

**PROFILE
PUBLICATIONS**

**The
Albatros
DI-DIII**

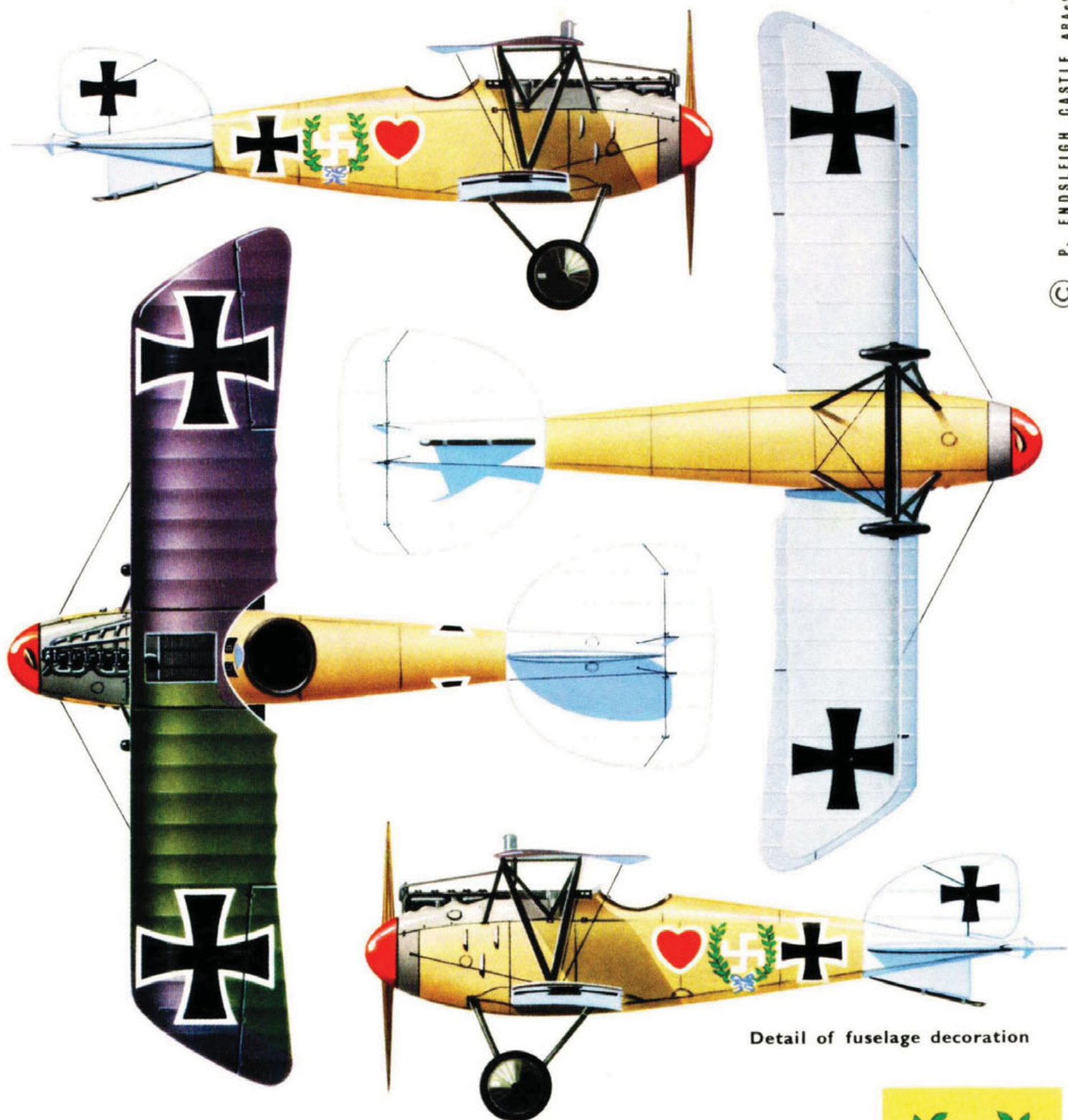
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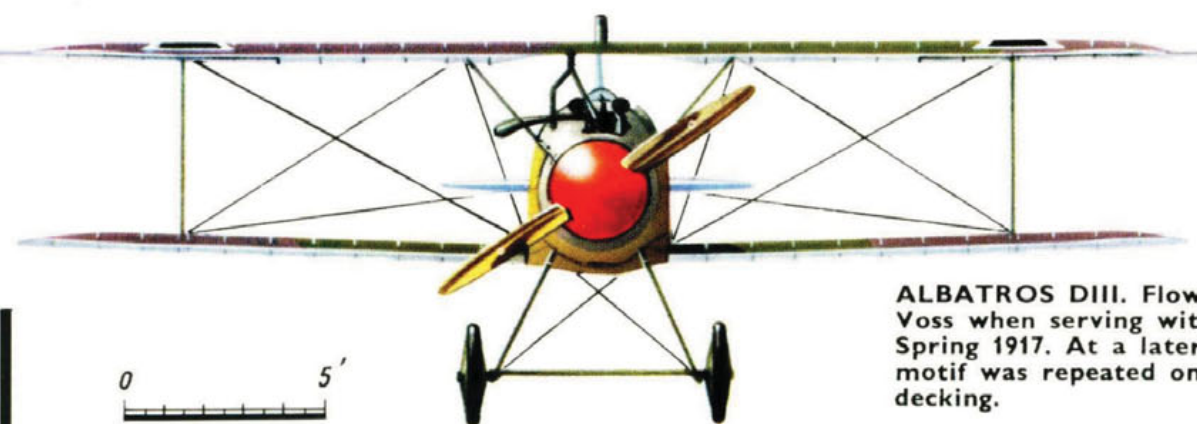
UNITED KINGDOM TWO SHILLINGS

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Detail of fuselage decoration



ALBATROS D.III. Flown by Lt. Voss when serving with Jagdstaffel 5, Spring 1917. At a later date the heart motif was repeated on fuselage upper decking.



The Albatros DI-DIII



by Peter L. Gray

Albatros D III's; thought to be Jasta 50. These are late production machines fitted with D V-type rudder covered with lozenge fabric. Tailplanes are uniformly chevron striped; colours not known but possibly blue and red. Serials to be seen are: D2362, D2377, D2374. (Photo: Egon Krueger)

With the gradual eclipse of the Fokker monoplane (See *Profile* No. 38), with its synchronised machine-gun, by the D.H.2 and F.E. "pusher" machines of the Royal Flying Corps and the Nieuport 11 C1 of the French in the late spring of 1916, the German authorities were forced to re-think the question of fighter equipment if they were to regain their ascendancy in the air over the Western Front. The downfall of the Fokker on the British front had been brought about by the determined efforts of its opponents, as instanced by such units as No. 24 Squadron R.F.C. commanded by Major Lanoe Hawker, V.C. Standing Orders for this unit comprised only two words—"attack everything". Although flying the new D.H.2 machines these aircraft were fitted with old engines (due to a general shortage at the time) which were prone to "cylindritis"—the throwing off of a cylinder due to the walls having been weakened by reboring—and sundry other mechanical faults: nevertheless much was achieved. Allied reconnaissance machines could now be adequately protected and escorted and go about their duties with a much lower casualty rate than had obtained in 1915.

In an endeavour to regain some degree of supremacy once more, engineers at Albatros were thinking in terms of an increase in both power and armament. Some of the Fokker monoplanes had been

experimentally fitted with two, and even three, machine-guns but due to the low power (100-110 h.p.) their performance was much too adversely affected. Albatros planned to use the eminently reliable six cylinder, water cooled, Mercedes D III of 160 h.p. housed in a neat semi-monocoque fuselage with twin machine guns firing through the airscrew arc. Just before the war a plywood-fuselaged racing biplane had been built and experience gained with this machine was called upon by chief designer Dipl. Ing. Robert Thelen and his assistants Ing. Gnaedig and Dipl. Ing. Schubert, to produce the streamlined Albatros D I in the summer of 1916.

To coincide with the development of an efficient single seat fighter it had been decided by the authorities to re-organise the flying services. Previously the single seaters (Fokker and Pfalz monoplanes and later Halberstadt D II biplanes) had been mainly allocated to *Fliegerabteilung* (i.e. reconnaissance etc.) units in ones and twos to enable them to provide their own escorts for their two-seater reconnaissance aircraft. A few single seaters had been grouped together experimentally early in 1916, these units were known as KEKs (*Kampf-einsitzer Kommandos*); but from the summer of 1916 it was decided to organise the single seaters into sizeable self-contained combat units, with the sole purpose of hunting and destroying all enemy aircraft that should invade

Left: The prototype Albatros D I. Photo clearly shows the unbalanced elevator of this machine, also the vertical exhaust pipe ejecting over the top wing. (Photo: W. R. Puglisi). Right: This view of Albatros D I, D 423/16, shows the fine lines of the type to advantage. (Photo: Egon Krueger)





The D I (D 426/16) of Jasta 2 flown by Günther. Part of the narrowly outlined initial 'G' may be discerned on the fuselage side. The pale blue fuselage belly and undercarriage struts are noteworthy. (Photo: Egon Krueger)



An Albatros D II built under license by L.V.G., with Baldamus in cockpit. The style of insignia backed by the square white field is well shown. (Photo: Egon Krueger)



Later type of Albatros D II with flush radiator in centre of upper wing. The racier appearance resulting from the reduced gap is noticeable when compared with the D I. (Photo: Egon Krueger)

An immaculate ex-works OeffAG-built Albatros D II of the Austrian air force. The metal panelling (also enclosing the cylinder block on this type) was beautifully pattern-riffled by hand with emery paper. The inboard location of the wing crosses can be seen, also the absence of white outline. (Photo: Egon Krueger)



their territory. Initially the establishment was for twelve aircraft, the unit to be known as a *Jagd-staffel* (broadly a "hunting squadron", no exact translation existing), and the first seven had been formed by the late autumn of 1916. Commanders of these *Jastas* (as the title was abbreviated) were: *Jasta 1*, Hptm. Martin Zander; *Jasta 2*, Hptm. Oswald Boelcke; *Jasta 3*, Lt. Ewald von Mellenthin; *Jasta 4*, Oblt. Hans Joachim Buddecke; *Jasta 5*, Oblt. Hans Berr; *Jasta 6*, Lt. Otto Bernert; and *Jasta 7*, no record of original C.O. has been found, Lt. Wilhelm Franke commanded in April 1917. Equipment was at first a motley assortment of Fokker D III and D IV, Halberstadt D II and D III and Albatros D I and D II; but as Albatros production increased so the Fokker and Halberstadt machines were relegated to school work. Without doubt the most successful of these first *Jastas* was No. 2, inspired by the well-liked and chivalrous Oswald Boelcke. Such was the success of these units that the formation programme was accelerated and by the spring of 1917 no less than thirty-seven *Jastas* had been formed. By that time they were almost exclusively equipped with Albatroses DI and D II with an increasing percentage of the latest variant, the D III.

THE ALBATROS DESCRIBED

One of the sayings of the early days of flying, when the design of aircraft was largely by rule of thumb, was: "if it looks right it will be right"; and it was indeed surprising how often this proved to be correct. And it was still often applicable when design became a much more exact science. Certainly in the Albatros D I such proved to be the case. It looked right (although in some circles the revolutionary streamlined fuselage was looked upon askance) and practically the only difference between the prototype and the production aircraft was the introduction of horn balances on the one-piece elevator to lighten the stick forces somewhat when pulling out of a high speed dive.

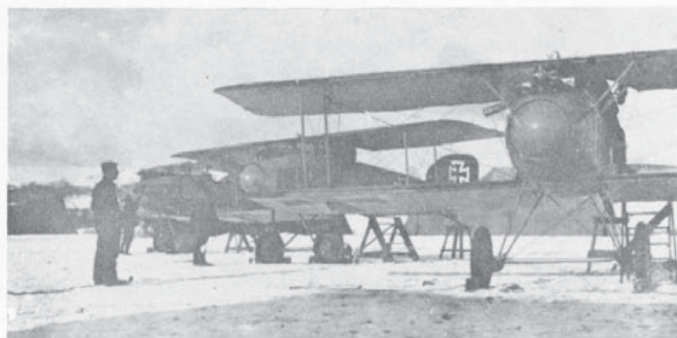
For its period the engine installation of the Albatros D I was a particularly neat arrangement, being cleanly buried in the nose with only the fore part of the cylinder block protruding. From the large spinner enclosing the airscrew hub the fuselage followed a streamlined shape, changing from a circular section at the nose to a straight sided section—with deeply curved decking—amidships, and tapering off to a horizontal knife-edge at the rear. The

extremely strong fuselage structure was based upon oval multiply formers and six main spruce longerons to which the thin three-ply skin was pinned and glued. The circular panel immediately aft of the spinner was of metal, likewise panels each side of the cylinder block, which were easily removeable to facilitate servicing. Of composite construction, the tail surfaces presented a harmonious profile. The vertical fin, built integral with the fuselage, was of wood, likewise the small triangular under-fin, both of which were ply skinned. The almost semi-circular tailplane was of timber framing but fabric covered. Horn-balanced steering surfaces were welded from light gauge steel tubing and fabric covered.

Of orthodox construction, the wings were both of the same chord with the slightest of rake at the tips, thereby negating a truly rectangular outline. The span of the upper wing was only marginally greater than that of the lower. Structure was based on two main spars, cable-braced to steel tube compression members; ribs were of three-ply (well fretted with lightening holes) with softwood cap strips. False ribs, spaced between the main ribs to preserve aerofoil section, were little more than spruce slats tacked to the leading-edge and extending back as far as the rear spar. At the trailing-edge the ribs were connected by a wire only, and in consequence when the fabric covering was doped the characteristic scalloped trailing-edge was to be seen. Ailerons were of slight inverse taper, which feature presented increased chord at the tips: they were framed from steel tubing and were fabric covered, as were all the lifting surfaces. A crank lever, located at approximately mid-span, actuated the ailerons via control cables which ran through the lower wing.

Streamline section steel tube was the medium used for the parallel interplane struts, likewise the trestle-pattern centre-section cabane. A unique feature of this trestle was that several bolt holes were incorporated about the two main spar attachment points for the one-piece upper wing, which enabled a small amount of adjustment to be made in the rigging of the stagger. The undercarriage chassis was an orthodox vee-type structure of streamlined steel tube, tied to a single spreader bar and cable-braced in the plane

Albatros D III mint from the assembly line—armament still to be installed and serial number painted. On the original print even the grain of the plywood is visible. Machines in background are Albatros C VII reconnaissance aircraft. (Photo: Egon Krueger)



Although somewhat lacking in quality, a good "atmosphere" shot of D II's of Jasta 4 preparing for patrol. The foreground machine, which has centre-section radiator, is being run up by mechanics. (Photo: W. R. Puglisi)

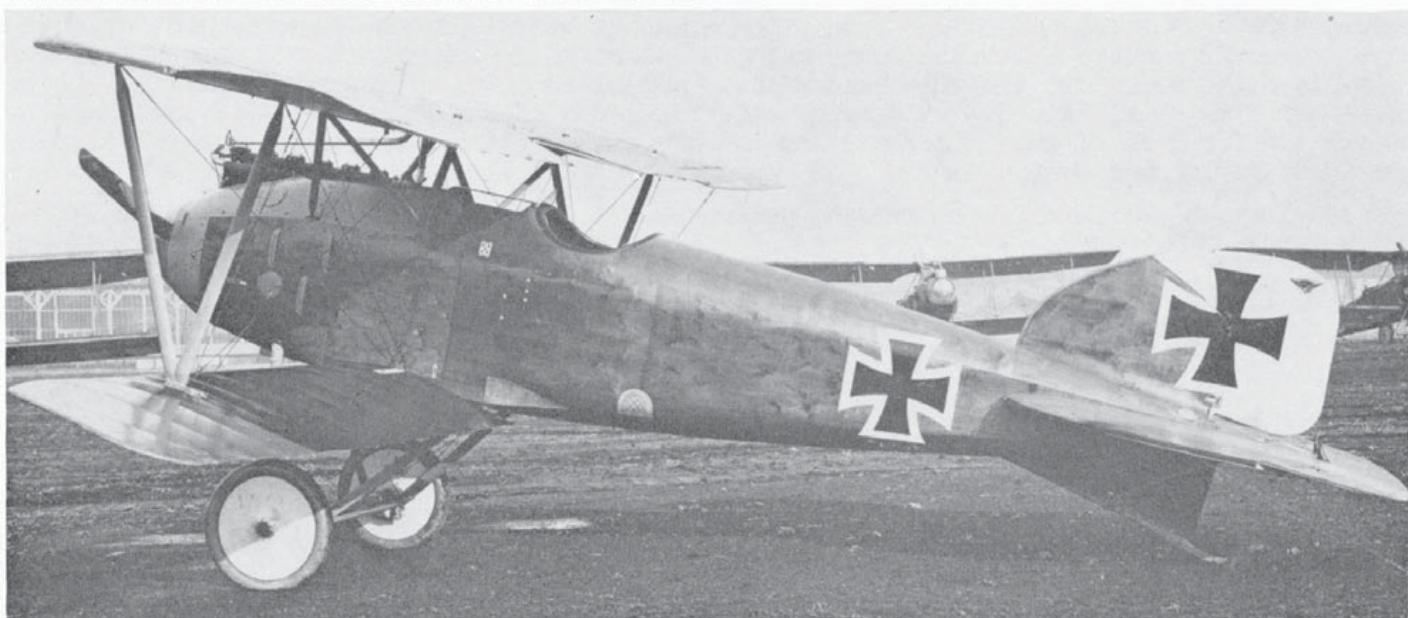


Albatros D III D 632/17; an excellent view of the aircraft taking off. The modicum of "down" elevator to lift the tail off the ground and the slight starboard rudder to correct swing are noteworthy. (Photo: Egon Krueger)



Unusual markings of Albatros D III with white crosses on seemingly black fuselage. (Photo: W. R. Puglisi)

of the rear struts. The axle was simply bound to the vee struts with elastic cord, which medium served as a shock absorber. The ash tailskid was anchored to the fixed under-fin and like wise sprung at its upper extremity with elastic cord.



A fine study of an Albatros D III of Marine Feld Jagdstaffel 2 in flight over Flanders in 1917. Note radiator offset to starboard.

(Photo: Egon Krueger)

Radiators, necessary for the water-cooled Mercedes, were manufactured by Windoff and were located on either side of the fuselage between the front undercarriage and centre-section struts. The box-like components marred the otherwise clean lines of the Albatros D I fuselage. A small water header tank of extremely shallow triangular shape was located over the camshaft.

Without doubt, upon its introduction, the bullet-nosed Albatros D I was able to outshoot and outfly any of the Allied machines it encountered. Although it did not have quite the same manoeuvrability as a rotary-engine machine its advantage lay in its speed which enabled an attack to be made when opportune, and facilitated the breaking off of combat when expedient. Its twin gun armament was obviously far more destructive when brought to bear on an opponent than the single machine gun with which its adversaries were equipped.

DEVELOPMENT

On active service, however, it was found that the view from the cockpit of the D I was not sufficiently good for a fighter and modifications were put in hand to rectify this deficiency. The upper wing, being placed atop the trestle type centre-section cabane, was well above the pilot's head and so caused a considerable blind spot forward and upward. The remedy was to bring the top wing nearer to the pilot's eye level so that he might see easily forward and over it. This was achieved by modifying the centre-section struts to an "N" format and splaying them outward; this gave the necessary reduction in gap and lowered the wing to the optimum position. A first-hand report on this was made by Vzfw. Carl Holler (*Jasta 6*) in an enquiry into a D I crash:—"Unfortunately the casualty was the result of a technical defect in the design of the aircraft. The top wing blocked the pilot's view for about thirty degrees forward and above. On the D II, of which the first examples were now coming into service, the top wing was

positioned about 40 cm. lower, at the eye level of the occupant, and thus there was no obstruction to vision." In this form the aircraft was redesignated D II and the modification put into effect on the production line. Due to early introduction of the modification D I production was automatically terminated and it is thought not a great many were built before the production run was converted to D II's.



Further thought on improvement was directed to cleaning up the somewhat bulky and drag-inducing radiator system. It was found that with the introduction of the splayed centre-section struts it was possible to install a Teeves and Braun radiator in the centre of the upper wing which conformed to the aerofoil section and in consequence offered much less drag. This version, with the centre-section



Late model D III fitted with D V type rudder. Insignia appears to be black and white—unit not known.

(Photo: W. R. Puglisi)

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(Photo: W. R. Puglisi)



Close up of cockpit and guns also shows rear view mirror and off-set radiator. Vzf.w. Anton Banhofer, Jasta 25 in Macedonia.
(Photo: Egon Krueger)

advantageous features of the Nieuport design was the excellent view from the cockpit afforded by the extremely narrow chord of the lower wing. Engineers at the Albatros works were quick to grasp the opportunity to offer the fighter pilots of their air force this advantage in designing a completely new wing cellule. This was married to the existing D II airframe, in which guise the machine was designated Albatros D III.



Albatros D III D 630 captured in Palestine. Note gap in centre-section where radiator has been removed. Albatroses in this theatre of war were eventually fitted with twin radiators.

(Photo: G. Haddow)

radiator, has sometimes been referred to as the D IIa but no official confirmation of this designation is to hand.

Further development in the evolution of the Albatros fighters was influenced by the French Nieuport design. Captured examples of the highly manoeuvrable "one-and-a-half wing" French machines had been made available to several German manufacturers, Albatros among them, with the intention of incorporating the best aspects of the design into an aircraft of their own. One of the most

A wing profile of exceedingly graceful proportions was chosen, with a long curving rake at the tips and a large centre-section cut out. Both wings followed the same general outline although the lower wing, which was only slightly less than the upper in span, was of considerably less chord (but not so drastic a reduction as in the Nieuports). The upper wing was a conventional one-piece structure based on twin main spars with three-ply ribs and wire trailing-edge member, and retained the centrally mounted Teeves and Braun radiator. Ailerons, of steel tube framing, were of increased inverse taper and were considerably washed out towards the tips. They were operated by a centrally mounted crank arm actuated via cables feeding through the lower wing. As opposed to the upper wing, the lower was based on a single main spar, as were the Nieuport wings, and it shared the same weakness i.e. the tendency to twist about its own axis in a prolonged dive. This fault was never really satisfactorily remedied, even in the later Albatros D V and D Va (See *Profile* No. 9). With the differing chord of the wings it was found they could be braced with vee format interplane struts. These were of streamlined steel tube from which medium the "N" format centre-section struts were also fabricated.

Before the end of the Albatros D III production

Line up of Jasta 27 Albatroses. Nearest machine with double chevron on upper wing flown by Hermann Göring.

(Photo: W. R. Puglisi)





Von Tutschek of Jasta 12 with Albatros D III displaying black nose panels and white spinner. (Photo: W. R. Puglisi)

run two further modifications were made. As a result of combat experience it was found that the mounting of the radiator on the centre line was a distinct disadvantage should it be holed by an enemy bullet. Combined with the siting of the wing low enough for the pilot to have a good view over it, the result of a puncture was to precipitate a shower of scalding water straight into the unfortunate pilot's face. Not the happiest of circumstances while in the midst of a dog-fight! Accordingly the radiator was re-positioned to the starboard side of the centre-section so that in the event of it being pierced any scalding water would be carried clear of the cockpit. The final modification was the fitting of a more rounded rudder of the type later used on the D V and D Va, from which it may be observed that rudder profile is not necessarily an infallible guide to

the recognition of a D III, although the shape of the under fin certainly is. It is of interest perhaps to mention that all Albatros D III wing surfaces and tail control surfaces were interchangeable with the subsequent D Va (but not D V in which the aileron control differed).

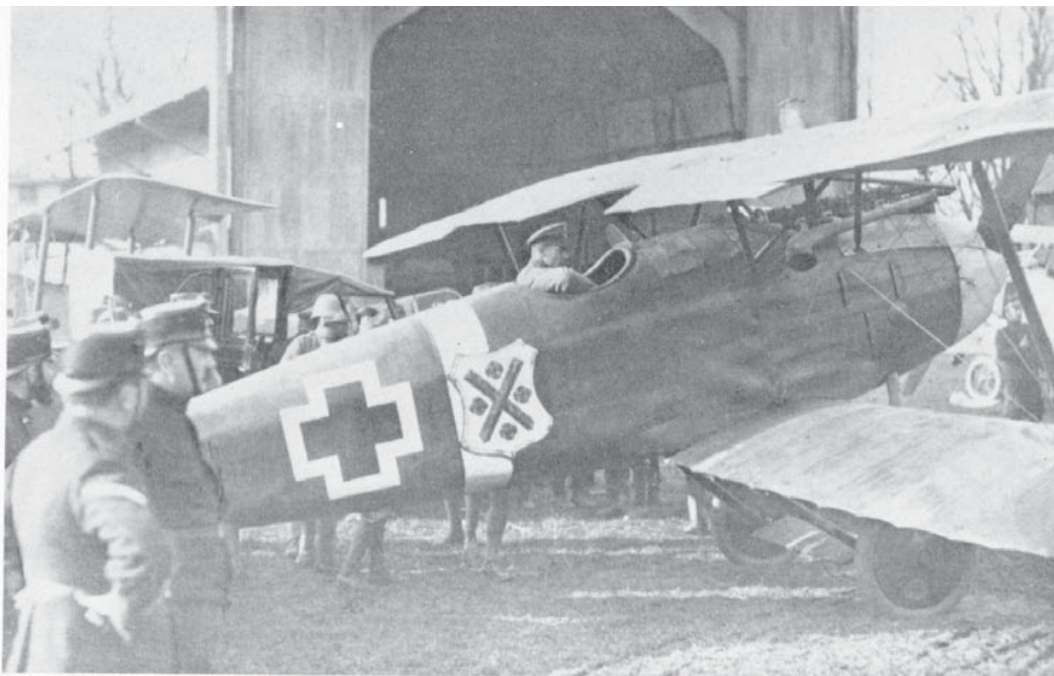
BOELCKE AND JASTA 2

As already mentioned, *Jasta 2*, commanded by Haupt. Oswald Boelcke, was the first unit to achieve any outstanding success with the new Albatros single-seaters. The *Staffel* had been organised during late August 1916 at Bertincourt, Boelcke having an exceedingly arduous time getting equipment and personnel together and literally building the unit from scratch. Its true date of origin can generally be accepted as 27th August on which date the first entry was made in the *Staffel* "War Diary" — "*Jagdstaffel 2* assembled under command of Haupt. Boelcke. Effectives: 3 officers (Boelcke, Lts. von Arnim and Gunther), 64 other ranks. Quarters: Officers to be billeted in Berthincourt, men to live in huts. Machines; none to hand as yet. Activities: preparation of aerodrome." Although von Arnim was included in the 27th August entry he was killed the following day with his old unit before actually joining *Jasta 2*. Further pilots arrived as follows: Lt. Höhne (29th Aug.) Vzfw. Leopold Reimann and Max Müller (1st Sept.) Lts. Hans Reimann and Manfred von Richthofen (1st Sept.) Lts. Viehweger and Böhme (8th Sept.). The first machines arrived on 1st September, Vzfw. Riemann bringing an Albatros D I with him from *Jasta 1*, and two Fokker D IIIs which Boelcke himself collected from the Aircraft Park (one of these Fokker D III's, 352/16, was subsequently preserved in the Berlin museum in memory of Boelcke, but was destroyed during World War II.). On 2nd September Boelcke secured his 20th victory whilst flying this Fokker—Capt. Robert Wilson R.F.C., whom Boelcke later entertained and who sent a wreath to the funeral when Boelcke was killed.

At last six of the new Albatros biplanes were available and were collected by the pilots on 16th September, Lt. Höhne scoring his first victory on one of them the same evening. Sunday the 17th was the first occasion when the *Staffel* operated as a group (only odd individual flights having been made up until then) the "War Diary" recording "13 flights;

Crisply etched against the winter sky and snow covered airfield the graceful lines of the D III are well shown in this view. This is an early "ex-works" machine with centrally located radiator. (Photo: Egon Krueger)





Albatros D III interned and on display in Switzerland. The style of cross dates the machine about April–May 1918: markings are unfortunately not identified.



Late production Albatros D III with D V type rudder. The contrast of the aircrew laminations is clearly shown.

5 combats, of which 4 were successful.” On the 07.45 hours patrol Lt. Böhme scored a victory whilst during the 10.45 hours patrol Boelcke, von Richthofen and Lt. Reimann each scored. The total victories scored by the *Staffel* for the whole of September was 25, almost all of which were achieved during the last fourteen days. Boelcke had a strange experience about noon on September 27th when he shot up a Martinsyde which continued to fly on a circular course: flying close up to the machine he saw the pilot was slumped in the cockpit, apparently dead, and the controls jammed. On return it was found that Vzfw. Reimann also claimed to have shot up this aircraft, which bore the serial 7495, but Boelcke instructed that the victory should not be credited to anyone.

An example of Boelcke’s tactics and descriptive writing may be found in his own account of his 31st victory: “The fall of No. 31 yesterday was a magnificent but awesome spectacle. I was over the lines with five of my gentlemen; we amused ourselves by attacking and chasing away all English and French machines we found in order to test our machine-guns and practice on living targets. But they did not seem to like it—and would not let us do business with them. Then all at once I saw one pottering about low down east of Morval. So I went down, got on to his tail, came up close and then took good and steady aim. My opponent—a Nieuport 12 two-seater,—did not make matters too difficult as he flew straight ahead. I kept to within twenty to thirty metres of him, until he exploded close before me in livid yellow flame and crashed down in pieces. It can hardly be called a fight because I took this enemy completely by

surprise.” The *Staffel* were not without casualties however; first to fall was Lt. Winand Grafe who fell on September 22nd, Lt. Hans Reimann (not to be confused with Vzfw. Reimann) was shot down on the evening patrol the following day, having been credited with four victories: and the deaths of Lts. Ernst Diener and Herwarth Philipps occurred on 30th September and 1st October respectively.

Thanks were due to Boelcke in no small measure not only for his tactical methods, but also for his general administrative abilities. He selected his pilots (when possible) with care and discrimination, gave them a thorough grounding in technical details, inspired them with an “*esprit de corps*” and welded them into a supreme fighting unit. From a master of single combat tactics he progressed into a most distinguished mentor of organised teamwork. Evidence of this is to be found in the many members of the original *Jasta 2* who eventually became *Staffelführers* in their own right. All this was achieved on the initial Albatros equipment, D I’s at first, supplemented by some D II’s which came along in October 1916. On 26th October Oswald Boelcke claimed his 40th and last victory, a B.E. which fell smoking into the German front line trenches near Serre. Two days later, having destroyed some twenty aircraft in about six weeks, this redoubtable airman took off in his Albatros D II for the last time. In a late afternoon dog-fight in the vicinity of Flers, Erwin Böhme and Boelcke were converging on the same opponent when they collided, the undercarriage of Böhme’s Albatros tearing off Boelcke’s port wingtip. Böhme managed to regain control but his leader was apparently unable to do so, descending at an ever steepening angle, eventually crashing to his death near a field gun battery. Böhme was to survive for exactly a year, a month and a day before going to his death with a score of twenty-four victories. The death of the well-loved leader of *Jasta 2* was to be avenged during November, when one of the foremost pilots

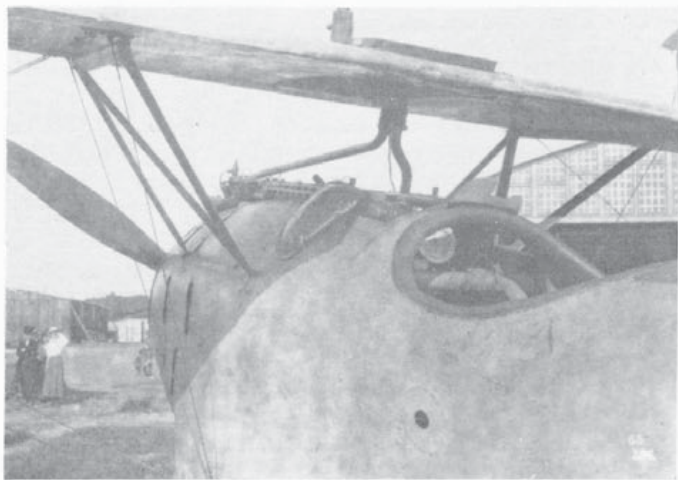
Again an early D III with centrally placed radiator: the machine belonged to Jasta 5.
(Photo: Egon Krueger)





An Albatros D III taken over by the Dutch at the end of the war, and a detailed view of the cockpit of this machine.

(Photos: G. H. Kamphuis)



is already superior to all enemy types this is all the more remarkable". Several German pilots, who were eventually to become the top scorers, gained many victories on Albatros D III's during 1917: Manfred von Richtofen, Ernst Udet, Werner Voss, Paul Bäumer, Bruno Lörzer, Eduard von Schleich, and Karl Allmenröder (who was shot down by Collishaw on 27th June 1917) among them. D III's also equipped the *Marine Feld Jastas*.

The majority of D I, D II and D III aircraft were built by the parent Albatros factory at Johannisthal, but some D II's were built under licence by the L.V.G. company. A number of D II's and D III's were built for the Austro-Hungarian fighter squadrons by the Austrian Oeffag factory: these machines were fitted with Austro-Daimler engines of ratings varying from 185 to 225 h.p. and gave excellent service.

in the R.F.C., Major Lanoe Hawker, V.C., was shot down by Lt. Manfred von Richthofen, whilst flying his Albatros D II against the Briton's vastly inferior D.H. 2 (See *Profile* No. 91). The account of this long duel has been well documented, particularly so in a recently published book written by Hawker's younger brother.

At the close of the year Albatros D I production had been virtually tailed off and the D II was arriving at the Aircraft Parks in increasing numbers. By the end of January 1917 there were only 39 D I's at the Front whereas the number of D II's was 214. By this time production of the Albatros D III had been initiated and was proceeding apace to facilitate the equipping of the rapidly expanding *Jagdstaffeln*, of which no less than 37 were planned to be in existence by the Spring of 1917. By May of that year the number of D II's at the Front was down to 107 while no less than 327 D III's were then flying with the *Jastas*. During April a grim harvest of Allied aircraft had been reaped by these Albatros fighters, which achieved an undoubted superiority. That month was to go down in the annals of R.F.C. history as "Bloody April".

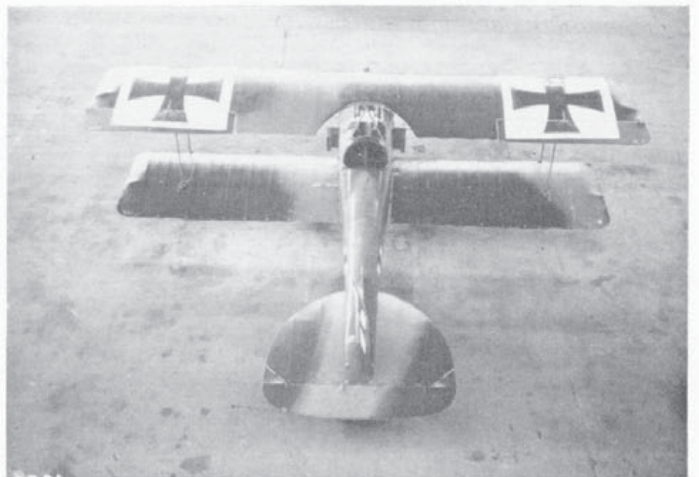
Gradually the Albatros D III came to be the mainstay of the majority of *Jastas* until July 1917, when its numbers began to be augmented by the D V and D Va developments. Generally speaking it was a well-liked machine and welcomed by pilots. Lt. Veibel of *Jasta* 5 reported the D III to be "faster than the D II and much better in climb. As the D II

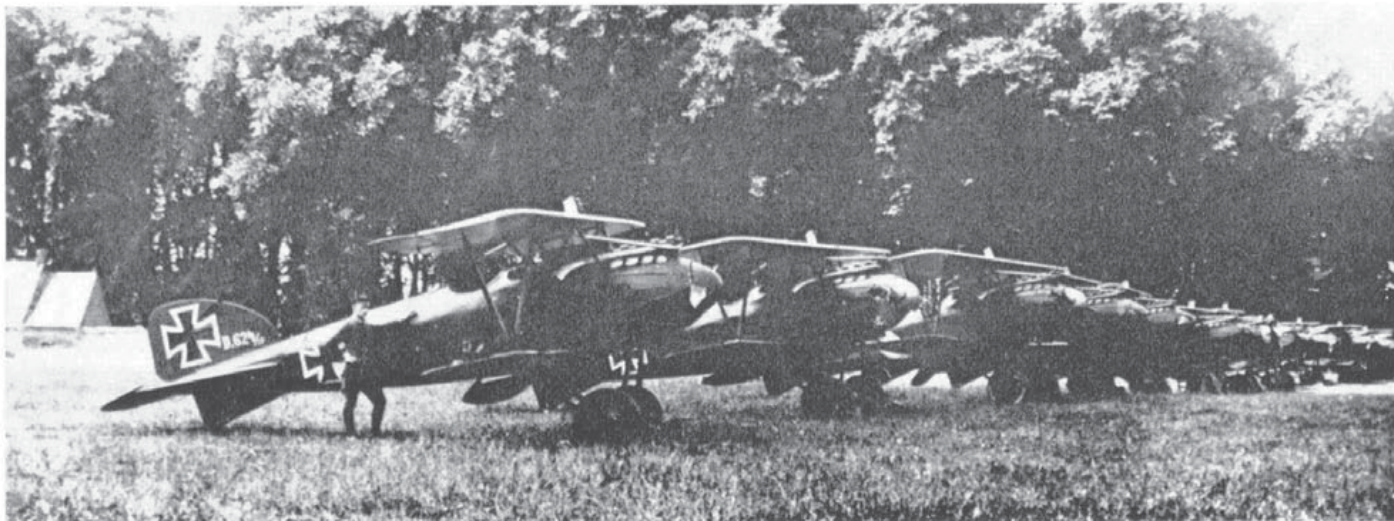
COLOUR NOTES

Ex-works Albatros D I's and D II's had the upper surfaces of wings and tailplane camouflaged in large irregular patches (shadow shaded) of khaki brown and dark olive green; underneath, these surfaces were finished a light sky blue. Fuselages were natural varnished wood but at unit level these were sometimes overpainted with camouflage shades on top and sides and light sky blue underneath. In April 1917, by

The divisions of the khaki-brown and dark olive green camouflage shades are discernible in this view of an ex-works D I at Johannisthal. Note also the sheen on the varnished wood fuselage.

(Photo: Hans Obert.)





Albatros D IIIs of Jasta 11 commanded by Manfred von Richthofen. Note that serial numbers are painted in white, that of nearest aircraft is D 624/17. (Photo: Egon Krueger)

which time the D III was also in service, the khaki brown shade was discontinued and a lilac mauve shade introduced, which became standard. Initially unit identity marks were not carried—due to the relatively few *Jastas* in existence—and individual identity was usually in the form of a numeral or perhaps an initial letter. With the introduction of the Albatros D III and expansion to nearly forty *Jastas* a greater need of unit identity obtained and from that period, in the spring of 1917, the more colourful (and often flamboyant) liveries began to appear.

© Peter L. Gray, 1966.



Oeffag-built Albatros D IIIs were the first fighters to carry the famous insignia of Poland's "Kosciuszko" squadron, in 1919/20. (Photo: J. B. Cynk)

"Operation Shunt". Albatros D IIIs of Flik 63, Austrian flying corps. Absence of spinner was feature of this type. Note marking of cross on the fin, also decorative wheel disc.

(Photo: Pavel Vancura)



Breakdown of aircraft numbers at the Front. (This includes machines with *Staffeln* and at Aircraft Parks, but not machines in service with Home Establishment units).

		D I	D II	D III
September	1916	6	1	—
November	1916	50	28	—
January	1917	39	214	13
March	1917	28	150	137
May	1917	20	107	327
July	1917	17	72	303
September	1917	12	44	385
November	1917	9	11	446
January	1918	8	6	423
March	1918	5	2	357
May	1918	6	2	174
July	1918	1	2	82
September	1918	3	2	52

SPECIFICATION

Manufacturer: Albatros Werke G.m.b.H., Johannisthal. Luft Verkehrs Gesellschaft. (L.V.G.). D II only. Oesterreichische Flugzeugfabrik A.G. (Oeffag.) D II and D III only. Built for Austro-Hungarian air force.
Power Plant: 160 h.p. Mercedes D III (Standard classification, later engines were upgraded to give 175/185 h.p.). 185/225 h.p. Austro Daimler (Fitted to Oeffag built aircraft only).

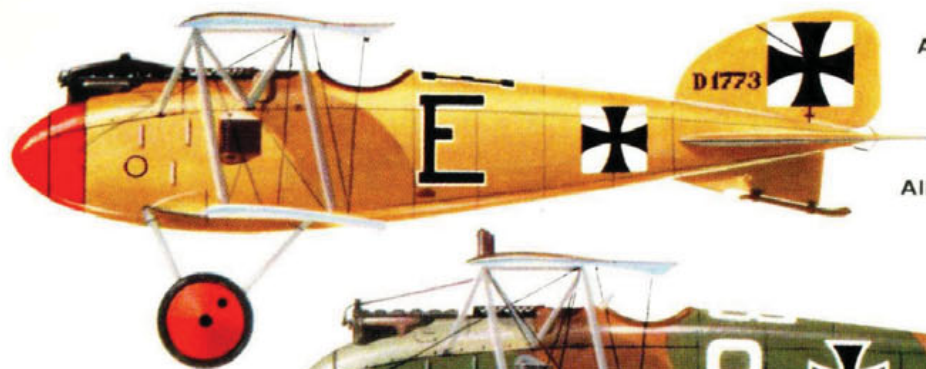
Dimensions:

	D I	D II	D III
Span	8.5m. (27 ft. 10 $\frac{3}{8}$ in.)	9.05 m. (29 ft. 8 $\frac{1}{2}$ in.)	
Length	7.4 m. (24 ft. 3 $\frac{1}{8}$ in.)	7.33 m. (24 ft. 0 $\frac{5}{8}$ in.)	
Chord Upr.	1.6 m. (5 ft. 3 in.)	1.5 m. (4 ft. 11 in.)	
Lwr	1.6 m. (5 ft. 3 in.)	1.1 m. (3 ft. 7 $\frac{1}{4}$ in.)	

Wing area	22.9 sq. m. (247 sq. ft.)	D I
	24.5 sq. m. (264 sq. ft.)	D II
	20.5 sq. m. (221 sq. ft.)	D III
Weights	Empty 647 kg. (1,423 lb.)	D I
	Loaded 898 kg. (1,976 lb.)	
	Empty 637 kg. (1,401 lb.)	D II
	Loaded 888 kg. (1,954 lb.)	
	Empty 661 kg. (1,454 lb.)	D III
	Loaded 886 kg. (1,949 lb.)	

Performance:

Maximum speed 175 km./hr. (109.4 m.p.h.) D I and D II
165 km./hr. (103 m.p.h.) D III
Climb to 1,000 m. (3,280 ft.) 6 min. D I, 5 min. D II, 3.3 min. D III.
2,000 m. (6,560 ft.) 9.1 min. D II, 7.2 min. D III
3,000 m. (9,840 ft.) 15.4 min. D II, 12.1 min. D III.
4,000 m. (13,120 ft.) 26 min. D II, 18.8 min. D III.
Endurance: 1 $\frac{1}{2}$ hours, D I and D II. 2 hours, D III.
Armament: Twin fixed Spandau machine-guns firing forward.



Albatros D II, Jasta 5, April 1917. Upper surfaces of wings finished in green/mauve camouflage. Note "ear"-type radiators.



Albatros D II with centre-section radiator; upper surfaces of wings finished in green/brown camouflage. Note "8" repeated above (white) and below (black) fuselage.

Upper surface detail of Göring's aircraft.



Albatros D III, Jasta 27; flown by Lt. Herman Göring

Tail detail of Allmenröder's aircraft.



Albatros D III of Jasta 12. Upper surfaces of wings finished in green and mauve camouflage.



Albatros D III of Jasta 10. Upper surfaces of wings finished in green and mauve camouflage.

Albatros D III of Jasta II, flown by Karl Allmenröder. Upper surfaces of wings finished in green and mauve camouflage.



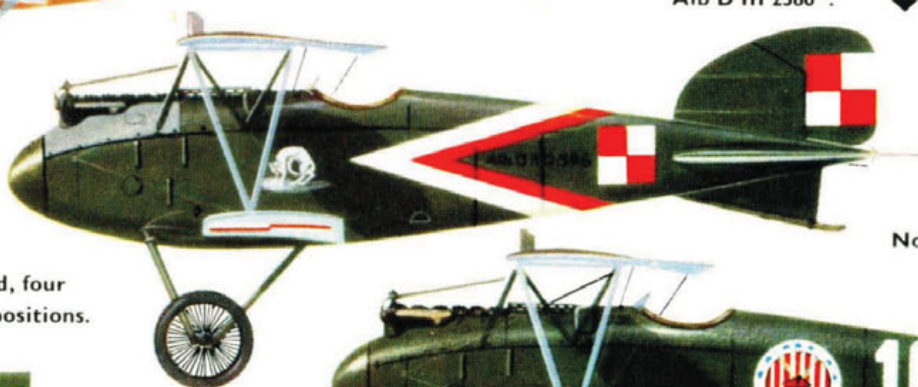
Albatros D III, flown by A. Haber-Wlynski, one of the first Polish military flying instructors. Fuselage legend reads "Alb D III 2586".



Poland, four wing positions.



Personal insignia of A. Haber-Wlynski.



No. 111 Kosciuszko Squadron.



Albatros D III of No. 111 Kosciuszko Squadron, Polish Air Force.