

Dyeline prints to the scale of 1/20th of these 1/60th scale drawings are available as Plan No. 3041, price 75p inclusive of VAT plus 30p P&P from the Aeromodeller Plans Service, PO Box 35, Bridge Street, Hemel Hempstead, Herts HP1 1EE.

1911 Deperdussin

by Bill Dennis

**AIRCRAFT
DESCRIBED**
No. 251

THE SOCIÉTÉ POUR les Appareils Deperdussin was founded in 1910, and their first product, a single seater monoplane fitted with a 50hp water cooled 4-cylinder Clerget engine driving a 6-bladed propeller was exhibited at the Paris Flight Salon in October of that year. The firm showed considerable enterprise, establishing flying schools in France, and England, engaging such well known pilots as Prevost and Vedrines as instructors and demonstrators, and entering with some success competitions such as the 1911 Circuit of Europe Race and the Circuit of Britain Race. In Scotland a Mr W. H. Ewen did some spectacular flying in a Deperdussin 'Popular' type similar to the Shuttleworth Collection's machine, completing a double crossing of the Firth of Forth on 30th August 1911, and in October of that year completing a notable cross country flight over difficult hilly country from Lanark to Edinburgh with an engine of some 35hp. Towards the end of 1911 a British branch of the parent company was formed, the first British factory to manufacture aircraft of foreign origin, with works at Newington Green, North London, reflecting the increased demand for Deperdussin machines following further successes at the French Military Competition at Rheims. At the 1911 Paris Aero Salon no less than four types of machines were exhibited, the School Type, as represented by the Collection's example, this had a price quoted of £460, a single seater Military Type, generally similar to the School Type but fitted with a 50hp Gnome, priced at £920, a two seat Military Type with a 70hp Gnome at \$1080, top speed 65mph and a 3-seater Military Type, with a 100hp Gnome at £1,820.

In 1912 Deperdussins did well in the British Military Trials resulting in some small orders for the RFC and a very advanced racing machine with a monocoque fuselage of moulded plywood achieved notable success, winning the Gordon Bennett Trophy Race in Chicago on 9th September 1912 at a record speed of 108.8mph. A seaplane version won the

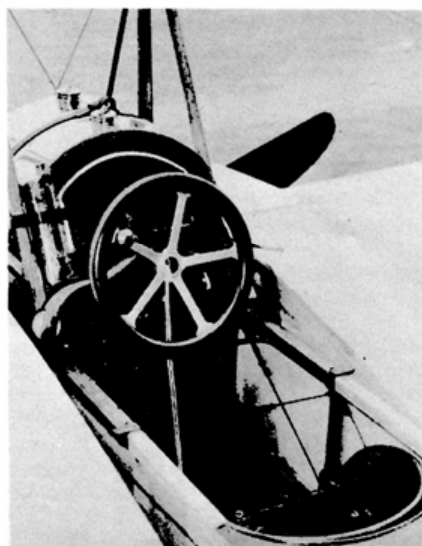
first Schneider Trophy Race at Monaco on 15th April 1913.

A 100hp British built Deperdussin seaplane with a monocoque fuselage was exhibited at the Olympia Aero Show in February 1913, but the British company did not prosper and no doubt suffered from the War Office ban on monoplanes and went into liquidation later that year. During the Gordon Bennett Trophy race at Rheims in September 1913, the existing world speed record was broken several times by a 160bhp Gnome-engined Deperdussin, a final figure of 126.7mph being achieved.

Unfortunately the success of the company's products were not matched by orders for production aircraft, M. Armand Deperdussin was arrested for large scale embezzlement and in 1914 the company was taken over by Louis Bleriot and eventually became the SPAD concern, of First War fighter fame.

The Shuttleworth aircraft had been used at the London Aerodrome, Hendon, where after sustaining considerable damage it

Very few instruments to worry about, apart from the fuel gauge tube on the left of the panel. The magneto switch can just be seen between the right hand control wheel spokes.



was put up for sale in 1914 and purchased by Mr. Grimer of Amptill, already the owner of a Bleriot, also now in the Collection. He rebuilt it and flew it from the Polo Ground near Bradford, and, like the Bleriot, it was put into storage early in the First War at its owner's garage premises at Amptill where it remained until handed over to R. O. Shuttleworth in 1935. Rebuilding was completed by 1937 and it has flown in many displays since then.

Leading technical details

Role: Training, demonstration.

Type: Single seater monoplane.

Span: 28ft. 9in.

Length: 24ft. 10in.

Engine: 35hp Anzani three cylinder Y type

air cooled.

Weight: 500lb

Wooden Construction fabric covered.

Top speed: 55mph.

I would like to thank the staff of the Shuttleworth Collection and in particular Mr. R. W. Elliott, for their co-operation in the preparation of this feature.

At work on the Anzani three cylinder engine. A good example of this engine can be seen at the London Science Museum and the Shuttleworth Collection.

