

WORLD WAR I PHOTO PAGE

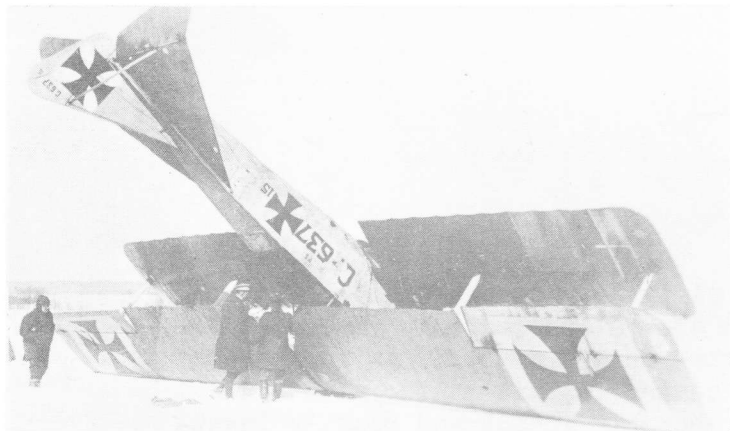
by Peter M. Bowers

Some collectors are quite interested in crash pictures, and the smaller the pieces the better they like them. Other collectors are interested only in good technical views of the airplanes and have no use for crash scenes or other "atmosphere" type shots at all. I am somewhere to the right of center in this matter, and add crash scenes to the file only if the airplane is reasonably intact and readily identifiable. Since some views that would be listed as "Crashes" are merely "Upsets" with the ship hardly harmed at all, they are quite desirable for providing underside detail or other information not readily available in right-side-up photos.

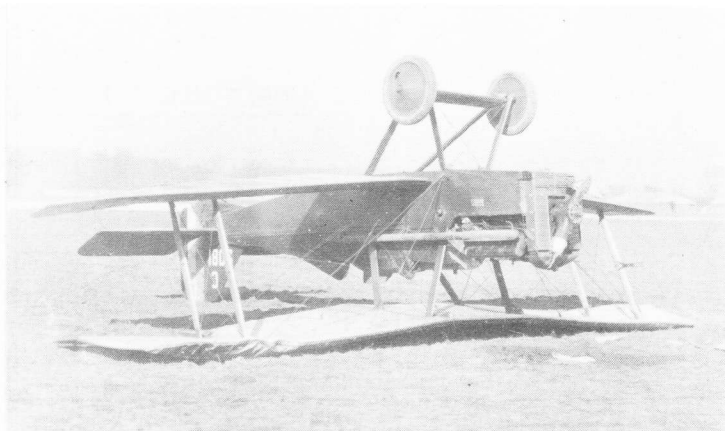
Collectors who are more interested in the historical rather than the technical side of aviation make the most avid crash collectors. The important thing to them is whether the smouldering bundle of sticks is the remains of some famous Ace's airplane, not whether it is identifiable as a particular make and model of airplane. Still other collectors have specialized in any and all crash or accident photos regardless of historical significance or airplane detail.

The photos on the opposite page are identified by number and caption as follows:

1. A German Albatross C-I in a rather unusual attitude. Usually they go all the way over if they get this far.
2. A British-built SE-5 that flipped over during a landing at McCook Field. Judging by the serial number, this could be one of the SE's assembled by Curtiss.
3. A German Siemens D-1 (copy of the Nieuport 17). What happened is obvious. The pilot made a rough landing, dragging one wing tip. The ship then rolled to the opposite side and dragged the other tip.
4. A German Junkers D-I production model that had a landing accident on the factory field. It was to take care of situations just like this that rollover structures were built into low-wing monoplanes.
5. A German L.V.G. C-II in a position to delight model builders and others interested in detail. Rib spacing and other detail not readily visible in normal ground photos is quite clear here.
6. This view of a Roland D-VI B was widely published in magazines of the 1930's as having been shot down behind the American Lines. Actually, the picture was taken considerably after the war when the ship was flown by an allied test pilot.
7. "There's a Tree in the Meadow..." goes the song. Looks like the only one around, too, and this Curtiss JN-4H had to pick it for a landing spot.
8. A Sopwith Camel that nosed over following a forced landing on a road behind the front lines.



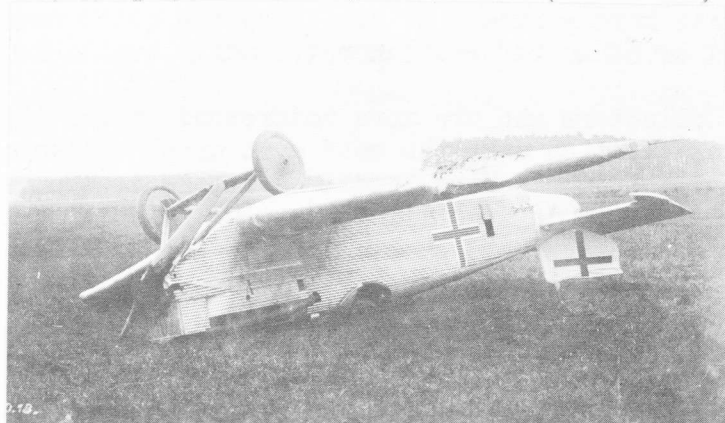
1. Albatross C-I (Bowers)



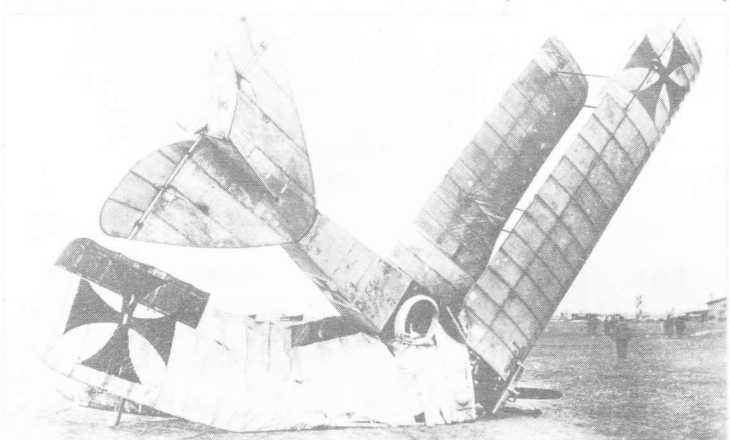
2. British-built SE-5 (AMC Photo)



3. Siemens D-1 (Siemens Photo)



4. Junkers D-I (Junkers Photo)



5. L. V. G. C-II (Bowers)



6. Roland D-VIB (Signal Corps Photo)



7. Curtiss JN-4H (Bowers-Williams)



8. Sopwith Camel (Canadian Official Photo)