

30015

1/32

Albatros D.V

Flying Circus

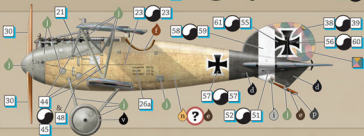
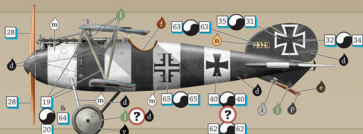


A

Albatros D.V 1154/17,
Max Ritter von Müller,
Jasta 28,
late 1917.
(36 victories)

B

Albatros D.V 2329/17,
Otto Fröhner,
Jasta 26,
mid 1917.
(27 victories)



C

Albatros D.V 2359/17,
Otto Hohmuth,
Jasta 23b,
March 1918.
(4 victories)

D

Albatros D.V,
Otto Kónnecke,
Jasta 5,
July 1917.
(35 Victories)



E

Albatros D.V,
Karl Meierdirks,
Jasta 12,
July-August 1917. (2 victories)



A Albatros D.V 1154/17, Max Ritter von Müller, Jasta 28, late 1917 (36 victories)

Use optional parts C2 E1 F7 F8 and Daimler Mercedes D.III 160hp engine.

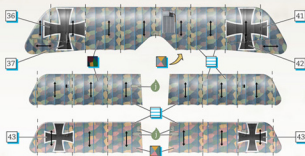


Bavarian born Max Müller joined the army before the war and transferred to aviation in 1913. After qualifying as a pilot in April 1914 he initially flew two-seaters and then Fokker Eindeckers. He would score his first 5 victories with Jasta 2 before transferring to the newly formed Jasta 28 in January 1917 where he scored 24 victories, including the Jasta's 1st on 7



April. He returned to Jasta 2 (now re-named 'Jasta Boelcke') in November 1917 and scored 7 more victories before jumping to his death from his flaming Albatros D.III (OAW) 5405/17 after combat with RE.8 B5045 and SE.5as of 60 Sqn on 9 January 1918. Max was 31. This photo, believed to have been taken in early August 1917, shows Albatros DV 1154/17 in factory finish other than a red spinner, Max's 'comet' marking, Jasta 28 tailplane stripes and an unconfirmed dark colour under the rear of the fuselage which could be black (or red or...)? Max Müller reportedly had his aircraft painted differently every fortnight to confuse the enemy, future historians and modellers alike and this may have been one of the transitional steps to having the fuselage completely overpainted in a dark colour which is thought to have been red as we have illustrated.

**B Albatros D.V 2329/17, Otto Frühner, Jasta 26, mid 1917 (27 victories)**

Use optional parts C1 I046 F6 P9 and Daimler Mercedes D.III 160hp engine.

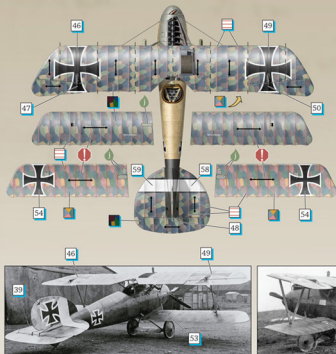


Otto Frühner initially served as an aviation mechanic before becoming a pilot and flying two-seaters from May 1916. In July 1917 he transferred to Jasta 26 where he was awarded his 1st victory in September and had raised his score to 26 before he collided mid air with a 203 Sqn Sopwith Camel on 20 September 1918 which was

awarded as his 27th victory. He parachuted to safety but never returned to combat. Otto joined the Luftwaffe in 1935 and commanded various flying schools during the Second World War and rose to the rank of Major General. He died on 19 June 1965 aged 71. The wheels may have been  as illustrated or possibly , the black and white bands are Jasta 26 unit markings.

C Albatros D.V, 2359/17, Otto Hohmuth, Jasta 23b, March 1918 (4 victories)

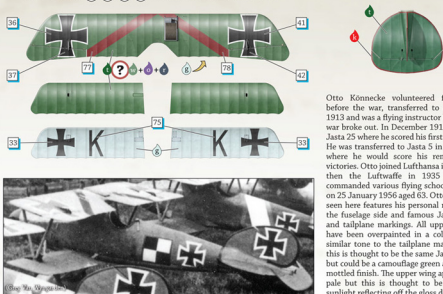
Use optional parts C2 E1 F6 F4 F7 F8 and Daimler Mercedes D.IIIa 180hp engine.



Otto Hohmuth served in the artillery before transferring to aviation in June 1916 and initially flew two-seaters with FAA267 where he scored 2 victories (shared with his observer). He transferred to Jasta 32b in July 1917 and then in September 1917 he went to Jasta 23b where he would score his final 2 victories. Otto was forced down and captured during combat with the 13 Sqn RE.8 of 2Lt F.Belway and Airman F.Rose on 6 March 1918. Seen here shortly after capture there are many unusual features visible on Hohmuth's Albatros including the lower wings being covered with 'spanwise' applied lozenge fabric and the style and size of all Eiserne Kreuz markings. The fuselage appears to have been stained or thinly painted with a darker colour but in some photos this is not apparent, the final decision is yours. An anemometer is fitted to the bottom of the right 'V' strut. This aircraft was eventually repainted in British markings and given the British serial number G144.

D Albatros D.V, Otto Könnecke, Jasta 5, July 1917 (35 Victories)

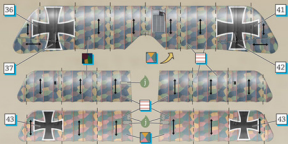
Use optional parts C3 E2+ F7 F8 and Daimler Mercedes D.III 160hp engine.






Otto Könnecke volunteered for service before the war, transferred to aviation in 1913 and was a flying instructor by the time war broke out. In December 1916 he joined Jasta 25 where he scored his first 3 victories. He was transferred to Jasta 5 in April 1917 where he would score his remaining 32 victories. Otto joined Lufthansa in 1926 and then the Luftwaffe in 1935 where he commanded various flying schools. He died on 25 January 1956 aged 63. Otto's Albatros seen here features his personal marking on the fuselage side and famous Jasta 5 nose and tailplane markings. All upper surfaces have been overpainted in a colour with a similar tone to the tailplane markings and this is thought to be the same Jasta 5 green but could be a camouflage green applied in a mottled finish. The upper wing appears very pale but this is thought to be caused by sunlight reflecting off the gloss doped fabric.

E Albatros D.V, Karl Meierdirks, Jasta 12, July-August 1917 (2 victories)

Use optional parts C2, E23, E44, F6, P9 and Daimler Mercedes DIII 160hp engine.



Karl Meierdirks served in Jasta 12 from 17 July 1917 until he transferred to Jasta 40 in August 1917 where he would score his 1st victory. He transferred to Jasta 55 in January 1918, where he scored his 2nd victory, and commanded it from April until he was shot down and killed on 4 May 1918. He was 21. Note the flare rack, tube protruding from below the cockpit behind the rear undercarriage leg and that the axle wing fairings have been removed. A black band around the nose cowling with black rear fuselage and tailplane was the Jasta 12 unit marking.

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
h Yellow - semi gloss	XF3(x10)+X6(x1)	24	GC14
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	
q Clear Doped Linen	XF55	148	GC10
r Camouflage Green	XF65	116	GC05
t Jasta 5 Green - gloss	X5	24	
v Rubber - matt	XF69	66	
w Medium Grey Green - gloss	XF71	78	GC04
 Decal 30001 5 Colour Upper Lozenge - available separately			
 Decal 30002 5 Colour Lower Lozenge - available separately			
 Decal 30005 German Rib Tapes for Lozenge - available separately			

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