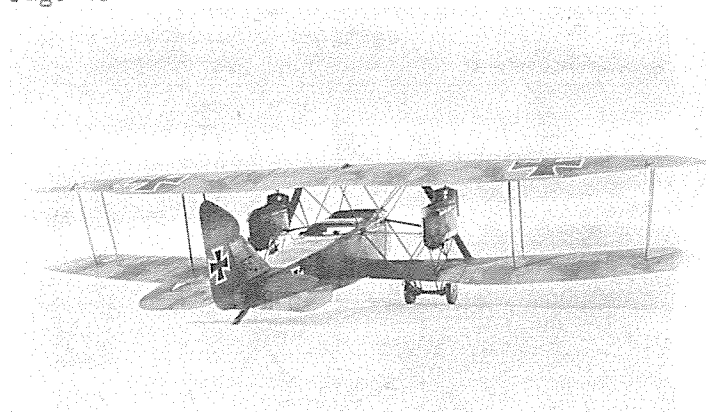
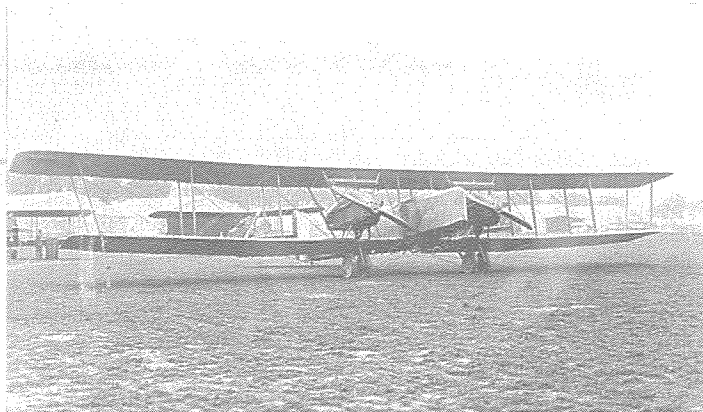




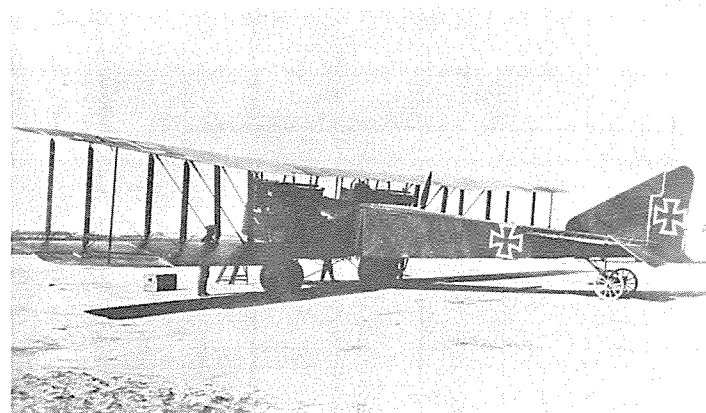
A.E.G. G.IV

(A.E.G.)



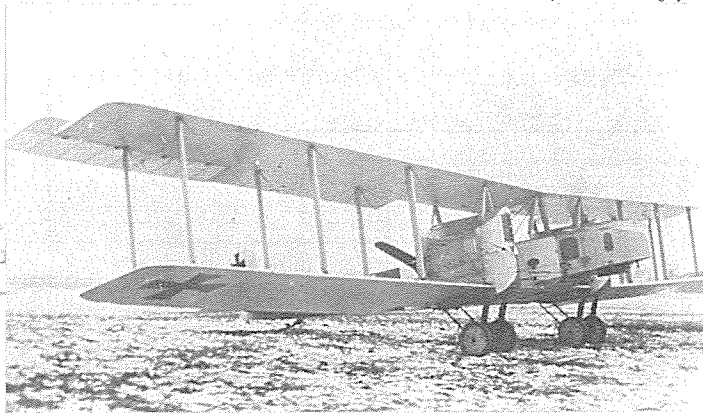
Ferman F-50

(U.S.Army)



Friedrichshafen G.III

(German Official)



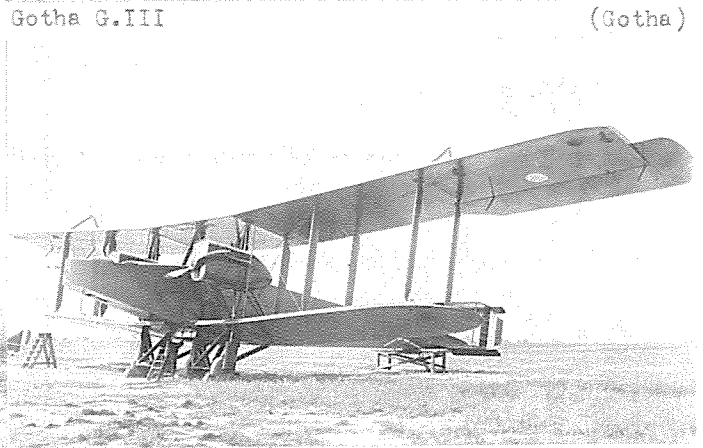
Gotha G.III

(Gotha)



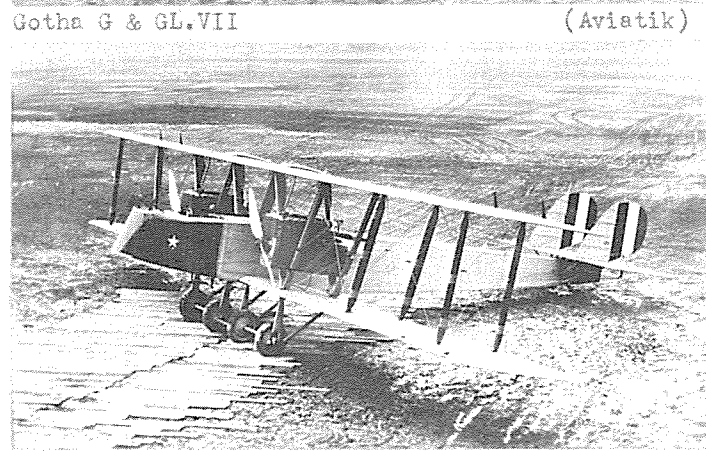
Gotha G & GL.VII

(Aviatik)



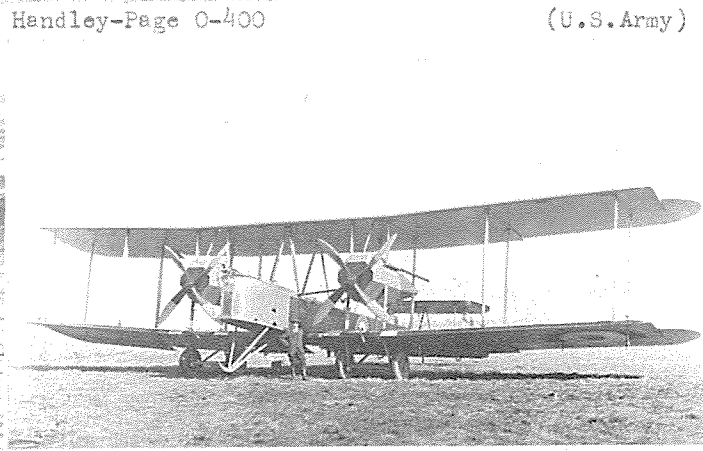
Handley-Page O-400

(U.S.Army)



Martin MB-1

(Martin)



Vickers F.B.-27 "Vimy"

(Flight Magazine)

WORLD WAR I PHOTO PAGE

by
Peter M. Bowers

Some "Great War" Heavies

The twin-engine bomber was a product of the early years of World War I, and the basic design, using a three to five man crew, remained pretty well set until the appearance of the mid-wing monoplane bombers in the early 1930's. Illustrated here are some of the best-known World War I models and a few that were not developed in time to see action.

No. 1: A. E. G. G. II . "G" in German designation stood for "Grossflugzeug", or large airplane, and was synonymous with 2-engine bomber. The A. E. G. bomber line started with the K-1 "Kampfflugzeug", or battle-plane, in 1915 which was soon redesignated G-1. A. E. G. G-I's through G-V's differed from contemporary German bombers in being tractor design rather than pushers. AEG Photo.

No. 2: Farman F-50. The French did not produce true twin-engine bombers until 1918, earlier twins being regarded as long-range reconnaissance types. The F-50 was a radical break with tradition for Farman, long famous for box-kite pusher designs. U.S. Army photo.

No. 3: Friedrichschaffen G-III. Similar in general configuration to the Gotha G-II/V's of 1916/18, the G-III was standard equipment in 1918 with the single tail illustrated and the revised twin-tail G-IIIB. A few survived the postwar scrapping of German military aircraft and served in the Estonian Air Force. German Official Photo.

No. 4: Gotha G-III. The Gotha G-II/V series was so well-known that most German raiders of WW-I were called that by the Allies whether they were or not. Most unique feature of otherwise conventional bomber was tunnel in bottom of fuselage that allowed top rear gunner to fire at fighters attacking from below. Gotha photo.

No. 5: Gotha G and GL-VII. The late 1918 Gothas made a radical change in models VII through IX in that the engines were turned around to tractor types and the nose gunner was eliminated in the belief that added speed would make fighter passes from ahead unlikely. The "L" in the designation identified a basic "G" type of lightweight design. The G-VII illustrated was built under license by Aviatik. Aviatik Photo.

No. 6: Handley-Page O-400. Best-known of the Allied bombers, an early O-100 model got lost on delivery flight to France and landed on a German field. The later O-400 was outwardly identical except for shorter nacelles. Over 100 were built by Standard Aircraft Corporation of Elizabeth, N. J. , but were delivered as spare parts to England rather than as complete planes. A few, powered by Liberty engine, were delivered to U.S. Army and flown in early postwar years. U.S. Army.

No. 7: Martin MB-1. The original "Martin Bomber." A sensation when introduced in mid-1918, but not in production before the Armistice. Postwar production concentrated on redesigned MB-2 with longer wings, engines on lower wing, single wheel under each nacelle. Built for the Army as NBS-1 by Martin, Curtiss, Aeromarine, and L. W. F. and in service to 1927. Martin Photo.

No. 8: Vickers FB-27 "Vimy". Developed specifically to bomb Berlin, the Vimy was another that did not see action. It made history in 1919 with first non-stop flight across Atlantic from Newfoundland to Ireland and first flight from England to Australia. Flight Photo.