



Before writing of the Rumpler aircraft that saw service with the German navy, I have to admit that I am somewhat confused by the two listings that I have available. First of these is that in the 'Atlas' upon which this series has been based until now. The second is a list compiled by the late Peter Grosz presumably from official German sources. The 'Atlas' list gives details of two Taube aircraft and then continues by listing three 'DD' types before continuing with 4B.11, 4B.12, 6B1 and 6B.11 floatplanes. The 'Grosz list' gives details of three Taube aircraft, continues by listing the single Rumpler 4E flying boat and then moves straight on to the 4B.11 etc series. No mention of the 'DD' types. I have concluded that the 'DD types' were in fact the early 4B.1 and 4B.2 aircraft that were in reality Rumpler 4A airframes mounted on basic twin float undercarriages. So, with this in mind, I'll continue with 'The Rumpler seaplanes'.

**T**HE NAME RUMPLER is most commonly associated initially with early Taube designs and then, later, with the very high flying German reconnaissance biplanes. But, as well as those landplanes, Rumpler-Werke GmbH also built a series of seaplanes for the German navy.

Dipl Ing Edmund Rumpler was born in Vienna on 4 January 1872. Between 1890 and 1895 he studied engineering at Vienna's Technische Hochschule. In 1897 he moved to Germany to work on the technical design of railway equipment. In 1900 he was employed by the Daimler Motoren Gesellschaft, first in Stuttgart and then Berlin, on automotive engine design. In 1902 he left Daimler to become the technical director at the Adlerwerke in Stuttgart where he was responsible for the introduction of an increased range of large cars and patented a swing axle rear suspension system that was later adopted by other automotive manufacturers.

Fascinated by the successful flights by the Wright brothers in the USA he turned his attention to aviation and, in 1907, left Adler to found his own engineering company, E. Rumpler Luftfahrzeugbau, in Johannisthal, Berlin. Initially he constructed helicopters and aeroplanes that were designed and paid for by a number of clients but, in the main, none of these were successful.

In 1908 he obtained a licence to build Austrian engineer

A 1912 Rumpler Taube landplane, showing the 'bridge' structure supporting the monoplane wing and the side-mounted fuselage radiator. The two officers in front of the machine were Lt n Ernst Canter and Obltn von Detten.

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