

## Notes for A.H.G. Fokker Films

### “RICHTHOFEN FILM aufgenommen von AHG FOKKER, 1. Teil”

#### 0:00 – 0:28 TITLE TILE – Part 1

#### 0:29 – 1:50 TRAIN TO/FROM FRONT (time and place unknown, but possibly in late August 1918)

On 16 August 1918, *Leutnant* Ernst Riedel of *Jasta 19* crashed to his death when a portion of his Fokker E.V's wing broke away during a practice flight. Three days later, *Leutnant* Emil Rolff of *Jasta 6* was killed shortly after takeoff when his E.V's wing collapsed. A Crash Investigation Commission, headed by *Leutnant* Friedrich Mallinckrodt of *Idflieg*, was quickly formed to review the E.V's structural soundness and Anthony Fokker was summoned to the Front where the Commission met at the staff headquarters of *Jagdgeschwader 1 (JG 1)* at Bernes on 24 August. Fokker was accompanied by several of his employees. [1] Some of this reel's scenes were undoubtedly filmed during this trip. Others, like the train sequence here, may have originated then too. If so, this segment was taken while Fokker was on a troop train traveling to or from the Front upon the occasion of his visit to *JG 1* (at Bernes/Montigny Ferme). Since the Commission later reconvened at Adlershof airfield near Berlin on 30 August (with Mallinckrodt and Fokker in attendance) the likely time period is late August 1918.

**0:29 – 0:38** Enlisted men rest atop the train cars during a stop.

**0:39 – 0:48** Enlisted men ride atop moving train cars.

**0:49 – 0:59** Enlisted men atop train cars eat during a stop.

**1:00 – 1:22** Enlisted men riding atop moving train approach a bridge.

**1:23 – 1:50** Fokker (white shirt, tie), sitting atop stopped train car, stands up and looks over the landscape.

#### 1:51 – 5:45 JAGDGESCHWADER 1 (probably Bernes/Montigny Ferme in late August 1918)

*Jagdgeschwader 1 (JG 1)*, originally formed under the command of *Rittmeister* Manfred von Richthofen on 26 June 1917, was comprised of four *Jagdstaffeln*: *Jastas 4, 6, 10* and *11*. After Richthofen's death, his successors as squadron CO were *Oberleutnant* Wilhelm Reinhard on 22 April 1918 followed by *Oberleutnant* Hermann Göring on 6 July 1918. In late August 1918, *Jastas 4, 6* and *10* occupied an airfield near Bernes while *Jasta 11* was situated nearby at Montigny Ferme. These scenes show *JG 1*'s Fokker D.VII aircraft, probably at the time Anthony Fokker was attending the Crash Investigation Commission held at Bernes in late August 1918.

**1:51 – 2:33** A Fokker D.VII from *Jasta 6* (unit markings at the time were black and white stripes on the nose, tailplane and wheel covers) is parked in front of canvas hangars housing *JG 1* Fokker D.VIIs. The other unit markings were black noses and wheel covers (*Jasta 4*), yellow noses and wheel covers (*Jasta 10*) and red noses and wheel covers (*Jasta 11*). [2] In the orthochrome film of the day, however, both yellow and red often appeared as black or dark gray, so it is difficult to differentiate between the unit colors here with any certainty. Since the planes appear to be sharing the same airfield, however, they are probably aircraft from *Jastas 4, 6* and *10*.

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**2:34 – 2:49** A lineup of *Jasta 6* Fokker D.VII aircraft, engines warming up, prepare for takeoff.

**2:50 – 3:16** *JG 1* pilots in flight gear on the airfield.

**2:51** *Leutnant* Richard Kraut (*Jasta 4*) is at far right. *Leutnant* Egon Koepsch (*Jasta 4*) is in the foreground, third from the right. The man fourth from the right may be *Leutnant* Wolff (known as “Wolff III” in *Jasta 6*) who rejoined the unit on 10 August after recovering from a battle wound. If so, the movie was taken prior to or on 27 August before Wolff was seriously injured in a forced landing that day.

**3:03** The man in the fur-collared flight suit and distinctive fur-lined flight helmet (who shakes hands with the “Wolff III” candidate) appears to be *Leutnant* Richard Wenzl, CO of *Jasta 6* at the time.

**3:17 – 3:26** *Jasta 11* Fokker D.VIIs warming up for flight.

**3:20** *Leutnant* Erich Just’s aircraft, marked with a diagonal black and white stripe on the fuselage and a black and white tail, is in the foreground at right. [3]

**3:27 – 3:47** *JG 1* Fokker D.VIIs warming up for flight.

**3:48 – 4:23** *JG 1* CO *Oberleutnant* Hermann Göring removes his protective head gear and ear plugs while seated in Fokker D.VII(F) 4253/18, which sported a red nose and white fuselage. [4] Göring suffered from arthritis as well the after effects of a hip wound, so he had the cockpit specially modified (cut-down left side with gripping handle) to allow him easier access and egress. He also had a telescopic sight mounted above his machine guns.

**4:24 – 4:27** *Leutnant* Wolfram von Richthofen (*Jasta 11*).

**4:28 – 4:36** *Leutnant* Egon Koepsch (*Jasta 4*).

**4:37 – 4:54** *Leutnant* Heinz Graf von Gluszewski (*Jasta 4*).

**4:55 – 5:00** *Leutnant* Richard Kraut (*Jasta 4*)

**5:01 – 5:02** unknown (*Jasta 4*). Along with black noses, struts and wheel covers, the white-outlined black border on this aircraft’s fuselage longeron positions was another common identifying mark of *Jasta 4* Fokker D.VIIs.

**5:03 – 5:15** *Jasta 6* Fokker D.VIIs taking off.

**5:16 – 5:28** *Jasta 11* Fokker D.VIIs warming up on the field. Just’s aircraft, marked with a diagonal black and white stripe on the fuselage and a black and white tail, is in the foreground fourth from the left. The last plane shown is Göring’s red and white D.VII(F) 4253/18.

**5:29 – 5:35** *Jasta 6* Fokker D.VIIs in flight.

**5:36 – 5:45** *Jasta 11* Fokker D.VIIs taking off. The final plane is Göring’s D.VII(F) 4253/18.

**5:46 – 7:00 *JG 1* ACTION ALARM (Bernes/Montigny Ferme in late August 1918)**

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Due to the appearances of Friedrich Mallinckrodt and a civilian who probably worked for the Fokker Company in this sequence, it was almost certainly filmed when both men were at Bernes with Anthony Fokker in late August 1918.

**5:46 – 6:06** Members of *JG 1* peer at the skies through various optical equipment (trench binoculars, rangefinder, hand binoculars). *Leutnant* Friedrich Mallinckrodt is second from the left, looking through the trench binoculars (note the white paper tucked into his sleeve that is seen again later in this reel). After he was seriously wounded during an air battle on 30 April 1917 and retired from frontline duties, Mallinckrodt served in the German Air Service's Technical Commission. It was in this capacity that he was named the head of the Crash Investigation Commission sent to Bernes in late August 1918.

**6:07 – 6:23** After receiving a telephone message, a man runs to the alarm bell and rings it. Mallinckrodt is now standing behind the large rangefinder at far left.

**6:24 – 6:40** A civilian (wearing suit) who probably worked for Fokker emerges from a tent hangar as men respond to the alarm. Mallinckrodt stands at left near the rangefinder and eventually faces the camera and points something out in the sky to the civilian.

**6:41 – 6:51** Mallinckrodt stands with his back to the camera, hands in his pockets, as more men respond to the alarm.

**6:52 – 7:00** Two *JG 1* Fokker D.VIIs are rolled out of the hangar.

### **7:01 – 7:17 JASTA 6 MEMBERS AND FOKKER E.V (Bernes/Montigny Ferme in late August 1918)**

Several photos attest to the fact that during his visit to the Front in late August 1918, Fokker had the men of *Jasta 6* pose on the top wing of one of the unit's Fokker E.V aircraft to demonstrate its structural strength. [5] This movie clip was taken at the same time. *Leutnant* Ulrich Neckel is standing to the right of the nose on the landing gear and is immediately behind the propeller. Neckel had left *Jasta 13* on 12 August 1918 and evidently arrived at *Jasta 6* a few days before his official posting there as its CO on 1 September.

### **7:18 – 7:32 CRASH INVESTIGATION COMMISSION (Bernes/Montigny Ferme in late August 1918)**

Members of the Crash Investigation Commission and *JG 1* parade in front of the camera. At center (with walking stick and displaying *Pour le Mérite* at his throat) is *Oberleutnant* Hermann Göring. *Leutnant* Friedrich Mallinckrodt is two men to the left of Göring and *Leutnant* Arthur Laumann is to the right of Göring right just over his shoulder. Laumann had come from *Jasta 66* to command *Jasta 10* on 14 August 1918.

### **7:33 – 8:46 GÖRING, FOKKER, LOERZER (possibly Bernes/Montigny Ferme in late August 1918)**

Fokker is dressed identically here as he is in other film sequences and photos taken during his trip to Bernes in late August 1918, so this clip was probably taken around the same time.

**7:33 – 7:46** *JG 1* CO Hermann Göring (left) and his good friend *Oberleutnant* Bruno Loerzer, CO of *JG 3* (right), flank Anthony Fokker.

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**7:47 – 7:57** Göring, Fokker and Loerzer discuss *JG 1's Geschwaderstick* ("squadron stick") that originally belonged to Manfred von Richthofen. Sometime after Richthofen's death, three metal bands were added to the stick below the knob that probably commemorated the unit's three commanders: Richthofen, *Hauptmann* Wilhelm Reinhard and Göring.

**7:58 – 8:33** Göring and Loerzer pose together without Fokker. In the middle of this clip (8:13), the men are distracted by a plane flying overhead.

**8:34 – 8:46** Fokker, with another civilian presumably under his employ, rejoins Göring and Loerzer.

### **8:47 – 11:01 BRIEF CLIPS OF VARIOUS AVIATION PERSONNEL (Bernes/Montigny Ferme, late August 1918)**

The presence of Friedrich Mallinckrodt and a civilian who was probably employed by Fokker in these clips establishes their time and place.

**8:47– 9:14** *Feldwebelleutnant* Fritz Schubert (left) talks with an unknown officer. Schubert temporarily served as *JG 1's* adjutant when Karl Bodenschatz went on leave on 25 August 1918. He was subsequently appointed *JG 1's* Technical Officer on 6 September.

**9:15 – 9:36** *Leutnant* Ulrich Neckel, who had arrived a few days before formally taking command of *Jasta 6* on 1 September, poses in front of the Fokker E.V seen in the previous clip (7:01-7:17). The propeller's position and wood grain pattern match in both scenes.

**9:37 – 9:56** *Leutnant* Friedrich Mallinckrodt (at right with paper tucked into sleeve cuff), Fokker (civilian clothes) and two unknown men pose near an all-white SPAD VII from SPA62 that was captured by *JG 1*. [6]

**9:57 – 10:02** Mallinckrodt (right) poses for the camera in front of the captured SPAD.

**10:03 – 10:10** Two unknown men mug for the camera in front of the SPAD. One playfully sticks his tongue out.

**10:11 – 10:20** Mallinckrodt (holding dog) and unknown man in front of the captured SPAD.

**10:21 – 10:44** Fokker poses for the camera and is apparently impressed by a plane flying overhead.

**10:45 – 10:56** A civilian, probably one of Fokker's employees, gazes up at the skies.

**10:57 – 11:01** *Major* Wilhelm Haehnelt, *Kofl* (Chief of Aviation) for the 2nd Army until the end of August 1918, sits in his staff car. *JG 1* was assigned to the 2nd Army at the time.

### **11:02 – 11:15 GÖRING (Bernes, late August 1918)**

Hermann Göring walks down the steps of a building and stops in front of the camera. The same steps and building nestled amongst trees appear in a later panoramic view of the area (15:52-16:13). Presumably, this was at *JG 1's* headquarters at Bernes.

### **11:16 – 13:30 SCENES OF WAR DEVASTATION (times and places unknown, but possibly in late August 1918)**

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Like this reel's beginning train sequence, Fokker may have filmed these scenes while traveling to/from the commission investigation held at Bernes/Montigny Ferme in late August 1918.

**11:16 – 11:34** Views of a ruined cathedral and town building.

**11:35 – 11:56** Scenes of a village and an industrial (or military) site destroyed by shelling.

**11:57 – 12:52** Views of a destroyed British tank bearing the number "2732" on its tail end and a spade against a white square insignia on its side gun turret. Several officers, Fokker and another civilian inspect the wreckage. Fokker emerges from the tank (12:16), goes around to the back, reenters it and emerges from a top hatch.

**12:53 – 13:14** Views of the other side of the destroyed tank, this time displaying the number "C.51" on its front end and the same spade against a white square insignia on its other side gun turret.

**13:15 – 13:21** A damaged battlefield monument.

**13:22 – 13:30** Scenes of a devastated town and bridge.

### **13:31 – 14:07 FOKKER, GÖRING "SKINNY-DIPPING" (time and place unknown)**

Anthony Fokker (left, at first clinging to dock), Hermann Göring (center) and an unknown man swimming. Fokker playfully dunks Göring and the other man, then splashes Göring's face with water.

### **14:08 – 15:51 JG 1 PETS (Bernes/Montigny Ferme in late August 1918)**

**14:08 – 14:17** A *Jasta 6* officer (also seen at center right of Fokker E.V clip, 7:01-7:17) plays with a dachshund while someone off camera (probably Arthur Laumann) prompts the dog with a walking stick.

**14:18 – 14:29** The same dachshund is prompted to sit on its hind legs by a man with a walking stick (probably Arthur Laumann).

**14:30 – 14:58** *Leutnant* Arthur Laumann (CO, *Jasta 10*), holding the same walking stick visible in previous clips, prompts another dog to jump up on, sit and stand on its hind legs on a barrel.

**14:59 – 15:29** An enlisted man plays with and feeds *JG 1*'s pet baboon named "Betty." [7]

**15:30 – 15:51** *JG 1* men play with several dogs. The bareheaded officer bending over at center appears to be *Leutnant* Alois Heldmann (*Jasta 10*). The large dog is Arthur Laumann's greyhound named "Iwan." [8] The final scene shows *Leutnant* Friedrich Mallinckrodt standing at far right (again with white paper tucked into sleeve).

### **15:52 – 16:30 NEAR BERNES AND MONTIGNY FERME AIRFIELDS (late August 1918)**

**15:52 – 16:13** A panoramic view of the area adjacent to *JG 1*'s airfield (probably at Bernes rather than Montigny Ferme). Portions of the same area appear in the background of the Göring (11:02-11:15) and *JG 1* Pets (14:08-15:51) sequences as well as several independent still photos of Arthur Laumann including two printed on postcards (Sanke's 668 and NPG's 6435). Of particular note are the motor vehicle shed and the partially assembled

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Pfalz D.XII fighter plane nearby. The D.XII entered frontline service in July 1918 but was not adopted by *JG 1*. Therefore, the D.XII seen here was probably delivered to the squadron for evaluation purposes.

**16:13 – 16:30** Several men in front of British Nissen huts that *JG 1* captured during the March 1918 offensive and often used as officer's quarters at this time. In the beginning, *Leutnant* Gisbert-Wilhelm Groos can be seen second from the right at the bottom of the screen. In another sequence filmed at the same location (see Part 2, 5:38-6:13), *Leutnant* Eberhardt Mohnicke also appears with Groos. Since both men served with *Jasta 11*, the location may have been adjacent to that unit's airfield at Montigny Ferme. A car pulls up and an officer standing on the running board gets off, salutes the men in the foreground and walks toward Hermann Göring (wearing the same outfit seen in Göring segment 11:02-11:15)

### **16:31 – 17:29 KIRSCHSTEIN'S POUR LE MERITE CELEBRATION (Berlin, 29 June to early July 1918)**

*Leutnant* Hans Kirschstein of *Jasta 6* became the second fastest qualifier ever for the *Pour le Mérite* order when he downed his first 20 airplanes during a span of only 11 weeks (between 18 March and 3 June 1918). [9] He had added another 7 to his tally by the time the award was officially granted to him as of 24 June. He was not informed of his award, however, until after he had gone to Berlin for the second experimental fighter plane trials held at Adlershof in late June and early July. The following was written in *JG 1*'s war diary: "On 28 June, a dispatch arrives for *Leutnant* Kirschstein, and is immediately forwarded to him in Adlershof with hearty congratulations. And on the next morning when *Leutnant* Kirschstein shows up on the airfield there, he is wearing the order *Pour le Mérite*." [10] He had gone to Adlershof to join *JG 1*'s commander, *Hauptmann* Wilhelm Reinhard, who was killed during a test flight there on 3 July. Ironically, shortly after Kirschstein had returned to the Front, he too was felled by a flying accident on 16 July, dying the next day. This segment captures Kirschstein during a celebration in Berlin soon after his receipt of the *Pour le Mérite* that he would wear for only a few weeks. Another scene from the same event appears in Part 2 (10:35-10:49).

**16:33** From left to right: *Leutnant* Friedrich Mallinckrodt (test pilot for the Technical Commission of the German Air Service), *Oberleutnant* Hermann Göring (CO *Jasta 27*, wearing the *Pour le Mérite* awarded to him on 2 June 1918), *Feldwebelleutnant* Fritz Schubert (*Jasta 6*, who is thought to have had a more technical role with the unit at this time), *Oberleutnant* Bruno Loerzer (CO of *JG 3*, wearing white patches on tunic collar).

**17:00** From left to right: Göring, *Leutnant* Constantin Krefft (*JG 1*'s technical officer), Kirschstein, *Leutnant* Lothar von Richthofen (*Jasta 11*, still recovering from wounds received on 13 March 1918).

### **17:30 – 18:35 SECOND FIGHTER TRIALS AT ADLERSHOF (29 June to 3 July 1918)**

The second experimental fighter plane trials were held at Adlershof aerodrome outside of Berlin in late June and early July 1918. Several still photos including a group shot of the pilots in attendance were taken the same time as the first clip in this sequence (i.e., Loerzer, Lothar von Richthofen, Göring are dressed identically in them all). [11] Among the group was *Leutnant* Hans Kirschstein with the *Pour le Mérite* he began wearing on 29 June 1918. Loerzer, Richthofen and Loerzer are wearing the same outfits again in the second clip that shows them dining with *Hauptmann* Wilhelm Reinhard, who was killed testing an airplane at

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the trials on 3 July. It is probable then that these clips were taken sometime from 29 June up to the day of Reinhard's death on 3 July.

**17:30 – 18:02** From left to right: *Oberleutnant* Bruno Loerzer (CO, *JG 3*), *Leutnant* Lothar von Richthofen (*Jasta 11*), *Oberleutnant* Hermann Göring (CO, *Jasta 27*). The three men pose while someone does something off camera to make them laugh.

**18:03 – 18:35** *Hauptmann* Wilhelm Reinhard, CO of *JG 1*, tries to dine while a woman engages him in conversation.

**18:13** From left to right: unknown, Loerzer, Reinhard, woman, Göring, Friedrich Seekatz (Fokker Company), unknown, Lothar von Richthofen.

### **18:36 – 19:53 FOKKER D.VI FLIGHT DEMONSTRATION (Fokker Factory, Schwerin-Görries, 1918)**

Fokker created the D.VI in early 1918 and the type was accepted into service later that spring. Overshadowed by the D.VII and E.V, the type was not used at the Front to any significant degree. Here we see a D.VI taking off, flying around and landing at Fokker's factory airfield at Schwerin-Görries (identified by the buildings in the background). Fokker himself may have been at the controls.

### **19:54 – 20:02 ANTHONY FOKKER AND DOG (time and place unnown)**

Fokker, in flight gear, poses with his dog.

### **20:03 – 21:34 WERNER VOSS AND FOKKER F.I 103/17 (Marckebeke, 28 August to early September 1917)**

On 2 July 1917, *JG 1* occupied Marckebeke, an airfield outside of Marcke near Courtrai (Kortrijk) Belgium. They remained there until the following November. Two of three prototype V4 Fokker triplanes, designated as F.I 102/17 and 103/17 when accepted into military service, were delivered to an *Armee-Flug-Park* near Marckebeke for assembly and flight evaluation on 21 August 1917. [12] One week later F.I 102/17 was handed over to *JG 1*'s commander, *Rittmeister* Manfred von Richthofen and F.I 103/17 went to *Jasta 10*'s leader, *Leutnant* Werner Voss. Anthony Fokker went to Marckebeke and personally demonstrated the new triplane in front of a crowd of dignitaries, including German Chancellor Georg Michaelis, on 31 August 1917. Voss first test flew his triplane on 28 August, while Richthofen reportedly flew his for the first time on 1 September. [13] Richthofen, still recovering from a severe head wound he had received on 6 July 1917, was ordered to take an enforced leave and departed Marckebeke on 6 September 1917. [14] Fokker filmed several other scenes at Marckebeke during the period 1-6 September (see Part 2), so this segment was likely recorded sometime between Voss's first test flight on 28 August and Fokker's departure from Marckebeke in early September 1917. Voss was later killed while flying this machine in an epic dogfight against several crack British pilots on 23 September.

**20:03 – 20:42** Voss climbs into Fokker F.I 103/17 and two ground personnel strap him in. Note the unusual, one-piece tinted glass goggles Voss is wearing,.

**20:43 – 20:58** Voss dismounts from Fokker F.I 103/17. The entire scene appears to have been staged solely for Fokker's camera.

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**20:59 – 21:34** Anthony Fokker (left) and Voss (right) converse in front of the nose of F.I 103/17.

### **21:35 – 21:55 ALBRECHT AND MANFRED VON RICHTHOFEN (Marckebeke, late August to 6 September 1917)**

As mentioned earlier, we know that Fokker was at Marckebeke in late August 1917 and that he took several movies between then and Richthofen's departure from there on 6 September. During the early portion of Richthofen's recovery from a head wound received on 6 July 1917, he wore a strap that helped keep the bandage over his wound in place. The strap is evident in other scenes known to have been filmed by Fokker during his visit to Marckebeke and its presence here indicates this clip originated at the same time.

**21:35 – 21:45** Major Albrecht von Richthofen (left), father of Manfred, jokes with his son. According to Karl Bodenschatz, Albrecht was the "local commandant in the Lille area" and often visited his sons at the Front. [15]

**21:46 – 21:55** Manfred von Richthofen (at wheel) prepares to drive away with his father Albrecht as a passenger. The major was affectionately known as the *Fliegervater* ("Father of Flyers") by Richthofen's men, and several are seen here making a show of saying goodbye to him. The second to do so is *JG 1's* adjutant *Oberleutnant* Karl Bodenschatz.

### **21:56 – 25:28 CHATEAU DE BÉTHUNE (late August to 6 September 1917)**

Richthofen and his officers occupied Chateau de Béthune as their quarters near Marckebeke field. The following sequences were filmed there.

**21:57 – 22:07** Manfred von Richthofen (fur coat) speaks with *JG 1* adjutant *Oberleutnant* Karl Bodenschatz (center) and *Oberleutnant* Kurt-Bertram von Döring (CO, *Jasta 4*) at the bottom of the chateau's steps. Richthofen temporarily turned over command of *JG 1* to Döring when he went on his 6 September leave.

**22:08 – 22:19** *Jasta 11* personnel gather on the steps of Chateau de Béthune sometime between when *Leutnant* Alfred Gerstenberg joined the unit on 31 August and *Leutnant* Wilhelm Bockelmann was severely wounded on 3 September.

**22:14** From left to right: Bockelmann, *Oberleutnant* Kurt Guido Scheffer, *Leutnant* Eberhardt Mohnicke, *Leutnant* Karl-August von Schönebeck, *Leutnant* Hans-Georg von der Osten, *Leutnant* Gisbert-Wilhelm Groos, *Leutnant* Eberhard Stapenhorst.

**22:20 – 22:55** *Jasta 11* and *JG 1* personnel continue to group together for the camera.

**22:51** Top three, left to right: Schönebeck, Osten, Scheffer. Middle four, left to right: *Leutnant* Constantin Krefft (*JG 1* Technical officer), Bockelmann, Groos, Mohnicke. Bottom four, left to right: Stapenhorst, Gerstenberg (*Jasta 11*), Manfred von Richthofen, *Oberleutnant* Karl Bodenschatz (*JG 1* adjutant).

**22:56 – 23:45** Richthofen's dog, Moritz, enters the scene, is greeted by Richthofen, then exits. Men continue to pose for the camera.



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**23:46 – 24:03** The camera pans the group from right to left: Osten, Mohnicke, Bodenschatz, Scheffer, Groos, Richthofen, Bockelmann (above Richthofen), Krefft, Stapenhorst, Schönebeck (above Stapenhorst).

**23:56** Rare view of Richthofen's bandage strap and shaved head.

**24:04 – 24:11** *Leutnant* Carlos Meyer Baldó (*Jasta 11*) with light hat band and Schönebeck affix a flight helmet and goggles to Moritz. Carlos Meyer Baldó was born in Venezuela to a German father and Venezuelan mother. He is usually referred to as "Karl Meyer" in German records.

**24:12 – 24:26** The camera pans a different group of *JG 1* personnel from right to left: Gerstenberg, Bockelmann, Osten (top), Mohnicke (middle), Richthofen (bottom), *Leutnant* Franz Müller (*Jasta 11*) above Moritz, Groos, Meyer Baldó, unknown (above Meyer Baldó), *Oberleutnant* Wilhelm Reinhard (*Jasta 11*), Schönebeck (below Reinhard).

**24:27 – 25:10** Richthofen poses with his dog, Moritz. Unsuccessful on their first try, the pilots eventually place other dogs around Richthofen and Moritz for a group shot.

**25:11 – 25:28** Richthofen poses again with his dog, Moritz.

### **25:29 – 26:14 MARCKEBEKE AIRFIELD (1-5 September 1917)**

The same *Jasta 11* pilots seen in Part 2, Marckebeke Airfield (4:50-5:38), filmed sometime during 1-5 September 1917, appear here in front of Richthofen's F.I 102/17 triplane. From left to right: *Leutnant* Karl-August von Schönebeck, *Leutnant* Eberhard Stapenhorst, *Leutnant* Gisbert-Wilhelm Groos, *Leutnant* Eberhardt Mohnicke, *Leutnant* Hans-Gerog von der Osten, *Leutnant* Alfred Gerstenberg, *Leutnant* Franz Müller, *Leutnant* Carlos Meyer Baldó.

### **26:15 – 26:23 END TILE**

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## **“RICHTHOFEN FILM aufgenommen von A.H.G. FOKKER, 2. Teil”**

### **0:00 – 0:32 TITLE TILE – Part 2**

### **0:33 – 5:38 MARCKEBEKE AIRFIELD (1-5 September 1917)**

See Part 1, Werner Voss and Fokker F.I 103/17 clip (20:03-21:34). On 2 July 1917, *Jagdgeschwader 1* (*JG 1*) – comprised of *Jagdstaffeln 4, 6, 10* and *11* (*Jastas 4, 6, 10, 11*) – occupied Marckebeke, an airfield outside of Marcke near Courtrai (Kortrijk) Belgium. They remained there until the following November. Two of three prototype V4 Fokker triplanes, designated as F.I 102/17 and 103/17 when accepted into military service, were delivered to an *Armee-Flug-Park* near Marckebeke for assembly and flight evaluation on 21 August 1917. One week later F.I 102/17 was handed over to *JG 1*'s commander, *Rittmeister* Manfred von Richthofen and F.I 103/17 went to *Jasta 10*'s leader, *Leutnant* Werner Voss. Anthony Fokker went to Marckebeke and personally demonstrated the new triplane in front of a crowd of dignitaries, including German Chancellor Georg Michaelis, on 31 August 1917. Voss first test flew his triplane on 28 August, while Richthofen reportedly flew his for the first time on 1 September. F.I 102/17 is rolled out for flight by Richthofen in this film segment and

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*Leutnant* Alfred Gerstenberg, who also appears here several times, was posted to *JG 1* on 31 August 1917. [16] Richthofen, still recovering from a severe head wound he had received on 6 July 1917, was ordered to take an enforced leave and departed Marckebeke on 6 September 1917. While he was away, *Oberleutnant* Kurt Wolff (*Jasta 11*) was shot down and killed while flying F.I 102/17 on 15 September and the triplane was destroyed. Accordingly, Fokker most likely filmed this segment sometime during the period 1-5 September 1917. [17]

**0:32 – 0:42** Opening scene of an “enemy alarm” sequence probably staged by Fokker for his camera. An officer (possibly *Oberleutnant* Karl Bodenschatz, adjutant for *JG 1*) peers into a large telescopic range finder atop a viewing tower.

**0:43 – 0:53** An NCO, then an officer (again possibly Bodenschatz), peers into a second ranger finder.

**0:54 – 1:23** Several Men continue to look through the tower’s various telescopic devices while one attempts to ready a captured English Lewis machine gun on an ill-secured post. An officer (possibly Bodenschatz) at far right eventually raises the alarm with a “pull the bell” arm signal. A man takes his post at the machine gun.

**1:24 – 1:35** Various *Jasta 11* pilots answer the alarm and scramble up the tower ladder.

**1:35** Identifiable pilots are: *Leutnant* Gisbert-Wilhelm Groos (tall man at center wearing Uhlan tunic and looking through hand held binoculars), *Leutnant* Carlos Meyer Baldó (left of machine gun wearing service cap with light band), *Leutnant* Alfred Gerstenberg (far right carrying walking stick).

**1:35 – 1:58** Pilots spot the enemy and scramble down the tower ladder in this order: unknown, Meyer Baldó, Groos, Gerstenberg.

**1:59 – 2:10** Fokker reshoots the men descending the tower ladder in a different order: Gerstenberg, Meyer Baldó (who slips on rung), unknown, Groos.

**2:11 – 2:33** The alarm bell is sounded. Chimneys from what were probably Marcke’s Pottelberg Tile Works appear on the horizon at right

**2:34 – 2:36** The alarm bell is now seen on a raised platform behind the tower, both of which are adjacent to a wooden hangar that contains Richthofen’s F.I 102/17 triplane.

**2:37 – 2:46** Mechanics run into the hangar.

**2:47 – 3:03** Mechanics remove F.I 102/17’s propeller cover and roll F.I 102/17 out of the hangar. Note the oil drip pan located on the ground between the undercarriage’s tires.

**3:04 – 3:17** Mechanics roll F.I 102/17 onto the airfield. Note that Richthofen’s flight clothes (leather jacket and insulated trousers) are resting on its lower left wing.

**3:18 – 3:45** *Rittmeister* Manfred von Richthofen, dropped off by car (seen to the left behind the triplane) approaches F.I 102/17. Note: Richthofen is wearing a standard army tunic rather than his customary Uhlan tunic, and is not displaying any of his decorations or badges. Other photographic evidence indicates he often dressed in this manner while on active flight duty. Ground personnel then prepare the machine for takeoff and assist

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Richthofen in getting into his flight gear: leather jacket, insulated trousers (moved to lower right wing). The car in the background is driven away.

**3:46 – 4:20** *Leutnant* Eberhardt Mohnicke (*Jasta 11*), with white collar outside tunic collar, shows up to assist in dressing Richthofen as well.

**4:21 – 4:22** Richthofen removes his service cap and provides a glimpse of his shaved head and the black strap holding his head wound bandage to the rear left of his skull (as a result of a wound received on 6 July 1917).

**4:23 – 4:49** Richthofen dons his flight helmet, scarf, goggles.

**4:50 – 4:53** Richthofen addresses *Jasta 11* pilots before a mission. He appears to be joking and playacting with them for the camera.

**4:53 – 5:03** Pilots from left to right: *Leutnant* Alfred Gerstenberg, *Leutnant* Eberhardt Mohnicke, Richthofen, *Leutnant* Carlos Meyer Baldó.

**5:04 – 5:37** Pilots from left to right: *Leutnant* Carlos Meyer Baldó, *Leutnant* Eberhard Stapenhorst, *Leutnant* Karl-August von Schönebeck, *Leutnant* Gisbert-Wilhelm Groos, *Leutnant* Hans-Georg von der Osten, *Leutnant* Franz Müller.

### **5:38 – 6:35 JG 1 SCENES (probably Bernes/Montigny Ferme Airfields, late August 1918)**

See Part 1, Train to/from Front (0:29-1:50), etc. A crash investigation involving the new Fokker E.V was convened in the field at *JG 1* staff headquarters at Bernes on 24 August 1918. Anthony Fokker was ordered to attend and took several surviving photos and movie clips during his time there. This is probably one of them, because Fokker is dressed identically in this segment as he is in other scenes known to have been taken at Bernes (but unlike scenes and photos taken at Marckebeke in September 1917), and the background weather and foliage conform to a summertime period. If so, then the location may have been Montigny Ferme airfield (adjacent to Bernes) because this segment includes pilots from *Jasta 11* and Montigny Ferme is where *Jasta 11* was based at the time. Fokker returned to Berlin for another investigative meeting on 30 August, so the likely time period would have been late August 1918.

**5:38 – 5:44** Various pilots stroll in front of Nissen huts that may have served as their quarters (see Part 1, Near Bernes and Montigny Ferme Airfields, 16:13-16:30).

**5:44** Pilots from left to right: *Leutnant* Gisbert-Wilhelm Groos, two unknowns, *Leutnant* Eberhardt Mohnicke, unknown.

**5:44 – 6:00** The camera continues to follow the pilots out for stroll, then looks at some transportation vehicles lined up nearby.

**6:01 – 6:19** The same pilots are filmed at one of the Nissen huts. Mohnicke (white collar) is outside while Groos enters the hut. Anthony Fokker then exits the hut to speak with Mohnicke. Groos (tall man) reemerges from the hut, followed by two unknown pilots carrying wine/champagne bottle.

**6:20 – 6:35** The scene switches to enlisted men being served soup from a field kitchen, presumably at the same location.

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### 6:36 – 7:04 FRITZ OTTO BERNERT (time and place unknown)

This segment features Fritz Otto Bernert, a bespectacled ace with a history of war injuries. Bernert served with the army during the early course of the war and was seriously wounded on several occasions, including a bayonet wound to the left arm and three shots in “the upper arm, shoulder, breast.” [18] Deemed unfit for ground duty, Bernert was accepted into the German Army Air Service where he went from observer to pilot duties in 1916. He was awarded Prussia’s highest decoration for bravery, the Order *Pour le Mérite*, on 23 April 1917 and established a record the very next day when he was credited with downing five enemy airplanes within a twenty minute span. He eventually compiled 27 victories before health issues led to the end of his flying career. He broke his jaw and suffered severe contusions during a crash landing in late May 1917, yet still took command of *Jasta Boelcke* on 9 June. Injuries from another crash landing forced him to relinquish command of the unit the following 18 August. Shortly afterwards, while recovering at home, he was injured yet again in a climbing accident. He was subsequently removed from frontline duties and assigned to work with *Idflieg* (Inspectorate of the Flying Service) around the time he was promoted to *Oberleutnant* in November 1917. After having endured so many physical traumas, Bernert contracted the influenza that was ravaging the world and died in a hometown hospital in Ratibor on 18 October 1918.

**6:36 – 6:47** A laughing and somewhat embarrassed Bernert poses for the camera. His *Pour le Mérite* (“Blue Max”) award dangles from his tunic collar and his Iron Cross, 1st Class is pinned to his left chest above his Pilot’s Badge. Three more awards are represented by ribbons attached to his buttonhole: Prussia’s Royal Hohenzollern House Order, Knight’s Cross with Swords (on top with sword device pinned to it), Prussia’s Iron Cross 2nd Class (in middle) and Saxony’s Albert Order, Knight 2nd Class with Swords (bottom). The *Fliegertruppe*’s winged propeller device is just visible on his shoulder boards, but there is not enough resolution to determine if they also display the single pip of an *Oberleutnant* (only the buttons securing the shoulder boards can be seen).

**6:48 – 7:04** Bernert, now without his service cap, continues being filmed. Many sources have stated that his early bayonet wound had essentially paralyzed his left arm, but the final scene in this segment belies that as he uses it to wave at the camera. He appears here to favor his right arm more, but other photos show that he had good use of it as well.

The location appears to have been in a relatively peaceful place away from the Front due to the presence of the table umbrella and grass fronds in the background. Fokker would have had ample opportunity to come across Bernert in his role as a member of *Idflieg*, perhaps in Berlin where the organization was headquartered or at Fokker’s factory in Schwerin.

### 7:05 – 10:34 FIRST FIGHTER TRIALS AT ADLERSHOF (20-30 January 1918)

The first experimental fighter plane trials began at Adlershof aerodrome outside of Berlin on 21 January 1918. Military pilots were invited to participate in order to give their own assessments of how the different types might perform in the field. Manfred von Richthofen was ordered there on 19 January and left Berlin at the end of January to visit his home in Schweidnitz. *Hauptmann* Adolf Ritter von Tutschek’s letters tell us that he was in attendance from 20 January through 6 February and that he saw Richthofen, *Leutnant* Constantin Krefft (JG 1’s technical officer) and *Leutnant* Hans Klein (CO, *Jasta 10*) while he was there. [19] All these men are present in this segment and we can note that Klein is wearing his *Pour le Mérite* (awarded on 2 December 1917) but still possesses his right index finger (shot off in combat on 19 February 1918). The background hangars as well as the presence of varied

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types of aircraft add final verification that this segment was filmed at Adlershof during the fighter trials held there in late January 1918.

**7:05 – 7:24** Pilots in their flight gear stand on Adlershof airfield. Two guards shouldering rifles are visible in the background.

**7:09** From left to right: Krefft, Tutschek (Staff Officer for Aviation, made CO of *JG 2* in early February 1918), Richthofen.

**7:23** From left to right: Anthony Fokker, Krefft, Tutschek.

**7:25 – 7:46** Pilots, now mostly in regular uniforms, stand on Adlershof airfield at a different time than above in front of an Albatros D.V that may have been either a standard model used as a flight comparator or an experimental model fitted with a high-compression Mercedes engine. [20]

**7:31** From left to right: Richthofen, *Oberleutnant* Bruno Loerzer (CO of *Jasta 26*, made CO of *JG 3* on 21 February 1918) in flight clothes, *Leutnant* Erich Loewenhardt (*Jasta 10*) in uniform. Loerzer's record shows a scoring gap between his 22nd victory on 19 January 1918 and his 23rd on 18 February. Loewenhardt's record displays a similar gap between his 10th on 18 January and his 11th on 12 March. Both support their presence at Adlershof sometime during 20-30 January 1918.

**7:37** From left to right: Klein, Krefft, *Hauptmann* Albert Mühlig-Hofmann (CO of the Field Equipment Service of *Idflieg*), Richthofen. Mühlig-Hofmann was an experienced pilot who, due to his role in aircraft development and lengthy service record, was recommended for the *Pour le Mérite*. The war ended before it could be awarded to him.

**7:42** From left to right: *Leutnant* Hilde (*Jasta 4*), unknown, *Leutnant* Kurt Schwarzenberger (chief test pilot for the experimental fighter division of *Idflieg*), unknown, Klein.

**7:47 – 8:10** Fokker pans the camera over the same group again.

**7:51** From left to right: Krefft, Loerzer, Loewenhardt.

**8:01** From left to right: Klein, Mühlig-Hofmann, Richthofen.

**8:09** From left to right: unknown, Schwarzenberger, Klein.

**8:11 – 8:18** Fokker films some of the same pilots at a different time.

**8:11** From left to right: Hilde, Klein, Krefft (now in flight gear).

**8:19 – 8:26** Klein poses for the camera.

**8:27 – 8:54** Loerzer has his cigarette lit by Klein. At the end of the clip, a military policeman comes up and advises them to put the cigarettes out. Note that Loerzer is not wearing a *Pour le Mérite*. This decoration was awarded to him shortly afterwards on 12 February 1918.

**8:55 – 9:22** Klein is hoisted up by *Leutnant* Egon Koepsch (*Jasta 4*) at left and an unknown pilot. They are flanked by Mühlig-Hofmann at right and Loerzer (in uniform) and Krefft (in flight gear) at left.

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**9:23 – 9:52** Tutschek settles into the cockpit of what appears to have been the Fokker V.11 prototype that was the forerunner of the famous Fokker D.VII fighter. Richthofen test flew it at Adlershof on 23 January and then again shortly before his departure at the end of the month following some slight modifications. He is reported to have urged the other pilots, including Loerzer, to try it out. [21]

**9:53 – 10:21** Klein kids Tutschek about the white handkerchief he wore attached to his flight coat's buttonhole (used to wipe oil from his goggles while in flight). The camera pans the group from left to right: two unknowns, Hilde (with white collar tabs), two unknowns, Tutschek, two unknown naval aviators, Klein. Note that Tutschek's leather flight coat is a standard British model that he "liberated" from one of his victims. He was frequently photographed in it.

**10:22 – 10:34** Tutschek (left) and Klein (right) point towards the sky, mugging for the camera. In the background is the Fokker V.11 prototype flown at Adlershof that led to the production of Fokker's D.VII series.

### **10:35 – 10:49 HANS KIRSCHSTEIN'S POUR LE MERITE CELEBRATION (Berlin, 29 June to early July 1918)**

See Part 1, Hans Kirschstein's *Pour le Mérite* Celebration (16:31-17:39). *Leutnant* Hans Kirschstein of *Jasta 6* began wearing his *Pour le Mérite* at Adlershof field on 29 June 1918. This segment captures Kirschstein during a celebration in Berlin soon after his receipt of the *Pour le Mérite* that he would wear for only a few weeks until his death on 17 July.

**10:35 – 10:42** Kirschstein sits in a chair reading what is presumed to be one of the many congratulatory telegrams delivered to *Pour le Mérite* recipients. The decoration itself is hard to discern, but can just be seen resting horizontally with only its bottom edge showing on a fold in his tunic just beneath his collar. Sitting in the chair at far left is *Feldwebelleutnant* Fritz Schubert (*Jasta 6*), who despite four victories of his own is thought to have had a more technical role with the unit at this time.

**10:43 – 10:49** Kirschstein's celebration continues. The attendees, from left to right: *Leutnant* Constantin Krefft (*JG 1*'s technical officer), unknown, *Leutnant* Friedrich Mallinckrodt (test pilot for the Technical Commission of the German Air Service), *Oberleutnant* Hermann Göring (CO *Jasta 27*, wearing the *Pour le Mérite* awarded to him on 2 June 1918), Schubert, *Oberleutnant* Bruno Loerzer (CO of *JG 3*, wearing white patches on tunic collar), Kirschstein (now clearly displaying his *Pour le Mérite*), *Leutnant* Lothar von Richthofen (*Jasta 11*, still recovering from wounds received on 13 March 1918).

### **10:50 – 12:24 MARCKEBEKE AIRFIELD (1-5 September 1917) continued**

This segment continues where the earlier 0:32 – 5:38 segment above left off.

**10:50 – 11:17** *Rittmeister* Manfred von Richthofen, CO of *JG 1*, climbs into the cockpit of his recently delivered Fokker F.I 102/17 and prepares his guns for firing.

**11:18 – 11:50** Mechanics prime the cylinders of the plane's rotary engine, then spin the propeller to start it.

**11:51 – 12:02** The engines bursts to life and the ground crew hold the tail and wing of the plane to keep it from moving forward prematurely. Note the considerable propeller "wash" (the air current blown back by the propeller).

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**12:03 – 12:05** Richthofen gives an arm signal. Though the scene appears to have been intended to show him signalling “clear for takeoff,” it evidently was spliced out of sequence because there is no backwash evident from the propeller. It appears that it was taken after he had prepared his guns and perhaps was signalling either to start the engine or remove the wheel chocks.

**12:06 – 12:24** Richthofen takes off and climbs away in Fokker F.I 102/17. Note the short distance covered before the plane lifts off.

### **12:25 – 13:19 RICHTHOFEN’S 61ST VICTORY (3 September 1917)**

*Rittmeister* Manfred von Richthofen brought down his 61st victory –his second in a triplane – on 3 September 1917. His victim was Lt. Algernon Bird of RFC No.46 Squadron, flying Sopwith Pup B1795. Richthofen reported: “I was absolutely convinced I had a very skilful pilot in front of me, who even at an altitude of 50 metres did not give up., but fired again, and opened fire on a column of troops while flattening out, then deliberately ran his machine into a tree.” [22] Bird survived the encounter and several photographic records were taken of him and his plane at the crash site south of Bousbecque, including this film segment. Fokker himself mentioned the encounter and his film: “Richthofen gained the tail of an enemy. The tracer bullets were spelling out death, when the enemy’s engine stopped, the plane went into a quick spin, and only leveled out for a landing quite close to where we were watching the whole battle. We quickly motored over. Richthofen had already gone back to the Front, after landing first, and shaking hands with the officer he had brought down. A bullet had pierced the officer’s pocket, ruined a package of cigarettes, traveled on down through his sleeve, punctured his Sam Browne belt and gone on without injury. We looked over his coat, that might so easily have been his shroud. Asking him to ride along with us, we took him back to the flying field, where we picked up Richthofen and together went to the Casino for a good breakfast and friendly chat. I took moving pictures of the officer and Richthofen. Later I acquired a patch of fabric from Richthofen’s 60th victory. After a pleasant breakfast, we turned the prisoner over to headquarters, since it was against regulations to keep him for any length of time.” [23]

**12:25 – 12:28** An inspection of Bird’s crashed Sopwith Pup occurs in front of the camera.

**12:28** From left to right: Richthofen, *Leutnant* Eberhardt Mohnicke (*Jasta 11*) with white cloth around neck and walking stick, Anthony Fokker wearing flight gear.

**12:28 – 12:50** Richthofen, Mohnicke and Fokker point to the bullet holes through Bird’s engine and nacelle while enlisted men apparently begin their salvage work on the wreck.

**12:51 – 13:08** Bird (left) and Richthofen (next to Bird) pose for the camera.

**13:09 – 13:19** Fokker (left) joins them and performs a strange pantomime that amuses (and probably perplexed) Bird.

### **13:20 – 14:06 RICHTHOFEN DEPARTS ON LEAVE (Marckebeke, 6 September 1917)**

Manfred von Richthofen was shot in the upper left back of his head during a fight on 6 September 1917. Though the bullet did not penetrate, it inflicted a deep gash that exposed the skull. Richthofen managed to make a successful emergency landing before collapsing on the ground and being taken to a field hospital in Courtrai (Kortrijk). He returned to his flying duties on 16 August even though his wound had not completely healed. His superiors were concerned that he had returned prematurely and ordered him to go on leave, which he

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did on 6 September 1917 after turning over temporary command of *JG 1* to *Oberleutnant* Kurt von Döring (*Jasta 4*). This segment records Richthofen's departure.

**13:20 – 13:44** *Leutnant* Eberhardt Mohnicke (*Jasta 11*) stands in the forward cockpit of an Albatros C.IX – a rare aircraft type that was assigned to *JG 1*, painted red and used, among other things, to transport Richthofen (and possibly others) back to Germany. Mohnicke and some ground crewmen discuss the contents of a suitcase before it is stowed in the rear cockpit.

**13:45 – 13:53** Richthofen (left) shakes hands with Fokker (right) and says goodbye before ascending the ladder to the plane's rear cockpit.

**13:54 – 14:06** *Leutnant* Constantin Krefft (*JG 1* technical officer) fills out paperwork on the ground at left while Richthofen is given his gloves and sits down in the mostly-enclosed passenger cockpit. Note the propeller "wash" buffeting Krefft's service cap.

### 14:07 – 14:15 END TILE

- [1] A.R. Weyl, *Fokker: The Creative Years* (Aero Publishers, 1965), pp.329-31; Paul Leaman, *Fokker Aircraft of World War One* (Crowood Press, 2001), pp.156-58.
- [2] See Greg VanWyngarden, *'Richthofen's Circus' Jagdgeschwader Nr 1* (Osprey Publishing, 2004)
- [3] See VanWyngarden, pp.45, 105.
- [4] See Greg VanWyngarden, *Von Richthofen's Flying Circus* (Albatros Productions, 1995), pp.62-63, back cover.
- [5] See Heinz J. Nowarra, *A Pictorial History of the Luftwaffe – Vol.III* (Aero Publishers, 1967), p.142 and Leaman, p.156. No less than 24 men are standing/sitting atop the wing in these pictures. *Leutnant* Ulrich Neckel's presence in them demonstrates that these authors incorrectly identified the venue as *JG 2's Jasta 19* – a unit that Neckel never served with.
- [6] For a still photo of this SPAD behind *Leutnant* Richard Kraut's Fokker D.VII, see VanWyngarden, *'Richthofen's Circus'*, p.117 and *Von Richthofen's Flying Circus*, p.12.
- [7] Betty was identified in a series of photos dated July 1918 in an aviator's album (private collection). A still photo of Betty can be seen in VanWyngarden, *'Richthofen's Circus'*, p.89
- [8] Laumann and Iwan appeared together on two postcards that used photos taken around the same time as this movie clip: Sanke's 668 and NPG's 6435. See Lance Bronnenkant, *The Imperial German Eagles in World War I – Vol.2* (Schiffer Publishing, 2008), pp.352, 354-56.
- [9] Only Lothar von Richthofen, Manfred's younger brother, did it faster within an incredibly short six-week span.



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- [10] Karl Bodenschatz, *Hunting with Richthofen* (Grub Street Press, 1996), p.165; Kunigunde von Richthofen, *Mother of Eagles* (Schiffer 2001), p.154.
- [11] See Bronnenkant, pp.236, 317.
- [12] Weyl, p.231; Paul Leaman, *Fokker Dr.I Triplane* (Ian Allen Publishing, 2003), p.46. They differed somewhat from all subsequent triplane models (designated as “Dr.I” instead of “F.I.”) in that they had a more rounded horizontal stabilizer and lacked wing skids under the bottom wing.
- [13] Bodenschatz, p.146; Weyl, p.232 and Peter Gray & Owen Thetford, *German Aircraft of the First World War* (Putnam, 1962), p.99.
- [14] Bodenschatz, p.148.
- [15] Bodenschatz, p.20
- [16] Bodenschatz, p.147.
- [17] Fokker himself established his presence at Marckebeke at this time in his autobiography, *Flying Dutchman* (Arno Press, 1972). He mentioned: “For three weeks I lived with the Richthofen *Jagdstaffel*, located at the time on the Ypres front. Ten or twelve officers were living together in a pretty little Belgian country place. This was only a short time before Richthofen was killed, when he commanded the circus...” (p.198) He then described having witnessed Richthofen’s victory over Lt. Algernon Bird on 3 September (see later sequence, 12:25-13:19) and taking movies of the two men.
- [18] Walter Zuerl, *Pour le mérite-Flieger* (Curt Pechstein Verlag, 1938), p.50.
- [19] “Over The Front” aviation journal, Vol 4: Issue 1, p.12.
- [20] See Weyl, p.266.
- [21] Weyl, pp.264-65.
- [22] Norman Franks, Hal Giblin & Nigel McCrery, *Under the Guns of the Red Baron* (Grub Street Press, 1995), p.158.
- [23] Fokker, pp.199-200. Bird was actually Richthofen’s 61st victim, but perhaps Fokker really did mean his 60th which had fallen two days earlier.