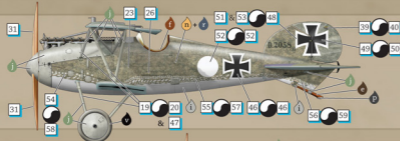


30014

1/32

Albatros D.V

Camouflaged



A

Albatros D.V 2058/17,
Alwin Thurm,
Jasta 31,
late 1917
(5 victories)

B

Albatros D.V,
Hans Hermann von Budde,
Jasta 15,
July 1917
(1 victory)



C

Albatros D.V,
Heinrich Gontermann,
Jasta 15,
July 1917
(39 victories)



D

Albatros D.V,
Karl Haustein,
Jasta 37,
1917-1918



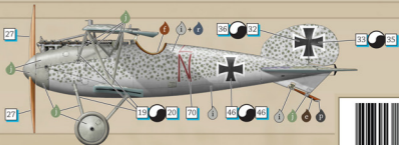
E

Albatros D.V,
Kurt Monnington,
Jasta 15,
1917
(8 victories)



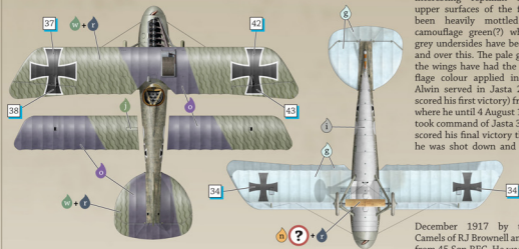
F

Albatros D.V,
Claus von Waldow,
Jasta 15,
March 1918



A Albatros D.V 2058/17, Alwin Thurm, Jasta 31, late 1917 (5 victories)

Use optional parts C2 E1 B40 F1 F7 F8 E34 B41 & Daimler Mercedes D.III 160hp engine.



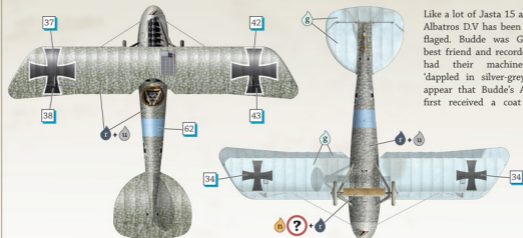
Alwin Thurm's intricately camouflaged Jasta 31 Albatros DV features an interesting reptilian scheme. The upper surfaces of the fuselage have been heavily mottled with dark camouflage green(?) while the pale grey undersides have been carried up and over this. The pale green areas of the wings have had the same camouflage colour applied in wavy lined. Alwin served in Jasta 24 (where he scored his first victory) from July 1917 where he until 4 August 1917 when he took command of Jasta 31 in Italy. He scored his final victory the day before he was shot down and killed, on 31

December 1917 by the Sopwith Camels of RJ Brownell and HM Moody from 45 Sqn RFC. He was 23.



B Albatros D.V Hans Hermann von Budde, Jasta 15, July 1917 (1 victory)

Use optional parts C2 E24 E38 F6 F9 and Daimler Mercedes D.III 160hp engine.



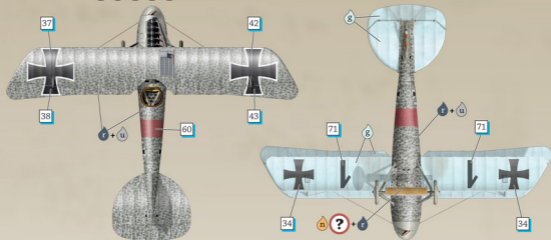
Like a lot of Jasta 15 aircraft Hans' Albatros D.V has been well camouflaged. Budde was Gontermann's best friend and recorded that they had their machines similarly 'dappled in silver-grey'. It would appear that Budde's Albatros had first received a coat of a dark

green(?) camouflage colour before being mottled with silver grey. Although not visible in the profile there is a rear view mirror (E38) mounted below the top wing cut out. Hans Hermann von Budde flew with with Jastas 29, 15 and 5 before arriving back at Jasta 15 in June 1917. He would score his single victory with Jasta 15 before leaving in March 1918 for an administrative job at Idflieg.



C Albatros D.V, Heinrich Gontermann, Jasta 15, July 1917 (39 victories)

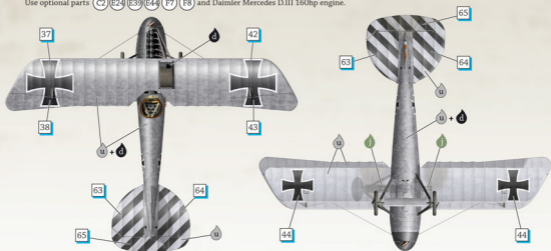
Use optional parts (C2) (E33) (E46) (F6) (P9) and Daimler Mercedes D.IIIa 160hp engine.



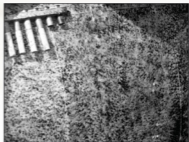
Heinrich Gontermann's Jasta 15 Albatros DV is finished almost exactly the same as Budde's. There is a rear view mirror (E39) in the upper wing cut out. Heinrich served in the Cavalry early in the war before transferring to aviation. Heinrich was both an observer and pilot of two-seaters before being assigned to Jasta 5 on 11 November 1916, scoring his first victory 3 days later. In April 1917 he was made commander of Jasta 15 which he lead until October 1917 when the upper wing of Fokker Dr.1 115/17, which he was testing, failed causing him to crash fatally. Heinrich was 21.

D Albatros D.V, Karl Haustein, Jasta 37, 1917-1918

Use optional parts (C2) (E24) (E39) (E44) (F7) (F8) and Daimler Mercedes D.III 160hp engine.



Very little is known about Karl Haustein other than he served in Jasta 37, where he is pictured here, and Kest 4b which he commanded from August 1918 to October 1918. The silver grey finish of his Jasta 37 Albatros D.V has been covered with a stippled on dark camouflage paint, most likely black. Note the flare rack (E44) and rear view mirror (E39). The undercarriage axle fairings have been removed.

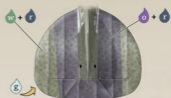


E Albatros D.V, Kurt Monnington, Jasta 15, 1917 (8 victories)

Use optional parts C2 E1 E39 E41 F7 F8 E34 E41 & Daimler Mercedes D.III 160hp engine.

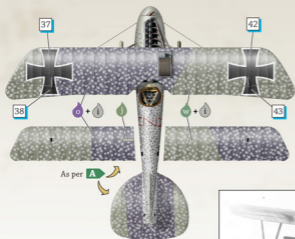


Another of Kurt Monnington's Jasta 15 "Death's Head" Albatros D.Vs (see 30011 Albatros D.V Jasta 18 decals). Close examination of archive images indicate that the lighter color (matt grey) has been applied over the top of the darker (matt green), at least along the side of the fuselage. What little evidence that is available indicates that the same matt dark colour has been mottled onto the upper surfaces of the glossy wings. The rudder remains unpainted clear doped linen. Born in Hamburg in September 1891, Kurt Monnington served in the ground forces before becoming a pilot and joining Jasta 15 in 1917, he was involved in the March 1918 mass transfer of Jasta 15 personnel to Jasta 18 where Kurt would score all 8 of his victories. He died in February 1939 aged 48.



F Albatros D.V, Claus von Waldow, Jasta 15, March 1918

Use optional parts C2 E24 E39 F7 F8 and Daimler Mercedes D.III 160hp engine.



The optical illusion of light and dark spots on the wing surfaces is caused by the matt light grey not reflecting background light as well as the glossy wing surfaces. The history of Claus' personal 'N' marking is not known but he also had this applied to his Jasta 15 Fokker Dr.1.

Very little appears to be known about Claus von Waldow other than he was recorded at Jasta 15 in March 1918, and with Jasta 18 the same month, indicating he was involved in the mass swapping of personnel between these two Jastas. Claus' Jasta 15 Albatros D.V is pictured here and features a very interesting camouflage scheme. It appears the fuselage has been painted all over in matt light grey with dark green camouflage spots applied to the upper surfaces using a loofa type sponge. This same matt light grey has been sponged onto the otherwise conventionally painted gloss green and mauve wing and tailplane surfaces.



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