

AUSTRO-HUNGARIAN WWI FIGHTER 1:48 SCALE PLASTIC KIT



Albatros D.III (Oef)

Over the second half of 1916, the German air force began to introduce into production new D.I, D.II and D.III fighters. These aircraft, at the very, least equaled their allied counterparts, and pilots flying them were able to command the skies over the Western Front into the spring of 1917. The situation of the air force of the Austro-Hungarian Empire (LFT) was considerably worse. They entered combat on the Hansa-Brandenburg D.I. Their performance could not match that of the Italian air force, and their poor flying qualities proved dangerous to less experienced pilots. Despite this, their presence was invaluable to the LFT, and its pilots were able to rack up a score of some 78 enemy aircraft.

The head of the LFT realized the need for new machines, and acquired a production license from Albatros, and then placed an order for 20 D.IIs and 30 D.IIIIs with Oesterreichische Flugzeugfabrik AG (Oeffag) in December, 1916. The aircraft were to be delivered in the first quarter of 1917, and the LFT designated the aircraft type as 53¹. Subsequently, the order was changed to 16 D.IIs (53.01 to 53.16) and 34 D.IIIIs, and to a further eleven D.IIIs in March. In all, 45 D.IIIs (53.20 to 53.64) were ordered. Austro-Hungarian aircraft differed from German production. First and foremost came an engine change, where the Mercedes D.III gave way to the excellent Austro-Daimler rated at 180hp. Changes were also seen in the armament, that saw the internal installation of Austrian Schwarzlose machine guns, the cockpit interior and radiator were changed, and, above all, the D.III had strengthened wings. Thanks to this, through their service life, Austro-Hungarian aircraft suffered no lower wing collapses, as was the case with their German counterparts. Series 53 aircraft were delivered to the LFT through May to July, 1917. They appeared on the front after trials at the beginning of June. The aircraft were enthusiastically greeted, and their performance was greater than anything else flying, friendly or not. Furthermore, they demonstrated good flight characteristics, and were easy to control. On October 6, 1917, the first kill was achieved with Feldwebel Julius Kowalczyk of Flik 24 at the controls, downing an Italian Caproni.

The delivery of 64 Series 53 aircraft was not the end of production, and on the basis of a February, 1917 order, production continued with a further 61 Series 153 aircraft. The main difference between this production block and the preceding one was the installation of an Austro-Daimler engine rated at 200hp. Also, the exhaust system was



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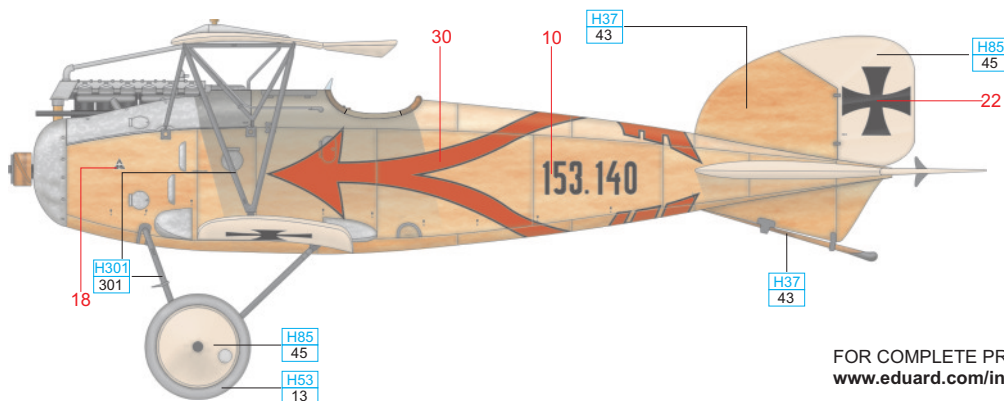
modified from a collector pipe to six individual stacks. With the more powerful engine came an increase in weight, as well as maximum speed to some 190 km/h. A major improvement also came in the aircraft's climb rate. On the heels of this series, delivered between August and September, 1917, came another run, aircraft 153.62 to 153.111 against a June order. These were identical to that preceding order, and were delivered by Oeffag between August and November. Even that wasn't the end of the production run, as a further 100 (153.112 to 153.211) were ordered in October, 1917, followed by another seventy (153.212 to 153.281). Aircraft from the final two orders were delivered by June, 1918. Aircraft from 153.112 to 153.281 differed with a more rounded front end, boosting the top speed to 198km/h.

Starting in June, 1918, new aircraft acquired a new Austro-Daimler 225hp engine. These aircraft were part of Series 253, on the basis of two orders for a total of 330 aircraft. By the end of the war, the LFT accepted 186 Series 253 aircraft, while there remained 74 airframes in various states of assembly that were completed after the war. The already excellent performance was again improved by the installation of an even more powerful engine, that, for example, pushed the top speed to over 200km/h, and the climb rate was also bettered compared to the Series 153 aircraft. Physically, they differed little from Series 153 aircraft. The trailing edge of the tailplanes were wired as opposed to the original wooden strips. From aircraft 253.31, there was also a change in the cowl, that had deeper engine cut-out. Series 253 planes also had the armament placed mostly on top of the fuselage, as was the case on German aircraft.

Despite being of 1916 vintage, the Albatros D.III (Oef) was able to maintain a spot on the leading edge of fighter technology up to the end of the war, thanks to constant improvements and the installation increasingly powerful engines. Pilots of the Austro-Hungarian air force were able to gain at least 320 victories. Oeffags were used in combat even after the war, namely with the Polish air force. The Poles bought 38 aircraft from 253.212 to 257 in 1919, and pressed them into service against Bolshevik Russia.

Note 1: In the system of LFT designation, the numeral 5 was allocated to the Oeffag factory. This was followed by a sequential production type. If, within the production run, there was a major modification to the type, such as the installation of a new engine, there appeared a prefix number (with the second variant it was a '1', with the third, it was a '2', and so on). The series number of each aircraft was composed of the type number, which was followed by a period, and the sequential unit number of the aircraft within the line of a production block. For example, Albatros D.III (Oef) 153.140 designates the 140th aircraft of the third variant of the third type manufactured by Oeffag.

D 153.140, Eugen Bönsch, Flik 51/J, Ghirano, Spring, 1918



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Bönsch, a Sudeten German from Velká Úpa (Grosse Aupa) from the region known as Krkonoše, first served as a mechanic, and then underwent pilot training in August, 1917, after which he was assigned to Flik 51/J. Through the course of September, he achieved three kills, and by the beginning of October, 1918, he had eleven. Through October, Flik 51/J downed nine aircraft and Bönsch was responsible for five of them. His last victim went down on October 29th, and he ended the war with sixteen kills.

After the war, Eugen Bönsch returned to his hometown in what was then the newly formed Czechoslovakia, and ran the resort of 'Luční Bouda'. After the Second World War, in which he served wearing a Luftwaffe uniform, he opted to not return home, and he died in 1951 at Ehrwald in Tyrol, where he lived in a mountain hotel run by his brother.

This aircraft was flown by Eugen Bönsch from March to June, 1918, and he flew it for five of his kills.

153.140, Eugen Bönsch, Flik 51/J, Ghirano, jaro 1918. Bönsch, sudetský Němec z krkonošské Velké Úpy (Grosse Aupa), nejprve sloužil jako mechanik, pilotní výcvik absolvoval v srpnu 1917 a poté byl přidělen k Flik 51/J. Již v průběhu září dosáhl tří sestřelů a na začátku října 1918 měl na svém kontě již 11 vítězství. Během října Flik 51/J dosáhla devíti sestřelů, Bönsch se podílel na pěti z nich. Posledního protivníka poslal k zemi 29. října a zakončil tak válku s šestnácti vítězstvími.

Po válce se Eugen Bönsch vrátil do rodné obce, nyní již v nově vzniklém Československu, a provozoval horskou chatu 'Luční bouda'. Po druhé světové válce, kterou prožil v uniformě Luftwaffe, se již domů nevrátil a zemřel v roce 1951 v Ehrwaldu v Tyrolích, kde žil na horském hotelu, který provozoval jeho bratr.

Na tomto stroji létal Eugen Bönsch od března do června 1918 a dosáhl na něm pěti vítězství.

- GB

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.
- CZ

Před započetím 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.
- F

Lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.
- D

Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.
- JP

組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手が届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てして下さい。

INSTRUCTION SIGNS

*

INSTR. SYMBOL

*

INSTRUKTION SINNBILDEN

*

SYMBOLES

*

記号の説明

?

OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する

↶

BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る

⌀

OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける

↔

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる

✂

NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る

✂

REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す

★

APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

*

DÍLY

*

TEILE

*

PIÈCES

*

部品

A>

B>

PLASTIC PARTS

C>

D>

X>

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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

*

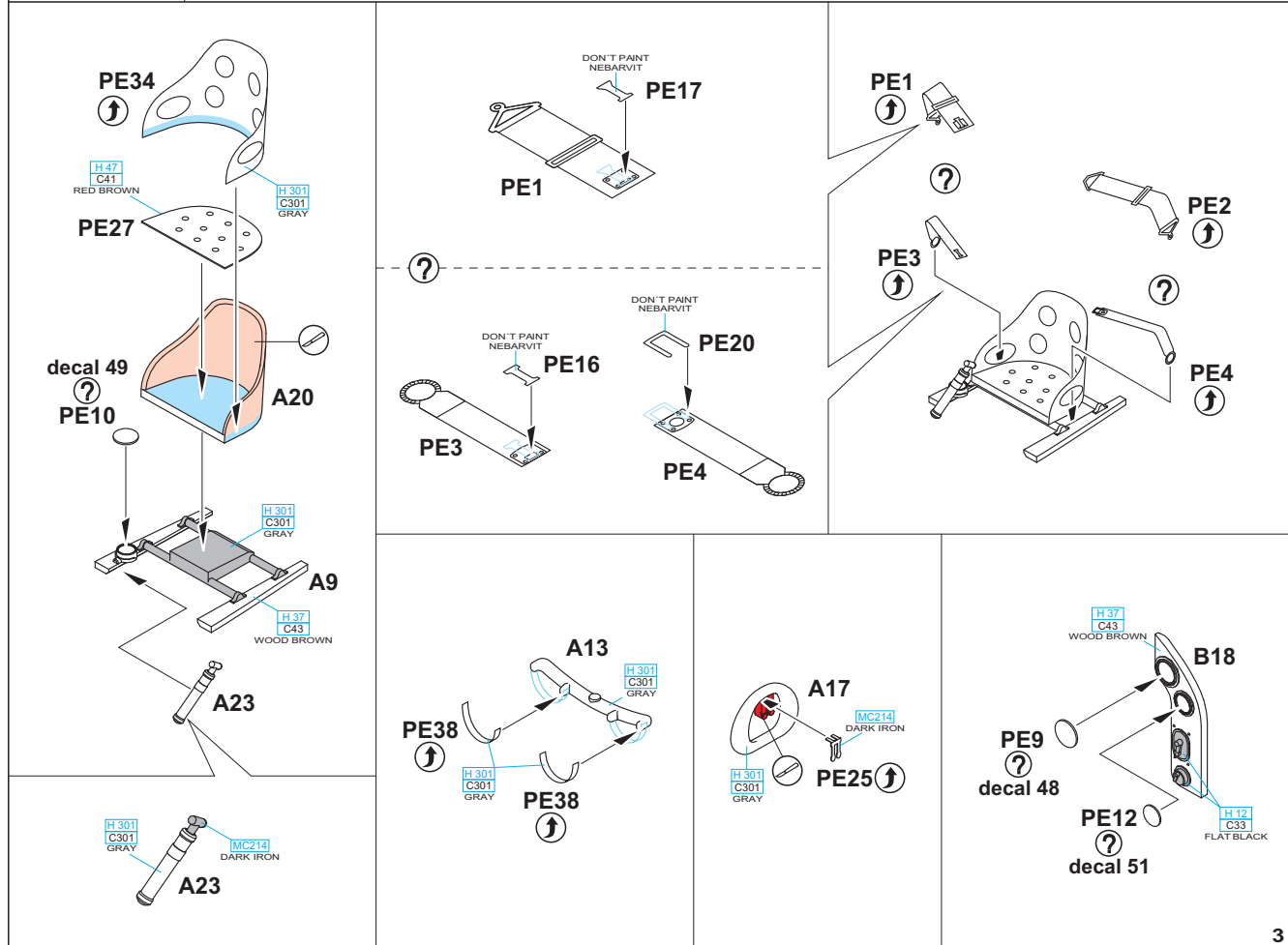
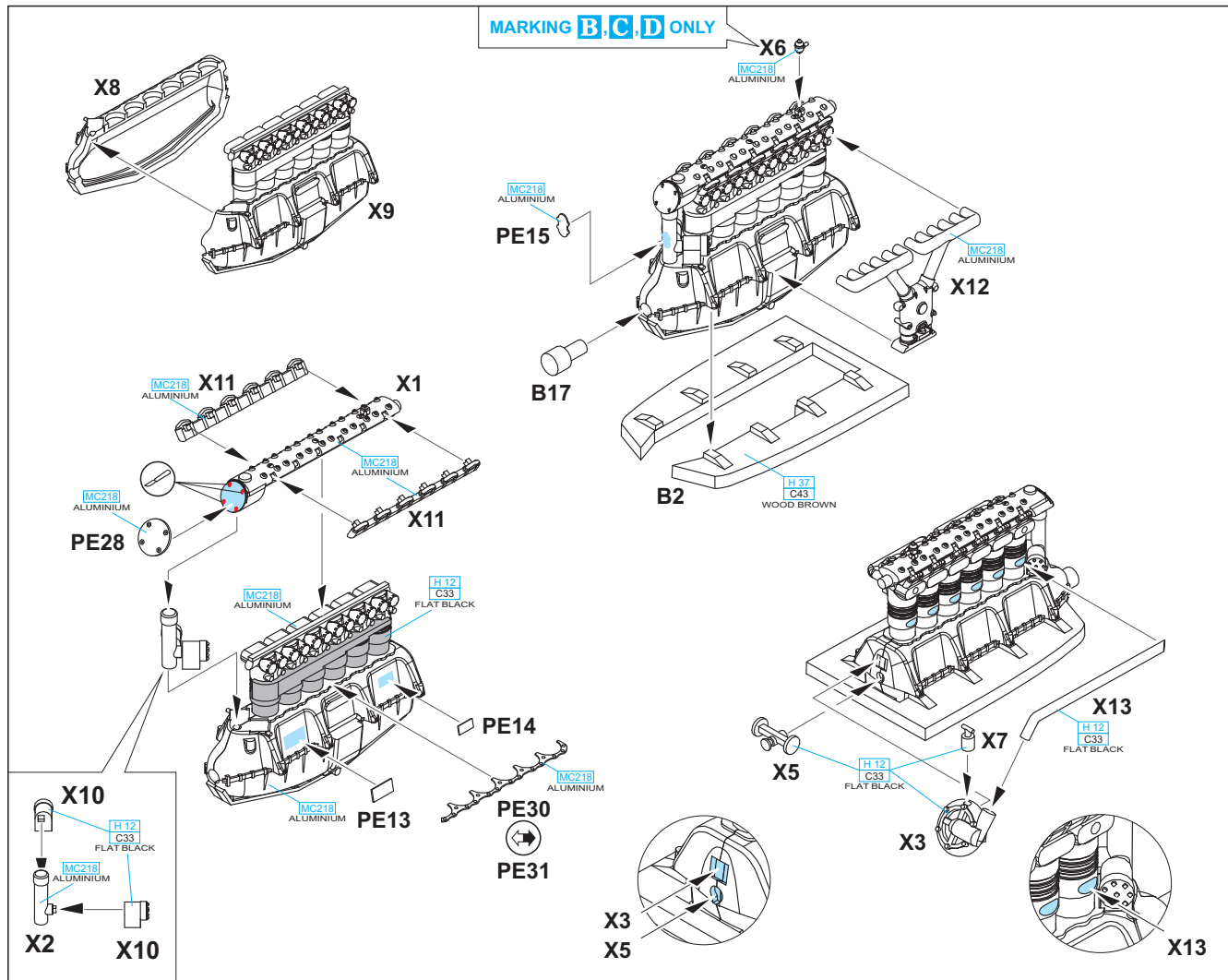
PEINTURE

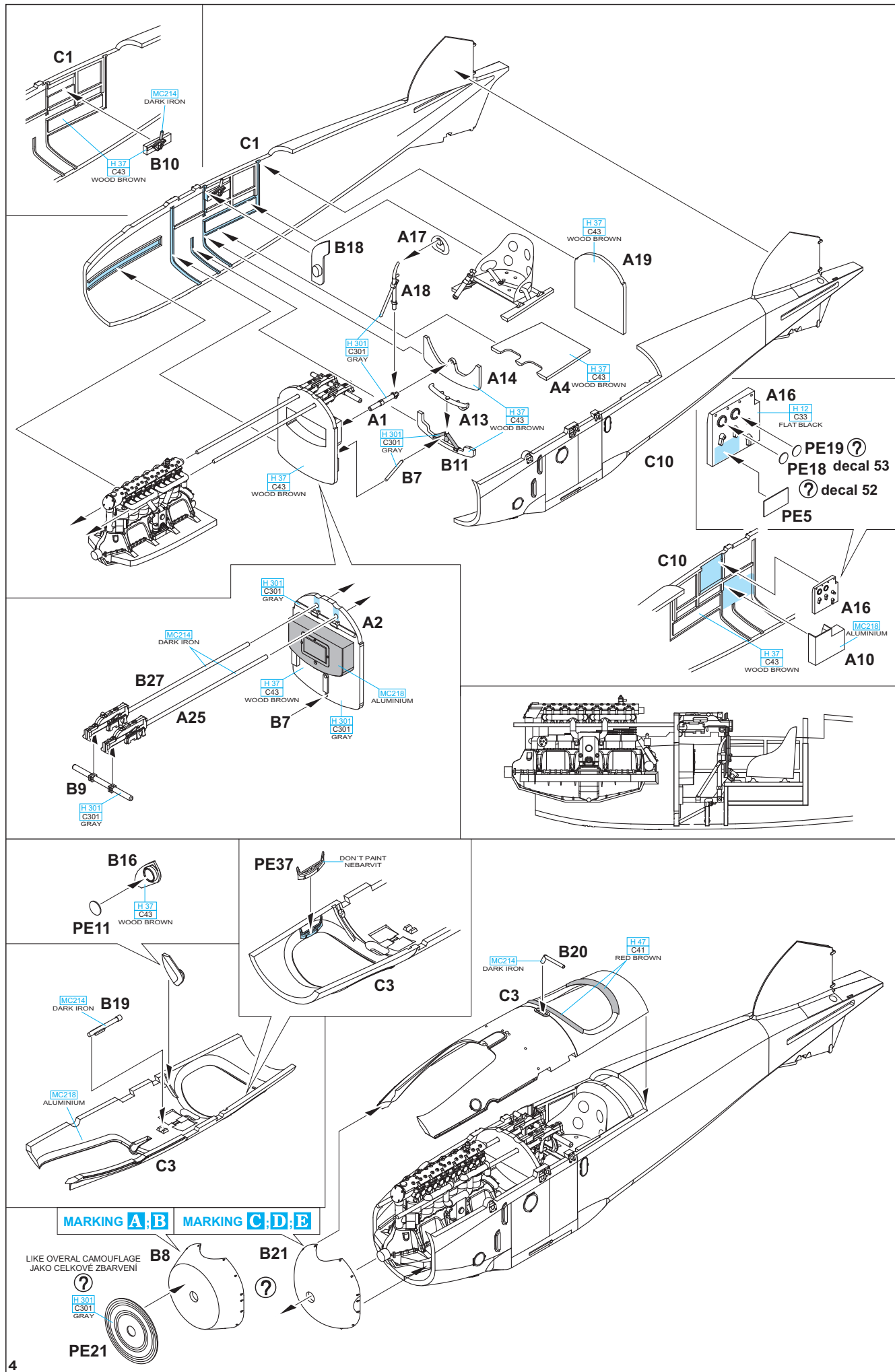
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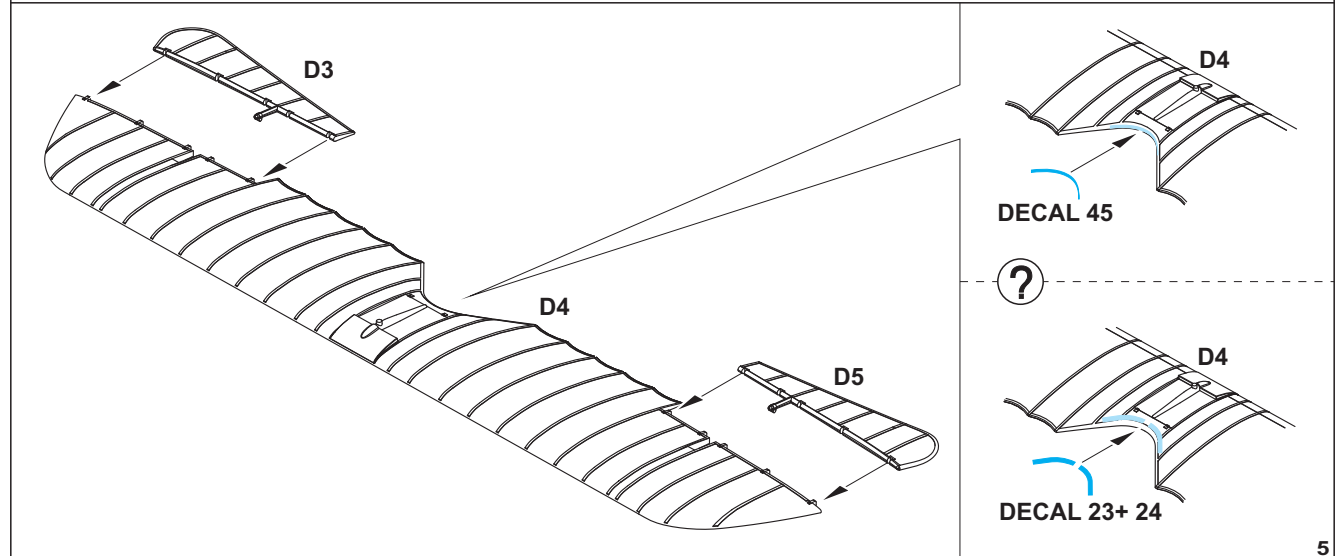
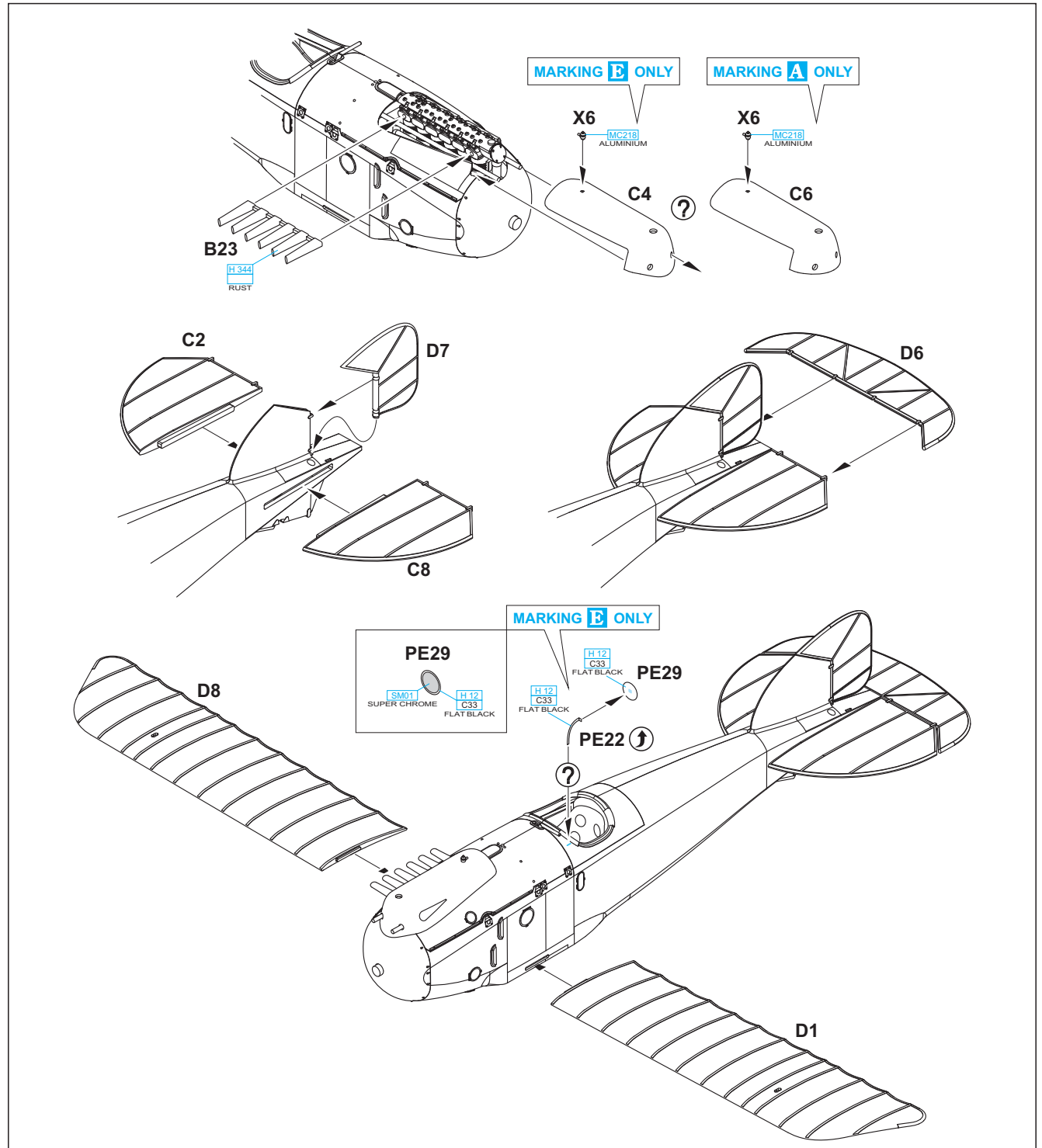
色

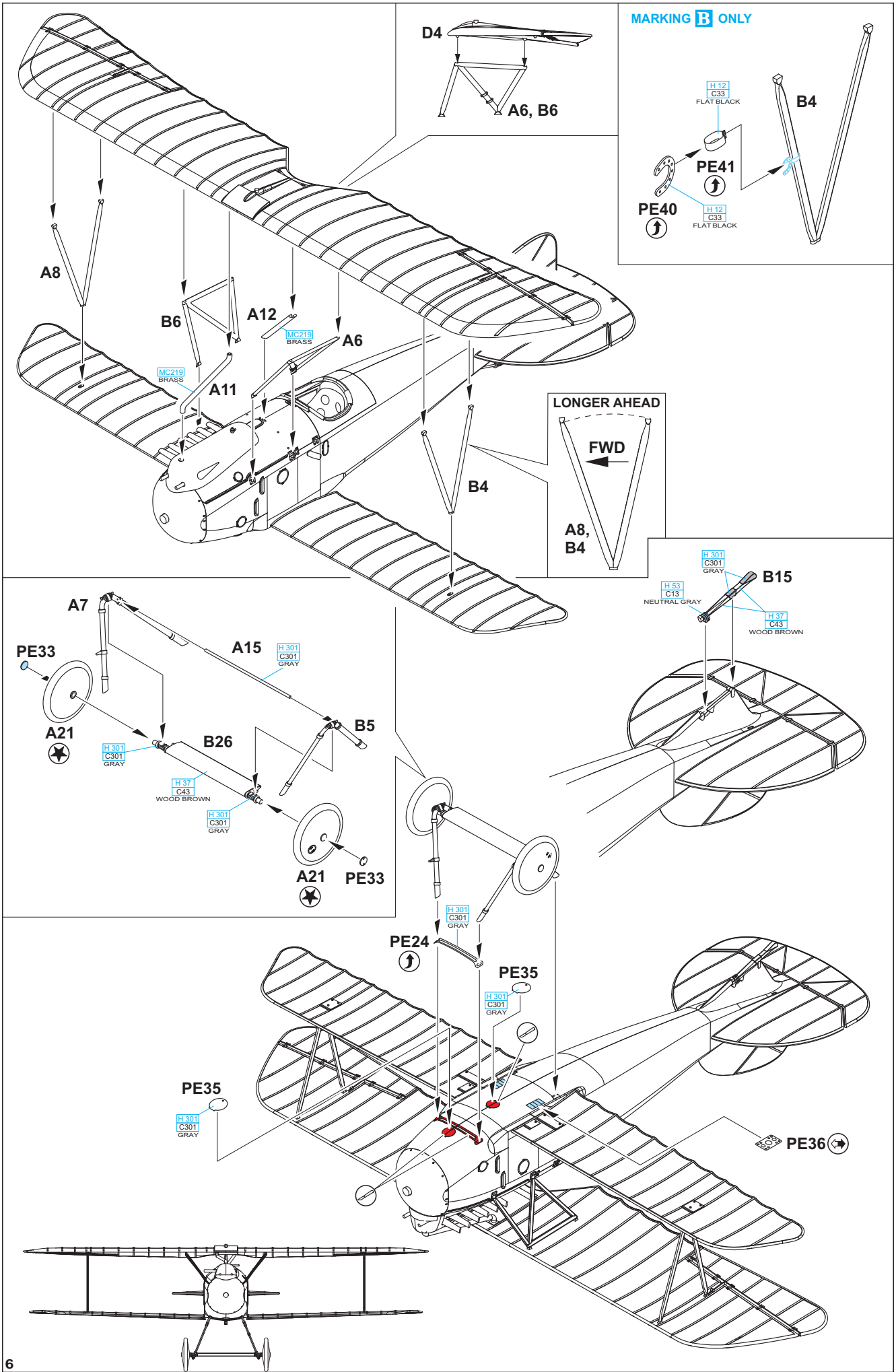
GSI Creos (GUNZE)					
AQUEOUS	Mr.COLOR		AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW	H 85	C45	SAIL COLOR
H 12	C33	FLAT BLACK	H 301	C301	GRAY
H 13	C3	FLAT RED	H 344		RUST
H 37	C43	WOOD BROWN	Mr.METAL COLOR		
H 47	C41	RED BROWN	MC214		DARK IRON
H 53	C13	NEUTRAL GRAY	MC218		ALUMINIUM
H 67	C115	LIGHT BLUE	MC219		BRASS
H 73	C23	DARK GREEN	Mr.COLOR SUPER METALLIC		
			SM01		SUPER CHROME

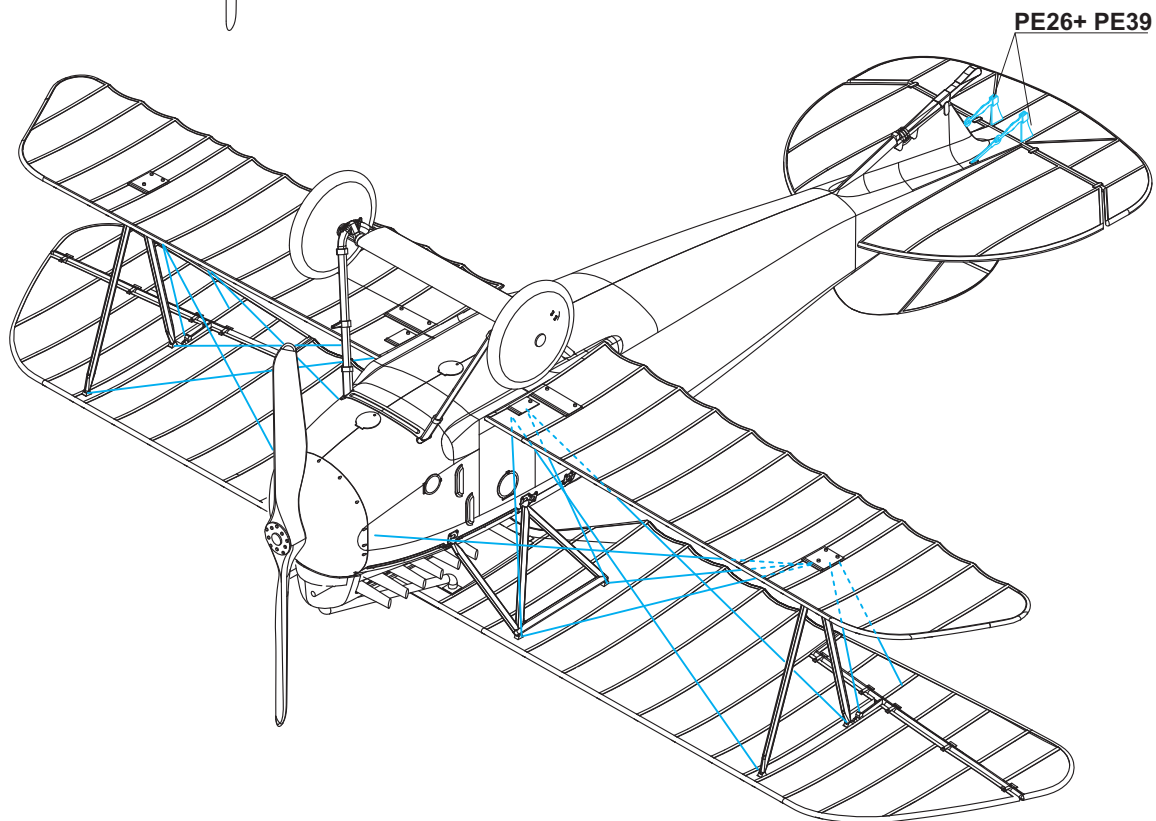
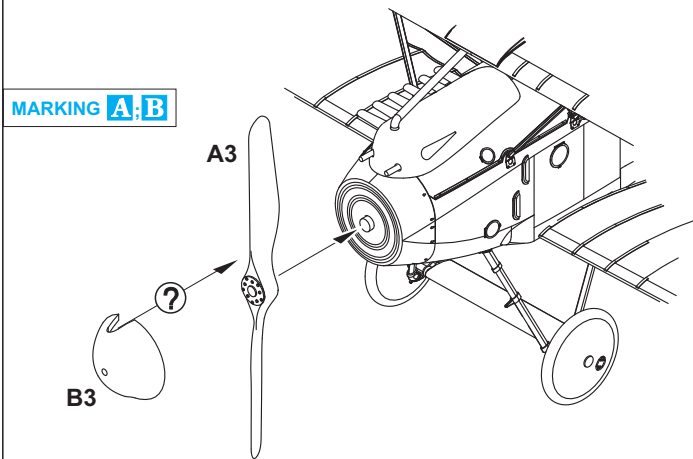
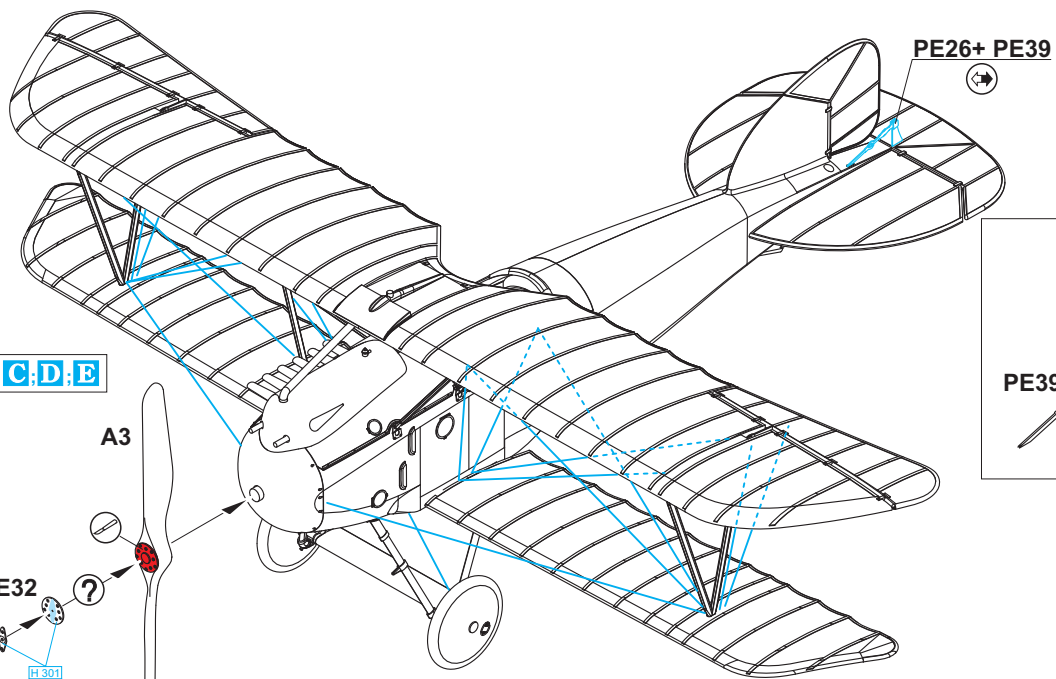
MARKING **B,C,D** ONLY











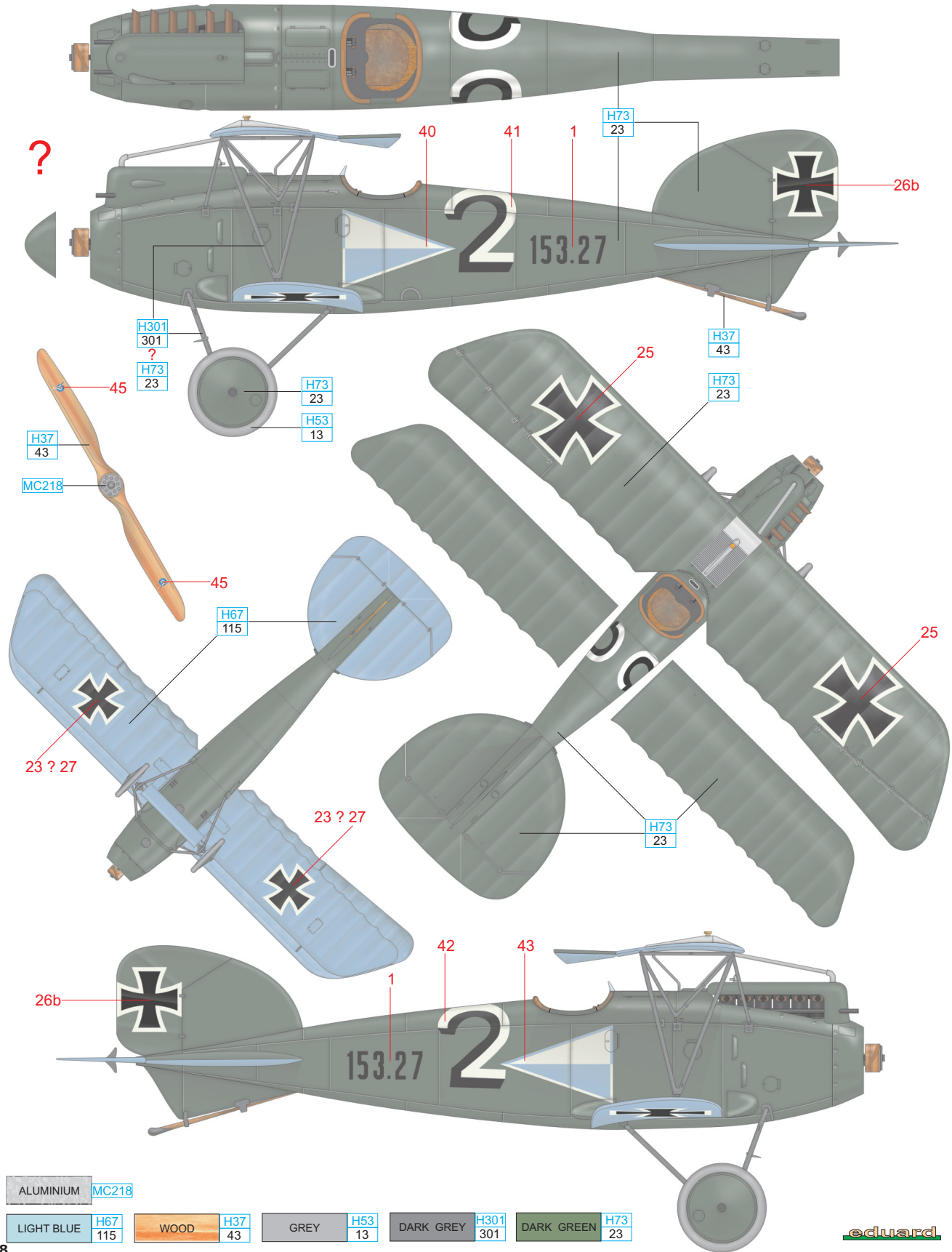
A 153.27, Georg Kenzian, Flik 55/J, Pergine, Winter, 1917

This aircraft was accepted by the air force in September, 1917, and attached to Flik 55/J, where it became the personal plane of Georg Kenzian von Kenzianshausen. On this aircraft, he gained his fourth and fifth victories on the 18th and 27th of November, 1917. This plane was damaged on landing and stricken off charge in January, 1918.

Kenzian began his flying career as an observer with Flik 24. His first victory was gained with his pilot, Rudolf Forst on June 16th, 1916, the victim being a Farman, and four days later came the next victory, with the pilot being Josef Kiss. However, at the end of July, the crew of Alois Jezek and Georg Kenzian were shot down by a group of Italian fighters. After recovering, service at a flight school, and pilot training, Kenzian was transferred to Flik 55/J as a deputy commander in August, 1917. Here, he scored further kills, and by March, 1918, he would raise his tally to nine. At the end of the war, he served as Co of Flik 68/J and 42/J.

153.27, Georg Kenzian, Flik 55/J, Pergine, zima 1917. Tento stroj převzalo letectvo v září 1917 a přidělilo jej k Flik 55/J, kde se stal osobním strojem Georga Kenziana von Kenzianshausen. Ten na něm 18. a 27. listopadu 1917 dosáhl svého čtvrtého a pátého vítězství. Avšak v prosinci byl stroj poškozen při přistání a následně v lednu 1918 zrušen.

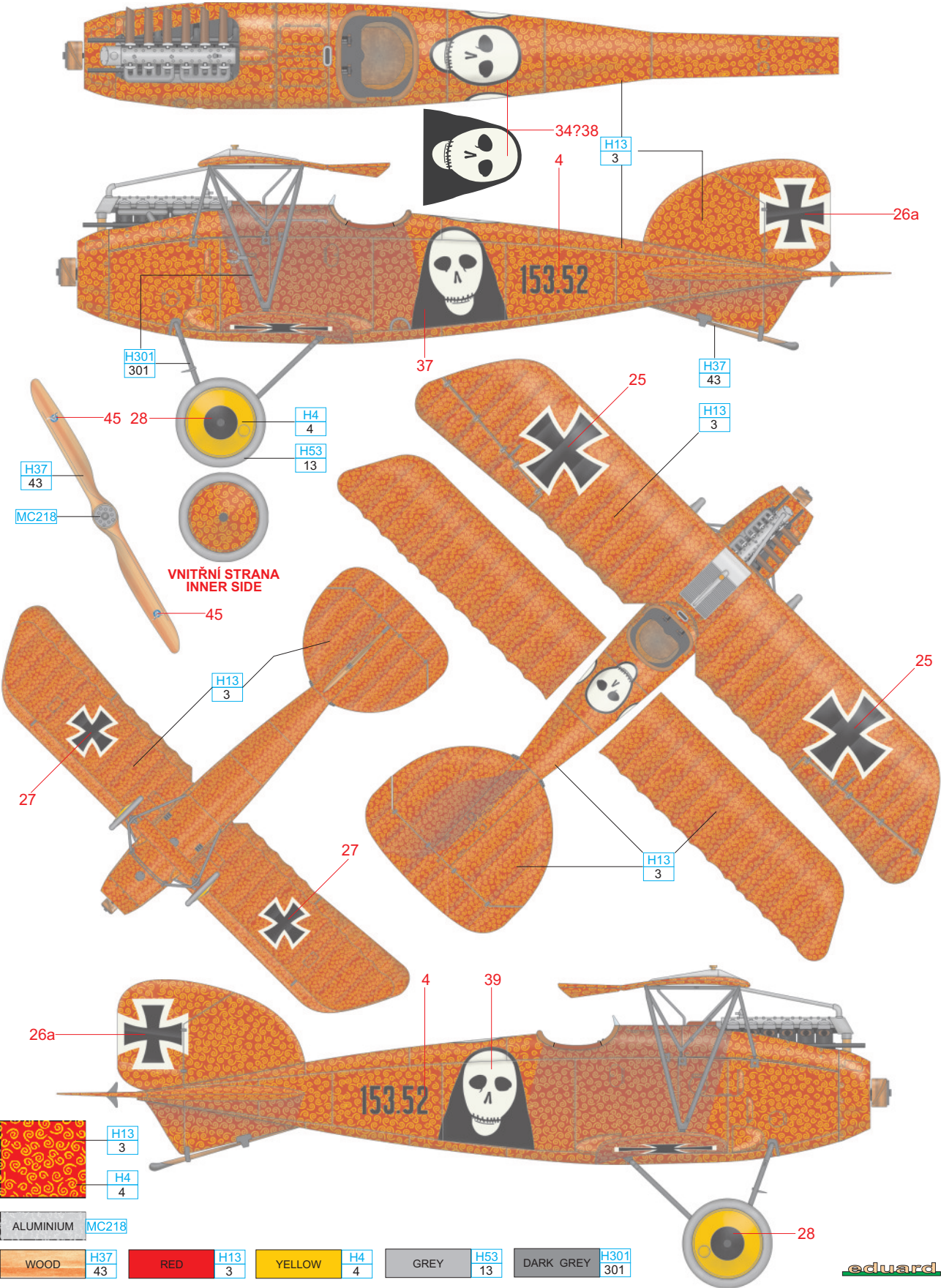
Kenzian zahájil svou bojovou kariéru letce - pozorovatele u Flík 24. Prvního vítězství dosáhl spolu se svým pilotem Rudolfem Forstem 16. června 1916, kdy mu padl za obětí nepřátelský Farman, úspěch si čtyři dny nato zopakoval, tentokrát byl pilotem Josef Kiss. Ovšem na konci července osádku Alois Ježek – Georg Kenzian sestřelila skupina italských stíhaček. Po léčení, službě v letecké škole a pilotním výcviku byl Kenzian v srpnu 1917 zařazen k Flík 55/J jako Chefpilot (zástupce velitele). Zde ke svým dvou dosavadním vítězstvím přidával další a jeho skóre se zastavilo v březnu 1918 na čísle devět. Na konci války sloužil jako velitel Flík 68/J a 42/J.



B 153.52, Godwin Brumowski, Flik 41/J, Passarella, February, 1918

Godwin Brumowski, with 39 kills, was the most successful Austro-Hungarian pilot. Often, his aircraft were adorned with colorful markings. This applies to aircraft 153.52, in which he downed two opponents, and in which he was himself shot down. Red paint was applied over the lacquered natural surface. The application was fairly thick, and it gave the impression of a monotone color application. Onto this background were applied light colored "tresses". The skull became a personal marking of Brumowski's airplanes in later stages of the war. Also worth noting is the horseshoe for luck on the interwing strut, which was quite common installation within Flik 41/J's Oeffags.

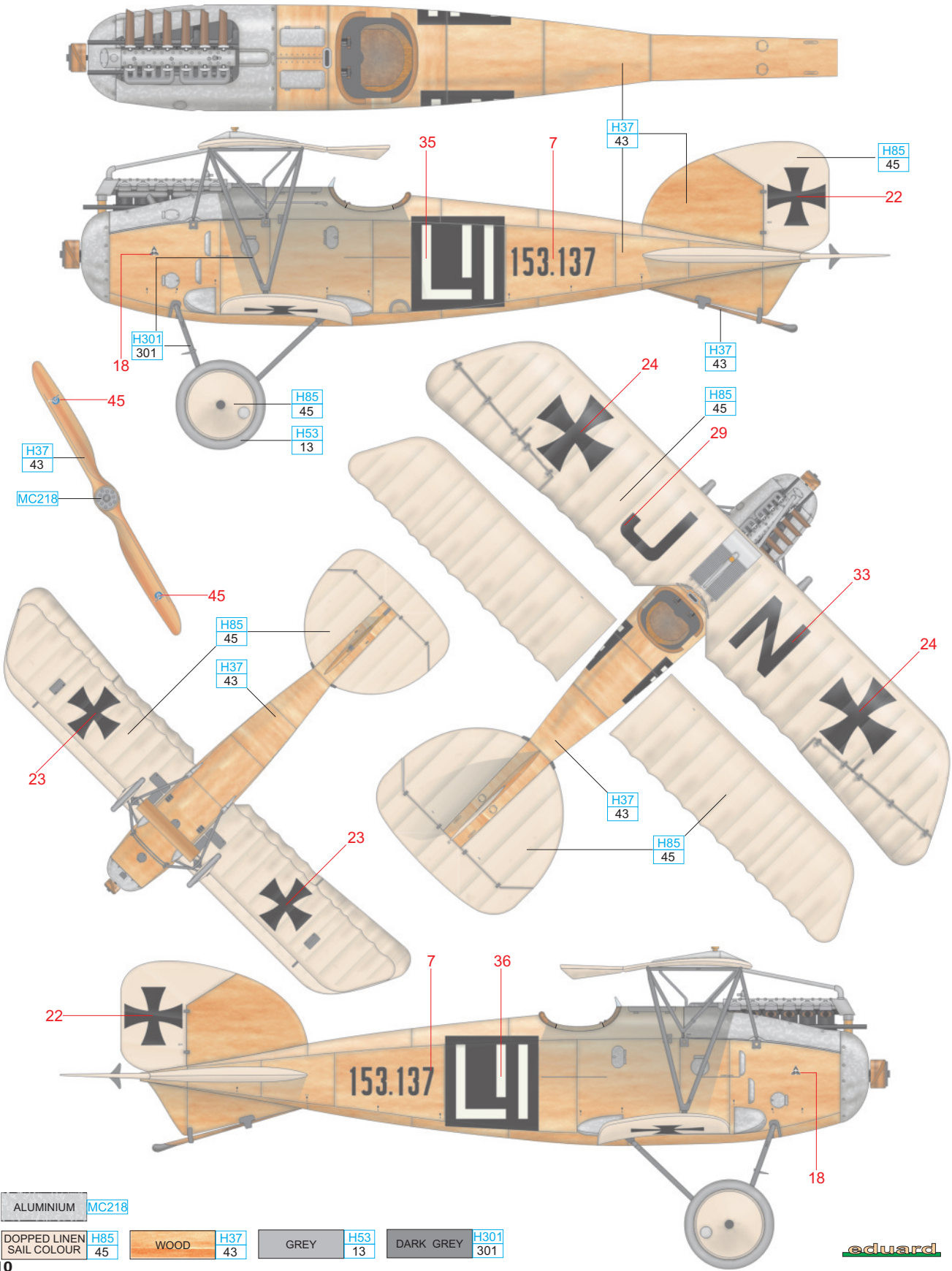
153.52, Godwin Brumowski, Flik 41/J, Passarella, únor 1918. Godwin Brumowski byl s 39 sestřely nejúspěšnějším stíhačem rakousko-uherského letectva. Jeho letadla často nesla pestré zbarvení. Ani jeho stroj číslo 153.52, v němž dosáhl dvou vítězství a v němž byl také 4. února 1918 sestřelen, nebyl výjimkou. Na lakovaný přírodní povrch stroje byla na všech plochách natupována červená barva. Tupování bylo velmi husté, takže tvořilo zdání jednolitého povrchu. Na tento červený podklad byly pak namalovány světlé „lokýnky“. Umřící lebka byla v pozdějším období války Brumowského osobním symbolem. Za pozornost také stojí podkova pro štěstí na levé mezikřídlní vzpěře. U Flik 41/J se nejednalo o neobvyklý doplněk.



C 153.137, Josef Novak, Flik 41/J, Torresella, January, 1918

This aircraft was flown by Josef Novák, native of Dobřichov u Kolína. He came to Flik 41/J in June, 1917, and the unit CO, Godwin Brumowski, handpicked him as his wingman. By the end of summer, 1917, Novák had five kills to his credit (four of which were achieved flying a Hansa-Brandenburg D.I). It is possible that Novák had more kills than that. František Šimek, Brumowski's mechanic, noted in his memories that Novák handed some of his kills to the CO for material compensation. It's unlikely that Josef Novák gained any other confirmed kills by the end of hostilities. After the war, Novák served in the Czechoslovak Air Force, and from August 1921, he served as factory pilot for Aero company. In 1930, he crashed flying an Aero A-31. Although he survived serious injuries from this incident, it did contribute to his early death in January, 1934.

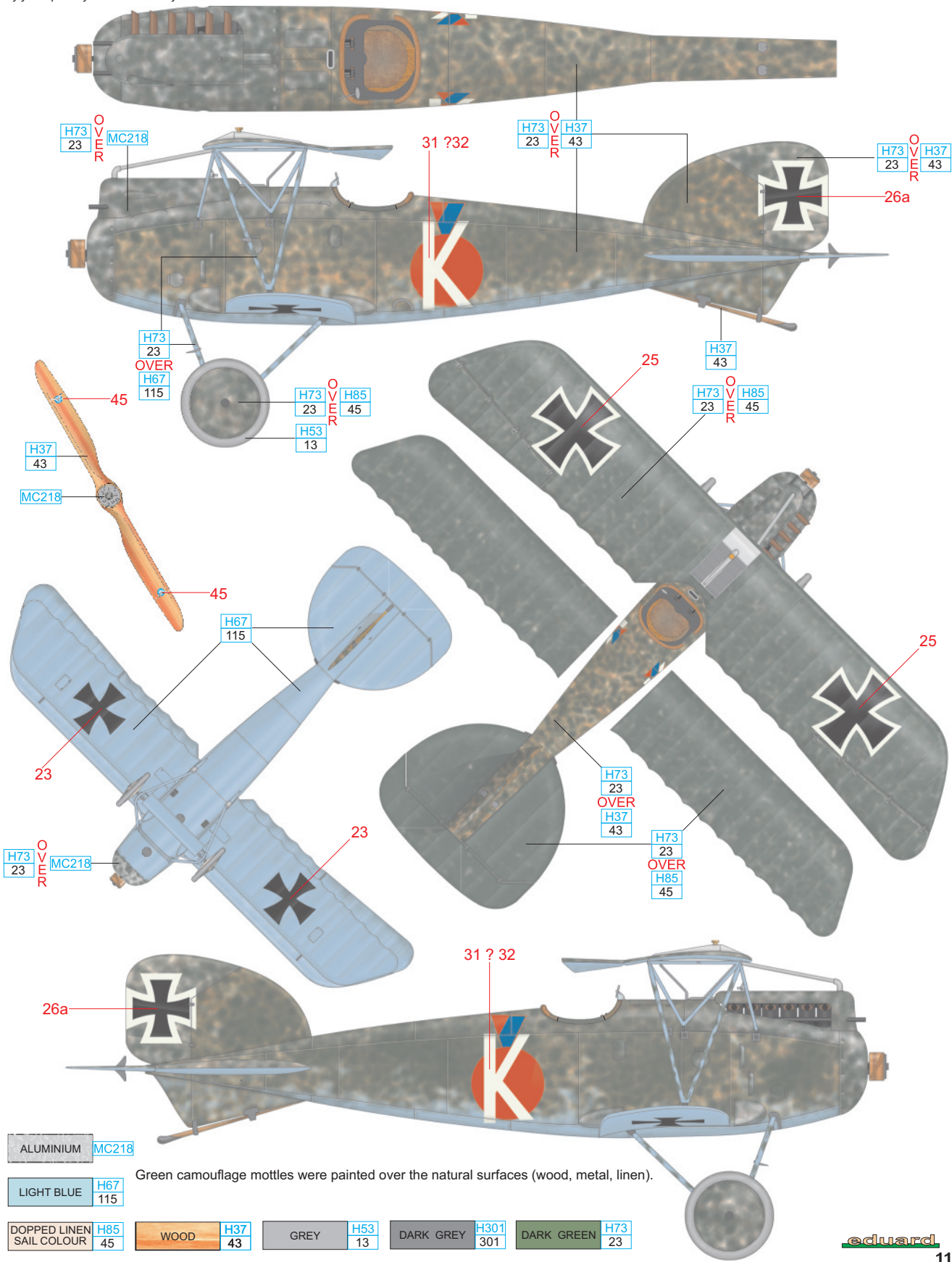
153.137, Josef Novák, Flik 41/J, Torresella, leden 1918. Na tomto stroji létal Josef Novák, rodák z Dobřichova u Kolína. K Flik 41/J přišel v červnu 1917 a velitel jednotky, Godwin Brumowski, si jej vybral jako svého wingmana. Na konci léta 1917 měl Novák na svém kontě již pět potvrzených sestřelů (čtyři z nich v kabině Hansa-Brandenburg D.I). Je možné, že ve skutečnosti Novák sestřelil více nepřátel. František Šimek, Brumowského mechanik, ve svém deníku píše, že Novák některá vítězství přenechával za materiální náhradu svému veliteli. Do konce bojů již Josef Novák pravděpodobně žádné další potvrzené vítězství nezískal. Po válce sloužil Novák u československého letectva a od srpna 1921 byl zaměstnán jako tovární pilot u továrny Aero. V roce 1930 však pro závadu na řízení letounu Aero A-34 havaroval. Byť se z těžkého zranění zotavil, následky této nehody byly příčinou jeho předčasné smrti v lednu 1934.



D 153.186, Flik 55/J, Pergine, May, 1918

It was initially thought that this aircraft was flown by Josef Kiss, the most successful Hungarian ace with 19 kills to his credit. The reason for this was the large white letter 'K' and the symbol resembling a medal on the fuselage. However, Kiss, at the very least, flew Phönix D.IIa 422.10 in the latter half of May, and even died in it. Kiss's personal marking on the Phönix was a white stripe around the rear fuselage, and no similar markings were worn on Albatros 153.186. It's possible that this aircraft belonged to one of the other Flik 55/J pilots who verifiably flew it – Josef Kos or Oto Kullas. Both survived the war with no victories. This aircraft was destroyed on August 5th, 1918, when it crashed into the water during a mock attack on a target, claiming the life of Karl Greischberger. It is possible that the light blue color on the lower surfaces extended considerably farther up the fuselage, and even covered the vertical tail surfaces, and then had the application of camouflage colors onto this.

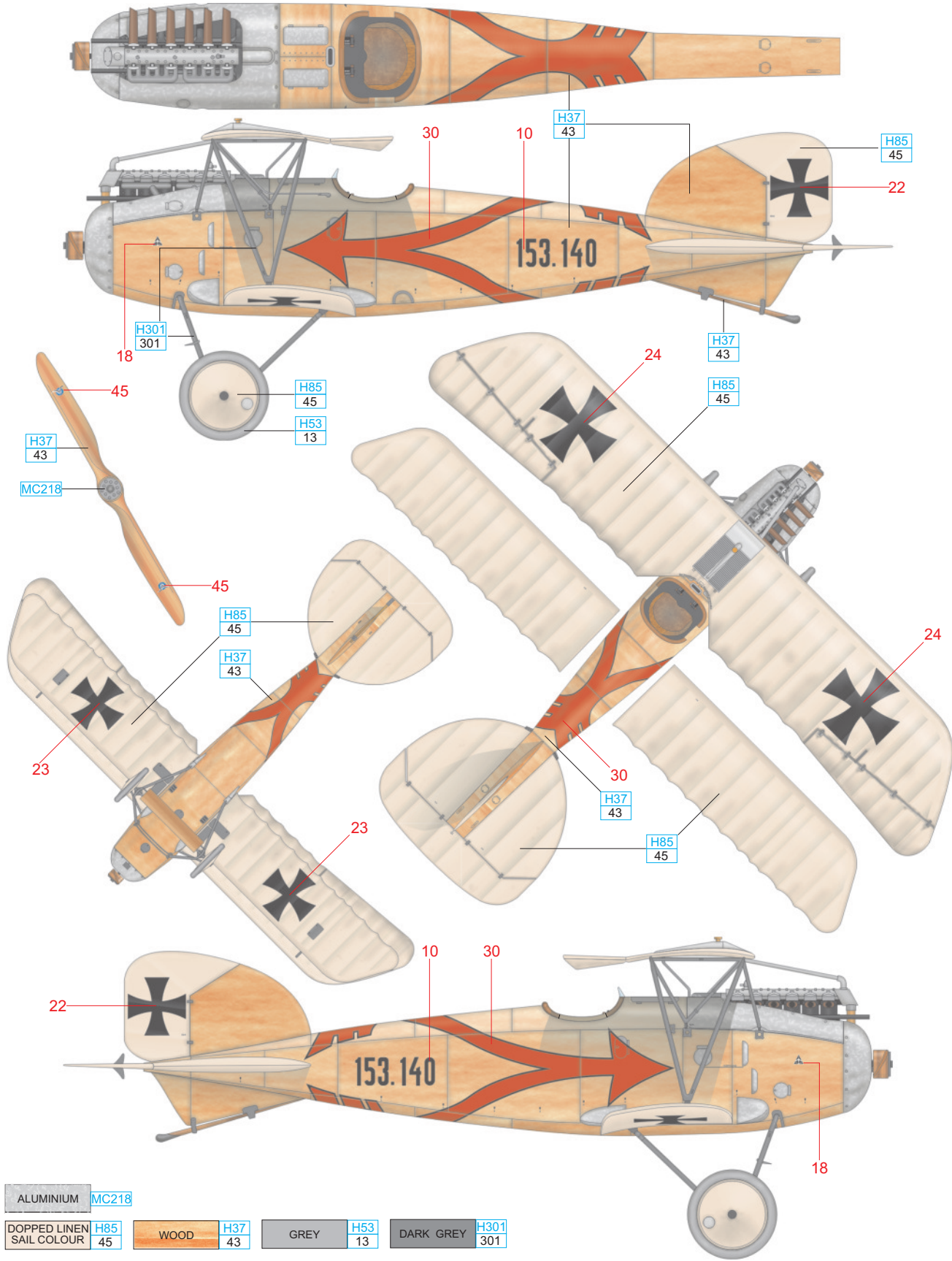
153.186, Flik 55/J, Pergine, květen 1918. Původně se soudilo, že tento stroj patří Josefu Kissovi, nejúspěšnějšímu stíhacímu uherskému esu s 19 sestřely na kontě. Důvodem bylo velké bílé písmeno „K“ a symbol připomínající medaili na trupu. Kiss však minimálně v druhé polovině května létal na Phönixu D.IIa 422.10, na kterém i zahynul. Kissovým osobním markingem na Phönixu byl bílý pruh přes zad letounu a ani další Kissovy stroje nenesly symboly podobné těm na Albatrosu 153.186. Je tedy možné, že stroj patřil některému z dalších pilotů Flik 55/J, kteří na něm prokazatelně létali – Josefu Kosovi nebo Oto Kullasovi. Oba válku přežili bez jediného vítězství. Tento letoun podlehl zkáze 5. srpna 1918, kdy s ním při cvičné střelbě na cíl s fatálními následky narazil na vodní hladinu Karl Greischberger. Je možné, že světle modrá barva spodních ploch byla na trupu vytažena mnohem výše a pokrývala i SOP. Teprve na tento podklad pak byly natupovány kamuflážní barvy.



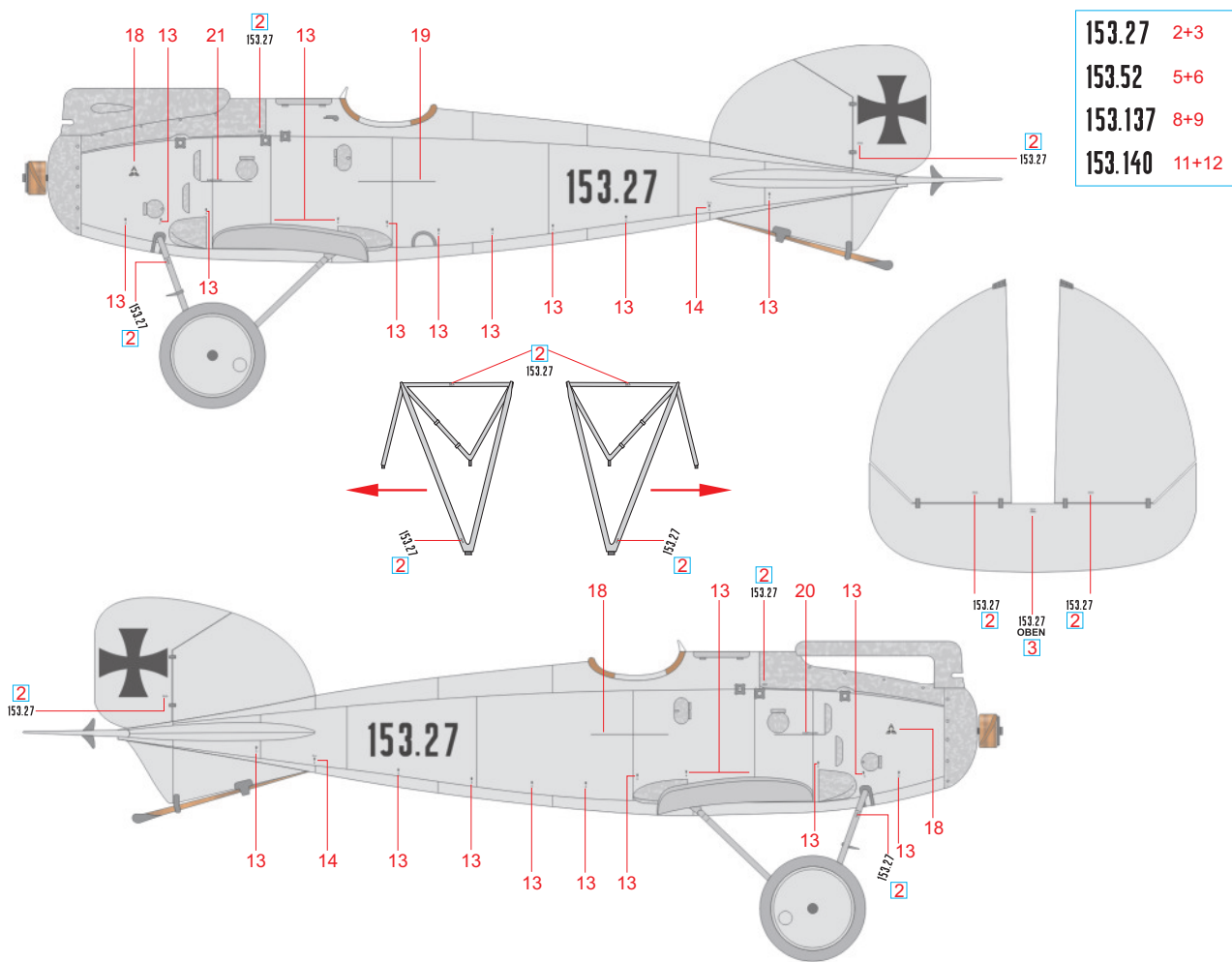
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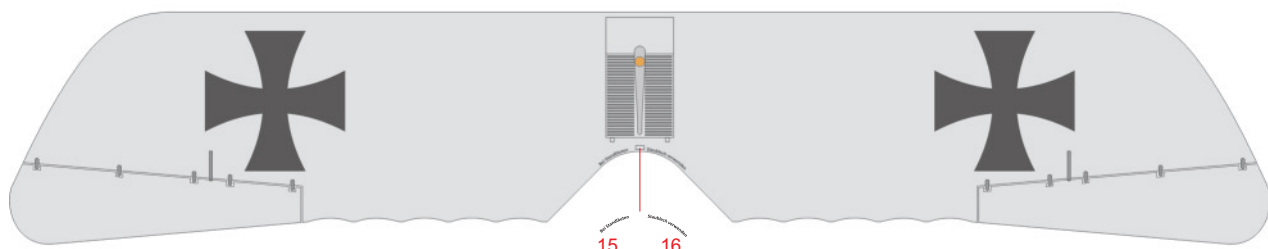
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STENCIL VARIANTS



TOP SIDE



TOP SIDE



BOTTOM SIDE

