



INTRO

In mid-1916, the Albatros D.III fighter was developed. It was inspired along the same conceptual lines as the Nieuport. The new type was delivered to fighter units in the fall of 1916. As in the Nieuport, a flaw manifested itself in the construction of the lower wing, which under tight maneuvers, would violently twist and even fail. The reason for this was never fully revealed. Restrictions were therefore placed on the use of the aircraft, but even so, the D.III became a successful fighter.

In April 1917, the Idflieg requested the manufacture of 200 lightened versions of the Albatros, the D.V. The new variant inherited an unchanged wing from the D.III, with the exception of the linkages controlling the ailerons having been moved to the top wing. That itself was moved 10 cm closer to the fuselage, which was aerodynamically refined with an oval cross-section with a curved vertical tail. The spine of the fuselage incorporated a headrest, which was often removed by pilots as this piece tended to limit view. Armament consisted of a pair of LMG 08/15 7.92 mm machine guns. Powerplant was a Mercedes D.IIIa, rated at 127 kW (170 hp).

Overall, the D.V. was 50 kg lighter than the D.III, but the lower wing problems repeated themselves. Despite this, there were a further 400 pieces of the D.V. ordered, and another 300 in July. After that, production gave way to the modified D.Va. The lower wing was strengthened, and the structure was beefed up between the leading edge of the wing and the interwing struts, while the aileron linkages reverted to that used on the D.III. This, however, failed to solve the problem, and the weight of the aircraft grew to the point where the D.Va exceeded that of the D.III. Satisfactory performance was attained with the installation of the Mercedes D.IIIau, rated at 134 kW (185 hp). There were 1,612 Albatros D.Va delivered from October 1917.

Although the aircraft were not overly popular with pilots, prior to the introduction of the Fokker D.VII in May 1917, the D.V. was the most widely used German fighter. Even as late as April 1918, they formed 54.3% of the fighter force on the front, and many, along with the D.III, soldiered on to the end of the war. The D.Va was the last series built fighter from Albatros, other types proving unsuccessful, and the firm produced the Fokker D.VII under license.

ÚVODEM

V polovině roku 1916 byl vyvinut stíhací Albatros D.III, u něhož byla použita koncepce křídél jedenapůlplošnicků Nieuport. Nový typ byl dodáván od podzimu 1916 ke stíhacím letkám. Stejně jako u Nieuportů se však projevil vada v konstrukci spodního křídla, které se při větším namáhání kroutilo a bortilo a nikdy nebyla zjištěna pravá příčina. Pro D.III byl proto vydán zákaz střemhlavého letu, ale i tak se stal úspěšným stíhacím letounem.

V dubnu 1917 zadal Idflieg Albatrosu stavbu 200 ks odlehčené verze D.V. Nový typ převzal nezměněná křídla z D.III, pouze lankové ovládání křídélek bylo přemístěno do horního křídla. To se přiblížilo o 10 cm k trupu, který byl aerodynamicky jemnější s oválným průřezem a byla použita zaoblená SOP. Na hřbetě trupu byla opěrka hlavy, kterou však letci odstraňovali, protože jim bránila ve výhledu. Výzbroj tvořila dvojice kulometů LMG 08/15 ráže 7,92 mm. Poháněn byl motorem Mercedes D.IIIa o výkonu 127 kW (170 k).

Celkově byl D.V o 50 kg lehčí než D.III, opakovaly se však problémy s konstrukcí spodního křídla. Přesto bylo v květnu objednáno dalších 400 a v červenci 300 Albatrosů D.V. Poté byla výroba zastavena ve prospěch upravené verze D.Va. Spodní křídlo dostalo silnější závěsy a kování, byla použita pomocná výztuha mezi jeho náběžnou hranou a mezikřídelní vzpěrou a ovládání křídélek se vrátilo k provedení z D.III. Problém tím ovšem odstraněn nebyl. Pouze hmotnost letounu vzrostla tak, že D.Va byl těžší než původní D.III. Přijatelných výkonů bylo dosaženo použitím motoru Mercedes D.IIIau o výkonu 134 kW (185 k). Od října 1917 bylo dodáno celkem 1612 Albatrosů D.Va.

I když piloti pokládali dé-pětky za méněcenné, byly až do nástupu Fokkerů D.VII v květnu 1918 při nedostatku lepších typů nejrozšířenější německou stíhačkou. Ještě v dubnu 1918 tvořily 54,3% stíhacích letounů na frontě a mnoho jich spolu s D.III sloužilo až do konce války. D.Va byl poslední sériově vyráběný stíhací typ firmy Albatros, s dalšími již do konce války neuspěla a vyráběla v licenci Fokkerovy D.VII.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS ✳ INSTR. SYMBOL ✳ INSTRUKTION SINNBILDEN ✳ SYMBOLES ✳ 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRŽNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



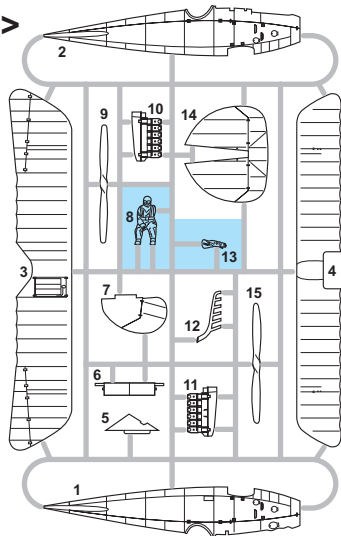
PIÈCES



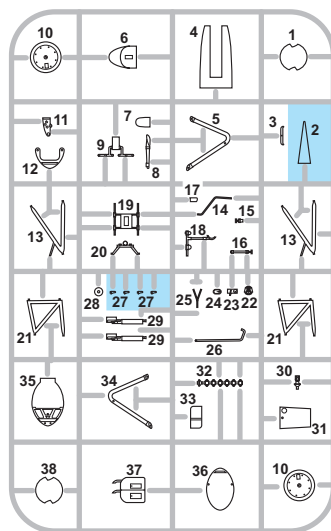
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PLASTIC PARTS

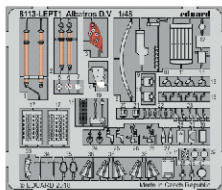
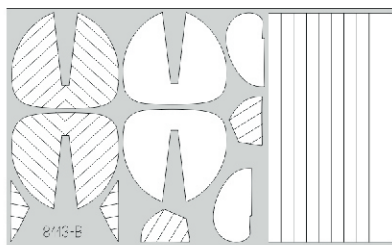
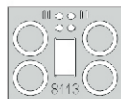
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B>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

Parts not for use. Teile werden nicht verwendet. Pièces à ne pas utiliser. Tyto díly nepoužívejte při stavbě. 此部品は使用不可。

COLOURS



BARVY



FARBEN



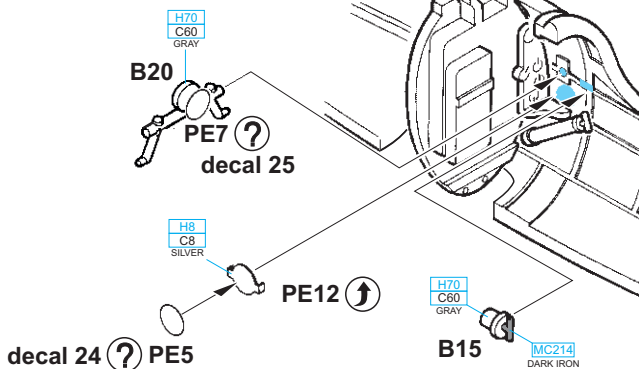
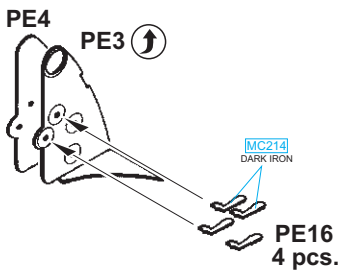
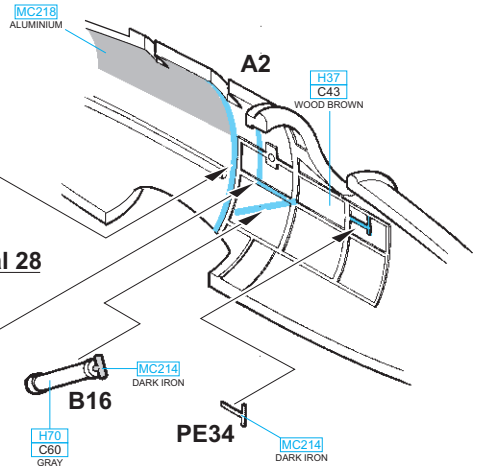
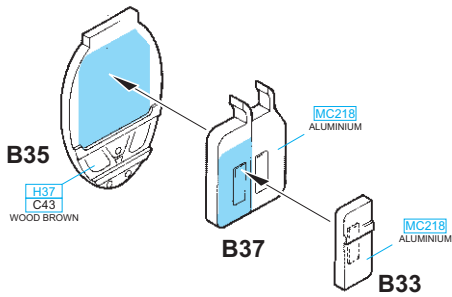
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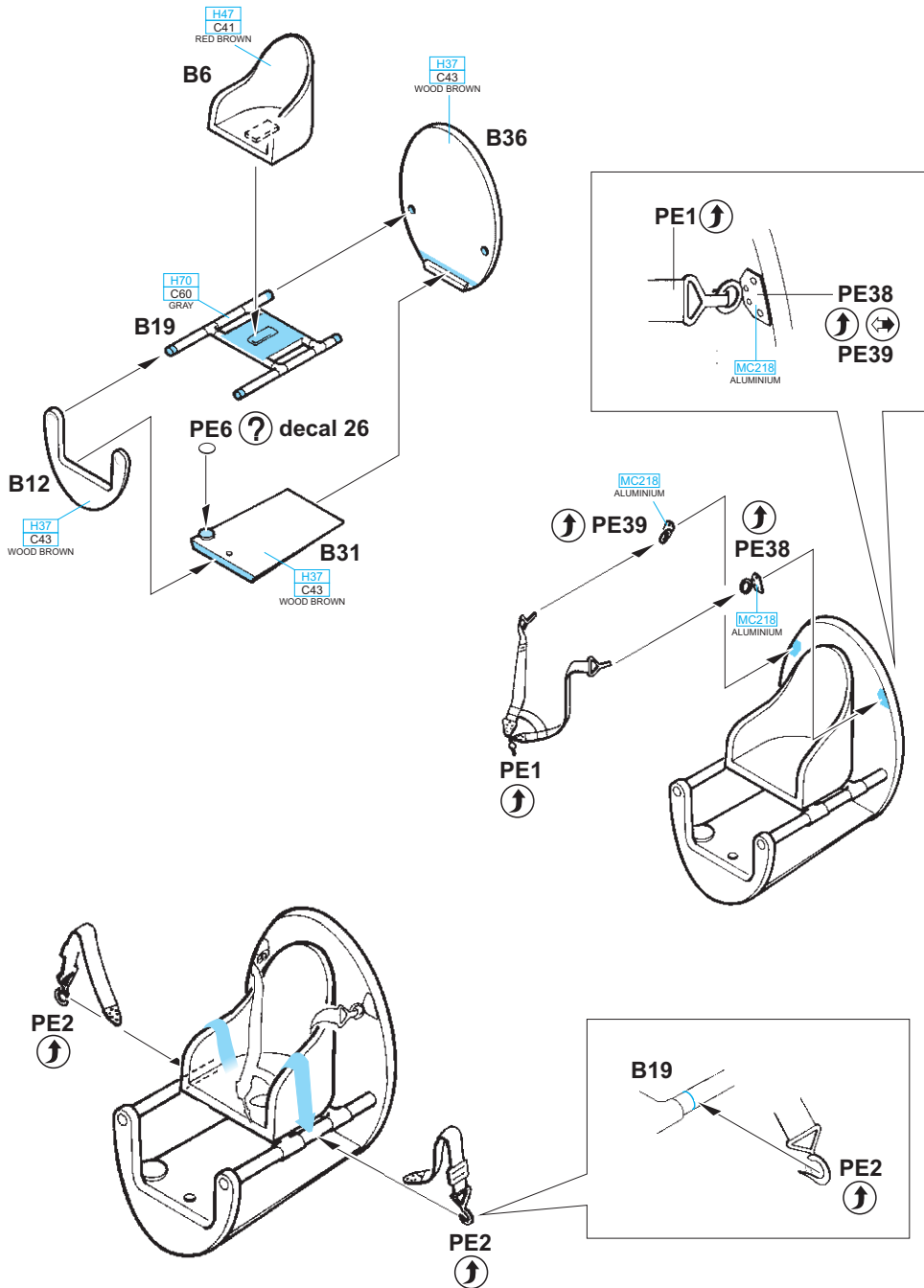


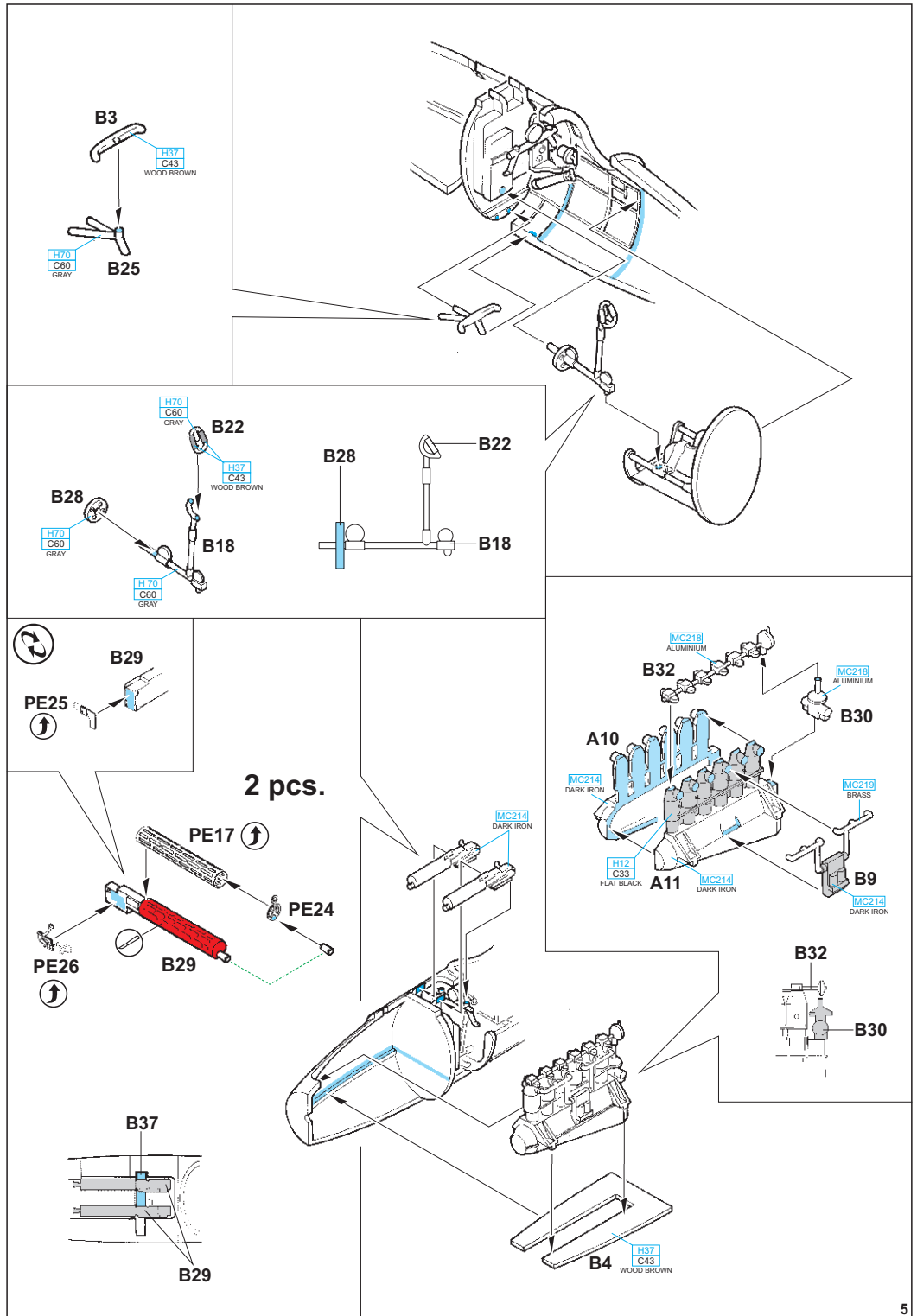
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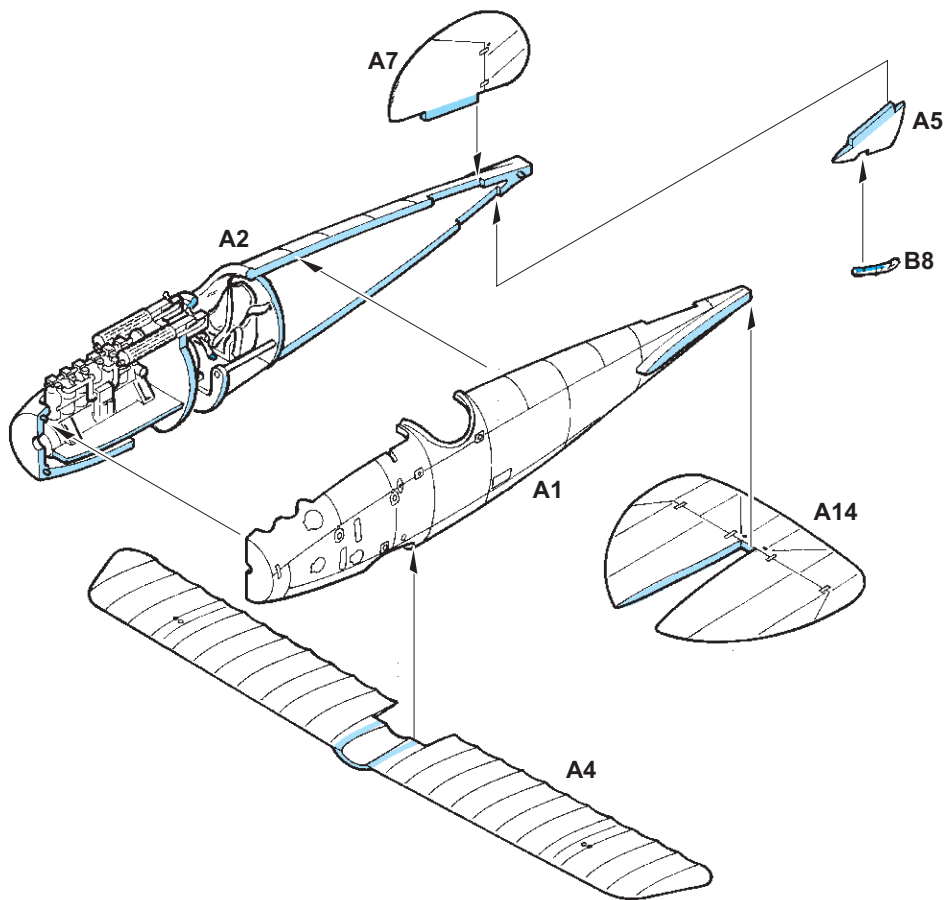
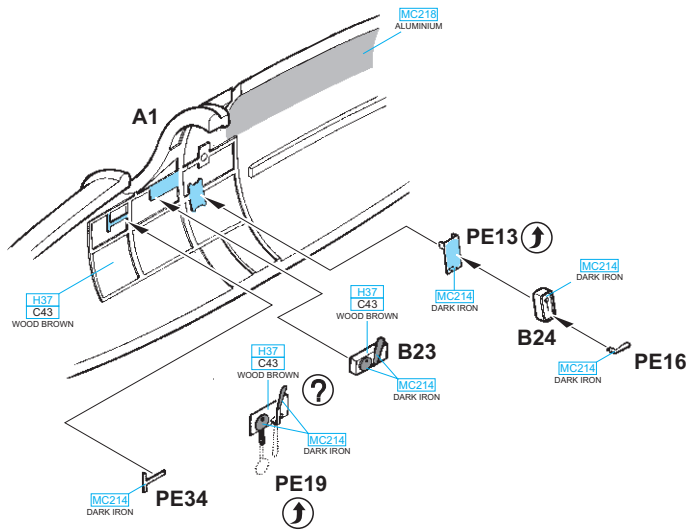
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H5	C5	BLUE
H6	C6	GREEN
H8	C8	SILVER
H11	C62	WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H37	C43	WOOD BROWN
H39	C67	PURPLE
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY

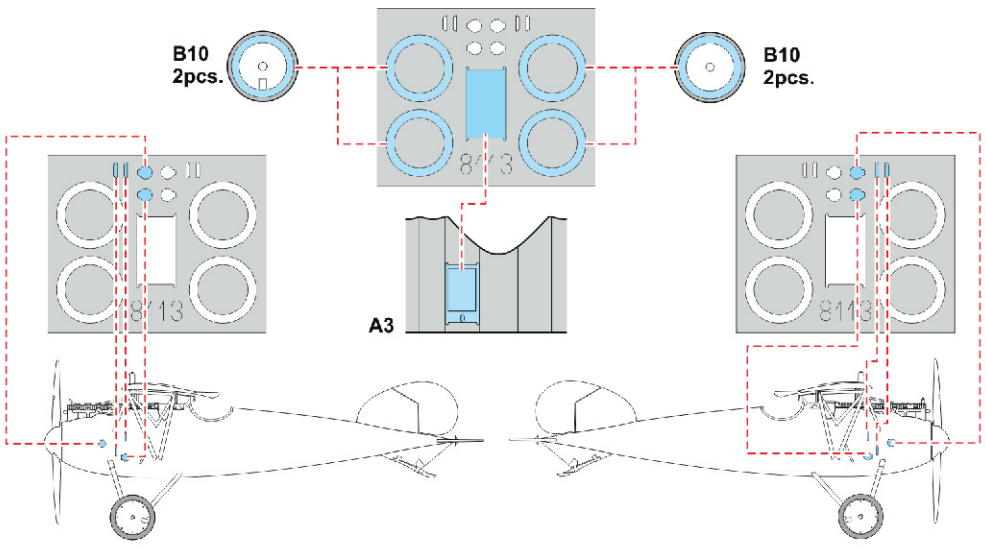
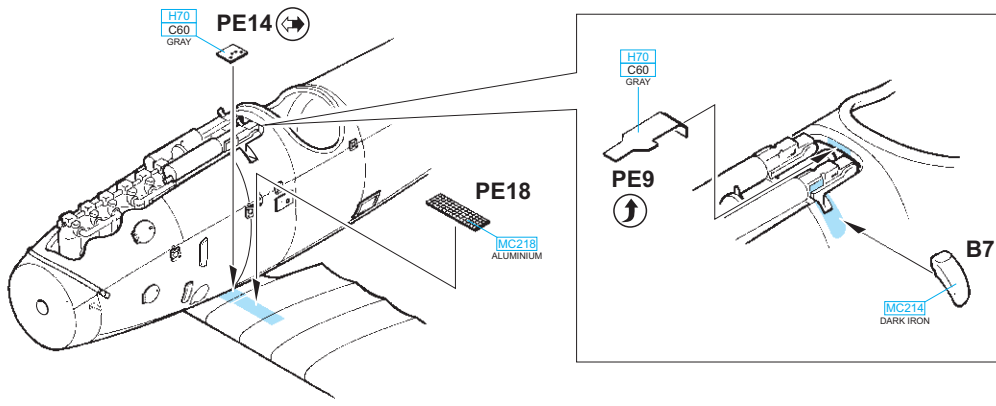
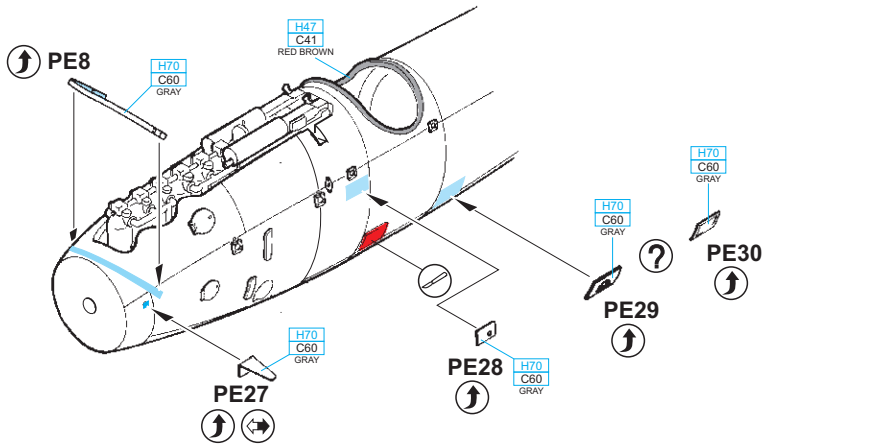
AQUEOUS	Mr.COLOR	
H67	C115	LIGHT BLUE
H70	C60	GRAY
H85	C45	SAIL COLOR
H327	C327	RED
H330	C330	DARK GREEN
H338	C338	LIGHT GRAY
H413	C113	YELLOW
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS

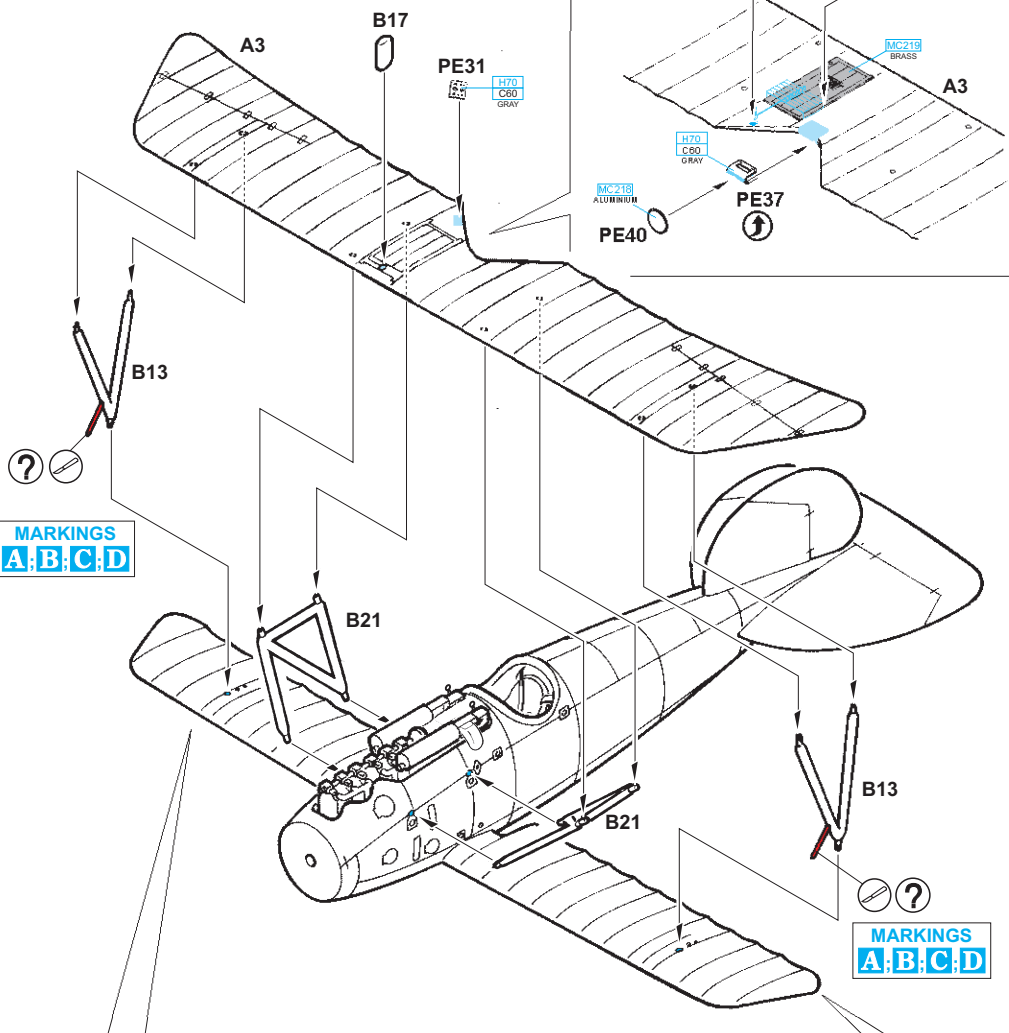






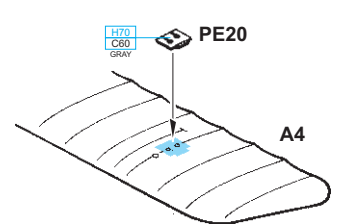
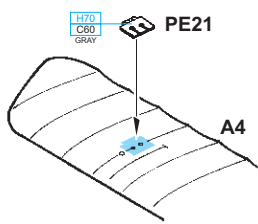


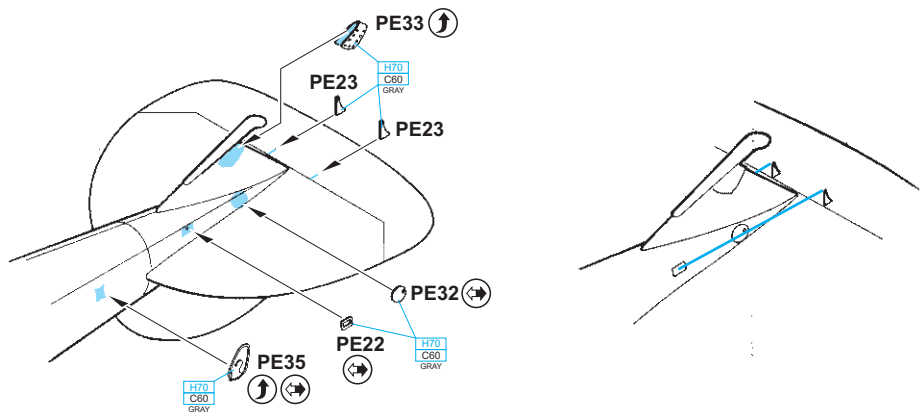
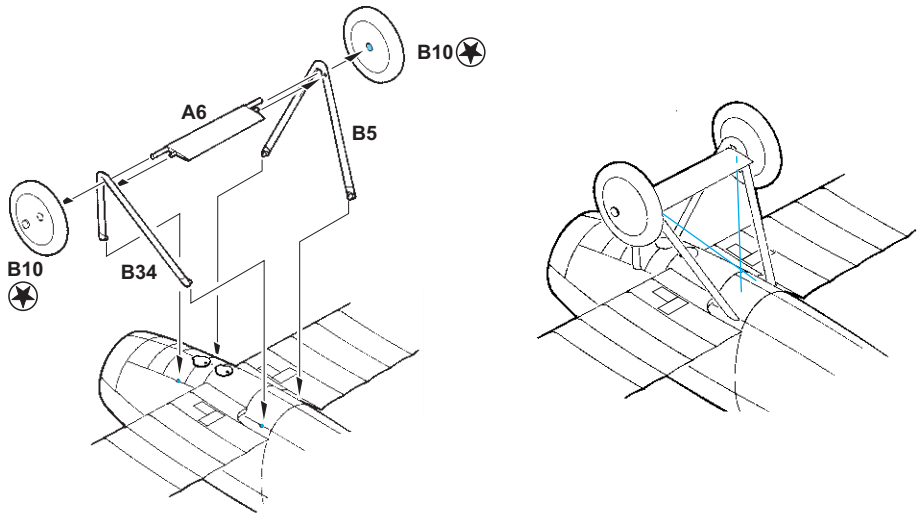
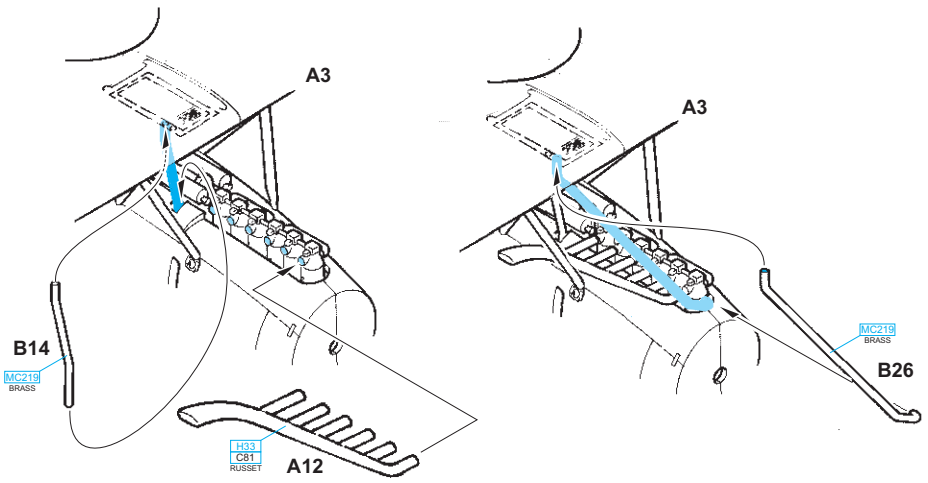


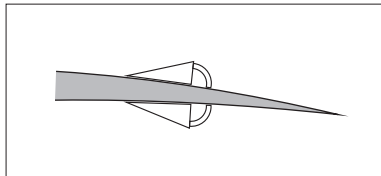
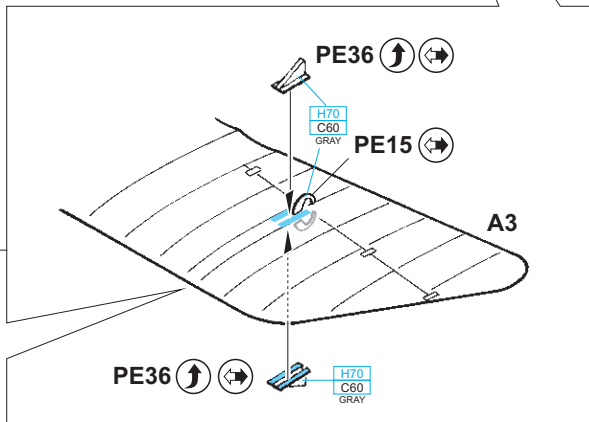
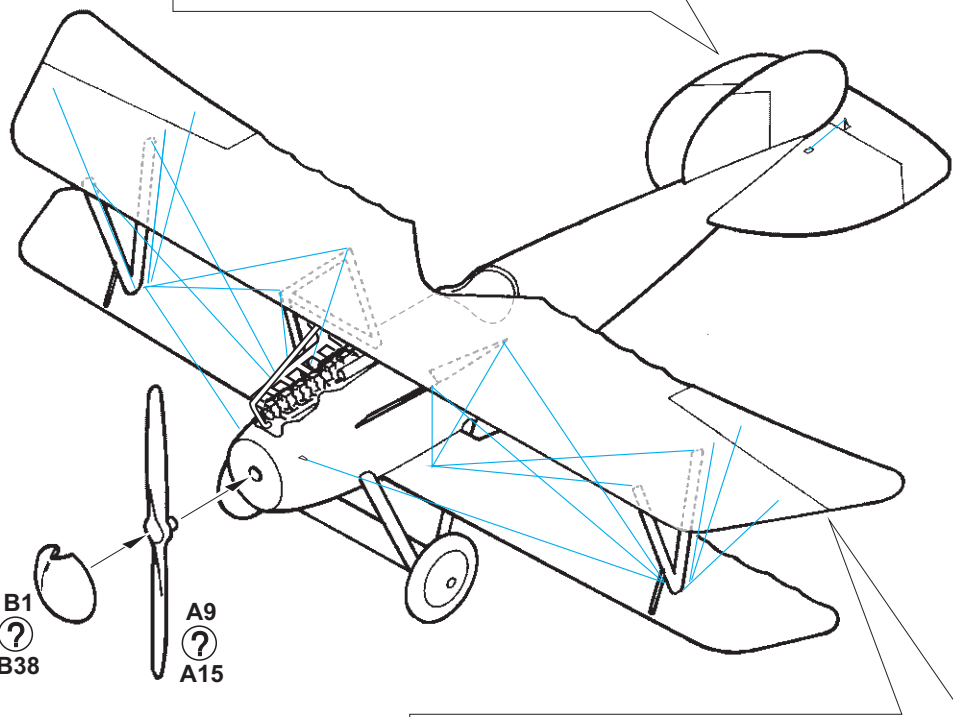
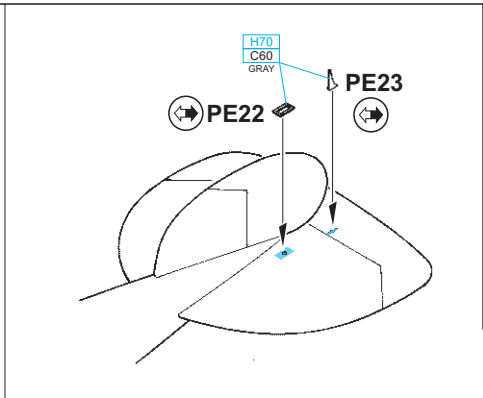


MARKINGS
A:B:C:D

MARKINGS
A:B:C:D

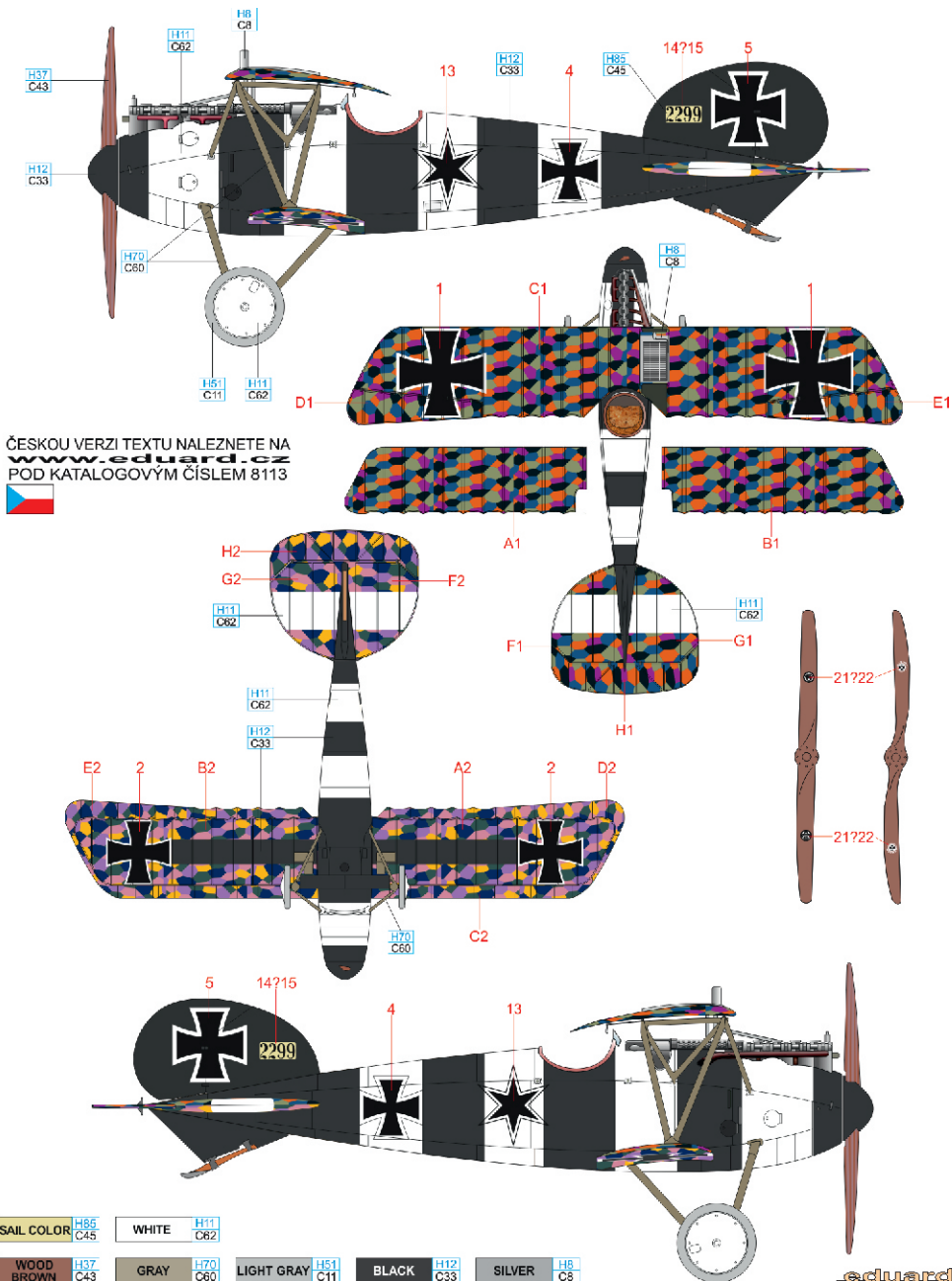






A Albatros D.V, 2299/17, flown by Oblt. Bruno Loerzer, Jasta 26, autumn 1917

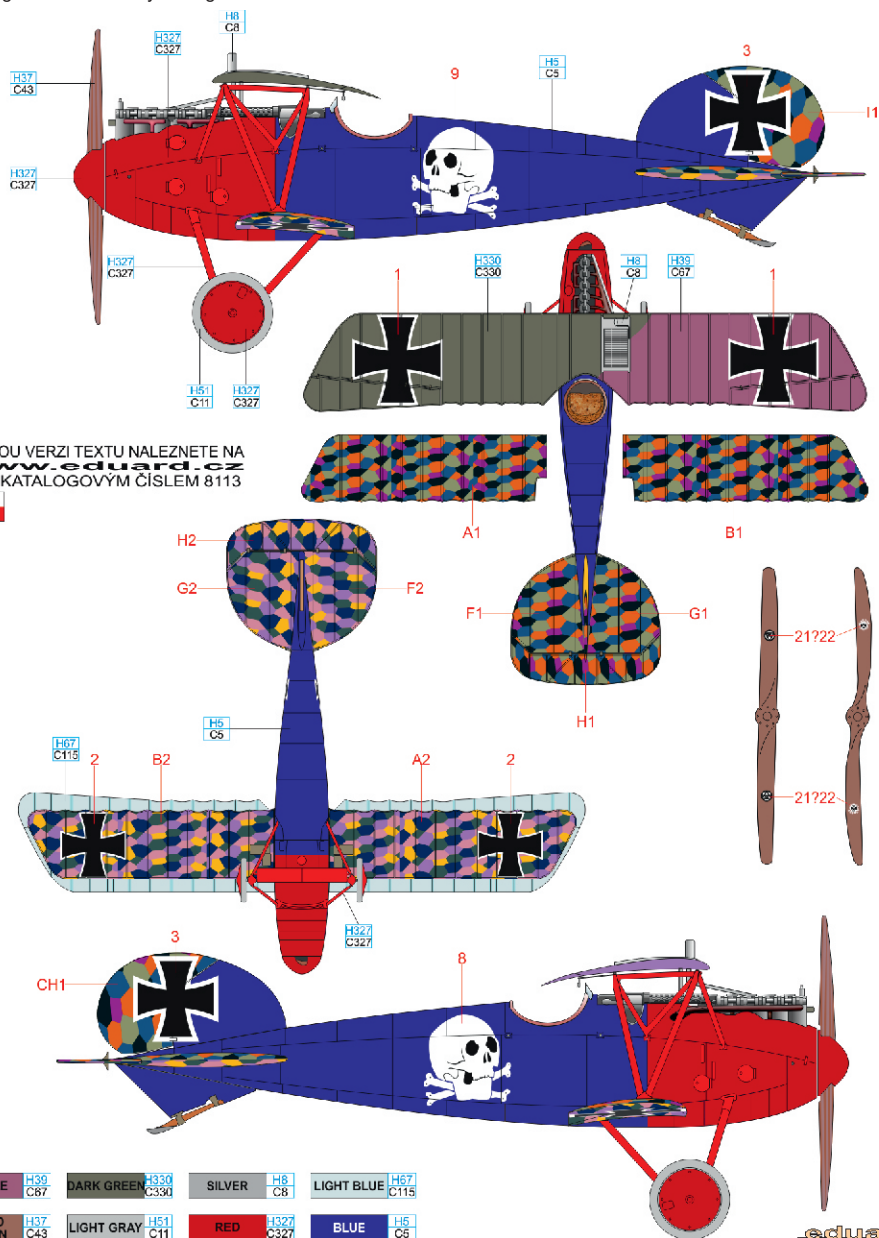
Berliner Bruno Loerzer, a prewar army officer, learned to fly in 1914. initially, he flew reconnaissance aircraft and among his observers was Hermann Göring. He transferred to a fighter squadron in 1916. After claiming his twentieth kill, he was awarded the Pour le Mérite in February, 1918 and was also made Commanding Officer of Jagdgeschwader 3. Over the course of the war, he downed a total of 44 aircraft. He joined the Luftwaffe in 1935 and at the beginning of the following war was CO of 2. Fliegerdivision and later would serve in other staff functions as well. In April, 1945 he was sent into retirement. He died in 1960.



B Albatros D.V, flown by Lt. Georg von Hantelmann, Jasta 15, early 1918

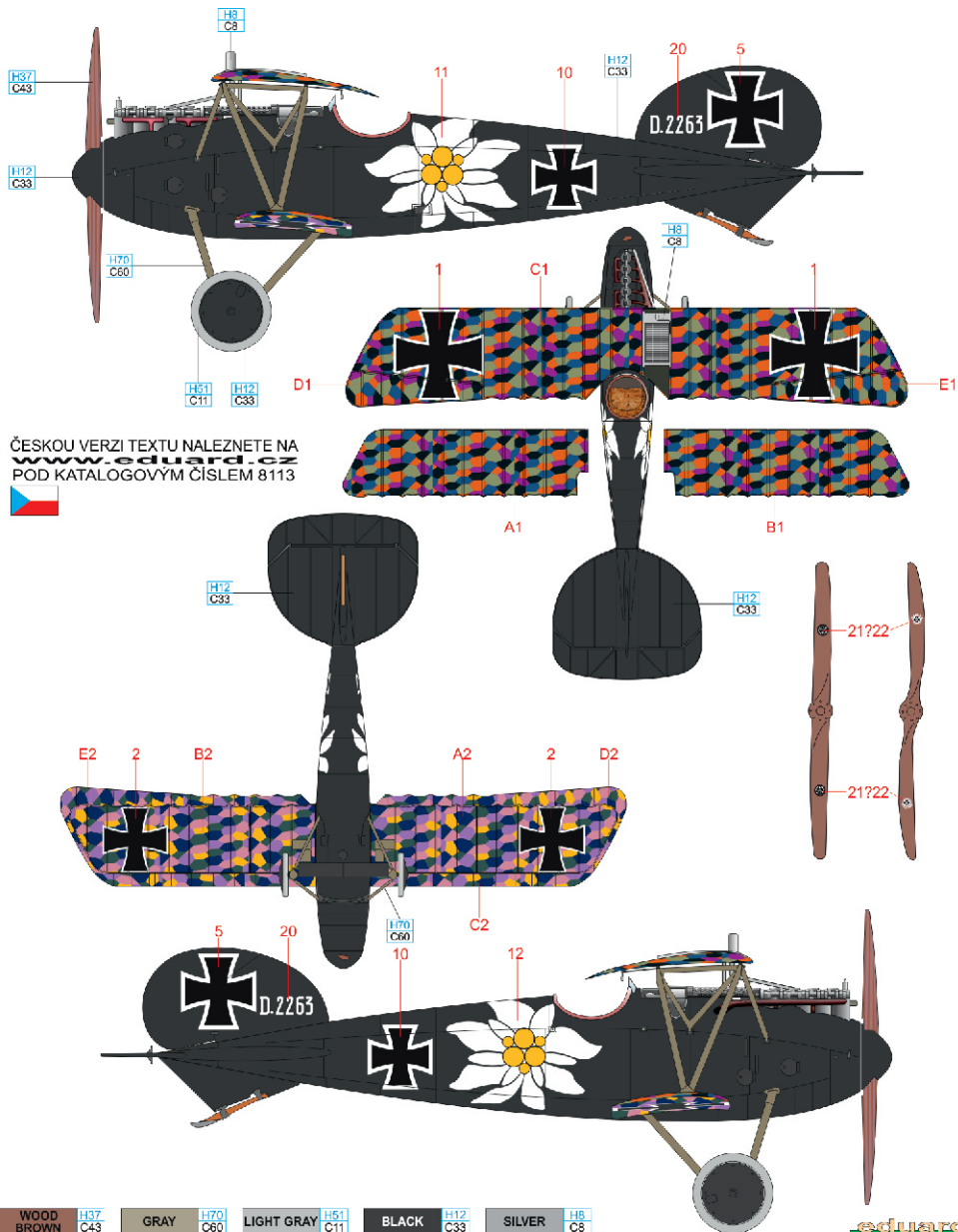
Georg von Hantelmann was born in 1898 and joined the Braunschweiger Hussar Regiment Nr.17 of the imperial Army in 1916, and only a year later he transferred to the air force. After training, he was assigned to Jasta 18, commanded by Rudolf Berthold, with whom he would later go to Jasta 15. His first kill is dated June 6th, 1918, and by the end of the war he would raise that total to twenty-five. On November 3rd, he was nominated for the Pour le Merite. However, the German Emperor would abdicate on November 9th, and so the award was never given. Georg von Hantelmann was murdered on September 7th, 1924 in an attempted robbery at his estate. According to some sources, the fuselage of Georg von Hantelmann's Albatros was painted red and blue and other researches lean towards an all-black fuselage. The wings and elevators/rudder were covered with a lozenge printed fabric. As a tribute to his service with the Hussars, he had a skull and crossbones painted on his aircraft. This insignia was carried by the regimental Hussars of which von Hantelmann was a member.

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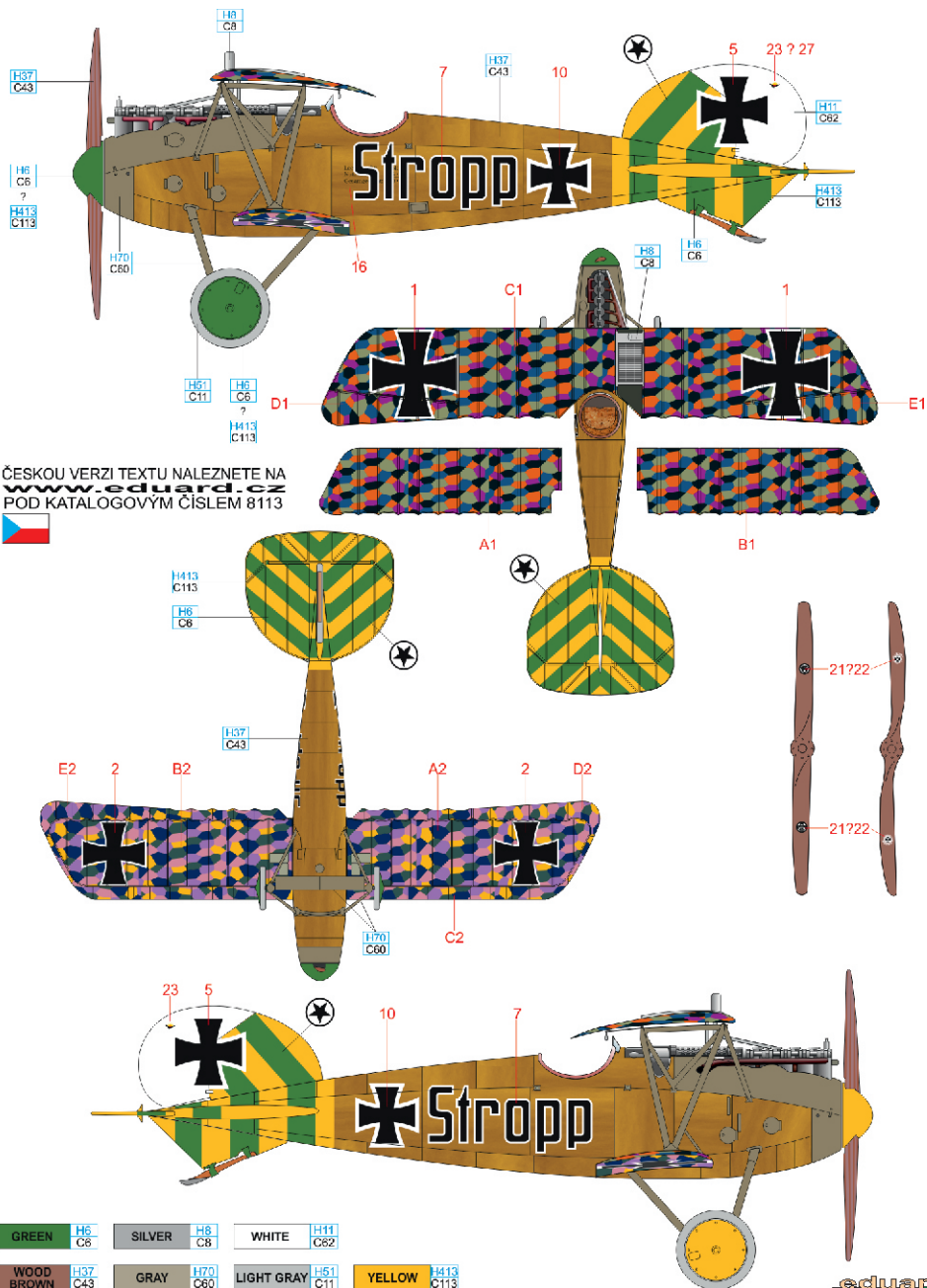
C Albatros D.V, 2263/17, flown by Lt. Otto Kissenberth, Jasta 23b, summer 1917

Otto Kissenberth was born on February 26th, 1893 in the Bavarian town of Landshut and volunteered for the air force after the outbreak of the war. After mandatory training he served with several units. He found himself picked for duty with the fighter unit KEK Ensisheim at the beginning of 1916, which was redesignated Jasta 16 in November of the same year. On August 4th, 1917 he was named Commanding Officer of Jasta 23b. On May 29th, 1918 he crashed in a captured Sopwith Camel and his resulting injuries precluded a return to a combat unit. Over the course of the First World War, he shot down a total of twenty enemy aircraft and was awarded the Pour le Mérite on June 30th, 1918. Otto Kissenberth tragically died on August 2nd, 1919 in a mountain climbing mishap in the Alps. The wings of Kissenberth's aircraft were covered in fabric bearing a lozenge pattern while the entire fuselage and tail surfaces were in black. As a tribute to his passion, mountain climbing, Kissenberth's Albatroses carried paintings of flowering edelweises.



E Albatros D.Va, 7161/17, Jasta 46, early 1918

The pilot of this aircraft was likely Erich Gurgenz, a native of Berlin who served with Jasta 46 from February 10th, 1918. This airplane fell into the hands of the Allies and was displayed on several occasions. It was restored in 1979 and is displayed at the Smithsonian National Air and Space Museum in Washington DC. This aircraft carries no camouflage paint on its plywood fuselage and the wings are covered in fabric printed with a lozenge pattern. The tail surfaces carry green and yellow stripes. The tail surfaces carry green and yellow stripes. The colours of the wheel hubs and the spinner have been reported as yellow or green as well.



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