

Albatros D.III

eduard

1/48 Scale Plastic Model Kit



item No. 8114

WEEKEND
edition

The Albatros D.III was the best fighter at the front during the first half of 1917. It built on the success of its predecessors, the D.I and D.II, but a change in wing design caused a problem that was never fully resolved.

One of the most important fighter aircraft of the German Air Force during the First World War was undoubtedly the Albatros D.III, which at the time of its introduction into service in December 1916 was a very effective weapon despite some shortcomings. The chief designer of the Albatros company, Robert Thelen, together with designers Schubert and Gnädig, built directly on their previous type, the D.II, from which they took the fuselage and tail surfaces. The fundamental change was the wing concept. Influenced by the success of the French Nieuport 11, the Inspektion der Fliegertruppen (Idflieg - Inspectorate of the Air Force) required a fighter of similar concept, i.e., a sesquiplane with a lower wing of short profile depth. This concept improved flight characteristics, especially rate of climb, speed and agility, while improving the pilot's downward vision. The Albatros D.II was a standard biplane, so the wings had to be completely redesigned. Design work had already begun in May 1916, and the 119 kW (160 hp) Mercedes D.III engine was chosen to power the D.II. Later, the D.III was given a more powerful unit with a power output of 127 kW (170 hp).

A promising start

The designers sought to reduce the take-off weight of the new fighter, which they achieved by reducing the ammunition supply for the two LMG 08/15 Spandau machine guns and also by reducing the pilot's allowable weight from 100 kg to 85 kg. Nevertheless, the take-off weight was almost double that of the Nieuport 11 (810 kg versus 480 kg). Like the previous successful Albatrosses D.I and D.II, which among other things introduced the armament standard of two machine guns, the D.III also had a fuselage with a plywood aerodynamical covering.

Flight tests conducted by the prototype at Adlershof during September 1916 showed that the flight performance and characteristics exceeded initial expectations. The aircraft climbed to an altitude of 5,000 m in 24 minutes and reached a top speed of 180 km/h. This prompted Idflieg to issue the largest order he had made up to that time. In October, 400 of the new D.IIIs were ordered. By the end of December, the first thirteen were with the Jasta units, but by the end of February 1917, 137 had been already delivered.

The new type was very well received by fighter pilots. It was fast, agile and there were no unpleasant surprises for pilots in flight, so they were delighted, as they had been given an aircraft that clearly outclassed any of enemy opponents. Unfortunately, the problem that haunted both the D.III and its successor, the D.V, soon became apparent. At higher speeds, the lower wing was subject to vibration, tearing of the covering with subsequent collapse.

Problems with the wing

These cases were quite common in January 1917 and even Manfred von Richthofen experienced such a problem on January 24. Fortunately, most pilots managed to make an emergency landing with the damaged aircraft. On January 27, Air Commander (Kogenluft) Ernest von Hoeppner "grounded" all D.IIIs and ordered the problem to be investigated. Albatros reinforced the wing by adding a 1.5 mm thick welded sheet metal that connected the

main spar to the front spar at two points on each half of the lower wing. Units received these parts for retrofitting or were given reinforced wings for replacement. The factory also progressively strengthened the main spar three times. However, even these modifications did not fully eliminate the problem, as the cause was not static but dynamic stresses on the wing. It was the position of the spar, which was too backward in the profile, that was to blame for the vibrations mentioned above. This cause of the problems was concealed from the designers for a long time and therefore it was not possible to fully correct it even in the design of successor, the D.V, which took over the concept of the D.III wings.

After pilots discovered the flight regimes in which wing collapse usually occurred, they began to avoid dive flight and sharp maneuvers at higher speeds. Although this was an unpleasant limitation in combat, pilots learned to exploit the aircraft's other strengths, and during April 1917, referred to by Allied pilots as "Bloody April" because of the huge losses, the D.III Albatrosses ruled the skies and became a symbol of German air supremacy. Production of the D.III began at the parent factory in Johannisthal, Berlin, but high orders forced production to also begin at the Albatros O.A.W. (Ostdeutsche Albatros Werke) subsidiary in Schneidemühl. The Austro-Hungarian Air Force was also interested in the D.III and supplies were arranged by production, which took place in Wiener Neustadt by Österreichische Flugzeugwerke A.G. (Oeffag). These aircraft were powered by Daimler engines of 136 kW or 147 kW and armed with Schwarzlose M. 7/12 machine guns. A noticeable change was the rounded nose and the absence of the propeller cone on the 153 series (from the production batch 112).

Continuous adjustments

In the case of the D.III produced by Albatros and O.A.W., changes were also made during production. First of all, the radiator was moved from its central position in the upper wing slightly to the right. The tube connecting the engine to the centrally located radiator obstructed the pilot's forward visibility and obstructed aiming, another reason was that the liquid from the radiator located directly above the cockpit would scrape the pilot in case of a leak or a shot-through. This modification occurred after the delivery of the first 306 or so units, sometime during the production of the D.2215/16 to D.2252/16 aircraft. The aircraft from the O.A.W. production were distinguishable by the different shape of the rudder. While the ones from Johannisthal had its trailing edge straight, those from Schneidemühl got a rounded one. Another change was the replacement of the original semi-circular footsteps with square ones and the addition of footstep on the left side of the nose for easier access of mechanics to the engine and radiator.

The parent factory in Johannisthal produced about 500 D.IIIs, while the O.A.W. subsidiary delivered about 840 units. Despite the advent of the D.V version and then the much more powerful Fokker D.VII, the D.III Albatrosses were used at the front virtually until the end of the war. As late as the end of August, 54 of these were still registered with frontline fighter units.



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 dobře 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
VOLBA



BEND
OHNOU



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



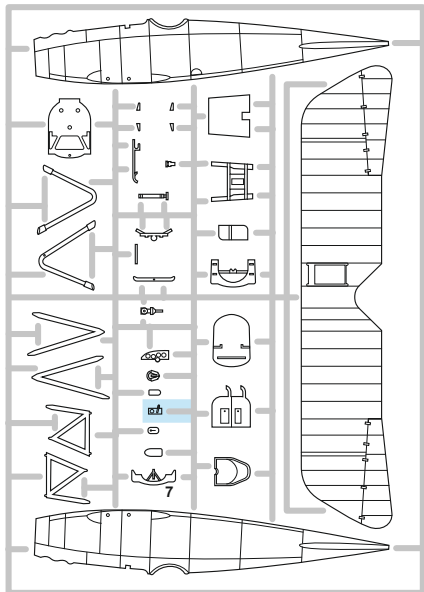
PIÈCES



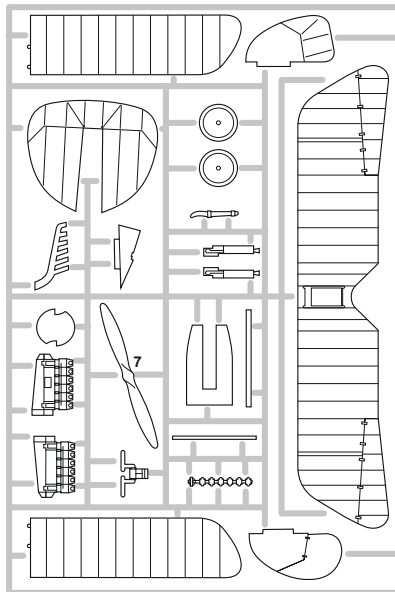
部品

PLASTIC PARTS

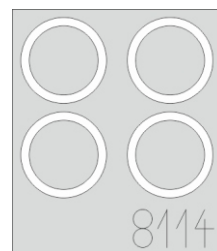
A>



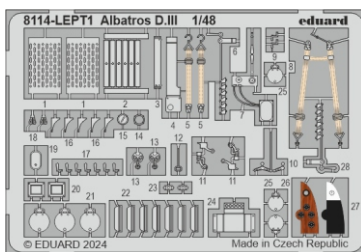
B>



eduard
MASK



PE - 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



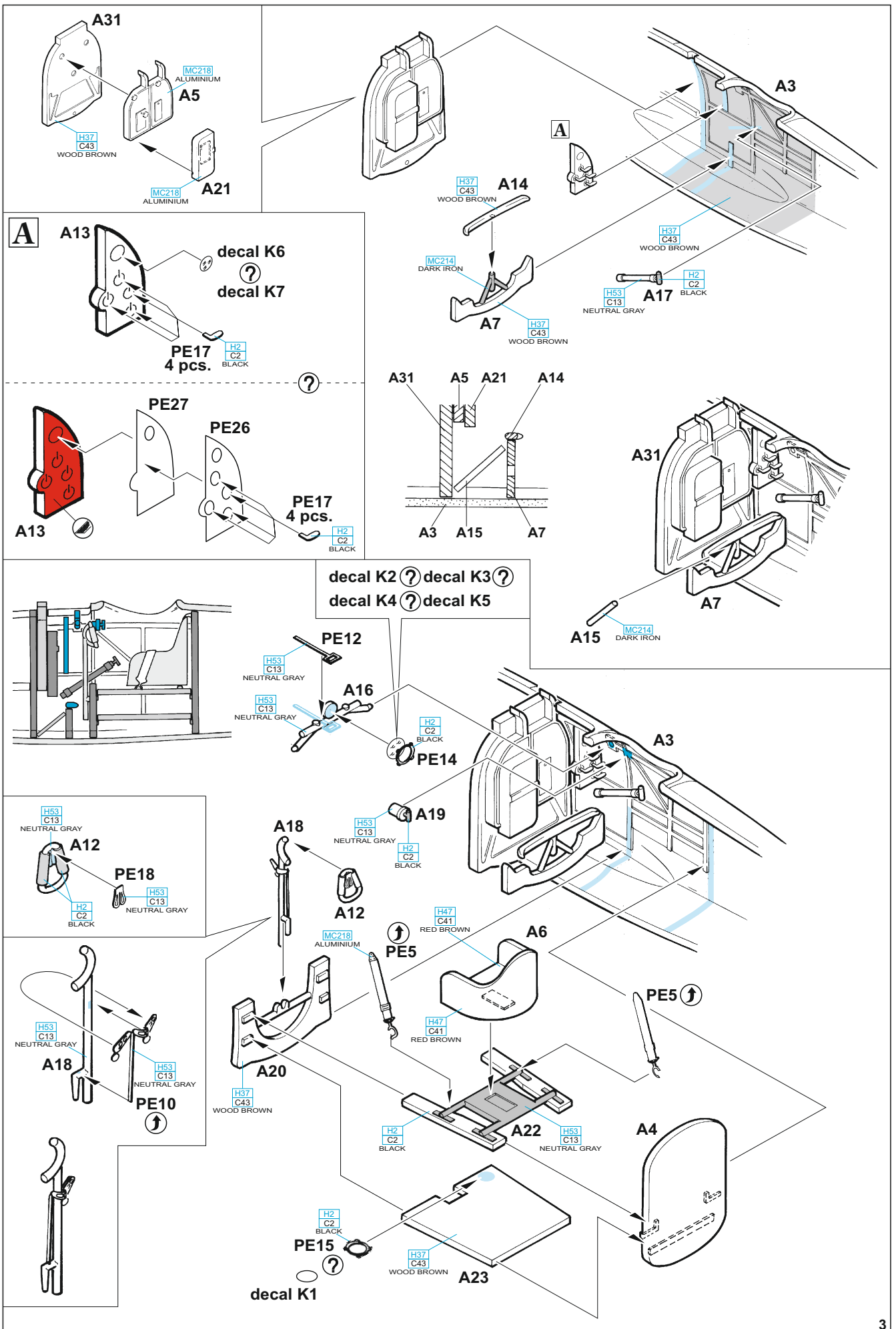
PEINTURE

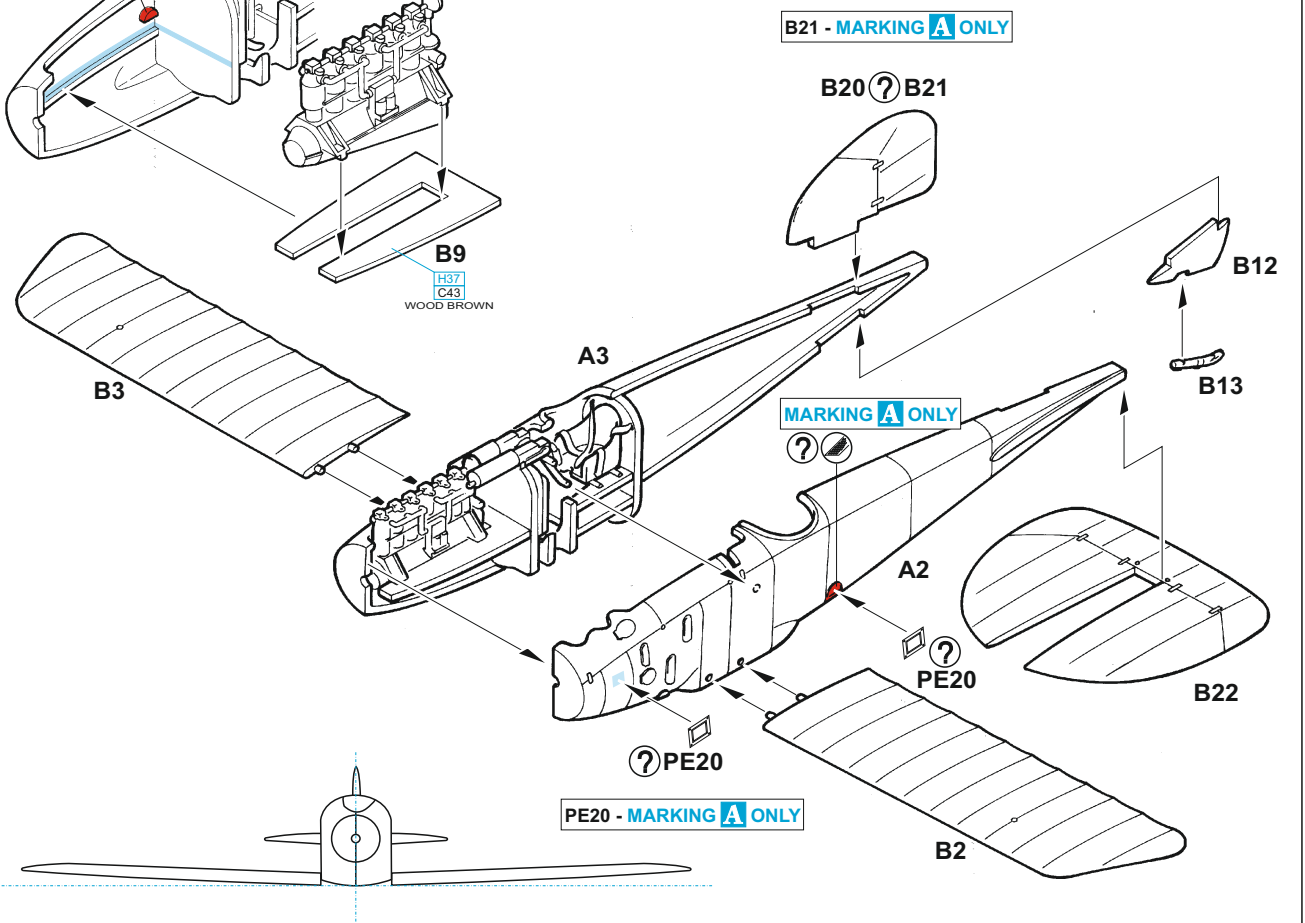
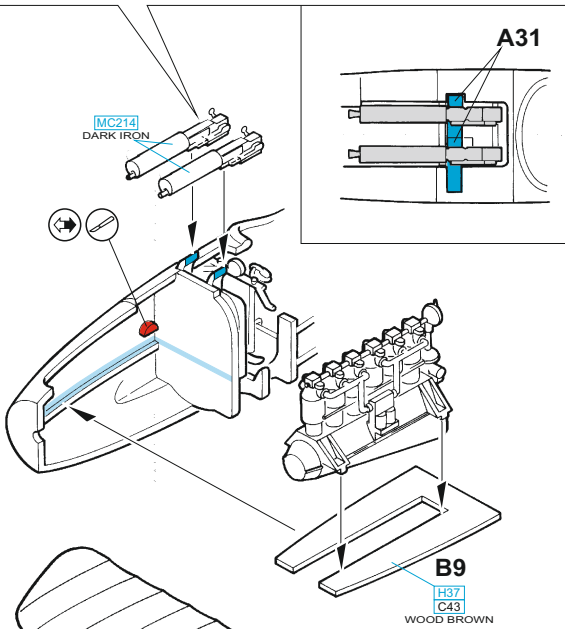
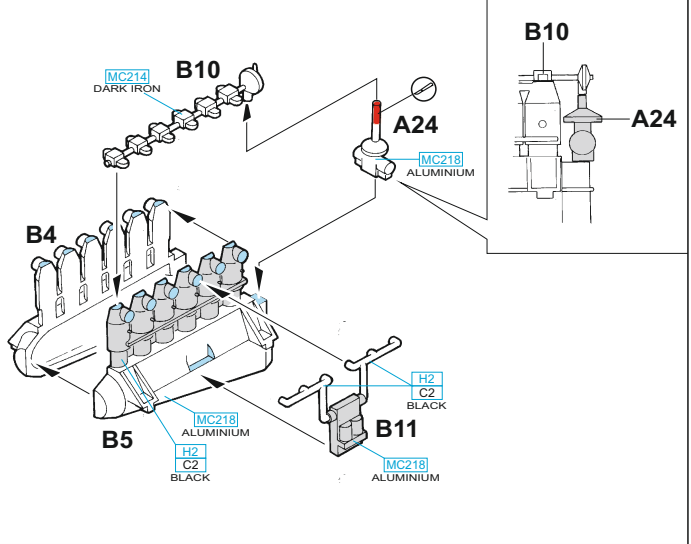
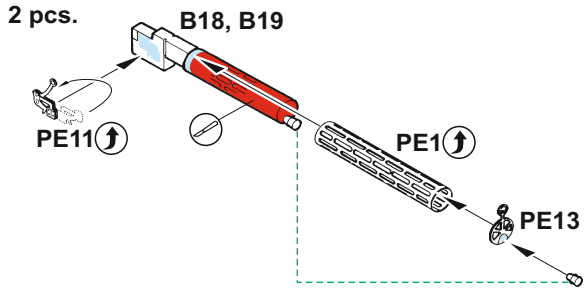
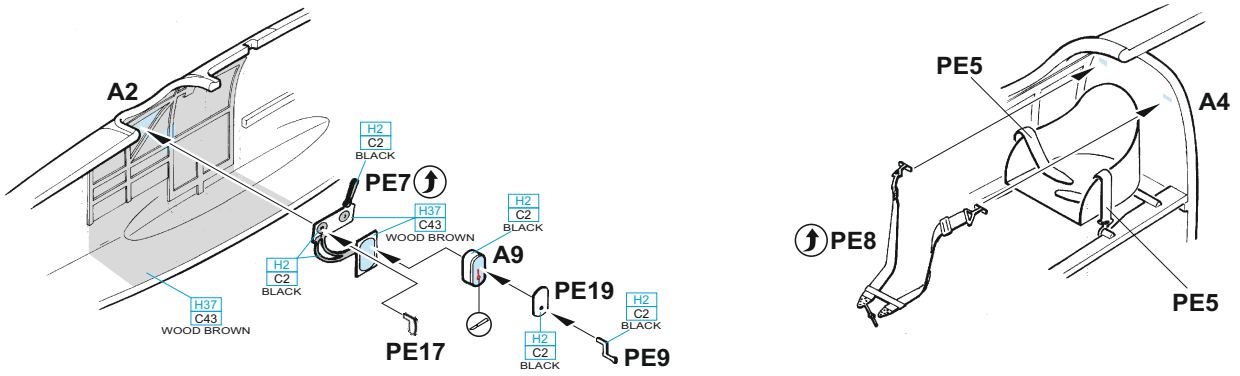


色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H3	C3	RED
H7	C7	BROWN
H15	C65	BRIGHT BLUE
H24	C58	ORANGE YELLOW
H25	C34	SKY BLUE
H33	C81	RUSSET
H37	C43	WOOD BROWN
H39	C67	PURPLE
H47	C41	RED BROWN
H51	C11	LIGHT GRAY
H53	C13	NEUTRAL GRAY

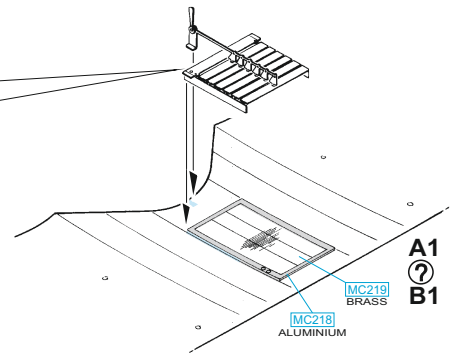
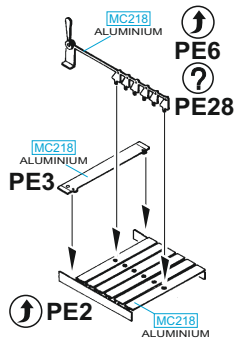
AQUEOUS	Mr.COLOR	
H70	C60	RLM02 GRAY
H85	C45	SAIL COLOR
H303	C303	GREEN
H312	C312	GREEN
H314	C314	BLUE
H327	C327	RED
H344		RUST
	C123	DARK GREEN
	C124	DARK GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC215		COPPER
MC218		ALUMINIUM
MC219		BRASS





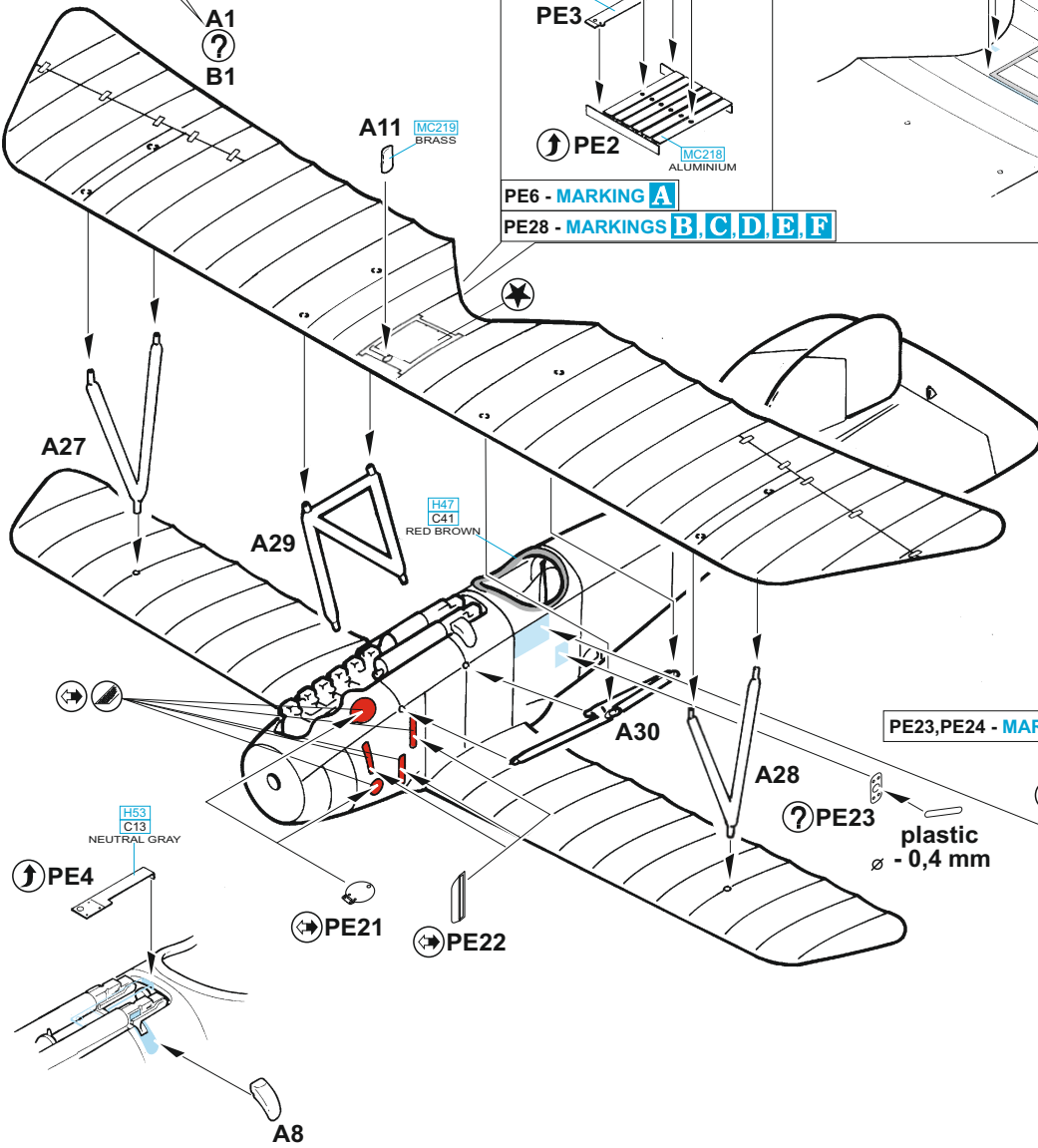
A1 - MARKING **A**

B1 - MARKINGS **B;C;D;E;F**

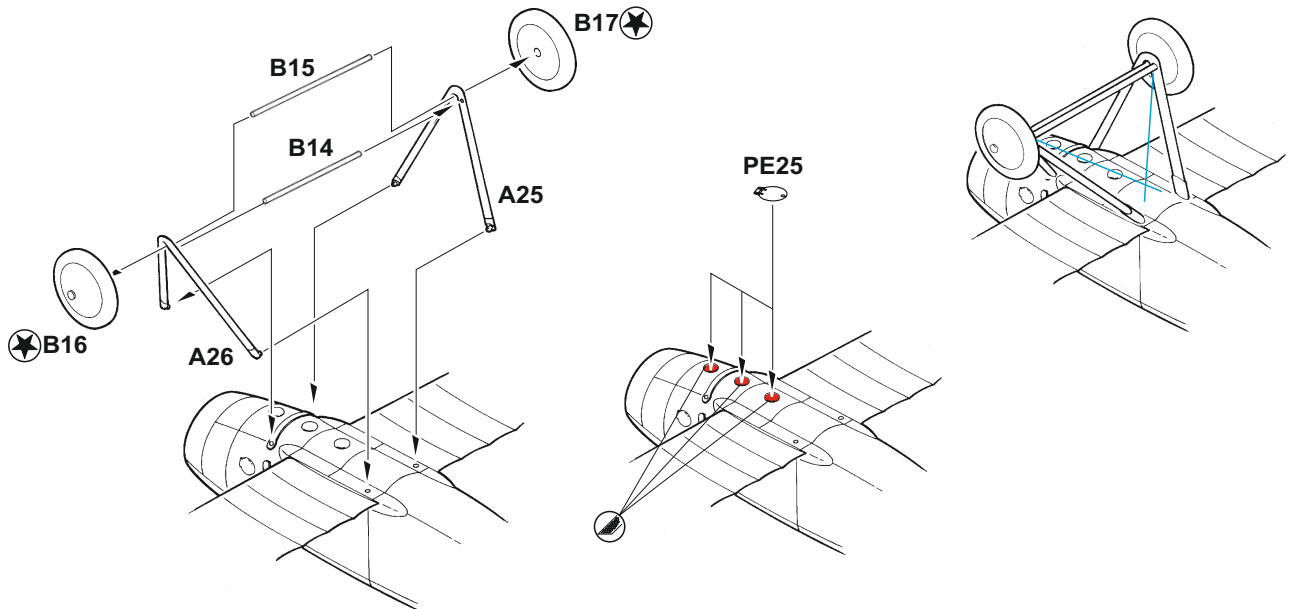


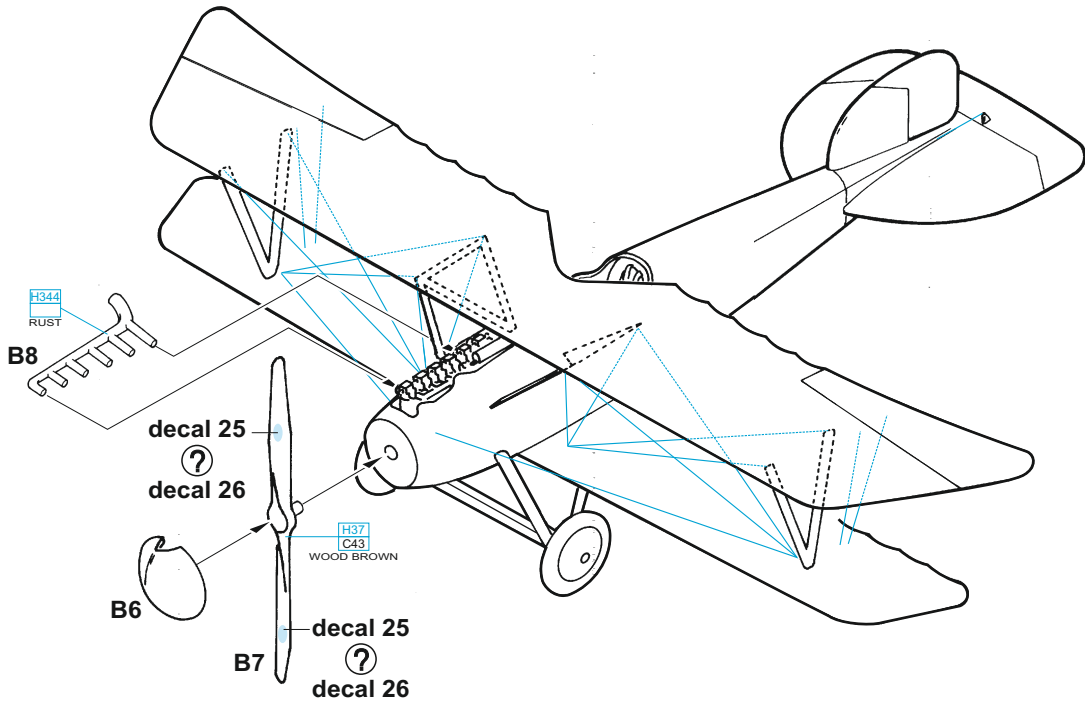
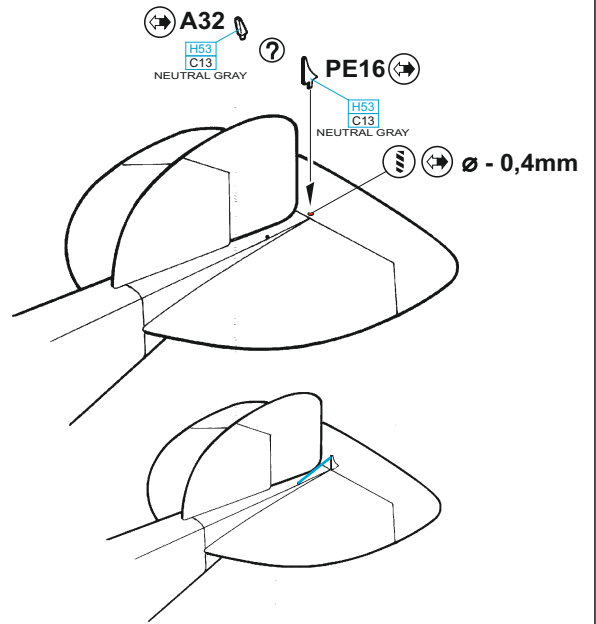
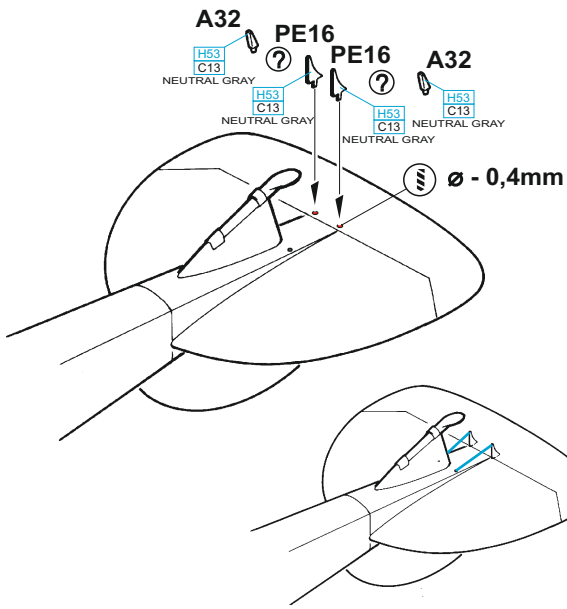
PE6 - MARKING **A**

PE28 - MARKINGS **B;C;D;E;F**



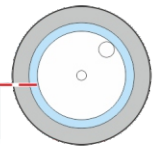
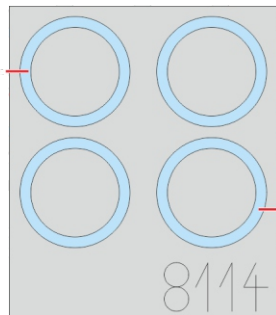
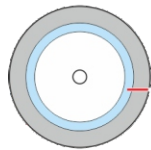
PE23, PE24 - MARKING **D** ONLY





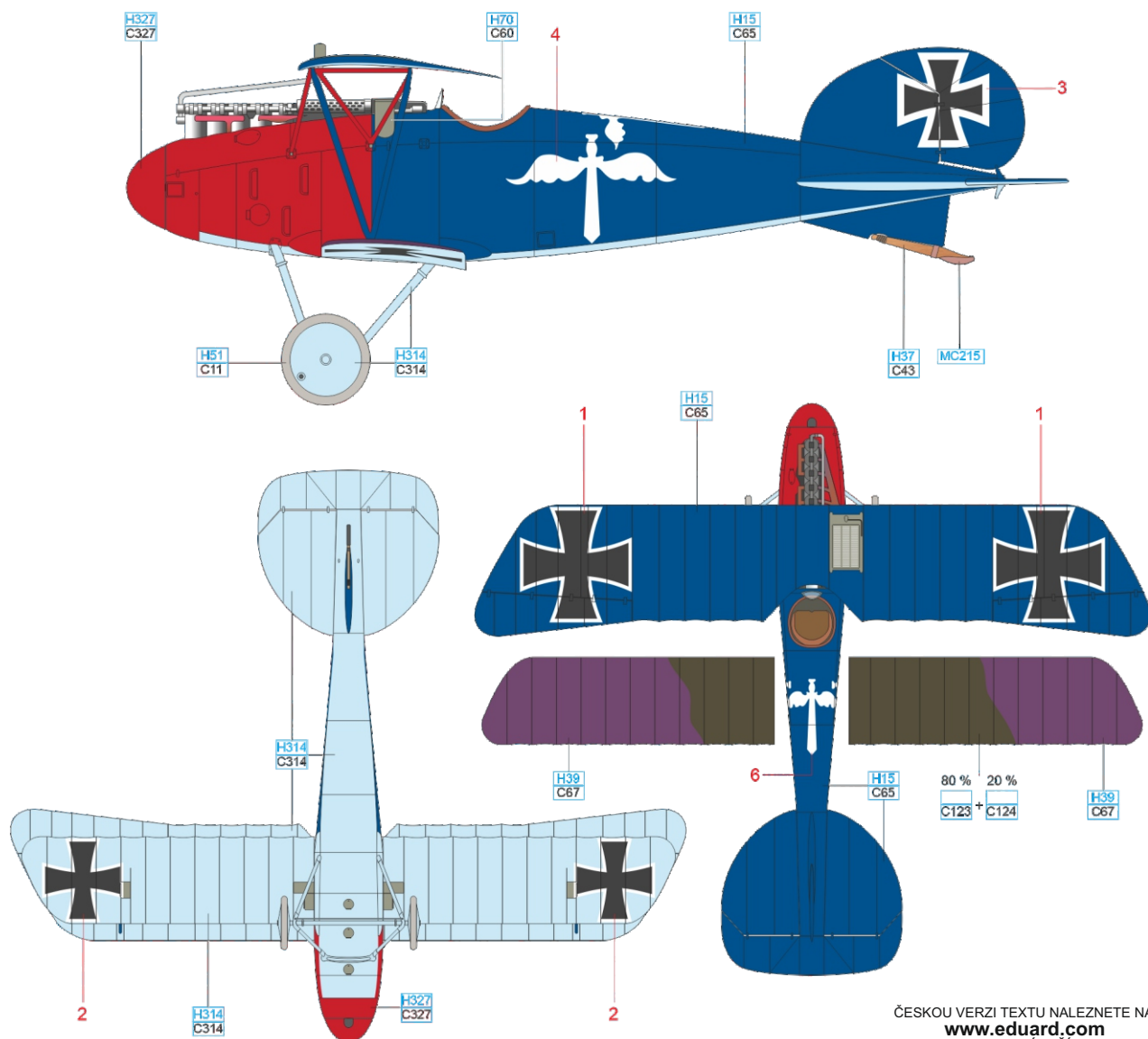
eduard
MASK

8114



A Oblt. Rudolf Berthold, Jasta 18, Harelbeke, Belgium, September 1917

Shortly after taking command of Jasta 18, Rudolf Berthold introduced a new livery for the unit's aircraft. It consisted of a red nose and blue fuselage and possibly also of blue on the upper surfaces of both wings. These were the uniform colors of the infantry regiment with which Berthold served before the war. The red and blue livery was first applied to Berthold's Albatros D.III, built in Johannisthal, but during the autumn of 1917 Berthold flew one more Albatros, this one built in Schneidemühl (O.A.W.). This aircraft carried the same paint scheme, but it is likely that the upper surfaces of the lower wing retained the original camouflage paint. Berthold crashed this aircraft under unclear circumstances, probably shortly before suffering a devastating gunshot wound to his right arm while flying a second Albatros on October 10, 1917. This injury took him out of combat for a long time and left his right arm permanently paralyzed. After the war, Berthold formed his own Freikorps infantry unit and fought against the Bolsheviks. These battles proved fatal for him, however, when he was attacked and lynched by an angry mob in Hamburg as he retreated from combat on March 15, 1919.



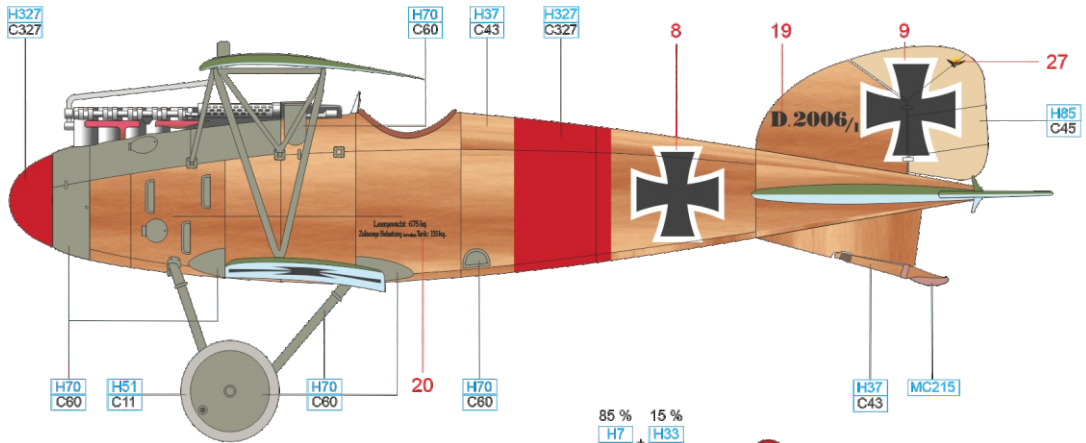
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8114



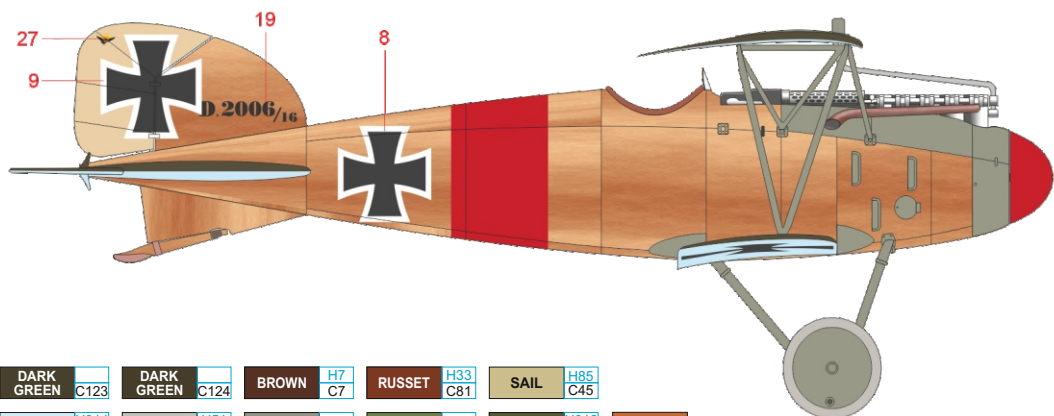
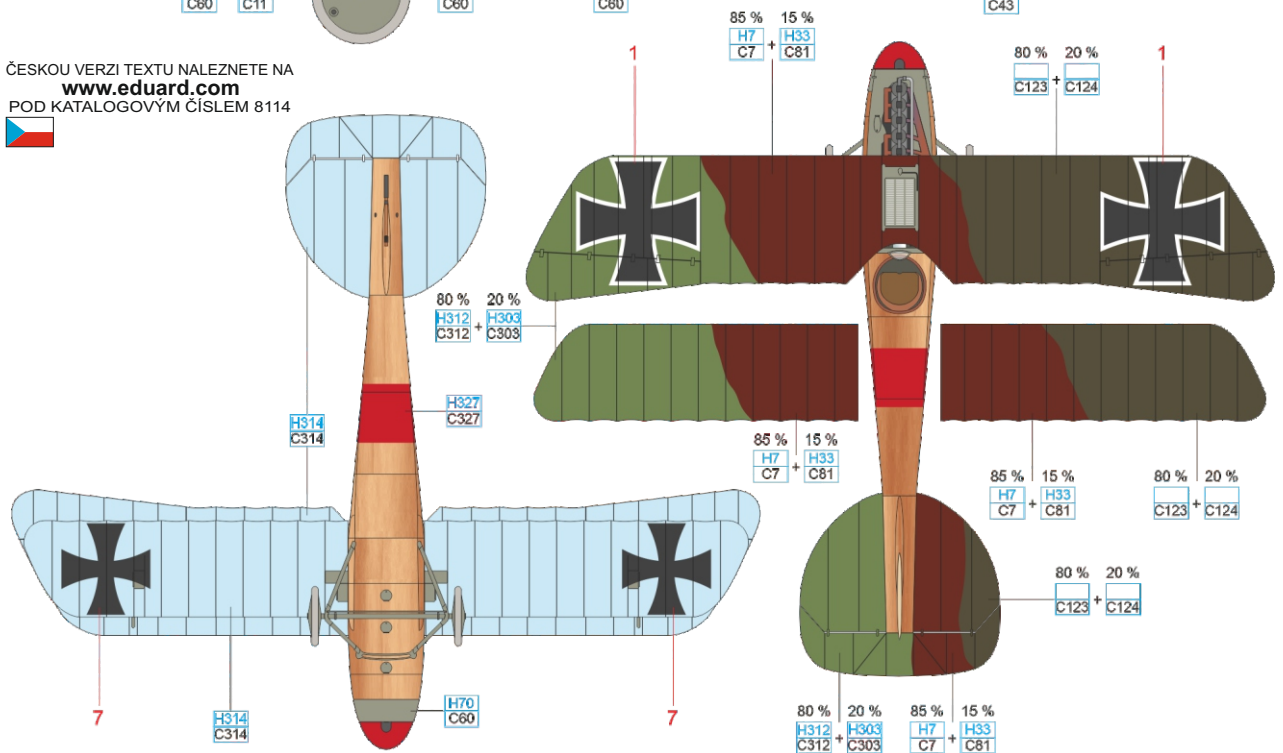
DARK GREEN C123	DARK GREEN C124	WOOD BROWN H37 C43	PURPLE H39 C67	COPPER MC215
BRIGHT BLUE H15 C65	RED H327 C327	BLUE H314 C314	LIGHT GULL GRAY H51 C11	GRAY H70 C60

B D.2006/16, Lt. Lothar & Rittm. Manfred Freiherr von Richthofen, Jasta 11, La Brayelle, France, March–May 1917

What is interesting about this Albatros D.III manufactured by the Johannisthal factory is that both von Richthofen brothers scored aerial victories when flying it. However, it is not clear exactly how many of them. Lothar himself stated that after joining the unit commanded by his brother (Jasta 11) in early March 1917, he, as a rookie, was provided with an aircraft on which Manfred scored ten victories. However, this is contradicted by a number of facts and the famous Red Baron probably only scored three or four kills with this aircraft. Lothar himself flew this Albatros until May 13, when he was seriously injured. By that time, he had already scored 24 kills. It is not known how many of these he achieved flying the D.2006/16, he himself stated that it was ten of them. The aircraft was scrapped on June 7, 1917, as badly worn and damaged many times. Apart from a red band around the fuselage behind the cockpit, it bore the standard color scheme with wooden fuselage.



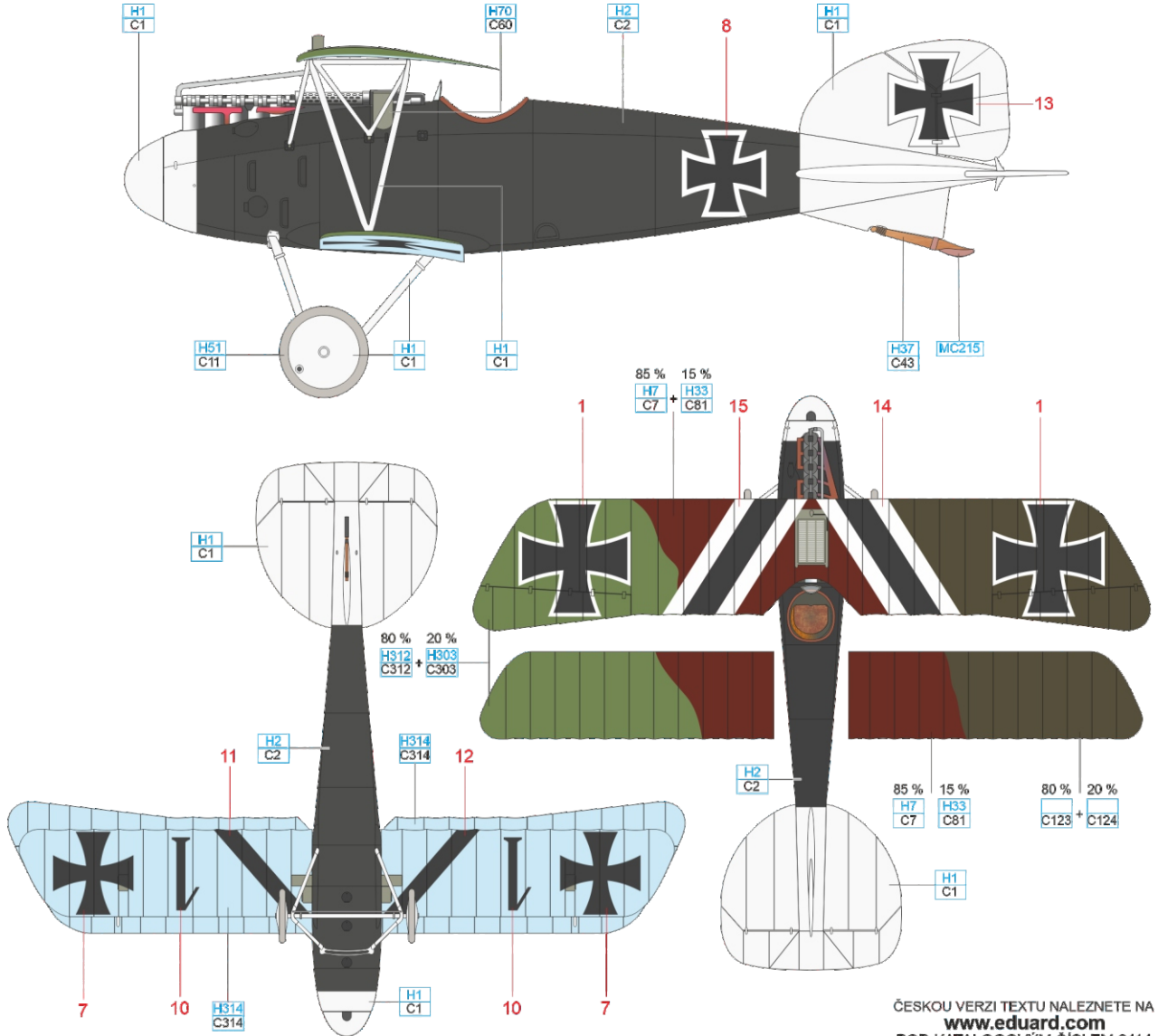
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8114



WOOD BROWN	H37 C43	DARK GREEN	C123	DARK GREEN	C124	BROWN	H7 C7	RUSSET	H33 C81	SAIL	H85 C45		
RED	H327 C327	BLUE	H314 C314	LIGHT GULL GRAY	H51 C11	GRAY	H70 C60	GREEN	H303 C303	GREEN	H312 C312	COPPER	MC215

C D.2049/16, Oblt. Hermann Göring, CO of Jasta 27, Ghistelles, Belgium, May 1917

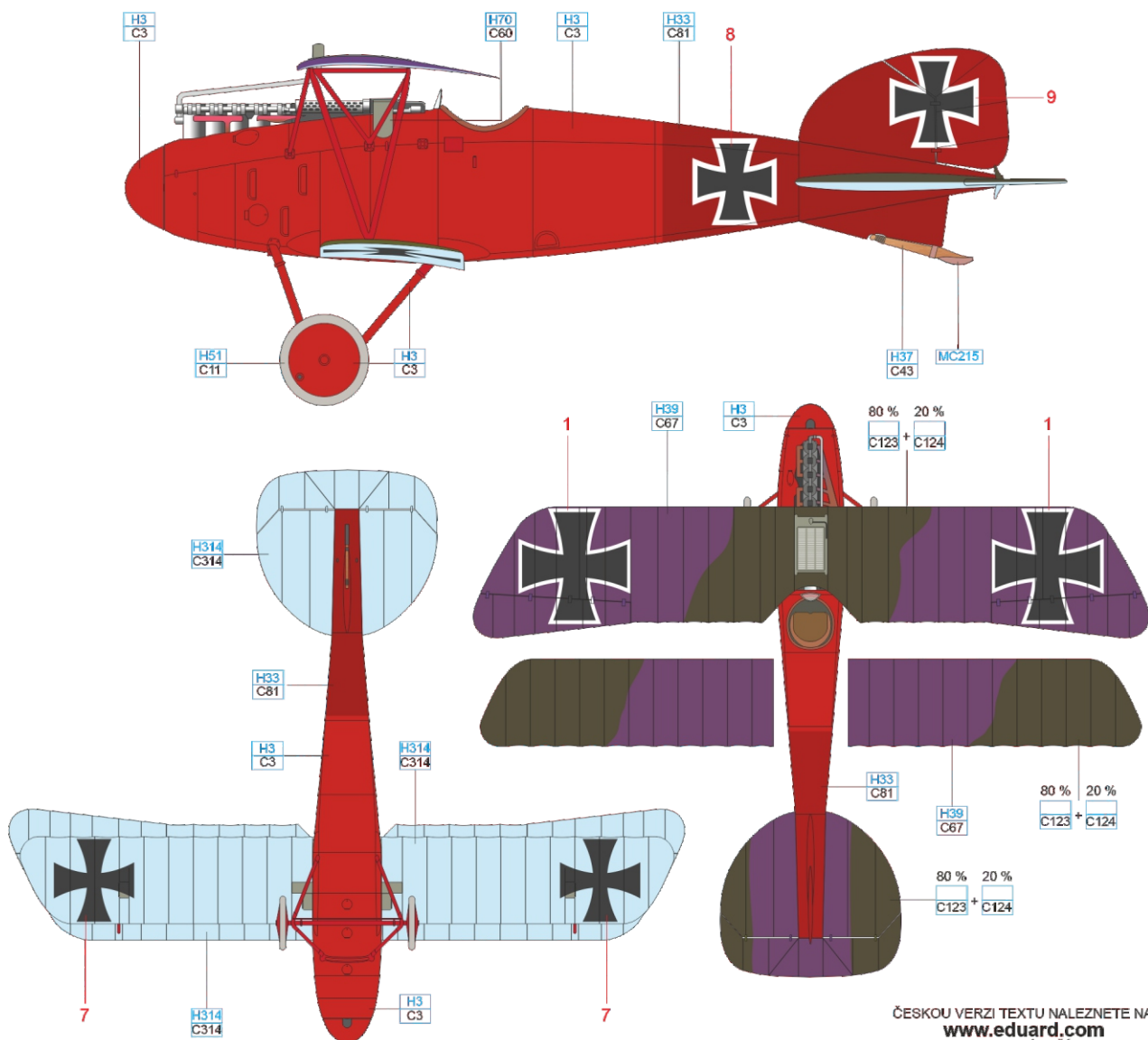
This aircraft was used by Hermann Göring from February 24, 1917, i.e., already during his service with Jasta 26. At that time, its only decoration was a black band with white bordering around the fuselage behind the cockpit and diagonal stripes of the same color combination on the upper side of the upper wing. When Göring took command of Jasta 27 in May, the aircraft received a more distinctive livery, corresponding to the Staffelführer's position. The entire fuselage was painted black, the nose and tail were white, as were all struts and wheel discs. The crosses on the rudder and vertical stabilizer were given a thin black line to make their white bordering obvious against the white background. The stripes on the upper wing have been significantly widened compared to the previous design. According to some sources, these were just double white stripes with camouflage paint between them, but in a picture of the Albatros D.V used by Göring a little later, the black paint between the white stripes is clearly visible. We are inclined to think that the stripes on the wing were black and white on this aircraft as well.



GREEN	H303 C303	GREEN	H312 C312	BROWN	H7 C7	RUSSET	H33 C81	DARK GREEN	C123	WOOD BROWN	H37 C43
BLACK	H2 C2	WHITE	H1 C1	BLUE	H314 C314	LIGHT GULL GRAY	H51 C11	GRAY	H70 C60	DARK GREEN	C124
										COPPER	MC215

D Lt. Emil Schäfer, CO Jasta 28, Wasquehal, France, May 1917

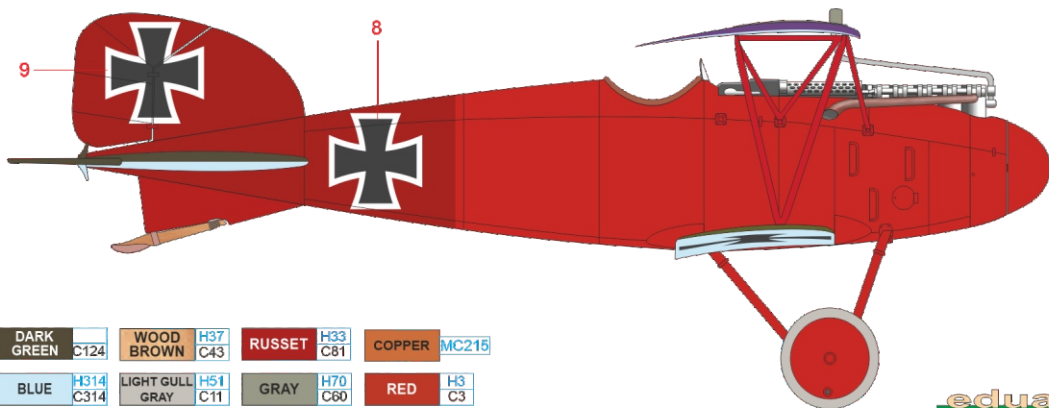
Karl Maria Emil Schäfer achieved thirty confirmed aerial victories and became the nineteenth German pilot to be awarded the Pour le Mérite. He was one of the pilots highly respected by Manfred von Richthofen himself, and his brother Lothar even owed him his life when, with his crippled aircraft he was just waiting for a "coup de grace" from an attacking British pilot. Instead, the enemy aircraft burst into flames just before firing the fatal shot, and Schäfer's Albatros raced past! It was recognizable by the black tail that adorned aircraft number D.2062/16, but later it was given a red fuselage paint job, following von Richthofen's coloring. It is not clear whether the black tail was covered with red paint or whether the aircraft retained the black color. In any case, in the photographs the rear fuselage looks darker. We are inclined to believe the reason is that the red paint was darkened by the overpainted black color. With the aircraft so colored, Schäfer took command of Jasta 28 in late April 1917 and was shot down by a trio of attacking FE.2d's from No. 20 Squadron RFC on June 5. However, it is not clear whether this was D.2062/16 or another aircraft of the same coloring.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8114

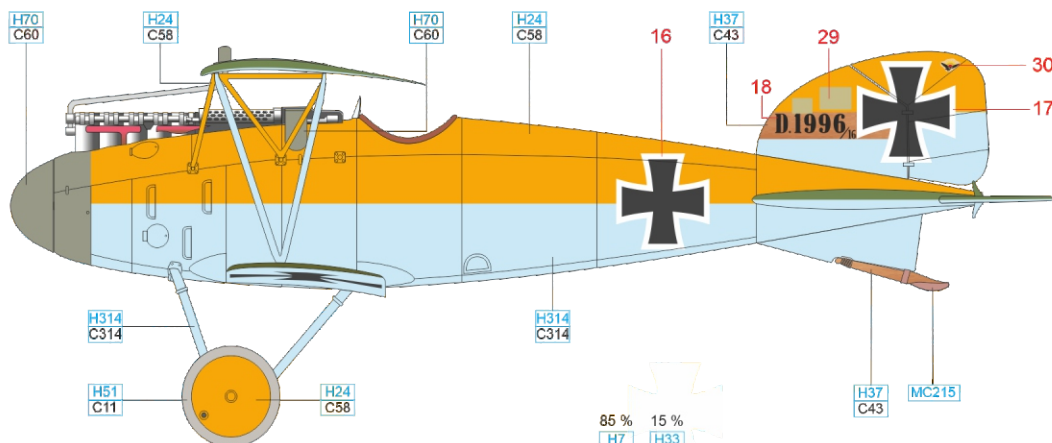


DARK GREEN C123	DARK GREEN C124	WOOD BROWN H37 C43	RUSSET H33 C81	COPPER MC215
PURPLE H39 C67	BLUE H314 C314	LIGHT GULL GRAY H51 C11	GRAY H70 C60	RED H3 C3

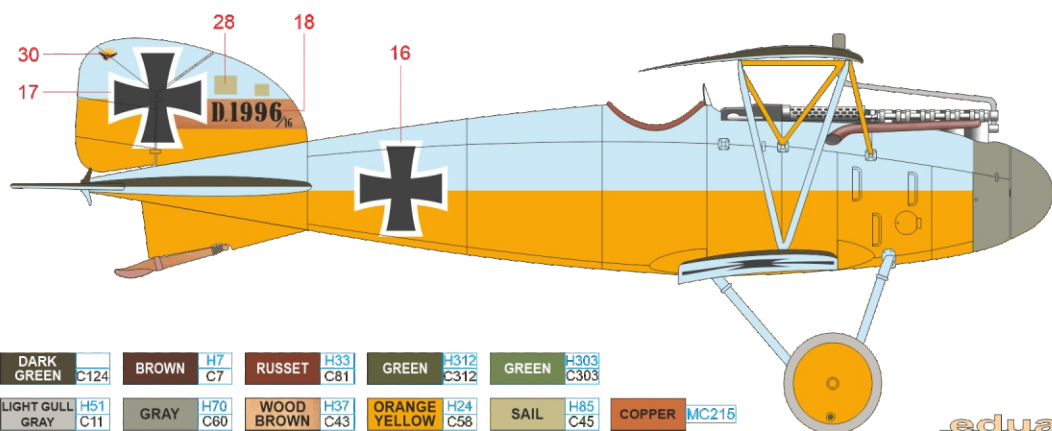
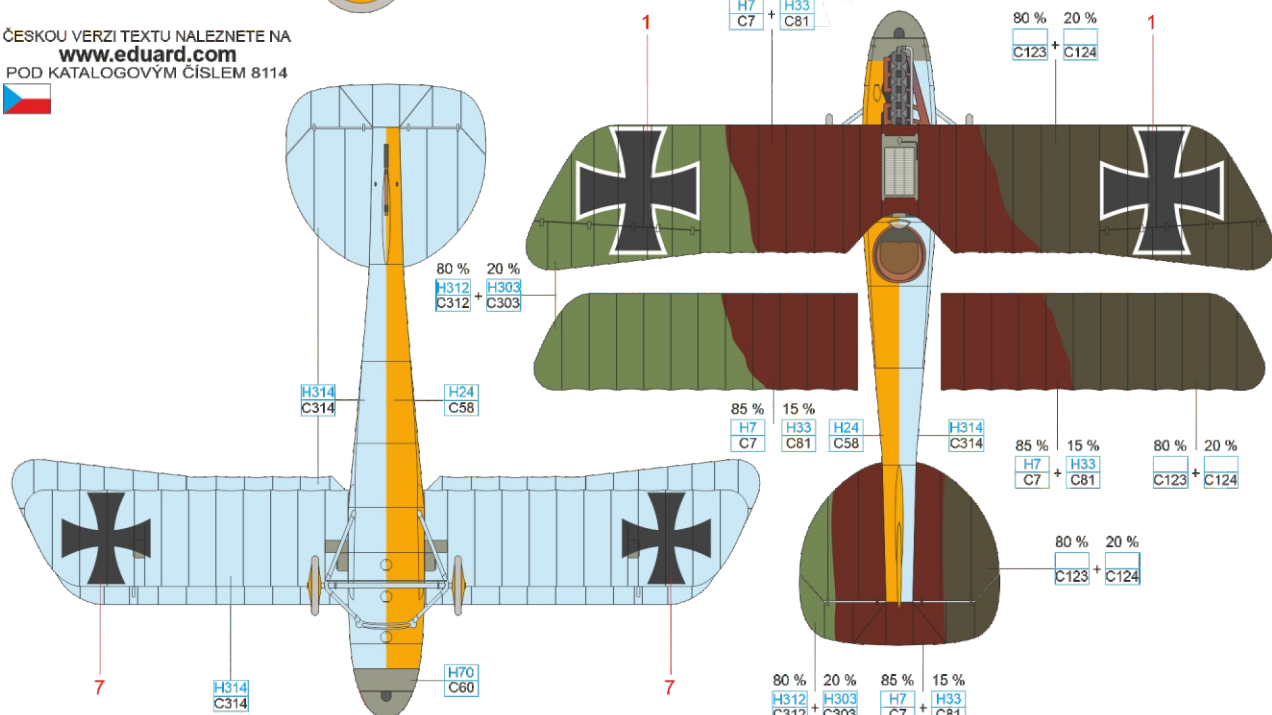


E D.1996/16, Lt. Hans-Georg Edward Lübbert, Jasta 11, La Brayelle, France, March 1917

This attractively colored Albatros D.III was a personal mount of Edward Lübert during his service with Jasta 11. According to the interpretation of the black and white photographs, the aircraft most likely bore a yellow and blue fuselage livery, with the order of colors being reversed on the left and right sides, as well as on the rudder and vertical stabilizer. However, the serial number was left unpainted on the wooden base on both sides. Lübbert was wounded in combat with this aircraft on March 6, 1917 (shoulder gunshot wound) but managed to land it and Manfred von Richthofen flew it back to the unit. The Red Baron also borrowed Lübbert's aircraft on March 17 and scored his 27th kill with it. Less than two weeks later, on March 30, Lübbert was shot down and killed, but he did not fly this aircraft on that occasion. It remained with the unit until May 11, 1917, after which it was used by Lt. Rudolf Hohberg of FF(A) 263 for photo reconnaissance purposes. Edward Lübbert was nicknamed Kugelfang (bullet catcher), as there was perhaps not a single engagement from which his aircraft did not bring some sort of damage. On the D.1996/16 there are patches of shots-through of the vertical stabilizer clearly visible.



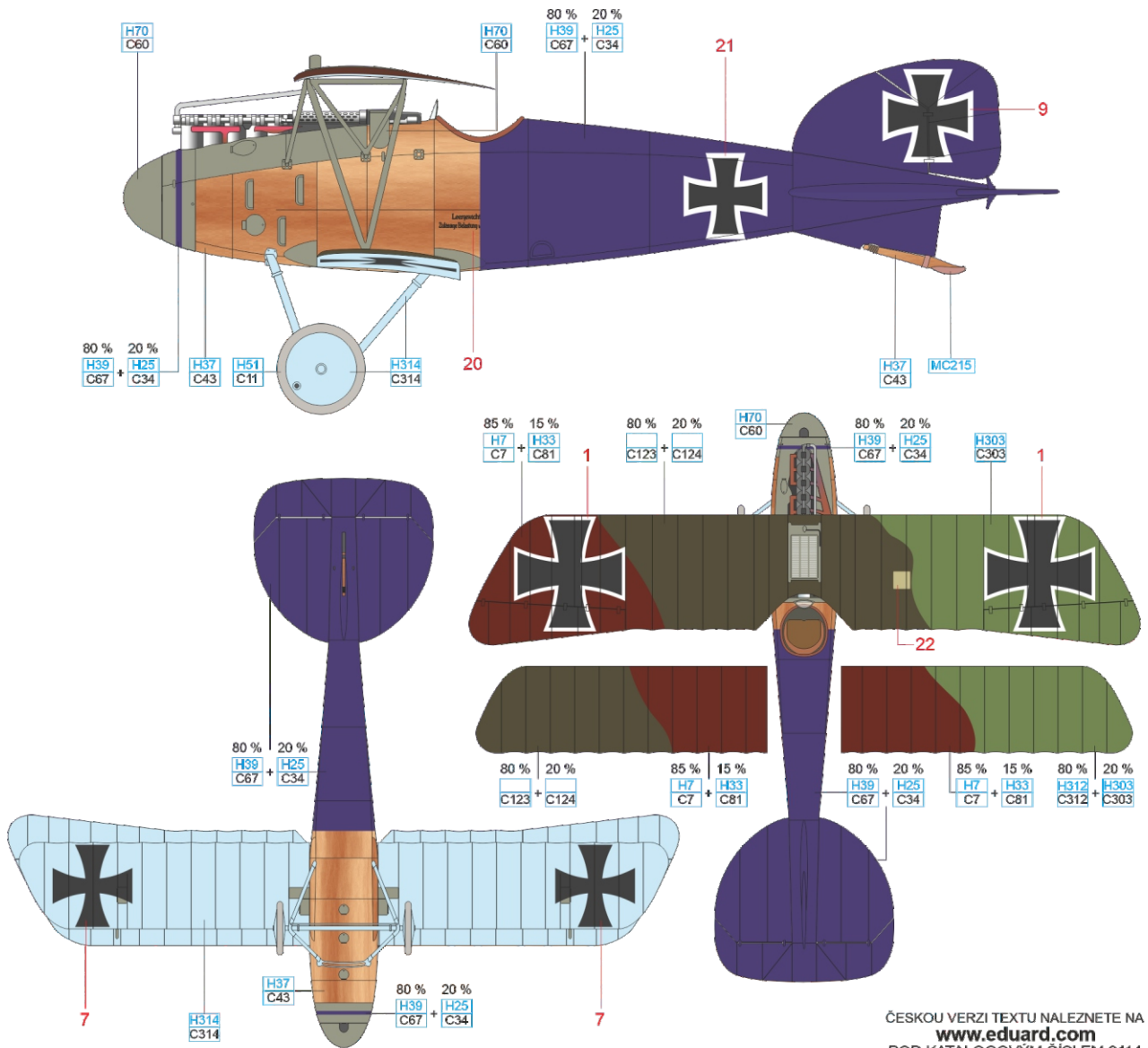
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8114



DARK GREEN	C123	DARK GREEN	C124	BROWN	H7	RUSSET	H33	GREEN	H312	GREEN	H303
BLUE	H314	LIGHT GULL GRAY	H51	GRAY	H70	WOOD BROWN	H37	ORANGE YELLOW	H24	SAIL	H85
	C314		C11		C60		C43		C58		C45
										COPPER	MC215

F Lt. Franz Ray, Jasta 28, Varsenare, Belgium, autumn 1917

Franz Ray began his career as a fighter pilot on October 1, 1916, when he joined Jasta 1. He achieved his first kill on November 23 that year, then was transferred to Jastaschule 1 in mid-December, where he remained until mid-January 1917. Subsequently, together with Max von Müller, he was tasked to form the new Jasta 28w (w as the Württemberg). Ray did not achieve his second kill until September 10, 1917, but thereafter further successes began to rapidly accrue and on September 23 he became the fighter ace after achieving his fifth victory. At the end of 1917, Jasta 49, one of the new units formed in response to the US entry into the war (the so-called "Amerika Programm", i.e., doubling the number of Jasta units from 40 to 80) was established. Franz Ray became its commander and achieved eight more kills there, raising his score to a final 17 victories. He achieved his last one on September 30, 1918, then was called to Germany in October to test new aircraft and never returned to the front. His Albatros D.III he was flying in autumn 1917 had the rear half of the fuselage painted blue-violet, the upper surface of the upper wing having a reversed order of camouflage colors compared to the standard.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8114



WOOD BROWN H37 C43	DARK GREEN C123	DARK GREEN C124	GREEN H303 C303	GREEN H312 C312	RUSSET H33 C81
BLUE H314 C314	LIGHT GULL GRAY H51 C11	GRAY H70 C60	PURPLE H39 C67	SKY BLUE H25 C34	BROWN H7 C7
					COPPER MC215

