



# *Connecticut Flitzer Werke*



From a pile of sticks to..... Work started on the fuselage on Sep 6. Now the Morrisov machine is becoming reality.



## *Six Months' Hard Labor*



## *Flitzer - Link with the Past*

Strands of the family history continue to emerge. Recently discovered 1930s correspondence between Baron Ivan Morrisov and Sikorsky chief test pilot Boris Sergievsky suggests the two intended to cash in on Hollywood's fascination with World War I aviation.

For Morrisov this was the second time around: the abundance of genuine aircraft had quashed an earlier ambition to fly his *Flitzer* in the movies. But he and Sergievsky decided they could make it with the real thing: the two collected a number of WWI aircraft and stored them in a barn on Long Island with grand plans to offer them to the Hollywood film-makers. Again, though, Morrisov would suffer disappointment: there was little demand for such aircraft on the East Coast, and transporting them to Hollywood was too great an expense.

The Morrisov collection languished, and its fate is unknown. But it is likely that some of the aircraft were those later discovered on Long Island by Cole Palen and used in recent years in his flying circus at Old Rhinebeck.





# *We Are Working Until the Sparks Fly*

Airplane building is not for the fainthearted.

Here at the Connecticut Flitzer Werke we asked the workers about the day to day pressure as they push toward the resurrection of the Morrisov machine.

“We are working *bis die Funken sprühen*,” they universally acknowledged, even the woodworkers—which could be cause for concern.

Not that there is any pressure, of course, to make it in time for Oshkosh '08, but the Morrisov machine must come out on time, on budget, and with its entire 10 feet of wiring harness working perfectly and fully integrated with the engine and airframe.

Morrisov is cracking the whip. “Hier wird geschuftet, dass die Schwarte kracht!” Which, if you really want to know means, in colloquial German, “One is really hard working here, up to the crushing of the crispy skin above the meat of a pig.” For the students it is allegoric: the Schwarte is the best part of the famed Schweinshaxe pork shank, as well as the coveted Franconian Bamberg/Nürnberg Schäufole pork delicacy (for more details see [www.schaeufele.com](http://www.schaeufele.com))

The phrase in general means driving everything to the very limit.

And that's what the *Flitzer* is all about.

After a day's hard labor the workers come down from their high with a good Bavarian brew or two as the *Flitzer Werke Brass Band* fills the company biergarten with one of its many traditional, inspirational *Fliegermarches*.



# *Dealt a Queen: He Won Her at Cards*

*From the archives of Ernst Kessler,  
chief designer of Staaken Flugzeugbau*

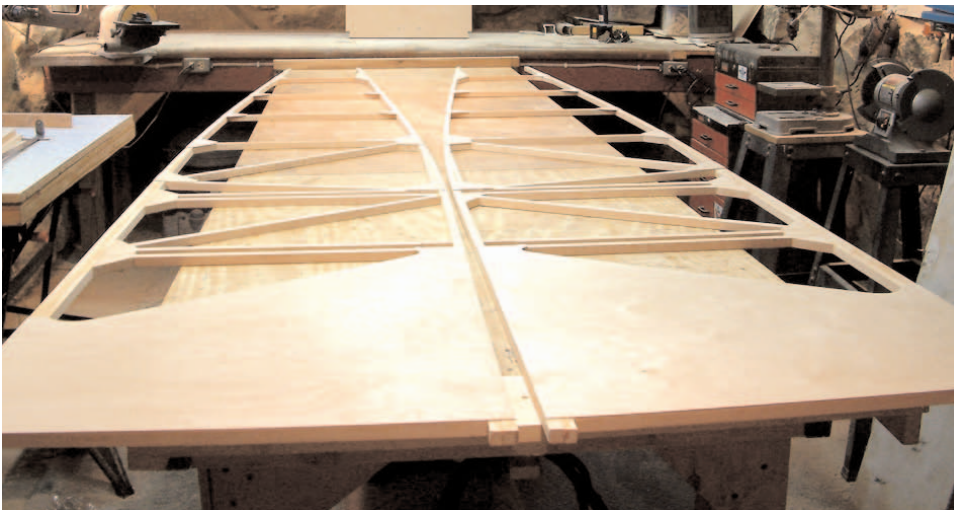
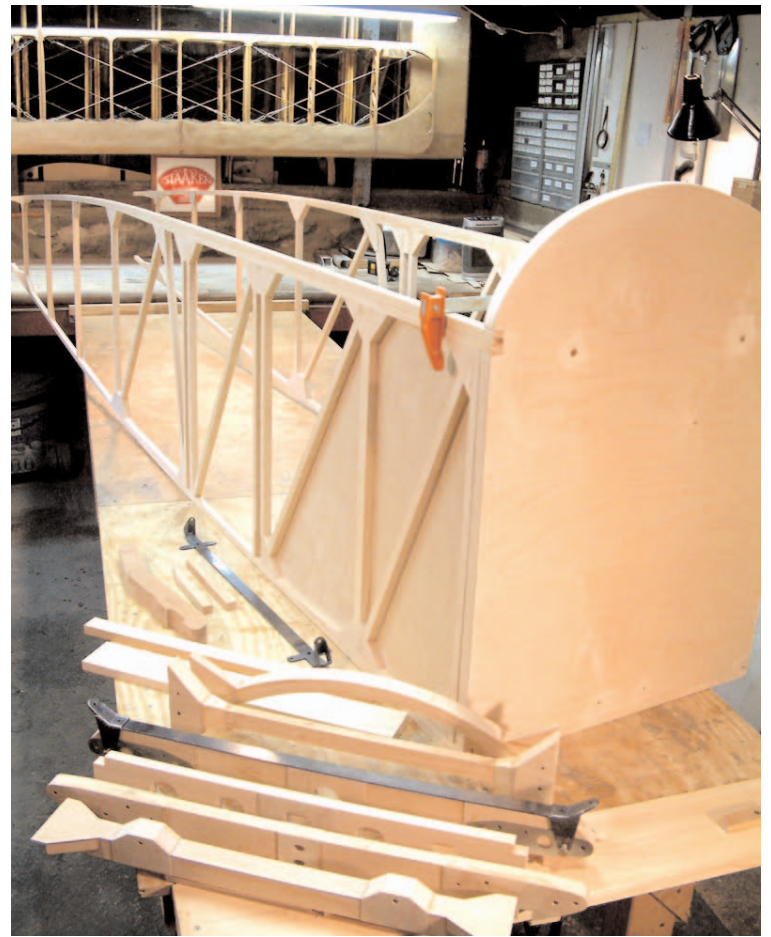
Ernst Kessler, serving in Courland in 1919 with Rolf Steiger in the Kampfgeschwader Sachsenburg, had a young cavalryman, Leutnant Johannes Moritz, attached to his Kette on the Staffel. One night this dashing young Bavarian blood was totally swept off his feet by a Latvian gypsy dancer named Mara, who insisted on calling him by the Russified name Ivan.

Always quick to ascribe nicknames, Kessler promptly re-christened him Moritzov, and Baron for good measure, it having a certain courtly, pre-Revolutionary ring to it, as a proxy challenge to the Bolshevik elements that they were then facing, with their bloodthirsty fanaticism for all things now pertaining to the Old Guard and the deposed Tsar.

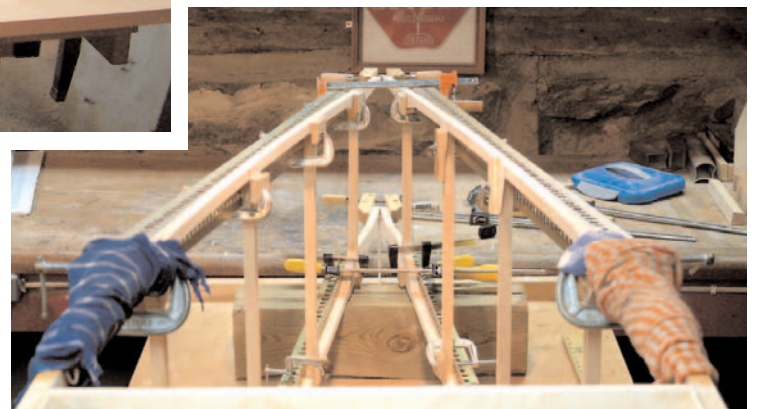
How Johannes felt about this at first is uncertain, but later he answered to the name, and was referred to as 'The Baron' by all on the Jasta, and the new recruits (such as there were), assumed the title was bona fide.

When circumstances turned against the Counter-Revolutionaries, the Germans, German Balts and all personnel retreated in orderly fashion, except for 'Morrisov', who stole a Junkers CL.1 and flew south with his gypsy bride to help liberate Munich.





## *Making the Fuselage*



The firewall and all major cross beams, including the massive lamination that forms the front of the cockpit, were made first in a jig, and pre-drilled (top left).

Two similar but not identical fuselage sides (there is one right and one left!) were made flat on the bench, then dry-fitted (top right) before assembly of the front fuselage.

After the front end was glued and stabilized, the rear frames were hot-soaked and bent in (very carefully!) to meet at the tail. Note the metal right angle sections clamped to the longerons to keep them straight.





## *Details, Details...and Tail Skegs*

The fuselage was turned upside down for the tail skeg—which carries the tailskid and tailwheel—to be built into the fuselage structure. This is one of the most complex parts of the structure (top left).

A kaleidoscope of gussets (top right).

The cockpit structure takes shape (above).

The seat in the Morrisov machine is lowered by 1-1/2 inches to keep the Baron's head out of the draught. It forms a tray for the cushion, covers the aileron controls (to be installed) and is strong enough to be stepped on for getting in and out.





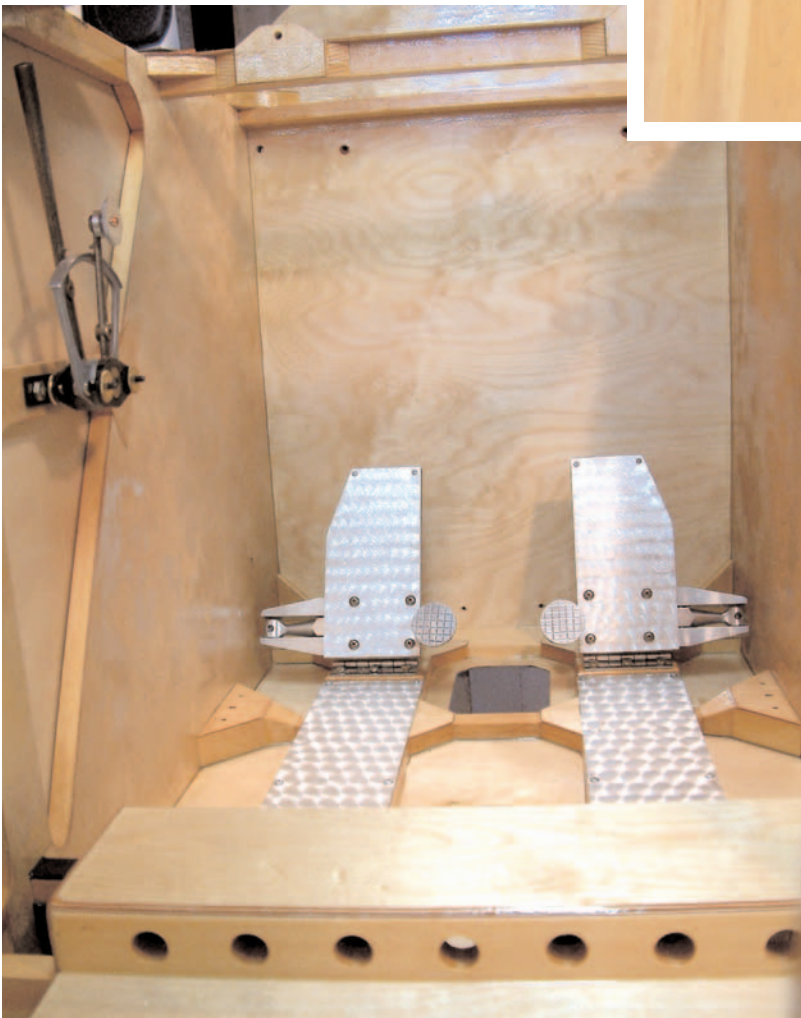
# *Wheels and Brakes*

A two-wheel bogey for my Gotha bomber? No, two Flitzer wheels (Honda 90 rims) assembled by Ernst Kessler's favorite wheelwright in Wales around special hubs superbly made by Ian Wasey. The smooth tires are Hoosier 22 x 2.5-17s for the front of a dragster.

Ian Wasey's amazing brakes are now PFA approved. Two sets of parts are shown on the right.

Heel brakes are installed on the rudder pedals (below). Note the World War I surplus throttle quadrant.

Even with brakes, nothing will stop The Baron (bottom right).







## *Flaschback - Six Months Ago*



*Four wings.  
Count  
them!*

## *...and Today*

Construction continues apace at The Connecticut Flitzer Werke, with some task performed every day. As chief designer Ernst Kessler would say, "March, or die!"

Metalwork is being welded, and will be heat stress relieved before fitting. The next major milestones will be fabrication of the cabane struts that mount the top wing to the fuselage, and of the undercarriage structure.

The fuselage sides will be covered with plywood after installation of the interior fittings, and the curved fuselage top decking formed and applied.

Then cover it with fabric, bolt on the engine and go fly...in a year or so (we hope). Not bad when you consider the Eurofighter took 14 years!

