

WORLD WAR I PHOTO PAGE

Compiled by

Peter M. Bowers

The American single-seat designs produced during WWI, as presented in the Journal Vol. 3, No. 2, P. 116, were so well received that a grouping of equally rare two-seat fighters of the same period should be welcome. All of the designs shown here were developed after entry of the United States into the War. However, most did not fly until after mid-1918, and none were entered in combat. (The Gorrell Report lists two LePere's as having been sent to France prior to the Armistice.)

CURTISS CB - A unique biplane powered with the Liberty engine. The upper wing was right on top of the fuselage and the radiator was carried under the upper wing. The fuselage was wood monocoque construction. Only one prototype is known.

CURTISS 18B - A conventional biplane powered by a Curtiss-Kirkham engine of 400 H.P., later the forerunner of the Curtiss D-12 and "Conqueror" engines. Fuselage of wood monocoque construction. Serials 40045 through 40048, determined from photographs, indicate five were built.

CURTISS 18T - A duplicate of the 18B except for the triplane wings. The first had single bay straight wings, and was identified as 18-T-1. A later version had sweepback, while a third had two-bay wings and sweepback, was known as the 18-T-2. The Army used one, the Navy two (the single-bay model as a racer as late as 1923.)

CURTISS HA - This Liberty-powered seaplane was called the "Dunkirk Fighter", as it was designed for operations in that area. Its extremely short nose made it tail heavy and the prototype is reported to have crashed on its first flight. The second had revised wings, without dihedral, and a similar gap in the center-section. A single-bay landplane version was used for early U. S. Air Mail Service.

LE PERE LUSAC-11 - Also listed as a Packard LePere, this wooden two-seater was powered by the Liberty engine and was designed by Capt. LePere of the French Aviation Mission to the U.S. It was built by Packard. Its chief unusual feature was the "box" strut design. Two were sent to France in October 1918, others used for experimental work. That shown is equipped with the early controllable pitch propeller, a Hart.

LOENING M-8 - Also known as the M-1, this strut-braced monoplane met strong opposition from the biplane-minded officials. A few test models were built for the Army by Dayton-Wright Corp., and some for the Navy by the Naval Aircraft Factory with the 300 H.P. Wright-Hispano Engine.

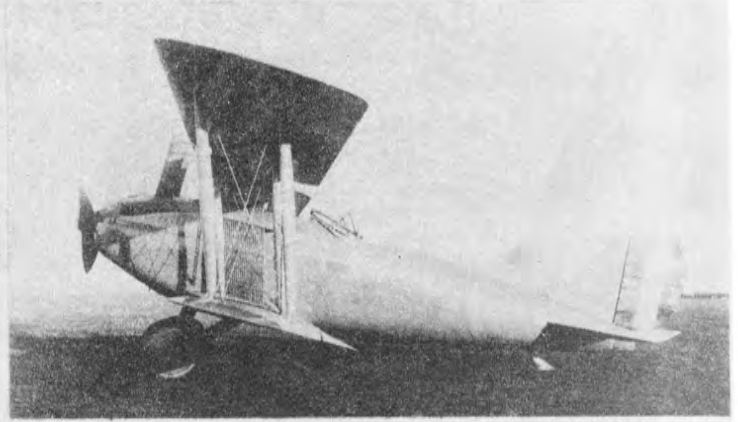
L.W.F. G-2 - The G-2 was actually the first airplane of U. S. design intended to use the Liberty engine. Its fuselage was of laminated wood veneer construction and an armament of 7 machine guns was possible. Initials were for Lowe, Willard and Fowler.

THOMAS-MORSE MR-2 - This airplane shown with a geared 450 H.P. Liberty engine was modified from the original design which had single-bay wings, and two-bladed prop. The MS-1 (prior) design was a high wing monoplane with faired struts that gave lifting area similar to those of the Bellanca "Airbus" of the early '30's.



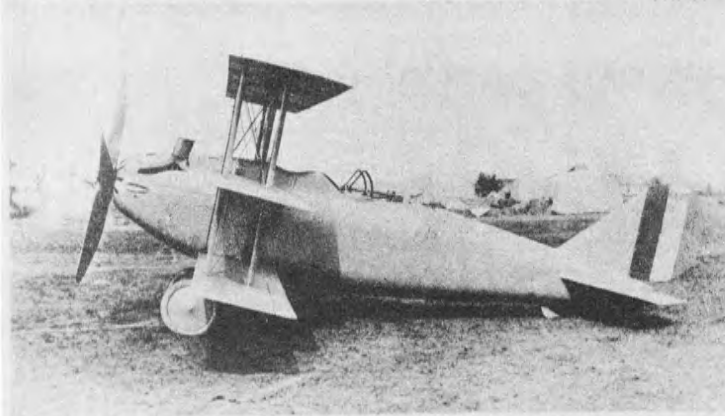
1) Curtiss CB

Curtiss



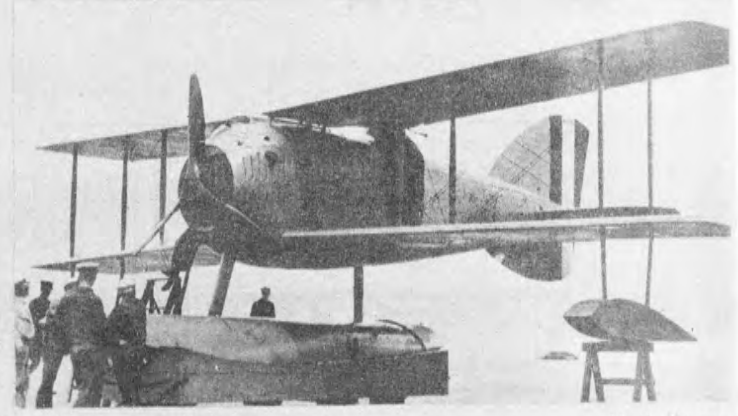
2) Curtiss 18B

Curtiss



3) Curtiss 18T

Curtiss



4) Curtiss HA

U.S. Navy



5) LePere LUSAC-11

AMC



6) Loening M-8

AMC



7) L.W.F. G-2

L.W.F.



8) Thomas-Morse MB-2

AMC