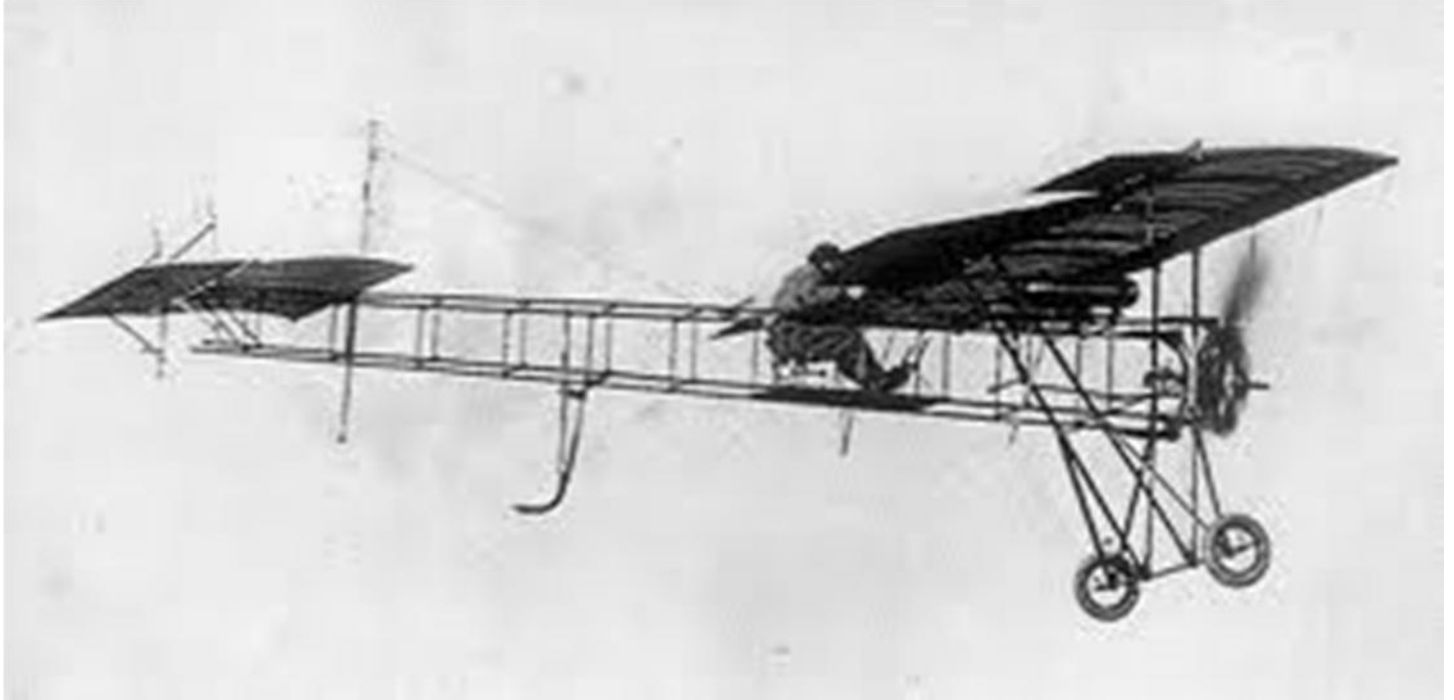


# Henri Farman 1910 *Aviation Pioneer* 40" & 15" Wing Span Plan



**Farman Aviation Works** was an aircraft company founded and run by the brothers [Richard](#), [Henri](#), and [Maurice Farman](#). They designed and constructed aircraft and engines from 1908 until 1936; during the French nationalization and rationalization of its aerospace industry, Farman's assets were assigned to the [Société Nationale de Constructions Aéronautiques du Centre](#) (SNCAC).

In 1941 the Farman brothers reestablished the firm as the "*Société Anonyme des Usines Farman*" (SAUF), but only three years later it was absorbed by [Sud-Ouest](#). Maurice's son, Marcel Farman, reestablished the SAUF in 1952, but his effort proved unsuccessful and the firm was dissolved in 1956. The Farman brothers built more than 200 types of aircraft between 1908 and 1941.

**Henri Farman** (26 May 1874 – 17 July 1958<sup>[1]</sup>) was a French [pilot](#), [aviator](#) and aircraft designer and manufacturer with his brother [Maurice Farman](#). His family was British and he took French nationality in 1937.

## Biography

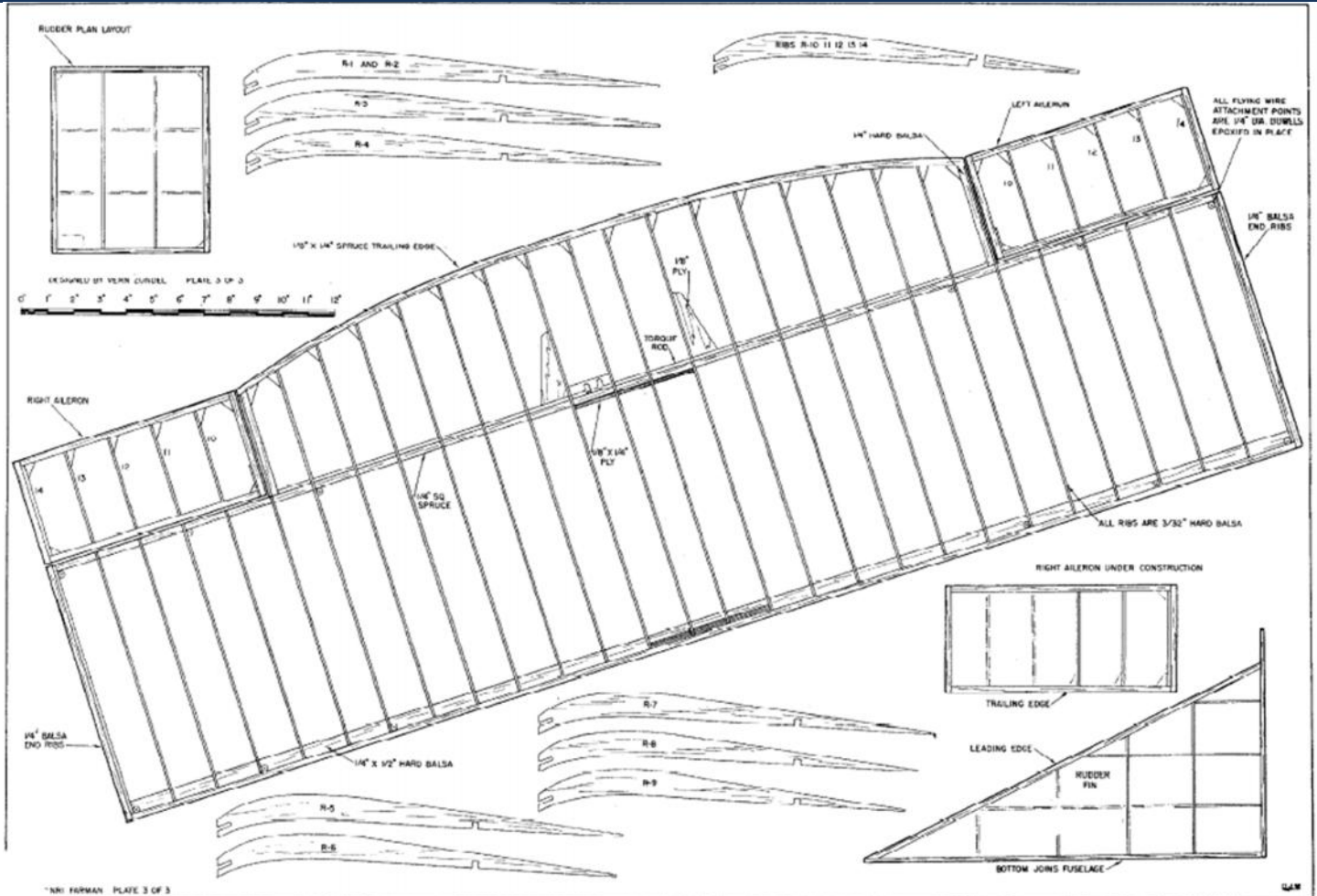
Born in Paris, France, and given the name Henry, he was the son of a well-to-do British newspaper correspondent working there and his French wife. Farman trained as a painter at the [École des Beaux Arts](#), but quickly become obsessed with the new mechanical inventions that were rapidly appearing at the end of the 19th century. Since his family had money, he was able to pursue this interest as an amateur sportsman. In the 1890s he became a championship [cyclist](#), and at the turn of the century he discovered [motor racing](#), competing for [Renault](#) in the [Gordon Bennett Cup](#).

When the [Voisin](#) brothers started their aircraft construction business in 1907 Farman was one of their first customers, ordering a copy of the aircraft that had been built for [Leon Delagrange](#).

He used this aircraft, the [Voisin 1907 biplane](#) to set numerous official records for both distance and duration. These include the first to fly a complete circuit of 1 kilometre (13 January 1908, winning the 50,000 franc *Grand Prix d'Aviation* offered by [Henri Deutsch de la Meurthe](#)<sup>[3][4]</sup>) and 2 kilometres (21 March 1908<sup>[5]</sup>). Some sources state that on 29 March, he became the first to take a passenger into the air,<sup>[5]</sup> [Leon Delagrange](#).<sup>[6]</sup> (Others, however, believe that record belongs to [Wilbur Wright](#) and passenger Charles Furnas on May 14 of the same year.<sup>[7][8]</sup>) Later in 1908, on 30 October, Farman went on to make the first cross-country flight in Europe, flying from [Châlons](#) to [Rheims](#) (27 kilometres in 20 minutes).<sup>[9]</sup>

# Henri Farman 1910 *Aviation Pioneer* 40" & 15" Wing Span Plan

## 40 Inches Plan



In 1909, he opened a flying school at [Châlons-sur-Marne](#) at which [George Bertram Cockburn](#) was the first pupil.<sup>[10]</sup> The same year he made further record breaking flights of 180 kilometres in just over 3 hours (at [Rheims](#) on 27 August) and 232 kilometres in 4 hours 17 minutes and 53 seconds (at [Mourmelon-le-Grand](#) on 3 November).

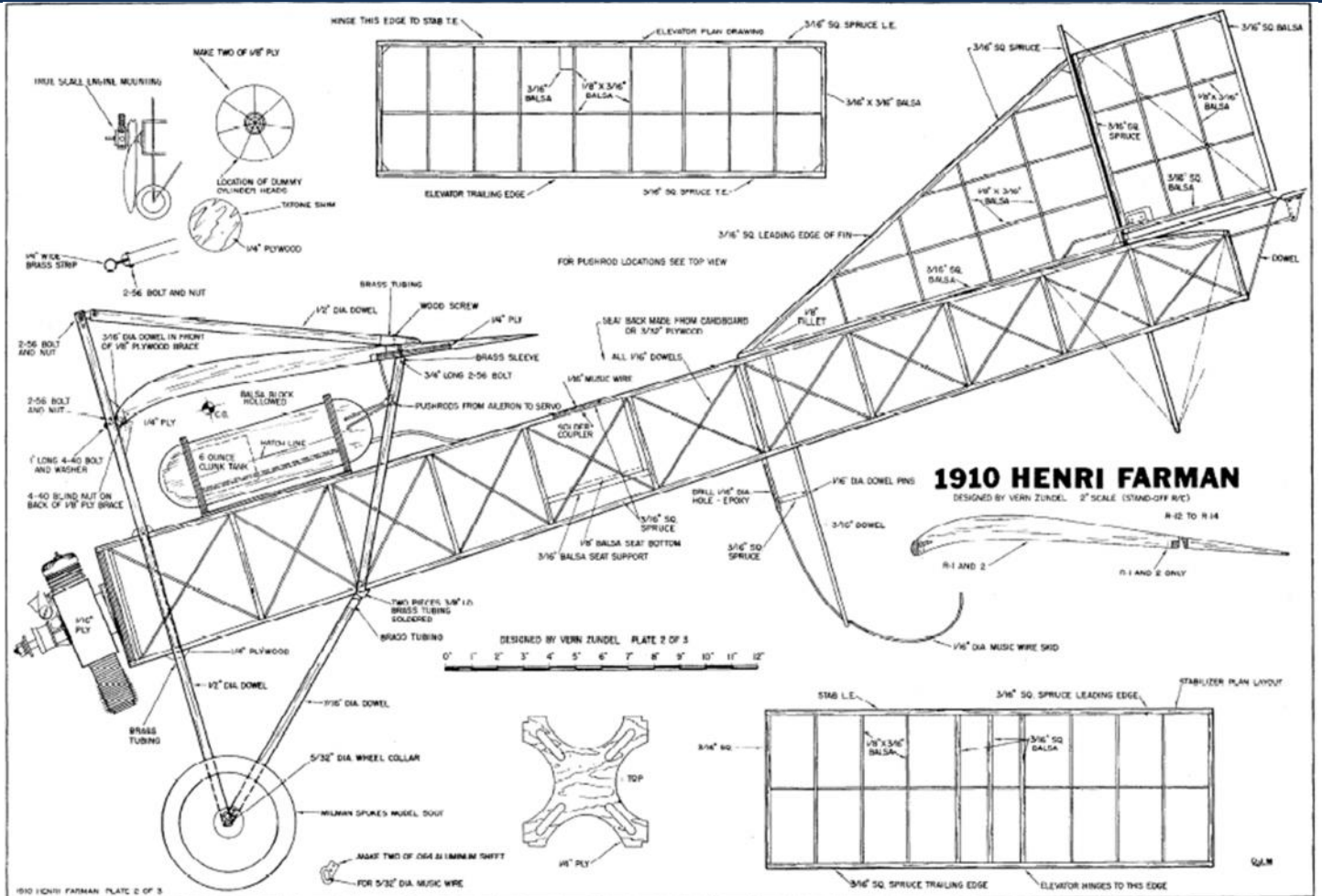
At the end of 1909 Farman fell out with [Gabriel Voisin](#) because Voisin had sold an aircraft that had been built to Farman's specifications to [J.T.C. Moore-Brabazon](#), and started manufacturing aircraft to his own design. The first of these, the [Farman III](#), was an immediate success and was widely imitated.

In partnership with his two brothers [Maurice](#) and [Richard \(Dick\)](#), he built a highly successful and innovative aircraft manufacturing plant. Their 1914 model was used extensively for artillery observation and reconnaissance during World War I. The [Farman Aircraft](#) company's [Goliath](#) was the first long-distance passenger [airliner](#), beginning regular Paris-London ([Croydon Airport](#)) flights on 8 February 1919.



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He was made a [chevalier](#) of the French [Légion d'honneur](#) (French: "Legion of Honour") in 1919. He, along with Maurice, retired in 1937 when the [French Popular Front government](#) nationalised the aircraft industry; Farman's company becoming part the [Societe Nationale de Constructions Aeronautiques du Centre](#).<sup>[2]</sup>

Henry Farman took French nationality in 1937. He died in Paris and is buried in the [Cimetière de Passy](#) in Paris.

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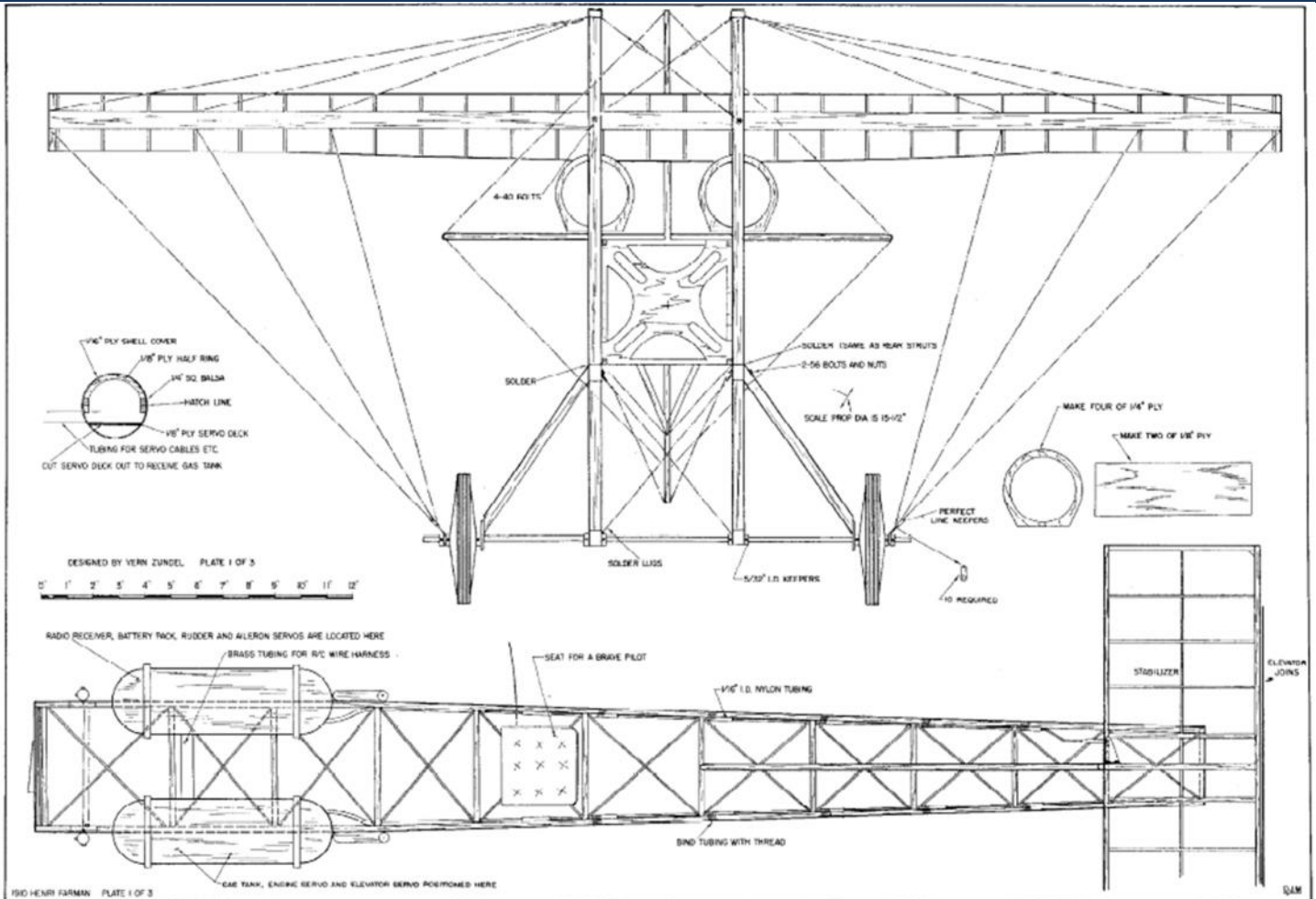
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