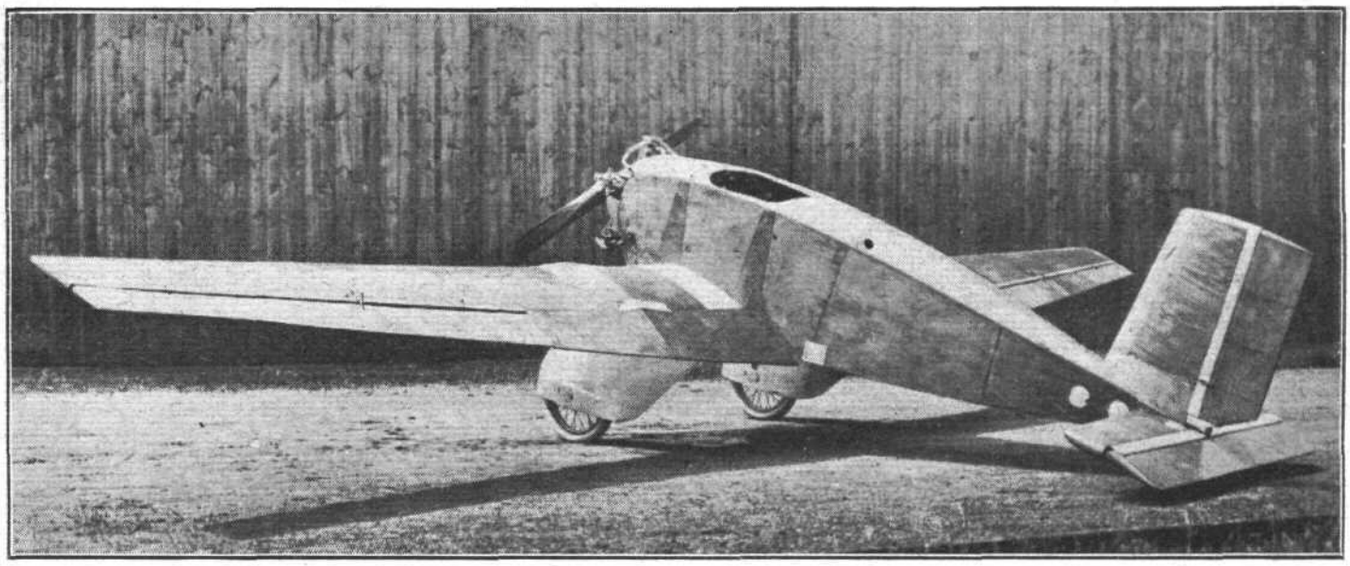
THE ALBATROS SPORTING TYPES L.59 AND L.60

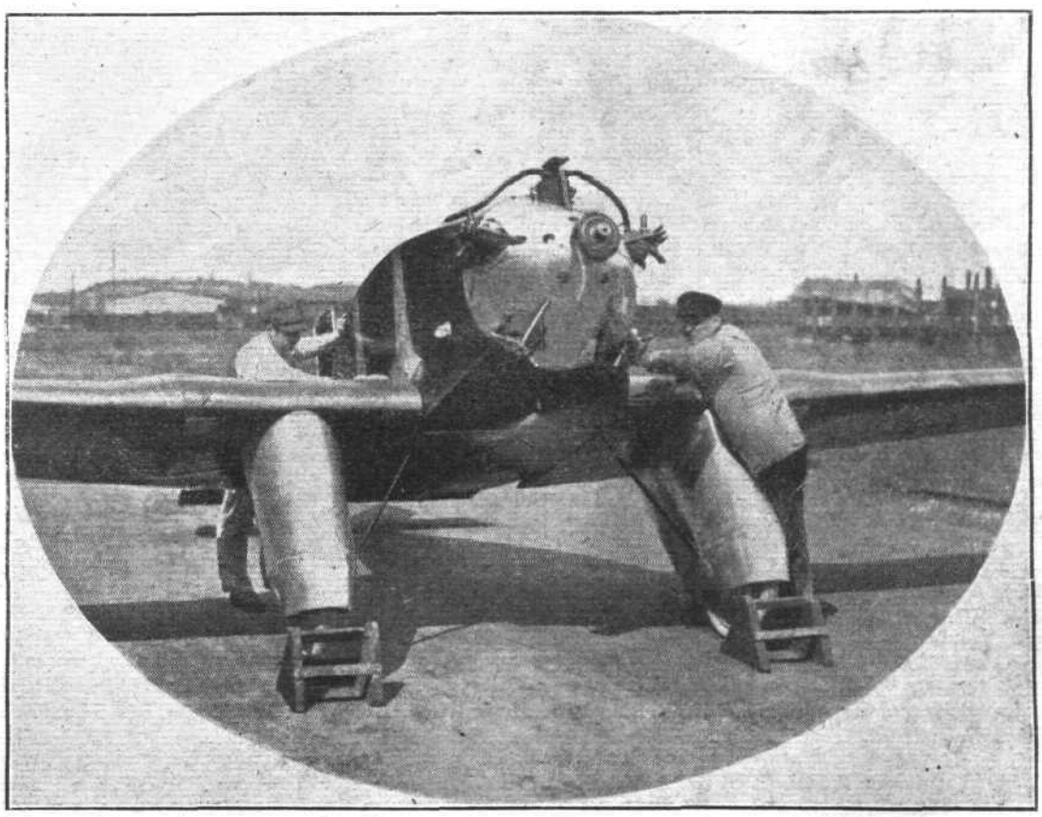
AMONG the firms who were to have exhibited machines at the Gothenburg International Aero Exhibition was the Albatros-werke A.G., of Berlin-Johannisthal. Unfortunately, complications over which the firm had no control prevented the machines from being sent, and thus I.L.U.G. was deprived of at least two interesting machines. One of the Albatros machines that were to have been shown was the type L.58 monoplane passenger carrier, but as this was described and illustrated in FLIGHT on October 12, 1922, we have thought that a reference to the other type which had been got ready for the exhibition would be of more interest.

The Albatros sporting type is produced in two slightly dissimilar models: one, known as the type L.59, is a single-seater, with 50-60 h.p. Siemens radial engine, and the other is a two-seater, with a 90-100 h.p. engine of the same make, its series number being L.60. The two models are, generally speaking, of the same outline design, but certain differences arise out of the fact that the one has an extra seat and a larger engine. The machine illustrated in the accompanying photographs is the single-seater, type L.59, but the following description, except when otherwise stated, refers to both models.

Reference has been made in FLIGHT to the effect which Inter-Allied restrictions on German aircraft production has had on modern German design. Debarred from constructing large machines, or, more correctly, machines with powerful engines, German designers have been obliged to design for aerodynamic efficiency, so as to attempt to improve this to the point where the smaller engine will give the same performance. Although this is no easy task, and cannot be said to have been quite accomplished, there is no doubt the several German aeroplanes of recent date do show evidence of a serious endeavour to get away from stagnation in design. In most cases the line of development appears to have been the elimination of all avoidable head resistance, such as struts, bracing wires, etc. In some German types, in fact in most, the result has been a cantilever monoplane, although the Caspar U.I exhibited at Gothenburg provides an example of the pure cantilever biplane. Some of the German designers favour the high wing position, others the low. The Albatros



THE ALBATROS SPORT 'PLANE: Three-quarter rear view



The Albatros Sport 'Plane: View of nose, showing engine cowling, "trousers," etc.