



Issue 30 - Jul-Sep 2015

# Contrails

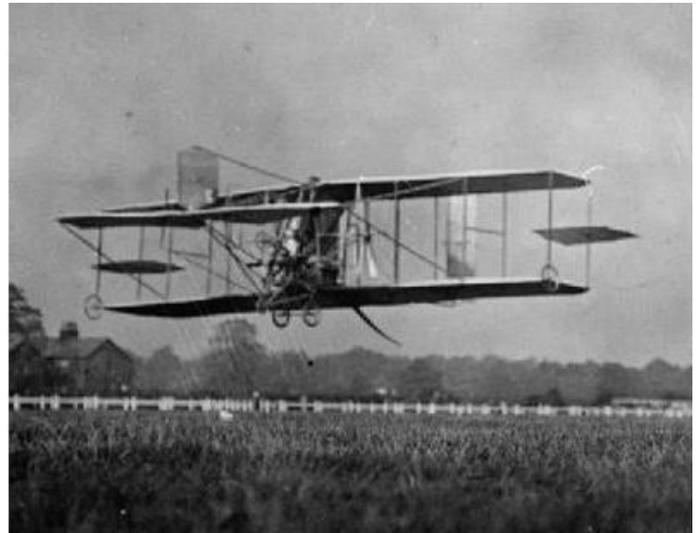
## Newsletter of the Christchurch Aviation Society

CAvSoc

### Earliest Pioneers of Aviation

Our post AGM talk was given by Peter Roe who was originally from Norfolk UK now living in Lunenburg, Nova Scotia, Canada. He has written a series of books under the banner of 'Pigs might Fly'. This is a reference to early government non interest and led JCT Brabazon (later Lord Brabazon of Tara) to famously carry a pig aloft in his Voisin aeroplane. Peter selected just a few of the pioneers to talk about the first being **Augustus Her-ring** who claimed to have flown an aeroplane in 1898 and briefly joined with the famous Curtis in 1909 for a short lived alliance. A more well known name, albeit not associated with aircraft was Hiram Stevens Maxim, known for his automatic machine gun and patented the various forms of recoil action still used today. An American, he came to Britain when he was 41 and became a naturalised British subject in 1900. Following experiments with aerofoils and propellers he designed and built a steam powered aircraft launched from a rail but it only managed a few feet. **Marie Marvingt** was a French athlete, mountaineer, aviator and Journalist winning numerous prizes for her sporting achievements including ballooning and flying. She was a record-breaking balloonist, a pioneering aviator having experienced her first flight as a passenger in an aeroplane in September 1909. Later during World War I she became the first woman to fly combat missions as a bomber pilot. She was also a qualified surgical nurse, becoming the first trained and certified Flight Nurse in the world, and worked to help establish air ambulance services. She piloted and flew solo in an Antoinette aeroplane the first woman to do so, was the second to be licensed in a monoplane and was the only woman ever licenced

in the difficult-to-fly Antoinette monoplane. **Samuel Cody**, an american, had a wild west show but became fascinated by kite flying when he was in Britain and wanted to create kites capable of flying to high altitudes carrying a man. His shows financed the development of his double-cell **box kite with** wings on either side. Multiple kites up a single line, were capable of ascending to many thousands of feet or could carry several men. He patented his design in 1901 and it became known as the Cody kite. His work for the Army with balloons then



enabled him to design and build Army Aeroplane Number 1 and with this he became the first person in Britain to fly a heavier than air machine in October 1908. Meanwhile, a few days before in France, **Charles Rolls**, co founder of Rolls-Royce, had his first flight with Wilbur Wright. The Short Brothers obtained a licence to build Wright Flyers and Rolls bought two as well as a Wright built aircraft. In June 1910 Rolls flew his Wright on a non stop return crossing across the channel at Dover there by making the point that Britain was no longer an Island. He died in a crash at Southbourne during the Bournemouth Centenary celebrations, also attended by Cody, in July 1910 thus ending a prospect of training future army pilots and the possibility of a Rolls-Short association.

### Bournemouth Air Festival

Weather again dominated the Air Festival as can be seen by the condensation trails from the Sea Vixen display. The Vulcan, supposedly only displaying on Sunday, arrived for a flypast on Saturday which, to the delight of onlookers, turned out to be a mini display. In its last display season the Vulcan was piloted by Phil O'Dell, originally from Bournemouth.



**Meetings for 2015 - at Druit Hall commencing 8pm**  
Wednesday 4th November, 'Spitfire', by Kevin Patience