OBJECT DESCRIPTION / EVALUATION OF ORIGIN

Fragments Fokker D.VII (O.A.W.) 6444/18

(Possibly from a crash landing by Ernst Udet in 1918)

State of condition:
1 = Optically very good, complete
2 = Optically very good, incomplete
3 = Signs of use, complete
4 = Signs of use, incomplete
5 = Signs of use and damages, complete
6 = Signs of use and damages, incomplete
7 = Destroyed, complete
8 = Destroyed, incomplete

Part/Item:	Fragments	**Serial No.**:	Fok. D.VII 6444/17
Date:	1918	**Condition**:	8
Origin:	Petrik Henseldauer	**Price**:	2.500,--DM
Owner:	Achim Sven Engels	**Acquired:**	05.01.2001
Start of work:	01-08-2001	**Worker:**	Engels
End of work:	02-10-2001		

Drawings: No original drawings. New drawings will be produced from sketches made during the development of this report.

Translation: Special Thanks to Langdon Badger who provided help with the translation of this report.

1. Subject of this report:

The pieces concerned, and subject of this report, are a group of items put together in a frame as memorabilia. Namely are here:

- 1 Piece of fabric with stencilling “Fok. D.VII (O.A.W.) 6444/18”.
- 1 Piece of fabric with stencilling “hier anheben”.
- 1 Ignition plate.
- 1 Manometer plate.
- 1 Radiator shutter plate.
- 1 postcard Sahnke „Unser erfolgreicher Jagdflieger Leutnant Ernst Udet“.
- 1 cartoon by Ernst Udet.
- 1 plate of unknown significance, stating “L Gr Bz”.



2. Pre history:

On January 3rd 2001 Petrik Henseldauer made an offer to the Fokker-Team-Schorndorf of the above-described memorabilia. The offer was accompanied with a note that the pieces are fragments of a Fokker D.VII that had made a crash landing, it’s pilot being Ernst Udet.

The original offer being:

„Vielleicht ist auch das folgende von Interesse. Es stammt von einer Auktion von Hermann Historica und ich habe es ersteigert möchte mich aber verkleinern. Es sind Bespannungsstücke von Udet's Fokker DVII und weitere Cockpit-Teile von einem Bruch in 1918 bei Berlin. Das Lot kommt mit einer Herkunftsbeschreibung und einem Cartoon gezeichnet und unterschrieben von Udet. Außerdem ist die Seriennummer lesbar. Ich habe dafür DM 2.500 bezahlt und verkaufe es zum selben Preis. Anbei ein Scan.“

Copies of the entire letter exchange that eventually lead to the deal are attached in appendix 1 of this report.

To prevent the pieces from being sold internationally and therefore lost to Germany the Fokker–Team-Schornsorf decided to purchase the material. The reason this action was taken was not solely because the artefacts may have had an association with the famed Ernst Udet, but mainly because our preliminary research proved that these objects are original fragments of a Fokker D.VII built by the Ostdeutsche Albatros Werke at Schneidemühl.

3. Description (by the eye only):

3.1. Common things

The pieces are preserved under glass in a wooden frame and deterioration due to age is apparent. A better description from close examination will be given further below. The frame itself is in quite good condition. It consists of a thin wooden frame supporting a glass plate, the rear of the display case has been made from a carton and forms the background, and the relics are attached to this by sewing. The rear of the frame only is formed from the carton and there is no additional back cover. The fragments are sewn to the carton as mentioned above and the carton itself does not show significant signs of aging.

The fixing of the background carton as well as the glass plate was achieved by means of small nails being tacked at intervals into the wooden frame parallel to the background thus fixing the background by clamping it between the nails and the frame. Several of those nails have been removed or have fallen apart. At the locations of the nails signs of hammering can be seen on the background carton from behind. Of special interest is the fact that the number of mentioned signs of hammering does not match with the number of nails to be seen on the frame itself. For instance there are no nails existent along the vertical sides although holes from previous nails are clearly visible.

In comparison with the postcards inside of the frame there are no overt signs of aging or fading to be found on the carton that forms its back. Possible fading of the carton below the postcards will be noted at a later time. The conclusion of this hopefully will be an estimation of the period in which the display was assembled.

3.2. Opening of the frame

The frame can be opened without encountering any difficulties, since several of the nails fixing the back carton to the front frame have been removed and lost. Since the carton itself with all the pieces attached does not form a very stiff surface, the whole thing can be pulled apart without difficulties or the worry of damage to its contents. As most of the nails only remained on one half of the frame, top and bottom, it might well have been that these were removed to allow for more easy access to the contents.

3.3. The Glass top

The glass is made up of a 2mm strong plate.

3.4. Background carton

The background carton serves as a carrier of all pieces of the collection. It has an astonishingly new appearance. On first sight it does not show any evidences of aging or fading. Only after the postcard and the cartoon have been removed was it evident that below these sheets the colour of the background carton was one or two shades lighter than the remaining portions that have been exposed to daylight. To estimate a date of production is beyond our resources. But we do not believe that this display dates from the time of the crash.

3.5. Plates

The plates are made from sheet metal with an approximate thickness of 0.5mm whereas the writing is raised about 0.1mm thicker. The signs are etched. Proper dimensions will be taken at a later date when new drawings will be produced. All three plates do show extreme signs of aging. After cleaning a small corner of one of the plates a bright silver color of the metal became visible. The material used to make these plates might have been pewter.







3.6. Sanke postcard

The Sanke postcard is showing Ernst Udet is in very good condition. On its back is written “Pour le Mérite“. The style handwriting indicates it was written on by Udet himself.





3.7. Cartoon

The style cartoon is keeping with other known cartoons that are the work of Ernst Udet. It shows a pilot sitting or half lying on the ground in front of what appears to be a very startled farmer with his wife, in the foreground there is a chicken and in the rear of the scene is the wreckage of his aircraft. He introduces himself with the letters “E. Udet” and obviously is looking for an explanation for his crash landing on their farm. Below the farmwife is written “Allerhand Landung!” – Which might translate as “Not a bad landing!” The back of the cartoon is decorated with the words “Flugplatz Neu-Ruppin im August 1918” (Airfield Neu-Ruppin in August 1918). The writing does not match with Udet's handwriting. Additionally on the back can be seen the remains of what appears to be some kind of reddish-brown cardboard to which the postcard was formerly glued. This cardboard could be the remains of a diary or photo album page. We will have to explain this feature with the question as to whether or not the cartoon and the D.VII relics are actually connected further below.

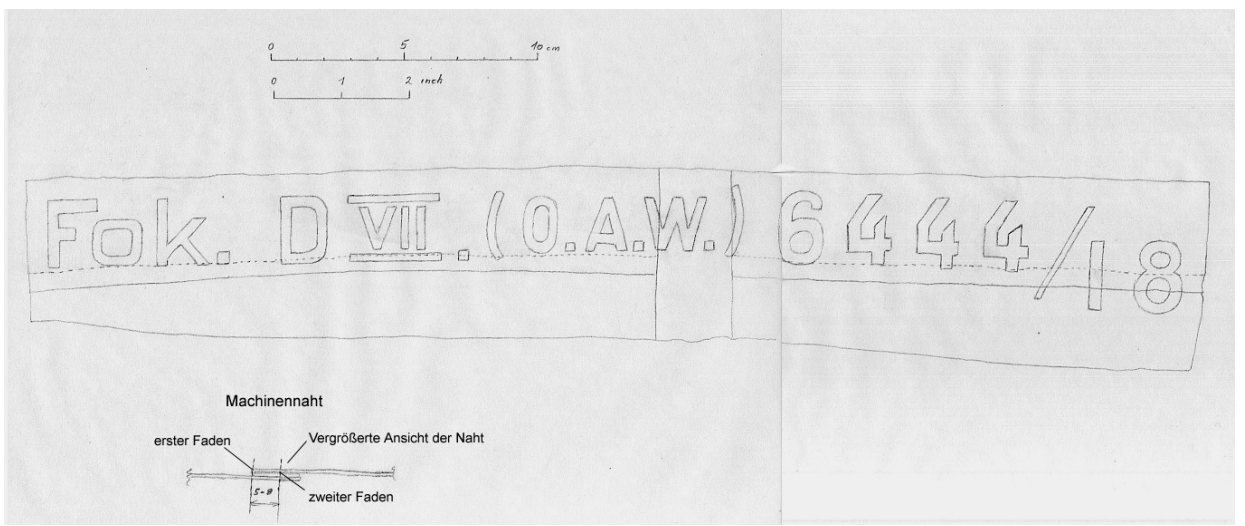




3.8. Piece of fabric with stencilling “Fok. D.VII (O.A.W.) 6444/18”

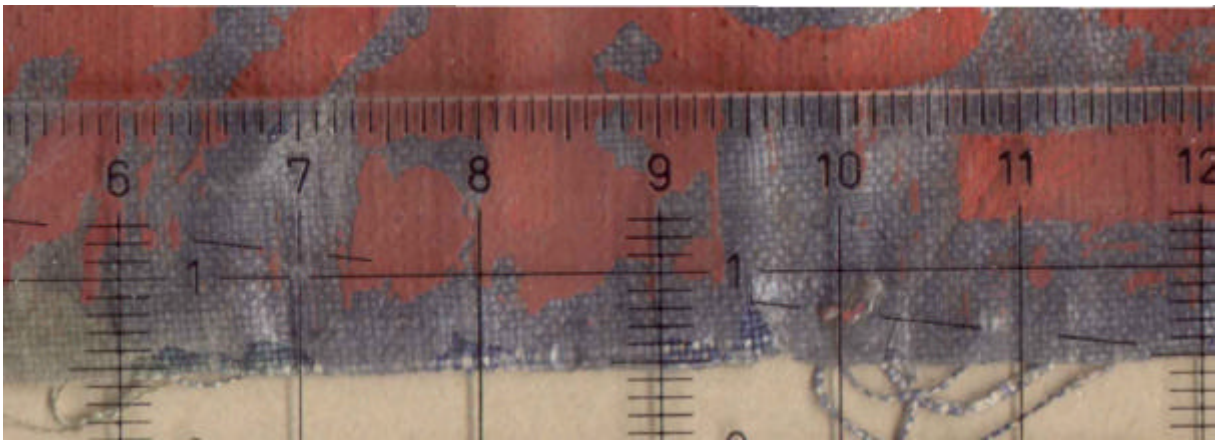


The piece of fabric consist of a piece in the then common multi colour (lozenge) printed aircraft covering cloth displaying the five colour upper side scheme used with aircraft of the German Army Air Service. It carries the O.A.W. style military serial number in the form of “Fok. D.VII (O.A.W.) 6444/18”. Over this a red colour was painted. The first impression that the stencilled letters are also executed in red is wrong. It was suggested by Dave Watts that the over-painted red colour might have impregnated itself into the white paint of the stencilling, close examinations of the original piece confirm that he was indeed quite correct in his assumption. A closer study of where this piece originated on the plane will be done further below. Especially noteworthy is the fact that this piece actually is made up from two pieces of fabric that have been joined in the common way all pieces of fabric join on such aircraft. The seam of the joint is seen immediately below the letters. In addition it was noted that there is an additional darker strip of cloth vertically applied to the piece. This piece can be seen very clearly below the letter “W”. This is an additional strip of cloth glued onto the fabric to protect a threat below it that was used to fix the fabric onto the ribs of the aircraft structure. Again closer examination of this feature can be found below. The red colour used to over paint the whole area is worn off widely and only remains to cover 40-50% of the fabric remnant.



The writing itself was carried out by hand with a 3mm wide brush. There have been found no signs of use of a template. The visible connection of both pieces of fabric is formed by a seam that was sewn with a machine. The enlarged sketch within the above drawing shows the way the seam was executed.

A counting of the threats of the cloth gave a avarge result of 22-23 threats in both directions, what would translate to around 56 threats per inch. This is the same quality as the fabric was that was used for covering of German aircraft of that period.



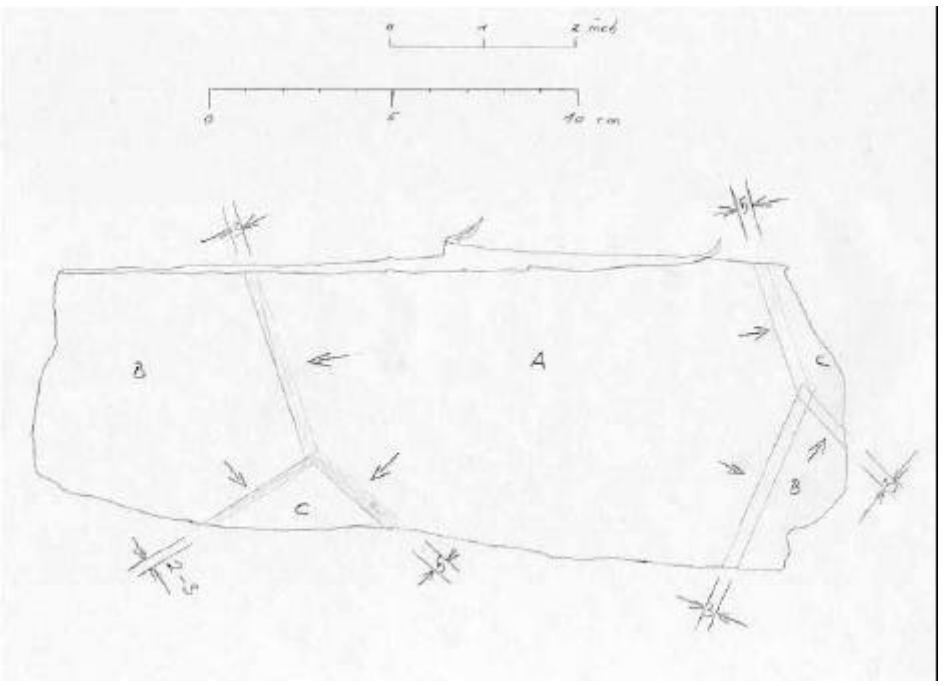
3.9. Fabric piece with stencilling "hier anheben"

The piece of fabric with the stencilling “hier anheben” on it most properly came from the lower side of one of the main planes and was located at the wing tips. This might be evident by the colour of the printed lozenge patters that are visible. It carries the shade of camouflage that was used to cover the lower side of the main planes of aircraft of the Fliegertruppe. Apart from some signs of aging the piece is in good condition. The writing “hier anheben” is partially torn off, but remains well readable. The arrow pointing to the location where to lift on is only partially shown.

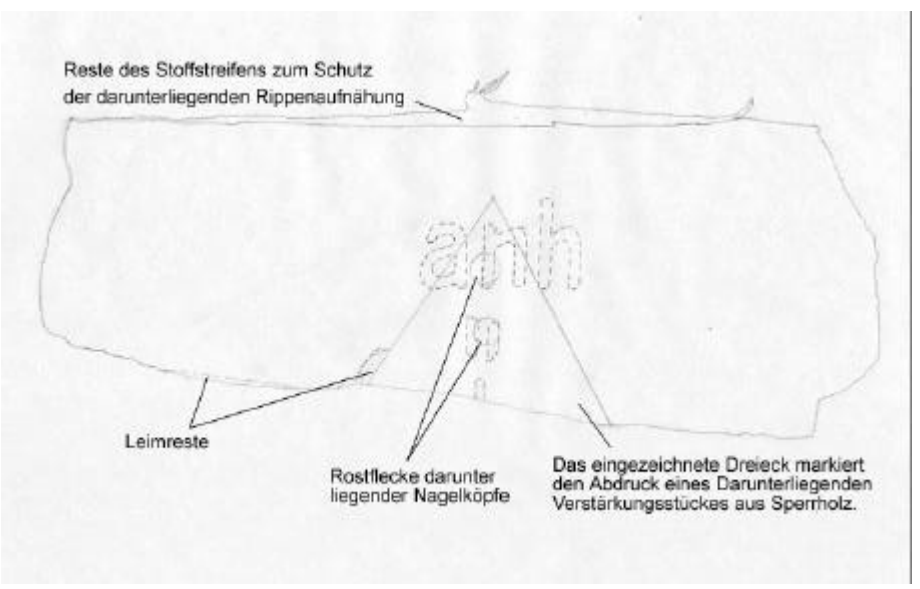




The writing „hier anheben“ was again done with a 3mm wide brush by hand and again no template was used. The dotted lines in the above sketch show the new starting points of a line.



The above sketch shows the position of the polygonal fields of the printed colors of the fabric´s camouflage sheme. The arrows show the direction the colors do overlap the next. This might possibly allow to examine which color was printed first and followed by wich one.



The next sketch shown above clearly shows further obvious oddities of found on the fabric piece. There is a small triangular mark that resulted from a triangular reinforcing that was located in that position below the fabric, which formed the structural connection between the wing Tipps wooden piece and the wing spar. All trough the fabric can be seen redish-brouwn round dots. These are remains of rust of nails used to tack the reinforcing piece onto the below wooden structure. In addition at the merked location there are remains of glue visible that was used to glue the wooden structure. This might also be remains of dope that has gone trough the fabric, but it apears to have been come from the unterside of the wooden reinforcing.

3.10. Unknown sign "L Gr Bz"

The origin and meaning of this sign remains a mystery to us. The dimensions of the sign are 40 mm x 70 mm. It is printed on paper and glued to a 3mm thick wooden plate of the same size. The condition of that piece is good.



4. Evaluation of Origin:

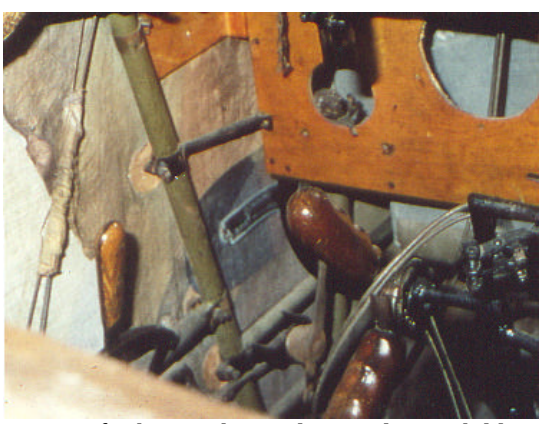
4.1. Frame

No signs of its origin can be found on the frame itself.

4.2. Plates

The signs within this collection do most certainly come from a Fokker D.VII that was built by O.A.W. Following evidences might be noted:

1. Ignition plate:



Fotografischer Nachweis des Zündungsschildes
am O.A.W.-gebauten Fokker D.VII im Brome County Museum in Canada
(Photo: Ed Stevens)

2. Manometer plate:

The manometer sign from this collection is beyond dispute as it is known that these signs were a standardised item since the production of the Albatros D.III

3. Radiator shutter plate:

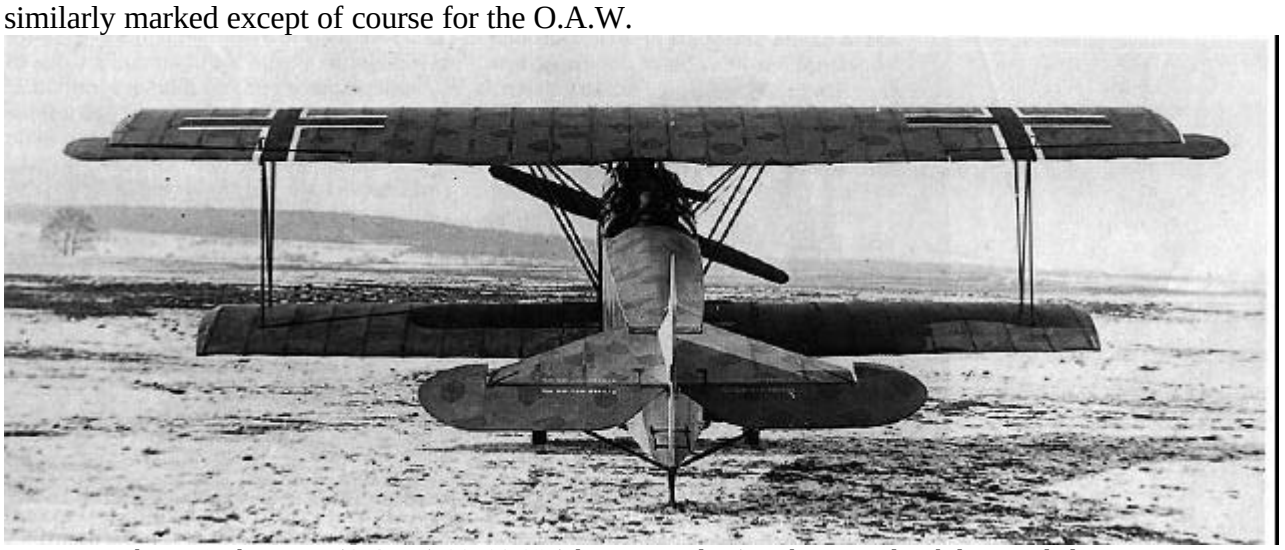
Any evidence for the use of that sign within production Fokker D.VII is still missing.

4.3. Piece of fabric with stencilling "Fok. D.VII (O.A.W.) 6444/18"

According to a study of the now in our hands being pieces we have been able to determine that the letters have originally been painted on in white colour. The red appearance of it is due to the fact that the red used for over painting the surface indeed impregnated the white colour. This also helped protect the red from ware at the locations of the white letters in comparison with the rest of the area that was covered in red. We would especially like to thank Dave Watts who pointed out that possibility after taking a look at the photographs we had sent to him.

The location of the stencilling can be surmised by the fact that a darker piece of fabric can be seen running vertically through the letter "W" and this piece of fabric is indented with a mark left by its original proximity to a tubular steel rib, because of this and the orientation of the stencil it can be assumed that this piece of fabric originally came from either the left or the right side upper surface of the horizontal stabilizer close to its rear edge in front of the elevator. This location of serial identification was common with O.A.W.-built machines.

As evidence of the common practise of painting these locations with the serial numbers is the following photograph of an O.A.W.-built Fokker D.VII. Fokker built aircraft components were similarly marked except of course for the O.A.W.

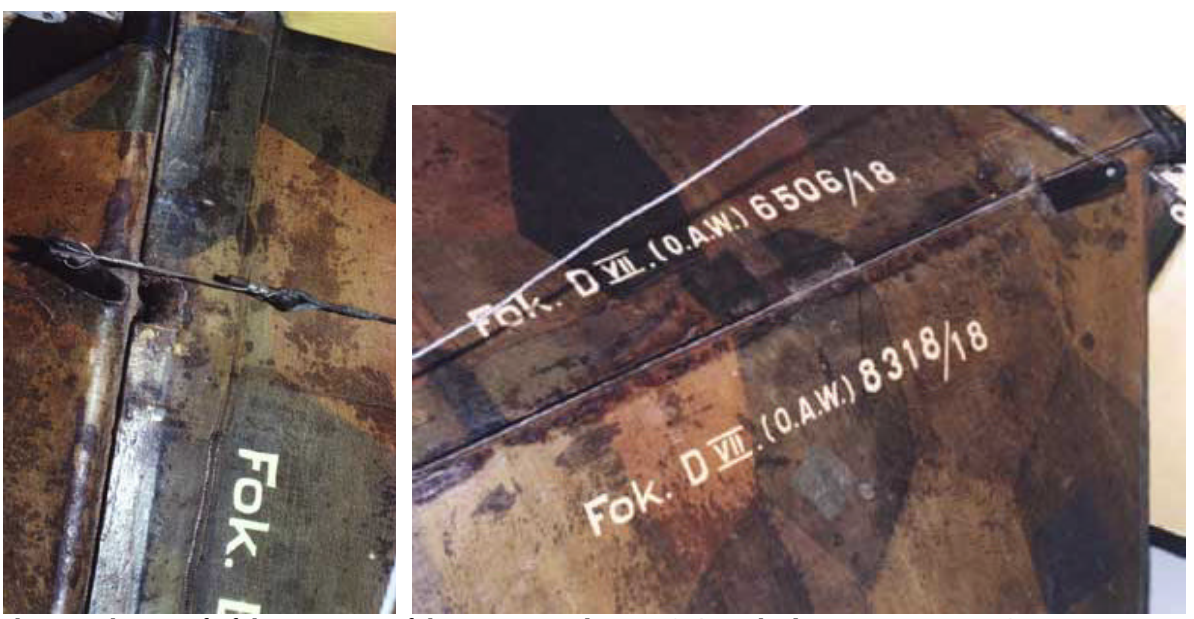


Marking "Fok. D.VII (O.A.W.) 8840/18" (Photo: L Badger) on horizontal stabilizer and elevator.

The corresponding serial numbers to this location of the stabilizer are clearly visible in this photograph. The same marking is repeated on the elevator, but our piece could not have been taken from the elevator since, as can be seen in the photo above, there are no additional reinforcing strips of cloth added to the elevator surface and the orientation of the stencilling to the horizontal reinforcement strip would be wrong. This lack of reinforcing above the elevator ribs was most probably a common practice at O.A.W. therefore we can safely assume this piece is from the horizontal stabiliser and the vertical line through the "W" confirms the accuracy of

the application of the stencilling on our fragment in comparison with those applied to 8840/18 shown above.
But there remains the question of the existence of the horizontal seam directly below the marking on the preserved piece of fabric. This would coincide over the leading edge of the timber that forms the trailing edge of the stabiliser and is thought to be a strip of local reinforcing that runs across the full span of the stabiliser.
With this evidence in mind we believe these fragments the authentic remains from Fokker D.VII 6444/18. There is no reason (at least up to now) to doubt their origin.

Additional note made on 29.01.2001:
In the meantime we have been provided with a photographic evidience that the seam line visible on our piece of fabric was indeed a common O.A.W. practice to cover the Fokker D.VII there. We are talking about the below shown photographs taken by Ross Walton of the stabilizer of the Brome County Fokker D.VII that also shows this seam line very clearly.



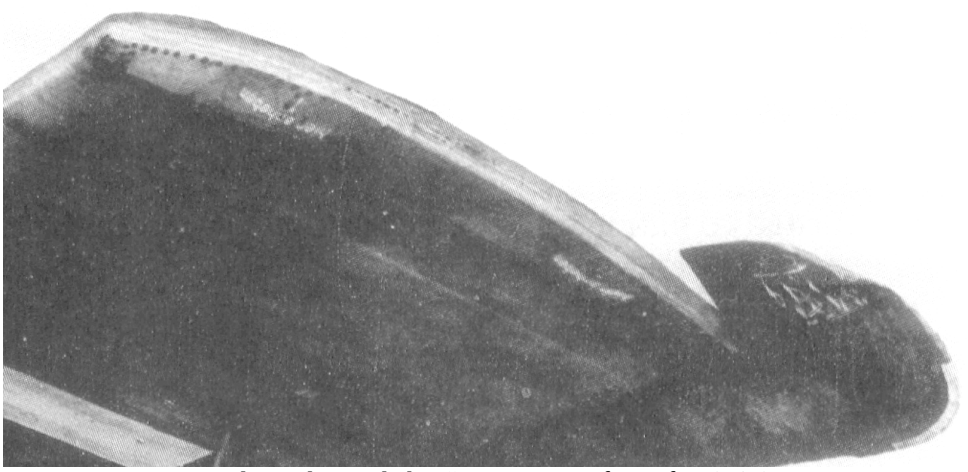
Photographic proof of the existance of the same seam line on O.A.W.-built D.VII im Brome County Museum (Canada)
(last Fokker D.VII in Original configuration.) Photo: Ross Walton

4.4. Piece of fabric with marking “hier anheben”.

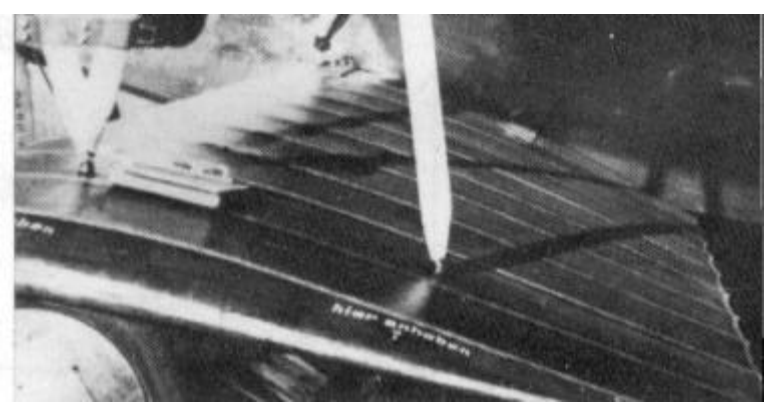
This piece of fabric almost certainly came from a Fokker D.VII that was built at the O.A.W. plant. The lighter shade of colour of that piece of lozenge pattern fabric compared to other piece tells us that it was probably located on the lower surface of one of the main planes of the aircraft in keeping with the light under surface and darker upper surface camouflage techniques employed by A.O.W at that time. This marking was added to the top and the lower surfaces of the wind tips as can be seen in the following photographs:



Marking "hier anheben" on lower surface of 4635/18



Marking “hier anheben” on upper surface of 4464/18.



Marking „hier anheben“ on upper surface of 4464/18.

The darker shaded small strip on the upper border of the fragment is the remains of an additional reinforcing that was glued onto the fabric to protect the threat used to sew it to the rib of the wing. It is remarkable that this strip was cut from upper side camouflage cloth.

Of spezial interest is the existance of the triangular print on the examined piece of fabric that came from an below it attached triangular reinforcing piece of plywood. The special thing about this print that should be recognized is the fact that it terminates in a sharp point at its end and that it does not terminate at the beginning point of the first rib, but almost half way. Other documents show this piece on O.A.W. and Albatros-built aircraft not termination in a sharp dot but in a flat end with the top of the triangular cut away and reaching to the beginning of the first rib of the wing. Semiliar cut away tips can be found in Fokker factory drawings of both wings (upper and lower wing) but with the feature that these Fokker reinforcings did not rech to the beginning of the first wing rib, just like seen on our piece.

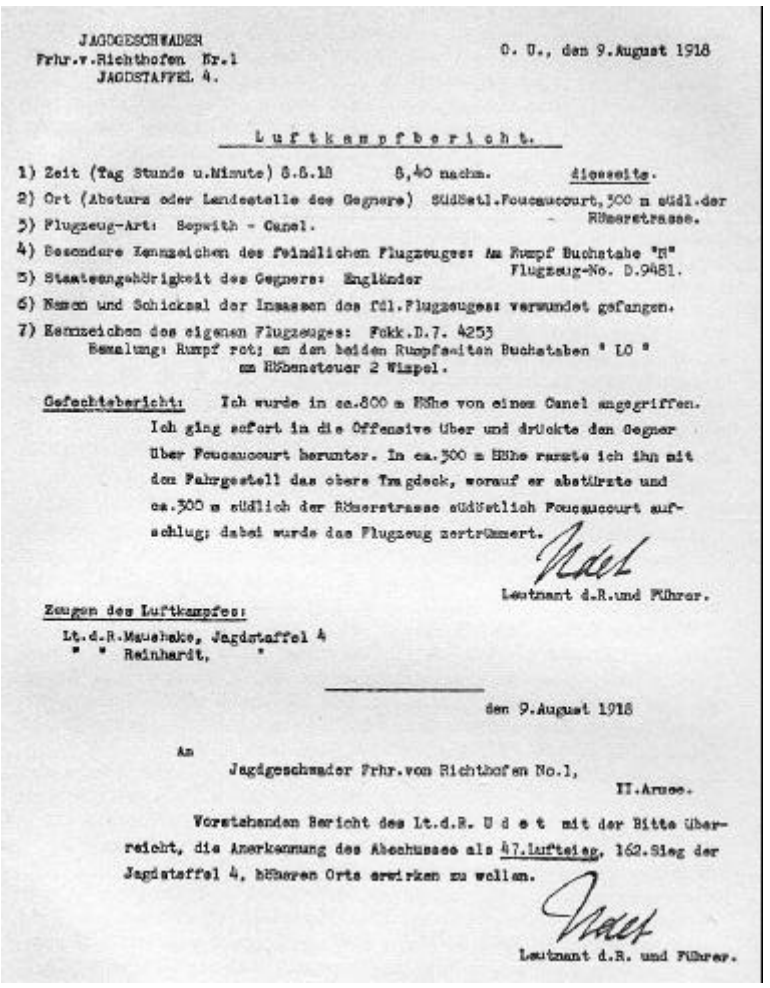
As a conclusion it might be considered that the shown piece shows a kind of construction that was not noted before. As a possible photographic evidience of the existance of this kind of reinforcing shape the photograph below might be noted.



Indication of semiliar sharp terminating reinforcing piece on Fok D.VII (O.A.W.) 8502/18

4.5. Cartoon

This cartoon resembles the well-known and often published cartoons that have been drawn by Ernst Udet himself. The handwriting is comparable with other documents prepared by Udet. As can be seen from this combat report that was signed by Udet also in August 1918.



JAGDGESCHWADER
Frhr.v.Richthofen Nr.1
JAGDSTAFFEL 4.

O. U., den 9.August 1918

Luftkampfbericht.

1) Zeit (Tag Stunde u.Minute) 8.8.18 8,40 nachm. diesseits.
2) Ort (Absturz oder Landestelle des Gegners) SüdOstl.Foucaucourt, 300 m südl.der Röhrerstrasse.
3) Flugzeug-Art: Sopwith - Camel.
4) Besondere Kennzeichen des feindlichen Flugzeuges: Am Rumpf Buchstabe "B" Flugzeug-No. D.9481.
5) Staatsangehörigkeit des Gegners: Engländer
6) Namen und Schicksal der Insassen des fdl.Flugzeuges: verwundet gefangen.
7) Kennzeichen des eigenen Flugzeuges: Fokk.D.7. 4253
Bemalung: Rumpf rot; an den beiden Rumpfseiten Buchstaben " LO " am Höhensteuer 2 Wimpel.

Gefechtsbericht: Ich wurde in ca.800 m Höhe von einem Camel angegriffen. Ich ging sofort in die Offensive über und drückte den Gegner über Foucaucourt herunter. In ca.300 m Höhe rannte ich ihn mit dem Fahrgestell das obere Tragdeck, worauf er abstürzte und ca.300 m südlich der Röhrerstrasse südöstlich Foucaucourt aufschlug; dabei wurde das Flugzeug zertrümmert.

Udet
Leutnant d.R.und Führer.

Zeugen des Luftkampfes:
Lt.d.R.Mauehake, Jagdstaffel 4
" " Reinhardt, "

---

den 9.August 1918

An
Jagdgeschwader Frhr.von Richthofen No.1,
II.Armee.

Vorstehenden Bericht des Lt.d.R. U d e t mit der Bitte überreicht, die Anerkennung des Abschusses als 47.Luftsieg, 162.Sieg der Jagdstaffel 4, höheren Orts erwirken zu wollen.

Udet
Leutnant d.R. und Führer.

This signature is the without doubt the same as the one shown on the front of the cartoon close to the pilot. I am certain that this cartoon was indeed was drawn by Udet. The existence of the chicken and of the civilian couple lead us to the conclusion that the incident might have happened close to, or even on, a Farm.

The back of the cartoon carries the words “Flugplatz Neu-Ruppin im August 1918”, but it should be noted that the handwriting does not appear to be Udet’s. Furthermore the back of the cartoon shows the remains of a reddish-brown cardboard in its corners. This might be evident that this cartoon was originally glued to an album or diary and may not originally have been connected with the other items in this collection.
All other remaining parts of the collection do not show any sign of having formerly been attached to similar cardboard. There is also no evidence of folding on the fabric pieces that could indicate that they were stored inside of an album or diary.

4.6. Postcard

The postcard from the collection was made by Sanke and shows Udet. On its back is written “Pour le Mérite”. The hand writing could have been Udet’s.

4.7. Sign with marking "L Gr Bz"

Origin and original propose of that sign remains a mystery to us (see Dave Watt`s theory below in the appendix). It may not be directly connected with the aircraft or with the pilot. This leaves us to assume that it must be connected with the incident itself.

5. Interim Conclusion

As an interim conclusion at the present state of research and evaluation it can be said that the fragments subject to this report are almost certainly remains of the Fokker D.VII 6444/18 that was built by the O.A.W. in 1918.

The cartoon almost certainly was drawn by Ernst Udet and might provide an insight into the loss of D.VII (O.A.W.) 6444/18.

6. Remaining questions

Questions that still need to be answered are:

1. Where was Ernst Udet in August 1918? Since the cartoon has this information on its back it might prove that the incident happened there and not at the front. In the war diary of Jagdgeschwader I can be read the following note on 22nd of August 1918:

„B e u r l a u b u n g und S t a f f e l f ü h r u n g: Lt.d.R. Udet (Jasta 4) wird 4 Wochen nach München beurlaubt.“

   Could Udet have been at Neuruppin? This is the most important question as the answer could tie all of this evidence together.

2. What meaning to the collection does the sign reading "LGrBz" have? Probably it does not belong to the aircraft or the pilot. Possibly this is a card or from a carton or something similar.

3. What ultimately happened to 6444/18? There must be military documents that can confirm what unit it was attached to and when it crashed. The evidence of red paint being applied to the tail surface would lead one to expect that this aircraft had front line use.

7. Conclusion

The conclusion of this report:

1. The fragments are the remains of 6444/18,
2. The connection of a crash landing of 6444/17 with Udet as pilot and the fragments as memorabilia of that incident are supported by the existence of the cartoon that accompanies the fragments. The cartoon also supports that Udet, whilst on holiday as mentioned in the war diary (only that he was on leave), paid Neuruppin a visit. Until his

location in the questioned time space is settled it might well have happened that he crash-landed 6444/18 and that he took the fragments as a souvenir.

Until the questions under point 6. of this report are answered the Fokker-Team-Schorndorf recoments to judge the fragments as authentic remains of 6444/18, but not directly in connection with Ernst Udet.

The possible original intention of the collection might well have been to create some memorabilia as a tribute to the fact that Ernst Udet was one of the most successful fighter pilots of WW1 and that much of his service was spent in the Fokker D.VII.

I sign my name that the above observations are done carefully, written true and correct:

Achim Sven Engels
Fokker-Team-Schorndorf
Schorndorf, den 10.01.2001



Special Thanks to the following people for having been of assistance:

Dan-San Abott
Langdon Badger
Dick Bennett
Peter Cohausz
Charles Gosse
Petrik Henseldauer
Markus Pleyer
Jim Streckfus
Ross Walton
Dave Watts

Apendix 1

Briefwechsel Henseldauer-Engels

03.01.2001 Petrik Henseldauer schrieb:
„Vielleicht ist auch das folgende von Interesse. Es stammt von einer Auktion von Hermann Historica und ich habe es ersteigert möchte mich aber verkleinern. Es sind Bespannungsstücke von Udet's Fokker DVII und weitere Cockpit-Teile von einem Bruch in 1918 bei Berlin. Das Lot kommt mit einer Herkunftsbeschreibung und einem Cartoon gezeichnet und unterschrieben von Udet. Außerdem ist die Seriennummer lesbar. Ich habe dafür DM 2.500 bezahlt und verkaufe es zum selben Preis. Anbei ein Scan."

03.01.2001 Achim Engels schrieb:
Hallo Petrik,
zunächst eine Frage: Bezüglich der Teile des Udet D.VII sprichst Du von einer Herkunftsbeschreibung. Was mich dabei natürlich besonders interessiert, ist die Frage, ob die Herkunft anhand irgendwelcher Dokumente

oder einer Expertise gesichert ist. Sicherlich liegt so etwas bei Hermann Historica gemacht worden. Könnte ich das sehen?

Gruß
Achim

03.01.2001 Petrik Henseldauer Schrieb:
Hallo Achim,

besten Dank für Dein Mail. Hierbei ein paar Informationen zu den Udet Flugzeugframenten. Die Auktionsbeschreibung von Historica liest sich wie folgt:

Ernst Udet - Flugzeugfragmente 1918. Gruppe von Erinnerungsstücken an den Absturz des erfolgreichen WK 1 - Jagdfliegers (62 Abschüsse), Pour le Merite-Trägers und späteren Generals der Flieger mit einem Jagdflugzeug Fokker DVII auf dem Gelände der Fliegerschule Neu-Ruppin bei Berlin 1018. Teile der Rumpfbespannung mit Aufschrift "FOKKER DVII OAW 6444/18" (OAW = Ostdeutsche Albatros Werke) und "hier anheben". Instrumentenplakette für Zündung, Kühlerklappe und Manometer, etc. Dazu eine Bleistiftkarikatur Udets zu diesem Unglück, Rs. in Tinte beschriftet "Neu-Ruppin 1918" und eine Fotopostkarte von Udet. Dazu Herkunftsnachweis: Kopie des vom Einlieferer nicht ausgehändigten "Schuldscheines".

Der Schuldschein ist als Scan angehängt. Es ist davon auszugehen, daß der vorletzte Besitzer weitere Gegenstände von Udet besitzt und da der Schuldschein weitere Gegenstände aufzählt hat er wohl das Original behalten.
Ferner gehe ich davon aus, das die Seriennummer bei der Identifizierung des Flugzeuges hilfreich sein könnte.

Bei Interesse kann die Rechnung von Hermann Historica gemailt werden, die ein Kaufpreis von DM 2.514,98 ausweist.
Grüße, Petrik

03.01.2001 Achim Engels schrieb:
Hallo Petrik,
danke für die schnelle Reaktion.
Zunächst zu den Abzeichen. Ich bin zwar an solchen Gegenständen interessiert, aber nicht so sehr, dass ich gezielt danach suchen würde. Es tut mir also leid, dass ich hierfür nicht den Betrag opfern möchte.
Bei den Teilen im Rahmen sieht die Sache anders aus. Hieran bin ich in der Tat interessiert. Allerdings stellt sich für mich immer noch die Frage der Authentizität der Einzelteile. Ich möchte damit keineswegs sagen, dass das es keine originalen Teile eines deutschen Kampfflugzeuges aus dem Ersten Weltkrieg sind, sondern lediglich ob es wirklich Teile eines Fokker Flugzeuges sind. Zumindest die Markierung der Seriennummer scheint nicht Werksmäßig aufgetragen zu sein. Wenn die Möglichkeit besteht, dass ich mir den Rahmen ansehen könnte, bevor ich eine Entscheidung fälle, wäre ich dafür sehr dankbar. Die Postkosten der Zu und gegebenenfalls Rücksendung würde ich natürlich voll übernehmen.

Wenn die Teile vor mir liegen kann ich die Art der Verarbeitung der Nähte am Bespannstoff und andere Details daraufhin überprüfen, ob sie damals gängigen Praxis bei O.A.W. entsprechen. Wenn dies der Fall ist, bin ich bereit, die Teile zu übernehmen.
Sollte das nicht möglich sein, muß ich leider davon absehen.
Für Dein Entgegenkommen möchte ich mich schon jetzt recht herzlich bedanken.
Gruß
Achim

03.01.2001 Petrik Henseldauer Schrieb:
Hallo Achim,
kein Problem mit dem kleinen Nachlass.
Ehrlich gesagt mir ist nicht ganz wohl dabei Dir den Rahmen zu senden und dabei möchte ich Dir nicht zu Nahe treten. Wo wohnst Du bzw. welche Möglichkeiten einer Versendung siehst Du?
Grüße, Petrik

03.01.2001 Achim Engels Schrieb:
Hallo Petrik,
Dein Unwohlsein kann ich sehr gut nachempfinden.
Meine Adresse lautet:
Fokker-Team-Schorndorf
Achim Sven Engels
Burgstrasse 31
73614 Schorndorf
Wenn Du das nicht versenden willst, oder mir nicht traust, oder dem Versandweg, kann man nichts machen. Verstehen tu ich´s jedenfalls sehr gut.
Aber bitte versteh´ Du auch mich.
Als Versandweg käme die Post oder UPS in Frage.
Gruß
Achim

04.01.2001 Petrik Henseldauer schrieb:
Hallo Achim,
vertrauen ist gut, Sicherheit ist besser. Ich verzichte auf den Verkauf.
Besten Dank für Dein Interesse.
Grüße, Petrik

04.01.2001 Achim Engels schrieb:
Hallo Petrik,
tja, schade drum. Ungesehen geb` ich aber auch keinen Monatslohn her.
Per Einschreiben mit Rückschein wäre wohl sicher genug gewesen.
Nun gut, vielleicht bei einer anderen Gelegenheit.
Gruß
Achim

04.01.2001 Petrik Henseldauer schrieb:
Hallo Achim,
verstehe ich daß Du es vorab sehen möchtest, da es eine Menge Geld ist.
War nur etwas irritiert mit welchem Selbstverständnis Du die Verkaufsbedingungen diktiert

hast. Eine andere Möglichkeit wäre gewesen Vorabkasse mit Rückgabegarantie, etc.
Gebe Dir Recht, vielleicht bei einer anderen Gelegenheit.
Habe mir übrigens in der Zwischenzeit Eure Homepage angeschauen und bin begeistert. Macht weiter so.
Weiterhin viel Spaß beim Sammeln und Zusammentragen.
Grüße, Petrik

04.01.2001 Achim Engels schrieb:
Hallo Petrik,
tut mir sehr leid wenn das so rüberkam. Ein Diktat sollte das keinesfalls sein. Möchte mich für den Anschein entschuldigen.
Gruß
Achim

04.01.2001 Petrik Henseldauer schrieb:
Hallo Achim,
Schwamm drüber. Let's get real again. Ich möchte offensichtlich die Gruppe verkaufen und Du evtl. kaufen. Wir haben nun zwei Möglichkeiten:
1. Wir hämmern einen Kompromiß aus bezüglich der Versandbedingungen
2. Wir lassens und ziehen beide wenigstens etwas positives aus der Erfahrung: Du hast DM 2.500 gespaart und ich packe die Gruppe in eine amerikanische Auktion mit einer realistisch guten Chance über DM 2.500 zu realisieren. Lass mich bitte wissen was Du denkst.
Grüße, Petrik

04.01.2001 Achim Engels schrieb:
Hallo Petrik,
Fakt ist, dass die Amis mit Sicherheit die Sache kaufen würden. Fakt ist aber auch, dass das deutsche Relikte sind und daher in Deutschland bleiben sollten.
Da wir beide bestrebt sein sollten nicht noch mehr der deutschen Geschichte ins Ausland abzugeben (siehe zum beispiel die Richthofen Relikte, die überall verstreut sind, nur nicht hier), sollten wir uns über einen Kompromis ernsthafte Gedanken machen.
Gruß
Achim

04.01.2001 Petrik Henseldauer schrieb:
Hallo Achim,
anbei findest du nochmals ein stark vergrößerten Scan der Bespannung mit Naht. Vielleicht hilft es Dir bei der Erkennung ob es Deiner Meinung nach ein Stück von einer Fokker ist oder nicht. Übrigens, hat die Seriennummer Dir in irgend einer Weise Klarheit geben können bei der Erkennung des Flugzeuges? Falls du noch interessiert bist an einem Kauf, könnte ich mir vorstellen
Dir die Gruppe per Vorrauskasse mit Rückgabegarantie zuzusenden. Die Versankosten würdeich dann übernehmen.
Grüße, Petrik

04.01.2001 Achim Engels schrieb:
Hallo Petrik,
darüber lässt sich reden.

Die Naht entspricht zumindest mal den damals üblichen Arbeitstechniken. Die Nummer lässt sich natürlich nachvollziehen. Das Flugzeug Fokker D.VII O.A.W. 6444/18 gehört zur Gruppe 6300/18-6649/18 die von den Ostdeutschen Albatros Werken gebaut wurden. Das bedeutet natürlich nicht, dass der Stoff wirklich von dieser Maschine stammt.
Die Tatsache, dass die Nummer direkt auf eine O.A.W. Maschine verweist verleiht dem ganzen allerdings einen gewissen Glaubwürdigkeitsgrad.
Allerdings beschränken sich meine Nachforschungen gerade eher darauf, ob im Oktober auf dem Flugfeld von Neu-Rupin tatsächlich eine O.A.W.-gebaute Fokker D.VII verloren ging und in wie weit Udet darin verstrikt war.
Lass mich Deine Kontonummer wissen.
Gruß
Achim
...

Apendix 2

Interesting letters on that subject:

1 Large piece of fabric with "Fok. D.VII (O.A.W.) 6444/18 on it.

Dan-San Abbott wrote:
Achim:
I am going to refer you to Albatros Productions Ltd. publication "FOKKER D.VII" ANTHOLOGY! top of page 5. Your piece of Upper Day Pattern fabric is from the top left stabilizer. In the Fok.D.VII (O.A.W.) 6448/18 the "W" lines up with the rib tape, (same as your piece of fabric.) which is a strip cut from the printed lozenge fabric. The markings, details, etc are the same as this machine shown on pages 4 and 5. I was not aware of a seam near the rear spar of the stabilizer, now I am. The pattern repeats span wise on the stabilizer. See the photo on page 4. The piece of fabric with "hier Anheben" is from the area of the front spar at the lower right wing tip and is the Day Lower Pattern Printed Fabric.
Apparently at least the tailplane was over-painted red-orange.

Blauer himmel,
Dan-San

Ross Walton wrote on the Subject of the Brome County O.A.W.-built D.VII:
Hi Achim,

I feel quite certain that I recall seeing this seam that you are discussing...a seam that runs span wise along the trailing edge of the horizontal stabilizer...However, the human memory can be deceptive and I will check some photos for confirmation.

I'll get back to you once I've reviewed my photos.

Best,

Ross

Ross Walton wrote on the subject of the Brome County stabilizer:
Dear Achim,

Attached please find the photos of the horizontal stabilizer of the Brome County Fokker D-VII. Please feel free to contact me with any questions.

Best regards,

Achim Engels rsponded:
Dear Ross,

These are indeed the final evidience that my pieces here are authentic. Thanks a lot.

Achim

Sign "L Gr Bz"

Dave Watts wrote:

Hi Achim,

Thanks for the further information.

>The Fragments just arrived here and it appears you have well been right. The writing indeed was originally white with the red having impregnated into the red color.

That is great. I believe this is correct and original.

>The "L Gr Bz" sign measures 70mm x 40mm. It is printed on paper and glued to a 3mm thick wooden plate of the same size. I will go and open the frame now to find out more. If there will turn out something of interest I will let you know.

Much as I thought. The 70mm is correct for the length of ammunition round for the Spandau. I need to look further, but I think this may be the end of the carton of an ammunition box. I'm not sure why he would include it, unless the idea is something like, "he was shot down." "L Gr Bz", I believe may be an abbreviation for a type of ammunition.

Best,
Dave