

by Doug Pardee

This company was established in 1908 to provide passenger and freight transportation by means of Parseval airships, but the project did not prove viable. In 1910 an aircraft factory was built as an adjunct to the main premises of the firm and, from that date until 1912, the Farman/Albatros biplane (built under licence) was the mainstay of the works.

In 1912 the Swiss, Franz Schneider (late of the French Nieuport Co.), became Chief Designer and LVG then produced its own designs. It is reported that V.A. Lebedev Aeronautikü of St. Petersburg, Russia, was a licensee of the firm, but no Russian-built LVGs have been authenticated. Ernst Heinkel was employed by LVG as an engineer about this time.

During the war of 1914-1918 the main output of the two factories consisted of 'B', 'C' and 'G' types, but a few marine aircraft and 'D' types were also built. Up to the end of 1918 some 5000 aircraft had been manufactured, but hundreds of these remained undelivered. Several dozen 'C' type machines were used post-war by the early German airlines and by private individuals, but as there was only a small demand for new aircraft, the firm went insolvent and was liquidated in 1919.

Notes on the listing of Serial No./Werk No. Assignments

Batches of aircraft shown without reference to known Werk Nos. are listed in the same order as they were (presumably) manufactured, or scheduled for manufacture. It is possible, however, that where a different type of machine was interposed in the sequence of similar aircraft (ie, Gotha, DFW and LVG types between the LVG CVs 14949/17 and 900/18) the aircraft in question may have been arranged in a different order - and thus have been different Werk Nos. to those shown. Future discoveries of corresponding Serial Nos./Werk Nos. will hopefully enable the correct listing of all these aircraft to be eventually undertaken.

The tabulated entries marked thus (*) refer to aircraft with LVG Werk Nos. for which corresponding types and Serial Nos. have not yet been identified. Some Werk Nos. were allocated to prototypes and others to groups of aircraft which remained unbuilt, because of cancelled contracts or failure to gain anticipated contracts.

While the Serial Nos. of other LVG type machines are known, their Werk Nos. are not and, because it has not been determined whether some were constructed by LVG or an LVG licensee, they do not appear in this listing.

A few LVG aircraft were allocated to the Navy Landflieger ('LF'). Known examples are:-

BII Werk Nos. 538-548 became LF97-LF107

BII " " 629 " LF109

BI, " " unknown " LF110

(Data courtesy of PM Grosz)

SERIAL & WERK No. ASSIGNMENTS - LVG AIRCRAFT (PROVISIONAL)

Type	Serial Nos.	Qty.	Werk Nos.	Known aircraft
BI				B917/14:W/N 245
BII	210/15-241/15	32	320-351	B211/15:W/N 321 B241/15:W/N 351
CI				C37/15 :W/N 427
B				B325/15:W/N 480
BII	720/15-794/15	75	565-639	B721/15:W/N 566
		1	640	
BII	999/15-1014/15	16	641-656	B1013/15:W/N 655
		10	657-666	
CI	154/15-177/15	24	667-690	
BII	1046/15-1069/15	24	691-714	B1048/15:W/N 693 B1069/15:W/N 714
BII	1302/15-1311/15	10	715-724	
			725-1024*	
		1	1025	
		12	1026-1037	
CI	274/15-285/15	12	1038-1049	C279/15:W/N 1043
CI	288/15-299/15	12	1050-1061	C298/15:W/N 1060 C311/15:W/N 1075
CI	286/15-287/15	2	1062-1063	
CI	300/15-323/15	24	1064-1087	
		12	1088-1099	
			1100-1199*	
		1	1200	
CII	493/15-542/15	50	1201-1250	C493/15:W/N 1201 C529/15:W/N 1237
CII	664/15-713/15	50	1251-1300	C675/15:W/N 1262 C684/15:W/N 1271
CIII	862/15-864/15	3	1301-1303	C863/15:W/N 1302
CII	717/15-813/15	97	1304-1400	C790/15:W/N 1377 C812/15:W/N 1399
CIII	865/15-867/15	3	1401-1403	
CII	714/15-716/15	3	1404-1406	
CII	2104/15-2141/15	38	1407-1444	
		5	1445-1449	
CII	2142/15-2191/15	50	1450-1499	C2152/15:W/N 1460 C2190/15:W/N 1498
CII	917/15	1	1500	
CII	2192/15-2241/15	50	1501-1550	C2234/15:W/N 1543
		1	1551	
CII	2242/15-2253/15	12	1552-1563	C2253/15:W/N 1563
		1	1564	
CIV	238/16-267/16	30	1565-1594	
CII	4237/15-4288/15	52	1595-1646	C4237/15:W/N 1595 C4286/15:W/N 1644
		1	1647	

Type	Serial Nos.	Qty.	Werk Nos.	Known aircraft
CIV	288/16-367/16	80	1648-1727	C290/16:W/N 1650 C325/16:W/N 1683
Alb.DII (LVG)	1024/16-1038/16	15	1728-1742	
CIV	408/16-447/16	40	1743-1782	C408/16:W/N 1743 C435/16:W/N 1770
Alb.DII (LVG)	1039/16-1053/16	15	1783-1797	
		2	1798-1799	
		1	1800	
DFW.CV (LVG)	5040/16-5289/16	250	1801-2050	C5040/16:W/N 1801 C5287/16:W/N 2048
CII	4337/15-4386/15	50	2051-2100	
Alb.DII (LVG)	1054/16-1068/16	15	2101-2115	
DFW.CV (LVG)	7650/16-7699/16	50	2116-2165	
Alb.DII (LVG)	1069/16-1083/16	15	2166-2180	
CV	3200/17-3249/17	50	2181-2230	
CV	4387/15-4410/15	24	2231 -2254	
Alb.DII (LVG)	1084/16-1098/16	15	2255-2269	
CV	3300/17-3329/17	30	2270-2299	
DFW.CV (LVG)	2100/17-2129/17	30	2300-2329	C2106/17:W/N 2307 C2121/17:W/N 2322
CV	3330/17-3379/17	50	2330-2379	C3347/17:W/N 2347 C3354/17:W/N 2354
DFW.CV (LVG)	2130/17-2149/17	20	2380-2399	
CV	9430/17	1	2400	
CV	14649/17	1	2401	
CV	9400/17-9429/17	30	2402-2431	C9413/17:W/N 2415
CV	9431/17-9899/17	469	2432-2900	C9812/17:W/N 2813
CV	14403/17-14648/17	246	2901-3146	C14584/17:W/N 3082
CVI	14400/17-14402/17	3	3147-3149	
CV	15900/17-15949/17	50	3150-3199	
Go.GIV (LVG)	980/16-1029/16	50	3200-3249	
Go.GIV (LVG)	100/17-149/17	50	3250-3299	
Go.GVII (LVG)	200/18-229/18	30	3300-3329	
DFW.CV (LVG)	2199/17	1	3330	
Go.GIX (LVG)	230/18-249/18	20	3331-3350	
DFW.CV (LVG)	2150/17-2198/17	49	3351-3399	C2164/17:W/N 3365
BIII	1000/17-1049/17	50	3400-3449	
Go.GIX (LVG)	250/18-299/18	50	3450-3499	
BIII	1150/18-1199/18	50	3500-3549	
BIII	3250/18-3349/18	100	3550-3649	B3250/18:W/N 3550
BIII	1200/18-1249/18	50	3650-3699	
CV	900/18-1099/18	200	3700-3899	
CVI	1500/18-1549/18	50	3900-3949	
CVI	1600/18-1614/18	15	3950-3964	
CVI	1700/18-1714/18	15	3965-3979	
CVI	3150/18-3164/18	15	3980-3994	
		5	3995-3999	
CVI	1550/18-1564/18	15	4000-4014	C1563/18:W/N 4013
CVI	1615/18-1649/18	35	4015-4049	C1616/18:W/N 4016
CVI	1699/18	1	4050	
		20	4051-4070	
CVI	1650/18-1698/18	49	4071-4119	C1682/18:W/N 4103
		30	4120-4149	
CVI	1565/18-1579/18	15	4150-4164	
CVI	1715/18-1799/18	85	4165-4249	C1728/18:W/N 4178
CVI	1580/18-1599/18	20	4250-4269	

Type	Serial Nos.	Qty.	Werk Nos.	Known aircraft
CVI	3200/18-3234/18	35	4270-4304	
CVI	3900/18-3949/18	50	4305-4354	
CVI	4800/18-4849/18	50	4355-4404	C4847/18:W/N 4402
CVI	5990/18-6039/18	50	4405-4454	
CVI	7150/18-7249/18	100	4455-4554	C7243/18:W/N 4548
CVI	7600/18-7699/18	100	4555-4654	C7631/18:W/N 4586
CVI	8900/18-8999/18	100	4655-4754	
CVI	12000/18-12099/18	100	4755-4854	
CVI	3950/18-3999/18	50	4855-4904	
CVI	4850/18-4899/18	50	4905-4954	
CVI	6025/18-6045/18	25	4955-4979	
CVI	7700/18-7799/18	100	4980-5079	
CVI	9000/18-9199/18	200	5080-5279	
CVI	12100/18-12199/18	100	5280-5379	

LVG KÖSLIN SERIAL & WERK No. ASSIGNMENTS (PROVISIONAL)

Type	Serial Nos.	Qty.	'K'Werk Nos	Known aircraft
CII	C4289/15-C4336/15	48	1-48	C4291/15:W/N K3 C4299/15:W/N K11
CII	C268/16-C287/16	20	49-68	
D9W	#443-#445	3	69-71	
CII	C368/16-C377/16	10	72-81	
Sab.SF2 (LVG)	#791-#800	10	82-91	#795 :W/N K86 #798 :W/N K89
CII	C378/16-C407/16	30	92-121	
Alb.CIII (LVG)	C5000/17-C5049/17	50	122-171	C5003/17:W/N K125
Sab.SF5 (LVG)	#1017-#1036	20	172-191	
Alb.CIII (LVG)	C5050/17-C5099/17	50	192-241	C5098/17:W/N K240
Sab.SF5 (LVG)	#1214-#1223	10	242-251	
Alb.CIII (LVG)	C5100/17-C5149/17	50	252-301	
Alb.CIII (LVG)	C15200/17-C15249/17	50	302-351	C15200/17:W/N K302
Alb.CIII (LVG)	C5150/17-C5199/17	50	352-401	
Alb.CIII	C15250/17-C15299/17	50	402-451	

(# Denotes Navy Number)

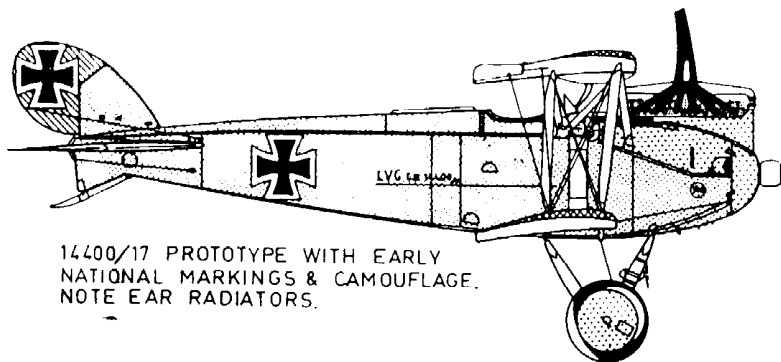
Note: C4288/15 - LVG.CII (Johannisthal)
 C4337/15 - LVG.CII (")
 C267/16 - LVG.CIV (")
 C288/16 - LVG.CIV (")
 C367/16 - LVG.CIV (")
 C408/16 - LVG.CIV (")

LVG 'B' Type Licence-built: (by Otto, Munich, 1914). Total unknown.

LVG 'C' Type Licence-built:

CII	2850/16-2899/16 - 50 (Ago)	CII	100/18 - 149/18 - 50 (Ago)
CII	3850/16-3899/16 - 50 (")	CI	5200/18- 5249/18 - 50 (")
CII	4000/16-4049/16 - 50 (")	CXI	15200/18-15399/18 -200 (Schül)**
CII	650/17-699/17 - 50 (")	CV	15900/18-15999/18 -100 (")**
CII	9900/17-9999/17 -100 (")		(** Few, if any, delivered)

Totals: Ago 400, Schül 300.

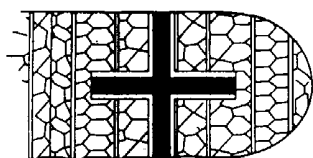


14400/17 PROTOTYPE WITH EARLY NATIONAL MARKINGS & CAMOUFLAGE. NOTE EAR RADIATORS.

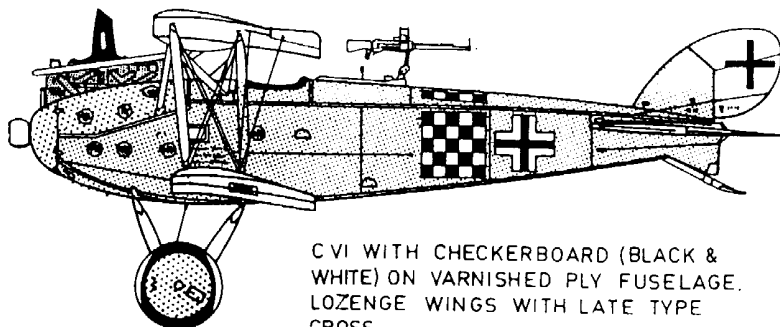
L.V.G. C.VI

SOME COLOURS
AND MARKINGS

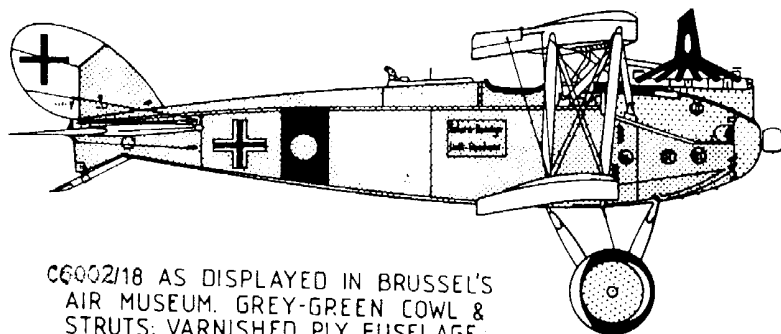
Drawings by Colin Owers



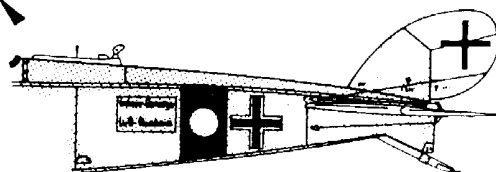
LATE CROSS



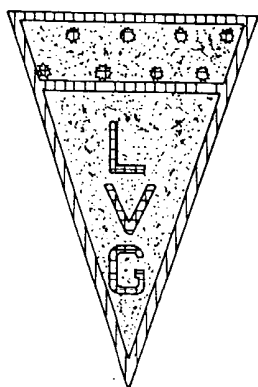
C.VI WITH CHECKERBOARD (BLACK & WHITE) ON VARNISHED PLY FUSELAGE. LOZENGE WINGS WITH LATE TYPE CROSS.



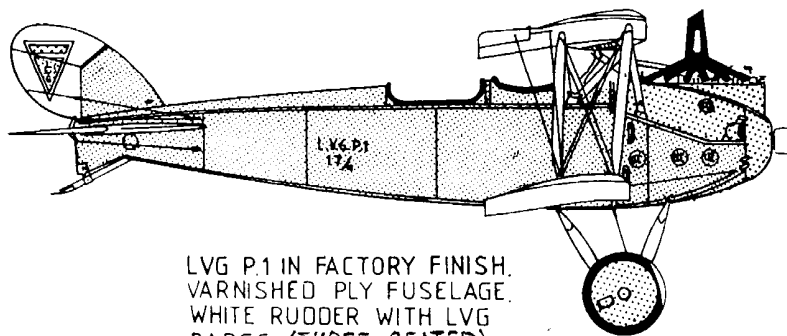
C6002/18 AS DISPLAYED IN BRUSSEL'S AIR MUSEUM. GREY-GREEN COWL & STRUTS; VARNISHED PLY FUSELAGE, BLACK STRIPE & STENCIL; LOZENGE WINGS & TAILPLANE. NOTE NO WING CROSSES



Intern-Danziger
Luft-Reederei



COMPANY BADGE. TRANSFER ON COMPONENT PARTS C.VI's. RUDDER P1's. YELLOW STARS ON BLUE GROUND; BROWN OUTLINE. YELLOW "LVG".



LVG P1 IN FACTORY FINISH. VARNISHED PLY FUSELAGE. WHITE RUDDER WITH LVG BADGE. (THREE-SEATER)

**L.V.G. AIRCRAFT
IN WAR AND PEACE**

RIGHT: L.V.G. C.V fitted with 200
hp Benz BZ.IV engine.

Serial unknown.
Officer and unit unknown.

(Photo: AWM)



LEFT: L.V.G. C.V in postwar
use.

Ex B.1197 (Werk
Nr.3546)

(Photo: D. Pardee)

RIGHT: L.V.G. C.V

Ex 9590/17 (W/N 2591)

In post-war use for
passenger flights. Note
the double rear-facing
cockpit.

(Photo: D. Pardee)

