

At the risk of getting monotonous by presenting only one type of airplane, we are again featuring monoplanes. Regardless of wing location - parasol, mid, or low wing, the monoplanes were the rare birds of WW-I. As far as variety of types went, the Germans were way ahead of the Allies. Monoplanes were much more common in the first year of the war than the last, but many new experimental models appeared in 1918.

TAUBE Most numerous of the WW-I monoplanes, manufacturer-wise. About a dozen different firms built variations on the basic prewar Etrich design. The distinctive long horizontal tail combined with the "Zanonia" wing gave the ship a distinct bird-like appearance, hence the name Taube, German for Dove. Plane illustrated is a Kondor-built model. (Kondor Photo)

Pfalz E-I While the Fokker was accused of being copied from the prewar French Morane mid-wing, the Pfalz was an almost exact duplicate. The E-I illustrated here had the 7-cylinder 80 HP Oberursel that was a copy of the French Gnome. (German Official Photo)

FOKKER E-II Typical of Fokker Eindeckers from E-I through E-IV, all developments of the prewar civil Fokker M-5 sportplane. The military designation of E-I was assigned to the unarmed scouting model after it was fitted with the first synchronized machine gun installation. Subsequent models were merely heavier versions of the 80 HP E-I with more power. The E-II and III had the 100 HP Oberursel-Gnome and the E-IV had a 160 HP Oberursel. (Fokker Photo)

JUNKERS J-7 This prototype of the 1918 D-I appeared late in 1917. Construction was extremely unconventional for the time, featuring bolted and riveted aluminum tubing covered with corrugated aluminum sheet. This proved so efficient that it was adapted by Stout for the famous Ford trimotors and was used by Junkers in models as late as the WW-II Ju-52. Power was 160 HP Mercedes in the prototype J-7, 185 BMW in the production D-I, over forty of which were built before the armistice. (Junkers Photo)

BRANDENBURG W-29 Standard German 2-seat fighter-seaplane of 1918, which was followed by the near-duplicate W-33. Unique features were slightly upswept fuselage, rudder below fuselage to improve observer's field of fire, and strut-braced low wing. (German Official Photo)

DORNIER CS-1 Similar to the Brandenburg W-29/33 and built at the same time, but more conventional in layout. The Dornier featured all-metal structure with stressed-skin fuselage and fabric-covered wings. Wing bracing was wire. This is one of the few German planes to use the 185 HP V-8 Benx engine. (German Official Photo)

LOENING M-8 An American design of 1918 that had a hard time proving its merits over the prejudices of biplane-minded officials. Large orders were finally placed, but were cancelled by the armistice. A few models were built for the Army by Wright-Martin, and for the Navy by the Naval Aircraft Factory. The Navy models were designated M-80 and 81, the latter on twin floats. At least one was tried experimentally as an amphibian. (U. S. Navy Photo)

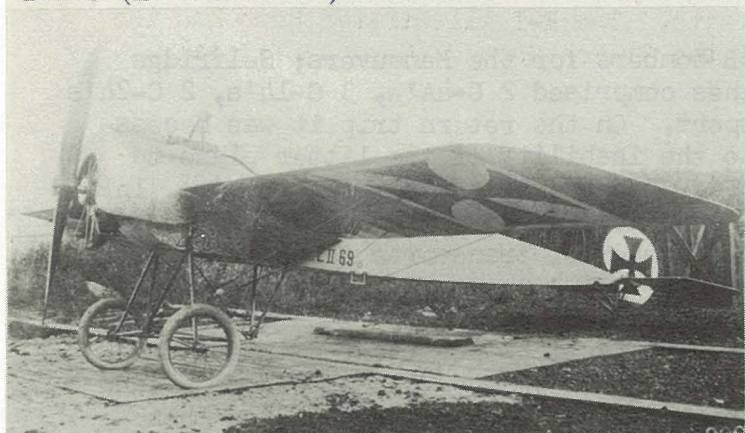
ROLAND PUTBUS One of the most unique designs of WW-I - designed to dismantle quickly and be stowed aboard a submarine. Pin joints all around - no wires to rig. While Britain, France and the U.S. experimented with plane-carrying subs in the between the war years, only Japan seems to have used them operationally in WW-II. (Roland Photo)



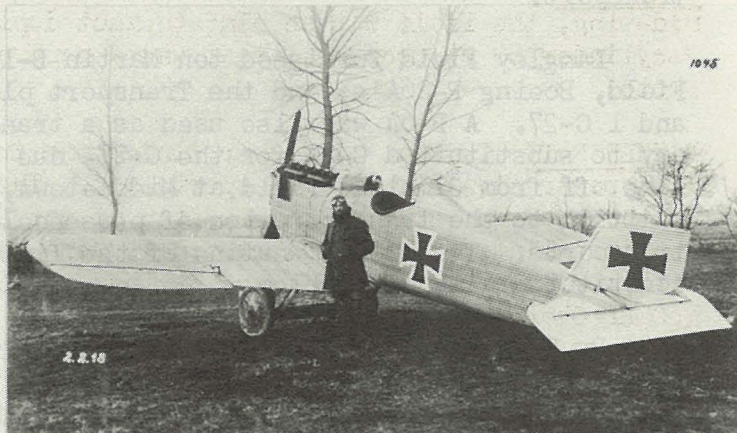
Taube (Kondor-built)



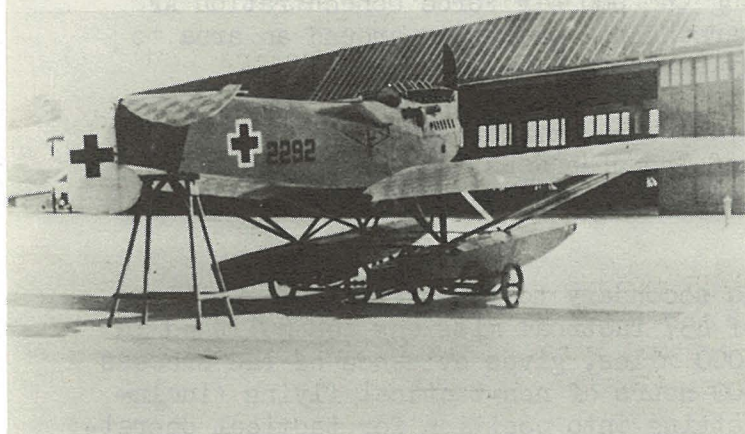
Pfalz E-I



Fokker E-II



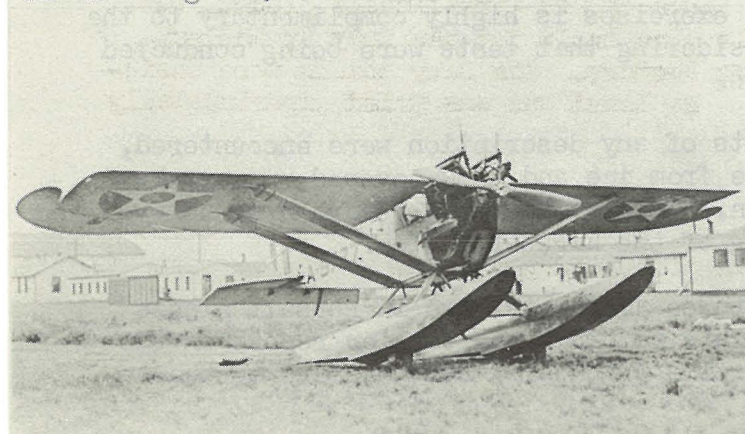
Junkers J-7



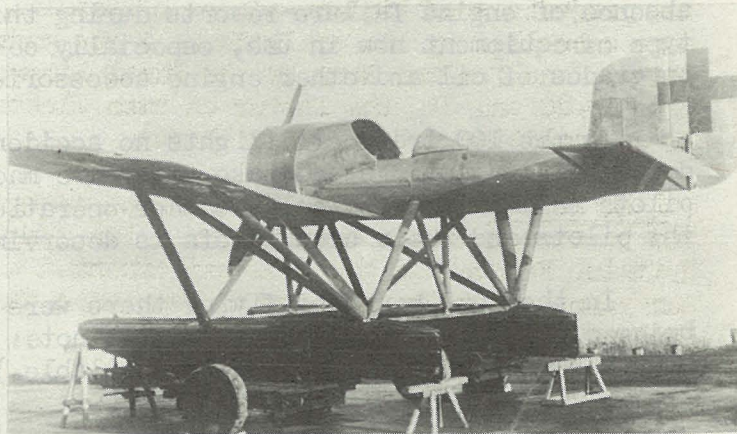
Brandenburg W-29



Dornier CS-1



Loening M-8



Roland Putbus