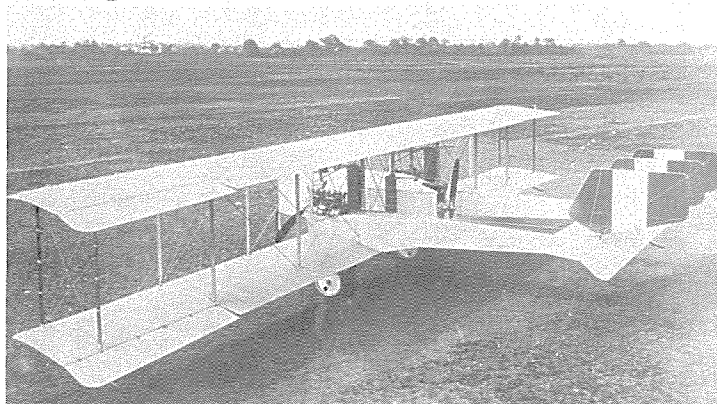
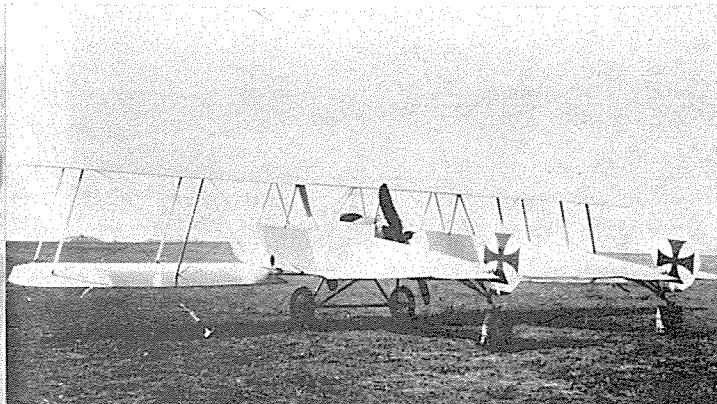




Caproni Ca-33



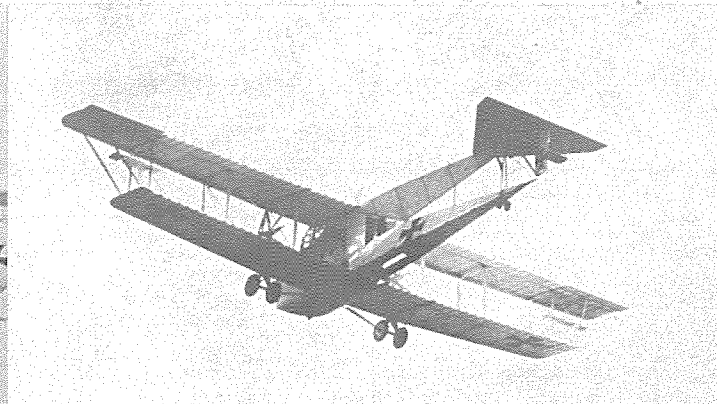
Fokker K-1

Fokker photo



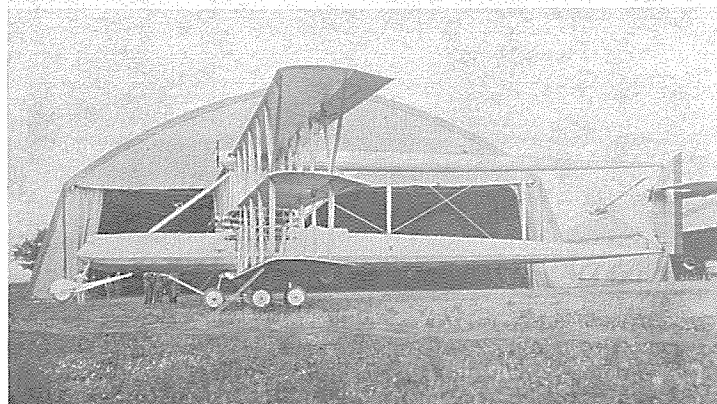
Ago C-III

German Official photo



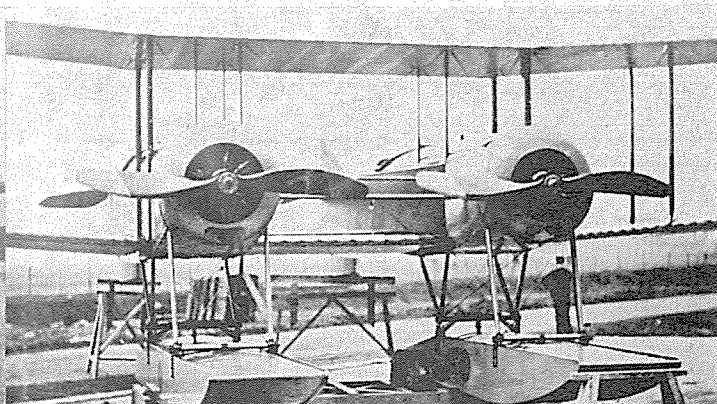
Siemens-Steffen R-II

Mfr's Photo



Voisin Triplane

Mfr's Photo



Blackburn T.B.

Imperial War Museum



Siemens-Shuckert L-1

Mfr's Photo



Graham-White "Ganymede"

Mfr's Photo

WORLD WAR I PHOTO PAGE

by

Peter M. Bowers

Since the feature airplane of this issue of the Journal is the WW-II Lockheed P-38, the WW-I pictures have been selected to show the configuration of other twin-fuselage designs. While there were several twin-fuselage-with-nacelle types built along the general P-38 lines, none actually duplicated the configuration. The Italian Caproni came closest, but had a third engine in the rear of the nacelle. Other twins, as shown, had the fuselages arranged vertically instead of side-by-side.

Photo No. 1: Caproni Ca-33. This was not the first twin-fuselage Caproni, nor was it by any means the last, but it is typical of the trimotor bomber series that is best remembered for the famous triplane. This Italian firm was by far the leading producer of true twin fuselage airplanes during the war. They were the mainstay of the Italian bomber force and were also used by the French on the Western Front.

Photo No. 2: Fokker K-I. This was a true "Twin" in that two entirely independent fuselages were used, each with its own set of tail surfaces. The crew sat in a cockpit between the two Oberursel/Gnome engines. It is interesting to note that Fokker revived this configuration with the D-21 fighter of 1939. Fokker Photo.

Photo No. 3: Ago C-III. A clipped-wing version of the earlier C-I and II observation models that saw wide use by Germany in 1915-16. It is questionable whether or not this is a true twin fuselage model; rather it seems more like a conventional pusher with greatly cleaned-up booms. German Official Photo.

Photo No. 4: Siemens-Steffen R-II. An unusual model in several respects, not the least of which is the positioning of the two triangular-section fuselages. One reason given for the arrangement is the good field of fire that the gunners had to the rear. The propellers were driven by shafts from engines in the fuselage. Manufacturers' Photo.

Photo No. 5: Voisin Triplane. This 1916 model was the second largest Voisin triplane with a single main fuselage and a smaller one up above. The mismatch in sizes raises the question of whether such a configuration could be classed as a true "Twin." Manufacturer's Photo.

Photo No. 6: Blackburn T.B. This was a "Twin" on four counts - twin engine, fuselage, tail, and pontoons. An extra feature not visible in the photo is the use of twin tail floats. Of the machines illustrated, the Blackburn comes closest to being a true twin because of the complete independence of the fuselages, each of which contained one of the two pilots. All of the other designs grouped the crews on or near the airplane centerline. Imperial War Museum Photo.

Photo No. 7: Siemens-Shuckert L-1. A trimotor built along the lines of the Caproni which did not fit into either the standard "G" category of twin-engine German types or the larger "R's", most of which were 4-engine. Manufacturer's Photo.

Photo No. 8: British Grahame-White Ganymede was another trimotor on the Caproni pattern. One was completed out of three ordered since the end of the war precluded the need for the type. Compare size with tiny single-seat Grahame-White sport plane. Manufacturer's Photo.