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The Austro-Hungarian KuKLFT (Kaiserlich und Königliche Luftfahrtruppen= Imperial and Royal Aviation Troops) also

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adopted the German aircraft designation system. However, Austria-Hungary assigned its designations completely independent This can be a bit confusing in the case of Aviatik, which had airplane companies in both Germany and Austria.

German and Austro-Hungarian Military Aircraft Designations

...

Much has been written about the British aircraft of the First World War, but little has surfaced about the aircraft of the Axis powers, Germany and Austria. Here, Terry C. Treadwell tells the story of the aircraft from companies such as Fokker, builder of the famous triplane, as fl own by Baron von Richthofen's Flying Circus, AEG, Albatros, Junkers and

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Hansa.

German and Austro-Hungarian Aircraft Manufacturers 1908 ...

The Albatros D.III was a biplane fighter aircraft used by the Imperial German Army Air Service during World War I. A modified licence model was built by Oeffag for the Austro-Hungarian Air Service. The D.III was flown by many top German aces, including Wilhelm Frankl, Erich Löwenhardt, Manfred von Richthofen, Karl Emil Schäfer, Ernst Udet, and Kurt Wolff, and Austro-Hungarian ones, like Godwin von Brumowski. It was the preeminent fighter during the period of German aerial dominance known ...

Albatros D.III - Wikipedia

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Histories and production details of 25 German and Austro-Hungarian aircraft designers. During the Great War many of the Austro-Hungarian makers switched from their own designs to German aircraft, such as Oeffag in Wiener-Neustadt producing the D.III under license from Albatros. Profusely illustrated.

1445601028 - German and Austro-hungarian Aircraft ...

BY DECADE When pressed to war, the Austro-Hungarian Empire was expected to field its own air service - helped along by both local and German designs. There are a total of [22] WW1 Austro-Hungarian Aircraft (1914-1918) entries in the Military Factory. Entries are listed below in alphanumeric order (1-to-Z).

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WW1 Austro-Hungarian Aircraft (1914-1918)

Buy [(German and Austro-Hungarian Aircraft Manufacturers 1908-1918)] [by: Terry C. Treadwell] [Apr-2011] by Terry C. Treadwell (ISBN:) from Amazon's Book Store. Everyday low prices and free delivery on eligible orders.

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troops fight with Italian units in the final days of WW1.

German and Austro Hungarian Aircraft Manufacturers 1908 ...

The aircraft employed by the Air Service were a combination of Austro-Hungarian designs built within the empire, German models that were domestically manufactured by Austrian firms (often with modifications), and aircraft that were imported from Germany.

Austro-Hungarian Aviation Troops - Wikipedia

Austro-Hungarian aircraft. Built specifically for or in Austria-Hungary, whose designation system was based on the German one, but with duplications for unrelated designs. German designs used by Austria-Hungary and Germany are

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in German section. A & B types (unarmed monoplanes and biplanes) Aviatik B.III (1916) Etrich Taube (1911)

List of World War I Central Powers aircraft - Wikipedia

The Austro-Hungarian Compromise of 1867 (called the Ausgleich in German and the Kiegyezés in Hungarian), which inaugurated the empire's dual structure in place of the former Austrian Empire (1804–1867), originated at a time when Austria had declined in strength and in power—both in the Italian Peninsula (as a result of the Second Italian War of Independence of 1859) and among the states ...

Austria-Hungary - Wikipedia

The industrial base of the Dual Monarchy, barely equal to the

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insatiable demands of technological warfare, was never able to attain the high level of mobilization of its powerful German ally.' *Austro-Hungarian Army Aircraft of World War One* by Peter Grosz, George Haddow and Peter Schiemer.

A Forgotten Few: Austro-Hungarian Fighters | Blog | RAF Museum

Leutnant Otto Parschau (11 November 1890 - 21 July 1916) was a German World War I Flying Ace and recipient of the Pour le Mérite, Royal House Order of Hohenzollern, and Iron Cross, First Class. He was noted as one of the pre-eminent aces on the Fokker Eindecker.

1879 Best German and Austro-Hungarian and Turkish Great

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Austro-Hungarian Air Force British Army British Army, 41st Division Italian Army British Army, ... GERMAN AIRCRAFT OF THE FIRST WORLD WAR. Q 69082. Object category Photographs Production date 1917 Creator Unknown Object Title THE AUSTRO-HUNGARIAN AIR FORCE ON THE EASTERN FRONT, 1914-1918 ...

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The Austro-Hungarian Army was the ground force of the Austro-Hungarian Dual Monarchy from 1867 to 1918. It was composed of three parts: the joint army (Gemeinsame Armee, "Common Army", recruited from all parts of the country), the Imperial Austrian Landwehr (recruited from Cisleithania), and the Royal Hungarian Honved (recruited from Transleithania).

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In the wake of fighting between the ...

Profusely illustrated history of German and Austrian Aircraft of the First World War.

Starting the war with only 35 aircraft, Austro-Hungarian industry went on to produce only moderate numbers of poor quality aircraft. The fliers of the Austro-Hungarian Empire operating on the Serbian and Russian fronts were fortunate at first, finding themselves faced by small numbers of aircraft yet more obsolescent than their own. Serbia fell in 1915, but when Italy declared war the Austro-Hungarians were still

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faced with a two-front war – a static front against Italy, and a far more fluid one against Russia. Austro-Hungarian fighter pilots performed bravely and often very effectively under extremely difficult geographic, climatic and operational conditions.

Austro-Hungarian industry produced a series of poor fighter types such as the Phönix D I and Hansa-Brandenburg D I during the early stages of the war, and it was not until licence-built examples of the battle-proven Albatros and D II and D III began to reach Fliegerkompagnien, or Fliks, in May 1917 that the fortunes of pilots began to look up. Unlike the German-built Albatrosen, the Oeffag aircraft were far more robust than German D IIs and D IIIs. They also displayed superior speed,

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climb, manoeuvrability and infinitely safer flight characteristics. The careful cross-checking of Allied sources with Austrian and German records form the basis for a detailed reconstruction of the dogfights fought by the leading aces. It will also chart the careers of the Austro-Hungarian aces that flew the D II and D III, their successes and their defeats, with additional information about their personal background and their post-war lives in the nations born from the collapse of the Hapsburg Empire.

- over 470 black-and-white photographs! This beautifully illustrated book provides details of every power that took part in Military aircraft activity during the First World War. The war was a global conflict with 57 nations involved but with aviation

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being in its infancy only eight nations had a major air arm to their fighting Services. The Allies: Britain, America, Italy, Belgium, France, and Russia and then the Central Powers comprising Germany and Austria - Hungary. The book covers the formation, establishment and wartime exploits of all the major air powers during the war, as well as providing thumbnail sketches of all the major aces for each country, giving full coverage to: The Allies: The Royal Flying Corps, The French Military Air Service, The United States Air Service, Aeronautica de Region Esercito (Italy), The Belgian Air Arm, The Russian Imperial Air Services. The Central Powers: The Imperial German Air Service, and the Austro-Hungarian flying service However, smaller powers (at the time) like Australia, Canada and Japan as well as Portugal,

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Serbia, Romania and South Africa are all featured in this fascinating book.

Suitable for both those starting out in this hobby and more experienced modellers alike, this book is a one-stop guide to the creation of realistic models of German military aircraft of World War I. Examples of injection-moulded plastic, resin, vacuum, multi-media and limited-run plastic kits are included, as well as scratch-built enhancements. With over 300 colour photographs, this book includes: useful historical background to provide context and achieve realistic effects; how to choose the right kit; a list of essential workshop tools and materials and there are step-by-step instructions for the creation of a Fokker Eindecker in 1/48, an Albatros D-type in

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1/32, a Rumpler C-type in 1/32 and a Gotha G-type in 1/72. There is a chapter on how to achieve accurate colours and markings, including lozenge types, with paint, airbrushing and decals. Finally, special focus on fine details, such as rigging, engines, interiors and ordinance is given.

This book profiles a wide variety of British, French, German, Austro-Hungarian and American aircraft, ranging from frontline stalwarts like the RE 8 and AR 1 to the swift Salmson 2A2 and the compact, fighter-like Halberstadt CL II. Oft-overshadowed by the fighters that either protected or threatened them, two-seater reconnaissance aircraft

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performed the oldest and most strategically vital aerial task of World War 1 - a task that required them to return with the intelligence they gathered at all costs. Bomber sorties were equally important and dangerous, and the very nature of both types of mission required going in harm's way. A surprising number of British, French and German two-seater teams managed to attain or exceed the five victories needed to achieve the acedom popularly associated with their single-seat nemeses, and in this book they receive their long-overdue recognition. Many high-scoring single-seat fighter aces also began their careers in two-seaters, particularly in the early stages of the conflict, and their exploits as either pilots or observers are detailed here too.

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This book documents the experiences of the Central Powers, specifically Austria-Hungary, Germany and the Ottoman Empire during 1917, as they fought on land, at sea and in the air. Drawing on hundreds of contemporary photographs, many of them never previously published, this book examines the experiences of these three nations, spotlighting not only the events that occurred throughout the year, but the lives of those individuals fighting and dying to defend their homelands, families and friends. Each chapter includes a succinct overview of a single front or theatre of operation, complimenting the hundreds of professional and amateur photographs contained within. Though many of the images are of the German and Austro-Hungarian armies on the Westfront and Ostfront, several additional chapters also

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explore the fighting across other, lesser-known fronts, including the Südwest Front and in Sinai and Palestine, and Mesopotamia. This book is an excellent pictorial guide that would be of benefit to anyone seeking to gain a better understanding of what life was like from the perspective of the German, Austro-Hungarian and Ottoman armies, and their peoples during the fourth year of the First World War.

Although the Russian Imperial Army Air Service consisted of no more than four BAGs (Boevaya Aviatsionniy Gruppa – battle aviation groups), each controlling three or four smaller AOIs (Aviatsionniy Otryad Istrebitelei – fighter aviation detachments) equipped with a variety of aircraft types, its fighter pilots nevertheless gave a good account of

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themselves. Indeed, during three years of war they claimed more than 200 Austro-Hungarian and German aircraft shot down, creating 13 aces – these elite aviators accounted for around half of the victories claimed on the Eastern Front. Pilots flew a variety of fighter types, with French Nieuport scouts and SPAD VIIs proving to be the most popular, and effective, aeroplanes to see service on this front. The exploits of these aces are detailed here, with information based on material newly sourced by the author from Russian military and private archives. Many previously unpublished photographs are used to illustrate this book, supported by full-colour profiles that reveal how striking some of the aces' fighters were in this often-forgotten theatre of World War 1.

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The pieces in this book form an excellent introduction to the military history of World War I that will also prove valuable to specialists in the subject.' Professor Gary Sheffield World War I changed the face of the 20th century. For four long years the major European powers, later joined by America, fought in a life or death struggle that would topple the crowned heads of Europe and redraw the map of the Continent. It was a conflict unparalleled in its scale, which in turn fuelled devastatingly rapid developments in military technology, technique and innovation as the belligerent powers sought to break the deadlock on the Western Front and elsewhere. In the centenary of the outbreak of the conflict, 14 renowned historians from around the world examine some of the key aspects of the war, providing a wide-

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ranging analysis of the whole conflict beyond but including
the stalemate in the trenches of the Western Front.

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