

# INSTRUCTIONS FOR ASSEMBLING THE GERMAN ALBATROSS D-3 SCOUT

## ALL-PLASTIC SCALE MODEL

BEFORE ASSEMBLING THE GERMAN ALBATROSS D-3 SCOUT, CAREFULLY STUDY SKETCH AND PLACE ALL PARTS ON WORK TABLE AS INDICATED.

**IMPORTANT**—APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OF PLANE SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MAR OR SMEAR PLASTIC SURFACES.

IN ORDER TO OBTAIN MAXIMUM STRENGTH AND NEATNESS, IT IS SUGGESTED THAT ALL CEMENTED SUB-ASSEMBLIES BE GIVEN AMPLE TIME TO DRY BEFORE FURTHER HANDLING. DO NOT HURRY. WORK CAREFULLY AND PATIENTLY.

FOR BEST RESULTS ASSEMBLE PLANE EXACTLY IN THE ORDER INDICATED.

1. Cement PROPELLER to PROPELLER SHAFT by applying a small drop of cement to end of PROPELLER SHAFT and inserting same into corresponding hole in PROPELLER.

2. Cement ENGINE HALVES together by applying cement sparingly along inside surfaces of HALVES, being careful not to get any cement near or around PROPELLER SHAFT HOLE at front end of ENGINE. Before joining HALVES together be sure to locate PROPELLER and SHAFT ASSEMBLY into proper position in hole at front end of ENGINE, as indicated in sketch.

3. Cement INTAKE MANIFOLD to LEFT SIDE of ENGINE by applying a small drop of cement to pegs on MANIFOLD and inserting into corresponding holes on LEFT SIDE of ENGINE.

4. Using the same procedure, cement EXHAUST MANIFOLD to RIGHT SIDE of ENGINE. Set aside to dry.

5. Cement PILOT to SEAT by applying cement to seat and back of PILOT—Place PILOT on seat and allow to dry.

6. Cement PILOT and SEAT ASSEMBLY to FLOOR PANEL by applying cement to peg on bottom of SEAT and inserting same into corresponding hole in FLOOR PANEL, as indicated in sketch.

7. Using the same procedure, cement CONTROL STICK to center of FLOOR PANEL.

8. Cement FLOOR PANEL and SEAT ASSEMBLY to RIGHT FUSELAGE HALF by applying cement along RIGHT SIDE of SEAT and locating same in FUSELAGE so that right bottom side of FLOOR PANEL rests on RIB on inside of FUSELAGE and so that back side of FLOOR rests between RIBS, as indicated in sketch. Allow to dry.

9. Cement INSTRUMENT PANEL to RIGHT FUSELAGE HALF by applying cement to right side of INSTRUMENT PANEL and locating same in FUSELAGE so that right side of PANEL rests against back side of RIB on inside of FUSELAGE, as indicated in sketch.

10. Cement FUSELAGE HALVES together by applying cement along inside edges of RIGHT FUSELAGE HALF and along edges of INSTRUMENT and FLOOR PANELS, being careful not to get any cement near front end of FUSELAGE. Before joining halves together, locate PROPELLER and ENGINE ASSEMBLY at front end of FUSELAGE, as indicated in sketch. Hold HALVES together firmly for about one (1) minute to allow cement to set.

11. Cement MACHINE GUNS to FUSELAGE by applying a small drop of cement to peg located in center of crotch of GUN ASSEMBLY and insert same into front hole located in top of FUSELAGE between ENGINE and COCKPIT, as indicated in sketch.

12. Using the same procedure cement GUN SIGHT to hole in FUSELAGE directly behind MACHINE GUNS.

13. Cement LOWER WING to FUSELAGE by applying cement to crotch in underside of FUSELAGE and locating LOWER WING in same.

14. Cement "N" STRUTS to Left and Right Sides of FUSELAGE by applying cement to pegs on bottom of STRUTS and locating same into corresponding holes in sides of FUSELAGE, as indicated in sketch. Note:—If STRUTS are located on the correct side they should lean back towards TAIL of Plane.

15. Cement "VEE" STRUTS to lower wing by applying a small drop of cement to peg at bottom of "VEE" STRUT and locating same into corresponding holes in LOWER WING. Note:—Place STRUTS so that longer leg of "VEE" is towards front of PLANE.

16. Assemble TOP WING to STRUTS as follows: Place TOP WING upside down on work table and apply a very small drop of cement to each of the holes in WING and, while holding FUSELAGE upside down, carefully insert, one at a time, pegs on ends of STRUTS into corresponding hole in TOP WING. Hold firmly in position until cement has had time to set.

17. Assemble HORIZONTAL STABILIZER to FUSELAGE by

sliding tail end of FUSELAGE into "V" slot of STABILIZER. Hold parts firmly and slide together until tabs on STABILIZER snap into slots in sides of FUSELAGE. No cementing is necessary.

18. Place PLANE in upside down position and cement LEFT and RIGHT LANDING GEAR STRUTS to FUSELAGE by applying cement to top ends of STRUTS and locating same into corresponding recessed slots in underside of FUSELAGE.

19. Insert WHEEL AXLE through holes in LANDING GEAR STRUTS, locate centrally and apply a small drop of cement at JUNCTION POINTS.

20. Cement WHEELS to AXLES by applying a small drop of cement to ends of AXLES and locating hole in WHEELS over same. Allow to dry.

21. Cement TAIL SKID to FUSELAGE by applying cement to tab on SKID and inserting same into corresponding slot in underside of FUSELAGE.

22. Using a tweezer to hold WATER LINE, cement one end of WATER LINE to WING RADIATOR on underside of TOP WING and cement other end to FRONT END of ENGINE as indicated in sketch.

23. Cement MECHANIC to WHEEL CHOCK and GROUND PANEL by applying cement to pegs on bottom of feet of MECHANIC and inserting same into corresponding holes in CHOCK and GROUND PANEL, as indicated in sketch.

24. Cut out sections of DECALS to correspond with markings on PLANE. Read directions on back of DECALS before applying. Allow to dry before any further handling.

If it is desired to further decorate the model by painting, the Cover of the Box in which this Model was packed may be used as a guide both as to color selection and areas to be painted.

**CAUTION**—Use only those paints which are specified for use on plastics. These paints are available at your local Hobby Shop, Toy Dealer, or Variety Store.

Your completed model may be either shelf mounted or wall mounted. For wall mounting the underside of this model contains a slot which will accommodate AURORA'S WALL BRACKET which is available at your dealer at nominal cost.

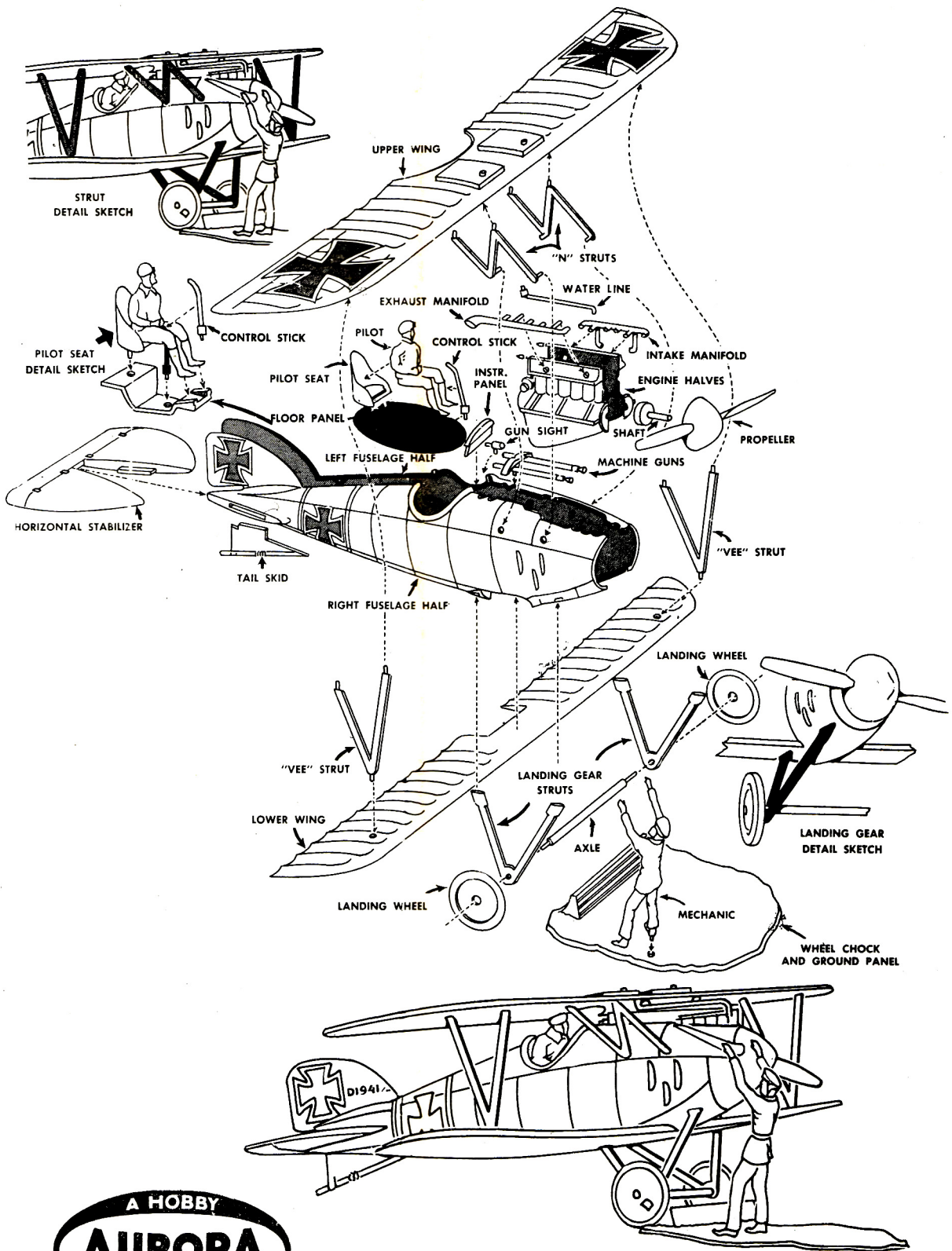
### HISTORY OF THE GERMAN ALBATROSS D-3 SCOUT

When the Albatross D-1 Scout Biplanes were first introduced towards the close of 1916, they quickly achieved a marked superiority over Allied planes such as had not been known since the days of 1915, when the Fokker monoplane was at its peak. On September 17th, Boelke, the German ace, led the first large formation of scouts organized on "circus" lines ever to cross into Allied territory and engaged eight British planes from the R.F.C. No. II Squadron. The obsolete British planes were completely outmoded by their heavier, more powerful opponents and none of them survived the onslaught. The Albatross D-1 was the first to use twin synchronized Spandau machine guns mounted above the motor cowling immediately in front of the pilot. After the advent of the Albatross, the twin synchronized guns became standardized on both Allied and German types.

The D-1 went through a number of changes, designed to improve its performance and in the spring of 1917 the Albatross D-3 made its appearance over the Western Front and helped give "Bloody April" its name. The D-3 retained many of the characteristics of the earlier 1916 models but the large lower plane of the wing and the parallel interplane struts were abandoned in favor of a sesquiplane design with a narrow single spar lower wing and the famous "Vee" interplane strut and they were immediately dubbed "Vee-strutters" by the Allied pilots. A further modification to the wing design was the marked sweep-back on the ailerons of the upper wing.

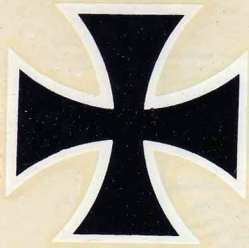
For a short time the D-3 proved virtually invincible against the current Allied planes which enabled many German aces to build up their early scores. During "Bloody April" they were largely responsible for the destruction of 368 British planes and in the same month British hopes were dashed when a formation of the new Bristol fighters, led by Capt. Leefe-Robinson, was defeated by a group of D-3 Scouts. Baron von Richthofen, leading this "Vee-strutter" equipped Jagdstaffel II, gained a good deal of his prominence, counting among his victories, Major Lanoe Hawker, V. C., commander of the R.F.C.'s crack No. 24 Squadron, whom he shot down in a De Havilland DH-2 pusher.

Further improvements to the highly successful D-3 resulted in the D.V., which came into service as a replacement for the earlier versions in the summer of 1917. The final blow to the Albatross reputation came in the autumn of 1917 when it was abandoned in favor of the radical Fokker Triplane by the foremost German Staffels.



A HOBBY  
**AURORA**  
 FOR EVERYBODY

**ASSEMBLED MODEL**



D1941/16

D1941/16



ALBATROSS D-3