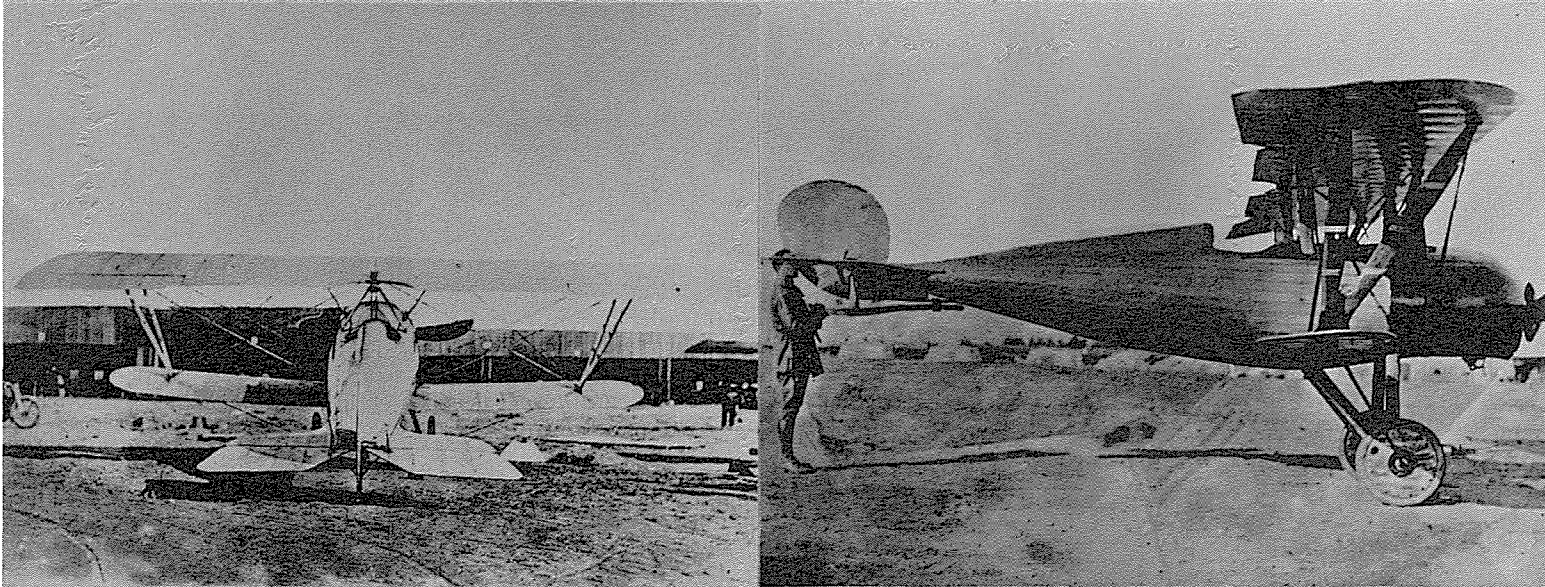
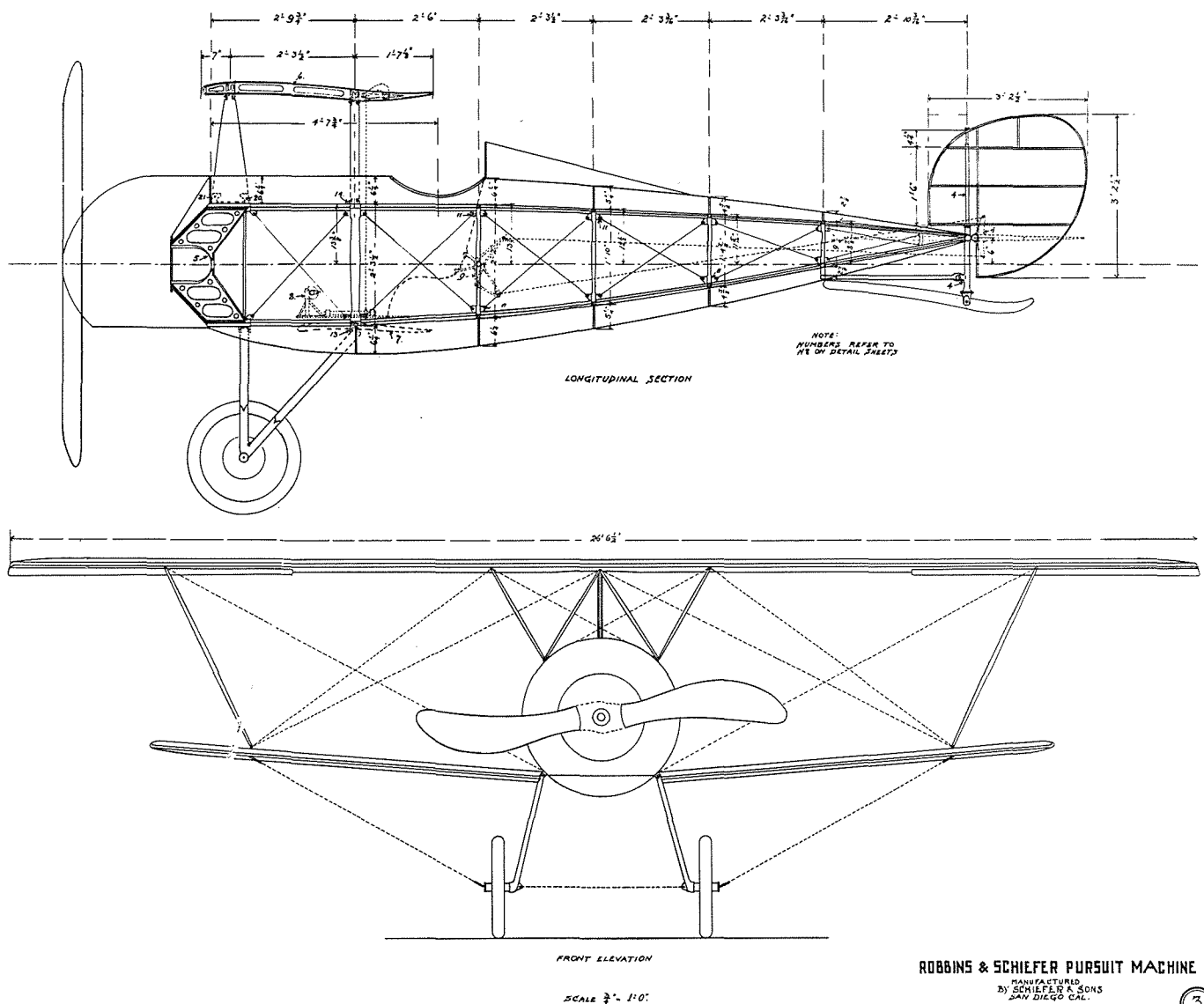


ORIGINAL DRAWINGS OF 1918 EXPERIMENTAL PURSUIT DISCOVERED



THE ROBBINS & SCHIEFER PURSUIT MACHINE

The photos and drawings reproduced here were obtained by A.A.H.S. Member Henri D'Estout from the original designer, R.N. Robbins, in 1956. Mr. Robbins died a short while later. The drawings are as originally made.



ROBBINS & SCHIEFER PURSUIT MACHINE

MANUFACTURED
BY SCHIEFER & SONS
SAN DIEGO CAL.

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HENRI G. D'ESTOUT

THE ROBBINS AND SCHIEFER PURSUIT MACHINE

The Robbins & Schiefer Pursuit Machine was a single seater aircraft manufactured in 1917 in San Diego, California by the firm of Schiefer and Sons. It was developed as a private venture. The aircraft was designed by N. B. Robbins and flown by him for the first time on December 9, 1917.

The construction was conventional for the time, wood fuselage and wings with wire internal bracing. The external appearance of the aircraft resembles the Nieuport machines of that period, particularly the wing outer strut bracing; the landing gear design and bracing however is somewhat unique. The similarity to the Nieuports includes unequal span and chord of the wings and the use of a Gnome engine. The Gnome installed developed 100 horsepower and was manufactured in this country by the General Vehicle Company.

Wing span was 26' 6 1/2" and 17' 8" and chord was 57 3/8" and 33" respectively for upper and lower wings. The lower wings incorporated two spars, unlike the single spar design of the Nieuports. No information on weight was available at the time this article was prepared, and the only performance figure obtained from the builder, Mr. Paul Schiefer, was that the top speed was in the neighborhood of 150 kph, approximately 93 mph.

The aircraft was sold to the Aviation section of the Signal Corps early in 1918 for approximately \$11,000. The cost of the engine alone was \$9,000 according to the builder.

Mr. Paul Schiefer was interviewed on February 10, 1956 in San Diego by the writer. Mr. N. B. Robbins, the designer, died in December 1918 during the flu epidemic. The fate of the aircraft after its delivery to Rockwell Field in Coronado is unknown. This aircraft is listed in U.S. Army Aircraft 1908-1946 by James C. Fahey, on page 8 of this publication. According to the builder only one aircraft was constructed.