

## Chapter 1 : Manfred von Richthofen

*Manfred Albrecht Freiherr von Richthofen (2 May - 21 April ), also known as the "Red Baron", was a fighter pilot with the German Air Force during World War I. He is considered the ace-of-aces of the war, being officially credited with 80 air combat victories.*

Rittmeister Manfred von Richthofen makes a fateful decision to pursue Lt. The Ace of Aces is dead. Manfred von Richthofen leads the funeral procession of Captain Oswald Boelcke. An informal outtake from the same setting as his more stern-looking most famous photo in air combat death comes quickly, often from a direction least expected. The ill luck of all the others has not yet affected my nerves. His family title, Freiherr, Free Lord, corresponds to baron. Excelling at sports, especially riding and hunting, in he joined the cavalry, but soon transferred to the air corps. In Victorian times little boys and girls were treated and dressed alike, a centuries-old custom which only began to decline around and was out of vogue by . At the outbreak of war von Richthofen was a lieutenant of horse on the German-Polish border, then held by Russia. The master Captain Oswald Boelcke, one of the most influential leaders and tacticians in the history of air combat, looking somewhat ill at ease in a studio setting. The French flying men were coming to the fore. We were to be combined in a battle squadron and took train on the first of October, There was no reason to take any note of him except for the fact that he was the only man who had succeeded in shooting down a hostile flying man not once but four times. His name had been mentioned in the dispatches. I thought a great deal of him because of his experience. Although I had taken the greatest trouble, I had not brought an enemy down up to that time. At least I had not been credited with a success. So I asked him: I fly close to my man, aim well and then of course he falls down. The difference between him and I was that he flew a Fokker and I a large battle-plane. Try to secure the upper hand before attacking. If possible, keep the sun behind you 2. Always continue with an attack you have begun 3. Open fire only at close range, and then only when the opponent is squarely in your sights 4. You should always try to keep your eye on your opponent, and never let yourself be deceived by ruses 5. In any type of attack, it is essential to assail your opponent from behind 6. If your opponent dives on you, do not try to get around his attack, but fly to meet it 7. For squadrons, in principle, it is better to attack in groups of four or six. Avoid two aircraft attacking the same opponent By thenâ€”still early in World War Iâ€”Boelcke already had four kills. He confided to the young baron the secret of downing an enemy: We knew that in the last few days he had shot down at least an Englishman a day, and many times two every morning. Von Richthofen chose a victim. I gave him a short burst from my machine gun. I was so close I was afraid I would ram him. Then, suddenly, his propeller turned no more. The engine was shot to pieces, and both crewmen were severely wounded. The great ace raised his score to forty, and von Richthofen to six. As a hunter mounts the heads of his prey, he acquired a souvenir of each victim—a propeller, a machine gun, an insignia or serial number cut from the fabric—and ordered silver cups in memory. Like his mentor, he viewed air combat not as an art but a science, preferring to avoid dogfights and, like a wolf stalking prey, pick off unwary victims. Yet he proved his skill that November in single combat with an enemy ace. It carried the two circling fighters far behind German trenches. At about a hundred meters altitude he tried to escape toward the Front I followed him from fifty down to thirty meters, firing steadily About fifty meters behind our lines he plunged down with a shot through the head. No photos exist of Albatros D. II that same month and replaced by single wing-top radiators. I noticed that they were ogling me and as I felt much inclination to have a fight I did not want to disappoint them. Consequently I had to wait until one of my English friends tried to drop on me. After a short while one of the three came sailing along and attempted to tackle me in the rear. After firing five shots he had to stop for I had swerved in a sharp curve. So we circled round and round like madmen after one another at an altitude of about 10, feet. Each tried to get behind and above the other. Soon I discovered that I was not meeting a beginner. He had not the slightest intention of breaking off the fight. He was traveling in a machine which turned beautifully. However, my own was better at rising than his, and I succeeded at last in getting above and beyond my English waltzing partner. The wind was favorable to me for it drove us more and more towards the German position. At last we were above Bapaume, about half a mile behind the German front. I

had time to take a good look at my opponent. I looked down into his carriage and could see every movement of his head. If he had not had his cap on I would have noticed what kind of a face he was making. He had to decide whether he would land on German ground or whether he would fly back to the English lines. Of course he tried the latter, after having endeavored in vain to escape me by loopings and such like tricks. At that time his first bullets were flying around me, for hitherto neither of us had been able to do any shooting. That was my most favorable moment. I followed him at an altitude of from two hundred and fifty feet to one hundred and fifty feet, firing all the time. The Englishman could not help falling. But the jamming of my gun nearly robbed me of my success. His machine gun was dug out of the ground and it ornaments the entrance of my dwelling. III is second from the front, its black crosses barely visible against the red overspray. Its upper wing bears standard German green and mauve camouflage. At least one of the other planes is also red; both Lt. Otto Brauneck and Lt. Karl Allmenroder of Jasta 11 also flew red aircraft. Fourth plane back may be D. Georg Simon, which was all red with a green band behind the cockpit. Simon was shot down on June 4th, , by a Nieuport flown by Capt. The military censor blotted out the tail serial on the nearest plane, which is often attributed to Lt. Constantin Krefft but may be D. Hans Hintsch, who was killed in it on May 24th. The dark, jagged lines emanating from the lower left are branches of a tree from which the photographer took the shot. It was a beastly nuisance. Of course my joy was tremendous. The result was that everyone got to know my red bird. My opponents also seemed to have heard of the color transformation. My friend, the photographer, had not the time to defend himself. He had to make haste to get down upon firm ground for his machine began to give suspicious indications of fire. When we airmen notice that phenomenon in an enemy plane, we say: When the machine was coming to earth it burst into flames. I did so particularly because I had the impression that my opponent was wounded for he did not fire a single shot. The result was very comical. My enemy with his burning machine landed smoothly while I, his victor, came down next to him in the barbed wire of our trenches and my machine overturned. As mentioned before, they had not fired a shot and they could not understand why I had landed so clumsily. They were the first two Englishmen whom I had brought down alive. Consequently, it gave me particular pleasure to talk to them. I know your machine very well. The Baron would find it a new kind of challenge: Not only friends but foes soon recognized it. Fan mail poured in, much of it from adoring young frauen, for whom he had little time.

**Chapter 2 : The Red Baron - Separating Truth From Fiction - By Ryan Clauser**

*Manfred Von Richthofen (Famous Flyers) [Earle Rice] on blog.quintoapp.com \*FREE\* shipping on qualifying offers. A biography of the World War I German aviator whose prowess as a fighter pilot made him a legendary figure.*

Grub Street Publishing, He was also shot down or forced to land after six fights and survived crash landings in every case. Of that early cohort of air heroes, only Berthold and one other pilot survived the war. This book tells his remarkable story. The symbolism of the award was appropriate. And, after he became a fighter pilot, he demonstrated a fierce fighting spirit in many encounters with British and French adversaries. Indeed, Berthold was so relentless in his approach to aerial combat, when badly wounded, on at least six occasions, he cut short his convalescent leave to return to flying with his comrades. This included a hit to his right arm, which shattered the bone, rendering it useless - undaunted Berthold taught himself to fly using his left. Illustrated with over eighty photographs and other artworks, many of which have never been published before, Iron Man tells the tale of this ruthless, fearless and, above all, very patriotic fighter whose perseverance and bravery made him one of the most famous airmen of World War I. NEW copy, hardcover issued without dustjacket. Reprint of the original edition. The Naval Air Service is detailed in the same manner plus a section with technical details of aircraft with 3-view photos and silhouettes of the aircraft at various angles, along with a full technical list of German aviation abbreviations. The Memoirs of a Victory German Ace. The Artillery and Feldflieger Abteilungen, the Kampfstaffeln, had been quickly reduced to relative impotency by the overwhelming quantitative and qualitative superiority of the Allies. The once feared Fokker and Pfalz Eindeckers proved unequal to the task of checking the aerial flood which daily scoured the ravaged German front. Germany was compelled to seek a new solution. Jagdstaffel 2 was formed to stem the tide and fight back. Later by Imperial decree renamed Jasta Boelcke in honour of its distinguished commander Oswald Boelcke, this military formation had no prolonged, entangled gestation period. There was no parent, no prior stirrings of life. Jasta 2 was lifted from the keyboard of a typewriter, assigned to the First Army and provided with a leader. Here, for the first time, is the story of that auspicious and audacious unit, told in his inimitable style by Norman Franks, an expert in his subject. He established his reputation on the Western front first in reconnaissance, then in scouts, and, with Max Immelmann, he became the best known of the early German aces. Transferred back to the Western Front in command of Jasta 2, when new small fighting units were formed he remembered von Richthofen and chose him as a pilot for his new Staffel. Boelcke was killed in October , although not before the reputation of his unit, together with his own, had been firmly established forever. Professor Werner was given access to his letters and other papers, and presents here a rounded and fascinating portrait of a great airman and a remarkable soldier, who became known as the father of the German Jagdflieger. Their Postcards and Pictures. NEW copy, hardcover issued without dustjacket, laminated pictorial boards. This work pursues the answers to those questions, and unfolds like a detective story that relates the investigation and assembly of evidence from a wide variety of sources, including personal communications from the pilots and their families, period newspapers, and other contemporaneous wartime publications. At its heart is its vast collection of supportive photographs, including original images behind the postcards that have never been viewed by the modern public. This pioneering book demonstrates the untapped potential that photographic artifacts from World War I still offer. Sanke, Liersch and NPG postcards featuring German World War I aviators have been collected, traded, and reproduced in many publications over the years, but no author until now has focused on determining when, where, why, and by whom these pictures were taken, or when and why they were issued as postcards. This work pursues the answers to those questions, and while doing so unfolds like a detective story. At its heart is the vast collection of supportive photographs, including some of the original images behind the postcards - many have rarely, if ever, been viewed by the modern public. Once again, the author looks in detail at where, why and by whom the photographs were taken as well as why and when they were published in postcard form. An extensive number of related photographs are also included, many of them rarely if ever seen by the modern public. This book presents, in words and pictures, the history of the Schutzstaffeln from their formation as escort aircraft, to their being renamed Schlachtstaffeln

and their role as infantry support aircraft. Participating in all the major German offenses on the Western Front in , and manned mainly by enlisted pilots and gunners, these units became the first true close air support squadrons. This book also presents a detailed description of the aircraft used by these units, including their power plants and armaments. This also includes the camouflage schemes used by the various aircraft manufactures. An added bonus for the aviation historian is a near complete compilation of the crew members, airfields, Schlachtgruppe formations, and combat logs of these thirty-eight units. The images of famous airmen such as Manfred von Richthofen, Ernst Udet, and Werner Voss are well known and frequently published, but the same cannot be said for all of the over German airmen who achieved five or more aerial victories in the Great War. Their stories have often been published, but never have as many photographs of the aces been assembled within the pages of one volume. Of necessity these photos vary widely in style, format and quality, yet they serve to reveal a good deal of information about the pilots and the multitude of different uniforms and decorations they wore. Students of World War I aircraft will also find useful illustrations of the various machines in which these pilots attained their fame. Over photographs of the aces are provided. The aces are listed in? Each photograph is accompanied by a brief service history and victory total of the ace. Fighter Ace NEW copy, hardcover with dust jacket. The Eagle of Lille. Max Immelmann was born in Dresden, the son of a container factory owner. He was initially stationed in northern France as a reconnaissance aviator. On June 3, he was shot down by a French pilot but managed to land safely behind German lines. He was decorated with the Iron Cross, Second Class for preserving his aircraft. Later in , he became one of the first German fighter pilots, quickly building an impressive score of victories as he became known as The Eagle of Lille Der Adler von Lille. Oswald Boelcke received his medal at the same ceremony. Along with Oswald Boelcke and other pilots, Immelmann was one of the main instigators of the Fokker Scourge which inflicted heavy losses upon British and French aircrews during Not a word has been changed, but the original very dated type and page layout have been reworked, as has been the format in which the book is presented, to give a beautiful new treatment to this classic of aviation literature. NEW copy, trade paperback. NEW copy, hardcover with dust jacket. Having also interviewed him and researched documentary evidence of those hectic days, the result, together with the incomparable color artwork of John Batchelor, is an absolutely unique piece of work. Pen and Sword, By January , Richthofen had shot down fifteen aircraft had been appointed commander of his own unit. Richthofen and his pilots achieved immediate success during the air war over Ypres during August and September. Richthofen had destroyed 80 allied aircraft, the highest score of any fighter pilot during the First World War. Each area is conveniently reached within hours. War Diary of Baroness von Richthofen. Mother of Eagles is the culmination of the translation of the war diary, along with numerous facts and information not included in the original work. Follow the youth and wartime exploits of Manfred and Lothar, the leading German aces of World War I, through the eyes of their mother and a nation. Letters to the Barroness from each of her sons intially depict the wartime conditions on the ground, and then evolve into vivid details about the exhilaration of the hunt in the air for ever increasing numbers of enemy planes. This book will not only appeal to those interested in the Red Baron and his ace brother, Lothar, but to anyone who is interested in reading of the civilian life in Germany during the Great War. This unit took to the skies under the flamboyant command of Manfred von Richthofen, and soon gained fame among Allied opposition. The eight German states appear first in alphabetical order: Among the forty-three biographies included in this volume are: Ernst Freiherr von Althaus, Lt. Maximilian von Cossel, Lt. Ludwig Fritz Dornheim, Lt. Franz von Kerssenbrock, Lt. Manfred Freiherr von Richthofen, Lt. Carl-August von Schoenebeck, Lt. Otto-Martin Graf von Schwerin, Offz. Friedrich-Wilhelm Wichard, and Oblt. Detailed text and photographs explain development, technical aspects, and operations. This is the first time that the history of the German Kampfeinsitzer Kommandos, better known as KEKs and the Fokkerstaffels, have been gathered in a book. The KEKs are surrounded with mystery and even today, most of the locations of the airfields have long been forgotten. The Early German Fighter Units in This book not only presents the history of these units and their aces, it also acts as a battlefield guide so the reader can explore these fascinating locations today. Illustrated with over photographs and profiles of the various fighter aircraft they used in battle, this fascinating book takes a journey from Flanders to the Somme, to the Verdun to the Vosges. On a

number of occasions, they were able to discover the castles where the German aces slept, ate, celebrated victories and mourned fallen comrades. It describes in exhaustive detail the lives of these early fighter pilots, their dogfights and encounters with death. To celebrate the anniversary of the First World War in , this is a unique book with unpublished photographs of the period and of the aces. From reconnaissance aircraft to state of the art bombers that could reach London, this is the definitive guide to aircraft of the Axis powers during World War One. The Memoirs of Ernst Udet. This was the battle in the air between the first primitive aircraft and the intrepid aviators who flew them. Ace of the Black Cross also illustrates the way in which war and defeat left this young generation of tough, spirited, individuals rootless and restless. After the war Udet used his flying skills to give displays to crowds of gawping onlookers, a circus act that left him frustrated and resentful. In , disillusioned and depressed, he shot himself. Manfred von Richthofen, Max Immelman, Oswald Boelcke and other famous daredevil flyers are joined by the lesser-known but equally resourceful colleagues such as Rudolph von Eschwege and Hand Shuz, taking part in furious battles in the sky and close escapes on the ground when brought down on the wrong side of the lines. The author focuses on the heart of the action and recreates the experiences of the airborne war with immediacy, excitement and a vivid turn of phrase, drawing the reader into events as they happen. His conclusions are sometimes controversial but his evidence persuasive and this study will be welcomed by, and be of great interest to, the aviation fraternity worldwide.

**Chapter 3 : Manfred "The Red Baron" von Richthofen () - Find A Grave Memorial**

*The lowest-priced item that has been used or worn previously. The item may have some signs of cosmetic wear, but is fully operational and functions as intended.*

My Most Thrilling Sky Fight: As a famous athlete at Harvard, Hamilton Coolidge was well known throughout the land even before the war began. He enlisted in the aviation section of the Signal Corps and got his primary flight training at Mineola along with Quentln Roosevelt, his hoy-hood friend. They went up to the front together on the same day. Coolidge was assigned to the 94th Squadron and Roosevelt to the 95th. Coolidge was killed when a German Archie scored a direct hit on his plane, something of which war time figures prove happened only once in every 20, attempts. He had established an enviable record, soon becoming a recognized ace with 5 victories. He was promoted to a Squadron Commander, and succeeded in downing 3 more enemy planes. This account of his fight with the famous Flying Circus of Baron von Richthofen is taken from an interview he gave a war correspondent. With five of my mates I was cruising high above Lagny in a sky that was empty and void as a lonesome ocean. Twelve ships there were, flying in layer formation. I had to do some quick thinking. My patrol was outnumbered 2 to 1. And they had us cut off from our rear! I wagged my wings, whined up in vertical virage and went streaking for Germany, climbing for the ceiling as I ran. Then the fighting began. It seemed that the bullets whined in from all directions at once. And the sky was just a kaleidoscopic whirl. Finally the wild dog-fighting settled down to a man to man duel. He picked me with a ripping invitation in Spandau tracer that stitched a grim streak down my turtle-back. I jammed full throttle and roared into a loop, rolled out on top and got out of range. I ducked beneath that, pulled up and banked quickly, my sights on the checkerboard belly of my first antagonist. I had time for just a short burst before he slid out of my sights. First Meat for Our Side But that was enough. The Fokker tipped up on a wing, hung in the air momentarily, then went sliding down, turning over on its back finally and fluttering off in a spin. It was first meat for our side against odds of two to one. It gave me renewed courage. Two more of the Fokkers fell before one of the Spad pilots got caught with a bad jam. While trying to clear it he was killed. All the time we had been fighting we had drifted further over the German lines, so I concluded that now was the time for a risky maneuver. So I signalled and dived, the rest of the boys following. I took plenty of lead in the rear, but by shaking my stick, I managed to dodge a vital burst, and finally got out of range. We hedge-hopped for home then right over the German trenches, running the gauntlet of a terrific machine-gun fire from the ground. This week we have the legend that is Baron Manfred von Richthofen! Captain Manfred von Richthofen was the greatest of all the German flyers. He had more victories to his credit than any other battle flyer. Soon afterwards he was transferred to the German North Seas station at Ostend, where he served as a bomber. Backseat flying never appealed to him, so he took training, soon won his wings, and was sent to join the jagdstaffel commanded by Oswald Boelke. After his sixteenth victory, he was promoted to Lieutenant and assigned to command a squadron. This became the Flying Circus, the most famous of all the German squadrons, the scourge of the western skies. For this victory he was awarded the order of Pour le Merite. Only Immelmann and Boelke before him had gained this honor, and no air fighter following him over received it. They looked me over keenly in the manner of stalkers looking for cold meat. I was far below the rest of my patrol flying above, so I sensed that they had only spied me and not the others. I let them think I was flying alone and boldly flaunted my wings in challenge. They had the ceiling, so I had to wait until one of them dropped on me before shifting for attack myself. Down one came presently, streaking in a line for my tail. At a close range, he opened up. But I banked swiftly and escaped the burst, intending to nose back and get in one of my own as he swooped past. But he banked, too, sticking on my tail. Round and round we circled like madmen, each trying to catch up with the other at an altitude of 10, feet. First we circled about twenty times to the left. Then reversed and circled thirty times to the right, each trying to tighten the circle sufficiently to line in a burst"but without success. He had no intentions of breaking or running. And his machine was a marvelous stunter D. However, mine climbed better than his, so I succeeded finally in getting above and behind my dancing partner. When we had settled down to 6, feet with the battle still a draw, my opponent

should have had sense enough to leave, for we were fighting over my own territory. But he held on like a leech. At 3, feet we were still battling for position with guns silent, neither of us having been able to line the other in his sights. My opponent looked up from his pit, smiled. He was a good sportsman. We made twenty or thirty more circles, getting lower and lower. He had to do something, for I was continually pressing him down, and he had to decide between landing in German territory or making a run for his own lines. He looped suddenly trying to get on my tail. His guns blasted simultaneously. Bullets flew around me, crackling and whining. Coming out of the loop just off the ground he darted off in a zig-zag course. That was my most favorable moment. I pounced on his tail, firing with all I had from a distance between and feet away. His machine simply could not help falling. My bullets poured through it in a steady stream. At that the jamming of my guns almost robbed me of victory, but just at that moment his plane toppled off on one wing and slid into the ground just feet behind our lines. When I landed, I found that one of my bullets had passed through his head. How he managed to duck all but that one was more than I could understand—until I learned later that my victim was the famous Major Hawker! Rankin Link - Posted by David on September 21, 6: And each of those covers had a story behind it. This time, we have more of the approach he used for the covers he painted for Battle Aces—telling us about the ship on cover. But, instead of Mr Blakeslee telling us about the ship on the cover, we have Mr. Rankin, formerly a draughtsman for the Fokker Aircraft Corp telling the story of the most recognized plane of the era—the Fokker Triplane—featured on the cover of the June cover of Dare-Devil Aces. However, both escaped, the American with minor burns and the German with a bad fright. As a matter of fact, the fire on the Spad was not quite as bad as we have shown; just bad enough to make the pilot think that he was due for an awful death. He decided to crash one of the Fokker triplanes, bringing it down with him. But the pilot of the Fokker got out of the way just in the nick of time. The American discovered in that dive that if he side-slipped the blast of wind would keep the fire away from the cockpit. He managed to reach the ground by side-slipping. With this fact in mind, Germany at once redoubled her efforts to gain undisputed supremacy of the skies and Anthony Fokker was asked to design and produce a new combat ship which would enable her to gain the upper hand. Fokker set to work at once and in the early fall of this plane was placed in the hands of the fighting pilots. It was the Fokker D. At first the performance of the triplane was not viewed seriously by the Allies. But within a short time they learned to have a high regard for the new Fokker pursuit. Although this unique ship was slower than the Nieuports, Sopwiths and Spads, its ability to climb and maneuver gave it a decided advantage over any ship then in use and the series of impressive victories for which it was responsible gave the entire world notice that it was a most important factor in aerial warfare. In general outline the Fokker D. However, unlike the Sopwith triplane the span of the wings were unequal. The span for the top wing was 23 feet, 7 inches, the span for the middle wing was 20 feet, 6 inches, while the span of the bottom wing was 18 feet, 9 inches. The chord was the same for all three wings. The top wing alone was provided with ailerons, and these were of the balanced type. One of the outstanding features of the Fokker was the wing spar construction. The main point of interest is that the twin spars were built up of two box section tapering spars, these being joined by transverse plywood. The front and rear shear strength of this built-up member was supplied by one right and one left plywood bulkhead in each wing.

**Chapter 4 : TOP 25 QUOTES BY MANFRED VON RICHTHOFEN | A-Z Quotes**

*This book does not pretend to be a detailed biography of Manfred von Richthofen, the famous "Red Baron" of the German airforce in the First World War. Nevertheless, it is very revealing, and the photography and illustration is wonderful--much of it in full color.*

He enjoyed riding horses and hunting as well as gymnastics at school. He excelled at parallel bars and won a number of awards at school. He is supposed to have written in his application for transfer, "I have not gone to war in order to collect cheese and eggs, but for another purpose. Piloting career[ edit ] "I had been told the name of the place to which we were to fly and I was to direct the pilot. At first we flew straight ahead, then the pilot turned to the right, then left. I had lost all sense of direction over our own aerodrome! Already I was counting down the hours to the time we could start again. Initially, he appeared to be a below-average pilot. He struggled to control his aircraft, and he crashed during his first flight at the controls. He was over Verdun on 26 April and fired on a French Nieuport , shooting it down over Fort Douaumont [15] although he received no official credit. He later noted that he had been "lucky to get through the weather" and vowed never again to fly in such conditions unless ordered to do so. Boelcke was visiting the east in search of candidates for his newly formed Jasta 2, and he selected Richthofen to join this unit, one of the first German fighter squadrons. Richthofen discontinued his orders at this stage, rather than accept cups made from base metal. Typically, he would dive from above to attack with the advantage of the sun behind him, with other pilots of his squadron covering his rear and flanks. II and Hawker was flying the older DH. After a long dogfight, Hawker was shot in the back of the head as he attempted to escape back to his own lines. He switched to the Albatros D. II or Halberstadt D. II for the next five weeks. Richthofen was flying his Halberstadt on 6 March in combat with F. Richthofen was able to force land without his aircraft catching fire on this occasion. II on 9 March, but his Albatros D. III was grounded for the rest of the month so he switched again to a Halberstadt D. V in late June. I Richthofen flew the celebrated Fokker Dr. I triplane from late July , the distinctive three-winged aircraft with which he is most commonly associated although he did not use the type exclusively until after it was reissued with strengthened wings in November. VII with suggestions to overcome the deficiencies of the current German fighter aircraft. His brother Lothar is seated on the ground. When Lothar joined, the German high command appreciated the propaganda value of two Richthofens fighting together to defeat the enemy in the air. His autobiography states, "For whatever reasons, one fine day I came upon the idea of having my crate painted glaring red. The result was that absolutely everyone could not help but notice my red bird. In fact, my opponents also seemed to be not entirely unaware [of it]". Other members of Jasta 11 soon took to painting parts of their aircraft red. Their official reason seems to have been to make their leader less conspicuous, to avoid having him singled out in a fight. In practice, red coloration became a unit identification. The German high command permitted this practice in spite of obvious drawbacks from the point of view of intelligence , and German propaganda made much of it by referring to Richthofen as Der Rote Kampfflieger the Red Fighter Pilot. In that month alone, he shot down 22 British aircraft, including four in a single day, [33] raising his official tally to By June, he had become the commander of the first of the new larger "fighter wing" formations; these were highly mobile, combined tactical units that could move at short notice to different parts of the front as required. Unlike Boelcke, however, he led by example and force of will rather than by inspiration. He was often described as distant, unemotional, and rather humorless, though some colleagues contended otherwise. The system in the British army was for an officer to hold the rank appropriate to his level of command, if only on a temporary basis, even if he had not been formally promoted. In the German army, it was not unusual for a wartime officer to hold a lower rank than his duties implied; German officers were promoted according to a schedule and not by battlefield promotion. For instance, Erwin Rommel commanded an infantry battalion as a captain in and V after forced landing near Wervicq. This machine is not an all-red one Richthofen sustained a serious head wound on 6 July , during combat near Wervicq against a formation of F. The injury required multiple operations to remove bone splinters from the impact area. Bill successfully flew the aircraft back to base. There is a theory linking this

injury with his eventual death. I believe that [the war] is not as the people at home imagine it, with a hurrah and a roar; it is very serious, very grim. German propaganda circulated various false rumours, including that the British had raised squadrons specially to hunt Richthofen and had offered large rewards and an automatic Victoria Cross to any Allied pilot who shot him down. On seeing his cousin being attacked, Manfred flew to his rescue and fired on May, causing him to pull away. Brown had to dive steeply at very high speed to intervene, and then had to climb steeply to avoid hitting the ground. The document is a one-page, handwritten form in a registry book of deaths. The RAF credited Brown with shooting down the Red Baron, but it is now generally agreed that the bullet which hit Richthofen was fired from the ground. Sergeant Cedric Popkin is second from the right in the middle row. A Discovery Channel documentary suggests that Gunner W. There is little support for this theory. This claim was quickly discounted and withdrawn, if only because of the time factor. Following an autopsy that he witnessed, Blake became a strong proponent of the view that an AA machine gunner had killed Richthofen. Further, he concurred with the rules of air fighting created by his late mentor Boelcke, who specifically advised pilots not to take unnecessary risks. This was supported by a paper by researchers at the University of Texas. One of the leading British air aces, Major Edward "Mick" Mannock, was killed by ground fire on 26 July while crossing the lines at low level, an action he had always cautioned his younger pilots against. One of the most popular of the French air aces, Georges Guynemer, went missing on 11 September, probably while attacking a two-seater without realizing several Fokkers were escorting it. This was considerably faster than normal and he could easily have strayed over enemy lines without realizing it. In the face of Allied air superiority, the German air service was having difficulty acquiring vital reconnaissance information, and could do little to prevent Allied squadrons from completing effective reconnaissance and close support of their armies. Burial[ edit ] No. In the early s the French authorities created a military cemetery at Fricourt, in which a large number of German war dead, including Richthofen, were reinterred. Later the Third Reich held a further grandiose memorial ceremony at the site of the grave, erecting a massive new tombstone with the single word: List of victories of Manfred von Richthofen For decades after World War I, some authors questioned whether Richthofen had achieved 80 victories, insisting that his record was exaggerated for propaganda purposes. Some claimed that he took credit for aircraft downed by his squadron or wing. There were also unconfirmed victories that would put his actual total as high as or more. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. April Fokker Dr. I was donated to the Imperial War Museum in London, where it is still on display. Prussian Iron Cross, 1st Class

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Visit Website The request was granted, and by June the headstrong young officer was serving as a backseat observer in a reconnaissance plane. After honing his skills flying combat missions over France and Russia, he met the famed German flying ace Oswald Boelcke, who enlisted him in a new fighter squadron called Jasta 2. In January , Richthofen was placed in command of his own fighter squadron known as Jasta 11, which featured several talented pilots including his younger brother, Lothar von Richthofen. Around that same time, he had his Albatros D. III fighter plane painted blood red. He shot down nearly two dozen Allied planes during the month of April alone, increasing his tally to 52 overall and cementing his reputation as the most fearsome flier in the skies over Europe. He also became a beloved propaganda symbol in Germany, where he was lavished with military decorations and featured in numerous news articles and postcards. Preferring to avoid unnecessary risks, he typically fought in formation and relied on the aid of his wingmen to ambush his enemies by diving at them from above. To mark his growing kill count, he commissioned a German jeweler to make a collection of small silver cups bearing the date of each of his aerial victories. In June , Richthofen was promoted to leader of his own four-squadron fighter wing. Later that summer, it was outfitted with the Fokker Dr. Despite returning to duty with his Flying Circus just a few weeks later, he never fully recovered from the injury and complained of frequent headaches. Some historians have since speculated that he may have also been suffering from post-traumatic stress disorder PTSD. As Richthofen swooped low in pursuit of an enemy fighter, he came under attack from Australian machine gunners on the ground and a plane piloted by Canadian ace Arthur Roy Brown. During the exchange of fire, Richthofen was struck in the torso by a bullet and died after crash-landing in a field. Brown got official credit for the victory, but debate continues over whether he or the Australian infantrymen fired the fatal shot. The year-old had only prowled the skies for a little over two years, but his 80 confirmed aerial victories proved to be the most of any pilot on either side of World War I. His mysterious death and his legend as the fearsome Red Baron ensured that he lingered in the popular consciousness after the conflict ended, and he has since been depicted in countless books, films, songs, comic strips and television programs. Beyond the Legend of the Red Baron. Ace for the Ages: The Definitive Encyclopedia and Document Collection. Edited by Spencer C. How Did the Red Baron Die?

**Chapter 6 : 6 Famous WWI Fighter Aces - HISTORY**

*1. Manfred von Richthofen. The British called him the "Red Knight"; the French, the "Diable Rouge" (the "Red Devil"); but German pilot Manfred von Richthofen is best remembered by the.*

The plane had crashed. Eddie decided to concentrate on staying that way. Cold rain was gently falling on what seemed to be never-ending blackness. Eddie was wedged tight in the wreck, his head pinned between the bulkhead and the gas tank and his left arm stuck under debris, crushing a nerve in his elbow. His entire left arm was paralyzed, but the crushed nerve was sending an excruciating pain to his left hand. The rain did not add much discomfort since he was already soaked in blood and highoctane gasoline. Around him Eddie heard voices and moans. He was not the only passenger alive. Eddie later learned that some ribs had been broken, several in two or three places, and two pieces of broken bone had poked out his side. Just sit tight and wait. Somebody will come and get us. But Eddie had escaped death by narrow margins many times before, and this time, he firmly believed, would be no different. He replayed the flight from New York to Atlanta in his mind. As president and owner of the company, it was imperative that Eddie attend. After lunch, Eddie would take the afternoon plane to Atlanta and proceed to Miami that night. The sky lounge was a private room directly behind the cockpit. Eddie relaxed in his berth as he fingered through his paperwork. Over Spartanburg, South Carolina, the pilot entered the room and informed Eddie that the weather in Atlanta was not too good. They could have some difficulty landing. Eddie simply told the captain to do what he felt was best, that he was in command. The plane continued to Atlanta. The flight proceeded smoothly for a time after their conversation. Eddie saw the familiar lights of the Atlanta Federal Penitentiary through the scattered clouds as the plane flew over the city. They made an instrument approach. In this procedure, the plane followed the radio beam in over the airport, flew past it into a degree turn, and came back on the radio beam. Eddie had taken this flight many cloudy nights, and everything seemed to be normal. The passengers had no way of knowing the plane was coming in 1, feet too low. Apparently, the pilot was not aware of this error either. Possibly the field gave the The Atlanta Crash pilot the wrong altitude upon approach or the copilot misunderstood the readings. Eddie felt the left wing go down into the degree turn. Suddenly, the left wing scraped treetops. The pilot must have felt it, because he immediately pulled the left wing up and put the right wing down. Eddie jumped out of his seat and ran down the aisle toward the back of the plane. He could feel the pilot losing control. The right wing hooked the trees and ripped off, flipping the plane on its nose. The plane went black as the pilot cut the ignition switch. Eddie was thrown around inside the somersaulting plane. His left hip came down hard on the arm of a seat, shattering it. The plane then landed on its tail and split in two, right down the middle. When the sound of twisting and tearing metal stopped, Eddie found himself right at the torn opening, pinned tight in the tangled wreckage. His left knee was broken. He was lucky to be alive, but being confined in the wreckage was frustrating for him. He wanted to pull himself loose. He yanked his head with all his might, moving it just enough to make contact with a sharp piece of metal that was sticking out about three inches away from his left eye. Despite this, Eddie tried to wriggle his shoulders loose. In so doing, he snapped several ribs. He could hear them break and later described the sound as like that of popcorn popping. Not far from Eddie, two more passengers lay trapped in the wreck. From their moans of pain, Eddie could tell their condition was more severe than his. He tried to comfort them and assure them that help was on the way. But the words were not enough to save them, and they passed away waiting for the rescue crews. During the night, one rescue party passed by the crash area. As frustrating as it was at the time, it was a good thing they kept on walking after all: Finally, in the cold, gray light of dawn, the nine living passengers were finally discovered by another search party and rushed by ambulance to Piedmont Hospital in Atlanta. Only two interns were on duty at the hospital that early in the morning. Eddie figured with his eye hanging out and his mangled body, he must have looked a horrible mess. Eddie was lying on a stretcher helpless and speechless when a Catholic priest entered the room. If Eddie was Catholic, he would read him his last rites. The lead surgeon, Floyd W. After trying to manually align him with no success, and even managing to break a few more bones, they decided not to operate. Instead, they put him in a plaster cast that encased his entire body from his chin to his toes. The only

cast-free part of his body was his right arm. The boys left the Sunday morning following the crash to return to school, but Adelaide stayed with Eddie. Two hours after they left, Eddie took a turn for the The Atlanta Crash worse. I knew that I was going. The patrol car picked them up and raced back at 80 to 90 miles per hour. David and Bill later admitted that they loved the exciting ride. The troops brought the boys anyway, and they found out that the news report was wrong. Eddie was still alive, putting up a miraculous fight for his life. For ten days, Eddie had to make a conscious effort to live. Death patiently sat beside him, and Eddie admitted that it would have been easy to die, but something inside of him told him he had to live. Four months and two days after the crash, Eddie was released from Piedmont. Eddie returned to New York with his family. He then bought a cottage on Candlewood Lake in Connecticut, which allowed him to spend three days a week in town and the other four with his family at Candlewood. During the summer and into the fall, as painful as it was, Eddie continued physical therapy. He hoped to return to work in the fall, but that goal proved to be too ambitious; he was still suffering a lot of pain. Meanwhile, the United States went to war. Eddie and his wife were in New York on December 7, That morning, Eddie went down to his office, as he usually did, to write letters. News came over the radio that the Japanese had attacked Pearl Harbor. Immediately, Eddie returned home, where he and Adelaide followed the news the rest of the day and through the night. This was all the more incentive for Eddie to get fit again, and he spent days exercising and stretching his muscles, gradually becoming more limber. Eddie had survived the perils of World War I, and his bravery and expertise would be called upon again during World War II over 40 years later. One day in March, Eddie received a call from General H. He asked Eddie how his health was holding up. By then, Eddie had made a nice recovery, save a few scars and a The Atlanta Crash permanent limp in his left leg, and he assured the general of such. He wondered if Eddie could come to Washington. Eddie told the general he would be there the following Monday morning. He had no idea what mission was in store for him, but he knew it would involve the air force and, more important, the fight for freedom. In the hospital, Eddie had believed he was meant to live, and now he felt that this could be the purpose he was to serve. When it comes, everyone should be proud to give his services unflinchingly to his country. His parents were natives of Switzerland who met in Columbus, fell in love, and were married. Elizabeth was a fair-skinned redhead of French descent who loved art and poetry. William was a tall, husky German with a thick mustache. He was stern and hardworking, and spent his first years in the United States as a railroad laborer. William built their house with his own hands and some credit. With no electricity or running water, the Rickenbacker house was simple and raw. To a young immigrant family, however, it was a piece of American heaven. E Boyhood 15 The day in that the East Livingston Avenue horsecar stopped at the end of the line and the Rickenbackers stepped off at their new home, the family was filled with pride and a sense of accomplishment.

Chapter 7 : Manfred von Richthofen - Wikipedia

*book - the red battle flyer - by captain manfred freiherr von richthofen. This is the autobiography of Manfred von Richthofen, the "Red Baron." It was first published in Germany during*

April 21, , was a sunny Sunday at the Western Front in France. I triplane at Cappy, a small town near the Somme River in northern France. Growing fame At age 25, he was already a living legend in Germany and a respected, hated opponent among allied pilots. Richthofen was invited by veteran clubs, schools and universities to give speeches and sign autographs to bolster the disappearing morale and enthusiasm for the war in Germany. Military officials tried unsuccessfully to remove Richthofen from flying duties to focus instead on his public relations work. But Richthofen defiantly objected and returned to his unit. A sobering injury In July , he suffered a critical head wound in aerial combat with British forces that almost killed him. He was hospitalized for several months. Severe headaches and a darkened mood were his steady companions when he rejoined his squadron. His fighting spirit had suffered and he wrote in his war diary: Much more grim and serious. Fierce dogfights broke out immediately. The Red Baron attacked the plane of a Canadian pilot, chasing him over the river and over British lines. He was unaware that another plane, flown by Canadian Capt. Arthur "Roy" Brown, was closing in, helping his comrade and sending bursts of machine gun fire at the red plane. Richthofen continued to fire at the plane in front of him. Also shooting at the red plane from the ground were anti-aircraft gunners of the Australian Imperial Force. One bullet hit the Red Baron and went through his chest and heart, sending the triplane plunging into the ground behind allied lines. While Brown was credited with the defeat of the famous German pilot, many aviation experts believe it was ground fire that downed Richthofen. The controversy continues, even years after his death. Out of respect for their opponent, the British Flying Corps gave the Red Baron a funeral at a French cemetery with full military honors. Wiesbaden is now home to U.

**Chapter 8 : The Red Baron Scores Two Victories,**

*With 80 confirmed kills, Baron Manfred von Richthofen was World War One's highest scoring combat pilot and its most famous flyer. He began his military career as a cavalryman but switched to the air corps in first as an observer and then as a fighter pilot.*

Manfred von Richthofen, the Red Baron. Becoming an officer cadet at the age of eleven, von Richthofen joined the cavalry in 1900. With World War One on the horizon, cavalry would soon be a thing of the past. It was as a pilot that von Richthofen would shine. German pilots, under the leadership of Oswald Boelcke, led this new form of warfare. There was glamour to their work, but also a high death rate. Inspired by their heroics, von Richthofen transferred to the air service in May but was not made a fighter pilot. He did reconnaissance on the Eastern Front, joined a bombing unit, and in September came to the Western Front. Having proved his worth as a pilot, he returned to the war in March. He yearned to serve under his hero Boelcke, and his opportunity came later that year when his brother introduced him to the great aviator. Boelcke invited Manfred to join his new hand-picked squadron. As part of Jasta 2 squadron, von Richthofen saw his first success on the 17th of September, shooting down a British F. Boelcke died in battle on the 28th of October, and the squadron was renamed Jasta Boelcke in his honour. Von Richthofen continued to impress. On November 23rd, he killed British flying ace Lano Hawker, his eleventh kill. In only five days, the British lost 75 planes and over ninety men to the German fliers. Across the month, von Richthofen alone took out 21 British planes. From the end of Bloody April, German commanders created larger plane formations. Von Richthofen was given command of the first one to be made permanent – Jagdeschwader 1. This new unit was a poster child for the German war effort. Given a mobile headquarters and their motor pool, they moved around the line, appearing suddenly wherever they were most needed. This flamboyance earned them the nickname of the Flying Circus. Encouraging ruthless patience, von Richthofen trained his fliers into a deadly fighting force. He ensured only the highest of standards, and paid attention to individual strengths and weaknesses, deploying men in the positions where they would serve best. All were responsible for maintaining their guns in top condition. Hit in the head by a British bullet, he was left temporarily blinded and half paralysed. Just managing to crash land behind friendly lines, he was rushed to a hospital and found to have a fractured skull. He returned to duty on the 26th of July without having fully recovered. Headaches, dizziness, and nausea hampered his flying. His kill rate fell, but he was determined to get back into the war. A new generation of British planes, including the Sopwith Camel, outmatched what the Germans had. The entrance of American industrial might into the war made things worse. The Germans had better-trained pilots, but not the resources needed to win. Highly manoeuvrable and able to climb quickly, it sacrificed speed for agility. With the Germans fighting defensive battles over their territory, its advantages far outweighed the speed issue. For the Flying Circus, it briefly provided a match for Allied planes. But it had a significant defect. The canvas tore away from the upper wing during long dives, causing the plane to collapse. Good pilots were lost, and the Triplane was withdrawn from service. Anthony Fokker presented von Richthofen with a personalised improved and strengthened model, and the Red Baron remained the pilot of this distinctive plane. Operation Michael: British troops retreat, March. In March, Germany launched its last great offensive. The air force was central to this, directing artillery bombardments at key moments. New units and larger formations were formed for the occasion. For two whole days, Germany dominated the skies. Von Richthofen had the victory he and his men had long awaited. The Allies reinforced their squadrons, creating more challenges and more targets. Von Richthofen racked up more kills, his total now exceeding 80, but while his men prospered his morale plummeted. I triplane at the aerodrome of No. On Sunday, 21st of April, von Richthofen led his final mission. Sent to take out British reconnaissance planes before a German advance, he led his men over enemy lines. Engaging with British and Canadian fliers, von Richthofen broke the rules, becoming separated from his squadron and flying low to the ground. While pursuing an enemy plane, he was hit – possibly by an enemy pilot, possibly by gunners on the ground. He crash landed behind enemy lines, and by the time anyone reached his plane, he was dead. Manfred von Richthofen was the most famous and successful air ace of the First World

War. It is tragically fitting that like so many fliers of the war, he died young – a national hero at only 25 years old.

## Chapter 9 : Biography for Kids: The Red Baron (Manfred von Richthofen)

*The Red Baron was the name applied to Manfred von Richthofen, a German fighter pilot who was the deadliest flying ace of World War I. During a month period between and , the Prussian.*

German Fighter Pilot Born: May 2, in Breslau, Germany Died: April 21, Morlancourt Ridge, France Best known for: The Red Baron was born Manfred von Richthofen. He earned the nickname, the Red Baron, during World War I because he flew a red plane and was the top rated fighter pilot during the war. The Red Baron was actually the nickname the British called him. Where did the Red Baron grow up? Manfred von Richthofen was born on May 2, in Breslau, Germany note: As a child, Manfred loved all sorts of athletics and hunting. He excelled in sports far more than schoolwork. When Manfred was eleven years old he entered the Wahlstatt military school in Berlin, Germany. There he trained to be an officer in the German army. He was an excellent horseman and, when he graduated, he joined the German cavalry in Within a year Manfred was promoted to lieutenant. His first job during the war was running reconnaissance patrols on the western front. However, soon the fighting in the western front deteriorated into trench warfare. There was little use for cavalry in the trenches and Manfred was soon delivering messages behind the lines. Flying Manfred was eager to be more involved in the war, so he volunteered to work as an observer on airplane reconnaissance missions. He flew along with pilots spotting enemy troops, reading maps, and using his machine gun to shoot at enemy planes. Becoming a Pilot After a chance meeting with the famous fighter pilot Oswald Boelcke on a train, Manfred decided to train to become a fighter pilot. He trained hard and took his first solo flight on October 10, By the end of the year he was certified as a fighter pilot. Throughout , Manfred flew missions against enemy aircraft. He soon joined an elite group of fighter pilots called the Fighter Squadron led by Oswald Boelcke. Boelcke taught Manfred all about being a fighter pilot. He won his first official victory on September 17, A victory is when a pilot shoots down an enemy plane. The victory has to be confirmed by witnesses, so many wins over enemy territory did not end up counting as official victories. Manfred soon became one of the most decorated fighter pilots in Germany. He often used the sun to hide from view while attacking an enemy from above. He also made use of other pilots and planes to protect him from being attacked from behind or from the side while he went on the attack. Soon his squadron was painting part of their planes red as well. He became the commander of the Flying Circus, a group of the top fighter pilots in Germany. They moved about the western front and fought in key battles. Manfred became the top fighter pilot in World War I with 80 confirmed kills. He was shot down once in July of , but survived and returned to battle later that year. Manfred became very famous on both sides of the war and was one of the top war heroes in Germany. The British called him the Red Baron and he is still most widely known by this name. The Allies wanted to shoot down the Red Baron in order to help break the morale of the German people. Shot Down Manfred von Richthofen was shot down and killed on April 21, He was only 25 years old. He had been chasing a British fighter pilot when he was hit by a bullet. He managed to land the plane, but soon died from the bullet. He was buried in France by the Allies with a full military funeral. Interesting Facts about the Red Baron Manfred witnessed his hero, Oswald Boelcke, die in a midair collision with friendly aircraft. There is much controversy over who shot the bullet that brought down the Red Baron. His younger brother Lothar was also a fighter pilot who was credited with 40 victories. Historians estimate that if his unconfirmed victories were also included, he shot down over enemy planes. He is most famous for flying the three-winged Fokker Dr. I airplane, but he also flew other airplanes such as the Albatros, C. Activities Listen to a recorded reading of this page: Your browser does not support the audio element. Learn More about World War I: