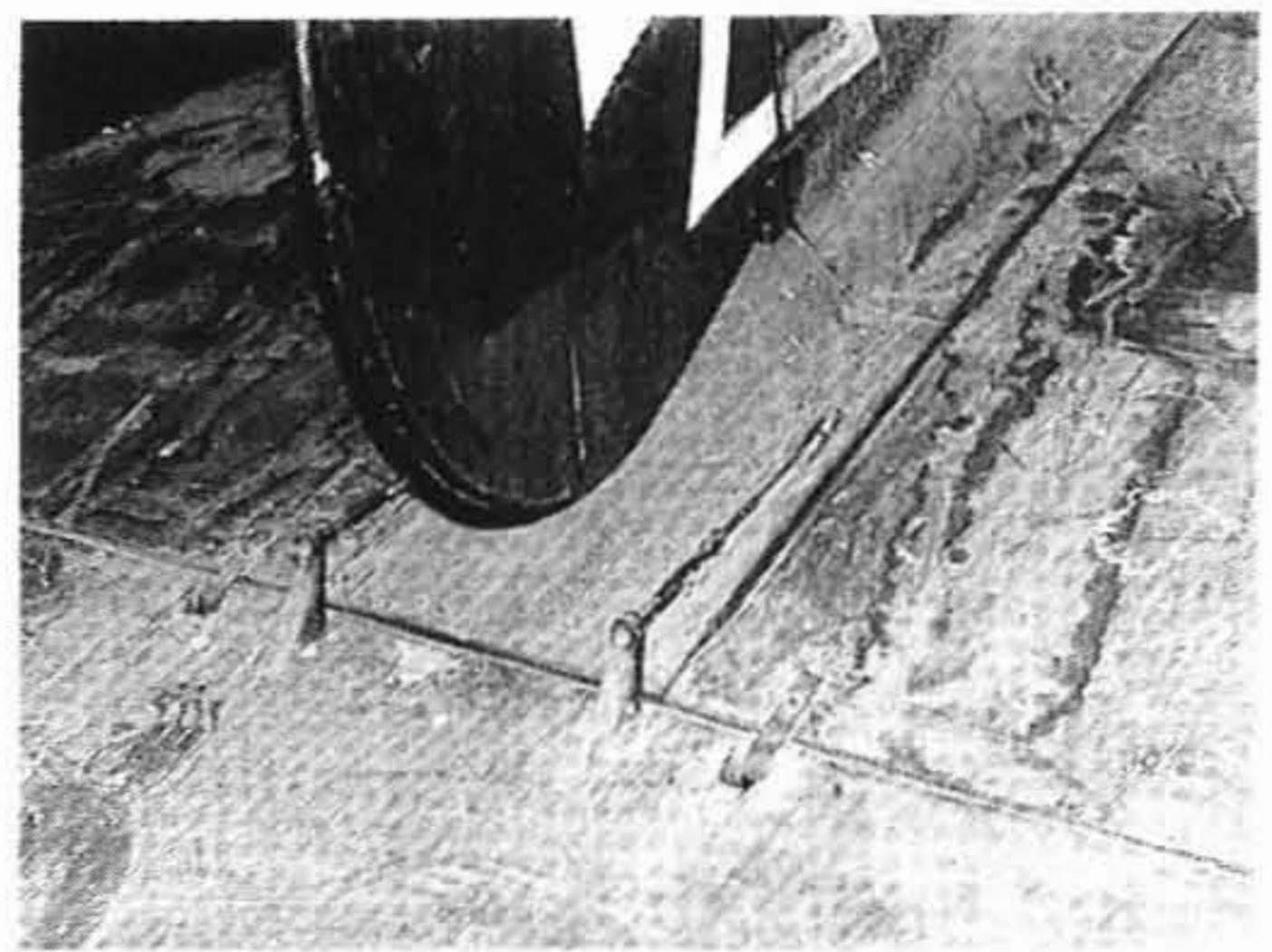
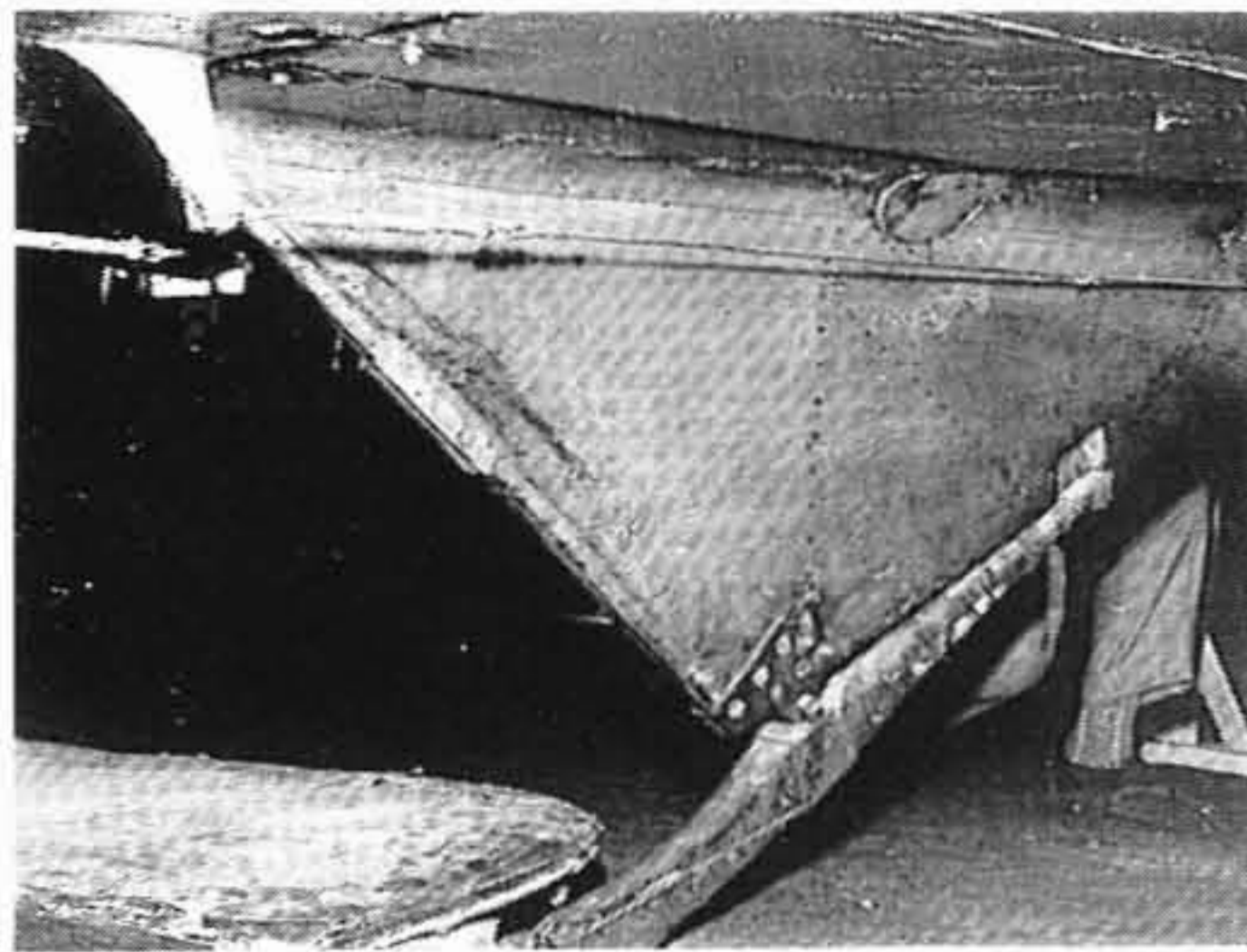
D.Va with twin radiators (Palestine Front)



Clockwise from top left:
 upper wing centre section;
 restored radiator; underside
 view of the radiator
 revealing shutters and fixing
 points; repaired wing ribs –
 port lower wing; starboard
 upper wingtip – leading
 edge and rib detail; under
 surface aspect of the same
 area; control horn and hinge
 fittings under starboard
 aileron frame; rear fuselage,
 underfin, and tail fixing
 points; extremity of fuselage;
 starboard rear fuselage
 detail showing underfin,
 tailskid and wire lifting
 'handle'.

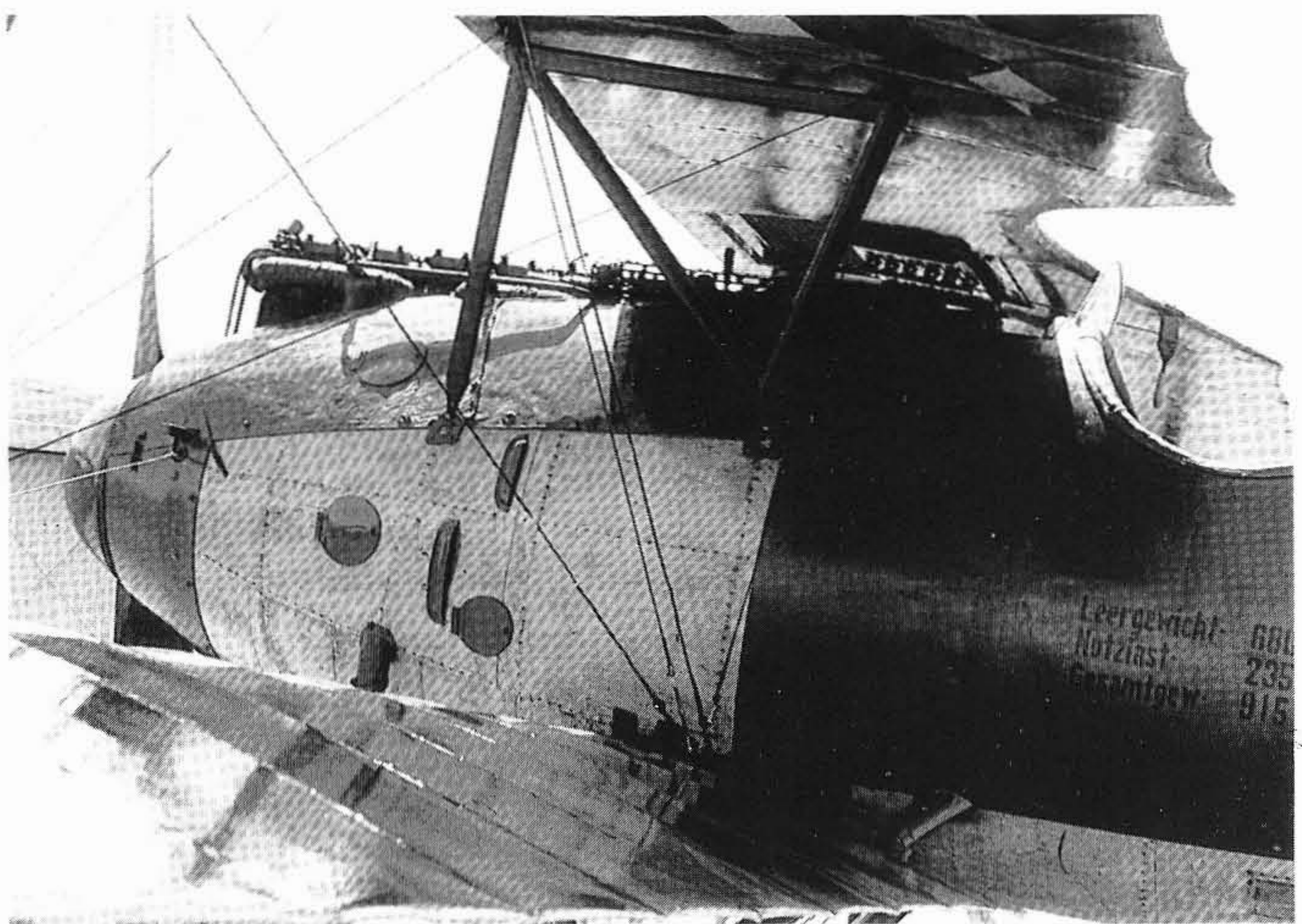
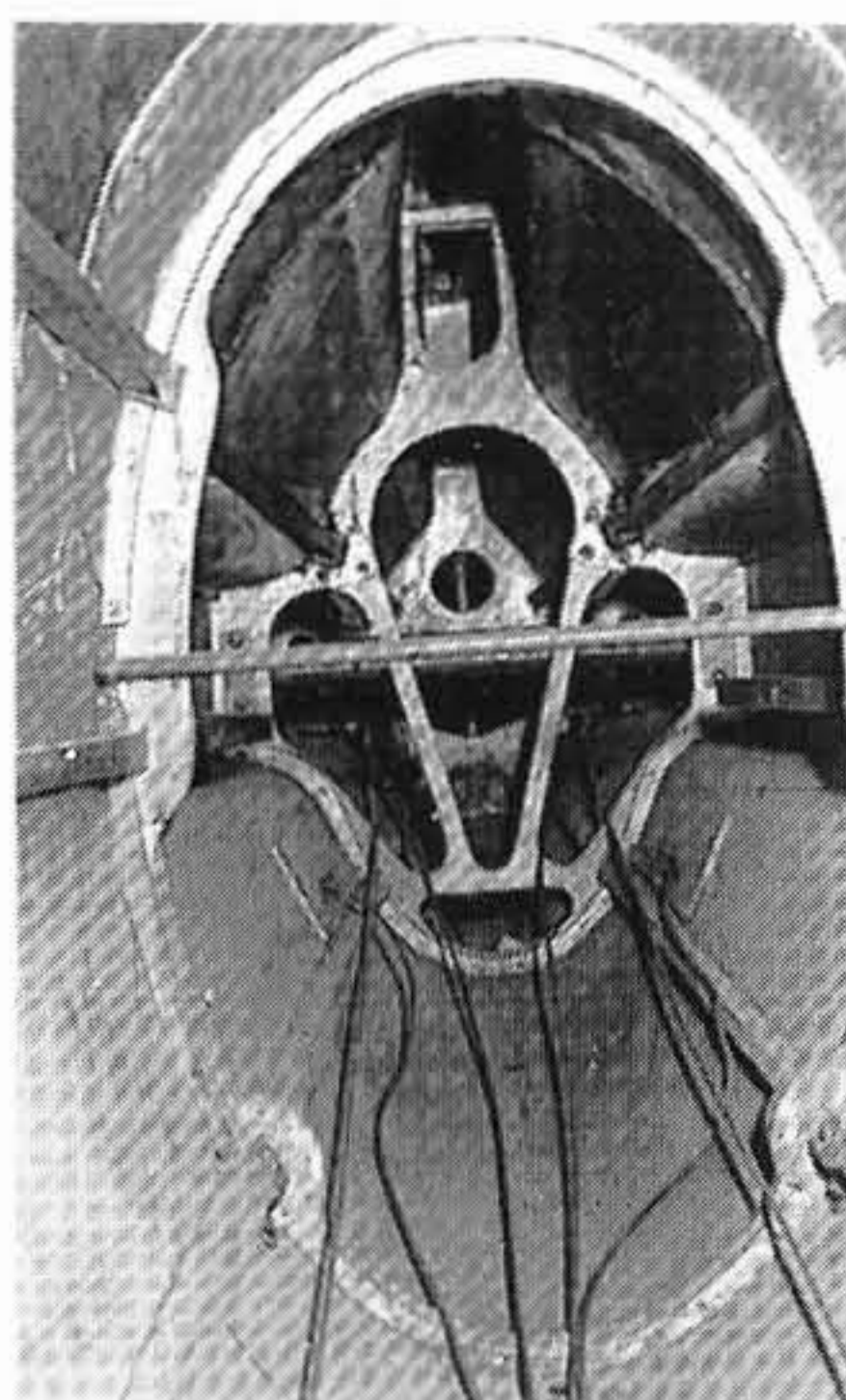
Below, data plaque on
 leading edge of the pressure
 pipe fairing, radiator leading
 edge.





Clockwise from top left: rear fuselage and tail skid detail; elevator control horns; elevator framework; control cable inspection flap on underside of port tail 'fillet' – note curved section to match fuselage contours; port nose aspect of D.5390/17 after restoration; sprung flap in pilot's footstep, port lower fuselage; starboard tailplane structure.

Below, view aft of the fuselage from cockpit.



COLOURS AND MARKINGS

ALBATROS D.I/D.II

Ex-works Albatros D.Is and D.IIs left the factory with their plywood fuselages left natural, or stained a deep reddish brown, and treated to several coats of clear, glossy varnish. The upper surfaces of wings and horizontal tail surfaces were 'shadow-shaded' in two camouflage dopes whilst under surfaces, undercarriage units and wheel covers were usually a pale blue colour. Early examples of the D.I had clear-doped flying and control surfaces. Rudders were commonly left in natural fabric and clear-doped although they could also be seen in one of the camouflage colours. Struts, metal spinner, cowling, inspection flaps, etc., were usually painted a pale grey-green.

On April 12 1917, *Idflieg* (Inspectorate of Aviation Troops) issued a directive to all aeroplane manufacturers with regard to the use of camouflage dopes. It stated that the use of 'red' or 'red-brown' on wing upper surfaces had led to German aeroplanes being mistaken for Allied types, mostly French, which had resulted in 'several fights between our own aircraft'. The *Idflieg* order went on to specify that from then on 'lilac' should replace the 'red-brown' of the camouflage system. From the accompanying production list of D.II fighters it may be seen that all machines had been ordered by September 1916 and thus were extremely unlikely ever to have worn the new colours. From this one may assume that most, if not all,

camouflaged German-built Albatros D.II fighters were seen with their upper surfaces in dark green and red-brown colours.

Several camouflage patterns have been noted on close examination of available photographs, that used by LVG for their 75 licence-built D.IIs being the most consistent. Typical examples of both LVG and Albatros-built machines are illustrated but as far as the latter was concerned, the patterns could vary considerably and, as ever, one is advised to study photographs wherever possible.

Although the D.II enjoyed fairly widespread Front-line service it missed out on the later rapid expansion of German fighter units and thus there are very few known examples which can match the flamboyant and exotic schemes seen on other Albatros fighters. Early D.I and D.II aeroplanes usually had plain identifying numerals or letters whilst later aeroplanes could be seen with unit or personalised markings of a fairly stylistic design mostly rendered in black or white or a combination of the two.

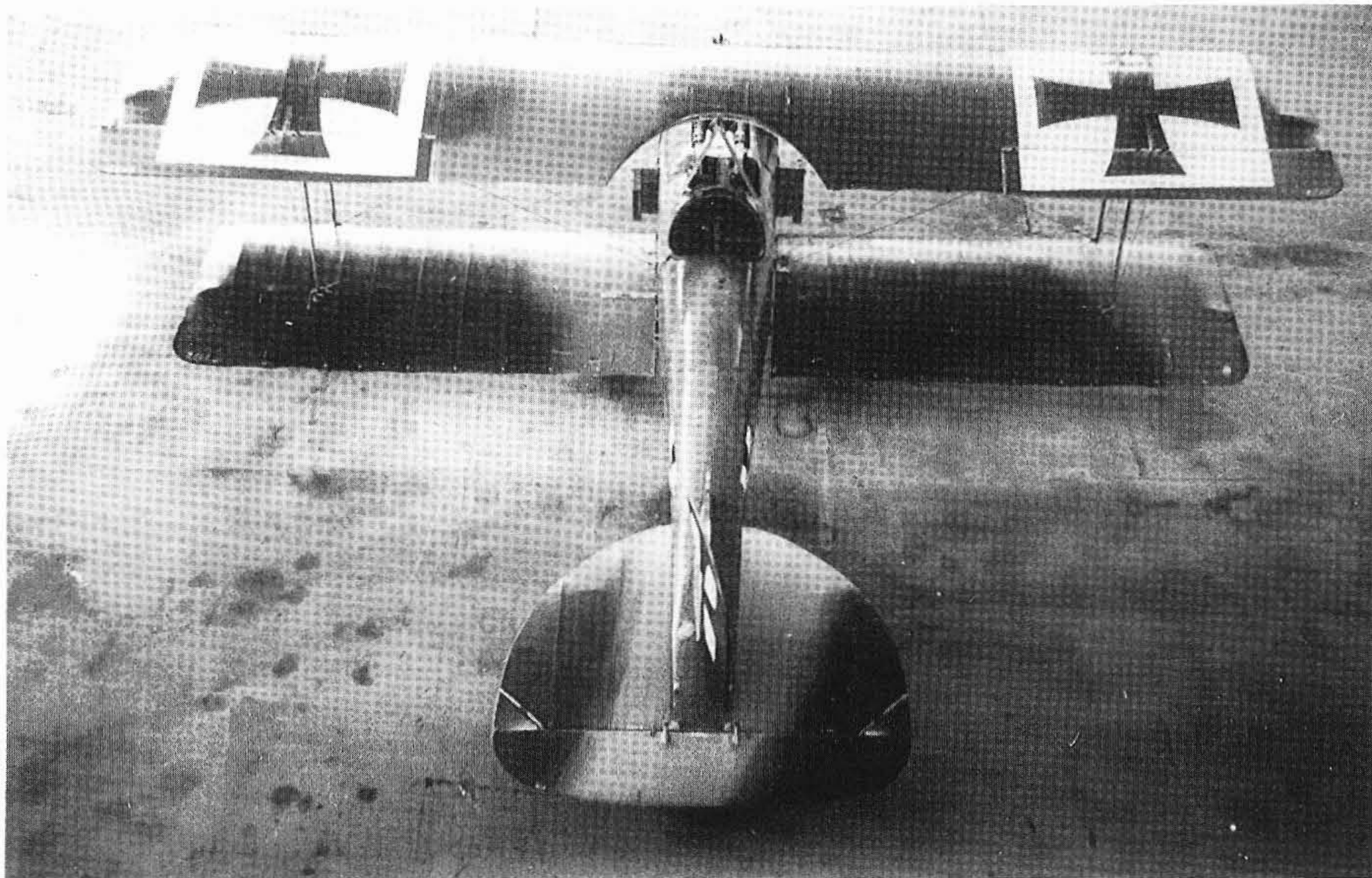
Well-known overhead view of Albatros D.I at Metz Frescaty reveals one of the camouflage patterns applied to the upper surfaces of wings and tailplane. Colours were dark green and red/brown, the latter believed to be the darker of the two tones shown here. Highly reflective finish could be due to use of glossy dopes and varnishes or condensation...

ALBATROS D.III

Ex-works Albatros D.III fighters bore a similar finish to that of the D.II already described with red-brown/green dopes used initially for camouflaging the upper surfaces. Referring to the D.III production list it can be seen that the first three batches were delivered prior to April 1917 and therefore it may be assumed that these 500 aeroplanes bore the red-brown/green schemes. So, too, probably were machines of the first OAW batch as existing stocks of the brown dope were used up and as a general rule of thumb it appears likely that most D.IIIs delivered from late May onwards were camouflaged in green and lilac. It must be stressed, however, that this is at best a working guide only for many factors could be responsible for exceptions to the 'rule' such as late delivery of new dope stocks, repairs in the field, etc., but at least it provides a fairly reliable guide with some degree of latitude either side of the April 1917 period.

As to the various shades of the colour dopes used on Albatros fighters these are tabulated below and have been matched to existing fabric samples and cross-referenced to the **Methuen** system. No allowances, however, have been made for fading or weathering so these colour matches are offered as a general guide only.

Later in the war printed 'lozenge' fabric in both four-and-five colour combinations was introduced and could



be seen on late production D.III's while it was also commonly used on the rudders of OAW-built machines.

With the appearance of the D.III on the Western Front and expansion to nearly 40 German fighter units, a greater need arose for unit identity and from Spring 1917 colourful and flamboyant liveries began to appear. However, such individualistic schemes were not as common as generally supposed and colours were usually restricted to the fuselage, tail and struts. Rarely were aeroplanes redoped in their entirety.

ALBATROS D.V/D.Va

Most D.V's left factories with their plywood fuselages having received several coats of clear varnish prior to application of the national markings and relevant stencils. The varnish had a yellow cast which gave the natural plywood a pleasing 'warm straw' appearance. Several examples of the D.V/D.Va were also to be seen with their fuselages doped in aluminium.

Upper surfaces of wings and horizontal tail surfaces were camouflaged in various patterns of dark green and mauve, the shades of which could vary as the **Methuen** examples reveal. Under surfaces of wings and tailplane were doped in a pale blue, sometimes a light yellow, and the fabric-covered rudder was usually clear doped. All struts, spinner, metal cowling panels, wheel covers, inspection panels, footstep and metal fittings were normally finished in one of two colours, a pale greyish green or a light chocolate brown. It is, of course, quite impossible to differentiate between these two colours from study of monochromatic photographs. Dark green was also used

on metal areas.

Since *Idflieg's* April 1917 directive recommended the discontinuation of red/brown dope in favour of mauve it may be fairly safe to assume that the earlier colour was never applied to D.V/D.Va airframes but it would be a rash man indeed who made no concession for exceptions.

Printed fabrics

From April 1917 the familiar printed 'lozenge' fabrics began to appear. These were developed in an effort to reduce the extra weight of colour dope coatings, while also speeding up production at the factories; during 1917 the printed fabric gradually began to replace the earlier forms of camouflage as aeroplanes were lost in action or withdrawn from Front-line operation.

So far as is known there were main 'day' patterns, one using a combination of four colours, the other five, and both produced in two forms, one for upper surfaces and a lighter version intended for under surfaces. Either pattern could be applied to D.III/D.V/D.Va machines and there appears to have been several variations in the covering of flying surfaces. Both spanwise and chordwise applications have been noted.

Ailerons and elevator coverings rarely matched those of the adjacent flying surfaces and combinations of both four-

Vzfw. Kurt Jentsch of Jasta 61 at Ercheu in early Summer 1918. This Albatros D.Va is either D.5343/17 or D.7343/17 and bears non-standard national insignia with black and white fuselage markings. Wings and tailplane are dark green and mauve above, pale blue beneath. (Dr. V Koos)

and five-colour patterns on an individual machine were by no means uncommon.

The colour table reproduced below provides average hues for the best known patterns as well as scale drawings to assist modellers in creating the scheme.

Individual colours

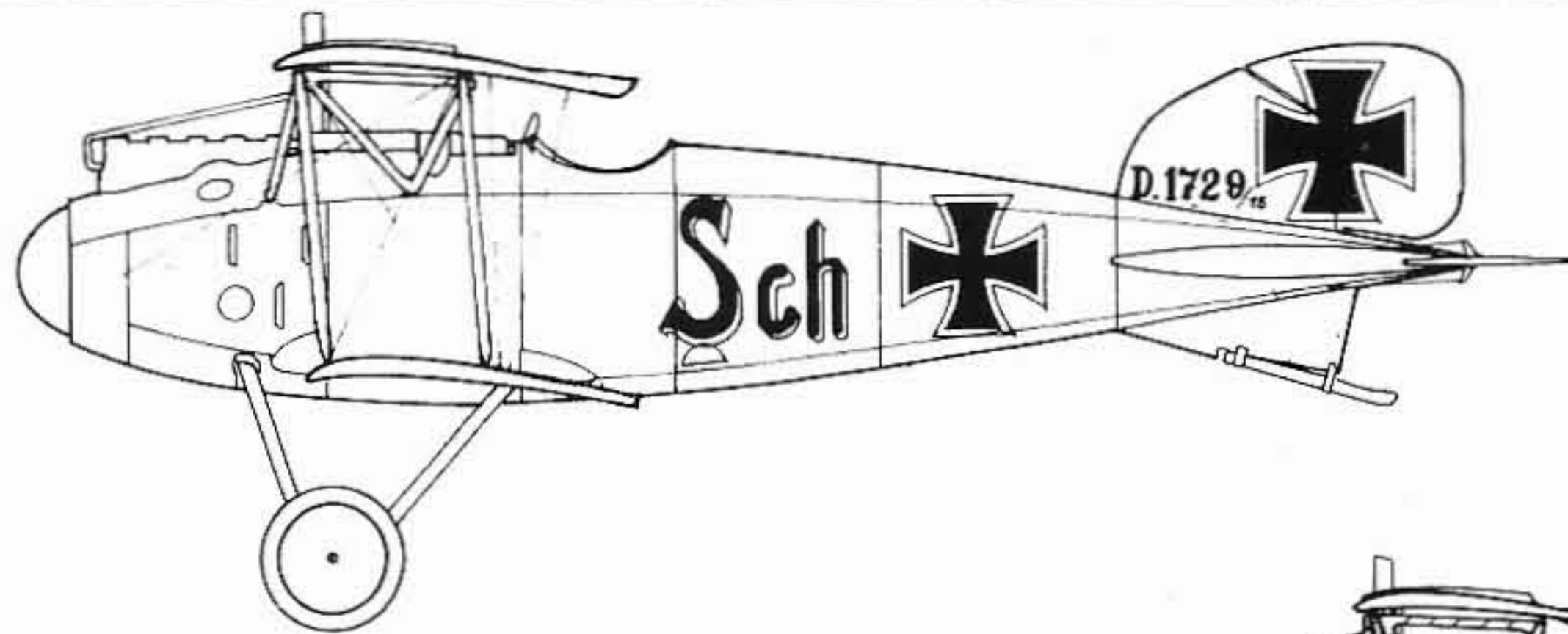
Attempts to reduce the brightness of the gloss varnished Albatros fuselage took various forms, some of which may have been applied at the factory. Several examples are illustrated in this book and range from fairly straightforward stippling with sponge or rag to laborious hand-painting and/or use of stencils in an effort to match the printed fabric as closely as possible.

Many *Jastas* adopted specific paint schemes for their machines and their colours were usually confined to fuselages and/or tails, struts, wheel covers, etc., with pilots allowed to add personal insignia as the fancy took them. Rarely did these colours extend to fully covering the wing surfaces although, as ever, there were exceptions.

Cockpit colours

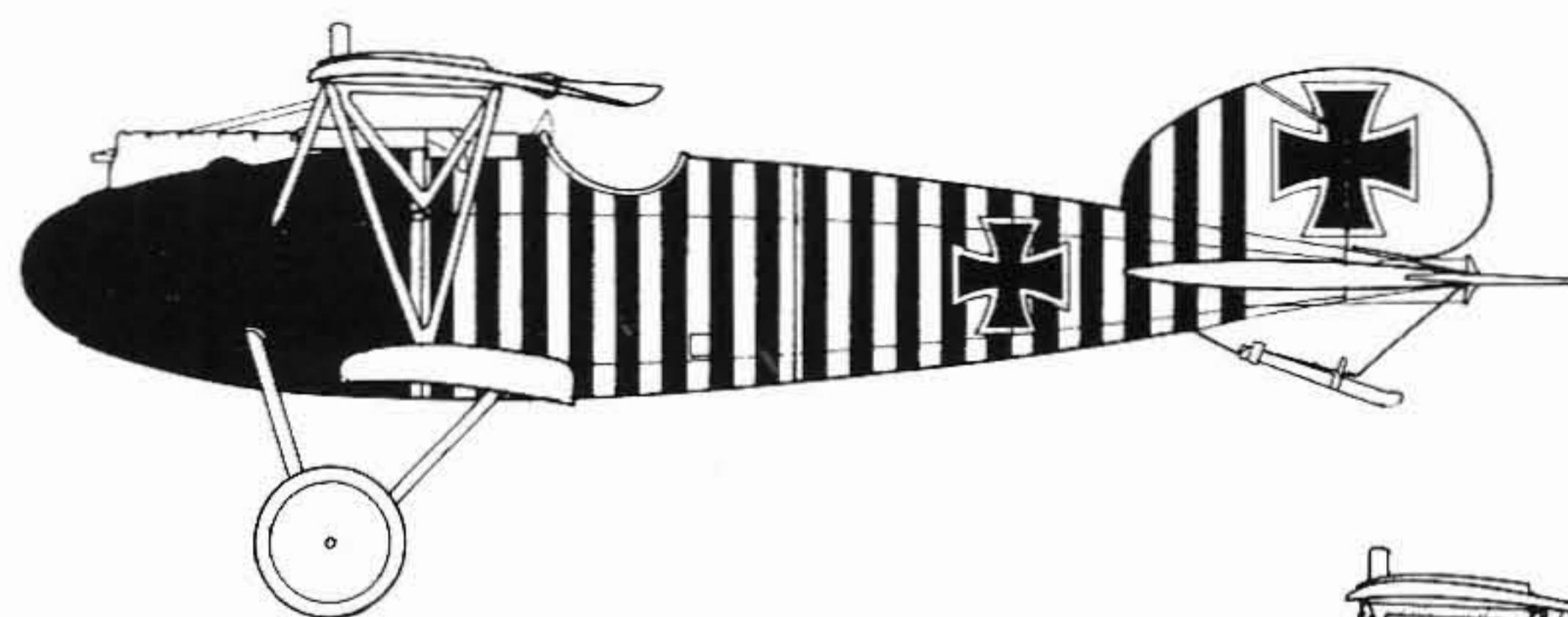
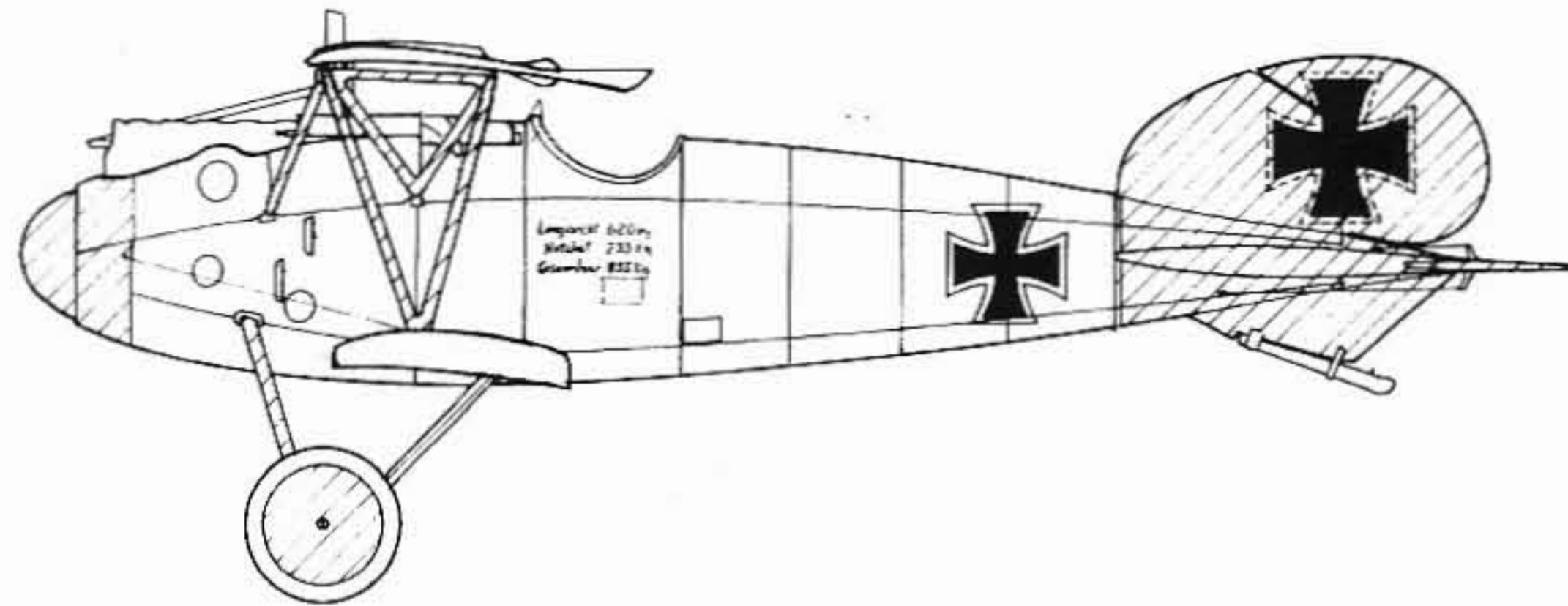
The basic interior of the Albatros cockpits matched that of the external finish with all wooden framework and crossmembers coated with varnish as was the plywood seat which would then be covered in dark brown or black leather. Control column, rudder bar, tubular metal support for machine guns and metal fittings were painted a pale colour, usually that of the exterior metal areas. Control column 'grips' were polished wood and most instrument bodies were a glossy black. Padding around the cockpit was leather, usually a mid or dark brown.





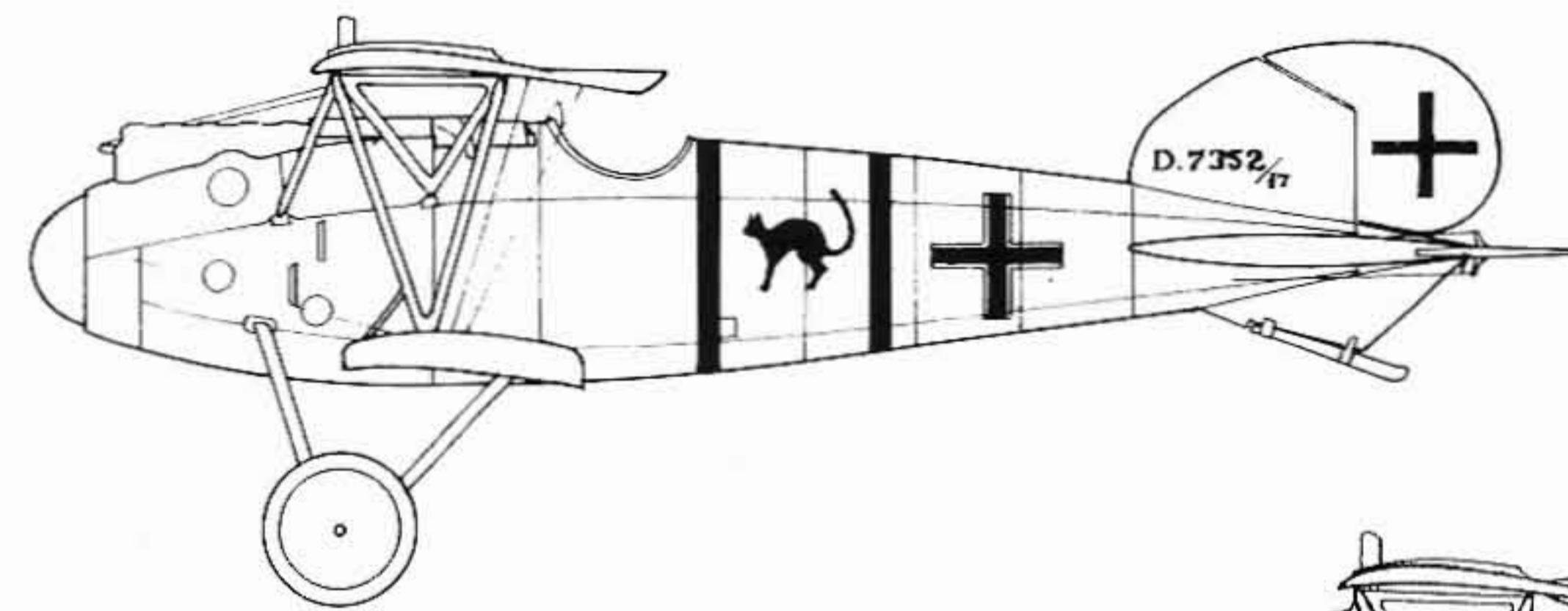
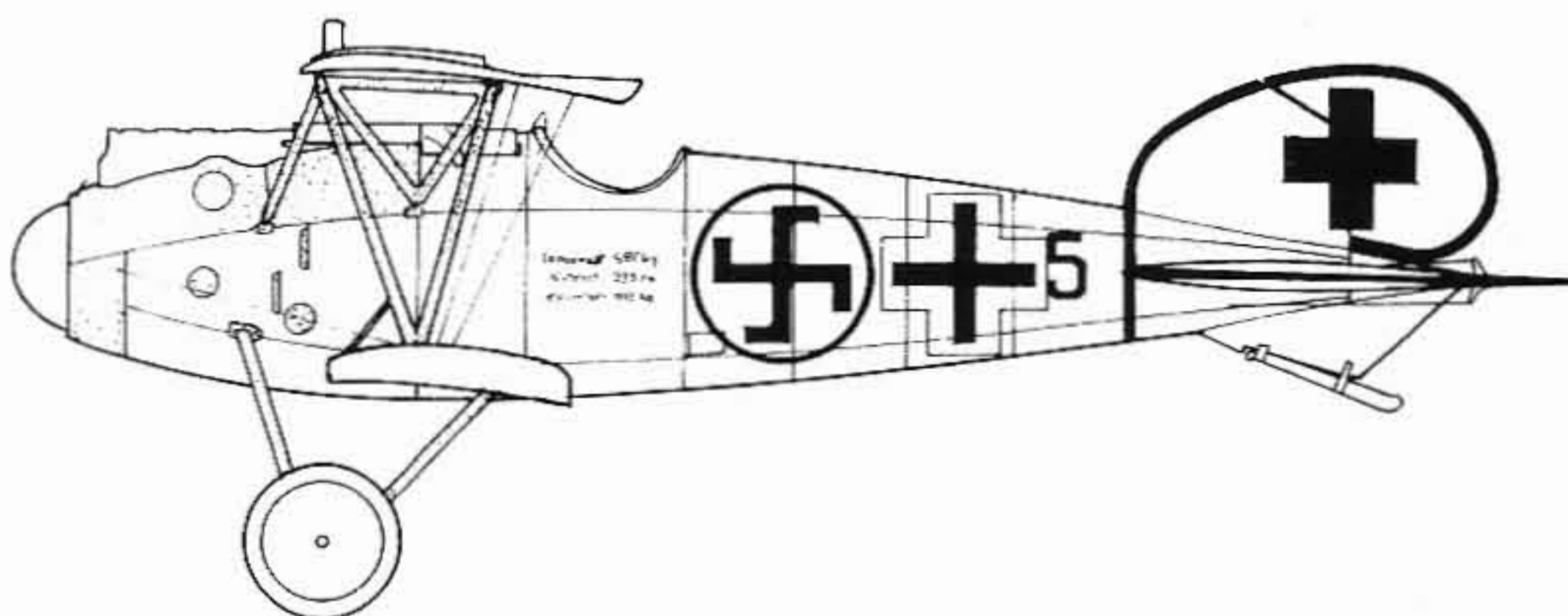
ALBATROS D.II D.1729/16, Lt. Scheller, Jasta 19, 1916.
 Varnished, red-stained fuselage, upper surfaces of wings and horizontal tailplane in red/brown and dark green camouflage (pattern unconfirmed). Upper wing crosses with narrow white borders, rudder red/brown or green. Pale blue under surfaces, wheel covers pale blue (or grey), spinner, metal panels and struts pale grey. Fuselage markings, black and white.
 Source: *Eisernes Kreuz and Balkenkreuz* by H Nowarra; page 77.

ALBATROS D.V, serial unconfirmed, Rttm. Manfred Freiherr von Richthofen, JG.I, July 6 1917.
 Varnished plywood fuselage; upper surfaces of wings (possibly including narrow white borders of crosses) overpainted red; spinner, nose panels as shown, struts, wheel covers and entire tail assembly (covering the crosses) also red. Pale blue wing under surfaces and remainder of metal panels, pale grey.
 Source: photograph on page 42.



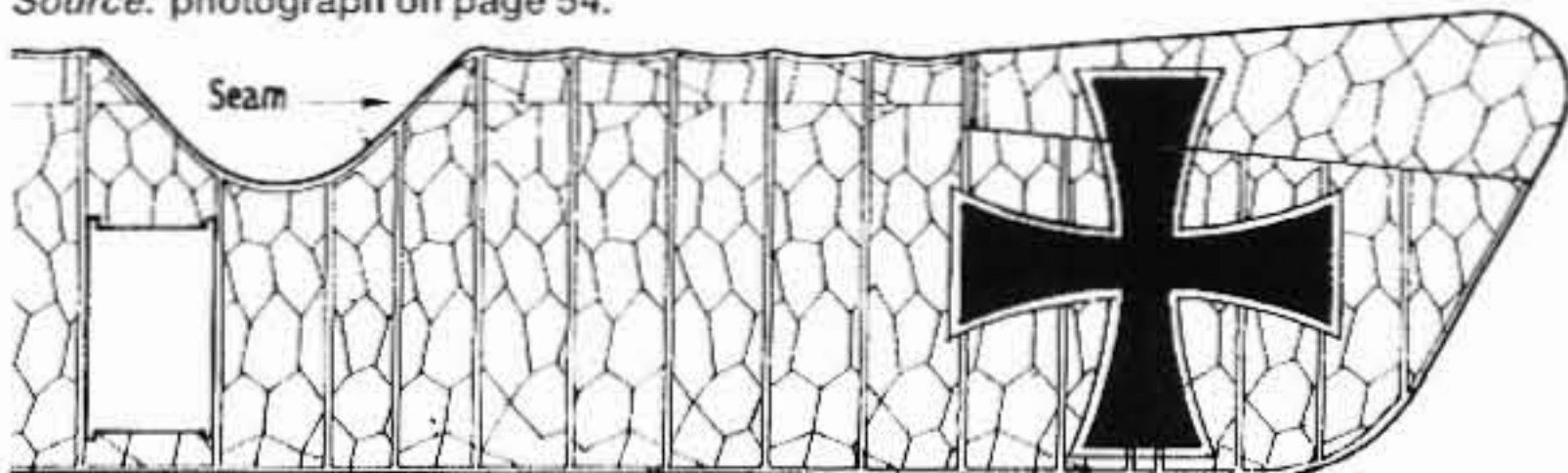
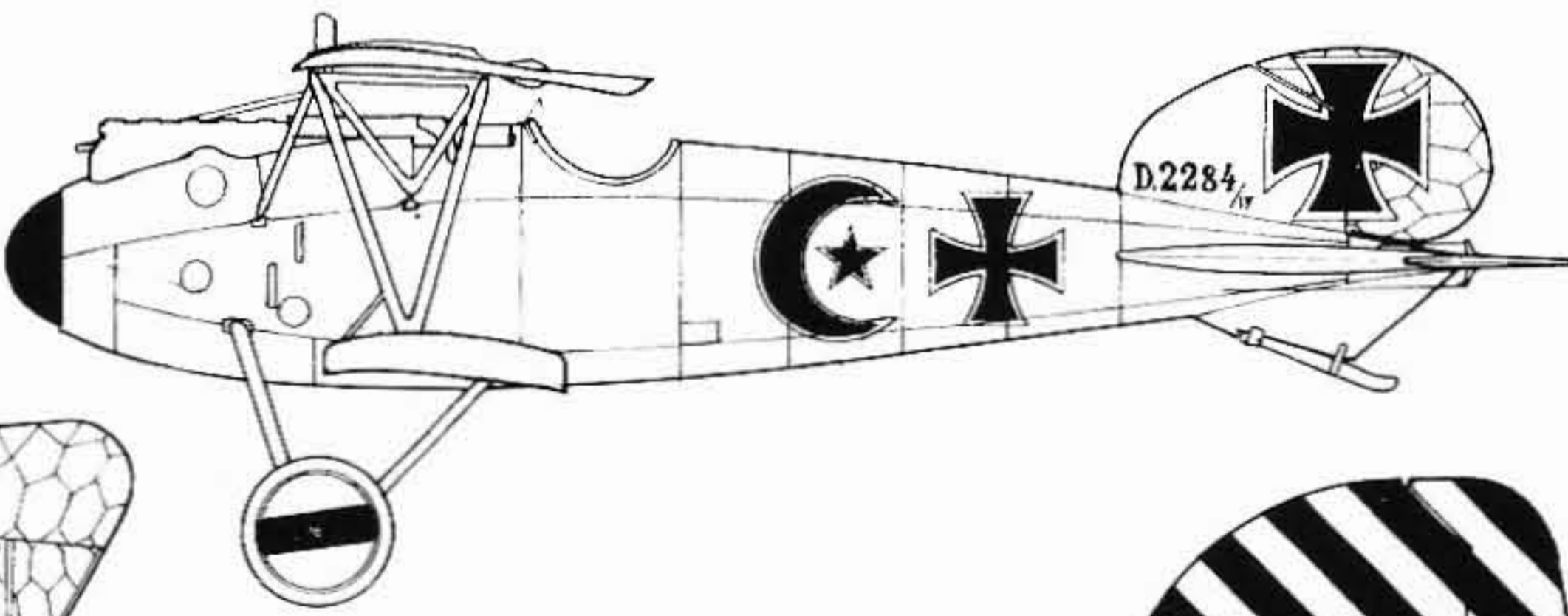
ALBATROS D.V, serial unconfirmed, Lt. Theodor Rumpel, Jasta 16, 1917.
 Varnished plywood fuselage overpainted with black and white as shown leaving extreme rear of fuselage, rear portion of fin and tailskid fairing clear varnished. Rudder and wheel covers clear-doped. Pale grey struts. Upper surfaces of wings probably camouflaged in dark green and mauve (pattern unconfirmed), pale blue beneath; upper wing crosses with narrow white borders.
 Source: *Cross and Cockade Journal (USA)* Volume 8, No.4, Winter 1967; page 374.

ALBATROS D.Va, serial unconfirmed, Lt. Josef Raesch, Jasta 43, 1918.
 Varnished plywood fuselage; upper and lower surfaces of both wings in four- or five-colour printed camouflage fabric – wing cross styles unconfirmed. Metal panels, struts and wheel covers in pale grey or mid brown. Fuselage markings black and white, entire tail unit white with black borders as depicted, white spinner.
 Source: *Cross and Cockade Journal (USA)* Volume 8, No.4, Winter 1967; page 317.

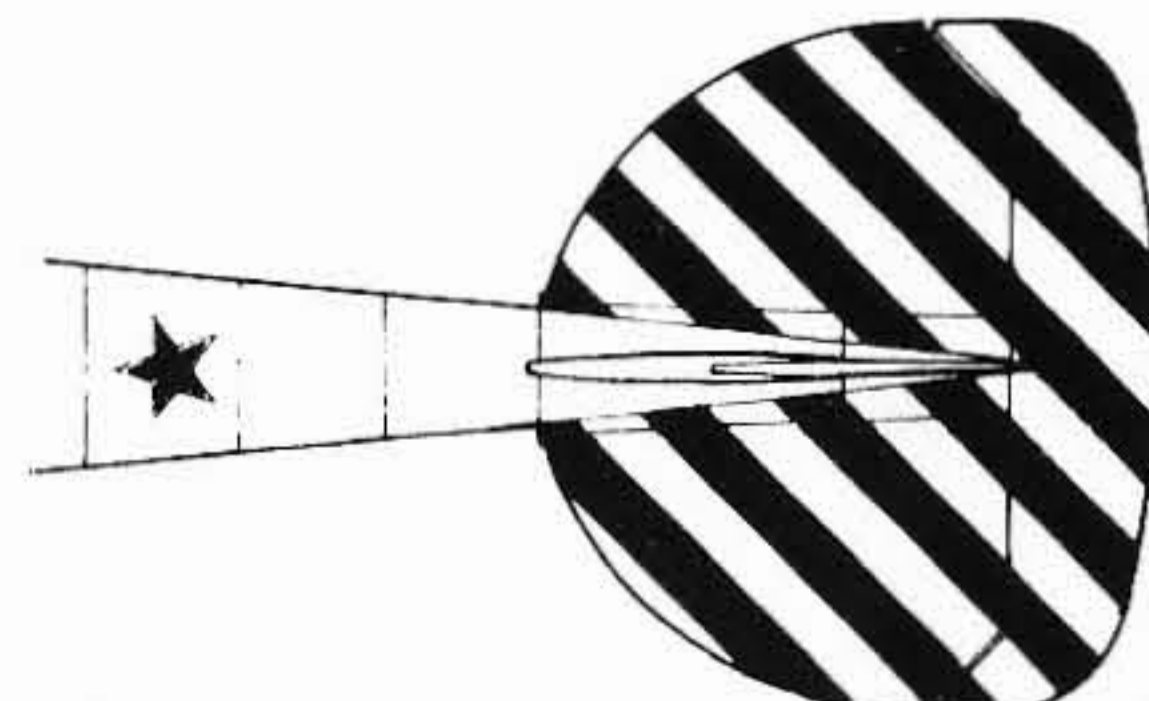


ALBATROS D.Va, D.7352/17, Lt. Lehmann, Jasta 59, 1918.
 Varnished plywood fuselage; upper and lower surfaces of both wings and horizontal tailplane in four- or five-colour printed camouflage fabric; narrow style wing crosses with thin outlines – as fuselage. Spinner, metal panels, struts and wheel covers probably pale grey. White rudder, fuselage markings black and white as shown, light coloured square area behind fuselage cross.
 Source: *Albatros D.Va* by R C Mikesh; page 19.

ALBATROS D.V, D.2284/17, Lt. Hans Waldhausen, Jasta 37, 1917.
 Varnished plywood fuselage; upper and lower surfaces of both wings and rudder in four- or five-colour printed camouflage fabric, wing crosses narrowly outlined in white – as fuselage. Metal panels and struts, pale grey. Fuselage markings and horizontal tail stripes, black and white. Black spinner and white/black wheel covers were also part of the usual *Jasta 37* livery.
 Source: photograph on page 54.



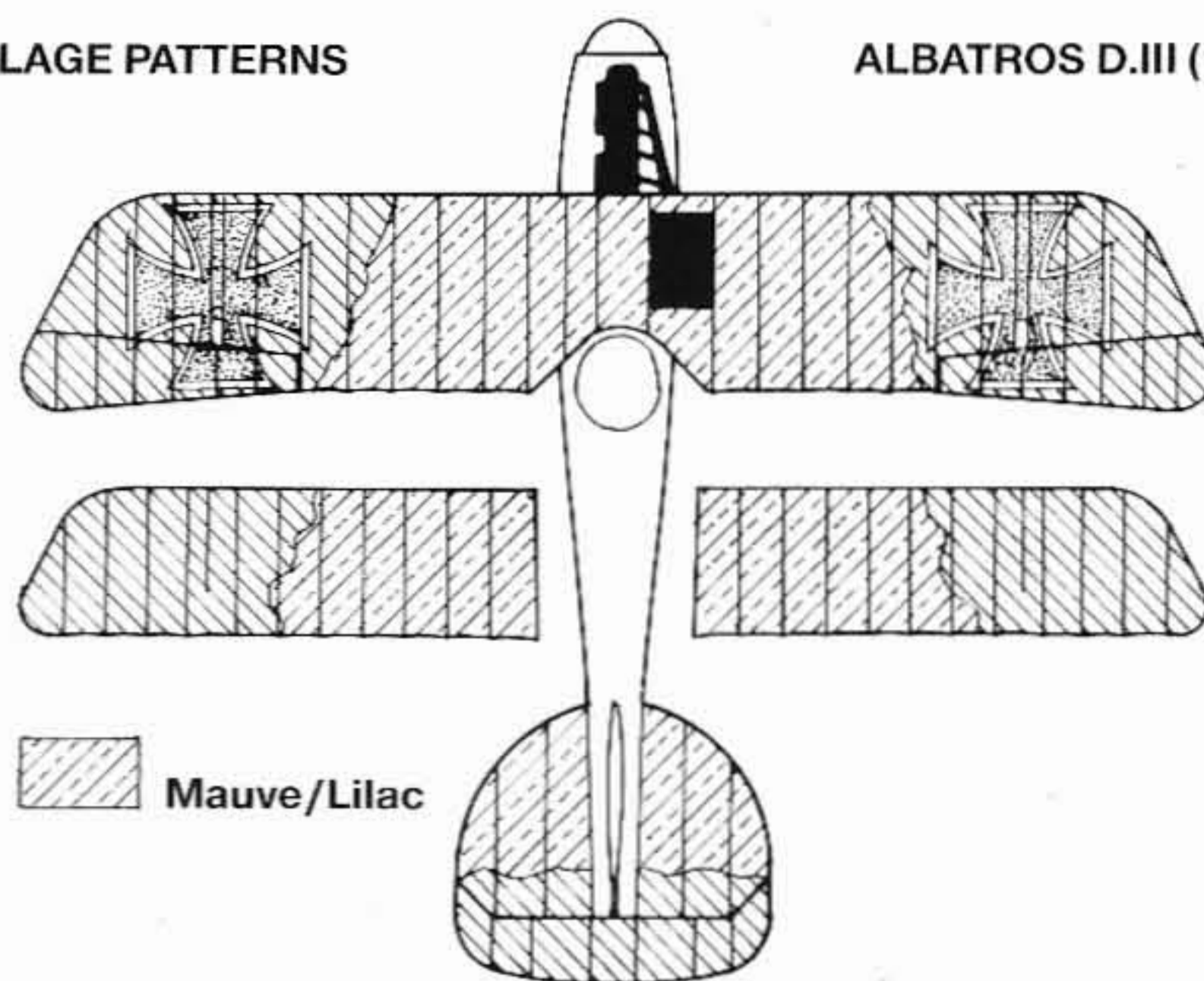
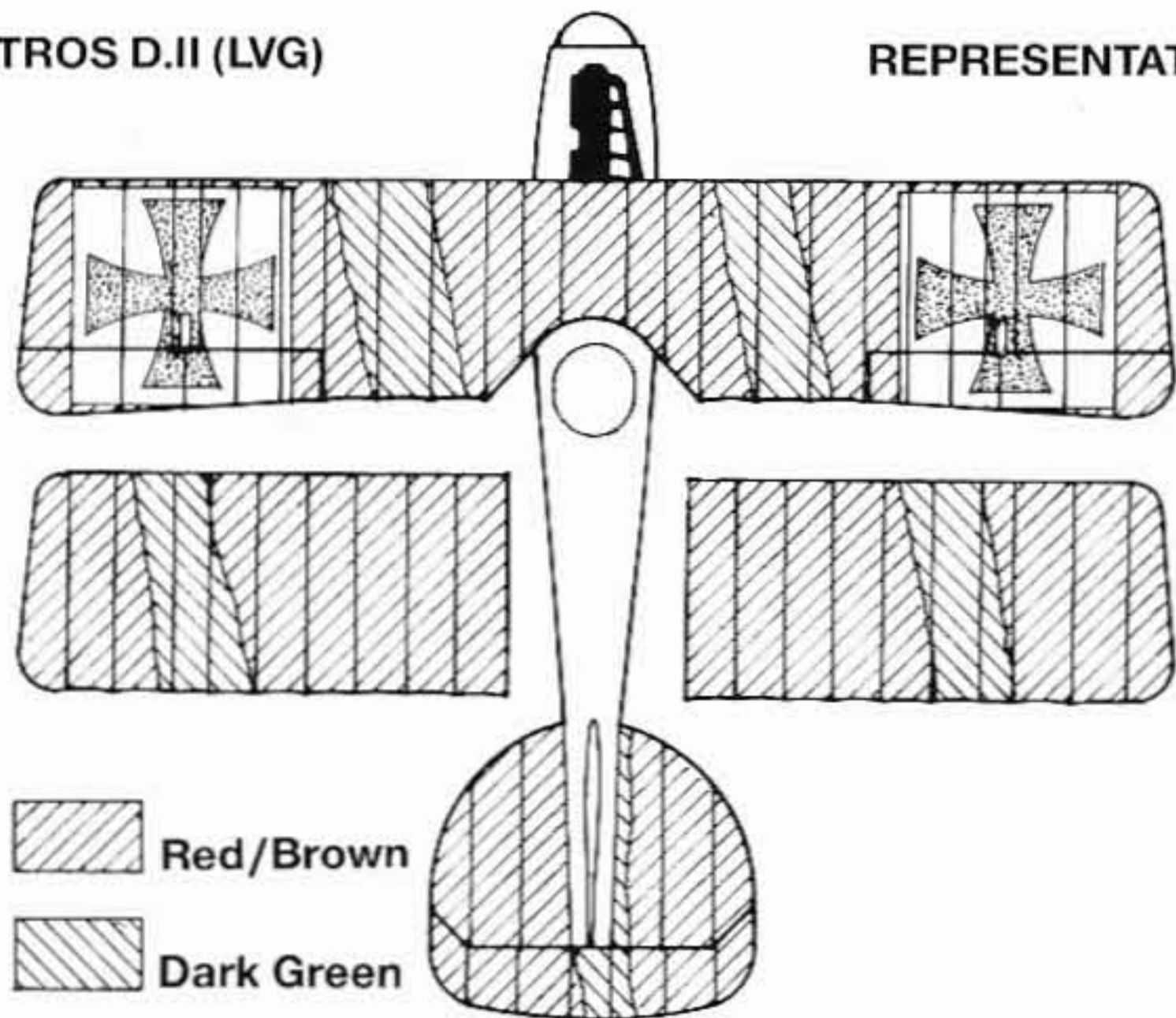
NB: Printed camouflage fabric was often applied spanwise on Albatros wings necessitating a seam near the trailing edge of upper wing. Rib and 'outlining' tapes were either dyed pale blue (as on D.2284), salmon pink or as narrow strips cut from the printed fabric.



ALBATROS D.II (LVG)

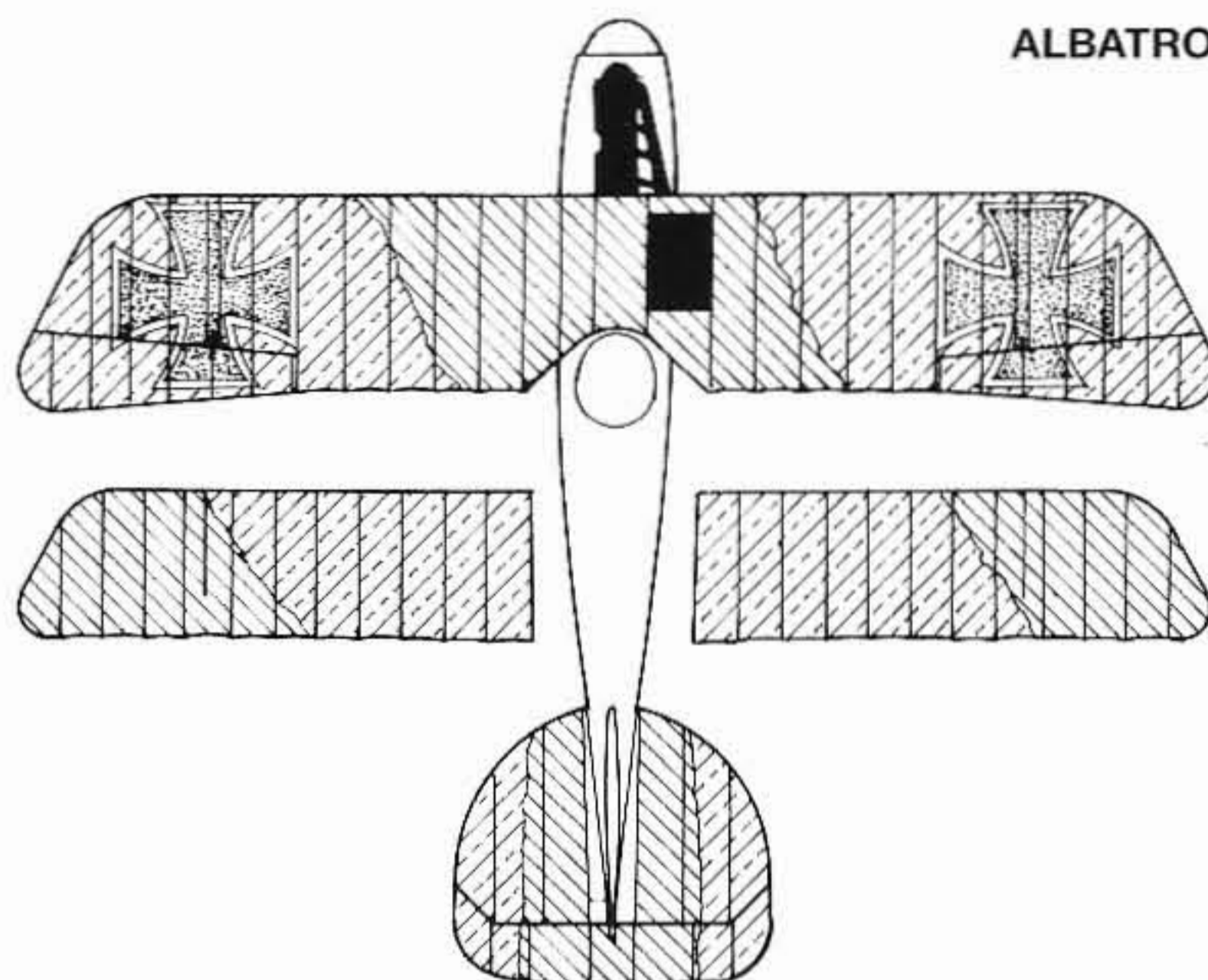
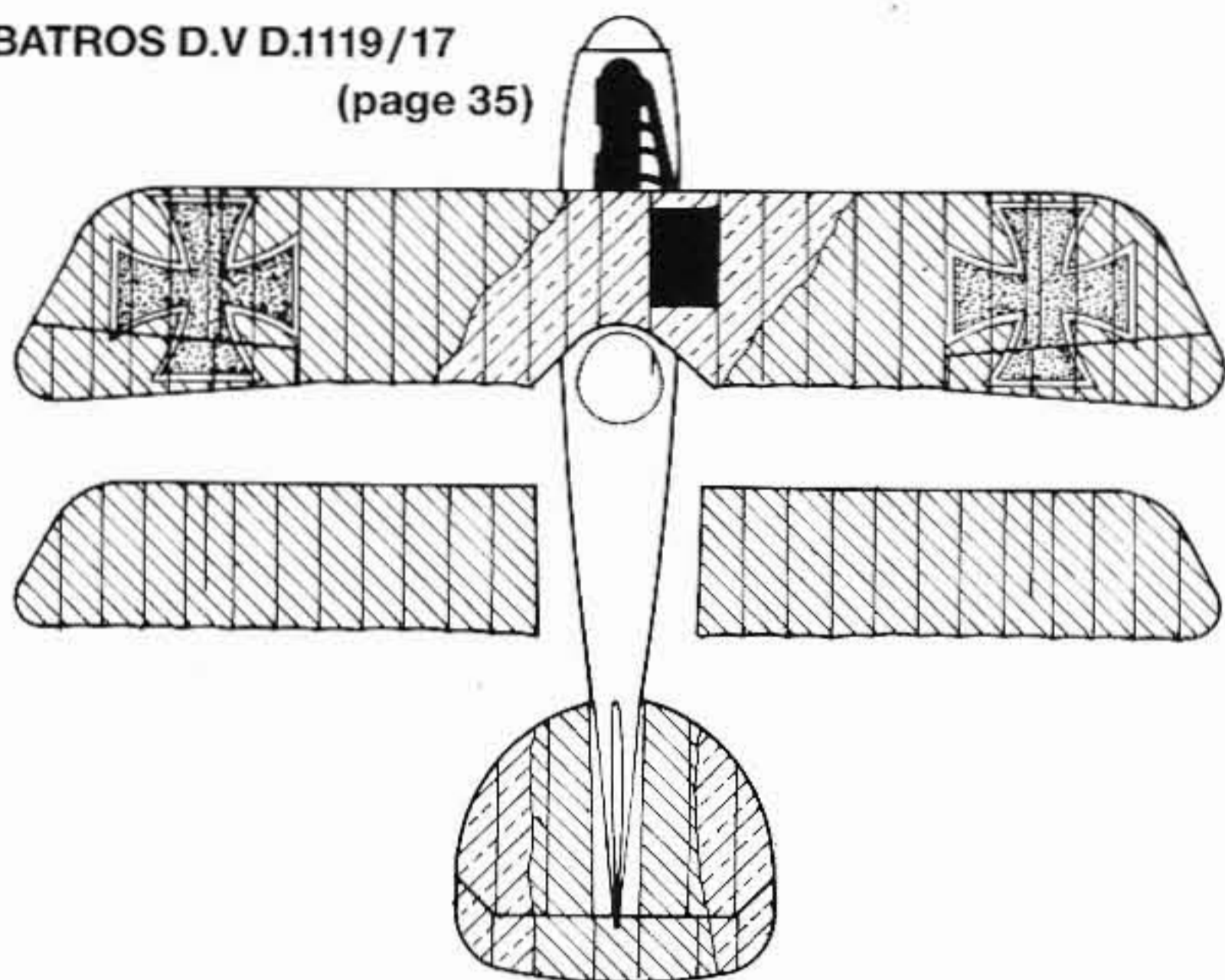
REPRESENTATIVE CAMOUFLAGE PATTERNS

ALBATROS D.III (OAW)



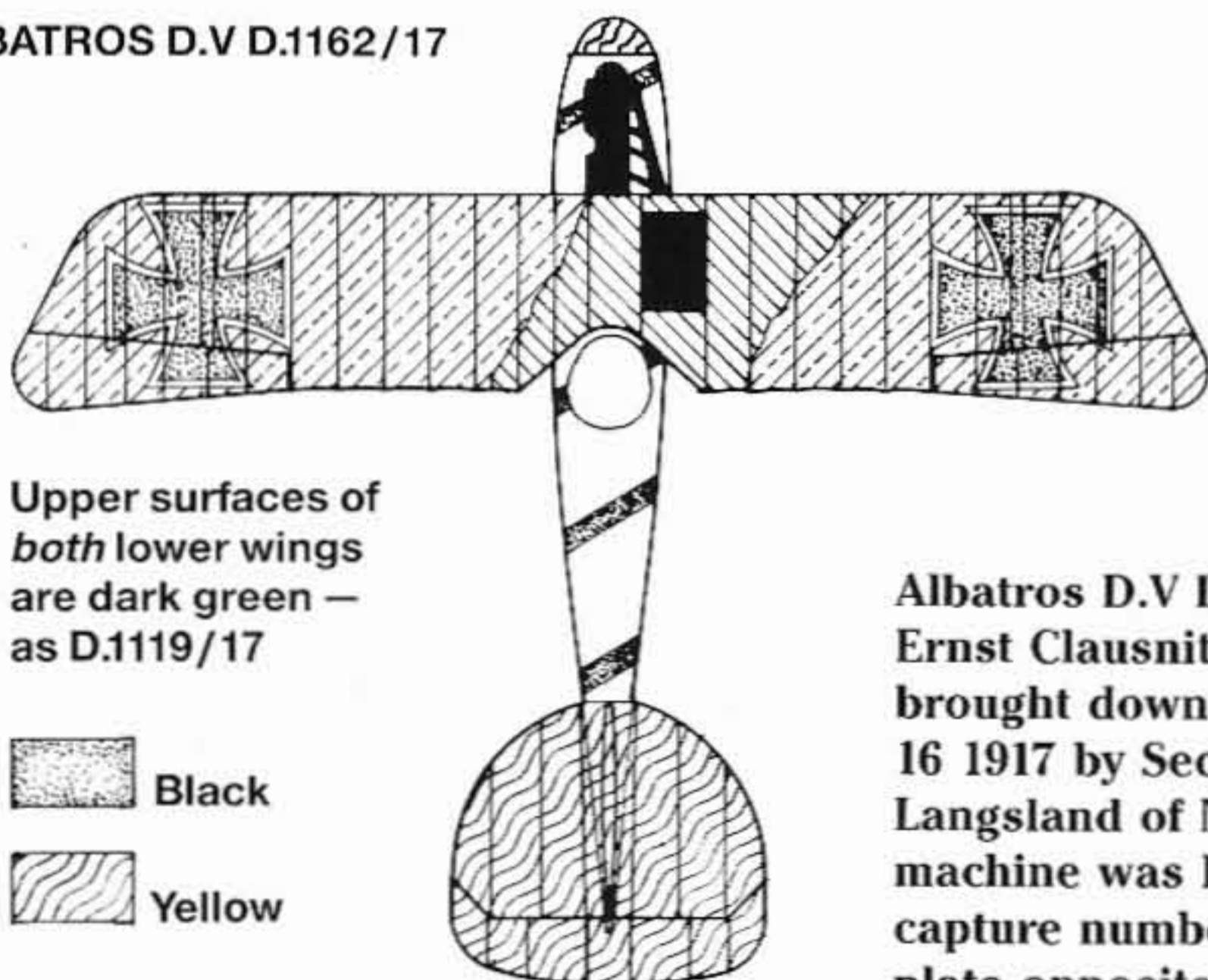
ALBATROS D.V D.1119/17
(page 35)

ALBATROS D.V



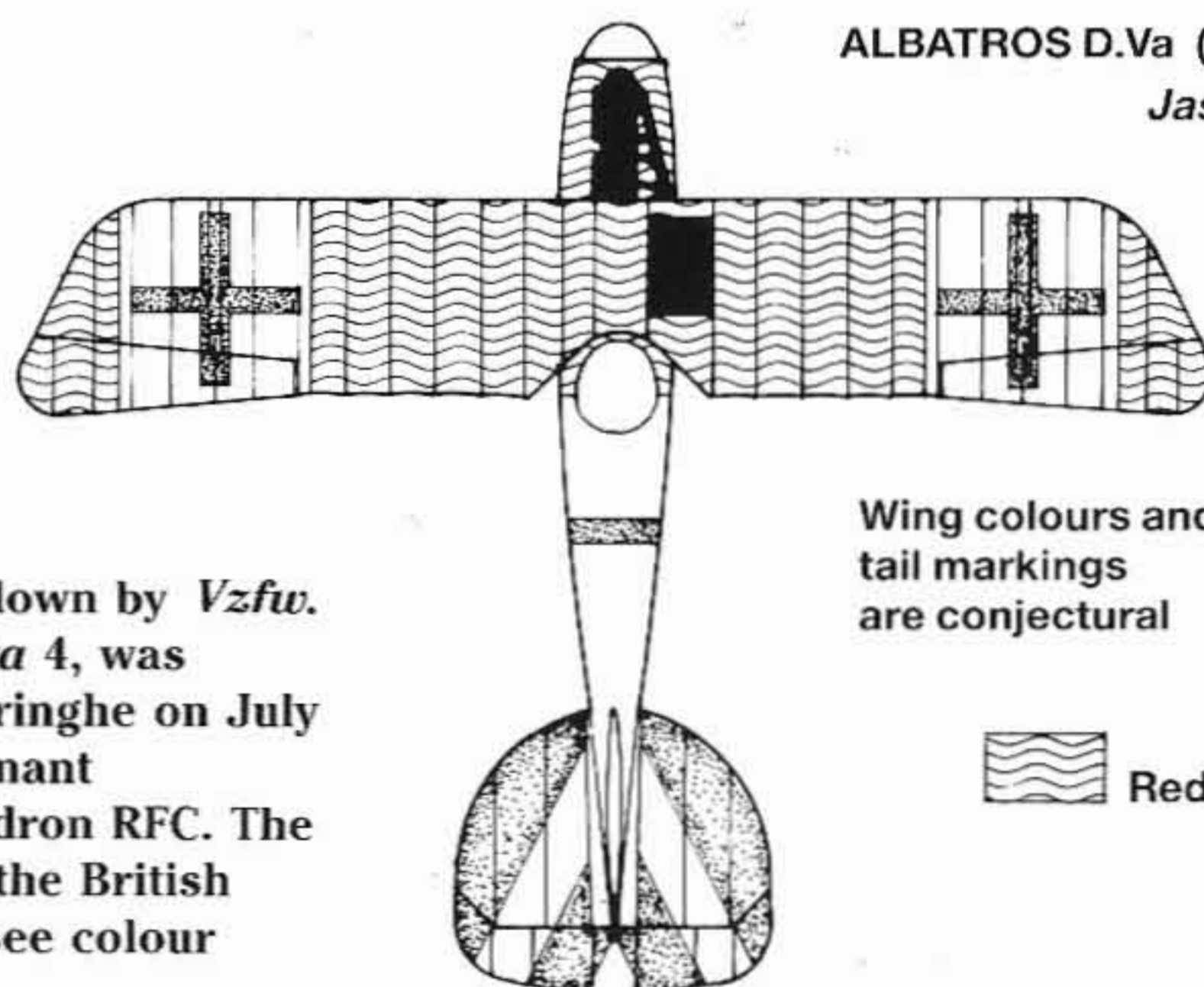
ALBATROS D.V D.1162/17

ALBATROS D.Va (OAW)
Jasta 18



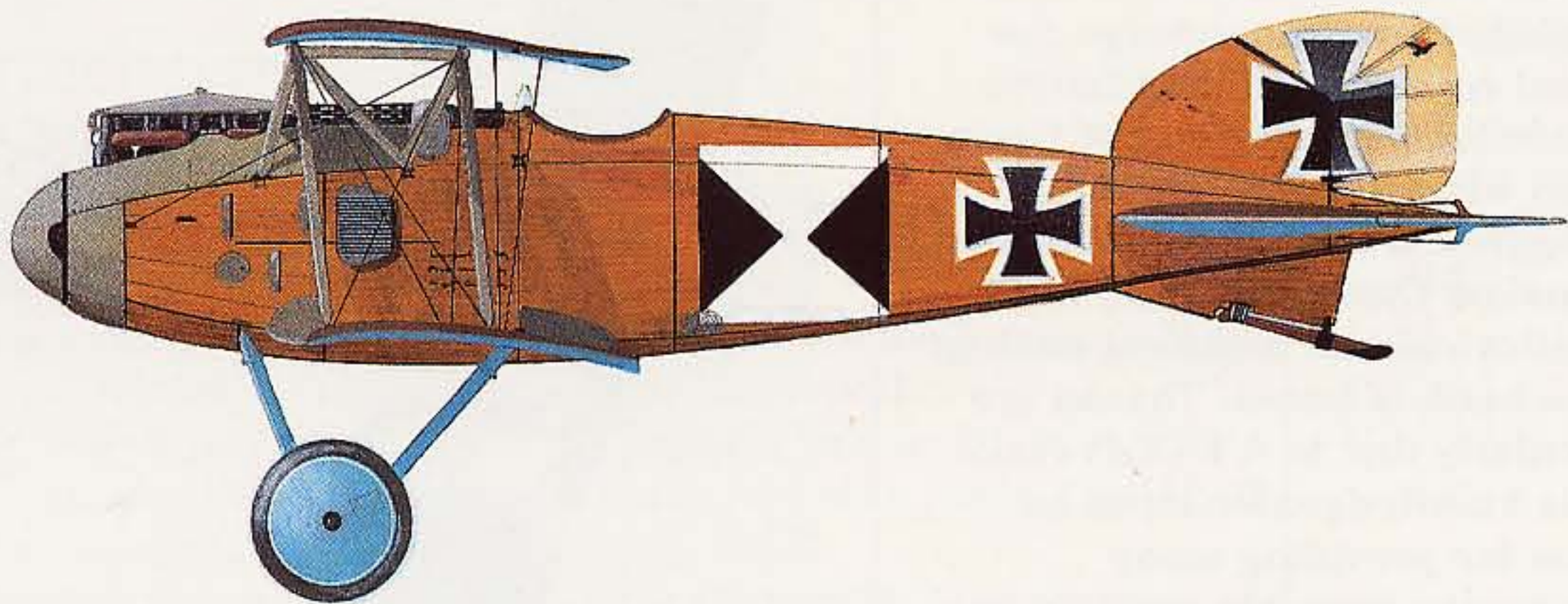
Upper surfaces of both lower wings are dark green — as D.1119/17

Albatros D.V D.1162/17, flown by *Vzfw.* Ernst Clausnitzer of *Jasta 4*, was brought down near Poperinghe on July 16 1917 by Second Lieutenant Langsland of No.23 Squadron RFC. The machine was later given the British capture number G.56 — see colour plate opposite.



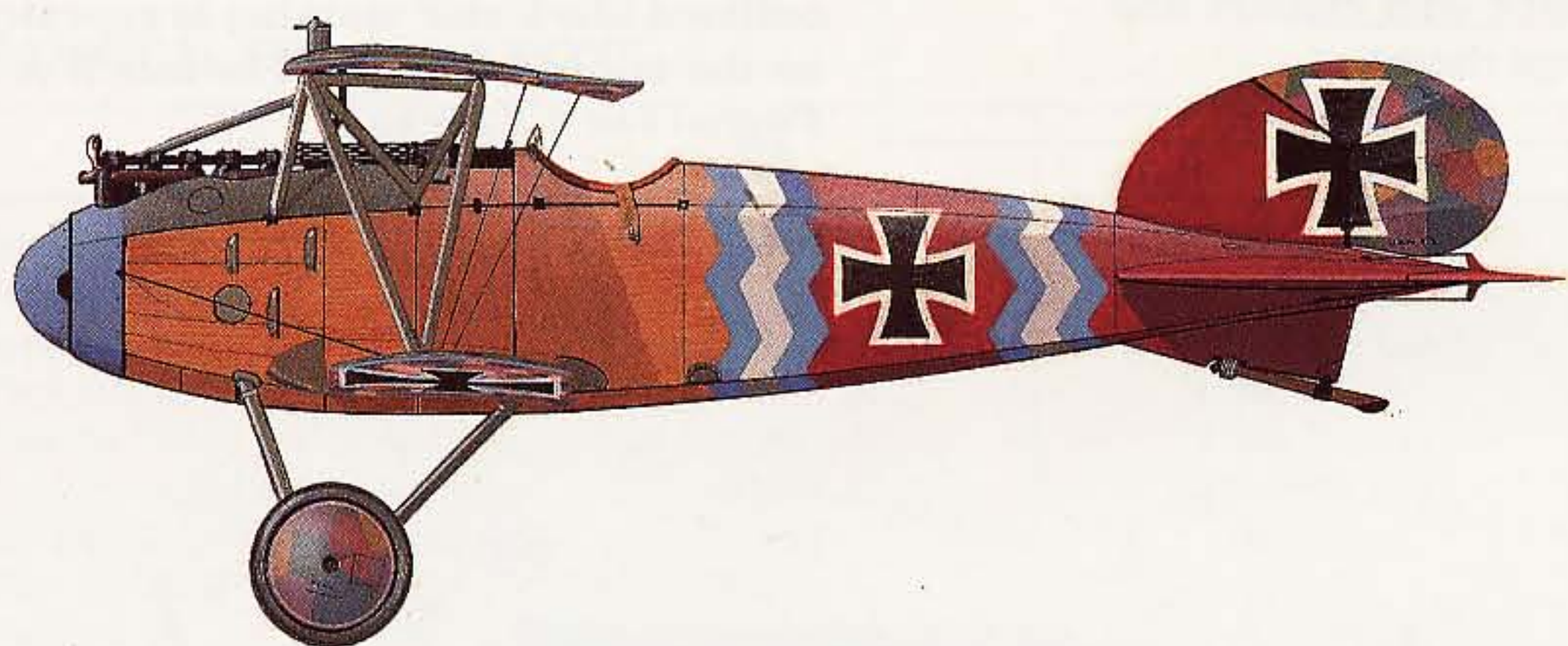
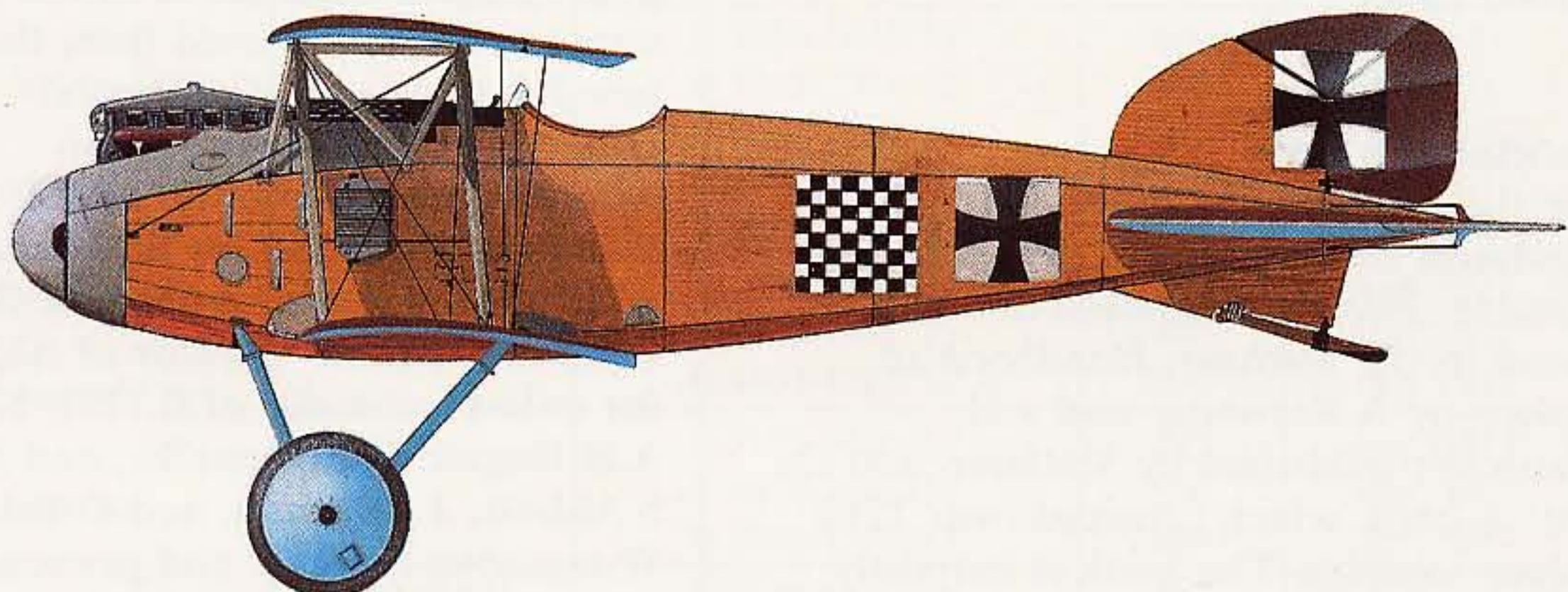
Wing colours and tail markings are conjectural





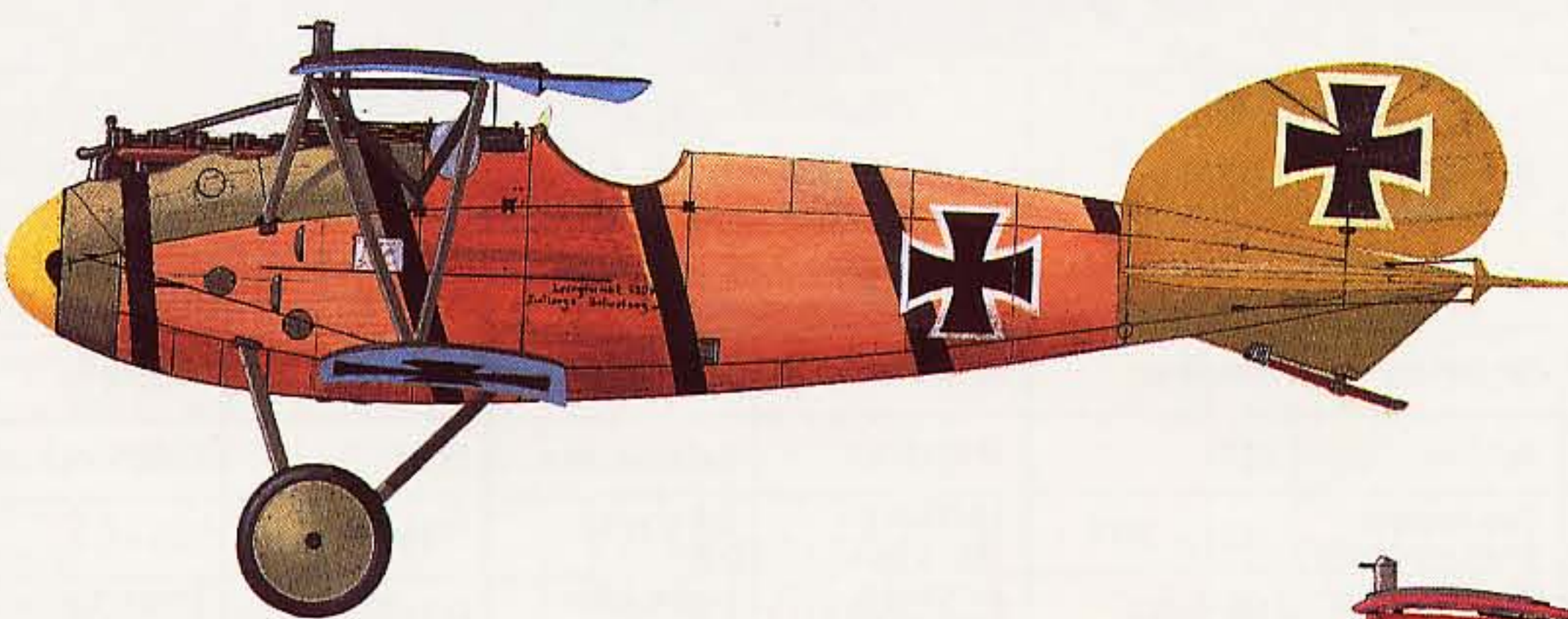
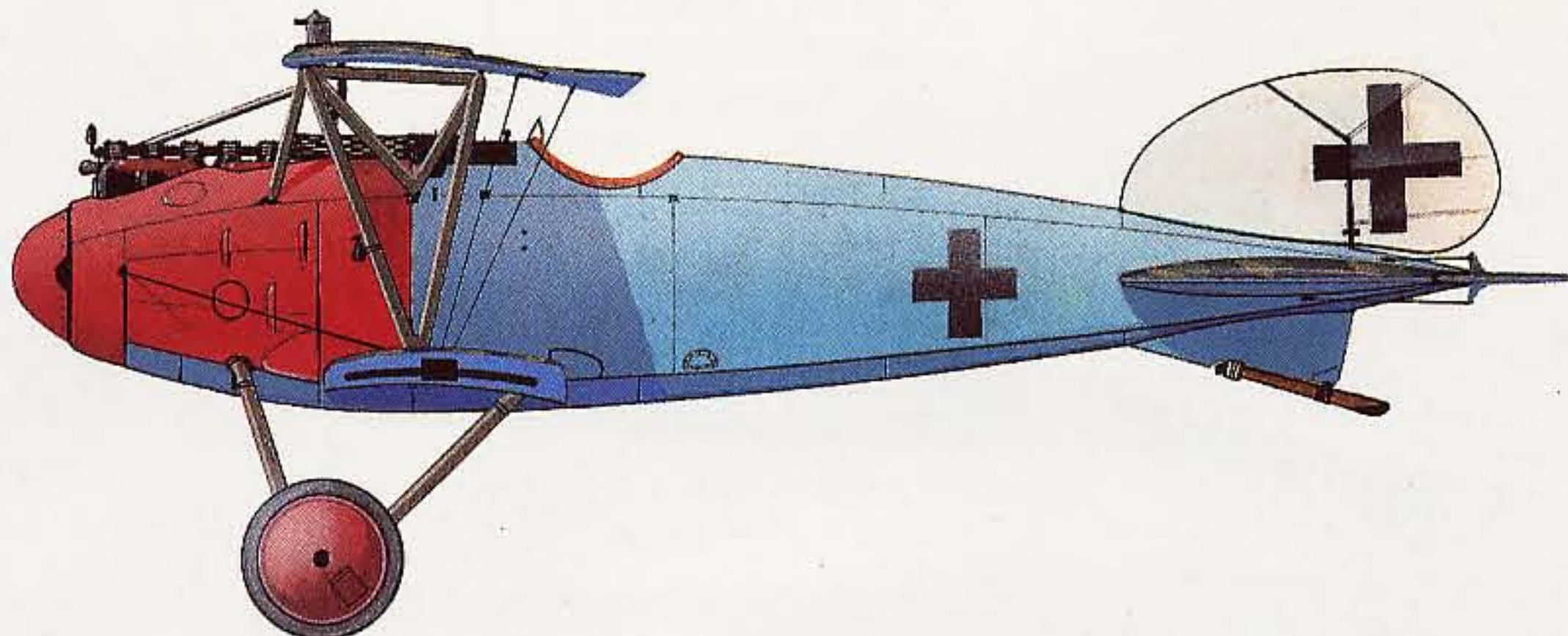
ALBATROS D.II, serial unconfirmed, pilot unknown, Jasta 14, 1916. Varnished plywood fuselage, upper surfaces of wings and horizontal tailplane in red/brown and dark green camouflage (pattern unconfirmed). Upper wing crosses with narrow white borders, rudder clear-doped. Pale blue under surfaces; pale blue (or grey) wheel covers, pale grey spinner, metal panels and struts. Source: *Cross and Cockade Journal (USA)* Volume 21, No.1, Spring 1980; page 82; also *WINDSOCK DATAFILE* No.11, Albatros D.II; page 1.

ALBATROS D.II, serial unconfirmed, Vzfw. Rudolf Weckbrodt, Jasta 26, 1916. Varnished plywood fuselage, upper surfaces of wings, horizontal tailplane and, possibly, rudder in red/brown and dark green camouflage (pattern unconfirmed). Upper and lower wing crosses probably as fuselage style. Pale blue under surfaces; pale blue (or grey) wheel covers; pale grey spinner, metal panels and struts. Source: *Over The Front*, Volume 4, No.4, Winter 1989; pages 350 and 355.



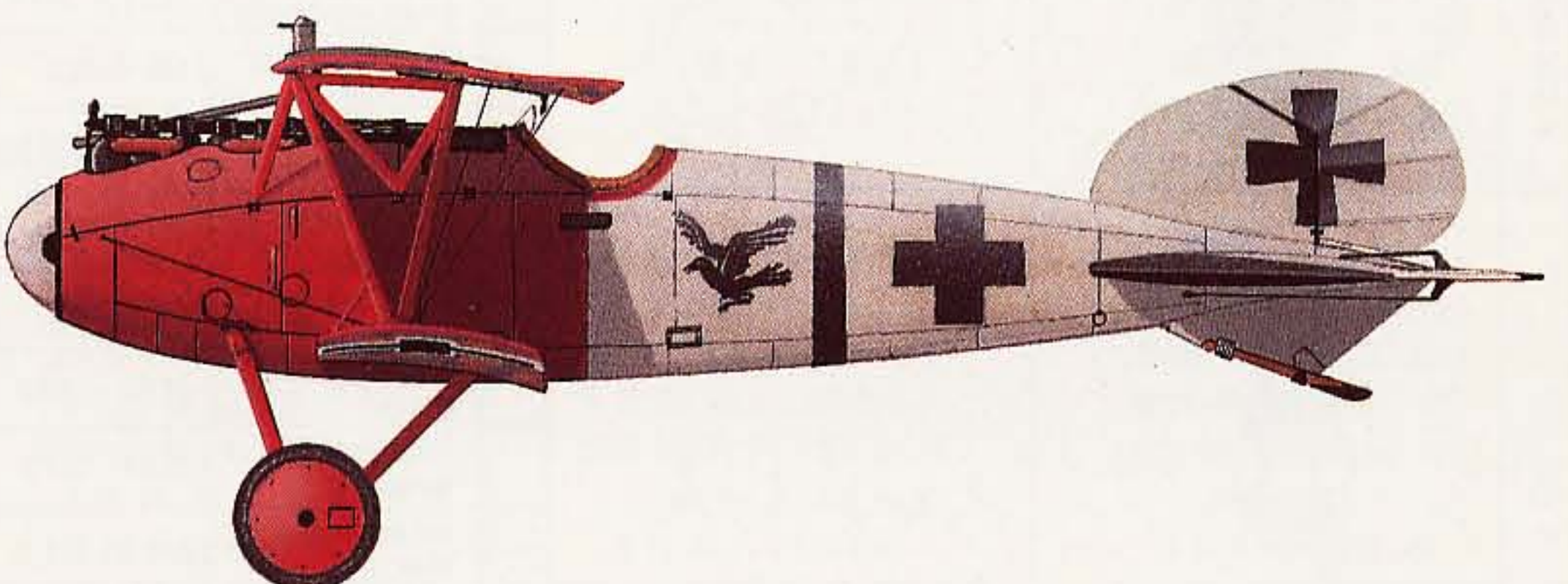
ALBATROS D.III (OAW), D.5197/17 or D.5141/17, pilot unknown, Jasta 49, 1917. Varnished plywood fuselage, upper surfaces of wings, horizontal tailplane and wheel covers in four- or five-colour printed camouflage fabric; wing crosses with narrow white borders. Pale grey metal panels and struts. Fuselage and tail colours are conjectural. Source: *Eiserne Kreuz and Balkenkreuz* by H Nowarra; page 123.

ALBATROS D.III (OAW), possibly D.2385/17, Lt.d.R. Paul Strähle, Jasta 57, 1917. Spinner, forward fuselage and wheel covers in red, rear fuselage pale blue, fin and rudder shown white but may have been pale blue. Upper and lower surfaces of both wings and horizontal tailplane in four- or five-colour printed camouflage fabric – under surfaces of wings and tailplane may have been overpainted in pale blue. Wing crosses (typical early *Balkenkreuz*) with broad outlines. Sources: photograph on page 30, also *Cross and Cockade Journal (USA)*, Volume 23, No.1, Spring 1982, page 87.



ALBATROS D.V, D.1162/17, Vzfw. Ernst Clausnitzer, Jasta 4, 1917 (*Supersedes artwork in Datafile No.3*). Varnished plywood fuselage overpainted with black spiral. Upper surfaces of wings in dark green and mauve camouflage (see opposite page), pale blue beneath, upper wing crosses with narrow white borders. Pale grey metal panels, struts and wheel covers. Bright yellow spinner, entire tail unit in dull yellow. Sources: photograph on opposite page, also *Cross and Cockade International Journal*, Volume 20, No.4, 1989, page 212.

ALBATROS D.Va (OAW), serial unconfirmed, pilot unknown, Jasta 18, 1918. Forward fuselage, wheel covers and struts in red, remainder of fuselage, spinner and tail unit, white; black (or red) stripes on horizontal tailplane. Upper and lower surfaces of both wings either four- or five-colour printed camouflage fabric. Upper surfaces of wings may have been red; wing crosses on large white panels – see opposite page. Sources: *Fliegertruppe 1914-1918 Nr.2* by A E Ferko; page 16, also *WINDSOCK DATAFILE SPECIAL*, Fokker Dr.I, page 22.



Methuen notations matched to extant fabric samples of Albatros and other contemporary German aeroplanes.

DARK GREEN SAMPLES

25D8/26F3/27D4/29D5/29E4/30E6
30E8

RED/BROWN SAMPLES

6F7/6E8

LILAC (MAUVE) SAMPLES

15D4/15E2/15E3/17F8/18D4/18D6

PALE GREY SAMPLES

1C1/1D1

PALE BLUE SAMPLES

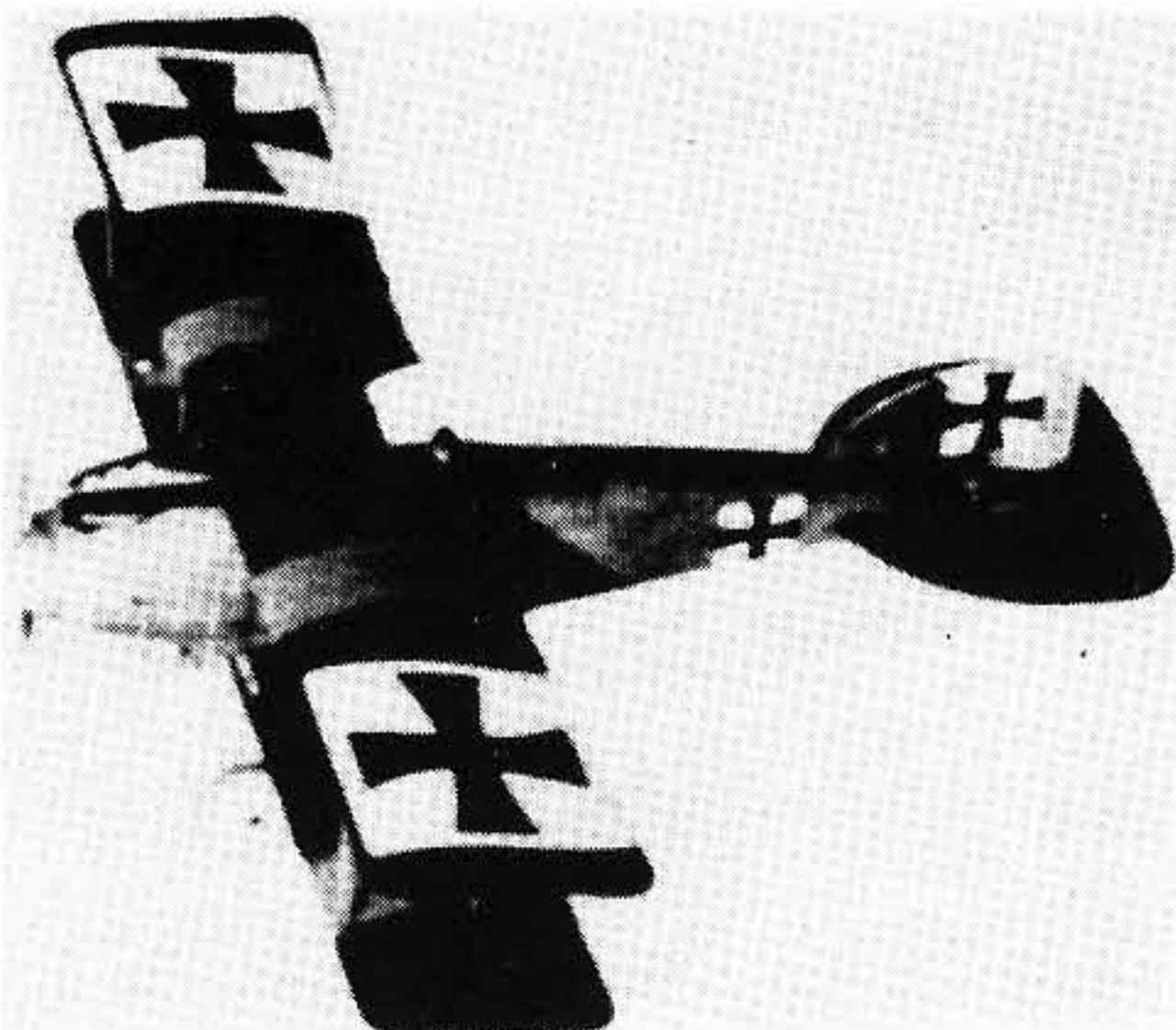
24B4/25B5

Publisher's note

For the convenience of modellers, Methuen colour references wherever possible, have been quoted and can be found in the *Methuen Handbook of Colour* by A Kornèrup and J H Wanscher published by Methuen and Co. Ltd., a book which provides over 1260 colour samples. The book is currently available from Peter Grose Ltd., PO Box 18, Mayhill, Monmouth, Gwent NP5 4YD at £31.50. □

ACKNOWLEDGEMENTS

The publishers acknowledge the original researches into Albatros wartime archives by Peter M Grosz and on whose article 'The Agile and Aggressive Albatros' (see *Air Enthusiast Quarterly* No.1) both the historical and technical content of this book is based. Thanks are particularly due to A E (Ed) Ferko for his knowledgeable input as well as for providing many photographs from his archives to supplement those used from the late P L Gray and W R Puglisi collections. Gratitude is also extended to E A Watson and R Waugh of Australia for assistance with photos and drawings; to R C Mikesch, Senior Curator of NASM, for colour material of D.7161/17; to A M Hogan; M Schmeelke, and to D S Abbott, J Guttman, and G Van Wyngarden for past and present assistance with colours and markings data.



Above, Albatros D.II of *Jasta* 16 reveals the distinctive camouflage pattern of LVG-built machines; red/brown upper surfaces with narrow bands of dark green.

Below, Albatros D.V D.2284/17 flown by Lt. Hans Waldhausen of *Jasta* 37 bears black and white personal markings on the fuselage and unit colours on tailplane – see also page 51. The white outlined black star marking is repeated on the upper fuselage. (*The late W R Puglisi via A E Ferko*)



		TOP SURFACE	Methuen ref.	Munsell ref.	UNDER SURFACE	Methuen ref.	Munsell ref.
4 COLOUR 4'-3 1/4"	Repeat 	Dull blue.	21 D 4	6PB/4.9/5.1	Dull china blue	23 D 4	2.5PB/5.1/4.1
		Deep turquoise / Green.	24 E 7 - 25 E 7	5B/3.4/4.6 - 7BG/3.7/4.4	Dull greyish green	26 D 4	7G/5.4/2.3
		Olive brown / Dark blond.	40 4 - 50 4	5Y/5.9/2.9 - 8.5YR/5.5/2.8	Brazen yellow / Yellow ochre.	4 C 7 - 5 C 7	5Y/6.3/8.4 - 9YR/6.0/8.3
		Pea green / Absinthe green.	29 D 5 - 30 D 5	5GY/5.9/3.1 - 2GY/5.9/3.1	Greyish rose	11 B 5	9RP/6.2/6.7
		Deep greyish violet.	17 E 5 - 17 E 6	2.5P/3.6/5.5 - 2P/3.0/6.8	Greyish magenta	14 D 4 - 15 D 4	9.5P/5.1/5.1 - 5.5P/5.0/5.3
5 COLOUR 4'-5"	Repeat 	Honey yellow / khaki.	40 6 - 50 6	5.5Y/5.8/5.6 - 8.5YR/5.2/5.3	Amber yellow / wheat (golden).	4 B 6 - 5 B 6	3.5Y/7.6/7.7 - 7.5YR/7.3/7.6
		Deep greyish green.	28 D 5 - 28 D 6	6.5GY/5.7/3.2 - 7GY/5.6/4.4	Greyish ruby	12 C 5 - 12 D 5	5.5RP/5.4/5.9 - 5.5RP/4.6/5.2
		Deep greyish turquoise	24 E 6 - 24 F 6	6B/3.7/3.9 - 7B/2.9/3.0	Greyish turquoise / green.	24 D 4 - 25 D 4	8.5B/5.3/2.7 - 1.5B/5.3/1.9
		Dullish deep blue	21 E 6 - 21 E 7	5.5PB/3.2/6.4 - 5PB/2.9/7.6	Copenhagen blue / greyish blue.	21 D 6 - 22 D 6	6PB/4.0/7.9 - 4.5PB/4.3/7.4

FOUR- AND FIVE-COLOUR PRINTED CAMOUFLAGE FABRIC COLOURS by Ian R. Stair.

APPENDICES

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SERIAL NUMBER ALLOCATIONS

Designation	Batch Numbers	Quantity	Date Ordered
D.I	D.421-470/16	50	July 1916
D.II	D.472-521/16 D.890-939/16 D.1700-1799/16	50 50 100	Aug. 1916 Sept. 1916
D.II (LVG)	D.1024-1098/16	75	Aug. 1916
D.III	D.1910-2309/16* D.600-649/17 D.750-799/17	400 50 50	Oct. 1916 Feb. 1917 Mar. 1917
D.III (OAW)	D.1650-1849/17 D.2362-2561/17 D.2562-2661/17 D.3056-3255/17 D.5022-5161/17	200 200 100 200 140	Apr. 1917 May 1917 June 1917 July 1917 Aug. 1917
D.V	D.1000-1199/17 D.1962-2361/17 D.4403-4702/17	200 400 300	Apr. 1917 May 1917 July 1917
D.Va	D.5165-5426/17 D.5600-5849/17 D.7000-7549/17	262 250 550	Aug. 1917 Sept. 1917 Oct. 1917
D.Va (OAW)	D.6400-6999/17	600	Sept./Oct. 1917

TECHNICAL SPECIFICATIONS

Radiator off-set from D2200/17

TYPE	D.I	D.II	D.II (LVG)	D.III
Power-plant:	160 hp Mercedes	160 hp Mercedes	160 hp Mercedes	160 hp Mercedes
Performance:				
Speed	102 mph (165 km/h)	102 mph (165 km/h)	102 mph (165 km/h)	102 mph (165 km/h)
Time to 3,050 ft (1000m)	4 min	4 min 50 sec	—	2 min 30 sec
Time to 6,100 ft (2000m)	9 min 30 sec	9 min 10 sec	—	6 min
Time to 9,150 ft (3000m)	15 min	12 min 40 sec	—	11 min
Time to 12,200 ft (4000m)	23 min	26 min	—	17 min
Time to 15,250 ft (5000m)	40 min	37 min	—	24 min 30 sec
Weights:				
Empty	1,530 lb (694 kg)	1,484 lb (673 kg)	1,566 lb (710 kg)	1,484 lb (673 kg)
Useful load	502 lb (227,5 kg)	496 lb (225 kg)	502 lb (227,5 kg)	518 lb (235 kg)
Loaded	2,032 lb (921,5 kg)	1,980 lb (898 kg)	2,068 lb (937,5 kg)	2,002 lb (908 kg)
Wing loading:	8.14 lb/sq ft (39,7 kg/m ²)	—	7.65 lb/sq ft (37,3 kg/m ²)	9.06 lb/sq ft (44,2 kg/m ²)
Dimensions:				
Span (upper)	27 ft 10 in (8,50 m)	27 ft 10 in (8,50 m)	27 ft 10 in (8,50 m)	29 ft 6 in (9,00 m)
Span (lower)	26 ft 3 in (8,00 m)	26 ft 3 in (8,00 m)	26 ft 6 in (8,10 m)	28 ft 10 in (8,81 m)
Length	24 ft 3 in (7,40 m)	24 ft 3 in (7,40 m)	24 ft 3 in (7,40 m)	24ft 0½ in (7,33 m)
Height	9 ft 8 in (2,95 m)	8 ft 8 in (2,64 m)	—	9 ft 6 in (2,90 m)
Wing area	268 sq ft (24,9 m ²)	268 sq ft (24,9 m ²)	271 sq ft (25,2 m ²)	225 sq ft (20,9 m ²)
Wing chord (upper)	5 ft 3 in (1,6 m)	5 ft 3 in (1,6 m)	5 ft 3 in (1,6 m)	4 ft 11 in (1,5 m)
Wing chord (lower)	5 ft 3 in (1,6 m)	5 ft 3 in (1,6 m)	5 ft 3 in (1,6 m)	3 ft 7½ in (1,1 m)
Type-test acceptance:	April-June 1916	Mid-1916	November 1916	September 1916
Production quantity:	50	200	75	500
TYPE	D.III (OAW)	D.V	D.Va	D.Va (OAW)
Power-plant:	160 hp Mercedes	160/180 hp Mercedes	160/180 hp Mercedes	160/180 hp Mercedes
Performance:				
Speed	102 mph (165 km/h)	106 mph (170 km/h)	106 mph (170 km/h)	106 mph (170 km/h)
Time to 3,050 ft (1000m)	—	4 min 20 sec	—	—
Time to 6,100 ft (2000m)	—	8 min 50 sec	—	—
Time to 9,150 ft (3000m)	—	14 min 30 sec	—	—
Time to 12,200 ft (4000m)	—	22 min 40 sec	—	—
Time to 15,250 ft (5000m)	—	35 min	—	—
Weights:				
Empty	1,463 lb (603,5 kg)	1,500 lb (680 kg)	1,580 lb (717 kg)	1,610 lb (730,5 kg)
Useful load	502 lb (227,5 kg)	518 lb (235 kg)	485 lb (220 kg)	485 lb (220 kg)
Loaded	1,965 lb (891 kg)	2,018 lb (915 kg)	2,065 lb (937 kg)	2,095 lb (950,5 kg)
Wing loading:	8.75 lb/sq ft (47,7 kg/m ²)	8,43 lb/sq ft (41,1 kg/m ²)	—	9.33 lb/sq ft (45,5 kg/m ²)
Dimensions:				
Span (upper)	29 ft 6 in (9,00 m)	29 ft 6 in (9,00 m)	29 ft 6 in (9,00 m)	29 ft 6 in (9,00 m)
Span (lower)	28 ft 10 in (8,81 m)	28 ft 8 in (8,73 m)	28 ft 8 in (8,73 m)	28 ft 8 in (8,73 m)
Length	24 ft 0½ in (7,33 m)	24 ft 2 in (7,36 m)	24 ft 0½ in (7,33 m)	24ft 0½ in (7,33 m)
Height	9 ft 6 in (2,90 m)	9 ft 0 in (2,75 m)	8 ft 10 in (2,70m)—	8 ft 10 in (2,70 m)
Wing area	225 sq ft (20,9 m ²)	224 sq ft (20,86 m ²)	220 sq ft (20,50 m ²)	220 sq ft (20,50 m ²)
Wing chord (upper)	4 ft 11 in (1,5 m)	4 ft 11 in (1,5 m)	4 ft 10½ in (1,49 m)	4 ft 10½ in (1,49 m)
Wing chord (lower)	3 ft 7½ in (1,1 m)	3 ft 4 in (1,0 m)	3 ft 4 in (1,0 m)	3 ft 4 in (1,0 m)
Type-test acceptance:	June 1917	April 1917	December 1917	January 1918
Production quantity:	840	900	1,012	600

ALBATROS MODEL KITS



NON-FLYING MODELS

Kit name:	Manufacturer:	Country:	Scale:	Date:	Remarks:	
Albatros D.I/D.II	Tom's Modelworks	USA	1:48	1990	Vacform — composite D.I/D.II parts Injection moulded } Composite D.I/D.II parts Vacform }	
Albatros D.I/D.II	Meikraft	USA	1:72	1989		
Albatros D.I/D.II	Classic-Plane	Germany	1:72	1988?		
Albatros D.II	Glencoe	USA	1:48	1991	Injection moulded Promotional model with <i>Puffa Puffa Rice/Coco Pops</i> White metal, Red Eagle series	
Albatros D.II	Kelloggs	UK	1:167	1972		
Albatros D.II	Skytrex	GB	1:144	1990		
Albatros D.3	Aurora	USA	1:48	1956	Injection moulded; poor — with <i>D.V</i> features! Injection moulded; ex-Merit mould Injection moulded; original tool Injection moulded; crude Aurora copy — poor Injection moulded — Aurora copy Injection moulded — Marusan leased mould Resin. Highly detailed & accurate — best D.III yet Ex-Merit mould? Vacform plus white metal parts Injection moulded; reasonable; frequently reissued Injection moulded; poor copy of Revell kit Injection moulded; ex-Eldon Injection moulded; ex-Eldon Injection moulded; ex-Eldon Injection moulded; ex-Eldon Injection; licensed from Eldon Injection; licensed from Eldon Injection moulded; promotional model Injection moulded Injection moulded; ex-ODK Injection moulded; ex-Elvin <i>D.V!</i> White metal; Red Eagle series Injection moulded; very rare	
Albatros D.3	Artiplast	Italy	1:48	1968		
Albatros D.III	Glencoe	USA	1:48	1990		
Albatros D.3	Marusan	Japan	1:48	1957?		
German Albatros	Merit	UK	1:48	1957		
Albatros D.3	RSL	New Zealand	1:48	1964?		
Albatros D.III	Skycraft	UK	1:48	1989		
Albatros D.3	Smer	Czechoslovakia	1:48	1978?		
Albatros D.III	Tom's Modelworks	USA	1:48	1990		
Albatros D.III	Revell	USA	1:72	1963		
Albatros D.III	Eldon	Japan	1:72	1968		
Albatros D.III	Entex	Japan	1:72	1976		
Albatros D.III	ESC1	Italy	1:72	1982		
Albatros D.III	Fuji	Japan	1:72	1973		
Albatros D.III	Nichimo	Japan	1:72	1969		
Albatros D.III	Sunny	Japan	1:72	1975		
Albatros D.3	Plastiques-Dermatt	France	1:96	1967		
Albatros D.III	ODK	Japan	1:120	1977		
Albatros D.3	Sharp	Japan	1:120	1980		
Albatros D.3	UPC	Japan	1:120	1968		
Albatros D.III	Skytrex	UK	1:144	1990		
Albatros D.III	Mercator	Germany	1:200	1982		
Albatros D.V	Black Knight	UK	1:24	1991		Vacform plus white metal parts Vacform; poor Vacform and metal parts Reworked 'D.III' kit Injection moulded; original tool — <i>D.Va</i> also planned Injection moulded; ex-Aurora; rare Resin. Highly detailed and accurate — best <i>D.V</i> yet Vacform plus metal parts Injection moulded; reasonable; also boxed with Camel Injection moulded; Airfix/MPC Injection moulded; Reworked Airfix Injection moulded; ex-Airfix — release unconfirmed Injection moulded; poor — based on Revell <i>D.III!</i> poor Injection moulded; poor White metal
Albatros D.Va	I D Models	UK	1:32	1980		
Albatros D.V	Tom's Modelworks	USA	1:32	1991		
Albatros D.V	Aurora	USA	1:48	1976		
Albatros D.V	Glencoe	USA	1:48	1991		
Albatros D.V	Monogram (NZ)	USA	1:48	1978		
Albatros D.V	Skycraft	UK	1:48	1990		
Albatros D.V	Tom's Modelworks	USA	1:48	1990		
Albatros D.Va	Tom's Modelworks	USA	1:48	1990		
Albatros D.V	Airfix	UK	1:72	1956		
Albatros Scout	'Craftmaster'	USA	1:72	1966		
Albatros D.V	'MPC'	USA	1:72	1963		
Albatros D.V	Plasty	Germany	1:72	1957?		
Albatros D.V	Renwal	USA	1:72	1966		
Albatros D.V	Elvin	Hong Kong	1:120	1958?		
Albatros D.V	Micro-Ace	UK	1:144	1991		



FLYING MODEL KITS

Kit name:	Manufacturer:	Country:	Scale:	Date:	Remarks:
Albatros D.II	Sterling	USA	1:24	1980?	F/F; C/L; R/C Scale, reasonable
Albatros D.V	Practical Scale	Germany	1:3	1991	With GRP fuselage and detail parts (R/C)
Albatros D.Va	Proctor Enterprises	USA	1:4	1990	Built up true-scale structure — the ultimate Albatros kit: (R/C)
Albatros D.V	Comet Models	USA	1:20	?	F/F Rubber-powered
Albatros D5A	Guillow's	USA	1:20(?)	1960	F/F Scale — reasonable

Publishers' note:

Corrections and updates to this list are welcomed. Readers should be aware that many of the plastic models listed are no longer in production while certain 1991 kits may not be available by the time of publication.



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- 25. FOKKER D.VIII
- 26. SOPWITH F.1 CAMEL
- 27. HALBERSTADT Cl.II
- 28. AVRO 504K
- 29. SIEMENS SCHUCKERT D.III/D.IV
- 30. RAF SE5 ALBATROS D.III(OEF)

ALBATRO

By P M Grosz



WINDSOCK DATAFILE 13

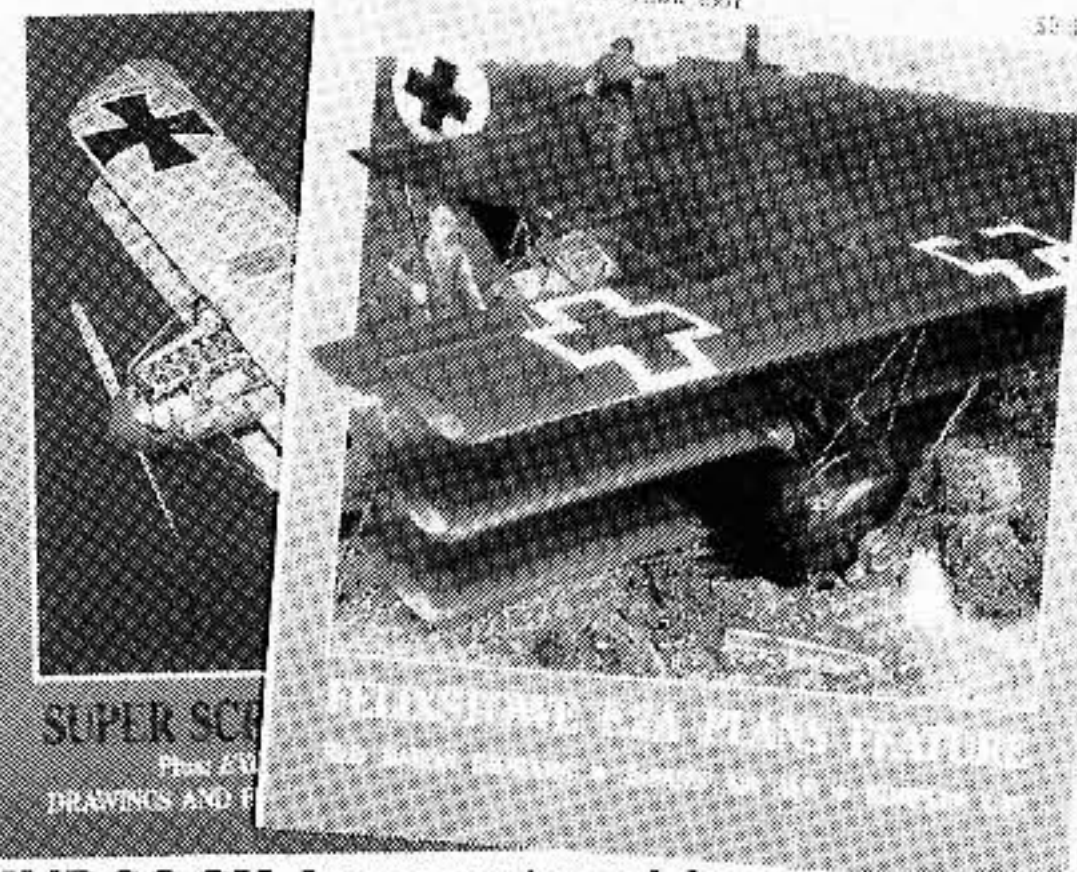
- 13. ALBATROS C.III
32 pp, 60 photos, 3 pages of drawings
- 14. RAF BE2e
32 pp, 79 photos, 3 pages of drawings
- 15. FOKKER E.III
32 pp, 55 photos, 3 pages of drawings
- 16. MORANE SAULNIER L
32 pp, 48 photos, 3 pages of drawings
- 17. LVG C.VI
32 pp, 73 photos, 3 pages of drawings
- 18. RAF FE2b
32 pp, 51 photos, 7 pages of drawings

- 19. ALBATROS D.III (OEF)
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- 20. NIEUPORT 17
36 pp, 69 photos, 6 pages of drawings
- 21. PFALZ D.IIIA
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- 22. SOPWITH TRIPLANE
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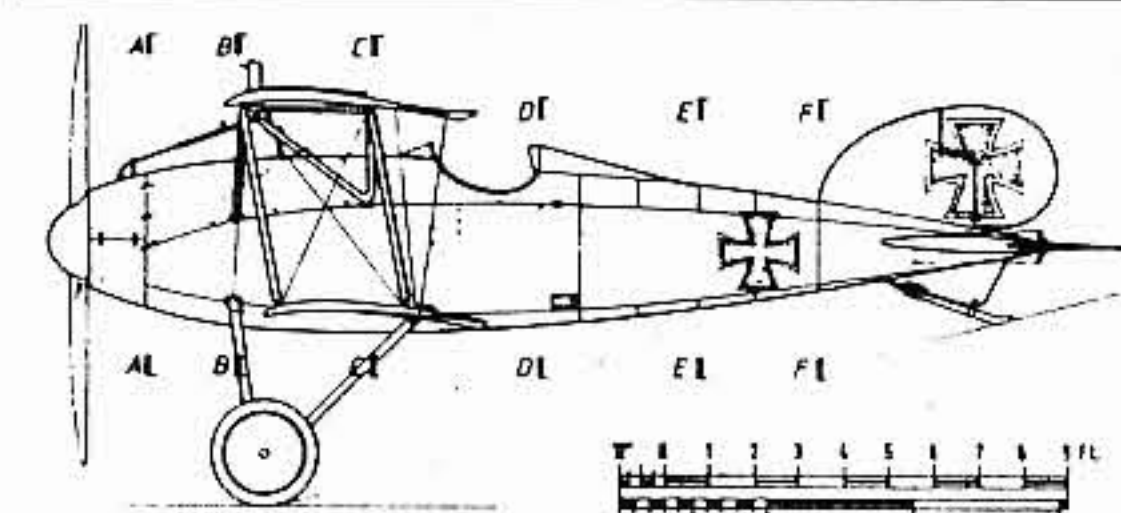
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