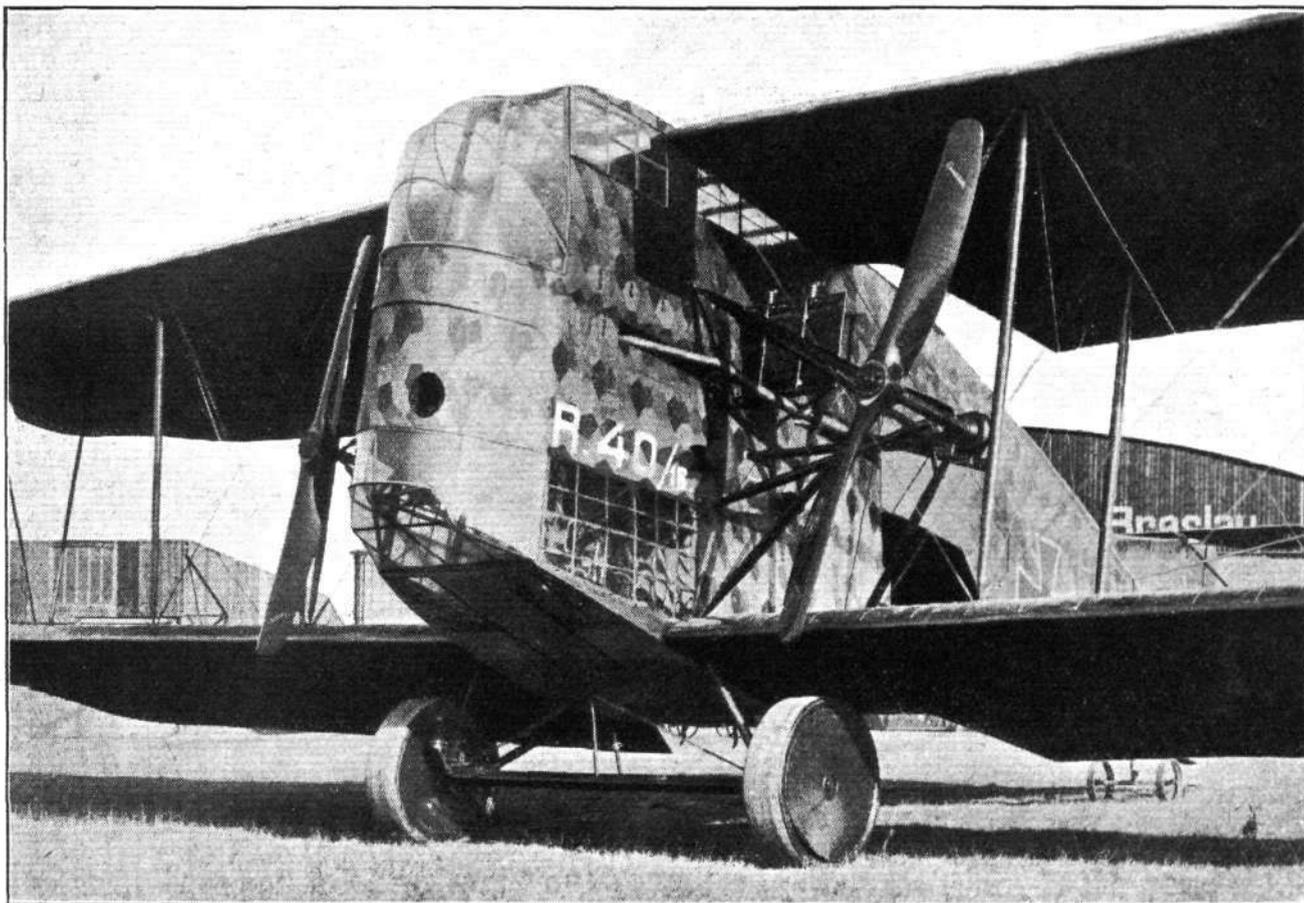


THE LINKE-HOFMANN GIANT MACHINES

OF the firms that have designed and constructed large, multi-engined aeroplanes during the War, special interest attaches to those created by the Linke-Hofmann Works, Breslau, not only on account of their size, but also because their designer has evidently attempted to get away from the stereotyped design in which a multiplicity of engines are simply dumped on the wings and made to drive, direct, tractor or

in the *fuselage* and which had shaft and bevel drives to airscrews placed on the wings. The following notes, which are translated from a descriptive article in *Flugsport*, deal with a similar subject, and show how another firm has tackled the problem in a somewhat different way.

"The Linke-Hofmann Works, of Breslau, took up the design and construction of Giant aeroplanes



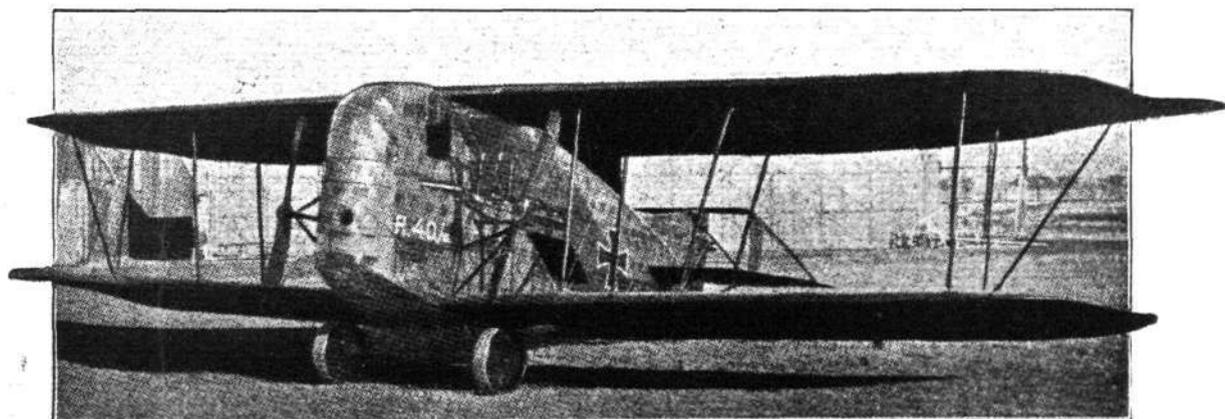
THE LINKE-HOFMANN R 1: View of the cabin and airscrew mounting.

pusher airscrews. That placing the engines on the wings in this manner is a short cut to high-power propulsion is admitted, but it does not by any means follow that this is the type of multi-engined machine that will survive. It is therefore of interest to examine what others have done in their attempts to effect improvements. In our issue of last week we published particulars of some German D.F.W. multi-engined machines in which the engines were placed

(Riesenflugzeuge) under the direction of their chief engineer Paul Stumpf, who was formerly chief engineer to the Allgemeine Electricitäts Gesellschaft (A.E.G.). Two types were built, the R I and the R II, both of which had the engines placed in the *fuselage*.

The Linke-Hofmann. Type R I.

"This machine, which is shown in the accompanying photographs, had two tractor airscrews driven by four Mercedes engines of 260 h.p. each, giving a total



THE LINKE-HOFMANN R 1: Three-quarter front view.