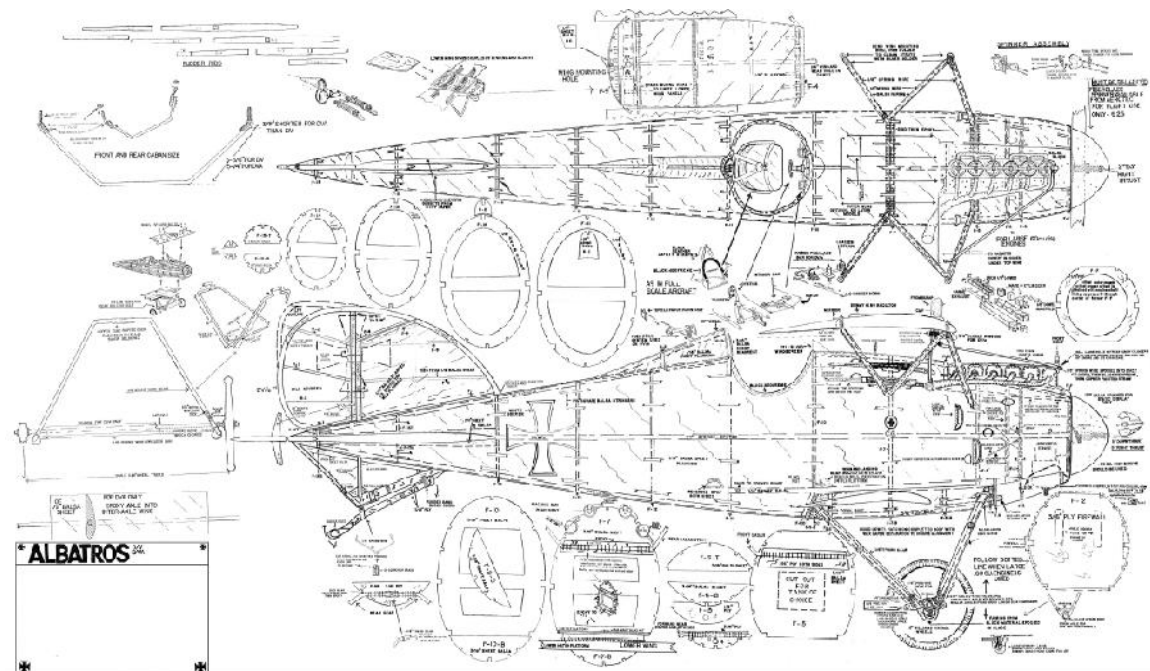


Albatros D-XX (1913) 37 or 58 Inches Wing Span Plan



The Albatros B.I was a large three-bay biplane designed before the First World War and that was taken into German service after the outbreak of war. It used the composite construction that would be the hallmark of Albatros aircraft. The fuselage had a wooden frame and was covered with plywood. The wings had wooden spars and ribs and were fabric covered. The radiators were mounted on the sides of the fuselage close to the front cockpit.



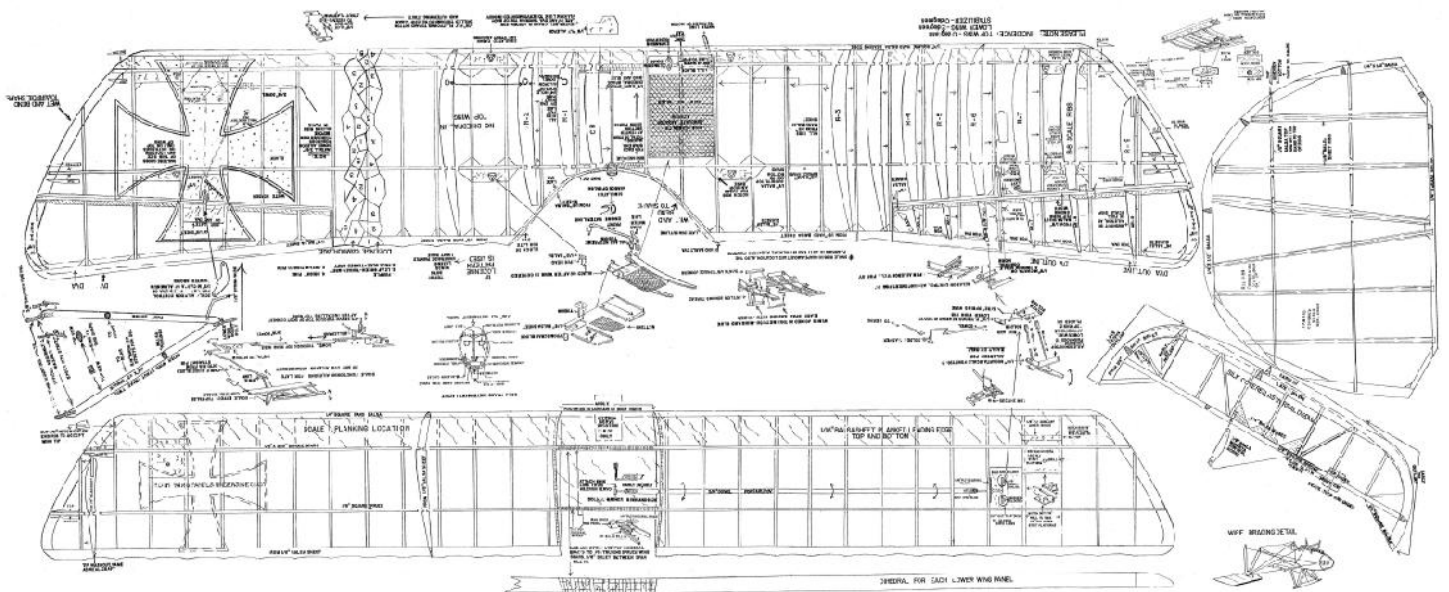
Alabtros DV DVA

Albatros D-XX (1913) 37 or 58 Inches Wing Span Plan

Although its operational career was short, it was the first of the Albatros D types which equipped the bulk of the German and [Austrian](#) fighter squadrons (*Jaagstaffeln*) for the last two years of the war.

The aircraft had been designed in 1913, with some input by Ernst Heinkel, who at the time was working for Albatros.

After the outbreak of the First World War the existing biplanes were taken into military service and given the designation B.I. They were then followed by the improved B.II, a two-bay biplane that led onto the armed C.I and a long family of Albatros scouts.



Albatros D-XX (1913) 37 or 58 Inches Wing Span Plan



Design and development

The D.I was designed by Robert Thelen, R. Schubert and Gnädig, as an answer to the latest [Allied](#) fighters, such as the [Nieuport 11 Bébé](#) and the [Airco D.H.2](#), which had proved superior to the [Fokker Eindecker](#) and other early German fighters, and established a general Allied [air superiority](#). It was ordered in June 1916 and introduced into squadron service that August.^[1]

The D.I had a semi-[monocoque plywood fuselage](#), consisting of a single-layered outer shell made from individual panels of plywood, supported by a minimal internal structure. This was lighter and stronger than the fabric-skinned box-type fuselage then in common use, as well being easier to give an aerodynamically clean shape. At the same time, it was less costly to manufacture than the "wrapped body" (*Wickelrumpf*) monocoque fuselage common to the patented LFG Roland military aircraft designs, and licensed to [Pfalz Flugzeugwerke](#) for their biplane fighters.^[2] It was powered by either a 110 kW (150 hp) Benz Bz.III or a 120 kW (160 hp) Mercedes D.III six-cylinder watercooled [inline engine](#). The additional power enabled twin fixed [Spandau](#) machineguns to be fitted without any loss in performance.^[2]

The D.I had a relatively high [wing loading](#) for its time, and was not particularly manoeuvrable. This was compensated by its superior speed and firepower,^[2] and it quickly proved the best all-round fighter available.

Albatros D-XX (1913) 37 or 58 Inches Wing Span Plan

Operational history

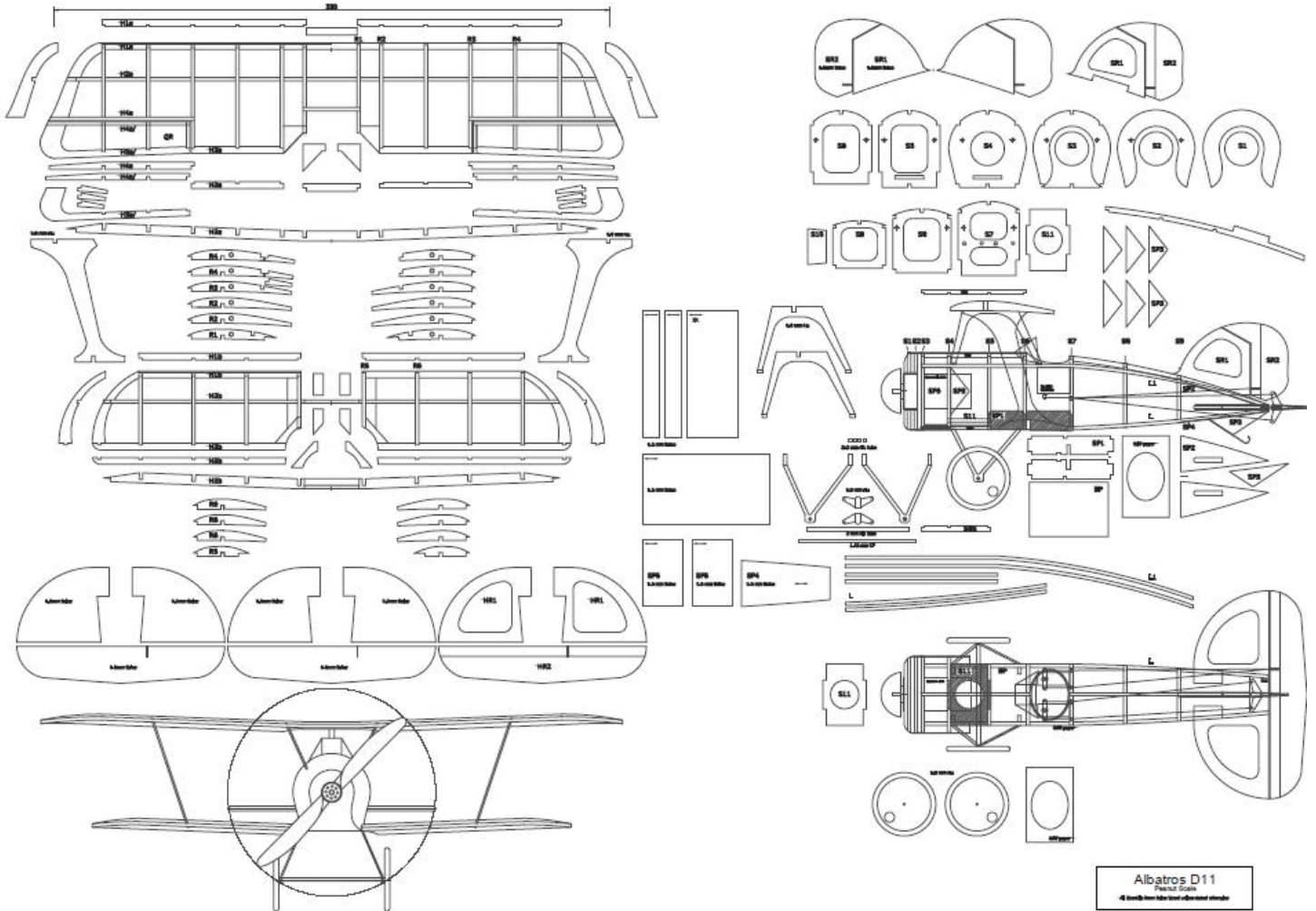
A total of 50 pre-series and series D.I aircraft were in service by November 1916, replacing the early [Fokker](#) and [Halberstadt](#) D types, giving real "teeth" to the Luftstreitkräfte's new [Jagdstaffeln](#) (fighter squadrons). Further production of D.Is was not undertaken, however; instead, a reduction in the gap between the top and bottom planes in order to improve the pilot's forward and upward vision resulted in the otherwise identical [Albatros D.II](#),^[1] which became Albatros' first major production fighter.



Engine: One Mercedes D.I or D.II
Power: 100hp or 110hp
Span: 47ft 6.75in
Length: 28ft 1.5in
Height: 10ft 4in
Empty weight: 1,647lb
Maximum take-off weight: 2,381lb
Max speed: 65mph
Climbing Speed: 10 minutes to 2,625ft
Endurance: 4 hours

Albatros D-XX (1913) 37 or 58 Inches Wing Span Plan

Albatros Peanut



Albatros D11
Peanut Scale
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Albatross D-XX (1913) 37 or 58 Inches Wing Span Plan

ALBATROSS

37.7" Wing Span Rev. 1.0 By Guijarro RC

