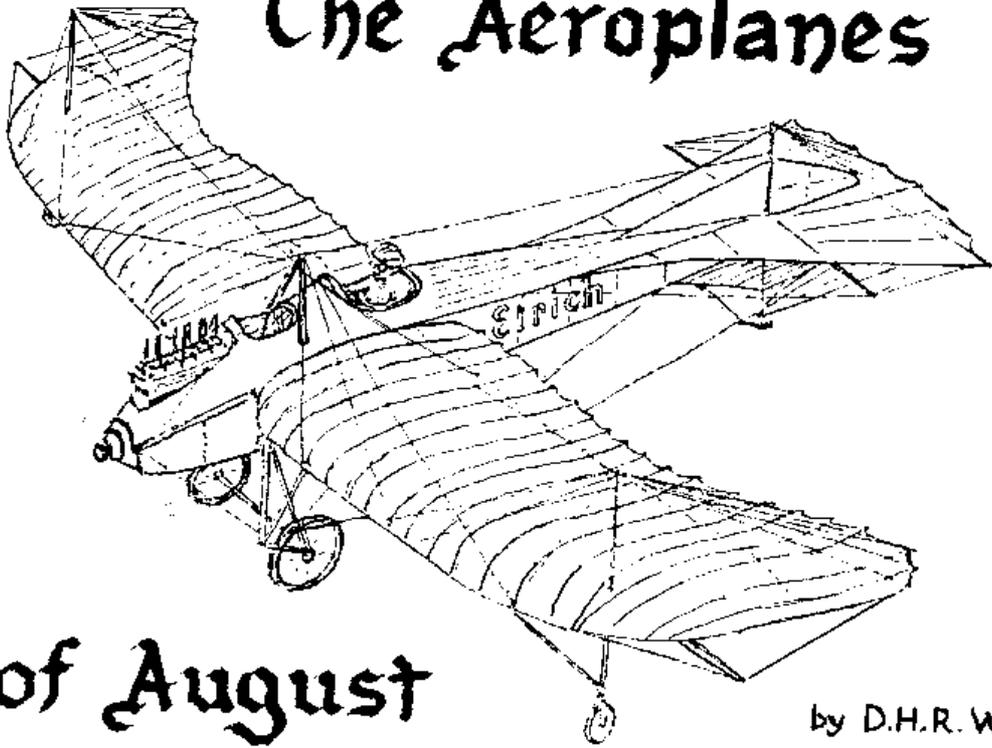


# The Aeroplanes



of August

by D.H.R. White

**"THE AEROPLANES OF AUGUST"**

**An alphabetical list and notes of the aeroplane types  
available to the German forces in the summer of 1914.**

**By D.H.R. White.**

- A.E.G. Biplane: folding wings with "extensions" and large ailerons Motor: 100 h.p. Mercedes or N.A.G.
- A.G.O. Pusher Biplane: 2 seater. 100 hp. Mercedes  
"Kavallerie" Monoplane: 120 hp. Mercedes. Firm Founded 1911.
- ALBATROS. "Taube" Monoplane 'EE' 2 seater. 100 hp. Mercedes.  
Biplanes DD1 & 2 (later designated B.1) 100 hp Mercedes.
- AVIATIK Four models of landplane, all biplanes. 100 hp. Mercedes and 100 hp. Gnome used. 2 and 3 bay wings.
- D.F.W. (formerly "Mars") "Steel Taube" and "Military" Biplane, both using 100 hp. Mercedes or 120 hp. Austro Daimler. (For illustrations and history of the latter type, see "The 14-18 Journal" 1974-75 page 23).
- DEUTSCHE A rotary-engined biplane of very "Nieuportish" appearance which may well SOMMER have been somewhat of a copy of the French designs.
- EULER Two biplanes - pusher and tractor, the latter virtually an L.V.G. copy.
- FOKKER Monoplane - virtually a copy of MORANE type 'H'.
- GOTHA Two "Taube" types. 100 hp. Daimler-Mercedes. One type with "car" radiator and cowled motor; the other with side radiators and un-cowled motor.
- JATHO A monoplane of the "Taube" type with 100 hp. Mercedes motor.
- JEANNIN A "Taube" monoplane using an 100 to 150 hp. Argus motor. Steel tube fuselage frame.
- KONDOR A monoplane with dart-like 'V' wing plan form. 2 seater with 100 hp. Mercedes. (Earlier models with 100 hp. Argus.
- LOH "Bombard" Biplane: 2 seater exhibiting a clean entry fuselage, 2 bay wings with both sweep-back and taper. (The latter feature was uncommon, - constant chord wings being predominant until the 1930s) The tail fin was notably low in profile. Motor 100 hp. Rapp.
- L.F.G. This interesting company had been founded at the Kaisers instigation in ROLAND. 1906 as M.S.G. for the construction of airships. Later it had become L.F.G. Bitterfeld; then the German part of the WRIGHT group. In 1912 when the Wright firm at Aldershof closed, the company was rescued by Krupp and others and acquired the suffix "Roland" as a registered trade name to avoid confusion with L.V.G. Certainly such confusion did exist in English aviation circles; - the illustrious Fred Jane was thoroughly muddled! A steel "military" monoplane of the "Taube type and a biplane with pronounced sweep-back and extensions. 100 hp. Mercedes.
- L.V.G. A "military" monoplane with a fully cowled (presumably rotary) motor of unknown make, probably an 80 hp. Oberursel U.O. Also a biplane with the characteristic "bite" ailerons of inverse taper, giving tip wash-out. Motor 100 hp. Mercedes or 110 hp. Benz.
- OTTO Pusher biplane with top wing extensions, boat-like nacelle and vertical

	plane tail booms. 100 hp. Mercedes or Argus.
PIPPART-NOLL.	"Taube" type monoplane with 70 hp. Argus motor. Only 3 known to have been completed.
RUMPLER	Military "Taube" monoplane developed from the Austrian Etrich design and also a different and distinctively Rumpler monoplane with constant-chord wings and a "Taube" type of empennage. Also a biplane with inverse taper ailerons. The latter initially used an 100 hp Daimler motor, but Mercedes later became standard in the B.I.
SCHWADE	A sesquiplane pusher, top wing 18 metres, lower only 9 metres. Motor 80/100 hp Schwade rotary, which must have had great difficulty in lifting this large aeroplane off the ground!
SIGISMUND	"Bulldog" monoplane of 9 metres span. Not a 'Taube' type. 100 hp. Mercedes engine. Only six built.
UNION FW.	Two biplanes very similar to the MARS design. Both 10 and 11 metre span versions.

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#### ADDITIONAL NOTES.

On the foregoing list it is interesting to see unfamiliar names and to miss some familiar ones. At first sight it is surprising to think of aeroplane manufacturers going out of business during the World War, but several firms did close down during the first eighteen months. Reasons ranged from ill health which was the reason for Otto ceasing operations, to relatively inefficient &/or unproductive companies being closed down or absorbed by their betters.

The absence of some names, later famous, similarly are due to various reasons. Pfalz for instance, founded in 1913 by the brothers Eversbusch with Bavarian Government finance had pre-war only manufactured Otto pusher biplanes under licence but with Rapp motors; and subsequently Morane-Saulnier 'H' and 'L' types also under licence. In fact it was as late as the end of 1917 before the first really genuine Pfalz design, - the DIII, reached the service stage. Rolands had been built under licence after the Morane monoplane copies had become outmoded. This is an example of how an imbalance exists to have the effect of neglect by historians of the first two years of W.W.1 aviation history.

There are the few well-known jokes about "frightening the horses" and swords in cockpits, the chauffer-passenger relationship and the camaraderie of friendly waving gauntlets. Then all of a sudden it is mid 1916. The deeper study of 1914-15 can be most rewarding. If some claim that the period lacks 'excitement' they must have forgotten the Avros' raid on Friedrichshafen, and Marix' bombing of LZ.9 in her shed at Dusseldorf. Admittedly most of this period was one of war from the air rather than war in the air. Indeed, the standard work of the latter name devotes only about one volume content out of six to this period of two-fifths of the war.

To return to 1914 in Germany: - in March there were eighty private aeroplanes registered, most of them in flying schools. There were twelve aeronautical journals published, thirty-one private flying grounds and seventeen Army flying schools.

All military aeroplanes had to be two-seaters by army regulations. In addition to the local products listed, there was a considerable number of foreign aeroplanes in Germany, both private and military, especially Bristol and Wright designs.

According to one source there were more than twice as many Army aeroplanes, - 211 monoplanes and 264 biplanes, - as there were army aviators (pilots?), - about 200! One has

heard of aeroplanes that are said to "fly themselves", but this is ridiculous! The truth is probably that there were over 200 "reservists" ready to join those in uniform.

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A Gotha biplane of Feld Fliegerabteilung 4, following a collision with the squadron's transport at Nieder-Jeutz aerodrome in August 1914.