



F LUGZEUGWERFT LÜBECK-TRAVEMÜNDE GmbH was a subsidiary of the better-known DFW (Deutsche Flugzeug Werke) and was founded in May 1914 for the purpose of constructing seaplanes under licence from other manufacturers. It took its name from its location on the Baltic at Travemünde, a borough of Lübeck. As well as its manufacturing capability, the company also had a school for training seaplane pilots. Lübeck, the largest German port on the Baltic Sea, was once the chief port of the Habsburg League and the old part of the city is situated on an island in the River Trave, near its mouth on Travemünde Bay. The actual location of the company's factory is not known but it was probably on the shore at Travemünde, at the mouth of the river.

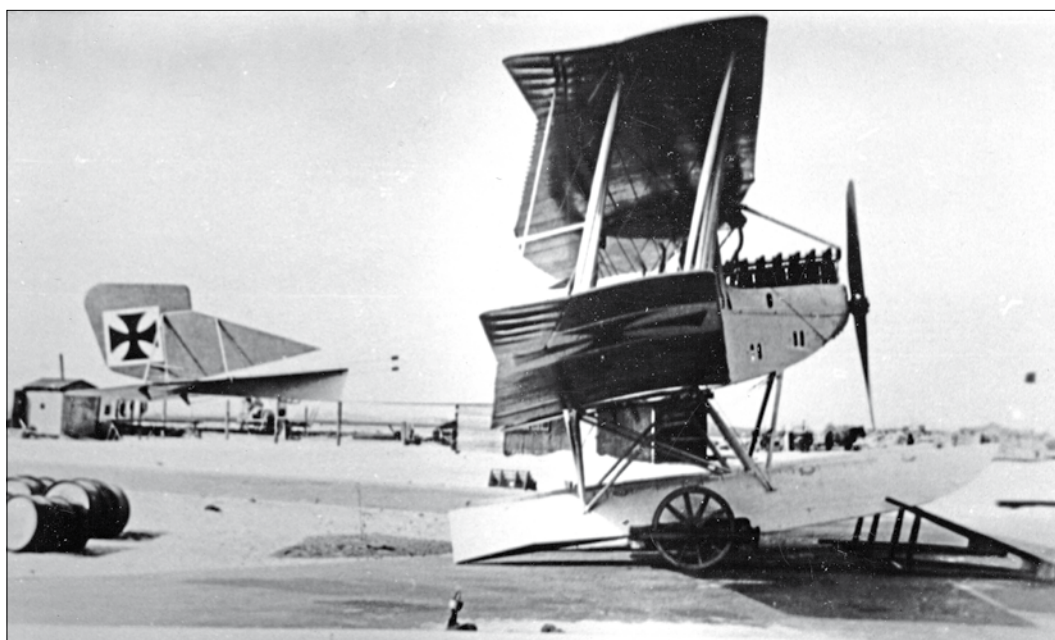
Late in 1914 the company gained an order to design and build a two seat 'B' class seaplane (see tables on the following page for German naval classifications of seaplanes). The result was the Travemünde F.I. It was a very large float mounted biplane of conventional construction with a fabric covered wooden airframe. Its four bay wings had a slight taper and ailerons at their outer end. Its large tail assembly was of a simple rectangular shape. The F.I was powered by a 160hp Mercedes D.III engine with a cooling radiator mounted on the leading edge of the upper wing. Three machines of the type (Marine Numbers 282-284) were ordered but only No.282 was delivered, the remaining two being cancelled. It is probable

that the reason for this was that the 160hp engine was not powerful enough for such a large machine. The company's next machine was the Travemünde F.2. It was of similar size and appearance to the F.1 but the prototype (Marine Number 677) was powered by a Daimler 220hp D.IV engine. Aircraft of the main, production, batch were fitted with 220hp Benz Bz.IV engines. The original F.2 had a large rudder that extended down below its fuselage but production models had a smaller more conventional one. Production F.2s were armed with a single flexible machine guns on pillar mounting on the rear cockpit for the observers and were equipped with wireless transmitters. A total of eleven machines of the type was built and saw service mainly off the North Sea coast. The Marine numbers for these were 1147-1156. Of these, 1147 was designated as 'CFT' and 1150 as 'C'. A later batch, Marine numbers 1974-1979, was accepted for service and were designated as 'CHFT'.

The Travemünde F.3 was a prototype 'fighter'. Only one of the type, powered by a Benz 150hp Bz.III was built (before delivery of the production batch of F.2 machines). It was classified as being 'ED' – single seat, twin float aircraft – and given the Marine Number 844 but its acceptance was refused on 23 March 1918. No further details of this machine are known, neither is there any known photograph of it.

The final known aircraft designed and manufactured by Flugzeugwerft Lübeck-Travemünde was the Travemünde F.4. This was another large, heavy, twin float biplane. Similar in

Lübeck-Travemünde F.I seaplane, probably at Travemünde, showing its simple rectangular shaped tail fin and rudder, its streamlined floats and the installation of its Mercedes D.III engine.
:CCI via Peter Gray



TYPE	CREW	ROLE	ENGINE	KNOWN NUMBER BUILT	KNOWN MARINE NUMBERS
F.1	2	Maritime Reconnaissance and patrol	160-hp Mercedes D.III	2 ordered, only one (282) delivered	282-283; not accepted
F.2	2	Armed maritime reconnaissance and patrol	220-hp Mercedes D.IV	16	677 1147-1156 1974-1979
F.3	2	Fighter	150-hp Benz Bz.III	1	844; not accepted
F.4	2	Armed maritime reconnaissance and patrol	220-hp Mercedes D.IV	34	1971-1973 (1972 crashed) 2135 7001-7030