

30011

1/32

Albatros D.V Jasta 18



A

Albatros D.V 2171/17,
Oliver Beaulieu-Marconnay,
Jasta 18,
late 1917,
(25 victories)

* For added realism, paint the
fuselage (n) and apply decals (42
& 53) before painting (4)

B

Albatros D.V
4594/17,
Paul Strähle,
Jasta 18 & Jasta 57,
1917-18



C

Albatros D.V,
'Horseshoe & Clover',
Jasta 18,
1917-18

D

Albatros D.V,
Kurt Monnington?,
Jasta 15 & Jasta 18,
1917-18,
(8 victories)



E

Albatros D.V,
Josef Veltjens,
Jasta 18,
early 1918,



A Albatros D.V 2171/17, Oliver Beaulieu-Marconnay, Jasta 18, late 1917 (25 victories)

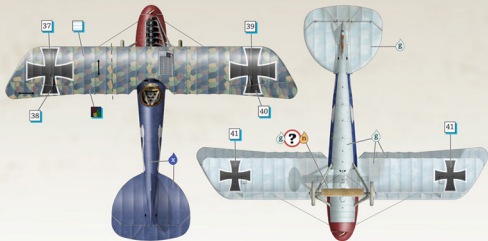
Use optional parts C3 E39 646 F6 P9 and Daimler Mercedes D.III 160hp engine.



The serial number D.2171/17 is just visible under the dark blue Jasta 18 paint on the fin of Oliver Freiherr von Beaulieu-Marconnay's Albatros D.V. Note the roughly painted over fuselage cross, rear view mirror and unusual straight edges to the upper wing crosses. Only 16 at the outbreak of hostilities, Oliver needed to wait until the 2nd year of the war before joining the 4th Prussian Dragoons (hence his '4D' branding iron personal marking). Promoted to Lieutenant while still just 17 he decided to join the air service and became a pilot in Jasta 18 in December 1917. Along with the rest of Jasta 18 he was transferred to Jasta 15 in March 1918 where he scored 13 of his victories before taking command of Jasta 19 in early September where he would score his remaining 12 victories. He was so severely injured in mid October that his Four le Merit award was rushed through before he died on the 26th October 1918. Oliver Freiherr von Beaulieu-Marconnay was 20. (Greg Van Wyngarden photo)

B Albatros D.V 4594/17, Paul Strähle, Jasta 18 & Jasta 57, 1917-18 (15 victories)

Use optional parts C2 E24 F6 P9 and Daimler Mercedes D.III 160hp engine.



The early morning sunlight casts long shadows on Paul Strähle's Albatros D.V 4594/17 at Boistrancourt. Items to note in this photo are the thick vertical air pump associated with the 180hp Daimler-Mercedes D.IIIa engine and Strähle's white axe personal marking. The white border around the cross on the lower wing indicates that this was most likely originally painted on a 'lozenge' covered wing which has had pale blue applied around it at unit level. Other views of this aircraft, while inconclusive, do indicate that it may not have had the same red-blue proportions as other Jasta 18 aircraft and this is how we have illustrated our profile, but the final decision is yours. Paul served in the infantry before becoming a pilot. He joined Jasta 18 on the 27th of October 1917 and scored 7 victories before taking command of Jasta 57 on New Years day 1918 where he was awarded his remaining 8 victories. Unusually he took Albatros D.V 4594/17 with him to Jasta 57. Paul served in France and Russia during WWII and died in 1985. He was 92. (Greg Van Wyngarden photo)

before taking command of Jasta 57 on New Years day 1918 where he was awarded his remaining 8 victories. Unusually he took Albatros D.V 4594/17 with him to Jasta 57. Paul served in France and Russia during WWII and died in 1985. He was 92. (Greg Van Wyngarden photo)

C Albatros D.V, 'Horseshoe & Clover', Jasta 18, 1917-18

Use optional parts C1, E24, E39, E41, E45, F6, F9 and Daimler Mercedes D.III 160hp engine.



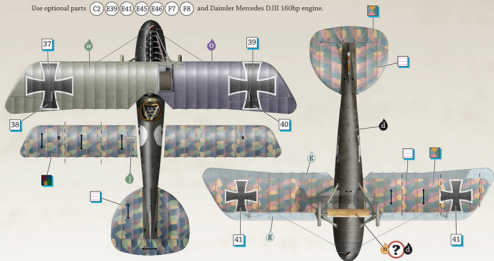
Paint and decal lower wing surfaces as per A 40



Unfortunately the pilot of this attractively marked Jasta 18 Albatros D.V is unknown. The horseshoe and four leaf clover personal marking might have been all white as illustrated in our profile but it is quite possible that the clover was a pale green so we have given you a choice. Details to note in this photo include the thin vertical air pump indicating a 160hp Daimler-Mercedes D.III engine, rear view mirror, Astra propeller, anemometer (41) on left 'V' strut and the windscreen (1). There is an unusual 'protective plate' covering the front 3 rocker springs of the engine. The struts appear quite dark and may have also been painted (X). (Greg Van Wyngarden photo)

D Albatros D.V, Kurt Monnington?, Jasta 15 & Jasta 18, 1917-18 (8 victories)

Use optional parts C2, E39, E41, E45, E46, F7, F8 and Daimler Mercedes D.III 160hp engine.



Traditionally illustrated as Georg von Hantelmann's Jasta 15 Albatros D.V the latest research indicates that this is not the case. The pilot of this strikingly marked Albatros D.V looks remarkably like 6 victory ace Kurt Monnington, another Jasta 15 pilot known to use the Totenkopf (death's head) as his personal marking. Kurt served in the ground forces before becoming a pilot and joining Jasta 15 in 1917. He was then involved in



the mass transfer of Jasta 15 personnel to Jasta 18 in March 1918 (at which time Hantelmann became a member of Jasta 15) where Kurt would score all 8 of his victories. Interesting items to note include the rudder covered in 5 colour lower 'lozenge', rear view mirror (39), Daimler-Mercedes radiator and painted over fuselage cross. The upper wing appears to be half light and half dark (green and mauve respectively). There appear to be 'L' shaped flash guards along each side of the 160hp Daimler-Mercedes D.III engine. (Greg Van Wyngarden photo)

E Albatros D.V, Josef Veltjens, Jasta 18, early 1918 (35 victories)

Use optional parts **A85** **C1** **E23** **E39** **F6** **F9** and Daimler Mercedes D.III 160hp engine.



1917 when he joined Jasta 14 and scored his first 5 victories. Transferring to Jasta 18 he brought his total up to 10 and, following the Jasta swap of 20 March 1918, he became commander of Jasta 15 on 18 May where he would remain and raise his victory total to 35. He was killed on 6 October 1943 when the Ju-52 transport he was a passenger in was shot down by Yugoslav partisans. He was 49. (Greg Van Wyngarden photo)

Josef Veltjens stands tall amongst Jasta 18 ground crew at Harlebeke Belgium in early 1918. Details to note include the rear view mirror (E39) attached to the upper wing, a small optical sight in front of the windscreen (C1) and the unusual pale blue-dark blue separation line under the tailplane. Even though the thin vertical air pump is hidden behind the propeller, the rocker boxes centered above the springs betray the identity of the 160hp Daimler-Mercedes D.III engine. After successful service in the ground forces Josef transferred to aviation in December 1915 and served as a two-seater pilot until 14 March

	All Colours	Tamiya	Humbrol	Misterkit
d	Black - semi gloss	X18	85	
e	Dark Wood - gloss	XF68	98	
f	Leather - semi gloss	XF52	62	
g	Light Blue - gloss	XF23(x1)+XF2(x1)	65	GC03
i	Light Grey - matt	XF19	64	GC08
j	Interior Grey Green - matt	XF76	90	
k	Red - gloss	X7	19	
m	White - semi gloss	XF2	34	
n	Light Wood - gloss	XF59	93	
o	Mauve - gloss	X16(x1)+XF52(x2)	68(x1)+29(x2)	GC02
p	Steel	XF56	27003	
v	Rubber - matt	XF69	66	
w	Medium Grey Green - gloss	XF71	78	GC04
x	Blue - gloss	XF8(x1)+X23(x1)	25(x1)+35(x1)	

Created on 30 October 1916, Royal Prussian Jasta 18 was commanded by 44 victory ace Rudolf Berthold from 12 August 1917 until 10 October 1917 when he was seriously wounded. When Berthold was made commander of JGII in March 1918 he famously swapped the entire staffs of Jastas 15 and 18 on the 20th of that month so that once again the trusted personnel of his previous unit would be under his command. Thus Jasta 18 became Jasta 15 and Jasta 15 became Jasta 18. By the end of the Great War Jasta 18 had been credited with 112 victories while Jasta 15 had at least 150.

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