

Captured German Aircraft

Part 4

compiled by
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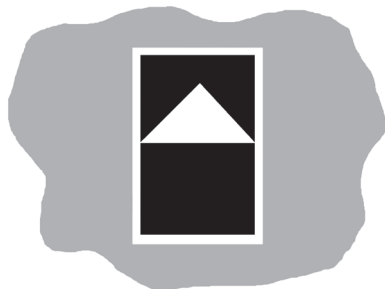
THIS ORIGINAL NUMBERING SYSTEM was abandoned during April 1918. It was replaced with one whereby RAF General Headquarters and each of the five Brigades subordinate to it numbered, in sequence, machines brought down in their own sectors of responsibility. The G prefix was retained and the serial then went on to give the parent unit responsible and then the machine's own number, e.g. G/HQ/1, G/1 Bde/1, G/5 Bde/1. The information for these subsequent captures is no longer presented in direct chronological order but chronologically by unit.

G/HQ/1 — 16 May 1918

Rumpler C.VII 6460/17 (w/n 3602 or 3062), 245hp Maybach Mb.IVa 1285

Landed through lack of fuel at Capelle (88 Sqn). Propeller in 3 laminations of walnut, with 5 of mahogany and a further 2 of walnut. Spandau 7176 and Parabellum 4736 (electrically heated). Fuselage and planes in lozenge fabric. Rudder white, with cross. Black & white markings behind observer's cockpit (see sketch below).

SKETCH 9: Fuselage marking G/HQ/1 (Rumpler C.VII 6460/17)



G/HQ/2 — 19/20 May 1918

Friedrichshafen G.III (Daimler) 402/17, 2 x 260hp Mercedes D.IVa, RH 366626, LH 38173, each with Bosch 2H6 magnetos

Brought down near Callotterie by AA fire. Axial propeller, 3180 diameter x 1700 pitch. Parabellum guns 4237 & 4239. Continental tyres 965 x 150. Fuselage dated 26 March 1918, upper plane dated 1 March 1918. Maltese cross had 6" edge of blue. Magnetos 2267582 & 2266730 sent to UK (see TNA Air1/3/4/26/22).

G/HQ/3 — 21/22 May 1918

Gotha G.V, 260hp Mercedes 36610 with the other engine badly burnt

Brought down at Ligerscourt, N of Crecy, by AA fire. Crew made POW after burning the machine. Parabellum guns 3502, 3445 & 3822.

G/HQ/4 — 31 May 1918

DFW C.V (Av) 287/18 (w/n 2233), 220hp Benz Bz.IV 5266 (military No.33788)

Landed on 2 Air Issues aerodrome. Wotan propeller 7238, 3000 diameter x 1800 pitch with laminations walnut/mahogany/mahogany/ maple/

mahogany/maple/walnut/maple/mahogany/maple. Spandau 6470 & Parabellum 2869. Continental (Harburg) tyres 810 x 125. All top surfaces light green/dark green/mauve. Lower surfaces left white. A white butterfly on either side of fuselage. Square crosses with vertical leg of rudder cross elongated. Fuselage date 19 March 1918. Wings dated 16 March 1918 (LH top), 19 March 1918 (LH lower), 23 March 1918 (RH lower) and 22 May 1918 (RH top). Flown to UK 5 June 1918. See TNA Air1/3/4/26/22.



DFW C.V 287/18 as captured, with its Parabellum gun fitted and showing both the fuselage butterfly marking and the style of its national markings. The darker background to the fuselage cross was probably applied to mask the original Maltese cross. :Greg vanWyngarden

G/HQ/5 — August 1918

Unidentified two-seater, 180hp Mercedes D.III 32741

Engine only salvaged – rest scrapped.

G/HQ/6 — 15 September 1918

Pfalz D.XII 2486/18 (w/n 3086), 180hp Mercedes D.III 42932

Ltn Paul Vogel, Jasta 23, killed; brought down at Fauberg d'Amiens by Capt W.E. Stanton, 62 Sqn RAF, in F2B D7899 (guns jammed) and Lt Cameron, 1 Sqn RAF, in SE5a F6429. Heine propeller 26206, 2780 diameter x 2000 pitch, with 2 outer laminations of walnut and 6 of mahogany. Rear fuselage marked. Parachute carried. Aircraft stripped by troops before recovery. TNA Air1/1837/204/208/10 – combat report and letter in Air1/1037/204/5/1462.

Pfalz D.XII 2486/18, as captured.

:Greg VanWyngarden

