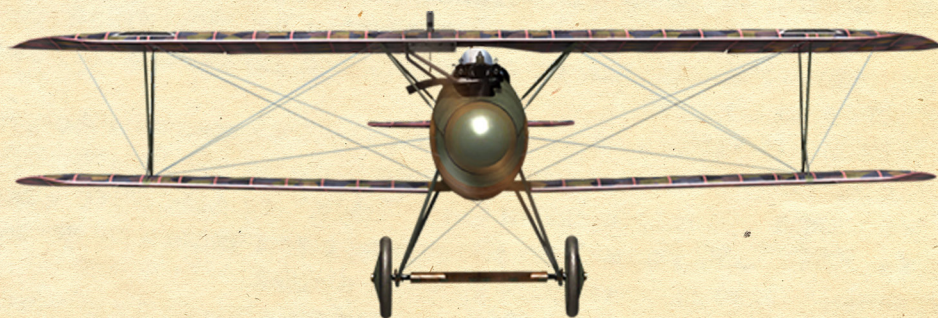
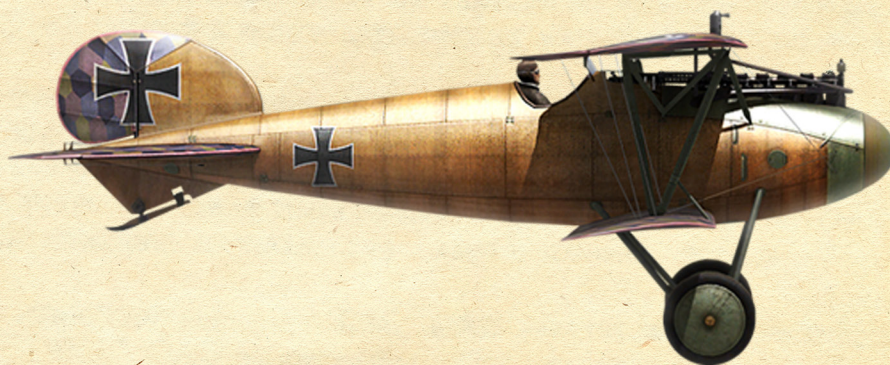
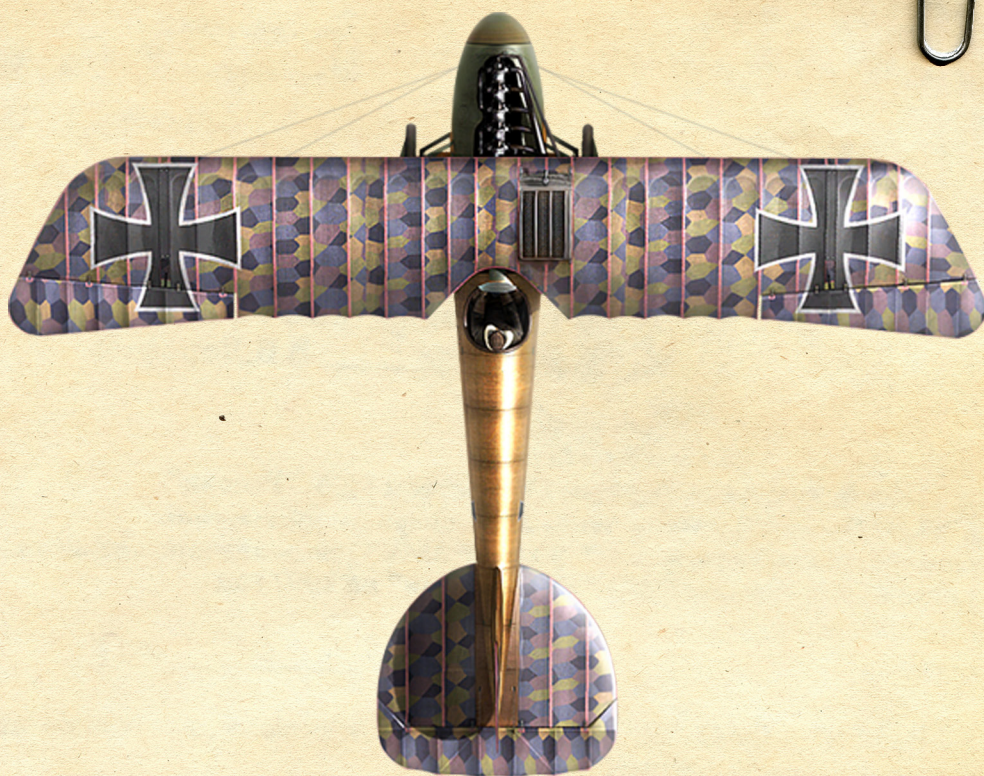


Albatros D.V.a Pilots Handbook

Idflieg Issue 1 May 1917



Specifications

| | |
|-----------------------|--------------------------------|
| Engine | 6-cyl. inline Mercedes D. IIIa |
| Power (h.p.): | 180 |
| Height (mm): | 2900 |
| Length (mm): | 7330 |
| Wing span (mm): | 9050 |
| Wing surface (sq.m.): | 21.2 |
| Empty weight (kg): | 680 |
| Takeoff weight (kg): | 915 |
| Fuel capacity (l): | 103 |
| Oil capacity (l): | 9 |

Climb rate

| | |
|--------|-----------------|
| 1000 m | 4 min. 13 sec. |
| 2000 m | 8 min. 46 sec. |
| 3000 m | 14 min. 32 sec. |
| 4000 m | 22 min. 30 sec. |
| 5000 m | 35 min. 55 sec. |

Maximum airspeed

(IAS: km/h)

| | |
|-----------|-----|
| sea level | 170 |
| 1000 m | 163 |
| 2000 m | 154 |
| 3000 m | 145 |
| 4000 m | 135 |
| 5000 m | 124 |

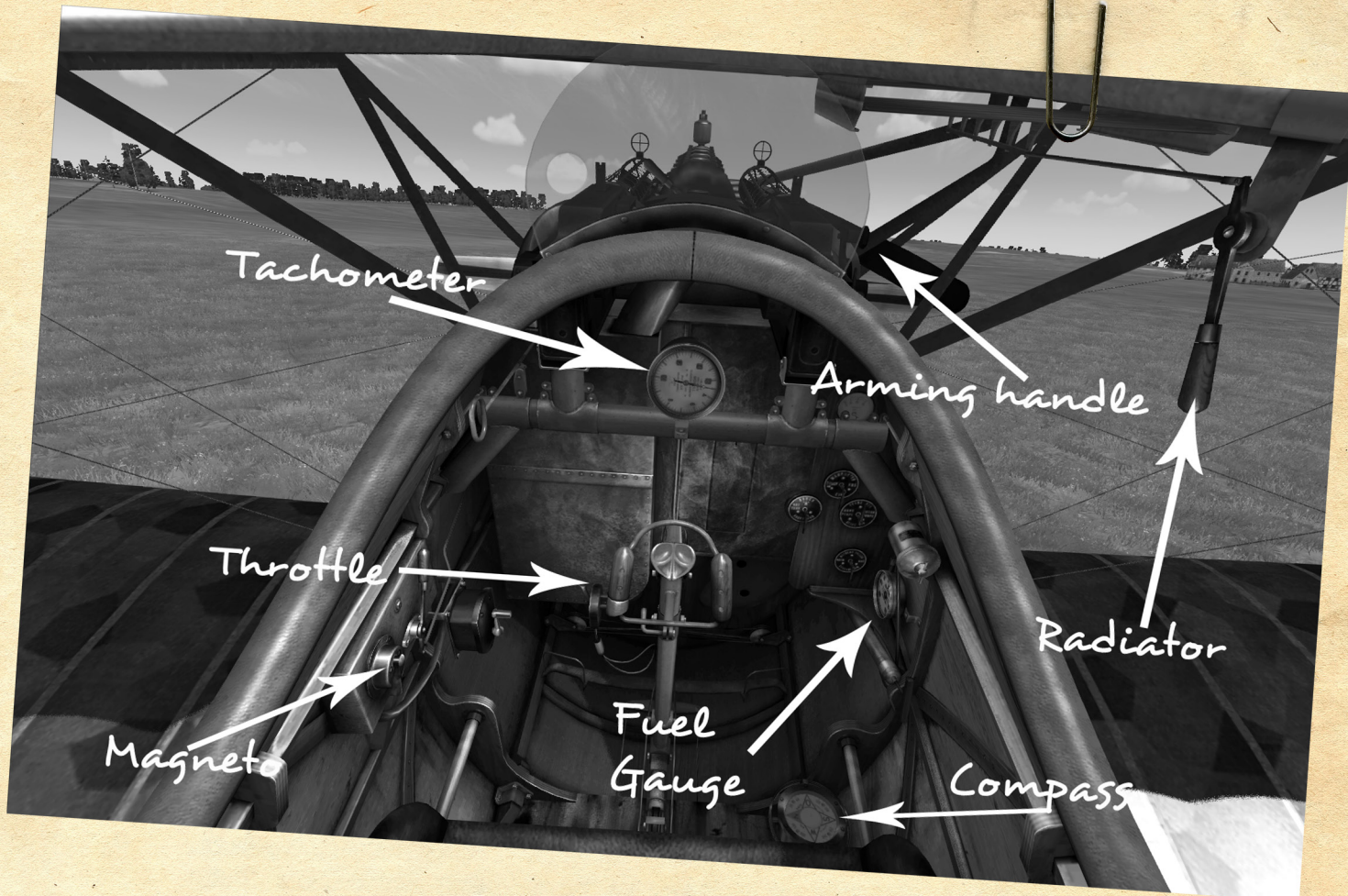
Service ceiling (m) 5600

Endurance

(h., min.) at 1000m

| | |
|--------|--------------|
| combat | 1 h. 30 min. |
| cruise | 3 h. 10 min. |

Armament 2xLMG 08/15 Spandau 7.92mm, 500 rounds per barrel.



Starting procedure

Check fuel

Check controls free and clear

Throttle to idle (full back)

Switch on (Default E key)

Increase revs to 500 rpm

Once tachometer needle is steady engine has reached correct temperature

Open radiator

Pilot notes.

Take off

Once engine is warm, take off into the wind. Apply full power and raise the nose. Once flying speed has been obtained maintain a gentle climb. Keep the radiator open throughout the climb only partly closing once into the cruise.

Flying Characteristics.

The Albatros D.V.a is an improvement on the D.V and D.III. Its most notable differences are the increased strength of its wings. The extra bracing used however has raised its weight and its performance is marginally worse than the D.V and D.III.

This should not discourage pilots however, as it remains a potent scout.

Whilst improved, care should still be taken during steep dives. Any vibration in the controls could herald instant wing failure. As always long descents should be performed in a spiral pattern with engine revolutions being kept below 1600.

The D.V.a will spin well, with the usual method of recovery recommended. Stall behavior is similar to the D.III, but will occur earlier due to its increased weight.

Combat notes.

As its fore bearers, the D.V.a remains a potent dogfighter and is able to out turn most opposition, with the exception of more recent Sopwith scouts. It has good rudder response and can hold its own against most enemy aircraft on an equal footing.

Pilots are reminded that the D.V.a is generally slower than most enemy aircraft and therefore advised to pick their fights according to tactical or numerical advantage only.

Landing.

The D.V.a should be landed into the wind at with power on, throttle at idle. When taxiing short bursts of power will allow effective steering. Pilots are advised to keep the stick well back during ground operations.