

Red Baron

Heroes in the Aftermath

Aircraft Specifications

Credits

Selected bibliography



Hermann Goering on the left. (© Imperial War Museum, London)

HEROES IN THE AFTERMATH

" A woman, now old, had observed in her youth a Lafayette Escadrille survivor during his final months of life. She had known nothing of his war experience; that he had once been a handsome, young daredevil flyer who had enlisted in the Foreign Legion of 1914, who had fought many combats, had been seriously wounded, and had gone on to command a fighter squadron while being decorated for heroism. She witnessed the pilot living out his final summer at a Minnesota lake resort from the viewpoint of her adjoining family cottage, a man without purpose or ambition, ' A good for nothing waster drunk,' as she described him, who had appeared a decade older than his forty years."

Lafayette Escadrille Pilot Biographies.

As the days of World War I faded into the pages of history, and the memories of its participants grew hazy and imprecise, the aces who earned glory and fame above the trenches struggled to deal with the post-war world. Many aviators suffered the same fate as William Thaw, of the preceding quote, who was witnessed drinking himself to death during one tragic summer in Minnesota. Others, such as Hermann Goering, rose and accomplished great feats of infamy. Whatever their fates, the aces of World War I would all struggle, some in vain, to adapt to a world where their combat talents were no longer needed.



William Thaw on far left. (Courtesy Smithsonian Institution)

CHARLES NUNGESSER

When the war ended, Charles Nungesser was one of France's greatest living heroes. He had suffered dozens of wounds in combat and shot down 45 planes. He was awarded nearly every medal France could give for bravery in combat. When the fighting stopped, Nungesser's entire life changed.



Charles Nungesser's Nieuport fighter. After the war, he ran a flying school. Later, while crossing the Atlantic in 1927, he disappeared. (© Imperial War Museum, London)

As a dashing war hero, he was wined and dined by France's elite, yet the social scene unsettled him. He became something of a recluse, running a small flight school at Orly airport outside Paris. Few students, however, came to take lessons in the Morane Parasol that he had adorned with his wartime skull-and-crossbones markings.

Eventually, he closed the flight school and moved to the United States. Along with several other ex-fighter pilots, he toured the U.S. as a barnstormer, reliving past glories over midwestern farm towns in mock dogfights. Soon, this, too, began to bore him, so he

returned to France and persuaded the Levasseur company to construct an airplane for a transatlantic flight. On May 8, 1927, Charles Nungesser took to the air one final time behind the controls of a Levasseur P.L.8 and headed for North America. Known as Oiseau Blanc, or White Bird, the craft sported Nungesser's familiar skull-and-crossbones insignia. Other planes flew with the Oiseau Blanc as far as Le Havre. After that, the French ace and his navigator, Capitaine Coli, were on their own.

Some hours later, word reached Paris that the two men had arrived safely in New York. Paris went wild with enthusiasm, but the news was premature. The report had been false. Nungesser and Coli had not arrived. Many more anxious hours were spent waiting for word of the two aviators. The hours stretched to days and the days stretched to weeks. Finally, all hope was surrendered. The Atlantic had claimed one of France's greatest World War I heroes. To this day, his fate remains unknown.



Charles Nungesser. (Courtesy Smithsonian Institution)

FOKKER SCRUPLES

Tony Fokker was not about to let the end of the war affect his business ambitions. In November 1918, with the Armistice signed, it became glaringly obvious to Fokker that the future of aviation was not to be found in Germany. He decided he'd be much better off in his native Holland. Unfortunately for Fokker, there were many regulations in place that prevented him from moving any of his equipment and aircraft to Holland. Through heavy bribery, he managed to smuggle nearly a half-dozen trainloads of material, aircraft, and machinery across the Dutch border. Once there, he promptly set up shop and started designing new aircraft types. Two of the planes he smuggled across the border found their way to the United States: a pair of Fokker D. VIII "Flying Razors" that the Army Air Service tested after the war.

HERMANN GOERING

Few aces from the Great War gained as much notoriety as Hermann Goering. In 1918, slim, athletic Goering was the iron-willed commander of the Richthofen Geschwader. An ardent patriot, the young German officer returned home to scenes of chaos and revolution. His disgust for the situation, especially for the new government, led him to join the Nazi party. As one of its earliest members, his authority and influence helped shape its direction.

Through the party, Goering formed a deep friendship with Adolf Hitler. In 1923, Hitler led an attempted coup in the city of Munich. Known as the Beer Hall Putsch, its disastrous results nearly proved fatal for Goering. During a brief skirmish in Munich, he was shot in the leg while standing next to Hitler.



Hermann Goering, on the far right, was an early supporter of National Socialism. He was wounded in the Beer Hall Putsch of 1923, and became a morphine addict during his convalescence. (© Imperial War Museum, London)

During the long recovery from this wound, Goering's personality began to change. First, he became addicted to morphine, and though he tried several times to break the habit, he never could. Later, after fleeing to Sweden, he was committed to a mental asylum. In the early 30's, his beloved wife Karin died suddenly from disease. The loss of his wife broke his spirit and his sense of self-discipline. Through the late 1920s and 30s, he gradually grew obese, vain, and irrational. He became slavishly devoted to Hitler and touted the party line at every step. Hitler rewarded his loyalty by lavishing titles on him. In the early 1930s, he was made the Reichsmarschall, or commander-in-chief, of the resurgent German Luftwaffe.

During the Second World War, Goering's influence on Hitler waned as the Luftwaffe suffered repeated defeats. By 1943, he realized that the war was lost and went into semi-retirement at his estate, Karinhall, to enjoy the hundreds of stolen art treasures he had looted from European museums. As Germany struggled for its survival, the Reichsmarschall played with model trains in his attic, hunted, and held extravagant dinner parties. Towards the end of the war in 1945, Goering made a half-hearted attempt to take the reigns of power from Hitler. Infuriated at this treachery, Hitler ordered him arrested and stripped of all his ranks. Germany's collapse came soon after.

Goering survived the war to be tried as a war criminal at Nuremburg. Wearing only a plain uniform (because the Americans had taken all his decorations), he sat in the defendant's box and badgered the prosecuting attorneys with a zeal reminiscent of his younger days. His conduct overshadowed the proceedings, once again thrusting him in the spotlight. But it was not to last, as he was convicted of Crimes Against Humanity for his role in the Holocaust. Sentenced to death by hanging, Goering cheated the executioner by a few short hours. Apparently, he had been hiding a vial of cyanide in his cell throughout the trial and, just before he was to face the hangman's noose, he swallowed it. Hermann Goering died a few moments later, a disgraced and hated man.

FOKKER FODDER

Throughout the war, the training of Royal Flying Corps pilots was almost universally too short, hurried, and inadequate. While the average American naval aviator in 1941 received about 300 hours of instruction before being posted to an operational squadron, RFC pilots received only about 10 hours. Sometimes, RFC aviators counted their flying experience in numbers of minutes aloft rather than hours, as 90 minutes sounds more impressive than an hour and a half.

Gunnery instruction was equally poor. Usually, the cadets would get a chance to fire a single burst from a ground-mounted machine gun before they went into combat. With these skimpy preparations for battle, it is no wonder that so many of these men lived only long enough to fly 8-10 missions. Because their training in no way prepared them for what they faced, hundreds of RFC pilots were killed on their first mission.

Sir WILLIAM STEPHENSON

A little-known Canadian ace, William Stephenson saw much combat in France during the Great War. He served for twenty months in the mud and muck of the trenches in Flanders, where he was gassed twice. After being hospitalized for the second gassing, he joined the RFC and was posted to 73 Squadron. At the controls of a Sopwith Camel, Stephenson shot down 12 German planes before being accidentally shot down himself by a French observation aircraft. He survived the crash, only to be captured and thrown into Germany's most infamous POW compound at Holzminden. While there, he became fascinated with a uniquely-designed can opener that had been patented only in Germany. In October 1918, shortly before the end of the war, Stephenson escaped from Holzminden and reached the Allied lines. The Armistice was signed before he could get back in action, so he returned to Canada.

Still intrigued by the can opener he saw while in Germany, he traveled about securing international patents for it. The endeavor eventually made him a fortune and became the basis of a financial empire that ranged from real estate to steel mills and construction companies. He was a millionaire by the age of thirty.

Once Hitler came to power, Stephenson started to use his business contacts in Europe to supply the British with information on Germany's rearmament program. When the war broke out in 1939, his informal spying widened in scope. The British sent him to New York in 1940 to act as a link between Churchill and Roosevelt. Later, he supervised the training of American intelligence officers alongside the master American O.S.S. officer, William J. Donovan. He and Donovan operated a spy network together in South America that later discovered numerous Axis agents.

After the Second World War, Stephenson, Donovan and former secretary of state Edward R. Stettinius pooled their resources and founded the World Commerce Corporation, which to this day provides equipment and technology to developing nations trying to set up modern manufacturing sites. In 1979, a book about his World War II experiences was published under the title, "A Man Called Intrepid." He died in January 1989 in Paget, Bermuda at the age of 93.

TWIST OF FATE

On October 22, 1916, Lieutenants F.L. Barnard and F.S. Rankin were patrolling the front in an Fe2b. Close by was another "Fee" flown by members of Barnard's squadron taking photographs of the German lines. Suddenly, a flight of Albatros D.IIs from Jasta Boelcke came darting down on the two lumbering English planes. They made quick work of the photo-reconnaissance plane and then turned their efforts against Barnard and Rankin. A swirling dogfight ensued in which Rankin, the Fee's observer/gunner, managed to flame one of the German scouts. Infuriated at the loss of one of their comrades, the remaining Germans pressed their attacks to point-blank range. One closed in on the Fe2b from astern and managed to hit Rankin in the head. Rankin, who had been standing up and firing to the rear, fell over the side of the cockpit. Barnard caught his coat tails just as he fell and managed to hang onto him with one hand. As the observer dangled over the side of the Fee's fuselage, Barnard climbed out of the pilot's seat and grabbed hold of one of the struts. With no one flying the plane, the Fee bounced about on its own whim. Finally, Barnard managed to drag Rankin back onto the fuselage and into the observer seat. As he strapped his friend down, Barnard noticed that the air was still full of tracers streaming past his Fee. The Albatros on his tail held on grimly, snapping out burst after burst as Barnard effected the rescue of his observer.

At last, with his observer belted into his seat, Barnard clambered back into the pilot's cockpit. He discovered that in the 30 seconds or so he had been out saving Rankin, the Germans had pumped scores of machine gun rounds into his cockpit. The floor was riddled with holes, sieved, and all the instruments were shot out.

With some desperate evasive maneuvers, Barnard disengaged the Germans and returned to his home airfield. There, he discovered that his observer was dead. Had he remained in the pilot's seat and let his observer fall over the side, he surely would have been killed when the Albatros riddled his cockpit. Barnard unwittingly saved his own life while trying to save his friend's.

J. IRA "TAFFY" JONES

Ira Jones is best known for his biography of Mick Mannock, *King Of the Air Fighters* that he wrote in the mid-1930s. During the Great War, Taffy Jones shot down 40 Germans in eight months, a phenomenal record.

After the war, he remained in the Royal Air Force and gained command of 74 "Tiger" Squadron. When the unit was disbanded in 1919, he volunteered to fight the Bolsheviks in Russia. He served at Archangel in Northern Russia for several months, but saw no air-to-air combat.

In the ensuing years, Jones remained with the RAF, eventually getting a permanent commission. At the outbreak of World War II, he was made a Group Captain, his first assignment being to train new fighter pilots. Early in the war, he took part, unofficially, in many fighter sweeps in Spitfires over France.

In the summer of 1940, Jones was flying across the English countryside in an ancient, unarmed, Hawker Henley target tug when he stumbled across a lone Junker 88 on a reconnaissance mission. Pulling a flare gun out of its holster, he charged the German bomber, popping off a flare at it as he made his passes. He did no damage, but may have felt better having made the effort.

Taffy stayed in the RAF until the end of the war. At age 65, after hundreds of brushes with death in the skies above France, he was killed when he slipped and fell off a ladder.



Pilots would wear almost anything in an effort to keep warm in the chilly skies above the trenches. (© Imperial War Museum, London)

FIRST IMPRESSIONS

Karl Degelow saw a lot of combat in World War I before receiving an assignment to Jasta 36 in August 1917. He fought as an infantry officer at the Marne and later on the Eastern Front, where he was wounded in action. Upon his release from the famous Dresden sanatorium, The White Stag, he learned to fly two-seaters. A stint on the Western Front, where he repeatedly attacked Allied aircraft with his reconnaissance plane, convinced his superiors that his temperament was better suited to a fighter squadron. Thus, on August 17, Degelow arrived at Jasta 36's Aerodrome, eager to prove himself.

Though Degelow had some fighter training at the flight school at Valenciennes, Jasta 36's commander decided to give Degelow some mock dogfight experience before he flew his first mission. Accordingly, Degelow and Lieutenant Kreuger took a pair of scouts up over the aerodrome and began to mix it up. Both pilots carried a full load of live ammunition since their aerodrome was so close to the front. Through the swirling, twisting maneuvers, Degelow's excitement grew until, in a fit of unrestrained enthusiasm, he fired his guns as Kreuger's plane passed in front of him. Tracers slammed into Kreuger's plane and, fearing the worst, both pilots quickly landed. On the ground, Degelow was horrified to learn that he had shot his new comrade in the foot.

Needless to say, the commanding officer was less than impressed with his new replacement and a few days later Degelow was sent packing.

SAM MARCUS KINKEAD

Sam "Kink" Kinkead, a South African by birth, saw extensive combat with the RAF from 1915-1928. A professional warrior, he lived only a decade longer than the end of the Great War.

In 1915, Kink served in the Dardanelles with the RNAS, where he claimed three kills. Later, he flew out of Dunkirk on the Western Front, shooting down at least another 32 planes. When the war ended, civilian pursuits held no interest for him, so he volunteered to fight in Russia. Unlike Taffy Jones, though, he did see air combat while fighting with 47 Squadron in Sopwith Camels. He shot down as many as ten Bolshevik planes during his tour in 1919.

With the collapse of Imperial Russia, Kink moved on to brush-fire wars within the British Empire. In 1921, he was elevated to Flight Commander with 30 Squadron. His commanding officer was none other than Raymond Collishaw, the brilliant ace and leader of the famed "Black Flight." Together, Kink and Collishaw battled native uprisings throughout the Middle East and Near East, including Kurdistan and Mesopotamia.

In the late 1920s, the RAF chose Kink to serve as one of the pilots for the British Schneider Trophy racing team. On March 12, 1928, he was killed while practicing in the team's plane, a Supermarine S 5.



Fokker pilot Werner Voss and his motorcycle. A quiet man, Voss spent hours by himself, tinkering with his cycle in a beat-up grey sweater. (© Imperial War Museum, London)

THE MEN BEHIND THE MAN BEHIND THE GUN

In the early summer of 1918, the latest Fokker fighter, the E.V (later designated D. VIII), began coming off the assembly lines at the Perzina Factory. Tony Fokker's latest creation was expected to be a great dogfighting machine as it possessed astounding maneuverability and an excellent rate of climb. Unfortunately, it never got the opportunity to prove itself conclusively in combat, despite the fact that the first models arrived at the Front in late July 1918. The Richthofen Geschwader received the first new Fokkers to be sent to the Front. Initially, the pilots liked the plane's nimble attributes, but soon they had cause to change their minds. On August 16 and 19, 1918, two pilots from Jasta 6 and Jasta 19 were killed when their Fokker's parasol wing collapsed in flight. The rest of the planes were grounded and an investigation committee began to examine the crashes.

A few days later, production was suspended because the investigation committee discovered that the wings had failed primarily due to faulty workmanship at the Perzina factory. An investigation into the management and construction practices at the plant revealed a near scandalous display of incompetence. Sloppy workmanship, careless construction practices and atrocious quality inspection sabotaged the strength of the Fokker's parasol wing. Undoubtedly, the front line pilots were gravely dismayed at the display of incompetence that had cost the lives of their comrades.

After several months delay, new production batches of Fokker D.VIII's reached the Front at the end of October. In the scant days left before the Armistice, the " Flying Razor," as it was called, compiled a less than impressive war record. Through its operational career, only one kill was scored by a Fokker D.VIII. Ironically, it was Jasta 6 pilot Lt. Emil Rolff who gained credit for the lone victory, yet he was killed two days later in his Flying Razor when the wing collapsed in flight.

WILLIAM THAW

In 1914, William Thaw joined the French Foreign Legion and went to war as a foot-slogging infantryman. His days in the trenches, both brutal and debilitating, convinced him that he should get into aviation. He had learned to fly before the war; but, because he was an American, the French would not let him join their air service. Eventually, he did get transferred into aviation and, along with some other Americans, founded the famous Lafayette Escadrille. His brilliant leadership modeled the young Americans into a deadly unit. His men considered him the heart of the Lafayette Escadrille, for he was not only an excellent administrator but had a natural style that inspired those under him. Later, after the United States entered the war, he transferred to the U.S.A.S. and became a major. He ended the war with six victories.

With the Armistice, Thaw's life changed dramatically. Years of bloody fighting, both in and above the trenches, had left a tremendous mark on the young American. As one of his comrades later said, " How could one patrol day after day over the hellish madness of Verdun or the Somme and then return home untouched by that experience? It would permeate, taint, penetrate one's life and dreams to the end." The war's memories haunted and tortured him. While he had been a remarkably brave man in the face of physical danger, he could not face the emotional cost of the war. He took to drinking, moved from his hometown of Pittsburgh, Pennsylvania and headed for a small town in Minnesota. He spent his last days, drunk and without ambition, wasting away on the porch of his tiny cottage. He died a broken man on April 22, 1934.

TO LIVE AND DIE IN DIXIE...

Towards the end of the war, as the German Army gradually came unraveled on the Western Front, many of the German fighter squadrons had to flee north to temporary bases in Belgium. Jasta 40 was one squadron that was forced to re deploy farther north in October 1918. The field they moved to, Wynghene in the vicinity of Ghent, was dangerously uneven and ill-constructed. To solve this problem, a labor gang of several hundred Allied prisoners of war was sent to the field to make it operational. The men struggled through the long, rainy days of October digging holes, turning up the soil, leveling it off and filling in ruts. To bolster the morale of the English speaking POWs, Karl Degelow, Jasta 40s commander, would occasionally go out on the field and sing one of the few songs he knew in English. On such days, strains of, " Oh I wish I were in the land of cotton..." could be heard echoing throughout the aerodrome, thick with a German accent.

Singing Dixie to the POWs apparently paid dividends. The field was soon completed, and proved to be so level that during the last weeks of the war not a single Jasta 40 Fokker nosed over on landing or taxiing, a fairly common occurrence in the past. Since spare parts were rarely available, the quality of the runway greatly aided the Jasta in keeping their planes flying.



A late model Zeppelin. The panic Zeppelin raids caused in high British political arenas led to the birth of the first independent air force, the RAF. (© Imperial War Museum, London)

HEROES AMIDST THE CLOUDS, WANDERERS IN A POST-WAR WORLD



Like many fighter pilots who preferred to fly solo combat missions, Werner Voss did not survive the war. He died fighting a flight from 56 squadron after getting drunk at a squadron party the night before. (© Imperial War Museum, London)

The conclusion of the Great War brought an end to the glory, fame, and publicity that surrounded the young aces of the Western Front. Many could not adapt to the world they had helped transform and fell into self-destructive behavior. Others sought refuge in radical political movements, in hopes of reshaping the post-war world into something that resembled the status quo of 1914. Turning back the clock was not to be; instead, men like Hermann Goering led Europe down a path that would destroy the last vestiges of European dominance on the international scene.

Other aces sought adventure, action, and challenge. Men like Charles Nungesser chafed in the relative calm of post-Armistice France. Barnstorming, racing, and record-breaking all proved to

be outlets for their urges. Many died in these dangerous endeavors.

A few aces like William Stephenson rose to the top of their professions, controlling huge financial empires. Not satisfied with mere business transactions, Stephenson served his country again by becoming a spy during the Second World War.

Whatever their chosen paths - beggar, tyrant, free spirit or financial mogul - none of the men who had soared above the trenches and dueled as equals amidst the clouds would ever recapture the glory and camaraderie they found in the skies of western France.

THE DEATH OF MAJOR DALLAS

Roderic Stanley Dallas has gone down in history as the second-ranking Australian ace of WWI. He scored at least 32 kills during his tenure on the Western Front. Called "Breugel" by his friends, Dallas was a committed aviator. In mid-April 1918, he was wounded while on a ground attack mission, yet he continued to fly despite his injuries. On June 1, he spent the early morning with his squadron bombing Estaires. After his unit landed, he had his SE5a refueled and at 10:00 a.m. he took off for a solo patrol over the front. So late in the war, such lone flights were often a ticket to disaster.

Somewhere along the forward trench lines, Dallas was attacked and surprised from behind by three Fokker Triplanes belonging to Jasta 14. The squadron's commanding officer, Lt. Hans Werner, squeezed off a burst from his twin Spandaus at Dallas. The burst had its intended effect, and Dallas crashed to his death somewhere near Lievin.

AIRCRAFT SPECIFICATIONS

HALBERSTADT D.II



(Courtesy Ray Rimell, Albatros Productions Ltd.)

The Halberstadt D.II entered service with several KEK's (single seat fighter squadrons) in the late spring of 1916. It proved to be a sturdy, durable fighter capable of tackling the best Allied planes on at least even terms. With the formation of the Jagdstaffeln, (" hunting squadron") in late summer 1916, the Halberstadt formed an important part of the German fighter force. By the end of the year, however, the plane was rendered obsolete by a variety of new fighters, including the Albatross D.I and D.II. Most of the Halberstadt D.II's were withdrawn from the Western Front by January 1917.

Standard Name:

Halberstadt D.II

Length:

23 ft. 11 in.

Wingspan:

28 ft. 10 in.

Engine:

120 hp Mercedes D11

Armament:

1 Spandau

Ceiling:

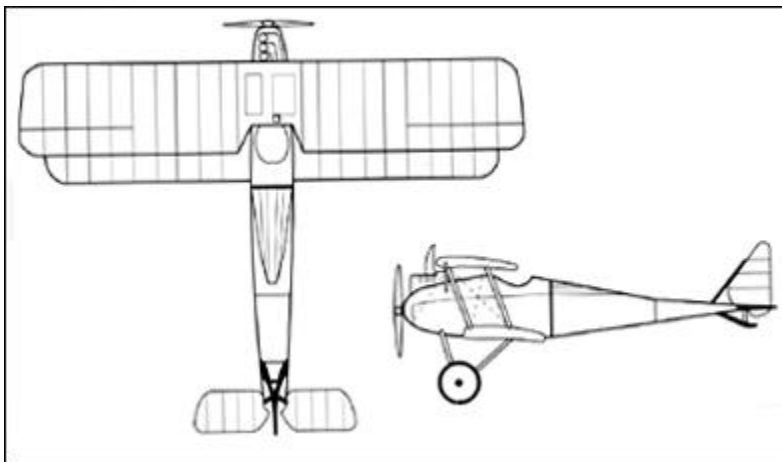
19,600 ft. Max

Speed:

90 mph

Introduction Date:

May 1, 1916



FOKKER D.VIII



(Courtesy Ray Rimell, Albatros Productions Ltd.)

Although considered by many to be one of the outstanding fighters of the war, the Fokker D. VIII, or Flying Razor, was not a successful design. It possessed excellent flight characteristics, was maneuverable and had a good top speed, but its light construction made it prone to accidents. In combat use with Jasta 6, several pilots were killed when the parasol wing snapped in flight. Originally designated the Fokker E. V, the Flying Razor served in limited numbers at the front from August 1918 until the end of the war.

Standard Name:

Fokker D.VIII

Length:

19 ft. 3 in.

Wingspan:

27 ft. 4 in.

Engine:

110 hp Oberursel rotary

Armament:

2 Spandau

Ceiling:

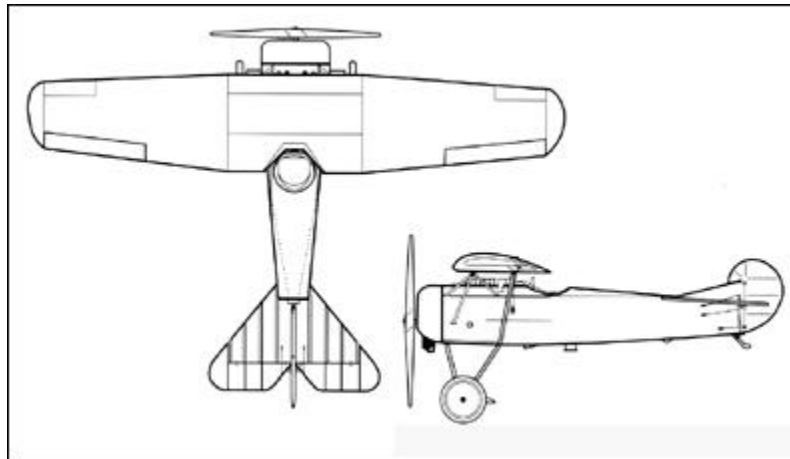
19,680 ft.

Max Speed:

127 mph

Introduction Date:

August 5, 1918



SIEMENS-SCHUCKERT D. III



(Courtesy Ray Rimell, Albatros Productions Ltd.)

The Siemens-Schuckert D. III was easily one of the best late-war fighters to see service on the Western Front. While it wasn't particularly fast, it possessed an excellent climb rate and fantastic maneuverability. Unfortunately, it was a sensitive, tricky machine to fly. The craft would often spin with no advance warning. Small numbers of SSW D.III's served from the summer of 1918 until the Armistice in France and with Home Defense squadrons in Germany.

Standard Name:

Siemens-Schuckert SSW D.III

Length:

18 ft. 8 in.

Wingspan:

27 ft. 8 in.

Engine:

160 hp Siemens-Halske rotary

Armament:

2 Spandau

Ceiling:

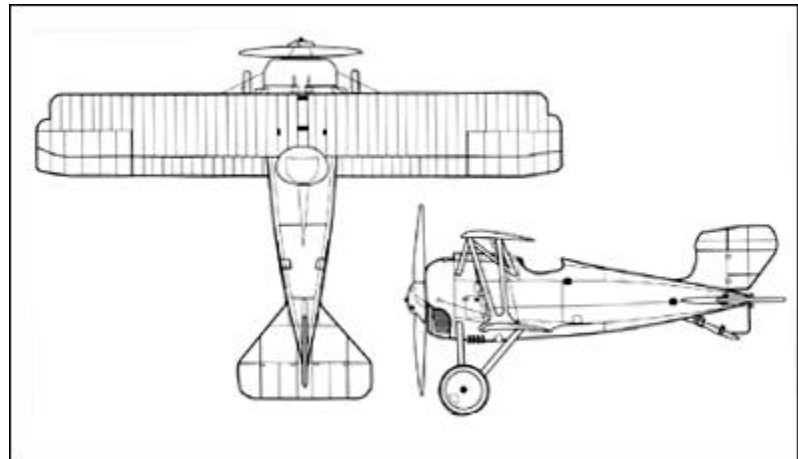
26,240 ft.

Max Speed:

113 mph

Introduction Date:

July 1918



NIEUPORT 11



A Nieuport Scout with rocket rails on its struts. The rockets were fired electronically from the cockpit against targets such as observation balloons.
(Courtesy Smithsonian Institution)

The Nieuport 11 Bebe was a nimble, spry aircraft that suffered from a drastically under powered engine. Light and fragile, the Bebe was an outstanding dogfighting machine for its time. It was replaced in 1916 by the Nieuport 17.

Standard Name:

Nieuport 11

Length:

19 ft.

Wingspan:

24 ft. 9 in.

Engine:

80 hp Le Rhone rotary

Armament:

1 Lewis gun

Ceiling:

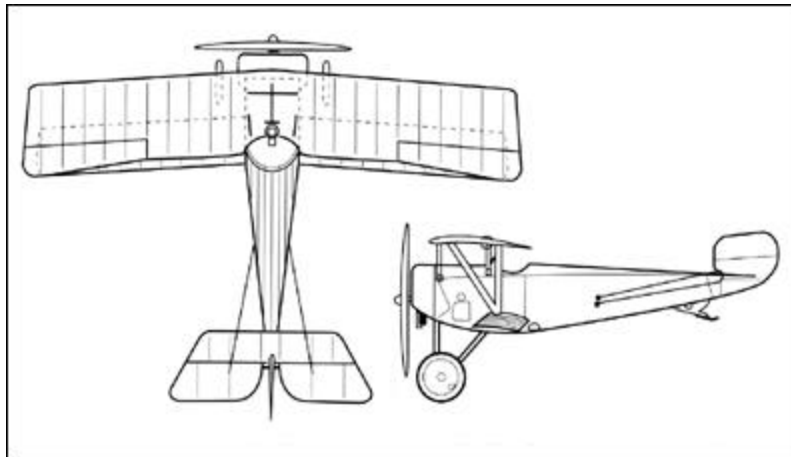
15,090 ft.

Max Speed:

97 mph

Introduction Date:

June 1915



NIEUPORT 28



(Courtesy Ray Rimell, Albatros Productions Ltd.)

The Nieuport 28 was an uninspired design that did not compare to its SPAD contemporaries. Consequently, virtually all the Nieuport 28's produced were consigned to new American squadrons that had formed in France in 1918. Fragile, quirky and not terribly maneuverable, the Nieuport 28's served with the Americans until the summer of 1918, when they were all replaced by SPAD XIII's.

Standard Name:

Nieuport 28

Length:

21 ft.

Wingspan:

26 ft. 9 in.

Engine:

160 hp Gnome rotary

Armament:

1 Vickers

Ceiling:

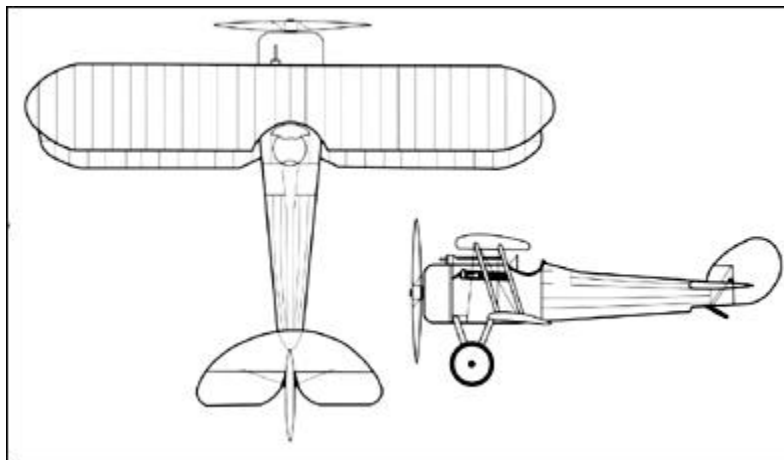
16,995 ft.

Max Speed:

122 mph

Introduction Date:

January 1918



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Special Thanks to: Arlon Harris for his invaluable research assistance. Ray Rimell of Albatros Productions Ltd. for coming through with great photographs of aircraft. Carla Wenzlaff, Sher Alltucker, DeeDee Johnson, Allen McPheeters, Karen Peal, Justin Hurt, The Bob Squad and The Road Crew.

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For a complete bibliography, see your *Red Baron* manual. Additional sources used in the research and preparation of *Red Baron Mission Builder* include the following:

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Periodicals

Over the Front Volume 7, #1, Spring 1992.



One of the many Cockburn-Lange photographs that surfaced in Britain during the 1930's. For years experts argued over their authenticity until historian Peter M. Gross found conclusively that the photos were staged. (Courtesy Smithsonian Institution)