

INDIVIDUAL HISTORY

HANRIOT HD-1 SERIAL NUMBER 75
MUSEUM ACCESSION NUMBER 79/AF/496

- Sep 1918 Built at René Hanriots `Société Anonyme des Appareils d'Aviation Hanriot 'works at Neuilly-Sur-Seine, Paris. Camouflage scheme applied at Beaumaris Park. Delivered to 1e Escadrille de Chasse, Aviation Militaire Belge as HD-75. This was the Belgian Air Forces famous `Thistle' squadron, based at the Les Moores (The Moors) near La Panne, Belgium. The unit's pilots included Willy Coppens, Jan Olieslagers and André de Meulemeester. Coppens may have flown No.75 post war at least. On joining the squadron it is thought No.75 was allocated to the flight commanded by de Meulemeester, flying over the Western Front.
- c.1919 Allocated to 7e Escadrille de Chasse at Nivelles
- 1920 Code number 75 removed from rudder and replaced by the markings H-1 beneath the wings.
- 1 Mar 20 Belgian Aeronautique militaire belge created from the former Aviation militaire
- Mar 22 Entered by the Belgian Air Force in the World Aerobatic Championship at Nice, France, and won the competition, flown by the ace, Coppens, who having lost his left leg in an accident, tied his right foot to the rudder bar.
- 1928 Withdrawn as a front-line fighter but continued in use for training. Around this time the headrest fairing and the fuel tank it contained were removed.
- 1930 Aircraft re-covered with new fabric.
- 1932 or 1934 Withdrawn from service by Belgian Air Force.
- 1934 Sold as surplus to André Drossaert, joining the Belgian civil register as OO-APJ. The registration letters stood from the three Drossaert brothers, André Paul and Jules, who co-owned the aircraft. Flew with oversized tyres.
- 1937 Ownership passed to Ex-Spad pilot Jacques Ledure, who based the aircraft at Évère aerodrome. Photo - Aircraft Illustrated Annual 1981 p.87. Around this time Richard O Shuttleworth, founder of the Shuttleworth Collection, was holidaying in Belgium.

He saw the aircraft displayed outside a cinema where the WWI film 'Wings' was being shown, and subsequently bought the aircraft for £15.00, one version of the acquisition tale stating on the understanding that the RAF would like to add it to their 'veteran flight' for a Hendon display, which was then cancelled, leaving Shuttleworth with the machine.

22 Nov 37 Flown by Richard Shuttleworth from Brussels (Évère) aerodrome to Old Warden, landing for customs clearance at Lympne en route. He then took two days to get the engine running again well enough to get him to Old Warden

After arrival at Old Warden the aircraft was re-conditioned and registered as G-AFDX on 4 May 1938. At this time the aircraft was fitted with a 120hp Le Rhone Rotary engine fitted during its Belgian service. The aircraft was flown both by Shuttleworth and Allen, later Air Commodore, Wheeler, then a Squadron Leader, now with more suitable, smaller wheels.

08 May 38 (Sun) Shown at Royal Aeronautical Society Garden Party at Heathrow, flown by Richard Shuttleworth and Allen Wheeler, who flew the aircraft at an RAF display at Andover the same weekend. Probable photo - Air Britain Digest No.3 1984 p.75. The Air Ministry granted permission for the flight subject to 'avoiding populous areas' and on condition that no flying was done at Heathrow, although it apparently was flown at Heathrow and a subsequent RAF display at Andover.

18 Jun 39 (Sat) Shuttleworth's Pup and the Hanriot flown at Brooklands garden party as final display of the day. Made two demonstration flights at the Brooklands Garden party then took off with linchpin missing after puncture repair, unknown to Shuttleworth, the pilot. Wheel came off during take off. Still unawares, Shuttleworth landed at Old Warden, in the resulting crash, the propeller was smashed and the aircraft tipped over, damaging the wings and tail. Shuttleworth climbed out uninjured. Photo at Brooklands in 1939 - Flight International 15 Dec 1966 p.1035, and The Aeroplane Spotter May 15 1948, p.114.

1940 Wings were to have been repaired at the Chelsea Aeronautical College Workshop as a student project, Richard Shuttleworth providing the materials, but were destroyed in the war - rumour has it that they were burned by the Home Guard in the very cold winter of 1940. Rest of aircraft stored at Old Warden by Shuttleworth's 'Warden Aviation Co'.

1962 Aircraft sold by Shuttleworth Collection to the late Marvin Kingman Hand of San Francisco. The original 110hp Le Rhone engine was retained by the Shuttleworth Collection and installed in their Avro 504 in the 1950s. (Mr Hand passed away in February 2010).

March 1963 Aircraft's remains arrived in USA. As delivered, the aircraft consisted of fuselage, tail, landing gear minus one wheel and one vee strut, engine cowling minus LH side panel, and upper cabane 'W' strut.

The pilot's seat was missing and only one instrument remained.

The new owner purchased a replacement engine, a 120hp Le Rhone 9JB from fellow restorer Jack Canary, and in 1964 acquired copies of original drawings from Italy, from which a new set of wings was built to replace those destroyed during the Blitz. One fuselage longeron had to be repaired, although the original turn buckles and fittings were re-used. New wheels were made using Curtis Jenny hubs, Thomas-Morse rims, new spokes and new clincher motorcycle tyres.

A new turtle deck and auxiliary fuel tank and fairing was fitted - the original fairing having been re-worked to make a baggage bin. The aircraft was recovered in new man-made Dacron instead of Linen. Restoration assisted by Mr Newton Craven. Authentic propeller found in Leicestershire and shipped to US.

Authentic components acquired for the Hanriots restoration by Mr K Hand the following:-

Metric altimeter from a Nieuport that crashed on the Western Front in 1918 and was souvenired by a 'Tommy'; Manettes (throttle and fine adjustment) from a Henlow scrap heap; hand pump from an RFC pilot; pilots seat from a loft 'souvenired' from a crashed French aircraft on the western front; and machine gun donated by an American ex-Hanriot pilot, actually from a Hanriot aircraft.

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| April 1968 | Restoration completed |
| 27 Apr 68 | 10-minute maiden flight by Walter Addems. The only problem was slight tail-heaviness soon remedied. Flew from Sonoma County Airport, Santa Rose, California. |
| 18 May 68 | Owner M K Hands first flight in the aircraft, making it first public appearance soon afterwards at Watsonville, California. The restored aircraft was one of the only five surviving HD-1s. Registered as N-75 (with special FAA permission 21.04.67). For Marvin Hand's account of flying the aircraft, see WWI Aero August 2003 pp.87-89. |
| May 1973 | Following crating at Rick Helicopters, San Carlos, transported in World Airways Boeing 747 to appear at the Paris Air Show. Though scheduled to fly at the show bad weather prevented this. Its appearance was rather overshadowed by the crash of the Tu-144 'Concordski' at the show, prior to which the Hanriot had an Airworthiness certificate issued 05.02.73.

It seems the aircraft flew little on its return to the 'states, being stored in a hanger at Schelleville. |
| 20 Dec 78 | Presented by Mr Hand to the Royal Air Force Museum via Battle of Britain Museum Foundation Inc., Washington DC for tax-deductible reasons. |

- 18 Jan 79 Collected by RAF Hercules from San Francisco Airport and delivered to RAF Lynham. Transported hence to RAFM Restoration Centre at Cardington, arriving 6 Feb 1979.
- Feb-Dec 1979 Aircraft restored at Cardington by team led by M P Sayer. Dacron covering replaced by authentic Irish Linen, and aircraft painted in its 1918 colours as a le Escadrille aircraft. Engine probably exchanged with Shuttleworth Collection. Now fitted with engine purchased in USA? 16415. Photos at Cardington Aircraft Illustrated Apr 79 p.185; Aircraft Illustrated Feb 80; Aircraft Illustrated Annual 1981 p.82, 88 -89.
- 10 Dec 79 Aircraft moved from Cardington to Hendon by team from RAF Abingdon. It has remained on display ever since. Photo - W.W.1 Aero Aug 98 p.108.
- 10 Mar 03 To Newly rebuilt Graham White Factory building for display from December 2003. Photos – Flypast March 2004 p.11; Aeroplane Museums Guide 2004 p.M.51.

Belgian Hanriot HD 1 No 78 survives at Brussels Air Museum.

TEXT - ANDREW SIMPSON