

WORLD WAR ONE PHOTO PAGE - Peter M. Bowers

Flying boats, always a minority in aviation, are the subject for this issue. While the glamorous reputations of WW-I were earned by the flashy fighters, the boats plugged along for the most part in the tedious job of coastal patrol. Unique to the WW-I period, however, was the flying boat fighter, used mainly by the Italians and Austrians in the Adriatic and to a limited extent by the Germans in the North Sea.

With only a few exceptions, the boats were a highly standardized class, wooden-hulled biplanes with one or two engines, mostly pushers in the single-engine types, and wood frame wings covered with fabric. The flying boat was an American invention, and became the only American type to keep pace with European developments in the first half of the War, many Curtiss designs being sold to England during that period.

CURTISS H-12 A direct development of the 1914 Curtiss "America", and widely used by U.S. and British navies, the H-12 was originally fitted with 200 HP Curtiss VXX V-8 engines, which were replaced with the 400 HP Liberty when it became available late in 1917. (U.S. Navy photo)

LEVY-BESSON An experimental French boat for the triplane fans. Levy built conventional boats in quantity, but tried a seaplane once, as did most manufacturers of the time. (French Official photo copied by U.S. Navy and recopied by PMB)

DORNIER RS-II Second of the large boats turned out by Dornier, the R-II was originally a trimotor with engines in the hull, but was converted to the four-engine design shown here, with a pusher and a tractor engine in each of the two nacelles. Structure was all metal, and upper wing rotated about bottoms of vee struts to change the incidence. (Dornier photo)

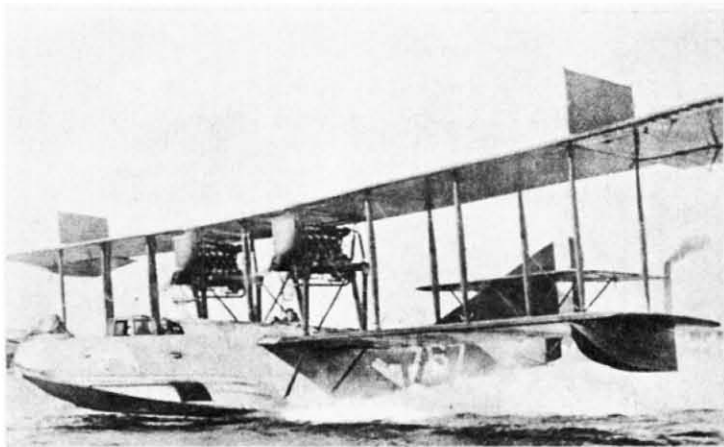
DONNET-DENHAUT Typical of several French single-engine pushers used for short & coastal patrol duties. This one was used by the U. S. Navy. Some American-built Curtiss HS-2L's saw service with the U.S. Navy in France but most U.S. equipment was procured abroad. (U. S. Navy photo).

BRANDENBURG CC A unique fighter design used in quantity by the Austrians. Power was a 150 HP Benz and armament varied between one and two fixed machine guns in the nose. Most unique feature was the arrangement of the wing struts. (Official German Navy photo)

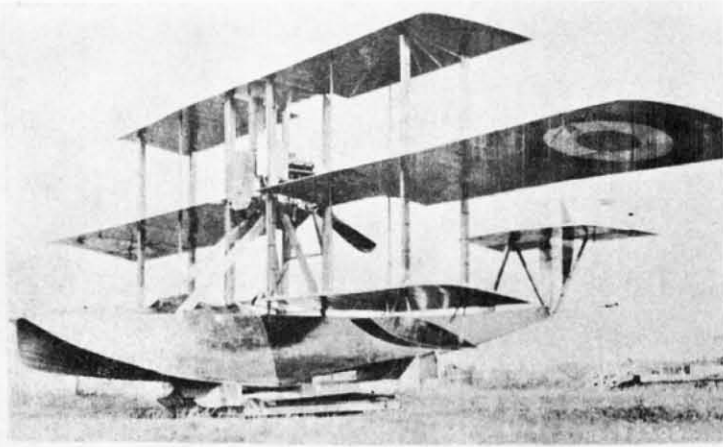
MACCHI-NIEUPORT 5 A product of the Italian Macchi firm which had teamed up with Nieuport of France to build Nieuports under license in addition to original Macchi designs, hence the heavy Nieuport influence in wing design. Models 5 and 7 were fighters. (U. S. Signal Corps photo)

OERTZ SCHOONER One of the real freaks of the war, a tandem design with conventional tail behind the extra wings, and engines buried in the hull. (Official German Navy photo)

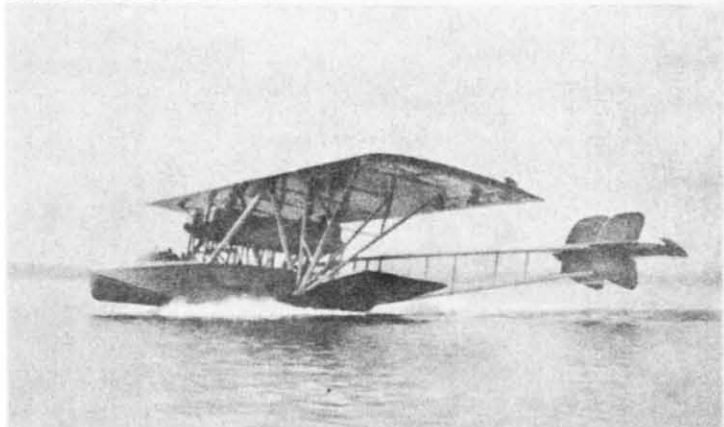
LOHNER Typical of the 1916 model boats used in the Adriatic, this Lohner model was closely copied by Macchi with the M-3, and could hardly be distinguished from it. Most single-engine patrol bomber boats of WW-I were three-seaters. (Official Austrian photo)



1. Curtiss H-12



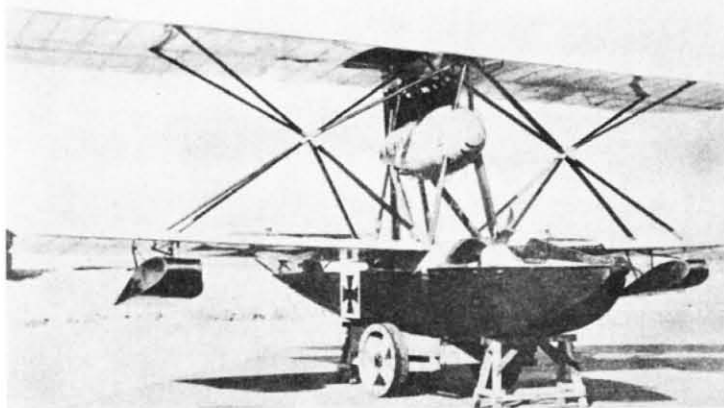
2. Levy-Besson



3. Dornier RS-II



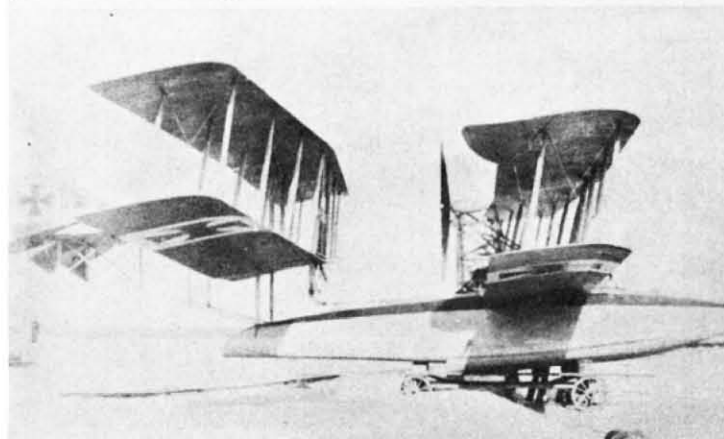
4. Donnet-Denhaut



5. Brandenburg CC



6. Macchi-Nieuport 5



7. Oertz Schooner



8. Lohner