

# WINGNUT WINGS



## Albatros D.V/D.Va "Jasta 5"

1/32 Scale

Johannisthal based Albatros Flugzeugwerke GmbH were responsible for some of the most graceful and effective fighters of the Great War. Their twin gun, semi-monocoque plywood fuselage Albatros D.I, powered by a 160hp Daimler Mercedes D.III engine, arrived at the front in September 1916 and achieved instant air superiority over its main opposition of Nieuport 11 and DH.2 fighters. Followed immediately by the slightly improved D.II and in December 1916 by the much improved D.III, with its V strutted sesiplane wing greatly influenced by the successful Nieuport fighters. The D.III was more maneuverable than the D.II and its single spar lower 'half' wing afforded greater visibility for the pilot but was also the cause of numerous, frequently fatal, structural failures. Despite much effort this problem was never fully resolved. Nevertheless the D.III remained in production well into late 1917.

Even as the excellent D.III went into production plans were underway for its successor, the Albatros D.V. Retaining the wings of the D.III but with aileron controls routed through the upper wing and with a redesigned fuselage completely oval in section, the D.V was arguably the best looking of all Albatros designs. Unfortunately the D.V inherited the lower wing structural failure problem of the D.III and turned out to not be any real improvement over it performance wise either. Despite this, the Albatros D.V and the D.Va (with aileron controls cables reverted to D.III configuration), were manufactured in greater numbers than any previous German fighter of the war (only surpassed later by the Fokker D.VII, of which Albatros manufactured the great majority).

The Albatros D.V weighed 620kg empty when production commenced in April 1917 but, following strengthening, the empty weight had increased to 680kg before production of the D.Va started in August 1917. While Johannisthal built D.Va remained 680kg throughout production, those ordered from Ostdeutsche Albatros Werke (OAW) in September-October 1917 weighed in at 717kg empty, almost 100kg heavier than the initial D.V. When the Albatros D.V started appearing at the front in May 1917 it was effectively outclassed by the improved SE.5a, Sopwith Camel and SPAD fighters being fielded by the allies at the time. Even after the introduction of the superb Fokker D.VII the Albatros D.V and D.Va could still be found equipping front line Jastas, although most had been relegated to training or home defense duties by the time of the Armistice. Note that these instructions contain parts to build Johannisthal built Albatros D.V & D.Va. Please make sure you take note of the different parts required for your chosen decal scheme. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out any, or all, of the reference books mentioned below for a more thorough understanding.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. The colourful unit and personal markings applied to the various Albatros fighters of Royal Prussian Jasta 5 have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. Albatros D.V/D.Va fuselages were usually clear varnished resulting in a yellowish plywood colour. The fabric covered wings and tailplane were finished in either of 2 ways, painted with green and mauve/lilac on top and light blue below or covered in pre-printed lozenge camouflage fabric, some of which was almost certainly overpainted with a transparent (brown?) glaze to tone down the vibrant colours. Metal fittings were painted in pale grey-green, as was much of the engine bay. Exterior metal panels and fittings were usually painted in this same pale grey-green colour although some were clearly finished in a darker colour. There was considerable freedom for German units to apply their own colour schemes to their aircraft with some using drab camouflage paints, usually applied with a 'loofah' type sponge, while others preferred highly visible colours to aid identification at a distance. Additionally individual pilot's markings were also applied in a fashion dictated by the unit commander.

Richard Alexander 2016

<b>Wingspan:</b>	<b>Length:</b>	<b>Max Weight:</b>	<b>Max Speed:</b>
9.00m (29' 6")	7.33m (24' 0.5")	755kg - 937kg	170kph (106mph)
<b>No. Manufactured:</b>	<b>Production:</b>	<b>Armament:</b>	
DV 900/D.Va 1662	April 1917 - early 1918	2x 7.92mm LMG 08/15 'Spandau'	
<b>Ceiling:</b>	<b>Engine:</b>		
6250m (20500')	160-180-200hp Daimler-Mercedes D.III/IIIa/IIIau		
<b>References:</b>			
Windsock Datafile 3 Albatros DV, Ray Rimell, 1987 - Albatros Fighters Windsock Datafile Special, Ray Rimell, 1991 - Squadron Signal Albatros Fighters in Action, John F Connors, 1981 - Australian War Memorial Museum, Canberra, Australia - Windsock Jagdstaffel 5 Volume 1 & 2, GK Merrill, 2004 - Bruno Schmalzing - The Vintage Aviator LTD - 1914-18 Aviation Heritage Trust - Private Collections			

# Albatros D.V/D.Va "Jasta 5"

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.
- Painting:** Only use paints **designed and suitable** for plastic model kitsets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

**Hints & Tips:** Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal



Cement For Metal



Other Side

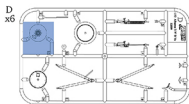
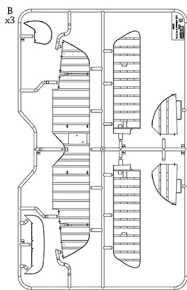
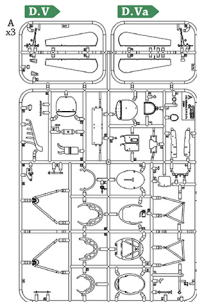


Paint Colour

**P1** Photo Etch Part

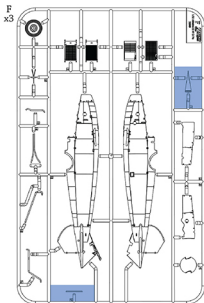
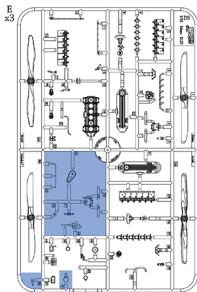
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium	XF16	27001	
d	Black - semi gloss	X18	85	
e	Dark Wood* - gloss	XF68	98	30340
f	Leather - semi gloss	XF52	62	30219
g	Light Blue - gloss	XF2(x10) + XF18(x1)	130(x10) + 96(x1)	25550
h	Chrome Yellow - semi gloss	XF3(x10) + X6(x1)	24	33637
i	Light Grey - semi gloss	XF19	64	36463
j	Interior Grey Green	XF76	240	24424
k	Red - semi gloss & matt	X7	19	31350
l	Rust - matt	XF9	113	20045
m	White - semi gloss	XF2	130	
n	Light Wood* - gloss	XF59	93	30475
o	Mauve - semi gloss	X16(x2) + XF52(x1)	68(x5) + 29(x1)	
p	Steel	XF56	27003	
q	Linen - matt	XF55	148	26360
r	Camouflage Green - matt	XF65	116	34159
s	Copper	XF6	12	
t	Jasta 5 Grass Green - gloss	X28	208	14193
u	Brown Glaze - semi gloss	X22(x5) + XF52(x1)	135(x5) + 29(x1)	
v	Rubber - matt	XF69	66	35042
w	Medium Grey Green - semi gloss	XF71	78	34227

**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.



■ = Not Used

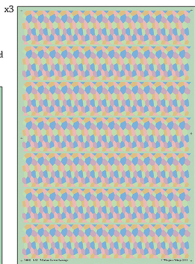
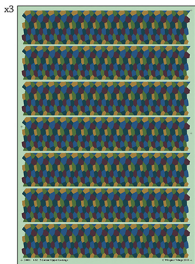
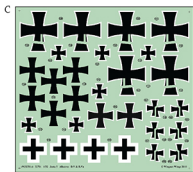
Photo Etch x3



Decals

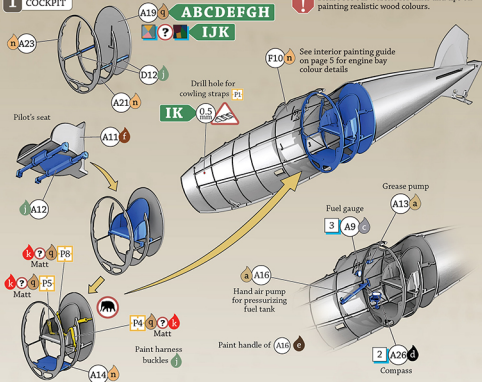


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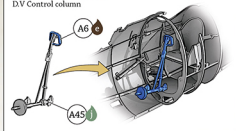
# 1 COCKPIT

! Please see our website for hints and tips on painting realistic wood colours.



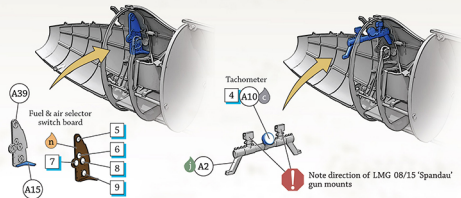
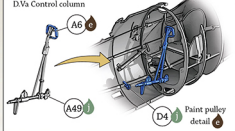
## ABCDEFGHI

D.V Control column

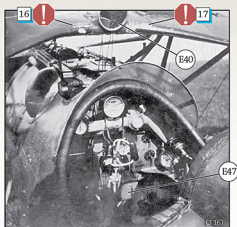
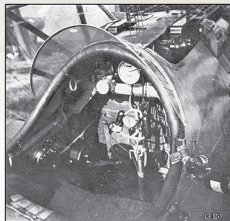
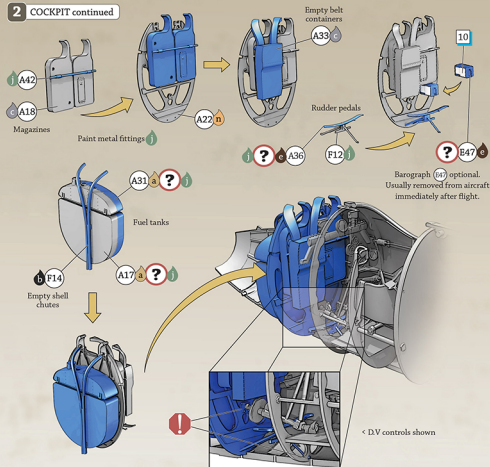


## JK

D.Va Control column



## 2 COCKPIT continued



Cockpit details from a Royal Prussian Jasta 31 Albatros D.V. Note the pilot's goggles dangling from the all important tachometer attached to the center of the LMG 08/18 'Spandau' mount, with an altimeter to the left and clock to the right. Also note the barograph (E47) suspended below the instrument board, mirror (E4), D.V. specific headrest (F1) & aileron control cables, the Eislefeld flare gun attached to the right of the cockpit and the data plates attached to the rear of the top wing cut out.

RIGGING GUIDE

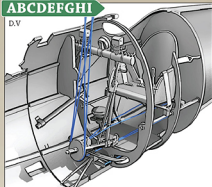
Rigging material not supplied

0.15mm



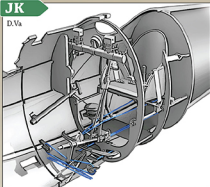
ABCDEFGHI

D.V

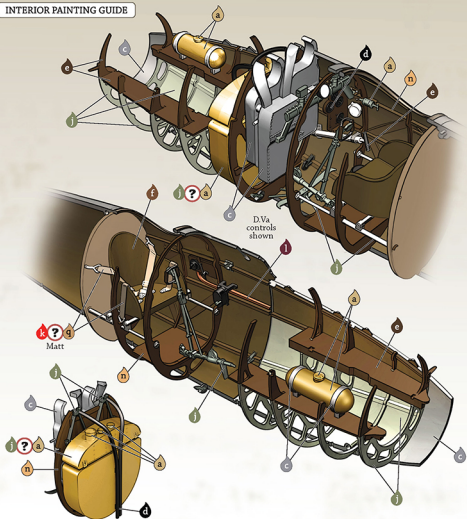


JK

D.Va



INTERIOR PAINTING GUIDE



(0443-069)



Factory fresh Albatros D.V 1146/17 is from the 1st production order for 200 D.V placed in April 1917 (numbers 1000/17 to 1199/17). Note the large D.V headrest, empty ammunition belt chute fairing (A7), aileron control horns & fairings, 2 line weight table painted on the side of the fuselage under the cockpit and lack of cowling retaining straps (M). The fuselage is varnished plywood, the rudder is unbleached doped linen while the wings and tailplane are finished in green and mauve/lilac camouflage paint.

(11)



Albatros D.Va with the silver-grey fuselage colour of Royal Bavarian Jasta 34b and Robert Ritter von Greim's personal marking of 2 red bands. Although the serial number is unconfirmed this aircraft appears to be from the 1st production order for 262 D.Va placed in August 1917 (numbers 5165/17 to 5426/17). Note the D.Va aileron control cables visible behind each interplane 'V' strut, which do not feature the additional wing bracing brackets. The wings and tailplane are covered in 5 colour lozenge fabric.

(0175-02)



Factory fresh Albatros D.V 1192/17 is from the 1st production order for 200 D.V placed in April 1917 (numbers 1000/17 to 1199/17) and was photographed here in July 1917. Note the 160hp Daimler-Mercedes D.III engine, headrest, empty ammunition belt chute fairing (A7) and the assembly & rigging instructions doped to the port side of the fuselage.

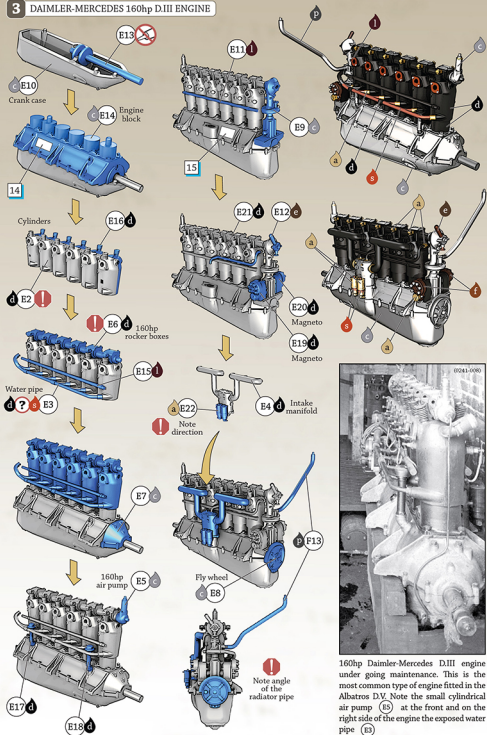
(36)



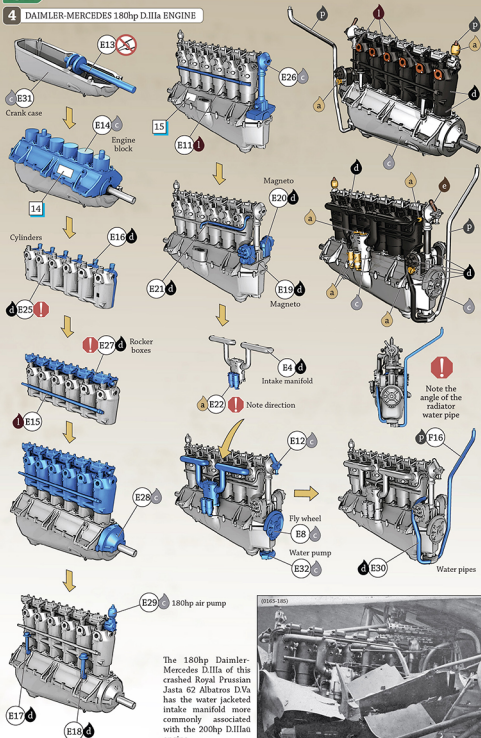


# ABCDEFGH

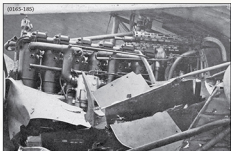
## 3 DAIMLER-MERCEDES 160hp D.III ENGINE



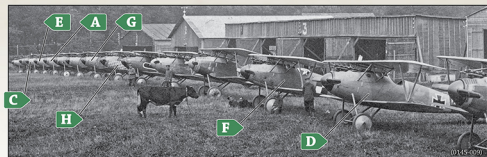
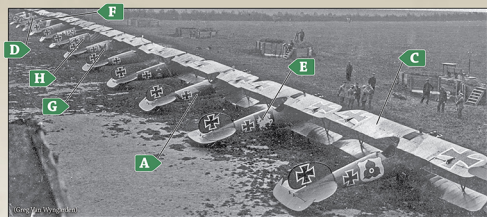
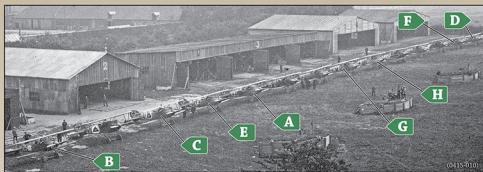
## 4 DAIMLER-MERCEDES 180hp D.IIIa ENGINE



The 180hp Daimler-Mercedes D.IIIa of this crashed Royal Prussian Jasta 62 Albatros D.Va has the water jacketed intake manifold more commonly associated with the 200hp D.IIIa engine.

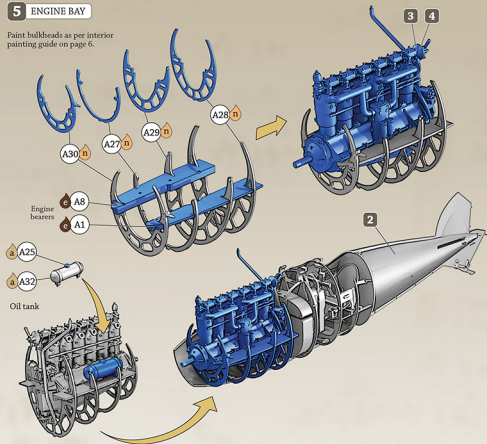


Albatros D.Va of Jasta 5 lined up in front of their hangers at Boistrancourt in July 1917.



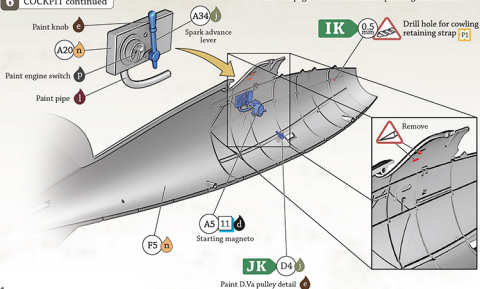
## 5 ENGINE BAY

Paint bulkheads as per interior painting guide on page 6.



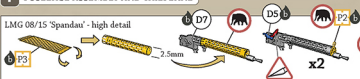
## 6 COCKPIT continued

Please see page 6 for more detailed painting instructions.



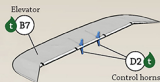
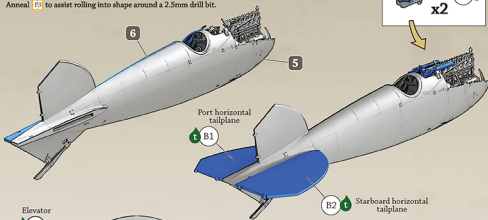
## 7 FUSELAGE ASSEMBLY AND TAILPLANE

LMG 08/15 'Spandau' - high detail

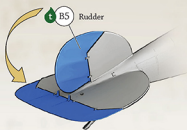


Anneal P3 to assist rolling into shape around a 2.5mm drill bit.

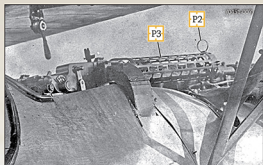
LMG 08/15 'Spandau'



Control horns



Rudder



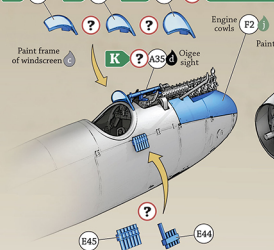
LMG 08/15 'Spandau' detail from an unidentified Johannisthal built Albatros D.Va. Note the lever attached to the top wing for adjusting the radiator shutters.



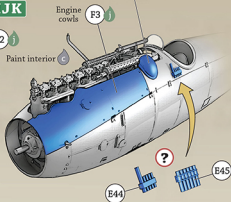
7 victory ace Helmut Dilthey's Royal Saxon Jasta 40 Albatros D.Va features reinforced 'V' strut wing brackets (D11), 5 colour lozenge fabric covering and modified 'post June 1918' balkenkreuz markings. Note the mirror attached to the top wing cut out.

## 8 FUSELAGE DETAILS

A C1 C C2 BE C3 ? DFHIJK



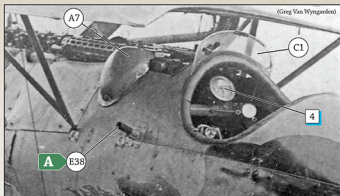
ABCDEFGH I A7 D.V fairing for empty ammunition belt chute



Flare racks varied considerably on individual aircraft.

We recommend leaving F2 & F3 off your model to display the engine detail to its fullest.

Fuselage detail from Albatros D.V 2065/17 A. Note the flare pistol E38 protruding through the side of the fuselage, the fairing A7 over the empty belt chute, windscreen C1 and tachometer A10 + 4.



Albatros D.V 4640/17 'R' is from the 3rd and final production order for 300 D.V placed in July 1917 (numbers 4403/17 to 4702/17). Note the 180hp Daimler-Mercedes D.IIIa engine and lozenge fabric covering. Note that the lack of the empty ammunition belt chute fairing A7 is unusual for a D.V, as is the position of the anemometer on the bottom wing. The aircraft in the background is a Gotha G.V to which Albatros D.V 4640/17 'R' served as escort.

**9 BOTTOM WINGS****IJK**

Apply your lozenge camouflage decals to gloss painted (not just clear coated plastic) wing parts.

Starboard wing

B4

18

8

Port wing

B3

18



< Wing detail from Max Kahlow's Royal Bavarian Jasta 34b Albatros D.V showing where the wings attach to the wooden wing root fixed to the fuselage. Note the rigging attachment points and small size of the turnbuckles.

**10 STRUTS**

D8

**ABCDEFGHI**

Starboard interplane 'V' struts

A4

Cabane struts

A3

D11 JK

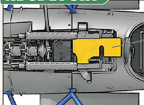
D8

**ABCDEFGHI**

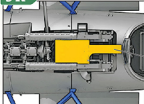
Port interplane 'V' struts

D11

JK

**ABCDEFGHI** DV

P6

**JK** DVa

P9

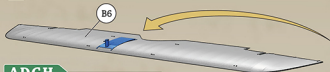
> Wing strut detail from Rudolf Clauß's Royal Prussian Jasta 29 Albatros D.Va 5390/17 showing the original interplane 'V' struts (D8) (without additional wing bracing brackets) which are more commonly associated with the D.V. These brackets were added in an effort to prevent the bottom wing twisting on it's single spar attachment and failing in flight.

(0811-025)



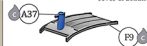
D8

## 11 TOP WING AND RADIATOR OPTIONS



### ADGH

Teves & Braun



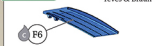
### BCEFIJK

Daimler-Mercedes



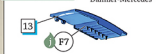
### ADGH

Teves & Braun



### BCEFIJK

Daimler-Mercedes



### IJK

Apply your lozenge camouflage decals to gloss painted (not just clear coated plastic) wing parts.



### D.V



### D.Va



### D.V



### D.Va

Unpainted aluminium Teves & Braun radiator detail from Manfred von Richthofen's Jasta 11 Albatros D.V photographed on 6 July 1917.

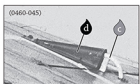
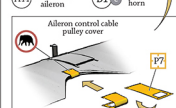
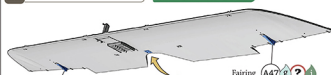
Unpainted aluminium Teves & Braun radiator detail from Robert Ritter von Greim's Royal Bavarian Jasta 34b Albatros D.Va as seen on pg 6.

Daimler-Mercedes radiator detail from Albert Tybelski's Royal Prussian Jasta 19 Albatros DV 2104/17.

Daimler-Mercedes radiator detail from Rudolf Claus's Royal Prussian Jasta 29 Albatros D.Va 5390/17.

## 12 ALBATROS D.V AILERONS

### ABCDEFGHI



Detail shot of the D.V aileron control horn and cable fairing. The upper surface of this fairing has been painted black to match the cross, while the lower surface would be painted light blue to match the wing. On lozenge covered wings the lower surface would be left in its grey-green primer j.

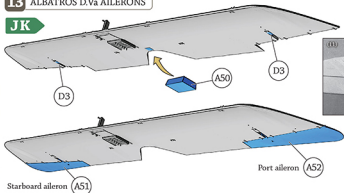


Aileron control horn and cable fairing detail from Karl Schattauer's Jasta 10b Albatros D.V



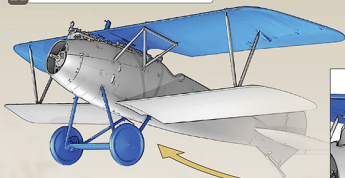
### 13 ALBATROS D.Va AILERONS

JK

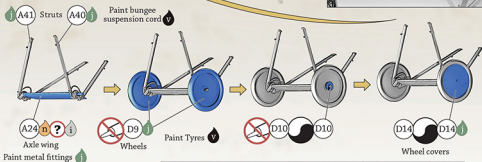
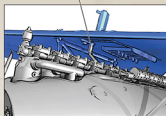


Aileron control horn detail from Robert Ritter von Greim's Royal Bavarian Jasta 34b Albatros D.Va.

### 14 ATTACH TOP WING & UNDERCARRIAGE



! Note position of radiator pipe

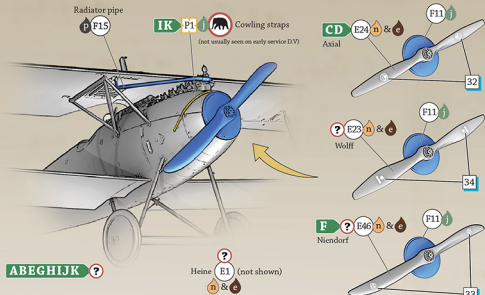


Undercarriage detail from Albert Dietlin's Royal Prussian Jasta 41 Albatros D.V showing the common D.V & Johannisthal built D.Va style of tyre valve access & wheel cover (D14).



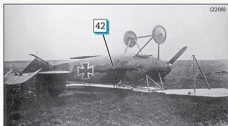
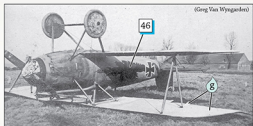
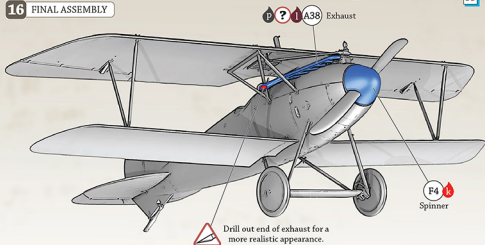
## 15 PROPELLER

Propellers were frequently damaged and replaced. While a photo may show a particular aircraft with a particular propeller it usually would not last very long and there is no guarantee that it would be replaced with another from the same manufacturer.



ABEGHIJK ?

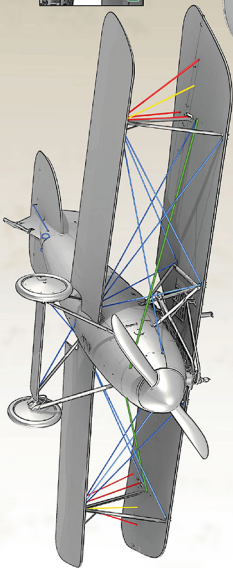
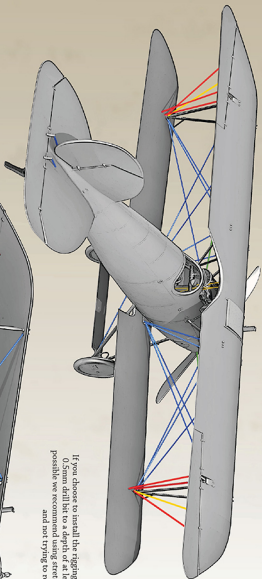
## 16 FINAL ASSEMBLY



Richard Flasher's Albatros D.V 2065/17 **A** was being flown by Hans Joachim von Hippel on 18 February 1918 when the port bottom wing failed. Luckily the flying wires remained intact, preventing the top wing from folding up, and Hippel was able to bring her down and make the emergency landing you see here.

## RIGGING GUIDE

Rigging material not supplied



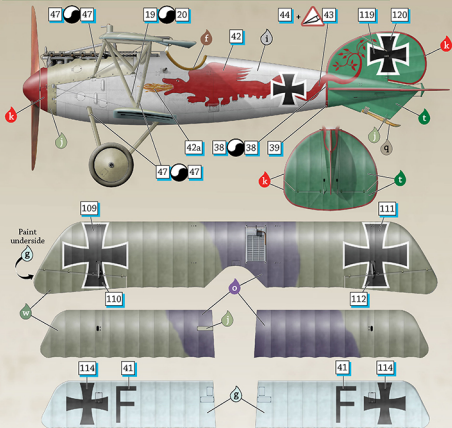
0.15mm  Common

0.15mm  **ABCDEFGHI**

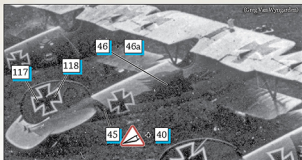
0.15mm  **JK**

0.15mm  **JK**  
Optional

If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.

**A Albatros D.V 2065/17, Richard Flashar (2 victories) July 1917 & Hans Joachim von Hippel (2 victories), February 1918, Jasta 5**


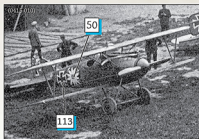
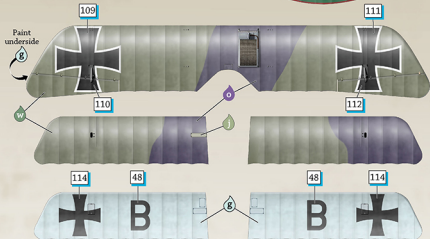
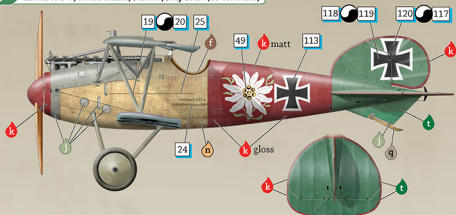
Richard Flashar's Albatros D.V 2065/17 is from the 2nd production order placed in May 1917 for 400 aircraft (numbers D.1962/17 to D.2361/17). It is seen here at Boistrancourt in July 1917 after being painted in the striking new Jasta 5 'green tail' markings instigated by Flashar. Note the pale grey(?) painted fuselage and Flashar's elaborate fire breathing dragon and personal 'F' markings under the bottom wing. This aircraft was eventually crashed by Hans Joachim von Hippel on 18 February 1918 when the port bottom wing failed in flight. Luckily the flying wires remained intact, preventing the top wing from folding up, and Hippel was able to bring her down and make an emergency landing as seen on page 17.



Richard Flashar served with KG 2 in 1917 where he was credited with his 1st victory. In early July 1917 he was made commander of Royal Prussian Jasta 5. He remained with Jasta 5 until mid May 1918, being credited with his 2nd victory in September 1917. Flashar was also occasionally commander of JG 2, 3 and 7.

Hans Joachim von Hippel served in the Artillery before transferring to aviation in November 1916. He initially served in FA 37 (Flieger Abteilung 37) from October 1917 where he was credited with 1 victory before transferring to Jasta 5 in December 1917. He was credited with his 1st victory in October 1917. Hippel flew (and crashed) numerous strikingly marked Albatros D.V and D.Va at Jasta 5 until August 1918 when he transferred to Jasta 71. Hippel crashed a couple of additional aircraft at Jasta 71 but managed to survive the Great War and went on to fly Junkers Ju 52 transports in WWII. He died in 1975.

**B Albatros D.V, Paul Bäumer, Jasta 5, July 1917 (43 victories)**

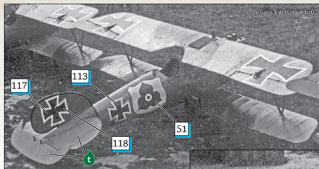
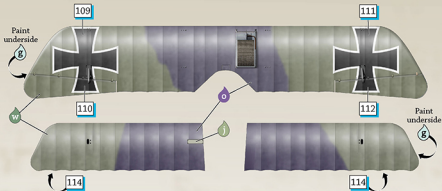
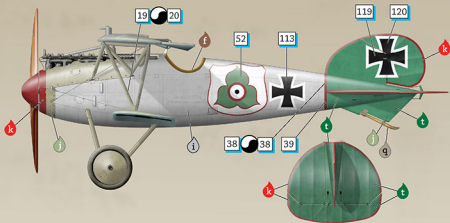


Paul Bäumer's Jasta 5 Albatros D.V photographed at Boistrancourt in July 1917.



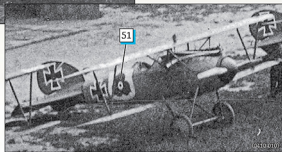
Paul Bäumer's Jasta 5 Albatros D.V photographed at Boistrancourt. Note the 160hp Daimler-Mercedes D.III engine, the fairing over the empty belt chute and Bäumer's edelweiss marking. The different tones of the dark rear of the fuselage are thought to simply be the difference between gloss and matt paints applied at different times.

Paul Bäumer was a dental assistant and had qualified as a civilian pilot before volunteering at the outbreak of war. He initially served in the 70th Infantry Rgt until being wounded and then transferred to aviation where he was employed as... a dental assistant! Before long he had volunteered for pilot training and by October 1916 was instructing at AFP 1 (Armee Flugpark 1). He then flew two-seaters with FA 7 (Flieger Abteilung 7) from late March 1917 before training as a fighter pilot. He was posted to Royal Prussian Jasta 2 for a couple of days before being transferred to Jasta 5 on the 30 June 1917. Bäumer was credited with his first 3 victories (over balloons) in July 1917 before he returned to Jasta 2 in the middle of the following month. He remained with Jasta 2 until the Armistice. Bäumer tried his hand at several professions after the war before returning to dentistry. He remained active in aviation and set up his own manufacturing company but was killed while test flying an aircraft in an aerobatic display in July 1927. Bäumer was 31 years old.

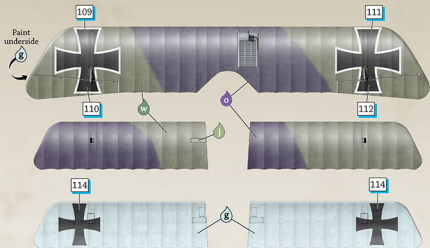
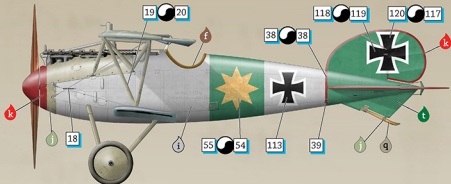


Carl Löwensen's Jasta 5 Albatros D.V as photographed at Boistrancourt in July 1917. Carl had previously worked as a civil servant in the tax office in Hannover and his 3 leaf clover personal marking is actually a "Steuerwappen" (Tax-seal). Note the Daimler-Mercedes radiator, Axial propeller and 160hp Daimler-Mercedes D.III engine. Carl later served in Royal Prussian Jasta 37 where he flew a similarly marked Albatros D.Va.

Royal Prussian Jagdstaffel 5 was formed in August 1916 and was credited with over 250 victories before hostilities ended with the Armistice on 11 November 1918. The Albatros D.V & D.Va flown by Jasta 5 received some of the most spectacular paint schemes seen during the First World War.



**D Albatros D.V, Richard Dilcher (3 victories), Jasta 5, July 1917**

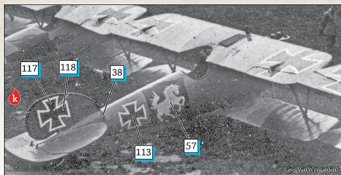
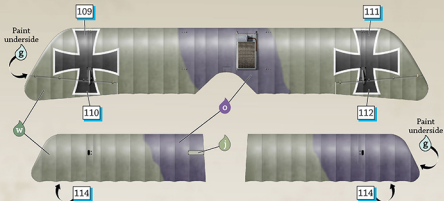
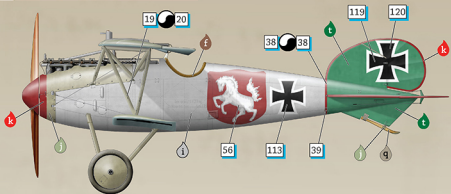


Richard Dilcher's Jasta 5 Albatros D.V photographed at Boistrancourt in July 1917. The fuselage appears to have been overpainted in light grey while the star is believed to remain in the original yellow varnished ply finish.

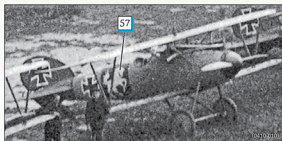
The colour of the band around the fuselage is speculative but is a good match with the Jasta 5 green of the tailplane.

Richard Dilcher served in Jasta 5 from April 1917 until April 1918 where he was credited with 3 victories.





Unfortunately the identity of the pilot of this Jasta 5 Albatros D.V photographed at Boistrancourt in July 1917 is unknown to us at this time. Note the overpainted fuselage, Westphalian Wappen (coat of arms) personal marking and Daimler-Mercedes radiator.

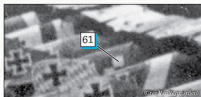




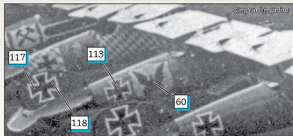
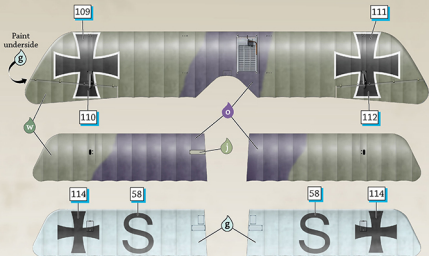
**F Albatros D.V, Otto Kónnecke, Jasta 5, July 1917 (35 victories)**



Otto Kónnecke's Albatros D.V is seen here as it was when photographed at Boistrancourt in July 1917. All upper surfaces have been repainted in a colour with a similar tone to the tailplane markings and could be Jasta 5 green as illustrated or a tightly stippled camouflage green. The checkered 'observer badge' personal marking on the fuselage was inherited by Kónnecke when he took over this aircraft.

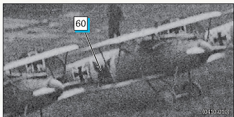


Note the Daimler-Mercedes radiator and the matt chevron markings on the top wing, which could possibly be red as illustrated here. Otto Kónnecke volunteered for service before the war, transferred to aviation in 1913 and was a flying instructor by the time war broke out. In December 1916 he joined Royal Prussian Jasta 25 where he was credited with his first 3 victories. He was transferred to Jasta 5 in April 1917 where he would be credited with his remaining 32 victories. Otto joined Lufthansa in 1926 and then the Luftwaffe in 1935 where he commanded various flying schools. He died in January 1956 aged 63.

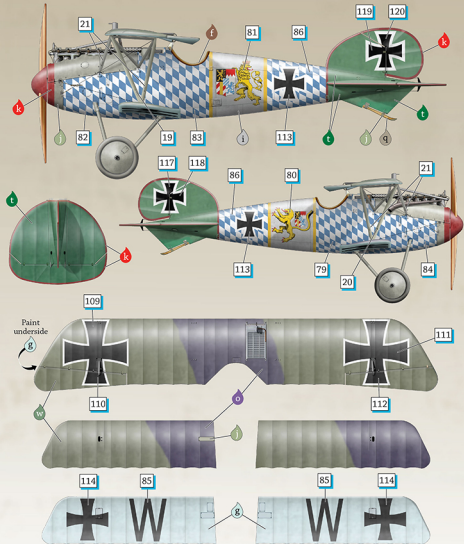


Alfred Sturm's Jasta 5 Albatros D.V photographed at Boistrancourt in July 1917. Note the Teves & Braum radiator and Phoenix(?) wappen personal marking.

Alfred Sturm joined the Army in 1905 and was an infantryman when war broke out in August 1914. He was seriously wounded in January 1915 and transferred to aviation in June 1915 after being released from Hospital. After training at FEA 4 he appears to have served in Kasta 27 (KG 5) before being posted to Jasta 5 in early March 1917 where he was credited with his sole victory on 6 November. He transferred to Kest 4 in early January 1918 where he remained until the Armistice. During the 2nd World War he served in the Luftwaffe as a Lieutenant General. He died in March 1962 aged 73.



**H Albatros D.V, Ltn Wolf, Jasta 5, July 1917 (2 victories)**

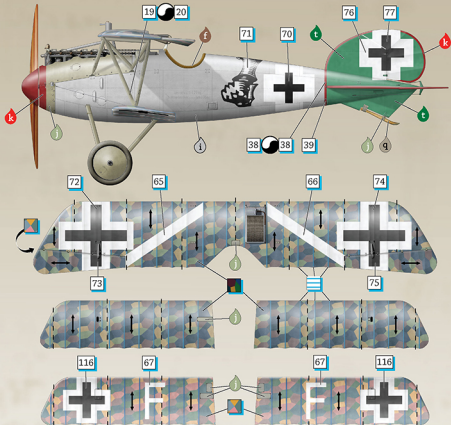


Ltn Wolf's Jasta 5 Albatros D.V photographed at Boistrancourt in July 1917. Note Wolf's Bavarian white and blue diamond wrapped fuselage and personal wappen.

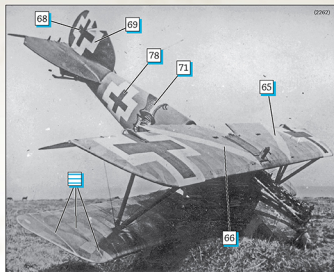


Lieutenant Wolf served with Jasta 5 in June and July 1917 where he was credited with his 2 victories.

**I** Albatros D.V "Gauntlet", Richard Flashar, Jasta 5, April-May 1918 (2 victories)

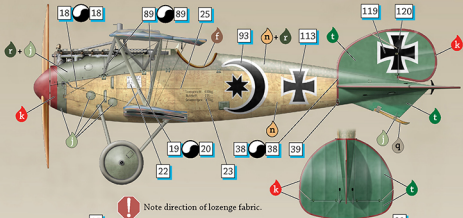


**!** Note direction of lozenge fabric.

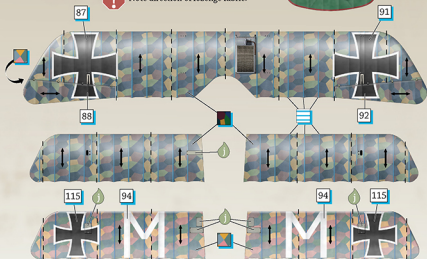


Richard Flashar's replacement Albatros DV (see **A**) is seen here following a landing accident in April or May 1918. Note the Daimler-Mercedes radiator, 180hp Daimler-Mercedes D111a engine, overpainted fuselage, 5 colour lozenge fabric covered wings, post-April 1918 converted balkenkreuz and white chevron markings on the top wing. The knight's armoured gauntlet had replaced the elaborate dragon seen on 2065/17 **A** as Flashar's personal marking at this time.

**J** Albatros D.Va, 5284/17, Josef Mai, Jasta 5, Late 1917 to early 1918 (30 victories)



! Note direction of lozenge fabric.

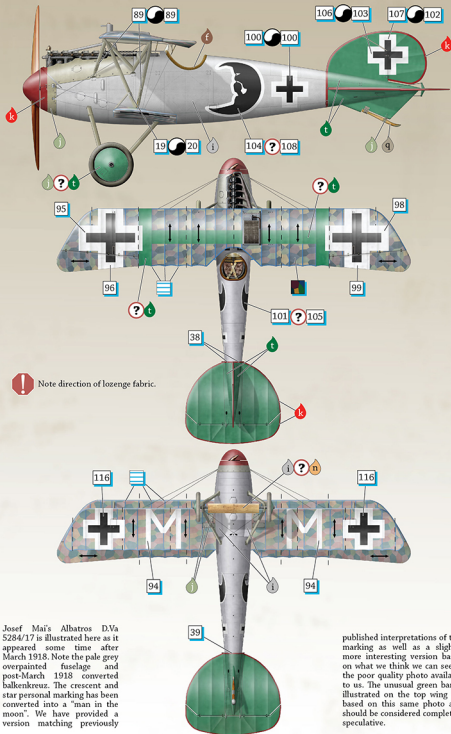


< The Vintage Aviator Ltd's beautiful Albatros D.Va reproduction completed in 2010 and finished in the markings of Joseph Mai's Albatros D.Va 5284/17 as it appeared in late 1917 or early 1918. Photographic evidence confirms the 180hp Daimler-Mercedes engine, Daimler-Mercedes radiator and dark green mottled upper fuselage camouflage finish.

∨ Albatros D.Va 5284/17 photographed at Boistrancourt behind Fokker Dr.1 163/17.

Josef Mai was 28 when he joined the Air Service in May 1915. He initially flew with KG 5 until training to be a fighter pilot in early 1917 and served in Jasta 5 from March 1917 until the Armistice where he was credited with 30 victories. Mai was 94 years old when he died in January 1982.





**!** Note direction of lozenge fabric.

Josef Mai's Albatros D.Va 5284/17 is illustrated here as it appeared some time after March 1918. Note the pale grey overpainted fuselage and post-March 1918 converted balkenkreuz. The crescent and star personal marking has been converted into a "man in the moon". We have provided a version matching previously

published interpretations of this marking as well as a slightly more interesting version based on what we think we can see in the poor quality photo available to us. The unusual green bands illustrated on the top wing are based on this same photo and should be considered completely speculative.

(Greg Van Wyngeden)



Hans Joachim von Hippel poses for a photograph in front of Richard Flashar's old Albatros D.V 2065/17 **A**.



#### 3-D Modelling by Mark Miller

A background in technical illustration and long term passion for modelling and early aircraft has enabled Mark to produce some of the most stunning 3D renderings of aircraft anyone is likely to see. His artwork has appeared in numerous books and publications from Cross & Cockade, Over the Front, Schiffer and Windsock amongst others.

To see some examples of Mark's work please visit <http://www.wwi-models.org/Images/Miller/render/index.html>

Additional 3D modelling by Bryan Wall.



#### Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com).



#### Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close to the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WW1 aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at [richard@wingnutwings.com](mailto:richard@wingnutwings.com)



32701	Albatros D.V / D.Va "Jasta 5"	Qty
0132009A	A parts	3
0132009B	B parts	3
0132009C	C parts	3
0132009D	D parts	6
132E0005	E parts Merc D.III engine	3
0132009F	F parts	3
0132901P	Photo-etched metal parts	3
7132701	Instructions	1
9132701a	A decals	1
9132701b	B decals	1
9132701c	C decals	1
9132701d	D decals	1
30001	5 colour upper lozenge decals	3
30002	5 colour lower lozenge decals	3
30005	German rib tapes for lozenge decals	3

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32059 - 1/32 Salmson 2-A2 'USAS'



32035 - 1/32 AMC DH.9



32072 - 1/32 Sopwith F.1 Camel 'USAS'

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