

WORLD WAR I PHOTO PAGE - Peter M. Bowers

While it was pointed out in the last AAHS Journal that the Parasol monoplane is a rare thing today, it was even more so in the World War I years. Even the relatively rare triplane (elsewhere in this issue) outnumbered the parasol by about five-to-one. Some of the Parasols of the 1914-18 period are illustrated on the opposite page and are described below.

FOKKER D-VIII Perhaps the best-known of the WW-1 parasols in spite of its short military life, thanks mainly to the glamor of the Fokker name and to enthusiastic model builders. The D-VIII originally appeared in mid-1918 as the E-V, but was withdrawn from the front after a series of wing failures, the new model reappearing as the D-VIII and earning the nickname of "Flying Razor". Standard models had 110 HP Oberursel rotary, and a few experimental models were fitted with engines up to 200 HP. (Fokker Photo)

ROLAND D-XVI One of two experimental models built by Luft Fahrzeug Gesellschaft to the same specification as the Fokker D-VIII. Power is 160 HP Siemens rotary. Wing and fuselage of wood construction. (Roland Photo)

ROLAND D-XVII Another Roland one-shot X-job, in which a wooden cantilever wing was added to the fuselage and tail of the experimental biplane D-XV/3. Main difference from D-XVI was steel tube fuselage, in-line engine. (Roland Photo)

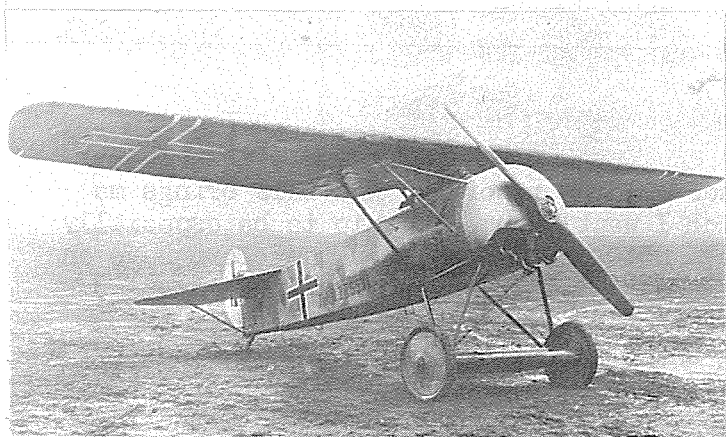
KONDOR E-IIIA Still another parasol fighter designed to the same military specification that produced the Fokker D-VIII. Like the Fokker, the Kondor featured steel-tube fuselage construction, the fuselage in this case being adapted from an earlier biplane fighter design. Power was supplied by a 200 HP Goebel Rotary. This model was entering limited production at the end of the war, and some models not destroyed by the Allied Armistice Commission were sold to other countries. Model shown has Swiss markings. (Photo from Peter M. Bowers collection)

SIEMENS D-VI This model was developed so late in the war that the prototype didn't fly until early in 1919. Fuselage was of laminated wood construction, extremely well streamlined, and power was supplied by the unique Siemens "Double Rotary" engine in which the cylinders revolved in one direction and the crankshaft rotated in the other. Most unique feature of the D-VI was the droppable fuel tank, visible under the cockpit area. (Siemens Photo from E. Krueger)

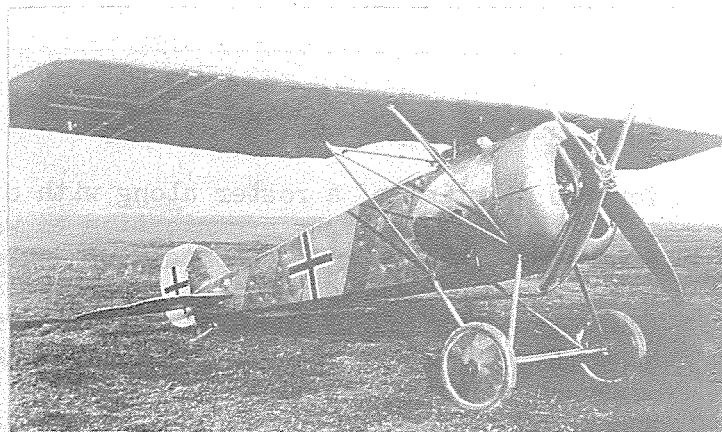
MORANE PARASOL Typical model of the most widely used parasol of WW-1. Two seaters of this general type were in production as observation planes for the French and British as late as 1916, and as trainers thereafter. Performance was gradually improved through increased engine power and better streamlining. Early models utilized wing-warping for lateral control while later models used ailerons. (French Official Photo).

MORANE-SAUJONIER MS-29 One of three virtually identical models produced in late 1917-18. The Model 27 featured one synchronized machine gun and the 29 two. The 30 was a fighter-trainer model. Major departure from earlier Morane practice was substitution of wing struts for wires. The trainer model 35, a two seater, was produced with wires as late as 1919. Power for series was 160-180 HP Gnome-Rhone rotary. (French Off.)

SOPWITH SCOOTER The British almost completely ignored the parasol during WW-I. The model shown here is a standard "Camel" biplane fighter fitted with a wire-braced swept-back wing. One other rumored built. (Sopwith photo from Hawker Aircraft)

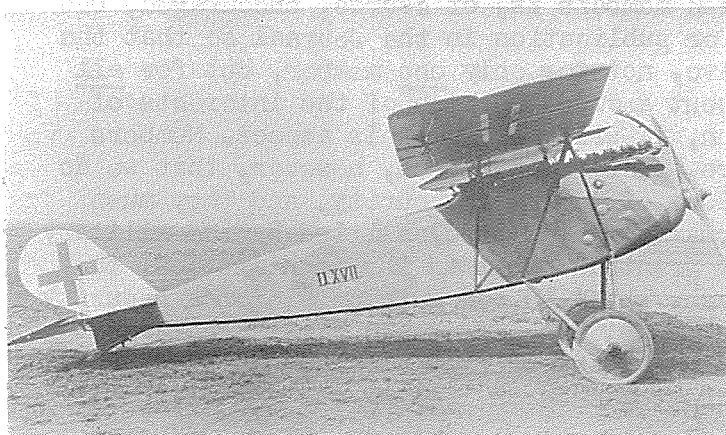


Fokker D-VIII



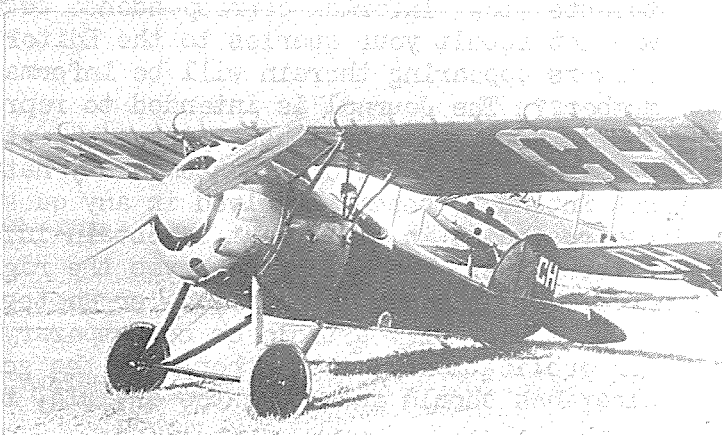
Roland D-XVI

Roland



Roland D-XVII

Roland



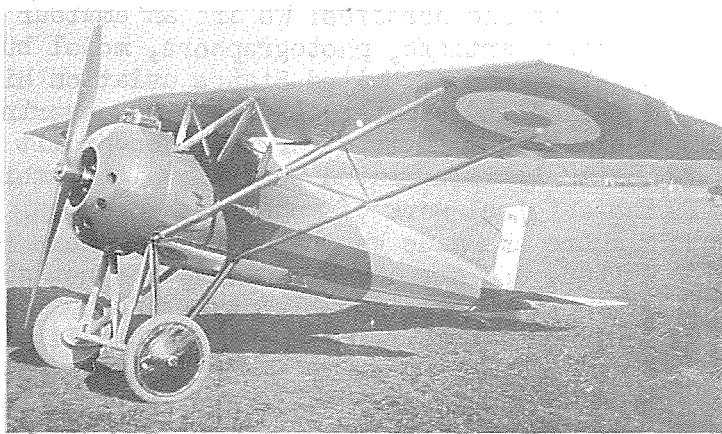
Kondor E-IIIa

Bowers Collection



Siemens D-VI

Siemens/Krueger



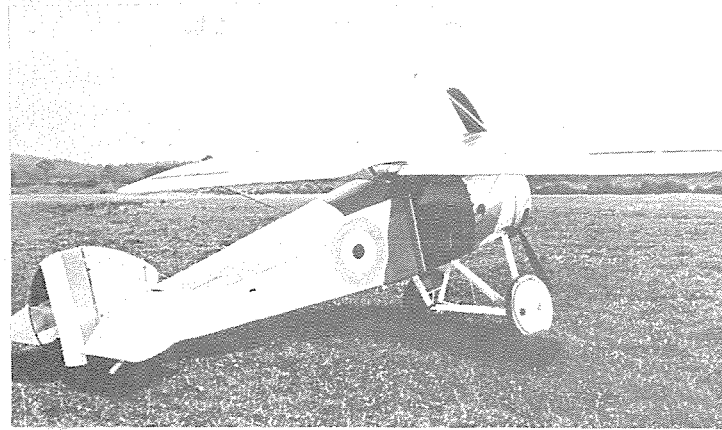
Morane Parasol

French Official



Morane-Saulnier MS-29

French Official



Sopwith Scooter

Sopwith/Hawker