



# Red Baron<sup>®</sup>

EXPANSION DISK



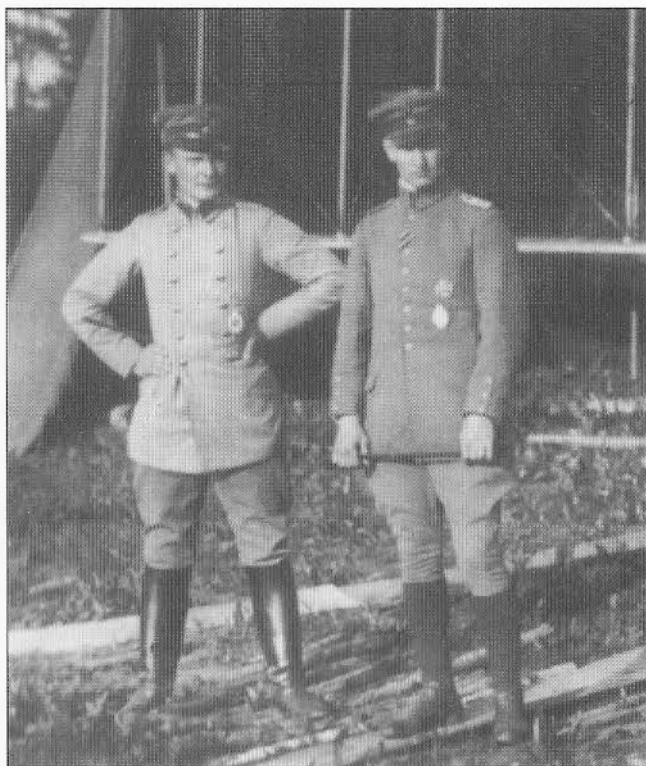
MISSION BUILDER



**Dynamix<sup>®</sup>**  
PART OF THE SIERRA FAMILY

**D**ynamix'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 preceding 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.



✦ *William Thaw on far left.*

Courtesy Smithsonian Institution

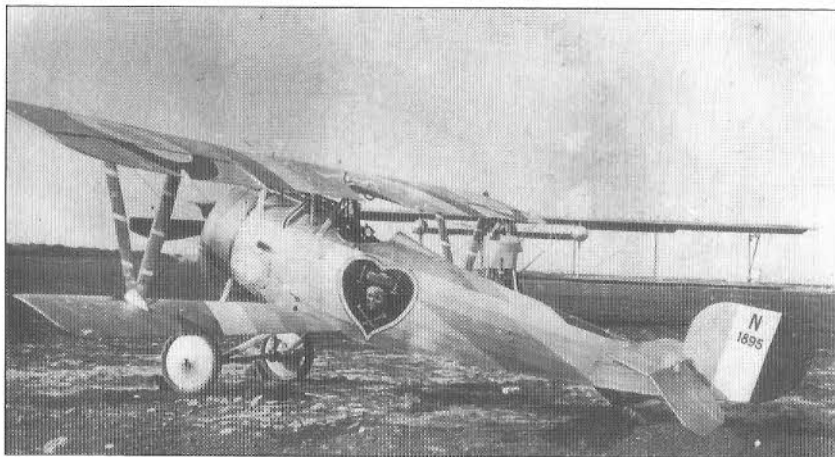
## CHARLES NUNGESSER

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 wined 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 P.L.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.*



© 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.*



