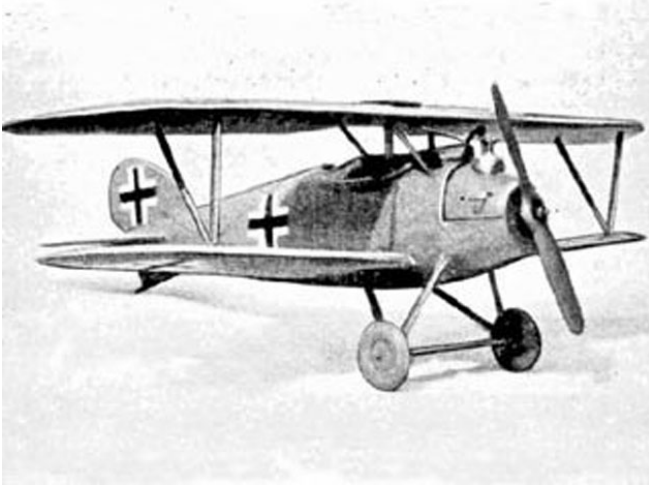


Albatros D.V



P. M. H. Lewis contributes an attractive flying scale model of a German World War I fighter, powered by a half c.c. diesel.

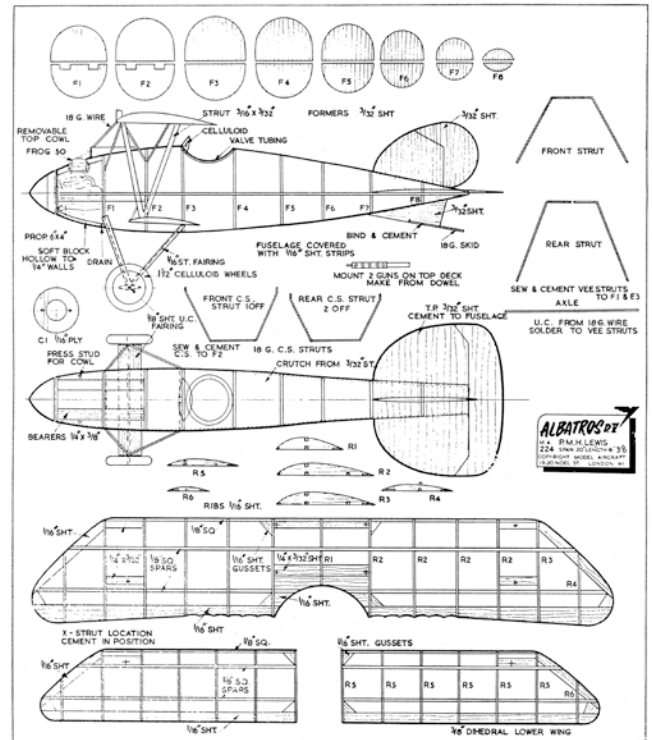
Single Seater Attains fighters earned fame during the 1914-18 war in the hands of several of Germany's best pilots. With their finely streamlined fuselages, DV's were a notable advance in all wooden design and formed the equipment of a number of the Western Front circuses during 1917.

It lost favour with the leading German staffels in the autumn of that year, when the Fokker Triplane made its appearance, but a number of D.V's. were still in service when the war ended.

An upright in-line Mcrc6d&j engine of 175 h.p. gave a top speed of 120 m.p.h. The span was 29 ft. 7 in. and the length 24 ft. 2 in., armament was two Spandau guns. The original flying scale model was powered with the 0.5 c.c. Frog 50 engine.

Fuselage: 3/32 in. sheet is used for the crutch outline, to which the 1/4 X 3/8 in. hardwood motor bearers are firmly cemented. The spacing of these should be adjusted according to the motor to be used. C1 is cut from 1/16 in. plywood and pinned and glued to the front of the bearers. Using 3/32 in. sheet, make formers F1-F8 and cement them into their respective positions above and below the crutch.

Shape the undercarriage vees and also the center section struts from 18g. wire and sew and cement them to their respective formers as indicated on the plan. The tail unit is cut to outline from 3/32 in. sheet



and sanded to section before cementing to the fuselage. 3/16 X 1/16 in. strips are now used to plank the fuselage from F1, to the tail. Work upwards from the crutch edge, meeting at the top and bottom center lines.

The engine bay between C1 and F1 is filled with soft block, hollowed out to 1/4 in. walls. The upper section is removable, being kept in place with two press studs sewn and cemented in position. The 18g. wire tailskid is fitted to the under fin and the entire fuselage filled with sanding sealer to close any gaps, and then sandpapered to a smooth finish, care being taken to avoid cutting through the skin. The undercarriage and center section struts are faired with 1/16 in. sheet. The 18g. wire axle is bound and soldered to the vees and faired with a strip of 1/8 in. sheet of streamline section cemented in place.

Wings: These are built directly on the plan by first pinning down the 1/8 in. sq. leading edge and lower spars and the trailing edge of 1/16 in. sheet of the upper wing. 1/16 in. sheet ribs are cut and cemented in place and the upper spar is added. 1/16 in. sheet wingtips and center section complete the wings, with 1/4 X 3/32 in. sheet braces to take the struts. The trailing edge between the ailerons is given a "feathered" effect by cutting with a razor blade and sanding, the lower wings are made in two halves in

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the same way as the upper. The root ribs are set at an angle to allow for 3/8 in. dihedral at the tips.

Covering: Ensure that the model is as smooth as possible and cover with either heavyweight tissue or Jap silk. The latter, if available, is much more durable than paper. The fuselage is covered with several lengthwise strips doped on. Pin down the wings to prevent warping while they are drying from water spraying. Two coats of clear dope are given to the model followed by two of colour.

The D.III's (straight trailing edge to rudder) of the Richthofen circus were all-red, their leader's own aircraft bearing its black crosses with white outline above and below the wingtips and on each side of the rudder and the fuselage without any other distinctive insignia. D.II's and D.V's of other Jagdstafeln flew with the wooden fuselages in natural finish and with flying surfaces camouflaged with hexagonal patches above in blue, green and fawn and below in pink, green and fawn.

Assembly: The Albatros is now ready for completion and the lower wings are cemented to the fuselage sides followed by the upper wing on the center section struts. Interplane struts are cut from 3/32 in. hard balsa and cemented in place so that 3/8 in. dihedral is set at the lower tips.

Details: 1 1/2 in. celluloid wheels are retained on the axle by soldered washers. The cockpit rim consists of split rubber valve tubing cemented to the edge, and twin Spandau guns of soft balsa are mounted on the top deck to fire on each side of the balsa dummy cylinder block. Rigging wires are simulated with grey cotton-covered shirring thread. The dummy exhaust is fitted on the starboard side leading past the center section struts, the radiator consisting of a panel of 1/32 in. sheet on the upper surface of the top wing.

Test glide the finished model over long grass until the correct balance is found by adding weight either to the nose or to the tail. Power flights are adjusted with side and down-thrust until a satisfactory power-on flight is obtained. A 6 X 4 in. airscrew being suitable.