

1919 - 2019


Centenarian of the commercial civil aviation

London

Brussels



Aériastory

Non profit law 1901 association
for the valorization and the preservation of the aeronautical heritage.
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Introduction

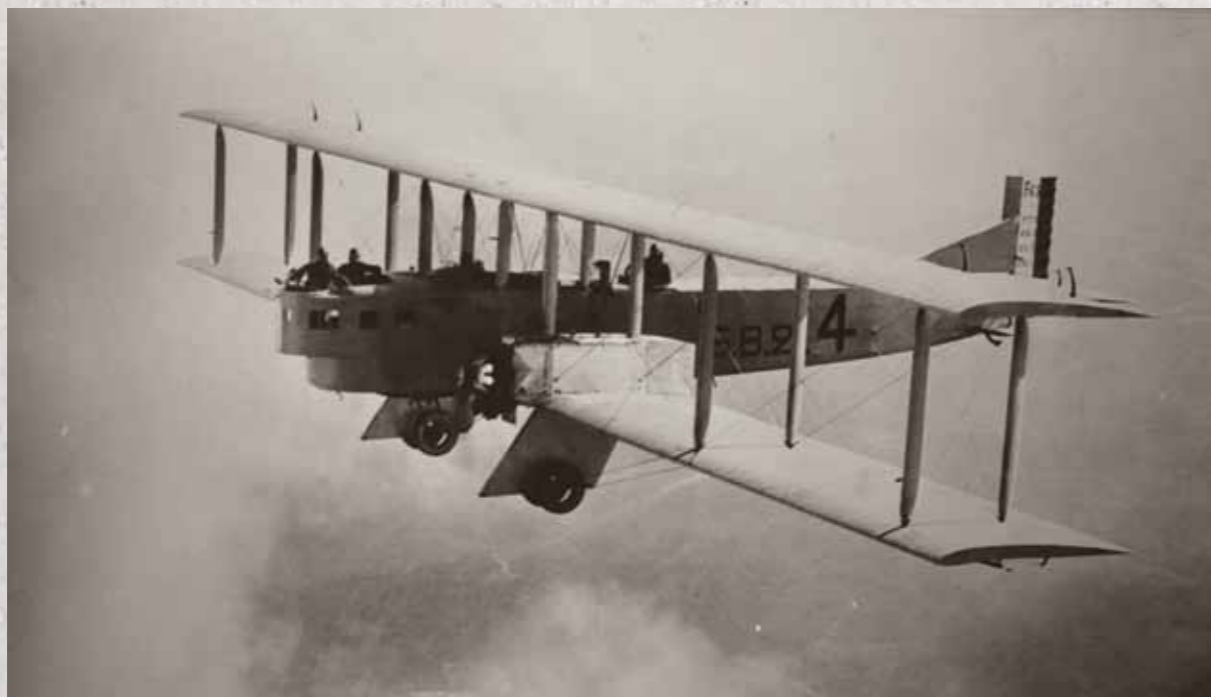
The airfield of Toussus-le-Noble, which is still active today, was opened in 1907 by Robert Esnault-Pelterie who, on this vast plateau built a modest hangar to house his flying prototypes.



He was soon joined by the Farman brothers, first Maurice in early 1909, then Henry in 1910.

Around the same time, two other aeronautical engineers, the famous Louis Blériot and Gabriel Borel erected their aerodromes in nearby Buc in 1910, and Châteaufort in 1912. This sparked significant competition between the two groups of inventors. A race that relentlessly went faster, higher, and further...

Sadly the First World War put an end to this aviator rivalry... This hugely devastating war has nevertheless allowed such aviation to make huge progress in adapting to the needs of combat. At the end of 1918, Farman Establishments produced no less than 300 aircraft per month. It is the largest aerospace plant in the world, employing nearly 8,000 people. At the end of the conflict, the Farman brothers had just developed a new type of bomber, the F60 «Goliath», which succeeded the F50. These appliances built solely for war suddenly found themselves without a purpose.



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Context



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Following the end of international tensions, The Farman brothers embarked on the adventure of commercial aviation with determining and organising the first public passenger lines while participating in contests and raids that build their reputation.

The aerodrome of Toussus-le-Noble is the framework of all these challenges as the main first aerial lines, prototype testing ground and flight school training centre.

Thus, the bombers were reconverted to be used as the first airliners, with the Farman 50 becoming a transport Sedan for four passengers, sat comfortably in the bomb compartment. The engineer and pilot sat out in the open, the luggage occupied the forward gunner position, while the rear luggage occupied a small toilet. Its capacity is limited to the role of a taxi aircraft that is easy and inexpensive to operate.

The Farman 60 «Goliath», christened so because of its impressive dimensions, was converted into an airbus. The two crew members also flew in the open air above the fuselage.

In a closed cabin with large windows, is where the twelve passengers took their seats with the creation of a thin central corridor that facilitated their movement on the plane.



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First commercial flights

The Farman brothers chose England, their father's homeland, as their first destination on February 8th, 1919, Lucien Bossoutrot, chief-pilot at Farman.

Joined by mechanic, Mulot, they take off in clear weather from Toussus-le-Noble on snow-covered ground. The aircraft landed at Kentley South-West London after around 4-hours of flight at an average of 115 km/h. The next day, the return was made at an average speed of 125 km/h. Both journeys executed without incident. On February 12 and 13, with the second prototype, Bossoutrot accompanied this time by mechanic Guératz goes to Brussels ; among the passengers are Henri Farman and his wife.

The media that present on these flights, spoke of their experiences with enthusiasm. The following March 23, the Farman Lines rally Bordeaux on August 12th, Amsterdam and the following day Copenhagen. They at the time operated with five pilots and thirteen Goliath aircraft. In flight, these aeroplanes were subjected to abrupt altitude variations, throwing passengers about their seats despite their seat belts.

Riders would speak of fellow travellers banging heads on ceilings, finding themselves in the open air, and sometimes having to stick their hats to their ears. Airsickness and odours of gasoline in the cabin were all part of the joys of nascent airlift.

The clientele were mainly made up of businessmen, reporters and wealthy people looking for a thrill. Writer, Colette WAS one of those first air tourists. Lucien Coupet, test pilot at Farman, found her work original and admired her ability to speak frankly.



Coupet Bossoutrot

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Our 2019 project



Photo : © Pascal Bouchain

Today, flying anywhere in the world has become an almost trivial act. The number of passengers travelling by air is 4 billion per year, or an average of 127 passengers per second. A number that could reach 6.7 billion by 2032.

Aeriastory volunteers plan to celebrate the 100th anniversary of the first passenger flights from Toussus-le-Noble, one of the major cradles of aviation, in 2019.

In addition to exhibitions, film screenings and conferences related to this adventure, we symbolically plan to charter a collectible aircraft that can carry about 15 passengers from Toussus-le-Noble to one or more destinations inaugurated by the pioneers.

Who will be on board ? - It could be you ! Walking in the footsteps, or rather flying in the footsteps of our aviator ancestors, this is our ambition that we are asking your support for to keep this memory alive.

Any contribution or donation to Aériastory is eligible for a tax deduction of 60 % for businesses and 66 % for individuals through general interest status of our association (see table on last page).

Your support is essential and will allow us to carry out this project that we will mediate, while associating your image with it.

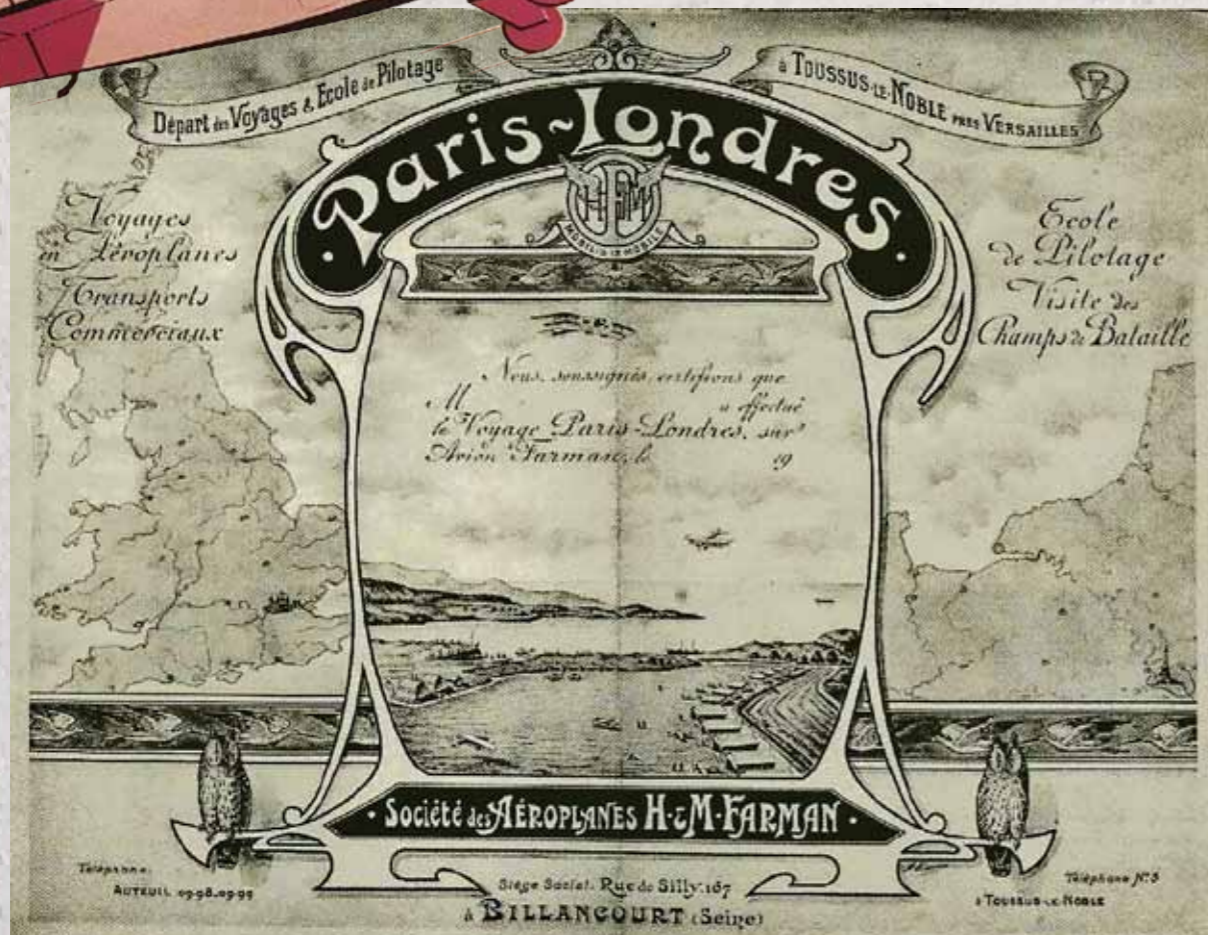
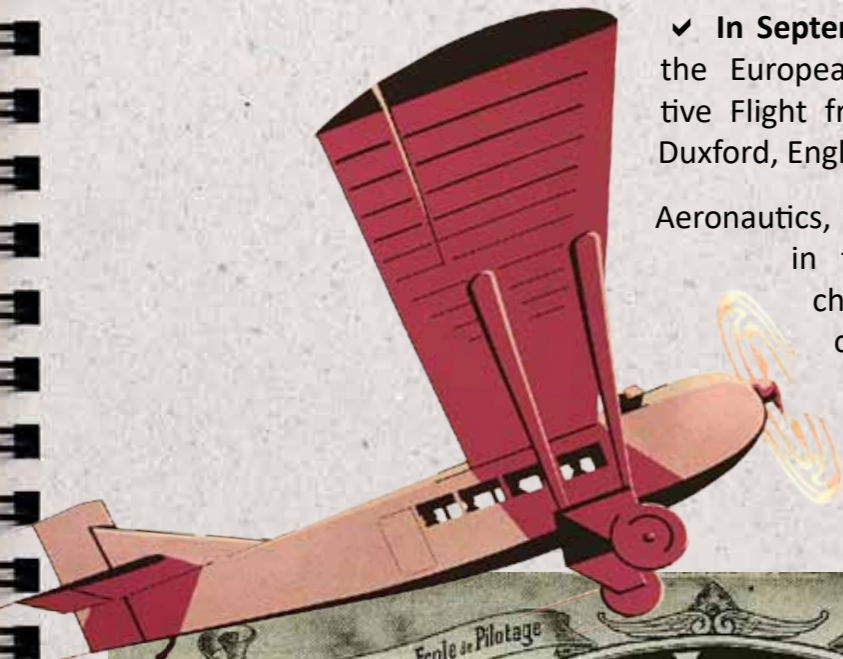
Project description

Projected calendar :

✓ **In spring 2019**, media launch and presentation of our sponsors and partners around thematic exhibitions and around animations on the airport of Toussus-le-Noble with the possibility of on-the-spot restoration.

✓ **In September 21-22nd, 2019**, in time for the European Heritage Days: commemorative Flight from Toussus-le-Noble bound for Duxford, England, visit the museum

Aeronautics, enjoy lunch and return later in the day. According to budget, chartering of one or several planes of collection of about fifteen passengers, according to the first flights Farman (subject to the necessary authorisations)



Who are we ?



Aeriastory is a recognised “general interest” association. The purpose of Aeriastory is the preservation of aeronautical heritage in all its forms and glory : cultural, events and media, targeted at all audiences. It is the centre for the exchange of skills, knowledge and ideas among its members.



Bruno MUTHELET Treasurer	Gérard FINAN President	Pascal BOUCHAIN Secretary
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Based in Toussus-le-Noble, Aeriastory is passionate about the history of French aviation, in particular that founded in the vicinity of the plateau of Saclay, cradle of the air force. Some members of Aeriastory have contributed to the organisation of several significant aeronautical events in this region (see below).

- 1 Centenary of the airport of Toussus-le-Noble in September 2007
- 2 Centenary of the parachute jump from Pégoud to Châteaufort in September 2013
- 3 Commemoration Aviation 14-18 in Toussus/ Buc/ Jouy/ Les Loges in 2016
- 4 75 years of RC Normandie-Niemen in Toussus-le-Noble in April 2018



Our partners



Among those who have already trusted us

