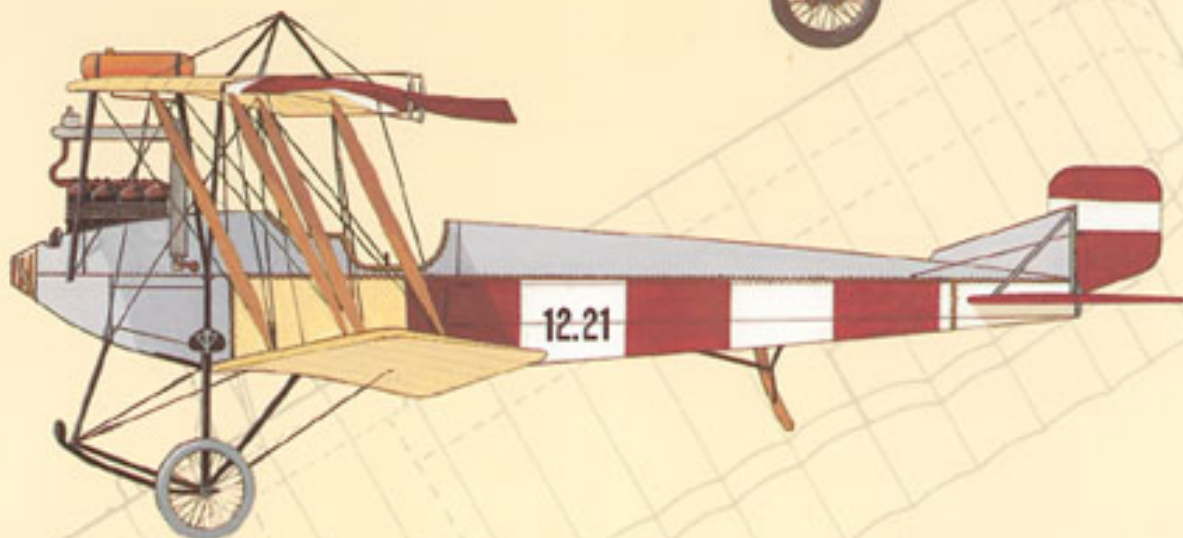
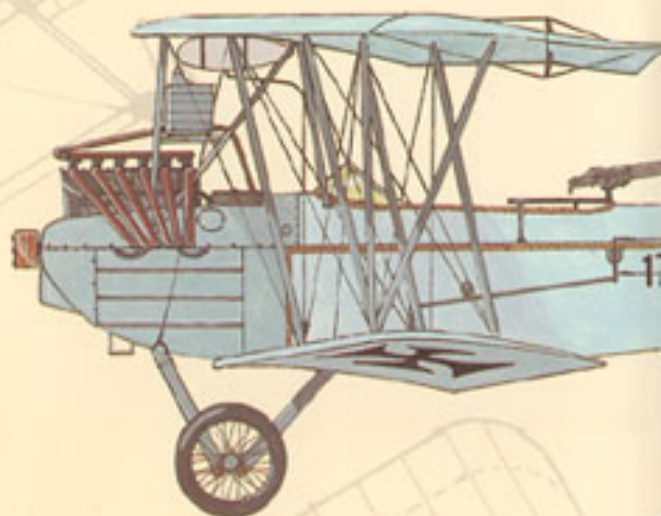


Austro-Hungarian Army Aircraft of World War One

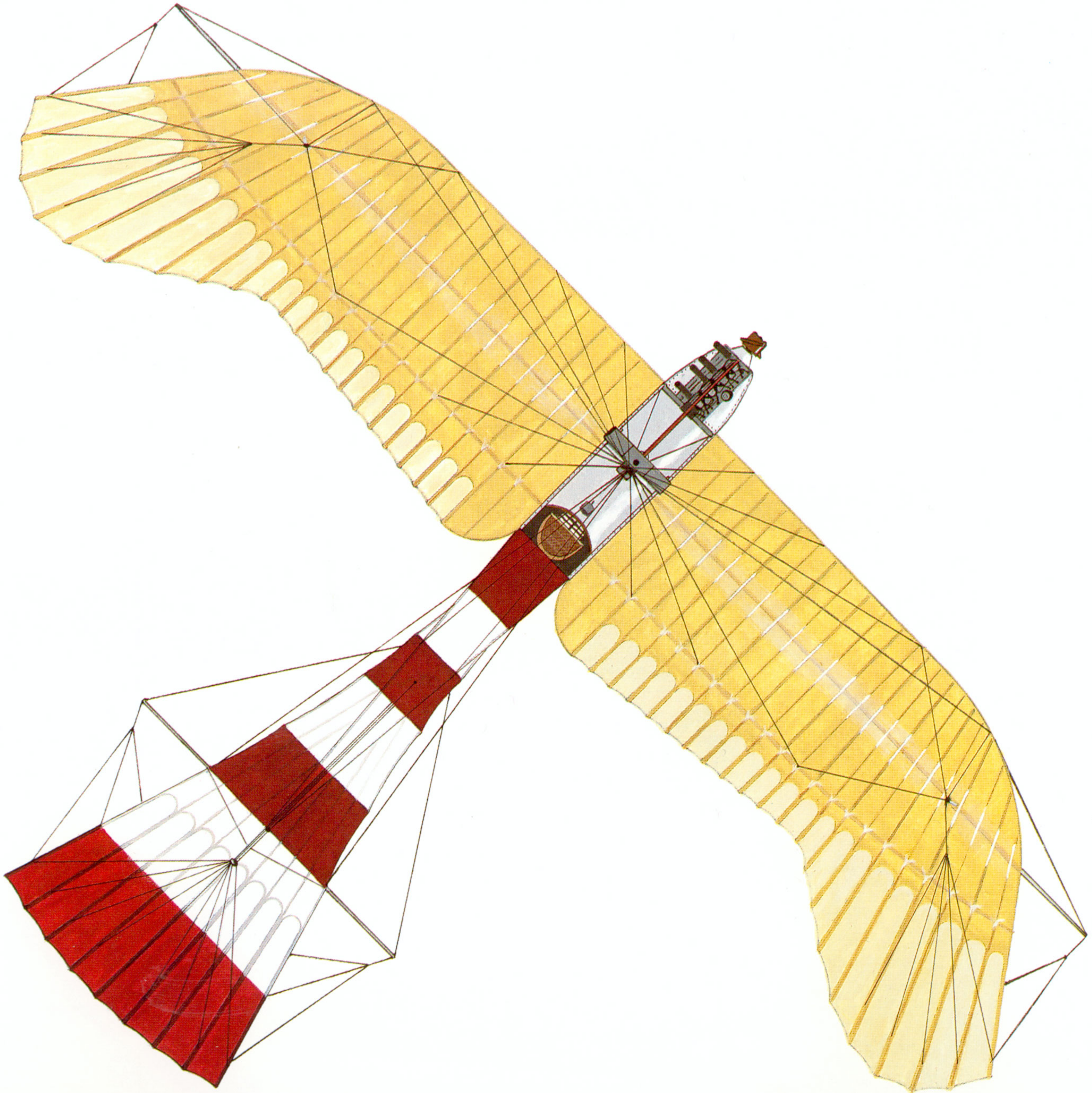


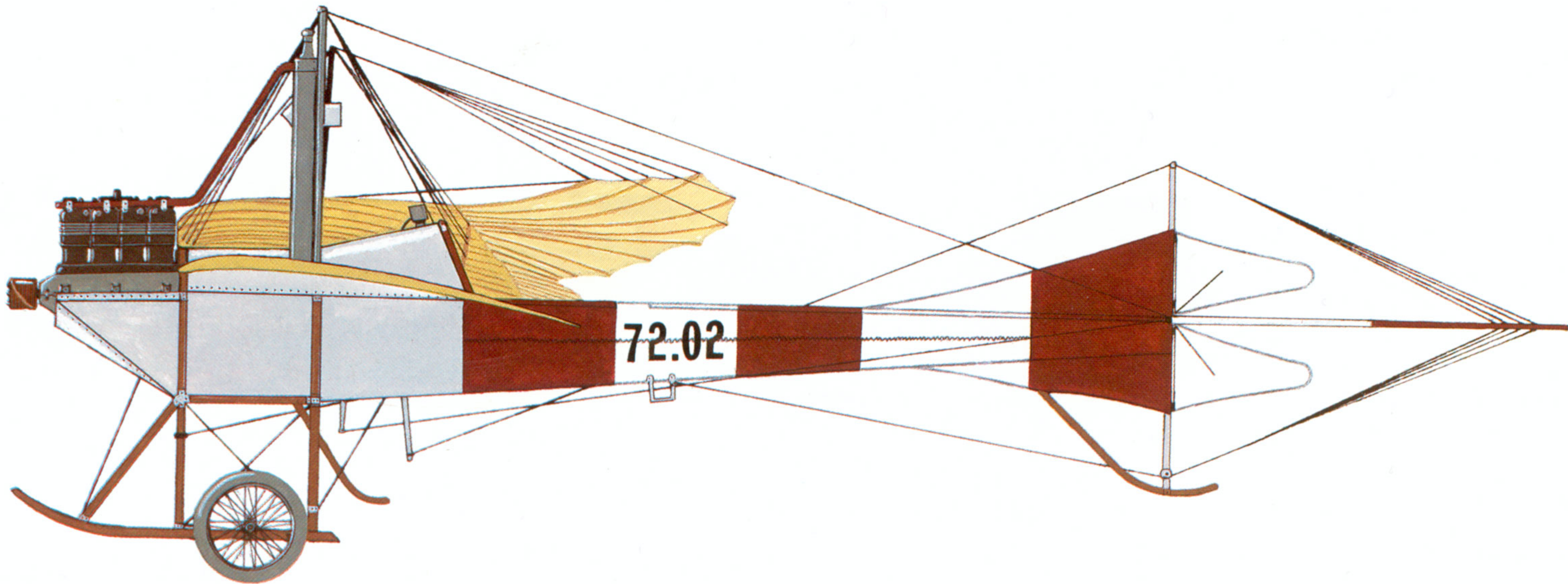
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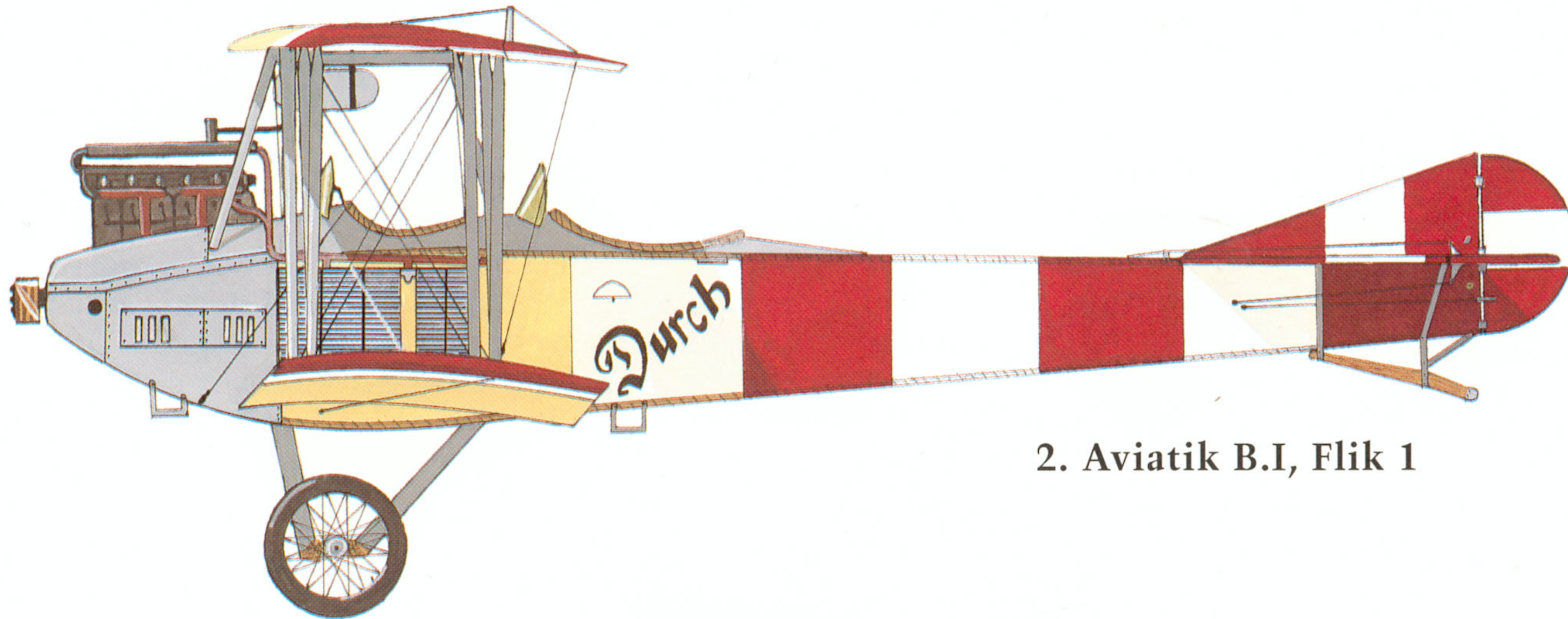


*Peter M. Grosz
George Haddow
Peter Schiemer*

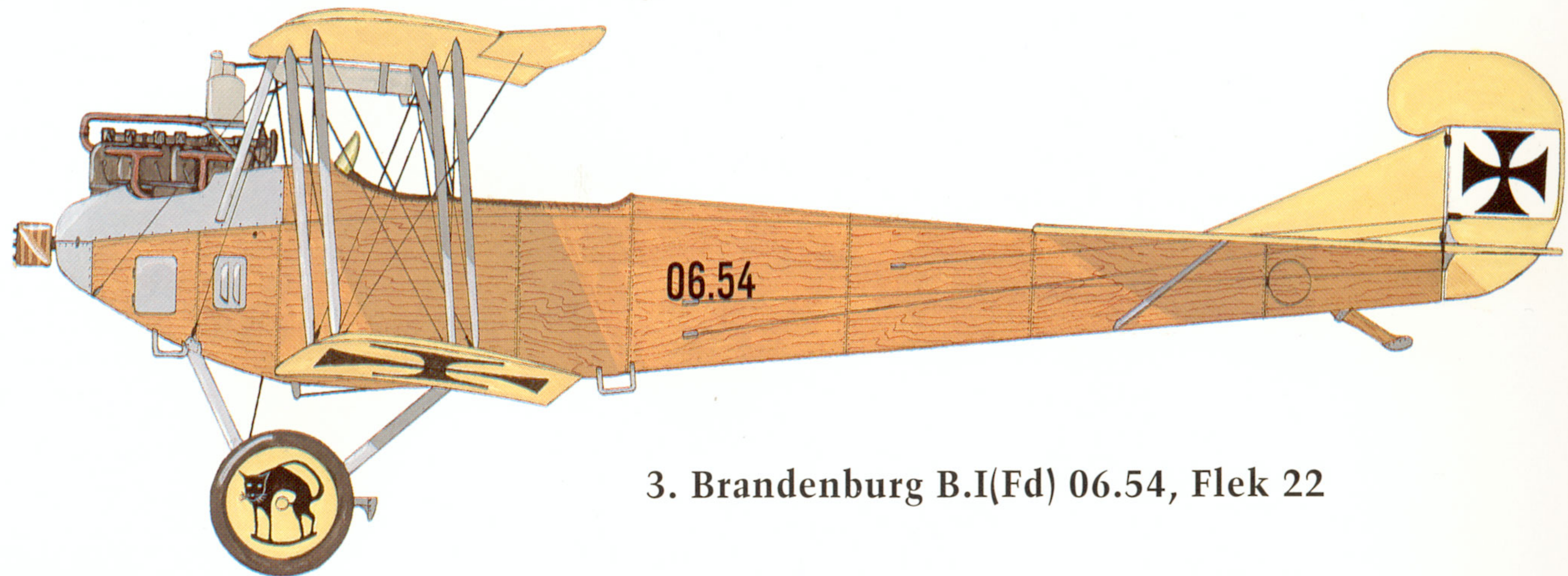
1. Etrich A.II(Fd) 72.02



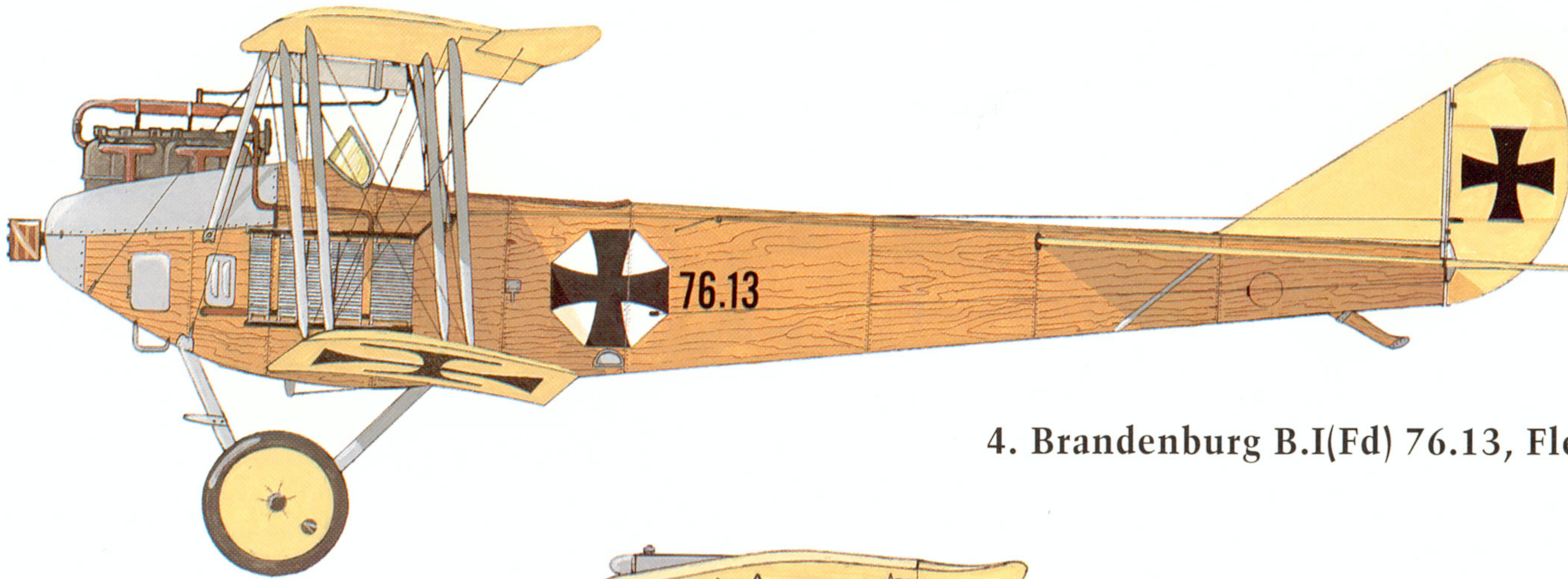




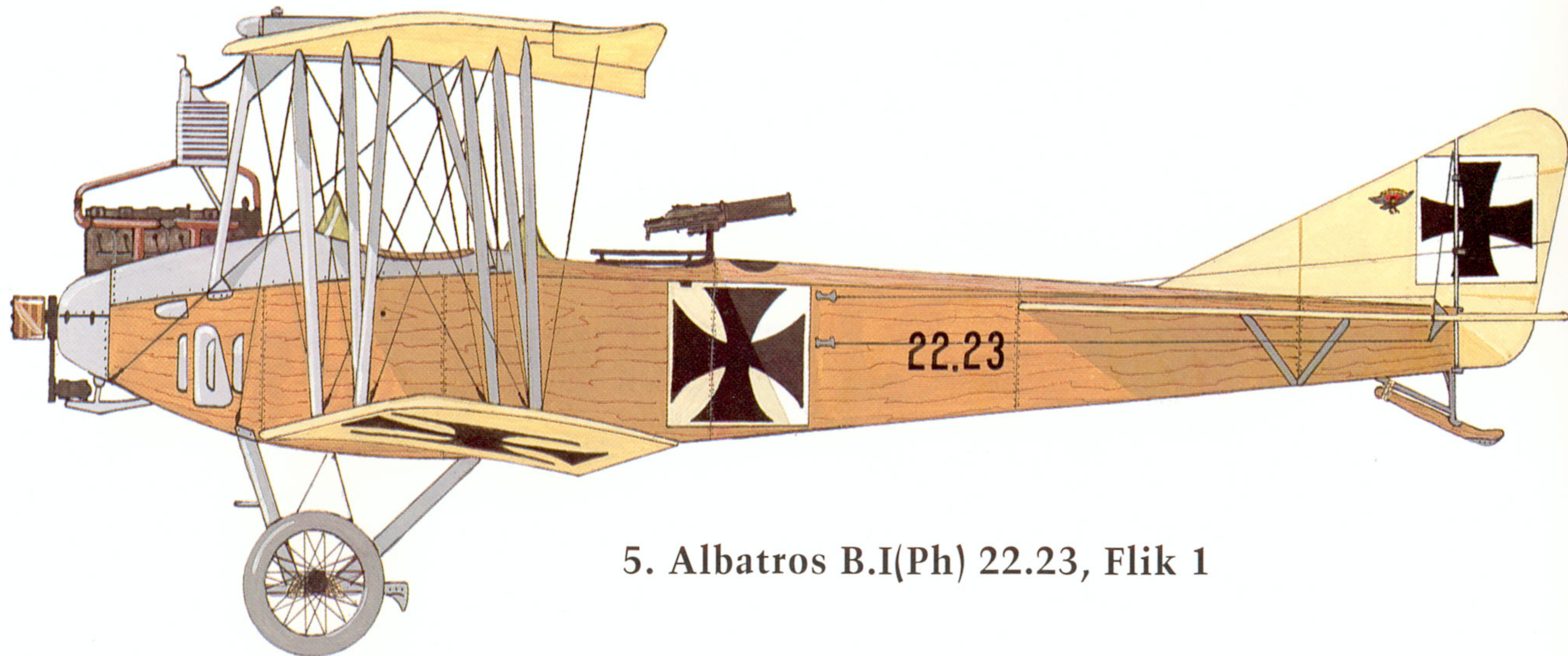
2. Aviatik B.I, Flik 1



3. Brandenburg B.I(Fd) 06.54, Flek 22

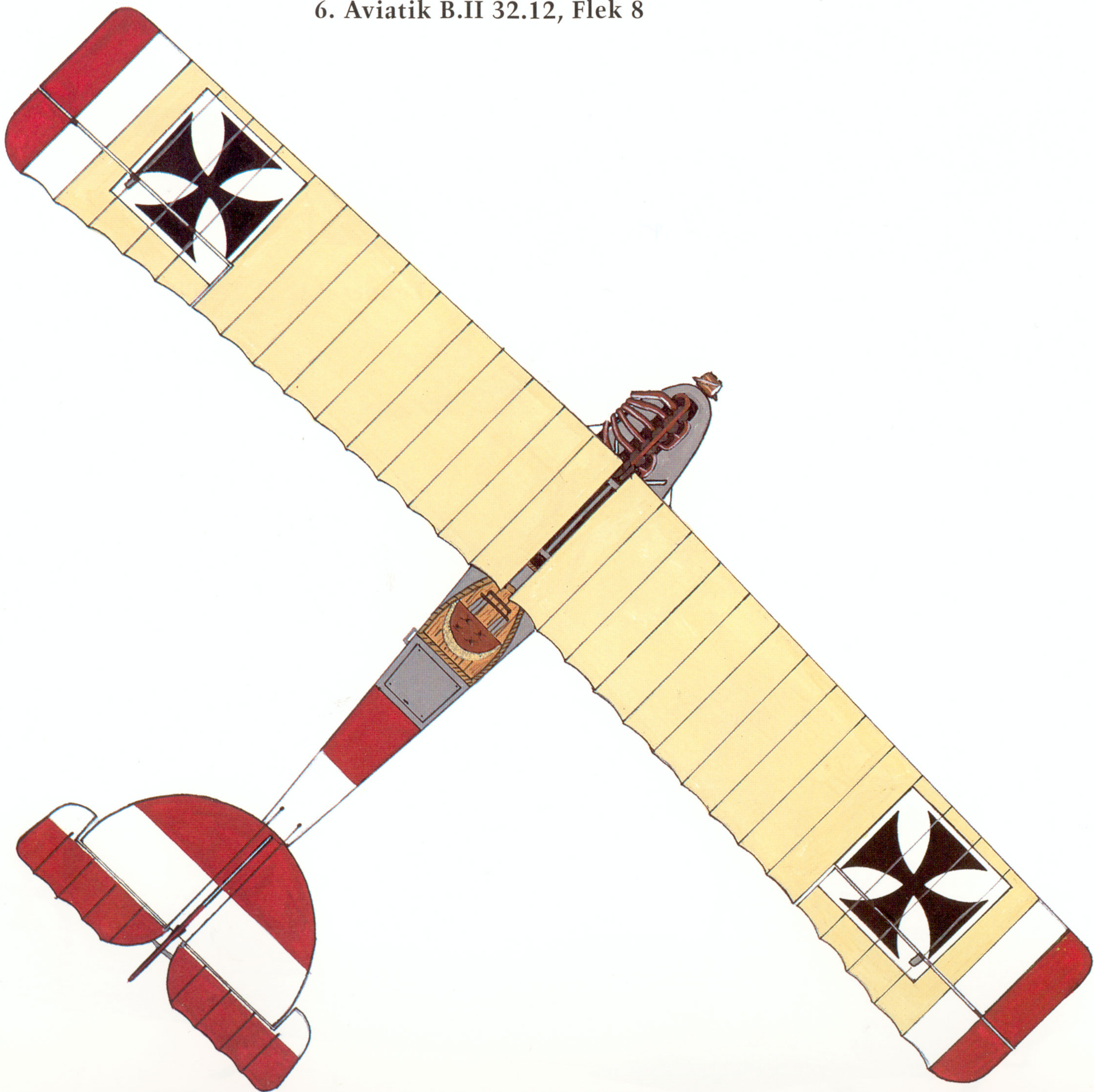


4. Brandenburg B.I(Fd) 76.13, Flek 7

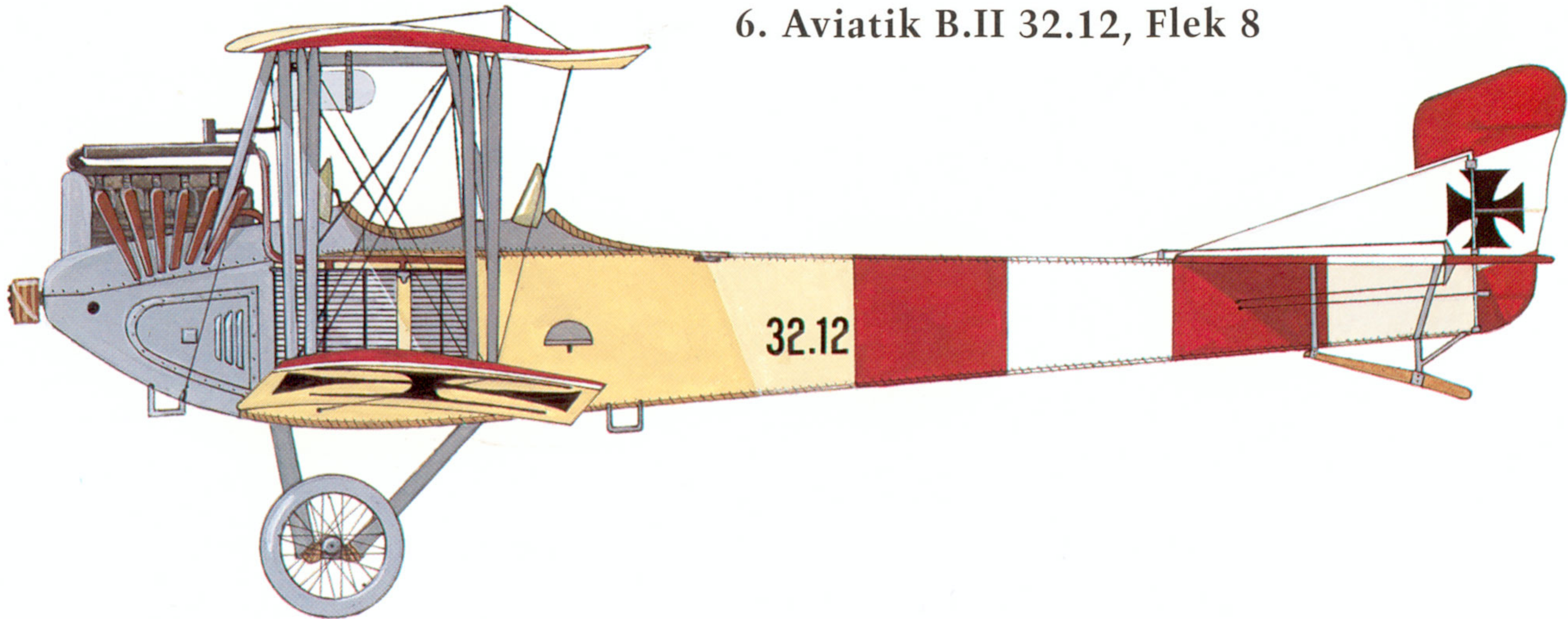


5. Albatros B.I(Ph) 22.23, Flik 1

6. Aviatik B.II 32.12, Flek 8

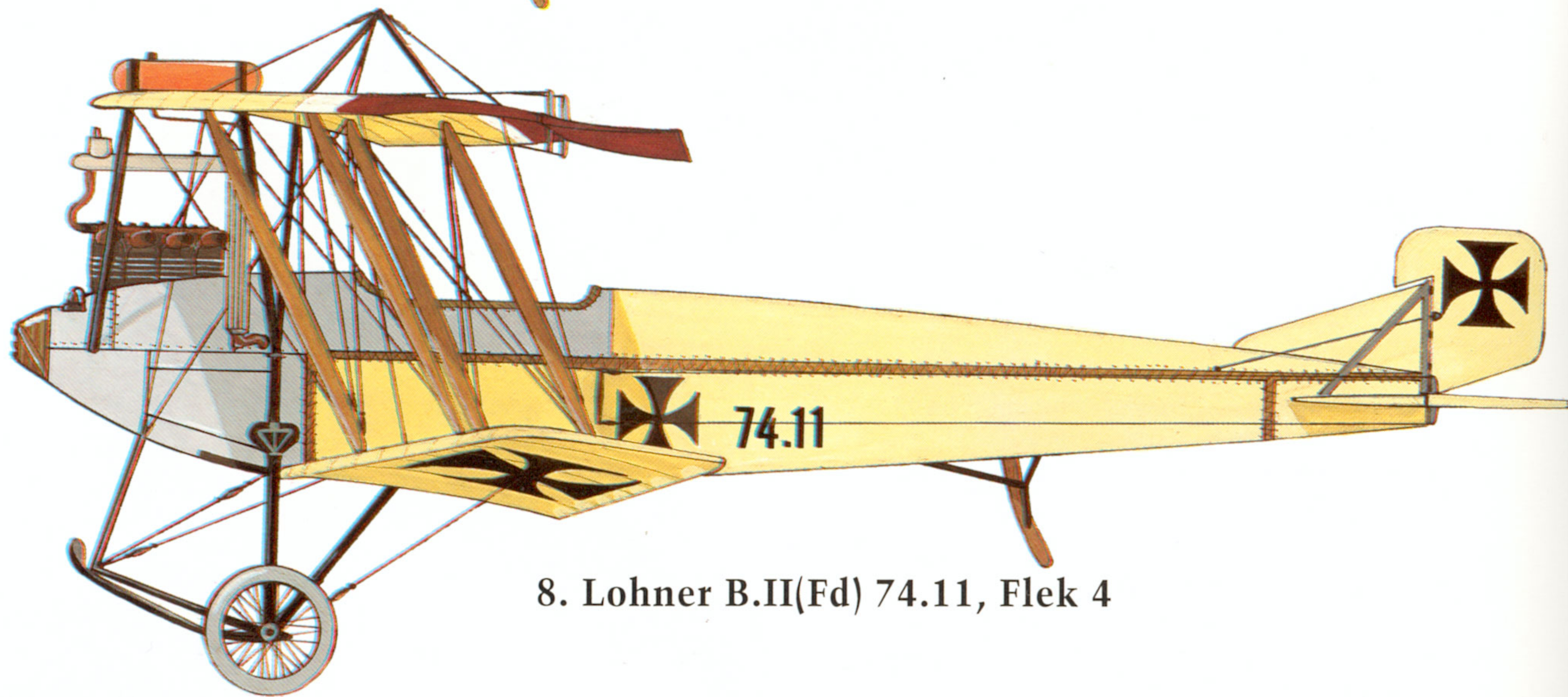


6. Aviatik B.II 32.12, Flek 8

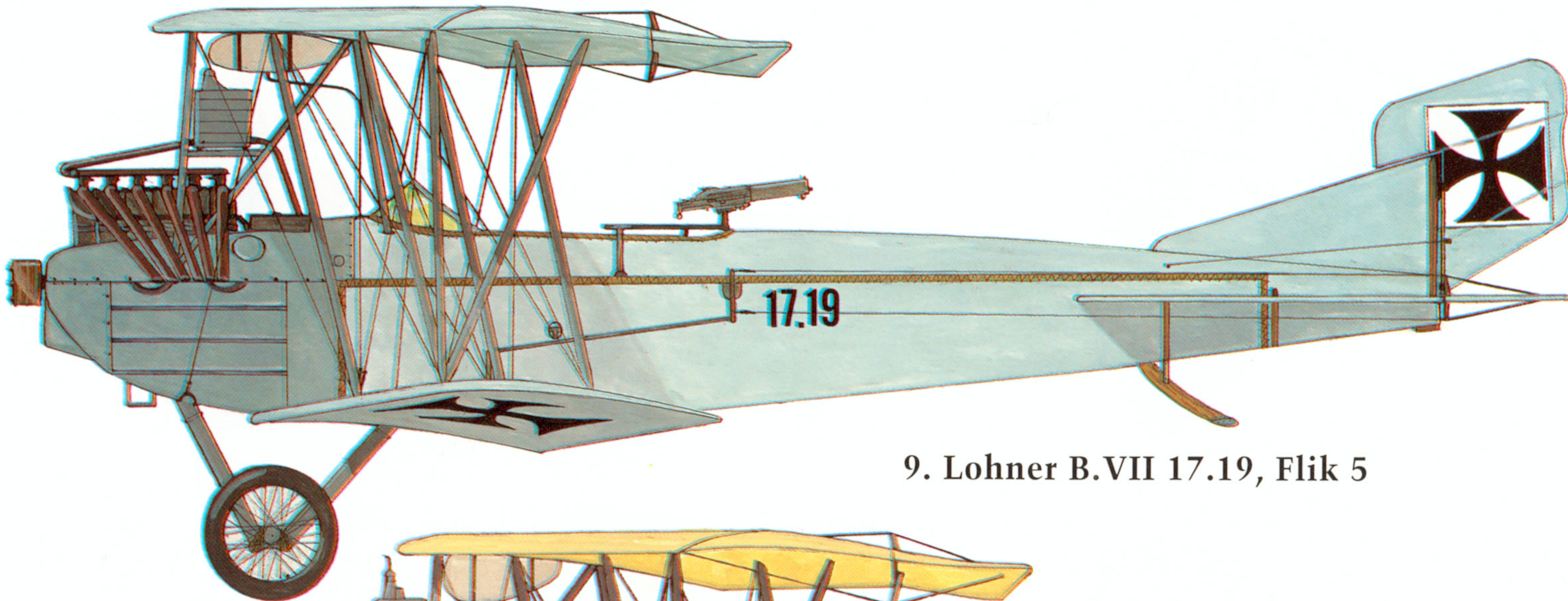




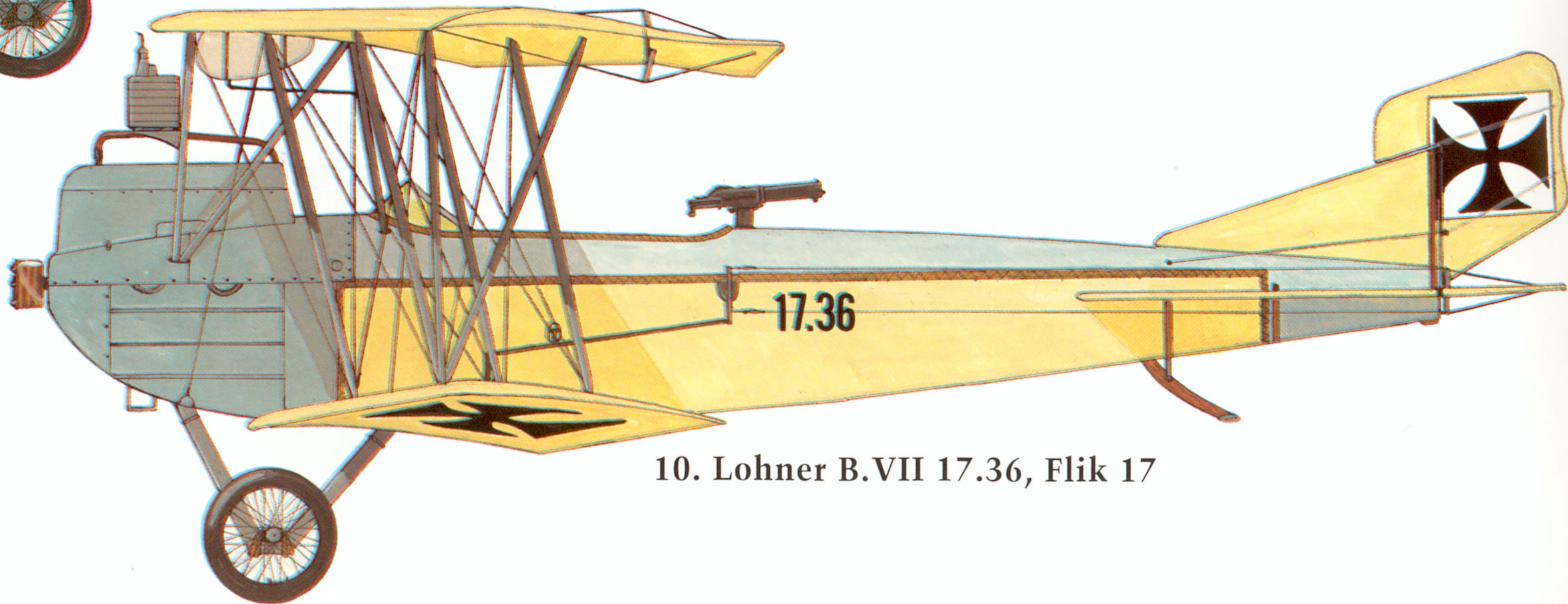
7. Lohner B.II 12.21, Flek 1



8. Lohner B.II(Fd) 74.11, Flek 4

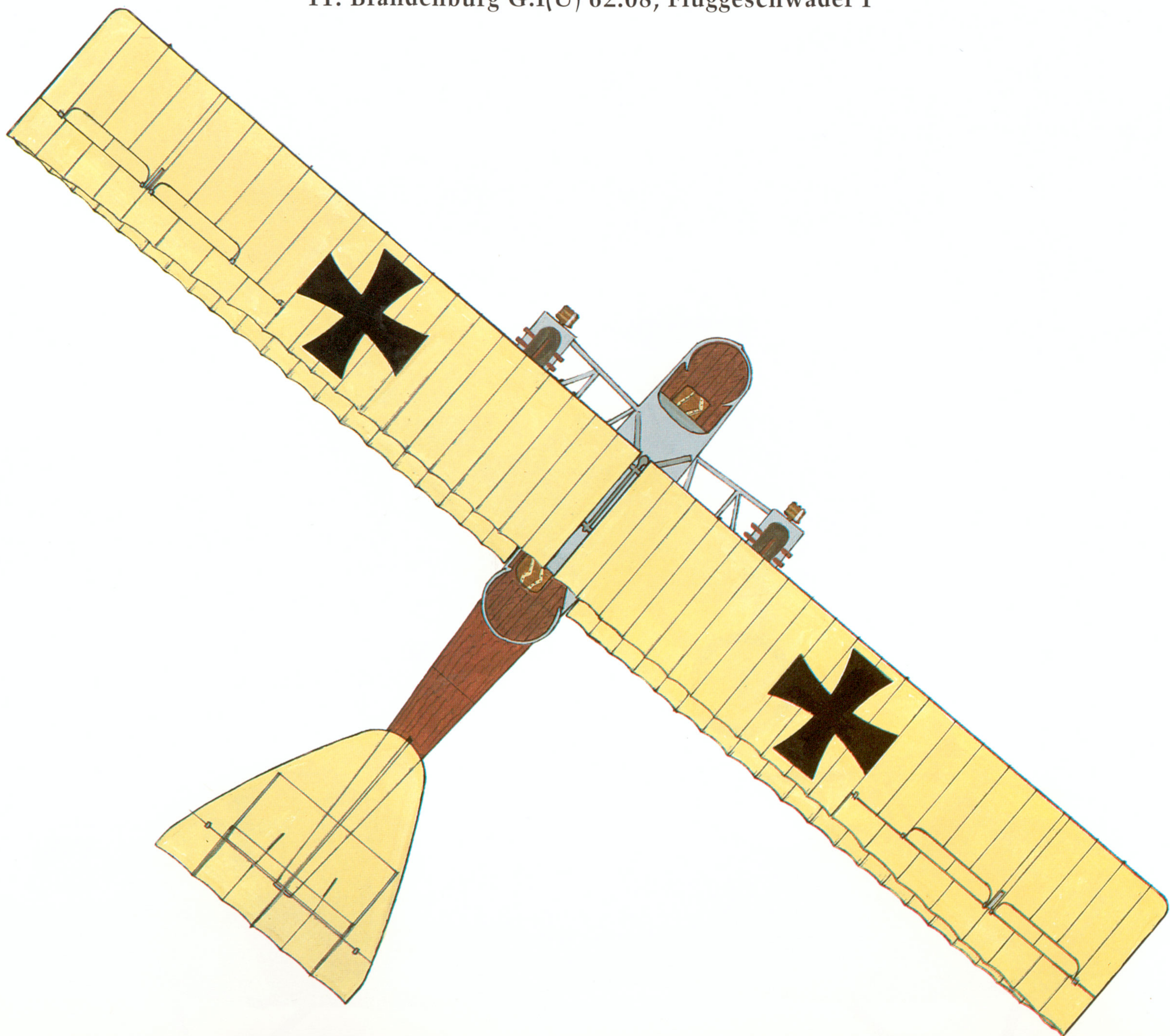


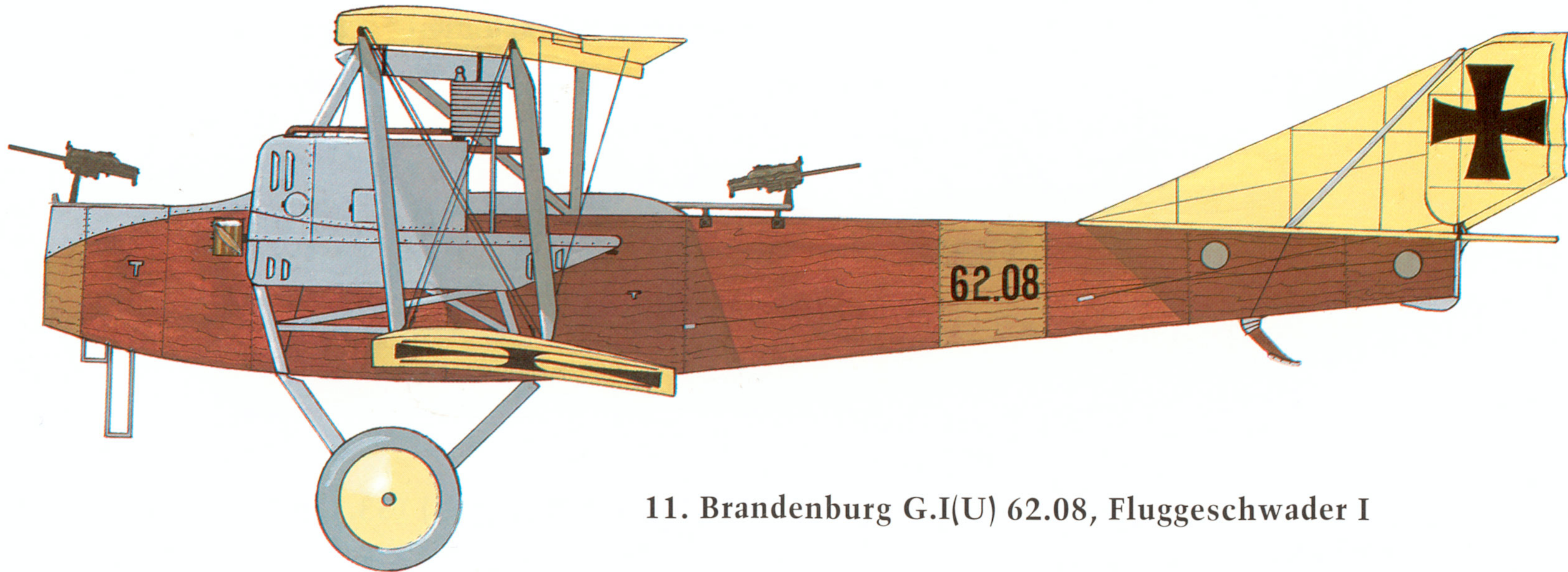
9. Lohner B.VII 17.19, Flik 5



10. Lohner B.VII 17.36, Flik 17

11. Brandenburg G.I(U) 62.08, Fluggeschwader I

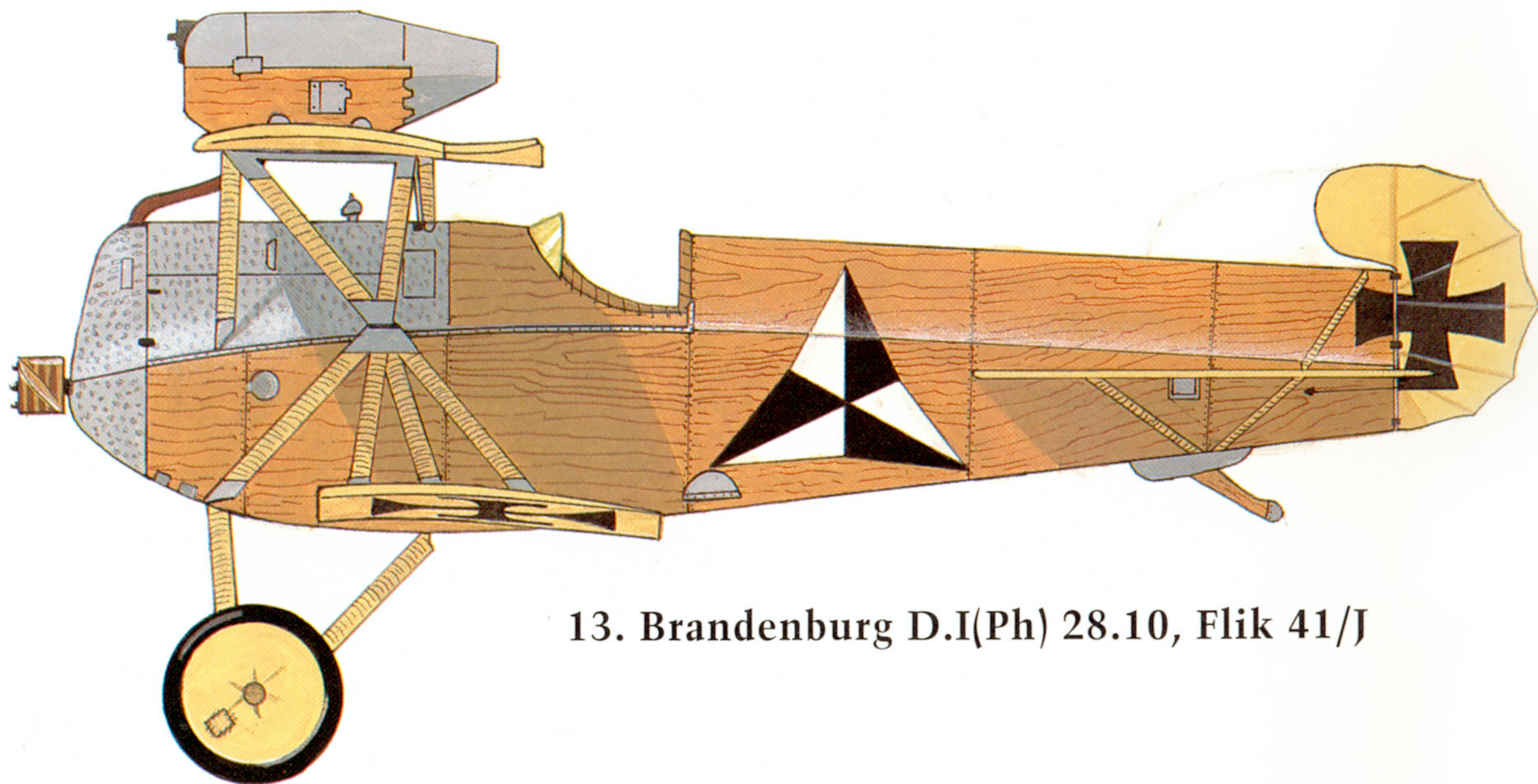




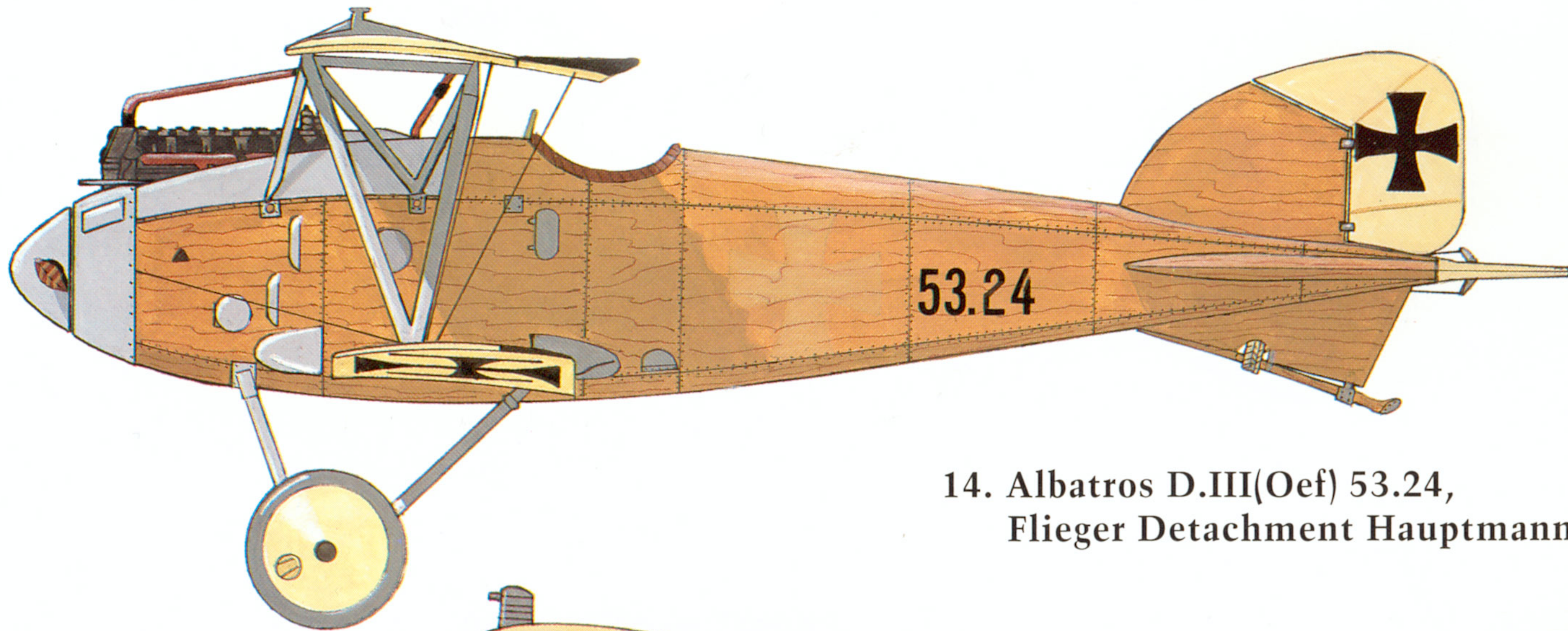
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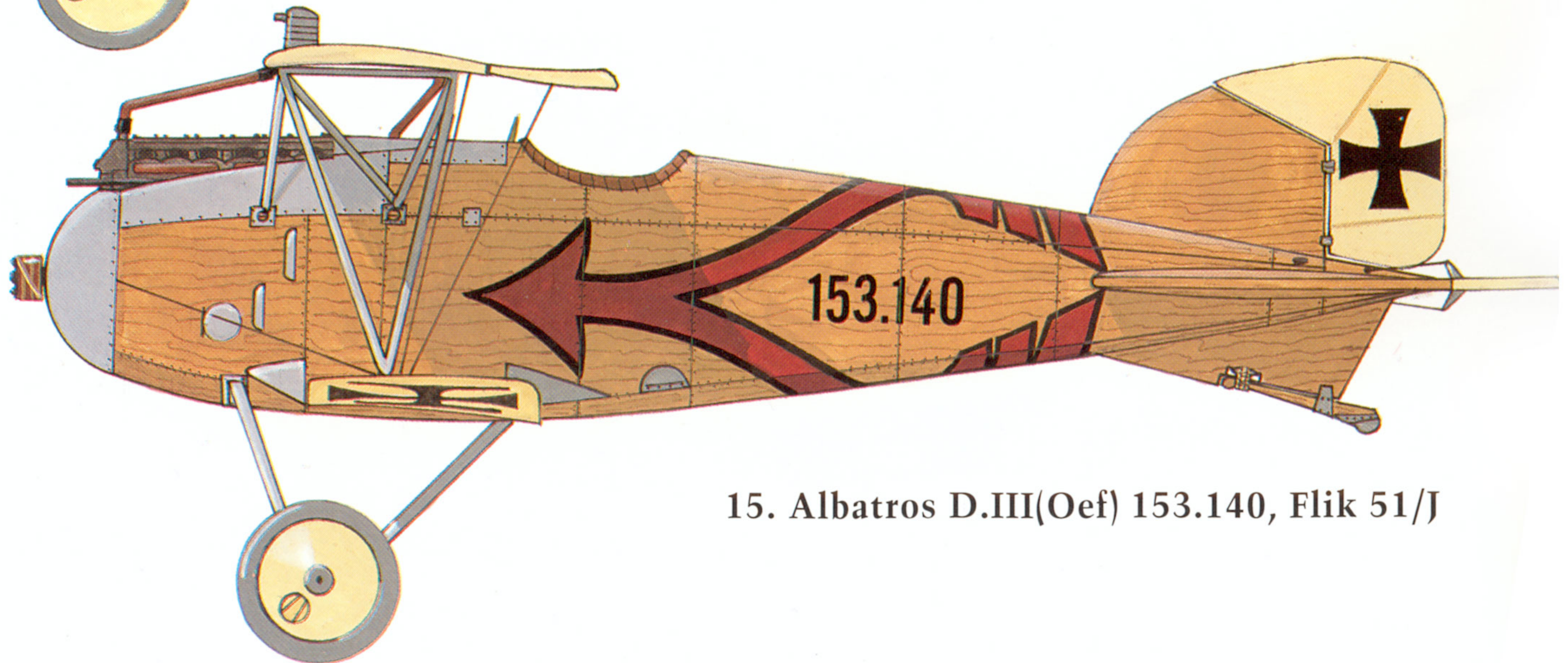
12. Fokker A.III 03.51, Flik 4



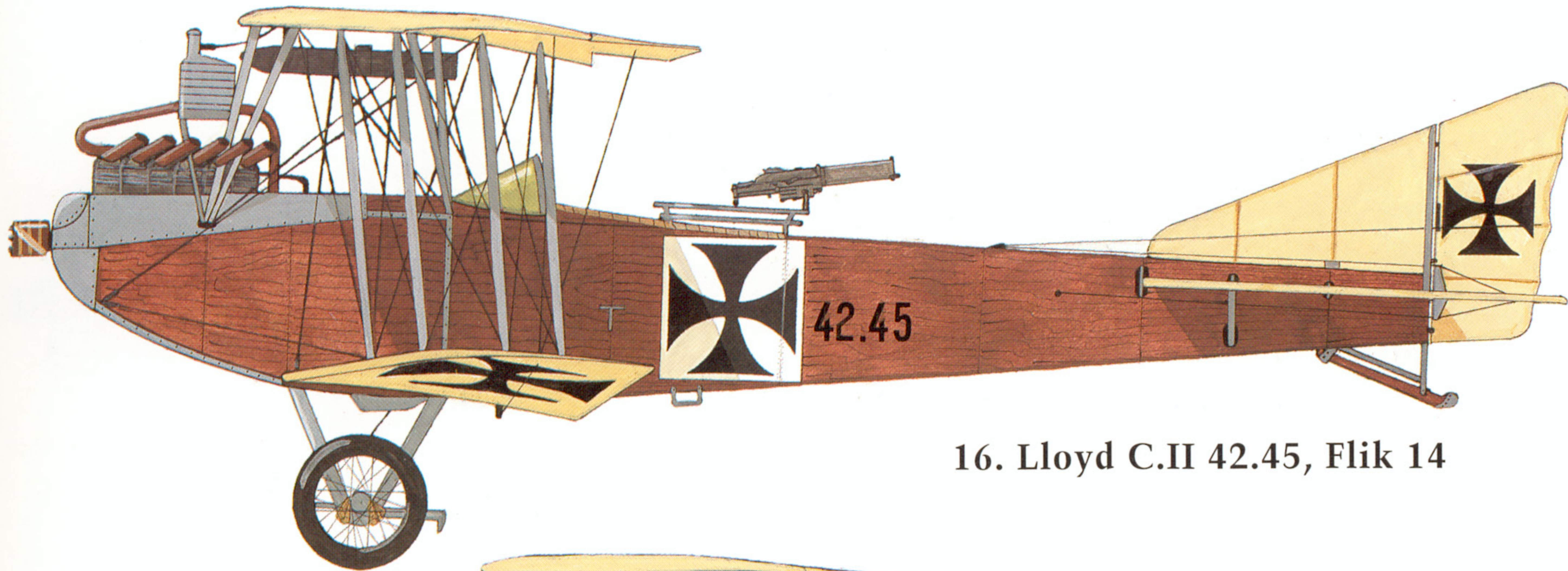
13. Brandenburg D.I(Ph) 28.10, Flik 41/J



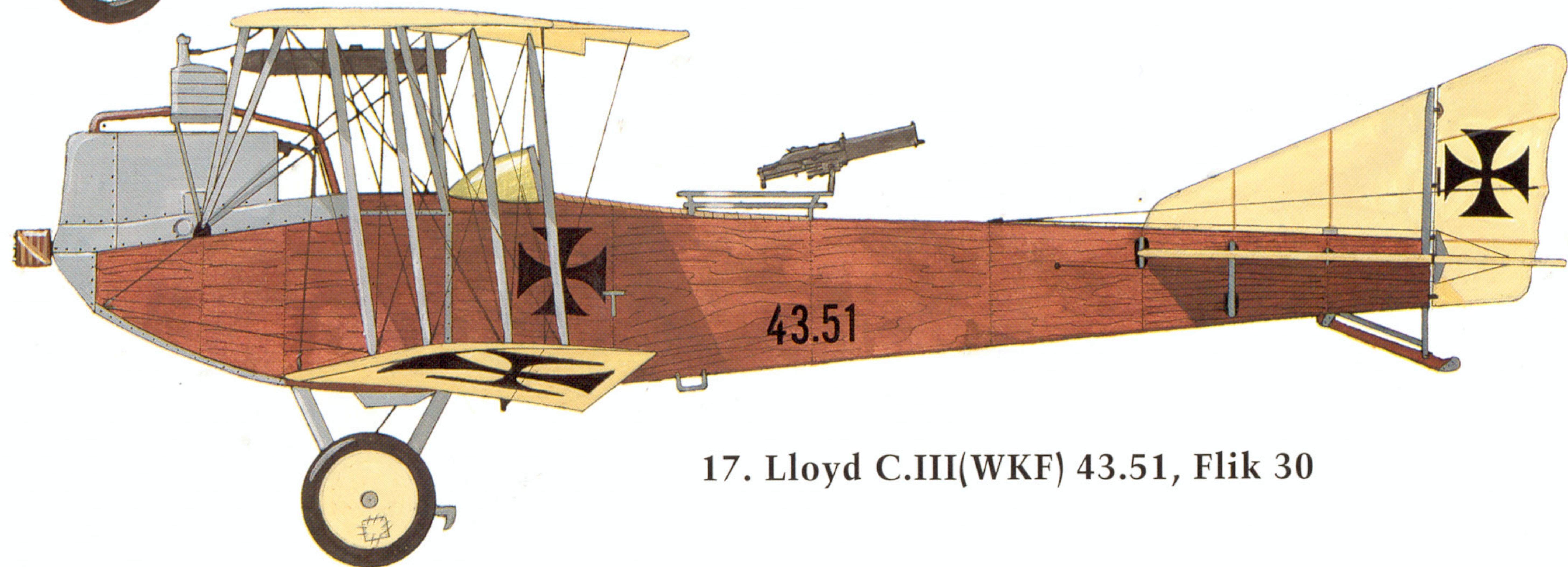
14. Albatros D.III(Oef) 53.24,
Flieger Detachment Hauptmann Nikitsch



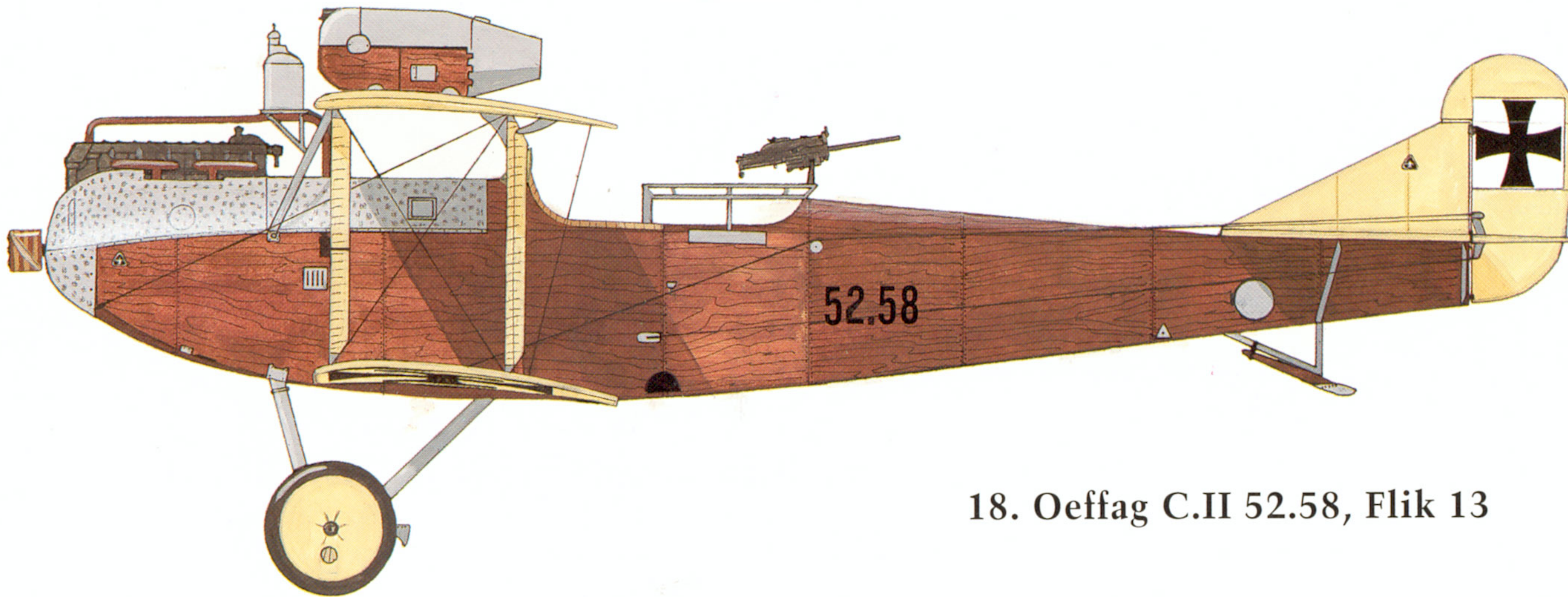
15. Albatros D.III(Oef) 153.140, Flik 51/J



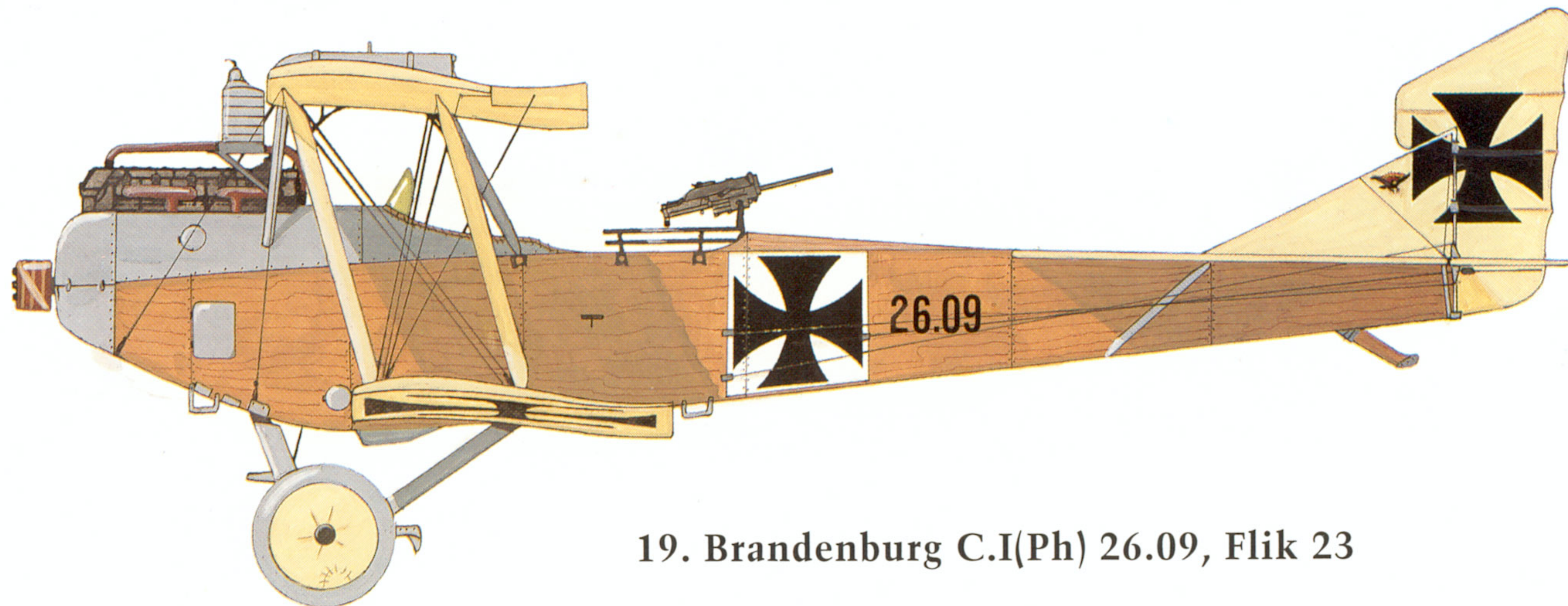
16. Lloyd C.II 42.45, Flik 14



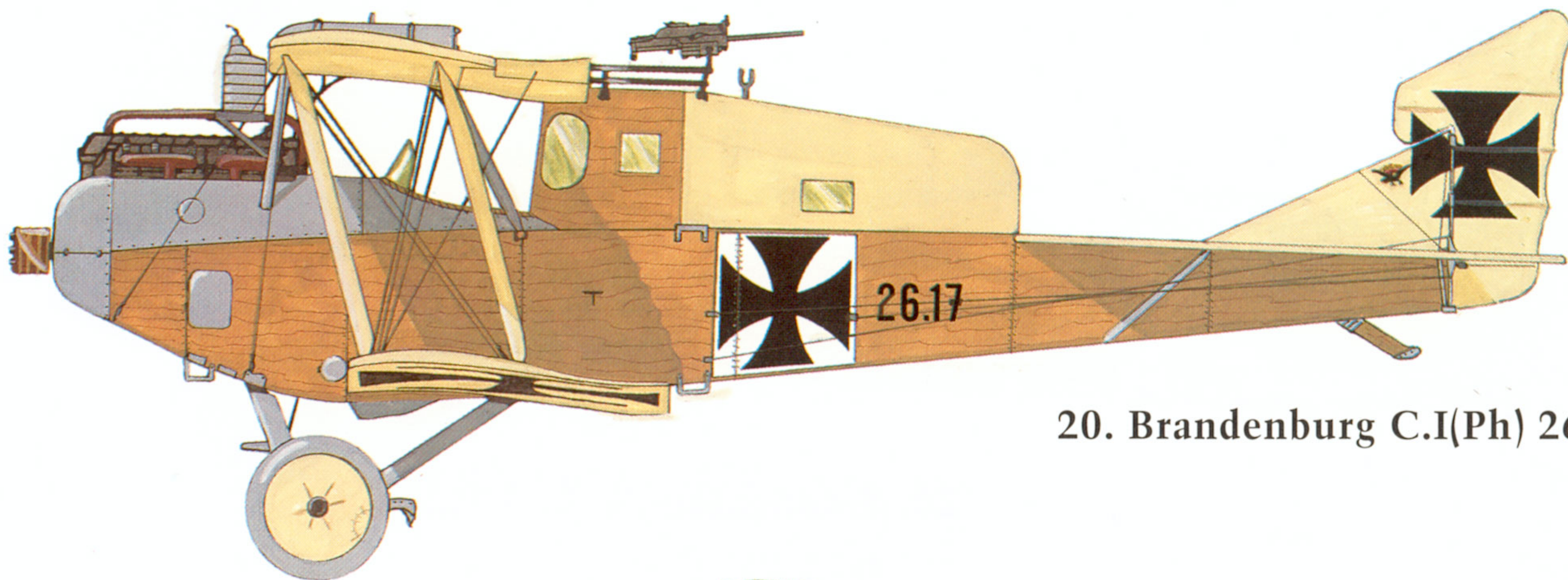
17. Lloyd C.III(WKF) 43.51, Flik 30



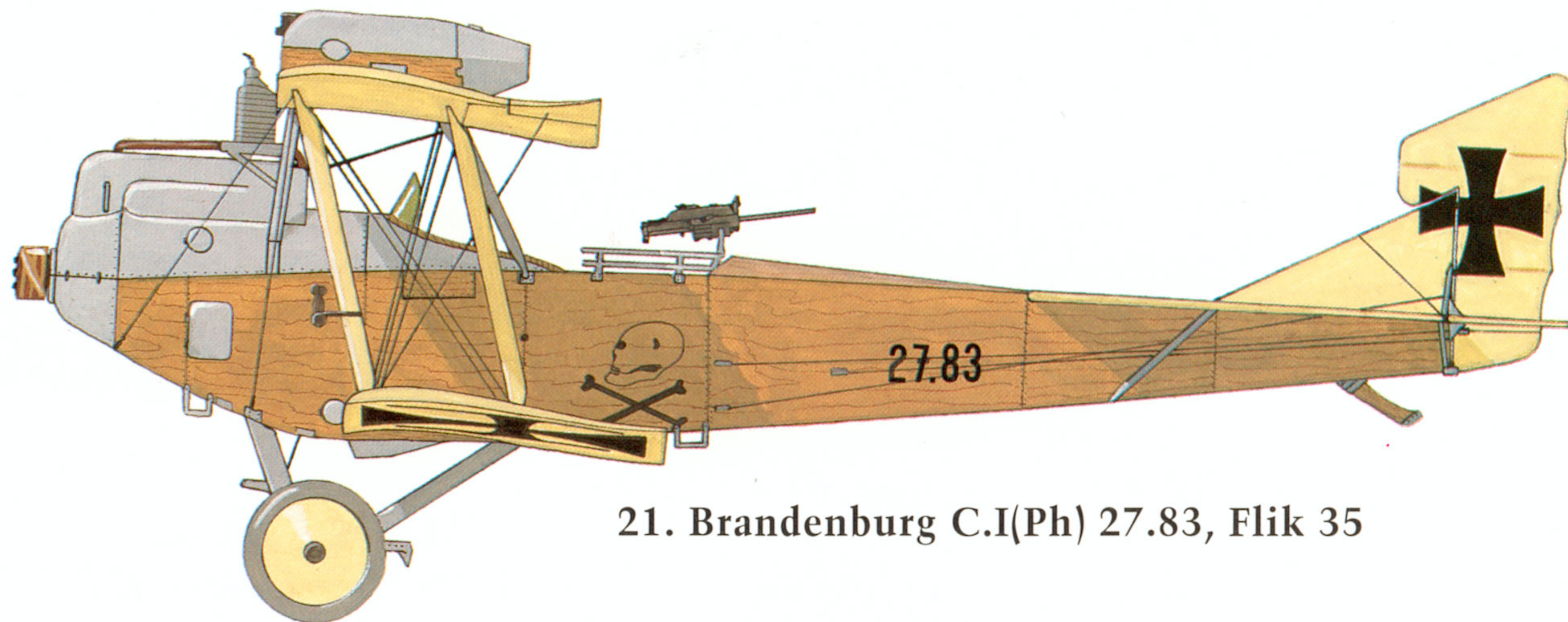
18. Oeffag C.II 52.58, Flik 13



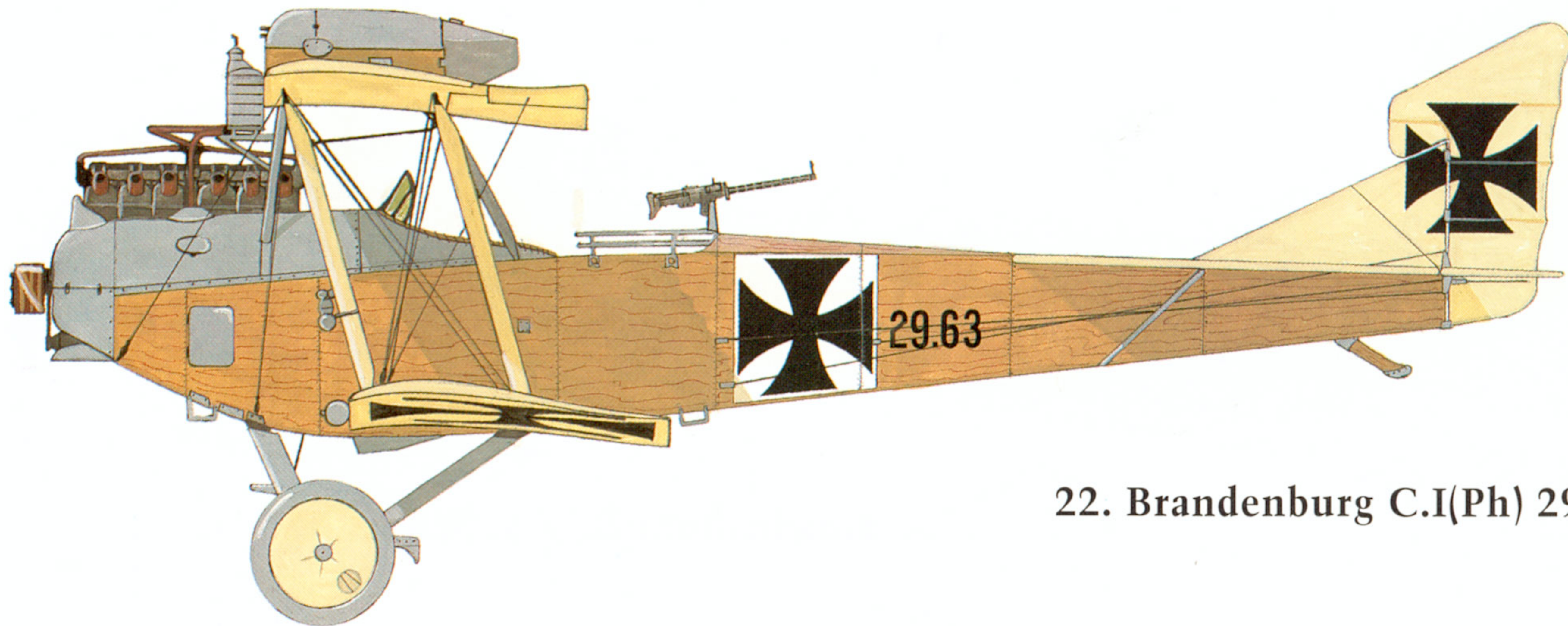
19. Brandenburg C.I(Ph) 26.09, Flik 23



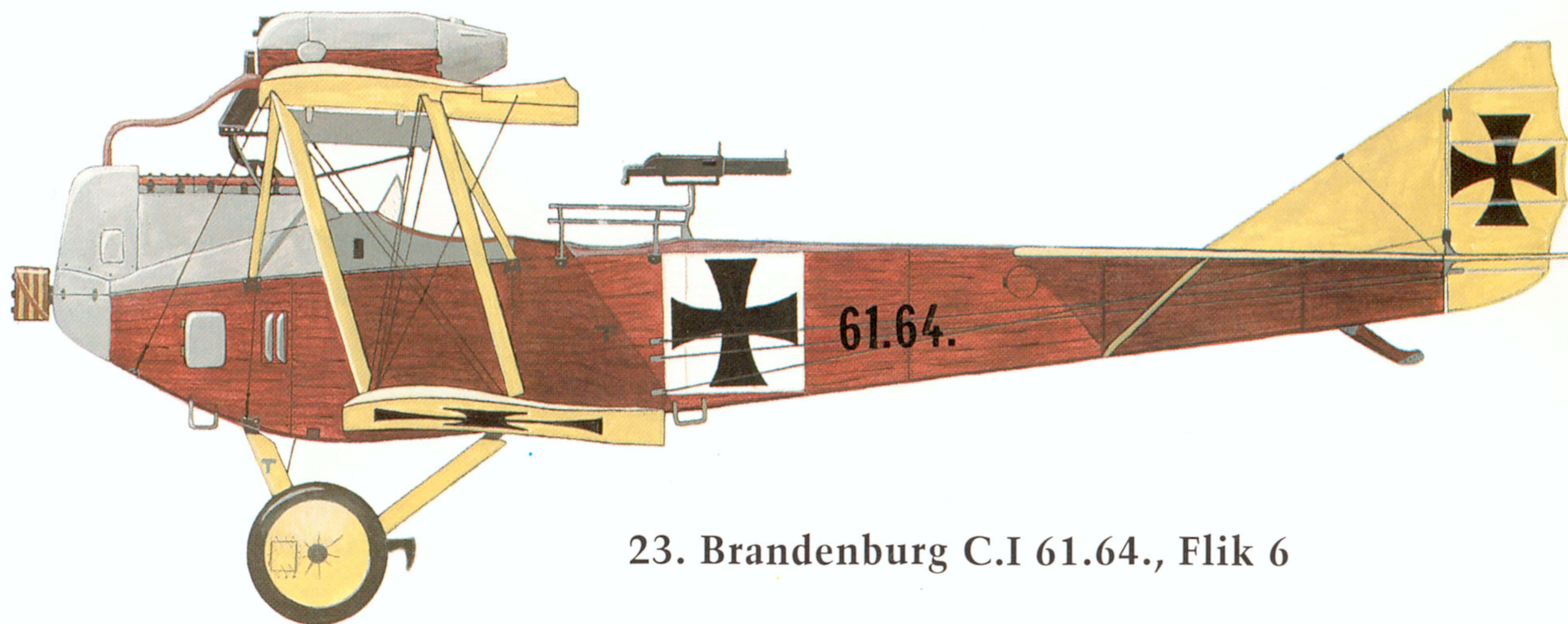
20. Brandenburg C.I(Ph) 26.17, Flik 7



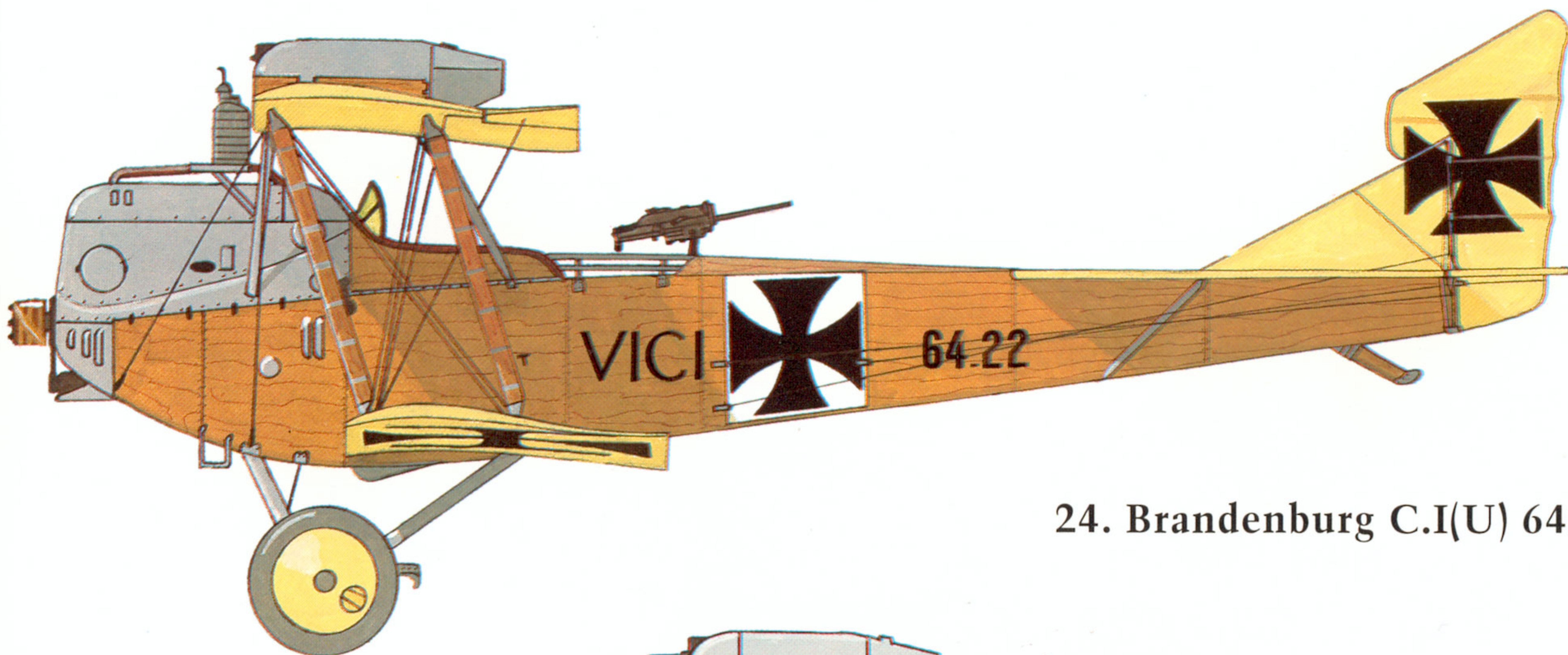
21. Brandenburg C.I(Ph) 27.83, Flik 35



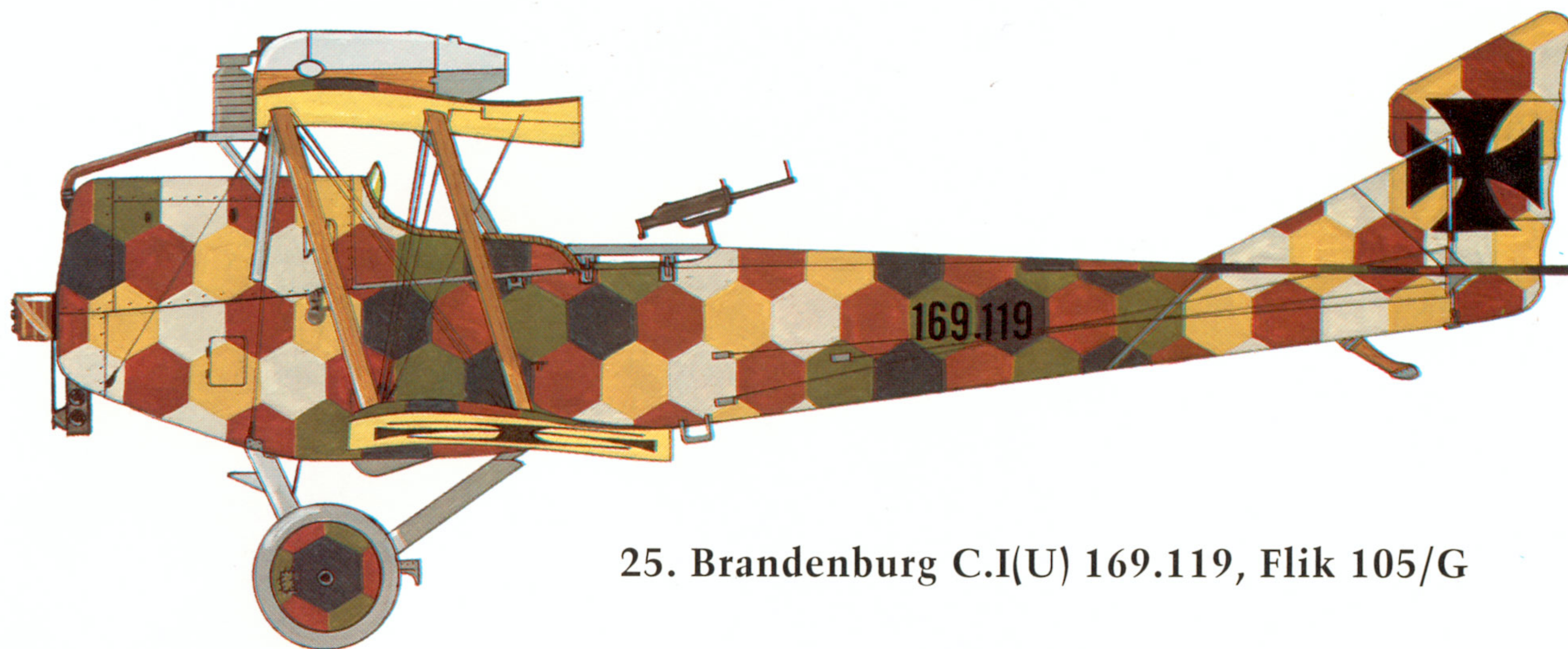
22. Brandenburg C.I(Ph) 29.63, Flik 19/D



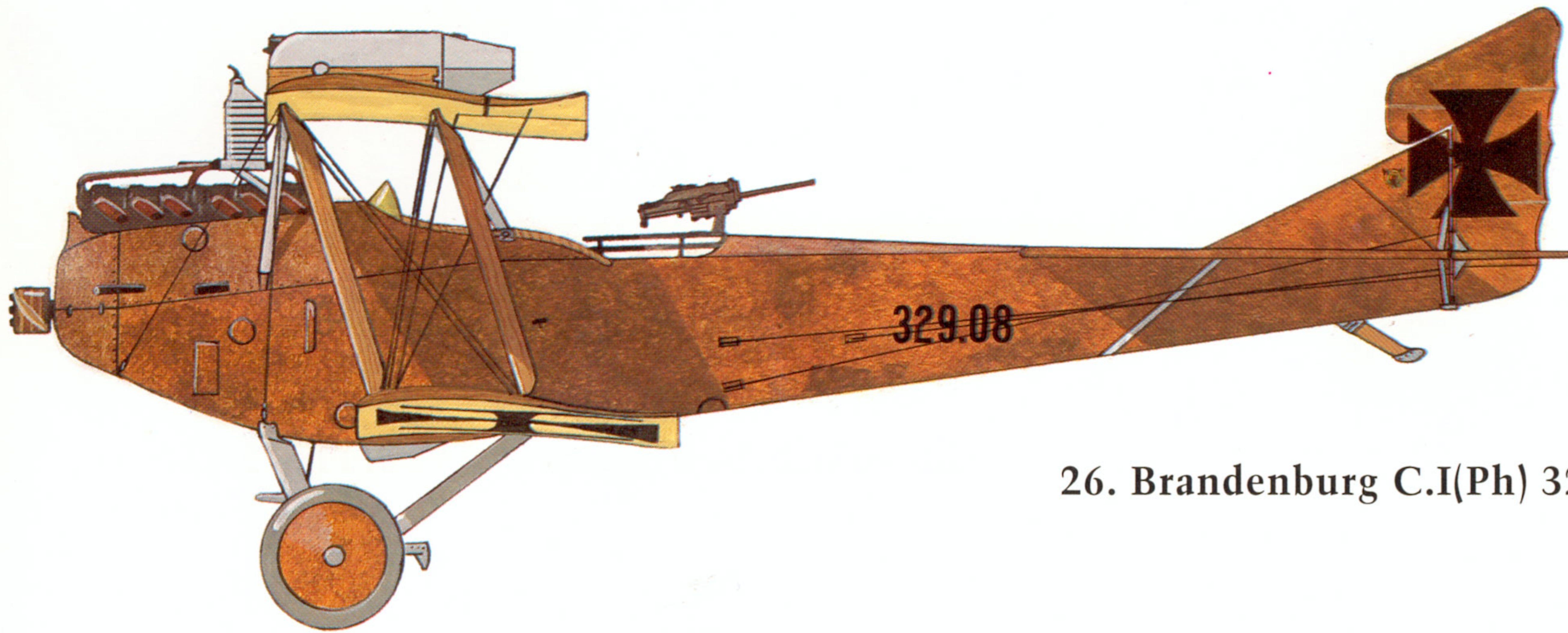
23. Brandenburg C.I 61.64., Flik 6



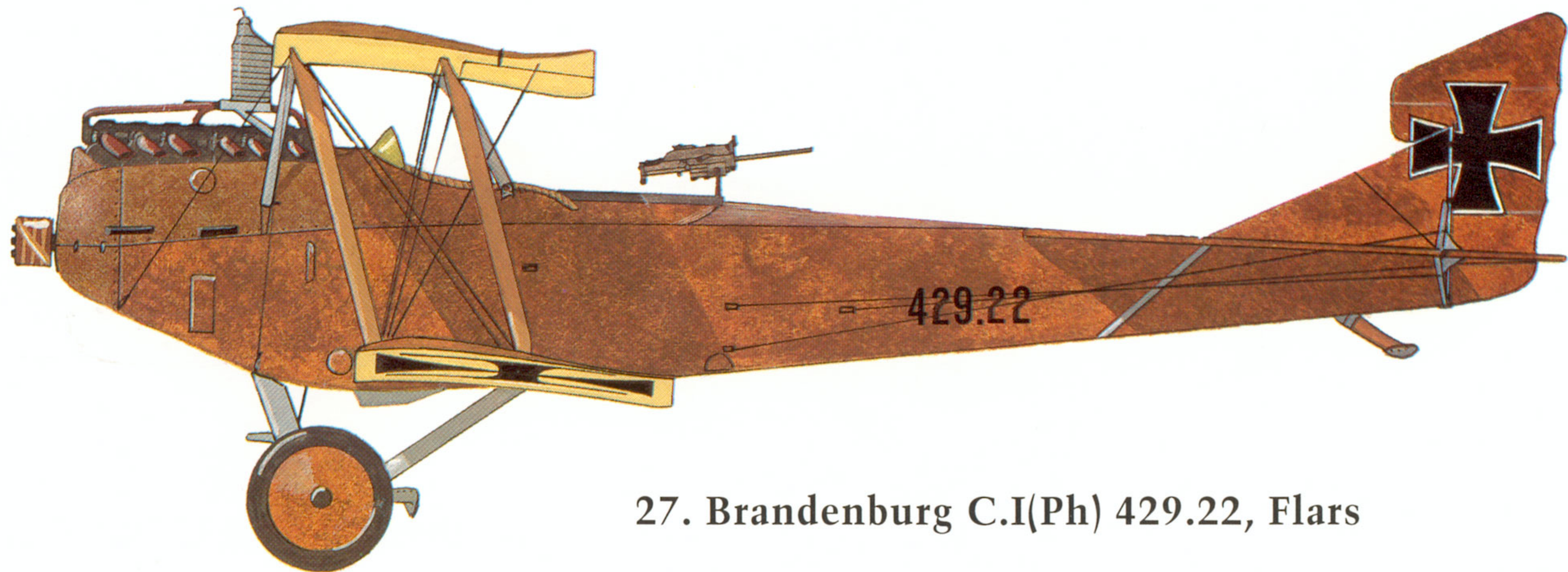
24. Brandenburg C.I(U) 64.22, Flik 13



25. Brandenburg C.I(U) 169.119, Flik 105/G



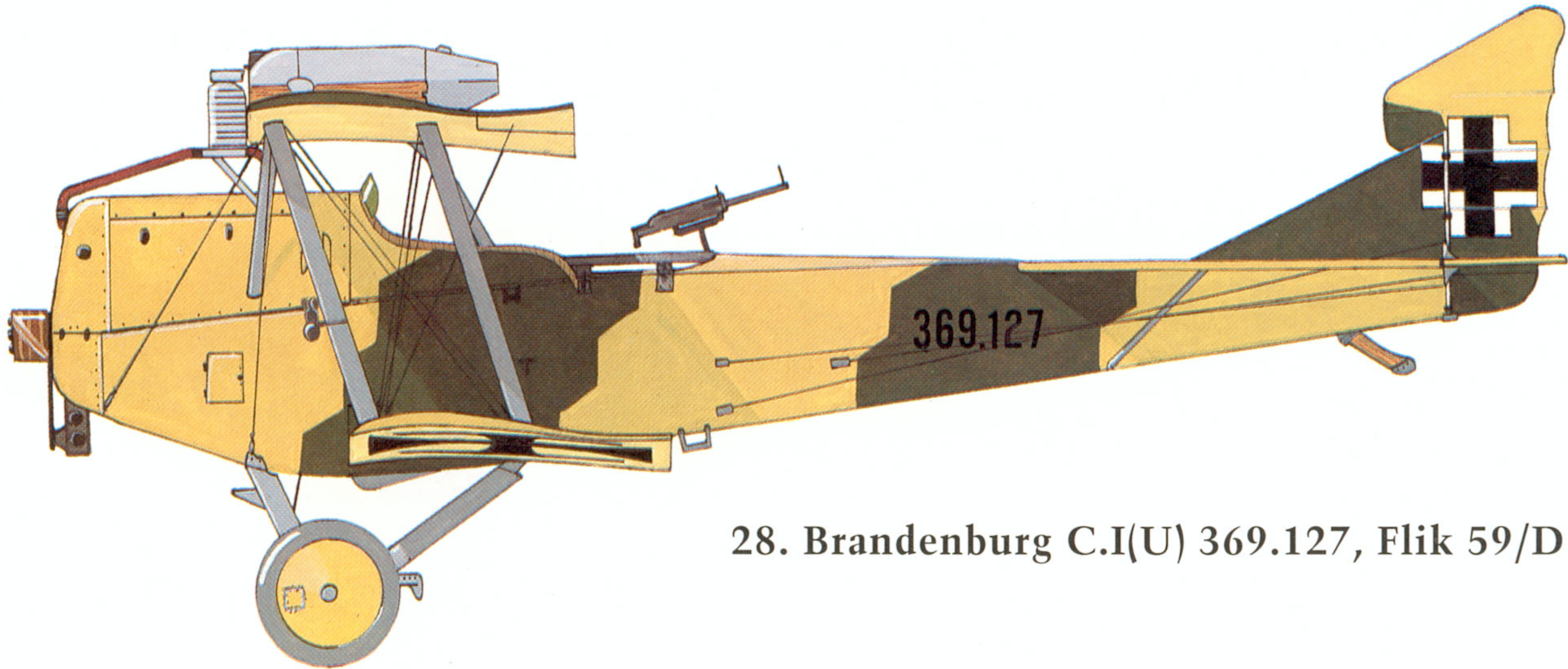
26. Brandenburg C.I(Ph) 329.08, Flik 101/G



27. Brandenburg C.I(Ph) 429.22, Flars

28. Brandenburg C.I(U) 369.127, Flik 59/D

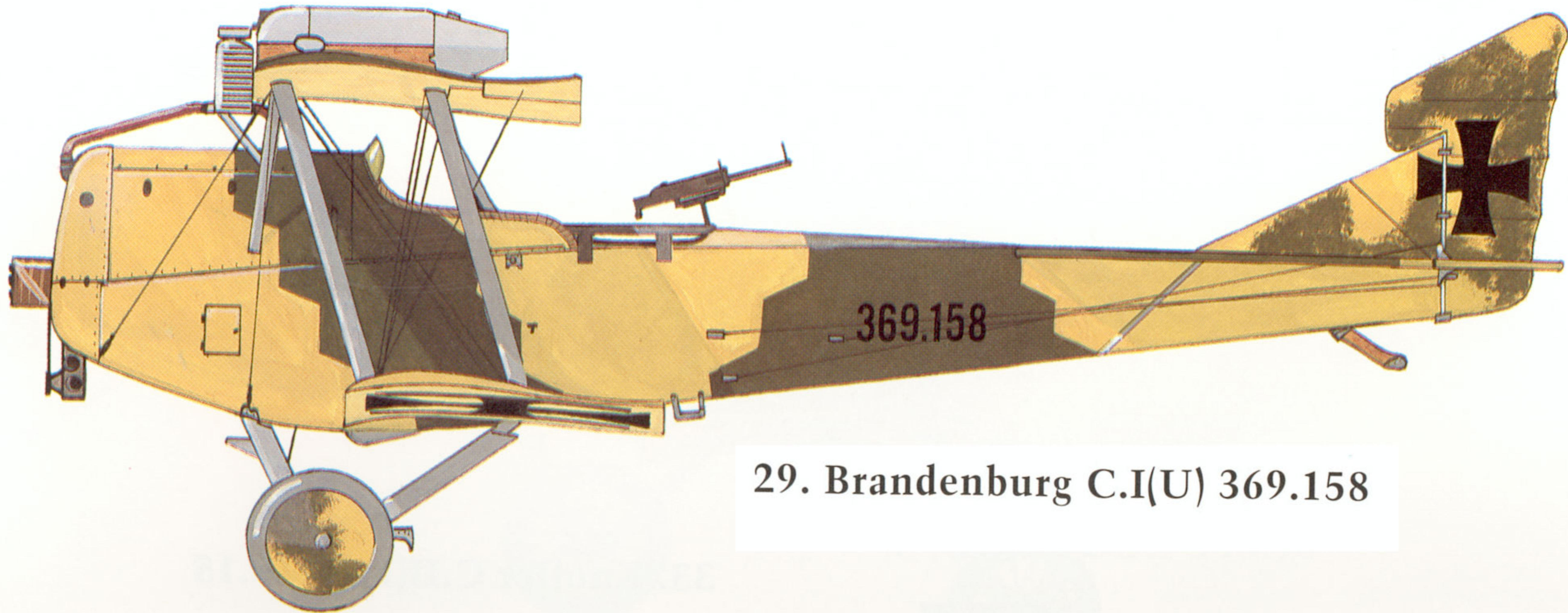




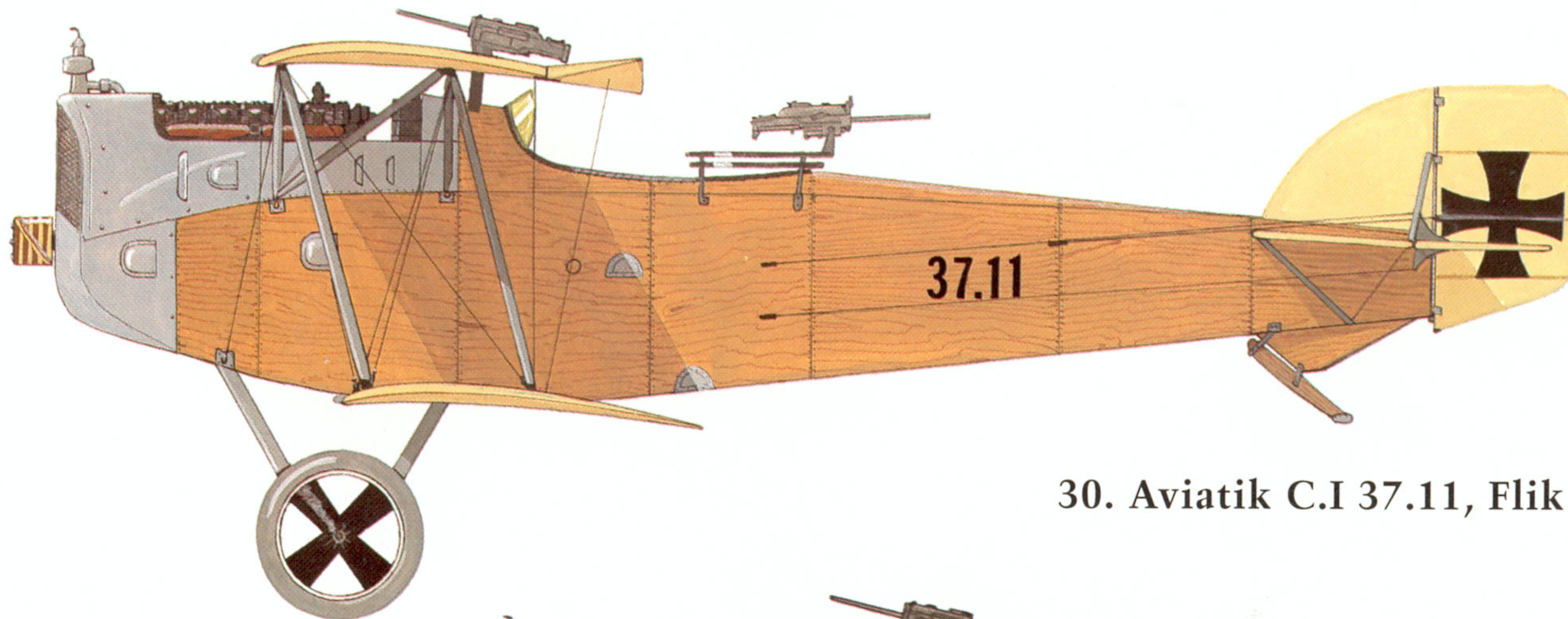
28. Brandenburg C.I(U) 369.127, Flik 59/D

29. Brandenburg C.I(U) 369.158

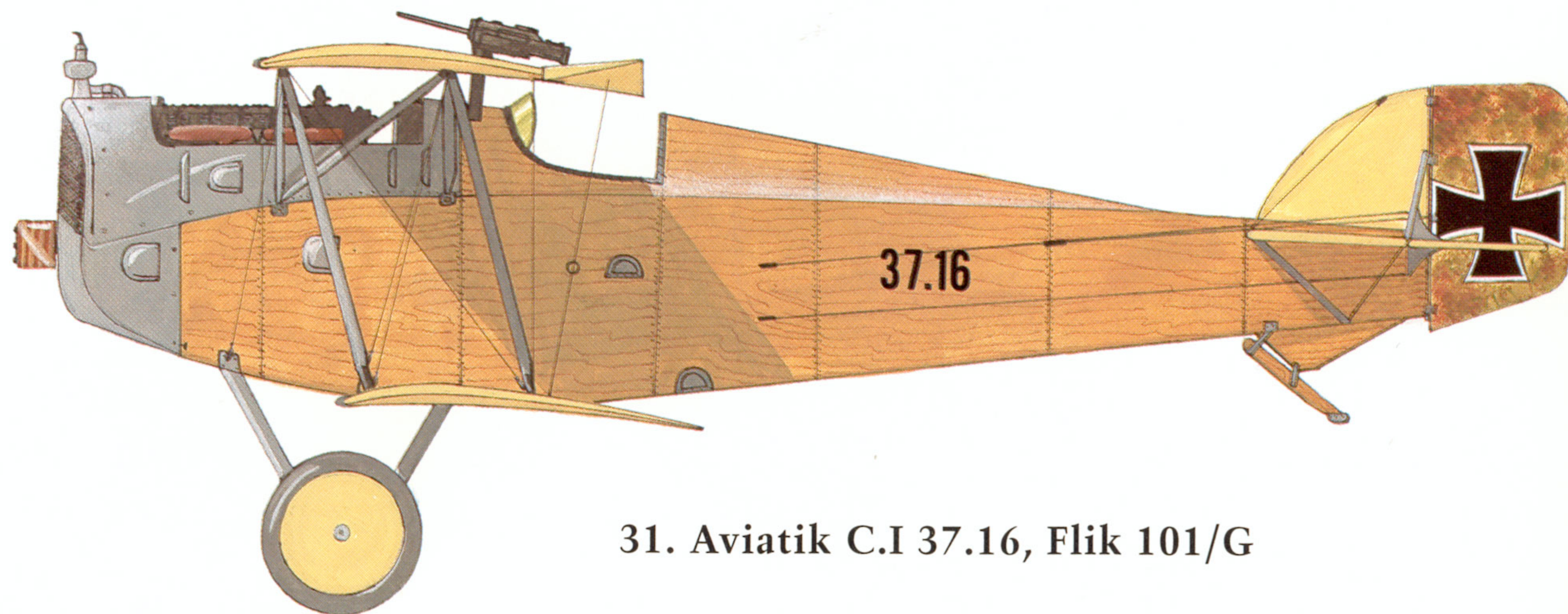




29. Brandenburg C.I(U) 369.158



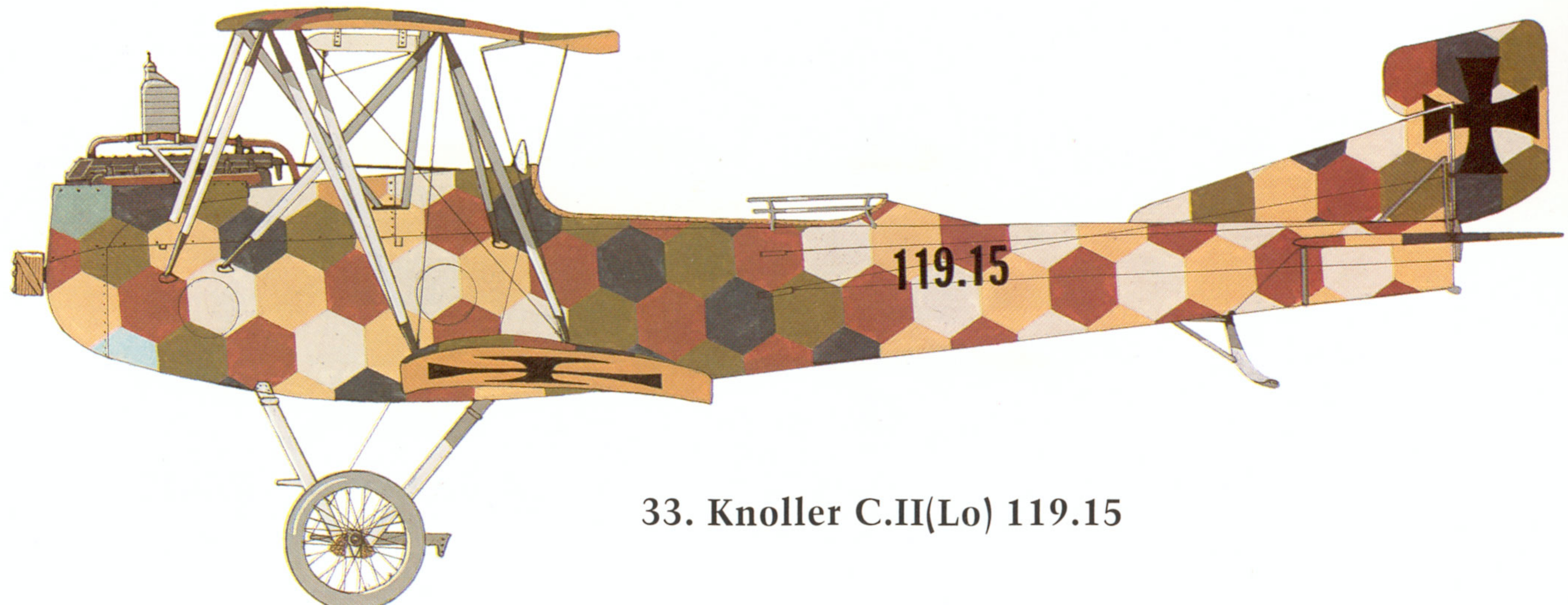
30. Aviatik C.I 37.11, Flik 23



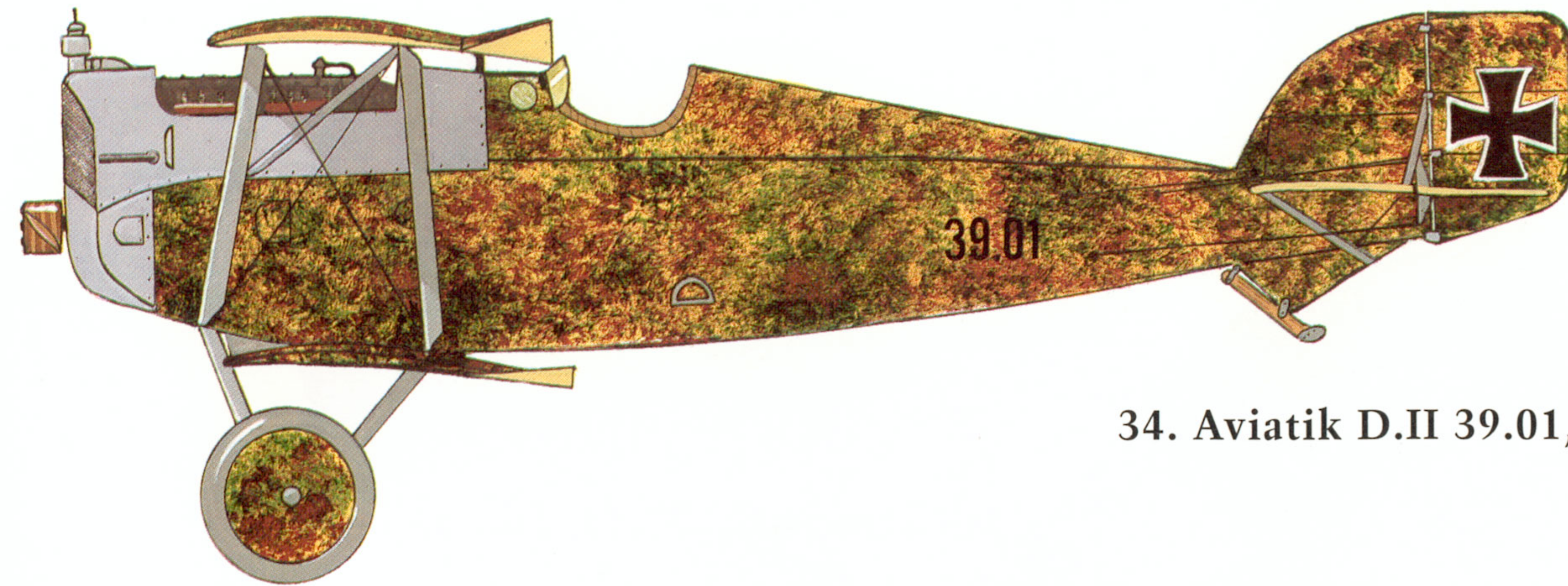
31. Aviatik C.I 37.16, Flik 101/G



32. Aviatik C.I 137.24, Flik 21/D



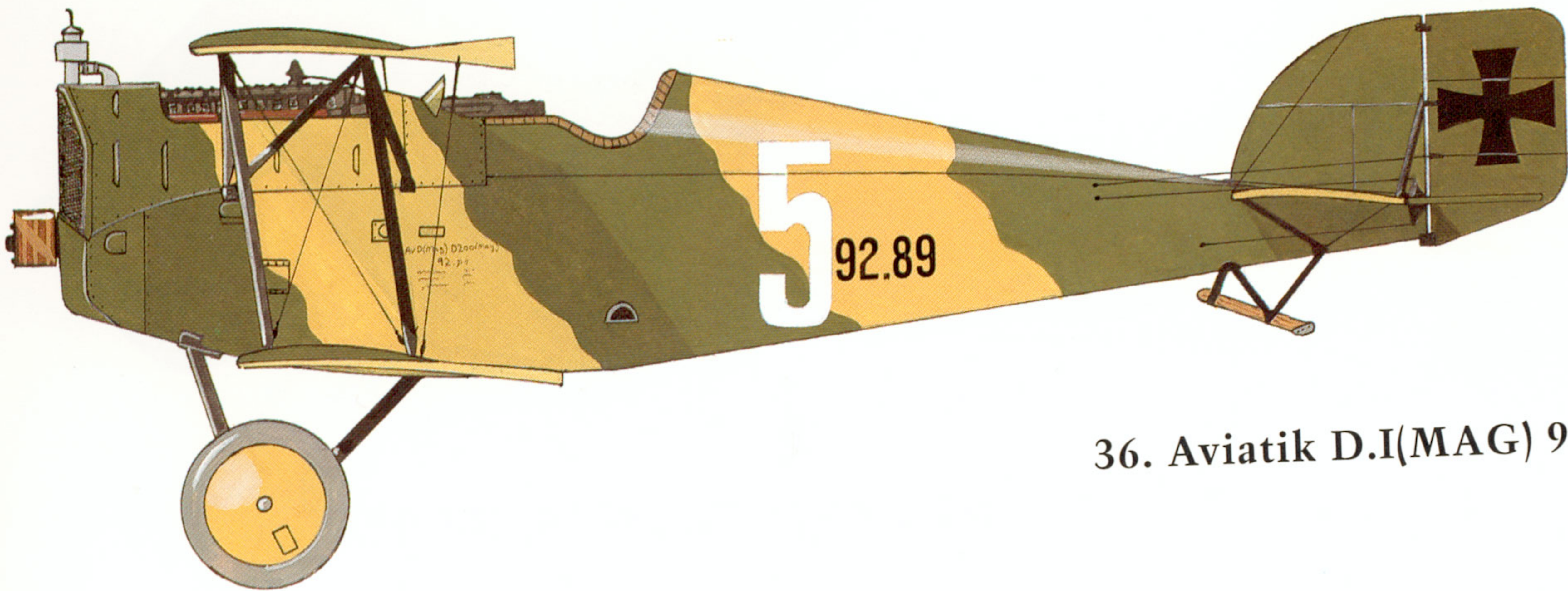
33. Knoller C.II(Lo) 119.15



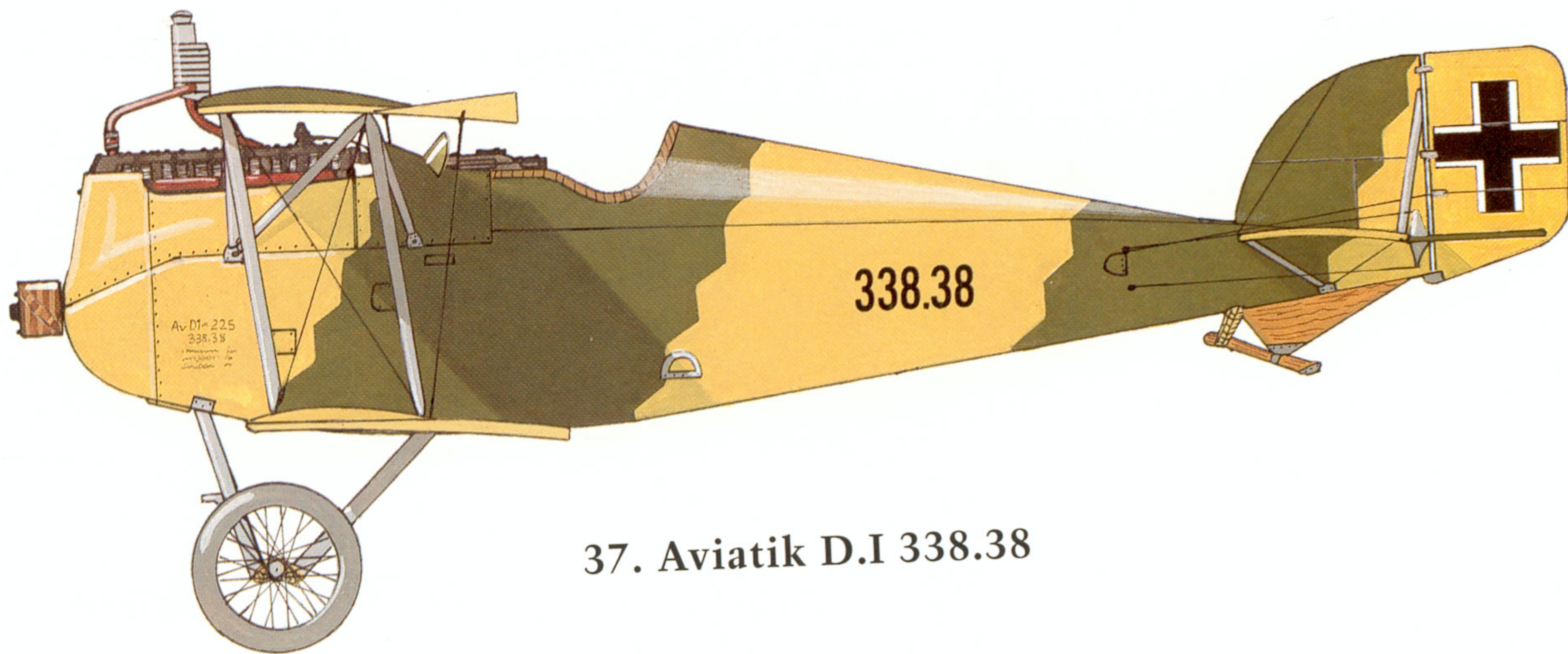
34. Aviatik D.II 39.01, Flik 61/J



35. Aviatik D.I(Th) 101.16, Flik 31/P



36. Aviatik D.I(MAG) 92.89



37. Aviatik D.I 338.38

38. Aviatik C.I 137.01, Flik 50/D





38. Aviatik C.I 137.01, Flik 50/D

39. Aviatik C.I(Lo) 214.07, Flik 22/D





39. Aviatik C.I(Lo) 214.07, Flik 22/D

40. Aviatik D.I 38.37, Flik 63/J

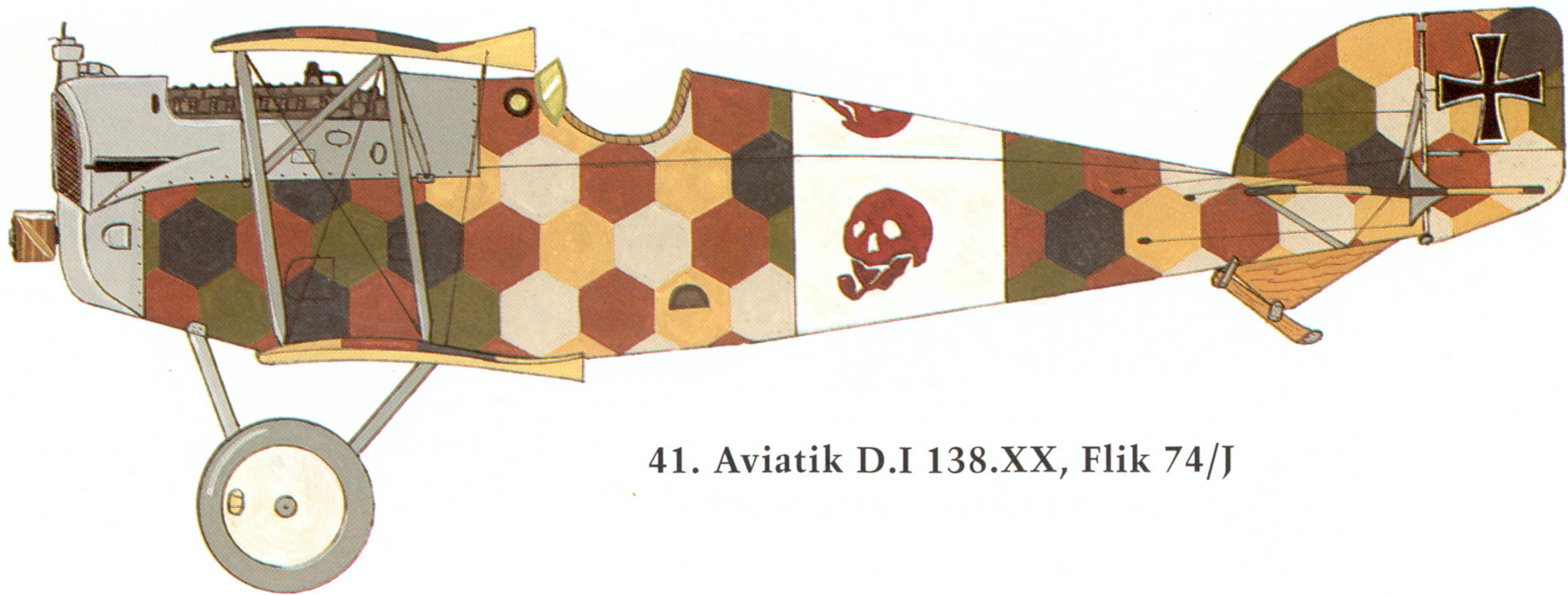




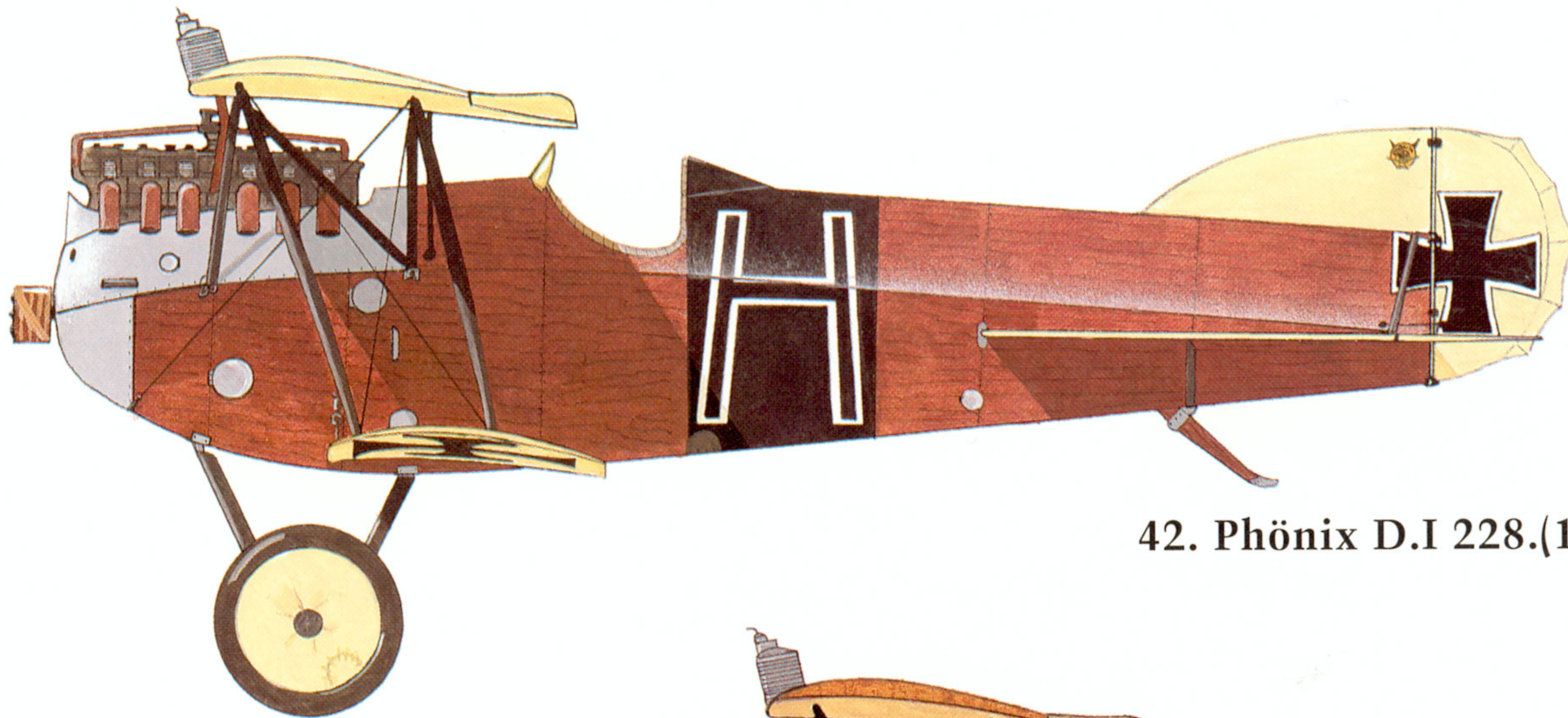
40. Aviatik D.I 38.37, Flik 63/J

41. Aviatik D.I 138.XX, Flik 74/J

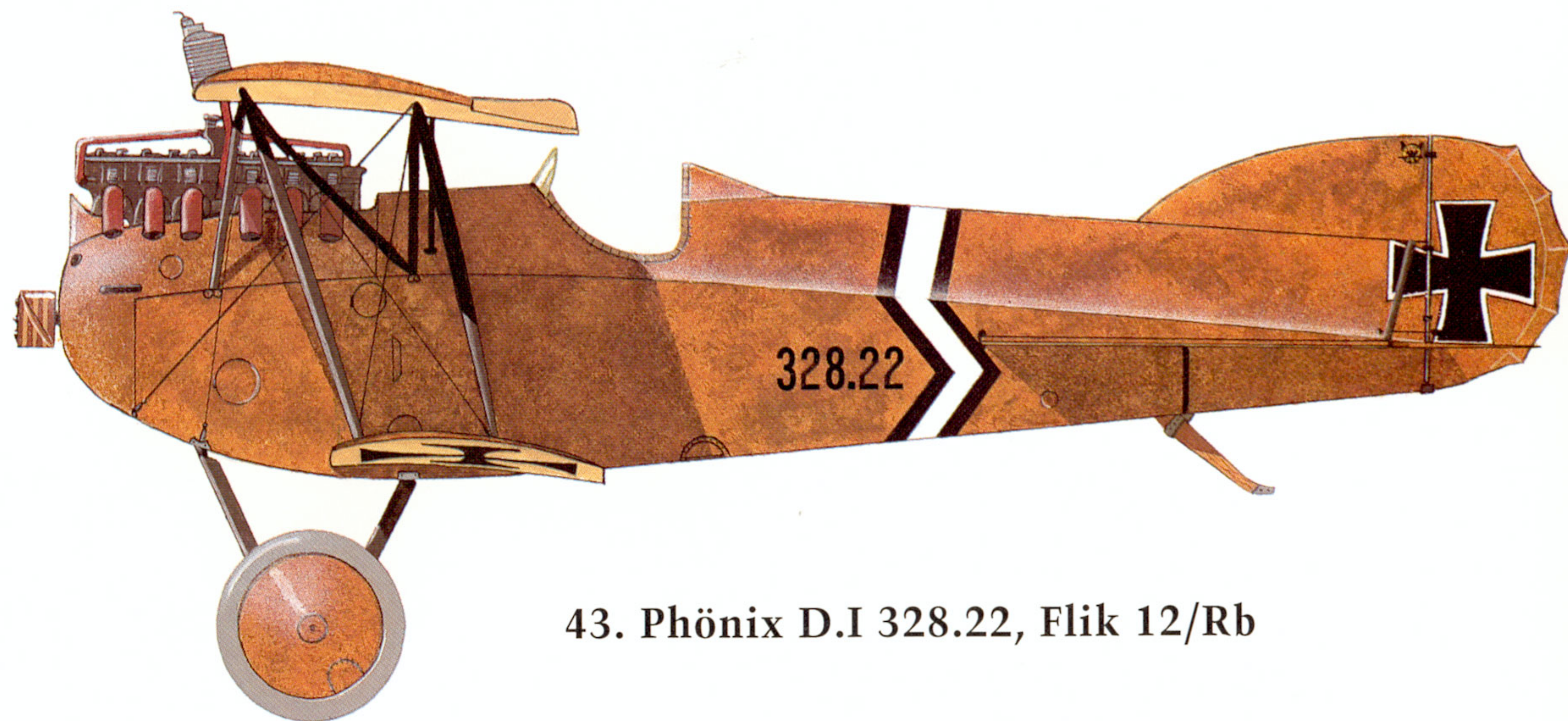




41. Aviatik D.I 138.XX, Flik 74/J



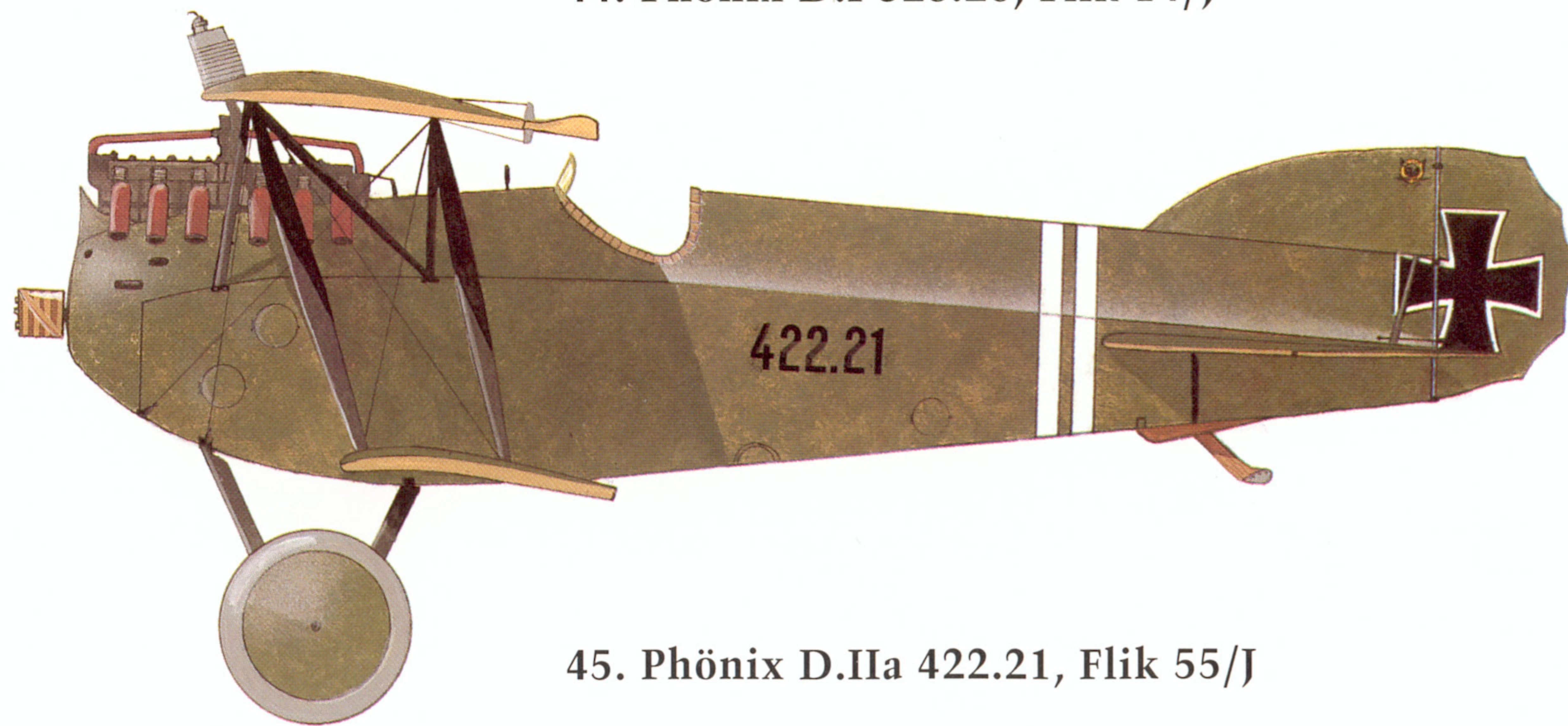
42. Phönix D.I 228.(18), Flik 60/J



43. Phönix D.I 328.22, Flik 12/Rb



44. Phönix D.I 328.26, Flik 14/J

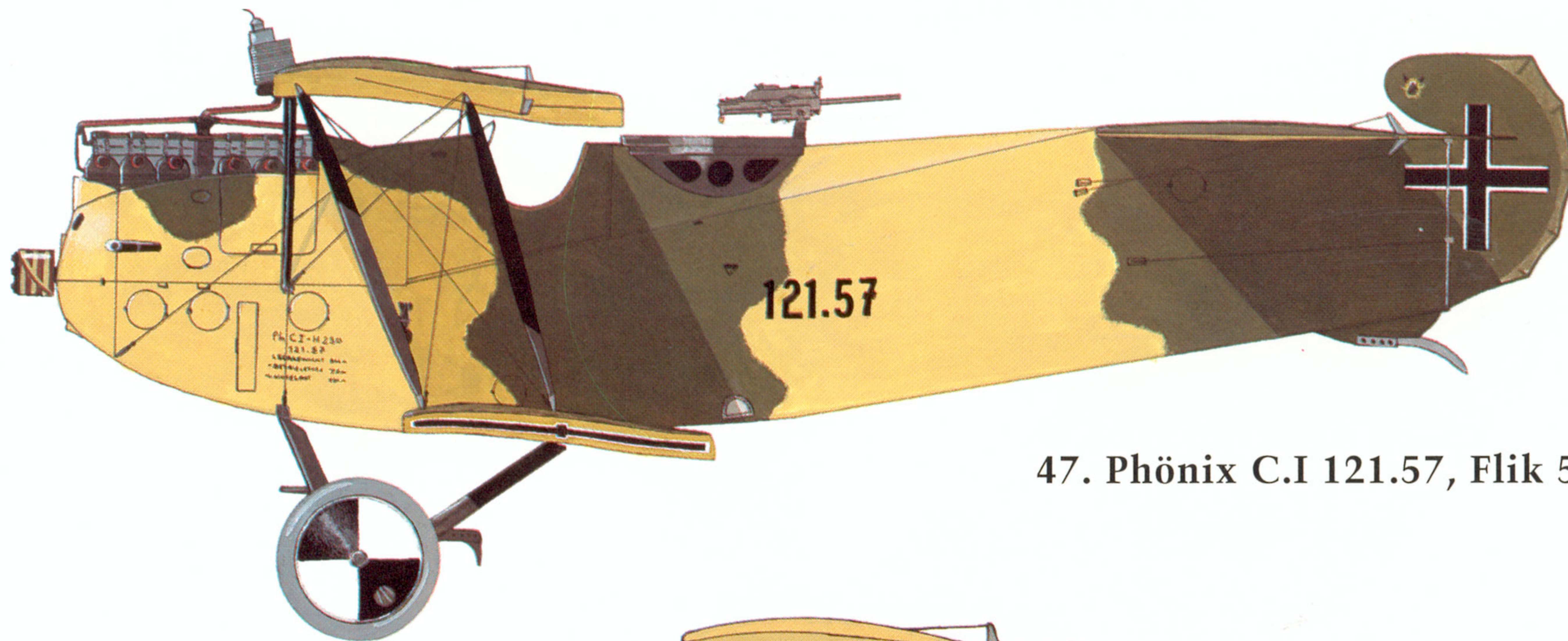


45. Phönix D.IIa 422.21, Flik 55/J

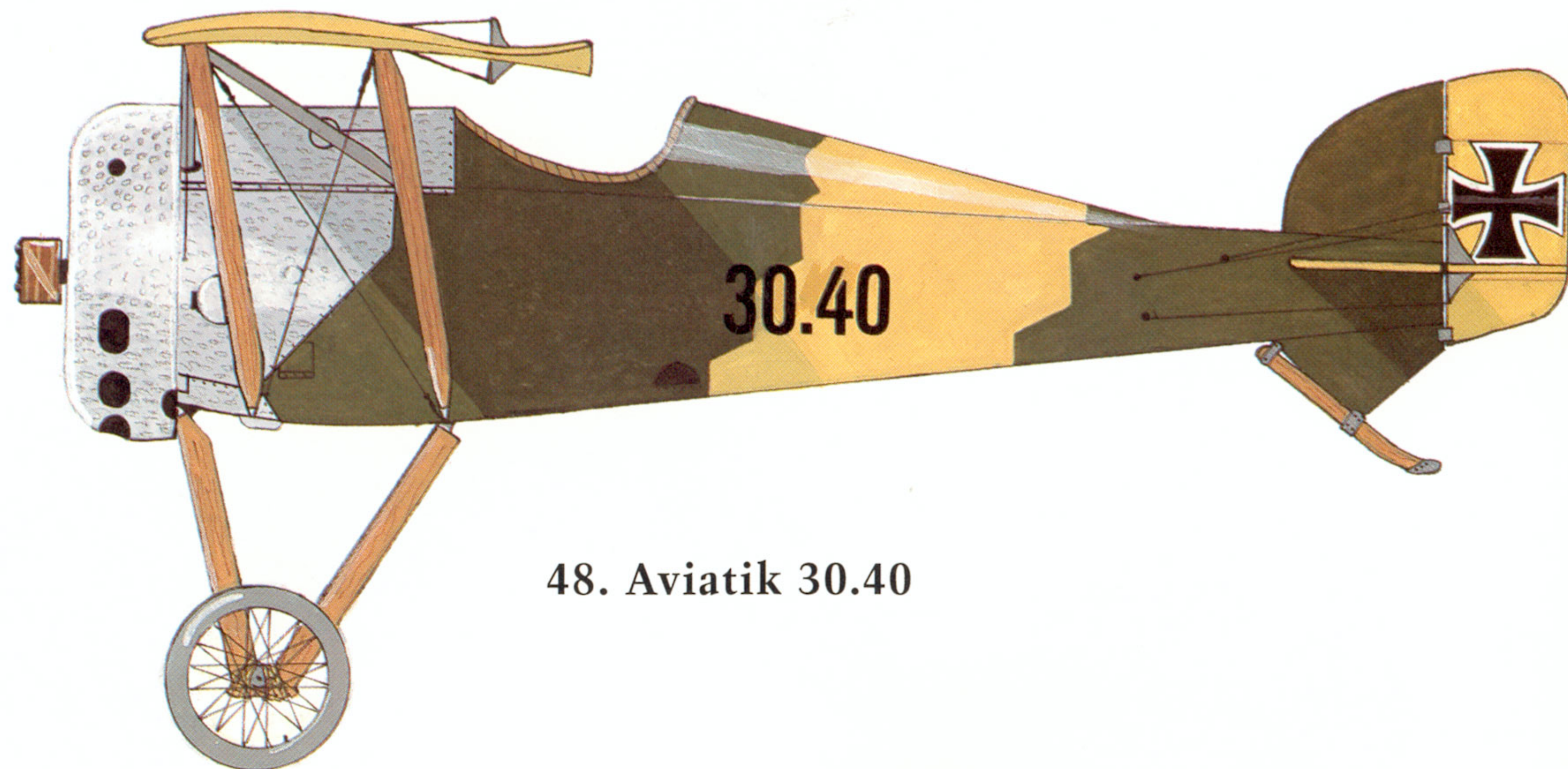




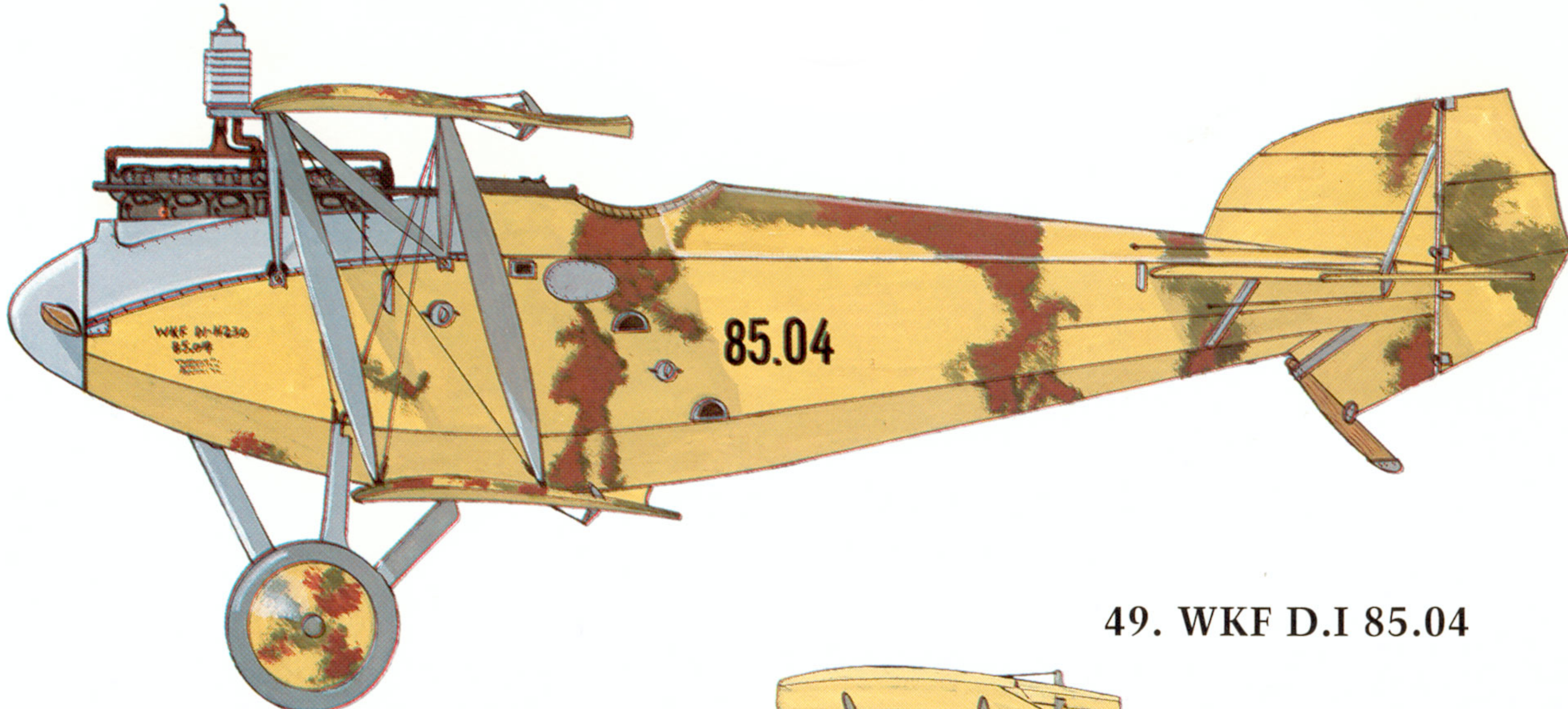
46. Phönix C.I 121.17, Flik 28/D



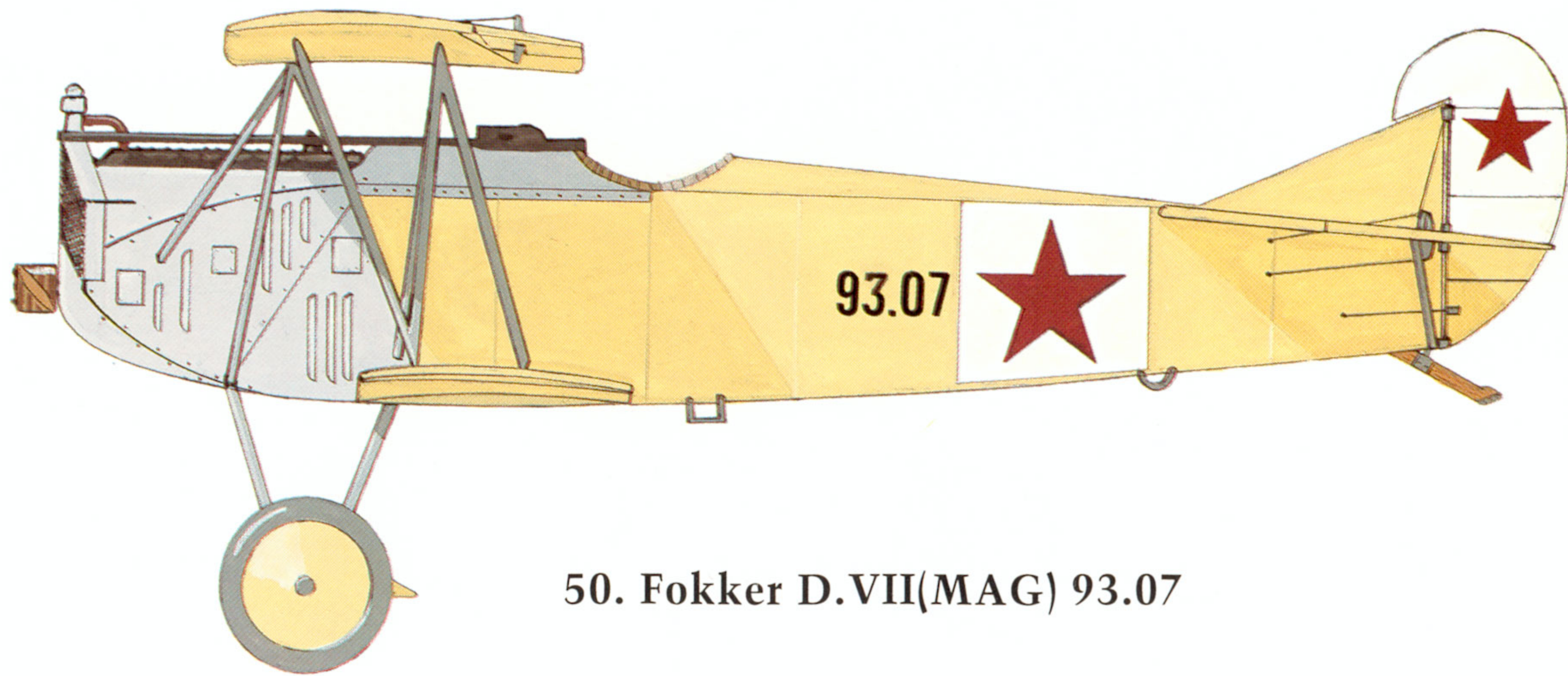
47. Phönix C.I 121.57, Flik 57/Rb



48. Aviatik 30.40



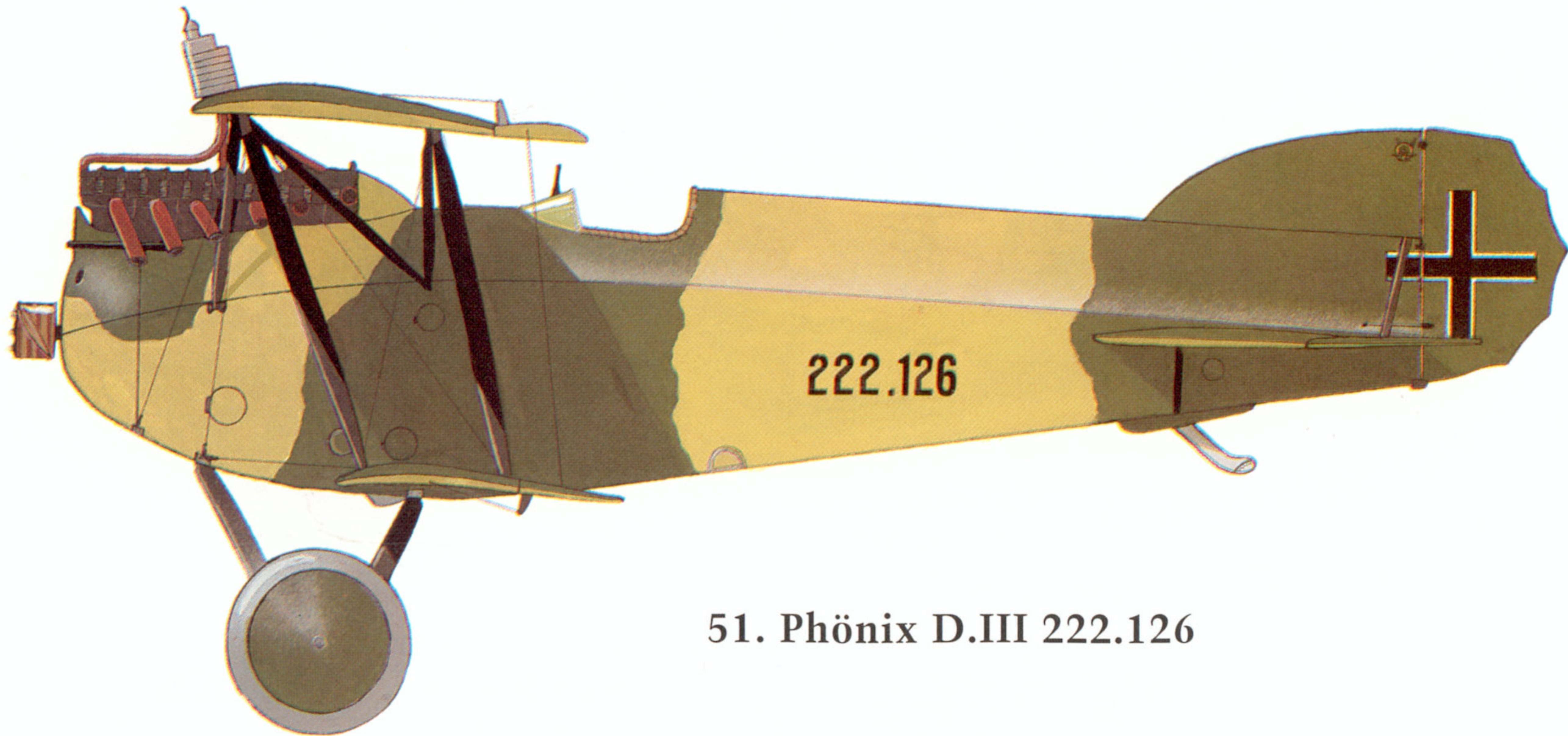
49. WKF D.I 85.04



50. Fokker D.VII(MAG) 93.07

51. Phönix D.III 222.126

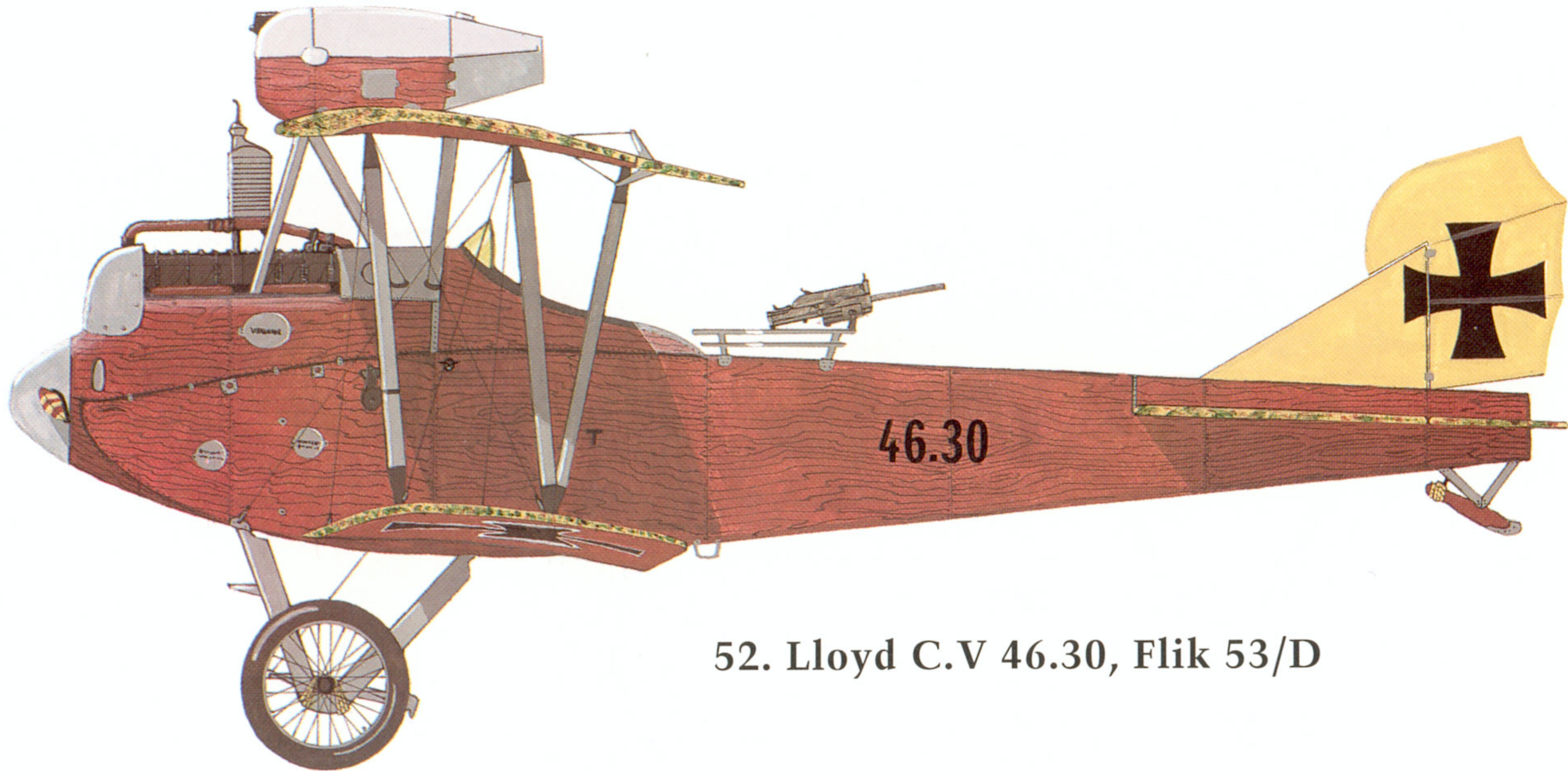




51. Phönix D.III 222.126

52. Lloyd C.V 46.30, Flik 53/D

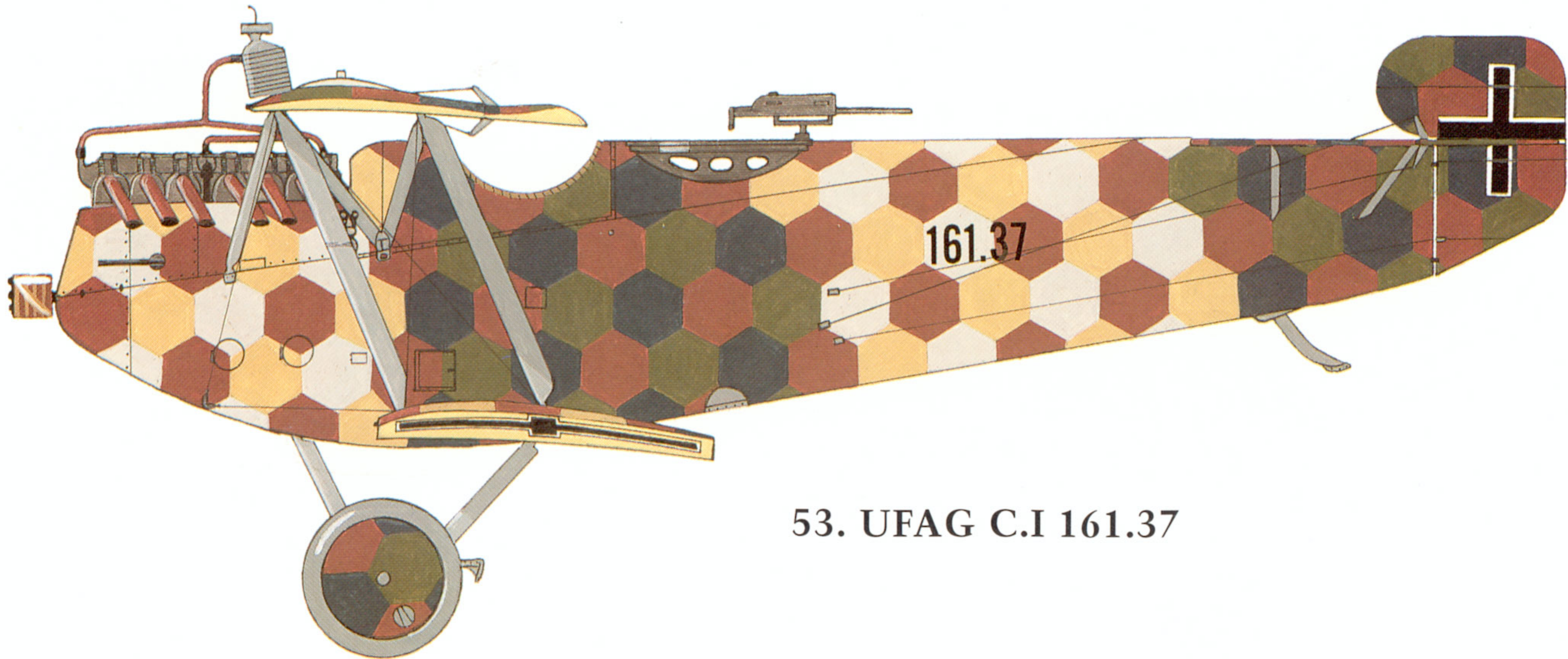




52. Lloyd C.V 46.30, Flik 53/D

53. UFAG C.I 161.37

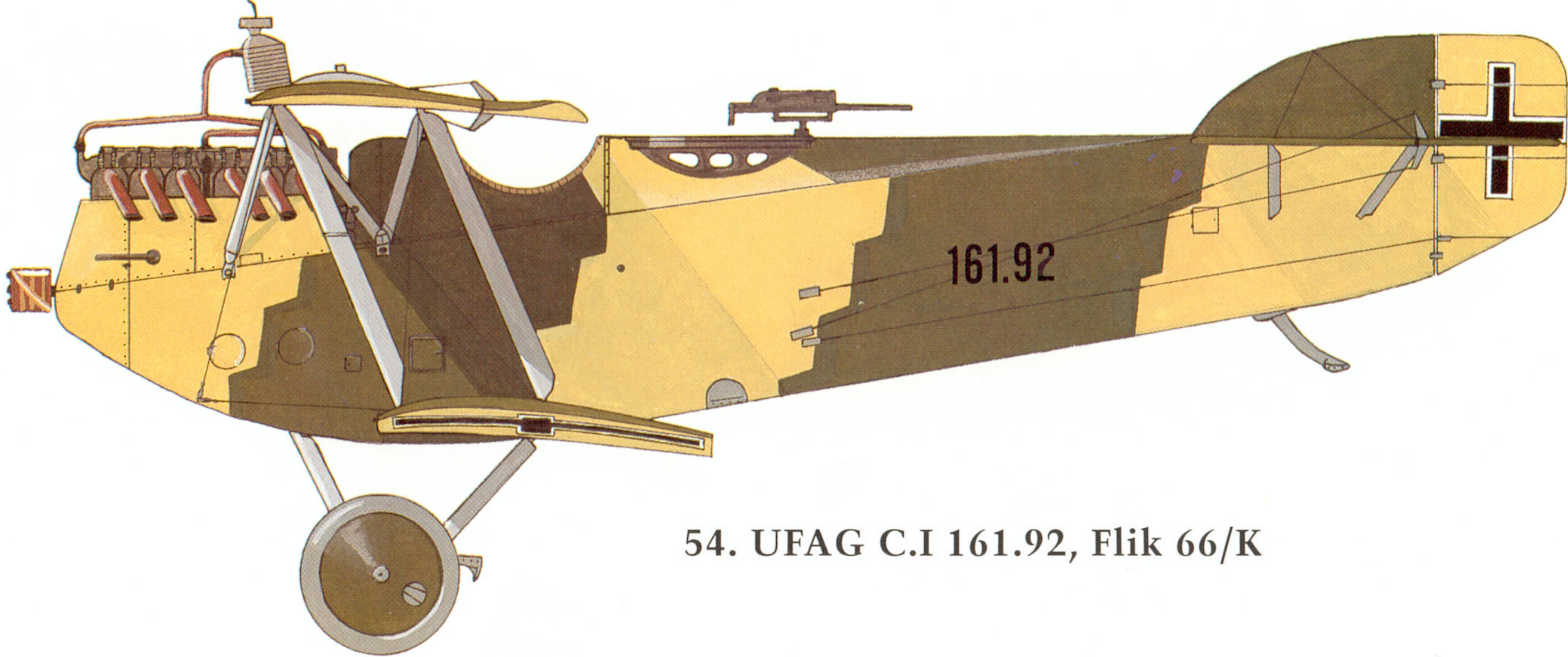




53. UFAG C.I 161.37

54. UFAG C.I 161.92, Flik 66/K

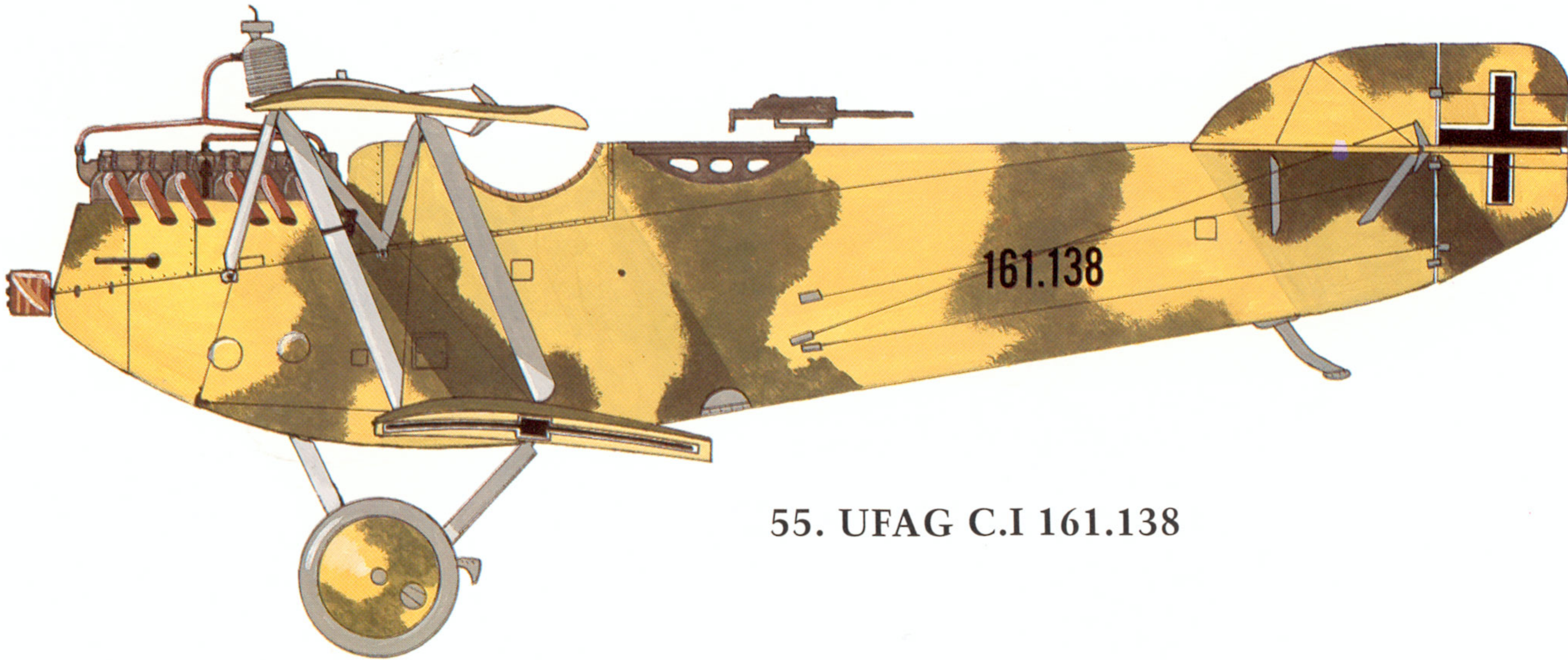




54. UFAG C.I 161.92, Flik 66/K

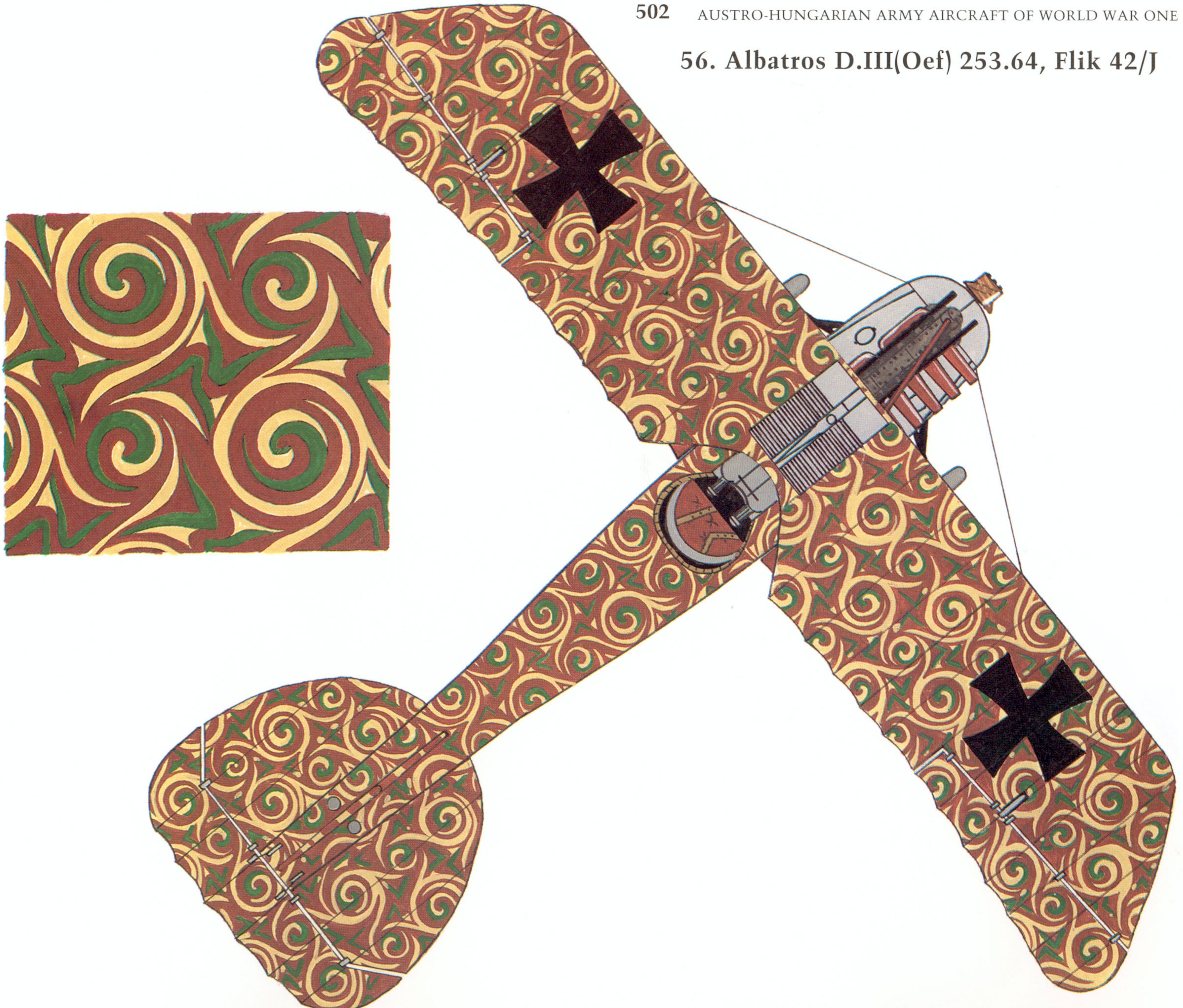
55. UFAG C.I 161.138





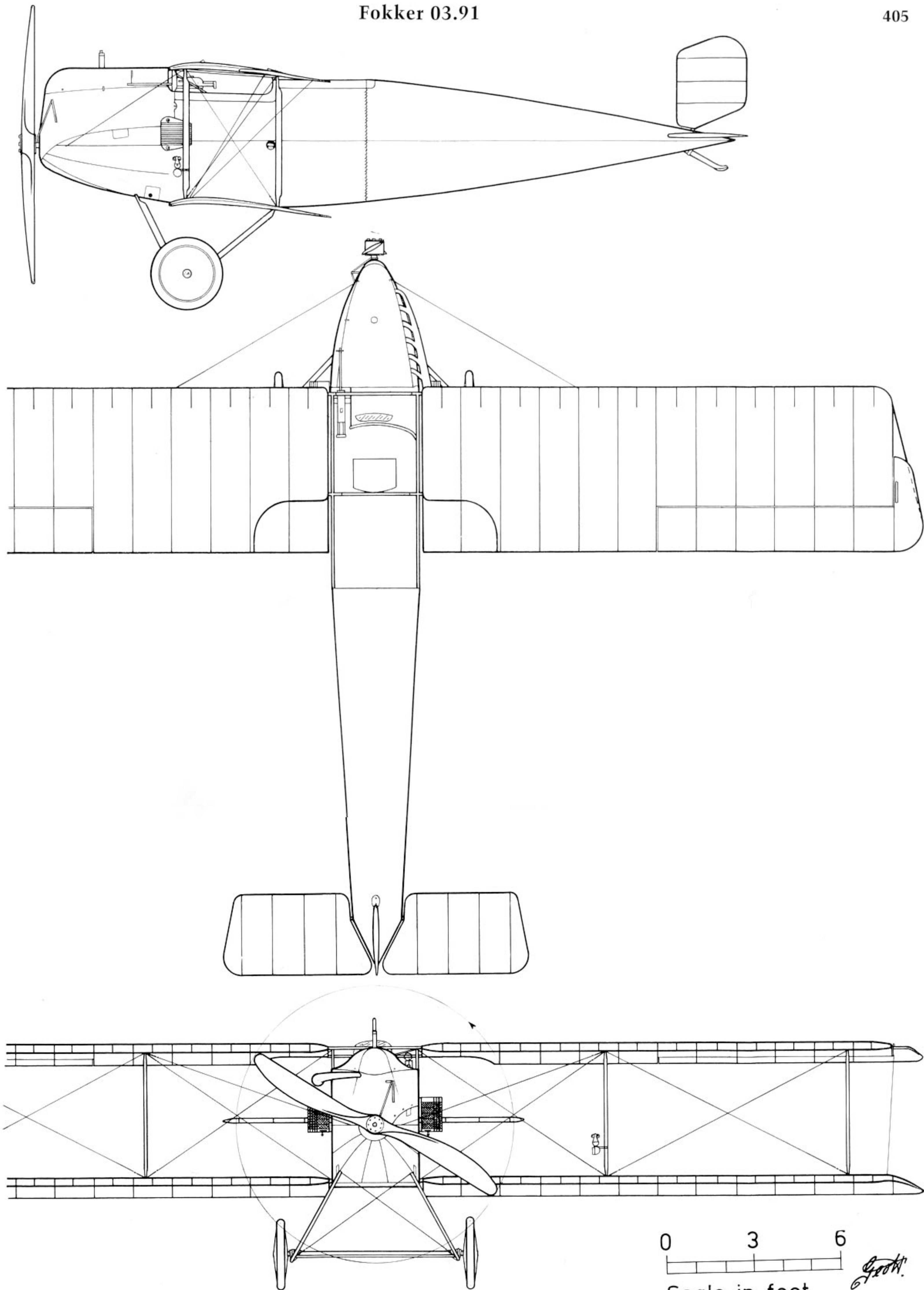
55. UFAG C.I 161.138

56. Albatros D.III(Oef) 253.64, Flik 42/J





56. Albatros D.III(Oef) 253.64, Flik 42/J



0 3 6
Scale in feet
Groth

Fokker 03.91 (M 16)

On learning that the Fokker M 16 two-seat prototype possessed superior performance, the LFT command urgently requested War Ministry approval to purchase "one experimental Fokker biplane, powered by a 160 hp Daimler engine, because the domestic designs have inadequate performance." An engine had already been dispatched to Schwerin. On 24 December 1915, Fokker received an order for one M 16 prototype and a provisional contract for 16 production machines. Because flight trials had not been completed, the production contract was changed in February 1916 in favor of 24 B.II series 03.6 biplanes. In the event that the prototype proved successful, Aviatik was to manufacture a derivative under license (see Aviatik 30.06). Following designer Martin Kreutzer's flight demonstrations for a group of visiting Flars representatives, the M 16 (w/n 435) was shipped to Aspern on 13 April 1916 for evaluation. However, the flight trials were terminated when the Aviatik 30.06 crashed on 7 May. The Fokker M 16, numbered 03.91, was assigned to Flek 6 in Wiener-Neustadt until placed in storage and officially written-off in April 1918.

Fokker A.III Series 03.4

Weeks before German frontline units received the new Fokker E.I (M 5KMG) fighter armed with the revolutionary synchronized machine gun, the LFT knew of its existence and had ordered 12 monoplane fighters on 7 June 1915, followed by further purchase orders totalling 33 fighters. Due to Western Front demands, the German air service refused to grant export permission until late 1915, when the sale of 12 Fokker E.III (M 14) fighters was approved. LFT acceptance of the 12 E.III fighters, designated A.III 03.41 to 03.50, 03.53, and 03.54, began in February 1916 and ended in July, just as the Fokker monoplane fighter was in process of being replaced on the Western Front.⁽¹⁾ Aircraft 03.41 and 03.42 were powered by the French-built 100 hp Gnome rotary engine, the remainder by the 100 hp Oberursel.

It should be noted that at the time when the 12 E.III fighters were under construction in November 1915, two Fokker E.I fighters were already operational with Flik 4 on the Italian Front. The two fighters, numbered E.I 64/15 and 65/15 (80 hp Oberursel engine), had been accepted by the German air service on 4 November 1915 and left the Fokker factory the next day. The question of whether they arrived at Flik 4 directly from Schwerin or were diverted from a German squadron on the Eastern Front remains open. Initially Flik 4 pilots flew the E.I fighters in their German markings, until the two fighters were designated A.III 03.51 and 03.52 respectively.

Oberleutnant Hassan Riza Effendi Pieler flew the first recorded Fokker A.III combat sortie on 12 November 1915 to intercept a flight of Caproni bombers attacking the Flik 4 airfield at Aisovizza, but a jammed gun forced him to retire.

Hauptmann Mathias Bernáth, CO of Flik 4 flying 03.51 (ex-E.I 64/15), was credited with the first Austro-Hungarian single-seat fighter victory when he downed an Italian Maurice Farman biplane near San Lorenzo di Mossa on 25 November 1915. On 18 February 1916, a Caproni squadron on its way to bomb Laibach (Ljubljana) was intercepted by *Hauptmann* Heinrich Kostrba (03.51) and Bernáth (03.42). They both received credit for downing Caproni C.478 at 0845 hours. Kostrba obtained his second victory by shooting down an Italian Caudron at 0925 hours. Twenty-five minutes later, Kostrba, *Oberleutnant* Ludwig Hautzmayer (03.52), *Fähnrich*

(1) Since the first two LFT monoplanes were designated Etrich A.I (Fd) and A.II (Fd), the third monoplane received the designation A.III.

Max Brociner (03.41), and a two-seater from Flik 8 shared a victory over Caproni C.703 returning from the raid. Three further victories were recorded by Fokker A.III fighters of Flik 19: *Oberleutnant* Maximilian Perini (03.42) shot down a Voisin for his first victory on 10 May 1916; *Stabsfeldwebel* Stefan Huzjan (03.52), a Voisin for his second victory; *Oberleutnant* Hautzmayer (03.42), a Caudron for his third victory. No victories were recorded by the Fokker A.III fighters assigned to Fliks 8, 12, and 28 on the Isonzo Front. Obviously so few fighters had a negligible impact on the air war, particularly since pilots were prohibited from following their prey over the lines to prevent the synchronization mechanism from falling into enemy hands. Moreover, the A.III was rapidly becoming obsolete. An LFT summary dated 10 August 1916, comparing the A.III with the new Brandenburg C.I, praised the latter as being superior in both speed and climb. With the introduction of the new Brandenburg and Albatros biplane fighters in November 1916, the Fokker A.III was shifted to the less-active Eastern Front, serving with Fliks 1, 8, 9, 13, 18, 25, and 29 until the remaining two or three machines were withdrawn to end their career as single-seat trainers.

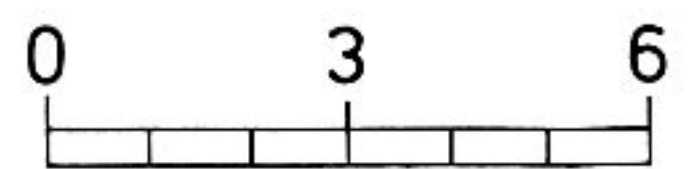
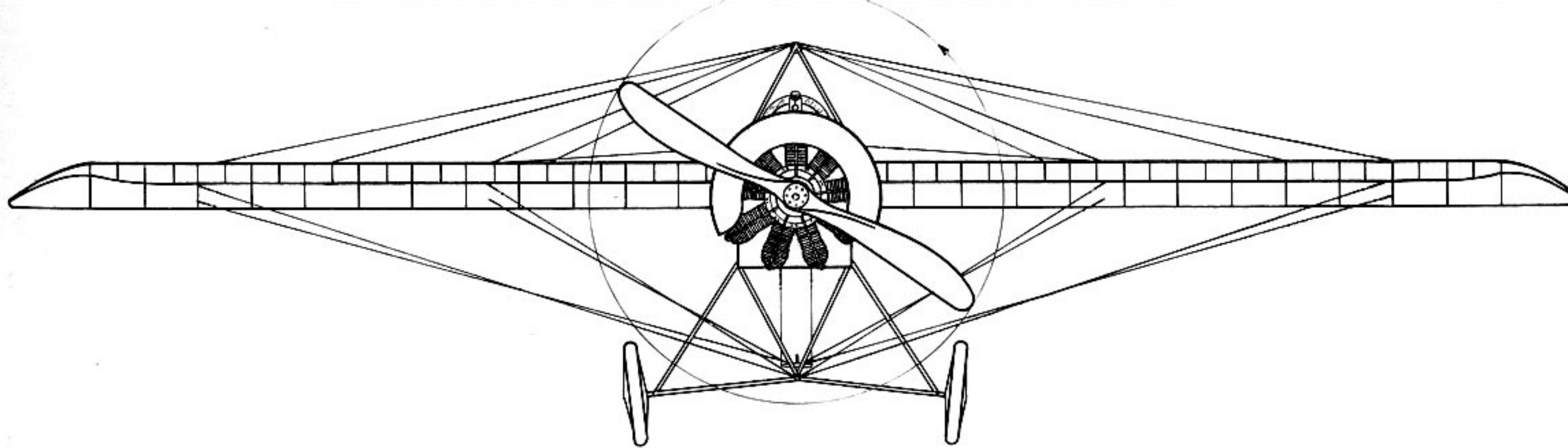
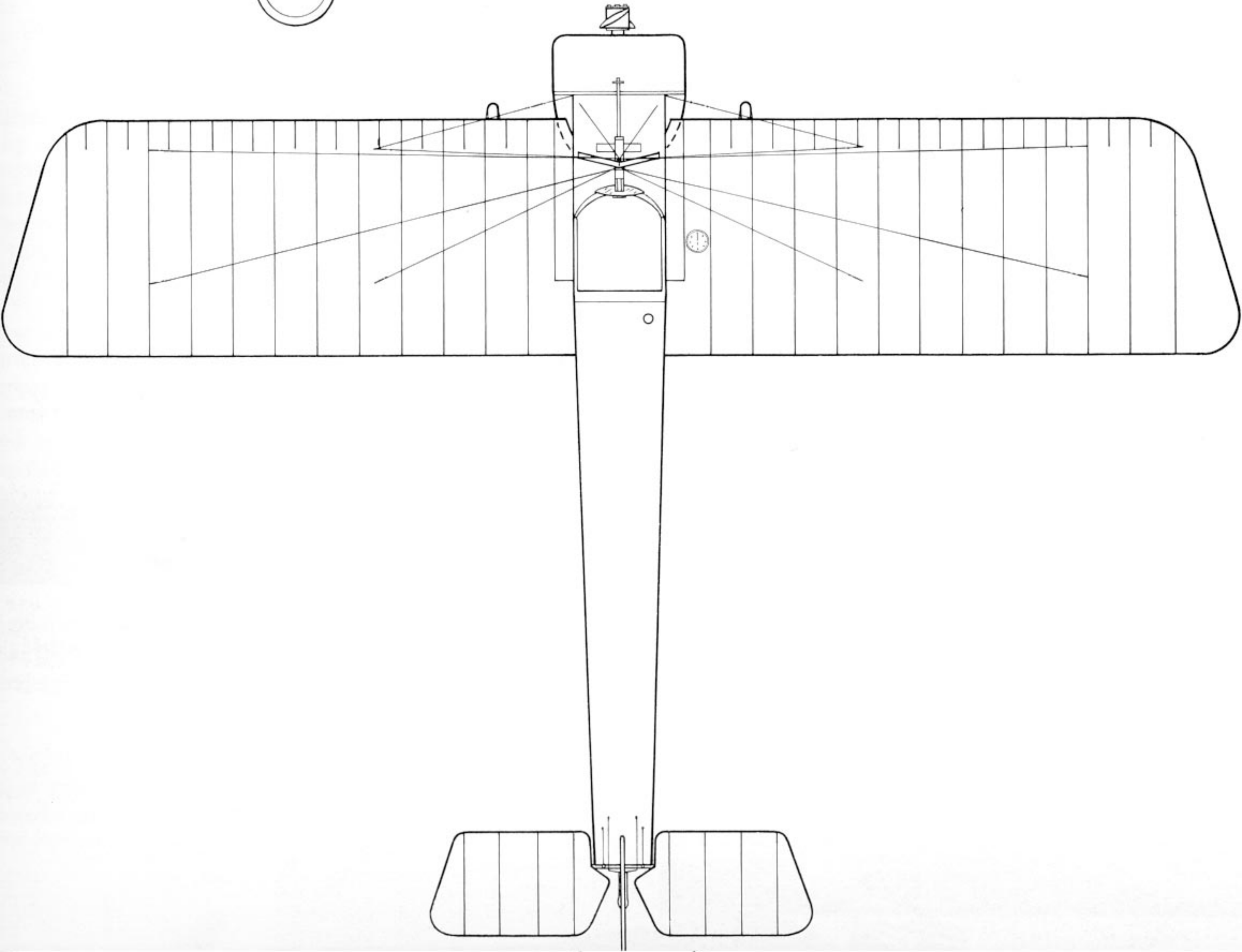
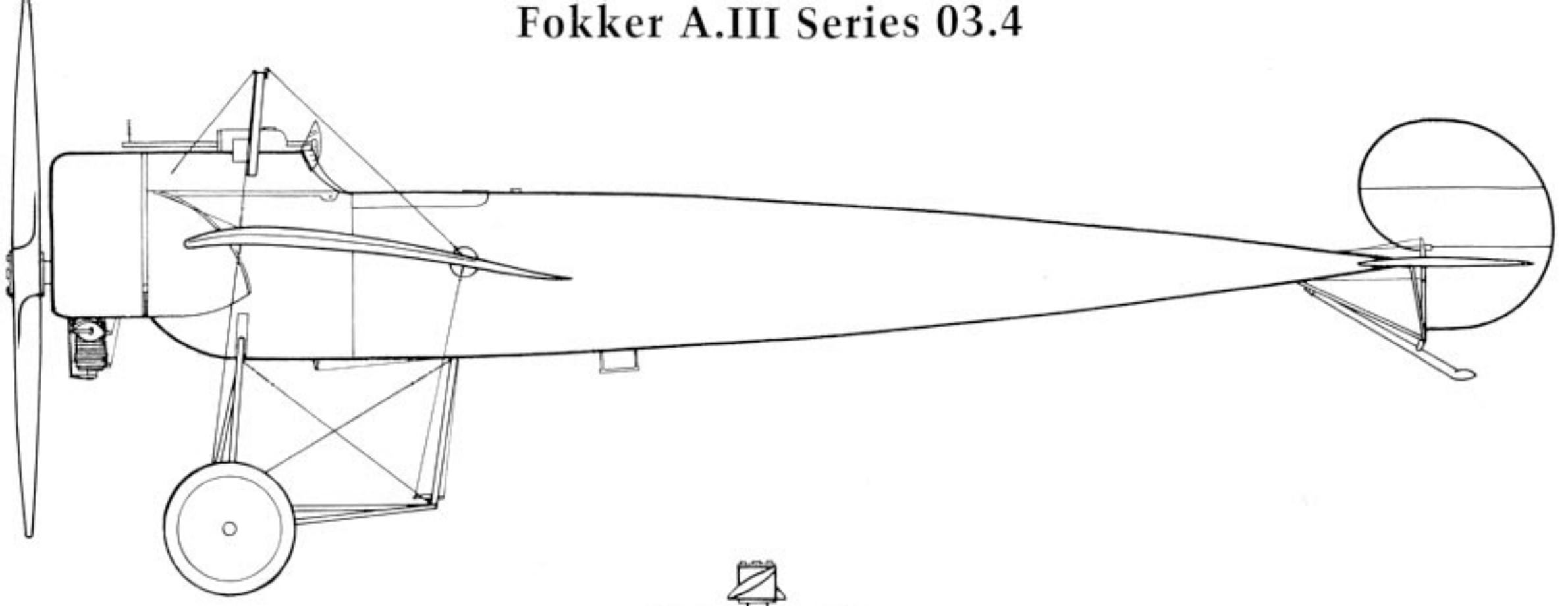
Fokker A.III Series 03.4

Engine:	100 hp Oberursel	
Wing:	Span Upper	10.04 m (32.94 ft)
	Chord Upper	1.80 m (5.91 ft)
	Total Wing Area	16.0 sq m (172 sq ft)
General:	Length	7.20 m (23.62 ft)
	Height	2.40 m (7.87 ft)
	Empty Weight	400 kg (882 lb)
	Loaded Weight	615 kg (1356 lb)
Maximum Speed:		140 km/hr (87 mph)
Climb:	1000m (3,281 ft) in	5 min
	2000m (6,562 ft) in	15 min
	3000m (9,843 ft) in	30 min

Fokker A.III Series 03.51–52

Engine:	80 hp Oberursel	
Wing:	Span Upper	8.95 m (29.36 ft)
	Total Wing Area	16.0 sq m (172 sq ft)
	Length	6.75 m (22.15 ft)
General:	Height	2.88 m (9.45 ft)
	Track	2.00 m (6.56 ft)
	Empty Weight	358 kg (789 lb)
	Loaded Weight	563 kg (1241 lb)
Maximum Speed:		130 km/hr (81 mph)
Climb:	1000m (3,281 ft) in	7 min
	2000m (6,562 ft) in	20 min
	3000m (9,843 ft) in	40 min

Fokker A.III Series 03.4



Scale in feet



*The first Fokker fighter to reach LFT service was the E.I 64/15, later designated A.III 03.51, shown here with **both** Austro-Hungarian and German designations on the fuselage. Hauptmann Heinrich Kostuba of Flik 4 awaits instructions on the Aisovizza airfield, December 1915.*



Fokker A.III 03.43 was flown by pilots of Flik 8 and 19 on the Isonzo Front in May 1916. This machine was one of the few armed with a synchronized Schwarzlose M 7/12 machine gun.

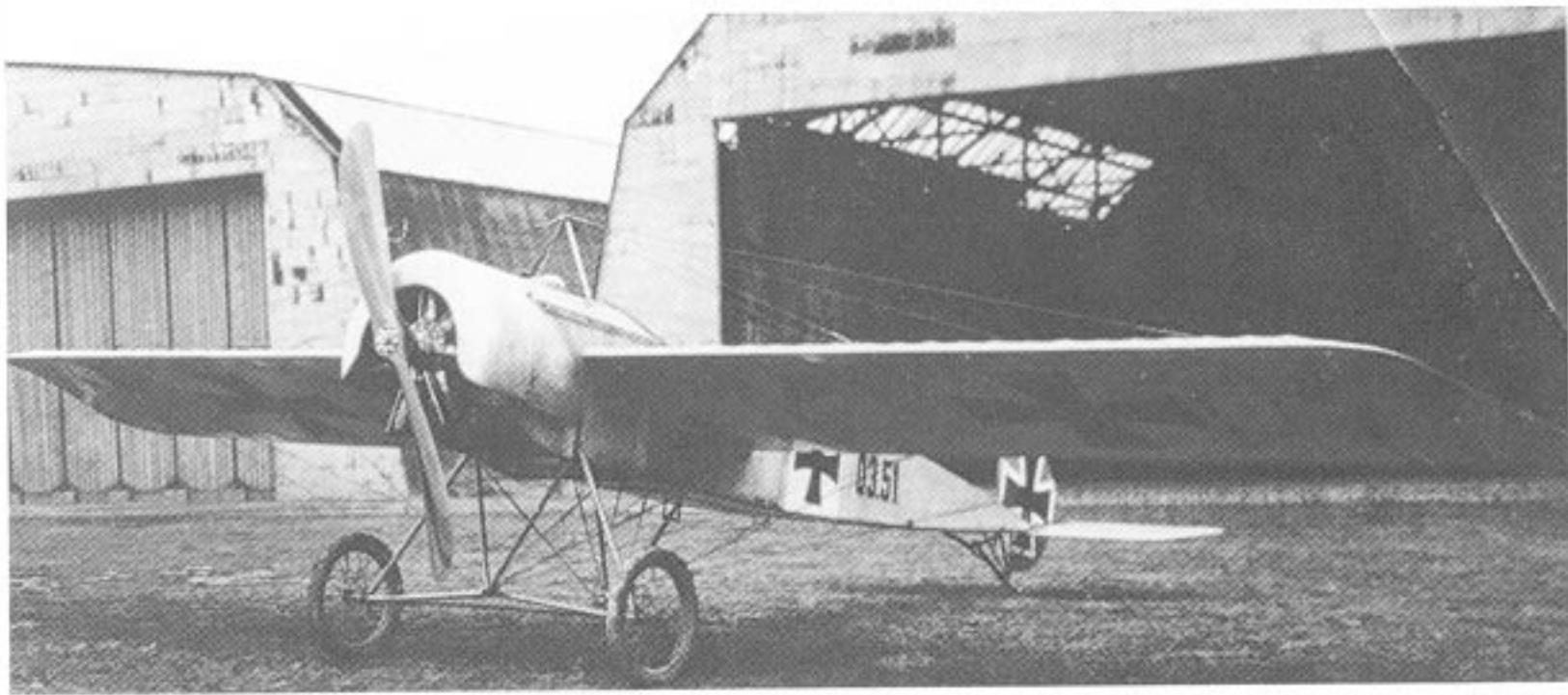
Fokker A.III 03.47 armed with a Spandau LMG 08 machine gun being readied for flight in Galicia.



A line-up (l to r) of Fokker A.III 03.42, 03.41, 03.52, and 03.51, probably in February 1916 on the Aisovizza airfield. At the time the photograph was taken, these fighters were assigned to Fliks 4 and 19 but had been banded together to form the Fokker-Kampfstaffel.

During combat on 15 August 1916, Fokker A.III 03.52 (ex E.I 65/15) collided with A.III 03.44, killing two pilots of Flik 19 and 28.



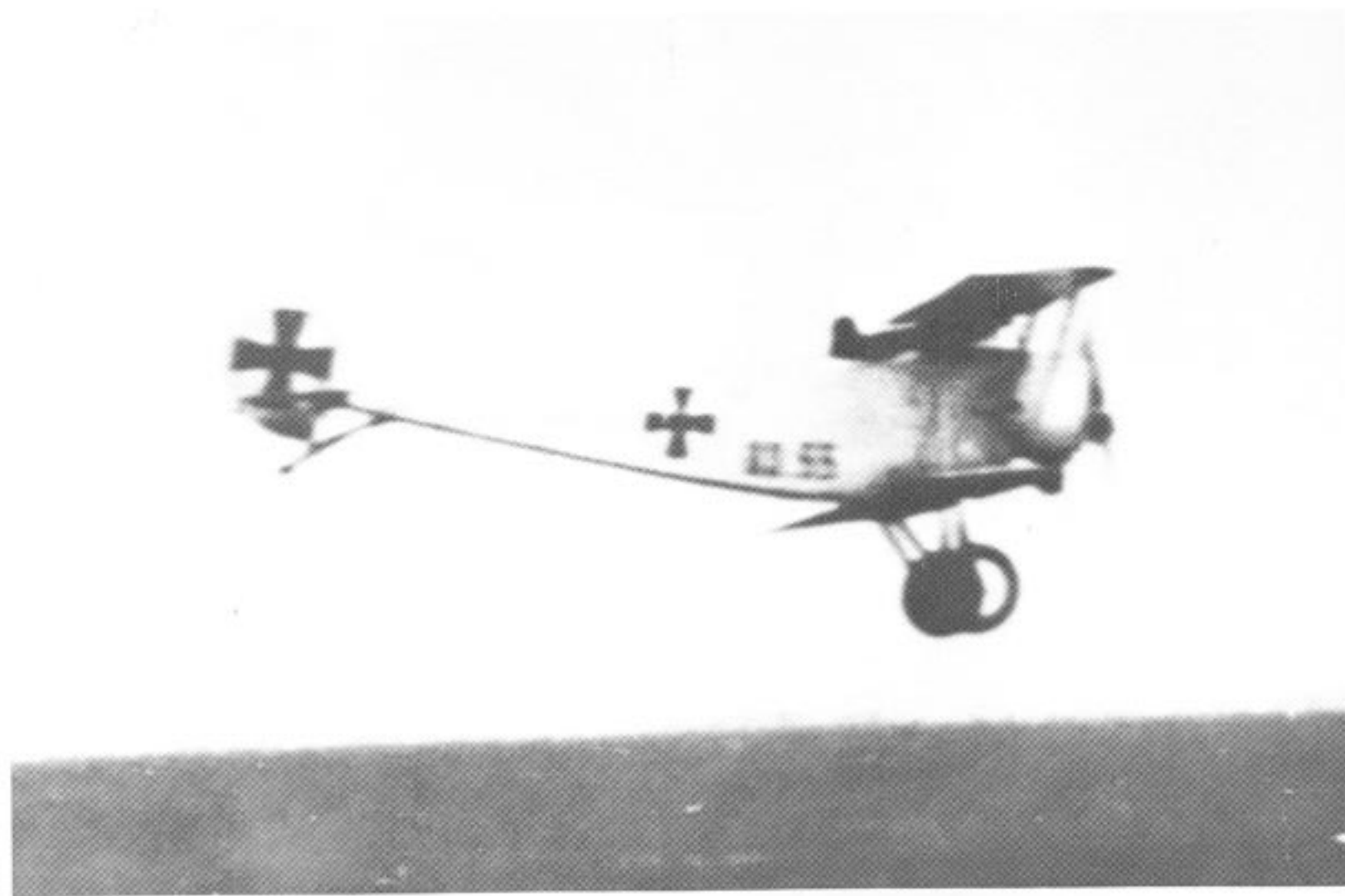


Fokker A.III 03.51, one of the two or three unarmed A.III trainers based at Flek 6 in Wiener-Neustadt in 1917.

Fokker Series 03.55 (M17)		
Engine:	100 hp Oberursel	
Wing:	Span Upper	8.75 m (28.71 ft)
	Chord Upper	1.15 m (3.77 ft)
	Chord Lower	1.15 m (3.77 ft)
	Gap	1.30 m (4.27 ft)
	Stagger	0.30 m (0.98 ft)
	Total Wing Area	18.5 sq m (199 sq ft)
General:	Length	6.40 m (21.00 ft)
	Height	2.76 m (9.06 ft)
	Track	1.70 m (5.58 ft)
	Empty Weight	427 kg (942 lb)
	Loaded Weight	634 kg (1398 lb)
Maximum Speed:	145 km/hr (90 mph)	
Climb:	1000m (3,281 ft) in	4 min 30 sec
	2000m (6,562 ft) in	9 min 30 sec
	3000m (9,843 ft) in	17 min
	4000m (13,124 ft) in	27 min

Fokker Series 03.55 to 03.60 (M 17)

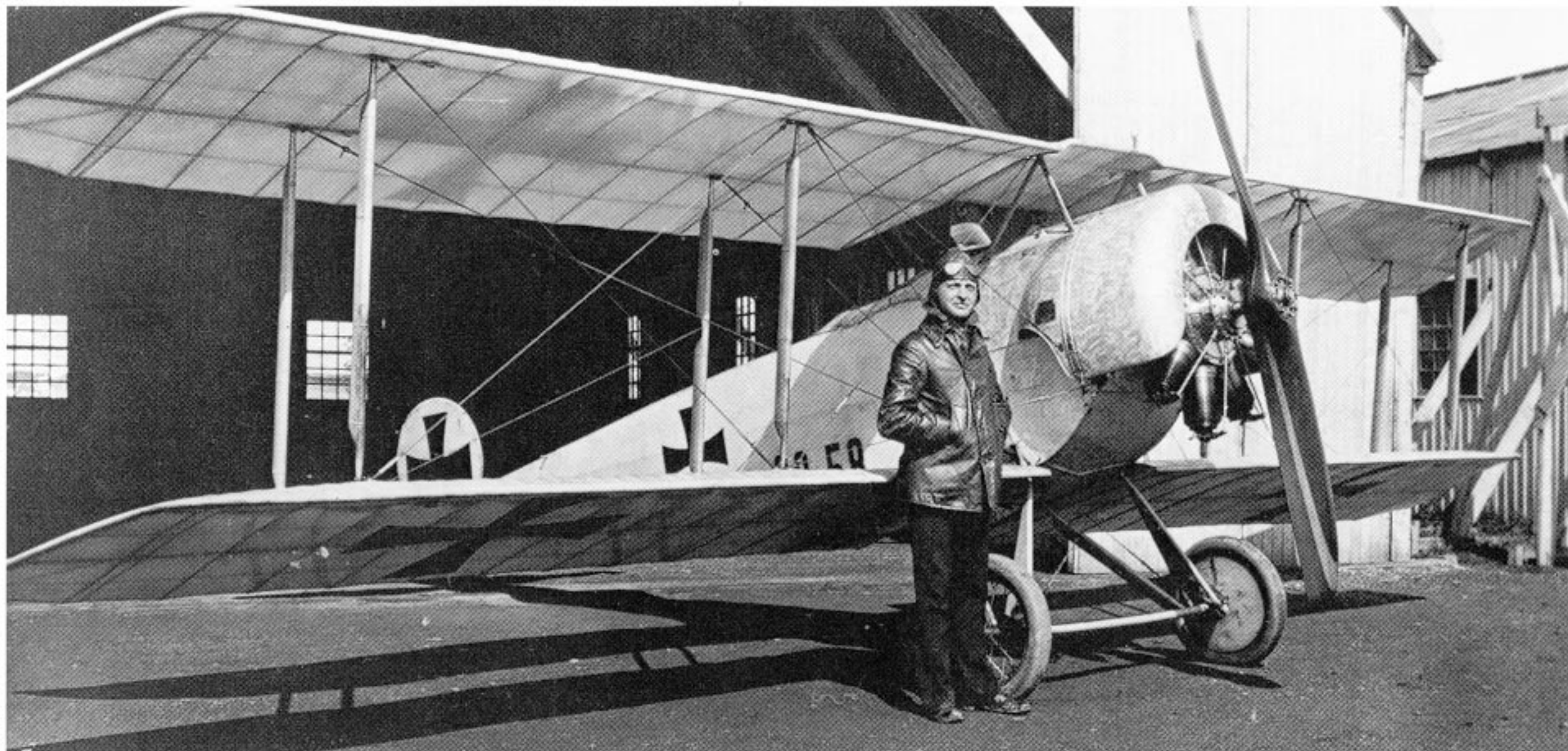
In July 1916, the LFT accepted Fokker's offer to substitute the M 17 biplane fighter for the last six E.III monoplanes then on order. Currently in production for the German air service as the Fokker D.II, the M 17 was powered by a 100 hp Oberursel engine and fitted with twin-bay wings equipped with wing-warping controls. One M 17 was accepted in September 1916 and the remaining five were delivered in October and November. They were assigned the numbers 03.55 to 03.60, but no type designation (B.II would have been appropriate) has been found in LFT records. Deemed unsuitable for front-line service due to its slow speed and climb, the unarmed M 17 was relegated to training duties at Fleks 6, 7, and 16. Three M 17 trainers were still in service in mid-1918. Aircraft 03.60 was tested with an experimental "wing brake" in January 1917 at Aspern.

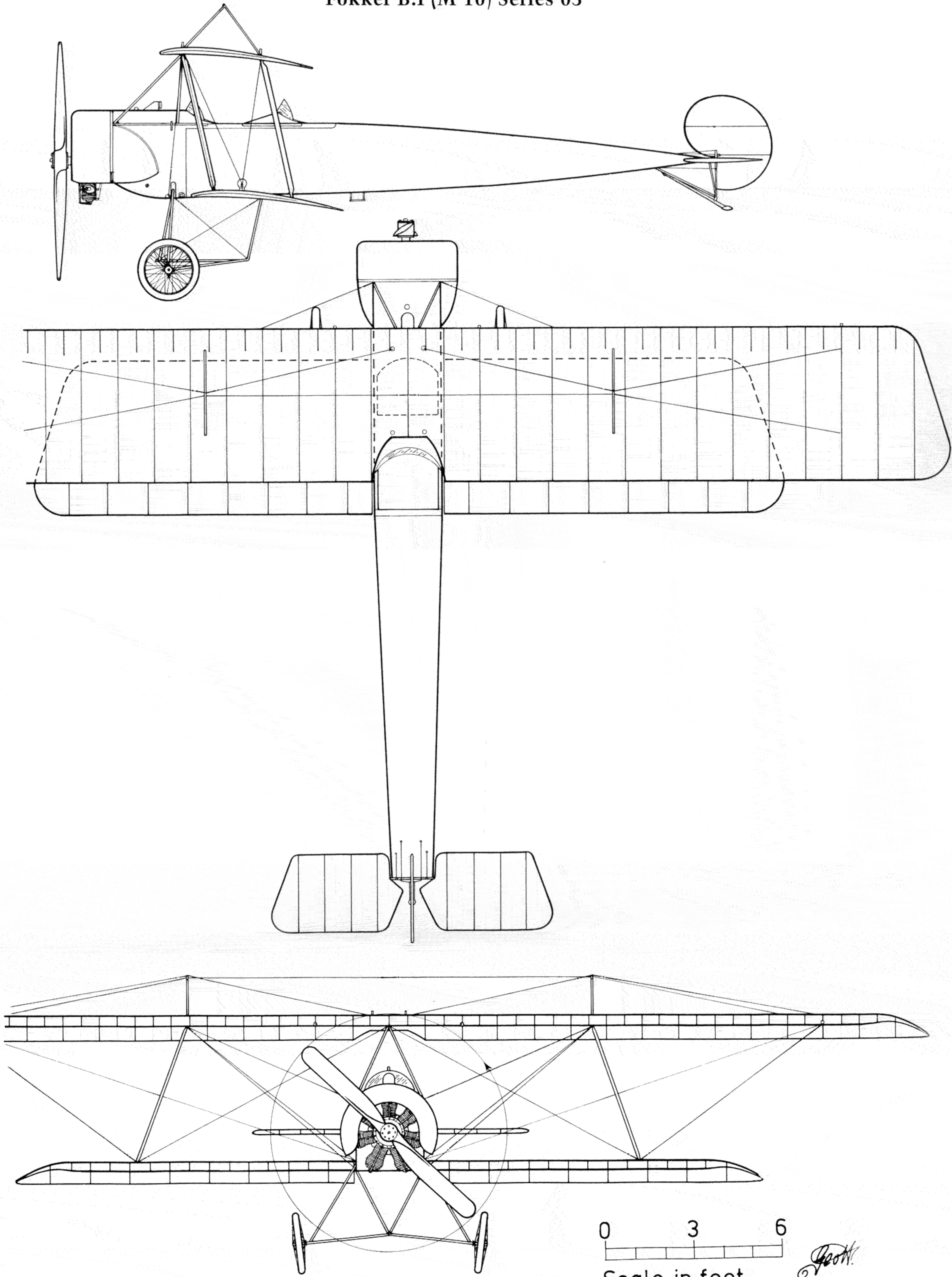


Fokker 03.55 (M 17) coming in for a landing after a training flight. Delivered in September 1916, this machine was written-off in October 1918.



Above and right: Based at Flek 7 in Parndorf in July 1917, Fokker 03.58 (M 17, w/n 923) was flown as an advanced, unarmed single-seat trainer.





0 3 6
Scale in feet

Fokker

Fokker Flugzeugwerke GmbH

Schwerin

The Fokker Flugzeugwerke was an important supplier to the Austro-Hungarian air service in the early years of the war. By the time the LFT ceased purchasing aircraft from Germany in 1916, over 100 Fokker aircraft had been delivered, ranking second only to Hansa-Brandenburg. As in Germany, Anthony Fokker actively sought the advice and opinions of pilots with combat experience to determine the kind of aircraft his engineering staff should design. During his visits to Vienna and Budapest, Fokker became friends with influential Flars officials, among them Theodor von Kármán and Richard von Mises. Like no other, Fokker kept his name in the limelight; the LFT reports are filled with references to his aircraft, while liaison officers in Germany reported on the latest developments at Schwerin. The first aircraft built by MAG in early 1917 were Fokker designs, but perhaps Fokker's most satisfying one came in late 1918 with the LFT's decision to order the Fokker D.VII into mass production as the principal fighter of 1919, albeit too late to make a difference. Considering Fokker's involvement with Austro-Hungarian aviation throughout the war, it is curious that Fokker's book *The Flying Dutchman* hardly mentions the role he and his company played.



MAG director Anthony Fokker (sitting) and Friedrich Seekatz, head of aircraft production at MAG, posing in front of the Fokker V 12 (w/n 1980) fighter at Mátyásföld in the spring of 1918.



Designer and test pilot Martin Kreutzer and Fokker (r) in the cockpit of the Fokker M 16 (03.91) at Schwerin, posing with three visiting Flars officers, including Oberleutnant Hans Mandl in the flying tunic. The date is January–February 1916.

Fokker B.I Series 03

The long-lived Fokker B.I (Type M 7 and M 10) biplane was flown throughout the war by scores of Austro-Hungarian airmen, first as a light reconnaissance aircraft and then as a basic and secondary trainer. It was praised for its tractable and safe flight characteristics. The LFT purchased a total of 39 Fokker biplanes and one M 5L monoplane according to the following schedule:

Qty	Type	Series Number	Order Date
11	M 7	03.01, 02, 04–12	20 September 1914 ^(a)
1	M 5L	03.03	29 January 1915
12	M 10	03.13–24	17 October 1914
4	M 7	03.25–28	6 May 1915 (rebuilt, less engines)
12	M 10	03.29–40	29 January 1915 (less engines)

(a) It is known that Fokker sent ex-B.494–505/14 to the LFT.

The first 12 biplanes, released by the German air service to help relieve the critical aircraft shortage, were delivered in January–February 1915 and received the designation Fok.1 to Fok.12. In February 1915, the designation was changed to Fokker B.I 03.01 to 03.40. Inexplicably, number 03.03 was assigned to the Fokker M 5L monoplane, although it did not belong to this series. The last Fokker B.I was delivered in January 1916. Four M 7 biplanes rebuilt (i.e.: repaired) by the Fokker works were numbered 03.25 to 03.28. All M 7 and M 10 machines were powered by the 80 hp Oberursel U.0 rotary engine.

As of mid-1915, the unarmed Fokker B.I saw service in the Balkans with Flik 6, on the Eastern Front with Fliks 14, 25, and 27, on the Isonzo Front with Fliks 4, 8, 12, and 19, and with Fliks 16 and 17 in Kärnten and the Tirol until early 1916. Flik 6 found that the B.I's low rate of climb and ceiling made them useless in the mountainous terrain of Montenegro. It was soon replaced by more powerful machines. A few B.I biplanes remained at the Front as trainers until February 1917. At home they were assigned to Fleks 3, 4, 6, 8, and 9 as secondary trainers. Seven were still active on 31 August 1918.

The Fokker 03.03 (M 5L) unarmed monoplane was initially attached to Flek 6 as a "practice aircraft," possibly in preparation for the arrival of the Fokker monoplane fighters that were ordered in July 1915. Reported damaged on 30 August 1915, the Fokker 03.03 subsequently was assigned to Flik 8 as a trainer and was written-off in March 1918.

Fokker B.I (M 7) Series 03

Engine:	80 hp Oberursel	
Wing:	Span Upper	11.70 m (38.39 ft)
	Span Lower	7.20 m (23.62 ft)
	Chord Upper	1.50 m (4.92 ft)
	Chord Lower	1.50 m (4.92 ft)
	Total Wing Area	26.0 sq m (280 sq ft)
General:	Length	8.00 m (26.25 ft)
	Height	2.95 m (9.68 ft)
	Empty Weight	380 kg (838 lb)
	Loaded Weight	679 kg (1497 lb)
Maximum Speed:	130 km/hr (81 mph)	
Climb:	1000m (3,281 ft) in	8 min
	2000m (6,562 ft) in	15 min 30 sec

Fokker B.I (M 10) Series 03

Engine:	80 hp Oberursel	
Wing:	Span Upper	11.30 m (37.07 ft)
	Span Lower	7.77 m (25.49 ft)
	Chord Upper	1.6 m (5.25 ft)
	Chord Lower	1.6 m (5.25 ft)
	Stagger	0 m (0 ft)
	Total Wing Area	28.0 sq m (301 sq ft)
General:	Length	7.50 m (24.61 ft)
	Height	2.50 m (8.20 ft)
	Empty Weight	409 kg (902 lb)
	Loaded Weight	712 kg (1570 lb)
Climb:	2000m (6,562 ft) in	25 min

Fokker 03.03 (M 5L)

Engine:	80 hp Oberursel	
Wing:	Span Upper	11.0 m (36.09 ft)
	Chord Upper	1.80 m (5.91 ft)
General:	Length	6.90 m (22.64 ft)
Maximum Speed:	130 km/hr (81 mph)	
Climb:	1000m (3,281 ft) in	4 min 30 sec
	2000m (6,562 ft) in	15 min



*The Fokker B.I 03.10 (M 7) of
Flik 6 on the Igalo airfield
(Montenegro Front) in August
1915. The old designation Fk 10
is barely visible below the new
number.*



*Affectionally dubbed Oelsardine (oil sardine) for the greasy rotary-
engine exhaust which coated pilot and airframe, this Fokker B.I
03.09 (M 7) is shown here serving out its career as a secondary
trainer with Flek 6.*

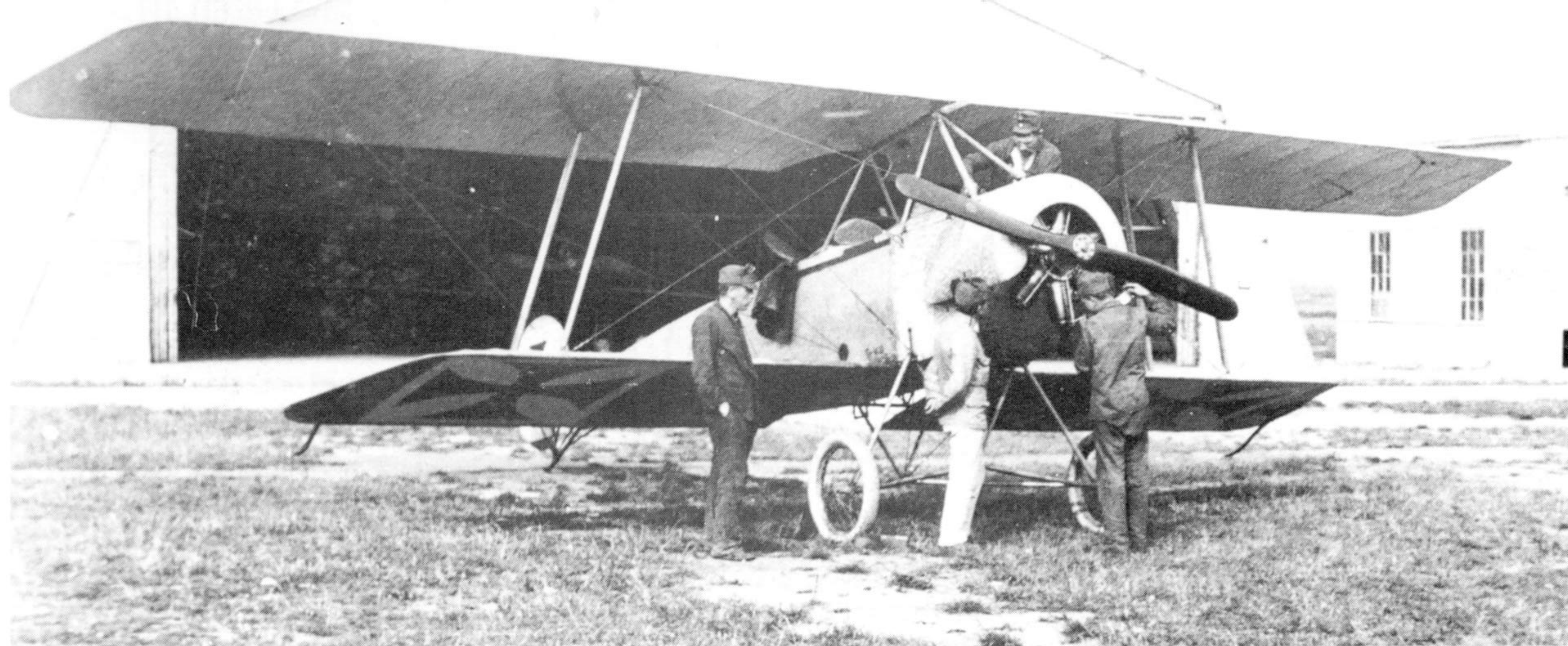


*Fokker B.I 03.22 (M 10) of Flik 8 on Haidenschaft airfield (Isonzo
Front) in December 1915. The aircraft was still active as a trainer in
October 1918.*



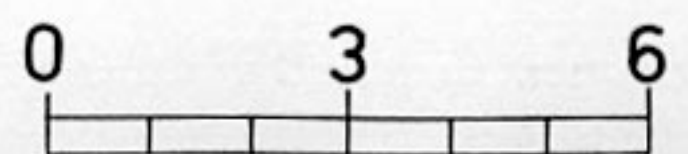
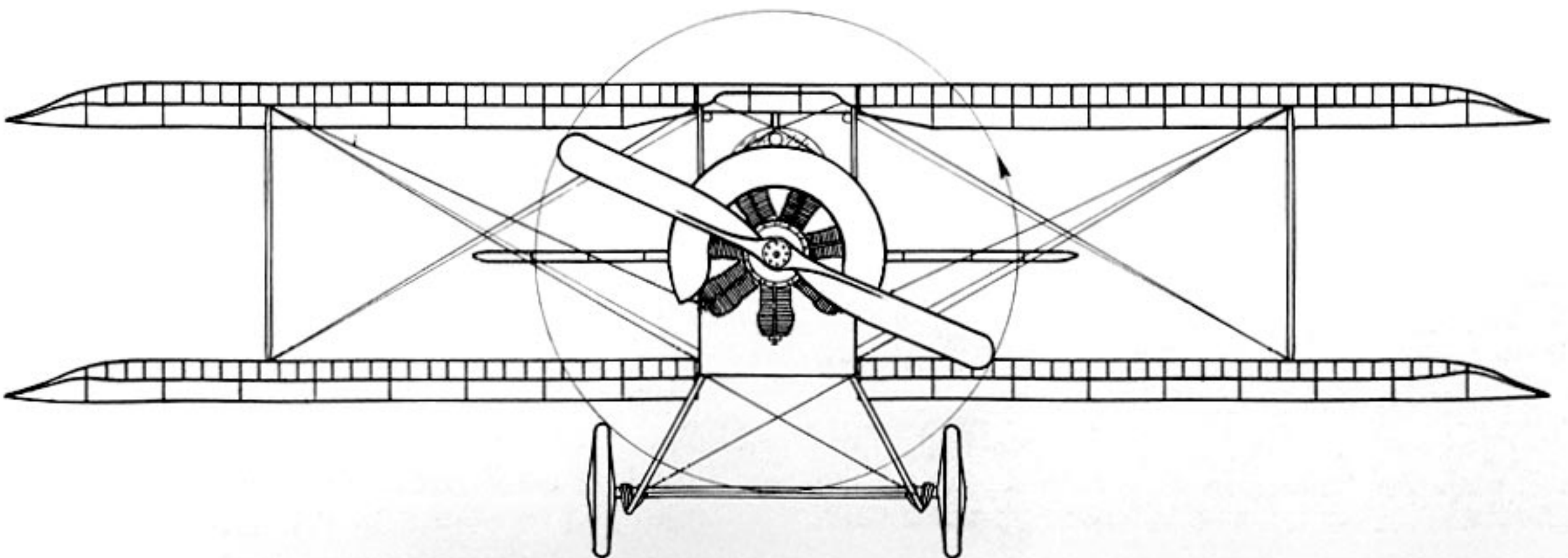
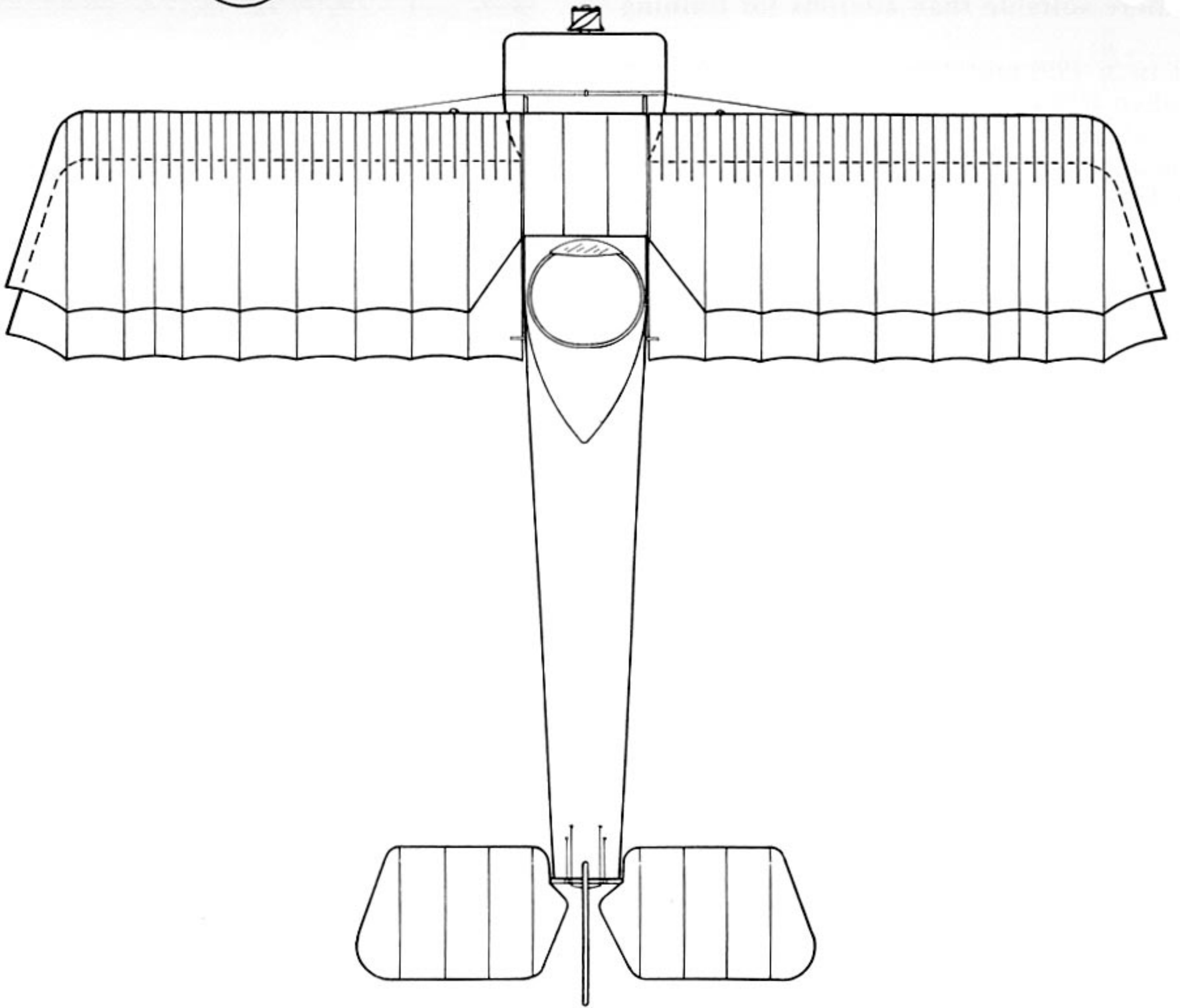
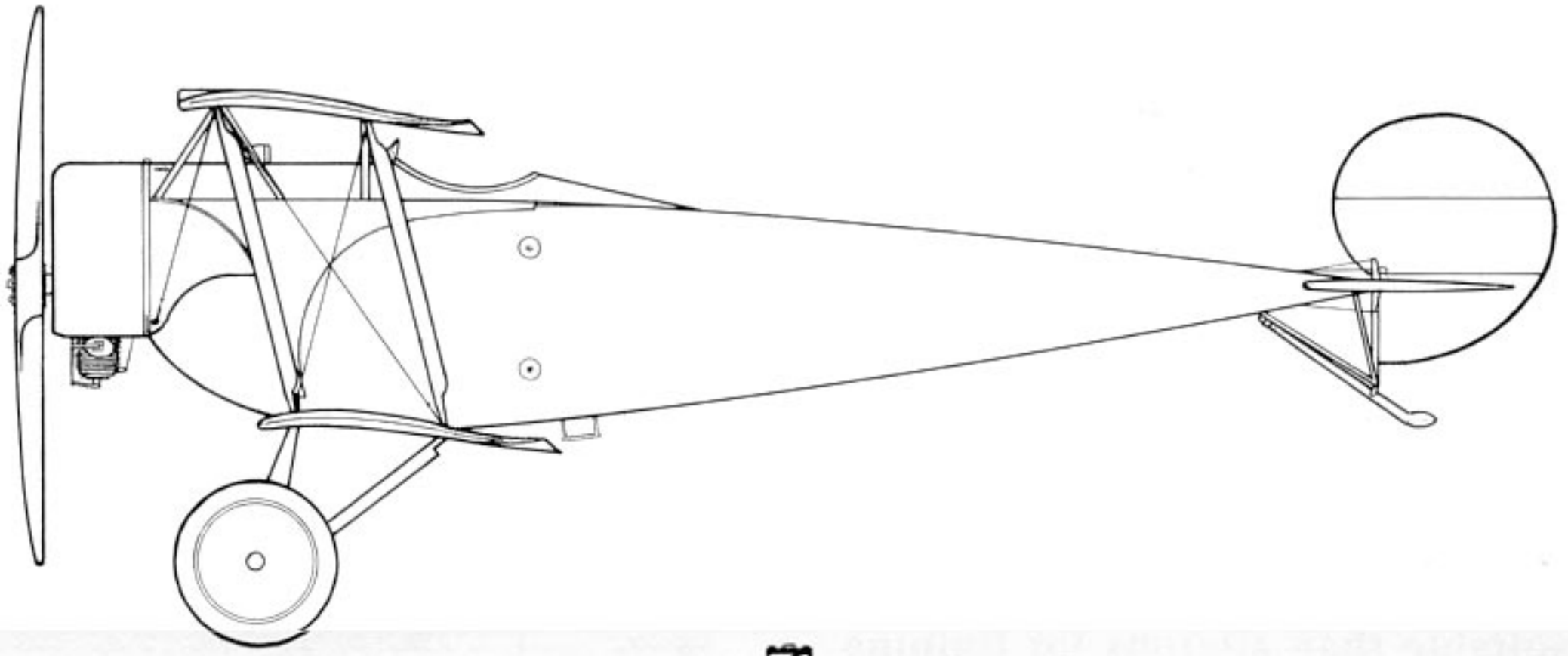
Fokker B.I 03.32 (M 10) of Flik 4 on the Aisovizza airfield (Isonzo Front) in November 1915. The rocky ground, typical of the conditions on the Italian Front, was tough on aircraft and aircrew alike.

This Fokker B.I (M 10) shows the wing skids that were mounted on some aircraft. Compared to the M 7, the M 10 had higher king-posts, lower cockpit fairing, and different wire bracing.



Oberleutnant Wedige von Froreich (l) of Flik 8 posing with the Fokker 03.03 (M 5L) at Haidenschaft, 25 December 1915. It is inconsistent with the LFT numbering system that an A-type monoplane was given a series number from among a large group of biplanes, but this may simply have been a matter of expediency.

Fokker B.II Series 03.6



Scale in feet

Fokker B.III Series 04.1

Sometime in April 1916, Flars officials were astounded when the Fokker M 18 prototype (w/n 501) arrived at Aspern "without prior knowledge or consent," an unprecedented event to be sure, but one typical of Fokker's sales tactics. The 120 hp Mercedes-powered M 18 was favorably received as the LFT required a transition trainer. Consequently, the production machines were modified, fitted with a 100 hp Mercedes engine and, unlike the prototype, with wing-warping control. Production began in June 1916 but redesign of the wing to accommodate warping control incurred some delay. Eighteen fighter-trainers, less engine, were formally purchased in December 1916, although only a total of 17 entered LFT inventory. These were designated B.III 04.11 to 04.27. The M 18 prototype (w/n 501), originally numbered 03.92, was re-numbered 04.11. Seven production machines were accepted in August and nine in September 1916. It appears that some, but not all, B.III machines were fitted with a free-firing machine gun mounted over the center section.

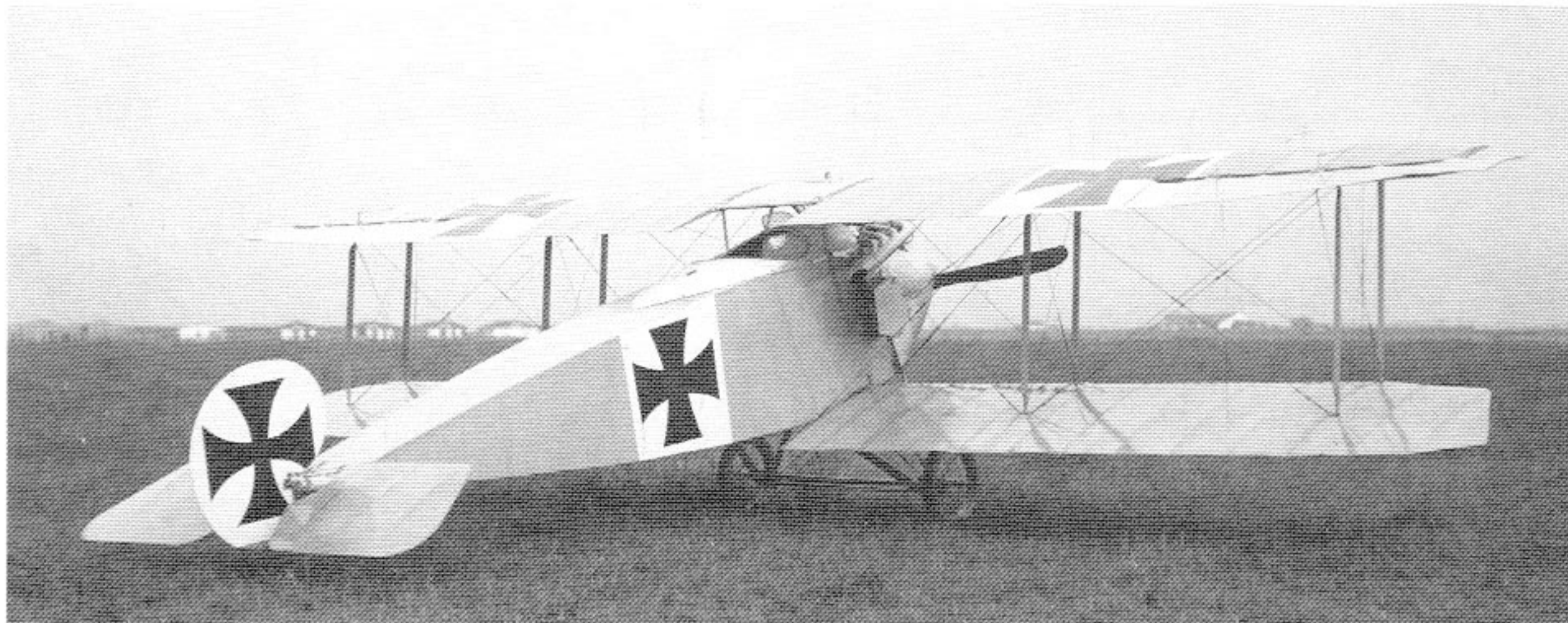
In October 1916, Fliks 4, 12, 19, and 28 (Isonzo Front), 16 (Kärnten), and 17, 21, and 24 (South Tirol) began to receive the B.III fighter-trainers that were flown primarily "to accustom pilots to the more powerful Brandenburg D.I." The B.III trainer was retired from the Front in February 1917 and assigned to Flek 6. During 1917 MAG, who built the Fokker B.III (series 04.3) under license, repaired and refurbished several trainers, enabling them to remain in service until late 1918.

Fokker B.III Series 04.1

Engine:	100 hp Mercedes	
Wing:	Span Upper	9.05 m (29.69 ft)
	Chord Upper	1.25 m (4.10 ft)
	Total Wing Area	22.0 sq m (237 sq ft)
General:	Length	5.70 m (18.70 ft)
	Height	2.69 m (8.83 ft)
	Track	1.70 m (5.58 ft)
	Empty Weight	442 kg (975 lb)
	Loaded Weight	700 kg (1544 lb)
Maximum Speed:		150 km/hr (93 mph)
Climb:	1000m (3,281 ft) in	6 min 10 sec
	2000m (6,562 ft) in	15 min 10 sec
	3000m (9,843 ft) in	25 min 25 sec
	4000m (13,124 ft) in	39 min 34 sec

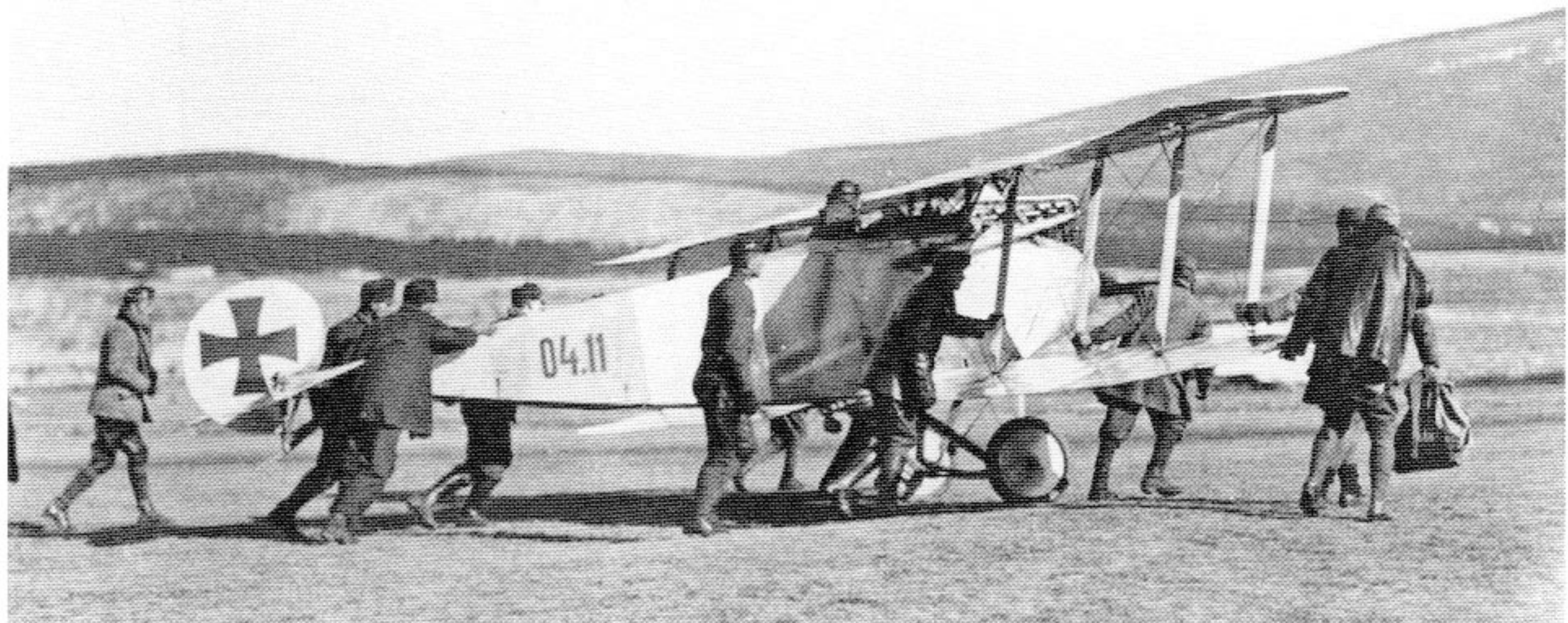


Above: The Fokker M 18 (w/n 501) prototype photographed at the German test center at Döberitz in the spring of 1916. It was powered by a 120 hp Mercedes engine and armed with one Spandau MG 08/15 machine gun.



Above: The Fokker M 18 (w/n 501) prototype as delivered to Aspern in April 1916. It now has the characteristic button-shaped rudder and was unarmed. The assigned designation was 03.92 (later 04.11).

The Fokker M 18 (w/n 501) prototype, now re-designated B.III 04.11, and a production B.III (04.27) were assigned to Fluggeschwader I when it was established in December 1916. The B.III 04.11 was used as an unarmed trainer through February 1917 at Divacca.



Fokker B.II Series 03.6

Because the Fokker M 16 prototype (03.91) flight trials were still underway, in February 1916 Flars purchased 24 Fokker B.II (M 17) fighter-trainers in lieu of the scheduled 16 M 16 biplanes. In July 1916 a "large number of completed B.II fighters were stored at the Fokker factory awaiting arrival of machine guns." Unbeknownst to the resident LFT inspector, these were to be installed at Aspern, and the suggestion that Fokker armament expert *Ingenieur* Heinrich Lübke perform this task was rejected. Records show that only 23 Fokker B.II, numbered 03.61 to 03.83, were accepted: 03.61 in April, 19 aircraft (less engines) in August, and three in September 1916. As delivered to the LFT, the Fokker B.II had single-bay wings, a 80 hp Oberursel engine, and wing-warping controls that were considered more suitable than ailerons for training purposes.

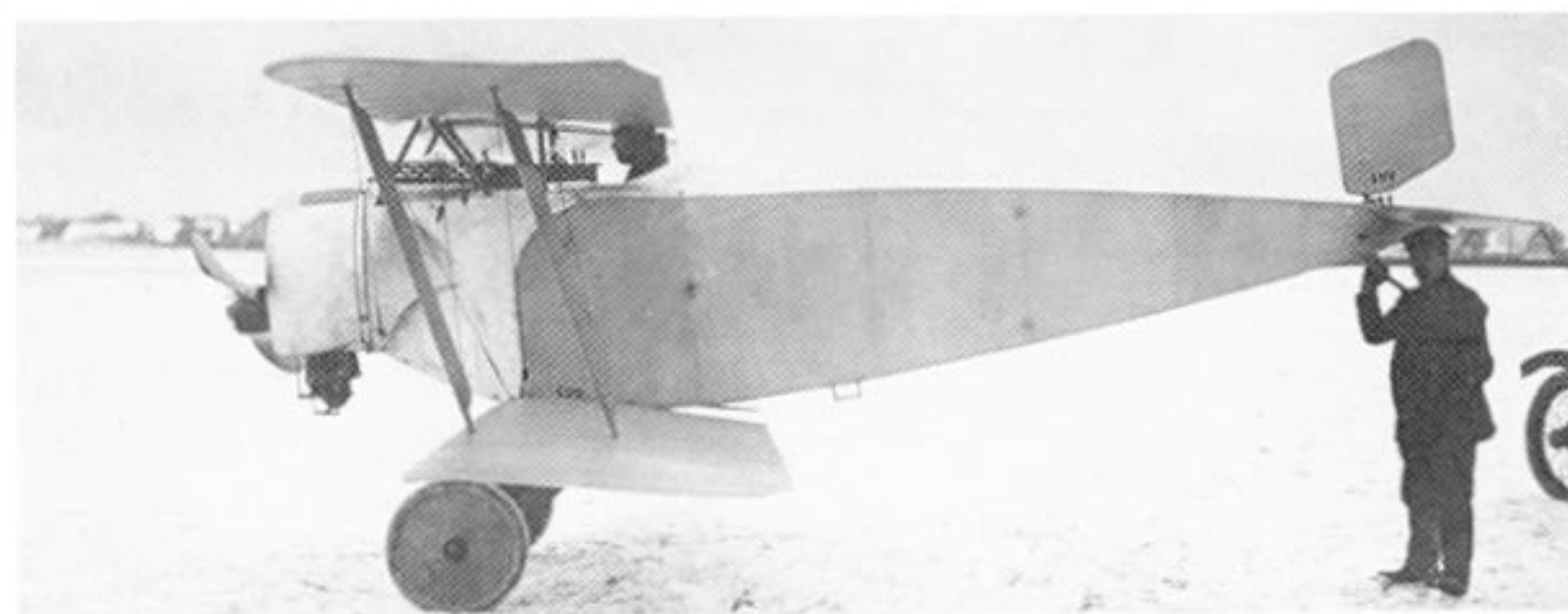
The B.II 03.61 (w/n 499) prototype remained at Aspern until June 1916 when it was dispatched to Flik 11 on the Eastern Front for evaluation. An amusing episode related by pilot Pius Moosbrugger shows the caution with which aircrews approached the unfamiliar rotary engine:

Since the engine had to be started by swinging the propeller and the pilot had no throttle control, we felt a real danger existed should the aircraft leap forward and injure the ground crew. Our solution was to tie the Baby Fokker to a tree by its tail skid, and after the engine was running properly, we simply cut the rope with an axe. Unfortunately, the shortage of expensive castor oil soon made it necessary to send the Baby Fokker home.

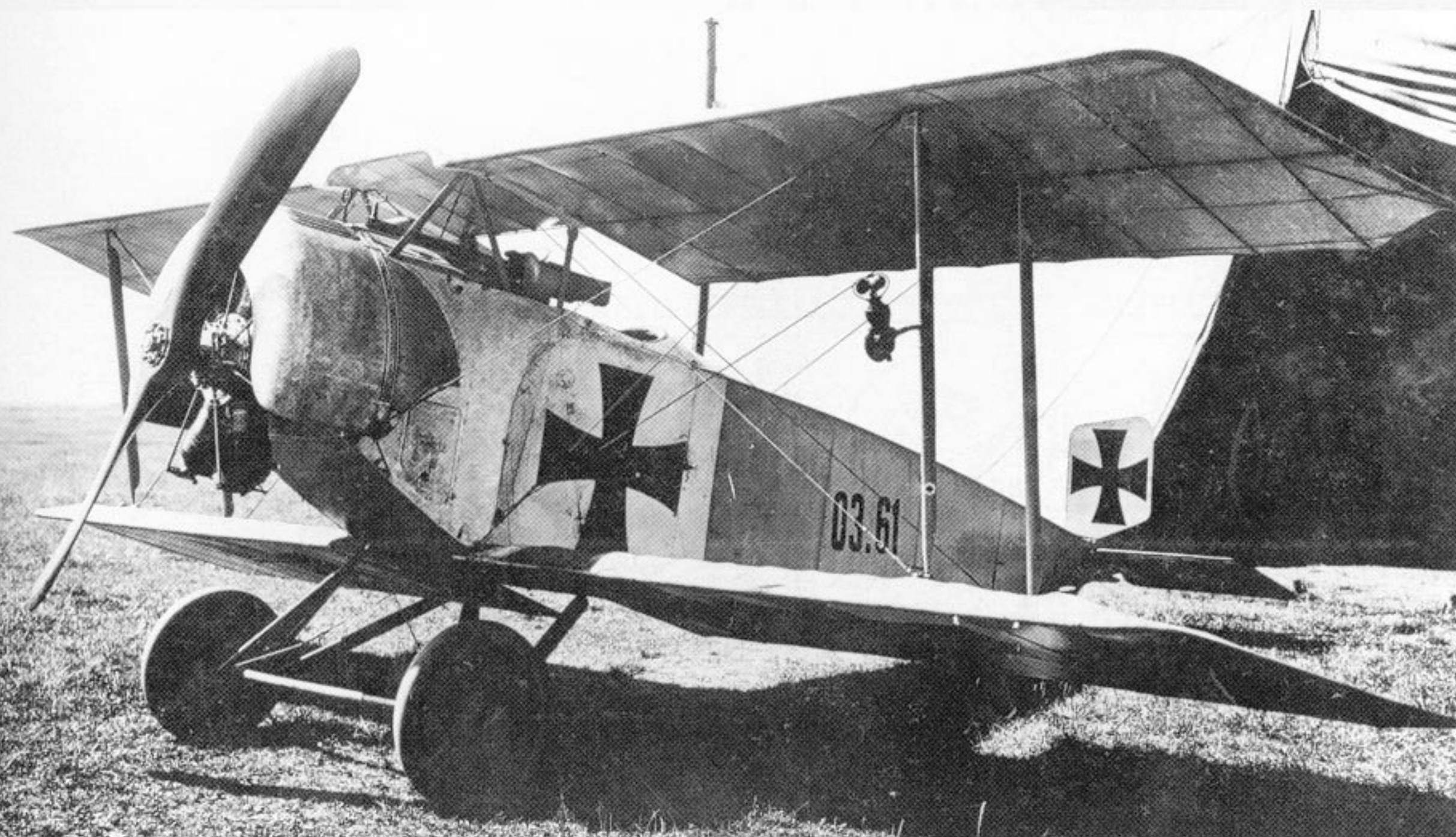
Returned to Aspern, the 03.61 was used for testing a variety of machine-gun installations. The remaining B.II biplanes, assigned to Fleks 4, 6, and 8, served as unarmed single-seat trainers, a role they performed through 1918.

Right: The B.II 03.61 prototype was armed with a synchronized Bergmann LMG 15nA and a Schwarzlose M 16 mounted outside of the propeller arc, a sure sign that the synchronization problem had not been mastered for this weapon.

Fokker B.II Series 03.6		
Engine:	80 hp Oberursel	
Wing:	Span Upper	7.20 m (23.62 ft)
	Chord Upper	1.25 m (4.10 ft)
	Chord Lower	1.25 m (4.10 ft)
	Gap	1.30 m (4.27 ft)
	Stagger	0.30 m (0.98 ft)
	Total Wing Area	16.0 sq m (172 sq ft)
	General:	Length
Height		2.71 m (8.89 ft)
Track		1.70 m (5.58 ft)
Empty Weight		274 kg (604 lb)
Loaded Weight		481 kg (1061 lb)
Maximum Speed:	130 km/hr (81 mph)	



Above: At Schwerin, Anthony Fokker posing in the new B.II (M 17 single-bay) prototype. Upon delivery to the LFT in April 1916, it was designated 03.61 (w/n 499).



Sent to Flik 11 at Stanislaw on the Eastern Front in June 1916 for evaluation, the B.II 03.61 was armed with a single Bergmann LMG 15nA machine gun. It was the only series 03.6 aircraft to carry armament. As a trainer, 03.61 was based at Flek 6 in Wiener-Neustadt in October 1918.



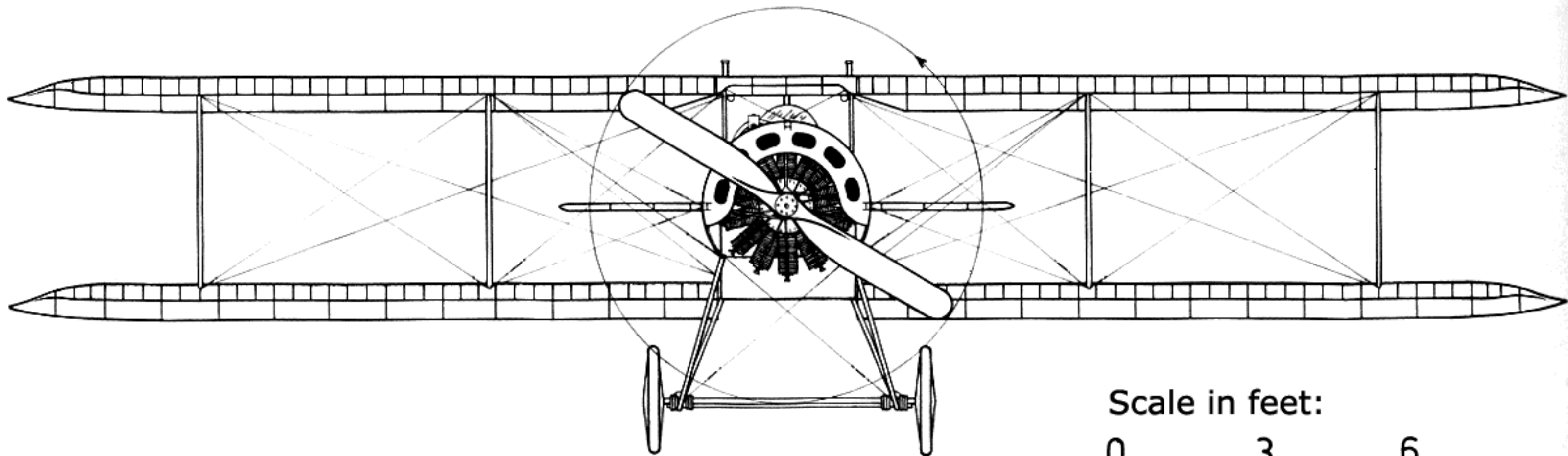
The castor oil in the exhaust fumes has stained the fabric of this Fokker B.II 03.64 trainer of Flek 6. The characteristic Fokker "button" rudder was standard on production machines.



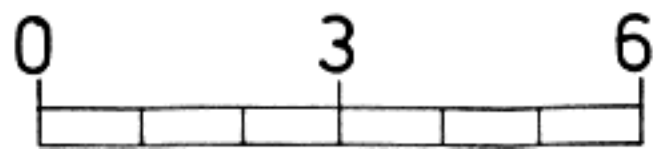
The unarmed Fokker B.II 03.83 fighter-trainer, last machine of the series, with Hauptmann Blischarsky at Flek 4 in Szombathely.



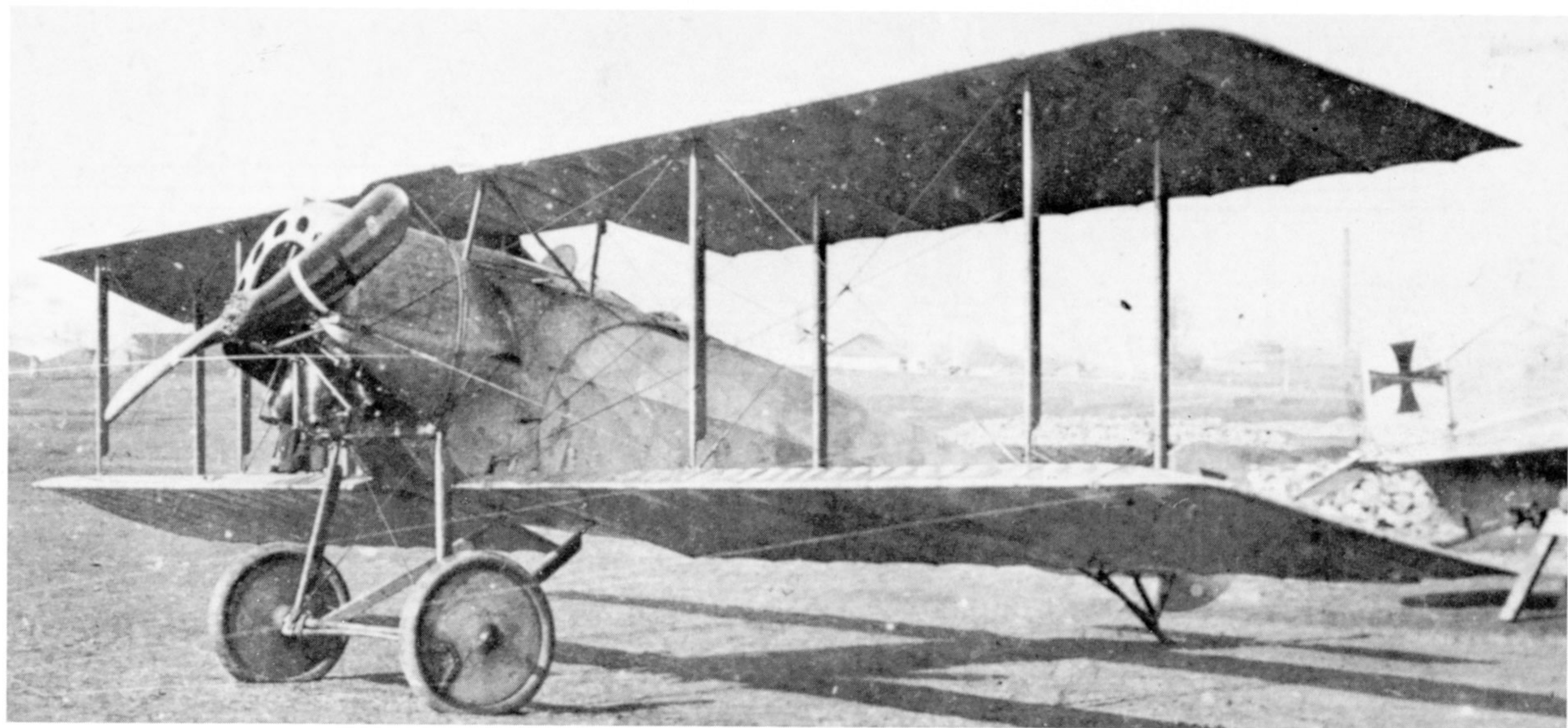
Oberleutnant Fritz Bistrischan in B.II 03.77 performing for press photographers in Wiener-Neustadt, 1918.



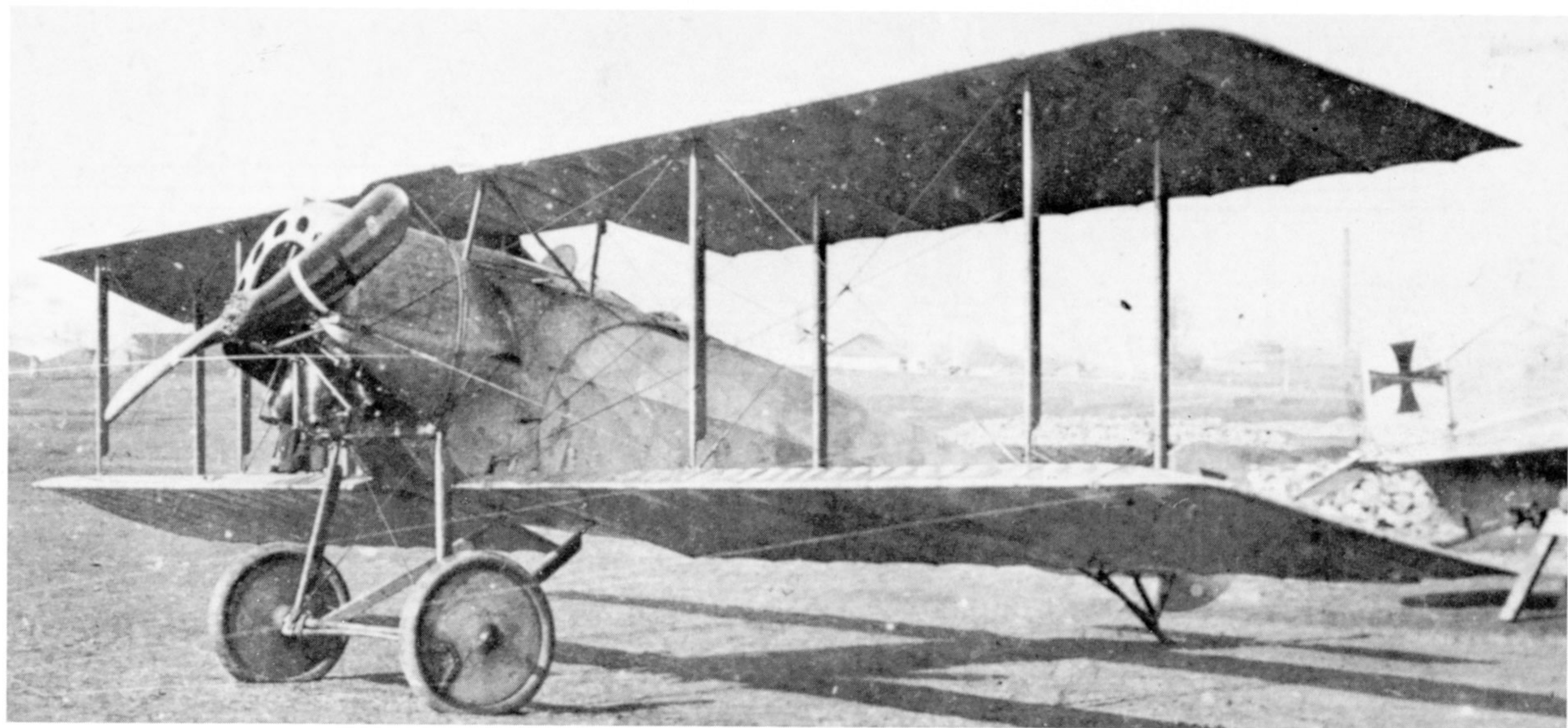
Scale in feet:



This Fokker D.I(MAG) was photographed on the Flik 30 airfield at Czernowitz. The aircraft carried no serial numbers on the fuselage.

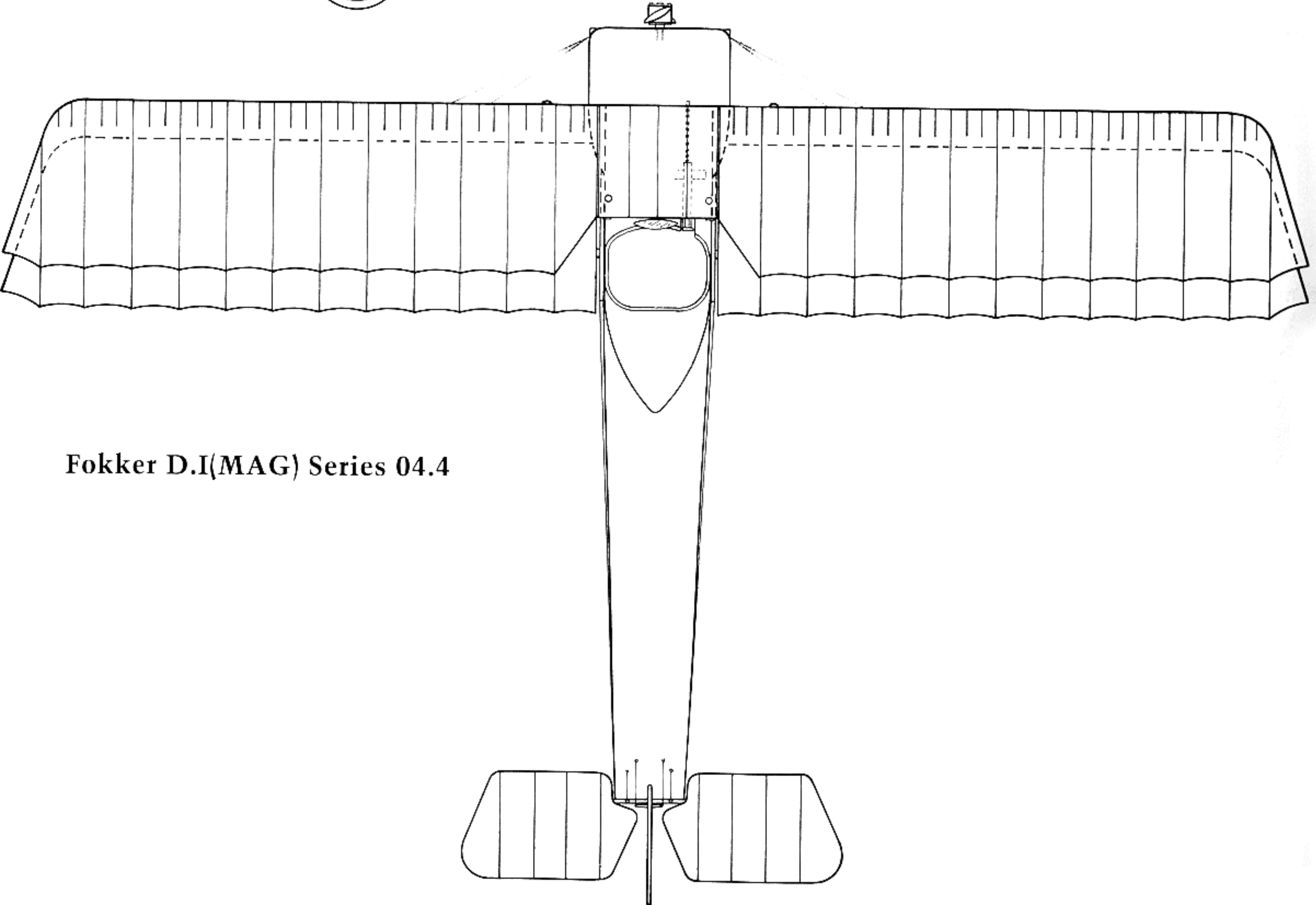
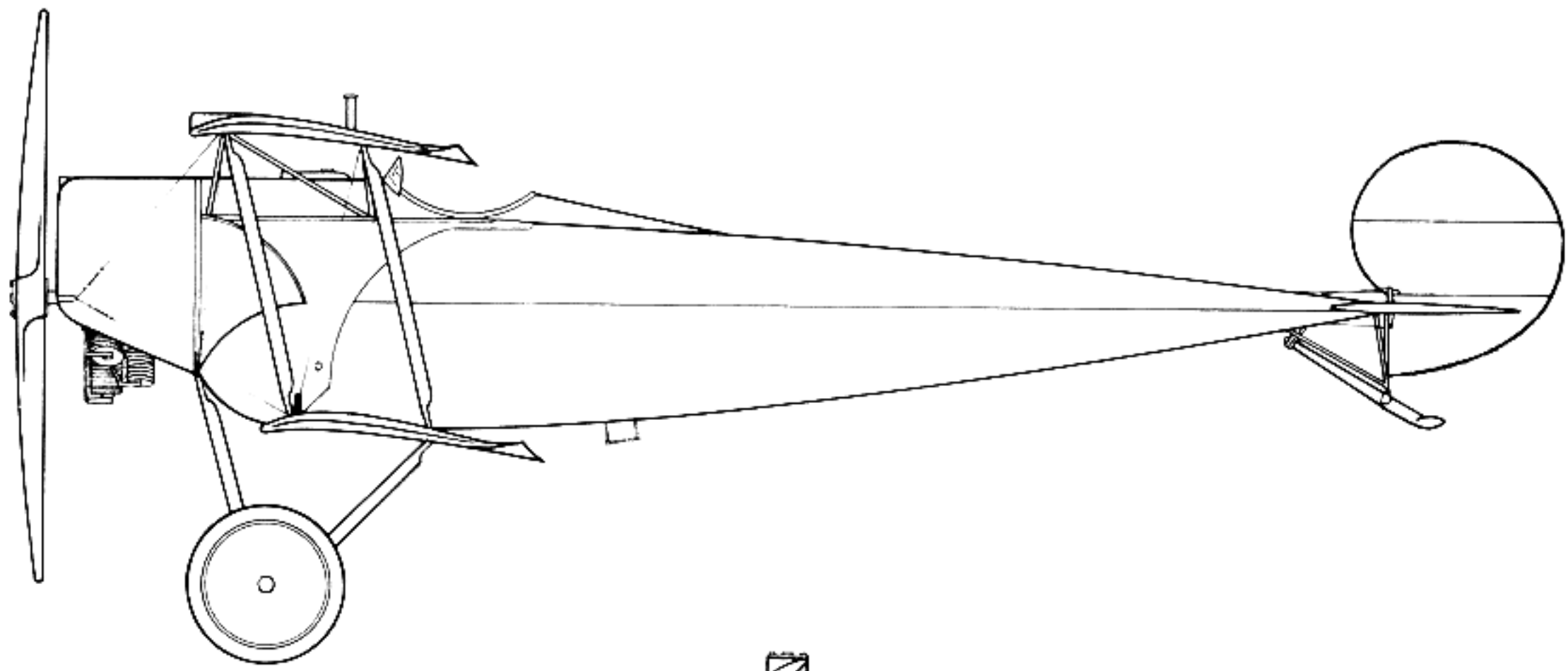


This Fokker D.I(MAG) was photographed on the Flik 30 airfield at Czernowitz. The aircraft carried no serial numbers on the fuselage.



Fokker D.I(MAG) Series 04.4 Specifications

Engine:	160 hp Oberursel		
Wing:	Span Upper	9.60 m (31.50 ft)	
	Span Lower	9.60 m (31.50 ft)	
	Chord Upper	1.25 m (4.10 ft)	
	Chord Lower	1.25 m (4.10 ft)	
	Dihedral Upper	0 deg	
	Dihedral Lower	0 deg	
	Sweepback Upper	0 deg	
	Sweepback Lower	0 deg	
	Gap	1.25 m (4.10 ft)	
	Stagger	0.30 m (0.98 ft)	
	Total Wing Area	21.4 sq m (230 sq ft)	
	General:	Length	6.35 m (20.83 ft)
		Height	2.40 m (7.87 ft)
Track		1.69 m (5.54 ft)	
Empty Weight		480 kg (1058 lb)	
Loaded Weight		687 kg (1515 lb)	
Maximum Speed:		153 km/hr (95 mph)	
Climb:	1000m (3,281 ft) in	2 min 40 sec	
	2000m (6,562 ft) in	7 min 15 sec	
	3000m (9,843 ft) in	16 min 30 sec	



Fokker D.I(MAG) Series 04.4

Fokker D.VII (Series 04.200?)

At the close of the First Fighter Competition at Adlershof in February 1918, Fokker informed the LFT liaison officer that a D.VII with an all-wood, veneer-covered fuselage (replacing steel tubing and fabric) would soon appear at MAG for demonstration. In the event, this particular variant (w/n 2268) was diverted to the Second Fighter Competition in May 1918 and never reached Mátyásföld. The shortage of steel tubing motivated Flars to ask Fokker to build a second, all-wood D.VII, powered by a 200 hp Daimler engine. As with the previous machine, the wooden fuselage was constructed at Fokker's recently-acquired Flugzeugwerke Lübeck-Travemünde. When flight tested at Schwerin on 8 and 14 August 1918, the wooden D.VII achieved climb rates comparable to the standard BMW-engined version. It left Schwerin on 27 August for Aspern where it was reported stored in damaged condition on 2 September 1918. Perhaps there was little reason to repair the fighter, for Germany, producing sufficient aircraft-quality steel tubing for its own needs, had guaranteed the LFT enough tonnage to support the projected D.VII production program.

In August 1918, after evaluating the Fokker 90.05 (V 22), Flars chose the Fokker D.VII to supersede the Aviatik D.I and Albatros D.III fighters beginning October 1918. The production program promulgated in August 1918 scheduled delivery of 660 Fokker D.VII fighters between December 1918 and March 1919, consisting of 255 built by Aviatik, 225 by Fokker, 150 by MAG, and 30 by Thöne & Fiala. Production by WKF and Lohner was considered but no firm commitments were made (see Appendix 6).

Flars awarded Fokker a contract for 75 Fokker D.VII

Below: The second Fokker D.VII with wooden, plywood-covered fuselage photographed at the Lübeck-Travemünde factory prior to delivery on 27 August 1918.



fighters less engine and armament in August 1918. A second order of 150 fighters was awaiting war ministry approval. The LFT delivery schedule called for 10 fighters in October 1918, 15 in November, and thereafter 50 per month through March 1919. Initially, Flars had planned to install the 200 or 240 hp Hiero engine, but since the 225 hp Daimler(MAG) engine was in production at MAG, that engine was chosen. A standard production Fokker D.VII, 7805/18 (w/n 3657), powered by a 225 hp Daimler engine to investigate engine compatibility, performed the maiden flight at Schwerin on 11 October 1918. The first six D.VII production airframes (w/n 3861, 3863 to 3867) were shipped to MAG for engine and armament installation on 23 October 1918. In the turmoil of the war's closing days, the shipment was delayed at Cinkota-Nagyicce but eventually reached Mátyásföld. On 12 March 1919, the six Fokker D.VII fighters, powered by MAG-built 225 hp Daimler engines and armed with two Schwarzlose machine guns, were listed in the inventory of the Hungarian First Flying Group.

Twenty-four completed D.VII airframes for the LFT were stored at Schwerin when the war ended and further work on 38 wing sets at Fokker's Perzina works was cancelled in December 1918. Fokker invoiced the LFT for the six D.VII supplied as "series 93." But as this series designation was

Fokker D.VII (Wooden Fuselage)

Engine:	200 hp Daimler	
Climb:	1000m (3,281 ft) in	2 min
	2000m (6,562 ft) in	4 min 2 sec
	3000m (9,843 ft) in	7 min 2 sec
	4000m (13,124 ft) in	10 min 7 sec
	5000m (16,405 ft) in	14 min 4 sec

Fokker D.VII (Series 04.200?)

Engine:	225 hp Daimler	
Wing:	Span Upper	8.57 m (28.12 ft)
	Span Lower	7.00 m (22.97 ft)
	Chord Upper	1.60 m (5.25 ft)
	Chord Lower	1.20 m (3.94 ft)
	Gap	1.41 m (4.63 ft)
	Stagger	0.65 m (2.13 ft)
	Total Wing Area	20.8 sq m (223 sq ft)
	General:	Length
	Height	2.75 m (9.02 ft)
	Track	1.80 m (5.91 ft)
	Empty Weight	670 kg (1477 lb)
	Loaded Weight	874 kg (1927 lb)

assigned to MAG, it is believed that the Fokker-built D.VII fighters would have received the LFT series designation 04.200.



After MAG installed engines and armament, six Fokker D.VII fighters entered Hungarian service in 1919 and saw service against Czechoslovakian forces. The work number of this Fokker-built D.VII, captured by Czechoslovakian troops and photographed in Czech markings, is not known.

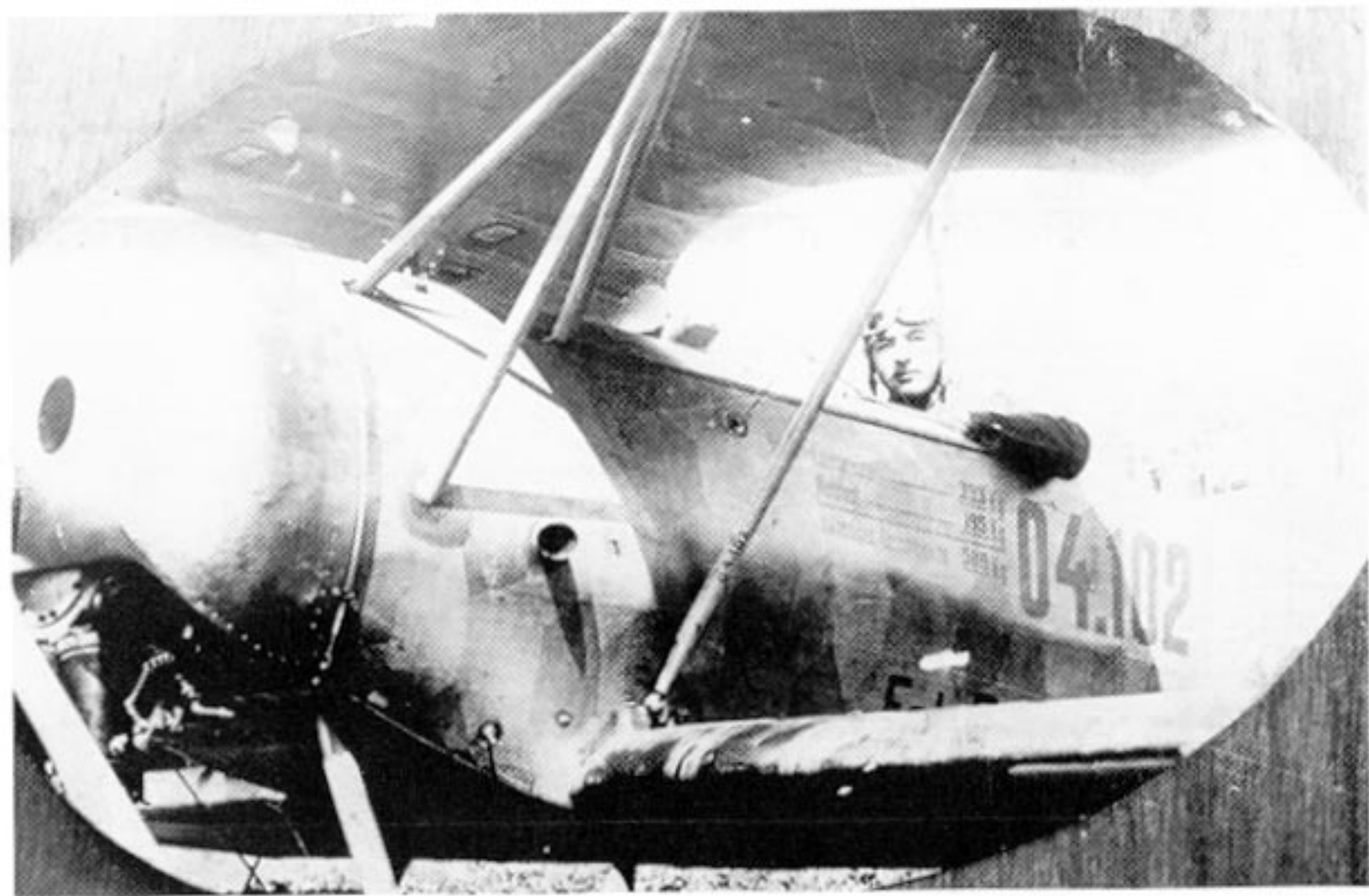


Another Fokker-built D.VII, captured from the Hungarians and flown by the Czechoslovakian air service in 1919. The serial number 38.67 is actually an adaptation of the Fokker work number 3867. Both Hungarian and Czechoslovakian air services used the work number to identify the Fokker D.VII fighters.

Fokker D.VI Series 04.100

By June 1918, the Waffenfabrik Steyr had delivered about thirty 150 hp Le Rhône rotary engines, deemed a sufficient number to undertake service evaluation. In the absence of a suitable indigenous fighter, Flars purchased 15 Fokker D.VI fighters, comprised of the 90.04 (V 12) prototype and 14 production machines surplus to German air service requirements. On 27 August 1918, Fokker shipped the first seven fighters (D.VI 1632–1635/18, 1641/18, 1642/18, 1644/18) to the MAG factory at Mátyásföld for engine and armament installation. On 8 August 1918, Fokker confirmed the LFT's request to change the remaining eight D.VI on order to either Fokker D.VII or D.VIII fighters. War Ministry approval was pending when the war ended.

Engine and armament installation at MAG was nearing completion in late 1918. All seven fighters, still carrying the LFT designation 04.101 to 04.107, entered service with the Hungarian Red Airborne Corps in 1919. Six were at Szombathely in 1919. The single remaining Hungarian D.VI was written-off in 1926.



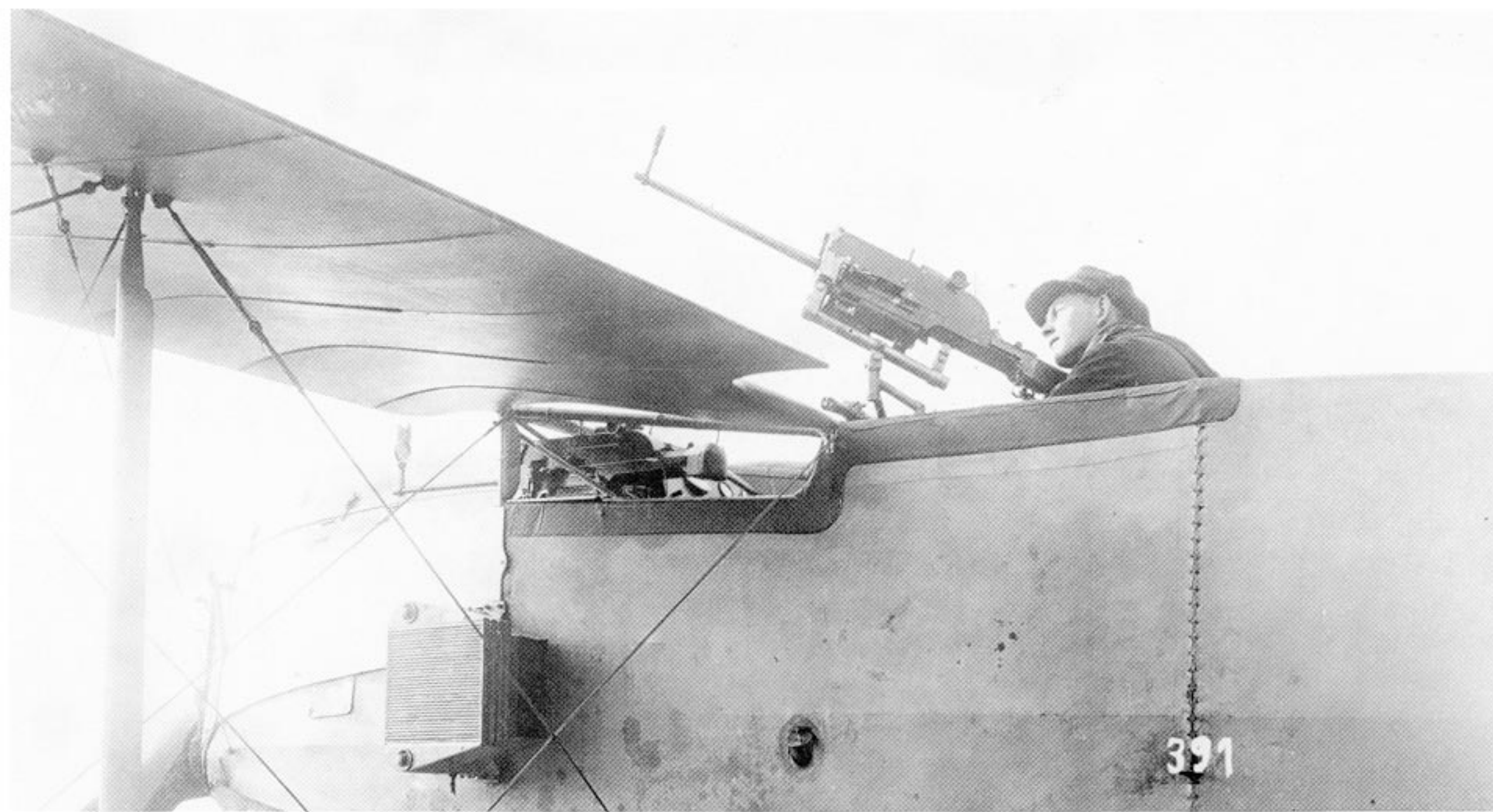
In March 1919 three Fokker D.VI fighters, numbered 04.101 to 04.103 and powered by Steyr-built Le Rhône rotary engines, were attached to the Hungarian First Flying Group at Mátyásföld. The original German air service designation is just visible under the LFT designation 04.102.

Fokker 03.91 (M 16)

Engine:	160 hp Daimler	
Wing:	Span Upper	11.60 m (38.06 ft)
	Chord Upper	1.70 m (5.58 ft)
	Chord Lower	1.70 m (5.58 ft)
	Gap	1.40 m (4.59 ft)
	Total Wing Area	32.0 sq m (344 sq ft)
General:	Length	7.65 m (25.10 ft)
	Height	2.85 m (9.35 ft)
	Track	2.00 m (6.56 ft)
	Empty Weight	620 kg (1367 lb)
	Loaded Weight	1056 kg (2328 lb)
Maximum Speed:	155 km/hr (96 mph)	
Climb:	1000m (3,281 ft) in	5 min
	2000m (6,562 ft) in	13 min
	3000m (9,843 ft) in	26 min

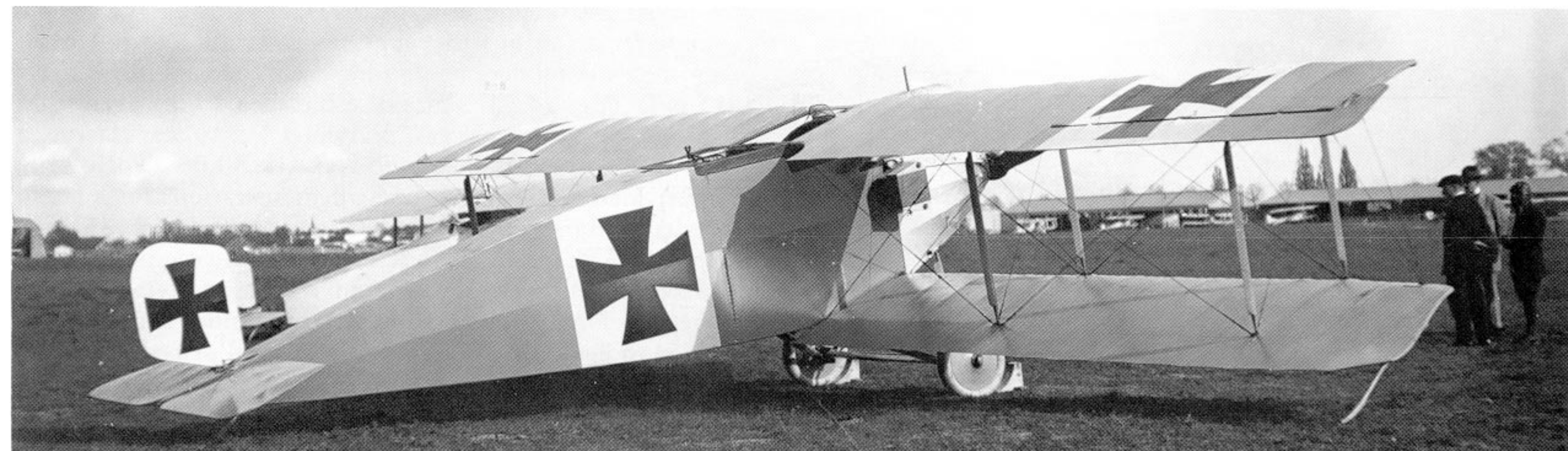


Above: The Daimler-engined Fokker M 16 (w/n 435) prototype photographed at Schwerin, probably in March 1916.



Right: Fokker mechanic Carl Henze demonstrating the flexible Schwarzlose M 16 machine gun. A forward-firing synchronized gun is mounted beside the pilot. This aircraft, the second M 16 prototype built, was sometimes referred to as the M 16/II in Fokker records.

Right and below: The freshly-painted Fokker 03.91 (M 16) upon its arrival at the Aspern test center in April 1916. The wing-tip skids prevented the tips from touching, particularly on uneven or rough airfields. The military serial number has not yet been applied, nor does armament appear to have been installed.





Feldwebel Alexander Kasza, a former Flik 55/J pilot with 6 victories, flying a Fokker D.VI of the 8th Squadron, Hungarian Red Airborne Corps, in 1919.

Fokker D.VI Series 04.100

Engine:	150 hp Le Rhône (St)	
Wing:	Span Upper	7.70 m (25.26 ft)
	Span Lower	5.81 m (19.06 ft)
	Chord Upper	1.60 m (5.25 ft)
	Chord Lower	1.20 m (3.94 ft)
	Total Wing Area	17.1 sq m (184 sq ft)
General:	Length	5.78 m (18.96 ft)
	Height	2.65 m (8.69 ft)
	Empty Weight	393 kg (867 lb)
	Loaded Weight	583 kg (1286 lb)
Maximum Speed:		200 km/hr (124 mph)
Climb:	1000m (3,281 ft) in	2 min 25 sec
	2000m (6,562 ft) in	5 min 8 sec
	3000m (9,843 ft) in	9 min 16 sec
	4000m (13,124 ft) in	14 min 9 sec
	5000m (16,405 ft) in	22 min 9 sec

Fokker E.V

Reporting on the results of the Second Fighter Competition at Adlershof in June 1918, the LFT liaison officer wrote:

The Fokker parasol powered by the 145 hp Oberursel Ur.III engine is the best fighter and superior to the Fokker D.VII. Initially intended as an interceptor (home-defense squadrons), it is now in demand by many of the frontline formations (i.e.: commanding officers who were present at the Competition).

Flars purchased a production E.V 113/18 parasol fighter less engine, hoping to evaluate it in the forthcoming Fighter Evaluation convened at Aspern on 9-13 July, but the E.V did not leave Schwerin until 20 July 1918. After a Steyr-built 150 hp Le Rhône engine was installed by MAG, the E.V was assembled at Aspern on 25 July. On the next day, Seekatz watched *Leutnant* Mallinkrodt of the German air service perform "the most daring maneuvers that earned enormous applause from the spectators present." Uzelac congratulated Mallinkrodt and ordered *Leutnants* Kässer and Gawel aloft. "Kässer even made a few loops" and both pilots waxed enthusiastic about the parasol. Seekatz reported that the "colossal forces" encountered during Mallinkrodt's

demonstration, which he performed "almost more upside-down than normal" had bent the rear wing struts. Stronger struts were ordered from Schwerin. Flight testing was nearly completed when the Fokker E.V was irreparably damaged in a landing accident in August 1918.

Although LFT interest in the parasol fighter as a home-defense interceptor remained high and Uzelac had mentioned a purchase of 50 aircraft, German production of Voltol, a castor oil substitute for rotary engines, was insufficient to supply both air services. Flars requested Fokker build a parasol powered by a 225 hp Daimler in-line engine with the assurance of substantial production orders should the combination prove successful. The war ended before the Daimler-engined fighter, reported under construction in September 1918, was completed.

In August 1918, Flars debated assigning Aviatik, MAG, and Thöne & Fiala the license-manufacture of the Fokker D.VII and E.V fighters in a ratio of three-to-one beginning in early 1919, but the continuing shortage of Voltol forced a change of plans. In consequence, Flars proposed sending the completed 150 hp Le Rhône(St) rotary engines to Germany in exchange for either BMW in-line or Oberursel rotary engines at a later date when the Voltol supply was assured.



The unarmed Fokker E.V 113/18 on the Aspern airfield in July 1918. The cowling was bulged to accommodate the greater diameter of the 11-cylinder, Steyr-built Le Rhône rotary engine. Although the E.V was extensively flight tested, a LFT designation was not assigned.



Having almost completed its flight tests, the E.V was destroyed in a landing accident in August 1918. The accident demonstrates the protection given the pilot by the strength of the steel-tube fuselage, a feature lauded by German pilots.