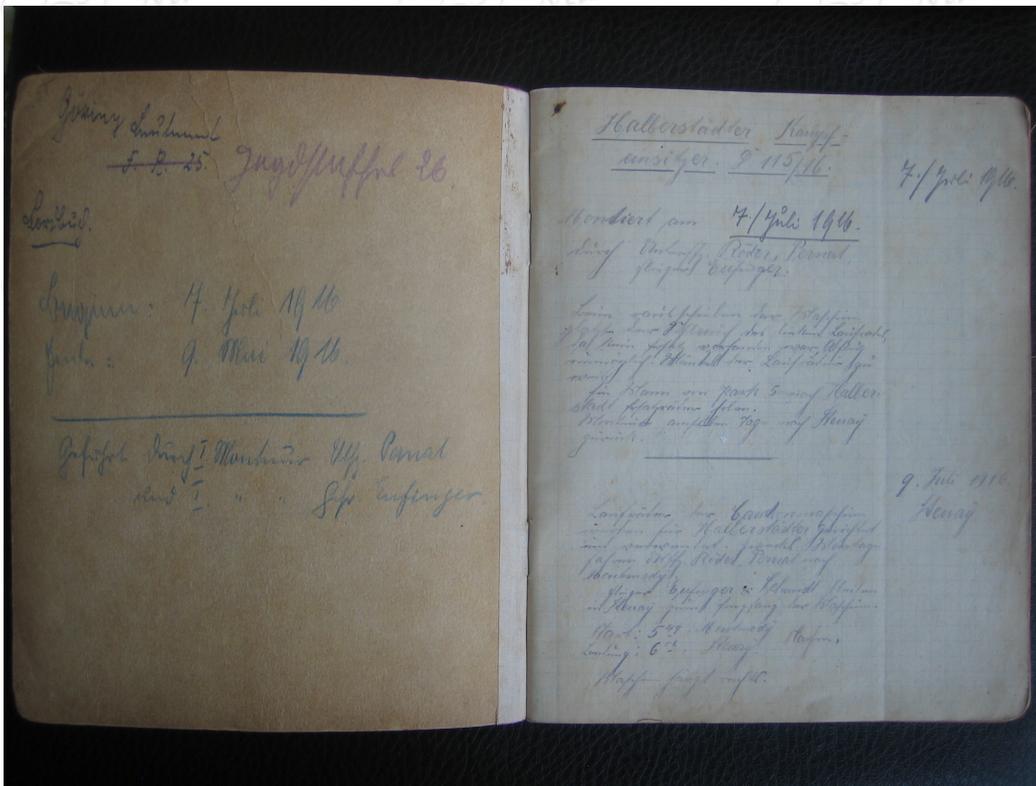


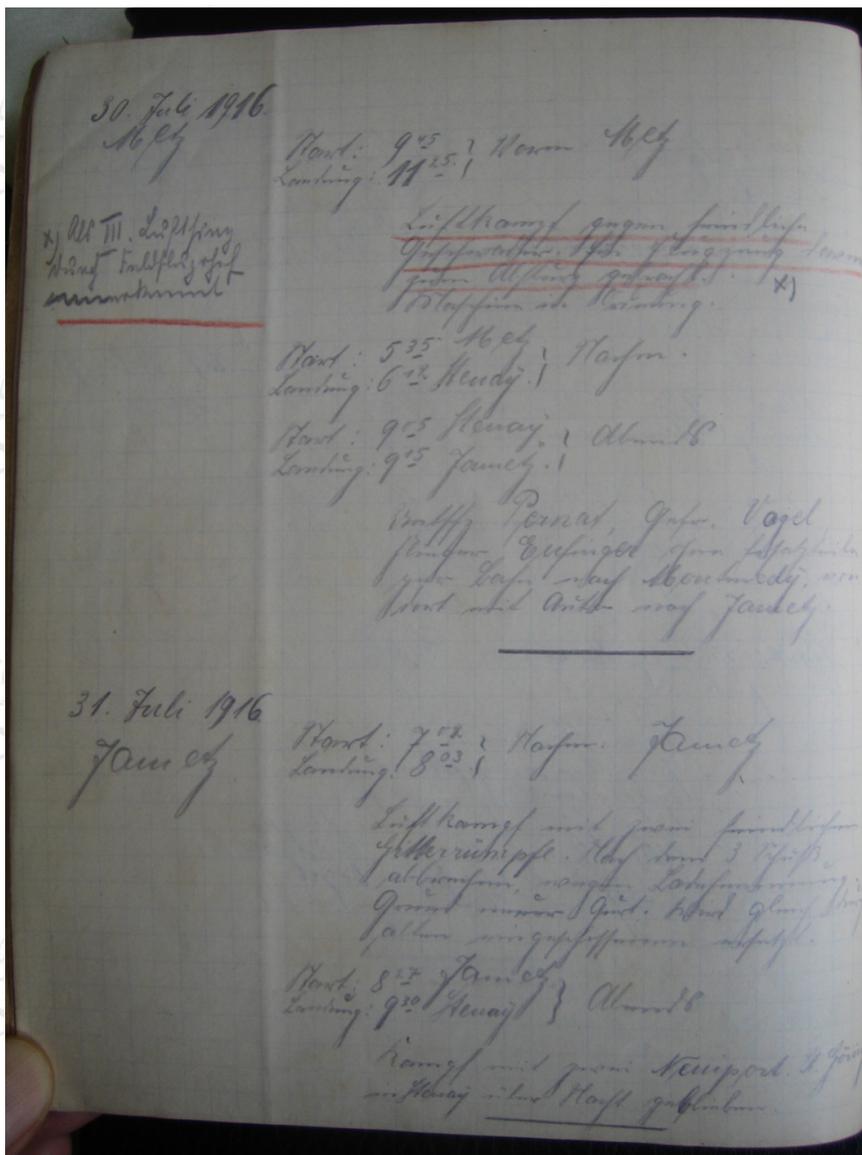
AN OUTSTANDING AND IMPORTANT LOGBOOK KEPT BY HERMAN GOERING'S PERSONAL MECHANICS, WITH MANY NOTES AND SIGNATURES BY GOERING HIMSELF, DETAILING HIS FLIGHTS, COMBATS AND REPAIRS TO HIS HALBERSTADT DII', DIII'S AND ALBATROS DIII FROM THE START OF HIS SERVICE AS A FIGHTER PILOT KEK'S STENAY, JAMETZ, METZ, JASTA'S 5 AND 26 BETWEEN JULY 1916 UNTIL MAY 1917.



This black linen cover booklet with chequered pages, filled in, basically like a logbook, filled in a kept by Hermann Goering's two senior mechanics; Uffz Pernal and Eufinger, who it seems maintained all his aircraft throughout the period. The logbook itself records the flights, details of battle damage and maintenance on Goering's aircraft between July 7th 1916 to May 9th 1917. Bar a handful of days, every day during this period of this approx 300 day period has an entry, though of course not all are flight days, with some days with 'no flying' and others with maintenance or personnel movement details. The start is significant in that it records the period that Goering became a dedicated fighter pilot, flying Halberstadt DII 115/16 with Kek Stenay, recording his first victory as a fighter pilot on 30th July.

The logbook has a total of 36 pages, with both sides fully filled (72 sides in total) and the last entry is the last page of the book. The layout of each page is that the right margin gives the date and location of each flight or work on the aircraft, the left hand details the flight itself, damage to aircraft, repairs etc. Some of the entries are very brief and there are quite a few entries per page. Others are far longer with just two or three entries. Although filled in by Goering's mechanics, this logbook belonged to Goering. He had to make sure it was correct and up to date and consequently there are a great addition many notations in Goering's distinctive handwriting and a large number of his signatures signing off entries. The whole makes fascinating reading as such books rarely survive. When compared to known and recorded, flights, movements and victories of Goering, anomalies can be seen, gaps filled in and details read about that would not have been noted in Goering's own fight logbooks. It also seems like Goering's aircraft was lent out a small number of times as entries are signed

off by future Ace's Loerzer on 10th and 23rd September 1916 and Kirmaier on 24th and 26th September.



Regarding Goering's aircraft and units during the logbooks period. During July 1916, he flies Halberstadt DII 115/16 with Kek's Stenay, Jamez and Kek Metz, gaining his 3rd Aerial Victory (1st as a fighter pilot) on 30th July. In August, he then flies briefly from Jamez, thought the majority of the month is Stenay. On 6th September he moves back to Kek Metz and starts flying a new aircraft, serial number DIII 392/16 until 19th October when he joins Jasta 5, where he flew DII 108/16 and DII 119/16. On 2nd November, Goering was wounded and his mechanics were it seems sent back to Kek Metz, now renamed Jasta 17. Here they are assigned to looking after Halberstadt D115/16 again, with not a great deal happening over the next two months (or at least noted) and an average of 8 entries a page over 7 page sides. However on 17th February the mechanics are transferred to Jasta 26 and on the 18th, the whole page is taken up with a notation and signature by Goering announcing he's now back and has joined Jasta 26!

Goering is allocated a new Albatros DIII 2049 from Park B and details of flights etc pick up again with a lot of details being given on many. On 22nd April Goering notes he claims a Bristol, though this claim was not authorised. However the next day he claims an FE, which is. On 28th April Goering notes the claim of a Sopwith, the 29th a Nieuport, both of which are authorised as his 5th Victory, making him an Ace and his 6th. The logbook ends on the last page with the entry for a flight on the 9th May 1917, this being signed off by Goering. The following day he would score his 7th official victory, this no doubt noted in a similar book.

17. April 1917
 18. IV. 17
 Flugzeug in gelbem
 Farne
 umhüllt Flugzeug
 26

17. April 1917
 28. April 1917
 29. April 1917
 1. April 1917
 2. April 1917
 3. April 1917
 4. April 1917

21. April 1917
 22. April 1917
 23. April 1917
 24. April 1917
 25. April 1917

11. März 1917
 12. März 1917
 13. März 1917
 14. März 1917
 15. März 1917
 16. März 1917

Note; for the first few months recorded, Goering's flights are often noted a 'Stenay', this is probably Kek Stenay but could also be FFA 25, which was Goering's last two seater unit which was based at Stenay and from which unit Kek Stenay was formed. Goering was certainly a Halbertadt DII fighter during this entire period so it makes more sense it was the Kek.

SELECTION OF ENTRIES FROM THE LOGBOOK

The inside cover of the logbook is inscribed inside by Goering in ink 'Göring Leutnant F.Fl. 25', the Squadron designation crossed out in February 1917 when he moved to Jasta 26 and handwritten by Goering in pencil 'Jagdstaffel 26'. Underneath and in a blue pencil, Goering writes 'Beginning: July 7, 1916 - End: May 9, 1916' (should be 1917) and 'In charge of Mechanic Uffz. Pernal and Mechanic Eufinger'.

At the top of the first page, in Goering's hand is; 'Halberstädter Kampfeinsitzer D 115/16' and '7 / July 1916, followed by 'Assembled on 7/July 1916'.

The rest of the writing on 7th July is taken up by one of the mechanics (after assembled on)

'by Unteroffiz Röder, Pernal, aviator Eufinger...When pushing out the machine bursts the hose of the left wheel, since no replacement was available, departure impossible. [...] A man from Park 5 to Halberstadt pick up spare wheels....'

The logbook continues throughout with daily/flight entries written by one of the mechanics, with Goering signing of and adding notations and corrections throughout. From the descriptions of combats etc that are noted, it can only be assumed the mechanics either took notes from Goering just after each flight, or Goering dictated a brief description.

FURTHER SELECTED ENTRIES - Note; translations are very rough and their will no doubt be a large amount of interesting entries I've not been able to translate:

July 10th 1916 from 20 to 21:50 clock the first flight - *'machine hangs right ', after technical problems and only short flight'*

July 19th 1916 - *'with Halberstädter no flight Lt Göring with Captain Vogel to abt 23 (and with Görings addition) to Aventin with Alb.DD flown'*

July 20th 1916- *'Practice shooting a balloon'*. and Goering's supplement *'with D115 visit S.K.H. Crown Prince at Jametz'*. The exact technical defects and repairs are described, but also air Goering struggles.

21st July 1916- *'Air combat against Nieuport and double-engine Caudron., Jamming, reason: Control column Shot... one shot in propeller... Propeller repaired'*

24th July 1916 – *'In a dogfight an enemy plane shot down'.. Engine leaks on flight because compressor Leaked. For lack of engine spare parts the evil could not be remedied, this is however without meaning'* (NOTE; THIS CLAIM WAS NOT CREDITED)

30th July 1916 – *'Air combat against enemy squadron 1 aircraft crashed, machine OK'* with Goering's margin note; *'III aerial victory recognized ..'*

September 6th 1916 - *'Takeover D. 392/16 - Uffz Pernal and Aviator Schmidt to Montmedy, finish the new machine D 392. Visor built then shot in'*



From 14th September 1916 there is a decrease in the entries by Goering himself until February 1917, with 'Ges. 14./9.16 Göring Leutnant' in blue copy pencil, further acceptances signatures by him on 27th September, 5th October and 24th October 1916.

2nd Nov 1916 - '*Lieutenant Goering in dogfight with a two seater Englishman and 6 Nieuports was taken from behind and wounded.*' *Air combat took place behind French line wound: flesh wound over right hip bone and a light wound on the right leg above the Joint bone, machine still landed well.*'

18.2.1917 - In large writing, taking up most of the page and in Goering's hand;

'18.II.17 checked and read Göring Leutnant Jagdstaffel 26'

The following page, again in large writing and in Goering's hand

'Jagdstaffel 26 Army Dept. B'

Entries on 13.3.16, 26.3.16, 18.4.17, 26.4.17, 5.5.17 and 9.5.18, all with signatures of Goering. In addition, again and again entries written by Goering, such as on 17.10.16;

'By order S.K.H. of the Crown Prince 4 weekly command to the Somme to Jagdstaffel 5'

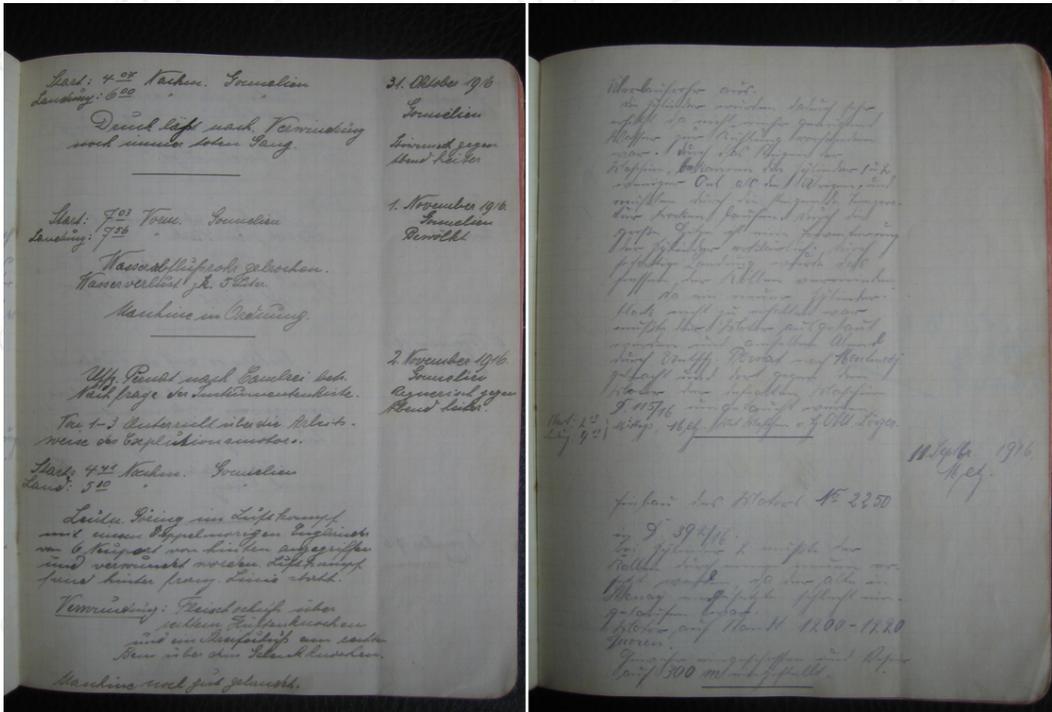
8th Nov 1916 - '*the death announcement for flier Schmidt, who was hit in a bomb attack, the main artery in the thigh.*'

Also Goring air victories 4 to 6 are described;

23rd April 1917 - '*air combat with enemy squadron., 1 aircraft burned down crashed, propeller shot through, muffler burst and speedometer defective.*'

28th April 1917 - '*1 enemy aircraft east of St. Quentin shot down (with Goering's addition" Sopwith "). Radiator deflated, lamella burst. Cooler repaired, machine in order.*'

29th April 1917 - 'In the air fight I enemy plane shot down (again addition Goerings" Nieuport "). I hits in the own machine Bock from the side control bow shot through and left side control cable damaged., Holding pin of cable lost, thereby side control out of action. Machine not in order'



A quite superb and incredibly rare logbook which not only details the flights and combats of a highly decorated ace and later infamous head of the Luftwaffe, but provides a unique insight into the less documented side of the preparation before and repairs after combat flights of a WW1 fighter aircraft over a 10 month period. Goring's own numerous additional notations show this to be far beyond the mere acceptance of the book and show how seriously he performed this task.

Note; Four of own Goering's flight logbooks, dating 11th November 1914 until 9th June 1917 were individually sold at auction in Germany in 2009 and 2010, realising approximately 42,000 Euro's!