

La 8e Avion Boche de Guynemer

This is a presentation by Charles Gosse to the Mid-Atlantic Chapter of the League of World War One Aviation Historians on October 27th, 2018, at the Steven F. Udvar-Hazy Center of the Smithsonian National Air and Space Museum. Excerpted from an upcoming article in *Over The Front*.



March, 1917

31 victories



November, 1916

20 victories



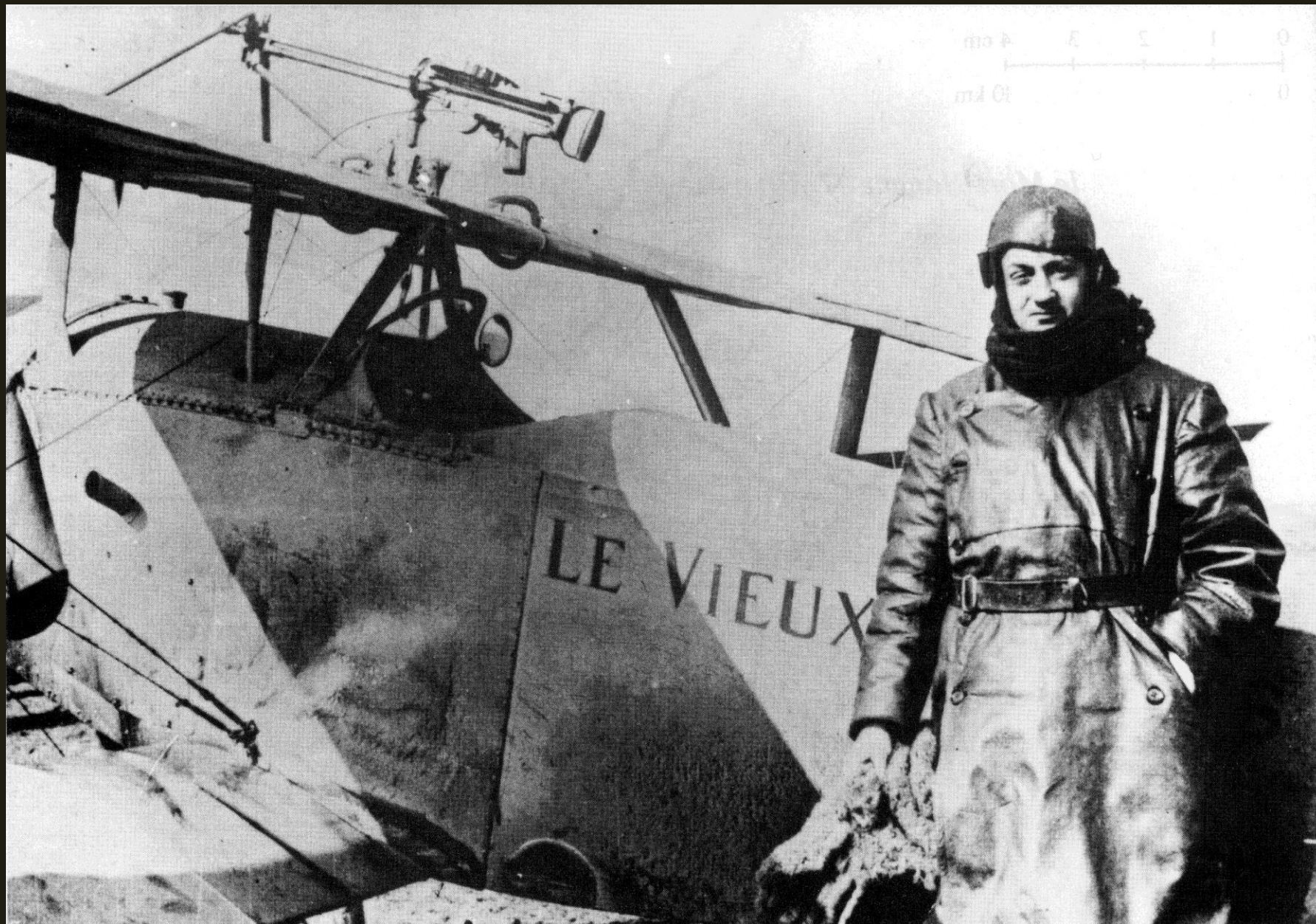
Croix de Guerre with 4 palms - 9 February 1916



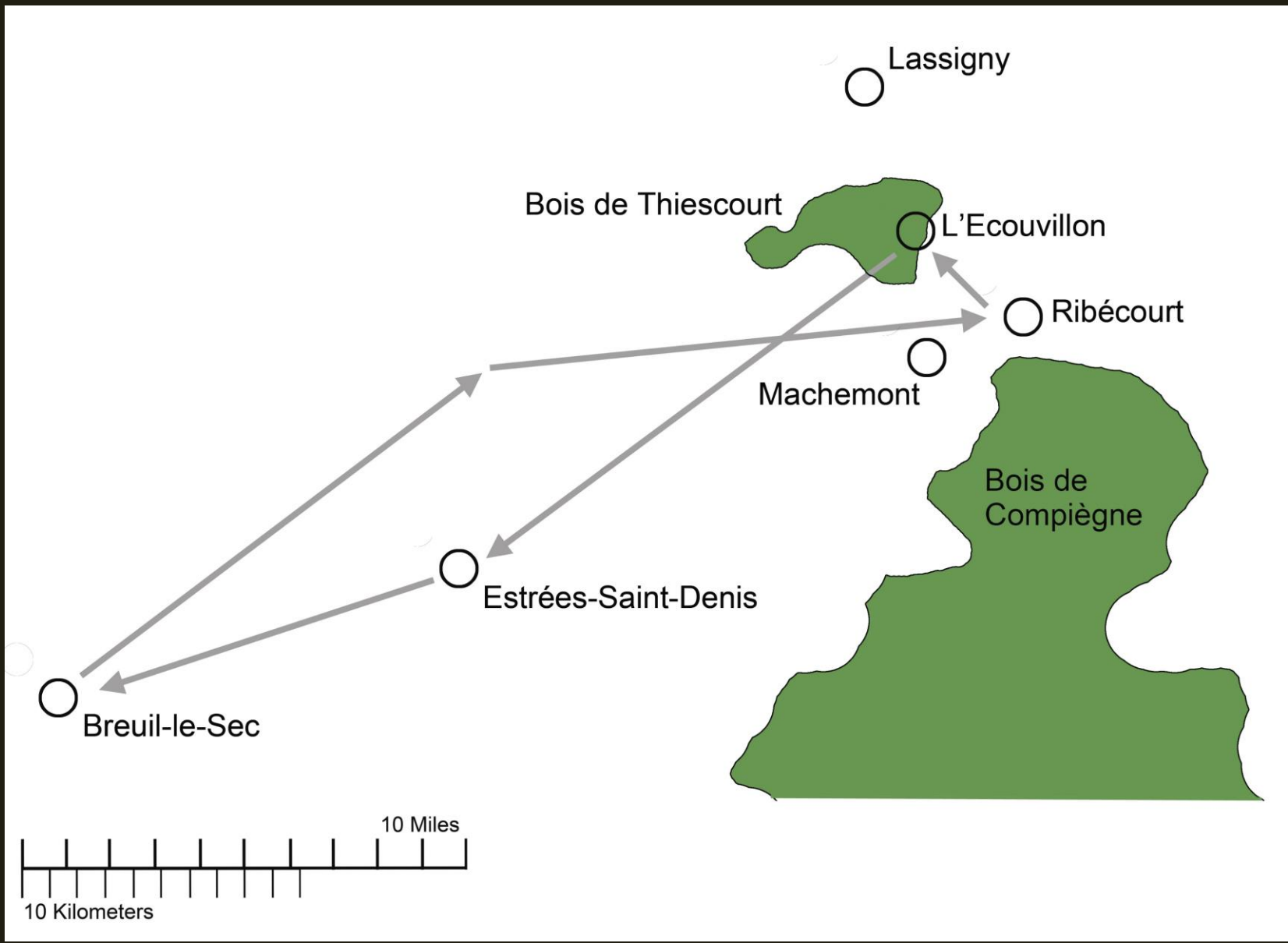
Croix de Guerre with fifth palm - 28 March 1916



L.V.G. C.II



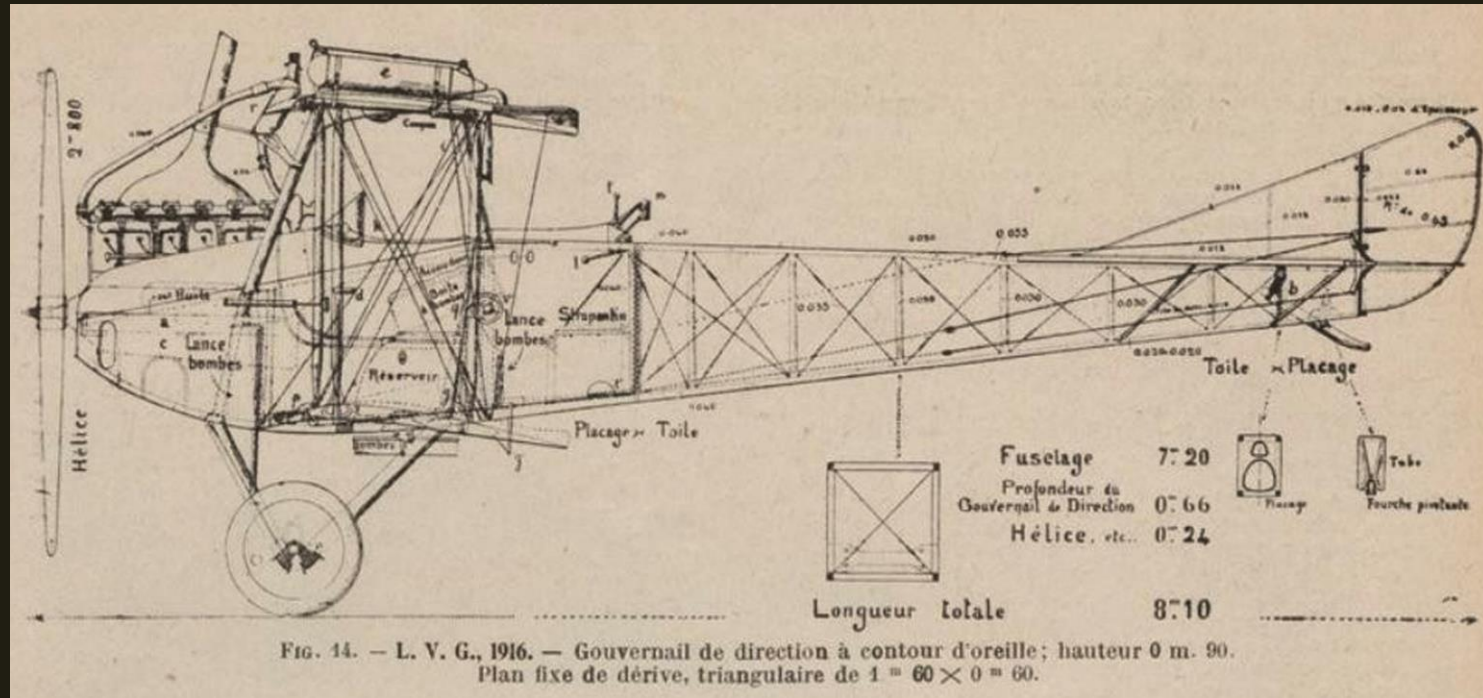
Nieuport 11, N. 836, "Bébé" - the second "Vieux Charles"



Flight path from Breuil-le-Sec to the position (22 km, 13.7 miles) where Guynemer notices artillery fire off to his right over the Bois de Compiègne and changes course to where he overtakes the LVG C.II at Ribécourt (15.5 km, 9.6 miles) and on to L'Ecouvillon (5 km, 3.1 miles), where he landed, and then to Estrées-Saint-Denis (21.3 km, 13.2 miles) and finally back at Breuil-le-Sec (14.7 km, 9.1 miles), approximately 79 kilometers or 49 miles.



The fuselage broken into 2 pieces- the rear third of the aircraft lies upside down. Courtesy of Greg VanWyngarden



From L' Aérofile, 1er-15 Novembre 1916, page 329



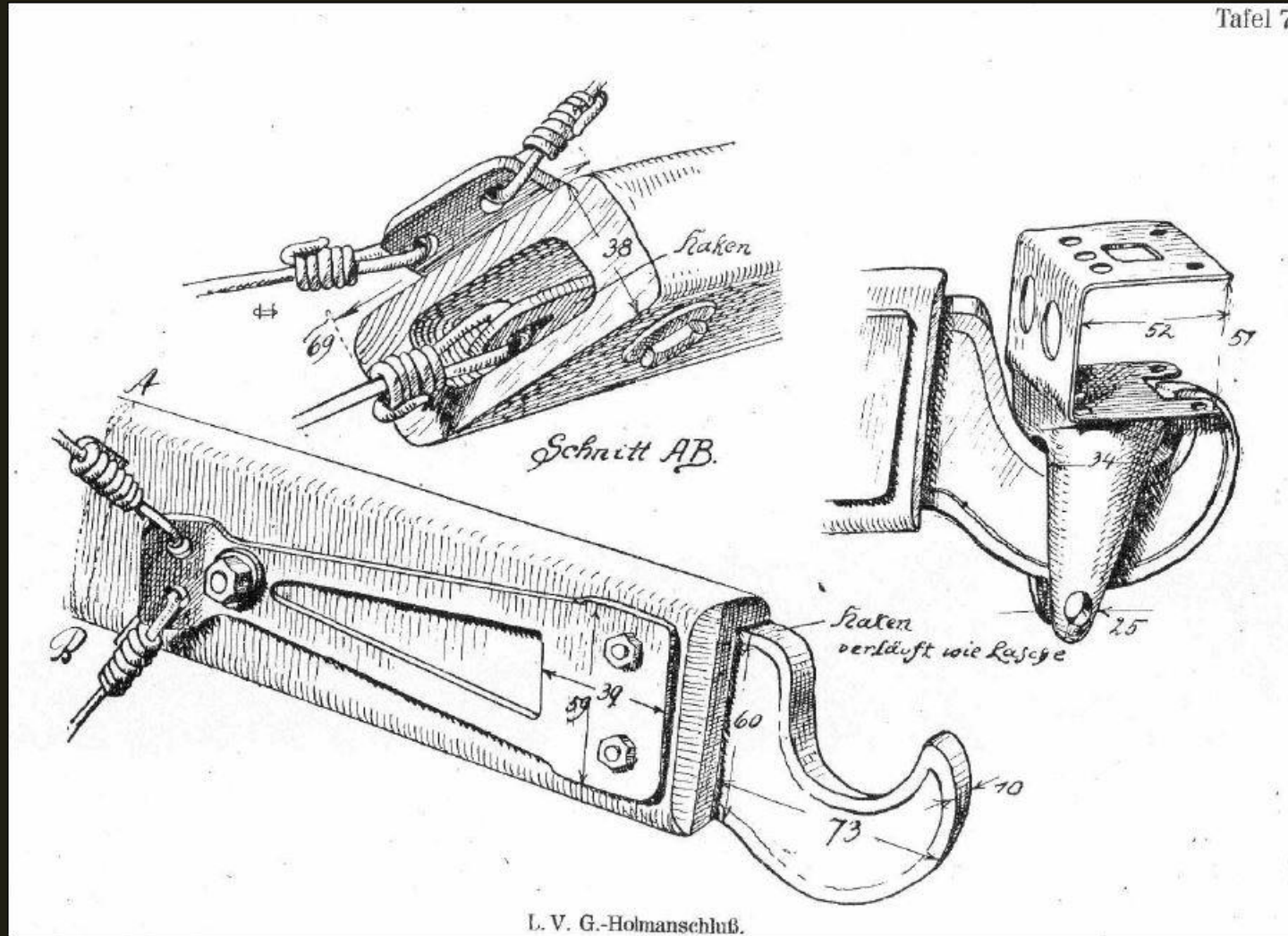
Close-up of officer French officer in kepi holding something that he is reading, possibly the downed pilot's identification



The right lower wing upside down.



Close-up of the hook that attaches the wing to the fuselage.



Drawing showing the hook or Holmanschluß.



Close-up showing portion of center-section of upper wing with round opening for Gimbaled compass



Photo of a *Fliegerkamera II*, 50cm, as identified by Terry Finnegan



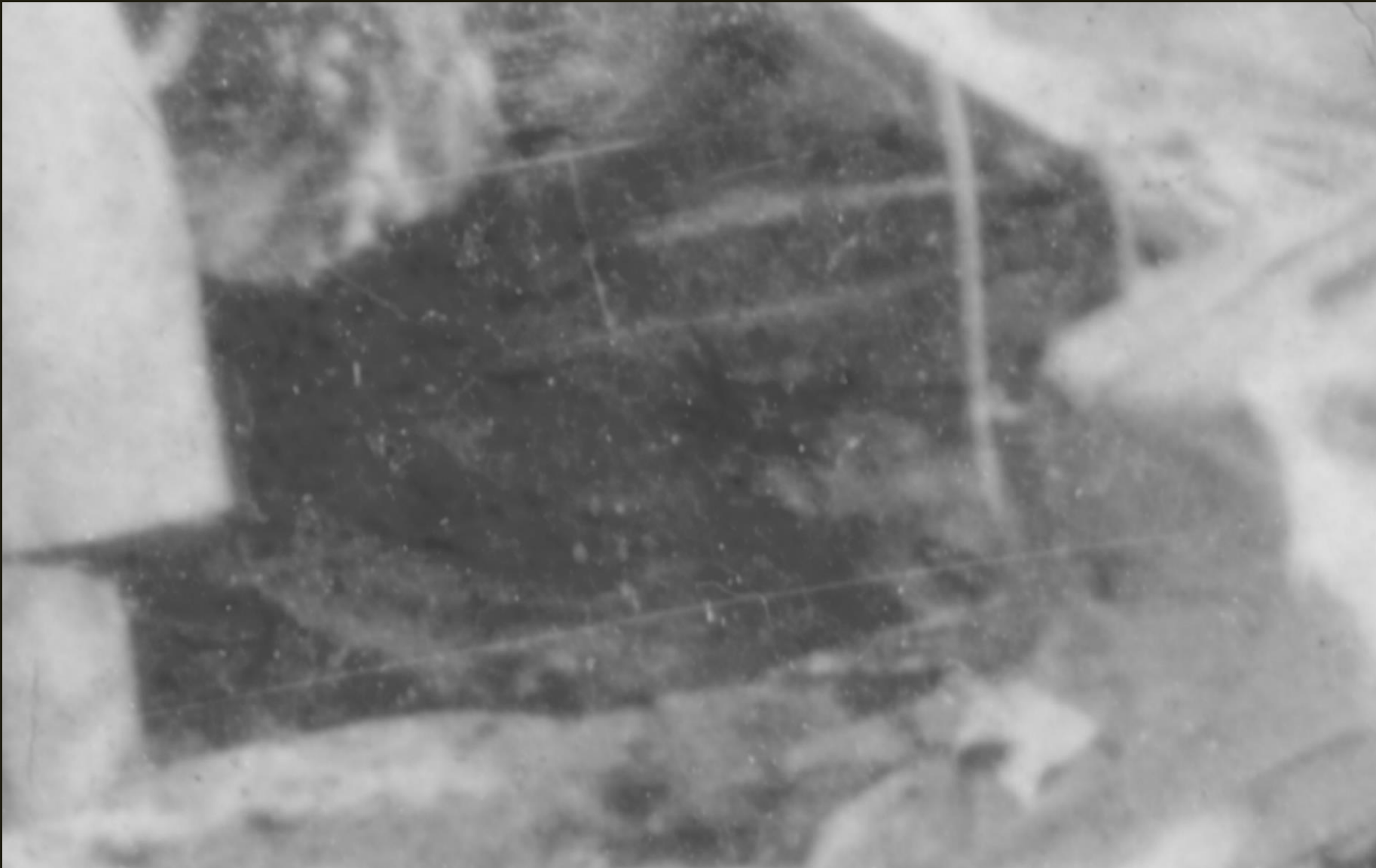
Draping a body with a fabric shroud.



Capitaine Frédéric De Bélinay, 3e Groupe de Chasseurs Cyclistes, courtesy Marie-Laure et Arnaud de Bélinay



Chasseur cycliste du 3e Groupe, courtesy Bruno Barrier



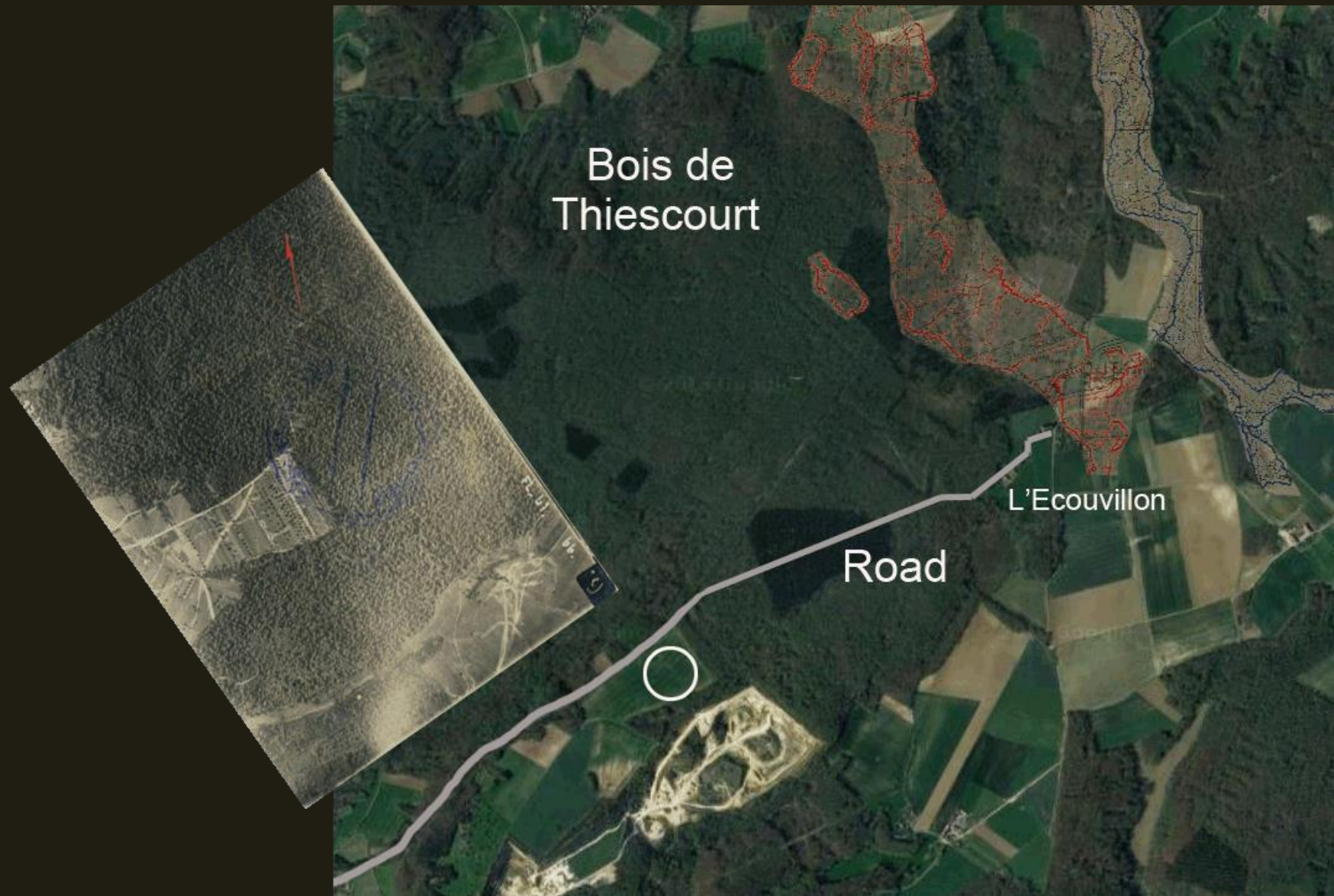
The pilot, Uffz. Ackermann, under the draped wing fabric.



The first grave of the pilot Ackermann, courtesy Jean-Marc Binot Binot, [Georges Guynemer](#), Biographies Historiques, Fayard



The second and final grave of the pilot Ackermann



Guynemer probably landed in the field indicated by the circle. Courtesy of Google Maps and the Landesarchiv Baden-Württemberg



Guynemer seen walking from his plane after his flight on 12 March 1916, courtesy Jean-Marc Binot Binot, [Georges Guynemer](#), Biographies Historiques, Fayard, 2017.



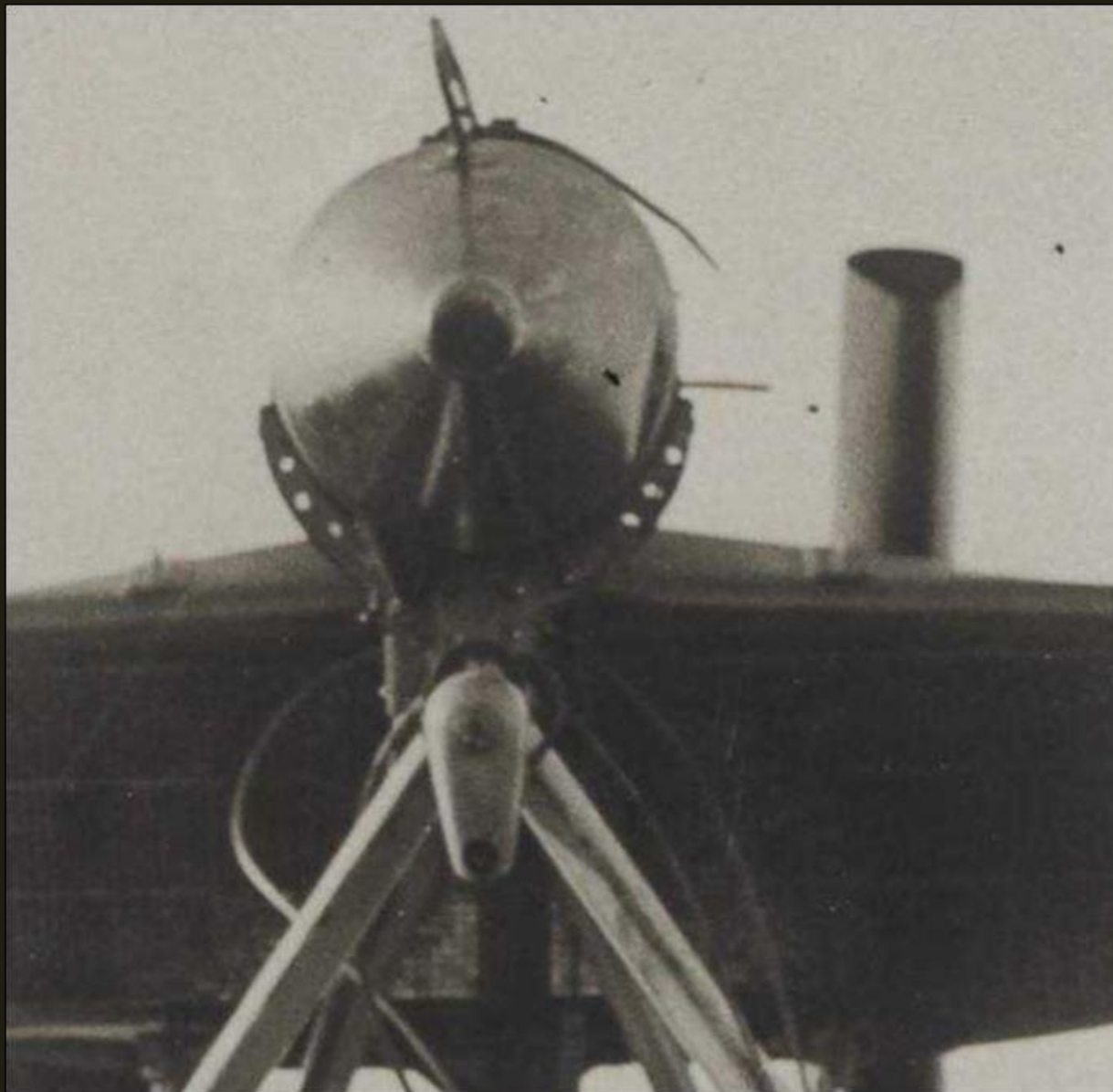
The destroyed gravity-fed reserve fuel tank measures 88 cm by 24 cm or 35 in. by 9 in. The brass fuel cap and its fine mesh screen tore away from the tank in the crash. Photo courtesy of Xavier Aiolfi



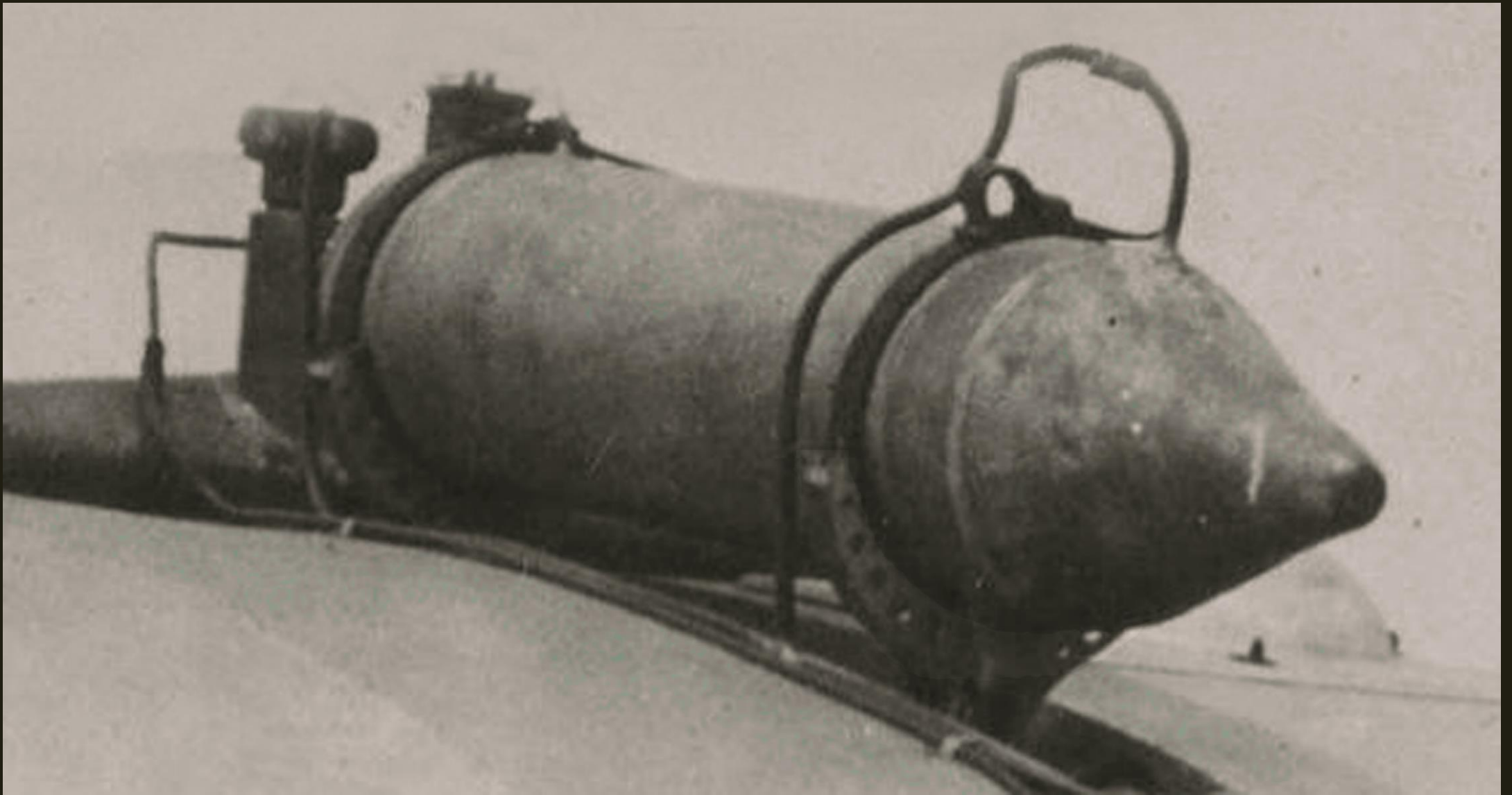
A piece of the L.V.G.'s propeller marked "150 P.S. Benz 6 Cyl 025." Photo courtesy of Xavier Aiolfi



An R.F.C. officer inspects the observer's gun on an LVG CII captured by the French and extensively photographed and tested at Villacoublay, the French aviation test center, in June, 1916. The gravity-fed reserve tank is seen on the top wing with its aerodynamic design. Courtesy of Bibliothèque de documentation internationale contemporaine



The gravity-fed fuel tank seen straight-on from the tail on a captured LVG C.II at the Parc Aéronautique at St. Cyr on 9 February 1916. Courtesy Bibliothèque de documentation internationale contemporaine.



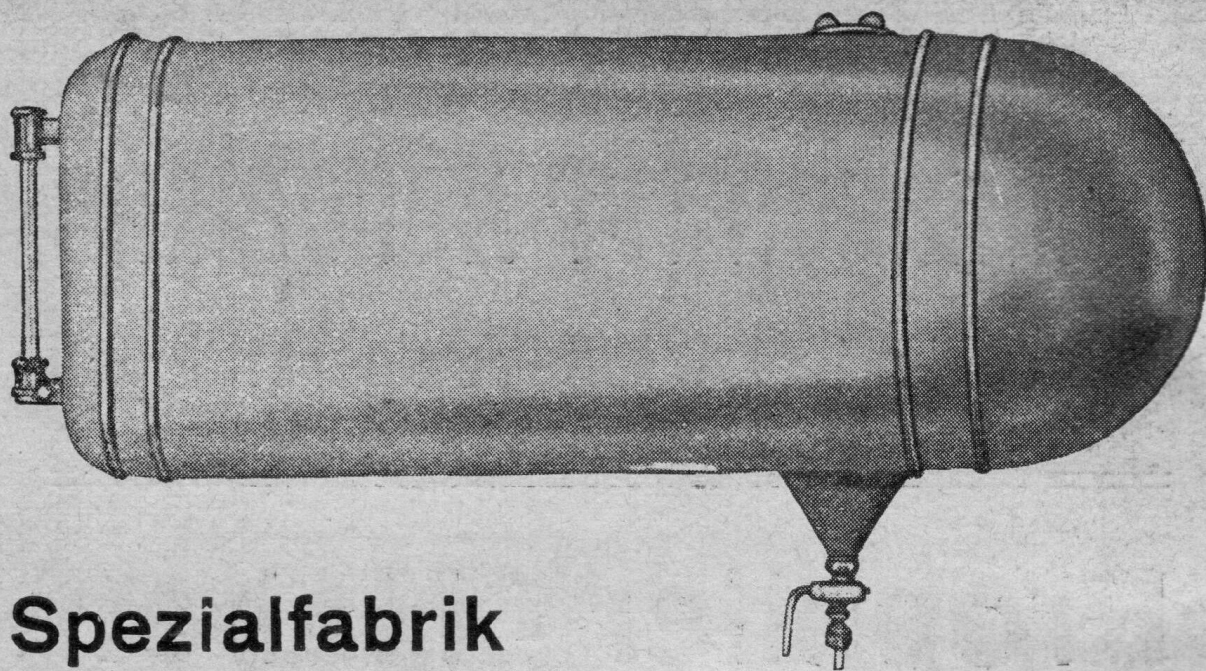
The reserve tank up-close. Credit: Bibliothèque de documentation internationale contemporaine



The brass fuel cap and its fine mesh screen which tore away from the tank in the crash. Credit: Xavier Aiolfi



“Montage-Klempner” or Assembly-Plumber, the part of LVG’s factory where tanks were fabricated. Photo courtesy of Peter Cohausz, source: [Das Flugzeug Vergangenheit Gegenwart Zukunft](#), LVG Company, 1919.



Spezialfabrik

Alfred Römer & Co., Berlin SO

Adalbertstraße 9

für: **Brennstoffbehälter jeder Konstruktion**
Auspufftöpfe D. R. P. a. u. dergl.

Advertisement for the fuel tank fabricator, Alfred Römer & Co, Berlin. Credit: Peter Cohausz, source: Heinz Erblich, Moderne Flugzeuge in Wort und Bild, Richard Carl Schmidt & Company, Berlin, 1916.



Guynemer receiving medical aid the next day after his injuries. Credit: Guynemer, [Les Avions D'Un As](#), Bernard Klæylé and Philippe Osché, Éditions Lela Presse, Outreau, France