



*Crowd watching the departure of a Blackburn Warplane.*

## FOREWORD

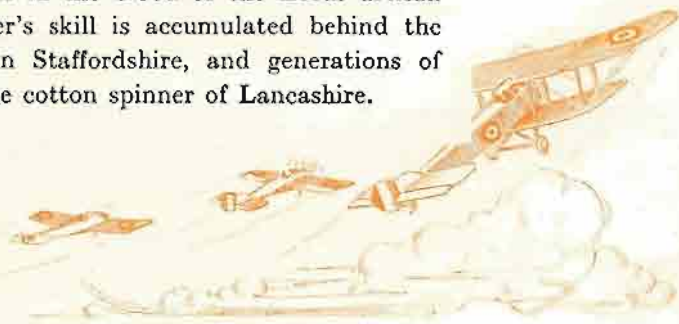
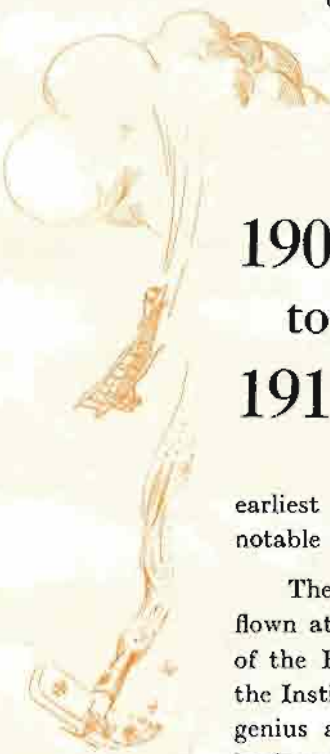
1909  
to  
1919

This Souvenir is issued by the Blackburn Aeroplane and Motor Co., Ltd., in celebration of the tenth anniversary of the foundation of their business. A decade may seem a brief period; but it covers the entire history of practical aviation. The Blackburn Firm is one of the very few pioneer aircraft undertakings which have not only won through from the earliest arduous experimental days, but have also achieved notable distinction in the Great War.

The earliest Blackburn aeroplane was designed, built and flown at the beginning of 1909 by Robert Blackburn, a Fellow of the Royal Aeronautical Society, and an Associate Member of the Institute of Civil Engineers, and it is mainly to his engineering genius and fine courage and perseverance that the extensive business which bears his name owes its rise and success to-day.

Leeds, where the principal Aircraft factories of the Blackburn Company are situated, is the birthplace of the railway locomotive, and it is fitting that a City, so historically identified with engineering achievements of the British Empire, should have proved a nursery for mechanical flight.

Engineering talent runs in the blood of the Leeds artisan just as a century of potter's skill is accumulated behind the fingers of the craftsman in Staffordshire, and generations of inherited ingenuity back the cotton spinner of Lancashire.



It is probably owing to this circumstance that aeronautical engineering has progressed so marvellously in Leeds, and the Blackburn Company, as the sole representative of this industry in that great centre, enjoys an unusual monopoly. These rare advantages have had an undeniable effect in providing an exceptionally high standard of workmanship, and in elevating the reputation of the firm for originality and practical results.

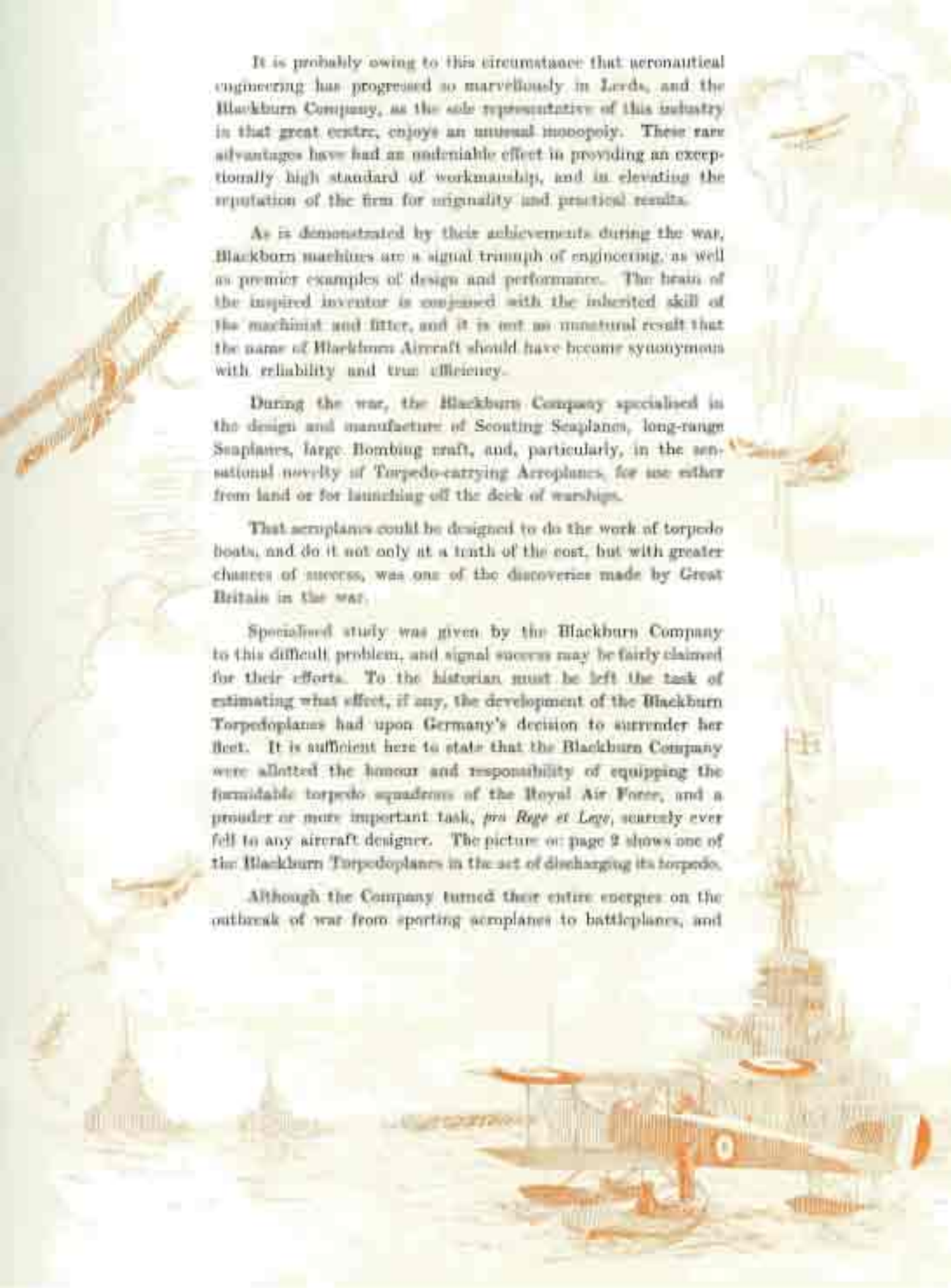
As is demonstrated by their achievements during the war, Blackburn machines are a signal triumph of engineering, as well as premier examples of design and performance. The brain of the inspired inventor is conjoined with the inherited skill of the machinist and fitter, and it is not an unusual result that the name of Blackburn Aircraft should have become synonymous with reliability and true efficiency.

During the war, the Blackburn Company specialised in the design and manufacture of Scouting Seaplanes, long-range Seaplanes, large Bombing craft, and, particularly, in the sensational novelty of Torpedo-carrying Aeroplanes, for use either from land or for launching off the deck of warships.

That aeroplanes could be designed to do the work of torpedo boats, and do it not only at a tenth of the cost, but with greater chances of success, was one of the discoveries made by Great Britain in the war.

Specialised study was given by the Blackburn Company to this difficult problem, and signal success may be fairly claimed for their efforts. To the historian must be left the task of estimating what effect, if any, the development of the Blackburn Torpedoplanes had upon Germany's decision to surrender her fleet. It is sufficient here to state that the Blackburn Company were allotted the honour and responsibility of equipping the formidable torpedo squadrons of the Royal Air Force, and a prouder or more important task, *pro Rege et Lego*, scarcely ever fell to any aircraft designer. The picture on page 2 shows one of the Blackburn Torpedoplanes in the act of discharging its torpedo.

Although the Company turned their entire energies on the outbreak of war from sporting aeroplanes to battleplanes, and





now enjoy considerable eminence as designers of the latter, they have studied very closely the requirements of commercial aeronautics. Their commercial machines are designed first and foremost from the standpoints of economical running and safety. A factor of safety can be introduced in an aeroplane for ordinary transport such as it is impossible to allow in any war machine.

Further, the cost per air-mile can be, and needs to be, brought down for commercial requirements at the expense of nothing but a slight sacrifice of speed.

The merchandise and passenger-carrier is more stoutly built, and embodies comforts foreign to the experience of the fighting pilot. The comfortable saloon of the passenger-machine "Kangaroo II," built first for the aerial transport services inaugurated by the Company from Leeds, is an illustration of this peace-time development. See specifications of this and other types of machines on pages 50-59.

It is the aim in our peace machines to satisfy the last need of those participating in the benefits and pleasures of the new air travel.

Provision has to be made for rest and refreshment in the case of long journeys, and every protection is afforded from the weather, when necessary, by screens and mechanical heating.

Flying for pleasure and business is destined to become a popular form of transport, and it undoubtedly embraces many advantages never possessed by railway and steamship.

The Blackburn Company are in a position to submit designs for various types of commercial aircraft varying from 40 h.p. to 2,000 h.p., and will be pleased to discuss service schemes with the Directors of Aerial Transport Companies.

Subject to the sanction of the British Air Ministry, they will be equally gratified by the opportunity to analyse and satisfy the requirements of Allied and neutral Governments. Interviews and demonstrations may be arranged at any time by communicating with the Blackburn Company, either at OLYMPIA, LEEDS, ENGLAND, or their LONDON Offices, Donington House, Norfolk Street, Strand, W.C. 2.