

GERMAN WWI FIGHTER 1:48 SCALE PLASTIC KIT

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intro

In mid-1916, the Albatros D.III fighter was developed. It was inspired along the same conceptual lines as the Nieuport. The new type was delivered to fighter units in the fall of 1916. As in the Nieuport, a flaw manifested itself in the construction of the lower wing, which under tight maneuvers, would violently twist and even fail. The reason for this was never fully revealed. Restrictions were therefore placed on the use of the aircraft, but even so, the D.III became a successful fighter.

In April, 1917, the Idflieg requested the manufacture of 200 lightened versions of the Albatros, the D.V. The new variant inherited an unchanged wing from the D.III, with the exception of the linkages controlling the ailerons having been moved to the top wing. That itself was moved 10cm closer to the fuselage, which was aerodynamically refined with an oval cross-section with a curved vertical tail. The spine of the fuselage incorporated a headrest, which was often removed by pilots as this piece tended to limit view. Armament consisted of a pair of LMG 08/15 7.92mm machine guns. Powerplant was a Mercedes D.IIIa, rated at 127kW (170hp).

Overall, the D.V. was 50kg lighter than the D.III, but the lower wing problems repeated themselves in the lower wings. Despite this, there were a further 400 pieces of the D.V. ordered, and another 300 in July. After that, production gave way to the modified D.Va. The lower wing was strengthened, and the structure was beefed up between the leading edge of the wing and the interwing struts, while the aileron linkages reverted to that used on the D.III. This, however, failed to solve the problem, and the weight of the aircraft grew to the point where the D.Va exceeded that of the D.III. Satisfactory performance was attained with the installation of the Mercedes D.IIIau, rated at 134kW (185hp). There were 1,612 Albatros D.Va delivered from October, 1917.

Although the aircraft were not overly popular with pilots, prior to the introduction of the Fokker D.VII in May, 1917, the D.V. was the most widely used German fighter. Even as late as April, 1918, they formed 54.3% of the fighter force on the front, and many, along with the D.III, soldiered on to the end of the war. The D.Va was the last series built fighter from Albatros, other types proving unsuccessful, and the firm produced the Fokker D.VII under license.

úvodem

V polovině roku 1916 byl vyvinut stíhací Albatros D.III, u něhož byla použita koncepce křídel jedenáplplošníkú Nieuport. Nový typ byl dodáván od podzimu 1916 ke stíhacím letkám. Stejně jako u Nieuportú se však projevila vada v konstrukci spodního křídla, které se při větším namáhání kroutilo a bortilo a nikdy nebyla zjištěna pravá příčina. Pro D.III byl proto vydán zákaz střemhlavého letu, ale i tak se stal úspěšným stíhacím letounem.

V dubnu 1917 zadal Idflieg Albatrosu stavbu 200 ks odlehčené verze D.V. Nový typ převzal nezměněná křídla z D.III, pouze lankové ovládání křídélek bylo přemístěno do horního křídla. To se přiblížilo o 10 cm k trupu, který byl aerodynamicky jemnější s oválným průřezem a byla použita zaoblená SOP. Na hřbetě trupu byla opěrka hlavy, kterou však letci odstraňovali, protože jim bránila ve výhledu. Výzbroj tvořila dvojice kulometú LMG 08/15 ráže 7,92 mm. Poháněn byl motorem Mercedes D.IIIa o výkonu 127 kW (170 k).

Celkově byl D.V o 50 kg lehčí než D.III, opakovaly se však problémy s konstrukcí spodního křídla. Přesto bylo v květnu objednáno dalších 400 a v červenci 300 Albatrosú D.V. Poté byla výroba zastavena ve prospěch upravené verze D.Va. Spodní křídlo dostalo silnější závěsy a kování, byla použita pomocná výztuha mezi jeho náběžnou hranou a mezikřídlelní vzpěrou a ovládání křídélek se vrátilo k provedení z D.III. Problém tím ovšem odstraněn nebyl. Pouze hmotnost letounu vzrostla tak, že D.Va byl těžší než původní D.III. Přijatelných výkonú bylo dosaženo použitím motoru Mercedes D.IIIau o výkonu 134 kW (185 k). Od října 1917 bylo dodáno celkem 1612 Albatrosú D.Va.

I když piloti pokládali dé-pětka za méněcenné, byly až do nástupu Fokkerú D.VII v květnu 1918 při nedostatku lepších typú nejrozšířenější německou stíhačkou. Ještě v dubnu 1918 tvořily 54,3% stíhacích letounú na frontě a mnoho jich spolu s D.III sloužilo až do konce války. D.Va byl poslední sériově vyráběný stíhací typ firmy Albatros, s dalšími již do konce války neuspěla a vyráběla v licenci Fokkerovy D.VII.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁŘEZREMOVE
ODRÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



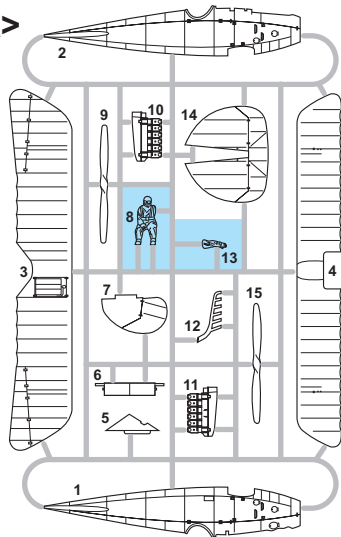
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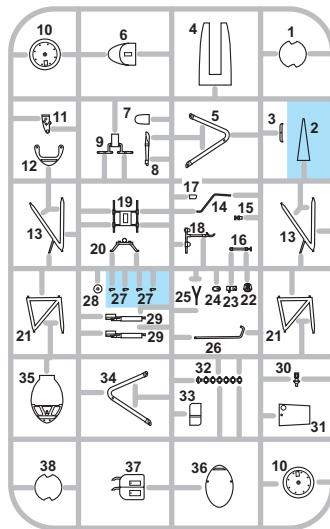
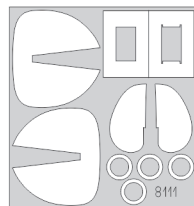
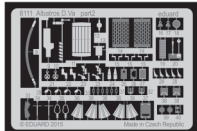
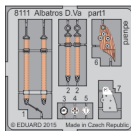
部品

PLASTIC PARTS

A >



B >

eduard
MASKPE - PHOTO ETCHED
DETAIL PARTS

■ -Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -使用しない部品

COLOURS



BARVY



FARBEN



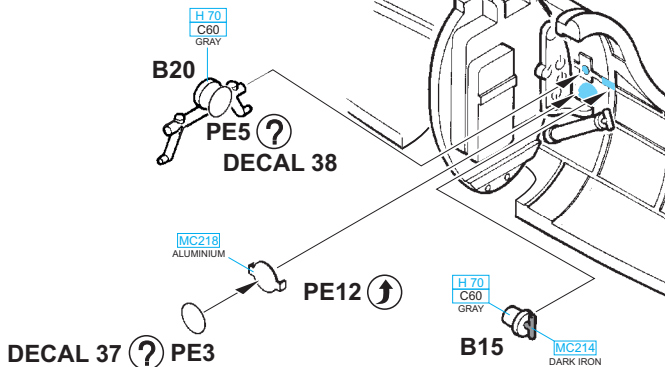
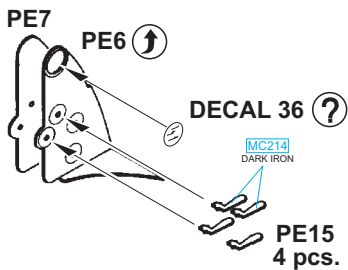
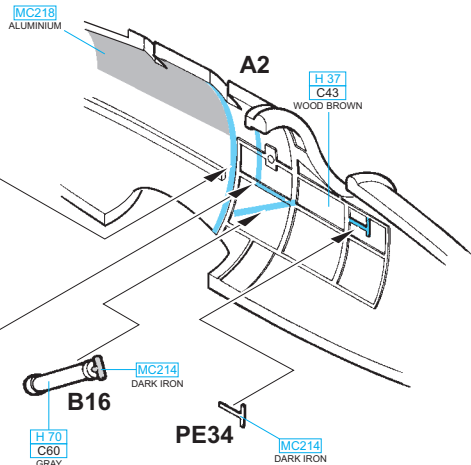
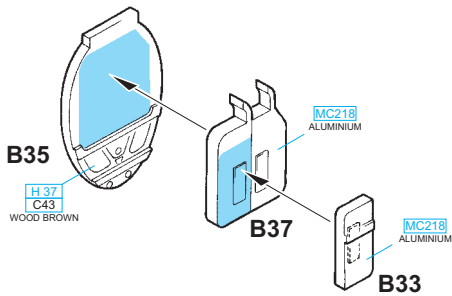
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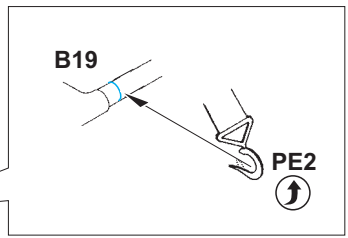
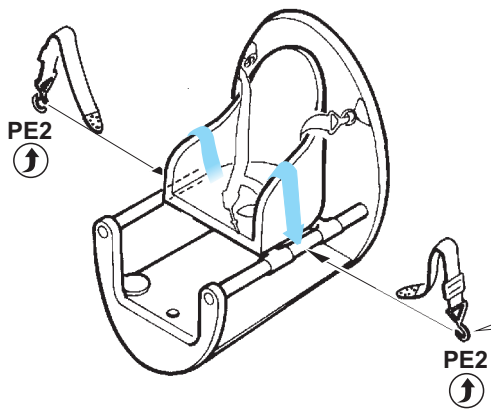
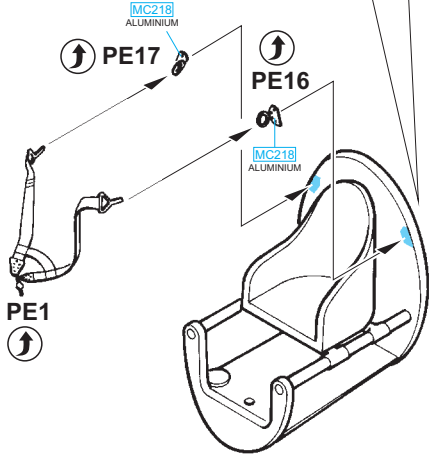
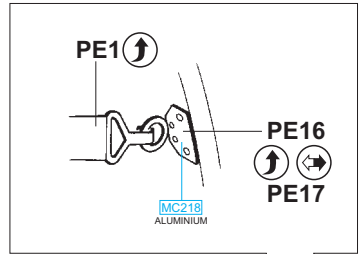
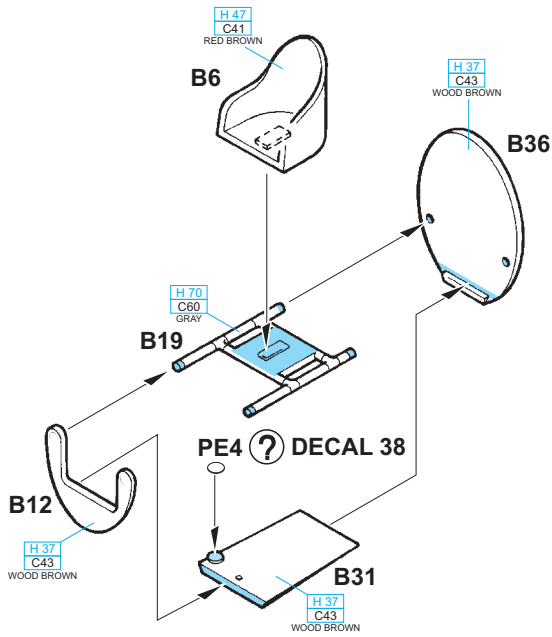


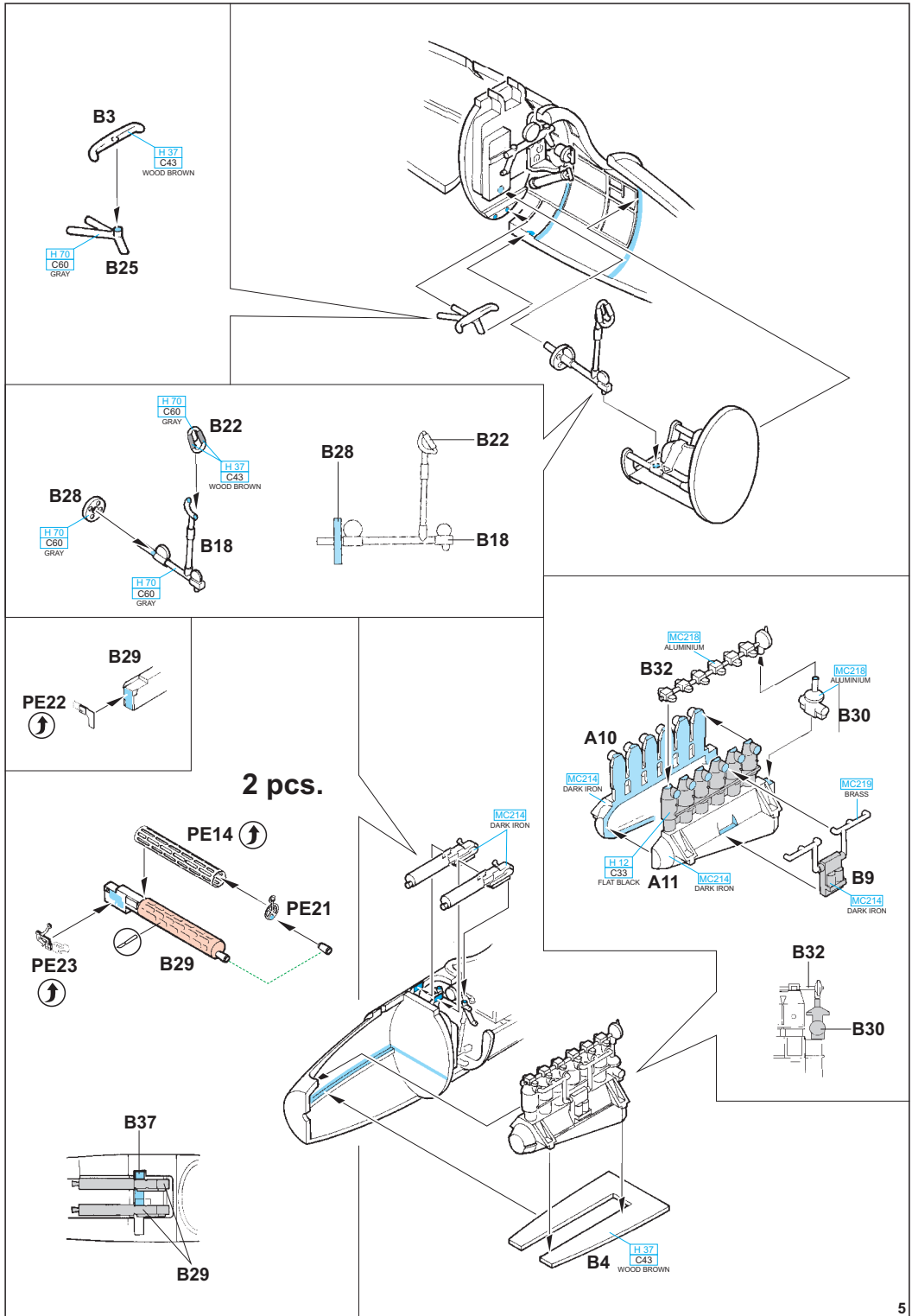
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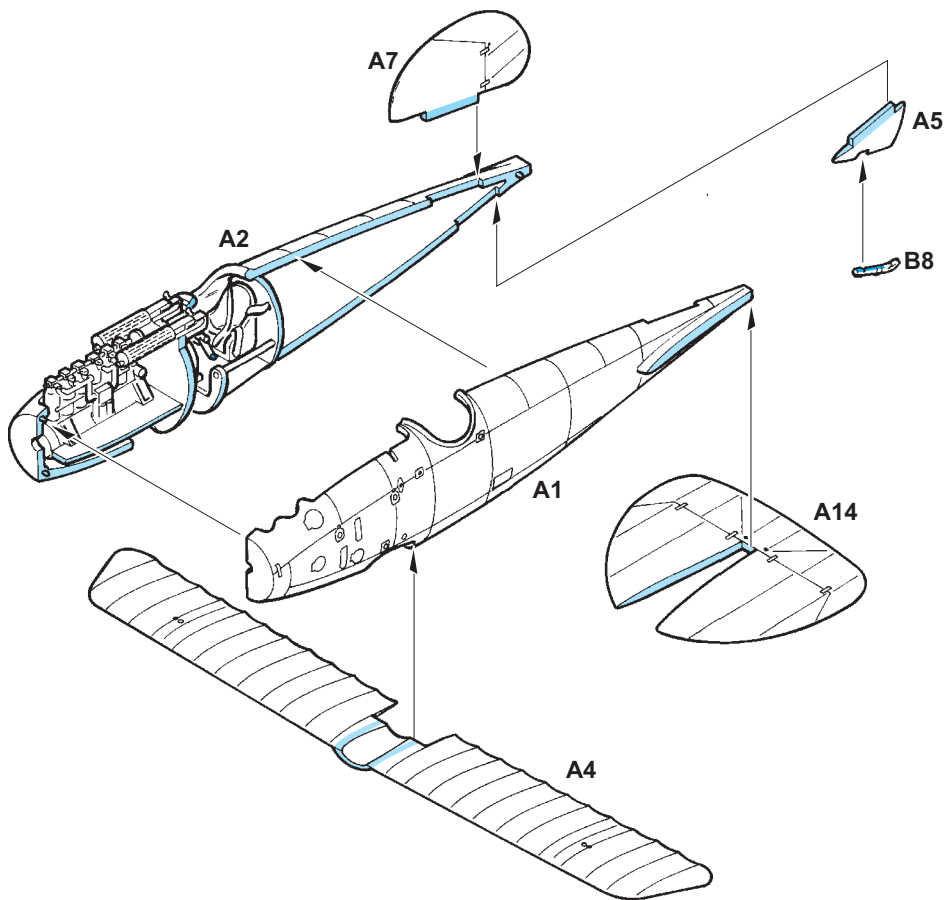
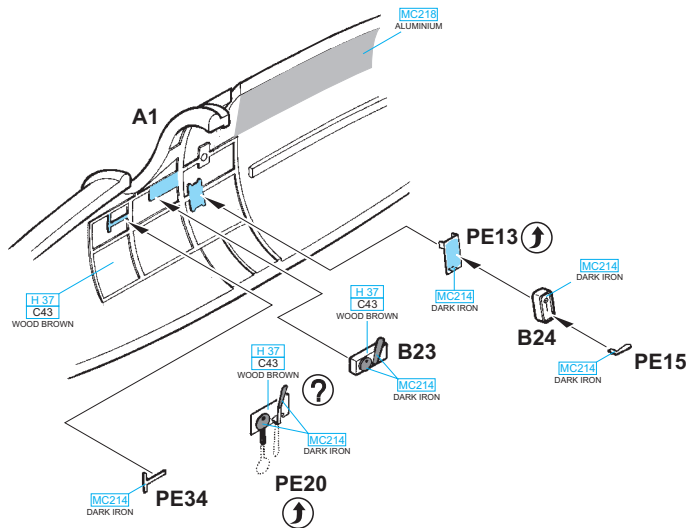
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	C3	RED
H 6	C6	GREEN
H 11	C62	WHITE
H 12	C33	FLAT BLACK
H 37	C43	WOOD BROWN
H 39		PURPLE
H 47	C41	RED BROWN
H 51	C11	LIGHT GULL GRAY

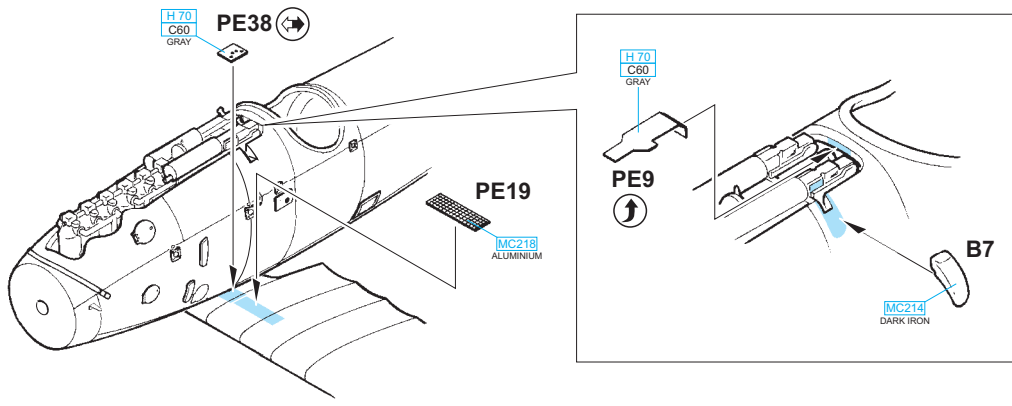
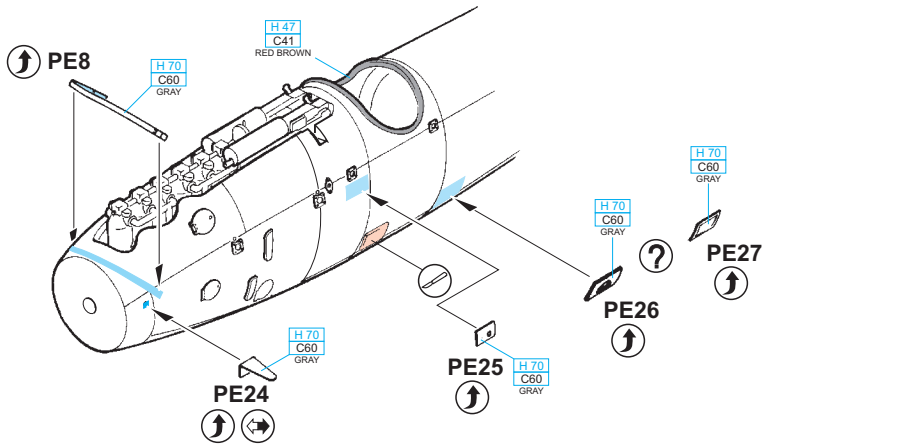
AQUEOUS	Mr.COLOR	
H 53	C13	GRAY
H 70	C60	GRAY
H 302	C302	GREEN
H 344		RUST
H 417	C117	LIGHT BLUE
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS





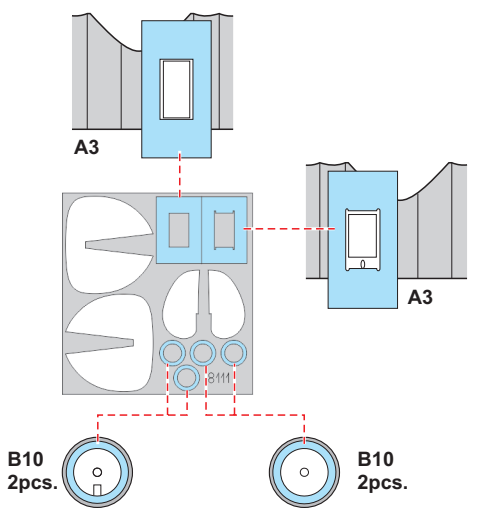
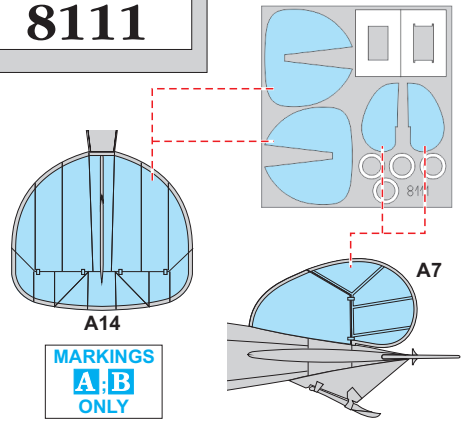


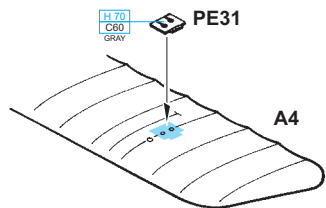
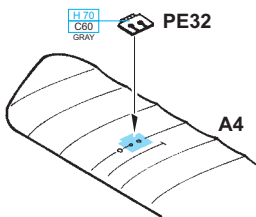
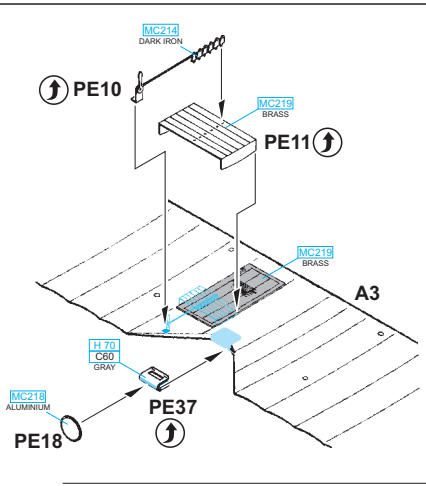
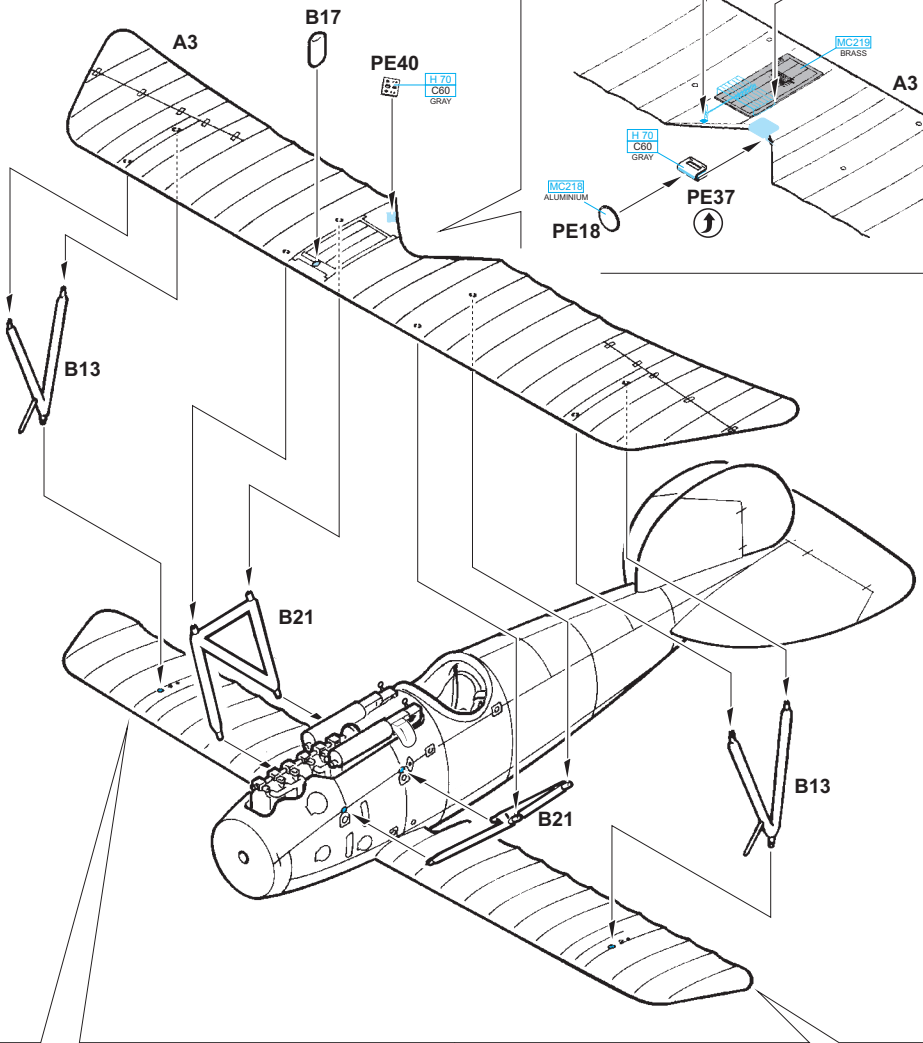


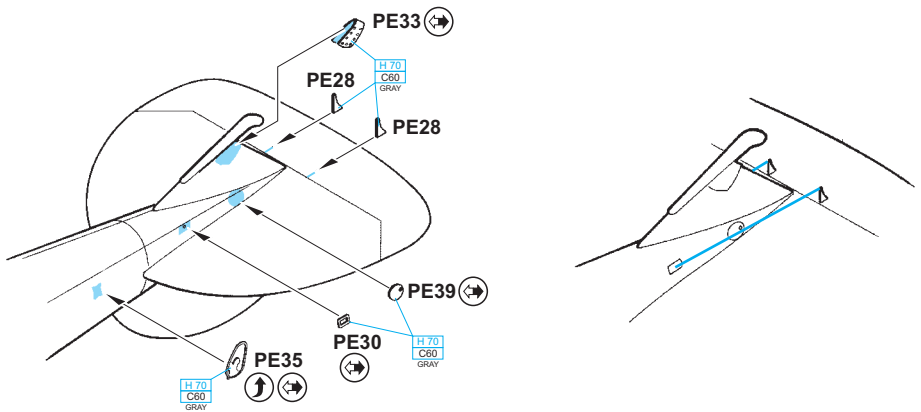
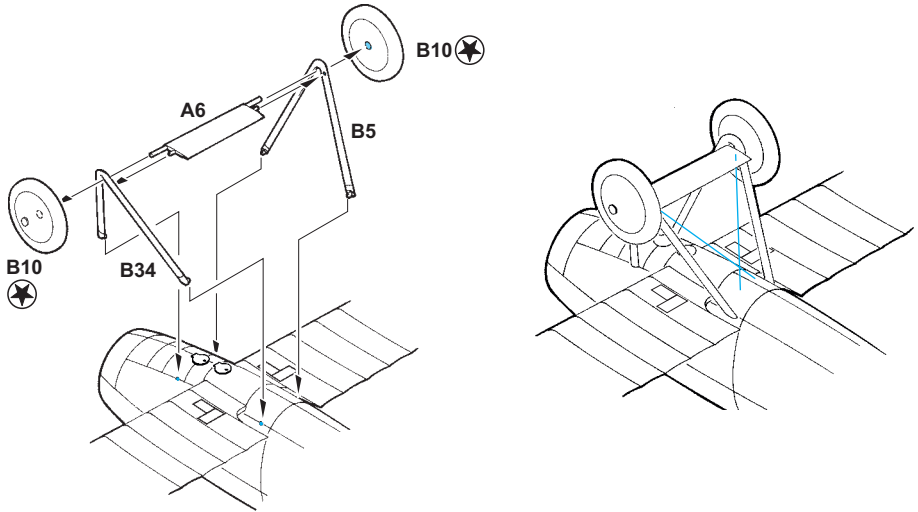
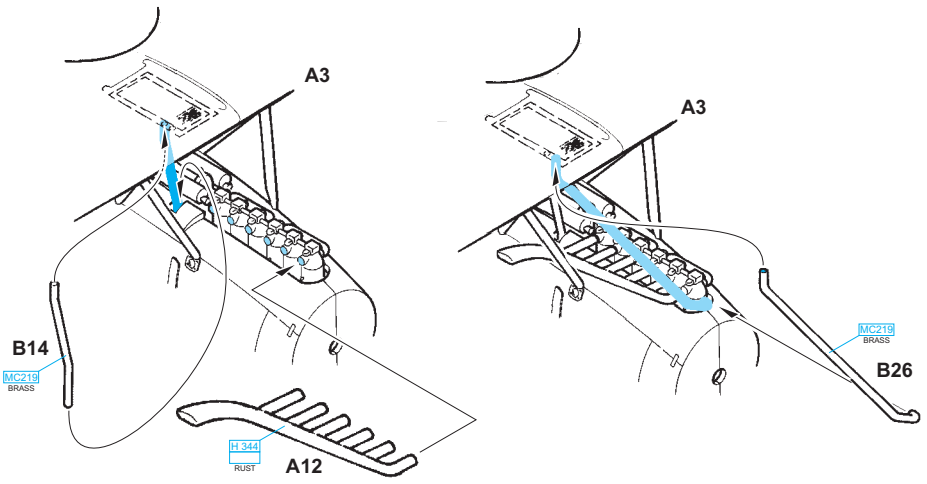


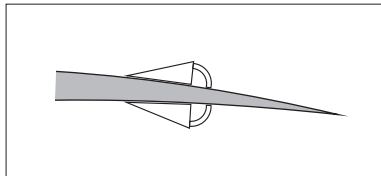
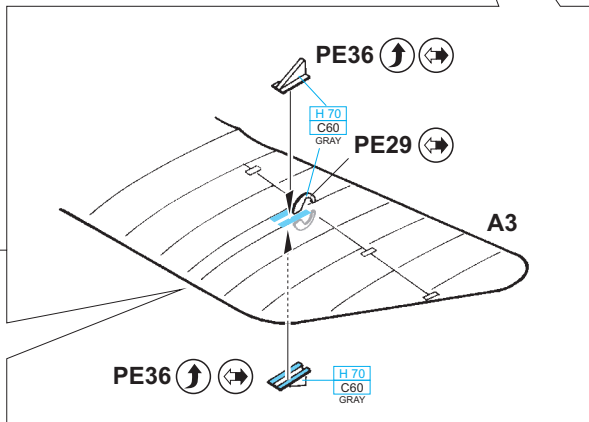
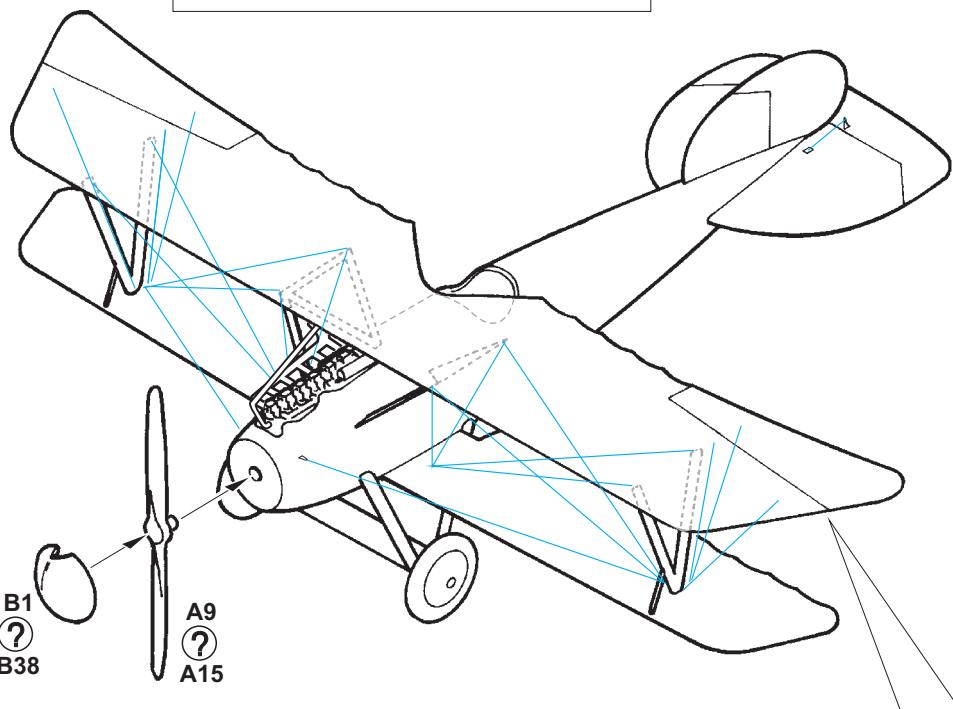
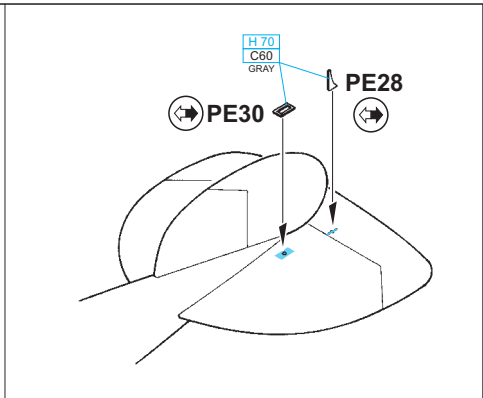
eduard
MASK

8111



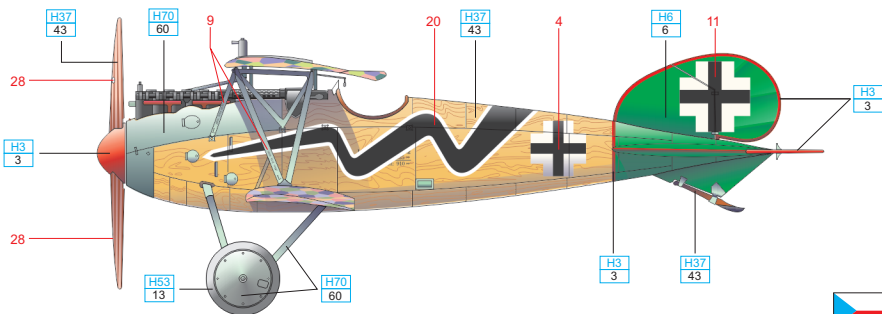




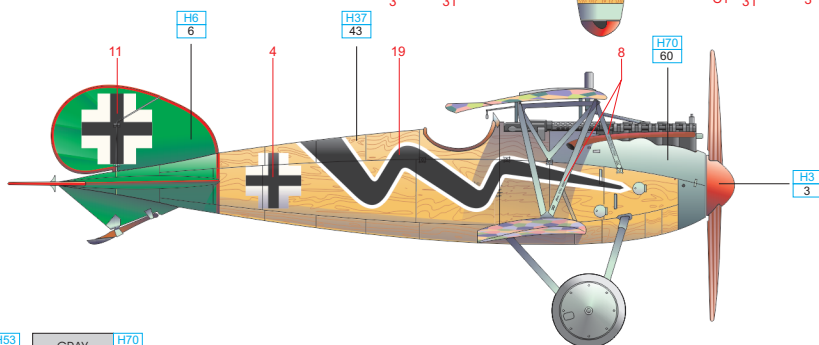
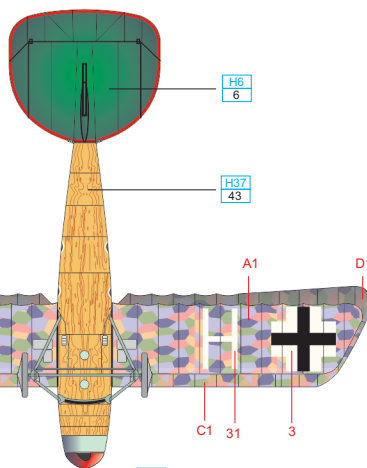
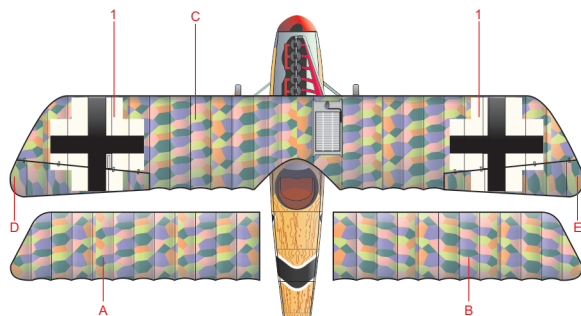


A 6550/17, Flown by Hans von Hippel, Jasta 5, Cappy sur Somme airfield, May, 1918

Hans von Hippel flown at least three Albatros D.Vas marked with a lightning prior this one. Only one photo of this aircraft is known. The shape of the lightning is depicted with sharp edges, as can be seen in the boxart, we chose more rounded shape for decals. He was one of the pilots who witnessed death of Manfred von Richthofen on April 21, 1918. Von Hippel was a Lufthansa employee from 1927 to 1935. The next year he joined the Luftwaffe and served as a pilot of Ju 52 cargo aircraft.

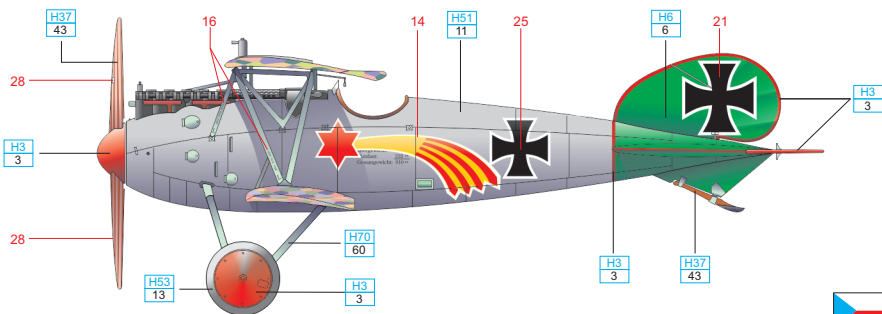


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www.eduard.com/s/8111

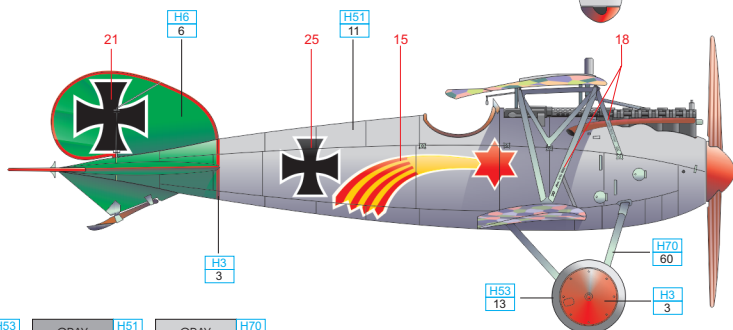
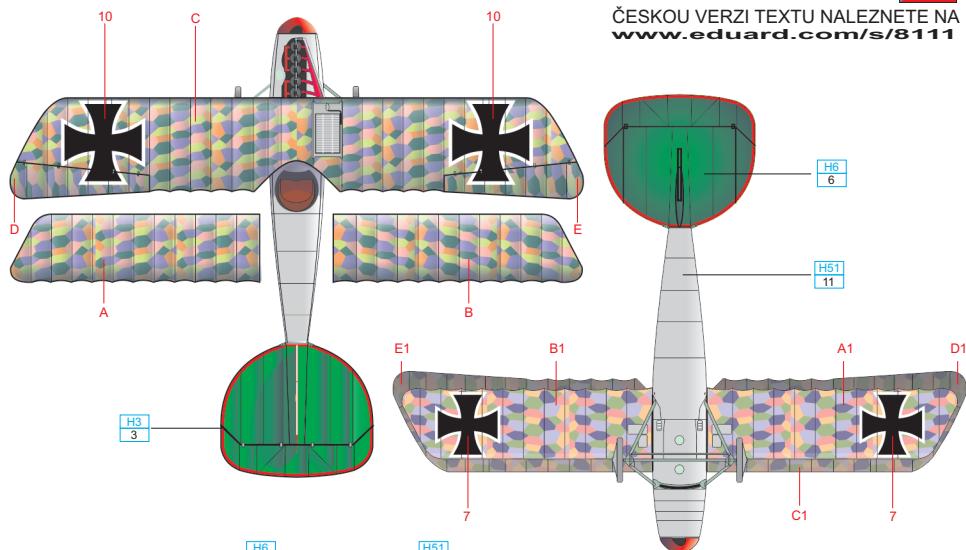


B Jasta 5, Boistrancourt airfield, January – February, 1918

This Albatros D.Va was built by OAW company. The wooden fuselage was overpainted with light grey color. The green tailplanes with red outline were the Jasta 5 marking used in 1918. The shooting star is probably the personal marking but the name of the pilot remains unknown.



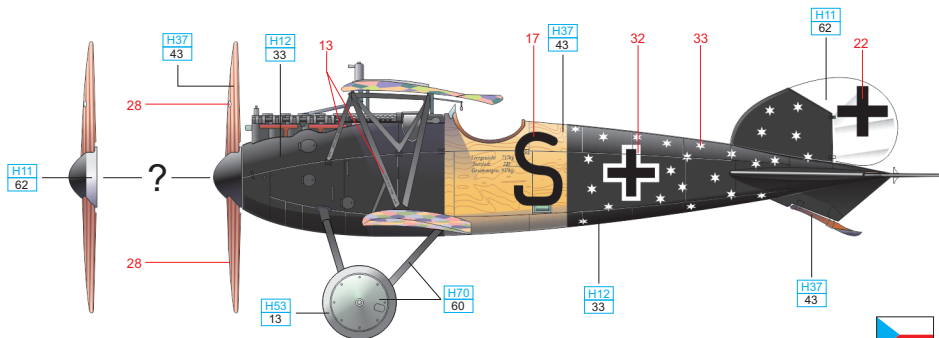
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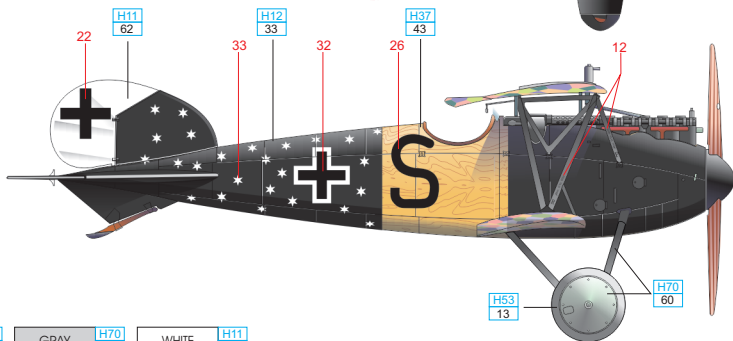
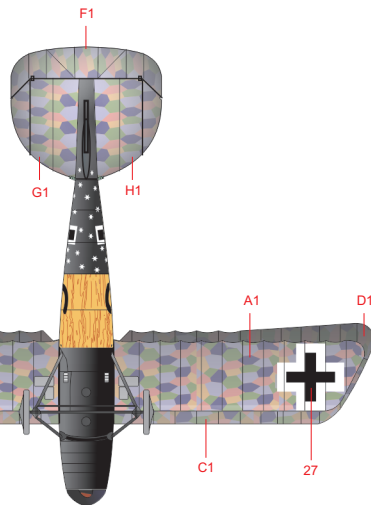
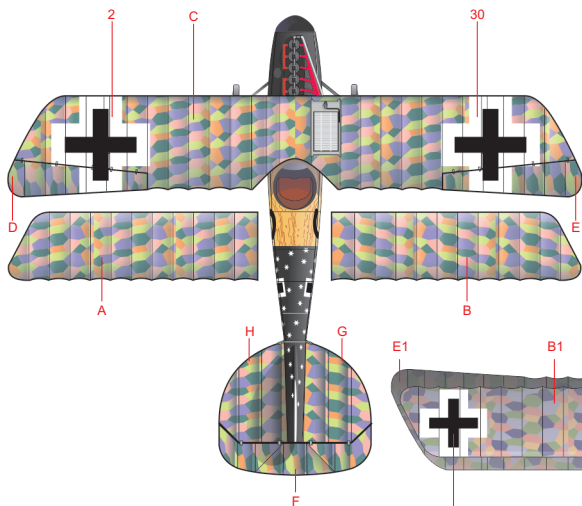
GRAY	H53 13	GRAY	H51 11	GRAY	H70 60
WOOD	H37 43	GREEN	H6 6	RED	H3 3

C 6633/17, flown by Michael Sigmann, Jasta 78b, April – August, 1918

This aircraft is known from two photographs. The first one shows it with older national insignia, the Iron Crosses and with white band on the spinner. The second one with Balkenkreuzes and without the band on the spinner. The white letter S is pilot's personal marking.



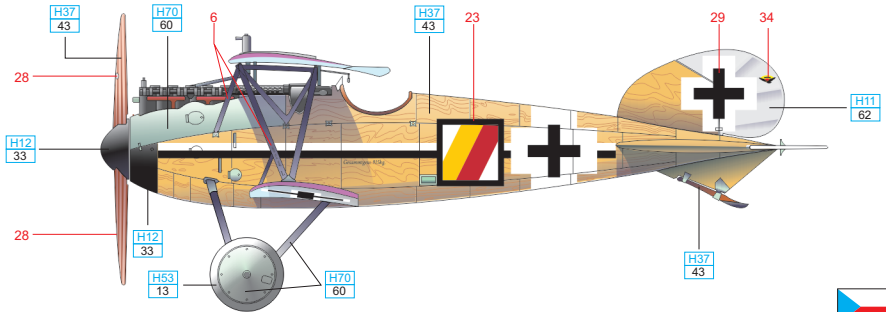
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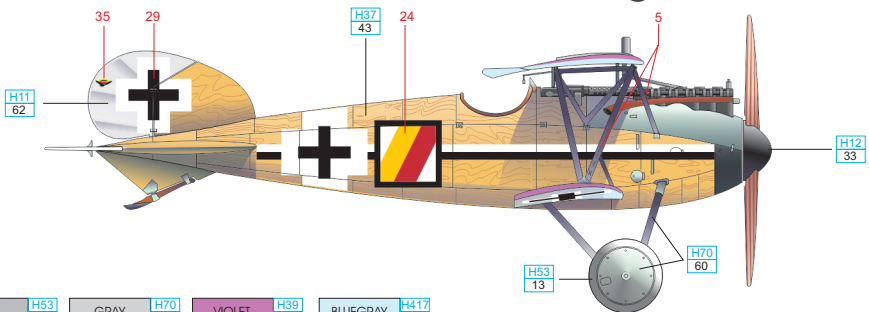
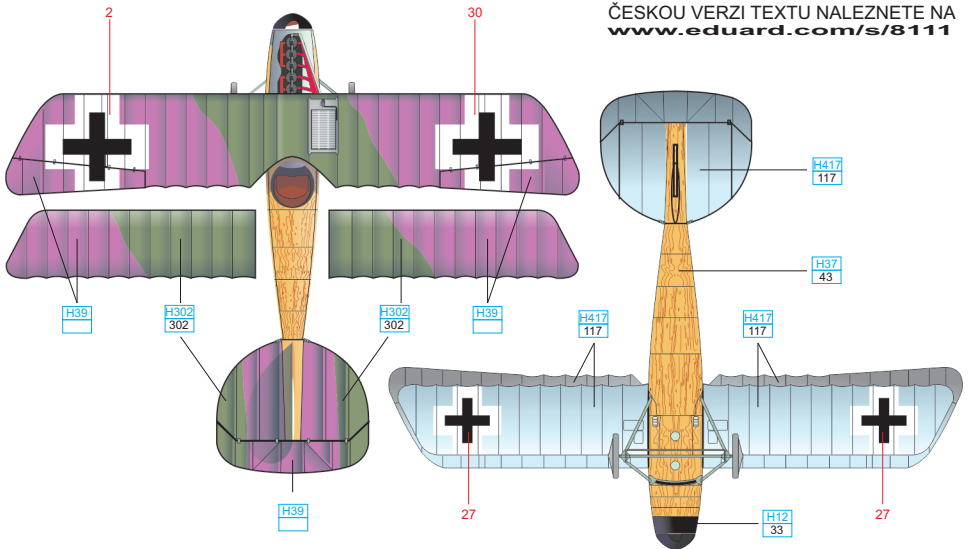
BLACK	H12 33	GRAY	H70 60	WHITE	H11 62
WOOD	H37 43	GRAY	H53 13		

D Flown by von Hunoldstein, Jasta 14, 1918

The plywood was left unpainted on this Albatros D.Va from Jasta 14. It was flown by pilot von Hunoldstein and the yellow-red colors in the white square can refer to the von Hunoldstein family colors. The white-black fuselage band identified aircraft flown by Jasta 14.



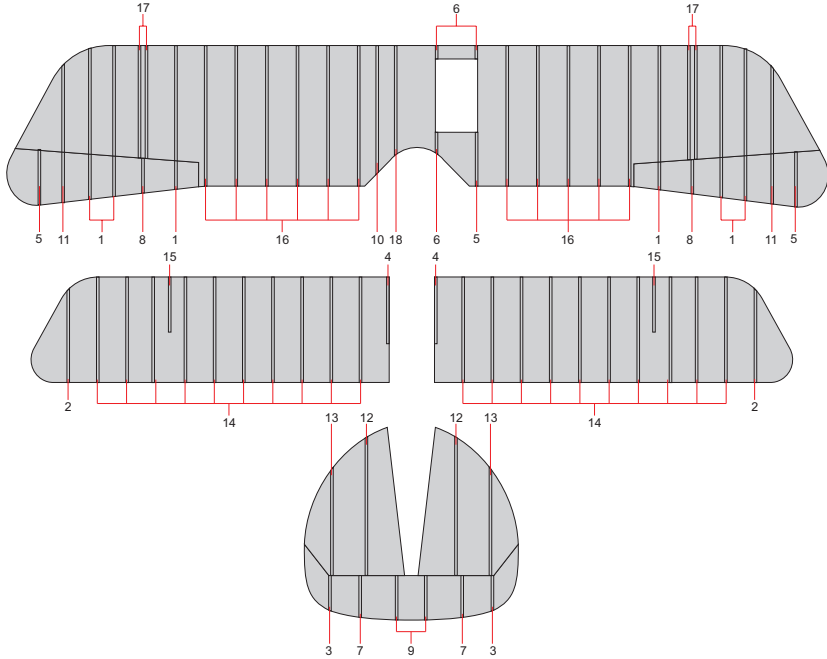
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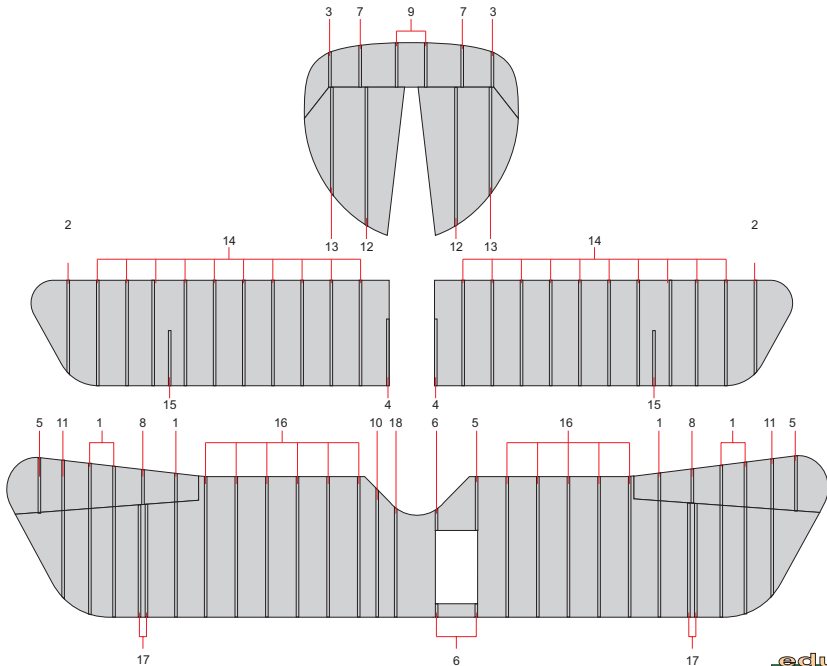
GRAY	H53 13	GRAY	H70 60	VIOLET	H39	BLUEGRAY	H417 117
WOOD	H37 43	DARK GREEN	H302 302	BLACK	H12 33	WHITE	H11 62

STENCILS

PORTY - RIB STRIPES VRCHNÍ STRANA - TOP



SPODNÍ STRANA - BOTTOM



eduard



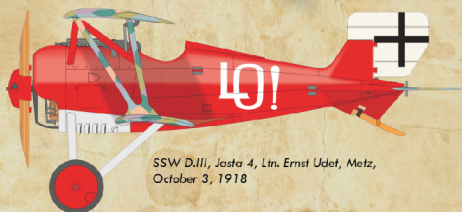
V. Tomášek 2011

Cat. No. 8256

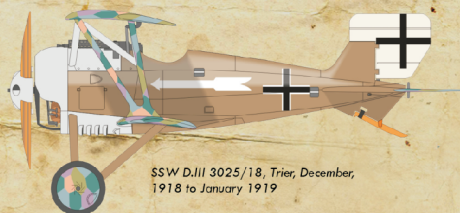
SSW D.III

ProfiPACK 1/48
edition

- 5 markings
- Photo-etched set
- Painting mask
- Cartograf decals



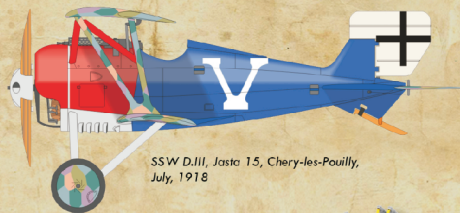
SSW D.III, Jasta 4, Lt. Ernst Udet, Metz, October 3, 1918



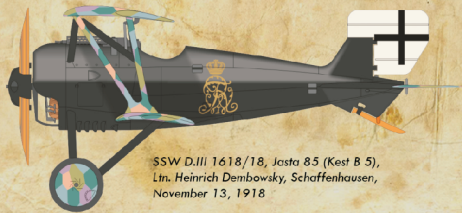
SSW D.III 3025/18, Trier, December, 1918 to January 1919



SSW D.III 1626/18, Kest 4b, Vzfw. Reimann, September, 1918



SSW D.III, Jasta 15, Chery-les-Pouilly, July, 1918



SSW D.III 1618/18, Jasta 85 (Kest B 5), Lt. Heinrich Dembowski, Schaffhausen, November 13, 1918

RECOMMENDED:

- 648177 SSW D.III guns 1/48 (Brassin)
- 648166 SSW D.III engine 1/48 (Brassin)
- 49070 SSW D.III seatbelts FABRIC



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