



**MILITARY & AVIATION HISTORY**  
**Sir Barnes Neville Wallis**  
**Sir Winston Spencer Churchill**  
THURSDAY 19 NOVEMBER 2020

EST. 1988  
**Dominic Winter**  
**Auctioneers**



23rd. August, 1913.

J.W. Dunne, Pioneer Aviation  
Archive of Photographs and Letters.  
Estimate £700-1000 (lot 68)

*Private*

*Wendy*

Dear Miss Dunne,

Here are some of my photographs.

The series pinned together must be looked

at in the ... aren't they  
How has your time

at Dunne's neck

Has it been out yet?  
I'm getting to feel that flying

My dear Dunne  
What news of your airplane? In  
di. has any been  
my keen to know.  
(Egan device)

Miss Dunne,  
Parsonage Farm,  
Minster,  
Isle of Sheppey.

Dear Miss Dunne,

I return you herewith the cuttings. It really  
splendid, and I must heartily congratulate Dunne on his success.  
I wrote him a letter yesterday which he may think unkind, but  
e, I am most anxious to stop him from  
ke of the invention

f over business details.

I deny all  
Cadogan

July 27/1904

Dear Baden Powell

Perhaps it would be best  
I explained my apparatus to you but  
re go any further. If you can come  
round here at about one o'clock on  
or any other day that would suit  
I could give you lunch at a  
restaurant close by. The house is  
unoccupied, and we are living in a  
d room otherwise I could feed you



Publishing Office:  
MACMILLAN & CO., Ltd.  
ST. MARTIN'S STREET,  
LONDON, W.C.

November 30, 1908.

of business letters to be addressed to  
The Publishers  
Communications to the Editor  
THE ADDRESS: PHISPS, LONDON  
POST NUMBER: 500 HERALD.

The Editor of Nature presents  
his compliments to Mr. H. G. Wells, and  
writes to say that on the whole he thinks it  
would be best for Mr. Wells or his friends to  
set into communication with the secretary of  
the Aeronautical Society of Great Britain whose  
name and address are Mr. Eric S. Bruce, 40  
Albany Villas, Hove, Brighton. A card for the  
meetings of the society is enclosed for Mr.  
Bruce.

H. G. Wells  
to check his  
reports upon his  
project in England.

# MILITARY & AVIATION HISTORY

Orders, Decorations & Medals

Sir Barnes Neville Wallis

Sir Winston Spencer Churchill

19 November 2020

COMMENCING 10am

VIEWING BY APPOINTMENT Wednesday 11-18 November (weekdays)

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EST. 1988

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EST. 1988  
**Dominic Winter**  
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## SPECIALIST STAFF



**Henry Meadows**  
Aviation &  
Military History  
Medals &  
Weaponry



**Chris Albury**  
Books,  
Manuscripts  
Documents  
& Photographs

Cover illustrations:

Cover: lot 314

Inside front cover: lot 68

Inside back cover: lot 79

Back cover: lot 322



From the Jack Webb Collection to be offered in our Photography sale on Wednesday 18 November

## FORTHCOMING SALES

Wednesday 11 &  
Thursday 12 November

Printed Books, Maps & Autographs  
Lord Nelson (1758-1805), Scottish Topography  
The David Smith Print Collection Part II

Wednesday 18 November

19th & 20th Century Photography  
China, Formosa & Japan in the 1860s  
The Jack Webb Collection of Military Cased Images & Photographs

Wednesday 16 December

Printed Books, Maps & Documents  
Fine Travel Books in Original Cloth  
Autographs of Artists, Musicians & Writers

Thursday 17 December

Modern First Editions including an Ian Fleming Collection  
Victorian & 20th Century Literature  
Children's & Illustrated Books, Teddy Bears & Games

*Entries are invited for the above sales: please contact one of our specialist staff for further advice*

**AVIATION MEMORABILIA**

To commence at 10am



1\* **Air Raid Siren.** A WWII period Air Raid Siren by Secomak, Type 447, with original label by Service Electric Co Ltd, Serial No 7698, finished in grey with wooden handle, 82.5cm high (1) £200 - £300



Lot 2

2\* **Aircraft Clock.** A WWI French aircraft clock by Allon a Versailles, the circular black dial with illuminated hands and Arabic numerals, with subsidiary seconds dial, signed Allon a Versailles Propriété de l'Aviation Militaire under glass, large winding crown to the lower section of the aluminium case, with Swiss movement, 8.5cm, secured by four screws on a mahogany display stand, non-running, 13.5cm high x 17.5cm wide (1) £100 - £150



3\* **Aircraft Clock.** A WWII British Mk III aircraft clock by Carley & Clemence Ltd, the 7cm circular black dial with time of trip subsidiary dial, illuminated hands and Arabic numerals, Ref. No. 6A/676A, No. 661-37, Swiss Made movement, mounted on an oak base, 18cm high x 23cm wide (1) £100 - £150



4 **Table-Lighter.** An Airman Table-Lighter Deskpiece, circa 1930s, pilot figure in Sidcot-style flying apparel holding a two-bladed propeller, silver-plated spelter with concealed lighter beneath hinged helmeted-head, 11ins (28cm) (1) £200 - £300





Lot 5

5\* **Alcock & Brown.** A wristwatch presented to Captain Alcock 17 July 1919, the silver case with black Arabic numerals, with button and sprung cover enclosing black enamel dial, illuminated hands and Arabic numerals with subsidiary seconds hand, the screw backplate engraved 'Presented to Sir John W. Alcock The 1st Atlantic Pilot by The City & Corporation of Manchester July 17 1919', with large winding crown and lugs to secure strap, case approximately 35mm diameter, together with an original Daily Mirror newspaper dated 16 June 1919, the front page headline reading 'Britain's Magnificent Atlantic Air Triumph'

Provenance: From the estate of John William Dunne, pioneer aviator, see lot 68.

On the 14th June 1919 Captain John Alcock, D.S.C. and his navigator Lieutenant Arthur W. Brown became the first aviators to cross the Atlantic. They flew the "Vickers-Vimy Rolls", a modified Great War Vickers Vimy bomber from St. John's, Newfoundland to Clifden, Connemara, County Galway, Ireland. Winston Churchill presented them with the Daily Mail prize for 'crossing the Atlantic in less than 72 consecutive hours'. They were both knighted at Windsor Castle by King George V.

(2) £700 - £1,000

6\* **Aviation Ephemera.** A large box containing a mixed array of aviation ephemera, including 4 carousel boxes containing approximately 450 colour slides, a mixed box of over 1000 black & white prints, 20 + RAF aerial photographs from 1930/40s, a 1933 British Hospitals Air Pageant programme, approximately 45 glossy colour WWII aircraft prints produced by KOKU-FAN, along with various leaflets, books, negatives and decals (a carton) £80 - £120

7\* **Aviation Negatives.** A collection of 4,600 black & white negatives, mainly taken at airports and air shows in the UK during the 1970/80s, all of the negatives come complete with their individual contact print sheets, contained in 4 ring binder folders (4 folders) £200 - £300



Lot 6



Lot 7



**8\* Aviation Photographs.** A large collection of military and civil aviation press photographs circa 1950/60, contained in 7 ring binders, mostly captioned on the spine, comprising Photo Airliners, Aircraft Photos, WWI-2 Photographs Airliners, mostly 8 x 10ins, including Boeing Airplane Company showing two U.S. Air Force air to air refuelling, British Official Photograph showing The Desert Battle Front Area Pictures from Libya (Head on Crash) 16 December 1941, smaller photographs 4.75 x 6.5ins, showing biplanes etc, approximately 300 photographs (approximately 300) £200 - £300

**9\* Aviation Photographs.** A large collection of approximately 800 colour commercial airliner photographs circa 1970s, contained in 8 albums with the following titles, Russian, DC-4/6/7, DC 6/7, 707, Convairs, 707, 747/HS.748 and Viscount, all 3.5 x 5ins (8 albums) £200 - £300

**10\* Aviation Photographs.** A collection of 1350 black and white 3.5 x 5.5ins photographs, comprising of approximately 75% military and 25% civil, contained in 4 ring binder folders (4 folders) £100 - £150



**11\* Aviation Photographs.** A mixed collection of approximately 1000 black & white and colour photographs of various sizes, these include many manufacturers and official publicity examples of both military and civilian aircraft, some images dating back to the 1920s (1 box) £200 - £300



Lot 12

**12\* Aviation Photographs.** Two ring folders of aircraft photographs and photographic reproductions, comprising pre war French airlines and various, approximately 70 including Farman "Goliath", 4.5 x 6 3/4ins, Convair F-102A and others, another folder containing HS 748 and Rapide, approximately 170 colour and black and white photographs, many issued by the Hawker Siddeley Aviation Limited, various sizes (2 folders) £100 - £150



**13\* Aviation Photographs.** A mixed collection of 6"x 4" black & white photographs, contained in three cardboard boxes and consisting of approximately 1500 photographs of mixed subjects, civil and military (3 boxes) £100 - £150



Lot 9



Lot 10



**14\* Aviation Photographs.** An extensive collection of black and white aviation photographs, showing military and civil aircraft circa 1950/60s, including British and American military aircraft for example P-47E, Republic Aviation Corporation, Farmingdale, L.I.N.Y., 8 x 10ins, Swordfish, Yeovilton, photo taken courtesy of the Admiralty (Photographs Section H.M.S. Heron, 7 November 1963), 6.5 x 8.5ins, Spitfires, Gnats etc, a very large lot, approximately 2000+ contained in 4 boxes with most photographs in curled condition (4 cartons) £400 - £600



**15\* Aviation Photographs.** A folder containing approximately 90 photographs, mostly black and white, various sizes including French Flying Boats, Imperial Airways, Boeing and others circa 1930-50s (a folder) £100 - £150



Lot 16

**16\* Aviation Postcards.** A loose-leaf postcard album of approximately 86 postcards, early 20th century, contained in transparent pockets (1 or 2 per pocket), the 1st pocket containing an admittance card for the October 1911 Concours d'Aeroplanes Militaires de Rheims, the collection comprises monochrome photographic images of the Concours, including the hangars, the aerodrome, onlookers, and the various aircraft and pilots involved, plus numerous other monochrome images of early French aviators and aircraft, including: Roger Sommer, a Maurice Farman biplane, Louis Bleriot, a Bleriot monoplane with Gnome 100 HP engine and another with a Gnome 140 HP engine, several postcards recording the death of Rene Bedel (with newsclipping adhered to one verso), Voisin biplanes, Hubert Latham, Maurice Prévost in the monoplane 'Deperdussin', Jules Védrines, Charles Terres Weymann in the monoplane 'Nieuport', and in a Farman biplane, the 'monoplane cuirasse Antoinette' or Antoinette military monoplane, a Breguet biplane, a Hanriot monoplane, the Paulhan triplane, a Wright biplane, the airship 'Colonel Renard' a hot air balloon, and other similar images, many unidentified, some appear to be original photographs, one with postage stamp on image side (not unusual for the time) and ink manuscript on verso, most unused, some spotted or with variable surface damage, a few with brown stain to lower edges, the album lacking its front cover (1) £200 - £300



Lot 18



**17\* Aviation Postcards.** A superb private collection of aircraft postcards, housed in 17 albums and comprising of over 1300 cards along with a miscellaneous selection of approximately 300 photographs/cut-outs from around the world, as well as aircraft postcards there is also a good selection of airport scenes and includes many old and rare examples (1 box) £600 - £800

**18\* Aviation Slides.** A large collection military and civil aircraft 35mm slides (approximately 5000) circa 1970s, presented in slide boxes together with a small collection of aviation ciné films (5 cartons) £300 - £500





19\* **Aviation Slides.** A miscellaneous collection of approximately 5000 unsorted original 35mm colour slides, a mixture of both civil and military, some dating back to the 1960s, taken at various locations around the world  
(a carton) £300 - £500

20\* **Aviation Slides.** A large and impressive collection of 35 mm colour slides, predominantly military and taken mainly in the UK/US and Europe, the collection comprises of approximately 36,000 slides housed in 73 ring binder folders, each folder details what aircraft type/manufacturer is contained within, most of the slides are in chronological order with the majority having details of the aircraft serial number and location  
(73 folders) £2,000 - £3,000



21\* **Aviation Slides.** A large collection of airliner and civil aircraft 35mm slides circa 1970s (approximately 10,000), mostly 6 x 6ins, some larger and a quantity of negatives  
(6 cartons) £500 - £700

22\* **Aviation Slides.** A collection of approximately 290 35mm colour aircraft slides, mostly compiled by Nigel Snowden, Bromley, Kent circa 1980, mostly ground photographs, pioneer aviation to 1980s, many captioned including Bristol Boxkite 1910 (Replica) Old Warden, 1917 Bristol Fighter & 1916 Sopwith Pup Scout, 1942 Beechcraft 17 - The Traveller, etc plus a folder of aviation brochures (approximately 290)  
£50 - £80



Lot 20



23\* **Aviation Slides.** A large collection of civil aircraft 35mm slides circa 1970s (approximately 10,000), presented in sleeves and in binders (3 cartons) £500 - £700



24\* **Aviation Slides.** An interesting personal collection 1200+ civil aviation 35mm colour slides, the majority taken in the UK and the USA during the 1960s/70s (7 slide boxes) £80 - £120

25\* **Aviation Slides.** An extensive collection of military & civil aviation 35mm slides compiled by Mr Don Myhill circa 1960 to 2008 (approx. 22,500), contained in 45 soft ring folders, each folder identified on the spine for example Tiger Meet '98 Fairford I.A.T. 1998, Duxford '96, Markham '96, Brize Norton 1995 etc, several folders of American interest including U.S. Navy aircraft, some captioned but the majority not, approximately 22,500 slides (45 folders) £1,500 - £2,000

26\* **Aviation Slides.** An extensive collection of military & civil 35mm negatives, circa 1970s (approximately 28,000), presented in professional five strip negative sheets and organised into brown paper envelopes for light protections by date and location (14 box files) £400 - £600

27\* **Avro Lancastrian.** Operators' Handbook for Avro 'Lancastrian' Aircraft, November 1945, the title page inscribed with owners name, address and dated 1947, numerous illustrations and diagrams, 22.5 x 14.5cm, together with an Avro York Aircraft 21 Seater Version, Volume I published for British South American Airways, c1946, Viking Operation Manual for Eros Airline and other related literature (10) £100 - £150

28\* **Battle of Britain.** Authentic Sound Recordings, 1940, a 2-disc stereo 12-inch LP set produced by the BBC & Flightstream Productions in collaboration with RAF & related Aviation Museum archives, dated 1979, four sides including combat aircraft from both Allied & Axis Powers Air Forces, double-fold sleeve with sundry illustrations and aircraft listing, autographed by multiple signatories of VIPs & production personnel (1) £70 - £100

29\* **Battle of Britain.** A combat report dated 15 October 1940, given by Pilot Officer J. Czerniak, 302 Squadron, "50 plus enemy aircraft comprising Bf109 and Heinkel III, one Hurricane damaged (P3935)" "Returning from patrol in poor visibility and approx 750ft I am in formation with rest of flight when Hurricane WX-D of Sgt Kosarz collides with B/B/ cable. Hurricane turns in spin and drops very low before pulling out with part of wing sheared off. Pilot indicates all okay but makes for nearest base to put down. Lands approx 11.55 hrs near Heston. All okay down.", together with other combat reports including one from a Czech pilot of 310 Squadron on 17 June 1944 (5) £200 - £300



Lot 26





Lot 25





30\* **Battle of Britain.** A fine WWII airfield diorama by Dennis Green circa 1990s, displaying a Mk1 Hurricane and Mk2 Spitfire with airmen on a naturalistic setting, housed in a Perspex display case, 11cm high x 45.5cm wide x 33cm deep, together with two WWII period composite aircraft recognition models, comprising Hampden and Beaufort bombers, 30cm and 25.5cm wingspan. The diorama represents 501 Squadron, RAF Kenley (September 1940), and 72 Squadron (RAF Biggin Hill (October 1940)).

(3) £200 - £300



33\* **Bomber Command.** A WWII Navigator's angle poise lamp by Herbert Terry & Co, Redditch, a type used in Lancaster and Wellington Bombers, aluminium frame stamped 'H.T & S', and Air Ministry markings, AEG Bakelite shade, approximately 94cm long

(1) £200 - £300



31\* **Battle of Britain.** The Battle of Britain Vase by Coalport, circa 1980, numbered 10/100, the porcelain vase and cover painted with a Spitfire and a Hurricane after an original painting by Frank Wootton, the base with printed gold signatures of Douglas Bader and Bob Stanford Tuck, 26cm high in excellent condition with original box with packaging and certificate, together with a similar Coalport vase titled 'RAF Biggin Hill Memorial Chapel Vase', numbered 10/25, the porcelain vase and cover in excellent condition with original box with packaging and certificate

(2) £200 - £300

32\* **Bleriot (Louis, 1872-1936).** A multi-signed sheet of paper signed by Louis Bleriot and the airship designer, August von Parseval plus two other aviators, all individually dated circa 1928-32, probably a leaf from an autograph album, 12 x 17.5cm

(1) £100 - £150



34\* **Brackley (Herbert, 1894-1948).** An Interwar period leather long flying jacket worn by Air Commodore Brackley, the soft tan leather jacket with 8 brass pop stud buttons to the front, 3 to the rear neck, 1 to the rear slit and 2 each to the cuffs with elasticated cuffs, with silk-cotton lining, 128cm top to bottom and 43cm inner arm length

Believed to have been worn by Brackley during his attempt at the first transatlantic flight in 1919.

(1) £300 - £500



35\* **British European Airways.** A colour advertising poster, circa 1950s, showing a cutaway Vickers Viking, with the slogan BRITISH EUROPEAN AIRWAYS FLY BEA, some creases, 61.5 x 100cm, framed and glazed (1) £100 - £150



36\* **Car Badge.** Reading Aerodrome (RAF Woodley) Motor Club Car Badge, circa 1930s/40s, enamel on steel circular format with monoplane fighter profile motif on red ground, 4in (10cm) diameter (1) £80 - £120



37\* **Supermarine Spitfire Car Mascot Deskpiece,** circa 1940, elegant chromed brass with Bakelite canopy, mounted upon black Bakelite display-base, wingspan 6.25ins (15.5cm) (1) £200 - £300



38\* **CF-100.** An interesting archive relating to the Avro Canada CF-100, including 10 performance manuals from the mid-1950s relating to subjects such as level speed, landing, take-off, descent and aerodynamics along with approximately 40 10"x 8" B+W photographs from the same period, there is also a data drawing of the CF-100 as well as various magazines/brochures on Avro Aircraft Canada from the 1950s (a carton) £150 - £200

39\* **Civil Aviation.** A collection of Imperial Airways, KLM and other airline companies timetables and ephemera circa 1930s, comprising Imperial Airways Travel to Africa leaflet; Imperial Airways Visit to Switzerland leaflet/timetable; Imperial Airways "See the World" leaflet; Imperial Airways European 1936 timetable; Imperial Airways European 1935 timetable; two Jersey Airways Ltd 1934/35 leaflet (one printed on orange and the other on grey); KLM Summer Service 1938 preliminary edition timetable; KLM "A Pelican flew to Java and back" (in 1933 KLM organised a mail only flight from Amsterdam to Java. With 10 minutes to go, the airplane broke down. This boastful pamphlet aiming to impress KLM's service and capability details the story of the flight by a substitute less suitable aircraft); KLM/BCA Summer 1936 timetable from Liverpool - Hull - Amsterdam; KLM /BCA Summer 1937 Liverpool - Doncaster - Amsterdam timetable; KLM Business People leaflet; Provincial Airways leaflet/timetable; British Airways Summer 1939 timetable; United Air Lines - Fly the Main Line 1938 timetable; United Air Lines New Type All-Metal Wasp Powered "Three-Mile-A-Minute" Boeing Transport displayed in the Dome of the Trade and Transport Building, Chicago 1938 leaflet; Allied Airways (Gandar Dower Ltd) Winter 1937 Aberdeen - Thurso - Inverness timetable; International Airlines Ltd Croydon Daily Air Services; North Eastern Airways Limited Heston Airport timetable circa 1930s (19) £200 - £300







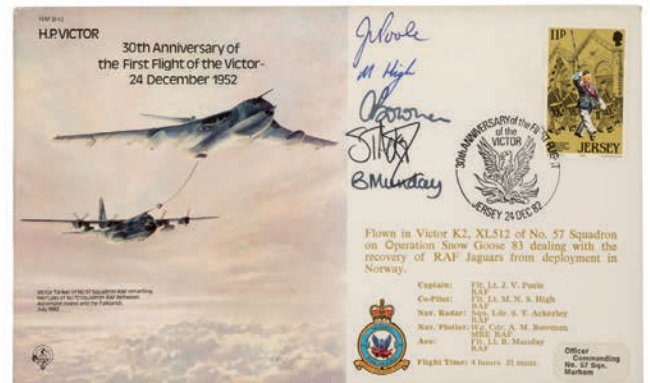
40\* **Doncaster 1909.** A rare collection of early aviation ephemera relating to The Doncaster Race Meeting 1909, comprising a complimentary press pass issued to the Hull Daily Mail, faintly inscribed with the recipient's name, a press badge designed by M. O'Connor, printed by Cosby Broom, London, a press photograph of Samuel Cody flying the Cody Biplane plus a Supplement to the Doncaster Gazette showing photographs of the event (4) £200 - £300



42\* **Escape Hatch.** A WWII Vickers Wellington escape hatch, green painted aluminium frame and Perspex glass, weathered and worn, 58 x 56cm  
Provenance: Recovered from the North Sea off the coast of Yorkshire by a fisherman in the 1970s. (1) £150 - £200



41\* **[Douglas, William Sholto, 1893-1969], British Marshal of the Royal Air Force, Commander-in-Chief Fighter Command 1940-42.** An interesting collection of over 100 original photographs of various sizes relating to Douglas and his career throughout World War I and, primarily, World War II, the images include the aircraft in which Douglas initially trained to be a pilot in France, 1915, various portraits and group poses featuring Douglas in Palestine, Sudan, and many images of Douglas taken during World War II, some with other leading officials including H. H. Arnold, Hugh Trenchard, Winston Churchill (at Cairo, 1943), B. L. Montgomery, Bertram Ramsay, James Doolittle, Dwight Eisenhower, Charles Portal, Jan Smuts etc. The majority of photographs are accompanied by pencil notes in the hand of historian Robert Wright (1906-1992) and were evidently gathered for use in his two-volume biography of Douglas entitled *Years of Combat and Years of Command* (1966). (approx. 100+) £150 - £200



Lot 43



43\* **First Day Covers.** An extensive collection of approximately 933 signed aviation FDCs, comprising two boxes, one containing 593 covers all signed, many duplicates for example Fairy Fox signed by Flt Lt N B Hunter and Flt Lt S G Mader RAF (10), No 1 Royal Naval Air Service Detachment Eastchurch 21 November 1914 signed by Nav Captain Sqd Ldr W R Henshaw and First Pilot J J Collis RAF (37), Sopwith Tabloid signed by Flt. Lt. P. Roberts, RAF (13) and others, the other box containing 271 signed FDCs plus a further 61 in an album, all signed for example Harold Penrose (2), E.E. Canberra signed by Flt. Lt. N. Wallace and Flt. Lt. A.H. Williams RAF (2), and many others (approximately 933) £500 - £700

44\* **Flying Helmets.** A WWII B Type flying helmet, chamois lining original tailors label for Wareings dated 1937, Air Ministry markings including 220/65, together with a summer weight flying helmet, blue cloth with war department arrow and stores reference number '22c/1731 km/r/0181/60' with green rubber oxygen mask plus one other brown leather helmet (condition poor) (3) £150 - £200



45\* **Gibson (Michael L.).** A collection of military and civil aviation colour slides compiled by aviation historian and author Michael Gibson, comprising approximately 814 colour slides printed on Johnson colorslide all metal 12 type 66 slides, compiled from 1958 to 1970s, the lot includes a handwritten index booklet documenting type of aircraft, location and date, for example number 1 Viscount (B.E.A) Landing at L.A.P. (1958); number 50 Beagle Auster A.III Airedale G-ARKE (Prototype 1961); number 78 View of Horning Norfolk Broads, Coltishall 1959; number 102 Vulcan B.1. of 617 Sqd, Gaydon 1960, from Scampton; number 270 H.P.115 Gaydon 1963, the overall condition of the slides is good, presented in 5 big slide boxes and 10 small card boxes together with approximately 1000 mixed aviation 35mm slides, mostly Military aircraft, lacking captions but stored in slide boxes Provenance: The collection of Michael L. Gibson (1931-2020), aviation historian and author of 'Aviation in Northamptonshire, An Illustrated History'. (approximately 1800) £200 - £300



46\* **Gibson (Michael L.).** A large collection of aviation photographs compiled by Michael Gibson, aviation historian and author, mostly copy prints of older photographs from circa 1900-50, contained in card boxes inscribed with various airfields for example Harwell has 20 black and white photographs, 8 x 10ins and 5 x 7ins, many with Imperial War Museum copyright and captioned, for example 'Battles 105 Sqdn Harwell', 'Harwell 17 Sept 1944 295/570 Sqdns', other boxes include Grafton Underwood, Chelveston, Sywell, Upper Heyford, Bicester, Brize Norton, Abingdon, Benson, Culham, Wittering, Northans inc Sywell (approximately 20 WWII period press photographs), Harrington and Spanhoe, Northants Pre 1939, plus other boxes titled Poly Rapid III R.C. F Surface containing approximately 200 black and white 8 x 10ins copy photographs showing WWII aircraft, D-Day, Normandy and others, all captioned for example 'Short Sterling 8EC pulling Horsa out of Mt Farm 1944', many photographs inscribed Bob Astrella, the whole collection contained in approximately 30 box files, approximately 1500 + photographs Provenance: The collection of Michael L. Gibson (1931-2020), aviation historian and author of 'Aviation in Northamptonshire An Illustrated History'. (1500 +) £200 - £300

47\* **Gibson (Michael L.)**. A WWII log book and aviation ephemera collected by Michael Gibson, aviation historian and author, including a WWII RAF log book, compiler unknown (115 Squadron), commencing 16 January 1939, training (D.H. 82 / Hawker Hart), 1 April 1940 (Oxford / Harvard / Wellington), mostly based in Oxfordshire and 33 operations including 12 October 1941 "War Ops. Nuremburg. coned in S/L at CHARLEROI ATTACKED BY FIGHTER HYDRAULICS SHOT AWAY 2ND PILOT WOUNDED CRASH LANDED AT BASE" (Wellington X9571), 1 June 1942 "War Ops Essen, Second 1000 Bombing Raid" (Wellington), together with a large collection of aviation ephemera including an extensive collection of index cards compiled by Michael Gibson, the cards all typed and in alphabetical order showing aircraft crashes mostly in Oxfordshire WWI & WWII period, the cards are incredibly comprehensive and an important archival reference, other items include reel to reel films, various squadrons including 215 Group, Accidents, 384 Squadrons etc, U.S.A.A.F. documents and literature and other items Provenance: The collection of Michael L. Gibson (1931-2020), aviation historian and author of 'Aviation in Northamptonshire An Illustrated History'. (A carton) £100 - £150

48\* **Gibson (Michael L.)**. Aircraft Accidents 1943-44 Ledger, an important ledger compiled for the period of May 1943-May 1944, probably towards the end of the War, recording crashes throughout the United Kingdom, all handwritten with tabular columns inscribed Date of Accd, Time of Accd, Type, Mark & No of Aircraft, Place of Crash, Parent Unit, Group, Casualties (killed / injured), taxiing, Landing (a (heavy landing), b (over shot), c (under shot) etc, Taking Off, Structured Failures, Collision, Low Flying, Force Landing, Other Causes, Day, Night, A.I.B., Cof I or T Off, Remarks, Symbol, File No, the ledger is incredibly detailed and include extensive remarks for example 'Pilot carrying out authorised aerobatics below authorised height struck slope of hill crashed (Llangollen Flintshire, Master III, 28 July 1943), half calf folio with printed label 'On His Majesty's Service', 38 x 25cm Provenance: The collection of Michael L. Gibson (1931-2020), aviation historian and author of 'Aviation in Northamptonshire An Illustrated History'. (1) £200 - £300



Lot 49

49\* **Handley Page Halifax**. A WWII radio operator's seat from a Halifax, with manufacturers plate for L.A. Rumbold & Co Ltd, Kilburn, London, Part No 6711611610, Serial No B2193 green painted tubular construction with upholstered leather seat, patched and worn, 86cm high (1) £300 - £500



50\* **Battle of Britain**. Lancaster Mk1 PA 474 (City of Lincoln) aluminium aircraft wing structures, comprising three wing structure plates, comprising one mounted on a wooden block, 8.5 x 16cm, two others 15.5 x 12.5cm each identified by a printed label plus a certificate of authenticity for the Battle of Britain "At Home" Day, 16th September 1978, signed (printed signature) by James Marshall, Group Captain Officer Commanding Royal Air Force Abingdon Removed from Lancaster Mk1, No PA 474 (City of Lincoln) the last flying Lancaster in the Royal Air Force during the mainplane structural repair work carried out in the summer of 1978 by the Field Repair Squadron, Royal Air Force, Abingdon. Avro Lancaster PA 474 was a heavy bomber which was used by the Royal Air Force Battle of Britain Memorial Flight as a tribute to all member of Bomber Command during WWII. (3) £150 - £200



51\* **Hawker Harrier**. A Hawker Harrier thrust nozzle circa 1972, manufactured by Rolls Royce, applied with three data plates, various markings including serial no. PH637, 84cm long (1) £300 - £500





52\* **Hawker Hurricane.** Car Mascot, circa 1940, *chrome-plated bronze mounted on a pre-war Bentley radiator-cap, wingspan 7.5ins (19cm)*

(1) £300 - £500

53\* **Hawker Siddeley.** A fine presentation model of a Hawker P.1127 XP80, *the composite model skilfully crafted to a high standard with RAF roundels and grey livery, 46cm from pitot tube to tail x 24cm wingspan, in excellent condition with display stand and packing box*

A specially commissioned model for a retiree of Aerolane and Armament Experimental Establishment (A & AEE), Boscombe Down.

(1) £100 - £150



Lot 53



Lot 58

56\* **Car Badge.** Kestrel Evaluation Squadron Car Badge, circa 1950s/60s, *a rare early post-war car badge for the NATO Combined Forces Testing group, decorative enamel on chromed brass with national markings for RAF, USAF & Luftwaffe insignia design*

(1) £80 - £120



55\* **Jerkin.** A WWII military brown leather jerkin, *having 3 buttons to the front, green cloth lining and tailors label by Selincourt & Sons, Ltd, dated 1944 with war department arrow, size no.2, 80cm long*

(1) £80 - £120



54\* **Imperial Airways.** The Greatest Air Service in the World, mid 1930s, *full colour brochure / poster with artwork by Rowland Hilder, featuring cut-away details of Hercules and Hannibal, Atalanta and Scipio, some closed tears and general wear, 74 x 49cm*

(1) £100 - £150

57 **L'Aéronaute.** Bulletin Mensuel Illustré de la Société Française de Navigation Aérienne... , Paris, 1898 & 1900, *31e annee, nos. 1-12, Jan 1898-Dec 1898, and 33e annee, nos. 1-12 Jan 1900-Dec 1900, together 24 issues, black & white illustrations, advertisements at front and rear (detached in Dec 1900 issue), some toning, Aug 1898 with pale minor dampstaining at head and foot of gutters, Sep 1900 lacking advertisement leaf at front, original printed wrappers, some spotting and toning (mainly to Jan/Dec issues and edges), some wear to a few spines, with wrappers to Jan 1898 and Dec 1900 issues detached, 8vo*

Two complete years of this early aviation publication.

(24) £100 - £200

58\* **Louis Bleriot Car Mascot.** A rare early-20th century radiator embellishment, circa 1909, *cast bronze open-frame fuselage with rotating propeller and mounted upon a period-radiator-cap, struck in commemoration of the first powered-flight crossing of the English Channel by the noted pioneer aviator & automotive entrepreneur, wingspan 7ins (18cm)*

(1) £300 - £500



Lot 56





Lot 59



Lot 60



Lot 61

59\* **Luftwaffe.** A WWII V1 "Buzz Bomb" elevator section, *riveted aluminium construction with green painted finish, lacking some areas of paint, 52cm long*

Provenance: Recovered from a V1 crash site by the vendor's grandfather who was serving in the Home Guard in the Richmond area.

(1) £400 - £600

60\* **Luftwaffe.** An armoured plate from an Me110 shot down over Hitchin, 1940, *the steel plate faintly numbered 3555 1156 S, with additional aluminium plate affixed, 52cm wide*

Provenance: Given to the current vendor by a local farmer.

The Messerschmitt Bf110C was shot down on 30 August 1940 during a daylight raid on the Vauxhall Motors factory at Luton, Bedfordshire. It crashed into the corner of a field bordering Claggybottom Lane at Barley Beans Farm, Kimpton, Near Hitchin at 4.30pm. The aircraft was totally destroyed in the ensuing crash having hit the ground vertically at high speed.

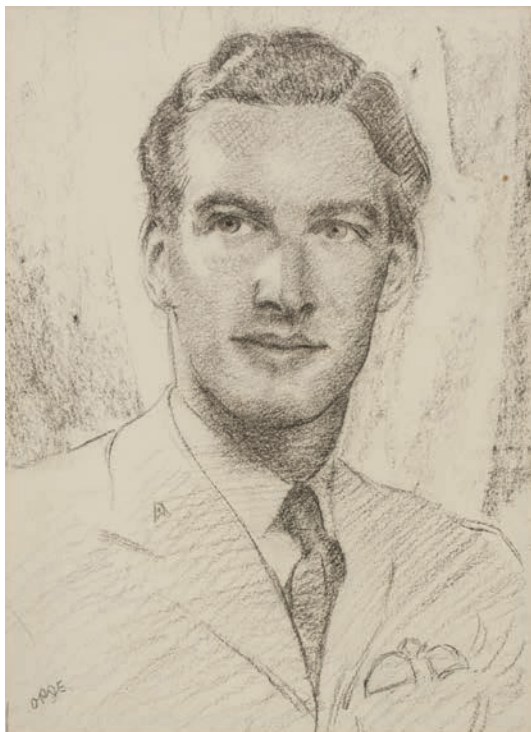
(1) £200 - £300

61\* **Luftwaffe.** An oxygen bottle from a Heinkel III shot down over Lincolnshire, 1941, *the blue metal bottle stamped SAUERSTROFF LEER 2.16 KG FULL 150 ATU 2.4.1.40., stencilled FI 30500-3, applied with some historical information, 42cm long* Heinkel HE 111-4 (2938) 5/KG4. This oxygen bottle was recovered from the crash site of the above German bomber, which crashed near Pelham School on 23rd March 1941. The aircraft had been hit by A.A. fire before colliding with a barrage balloon near Immingham, Lincolnshire. The crew were, Oblt F. Danzenburg - killed in the crash, Fw. E. Stephen P.O.W., Fw W. Kosling - killed when he bailed out and his parachute became entangled in the aircraft's tail plane (Humberside Aircraft Preservation Society).

(1) £150 - £200

62\* **Military Slides.** A collection of approximately 1800 35mm colour slides of military aircraft covering the past 60 years, *predominantly USAF and RAF, although there is also a good selection of other worldwide air forces included in the collection, types include F-4, F-100, F-101, F-102, F-106, Lightning, C-135, Buccaneer and Mirage along with many others, due to storage problems some of the slides have developed signs of mould so are in need of cleaning*

(1 box) £200 - £300



Lot 64

**64\* Orde (Cuthbert Julian, 1888-1968).** Pilot Officer John Kershaw, circa 1940, pencil drawing on paper, signed lower right, 37 x 27cm, mount aperture, framed and glazed, together with another by the same artist of John's brother, Pilot Officer Anthony Kershaw, drawing on paper, signed lower left, 37 x 27cm, framed and glazed, both have spotting, sold with research

**72503 Flying Officer John Kershaw (1917-1940)** was serving with 4 Squadron, Royal Air Force, the squadron operational book record on 16 July 1940 "was a dull day with much mist. Both dawn sorties had to turn back owing to the weather. An exercise took place organised by Operations, Northern Command. Testing the despatch of aircraft on reconnaissance and bombing trips in the shortest possible time. One aircraft from Squadron crashed at 10.00 hours and Pilot Officer John Kershaw and Sergeant Fletcher were killed."

Lysander N1205 flew into reasonably high ground near East Barnby on 16 July 1940 in bad visibility whilst on reconnaissance patrol along the East coast of Yorkshire with No.4 Squadron. The crew were ordered to return to base if the weather turned bad or if the pilot had to fly below 1000ft. It was thought that the pilot was trying to make a landing in bad weather and had broke cloud thinking he was actually above sea level, it was totally wrecked and both airmen on board killed. Kershaw is commemorated in the Manchester Crematorium.

**91191 Pilot Officer Anthony Kershaw (1919-1941)** was serving with 1 Squadron, Royal Air Force (Auxiliary Air Force). When on 19 March 1941 Kershaw was flying a Hurricane having left Kenley at 17.25 hours to escort convoy moving West between Dungeness and Hastings. Three Me109s advanced from the South and were immediately. Five Spitfires entered the fray and a dogfight ensued. Kershaw was killed, the senior officer of the Flotilla stated "Although I was leading the Flotilla at the time and was on the bridge, I did not actually see very much myself but I have seen the other Commanding Officers who state that a ship of our formation sighted the Hun coming up from astern. The siren was sounded and almost at once the hurricanes appeared and surrounded the enemy. Kershaw's plane went into a very deep dive and he baled out too late. The body was picked up by one of our whalers and landed at Newhaven after dusk the following morning." Kershaw is commemorated in the Manchester Crematorium.

(2)

£600 - £800



**63\* Model Aircraft.** An impressive collection of WWII period model aircraft built by Squadron Leader "Stormy" Gale, comprising a large wooden model of Lancaster RF472, painted in camouflage with RAF roundels, 50.5cm wingspan, another slightly smaller of Lancaster B TC, 43cm wingspan, a large wooden model of Valiant WP 200, 49cm wingspan, a large wooden model of Vulcan XJ 782, 47cm wingspan, 4 smaller wooden models including a Blenheim L1471, 23cm wingspan, 8 plastic models including and Vickers Valiant Jet Bomber mounted on a stand, a Vulcan XA 891 and Halifax LV917 and other models

(18)

£200 - £300





65\* **Paperweight.** A Propeller Paperweight Deskpiece, circa 1930s, Art-deco style desk embellishment in the form of a two-blade airscrew; chrome-plated brass mounted on metal-base. 12ins (30cm)  
(1) £70 - £100



67\* **Pioneer Aviation.** A Grahame White Aviation School silver badge, presented to Cheridah de Neuvoir Stocks, one of two women to gain a Royal Aero Club aviator's licence in 1911, the badge with the arms of London, inscribed 'Certificated Pilot', the reverse engraved 'Mrs C de Beauvoir Stocks Licence No. 153 London Aerodrome 7th Nov 1911', hallmarks for Mappin & Webb, Birmingham 1911, 40 x 35mm, 23.5g, together with a collection of aviation memorabilia including a bronze medal commemorating George Chavez flight over the Alps on 23 September 1910, reverse showing a Bleriot monoplane, 40mm diameter, a French bronze plaquette commemorating 1909 Navigation Aérienne designed by Pierre Alexandre Morton (1878-1951), the obverse showing a bi-plane and a Zeppelin, 58mm x 80mm, a small silver medal engraved S.M.A.E., showing early aircraft, Birmingham 1913, 31mm diameter, 16.6g and other items  
Cheridah de Beauvoir Stocks (1887-1971) was born in Evercreech Somerset, moved to London in 1909 and on 7 November 1911 she became only the second woman to gain a Royal Aero Club aviators certificate, passing her test in a Farman biplane at Hendon. Following a crash at Hendon Air Show in 1913 she was left unconscious for six weeks; she never flew again.  
(12) £100 - £150



66\* **Pflaz D.XII.** A rare aircraft data plate, circa 1918, the tin aircraft data plate engraved with rigging guide detail, 16 x 12cm  
A rare piece once fixed to the fuselage of the Pflaz D.XVII circa 1918.  
The Pflaz D.XII was a German fighter aircraft built by Pflaz Flugzeugwerke. It was designed by Rudolph Gehringer and was supplied in significant numbers toward the end of WWI. It was a highly effective fighter aircraft but hugely overshadowed by the Fokker D.VII.  
(1) £100 - £150



68\* **Pioneer Aviation.** An archive of letters, cards and photographs relating to the pioneering aviation designer and inventor John William Dunne (1875-1949), circa 1897-1918, consisting of approximately 16 letters and cards, and 19 various photographs, including (in chronological order):

1. autograph letter from J.W. Dunne to his mother, dated December 15th, 1897, from Cape Town, South Africa, in which he describes Rudyard Kipling's descriptions of the sea in *Captains Courageous*, and makes an early reference to the fiction of H.G. Wells ('I think I told you that I did not care much for the "Invisible Man" but liked "The Wonderful Visit"'), plus two other similar letters to his mother from Burghersdorp, Cape Colony, dated December 14th and December 22nd 1902

2. two drafts of a letter by J.W. Dunne to Baden Powell, dated May 1st and 2nd 1904, in which he offers to give Baden Powell "a field day at the flying machine. I cannot hope to explain to you the results of some four years work on entirely new lines in the course of an hour or two; but I can give you a rough idea of it all, and show you the final experiments. Then you can decide whether you would think it best to carry on the work at the Crystal Palace or elsewhere. I am returning the St. Louis book. I believe we could collar the grand prize easily enough if we started building at once; but there does not seem to be much else that we could annex, unless it were the small prize for a stable glider. But if we built the glider, we might as well add a motor and go in for the grand prize. I can't say I fancy old Alexander very much. As I have not yet taken out all the patents, you will of course understand that all I tell you of my project must be treated as being in the strictest confidence, and that nothing of it is to be divulged to anyone without my written consent... I have come to you first on account of your position as President of the Aeronautical Society"

3. autograph letter signed by H.G. Wells to J.W. Dunne, circa 1908, on Little Easton Rectory, Dunmow headed paper, "My dear Dunne, What news of your biplane? I am very keen to know. It's been merely your luck (& your desserts) gleaming for such I was at Eastchurch. Yours ever, H.G. Wells. I like your war game but I think it's rather too chess-like. My impression given is that it's a game depending upon pitch, temper and all sorts of things of that sort, like cricket..."

4. mimeographed letter from the Editor of *Nature* to H.G. Wells, dated November 30, 1908, in which the writer states "He thinks it be best for Mr Wells or his friend to get into communication with the Secretary of the Aeronautical Society of Great Britain, whose name and address are Mr Eric S. Bruce, 40 Albany Villas, Hove, Brighton..."

5. autograph letter signed from Mrs Catherine Wells to Miss Dunne [J.W. Dunne's sister May], circa 1913, on Little Easton Rectory, Dunmow headed paper, "Dear Miss Dunne, Here are some of my photographs. These series pinned together must be looked at in that order, and aren't they delightful? How has yours turned out? How is Capt. Dunne's machine getting on? Has it been out yet? I'm getting to feel that flying isn't such a safe thing as I felt it was when I was in Mr Ogilvy's biplane. I met Major Hewetson at a party in London two days before he was killed, & we talked of Sheppey and Captain Dunne & others. 'Goodbye,' he said at the end of the party 'Don't lose your flying nerve' (with four small-format photographs of H.G. Wells, J.W. Dunne and two others in a garden)

6. typewritten letter, signed by the Marquis of Tullibardine (heir to the Duke of Atholl), on Blair Castle, Blair Atholl headed paper, addressed to Miss Dunne, Parsonage Farm, Minster, Isle of Sheppey, dated 23rd August 1913, "Dear Miss Dunne, I return you herewith the cuttings. It really is splendid, and I must heartily congratulate Dunne on his success. I wrote him a letter yesterday which he may think unkind, but privately between you and me, I am most anxious to stop him for his own sake, and for the sake of the invention 1) from flying, 2) from overworking himself over business details. The funny thing is that he has such an enormous opinion of himself on these points, and is so modest about his inventive capabilities.. The chief thing now for Dunne to do is to get his two machines ready for the War Office as quickly as possible... People are sick of the old machines, and I have reason to know that the War Office intends scrapping a very well-known machine, if they can get anything to take its place."

7. autograph partial letter, probably by J.W. Dunne, on Parsonage Farm, Minster, Isle of Sheppey headed paper, describing the visual and auditory effects of bombs being dropped in England during the early stages of the First World War (single folded sheet, sides numbered 5-8), and others including two autograph letters by May Dunne to Mr Egerton on Parsonage Farm, Minster, Isle of Sheppey headed paper, a framed large format photograph of Dunne in his flying machine, circa 1913, several photographic portraits of J.W. Dunne, and three original aviation magazines (*Flight*, number 130, June 24, 1911, featuring an article on the Dunne monoplane, and 2 copies of *Aeronautics*, number 306, August 28, 1919, with an article on John William Dunne in the series *Pioneers of British Aviation*), all original printed wrappers, stapled as issued, together with J.W. Dunne's walking stick with silver clasp inscribed with his name

John William Dunne (1875-1949) was a highly important figure in the earliest years of British attempts at flight. Around 1900, in discussion with the author and fellow aviation enthusiast H.G. Wells, Dunne studied the problems of stability and control of an airborne machine. Between 1902 and 1904 Dunne produced several test models, and in 1906 he began to develop a tail-less, swept-wing arrowhead configuration which was to become his trademark. That same year, he was assigned to the newly established Air Balloon Factory in Farnborough, where the D.1 glider was built. It was secretly tested at Blair Atholl in the Scottish Highlands, although it was not at that time successful. Dunne left the Balloon Factory in 1909, and with financial investment from Lord Tullibardine of Blair Atholl, formed the Blair Atholl Aeroplane Syndicate, taking up hangar space on the Royal Aero Club's new flying ground at Eastchurch on the Isle of Sheppey. A larger flying machine, constructed by Short Brothers and weighing almost 2000lbs with a 50 h.p. Green engine, was tested at Eastchurch successfully on 20th December 1910 and officially observed by Orville Wright and Griffith Brewer. In 1913 the Nieuport Company made an order for the version of the D.8 biplane (with Gnome engine), that the syndicate had built for Major A.D. Carden, Royal Flying Corps (in which he obtained his Royal Aero Club Aviator's Certificate in June 1912). In August 1913, Commandant Felix piloted the D.8, now fitted with an 80 h.p. Gnome engine, across the English Channel to Villacoublay, near Paris, and gave further demonstration flights in France to great acclaim. Dunne later became even better known as the author of *An Experiment With Time* (published in 1934), in which he claimed that in dreams we are able to foresee future personal experiences, a notion which, although widely discredited today, influenced various writers including H.G. Wells, J.B. Priestley, Tolkien, C.S. Lewis, Graham Greene, Nabokov and others. (approximately 35)



I believe we could collar the grand prize easily enough if we started building at once; but there does not seem to be much else that we could annex, unless it were the small prize for a stable glider. But if we built the glider, we might as well add a motor and go in for the grand prize. I can't say I fancy old Alexander very much. As I have not yet taken out all the patents, you will of course understand that all I tell you of my project must be treated as being in the strictest confidence, and that nothing of it is to be divulged to anyone without my written consent... I have come to you first on account of your position as President of the Aeronautical Society"

£700 - £1,000



**69\* Propeller.** A fine WWI RNAS Fairy Hamble Baby two-blade propeller, the laminated mahogany propeller stamped AD 555 B R H, D2590, P2590, 100, 130 HP CLERGET, G85 N1, with brass sheathed tip, and the boss with 8 threaded bolts each with nut, a fine and rare piece measuring approximately 360cm long

The Fairey Hamble Baby was a British single-seat patrol floatplane designed and built by Fairey Aviation for the Royal Naval Air Service from 1916 onwards.

(1) £1,000 - £1,500

**70\* Propeller.** A rare FE8 four-blade propeller, the laminated mahogany propeller stamped F.E.8 FALCON AIRSCREW, GNG No 7928T, 100 GNOME, MONOSOUPAPE, D.M.D., with war department arrow, the brass sheathed blades all with D.M.D. London decal, 244cm across. The propeller was obtained by the current owner in the early 1970s from a chicken shed in Wales. It had previously been bought circa 1918-20 to power a wind generator but was never used for that purpose. The owner had the propeller professionally restored by an ex DMD London workshop apprentice. The Royal Aircraft Factory F.E.8. was a WWI British single-seat fighter it was powered by a Gnome Monosoupape rotary engine.

(1) £5,000 - £7,000





71\* **Propeller.** A rare WWI FE2b 4-blade mahogany pusher propeller circa 1916, brass sheathed tips, various stamps including 160 HP BEARDMORE D2665 P2O2O C87IN73 A2325, approximately 267 x 267cm

A rare pusher propeller which was produced in very limited numbers mid 1916 to accommodate the Beardsmore engine. They were quickly superseded by a Rolls Royce upgrade.

(1)

£2,000 - £3,000



72\* **Propeller.** A WWI DH.5 two-blade propeller, the laminated mahogany propeller stamped on the boss DE H5 110 HP LE RHONE ENG ENGLISH TYPE BOSS, with additional markings numbered 6805, RFC green sheathed tips and boss, a fine example having been in private hands for many years, approximately 260cm long

The Airco DH.5 was a British WWI single-seat biplane fighter aircraft. It was used extensively throughout WWI by the Royal Flying Corps and served with distinction during the Battle of Cambra in which the DH.5. had provided airborne mobile machine gun coverage to allied troops on the ground, strafing enemy trenches.

(1)

£800 - £1,200





73\* **Propeller.** A small inter-war two-blade aircraft propeller, the laminated mahogany propeller stamped on the boss NP 09 88, the opposite side stamped 25 1 08 64 38, 63cm long  
(1)

£70 - £100

74\* **Propeller.** An WWI propeller clock, made from a laminated four-blade mahogany propeller, the back of the hub stamped 'WDO' and '682', the top with a dished aperture displaying a nose cone from a shell, the central boss encompassing a period circular clock, the silvered dial with black roman numerals and single winding hole, a rich patina throughout, presented on a rectangular mahogany base, 37cm (14.5ins) high  
(1)

£100 - £150



75\* **Propeller.** A WWI period propeller table, the 53.5cm (21ins) circular mahogany top above a pedestal base made from a laminated mahogany two blade propeller, with central boss stamped 'AB 7031 RH', 'D-2750', 'P-2530', the opposite side stamped '200 HP', 'BHP SIDDELEY', the grey painted hub stamped '367', the whole piece nicely varnished and in good condition, 94cm high (37ins)  
(1)

£500 - £700



Lot 74



Lot 76



**76\* Propeller.** A WWI RFC SE5 fighting Scout two-blade propeller, the laminated mahogany propeller stamped T 28086 BETJEMANN & SONS LTD 150 HP HISPANA SUIZA SE5 B8 580, with two G & S decals and RFC green tips, the boss painted red flanked with yellow bands, a fine example in good condition, approximately 240cm long. The Royal Aircraft Factory SE5 was a WWI British biplane first introduced in 1916 and was one of the fastest aircraft in operation during the war, renowned for being stable and manoeuvrable.  
(1) £800 - £1,200

**77\* Propeller.** An inter-war Airco DH 4 propeller boss, the laminated mahogany four-blade boss stamped D5 1345 DE H4, the lower side 250HP ROLLS ROYCE MKIII, 39 x 44cm, presented on an oak stepped base, overall height 47cm

The Airco DH4 was a WWI British two-seat biplane day bomber. It was the first of its type to have an effective defensive armament.

(1) £200 - £300



**78\* Propeller.** An inter-war Pobjoy propeller clock circa 1937, made from a laminated two blade mahogany propeller, the boss stamped POBJOY NIAGRA L.H.T. NO.Z27002, the opposite side stamped D2160 P1870 A.C. 50907 MAR/37, with brass tips, encompassing a period Smiths automobile/aircraft clock by Smiths, with circular silvered dial, black arabic numerals and large winding crown to the side, 15 x 28cm

The British air-cooled, seven-cylinder radial aircraft engine was designed and built by Pobjoy Airmotors. It was first introduced in 1926 and used to power ultralight and small aircraft during the 1930s.

(1) £250 - £300



Lot 77





79\* **Wing Commander Guy Gibson VC, DFC (1918–1944).** The Heinkel He III Propeller shot down by Guy Gibson over Skegness, 15 March 1941, the three blade propeller supported on an impressive steel stand which has been constructed recently for a television programme, dimensions are floor to centre pin 200cm, centre pin to top of propeller 173cm, overall height 370cm, overall width of propeller blades outward 275cm



Please note the propeller is not on display at Dominic Winter Auctioneers. If you would like to view the propeller please contact the auctioneers. Viewing is by appointment in Lincolnshire. To discuss removal and reconstructing please contact the auctioneers. It is the buyer's responsibility to arrange haulage and shipping arrangements, however the vendors are happy to advise if required.

The Heinkel He III H-3 Propeller was netted by trawlerman James Walker of Habertoft when fishing in his boat Thalassa off Ingoldmells Point in September 2007. It has recently featured in *Salvage Hunters, The Restorers* in September 2020, the programme is available to view online (Quest TV).

After inspection by authorities from East Kirkby and the Lincolnshire Aircraft Recovery Group it was established that only one Heinkel was known to have crashed in that area during WWII.

The Heinkel was shot down off Skegness Pier on 15 March 1941 by a Beaufighter crewed by Wing Commander Guy Gibson VC, DFC and this was the first aircraft shot down by Gibson in a Beaufighter. All three of the Heinkel crew were lost when it crashed into the sea. One of the crew, Corporal Helmut Seidel was washed ashore in June 1941, he is buried at Great Bircham Cemetery in Norfolk.

Guy Gibson, with Sergeant James as A.I. operator, spotted a Heinkel flying north and immediately got behind and in range of the enemy aircraft. At the crucial moment, he too suffered gun trouble, and by the time James had cleared it the Heinkel was turning out to sea and diving home. In Gibson's account of the encounter, he says - "At last James got one cannon going and we aimed at the port engine. As shell after shell banged home, there was a yellow flash, sparks flew out and the engine stopped. Then we aimed at the starboard engine and this stopped within seconds. The Heinkel was careering down towards the earth at 120 m.p.h., someone baled out, but we were a long way out to sea. We followed it right down, and watched it land on the sea off Skegness pier ..." Lincolnshire Crash List *refers*.

(1) £10,000 - £15,000





80\* **R.100 Airship.** A well-made diorama of the British airship, circa 1925, modelled over a hilly country landscape, housed in a blue transportation case with carrying handle, 38.5cm high x 56cm wide x 31.5cm deep

(1)

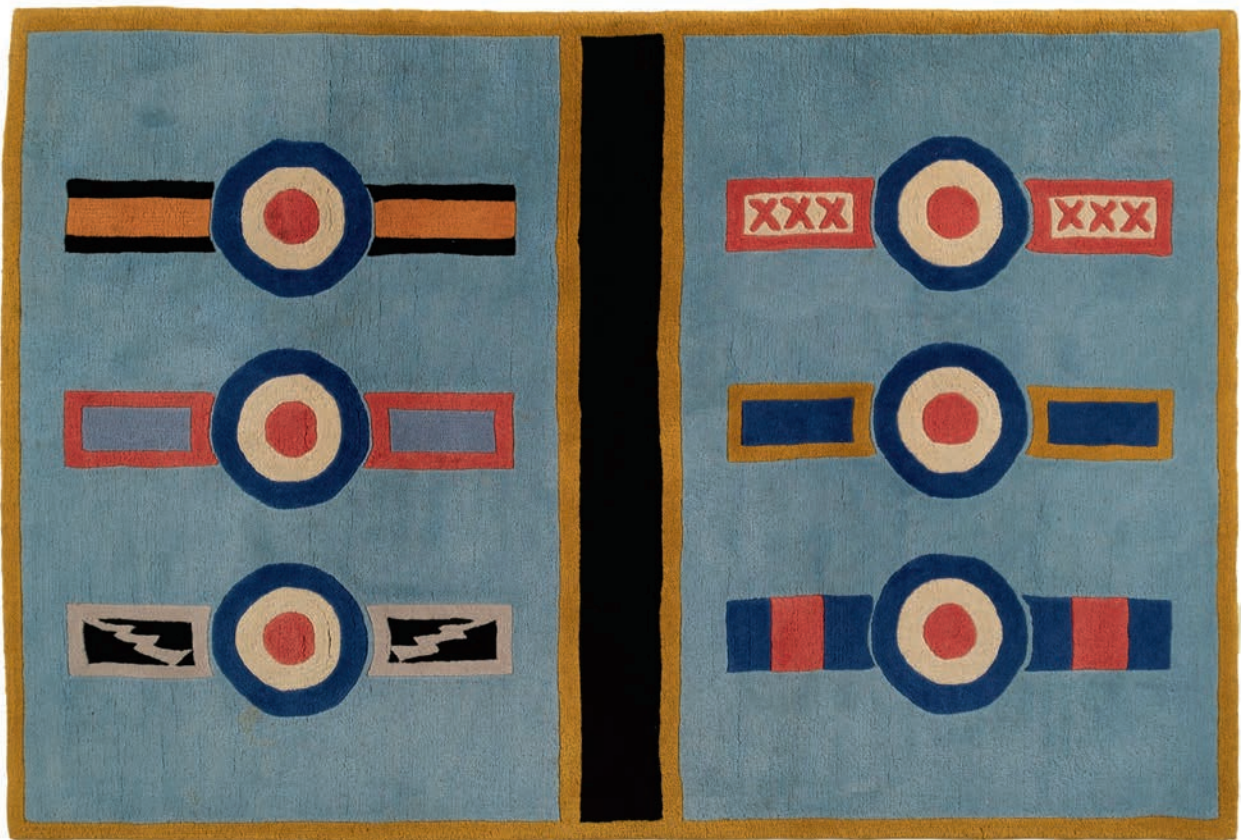
£180 - £220



81\* **RAF Instrument-Board Time-Clock,** circa 1954, a Smiths Air Ministry 8-day "Elapsed-time" chronograph clock, as fitted to DH Vampire & Hawker Hunter aircraft inter-alia, Code No. V308 - 306, Serial No. 4472/54, 6A/3157, Broad-arrow stamped with inscribed plaque to back casing, with alloy mounting bracket (latterly used for classic car rallying) excellent working condition, 3.25ins (80mm) diameter

(1)

£500 - £800



82\* **RAF. Overseas Squadron's Carpet,** circa 1960s, an unusual handmade woven wool carpet by Tai Ping Carpets, Hong Kong, pure wool hand-knotted reinforced backed construction and guaranteed "Permanently Mothproof", depicting squadron badges & insignia motifs on sky-blue ground with yellow border & black division design, made to special order with maker's specification and re-order labels attached to underside edging, six squadron insignia badges representing Squadrons 23, 29, 72, & 213 inter alia, seeing overseas service in the post-war years, 48 x 72 in (122 x 184cm)

(1)

£300 - £500





Lot 83



83\* **RAF.** A WWII RAF Station ensign-flag from RAF Hornchurch, dated 1939, woven cloth segments sewn and applied to the blue linen ground, with reinforced canvas edging retaining halyard-cord and toggle and loop, stamped with Air Ministry marks and dated 1939, additionally inscribed in ink 'H/CHURCH', some holes and wear commensurate with age and use, approximately 250 x 116cm  
(1) £700 - £1,000



84\* **Royal Air Force.** A group of items relating to Air Gunner W.E. Nightingale, comprising photograph of the recipient, Caterpillar Club badge (unnamed) and membership card, photograph signed by Nightingale and telegram and related badges, presented on a display board, framed and glazed, 44 x 62cm  
Provenance: Ray Callow Collection.

On the night of May 3rd 1942 Bill Nightingale was the WOP/AG in a Boston of No. 23 Sqn. During the attack on an enemy airfield his aircraft was hit by flak. The pilot and observer were killed. Ft/Sgt Nightingale was badly wounded but was able to bail out. THIS WAS HIS 13th OP.  
(1)

£400 - £600



85\* **Royal Air Force.** A 1930s Officer's RAF Busby by Burberrys Ltd, with black leather skull and bearskin with silver bullion cord, gilded and silver king's crown badge, brown leather chin-strap and grey ostrich feather plume together with a gold bullion aiglette  
(1) £200 - £300



87\* **Royal Air Force.** A WWII period Irvin pattern brown leather flying jacket, with lightning zipper, to the front and cuffs, belt strap, four panel back (a lighter shade of brown), sheepskin fleece lined, tailor's label with war department arrow, stores ref no 225/320, contract 10422, size no.4., inner arm length 47cm  
(1) £400 - £600



88\* **Royal Air Force.** A WWII RAF Aircrew blouse, blue cloth with Navigator's cloth badge and Sergeant's stripes to arm, with tailor's label by Montague Burton Ltd, dated 1943, size no.7, inner arm length 45cm  
(1) £100 - £150

86\* **Royal Air Force.** A WWII armour plate from a Hawker Hurricane of 74 Squadron, Hornchurch, the heavy pilot's cockpit protective armour plate from a seat back, painted with Squadron Crest and inscribed 'Officer's Mess - Hornchurch', mounted on a wooden backing board for display, 38cm x 49cm  
(1) £300 - £400



Lot 86





89\* **Royal Air Force.** A framed montage from The Air Gunners Association 30th Anniversary of "VE" Day at the the Royal Air Force Club, Piccadilly, London May 10th 1975, the framed montage having multi signatures including Arthur T. Harris, Lord Boothby, Ivor Broom, Don Bennett, Leonard Cheshire, Willie Tait, Bob Stanford-Tuck, James Stewart and Frank Chinn, presented in a glazed frame with black and white Lancaster Bomber photograph, Air Gunners badges and engraved plaques, framed and glazed, 52cm x 61cm Provenance: Ray Callow Collection.

(1) £300 - £500



90\* **Royal Air Force.** A framed collection of items relating to the WWII service of Wing Commander Pat Daniels, DSO, DFC, comprising a Pathfinder Navigators Chart signed by Sir Arthur T. Harris, pilots wings cloth badge and medal ribands and brass eagle badge plus two photographs, one captioned 'Pathfinder "Halifax" markers take off to mark the target for the main force', and another showing Flt. Lt Daniels and his 83 Sqn crew at Wyton 1943, framed and glazed 55 x 69.5cm

(1) £200 - £300



91\* **Royal Air Force.** WWII C type flying, chamois lining, complete with earphones, wiring loom and jack plug, together with Mark VIII flying goggles plus Type H oxygen mask

(1) £200 - £300



92\* **Royal Flying Corps.** A collection of items belonging to Captain Francis Albert Durrad, killed in action over enemy lines, 8 November 1917, comprising pilots watch, the 45mm circular white dial with blued steel hands, black Arabic numerals and subsidiary seconds dial, the backplate stamped GLASHUTTE SYSTEME, the movement in clean original condition and the watch is working, the case 55mm diameter with a sliding button on the side to adjust the hands and large winding crown, on a cream leather strap, together with a collection of flying / motoring apparel comprising, soft brown leather helmet, with brown mohair lining, a pair of goggles with aluminium frames and elasticated strap, a brown leather sleeve with original tailors label 'The Brodinoto Brand', pair of brown leather gauntlets each with sheep's wool lining, RFC side cap with 2 brass buttons to the front, RFC embroidered cloth brevet and blazer badge, RFC brass cap badge and other related badges and various original documents relating to the death of Durrad

Captain Francis Albert Durrad served on the Western Front with the Royal Engineers from 8 November 1914, he was commissioned as 2nd Lieutenant in the Army Service Corps (21 March 1915), a newspaper cutting included in the lot shows a photograph of recipient and titled 'Commission for a Despatch Rider', Durrad was despatch riding with the Lahore Division at the front for several months prior to his commission, he was then promoted to Captain where he was attached to the Royal Flying Corps (22 Squadron), Durrad was killed in action whilst flying over enemy lines on 8 November 1917, Durrad is commemorated on the Arras Flying Services Memorial, Calais, France.

(small box) £300 - £500

93\* **Royal Flying Corps.** The Care of the 100 h.p. Engine, 9-Cylinder Type B2, published by The Gnome & Le Rhone Engine Co, 1916, 240 printed pages, numerous illustrations with fold-put diagram to the rear, 8vo, together with a mixed collection of aviation collectables including a signed publications comprising 'Sound Barrier' by Neville Duke and Edward Lanchbery, 5th Edition signed by Neville Duke, Faster Than the Sun by Peter Twiss OBE, DSC signed by Peter Twiss, Hamish The Memoirs of Group Captain T.G. Mahaddie, DSO, DFC, AFC, CZMC, CENG, FRAeS, signed by Hamish, a Hawker Hunter Aircrew Manual plus a compass instrument with stores reference No 1118/B/R/62, with wooden presentation stand, Type D military survival knife by Joseph Rodgers stamped 27C/2360, in leather sheath, 11 Rolls Royce Heritage Trust publications and others items  
(26)

£150 - £200



94\* **Royal Flying Corps.** WWI RFC Canada mantel clock, the metal case cast with RFC wing emblem and ROYAL FLYING CORPS CANADA, inset with a circular clock with white enamel dial with Arabic numerals and signed New Haven U.S.A., 14cm high x 21cm wide  
(1)

£150 - £200

95\* **Royal Naval Air Service.** A WWI RNAS operations board, the carved mahogany board with eagle insignia, with two vertical rows with 66 slots for brass markers, with 26 brass name markers and 26 for either Aboard or Ashore, some damage to the eagle and veneered divisional strips, 66 x 23cm, an interesting lot and worthy of further research

The names on the board include the following, Capt. W.J.Dew; Mr A.E. Case. W.O.11; Lieut. H.W.K. Jennings; Sub Lieut G.V. Udale; Mr H. Buxton, W.O.11; Lieut. A.J. Dronsfield; Lieut. R.F. Osborn; Lieut. E. Stroud; Mr W. Marshall. W.O.11; Mr E. Hickman. W.O.11; Lieut. E.W. Sharp; Mr G. Smith. W.O.11; Mr H.J. Phillip. W.O.11; Lieut G. Baxter; Sub Lieut E.H. Albrow; Lieut C. Horsefield; Lieut J.J.M. Anderson; Lieut A. Hayes; Lieut Flt Observer V.H. Greenwood ; Mr W.G. Barnes Act War Schoolmaster.

(1)

£200 - £300



Lot 95





96\* **Russian Air Force.** Instrument Board Chronograph, circa 1940s-1950s, 8-day stop-clock chronograph, utilising Jaeger-pattern movement, as fitted to various aircraft types, crackle-black painted finish, appears working order, 3 ins (8cm) diameter

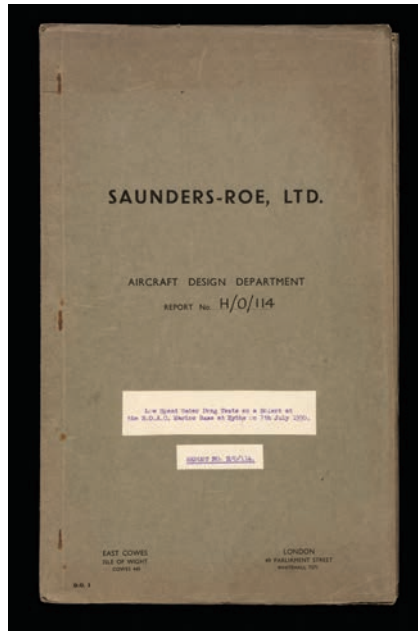
(1) £150 - £200



97\* **Ruston Aircraft Production.** A Souvenir of Ruston's 1,000th Aeroplane colour brochure circa 1919, monochrome illustrations showing factory production, colour plates of aircraft, bound with purple ribbon, 21 x 3cm, with a related monochrome photograph plus a letter dated April 1919 on Ruston & Hornsby Ltd Engineers headed notepaper in which it details 'the pleasure of enclosing copy of the Brochure'

Ruston Aircraft Factory in Lincoln were accepted by the war office to manufacture aircraft and began production on 15 July 1915, by 4 January 1918 the company had produced 1000 aeroplanes. At the completion of the companies war contract for aircraft, the produced 2725 complete aeroplanes, 3200 complete aero engines and spares for 800 engines.

(3) £200 - £300



98\* **Saunders-Roe, Ltd.** A group of four technical reports from the Aircraft Design Department of Saunders-Roe, Ltd, these include *The Air Drag of Seaplane Hulls (Part 1) - 23 June 1950, Low Speed Water Drag Tests on a Solent at the B.O.A.C. Marine Base at Hythe on 7th July 1950 - 31 July 1950, S.E.A.S. 41 FT. Seaplane Tender Performance Estimates - 18 January 1951 and an Aerodynamics Department Mathematical Report - 22 January 1945*

(4) £60 - £80



99\* **Car Mascot.** Schneider Trophy Racing Seaplane Car Mascot, circa 1930s, a good large representation of the Supermarine S6B monoplane, outright winner of the famed trophy in 1931, chrome-plated bronze mounted upon a matching radiator-cap, excellent original condition

(1) £500 - £800



100\* **Schneider Trophy.** A Schneider Trophy 1931 programme together with a mixed collection of aviation ephemera, comprising *Zeppelin 1934 South America timetable; Zeppelin blank invoice for "Bodensee"; Zeppelin, Deutsche Zeppelin - Reederie blank note paper; Instone Air Line original letter dated 16 February 1922; a manuscript letter written by "The Flying Duchess" Mary Duchess of Bedford (1865-1937), an interesting letter on Woburn Abbey headed note paper in which Mary complains that a Woburn estate worker might have endangered her plane by obstruction as she was landing back to her Woburn hangar (transcribed) plus a typed account of the 1936 Calcutta to Heston, solo by Major Eric Stephenson in a De Havilland open cockpit Moth Major in which it took him 25 days plus a collection of 73 mixed airline luggage labels including KLM, BEA etc*

(80) £100 - £150



101\* **Schneider Trophy.** The Schneider Trophy Supermarine S.6.B model presented to Air Chief Marshal Sir John Nelson Boothman KCB, KBE, DFC, AFC, *the fine balsa wood model with decals and silver livery, rotating two-blade propeller, 38cm wingspan x 33cm nose to tail, mounted on a two-wheel wooden carriage, with custom made wooden box, 19cm high x 43cm wide x 42.5cm deep, together with Boothman's Pilot's Certificate and Licence and a photograph of Boothman and team, 25 x 33cm*

Provenance: Given to the owner by Lady Boothman after the death of her husband, godfather to the owner.

Air Chief Marshal Sir John Nelson Boothman, KCB, KBE, DFC, AFC (1901-1957) was senior Royal Air Force officer during WWII who went on to high command during the post-war years. Boothman was educated at Harrow County School for Boys before joining the RAF in 1921 and chose to become an instructor at the Central Flying School in Upavon, Wiltshire. He went on to win the Schneider Trophy for seaplane flying in 1931.

**The Schneider Trophy Race - 1931**

The race took place on 13 September 1931 but was originally scheduled for the day before but delayed one day due to bad weather. The two contestants, both Supermarine S6bs, prepared to take off from Lee-on-Solent to begin the 217.48 mile course before an audience of nearly a million, crowding the coast of Portsmouth and Isle of Wight. As his blue and silver S6b; S1595 was pushed off its barge near Calshot Castle, Flight Lt. John Boothman speculated on whether he would compete the triangular 33-mile lap seven times as planned. Even with five long fluted radiators down each side of its fuselage, he feared that his plane would be unlikely to last more than 90 minutes before the engine, which had hitherto never run longer than 27 minutes, could start to melt at its mountings.

Taking off at 1:02pm, Boothman ran the first lap in 5.5 minutes, averaging 343.1 mph and reaching nearly 380 mph on the straight-ways. From then on however, his average speed gradually went down until his seventh lap, when he reached 337.7 mph. By that time, uneven fuel consumption had altered the trim, causing the plane to list to port. But that was not enough to stop him from streaking over the finish line and making a triumphant circling turn over Calshot castle, to the sounds of cheering crowds and ships' bell and whistles.

The Schneider Trophy race had ended with a bang rather than a whimper after all - in only 47 minutes. Boothman had averaged 340.08 mph, establishing the Supermarine as the fastest aircraft in the world.

(1) £15,000 - £20,000

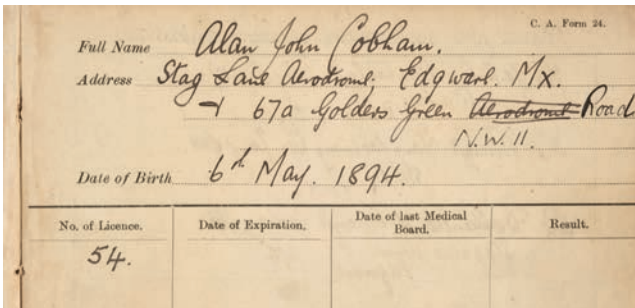




102\* **Scramble Bell.** A large WWII RAF bronze scramble bell, dated 1945, with Air Ministry stamp, additionally stamped AAT and G&J, top and bottom painted red, with original clapper, 35cm high  
(1) £300 - £500



104\* **Spinner.** An aircraft propeller spinner, probably from a turboprop aircraft (unknown origin), finished in grey, 60cm high  
(1) £100 - £150



103\* **Sir Alan Cobham.** A Pilot's Logbook kept by Sir Alan Cobham, 1921-32, first page inscribed 'Alan John Cobham, Stag Lane Aerodrome, Edgware, Mx, 67a Golders Green Road, N.W.11., date of birth '6th May 1894', No. of License '54', second page inscribed with names and addresses of present employer comprising 'The Berkshire Aviation Coy (Joy Flights)', 'The Aircraft Manufacturing Company Ltd' and 'The De Havilland Aircraft Company Ltd', past experience inscribed '1918 Military flying mainly instructing approximately 500 hours until Jan 1919', record of flights inscribed '1919 Civil flying with Berkshire Aviation Coy Ltd (Mainly Joy Flights) until April 1920 approximately 800 hours', '1920 flying with the Aircraft Manufacturing Coy Ltd (mainly photography) approximately 150 hours until Jan 1921, 'Flying with the De Havilland Aircraft Coy Ltd in 1921, including aerial photography, taxi flights, flights round Europe, flying in Spain & flight through Europe & N. Africa, over', the logbook commences in February 1921, inscribed 1 October 1926 'DH50J Seaplane Australian flight (time 310hrs45mins), final entry 7 June 1932, total flying time 5386hrs53mins, the condition of the logbook is tatty with loose pages and spine

Sir Alan John Cobham, KBE, AFC (1894-1973) was an aviation pioneer, born in London he joined the Royal Flying Corps during WWI, he continued flying after the war and became famous for his long distance flights. He was a test pilot for the de Havilland aircraft company and was the first pilot for the newly formed de Havilland Aeroplane Hire Service. In 1921 he made a 5000 mile air tour of Europe, visiting 17 cities in three weeks. He is particularly remembered for his flight from England to Australia and back to England. Setting off from the River Medway on 30 June 1926 in his de Havilland D.H.50 (seaplane), on 5 July his engineer, Arthur B. Eliot was shot and killed after they left Baghdad. Cobham reached Essendon Airport, Melbourne on 15 August and was greeted by 60,000 spectators. He then returned to England on the same route and was subsequently knighted the same year.  
(1) £300 - £500



105\* Supermarine Motor Club Car Badge, circa 1940s, chromed brass with Spitfire central motif and colour in-fill ground & border, 4 in (10cm) diameter  
(1) £100 - £150



106\* **Supersonic Transport.** An American fibre glass mould, circa 1964, probably for a Lockheed or a Boeing SST wind tunnel model, in 3 interlocking sections, inscribed on tail SST, 160.5cm wingspan x 212cm nose to tail

Provenance: Purchased at auction circa 1978. In the early 1960s, various executives of US aerospace companies were telling the US public and Congress that there were no technical reasons an SST could not be produced. In April 1960, Burt C Monesmith, a vice president with Lockheed, stated that an SST constructed of steel weighing 250,000 pounds (110,000 kg) could be developed. But it was the Anglo-French development of the Concorde that set off panic in the US industry, where it was thought that Concorde would soon replace all other long range designs, especially after Pan Am took out purchase options on the Concorde. Congress was soon funding an SST design effort, using the existing Lockheed L-2000 and Boeing 2707 designs, to produce an even more advanced, larger, faster and longer ranged design. The Boeing 2707 design was eventually selected for continued work, with design goals of ferrying around 300 passengers and having a cruising speed near to Mach 3. None of the U.S. SST went into production.

(1) £500 - £800



Lot 106



107\* **The Allies Aeroplane.** Rare Lapel Brooch, circa 1914-18, sterling silver with enamel decoration depicting flags of the allied nations, Britain, France, Belgium, Russia & Japan, shows some minor chipping & loss

(1) £100 - £150



108\* **Timetables.** A collection of BEA timetables circa 1946-65, various routes, International, Channel Islands, Great Britain and others, the overall condition is good and they are each nicely presented in clear bags, approximately 200 contained in a carton (approximately 250) £200 - £300

109\* **Timetables.** A large collection of aviation timetables British Airways etc, comprising one carton containing mostly British Airways circa 1980/90s, another carton mostly 1970s and one other containing a various airlines Lufthansa, Iberia, Aeroflot etc circa 1970s (approximately 500)

(3 cartons) £200 - £300





110\* **Tinplate Biplane.** A toy model of a biplane circa 1910, constructed in tin with a pilot, articulated wheels and propeller, 28.5cm wide x 27.5cm nose to tail together with a 38th Middlesex R.V. Artists pewter mug presented to Private A. Pine, 11cm high plus a trench art model of a bomb mounted on a lightning bolt base, 17cm high

Provenance: Collection of Jack Webb (1923-2019), London.

(3)

£70 - £100



113\* **WWI Armeé de l'Air.** Tailplane Fabric Souvenir, circa 1916, a large fragment of allied aircraft tail-plane fabric, having vertical striped national insignia colours with identification number N-875 possibly denoting from a Nieuport machine. 18 x 25 in (46 x 64cm)

(1)

£300 - £500



111\* **Turkish Air Force.** An interesting collection of approximately 300 35mm colour slides, depicting various types of aircraft operated by the Turkish Air Force, mainly taken in Turkey during the 1980s/90s it includes many Air-to-Air examples, contained in one wooden slide storage box

(approximately 300)

£80 - £120



114\* **WWI RFC.** Toy Aeroplane Hangar By Lines Bros., circa 1916, a rare and large painted wooden toy model of an airfield hangar, having glazed tinfoil windows and dual-fold double doors, bearing Lines Bros. printed tinfoil mark frontis and with applied RFC cap-badge and stencilled squadron marking to rear panel, (one door detached & flag-pole later replacements), together with two period biplane & triplane model aeroplanes, 24 x 24ins (60 x 60cm)

(3)

£200 - £300



112\* **Warbirds.** An excellent and well displayed collection of over 550 high-quality colour prints of Warbirds, comprising, 414 12" x 8" and 144 7" x 5" mainly British and US types, presented in 6 ring binder folders

(6 folders)

£100 - £150



115\* WWI Royal Flying Corps. Rare silver-mounted service ribbon lapel brooch, circa 1914-1918, together with RFC silver-plated & enamel sweetheart brooch with propeller motif, and an RFC brass cap badge  
(3) £100 - £150

116\* WWII POW. A collection of WWII RAF memorabilia belonging to 1335893 L.A.C John G. Morton, comprising, Caterpillar Club badge, gilt metal with ruby eyes, engraved 'W/O JG Morton', contained in a combination cigarette/lighter case, engraved 'John Morton, Stalag-Luft VI Heydekrug, Deutschland' with Observers badge insignia, 8 x 12cm, Caterpillar Club membership card, cloth blazer badge, tie, related booklet and other items relating to the Caterpillar Club, RAF officer's service dress hat by Tress & Co, London with brass kings crown badge, brown leather sweatband and original tailors label

WWII Medals, comprising 1939-1945 Star with Bomber Command clasp, Air Crew Europe Star, War and Defence Medals, extremely fine, all later issues with transmission slip, first in official black plastic box with typed label to the recipient

Two Pilot's Flying Log Books, commencing 6 February 1942 - 25 September 1942, the other commencing 22 October 1942 - 15 February 1944, Royal Air Force Service and Release Book plus Missing in Action letter dated 16 February 1944 from 626 Squadron, 8 black and white snapshot-size photographs of the recipient in uniform and a multi-signed group photograph from C Flight, No.2. Squadron I.T.W. (International Training Wings) January 1942 (Morton, back row centre)

1335893 Leading Aircraftsman John G Morton was born on 7 April 1921, joined the RAF on 15 September 1941 and trained in Ontario, Canada. Morton returned to England and qualified as an Air Bomber on 4 December 1942. He served with No.626 Squadron and flew many raids over Germany. On 15 February 1944 JB595 UM-B2 crewed by seven was on its first operation when a JU88 shot the aircraft down over Erfurt, the aircraft suffering from serious damage with the crew having to bale out. They were all taken prisoner of war including L.A.C. George Morton (PoW No.1619), with many of the crew were injured including Sergeant A.A. Phillips, who later died of his wounds.

The letter included in the lot states 'It was with great regret that I had to advise you this morning by telegram that your son Sergeant John George Morton was missing as the result of air operation last night. He was the Air Bomber in one of our aircraft which took off yesterday evening on a mission against the enemy, and which unhappily has failed to return. Unfortunately since the aircraft left base we have had no news of the crew or their aircraft. In cases such as these, it is always possible that the crew may have escaped with their lives and been taken prisoners of war ...'

Morton was captured after 3 days on the run and was taken to Stalag Luft VI in Heydekrug, Lithuania, in July 1944 it housed over 9000 Allied airmen. When the Russian front approached, orders were given to move the prisoners to the other camps further west. Most of the men were moved by train to Stalag XX-A in West Prussia, however, some 900 including Morton were taken to the port of Memel and boarded a merchant ship to Swinemunde. There they were forced to march from Kiefheinde with many men being bayoneted or shot before they reached Stalag Luft IV in Gross Tychow. This march was one of the famous "Long Marches".

The lot includes a letter to the recipient dated 1982 from the Caterpillar Club stating "we have been able to confirm your original application for membership and can therefore supply you with a replacement pin".  
(a small box) £1,000 - £1,500



Lot 116





117\* **WWII RAF Battle Of Britain.** Hawker Hurricanes "Britain's Defenders 1940", a framed marquetry panel depicting a flight of three aircraft in vic-formation rising to meet an aerial challenge with another flight in the distance, in Arts & Craft manner with applied specimen & hardwood veneers to wood backing, 20 x 15 in (51 x 38cm)  
(1) £200 - £300

118\* **WWII, RAF Flying Head-Gear,** circa 1942 and later, a rare grouped ensemble comprising Flying Helmet Type-C, Stores Ref. 22/C879, Helmets Flying Size No. 3, 7 1/8th - 7 3/8th no. 21849 believed unused, clearly stamped to exceptionally clean chamois-lining; fully wired with original markings to wiring and headphones, contained in original labelled cardstock box with waxed paper protective packing, minor storage chafing, together with Oxygen-Mask Type-H 6D/815 with microphone assy. Type 71 and marked cable assy, type KC733/70e/T2108, unused ex-stores condition in original cardstock box, with Goggles MkVIII, Stores Ref. 22C/930, good condition, complete with spare lenses & content as per box lid, showing minimal usage and long-term storage, box top inscribed "with windows tinted right and left (complete in holders) and outfit anti-dimming Mk VI 10136 and Air Ministry imprint to side panel, all contained in original card-stock boxes with applied Air Ministry Labels, the Oxygen-mask in outstanding never-used condition  
(6) £1,000 - £1,500



119\* **WWII.** RAF Instrument-Board Time-Clock, circa 1939-45, an Air Ministry 8-day clock, as fitted to Hawker Hurricane & Supermarine Spitfire aircraft inter-alia, stamped AM numbered 22698/44, chapter-ring winder/adjust with strategic time-setting hands and sweep-seconds facility, appears good working order, 2.5 ins (6cm) diameter  
(1) £200 - £300



Lot 118



120\* **WWII.** RAF Navigator/Observer Flight Lieutenant Alan F. Forsdike DFC, Memorabilia, circa 1939/45, comprising his wartime-used Argus A2F 33mm Camera by IRC Michigan USA, having 4.5 telescopic lens, built-in mechanical range-finder, light-meter & aperture-setting gauge; together with a King's Crown painted 78 Squadron armorial on oak-shield plaque (Bomber Command Training & Operations 1936-45) having paper label verso for Montagu Jeffery, Northampton, a Sansam-Weston cased light-meter, Camm's Engineers pocket-book, a pocket-stopwatch and sundry snapshots & ephemera including a Stroud & Gloucester newsprint announcement for his DFC citation for bombing raids on Berlin, Hamburg, Essen & Kassel, dated May 1944  
(7) £70 - £100



121\* **WWII.** RAF Ranking Officers Flagstaff Pennant, circa 1930/40, taper-format stitched linen segment horizontal panels in red, dark & sky blue, braided jute lanyards with bronze toggles, linen sheath indistinctly imprinted "3x2" & "111 2"; minor age-wear and discolouration, 24 x 34 in (51 x 66cm)  
(1) £150 - £200



122\* **WWII RAF Station Flag.** Pre- or Early-Wartime Issue, circa 1930/40, stitched linen segment panels in red, blue and white with insignia roundel on sky-blue ground, braided jute lanyards with wooden toggles, leading-edge cotton sheath imprinted "1 1/2." and "RAF"; shows some age-wear, moth-holes & discolouration, 25 x 51 in (64 x 130cm)  
(1) £300 - £500



123\* **WWII RAF.** Group of Badges & Insignia, circa 1940s, including RAF Chaplain collar-tab badge, brass propeller badge, RAF Pathfinder brooch (pin lacking), silver-plated service buttons, and two identity bracelets  
(7) £70 - £100





124\* WWII. A WWII Lancaster assembly rivet gun by Aircraft Materials Ltd, circa 1942, stamped Lazy Tong 8995, aluminium and brass with concertina action, 77cm (fully extended)

Provenance: The vendor acquired this directly from a female factory worker.  
(1) £100 - £150



125\* Yacht Moteur Club de France 1923.

An impressive art deco bronze statuette, modelled as an angel with one arm raised holding a ewer, the other holding a bowl, with foundry mark stamped 882K, mounted on a square tapered serpentine stone base with brass plaque engraved 'Yacht Moteur Club de France, Prix Du Ministre de la Marine 1923', chips to the stone base, 28cm high

Yacht Moteur Club de France was established in 1867. It was bestowed Royal Patronage by Emperor Napoleon III. In 1891, a new club was founded, the Union des Yachts Français, Société d'Encouragement pour la Navigation de Plaisance. In 1907, the two clubs merged and were recognised by the International Yacht Racing Union (now the International Sailing Federation).

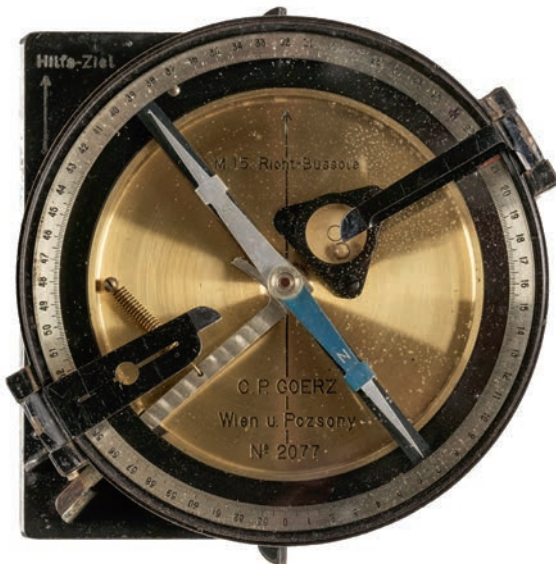
(1) £300 - £500

126\* Zeppelin Compass. A WWI Zeppelin compass recovered from LZ85 when it was shot-down by HMS Agamemnon in Salonika 5 May 1916, the compass manufactured by C.P. Goerz in 1915, serial no. 2077 with 10.5cm circular brass dial and black painted metal case with folding arms, the lid stamped with conforming serial number and makers monogram, the inner lid with a map of Europe dated 1.1.15, the compass base stamped with Royal Marines date mark OK 10.5.16, approximately 15cm diameter, together with Green (Bernard), Zeppelin L15 & The Wakefield Gold Medal, which gives a descriptive account of the history of this compass.

Provenance: Bernard (A.N.) Green, author and Zeppelin historian.

LZ85 or LZ55 was built at Potsdam in 1915, she was produced as LZ55 but given the designation as LZ85 for military service. LZ55 was transferred to the German military service on 12 October 1915 and the first raid was against Dunaburg, Latvia and then bombing raids on Minsk, the railroads of Riga and Salonika (Thessaloniki, Greece). She was shot down by HMS Agamemnon on 5 May 1916 and crashed into the Vadar river swamps near the mouth of the river. The components were all removed by the Royal Marines and everything recovered was stamped with their markings, hence the additional marking on the base of this compass. The compass came into the present owner's possession after a chance discovery in a junk shop in 1960 and is featured in his book (also included with this lot).

(2) £1,000 - £1,500



Lot 126

**AVIATION ART**



128\* **Barnes (Barry K., 20th-21st century).** Supermarine Walrus, Royal Navy, 2019, watercolour on paper, showing a Supermarine flying over three gun-boats, signed lower right, 26.5 x 45.5cm, mount aperture, framed and glazed with Guild of Aviation label verso, together with another watercolour by the same artist, One of the Wild Ones Wild Cats, Royal Navy, showing a Wild Cat and two gun-boats, 30 x 49cm mount aperture, framed and glazed with Guild of Aviation label verso (2) £100 - £150



127\* **Barnes (Barry K., 20th-21st century).** A WWI biplane flying over an aircraft carrier, signed lower left, 47.5 x 32cm, mount aperture, framed and glazed together with 3 further watercolours by the same artist including 2 of a Sunderland over gunboats, both framed and glazed the other unframed (4) £200 - £300

129\* **Harris (Andrew, 20th-21st century).** Preparing for Albany, circa 2012, oil on canvas, depicting Douglas C-47A Skytrains of the 80th Troop Carrier Squadron, 436th Troop Carrier Group US Air Force preparing for their first active Service Mission, Operation Albany, the D-Day Airlift in June 1944, 35 x 50cm, framed, 2012 exhibition label pasted to verso (1) £100 - £150



130\* **Boucher (Lucien, 1889-1971).** Air France Orient Extrême-Orient, circa 1950, colour lithograph poster, printed by Perceval, Paris, some light marginal creasing, remains of sellotape to each blank corner (with slight loss to extreme lower right corner), sheet size 100 x 65cm (39.25 x 25.5ins), together with an original design for an Air France travel poster, circa 1930s-40s, in dark blue, light blue, red and grey-blue gouache on thick paper, bearing the words Travel by Air France for Comfort, some light surface marks and pin holes to outer corners, and short horizontal closed tear to centre of lower margin, unsigned, sheet size 63 x 48cm (25 x 19ins) (2) £150 - £200



Lot 128





131\* **Collins (David, 20th century)**. Fly South B.E.A., Italy, Greece, French Riviera, Gibraltar, North Africa, Spain, Malta, Cyprus, Portugal, British European Airways, circa 1953, colour lithograph poster, printed by Baynard Press, creased where previously folded, 2 short closed tears to upper blank margin, sheet size 101 x 63cm (39.7 x 24.8ins)

(1) £150 - £200

132\* **Cooke (Graham, 20th century)**. 'On the Prowl' oil on canvas, showing a Fairey Swordfish over sea, signed lower right, 45.5 x 61cm, framed, Guild of Aviation Exhibition label verso

(1) £200 - £300



133\* **Falcucci (Robert, 1900-1989)**. Europe, Air France, circa 1948, colour lithograph poster, printed by Alépée & Cie, Paris, some light creasing to margins and to upper portion of the sheet, sheet size 99.5 x 61cm (39.2 x 24ins), together with **Nielsen (Otto, 1916-2000)**. Paris by SAS, Scandinavian Airlines System, circa 1965, offset colour lithograph poster, printed by Axel Andreasen & Sonner, Denmark, a few light marks, light glue residue to outer corners, sheet size 99.5 x 62cm (39.2 x 24.4ins)

(2) £200 - £300



134\* **Fish (Laurence, 1919-2009)**. Kampanin Jiriginsamam 'FLYER', Sunrage Kudin Tafiye-Tafiye, serving:- Nigeria, Gold Coast, Sierra Leone, Gambia, Senegal, Sudan, West African Airways Corporation, circa 1960, offset colour lithograph poster on wove paper, printed by Waterlow & Sons Limited, London and Dunstable, sheet size 76.5 x 51cm (30 x 20ins)

(1) £200 - £300

135\* **Green (Dennis, 20th century)**. Coming Home, oil on canvas, showing a Lancaster returning from a bombing raid, signed and dated (19)97 lower right, 51 x 107cm, composite silvered frame

(1) £200 - £300



Lot 132



Lot 135



136\* **Howell (John, 1936 -)**. Armstrong Wellington Bombers, watercolour on paper, signed lower right, 33.5 x 54cm, framed and glazed  
(1) £150 - £200



137\* **Jones (R, 20th century)**. Spitfire, 1982, oil on board, signed and dated lower left, 71 x 61cm, framed together with Aspinnall (Keith, 20th century). Low Level Pass, oil on canvas, signed lower right, 40.5 x 56cm, framed  
(2) £100 - £200



Lot 140

138\* **LeWitt (Jan, 1907-1991, & George Him, 1900-1982)**. AOA→USA par le Stratocruiser Deux Ponts, circa 1950, colour lithograph poster, printed by W.R. Royle & Son, Ltd., a few minor marks, minor damp marking towards the edges of the upper right corner, with a little loss of blank margin only, sheet size 95 x 60cm (37.5 x 23.5ins), together with **Nielsen (Otto, 1916-2000)**. Scotland by SAS, Scandinavian Airlines System, circa 1965, offset colour lithograph poster, some marks, and remains of sellotape to upper margin, one or two short closed tears to lower margin, with small portion to lower right corner missing, sheet size 995 x 620 mm (39.2 x 24.4 ins), plus two other colour posters, including KLM Royal Dutch Airlines, 30th Year, 1949, colour lithograph poster by Menting, printed by De Jong & Co., Hilversum, large closed tear to left margin, with associated partial loss, sheet size 58 x 98cm (23 x 38.5ins), and a colour reproduction poster in orange and black, titled Argentina, Panagra, circa 1990s  
(4) £150 - £200

139\* **May (Phil, 1925 -)**. Calshot, Schneider Trophy Contest 1931, giclee poster on canvas from an original painting by Phil May, circa 1986, showing Flt.Lt Boothman in Supermarine S6B, signed in pencil by the artist lower right, plate size 43 x 31cm, together with two further prints comprising Schneider Trophy Contest 1929 'Gloster Golden Arrow' and Schneider Trophy Contest Aeronautica Macchi 1929, all unframed plus 5 related prints including a copied photograph 'The Night Before' showing Supermarine S6B with R.J. Mitchell, 1931, 23 x 31cm  
(8) £80 - £120

140\* **Pears (Dion, 1929-1985)**. Spitfire VBs of 121 (Eagle) Squadron 1960, oil on canvas, showing four Spitfire in formation, signed lower right, titled and dated verso, 61 x 92cm, framed

During WWII 121 (Eagle) Squadron was one of the three Eagle Squadrons in the Royal Air Force manned by American volunteers. The squadron was based at RAF Kirton-in-Lindsey and equipped with Hawker Hurricane before converting to the Supermarine Spitfire when the moved to RAF North Weald to begin operations on channel sweeps and *Rhubarb* operations. On 15 November 1941 the squadron claimed its first enemy aircraft destroyed. The squadron then upgraded to cannon-armed Spitfire VBs and carried out offensive operations over the channel and providing bomber escorts.  
(1) £200 - £300



Lot 138





141\* **Percival (Graeme)**. Airspeed Oxford PG943 in flight, circa 1940s, oil on canvas, signed lower right, light tobacco staining towards lower edge, 28 x 38.5cm (11 x 15.25ins), framed

(1) £100 - £200

142\* **Perring (Bill, 20th century)**. Catalina, 1995, oil on canvas, showing Catalina 'Y' JV928 returning to base following the sinking of a U-Boat, signed and dated lower right, 50.5 x 91.5cm, framed, inscribed verso '17th July 1944 - 210 Squadron Catalina 'Y' JV928 Returns to its base at Sullom Voe following the sinking of a U-Boat. For his outstanding courage and devotion to duty the pilot, Flying Officer John Cruickshank, was awarded the Victoria Cross', with cut signature by Cruickshank

VC - London Gazette 1 September 1944:  
 'This officer was the captain and pilot of a Catalina flying boat which was recently engaged on an anti-submarine patrol over northern waters. When a U-boat was sighted on the surface, Flying Officer Cruickshank at once turned to the attack. In the face of fierce anti-aircraft fire he manoeuvred into position and ran in to release his depth charges. Unfortunately they failed to drop. Flying Officer Cruickshank knew that the failure of this attack had deprived him of the advantage of surprise and that his aircraft offered a good target to the enemy's determined and now heartened gunners. Without hesitation, he climbed and turned to come in again. The Catalina was met by intense and accurate fire and was repeatedly hit. The navigator/bomb aimer was killed. The second pilot and two other members of the crew were injured. Flying Officer Cruickshank was struck in seventy-two places, receiving two serious wounds in the lungs and ten penetrating wounds in the lower limbs. His aircraft was badly damaged and filled with the fumes of exploding shells. But he did not falter. He pressed home his attack, and released the depth charges himself, straddling the submarine perfectly. The U-boat was sunk. He then collapsed and the second pilot took over the controls. He recovered shortly afterwards and, though bleeding profusely, insisted on resuming command and retaining it until he was satisfied that the damaged aircraft was under control, that a course had been set for base and that all the necessary signals had been sent. Only then would he consent to receive medical aid and

have his wounds attended to. He refused morphia in case it might prevent him from carrying on. During the next five and half hours of the return flight he several times lapsed into unconsciousness owing to loss of blood. When he came to, his first thought on each occasion was for the safety of his aircraft and crew. The damaged aircraft eventually reached base but it was clear that an immediate landing would be a hazardous task for the wounded and less experienced second pilot. Although able to breathe only with the greatest difficulty, Flying Officer Cruickshank insisted on being carried forward and propped up in the second pilots seat. For a full hour, in spite of his agony and ever-increasing weakness, he gave orders as necessary, refusing to allow the aircraft to be brought down until the conditions of light and sea made this possible without undue risk. With his assistance the aircraft was safely landed on the water. He then directed the taxiing and beaching of the aircraft so that it could easily be salvaged. When the medical officer went on board, Flying Officer Cruickshank collapsed and he had to be given a blood transfusion before he could be removed to hospital. By pressing home the second attack in his gravely wounded condition and continuing his exertions on the return journey with his strength failing all the time, he seriously prejudiced his chance of survival even if the aircraft safely reached its base. Throughout, he set an example of determination, fortitude and devotion to duty in keeping with the highest traditions of the Service'

(1) £300 - £500



Lot 142



Lot 143

143\* **Perring (Bill, 20th century).** Flying Fortress, 1993, oil on canvas, showing a Flying Fortress flying over Pin Mill, River Orwell, Suffolk, signed and dated lower left, 51 x 91cm, framed, inscribed verso "This is the first version of "Flying Fortress!" which was completed in 1993. A second version in which the aircraft was enlarged was painted in 1994 and subsequently published as a limited edition print.'

(1) £200 - £300



Lot 145

150\* **Taylor (Robert, 1946 -).** "St. Croix-Sur-Mer", colour print, numbered 97/1250, signed by the artist, Johnnie Johnson, Danny Browne and Larry Robillard, image size 44 x 66cm, framed and glazed, frame size 89 x 71cm

Johnnie Johnson with Spitfires of his 144 Canadian Wing make their historic first take-off from the temporary airstrip at St. Croix-Sur-Mer on 10th June 1944, recording the first Allied air operation from French soil since the Fall of France in 1940.

(1) £70 - £100



144\* **Perring (Bill, 20th century).** Queen of the Sky's, 1999, oil on canvas, showing a De Havilland Albatros, 30 x 45cm, framed, inscribed with title verso

(1) £100 - £150

145\* **Perring (Bill, 20th century).** Spitfire, 1991, oil on canvas, showing a Spitfire flying over a cricket pitch, signed and dated lower left, 51 x 91.5cm, framed

The original painting for the famous and popular print showing Spitfire Mk1. R6712 of 65 Squadron flying over a cricket pitch based on one in Penshurst, Kent.

(1) £300 - £500

146\* **Powell (Michael, 20th century).** Avro Lancaster DX C returning home, signed lower left, 26.5 x 32cm, mount aperture, together with four further watercolours by the same artist including a B-17 Flying Fortress over an airfield, signed lower left, 24.5 x 33.5cm, hot air balloons and other aviation interest, all unframed

Michael Powell was a Guild of Aviation Artist and also a Royal Worcester Porcelain artist circa 1970.

(5) £200 - £300



147\* **Royal Flying Corps.** A WWI portrait of an airman circa 1917, oil on canvas, unsigned, 60.5 x 50.5cm, unframed

(1) £150 - £200

148\* **Taylor (Robert, 1946 -).** "Broken Silence", colour print, numbered 1071/1250, signed by the artist, Ivor Broom, Leonard Cheshire and John Cunningham, image size 45 x 67cm, framed and glazed, frame size 78 x 96cm

de Havilland Mosquito B.IV's head out over the Norfolk Broads on a summer evening in 1943.

(1) £70 - £100

149\* **Taylor (Robert, 1946 -).** "Duel of Eagles", colour print, To Commemorate the 40th Anniversary of the Battle of Britain, signed by Douglas Bader and Adolf Galland (signatures faded), 33 x 47cm, framed and glazed, frame size 59 x 72cm, together with a collection of signed prints including Berryman (Ivan) Shuttleworth Collection, numbered 91/250, Huxley (Roy), Gloster Gladiator, numbered 264/950, Galloway (Nixon). Tiger in the Fall, numbered 9/650, Tomlin (Robert). Perpetual Motion, numbered 115/750 and Bailey (Robert). Unscheduled Arrival, numbered 52/400, all framed and glazed

(6) £100 - £200

151\* **Taylor (Robert, 1946 -).** "Last Flight Home", colour print, numbered 171/850, signed by the artist, Bill Reid, Leonard Cheshire, Rod Learoyd and Norman Jackson, image size 36 x 56cm, framed and glazed, frame size 61.5cm x 78cm, Broad Street Gallery label verso and certificate of authenticity, together with another colour print by the same artist "Climbing Out", numbered 645/850, signed by the artist and Arthur T. Harris, image size 40 x 61cm, framed and glazed, frame size 67 x 83.5cm

(2) £100 - £150



152\* **Turner (Michael).** Maurice Farman MF.11 "Pusher", watercolour on paper, signed and dated (19)86 lower left, 33 x 43cm, framed and glazed

The Maurice Farman MF.11 Shorthorn was developed at the Farman Aviation Works, France pre WWI. It was a reconnaissance and light bomber during the early part of WWI.

(1) £500 - £700





153\* Valo (John C., circa 1963-). 357th Fighter Group North American P-51D-10 Mustang, #44-14450 "Old Crow", pilot Colonel C. E. 'Bud' Anderson, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil 'C. E. 'Bud' Anderson ...', signed in pencil by artist and dated 2004 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. For more details, see <https://www.youtube.com/watch?v=SnkjzDGMVmE> (a copy of this short film accompanies the object).

(1) £150 - £200

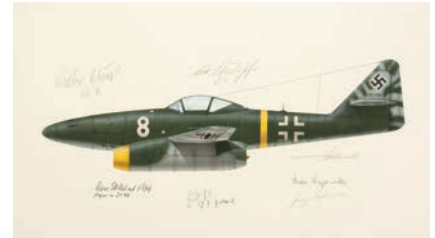


155\* Valo (John C., circa 1963-). Messerschmitt Bf-109F-4 "White 12", pilot Oberleutnant Franz Stigler, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil 'Franz Stigler', signed in pencil by artist and dated 2004 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. He produced this artwork in 2004, and it was signed by Franz Stigler in that same year.

For more details, see <https://www.youtube.com/watch?v=ixrNlrYvQVk> (a copy of this short film accompanies the object).

(1) £150 - £200



157\* Valo (John C., circa 1963-). Messerschmitt Me-262A-1, "White 8", pilot Major Walter Novotny, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil by 6 WWII Luftwaffe Me-262 pilots, signed in pencil by artist and dated '99 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

Signatures comprise: Hans Ekkehard Bob (60 victories), Erich Rudorffer (222), Victor Petermann (64), Walter Schuck (206), Heinz Marquardt (121), and Franz Stigler (28).

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. For more details, see

<https://www.youtube.com/watch?v=vG8ue08vBxk&t=196s> (a copy of this short film accompanies the object).

(1) £150 - £200



154\* Valo (John C., circa 1963-). 357th Fighter Group North American P-51D-5 Mustang, #41-3897 "Glamorous Glen II", pilot General Charles E. 'Chuck' Yeager, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil 'Chuck Yeager', signed in pencil by artist and dated 2001 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. He produced this artwork in 2001, and it was signed by General Yeager at the final reunion of 357th Fighter Group in that same year.

For more details, see <https://www.youtube.com/watch?v=9fxWP5y9KaM&t=233s> (a copy of this short film accompanies the object).

(1) £150 - £200



156\* Valo (John C., circa 1963-). Messerschmitt Bf-109G-5, pilot Colonel Hermann Graf, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil by over 50 former WWII Luftwaffe pilots, signed in pencil by artist and dated '97 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

Signatures include: General Gunther Rall (275 victories), Walter Krupinski (199), Willi Reschke (27), Ernst Wilhelm Reinert (174), Heinz Lange (70), Victor Petermann (68), Julius Meimberg (177), and Wolfgang Falck (8, also Commander of 'Nachtjagder' or Night Fighter Corps).

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. He produced this artwork in 1997, and it was signed by Luftwaffe pilots present at a reunion in Potsdam in that same year.

For more details, see <https://www.youtube.com/watch?v=HS5VIH8aQXw> (a copy of this short film accompanies the object).

(1) £200 - £300



158\* Valo (John C., circa 1963-). Supermarine Spitfire Mk IX, pilot Squadron Leader Henry Wallace 'Wally' McLeod, 443 Squadron Royal Canadian Air Force, profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil by over 50 former WWII Royal Canadian Air Force fighter pilots, signed in pencil by artist and dated '98 to lower right, sheet size 38 x 63.5cm (15 x 25ins)

Signatures include: Air Vice Marshall James E. 'Johnnie' Johnson (an English fighter pilot who made commander of No. 127 Wing RCAF), Danny Brown, Larry Robillard, Colonel Donald Blakeslee, Andy McKenzie, and Hart Finley.

John C. Valo is an American illustrator, based in Saint Cloud, Minnesota, specialising in aviation art. He produced this artwork in 1998, and it was signed at a RCAF reunion held in Ottawa in that same year.

For more details, see <https://www.youtube.com/watch?v=W95NL5sDCfk> (a copy of this short film accompanies the object).

(1) £200 - £300

TRANSPORT & MARITIME



159\* **West African Airways Corporation.** Let W.A.A.C. fly you there, West African Airways Corporation, Nigeria, Gold Coast, Sierra Leone, Gambia, circa 1955, colour lithograph poster, signed Revell to upper left corner, sheet size 760 x 510mm (30 x 20ins), together with another similar colour lithograph poster for West African Airways, circa 1955, unsigned, closed tear to top margin (with paper repair to verso), sheet size 760 x 510mm (30 x 20ins)  
(2) £200 - £300



160\* **Wootton (Frank, 1911-1998).** Avro Anson 1, watercolour and gouache, showing a WWII Avro Anson 1 in flight, signed lower right, 29 x 40cm, mount aperture, framed and glazed with an original letter verso from the artist to the owner dated 25 October 1977  
(1) £100 - £150

161\* **Wootton (Frank, 1911-1998).** D-Day June 6th 1944, colour print, numbered 14/850, signed by the artist, Geoffrey Page, Bill Reid, Johnnie Johnson, Roland, L.W. Stark and Roland Beaumont, image size 42 x 62cm, framed and glazed, frame size 66 x 82cm  
Wing Commander J.E. 'Jonnie' Johnson leads Spitfires of No.144 (Canadian) Wing over the beach-bead on the morning of D-Day.  
(1) £70 - £100



Lot 162

162 **Anglo-Chinese School.** H.M.S. Cressy, circa 1900, unsigned oil on board of the battleship H.M.S. Cressy in profile, with ship's name at base, some light craquelure, 33.5 x 56cm (13 x 22 inches), modern gilt frame  
H.M.S. Cressy was a Cressy class armoured cruiser built for the Royal Navy around 1900. Upon completion she was assigned to the China Station but in 1907 she was transferred to the North American and West Indian station before being placed in reserve in 1909. She was re-commissioned in 1914 at the start of World War I and she played a minor role in the battle of Heligoland Bight a few weeks after the beginning of the war. Cressy together with two of her sister ships was torpedoed and sunk by the German submarine U-9 on 22nd September 1914 with the loss of 560 of her crew.  
(1) £200 - £300

163\* **Brooklands Automobile Racing Club.** A collection of enamelled membership badges, comprising 1923 BARC, reverse numbered 575, BARC 1932, reverse numbered 940, BARC 1935, reverse numbered 883, together with a circular dashboard badge for Napier Campbell The Blue Bird Great Britain, 58mm diameter, a British Motor Cycle Racing Club lapel badge for 1934 plus a mixed collection of bronze prize medals including Exeter College Boat Club 1862, cased, military badges and other items  
(29) £200 - £300



Lot 163





Lot 164

164\* **Buses & Diesel Locomotives.** A collection of 35mm slides (approximately 500), many captioned for example Bradford PA1 Exeter St Davids 3.9.83, stored in a plastic slide box (approximately 500) £100 - £150

165\* **Fernel (Fernand, 1872-1934).** Richard Cycles circa 1900, colour lithographic poster, printed by J. van Gindertaed, Paris, water damage and discolouration, 133 x 97cm, modern frame, glazed (1) £150 - £200



166\* **Formula 1.** A fine model of Williams FW14 driven by Nigel Mansell in the 1992 World Championship, professionally built to a 1/12th scale, housed in a glass display case, 20cm high x 56cm wide x 30cm deep (1) £100 - £150



Lot 165

167\* **Model Locomotive.** A fine scale model of a GNR locomotive, finely constructed in metal with green and black livery, 68cm long with tender painted GNR

There is a label attached printed.

A 3 1/2" gauge model G.N.R. Ivatt 4-4-2 Atlantic locomotive & tender No.251 c/w fully brazed & rivet d superheated copper boiler with all normal fittings. Chassis fittings include twin outside cylinders with inside Stephenson's link motion, eccentric driven feed pump and mechanical lubricator & whistle. Tender fittings include hand feed pump. The whole finished in gree and black - 10 1/2" high x 46" long.

(2) £700 - £1,000



Lot 167



168\* **Model Locomotive.** A fine scratch built model of G.N.R. locomotive D. Drummond (1868-1878) built by Mr T. Smith, *the 4-4-0 scale model finely constructed in metal and green and black livery, 82cm long, with tender and track for presentation*  
The label attached reads: G.N.R. 4-4-0 Express Engine Inside Cylinder. Exact Model of the D Drummond (1868-1878) 6 1/2" Gauge. This took 3 yrs to build. It is coal fired, steam. A real museum piece.  
(3)

£1,500 - £2,000







The sun visor in situ.



Lot 169

169\* **Motorcar Sun Visor.** A rare 1920s sun visor, the amber glass visor supported in a chrome frame with fixing brackets to each end, 15 x 114cm

Formerly used on a 1929 Lea Francis P type saloon (a very rare car with a twin-port Meadows engine) belonging to the vendor's father.

(1) £250 - £300



171\* **Sextant.** Admiralty sextant by H. Hughes & Son circa 1950s, brass and japanned metal, stamped with serial number 14938, 'H. Hughes & Sons, Ltd. 59 Fenchurch St. London, E.C.', in a mahogany case with paper label for Lilley & Reynolds Limited and corresponding serial number, inspected in 1963, with two interchangeable eyepieces, case 15cm high x 27cm square

(1) £100 - £150



170\* **Motoring & Cycling.** A pair of vintage motoring / motorcycle goggles by Stadium, with split moulded lenses and brown leather padding, elasticated strap, 19cm wide, together with a collection of 11 enamel key fobs, including Ariel, BSA, AJS, Royal Enfield, Triumph, Velocette, Norton, Sun and Excelsior, presented in a modern frame, glazed 29.5 x 24.5cm, a collection of lamps including Lucas "Calcia Club", Miller Made, Joseph Lucas "Aceta", 2 Joseph Lucas "Silver King", variable condition plus a large bicycle seat and tax disc holder

(8) £100 - £150

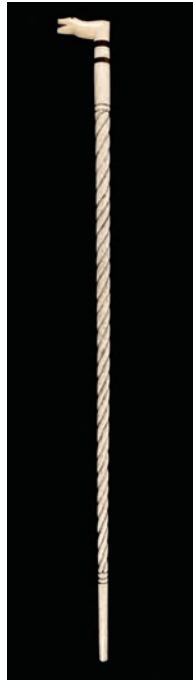


172\* **Swindon Railway Works.** A collection of keys from the British Rail Works, Swindon circa 1960s, comprising approximately 60 keys with location tags for example 'Apprentice Training School', 'Loco White Metal Shop', 'Fire Station B.R.E.L. Swindon', 'C. Shop Wootton Bassett Road Ent', 'Carbide Store Near Pattern Stores', 'Stores Office Loft' (the key stamped Stores Office Loft and also GWR Fire Brigade No.1), all contained in a blue leather rolled pouch (approximately 60)

£500 - £800



173 **Whalebone Stick.** A Victorian whalebone ladies stick, the whalebone with later scrimshaw floral decoration, with rosewood handle and roundel, brass ferrule to the base, 83.5cm long  
(1) £200 - £300



175\* **Whalebone Stick.** A Victorian whalebone stick, the stick carved with a spiral twist and marine ivory handle carved as a whale cub, with rosewood roundels, 87cm long  
(1) £200 - £300



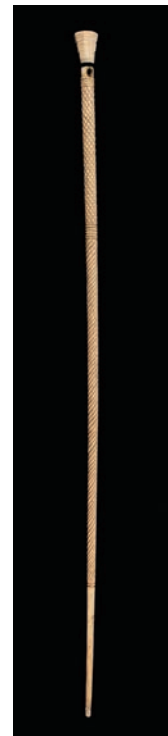
177\* **Whalebone Stick.** A Victorian whalebone stick, carved with an entwined snake with tooth handle, 75cm long  
(1) £200 - £300



174\* **Whalebone Stick.** A Victorian whalebone stick, with later scrimshaw decoration depicting ships, anchors and the all-seeing eye, the stick with ebony roundels and carving to the midpoint and top, 91cm long  
(1) £300 - £500



176\* **Whalebone Stick.** A Victorian whalebone stick, with two sections of spiral twist carving, plain marine ivory handle, and rosewood roundels, 91cm long  
(1) £200 - £300



178\* **Whalebone Stick.** An early 19th century whalebone stick, spiral carved with chequered section, the octagonal marine ivory top with a horn roundel and pierced brass hole for leather loop, 82cm long  
(1) £500 - £700



**MILITARIA**



179\* **21st Lancers.** A helmet plate of the 21st Lancers, silver and gilt brass, 13cm high x 17.5cm wide  
(1) £100 - £150



180\* **Air Rifles.** A Webley Vulcan .22 air rifle, together with a Diana .22 air rifle, Original Mod.35 air rifle plus an LG527 German air rifle with telescopic sight  
(4) £100 - £200

181\* **American Sword.** A Fine American Officers' 1796 Light Cavalry Sword, circa 1817, of exceptional quality, the 70.5cm curved blued and gilded blade engraved with American eagle bearing 19 stars and military trophies, amongst foliate scrolls, the opposite side similarly decorated, with gilded stirrup hilt, langets cast with military trophies, chequered ivory grip and eagle head pommel, 85cm long overall, in its fine gilt metal scabbard engraved with eagle, sunburst and acanthus leaves

Provenance: Collection of Jack Webb (1923-2019), London.

19 Stars would date this sword between 1816-1817. The lot includes a letter to Jack Webb from the Smithsonian Institution dated 1962, in which they state 'The exquisite weapon shown in the photographs accompanying your letter is an American officer's sword of the period 1810 -1820. Although your example is more ornate than the typical, many American officer's purchased European swords. Our collections contain a blade almost identical to yours, however, with a slightly different grip. It was made by J. Richardson of Liverpool, who I understand made many swords for the American market ...'

(1) £4,000 - £6,000



Lot 181



182\* **ARP.** A WWII "Shelter" double-sided sign, black enamel with white lettering with original steel brackets, some wear commensurate with age, sign 30.5 x 61cm, length including bracket 86cm

Temporary air raid shelters were created by the ARP and these signs would guide people to a shelter if they were caught outside when the siren sounded.

(1) £200 - £300

183\* **Bayonets.** A British 1907 pattern bayonet by Wilkinson, the 43cm blackened steel blade stamped Wilkinson 1907 dated 11 17, with various proof marks, wooden grips, 55cm long overall, in its leather scabbard with steel mounts and frog webbing together with a WWI German M1895 Mannlicher bayonet, the 24cm steel blade stamped CE (Carl Eickhorn), wooden grips, poor condition, 35.5cm long overall, in its steel scabbard, a British No.7 Mk1 Land Bayonet, lacking scabbard plus a British No.4 Spike Bayonet, in its scabbard with frog webbing

(4) £50 - £70



184\* **Bayonets.** A collection of 19th century socket bayonets, including a Brown Bess bayonet by Osborne & Gunby stamped with an 8 beneath a crown, 53cm long overall, two by S. Hill including one with various markings including B beneath a crown, EX, JT and Z 291, 53cm long overall, and others

(6) £200 - £300



185\* **Blunderbuss.** A George III period flintlock blunderbuss by Walker of Norwich, the 40cm steel barrel with flared muzzle and proof marks towards the tang, spring bayonet action, the sidelock faintly engraved 'Walker' with push-on safety, fully walnut stocked with brass furniture and ramrod, the action and bayonet operable but rusted and would benefit from some attention, 79cm long overall

(1) £400 - £600



186\* **British Army.** Uniforms and regalia belonging to Lieutenant Colonel J.C. Wickham, DSO, Royal Engineers, comprising two field service tunics each with medal riband bars (one tunic Burberrys), trousers, a scarlet tunic with black and gold facings, two officers hats, grey cloth great coat with red cloth lining, a cocked hat in its original jappaned tin with brass plaque engraved 'Colonel J.C. Wickham', with additional tin containing ostrich feather plume, various sashes and side caps and other items all contained in a large metal tin inscribed 'Lt: Colonel J.C.W. Wickham, R.E.'

DSO London Gazette 14 January 1916

Lieutenant Colonel J.C. Wickham DSO was born in Simla, India in 1886. He was educated at Cheltenham College and Royal Marine Artillery, Woolwich, commissioned 2nd Lt, Royal Engineers in 1904, Lieutenant 1907, Captain 1914, served during WWI and mentioned in despatches twice, severely wounded in June 1916. Wickham was also ADC to George V in the 1930s.

(Trunk) £300 - £500





187\* **Bullet Mould.** A Beaumont Adams Revolver .54 Bullet Mould, stamped 54, the sprue cutter stamped 2, 18cm long  
(1) £100 - £150



195\* **Bullet Mould.** A Victorian steel combination pincer bullet mould with integral turn-off ring, probably for a boxlock pistol, with 12mm diameter mould, 9.5cm long  
(1) £100 - £150



188\* **Bullet Mould.** A collection of pincer action bullet moulds, including a William Davis stamped IMPROVED No105, 9mm diameter mould, 14.5cm long, another stamped 5890 No12, 19mm diameter mould, 16.5cm long, others stamped 60, 210, No15, 50, 190, 40  
(9) £100 - £150

193\* **Bullet Mould.** A fine steel pincer bullet mould, probably for a Park Rifle, stamped N 1476, 12mm diameter mould, 15.5cm long  
(1) £100 - £150



197\* **Bullet Mould.** An Adams Patent 1851 Revolver .54 Bullet Mould, stamped REGISTERED R. ADAMS 28 NOV 1851 and 54, the sprue cutter stamped 8, 19cm long  
Made for the self cocking revolver  
(1) £100 - £150

189\* **Bullet Mould.** A collection of pincer action bullet moulds, including a polished steel mould with 9mm diameter mould, 10.5cm long, another stamped 185, 9mm diameter mould, 12cm long, others stamped 56, 46, 50 and 75  
(8) £100 - £150



190\* **Bullet Mould.** A collection of pincer action bullet moulds, including a William Davis stamped No80, 9mm diameter mould, 12cm long, others stamped 40, No13, 180, 60, 36, 185  
(10) £100 - £150

194\* **Bullet Mould.** A Rifle Bullet Mould stamped LORD BIRMM, 16mm diameter bore, 18cm long  
(1) £100 - £150



191\* **Bullet Mould.** A collection of pincer action bullet moulds, including a William Davis, stamped No64, 9mm diameter mould, 12cm long, others stamped 64, 50, 44, 70, 128, 73, 140  
(10) £100 - £150

192\* **Bullet Mould.** A Colt Pocket Revolver .31 Bullet Mould, stamped COLT'S PATENT on the sprue cutter, 12cm long, probably made for the British market  
(1) £100 - £150



198\* **Bullet Mould.** An American Colt Army Revolver .44 Bullet Mould, stamped COLT'S PATENT on the sprue cutter and stamped 44H with proof mark G, 13cm long  
(1) £100 - £150

199\* **Bullet Mould.** An American Colt Navy Revolver .36 Bullet Mould, stamped COLT'S PATENT on the sprue cutter and stamped with proofmark S, 12.5cm long  
(1) £100 - £150

Lot 195



200\* **Bullet Mould.** An American Colt Navy Revolver .36 Bullet Mould, stamped COLT'S PATENT on the spruce cutter, 12cm long (1) £100 - £150



201\* **Bullet Mould.** An American Colt Pocket Revolver .31 Bullet Mould, stamped COLT'S PATENT on the spruce cutter and stamped with proofmark 2, 12.5cm long (1) £100 - £150



202\* **Bullet Mould.** A Victorian Sporting Rifle Bullet Mould, bronze with steel spruce cutter and spiked ogive 16mm diameter, 22.5cm long, together with another similar bronze with steel spruce cutter and ball mould, 20mm diameter, 23cm long (2) £200 - £300



Lot 206

203\* **Gunsmith Parts.** Flintlock and percussion actions and other items, including a Snider Patent action, stamped L3, 13cm long, East India percussion action, 17.5cm long, various flintlock hammers and frizzens and other items (a box) £100 - £200

204\* **Gun Sleeves.** A large collection of gun sleeves comprising: 9 leather/leatherette cases, 13 canvas/soft cases, 15 soft/felt cases plus 7 hand gun cases including a leather holster (45) £100 - £200

205 **Auction Catalogues.** A large collection of Arms & Armour catalogues, circa 1920-2010, a vast collection including, Christies, Bonhams, Hermann Historica, many catalogues representing important single owner collections throughout the 20th century. (20 boxes) £200 - £300

206\* **Roe (Humphrey Verdon, 1878-1949).** A collection of curiosities from the Stopes-Roe Estate, comprising a piece of brick with a manuscript letter inscribed 'Piece of Brick from the wall at Waterloo which was fired at for a long time by the French ...', a card box containing Boer War period cartridge cases and .303 cases, shrapnel, regimental buttons of the Liverpool Regiment and Royal Flying Corps, collar badges, Manchester Regiment brass shoulder titles and other items, together with a Crimean War cannonball, with a label inscribed 'cast iron spherical 'common' explosive shell 4 1/2 6.6lbs British, found Sebastopol Ukraine Crimean War 1855-56 2013 Oct', 11cm across (the latter is not from the Stopes-Roe Estate but was purchased in the same West Midlands auction)

Humphrey Verdon Roe (1878-1949) was born in Manchester, enlisted as an officer in the Manchester Regiment and served in the Boer War. He returned to England in 1902 and took over his uncle's business manufacturing webbing. After several years of running a successful business, Roe invested in his brother Alliott's aeronautical inventions and the firm was registered in 1913 under the name A.V. Roe and Company, better known as Avro. Roe became director of the company and flew the aircraft as did his brother. At the outbreak of WWI he re-engaged for service in Royal Flying Corps. The letter included in the lot is written on the back of a piece of notepaper inscribed Roe and AVRO with various calculations. (small box) £100 - £200





Lot 207

207\* **Cawnpore Massacre.** A Victorian silk work memorial, showing The Memorial Well, Cawnpore, India, with the inscription "Sacred to the Perpetual Memory of a Great Company of Christian People—Chiefly Women and Children—Who, Near This Spot, Were Cruelly Massacred by the Followers of the Rebel Nana Dhoondopunt of Bithoor, and Cast, The Dying with the Dead into the Well Below on XVth Day of July [sic] 1857", 56.5 x 47.5cm, period oak frame, glazed

The Siege of Cawnpore during the Indian Mutiny took place between 2 - 25 June 1857. Having surrendered to rebel forces under Nana Sahib, the British army including wives and children were promised a safe passage to Allahabad. However the evacuation turned into a massacre with nearly all men killed and 120 women and children massacred with many thrown down a well at Bibighar House.

(1)

£100 - £150

208\* **Heavy Brigade.** Tail of Troop Horse F.44 Scots Greys Ridden by Private Bell in the Heavy Brigade Charge at the Battle of Balaclava, the horses tail mounted on a triangular wooden panel inscribed in silver lettering, 53cm from the top of the panel to the bottom of the tail x 29cm wide

There are two Private James Bell of 2nd Dragoons (The Scots Greys) both listed as "probably rode in the Charge", Dutton (Roy), Forgotten Heroes, The Charge of the Heavy Brigade, p95 refers.

1176 Private James Bell the musters show he was effective from the 1st October to the 31st December, and discharged 1857. He is entitled to a three clasp Crimea Medal (B.I.S.).

1207 Private James Bell, from Barony, Ireland and a labourer by trade prior to enlisting on 9 March 1853, the musters show he was effective from the 1st October to the 31st December, he died at Camp Crimea on 8 January 1855 It seems likely that this belonged to 1176 Private James Bell.

**Charge of the Heavy Brigade**

The Charge of the Heavy Brigade at Balaclava took place on 25 October 1854, the 800 British horsemen were hugely outnumbered by 3000 Russian cavalry. Even though heavily outnumbered the Brigade charged uphill, their advance was little faster than a trot and lasted 10 minutes, but it sent the Russian horsemen into disorder.

(1)

£300 - £500



Lot 208



209\* **Clock.** A WWII period Royal Navy brass bulkhead clock, the circular white enamel dial with Arabic numerals, numbered 0552/461-9413 with war department arrow, with brass case 26.5cm diameter

(1)

£80 - £120



**210\* Cold War Spy Ship.** A ship's Christening bottle, wrapped in nautical cloth and presented in a sealed glazed oak display case with silver plated plaque engraved *CHRISTENING BOTTLE, S.S.J. HOWLAND GARDINER, MRS. GEORGE W. ELKINS, SPONSOR JULY 2 1945, NEW ENGLAND SHIPBUILDING CORPORATION, SOUTH PORTLAND MAINE, 11.5cm x 35.5cm wide x 10.5cm deep*

S.S.J. Howland Gardner was converted Liberty ship launched under Maritime Commission contract by New England Shipbuilding Corporation, South Portland, Maine on 10 July 1945, she was sponsored by Mrs George W. Elkins of Newport, Rhode Island. The ship was acquired by the Navy in 1962 and renamed USS Jamestown (AG TF-3 /AG-166) and used during the Cold War for the task of "conducting" research in the reception of electromagnetic propagations.

(1) £70 - £100



**211\* Colt Turnscrew.** Two Colt nipple key revolver turnscrews, L shape combination examples, 8cm long (one damaged), together with two 5-shot revolver cylinders, one with London proof marks

(4) £100 - £150



**212\* Court Sword.** A George VI Diplomatic Court Sword, the 81cm straight steel blade etched with G.VI.R. cypher and foliate scrolls, with brass hilt, shell guard and urn pommel, the knucklebow bound with remains of bullion sword knot, 95.5cm long overall, the blade pitted and rusted, in its leather scabbard with brass mounts

(1) £70 - £100



**213\* Crimean War.** A piece of the field telegraph wire circa 1854-56, presented in a period circular brass framed, finely engraved with floral scrolls and convex glass, the wire placed on a circular piece of card contemporarily inscribed in ink 'A piece of the wire of the electric telegraph by which messages were transmitted during the war', 'from the Monastery of St George in the South of the Crimea to Varna on the coast of Bulgaria, brought from Karni by Felix Wakefield, 1856', 15.5cm diameter

Provenance: Collection of Jack Webb (1923-2019), London.

Felix Wakefield (1807-1875) was born in Norfolk and educated as an engineer but then joined his father who was engaged in the silk trade at Blois, France. In the early 1830s he became Superintendent of Public Works in Tasmania. He returned to England in 1847 and joined the Canterbury Settlement in 1851 and for the next three years he farmed near Christchurch. In 1854 he returned to England and was made the Principal Superintendent of Army Works Corps in the Crimea with the rank of Lieutenant Colonel. He helped build the railway from Balaclava to Sebastopol and returned to New Zealand in 1863. His book *Colonial Surveying with a View to the Disposal of Wasteland* was published in 1849, and he died in Sumner, New Zealand in 1875.

The electric telegraph revolutionised communications and the laying of 547 km submarine cable between Balaclava and Varna was undertaken in a April 1855 and enabled officials in London and Paris to communicate with their commanders in the Crimea within 24 hours.

(1) £100 - £150



Lot 213

**214\* Dagger.** A 19th century Indian Bichwar, the brass grip handle with pierced edge and domed finial, with 20cm curved steel blade, overall length 33cm

A Bichwar is an Indian dagger with a doubly curved, double-edged blade and a loop hilt. The shape is derived from that of the old horn dagger, which had the curve of the buffalo horns from which they were made, Stone (George Cameron), *A Glossary of the Construction, Decoration and Use of Arms and Armor*, p112 refers

(1) £100 - £150





215\* **Dagger.** A Victorian ritual dagger probably used in Pagan ceremonies, the brass handle finely cast with figures of the devil, the grim reaper, Christ and a jester with a winged devil finial, the crossguard with an owl and the opposite side an hourglass, the steel tapered blade 14.5cm long, the overall length 24.5cm long  
(1) £200 - £300



Lot 216

216\* **Distinguished Service Medal.** A WWII Naval Officers hat worn by Chief Petty Officer J. Vinnicombe, DSM, the black cloth hat with embroidered cap badge and leather chinstrap, the interior with brown leather sweatband inscribed with initials 'C.J.V.', contained in a black painted tin with brass plaque engraved 'C.J. Vinnicombe' Chief Petty Officer Cornelius James Vinnicombe, DSM was born in Hessle, East Riding of Yorkshire in 1901, and joined the Royal Navy in 1916. Having served in North America and the West Indies, China and the Mediterranean he rose to the rank of Chief Petty Officer in 1938. On 3 September 1938 Vinnicombe joined HMS Vernon, where he remained until joining the Naval Expeditionary Force in 1940 for "Operation Royal Marine". This was one of Churchill's schemes to take the war to the Germans, the idea being for a small force of Royal Navy personnel (63) to go to Alsace in France and put floating mines into the Rhine and its tributaries so they would float into Germany and disrupt the Rhine river traffic. The first mines were released on 10 May with thousands being released over the following months. Vinnicombe was captured near Besancon on 27 June about 40 miles from the Swiss border. His DSM was awarded on 5 July 1940.  
(1) £150 - £200



217\* **Falklands War.** A British Flag of 3 Para 1982, the large union jack cloth flag printed in black 3 PARA 1982, GOOSE GREEN, FALKLANDS, WIRELESS RIDGE, the cotton edge inscribed in ink TEAL INLET. MOUNT LONGDON "WE WENT WE FOUGHT WE CONQUERED" PORT STANLEY SAN CARLOS, with lanyards, 173 x 82cm with a Sunday Mirror newspaper dated 23 May 1982 The locations on the flag represent Battle Honours of 3 Para.  
(2) £200 - £300



218\* **Fighting Knife.** A WWII period 2nd pattern commando knife, the 17.5cm blackened steel blade with ribbed metal grip with '2' cast in relief, oval cross-guard and top nut, 29.5cm long overall  
(1) £100 - £150



Lot 217

219\* **Gloucestershire Constabulary.** An E.II.R. Gloucestershire Constabulary officers hat, *black cloth with chequered band, silvered and enamel badge, the interior with brown leather sweat band, together with an E.II.R. helmet from the same Constabulary with composite helmet plate and rosette, the interior with a cream leather sweat band*

(2) £70 - £100

220\* **Great British Regiments.** A modern presentation collection of 52 silver medals by The Birmingham Mint, *numbered 0967, the collection finely presented in a mahogany and brass display case, enclosing three trays each with a fine display of silver medals representing line regiments and with corresponding cap badges, the combined weight of the silver is 75oz, with information cards and promotional literature, the brass plaque on the list of the box is very scratched but the contents are generally in good original condition, case size 14cm high x 54cm wide x 35.5cm deep*

(1) £800 - £1,000

221\* **Guards Uniforms.** An E.II.R. 1959 pattern Guardsman scarlet tunic of the Welsh Guards, *with white and black facings, staybrite buttons, with original tailors label by Kashet & Partners Ltd, inscribed with owners name 'Wilson 1 Coy', inner arm 45cm, with trousers and crimson sash together with an E.II.R. 1959 pattern Guardsman scarlet tunic of the Irish Guards, with label by Kashet & Partners Ltd, inscribed with owners name 'Gdsm Stokes', moth holes and general wear to both, together with a Gurkha Officers full dress tunic plus a WWI period Royal Navy frock coat with G.V.R. period brass buttons and medal riband bar*

(4) £100 - £200

222\* **Jambiya.** A modern Middle Eastern jambiya, *the 15.5cm curved steel blade with silver and horn grip, 27cm long overall in its silver scabbard with gold bullion embroidered belt, presented in a blue velvet box*

(1) £80 - £120



Lot 220



Lot 221





223\* **Kitchener (Herbert, 1st Earl, 1850-1916)**. An interesting collection of Kitchener memorabilia, including two Staffordshire Pottery flat backs each modelled as Kitchener on horseback, 28cm high (variation in colour), a Minton's pottery tile with a profile of Kitchener with four part scroll inscribed 'S. Africa Lord Kitchener of Khartoum Omdurman' on a blue ground, 30.5 x 15cm, a blue and white pottery plate by Till & Sons, Burslem, printed with a profile of Kitchener with a border of allied flags, 26cm diameter, three character jugs, six porcelain busts including Shelley and Grafton China, a cast bronze bust mounted on a wooden plinth, 18cm high, spoons, keys fobs and other related collectables plus a collection of crested china including a WWI warship, vases, pots and other forms (a carton) £200 - £300



225\* **Major General Sir William Inglis, KCB, 57th Foot**. An early 19th century oak box with brass plaque engraved 'Major General Sir William Inglis', 10cm high x 22cm wide x 15.5cm deep with brass key, the hinged lid enclosing objects mostly belonging to his son General William Inglis, CB (1823-1888) including original riband for Companion of the Order of the Bath (CB) Turkish Crimea and Crimean War Medal miniature medals with silver and gold riband buckles, full size sash with label inscribed 'This ribbon was last worn by Sir William and was attached to the Order returned ... deceased', another inscribed 'Replaced by the CB Feb 21st 1861 then order ...' various other ribands, small bag containing curios including 'Bark of the stump of the tree the English cut down from the barrier against the French ... Guard', brick with label inscribed 'Battle of Hugomont', together with some related Middlesex Regimental porcelain by Minton's, comprising side plate, 2 dishes and 4 saucers each with regimental crest and Albuhera' battle honours Provenance: Collection of Jack Webb (1923-2019), London.

Lieutenant General Sir William Inglis, KCB (1764-1835) was a British officer of the French Revolutionary and Napoleonic Wars. He served at several of the heaviest engagements of the Peninsular War and was wounded numerous times. Inglis earned national fame through his exhortation "Die hard 57th, die hard!" to his regiment as he lay seriously wounded behind their ranks at the height of the Battle of Albuera. The regiment held and the battle was won and although his wounds nearly proved fatal he returned to action again two years later to see the war out. General William Inglis (1823-1888), son of General Sir William Inglis, was commissioned ensign in the 57th (Middlesex) Regiment of Foot in 1840 and promoted Captain in 1849, he served in the Crimean War from 1854-1856, at Balaklava, Inkerman and the Assault on the Redan and also in the expedition to Kinburn. He retired with the rank General in 1882 and was also created a Companion of the Order of the Bath. (8) £300 - £500



224\* **Letter opener**. A WWII period letter opener, the handle made from shrapnel with long blade engraved ANNO DOMINI 1945 DAWN OF THE ATOMIC ERA with the dated of both WWI & WWII, the reverse engraved MOMENTO POPOLI and ONE ATOMIC BLITZ, overall length 36cm long, presented in a fitted leather case with initials G.S. to the lid (1) £70 - £100



Lot 226

226\* **Maxim 1910.** A deactivated Russian Maxim 1910 light machine gun circa 1945, the 75cm fluted barrel with large tractor cap complete with armoured shield mounted on a Sokolov mount, stamped with serial number 17 and with display rounds and magazine box, deactivated with certificate, complete with its original pine packing crate 45cm high x 78.5cm wide x 66cm deep Deactivated to the current standard on 31 July 2017.

The PM M1910 (Pulemot Maxima obraztsa 1910) was used by the Imperial Russian Army during WWI and during Russian Civil War and WWII. It was a popular gun which later saw service in Korean a Vietnam. The tractor cap was introduced as a way of cooling down the barrel. Snow would be packed in the barrel to melt whilst firing.

(1) £2,000 - £3,000

227\* **Middlesex Regiment.** 57th (West Middlesex) Foot Colours, circ 1830s, embroidered with regimental insignia and battle honours for Peninsular, Albuhera, Pyrenees, Vittoria and Nivelle, with union jack to the upper left corner on a pale silk ground, a fragile piece with several areas of damage and general perishing, presented in a large frame, glazed, 175 x 175cm

Provenance: Collection of Jack Webb (1923-2019), London.

The 57th (West Middlesex) Foot was raised in 1755 and was amalgamated under the Childers Reforms with the 77th (East Middlesex) Foot to form the Middlesex Regiment in 1881.

(1) £1,500 - £2,000



Lot 227





Lot 230



228\* **Middlesex Regiment.** The Middlesex Regiment (The Duke of Cambridge's Own) embroidered silk picture circa 1920s, showing crossed regimental standards each with battle honours, with a black and white photograph of a soldier in tropical uniform, 39 x 54cm, period maple frame, glazed, together with a 77th (East Middlesex) Foot woollen picture showing the Battle Honour Ladysmith, 44 x 27.5cm, oak frame, glazed, plus another for 23rd Bn The London Regt', 38.5 x 31.5cm and other related pictures

Provenance: Collection of Jack Webb (1923-2019), London.

(6)

£100 - £150



Lot 229

229\* **Middlesex Regiment.** Third Cadet Battalion Colours, circa 1915, comprising a Duke of Cambridge's Own Middlesex Regiment of the Third Cadet Battalion standard, bullion embroidered regimental insignia on a yellow silk ground with red scroll of beneath, bullion tasselled fringe and knot, mounted on a flag pole with gilt-wood coronet, the standard 52 x 61cm, the pole approximately 250cm long, together with another for the same Battalion with bullion embroidered insignia on a union jack silk ground with bullion tasselled fringe and knot, mounted on a flag pole with gilt-wood coronet, 56 x 63, pole approximately 250cm long, damage, tears and fraying to each

Provenance: Collection of Jack Webb (1923-2019), London.

(2)

£200 - £300

230\* **Musket.** A 19th Century Indian Flintlock Musket, the 128cm long circular tapered barrel engraved foliate scrolls, with engraved side lock bearing initial 'M', wooden stock carved with scrolls, with fishtail butt, action inoperable, with ramrod, 164cm long

(1)

£200 - £300



231 **Napoleonic Items.** An interesting collection of items, including a wooden roundel 85mm diameter secured to a piece of card dated 1890 inscribed 'This Ornament was taken from the doorway inside the drawing room of Napoleon Bonaparte's residence at St. Helena', 27 feet long, 16 feet wide x 13 feet high; a piece of pottery with label inscribed and other items

(5)

£100 - £200



232\* **Naval Dirk.** A George V Naval Officer's Dirk, the 45.5cm blade by Henry Wilkinson, Pall Mall London, etched with G.V.R. cypher amongst scrolls the opposite side with a fouled anchor and owners initials 'L.V.D.', brass crossguard with acorns, wirebound fishskin grip and lions head pommel retaining bullion sword knot, blade pitted and rust spots, 60cm long overall, in its brass scabbard with brass mounts  
(1) £200 - £300



233\* **Orange Order.** A collection of ceremonial sashes, early-mid 20th century, 6 silk and satin sashes, some finished with metallic braid and fringing, all with numerous badges and emblems, including 'LOL', 'RBP', masonic symbols, skull and cross bones, etc., together with 3 badges related ('No Surrender', 'King William III', St George and the Dragon), plus 2 similar sashes for the Apprentice Boys of Derry, and 2 Ulster banners, one made of linen (torn and marked), the other more modern  
(13) £100 - £200



234\* **Order of the Star of India.** A Minton porcelain plate, part of the State Service of the Viceroy of India, circa 1920, decorated with badge and collar on a white ground with turquoise border with floral enamels, impressed Minton mark to base, scratches and some rubbing to the gilding, 23.5cm diameter  
Provenance: Collection of Jack Webb (1923-2019), London.  
(1) £100 - £150



Lot 235

235\* **Pickelhaube.** A WWI Prussian Other Ranks Pickelhaube, the leather skull with brass helmet plate and spiked top, original leather lining, lacking chinstrap and in generally poor condition  
(1) £200 - £300

236\* **Powder Horn.** A 19th century powder horn, the unusual ribbed cattle horn with engraved silver mounts, the central mount with interlaced monogram EV surmounted by a crown, 32cm long  
(1) £100 - £150



237\* **Powder Horn.** A 20th (East Devonshire) Foot powder horn, circa 1815, the scrimshaw cow horn with regimental badge and battle honours for Peninsula, Pyrenees, Minden, Egmont-op-Zee, Maida and Orthes, with wooden cover to the end, 32.5cm long  
The 20th (East Devonshire) Regiment of Foot (1782-1881) later became the Lancashire Fusiliers (1881-1908) under the Cardwell Reforms.  
(1) £500 - £700



Lot 236





Lot 240

**238\* Regimental uniform.** A tunic and trousers worn by General Sir Anthony Stephen Jeremy Blacker, KCB, CBE (1939-2005), with Westminster Dragoons collar badges and buttons, riband bar to left breast, with Conway & Williams tailors label to pocket lining inscribed with recipients name

General Sir Anthony Stephen Jeremy Blacker, KCM, CBE (1939-2005), was educated at Sherborne School and Corpus College, Cambridge, after completing training at Sandhurst he was commissioned into the Royal Tank Regiment in 1959, he was deployed to Northern Ireland in 1974. In 1979 he was appointed Commanding Officer of 1st Royal Tank Regiment, after various other appointments including Colonel Commandant of the Royal Electrical and Mechanical Engineers, of the Royal Tank Regiment and of the Royal Armoured Corps, he retired from service in 1995.

(1) £70 - £100

**239\* Rifle.** A 19th Century German Jager Hunting Rifle, the 86.5cm octagonal steel sighted barrel with Damascus twist, with owners initials E.L. inlaid in gold on the tang, the sidelock engraved with a hunting scene, fully walnut stocked with carved scroll decoration, the gilt metal percussion cap box engraved with a stag, with steel furniture, sling straps and ramrod, action is in working order and general knocks and bruises to the stock but overall good, 126.5cm long overall

(1) £300 - £500

**240\* Royal Field Artillery.** A cocked hat belonging to Major E.S. Nairne, Royal Field Artillery, the hat by J.Daniels & Co, in a japanned tin with engraved brass plaque, together with a mixed collection of items including a WWI brody helmet in poor condition and lacking liner, a Royal Horse Artillery Other Ranks busby, tunic cuffs and epaulettes worn by Colonel Stockford of the Irish Hussars and ostrich feather topee plumes each in japanned tin

Major E.S. Nairne, Royal Artillery served on the North-West Frontier of India in 1897-98 (Tirah Expedition Force as Assistant), he also served in the Boer War as Adjutant, 5th and 6th West Australian Contingents and he was mentioned in despatches in the London Gazette on 27 June 1902.

(10) £100 - £200

**241\* Royal Gloucestershire Hussars.** A Royal Gloucestershire Hussars busby, black fur body with maroon side bag with yellow edge piping with maroon and white horsehair plume, leather and cloth lining and brass chin scales

(1) £300 - £500



**242\* Royal Irish Rifles.** A Victorian silver Royal Irish Rifles brooch by F. Narborough, Birmingham 1896, horizontal pin to the rear, 5cm long, 6.8g

(1) £70 - £100

**243\* Royal Marines.** A Royal Marines topee, with brass helmet plate and ball finial, the lining inscribed with the owner's name

(1) £50 - £80



Lot 241



Lot 239



Lot 244

**244\* Royal Navy.** A 1950s Royal Naval Reserve uniform belonging to Lieutenant Commander Sir Howard Christian Sheldon Guinness Kt VRD (1932-2109), comprising black cloth tunic with 8 aligned RV buttons, with Lt-Cdr cuffs together with two further tunics, officers hat, sword belt with gilt metal RNR buckle, trousers, shoulder cords and other items, all contained in an old suitcase

Sir Howard Christian Sheldon Guinness (1932-2019), was the son of Captain Edward Douglas Guinness, he educated at Eton College and gained the rank of Lieutenant Commander in the Royal Navy Reserve. He was awarded the Royal Naval Volunteer Reserve Officers' Decoration (V.R.D.).  
(Suitcase) £100 - £150

**245\* Royal Navy.** An ensign from H.M.S. Ark Royal, woven cloth with Union Jack, the reinforced edge stamped WHITE ENSIGN 8 BDTH 184 x 368cm, dated 2010, 184 x 136cm with provenance

The printed card sold with the lots states:  
H.M.S. Ark Royal. This ensign came from HMS Ark Royal and was issued in 2010 for the centennial celebrations of the Royal Canadian Navy which took place in Halifax NC in June 2010.  
10th October 2010 Laid in Portsmouth  
5th November 2010 Visited by the Queen  
25th November 2010 Last voyage in North Sea.  
3rd December The ensign flown with decommissioning pennant for the last time.  
(1) £300 - £500



**246\* Royal Worcester.** Duke of Wellington (Famous Military Commanders Series), modelled by Bernard Winskill, matt finish glaze mounted on a wooden base with brass plaque engraved 'Wellington', 43.5cm high  
(1) £300 - £500



Lot 245

H.M.S. ARK ROYAL  
This ensign came from HMS Ark Royal and was issued in 2010 for the centennial celebrations of the Royal Canadian Navy which took place in Halifax NC in June 2010.  
10<sup>th</sup> October 2010 Laid up Portsmouth.  
5<sup>th</sup> November 2010 Visited by the Queen.  
25<sup>th</sup> November 2010 Last voyage in North Sea.  
3<sup>rd</sup> December 2010 The ensign flown with decommissioning pennant for the last time





247\* **Royal Worcester.** Napoleon Bonaparte (Famous Military Commanders Series), modelled by Bernard Winskill, matt finish glaze mounted on a wooden base, 40.5cm high (1) £300 - £500



248\* **Sherwood Foresters.** A WWI Officer's prismatic compass belonging to 2nd Lieutenant F. Delves, M.C., The Sherwood Foresters, the Verner's Pattern Mk VII compass dated 1917 and engraved 'E. Koehn Geneve Suisse No 59208', the brass case blackened in places and with 48mm diameter mother of pearl dial for low light reading and orange direction arrow, glass cover to both the inner and outer case, working, in its brown leather carrying case stamped 'R. Stafford 1917' and inscribed 'F Delves 15 S.F.', together with a WWI period prismatic surveying compass by J.H. Steward, 406 Strand London, green paper dial printed in black, 70mm diameter blackened metal case with makers stamp, hinged sight, working, in its brown leather carrying case inscribed 'W.W.S.', the opposite side inscribed 'e.c.y.' plus an Austrian M1895 knife bayonet, the 25cm blade stamped OE over WG, the crossguard numbered 736, wooden grips, 37.8cm long overall, in its black metal scabbard stamped R OE over WG, a good example with a clean oiled blade 2nd Lieutenant Frank Delves served during WWI with 26th (Bankers) Bn, Royal Fusiliers (Corporal) before being commissioned on 8 January 1917 with The Sherwood Foresters, he was awarded the Military Cross for 'Distinguished Service in the Field' (London Gazette: 28 December 1917). (3) £100 - £150



249\* **Singapore Mutiny.** A presentation box from the Singapore Mutiny 15 February 1915, the mahogany box with silver plaque with hallmarks for Chester 1913 engraved 'F.M. From H.C.M.', the hinged lid enclosing a green velvet lined interior and secret lift out tray concealing 7 INERT .303 bullets, the inner lid with silver plaque engraved 'Martial Law, Mrs Gerald Mugliston, A Souvenir of the Mutiny of the Indian Troops 5th Light Infantry, 15th Feb 1915 - From the spare Jagga', the box 10cm high x 18.5cm wide x 11.5cm deep, together with a photocopied account of the Mutiny published in the Journal of the Society for Army Historical Research Vol. LXII, No.251 Autumn 1984

Provenance: Collection of Jack Webb (1923-2019), London. The 1915 Singapore Mutiny, also referred to as 1915 Sepoy Mutiny or the Mutiny of the 5th Light Infantry, was a mutiny involving up to half of a regiment of 850 sepoys against the British during WWI. Linked with the 1915 Ghadar Conspiracy (a plan to initiate a pan-Indian mutiny in the British Indian Army in February 1915 to end the British Raj in India). The Singapore Mutiny commenced on 15 February 1915 and lasted several days. It resulted in the deaths of eight British officers and soldiers, two Malay officers and one soldier, 14 British civilians, 5 Chinese and Malay civilians and one German internee before it was quelled by British forces and Allied naval detachments. Sold with some copied extracts including reference to Mr Gerald Mugliston playing a game of billiards in the Singapore Free Press & Mercantile Advertiser, 18 October 1921 and also being the Chairman of the Singapore United Rubber Plantation from 1948 onwards. (1) £70 - £100



250\* **Sporting Gun.** A 19th century percussion sporting gun, the 81cm circular steel barrel with steel side lock, half walnut stocked, foliate engraved brass furniture, with ramrod, action in working order but the barrel, side lock and hammer have been crudely buffed, 120cm long overall (1) £100 - £150



Lot 251

251\* **Sword.** A 1796 Infantry Officers' Sword, the straight steel blade approximately 81.5cm long by J. Runkel, Solingen, with brass shell guard, wirebound grip curved knucklebow and urn pommel, 100cm long overall, currently stuck in scabbard and signs of rust to the blade, in its black leather scabbard with brass mounts

(1) £200 - £300

252\* **Sword.** A 17th century Scottish Basket hilted backsword, the 79cm straight steel double fullered blade engraved HINDRIGH HARTGOR, the opposite side MEE FECIT SOLINGEN, the basket formed of rounded bars, retaining wooden grip and bun shape pommel, rusted and worn, commensurate with age, 95.5cm long overall

(1) £500 - £700



Lot 252



Lot 252

253\* **Sword.** A 19th century Indian Gauntlet Sword (Pata), with steel and brass guard, 74cm long straight steel blade, overall length 107cm

The gauntlet sword deprived a man of the use of his wrist and would be a very awkward weapon for fencing, and it was only used by the cavalry.

(1) £200 - £300



Lot 253

254\* **Sword.** A WWII period Japanese Katana, the 61.5cm curved steel blade with gilded copper habaki, the bronze tsuba with flowers, the cord bound fishskin grip inset with two gilt bronze flower menuki, blade heavily pitted, 94.5cm long overall, in its steel saya with gilt bronze mounts

(1) £400 - £600

255\* **Swords & Gun Cabinet.** An 18th century sword blade, the 59cm curved steel blade engraved with Frederick cypher with some indistinct markings towards the tang, 75cm long overall, together with an Indian steel tulwar scabbard with engraved decoration, brass roundels and tassels, 87cm long, various 18th century leather sword scabbards (perished), 3 steel gun barrels and other items, all contained in a hard gun case together with a 19th century oak gun cabinet with brass corners and handles, the hinged lid enclosing green baize, 10cm high x 82.5cm wide x 35cm deep

(2 cases) £200 - £300



Lot 254





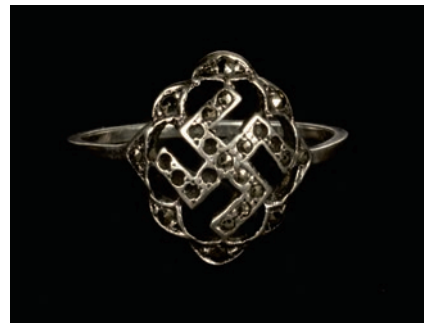
256\* **Third Reich.** A Luftwaffe Glider Pilots badge, two-piece construction, unmarked, 51mm wingspan, contained in original blue case  
(1) £150 - £200



Lot 258



257\* **Third Reich.** A Luftwaffe Pilot & Observer badge by JMME, two-piece construction with vertical pin, 68mm wingspan  
(1) £100 - £150



259\* **Third Reich.** A WWII German "sweetheart" ring, the silver ring inset with marcasite stones forming a swastika, stamped 800, size N (6 stones missing), in a black leather ring box together with a period portrait of Adolf Hitler, 13.5 x 9cm, period oak frame, glazed  
(1) £150 - £200



260\* **Third Reich.** A WWII Hitler Youth steel helmet, black painted helmet with Hitler Youth decals stamped Fdelstahl, original brown leather lining inscribed Krutt, with leather chin strap, size 56  
Provenance: Attributed to Johann Krutt, Hitler Youth (see lot 262).  
(1) £200 - £300

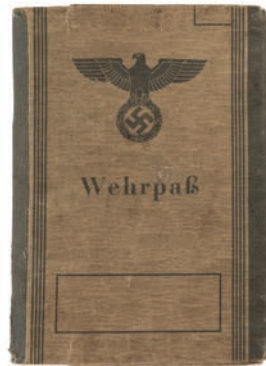
258\* **Third Reich.** A WWII Close Combat Clasp by Funcke & Brüninghaus, die-cast zinc bronze finish, horizontal pin and makers mark F & B L, 10cm long  
Created as an incentive for soldiers issued in three classes, bronze, silver and gold, for completion of 15, 30 or 50 close-combat days respectively. Combat days had to involve actual hand-to-hand combat on foot, whether in attack or defence.  
(1) £100 - £150



261\* **Third Reich.** A WWII U-Boat War Badge by Rudolf Karneth, die-cast zinc with vertical pin the reverse and makers initials RK, 50mm wide  
Given to U-boat crews who completed two operational trips, or who were wounded in battle.  
(1) £200 - £300



Lot 262



Lot 263

262\* **Third Reich.** An impressive Hitler Youth uniform with provenance, comprising, cap with Hitler Youth badge, brown shirt brass 'Overhoff' buttons, '663' epaulettes and insignia to the arm, red and white cloth armband with Hitler Youth insignia, brown leather belt with die stamped Hitler Youth buckle with Hitler Youth dagger with RZM mark and M/38, black velvet cloth shorts, socks and brown leather studded boots, presented on a composite mannequin which is included with the lot plus a Wehrpass belonging to Johann Krutt

Provenance: Believed to have been owned by a British Soldier who was Serving in Germany, where it was acquired from one of the old German wartime barracks they were billeted in. The uniform has been on the mannequin for 45 years.

The uniform is attributed to Johann Josef Krutt who was born Eilendorf on 10 December 1928, a blonde hair blue-eyed boy who was an apprentice wool maker before joining the Hitler Youth.

See lot 260.

(1)

£2,000 - £3,000

263\* **Third Reich.** A Civilian in Service to the Army armband, black eagle and swastika on a yellow cloth ground with Reich black ink stamp, together with a party armband, black and white swastika on a red felt ground with Reich ink stamp, both pieces in fine condition and brought back from the war by the vendors father

(2)

£100 - £150



264\* **Third Reich.** Iron Cross, 1939 First Class breast badge, silver with iron centre, the pin stamped '20', in case of issue, together with a Volkssturm armband (German Home Guard), printed in black white and red on cotton, an SA plated buckle with gilt S, the opposite side with RZM and U.E.7. mark, two Russian Front medals, two reproduction badges plus an original WWII German RG 34 rifle cleaning kit, the metal case stamped 'cnx' (Gustav Appel) complete

(8)

£150 - £200





265\* **Typewriter.** Blickensderfer 5 typewriter circa 1896, serial number 136722, black case with brass plate stamped No5 BLICKENSDERFER 9&10 CHEAPSIDE LONDON MADE IN USA, with original pine case  
In 1891, George C. Blickensderfer (1850-1917) invented a portable writing machine that featured the ability to change styles at will. The No.5 model was first introduced in 1893 at the Columbian Exposition and was popular for many years.

(1) £100 - £150



267\* **WWI & WWII Munitions.** WWI Mills Bomb No.5 Mk1 dated 1915 (INERT), presented under a glass display case, 20.5 high x 15.5 wide x 11.5cm deep together with 2 WWII No69 Bakelite hand grenades (INERT), one being a reddish colour the base with raised lettering 'No69 1942', 12cm high the other darker brown, 'No.69 DLR 40', 11.5cm high

Provenance: Collection of Jack Webb (1923-2019), London.  
(3) £150 - £200



266\* **WWI Hospital.** Two embroideries worked by wounded soldiers, comprising an armistice embroidery by a soldier of the Machine Gun Corps, showing two soldiers shaking hands with allied flags and badge of the M.G.C., 11.11.11. 1918, inscribed in pencil 'Feb 10/1919 Done at Glos Red Cross Hosp Gloucester, P.P.', 45 x 57cm, together with another by a soldier of the Royal Engineers, with allied flags and 1914-1918 (inclusive), showing a soldier reunited with his father, inscribed in pencil 'Dec 1918 Done at Priory Hospital Cheltenham P.P.', 45 x 56c, both unframed

(2) £100 - £150



268\* **WWI.** A Princess Mary brass Christmas tin, in good condition containing original cigarettes, 1914 Christmas card and envelope, 1915 Christmas card, and a silver War badge numbered 26119 (29340 Pioneer G Palmer, Royal Engineers), together with a Prussian Iron Cross, 2nd Class, ring stamped 'KO' (Klein & Quenzer, Obertstein), two WWI Turkish belt buckles and other items

(11) £150 - £200



## ORDERS, DECORATIONS & MEDALS

269\* The Field Officer's Gold Medal posthumously awarded to Lieutenant-Colonel Charles Donellan Killed in Action at Talavera on 28 July 1809 whilst commanding the 1st Bn, 48th (Northamptonshire) Regiment of Foot. Donellan mortally wounded famously took off his hat passed it to Major George Middlemore stating "you will have the honour of leading the 48th to the charge"

Field Officer's Small Gold Medal by Nathaniel Marchant, for Talavera 1809 (*Lieut Col: Chas Donellan, 1st Bn 48th Foot.*) complete with its three-pronged gold ribbon buckle, extremely fine

Lieutenant-Colonel Charles Donellan was commissioned on 28 September 1804, and commanded the 48th Foot from 14 November 1804, he was mortally wounded at the Battle of Talavera on 28 July 1809 when having two horses shot from under him. Donellan famously took off his hat and passed it to his next in command Major George Middlemore saying "you will have the honour of leading the 48th to the charge". Posthumous awards of this nature are very scarce.

### The Battle of Talavera 27-28 July 1809

The British victory over the French 27-28 July 1809 near the Spanish town of Talavera. Advancing into Spain from Portugal, the 20,000 strong British Army under the command of the Duke of Wellington reached the river Tagus and took up positions on the hills north west of the town. The town was held by the Spanish army and was under threat from a French army of about 50,000 under Marshal Nicholas Soult.

The French attacked the British force in an attempt to drive it off, and succeeded in the British line back. The British held their position, which was subjected to a heavy bombardment by the French artillery followed by another assault. Just as the British position looked untenable, reinforcements under Viscount Hill appeared. By nightfall the battle had died down but was renewed by another French assault the following morning. The French were held off by heavy fire from the infantry and the intensity of cavalry charges. The French retired toward Madrid, but the British were so weakened by the battle they were unable to pursue Soult. Wellington fell back to Portugal. British casualties were some 6200 killed or wounded, and the French some 7400 killed or wounded.

Nathaniel Marchant RA (1739-1816) was an English gem engraver; he was also assistant Royal Mint engraver to William Wyon. Awards by Marchant are very scarce.  
(1) £15,000 - £20,000





**270\* The Indian Mutiny Medal awarded to Major Herbert Mackworth Clogstoun, V.C., 19th Madras Native Infantry, who, on 15 January 1859, led a charge against a rebel band with only eight men of his regiment and although severely wounded himself and losing seven of the eight men in the engagement, forced the rebels into the town and caused them to abandon their plunder.**

Indian Mutiny 1857-58, no clasp (Mjr H M. Clogston [sic], V.C, 2nd Regt of Cavy Hyd Contigt.), correctly named in medium serifed capitals, the 'j' of 'Mjr' only visible under a glass, edge bruise but otherwise nearly extremely fine

V.C. London Gazette 21 October 1859:

'For conspicuous bravery in charging the Rebels into Chichumbah with only eight men of his Regiment (the 2nd Cavalry, Hyderabad Contingent), compelling them to re-enter the Town, and finally to abandon their plunder. He was severely wounded himself, and lost seven out of the eight men who accompanied him.'

Major Herbert Mackworth Clogstoun (1820-1862) was born in Port-of-Spain, Trinidad, commissioned into the Madras Army on 15 January 1838, and remained with the 19th Madras N.I. until 1856 when he was transferred as Second-in-Command of the 2nd Cavalry, Hyderabad Contingent. On 15 January 1859, Clogstoun and his men were part of Brigadier Hill's Berar Field Force searching for rebels about 35 miles from Hingoli, the depot of the Hyderabad Contingent, and they caught up with a 400 strong rebel band at the village of Chichumbah.

He was promoted to Major and received his Victoria Cross, in one of the last batches of awards for the Mutiny, at an investiture held at Madras on 19 January 1860. He took command of his regiment in September 1861 but was killed in action six months later at Hingoli on 6 May 1862. Clogstoun is buried in Madras Cemetery.

**Cataloguer's Notes**

Clogstoun's medal entitlement is for the Victoria Cross, Indian Mutiny medal and India General Service 1854, one clasp Pegu, and this group is held in the collection of the National Army Museum, London. It should be noted however that the Mutiny medal held by NAM has been physically examined prior to this sale and has not only been officially renamed, but in a clumsy and surprisingly careless manner. The careful examination of the NAM example therefore confirms conclusively that two authentic Mutiny medals were issued to Clogstoun, the probable reason being that on the first medal - that which is offered in this catalogue - his surname had been spelt incorrectly. The medal offered here is also an unusual and very early example of the addition of 'V.C.' within the official naming.

(1)

£3,000 - £5,000



271\* **Indian Mutiny 1857-58**, one clasp, Lucknow (D. Irewin, 1st Madras Fusrs), good very fine  
(1) £400 - £500



274\* **Egypt 1882-89**, undated, one clasp, Suakin 1885 (413, Pte J. West, 1/Shrops. L.I.), contact marks and wear, good fine  
(1) £100 - £150

**275\* An impressive MVO group awarded to Joseph Hammond Whitehorn, Head of Colingwood Jewellers**

The Royal Victorian Order, M.V.O., Member's 5th Class breast badge, silver and enamel, reverse officially numbered 567

Coronation Medal 1902

Coronation Medal 1911

Special Constabulary Long Service Medal, G.V.R. with The Great War 1914-18 clasp (Joseph H. Whitehorn.), extremely fine, mounted as worn with dress miniature awards and in a fitted green leather Collingwood & Co, London presentation case

MVO, Fifth Class London Gazette 1 January 1931 Joseph Hammond Whitehorn, Esq.

Joseph Hammond Whitehorn, Esq was Head of Messrs Collingwood, Jewellers to the Royal Family. His partnership with William Walters was dissolved on 31 December 1913.

(4) £300 - £500



272\* **Punjab 1848-49**, two clasps, Chilianwala, Goojerat (J. Wilcher, 24th Foot.), very fine  
Clasps confirmed on the published transcript roll.  
(1) £600 - £700



273\* **Egypt 1882-89**, dated, one clasp, Alexandria 11th July (C. Turner. A.B. H.M.S. "Penelope."), toned and ships name worn, very fine  
2946 Able Seaman Charles Turner received his medal when serving in HMS Duncan in 1883. His clasp is confirmed.  
(1) £100 - £150



Lot 275





278\* **British Empire Medal, Military Division** (7586093 S/Sgt. Clifford E. Hurst. R.A.O.C.), *extremely fine, with card box of issue, envelope and letter, plus brass bedplate: stamped '7586093 Hurst. C.'*  
BEM London Gazette 9 January 1946  
Clifford Ernest Hurst was born in St. Budeaux, Devon in 1911, he died in Fishponds, Bristol on 28 September 1995.  
(1) £150 - £200



279\* **Victorian Army Long Service Good Conduct Medal** (374. Pte. W. Vergis, 29th Foot), *extremely fine, with copied service papers*  
(1) £100 - £150



Lot 280

280\* **Victorian Army Long Service Good Conduct Medal** (9921.Qr. Mr. Sergt. D. Bingham. R.E.), *with copied service papers* 9921 Quartermaster-Sergeant David Bingham enlisted in the Royal Engineers in August 1862, aged 14, was appointed Bugler in March 1863, Sapper in July 1865, and 2nd Corporal in July 1867. His service record states overseas service as: "Spain & Portugal 308 days; Paris 25 days." He bought himself out of the army in July 1868, his trade shown as "photographer". Within the year he had re-enlisted into the Royal Engineers and served in South Africa for over six years, being awarded the South Africa Medal (1877-78) with the rank of Quartermaster Sergeant. It appears that he was discharged in August 1891 with the rank of Superintending Clerk. The 1901 census shows him as "Clerk on R.E. Works" living in Shoeburyness. He died in Exeter in 1911.  
(1) £120 - £150

276\* **Royal Victorian Medal, E.VII.R.**, bronze, *unnamed as issued, very fine, in green leather case of issue*  
(1) £100 - £150



277\* **Royal Victorian Medal, G.VI.R.**, silver, *unnamed as issued, extremely fine and toned, in cream leather case of issue with sterling silver riband brooch*  
(1) £100 - £150

281 **Foreign Medals.** A mixed collection of medals, mostly French, Belgium and Dutch, *including Belgium, Order of the Crown, in P De Greef, Bruxelles case of issue; Belgium, Victory Medal (2) and 1914-1918 War Medal (2), Commemorative Medal of the Reign of King Albert I; Belgium, WWI Yser Medal, silver and enamel with miniature dress award; Belgium, Croix de Guerre with Swords; France, President's Medal in silver, in case of issue; France, St Helena Medal; Netherlands, Order of Nassau, silver medal in I.M.J. Van Wielik case of issue and another in gilt metal (lacking case) and other medals plus empty medal cases*  
(27) £200 - £300

282 **Foreign Medals.** A mixed collection of medals, mostly Norwegian and Romanian, *including Prussian silver Merit Cross, in case of issue and original card packaging; Norway, King Haakon VII commemorative medal, reverse engraved 'Marie Bo 1925', in case of issue; Norway, King Olav V commemorative medal, silver gilt in Den Kongelige Mynt case of issue; Norway, King Haakon VII commemorative medal, silver in case of issue; Romania, Order of the Crown, Civil issue, enamel and gilt medal (damaged) in case of issue (lid detached); Romania, Queen Marie's Cross, Class in Monteraria Nationala case of issue and other medals*  
(15) £200 - £300



Lot 278



283\* **France.** Order of the National Merit, Grand Officer's breast star, silver and enamel, 90mm  
(1) £150 - £200



Lot 285



284\* **Norway.** Medal for Heroic Deeds, Haakon VII by H.R. Bruun, silver, 29mm diameter, the reverse inscribed 'Mervyn Smith for Ædel Daad. 15-16/1-1914', good very fine, in case of issue

On night 15-16th January 1914 the Norwegian barque "Chala" was on a voyage from Trinidad to La Havre when she got in trouble. The crew abandoned the ship but were rescued by the British Royal Fleet Auxiliary steamship "Petroleum". The crew were awarded the Norwegian medals "in recognition of their services to the distressed crew of the barque Chala, which was abandoned in the North Sea on the night of 15-16 January 1914." Several copied newspaper reports are included with the lot.  
(1) £150 - £200



Lot 284

285\* **A collection of Foreign Medals, comprising,**  
Norway. 1906 Coronation of King Haakon VII and Queen Maud, silver, 30mm, edge bruise, good very fine in case of issue  
Norway. Medal for Heroic Deeds, Oscar II, King of Norway and Sweden, silver 35mm, extremely fine  
Norway. St Olav, Haakon VII, by H. Rui, Oslo, silver, 30mm, in case of issue, good very fine  
Norway. King Olav V commemorative medal, silver, 29mm diameter, very fine  
Norway. Oscar II, King of Norway and Sweden commemorative medal, 30mm, silver, extremely fine  
Sweden. Patriotic Society Medal, silver, 35mm diameter, extremely fine  
Denmark. Christian X, Liberty Medal 1940-45 by silver, 32mm diameter, good very fine, in card box of issue

The coronation of King Haakon VII and Queen Maud took place in Nidaros Cathedral in Trondheim, Norway, on June 22, 1906.  
(7) £200 - £300



286\* **Romania, Kingdom.** Order of the Crown, 1st type, set of insignia, by Joseph Resch Fils, Bucharest, comprising neck badge 60mm, silver-gilt and enamel, with neck cravat, breast star, 83mm, silver-gilt and enamel, slight damage to the enamelled centre of the reverse on the neck badge, very fine, in blue leather case of issue  
(1) £300 - £500



287\* **Soviet & East German Medals.** A large collection of Russian Soviet and East German medals, including Russian Order of the Patriotic War, 2nd Class, officially numbered 6713516, a Veterans group comprising, Jubilee Medal "Twenty Years of Victory in the Great Patriotic War 1941-1945", Jubilee Medal "50 Years of the Armed Forces of the USSR", Jubilee Medal "Thirty Years of Victory in the Great Patriotic War 1941-1945", Jubilee Medal "60 Years of the Armed Forces 1918-1978", mounted as worn, various service cards and other items (approximately 45) £200 - £300



288\* **Soviet Russia.** A mixed collection of 19 medals, comprising: Ten, Fifteen and Twenty Years' Impeccable Service (Bezuprechnuyu sluzhbu), all awarded to Captain Vitaliy Ivanovich Vladmirov, with accompanying service book recording their respective awards in 1979, 1984 and 1989 (the latter medal enamelled); Twentieth Anniversary of Victory in the Great Patriotic War (3 examples); Thirtieth Anniversary of Victory; Fortieth Anniversary of Victory (3 examples); Fiftieth Anniversary of Victory (2 examples); Sixty-Fifth Anniversary of Victory; Fiftieth Anniversary of the Armed Forces (enamelled); Sixtieth Anniversary of the Armed Forces; Seventieth Anniversary of the Armed Forces (3 examples); Zhukov Medal (19) £70 - £100



289\* **Egypt Pair.** Private E.W. Buckland, York and Lancaster Regiment Egypt 1882-89, dated, one clasp, Tel-El-Kebir (2673 Pte E.W. Buckland. 2/York & Lanc:R.), Khedive's Star 1882, regimentally impressed 'Y&L 2673', first with contact marks and wear to regiment, very fine, second, good very fine (2) £150 - £200



290\* **Egypt Pair.** Private T. Emery, Royal Irish Fusiliers Egypt 1882-89, undated, one clasp, El Teb-Tamaai (2530 Pte. T. Emery. 2/R.Ir.Fus:), Khedive's Star 1884-6, good fine Medal roll confirms that Thomas Emery received the medal and clasp and Khedive's Star for service with the 2nd Battalion Royal Irish Fusiliers. He had not served in the 1882 expedition. The Battalion left Egypt 29 March 1884 and Thomas was noted as going to the Army Reserve. (2) £380 - £420



Lot 291

**291\* A West Country group to Colonel A.L. Phillips, India Staff Corps**

*India General Service 1854-95, one clasp, Chin-Lushai 1889-90 (Lieut. A.L. Phillips. S.C.), 1914 Star (Col. A.L. Phillips), British War and Victory Medal (Col. A.L. Phillips), good very fine, with copied research*  
 Colonel Alfred Lucian Phillips (1861-1940) was born in Bombay, he was commissioned from the Royal Military College into the Dorsetshire Regiment in January 1881 and later admitted to the Indian Staff Corps on 1 July that year, advanced to Assistant Commissariat Officer in the Lushai Column and qualified for the 1903 and 1911 Delhi Durbar medals where he was serving as Colonel of Supply and Transport, 8th Division. He retired from service in 1913 but re-engaged for service on the outbreak of WWI and went to France 16 September 1914; after the war Phillips retired from service and resided in Milverton, Weston Park, Bath.

(4) £800 - £1,000



**293\* A WWI pair to Staff Nurse E.A. Bertwistle, Queen Alexandra's Imperial Military Nursing Service Reserve**

*British War and Victory Medals (S. Nurse E.A. Bertwistle.), extremely fine, the first heavily toned, presented on a British Red Cross Society and the Order of St. John of Jerusalem in England certificate to the recipient 'in recognition of valuable services rendered during the war' with a coloured photograph of the recipient to the upper left corner, period oak frame, 29.5 x 38.5cm*  
 Staff Nurse Elizabeth A. Bertwistle served during World War One with Queen Alexandra's Imperial Military Nursing Service Reserve - a reference in the national archives notes her as serving with the ambulance division on 8 February 1916, posted to Dublin on 26 May 1916, and serving on the Western Front from 15 October 1917. She was demobilised on 6 April 1919.

(1) £100 - £150



**292\* A WWI family group including Private. J.F. Winzer, Somerset Light Infantry, KIA 13 June 1916**

*1914-15 Star (11123 Pte J.F. Winzer. Som. L.I.), extremely fine with identity tag*

*A group of three to Driver G. Winzer, Royal Field Artillery 1914-15 Star (1639 Dvr. G. Winzer. R.F.A.), British War and Victory Medals (1639 Dvr. G. Winzer. R.A.), good very fine, swing mounted for wear*

**11123 Private Joseph F. Winzer**, a native of Bishopston, Bristol served on the Western Front with 7th Bn, Somerset Light Infantry from 24 June 1915, he was wounded on 27 April 1916 (War Badge) and killed in action on 13 June 1916, Winzer is commemorated in the Vlamertinghe Military Cemetery, Belgium  
**1639 Driver George Winzer**, served with Ambulance Train 20 8918 and discharged with acute tonsillitis on 7 June 1916.

(4) £70 - £100





294\* **Mixed Medals.** A collection of medals, comprising 1914-15 Star (14733 Pte G. Wilder. Bedf:R.), extremely fine British War Medal (5271 Pte. E.J. Prickett. Durh. L.I.). good fine Pair: British War and Victory Medals (024303 Pte. F. Cottrell. A.O.C.), extremely fine, swing mounted for wear with card box of issue, with some related paperwork, together with a mixed collection of medals including WWII group comprising 1939-1945 Star, Burma Star, Defence and War Medals, swing mounted, Defence Medal, War Medal, United Nations Medal for Korea, Third Reich. West Wall Medal, Army Temperance silver medal (Watch and Be Sober), France. Saint Helena Medal and other items

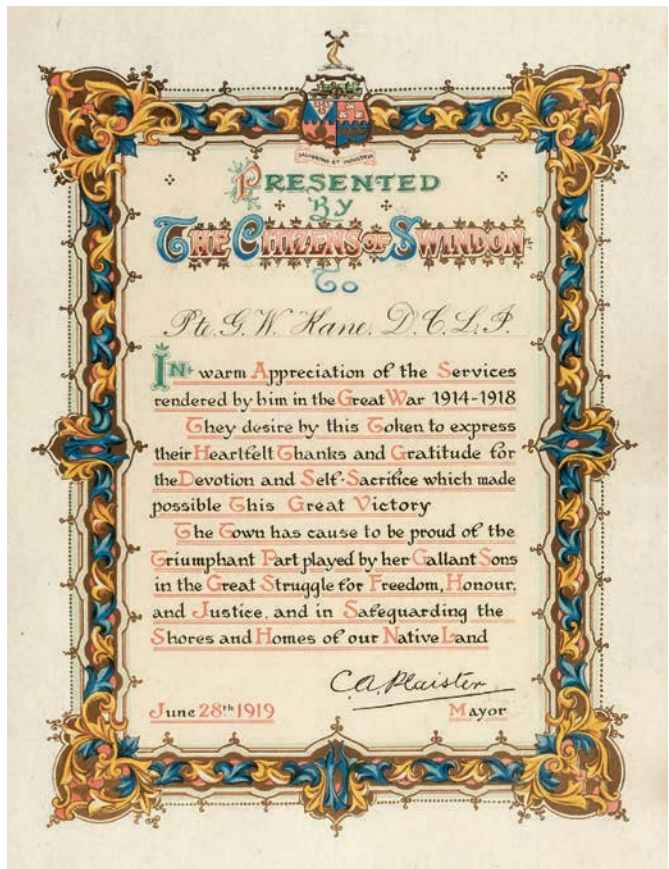
**14733 Private George Wilder**, a native of Markyate, Dunstable, served on the Western Front with 6th Bn, Bedfordshire Regiment, he was wounded on 12 July 1916 (War Badge), he died on 16 November 1916, Wilder is commemorated on Thiepval Memorial, France.  
(small box) £100 - £200

295\* **A WWI pair to Private G.W. Kane, Duke of Cornwall's Light Infantry**

British War and Victory Medals (41157 Pte. G.W. Kane. D. Of. Corn. L.I.), extremely fine, with related cap badges, photograph of the recipient in uniform, related documents including Soldier's Small Book and framed certificate presented to the recipient from the Mayor of Swindon giving thanks for service during WWI, 43 x 33cm

**41157 Private George William Kane** was born Swindon in 1896, he served on the Western Front from 9 August 1915, he was wounded on 16 October 1916 (War Badge), and on 30 August 1918 was listed as suffering from a "Gunshot wound knee, right", he was transferred to a casualty clearing station and discharged on 17 April 1919, post-war service saw Kane working as an engine fitter in the locomotive works of the Great Western Railway, Swindon.

(2) £70 - £100



Lot 295





296\* A WWI TFWM group to Bombardier S.R. Gibbs, Royal Artillery Territorial Force War Medal, G.V.R. (1165 S.R. Gibbs. R.A.), British War and Victory Medals (860842 Bmbr. S.R. Gibbs: R.A.), extremely fine and lacquered, mounted as worn with pocket diary inscribed 'Bdr S.R. Gibbs Inland Water Transport Royal Engineers Force "D" Mesopotamia', commencing 31 December 1916, covering time in Basra and Baghdad (April 1917), a humorous cartoon of a soldier captioned 'Baghdad 1917+1918 Who Said Blighty', an account of a moonlight raid on Baghdad (24 January 1918), final entry once returning to Southampton on 27 January 1919, the back with technical diagrams of piping, photographs of the recipient in uniform, identity tags and other related items  
(3) £200 - £300



297\* A WWI TFWM group to Sergeant J.H. Garrett, Royal Engineers British War Medal and Victory Medal (234 W.O.CL.2. J.H. Garratt. R.E.), Territorial Force War Medal (234 Sgt. J.H. Garratt. R.E.), Territorial Force Efficiency Medal, G.V.R. (234 Sgt. J.H. Garratt. W.Rid:Div. R.E.), good very fine  
243 Sergeant Joseph Henry Garratt (1886-1968) was born in Sheffield and by 1911 was a Mechanical Engineer and also serving with the West Riding Divisional Engineers (Territorial). After serving in WWI he worked for an armaments company.  
(4) £350 - £400



298\* A scarce combination Royal Navy MSM group to Chief Yeoman of Signals G.F. Harris, Royal Navy 1914-15 Star (125882, G.F. Harris, C.Y.S., R.N.) British War and Victory Medal (125882 G.F. Harris. C.Y.S. R.N.), Naval Meritorious Service Medal, G.V.R. (125882 G.F. Harris. C.Y.S. Southampton. War Services.), Naval Long Service & G.C., V.R., narrow suspension (G.F. Harris, Ch.Yeo.Sig., H.M.S. Boscawen.), good very fine or better MSM London Gazette 4 July 1919  
For service with "the Royal Naval Transport Service."  
15582 Chief Yeoman of Signals George Frederick Harris was born 1 December 1868 in Duddleston, Birmingham, he enlisted in January 1881 as Boy 2nd class, Signaller 3rd class HMS Sultan December 1886, Signaller 2nd class March 1887 HMS Bacchante, Qualified signaller December 1888, Leading Signaller February 1889 (Duke of Wellington); 2nd Yeoman of Signals April 1891 (Severn); Yeoman of Signals June 1892 (Boscawen); Chief Yeoman of Signals October 1900 Minotaur. Long Service Medal awarded 1901 (Boscawen), Harris joined the Royal Fleet Reserve in November 1906. Recalled 2 August 1914 to HMS Venus, he was discharged on 14 August 1919.  
(5) £800 - £1,000





299\* A Colonial Police group to Constable G.A. Irish, Gibraltar 1939-1945 Star, Africa Star with 1st Army clasp, Italy Star, Defence and War Medal, Colonial Police Long Service Medal with two bars (Const. George A. Irish, Gibraltar.), good very fine, mounted as worn (6) £350 - £400



302\* A WWII group of seven to Marine C.A. Oxtoby, Royal Marines General Service 1918-62, G.V.I.R., one clasp, Palestine 'Marine . C.A. Oxtoby PLY X713', 1939-1945 Star, Atlantic Star, Africa Star with North Africa 1942-43 clasp, War Medal, 1937 Coronation Medal all engraved 'Marine C.A. Oxtoby PLY X713', good very fine, swing mounted for wearing, with Arctic Campaign Medal 'Marine C.A. Oxtoby PLY X713' with case of issue, all medals privately engraved The Arctic Campaign Medal was proposed by the Russian Convoy Club in conjunction with North Russia Club who are the beneficiaries of the project, it was issued in 1991 for retrospective service during WWII. (7) £100 - £150



300\* A group to Staff Sergeant O.S. Sheard, South African Medical Corps War Medal (29158 O.B. Sheard), South Africa Service Medal (29158 O.B. Sheard), Efficiency Medal Union of South Africa (S/Sgt. O.S. Sheard S.A.M.C.), with copied research 29158 Staff Sergeant Otto Simpson Sheard, was born in Johannesburg in January 1914 and joined the South African Medical Corps in 1935. His application for WW2 medals shows 29158 S/Sgt. O.B. Sheard and that he rejoined 7th Field Ambulance in June 1940. He was discharged in October 1945 with the two medals. Efficiency Medal awarded December 1945. (3) £100 - £150

301\* A WWII group to Captain R.C. Wilson, Grenadier Guards who served as an Intelligence Officer from 1943 1939-1945 Star, Italy Star, Pacific Star, Defence and War Medals with M.I.D. oakleaf, extremely fine in named box of issue with transmission slip, with dress miniature awards but with an Africa Star and 1st Army clasp (the full-size clasp is included in the lot) and original documents for M.I.D. dated 9 September 1947 plus some related badges M.I.D. London Gazette 23 May 1946. (5) £100 - £150



303\* Sea Gallantry Medal (Foreign Services), V.R., silver, small 'From The British Government For Gallantry and Humanity', contemporarily engraved in serif capitals 'Krijn. Schonten. November. 8. 1875.', edge bruise therefore good very fine, in case of issue Krijn. Schonten. November. 8. 1875. Awarded the Sea Gallantry Medal (Foreign Service Silver Medal) as part of lifeboat crew of South Holland Lifeboat Association for the rescue of the crew of the steamship Forth of London. In endeavouring to enter the River Maas during a heavy gale the steamship Forth of London, struck the ground and became a total wreck. Notwithstanding the heavy sea which was running at the time, the Holland Lifeboat put out Maasluis, and succeeded in rescuing the crew of the Forth, who had taken refuge in the rigging of their vessel. Had it not been for the timely and courageous assistance of the Dutch lifeboat they would inevitably have perished, as the steamer went to pieces almost immediately after the rescue was effected. Board of Trade Annual Return of Wrecks for 1875-76 refers. (1) £200 - £300



Lot 304

**304\* A WWI "Siege of Kut" casualty Distinguished Conduct Medal to Bombardier G. Butterfield, Royal Garrison Artillery, died 13 September 1916**

*Distinguished Conduct Medal, G.V.R. (28772 Bmbr: G. Butterfield. 104/Hvy:Bty: R.G.A.), extremely fine*

DCM: London Gazette 22 January 1916 28772 Bombardier G. Butterfield, 104th (Heavy) Bty., R.G.A.

'For conspicuous gallantry at Kut-al-Amara (Mesopotamia), on 28th September 1915, when he repaired telephone wires on several occasions under heavy shell and rifle fire.'

28772 Bombardier George Butterfield, a native of Dunstable, Luton, he served during WWI in India and Mesopotamia with 104th Coy, Royal Garrison Artillery, he was wounded at Kut, taken prisoner by the Turks and he died on 13 September 1916. Butterfield is commemorated on the Baghdad (North Gate) War Cemetery, Iraq.

(1)

£700 - £1,000



**305\* A WWI DCM / MM group to Sergeant C.H. Steel, 18th Hussars, who although wounded himself assisted the wounded himself in exposed parts under exceptional heavy shell fire**

*Distinguished Conduct Medal, G.V.R. (4655 Sjt: C.H. Steel. 18/Hrs.)*

*Military Medal, G.V.R. (4655 Sjt. C.H. Steel. D.C.M. 18/Hrs.)*

*1914 Star with clasp (4655 L/Cpl C H Steel 18-Hrs)*

*British War and Victory Medals with M.I.D. oakleaves (4655 Sgt C H Steel DCM 18H), good very fine and better, last three replacement medals and copy clasp, swing mounted, with copied research*

DCM London Gazette 14 January 1916

'For conspicuous bravery; he assisted the wounded in exposed parts of the damaged trenches under exceptionally heavy shell fire, and, although wounded himself, he remained for several hours encouraging his men to hold an exposed part of the line during the bombardment.'

MM London Gazette 27 June 1918.

4655 Sergeant Charles Henry Steel was born in Ormesby, Yorkshire 1890, he enlisted in the 18th Hussars in August 1909, he served on the Western Front from 15 August 1914 to 17 May 1915 (when he was wounded) he returned to service again from 28 June 1915 to 3 April 1919. The War Diary states that the regiment was in reserve trenches on the Ypres-Menin Road during this period. Steel was discharged from service in 1921. His medal index card states the British War Medal and Victory were returned.

(5)

£1,800 - £2,200





**306\* An Indian Police Medal for Distinguished Conduct group to Chief Officer G.L. Tuppen, Rangoon Municipal Fire Brigade**

*Indian Police Medal for Distinguished Conduct, G.V.R. (Gerard Lee Tuppen, A.M.I.Mech.E. Chief Officer Rangoon Municipal Fire Brigade), Defence Medal, 1935 Jubilee Medal, 1937 Coronation Medal, very fine, mounted as worn, with copied research*

Gerard Lee Tuppen was in Willesborough Kent 1883, he was educated at St. John's Choir School, St. Leonard's on Sea 1892-95 and St. Alban's Grammar

School: 1895-99, Goldsmith's Technical Institute, New Cross 1900-1902, Engineering Apprentice 1899 to 1903, he was employed by Merryweather and Sons Ltd, London, who sent him around the world to work on firefighting equipment. July to November 1904 in charge of electrical light installation for Rio de Janeiro Police Fire Float. April to November 1905 in charge of installing machinery for Steam Pumping Float in Venice. November 1905 to November 1906 in charge of erecting and testing a petrol Fire Float in Huelva, Spain. June to August 1910 constructed and transported a Motor Fire Engine to Riga, Latvia for demonstration and testing. August to April 1911 constructed and transported motors and machinery to Montevideo, Uruguay and provided instruction in use. April to July 1911 conducted trials and instructions on 3 Motor Fire Engines in Sao Paulo, Brazil. July to November 1912 construction and transported special Motor Fire Engines to Rio de Janeiro, Brazil and provided instruction. 1918 a Founder Member of the Institution of Fire Engineers. July 1920 sailed to Rangoon, Burma and appointed Chief Officer and Engineer, Rangoon Municipal Fire Service. In 1935 he filed a patent for a Refuse Destructor: "Gerard Lee Tuppen, Burma, India". On 1935 Jubilee medal roll as "Central Fire Brigade, Rangoon". January 1938 arrived in the UK with his wife and daughter. Intended residence is London. Fire Protection and A.R.P. Book 1940 lists "four Engineering Inspectors" including G. Lee Tuppen. He died in Tunbridge Wells 8 February 1954.

(4)

£450 - £500



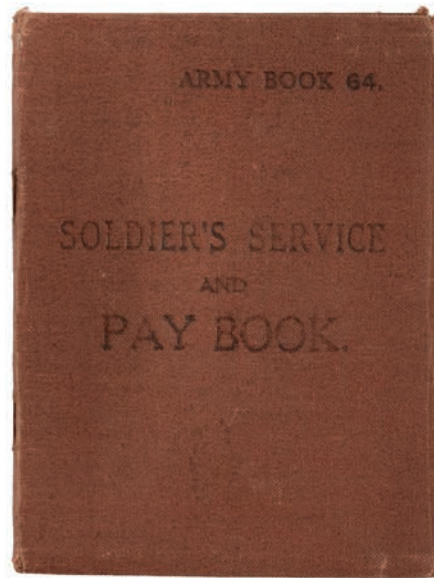
Record Office Stamp  
**RECORD OF SERVICE** ARMY FORM W5258  
**R.E.M.E. RECORDS**  
 No. 79272 Regt. SGT  
 Name (in block letters) HUGHES C.W. (NM)  
 Served in Regts/Corps as follows:

	Regt./Corps	From	To	Asst. joined with date	Remarks by Asso. (if any)
a	RASC	24/3/39	1/3/42		
b	RASC	12/3/42	2/3/42		
c	REME	1/10/42	7/4/46		
d					

Date: 13. 5. 46  
 Record Officer

1. This card should be presented or sent by the person named above to the Regt./Corps Association he wishes to join or from which he requires assistance.  
 2. The Secretary of the Association should stamp and date the card in the relative column when the soldier joins the Association.  
 3. If you send this card by post, do not fail to enclose your address.

WL 40594(22) 506M 1/40 KJL:1719/30 Cp. 38/2



**307\* A WWII MM group to Driver C.W. Hughes, Royal Army Service Corps who received his award when driving the Colonel's car he ran into a German post, but acted so promptly that the car was successfully turned and driven off.**

*Military Medal, G.V.I.R. (T/79272 Dvr. C.W. Hughes. R.A.S.C.) 1939-1945 Star, Defence Medal, War Medal, Efficiency Medal Territorial, G.V.I.R., with 'Territorial' scroll bar (79272 Sjt. C.W. Hughes. M.M. R.E.M.E.), good very fine, with original service book and record of service card*

MM London Gazette 20 August 1940

7972 Sergeant Cyril William Hughes (1918-1998). A metallurgical chemist by trade, Hughes enlisted in the Territorial Army on 24 April 1939, and served in Belgium and France 1939-40.

The Birmingham Mail (17 March 1941) reported:

"Two young Birmingham soldiers were recently decorated by the King with the Military Medal. Driver C.W. Hughes, of the R.A.S.C., whose home is at 113 Frankley Beeches Road, Northfield. He is a grandson of the famous Birmingham medallist, the late Joseph Moore, whose portrait and collection of works were removed from the Art Gallery to Aston Hall a few years ago. He is 21 and earned his decoration for meritorious conduct during the fighting in Flanders last year. When driving the Colonel's car he ran into a German post but acted so promptly that the car was successfully turned and driven off. Joining the Territorials before the war, Driver Hughes went to France at Christmas 1939 and was there until the evacuation from Dunkirk. His father is also serving his country for, as a naval pensioner, he rejoined the Royal Navy after the outbreak of war and is now serving as a chief petty officer writer."

Hughes transferred to the Royal Army Ordnance Corps on 12 March 1942 and transferred to the Royal Electrical and Mechanical Engineers 1 October 1942, he was discharged from service on 1 July 1946.

(5)

£1,200 - £1,500



**308\* A group of seven to Lieutenant-Colonel R.E. Wilson MC & Bar, Yorkshire & Lancashire Regiment Later Squadron Leader**

Military Cross, G.V.R., with Second Award bar

1914-15 Star (Capt. R.E. Wilson. York & Lanc R.)

British War and Victory Medals (Lt. Col. R.E. Wilson.)

Defence and War Medals

Air Efficiency Medal, G.V.I.R. (Wg. Cdr. R.E. Wilson. A.A.F.), good, very fine or better, mounted as worn

M.C. *London Gazette* 22 September 1916:

'For conspicuous gallantry and leadership when, as battalion bombing officer, he organised and maintained bomb supplies under heavy shell fire. He led up several parties when the enemy counter-attacked, and finally guided a supporting company to the point attacked with comparatively small loss.' Second Award Bar *London Gazette* 3 June 1918:

Lieutenant-Colonel Ronald E. Wilson, served during WWI with York & Lancashire Regiment, commissioned Second Lieutenant, 4th (Hallamshire Bn) 28 October 1914, he was promoted to Lieutenant on 2 February 1915. He transferred service to the Auxiliary Air Force in 1939 and was commissioned Squadron Leader on 29 June that year, he commanded No.941 (West Riding) Squadron and was responsible for Barrage Balloons in the Sheffield region and after the raids by German aircraft had reduced considerably, the Barrage Balloons in were reduced and Wilson was posted to Liverpool in Coastal Command, he was commissioned Wing Commander on 9 September 1941.

Wilson was a Sheffield man through and through and subsequently wrote the book *Two Hundred Precious Metal Years: A History of the Sheffield Company Limited 1760-1960*.

(7)

£1,000 - £1,500



**309\* An Impressive OBE, MC group to Major S.A.J. Grehan, Royal Artillery**

*The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast badge, silver-gilt, London 1929*

Military Cross, G.V.R., unnamed as issued

1914-15 Star (2. Lieut. S.A. Grehan. R.F.A.)

British War and Victory Medals (Major S.A. Grehan.)

General Service 1918-62, G.V.R., coinage head type, one clasp, Iraq (Lieut. S.A.J. Grehan.)

India General Service 1908-35, G.V.R., one clasp, North West Frontier 1935 (Major S.A.J. Grehan. O.B.E. M.C. R.A.)

Indian General Service 1935-39, one clasp, North West Frontier 1936-37 (Major S.A.J. Grehan. O.B.E. M.C. R.A.)

Defence and War Medals, lacquered, generally extremely fine, court mounted by Spink & Sons, together with, General Service 1918-62, E.I.R., one clasp, Cyprus (Capt. D.S. Grehan. I.G.), extremely fine with corresponding dress miniature award

Major S.A.J. Grehan served on the Western Front from 20 April 1915 and then Greek Macedonia, Serbia, Bulgaria, European Turkey and the Greek Islands from 18 December 1915 to April 1917 before moving to the Egyptian Expeditionary Force in May 1917 to 30 April 1918.

(12)

£1,000 - £1,500





**310\* A Boer War DSO group to Lieutenant Clive Henry Adolphus Wilson, severely wounded and twice mentioned in despatches in South Africa**

*Distinguished Service Order, V.R., silver-gilt and enamel*

*Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Johannesburg, Diamond Hill, Witterbergen (Lieut: C. Wilson. D.S.O. I.Y.)*

*King's South Africa 1901-02, 2 clasps (Lt. C.H.A. Wilson. D.S.O. Damants Hrs.), 1st with minor damage to the enamelled wreath, 2nd with edge bruise otherwise generally good very fine, engraved in sloped serif capitals and mounted cavalry style with dress miniature awards, presented in a sloping mahogany and glass display case with Holderness Hunt buttons applied to the red cloth lining which is presumably made from his red hunting tunic*

D.S.O. London Gazette 27 September 1901

'In recognition of services during the operations in South Africa'

M.I.D. London Gazette 10 September 1901

M.I.D. London Gazette 25 April 1902

Lieutenant Clive Henry Adolphus Wilson was born in 1876, he served in the Boer War with the Imperial Yeomanry and Damant's Horse from 1900-02 where he was severely wounded. He was twice mentioned in despatches and retired from the East Riding of Yorkshire Yeomanry on 6 December 1902 and given the honorary rank of Captain. Wilson was a Director of Thomas Wilson and Company, Hull and the United Shipping Company, London and the Smithson and Company, Hull. He was also Master of the Holderness Hounds.

(3)

£1,000 - £1,500



## SIR BARNES NEVILLE WALLIS CBE FRS RDI FRAeS (1887– 1979)



Barnes Wallis' fame today lies largely with the design for the 'bouncing bomb' developed for the Dambusters Raid of 1943. However, his inventions and achievements across his working life are legion as the scope of the topics covered in this archive demonstrates.

Barnes Neville Wallis was born the son of a doctor on 26 September 1887 in Ripley, Derbyshire. Wallis worked first at a marine engineering firm and in 1913 he moved to Vickers, where he designed airships, including the R100. In 1930, Wallis transferred to working on aircraft. His achievements included the first use of geodesic design in engineering, which was used in his development of the Wellesley and Wellington bombers. When World War Two began in 1939, Wallis was assistant chief designer at Vickers' aviation section.

In February 1943, Wallis revealed his idea for air attacks on dams in Germany. He had developed a drum-shaped, rotating bomb that would bounce over the water, roll down the dam's wall and explode at its base. The bomb was codenamed 'Upkeep'. Impressed with the concept, the chief of the air staff ordered Wallis to prepare the bombs for an attack on the Möhne, Eder and Sorpe dams in the important German industrial region of the Ruhr. Operation Chastise, the 'Dambusters Raid', was carried out on the night of 16-17 May 1943 by the specially created 617 Squadron of the Royal Air Force, led by Guy Gibson. Two of the dams - the Möhne and Eder - were breached, leading to serious flooding in the surrounding area, although industrial production was not significantly affected, and 8 of the 19 bombers which took part were lost.

When the decision was taken to concentrate on area bombing, Wallis began looking at the design of aircraft that could drop heavy bombs. The adapted Avro Lancaster was able to drop two bombs developed by Wallis, the 'Tallboy' designed in 1944 (used to sink the German battleship 'Tirpitz') and the 'Grand Slam' the following year. Both were used against heavily fortified German targets.

After the war, Wallis led aeronautical research and development at the British Aircraft Corporation until 1971. He became a fellow of the Royal Society in 1954 and was knighted in 1968. He died on 20 October 1979.

Wallis married his much younger cousin Mary 'Molly' Bloxam in 1925, having courted her largely by correspondence in which he incorporated advanced maths tuition. They had 4 children - Barnes, Mary, Elisabeth and Christopher - as well as adopting two of Molly's sisters children when their parents were killed in an air raid in 1940. The eldest daughter, Mary, married Harry Verdon Stopes-Roe, the son of birth control pioneer Marie Stopes. Mary and Harry had four children - Cathy, Helena, Christopher and Jonathan.

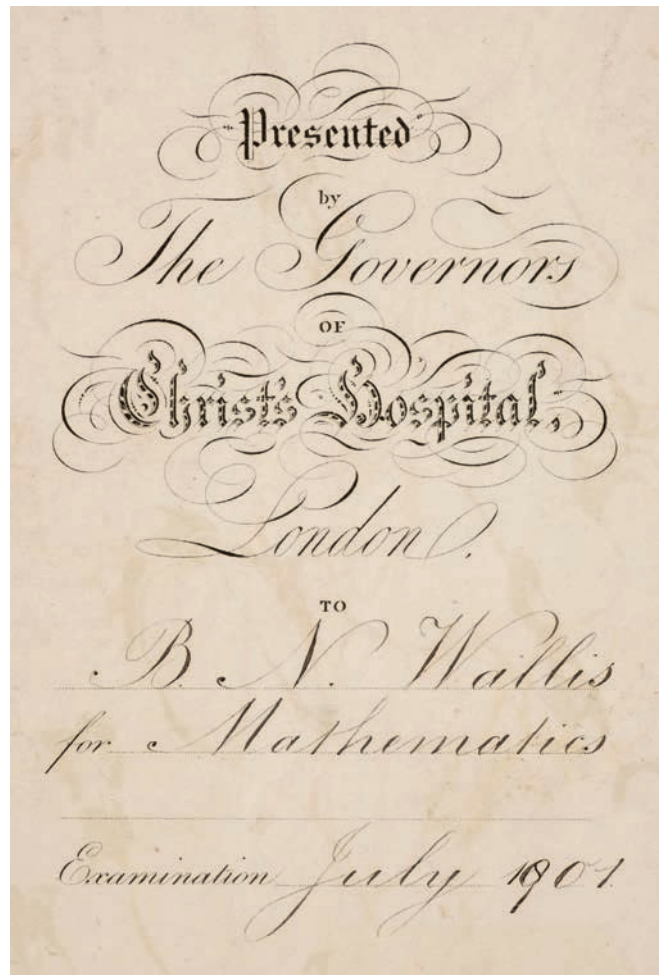
The lots offered here are from the family of Barnes Wallis by direct descent. Please note that copyright is not automatically assigned to any new owner and reproduction rights of any material, particularly the manuscript items, must be negotiated with the family.





311\* **Wallis (Barnes Neville, 1887-1979)**. Autograph Letter Signed, 'Barnes', Portsmouth, 13 August 1895, written as a boy to his father in a juvenile but very neat and large hand, saying that the water was colder than the baths at home, cousin Arnie came and played with them yesterday and hoping that he and his mother and the baby are quite well and concluding by remarking that they may be going to Portchester Castle next Saturday, 2 pages with blank integral leaf, a little dust-soiling, a little split at head and foot of vertical folds, final blank page somewhat soiled, 8vo, together with Barnes Wallis's soft leather pocket photograph wallet containing 2 small snapshots, the first very faded of Barnes Wallis and his mother Edith, with a note to verso by Barnes that it was taken when he was up for matriculation, 12-17 June 1911, small split at head of photograph, 5 x 6cm, the facing photograph a small oval three-quarter length portrait of Barnes's smiling wife Molly, 5 x 3cm, plus 2 modern photographic reproductions of each photo, wallet size 7 x 5.5cm

Two unusual items, the first a very early letter written just before his eighth birthday, the second a very personal item that he carried with him always.  
(2) £200 - £300



312 [**Wallis, Barnes Neville, 1887-1979**]. Lord Roberts of Kandahar, V.C., by Walter Jerrold, 4th impression, 1900, portrait frontispiece, illustrations, contemporary red morocco gilt, upper cover detached, spine and edges rubbed, 8vo, prize label to front pastedown 'Presented by the Governors of Christ's Hospital, London, to B.N. Wallis for Mathematics Examination, July 1901', together with

Critical and Historical Essays Contributed to the Edinburgh Review, by Lord Macaulay, new impression, 1899, contemporary green morocco gilt, spine and edges rubbed, 8vo, prize label to front pastedown 'Presented by the Governors of Christ's Hospital, London, to B.N. Wallis, Upper Fourth Form, A Section, English Essay Prize, 1904, plus two others: Jules Gourdaul's L'Italie Pittoresque, 6th edition, Paris, 1903, with a prize label from Christ's Hospital to Barnes Wallis for French, July 1903, and Fairies and Chimneys, by Rose Fyleman, 16th edition, 1923, with a presentation inscription from Barnes Wallis to his future wife Mary Frances 'Molly' Bloxam 'M.F.B. from B.N.W., 22/1/24' and additionally 'M.F. Wallis' to the front endpaper, 8vo

(4)

£200 - £300

313\* Wallis (Barnes Neville, 1887-1979). 'Report on the Condition of the Work on Naval Airship No. 9 at Barrow 12/10/15', original autograph manuscript in Wallis's hand, unsigned, reporting on the condition of naval airship number 9 at Barrow, written in blue ink in a bold, clear hand on rectos of 11 numbered leaves, a little corner creasing and rust impression from old paper clip to upper blank margin only touching text on first page from where previously folded, folio (33 x 20.5cm)

The manuscript may be incomplete, the text becoming more note-like and tailing off towards the end, and there are signs that suggest it may have been begun as a fair copy and metamorphosed into a draft while Wallis was writing it. This is a feature in a number of documents he wrote throughout his life.

Airship No. 9 had been designed by Hartley Pratt and Wallis (working in London) for erection at Barrow. Work on it was suspended by the Admiralty in March 1915, whereupon Pratt and Wallis joined the Artists' Rifles. In June, a rethink in the Admiralty led to a decision to resume work on the airship.

At the beginning of September 1915, Wallis and Pratt were transferred from the Artists to the RNAS (Wallis now with a commission as a Sub-Lieutenant, Pratt as a Lieutenant). Wallis was posted to RNAS Walney (at Barrow) and Pratt to Kingsnorth while the Admiralty decided on next steps. What followed - to which this document relates - was complicated, and is not adequately recounted in the existing biography by J. E. Morpurgo.

Briefly:

1: In the Admiralty there was discussion about setting up a Director of Naval Construction in which airship design could be situated.

2: The option of returning Wallis and Pratt to Vickers as civilians was being considered, but the Admiralty was reluctant to do this unless, or until, peace was restored at Barrow.

3: In November Pratt forced the issue by threatening to resign, while Dawson bypassed McKechnie and established direct management of the airship department at Barrow, of which Pratt was now made head. At this point Wallis, too, re-joined Vickers and was given a new post as head draughtsman (i.e. chief designer).

The important manuscript document was produced in the middle of this period of uncertainty and disagreement. At the time, Wallis had no authority over the Vickers team but was present at Walney as a naval representative to monitor progress on No. 9. His report finds the workmanship to be substandard, and comments on unauthorised alterations to their design. (Pratt at this time told him to 'fight with the Vickers people' over the changes, pointing out that since he had not been given any executive power, he could not be held responsible for any resulting delay if he did so, and the document reflects these circumstances.)

(1) £2,000 - £3,000

1.

Report of the Condition of the Work  
on Naval Airship No. 9  
at Barrow 12/10/15

1. Hull Framework

The majority of the longitudinal and transverse girders for the parallel portion of the ship are now completed. The curved girders for the Bow & Stem have not yet been started.

2. Erection of Hull Framework

The first parallel girders section Frame 3 to Frame 4 has been erected & has now been moved out of the wooden erecting staging & lies in a horizontal position on the cradles. Frame 5 is now being put together in the wooden staging preparatory to erecting girders section frames 5 to 6.

Section 3-4 was however moved before it was ready (for reasons explained in the report on the management of the airship department).

The following points still require attention on this section:-

(a.) In hoisting transverse frame no. 3 to the top of the wooden staging at the beginning of the erection of section 3-4 in September, the frame was badly twisted, due to careless handling, and several joints were damaged.





Lot 314

314AR\* **Cooper (Alfred Egerton, 1883-1974)**. The R26 Airship over Norfolk, circa 1918, *oil on canvas, 90 x 60cm, gilt moulded heavy wooden frame, Society of Aviation Artists label to verso with 100 guineas price mark*

Egerton Cooper and Barnes Wallis were lifelong friends. They were both in the Artists' Rifles, and later in World War I Cooper was a war artist who specialised in airships, including No. 9 (Barnes Wallis's first airship). It is believed both these paintings were gifts from Cooper to Wallis.

(1)

£7,000 - £10,000



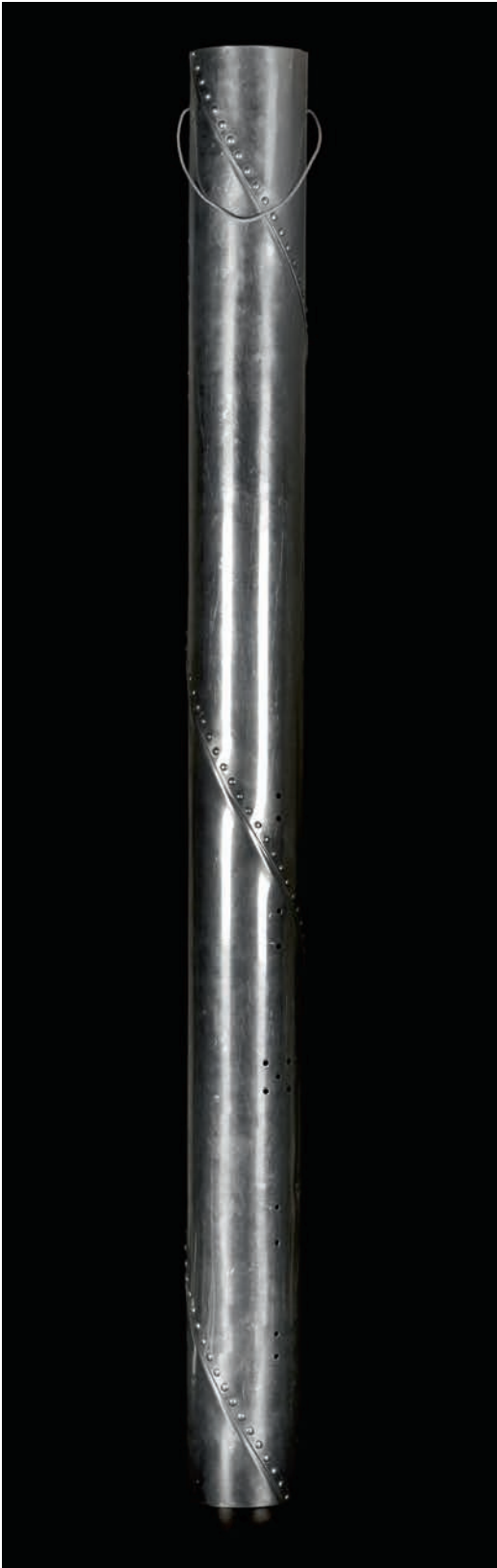
315AR\* **Cooper (Alfred Egerton, 1883-1974)**. Naval N.S.7 over Fleet, 1918, *oil on canvas, 60 x 90cm, framed, Society of Aviation Artists label to verso with price box left blank*

This scene no doubt commemorates a scene from the end of the War when the German fleet was escorted by the British Navy to the Firth of Forth.

(1)

£5,000 - £8,000





Lot 316

**316\* Airship Construction.** A riveted steel tube with several drilled holes, circa 1920s, being tubing used in the geodetic structure that Barnes Wallis developed for airships (and used later for the Wellington, Wellesley and Lancaster Bombers), 129cm length, 10cm diameter

(1)

£300 - £500

**317\* Wallis (Barnes Neville, 1887-1979).** Autograph manuscript lessons in calculus, trigonometry and physics, November 1922 to February 1924, a remarkable series of bespoke lessons devised for Wallis's future wife Molly, written as part of their courtship and sent in chapter form over the course of 16 months, divided into courses on *Calculus and Trigonometry*, each in 9 chapters, plus 2 stand-alone chapters on 'Note on Potential Charge & Capacity' and 'Electrostatic Induction', written on the rectos (and a few versos) of quarto sheets in Wallis's neat italic hand with occasional diagrams, the Introduction and chapters 1 and 2 of *Calculus* (7 pages) written out in Molly's hand and taken from letters sent to her by Barnes, but otherwise in Wallis's hand, a total of 248 pages (*Calculus* 81 pp.; *Trigonometry* 112 pp.; *Physics* 35 pp.), plus a further 6 pages (3 leaves) of Molly's answers to the calculus questions set by Barnes appended to the final chapter, with Wallis's red ink corrections and encouraging comments, the *Trigonometry* course with an additional diagram leaf and 4 chapter cover notes by Wallis, one initialled and two signed 'Barnes', a little scattered marginal creasing and fraying and a little dust-soiling, some horizontal folds throughout, occasional closed tears to folds and the chapter 'Notes on Potential Charge & Capacity' heavily split along lower horizontal folds, 4to/folio

In 1922 Barnes Wallis, aged 35, fell in love with his cousin Molly Bloxam. Molly was just 17 and setting off to study science at University College London. Her father decreed that the two could correspond only if Barnes taught Molly mathematics in his letters. When they met, Wallis was out of work, the closing of airship production having made him redundant. He began working for a London External B.Sc. but then suddenly landed a job teaching in a young gentlemen's academy in Chillon, Switzerland, taking on the post and leaving for Chillon in September 1922. This sudden disruption of the burgeoning friendship with Molly was alleviated by their correspondence which had the cautious approval of Mr Bloxham with certain caveats. However, Mr Bloxam became unhappy with Wallis thinking that the letters had strayed emotionally and not kept to a formal nature that he intended. Then mathematics came to Wallis's aid. Molly had to pass her exams and needed help from somewhere so he offered his services. Over the course of the next 15 months he posted these mathematics lessons in separate envelopes to the fortnightly personal letters and all was well. The personal letters between the two (which are not offered here) include mathematical references to the lessons but gradually became more personal, and Wallis proposed marriage on Molly's twentieth birthday. They were married on 23 April 1925, and remained so for 54 years until Wallis's death in 1979. They had four children - Barnes, Mary, Elisabeth and Christopher - and also adopted Molly's sister's children John and Robert McCormick when their parents were killed in an air raid. Their eldest daughter Mary (1927-2019) later married Harry Stopes-Roe, a son of Marie Stopes.

These mathematics lessons in their entirety (with minor omissions) were published in Marie Stopes-Roe, *Mathematics With Love: The Courtship Correspondence of Barnes Wallis, Inventor of the Bouncing Bomb*, (Macmillan, 2005), especially pp. 11-250. The book is interspersed with transcriptions of the personal letters with editorial comment, and takes the story as far as 12 September 1924, Molly's 20th birthday and the day she accepted their engagement.

(a folder)

£2,000 - £3,000

Chapter IV

We must part company with Jack. He  
soon fellow so very little further, and indeed  
he had no need to bother further with  
mathematics after he had climbed the  
bean stalk, killed the giant, rescued &  
married the beautiful Princess. (I must confess  
I don't remember if that is really how it ends up,  
but I so...)

So (1) Differentiate  $y = x^{13}$   
 $\frac{dy}{dx} = 13x^{12}$  ✓  
(2)  $u = t^{2.4}$   
 $\frac{du}{dt} = 2.4t^{1.4}$  ✓  
(3)  $y = \sqrt{x^5}$   
 $= x^{5/2}$   
 $\frac{dy}{dx} = \frac{5}{2}x^{3/2}$   
 $= \frac{5}{2}\sqrt{x^3}$

(4)  $y = ax^3 + 6$   
 $\frac{dy}{dx} = 3ax^2$  ✓  
(5)  $u = \frac{az^n}{c}$   
 $\frac{du}{dz} = \frac{1}{c} \times az^{n-1}$   
 $= \frac{naz^{n-1}}{c}$  ✓

*Notes:*  
- (1) I can't do that one if you can  
- (2) does the c stay there just like that?  
- (3) don't forget the 1 was also in the numerator  
- (4) or if you like  $\frac{3a}{c} x^2$   
- (5) You have got to be sure in that of mistakes also because constant term to divide line when differentiating

...climbed the  
...rescued &  
... (I must c  
... how it ends  
... two appare  
... all quantitie  
... see ref. letter  
... very good for a  
... first attempt

(1) Differentiate  
 $y = x^{13}$   
 $\frac{dy}{dx} = 13x^{12}$

(2)  $u = t^{2.4}$   
 $\frac{du}{dt} = 2.4t^{1.4}$

(3)  $y = \sqrt{x^5}$   
 $\frac{dy}{dx} = \frac{5}{2}\sqrt{x^3}$

(4)  $y = ax^3 + 6$   
 $\frac{dy}{dx} = 3ax^2$

(5)  $u = \frac{az^n}{c}$   
 $\frac{du}{dz} = \frac{naz^{n-1}}{c}$

$\frac{dy}{dx} = 3ax^2$   
 $u = \frac{naz^{n-1}}{c}$

$\frac{dy}{dx} = 3ax^2$   
 $u = \frac{naz^{n-1}}{c}$

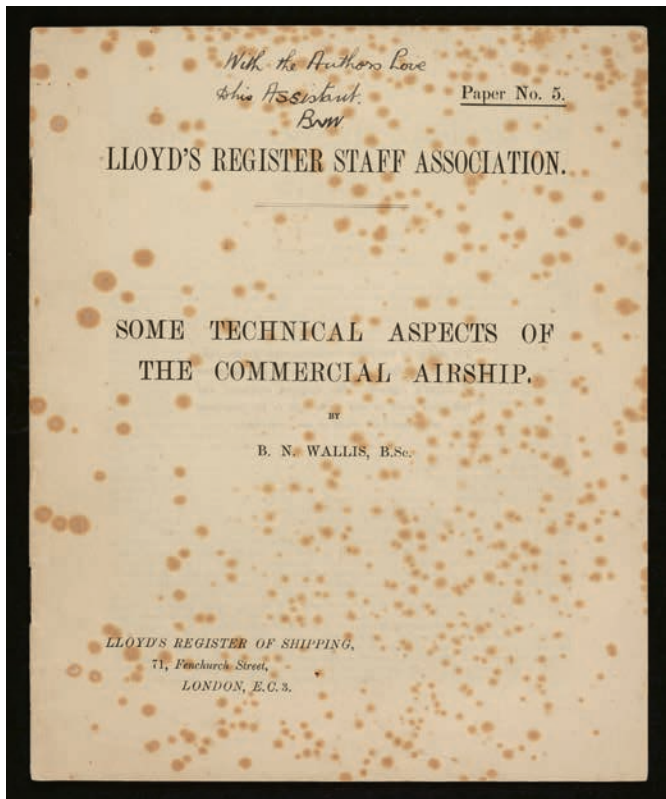
Note on Potential, Charge & Capacity.  
It is seen how we can obtain from a  
consideration of hydrostatics, some ideas  
on the things above.  
Hydrostatics merely means a static way  
of looking at things which are in  
equilibrium. What follows is all about  
water at rest. Think perhaps of a  
cylinder of water of definite weight  
and height. This is a definite weight  
of water. A cubic foot of water weighs  
10 pounds almost exactly.  
A gallon (from the old standard)  
is a little more than 8 pints.  
This is a definite weight of water.  
Weigh a pound & a quart since these  
are 8 pints to the gallon.  
This also gives us the very useful  
relationship  $\frac{1 \text{ lb}}{8.35} = \frac{1 \text{ cu ft}}{1.61}$   
Turning to the C.G.S. system we have as  
units, Gramme, Centimetre, Second.  
Suppose for the purpose  
of making the change, we regard 1 c.c. as  
the volume of a cube, "change your planes gentlemen"

... even this isn't quite correct, because  
... you also probably know that they  
... metric system in 1790 something.  
... we, five wish the really  
... must also specify the temperature  
... measurements are made, because  
... water expands with heat,  
... c.c. of water at 20° C. does  
... to 1.000 at 100° C.  
... lighter, because the water  
... a little, so some will rise  
... issue, how did I that  
... is a terribly unscientific  
... not bother anyone  
... 24 beakers, as I  
... each page, & the  
... as shown.  
... each beaker with  
... of equal  
... Suppose for the purpose  
... the change, we regard 1 c.c. as  
... the volume of a cube, "change your planes gentlemen"



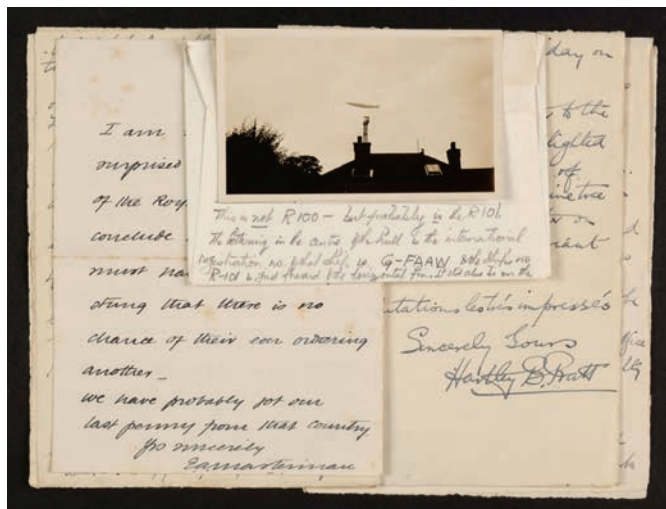
... change. We will select to  
... beaker with 10 units of  
... 10 c.c. (quantity)  
... time, & Volume = Height  
... Area  
... have only to divide the  
... into the height to which  
... will fill each beaker.  
... a height of 10  
... = 10 cm.  
... = 5"  
... = 3.5"  
... = 2.2"





318 Wallis (Barnes Neville, 1887-1979). Some Technical Aspects of the Commercial Airship, Lloyds Register Staff Association Paper No. 5, 1st edition, Lloyds Register of Shipping, 1926, 13 pp., 9 full-page diagrams on 5 leaves, heavy spotting throughout, signed presentation inscription from the author to his wife Molly to upper wrapper, 'With the Authors love to his Assistant, B.N.W.', stapled wrappers, badly foxed, slim 4to

(1) £150 - £200



Lot 319

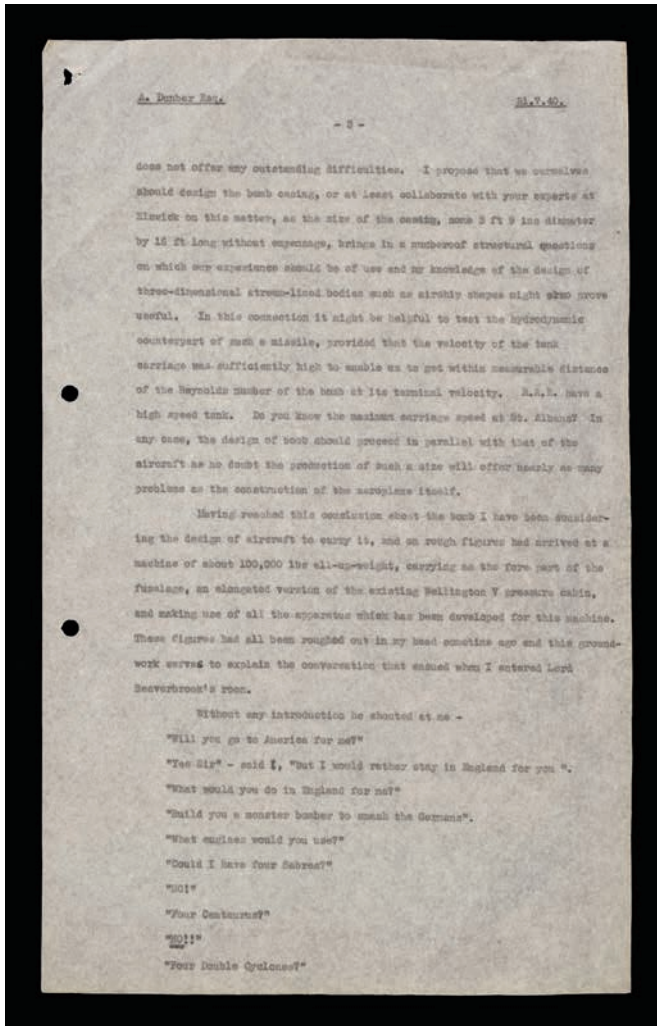
319\* Airship R101. A small photograph of R101 flying over Arkley, Hertfordshire, circa 1930, 6 x 10.5cm, pencil note to verso identifying it as R100 but corrected to R101 and referring to Barnes Wallis's notes on an envelope addressed to Mrs Wallis and postmarked 14 August 1966, on the back of the envelope and front Barnes Wallis has written in pencil and giving details of why it is the R101, 'This is not R100 - but probably is the R101. The lettering in the centre of the hull is the international registration no. of that ship i.e. G-FAAW and the ship's no. R101 is just forward of the horizontal fin. It should also be on the bow - but I cannot see any trace of this, B', together with 2 letters from Wallis's friend and airship-designing colleague at Vickers, Hartley B. Pratt, the first dated at Lynmouth, North Devon, 19 August 1914 and giving a 6-page account of his holiday walking in Somerset and North Devon, the second undated but also August 1914 hoping that he can meet him in London at the Promenade Concert at the Queen's Hall on Saturday, 2 pages, plus 5 pages of verses written by Pratt and presumably sent to Barnes Wallis, one poem titled 'The Question' concerning enlistment, another titled 'An Appeal to the D.O.' and referring to Barnes Wallis and his designs, all 8vo, the final autograph letter signed from E.A. Masterman, I.A.A.C.C., British Army on the Rhine, Cologne, 3 March 1922, concerning a payment of £90 he has received as royalties on the Japanese mooring mast and wanting to know if Wallis remembers what share he should have so that he can pay him the correct amount, saying that it was much more than he expected but that 'the Japanese must have been so badly stung [by Vickers] that there is no chance of their ever ordering another. We have probably got our last penny from that country', 4 pages, 8vo

An interesting group of items relating to Wallis's early working life with airships. Barnes Wallis was scathing of the design of the ill-fated R101 and its designer Vincent Richmond's 'overweening vanity'. The crash of R101 on its maiden overseas voyage on 5 October 1930 killed 48 of the 54 people on board. It led to the abandonment of the entire airship programme much to the annoyance of Wallis whose design of the privately funded and built R100 was also a casualty of this decision.

Wallis had begun working on airship design back in 1913. After serving an engineering apprenticeship in shipyards in London and on the Isle of Wight, Wallis was working as a draughtsman when he met H.B. Pratt, who had previously worked at the Vickers armaments company at Barrow-in-Furness. With World War I looming, the Admiralty saw the potential of rigid airships for long-range maritime patrol, and ordered an airship similar to the German Zeppelins. Pratt was invited back to Barrow to work on this airship project, and asked his new friend Wallis to join him. Together, they designed His Majesty's Airship No.9 (HMA 9). Although Government and Admiralty interest in airships ebbed and flowed throughout the war, HMA 9 flew successfully, as did succeeding designs of airships, including the R.26 class, also designed by Pratt and Wallis.

Air Commodore Edward Dimsdale Masterman, CB, CMG, CBE, AFC (1880-1957). Wallis had worked with Masterman on mast-mooring designs in the second half of the war. Evidently, Masterman did try to share the royalty with Wallis as he suggests in this letter. In a letter to Molly, dated 6-8 October 1923, Wallis rights: 'Now Commodore Masterman has made some money out of the royalties in the patent, and wants me to share, and wrote the other day saying he had £42 in hand for me, and would send it along. This is the second time this has happened. For lots of reasons too long, as usual, to right, I dont feel I ought to accept the money and have explained this to him. So he says all right he wont make a fuss about it, but will I allow him to give me something as a memento of our work together. I couldn't very well refuse without hurting his feelings; and indeed I should value something from him most immensely. He suggested a fitted dressing bag, but they are after all rather useless things, and I have often thought how, if and when I do ever have a home of my own, I should so much like to have a Grandmother clock.' Later in the letter Wallis notes that Masterman did indeed take him to Harrods where Wallis chose his 'dear Grannie' and organised an engraved plate for the clock. See Mary Stopes-Roe, *Mathematics With Love: The Courtship Correspondence of Barnes Wallis, Inventor of the Bouncing Bomb* (2005), pp. 174-175. Papers between Wallis and Masterman concerning their mooring experiments and patent specification are held in the Papers of Sir Barnes Neville Wallis by Science Museum Group, ref. BNW/B/4/4/.

(8) £300 - £400



320\* Wallis (Barnes Neville, 1887-1979). Carbon copy of an important typed letter, 21 July 1940, to Alex Dunbar [managing director of Vickers-Armstrongs] at Castle Bromwich Aeroplane Factory, Birmingham, marked 'Secret & Confidential' at head, beginning, 'You will be interested to hear the rather extraordinary outcome of the arrangement which you made for [Mutt] Summers and myself to see Sir Charles [Craven] with a view to a subsequent interview with Lord Beaverbrook [the newly appointed Minister of Aircraft Production]', then referring to their meeting with Sir Charles in which they discussed 'the problem of landing German Aircraft in this country and he very kindly promised to try to interest Lord Beaverbrook in the matter, although he thought it doubtful whether he would undertake anything so far outside his recognised

activities. On the whole I came away rather depressed and feeling as though we should not get much further, so you can imagine the pleasure with which, late on Thursday morning, I received an urgent summons to see Lord Beaverbrook himself', continuing that he assumed the discussion would be about the landing question before then writing a long discursive note about how he has spent his recent 'very limited spare time in thinking over the problem of what form our attack on Germany should take when the time comes to put it in hand, and for one reason and another had arrived at the conclusion that the present size of bomb which is being used by both sides is too small to do any real material damage, and that our weapon of attack must consist of a bomb of hitherto unheard of dimensions. For this purpose, thinking merely in round numbers, I decided that a 10-ton bomb was the least that should be used and I proceeded to consider the characteristics of the aeroplane necessary to carry this tremendous unit', then going into some technical details concerning volume/surface ratios, terminal velocity and kinetic energy and the potential for massive damage and the potential design of aircraft to carry such a bomb, then giving an account of his meeting with Beaverbrook which turned out to be about aeroplanes, later referring to a subsequent meeting in which Wallis pointed out to Beaverbrook that the Wellington V 'was probably far in advance of anything the Americans had yet done ... Lord Beaverbrook denied all knowledge of the Wellington V... it now seems probable to me that nobody had directed his attention to its prime significance for he immediately said that he would make this a matter of absolutely first national priority; and further that he would appoint one of his personal assistants to act as progress man on the job', and then noting that he and Pierson 'gave Lord Beaverbrook an outline of the proposed big machine [Victory bomber to carry a 10-ton bomb]... he asked us to start immediately on this project and to come and see him when our proposals were in more definite form and stated that this work should receive priority in our design departments', then asking if Dunbar might intervene on his behalf and apologise to Sir Charles Craven for not having told him of these discussions, which was accidental and not deliberate, and hoping that they might meet when he is next at Weybridge to discuss these plans before concluding. 'One point which does occur to me is that the immunity of such machines operating at their leisure and in daylight renders large numbers of them unnecessary as irreparable damage could be inflicted on the strategic communications of the German Empire by a relatively small number such as ten or twenty machines within the course of a few weeks', 6 pages on rectos of 6 sheets of foolscap folio carbon paper, a little creasing, punch holes to blank areas of left edge, a little fraying with small paper loss where previously stapled at top left corner and a little frayed at lower right corners, not affecting text

While the 'ten-ton bomb' idea was never allowed to be developed Wallis's mental restlessness was to lead him to the bouncing bomb project which was eventually taken up in spite of initial resistance. See J.E. Morpurgo, Barnes Wallis, A Biography (1972), pp. 226 ff.

(1)

£300 - £500



School House  
Godolphin  
Salisbury  
Wills.

20/4/43.

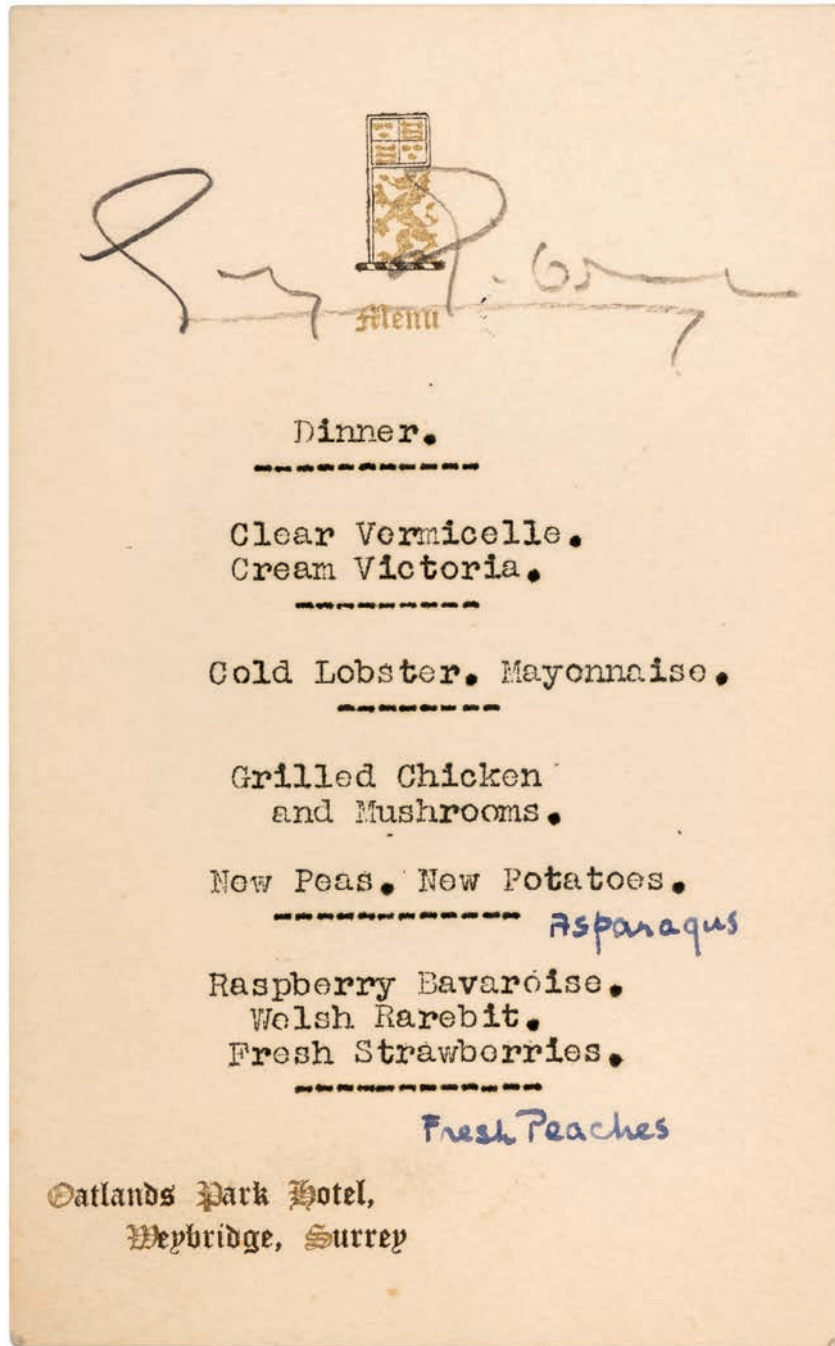
My darling Daddy,  
Hooray, hooray, hooray. !!!!!  
Wonderful marbles. Up the marbles.  
Cheers cheers cheers. Oh, well done. Daddy  
I've been bouncing round & leaping up & down stairs & beaming at all the staff & hugging all my little friends with exuberance ever since I got Mouey's card proclaiming the great news. Everybody thinks I'm a bit potty because I'm so pleased but won't say why. I'm afraid they'll have to be curious for a bit longer. When will it be public property, or don't you know?  
As a matter of fact as soon as I read in the paper about the bombing of the dams in Germany I guessed that the kitchen bath tub & that wonderful erection of the garden table & kitchen chairs, & the complicated string-moving-up-and-down

321\* **The Dambusters Raid.** A remarkable Autograph Letter Signed, 'Wiggy', School House, Godolphin, Salisbury, Wilts, 20 May 1943, written by 16-year-old Mary Wallis, (Wiggy was a family nickname), to her father Barnes Wallis, upon hearing the news of the success of the Dambusters raid, and reminiscing about the experiments with marbles in the family's garden which led to Wallis's bouncing bomb design, 'Hooray, hooray, hooray!!!! Wonderful marbles. Up the marbles. Cheers cheers cheers. Oh, well done Daddy. I've been bouncing round and leaping up and downstairs and beaming at all the staff and hugging all my little friends with exuberance ever since I got Mouey's [nickname for her mother Molly] card proclaiming the great news. Everybody thinks I'm a bit potty because I'm so pleased but won't say why ... When will it be public property, or don't you know. As a matter of fact as soon as I read in the paper about the bombing of the dams in Germany I guessed that the kitchen bath tub and that wonderful erection of the garden table and kitchen chairs, and the complicated string-moving-up-and-down business, and the cold, cold water spilt in vain efforts to fill the tub, and the wild shrieks from Lis when the marbles lost themselves in the onion bed, and the impossible task of trying to see whether a minute marble bounced under or over a wobbly piece of string, were not in vain. Really, I have quite a maternal feeling for the little dears after all that...', concluding with apologies for the paper and that 'No more is to hand. Must do a Latin unseen, What a come-down. With very much love, congratulations & pride', written neatly in blue ink on faint-ruled paper with two file holes to left edge, a couple of minor ink smudges and some light, minor creasing and age wear, three very short splits to right edge with no loss of paper or legibility, 2 pages, 4to (20 x 16.5cm), together with a modern colour digital scan from a photograph of Barnes Wallis with his children in the garden making the experiments, 16 x 24cm

An historic and poignant Dambusters letter written in the immediate aftermath of the Operation Chastise attack on German dams, carried out on 16-17 May 1943 by RAF No. 617 Squadron. While too young to fully appreciate what her father's garden experiments with marbles and a bathtub were about Mary and her siblings knew it was of some importance. It was only some years later when the news of the breaching of the Mohne and Eder dams reached Mary at her boarding school, in a letter from her mother Molly, that the pieces of the jigsaw fell into place and led to this giddy outpouring of excitement and pride in her father's achievements.

(1) £1,000 - £1,500





322\* **The Dambusters Raid.** Printed Menu Signed by Guy Gibson [for Barnes Wallis], Oatlands Park Hotel, Weybridge, Surrey, 23 June 1943, typed dinner menu on off-white card with hotel details and crest printed in gilt and silver at head and foot, the menu consisting of four courses including cold lobster and grilled chicken with mushrooms, two ink additions of 'Asparagus' and 'Fresh Peaches', boldly signed 'Guy Gibson' in pencil across crest at head, 16 x 10cm

A unique and highly important piece of Dambusters memorabilia, yoking together the raid's two key figures of Barnes Wallis and Guy Gibson. The dinner here is not the much-written about and photographed Dam Busters' dinner hosted by A.V. Roe that took place at the Hungaria in London on Tuesday 22 June, following the investiture at Buckingham Palace, where Gibson received his VC. This is a menu from a lesser-known dinner event hosted by Vickers at Weybridge on the following evening.

The Oatlands Park dinner was given in thanks to Vickers staff, test pilots, directors and their wives. Barnes Wallis attended with his wife Molly and met Gibson and his wife at the railway station. At the dinner Gibson was seated on Molly's right (a privileged place). Molly and Gibson hit it off and Gibson told her how much he admired Barnes, and that the success of the raid was essentially his. This pleased Molly because she was frustrated by the security blackout that forbade public acknowledgement. As the evening broke up, Gibson signed Barnes Wallis's collar to show that he was the real dam buster - which pleased Molly even more. Sadly, the collar has long since vanished, (or possibly the inscription simply washed out), making the survival of this near-pristine signed menu all the more remarkable and special.

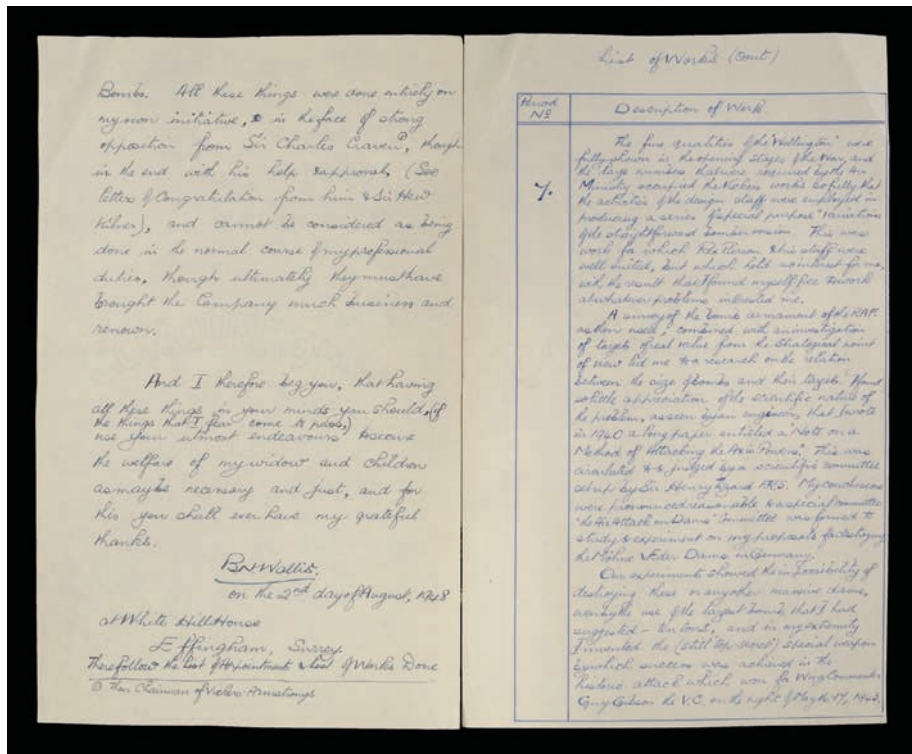
(1)

£2,000 - £3,000



323\* Wallis (Barnes Neville, 1887-1979).

An important Autograph Letter Signed, 'B.N. Wallis', White Hill House, Effingham, Surrey, 2 August 1948, to his Executors, giving a detailed account of his family and financial situation amid concerns for the financial welfare of his wife and children in the eventuality of his death, and hoping that they will act in his best interests with all the information he provides, Wallis begins with the death of his brother and sister-in-law, Barbara and Hurley McCormick, in November 1940, and Barnes and Molly's subsequent adoption of their two children John and Robert, 'This comparatively large addition to my dependants, combined with heavy taxation, and the refusal of the Walker family to agree to legal adoption of the children (with consequent tax relief &c), has ever since that time made my income insufficient to meet my expenditure, thus preventing my saving money to provide for the long period of widowhood that in the course of nature my wife will have to face', continuing that he had told these things to Sir Hew Kilner, managing director of the Aviation Section of Vickers-Armstrongs Ltd. at Christmas 1944 and then going into



details about various potential payments and tax implications, then giving an account of his various appointments and summary of his work and also referring to the 'bouncing bomb' invention, 'My Executors should know that, although urged to do so by my Patent Agents, I have refused to make any application to the Board of Inventions for any Awards that might be reasonably due to me for the inventions by which the Möhne and Eder Dams were destroyed in May 1943, or for the "Tallboy" and "Grand Slam" bomb. All these things were done entirely on my own initiative, in the face of strong opposition from Sir Charles Craven (footnoted as Chairman of Vickers-Armstrongs) though in the end with his help and approval...', 5 pages with embossed address at head of first page, attaching two schedules, both in the hand of Barnes Wallis, the first a 'List of Appointments and Directors', summarising his career in eight periods from 1913 to the present time, written in tabular form on rectos of 2 leaves, the second schedule, being a 'List of Works' giving a more detailed description of the various projects undertaken during his working career and numbered to refer back to his list of appointments, 8 pages, all written on rectos only of a total of 15 foolscap folio sheets, first page of letter lightly toned, paperclip rust impression to blank upper left corner of first and last page, not affecting any text

A highly important autograph summary of Wallis's working life. In the description of work schedule he gives detailed notes about the various projects and his roles in them, beginning with his involvement with H.B. Pratt on the R9. 'The R9 was stopped by Churchill then First Lord of the Admiralty, in the belief that the war would be over before the ship could be put into service. Pratt and I enlisted in the Artists' Rifles. It was soon realised that the war would be a long one, and Pratt and I, were firstly transferred to the R.N.V.R. to complete R9 as Naval Officers, and then transferred to Vickers, to carry out the programme of Naval Airship Development'.

Wallis also refers to the R100 & R101 airships: 'During 1930 R100 flew successfully to Canada and back. The R101 attempting to emulate our performance by flying to India via Ismailia crashed after a few hours flight at Amiens with the loss of 48 lives. During the closing months of my time at Hawarden, when my design work was finished I had become interested in the design of aeroplanes, and saw that, with the great experience of the design of very light structures that I now possessed such improvements in the performance of aeroplanes could be made as would render the sole raison d'être of airships, mainly their ability to fly great distances non-stop, no longer their sole prerogative. To this end I invented "Geodetic Construction" and the Wellesley monoplane... during this period also, in conjunction with R.K. Pierson I designed the Wellington Bomber which did frontline service throughout the war'.

Wallis later refers to Operation Chastise and his experiments with bombs: 'Our experiments showed the impossibility of destroying these [Möhne & Eder Dams] or any other massive dams, even by the use of the largest bomb that I had suggested - ten tons, and in my extremity I invented the (still "top-secret") special weapon by which success was achieved in the historic attack which won for Wing Commander Guy Gibson the VC on the night of May 16-17, 1943. The attack did immense damage in the Eder & Ruhr Valleys. Industry in the Ruhr district was temporarily brought largely to a standstill due to the failure of fouling of the water supplies, and some 3,000 people were killed or drowned in the Ruhr Valley alone. The attack was one of amazing gallantry and skill on the part of Gibson and his Special Squadron (No. 617). The success showed to perfection the virtues of the scientific approach in modern warfare. Owing to the extreme secrecy, and novelty of the weapon and the harmful use that could be made of it against this country, it has not yet received the publicity nor the reward that it deserved, but it tended to establish in the minds of the C. in C's such as Sir Arthur Harris, and the C.E. Sir Wilfrid Freeman an impression of the rightness of the lines on which I had argued when writing my "Note on means of Attacking".'

Wallis also gives an account of his involvement with the "Tallboy" and "Grand Slam" bombs and their successful use including the sinking of the "Tirpitz" by 617 Squadron, 'to the great indignation of the Director of Naval Construction and the Admiralty who still seem to think it not quite the thing that a battleship (albeit a German one) should be sunk by a bomb, when the whole efforts of the British Navy had conspicuously failed to do it by other means'. The account continues to his posting as head of a Research and Development department at Vickers-Armstrongs which was formed in 1945.

The account ends in mid-sentence but is apparently pretty much complete: 'My knowledge of the German weapon V2 led to an interesting development in work that had long formed the purpose of my thought and aim in aeronautics, that is to say the development of a type of aircraft that could achieve long range, high speed and great load carrying capacity simultaneously. In a note [ends here].'

(1)

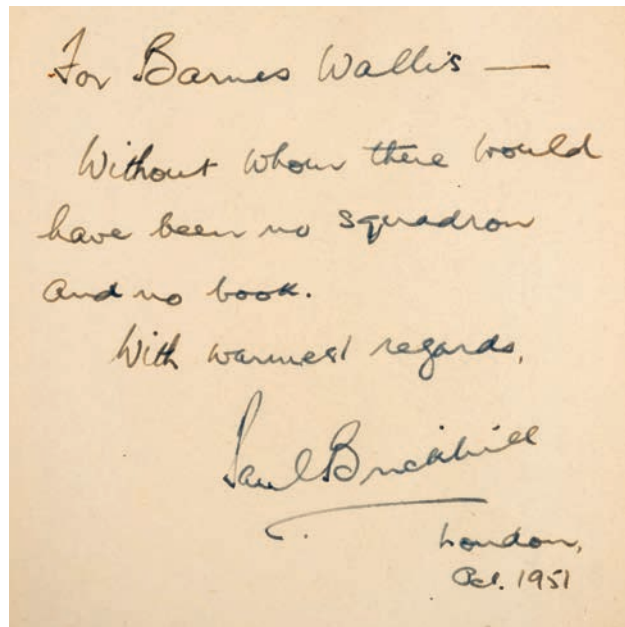
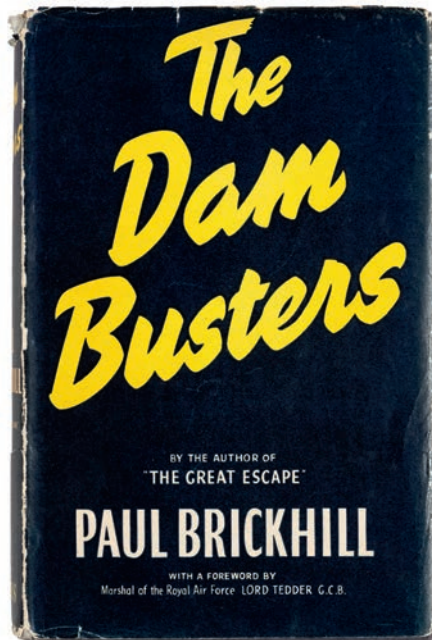
£2,000 - £3,000



Lot 324

324\* Wallis (Barnes Neville, 1887-1979). Two sheets of pen and ink matchstick figures by Barnes Wallis, circa 1940s, titled 'Matchstick Professions' at head of each sheet and comprising a total of 38 pen and ink over pencil matchstick figures in various poses, numbered in red pencil adjacent, some spotting and browning to both sheets, pasted on card, each sheet 32 x 20cm, together with a set of a similar advertising game, comprising 12 pieces of board with advertising and humorous cuttings pasted to rectos and numbered in pen or pencil, 5 of the largest cards used being the versos of colour-printed adverts for Empire Tea, 38 x 25cm, plus a piece of card with pencil 'Answers' to these and other games, not in Wallis's hand, plus 2 complete packs of playing cards by Waddington featuring Wellington and Wellesley aircraft pictures to versos, contained in a homemade hinged wooden box with initials MW (probably Mary, daughter of Barnes and Molly) stencilled to upper lid and sides, and Mary's brother's name and date, 'Christopher Wallis 1945' inscribed to base, 11.5 x 15 x 4cm, plus a folder of Wallis family wordgames on various sheets including duplicates and photocopies (a folder)

£200 - £300



325 Wallis (Barnes Neville, 1887-1979). The Dam Busters by Paul Brickhill, with a Foreword by Marshal of the Royal Air Force Lord Tedder, 1st edition, Evans Brothers Limited, 1951, black and white plates from photographs, neat pencil notes by Barnes Wallis's wife Molly to margins of pp. 32, 35, 37, 68, 104, 167 and 199, author's signed presentation inscription to front free endpaper, 'For Barnes Wallis - Without whom there would have been no squadron [617 Squadron] and no book. With warmest regards, Paul Brickhill, London, Oct. 1951', small news cutting to front pastedown with a picture showing the breach in the Moehne dam from a photograph taken by a German soldier the morning after the raid, original cloth gilt, slightly rubbed, spine faded at tips, dust jacket rubbed and a little soiled, frayed at head and foot of spine with slight loss at head, lower portion of spine detached and later held with tape repairs to verso at head and foot, 8vo Barnes Wallis's personal copy of the book that, with the follow-up film in 1955, helped cement Wallis's place in the history books of World War II.

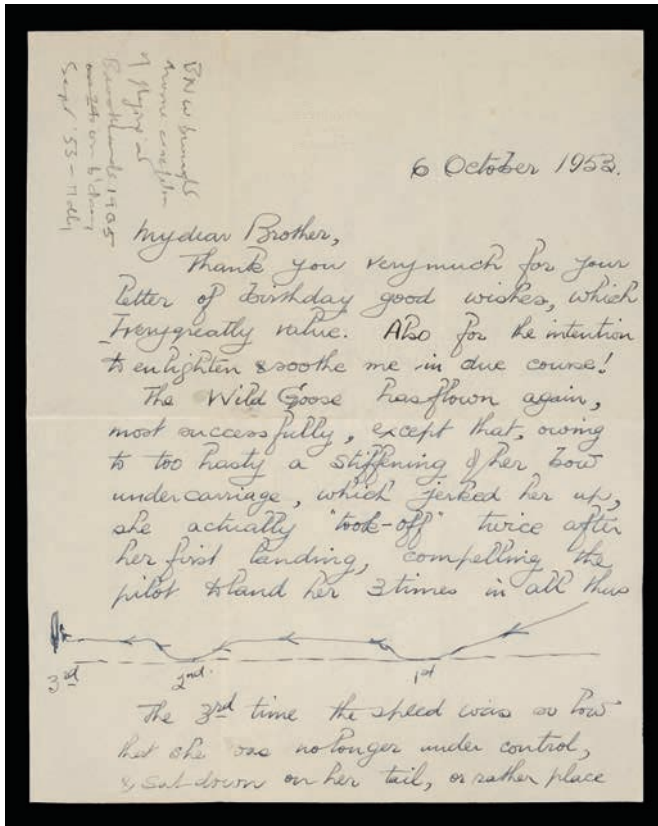
Molly's notes are personal notes relating to the account in the book. In the first she says how the children helped him with his early experiments with a water tub in the garden and that they 'never divulged a word to anyone' (p. 32). Molly tells how she witnessed the first actual dam blowing experiment on Rhayader Lake and that 'it was most exciting' (p. 35). The third pencil note describes how she was stopped from getting near to an aeroplane taking off with Wallis in it at Weymouth, when off to do the first experimental bomb test-drop off Chesil Beach (p. 37). On page 68 Molly concurs that Wallis was getting very little sleep and then, further down, disagrees with Brickhill describing Wallis taking his hat off: 'Rubbish, he never wears a hat'.

The most poignant, and final, comment from Molly relating to Operation Chastise is written in the margins adjacent to the printed account of Wallis's distress concerning the terrible news of the raid's own casualties: 'Yes, I was very frightened, one moment he was talking to me and the next he had flopped asleep. I sat up hugging my knees until the birds started, wondering if he was all right and thinking how he felt, poor darling' (p. 104). The final two brief marginal pencil notes relate to the Tallboy and earthquake bombs.

(1)

£1,000 - £1,500

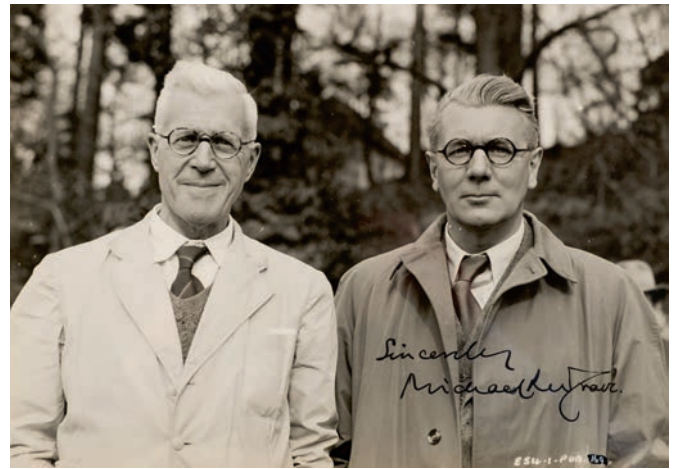




326\* Wallis (Barnes Neville, 1887-1979). Autograph Letter Signed, 'Daddy', White Hill House, Effingham, Surrey, 6 October 1953, to 'My dear Brother' [i.e. his oldest son Barnes Jr, 1926-2008], thanking him for his letter of birthday good wishes before talking about the Wild Goose project, 'The Wild Goose has flown again, most successfully, except that, owing to too hasty a stiffening of her bow undercarriage, which jerked up, she actually "took-off" twice after her first landing, compelling the pilot to land her 3 times in all plus the 3rd time the speed was so low that she was no longer under control, and sat down on her tail, or rather place where a normal bird would carry its tail!', with a pen and ink diagram showing this landing trajectory, then returning to family matters and agreeing that he can get some maths coaching in the holidays, noting that Boudie is in Welsh Wales with Nancy, 'no husbands by request!' and concluding that he doesn't suppose he shall 'finish the book-shelf before you return!', 2 pages, the second page written horizontally, a later unrelated pencil note by his daughter Mary inscribed to upper left corner of first page, 4to

Wild Goose was an unmanned aerial vehicle developed by Barnes Wallis for his research into tailless variable-sweep aircraft incorporating a radical new control system capable of high-speed, long-range performance. After several years of tests and crashes the project was terminated in 1954 by which time Vickers had begun studies on a successor to the Valiant V-bomber. For this new project Wallis evolved his Wild Goose design into the Swallow.

(1) £300 - £500



327\* Wallis (Barnes Neville, 1887-1979). A photograph of 'twins' Barnes Wallis and the actor Michael Redgrave dressed in the role of Barnes Wallis during the filming for *The Dam Busters* (released 16 May 1955), vintage gelatin silver print, numeric code in the negative lower right, signed [for Barnes Wallis] by the actor 'Sincerely Michael Redgrave' in dark ink across light grey area of his coat, 17 x 24.5cm

According to the film's director Michael Anderson, Wallis initially did not approve of Redgrave's casting in his role when they all met just before the film's shooting began. Anderson wrote: 'Barnes took one look at Redgrave and said, "Good God, you have to be joking, You're much too young and good looking".' However, by the end of the meal at the Cafe Royal Hotel in London Wallis had come round and approved. The photograph's survival in fine condition among the Wallis family's possessions for the last 65 years is further testament to that approval.

(1) £300 - £500

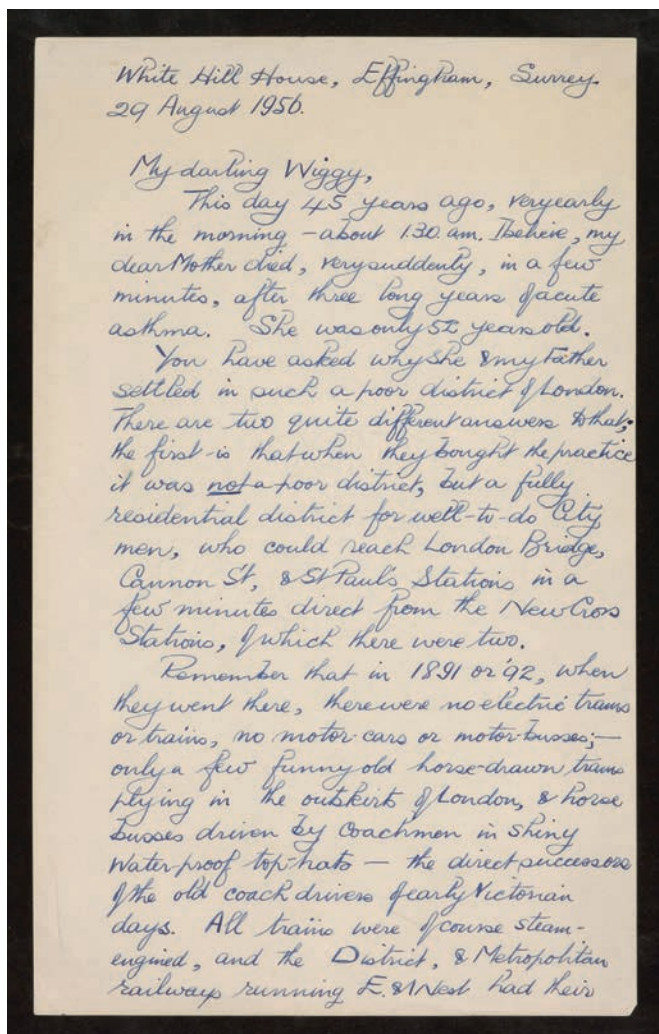


Lot 328

328\* **Dam Busters**. A small group of ephemera relating to the film directed by Michael Anderson and starring Richard Todd and Michael Redgrave, premiered 16 May 1955, including a signed copy of Michael Redgrave's autobiography *Mask or Face: Reflections in an Actor's Mirror*, 1st edition, 1958, signed on the title-page and additionally signed for Barnes Wallis on front free endpaper, 'For Barnes Wallis with every good wish from his onetime Alter Ego - Michael Redgrave', with an autograph letter signed from Redgrave to Wallis tipped on to the page below with sellotape, 'How splendid of you to buy my book! Did you see the TV "Monitor" programme the Sunday before last? They ran a bit of "The Dam Busters" and we talked about the acting problems involved. Your ears should have been burning!', then talking about his time at Stratford and saying that there is still time for Wallis to come up, 2 pages, oblong 8vo, part of original dust jacket(?) pasted to front pastedown, original cloth, a little rubbed, 8vo, a signed Christmas card from Michael Redgrave to the Wallises, a programme of the world premiere performance and a group of 18 photographs of various sizes from the premiere including some duplicates, mostly featuring Barnes Wallis himself

(21)

£100 - £150



Lot 329

329\* **Wallis (Barnes Neville, 1887-1979)**. Biographical notes on his own family in the form of an autograph letter signed, 'Daddy', White Hill House, Effingham, and Scafell Hotel, Rosthwaite, 29 August-29 October 1956, written to his daughter Wiggy [i.e. Mary, 1927-2019], beginning, 'This day 45 years ago, very early in the morning - about 1.30am I believe, my dear mother died, very suddenly, in a few minutes, after three long years of acute asthma. She was only 52 years old. You have asked why she and my father [a doctor] settled in such a poor district of London. There are two quite different answers to that; the first is that when they bought the [medical] practice it was not a poor district, but a fully residential district for well-to-do City men, who could reach London Bridge, Cannon St, and St Paul's Stations in a few minutes direct from the New Cross Stations, of which there were two. Remember that in 1891 or '92, when they went there, there were no electric trams or trains, no motor-cars or motor-busses; - only a few funny old horse-drawn trams plying in the outskirts of London, and horse busses driven by coachmen in shiny water-proof top-hats - the direct successors of the old coach drivers of early Victorian days. All the trains were of course steam-engined, and the District, and Metropolitan railways running E. and West had their termini at New Cross...', continuing in a detailed fashion to give an account of his grandparents, parents and various siblings, their characteristics, life events and careers, written very neatly on rectos of 24 foolscap folio pages and written ad hoc in various inks over the course of two months but in a consistent hand, light toning to final blank page

An extraordinarily vivid and naturally written account of Barnes Wallis's parents and relatives. Apparently written at home and the Scafell Hotel in Rosthwaite, Keswick, a favourite holiday retreat of Wallis. The hotel now has a Barnes Wallis Suite.

(1)

£1,000 - £1,500



330\* **Wallis (Barnes Neville, 1887-1979)**. A vintage photograph of Barnes Wallis shaking hands with C.G. Fitzroy Brown, 26 September 1957, signed 'B.N. Wallis' and dated in blue ink in the lower margin and signed by Fitzroy Brown in blue ink to lower left corner, 19 x 18.5cm, together with 9 other photographs of Barnes Wallis on various occasions, including a press photograph of Wallis with his wife in 1945, one with a model of Swallow, mid 1960s, meeting Mr Kolmensky from Russia, 1960, receiving the Mitchell gold medal in 1959, a family grouping by Cecil Walden, 1960s, plus 4 larger photographs of Barnes Wallis in his study at Brooklands and one of Wallis with his wife Molly on the occasion of his receiving a knighthood in 1968

(10)

£100 - £150





Lot 331

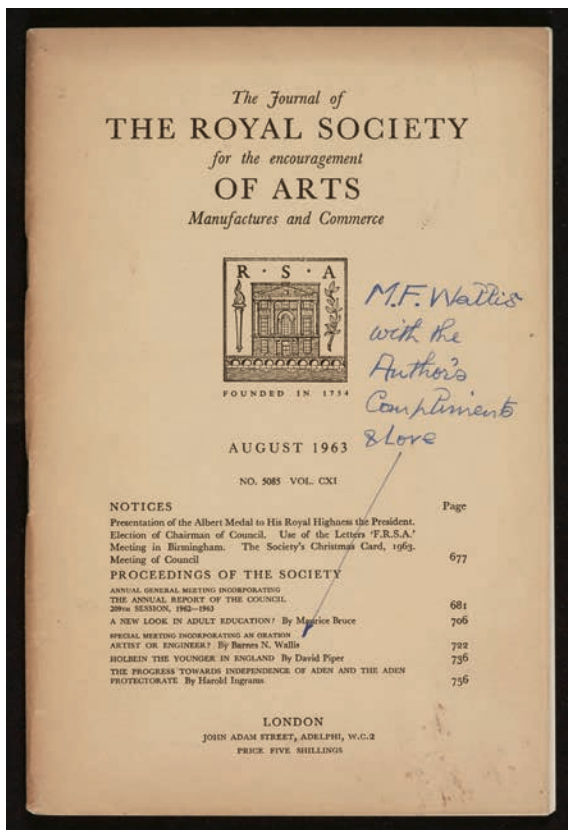
331AR\* **Cooper (Alfred Egerton, 1883-1974)**. Portrait of Barnes Wallis sculpting a wood carving of his wife Molly, circa 1950s, oil on canvas, initialled A.E.C. in top right corner, 50 x 39.5cm, framed (1) £500 - £800

332 **Wallis (Barnes Neville, 1887-1979)**. 'Artist or Engineer? An Oration' [contained as pp. 724-735 in:] The Journal of the Royal Society for the Encouragement of Arts, Manufactures and Commerce, volume 91, no. 5085, August 1963, black & white illustrations, original stapled printed wrappers, slightly dust-soiled and lower wrapper lightly creased, upper wrapper boldly inscribed in blue ink by Wallis for his wife, 'M.F. Wallis with the Author's Compliments & Love' and with an arrow pointing to his name, slim 8vo (1) £100 - £150

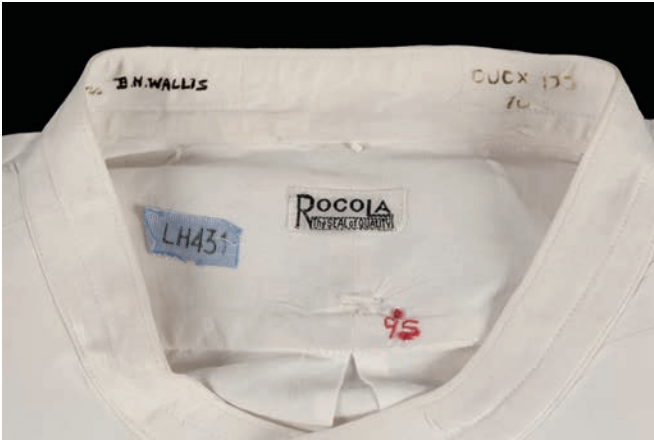


333\* **Wallis (Barnes, 1887-1979)**. Honorary degree robes, Ede & Ravenscroft, 1960s, a scarlet cotton robe, edged and sleeves lined with yellow taffeta, with matching hood, label stitched at nape of gown with 'B.N. Wallis' in black ink, length of robe 137cm (54ins), together with Academic robes, Ede & Ravenscroft, 1960s, a black cotton robe, some fraying and holes, mainly to rear panel, with red felt-lined black twill hood, and black velvet Tudor bonnet, label stitched at nape of gown with 'B.N. Wallis' in black ink, length of robe 131cm

The honorary degree robes are from the occasion of the conferment of Honorary Doctor of Science degree on Barnes Wallis by the University of Cambridge on 6 October 1965. Barnes Wallis was made an Honorary Fellow of Churchill College. The certificate is in the archives of Papers of Sir Barnes Neville Wallis, held by the Science Museum Group, ref. BNW/A/1/14. (5) £300 - £400



Lot 332



334\* **Wallis (Barnes, 1887-1979)**. Two Rocola dress shirts and a Consulate waistcoat, 3 white tie garments, comprising: a fine white linen shirt with integral piqué dickey front, nape with Rocola woven label and 'B.N. Wallis' in black ink, collar size 16½, chest 132cm (52ins), length 92cm (36ins); another fine white linen dress shirt, nape with Rocola woven label and 'B.N. Wallis' in black ink, a few very small marks (including one just above buttonhole on front), loop to back of neck becoming detached, chest 126cm (48ins), length 92cm (36ins); and a white piqué backless waistcoat, with Consulate woven label, neckstrap with 'B.N. Wallis' in black ink, 1 or 2 very small faint marks, length 44cm (17.5ins), all freshly laundered and starched, and contained in cellophane laundry bags, those containing the shirts printed with the names 'Cobham Laundry' and 'Alexandra Laundry' respectively, together with 3 white detachable collars, 2 by Rocola, one with 'B.N. Wallis' in black ink, the other stamped 'Garrould, London', plus 2 top hats, one made by Hopes Brothers, London, with inked name Stopes-Roe inside, cream silk lining perishing, and generally some light wear, the other made by A. Pellett, Manchester, also lightly worn in places, and lining beginning to perish

Provenance: From the families of Marie Carmichael Stopes (1880-1958) and Sir Barnes Neville Wallis (1887-1979) by direct family descent.

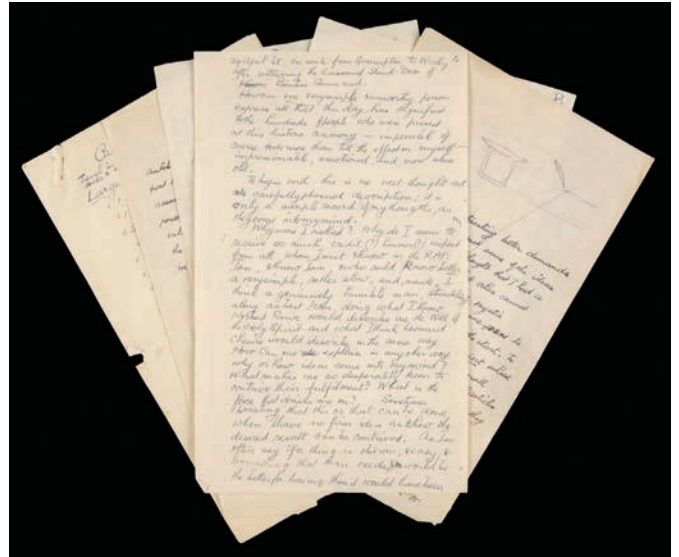
(8) £150 - £200



335\* **Winglets Model**. A wooden winglet wind tunnel model designed by Barnes Wallis for the hypersonic jet, circa mid 1960s, a rectangular piece of black stained wood with three steel-coated articulated winglets mounted with screws, the outer winglets on sliding tabs with thumb grooves, 30.5cm x 7cm

This model was used by Wallis as part of his idea for hypersonic square-sectioned aircraft with adjustable jet-powered winglets running down the side. The concept built on the swing winging variable geometry idea that was later developed into the F111. See Barnes Wallis papers at the Science Museum Group, ref. ED4/3.

(1) £300 - £500



336\* **Wallis (Barnes Neville, 1887-1979)**. Autograph notes, 29 April 1968, an incomplete account in blue ballpoint pen, dated and titled 'En route from Scampton to Wisley, after witnessing the Ceremonial Stand-Down of Bomber Command', in full, 'How can one very simple unworthy person express all that this day has signified to the hundreds of people who were present at this historic ceremony - impossible of course to do more than tell the effect on myself - impressionable, emotional, and now alas old. To begin with this is no well-thought-out carefully planned description; it is only a simple record of my thoughts, as they come into my mind. Why was I asked? Why do I seem to receive so much credit (?) honour (?) respect from all whom I meet and know in the RAF. I am, and know I am, and who could know better a very simple, rather slow, and, inside, I think a genuinely humble man, stumbling along as best I can, doing what I know. Norbert Rowe would describe as the Will of the Holy Spirit and what I think Leonard Cheshire would describe in the same way. How can one explain in any other way why or how ideas come into my mind? What makes me so desperately keen to continue their fulfilment? What is the force that drives me on? Sometimes boasting that this or that can be done, when I have no firm idea as to how the desired result can be contrived. As I so often say "if a thing is obvious, and easy, and something that man needs, and would be the better for having then it would have been" ending abruptly, one page, a little creasing, foolscap folio, together with 5 further foolscap folio sheets with autograph fragments by Barnes Wallis, one an opening paragraph for an attempt at an autobiography, beginning 'How I wonder does one write an autobiography?', another a first page draft of a letter to Victor about airships, 'It did not require any mystic prescience for any level-headed and sane person to realise that R101 was doomed from the start. To begin with Richmond was a dope expert whose only experience of airships (as far as I know) was with small non-rigids, and some purely theoretical articles that he had written; and how misleading they can be... ', plus 3 further sheets of unrelated notes, all struck through with pencil, plus a 3-page manuscript inventory of articles taken by Barnes Wallis to Camp in 1951, written on rectos of 3 foolscap folio sheets

A small but revealing group of fragmentary notes and thoughts, offering good insights into the character and personality of Barnes Wallis.

(9 leaves) £300 - £500





337\* Wallis (Barnes Neville, 1887-1979). A pair of First Day Covers Signed, 'Barnes Wallis', the first of The 'Dam-Busters', 617 Squadron, 3 December 1970, the second of the R-100, celebrating the first flight of the Wellington, 15 June 1976, plus a third FDC for the 60th anniversary of the Dambusters Raid, an Isle of Man Post Official First Day Cover, 16 May 2003, signed by Barnes Wallis's son B.W. Wallis and Margaret Dove (daughter of Roy Chadwick)  
(3) £200 - £300



Lot 338

338\* Wallis (Barnes Neville, 1887-1979). The Armorial Bearings of Sir Barnes Neville Wallis, of White Hill House, Effingham in the County of Surrey, Knight, CBE, FRS, circa 1970, oil paint in golden colours on beechwood in original bevelled beechwood frame, glazed, 32 x 24cm, together with a photographic reproduction on card showing the same arms with the original lettering of the College of Arms, London and signature of Anthony R. Wagner, Garter King of Arms in the image  
(2) £200 - £300

339\* Wallis (Barnes Neville, 1887-1979). A lengthy Autograph Manuscript in the form of a discontinuous 'letter', 22 October 1949 to 28 October 1972, effectively a journal written in the form of a series of dated fair copy letters from Barnes Wallis to his wife Molly, the first letter signed 'Barnes', but thereafter the letters run on near continuously, giving details of his life away from home and his work, principally about the evolution of Wild Goose, Swallow and subsequent projects, a few diagrams included including 2 on separate sheets, various page numberings including a later series in pencil, 1a-1i, 1-22 and 1-100 (with 2 misnumberings and 2 additional illustrated leaves), a total of 134 pages written neatly to rectos of foolscap folio leaves, principally written horizontally across the page but some leaves written vertically, hole punches to left edge of most leaves, occasionally catching lettering but usually in blank margins, a little minor corner curling and fraying but generally very good  
An extraordinary autograph 'autobiography', covering over 20 years of Wallis's post-war working life away from home and giving much detail about his various projects.  
(1) £2,000 - £3,000



340\* Wallis (Barnes Neville, 1887-1979). A signed black and white print from artwork by John Larder, circa 1970s, showing the Lancaster Bomber City of Lincoln in flight over Lincoln, signed in various pens by Barnes Wallis, Arthur T. Harris, Ralph Cochran, Leonard Cheshire, Ben Lockspeiser, the artist John Larder, and Oliver Fiennes, Dean of Lincoln, printed on card, a little soiling and corner bruising, heavier diagonal crease to lower right corner, 29 x 42cm, together with 2 further signed prints of aircraft, 'Wellingtons over Wellesbourne' by Nicolas Trudgian, 2009, signed in pencil by the artist and Tony Iveson, Johnny Johnson, Arthur Poore, Rusty Waughman, Bob Stow, Phil Farquharson and Benny Goodman, the second of 'The Boulton Spitfire', circa 2010, signed to Mary [Stopes-Roe] in pencil by Willy Halkett and Steve B.B., both 29.5 x 42cm  
(3) £200 - £300

Write with my new Pen:-

c/o The Ministry of Works,  
Saturday 22 October 1940. National Aircraft Establishment  
Thurleigh, Beds.

1a

My own most Darling Little Sweetheart, Thank you so much for your darling note, that arrived at my cabin 9 a.m. just as I was arranging my little bedside table & my one chair to try to get a letter off to you. I am so sorry your day in town was not such a success. Poor little Poie, you do want someone to look after you, I do hope the lovely coat is not spoiled.

11.0 a.m. Fred to come away at short notice, as every moment is precious at this stage, & I have to keep pressing the team to ever harder efforts, & a few hours may make all the difference when weather is concerned. We had a run yesterday <sup>(Friday)</sup> afternoon, - another failure, - but no damage, just a new puzzling occurrence to be analysed & overcome. We shall probably try again in a few hours. My persistence in face of most adverse weather reports has been justified, for the weather has taken up, & after a strong & bitterly cold wind yesterday, today is fine & calm, tho' still cold, tho' that is actually no drawback. Thank you so very much for sending my scarf, frocks & hosiery. We got them safely at Bedford Station about 9.45 p.m. last night.

Grant & I left White Hill about 6 p.m. on Thursday, & after picking up Hayes at Thames Ditton drove to Bedford. It poured with rain all the way.

Lot 339



341\* Wallis (Barnes Neville, 1887-1979). Portrait of Barnes Wallis at his desk holding a pencil and slide rule in the light of an anglepoise desk lamp, 2014, giclée print in pigmented inks by Gary Saunt, signed by the artist in lower image, 48.5 x 39.5cm, framed and glazed

(1)

£100 - £150

342\* Wallis (Barnes Neville, 1887-1979).

The Coronation of Her Majesty Queen Elizabeth II Approved Souvenir Programme, 2 copies, 2 June 1953, black & white illustrations, many from photographs, original pictorial wrappers, both somewhat toned, both inscribed by Wallis to upper margin of upper wrapper, the first with his signature 'B.N. Wallis', the second inscribed in his hand with the name of his wife 'M.F. Wallis', slim 8vo, together with a collection of assorted Dambusters ephemera including magazines, commemorative issues, programmes, some news cuttings, four 78 rpm records of the Dam Busters March and 2 copies of The Dambusters and the Epic Wartime Raids of 617 Squadron, Military Gallery Commemorative Collection, 2017, one with pencil signatures of 5 veterans including Johnny Johnson, Benny Goodman and John Bell, original printed boards, oblong folio (a carton) £100 - £150



Lot 342



## THE WINSTON CHURCHILL LIBRARY OF MAJOR ALAN TAYLOR-SMITH (1928-2019)

Major Alan Taylor-Smith's early career was as a British army officer where he served in Japan, Korea, Malta, Germany and Cyprus. After leaving the army, he became an early pioneer in the computing industry, becoming the first distributor of Apple products in the UK in the 1970s.

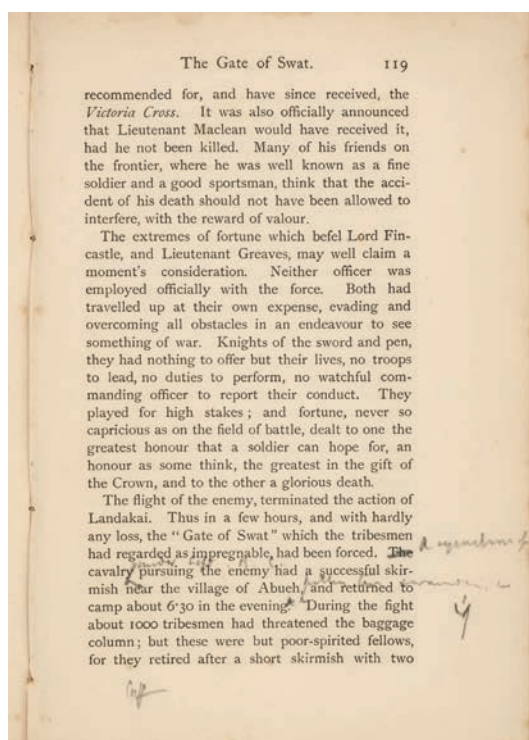
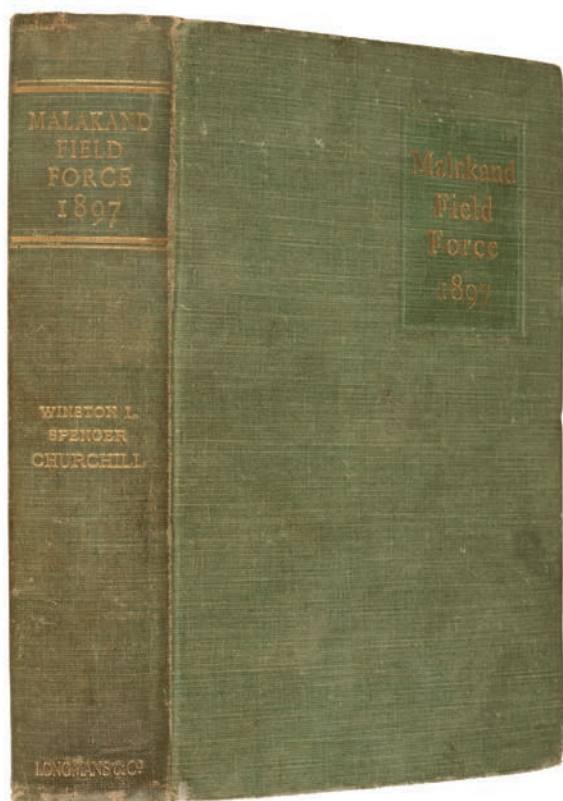
When Alan retired, he opened an antiquarian bookshop specialising in Churchill in Westerham, close to Winston Churchill's home, Chartwell. The combination of his eccentric style and expansive knowledge and collection made his book shop a much loved destination for collectors from all over the world.

Over more than 30 years Alan established himself as a leading authority on Churchill and assembled an extensive private collection. He was a regular lecturer and founded the annual Churchill dinner which is still held each year on Winston's birthday at Chartwell. Alan and his family are great family friends of ours and our children. Sadly, Alan passed away last year at the age of 90 and we cherish his memory.

A few years before Alan died he said he planned to buy Churchill books and historical artefacts until the day he died. This collection proves he lived up to his ambition!



Randolph Churchill



**343 Churchill (Winston Spencer).** *The Story of the Malakand Field Force. An Episode of Frontier War*, London: Longmans, Green, and Co., 1898, half-title, halftone portrait frontispiece, 6 maps of which 2 folding, 32 pp. publisher's advertisements to rear, black endpapers, front inner hinge tender, half-title browned, text-block toned and spotted, damp-stain to head of non-folding maps, occasional corrections to spellings of non-English names in purple pencil, further manuscript corrections in standard pencil to pp. 30, 119, 225, 239, original green cloth, rubbed and slightly marked, spine rolled, 8vo Langworth pp. 12-14; Woods A1a.

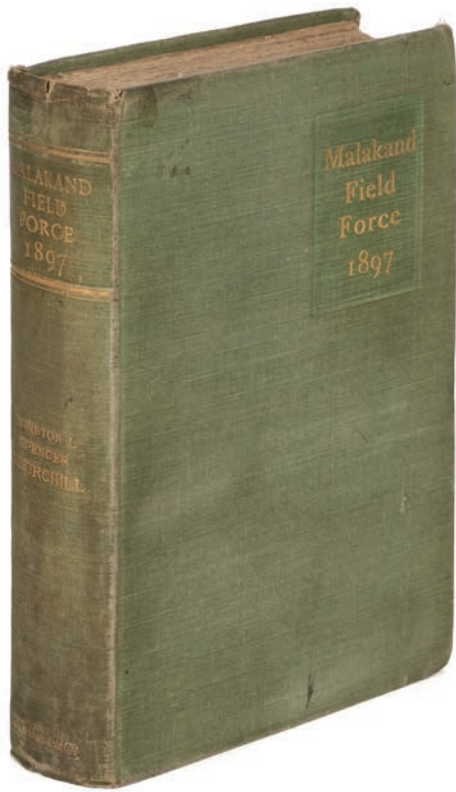
First edition, home issue, first state (without the errata slip), one of 2,000 copies. **With manuscript corrections attributed to Churchill by the Churchill Archives Centre** in an accompanying typed note signed by Katharine Thomson, archivist, Churchill Archives Centre, 8 June 2004, reading: 'I have checked this copy of Winston Churchill's "The Story of the Malakand Field Force", and I think the annotations in ordinary lead (particularly on page 119) are probably in Churchill's own hand'.

The book is also accompanied by a typed affidavit signed by one James Hugh Munro of Rondebosch, South Africa, dated 26 May 2004, reading: 'This book was given to me in the late 1950's by Mrs Gericke, the elderly widow of Dr O M Gericke. She told me that the corrections had been made personally by Churchill when [s]he and her husband were passengers together on a boat between India and England shortly after the publication of the book'.

Other correspondence sold with this copy indicates that it was acquired by Alan Taylor-Smith from one Kate Philipson of Rondebosch (of the neighbouring address to Munro's) in June 2005.

(1 volume with folder)

£1,000 - £1,500



**344 Churchill (Winston Spencer).** The Story of the Malakand Field Force. An Episode of Frontier War, 1st edition, 1st issue, London: Longmans, Green & Co., 1898, 1st issue without the errata slip tipped-in, portrait frontispiece, 2 folding maps, 4 plans, 32 pp. publisher's catalogue at end (dated 12/97), list of illustrations leaf detached, some light spotting and stains, endpaper versos toned, W.H. Smith & Sons library label to front pastedown, original green cloth gilt, spine a little toned and rubbed at ends, a few small marks, 8vo

Woods A1a. Winston Churchill's first book.

(1)

£800 - £1,200

**345 Churchill (Winston Spencer).** Savrola. A Tale of the Revolution in Laurania, 1st edition, London: Longmans, Green and Co., 1900, advertisement leaf at end, some light spotting, endpapers toned, original blue-green cloth gilt, lower joint splitting, some light flecked stains, 8vo, together with a new impression, 1900 of the same work

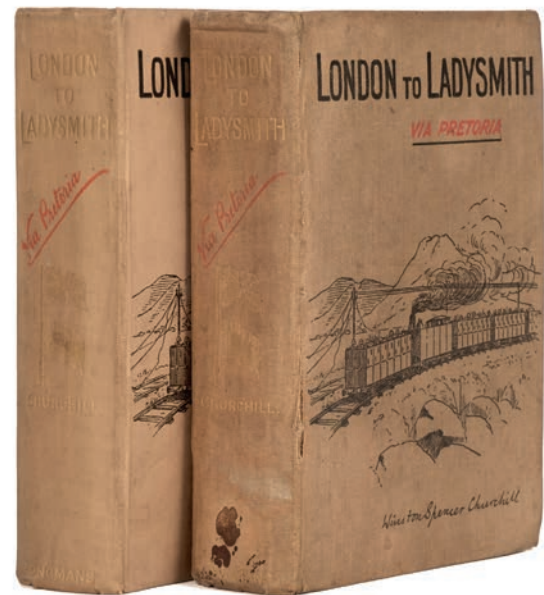
Woods A3b.

(2)

£300 - £400



Lot 345



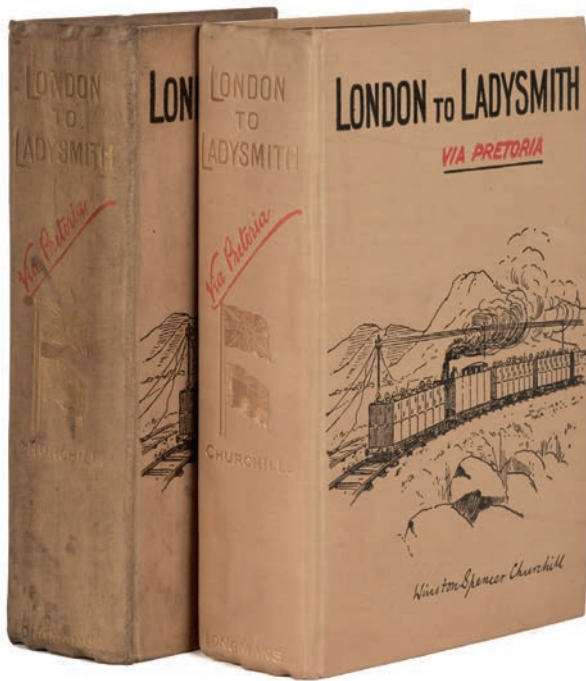
**346 Churchill (Winston Spencer).** London to Ladysmith via Pretoria, 1st edition, London: Longmans, Green and Co., 1900, 3 folding maps, 5 other maps and plans, 32 pp. publisher's advertisements at end, occasional light marginal spotting, original light brown pictorial cloth, spine lettered and decorated in gilt, short closed tear at head of spine, a few small marks to lower cover, 8vo, together with another copy of the same work (with library stamps to half title and rear endpaper)

Woods A4a.

(2)

£400 - £600





Lot 347

347 **Churchill (Winston Spencer)**. London to Ladysmith via Pretoria, new impression (i.e. 2nd impression), London: Longmans, Green and Co., 1900, 3 folding maps (frontispiece map a little frayed with short tear to outer margin), 5 other maps and plans, 32 pp. publisher's advertisements at end, a little light spotting, front endpapers renewed, original pictorial cloth, 8vo, together with another copy of the same work

Woods A4a (for the first edition). According to Richard M. Langworth's *A Connoisseur's Guide to the Books of Sir Winston Churchill*, Woods states that the new or second impression of 500 copies was produced a few days after the first printing but the publisher's catalogue of July 1900 identifies the second impression as being produced some nine months later, and more likely in a run of 5,000 copies.

(2)

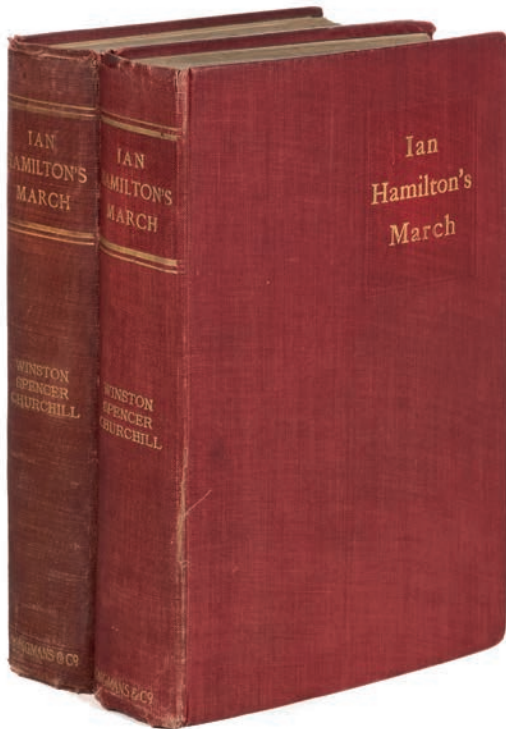
£200 - £300

348 **Churchill (Winston Spencer)**. Ian Hamilton's March, 1st edition, London: Longmans, Green and Co., 1900, portrait frontispiece, folding map, illustrations, Mudie's Select Library slip tipped-in before appendix, 32 pp. publisher's catalogue at end (dated 10/99), some light spotting, previous owner inscription 'J W Haynes 20/3/14' in pencil to half title, original red cloth, Mudie's Select Library label with previous owner signature pasted to upper cover, spine a little rubbed and faded, one corner bumped, 8vo, together with a second edition of the same work, 1900 (with previous owner stamps)

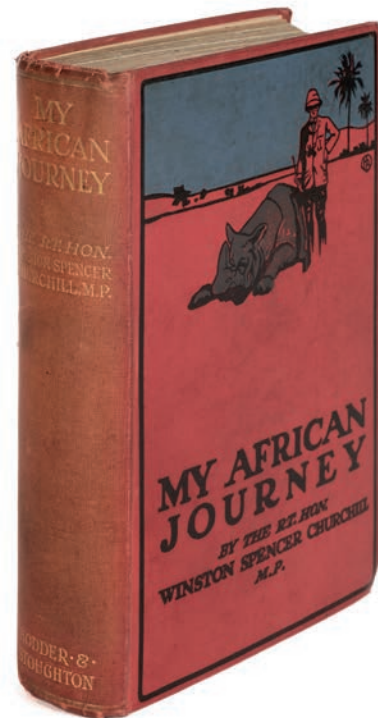
Woods A5.

(2)

£300 - £400



Lot 348

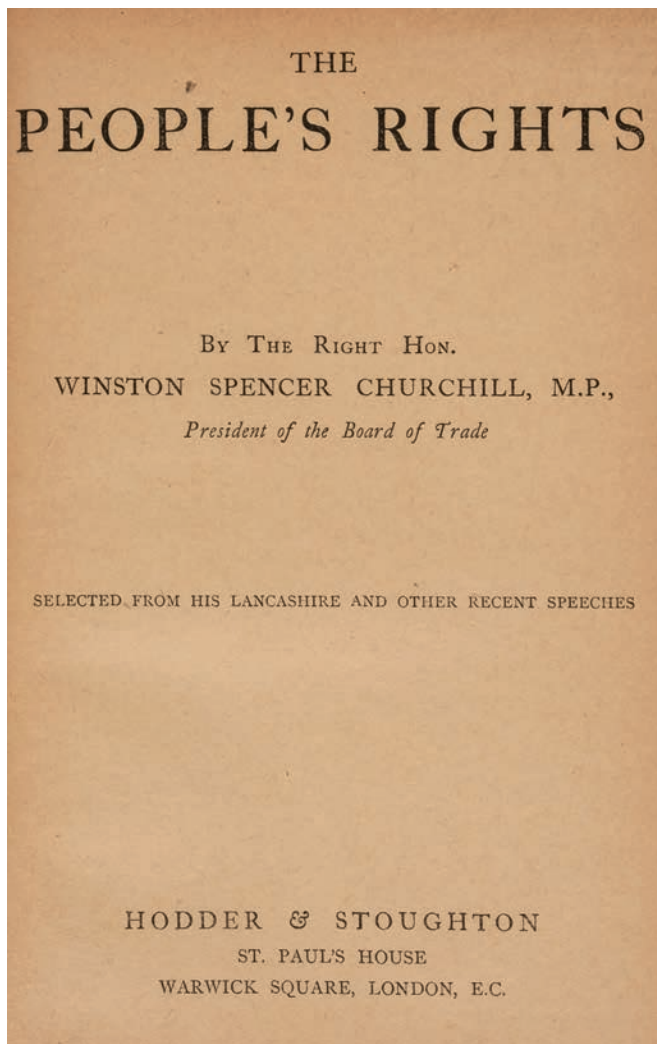


349 **Churchill (Winston Spencer)**. My African Journey, 1st edition, London: Hodder and Stoughton, 1908, 3 maps, half-tone illustrations, 16 pp. publisher's advertisements at end, some light spotting, original red pictorial cloth, some fading to spine, corners a little bumped, 8vo

Woods A12.

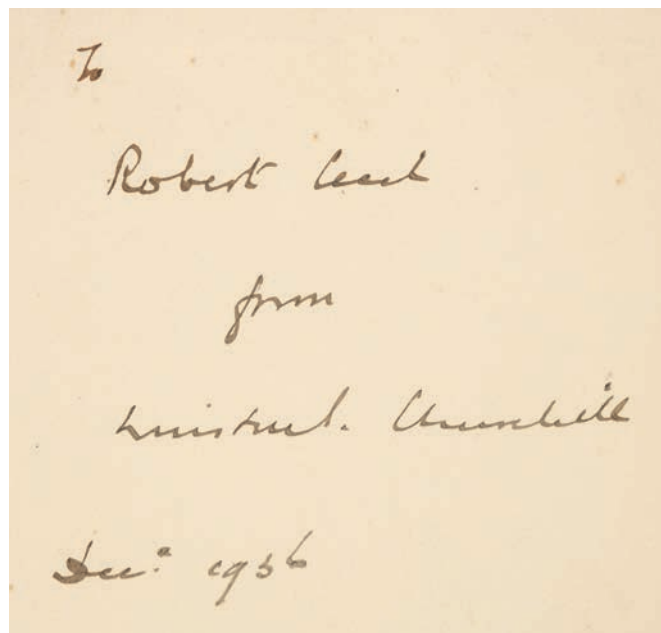
(1)

£300 - £400



350 **Churchill (Winston Spencer)**. *The People's Rights*, 1st edition, 2nd issue, London: Hodder & Stoughton, [1910], *half title, 152 pp., some toning to textblock (as usual), manuscript shelf numbers to title verso and at end, bookplate, bound without the wrappers in contemporary morocco-backed boards, spine and edges a little rubbed, 8vo*

Woods A16; Cohen A31. 2a. Second state copy of the wrapper-bound edition, with page number 71 corrected (not page 1 as in the first issue) and with the index replaced with Appendix II, 'Labour Exchanges and Unemployment Insurance'. The wrapper-bound edition was published simultaneously with the hardback edition in 1910, and according to Cohen "All issues of *The People's Rights* are extremely scarce", despite some 40,000 copies printed, due to it being produced on cheap and fragile paper. (1) £200 - £300

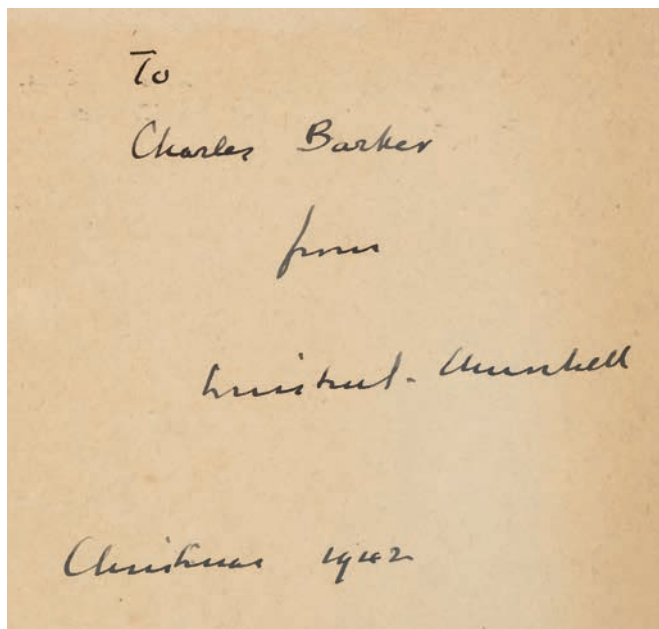


351 **Churchill (Winston Spencer)**. *Marlborough. His Life and Times*, 4 volumes, 1st edition, London: George G. Harrap, 1933-38, *maps and illustrations, a little minor spotting front and rear, top edge gilt, original red cloth, upper covers stamped with the gilt arms of the Duke of Marlborough, some fading to volumes I-III spines, dust jacket for volume IV only (spine faded), 8vo* Woods A40a. Signed presentation copy, volume III inscribed to front endpaper 'To Robert Cecil(?) or Leach(?) from Winston S. Churchill, Dec. 1936'. (4) £1,000 - £1,500

352 **Churchill (Winston Spencer)**. *The Unknown War. The Eastern Front*, 1st Keystone Library edition, 1937, *maps and illustrations, occasional light spotting, original cloth, dust jacket, spine toned, 8vo* (Woods A31a, p. 55), *together with* *The Unknown War. The Eastern Front*, 1st US edition, New York: Charles Scribner's Sons, 1931, *maps and illustrations, some light toning, contemporary presentation inscription, original cloth gilt, some fading to spine and margins, 8vo*, plus London to Ladysmith via Pretoria, new impression, London: Longmans, Green & Co., 1900, *maps and illustrations (frontispiece map detached), publisher's 32 pp. catalogue at end, contemporary presentation inscription, original pictorial cloth gilt, a little rubbed with light stains, 8vo, with 6 others including My African Journey, 1st edition, 1908 (spine faded and torn), My Early Life. A Roving Commission, 1st edition, 1930, The World Crisis 1911-1918, Abridged and Revised Edition, Macmillan, 1941 (rebound in red half calf), and Arms and the Covenant, 1938, 1st edition, 1938 (10) £150 - £200*

353 No lot





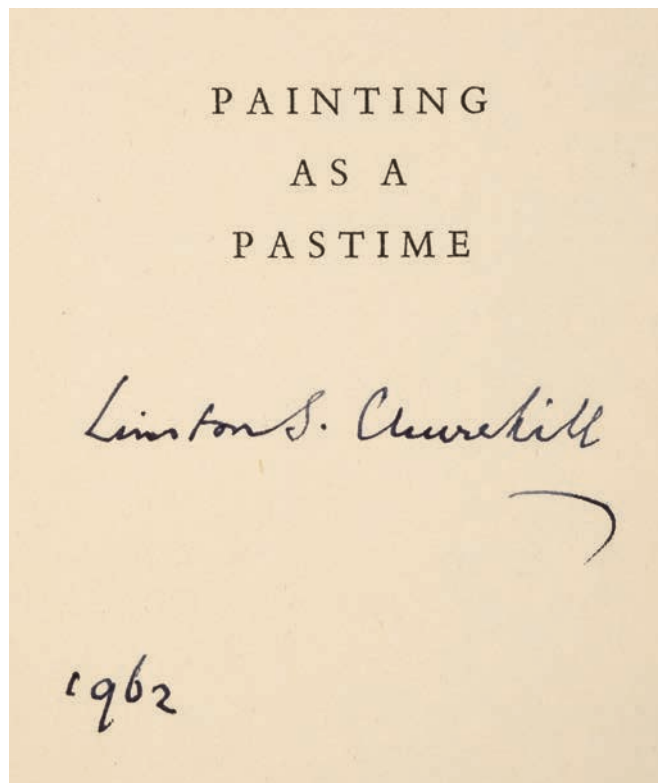
354 Churchill (Winston Spencer). *The World Crisis 1911-1918*, abridged and revised edition with an additional chapter on the Battle of the Marne, London: Macmillan & Co., 1941, *folding maps and facsimile letters, some toning to endpapers, typescript note 'With the Prime Minister's best wishes for Christmas and the New Year, December 1942' on Downing Street headed paper pasted to front pastedown, original cloth (some fading to extremities), dust jacket, 8vo*

Woods A31b. Signed presentation copy, inscribed to front endpaper 'To Charles Barker from Winston S. Churchill, Christmas 1942'.

(1) £1,000 - £1,500

355 No lot

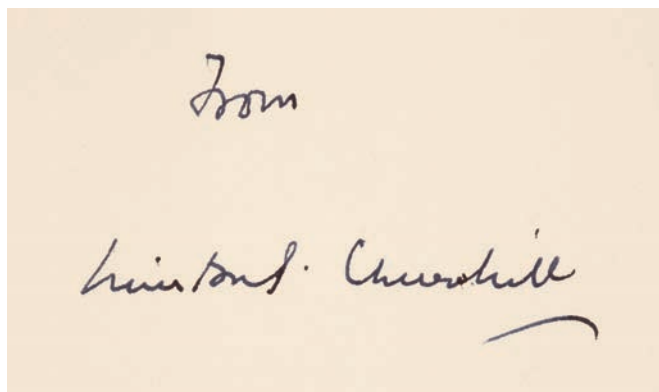
356 No lot



357 Churchill (Winston Spencer, 1874-1965). *Painting as a Pastime*, 3rd impression, London: Oidhams Press/Ernest Bevan, 1949, *portrait frontispiece, 18 colour plates, original cloth (spine a little faded), dust jacket, spine a little rubbed, reinforcements to verso, 8vo*

Woods A125. Signed copy, inscribed to half-title 'Winston S. Churchill, 1962'.

(1) £1,000 - £1,500



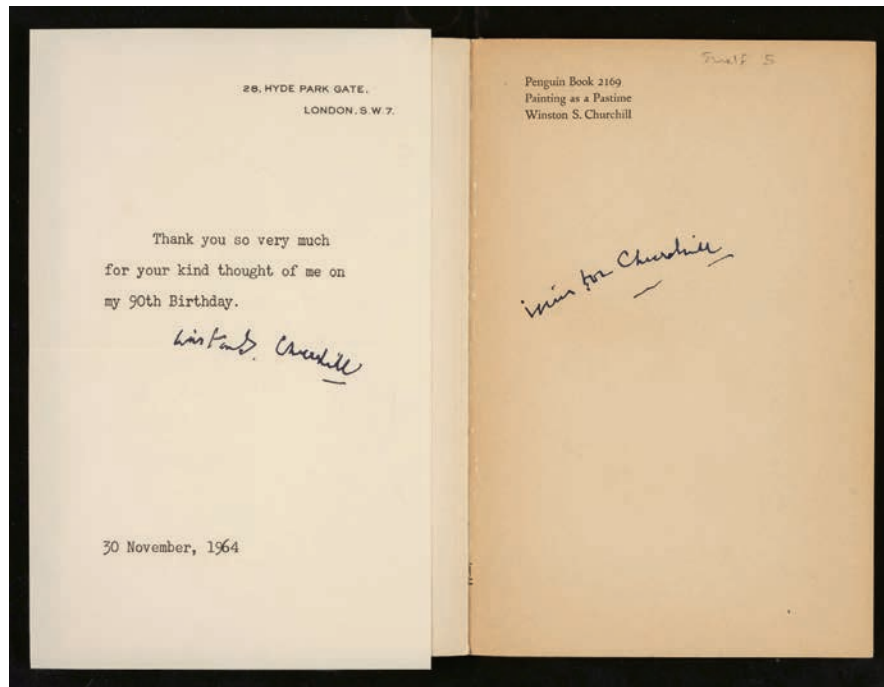
Lot 358

358 Churchill (Winston Spencer, 1874-1965). *Winston Churchill the Painter. Catalogue of an Exhibition of Paintings by the Rt. Hon. Sir Winston Churchill*, Kansas City: Hallmark Cards, 1958, *colour and monochrome illustrations, original cream cloth gilt (very slight toning to extremities), 8vo*

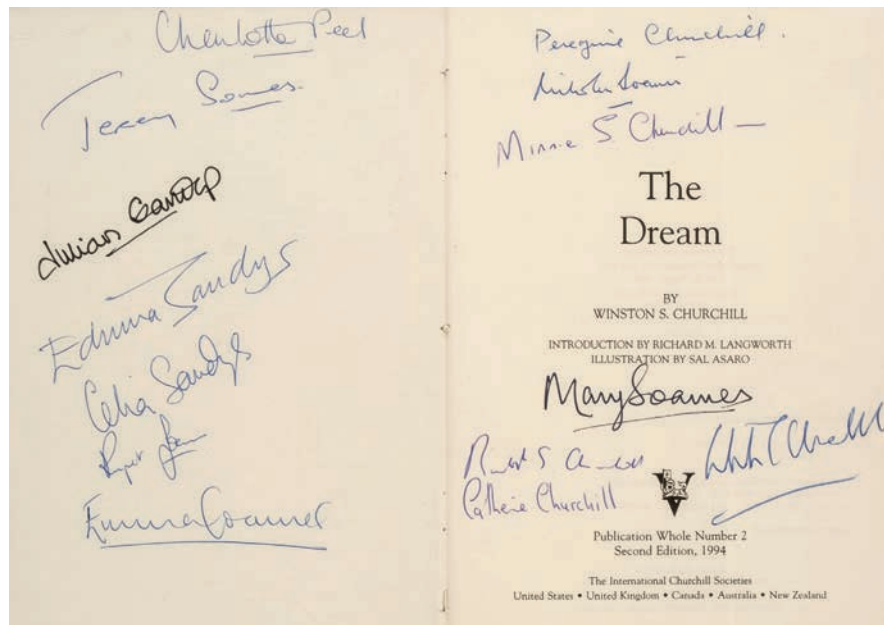
Woods p. 340.

Signed copy, inscribed to front endpaper 'From Winston S. Churchill'. Catalogue of the 1958 tour of Winston Churchill's paintings exhibited at Kansas, Detroit, New York, Toronto and Washington, with the foreword by President Eisenhower.

(1) £800 - £1,200

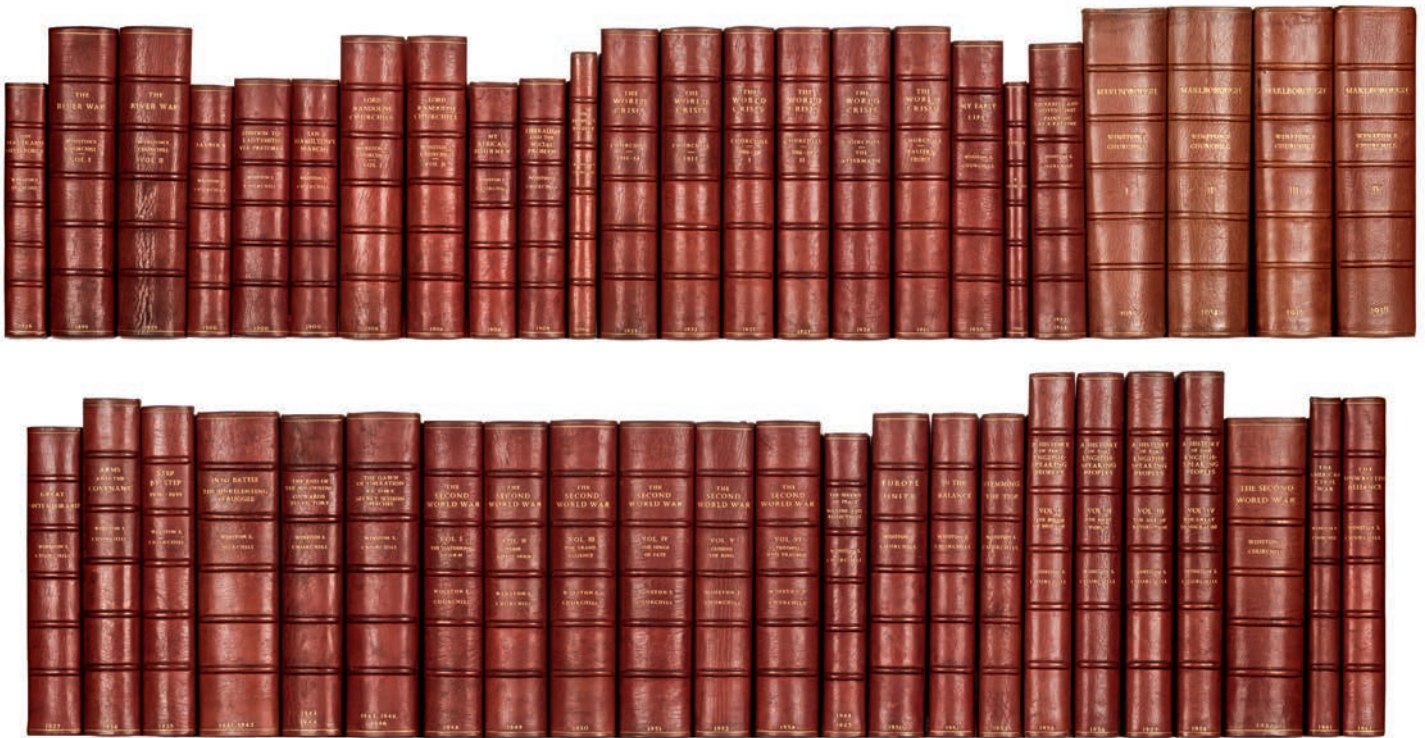


359 Churchill (Winston Spencer, 1874-1965). *Painting as a Pastime*, 1st Penguin Books edition, 1964, signed 'Winston Churchill' in dark blue ink in a shaky hand to half-title, original printed wrappers, a little rubbed, slim 8vo, together with a typed letter with facsimile Churchill signature, 30 November 1964, thanking the unnamed recipient for their 90th birthday good wishes, 8vo (2) £400 - £600



360 Churchill (Winston Spencer). *The Dream*, introduction by Richard M. Langworth, Publication Whole Number 2, The International Churchill Societies, 2nd edition, 1994, double-page colour illustration by Sal Asaro, all edges gilt, original green calf gilt, spine ends a little rubbed, 8vo, commemorative limited edition 74/75, together with another copy of the same work, with original glassine wrapper (small tears), limited edition 38/75 (2) £400 - £600





361 **Churchill (Winston Spencer, 1874–1965).** Works, 47 volumes, 1898–1961, comprising: *The Story of the Malakand Field Force*, 1st Colonial edition, 1898, author’s presentation copy to Regimental Sergeant-Major W. Brown, 4th Hussars (with original covers and spine bound-in at rear); *The River War. An Historical Account of the Reconquest of the Soudan*, 2 volumes, 1st edition, 1899; *Savrola. A Tale of the Revolution in Laurania*, 1st edition, 1900; *London to Ladysmith via Pretoria*, 1st edition, 1900; *Ian Hamilton’s March*, 1st edition, 1900 (bound without half title); *Lord Randolph Churchill*, 2 volumes, 1st edition, 1906; *My African Journey*, 1908; *Liberalism and the Social Problem*, 1st edition, 1909; *The People’s Rights*, 1st paperback edition, 2nd state (with pagination corrected and Appendix II in place of the index) [1910], with close-trimmed upper wrapper only bound-in; *The World Crisis*, 5 volumes bound in 6, 1st edition, 1923–31, *My Early Life. A Roving Commission*, 1st edition, 1930; *India. Speeches and an Introduction by the Rt. Hon. Winston S. Churchill*, 1st paperback edition, 1931 (with original orange wrappers bound-in); *Thoughts and Adventures*, 1st edition, 1932; *Marlborough. His Life and Times*, 4 volumes, 1933–38, limited edition 87/155, signed by Winston Churchill; *Great Contemporaries*, 1st edition, 1937; *Arms and the Covenant*; 1st edition, 1938; *Step by Step*, 1936–1939, 1st edition, 1939; *Into Battle*, 1st edition, 1941; *The End of the Beginning*, 1st edition, 1943; *The Dawn of Liberation*, 1st edition, 1945; *The Second World War*, 6 volumes, 1st editions except volume I a Book Society edition, 1948–54, *The Sinews of Peace*, 1st edition, 1948; *Europe Unite. Speeches 1947 and 1948*, 1st edition, 1950, *In the Balance*, 1st edition, 1951; *Stemming the Tide*, 1st edition, 1953; *A History of the English-Speaking Peoples*, 4 volumes, 1st edition, 1956–58; *The Second World War and an Epilogue on the Years 1945 to 1957*, 1st edition, 1959; *The American Civil War*, 1st edition, 1961; *The Unwritten Alliance*, 1st edition, 1961, maps and illustrations, occasional light spotting to a few volumes, top edge gilt, uniformly bound by Henry Sotheran in red morocco, upper covers with the gilt arms of the Duke of Marlborough, the four volume limited edition Marlborough. *His Life and Times* bound in similar original red morocco with the gilt arms to upper covers (spines a little faded and rubbed at ends)

A fine set of the major works of Winston Churchill, including *The Story of the Malakand Field Force* inscribed by Churchill 'To Regimental Sergeant-Major W. Brown. 4th (Q.O.) Hussars, with the author's compliments', (The 4th Hussars were Churchill's first regiment, which he joined as Lieutenant in 1895), and the 4-volume limited signed edition of *Marlborough. His Life and Times*.

(47)

£15,000 - £20,000



**362 Churchill (Randolph S. & Martin Gilbert).** Winston S. Churchill, 12 volumes, Collector's Edition, Norwalk, Connecticut: Easton Press, 1994, *maps and illustrations, all edges gilt, original maroon morocco gilt, 8vo*  
(12) £300 - £500

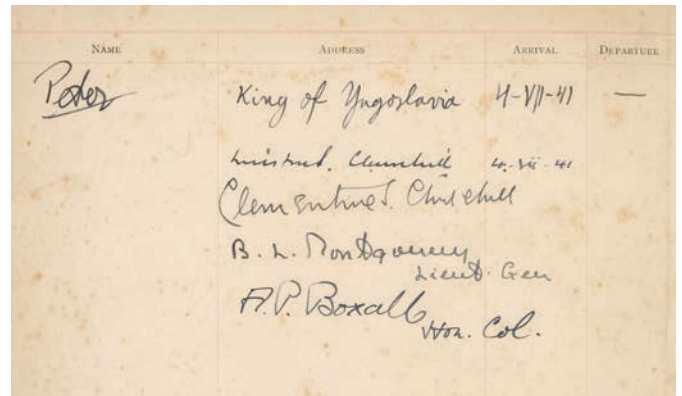
**363 Churchill (Randolph S.).** Winston S. Churchill, 8 volumes, 1st edition, Heinemann, 1966-88, & Companion Volumes I-V in 13 volumes, by Randolph S. Churchill and Martin Gilbert, 1st edition, Heinemann, 1967-81, *numerous monochrome illustrations, all original maroon cloth gilt in dust wrappers, volume II of the biography with minor fraying and closed tear, thick 8vo*  
(21) £300 - £500

**364 Churchill (Winston Spencer).** Charles, IXth Duke of Marlborough, K.G. Tributes by Rt. Hon. Winston Spencer-Churchill and C.C. Martindale, S.J., London: Burns, Oates & Washbourne, 1934, *original stitched wrapper contained in later cloth solander box, 8vo (Woods B23), together with*  
A Speech by the Prime Minister the Right Honourable Winston Churchill in the House of Commons, August 20th, 1940, 16 pp., *a few small stains, original wrappers, some staple rust and stains to covers, 8vo (Woods A60a; PMM 424, contains 'Never in the field of human conflict was so much owed by so many to so few'), plus*  
The Trumpeter of Saint George. An Engraving by Stephen Gooden A.R.A. with verses by G. Rostrevor Hamilton, London: George Harrap, 1941, *original wrappers (slight staple rust), contained in later cloth portfolio, 8vo, contains a three-line quotation from a wartime speech, with facsimile signature (Woods D(b)55/1, with 11 other speeches, broadcasts, pamphlets etc including The Grand Design. A Speech by the Right Hon. Winston S. Churchill at the Congress of Europe [1948] (Woods A122), Europe Unites. The Story of the Campaign for European Unity, Including a full report of the Congress of Europe, held at The Hague, May 1948, [1949], (Woods B43), Set the People Free. A broadcast talk by the Rt. Hon. Winston Churchill, 14th February, 1948 (Woods A120), Churchill's Visit to Norway, Oslo, 1949 (Woods D(b)74), Winston Churchill, by John Connell, 1956, inscribed by the author, and Letter to Anthony Wedgewood Benn, 9 April 1955, facsimile letter published by H.E. Rogers, 1961 (Woods A141)*  
(14) £200 - £300

**365 Reynaud (Paul).** Au Coeur de la Mêlée 1930-1945, 1st edition, Paris: Flammarion, 1951, *folding map, facsimile letter, bookplates of Sir Winston Churchill Library and Randolph Churchill Library, original wrappers, upper joint splitting, spine a little rubbed and toned, thick 8vo, presentation copy, inscribed to half title 'To Winston S. Churchill, from his admirer and friend Paul Reynaud', together with*

**Fishman (Jack).** My Darling Clementine. The Story of Lady Churchill, revised and extended edition, London: W.H. Allen, 1966, *half-tone illustrations, original cloth, dust jacket (one or two closed tears), 8vo, inscribed to dedication leaf 'Inscribed by Clementine Spencer Churchill', plus*

**Hawkes (Christopher).** Winchester College, Country Life, 1933, *half-tone illustrations, a little minor spotting, original cloth, some edge wear, covers a little bowed, 4to, inscribed by John 'Jack' Churchill (brother of Winston) 'John Churchill. Winchester College E House. Short Half 1929 - Common Time 1934', with others including The Dream, by Sir Winston Churchill, Pegasus, 2005 reprint, Andrew Roberts' The Storm of War, 1st edition, 2009 (inscribed by the author), Into Battle. Speeches by the Right Ho. Winston S. Churchill, compiled by Randolph S. Churchill, 1st edition, 1941 (plus five other editions of the same), Painting as a Pastime, 1st bookform edition, 1948, inscribed to Alan Taylor-Smith by Arabella S. Churchill, Secret Session Speeches, compiled by Charles Eade, 1st edition, 1946 and Alan Watson's Churchill's Legacy. Two speeches to save the World, 2nd printing, 2016, inscribed by the author*  
(20) £150 - £200

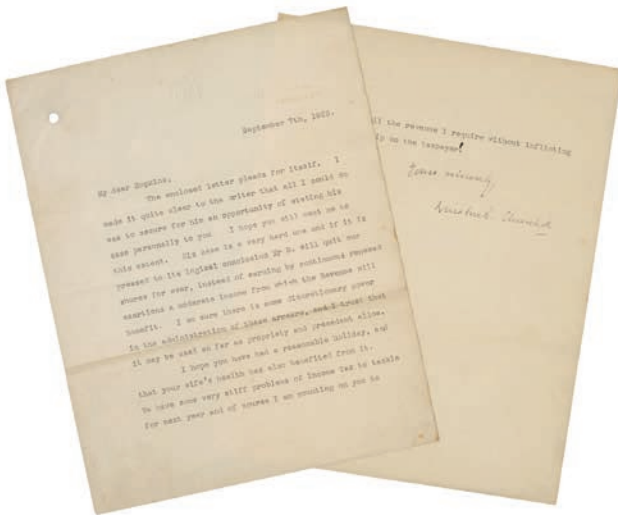


**366\* Churchill (Winston Spencer, 1874-1965).** Autograph Signature, 'Winston S. Churchill', 4 September 1941, *signed in blue ink as the second of 5 names on the first leaf verso of a visitor's book, additional signatures of Peter II, King of Yugoslavia, Clementine S. Churchill, B.L. Montgomery and A.P. Boxall, leaf somewhat spotted, the remainder of the Book left blank, original cloth gilt, heavily rubbed and a little wear to extremities, oblong 8vo, together with a vintage photograph of King Peter II, circa 1940s, signed 'Peter II R.' in blue ink in lower part of image, 25 x 20cm*  
(2) £300 - £500

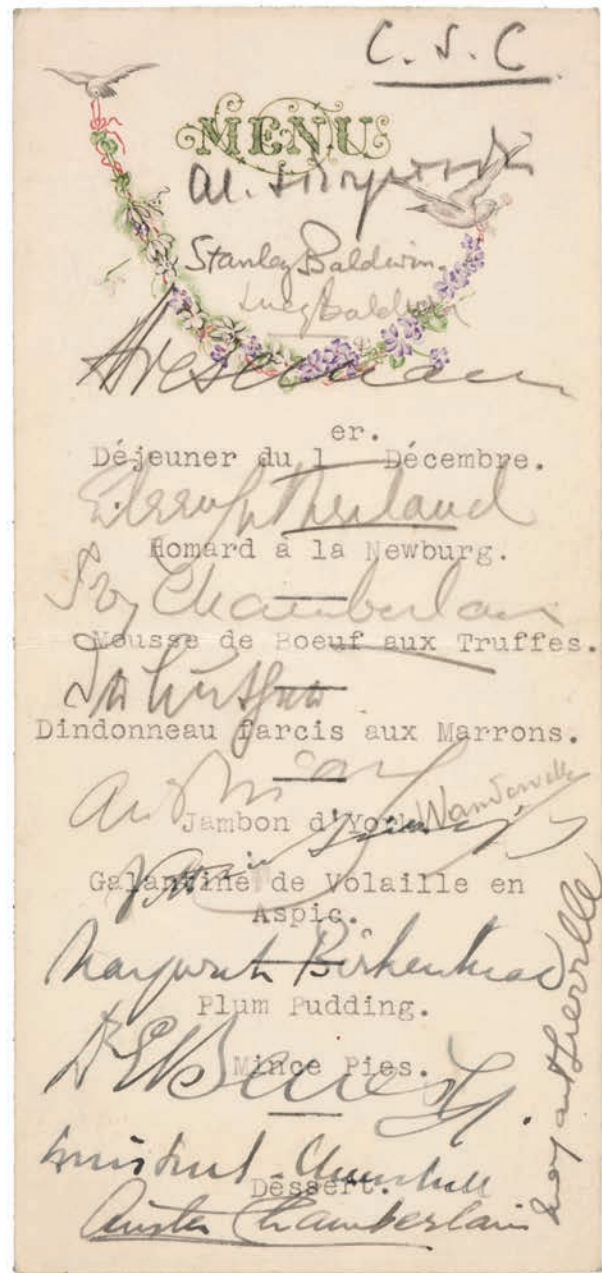




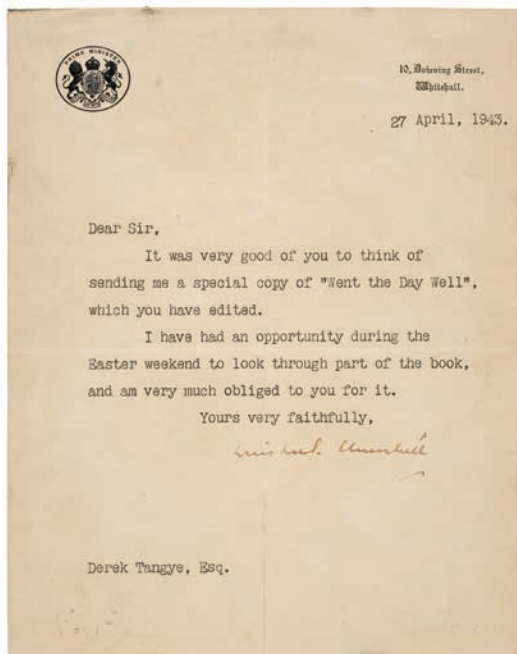
367\* Churchill (Winston Spencer, 1874-1965). Autograph Signature, 'Winston S. Churchill', circa 1900, inscribed at the head of a small album leaf with small circular magazine portrait of Churchill pasted beneath, paper mount toned and spotted, closed vertical tear running through signature between letters 'u' and 'r', sheet size 9.5 x 11.5cm, together with 2 Autograph Envelopes Signed from King George VI, 'GRI', both addressed to Winston Churchill at 10 Downing Street, neither postmarked or dated, one delivered by hand and one by messenger, plus an Autograph Envelope Signed by Field Marshal B.L. Montgomery, marked Personal and addressed to Winston Churchill as Prime Minister at 10 Downing Street, plus a selection of political autographs including W.E. Gladstone, H.H. Asquith, Anthony Bevin, C.B. Balfour, Field Marshal Roberts, Austen Chamberlain, David Lloyd George, and approximately 50 others, mostly early 20th-century signatures on small album leaves (approx. 60) £300 - £500



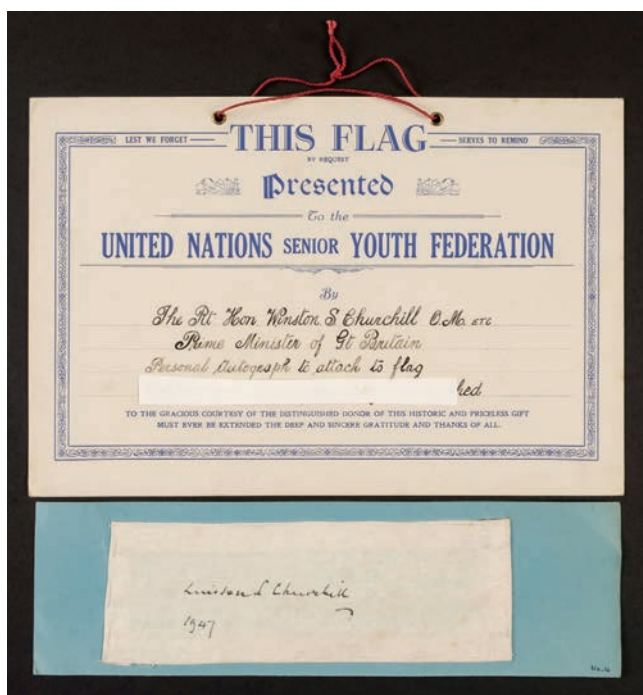
368\* Churchill (Winston Spencer, 1874-1965). Typed Letter Signed, 'Winston S. Churchill', Treasury Chambers, Whitehall, London, 7 September 1925, to Sir Richard Hopkins, [Chairman, Board of Inland Revenue, 1922-27], referring to a case which 'is a very hard one and if it is pressed to its logical conclusion Mr B. will quit our shores forever. Instead of earning by continuous renewed exertions a moderate income from which the Revenue will benefit. I am sure there is some discretionary power in the administration of these arrears, and I trust that it may be used so far as propriety and precedent allow', with a line of personal chit chat before concluding, 'We have some very stiff problems of Income Tax to tackle for next year and of course I am counting on you to produce all the revenue I require without inflicting any hardship on the taxpayer [! inserted in ink], subscribed and signed in blue ink beneath, one page and 2 lines on 2 leaves, a little soiling and creasing, small file hole to upper left blank corners, 4to (1) £500 - £700



369\* Churchill (Winston Spencer, 1874-1965). A menu signed by Winston Churchill and 14 others, circa 1930s, an English menu card with colour printed floral design with doves at head and typed menu beneath, initialled C.S.C. [Clementine Churchill] at head in pencil and signed by 9 others in pencil including Stanley Baldwin, Lucy Baldwin, Ellen Sutherland, Ivy Chamberlain and Wandervelle, with 6 additional signatures in blue ink to lower half of card including Winston S. Churchill, Austen Chamberlain, Dr. Eduard Benes and [?] Birkenhead, horizontal central crease, 18 x 8cm (1) £600 - £800

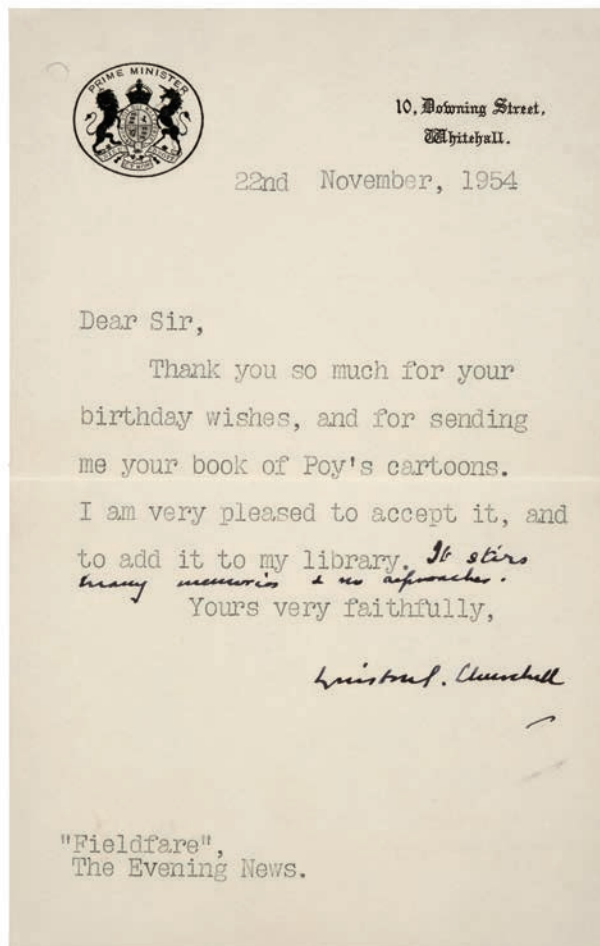


370\* Churchill (Winston Spencer, 1874-1965). Typed Letter Signed, 'Winston S. Churchill', as prime minister, 10 Downing Street, 27 April 1943, to Derek Tangye, thanking him for sending him a copy of "Went the Day Well", concluding, 'I have had an opportunity during the Easter weekend to look through part of the book, and I am very much obliged to you for it', 10 Downing Street letterhead, a few minor spots and marks, 4to  
Published in 1942 before the US entered the war, Derek Tangye's book was a collection of essays by various contributors paying tribute to men and women from many services and countries. Written by distinguished authors and ordinary people the stories celebrated people who died doing their duty, expecting neither reward nor recognition.  
(1) £600 - £800



Lot 371

371\* Churchill (Winston Spencer, 1874-1965). Autograph Signature, 1947, signed 'Winston S. Churchill, 1947' in black ink on an off-white piece of linen, 7 x 20.5cm, stitched onto a slightly larger piece of blue card, inscribed 'No. 4' to lower right corner and with ink stamp and logo of the United Nations Youth Federation to verso, together with the accompanying certificate on card, printed in blue and completed in ink, identifying the signature as given to the organisation to attach to a flag to be presented to them, 21 x 30cm (2) £300 - £500



372\* Churchill (Winston Spencer, 1874-1965). Typed Letter Signed, 'Winston S. Churchill', as prime minister, 10 Downing Street, 22 November 1954, thanking 'Fieldfare' of The Evening News for their [80th] birthday wishes 'and for sending me your book of Poy's cartoons. I am very pleased to accept it, and add it to my library', an extra sentence then added in Churchill's hand before the typed subscription, 'It stirs many memories & no reproaches', one very small punch hole to upper left blank corner, 10 Downing Street letterhead, 1 page, 8vo, together with the original 10 Downing Street envelope, franked and stamped 'First Lord of the Treasury' lower left  
Percy Fearon Poy (1874-1948) was a cartoonist and contemporary of Churchill's whose work he would have known for many decades. Poy worked at the Manchester Evening Chronicle (1905-07), Daily Dispatch and Sunday Chronicle (1907-13). He then moved to London and became a contributor to the Evening News and the Daily Mail until 1939. Amongst his most famous creations were John Citizen, Cuthbert the First World War conscientious objector, Government Gus and Dora. See lot 375.  
(2) £500 - £800





373 Churchill (Winston Spencer, 1874-1965). Photograph Signed, 1955, vintage gelatin silver print [by Vivienne], Churchill full face and seated, with jacket and bow tie, small white 'tippex' mark to right of head, 16.5 x 13cm, original card mount, signed and dates in brown ink to lower mount, 'Winston S. Churchill, 1955', framed and glazed (1) £1,000 - £1,500



374\* Sutherland (Graham, 1903-1980, after). Portrait of Sir Winston Churchill, circa 1970s, full-length oil on canvas portrait of Winston Churchill seated, some cracking and flaking of paint surface, 96.5 x 77.5cm, indistinct West Dulwich artist details written in ink to verso, together with a similar portrait of Churchill after the Sutherland portrait, rendered in coloured chalks on wove, 76 x 61cm, framed and glazed

In 1954 Graham Sutherland was commissioned to paint a full-length portrait of Prime Minister Sir Winston Churchill of the United Kingdom. Sutherland received 1,000 guineas for the painting, a sum funded by donations from members of the House of Commons and House of Lords. The painting was presented to Churchill by both Houses of Parliament at a public ceremony in Westminster Hall on his 80th birthday on 30 November 1954. The painting was intended to hang in the Houses of Parliament after Churchill's death, but after the public presentation, it was instead given as a personal gift to Churchill himself, who took it to Chartwell and refused to display it as he found the portrait deeply unflattering. After the death of Lady Spencer-Churchill in 1977, it came to light the following year that she had destroyed the painting within a year of its arrival at Chartwell, by breaking it into pieces and having them incinerated to prevent it from causing further distress to her husband. She had hidden the Sutherland portrait in the cellars at Chartwell and employed her private secretary Grace Hamblin and Hamblin's brother to remove it in the middle of the night and burn it in a remote location. Many commentators were aghast at the destruction of the work of art, and Sutherland condemned it as an act of vandalism; others upheld the Churchills' right to dispose of their property as they saw fit. Lady Spencer-Churchill had previously destroyed other portraits of her husband that she disliked, including sketches by Walter Sickert and Paul Maze. An episode of the Netflix series *The Crown* refers to the occasion of the public presentation to Churchill, in which Churchill wryly joked (as John Lithgow's version did in *The Crown*), that the portrait was "a remarkable example of modern art." The comment was not meant as a compliment. (2) £300 - £400



375\* Poy (Percy Fearon, 1874-1948). Winston Churchill Parliamentary Sketch, 1928, pen and ink sketch on wove depicting Churchill 'The Chancellor, all smiles and innocence, advances to the attack', signed, 15.5 x 9.5cm, mounted with printed caption beneath image, framed and glazed (backboard note suggests the cartoon appeared in the Daily Telegraph), together with:

"Fieldfare", Poy's Churchill, London: Argus Press, 1954, monochrome plates and illustrations, original yellow wrappers, slim 8vo, with typed letter signed from Sir Stephen Pierssené, General Director of the Conservative & Unionist Central Office to H.B. Fearon of The Evening News, dated 26th November 1954, thanking him for a copy of the book "Poy's Churchill", volume and letter contained together in purpose-made book box

See lot 372.

(2)

£150 - £200

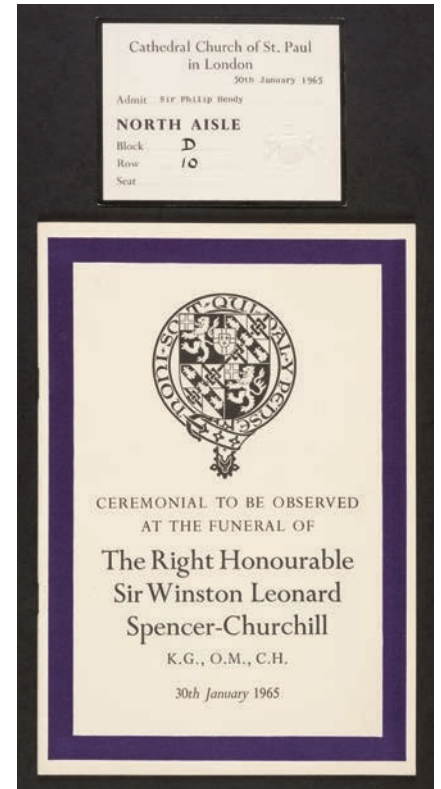


376\* Trier (Walter, 1890-1951). Which One Next? pen & ink with black crayon cartoon on wove, depicting Winston Churchill supporting a vast tier of different hats upon his head, some horizontal folds, 42.5 x 24.5cm, framed and glazed, Ireland Bros. framer's label to backboard, together with: *ibid.*, "Aunties 1", pen, ink & watercolour wash, heightened with bodycolour on wove portrait of Clementine Churchill seated by a dressing table holding a pair of lorgnette spectacles, 34 x 22.5cm, framed and glazed

Walter Trier (1890-1951) was born to German-Jewish parents in Prague in 1890 and moved to Berlin in 1910 following his studies in art. He was one of the Weimar Republic's most famous illustrators and is best known for his artwork for Erich Kästner's perennially popular children's book *Emil and the Detectives* and his engaging cover illustrations for *Lilliput* (the British antifascist pocket magazine published throughout WWII).

(2)

£200 - £300



377\* Funeral of the Right Honorable Sir Winston Leonard Spencer-Churchill. A small group of printed ephemera relating to the funeral at St Paul's in London, 30 January 1965, including 2 admittance tickets for Sir Philip and Lady Hendy, with 2 printed Ceremonials and an Order of Service booklet, plus printed General Instructions, Invitation and Traffic Control leaflet, all contained in original envelope addressed to Sir Philip Hendy at the National Gallery, London, plus duplicate copies of the Ceremonial and Order of Service booklets (upper wrapper of Ceremonial slightly browned), plus a framed and glazed Invitation for Sir Charles Barker, printed details for the funeral and processional route and a folder of photocopies of detailed general instructions for the day

(a folder)

£150 - £200





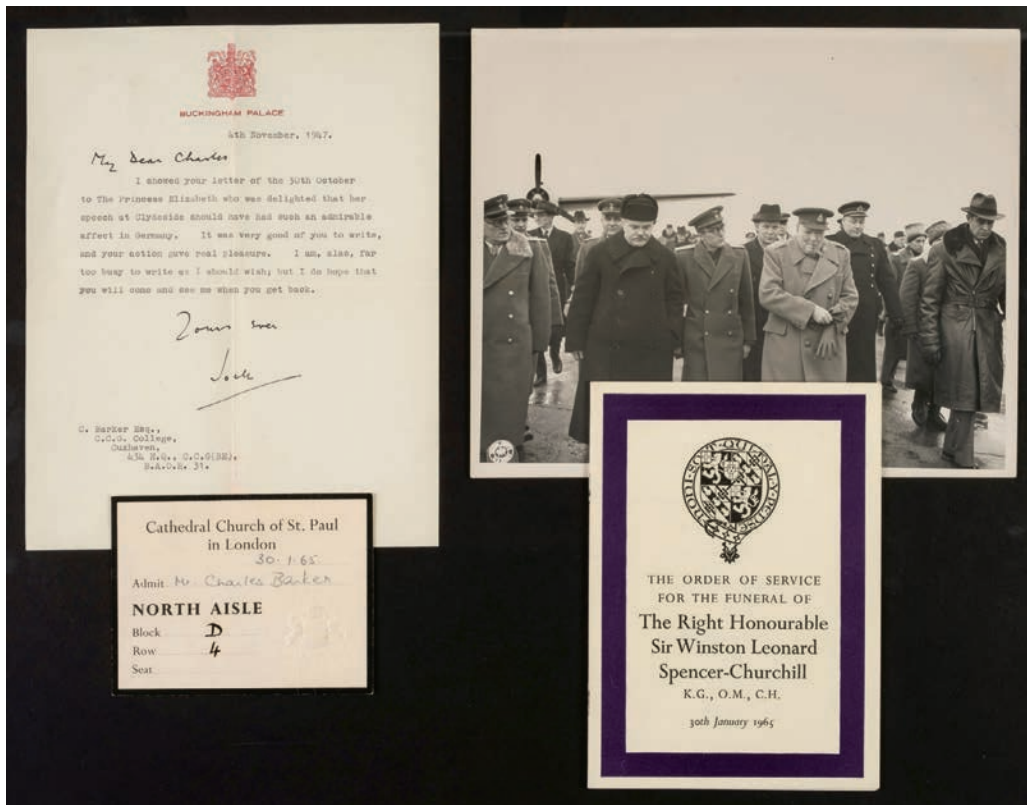
378\* **Death of Churchill.** Sunday Mirror. The Great Farewell Pictures, [1965], newspaper printed poster in red and black, sheet size 755 x 500mm (29.75 x 19.75ins), together with 26 similar newspaper posters announcing the death of Sir Winston Churchill on 24 January 1965, including News of the World, Sunday Times Memorial Issue, Mercury, The Observer, Sunday Telegraph, Evening Standard, Evening News, etc., including duplicates, mainly printed text only in black, red and blue, similar sizes, together with a quantity of reproduction posters (some related), an original issue of the Kent Messenger, for Friday January 29 1965, an original issue of Picture Post for May 25, 1940, featuring Churchill on the upper wrapper, issues of The Times for Wednesday December, 1954, The Times, News Chronicle, Daily Mail, Manchester Guardian for the same date, and similar, a set of 8 issues of The British Gazette for May 5-13, 1926, covering the General Strike (reproductions?), etc (a folder) £200 - £300

379\* **Photographs.** Winston Churchill painting outdoors in the South of France, vintage gelatin photograph by Perestrellos, circa 1950s, some surface creases to lower edge, 235 x 290mm (9.25 x 11.5ins), framed and glazed, together with other photographs of Churchill and related items, including a vintage photograph of Churchill on a white horse, 290 x 250mm (11.5 x 9.75ins) mount aperture, framed and glazed, a vintage silver gelatin photograph of Harold Macmillan, circa 1950s, 370 x 295mm (14.5 x 11.6ins), framed and glazed, a framed and glazed Tea Committee medal awarded to the Mayor of Hedon, dated Home Office, Whitehall, 28th July 1911, with facsimile signature of Winston S. Churchill, a plaster relief bust of Prime Minister Winston Churchill by W. Martin Lotz, etc. (-) £100 - £150



Lot 379

380\* **World War II Leaders.** A group of signed photographs of World War II leaders and related, circa 1940s, including signed photographs of General B.L. Montgomery, Field Marshal H.R. Alexander, Field Marshal Maitland-Wilson, 1st Viscount Trenchard, 1st Baron Tedder, Field Marshal J.C. Smuts, President Eduard Benes of Czechoslovakia (2), Prime Minister Anthony Eden (2), King George II of Greece, Prince Paul of Greece, Lord Killearn (3), Sir Hugh Knatchbull-Hugessen, K.R. Norman and Bobbie George, plus 5 unsigned photographs featuring Winston Churchill, all 25 x 20cm and smaller, some with markings of credits to versos (22) £200 - £300



381\* [Churchill, Winston Spencer]. Collection of letters, photographs and ephemera from the papers of Charles Barker, chief clerk, 10 Downing Street, 1940-45, comprising:

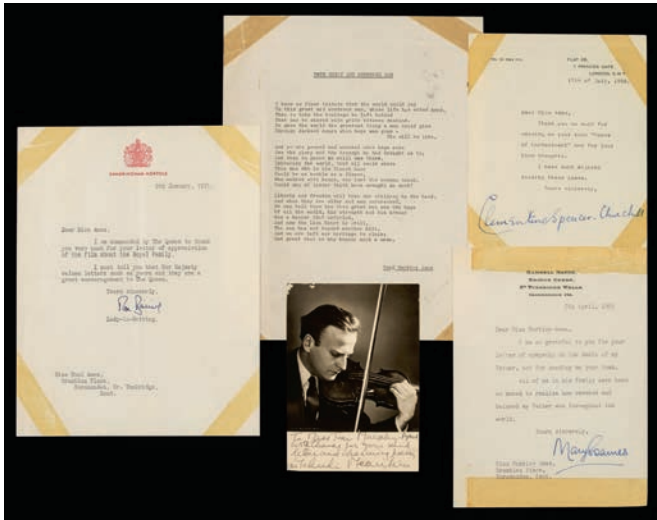
1. Colville (Sir Jock, 1915-1987), wartime Assistant Private Secretary to Churchill, later his Joint Principal Private Secretary (1951-55). Five autograph letters and one typed letter signed to Barker, 1947-52, i.e.,
  - a. 1947, on Foreign Office Stationery, on leaving the FO for a new post as private secretary to Princess Elizabeth ('The foreign scene is dismal in these days and one's soul shrivels before the negative, endlessly uncreative and relentless obstructed policy which our gallant Allies oblige us to pursue. It will be a relief to devote one's energies to other tasks ... From all accounts my quote Mistress unquote is a young lady of great vivacity and charm combined with a most precocious sense of responsibility'),
  - b. 1947, typed, Buckingham Palace stationery ('I showed your letter of the 30th October to The Princess Elizabeth who was delighted that her speech at Clydeside should have had such an admirable affect [sic] in Germany'),
  - c. 1948, Buckingham Palace Stationery, retaining envelope, on Colville's marriage to Lady Margaret Egerton,
  - d. 1948, personal stationery (4 Mulberry Walk, SW3), thanking Barker for his wedding present,
  - e. 1951, 10 Downing Street stationery, retaining envelope, on Colville's return to Churchill's employ ('The old man is full of vigour but more benign than ever'),
  - f. 1952, 10 Downing Street stationery, retaining envelope,
2. Martin (Sir John), wartime Principal Private Secretary to Churchill. Two autograph letters signed to Barker, 1952 & 1953, on Colonial Office and personal stationery, the former reading 'The recent happenings at No 10 take one back to battles long ago ...',
3. Bracken (Brendan, 1901-1958). Typed letter signed to Barker, 1947, offering a job with Lord Camrose 'partly as an adviser to him about furniture',
4. Five other letters to Barker including from Anthony Bevin (Private Secretary to Churchill), 1952, 'I am - & have been, worried about [Churchill's wartime stenographer] Pat Kinna, but I've been away much in these last two years ...',
5. Sixteen press photographs (10" x 8") depicting Churchill and others at the Quebec conference, Yalta, and elsewhere, and Churchill and Clementine in later years, with agency wet-stamps ([Canadian] National Film Board; [US] Signal Corps Photo; Keystone Press; Barratt's; Essex Press) versos,
6. Eleven further photographs (including 2 real-photo postcards) of Churchill and others, including a group photograph of Churchill and his secretarial staff including Barker in the garden of 10 Downing Street on 29 September 1941 (typescript label verso), a photograph of General Maitland-Wilson inspecting the French Foreign Legion, signed by Maitland-Wilson, and similar
7. Ephemera including: Order of service for Churchill's funeral; Barker's ticket for Churchill's funeral (North Aisle, Block D, Row 4); Barker's pass for the Quebec conference (1944); Churchill compliments slip; 3 x blank 10 Downing Street letterheads; 4 envelopes addressed to Churchill as prime minister,
8. A set of Churchill's The Second World War, with manuscript facsimile compliments slips ('With all good wishes from Winston S. Churchill'), volumes 1, 2 and 4 annotated in pencil 'Charles Barker's copy'

Provenance: acquired by Major Alan Taylor-Smith at an auction in Battle, East Sussex at an unspecified date (according to Taylor-Smith's word-processed notes and biography of Charles Barker which accompany the lot).

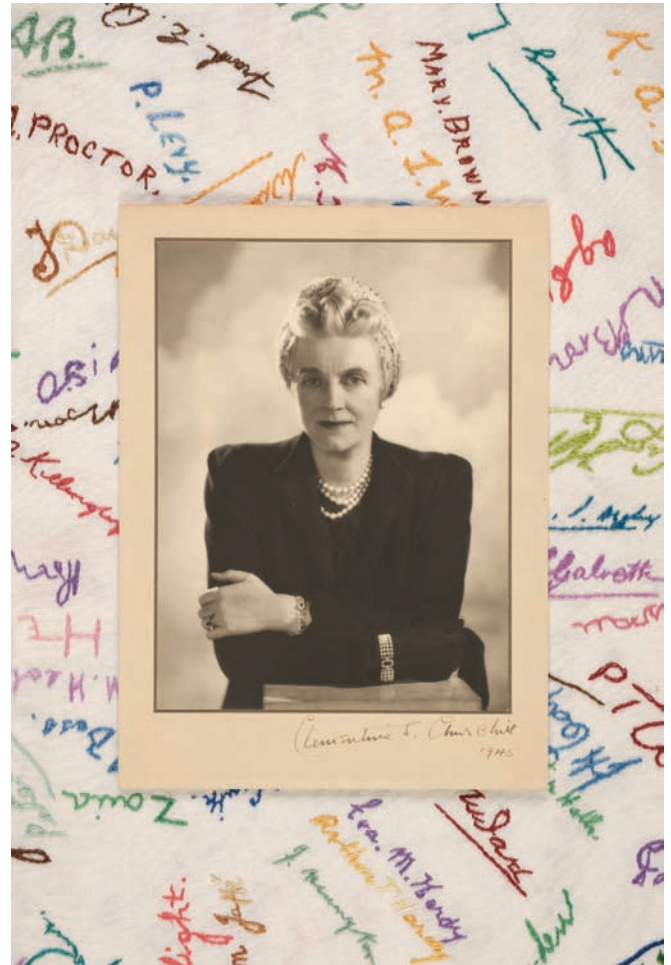
(1 folder & 6 volumes)

£500 - £800





**382\* Autograph letters.** A collection of 61 autograph and typescript letters and notes 1963-79, to poet Toni Markley Ames, mostly in response to her poem 'This Great and Wondrous Man' written in tribute on the death of Sir Winston Churchill in 1965, including Mary Soames, 5th April, 1965 'I am so grateful to you for your letter of sympathy on the death of my Father, and for sending me your poem. All of us in his family have been so moved to realise how revered and beloved my Father was throughout the world'; others from Viscount Head, Robert L Schultz (Executive Assistant to Dwight Eisenhower), Clementine Spencer-Churchill, Lord Ismay, Alec Douglas-Home, Violet Asquith of Yarnbury, Flora Robson, Lester B. Pearson (Canadian Prime Minister), Lord Mountbatten of Burma, Keith Holyoake (New Zealand Prime Minister), The Duke of Norfolk, Yehudi Menuhin, some secretarial replies on behalf of royalty and politicians etc, all contained in modern lever arch file (1) £150 - £200



**384 Churchill (Clementine, 1885-1977).** Photograph signed, 'Clementine S. Churchill', 1945, vintage gelatin silver print by Dorothy Wilding with label and photographer's facsimile signature to mount verso, image 20.5 x 15.5cm, signed and dated by the sitter on the lower mount, together with a copy of a first edition of her book My Visit to Russia, Hutchinson & Co., [1945], portrait frontispiece, original printed wrappers, a little soiled, small 8vo, plus a Lovell tablecloth embroidered in coloured silks by Mrs F.A. Allen and her two daughters of Nottingham, circa 1941-42, the white cloth embroidered with several hundred autographs including Clementine Churchill, the Duke and Duchess of Portland, the Marquess and Marchioness of Titchfield, the Lord Mayor and Lady Mayoress of Nottingham, the members of parliament for Nottingham, Lord Chatfield and many other public men and private citizens, 125 x 130cm, plus 2 Typed Letters Signed by Mrs Churchill's private secretary B.M. Crowden, on 10 Downing Street letterhead, 27 November & 11 December 1941, in relation to the tablecloth, the first agreeing to add her signature but regretting that the Prime Minister cannot do the same owing to 'the ever increasing number of similar requests he receives', the second returning the tablecloth which she has now signed, both with some slight soiling and creasing, one page, 4to, plus a similar letter on behalf of the Duke and Duchess of Portland and a related news cutting about the tablecloth from 5 February 1942 The embroidered tablecloth was produced for Mrs Churchill's Aid to Russia Fund and according to the news cuttings raised £61. It notes that the tablecloth was to be presented to the Lord Mayor of Nottingham who was to then auction it, the proceeds going to the same cause. (5) £150 - £200



**383\* Churchill (Clementine, 1885-1977).** Pencil and watercolour of an unidentified building, attributed to Clementine Churchill, no date, initialled C.C. to lower right corner, some spotting and soiling, a little creased at corners and light red stain to lower margin, 17.5 x 25cm, together with 5 Christmas cards signed by Clementine Churchill (4 with colour reproductions of Winston Churchill paintings and one with a mounted photograph of Churchill standing in snow), plus 8 further Christmas cards with reproductions of Winston Churchill paintings to upper boards, plus other assorted Churchill ephemera including 7 printed letters with facsimile signatures (a folder) £200 - £300



**386\* Churchill (Winston Spencer).** A limited edition toby jug modelled as Churchill by Leonard Jarvis 1947, painted in colours of Ralph Wood style, numbered 87 and incised with the artist and the base incised 'The Rt. Hon. Winston S. Churchill O.M., C.H., F.R.S., M.P.', slight damage to one paint brush, 18.5cm high

Lord Mackintosh of Halifax an ardent collector of early toby jugs, employed Leonard Jarvis as his restorer. Jarvis was commissioned to model a toby of his employer of the style of the 18th century jugs. Lord Mackintosh was so delighted with the result that he instructed Jarvis to produce a similar toby depicting his much admired compatriot - Winston Churchill. *The Book of Churchilliana* by Douglas Hall, p. 164.

(1)

£300 - £500

**385\* Churchill (Winston Spencer).** An assorted collection of mostly printed ephemera, largely relating to Churchill, including approximately 60 photographic and art postcards of Churchill, 4 scrap albums of news cuttings, a World War II photographically-illustrated scrap album compiled by F.H. Traylor of the Rifle Brigade, including snapshots, formal photos, passes, cuttings and his pay book, a small group of colour slides, 2 cardboard cut-outs of Churchill, various commemoratives, magazines, etc., plus 6 large ledgers detailing coal and coke orders (and coach hire) from George Alderson & Son in Westerham for the years 1927-29 & 1941-50, including 17 entries for Mrs Winston Churchill's orders, various bindings, thick folio

(2 cartons)

£150 - £200



**387\* Churchill (Winston Spencer).** A collection of Kevin Francis toby jugs, comprising Standing Churchill Toby modelled by Douglas Tootle numbered 17/750 with certificate, Political Churchill modelled by Douglas Tootle numbered 224/750, Spirit of Britain numbered 1262/5000, Spirit of Britain numbered 689/5000 (white suit), Little Winston numbered 950/2500, plus VE 1945 Victory jug modelled by V.M. Peers and painted Artist Proof mark to base (base damaged)

(6)

£100 - £150





**388\* Churchill (Winston Spencer).** A collection of Kevin Francis toby jugs, comprising *Winston Churchill 50th Anniversary of V.E. Day* modelled by Andy Moss numbered 520/750, *Naval Churchill* modelled by Douglas Tootle numbered 514/750, *Spirit of Britain* numbered 693/5000 (blue suit), *Little Winston* numbered 572/2500, *Churchill Character Bust* modelled by Ray Noble numbered 311/750  
(5) £100 - £150



**389\* Churchill (Winston Spencer).** A collection of Royal Doulton toby jugs, comprising 4 *Winston Churchill* each with green printed mark to base, slight variation to each jug, plus 2 *Winston Churchill* modelled by Stanley James Taylor D 6934  
(6) £100 - £150



Lot 390

**390\* Churchill (Winston Spencer).** A collection of toby jugs, comprising *Manor Limited Editions Army Forcies Churchill* modelled by Ray Noble numbered 45/500, *Bairstow Manor Pottery The Life and Times of Winston Churchill* modelled by Ray Noble numbered 220/350, *Manor Limited Editions Series One "Winston the Bricklayer"* numbered 192/3000, *Prestige Jugs Winston Churchill, Churchill Victory* (Bonhams label to base)  
(5) £100 - £150



**391\* Churchill (Winston Spencer).** A collection of toby jugs, including two *Kirklands Etruria* jugs each modelled as Churchill seated with cigar and with a top hat cover, green stamp to base, two *Copeland Spode* cream glazed jugs, a *Shorter* green mat glazed mug and other examples  
(9) £100 - £150

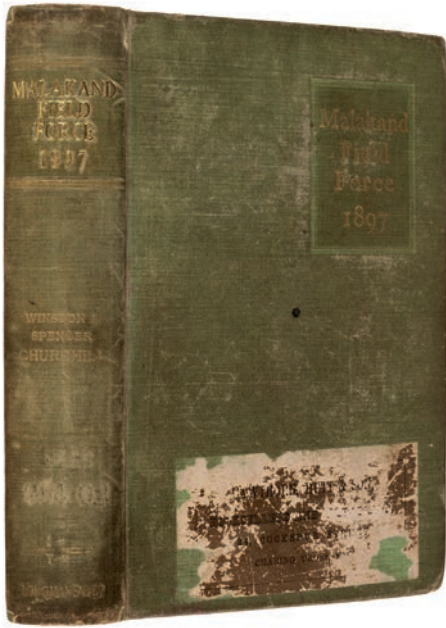


**392\* Churchill (Winston Spencer).** A Royal Doulton figure, modelled as *Sir Winston Churchill HN 3057*, together with a *Spode* figure of Churchill, the base with green printed 'Spode Copeland China England' stamp, plus two bisque porcelain figures modelled as Churchill  
(4) £100 - £150

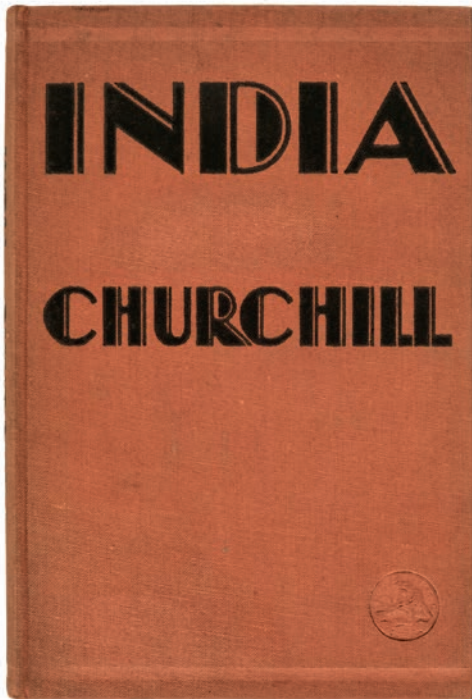


**393\* Churchill (Winston Spencer).** A collection of composite bronzed busts, including a composite bronze of Churchill after R.A. Pickering (19)49, mounted on a white marble base, 16cm high and others, various sizes  
(5) £100 - £150

**WINSTON CHURCHILL & RELATED (OTHER VENDORS)**

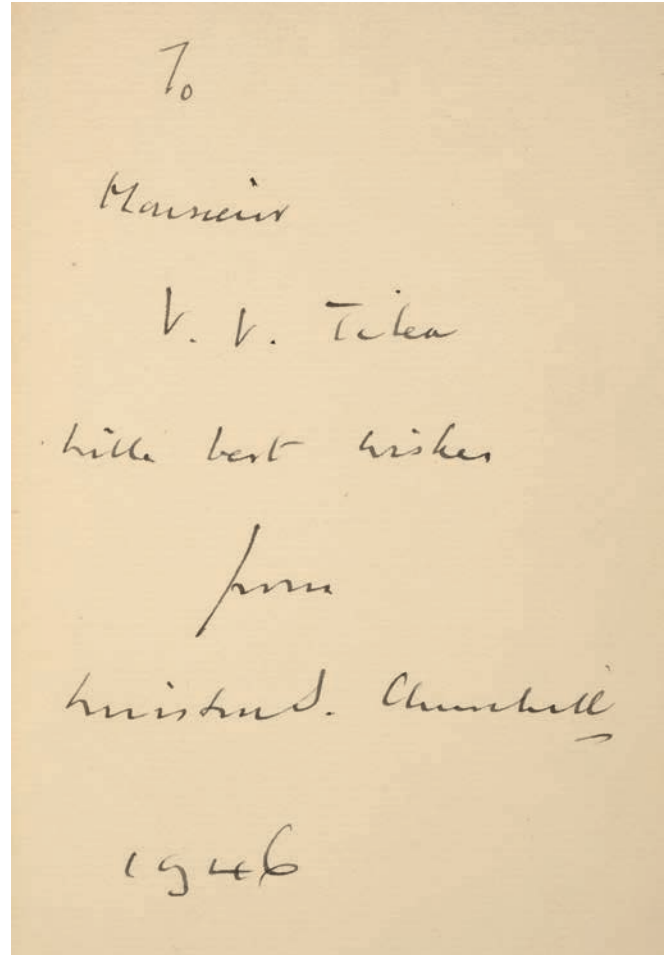


394 Churchill (Winston S.) *The Story of the Malakand Field Force. An Episode of Frontier War*, 1st edition, 2nd state, London: Longmans, Green and Co., 1898, 2nd state with errata slip, half title, portrait frontispiece, maps and illustrations, 32 pp. advertisements at end (dated 12/97), a little light soiling and stains, endpapers renewed, original cloth, rebacked with original spine relaid (spine title lettering renewed and shelf number erased), old bookseller label to upper cover (rubbed and chipped), 8vo Woods A1a.  
(1) £200 - £300



Lot 395

395 Churchill (Winston Spencer). *India: Speeches and an Introduction*, 1st edition, Thornton Butterworth, 1931, original orange cloth with 'INDIA - CHURCHILL' blocked vertically down the spine, dust-soiled and spine slightly faded, 8vo Woods A38.  
The rare hardbound copies of the first edition appear in two variants with the black lettering on the spines blocked horizontally or, as here, vertically. The very rare dust jacket (not present here) is identical for both these variants.  
(1) £1,000 - £1,500



396 Churchill (Winston Spencer, 1874-1965). *Into Battle. Speeches by the Right Hon. Winston S. Churchill, C.H., N.P., Compiled by Randolph S. Churchill*, 10th edition, Cassell & Co., 1943, signed presentation inscription from the author to recto of first blank leaf, 'To Monsieur V.V. Tillea with best wishes from Winston S. Churchill, 1946', top edge gilt, original pebble-grained blue morocco, gilt-titled spine, a little rubbed, 8vo Presentation Issue and the first printing of this title to be issued in the format. Tillea had been the Roumanian Government-in-Exile's representative in London during the war and this would have been an appropriate volume to have been presented him, since a number of the speeches herein are concerned with the conquest of Roumania. A rare presentation binding and a nice association copy.  
(1) £2,000 - £3,000

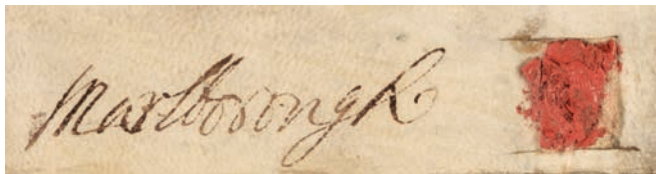




397 Churchill (Winston Spencer, 1874–1965). An original copper plate used in the preparation of colour transfer prints of the portrait of Churchill in the uniform of Air Commodore, Royal Air Force, photographed by David Waddington, 1945, plate size 23 x 15.5cm

The image on the plate here is in the reverse to the known positive images. David Waddington was serving as an airman when he was sent to photograph Churchill as part of the RAF Colour Portrait Project. His work was to be used to raise money for the joint benefit of United States Army Air Forces Aid Society and Royal Air Force Charities. Churchill was so pleased with this study that he later requested and signed 5 direct-colour transfer prints of it for presentation, and nearly-identical transfer prints were produced in larger quantities for fundraising purposes. The plate here does not bear any signature but evidence of its working use can be seen on the surface.

(1) £200 - £300



Lot 398

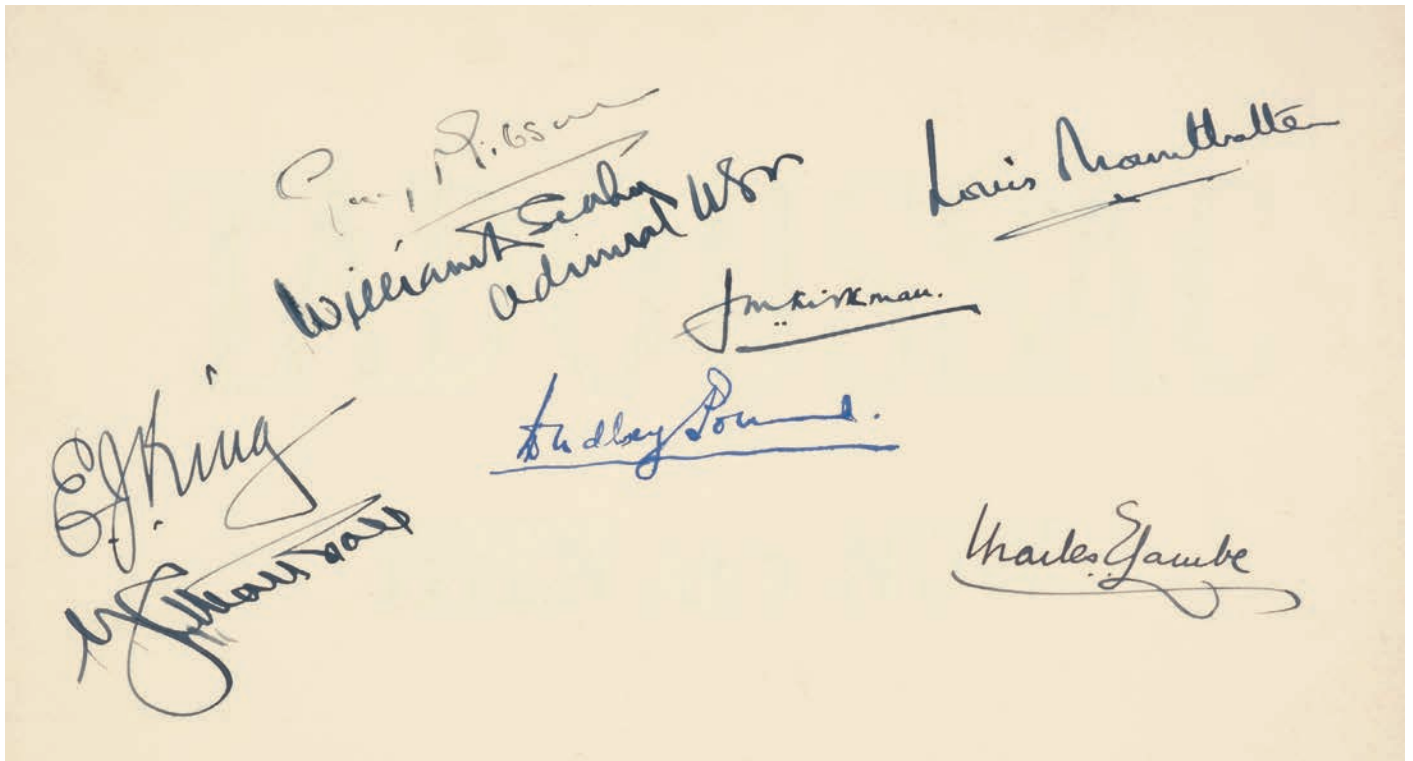
398\* Marlborough (John Churchill, 1650–1722, First Duke of). An indenture on vellum, signed by the Duke of Marlborough, 2nd November 1714, indenture in brown ink on vellum, an agreement between John Churchill, first Duke of Marlborough, George Townesend of Lincolnes Inne, and Edward Bearcroft, Gentleman, St. Andrew Halborn, for the sale of land in south-west London, including parts of Nonsuch Great Park and Little Park [the former site of Henry VIII's Nonsuch Palace, demolished by Barbara Villiers, Countess of Castlemaine in 1683–84, after the site had been given to her by Charles II in 1670], signed by the Duke of Marlborough, George Townesend and Edward Bearcroft, witnesses Oximbridge Harwood and Richard Phillips, sealed and delivered in the presence of G. Widmore, A. Isaakson, and Lan. Jones, the document now divided and cut up into 10 portions which have been inlaid to a late 19th century folio album (showing both sides of each portion), with extensive biographical manuscript notes by J. C. Westley, dated 1898, including a transcript of most of the text of the indenture, the original document with some marks and stains, some words faded or not legible (sold with all faults), together with Churchill (Sarah, 1660–1744, Duchess of Marlborough, wife of the first Duke of Marlborough). A manuscript and printed document, signed by the Duchess of Marlborough and others, for the repayment by King George II, of a loan of £5000 from the executors of John, Duke of Marlborough, dated 9th May 1727, printed document on laid paper, addressed at head of the document in ink to 'The most noble Sarah, Dutchess Dowager of Marlborough, the Right Honorable Francis Earl of Godolphin, William Clayton and John Hanbury Esqrs. Executors in trust of the noble John Duke of Marlborough', with similar manuscript insertion to the text, signed by Robert Walpole, William Yonge, and George Dod[d]ington, additionally annotated and signed at foot by Lord William Powlett for the payment in full of the loan and interest (dated 19 and 20 September 1728), and signed in brown ink to verso '25 Sepr. 1728. Recd in full S: Marlborough, Godolphin, J. Hanbury', the document cut into two portions, the lower half laid down on later album leaf, the upper portion inlaid to album leaf to show both sides, with further extensive biographical notes by J. C. Westley, the whole album comprising 44 leaves in total, including an article from Pall Mall Magazine for August 1894, entitled Blenheim and its Memories on 12 leaves, an autograph letter by the 9th Duke of Marlborough, on Trinity College Cambridge headed paper, dated March 7th 1893, to a Mr. Gilderd, and a printed article from The Graphic, Saturday November 9, 1895, on the marriage of the Duke of Marlborough to Miss Consuelo Vanderbilt (pasted on 5 leaves), outer paper wrappers with maroon morocco spine, manuscript title to upper cover, some light soiling, folio (34 x 21cm, 13.2 x 8.25ins)

Provenance: Each of the three documents in the album (Duke of Marlborough signed indenture, Duchess of Marlborough signed document, and 9th Duke of Marlborough autograph letter) has a signed declaration of gift pasted into the album, from Henry Thomas Scott, M.D., Oxford, dated 1898 or 1897, to Revd. J. C. Westley, of New Amsterdam, Berbice, British Guiana. The first item being obtained from the collection of Colonel Mollineux of Warren Lodge, Wokingham, the second from John Waller Esq of Westbourne Grove, and the third from Mr. A. C. Lewis of Craven Park Road, London.

The second document provides evidence of the reliance of King George II on the financial assistance of the duke of Marlborough. On the duke's death his property and investments were estimated to be worth about £1,000,000, half of which was invested in short-term loans to the exchequer; this sum remained in a trust managed after his death by trustees, who included the duchess, Marlborough's two former business associates, William Clayton and William Guidot, and his three sons-in-law: the earl of Sunderland, the duke of Bridgewater, and the duke of Montagu.

(1) £150 - £200

MILITARY AUTOGRAPHS & SIGNED BOOKS



Lot 399

399 **Gibson (Guy, 1918-1944), Bomber pilot.** Autograph Signature, 'Guy Gibson', in blue ink on the front free endpaper of *Tadoussac Then and Now* by William Hugh Coverdale, Canada, 1942, 8 sepia plates on 4 leaves, signed at front in blue ink by Gibson and 9 others including Lord Louis Mountbatten, Admiral William D. Leahy, E[rnest] J. King, Admiral Sir Arthur Leveson, J.M. Kirkman, Admiral Sir Dudley Pound, and Admiral Sir Charles E[dward] Lambe, original brown cloth, a little rubbed, small folio

Following the events of 16-17 May 1943, Operation Chastise, better known as the Dam Busters Raid, Guy Gibson had little leisure but was invited to join the party accompanying the prime minister to the Quadrant Conference in Quebec. They departed from Faslane on the RMS *Queen Mary* on 4 August.

The Quadrant, or Quebec Conference, of 17-24 August was hosted by William Mackenzie King, the Canadian prime minister, the principal participants being Sir Winston Churchill and Franklin D. Roosevelt. Gibson was something of an outsider, but appears to have enjoyed the voyage and various activities and excursions available to the whole party.

(1) £1,000 - £1,500




400\* **Operation Chastise.** A multiple signed commemorative First Day Cover issued in celebration of the 90th birthday of Sir Barnes Wallis in 1977, individually signed by 11 Royal Air Force pilots etc., including several members of 617 Squadron who participated in Operation Chastise (*The Dam Busters Raid*): **Arthur T. Harris** (Commander-in-Chief, Bomber Command), **Bill Howarth** (Front Gunner with Lancaster ED921/G AJ-W), **Bertie 'Toby' Foxlee** (Front Gunner with Lancaster ED909/G AJ-P), **David Shannon** (Pilot of Lancaster ED929/G AJ-L), **Raymond Wilkinson** (Rear Gunner of Lancaster ED886/G AJ-O), **Dave Rodger** (Rear Gunner of Lancaster ED825/G AJ-T), **Les Munro** (Pilot of Lancaster ED921/G AJ-W), **Thomas Simpsom** (Rear Gunner of Lancaster ED909/G AJ-P), **Robert Kellow** (Wireless Operator of Lancaster ED912/G AJ-N), **Danny Daniel** (Canadian Flying Officer, a bomb aimer who was involved in the sinking of the Tirpitz), 11 x 22 cm, Fine

(1) £150 - £200



**AIR MARSHAL**  
**Sir HAROLD MARTIN**  
KCB, DSO, DFC, AFC



Unlike the Fighters, Bomber aircraft were flown by crews which spent the major part of their operational time over enemy territory flying through defences. Efficiency and teamwork, plus some luck, were vital to survival and success. My wartime experiences are inseparable from those of "OUR CREW" or "WE".

After normal basic training on Tiger Moths and Oxford in 1940 and then a Hampden OCU, a posting to 455 RAAF Squadron followed in 1941. Soon I was teamed with two fellow Australians who had been trained under the ETS in Canada. Jack Legg (later Sir Jack) a Navigator and Toby Foster a Wop AG plus Sgt. Tam Simpson of the UK, a lower tier Air Gunner.

We started by laying mines off Borkum, then bombing sorties in Emden, Hamburg, Munster and Cologne. Next some mining, then an attack on the battleship Schamhorst at Kiel after flying through hail and lightning, with heavy ice on the wings and aerials, meeting the radar. Navigation was by map and dead-reckoning in cloud. After five more sorties to Ruhr targets, 455 RAAF Squadron was moved to Coastal Command by our "experienced crew" remained in Bomber Command to convert to Lancasters with 50 Squadron. Conversion was via the Manchester and in one of these aircraft we took part in "Bomber" Harris's first 1000 bomber raids on Cologne, Essen and Bremen. That Manchester had no mid-upper turret so Toby Foster removed an escape hatch and sat on a wing with a K-Gun in the opening. Cologne was top priority and, for the first time, "One" a new radar nav-aid was available and visibility was good. Our crew had been increased to Manchester crew size by RAAF Sgt. O'Neill and Smith. And so too Lancasters with the original crew of four, plus two, for the original to complete a first tour of 34 sorties.

In March 1943 Wing Commander Guy Gibson asked if I would join him for a special task. Yes, if our original crew of four could be had. The later members had been lost. In late March we arrived at RAF Stampton in train for the Dams Raid and an replacement crew: Bob Hay (Bomb Aimer) Van Whittaker (Eng) Chambers (Radio). The ideal night was 16/17 May 1943.

The order of attack on the Moho Dam was Gibson's crew first, Heppell's second, ourselves, Young, 'Mabby's who the Dam crumbled and flood water rolled down the valley. The last crew was Eider and attacked other targets. Eight of the nineteen crews were lost. The Guy Gibson VC book gives accurate details.

In September the CO was killed leaving only five of the original crew. I was made Acting CO.

In November Group Captain Leonard Cheshire became our new CO. The pattern of operations continued and we went on researching target night techniques pending the arrival of Barnes Wallis's "Earthquake Bomber".

In February orders came to attack the Anthon Railway Viaduct on the French Riviera. Leonard's crew and ours were to mark for a small force carrying heavy bombs. Leonard's aircraft was caught by searchlights and burning flak well above which allowed us to slip under the other down a valley to cross the Viaduct at 50 feet. A moment before releasing the 12,000 lb bombs, a German shell hit the nose and killed Bob Hay and reversed all the bomb release wiring. Whittaker was wounded in the legs. Only Simpson's and Foster's accurate return fire shot in the air emergency land near Sardinia. As the AOC's command that was our last Lanc raid.

I applied for a transfer to fighters but Sir Arthur Harris replied "there is only one way out of Bomber Command", but agreed a posting to 515 Night Interceptor Squadron. They flew the Mosquito Mk VI fitted with a 20mm cannon and 4 x 203 Browning MGs. Intruding was paralling around German night fighter aerfields looking for aircraft landing or taking off. Airfield facilities were straddled, also supply routes, fuel positions and diversions created for our bombers. The navigator was F. O. Smith.

Most of the last 9 months of the war were spent as a pilot in 100 Group which intercepted enemy ground air radar signals and evaded gunners to negate them. I retired as an Air Marshal in 1974 after a rewarding life.

Mark Martin

**AIR VICE-MARSHAL**  
**JOHNNIE JOHNSON**  
CB, CBE, DSO, DFC, DL, C.Eng, MICE



At school I always wanted to become an R.A.F. Fighter Pilot, and I was inspired by the legendary Aces of the First War - Bull, Boodle, Bishop, Von Richtofen, Mannock and McCaddan. When the Volunteer Reserve was expanded I joined this enthusiastic bunch and received pilot's wings.

After initial training I was posted to 616 Squadron at Kenley. However almost immediately I found myself out of the front line when the Squadron, which had been decorated by the loss of six pilots and five wounded was moved to Cottishall. (Perhaps just as well for I had only 12 hours on Spitfires.)

In February 1941 Billy Burton took the Squadron to Tangmere and the next few months were the most exciting of my fighting career. Then Douglas-Bader arrived to lead the Tangmere Wing, and the great man elected to fly with 616 Squadron. 'Cocky' Dundas, Alan Smith and myself were selected to fly with Douglas in the leading section.

We flew and fought hard during that epic summer. Douglas was a great and inspiring leader whose fluent language in the air was a joy to hear. He took time to take one or two of us over the Channel hoping to come across Adolf Galland and some of his chaps, then based at Abbeville in the *Pas de Calais*.

On 19th August 1941, we were badly "bounced" by a bunch of higher Messerschmitts and Douglas did not return from this fight. After we had refuelled we searched for him for several hours over the Channel as we thought he might have baled out and chattered into his dignity. Gradually it dawned upon us that he would not be returning and that this day marked the end of an era that was rapidly becoming a legend!

In the summer of 1942 I was promoted to command 610 (County of Chester) Squadron, and then in early 1943 I was promoted to Wing Commander to lead the Canadian Spitfire Wing at Kenley, my personal score at that time was eight victories. During the spring and summer of that year I led the aggressive Canadian fighter pilots on 140 missions over North West Europe, my pilot shot down more than 100 enemy aircraft, and my personal score rose to 25. The highlights of those days were escorting the Flying Fortress of the English Air Force.

After a short rest from operations, in March, 1944, I was posted to lead another of the first Spitfire Wings to land in France and a few weeks later we began our four missions over the beaches. On 30th June, we made history when we led the first Spitfire Wing to land in France and a few weeks later we began the exhilarating, but unexciting task across France. In September 1944, I received my 30th and last victory. Parading the Rhine, with 43 Squadron, we bounced some Messerschmitts flying in the opposite direction, and very quickly shot down five, but unfortunately on this occasion I lost a superb Canadian fighter pilot, Squadron Leader 'Wally' McLeod.

Early in 1945, I was promoted to Group Captain and commanded 125 Wing equipped with the latest Spitfire 14s. In the spring we crossed the Rhine and flew from Ludwigsfelde airfield. Soon it was all over and I had time to reflect that a boy's ambition of slightly more than a decade ago had, indeed, been realised.

**Publisher's Note**  
A V. M. Johnnie Johnson retired from the R.A.F. in 1966. He then founded the Johnnie Johnson Housing Trust, which after 15 years now provides homes for over 2,500 Elderly and disabled people. An accomplished author, his book WINGLADER being a classic WWII biography, and F.L.I. CIRCLE, a definitive account of aerial combat from WW1 to the Korean War. THE STORY OF AIR FIGHTING, also out in Spring 1985, updates Full Circle to include air fighting over Vietnam, The Falklands, and various Arab-Israeli clashes.

**Noises on Aircraft flown in Combat, 1939-45**

During the Second War I flew Spitfire 1's, 2's, 5's, 6's, 9's and 14's, "A nice first flying machine, but it is not a Spitfire any more" was my comment after my first flight in a 14. For the powerful Griffon engine produced a lot of torque, which meant that in a dog-fight the aircraft required constant trimming—not conducive to a favourable conclusion.

My favourite was the beautiful Mark 9—the best Spitfire of them all.

Johnnie Johnson

**401\* Royal Air Force - Bomber Aircrew of World War II.** A complete set of 26 individually signed printed profile cards by various bomber aircrew, all of whom served in World War II (some participating in The Dam Busters Raid), Military Gallery, Bath, December 1984, each featuring autobiographical details and an image of the serviceman, extracts from combat reports etc., and all signed in bold pencil to a custom white box in the lower right corner, contained in the original blue photograph album alongside fact sheets etc., and a certificate of authenticity

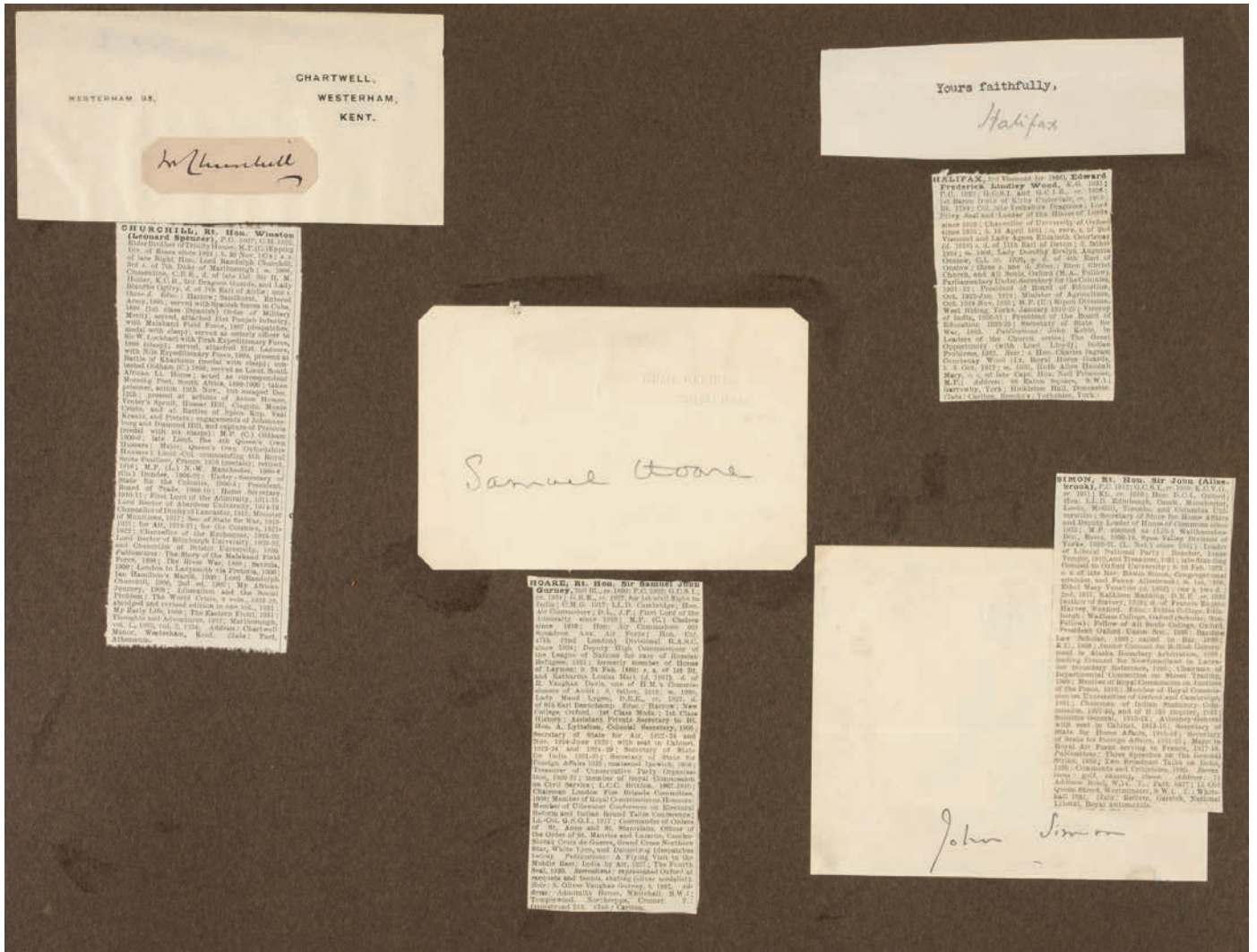
One of 2,000 sets. The 26 autographs comprise: Hamish Mahaddie, Norman Jackson VC, Bill Reid VC, Don Bennett, Michael Beetham, John Searby, Derek Tulloch, Harold 'Mick' Martin, Roderick Learoyd VC, Roland Hammersley, William Parker, Ivor Broom, Victor Azzaro, J. B. 'Willie' Tait, Roy Ralston, John Benison, Leonard Cheshire VC, Douglas Cameron, Danny Daniel, David Shannon, Wallace 'Digger' Kyle, John Costello, Leonard Trent VC, Lewis Hodges, Ken Batchelor and Augustus Walker.

(1) £250 - £350

**402\* Royal Air Force - Fighter Pilots of World War II.** A complete set of 27 individually signed printed profile cards by various fighter pilots, all of whom served in World War II, Military Gallery, Bath, April 1984, each card featuring autobiographical details and an image of the pilot, extracts from combat reports etc., and all signed in bold pencil to a custom white box in the lower right corner, contained in the original blue photograph album alongside fact sheets etc., and a certificate of authenticity (stating that there are 26 profile cards, not 27 as offered here)

One of 2,000 sets. The 27 autographs comprise: Johnnie Johnson, Alan Deere, Alan Smith, Robert Stanford Tuck, Laddie Lucas, Christopher Foxley-Norris, Denis Crowley-Milling, Bobby Oxspring, Philip 'Nip' Heppell, David Scott-Malden, Peter Townsend, James Goodson, Frank Carey, Paddy Barthropp, Patrick Jameson, Sandy Johnstone, Hugh Dundas, Rod Smith, Duncan Smith, Don Kingaby, Brian Kingcome, John Cunningham, Denys Gillam, John Waddy, P. H. 'Dutch' Hugo, Harbourne M. Stephen and Pete Brothers.

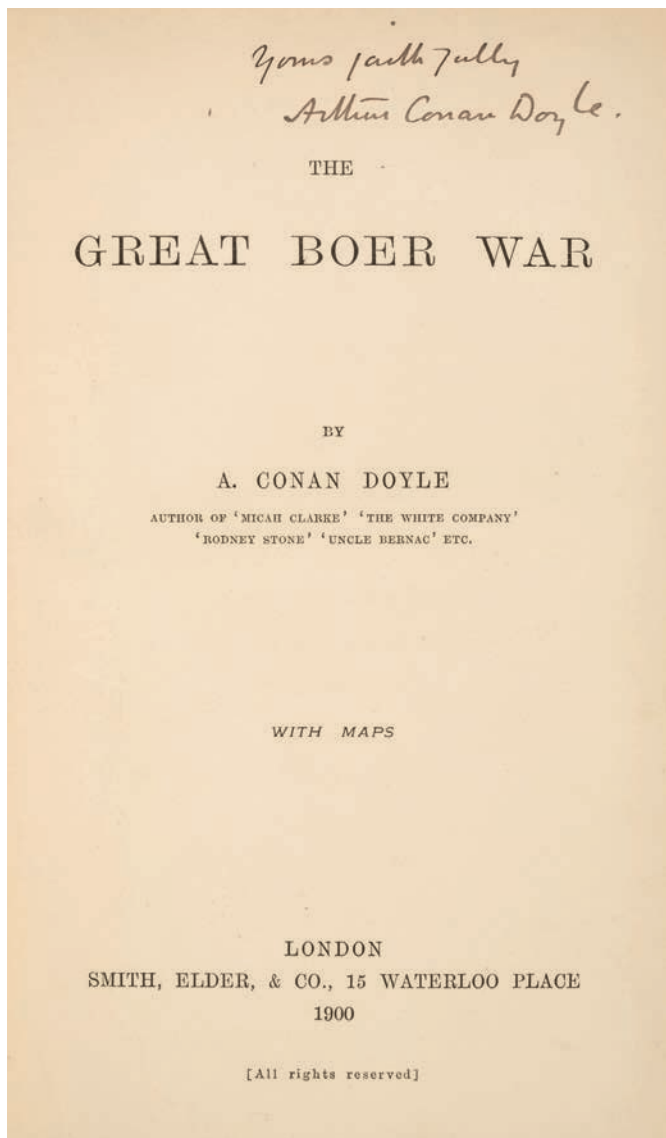
(1) £250 - £350



403\* **Royalty & the Arts.** An autograph album containing letters, inscriptions, signatures and signed photographs of members of the British royal family, politicians, musicians and actors, 19th & early 20th century, including an autograph letter from Prince Albert, Buckingham Palace, 27 April 1858, to Sir Edward Cust in response to a couple of questions having received the third volume of the *Annals*, regretting that it is not in his power 'to go to Grantham to see or inaugurate the Newton Statue', the second informing Cust that the memoirs of Prince F.J. [Friedrich Josias] of Coburg 'are being collected and written at this moment by [Armied von] Witzleben', 2 pages with blank integral leaf, 8vo; a bold autograph signature of Queen Victoria; a signed cabinet card photograph of King Edward VII, signed 'Albert Edward', Coventry Barracks, Windsor, Jan: 24/81', signed cabinet card of Queen Alexandra, autograph letter signed by King George V as Prince, burnt at edges with some loss not affecting signature; a card signed by Queen Mary when Princess of Wales, crudely taped on to mount; a card signed by Prince Henry, Duke of Gloucester; autograph signatures of Winston Churchill ('W.S. Churchill'), a clipped signature tipped on to upper portion of Chartwell letterhead, and other political signatures of David Lord George, Stanley Baldwin, J. Ramsay MacDonald, Austen Chamberlain, Neville Chamberlain, Joseph Chamberlain (ALS), Samuel Hoare, Lord Halifax, John Simon, Viscount Snowden, Anthony Eden, the Aga Khan with subscription on embossed letterhead; signed real photo postcards of Andrew Carnegie and Thomas Lipton, clipped signatures of Baden Powell (dated 4.12.33), Admiral Beatty, W.R. Robertson, Evelyn Wood and Charles Beresford (ALS); clipped signatures of Oliver Lodge, Guglielmo Marconi and Herbert Barker; literary clipped signatures of Hilaire Belloc, E.F. Benson, 'Sapper', Baroness Orczy, E. Phillips Oppenheim, Hugh Walpole, John Buchan, John Oxenham, Hall Caine, P.C. Wren (signed bookplate); musical autographs of Chaliapine (signed programme, 1925), Edward Elgar (postcard with vignette portrait and printed musical quotation from *The Apostles*, signed beneath in blank area, 'Edward Elgar, Sep:10 1904, to H.M.W.', clipped signatures of Landon Ronald, Oscar Straus and Sergei Rachmaninoff (in western script); clipped signatures of Alan J. Cobham, J.A. Mollison and Charles W.A. Scott, the collection mostly pasted on to rectos of 22 stiff card leaves within categories and many with printed biographical cuttings pasted adjacent, presentation inscription from George Wood to his friend Norman Agran, dated May 1969, to front pastedown, early 20th-century half morocco, heavily rubbed, oblong folio (30 x 42cm)

(1) £1,000 - £1,500





404 **Doyle (Arthur Conan, 1859-1930).** The Great Boer War, 1st English edition, Smith, Elder & Co., 1900, half-title, 5 folding engraved maps, advertisements at end, author's signed presentation inscription on title, 'Yours faithfully, Arthur Conan Doyle', original cloth gilt, slightly rubbed and marked, spine browned and a little chipped at head and foot with loss, skilfully rebacked with spine relaid, 8vo

(1)

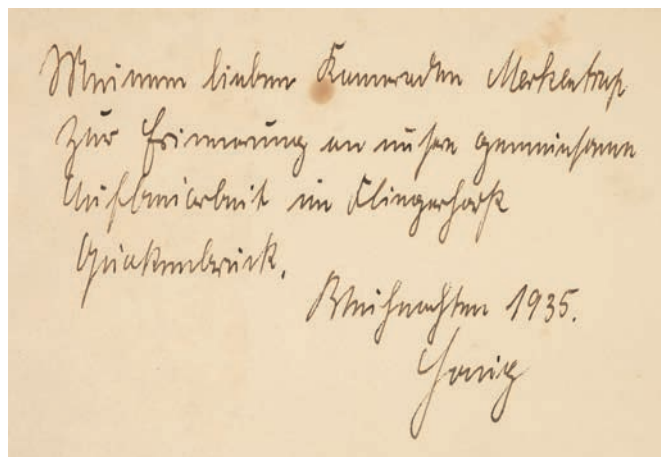
£700 - £1,000

405 **Göring (Hermann, 1893-1946).** Jahrbuch der Deutschen Luftwaffe 1936, edited by Dr Kürbs, with a Foreword by 'General der Flieger' Hermann Göring, Leipzig: Breitkopf & Härtel, 1936, black & white plates from photographs, illustrations to text, a little spotting and very light browning, signed 'Göring', 4-line presentation inscription to Merkentrup, dated 1935, to front free endpaper verso, original cloth lettered in silver, a little rubbed, large 8vo

Göring was a veteran World War I fighter pilot ace and later Supreme Commander of the Luftwaffe 1935-45.

(1)

£500 - £800



Lot 405



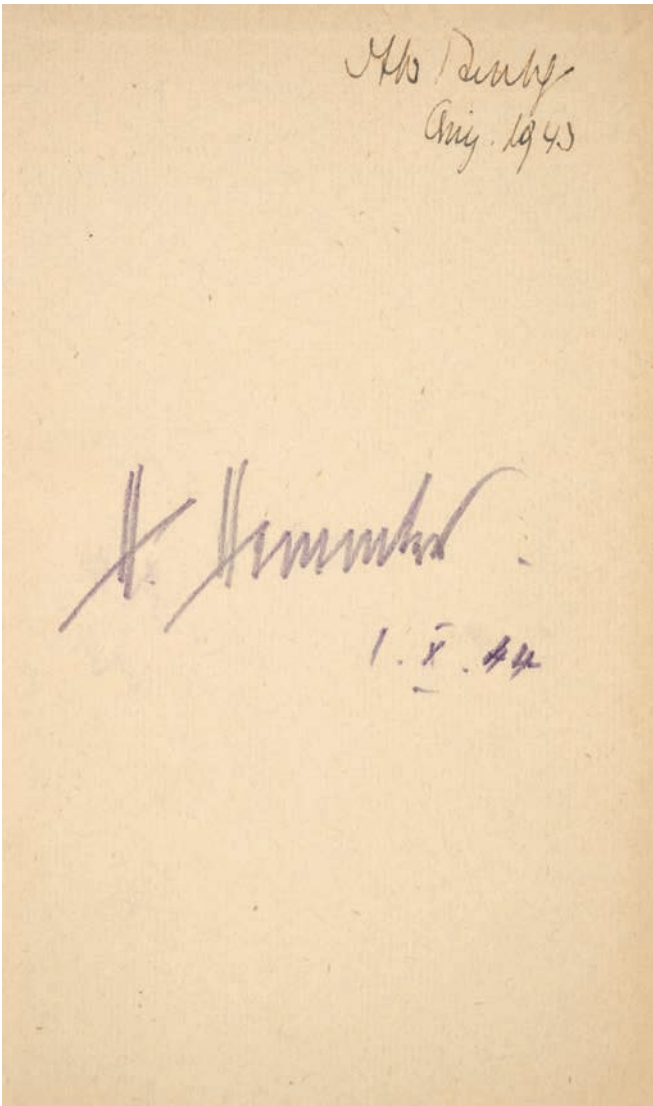
406\* **Guderian (Heinz, 1888-1954).** Signed Postcard, 'Guderian', postmarked Berlin, 14 November 1942, a Willrich artist colour postcard, signed in blue ink to lower area of image, postally used, VG, preserved in a sleeve mounted to frontispiece recto of an English translation of Guderian's autobiography:

Panzer Leader, Foreword by Captain B.H. Liddell Hart, Collector's Edition, Norwalk, Connecticut: The Easton Press, 1990, black & white illustrations and sketch maps, embossed library stamp of a previous owner to front free endpaper, all edges gilt, original gilt-decorated blue morocco with silk marker, 8vo

Guderian was a German tank commander and a pioneer of the concept of blitzkrieg during WWII.

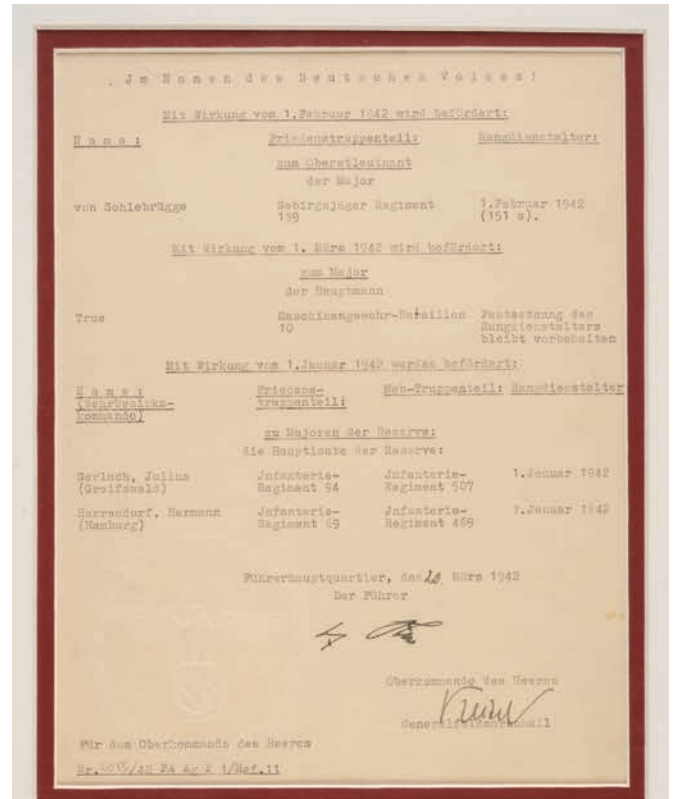
(1)

£200 - £300



407 Himmler (Heinrich, 1900-1945). Der grossdeutsche Freiheitskampf. III. Band: Reden Adolf Hitlers vom 16. März 1941 bis 15. März 1942, Munich: Zentralsverlag der NSDAP Frans Eher Nachf., 4th edition (151-200 Tausend), 1943, frontispiece, boldly signed and dated by Himmler in blue indelible pencil to centre of front free endpaper, 'H. Himmler 1.x.44', and with owner's ink signature dated 1943 at head of same page, original cloth-backed boards in pictorial dust jacket, slightly browned and a little chipped at edges, 8vo

Himmler was Chief of the SS and Gestapo. On the day that Himmler signed this book Soviet troops entered Yugoslavia and the Germans launched a counterattack against the US 5th Army on Mt Catarelto in Italy. (1) £300 - £500



408\* Hitler (Adolf, 1889-1945). Document Signed, 'Adolf Hitler', Fuhrer Headquarters, 20 March 1942, a typed document promoting four soldiers: von Schlebrugge from Major to Lieutenant Colonel of Mountaineer Regiment 139; True from Captain to Major in Machine Gun Battalion 10; Julius Gerlach from Captain to Reserve Major of Reserve Regiments 94 and 507 and Hermann Harrendorf, Recruitment Officer for Hamburg, from Captain to Major of Reserve Regiment 69, embossed Nazi eagle lower left, boldly signed by Hitler and countersigned by Field Marshal Wilhelm Keitel (1882-1946) as Supreme Military Commander, 25 x 20cm, in fine condition, presented in an aperture mount with reproduction of a photograph of Hitler at his desk signing documents below, framed and glazed, overall 57 x 33.5cm

(1) £1,000 - £1,500





# Instrument of Surrender

In accordance with General Order Number One of the Supreme Commander of the Allied Powers, I hereby :—

- a. Proclaim the Unconditional Surrender to the Commander Seventh Australian Division & all Japanese Armed Forces with all Armed Forces under Japanese control in Dutch Borneo.
- b. Command all Commanders and members of the Japanese Armed Forces and Controlled Forces within Dutch Borneo to cease hostilities immediately, lay down their arms wherever in their present localities and to all such acts and things as may be required of them by the Commander Seventh Australian Division or his authorized Representative or Representatives.
- c. Command all land Military and Naval Officials and all members of the Japanese Armed Forces to obey and enforce all Proclamations Orders and Directives issued by Commander Seventh Australian Division or his authorized Representative or Representatives.

Signed at Sea On HMAS Burdekin on the Eighth day of September 1945

鈴木道幸

Commander 22 Base Force  
Dutch Borneo

Accepted at Sea On HMAS Burdekin on the Eighth day of September 1945

Ed Milford

Major General  
Commander Seventh Australian Division

409\* Japanese Instrument of Surrender. Lithographically-printed document completed and signed in manuscript on board HMAS *Burdekin* [in Makassar Strait], 8 September 1945, being the Instrument of Surrender by which all Japanese troops in Borneo surrender to Major Edward James Milford (1894-1972), Commander Seventh Australian Division, the two date lines completed in manuscript in calligraphic black ink, and signed in black ink in Japanese characters by Vice-Admiral Michiaki Kamada as Commander 22 Base Force Dutch Borneo, and signed in blue ink below the second date line by Milford, some overall creasing, a few minor marginal splits and a little spotting, mostly to lower area of document but not affecting signatures, 60.5 x 38cm

With the cessation of hostilities in August 1945, HMAS *Burdekin* was one of a number of ships that made unsuccessful attempts to contact Japanese forces on the island of Ambon. Shortly afterwards, on board ship on 8 September 1945, the surrender of Dutch Borneo by the Japanese was accepted by Major E.J. Milford from Vice-Admiral Michiaki Kamada. A surrender table was arranged on the quarterdeck and the Japanese were received on board whereupon a number of questions were put to Admiral Kamada, and when the matter of signing the surrender was raised he said that he would sign on behalf of the Japanese Navy only. However, General Milford would not accept this, the instrument of surrender was produced and Vice-Admiral Kamada signed. At the conclusion of the ceremony in which Vice-Admiral Kamada also surrendered his sword, Kamada and his staff disembarked.

A similar instrument of surrender in which the Japanese surrendered to the Australian general Sir Vernon Sturdee in the South Pacific was controversially sold at auction for AUD \$102,000 in 2009. That instrument of surrender was one of three copies made: one for the ship on which it was signed, HMS *Glory*, one for the Japanese and one for the Australians. It is thought that the copy sold at auction was the Australians' copy and was considered to be a document of the Crown. The Australian War Memorial has in its collection both an original and a copy of this instrument of surrender and it is believed that this is also one of three original copies and therefore in all probability the copy made for the ship on which it was signed, HMS *Burdekin*.

The ceremony of the surrender marked the high point of Milford's military career. Wrongly diagnosed as having prostate cancer, he was placed on the Retired List on 23 April 1948, but lived until 1972. Michiaki Kamada (1890-1947) was tried in a Dutch military court in Pontianak which convicted him of war crimes for the executions of 1,500 West Borneo natives in 1944 and the ill treatment of 2,000 Dutch P.O.W.s held on Flores Island. He was sentenced to death and was executed on 18 October 1947.

(1) £20,000 - £30,000

410\* **Maxwell (Gerald, 1895-1959)**, *Scottish Flying Ace of World War I, credited with 26 victories. Document Signed, 'G Maxwell, Capt.'*, Poelcapelle, France, 20 July 1917, *being Maxwell's typed combat report following an Offensive Patrol whilst with 56 Squadron, the narrative stating, in part, 'Crossed lines near Ypres at about 14,000 feet and sighted the six SE.5s... Dived upon these and got on to one E.A.'s tail... shortly afterwards he stalled and side slipped and went down obviously out of control... I saw the E.A. down to about 5,000 feet when I noticed three black and white new type Albatross scouts on the tail of my machine. I managed to get behind one and fired... He did a slow spiral for some way down and then went down out of control... I then noticed a two seater green Albatross... I dived upon him, and when at very close distance from his tail fired my Vickers, but found the Trigg Bar was broken...'*, small file holes and a few very minor splits to left edge, 1 page, folio (1) £100 - £150



411\* **Autographs.** A copied photograph signed by General Douglas MacArthur, *inscribed in black ink 'To Colonel Shaw with best wishes Douglas MacArthur'*, horizontal crease, 23.5 x 18.5cm, framed and glazed together with a cheque signed by Captain Eddie Rickenbacker dated 14 December 1970, the cheque printed E.V. Rickenbacker, Chemical New York Chemical Bank New York Trust Company for the sum of \$2500, presented in a blue felt mount with a copied photograph of Rickenbacker in the cockpit of an aircraft, 38 x 33cm, unframed

General Douglas MacArthur (1880-1964) was an American five-star general and Field Marsal of the Philippine Army, he is best remembered for his famous speech in Australia in which he declared, "I came through and I shall return", having escaped from the Japanese in the Phillipine in March 1942. Captain Eddie Rickenbacker (1880-1973) was a WWI American fighter ace and Medal of Honour recipient. He is credited for 26 aerial victories and was Americas most successful fighter ace. (2) £200 - £300

412 **Rommel (Erwin J., 1891-1944).** *Infanterie greift an, Volksausgabe, Potsdam: Ludwig Voggenreiter, 1942, [400]pp., several map illustrations to text, author's bold blue pencil signature 'Rommel' diagonally upwards on title, original pictorial wrappers in red and black, slightly creased and spotted and a little soiled, minor wear to extremities, small 8vo* (1) £300 - £400



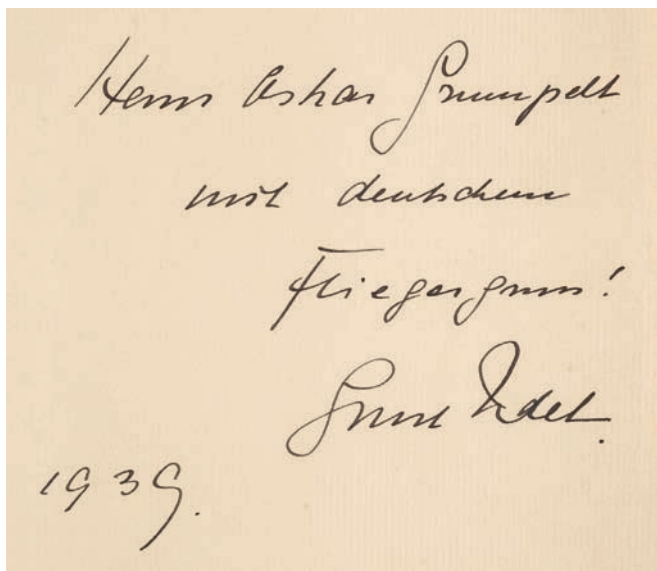
Lot 412



413\* **Rommel (Erwin J., 1891-1944).** Signed Postcard photograph of the German Field Marshal, circa 1942, *postally unused, the picture a full-length study of Rommel in uniform in profile, boldly signed in blue indelible pencil to lower area, a few minor spots, the postcard preserved in a protective plastic sleeve and mounted to the front free endpaper of an English translation of Rommel's book Attacks, 1st edition, Athena Press, Vienna, Virginia, 1979, black and white map illustrations, ex libris embossed stamp to front free endpaper, original cloth in dust jacket, a little chipped and frayed at edges, 8vo* (2) £500 - £800



## MILITARY DIARIES, PHOTOGRAPHS & EPHEMERA



414 **Udet (Ernst, 1896-1941)**. *Mein Fliegerleben*, 122-150 Tausend, Berlin, circa 1939, 78 plates from photographs, fine and clear signed presentation inscription from the author to front free endpaper dated 1939, for Oskar Grumpelt and wishing him 'German flying greetings', original cloth in dust jacket, some soiling and edge wear, 8vo  
Ernst Udet was a German aviator and combat flyer and with some 62 victories, was the highest-scoring German ace to survive World War I.  
(Zero) £200 - £300

415\* **Whittle (Frank, 1907-1996)**, British Air Commodore, inventor of the turbojet engine. Document Signed, 'Frank Whittle', no place, no date, the typed document is a statement issued to the Gloucestershire Aviation Collection and states, in part, 'I have heard of the work of the Gloucestershire Aviation Collection, of which two of my war-time colleagues in the development of the jet engine are now patrons... I am impressed by the fact that... a permanent home can be found for the Collection at the site where the first British jet aircraft did its taxiing trials, during which it made some short flights... the proposed Museum will provide a permanent reminder of a most important stage in the development of jet aircraft in the United Kingdom', 1 page, 4to, together with: A commemorative cover issued on the occasion of the 50th anniversary of the first flight of the Whittle jet engine, individually signed by Bob Feilden (1917-2004; British mechanical engineer, an important member of the Power Jets team that developed the jet engine with Whittle), Eric Brown (1919-2016; British test pilot) and one other, plus several quarto sheets of various signatures obtained on a visit by members of 501 Squadron Association to the Jet Age Museum on 8th May 1999 etc.  
(6) £100 - £150



416\* **World War II**. The personal scrapbooks and mementos of Peggy Barbara Allen, a stenographer attached to the Admiralty, comprising material relating to her attendance at four major conferences, 1943-45:

**The First Quebec (Quadrant) Conference**, 17-24 August 1943 – a substantial collection of souvenirs including official passes, menus, guide books, photographs and press-cuttings, and including Peggy Allen's personal account of the journey on the *Queen Mary*;

**The Cairo Conference ('Sextant')**, 22-26 November 1943, including the 'Delegates' Guide to Mena Conference';

**The Yalta Conference**, 4-11 February 1945 – typewritten and secret lists of telephone exchanges and other communications facilities;

**The Potsdam (or 'Berlin') Conference** of 17 July-2 August 1945 – the telephone directory, various passes and instructions, etc.

Winston Churchill was present at all four of these conferences, with Franklin D. Roosevelt at all but Potsdam (attended by Harry Truman). The Chinese leader Chiang Kai-shek was at Cairo, and Joseph Stalin at both Yalta and Potsdam.

A remarkable collection of first-hand mementoes collected in person at each of these four major conferences of the second World War and its aftermath. Also included are substantial scrapbooks of the period and personal correspondence etc. of Peggy Allen.

(an archive box) £600 - £800

417\* **Battle of the Atlantic**. Five original Naval telegrams from the Battle of Atlantic all relating to the sinking of a U-Boat by HMS *Annan*, including one printed 'we congratulate H.M.C.S. *Annan* on the confident and spirited action which resulted in the destruction of a U-Boat on 16th October'

On 16 October 1944 while on patrol HMS *Annan* encountered the German submarine U-1006 south of the Faroe Islands. Forced to surface, the submarine was sunk by *Annan* by depth charge. The *Annan* rescued 46 survivors from the U-Boat (which is mentioned in one of the telegrams).

(5) £100 - £150

418\* **Beddington (Edward)**. *My Life*, Privately Printed, 1960, [4], 356 pp. *typescript and folding map, author's signed inscription to Gerald dated December 1960 to front free endpaper, original red cloth gilt, a little marked, 4to*

Brigadier E.H.L. Beddington C.G.M., D.S.O., M.C., was a regular officer in the 16th Lancers. He was commissioned in 1901, attended for Staff College and in 1914 took part in the Marne Retreat and subsequent operations, commanding a squadron. An appointment as GSO 3 2nd Cavalry division was taken up in October, and was the beginning of a very distinguished staff career which lasted the whole war ending GSO 1 5th Army up until the Armistice. Beddington spent the inter-war years in business and was recalled in 1940 to command one Bn Herts HG, then sent on a mission to China, finishing the war as a Brigadier.

An important and rare reference source including sections on Army of Occupation, service in Egypt and World War II.

(1) £400 - £600

419\* **Brangwyn (Frank, 1867-1956)**. 'Help Your Country Stop This. Enlist in The Navy', *tinted lithograph poster, printed on two sheets, some tears and damage to margins, overall size approximately 1580 x 2000mm (62 x 80ins)*

(1) £100 - £150



420\* **Crimean War**. Sebastopol, by W.E. Baker, 27 September 1855, *a finely executed bird's eye view of Sebastopol in pen and pencil and watercolour on paper, showing Chapman's Battery and Sailors Batter in the foreground and looking down and out across Sebastopol and harbour towards the Black Sea and far hills, titled in black in at head and signed in block capitals at foot, some spotting, dust soiling and light browning, a few light surface scratches and paper splits without loss, old damp stain to upper left corner, 7 x 78cm, framed*

(1) £150 - £200

421\* **El Alamein**. A WWII 5 page letter written by Rifleman D.E. Allardyce, Rifle Brigade, "A" Co 9th R.B., M.E.F. dated 14 February 1943

*'On the night of 24th we had to go through a lane in ... jerry minefields that the Jocks and Aussies had cleared this was I think one of the worst nights of the whole 10 days. All the vehicles were made to tail and with Jerry planes circling overhead and dropping his load everys[sic] after things were distinctly unhealthy coupled with this it was a full moon and it was just as bright as day. Anyway we let the planes have it with every weapon we had and the sky was absolutely littered with all the colours and kept the bastard at .. all than arms length. After a time which seemed like days to me we arrived into open ground ... all this time not a sound came from the jerry lines which were not very far away, then all of a sudden ... all using traces it was just like fireworks night with a difference. I thought the last moment had come especially the carrier I was in got tangled up in barbed wire ... the letter continues and is signed off 'yours Jim', with memorial scroll, 2 x 1939-1945 The Alamein Memorial, Introduction to the Register, 2 x 1939-1945 The Alamein Memorial Part 1 (Land Forces), 2 x black and white photographs of the The Alamein Memorial Ceremony in 1954 plus 2 photographs of the memorial showing Allardyce and another related photograph 6968054 Rifleman Douglas Edward Allardyce was born in Forest Hill, London in 1919, he served with 7th (1st Bn. The London Rifle Bridage) Bn and died on 5 April 1943*

(1) £100 - £150

422\* **English School**. Admiral Duncan, 1st Viscount Duncan of Camperdown (1731-1804), circa 1800, *oval portrait miniature on ivory, watercolour with white bodycolour, unsigned, 10 x 8.5cm (4 x 3.3ins), backed with German printed newspaper, inscribed in an early hand to verso of wood backing panel 'Admiral Lord Viscount Duncan, Victor of the Battle of Camperdown, October 11, 1797', period wood frame with brass inner slip, glazed*

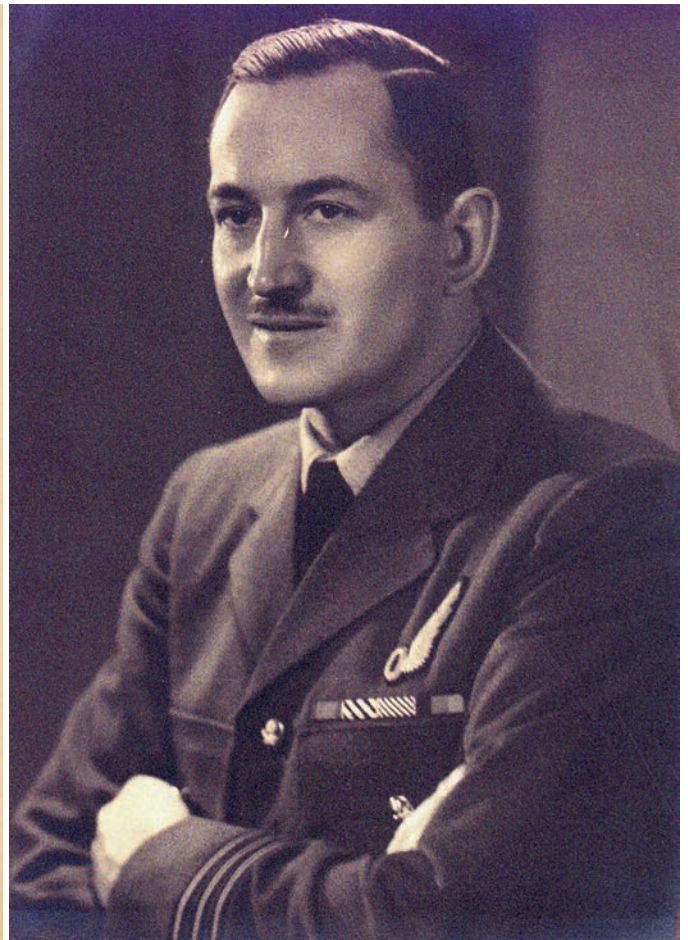
Provenance: Private Collection, Hampshire.

(1) £150 - £200

423\* **Franco-Prussian War**. A collection of 13 Franco-Prussian War maps, printed by Institut v. Wilh. Greve, Berlin, 1870-71, *comprising South West approaches to Paris, 15 November to 5 December, 1:32000; Overview East - Central France; North Eastern France and Approach to Paris 1:400,000; South West Approach to Paris; Detailed plan of Strasbourg showing citadel and defensive works; Eastern half of Paris and Eastern approach with French defensive works and German positions prior to final assault 1:40000; South and West Paris, French and German positions prior to final assault 1:40000; Paris at final position and capitalisation 1:8000; Disposition of French and German Units 31 July 1870 1:600,000; Disposition of Units of both armies 5 August 1870 1:300,000; Advance of German troops on Chatillon South East of Paris 19 September 1870 10am-12 noon 1:25,000; Map of Soissons and other significant areas 1:40,000; South Paris defensive works 1:25,000; Paris Region (Central, South and East), 2 to 19 September 1870, some tears and holes along folds, and general toning to the paper*

(13) £100 - £150





**424\* Sold on behalf of the Royal Air Force Bomber Command Remembrance Fund.**

**A collection of POW watercolours presented to Group Captain W.D.G. 'Four-Run' Watkins, Royal Air Force**

*A brown card folder printed 'Block for Frihandsteckning' 8 blad, enclosing 5 original POW drawings, including, Plunkett (Desmond, 1916-2002). Martin Mariner seaplane, watercolour on paper, signed and dated 18 April 1945 lower right, image size, 17 x 23.5cm, inscribed verso Stalag Luft 1. Barth, Germany and with 20 names and addresses of POWs including Plunkett; another list of 18 POWs from Squadron 10 Room II; a pencil drawing of the Market with St. Marienkirche, Barth with Luftwaffe eagle and swastika above with a three-part scroll inscribed 'Tethered but not Tamed', the scroll beneath inscribed 'Stalag Luft 1 Barth Germany', inscribed to verso 'To W/C Watkins Best Wishes Room 2. Squadron 10', sheet size 32 x 25cm*

**Group Captain W. D. G. 'Four-Run' Watkins, Royal Air Force, served as a Gunner in the Royal Artillery (Territorial Army) from 1929, he joined the R.A.F. in 1936 as an Armourer and at the outbreak of WWII was serving as an Air Observer with 75 (New Zealand) Squadron. Serving with 149 Squadron in 1940, he was awarded the D.F.M. and was commissioned in September of that year.**

Mentioned in Despatches the following year, for his exceptional bomb aiming and navigation skill during his second tour Watkins was awarded the D.F.C. in 1942. A third tour as Air Bomber with 214 Squadron followed in 1943, after which he was appointed Acting Wing Commander and in 1944 he commenced a fourth tour as Commanding Officer of 15 Squadron; possibly the first such appointment for an Observer. At times serving as Master Bomber, Watkins was shot down over Germany in November 1944. Bailing out with his clothes and parachute on fire, he was taken prisoner, being held at Stalag Luft 1 as the highest ranking British Officer, until released in May 1945.

By early 1947 Watkins had logged an incredible 600 plus operational and over 400 passenger hours, and his four War-time tours would equate to approximately 120 bombing operations. Post War, he continued to serve, with Testing and Armaments, ultimately attaining the rank of Group Captain.

Watkins earned himself the nickname "Four-Run" because he was so dedicated to his task he would make four runs over heavily defended targets ahead of dropping bombs!

The watercolour of the Martin Mariner included in this lot was painted by Flight Lieutenant Desmond Plunkett who was mapmaker for the Great Escape which was immortalised in the Steve McQueen film. 76 prisoners got through a 360ft tunnel from Stalag Luft III camp on 23 March 1944. Plunkett was one of 73 men to be recaptured and was held in solitary confinement for seven months. However, he avoided the fate of 50 of the escapees, who were executed by the Gestapo on the direct orders of the Fuhrer. Plunkett ended up in SL1 where he met Watkins who was SBO in his barracks. The Martin Mariner was one of the less common aircraft used in WWII.

Group Captain Watkins medal group was sold at DNW, London on 17 September 2020 (Lot 7).

(5)

£200 - £300

425\* **Haig (Field Marshall Sir Douglas, 1861-1928)**. Autograph Letter Signed, dated 4 January 1917 on General Headquarters, British Armies in France headed paper, 1 pp., "My dear Humphreys, one line to thank my old R.S.M. very much indeed for his kind congratulations which have pleased me very much. I am very glad indeed to all that you are helping me to beat the Germans. Good luck to you & Happy New Year, yrs. v. sincs. D. Haig", old fold and light soiling, together with other military-related letters, notes and autographs, 19th and 20th centuries, including a copy letter from Major J. Hutchings, 33rd Regiment of Foot, Madras 18th January 1851 to Isaac Howard relating news of the death of his son Captain Henry Howard and that he would supervise the sale of his effects (4 pp., folds), a letter from Captain W. Siddons, 3rd Madras Cavalry settling an invoice, a 2 pp. letter from 'Jack' to his sister 'Queenie', 3rd October 1917, thanking her for mascots and ordering photographs and 'It is blowing hard here & promises to be wet - rain will do my garden a lot of good but I am sorry for the fellows up the line if it rains hard' and 'You may have been having a rather rotten time in London recently with air raids, I do hope nothing has been near Potters Bar in the shape of Bosch aeroplanes & that they are not getting windy or worrying at home', and three dried poppies framed and glazed and labelled 'Flanders Poppies taken from German trenches in front of Arras 1917' There was a Regimental Sergeant Major Humphries, who served with Douglas Haig in the 7th (Queen's Own) Hussars, who Haig recalled on his departure from the regiment in 1892 that 'Humphries wrung my hand and said I was the best sort he had ever had to do with'.

(25)

£100 - £150

426\* **Hitler Youth**. A photograph album entitled 'Meine zeit under AHS Dresden' 1940-1942, with a pencilled swastika beneath pencil manuscript title, a Hitler Youth membership card for Sven Ludwig loosely inserted, containing approx. 68 monochrome photographs, mounted (a few with photo corners) to both sides of album leaves, comprising images relating to the Hitler Youth, such as a Landjahr camp, with several photos of individuals and groups of young men in uniform, sometimes marching, doing sports and other activities, shooting practice, ceremonies, officers giving speeches, the final filled page with the manuscript caption 'Die AHS bestanden und zum ein mitglied in der SS' and a photograph of a young man in SS uniform (head and shoulders portrait), occasional discolouration, contemporary cloth with spine tie, a little wear to extremities, small oblong folio, together with:

**BDM**, A photograph album with a pencil manuscript title relating to the BDM in Dresden, containing approx. 38 monochrome photographs, with the pencilled date 1934 to 1st leaf, several images of a young girl on her own or with others, taking part in dancing, exercises, washing, doing gymnastic-style movements, and other activities (some nude), also at ceremonies, some images of the 1936? Olympic Games, a few photographs of a young girl costumed in a long dress with the Olympic Rings visible on the dress and also on her headdress, some discolouration generally, especially to margins, contemporary cloth with spine tie, rear cover with round stain, front cover with applied cloth letters 'E K' and applied cloth Hitler Youth symbol (lightly spotted and dust-soiled), rear cover with plastic ring and elastic closure, fixing to metal hook on front cover (elastic stretched), oblong 8vo, plus a third photograph album, dated ...Dresden 1939, comprising numerous monochrome photographs in and around Dresden and the wider area (including family photos, mountain scenes, city scenes etc), none labelled, the first page with a photograph of German soldiers, contemporary cloth with spine tie, small oblong folio, and several items of ephemera relating to Dresden, comprising: a baptism certificate for Gerry? Zimmermann, son of Maria Zimmermann, 1919 (1914?) in Dresden; a Guidebook for the Green Vault museum, 1930s; several Dresden gas, water and electricity bills, all 1935; a single-page leaflet for a Christmas Party 1918, in the Herzogin Garten, Dresden; a 'Zenfurbuch', or school report book, for Maria Grodn???, for the years 1916-1924; and a front cover (only) of a Reichskarte

(13)

£300 - £500

427\* **Holocaust**. A collection of 46 black and white snapshot photographs taken in the Daschau concentration camp, very graphic and presumably taken by an American when the camp was liberated in April 1945, many inscribed to verso, for example, 'KZ Buchenwald Main Gate Liberation April 1945', 'Gen. Eisenhower Buchenwald Crematory Bodies'

(46)

£100 - £150

428\* **Hunt (Frank A. de Bine)**. Dunkirk to Berlin, June, 1940-July, 1945. Journeys Undertaken by the Rt. Honble. Winston S. Churchill, O.M., C.H., F.R.S., M.P., Prime Minister of Great Britain in defence of the British Commonwealth and Empire, George Philip for the London Geographical Institute, 1947, large colour lithograph map of the journeys undertaken by Winston Churchill as Prime Minister during the Second World War, signed in pencil by Lieutenant Frank A. de Bine Hunt to lower right, 91.5 x 117cm (36 x 46ins), framed and glazed

(1)

£70 - £100



429\* **Kumassi**. An original pen and ink by T.S.C. Crowther, 'West African Frontier Force, During The Relief of Kumassi, 1900, signed lower right, 16 x 29cm, framed and glazed together with four working 'pulls' of an engraving by Godfrey Durrand showing French Troops in Action, probably Franco-Prussian War, approximately 17.5 x 27cm, all unframed

(5)

£70 - £100



Lot 426





430\* **MacDonald (Daniel, 1821-1853)**. Portrait on an Officer of the Kings Royal Rifle Corps, 1848, charcoal and chalks, signed and dated lower right, 50 x 34cm (19.75 x 13.25ins), small tear, unframed, applied to a stretcher with contemporary newspaper verso dated 1848

The Irish artist Daniel MacDonald (1821-1853) came to England circa 1845, and exhibited works at the British Institution and Royal Academy. He died of fever in 1854.

(1)

£200 - £300

431\* **Naval Cutaway**. Evans (J.C., active 1861). **Cutaway of a British naval ship 1861**, watercolour on paper, signed and dated 24 June 1861 (aged 12) lower right, 34.5 x 66cm (13.5 x 26ins), framed and glazed

(1)

£100 - £150



432\* **POW Sketches**. A collection of WWII German Eastern Front sketches, including a watercolour of the wreckage of a shot-down Russian aircraft, inscribed in pencil 'Bruchlandung eines abgeschossenen Bombers west. Kowrowo' and dated 2 May 1942, 28.5 x 39cm, one of a rural shack in Kowrowo, signed Breitfeld and dated 14 May 1942, sheet size 27 x 29cm, pen and ink drawing of a snow covered guard shelter inscribed lower right and dated December 1942, sheet size 30.5 x 27cm, and a pen & ink and pencil sketch interior cross-section of the same building, 21.5 x 25cm, 3 head & shoulder portrait sketches of Russian prisoners of war, coloured crayons on grey paper, each inscribed with their name and dated 1942, one signed Breitfeld, approximately 35 x 25cm, some pin holes and adhesive tape/residue at corners, all unframed

(9)

£200 - £300



Lot 431





Lot 433

433\* **Prior (Melton, 1845-1910)**. An important archive of original work by Melton Prior, considered the most famous of the 'Special Artists' of the London & Illustrated News during the second half of the 19th century

comprising, black and white photograph of Prior in his overseas war artist clothing, period hardwood frame, glazed; two pencil sketches from the Siege of Plevna with labels inscribed to verso 'The last days of Plevna serving out biscuits in camp, Milton Prior 1877, artists monogram lower left, 14 x 22.5cm, the other with the same title to verso but showing a different subject, 14.5 x 22cm, both framed and glazed; a pencil drawing of an officer of camel back circa 1900, signed lower left, 25 x 20cm, framed and glazed; a pencil drawing showing a street scene in Haicheng Japanese Soldiers buying fowls (and so titled), signed lower left, 36 x 25.5cm, unframed; two pencil caricatures including one of Lord Roberts, 11 x 9cm, both together in one period oak frame, glazed; a pencil study a lady drawn by prior during the tour of the Duke and Duchess of York in 1901, with label to verso inscribed "an original drawing by "Mr Melton Prior" artist who accompanied the "R.H.s The Duke & Duchess of York" on their Tour of the Colonies 1901. Drawn on ... portion of Royal train in Canada, Monday Oct 22nd 01, 17.5 x 11.5cm, framed and glazed; Three volumes of Illustrated London News 1900-01, containing many illustrations by Melton Prior during the Boer War; a portfolio containing 16 pen and ink cartoons by Melton Prior including characterization of Benet Burleigh, Harry Smith and John Boon

Melton Prior (1845-1910), was an English artist and war correspondent for the Illustrated London News from the early 1870s until 1904. He was one of the leading illustrators of late of the late Victorian Britain, noted for his ability to quickly sketch scenes. His pencil sketches were sent back to London where they were re-drawn by studio artists and engraved on wood-blocks for printing in the Saturday issues of the Illustrated London News. He also travelled a number of Royal tours including accompanying the Prince of Wales to Canada in 1901. He recorded the fighting against the Carlists in Spain before heading to Eastern Europe sketching in Herzegovina and the Russo-Turkish War, also the Zulu Wars in South Africa (1879-1881), Egypt (1882-85), the Boer War in South Africa (1896-1902), Somaliland 1904 and the Russo-Japanese War 1904-05.

(a carton)

£700 - £1,000

434 **[Royal Navy]**. Officer's manuscript journal of service on HMS Resistance and HMS Agincourt, Mediterranean Station and Home Waters, 1870-2, including visits to Madeira, Gibraltar, Vigo, Lisbon, and Malta, approx. 174 pp. + blanks, printed title-page and headings, pencilled ownership inscription 'Harvey' to initial blank, contemporary black half roan lettered in gilt, rubbed, 4to (22.7 x 18.7cm), together with:

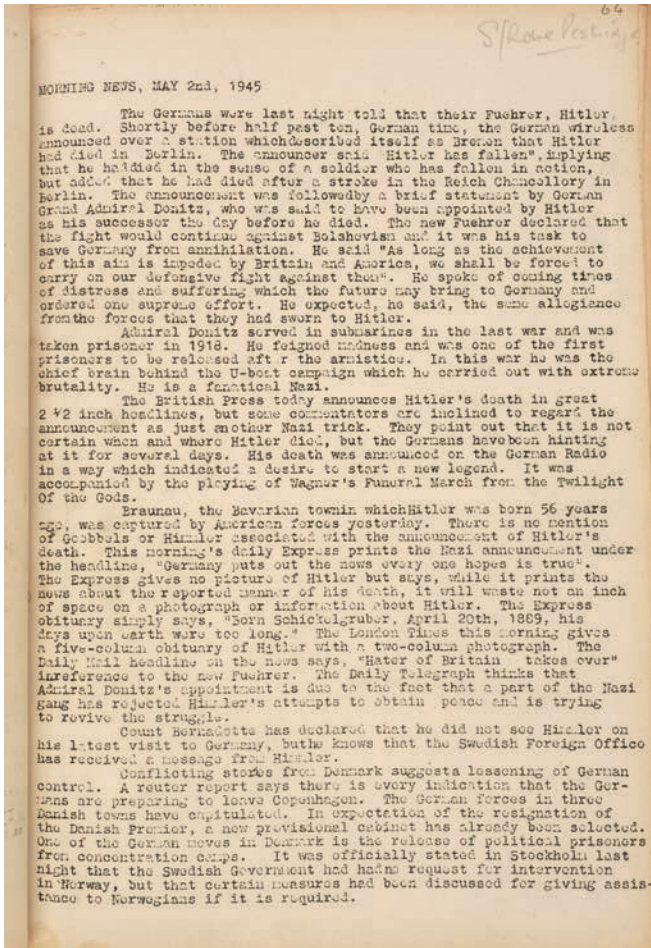
**[Royal Engineers]**. 'Captain E. H. Harvey R.E . Some Notes, & Record of service, 1886-1908-9' [cover-title], manuscript, approx. 280 pp. + blanks, a few pen-and-ink diagrams, various ephemera tipped- or laid in, including a programme for a showing of HMS Pinafore in 1887, with George Grossmith as Sir Joseph Porter (8 pp., annotated 'First efforts of George Grossmith'), the contents of the journal including a leave of absence in Cape Colony (1889), mention of the Fashoda incident (1898), and service in Singapore (1905-1908: 15 pp.), contemporary quarter cloth, 4to (20.8 x 16cm)

The author of the naval journal appears to have joined the Agincourt in September 1871, shortly after it had run aground on Pearl Rock near Gibraltar in July of that year, resulting in a court martial. Captain E. H. Harvey is recorded as author of several contributions to the Royal Engineers Journal, including 'R. E. Works Abroad' (1927) and 'Motor Fire Brigade Apparatus' (1912).

(2)

£100 - £150





435 **Stalag III-A.** Camp News Service of Stalag III-A at Luckenwalder, 25 April to 19 May 1945, a series of printed daily newsletters from the camp printed after its liberation by Russian troops, the pages headed *London European News, London Home News and Local News*, occasional colour pencil markings, mostly giving the name of the compiler of this series of newsletters, Squadron Leader L.J. Pestridge, one page supplied in photocopy, 2 file holes to left edge, sometimes touching lettering, numerous small repairs, mostly to left edges, a total of 175 pages, printed to rectos only, modern 'title-page' with provenance inserted at front and the collection held in a modern spring binder with typed labels to upper cover and spine, some edge wear, folio (30 x 22cm)  
A rare, and possibly unique, survival of this series of ephemeral newsletters from Stalag III-A.  
In February 1945 prisoners from Stalag III-B Furstenberg were evacuated to Stalag III-A, adding to the already overcrowded and unhygienic conditions. The guards fled the camp as the Russians approached leaving the prisoners to be liberated by the Red Army on 22 April 1945.  
(1) £300 - £500

436\* **Third Reich.** A collection of WWII German ephemera, comprising an archive belonging to Colonel C.M. Dodkins, CBE, DSO, an Intelligence Officer working for the British Army, the file is titled *Danish members of SS Totenkopf* and dated 8 February 1946, the report includes the interrogation of SS Sonder-Kommander, Denmark member Otto Schwerdt (1918-1975) who participated in the rescue of Mussolini, 60 typed A4 pages in a folder titled *Waffen SS Danish Volunteers*, together with another typed report titled *Intermediate Interrogation Report, Prisoner O/Gruf Benno Martin* dated 8 August 1945 and other related items plus a rare 1930s passport to a Jewish female, page 16 is stamped with a J red ink stamp and "Entered Sept 1938 the 'J' (Jew) as per Nazi Law for Jews also required to wear a yellow star  
(4) £200 - £300

437\* **Trenchard (Hugh, 1st Viscount).** A signed letter dated 21st December 1942, on *Kingston House South* headed note paper together with a 3 page typed document headed 'Note on Unifed Air Command by Marshal of the Royal Air Force Viscount Trenchard' signed in ink by Trenchard, another 3 page type document titled 'Private Mote by Lord Trenchard Our War Policy (August 1942)  
(1) £100 - £150

438\* **Victoria Cross.** Soper (George, 1870-1942), 2nd Lancers at Epehy 1st Decr 1917, drypoint etching, showing Gobind Singh V.C. starting on his third ride, signed in pencil lower right, image size 20 x 30.5cm, framed and glazed  
Gobind Singh was attached to the 2nd Lancers (Garner's Horse) from the 28th Light Cavalry when he was awarded the Victoria Cross for his extreme bravery at Peizieres in France during the battle of Epehy. He volunteered three times to carry messages between the regiment and brigade headquarters, a distance of 2.4km (1.5 miles). He set off each time on horseback but had one horse killed by machine-gun fire, one shot and one killed by a direct hit from a German shell, so he delivered the messages on foot.  
(1) £100 - £150





439\* **Ward (Richard, 1916–1993)**. S.S. Canberra, Falklands 1982, watercolour & gouache, showing the P&O liner in her new role as a troop ship during the Falklands War, signed lower right, 13.5 x 20.5cm, mount aperture, framed and glazed together with another watercolour & gouache by the same artist showing RMS Arundel Castle, Union Castle Line 1921, signed lower right, 13.5 x 20.5cm mount aperture

Richard Ward (1916–1993), produced artwork for the Brooke Bond tea picture card series, aircraft illustrations for 'Profiles' series of magazines and cards for Noel Tatt; he served during WWII in the RAF and produced artwork for BR (SR) post WWII series.

(2)

£200 - £300



441\* **WWI**. An archive of original artwork by Lance Corporal Vero Laverton Berrie (1882–1962), Royal Engineers 37258, comprising: 4 cloth-bound sketchbooks, each filled with watercolours, and a number of loose watercolour drawings, mostly topographical, many painted whilst on active service in France (H.Q. 11th Division, BEF, 1915–1918) and Belgium, including buildings and villages, landscape views, war graves, a quarry, rough sketch of a cannon, a battlefield at night, 1 or 2 portraits of military personnel, etc., a few signed, some titled and dated, e.g. 'Sailly-Labourse 1918', 'Painted by the light of a candle', 'Noueux les Mines from Chateau Window', 'Verquin 1918', 'Outskirts of Hersin', 'Montigny. Grounds of Hospital', 'Chateau Braquemont 1918', 'Fresnes', 'Chateau at Renesque', 'Condé', and a number of English views, mainly of areas in and around Essex, including 'Much Hadham', 'Hampton Court Palace', 'Crackstake Fm. Little Clacton', 'White Lodge Landermere', 'From Sluice Gate - Gt Holland Church', each original cloth, some soiling, one with name Vero L. Berrie and date 1918 stamped in black on front cover, 2 oblong 4to and 2 oblong 8vo; and 6 mounted, framed and glazed watercolour landscapes by the same artist, toned and some spotting, each with typed label on verso indicating that they were painted by Berrie whilst on active service, together with a few drawings by other hands, including a sketchbook containing 40 pages of watercolours of chimneys, mostly annotated in a calligraphic hand in black ink stating the location of the chimney and date it was built, plus 2 early 20th century autograph albums of original sketches and writings, circa 1910–1918, one belonging to Vera K. Pitman, Bournemouth, the other to Rhoda E. Hesketh, 8vo

(a small carton)

£100 - £200



440\* **Woodville (Richard Caton, 1856–1927)**. Attack on the Laager of Wagons, 1893, watercolour and gouache on card, signed lower right, damage and loss to the corners, and some scratches, 30.5 x 44cm, unframed, together with a colour print showing the revised version which appeared in the Illustrated London News, 31.5 x 45.5cm, framed and glazed plus a page removed from the Illustrated London News featuring this print

The Matabili War in South Africa: Attack on the Laager of Wagons was painted by Richard Caton Woodville and published in the 9 December 1893 edition of The Illustrated London News.

The First Matabele War was fought in 1893–94 between the British South Africa Company and the Ndebele (Matabele) people. The Battle of Shangani was fought near the Shangani River on 25 October 1893 in what is now Zimbabwe. A large force of Matabele warriors attacked a column of the British South Africa Company but were repulsed with heavy loss of life to the Matabele force.

A laager comes from the obsolete Afrikaans word *lager*, which comes from the German word *Lager* (camp or lair) referring to the ancient defensive formation used by travellers throughout the world in dangerous situations in which they would draw wagons into a circle and place cattle and horses on the inside to protect them.

(3)

£200 - £300





442\* **WWI - Battle of the Somme.** Autograph Letter Signed, 'John', Hut A5, Duke's Hill Con[va]lescent Camp, Woldingham, Surrey, 27 August 1917, to his brother Alex, in pencil, a vivid and harrowing account of his experiences at the Front with the Durham Light Infantry, the letter begins with a description of his current health and problems with his head due to discharge caused by a small piece of decayed bone and hoping not to have an operation and a plate, before continuing that he will explain as best he can about his experiences, 'but it seems rather a difficult job and what was to me the worst kind of experience may be insignificant to others', going back to last October when he was transferred into the DLI from the Yorks and their travel from Etaples to Enoncourt, before soon recounting various deaths and the destruction in the landscape, 'On Nov 1st we left camp for the trenches 2 companies going into the 1st line and ours into close support living like rabbits under cover all day and trudging through mud knee deep at night taking up rations and ammunition to those in the front line and more than once I have almost prayed to be killed to get out of it all. Then came the preparations for the great 5th of Nov attack on the night of the 4th we had to start off to relieve those in the front line and be ready for going over the top at 8.10 a.m. we were timed to reach the front trenches about 5.30 a.m. and be all prepared for the attack as soon as the barrage started, but the conditions were so bad that we were in the sunken valley at daylight & Fritz could see us going into the trenches and I was in my baptismal fire more than a few were knocked out before we got into cover and it of course made Fritz prepared for us. Under the conditions it was a great mistake to try to advance but it was time and over we had to go many men were stuck in the mud and could not move then one of the best pals I had all the time in the army was killed and I had to walk over his body, from then I must have lost all fear and almost went mad I think we were at close quarters for a time. (By the way Butte de Warlemort was our objective) and we were so thinned down that we could not hold the position the 8th on our right withdrew, the 9th lost the prisoners and we were in No Man's Land until dark it was raining and we dare not move either way, all the officers were lost but one and we tried to get the rest of the men together and go out to dig an advance trench to try and hold out until morning and reinforcements came. We were carrying 250 rounds amtn 2 hand grenades 4 sandbags & a shovel down the back of our equipment so you may guess that it was no easy task. After getting about 2 ft down we came into water and had to retire to our starting point as best we could, twice I saw the man next to me killed and our last officer was wounded and then we had to stick out until night and relief was due. By the time I was just about half dead not had a bite from the night of the 4th and now was the evening of the 6th the only water was the rain we could catch I was one to go out and meet the 5th Yorks & 4th Northumberland Fusiliers to guide them in and relieve us. The meant about 2 miles of trenches with mud up to the thighs in places and dead and wounded lying all over I had got to the stage where nothing was a surprise and quite indifferent to any kind of danger except machine guns & how these always seemed to be my only dread. After going down the trench about half of a mile I was stuck in the mud for a time and lost my rifle in trying to force myself out, it was sunk into the mud when I got loose a 2nd time I went over the time and thought I may as well be shot as drowned in mud. While stuck fast I think I had my narrowest shave of all a shell dropped less than 2 ft away from me I closed my eyes and never expected seeing anything more but it did not go off as the ground was too soft for the concussion to be effective. Fortunately I managed to get to my destination and while waiting for them (the reliefs) coming to Hdqtrs the Fritz's started another bombardment and killed about 40 of the NFs before they got into the line. After getting the new Brigade posted we were allowed to return to camp independently as we are all in a terrible state and had about 10 Kilo's to go famished & covered from head to foot in mud and not a dry rag on. I landed into camp about 2 o'clock the next morning and was one of the first in we had hot soup and tea waiting for us. We had bell tents to sleep in but no boards at the bottom and sunk about 6 ins in mud but I think I slept as well that day as ever I did in my life... ', continuing in similar vein describing further horrors of the Front and saying, 'It is undoubtedly not all beer and skittles out there though a good deal of sport can be got out of it after we get away from the line. Wherever we got to for a rest the first job was to find a field and fix up goal posts and have matches between platoons and Coys & Batts but don't think we had nothing else to do... ', the letter coming to a close when he was hit by a sniper resulting in his return to England and the convalescent camp where he is now, 19 pages on 10 leaves, a few spots and marks, 8vo

An unusually open, uncensored and harrowing account of life at the Front during the First World War. The Battle of the Somme took place between 1 July and 18 November 1916. More than three million men fought in the battle and one million were wounded or killed, making it one of the deadliest battles in human history. Provenance: Collection of Jack Webb (1923-2009), London.

A typed transcription of the letter and a stapled photocopy is included with the lot.

(1)

£1,000 - £1,500

## A GUNNER FAMILY

Lots 443-451 represent a unique archive, comprising paintings and ephemera relating to five consecutive generations of one family to serve in the Royal Artillery: Captain John Smith (1722-1783); General Sir John Smith (1754-1837); Captain John Weatherall Smith (1790-1839); Major General Charles Hodgkinson-Smith (1826-1897); and Major Charles Hodgkinson-Smith (1877-1952).

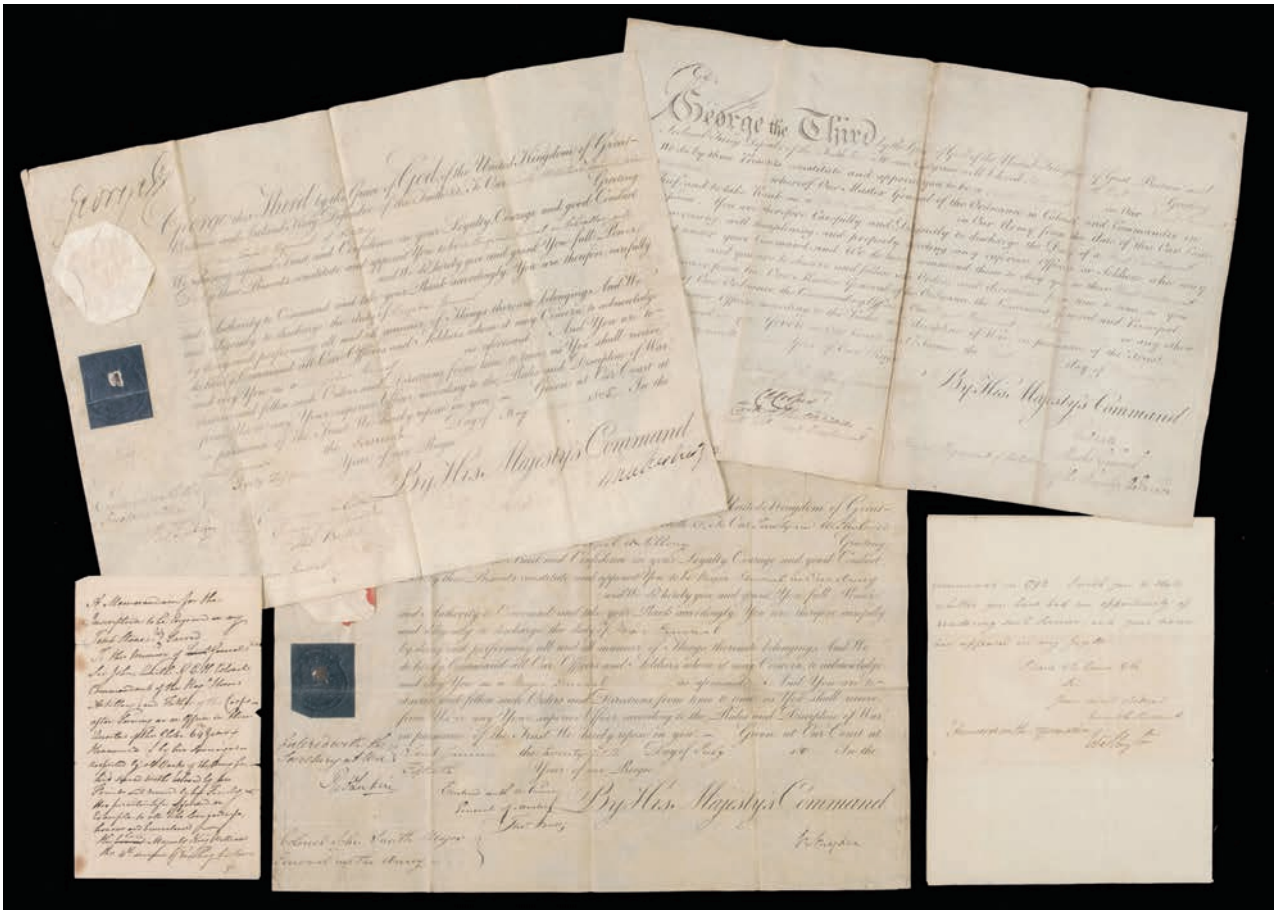


443\* **English School.** Captain John Smith (1722-1783), Royal Artillery 1742-1783, *watercolour, half-length portrait of a young gentleman in military uniform, somewhat spotted, 19 x 15.5cm (7.5 x 6ins), mounted, framed and glazed, frame with title plaque, together with commission document, pre-printed on vellum and completed in brown ink, appointing John Smith as Lieutenant Fireworker in the Royal Artillery, dated 1760, with embossed blue paper seals to left margin and signed by the King 'George R' to upper left corner, vertical folds as issued, 27.5 x 39cm (11 x 15.5ins)* Captain John Smith was the second of six generations of his family to serve in the Royal Artillery, the first being his father, about whom nothing appears to be known. The service of the subsequent generations, however, is well documented. John Smith joined the Artillery in 1742 as a cadet-gunner, subsequently serving as a matross, and eventually receiving his commission as a Lieutenant Fireworker in 1758 (as George III was the first monarch to sign and give commission papers, and he didn't ascend to the throne until 1760, the commission document is dated two years after the commission was given). He was First Lieutenant until 1768 when he was made Captain and given the appointment of Captain Gentlemen Cadet Company, probably as Instructor. John Smith's son was General Sir John Smith (1754-1837), Governor of Gibraltar between 1813 and 1814.  
(2) £200 - £300



444\* **Wyatt (Henry, 1794-1840).** General Sir John Smith (1754-1837), G.C.B., K.G.C.H., Royal Artillery 1768-1837, Governor of Gibraltar 1813-1814, 1832, *oil on canvas, half-length half-profile portrait to left of a grey-haired gentleman in military dress comprising a scarlet coat, green silk sash, and gold epaulettes, and wearing the Knight Grand Cross of the Royal Guelphic Order, indistinctly signed and dated lower left, some craquelure, professionally restored (Cardiff Museum, 1936), 30.5 x 25.5cm (12 x 10ins), gilt moulded frame with title plaque, and old manuscript label on verso 'The Property of Charles Hodgkinson Smith 1915'* Provenance: Royal Artillery Barracks, Woolwich, London; sometime given to the family and thence by descent. General Sir John Smith was the only son of Captain John Smith (1722-1783). He fought in the American War of Independence, during which he was captured and imprisoned by the Americans. When he was finally released, after nine strenuous years in America, he was ship-wrecked on the way home and nearly drowned. He took part in a number of further campaigns, and was instrumental in expanding the British Empire in the West Indies. He served in Gibraltar from 1804 to 1814, the last two years as Governor. Sir John was a personal friend of George III, George IV and William IV, and he received the Order of the Bath as well as being made a Knight of the Grand Cross of Hanover. Apparently towards the end of his life William IV used to send a daily messenger to Sir John's residence in Woolwich to enquire after his health, and sometimes visited in person, on one occasion presenting him with a silver snuff box. According to at least one account Sir John appears to have been somewhat of a dandy: "The late Father of the Regiment, General Sir John Smith, when a Lieutenant Colonel was an amazing Beau and flattered himself he had a good leg. Of course his boots used to fit like gloves." (Captain R.J. Macdonald, *The History of the Dress of the Royal Artillery*, 1899)  
(1) £500 - £800





445\* **Smith (General Sir John, 1754-1837, Governor of Gibraltar)**. An archive of documents and ephemera, comprising: a 2pp. letter from the Duke of Wellington to Lt. General Smith, dated 17th December 1821, written in a secretarial hand and signed by the Duke 'Wellington', asking the recipient to forward details of military services rendered requisite for the award of Order of the Bath, one folded 4to sheet, watermarked 'J. Budgen 1821', several folds (with a few associated small holes), final page (with direction) toned; 16 commission documents, pre-printed on vellum and completed in brown ink, appointing John Smith to various military positions, dated 1771-1837, with embossed paper seals, variously signed upper left by George III, George IV, and William IV, vertical folds as issued, a few dusty or marked, but generally in good condition, approximately 35 x 35cm (13.25 x 16ins), and slightly smaller; and various other official and personal papers and correspondence, including: a folded paper commission, pre-printed and completed in brown ink, appointing John Smith as Gentleman Cadet in the Royal Artillery, dated 1768, with embossed paper seal, somewhat torn; several folded paper Statements of the Services of Lieut-General Sir John Smith, pre-printed and completed in ink, one torn and with piece excised from lower right corner; two 10pp. manuscript narratives of the Services of Sir John Smith from 1771-1834 (one a copy of the other); several manuscript lists of officers served under; a manuscript note 'Memorandum for the Inscription to be Engraved on my Tombstone'; and a copy of a letter from Prince Edward, Duke of Kent, on Sir John's appointment to the command of the Royal Artillery at Gibraltar in 1804

General Sir John Smith (1754-1837) was the only son of Captain John Smith (1722-1783) and the third of six successive generations of one family to serve in the Royal Artillery (of which five are documented). He fought in the American War of Independence, during which he was captured and imprisoned by the Americans. When he was finally released, after nine strenuous years in America, he was ship-wrecked on the way home and nearly drowned. He took part in a number of further campaigns, and was instrumental in expanding the British Empire in the West Indies. He served in Gibraltar from 1804 to 1814, including as Acting Governor and subsequently Governor. He became Colonel-Commandant of the 7th Battalion, Royal Horse Artillery in 1815, and was promoted to General in 1837.

The unusually large number of preserved commission documents pertaining to this family were apparently kept in three specially constructed metal cases, which kept the documents well-preserved, despite their inevitable travels to various parts of the globe.

Sir John's portrait was painted in oils by Henry Wyatt, a pupil of Thomas Lawrence, and it hung in the Royal Artillery Barracks at Woolwich for a time, until given to the family. Sir John was a personal friend of George III, George IV and William IV, and he received the Order of the Bath (after apparently prompting the Duke of Wellington on the subject - see letter above), as well as being made a Knight of the Grand Cross of the Hanoverian Guelphic Order. Apparently towards the end of the General's life William IV used to send a daily messenger to Sir John's residence in Woolwich to enquire after his health, and sometimes visited in person, on one occasion presenting him with a silver snuff box. According to at least one account Sir John appears to have been somewhat of a dandy: "The late Father of the Regiment, General Sir John Smith, when a Lieutenant Colonel was an amazing Beau and flattered himself he had a good leg. Of course his boots used to fit like gloves" (Captain R.J. Macdonald, *The History of the Dress of the Royal Artillery*, 1899). The memorandum regarding his epitaph requested that the inscription on his tomb include the following: "Sacred To the Memory of General Sir John Smith G.C.H., Colonel Commandant of the Royal Horse Artillery and Father of the Corps - after serving as an Officer in three quarters of the Globe 64 years - Honoured by his Sovereign - respected by all Ranks of the Army he had served with, beloved by his Friends and revered by his Family, His private life afforded an Example to all who love goodness, honour and benevolence". His great grandson notes in the family history "His successors did not carry out his wishes".

(-)

£500 - £800



446\* **Wyatt (Henry, 1794-1840)**. Captain John Weatherall Smith (1790-1839), Royal Artillery 1807-1837, 1833, oil on canvas, half-length half-profile portrait to right of a dark curly-haired young gentleman in military dress comprising a navy blue coat and gold epaulettes, indistinctly signed and dated in red lower right, some craquelure, professionally restored (Cardiff Museum, 1936), 30.5 x 25.5cm (12 x 10ins), gilt moulded frame with title plaque, and old manuscript label on verso 'The Property of Charles Hodgkinson Smith 1915', stretcher with ink inscription in an early hand 'H. Wyatt 1833 pinxit'

John Weatherall Smith was the son of General Sir John Smith (1754-1837) whom he served as aide-de-camp in Gibraltar in 1810. He subsequently saw active service in the Peninsular War, after which he served in Gibraltar under his father again between 1812 and 1814. Here he suffered a severe attack of the prevailing fever; he survived and went on to fulfill the role of Permanent Adjutant of the Royal Artillery at Woolwich, but he never recovered from the effects of the fever, and died a comparatively young man.

(1) £500 - £800



447\* **English School**. Major General C. Hodgkinson-Smith (1826-1897), C.B., Royal Artillery 1845-1896, oil on canvas, half-length portrait of a gentleman with moustache and side whiskers, attired in military dress and sporting the Companion of the Order of the Bath, and three other medals (Crimea Medal, Turkish Crimea, and Indian Mutiny), 30.5 x 25.5cm (12 x 10ins), gilt moulded frame with title plaque

Major General Charles Hodgkinson Smith was the only son of Captain John Weatherall Smith (1790-1839). He entered the Royal Artillery in 1845 and saw a great deal of active service overseas whilst serving in the Crimean War and the Indian Mutiny, also serving in Australia and New Zealand. He was by all accounts a brave and dashing young gentleman, apparently risking his own life by bringing succour to his men who were suffering from cholera during the Crimea, and remembered for his nerves of steel: on one occasion, when crossing a narrow bridge over a deep gorge, his nervous charger reared up and pivoted round to face oncoming troops in the opposite direction, necessitating him to force the horse onto its hind legs again and repeat the manoeuvre. He owned at one time a famous horse called Muster Roll which won a number of races both for him and for his subsequent owner, sportsman Sir John Dugdale Astley.

(1) £200 - £400





Lot 448



**448\* Smith (Major General Charles Hodgkinson, 1826-1897).** An archive of documents and ephemera, comprising: 8 commission documents, pre-printed on vellum or paper and completed in brown ink, appointing Charles Hodgkinson Smith to various military positions, dated 1845-1877, with embossed paper seals, 5 signed upper left by Queen Victoria, vertical folds as issued, 2 dust-soiled and rubbed, one spotted and toned, approximately 30 x 40cm (12 x 15.75ins); an albumen print photograph of 4 soldiers beside a field gun (Charles on left), circa 1860, frayed and marked, trimmed along left-hand edge; a photographic studio portrait of Charles in cravat and bowler hat in later years; a pre-printed letter completed in brown ink dated 27 May 1841, accepting Charles for admission to the Royal Military Academy at Woolwich; and the related commission document dated 1 August 1841 admitting Charles as a Gentleman Cadet in the Royal Artillery, large bifolium, pre-printed and completed in brown ink, horizontal folds as issued, watermarked 'Joseph Coles 1837', together with:

**Smith (Captain John Weatherell, 1790-1839).** An archive of documents and ephemera, comprising: 5 commission documents pre-printed on vellum and completed in brown ink, appointing John Weatherell Smith to various military positions, dated 1807-1832, with embossed paper seals, variously signed upper left by George III, George IV, or William IV, vertical folds as issued, some light dust-soiling and creasing but generally in good condition, approximately 29 x 39cm (11.5 x 15.25ins); and 8 items of correspondence, mostly relating to the Captain's retirement, including a printed document stipulating in detail the uniform to be worn whilst on half pay, dated 25th March 1833, and a bifolium written in manuscript entitled 'The Memorial of John Weatherell Smith, Second Captain and Adjutant in the Royal Regiment of Artillery'

Major General Charles Hodgkinson Smith was the only son of Captain John Weatherall Smith (1790-1839), grandson of General Sir John Smith (1754-1837), Governor of Gibraltar, and the fifth of six successive generations of one family to serve in the Royal Artillery (of which five are documented). He entered the Royal Artillery in 1845 and saw a great deal of active service overseas whilst serving in the Crimean War, Indian Mutiny, Australia and New Zealand. He was by all accounts a brave and flamboyant young gentleman, apparently risking his own life when cholera was rife during the Crimea, by visiting his men in hospital and rubbing their stomachs to try and relieve their suffering. He was a magnificent horseman and a fine shot, and at one time he owned a famous race horse called Muster Roll. Charles is remembered for his nerves of steel, particularly evident in an incident documented by his cousin: on one occasion, when crossing a narrow bridge over a deep gorge, his nervous charger reared up and pivoted round to face oncoming troops in the opposite direction, necessitating him to force the horse onto its hind legs again and repeat the manoeuvre. He was made a Companion of the Order of the Bath, and was awarded the Crimean Medal, the Turkish Medal and the Indian Mutiny Medal.

John Weatherall Smith was the father of Major General Charles Hodgkinson Smith, and the son of General Sir John Smith, and was therefore the fourth of six successive generations of one family to serve in the Royal Artillery. He entered that regiment in 1807 and in 1810 he served as aide-de-camp under his father in Gibraltar. He subsequently saw active service in the Peninsular War, after which he served in Gibraltar under his father again between 1812 and 1814. Here he suffered a severe attack of the prevailing fever; he survived and went on to fulfil the role of Permanent Adjutant of the Royal Artillery at Woolwich, but he never recovered from the effects of the fever, and died a comparatively young man.

(-)

£300 - £500



**449\* Yates (Frederic, 1854-1919).** Major Charles Hodgkinson Smith (1877-1952), pastel on paper, head and shoulders half-profile portrait to right, of a WWI military gentleman in uniform, signed in pencil lower left, some spotting to background, 58.5 x 48cm (23 x 19ins), framed and glazed, manuscript note on backboard pertaining to the sitter

Major Charles Hodgkinson Smith (1877-1952) was the eldest son of Major General Charles Hodgkinson Smith (1826-1897), who was in command of the Horse Artillery, London District at the time of his son's birth. The Major's military career commenced in 1899 when he joined the yeoman cavalry at the start of the Boer War, receiving a commission in the Royal Artillery the following year and serving until 1904, when he retired in favour of agricultural pursuits. At the outbreak of the First World War in August 1914 he rejoined the Royal Artillery (Reserve of Officers), and fought at Ypres, amongst other places. In 1916 he was invalided home, although he was later sent to Egypt with the Royal Flying Corps in 1917. He served, therefore, in three branches of the armed forces - the Cavalry, the Artillery and the Air Force - and saw a great deal of active service. He was awarded a number of medals, including two South African medals, the Victory Medal and the Croix de Guerre, and was also made a Member of the British Empire. He married and had one daughter, but no son to carry on the family tradition of serving in the Royal Artillery.

(1)

£200 - £300





450\* WWI. An archive relating to Major Charles Hodgkinson Smith (1877-1952), comprising: a typescript history of the family written by the Major entitled 'A "Gunner" Family', ff.30, with genealogy frontispiece, bound in a spring back cloth binder, slim folio, with author's original manuscript and notes loosely inserted; a 3pp. typescript curriculum vitae and letters of recommendation (including a typescript letter signed from General Sir George F. Milne); a printed bifolium certificate completed in manuscript awarding the Order of the British Empire, dated 1919, with circular embossed seal, and signature of George V, folio; a printed paper commission document completed in black ink, appointing Charles Hodgkinson Smith Second Lieutenant in the Land Forces, dated 1900, with most of wax seal lacking, signed by Edward VII 'Edward R&I' to upper margin, vertical folds as issued, toned, 30 x 40cm (12 x 15.75ins); a printed paper commission document completed in black ink, appointing the same to rank of Lieutenant in the Land Forces, dated 1914, embossed blue paper seal to left margin, vertical folds as issued, 30.5 x 40.5cm (12 x 16ins), and another commission document similar, stamped in red 'Temporary', appointing the same to rank of Captain in the Royal Air Force, dated 1918; a printed copy of Seniority and Distribution Lists of the Royal Regiment of Artillery, No. 548, Woolwich, November 1900, folded into printed blue paper wrappers; and various newspaper cuttings, army papers, personal family correspondence, certificates (including 3 framed certificates pertaining to gallant and distinguished services during WWI), and other ephemera, together with: A cavalry sketching board, London: Houghton-Butcher, 1915, wooden sketching board with compass, integrated clinometer and swivelling leather arm strap with buckle to reverse, original squared paper roll still attached to side rollers bearing a pencilled diagram and annotations, 25 x 18.5cm (10 x 7.25ins)

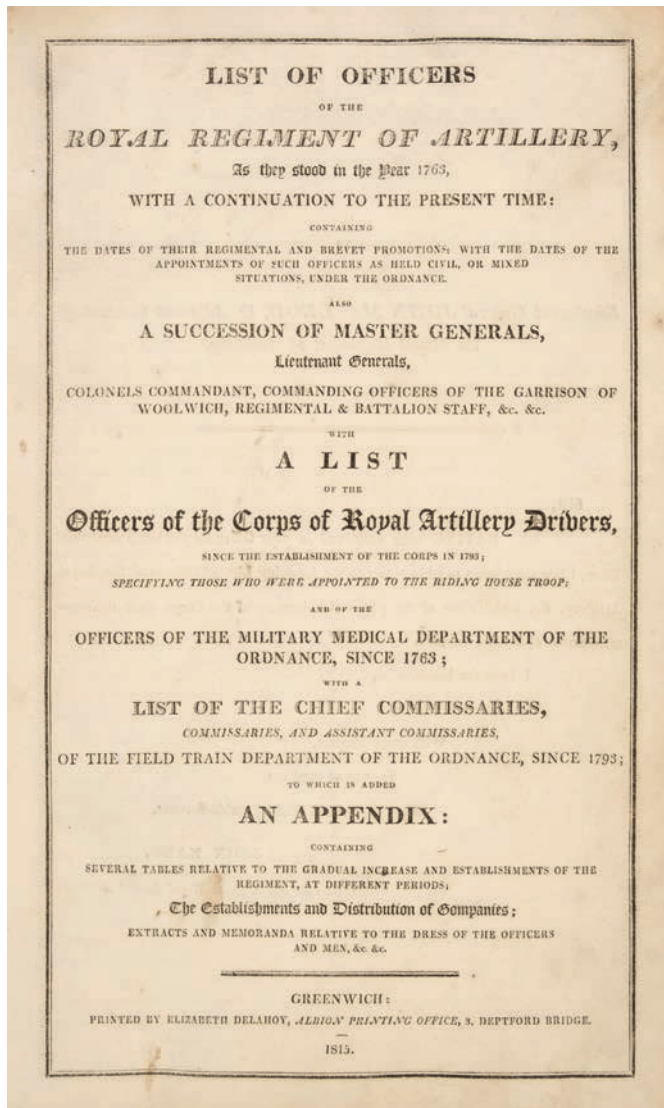
Major Charles Hodgkinson Smith was the eldest son of Major General Charles Hodgkinson Smith (1826-1897) and the last of six successive generations of the same family to serve in the Royal Artillery, five of which were documented by him. The Major's military career commenced in 1899 when he joined the yeoman cavalry at the start of the Boer War, receiving a commission in the Royal Artillery the following year and serving until 1904, when he retired in favour of agricultural pursuits.

During the Boer War Charles saw action at Sand River, Wittebergen, Slaapkrantz, and Bothaville, and was involved in the operations in the Transvaal and Orange River Colony. In his history of the family he describes his experiences of guerilla warfare during which he endured: "constant flank and rear-guard actions, long hours in the saddle, extremities of heat and cold, often sleeping on sodden ground and sometimes for weeks living on nothing but bully-beef and dry biscuits ...". At the outbreak of the First World War he rejoined the Royal Artillery (Reserve of Officers), and served in the Second Battle of Ypres as Captain, and subsequently commanded the Brigade Ammunition Column before Armentières, Boise Grenier, and Péronne, south of the Somme. In 1916 he was invalided home, although he was later sent to Egypt with the Royal Flying Corps in 1917, and then to the Balkans where he took part in operations, including the two battles of Doiran. Immediately after the Armistice Charles was appointed Commandant of the Royal Air Force of the Alexandria and Aboukir District in Egypt. He therefore served in three branches of the armed forces - the Cavalry, the Artillery and the Air Force. He was awarded a number of medals, including two South African medals, the Victory Medal and the Croix de Guerre, and was also made a Member of the British Empire.

Major Charles appears to have been a sporting all-rounder, excelling in football, tennis, golf, rowing, and billiards, as well as polo, skating, skiing and other winter sports. One of the testimonials, dated 1919, describe him as "an excellent officer ... His personal habits are those of an English country gentleman. He is a good sportsman, of almost gigantic proportions, full of physical fitness, and just the sort of Englishman for a Colonial appointment." Charles married and had one daughter, but no son to carry on the family tradition of serving in the Royal Artillery.

(-)

£200 - £400



Lot 451

451\* **Delahoy (Elizabeth, printer)**. List of Officers of the Royal Regiment of Artillery, As they stood in the Year 1763, with a Continuation to the Present Time., Greenwich, 1815, *printed tabulation throughout, extensively annotated in ink and pencil, many contemporary manuscript additions, others later, some light toning and marks, front free endpaper and adjacent flyleaf detached, contemporary half calf, rubbed and worn, with insect damage to spine and upper cover detached, upper cover with gilt lettered red morocco label 'Lt. General J. Smith', folio*

Rare piece of printing by a woman: Elizabeth Delahoy was a printer, binder, and stationer in Greenwich who carried on her husband's business after he was killed in a fire in 1808 which destroyed the shop he owned. Despite also running a boarding house and raising children she managed to carry the business on at least until 1824, printing typographically complex books such as this as well as more commonplace items such as broadsides.

This volume was owned by General Sir John Smith (1754-1837), the third of six successive generations of one family to serve in the Royal Artillery (of which five are documented). This list of officers in the Royal Artillery contains copious manuscript additions providing additional information about many of the officers, including details of officers' progress through the ranks, and notes on their retirement, or location and date of their death (sometimes with a short description of the cause), for example: Sir Edward Howarth "Died suddenly, riding out. 5th March 1827"; Richard Fletcher "Killed in the Trenches before St Sebastian. 30 Aug. 13"; William Payne "Died in Gibraltar of Fever 1828"; John S. Robison "Insanity. Died at the Earl of Moira Shooters Hill 3 January 1815"; George Beane "Killed at Waterloo 18 June 1815, by a Cannon ball which completely ploughed him up the middle"; Lewis Evans "Killed in a Duel"; Alexander Ramsay "Killed near New Orleans on the Mississippi 1 Jan 15. (cannon ball)".

(1)

£200 - £300

## MILITARY BOOKS

452 **Haynes (John Earl & Harvey Klehr)**. Venona, Decoding Soviet Espionage in America, 1st edition, Yale University Press, 1999, *black & white illustrations, original cloth in dust jacket, covers lightly rubbed to head, 8vo, together with;*

**Toscano (Louis)**, Triple Cross..., 1st edition, Birch Lane Press, New York, 1990, *original cloth in dust jacket, spine lightly faded, 8vo, and* **Goldenberg (Elliot)**, The Hunting Horse, the truth behind the Jonathan Pollard spy case, 1st edition, Prometheus Books, New York, 2000, *original cloth in dust jacket, 8vo, plus other modern espionage reference & related, including publications by California, Westview, St. Ermin's Press, Sutton, Yale, ex-libris blind stamps to some front endpapers, mostly original cloth in dust jackets, some paperbacks, 8vo*

From the Library of Rupert W. S. Allason.

(62)

£200 - £300



453 **Corbett (Julian S.)**. Naval Operations [History of The Great War], 5 volumes, reprint editions, The Battery Press, Nashville, 1997, *uniform publishers original blue cloth, 8vo, includes Volume 1 (Maps), Longmans & Co., circa 1937, 18 monochrome maps, publishers original blue cloth book box, boards & spine lightly marked & faded, 8vo, together with;*

**Pope (Stephen)**, The First Tank Crews..., 1st edition, Helion & Company, Solihull, 2016, *colour & black & white illustrations, original cloth in dust jacket, 8vo, and*

**Girardet (Jean-Marie et al)**, Somewhere on the Western Front, Arras 1914-1918, new edition, Éditions DeGeorge, Arras, 2007, *numerous colour & black & white illustrations, publishers original boards, large 8vo, plus other modern Great War/World War I reference, including publications by Pen & Sword, Spellmount, Grub Street, mostly original cloth in dust jackets, some paperbacks, VG, 8vo*

(56) £150 - £200

454 **Halley (James J.)**. The Squadrons of the Royal Air Force & Commonwealth 1918-1988, 1st edition, Air-Britain, 1988, *numerous black & white illustrations, original cloth in dust jacket, 8vo, together with;*

**Scutts (Jerry)**, The Focke-Wulf Fw200 Condor, Crécy, Manchester, 2010, *numerous colour & black & white illustrations, original cloth in dust jacket, 4to,*

**Middlebrook (Martin)**, Firestorm Hamburg, the facts surrounding the destruction of a German city 1943, Pen & Sword Aviation, Barnsley, 2012, *black & white illustrations, original cloth in dust jacket, 8vo, plus other modern aviation history & reference, including publications by Airline, Pen & Sword, Grub Street, Seaforth, Tempus, Crowood, mostly original cloth in dust jackets, some paperbacks, VG, 8vo/4to*  
(Approximately 130) £300 - £400

455 **Foote (Shelby)**. The Civil War, A Narrative, 3 volumes, 2nd printing, Folio Society, 2010, *colour map endpapers, some black & white illustrations, original cloth in dust jackets & slipcase, 8vo, together with;*

**Eicher (David J.)**, The Civil War in Books, An Analytical Bibliography, 1st edition, University of Illinois Press, Chicago, 1997, *original cloth in dust jacket, large 8vo, and*

**Lipscombe (Nick)**, The Peninsular War Atlas, 1st edition, Osprey, 2010, *numerous colour maps, publishers original cloth spine to boards in slipcase, oblong 4to, plus*

**MacKinnon (J. P. & S. H. Shadbolt)**, The South African Campaign of 1879, Greenhill Books, 1995, *black & white illustrations, original cloth in dust jacket, large 8vo, and other American Civil War, Napoleonic & pre-20th century military & exploration reference, including publications by Yale, Pen & Sword, Sutton, mostly original cloth in dust jackets, some paperbacks, VG, 8vo/4to*

(34) £150 - £200

456 **Hammel (Eric & John E. Lane)**. Bloody Tarawa, 1st edition, Pacifica Military History, California, 1998, *black & white illustrations, original cloth in dust jacket, spine lightly faded, large 4to, together with;*

**Derry (T. K.)**, The Campaign in Norway [History of the Second World War], 1st edition, H.M.S.O., 1952, *colour maps, some minor toning, original cloth in dust jacket, covers slightly toned, marked & rubbed with minor tears & loss to head & foot, 8vo, and*

**Haarr (Geirr H.)**, The Gathering Storm, the Naval War in Northern Europe September 1939 - April 1940, 1st edition, Seaforth, Barnsley, 2013, *black & white illustrations, original cloth in dust jacket, 8vo, plus other modern World War II, naval & military reference & related, including publications by Pen & Sword, Oxford, Naval Institute Press, Crowood, Schiffer Military History, mostly original cloth in dust jackets, some paperbacks, G/VG, 8vo/4to*

(61) £200 - £300

457 **Skinner (Stephen)**. The Stand, The Final Flight of Lt. Frank Luje, Jr., 1st edition, Schiffer, Pennsylvania, 2008, *black & white illustrations, original cloth in dust jacket, large 8vo, together with;*

**Ellis (Ken)**, Testing to the Limits, British Test Pilots since 1910, 2 volumes, 1st editions, Crécy, Manchester, 2015-16, *numerous colour & black & white illustrations, original cloth in dust jackets, large 8vo, and*

**Gordon (Yefim & Dmitriy Komissarov)**, Early Soviet Jet Fighters, 1st edition, Hikoki, Manchester, 2014, *numerous colour & black & white illustrations, original cloth in dust jacket, large 8vo, plus other large format aviation reference, including publications by Airline, Osprey, Greystones Publishing, Crowood, all original cloth in dust jackets, VG, large 8vo*

(20) £150 - £200

458 **Hinsley (F.H. et al)**. British Intelligence in the Second World War, 5 volumes in 6, 1st editions, H.M.S.O., 1979-90, *volume 5 signed by the author, blind stamps to the half-title of volumes 2, 3 part 1 & 4, black & white illustrations, uniform publishers original cloth in dust jackets, spines lightly faded, minor rubbing to head & foot of covers, 8vo*

(6) £100 - £150

459 **Hough (Frank et al)**. History of U.S. Marine Corps Operations in World War II, 5 volumes, reprint edition, Battery Press, Nashville, 1993, *black & white illustrations, uniform publishers original red cloth, 8vo, together with;*

**Maurer (Maurer [editor])**, The U.S. Air Service in World War I, 4 volumes, The Office of Air Force History, Washington, 1978, *numerous monochrome illustrations, some marginal toning, uniform publishers original brown cloth, 4to,*

(9) £100 - £150

## INFORMATION FOR BUYERS

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**Payment:** The price you pay is the amount at which the auctioneer's hammer falls (the hammer price), plus a buyer's premium (a percentage of the final hammer price) and vat where applicable. You will be issued with an invoice made out to the name and address provided on your registration form.

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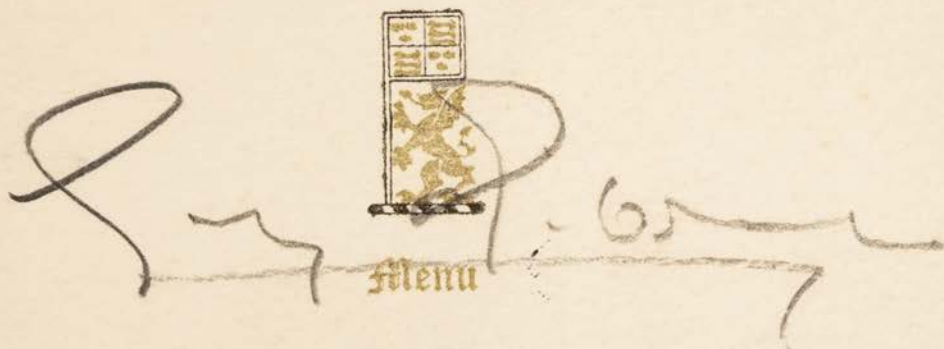
**Guy Gibson (1918-1944).** The 3-blade Heinkel He III H-3 Propeller from the aircraft shot down by the Beaufighter crewed by Wing Commander Guy Gibson VC, DFC, off Skegness Pier, 15 March 1941, 2.75 metres wide and 1.5 tons in weight, the propeller supported on a specially commissioned stand

Estimate £10,000-15,000 (lot 79)

Provenance: Netted by trawlerman James Walker of Habertoft when fishing in his boat *Thalassa* off Ingoldmells Point in September 2007.







Dinner.

Clear Vermicelle.  
Cream Victoria.

Cold Lobster. Mayonnaise.

Grilled Chicken  
and Mushrooms.

New Peas. New Potatoes.

Asparagus

Raspberry Bavaroise.  
Welsh Rarebit.  
Fresh Strawberries.

Fresh Peaches

Oatlands Park Hotel,  
Weybridge, Surrey