



Semalarımızda Osmanlı'ya Ait İlk Tayyarenin Uçuşu

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Mesleğin kutsallığının hatırlandığı, mesleğe katkı sağlayanlara vefanın gösterildiği ve mesleği paylaşanların onu yücelterek aldıkları tatmini artırmaları çabasına duyduğum saygıyı, beraber çalışma şansına sahip olduklarım, yakinen bilir; doğru gerekçelere dayalı karara bağlılığımı da...

...

Her şey Nisan 2014 içinde okuduğum bir haberdeki,

"...nın 15 yıldır "**Türkiye Pilotları Günü**" olarak kutladığı 26 Nisan tarihi, bu yıldan itibaren "**Dünya Pilotlar Günü**" olarak kutlanacak, öneri sahibi ülke olarak ilk kutlama da Türkiye'de gerçekleşecek.

Türkiye'nin ilk pilotu ve 1 numaralı Lisans sahibi Feza EVRENSEV'in Türkiye semalarında ilk uçuşunu gerçekleştirdiği 26 Nisan, son 15 yıldır "Türkiye Pilotlar Günü" olarak kutlanıyordu. 2013 yılı Uluslararası Havayolu Pilotları Dernekleri Federasyonu (IFALPA) Olağan Kongresinde ...'nin yaptığı teklif uygun görüldü ve 2014 yılından itibaren küresel düzeyde "Dünya Pilotlar Günü" olarak kutlanılmaya başlanacağı kararı alındı.
..."

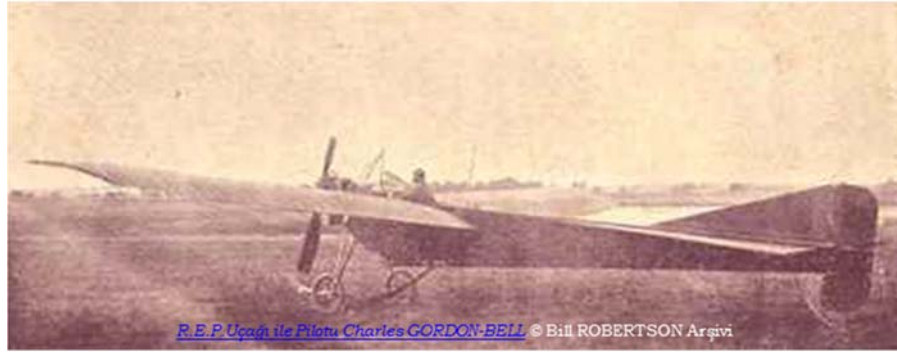
belirlenmesi ile başladı.

Ben de 26 Nisan 1912 gününü araştırdım; ne(ler) olmuştu ki?

Bulduklarım 26 Nisan 1912 günün Osmanlı payitahtı üzerinde mülkü Osmanlı devletine ait ailk tayyaremizin uçtuğu gün olduğunu gösteriyordu; işte, yararlandığım bazı kaynakları ile, konunun detayı:

Türk Havacılığı'nda 26 Nisan

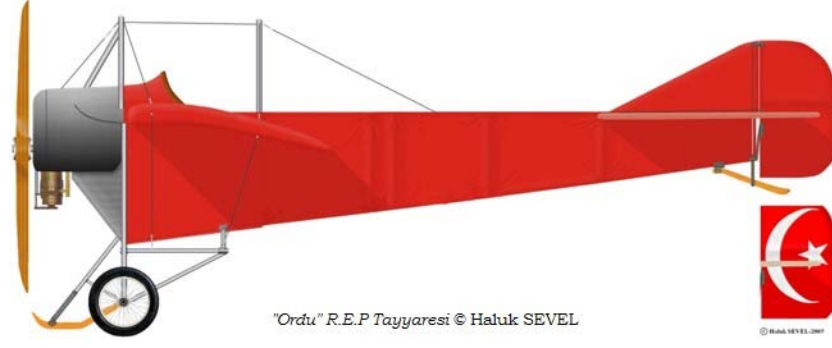
Semalarında Osmanlı'ya Ait İlk Tayyarenin Uçuşu - 26 Nisan 1912



Kaynaklar, Türk havacılığı ile ilgili ilk çalışmalar kapsamında;

- Avrupa ordularındaki havacılık gelişmeleri paralelinde Harbiye Nazırı Mahmut Şevket Paşa tarafından sistematik havacılık girişimi başlatıldığını,
- Bu kapsamda,
 - İlk aşamada,
 - Fransa'daki Blériot Fabrikası'nın uçuş okuluna gönderileceklerin 28 Haziran 1911'de yapılan sınavda belirlendiğini,
 - Bu sınavda en yüksek notu Galatasaray Lisesi (GSL30) mezunu da olan Süvari Yüzbaşı Fesâ bey ve İstihkam Teğmen Yusuf Kenan beyin aldığını,
 - Temmuz 1911'de Fransa'daki Bleriot Fabrikası'nın uçuş okuluna gönderilen Yüzbaşı Fesâ bey 21 Şubat 1912 tarihinde başarı ile mezuniyeti ile Fransa'nı 780 numaralı brovesini alarak Osmanlı Ordusunun bröveye sahip ilk pilotu olduğunu,
 - Diğer taraftan, Türk havacılığının ilk uçuş pisti olarak Ayastefonos (Yeşilköy) ile Safraköy (Sefaköy) arasındaki alana 700 metre genişliğinde ve 1500 metre uzunluğundaki çimlerle kaplı pist ve 16'şar metre yüksekliğinde iki adet hangar yapıldığını,
- Sultan Mehmed Reşad'ın tahta çıkış (cülûs) töreninde uçmak üzere Fransız Robert Esnault-Pelterie (R.E.P.) şirketinden satın alındıktan sonra montajı İstanbul'da tamamlanan ve 26 Nisan 1912 günü yaklaşık 45 dakikalık test uçuşu yapılan LeRouge isimli tayyarenin Osmanlı Payitahtı semalarında uçan ilk askeri tayyare olduğunu ve bu uçuşun pilotu olma ayrıcalığının İngiliz öğretmen pilot Charles Gordon BELL'e ait olduğunu,
- LeRouge tayyaresinin, Osmanlı envanterine Ordu ismi ile girmesinden sonra 27 Nisan 1912 günü Hürriyet-i Ebediye tepesinde düzenlenen Sultan Mehmed Reşad'ın tahta çıkış töreninde tören kıtalarının (Okmeydanı) resmi geçidi üzerinde pilot C.G. BELL tarafından uçurulduğunu,
- Pilot C. G. BELL'in Osmanlı'nın ilk hava birliklerinde görev yaptığını,

göstermektedir.



Özetle, mevcut kaynaklara göre;

- **21 Şubat 1912 günü Yüzbaşı Fesâ bey tarafından Bleriot Fabrikası'nın uçuş okulunda alınan uçuş brovesi ilk Türk pilot brovesidir.**
- **26 Nisan 1912 günü,**
 - **Ordu isimli R.E.P. tayyaresi Osmanlı payitahtı üzerinde ilk uçan tayyaredir.**
 - **Bu tayyarenin pilotu İngiliz öğretmen pilot Charles Gordon BELL de Osmanlı payitahtı üzerinde ilk uçan pilottur.**

Kaynakça :

1. Ayşe Nur KARA; "[İlk Türk Uçağının Uçuşu](#)"; 17.12.2012.
2. Early Aviators; "[Charles Gordon-Bell 1889-1918](#)".
3. Edward J. ERICSON; "[Defeat in Detail: The Ottoman Army in Balkans, 1912-1913](#)"; 2003.
4. Flight; "[Death of Captain C. Gordon BELL](#)"; 01.08.1918.
5. Hv.K.K. Web Sayfası; "[Tarihçe - Kuruluş Yılları](#)"; 08.02.2012.
6. Hv.K.K. Web Sayfası; "[Tarihçe - 1911-1918](#)"; 02.04.2011.
7. Mavi Boncuk; "[First Flight of a Turkish Military Aircraft](#)"; 18.04.2008.
8. Osmanlı; "[İlk Türk Uçağının Uçuşu](#)".
9. Peter H; "[Axis History Forum](#)"; 11.10.2007.
10. SkyHaber24; "[İlk Türk Uçağı](#)".
11. Wikipedia; "[Charles Gordon Bell](#)".

...

Kaynaklarda belirtilenlere göre, Osmanlı payitahtı üzerinde uçan bu ilk tayyareyi İngiliz öğretmen pilot Charles Gordon BELL kullanıyordu. Osmanlı envanterine girmek üzere getirilen, İngiliz bir pilotun kullandığı bir Fransız tayyaresinin 26 Nisan 1912 günü İstanbul semalarındaki ilk tayyare olmasının Türk pilotluğu ile ilişkilendirilerek özel bir gün yapılması sebebi bu kaynaklarda yer almıyordu.

... Osmanlı payitahtı üzerinde bir uçuşun veya pilot Charles Gordon BELL'in dünya pilotluğu için anma günü yapılacak seviyede özel anlamı ise zaten yoktu.

Ama...

... ama, Galatasaray Lisesi mezunu da olan Süvari Yüzbaşı Fesâ bey'in Bleriot Fabrikası'nın uçuş okulu mezuniyetinde Fransa'nın 780 numaralı brovesini aldığı 21 Şubat 1912 günün Türkiye'de pilotluk açısından anlamı var; hem de çok büyük!

O halde, niye '**Türkiye Pilotlar Günü**' 21 Şubat değil diye düşündüm...

Daha önce, Fesâ bey'in pilotluğuna ithafen yapılan teklif uygun görülerek '**Türkiye Pilotlar Günü**'nün aynı zamanda '**Dünya Pilotlar Günü**'nü olması nedeni ile bu yeni duruma da 'International Federation of Air Line Pilot's Associations, IFALPA' ve 'European Cockpit Association, ECA' gibi uluslararası pilot kuruluşları uyum sağlayabilirler...

Ne dersiniz?

1 numaralı ilk Türk pilot brovesine sahip büyüğüm Mehmet Fesâ EVRENSİZ'i rahmet ve minnetle anıp, tüm pilotların her gününü kutlayarak ve emniyetli uçuşlar diliyerek...



NOT: Yararlandığım kaynaklar arasında beni en çok heyecanlandıran İngiliz Öğretmen Pilot C. Gordon BELL'in ölümü ile ilgili haber ve hayat hikayesi özetine yer veren 'Flight Dergisi'nin 01.08.1918 günkü sayısının kopyası oldu; işte bazılarının kopyası:



Charles Gordon Bell

From Wikipedia, the free encyclopedia

http://en.wikipedia.org/wiki/Charles_Gordon_Bell

Charles Gordon Bell	
Birth name	Charles Gordon Bell
Born	31 May 1889
Died	29 July 1918 (aged 29) Villacoubley
Allegiance	 United Kingdom
Rank	Major (temporary)
Other work	flying instructor, test pilot

Charles Gordon Bell (31 May 1889 – 29 July 1918) was an early British pilot. He was one of the first hundred licensed pilots in the United Kingdom, and in a short career became known as one of the most skilled and experienced pilots in the country. During the First World War he became an ace, shooting down five German aircraft, before returning to England to work as a flying instructor and test pilot. He was killed in July 1918, when an experimental aircraft he was flying crashed in France.

Early career[[edit](#)]

Gordon Bell was awarded [Aviator's Certificate #100](#) by the [Royal Aero Club](#) in 1911, making him one of the earliest qualified pilots in the country.^[1] As with many early aviators, he had learned at the [Brooklands](#) flying school.^[2] He then moved to France, where he worked for [Robert Esnault-Pelterie](#)'s aircraft firm R.E.P.; while demonstrating one of their aircraft to potential buyers in Turkey, he became the first person to fly across the [Sea of Marmara](#).^[2]

Over the following years, he became famous in flying circles, and was considered one of the most skilled pilots in the country.^[3] By 1914, he had flown over sixty different models of aircraft.^[2] However, his reputation had been damaged by a fatal accident at Brooklands in 1913, where Gordon Bell's aircraft crashed whilst flying low over the airfield. The accident was ruled entirely due to pilot error,^[4] and he was formally cautioned by the Royal Aero Club.^[5] The passenger, a naval lieutenant, was killed, and Gordon Bell was badly injured.^[3]

Military service[[edit](#)]

At the time of the outbreak of the [First World War](#), he was called up as a [Special Reserve](#) officer by the [Royal Flying Corps](#), and flew on active service over the [Western Front](#).^[2] He became an "[ace](#)", credited with shooting down five enemy aircraft.^[6] He served with [No. 10 Squadron RFC](#), flying [Bristol Scouts](#).^[7]

Ill-health caused Gordon Bell to be invalided back to England at the end of 1915, where he was appointed to command a squadron at the [Central Flying School, Upavon](#), rising to the temporary rank of Major. In late 1917 he was invalided out of the Army, and joined [Vickers](#) as a [test pilot](#). He was killed on 29 July 1918 while flying an experimental [Vickers F.B.16E](#) at [Villacoublay Airfield](#), and buried at [Cimetière des Gonards](#) in Versailles.^[8]

References[[edit](#)]

- ↑ **Jump up**[^] *Flight* 8 July 1911
- ↑ Jump up to:^a ^b ^c ^d *Flight* 1 Aug. 1918
- ↑ Jump up to:^a ^b [Balfour, Harold](#) (1973). *Wings over Westminster*. London: Hutchinson. pp. 24–25. ISBN 0091143705.
- ↑ **Jump up**[^] *Flight* 5 July 1913
- ↑ **Jump up**[^] *Flight* 18 October 1913
- ↑ **Jump up**[^] *Above the Trenches: A Complete Record of the Fighter Aces and Units of the British Empire Air Forces, 1915–1920*. p. 71.
- ↑ **Jump up**[^] [Charles Gordon Bell](#), *The Aerodrome*
- ↑ **Jump up**[^] [BELL, C.G.](#), *Commonwealth War Graves Commission*



Flight; "Death of Captain C. Gordon BELL"; 01.08.1918

AUGUST 1, 1918.

FLIGHT

Capt. CHARLES DAVID DANBY, M.C., R.A.F., who was killed in an accident while flying on July 18th, aged 31 years, was an only child, and was educated in France, at St. Paul's School and the School of Mines. He held an engineering appointment in Egypt under the Government when war was declared, and at once came home and obtained a commission in the Royal Tyne Engineers. He was transferred in the spring of 1915 to the R.F.C., and was soon sent to the front. He was one of the first to take photographs over the enemy lines, and was awarded the M.C. for a daring flight, from which he returned with valuable photographs. Invalided home through typhoid about a year ago, he had since been teaching and organising. He spoke French, Spanish, and Arabic, and was a fine boxer.

Lieut. GEORGE FREDERICK DELMAR-WILLIAMSON, Royal Highlanders (Black Watch) and R.A.F., who was accidentally killed while flying on July 12th, aged 19 years, was the only son of Frederick and Emily Delmar-Williamson. He served in France in 1917, until invalided home.

Sec. Lieut. A. NOEL EALAND, R.A.F., who was accidentally killed on July 15th while flying at the front, was the son of the late Charles Winn Ealand, of Kirkby Lonsdale. He was educated at Shrewsbury and became a solicitor. At the time of his death he was in partnership at Thetford, Norfolk. After serving for two years with the Red Cross in France, he obtained a commission in a Dragoon regiment, but subsequently transferred to the R.A.F. Wireless Section. He married, in 1910, Miss E. Augusta Horwood, daughter of Lieut.-Col. T. Horwood, of Aylesbury, and leaves a widow and three sons.

Capt. BARRINGTON CHADWICK QUINAN, Canadians, attached R.A.F., who died of pneumonia at Maghall, Liverpool, was the youngest son of Mrs. W. L. Chadwick, Newlands, Glasgow.

Married.

[COLONEL EDWARD FEATHERSTONE BRIGGS, D.S.O., R.A.F., son of the late Mr. William Briggs, of Clifton, Bristol, was married on July 27th at St. Michael-le-Belfrey, York, to Miss VIOLET LONG, the only daughter of Mrs. ERNEST LONG, of York. A guard of honour was provided by men of the Royal Air Force and W.A.A.C.'s employed at headquarters.

ALLAN R. CHURCHMAN, D.F.C., R.A.F., son of the late Andrew Churchman and Mrs. Churchman, of Hammersmith, was married on July 17th, at All Saints', Putney Common, to DORIS, youngest daughter of Mr. and Mrs. EDWARD GREVILLE, of Putney, S.W.

Maj. C. K. COCHRAN-PATRICK, D.S.O., M.C., R.A.F., was married on July 27th, at St. Mark's, North Audley Street, to ELLA, daughter of Mrs. SYDNEY GROSS, 55, Green Street, Park Lane.

PRIVATE HAROLD DARKE, R.A.F., and Miss DORA GARLAND were married at St. Michael's Church, Cornhill, E.C., on Thursday, July 25th.

Maj. RUSSELL WILLIAM GOW, D.S.O., D.S.C., Croix de Guerre, only son of Mr. and Mrs. William Gow, of Hoylake, Cheshire, was married on July 18th at St. Mary's Church, Beverley, to GLADYS, younger daughter of Mr. and Mrs. WILLIAM HODGSON, Westwood Hall, Beverley.

Lieut. GEORGE W. M. GROVER, R.A.F., was married on July 17th at Holy Trinity Church, Ryde, Isle of Wight, to JOSEPHINE W. (JOAN) PATTERSON, younger twin daughter of Mr. and Mrs. W. R. PATTERSON, of Sorrento Lodge, Ryde.

Lieut. WILLIAM FRANK HELLYAR, R.A.F., only son of Mr. and Mrs. William J. Hellyar, of Cavendish Road, Clapham Common, was married on July 27th at St. Saviour's Church, Brixton Hill, to "DOLLY," second daughter of Mr. and Mrs.

HENRY W. CHAPPEL, of "Suffabad," Bonham Road, Brixton Hill.

Surgeon ALEC GEORGE HOLMAN, R.N. (attached R.A.F.), second son of the late Frank Holman and Mrs. Holman, of Westbury-on-Trym, Bristol, was married on July 25th, at the parish church, Great Yarmouth, to GRACE KATHLEEN, fifth and youngest daughter of the late CHARLES N. BROWN and Mrs. BROWN, of The Elms, Southtown, Great Yarmouth.

Lieut. P. N. MELITUS, R.A.F., elder son of Mr. Harry Melitus, of 46, Holland Park, W., was married on July 27th at St. Ambrose Church, Bournemouth, to HEBE MADGE, eldest daughter of the late Mr. B. B. EVANS, J.P., of "Fair Elms," Hatch End, Middlesex, and Mrs. EVANS, Craigailea, Alum Chine, Bournemouth.

Lieut. C. H. VERNON, R.A.F. Medical Service, son of Maj. Vernon, T.D., F.R.C.S., and Mrs. Vernon, of Bournemouth, was married on July 25th at Westminster Chapel, Buckingham Gate, to EDITH, elder daughter of Rev. and Mrs. A. E. ABEL, of "The Manse," Godalming.

To be Married.

The engagement is announced between Capt. WALTER E. G. BRYANT, Royal Fusiliers, attd. the R.A.F., eldest son of Mr. and Mrs. W. E. Bryant, of Streatham Common, and Miss ELSIE JUANITA FISHER, younger daughter of Mr. and Mrs. FISHER of Blundellsands, and Willaston, Chester.

The marriage arranged between Capt. H. W. BUNBURY, the Suffolk Regiment and R.A.F., and Miss MARGARET MURRAY will take place at St. James's Church, Piccadilly, on August 24th, at 2.30.

The engagement is announced of Lieut. JAMES CHARLES FAIRFAX, R.A.F., of Milton Road, Hanwell, and Miss MILDRED COLLETT IRWIN, of Fowler's Walk, Ealing.

The marriage arranged between Sec. Lieut. G. B. FIELDING, R.A.F., son of the late Rev. G. F. M. Fielding, Stoke Wake, Dorset, and Dover, and ESMÉ, youngest daughter of the late OUTRAM KELLIE MCCALLUM and Mrs. KELLIE MCCALLUM, Monowai, Fleet, Hants, will take place quietly in London on August 10th.

A marriage has been arranged, and will shortly take place, between Brig.-Gen. P. R. C. GROVES, D.S.O., R.A.F., elder son of J. Groves, late of the Public Works Department, India, and MARGOT, elder daughter of the late CLAYTON GLYN, of Durrington House, Harlow, and Mrs. GLYN.

The engagement is announced between Maj. KEITH R. PARK, M.C., C. de G., R.F.A., and R.A.F., son of Prof. J. L. Park, F.G.S., B.Sc., of Aberdeen and New Zealand, and DOROTHY MARGARITA (DOL), daughter of Maj. and Mrs. WOODBINE PARISH, of 2, Stanhope Street, Hyde Park.

The engagement is announced of Lieut. HAROLD PEARSE, R.A.F., son of the late Walter Pearse, and of Mrs. Pearse, of Newcastle-on-Tyne, and GWENDOLINE GERTRUDE ALLEN, younger daughter of Mr. and Mrs. ALLEN SIMPKIN, of Endcliffe Cottage, Sheffield.

A marriage has been arranged, and will take place at the beginning of September, leave permitting, between Capt. WILLIAM STORMONT, R.A.F., and BETTY, youngest daughter of the late WILLIAM HAZELL and Mrs. HAZELL, Broughty Ferry, Scotland.

The engagement is announced of Capt. GUY ERNEST WILLIAMSON, R.A.F., second son of Mr. and Mrs. S. T. Williamson, of Beechcroft, Chislehurst, and GLADYS NATHALIE, second daughter of Mr. and Mrs. W. M. JOHNSON, of Barnfield, Bromley, Kent.

Death of Captain C. Gordon Bell.

It is with the greatest regret that we have to record the death of Capt. C. Gordon Bell in a flying accident in France on Monday evening. He was one of the real pioneers, having learnt to fly at Brooklands on the famous Hanriot, "Henrietta," in 1910. He taught several others to fly on the old machine, and then went to the R.E.P. firm in France, where he quickly made a reputation as a born pilot. While with the R.E.P. firm he went to Turkey to demonstrate some machines, and had the privilege of being the first to fly across the sea of Marmora. On his return to England he flew as many made practical acquaintance with over sixty different types. No matter what size machine, large or small, Capt. Bell was quite prepared to undertake its pilotage. He was in the R.F.C. reserve and consequently when war was declared, he went on active service, until ill-health necessitated his return home. He then resumed instruction and experimental work, rising to the rank of temporary Major. Towards the end of last year he was invalided out of the Army and returned to his old work of testing new machines, and was, up to the time of his untimely death, so engaged with Messrs. Vickers, Ltd.

The Death of Mr. Boyle.

At an inquest held on Saturday last on Mr. Edwin Boyle, aircraft designer, it was stated that he ascended in an aeroplane for the purpose of demonstrating a parachute. He got out on a specially constructed platform, and at a height of 400 ft. jumped off. Owing to a hook breaking the whole parachute casing gave way, and the parachute failed to open. Boyle fell to the ground and was instantly killed. Evidence was given that the hook had been tested to a ton dead weight, and several tests had also been made with it by the manufacturers, and everything found to be satisfactory.

863

FLIGHT dergisinin 1 Ağustos 1918 tarihli sayısının 863'üncü sayfasında Gordon BELL'in ölümü ile ilgili haber (sarı çerçeveli bölüm) içinde:

Death of Captain C. Gordon BELL

"... He was one of the real pioneers, having learner to fly at Brooklands on the famous Hanriot, "Henrietta" in 1910. He thoughtseveral others to fly on the old machine, and then went to the R.E.P. firm in France, where he quickly made a reputation as a born pilot. While with the R.E.P. firm he went to Turkey to demonstrate some machines, and he had the privilege of being the first to fly across the sea of Marmara. On his return to England he flew as many amchines as he could, and..."



First Flight of a Turkish military Aircraft by Mavi Boncuk

April 26 1912 over Istanbul and Bosphorus, reaching an altitude of 1000 feet in a red painted REP [1] plane named Ordu (army) by Charles Gordon Bell [2]



Notes

[1] Robert Albert Charles Esnault-Pelterie (November 8, 1881–December 6, 1957) was a pioneering French aircraft designer and spaceflight theorist.



He was born in Paris, the son of a textile industrialist. He was educated at the Faculté des Sciences, studying engineering at the Sorbonne. His early experiments in aviation were based on the Wright brothers machine, and used a biplane glider. His glider designs were tested on a beach near Calais, using wing-warping techniques for controlling the flight. However his designs were based upon misinformation and proved a failure.

After condemning the Wright brother's approach, he developed the concept of the aileron along the trailing edge. This is now a standard roll maneuvering element on most modern aircraft. (Note that the aileron was also invented independently by the Aerial Experiment Association, headed by Alexander Graham Bell). In 1906 he began his first experiments in towed flight. On September 19, 1906 he flew 500 m. He made his first powered flight on October 10, 1907, a distance of 100 m with the Pelterie I (or R.E.P. I). This was driven by a seven cylinder, 30 hp air-cooled engine.

[2] Charles Gordon Bell (b. Paddington, London 31 May 1889 –d. Villacoubley 29 July 1918)



Major Royal Flying Corps Royal Air Force Units: 10, 41 Victories: 5 Cemetery: Les Gonards Cemetery, Versailles, Yvelines, France A well known pre-war aviator, Bell was an experienced and aggressive pilot when he joined the Royal Flying Corps in 1914. The highest scoring Bristol Scout pilot of the war, he was posted to 10 Squadron and claimed 5 victories in 1915 before ill health forced his return to England at the end of the year. Famous for his stammer and the monocle he sometimes wore, he helped train James McCudden. He was killed during a test flight in 1918.

BRITISH AIR VETERAN KILLED. Captain Gordon Bell, belonging to the British Air Force, was trying a new machine near Versailles when, through some unknown cause, the aeroplane crashed to the ground. The officer was killed on the spot. Captain Bell was a veteran aviator, and participated in the first trials which were organised in France. He afterwards went to Turkey, and on his return to England was seriously injured at Brooklands. He joined the aviation service on the outbreak of war. The News of the World - Sunday, August 4, 1917

Posted 18th April 2008 by M.A.M



CHARLES GORDON-BELL

1889-1918

<http://www.earlyaviators.com/ebellgor.htm>



1630, -Les Oiseaux de France
Monoplan Esnault-Pelterie (REP) piloté par GORDON BELL.
Collection of Bill Robertson, 8-29-05

BIOGRAPHICAL NOTES - 1

via email from Bill Robertson, 8-27-05

Looking on Google for references to Gordon Bell I came across your appeal for more information.

I collect anything to do with Turkish Aviation. Gordon Bell featured as something of a hero in Turkey. He flew his Rep monoplane at the Coronation of Sultan Mehmed Reshad V on 27 April 27 1910 and reputedly landed it within the walls of the Topkapi palace.

Later in 1912 during the Italo-Turkish war in Libya, he was involved in training pilots for the fledgling Turkish Airforce as a representative of the REP organisation.

Basically that is all I know about him, and I was hoping for more.

I have two postcards showing his famous red REP "Ordu".

If you want I can send you scans.

Bill Robertson



LeROUGE monoplan REP piloté par GORDON BELL
Collection of Bill Robertson, 8-29-05

BIOGRAPHICAL NOTES - 2

via email from Bill Robertson, 10-1-05

I came across a revealing reference to Gordon Bell in on a photocopied page of a book that I had. As follows:

"BELL, Charles Gordon: Aviator, started in motor business, Serving apprenticeship at Napier motor works. In 1911 was engaged by REP, and at the time was the only English representative to be employed by a French firm; qualified for brevet No. 100 at Brooklands, on Hanriot monoplane, July 4, 1911; in April 1912 carried out the first flight over Constantinople and started the Turkish Air Corps; served for three years in Royal Flying Corps; since invalided out; b. London, May 31st 1889; educated at Tonbridge School."

taken from

The Flying Book, the Aviation World Who's Who, Industrial Directory,
by W.L.Wade 1918

BIOGRAPHICAL NOTES - 3

via email from Rusty Mott, 12-8-11

Dear Mr. Cooper,

I think I can add something interesting to your knowledge about Major Charles Gordon-Bell. Gordon-Bell was one of two pilots to fly souvenir copies of the Paris newspaper, Le Matin, Wednesday 28 May, 1913, the first to be flown across the channel, from Paris to England, to deliver to His Majesty the King, George V, at Windsor Castle. Gordon-Bell's monoplane developed engine trouble and he never reached Windsor. Those two copies were printed on silk. That evening he learned that the other copy, the only other one printed on silk, had been delivered successfully. Thus, he kept his for a little while before giving it to W. Naylor Spence. Spence was, according to "Flight", February 3, 1912, clerk of the Manchester Aero Club, and was elected to membership in the Royal Aero Club of the United Kingdom, June 18, 1915.

I own the Gordon-Bell copy printed on 8 leaves on silk, accompanied by a letter from 7 November 1920 by W. Naylor Spence to Major G. F. Sexton, to whom he was giving the newspaper, in which Spence gives the history of the flight, mentioning Gordon-Bell. I would hazard the guess that we have owned it somewhere between 40 and 50 years, and just today, thanks to Google, I noticed your request for information about Gordon-Bell.

Gordon-Bell is also mentioned pp. 191-194 in Charles Cyril Turner's "[The Old Flying Days](#)" (1927; reprinted 1972). You can Google that volume.

Sincerely,

Rusty Mott
Howard S. Mott, Inc. Rare Books
Sheffield, MA



Fêtes d'Aviation, NANCY-JARVILLE, 7 et 8 1912
18. - Gordon Bell au départ sur son monoplan "Rep"
Collection of Jean-Pierre Lauwers

Bell Crashes in Brooklands, (UK) - 1913
from [Aircraft Deaths - 1910 to August 1914](#)
by Dave Lam

Dave has found a record of a plane crash on June 13, 1913 involving Gordon Bell. Luckily, Gordon was not killed, but his passenger, J.R.B. Kennedy, did not survive the crash.

ONLINE RESOURCES

Using the Google search engine on "Gordon Bell" +aviation, (8-27-05), you will find about 685 links! A few of them appear to be relevant.

[British Civil Aviation in 1912](#)

On the RAF Museum website, you will find this listing of notable events which occurred in 1912. It offers the following brief note:

"Also this year...

Gordon Bell becomes the first professional test pilot for the Short Brothers at Eastchurch."

You can access the page by clicking on the title above.

[Australian Naval Aviation](#)

Part I

By Group Captain Keith Isaacs, AFC

If you search this very extensive pdf file for "Gordon Bell," you will find the following paragraph.

"The Royal Naval Air Service was formed on July 1, 1914, and on the 28th Longmore, flying a three-bay Short Folder seaplane, made the first successful air-torpedo drop by a naval pilot in Great Britain. Apparently test pilot Gordon Bell had made the very first drop the previous evening..."

You can access the page by clicking on the title above.

[Brooklands Aero Club Flying Meeting Programme.](#)

This page on the [Invaluable](#) website, offers a listing of documents which are being offered during the "Dominic Winter Auctions [Books] , Archived Sales, Collectables () , - Thursday, November 11, 2004. The following document includes reference to Gordon Bell.

"Brooklands Aero Club Flying Meeting Programme, Saturday, May 11th, 1912, orig. printed programme, on a single folded sheet of card, glazed yellow outer cover, with printed list of pilots and machines entered for a cross-country handicap To Chertsey and Back, and a relay race, round the course, Two Laps Each, some soiling and creases, and other marks, outer corners clipped, approx. 12.5 x 9 cms. A scarce early Brooklands Aviation programme, with participants incl. Gordon Bell, Pashley, Sopwith, Sabelli, Parke, Raynham and others. "

You can access the page by clicking on the title above.

;



Axis History Forum

<http://forum.axishistory.com/viewtopic.php?t=128875>

Peter H 11 Oct 2007, 13:26

Mate

Both sides [Bulgarian (recruited group, Italians & Russians) Army & Turkish (recruited group, Britishes) Army] recruited foreign aviators in 1912. Most like Hedley were deemed "mercenaries" recruited when hostilities broke out.

Russians made up a large percentage of the Bulgarian aviators. In February 1913 one Russian, in error, landed behind Turkish lines and was captured.

Several French, and some British pilots also flew for the Greeks.

The first flight of a Turkish military aircraft was made by the Englishman Gordon Bell on the 26th April 1912 over Constantinople.

Gordon Bell:

<http://www.earlyaviators.com/ebellgor.htm>

Collins Pizey also served as an instructor for the Turks:

<http://www.earlyaviators.com/epizey.htm>

From what I can gather the following pilots also flew for Turkey during the Balkan War 1912/13:

German--Adolf Rentzel, Reinhold Jahnow, Mario Scherff, Walter Kray
French-- four pilots, one named Granil, the other 3 names unknown

Scherff:

<http://www.earlyaviators.com/escherff.htm>

Oberleutnant Reinhold Jahnow of the German Air Service becomes the first German airman to lose his life on active service when he was killed at Malmedy in August 1914.

Jahnow in the Balkankrieg:

<http://www.propellerblatt.de/images/Heft10/001004.jpg>



Post by SteveBecker » 11 Oct 2007, 02:19

Mates,

I noticed this on the other site?

"William Snowdon Hedley served with the Bulgarian Army during the Balkan Wars 1912-1914. The Bulgarian government recruited a group of foreigners, mainly Italians and Russians, to fly on operations against Turkish forces. Hedley was awarded the Cross of the Military Order for Bravery."

Any ideas on his service in the Bulgarian Army pre war?

Cheers

S.B



İlk Türk Uçağı

<http://www.skyhaber24.com/ilk-turk-ucagi/>

Sultan Mehmed Reşad 27 Nisan 1912 de cülus töreninde ilk Türk uçağı, ilk uçuşunu yapmıştır.

Teğmen Kenan ve Yüzbaşı Feza 1912 senesinde Fransız Okulu olan Bleriot uçuş okulu bitirdiler.

Tayyare mektebinde ilk görevlerine başlamışlardı.

Yüzbaşı Feza ve Teğmen Kenan Fransa'dan yeni alınmış olan 2 adet 2 kişilik **Deperdessin marka** uçakla test uçuşu yapmalarına karar verilmişti.

Büyük bir şanssızlıkla hava şartlarının kötü olması ve aşırı fırtına sonucunda Yeşilköy'de bekleyen uçakların üzerinde çatı düşerek 2 uçakda kullanılmayacak hale gelmişti.

Böylece bu iki uçağın macerası daha uçmadan bitmişti. Hemen *Fransız uçak fabrikası* ile yeniden görüşmeler yapıldı ve 30.000 franka yeni bir uçak sipariş verildi.

Yeni alınacak uçağın, **Sultan Mehmed Reşad'ın 27 Nisan'da yapacağı cülus törenindeki** şenliklere yetiştirilmesi isteniyordu.

Pilot Gordon Bell idaresinde 26 Nisan'da İstanbul'a uçak yetiştirildi.

Yeşilköy'den kalkış yaparak İstanbul üstünde 45 dakika boyunca ilk test uçuşu gerçekleştirdi.



Sultan Mehmed Reşad

Sultan Mehmed Reşad, Cülus törenine katılmak için Hürriyet-i Ebediye tepesine (Okmeydanı) vardığında, Pilot Gordon Bell tarafından kullanılan uçak da 13.20'de Yeşilköy'den kalkışını yaptı, 13.30'da tören alanına geldiğinde tören kıtaları üstünden resmi geçite katılmıştır.



İlk Türk Uçağının Uçuşu

17 Aralık 2012 Pazartesi

Ayşe Nur KARA

<http://tarihboyunca.blogspot.com.tr/2012/12/ilk-turk-ucaginn-ucusu.html>

İlk Türk uçağının uçuşu, Sultan Mehmed Reşad'ın 27 Nisan 1912 tarihindeki cülus töreninde yapılmıştır.

Bir Fransız okulu olan Bleriot Uçuş Okulu'ndan 1912 yılında mezun olan Yüzbaşı Feza ve Teğmen Kenan Bey, Tayyare mektebinde göreve başlamışlardı.

Bu iki pilotun, Fransa'dan yeni alınan Deperdessin marka iki adet çift kişilik bir uçakla deneme uçuşu yapmalarına karar verilmişti.

Fakat şiddetli bir fırtına sonucu Yeşilköy'de bulunan uçakların üzerindeki sundurmalar yıkılarak, uçaklar kullanılmayacak hale gelmişti. Bu nedenle alınan bu ilk uçaklar uçurulamamış, bunun üzerine birkaç ay sonra, Fransız uçak fabrikasıyla yapılan sözleşmeyle 30.000 franka yeni bir uçak satın alınmıştı.

Uçağın 27 Nisan'da yapılacak olan cülus törenindeki şenliklere katılması isteniyordu.

26 Nisan'da pilot Gordon Bell idaresinde İstanbul'a gelen uçak, Yeşilköy'den havalanarak İstanbul üzerinde 45 dakikalık bir deneme uçuşu yaptı.

Cülus törenine katılmak için gelen Mehmed Reşad, törenin yapılacağı yer olan Hürriyet-i Ebediye tepesine (Okmeydanı) ulaştığında, Gordon Bell tarafından kullanılan uçak da 13.20'de Yeşilköy'den havalanmış, 13.30'da tören alanına ulaşarak tören kıtaları üzerinde resmi geçite katılmıştır.

The first Turkish aeroplane flew on the 27th of April 1912, in the salary ceremony (culus toreni) of Sultan Mehmed Resad.

Two pilots, Captain Feza and Lieutenat Kenan, who were graduated from Bleriot, a French school, in 1912, started to lecture in Tayyare Mektebi (School of Air Forces).

These two pilots were allowed to fly with one of the two Deperdessin planes, which were bought from France.

Unfortunately, after a severe storm, these two planes were damaged in Yesilkoy and they became out of use. Several months later, a contract was made with a French factory, and a new plane for 30.000 franks was bought.

This plane was maintained to participate in the salary celebration (culus toreni) on 27th of April.

The plane was brought to Istanbul on 26th of April, by Gordon Bell and made a 45-minute test flight over Istanbul.

By the time Sultan Mehmet Resad's arrived to the ceremony in Hurriyet-i Ebediye hill (Okmeydani), the plane flew on 13:20 from Yesilkoy and arrived to the ceremony on 13:30 and participated in the official parade.

Kaynak--> www.osmanli.gen.tr

İLK TÜRK UÇAĞININ UCUSU

<http://www.osmanli700.gen.tr/sectik/sectik1.html>

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