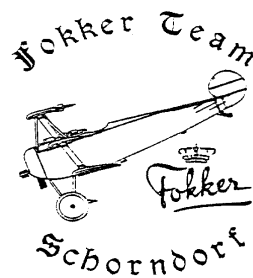


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Flying Museum

Fokker-Flugzeugwerke G.m.b.H.

Schwerin/Meckl.

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Basic thoughts for the draft of a concept for the erection of a special flying museum that is not in existence worldwide till now.

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1. Basic Thoughts

1.1. Basics

The basic idea is to preserve a piece of German aeronautical history as well as the cultural development of the workers and employees within their environment in one of the best known German airplane factories and to give posterity a better understanding and receiving of this.

To avoid misunderstandings from the start, it be pointed out that this plan shall **not** just cover the idea of a purely static museum of conventional nature. The visitors shall not be guided through quietly and stationary exhibition rooms in which merely a number of different exhibits is built up and can be looked at.

It shall also not just be a museum for grasping, but to join in and to invite for participation and living the project.

It shall of course be accessible to regular visitors. However, it shall -- at corresponding interest and provided that the abilities are existing -- give the opportunity to participate actively at the represented topic. This can be done under the instructions and training of specialists. This way the very interested visitor becomes part of the exhibition himself for the other visitors who would like to confine just to looking at the exhibition.

At the same time the embedding of the visitor into the exhibition, the exhibition becomes extended continuously. For more details of this see caption 4 of this manuscript.

1.2. Why Fokker

Hardly anything has stamped today's time so much like the opening up of the air as a traffic way.

It is task of this project to document this opening up and to keep the knowledge alive for the posterity by reproducing an exact copy.

The company Fokker is suited best for the realization of such a big project in our opinion.

Fokker was involved in this opening up of the airspace in double regard.

On the one hand, he was working as a pioneer of aviation himself at the time of the beginnings of human flight and appeared as such also in public.

On the other hand, he was involved substantially in the formation of a completely new industry and finally armor branch as a person. In the end, this surely represented a

noticeable and thoroughly meaningful change in cultural life by the creation of thousands of jobs in and around Schwerin.

Said briefly: The region around Schwerin was pretty well characterized by the Fokker Flugzeugwerke G.m.b.H. in considerable measure over the duration of its activity there.

Refrained by this Fokker succeeded completely in placing several of the designs that left his drawing-boards on lasting places in the annals of German aeronautics

Another point which speaks for Fokker as a choice for this project is the fact that Fokker never bothered to set up technically complicated facilities in Schwerin to house the production lines. Simply said he settled, to build simple wood halls in high-speed building methods where the series production of his airplanes was carried out. This point alone already guarantees the relatively simple and economical putting into action of the project. Connected with that the reproduction of the original factory buildings in which, at that time, the airplanes were actually built is possible quite easily.

2. Location and area needed (see appendix 1)

2.1. Location

For the choice of the location the size of the area as well as the legal opportunity of the limited airfield business in the context of the museum are primarily substantial.

It doesn't play a large role, whether the museum is set up in Germany, on European soil or elsewhere in the world for last end.

As a wish aim, taking hold of the still available area in Schwerin/Mecklenburg, of course, is of great interest.

The erection of the museum in this historical place would be not only a profit for the German museum landscape. It would be an enrichment quite particularly for the region of Schwerin. Once established it will become a world wide respected single event of cultural consequences. It moreover is in direct reference to the industrial history of the city of Schwerin.

Schwerin as a location would do justice to not only the historical meaning, but would increase the value of the exhibition pieces made there by a multiple factor.

This point shouldn't be underestimated. The museum will be living by the permanent expansion of the exhibition malice. But since its own spatial as well as historically meaningful capacities will be exhausted soon, it will be necessary to pass produced airplanes on to interested parties. That this indeed could turn out to become a absolutely lucrative business, can be well imagined and is also proved by the disposal of reproductions made by the Fokker-Team-Schorndorf.

Keeping this in the eye the museum wouldn't be dependent on the size of the numbers of visitors alone.

Also at other locations the true to the original of the reproductions produced by the Fokker-Team-Schorndorf comes to effect, however, would gain considerable meaning if Schwerin as a location would be possible.

2.2.The Area

The facilities of the Fokker Flugzeugwerke G.m.b.H. at Schwerin was spread to three main locations in and around Schwerin. Manufacturing facilities have been erected at the address of „Am Hintenhof 43“ (today called Bornhoevedstrasse 95, directly located at Lake Schwerin), the airfield at Schwerin-Görries (Suburb of Schwerin, today this is the industrial area which is partially covered with buildings. At last the Business offices housed at “Bergstrasse 25” in the City of Schwerin.

It should be considered to purchase all three locations, in case Schwerin would become the actual location of the museum. This turns out interesting by the fact that the building "Bergstrasse 25" still exists and the first hall of the Fokker G.m.b. H that was erected at Lake Schwerin which today is "Bornhövedstrasse 95" also has survived until today.

The erection of the airfield faithful to the original and at the original location would be difficult since about 50% of the original area of today's northern part of the industrial area are built on (see attachment 5 for situation comparison in appendix 1). This circumstance would require a transfer of the airfield re establishment slightly further to the north. Provided of course, that the country economic areas there can be purchased.

It would be worthwhile anyway to restore the building located at Lake Schwerin and to make it classified as a historical monument since it's substance has suffered quite a bit and it's condition visibly deteriorates.

If all this shouldn't be possibly, it would get difficult to copy the complete area, caused by the topographical situation and distribution of the former Fokker production facilities

In this case one would confine to the re-erection of the airfield in Görries. This would have the consequence that the production of the airplanes must be represented in the halls there in a compressed form, though.

For the reproduction of the individual halls numerous historical photographs as well as most official construction documents and site plans are held by the archive of the F-T-S.

The area of the airfield shall have an area of 500 m of x 1000 m as a minimum size. Furthermore the legal possibility of the restricted airfield business in an airspace of 5x5 km and 2-3 km of height over the area must be given. The size of this airspace is of course a matter of negotiation. Without this legal opportunity the museum would considerably lose meaning and potential efficiency. An interest of the participation of

the Fokker-Team-Schorndorfs in the realisation of this project when being missing these basic settings does not exist.

3. Factory premises and construction of the halls (See attachments in Apendix 2)

3.1. Factory Premises

The entire area should equal up with the original plan layout of the original Fokker Factory facilities. As long as can be proofed by original contemporary site plans, each shed shall be placed in ist correct position compared with the original layout as well.

The base information for this is provided by the site plans held in the F-T-S archive.

As long as the reproduction does „only“ cover the airfield and production facilities that have originally been located at Görries, the reproduction shall cover the layout of the airfield, and all technical sheds and buildings. Furthermore the reproduction shall cover the aviators casino located at the south-east fenceline of the airfield, as well as the casino and spectators lounge located at the northern border of the field.

To also resemble the airfield when viewed out of the air, the “Chausee nach Schwerin” (Street to Schwerin – located in the south), the „Dorfstrasse“ (Immelmannstrasse – village road in the east) as well as the field way laying in the north shall be included into the reproduction of the site.

If the City of Schwerin will come into discussion, the same will be envisioned fort he other production places which are seen in attachment 1 of appendix 1 and are named there as „Orte II and III“.

3.2. The Sheds

All sheds and technical buildings are also to be reproduced exactly. Again the official construction documents hosted in the F-T-S archives will be used as basic to work from.

For the equipment of the sheds inside historical photographs will have to serve as a guideline as well as movies that are still around. It will be considered that the equipment was often changing, so that in the main part contemporary old machine will be working to resemble the production line.

One example for a official construction drawing for one of the sheds can be seen in attachment 2 of appendix 1.

The museum is not suppose to just show the aircraft in the original shed arrangemnets, but the entire equipment shall serve as a museum to reflect the contemporary social

and industrial stage of that time. This means that even the machines and tools seen in this museum shall not be younger than 1918.

4. **Exhibition Pieces** (see attachments in Appendix 3 for examples)

4.1. **Aircraft**

In the front of all the aircraft produced by Fokker of the time up to 1920 are what shall be shown in this museum.

The main goal is to produce airworthy reproductions of at least one piece of each and every single plane whether prototype or serial production aircraft, that has been made by Fokker or his company between 1910 and 1918. It is planned to register every plane as an airworthy piece in the classification of an experimental.

The FTS has experience with the registration of experimental airplanes. See the following website for closer information a current project run by the FTS:

<http://www.theaerodrome.com/forum/index.php?showtopic=4405&st=225>

Fokker created some 60 different aircraft types during his time in Germany of which about 10 have seen serial production in large numbers.

The research work done by the Fokker-Team-Schorndorf is mainly focusing on technical design features of the aircraft.

The range of aircraft displayed at the museum shall not be limited to the few well known types, but shall indeed reproduce each and every of the 60 types in at least one piece.

This means a good number of aircraft will be seen at this museum and that for the first time history a museum will be created that shows the entire development line of an aircraft producing company as it existed at the beginning of the last century. This is a One-Off in the world.

The aircraft have to be made one after another in the production facilities provided by the museum itself. See notes in point 7 of this report.

The production of the aircraft shall be carried out by a special company that yet has to be formed. This company will be founded by the Fokker-Team-Schorndorf and will exceptionally work from the findings researched by the FTS. This company operates independent from the Museum in the buildings and with the tools and machines provided by it.

4.2. Equipment and Tools

The entire equipment of the museum also shall serve as its exhibition. This means that all machines and tools have to be contemporary stuff. No modern tools and machines will be available here.

For this reason special a maintenance crew needs to be established which will maintain the machines and keep them running.

5. Display of the Exhibited Pieces.

5.1. Aircraft

The aircraft which are part of the museum will be shown in two ways in the exhibition.

One way will be the exhibition of aircraft production. This way the museum already can show the production of aircraft as part of the exhibition.

By doing so the Museum can start to operate even although no planes are yet available.

After the completion of the first aircraft and its certification, the plane will enter the flying display of the museum. This means that the aircraft will be shown to the public in flight as part of the display of every day live on an factory airfield at that time.

By the growing number of aircraft available which are produced as part of the museum display, the museum gets more interesting all the time. Through this the visitor will notice a continuous change of the environment. Apart from this, by the growing of the museum the weekends could be used to display the factory airfield service during different time frames. During these exhibitions only aircraft will be put in the air that belong to the same period.

5.2. The Machines and Tools

All machines and tools will be shown in use during the production of the aircraft so that the visitor will get the unique chance of being part of early industrialisation.

6. Expenses and Financing

6.1. Expenses

The calculation of expenses of such a project needs to be calculated by specialists. It is not the idea of this basic concept to come up with exact figures.

The Autor can only come up with estimates here. The author is confident that the expenses to the stage where the museum could be run will not exceed 10 Million Euros.

The main portion of the expenses for sure will be caused by the purchase of the area required for his project.

The establishment of the sheds and buildings themselves will be comparable cheap, because of the simple design of the buildings used by Fokker to build his aircraft in. The expenses actually can be kept low, since the entire establishment of the buildings can be done in the same time frame the actual Fokker factory facilities have been erected. See Point 7 for further thoughts on that.

The expenses for the making of one plane are approximately as high as 50,000.00 Euros. This covers the materials required as well as the certification of the plane. Taking a total number of 60 planes into consideration, this adds up to about 3 Million Euros. These expenses are according to point 7 not a sum that has to be invested at once, but one after another.

A similar sum will be required to be invested by the purchase of the required contemporary tools and machines and their restoration.

6.2. Financing

The financing of the projects needs to be done by one or more potential investors.

The Fokker-Team-Schorndorf, headed by Achim Engels, can only invest the required Know-How, the idea and energy to pull through the project.

7. Temporal Sequence of Museum Establishment

7.1. Temporal Sequence

The erection of the museum with all its planes and buildings shall be carried out in the same time frame the original Fokker factory was established.

By this history will be repeated in some way.

The most interesting date to start with the erection would for sure be 2013. This would mark the 100th anniversary of the establishment of the first production shed at Schwerin.

This will make it possible to continuously built up the museum corresponding to the history of the real development of the company and its facilities. This could be carried out until the final stage and environment of the year 1918 is reached.

8. Potential sources of income and meaning of such a Museum for the region it will be established in.

8.1. Potential sources of income.

The expenses which will be caused by the erection of the museum and its exhibition pieces could be covered step by step by the following potential sources of income:

- the entry fees of the regular visitors
- by the establishment of educational discourses, during which the production of aircraft can be taught to the visitors in workshops.
- By the establishment of annual airshows, which do not necessarily be restricted to the time frame displayed by the museum itself. Main benefit would be the airfield for this reason.
- By proposals for pilot visitors to pay for a weekend and use whatever plane they want for flying. (i.e.. 4.000,-Euro covers one weekend)
- By the sale of aircraft produced by the museum.

The very last two points may be the most interesting ones here. The Fokker-Team-Schorndorf already by now reaches large sums for aircraft produced by it, because of its reputation. In case Schwerin will come into discussion as a potential site to establish the museum, the value of the aircraft may even raise.

Not to be overlooked here should be the fact that the 100th anniversary is getting close. This certainly may result in an increase of cinema and movie productions covering the theme of WW1 in general and aviation of that period in particular. The tendency to only use authentic reproductions for movie use can already by now be seen and may grow in the near future.

8.2. The meaning of this museum for the region it will be established in.

It is out of question what such a museum could mean for the region it will be established in.

By the cultural character of the museum concept which also covers the cultural development of an entire era, not only aviation enthusiasts will be interested in seeing it.

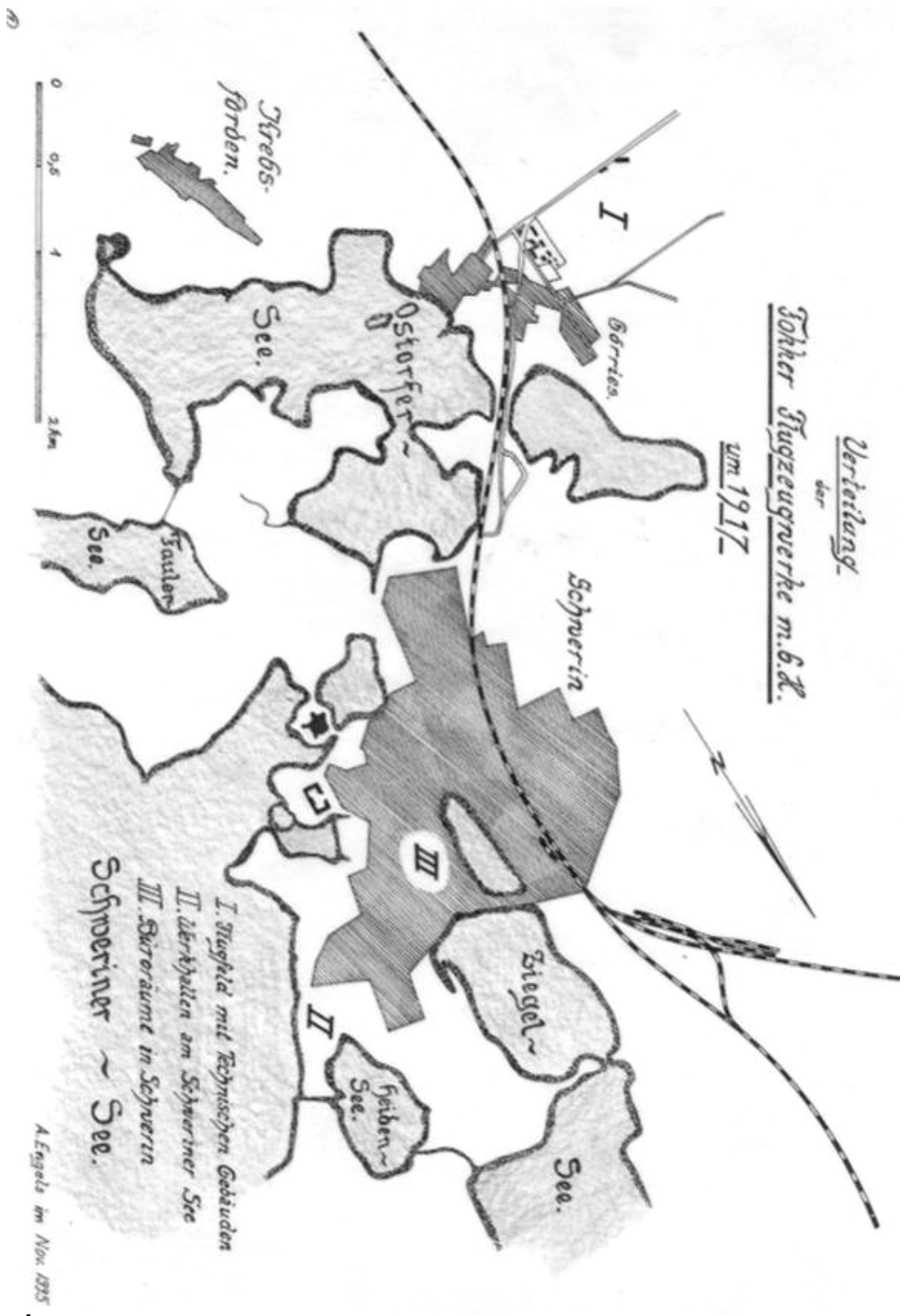
But aviation itself is capable of attracting a great number of people. As good examples only a few most interesting examples should be mentioned here. Closer information on these can be easily found via the internet:

- Omaka
- Dawn Patrol
- Old Rhinebeck Aerodrome
- Oskosh
- La Ferté Alais
- Shuttleworth Collection

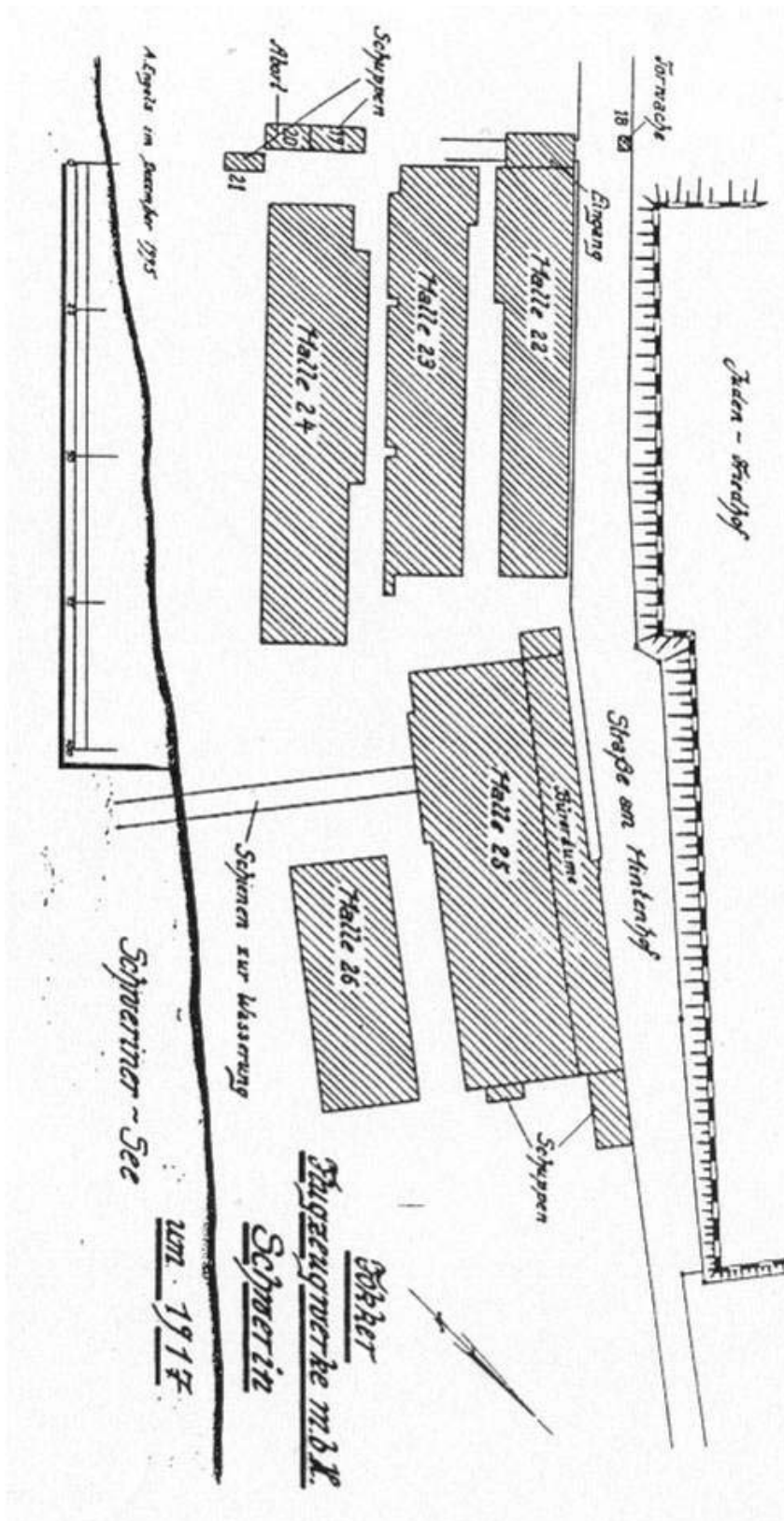
These are all exceptionally flying museums and collections.

In what range an annual airshow produced by such a museum could mean to the region does not require any special mention here.

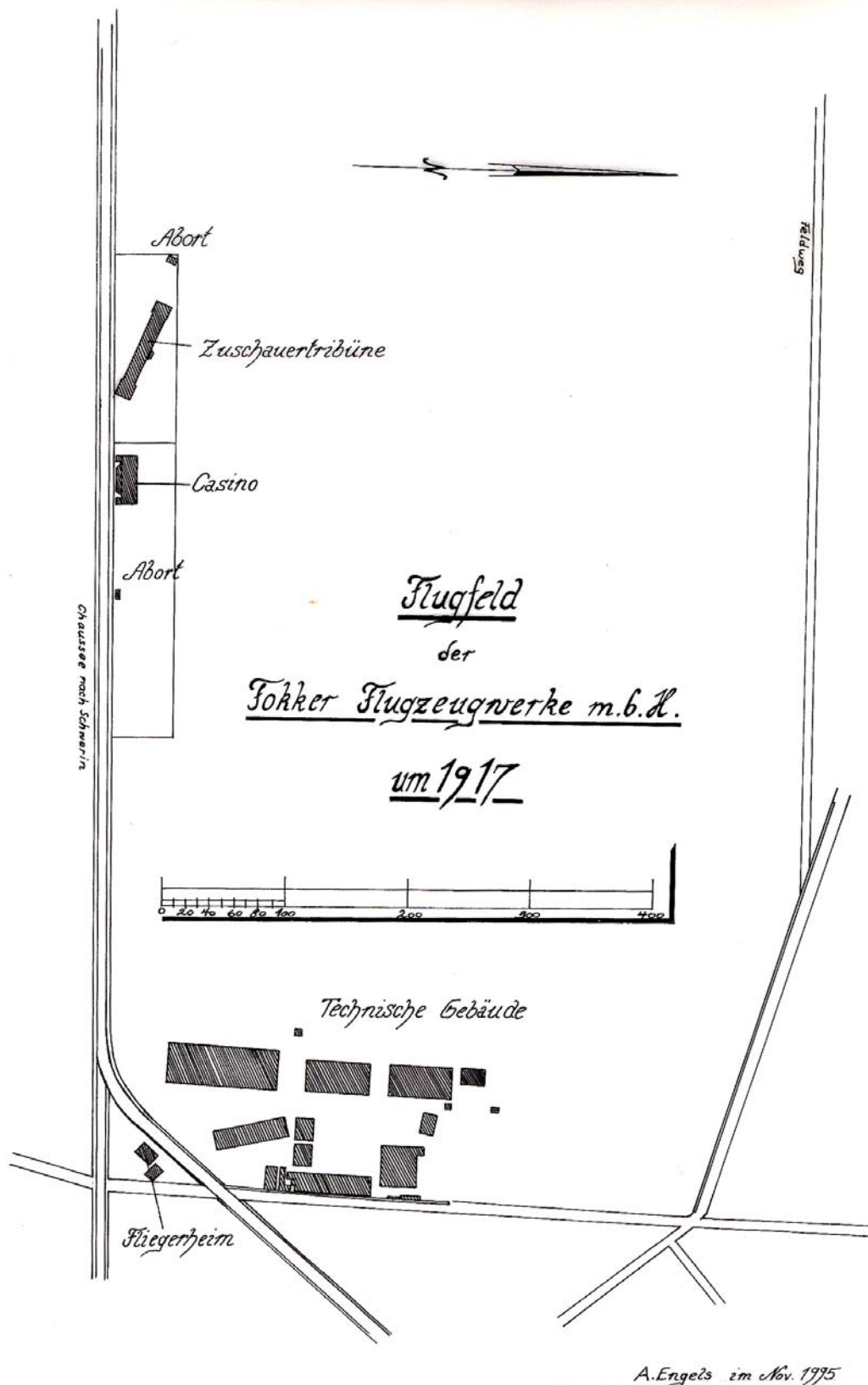
Anhang 1



ities in and around Schwerin
Anlage2

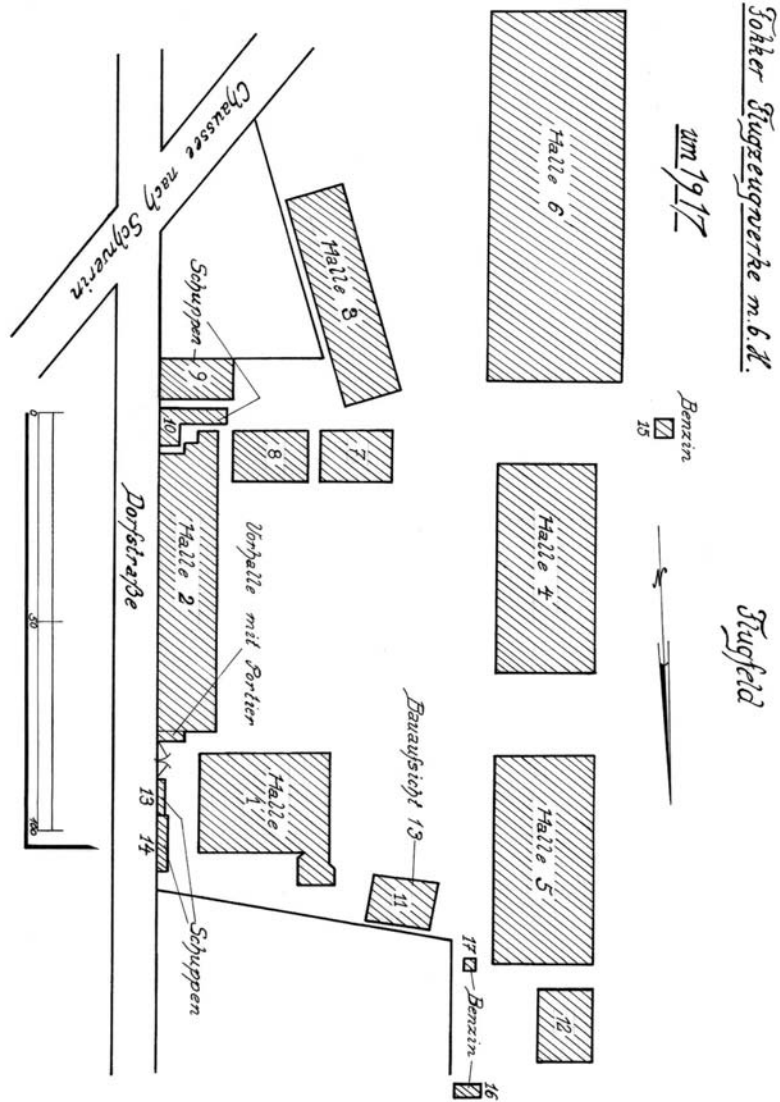


The sheds located at Lake Schwerin The shed marked “25” is the very first shed erected there and the only one that still exists today.



Anlage 3

**The factory facilities at the Airfield Schwerin-Görries
 Here the final assembly was carried out and flight tests have been made.**



Anlage 4

Die Anlagen am Flugfeld in Schwerin-Görries. Hier fand die Endabnahme und das Einfliegen der Flugzeuge statt. Die Bauaufsicht Nr. 13 saß in Gebäude Nr.11.

Anhang 2

Anhang 3

See publications by the Fokker-Team-Schorndorf for drawings of every Fokker Type
made at Schwerin.

„Fokker – Und seine Flugzeuge“

ISBN 3-930571-61-7

Or see:

http://www.collectors-edition.de/Shop/Galerie/FokkerFlugzeuge_english.htm