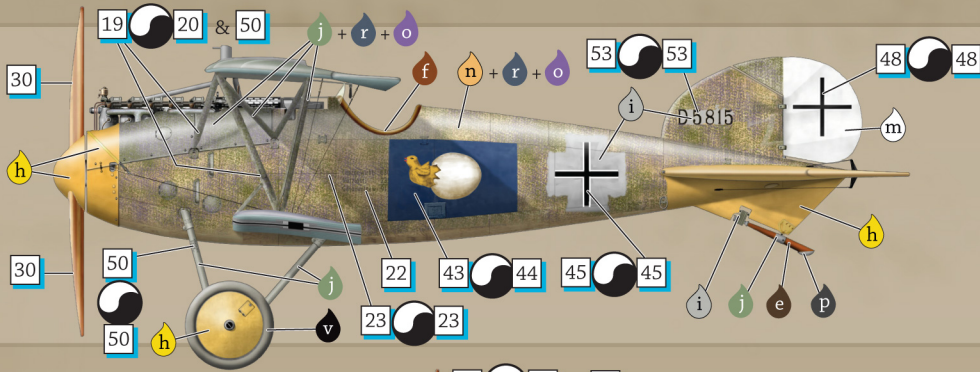


30018

1/32

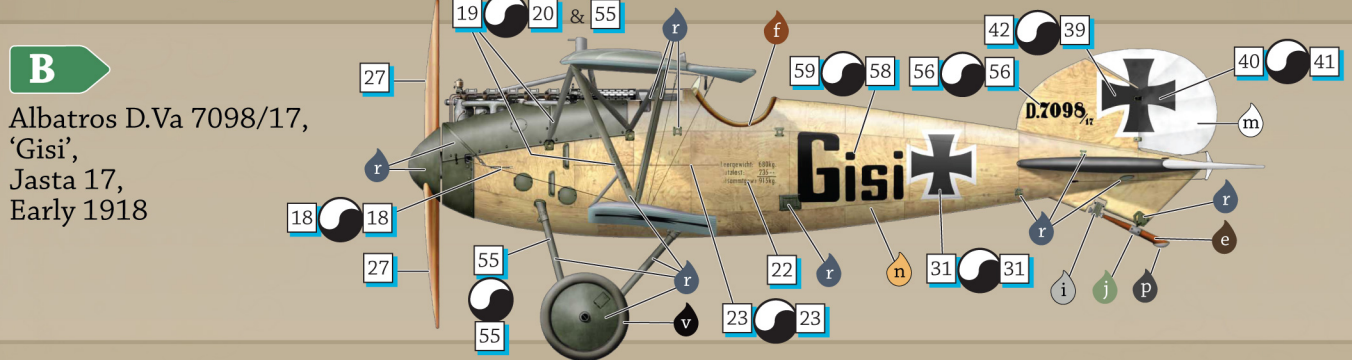
Albatros D.Va

Wooden Wonders



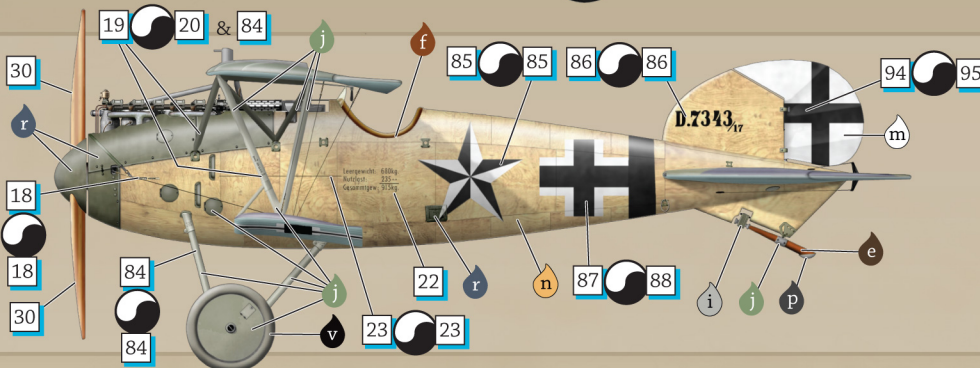
A

Albatros D.Va 5815/17,
Gerhard Hubrich,
MFJ IV,
September-November 1918
(12 victories)



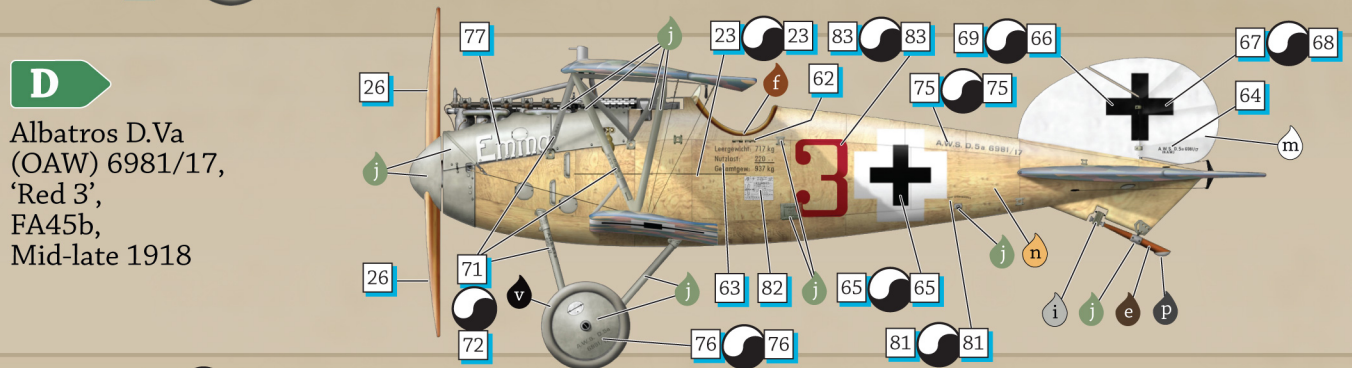
B

Albatros D.Va 7098/17,
'Gisi',
Jasta 17,
Early 1918



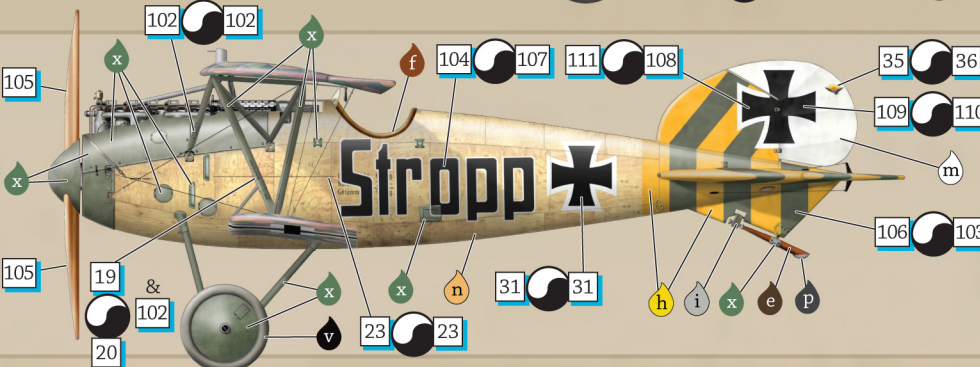
C

Albatros D.Va 7343/17,
Kurt Jentsch,
Jasta 61,
June-August 1918
(7 victories)



D

Albatros D.Va
(OAW) 6981/17,
'Red 3',
FA45b,
Mid-late 1918



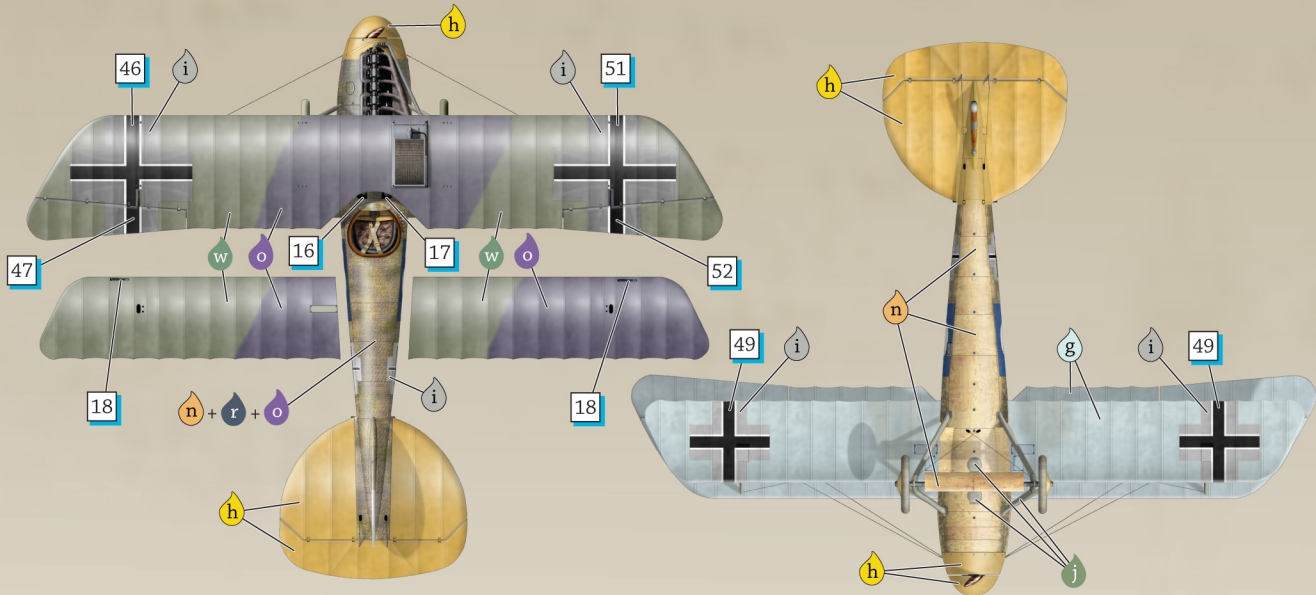
E

Albatros D.Va 7161/17,
National Air &
Space Museum,
1979 - present



A Albatros D.Va 5815/17, Gerhard Hubrich, MFJ IV, September–November 1918 (12 victories)

Use optional parts (E4) (E29) (C2) (A35) (E45) (D11) (F7) (F8) (D14) (E46) and 180hp Daimler-Mercedes D.IIIa engine.

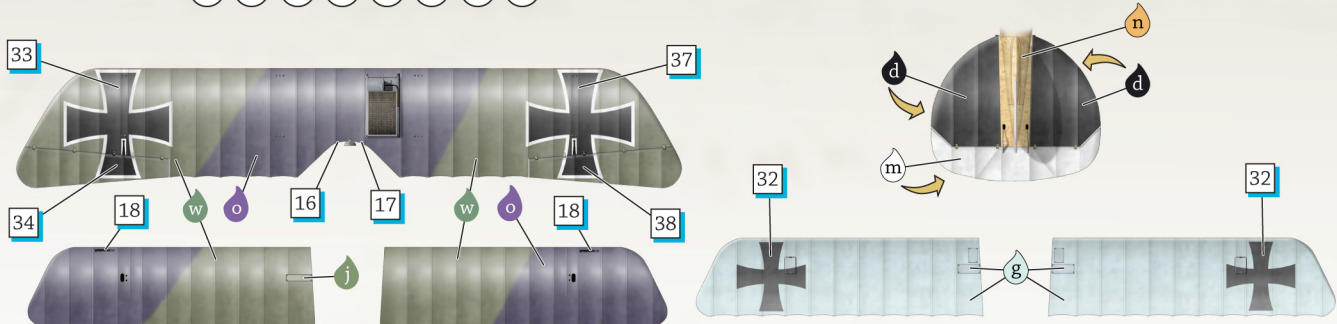


Gerhard Hubrich learned to fly before the war and enlisted in the Naval Air Arm as soon as the war began. He initially flew two-seaters and then joined the Seefrontstaffel where he would score his first 4 victories (2 of which were on the same day). On 1 September 1918 the Seefrontstaffel became Marine-Feld Jasta IV and this is where Hubrich would remain until the Armistice and score his remaining 8 victories (where he would again claim 2 victories on the same day...twice, once on 14 October and again on 4 November). After the war he served in the Baltic, became an airline pilot and test pilot before joining the Luftwaffe in 1932 where he would again serve as a test pilot. He rose to the rank of Major during the war and, almost uniquely, is believed to have shot down 2 more allied aircraft (for a total of 14 victories). Hubrich's well worn Albatros D.Va 5815/17 is seen here in the final months of the war. The nose and tailplane exhibit the bright chrome yellow of MFJ aircraft but the fuselage, struts and engine cowls have had a heavy mottling of camouflage green applied. The fuselage and wing crosses have undergone multiple conversions, the ultimate of which has left large grey surrounds around them. Hubrich's nickname was Küchen (chicken) which explains the unique personal marking on the fuselage. Gerhard remained interested in aviation right up to his death in 1972 at the age of 76.



B Albatros D.Va 7098/17, 'Gisi', Jasta 17, Early 1918

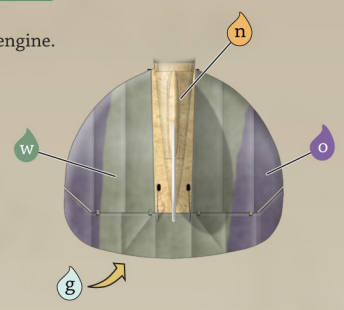
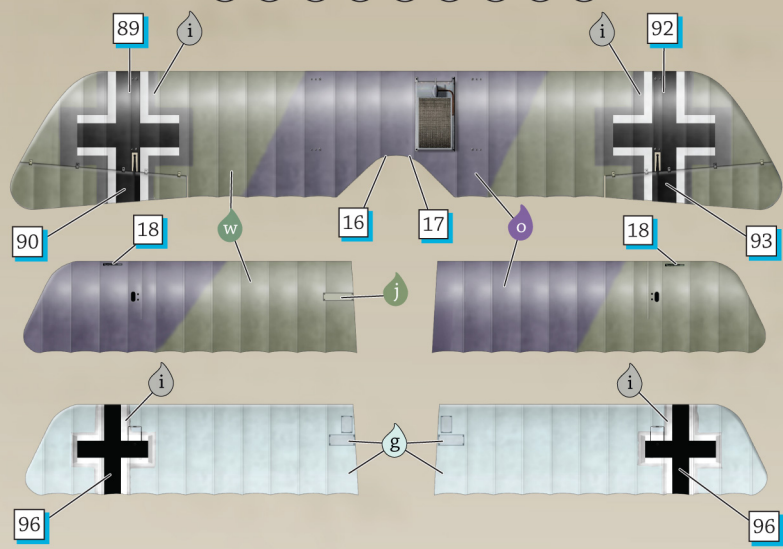
Use optional parts (E4) (E29) (C2) (D11) (F7) (F8) (D14) (E1) and 180hp Daimler-Mercedes D.IIIa engine.



While not confirmed it is believed that the pilot of Jasta 17 Albatros D.Va 7098/17 'Gisi', at least for a short while, was Freiherr von Rudno-Rudzinski. Interestingly the fuselage marking 'Gisi' (most likely a shortening of the girls name Gisela) does not appear to refer to his wife! Note that the wheel covers, struts, spinner, engine & nose cowls and fuselage metal brackets are a much darker green than the usual grey-green. It has a 180hp Daimler-Mercedes D.IIIa engine, Daimler-Mercedes radiator, Neindorf propeller and a rear view mirror. The black and white tailplane components were the Jasta 17 unit marking.

C Albatros D.Va 7343/17, Kurt Jentsch, Jasta 61, June-August 1918 (7 victories)

Use optional parts E4 E29 C2 D11 F7 F8 F8 D14 E46 and 180hp Daimler-Mercedes D.IIIa engine.



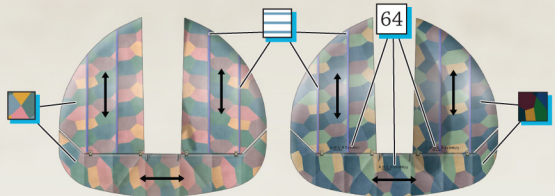
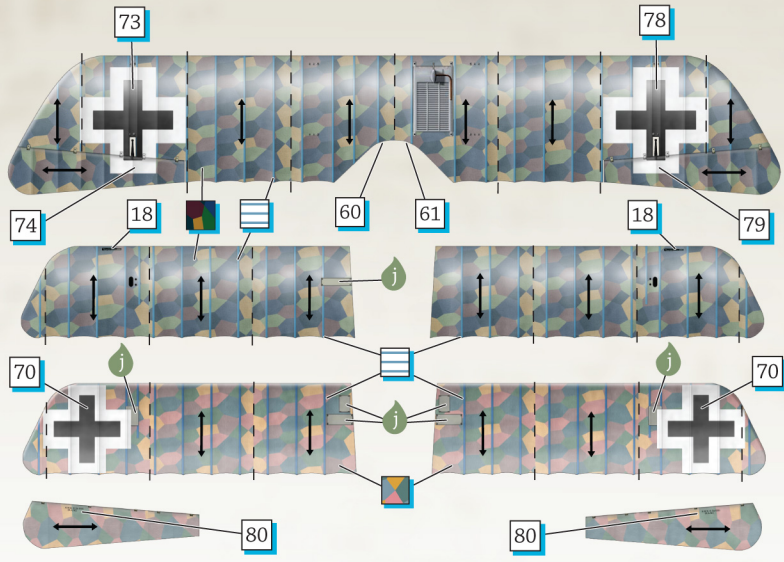
Kurt Jentsch's Jasta 61 Albatros D.Va 7343/17 (or 5343/17) features modified balkenkreuz introduced in late May 1918 with arms of unequal length, not uncommon on wings and rudders but unusual for the fuselage. A ground crewman obscures the 1st digit of the aircraft number so all we can see is 7343/17. The missing number is either a 7 or a 5, and because this aircraft is depicted so late in the war we have chosen 7343/17 as the most likely option to be correct, but we have included extra '5's for you to use if you disagree. After becoming a pilot in 1916 Kurt served in several units flying single and two-seaters and had scored 7 confirmed victories before arriving at Jasta 61 in January 1918. He would stay there until August when he transferred to Jasta Boelcke (Jasta 2) where he would be wounded in action in September and not return to active duty before the Armistice. After the war Kurt wrote about his experiences in the book "Jagdfliieger im Feuer" (Fighter Pilot in the Fire) published in 1937.



(Greg Van Wyngarden)

D Albatros D.Va (OAW) 6981/17, 'Red 3', FA45b, Mid-late 1918

Use optional parts F17 C2 D11 F6 F9 F17 D13 E24 E41 and 160hp Daimler-Mercedes D.III engine (see 32009 Albatros D.V instructions).

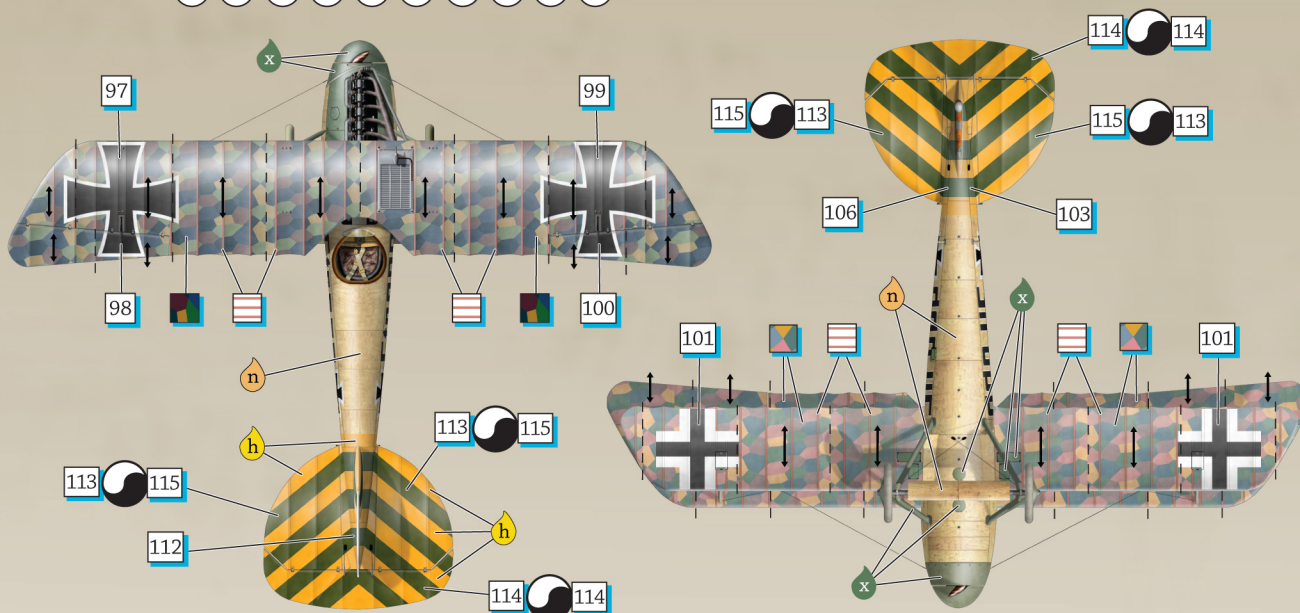


AWS (OAW) - Albatros Werke Schneidemühl - Ostdeutsche Albatros Werke Albatros D.Va 6891/17 is believed to have served with FA 45b, nominally a two-seater unit, and appears to have had its LMG 08/15 'Spandau' machine guns and starboard wheel covers removed by the time this photo was taken. As such, it appears to have been used as something of a unit hack or advanced trainer and we have presumed it has had an old 160hp Daimler-Mercedes D.III engine retrofitted, freeing up the commonly fitted 180hp D.IIIa engine for a front line aircraft. As the engine is not visible this can not be confirmed so the final decision is yours. Lozenge fabric, believed to be 5 colour, can just be discerned on the lower wing and tailplane. Note the name Emma(?) painted onto the engine cowl, the OAW rear fuselage lifting handle, position of the weight table, rigging diagram and makers plates under the cockpit opening. An anemometer is fixed to the front left 'V' strut.



E Albatros D.Va 7161/17, National Air & Space Museum, 1979 - present

Use optional parts (E4) (E29) (C2) (E44) (D11) (F6) (F9) (D14) (E24) (E41) and 180hp Daimler-Mercedes D.IIIa engine.



Our model 32015 Albatros D.Va includes markings to depict Erich Grzenz's Jasta 46 Albatros D.Va 7161/17 'Stropp' as it would have appeared when captured in April 1918. Here we depict 7161/17 as it now appears on display at the Smithsonian National Air and Space Museum following a meticulous two year restoration completed in 1979. Sometime after being captured in April 1918 and before being shipped to America in 1919 the original wings were lost and were substituted with lozenge covered examples from at least one or more different aircraft, at least one of which was built by OAW. Because of this the museum aircraft has taken on the dual personality of both Johannisthal and Schneidemhl built machines. Unique NASM details to note include lozenge fabric applied cordwise to the ailerons, melded Johannisthal and Schneidemhl component identification numbers and mixture of pre-March 1918 Eisernes Kreuz and post-April balkenkreuz (on the bottom wing). The latter of which has been painted slightly inboard of where it would normally be on an OAW built aircraft. The same olive green has been used for the Jasta 46 stripes and engine cowls, wheel covers etc and the 'Stropp' and weight table markings are subtly different from the original. Note the anemometer fixed to the front starboard strut and the Teves & Braun radiator with shutters more commonly (but not exclusively) associated with the Daimler-Mercedes radiator. It would be interesting to see models depicting both 'before' and 'after' side by side.



Colours	Tamiya	Humbrol	Misterkit
x NASM Green	XF70(x2) + XF71(X3)		
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			



Please visit our website for additional photographs and information
If you require assistance please contact - help@wingnutwings.com

www.wingnutwings.com

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