

A Albatros D.V 1055/17, Rudolf 'Rudi' Windisch, Jasta 32b, September - November 1917 (22 victories)

Use optional parts (C2) (E24) (E38) (F1) (F7) (F8) and Daimler Mercedes D.III 160hp engine.



Despite being born in Dresden, and therefore a Prussian, Rudolf 'Rudi' Windisch served with Royal Bavarian Jasta 32b from 20 February 1917 through to 10 January 1918 where he was awarded 7 of his 22 victories. His 1st victory, a balloon which he shared with his observer Max von Gossel, was scored while at F62 in August 1916. On 2 October 1916 he landed the Roland C.II behind enemy lines so that von Gossel could place demolition charges on an important Russian railway bridge which blew up that night. Windisch returned the next day to retrieve Gossel and both were presented with numerous awards for their success. Windisch's remaining 13 victories would be awarded after he took command of Royal Prussian Jasta 66 on 24 January 1918. He was shot down on the 22nd of May 1918 and was never heard of again. Rudi was D.V. Details to note on Windisch's Jasta 32b Albatros 21 'Zebra' machine (thought to be D.1055/17) are the headrest, rear view mirror and 6 pointed stars on the top wing. Personal markings were frequently duplicated under the bottom wing and we have provided optional decals 53 for you to use if you choose.

B Albatros D.V, 2263/17, Otto Kissenberth, Jasta 23b, late 1917 (20 victories)

Use optional parts (C1) (E40) (E45) (E46) (F7) (F8) and Daimler Mercedes D.III 160hp engine.



Born in Landshtut, Bavaria, Otto Kissenberth worked at Otto-Flugzeugwerke (no relation) before the war and entered the air service as soon as hostilities commenced. Early in the war he flew Pfalz and Fokker monoplanes and then Albatros' in Royal Bavarian Jasta 16b and chalked up 6 victories before taking command of Royal Bavarian Jasta 23b on 4 August 1917, where he would score his remaining 14 victories. Seriously injured after crashing his captured Sopwith Camel on 29 May 1918, Otto never returned to combat but commanded a flying school until the Armistice and would die in a mountaineering accident in August 1919 aged 26. While appearing superficially similar to his Jasta 16b Albatros D.V, the Jasta 23b machine shown here is actually quite different, note the 5 colour lozenge material with dark rib tapes, rear view mirror, repainted aircraft number D.2263 on the fin and flare rack below the cockpit opening. Unusually there is no radiator shutter handle for the Daimler-Mercedes radiator. Otto flew at least 3 different Albatros D.Vs marked with his large edelweiss, as well as an Albatros D.Va, Pfalz D.IIIa and Roland D.VIa, which would make quite a nice collection of models.

C Albatros D.V, Hans Auer, Jasta 32b, September 1917 (5 victories)

Use optional parts C1 B23 B38 B44 F7 F8 and Daimler Mercedes D.III 160hp engine.

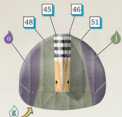
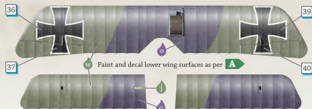


Born in Paris on 12 August 1890, Hans Auer was an engineer in Munich before serving in two-seaters with Bavarian Feldflieger Abteilung 9 (FA9b) then joining Royal Bavarian Jasta 16b. He then transferred to Royal Prussian Jasta 26 (where we would score his first 3 victories) before commanding Royal Bavarian Jasta 32b from 18 August until 19 October 1917 (where he scored his final 2 victories). He would see the rest of the Great War out at FEA 1b and died in 1960 aged 70. Note the rear view mirror, Daimler-Mercedes radiator and flare rack below the cockpit opening.



D Albatros D.V, Theodor Rumpel (5 victories) & Ludwig Hanstein (16 victories), Jasta 16b, August 1917

Use optional parts C7 B24 B41 F7 F8 and Daimler Mercedes D.III 160hp engine.

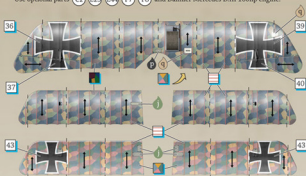


This attractively marked Jasta 16b Albatros D.V nicknamed 'Badehose' (most likely due to its resemblance to the striped swimwear of the time) is thought to have been the regular mount of 16 victory ace Ludwig Hanstein, but gained notoriety when it was borrowed by Theodor Rumpel and crashed spectacularly into a water filled ditch on 20 August 1917 as shown here. Despite being Prussian by birth, Hanstein served in Bavarian units, initially in two-seaters with FA9b (where he scored his first victory) before joining Royal Bavarian Jasta 16b on 31 October 1916 (10 victories) and commanded Royal Bavarian Jasta 35b from 25 September 1917, where he would score his final 5 victories before being shot down and

killed by Lts HW Sellers and CC Robson in Bristol Fighter C4673 on 21 March 1918. He was 26. Rumpel volunteered for military service in October 1914 and served in the infantry before transferring to aviation. After initial service in two-seaters at FA(A)280 he transferred to Jasta 16b on 22 April 1917 where he scored 2 victories before transferring to Jasta 23b in September. He would score his final 3 victories with Jasta 23b before being severely wounded on 24 March 1918 and saw the remaining months of the war out at FEA 11. During WWII he commanded Dulag Luft POW transit camp.




E Albatros D.V, Karl Schattauer, Jasta 16b, early 1918 (9 victories)

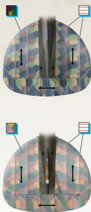
Use optional parts C2 E23 E44 F7 F8 and Daimler Mercedes D.III 160hp engine.



After service in the infantry Karl Schattauer transferred to aviation where he scored his 1st victory with Royal Bavarian Jasta 23b on 26 June 1917 before transferring to Jasta 16b in September 1917. He scored his final 8 victories with Jasta 16b before being severely wounded on 27 May 1918 and would not return to front line duty before the Armistice. Karl is seen here in front of what is believed to be his Jasta 16b aircraft, most likely documenting a recent lucky escape evidenced by the 2 small cockade bullet hole patches 55 & 56 on the fuselage. Note the flare rack attached to the right side of the cockpit and Daimler Mercedes radiator.



All Colours	Tamiya	Humbrol	Misterkit
d Black - semi gloss	X18	85	
e Dark Wood - gloss	XF68	98	
f Leather - semi gloss	XF52	62	
g Light Blue - gloss	XF23(x1)+XF2(x1)	65	GC03
i Light Grey - matt	XF19	64	GC08
j Interior Grey Green - matt	XF76	90	
m White - semi gloss	XF2	34	
n Light Wood - gloss	XF59	93	
o Mauve - gloss	X16(x1)+XF52(x2)	68(x1)+29(x2)	GC02
p Steel	XF56	27003	
q Clear Doped Linen - gloss	XF55	148	
v Rubber - matt	XF69	66	
w Medium Grey Green - gloss	XF71	78	GC04
 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			



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