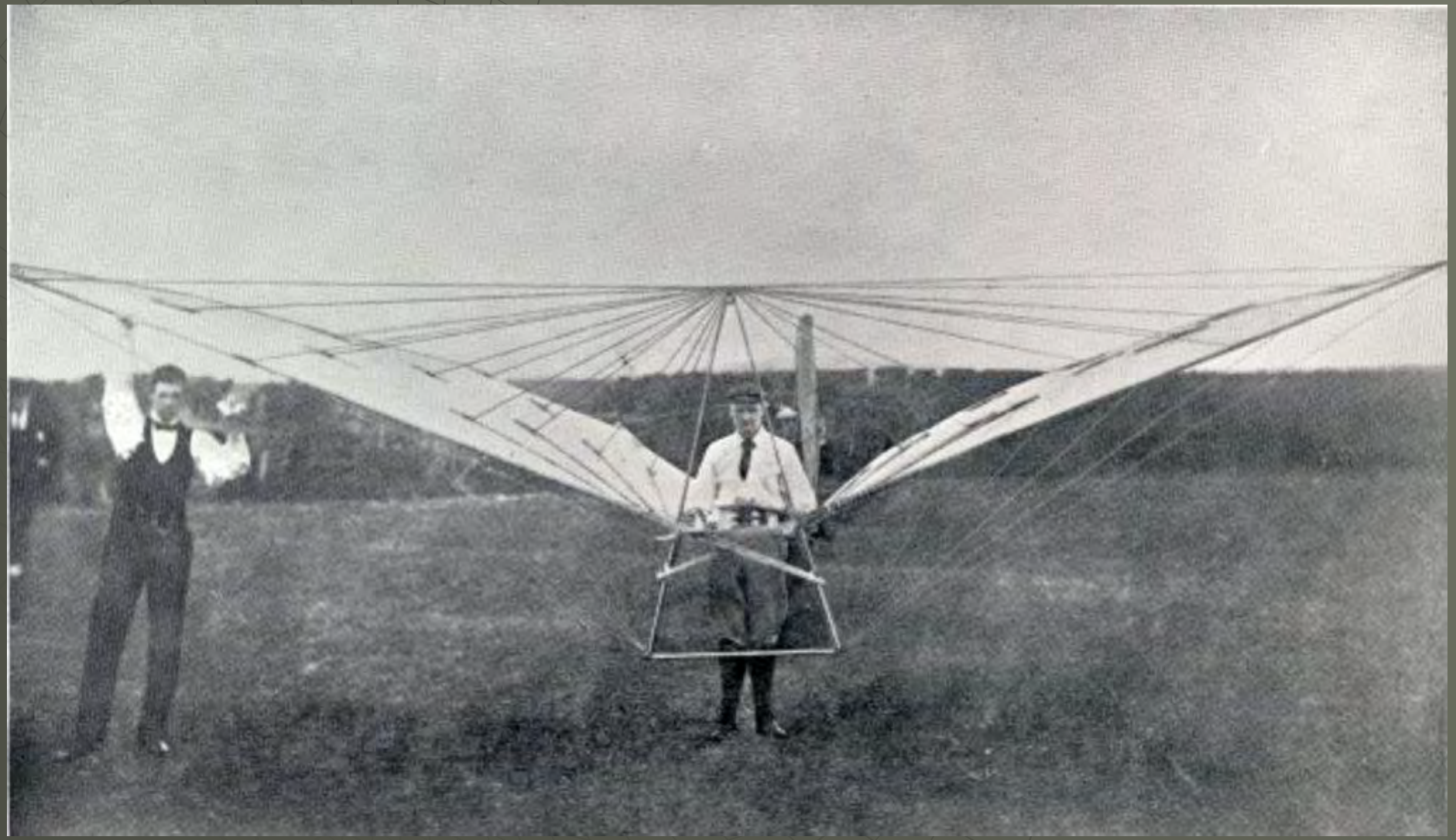
Lanark Airshow August 1910

Presentation for Bearsden U3A Tuesday November 19th

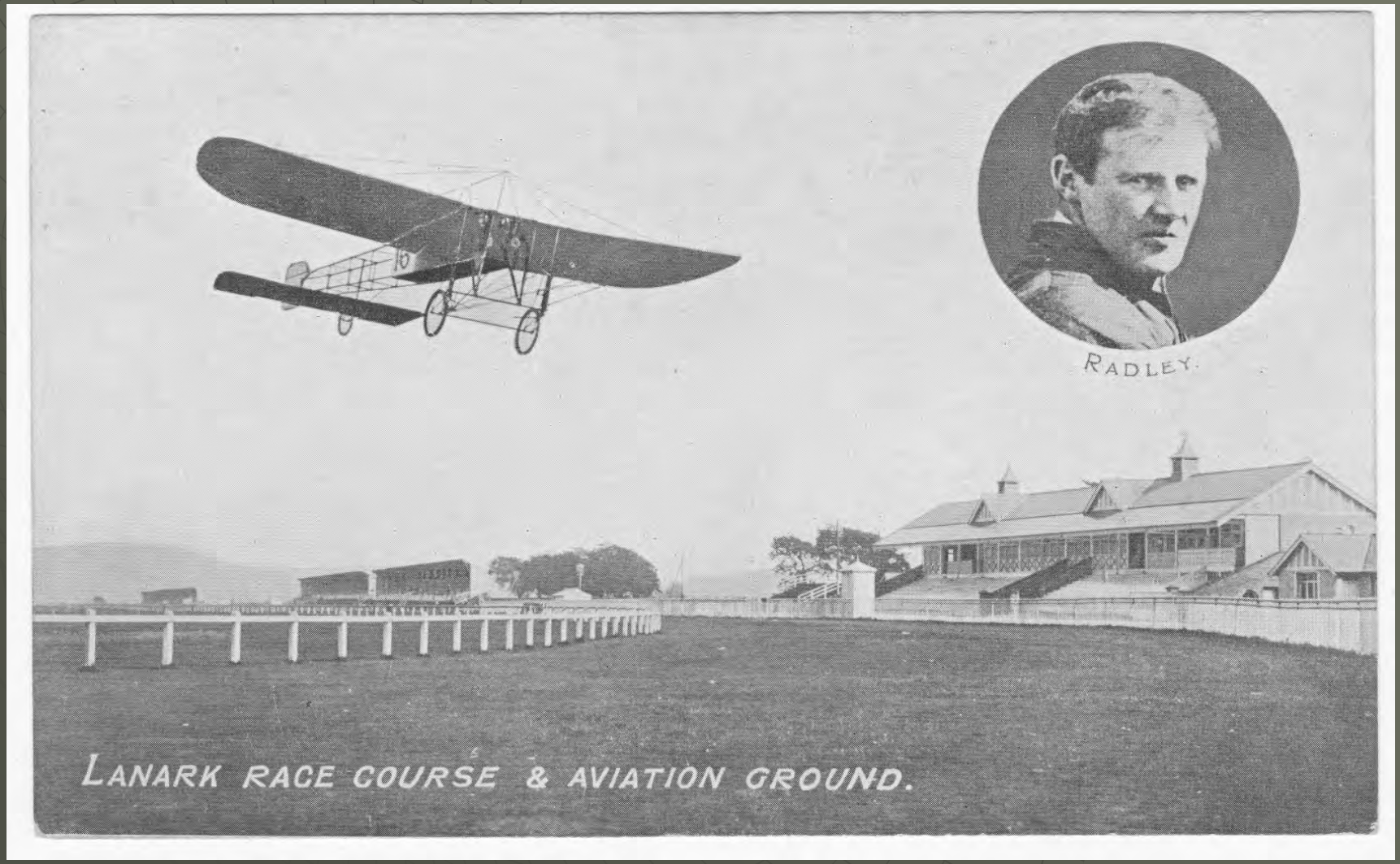
Percy Pilcher – The father of Aviation



Charles Rolls's Plane lands at Dover after cross channel flight

Shorts secret plane

Radley over the Race course

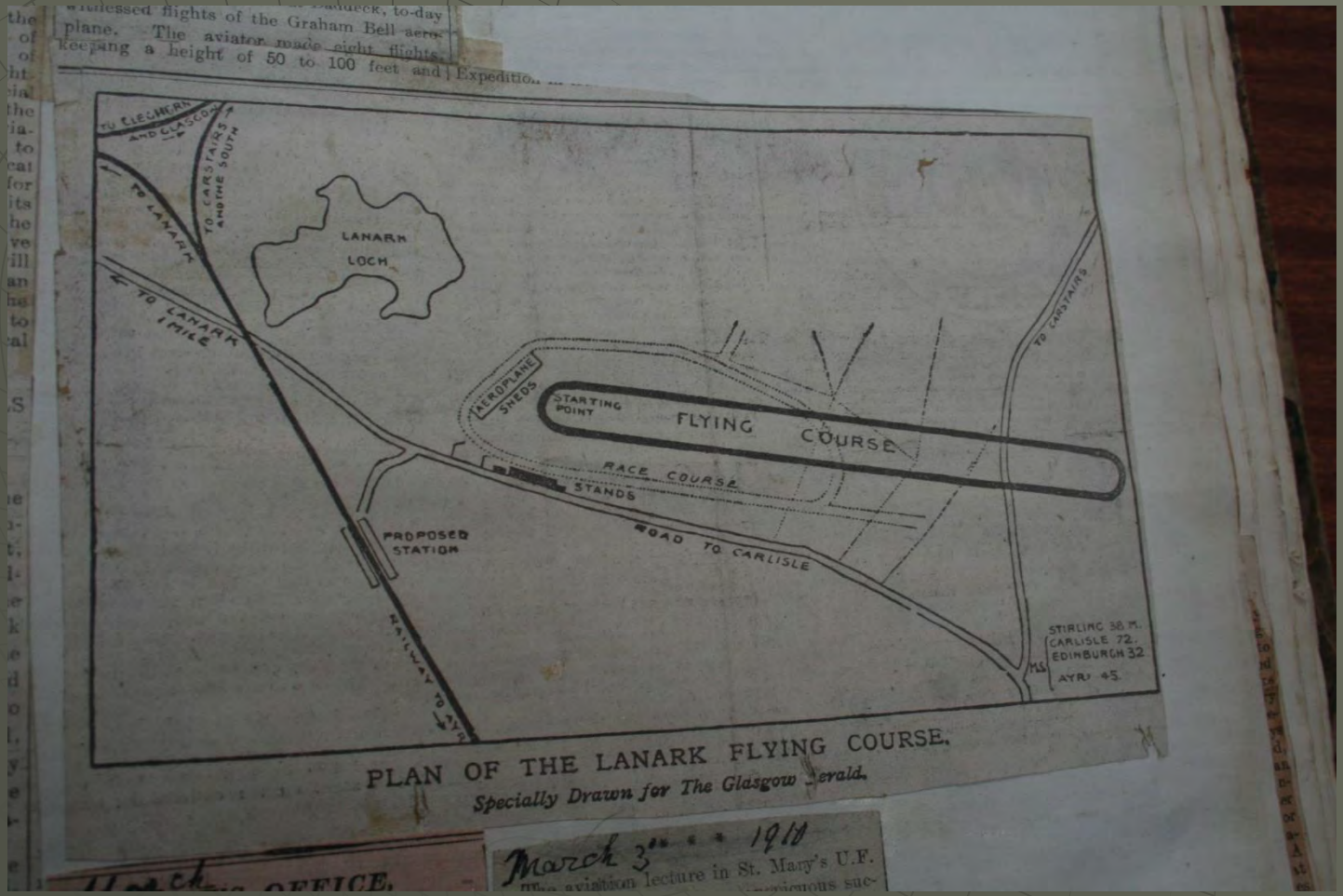


Brochure Advert

The only poster ever made for Lanark

Map of Aviation Ground

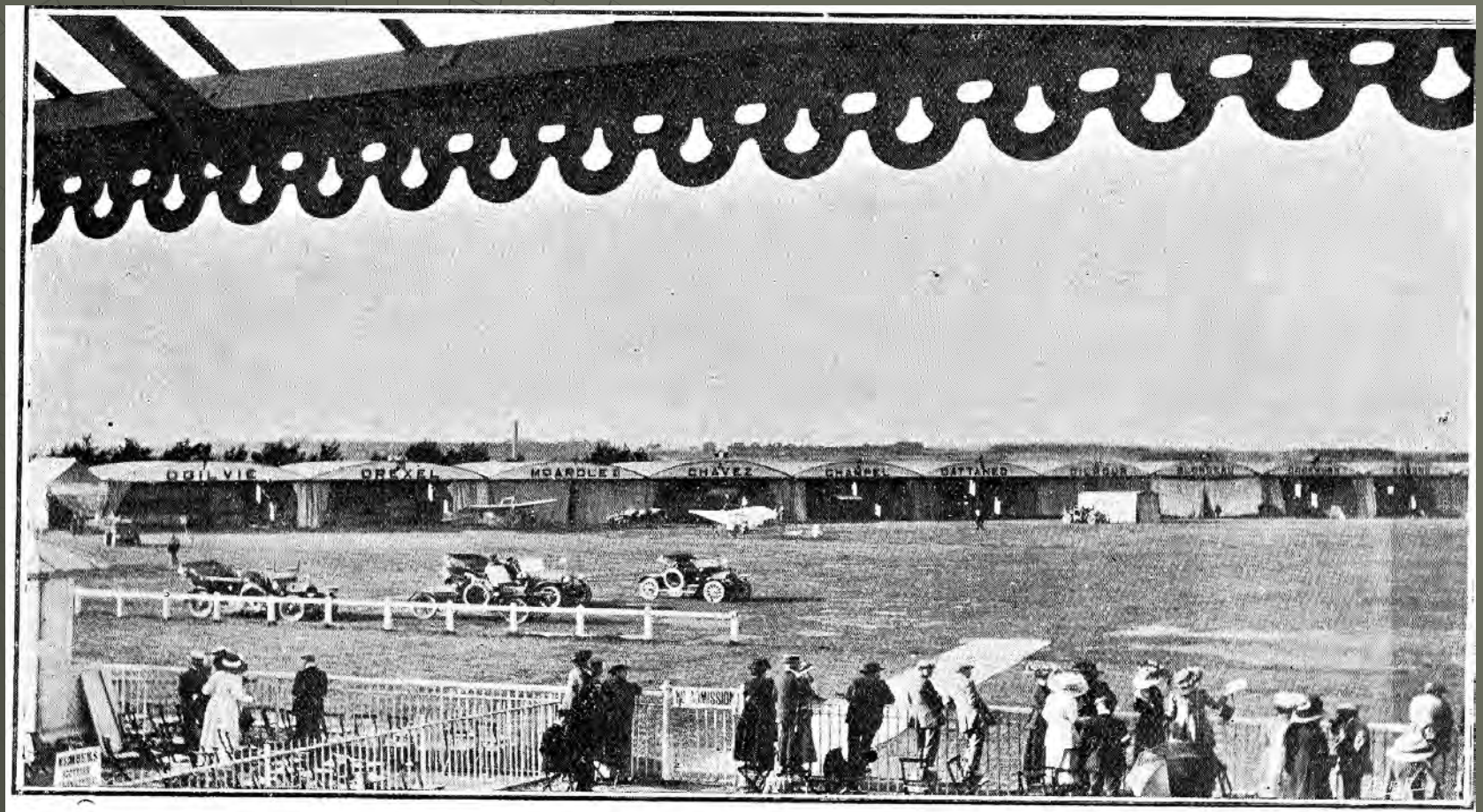
The Flying Circuit at Lanark



Let the show begin

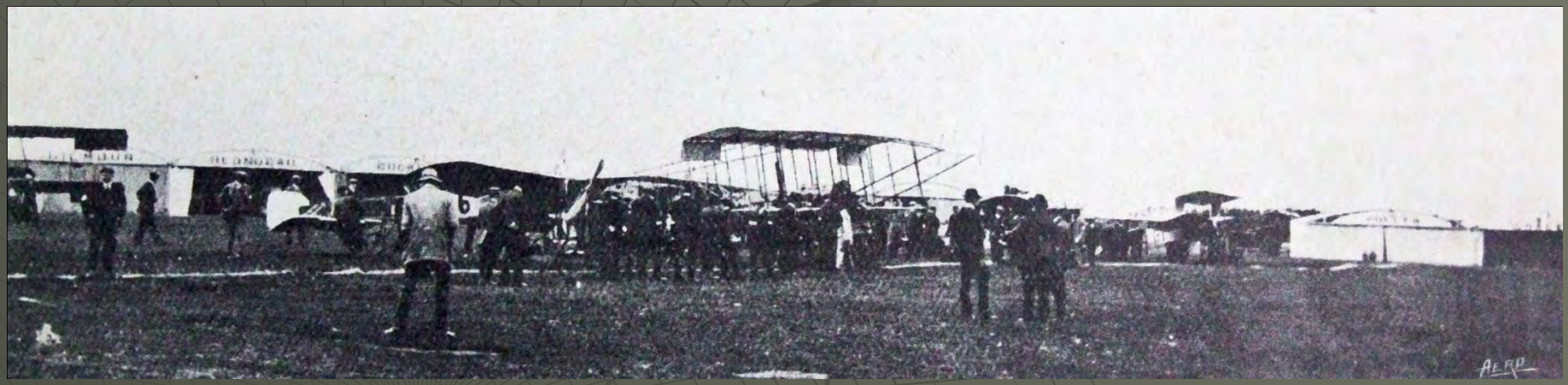
The pre Air Show publicity

This is where it is at !

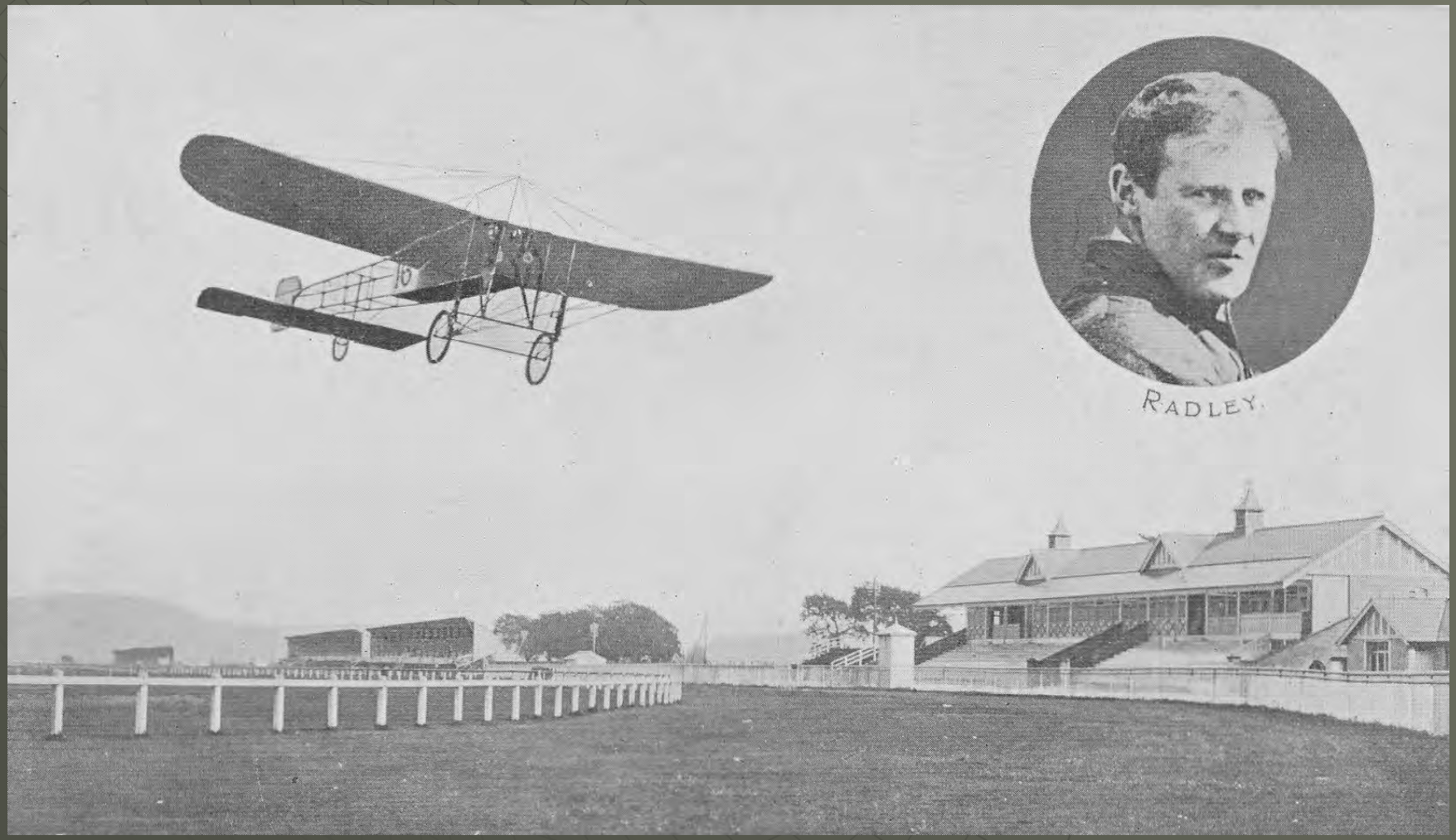


General view of hangars from the stand.

Ready for takeoff



Airshow on a quiet day ?



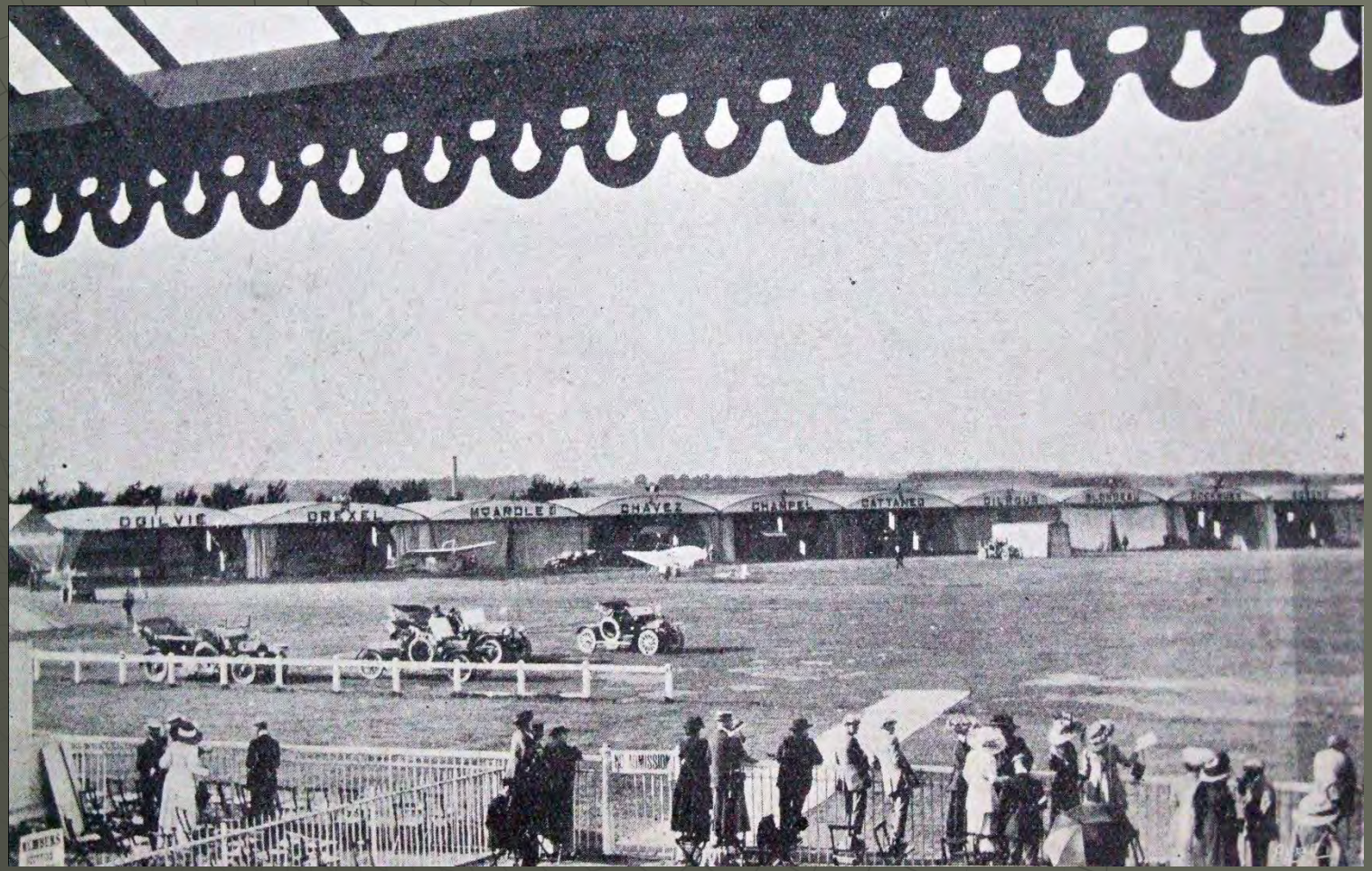
Behind the scenes at Lanark

Made in France

Admission Ticket

I Spy Aircraft

A view of the hangars



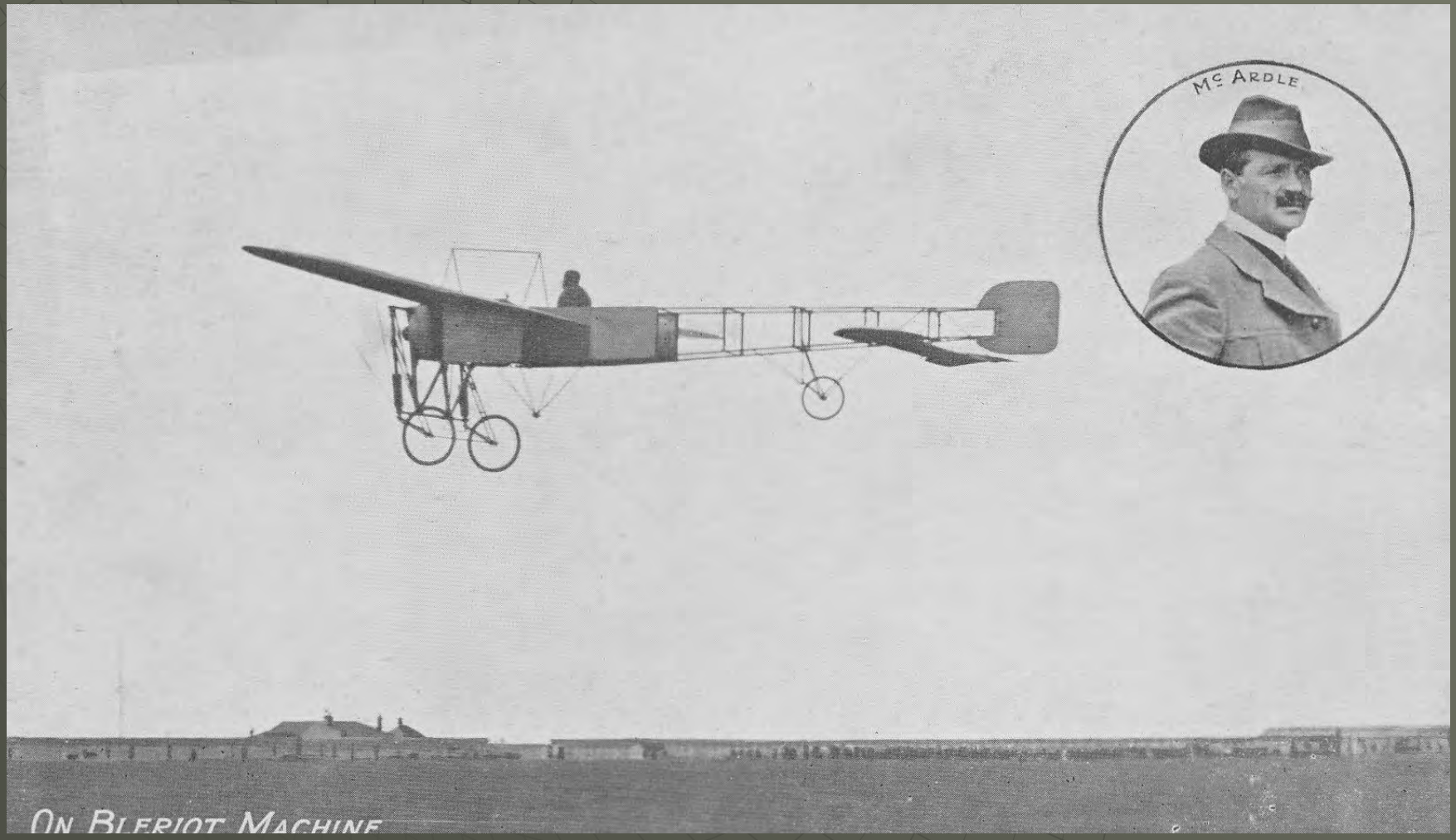
Cattaneo

Champel and Cattaneo

Flight Pioneers.

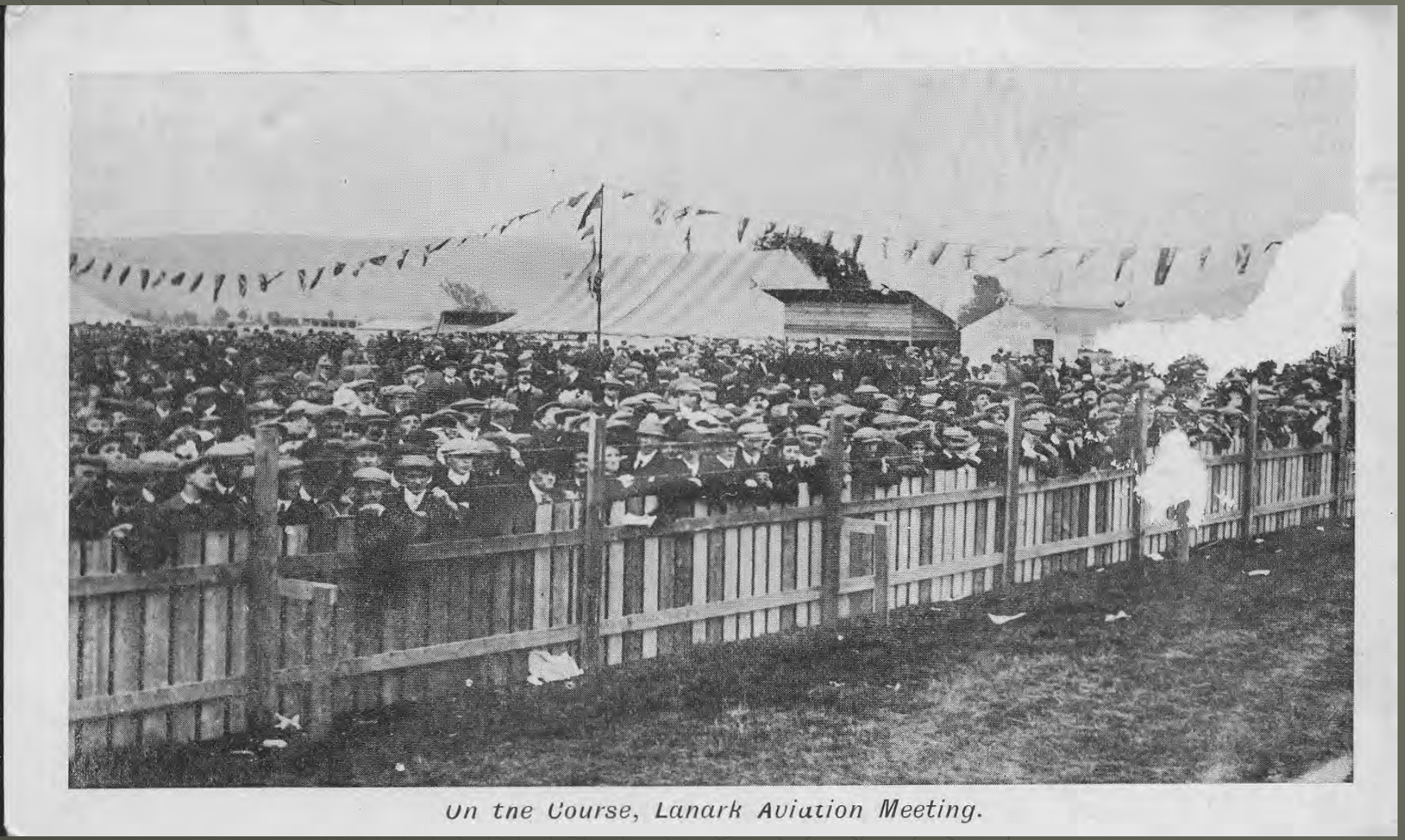
MR. W. E. McARDLE.

A rugged machine ?



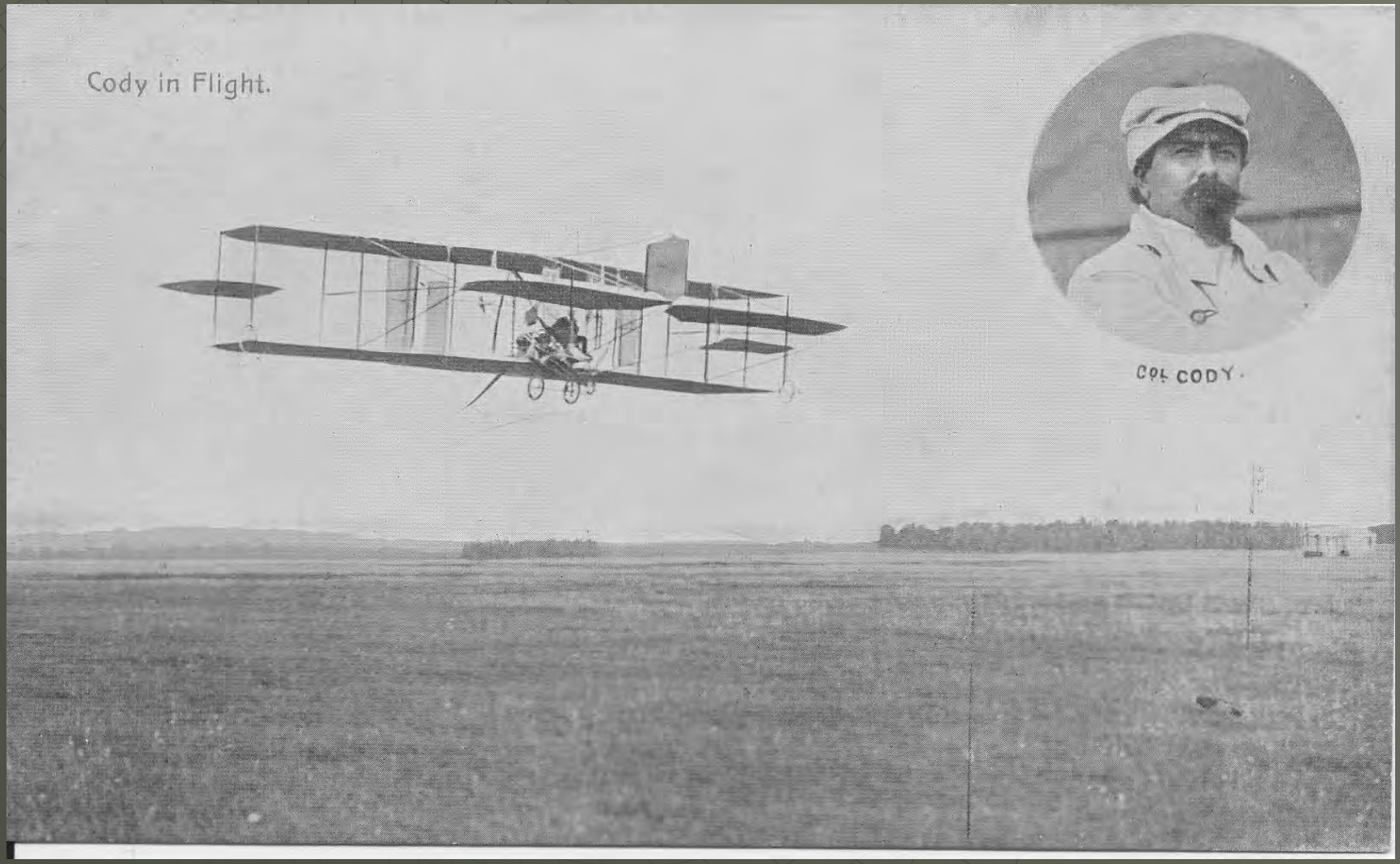
McCardle's Plane comes down near Edinburgh

Where are the aircraft ?

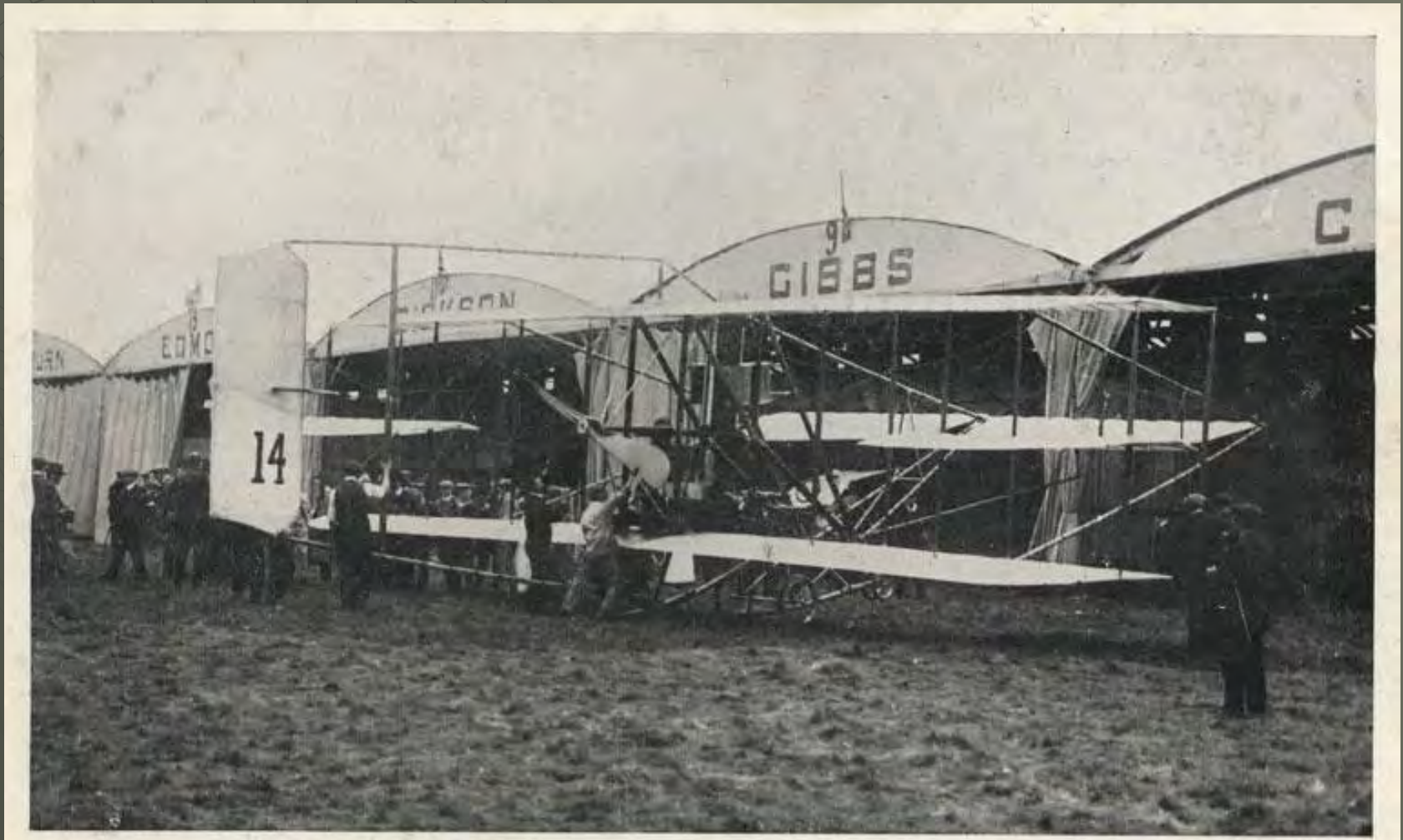


On the Course, Lanark Aviation Meeting.

The magnificent men in their flying machines



Cody's Cathedral

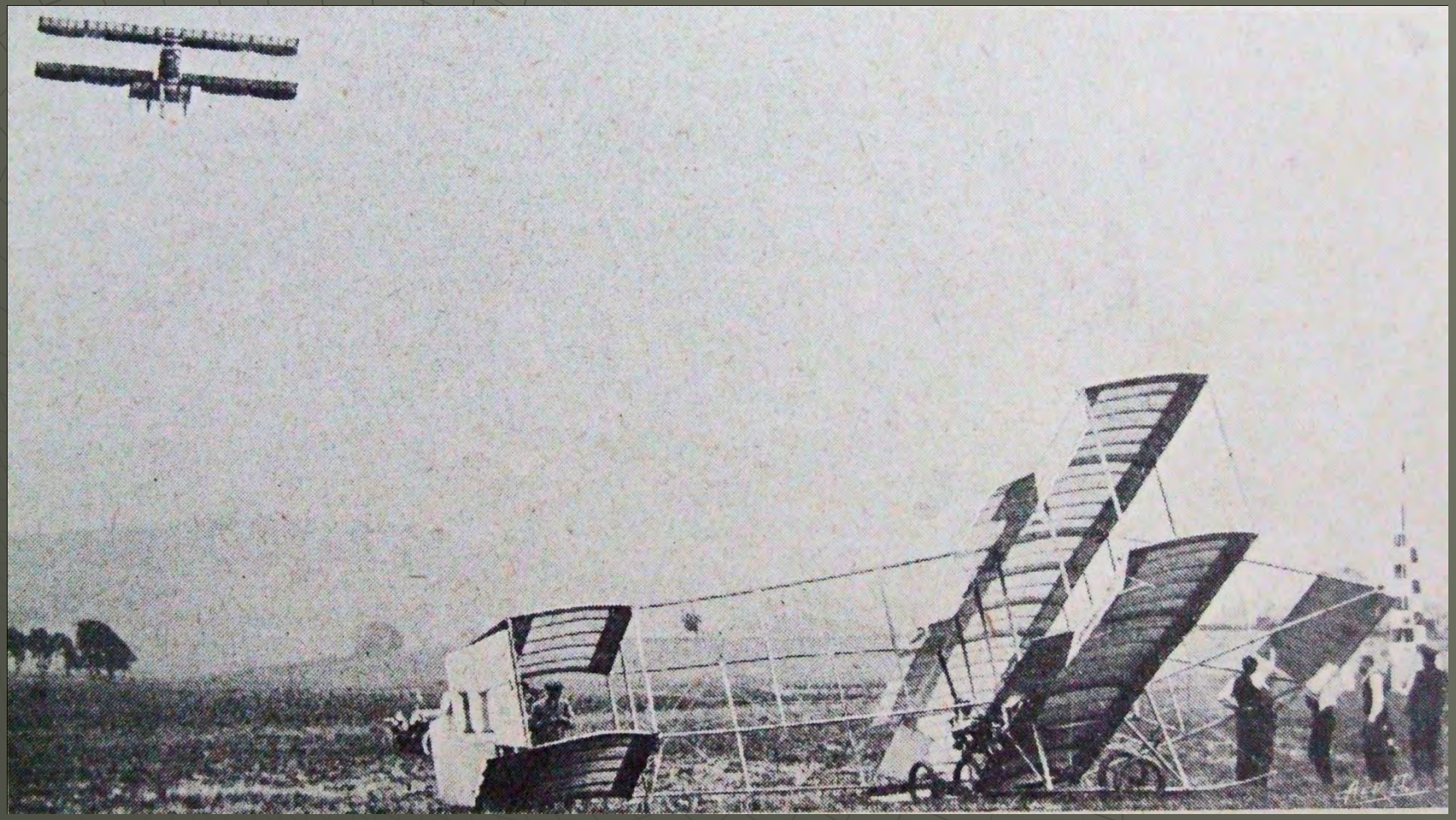


The Hangars (Lanark Aviation Meeting), Cody's Biplane in front

Cody's pre flight check

We did not get this far !

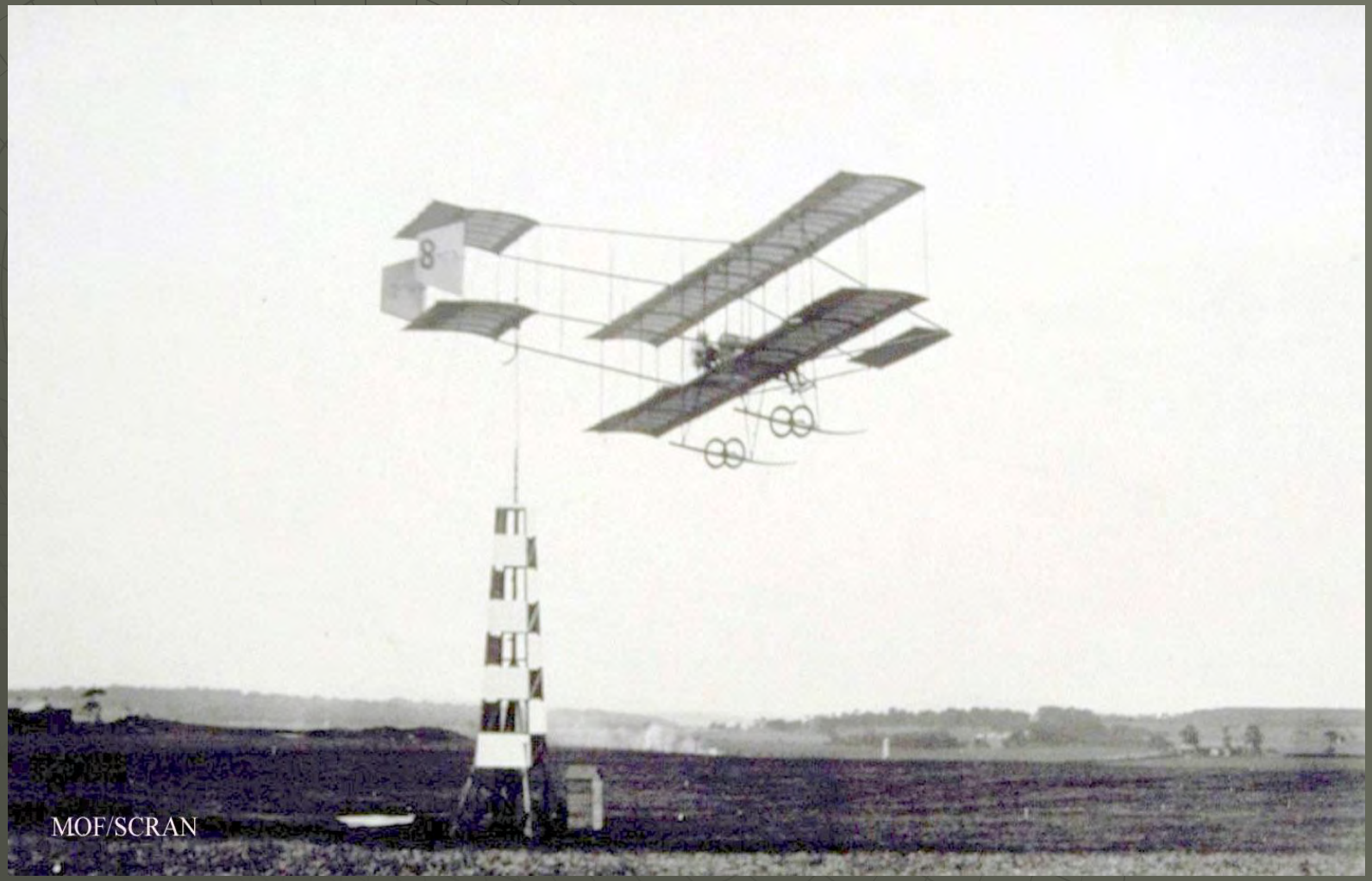
View of crashed aircraft



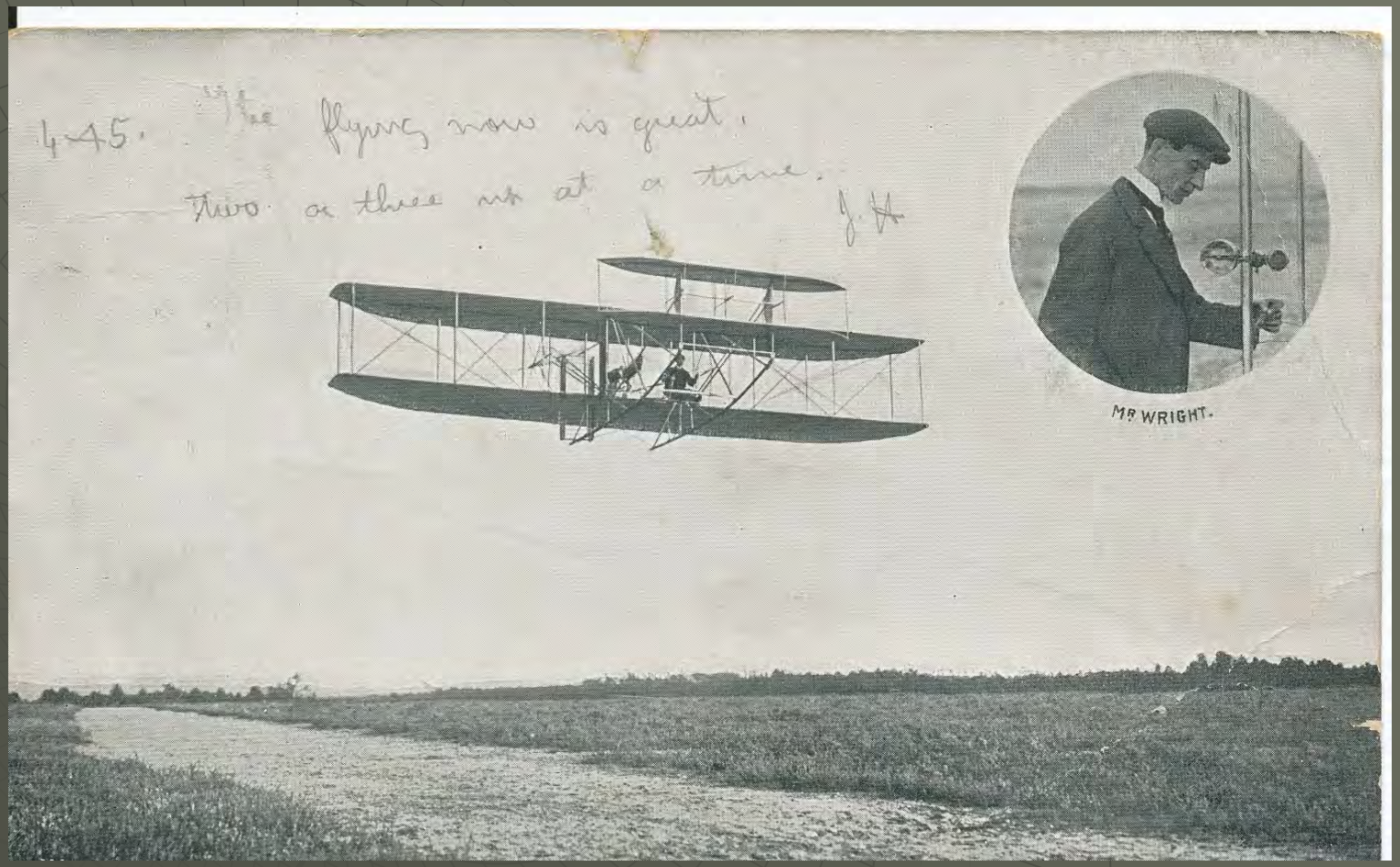
Crowd Scene at Lanark

Do the crowd know there is an aeroplane overhead ?

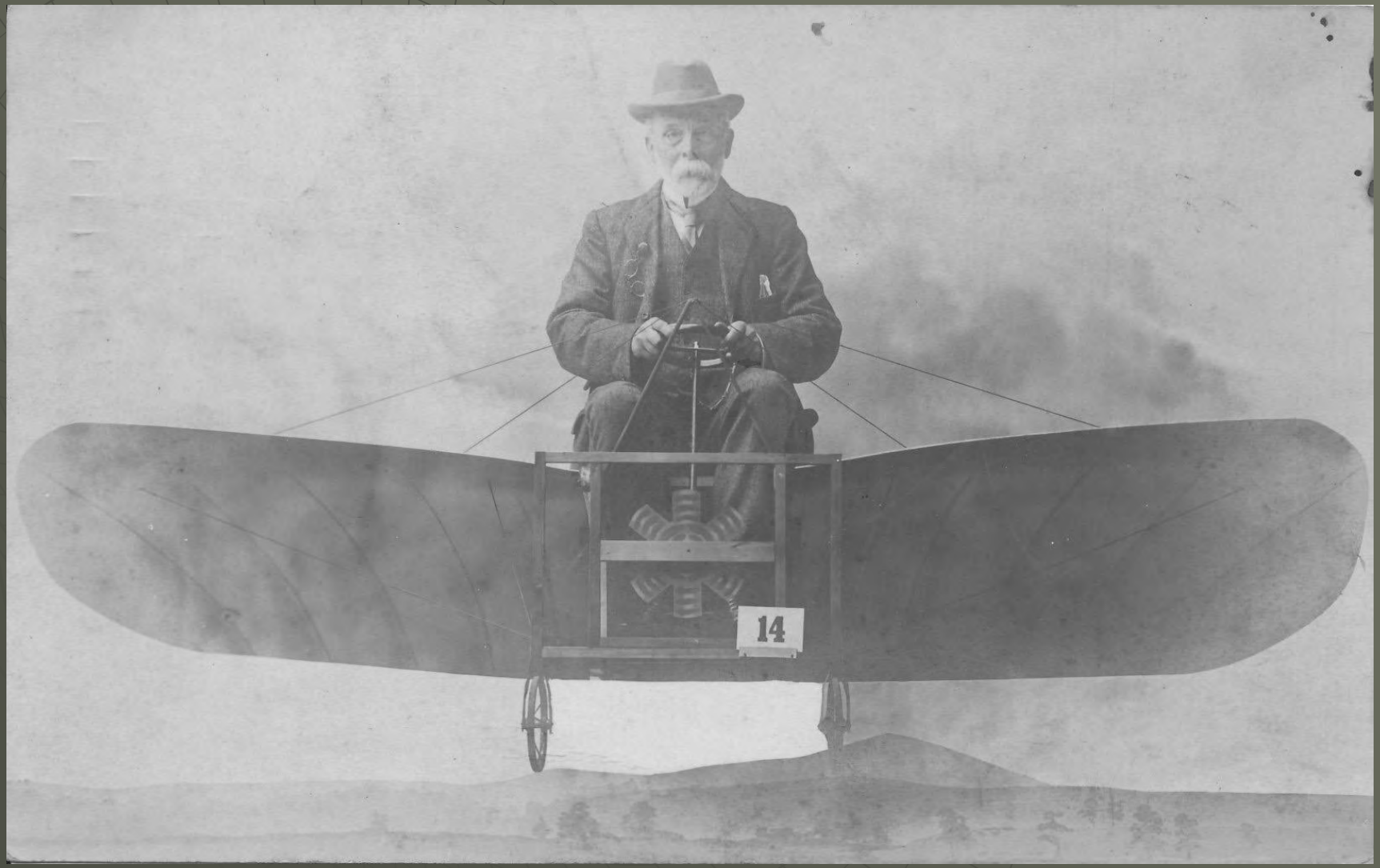
Blondeau doing the circuit at Lanark



Postcard posted at Lanark

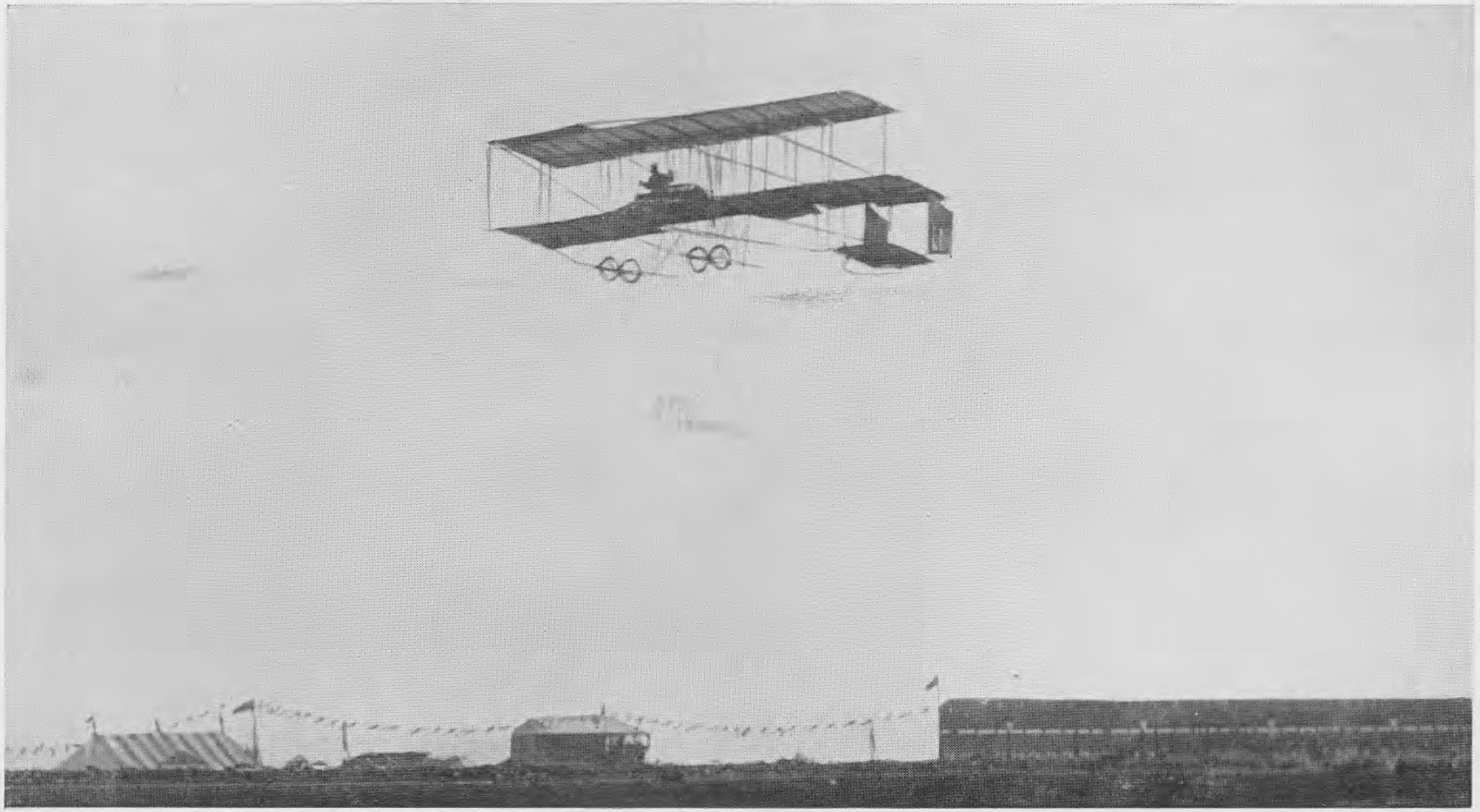


Cheap Flights !



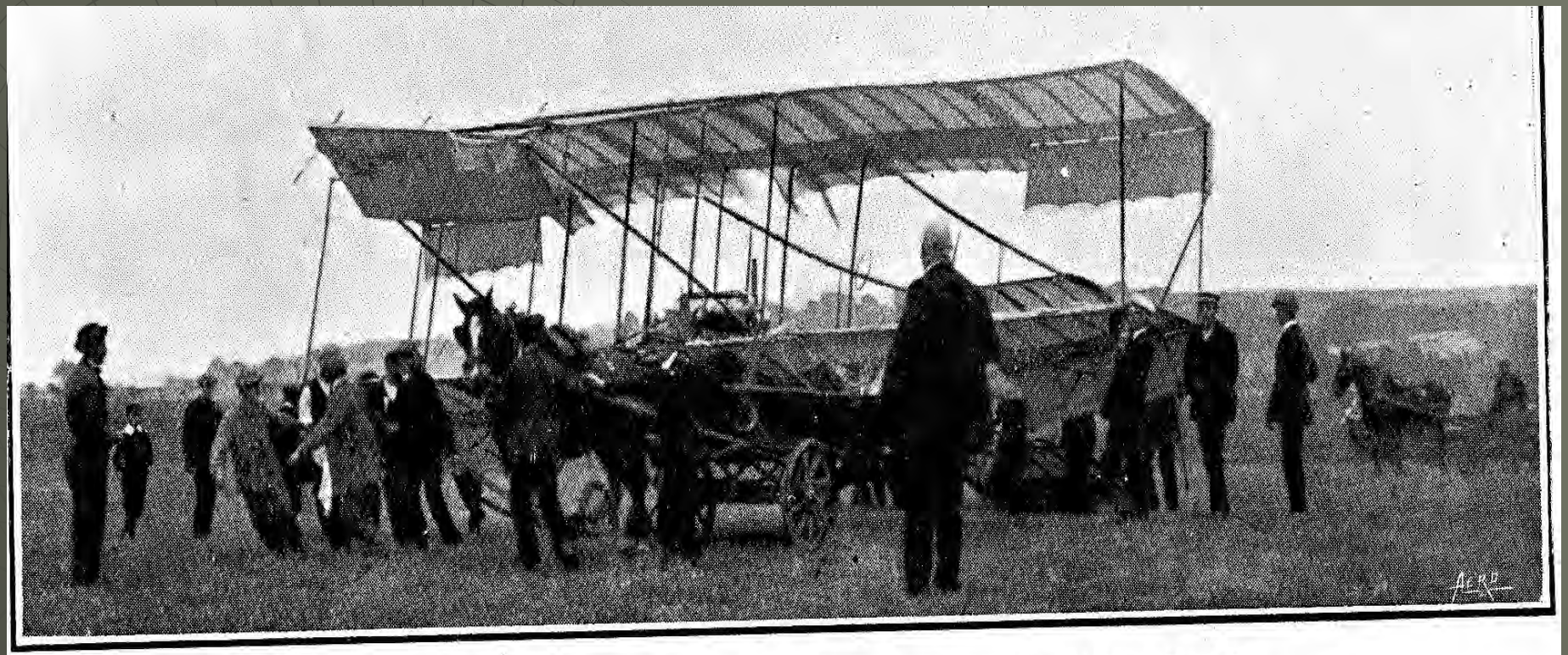
Do you prefer Ryan Air or Easy Jet ?

Good going so far



Dickson flying at Lanark (Farman Biplane).

However accidents do happen !



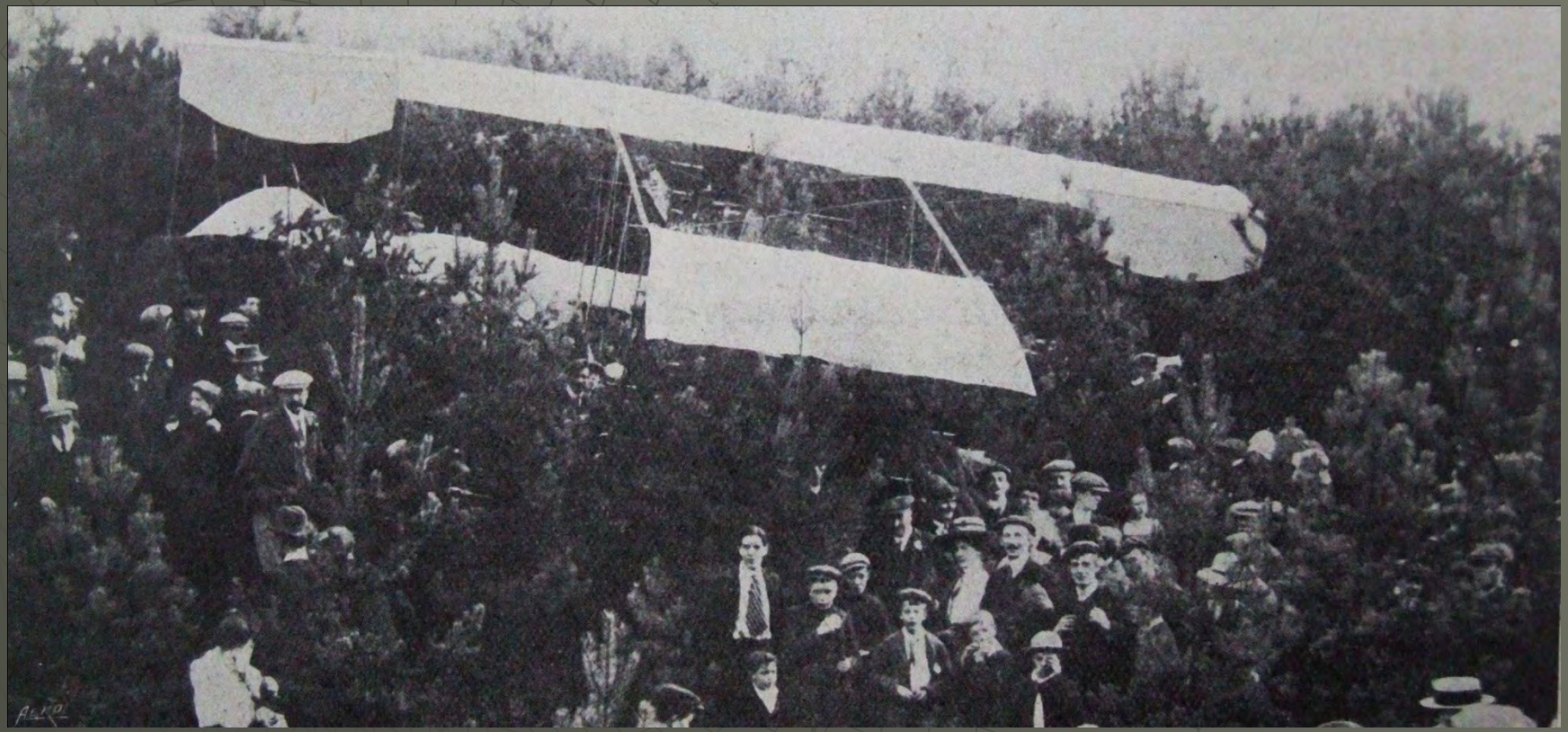
Bringing Home the Pieces. Capt. Dickson's machine being brought in at Lanark.

Champel

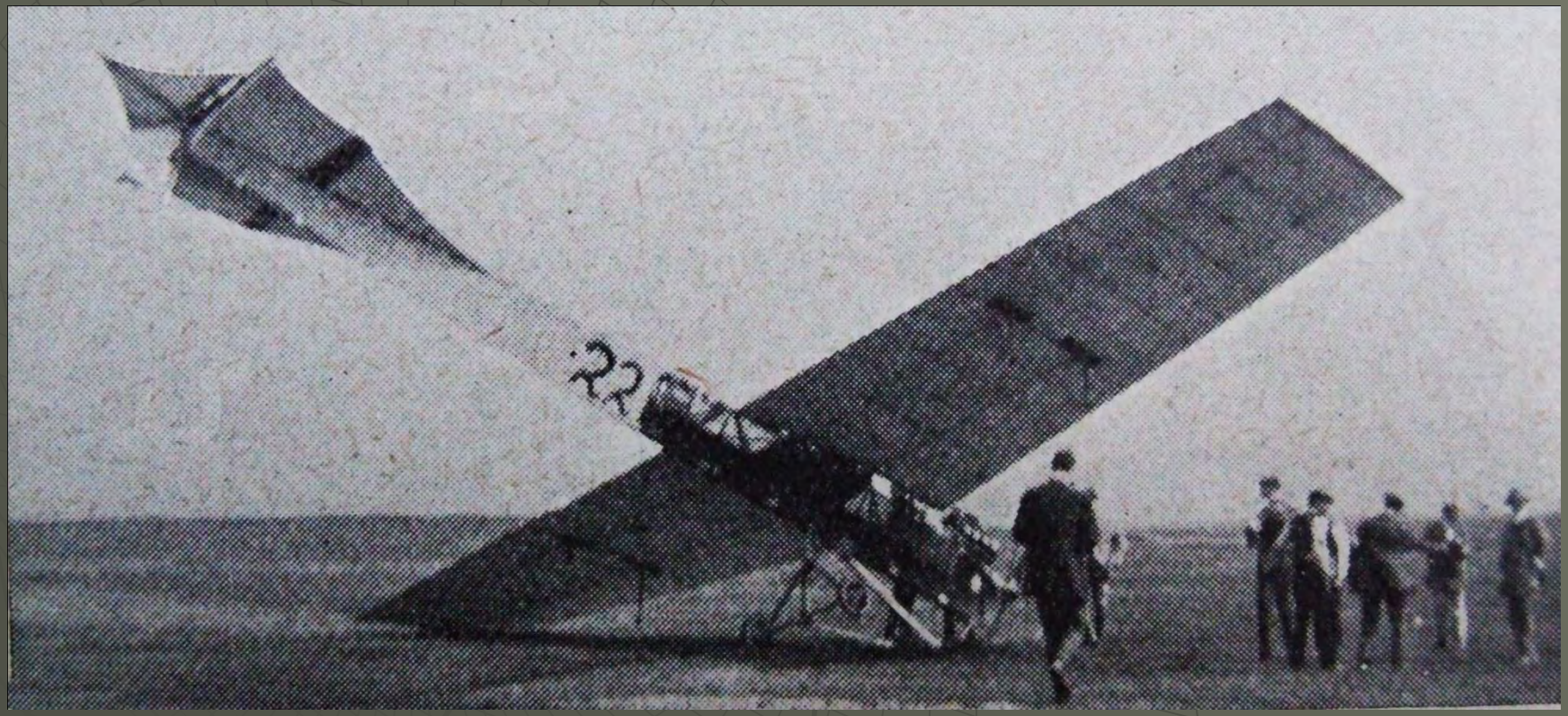
Champel disturbed in the operation of watching the adjusting of his tail plane.

other version which highly probable that in actual competition he will put

Champel Roosting



Kuller Tent Pegging



Kuller in the trees

Retrieving Kuller's plane

Jorge Chavez from Peru

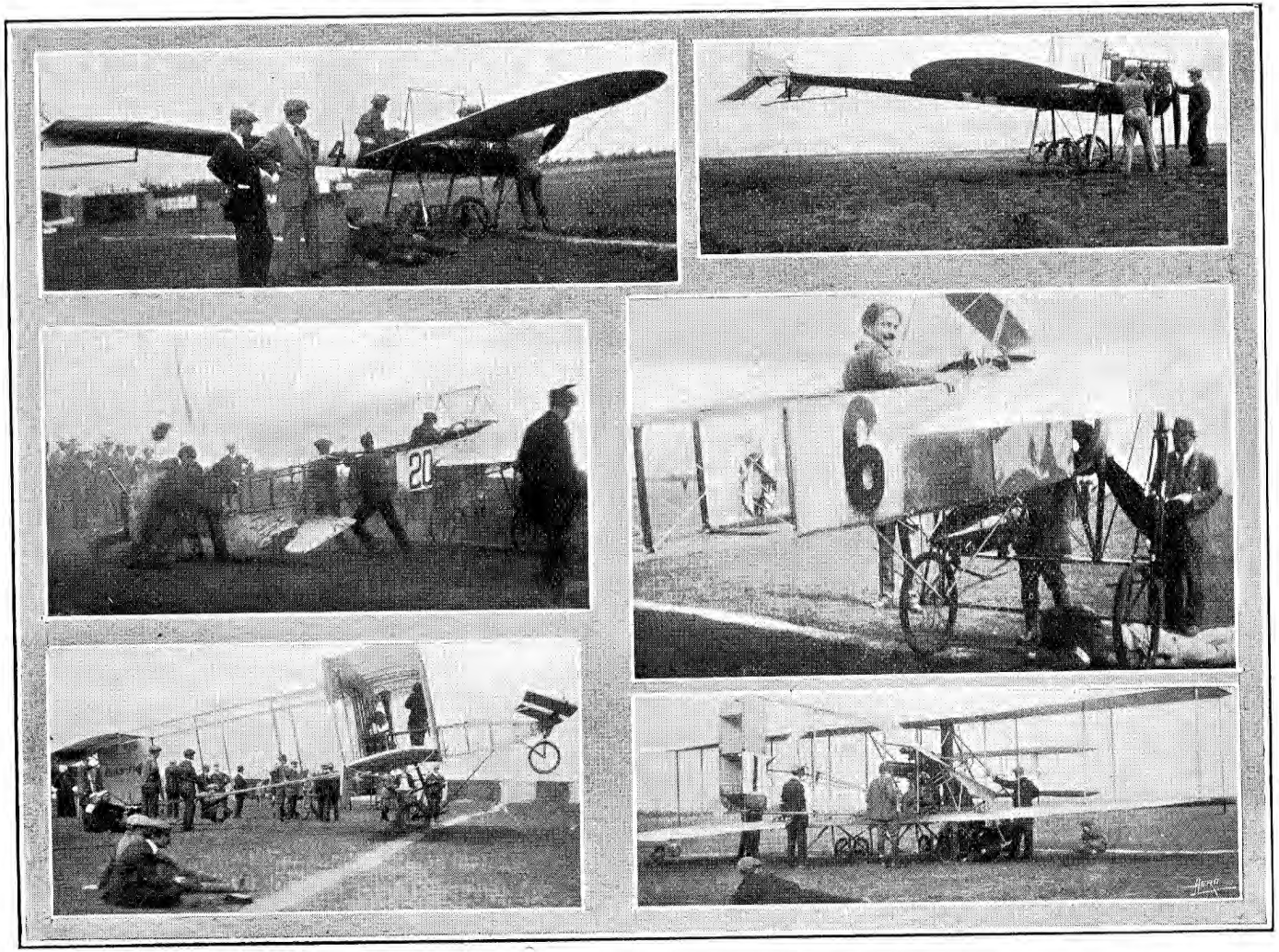
Drexel's plane is the centre of attention

Drexel's plane leaves Cobbinshaw

Drexel's Crash Landing

This man is a winner

A Reminiscence of Lanark.



The above pictures were taken by Miss Gertrude Bacon at Lanark and form an interesting reminiscence of the meeting. (1) Vidart on the Hanriot, which is being adjusted. Standing on the left is Mr. Baumler and next him Mr. Thomas, who is now flying at Brooklands. Lying on the ground is Marcel Hanriot. (2) How the Hanriot is tuned up. By standing on the skids a man can tip the engine down so that it can be reached from the ground. (3) Gives a good idea of the tractive strength of the Gnome engines. (4) Signor Cattaneo, the humorist of the meeting, waiting his turn to start. (5) An excellent side view of Champel's Voisin. (6) Shows the wheel and skid arrangement of Ogilvie's Wright, and the experimental cellular rudder.

Aeroplane Constructional Details.

Sketches of Novelties at Lanark.

The following notes describe some of the constructional details observed on the machines of competitors at Lanark.

Fig. 1 shows the new wheel arrangement fitted by Alec Ogilvie and his partner Searight to their Wright machine. This arrangement is singularly effective, and is, one may believe, the forerunner of a system which will be adopted

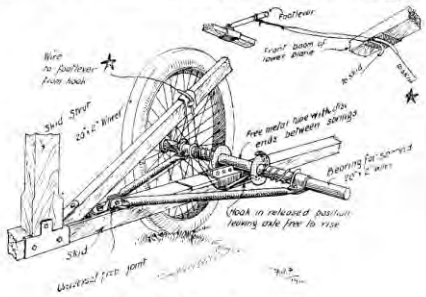


Fig. 1.—Axle-trip on Wright.

in the aeroplane in its ultimate form. The wheels, as may be observed from the sketch, are mounted on an arrangement very similar to that used on the Farman wheels, but in the place of being held down by elastic they are held down by the hook arrangement shown in fig. 2.

In fig. 1 the hook is shown out of action. While the axle of the wheels is held down by the hook the machine runs as if the axles were solid with the skid, and there is an absence of the sagging and dragging action observable in the Farman type. As soon as the machine is in the air the pilot simply pushes his foot lever shown in fig. 1, and, through the wires connected to it, draws back the hook, leaving the axles merely resting on the skids by the weight of the wheels. When the machine lands the wheels jump up, not having anything to stop them, and the whole weight of the machine is taken on the skids. Although Mr. Ogilvie deprecated any claim to originality, and apologised for the crudeness of the work, none the less the mere simplicity and efficiency of the whole arrangement makes it worthy of note.

Fig. 3 shows how M. Champel strengthened up the spring

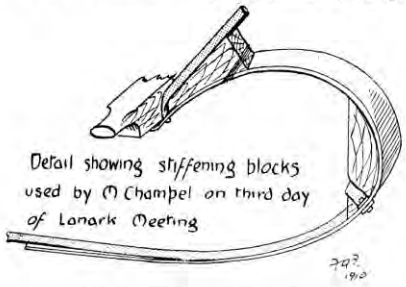


Fig. 3.—Spring stiffening on a Voisin.

arrangements under the tail of his Voisin biplane on the third day of the meeting.

Fig. 4 shows the front of the Antoinette machine, especially the metal toecap on the forward strut, which is certainly the most foolish feature of an otherwise exceptionally fine machine. It will be noticed that at the point where the vertical and horizontal struts meet the diagonal strut there is a link joint, the horizontal strut acting as a radius rod for the oleo-pneumatic cylinder which provides the spring arrangement for the landing wheels.

Fig. 5 shows the detail of the big wooden plate which is fixed on the extreme end of each wing. The curled up tip

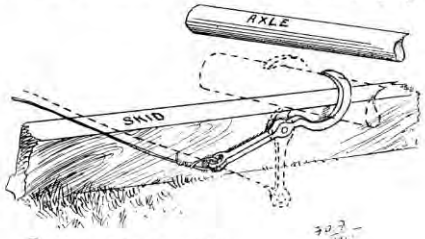


DIAGRAM SHOWING ACTION

Full lines show axle of wheels released and skid on ground

Fig. 2.—Action of axle-trip.

to this often saves the Antoinette wing from damage when the machine heels over and runs along on the ground when landing. This plate is carried down somewhat below the lower surface of the wing, it being M. Levavasseur's idea that by doing so one is able to prevent a certain amount of the escape of air at the wing tip, and so increase the efficiency of the wing.

Fig. 6 shows a general view of the front of the new Tellier racing machine which was brought to Lanark for Audemars,

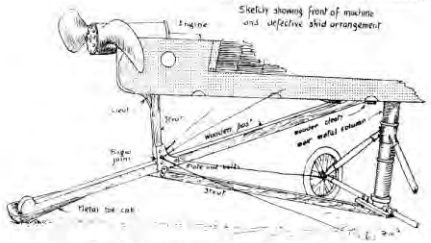


Fig. 4.—Bow arrangement of Antoinette.

but which, unfortunately, came to grief at its first attempt and never had a chance of showing its capabilities. The artist's lettering on the drawing will explain itself. It will be noticed that the arrangement is similar in its general character to the Blériot, but differs considerably in its details.

Fig. 7 shows in detail the system of warping used on the Tellier. In this, as in fig. 5, the wires *a* are the warping wires to the middle of the wings and *b* are the warping wires to the wing-tips. It will be noticed that in this arrange-

Fig. 5.—Antoinette wing-tip.

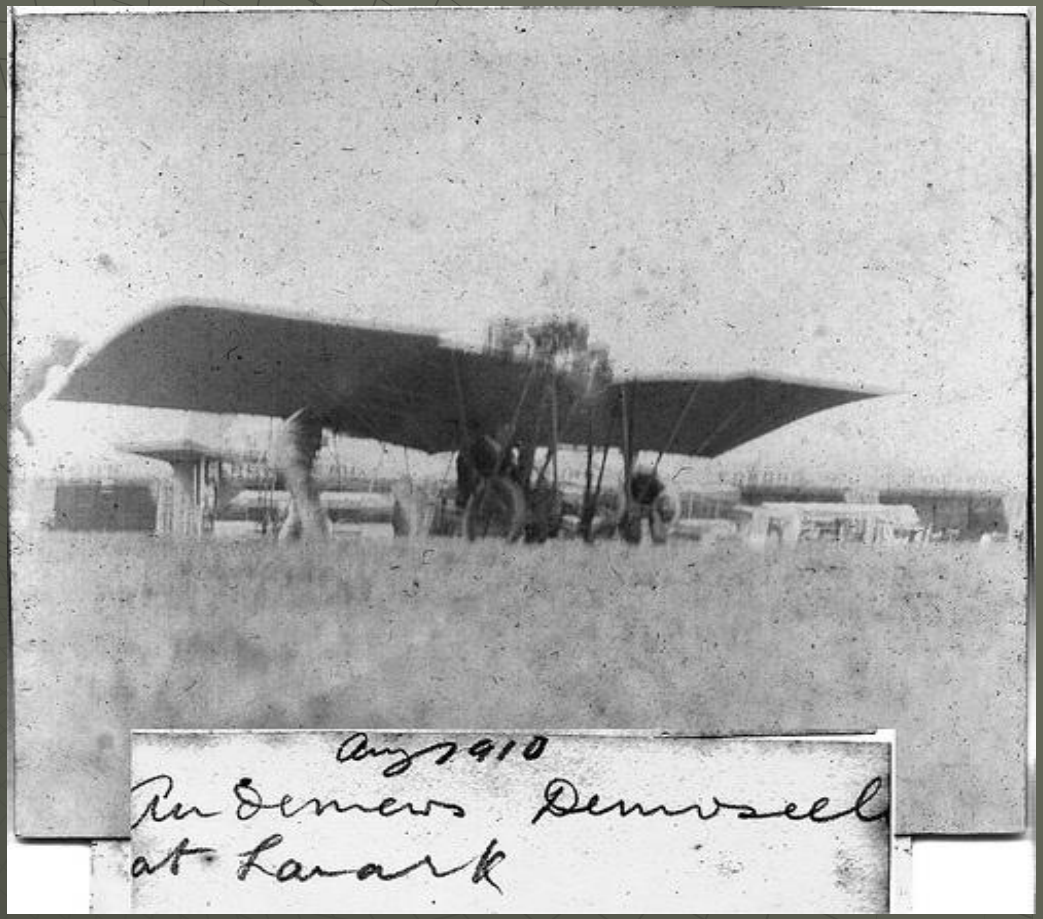
Preparing for take off

Up and away

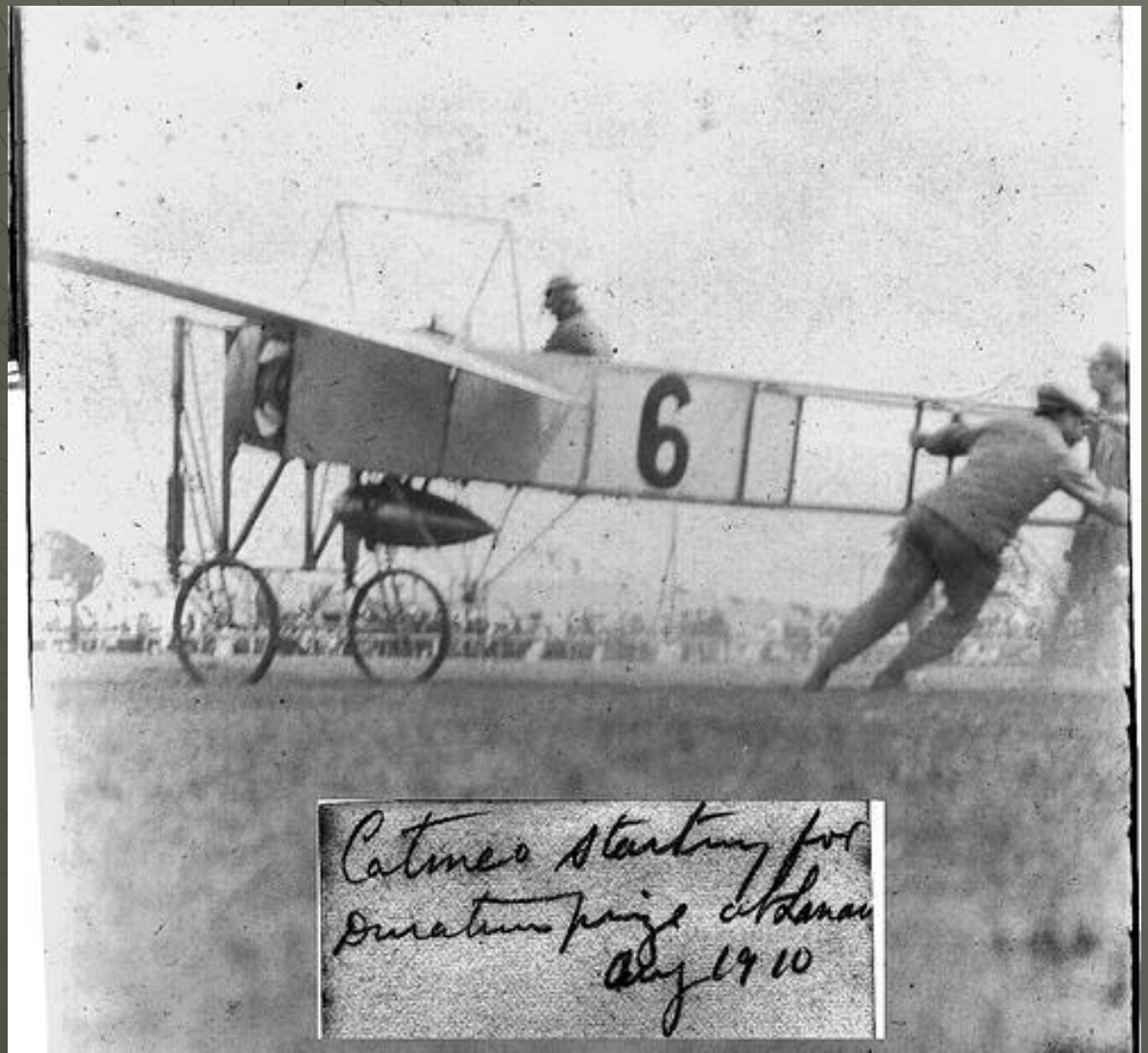
The sky is the limit

Come in Number 11

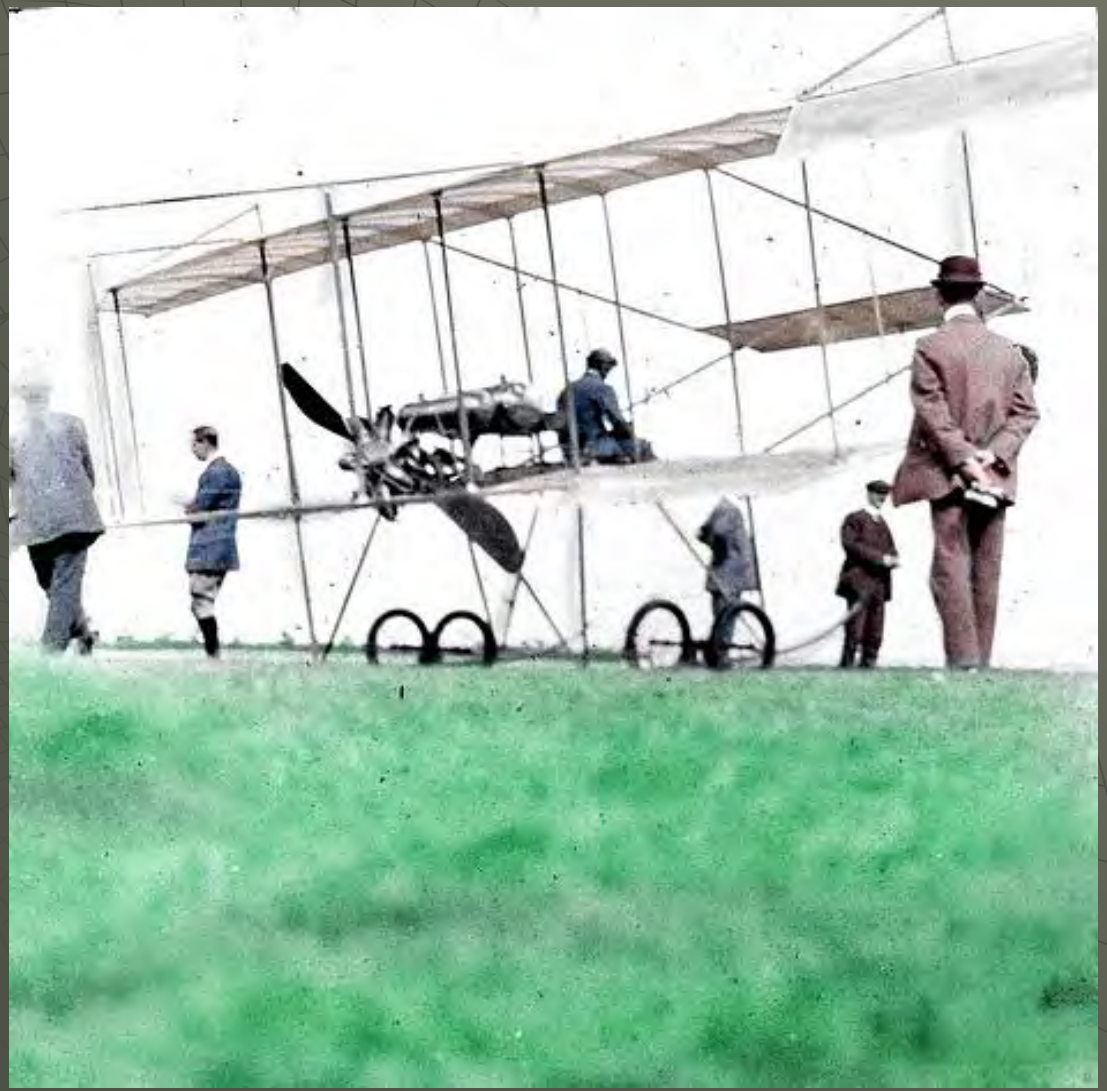
Audemar's Demoiselle



Cattaneo getting ready for take off




victory Bleriot for the
August 1910

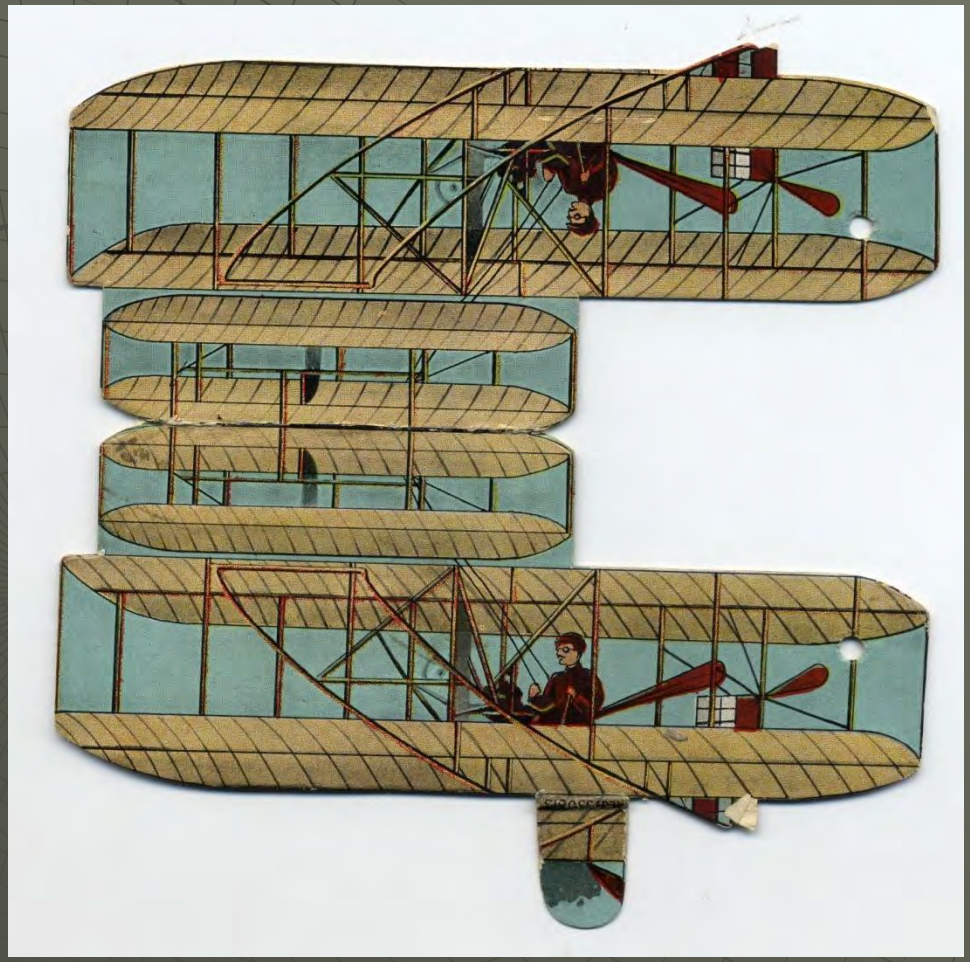


Gibbs on his plane

Audemars from Switzerland

Audemars on the Demoiselle with the new big engine which could not lift itself.

Item sold to visitors at Lanark

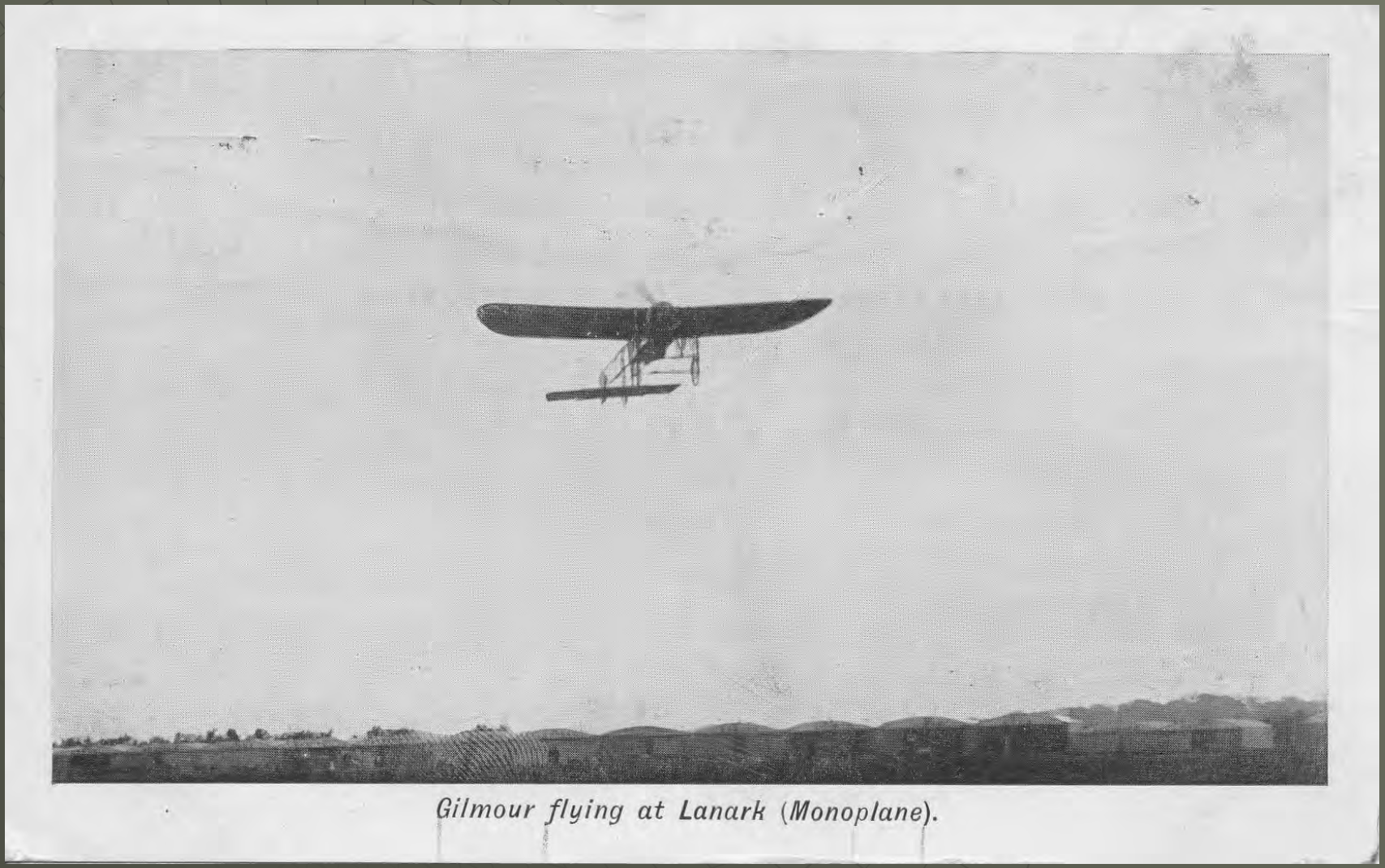


Signed Postcard

Dickson's plane being recovered

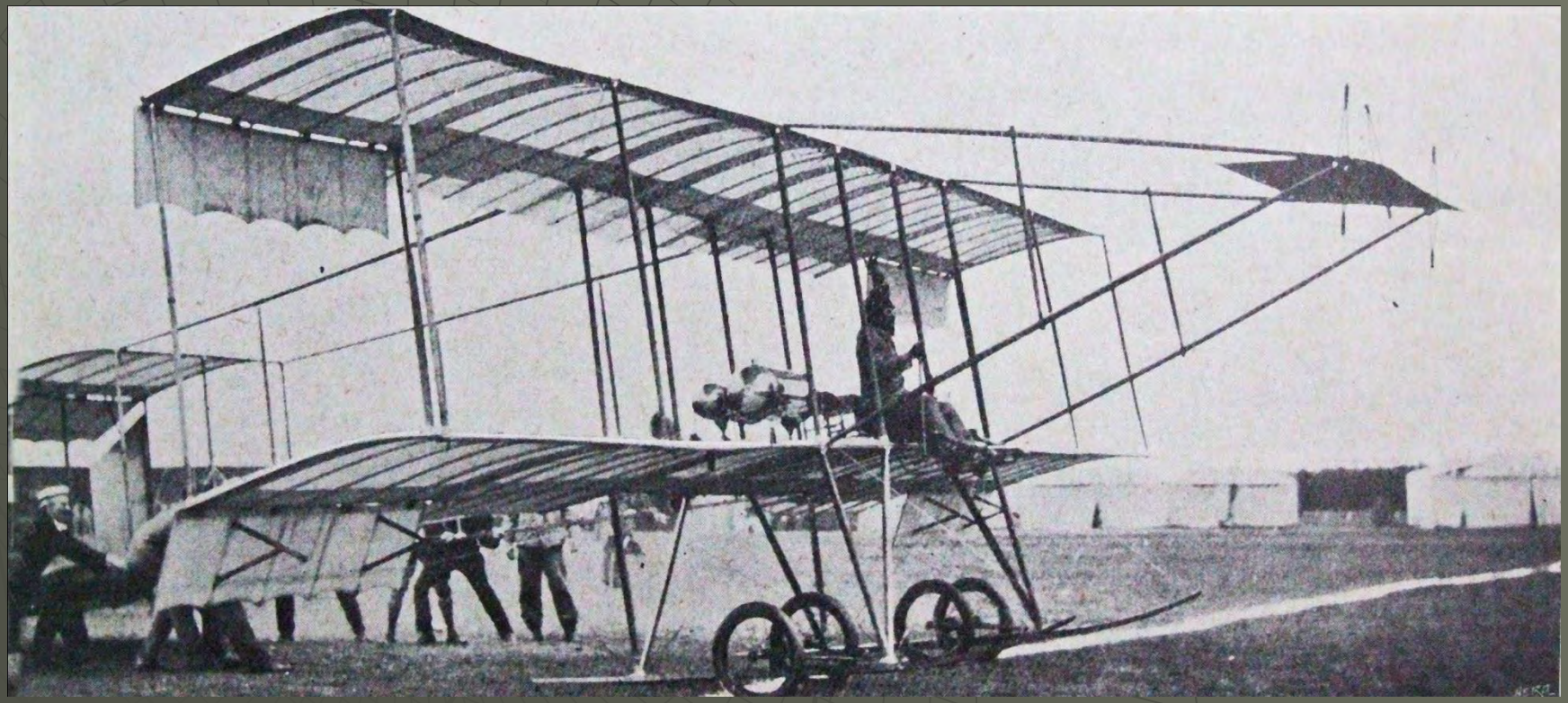
Bringing Home the Pieces. Capt. Dickson's machine being brought in at Lanark.

Monoplanes are the future ?



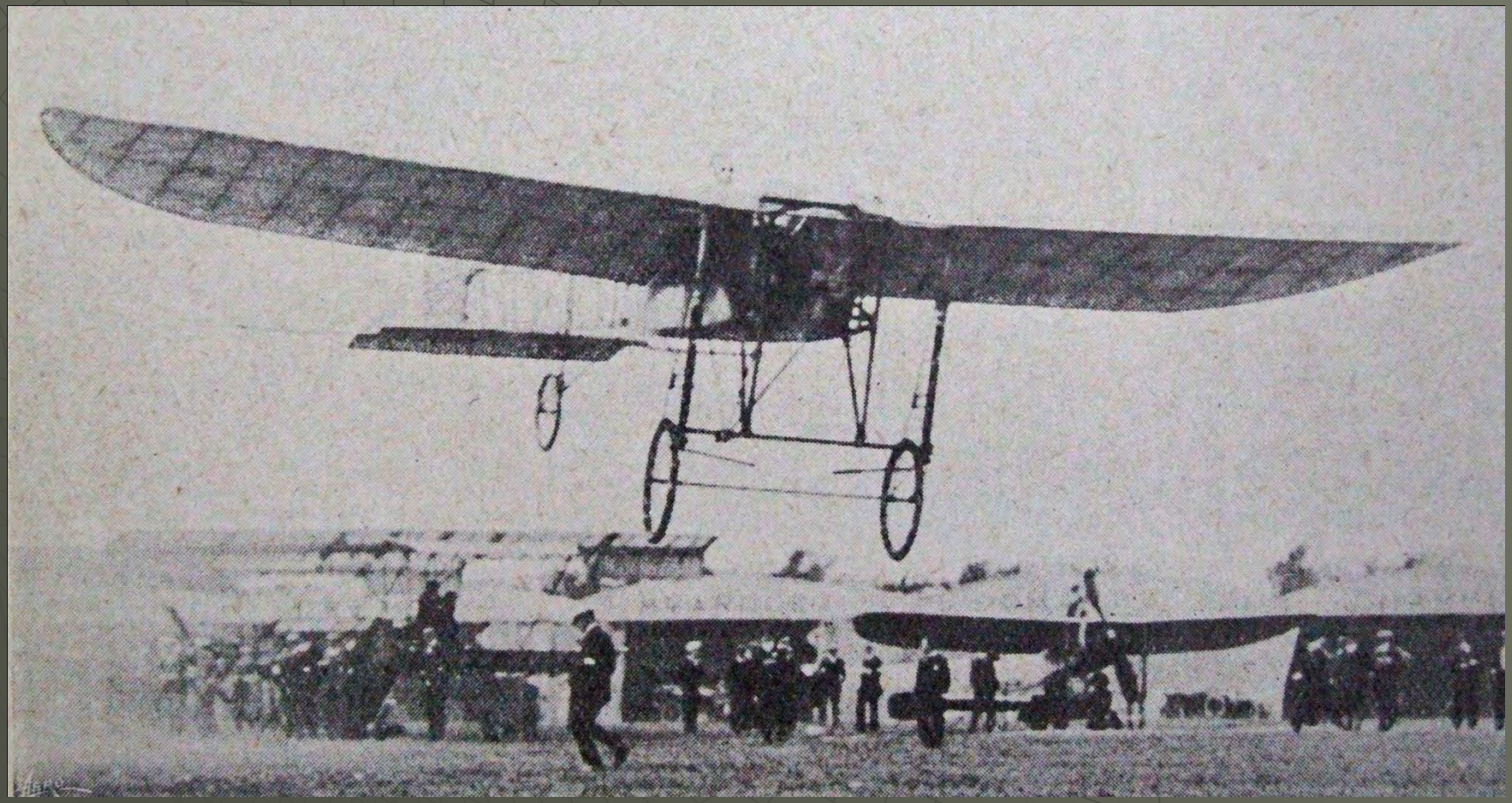
Gilmour flying at Lanark (Monoplane).

Chocks Away

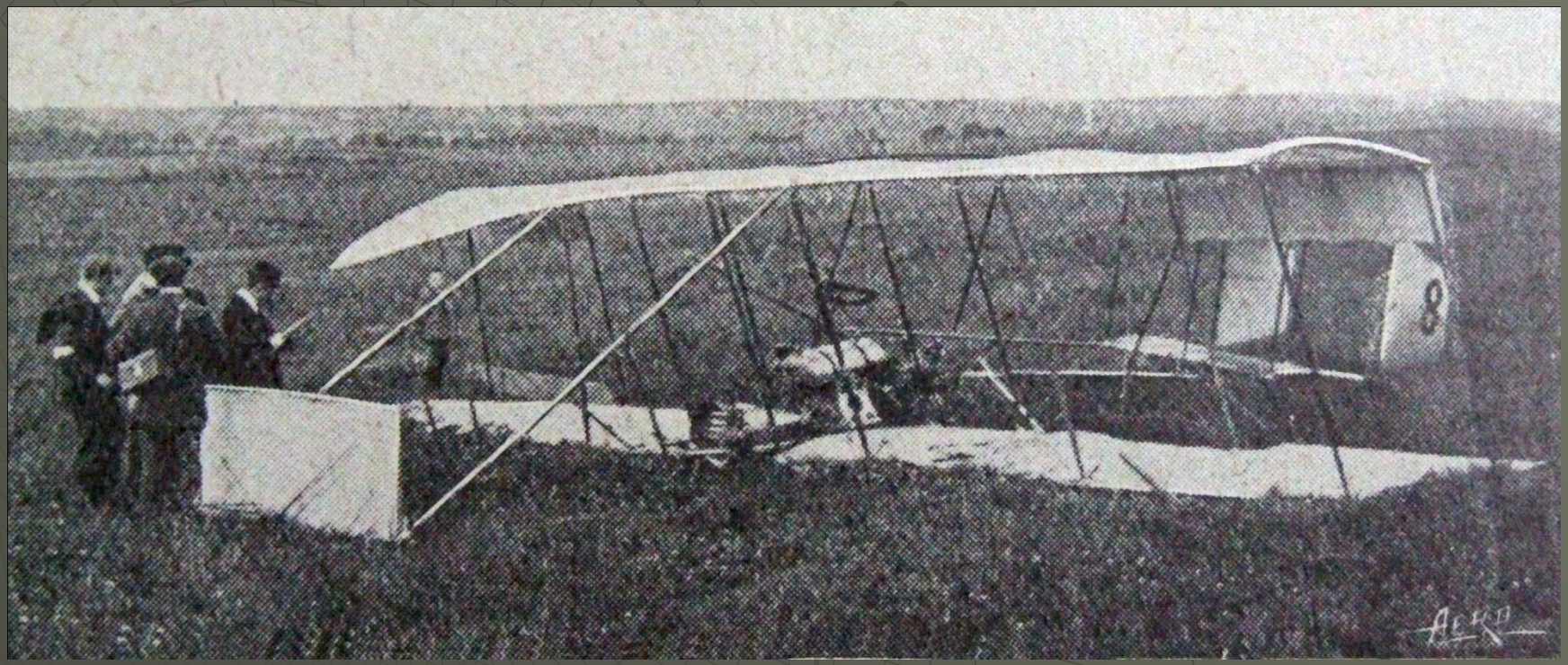


Watching the world go by

Gilmour just made it



A real crash landing

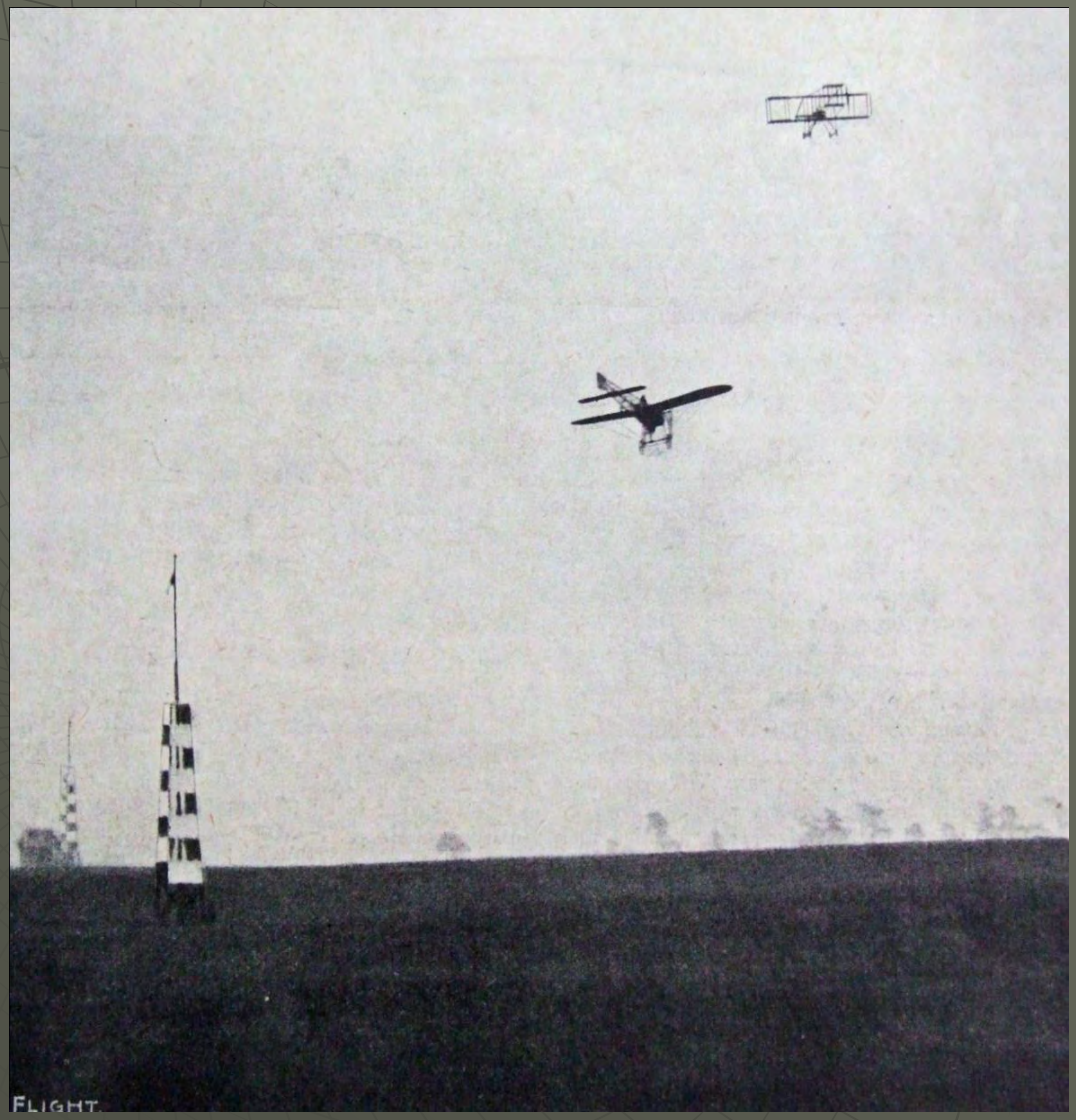


Plane spotting

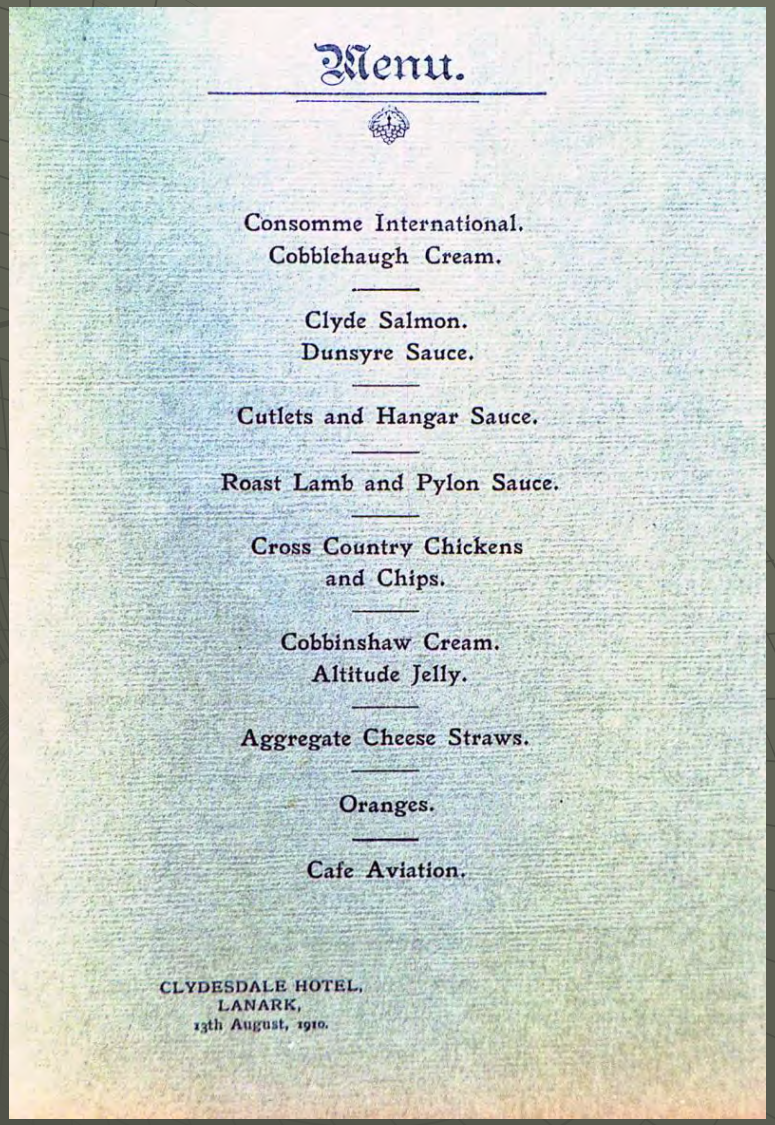
Gilmour seated with Mr Moorhouse behind

Vidart

There are planes everywhere



The celebratory Menu in 1910



Menu.

Consomme International.
Cobblehaugh Cream.

Clyde Salmon.
Dunsyre Sauce.

Cutlets and Hangar Sauce.

Roast Lamb and Pylon Sauce.

Cross Country Chickens
and Chips.

Cobbinshaw Cream.
Altitude Jelly.

Aggregate Cheese Straws.

Oranges.

Cafe Aviation.

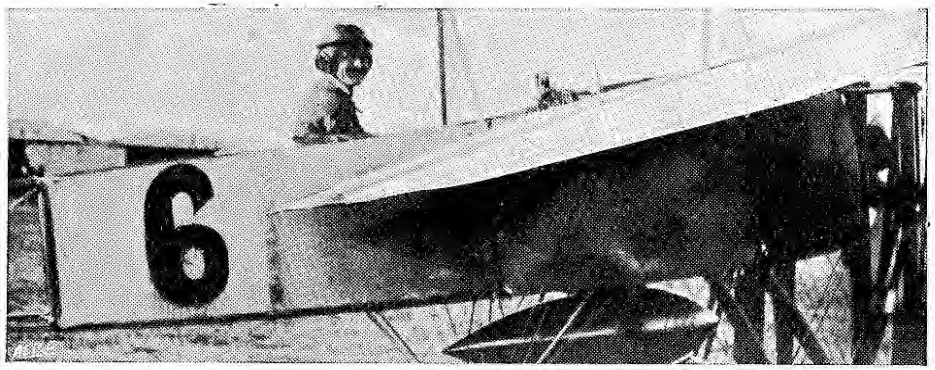
CLYDESDALE HOTEL,
LANARK,
13th August, 1910.

The results

dentally, however, this competition shows that Cattaneo cuts his pylons much closer than Radley or MacArdle, as he was always closer to Radley in speed round the course.

The speeds were also timed over a measured kilometre, and work out thus : Radley 28$\frac{4}{5}$s. (77.57 m.p.h.), MacArdle 30$\frac{4}{5}$s. (72.62 m.p.h.), Cattaneo 30s. (72.6 m.p.h.), Grace 40s. (55.92 m.p.h.), Colmore 42$\frac{2}{5}$s. (52.75 m.p.h.), Blondeau 42$\frac{4}{5}$s. (52.26 m.p.h.), Dickson 45$\frac{3}{5}$s. (48.38 m.p.h.)

Late in the evening the wind dropped away and all the aviators were out, Cattaneo flying low over the town of Lanark, and Cody getting twice round the course, though landing each time in the rough valley. Radley wrecked his Blériot doing an unintentional *vol plané*. The rest went for speed, and did an amount of fancy flying, many machines being in the air at once and making a fitting ending to Great Britain's Greatest Meeting, so far. Congratulations to all concerned in it. From the aviators to the programme boys, everyone worked hard and deserved the success they won.



Bartolomeo Cattaneo. Winner of the Aggregate Distance Prize.

The Prize List.

The prize money won is as follows: Grace (Farman) £1,950, Cattaneo (Blériot) £1,565, Armstrong Drexel (Blériot) £1,340 (also the Lanark Trophy and the *Scots Pictorial* Cup), Radley (Blériot) £1,170, Captain Dickson (Farman) £900, MacArdle (Blériot) £470, Chavez (Blériot) £220, Ogilvie (Wright) £210, Champel (Voisin) £50, Gilmour (Blériot) £45, Blondeau (Farman) £10, Colmore (Short) £10.

The events were won thus:

FASTEST MILE.—Monoplane, Radley; Biplane, Grace.

FASTEST KILOMETRE.—Monoplane, Radley; Biplane, Grace.

GREATEST ALTITUDE.—Drexel, 6,750 feet, World's Record; Chavez, 5,250 feet.

SPEED FOR FIVE LAPS.—Radley, 58.32 m.p.h.; Cattaneo, 56.27 m.p.h.

SLOWEST LAP.—Dickson, 21.29 m.p.h.; Ogilvie, 21.4 m.p.h.; Cockburn, 26.32 m.p.h.

FASTEST LAP.—Radley (Monday), 58.32 m.p.h.

FASTEST CROSS-COUNTRY FLIGHT.—Monoplane, MacArdle, 23m. 4$\frac{1}{5}$s.; Biplane, Grace, 32m. 21$\frac{2}{5}$s.

AGGREGATE CROSS-COUNTRY.—Dickson, three trips.

LONGEST SINGLE FLIGHT.—Cattaneo, 141 mls. 188 yds. (British Record) in 3h. 18m. 9$\frac{1}{5}$s.

AGGREGATE DISTANCE.—Cattaneo, 399$\frac{1}{4}$ miles; Drexel, 317$\frac{1}{2}$ miles; Grace, 102$\frac{1}{2}$ miles.

STARTING PRIZE.—Radley, 57ft.; MacArdle, 59ft.; Gilmour, 101ft.; Dickson, 102ft.

DELIVERY OF DESPATCHES.—Grace, 23ft. 10in.

WEIGHT LIFTING.—Grace, 353$\frac{1}{2}$ lbs.

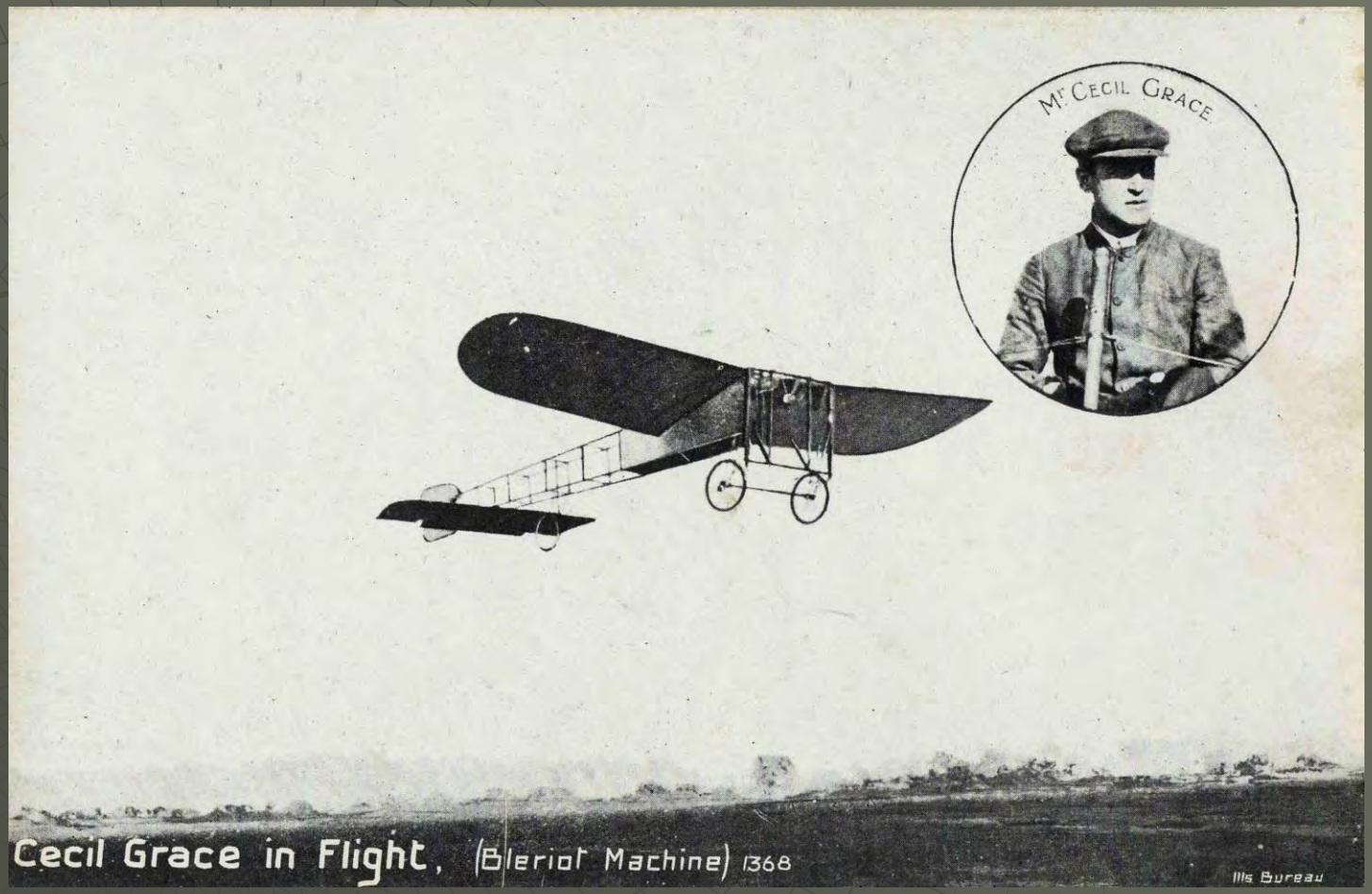
GENERAL MERIT.—Drexel, £300; Radley and Grace, £125.

"GLASGOW HERALD" PRIZE (Best British Competitor).—Dickson, £250.

COMPETITORS' ASSISTANTS.—Cattaneo's, £60; Drexel's, £40; Grace's, £20; Radley's, £10.

The Medals

Amazing Grace

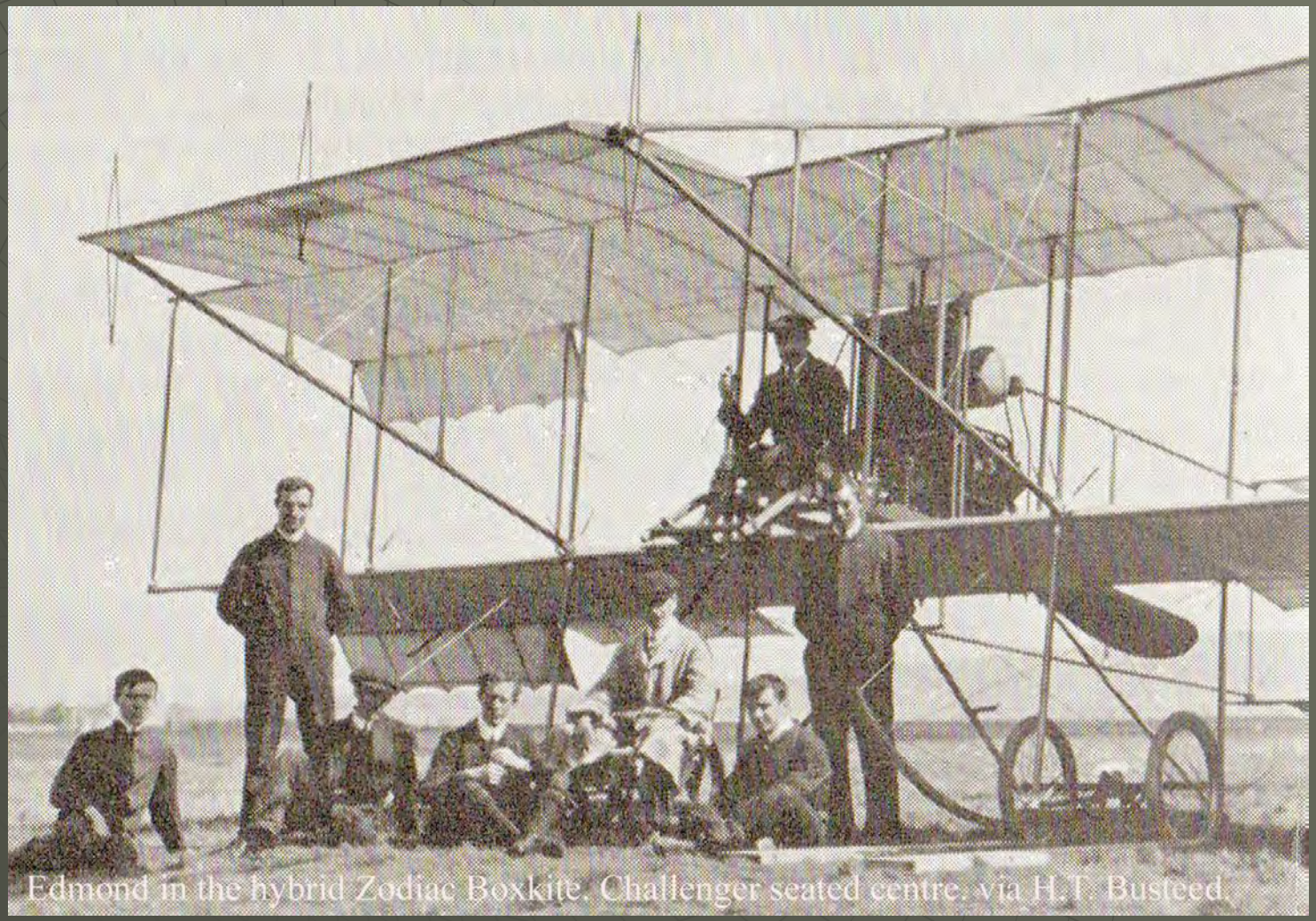


Lanark Airshow Medal

Lanark Aviation Medal from Ebay

Work in progress at the hangars

Edmond in his boxkite



Edmond in the hybrid Zodiac Boxkite. Challenger seated centre. via H.T. Busteed.

Bristol's involvement

Head Office and Works:
BRISTOL.

Telegrams:
"Aviation, Bristol."
Codes:
A1, A.B.C., and Moreing.

Flying Schools:
SALISBURY PLAIN, and BROOKLANDS.

The British and Colonial Aeroplane Company's

Bristol Biplanes

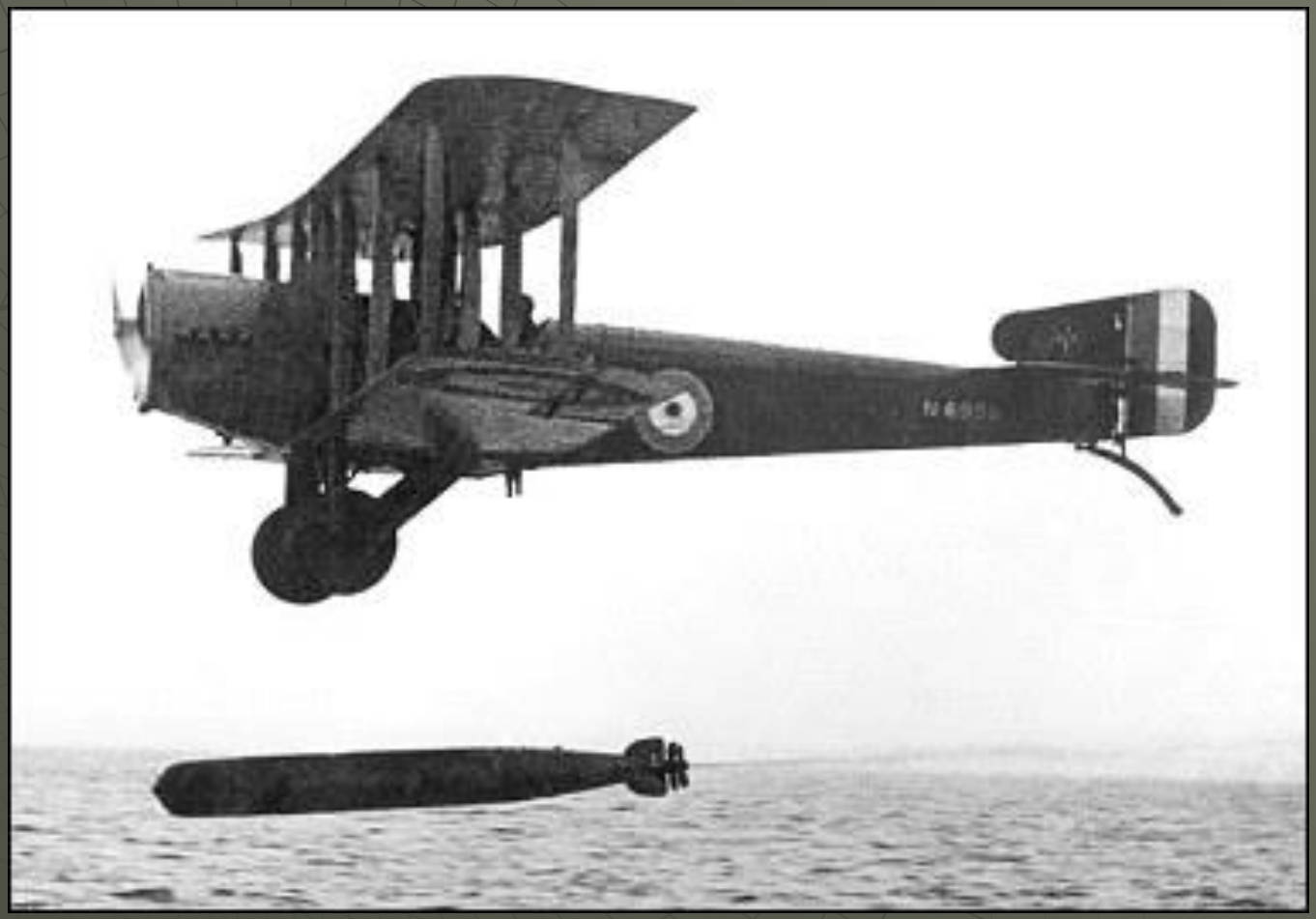
are flying at Lanark.

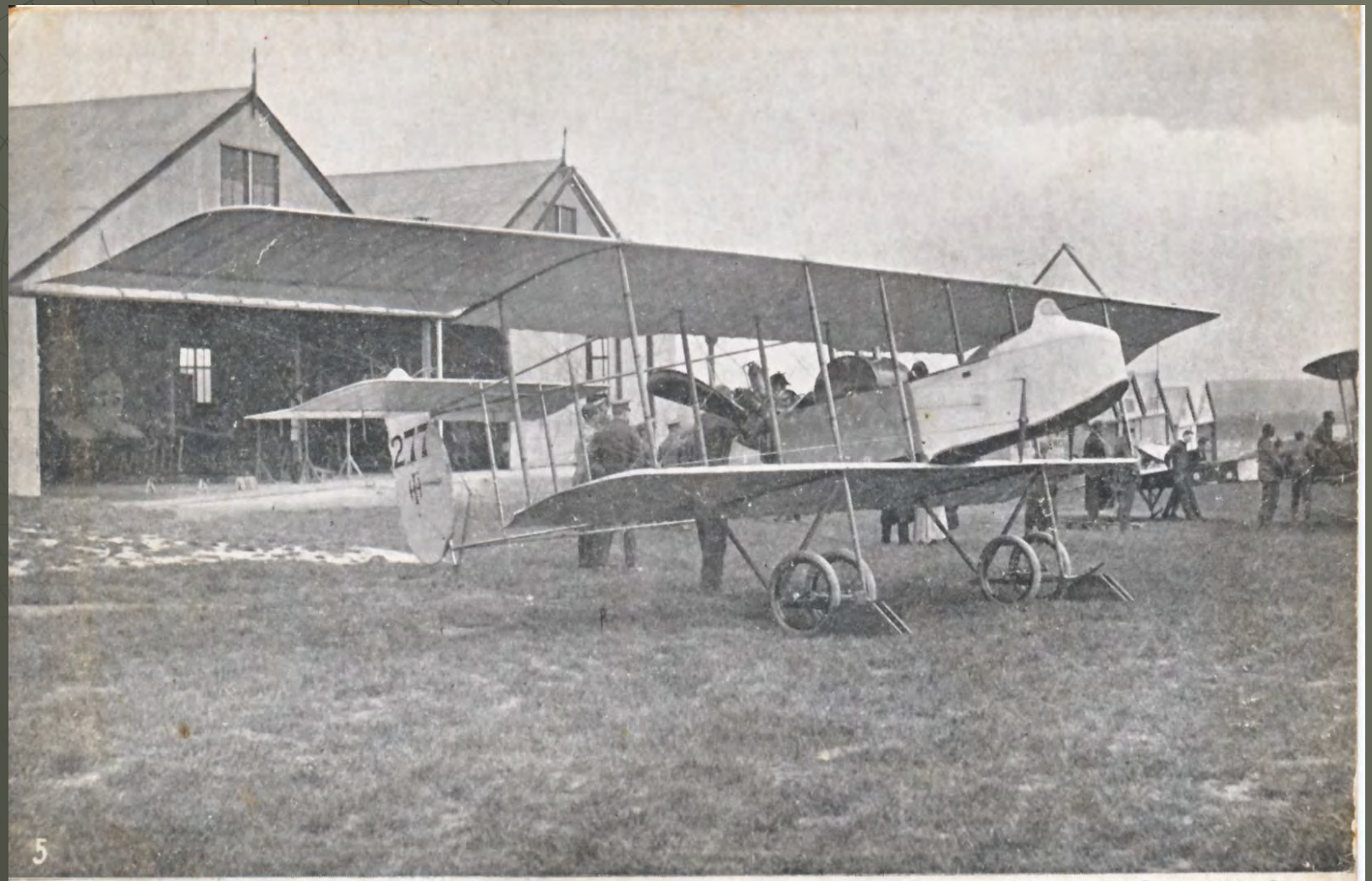
Write for prices and earliest deliveries.

READ WHAT COL. CODY THINKS OF

The Navy take an interest

Aerial warfare develops quickly





ARMY BIPLANE—HENRI FARMAN. PHOTO BY T. L. FULLER, AMESBURY, SALISBURY PLAIN.

Ewen's Flying School,

W.H Ewen at his Aviation School in Lanark

Ewen's Flying School

Cockburn – 24th April 1911

Taking off from Lanark – late 1920's – 1930's

De Haviland Rapide

Built within thirty years of Lanark

The Spirit of Lanark