



The AGO factory at Johannisthal appears to have been of timber frame construction behind a brick facade.

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OF ALL OF THE AIRCRAFT LISTED in the 'Atlas' the single entry for the Ago company¹ provides the most problems. This arises entirely because while just one aircraft is listed, Ago CL.II (w) Marine number 586,² Ago did in fact provide seaplanes for the German *Kriegsmarine* from 1913 and built a total of twenty-eight individual seaplanes of one type or another between then and 1915. Nr 586 delivered in 1915 was simply the last and most modern of them all.

D.7 & D.15. – Ago Flugzeugwerke's first venture into marine aircraft was by the adaptation of its Otto Biplane of 1913 by the simple addition of a pair of floats in place of its wheeled undercarriage and a pair of small cylindrical floats beneath its tail assembly.

The original Otto biplane was a conventional (for the period) pusher three bay biplane. Its crew of two was accommodated in tandem in a neat nacelle with the pilot in the front position.

This nacelle was of unusual section; the wider front crew area was hexagonal but behind the long cockpit was straight sided with a flat upper surface upon which the rear-facing engine (originally a 100hp Argus As.I engine) was mounted.

The wings were of unequal span with the upper wing being about ten feet wider than the lower. The upper wing only was provided with narrow but quite long ailerons. The wing tips of the earlier models (such as Argus D7) were square but later versions (such as Argus D15) had more rounded tips. The upper wing only had large ailerons that, at rest, simply hung down as was common practice at the time. The tail plane was mounted above the rear of a tubular steel lattice tail boom and had a span-wise elevator. Three unbalanced rudders were mounted below the tailplane and hinged from the rear posts of the tail boom. All wing and undercarriage struts were of circular section tubular steel. The undercarriage of the original

The design of the Otto biplanes, third and fourth in this line-up, served as the basis for those of D.7 and D.15.

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