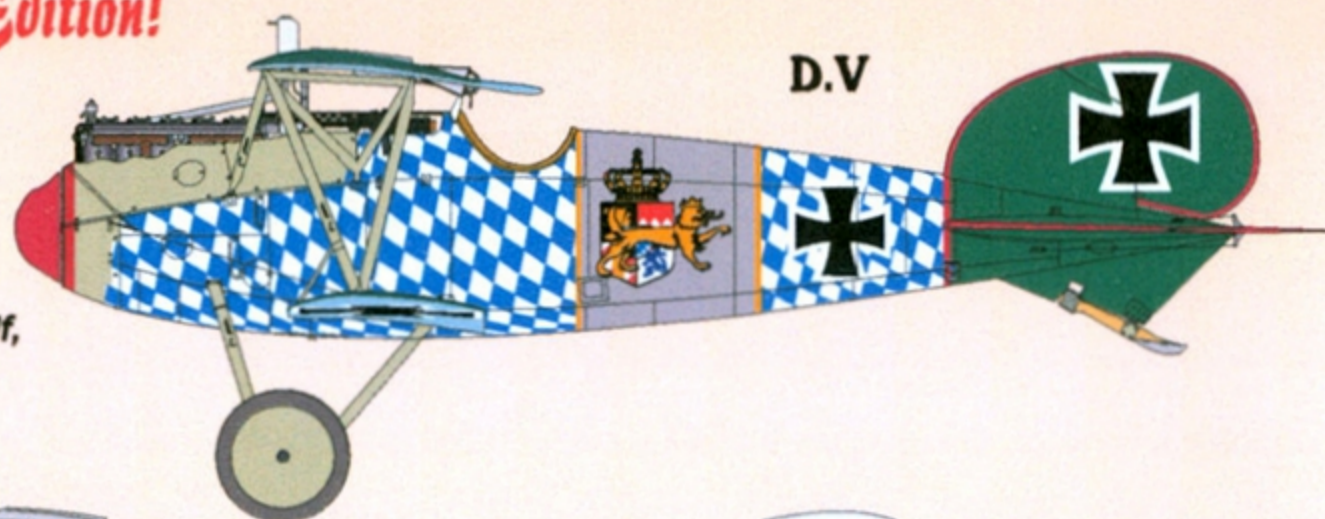
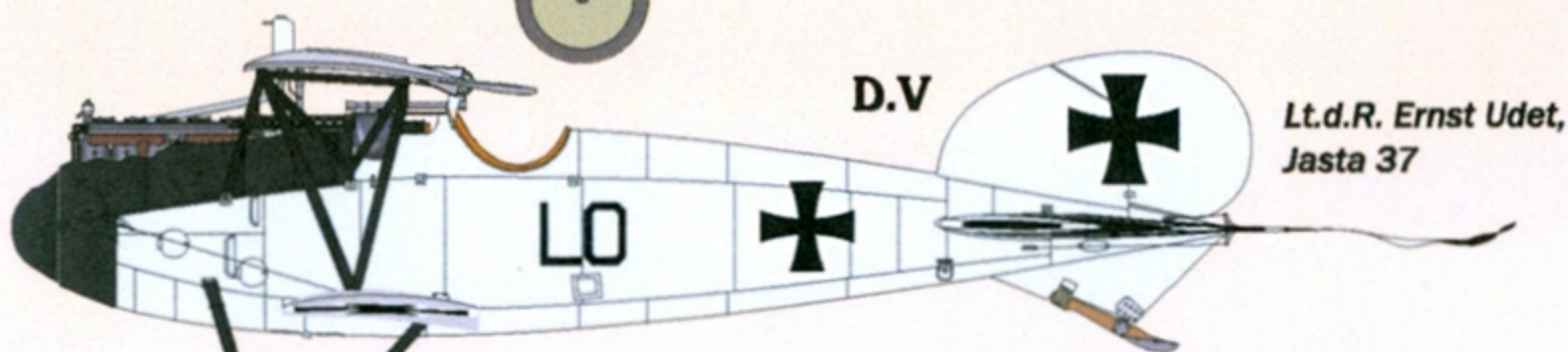


Albatros D.III/V Part 1

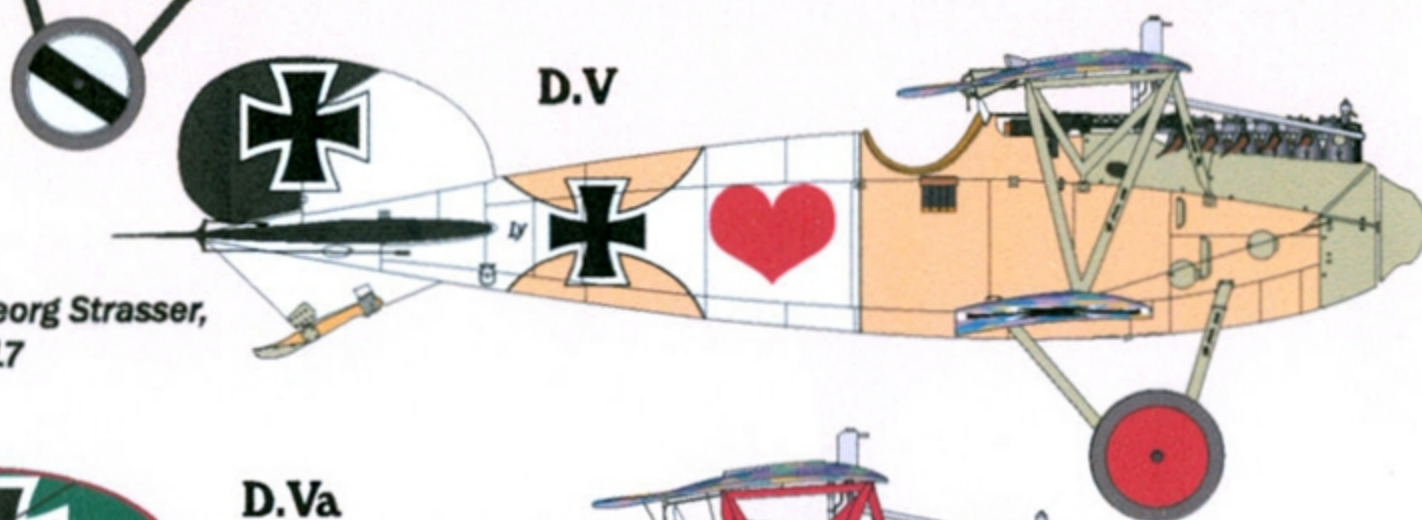
Limited Edition!



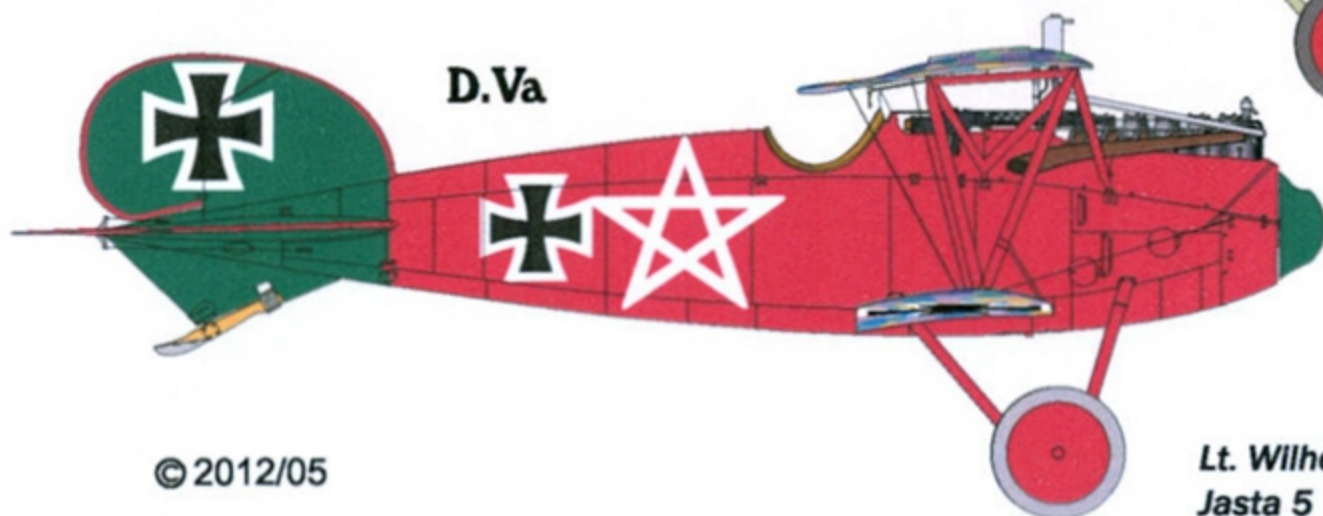
Lt.d.R. Wolf,
Jasta 5



Lt.d.R. Ernst Udet,
Jasta 37



Vfw. Georg Strasser,
Jasta 17



Lt. Wilhelm Gürke,
Jasta 5

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Recommended kit: Eduard Albatros D.V/D.Va

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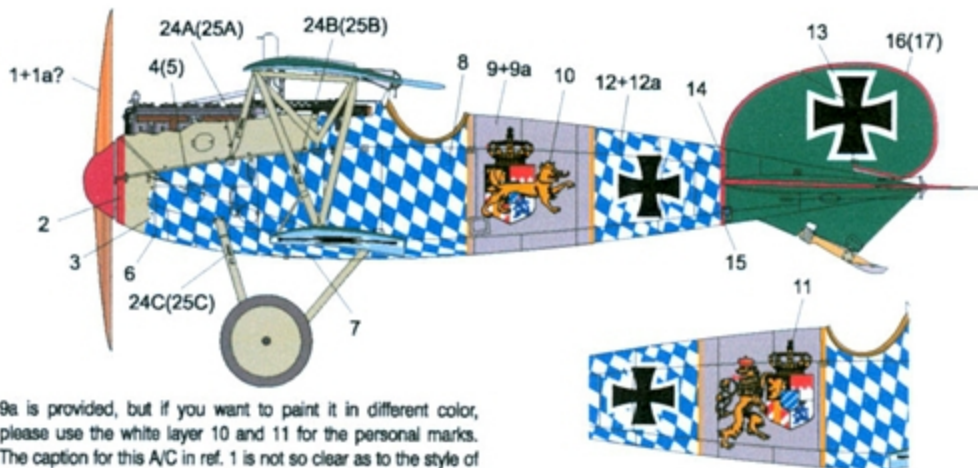
A/C #1 Albatros D V, serial unknown, flown by Lt. d. R. Wolf, Jasta 5, Boistrancourt, late 1917. (Reschke propeller)

(Eduard kit has somewhat higher deck position and the length between cockpit and tail plane is somewhat short. The marks provided in this decal are specifically adjusted to this kit, so the Bavarian checker would be impossible to apply to other kits.)

This is a very colorful A/C found in the line-up photos of Jasta 5 at Boistrancourt airdrome in late 1917, and is assigned to Lt. Wolf. A total of 4 photos are shown in ref. 1, and two of these are shown more clearly on Wingnut Wings website (ref. 2). In addition to the red spinner and green tail (with red trim), this A/C carries the Bavarian checker on most of the fuselage sides, red band just aft of spinner and grey fuselage band upon which two personal marks are painted. Bavarian checker pattern on the nose to mid-fuselage is rather well photographed, and consists of straight center lines. It should be noted that on the left nose blue diamond is not terminated on the panel line, but its full shape and even some white area is painted beyond this panel line. As this white area is difficult to paint, we provide mark 3.

The Bavarian checker pattern aft of the fuselage band is quite different from the front checker. Only the right side checker is shown in photo 30 of ref. 1 indistinctly. Upon magnification to 800% we found this checker is NOT of "straight" lines and equal size, but the diamond changes size in gradual way and center lines are going upward from right tail edge to fuselage band to match the difference of fuselage perimeter. Though left side rear checker is not photographed, extension of this pattern to left side successfully wraps the fuselage.

The most controversial point of this A/C is the personal marks on the fuselage band. This band is photographed in much darker shade than illustrated in ref. 1, so dark grey band mark



9a is provided, but if you want to paint it in different color, please use the white layer 10 and 11 for the personal marks. The caption for this A/C in ref. 1 is not so clear as to the style of personal marks, but Mr. Leckscheid clearly remembers Mr. Glenn Merrill's comment many years ago that he had much clearer prints of the line-up photos from the Peter M. Grosz collection, and on the right fuselage side the shield was carried by a single crowned lion (Bavarian coat of arms at that time), while on the left side the shield was depicted behind the body and tail of a Wolf (no doubt a play on the pilot's name). Upon magnification of the photos to 800% we confirmed the general style of these marks as commented by him, and also the position of body, tail, rear and front legs (one of which is on an elevated position) of "wolf" in front of the emblem is well recognized, but

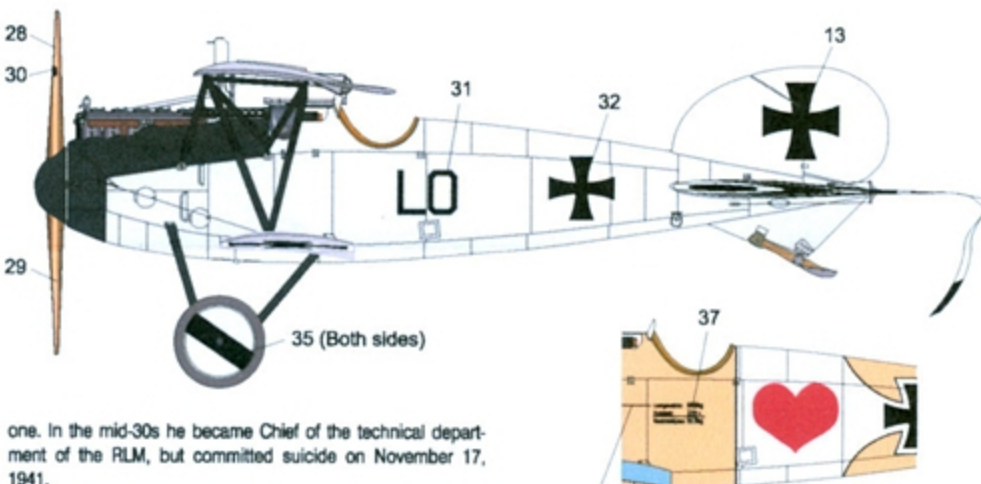
regrettably further details are far from clear from these photos. The Bavarian emblem illustrated in ref. 1 is a good representation, and we adopted it for right side mark. The proper style of wolf was not found in various emblems of WWI era, and we took its style from WWII Normandie-Niemen emblem. The black letter "W" on the bottom of lower wings is not photographed, but very probably existent.

Lt. d. R. Wolf fought with Jasta 5 from 25. June, 1917 to 08. August, 1917, and scored a total of 2 victories, one of these with Jasta 5 on July 27th.

A/C #2 Albatros D V, serial unknown, flown by Lt. d R. Ernst Udet, Jasta 37, Wynghe, autumn 1917. (Axial propeller)

The overall left side view of this silver-gray colored D V flown by Udet as well as its color illustration are shown in ref. 3 and 4, and leaves almost nothing to comment specifically. The black band on wheel cover is applied on both inner and outer surface. Black letter "U." on the bottom of lower wing is not confirmed by photograph, but is highly probable, as another D Va flown by him (Jasta 37) carried white U. on the lower wing (ref. 3) to facilitate identification of the victorious pilot in the air and from the ground. Another photo provided by Mr. Leckscheid indicates that the windshield is of square type and has the opening on the right upper side to accommodate the telescopic sight. Decal for the leader streamers on the tail is not provided.

Lt. d. R. Ernst Udet fought with FEA 9, KEK Habsheim, Jasta 37, Jasta 11 and Jasta 4, and achieved a total of 62 victories (second only to Manfred von Richthofen's 80). With Jasta 37 he is known to have flown at least 4 Albatros fighters including this



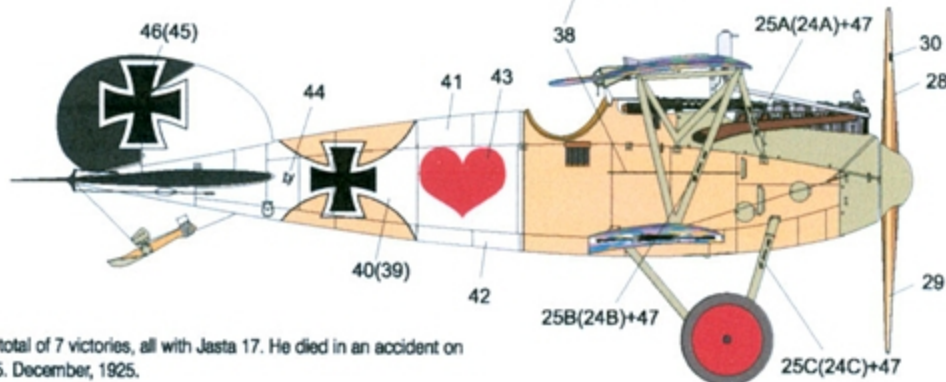
one. In the mid-30s he became Chief of the technical department of the RLM, but committed suicide on November 17, 1941.

A/C #3 Albatros D V 4408/17, flown by Vfw. Georg Strasser, Jasta 17, Rethuil Ferme, around December 1917. (Axial propeller)

The photo of this A/C is first shown in ref. 5 and later in ref. 3 with color illustration. The big red heart mark on a stylized fuselage white band is quite unique. On the rear fuselage band is applied "Ly" in italic form.

The unit marking at the time was the black tail plane and rudder. Wheel hub is darker than engine panel or fuselage plywood, so should be colored. Red is our best guess. A rear view mirror is fitted on the center of the upper wing.

Vfw. Strasser joined Jasta 17 on 11. Nov., 1916, coming from FFA 44, and was posted to FEA 3 on 19. May, 1918. He scored



a total of 7 victories, all with Jasta 17. He died in an accident on 05. December, 1925.

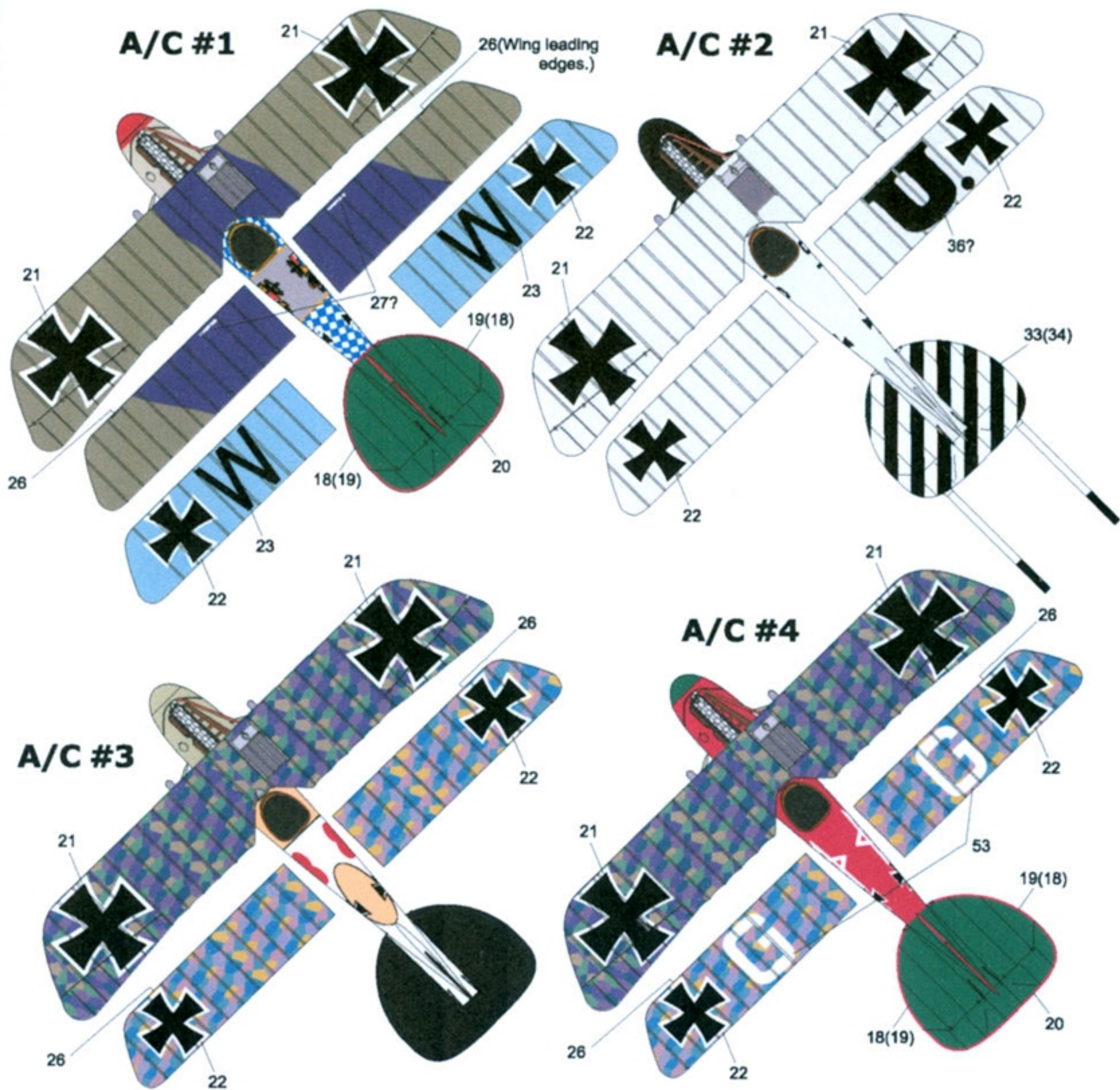
A/C #4 Albatros D Va, serial unknown, flown by Lt. Wilhelm Gürke, Jasta 5, Boistrancourt, early March 1918. (Propulsor propeller)

The only photo of this A/C is shown in ref. 6, and its (not so exact) color profile is shown in ref. 1. The A/C photographed is very clean, and probably taken soon after he joined Jasta 5 (Feb. 27 1918) and new marking was applied. Its fuselage, wing struts, wheel struts and wheel hub is painted in one dark color. Judging from the proximity of these tones with red trim of green tail, we agree to the red color as suggested in the illustration. But the spinner is darker than green on tail, so the green spinner is somewhat conspicuous.

Close examination of the star mark shows some difference from that illustrated in Ref.1, i.e. (1) it is positioned much closer to the fuselage cross, (2) the lines are much broader, (3) the point of the star is not sharp, but slightly rounded and (4) the point touching the fuselage cross is cut short. The "G" letter is barely visible on the bottom of lower right wing in the photo.



Lt. Gürke joined Jasta 5 on 27. Feb., 1918, coming from FFA 263A, but was already KIA on March 10 1918 before he could score any victories. He was buried at Boistrancourt three days later, and his funeral was attended by von Richthofen and Major Hänelt from IdFlieg.



References;

- (1) Jagdstaffel 5 vol. one (Glenn Merrill, Albatros Publications, 2004).
- (2) <http://www.wingnutwings.com> .
- (3) Osprey Aircraft of the Aces 77, Albatros Aces of World War I, part 2 (G. VanWyngarden, Osprey Publishing, 2007).
- (4) Model Art 613, German Aces and Aircrafts of World War I (Model Art, 2002).
- (5) Avions, No. 103 & 104 (Lela Presse, May/June and July/August 1998)
- (6) Jagdstaffel 5 vol. two (Glenn Merrill, Albatros Publications, 2004).

Special thanks to Mr. Jörn Leckscheid for many reference photos, suggestions on the personal mark of Wolf's A/C and various marking considerations.

Major propeller types used for German fighters in WWI (1/48 size)

* Wooden pattern may vary with the wooden material or number of wood layers used even within the same propeller

For Mercedes D. III series engines (Used on Albatros D.III, D.V, Fokker D.VII, Pfalz D.III, D.XII, Roland D.VIa and others.)



Anker
(Deutsche Anker Propeller Werke)



Astra
(Steiniger und Cie)



Axial
(Axial Propellerfabrik)



Garuda
(Garuda Propellerbau)



Germania
(Erste Suddeutsche Propellerwerke)



Heine
(Hugo Heine Propellerwerke)



KF
(Kurt Fliegel Propellerbau)



Niendorf
(Gebruder Niendorf)



Propulsor
(Deutsche Luftschraubenbau)



Reschke
(Franz Reschke)



Wolff
(Wolff Luftschraubenfabrik)



Wotan
(Wotan Propellerbau)

For BMW D.IIIa engine (Used on Fokker D.VIII)



Axial



Heine

For Oberursel UR.II engine (Used on Fokker Dr.I, D.VI, E.V/D.VIII)



Axial



Heine