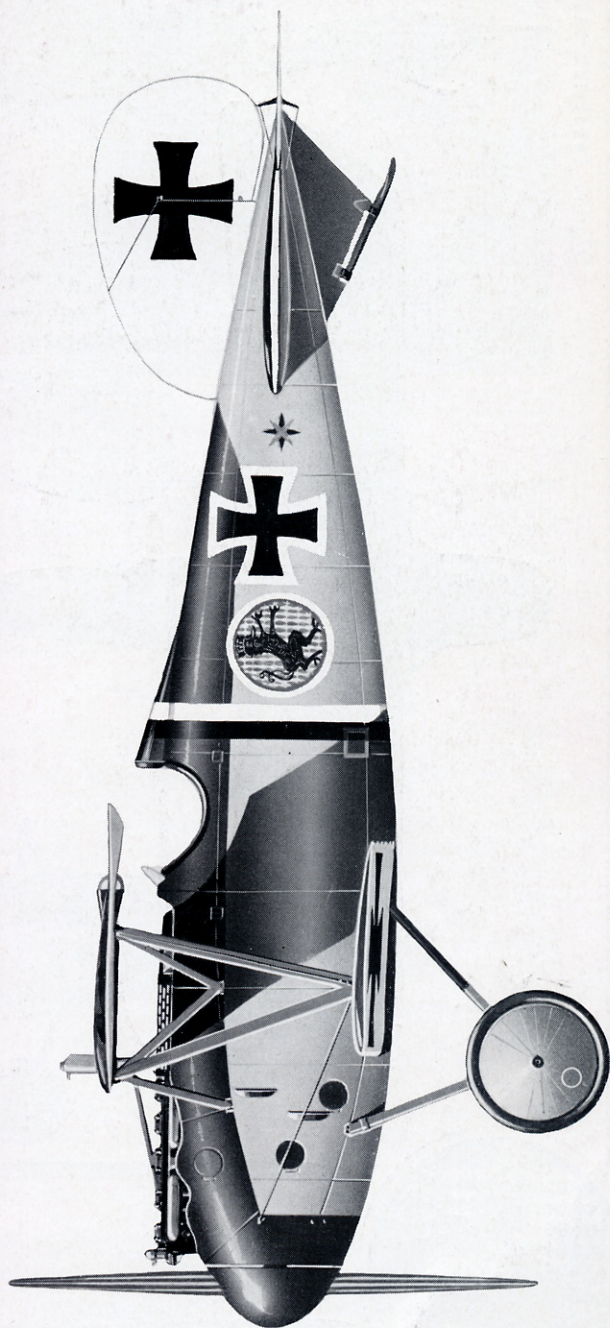
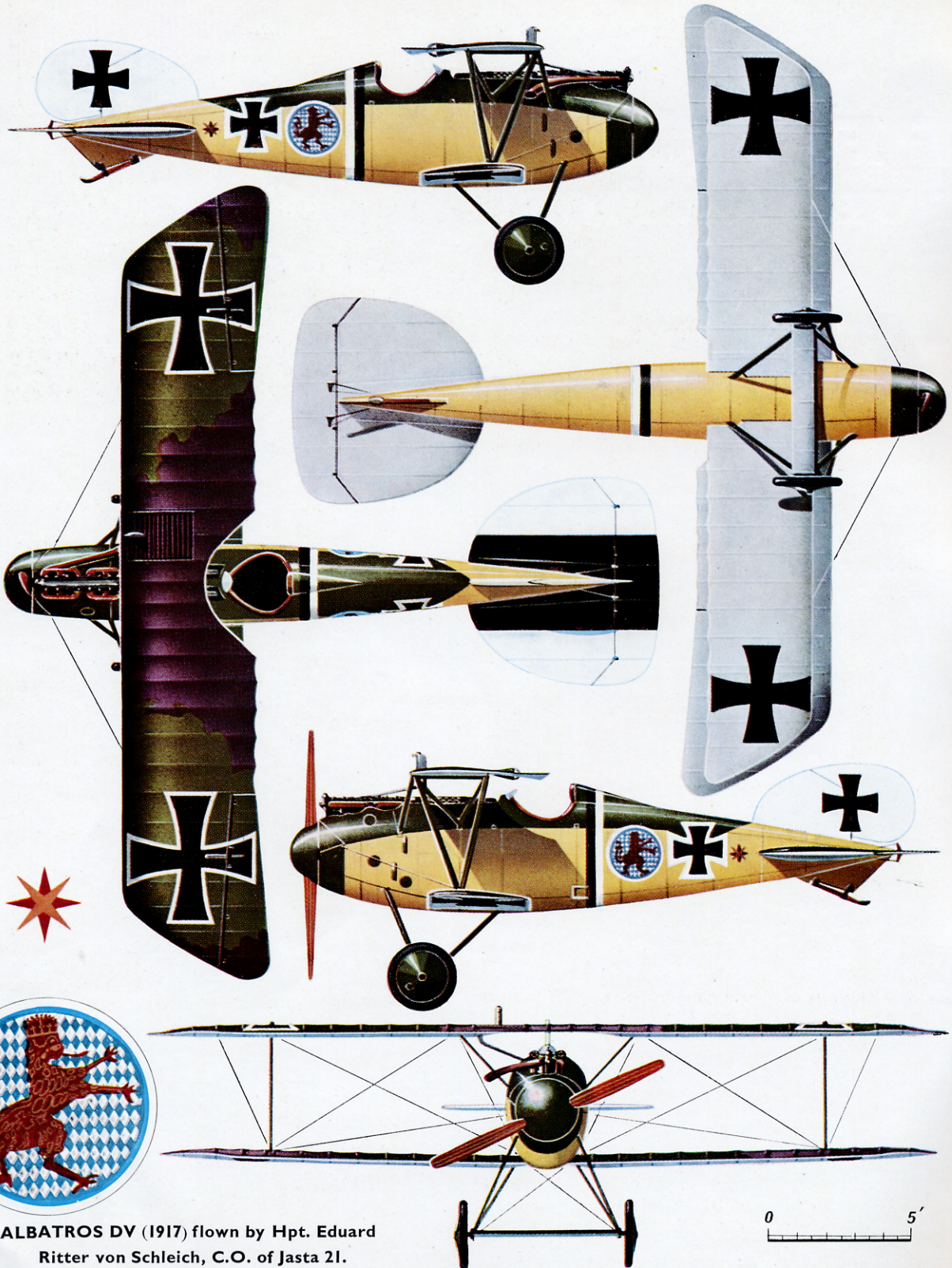


**PROFILE  
PUBLICATIONS**

**The  
Albatros  
D V**

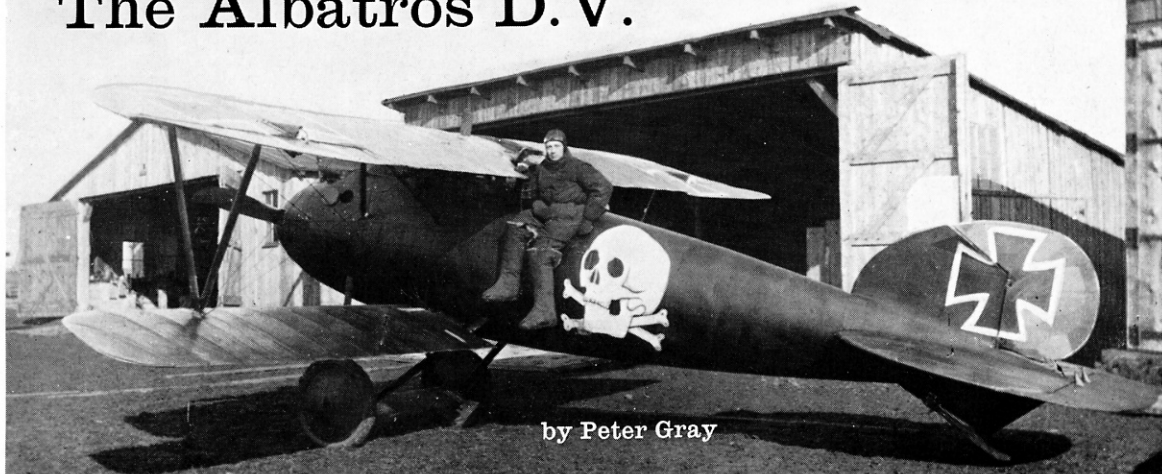


**NUMBER 9  
TWO SHILLINGS**



ALBATROS DV (1917) flown by Hpt. Eduard Ritter von Schleich, C.O. of Jasta 21.

# The Albatros D.V.



by Peter Gray

*Fuselage and fin of this Albatros D V appear to be over-painted: rudder, tailplane, and wings are covered with lozenge-patterned fabric. The skull motif is almost identical to that on the Fokker D VII in which Wüsthoff was shot down, but it is not confirmed that the Albatros was Wüsthoff's. (Photo: Peter M. Grosz)*

High above the French sector of the Western Front in the summer of 1917 a shark-like shape, resplendent in red and white candy striped decor and gleaming jewel-like in the early morning sun, sliced through a tuft of cumulus and pounced upon the unsuspecting Breguet reconnaissance machine pursuing its lawful occasions below. Its twin Spandau machine guns spoke briefly and the luckless observer slumped to the floor of his cockpit. Climbing away the striped machine poised for another attack from out of the eye of the sun; another stammer of bullets was unleashed into the Frenchman—the Breguet now began to burn, fell off on one wing and with increasing steepness plunged torch-like to the ground trailing a funeral pyre of black smoke.

This streamlined destroyer was the Albatros D V, fast becoming the mainstay of the German fighter units (the *Jagdstaffeln*) which had been organised towards the end of the previous summer. It was not exactly a new aeroplane, but more a logical development and refinement of an existing design which had begun with the Albatros D I in 1916. The brain behind this streamlined series was Dipl. Ing. Robert Thelen, then chief designer to the *Albatros-Werke* at Johannisthal; with assistance of two other aeronautical engineers, Dipl. Ing. Schubert and Ing. Gnaedig.

Progress had been made through the initial D I and D II types with the equal chord wings, to the D III with its much narrower lower wing inspired by the French Nieuport chaser machines. The Albatros D IV which followed, featured a return to the equal chord wing format of the D I–D II series; power unit was an experimental geared 160 h.p. Mercedes which enabled it to be completely enclosed in the nose. However, teething troubles with this engine plagued the design and it was not proceeded with.

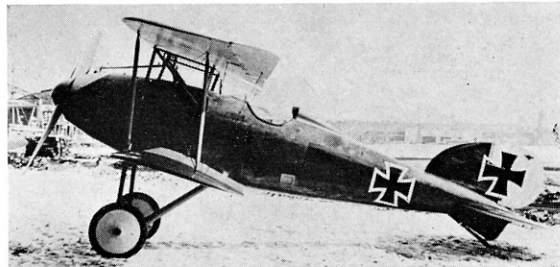
Retaining the fuselage of the D IV, which was more oval and of better aerodynamic shape than the D III, the D V was evolved with a return to the sesquiplane wing structure of the D III. Initially the Albatros D I had been designed to regain the supremacy which the notorious Fokker monoplanes had lost to the British D.H.2 and French Nieuport scouts, which it did with admirable effect. Progression to the D V was a con-

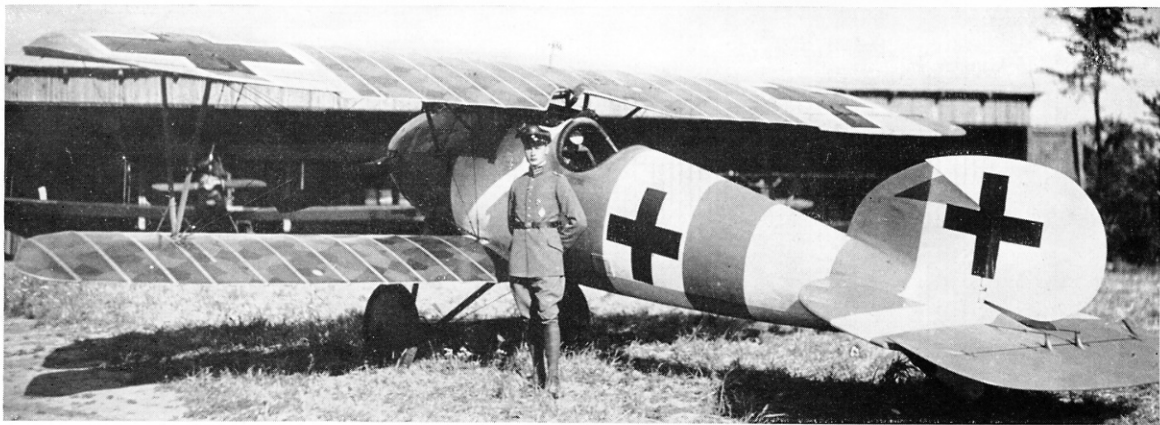
tinued attempt to retain the balance of fighter supremacy in Germany's favour, in the face of the Camels, Spads and S.E.5s of the Allies. Although vast numbers of Albatros D V and D Va's were built by the parent company at Johannisthal, and by the subsidiary, *Ostdeutsche Albatros Werke* at Schneidemühl, no really decisive ascendancy over the Allied types was achieved.

## THE D V DESCRIBED

Certainly the Albatros D V (and its D Va development) was a fine looking machine. In endeavouring to improve performance over that of the D III the airframe was carefully made lighter and the fuselage contours considerably improved. Initially the same 160 h.p. Mercedes engine was used, but later the compression ratio was raised and eventually oversize cylinders and pistons were fitted, which up-rated the power to 170–185 h.p. at varying altitudes. The fuselage itself was a semi-monocoque structure consisting basically of lightened ply formers and eight spruce longerons, to which was pinned and screwed the outer covering of carefully shaped plywood panels. This method of construction was of considerable strength and called for no internal bracing at all. In section it varied from completely circular at the nose and developed through truly elliptical formers to a horizontal knife-edge aft. The engine was neatly installed but with much of the cylinder block exposed

*The Albatros D IV, sleek forebear of the D V, was fitted with a closely-cowled, geared engine.*





Lt. Helmuth Dilthey, Jasta 40, with his green and white Albatros D Va in June 1918. Authenticity of colours is confirmed by (then) Lt. Degelow, C.O. Jasta 40. (Photo: Egon Krueger)



This Albatros D Va—D6553/17, (O.A.W.), thought to be Jasta 4, was a Schneidemühl-built machine. Note auxiliary strut from interplane strut to leading-edge. (Photo: Egon Krueger)

to facilitate servicing. A large bulbous spinner was fitted to the laminated (ash, walnut, mahogany) air-screw, of slightly less diameter than the fuselage immediately aft, in order to admit cooling air to the crankcase. Removable metal panels were adjacent to the cylinder block and around the first section, otherwise the fuselage and lower wing root stubs were completely ply skinned. A neat headrest fairing was fitted, but as this tended to restrict vision to the rear it was often removed on active service.

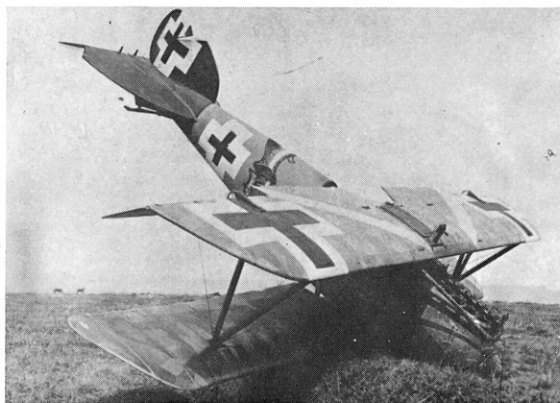
Tail surfaces were similar to the D III, in fact the tailplane and elevator were interchangeable with that aircraft. The fin was built integral with the fuselage and ply skinned in like manner to the fuselage, as was also the triangular under fin which formed the support for the stout ash tailskid. The tailplane was wooden framed and fabric covered. A D III-type rudder with straight trailing edge was used on the prototype D V but thereafter the more familiar rounded rudder was fitted. This surface, like that of the one-piece elevator, was constructed from light-gauge steel tube and fabric covered. Large removable inspection panels were situated between the tailplane and fin to facilitate access; these were square and positioned at 45 degrees to the vertical.

In the main, the wing structure followed the usual all-wood tried and trusted Albatros practice, certainly the upper wing did with its two box-spars located well forward and the front spar connected to the leading-edge with a plywood capping strip. A wire trailing-edge member imparted the distinctive scalloped effect. Ribs were of ply considerably fretted with lightning holes and were narrowly flanged with spruce. Ailerons

were of inverse taper and of steel tube framing and in their operation departed from former practice. The cables now ran up through the fuselage decking, into the centre-section, and along the inside of the wing and were attached to pulleys mounted on the aileron leading-edge—small shrouds housed the cables where they emerged through the wing surface. A Teeves and Braun radiator was mounted in the starboard side of the centre-section; a shutter beneath it was manually operated by the pilot to partially blanket off the surface giving the required degree of cooling. Centre-section struts were of 'N' pattern, with a bracing member across the upper extremities, and were of streamlined steel tube from which medium the interplane Vee struts were also fabricated.

The lower wing followed the same general method of construction as the upper but due to its considerably reduced chord it was based on a single spar, as on the French Nieuports, from which type the idea was adapted. It was in this single spar wing that the inherent weakness of the "Vee Strutters" (as they were dubbed by the Royal Flying Corps) lay, i.e. the unfortunate tendency to break up in a prolonged dive. At the time the reason was not fully understood, as the structural strength of the wings proved to be more than adequate under static load tests. It was eventually discovered that the single spar was located too far aft, this causing vibrations which, in a prolonged dive,

Green tailed D V of Oblt. Flashar, Jasta 5, displays 'mailed gauntlet' motif on fuselage and chevron on lozenge fabric covered wings. Note early type "Balkankreuz" with white outline. (Photo: Egon Krueger)





Another view of 'Blitz' showing arrow motif more clearly.

(Photo: Egon Krueger)

increased proportionately eventually resulting in structural failure. A degree of safety was achieved by the fitting of a short auxiliary strut from the leading-edge to the Vee interplane strut; but this was no more than partially effective and pilots were cautioned not to over-dive their Albatroses. All flight surfaces were fabric covered, the fabric being sewn and tacked to the ribs on both surfaces with rib tapes.

An orthodox streamline steel tube undercarriage chassis was fitted: a single spreader bar behind the axle joined the apices of the vees and this assembly was covered by a streamlined fairing. The wheels were sprung with elastic shock cord which bound the axle to the vees. Tyres fitted were of 700 mm. diameter and 100 mm. section and the wheel discs were generally of fabric or metal, although on one captured machine (D 5253/17) they were of three ply.

Armament consisted of twin fixed Spandau machine guns mounted on the decking immediately in front of the pilot and synchronised to fire through the airscrew disc by a direct flexible drive interrupter gear. They were fired from twin triggers on the control column actuated through a Bowden type cable and could be operated independently.

The Albatros D Va which soon succeeded the D V on the production lines differed very little—the air-frame was strengthened which resulted in an increase in the all-up weight of some 80 kg (132 lb. approx.).

'Blitz', Albatros D Va of Lt. von Hippel Jasta 5 showing areas of mauve and olive green camouflage on upper wing surface. Arrow device on fuselage was red and white.

(Photo: W. Puglisi)



Hermann Göring (2nd from left) and his D V of Jasta 27, after 8th victory over Lt. Slee, R.F.C. Black fuselage with white nose and tail.

(Photo: Egon Krueger)

Aileron operation reverted to the earlier system used on the D III where the cables were led through the lower wing and then ran vertically up adjacent to the interplane strut station to connect to the aileron crank lever. D Va and D III upper wings were in fact completely interchangeable, the only difference being that the aileron crank was somewhat shorter in the D Va. It was *only* in the method of aileron operation that positive visual identification between D V and D Va was possible.

## INTO SERVICE

Summer 1917 saw the introduction of the Albatros D V to the *Jagdstaffeln*, to be joined by the D Va in the late autumn of that year. It is not known exactly how many D V and D Va's were built (the factory did not differentiate between the types) but prodigious orders—for those days—must have been placed judging by the numbers that eventually came to be in service. In September 1917 some 424 D Vs were at the Front which figure peaked to 526 in November 1917, thereafter numbers gradually decreased: correspondingly D Va figures increased until March 1918 when 928 Albatros D Va's were with Front Line units compared with 131 D Vs. It may be safely assumed that all 80 *Jastas* (as the *Jagdstaffeln* were abbreviatedly known) that were formed in time for the big German offensive of March 1918 at one time or another had D V and D Va's upon their establishment. Strangely enough D III manufacture was not immediately discontinued, they continued to come off the production line alongside the later machines until early 1918. Consequently *Jastas* often had a mixed bag of Albatros D III, D V and D Va's on strength; it was possible that some may

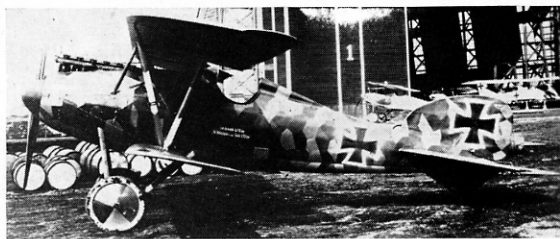
have had Pfalz D III, D IIIa and Fokker Dr.I.

Certainly the Albatroses were the most widely used German fighters and continued in service until the Armistice although from mid-1918 onward the Fokker D VII came increasingly into use. The disadvantage of the Albatros D V and D Va series was that it was introduced into service when already more-or-less obsolescent and then had to operate with a restriction on its diving performance. Its main asset was the usual numerical superiority it obtained over the smaller Allied patrols.

### COLOUR SCHEMES

Many and varied were the colour schemes adopted by Albatros pilots with all sorts of colourful, and even bizarre, unit and individual devices. Most often though these were confined to the fuselage and tail surfaces but inevitably there were exceptions to the rule and machines with over-all colour schemes were reported by Allied pilots. Evidence of this is confirmed by Eduard von Schleich, C.O. of *Jasta 21* from May 1917, who, after the death of his friend Lt. Limpert, painted over the whole of his Albatros D V with black paint. It is of interest to mention that earlier von Schleich had intended to use the blue and white background of his Bavarian Lion insignia as a scoreboard, marking the date and place of his victories on the lozenges. It has often been reported that Manfred von Richthofen flew all-red aircraft but this does not seem to be supported by modern research in this field, and it is now generally supposed that the red was confined to the complete fuselage, all struts and possibly tail unit, only.

As these Albatros fighters were often such colourful aircraft digression on to the basic "ex works" finish seems worthwhile. Albatros D V and D Va came from the two factories at Johannisthal (Berlin) and Schneidemühl in two types of camouflage finish applied to the fabric covered surfaces. From 12th April 1917 a shadow shading style of camouflage was applied to the upper wing and tail surfaces: the wing being divided into no more than two (roughly half and half), or at the most three, large irregular patches of darkish olive green and a drab mauvish purple. Underneath surfaces were finished in a light blue shade approximated to sky blue. Serial numbers were painted in black, in an ornate style, along the base of the fin followed by an oblique stroke with the last two digits (in a smaller size) of the year in which the production order was placed e.g. *D 5787/17*.



*Albatros D V prototype. Note D III-type rudder with straight trailing edge, and that fuselage and fin have been painted in same style as lozenge fabric on flight surfaces.*

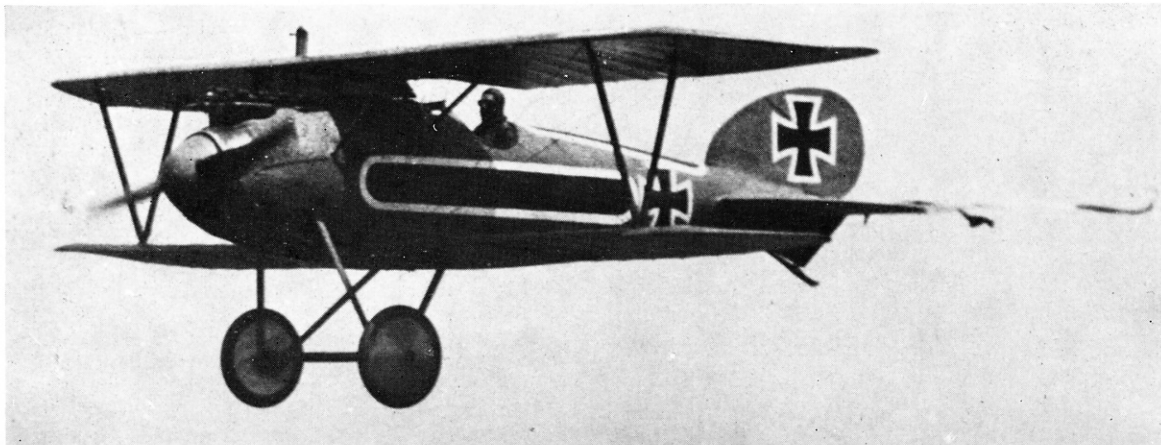


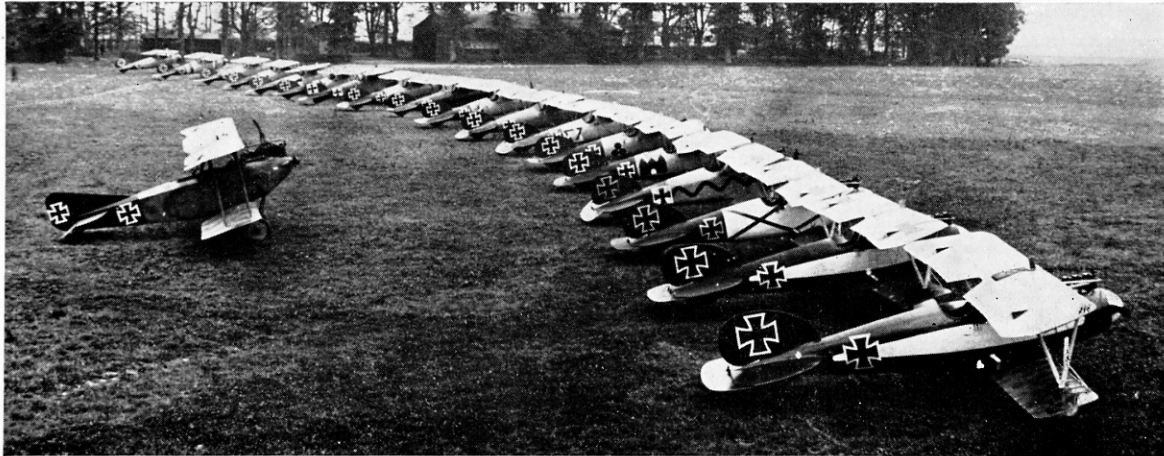
*Oblt. Benz of Jasta 78 with D Va D6924/17 (O.A.W.) showing ultimate style of 'Balkankreuz'.* (Photo: Egon Krueger)

A major development in German aircraft camouflage was the introduction of fabric which was pre-printed in a pattern of irregular polygons, which has become more widely known—for simplicity of designation—as "lozenge" fabric. It has now been established with reasonable certainty that only two basic patterns existed, one consisting of a five-colour combination and the other a four-colour combination. Each pattern was printed in two sets of colours, that to be used for the upper and side surfaces was in darker shades than that to be applied to the under surfaces. In respect of the five-colour fabric the shades of the upper surface were approximately: indigo blue, blue-grey, deep mauve, sage green and yellow ochre. The under surface shades were: pale pink (tinged with blue), cream (tinged with crimson), bright reddish pink, leaf green (tinged with grey) and pale cerulean blue (tinged with grey). Upper surface shades of the four-colour fabric were: violet, dark blue-green, beige, light sage green. Under surface shades were: pale cobalt (tinged grey), pale leaf green (tinged grey), pale terra cotta, reddish pink (tinged grey). It will be seen that the under surface shades were much less saturated than

*Albatros D Va of Lt. Schlömer, Jasta 5, fuselage motif black with white border.*

(Photo: Egon Krueger)





*Black tailed D Vs of Jasta 12. Rear aircraft is A.E.G. C IV, squadron 'hack', also with black tail.* (Photo: Egon Krueger)

the top surface, more of pastel colour tinged with grey. Not all fabrics were absolutely identical however, and varied slightly with differing dye batches. Another point is that although it was laid down that two types of fabric should be applied to aircraft, they were not always so covered and if one or other fabric was in short supply an airframe would be covered in a single type of fabric.

The fuselage was left in its natural wood (birch ply) finish with a coating of protective varnish which gave a warm yellow appearance. All steel struts and metal panels were given a coat of grey or olive green protective paint. Exhaust manifolds and induction pipes were of copper and water line piping from the radiator was of brass or copper. Near full chord Patee crosses with narrow white outlines were positioned on top of the upper wing tips and underneath the lower wing tips, also on the fuselage sides and on fin/rudder. This type of cross remained in force until 15th April 1918 when the form was changed to the straight sided *Balkankreuz*, at first surrounded by a white outline 150 mm. wide. On 25th June 1918 the white outline was revised and confined only to the sides of the cross and to be only a quarter of the width of the bars of the cross.

## OPERATIONAL EXPERIENCE

When issued to the *Jastas* in the summer months of

1917 the Albatros D V was received with varying degrees of enthusiasm, the older pilots having hoped for a machine with a considerably improved performance over that of its Albatros D III forebear—a hope that was doomed to disappointment. The psychological effect of a suspect wing strength when diving for any appreciable length of time was considerable and the fighter gained an unenviable reputation. A tendency to failure of the cantilever ends of the upper wings, due to vibration and flexing, was largely cured by the addition of a bracing cable running from the apex of the interplane Vee struts to the centre of the rear spar on the overhanging outer portion. However, repeated crashes occurred due to continued lower wing failure which was eventually partially remedied as mentioned earlier in the text.

Lt. von Hippel, a member of *Jasta 5*, experienced an uncanny escape when, following a prolonged dive of some 3,000 feet during combat in the vicinity of Le Catelet on 18th February 1918, the lower port wing of his D V failed; not then having been fitted with the auxiliary strut to the leading-edge. It eventually broke completely away from the rest of the fuselage and the fact that it did so—and did not continue to assume a distorted shape setting up uncontrollable forces—doubtless facilitated von Hippel's eventual escape as he managed to nurse the damaged airframe down the remaining 13,000 feet but unfortunately overturned

*Albatros D V flown by Lt. Billick of Jasta 12. Has black fuselage emblazoned with swastika and wings of green/mauve camouflage.* (Photo: W. Puglisi)





*Sleek lines of the D Va are displayed in this head-on view. Note absence of auxiliary strut.*

on landing. The lower wing which broke away was eventually located more than twelve miles distant.

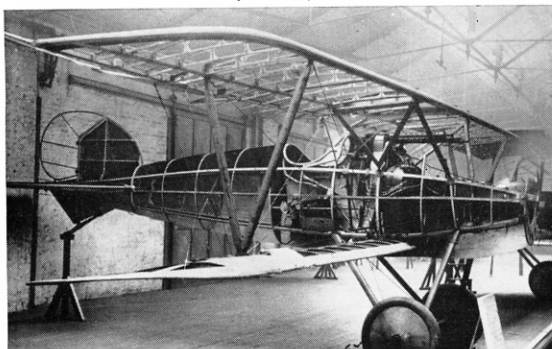
In the hands of a skilled pilot however the Albatros was able to give a lively account of itself and during the winter months of 1917-1918 Major J. B. "Jimmy" McCudden V.C. in his autobiography "Flying Fury" refers several times to the agility and illusiveness of opposing Albatros fighters. In particular to a green tailed Albatros with whom his flight tangled several times, but whom he was unable to line up in his sights. On 6th December 1917 whilst patrolling at 12,000 feet over Gouzancourt McCudden writes:

I led my patrol north and then turned west behind the six V-strutters, who still flew on looking to the west. We closed on them and I gave everyone of my men time to pick a Hun before I fired and drew their attention. It seemed to me very funny that six of us should be able to surprise six Huns so completely as to get within range before being seen. I closed on the Hun I had selected and fired a short burst at him after which he went down vertically with a stream of petrol following him. I noticed he had a tail painted light blue.

By now I was in the middle of these Albatroses and saw that they were a patrol of good Huns whom we had fought before, they all had red noses and yellow fuselages but each had a different coloured tail. There was a red, light blue (whom I sent to the sports), black, yellow, black and white striped, and our dear old 'green tail'. By Jove! They were a tough lot. We continued scrapping with them for half an hour and they would not go down although we were above them most of the time.



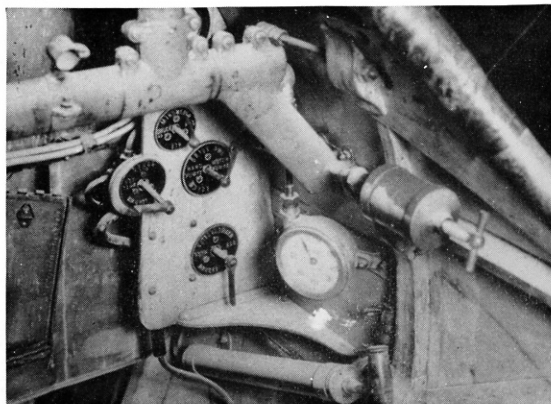
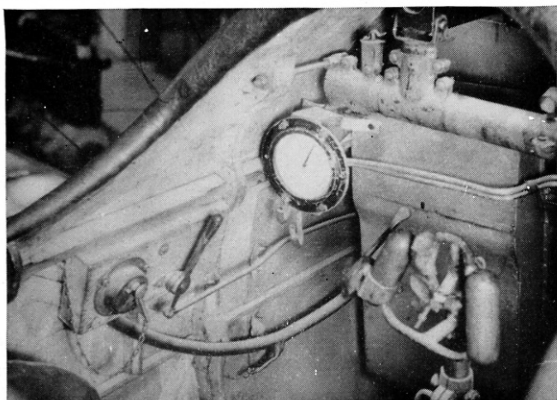
*Black and white striped Albatros D V, thought to be of Jasta 2 (Boelcke).*



*Captured Albatros D Va stripped of engine and fabric covering for display in London during 1918.*

*Left-hand side of D Va cockpit (British A.S.I. fitted); Right-hand side of D Va cockpit.*

(Photos: R. Waugh.)

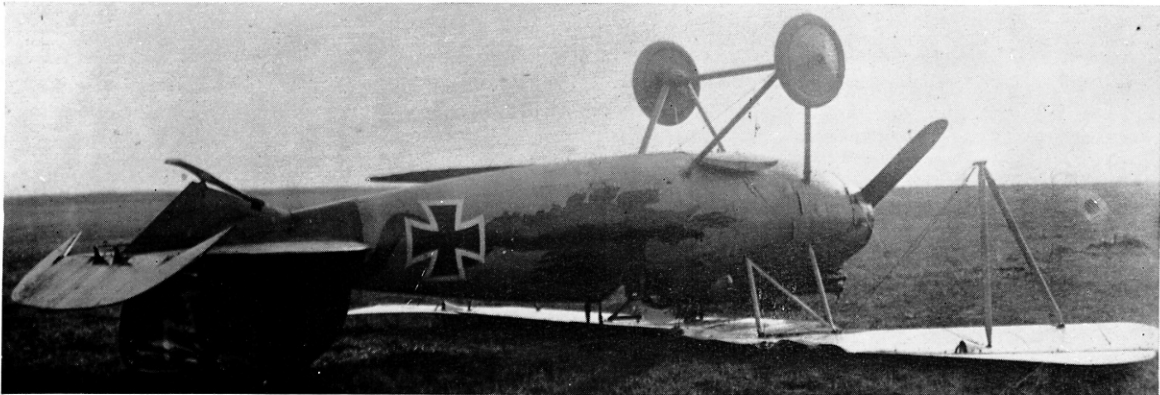






Line-up of Jasta 5 Albatros D IIIs and D Vs at Boistrancourt, 1917.

(Photo: Egon Krueger)



The Dragon-inscribed D V in which von Hippel had such a remarkable experience.

(Photo: Egon Krueger)

A few days later on the 9th December he reports:

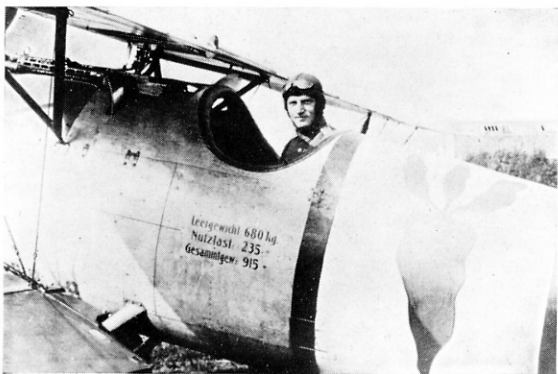
We now flew up towards Bourlon Wood, where we encountered 'green tail' and a brown Pfalz. We scrapped these two for half an hour and with no result, for these two co-operated wonderfully and put up a magnificent show, for we could not attack either of them without having the other after us. There were now only three of us and we did our very best to get one of them but to no avail. After a time they both went down, apparently for some more petrol or ammunition and we flew home.

McCudden was eventually to destroy the "green tail" Albatros D V. On 18th February 1918 he remarks:

Very soon we sighted a patrol of Albatroses below us—I signalled to attack and down we went with the sun behind us.

D Va displays what appears to be a carrot-type insignia. Pilot thought to be Lt. Mohr.

(Photo: Peter M. Grosz)



I singled out the leader and fired a good burst from both guns and I must have riddled the pilot, for he still flew on straight until the machine burst into flames, and then it fell over sideways. I got a plain view as it fell a flaming wreck. It was 'green tail'. The pilot had fallen from the machine and was hurtling to destruction faster than his aircraft. This Albatros was the identical one that had shot down Maybery (Capt. R.A. Maybery, M.C.) in December. It had the green tail, the letter K and the white inverted V across the top of the wing. I was very lucky to get him.

Capt. F. Adams a Bristol Fighter gunner with 11 Sqn. R.F.C. was able to testify as to the viciousness with which Albatroses were able, on occasion, to press home an attack. During the second week of July 1917 he writes:

Before reaching Flampoux, (near Arras) we saw the

Eduard von Schleich with his Bavarian Lion D V. Note large, rear-view mirror on cockpit. See also 5-view drawing on page 1.

(Photo: Egon Krueger)





Captured Albatros D V, D2129/17, with spiral ribbon marking. Note British A.S.I. pitot head on port interplane struts.

two German artillery buses streaking for home and after waiting for some time for them to reappear, started on patrol down the lines. Near Cambrai we ran into a formation of seven Albatros scouts led by a machine painted red with black stripes and obviously the same *staffel* we had fought previously. There was now no doubt that we were absolutely 'for it'. West (piloting the Bristol) and I attacked the leader while Pern and Day attacked one of the others. West's bullets appeared to be going right through the Hun's fuselage, but quick as lightning the Bosche turned and, coming at us nose on, soon had a bullet through the petrol tank and another through me. Spinning down to 500 feet we straightened out but the red machine was still on our tail, so I kept the Lewis firing at him as best I could, although I could now hardly see the gun sights through the loss of blood. Eventually we crashed in the grounds of a Casualty Clearing Station near Boyelles; how we managed to get so far I never knew as West was killed three weeks later and I was sent home unfit for further active service.

*Albatros-Werke* entered four D Va's in the first of the competitions the German authorities organised at Adlershof (Berlin) airfield during January and February 1918. These competitions were instituted in an

endeavour to ensure their fighting squadrons received the best equipment, and manufacturers were invited to submit D type (i.e. single seat fighter) machines for evaluation by Front Line pilots in addition to their own test pilots in competitive speed and climb tests. Of the four Albatros D Va machines entered, two: D 7089/17 and D 7090/17 were fitted with standard Daimler Mercedes D III engines, 4563 (Factory No. —military serial not recorded, if allocated) was fitted with a Mercedes D IIIaü (überkompressed=high compression ratio) engine and D 7117/17 was powered by a B.M.W. IIIa engine developing some 185 h.p. However, no startling performances were recorded and the eventual winner of the first com-

*continued on back page*

#### SPECIFICATION

**Manufacturer:** Albatros-Werke G.m.b.H. Johannisthal, Ostdeutsche Albatros-Werke, Schneidemühl.

**Power Plant:** 160 h.p. Mercedes D III Albatros D V. 170/185 h.p. Mercedes D IIIa Albatros D Va (Basically standard DIII engine with higher compression ratio, later over-size cylinders and pistons were fitted).

**Dimensions:** Span 9·05 m (29 ft. 8½ in.). Length 7·33 m (24 ft. 0¾ in.). Height 2·7 m (8 ft. 10½ in.). Wing area 21·2 sq. m (229 sq. ft.). Chord Upper 1·5 m (4 ft. 11¼ in.). Chord lower 1·1 m (3 ft. 7¾ in.). Gap 1·5 m (4 ft. 11½ in.). Dihedral 2° lower wing only.

**Weights:** Albatros D V.—Empty 620 kg (1,367 lb.). Loaded 852 kg (1,874 lb.).

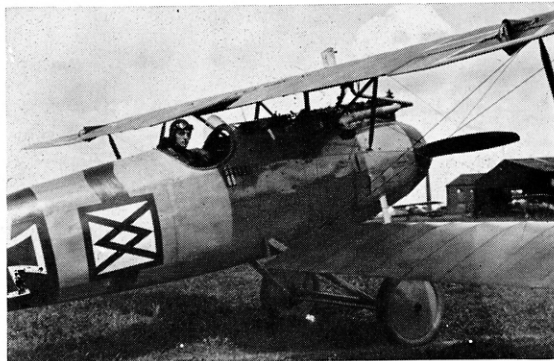
Albatros D Va.—Empty 687 kg (1,511 lb.) including 30 kg (66 lb.) cooling water. Loaded 937 kg (2,061 lb.).

**Fuel:** Petrol: Main tank 17 gallons approx. Reserve tank 5 gallons approx. Oil: 2 gallons approx.

**Maximum speed:** 165 km.hr. (103 m.p.h. approx.).

**Climb:** to 3,280 feet (1,000 m) in 4·0 minutes —to 6,560 feet (2,000 m) in 8·8 minutes —to 9,840 feet (3,000 m) in 14·8 minutes —to 13,120 feet (4,000 m) in 22·8 minutes —to 16,400 feet (5,000 m) in 35·0 minutes.

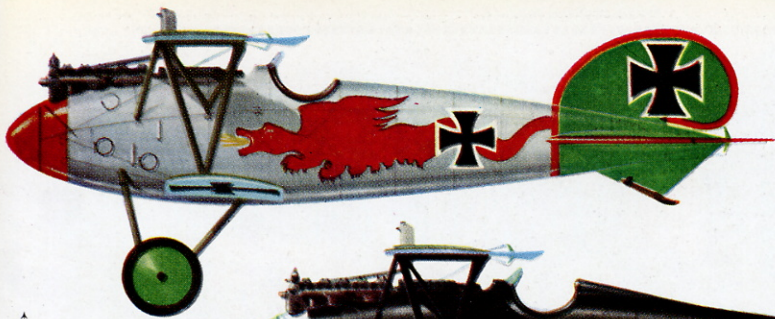
**N.B.:**—Albatros D Va D 7117/17 fitted with 185 h.p. B.M.W. IIIa engine achieved a ceiling of 10,500 m (34,440 feet)—uncorrected barograph record—on 6th February 1918 at Adlershof D Types Competition. Piloted by Diemer at a loaded weight of 872·8 kg (1,920 lb.) and fitted with Axial airscrew of 2·9 m (9 ft. 6½ in.) diameter and 1·9 m (6 ft. 2¾ in.) pitch two climbs were made to 6,000 m (19,680 feet) in 24·5 and 25·5 minutes.



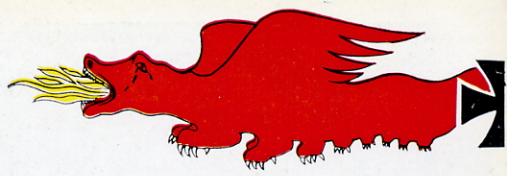
Lt. Meierdirks of Jasta 12 in D V with simple geometric insignia across encircling ribbon. Tail and nose black, spinner white, lozenge fabric wings. (Photo: Egon Krueger)

Another 'Blitz,' D Va, slightly pranged. Lozenge fabric highlights the blue rib tapes. (Photo: Egon Krueger)

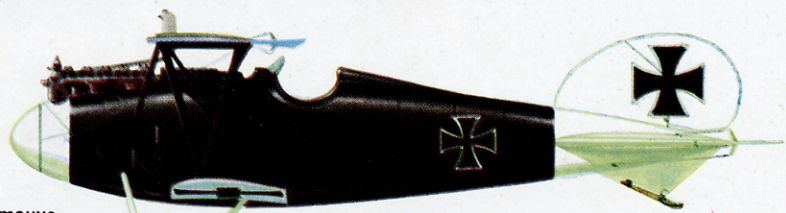




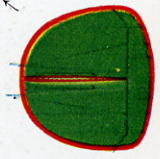
Albatros D V, Jasta 5,  
flown by Lt. Hans Joachim  
von Hippel. Wings green/mauve  
camouflage; top wing had  
white inverted chevron



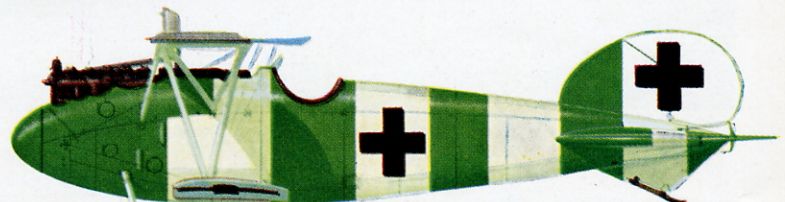
Scarlet Dragon marking



Albatros D V, Jasta 27,  
flown by Lt. Herman Göring.  
Wings green/mauve camouflage



Tailplane detail

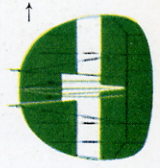


Albatros D Va, Jasta 40, flown by Lt. R. Karl Degelow,  
C/O. Jasta 40  
Wings lozenge camouflage

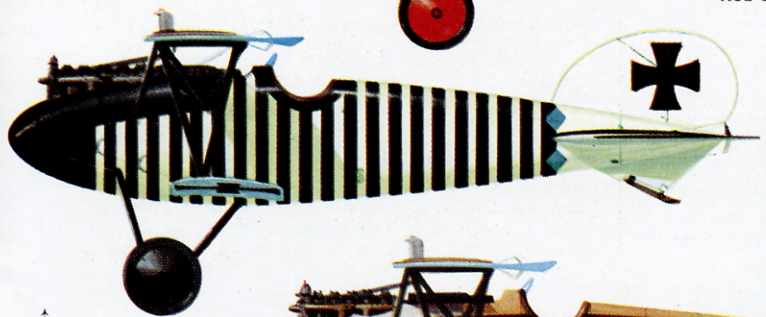
Tailplane detail,  
upper surface only



Albatros D V, Jasta 11, flown by Rittmeister von Richtofen.  
Red overall



Tailplane detail

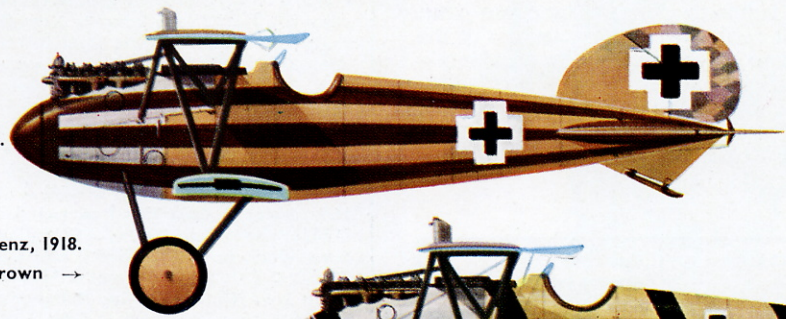


Albatros D V, Jasta  
Boelke, previously Jasta 2.  
Wings green/mauve  
camouflage



Typical lozenge camouflage

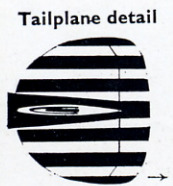
4 ft. approx.



Albatros D V, Coblenz, 1918.  
Wings faded brown



Tailplane detail

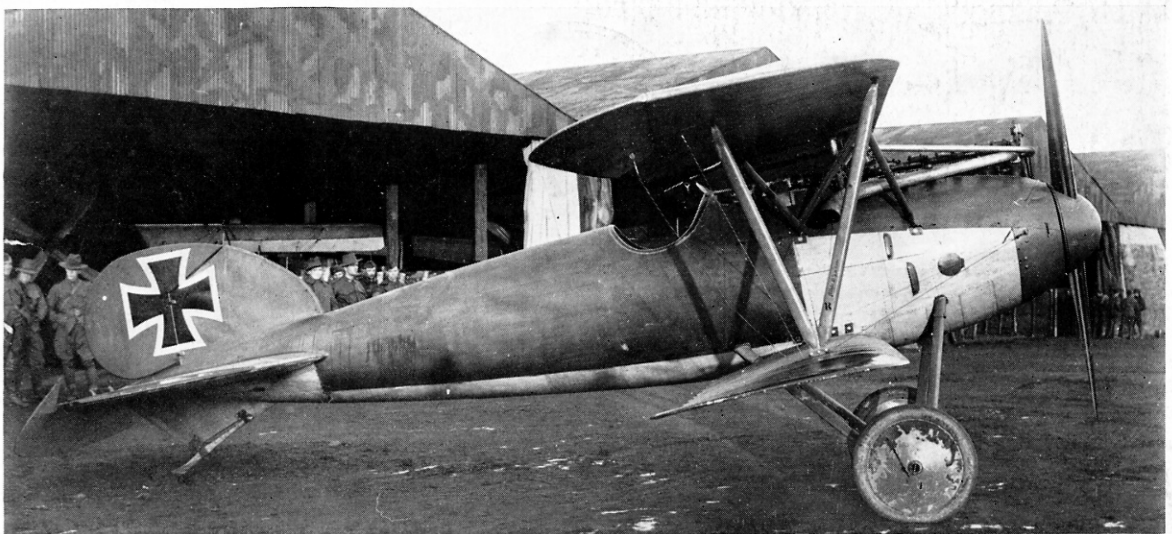


Tailplane detail

Albatros D V, Jasta 4, showing  
'wound ribbon' marking.  
Wings lozenge camouflage  
Printing under cockpit is—

Leergewicht: 680 Kg  
Nutzlast: 235 "  
Gesamtgewicht: 915 Kg





Albatros D Va brought down by an R.E.8 of No. 5 Squadron, Australian Flying Corps., now in the War Memorial Museum at Canberra. (Photo: Kevin McKay)



Early production Albatros D V. 2004/17 "Ex works".

petition was adjudged to be the Fokker V 11, which, after slight modification went into production as the D VII. Front Line pilots who were invited to assess the machines were: Manfred von Richthofen, von Tutschek, von Jastrow, von Der Osten, Bruno Lörzer, Klein and Busse.

Most of the Albatros production fighters had agreeable flying qualities and were by no means difficult machines. A useful feature of the type was the inclusion of a clamping device on the control column by which the elevators could be locked, this enabled pilots to use both hands to clear machine gun jams. A tendency to spin easily was a characteristic of the type—which trait had caused quite a few accidents—but there was no difficulty about recovery. McCudden tried his hand on a captured D Va example and expressed surprise that their pilots managed to wring from them the agility that they did.

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#### PRODUCTION

Production figures for Albatros D V and D Va are not available but the following table of the numbers of aircraft that were with the Front Line units gives some indication of the numbers that were produced:—

		D V	D Va
July	1917	216	—
September	1917	424	—
November	1917	526	53
January	1918	513	186
March	1918	250	475
May	1918	131	986
July	1918	91	604
September	1918	20	307

Known serial numbers of Albatros D V and D Va machines:  
 D 1021 D 1024 (von Tutschek Jasta 12) D 1027 (Hermann Göring Jasta 27) D 1033 (Manfred von Richthofen Jasta 11) D 1040 (No. 1 Marine Feld Jagdstaffel) D 1172 (No. 1 M.F. Jasta) D 1177 (Manfred von Richthofen Jasta 11) D 1179 D 1189 D 1199 D 2016 (Karl Thom Jasta 21) D 2024 D 2055 (von Tutschek Jasta 12) D 2059 D 2042 D 2065 (Jasta 5) D 2068 (Jasta 5) D 2076 D 2078 D 2093 D 2108 (von Griem Jasta 34) D 2130 D 2144 D 2161 (Linsingen Jasta 11) D 2164 (Karl Thom Jasta 21) D 2172 (von Schleich Jasta 21) D 2190 (Jasta 5) D 2194 (von Tutschek Jasta 12) D 2240 D 2284 (Waldhausen Jasta 37) D 2299 (Bruno Loerzer Jasta 26) D 2311 D 2312 (No. 1 M.F. Jasta) D 2343 (Jentsch Jasta 61) D 2349 D 2361 D 4023 D 4409 (Paul Baumer Jasta 5) D 4430 (Baumer Jasta 5) D 4509 D 4515 4519 D 4545 (Captured) D 4550 D 4552 D 4562 (Jasta 5) D 4563 D 4565 (Vzfw Barth Jasta 10) D 4566 (von Der Osten Jasta 4) D 4596 D 4628 (Gussmann Jasta 11) D 4629 (Jasta 5) D 4640 D 4680 D 4688 (No. 1 M.F. Jasta) D 4693 (Manfred von Richthofen Jasta 11) D 5222 (Hans Adam Jasta 6) D 5253 (Captured) D 5313 (von Schweidnitz Jasta 11) D 5358 D 5360 D 5361 D 5363 D 5372 D 5375 D 5384 (Italian Front) D 5388 D 5390 D 5401 (Hermann Jasta 10) D 5405 (Max Müller Jasta Boelcke) D 5410 (Baumer Jasta 5) D 5416 D 5496 D 5601 D 5602 D 5612 D 5621 D 5624 D 5635 D 5639 D 5677 D 5787 D 5808 D 5815 D 6530 (Jasta 5) D 6550 D 6560 D 7089 (D Type Tests) D 7090 (D Type Tests) D 7098 D 7117 (D Type Tests) D 7132 D 7145 D 7167 D 7174 (No. 1 M.F. Jasta) D 7179 D 7202 D 7212 D 7234 D 7236 D 7310 D 7330 D 7332 D 7337 D 7516.

All above Serials were 1917 allocations and were accordingly suffixed /17.