



Red Baron[®]

EXPANSION DISK



MISSION BUILDER



Dynamix[®]
PART OF THE SIERRA FAMILY

Dynamix's award-winning flight simulator, *Red Baron*, brought you a historically accurate and detailed recreation of WWI aerial combat. Now, the *Red Baron Mission Builder* brings you even more thrilling action. Features include new planes, new aces, and a new Mission Builder that allows you to experience the challenge and excitement of creating your own custom missions. With the Mission Builder, the choices are yours. Create difficult missions that test your weaknesses and train you to be a better pilot or play on your strengths, flying variations of your favorite missions again and again. This manual introduces the new planes, aces and features that are added to *Red Baron* with this expansion disk.

✱ *Hermann Goering*
on the left.



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"A woman, now old, had observed in her youth a Lafayette Escadrille survivor during his final months of life. She had known nothing of his war experience; that he had once been a handsome, young daredevil flyer who had enlisted in the Foreign Legion of 1914, who had fought many combats, had been seriously wounded, and had gone on to command a fighter squadron while being decorated for heroism. She witnessed the pilot living out his final summer at a Minnesota lake resort from the viewpoint of her adjoining family cottage, a man without purpose or ambition, 'A good for nothing waster drunk,' as she described him, who had appeared a decade older than his forty years."

—Lafayette Escadrille Pilot Biographies.

HEROES IN THE AFTERMATH

As the days of World War I faded into the pages of history, and the memories of its participants grew hazy and imprecise, the aces who earned glory and fame above the trenches struggled to deal with the post-war world. Many aviators suffered the same fate as William Thaw, of the preceeding quote, who was witnessed drinking himself to death during one tragic summer in Minnesota. Others, such as Hermann Goering, rose and accomplished great feats of infamy. Whatever their fates, the aces of World War I would all struggle, some in vain, to adapt to a world where their combat talents were no longer needed.



Courtesy Smithsonian Institution

✱ William Thaw on
far left.

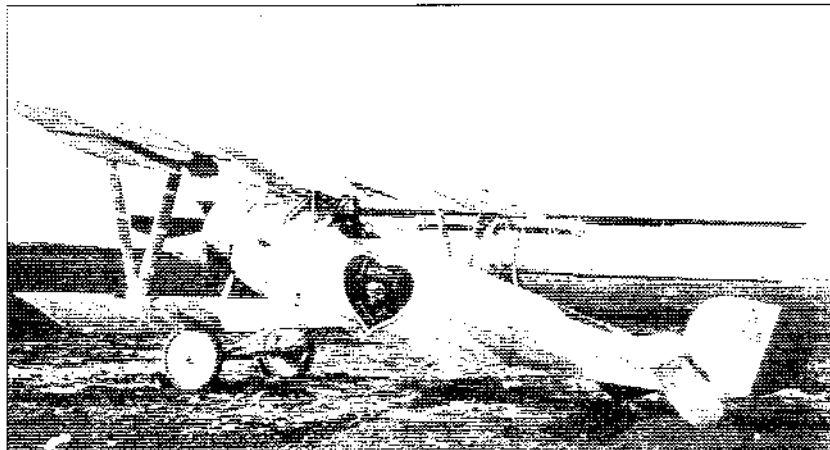
CHARLES NUNGESSER

When the war ended, Charles Nungesser was one of France's greatest living heroes. He had suffered dozens of wounds in combat and shot down 45 planes. He was awarded nearly every medal France could give for bravery in combat. When the fighting stopped, Nungesser's entire life changed.

As a dashing war hero, he was winned and dined by France's elite, yet the social scene unsettled him. He became something of a recluse, running a small flight school at Orly airport outside Paris. Few students, however, came to take lessons in the Morane Parasol that he had adorned with his wartime skull-and-crossbones markings.

Eventually, he closed the flight school and moved to the United States. Along with several other ex-fighter pilots, he toured the U.S. as a barnstormer, reliving past glories over midwestern farm towns in mock dogfights. Soon, this, too, began to bore him, so he returned to France and persuaded the Levasseur company to construct an airplane for a transatlantic flight. On May 8, 1927, Charles Nungesser took to the air one final time behind the controls of a Levasseur PL.8 and headed for North America. Known as Oiseau Blanc, or White Bird, the craft sported Nungesser's familiar skull-and-crossbones insignia. Other planes flew

✧ *Charles Nungesser's
Nieuport fighter. After
the war, he ran a flying
school. Later, while
crossing the Atlantic in
1927, he disappeared.*



2 Imperial War Museum, London

with the Oiseau Blanc as far as Le Havre. After that, the French ace and his navigator, Capitaine Coli, were on their own.

Some hours later, word reached Paris that the two men had arrived safely in New York. Paris went wild with enthusiasm, but the news was premature. The report had been false. Nungesser and Coli had not arrived. Many more anxious hours were spent waiting for word of the two aviators. The hours stretched to days and the days stretched to weeks. Finally, all hope was surrendered. The Atlantic had claimed one of France's greatest World War I heroes. To this day, his fate remains unknown.



✱ Charles Nungesser

Courtesy Smithsonian Institution

FOKKER SCRUPLES

Tony Fokker was not about to let the end of the war affect his business ambitions. In November 1918, with the Armistice signed, it became glaringly obvious to Fokker that the future of aviation was not to be found in Germany. He decided he'd be much better off in his native Holland. Unfortunately for Fokker, there were many regulations in place that prevented him from moving any of his equipment and aircraft to Holland. Through heavy bribery, he managed to smuggle nearly a half-dozen trainloads of material, aircraft, and machinery across the Dutch border. Once

there, he promptly set-up shop and started designing new aircraft types. Two of the planes he smuggled across the border found their way to the United States; a pair of Fokker D. VIII "Flying Razors" that the Army Air Service tested after the war.

HERMANN GOERING

Few Aces from the Great War gained as much notoriety as Hermann Goering. In 1918, slim, athletic Goering was the iron-willed commander of the Richthofen Geschwader. An ardent patriot, the young German officer returned home to scenes of chaos and revolution. His disgust for the situation, especially for the new government, led him to join the Nazi party. As one of its earliest members, his authority and influence helped shape its direction.

Through the party, Goering formed a deep friendship with Adolph Hitler. In 1923, Hitler led an attempted coup in the city of Munich. Known as the Beer Hall Putsch, its disastrous results nearly proved fatal for Goering. During a brief skirmish in Munich, he was shot in the leg while standing next to Adolf Hitler.

During the long recovery from this wound, Goering's personality began to change. First, he became addicted to morphine, and though he tried several times to break the habit, he never could. Later, after fleeing to Sweden, he was committed to a mental asylum. In the early 30's his beloved wife Karin died suddenly from disease. The loss of his wife broke his spirit and his sense of self-discipline. Through the late 1920s and 30s, he gradually grew obese, vain and irrational. He became slavishly devoted to Hitler and touted the party line at every step. Hitler rewarded his loyalty by lavishing titles on him. In the early 1930s, he was made the Reichsmarschall, or commander-in-chief, of the resurgent German Air Force, the Luftwaffe.

✱ *Hermann Goering, on the far right, was an early supporter of National socialism. He was wounded in the Beer Hall Putsch of 1923 and during his convalescence became a morphine addict.*



© Imperial War Museum, London

During the Second World War, Goering's influence on Hitler waned as the Luftwaffe suffered repeated defeats. By 1943, he realized that the war was lost and went into semi-retirement at his estate, Karinhall, to enjoy the hundreds of stolen art treasures he had looted from European museums. As Germany struggled for its survival, the Reichsmarschall played with model trains in his attic, hunted, and held extravagant dinner parties. Towards the end of the war in 1945, Goering made a half-hearted attempt to take the reins of power from Hitler. Infuriated at this treachery, Hitler ordered him arrested and stripped of all his ranks. Germany's collapse came soon after.

Goering survived the war to be tried as a war criminal at Nuremberg. Wearing only a plain uniform (because the Americans had taken all his decorations), he sat in the defendant's box and badgered the prosecuting attorneys with a zeal reminiscent of his younger days. His conduct overshadowed the proceedings, once again thrusting him in the spotlight. But it was not to last, as he was convicted of Crimes Against Humanity for his role in the Holocaust. Sentenced to death by hanging, Goering cheated the executioner by a few short hours. Apparently, he had been hiding a vial of cyanide in his cell throughout the trial and, just before he was to face the hangman's noose, he swallowed it. Hermann Goering died a few moments later, a disgraced and hated man.

FOKKER FODDER

Throughout the war, the training of Royal Flying Corps pilots was almost universally too short, hurried and poorly instructed.

While the average American naval aviator in 1941 received about 300 hours of instruction before being posted to an operational squadron, RFC pilots received only about 10 hours. Sometimes, RFC aviators counted their flying experience in numbers of minutes aloft rather than hours, as 90 minutes sounds more impressive than an hour and a half.

Gunnery instruction was equally poor. Usually, the cadets would get a chance to fire a single burst from a ground-mounted machine gun before they went into combat. With these skimpy preparations for battle, it is no wonder that so many of these men lived only long enough to fly 8-10 missions. Because their training in no way prepared them for what they faced, hundreds of RFC pilots were killed on their first mission.

SIR WILLIAM STEPHENSON

A little-known Canadian ace, William Stephenson saw much combat in France during the Great War. He served for twenty months in the mud and muck of the trenches in Flanders, where he was gassed twice. After being hospitalized for the second gassing, he joined the RFC and was posted to 73 Squadron. At the controls of a Sopwith Camel, Stephenson shot down 12 German planes before being accidentally shot down himself by a French observation aircraft. He survived the crash, only to be captured and thrown into Germany's most infamous POW compound at Holzminden. While there, he became fascinated with a

uniquely-designed can opener that had been patented only in Germany. In October 1918, shortly before the end of the war, Stephenson escaped from Holzminden and reached the Allied lines. The Armistice was signed before he could get back in action, so he returned to Canada.

Still intrigued by the can opener he saw while in Germany, he traveled about securing international patents for it. The endeavor eventually made him a fortune and became the basis of a financial empire that ranged from real estate to steel mills and construction companies. He was a millionaire by the age of thirty.

TWIST OF FATE

On October 22, 1916, Lieutenants F.L. Barnard and F.S. Rankin were patrolling the front in an Fe2b. Close by was another Fee flown by members of Barnard's squadron taking photographs of the German lines. Suddenly, a flight of Albatros D.IIs from Jasta Boelcke came darting down on the two lumbering English planes. They made quick work of the photo-reconnaissance plane and then turned their efforts against Barnard and Rankin. A swirling dogfight ensued in which Rankin, the Fee's observer/gunner, managed to flame one of the German scouts. Infuriated at the loss of one of their comrades, the remaining Germans pressed their attacks to point-

blank range. One closed in on the Fe2b from astern and managed to hit Rankin in the head. Rankin, who had been standing up and firing to the rear, fell over the side of the cockpit. Barnard caught his coat tails just as he fell and managed to hang onto him with one hand. As the observer dangled over the side of the Fee's fuselage, Barnard climbed out of the pilot's seat and grabbed hold of one of the struts. With no one flying the plane, the Fee bounced about on its own whim. Finally, Barnard managed to drag Rankin back onto the fuselage and into the observer seat. As he strapped his friend down, Barnard noticed

Once Hitler came to power, Stephenson started to use his business contacts in Europe to supply the British with information on Germany's rearmament program. When the war broke out in 1939, his informal spying widened in scope. The British sent him to New York in 1940 to act as a link between Churchill and Roosevelt. Later, he supervised the training of American intelligence officers alongside the master American O.S.S. officer, William J. Donovan. He and Donovan operated a spy network together in South America that later discovered numerous Axis agents.

After the Second World War, Stephenson, Donovan and former secretary of state Edward R. Stettinius pooled their resources and founded the World Commerce Corporation, which to this day provides equipment and technology to developing nations trying to set-up modern manufacturing sites. In 1979, a book about his World War II experiences was published under the title, "A Man Called Intrepid." He died in January 1989 in Paget, Bermuda at the age of 93.

that the air was still full of tracers streaming past his fee. The Albatros on his tail held on grimly, snapping out burst after burst as Barnard effected the rescue of his observer. At last, with his observer belted into his seat, Barnard clambered back into the pilot's cockpit. He discovered that in the 30 seconds or so he had been out saving Rankin, the Germans had pumped scores of machine gun rounds into his cockpit. The floor was riddled with holes, sieved, and all the instruments were shot out.

With some desperate evasive maneuvers, Barnard disengaged the Germans and returned to his home airfield. There, he discovered that his observer was dead. Had he remained in the pilot's seat and let his observer fall over the side, he surely would have been killed when the Albatros riddled his cockpit. Barnard unwittingly saved his own life while trying to save his friend's.

J. IRA "Taffy" JONES

Ira Jones is best known for his biography of Mick Mannock, "King Of the Air Fighters" that he wrote in the mid-1930s. During the Great War, Taffy Jones shot down 40 Germans in eight months, a phenomenal record.

After the war, he remained in the Royal Air Force and gained command of 74 "Tiger" Squadron. When the unit was disbanded in 1919, he volunteered to fight the Bolsheviks in Russia. He served at Archangel in Northern Russia for several months, but saw no air-to-air combat.

In the ensuing years, Jones remained with the RAF, eventually getting a permanent commission. At the outbreak of World War II, he was made a Group Captain, his first assignment being to train new fighter pilots. Early in the war, he took part, unofficially, in many fighter sweeps in Spitfires over France.

In the summer of 1940, Jones was flying across the English countryside in an ancient, unarmed, Hawker Henley target tug when he stumbled across a lone Junker 88 on a reconnaissance mission.

FIRST IMPRESSIONS

Karl Degelow saw a lot of combat in World War I before receiving an assignment to Jasta 36 in August 1917. He fought as an infantry officer at the Marne and later on the Eastern Front, where he was wounded in action. Upon his release from the famous Dresden sanatorium, The White Stag, he learned to fly two-seaters. A stint on the Western Front, where he repeatedly attacked Allied aircraft with his reconnaissance plane, convinced his superiors that his temperament was better suited to a fighter squadron. Thus, on August 17, Degelow arrived at Jasta 36's Aerodrome, eager to prove himself.

Though Degelow had some fighter training at the flight school at Valenciennes, Jasta 36's commander decided to give Degelow some mock dogfight experience before he flew his first mission. Accordingly, Degelow and Lieutenant Kreuger took a pair of scouts up over the aerodrome and began to mix it up. Both pilots carried a full load of live ammunition since their aerodrome was so close to the front. Through the swirling, twisting maneuvers, Degelow's excitement grew until, in a fit of unrestrained enthusiasm, he fired his guns as Kreuger's plane passed in front of him. Tracers slammed into Kreuger's plane and, fearing

Pulling a flare gun out of its holster, he charged the German bomber, popping off a flare at it as he made his passes. He did no damage, but may have felt better having made the effort.

Taffy stayed in the RAF until the end of the war. At age 65, after hundreds of brushes with death in the skies above France, he was killed when he slipped and fell off a ladder.

the worst, both pilots quickly landed. On the ground, Degelow was horrified to learn that he had shot his new comrade in the foot.

Needless to say, the commanding officer was less than impressed with his new replacement and a few days later Degelow was sent packing.



Imperial War Museum, London

✂ *Pilots would wear almost anything in an effort to keep warm in the chilly skies above the trenches.*

SAM MARCUS KINKEAD

Sam "Kink" Kinkead, a South African by birth, saw extensive combat with the RAF from 1915-1928. A professional warrior, he lived only a decade longer than the end of the Great War.

In 1915, Kink served in the Dardanelles with the RNAS, where he claimed three kills. Later, he flew out of Dunkirk on the Western Front, shooting down at least another 32 planes. When the war ended, civilian pursuits held no interest for him, so he volunteered to fight in Russia. Unlike Taffy Jones, though, he did see air combat while fighting with 47 Squadron in Sopwith Camels. He shot down as many as ten Bolshevik planes during his tour in 1919.

With the collapse of Imperial Russia, Kink moved on to brush-fire wars within the British Empire. In 1921, he was elevated to Flight Commander with 30 Squadron. His commanding officer was none other than Raymond Collishaw, the brilliant ace and leader of the famed "Black Flight." Together, Kink and Collishaw battled native uprisings throughout the Middle East and Near East, including Kurdistan and Mesopotamia.

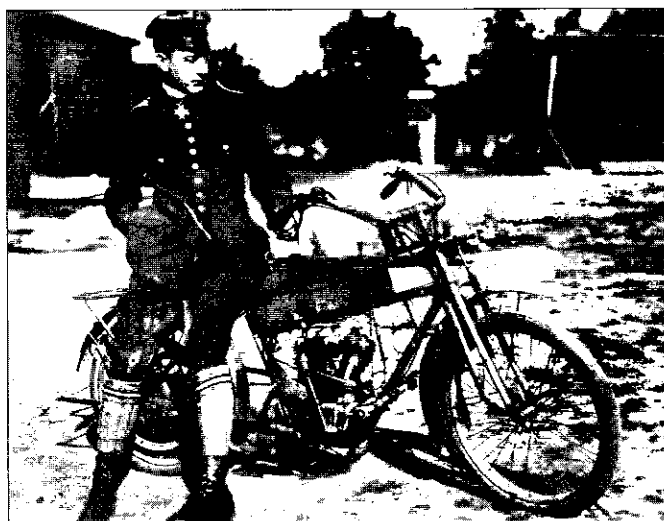
In the late 1920s, the RAF chose Kink to serve as one of the pilots for the British Schneider Trophy racing team. On March 12, 1928, he was killed while practicing in the team's plane, a Supermarine S 5.

THE MEN BEHIND THE MAN BEHIND THE GUN

In the early summer of 1918, the latest Fokker fighter, the E.V (later designated D. VIII), began coming off the assembly lines at the Perzina Factory. Tony Fokker's latest creation was expected to be a great dogfighting machine as it possessed astounding maneuverability and an excellent rate of climb. Unfortunately, it never got the opportunity to prove itself conclusively in combat, despite the fact that the first models arrived at the Front in late July 1918. The Richthofen Geschwader received the first new Fokkers to be sent to the Front. Initially, the pilots liked the plane's

nimble attributes, but soon they had cause to change their minds. On August 16 and 19, 1918, two pilots from Jasta 6 and Jasta 19 were killed when their Fokker's parasol wing collapsed in flight. The rest of the planes were grounded and an investigation committee began to examine the crashes.

A few days later, production was suspended because the investigation committee discovered that the wings had failed primarily due to faulty workmanship at the Perzina factory. An investigation into the management and



© Imperial War Museum, London

✱ Fokker pilot Werner Voss and his motorcycle. A quiet man, Voss spent hours by himself, tinkering with his cycle in a beat-up brown sweater.

construction practices at the plant revealed a near scandalous display of incompetence. Sloppy workmanship, careless construction practices and atrocious quality inspection sabotaged the strength of the Fokker's parasol wing. Undoubtedly, the front line pilots were gravely dismayed at the display of incompetence that had cost the lives of their comrades.

After several months delay, new production batches of Fokker D.VIII's reached the Front at the end of October. In the scant days left

before the Armistice, the "Flying Razor," as it was called, compiled a less than impressive war record. Through its operational career, only one kill was scored by a Fokker D.VIII. Ironically, it was Jasta 6 pilot Lt. Emil Rolff who gained credit for the lone victory, yet he was killed two days later in his Flying Razor when the wing collapsed in flight.

WILLIAM THAW

In 1914, William Thaw joined the French Foreign Legion and went to war as a foot-slogging infantryman. His days in the trenches, both brutal and debilitating, convinced him that he should get into aviation. He had learned to fly before the war; but, because he was an American, the French would not let him join their air service. Eventually, he did get transferred into aviation and, along with some other Americans, founded the famous Lafayette Escadrille. His brilliant leadership modeled the young Americans into a deadly unit. His men considered him the heart of the Lafayette Escadrille, for he was not only an excellent adminis-

trator but had a natural style that inspired those under him. Later, after the United States entered the war, he transferred to the U.S.A.S. and became a major. He ended the war with six victories.

With the Armistice, Thaw's life changed dramatically. Years of bloody fighting, both in and above the trenches, had left a tremendous mark on the young American. As one of his comrades later said, "How could one patrol day after day over the hellish madness of Verdun or the Somme and then return home untouched by that experience? It would permeate, taint, penetrate one's life and dreams to the end."

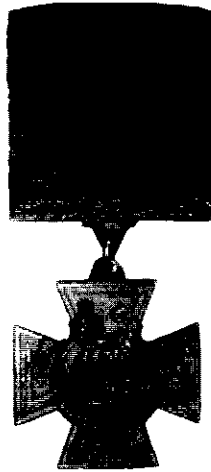
TO LIVE AND DIE IN DIXIE...

Towards the end of the war, as the German Army gradually came unraveled on the Western Front, many of the German fighter squadrons had to flee north to temporary bases in Belgium. Jasta 40 was one squadron that was forced to redeploy farther north in October 1918. The field they moved to, Wyngene in the vicinity of Ghent, was dangerously uneven and ill-constructed. To solve this problem, a labor gang of several hundred Allied prisoners of war was sent to the field to make it operational. The men struggled through the long, rainy days of October digging holes, turning up the soil, leveling it off and filling in ruts. To bolster the morale of the English speaking POWs, Karl Degelow,

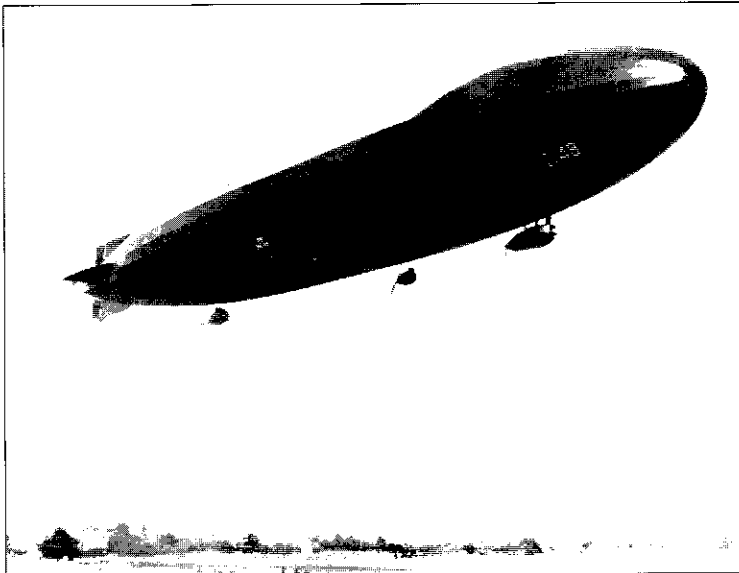
Jasta 40s commander, would occasionally go out on the field and sing one of the few songs he knew in English. On such days, strains of, "Oh I wish I were in the land of cotton..." could be heard echoing throughout the aerodrome, thick with a German accent.

Singing Dixie to the POWs apparently paid dividends. The field was soon completed, and proved to be so level that during the last weeks of the war not a single Jasta 40 Fokker nosed over on landing or taxiing, a fairly common occurrence in the past. Since spare parts were rarely available, the quality of the runway greatly aided the Jasta in keeping their planes flying.

The war's memories haunted and tortured him. While he had been a remarkably brave man in the face of physical danger, he could not face the emotional cost of the war. He took to drinking, moved from his hometown of Pittsburgh, Pennsylvania and headed for a small town in Minnesota. He spent his last days, drunk and without ambition, wasting away on the porch of his tiny cottage. He died a broken man on April 22, 1934.



✧ *The Victoria Cross, Britain's highest award for valor.*



✧ Imperial War Museum, London

✧ *A late model Zeppelin. The panic Zeppelin raids caused in high British political arenas led to the birth of the first independent air force, the RAF.*

HEROES AMIDST THE CLOUDS, WANDERERS IN A POST-WAR WORLD.

The conclusion of the Great War brought an end to the glory, fame and publicity that surrounded the young aces of the Western Front. Many could not adapt to the world they had helped transform and fell into self-destructive behavior. Others sought refuge in radical political movements, in hopes of reshaping the post-war world into something that resembled the status quo of 1914. Turning back the clock was not to be; instead, men like Hermann Goering led Europe down a path that would destroy the last vestiges of European dominance on the international scene.

✧ *Like many fighter pilots who preferred to fly solo combat missions, Werner Voss did not survive the war. He died fighting a flight from 56 squadron after getting drunk at a squadron party the night before.*



© Imperial War Museum, London

Other aces sought adventure, action and challenge. Men like Charles Nungesser chafed in the relative calm of post-Armistice France. Barnstorming, racing and record-breaking all proved to be outlets for their urges. Many died in these dangerous endeavors.

A few aces like William Stephenson rose to the top of their professions, controlling huge financial empires. Not satisfied with mere business transactions, Stephenson

served his country again by becoming a spy during the Second World War.

Whatever their chosen paths—beggar, tyrant, free spirit or financial mogul—none of the men who had soared above the trenches and dueled as equals amidst the clouds would ever recapture the glory and camaraderie they found in the skies of western France.

THE DEATH OF MAJOR DALLAS

Roderic Stanley Dallas has gone down in history as the second ranking Australian ace of WWI. He scored at least 32 kills during his tenure on the Western Front. Called "Breuget" by his friends, Dallas was a committed aviator. In mid-April 1918, he was wounded while on a ground attack mission, yet he continued to fly despite his injuries.

On June 1, he spent the early morning with his squadron bombing Estaires. After his unit landed, he had his SE5a refueled and at 10:00 a.m. he took off for a solo patrol over the front. So late in the war, such lone flights were often a ticket to disaster.

Somewhere along the forward trench lines, Dallas was attacked and surprised from behind by three Fokker Triplanes belonging to Jasta 14. The squadron's commanding officer, Lt. Hans Werner, squeezed off a burst from his twin Spandaus at Dallas. The burst had its intended effect, and Dallas crashed to his death somewhere near Lievin.

AIRCRAFT SPECIFICATIONS

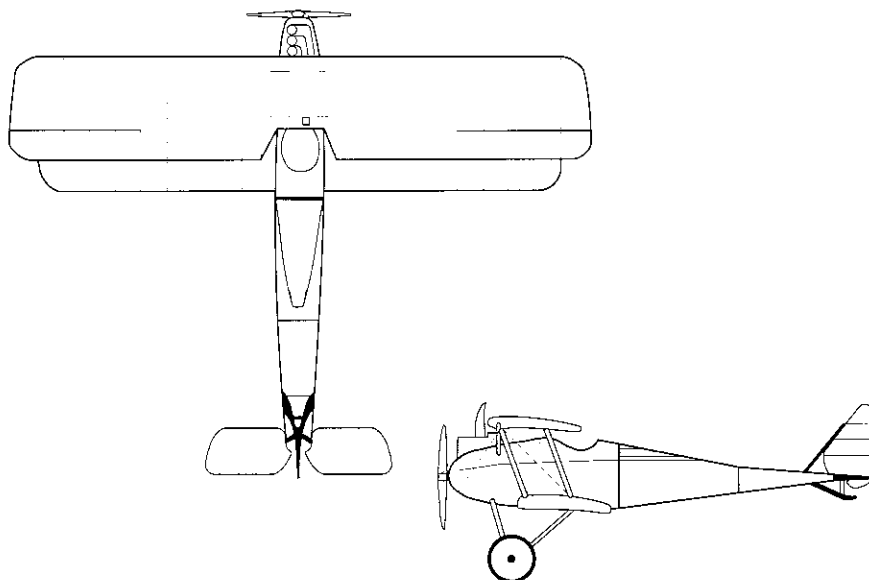
HALBERSTADT D.II



Courtesy Ray Rimell, Albatross Productions Ltd.

The Halberstadt D.II entered service with several KEK's (single seat fighter squadrons) in the late spring of 1916. It proved to be a sturdy, durable fighter capable of tackling the best Allied planes on at least even terms. With the formation of the Jagdstaffeln, ("hunting squadron") in late summer 1916, the Halberstadt formed an important part of the German fighter force. By the end of the year, however, the plane was rendered obsolete by a variety of new fighters, including the Albatross D.I and D.II. Most of the Halberstadt D.II's were withdrawn from the Western Front by January 1917.

Standard Name:
Halberstadt D.II
Length: 23 ft. 11 in.
Wingspan:
28 ft. 10 in.
Engine:
120 hp Mercedes D11
Armament:
1 Spandau
Ceiling:
19,600 ft. Max
Speed:
90 mph
Introduction Date:
May 1, 1916

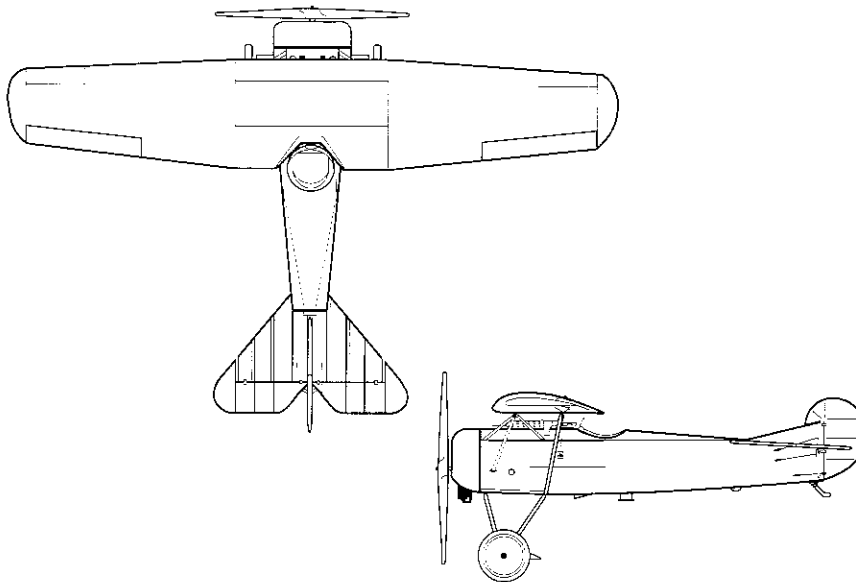


FOKKER D.VIII



Courtesy Ray Rimell, Albatros Productions Ltd.

Although considered by many to be one of the outstanding fighters of the war, the Fokker D. VIII, or Flying Razor, was not a successful design. It possessed excellent flight characteristics, was maneuverable and had a good top speed, but its light construction made it prone to accidents. In combat use with Jasta 6, several pilots were killed when the parasol wing snapped in flight. Originally designated the Fokker E. V, the Flying Razor served in limited numbers at the front from August 1918 until the end of the war.



Standard Name:
Fokker D.VIII

Length:
19 ft. 3 in.

Wingspan:
27 ft. 4 in.

Engine:
110 hp Oberursel
rotary

Armament:
2 Spandau

Ceiling:
19,680 ft.

Max Speed:
127 mph

Introduction Date:
August 5, 1918

SIEMENS-SCHUCKERT D. III



Courtesy Ray Rimell, Abatros Productions Ltd.

The Siemens-Schuckert D. III was easily one of the best late-war fighters to see service on the Western Front. While it wasn't particularly fast, it possessed an excellent climb rate and fantastic maneuverability. Unfortunately, it was a sensitive, tricky machine to fly. The craft would often spin with no advance warning. Small numbers of SSW D.III's served from the summer of 1918 until the Armistice in France and with Home Defense squadrons in Germany.

Standard Name:
Siemens-Schuckert
SSW D.III

Length:
18 ft. 8 in.

Wingspan:
27 ft. 8 in.

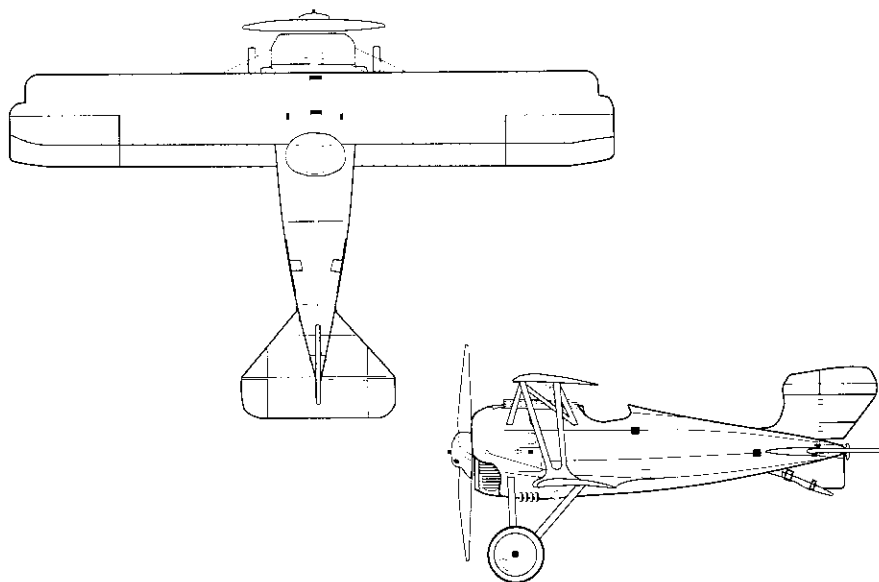
Engine:
160 hp Siemens-
Halske rotary

Armament:
2 Spandau

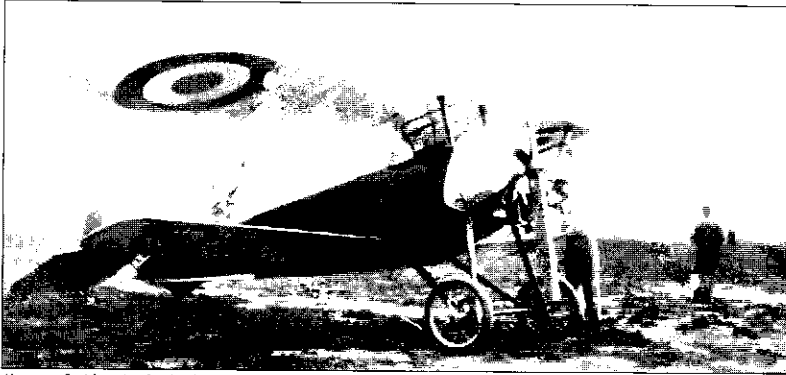
Ceiling:
26,240 ft.

Max Speed:
113 mph

Introduction Date:
July 1918



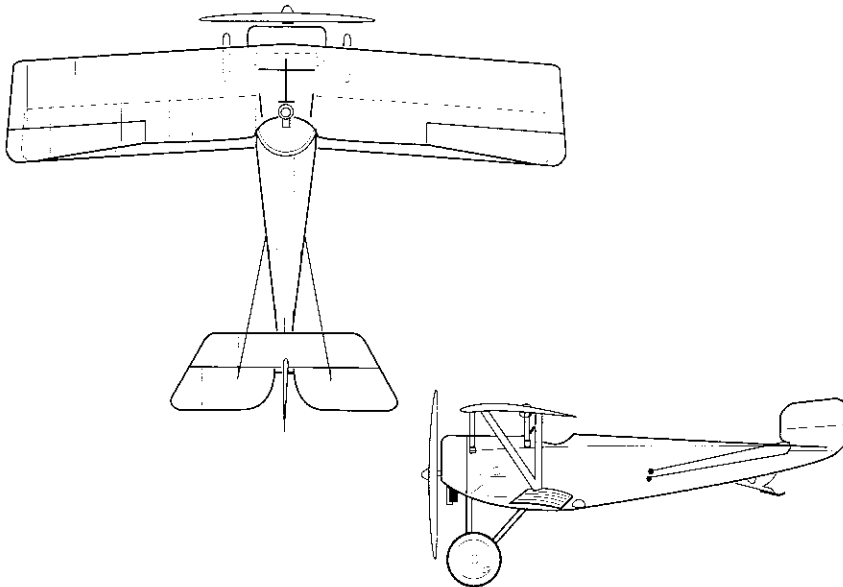
NIEUPORT 11



Courtesy Smithsonian Institution

The Nieuport 11 Bebe was a nimble, spry aircraft that suffered from a drastically underpowered engine. Light and fragile, the Bebe was an outstanding dogfighting machine for its time. It was replaced in 1916 by the Nieuport 17.

✦ A Nieuport Scout with rocket rails on its struts. The rockets were fired electronically from the cockpit against targets such as observation balloons.



Standard Name:

Nieuport 11

Length:

19 ft.

Wingspan:

24 ft. 9 in.

Engine:

80 hp Le Rhone rotary

Armament:

1 Lewis gun

Ceiling:

15,090 ft.

Max Speed:

97 mph

Introduction Date:

June 1915

NIEUPORT 28



Courtesy Ray Rimell, Albatros Productions Ltd.

The Nieuport 28 was an uninspired design that did not compare to its SPAD contemporaries. Consequently, virtually all the Nieuport 28's produced were consigned to new American squadrons that had formed in France in 1918. Fragile, quirky and not terribly maneuverable, the Nieuport 28's served with the Americans until the summer of 1918, when they were all replaced by SPAD XIII's.

Standard Name:

Nieuport 28

Length:

21 ft.

Wingspan:

26 ft. 9 in.

Engine:

160 hp Gnome rotary

Armament:

1 Vickers

Ceiling:

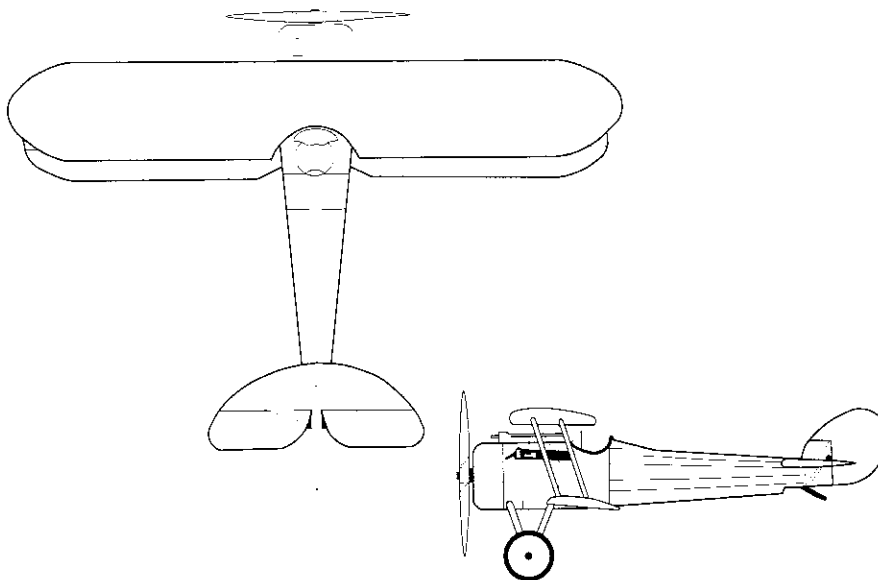
16,995 ft.

Max Speed:

122 mph

Introduction Date:

January 1918



GAME CONTROL



Courtesy Smithsonian Institution

✱ One of the few Fokker D.VIII's delivered before the end of the war. The D.VIII never lived up to its potential due to manufacturing problems at the Fokker factory.

NEW RED BARON FEATURES

New Aces

New aces will be added automatically to the **Dogfight a Famous Ace** menu of *Red Baron* when you install *Red Baron Mission Builder*.

Delete a Pilot

You can now delete a pilot from your career roster. Scroll through the list of pilots to make your selection, then press **Delete**. You will be asked to confirm your deletion or cancel it.

Dual Joystick and Rudder Support

Red Baron Mission Builder supports either rudder pedals or a second joystick to disable these features. Press **ALT-J**.

Restart Mission

If, at the conclusion of a mission, you are dissatisfied with the result, you can now choose to restart the mission. Restarting a mission removes the previous results and immediately places you at the beginning of the mission simulation.

Throttle Adjustment **+** and **-**

You can now adjust the throttle from either the keyboard or the keypad with the **+** or **-** keys. The **+** key increases the throttle setting, the **-** key reduces it.

VCR Tapes

You can play original *Red Baron* tapes with the *Red Baron Mission Builder*. While original tapes have a .VCR extension, new tapes have a .TAP extension.

Note: Red Baron Mission Builder is an enhancement of the original Red Baron program. Because of this, basic game controls will not be covered in this manual. If you have questions regarding flight controls and basic game play, please refer to the Game Play section of your Red Baron manual.

MISSION BUILDER INTRODUCTION

With *Red Baron Mission Builder* you can now create challenging custom missions for *Red Baron*. The point and click interface makes mission building a simple, yet rewarding activity.

Starting Mission Builder

1. From your Baron Directory, type "BARON," and press Enter.
2. From the Main Menu, select **Fly Single Mission**.
3. Select **Build A Custom Mission**.

Cursor Control

Actions are executed with button 1 and 2 on the mouse and joystick. When using the keypad, **Insert** corresponds to button 1 and **Delete** corresponds to button 2. Using a mouse is the recommended method of cursor control.

Exiting to DOS

Pressing **CONTROL-ESC** or **ALT-Q** will quit to Dos at any time.

Handling Custom Mission Files

At the top of the Main Mission Builder screen is a button labeled **File...** Press this button to choose a file option.

New The **New** option lets you start building a custom mission from scratch.

Load Allows you to select a previously saved customized mission for modification or review. Scroll through the list of missions to select one.

Save When you first save a customized mission, you are asked to name it. If you try to save a mission with the name of an existing customized mission, you are asked to

confirm the overwrite. You can save a modified custom mission as a new, separate file by typing a new name.

Fly Fly the mission you have built.

Delete Scroll through the list of saved missions to choose the mission to be deleted.

Exit Exits the *Mission Builder* and returns to *Red Baron*.

Note: **New**, **Load**, **Exit** and **Fly** will ask you if you wish to save any unsaved work in progress.

Main Mission Builder Screen

Object Path Display

The screenshot shows the Main Mission Builder interface. On the left, a 'Designation Window' displays a group named '*Group A*' with 4 Scout(s). Below this is a table for mission points:

Point	Altitude
Point 1	10000 ft
Point 2	8000 ft
Point 3	10000 ft

Below the table are buttons for 'Group assignment', 'New group', 'Mission', 'All groups', and 'Display'. The 'Display' button is highlighted, showing 'Estrees St. Denis aerodrome' in the 'Description Window'. To the right of the map are 'Mission Settings' and 'Display Settings' buttons. The top of the screen features a 'File Button', 'File Name' (BARON), and 'Memory Meter'. The map itself shows a 'Paris region' with various icons: Supply Dump, Town, German Aerodrome, Artillery, Allied Aerodrome, Train Station, German Zeppelin [grey], Allied Group [gold], German Balloon Group [grey], and German group [grey] (with group selected). A 'Factory' icon is also present. A dashed line indicates the 'Map Name'.

Not shown on above example.

Allied Balloon Group [gold]

MISSION CONDITIONS

Mission Button

Located on the main Mission Builder screen, this button allows you to choose conditions that will apply to the entire mission. The following section deals with the menu that appears when you press the mission button.

Mission Type

The type of mission depends on the target and orders given to the player's scout group (chart on this page). See the section describing the Group Assignment screen for more information on orders and targeting.

Map

Select a map from those used in *Red Baron*. Each map is 80 miles on each side with one mile equaling roughly 2.25 pixels.

Clouds

You can specify both cloud altitude and the amount of cloud cover from **Clear** to **Overcast**. Changes are not shown when you are using the Mission Builder menu. They will only appear in the simulation.

Time of Day

To control the amount of light in the simulation, specify the time of day you wish to fly. Changes are not shown when you are using the Mission Builder menu. They will appear only in the simulation.

Briefing Text

Enter text that describes the mission you are building. This text will appear when a player selects a mission created with the Mission Builder.

Requirements for Specific Mission Types

<i>Mission Type</i>	<i>Player's Target</i>
Dogfight	Enemy Scouts
Escort Bombers	Friendly Bombers
Stop Bombers	Enemy Bombers with a bombing target
Destroy a Zeppelin	Enemy Zeppelin without a bombing target
Intercept a Zeppelin	Enemy Zeppelin with a bombing target
Escort Reconnaissance	Friendly Recon Planes
Balloon Defense	Friendly Balloons
Balloon Busting	Enemy Balloons
Patrol	any other target or no target

Display..

The Display menu contains two buttons: Grid and Show All Paths.

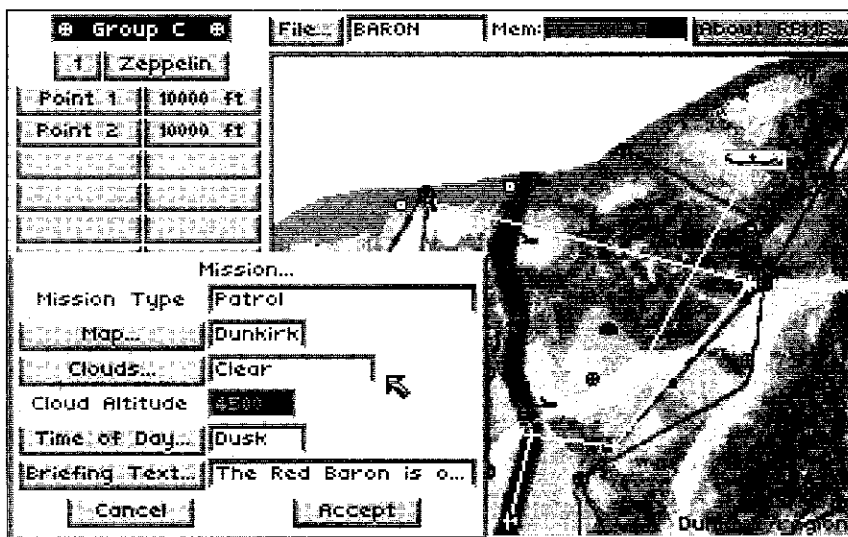
Grid Button

Press this button to superimpose the map grid onto your Mission Builder map. Use this grid to determine mission briefing instructions, such as target coordinates, to include in your briefing text. Press the grid button again to hide the grid. Note that the map does not scroll, it is fixed in place.

Show All Paths

Press this button to see all paths simultaneously. Pressing this button a second time returns the display to showing one path at a time (the path of the currently selected group). The selected group's path is brighter than any other paths shown.

Main Mission Builder Screen with Mission button selected



AIRCRAFT GROUPS

You've set the stage by adjusting the mission settings, now you need the actors: the planes, balloons and Zeppelins that will drive the action.

New Group button

To create a new group of aircraft, press the **New Group** button. You will be asked to specify the group's alliance—German or Allied—and an aircraft type—scout, reconnaissance, bomber, balloon or Zeppelin. (*Note:* Balloon groups are automatically defended by anti-aircraft guns.) When a new group is created, a corresponding symbol appears centered on the mission map. Allied and German groups are differentiated by letter labels (A, B, C etc.) and color.

Selecting A Group

Select a group by moving your cursor over the group's icon. The corners of a

box appear around the group. Press button 1 (joystick or mouse) to select the group. The selected group's letter designation will appear in the Designation Window near the top of the Mission Builder screen. When a group is selected, its path points appear in the Object Path Display box located to the left of your Mission map. (See Navigation)

Deleting a Group

Delete a group by moving the cursor onto the group's map icon and pressing button 2. You will be asked to confirm the deletion. You cannot delete the group containing the player's plane.

All Groups

Lists all groups you have created for both sides, showing opposing forces side by side for comparison. From this list any group can be selected.



Moving the cursor over the map icons highlights them with brackets.



A group that has been selected by pressing button 1 will have a box around it.



A group that is about to be deleted with button 2 will display a box with a X.

NAVIGATION

Creating a Group Path

Set the path a group will follow by marking a series of navigation points. When a group of planes or a Zeppelin is created, they have a starting point (denoted by an aircraft icon) and end point (denoted by a cross). Additional points are added to a currently selected group of planes by pressing button 1. A group of airplanes can have at most eight path points. Zeppelins are only allowed a start and finish path point. Since balloons remain fixed in place, they are allowed only one path point.

Moving Path Points

Once a path point has been created for a group, place the cursor on it and hold down button 1 to drag it to a new location.

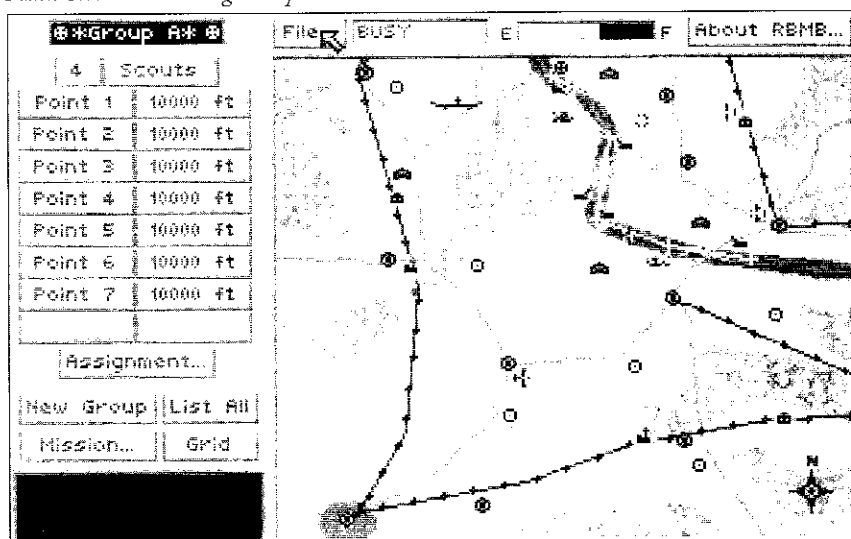
Deleting Navigation Points

Place the cursor on the path point and press button 2.

Object Path Display

As path points are created for the currently selected group, corresponding entries appear on the **Object Path Display**. Pressing a navigation point button (such as Point 1) will highlight that point on the map. Pressing the altitude button for a navigation point will allow you to type a new altitude for that point. Pressing **Change All** will set all navigation points to the new altitude.

Main Screen with navigation points selected.



GROUP ASSIGNMENTS

Press the **Group Assignment** button to adjust the currently selected group's characteristics. (*Note:* Balloon and Zeppelin groups are not given an assignment screen. To change the number of balloons, click the box immediately under the designation window.)

For any group: *How Many*

Aircraft and balloon groups can have up to four objects. Only one Zeppelin can appear in a mission.

For Airplanes: *Formation*

Formations allowed depend on the number of aircraft in the group. One aircraft must fly **Solo**, whereas two aircraft may choose to fly in an **Echelon**, **Line Astern** or **Line Abreast** formation.

Orders and Targeting:

Each group can target a group or map feature. Only one target can be designated for a given group. To have a group (Group A, for example) target a group or map feature, move one of Group A's path points onto the path or location of the item to be targeted. When a target is specified, orders can be issued that pertain to the target. The orders allowed depend upon the type of target selected and its alliance (friend or foe).

Each order elicits different behavior in the group and also determines when the group considers its mission accomplished.

Dogfight: Plane or group will follow its designated path, attacking any enemies it encounters. At the end of its path the group will circle in place. The group's

Possible orders for each group type

<i>Group Type</i>	<i>Target</i>	<i>Orders</i>
Scouts	Enemy Airplane group	Dogfight Intercept Destroy
	Friendly Airplane group	Escort Protect
	Enemy Balloon group or Zeppelin	Destroy
	Friendly Balloon group or Zeppelin	Protect
All Planes	Friendly Airplane group	Escort
Bombers or Zeppelins	Enemy Factory, Supply Dump, Train Station	Bomb
	Friendly Factory, Supply Dump, Train Station	Bomb
Recon Planes, Bombers, Zeppelins	no target	Traverse
Scout groups	no target	Patrol
<i>Balloons are stationary, so they aren't able to target objects or receive new orders.</i>		

mission is over when all members of the target group are destroyed.

Escort: A plane or group will attack any enemy scout group it encounters while following the group it is designated to escort. The group's mission is over when all members of the escorted group are out of danger.

Protect: A plane or group will attack any enemy scout group it encounters while heading directly for the group it is designated to protect. The group's mission is over when all members of the protected group are out of danger.

Intercept: A plane or group will attack its target and any enemy scout group that comes within 1/2 mile of it. It will follow its path until it reaches its target. The

group's mission is over when all members of the target group are destroyed.

Destroy: A plane or group will attack its target and any enemy scout group it sees. It will follow its path until it reaches its target. The group's mission is over when all members of the target group are destroyed.

Bombing: Bombing orders are automatically given to any bomber squadron or Zeppelin that has designated a ground target. A group with bombing orders will follow its path and bomb its target when it passes over it. When the bombing group reaches the end of its path, it will circle around the last path point. The group's mission is over when it reaches its last path point. (Note: Bombers will attack their target at 1200 feet.)

Group assignment screen

Group Assignment

Group: **Alt 2**

Total objects in group: **four**

Formation: **echelon**

Orders: **combat patrol**

Target: **no target**

Change all pilots | Change all aircraft | Change all ammo

1	*Player*	Fokker D. VII	regular
2	Regular pilot	Fokker D. VII	regular
3	Regular pilot	Fokker D. VII	regular
4	Regular pilot	Fokker D. VII	regular

Cancel | Accept

GROUP ASSIGNMENTS

Patrol: Patrol orders are automatically given to any scout group that has no designated target.

A patrolling group follows its path. If the player is piloting a patrolling group, its mission is over when it reaches the map sector containing the last path point. Any other group has completed its mission when it reaches the end of its path.

Traverse: Automatically given to any non-scout group that has not designated a target. A group with traverse orders will follow its path. The group's mission is over when the group reaches its last path point.

More on Targeting...

When a group's path point is used to designate a target, an asterisk (*) appears beside the corresponding path point listing on the **Object Path Display**. To remove a target designation, move the target path point off of the target or press the target button on the **Group Assignment Screen** and set the target to no target.

Airplane Group Assignment Options

Pilot

For planes, choose **Novice**, **Regular**, or **Veteran Pilots**, or a **Famous Ace**.

Player's Position

You can assign yourself to any scout position by setting the pilot to **Player**. You will automatically be the leader of the first scout group created until another position is specified.

Aircraft Type

Choose from new planes or planes included in *Red Baron*.

Ammunition

Scout planes can have either regular or incendiary ammunition.

Change All

For each category, pressing the **Change All** button lets you change a setting for the entire group.

Description Window

The Description Window provides information about map locations and groups of aircraft. Move the cursor over a map location or group and a description appears (no button press is required).

Memory Meter

The memory meter provides an estimate of how much memory is being used in a custom mission. The meter warns you by turning red when you may have memory problems. If you have additional far memory, you may still be able to run the mission. When too much near memory is used, the meter alerts the user with a warning reading, "Too Much!" When this barrier is broken, the mission won't run, regardless of additional memory your computer might have.

To Play a Customized Mission

1. From Baron directory, type "BARON", and press enter.
2. From the Main Menu, select **Fly a Single Mission**.
3. Select **Fly A Custom Mission**.

If no custom missions are detected, make sure that your custom mission is located in the custom directory.

If more than one custom mission exists, you must select which mission you wish to fly. A briefing appears for the currently selected mission. (This is the text that was entered as briefing text). Move the highlight bar to scan each briefing and select the mission you wish to fly.

MISSION BUILDER TIPS

✧ *Billy Bishop in front of his blue-nosed Nieuport 17. Bishop's career has been the subject of controversy in recent years. Authorities question the validity of the events for which he was awarded Britain's highest decoration—the Victoria Cross.*



© Imperial War Museum, London

- ✧ Check your disk for the file TIPS.DOC for more hints.
- ✧ When trading files with friends, compare the memory and speed of each machine. What runs well on your computer might not run on theirs.
- ✧ If the player is the flight leader, keep the flight path simple (one waypoint is best) to give the group an initial heading. If you want a more complicated flight path, mention landmarks, map coordinates, and compass heading in the briefing. Otherwise, it would be very easy for a player to miss contact with the enemy.
- ✧ The simulation frame rate is determined, in part, by how many objects are seen in the air at the same time. If a custom mission is running too slowly, send two smaller squadrons (separated by some distance) instead of one large one.
- ✧ If a mission is against balloons or Zeppelins, make sure the attacking scouts have incendiary ammunition.
- ✧ When placing balloons, keep their altitude at 5000 feet or lower. If the balloons are too high, they will be above their AA defenses.
- ✧ If your mission uses too much memory, try reducing the number of aircraft types in the mission. Adding more types of aircraft uses more memory than does adding more aces, for example.
- ✧ Keep units at approximately the same altitude. If there is too much difference in altitude, units might not be able to see each other.

- ✧ If you want two flights to encounter each other have them meet head-on. The longer the two groups share a common path, the more likely they are to meet.
- ✧ The best way to ensure an encounter at a specific location is to have one group circling in place (at the end of its path) and to assign an enemy group to fly through that point.
- ✧ Beware of using extremely low altitudes. You might order your flights to fly *through* mountains.
- ✧ Make sure a target is not flying above the altitude ceiling of the scouts that are to intercept them.
- ✧ Don't set missions higher than 20,000 feet, since the pilot is likely to black out.
- ✧ To Scramble: Issue the **Dogfight** Order, start the group at zero altitude and keep the group's second path point above the aerodrome but at a higher altitude. The group will rise to the specified height and circle.
- ✧ To clear a Cloud or Path Point altitude entry, place the cursor in the altitude text field and press button 2.
- ✧ There will always be flack over enemy cities. Use this to handicap or help your squadron.
- ✧ To be sure of getting a hit, bombers will make their attack run at 1200 feet. When setting up an intercept mission, don't put the intercepting scouts too high.
- ✧ Use clouds to your advantage. Setup a mission where you fly around on your own. Make a mental note of where the clouds are. Then go back in and use clouds to hide prey and/or predators.
- ✧ You can use sunrise or sunset to make it more difficult to see enemy planes. The Paris front is excellent for this purpose, as it runs East/West for some distance.
- ✧ Remember that a flight led by the player won't automatically go to its navigation points if time compress is used. Use the briefing text to tell the player where to go.

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For a complete bibliography, see your *Red Baron* manual. Additional sources used in the research and preparation of *Red Baron Mission Builder* include the following:

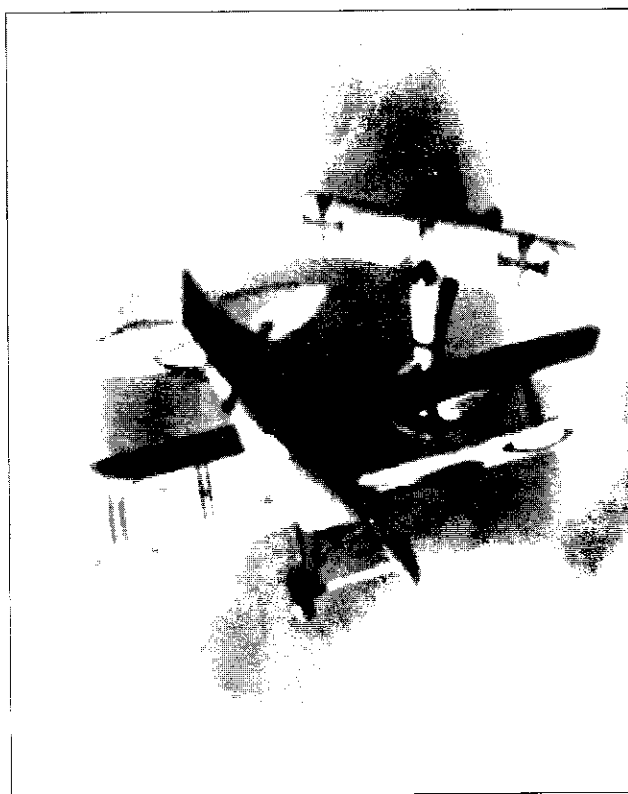
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Over the Front Volume 7, #1, Spring 1992.



Courtesy Smithsonian Institution

✠ One of the many Cockburn-Lange photographs that surfaced in Britain during the 1930's. For years experts argued over their authenticity until historian Peter M. Gross found conclusively that the photos were staged.

TECHNICAL HELP

Technical assistance is only a phone call away. Call (209) 683-8989 in the U.S. or Call [0]734-303-171 in the U.K. for convenient, person-to-person service; or if you prefer, you may request assistance by Fax (209) 683-3633 in the U.S. or Fax [0]734-303-201 in the U.K.

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If you choose to write or fax us with your request, please give us detailed information on your computer system and the nature of your problem. In addition, please include your address and telephone number should we need further information.

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P.O. Box 485
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