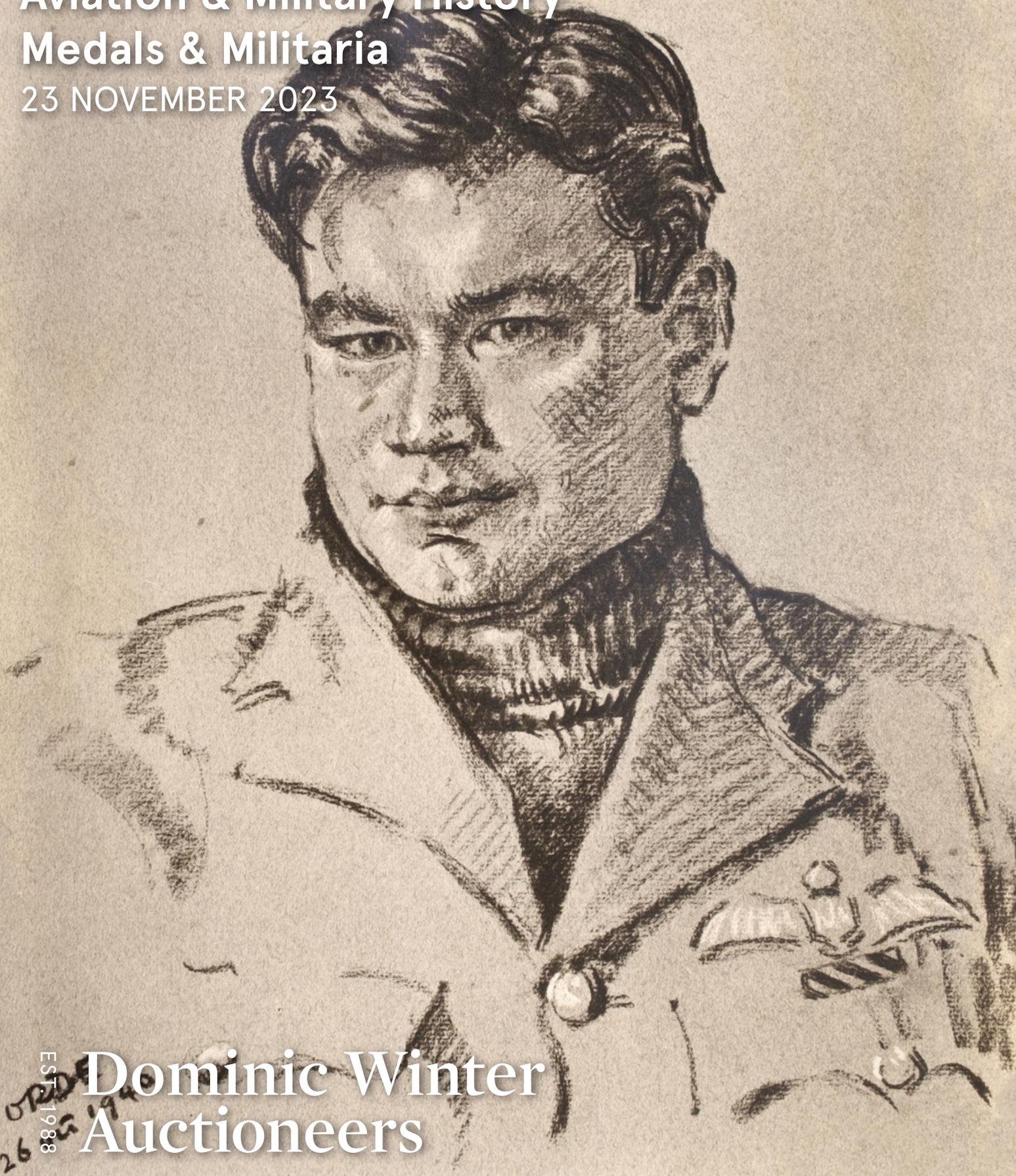


Aviation & Military History Medals & Militaria

23 NOVEMBER 2023



ESTD
1988

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213 SQUADRON.



AVIATION & MILITARY HISTORY MEDALS & MILITARIA

23 November 2023 at 10am

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Morning of sale from 9am (other times strictly by appointment)

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Catalogue Produced by
Jamm Design – 020 7459 4749
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AUCTIONEER



Henry Meadows MRICS

Cover illustrations:

Front cover: lot 233 Back cover: lot 140 Inside front cover: lot 61 Inside back cover: lot 87



A group of five hand-painted panoramas of scenes on the Rhine, circa 1810, each with original manuscript title: *Das Schloss Wartenstein und die Eisenschmoltz in der Aue*; *Ansicht von Rüdesheim, an Rhein*; *Ansicht von Caub an Rhein gegen Oberwesel*; *Ansicht der Stadt Köln am Rheim*; and *Ansicht uns Dorfes Maria Leim nächst Wienn und der umligenden Gegend*, gouache on card, each composed of 4 or 5 layers to form a 3-dimensional scenic view, the first in a contemporary gilt-moulded box frame, glazed, 38.7 x 65.7 x 9.7 cm, remainder loose in original paper folders

Estimate £1,000-1,500 (13 December 2023)

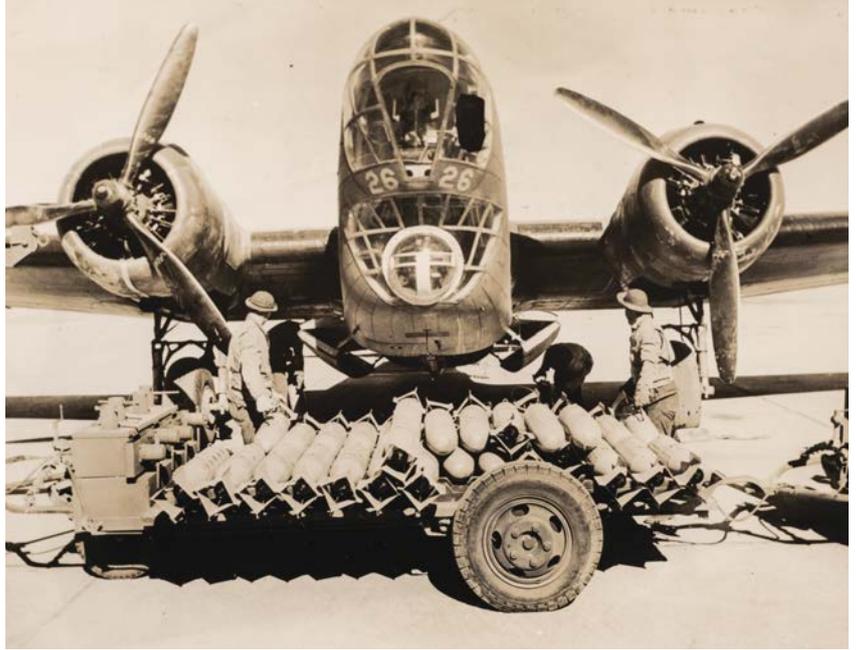
FORTHCOMING SALES IN 2023/2024

Wednesday 15 November	Printed Books, Maps & Prints Early Printed & Antiquarian Literature including Chess
Wednesday 22 November	Photographs, Autographs, Historical Documents & Manuscripts
Wednesday 13 December	Printed Books, Maps & Documents
Thursday 14 December	Modern First Editions & Illustrated Books, The Richard Riall Collection H. Rider Haggard (1856-1925), The Mappowder Powys Collection Playing Cards, Toys & Games
Wednesday 31 January	The Library of the Late Christopher Foyle of Beeleigh Abbey: Part II
Wednesday & Thursday 6/7 March	Printed Books, Maps & Documents, Early Bibliography Natural History including Charles Darwin
Wednesday 13 March	British & European Paintings, Old Master & Modern Prints Vintage Posters

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

AVIATION PHOTOGRAPHS, SLIDES AND EPHEMERA

To commence at 10am



Lot 2

1* **Aircraft Technical Diagrams.** A comprehensive collection of hand-drawn technical drawings and printed diagrams of aircraft, late 20th-century, comprising exploded view drawings and diagrams of various aircraft, including BE.2c, Airspeed Courier, Short Scion, Puss Moth, Hawker Henley, Saab 17, Douglas DC.3, Vulcan, Comet 4, HS.125 and Islander and other aircraft, drawn or printed on tracing paper or thin paper, contained in three large portfolio folders (3 portfolios)

£100 - £150

2* **Aircraft Photographs.** WWII Press Photographs, circa 1939-1950, black and white photographs, mainly military, and aviation press photographs, mostly with stamps to verso including *The Associated Press, Air Ministry, Ministry of Information, Keystone, Bippa* etc., some with typed notes adhered to verso, subjects depicted including: *The Battle for North Africa, Bombing of El Aquina Airdrome at Tunis, W.A.A.F engineers and riggers, Mitsubishi J2M, Fleet Air Arm Attacks Japanese Oil Refinery, Jap Suiciders Fail against British Pacific Fleet Carriers, Bombardier Training Air Corps Advanced Flying School Albuquerque New Mexico, Planning the Pay Load, Gunner on DB-7, New Zealand Bomber Squadron, largest approximately 20.5 x 25.5 cm, contained in two blue archive boxes (approx. 300)*

£200 - £300

3* **Aircraft Photographs.** WWII Press Photographs, circa 1939-1950, black and white photographs, mainly WWII military, and aviation press photographs, a few WWI, mostly with stamps to verso including *The Associated Press, De Havilland Photography, The New York Times, Ministry of Information, Keystone Press Agency, Sport & General Press Agency Ltd, etc.*, some with typed notes adhered to verso, subjects depicted including: *Hitler and Mussolini meet at Salzburg, The Remains of Rittmeister Baron M. von Richtofen's wrecked Fokker Triplane, U.S. Air Corps Flexible Gunnery School, Mosquito with 4,000lb Bombs, Mines were laid in enemy waters, Night Watchman Afloat, WREN air mechanics, etc.*, largest approximately 20.5 x 25.5 cm, contained in three archive boxes (approx. 450)

£300 - £500



Lot 3



4* **Aircraft Photographs.** WWII Press Photographs, circa 1939-1950, black and white photographs, mainly, military, and aviation press photographs, mostly with stamps to verso including: The Associated Press, Vickers (Aviation) Limited, The New York Times, Aeronautica Macchi - Varese, Keystone etc., some with typed notes adhered to verso, subjects depicted including: Vickers, Fortress with propeller embedded in wing, W/Cdr. A.E. Lowe, M.B.E., D.F.C, gunners in position, shot down Japanese planes, B-25, Lysander, Mr Charles Orr-Ewing with Group Officer Jean Conan Doyle, O.B.E with Air Commander Mary Barnett, CBE, ADC, Wellington Bomber being repaired, Vultee XP-54, C76, Thunderbolt P-47d, B10 Bomber, DH.89 'Rapide' seaplane, contained in two archive boxes, largest approximately 22.5 x 29.3 cm, contained in two grey archive boxes (approx. 300) £200 - £300



Lot 5

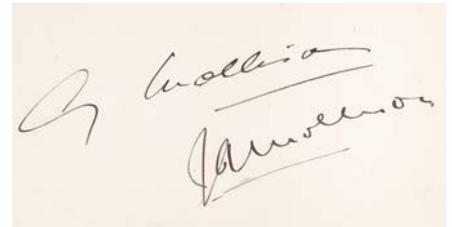
Each lot is subject to a Buyer's Premium of 20% (Lots marked * 24% inclusive of VAT @ 20%)

5* **Aircraft Photographs.** WWII Press Photographs, circa 1939-1950, black and white photographs, mainly, military, and aviation press photographs, mostly with stamps to verso including The Associated Press, Air Ministry, Ministry of Information, Spencer & Warren, H.-G. Möller Ing, International News Photo, etc., some with typed notes adhered to verso, subjects depicted including: RAF Long-range fighter success at Bomba, RAF Servicing Commandos in North Africa, Bombing at Saigon, Lord Tedder at The Victory Parade, Black Widow, Ishmalia, Lockheed XP2V-2, P2V, New Zealand Finance Minister visiting an RAF Bomber base, 'Plane Janes' working on an aircraft in Texas, Col, the Hon. J.L. Ralston, Lockheed P-38M, DH Moth prototype (1925), Navy experiments with night illumination of aircraft, Northolt Airport, Mde. Michelle Bellu being helped into her parachute, Hawker, 4.7 mm anti-aircraft guns, Flak towers, Lockheed Hudson in production, largest approximately 22.5 x 29.3 cm, contained in two grey archive boxes (approx. 300) £200 - £300

6* **Airliner Photographs.** A collection of approximately 5000 6 x 4 ins colour photographs of airliners taken at various locations around the world, 1990s/2000s, the vast majority are good, sunny rampshots, incorporates all major types in airline service during that period (3 cartons) £100 - £150



7* **Airliner Slides.** A collection of approximately 1000, 35mm colour slides of airliners, proliners and third-level aircraft from the past 40 years, displayed in plastic archive sheets (1) £100 - £150



8* **Johnson (Amy, 1903-1941) and Mollison (Jim, 1905-1959).** Pioneering Aviators, Autograph of Amy Johnson and her husband Jim Mollison, circa 1930s, written on a cream autograph album leaf (trimmed down), leaf size 6 x 12 cm, together with a certificate of authenticity supplied by Robert and Sandy Casalaspro of New York, plus Luff (David). Mollinson, The Flying Scotsman, 1st edition, Lytham St. Annes, Lidun Publishing, 1993, monochrome portrait frontispiece and illustrations, original boards in dust jacket, 8vo

Amy Johnson and Jim Mollison were both famous aviators from the 1930's, they married in 1932 and continued to set aviation records both individually and as a couple. Their marriage became strained by 1936, with both parties competing to set the same records, and the couple divorced in 1938. Amy Johnson was the first woman to fly solo from London to Australia in 1930. On Sunday 5 January 1941 Amy left Blackpool in an Airspeed Oxford, which she was to deliver to RAF Kidlington, near Oxford, but the aircraft mysteriously came down off course in the vicinity of Herne Bay in the afternoon. Her body was never discovered and the exact details of her death are still unclear.

(2)

£100 - £150

9* **Aviation Ephemera.** Short Sturgeon Mk I black and white promotional photograph, 24 x 29 cm, laid on card printed 'Short Brothers & Harland Limited, Queen's Island, Belfast, card size 41 x 51 cm, two large black and white helicopter photographs including one of a Westland Dragonfly, 29 x 37 cm, both laid on card, card size 38 x 46 cm, various promotional brochures including F-16, Westland Lynx, Harrier GR3, Hawker Siddeley, Cessna, Fiat Aviation, Miles Piper, Bonanza Model 35, De Havilland, Aero Commander 560.E., Smorsky & Helicopters and other related aviation ephemera (a carton) £200 - £300

10* **Aviation Photographs.** A mixed collection of aviation ephemera, including Aden circa 1950, various aircraft, general views, service personnel, Spitfire, Tiger Moth, Westland Whirlwind, Calgary 1941-42 (39 SFTS), crashed aircraft, large format photographs, 17 x 22 cm of Vimy Vickers Vimy, Supermarine Spitfire, Viking, Scimitar etc, Kodak miniature negatives of aircraft, Flight Reference cards for Hunter etc, bone dome flying helmet and other related items, a good mixed lot (5 boxes) £300 - £500

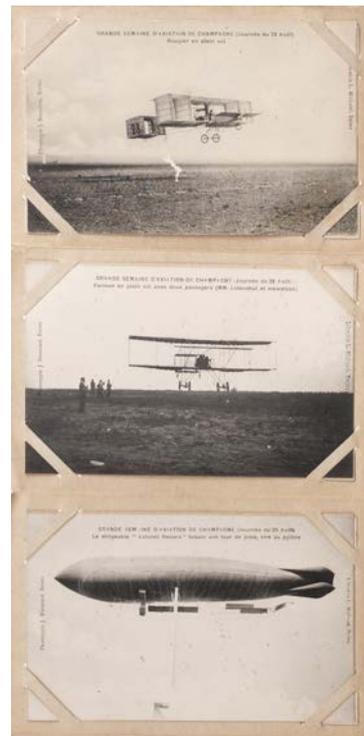


11* **Aviation Photographs.** Pioneer Aviation & Hydro-Aeroplanes, circa 1912-14, variously depicting a Tabloid monoplane possibly a Sopwith, bearing racing number 13, taxiing in the Solent, mounted on original album-page, together with a framed Daily Mail uncaptioned image depicting pilot/crews on water (possibly Monaco), circa 1914, plus a framed photograph of an Aviation-Meeting Picnic-Party, circa 1912, with Bleriot Monoplanes and sporting motorcar in attendance (probably French), high-quality studies, two mounted in period frames, largest 20 x 30cm (3) £200 - £300



Lot 12

12* **Aviation Photographs.** RAF Museum Hendon (182); On board HMS Illustrious on patrol in the Adriatic Sea (230); EE/BAC Lightnings (49); DH.110 Sea Vixen (35); Fairford RIAT 2002; Assorted Biz-Jets (405); Miscellaneous airliners (approximately 1500); Boeing 747 (130); Assorted airliners at London Heathrow (459), all 6 x 4 inch colour photographs, contained in nine shoe boxes (9 boxes) £200 - £300



13* **Pioneer Aviation.** The Grande Semaine d'Aviation de la Champagne, Reims, 22-29th August 1909, 17 black and white photographs, numbered and titled in pencil to verso, depicting images from the event including: Samuel Cody filming one of Ferdinand Leon Delagrangé's efforts to create a world record, Edward Maitland sitting in a Voisin, Captain Maitland, Louis Schreck, Voisin Biplane, Le Blon & Delagrangé, Saulnier, Major Baden-Powell, Chauviere, etc., all approximately 5.5 x 8.5 cm, together with an album (lacking back cover), containing approximately 85 black and white aviation postcards from: The Grande Semaine d'Aviation de la Champagne, depicting aircraft and people including: Rougier, airships, spherical balloon competition, Armand Fallières le Président de la République, le Marquis de Polignac Président du Comité, monoplane, biplane, Farman, Sommer, Paulhan, Curtiss, Alfred Leblanc, etc., plus approximately 9 postcards from other events including: 1ere Traversee de la Manche en Aeroplane par L. Blerio le 25 juillet, 1909, Le Premier Voyage en Aeroplane, le Octobre 1908, Les Maitres de L'aviation, and The 1st Crossing of the Channel by Aeroplane by L. Blerio on July 25, 1909, etc., each postcard 9 x 13.8 cm

Le Grande Semaine D'Aviation de la Champagne at Reims was the first organised international air meet. It was held from the 22nd to 29th of August, 1909 at a racetrack on the Betheny Plain outside Reims. Twenty two aviators came to compete, all except two (an American and a Scot) were French. As the first competition of its kind it attracted the attention of numerous political and military leaders, some of which attended the event. The airshow featured many prestigious contests, including those for the best flights of distance, altitude, and speed which led to many new records being set in nearly every category. (1 folder) £300 - £500



14* **Aviation Postcards.** An extensive collection of approximately 250 Pioneer to WWII period aviation postcards, mostly photographic including *Aérodrome Henri Farman with facsimile signature of the pilot Maurice Chevilliard, Pierre Verrier Flying at Hendon Series, A. Kimmerling, M. Germe, Mr B.C. Hucks Bleriot Monoplane, Imperial Airways, Hengist, Heracles, Draco and Boadicea, The Aeroplane, Lufthansa Air Liner, Aircraft Recognition, Solent Aircraft, BOAC, airships and naval ships including HMS Tiger, Malta Grand Harbour, contained in two ring files, plus another ring file containing approximately 65 colour postcards of regimental badges and soldiers uniforms*
(approx. 300) £200 - £300

15* **Aviation Postcards.** A collection of 196 aviation postcards, mainly 3.5 x 5.5 ins, with a small quantity of larger format examples, covering both aircraft portraits from 1950/60s, mainly in colour but with a few black and white examples, along with 88 early French-produced postcards covering aircraft operated by the French, British and American air arms during World War II, contained within a ring binder
(1) £200 - £300

16* **Aviation Slides and Negatives.** Approximately 450 slides featuring aircraft circa 1970/80s, together with black and white aircraft negatives which also have contact sheets, contained in five folders
(2) £150 - £200



Lot 17

17* **Battle of Britain.** A large collection of WWII RAF aircrew signatures (300 +), the vast majority relating to the Battle of Britain, most are on the 230 special first day covers displayed in three albums, some covers with multiple signatures, together with a further 77 signed photographs, paper or letters which are ideal to add to books or prints in a further display folder
(4) £200 - £300



18* **Battle of Britain.** A montage of signed photographs, comprising Flight Officer Innes Bentall Westmacott, Air Commodore Alan Christopher Deere, Flight Lieutenant Robert Warlow Oxspring, Wing Commander Robert Roland Stanford Tuck and one other distinguished pilot, presented on a display board with two aircraft relics, 58 x 55 cm, unframed
(1) £300 - £500

19* **Biz-Jet Slides.** A collection of approximately 3500 35mm original colour slides of executive 'Biz' jets, the majority on Kodachrome film taken over the past 50 years, mainly taken in the USA and Europe, also contains more 'exotic' material from areas such as Africa, Australia, the Far East and Latin America
(2 cartons) £100 - £200



21* **Pilot's Notes.** A collection of 30 Pilots Notes, 19.5 x 13 cm, comprising Spitfire F.I.X (2nd) inscribed F/O Rhodes 32 Sqn; Wellington III, X, XI ... (2nd); Provost T.1 (2nd edition); Sea Vampire T.22 (2nd); Varsity T.1. (2nd); Anson 19 & 21 (3rd); Hunter F.6 (2nd); Hunter F.4 (3rd); Hunter F.6. (1st); Hunter F.4. (2nd); Oxford I & II (2nd); Canberra T.4. (2nd); Canberra P.R.3; Canberra B2; Venom F.B.4. (1st); Valetta C1 & C2 (2nd); Sea Fury F.B.II (3rd); Gannet T.2. (1st); Dragonfly H.R. Mks. 3 & 5 (3rd); Sabre Mk.4; Venom F.B.1. (2nd); Meteor F.8. and F.R.B. (3rd); Vampire T.11 (3rd); Vampire FB.5, inscribed F/Lt C Butt; York CI; Prentice I; Dakota (3rd) inscribed F/O I.R. Matheson, RAF; Sea Hornet F.20 (2nd); Lincoln B.2. (2nd); Oxford I & 2 (3rd), together with bound pilot's notes, Scimitar F.Mk I (2nd) inscribed J.F. Mullins; Scimitar F.Mk I (2nd); Sea Venom F. (A.W.) Mk 22 (2nd); Sea Vixen F.A.W.I; Sea Vixen F.A.W. Mk.2.; Hunter G.A. Mk II; Hunter T Mk. 8C & T Mk. 8D (3rd); Hunter T Mk. 8C & T Mk. 8B; Sea Vixen F.A.W. Mk.I (2nd); Hunter G.A. Mk. II; Valiant B.I & B (PR) I; Valiant Mk. 1 Aircraft, variable worn condition (42) £400 - £600

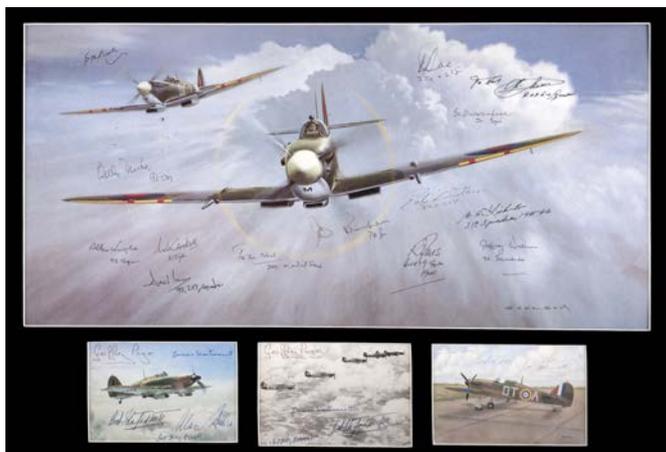
20* **Civil Slides.** A collection of approximately 5000 original colour slides of civil aircraft, majority being airliners and third-level aircraft taken at various worldwide locations with some dating back to the 1960s (1 carton) £600 - £800



22* **A collection of Concorde related caricatures**, circa 1970, comprising 'The pilots insisted on this design before they'd fly the Concorde', pen and ink caricature by Heath, heightened with white, 19 x 11 cm, together with a pair of original Daily Mail caricatures by Jon, 'Quick, the Concorde - you're too late..... it's gone!' and 'From now on it's Trubshaw with an E', dated 24 August 1970 and 10 April 1969 respectively, each 26 x 13 cm and five others, all framed and glazed

Provenance: Ernest Brian Trubshaw CBE, MVO (1924-2001). Dominic Winter Auctioneers, Historic Aviation, 7-8 November 2013, lot 59. (8) £200 - £300

Lot 21



23* **Coulson (Gerald)**. A dramatic colour print showing two operational Spitfires, signed by 14 distinguished Battle of Britain pilots including Peter Brothers, Billy Drake, Geoffrey Wellum and Bob Doe, 30 x 60 cm, mount aperture, presented in a glazed frame with three small colour aircraft postcards with 11 signatures (collectively) including Bobby Oxspring, Jeffery Quill and Bob Stanford Tuck, frame size 55.5 x 79 cm

(1)

£300 - £500



Lot 24



24* **Imperial Airways**. An archive relating to Captain Henry Lawrence Matthews Glover (1907-1974), comprising ten log books for RAF and Civil flying career, all numbered (RAF No.2 missing), the RAF log books numbered 1 and 3 are for the period of 2 October 1930 to 31 January 1933, and the third RAF log book number 7 is for the period of 22 November 1940 to 3 April 1941, there are seven civil period flying log books commencing 12 July 1937 and the final log book entry is 20 September 1965, together with Air Service Training (Met) notebook 1 & 2, three RAF Notebooks including Sight Log Book, plus a black and white portrait photograph of Glover in Imperial Airways uniform, framed plus Imperial Airways cloth brevet with gold bullion embroidery, an 'Overseas Airways Corporation enamel badge numbered 930 and three WWII medal ribbon bars, plus related photographs, including Officers, Royal Air Force Station, Upper Heyford, 1933, photo postcards, documents including Provisional Certificate of Proficiency in Radiotelephony, 1936, Air Ministry Ground Engineer's Licence, December 1937, a BOAC Agreement for Service as an Aircraft Officer, dated 1 December 1944, Manual of Air Traffic Procedures for Pilots, 2nd edition, 1957 printed articles, a "Douglas" Combined Protractor & Parallel Rule (in original case), The Observer's Planisphere of Air Navigation Stars, by Francis Chichester and other related items

Captain Henry Lawrence Matthews Glover (1907-1974) was born in Mornington, Otago, New Zealand and joined the Royal Air Force on 12 September 1930 and rose to the rank of Flight Lieutenant until he was demobilised on 30 March 1937. He then converted to civil flying from 12 July 1937 with initial training before he was recalled for service during WWII for flying duties on active service and posted to 228 Squadron in Malta on 12 November 1940.

His previous service with the RAF was 1873 Hrs 50 mins, Imperial Airways 71hrs 27mins, Air Service Training (FLYING BOATS) 42hrs 45mins, Imperial Airways "C" Class Empire Boats 2602hrs 05mins with a total of 4530hrs 07mins flying time.

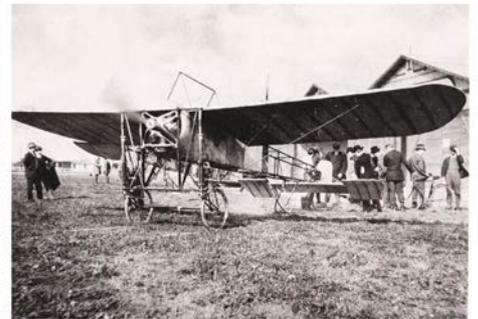
He flew Air Service Training (Imperial "C" Class Empire boats) and B.O.A.C. flying Empire boats on the Horseshoe Route, South Africa to the Far East during the Second World War, also flying Sunderland bombers for a short time during the siege of Malta. He served with No.24 (Communications) Squadron during the pre-war years and was one of only 4 RAF officers authorised to carry members of the Royal Family and cabinet ministers. He was awarded the Queen's Service Medal for valuable service in the air.

(an archive)

£1,000 - £1,500



Lot 25



Lot 27

25* **Italian Aviation.** A collection of original black and white Caproni aircraft photographs, including early machines circa 1918, four by Fot. EDM. Sterza, Milano, 27.5 x 38cm and views of the Caproni factory, customers, officials plus later photographs of destructive testing etc, 16 x 21.5 cm, many captioned verso (60) £100 - £150

27* **Italian Aviation.** A large collection of Caproni Aircraft photographs presented in nine folders containing approximately 330 Caproni Archive photographs, one folder containing a review of Caproni aircraft from 1912 onwards and a varied collection of 42 original photographs, old publicity reprints and exhibition images (all from the Caproni archives), another with 22 photographs of the closure of Taleido offices and factory, another 15 photographs of an aviation meeting at Taleido circa 1922, and others circa 1912-1940 (9 folders) £500 - £800



26* **Italian Aviation.** A collection of original Caproni brochures, promotional material and magazines including two Caproni sales brochures A.P.I. Series and Borea, circa 1936, both slim folio with pull-out diagrams and tipped in aircraft photographs, an Aeroplano Caproni 310.s parts catalogue, 1939, numerous illustrations and diagrams, 21 x 31 cm, book of instructions for the regulation of Ca 74 aircraft, Caproni magazines, for example 30 years of Caproni 1910-1940, 1935 monograph on flight, Fiore plus Caproni publicity material (some signed by Caproni) for aircraft and Caproni buses and other related items (approx. 30) £200 - £300



28* **Italian Aviation.** An album of 100 original black and Caproni company photographs, circa 1930s, showing the Caproni factory, offices and workshops, 18 x 24 cm, together with two further Caproni photograph albums, comprising Chumku souvenir album circa 1903, containing 36 photographs of the Caproni factory in Bulgaria, 12.5 x 17 cm and another album containing three larger Caproni photographs taken in Kazanlik, Bulgaria, 16 x 22.5 cm (3 albums) £200 - £300



29* **Italian Aviation.** A photograph album circa 1930s, containing 15 black and white photographs of the Ca133 Sanitario Air Ambulance, various sizes and in mounts, together with another album containing 50 original photographs of Sofia 1936, many showing Gianni Caproni at his Bulgaria factory with Bulgarian officers inspecting aircraft, 11.5 x 17.5 cm, plus two further photograph albums Scuola Aviazione, Caproni Flying School, 1930s, 19 photographs, 12.5 x 17 cm, the other containing 12 photographs of Gianni Caproni with foreign delegation inspecting aircraft circa 1920s, 11 x 15 cm

(4)

£200 - £300



SCUOLA AVIATORI CAPRONI DI VIZZOLA TICINO - Anno 1930

Gruppo di Piloti davanti all'Apparecchio Ca 3 cv. 300

da sinistra in piedi: Pilota All. Serg. Michelazzi Riccardo - Franciosi G. - Zanino - Pilota Istruttore Signor Pini - Pilota Basso G. - Pilota X
sopra: Pilota Portolago Paolo - Pilota Carrera Aldo; seduti o sdraiati a terra: Radice X - Marchionda X

31* **Italian Aviation.** Scuola Aviatori Caproni Di Vizzola Ticino, 1930, a large photographic poster of trainee pilots, signed by a pilot [?], 50.5 x 61 cm, framed and glazed, together with various Caproni framed items including Campo Sportivo Comunale Tradate poster for a Caproni summer camp 1935, sheet size 45 x 68.5 cm, an etching of a Caproni biplane, image size 8.5 x 7.5 cm with large border signed in pencil by Caproni and factory blind stamp, sheet size 25.5 x 20, framed and glazed, four framed photographs of a Caproni aircraft ordered by the Chinese circa 1930, various sizes and other related items all framed

(10)

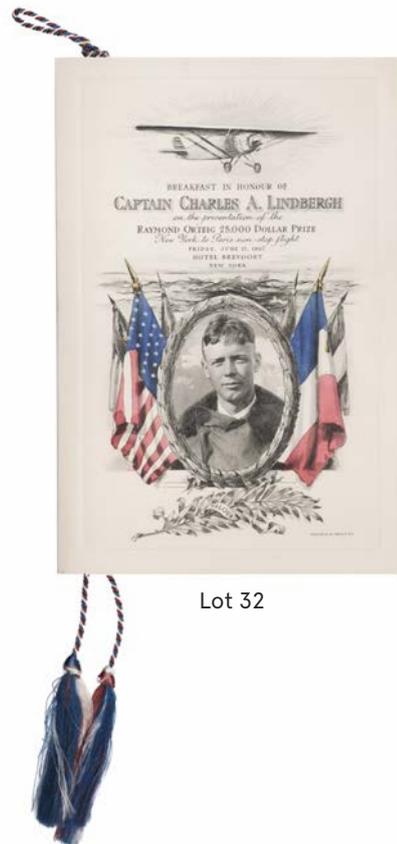
£300 - £500



30* **Italian Aviation.** Italian aero club armbands, circa 1908-1911, comprising Aero Club Italia F.A.I. Commissario Aggiunto, red and blue felt with gold braiding, 11 x 19 cm, Aero Club D'Italia F.A.I. Commissione Sportiva, gold block lettering on purple silk with gold braiding, 11.5 x 19.5 cm and Presidentessa, embroidered gold lettering on white cloth with gold braiding 12.5 x 25 cm, presented in a glazed framed with related postcards, frame size 47 x 58.5 cm, generally in good condition and a scarce collection

(1)

£200 - £300

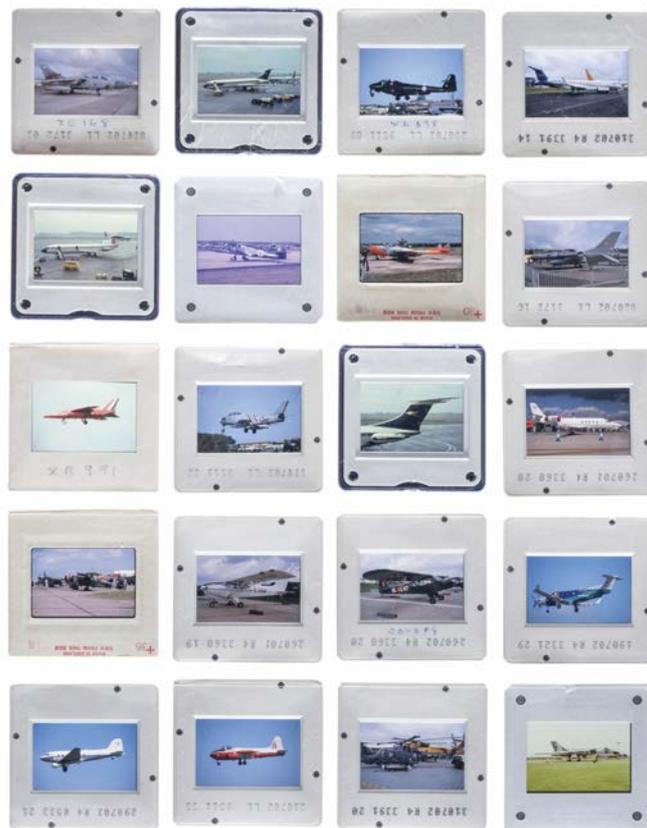


Lot 32

32* **Lindbergh (Charles A., 1902-1974).** Menu card for a breakfast in honour of Captain Charles A. Lindbergh on the presentation of the Raymond Orteig 25,000 Dollar Prize, New York to Paris non-stop flight, Friday, June 17, 1927, Hotel Brevoort, New York, cover with a black and white portrait of Lindbergh with American and French flags, published by Malcolm & Hayes, New York, four printed pages including, menu, speakers and history of the prize, red, blue and white cotton twist string with tassel, 8vo, with additional paper inert plus related postcard of Louvie-Juzon (B.-P.)-L'Église et la Maison Orteig

On the 20th of May 1927, the American pilot Charles Augustus Lindbergh left Roosevelt Airport, America at the controls of the 'Spirit of St. Louis'. Lindbergh landed at Le Bourget, France after completing the first ever non-stop solo transatlantic flight in 33.5 hours.

(1) £100 - £150



Lot 34

33* **Military Slides.** Air shows and events in the UK and Europe, 1970-2000, a private collection of approximately 10,000 35mm colour slides, the majority on Kodachrome film, either in plastic or card mounts, half taken by the photographer himself, while the other half are slides traded with correspondents worldwide, predominantly in the USA in the 1970/80s, includes many 'high-viz' USN types such as the A-4, A-7, F-4, etc., the collection also includes several hundred close-up shots of unit badges and nose-art, included is an additional quantity of approximately 2,000 unmounted slides (approx. 90% military and 10% civil)

(4 cartons) £600 - £800

34* **Military Slides.** A collection of approximately 5,500, predominantly military, original 35 mm colour slides, mostly taken in the last 30 years, included are approximately 1000 mixed military and civil examples taken at events in the 1970s, including Paris, Finningley, Yeovilton, Woodford, Sywell and Cranfield

(1 carton) £400 - £600



Lot 35

35* **Pioneer Aviation.** Louis Paulhan flying over Brooklands, 29 October 1909, comprising 7 early black and white press photographs commemorating this flight, Worlds Graphic Press Ltd to verso of three, two inscribed 'Flying at Brooklands M Paulhan machine being pushed back to the shed after his record flight', and 'M Paulhan flying at Brooklands this (Saturday) afternoon', various sizes, largest 20 x 26 cm, smallest 15.5 x 21 cm, together with 11 early motoring black and white press photographs recording the famous truck versus racing car at Brooklands, some with typed information to verso 'Truck V Racing Car. Famous Brooklands drivers in a novel event. Mr R.M. Hanlon receiving a start of 1 hr 31 mins with a Greenbat Electric Truck carrying a load of two tons, beats Mr J.G. Parry Thomas over a course of 8 miles by 32-2/5 secs at Brooklands', mostly 16.5 x 21.5 cm

Isidore Auguste Marie Louis Paulhan (1883-1963), was a French aviator. He is best known for winning the first Daily Mail aviation prize for the first flight between London and Manchester in 1910.

On 29 October 1909, Paulhan made the first official powered flight at Brooklands in his biplane made by Farman Aviation Works. This was also the first public flying display at Brooklands and some 20,000 spectators watched him fly to a height of 220 metres.

(18) £100 - £150



36* **R.A.F. Far East Flight.** A rare folio published to commemorate the 1927-1928 flight of four Supermarine-Napier 'Southampton' flying boats which successfully flew from Felixstowe to Singapore, departing 27 October 1927 arriving 28 February 1928, the folio contains two extracts from the official log of this 'Greatest Flight in History' commanded by Group Captain H. M. Cave-Browne-Cave, D.S.O. D.F.C., press extracts, colour plates of air and ground crews with a 'Singapore' scale model and S1151, a 'Southampton' in flight, the four aircraft at Singapore and a chart showing the route flown, original blue folio with a pictorial reserve, Department of Aeronautics Imperial College stamps and some creases and annotations, 33 x 47 cm
(1) £200 - £300

37* **RAF Mount Batten.** Two original RAF reconnaissance black and white photographs showing the rescue of the crew of the Wellington on 27 August 1944, each with Air Ministry and Secret stamps to verso, some pencil annotations, together with a rare black and white photograph of HMS Hood docked in Plymouth circa 1930s, mounted on card, card size 16.5 x 34 cm, plus a Short Sunderland No 201 Squadron multisigned print, unframed

RAF Mount Batten is a former RAF station and flying boat base at Mount Batten on the peninsular at Plymouth, Devon.
(4) £50 - £80



38* **Royal Flying Corps.** A group of 100 black and white photographs, mostly relating to Harlaxton Aerodrome, Grantham, Lincolnshire, circa 1918, including aerial views (some captioned and dated in the negative), aircraft crashes and wreckages, etc., some with RFC stamps and details to verso, a few small closed tears and corner creases, 16 x 21 cm and smaller

Many of these photographs were taken or collected by William James Humphries, an observer photographer with RFC/RNAS. Harlaxton was one of the early training aerodromes built for the RFC in the First World War, closing in 1919.
(100) £150 - £200



39* **Wing Commander Geoffrey Page, DSO, OBE, DFC & Bar.** A black and white photograph signed in ink, which shows Geoffrey Page with a group of pilots at Ford in April 1944, image size 18.5 x 24 cm, framed and glazed, frame size 23 x 28 cm

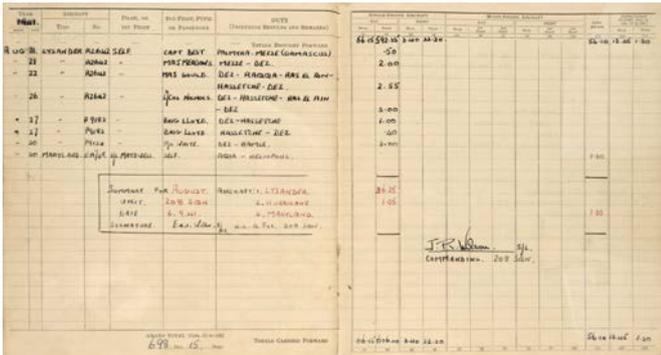
Wing Commander Alan "Geoffrey" Page (1920-2000) served with the RAF during WWII and was shot down during the Battle of Britain. He was badly burned when his aircraft was destroyed and underwent reconstructive surgery at the Queen Victorian Hospital in East Grinstead, as a result he became a member of the Guinea Pig Club. He returned to service during WWII and is considered one of the most successful fighter pilots of the RAF.
(1) £100 - £150



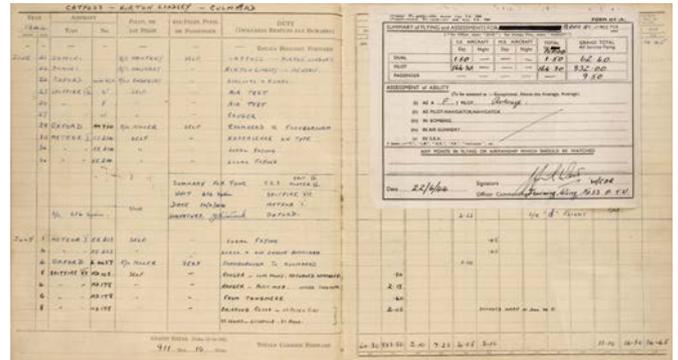
40* **World War II Naval Archive.** A small archive of ephemera relating to David Pullen, a mechanic in the Royal Naval Air Service, c. 1945-48, including 2 photograph albums, the first containing photographs and snapshots of naval aircraft carriers, aircraft, views in Sydney, Ceylon, Malaya, etc., some off duty photos plus images of aircraft wrecks, mostly small-format and corner-mounted with ink captions beneath, some now loose, the second album containing corner-mounted small-format family snapshots including 2 photographs of a tour of Britain (1951), both contemporary boards, rubbed, small folio, plus an exercise book containing approximately 60 Valentine's 'aircraft recognition' postcards, and a small quantity of mostly service ephemera including forms, release documents, further photos including some commercial snapshots, a few negatives, etc.
(a small carton) £100 - £150



41* **WWII Pilots Signatures.** Six albums of mainly on first day covers, signatures from pilots and navigators including: Wing Commander Peter Ayerst, Group Captain John Cunningham, Group Captain Tom Gleave, Group Captain F. R. Carey, Squadron Leader James Harry (Ginger) Lacey, Group Captain F. B. Sheen, Squadron Leader B. H. Drobinski, Air Commodore S. C. Widdows, Richard Haine, Peter Townsend, Benjamin Bent, Alexander Nelson Robin Langley Appleford, Josef Jan Hanus, William Dennis David, 'George' Darley, Richard Leoline Jones, Lettice Curtis, Bunny Currant, Air Vice Marshall James Edgar 'Johnnie' Johnson, Aubrey Howell, Harry Hooper, Steve Stevens, Peter Twiss, Sir John Curtiss, Wing Cdr. Derek Martin, Günther Rall, Sqn Lrd Bob Dunkley, Saburo Sakai, Nobuo Fujita, Flight Sgt. Stan Bradford, Squadron Leader Pat Carden, Squadron Leader Terence Bulloch, P.R. Donaldson, Flight Lt. Eric Hookings, Ray Ellis etc., together with a few newspaper clippings and photographs (6 albums) £300 - £500



42* **RAF Logbook.** WWII RAF 'Western Desert' pilot's flying log book, kept by Squadron Leader E.H.I. Webber, 208 Squadron Later 268 Wing, commencing 4 January 1938 (training), final entry 6 June 1944, inscribed D-Day Invasion, Martinet, Tangmere over English Channel - Shipping, total flying time 857hrs15mins, 17 types of aircraft flown including Hawker Hart, Lysander, Hurricane, Mustang and Typhoon, including a snapshot photograph of a Lysander flying over the pyramids, aerial reconnaissance photograph over the Western Desert Squadron Leader E.H.I. Webber joined the RAF in January 1938 and after completing his pilot training he joined 208 Squadron based in Egypt. The squadron flew Lysanders in the Army Cooperation role. Webber began flying operations over the Western Desert from the time the Italians declared war on 10 June 1940. He flew on operation continuously until September 1941 before joining 263 Wing. Later in the war he converted to the Mustang and flew with 268 Squadron before becoming a flying instructor. (1) £300 - £500



43* **RAF Logbook.** WWII 'Spitfire and Meteor' pilot's logbook kept by Flight Lieutenant Joe Kistruck, 616 Squadron, commencing 5 January 1941, final entry 3 January 1946, total flying time 1086hrs45mins, 9 types of aircraft flown including Hurricane, Spitfire and Meteor, signed by Paddy Finucane and Peter Brothers, commanding officers of 602 Squadron Spitfire pilot Joe Kistruck flew 123 operational missions with 602 Squadron, on 1 March 1942 he was posted to Kenley serving under Wing Commander Paddy Finucane, where he saw service over northern France, the logbook refers to Kistruck on 30 April 1942 having a short burst of machine gun as an Fw190 went down vertically, on 19 September 1942 he took part in Operation Jubilee (The Dieppe Raid) alongside Air Commodore Peter Brothers, on 16 September whilst on a scramble from Fair Isle Kistruck notes 'sighted He III 80 m east of Fair Isle, killed rear gunner with 1st burst used all ammo, many strikes, starboard engine hit, claim damaged shared with Sgt Emes 130 S.E. of Sumburgh'. In June 1944 he attended a gunner course before joining 616 Squadron in June 1944. Just nine days later, he was amongst the first group of squadron pilots to convert to the jet-powered Gloster Meteor as the squadron began to replace its Spitfires with the Meteor making it the first RAF jet squadron. He remained with the squadron until the end of the war having flown anti-Diver operations against the V-1 flying bomb and then to Germany to fly ground-attack operations until the end of hostilities. (1) £300 - £500



44* **WWII Poster.** Hawker Hurricanes for Allied Aviators propaganda poster, circa 1940, a rare Free-French issue poster celebrating European Allied Pilots in aerial defense action, polychrome artwork with photo-lithographic imagery, glazed in original display mount, 51 x 40 cm (1) £200 - £300

AVIATION ART



Lot 45



Lot 46

45* **Aviation Print.** Les Gloires de L'Aviation Francaise, Guynemer Victorious, circa 1918, a limited edition polychrome print after the original oil painting by the artist IHT Pe..long (indistinct monogram signature lower left) numbered verso 7/15, depicting France's top Ace Georges Guynemer in his Nieuport of the Escadrille Cigogne Squadron downing a Fokker Eindekker and allegorical backdrop within cloud-scape, in colour-washed mount, unframed, 64 x 46 cm (1) £100 - £150

46* **Byford (Lieutenant N.)** The Interception of Captain Peter Strasser's Airship Squadron, 1918, watercolour, signed by Lt. N. Byford, Eastchurch (A Flt), 1919, captioned at foot 'The interception of Captain Peter Strasser's Airship Squadron L-55, L-56, L-63, L-65 & L-70 near Sheerness, Kent, August 5th, 1918 - by Major Egbert Cadbury (pilot) & Captain Robert Leckie (observer) D. H. 4', 26.5 x 41.5 cm mount aperture, framed and glazed

On 5 August 1918 five German Zeppelin's commanded by Fregattenkapitan Peter Strasser aboard L-70 attempted to raid eastern England. They were intercepted by Major Egbert Cadbury and Captain Robert Leckie in a DH4 taking off from Yarmouth. The Zeppelins were flying in 'v' formation at 17,000 feet and the L-70 was shot down, the other four escaped further interceptions. Strasser was killed and it was the last Zeppelin raid of the war. (1) £100 - £150

47* **Coulson (Gerald).** Concorde taking off [on her maiden flight from Filton?], oil on canvas, signed lower right, 60.5 x 91 cm, framed Provenance: Ernest Brian Trubshaw CBE, MVO (1924-2001).

Dominic Winter Auctioneers, *Historic Aviation*, 7-8 November 2013, lot 57. (1) £2,000 - £3,000



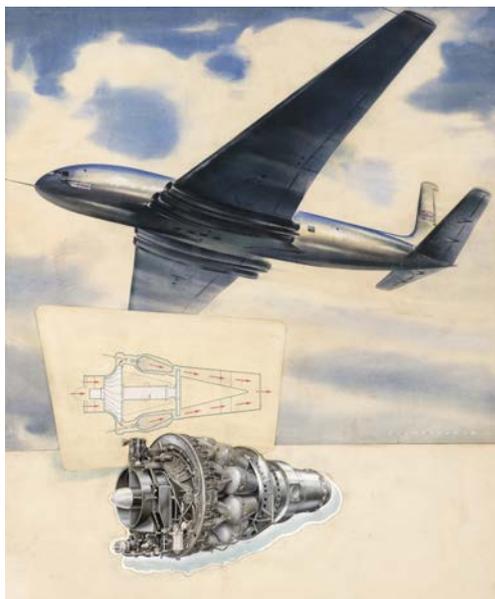
48* **Cross (Roy).** 'Dove', watercolour and gouache, showing a De Havilland aircraft of the Cambrian Airways in service circa 1955, signed lower right, 29 x 36.5 cm, mount aperture, printed title to mount, framed and glazed, frame size, 47.5 x 55 cm

Provenance: Bonham's, Summer Vintage at the Beauligh Autojumble, Bath, 8 September 2007, lot 322.

The illustration for the 'Know Your Airlines' which was published for Shell-Mex and B.P. Ltd. (1) £150 - £200



Lot 47



49* **Gildersleve.** BOAC with engine designs, 1951, watercolour and collage, 58 x 48.5 cm, mount aperture, framed and glazed, frame size 83 x 71 cm, BP and Shell Mex labels to verso

The original illustration which was commissioned by BP Shell Mex Ltd for the Evening News, West End Centre on 18 May 1951, catalogue number 1774.
(1) £150 - £200



50* **McDonough (Kenneth, 1921-2002).** Dragon Rapide G-AFEZ, watercolour on paper, showing British European Airways DH 89 over Mont Orgueil Castle, Jersey, signed lower right, 25 x 37 cm, framed and glazed, frame size 41 x 52.5 cm, together with another watercolour by the same artist, showing an Italian seaplane I-AZEA taking up a mooring in Venice, signed lower right, 25 x 37.5 cm, mount aperture, framed and glazed, frame size 53 x 66 cm

Kenneth McDonough (1921-2002) was a Guild of Aviation artist and illustrator for Airfix model kits and Aeromodeller magazine.

(2) £100 - £150



Lot 51

51* **Montaut (Marguerite 'GAMY', 1883-1936).** Garros Gagne le Grand Prix de L'Aero Club de France sur Monoplan Bleriot, circa 1912, a scarce pochoir print depicting the aeroplane descending over aerodrome hangars in darkening twilight, hand-stencilled watercolour over original stone lithograph outline, framed and glazed in figured-walnut veneered frame, 50 x 90 cm (1) £300 - £400



52* **Pears (Dion, 1928-1985).** Unmarked Spitfire of the Photographic Reconnaissance Unit, oil on canvas, showing the aircraft in flight, signed lower right and titled verso, pressure bruise lower left, 61.5 x 92 cm, framed, frame size 69.5 x 99.5 cm (1) £200 - £300



53* **Royal Flying Corps.** A pair of WWI Royal Flying Corps oil paintings, circa 1915, one showing a Sopwith Camel flying over a hilly landscape, the other an R.E.8., both unsigned, 18 x 28 cm, period gold painted frames, glazed, frame size 30.5 x 40.5 cm (2) £200 - £300

Lot 53

54* Shepherd (David, 1931-2017)

Shooting stars attacking tank formation, circa 1964, oil on artist's canvas board, signed lower right, 22.5 x 20.5 cm (9 x 8 ins) mount aperture, framed and glazed, with certificate of authenticity by Studio Prints Gallery, Frome, England to verso, signed by the gallery director, overall frame size 39 x 37 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting London: Cassell Military Paperbacks, 2001*, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original monochrome acrylic illustration by David Shepherd for *Full Circle, The Story of Air Fighting* by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, published by Chatto & Windus in 1964, page 261 (titled as Shooting stars making a Napalm attack).

(8) £400 - £600

55* Shepherd (David, 1931-2017).

Crashed Fokker triplane, pen and ink drawing, signed lower right, some light toning and minor marks, 7 x 12 cm mount aperture, framed and glazed, with a certificate of authenticity from Studio Prints Gallery, Frome, England to verso, signed by the gallery director and Air Vice Marshal Johnnie Johnson, frame size 36 x 40 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting, London: Cassell Military Paperbacks, 2001*, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), all published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original illustration by David Shepherd for the paperback edition of *Full Circle, The Story of Air Fighting* (London: Cassell Military Paperbacks, 2001) by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, page 82. The image portrays the final moments of the German air ace Red Baron shot down and killed over the Somme on 21 April 1918.

(8) £200 - £300



Lot 54



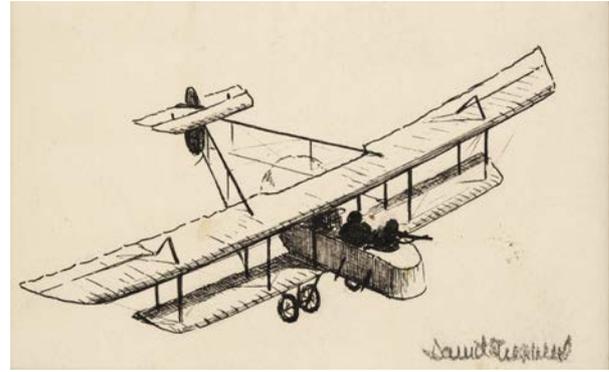
Lot 55



56* **Shepherd (David, 1931-2017).** Focke-Wulf 190 in Gyroscoptic sight (ii), pen and ink drawing, signed lower right, 9 x 9.5 cm mount aperture, framed and glazed, with a certificate of authenticity from Studio Prints Gallery, Frome, England to verso, signed by the gallery director and Air Vice Marshal Johnnie Johnson, frame size 37 x 36.5 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting*, London: Cassell Military Paperbacks, 2001, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), all published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original illustration by David Shepherd for the paperback edition of *Full Circle, The Story of Air Fighting* (London: Cassell Military Paperbacks, 2001) by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, page 260.

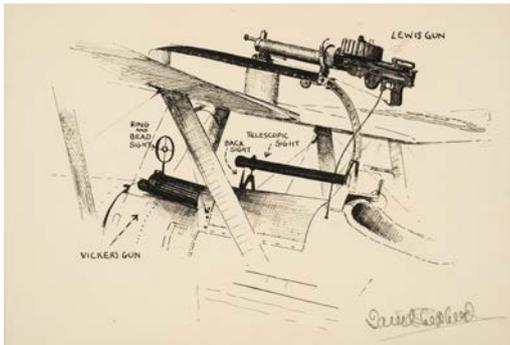
(8) £200 - £300



58* **Shepherd (David, 1931-2017).** Henri Farman biplane with observer firing, pen and ink drawing, signed lower right, 7 x 11.5 cm mount aperture, framed and glazed, with a certificate of authenticity from Studio Prints Gallery, Frome, England to verso, signed by the gallery director and Air Vice Marshal Johnnie Johnson, frame size 35.5 x 39 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting*, London: Cassell Military Paperbacks, 2001, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), all published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original illustration by David Shepherd for the paperback edition of *Full Circle, The Story of Air Fighting* (London: Cassell Military Paperbacks, 2001) by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, page 7.

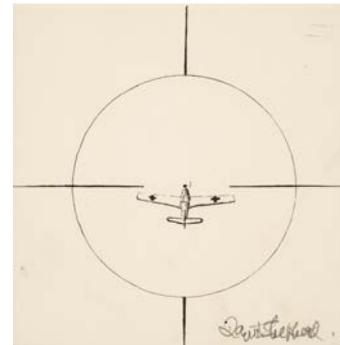
(8) £200 - £300



57* **Shepherd (David, 1931-2017).** Gun sights SE 5, pen and ink drawing, signed lower right, 15 x 22 cm mount aperture, framed and glazed, with a certificate of authenticity from Studio Prints Gallery, Frome, England to verso, signed by the gallery director and Air Vice Marshal Johnnie Johnson, frame size 42.5 x 49 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting*, London: Cassell Military Paperbacks, 2001, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), all published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original illustration by David Shepherd for the paperback edition of *Full Circle, The Story of Air Fighting* (London: Cassell Military Paperbacks, 2001) by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, page 55.

(8) £300 - £500



59* **Shepherd (David, 1931-2017).** Messerschmitt 109E in the reflector sight, pen and ink drawing, signed lower right, two light creases, 12 x 12 cm mount aperture, framed and glazed, with a certificate of authenticity from Studio Prints Gallery, Frome, England to verso, signed by the gallery director and Air Vice Marshal Johnnie Johnson, frame size 40 x 39 cm, together with a copy of the paperback edition of J. E. 'Johnnie' Johnson's *Full Circle, The Story of Air Fighting*, London: Cassell Military Paperbacks, 2001, plus six colour prints after David Shepherd (*Afternoon Flight, Victor; Reverse Thrust at Beihan, West Aden Protectorate; VC10 Lift-Off, El-Adem; 654 Squadron Auster Mark III in Tunisia 1943; 653 Squadron Beaver taking off from Dhala Airstrip, The Radfan 1964; 656 Squadron Auster Mark IX in North Malaya 1962*), all published by Picton Publishing, 1985, in an edition of 850 impressions, each signed in pencil by the artist, unframed, sheet size 45 x 64 cm

Original illustration by David Shepherd for the paperback edition of *Full Circle, The Story of Air Fighting* (London: Cassell Military Paperbacks, 2001) by Air Vice-Marshal J.E. Johnson CBE, DSO, DFC, page 129.

(8) £200 - £300



60* **Taylor (Robert)**. "Tally Ho", Battle of Britain Aces Collection, circa 1985, colour print, titled to lower margin, from the edition of 990 impressions, numbered 965/990, signed by the pilot Brian Kingcome of 92 Squadron, and the artist Robert Taylor, with a fine additional inscription on the image by Geoffrey Wellum (92 Squadron 'Gannic Red'), 'I glance around at the ten little Spitfires and a strengthened resolve flows into me. Well, there's not many of us but we'll knock **** out of some of you, at least for as long as we can. Brave little Spitfires', and a further inscription to the image by Allan Wright of 92 Squadron, image size 30 x 46 cm, framed and glazed, frame size 55 x 68 cm, together with a multi-signed print: Spitfire VC AR614 'DU-Z' of 312 (Czechoslovak) Squadron RAF Harrowbeer, unframed (2) £300 - £500



61* **Taylor (Robert)**. Closing the Gap, colour print numbered 223/300, showing a Typhoon Strike in the Falaise Pocket, signed by Pilot Officer 'Rusty' Townsend, Flying Officer Frank Wheeler, Squadron Leader Basil 'Stampe' Stapleton, Warrant Officer Doug Oram, Air Commodore C.D. 'Kit' North-Lewis, Flying Officer Kenneth 'Junior' Kneen and Flight Lieutenant Sir John Atkinson, and additionally signed by the artist, image size 43 x 72 cm, framed and glazed, frame size 72.5 x 98 cm (1) £100 - £150



62* **Trudgian (Nicholas)**. Tangmere Hurricanes, colour print numbered 11/50, with 25 signatures including Wilf Sizer, Harold Bird-Wilson, Peter Townsend, Geoffrey Page, Peter Brothers, Roland Beamont and additionally signed by Vera Lynn and the artist, image size 43.5 x 68 cm, framed and glazed, frame size 65 x 85 cm, with certificate of authenticity (1) £300 - £500



63* **Valo (John C., circa 1963).** North American P-51-10 Mustang, 2004, 336th Fighter Squadron, Fourth Fighter Group, pilot: Lt. Colonel James Goodson (March 21, 1921 to May 1, 2014), joined the RCAF in 1939 eventually joining the famous Fourth Fighter Group at Debden, England. Goodson was credited with 15 aerial victories and became a POW on June 20, 1944, and was interned at Stalag Luft III, a unique, original profile painting in airbrush acrylic on wove paper, laid on card, signed in pencil, sheet 38 x 63.4 cm, signed by James A. Goodson "James Goodson, 336, 4th Fighter Group, POW June 20th, 1944, Stalag Luft III", signed by the artist and dated 2004

John C. Valo is an American Illustrator, based in St. Cloud, Minnesota, specialised in aviation art.

<https://www.youtube.com/watch?v=8KTeZu1b1Vo> (a copy of this short film accompanies the object).

(1)

£100 - £150



64* **Wykes (Terry).** American bomber "Lady Fay", oil on board, signed lower left, 40.5 x 51 cm, framed, together with four further WWII American aircraft, various sizes plus a watercolour of a Flying Fortress of 545th Squadron, signed and dated (19)74 lower right, 24 x 39 cm, spotted and unframed, plus two drawings of WWI German aircraft, circa 1970s including Gotha bombers over England 1917, 27 x 37 cm, unframed, all by the same artist

(8)

£300 - £500



65* **Wykes (Terry).** Lancaster ZN R in flight, oil on board, signed lower left, 46 x 61 cm, framed, together with seven further aviation paintings by the same artist, including Fairey Swordfish, 35.5 x 46 cm, Bristol F.2.b, 38 X 50.5 cm, Short Sunderland, 45 x 61 cm and others, all framed

(7)

£300 - £500



66* **Wyllie (William Lionel, 1851-1931).** Aerial view over the Western Front circa 1915, offset colour lithograph, showing bi-planes over the Ypres salient, 57 x 52 cm, laid on card, card size 69.5 x 64.5 cm, unframed

A rare print showing a dramatic dogfight over Ypres. The most prominent aircraft probably being a B.E.2.c. and a Henry Farman F.202. Wyllie served during WWI with the RFC/RAF and ended up commanding 102 Squadron (F.E.2.b. night bombers), which may well have stemmed his interest to paint such a different subject to his normal marine works.

(1)

£200 - £300

THE JOHN PROCTER AIRSHIP MEMORABILIA COLLECTION (PART I)



67* **Airship Chair.** An art deco oak airship chair, circa 1920s, the arched back with three vertical bars incorporating an airship, with solid seat over tapered supports united by stretchers, 98 cm high
Provenance: Wallis & Wallis, *The David Kirch Collection of Zeppelin and Other Airship Memorabilia*, 25 November 2013, lot 90.

This chair is probably from a boardroom or travel agents office.

(1) £100 - £150

68* **Siege of Paris Ballon Monté cover.** Le General Faidherbe, 13 January 1871, folded letter on two sheets, addressed to Madame Chalret du Rieu, au Clos de Canou, par Fronsac, Libourne (Gironde), from her son, giving an account of events and news from besieged Paris, manuscript inscription 'par Ballon monté' to front, franked with 20c blue Laureated, cancelled by Rue Bonaparte departure postmark, three indistinct arrival postmarks to verso, size when folded 55 x 105 mm, together with **Montgolfier Commemorative Medal.** Jose et Etien Montgolfier, pour avoir rendu l'air navigable, by N. Gatteaux, 1783, AE medal, jugate heads left of the Montgolfier brothers, to obverse a view of the Champ-de-Mars in Paris under heavy rain, a hot air balloon above the clouds, below four lines in exergue: *Experience du Champ de Mars 27 Aoust 1783 en vertu d'une souscription sous la direct de M. Faujas de St. Fond*, very good, with rich brown patina, 41mm diameter

The General Faidherbe landed near Sainte Foy la Grande, Gironde, carrying 60 kilos of mail.

(1) £200 - £300



69* **Airship Menus.** A collection of six menus, 1910-29, comprising R 33 Annual Dinner, Pulham September 25th, 1925, signed by 12 officers and crew members: Major G. H. Scott, Flt. Sgt. R. S. Booth, Flt. Sgt. G. W. Hunt, Group Captain P. F. N. Fellowes, Flt. Lt. H. C. Irwin, crew members Gayes, Gent, Brown, Olliver, Meager & Muston, plus H. Denny to the rear cover verso, who attended the dinner and collected the signatures, 4 pp. on stiff card with a half-tone mounted print of the R 33, one or two small light stains, plus 5 other menus: Automobile-Club de Seine-et-Oise, 25 Janvier 1910, Royal Aeronautical Society Scottish Branch Luncheon, 24 September 1919 (commemorating Airship R 34 crossing the Atlantic), The Royal Aero Club Banquet, July 23, 1919 (for Major G. H. Scott and the R 34 crew), A. W. Gamage Ltd and Benetfink & Co. Ltd Victory Dinner for staff who served in the armed forces, April 26, 1919, and menu for lunch at Cardington, 16 November 1929, Parliamentary flight in R 101 (lacking covers)

Major Scott, Flight Sergeant G. W. Hunt and Flight Lieutenant H. C. Irwin were among 48 people killed (of 54) when Airship R 101 crashed in France during its maiden overseas voyage on 5 October 1930.

(6) £150 - £200



Lot 68



70* **Airship Toys.** A German tinplate clockwork airship by Lehmann, circa 1920s, with an anodised gold finish black lettering, numbered 651, Marke Lehmann, with patent dates between 1903 and 1907, with two gondolas, fins and plastic propellers, in playworn condition but working, airship fuselage 17 cm (excluding propellers), together with Graf Zeppelin Jr LA 1017 clockwork airship by Ferdinand Strauss, thin metal in good working order, 23 cm long (excluding propellers)
(2) £200 - £300



Lot 71

71* **Airship Postcards.** Airship postcards circa 1910-1930, mostly British, some French and German, approximately 6 'hold-to-light' puzzles, 10 pull-out, 36 humorous, 50 photographic, 70 miscellaneous and 90 greetings cards such as Valentines, Christmas and New Year by artists and publishers such as War Puzzle Picture co, John Thirdgould & co, Pamlin Prints, The Wrench Series, G. T. Clarkson, Hans Siuvhasegeo, J. L. Biggar, Misch & Stocks, J. W. Davis, various sizes most approximately 14 x 9cm, good condition, contained in an album
(1) £300 - £500



72* **Airship Postcards.** A collection of Airship postcards, circa 1910-1930, approximately 170 pictorial postcards of mostly Zeppelin-related subjects, including patriotic and humorous subjects by D. Tempest, T. Gilson, Harold C. H. Ershaw, F. G. Lewin, Willy Hadtbourg, Dudley Buxton, Donald McGill, Raemakers' War Cartoons, etc., together with approximately 80 photographic postcards, mostly Zeppelin-related, royal airship works and Cardington cemetery, all contained in a modern plastic ring-binder album
(1) £300 - £500

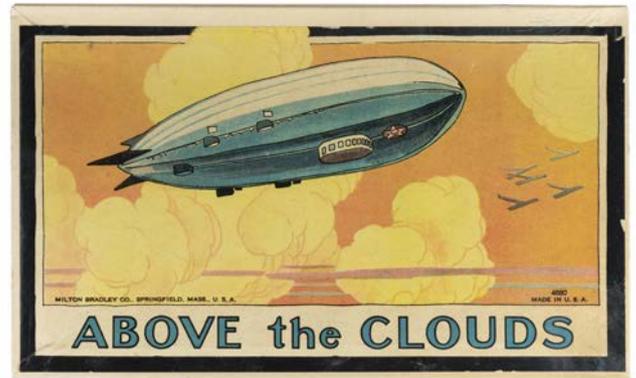
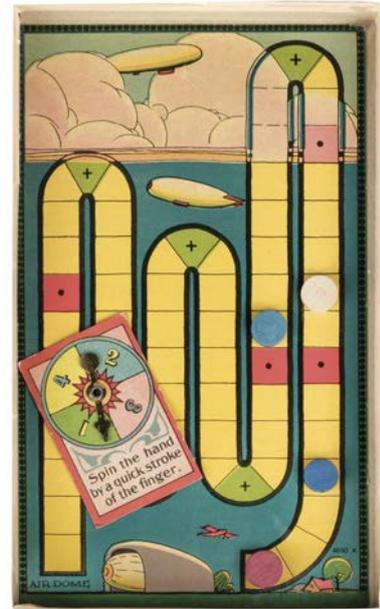


73* **Airship Timepiece.** An Edwardian airship pocket / stop watch, circa 1910, circular white enamel dial with arabic numbers, black steel hands and subsidiary seconds dial, the nickel plated case engraved with an airship over a motorboat in the ocean, case 50 mm diameter, in good working condition
(1) £100 - £150



74* **Airship Moulds.** An Edwardian alloy airship chocolate mould, circa 1900, stamped Jones Bros, Down St, the airship numbered 847 B18, 10 cm long, together with a collection of airship and ballooning chocolate moulds including a Zeppelin Z.R. III mould for six airships, 17 x 12 cm, another for four airships, stamped Letang Fils, Paris, 18.5 x 9 cm, another by the same maker for five air balloons, 7.5 x 20 cm, plus a large solid nickel silver airship mould for the Los Angeles flight, 26 cm long (9)

£300 - £500



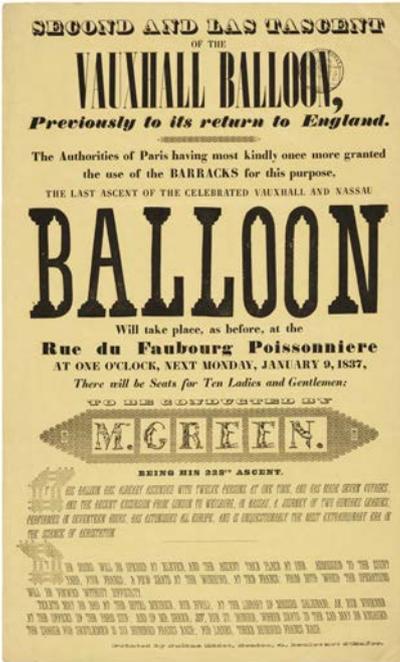
76* **Airship Games.** A collection of airship and early aviation board games and jigsaw puzzles, including *Above the Clouds* by Milton Bradley Co, USA, the box with a vibrant image of an airship in a sunset sky, with board, counters and marker, other games include *Flying into the Stratosphere*, *Spear's Aerial Contest*, *Aviation The Aerial Tactics of Attack Defence*, *Bodensee-Reise Ein Gesellschaftsspiel Fur Jung u. Alt, Nr 854* and other games (14)

£150 - £200



75* **Zeppelin.** An art deco Zeppelin silver-plated cigarette case, circa 1930's, the lid with a relief moulded airship design on an engine turned ground, engraved with the initials GM on a band of foliate scrolls, 7 x 8 cm, together with a collection of zeppelin and airship smoking accessories including another cigarette case, brass engraved 'Fliege Nach England' (fly to England) with relief moulded copperer airship and engraved Iron Cross, 8.5 x 13 cm, a Graff Zeppelin silverplated stamp case and other items including William Leeffe Robinson VC RFC matchbox holders (18)

£200 - £300



77* **Ballooning Broadside.** Second and Last Ascent of the Vauxhall Balloon, Previously to its return to England. The Authorities of Paris having most kindly once more granted the use of the Barracks for this purpose, The Last Ascent of the Celebrated Vauxhall and Nassau Balloon Will take place, as before, at the Rue du Faubourg Poissonniere At One O'clock, Next Monday, January 9, 1837, There will be Seats for Ten Ladies and Gentlemen; To Be Conducted By Mr. Green. Being is 228th Ascent..., [Paris]: Julius Didot, Senior, 4, boulevard d'Enfer, [1837] printed broadside using a variety of typefaces on pale yellow wove paper, circular ink stamp to upper right, 41 x 25cm, in very good condition, together with Cremorne Gardens, Chelsea. Lessee, Mr. James Ellis. Open Every Day (Except Saturday, on which day the Establishment is entirely devoted to Tavern Purposes). Last Week

But One! Grand Day Fete and Evening Ascent! Monday Sept. 20th [dated 1847 in contemporary ink manuscript], Lieut. G. B. Gale Will ascend in his novel Balloon the Prince of Wales, at Nine o'clock precisely, and when at an immense altitude, he will descent from the upper to the lower Car, and discharge a Grand Display of Fireworks! By that eminent Pyrotechnist, Chevalier Mortram..., [1847], double page printed broadside on thin wove paper, 38 x 50cm, a few marginal closed tears and minor loss to head of fold, minor archival tissue repair, plus 4 other related Ballooning broadsides, circa.1837-47, including Balloons! Balloons! Monday August; 25th, 1845..., Mr Green will ascend in the Great Nassau Balloon from Cremorne Gardens..., August 27th Mr Green will make another Night Ascent at 10 o'clock amidst the effervescence of Fireworks..., [1845], printed broadside by S.G. Fairbrother, 31 Bow Street, Covent Garden, 25 x 11cm, Cremorne Gardens. Two Balloons. Balloon Race between Mr. Green's Balloons, the Albion and Coronation! The Latest Betting is 5 to 4 in favour of the old Coronation! Monday August 24th 1846, 25 x 13cm, Cremorne Gardens..., Nassau Balloon! and Monkey Race in Two Parachutes, Monday September 7th, 1846, 25 x 13cm, some loss to the word 'Cremorne' to upper left corner, Cremorne Gardens, on the banks of the Thames, Chelsea..., Fetes & Galas every day. On Monday, July 15th, a Balloon Night Ascent by Lieut. Gale and a Lady, and Superb Discharge of Fireworks from the Car by the Chevalier Mortram, circa 1840's, printed broadside by John K. Chapman, 5 Shoe Lane and Peterborough Court, Fleet Street, 37 x 13cm, and two small Balloon Ascent printed tickets, one for the Surrey Zoological Gardens Grand Victoria Fete July 17th 1837 and another for the Cremorne Gardens Balloon Ascent of "Le Geant" circa 1840 BROADSIDE (8) £200 - £300



Lot 78



Lot 79



Lot 80

78* **Balloon Prints and Ephemera.** A collection of fourteen items, 18th and 19th century, *etchings and engravings of portraits, caricatures and engraved scenes of dirigibles, together with balloon-related broadsides and a short play relating to balloons and balloon flight, including examples by or after Darchery, 'Journal de Paris', Pilon, Bartolozzi, William Heath, Kirby, Bell, Thornton, Cruikshank, Marshall and Maguire, occasional duplicates, various sizes and condition*

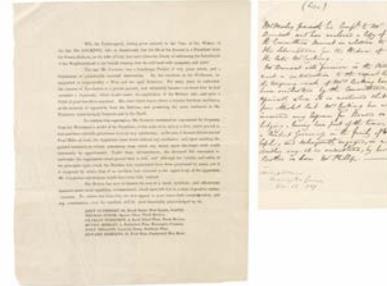
(14) £150 - £200

79* **Brangwyn (Frank, 1867-1956).** The Zeppelin Raids: The Vow of Vengeance, *lithograph poster on paper, relined and trimmed to margins, unframed, sheet size 75 x 50.5 cm, unframed*

Designed by Frank Brangwyn for the Daily Chronicle, and published in 1916.
(1) £150 - £200

80* **Bric (George, late 19th/early 20th century).** Le "Zodiac III", circa 1910, *colour lithograph on paper, showing a lady waving at an airship, sheet size 45 x 90 cm, unframed, closed tear upper right, area of staining from original frame, together with another colour lithograph circa 1912, La Quatrieme Arme (The Fourth Weapon), La Revue de Printemps vue à bord de dirigeable "Captain Ferber" (the spring review seen aboard the dirigible "Captain Ferber", published by Mabileau & Co, Paris 1912, 31.5 x 60 cm, mount aperture, framed and glazed, frame size 45 x 75 cm*

Provenance: Both items purchased from Wallis & Wallis, *The David Kirck Collection of Zeppelin and Other Airship Memorabilia*, 25 November 2013.
(2) £300 - £500



82* **Cocking (Robert) - Parachute disaster.** A small archive relating to the parachute disaster of Robert Cocking which ascended from Vauxhall Gardens, London on 24 July 1827, *including a hand-coloured lithograph sketched on the spot by Wm. R. Browne, depicting the ascent of the Nassau Balloon, with the parachute attached, 24th July 1837 and showing the parachute with Mr Cocking in the three stages of the descent, repaired closed tear to left hand, some browning, 24.8 x 34.5 cm, together with a single-sheet letterpress notice regarding the case of the widow of the late Mr Cocking and the intention of John Cuthbert, Thomas Ensor, Charles Ferguson, Henry Morley, John Phillips and Edward Roberts to commence an appeal to raise funds for her (bearing the watermark Thomas & Co., 20 Cornhill, London, 1831), also mentioning 'after the preceding appeal was prepared for circulation, Messrs. Gye & Hughes, have granted in the handsomest manner, a free use of their Gardens at Vauxhall, as well as of their Nassau Balloon, for the entire benefit of the widow; and also Mr Green, the Aeronaut, has very benevolently tendered his gratuitous services. The Committee therefore have to announce that the Gardens will be open for the above purpose on Wednesday next, the 9th instant, at Two o'clock, and that the Ascent of the Balloon will take place at Six o'clock. Monday, August 7th, 1737', together with a manuscript list of payments and receipts for money raised bearing the signature of A. M. Cocking (Robert Cocking's widow Anna Maria Cocking, née Hooke, c.1786-1876) and George Roberts, with a single-page manuscript copy regarding the Committee's account in relation to subscriptions for the widow of the late Mr. Cocking, plus a four-page article from 'The Casket of Literature, Science, and Entertainment' no. 31, Aug 5, 1837, documenting the disaster, with full-page wood engraved illustration to first page, disbound, slim 8vo*

Robert Cocking (1776-1837) was a pioneer parachutist and artist who lived between Kennington and Stockwell. He died in the first parachute accident on 24 July 1837. He ascended from Vauxhall Gardens suspended below Charles Green's Great Nassau balloon (or 'Royal Vauxhall' balloon), piloted by Green and Edward Spencer. Cocking's experimental parachute was of his own design and construction. Cocking originally intended to be taken to 8000 feet, but due to flying conditions was taken aloft to 5000 feet when he released his parachute. Due to a mechanical error, the parachute failed and descended and crashed at Lee in South East London. Cocking died after hitting the ground. The small archive relates to an appeal to raise money to support Cocking's widow Anna Maria Cocking, née Hooke, (c.1786-1876).

(5) £200 - £300



81* **Cathedrall (Paul, 1967 -).** R100 and R101 Blue, *linocut printed in colours, numbered in pencil 5/9 and titled lower left, signed and dated '2010' lower right, image size 62.5 x 44.5 cm, framed and glazed, frame size 81 x 61 cm*

Commissioned by the Higgins Art Gallery to mark the 'Airships at Cardington' exhibition in 2010.

(1) £100 - £150

83* **Zeppelin Raids.** A collection of WWI Zeppelin Raid related ephemera, including Potters Bar Zeppelin L31, an original mimeographed copy of Chief Inspector Walter Crook's duty report for the night of the 1st October, Enfield Police Station, 2nd October 1916, beginning at 6:59pm, then at 11:02 pm the first sounds of an airship engine are noted, by 11:38 pm a Zeppelin was sighted traveling east and giving readings for the following fifteen minutes, noting that she caught fire at 11:55 pm and then began to fall, then 'She came to the ground & there was a momentary increased glare of light. We verified the position from our Map & reported at once to OR that we estimated the position where the Zeppelin fell at Potters Bar. During the time the Zeppelin was in sight there was not so much gunfire as usual, & that only from about 11:40 to 11:46 pm. Two or three shells seemed to come very near her & one in particular appeared to burst very close to & slightly above her nose...' continuing to record further details following the event until they were dismissed by OR at 3:17 am, 4 pp. on four sheets, damp stained, soiled and frayed with some bleeding of ink but no loss of legibility of any text, folio, together with 10 others, most in original stapled or tied print wrappings as issued mostly 4to/8vo, including *The Morning of Third September: 1916, Destruction of Zeppelin at Cuffley* By Lieut. W. L. Robinson..., *Six pictures* by H. Scott Orr, published at his Studio Woodford Green, Essex, *Ramsgate During the Great War...*, *Souvenir of the Most Raided Part of England* illustrated from a unique series of Copyright Photographs, printed by The Thanet Advertiser & Echo, Ramsgate, 1919, *Records of the Raids*, put together by the Right Rev. Henry Luke Paget, DD, Bishop of Stepney, printed by The Society for the Promotion of Christian Knowledge, London, 1918, *Pictorial Souvenir of the "Strafed" Zeppelin L. 48, which was brought down in flames in East Anglia on the morning of Sunday June 17, 1917*, published by J. S. Waddell, photographer, The Hayling Studio, Leiston, two copies in alternative colour wrappings, *Illustrated Memorial of the German Eats Coast Raids and Bombardment by Sea and Air*, published by Hood & Co Ltd, Middlesbrough, 1915, *The Great Air Raid on England, September 3rd 1916*, *Souvenir Photographs of the Wrecked Zeppelin, L 21, also with a photograph of Lieut. William Leefe Robinson, V.C., Worcester Regiment & R. F. C. who attacked the Zeppelin under circumstances of great difficulty and danger, and sent it crashing down to the ground as a flaming wreck [awarded the Victoria Cross]*, printed by St Jame's Press (T.U) London, *A pictorial Record; Hull and the Zeppelins. Scenes of Damage Sustained in Hull, 1915-1918...*, reproduced from views published in the *Hull Dailey News* and *Hull Weekly News*, *Zeppelin or Aeroplane Bombs, 12 Households in Yarmouth had all damage from bombs paid by the Daily News*, two-sided broadsheet, *Possible Air-Craft Raid over Maidstone, Caution, In an event of a Zeppelin or Aeroplane Raid, Maidstone must be Immediately placed in total darkness...*, broadside of Mayor W. H. Martin's instructions to the people of Maidstone in the event of an Airraid, 28th January 1915, *Printed By Vivian & Baker, General Pritners Kingstreet, Maidstone*

The Zeppelin L31 was under the command of Kapitan Heinrich Mathy, a Zeppelin flying ace on his fifteenth raid. On this occasion Second Lieutenant Wulstan Tempest engaged the Zeppelin just before midnight and it crashed near Potters Bar with all nineteen crew dying. It was the second downing of a German airship in the area in a month, a wooden airship having been brought down over Cuffley on the 3rd September. Tempest was later promoted to Major and order the DSO.

(11)

£200 - £300



Lot 83



84* **Cowland (Anthony R.G., late 20th century).** *The Advantage, Thaddeus Lowe's Balloon, 1862*, oil on board, signed lower right, 34 x 44 cm, framed, frame size 51.5 x 61.5 cm

Provenance: Guild of Aviation, 2011 Annual Exhibition Mall Galleries, catalogue number 80, £950.

Thaddeus Lowe (1832-1913) developed and supervised a fleet of manned balloons that provided valuable information to Union forces on enemy positions and movements during the American Civil War. Lowe's balloons became the first aviation aircraft used in American military history.

(1)

£100 - £150



85* **Lorgnettes Case.** A French souvenir tortoiseshell lorgnettes case, circa 1890, inlaid in brass with the Eiffel Tower and an air balloon above, a white metal vacant cartouche and inlaid flowers, the interior with red and cream silk, 14.5 x 7.5 cm, the underside with an area of loss and general scuffs
(1)

£100 - £150



Lot 86

86* **Zeppelin Medals.** Graf Zeppelin 1929 World Flight commemorative medal, silver, the obverse with relief profile busts of Count von Zeppelin, Hugo Eckener, and Duerr, the reverse with relief of the globe and the course of the Graf Zeppelin depicted, with the legend 'Graf Zeppelin I Weltfahrt Des Luftschiffs 1929', together with a mixed collection of Zeppelin commemorative medals including a uniface copper plaque commemorating the 1929 flight and other related medals
(22)

£200 - £300

87* **Grant (Donald, 1930-2001).** Ballooning, oil on canvas, signed 'Don Grant' lower right, 70 x 91 cm, framed, frame size 80 x 100.5 cm
Provenance: Bonham's, Modern British & Irish Art, 16 December 2020, lot 182
(1)

£600 - £800



88* **Zeppelin Collectables.** Hohner Aeroband mouth organ, circa 1910, both sides engraved with a profile of Graf von Zeppelin and a Zeppelin airship, 13 cm long, together with a small collection of novelty Zeppelin airship items including a miniature mouth organ by Shenandoar, each side applied with a pressed metal Zeppelin design, 4 cm long, LZ 129 corkscrew, the zeppelin handle 9 cm long, plus plus a LZ-4 Zeppelin bottle stopper commemorating the 4-5 August 1908 crash at Echterdingen plus a bakelite airship pipe circa 1930s, 14 cm long
(5)

£100 - £150

89 **Longueville (James, 1942 -).** Hot Air Balloons at Chalmondey Castle, oil on board, signed lower left, 41 x 61 cm, framed, frame size 51.5 x 72 cm
(1)

£200 - £300



Lot 87



Lot 89



90 Early Ballooning. A collection of newspapers including Bell's Weekly Messenger, number 810, 13th October 1811, 4 p., detailing 'Mr. Sadler's Balloon' at Birmingham and 'Arrival of Mr. Sadler at Birmingham', a few spots, disbound, folio (39.5 x 27 cm), together with: The Daily Advertiser, number 17408, 16th September 1784, 2 p., detailing 'Yesterday, Mr. Lunardi made his experiment of ascending into the air, from the Artillery Ground, Moorfields, my means of an air balloon', lightly spotted, disbound, folio (48.5 x 31 cm), with Salopian Journal, number 1594, 18th August 1824, 2 p., with woodcut advert for 'Mr. Green's Aerial Voyage', disbound, folio (50 x 38 cm), with 11 other newspaper extracts detailing airship events, including The Edinburgh Evening Courant, 4th August 1784 (The Duke of Chartres and the Robert Brothers), 21st September 1785 (advert for balloon rides in Lunardi's balloon) and 3rd October 1785 (classified advert for Lunardi's flight from Herriot's Gardens) (14) £150 - £200



92* R 101 Printed Ephemera. A collection of memorial items relating to the R 101 airship disaster, including Report of the R. 101 Inquiry. Presented by the Secretary of State for Air to Parliament by Command of His Majesty, March, 1931, HMSO, 1931, 129 pp., half-tone illustrations, 2 folding charts, original wrappers, 8vo, together with Souvenir in Affectionate Remembrance of the R. 101 Heroes Who lost their lives in France Sunday 5th October 1930. Buried at St. Mary's Churchyard, printed broadside on tissue paper, with list of victims within a floral border, a few small stains, 34.5 x 35.5 cm, several memorial pamphlets including Programme Memoir in Remembrance of the Crew of H. M. R101 Interred at Cardington, Bedford on Saturday, 11 October, 1930, St. Paul's Cathedral, Friday October 10th, 1930 at 12 noon Memorial Service for those who were lost in Airship R101 on Sunday, October 5th, 1930, and several newspapers, Daily Express, Daily Sketch, Sunday Graphic etc. October 1930

The R 101, the world's largest flying craft at the time, crashed in France on her maiden voyage in the early hours of 5 October 1930, killing 48 (of 54) people on board, and ended Britain's pre-war airship programme. (12) £200 - £300



91* R101. The personal effects of Squadron Leader Ernest Livingstone Johnson, AFC, OBE, Royal Naval Air Service, who was killed in the R101 Airship disaster, France 5 October 1930, comprising, silver open face pocket watch, engraved with the initials 'ELJ', white enamel dial with black roman numerals, 45 mm diameter, in good working condition, an oak cigar and cigarette box, with brass mounts including an RNAS airship badge and a small brass shield cartouche engraved 'To Ernest from Phillip Congratulations' (this commemorating his AFC award), the hinged compartments enclosing a briar pipe stamped 'Pennant', 'London Made' and 5 keys, the height including carrying handle 13 cm x 28 cm wide x 15 cm deep, plus a black and white portrait photograph of Johnston, circa 1920s, in uniform standing next beside an airship, 26.5 x 11 cm, framed and glazed, frame size 42 x 25.5 cm Provenance: Reeman Dansie, Coins, Weapons and Militaria, 22 August 2013, lot 633.

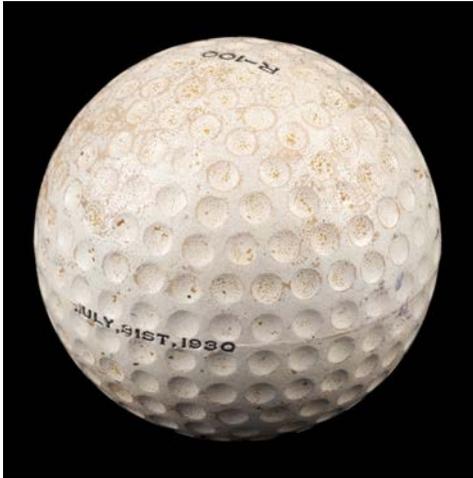
R101 crashed in France during its maiden voyage on 5 October 1930, 48 of the 54 people on board were killed. Among the passengers killed was Lord Thomson, the Air Minister who had initiated the programme.

(1) £300 - £500



Lot 91

Each lot is subject to a Buyer's Premium of 20% (Lots marked * 24% inclusive of VAT @ 20%)



93* **R101 Golf Ball.** A golf ball presented to Maurice Steff, Second Officer on R101, circa 1930, the composite ball stamped in black, M.H.Steff, R101, July 31st 1930

Second Officer Maurice Steff was born in Luton in 1896 and joined the Royal Navy in 1914 serving at the Battle of Jutland on 31 May 1916 later moving to the RNAS where he began a career in kite balloon testing. From 1920 - 1924 he worked as an Instructor at The School of Balloon Training before moving to the RAW in 1925. He served as Second Officer on both the R100 and R101 and was Second Officer on R100 during its successful Transatlantic flight. Steff was one of 54 men on board the final flight of R101 and was one of 48 crew and passengers killed when R101 crashed just south of Beauvais just after 2 am on Sunday 5 October 1930. He is buried in Cardington cemetery.

(1)

£50 - £80



94* **Ballooning Medals.** Royal Balloon School Medal, 1907, gilt metal, the obverse with conjoined bust of Edward VII & Queen Alexandra, the reverse with airship flying over the town of Farnborough, 32mm diameter, edge bruise, good very fine, together with another copper example, a uniface prize medal, reverse engraved 'Improved Shooting 1908 Sap. C. Edwards', a belt buckle with the same design by Bouwerie Lane' numbered 262 and other commemorative ballooning and airship medals including Santos Dumont bronze commemorative medal, Gordon Bennett Zurich 1909, Aero Club de France, reverse dated 13 June 1907 and other medals

The Royal Balloon School Medal was produced to commemorate the First Public Flight of the Military Airship 'Nulli Secundus' (Second to none) on 5 October 1907. It was flown by Colonel John Capper and the American aviator Samuel Cody from Farnborough to London. After flying over the city, the airship circled St Paul's Cathedral but strong headwinds forced her to land at Crystal Palace. The flight covered 50 miles and lasted 3 hours, 25 minutes. The medals were presented to various members of the Royal Engineers who were involved in the project or serving at the Balloon School at the time.

(20)

£200 - £300



95* **Royal Naval Air Service.** RNAS eagle crest, circa 1915, cast in aluminium with head facing right, laid on wooden backing board with plaque engraved 'Mudros' 37 cm long, together with a collection of RNAS memorabilia including a brass cribbage board from the officers mess, stamped C.P.O. Mess R.N.A.S., laid on to an oak base, 27 cm long, a propeller blade box, laminated mahogany, the hinged lid inset with a brass and enamel RNAS badge, 19 cm long, aluminium letter opener, the curved blade with RNAS eagle emblem and engraved Cranwell 1917, overall length 21 cm, a "trench art" type brass book engraved with the name J.H. Furniss and opposite side with RNAS eagle and nicolia Lemnos 1918-19, 8 x 6 cm, a nickel plated sovereign case engraved RNAS 1917, the opposite side engraved 'won by A.M.E. E.G. Servantes for swimming' and other items

The RNAS had stations in the Eastern Mediterranean at Mudros and Lemnos during WWI.

(8)

£100 - £150



Lot 96

96* **Royal Naval Air Service.** A 9ct gold RNAS sweetheart brooch, circa 1914-18, the eagle with head turned to the right surmounted by a crown, the wings enamelled in white and RNAS in blue, stamped TLM 9ct, 45 mm wide, together with two similar RNAS 9ct gold sweetheart brooches

(3)

£150 - £200

97* **Royal Naval Air Service.** A collection of approximately 250 postcards, early 20th-century, including WWI photo postcards, related RNAS Christmas cards and greetings cards, silk message and souvenir cards, early WRAF postcards, cards of RNAS Dardanelles, RNAS zeppelin wreckage, RNAS personnel and group, RNAS ballooning, RNAS airship hangers and sheds (including images of their construction), RNAS vehicles, armoured car units, and RNAS specialist units postcards etc., together with approximately RNAS 50 monochrome photographs and miscellaneous RNAS related ephemera, etc., loosely contained in modern clear plastic album leaves, in modern maroon ring binder

The Royal Naval Air Service (RNAS) was the air arm of the Royal Navy, under the direction of the Admiralty's Air Department, and existed formally from 1 July 1914 to 1 April 1918. It was then merged with the British Army's Royal Flying Corps to form the Royal Air Force. It was replaced by the Fleet Air Arm, initially consisting of those RAF units that usually operated from ships, and by the time of the Second World War became a separate unit once again which was similar to the original RNAS.

(1)

£300 - £400



Lot 97



98* **Royal Naval Air Service.** A collection of RNAS Armoured Car pin badges, including a brass example stamped J.R. Gaunt London on the slider, another similar but a cruder cast metal with horizontal pin, plus three smaller badges, two of which are enamelled (one lacking pin)

(5) £100 - £150



99* **Royal Naval Air Service.** A collection of RNAS sweetheart brooches, all with RNAS eagle emblems with head turned to the right, including four silver, largest 55 mm wingspan, smallest 38 mm wingspan plus three gilt metal examples (all but one with enamel decoration)

(7) £100 - £150



100* **Royal Naval Air Service.** WWI period brass cap badge, with an airship within a crowned wreath, fitted with loops for a pin and cloth back, 50 x 55 mm and scarce

(1) £100 - £150



101* **Polar Expeditions.** Scandinavian Polar Expeditions, 1893 and 1896-7 white metal medal by A. Högel, the obverse with a medallion portrait of Fridtjof Nansen with side view of the Polar ship Fram, the reverse with medallion portrait of Salomon Andrée and his balloon Oernen above a view of the polar region of the globe, 50mm, a good clear example

(1) £70 - £100



102* **Sheet Music.** A collection of approximately 100 pieces of sheet music with an aviation, ballooning and airship theme, mid 19th-early 20th century, including English, German and French language, many with pictorial covers (majority of covers printed in colour), loosely contained in plastic sleeves within four modern ring binder album portfolios, folio (4)

£200 - £400

103* **Siege of Paris Ballon Monté cover.** L'Archimède, 21 November 1870, folded letter on one sheet, printed inscription 'Par Ballon Monté' to front, franked with 10c bistre Laureated, cancelled by Rue du Clery departure postmark (15 November 1870), Brussels arrival postmark to verso dated 24 November 1870, size when folded 52 x 102 mm, together with other Siege of Paris printed ephemera, including three printed Dépêche Télégraphiques (news broadsides) from the French government in exile, dated 1 December 1870, 22 December 1870, and 1 January 1871, each 32 x 50.5 cm, a Siege of Paris pigeongramme bearing a 5c green Laureated, a carte-de-visite photographic portrait by Nadar, a printed entrance ticket for a captive ascent in Henri Giffard's Grand Ballon Captif, 1870, a printed single-sheet notice for a Concert Extraordinaire donné par Aéronautic-Club, le Mardi 24 Mars 1874... dans le but d'élever un Monument commémoratif aux aeronautes Prince et Lacaze, 8vo and an Epinal printed story booklet issued by Pellerin, entitled Les Habitants de l'Air, circa 1875, 8vo

L'Archimède left the Gare d'Orléans at 12.45 am on the 21st November 1870, with 220 kg of mail, naval ensign Buffet as pilot and two passengers. Lost in storm clouds, the noise of waves alerted Buffet to quickly release the gas and the balloon made a rapid descent crashing heavily on the sea shore, knocking out one of the passengers. The landing was near the chateau of Hoogstraten at Castelre, south of Breda in Holland where the mail was handed over to the authorities for onward delivery without surcharge. The total flight was 400 kilometres.

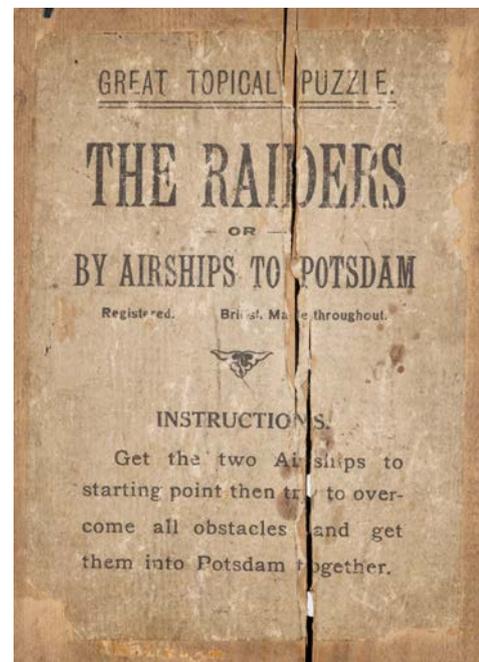
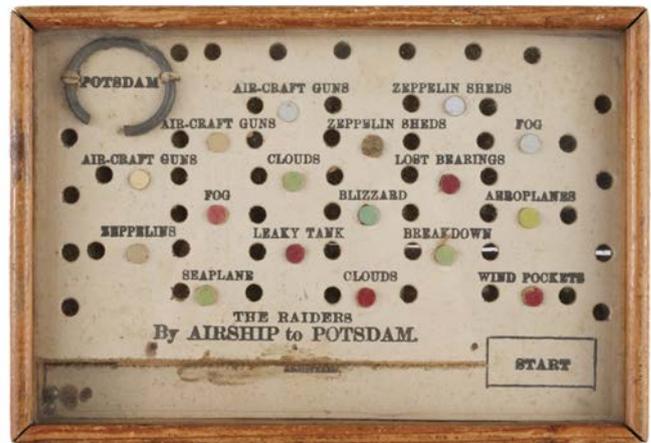
(9) £200 - £400

104* **Airship Game.** The Raiders by Airships to Potsdam glass top puzzle game, circa 1918, the card insert printed with various pitfalls including 'Air-Craft Guns', 'Zeppelin Sheds', 'Leaky Tank', 'Seaplane' and 'Wind Pockets', with ball-bearings, the back retaining original printed trade label, the backboard with a split and general wear commensurate with age, 14 x 21 cm

(1) £100 - £150



Lot 103



Lot 104



105* **Ballooning Medals.** The Siege of Paris, Balloon and Pigeon Postage Medal, bronze, 1870-1871, by C J M Degeorge, the obverse showing a figure of Lutetia seated on cannon, releasing a pigeon, a balloon in the sky beyond, the reverse with a pigeon flying to a basket on which a blank tablet, *Communications Aeriennes*, 53mm, together with a larger uniface Siege of Paris plaquette plus souvenir medals for the Universal Exposition of Paris in 1878 and other ballooning medals (20)

£200 - £300



Lot 107



106* **Trade Cards.** A collection of approximately 300 trade cards illustrating Zeppelins, airships and balloons, mostly early 20th-century, mainly continental, the majority chromolithograph and colour-printed cards, including some cigarette cards, many with manufacturer's and trading names including Lindt & Sprüngli, Chocolat Meurisse, Erdal-Kwak, Berliner Morgenpost, Emmerlings, Tell-Chocolade, Chocolat Masson, Nestle, Chocolat Guerin-Boutron, etc., together with a selection of later 20th-century related cards etc.

(1)

£200 - £300

107* **RNAS Medals.** Airship Coxswain 1, Royal Naval Air Service British War and Victory Medals (F.17656 C.E. Walker. A.C.1. R.N.A.S.), with Imperial Service Medal, G.V.I.R. (Charles Edward Walker), very fine, together with a collection of single WWI medals, comprising 1914-15 Star (F.4998. H.S. Polwin, A.M.1. R.N.A.S.), British War Medals (4) (2. Lieut. N.L. Mayle. R.A.F. / Lieut. H.R.W. Brown. R.A.F. / F. 37496. E.G. Wakenell. O.S.3. R.N.A.S. / F.46083. F.F. Hood. B.M. R.N.A.S.), Victory Medals (2) (2/ Lieut. W.N. Formby. R.A.F. / F.8010 C.W. Russell, Act. A.M.1. R.N.A.S.

(10)

£200 - £300



108* **Royal Flying Corps.** WWI RFC "anti-zeppelin" brass dart or flechette, circa 1915, hollow brass tube stamped 'C.T. Brock SBZD', 'Patt-B&F-1915' with iron tip, 25.5 cm, together with three further darts, one stamped D.R.G.M., 12.5 cm long, another stamped 'Invention Francais', 'Fabrication Allemand', 12 cm long

The Brock incendiary bullet was designed by Commander F. Arthur Brock of the RNVF, and they are often referred to as *Special Brock Zeppelin Bullets*. Brock had initially experimented with large calibre bullets in early 1915 before inventing the exploding dart which was intended to be released by hand when above a zeppelin or other dirigibles.

(4)

£200 - £300

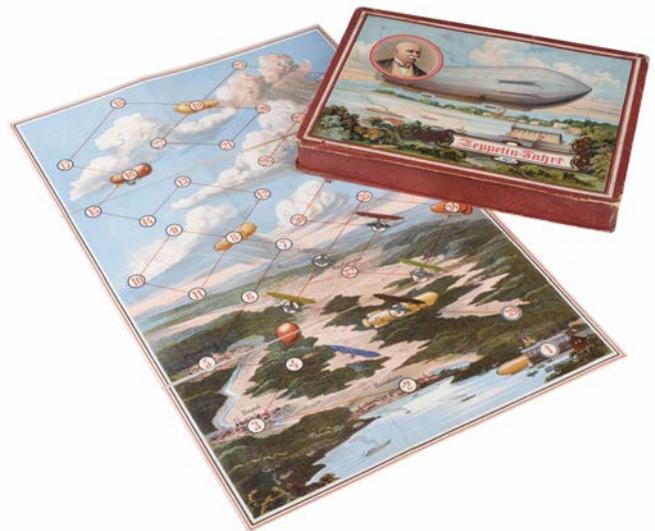


109* **Zeppelin Air Raids.** A collection of approximately 190 photo postcards of the R 38 airship disaster, German airships, Alberto Santos-Dumont, parachutists and other related ephemera, 1900-37, including 45 photo postcards depicting damage and munitions from Zeppelin raids in Essex, Kent, East Anglia, 14 postcards, memorial programme and cards relating to the R 38 airship disaster on 24 August 1921 over the Humber Estuary, 15 photo postcards and photographs relating to female and others parachutists, 23 photo postcards and caricature postcards relating to Alberto Santos-Dumont (1873-1932, Brazilian aeronaut and airship pioneer), 14 postcards relating to Lieutenant William Leefe Robinson, VC (1895-1918), the first British pilot to shoot down a Zeppelin on 2/3 September 1916, 32 searchlight postcards of Zeppelin raids, and approximately 40 postcards of wartime and post-war German airships, including Graf Zeppelin and Hindenburg, including an entrance ticket to view the Hindenburg, 1937, a few with ink inscriptions, all contained in modern plastic sleeves in a ring-bound album
(1) £300 - £500



Lot 110

110* **Zeppelin and Airship Ephemera.** A collection of 30 items, 1913-37, including Deutsche Luftschiffahrts-Aktiengesellschaft. Passagierfahrten mit Zeppelin-Luftschiffen. Annahme von Passagieren durch die Hamburg-Amerika Linie Abteilung Luftschiffahrt brochure, 1913, colour and monochrome illustrations, a few ink annotations to lower margins, original wrappers with mounted colour illustration, oblong 4to, together with others related including an original watercolour and gouache menu artwork for the Graf Zeppelin, a 4 pp. brochure for the Graf Zeppelin, an on board menu for Graf Zeppelin, New York-Friedrichshafen, 1929 (Graf Zeppelin ink stamps to verso), a book of photo postcards for LZ 127 Graf Zeppelin, a Graf Zeppelin 1929 calendar, set of 10 photographs of LZ129 Hindenburg, and entrance ticket to view the Hindenburg, a Graf Zeppelin boarding pass, 1929, Graf Zeppelin South America 1934 timetable signed by Clara Adams (1884-1971), setter of flying records and the first female passenger to fly on the Graf Zeppelin across the Atlantic, a Graf Zeppelin silk bookmark with route, 1929 (with tear to top margin), a Zeppelin freight label, a booklet 'Zeppelins in Relation to Religion' by the Rev. T. G. Stewart, circa 1916, plus other pamphlets and brochures etc (30) £200 - £300



111* **Zeppelin Game.** Zeppelin Fahrt board game by Schmidt and Römer, circa 1910, colour lithograph label applied to the box showing a portrait roundel of Graf von Zeppelin, a zeppelin over a river landscape, with colour lithographic board marked with a tour starting from Friedrichshafen, Konstanz, Basel, Strasbourg, Karlsruhe and Stuttgart and back again, with six metal airship makers, the instructions pasted on the inner lid of the box, some wear from use, box measures 24 x 32 cm
(1) £100 - £150

THE JON FLANNERY AVIATION MEMORABILIA COLLECTION



Jon Flannery's collection, accumulated over at least 20 years, is testament to his lifelong passion for vintage aviation.

As a young boy, Jon became particularly enamoured with the Supermarine Spitfire. This was possibly ignited by his dad's interest in the Second World War and the fact that his grandad (also called John Flannery) served in the RAF during WWII and was posted to Burma as an aircraft fitter where he worked on Spitfires. Jon's love of this iconic aircraft eventually led him to build his own Spitfire cockpit in the shed of his back garden. Sourcing original dials and components and teaching himself skills, such as how to rivet metal panels together, Jon kept the build as faithful to the original construction as possible. Being a perfectionist, it was a real labour of love.

Jon could often be found in his shed, not only working on his Supermarine Spitfire but also on other various projects. He was an artist, and this is evident in his work, for example the painting of the Messerschmitt panel (shown in the photo) and the designing and construction of a plane wing using wood, paint and cloth.

Jon's dedication to his collection, his restoration of old aircraft parts and other aviation related items was his way of honouring and remembering those who fought to protect our country.

Jon loved to fly. He was thrilled to get the opportunity to go up in a Spitfire, flying from Duxford in July 2021 and a Tiger Moth in October 2021.

Sarah Flannery, 2023

112* Aircraft Control Column. A ramshorn aircraft control column, with war department arrow and stores reference number 8B/4272, additionally stamped 'Air Brake Out', 35.5 cm at its widest point, together with another aircraft control column with label stamped 'PT No AC 10926, ISS 4, Ni 14215', with firing button and button for Hoist Up and Hoist Down, approximately 78 cm long
(2) £150 - £200

113* Aircraft Ejector Seat. An aircraft ejector seat, circa 1950s, the lightweight tubular aluminium frame with lever, a canvas seat suspended by coiled springs, finished in black and therefore, some numbering obscured but 14 FF 1366 scratch mark visible, the seat 67 cm high, converted to a swivel bar stool, overall height 129 cm high
(1) £100 - £150

114* Aircraft Miscellanea. Various aircraft spares, including aluminium fuselage framework, approximately 145 cm high, two aluminium aircraft spinners, finished in black and white, 40 cm high, another spinner of composite construction dated by Hamilton Standard dated 1983, 54 cm high and other related items
(-) £200 - £300

115* Aircraft Spares. WWII and later aircraft spares (4 boxes), a very mixed lot which includes cockpit instruments, bone dome visor, switches and other related items
(4 boxes) £200 - £300

116* Aircraft Spares. A large collection of aircraft spares (5 boxes), a very mixed lot which mostly modern spares from Light Aero Spares Ltd including seat track, cables, rivets other related items
(5 boxes) £200 - £300

117* Aircraft Spares. WWII and later aircraft spares (4 boxes), a very mixed lot which includes cockpit instruments, reflector sight Mk IIIA parts, switches including AM dimmer switch and other related items
(4 boxes) £200 - £300



118* **Aircraft Wheels.** Various aircraft wheels probably WWII and later, comprising a Spitfire or Hurricane tail wheel numbered 4 95 - 3 1/2 Electrically Conducting, 28 cm diameter, a smaller tyre by Firestone dated August 1952, numbered 3.00-3 1/2, 21 cm diameter with hub, a large tyre by Rayon numbered 750/10 W ZB13, approximately 57 cm diameter, with silver painted hub, plus a tyre numbered 700 4 3/4 Electrically Conducting, 40 cm with silver painted hub, all worn
(4)

£100 - £200



120* **American Helmet.** American Air Force M4A2 Flak helmet, with Industrial Canvas Prod. Corp tailors label numbered W.11-022-ORD-1369, the shell covered in green cloth with hinged earpieces, together with another Flak helmet, plus an American Air Force peaked cap with gilt metal badge, a pair of AN6530 flying goggles and headset, both presented on a display head
(3)

£200 - £300



119* **Aircraft Rudder.** American Air Force aircraft rudder, wooden frame with yellow fabric painted with star insignia, no identifiable features and therefore, age and aircraft unknown, 149 x 100 cm, together with a smaller rudder, 117 cm long
(2)

£200 - £300



121* **Aircraft Instrument Panel.** American aircraft cockpit instrument panel, probably from a P-51, the panel holding 15 instruments including a Manifold Pressure Indicator labelled P51, Indicator Position Type A-3 by General Electric, Vertical Speed Type IV by United Instruments Inc, Indicator Attitude Type MF-2, with red and white warning label, 31 cm high x 51 cm wide, mounted of a wooden base for display
(1)

£500 - £800

122* **Aviation Ephemera.** Pilot's Notes for Vampire T.II (2nd Edition) and Oxford I & II (2nd), the latter inscribed on the cover 'Aircraft Copy', RAF Flying Manual Vol.1., Aircraft and Equipment, the cover inscribed 'F/I Paterson', another inscribed 'F/Lt J.R. Bates AFC, RAFVR, Air-Crew Lecture Notes, the cover inscribed '1435673 L.A.C. R.S. Swaffer, Censored', RAF airmans navigational chart for England South (sheet II), published 1932, RAF Pilot's Log Books both blank and other items (a carton)

£70 - £100



123* **Escape & Evasion.** A collection of WWII RAF button compasses, including one with damaged glass (10)

£150 - £200

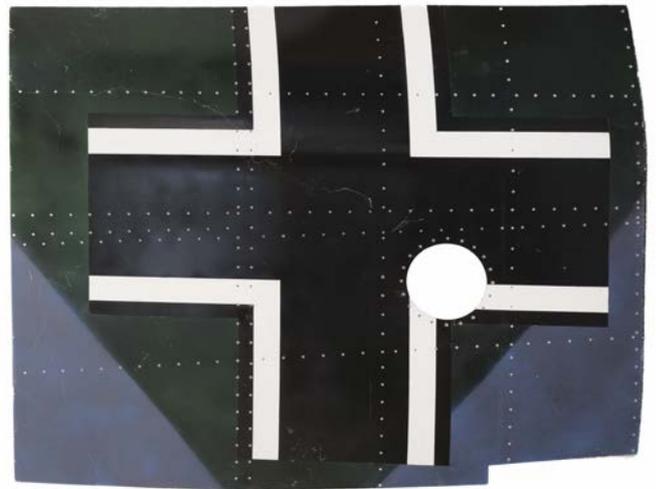
124* **Flying Goggles.** A large collection of WWII RAF flying goggles (for spares and repairs), mostly Mk VIII (14) and Mk II (Lightweight) etc (8), all in very poor condition, lacking glass, straps, mould and mildew etc, therefore the lot is sold as seen and not subject to return (small box)

£200 - £300



125* **Flying Goggles.** A pair of Luxor 12 type flying goggles, circa 1930s, lightweight frame with adjustable nose bridge, tinted lenses, lacking one eyepad, brown elasticated strap, no makers markings, contained in a green military tin, together with a pair of tinted angled glass lenses contained in a Mk VIII card box, plus a pair of Mk II lightweight flying goggles with fur pads, contained in a tin stamped 'Francis & Sons London 1943' and a pair of Mk II spectacles, in a tin numbered 22C/1369 (4)

£200 - £300



126* **Luftwaffe Panel.** A modern representation of a Luftwaffe aircraft panel by Jon Flannery, painted with a Balkenkreuz on a camouflaged ground, 125.5 x 98 cm (1)

£100 - £150



127 **Ju87 Stuka.** WWII Luftwaffe aircraft canopy probably from a Stuka or similar, the aluminium frame retaining some or the original paint, four curved perspex panel (one significantly damaged), 37.5 cm high x 64 cm long (1)

£500 - £800

128* **Military Badges.** A mixed collection of militaria, including cap badges, cloth badges, timepieces, stopwatch, RAF swagger stick and other items, many of the medals and badges in this lot are copies (-)

£100 - £150

129* **Military Badges.** A mixed collection of military cap badges, including WWII RAF cap badges, RAF buttons, cloth badges etc, a very mixed lot with many restrike badges and copy medals including two Air Crew Europe Stars and Victoria Cross (2 trays)

£200 - £300

130* **Military Hats.** Various military hats, all mid to late 20th century, including Russian green cloth peaked caps with red band, Royal Navy Wren's hats etc, an interesting mixed collection (a carton)

£100 - £200



131* **Military Uniforms.** A modern Scots Guards scarlet tunic, black and white facings, E.II.R. staybrite buttons to the breast, shoulder straps, cuffs and back embroidered thistle insignia, 87 cm long, 46 cm chest, together with a Royal Marines tunic, black cloth with red and yellow facings, staybrite buttons, 82 cm long, 36 cm chest, 1951 pattern great coat of the Royal Artillery and dated 1952, with king's crown staybrite buttons and other uniforms (a carton) £200 - £300

132* **Motoring Miscellanea.** Various motoring and motorcycle spares, 1930-60s, including a Jaguar car mascot, the chrome pitted, 20 cm long, an Austin A40 car grille, the chrome is in poor condition, 48 x 40 cm, Austin Flying A car bonnet mascot, the chrome is in poor condition, 12.5 cm long, two jerry cans circa 1969, each with war department arrow, 47 cm high, De-icing one-gallon jug, 30 cm high, a pair of steel wheels, each painted in camouflage, approximately 60 cm diameter, five motorcycle fenders including one with the registration MPX 7?D and other items, all in barn find condition (-) £200 - £300

133* **Aircraft Models.** A large collection of plastic kit built aircraft, mostly WWII Airfix aircraft, all unboxed and the condition very variable, plus a 14 die cast model aeroplanes, some Corgi including Swordfish, Lancaster, Spitfire etc, playworn and unboxed (3 cartons) £70 - £100



134* **Propeller Clocks.** WWI aircraft propeller clock, circa 1915, adapted from a two-blade laminated mahogany propeller, the rear inscribed 'Le Cateau 1915', with a modern movement, 28 cm wide, together with another cut two-blade mahogany propeller clock with a period timepiece surrounded by brass studs, 31 cm wide, mounted on an elaborate carved stand, plus a mahogany cut propeller section inset with a 1920s Smiths timepiece surrounded by brass studs, 22.5 cm wide (3) £100 - £200

135* **Flying Suits.** RAF lightweight flying suits, post WWII, comprising M2 and Mk2a, unnamed, two Mk 4 and Mk4a, one inscribed 4128253 Sgt Murphy, 24 Sqdn, the other named West, a Mk 7, size 3, named Duffie, variable condition, plus a replica Air Ministry Mae West, grey cloth numbered 22c/55 (5) £200 - £300

136* **RAF Caps.** RAF No 1 dress officer's cap, post WWII period, with queen's crown cloth badge and brass eagle insignia, Bates tailors label to lining, together with seven further caps (lacking badges) plus an RAF side cap, post WWII (9) £100 - £150

137* **RAF Uniforms.** RAF No 1 Dress Officer's tunic, post WWII, with E.II.R. buttons and with Gieves Ltd tailors label stamped 'Lpl. 109745 D.E.K. Mock 11 58, Squadron Leader rank cuffs, cloth brevet and medal ribbon bar, 87 cm long x 42 cm chest, together with a mixed collection of post WWII RAF uniforms, great coat and battle blouse, belts with gilt buckles etc (a carton) £100 - £150

138 **Flying Helmet.** RAF summer weight flying helmet, circa 1968, size 1 with tailors label stamped 22c/1729 and war department arrow, with G Type oxygen mask (small) plus a pair of night flying goggles, presented on a head for display (1) £100 - £150

139* **RAF Memorabilia.** Royal Air Force eagle wall plaque, 1939-45, carved wood with head turned to the right, some loss notably to a wing tip, 58 cm wide, together with a wooden model of a Spitfire, post WWII period, a good looking model but missing one propeller and one gun, 45 cm wingspan, plus a WWII period 14 Squadron badge, mounted on a wooden shield, 17 x 12 cm, plus Polish Air Force Tactical Fighter Squadron wall plaque with applied with an aluminium eagle, 38 x 31 cm (4) £150 - £200



140* **Spitfire Cockpit.** A fine composition Spitfire cockpit section, green painted aluminium with Ace of Spades decals and perspex canopy, the instrument panel containing several genuine instruments (and some replicas), including a genuine Reflector Gunsight, with stores reference number 8B/243, serial number 3134/43, Oxygen Regulator, reference number 6D/1288, serial number 442/51, 8-day clock dated 1944, Magneto Switches numbered 1 & 2, Altimeter, Direction Indicator Mk 1A, UP and RPM meters (these are replicas), Supercharger switch, Amperes with Air Ministry reference number 50/1635, Oil Gauges, Switchbox Identification No 5 c/372, Remote Contractor Type 3, stores reference 10A/1985, No 31/88, Controller Electronic Type 4, serial no 021927, with rearview mirror, approximately 69 cm high x 86.5 cm wide x 60 cm deep

This Spitfire cockpit panel was built by Jon Flannery over a 10-year period, many of the instruments were bought from dealers and collectors.

(1)

£7,000 - £10,000



141* **Spitfire Canopy.** A Spitfire canopy, perspex with the edge showing signs of having been in service, 36.5 cm high x 61.5 cm high, together with another similar but a much thinner perspex and therefore, probably a later reproduction
(2) £200 - £300

142* **Luftwaffe.** A theatrical Luftwaffe bomb, made to replicate a WWII example, light sheet metal construction finished in green and white with a gold eagle decal, 122 cm high, together with a theatrical German stick grenade, a theatrical sten gun and other related items
Please note these pieces are imitation items.
(a carton) £100 - £200

143* **Third Reich.** Various reproduction Third Reich memorabilia, including a Luftwaffe dagger, two Feldgendarmerie gorgets, Kriegsmarine peaked caps, M43 steel helmet numbered 1575 with Wehrmacht decals, the lining stamped M-1943 and other items
(a carton) £100 - £150

144* **RFC/RAF Badges.** WWI RFC silver sweetheart brooch, Birmingham 1916, hollow silver eagle, with head turned to the right, 55 mm wide, three silver inter-war period RAF wing brooches (one lacking pin), a silver and blue enamel Observers badge (enamel damaged), two gilt metal and enamel RAF wings, American Air Force Observers badge, stamped Coin Silver, 40 mm and other badges including silver and enamel Tank Corps badge, chrome powder compact with enamelled RAF wings applied to the top and other items
(24) £100 - £150

145* **Flying Helmets.** WWI Royal Flying Corps cowl flying helmet, circa 1915, soft light brown leather and in very poor condition, together with a mixed collection of inter-war and later flying/motoring helmets, variable condition, plus a pair of brown leather gauntlets
(13) £200 - £300



146* **Ejector Seat.** WWII aircraft bucket ejector seat, circa 1939-45, plywood with parachute bag stamped in black Type 1 22c/2241 serial no 1842, with parachute quick release buckle, two Air Ministry fuse boxes underneath for Tel and Mic and a label for Group J, 64.5 cm high x 44 cm
(1) £300 - £500

147* **Aircraft Spares.** WWII and later aircraft spares (4 boxes), a very mixed lot which includes cockpit instruments, flying goggles parts, brass oxygen bottle circa 1942, stamped 14353 / 42, pocket watch parts and other related items
(4 boxes) £200 - £300



Lot 144



Lot 148

148* **Flying Helmet.** WWII RAF B Type flying helmet, circa 1940, dark brown leather with zip ear cups and chamois lining, together with D Type oxygen mask, green cloth with microphone stamped 'Ref No. 10A/12570, 6D/117, chamois lining and stamped AM black ink stamp, plus a pair of Mark IVB flying goggles, leather and chamois nose pad, elasticated loops and leather strap stamped AM Ref No 22C/15., Goggles Mark IVB', the condition is worn throughout, presented on a glass head which accompanies the lot (1) £700 - £1,000

149* **Flying Helmet.** WWII RAF Battle of Britain period B Type flying helmet, circa 1940, dark brown leather with zip-up ear cups remains of pullers, chamois lining, no tailors label but the leather is stamped with AM 22c/65 (1) £200 - £300



150* **Flying Goggles.** WWII Battle of Britain period Mk IIIA flying goggles, RCAF 1940, black steel rims, perspex lenses, brown leather face pads, the strap stamped 'R.C.A.F. No 22 C/13 C.C.B. 1940' (1) £200 - £300



Lot 149



151* **German Helmet.** WWII German Paratroopers (Fallschirmjäger) reproduction steel helmet, the steel shell finished in camouflage with decals, the inner rim numbered 3892 leather lining and chinstrap (1) £100 - £150



Lot 152

152* **RAF Workshop.** WWII Lancaster Bomber assembly rivet gun, dated 1943, various patent numbers (worn), numbered 2195 on the frame, aluminium and steel concertina action with wooden grip 81 cm (fully extended)

(1)

£70 - £100

153* **Aircraft Rudders.** WWII period aircraft tail rudders, each of lightweight aluminium construction, finished in camouflage, the opposite side blue, there are no identifiable features on either and therefore, the aircraft type is unknown, 150 cm long

(2)

£300 - £500

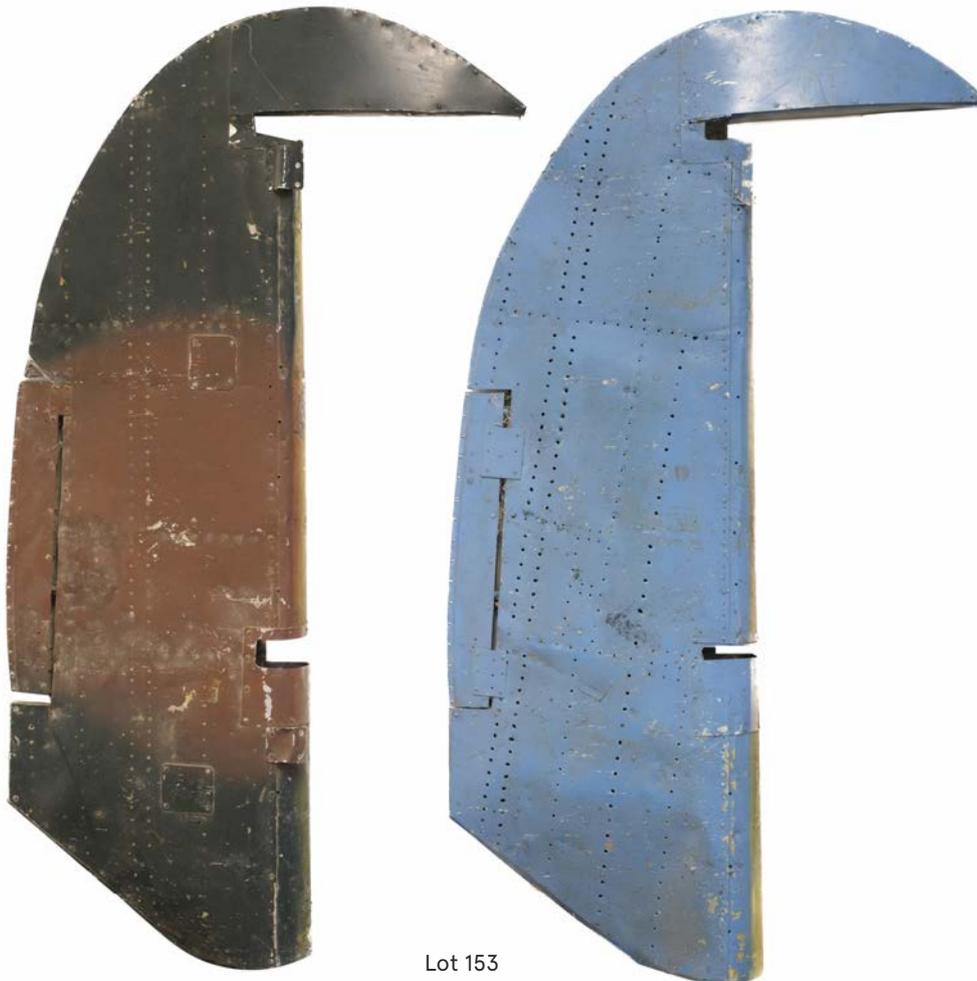
154* **Flying Helmet.** WWII period brown leather flying helmet, brown leather with gossport tubes, presented on a glass head with a G type oxygen mask (large) with a pair of Mk VIII flying goggles

(1)

£200 - £300



Lot 154



Lot 153

155* **Helmets.** WWII period motorbike despatch riders helmet, pulp fibre construction with leather lining and earpieces, together with a Russian steel helmet, circa 1950, white painted finish with red star insignia, brown leather lining inscribed with owners name, plus three further helmets, all lacking liner (5) £70 - £100

156* **WWII Collectables.** RAF brass telescope, 1942, stamped 'O.S.163 G.A., Telescope Sighting No.22 C Mk II Atoz 1942 No 23264', optics a little dirty but working, 36 cm long, a similar sighting telescope MkIII dated 1942, 34.5 cm long, Canadian telescope stamped 'Telescope Sighting No 33, Mark I, R.E.L. Canada 1942 439-C', 40 cm long, WWII German gasmask canister stamped Auer and numbered in paint Gr. F.022, 26 cm high and other items (a carton) £150 - £200



158* **Flying Helmet.** WWII RAF C Type brown leather flying helmet, size 2, chamois lining, presented on a glass head with G Type oxygen mask and Mk VII flying goggles with stamped AM and numbered 22C/826 1858 (1) £400 - £600



157* **Flying Helmet.** WWII RAF C Type brown leather flying helmet, with tailors label for Aviakit, rubber earpieces and wired, the chamois lining inscribed Roger Terry H17, together with another C Type flying helmet, the latter in poor condition (2) £100 - £150



159* **Sector Clock.** WWII RAF style sector wall clock (smaller version), the 20 cm diameter dial painted in the usual style with RAF crest, the mahogany case with an unmarked brass fusee movement, case size 30 cm diameter (1) £200 - £300



160* **Propeller.** WWII Spitfire propeller blade by Rotol, the wooden blade finished in black with yellow tip, various markings including RW 065783 and RA 1027/RT, the Rotol decal is probably a replacement, an excellent example measuring approximately 146 cm long
(1) £1,000 - £1,500



161* **Control Column.** WWII style aircraft spade grip control column, with brass gun firing button and brake lever, 18 cm high, mounted on a display stand with Pratt & Whitney Aircraft badge applied, overall height 41 cm
(1) £100 - £150



162* **Flying Jacket.** WWII style leather flying jacket, Polden Sheepskins, Somerset, size small, soft brown leather with sheepskin lining with tailors label, in excellent condition with minimal wear, 58 cm long x 44 cm chest
(1) £100 - £150

AVIATION MEMORABILIA



163* **Air Ministry issued Bayonet Union Plug, Mark IIIB** * stores reference 6D/101, fitted to the D Type oxygen mask hose and in service pre-war as well as during the Battle for France, Battle of Britain and subsequently, this example is in very good original condition and fully marked with AM and crown and 6D/101 designation, it is also stamped 111B and '39' confirming it dates from 1939, despite being an issued example it comes with an original box of issue that is fully stamped and marked 'Nico Light Co Ltd Birmingham', a very scarce piece
(1) £300 - £500



166* **Aircraft Diorama. Dogfight**, a fine diorama by Ian Ruscoe, showing He219 (Eagle Owl) night fighter 310188 being shot down by an RAF pilot, the model of composite construction, presented in a perspex display case, case size 26.5 cm high x 46 cm wide x 83 cm deep
(1) £200 - £300



167* **Aircraft Diorama. F-14A Tomcat**, a fine diorama, showing a Tomcat flown by Commander Jerry Riendeau on an aircraft carrier, the model by Ian Ruscoe of composite construction, presented in a perspex display case, case size 18 cm high x 34 cm wide x 47 cm deep
(1) £100 - £150



164* **Aircraft Diorama. "Tiny Tim" U.S.A.F. A-1J Skyraider 602nd SOS. Nakhon Phanom R.T.A.F.B. Thailand 1969**, a fine diorama by Ian Ruscoe, showing Skyraider "Tiny Tim" preparing for takeoff, the model of composite construction, presented in a perspex display case, case size 28 cm high x 63 cm wide x 61 cm deep
(1) £200 - £300



168* **Aircraft Diorama. Meteor F3 616 Sqn Melsbroek, Belgium, March 1945**, a fine diorama by Ian Ruscoe, showing Meteor 239 preparing for takeoff, the model of composite construction, presented in a perspex display case, case size 15 cm high x 35 cm wide x 35 cm deep

Four Meteors were moved to Melsbroek in Belgium in January 1945 and in March 616 Squadron was moved to Gilze-Rijen and then Nijmegen. The Meteors flew armed reconnaissance and ground attack operations without encountering any Luftwaffe jet fighters. By the end of the war the Meteors had destroyed 46 German aircraft through ground attack.
(1) £100 - £150



165* **Aircraft Diorama. A-7E Corsair II US Navy Attack Squadron VA-86 "Sidewinders"**, a fine model by Ian Ruscoe, showing a Corsair flying over the ocean, the model of composite construction, presented in a perspex display case, case size 23 cm high x 33 cm wide x 45 cm deep
(1) £100 - £150



169* **Aircraft Diorama.** Shaba F-117A Stealth Desert Storm, a fine diorama by Ian Ruscoe, showing Lockheed F-117 Nighthawk preparing for takeoff, the model of composite construction, presented in a perspex display case, case size 18 cm high x 48 cm wide x 38.5 cm deep

During Operation Desert Storm, the Saudis dubbed the aircraft "Shaba" which is the Arabic for ghost.

(1) £100 - £150



170* **Aircraft Diorama.** VMFA-242 Hornet of Marine Fighter Attack Squadron 242, a fine model by Ian Ruscoe, of composite construction, presented in a perspex display case, case size 19 cm high x 33 cm wide x 44.5 cm deep

(1) £100 - £150



Lot 171

171* **Aviation Apparel.** Interwar Flying Helmet and Goggles, circa 1930s, an example of private pilot's headwear by S. Lewis, 27 Carburton St. London W1, comprising black kid-leather chamois-lined helmet with button-down ear-pads, buckle-adjustable chin and head straps, complete with a set of Gosport-tubes, together with a pair of 'Triplex' Safety-glass aviator goggles (accompanied by the original-purchase headed-letter receipt for all three items), helmet in near-unused condition

(3) £200 - £300



172* **Aviation Apparel.** Interwar Flying Helmet and Goggles, circa 1930s, private pilot's headwear by D. Lewis, Great Portland St. London W1, comprising brown kid-leather chamois-lined helmet with button-down ear-pads, buckle-adjustable chin and head straps, together with a pair of tinted lensed goggles

(2) £100 - £150



173* **Aviation Apparel.** WWII RAF-issue flying helmet, goggles and mask ensemble, circa 1940s, group of standard service-issue equipment mostly near-unused in excellent condition, comprising C-Type Helmet, Mk VIII Goggles and H-Type Oxygen-mask with tube and intercom connection, all variously stamped/marked with Air Ministry coding enumeration, excellent condition throughout

(3) £600 - £800



Lot 174

174* **Avro Motor Club.** A propeller-mounted car badge and framed logo, circa 1930s-40s, a rare pre-war car badge display-mounted to central hub of an early wooden generator propeller, together with a polychrome 'AVRO' decal in framed mount, propeller 91 cm diameter
(2)

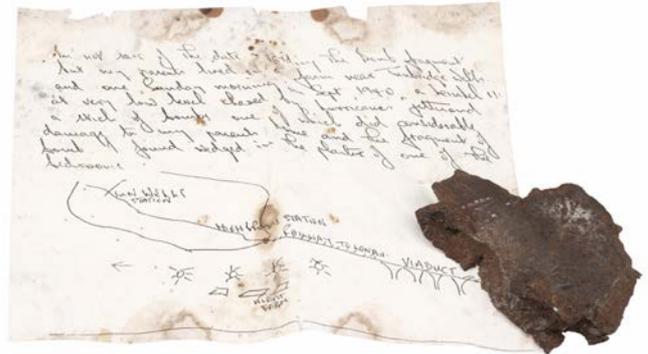
£150 - £200

175* **B17 Relics.** A collection of relics recovered from an American B17 which was shot down over Germany on 15 October 1944, comprising seven items all in a relic state with operational history
Provenance: Private collection, West Country.

B17G of 487th Group, 839th Squadron was shot down over Germany on 15 October 1944. The engine was seen on fire, then the aircraft peeled off to the right and stayed in a level glide for about five minutes. During this time, six chutes were seen to open and one possible delayed jump. The aircraft was last seen at about 0925 in a spin with flames shooting out all over. The aircraft crashed at Rieserhof near the village of Schwellenbach.

(7)

£100 - £150



177* **Battle of Britain.** A fragment of Luftwaffe bomb shrapnel found in Tunbridge Wells, Kent, the iron shrapnel with traces of a Waffen eagle and A879, approximately 9.5 x 7 cm, with a letter from the finder and a hand-drawn map of the crash site

The letter reads 'I am not sure of the date regarding the bomb fragment but my parents lived on a farm near Tunbridge Wells and one Sunday morning in Sept 1940, a Heinkel III at very low level chased by Hurricanes jettisoned a ... of bombs, one of which did considerable damage to my parents home and the fragment of bomb I found wedged in the plaster of one of the bedrooms.'

(1)

£150 - £200

176* **Presentation Piece.** A silver desktop model presented by Douglas Bader, Garrard & Co Ltd, London 1971, modelled as a British Saladin armoured car, 15 cm long, mounted on an ebonised base with a silver plaque engraved 'Presented by Phoebus to John Batchelor to celebrate the sale of 10 million copies of Purnell's History of the World Wars Series, Nov. 10. 1976', the base 21.5 cm long, in fine original condition

Provenance: John Henry Batchelor MBE, Aviation Artist (1936-2019).

Purnell's *History of the Second World War* was launched in 1966 under the editorship of Sir Basil Liddell-Hart. John Batchelor produced a total of 1163 illustrations for this partwork publication and by 1976 over 10 million copies had been sold. To celebrate this momentous achievement Batchelor was presented with this model of a British Saladin armoured car by Douglas Bader as a token of gratitude by his grateful publisher.

(1)

£600 - £800



Lot 176



Lot 178

178* **Battle of Britain.** Luftwaffe relics shot down on 25 August 1940, two Luftwaffe relic propeller blades mounted on Purbeck marble with a brass plate engraved 'Bf 110 C-4 (3208) II ZG2 crashed at Priory Farm East Holne Dorset shot down by Spitfires flown by F/O Noel LeC Agazarian RAF and P/O Geoffrey Gaunt RAF 609 Squadron - RAF Warmwell - 25 August 1940 VDM propeller blades on Purbeck Marble', 44.5 cm high, a beautiful and emotive piece

Provenance: Recovered by the Wealden Aviation Archaeology Group, and features in the publication Battle of Britain Then & Now by Winston G. Ramsey, page 598.

Bf 110C-4 (3208) 3M+KH of 1/ZG2 was shot down by Pilot Officers N. le C. Agazarian and G.N. Gaunt of 609 Squadron whilst escorting bombers at 18.00. The aircraft crashed at Priory Farm, East Holme, Uffz S. Becker and Obergefr W. Wotzel both baled out and were captured.

(1) £1,000 - £1,500

179* **Biplane Motor Car Mascot**, circa 1912, a large rare radiator adornment, representing a pioneer aeroplane to a design similar to an Avro Float-plane, by J.G. Ogilvey, Sydney Australia, finely crafted nickel-plated bronze, with rotating propeller, striated wing detail, movable rudder and cowled engine-nacelle, stamped maker's named mark and regd. no. 2576 to tail-plane, display-mounted upon a turned walnut-wood socle, excellent patinated condition, wingspan 20 cm, length 24 cm

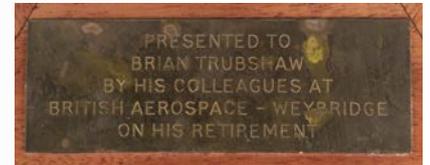
(1) £800 - £1,000



Lot 179



180* **Brooklands Flying Club.** An Art Deco members car badge, circa 1920s, chrome with red and black enamels depicting a monoplane over Brooklands clubhouse, the reverse with members number '23', the enamel is damaged and the badge has traces of old paint on the suspension post, a worn but scarce badge, overall length 15 cm
(1) £300 - £500



182* **Concorde.** A mahogany presentation table belonging to Concorde Test Pilot Ernest Brian Trubshaw, circa 1986, the circular top inset with an aluminium silhouette of an aircraft on a pedestal base with three cabriole supports, the underside with presentation plaque engraved 'Presented to Brian Trubshaw by his colleagues at British Aerospace - Weybridge on his retirement', 53 cm high x 30.5 cm diameter

Provenance: Ernest Brian Trubshaw, CBE, MVO (1924-2001).

Dominic Winter Auctioneers, *Historic Aviation*, 7-8 November 2013, lot 56 (1) £100 - £150



181* **Concorde.** The flight case and pilot licenses belonging to Concorde Test Pilot Ernest Brian Trubshaw, the black leather case with combination locks and fitted interior, 34cm high x 46cm wide together with an identity badge inscribed E.B. Trubshaw Consultant Esp 7/2001, Concorde baggage label, two passports, two medical cards issued by the Procurement Executive Ministry of Defence and Aircrew Personal Equipment an Aeromedical Check Card plus two BAC pilots hats, related ties, two school caps and other items which include Pilot's Licence. Aircrew Categorisation Card Pilot card issued to Flt. Lieut Ernest Brian Trubshaw with black and white passport size photograph over-stamped The Kings Flight, inscribed Kings Flight Aug46 with Pocket Instrument Rating Card, a Ministry of Aviation Commercial Pilots Licence 1971-76 (aircraft type Concorde), Aeromedical & Safety Training School Card, plus Civil Aviation Authority Airline Transport Pilots Licence 1980-90 (Pilot in Command Concorde, BAC 1-11, VC10)

Provenance: Ernest Brian Trubshaw, CBE, MVO, (1924-2001).

Dominic Winter Auctioneers, *Historic Aviation*, 7-8 November 2013, lot 71. (1) £200 - £300



183* **Concorde.** A sterling silver presentation bowl belonging to Chief Test Pilot Ernest Brian Trubshaw, engraved 'Presented By MASSPORT To The CONCORDE On The Occasion Of The First Westbound Supersonic Crossing Of The North Atlantic June 13, 1974', the base stamped Paul Revere Reproduction, Sterling by Boardman', 11 cm high x 20 cm diameter, 349 g

Provenance: Ernest Brian Trubshaw, CBE, MVO (1924-2001).

Dominic Winter Auctioneers, *Historic Aviation*, 7-8 November 2013, lot 54. On 13 June 1974, Concorde reached Boston from Paris in three hours and nine minutes, setting a record time for the ocean crossing travelling at an altitude of 60,000 feet, cruising at 1350 miles per hour (twice the speed of sound). (1) £200 - £300



185* **Dambusters.** Relics recovered from Avro Lancaster ED937 AJ-Z, with certificate of authenticity plus photographs of the crash site and recovery

Provenance: Marcel Hahn, Aviation Historian, with a certificate of authenticity and photographs of the crash site, the recovery and the relics dated 23 February 2019.

ED937 AJ-Z was shot down by a 16 year old soldier with his 2 cm Flak ED937 when it was returning from the raid. The crash site location was identified and according to eye witness reports the aircraft crashed north-east of Emmerich in the night of 16/17 May 1943. The pilot Squadron Leader Henry E. Maudsley, DFC and his crew were all killed.

(1) £200 - £300



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(1) £200 - £300



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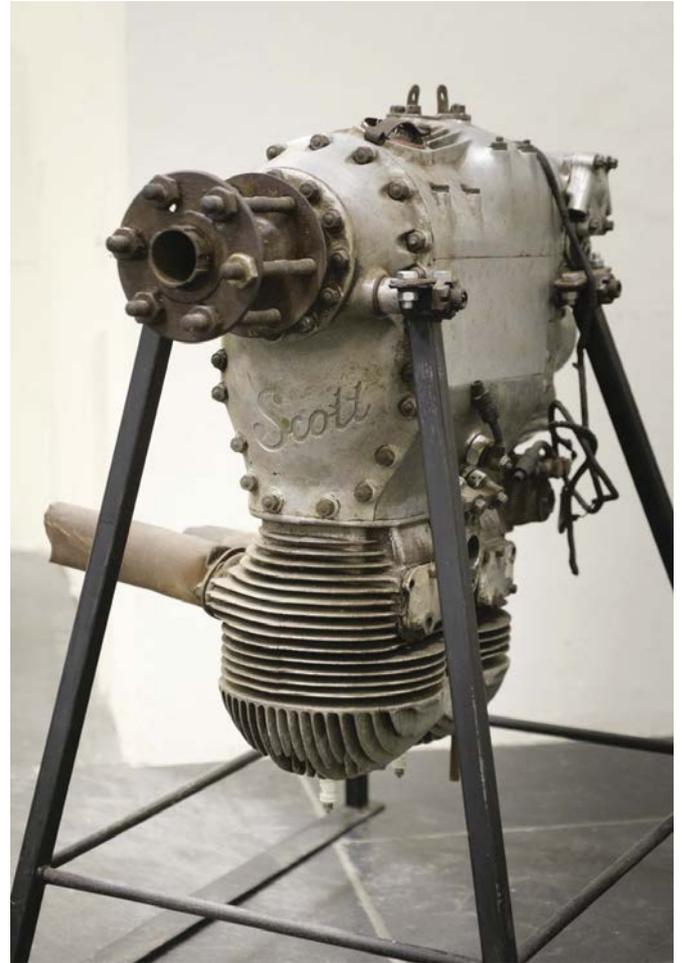
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(1) £200 - £300



187* **Flying Boots.** A pair of WWII RAF flying boots, P1936, size 8, the black leather stamped with crowned A.M. and A.I.D., 2.B.O. with sheepskin lining, buckles to the front, the soles stamped by Farr-Vulcan and the heels stamped Phillips, the lining with tabs stamped with air ministry markings and numbered 259443/38, a nice pair of boots in good condition
(1) £200 - £300



Lot 188

188* **Flying Flea.** Scott Flying Flea aircraft engine circa 1935, with data plate stamped TYPE M.C.2.-B4, No 5D450914, presented on a stand for display, 75 cm high x 56 cm wide

Frenchman Henri Mignet was an aircraft fanatic, born in 1893, who built his first monoplane as early as 1912. Between 1931 and 1933 Mignet designed a light aircraft, HM-8, and this lightweight machine was designed so that the amateur aviator could build his own aircraft from plans supplied. Mignet came to England in August 1935 with his 'Le Pou de Ciel', Flying Flea, to promote this new flying machine. At the Scott factory in Yorkshire William Cull was contemporaneously developing a two-cylinder, air-cooled, two-stroke engine which, upon completion, was marketed as an inverted, twin-cylinder engine with separate cylinder barrels sharing a common crankcase. Bore and stroke were 73mm x 78mm and cubic capacity was 652cc. This engine developed a maximum 28hp at 4,000rpm, but at a more leisurely 1,350rpm would propel the Flying Flea at 50mph. Testing was carried out at nearby Yeadon Airfield (now Leeds/Bradford Airport). The Flying Flea had a wing span of just 22ft. Sadly the aviation authorities were called in to investigate safety following a number of fatalities and all licences were revoked – Mignet's 'Pou de Ciel' had seemed a good idea at the time but was ill-conceived. Mignet went on to develop further light aircraft for amateur builders, notably the HM-14, and continued at his design board until the 1960s.
(1) £500 - £800



189* **Flying Helmet.** WWII Luftwaffe LKp W101 winter issue flying helmet, H. Kopphaube Gr, brown leather with sheep's wool lining and original tailors label, the integral rubber ear cups covered in leather each numbered Ln26602

(1)

£300 - £500



190* **Flying Helmet.** WWII RAF flying helmet, C Type, brown leather stamped with war department arrow and numbered 22c/880 with AM earpieces numbered 10 A/13486, chamois lining stamped 'No 4 7 1/2 - 7 3/4 28241', wired with brown bakelite bell shape plug numbered 16601/H01, a good example in reasonable condition

(1)

£150 - £200



191 **Hawker Demon.** A presentation RAF front-line biplane fighter aircraft display model, circa 1933, well detailed with external exhaust pipes, double open-cockpit, striated markings to wings with transfer roundels, mounted upon circular ebonised plinth base with silver shield escutcheon decorated with RAF XIX Squadron cypher badge and motto, inscribed Duxford 1933, heavy silver-plated bronze, shows some older repair and patination, wingspan 24 cm

RAF 19 Squadron was one of the first units supplied with the new Demon two-seaters, the Squadron was stationed at Duxford Aerodrome during the early 1930s and was later synonymous as the centre of East Anglian defence during the Battle of Britain, and now the historically preserved home of the Aviation department Imperial War Museum.

(1)

£700 - £1,000



Lot 192

192* **Hawker Fury.** An Inter-War car mascot, circa 1930s, a good original example of an aviation radiator adornment frontline fighter of the inter-war period, rotating propeller & wheels, bright chrome-plated bronze, mounted upon original period radiator-cap, wingspan 16 cm

(1)

£200 - £300

193* **Hawker Typhoon.** A relic spade grip recovered from a crashed aircraft, with brass single pneumatic gun button, rubberised grip, Air Ministry camera button with Ref No 5D/534, 19 cm high x 15.5 cm across, a very rare piece from a known collection

Provenance: Laidlaw's Auction, Ken Anscombe Aviation Museum, 7 December 2018, lot 686.

(1)

£1,500 - £2,000



Lot 193



194* **Hawker Typhoon.** Part of the rudder pedal from MN206 which was shot down over Holland on 25 December 1944, in relic condition, numbered 1171361, with the remains of the footrest, 18 cm long, with a manuscript collection label

The provenance has been confirmed by the AVOG Crash Museum in Holland, who also have relics from this aircraft in their collection which include part of a rudder and Napier Sabre engine.

Hawker Typhoon MN206 of 266 (Rhodesian) Squadron, Royal Air Force was shot down over Winterswijk, Holland on 25 December 1944. The aircraft had been on an armed recce operation. The pilot Flight Sergeant Peter Charles Nightingale Green was killed. He was later found when the Dutch Air Force excavated the site in 1979.

(1)

£100 - £150



195* **Hawker Typhoon.** WWII panel from a Mk IB Hawker Typhoon DN314, which was shot down by flak on 11 April 1945, *the aluminium panel with traces of yellow and grey paint, the opposite side stamped A101161-2 and scratched 341 PT, 14 x 22 cm*

DN314 was hit by flak on 11 April 1945 and crashed near Raalte, Overijssel, Netherlands. Flying Officer F.G. Williams, 198 Squadron evaded capture.

(1)

£300 - £500



196* **Hurricane P3049.** A superb WWII aircraft canvas roundel recovered from Hurricane P3049, *presented in a glazed frame with the remains of an airman's map, biographical information and two black and white photographs, frame size 65 x 126.5 cm*

Provenance: Private collection, West Country and formerly in the collection of Andy Saunders, Military Aviation Historian and Author.

Hurricane P3049 was shot down in combat over the Thames Estuary on 7 September 1940. The aircraft crashed at Elmley, Spitend Point, The Isle of Sheppey. The pilot, Flight Lieutenant Hugh Richard Aden Beresford of 257 Squadron was reported 'missing'.

The aircraft was excavated in 1979 and revealed that his remains were still in the cockpit. Beresford was buried at Brookwood Military Cemetery on 16 November 1979.

(1)

£2,000 - £3,000



An example of this type of aircraft.

197 **Junkers Ju 52.** The tail fin from a Ju 52 of General Franco's Spanish Air Force circa 1945, *aluminium rivetted construction with large black painted St Andrews cross, a C.A.S.A. Factoria Getafe data plate, stamped 'Avion Ju 52 / 3m, Elemento 8 52 340, Fecha 11 45', measuring 260 x 133 cm*

Provenance: The current owner (who was formerly a pilot in the Spanish Air Force) took possession of this tail fin when the aircraft was broken up.

The Junkers Ju 52/3m, also known as "Tante Ju" or "Iron Annie", was a transport aircraft that was designed and manufactured by German aviation company Junkers. During the Spanish Civil War, the Ju 52/3m was used by the Spanish Air Force as a transport aircraft and was nicknamed "Pava". The first Ju 52/3m was shot down by Russian fighters near Madrid, Spain on November 4, 1936. The Spanish Air Force continued to use the Ju 52 until well into the 1970s, with Escuadrón 721 flying the Spanish-built versions and being employed in training parachutists from Alcantarilla Air Base near Murcia.

All aircraft belonging to the Spanish Armed Forces had an image of the St Andrew's Cross on their tail fins. This symbol first came into being during the Middle Ages and was used as a way of identifying Spanish aircraft by General Francisco Franco (1892-1975), the dictator who took power in a military coup and ruled Spain for 36 years.

(1)

£2,000 - £3,000





198* **Junkers Ju 88**. All that remains of the engine recovered from a Ju 88 shot down over Suffolk on 22 March 1944, *in a preserved relic state and displayed on a cradle, approximately 100 cm high x 149 cm wide x 90 cm deep*

Please note: This lot is not available to view at Dominic Winter Auctioneers and the successful bidder must make their own arrangements to collect from Devon.

Ju 99 of 9/KG30 was shot down on 22 March 1944, the aircraft crashed in a field at Blacklands Hall, just north of Cavendish, Suffolk. It was spotted by Squadron Leader Edward Nigel Bunting of 488 Squadron. The Mosquito engaged after the help of searchlights from the ground and despite evasive manoeuvres and the release of "Duppel" foil strips to hamper the Mosquito's radar, the 9/KG30 was hit by two bursts of 20 mm cannon fire. The bomber went down in an inverted dive and exploded on impact. The pilot Obfw, Mayer and radio operator were both killed, two other crew baled out safely and were taken prisoner of war. This was the third German aircraft to be claimed by Bunting, the fourth was 25 minutes later in Essex.

(1)

£3,000 - £5,000





199* **Me109 Crate.** WWII Luftwaffe Me109 pine cargo crate, grey painted finish stencilled in black 'Rechter-Rüstsatz R1 Bf 109 F4 Gewicht: ca 135 Kg', with concealed carrying handles, 60 cm high x 142 cm wide x 63 cm deep
(1) £200 - £300



200* **Miles Master.** An inter-war car mascot, circa 1930s, representing the rare side-by-side two-seat fighter-training aircraft, chrome-plated brass with rotating propeller, mounted upon period Morris radiator-cap, wingspan 14 cm
(1) £100 - £150



Lot 201

201* **Mosquito.** Propeller tip attributed to Mosquito XVI NS795, the aircraft piloted by Flying Officer Raymond Morris Hays DFC and his Navigator Flight Sergeant Morgan Phillips, 544 Squadron were on a photo-reconnaissance sortie on the 16 March 1945 when their aircraft was attacked by enemy aircraft resulting in severe cannon and flak damage, Hays being awarded an immediate DFC The propeller with yellow tip and severe damage, 77 cm long

Provenance: The propeller tip was purchased from an online auction. According to correspondence provided by the vendor the seller explains that she lived next door to Morgan Phillips as a child and he was a family friend. The seller then bought Phillips's house after he passed away and his "war items" were left in the house. The seller also provided a black and white photograph of Phillips in civilian clothes and also remembers a Phillips and "German pilot Rolf" meeting up after the war. It seems likely that this propeller tip was a war souvenir given to Phillips and once hung on his wall.

An extract supplied by the vendor is included.

'A photo-reconnaissance sortie was made on 16 March by a Mosquito from No 544 Sqn RAF. The Mosquito XVI NS795, was flown by Flg Off R M Hays and Flt Sgt M Phillips based at RAF Benson. The squadron's operations log book recorded;

Gotha and Lutzendorf targets photographed then attacked by three Me 163s. Aircraft shot up and landed Lille.' This brief entry was also in more detail; 'Flg Off R M Hays DFC and Flt Sgt M Phillips had targets at Gotha, Chemnitz and Lutzendorf. Subsequently, Lutzendorf and Gotha were claimed. At 1145 hrs, flying 30,000 feet making a photographic run (with the navigator in the nose of the aircraft) on course 090 degrees over Leipzig, the pilot saw two Me 163s practically at ground level and climbing rapidly. The pilot altered course 90 degrees and opened up fully. 'Within three to five minutes both enemy aircraft were at Mosquito height (30,000 feet) and split up, one to starboard and one to port and slightly above, from which positions they attacked the Mosquito simultaneously on either beam. The pilot did a half-roll and dived vertically, attaining an IAS of 480mph pulling out at 12,000 feet. The pilot then saw that three Me 163s were attacking, one either beam approximately 500 yards from the Mosquito and the third the same distance astern, and all enemy aircraft slightly above. The pilot did not see the enemy aircraft fire but the navigator did... as the Mosquito levelled off at deck level the pilot saw his starboard engines smoking and without power - presumably as a result of a hit by cannon shells from the Me 163s. This engine was then feathered and the pilot climbed to 2000 feet ... after approximately 30 to 40 minutes flying the navigator saw a single Me 109 approaching from 1000 yards astern ... The Mosquito then dived to deck level again and then flew up and down valleys ... during this evasive action the Me 109 lost sight and made no further contact. Approximately 45 minutes later the Mosquito crossed a small unidentified town and experienced intense flak - the Mosquito sustained hits and the navigator was injured in the foot. Shortly afterwards the pilot again climbed to 2000 feet to clear high ground and to take advantage of three-tenths/five-tenths prefrontal cloud (Cu). After flying for 30 minutes American C-47s and gliders were seen on the ground ... and the pilot decided to carry on... Mayday calls were made on all channels without result... the pilot was unaware that the starboard tyre was punctured by cannon shells and as soon as he touched down the aircraft swung violently to starboard, both port and starboard undercarriage legs collapsed, and the Mosquito was severely damaged. Inspection of the aircraft revealed damage by cannon shells - presumably from Me 163s . One shell passed through the starboard engine nacelle, another through the starboard engine near the boss ...A flak shell also hit the blade of the starboard propeller, spraying the fuselage and starboard engine with fragments.

Flying Officer R M Hays was awarded an immediate DFC for this action
DFC *London Gazette*: 24 April 1945

"This officer was the pilot of an aircraft detailed for a reconnaissance covering the Leipzig area in March 1945. Whilst over the target, two enemy fighters attempted to close in. Pilot Officer Hays took violent evading action. Much height was lost. At this stage another enemy aircraft joined the fight. Pilot Officer Hays manoeuvred with great skill and although his aircraft was hit he succeeded in evading the attackers. The starboard engine had been badly damaged but course was set for home. Later on the return flight the aircraft was attacked by another fighter. Pilot Officer Hays manoeuvred with superb skill. Although the aircraft sustained further damage and the navigator was wounded, this pilot succeeded in evading the fighter. He afterwards flew to a landing ground in Allied territory. This officer, who has completed many sorties, has consistently shown courage and resolution."

(1)

£500 - £800



202* Pioneer Aircraft Models. A group of 21 extremely finely detailed scratch-built 1/72 scale models of pioneer aircraft before 1914, identified models include 1913 Radley-England No. 1 waterplane, 1912 Curtiss Type E flying boat, 1913 Sopwith Hydro biplane, 1912 Burgess and Gill twin hydroplane, 1901 Kress Drachen Flieger multiplane, 1913 Grahame-White Charabanc, 1908 Roshow multiplane, 1909 A.V. Roe triplane I, 1907 Bleriot V Canard monoplane, 1907 Bleriot VI Libellule, 1907 Marquis d'Equerville multiplane, 1908 Boussin-Borgnis Canard triplane, 1912 Rumpler Taube, 1909 Wynn monoplane, 1910 Bland Mayfly biplane and 1910 Wallbro monoplane, the largest wingspan 46cm, but mostly 15cm and smaller

The engineering skill of this anonymous model maker is incomparable, the models themselves exquisite and beautiful. Every piece of every model appears to be hand-made and while there is a little minor, mostly repairable, damage to a few models, the condition is largely fine. The greater part of the original collection, comprising 350 aircraft models built between 1940s and early 2000s, was sold through these rooms on 15 May 2014 for £110,000. The models offered here were not part of that lot having been retained by the family at that point. Please note that due the fragile nature of the models it is not possible to pack and post these models by any standard methods. The models must be collected to bespoke packing and shipping arrangements made with a third party. Please contact us for further information.

(21)

£2,000 - £3,000



203* **Civil Aviation (The Golden Age)**. Aerolite lightweight suitcase by Halliburton, circa 1920s, of streamlined design moulded aluminium with hermetic rubber seal to lid, nickel plated fittings and lock plates with faux bois alloy carry handle, bears applied maker's plate inscribed Halliburton Inc. Los Angeles, the ultimate accessory for the inter war air traveller, original grey paint finish shows some age wear, 53 x 43 x 19 cm

(1)

£150 - £200

204* **Propeller**. WWI period propeller blade, the substantial laminated mahogany cut from a two-blade propeller, there are no markings and therefore, the aircraft type is unidentified, 168 cm high x 33 cm at its widest, uniquely presented on a log for display purposes

(1)

£200 - £300



Lot 204



205* **Propeller.** WWI F.E.8 four-blade mahogany propeller, circa 1916, the laminated blades with brass sheathed tips, the boss stamped F.E.8, DARRACQ MOTOR ENG Co LTD LONDON, 100HP MONOSOUPE Gnome, T 7928, with war department arrow, the boss applied with a wooden roundel painted with the 239 (Air Training Corps) Squadron badge, 224 cm across, a good example in unrestored condition

Provenance: Sold of behalf of 388 Squadron, Stoke-on-Trent.

The Royal Aircraft Factory F.E.8 was a British single-seat fighter designed at the Royal Aircraft Factory for use during WWI. They were built by Darracq and Vickers.

The propeller was gifted to 239 Squadron Air Training Corps by the Royal Air Force for the purpose of training young cadets in the basics of flying and aerodynamics. Initially displayed in a classroom at Longton High School where the squadron was based, it relocated to Meir Aerodrome in Stoke on Trent where it was proudly displayed in the entrance to the squadron. The propeller moved with the squadron to its new home at Longton TA Centre where it was again displayed on the wall at the entrance to the unit. When 239 Squadron was merged into the newly formed 388 Squadron the propeller was stored at the unit, but there was no room to display it, and it was felt it should now be in the hands of a collector.

(1)

£2,000 - £3,000





206* **RAF Air Ministry.** Instrument Board Chronometer, circa 1954, an original 'Time of Trip' chronometer by Smiths, Jaeger pattern 8-day movement with inset dial and sweep seconds stop-facility, full-working order, impressed broad-arrow and manufacturer's applied plate, inscribed serial and code numbers, date-mark 3604/54, with final official service-date wet-stamp for 1967, 8 cm diameter (1) £400 - £500



207* **RAF Instruments.** WWII aircraft navigational computer [sic] Mk III by L.N.P. MFG Ltd, numbered 6B/250 and stamped AM, with adjustable paper table, 16 x 13 cm, together with a hydraulic brakes indicator, numbered 6669956, plus an air speed indicator Mk 9G (P-type) by Mechanism Ltd Croydon, replacement paper dial and a printed label attached numbered 6A/3146, additionally inscribed with serial number 684/52 (3) £50 - £80



Lot 208

208* **Reflector Gun Sight.** WWII RAF Reflector Gun Sight Mk II by Barr & Stroud Ltd, circa 1939, numbered 8B/2361, serial number 3296/39, patent number 504845/37, a stencilled number 4405 to the metal frame, contained in original wooden transport box with printed paper label numbered 8B 2361, and inscribed with the initials 'CH', 19 cm high x 30.5 cm wide x 14 cm deep, the glass is chipped and the overall condition showing signs of extensive use

Reflector gunsights were used during night fighter service in the Spitfire and Hurricane. This particular example predates 1940 and so there is every chance it was used during the Battle of Britain. (1) £700 - £1,000

209* **RAF Tunic.** Post WWII No 1 dress tunic, with E.II.R. silver staybrite buttons, Navigators cloth brevet, medal ribbon bars, in fine condition, 82 cm long, 43 cm chest (1) £70 - £100



210* **Royal Flying Corps.** WWI RFC propeller tip, circa 1915, laminated mahogany with brass sheathing, applied with an RFC brass cap badge and 1914 miniature dress miniature medal group (unattributed) and inset with a cockpit / motoring clock, the circular dial stamped 'Foreign' with black Arabic numerals and steel hands, the backplate stamped '1299', 40 cm high
(1) £100 - £200



211* **Royal Naval Air Service.** WWI RNAS flying filter goggles in superb condition and scarce, fitted with four hinged coloured lenses (light filters), with tan leather and cloth-bound edge furlined with green elasticated strap with hook and ring, together with a wooden transit case containing 12 spare light filters and apertures for the 4 already fitted to the goggles, all numbered with original instructions for use, the box 7.5cm high x 13.5cm wide x 9cm deep
(1) £300 - £500



212* **Schneider Trophy.** Supermarine Racing Seaplane Car Mascot, circa 1931, an original example of the famous RAF S6B winner of the 1931 event thereby taking the coveted trophy outright, chrome-plated bronze with good detail, incised markings, and rotating propeller, shows minor age-wear from previous fitting to a motorcar, wingspan 15 cm
(1) £500 - £700



213* **Scramble Bell.** WWII 'Battle of Britain' period aerodrome station bell, with small engraved Air Ministry crown motif dated 1940, additionally stamped ATW with broad military arrow on the crown, with original clapper, 18 cm high x 27.5 cm diameter, the bell has been highly polished

(1)

£2,000 - £3,000



214* **Sea Harrier FRS1.** An original control column from a Sea Harrier FRS1, the black grip with numerous buttons including brake lever, stamped 'Page 0414-01-001, 086, 1680-99-811-5988', the overall length 43 cm

The Sea Harrier FRS1 also known as "Shar" first entered service with the Royal Navy in April 1980. It's principal role was to provide defence for Royal Navy task groups centred around aircraft carriers. The FRS1 served in the Falklands War and the Balkan conflicts before retiring from service in 2006.
(1) £500 - £800

215* **Spade Grip.** Hurricane spade grip (reproduction), made in the traditional style with brass gun firing button with accompanying engraved brass plaque
(1) £200 - £300

216* **Spade Grip.** WWII Spitfire/Seafire spade grip, circa 1939-45, black painted finish with twin pneumatic gun button painted in green and red indicating 'Out=Fire' and 'In=Safe', the brake lever stamped H016068, 20.5 cm long

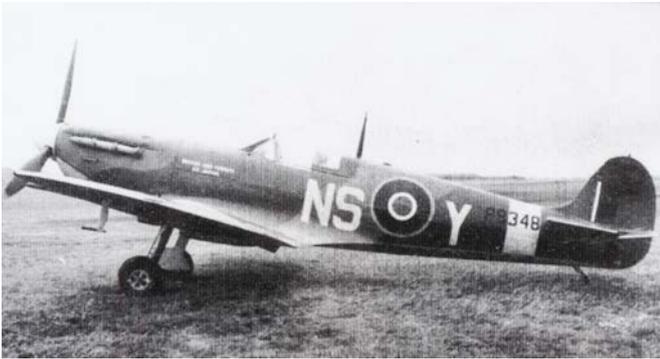
Twin pneumatic gun buttons were fitted to the Supermarine Spitfire and Seafire which were both equipped with Hispano Mk I or II cannon and Browning guns.
(1) £500 - £800



Lot 215



Lot 216



217* **Spitfire P8348.** WWII Air Ministry P8B compass from Spitfire P8348, serial number 140435 B, finished in grey and black with original wooden transport case with examination date stamps dated 1941,42 and 46, the base of the box with Royal Air Force printed label inscribed 'from Spit IIB P8348', the case 12 cm high x 18.5 cm high x 18 cm deep, together with a black and white copied photograph of P8348, framed and glazed, frame size 23 x 31.5 cm

The printed label indicates the compass was from P8348 of 39 MU (Maintenance Unit), Colerne, Wiltshire.

No. 39 MU was formed at Colerne on 1 January 1940 until it was disbanded on 1 October 1953.

(2) £100 - £150

218* **Spitfire X4418.** Relics recovered from Spitfire X4418 flown by Flying Officer C.B.F. Kingcombe who was shot down on 15 October 1940, presented in a glazed display case with copy medals representing the DFC, DFM, DSO, VC and 1939-45 Star with Battle of Britain clasp (copy) plus a section of RAF tunic with cloth brevet and DFC ribbon bar, the case 56 x 50 cm

Provenance: Dominic Winter Auctioneers, *The Tonbridge Battle of Britain Museum*, 18 May 2023, lot 455.

(1) £100 - £200

219* **Supermarine Presentation Model.** K 5054 - The First Spitfire, circa 1936, chrome-plated bronze with two-bladed propeller, base-plate mounted on ebonised tapered base with engraved plaque, wingspan 20 cm

(1) £300 - £500



Lot 218



Lot 219

220* **Dambusters (617 Squadron).** Avro Lancaster relic, presented in a glazed display frame, with a large photograph of a Lancaster signed in ink by Grant McDonald, Fred Sutherland, Les Monroe, George Johnson, Ray Graystone and Ken Lucas, with a 617 Squadron blazer badge and engraved plaque, frame size 61 x 56 cm, with a certificate of authenticity supplied by Montage Moments (1) £200 - £300



221* **The Wakefield Trophy.** Pre-War Air-Racing Cup and Finial, circa 1931, a substantial art deco two-handled silver cup by Adie Bros, Birmingham, 1931/32, the vase shape with square format tapering handles above inverted conical stem to shallow graded base, inscribed 'Presented by Viscount Wakefield of Hythe, CBE, LLD', the ebonised turned wooden plinth base with applied silver escutcheon inscribed for T. Poole 1978 and 1979, lacking cover, the silver-plated Biplane finial remounted on a columnar square black bakelite plinth, height 30 cm, weight 1700g

Provenance: Estate of the late T. Poole Esq., a noted former member of the Aero Club in Sywell, Northamptonshire.

Originally presented to Northamptonshire Aero Club, circa 1932, plinth shows evidence of previous multiple winners' escutcheons now removed, re-commissioned in late 1970s and has suffered loss to the cover and damage to the undercarriage of finial.

Charles Cheers Wakefield, 1st Viscount Wakefield, GCVO, CBE (1859-1941) was an English businessman who founded the Castrol lubricants company. The oil was used in aircraft, motorcycles and motorcar engines and Castrol under the instruction of Wakefield provided funds for Jean Batten to purchase the Percival Gull Six G-ADPR monoplane, in which she set two world records for solo flight.

(3)

£700 - £1,000

222* **Propeller.** Inter-War period two-blade wooden aircraft propeller, circa 1930s, painted in black with aluminium sheathed tips, the boss stamped 'Type 433, N11800', the opposite side stamped 'Cau 280, Sal 135 C7, 9 NO', 212 cm long

(1)

£300 - £500



Lot 221



223* **V1 Flying Bomb.** Luftwaffe V1 bomb relic, the aluminium stamped 5513, 14 cm across, with a printed label attached

The label states that the section of pipe was recovered near the Springfield Waterworks on the Willerby Road, Hull on the morning of 25 December 1944. The V1 bomb caused much damage to the surrounding area and this pipe would have been connected to the Argus Pulse jet engine that powered the V1.

(1)

£100 - £150



Lot 222



224* **Vickers Varsity**. Captain's seat, aluminium on steel adjustable frame, sandblasted to remove years of grease and dirt, original green paint underside preserved

(1)

£100 - £200



226* **Royal Flying Corps**. WWI Propeller-Hub Presentation Souvenir, circa 1918, an artisan-fashioned memorial mantel-display ornamented clock-lamp, utilising a large four-bladed propeller-hub from a 140HP R.A.F. RE8 aircraft variously marked and stamped to hubplate rim, with eight engraved domed-bolts inscribed with the names of principal battles of the Great War including Hill 60, Ypres, Arras, Menin, La Bassee, Flers, High Wood & Zonnebeke, further embellishments include inset clock to hub-centre, miniature propeller on dummy rotary-engine with electrical connectivity surmounted by lamp-bulb globe mount, 33 x 38 cm

(1)

£400 - £600



225* **Propeller**. WWI American propeller boss from an Airco DH4, circa 1918, cut from a two-blade laminated mahogany propeller, good clear stamps 'DRG 22699, L30 P2230, 400 Liberty, G1493 N35', mounted on a wooden base, 53 cm wide

(1)

£200 - £300



227* **Red Cross**. WWII American Red Cross Parcel Box, circa 1940s, rare surviving cardstock box printed and inscribed frontis 'Prisoner of War Food Package No.10 for Distribution by International Red Cross Committee', with sundry mementos including Royal Order of St John badged black velvet pill-box cap

(1)

£100 - £150



228* An Exceptional WWII 'Night Fighter's' D.F.C. and Bar group to Squadron Leader R. A. W. 'Scottie' Scott, Royal Air Force

(a) Distinguished Flying Cross, G.V.I.R., officially dated '1943' with Second Award Bar officially dated '1945'

(b) 1939-1945 Star

(c) Air Crew Europe Star with France and Germany clasp

(d) Defence and War Medals, mounted as worn, very fine or better, sold with the following original documentation and related objects:

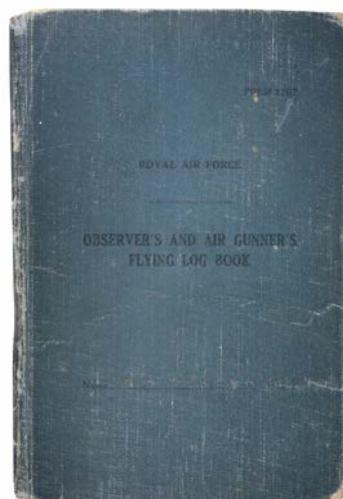
(i) The recipient's R.A.F. Observer's and Air Gunner's Flying Log Books (2), from June 1941 to March 1945, and March 1945 to January 1948, the first containing the signatures of Nicholson, V.C.; bound as one volume.

(ii) The historically significant 1459 Turbinlite Flight's unofficial diary covering the period 21 September 1941 to 30 September 1942, with handwritten entries essentially covering the unit's entire history (removed by the recipient on the unit's disbandment).

(iii) Wartime photographs (8), including a portrait of the recipient and several group images.

(iv) A Bomber Command Reunion Dinner Menu, for 2 May 1981, the front cover signed by Cheshire V.C., and two other VC recipients, Norman Jackson and Bill Reid.

(v) A presentation silver plated tankard, inscribed, 'Scottie' and 'To a Great Friend and Excellent Navigator from Wing Cdr. C. V. Winn, D.S.O., D.F.C.' together with a comprehensive file of research, including post-war correspondence with two of Scott's 'parasites', namely John Ellacombe and Derek Yapp



D.F.C. *London Gazette*: 2 February 1943. The original recommendation states:

'This officer has been engaged on night flying since August 1941, during which time he has completed 121 hours at night, as Navigator / Radio. On 28 April 1942, he brought Flight Lieutenant Beveridge into contact with a Do. 217, which was illuminated. The Hurricane satellite, however, failed to attack. On 30 April 1942, he was Navigator / Radio for Squadron Leader Winn, D.F.C., when an He. 111 was destroyed, and again, on 27 July 1942, when a Do. 217 was claimed as probably destroyed. On 29 July 1942, he was Navigator for Flight Lieutenant Beveridge, when a Do. 217 was claimed as damaged. He has been outstanding for his keenness and unflagging desire to take off against the enemy, especially under adverse weather conditions.'

Bar to D.F.C. *London Gazette*: 3 July 1945. The original recommendation - **for an immediate award** - states:

'On 18 April 1945, Flight Lieutenant Scott was Navigator / Radio in the aircraft which led a very successful low-level 'fire-bomb' attack on Munich/Neubiberg airfield. Despite intense and accurate flak, his pilot, Wing Commander Winn, D.F.C., was able to claim an enemy aircraft destroyed on the ground. The enemy hangars and other buildings were set ablaze and also raked with cannon fire. This sortie was typical of others in which Flight Lieutenant Scott has participated recently, and all have been carried out with marked success.

This officer has flown as Navigator / Radio to Wing Commander Winn, D.F.C., since June 1941 and throughout a very long spell of operational flying he has displayed the same courage and determination as his pilot. He has assisted in the destruction of four enemy aircraft, and damage to three others. In addition, he has navigated his pilot to a safe landing on more than one occasion when their aircraft has been damaged over enemy territory. In recognition of his skill and devotion to duty, and his splendid record of achievement throughout three tours of operations, I recommend Flight Lieutenant Scott for the immediate award of a Bar to the Distinguished Flying Cross.'

Ray Amherst Winckworth Scott was born in Sutton, Surrey on 13 February 1911 and was educated at Sutton Preparatory School and Ardingly College, near Haywards Heath in Sussex, where he was Lance-Corporal in the O.T.C.

He began his career as a clerk at the Stock Exchange but, after his marriage in 1934, he tired of life in the City and joined the Royal Air Force. Enlisting in October 1938, by the outbreak of War the following year he was an A.C. 2 (Electrician) in No. 2 Wing at Henlow. Subsequently serving in No. 604 Squadron during the Battle of Britain, he was promoted to Leading Aircraftsman in December 1940. Shortly afterwards, he volunteered for aircrew duties and was trained as an Observer / Radio Operator at R.A.F. Prestwick.

Having gained some flight experience at an O.T.U. in August 1941, Scott, by now a Sergeant, joined 1459 Turbinlite Flight at Hibaldstow. The unit had just been formed under Squadron Leader J. B. Nicholson, V.C., to work up newly delivered Douglas-Havocs for their night fighter role and, in fact, the Battle of Britain hero took Scott up in one on the day he arrived. The new planes had a searchlight fitted in place of the nose compartment, the intention being to illuminate the target for a 'parasite' to finish it off, normally an accompanying Hurricane. In practice however, the searchlight simply alerted the target before the 'parasite' could engage it and often dazzled the accompanying Hurricane pilot. Despite this handicap, Scott, by now teamed-up with Sergeant Beveridge as his pilot, carried out a run of 20 or so hazardous night fighter sorties by the year's end.

Commissioned in December 1941, Scott then undertook the occasional foray with Flight Lieutenant C. V. 'Winnie' Winn as his pilot, beginning with locking-on to a Dornier 17 on the night of 28 April 1942 although it escaped by 'taking violent evasive action.' On the night of 30 April 1942, with Flight Lieutenant D. S. Yapp acting as 'parasite' in a Hurricane, Scott and Winn gained the first ever 'Turbinlite victory' by not illuminating their searchlight. Scott spotted his victim - a Heinkel 111 - at 10,000 feet north-west of Flamborough Head and Winn pursued it to a range of 500 feet before sending a 'Warn' signal to Yapp and the latter engaged the He. 111 all the way down to sea-level.

There was plenty of further but unsuccessful action in May and June until, on July 27th, Scott and Winn claimed their second victim, a Dornier 217, this time with Flight Lieutenant John Ellacombe acting as their 'parasite' and who downed the Dornier near the coast. More successes followed in quick succession until, in September, the Turbinlite Flight was reformed as No. 538 Squadron even though it proved short-lived and was disbanded in January 1943.

Scott, meanwhile, had been promoted to Flying Officer and appointed Navigation / Radio Leader of the Squadron, but then rested with a training post in No. 1422 Flight and awarded the D.F.C. After an arduous 'Second Tour', he was rested again and made Flight Lieut. in December 1943. For his 'Third Tour', he was reunited with 'Winnie' Winn and, flying Mosquitos, their role was to track allied bomber forces over Occupied Europe in search of enemy night fighters.

Initially inexperienced in their new aircraft, they overshot an Me. 110 over France on the night preceding D-Day, but very soon 'found their feet' flying continuously in support of the Normandy landings and further afield. By the end of the year, Scott and Winn had flown over 20 sorties that included further dogfights over France and Germany although an exception was a daylight strike on an airfield on 17 September, when all six of 141's Mosquitos returned to base with flak damage.

On the night of 14 April 1945, Scott and Winn led the R.A.F.'s first Napalm raid in one of five of Mosquitos supporting a big raid on Potsdam. They attacked the night-fighter airfields at Neurippin, delivering their 100-gallon tanks of napalm from 800 feet, causing spectacular damage. Four nights later, on the 18th, Scott and Winn led another force to Neubiberg airfield, this time carrying two 100-gallon tanks apiece and dropping to 700 feet with Scott noting another 'very successful raid, many buildings on fire'. Finally, on 2 May, they delivered their last lethal cargo to Hohn airfield, which resulted in the recommendation for an immediate Bar to his D.F.C.

With the War over, Scott was granted an extended commission as a Flight Lieutenant in the General Duties Navigator Branch and was promoted to Squadron Leader in November 1947. Finally reverting to an administrative role, he was placed on the Retired List in November 1954. He died on 15 July 1987.

(5)

£4,000 - £5,000



Lot 229



Lot 230

229* Station Flag. WWII RAF Aerodrome Station flag dated 1942, an original war-time issue RAF ensign-flag of stitched panels on sky-blue linen ground by P.P. Humphreys makers, marked & inscribed 'R.A.F. London' dated 1942, imprinted to reinforced leading-edge, 91 x 128 cm

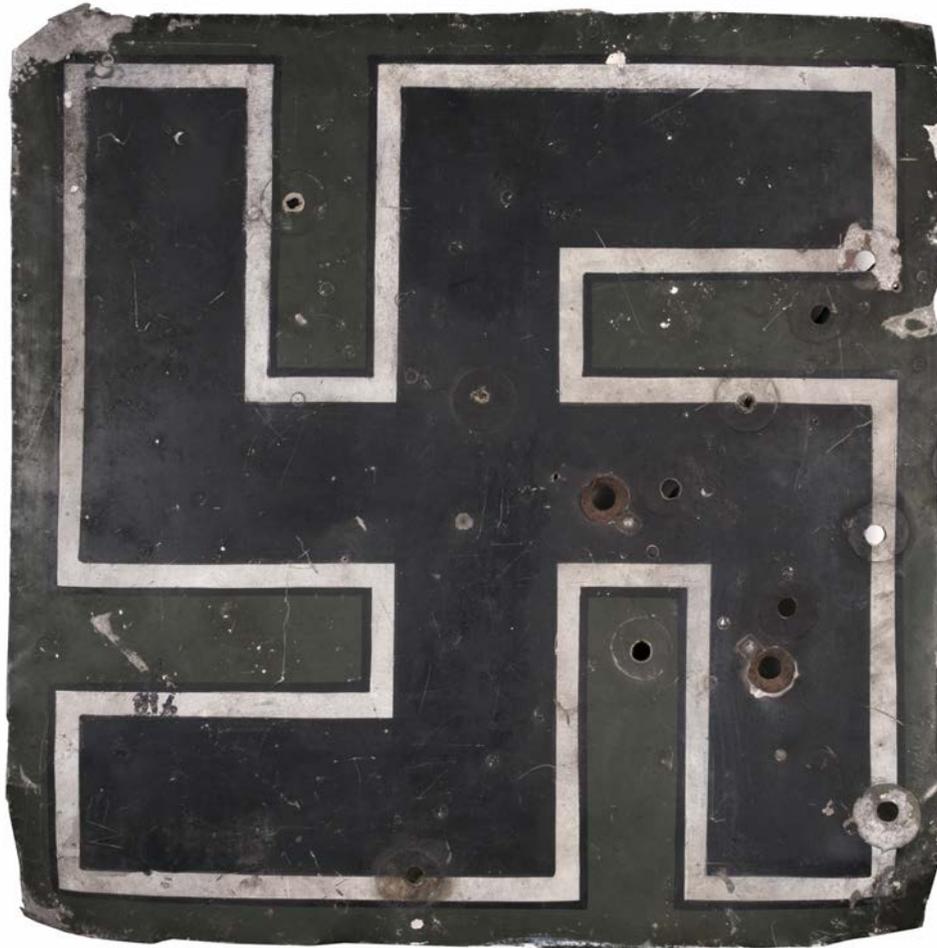
(1)

£300 - £500

230* Royal Canadian Air Force. WWII RCAF Hawker Hurricanes wall-hanging artwork, circa 1940s, an original marquetry-composed illustrative plaque depicting two Vics of three Hurricanes in flight formation, with applied large bronze badge-cypher to lower border, 51 x 38 cm

(1)

£200 - £300



Lot 231

231* **Luftwaffe Panel.** WWII German Luftwaffe aircraft panel, *the aluminium panel cut from a fuselage with a large hackenkreuz or swastika on a green painted ground, 54 x 54.5 cm*

The vendor recalls her father saying he discovered the panel in South Wales around the time of WWII. The panel has remained in the vendor's attic until now.

(1) £1,500 - £2,000

232* **Spitfire X4784.** F52 camera lens recovered from Spitfire X4784, *in a relic state, 13 cm diameter, together with a magazine, After the Battle in which this lens features on page 47*

47734 Pilot Officer Charles Bertram Barber of Armthorpe, Yorkshire served during WWII with 140 Squadron, he was killed on 24 April 1942 when his Spitfire crashed at Winchelsea in Sussex, he is buried in Finningley (Holy Trinity and St. Oswald) Churchyard Extension, Nottinghamshire.

(1) £150 - £200



Lot 232

WING COMMANDER "WILF" SIZER, DFC & BAR

233 'During a period of five days in France, this officer destroyed one enemy aircraft and shared in the destruction of four others. Since the return of the squadron to this country, Flying Officer Sizer has taken part in a large number of patrols and has personally destroyed at least a further six enemy aircraft. During one patrol he was attacked and shot down by five Messerschmitt's. Landing two miles outside La Panne, he swam across a canal and was taken to a casualty station suffering from facial wounds, and thence to England. After only two days sick leave he again participated in patrols with his squadron.'

DFC *London Gazette*: 11 August 1940

The Battle of France and then Battle of Britain DFC and Invasion of Sicily Second Award Bar group to Spitfire and Hurricane pilot Wing Commander Wilfred Max "Wilf" Sizer, the three-times shot-down Battle of Britain Ace who served in four campaigns during WWII and is credited for the destruction of 7 enemy aircraft and 5 shared

This remarkable group, together with its logbooks and related items, is being sold on behalf of the recipient's family and offers a rare opportunity to acquire one of the last Battle of Britain Ace's groups to have remained in private hands

a) Distinguished Flying Cross, G.VI.R., reverse officially dated '1940', Second Award Bar officially dated '1943'

b) 1939-1945 Star with Battle of Britain clasp (copy clasp)

c) Atlantic Star with Air Crew Europe clasp (copy clasp)

d) Africa Star with North Africa 1942-43 clasp

e) Defence and War Medals, mounted for wearing, good very fine or better; together with the recipient's Caterpillar Club badge, gilt metal with 'ruby' eyes, the reverse engraved 'P/O. W. Sizer. Pres. By. Irving Co.', in original *Irving Air Chute of Gt. Britain Ltd* box of issue, and his miniature dress awards (the Atlantic Star with incorrect clasp and also including a GSM, clasp Palestine) and his original full size ribbon. Also included with the lot are a series of logbooks, comprising:

Logbook 2 – commencing 26 April 1941 – 30 October 1943

Logbook 3 – commencing 1 November 1943 – 7 January 1944

Logbook 4 – commencing 12 January 1948 – 20 March 1951

Logbook 5 – commencing 7 March 1951 – 12 December 1951

Logbook 6 – commencing 3 March 1952 – 23 October 1955

Logbook 7 – commencing 1 November 1955 – 4 December 1959

Wilfred Max "Wilf" Sizer (1920-2006) was born in Chelmsford and educated at the King Edward VI Grammar School in Chelmsford.

Sizer joined the RAF in 1938 and, after completing his training, joined 17 Squadron at Kenley and, early in 1939, moved to 213 Squadron at Wittering.

The squadron was sent to France on 17 May 1940 to support others during the Battle of France. On the 19th, Sizer shared in the destruction of two Hs126s and damaged another, and the following day he shared a Do17. On this patrol Sizer was attacked by five Me109s and was shot down. He landed two miles from La Panne and swam across a canal before being taken to a casualty clearing station with facial wounds after hitting his head on a gun sight. He swiftly returned to his unit two days later and was back in the air immediately.

213 Squadron flew constantly over the French coast during the evacuation of Dunkirk and, on 28 May, he destroyed an Me109 whilst on the 31st he shot down another Me109 and damaged yet another. He himself was shot down south of Dunkirk and made a crash landing in Hurricane P2434.

The following day Sizer attacked an He III which had started bombing the beaches at Dunkirk and sent it away with engines ablaze. Three days later his squadron was involved in a furious dog fight when German fighters were escorting a bombing formation which were preparing to bomb the evacuation convoys. Sizer attacked another Me109 and shot it down but was himself attacked from the rear. He still managed to damage another Me109, but was outnumbered and his Hurricane was hit and set alight. He crash-landed south of Dunkirk and Sizer fortunately remembered to take his parachute from the wreckage. A man on a motorcycle and side-car rescued him, but then he left his parachute in the side-car and had to go back for this precious item. He arrived in Dunkirk still clutching his parachute and started to board a destroyer but, at the last moment was told to disembark and board instead the River Clyde paddle steamer *Plynlimmon*. As the paddle steamer departed, the destroyer was attacked by a swarm of Stuka dive bombers which blew the ill-fated destroyer apart. When Sizer returned to 213 Squadron he found that he had been posted as "missing" from the morning flight (an emotive account written by his wife Nita in May 1940 is included with the lot).

At the start of the Battle of Britain, Sizer's squadron was based at Exeter. German squadrons were attacking southern England, and, on 11 August 1940, Sizer destroyed a Ju88 when the squadron intercepted a large raiding force over Weymouth. The following day he shot down an Me110 which was heading towards Portland. On 15 August he shot down two Stuka's and on 5 October damaged a Ju88. He was awarded the DFC (*London Gazette*: 8 November 1940).

Sizer was then posted to 58 OTU at Grangemouth as an instructor and after a series of other positions with 56/57 OTU, he joined 152 Squadron equipped with Spitfires in April 1942. It went to North Africa in November 1942 and on 25 November, he damaged an Italian Mc202 and three days later a Ju88.

Sizer was given command of 93 Squadron at Souk-el-Khemis in Tunisia from February 1943 and flew low-level sorties until the defeat of the Axis forces in Tunis, after which he was transferred to Malta to prepare for the invasion of Sicily.

On 10 July 1943, he was leading his squadron over the beaches of Southern Sicily when he damaged a Ju88; he then damaged an Me109 on the 12th and destroyed another Mc202, probably another and damaged four more Mc202s on the same day, resulting in his award to the Bar to his DFC (*London Gazette*: 28 September 1943).

He then remained in the Middle East as a fighter instructor and subsequently commanded a photo reconnaissance squadron in the Canal Zone.

Sizer left the RAF in 1946, but rejoined two years later when he resumed his role as fighter instructor. In 1953, he commanded 54 Squadron flying Meteor F.8 jet fighters and later the supersonic Hunter F.1.

After spending two years in Hong Kong before returning to the Air Ministry in 1961, he retired from the service two years later with the rank of Wing Commander.

Once asked if he had enjoyed his wartime experiences, Sizer replied;

Absolutely, looking back we certainly enjoyed it, in fact we enjoyed it then, because we were young you know, I mean we were only 19, 20 years old, crikey you look at them now days and they're all doing silly things aren't they. All the lads round here are knocking things down, driving fast cars or making a nuisance of themselves which is exactly what we were doing. Yes it was good fun, there were terrible moments and sometimes very upsetting.

Wilf Sizer, April 2005.

(7)

£20,000 - £30,000



Year	Month	Aircraft Type	No.	Pilot, or 1st Pilot, or Passenger	2nd Pilot, Pilot, or Passenger	DUTY (Including Routes and Remarks)	Hours				Total
							Day	Night	Day	Night	
1941	10	Hudson II	U	Self		TOTALS CARRIED FORWARD	31-50	48-75	3-05	14-05	58
1941	10		U			LOCAL FLIGHTS 9000-10000 FT. COASTING NEAR LARNE. PATROL LONDON 10,500 FT. NIGHT OF FULL MOON UNDER BUTZON HANDBOOK. BRITISH BOMB, 10 BASE STATION TO 1000 NEAR SEA IN TOWN.					140
1941	10		U			TOTALS DUTY. NIGHT FLIGHTS. FLIGHTS OVER LARNE. NIGHT 6500 FT. SQUADRON. GERMANY. 2 FLIGHTS. (DARK NOT 2000 FT. AND 1000 FT.) LONDON IN MOUNTAIN DUST. STATIONARY TESTS.				120	260
1941	11		U			FROM W. MALDEN.				10	270
1941	11		U			DUTY OVER PATROL WITH 2ND SQUADRON. SCOUTS PRACTICE SQUADRON FOREIGN "DICK".				110	380
1941	12		U			PRACTICE SQUADRON FOREIGN "DICK".				20	400
1941	12		U			PRACTICE SQUADRON FOREIGN "DICK".				10	410
1941	12		U			PRACTICE SQUADRON FOREIGN "DICK".				20	430
1941	12		U			PRACTICE SQUADRON FOREIGN "DICK".				20	450
GRAND TOTAL (From 10-10-1941)							31-50	48-75	3-05	14-05	58



MARITIME AND TRANSPORT MEMORABILIA



234* Battle of the River Plate. Four-inch shell shrapnel recovered from HMS Exeter after it exploded from a shell fired from Admiral Graf Spee during the Battle of the River Plate on 13 December 1939, the large piece of shrapnel presented on a wooden base with brass plaque stamped '4" shell exploded on board H.M.S. Exeter by a fragment of 11" shell fired by Admiral Graf Spee Dec. 13. 1939', height including the base 33.5cm,

The Battle of the River Plate was the first naval battle of WWII which was fought in the South Atlantic on 13 December 1939. The German heavy cruiser Admiral Graf Spee engaged a Royal Navy squadron comprising four ships including HMS Exeter. The squadron sighted Graf Spee off the estuary of the River Plate near the coasts of Argentina and Uruguay. The battle commenced and Exeter was severely damaged and forced to retire, Graf Spee also damaged by HMS Ajax and Achilles was in a critical state as her fuel system was crippled. The order was given to scuttle the ship and three days later Captain Hans Langsdorff committed suicide.

(1) £500 - £700



235* A copper and brass ship's 'starboard' lantern, early 20th century, of typical form with makers plaque stamped 'Telford, Grier & Mackay Ltd, Manufacturers 16 Carrick St Glasgow', with bullseye glass, hinged top and swing carrying handle, 41 cm high, together with a copper and brass ship's signalling lamp, early 20th century, the circular casing with makers plaque stamped 'Siemens Brothers & Co Ltd, London', an additional plaque stamped 'Notice the lamp to be placed so that the filament is athwart the barrel', mounted on a tripod stand, 50 cm high

Provenance: John Henry Batchelor MBE, Aviation Artist (1936-2019).
(2) £200 - £300



236* Car Mascot 'Caprice'. Motorboat Racing Radiator Embellishment, circa 1913, an early motorboat racing radiator ornament by A.E.Lejeune Co. of heavy cast bronze representing an individual racing motorboat, finely detailed with incised name to bow, mounted upon a matching bronze twin-eared radiator-cap, stamped with maker's mark to base (probably a special commission design), length 17cm

(1) £300 - £500



237* **Coco de Mer (*Lodoicea maldivica*)**. A fine example of this Coco de Mer seed, converted as a box with brass hinges and with a superb highly polished finish, approximately 30 cm long

The Coco de Mer is a palm endemic unique to the islands of Praslin and Curieuse in the Seychelles. It was first discovered in 1768, but prior to that, there was a popular legend amongst sailors that it came from a mythical tree at the bottom of the sea as husks were often found floating on the water.

(1) £300 - £500

238* **English School**, 19th century, Horatio Nelson, 1st Viscount Nelson, *half-length portrait facing left, oil on canvas, unsigned, 72 x 58.5 cm, period gilt gesso moulded frame, frame size 93.5 x 80.5 cm*

(1) £300 - £500



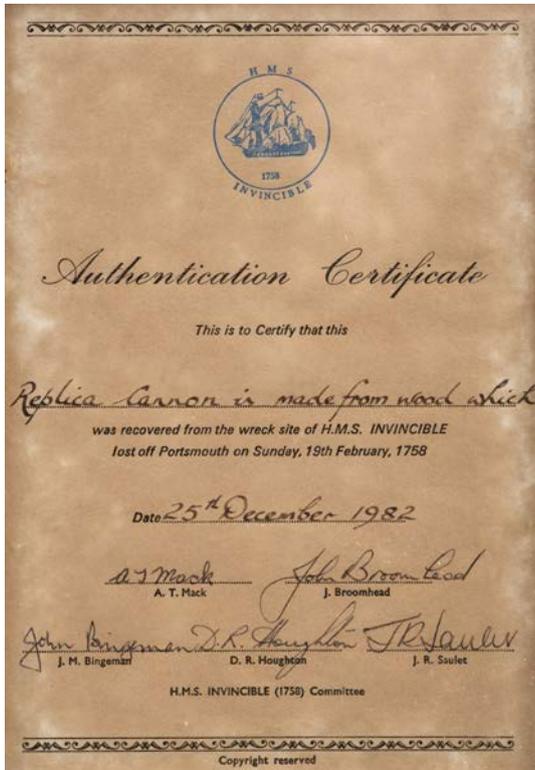
Lot 238

239* **HMS Ark Royal**. The ship's wheel from HMS Ark Royal, the brass eight spoke wheel with central boss stamped 'Brown Bros. & Co Ltd Edinburgh H2105 1946', additionally stamped 'H.M.S. Ark Royal The Plume of Feathers 1979', in a worn condition commensurate with age and service, 75 cm diameter

(1) £2,000 - £3,000



Lot 239



240* **HMS Invincible**. A wooden cannon made from the wood of *HMS Invincible*, the turned wood cannon measuring 14.5 cm, presented on an oak four-wheel gun carriage, the brackets with verdigris, the overall length 18 cm long, with a framed certificate of authenticity

The certificate included in the lot is supplied by the *HMS Invincible* (1758) Committee and is dated 25 December 1982, signed by the original finder and diver plus three members of the committee 'This is to certify that this replica cannon is made from wood which was recovered from the wreck site of *HMS Invincible* lost off Portsmouth on Sunday 19 February 1758'.

HMS Invincible was a 74-gun ship of the line of the French Navy captured by the Royal Navy on 14 May 1747, she was wrecked in 1758 after hitting a sandbank.

(1) £100 - £150

HMS Liverpool

The Town-class light cruiser of the Royal Navy was in service from 1938 to 1952.

During the Second World War, *Liverpool* gained four battle honours and was seriously damaged in two attacks by Italian torpedo bombers. The cruiser operated variously with the naval stations in the East Indies and China and with the Mediterranean and Home fleets. While assigned as flagship to the China Station in January 1940, the cruiser instigated a diplomatic incident with Japan when she intercepted the liner *Asama Maru* off the coast of Japan. *Liverpool* took part in the battles of the *Espero* Convoy and *Calabria*, the Arctic Convoys, and Operation Harpoon during the Malta Convoys. On 14 June 1942, during Operation Harpoon, *Liverpool* suffered an air attack and had to undergo repairs and refitting at Rosyth, Scotland for the remainder of the war.

Liverpool returned to service in 1945 and was assigned as flagship to the Mediterranean Fleet. In the early 1950s, the cruiser harboured in Port Said to support the British Administration of the Suez Canal Zone, when Egyptian guerrillas campaigned against it. The cruiser was decommissioned in 1952 at a time when the Royal Navy was rapidly contracting in strength. *Liverpool* was broken up in 1958, at Rosyth.

After *HMS Liverpool* was scrapped in 1958 this wheel was purchased and placed in the reception of The Ship Ashore Guest House on The Parade Swanage, this property expanded to create The Isles Hotel. The wheel remained here until the hotel was converted into flats in 1981. The owners 'Dez & Violet Taylor' took the wheel to their home also along The Parade and when they moved to Ballard Road Swanage. Violet sadly passed away in 2018, passing the wheel onto Nigel Taylor. Nigel wanted 'a good home' for the wheel and in November 2019 he found the perfect place at The Anchor Inn, around 60 yards from where it first hung in 1958 and a short distance from the sea where it served on the *HMS Liverpool*.

Nigel believes that the wheel is happy to be hung in The Anchor Inn with all its history associated with the town.



241* **HMS Liverpool**. The ship's wheel from *HMS Liverpool*, the mahogany and brass eight-spoke wheel with central boss stamped BSS 1024 C11, approximately 126 cm diameter, in fine condition with supporting provenance

The ship's wheel was acquired when the ship was scrapped in 1958. It was displayed in the reception of the Ship Ashore Guest House in Swanage. It remained there until 1981, being in private hands and then donated to The Anchor Inn in Swanage until it was sold.

HMS Liverpool was a Town-class cruiser in service from 1938-1952. During WWII the ship gained four battle honours and was seriously damaged in two attacks by Italian torpedo bombers. *Liverpool* operated in the East Indies, China and the Mediterranean as well as home fleets. While assigned as flagship to the China Station in January 1940 the cruiser intercepted the Japanese liner *Asama Maru* off the coast of Japan. The *Liverpool* took part in the battles of the *Espero* Convoy and *Calabria*, the Arctic Convoys, and Operation Harpoon during the Malta Convoys. On 14 June 1942, during Operation Harpoon, *Liverpool* was attacked and had to undergo repairs returning to service in 1945. *Liverpool* was decommissioned from service in 1952 and broken up in 1958 at Rosyth in Scotland.

(1) £2,000 - £3,000



Lot 241



Lot 242

242* **HMS Unbeaten.** WWII torpedo key, the brass frame stamped 'H.M.S. Unbeaten 14th May 1941', '1100 Ton Schooner T107', the opposite side 'WMS 637 F', 13.5 cm long
(1)

£150 - £200



243* **Motorboat Photograph.** British International Trophy, Motorboat Racing, circa 1913, an original photographic study by Beken of Cowes depicting the winning "Maple Leaf IV" of T. O. M. Sopwith at full speed, signature captioned in white ink to lower margin and mounted in original period green gessoed and gilt deep moulded frame, 36 x 43 cm

(1)

£100 - £200



Lot 244

244* **Pre-War Travel.** 'Forde-Dover' Ferry Club car badge, circa 1930s, a scarce decorative badge for regular Channel Crossing travellers during the inter war period by Thomas Fattorini & Co. Birmingham, enamel on chromed brass with applied flags of European nations visited, shows some age wear and minor enamel loss

HMS Forde was a former WWI Royal Navy auxiliary vessel converted for ferrying duties during peace-time.

(1)

£100 - £200



245* **Ship's Bell.** WWII bronze ship's bell, dated 1945, cast in relief with large serif capitals 'Trinity House 1945', 28 cm high x 29.5 cm diameter, in good original condition but lacking clapper

'Trinity House' [TH] is an organisation which is responsible for the provision, care and maintenance of all England's lighthouses and lightships. Founded by Henry VIII, it is a highly regarded institution, even today when most lighthouses and lightships are unmanned.

At the end of the Second World War (i.e. 1945), TH had, in theory, 43 lightships but some had been sunk and/or damaged during the War and only 17 were actually 'on station'. Several new vessels were built in 1945 to replace wartime losses and it seems likely that this bell is off one of them.

(1)

£200 - £300

MILITARY EPHEMERA



246* Clark (C, 20th century). Lieutenant Colonel Donald Macpherson, a record of military service, watercolour on paper, showing his military service from 1775-1829, British standards to the upper left and right corners, a series of four soldiers in uniform and regimental badges, 55.5 x 44 cm, mount aperture, gilt frame, glazed, frame size 76 x 63 cm, together with a similar record of service by the same artist for his son, Captain David Macpherson, framed and glazed, plus two Victorian portraits of father and son in civilian dress, 25.5 x 16.5 cm, burr maple frames, glazed, frame size 36.5 x 27.5 cm

Lieutenant-Colonel Donald Macpherson (1755-1829) was a native of Gaskmore, Scotland and raised a regiment of Clansmen known as the Cluny Volunteers at his own expense in 1783. The regiment fought in Britain and Canada. He served in the American Revolution of 1812, where he fought at Staten Island and New York. His nephew was Sir John Alexander Macdonald who was the first prime minister of Canada.

(4) £200 - £300



247* Japanese Empire. WWII Japanese War Correspondent/ Photographers armband, circa 1941, soft cotton with red stitched inscription bound by cord, 9 x 16 cm, together with a printed permit dated 26 July 1941 and Plus Co., Ltd Pass Case ticket

The documents included permits for a war correspondent/photographer to document and take photographs of all enemy atrocities, chemical, biological and poisonous gas-producing facilities.

(1) £100 - £150



248* Japanese Empire. WWII Japanese 'Hinomaru' Prayer Flag, circa 1941-45, white silk with red sun surrounded by signatures of friends and family, 104 x 70 cm, some staining and general wear

The Good Luck Flag was a traditional gift for Japanese servicemen deployed during WWII. Flags were signed by family and friends, often with short messages wishing the serviceman victory, safety and good luck. The name Hinomaru translates as circular sun.

(1) £300 - £500

249* **Marshal (Albert, J).** Amiens Cathedral 1914-18, *pen and ink heightened in watercolour on paper, showing WWI Scottish soldiers and locals in the cathedral streets, artist initials lower right, water damage to the upper left and lower right, 44.5 x 53.5 cm, framed and glazed, frame size 50 x 60 cm, various inscriptions verso*

According to the inscription verso, the artist was a teacher at Claremont School and this work was "exhibited in Castle in 20s" (as inscribed verso), no doubt Nottingham Castle as the artist was a Nottinghamshire man and is best known for painting sketches of the suburban village of Clifton, Nottingham.

(1)

£70 - £100



250* **Scott (Septimus Edwin, 1879-1962).** Portrait of Thomas Reginald St Johnston, 1917(?), *oil on canvas, half length, full face, wearing uniform, signed and dated lower right, 'Sep. E. Scott / BEF, [19]17(?)', 61 x 50 cm, artist's manuscript label to stretcher verso*

Thomas Reginald St Johnston (1881-1950), English colonial secretary. After studying law and medicine St Johnston 'became a Member of the Royal College of Surgeons and a Licentiate of the Royal College of Physicians. He worked briefly for the Local Government Board in 1906 before joining the Colonial Service the following year. From 1907 to 1917 he served in various judicial, medical and administrative appointments in Fiji, until he was seconded for war service in France. He was then attached to the War Office for special duty (for which he received the thanks of the Army Council) and was promoted brevet lieutenant-colonel. In 1919 he was posted to the Falkland Islands as colonial secretary, and in effect acting governor as Sir Douglas Young was about to depart on retirement leave.' He published *The Falkland Islands and Dependencies. An Illustrated Handbook* (1920) and *From a Colonial Governor's Notebook* (1936). See Falklands Biographies online.

(1)

£300 - £500



251 **Special Air Service.** SAS War Diary 1941-1945, London: Extraordinary Editions Ltd., [2011], *facsimile with colour and monochrome illustrations printed on thick paper, original blind-stamped light brown leather, small minor mark to upper board, large thick folio*

Limited edition 85 [of 500]. The limitation leaf is applied as the front pastedown. The volume was published by Extraordinary Editions Ltd. to celebrate the 70th anniversary of the Special Air Service Regiment on behalf of the SAS Regimental Association. Accompanying the volume is a generic letter from the publisher.

(1)

£300 - £500

252* **World War I London Rifle Brigade Archive.** A small archive of ephemera relating to George Frederick Brown, a Corporal in the Machine Gun Corps, c. 1914-20, *comprising: 4 small diaries from 1915-1918 noting receipts of letters and parcels from home, a small folder of letters and correspondence from various family and friends including one from Corporal Thorpe, 'I was knocked out in the same battle as Boon & Brand, I cannot say what became of their bodies...', plus other various items of related ephemera including photographs, cabinet cards and greetings cards, etc., an album containing roughly 130 family snapshot photographs, an officer's London Rifle Brigade regiment badge, a soldier's pay book for use on active service, etc.*

George Frederick Brown was attested on 15 February 1915 at 20 years of age. His soldier's pay book shows that he was signed up for the London Rifle Brigade, Company A. However, further records show that he was assigned to the Machine Gun Corps, and dispatched to France from August 1916 to December 1917. He was wounded on 4 December 1917, returned to service, and eventually demobbed on 10 January 1920. (a small carton)

£100 - £150



253* **Japanese Empire.** WWI Japanese fan with autograph signatures of military figures, folding paper fan, both sides of leaf with signatures in sepia ink, some in Japanese, including Tetsutarō Satō, Rear Admiral J. Matsumura, Kenji Ide, K. Murakami, Tomosaburō Katō, Rokurō Yashiro, Hayao Shimamura, lightly toned, 2 pin holes to lower edge, one very small stain to upper edge of one side, the other side slightly frayed in a few places to lower edge, mounted on bamboo sticks, 23 cm (9 ins)

A unique fan, with signatures of various important Japanese military and government personnel, including a number of Imperial naval admirals, such as Marshal-Admiral Viscount Katō Tomosaburō (1861-1923) who was Prime Minister of Japan from 1922 to 1923.

(1) £150 - £200

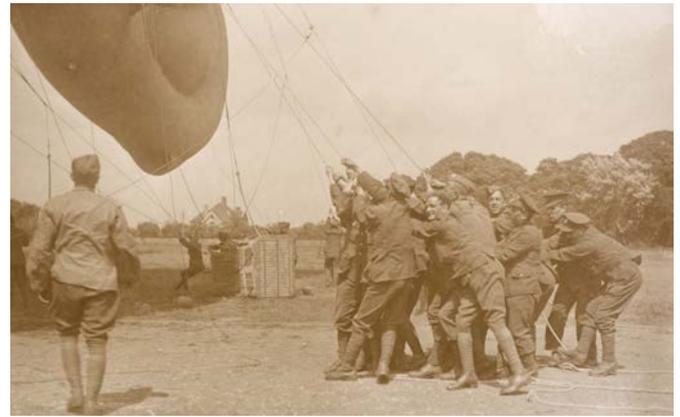
254* **WWI Postcards.** A fine collection of WWI period British and French postcards and real photographs (approximately 190), including Royal Navy ships for example HMS Murray, HMS Pegasus, line regiments including Wiltshire Regiment plus British Machine Gunners wearing gas helmets, church before the battle, Battery of French Seventy-Five's at Verdun, trenches, RFC/RAF aircraft including DH4 and crashed aircraft, Naval colleges etc, nicely presented in a ring folder

(approx. 190) £200 - £300



255* **Japanese Empire.** WWII Japanese propaganda fan, 1940s, folding paper fan, the recto printed in black with stencilled colour, depicting Japanese soldiers crossing a river on horseback, the leader brandishing a sword, the others with bayonets, and one with Rising Sun Flag, with Japanese bombers above, and caption in Japanese, Rising Sun symbol printed on verso, verso strengthened with paper in 2 places and with a small hole just revealing stick beneath, mounted on bamboo sticks, 18 cm (7 ins)

Rare Japanese Second World War fan; we have been unable to trace another.
(1) £150 - £200



Lot 254



Lot 256

256* **Japanese Empire.** WWII Japanese propaganda fan, 1940s, *folding paper fan, the recto printed in black with a scene of Japanese bombers and warships in the South Pacific, Rising Sun symbol on verso, mounted on bamboo sticks, 18 cm (7 ins), together with 4 other printed Japanese propaganda fans from the same period, including one depicting Emperor Hirohito on horseback flanked by children* (5) £150 - £200

257* **Prisoner of War.** A WWII POW fan autographed by prisoners at Fukuoka Prisoner of War Camp (Camp 5), Japan, circa 1943-1945, *folding paper fan with Oriental landscape printed in black, bearing 60+ ink signatures and inscriptions of military personnel, toned, and with some splitting and repairs, mounted on wooden sticks, 22 cm (8.75 ins)*

Extremely rare survival of a fragile paper fan, which not only passed through the hands of dozens of prisoners of war in a Japanese camp in the 1940s, but also survived the journey home, presumably with one of the liberated personnel, and the subsequent nearly eight decades to the present day. A few of the inscriptions - often humorous - are as follows: 'Bill (in the mood) Collier'; 'E. Woods. TIM.E.X. 3½ yrs'; 'Geoff de Groen "Pay Wallah" 2/19 BN A.I.F.'; 'S. Bradshaw. The only one from Warrington'; 'Cyril (roll on that boat) Goodman'; 'Honest Boris'; 'VF. Wimpey, Trentham. Vic. Aus.'; 'keep em flying" J. Van Allen'; 'Chas. C. Dallain. New Carlisle. Quebec Canada'; 'Jack "Vichy" France'; '(Slim). The Quarter Bloke 17 Charlotte Street Crediton. Devon'; 'J Messenger RSM. Loyal Regt.'

The fifth division of Fukuoka prisoner of war camp was established as Omine Branch Camp at Omine Coal Mine in Kawasaki-cho, Kawasaki-gun, Fukuoka Prefecture on January 22, 1943. It was renamed as Fukuoka No.5 Branch Camp on March 1, 1943, and it closed in September 1945. The POWs were used by Furukawa Mining Company. At the end of the war the camp housed 688 POWs (341 British, 152 Canadian, 130 Australian, 44 Dutch and 21 American); 21 POWs died whilst imprisoned there, including a number of methyl alcohol poisoning, and others of fractures, pneumonia and beri-beri.

(1) £300 - £500



Lot 257

COINS AND MEDALS



258* **Greek Coin.** Ptolemaic Kings of Egypt, Ptolemy II (285-246), Drachm, Alexandria, c. 253-249, *head of Zeus Ammon facing right, dotted border, the reverse showing an eagle with closed wings and a cornucopia to the left, 45 mm diameter, 68.6g*
(1) £100 - £150



Lot 260



259* **Charles II (1660-1685).** Crown 1673, V.QVINTO, *third draped bust, fine, together with a Charles II Threepence 1674, drilled, another Threepence coin dated 1679 plus a copper Farthing 1674, very fine*
(4) £100 - £150

260* **William and Mary (1688-1694).** Fourpence 1689, *Threepence 1689, Twopence 1689 (part of a Maundy set) good fine or better, together with a mixed collection of coins comprising William III (1694-1702), Halfcrown 1697, fine, Anne (1702-1714), Shilling 1711, third bust, plain reverse, fine, George III (1760-1820), Shilling 1787, very fine, Halfcrown 1817, fine, Twopence 1797, very fine, Penny 1797, very fine plus George IV Shilling, 1826, fine*
(10) £200 - £300



261* **George II (1727-1760).** Halfcrown 1746, D.NONO, *old laureate and draped bust, plain reserve, very fine, together with another George II Halfcrown 1745, D.NONO, plain reserve, fine plus two George II Sixpence both dated 1757, very fine*
(4) £200 - £300



262* **George III (1760–1820)**. Bank of England Issue Dollar 1804, laureate and draped bust of the king, the reverse with Britannia seated, good fine

These dollars were re-struck from Spanish-American 8-Reales until around 1811.
(1) £100 - £150



263* **George V (1910–1936)**. Full gold sovereign 1925, South Africa Pretoria Mint, George and dragon reverse, very fine, together a Half sovereign 1911, very fine

(2) £400 - £500

264* **Coins**. A mixed collection of coins and trading tokens, including Victorian Crowns dated 1845, 1893 and 1897, generally fine, an album of coins, commencing with a Roman coin, Gallienus (253 to 260) [?] found in the UK, George III penny overstruck 'Weekly Newspaper 3D Post Free Lloyds', worn, five more 1797 pennies, British Victorian and early 20th century silver coinage (worn), South African, Canadian and Indian coins and other world coins (shoe box) £150 - £200



265* **Battle of Saint Cast**. French bronze medal commemorating the Battle of Saint Cast in 1758, 18th century, the obverse with a bust of King Louis XV facing right, with the legend 'LUDOVICO XV. OPTIMO PRINCIPI. COMITIA ARMORICA' (The commune of Brittany to Louis XV, the best of princes), the reverse showing the genius of Brittany with sword in her hand and shield by her feet, a palm tree divides her from Mars hanging shields on a palm with the legend 'ANGLIS AB AGUILLONIO DUCE PROFLIGATIS (The English defeated by the Duc d'Aiguillon), AD SANCTUM CATUODUM M. DCC. LVIII. (At St Cast, 1758), 64 mm diameter, edge bruises, very fine

The Battle of Saint Cast was a military engagement during the Seven Years' War on the French coast between British naval and land expeditionary forces and French coastal defence forces. It was fought on 11 September 1758 and won by the French.

(1) £70 - £100

266* **The Waterloo Medal**. Issued by the Waterloo Committee, two silver medals, originally engraved by Benedetto Pistrucci to commemorate the victory of the Allies at the battle of Waterloo in 1815, the obverse shows the conjoined busts of the Prince Regent (later George IV), Francis II of Austria, Alexander I of Russia and Frederick William III of Prussia around allegorical and mythological allusions to the Treaty of Peace which resulted from the battle and the reverse shows the two equestrian figures of Wellington and Blucher being guided to the conflict by Victory around are figures symbolizing the battle of the giants, these reproduction medals each 13.2 cm diameter are presented in a frame with engraved plaque
(1) £100 - £150

267* **Distinguished Service Cross**. A Royal Navy DSC medal case, Garrard & Co Ltd, with a piece of DSC ribbon, together with a large cotton ships ensign plus a collection of naval cloth badges, comprising Southern Railway, Banks Shipping, Ellerman Line, Royal Fleet Auxiliary and Merchant Navy, nicely presented in a deep glazed display frame, frame size 35 x 30.5 cm
(3) £50 - £80

268* **Germany**. Third Reich 1939, Iron Cross, 2nd Class, ring stamped '55' for J.E. Hammer & Sohn, Geringswald
(1) £100 - £150

269* **Germany**. Third Reich 1939, Iron Cross, 2nd Class, ring stamped '4' for Steinhauer & Luck, Ludenscheid
(1) £100 - £150



270* **Imperial Germany**, Iron Cross 1914, silver and iron, inset into a brass cigarette case, 9 x 7.5 cm

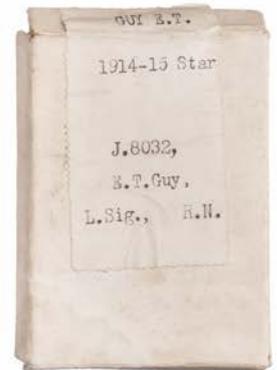
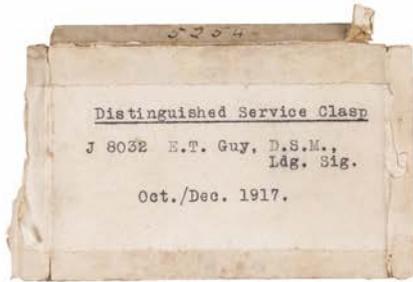
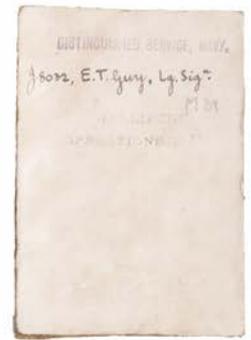
Probably a veteran's memento.

(1) £50 - £80



271* **Indian Medals**. Havildat M. Singh, Bengal Engineers Poorvi Star, Long Service Medal (9 years), Sainya Seva Medal, Sangram Medal, Indian Independence Medal (25 years), United Nations Emergency Force Medal, Long Service Medal (20 years), all officially named, good very fine and mounted as worn

(7) £70 - £100



272* A fine WWI 'Stavros Beach Party' DSM and Bar medal group awarded to Leading Signalman E.T. Guy, Royal Navy, who was later crew member in the Royal Yacht Victoria & Albert

Distinguished Service Medal, G.V.R. (J.8032. E.T. Guy, LG. Sign Gallipoli Opns. 1915-6.) with Second Award Bar engraved 'Oct-Dec. 1917.'

1914-15 Star (J.8032, E.T. Guy, L.Sig. R.N.)

British War and Victory Medals (J.8032 E.T. Guy. L. Sig. R.N.)

Jubilee Medal 1935

Coronation Medal 1953

Naval Long Service & G.C., G.V.R. (j.8032 E.T. Guy. Y.S. H.M.S. Centaur.), very fine and better, mounted as worn

together with his WWII service medals, comprising 1939-1945, Atlantic Star, Defence and War Medals, extremely fine, in named card box of issue with transmission slip, retaining part of the boxes of issue for the DSM and Bar plus the box of issue for the 1914-15 Star, Order for Release from Naval Service document dated 5 July 1945, a black and white photograph of the recipient whilst serving in H.M.S. Good Hope, two portrait photographs of the recipient wearing his medals, naval cloth badges, medal ribbon bars, cap tallies and other related items

DSM London Gazette: 12 May 1916: 'For services rendered by Petty Officers and men of the Eastern Mediterranean Squadron between the time of landing in the Gallipoli Peninsula in April 1915 and the evacuation in December 1915 to January 1916'

DSM Bar London Gazette: 18 February 1919: 'In recognition of their services during Naval operations carried out in conjunction with Military operations in Palestine from October to December 1917'

Edwin Thomas Guy was born in Havant, Portsmouth in 1894, he joined the Royal Navy in 1912 (Boy II), training in HMS Ganges, he then served in various ship including *Europa I & II* during the Gallipoli campaign from 13 April to 5 October 1915, during this time Guy was moored at Stavros Bay in what was later referred to as the "Stavros Beach Party" which supported armed trawlers, motor launches and lighters. He was serving in *Hannibal* when he was awarded his second award bar for the DSM in 1917. Post war service saw Guy serving in the Royal Yacht *Victoria & Albert* from 17 December 1927 (a Royal Yacht cloth shoulder title is included in the lot) and Guy continued his service into WWII.

(10)

£2,000 - £3,000



273* A WWII Lloyd's War Medal for 'Bravery at Sea' medal group to Captain A.M. Caird, OBE for his part in rescuing crew members when his ship SS *Eurylochus* was sunk by the German Raider *Kormoran* on 29 January 1941

The Most Excellent Order of the British Empire O.B.E. (Civil) Officer's, 2nd type breast badge, silver gilt, in Royal Mint box of issue

Lloyds War Medal for Bravery at Sea, 'Captain A.M. Caird, S.S. "Eurylochus" 29th January 1941.', in box of issue

1914-15 Star (MID. A.M. Caird, R.N.R.)

British War and Victory Medals (S. Lt. A.M. Caird. R.N.R.)

1939-1945 Star

Atlantic Star with France and Germany clasp

Italy Star

War Medal, very fine and better, with named card box of issue and transmission slip, with a folder of research

Captain Alexander Mann Caird was born at Arbroath, Forfar, Scotland in 1897, he joined SS Clan MacPherson as an apprentice in September 1914 before he enlisted in the RNR as a probationary Midshipman in October. He joined HMS *Orphir* in March 1915, the ship was an ocean liner of the Orient Steam Navigation Co which the Admiralty requisitioned for conversion to an armed merchant cruiser. He remained there until February 1917 when he was confirmed in the rank of Midshipman. He served in various ships throughout the remainder of the war including HMS *Medway* and in 1920 joined SS *Titan* and SS *Philoctest* in Hong Kong before embarking for the UK via Vancouver and Seattle in 1925.

On 10 May 1940 he joined SS *Eurylochus* as Master and the ship sailed from Glasgow to Takoradi on the Gold Coast in a convoy of 30 ships plus four escorts, her main cargo was 16 bombers destined for the Middle East. on 19 January the ships dispersed and on 29 January when about 500 miles south of the Cape Verde islands the ship was attacked with gunfire from the German Surface Raider *Kormoran*. The *Eurylochus* sent out the "Raider Attack" signal (RRRR) after which the attack increased with the ship being so badly damaged that the order was given to abandon ship. Two of the lifeboats were destroyed but Caird managed to launch two rafts before a direct hit sunk *Eurylochus* and sank almost immediately. The two life rafts were strapped together under the command of Caird and there were 28 men in the rafts, three in bad shape and the sharks made it impossible to lighten the load by putting men into the water. They were picked up by the Spanish vessel *Monte Teide* the following morning and the wounded were transferred on 31 January with Caird remaining on the ship with the Chinese crew members, they eventually disembarked in Buenos Aires.

The *London Gazette* of 29 July 1941 announced the award of the OBE to Caird. During the attack he found the Chief Officer badly wounded in the wheelhouse and carried him down ladders to the main deck and then returned to look for another man. He was also awarded the Lloyd's Medal for Bravery at Sea. Another of the crew was awarded the Albert Medal for saving a Radio Operator from sharks.

(9)

£1,000 - £1,500

274* A fine naval medal group to Lieutenant-Commander Kenneth Hall, MVO, MBE, Royal Navy, who retired from service after a successful naval career in WWI & WWII and was present during the "Burning of Smyrna" in 1922, Hall was also a keen Boy Scout and attended the first Scout Camp on Brownsea Island in 1903

- a) The Royal Victorian Order, M.V.O., Member's 4th Class breast badge, silver-gilt and enamel, reverse officially numbered '1386', with Collingwood box of issue
- b) The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast badge, with Royal Mint box of issue
- c) British War and Victory Medals (M.3924 K. Hall. 1 WR. R.N.)
- d) 1939-1945 Star
- e) Atlantic Star
- f) Defence and War Medals
- g) 1937 Coronation Medal
- h) 1953 Coronation Medal
- i) Naval Long Service Medal, G.V.R. (M.3924 K. Hall. C.P.O. WR. H.M.S. Victory.)
- j) Portugal, Order of Christ, Commander's neck badge, with Frederico Cortez box of issue and dress miniature award
- k) France, Chevalier de Legion d'Honneur breast badge, with box of issue
- l) Denmark, Order of the Dannebrog breast badge, with A. Michelsen box of issue
- m) Holland, Knight of the Family of Orange breast badge, with C.J. Berger box of issue
- n) Sweden, Knight of the Royal Order of Vasa breast badge, with C.F. Carlman box of issue
- o) Abyssinia, Knight of the Lion of Judah breast badge, with Mappin & Webb box of issue, first 11 mounted as worn, contact marks and minor enamel damage to MVO, presented on display board, together with a substantial personal archive relating to the recipient's naval career including bestowal documents, commissions, invitations to Royal events including the 1937 and 1953 coronations, black and white snap shot photographs, and other related items



Lieutenant Commander Kenneth Hall was born in Alresford, Hampshire in 1892, he was educated at Truro College, he devoted his early years to scouting and was present at the first scout camp in Brownsea Island in 1903. He joined the Royal Navy in 1911, initially serving in HMS *Britannia* before joining HMS *Black Prince* in the First Balkan War before returning home in 1914. Here he was posted to Portsmouth Barracks, the *Black Prince* was later sunk with the loss of all hands during the Battle of Jutland in 1916.

Post war service saw Hall serving in HMS *Curacao* during the Second Balkan War and was present at the Burning of Smyrna from 13 to 22 September 1922. The Turkish port was set alight four days after the Turkish military captured the city on 9 September and effectively ended the Greco-Turkish War, more than three years after the landing of Greek army troops at Smyrna in May 1919. The fire completely destroyed the Greek and Armenian quarters of the city with the loss of an estimated 100,000.

Hall joined the Admiralty in Malta in 1925 and then the staff of the Commander-in-Chief at Portsmouth before joining the Flagship HMS *Nelson* shortly before the outbreak of WWII, he was in *Nelson* when she was mined in Lochbuie. The Flag was transferred to HMS *Rodney* and Hall was wounded when she was bombed off Norway.

In 1945 he joined the Royal Household as Chief Clerk to the Board of the Green Cloth where he remained for ten years. (archive) £1,500 - £2,000





275* **Military Cross, G.V.R., unnamed as issued, extremely fine, in box of issue**
(1)

£600 - £700



276* **Four:** Captain P.A. Thompson, Royal Engineers
N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia, Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Capt PA Thompson RE 24802318), correction to the C of Capt, Jubilee 2002, Army Long Service & G.C., E.II.R. (24802318 SSGT PA Thompson RE), good very fine, mounted as worn

Captain Peter Andrew Thompson was commissioned Captain from Warrant Officer Class I in 2008 and retired from service in 2012.

(4)

£300 - £400

277* **Pair:** Guardsman G. Walters, Welsh Guards Later SAS and a Welsh Rugby International

General Service 1962-2007, 1 clasp, Northern Ireland (24125135 Gdsm. G.D. Walters WG.), United Nations Medal, 1st fine, 2nd good very fine, mounted as worn, with two silver Rugby Football League prize medals awarded to the recipient plus a Rugby trophy dated 1979 and various research

The General Service Medal is in poor condition having reputedly been dropped on parade and trampled on! The suspension and clasp have been added by the current owner.

Graham Walters (1953 -) was born in Carmarthen, South Wales, he joined the junior Welsh Guards as a boy soldier aged 15 and on leaving school joined the 1st Battalion of the Welsh Guards where he was assigned as a sniper. Following on from this he became a Guards Para for 18 months before joining the SAS regiment. He did 6 tours of Northern Ireland of which three were undercover. He was also in active service in Belize and Cyprus.

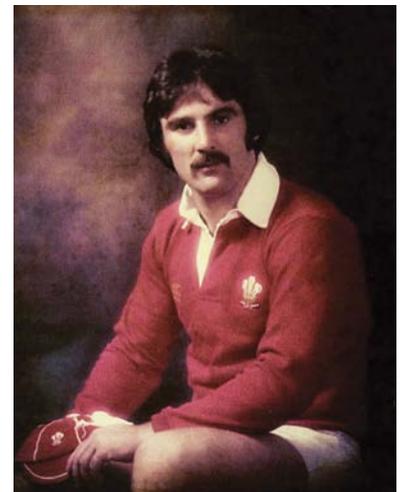
Walters was also a professional rugby league footballer, who played in the 1970s and 80s for Wales as well as personal security to celebrities including Sir Terry Wogan.

(2)

£500 - £600



Lot 277





278* **Police Medals.** Constable Frederick Charles Payne, 'P' Division, Metropolitan Police
Jubilee 1897, bronze (F.C. Payne. P. Divn); Coronation 1902, bronze (F.C. Payne. P. Div); Coronation 1911 (F.C. Payn[sic]), good very fine, swing mounted as worn

Frederick Payne was born in Hitchin, Hertfordshire in 1871. He joined the Metropolitan Police in 1893 and spent over 26 years with 'P' Division in Camberwell, London.

(3) £100 - £150



280* **Russian Medals:** Awarded to air 'ace' Major Valeryan Mikhailovich Turygin, Deputy Commander of the 269th Fighter Aviation Regiment, 236th Fighter Aviation Division, 5th Air Army who is credited for destroying 5 enemy aircraft and 4 shared *Order of the Patriotic War, 2nd Class, reverse engraved 5624 Medal for the Defence of the Caucasus Medal for the Victory over Germany Medal for the Capture of Königsberg Medal for Combat Merit Medal for 30 Years of Service Medal for 40 Years of Victory Medal for 60 Years of Victory, mounted for wearing, with copied research*

Order of the Patriotic War, 2nd Class, 25 April 1943
 'He has been fighting in the Patriotic War, serving in the 269th Fighter Aviation Regiment on the Trans-Caucasus and North Caucasus Fronts since 23rd October 1942. Since that time he has conducted 92 combat sorties with an overall flight time of 93 hours and 42 minutes. These included 36 sorties to cover friendly troops, 31 sorties to escort ground-attack aircraft bombers, 20 sorties to reconnoitre enemy troops and 5 combat sorties to attack enemy ground troops and material. During this time he fought in 5 aerial battles, involving multiple aircraft, during which he personally shot down 5 enemy aircraft, in addition he shared in the downing of 4 enemy aircraft. Owing to his excellent piloting techniques he has great success in aerial battle with the enemy. He always served as formation leader, leading anywhere from 2 to 8 aircraft.'

Major Valeryan Mikhailovich Turygin was born in Smolensk in 1914 and joined the Red Army in December 1939, he served in the Patriotic War from 17 November 1942 on the Caucasus Front with 742nd Independent Aerial Reconnaissance Regiment and later with the 236th Fighter Aviation Division, 5th Air Army from 23 October 1942.

(8) £800 - £1,000



279* **RSPCA.** Bronze medal for animal life saving (P.C. G. Evans - 1965) complete with 'For Humanity' brooch bar, extremely fine, sold with copied research

Police Constable G. Evans was presented this medal for the attempted rescue of a ewe-in-lamb from an extremely dangerous position on Neckwood Cliff, Trantishoe, Combe Martin, North Devon on 11 March 1965.

(1) £200 - £300

281* **Three:** Private H. Stoate, Gloucestershire Regiment *British War and Victory Medals (78 Pte. H. Stoate, Glouc R), Territorial Force Efficiency Medal, G.V.R. (265012 Pte. L.Cpl. H. Stoate.6/Glouc: R.), good very fine, with card box of issue*

Private H. Stoate resided at 18 John Street, Easton Road, Bristol.
 (3) £70 - £100



Lot 281





282* A WWI & WWII group to Lieutenant Commander Frederick "Dan" Parker, MBE, who is best remembered for his part in the rescue operation of the ill-fated SS *Flying Enterprise* off the coast of Falmouth, Cornwall in 1951

The Most Excellent Order of the British Empire O.B.E. (Civil) Officer's, 2nd type breast badge, silver gilt, in Royal Mint box of issue

1914-15 Star (F. Parker, A.B., M.F.A.)

British War and Victory Medals with MID oakleaves (F. Parker. L.D.H. M.F.A.)

1939-1945 Star

Atlantic Star with France and Germany clasp

War Medal, extremely fine and the BWM with a nice deep tone, with named card box of issue, together with a huge collection of original and copied research contained in five files and two folders, including newspaper cuttings reporting the tug *Turmoil* and the rescue of the *Flying Enterprise*, telegrams congratulating Captain Parke, press photographs, commission certificates, letters from Shipping Companies, manuscript pages from the log of the motor yacht 'Virginia', etc plus a presentation silver cigarette case by William Hair Hasler, Birmingham 1954, in pristine condition with an engine turned ground bordered by yellow metal border, the interior richly gilded and engraved 'Presented to Captain F.D. Parker by Stavros S. Niarchos and World Tankers Corporation, in grateful appreciation of assistance given to s.t. "World Concord" and her crew, during their distress in the Irish Sea on 27th November 1954. '8 x 14 cm approximately 300 g, with silk bag and fitted leather case, a presentation silver cigarette box from E.S. Ward (and so engraved), the lid engraved with the initials 'F.D.P', 4 cm high x 10 cm wide x 9 cm deep

MBE London Gazette: 5 June 1952

MID London Gazette: 5 April 1918

Captain Frederick Daniel Parker MBE, better known by all as 'Dan' was born in 1891. He served in the Mercantile Fleet Auxilliary during WWI, the MID was most probably for his service in HMS *Atalanta*, which was a merchant vessel taken from trade and used as a minesweeper.

After passing his Masters certificate in 1925, Parker became Captain of several steam yachts and circumnavigated the globe. On the outbreak of WWII, he served as a Lieutenant and Lieutenant Commander in the Royal Navy Reserve, mainly on anti-submarine and minesweeping duties. By the end of the war he was serving as Chief Pilot at Brunbittel at the mouth of the Elbe for the navigation of this river to Hamburg. After the war he joined the Overseas Towage & Salvage Company as 1st Mate of the rescue tug *Turmoil*. He commanded this vessel until his death in 1955 when he fell from the bridge ladder and sustained fatal injuries.

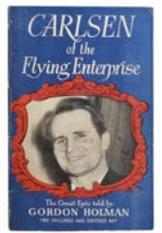
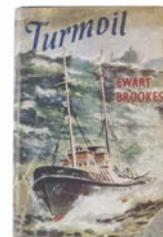
The *Turmoil* will be particularly remembered for its part in the rescue of the American vessel "Flying Enterprise". A copy of the book, *Rescue Tug: The story of the Flying Enterprise and the Salvage Tug Turmoil*, published in 1957 is included with the lot.

On 21 December 1951, under the command of Henrik Kurt Carlsen, the *Flying Enterprise* left Hamburg bound for America. The ship encountered a storm in the English Channel and the vessel suffered structural damage and a crack was found across the weather deck. The cargo then shifted and an SOS was issued on 28 December. Two ships responded the MV *Sherborne* and USS *General A.W. Greely* and the following day the situation worsened for Captain Carlsen and the crew were evacuated into lifeboats.

USS *John W. Weeks* arrived in 2 January and relieved the merchant ships. The following day the tug *Turmoil* under the command of Captain Dan Parker arrived to assist but found it impossible to take the *Flying Enterprise* in tow. The tug's mate, Kenneth Dancy was transferred to the *Flying Enterprise* and the ship was taken in tow to be taken to Falmouth by and 10 January the *Flying Enterprise* was 31 nautical miles from Falmouth just south of the Lizard when the ship capsized. The salvage attempts were criticised as the ship might have been saved by heading to the nearest harbour in Cork, rather than Falmouth.

(7)

£1,000 - £1,500





Lot 283

283* A 'Greece and the Western Desert' OBE group to Captain A. Wilson, Merchant Navy, for sustained courage throughout many voyages whilst carrying cargoes of petrol and having been frequently under heavy air attack

The Most Excellent Order of the British Empire, O.B.E. (Officer's) 2nd type breast badge

British War and Mercantile Marine Medal (A. Wilson), the first renamed

1939-1945 Star

Atlantic Star with France and Germany clasp

War Medal, good very fine, with named card box of issue, with a folder of extensive research

OBE: *London Gazette*: 17 March 1942

'This ship has made many voyages to Greece and the Western Desert carrying cargoes of petrol. She has been frequently under heavy air attack. The master has shown sustained courage throughout.'

Captain Alexander Wilson OBE was born in Leith, Scotland in 1896. At 15 he joined a firm of shipowners as a Mess Deck Steward and he first went to sea in SS *Alster* between 1911 and 1912 (Ordinary Seaman).

Wilson at the outbreak of WWI was in SS *Inverawe* moored in St Petersburg, Russia along with other ships from the Currie Line and orders given for the crews to return home immediately.

They got tickets to travel on the Swedish *Gauthiod* but on reaching the Gulf of Bothnia on 7 September the steamer was stopped by two German destroyers. The Germans asked if there were any British on board and on receiving the answer yes from the Captain the ship was boarded by two German officers. The British were ordered on deck and totalled 10 officers and 48 seamen. Wilson was taken prisoner of war and held in various centres around Danzig before arriving at Ruhleben Camp in Berlin. He remained there until the end of the war.

Wilson returned to sea in 1919 gaining his Master's certificate in 1924. His first ship as Master was SS *Heler* in 1936. He took command of SS *Kirkland* in 1938 and in May to November 1940 *Kirkland* was employed on a variety of jobs including runs from Malta to Alexandria with supplies of armaments and petrol for the troops in Libya, Greece and Cyprus, the ship survived many bomb attacks before meeting her end on 23 April 1942 when she was torpedoed off the coast of Tobruk (Wilson had handed over command of the ship the week before). Wilson was awarded the OBE for his service in SS *Kirkland*.

(7)

£400 - £600



284* **Pair:** Major R.W. Brailsford, Royal Field Artillery
British War and Victory Medals (Major R.W. Brailsford.), good very fine

Major Ralph Walker Brailsford, Royal Field Artillery served in Mesopotamia from October 1916. He resided in Headingley, Leeds after the war and the pair is his only entitlement.

(2)

£70 - £100



285* WWI Casualty Medals. Rifleman Alfred Morgan, Liverpool Regiment, killed in action 30 August 1918
British War and Victory Medals (88495 Pte. A. Morgan. L'Pool. R.), extremely fine and in named card boxes of issue, with identity tag and bronze memorial plaque 'Alfred Morgan', this is presented in an oak display stand, plus two 9ct gold football medals awarded the recipients son (East Lancashire Football League and Altrincham District Football Association), each weighing 5.5g

Alfred Morgan was born in Dunham Massey in 1880, he enlisted with the Cheshire Regiment before transferring to the 6th Battalion, Liverpool Regiment. Morgan was killed in action on 30 August 1918 and he is commemorated on the Vis-en-Artois Memorial, Calais as well as being commemorated at Seamon's Moss School in Oldfield Brow and on the Altrincham & District Roll of Honour and War Memorial at St. John's.

(5)

£300 - £500



286* A WWI Mercantile Marine and Royal Humane Society group to Frederick Evans

*Mercantile Marine Medal and British War Medal (Frederick Evans)
 Royal Humane Society Medal (Frederick Evans (aged 13) 9. April. 1877. Duplicate), with ribbon buckle, good very fine, sold with copied research*

Frederick Evans was born in Bristol in 1864 and lived at 216 Cheltenham Road. He served in the training ship *Formidable* in Portishead and on 26 July 1879 at just aged 15, he was bound for a term of 4 years to work for J. Daniel & Sons, Merchant of Bristol as a seaman. He was awarded the Royal Humane Society Medal in 1877, when he jumped 14 feet from a lower deck of the *Formidable* into the sea in Portishead, Somerset to successfully rescue Edward Boyd, who had accidentally fallen overboard into 5 fathoms (30ft) of water. The medal in this lot is an official replacement, believed to have been issued after the original lost when his ship was attacked by a submarine during WWI.

(3)

£300 - £400



287* Four: Private W. Baker, Manchester Regiment

*Military Medal, G.V.R., naming erased
 1914-15 Star (1992 Pte. W. Baker, Manch. R.)
 British War Medal (1992 Cpl. W. Baker. Manch. R.)
 Victory Medal, naming erased, an interesting but defective group which has been recently mounted*

Private Winston Baker served with the 1/6th Battalion in Gallipoli from May 1915.

(4)

£200 - £300



288* A WWII Operation 'Royal Marine' DSM group to Chief Petty Officer C.J. Vinnicombe, who was part of a Naval Expeditionary Force tasked with laying mines in the River Rhine from May to June 1940, Vinnicombe was later captured and taken POW for the remainder of the war. He was one of 9 recipients to receive the DSM for this operation

Distinguished Service Medal, G.V.I.R. (J.58366 C.J. Vinnicombe. C.P.O. R.N.), extremely fine, in unofficial shagreen style box

British War and Victory Medals (J.58366 C.J. Vinnicombe. Ord. R.N.)

1939-1945 Star

War Medal

Naval Long Service & G.C., G.V.R. (J. 58366 C.J. Vinnicombe. P.O. H.M.S. London.), second, third and sixth worn, therefore fine and better, with a folder of research

DSM: *London Gazette*: 5 July 1940: 'This Sous-officer, by his personal fearlessness, attention to detail and organisational ability enabled mines to be streamed when in full view of the enemy, for several nights in succession without interruption.'

Chief Petty Officer Cornelius James Vinnicombe, DSM was born in Hessle, East Riding of Yorkshire in 1901 and joined the Royal Navy in 1916. He served in North America and the West Indies, China and the Mediterranean rising to the rank of Chief Petty Officer in 1938.

On 3 September 1938 Vinnicombe joined the torpedo and mining training establishment 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. He was held until December 1940 in a camp at Besancon and then the following camps, Stalaf XXA1 Thorn, Poland (January to March 1941), Stalag XXB Marienburg, Poland (March to August 1941), Stalag XXA5 Thorn (August to September 1941), Offlag III C (Stalag 383) Hohenfels, Germany (September 1942 to February 1943) and Marlag and Milag Nord, Westertimke, Germany (February 1943 until he was released). He returned home on 5 July 1945.

Another DSM group to a recipient who took part in the same operation sold at DNW (now Noonan's) on 6 December 2017 for a premium inclusive £3700 (see lot 68).
(6) £1,500 - £2,000

289* A WWII Immediate 'Tunisia' Military Medal group to Corporal R.S. Riches, 9th Queen's Royal Lancers

Military Medal, G.V.I.R. (7906967 Cpl. R.S. Riches. 9 L. Duplicate)

1939-1945 Star, Africa Star with 8th Army clasp, Italy Star

Defence and War Medal, swing mounted, extremely fine

The Military Medal is an official replacement.

M.M. *London Gazette*: 19 August 1943: 'This N.C.O. has been in command of his squadron's B 1 Echelon for the past twelve months. On 23 April, 1943, the N.C.O. brought some ammunition lorried up under heavy fire through a heavily mined area. Regardless of his personal safety he led his echelon on foot through the mines and delivered the ammunition to the tanks whilst they were still in action. The same day he made a second journey through the same area, as guide to some recovery vehicles. Owing to his courage and determination, none of the vehicles under his command went on mines, and recovery and ammunition arrived when it was most needed. By his complete disregard of his personal safety, and by his unflinching cheerfulness, he has set a very fine example to his drivers and he has always done his duty in a most exemplary manner.'

30 Military Medals were awarded to the 9th Queen's Royal Lancaster during WWII.

(6)

£400 - £600



Lot 289



290* A WWII "Operation Dynamo" DSC group to Captain C.A. Hancock, for displaying great initiative and seamanship in getting his ship into Dunkirk, and also after the ship had been severely damaged, in getting her back to Dover

Distinguished Service Cross, G.V.I.R., by Garrard & Co, London 1939, reverse officially dated 1940

1914-15 Star (Lieut. C.A. Hancock, R.N.R.)

British War and Victory Medals (Lieut. C.A. Hancock. R.N.R.)

1939-1945 Star

Atlantic Star

War Medal

France. Order of Maritime Merit, silver and enamel (enamel damaged), the remaining medals generally very fine, with a folder of extensive research

Captain Charles Archibald Hancock, DSC was born in Plymouth in 1886. He joined the Training Ship Conway at Liverpool in 1901, before joining the Idra Line as a midshipman and then joining SS *Indraghiri* in 1903 until 1905. He served in various ships and in 1914 he was in SS *Empress* when it was converted to a seaplane carrier, here he found himself with the rank of Temporary Sub Lieutenant in the Royal Naval Reserve and he remained with the ship until the end of the war.

Post-war service saw Hancock with the cross-channel service and in 1933 was promoted to Captain of SS *Canterbury*, which was the flagship of the Southern Railways fleet. He was in command of this ship during "Operation Dynamo" which was the evacuation from Dunkirk. A breakdown of the ship's service is included with the lot but on 4 June the ship departed for Dover on its final trip from Dunkirk having brought to safety a total of 5715 troops.

From 6 to 15 June, Hancock and the *Canterbury* were heavily involved in operations off Le Havre, Cherbourg and Brest.

DSC: *London Gazette*: 16 August 1940

'This ship completed four trips. On the third trip, she was bombed and a near miss damaged the ship and put her out of action. In addition to those four trips she had completed three other trips to Calais and Boulogne, continually subjected to bombing and also gunfire from shore batteries. A near miss put the ship out of action for the remainder of the operation.

Captain Hancock displayed great initiative and seamanship in getting his ship into Dunkirk, and also after the ship had been severely damaged, in getting her back to Dover'

Hancock left the SS *Canterbury* in 1942 and joined the Twickenham Ferry and following on from the Normandy landings the ship was the first vessel to discharge a cargo of railway rolling stock to the Cherbourg Peninsular, a complete train of goods wagons with locomotive.

The French award included in this lot was presented to Hancock in 1938 for his long association with France having recently carried his millionth passenger across the channel.

He was discharged from the Merchant Navy in 1946 on termination of his war service and he died in Dover in 1962.

(8)

£1,500 - £2,000



291* **Russian Medals:** Junior Lieutenant A.D. Yakovlev, 538th Army Mortar Regiment, 33rd Army, who provided fire support with his machine gun for the battalion's advance near the village of Lyudovichi in Smolensk Province. He killed as many as 20 German soldiers and officers and destroyed one light enemy machine gun along with its crew

Medal for Courage, reverse numbered 3158275

Medal for Combat Merit, reverse numbered 1206808

Medal for Combat Merit

Medal for the Victory over Germany

Medal for the Liberation of Warsaw, mounted for wearing, with three loose awards comprising Medal for the 30th Anniversary of the Army and Navy and two Moop Medals for 20 years Excellent Long Service, 1st and 2nd Class, with copied research

Medal for Combat Merit (3158275), 9 June 1944 'Order of the 538th Army Mortar Regiment nr. 01/N of February 13, 1945'

'Sergeant Aleksandr Dmitriyevich Yakovlev, radio squad leader in the 2nd Battalion, for the fact that he on February 27, 1943, when our forces were advancing near the village of Lyudovichi in Smolensk Province, provided fire support with his machine gun for the battalion's advance. He killed as many as 20 German soldiers and officers and destroyed one light enemy machine gun along with its crew. The battalion was able to capture the village of Lyudovichi.'

Medal for Courage (1206808) 'Order of the 538th Neman Army Mortar Regiment, 33rd Army, 1st Belorussian Front'

'Sergeant Aleksandr Dmitriyevich Yakovlev, radio communications squad leader in the 6th Battery, for the fact that he, when our forces were breaking through the enemy's defences near the village of Kiyanka on January 14, 1945, continuously adjusted the battalion's mortar fire whilst positioned amount the frontline ranks of the infantry. This enabled our forces to promptly open fire at the enemy.'

Sergeant Aleksandr Dmitriyevich Yakovlev was born in 1924 and was a member of the Komsomol from 1944 having been inducted into the Red Army in 1943. He saw frontline service from October 1943 and was wounded twice.

(8)

£200 - £300



292* **Russian Medals:** 'Ski Company Commander' Lieutenant Aleksandr Mikhailovich Terentyev, Independent Battalion of the 189th Rifle Division, Order of Alexander Nevsky awarded after he opened machine-gun and submachine-gun fire and attacked an enemy battalion which resulted in 170 enemy dead or wounded
Order of Alexander Nevsky, reverse engraved 20391
Medal for the Defence of Leningrad
Medal for the Capture of Königsberg
Medal for 30 Years of Victory
Medal Commemorating 250th Anniversary of Leningrad, last four swing mounted

Order of Alexander Nevsky by Order of the Leningrad Front nr. 0678 of June 15, 1945

'Lieutenant A.M. Terentyev was actively involved in the fighting with the German invaders on the Leningrad Front. Serving as a ski company commander in the Independent Battalion of the 189th Rifle Division, on 26th January 1944 he received orders to cut off the enemy's avenues of retreat to the left of the village of Ropshi. Penetrating 7 kilometres deep into the enemy's rear undetected, Lieutenant Terentyev, upon approaching the village Valuiki, opened machine-gun and submachine-gun fire and suddenly attacked a battalion-sized enemy force. The disorganised enemy incurred heavy casualties, and after putting up haphazard resistance the enemy dispersed, leaving 170 dead or wounded, 10 vehicles, and many weapons behind in the village. With the capture of the village of Valuiki the enemy's avenues of retreat were cut off. Lieutenant Terentyev's company consolidated it's positions in the village of Valuiki and held it until the arrival of the division's main force. Lieutenant Terentyev was severely wounded that day. Whilst serving as a rifle company in the 120th Gatchina Red Banner Rifle Division's 538th Rifle Regiment, he was severely wounded during an offensive near the city of Narva, when the enemy's line of defence was breached, in exact accordance with the orders he had received and when he was making his way to the battalion's command post to receive new instructions to step up to the offensive. During this operation 20 prisoners were taken. An active participant of the Patriotic War who has suffered wounds, Lieutenant Terentyev deserves the Order of Alexander Nevsky.'

Lieutenant Aleksandr Mikhailovich Terentyev was born in 1919 and joined the Red Army on 23 September 1939, he served on the Leningrad Front from 20 March 1943.

(5)

£800 - £1,000



293* Russian Medals: Private Gulayev Aleksei Grigoreyevich, 10th Guards Airborne Division, awarded the Order of Glory having personally killed 10 enemy soldiers with his machine gun
Order of Glory, 3rd Class, reverse engraved 584498
Medal for Victory over Germany
Medal for 30 Year Service, mounted for wearing, with copied research

Order of Glory, 3rd Class, 6 November 1947

'Comrade Gulayev served as a sub-machine gunner in the 10th Guards Airborne Division on the North West Front. On 18th August 1943 during an offensive undertaken by the division on the approaches to the city of Staraya Russa, his platoon leader designated to the advancing platoon. The platoon suffered considerable losses in manpower and comrade Gulayev was made a light machine gunner. During the offensive comrade Gulayev personally killed 10 enemy soldiers with his machine gun. During the fierce battle he was severely wounded. At the present time he is a disabled Patriotic War Veteran of the 2nd category. He deserves a decoration. The above is based on his oral testimony and the wound report.'

Private Gulayev Aleksei Grigoreyevich was born in 1922 and joined the Red Army on 13 March 1943. He served on the Northwest Front from 18 August 1943 as a sub-machine gunner with 10th Guards Airborne Division.

(3) £200 - £300



294* Russian Medals: Sergeant Mikhail Petrovich Katsion, 90th Rifle Regiment, 95th Rifle Division, awarded the Order of Glory for suppressing two enemy heavy machine guns and killing seven Germans

Order of Glory, 3rd Class, reverse numbered 637908

Medal for Courage, reverse numbered 3064452

Medal for the Liberation of Warsaw

Medal for the Capture of Berlin

Medal for the Victory over Germany

Medal for the 30th Anniversary of the Soviet Army and Navy

Medal for Combat Merit, mounted for wearing, with copied research

Order of Glory by order of the 95th Rifle Division nr. 049/N of August 16, 1945

'On 20th April 1945 during the fighting for the two of Markendorf, comrade Katsion picked a favourable firing position for his machine gun under heavy artillery and mortar fire. Firing with great precision, he suppressed two enemy heavy machine guns and killed seven Germans. Even though he was wounded, he did not abandon the battlefield until the battle was over.'

Sergeant Mikhail Petrovich Katsion was born in 1926 in the Kiev Province. He joined the Red Army in September 1943 and served on the Belorussian Front from October 1944.

(7)

£200 - £300

EDGED WEAPONS



Lot 296

Lot 297

Lot 298

Lot 299

295* **Khyber Knife.** Afghan Choor, the 32 cm blade engraved along the top edge with scrolls and chevrons, with horn grip, overall length 44.5cm, together with a kukri knife with scabbard plus a cosh and a whip
(4) £100 - £150

296* **British Lee Metford No1 Type 2 bayonet,** Henry Wilkinson London, the 30.5 cm steel blade with crowned VR, maker and inspection stamps, wooden grips with brass studs, the pommel stamped '9 RS AOC 06363' additionally numbered '934', overall length 42 cm, in its black leather scabbard with steel mounts and suede leather frog
(1) £100 - £150

297* **American P1913 Vickers bayonet,** WWI period and scarce, 43 cm blade stamped with crowned GR, 1913 5 17 Vickers, the opposite side with inspection marks, steel crossguard, wooden grips, overall length 55.5 cm, in its brown leather scabbard stamped EFD with brown leather frog, a good example with minimal use and a well oiled blade
Only 1500 Vickers bayonets were produced.
(1) £200 - £300

298* **British Lee Metford Mk II rifle bayonet,** P1888, the steel blade 30.5 cm long stamped VR and numbered 1 98 (January 1898), the opposite side EFD with inspection marks, wooden grips with two brass rivets, the pommel stamped CIY and numbered 1145?, overall length 42.5 cm, in its black leather scabbard with steel mounts numbered 599
(1) £100 - £150

299* **British Lee Metford Mk II rifle bayonet,** P1888, the steel blade 30.5 cm long stamped VR and numbered 4 98 (April 1898), the opposite side EFD with inspection marks, wooden grips with two brass rivets, the pommel stamped I.Y.C. and numbered 3971, overall length 42.5 cm, in its black leather scabbard with steel mounts numbered with Enfield stamps, together with another Lee Metford bayonet with brown leather scabbard and frog plus a British 1907 pattern bayonet which was reputedly found in the sands in the town of Beersheeba, Gaza, lacking scabbard
(3) £100 - £150

300* **British Lee Enfield No 5 "Jungle Carbine" bayonet,** circa 1944, black composite grips, overall length 37 cm, in its black painted scabbard with frog
(1) £100 - £150



302* **German K98 bayonet**, circa 1936, the 25 cm blackened steel blade stamped S/155G, the opposite side 6748, wooden grips, overall length 38 cm, in its steel scabbard with brown leather frog stamped Röder & Co, Solingen 1936, together with three further bayonets, each in scabbard
(4) £100 - £150

303* **Imperial German Mauser bayonet**, M1898 circa 1910, the 36.5 cm blade stamped Simson & Co Suhl, with the Kaiser's crowned stamp on the top of the blade, hooked quillon, wooden grips, overall length 49.5 cm, in its steel scabbard with brown leather frog
(1) £100 - £150

301* **Canadian Ross Rifle Co bayonet**, P1907, the 25.5 cm blade, with steel crossguard and wooden grips, the pommel stamped Ross Rifle Co Quebec Patented 1907, overall length 37.5 cm, in its metal scabbard sheathed in brown leather with integral stamped Mk II, a nice clean example
(1) £100 - £150



305* **British Lancaster sword bayonet by R&W Aston**, P1855, the 48.2 cm steel with falchion pipe backed blade stamped with makers and inspection marks, with brass crossguard, chequered grips brass pommel, overall length 61 cm, in its black leather scabbard with brass mounts, lacking frog stud
(1) £200 - £300



Lot 303

304* **Indian issue No.1 Mk III Lee Enfield SMLE bayonet**, 1944 the 30 cm blackened steel blade stamped with crowned GRI, Mk III 2 44 R.F.I. (Ishapore), the opposite side with inspection stamps, the crossguard stamped DP, wooden grips and steel pommel, overall length 42 cm, in its brown leather scabbard with blackened steel mounts and webbing frog, together with 1903 pattern bayonet by Wilkinson, the 30 cm steel blade stamped Wilkinson London with inspection stamps, wooden grips and two steel rivets, steel pommel, overall length 42 cm (blade tip missing), in its leather scabbard with steel mounts and webbing frog, plus a 1907 pattern bayonet by Wilkinson, overall length 39 cm, in its brown leather scabbard with steel mounts and webbing frog
(3) £100 - £150



306* Swiss bayonet, M1918-55, the 29.5 cm steel blade stamped *Waffenfabrik Neuhausen*, the crossguard stamped 524836, wooden grips and steel pommel, overall length 42.5 cm, in its blackened steel scabbard, together with a Brazilian Mauser M1908 bayonet, the 30 cm steel blade stamped *Alex Coppel Solingen*, hooked quillon stamped 5369, wooden grips, steel pommel, overall length 43.5 cm, in its black leather scabbard with brass mounts stamped *Gg 3739*, plus an Italian M1891 bayonet, 29.5 cm steel blade, crossguard stamped *F 560*, wooden grips, steel pommel, overall length 41 cm, in its black leather scabbard with steel mounts and leather frog

(3) £100 - £150

307* British Martini Henry bayonets (3), 1876, the 43.5 cm triangular steel blade stamped with war department arrow and Enfield inspection stamps, overall length 53 cm, all in later leather and brass scabbards

(3) £100 - £150

308* British Martini Henry bayonets (2), P1895, the 55 cm triangular steel blades with war department and inspection stamps, overall length 63.5 cm, each with leather and brass scabbard

(2) £100 - £150



Lot 307



Lot 308



309* Siam Mauser bayonet (2), type 45, the 25 cm blades numbered 10356 (in Siamese), wooden grips with two steel rivets, overall length 37 cm, one blade showing signs of combat, each with steel scabbard, together with a Spanish 1941 pattern Bolo bayonet, the 24.5 cm blade stamped 3543 N, the opposite side with manufacturers logo, chequered wooden grips, overall length 37 cm, in its steel scabbard (split along the seam)

(3) £100 - £150



310* American Remington bayonet, WWI period, the 43 cm steel blade dated 1917 and with proof marks, steel crossguard and wooden grips, overall length 55 cm, in its leather scabbard stamped *Jewell 1918*, together with three further Remington bayonets, all dated 1913 with leather scabbard

(4) £150 - £200



311* **Imperial German M1871/84 bayonet**, WWI period, the 25.4 cm blade stamped Weyersberg Kirschbaum & Co Solingen, the crossguard stamped 15. J.3.80., wooden grips and steel pommel, overall length 38 cm, in its black leather scabbard with steel mounts stamped 15.J.3.80., together with a German 1884/98 pattern saw back bayonet, the 25.3 cm blade stamped Deutsche Maschinenfabrik A-G Hamburg, wooden grips and steel pommel, overall length 39 cm, in its black painted scabbard with leather frog
(2) £100 - £150



Lot 312

312* **German presentation bayonet**, Third Reich, the 25 cm steel blade etched Fallschirmjäger Regiment, the opposite side etched 'Mit unsern Fahnrn ist der Sieg' (with our flags is victory), stamped 7478 h and 41 dd, steel and wood grip etched with a swastika surmounted by a parachute, overall length 38.5 cm, in its black metal scabbard numbered 9428 with black leather frog stamped Otto Gehrckens, Pinneberg 1941, a good clean example with minimal use
(1) £200 - £300

313* **German presentation bayonet**, Third Reich, the 25 cm steel blade etched 'Propagandakompanie' flanked by SS runes, the opposite side etched 'meine ehre heißt treue' (my honour means loyalty) with swastika, wooden grips and SS runes engraved on the pommel, overall length 38 cm, in its black metal scabbard
(1) £200 - £300



Lot 313

314* **Polish Mauser bayonet by Perkun**, M1898, the 25 cm blade stamped 'Perkun', the opposite side with Polish eagle and WP, the guard stamped with serial number 477483, wooden grips with two steel rivets, overall length 38.5 cm, in its black plated scabbard
Perkun was a small engine/motorcycle manufacturer based in Warsaw that started to pick up military contracts, among those was the production of Polish Mauser bayonets.
(1) £100 - £150

315* **Argentinian Mauser bayonet**, M1909, the 40 cm blade numbered M1018, wooden grip and steel mounts stamped RA, overall length 52 cm in its scabbard with matching serial number M1018, together with three further bayonets including a Spanish Toledo bayonet and scabbard, matching serial numbers 7717 C
(4) £100 - £200



Lot 314

316* **Belgium bayonets**, circa 1960s, comprising L1A3 bayonet (2) and FAL type C bayonet (2), all with scabbard
(4) £200 - £300

317* **British 1856 pattern sword bayonet**, Weyersberg, the 57 cm yataghan blade steel crossguard and composite chequered grip, overall length 71.5 cm, in its leather scabbard with steel mounts, together with a French gras bayonet, non matching serial numbers, in its scabbard, a French chassepot bayonet, the blade by Alexander Coppel & Sons, in its scabbard, plus an American Remington P1918 bayonet, lacking scabbard
(4) £100 - £150

318* **British Lee Enfield SMLE bayonet**, RFI Mk 2, the 30.5 cm blackened steel blade with inspection marks and crowned GRI stamp, wooden grips, overall length 42.5 cm, in its leather scabbard with steel mount and 1937 pattern frog, together with a Lee Enfield Mk I, in its scabbard plus a Remington P1907 bayonet and another similar, each in their scabbards

(4) £100 - £150

319* **British Martini Henry triangular socket bayonet**, circa 1882, the 45 cm steel blade with inspection stamps, overall length 54 cm, in its brown leather scabbard dated 1882 and numbered 1616, together with three further socket bayonets, all lacking scabbards

(4) £100 - £150

320* **British Post-WWII bayonets**, circa 1950s, comprising No 9 Mk 1 (3), each in scabbard, (13), one lacking scabbard, plus one No4 Mk II bayonet

(17) £200 - £300

321* **German Fire Brigade parade bayonet**, circa 1939-45, the 24.5 cm steel blade stamped Solingen, 'S' shape crossguard and chequered composite grip, overall length 36 cm, its steel scabbard, together with two German Ersatz bayonets plus a Swiss bayonet, all with scabbards

(4) £100 - £200



Lot 322

322* **British Lee Metford No1 Type 2 bayonet**, Henry Wilkinson London, the 30 cm steel blade with stamped with makers and proof marks, wooden grips, two brass studs, in its black leather scabbard with steel mounts and canvas frog, together two further Lee Metford bayonets, each with scabbard (one missing frog stud) but stamped 'ARD.Co 4.S.F. 105' on the pommel

(3) £100 - £150

323* **British Wilkinson bayonet**, P1907, the 43 cm steel blade with inspection stamps, wooden grips, overall length 55.5 cm, in its leather scabbard with steel mounts, together with two further P1907 bayonets both by Wilkinson and with scabbards, one with a 1937 pattern frog

(3) £100 - £150



324* **German bowie knife**, 19th century, the 31 cm clipped steel blade, hoof crossguard, antler grips, overall length 43.5 cm, in its black leather sheath with steel mounts and acorn frog stud

(1) £200 - £300

325* **Various Bowie knives**, including a commemorative bowie knife, the 19.5 cm etched 'Remember the Alamo The Last Stand of Jim Bowie', brass crossguard and wooden grip with brass rivets, overall length 31.5 cm, in its brown leather sheath, another with 27 cm steel blade, overall length 41 cm, in its black leather scabbard stamped in gold 'Bell Bowie' and three other knives

(5) £100 - £150



326* **British Artillery Gunners sword**, circa 1800, the 91 cm straight steel blade with clipped point and a crown stamp near the tang, brass hilt with langets and knucklebow with ribbed fishskin grip, overall length 105 cm, lacking scabbard

It is unusual to find an example of this pattern of sword with a long blade as they are normally short swords.

(1) £600 - £800

327* **British Lee Enfield No 5 bayonets** (3), WWII period, the 20 cm blade with clipped point, wooden grips, overall length 30 cm, each with black metal scabbard and frog, together with Lee Enfield No 7 Mk 1 Land Service bayonets (2), each with scabbard (one with frog)

(5) £150 - £200



328* WWII Fairbairn-Sykes 2nd Pattern Fighting Knife, Wilkinson Sword Co Ltd London, the 15.5 cm blade etched 'The F-S Fighting Knife' on the ricasso, the opposite side with the Wilkinson Sword trademark, straight guard and brass chequered grip, overall length 28 cm, the blade rusted and would benefit from some attention, in its brown leather scabbard with brass tip
(1) £200 - £300

329* Various American fighting knives, comprising a M5A1, the 17 cm blade with crossguard stamped U.S, M5A1 Milpar Col, composite black grip, overall length 29 cm, in its green scabbard, another identical but in a scabbard stamped USM8A1 P.W.H. plus three other knives
(5) £100 - £200

330* Knives. Military Survival Knife by Joseph Rodgers (2), the 18.5 cm wide burnished steel blade stamped 'Rodgers Sheffield England', the opposite side numbered 27C/2360 with military arrow, wooden grips, overall length 31.5 cm, each with brown leather sheath, together with another survival knife, the wooden grip stamped 127 8214 JA 1993 with war department arrow, in its sheath, plus three fighting knives
(6) £200 - £300

331 WWII American Fighting Knives, including Marine Corps Camillus fighting knife, the 17 cm blade stamped 'Camillus N.Y.' the opposite side 'U.S.M.C.', angled guard and leather roundel grip, overall length 30 cm, brown leather sheath stamped 'BOYT 43', two Imperial M8 knives, each with green sheath plus another stamped U.S.M. knife with sheath
(4) £200 - £300

332* Finnish sheath knives, comprising a Martini knife, the 24 cm blade engraved with cutlers markings and reindeer pulling a sledge, indigenous wooden grip, overall length 36.5 cm, in its brown leather sheath, another by the same cutler, overall length 36 cm, in its brown leather sheath, plus a smaller knife with brown leather sheath
(3) £100 - £150

333* George III Irish Militia sword probably carried by Major John Gillman, Cork Cavarly, circa 1780, the 82.5 cm curved steel blade engraved with GR cypher, a classical bust wearing a helmet facing left within foliate border, military trophies, the opposite side with an Irish harp within shield and a crown above, a solider standing holding a sword all infilled in gold, brass guard with strung bugle and GR cypher, ivory grip bound in brass wire, rounded pommel, overall length 95.5 cm, with sword knot and black leather scabbard, the mounts engraved 'Lieut Gillman' and the opposite side 'Nicolson Cork'

Ivory Act registration reference M2NFHTL6.
(1) £1,000 - £1,500



334* WWII Japanese Sword (Katana), circa 1940s, the 68 cm steel blade, with copper habaki, iron tsuba, bronze pine tree fuchi, cord bound grip with fish skin iron menuki, the blade retaining a good hamon, overall length 93 cm long overall, in its black lacquered saya with brown leather cover
(1) £300 - £500



Lot 333



337* Knives. German AES fighting knife, the 17.5 cm blackened steel blade with clipped point stamped AES, black composite grip, overall length 30.5 cm, in its black composite scabbard, together with various military survival knives all with sheath

(7) £150 - £200

338* Knives. Spanish sidearm, the yataghan type blade stamped Artilleria Fabrica de Toldeo, numbered 9089, steel crossguard and chequered wooden grips, overall length 72.5 cm, lacking scabbard, together with three various knives

(4) £100 - £150



Lot 340

335* Japanese Sword. A Japanese Short Sword (Wakizashi), Meiji period (1868-1912), the 46.5 cm curved steel blade signed on the tang, with copper habaki, two-tone bronze tsuba, fishskin grip bound in cord with figural menuki, overall length 62 cm, it's black lacquered saya with additional bronze handle knife engraved with a tiger and signed blade

(1) £200 - £300

336* Knives. A military survival knife, the wide burnished steel blade stamped 127/8214 JR 1983 with war department arrow, steel crossguard and wooden grips, overall length 31.5 cm, in its leather sheath, together with a mixed collection of knives and bayonets including a Swedish M1896 bayonet, the blade numbered 287, it steel scabbard

(7) £200 - £300

339* Russian dirk, early 20th century, the 23 cm steel blade with brass crossguard, composite grip and brass decoration, overall length 32.5 cm, in its steel and brass scabbard with chain and hanging clip

(1) £100 - £150

340* British Cavalry Trooper's Sword, P1899, the 85 cm slightly curved steel blade with Enfield inspection stamps, bowl guard, chequered leather grip secured by three rivets stamped G.R.H.A and numbered, with sword knot, overall length 103 cm, in its steel scabbard with various stamps including 3 DG with sam browne leather belt

(1) £200 - £300



341* Victorian P1845 Infantry Officer's Sword, Henry Wilkinson, Pall Mall London, serial number 12704, the 82.5 cm slightly curved blade etched with VR cypher and scrolls, brass gothic hilt pierced with VR cypher, wirebound fishskin grip and acanthus back strap and stepped pommel, overall length 98 cm, in its brass scabbard with sword knot

Sold with a letter from Wilkinson Sword dated 1966.

The serial number 12704 was sold to Messrs Nicholls and Son on 25 August 1863.

(1) £200 - £300



342* **Tibetan sword**, 19th century or earlier, the 59 cm blade with iron crossguard and grip inset with engraved brass decoration, overall length 73 cm, in its scabbard with the remains of original cloth and brass decoration embellished with a turquoise cabochon
(1) £200 - £300



343* **Indian Sword (Tulwar)**, 19th century, the 85 cm substantial curved blade with hilt showing traces of gold koftgari and hinged loop, the blade showing signs of combat and generally worn, overall length 96 cm
(1) £150 - £200

344* **Various sheath knives**, mostly Scandinavian, including a Norwegian knife, the 15.5 cm blade etched Helle Fabrikker Norway, with washer grip and brass pommel, overall length 27 cm long, in its brown leather sheath, Olsen Knife Co, Solingen with horn grip, overall length 22 cm, another by Olsen, 22 cm long, J.A. Helleberg, Sweden, overall length 25 cm and two other knives, all with sheath
(6) £100 - £150



345* **A superb and large Victorian bowie knife**, Joseph Rodgers & Son, the 35.5 cm blade with scalloped edge and clipped point, engraved with crowned VR Joseph Rodgers & Sons, 6 Norfolk St, Sheffield, German silver guard and horn grips secured by six rivets, overall length 50.5 cm
Joseph Rodgers exported Bowie Knives all over the world but America was Rodgers largest export market and it is claimed that it was a Rodgers' hunting knife, given to Buffalo Bill by General Custer, which Bill used in his duel with Sitting Bull.
(1) £500 - £700



Lot 346

346* Victorian Cavalry Trooper's Sword, of the Montgomery Yeomanry, circa 1885, the 87.5 cm slightly curved steel blade with inspection stamps and yeomanry markings, Maltese bowl guard and chequered leather grip, overall length 102 cm, in its steel scabbard with yeomanry stamps, the metalwork pitted and polished
(1) £100 - £150



347* Victorian Irish Infantry Officer's Sword, Sexton & Sons, Dublin, the 82 cm slightly curved sword etched with VR cypher, with steel bowl guard pierced with scrolls and VR cypher, lacking fishskin grip but retaining the wire, chequered back and domed pommel, overall length 98 cm, in its steel scabbard
(1) £100 - £150

348* Victorian Volunteer Artillery Officer's Sword, W.H. Scott, Bristol, the 82 cm slightly curved steel blade etched with VR cypher, and regimental crest, with steel three bar guard, wirebound fishskin grip and stepped domed pommel, the blade is worn and the scabbard pitted and dented, overall length 98 cm, in its steel scabbard
(1) £150 - £200



Lot 348



Lo 349

349* Coldstream Guards Officers' Sword, circa 1914-18, the 83 cm blade numbered 108230, one side etched with GRV cypher and battle honours from Alma to Hindenberg Line, the other with regimental badge and further battle honours from Tangier 1680 to Waterloo, the hilt with regimental badge and wirebound fishskin grip and domed pommel, overall length 99 cm, in a replacement scabbard, the whole sword refurbished to a very high standard
(1) £300 - £400



350* WWI Machete (Welsh Knife), circa 1916-17, the swollen double edge blade engraved 'Dros Urdda Cymru' (For The Honour of Wales), the opposite side with a foundry stamp (illegible), folding steel guard, cord bound grip and steel point pommel, pierced with cord wriststrap, overall length 60.5 cm, in its leather and cloth bound scabbard

Provenance: Purchased at a Welsh farmer's auction in the 1960s.

This style of trench knife was parented by Felix Joubert who was a renowned armour restorer who had worked at Windsor Castle and the Wallace Collection. Thomas Evelyn Scott-Ellios eighth Baron Howard de Walden ordered these knives for equipping his battalion in 1916-17.
(1) £1,000 - £1,500

ANTIQUE FIREARMS, UNIFORMS AND MILITARIA

351* **Australian Uniform.** WWII period Australian Commonwealth Military Forces blue cloth service uniform, unattributed, comprising blue cloth tunic with silvered king's crown staybrite buttons to the breast, pockets, epaulettes and cuffs, 83 cm long, the inner arm 43 cm, peaked hat with maroon band and brass regimental badge, tailors label for Grose's Hats, 42 Forrest Place, Perth, yellow striped trousers, sam brown leather belt, brown leather gaiters and other items, contained in a period suitcase with 'Air France' paper label

(1)

£50 - £80



352* **Austrian Dragoon Officers' Helmet,** 19th century, the black leather skull with vibrant gilt-metal raised comb with side panels finely embossed with a lion fighting a serpent, the helmet plate embossed with F I cypher (Emperor Franz I of Austria, 1804 - 1835), with Imperial double-headed eagle above, the brass chinscales with lion head rosettes, original leather lining, some splits and dents to the metalwork but a good example of this iconic helmet

(1)

£1,000 - £1,500



353* **Companion Set.** WWI French Gras bayonet fireside companion set, comprising, poker, tongs, shovel and brush, the tongs very cleverly adapted using the blade and scabbard, 63 cm long

(3)

£100 - £150



354* **Boer War.** A military wooden box, circa 1900, the lid inscribed in white paint 'Prt J.E. Berry, 7th Dragoon Guards, the whole box painted in black, with carrying handles, 30 cm high x 71 cm wide x 41 cm deep, with copied service papers

John Edward Berry was born in Lambeth, London in 1874, he joined the 5th Dragoon Guards in 1892 and served during the Boer War from 1899-1900, he was discharged medically unfit and joined the reserve squadron (7th Dragoons) in 1903, he re-engaged for war service during WWI and is entitled to a WWI pair.

(1)

£150 - £200



355* **Boer War.** A regimental scarlet tunic of the 5 Volunteer Battalion, South Wales Borderers, with white facings, sphinx collar badges, brass buttons by Samuel Brothers Ltd, embroidered epaulettes, 70 cm long, 32 cm chest
(1) £100 - £150

356* **Cadet Corps tunic,** circa 1920s, heavy green cloth with tailors label for 'J & B Pearce & Co London', with brass shoulder titles for S.H.S. Cadet Corps (possibly Sidcup Hall School), brass buttons with royal coat of arms, the lining inscribed with the name 'Lawrence Nov 6th 193', 64 cm long, 35 cm chest
The shoulder titles appear to be unrecorded and therefore worthy of further research.
(1) £100 - £150

357* **Campaign Chest.** A French mahogany and brass campaign chest, 19th century, the top inlaid with a brass plaque engraved with a French heraldic crest, the two doors enclosing five drawers each with an engraved plaque for *Depêches, Divers, Minutes, Particulere, Response and Argent*, the sides with recessed carrying handles, some general wear and loss, lacking keys, 57 cm high x 53 cm wide x 45.5 cm deep
(1) £200 - £300



358* **National Pigeon Service.** WWII National Pigeon Service badge by J.R. Gaunt, London, the gilt metal badge with three-tone blue enamel and gilt and red crown, 25 mm high
The National Pigeon Service was a volunteer civilian organisation formed in 1938 by Major W.H. Osman. During WWII over 200,000 pigeons were given by the British pigeon breeder of the NPS. The birds were used by the Royal Air Force and the Army and Intelligence Services, Special Section of the Army Pigeon Service. 16,554 war pigeons were parachuted onto the continent. Many pigeons received the Dickens Medal for bravery.
(1) £70 - £100

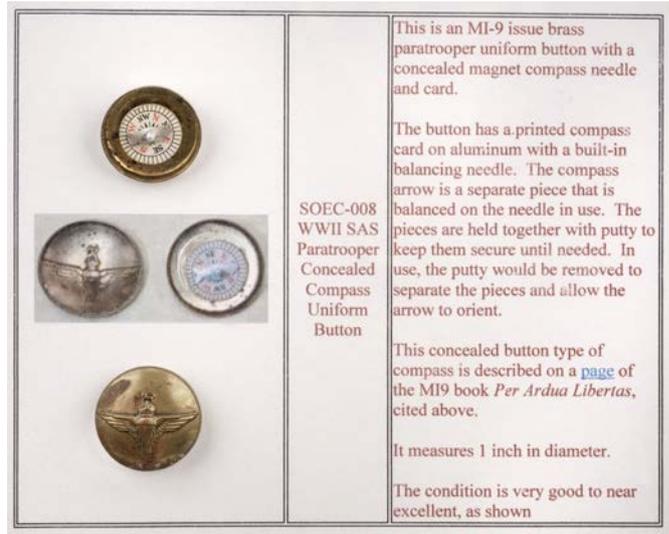


Lot 357



359* **Luftwaffe Wrist Compass**, WWII Period, serial number 3858128, the back stamped AK 39 FI 23235-1, black leather strap, together with a large wrist compass, the black case stamped 6605-99-924-9163 R/80/ S/S/35, brown leather strap, a WWI brass military compass by Barnes & Morris London, No 13699 dated 1917 with war department arrow, a WWI brass compass by Terrasse W. Co VI 91512 dated 1918 and other pocket compasses (12) £200 - £300

361* **Duke of Wellington**. A group of three bronze gilded reliefs of the Duke of Wellington, the profile of Arthur Wellesley, Duke of Wellington in Field Marshal's uniform, one framed the others mounted on wood panels and other items (a carton) £100 - £150



362* **Escape & Evasion**. A WWII Parachute Regiment brass escape button compass, the concealed paper scales with needle, presented in a glazed display frame with historical information, frame size 25.5 x 27 cm (1) £100 - £150



360* **WWII Airborne Troops Denison smock**, dated 1945, size 3 with printed tailor's label for John Gordon & Co, 1945, green camouflage with four pockets to the front, brass 'Newey' pop studs and ACE zip, shoulder epaulettes with green composite buttons, 86 cm long, inner arm 38 cm, some patching and general wear, together with a Wilkinson Sword Co fighting knife, the 22.5 cm triangular steel blade stamped with Wilkinson trade mark and Mk III, circular steel guard and wooden grip with steel top nut, overall length 35 cm, in a brown leather sheath, plus a brown leather revolver holster, stamped 094 with military arrow (3) £300 - £500



363* **George III period powder horn**, circa 1800, the brass cover engraved '2d Regt 69', with brass nozzle, 21 cm long (1) £100 - £150

364* **German 1936 Condor Legion Wound Badge**, silver, solid construction with large WWI German helmet, screw back and impressed L/12 for C.E. Junker, Berlin, scarce (1) £150 - £200



365* Royal Irish, 4th Dragoon Guards Parade Helmet, 1871 Pattern, the brass skull with brass plume holder and white horsehair plume, and the helmet plate with red, blue and white enamel regimental badge with the motto 'Quis Separabit MDCCLXXIII' laid on a white metal star of the Order of St Patrick, with brass chin-scales and rosettes, original brown silk lining, in good original condition
 (1)

£700 - £1,000



366* A fine Victorian miniature Albert helmet of the Royal Horse Guards, 1842 pattern, the white metal skull with plume holder and scarlet horse hair plume, the helmet plate with blue and red enamel badge and the motto 'Honi Soit Qui Maly Pense' applied to eight-point star, with chin-scales and rosettes, lacking liner and mounted on an octagonal electroplated box and cover, 40.5 cm high
 (1)

£300 - £500



367* Elizabeth II Troopers Uniform of the Household Cavalry, circa 1960, comprising Albert helmet, the white metal skull with bi-metal helmet plate and plume holder, white horsehair plume brass pressed metal backstrap and chin scales, original leather lining, and the inner back peak additionally inscribed RHG/D 132 X43 001448, with white metal breast and back plate, white leather belt with brass belt buckle and red scarlet tunic with staybrite Life Guards buttons, presented on a mannequin for display
(1)

£700 - £1,000



Lot 368

368* Hungarian Officer's Tunic, circa 1900, with tailors label for Tiller & Co, Budapest, soft light blue cloth with gilt-metal buttons with flower head design, gold bullion braiding to the collar and cuffs with embroidered rank stars and red piping, 73 cm long, 40 cm chest, with a gold bullion sash with the cypher of Franz Joseph (1) £200 - £300

369* Victorian Mess Tunic belonging to Lieutenant R.S. Williams-Bulkeley, 9th Lancers (the Delhi Spearmen), circa 1855, dark blue melton cloth with red facings and gold braiding, the left breast with Indian Mutiny medal dress ribbon, with the remains of the owners name inscribed on a label, plus a matching pair of trousers and another similar mess tunic worn by the Williams-Bulkeley, the overall condition is very poor, see footnote

The uniforms of Lieutenant Williams-Bulkeley were discovered behind a wall by builders renovating a house in Cheltenham.

Lieutenant Robert Stanley Williams-Bulkeley (1836-1861) was born in Caernarvonshire, Wales. He was the son of Sir Richard Williams-Bulkeley, 10th Bt. He served in the Indian Mutiny with the 7th Hussars before transferring as Captain in the 9th Lancers, he is entitled to a medal with Lucknow clasp. (2) £200 - £300



Lot 369



370* Indian Katar, 19th century, the 12 cm engraved blade with double bar hilt, overall length 29 cm, in its red silk covered sheath, together with an Indian iron foot dagger, 29 cm long, two large kukri knives, each with sheath and other knives (9) £100 - £150



371* **Maori Warrior hardstone war club (Patu Onewa)**, 19th century the plain greywacke hardstone club with flat elongated blade with a sharp striking edge leading to a tapered handle with steppedommel and cord (tau) hole, the edge chipped in several places, 31 cm long

A reference on a typed inventory supplied by the vendor's late father notes 'Maori stone mere captured New Zealand rebellion of 1863'.

The name Patu comes from the Maori meaning to strike, hit or subdue. Examples of the Patu are often found in whalebone, greenstone or jade, and the term Patu Onewa specifically refers to hand clubs made from stone (greywacke or basalt).

(1)

£1,000 - £1,500

372* **Scots Guards**. Uniforms belonging to Major Hugh Cantlie, Scots Guards circa 1950s, including three 1949 battle blouses, with regimental buttons and cloth badges, battle dress tunic, home service tunic, mess dress jacket and trousers, two great coats, aiguillettes, belts, shirts, jumpers, trousers and other related items, contained in two large black metal trunks, general wear commensurate with age and service

(-)

£100 - £150



373 **A Mogul alabaster dagger handle**, early 20th century, carved as a beast and inlaid with semi-precious stones (some pieces missing), 12.5 cm long

(1)

£70 - £100



374* **Operation Tiger**. Two relics from an American Sherman tank which was left behind after the Slapton Sands, D-Day dress rehearsal in April 1944, both painted in green, 19 cm and 16 cm long

Operation Tiger was one of a series of large scale rehearsals for the D-Day invasion of Normandy, which took place in April 1944 on Slapton Sands, Torcross, Devon. Coordination and communication problems resulted in friendly fire during exercises and the allied positioning for the landing was attacked by German E-Boats resulting in approximately 749 American servicemen being killed.

(2)

£100 - £150



375* **George III officers' flintlock pistol**, circa 1800, the 23cm circular steel barrel with proof marks, the lockplate engraved with a sunburst, the hammer missing top jaw, fully walnut stocked with chequered grip and brass furniture including butt cap, the stock has a large section missing near the lockplate, general knocks and bumps commensurate with age, action fully working, 40cm long with ramrod

(1) £300 - £500

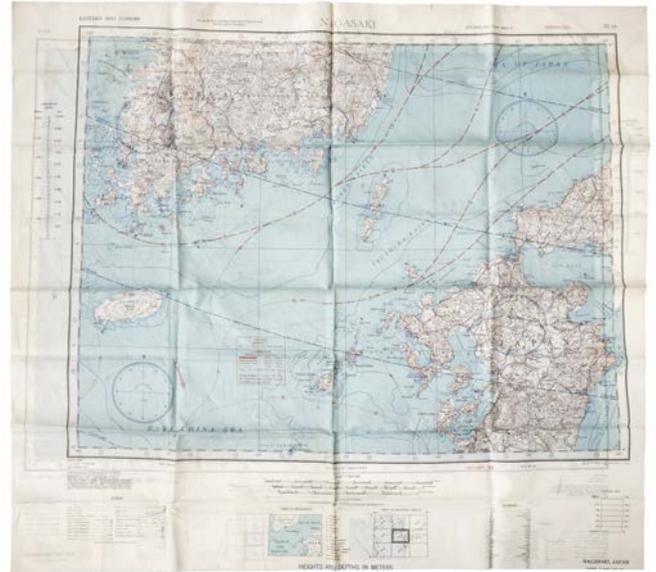


376* **English flintlock cavalry pistol**, circa 1780, the 33 cm three stage barrel (lacking forend), the lock faintly engraved London, the walnut stock with brass rococo escutcheon engraved DL, brass furniture including engraved long spur butt cap, action not working and in poor condition, together with an English percussion officers pistol circa 1820, the 23 cm circular barrel with traces of twist figuring and gold overlay, plain lock, walnut stock vacant silver escutcheon and chequered rounded grip with steel furniture including butt cap, overall length 39 cm, with swivel ramrod, the action is working but the pistol is very worn and in poor condition

(2) £200 - £300

377* **Police Whistles**. Two Hull City Police whistles, both engraved 'The Metropolitan Hull City Police', 8 cm long, each with original hook and chain and one with a Hull Police button

The Hull City Police amalgamated with other forces in 1974 to form Humberside Police.
(2) £50 - £80



378* **RAF Silk Escape Maps**, comprising, AAF Harbin and Spassk-Dal'niy 1st edition 1943; Kandar and Makran (3) two date 1957 the other 1959 all edition I-GSGS; Al Jauf and Beyrouth-Damas, 5th edition 1953 and two others

(7) £70 - £100

379* **Scrimshaw**. A scrimshaw work cow horn, carved with a British three masted ship, a whaling scene and an island with the initials WP, 51 cm long

(1) £70 - £100

380* **Shako Helmet Plate**. Pre-WWI 11th (Devonshire Regiment) Foot brass shako plate, the black felt is a replacement, 9 x 8 cm

(1) £50 - £80



381* **Bismarck**. A substantial piece of shrapnel from a 15-inch shell, the large iron fragment measuring approximately 28 cm long, with a letter of authenticity

Provenance: Tim Heath, Author and Military Historian.

The *Bismarck* was built by Blohn & Voss in Hamburg and was commissioned into service during WWII on 24 August 1940. The ship was scuttled following incapacitating battle damage in the North Atlantic on 27 May 1941.

(1) £300 - £500



382* Interwar period Indian Cavalry jacket and waistcoat belonging to Captain R.P. Prentice, M.C. Skinner's Horse, who later served in the East African campaign during WWII and received the Military Cross for distinguished service in the Battle of Agordat, each with Hawkes & Co Ltd tailors label printed with owners name, regiment and dated 4 October 1937, the yellow cloth jacket with black velvet and gold embroidered facings, brass buttons with king's crown, crossed lancers, central white metal rose and banner, 53 cm long, inner arm length 51.5 cm, the black velvet waistcoat with gold bullion toggle buttons and detail, 54 cm long

Captain Robert Paul Prentice, 1st Skinner's Horse was awarded the Military Cross (immediate) for his part in the Battle of Agordat in East Africa, which was published in the *London Gazette* on 18 July 1941.

The recommendation states,

'On 25th January 1941, this officer was in command of 'C' Sqn Skinner's Horse. At 1430 hours he secured a position astride and cut the Barentu-Agordat road at Eritrea. About 1600 hrs No.1. (M.M.G.) Gp, S.D.F. arrived in the area and Captain Prentice was ordered to take up a new position on some low hills farther east of which other troops were already operating. About 1630 hours, as Captain Prentice's detachment was moving up dismounted to its positions, the later troops withdrew past it shouting that tanks were coming. Immediately afterwards five enemy medium tanks appeared about 300 yds ahead and attacked the detachment. Taken at severe disadvantage and caught midway between its vehicles and its objectively a weapon which it had never previously encountered, the detachment scattered in adjacent cover. Captain Prentice immediately collected fourteen men in his vicinity and engaged the tanks first with rifle and L.M.G. fire and then A/Tk rifles, one of which he worked himself. This action took place at ranges down to five yards forced the tanks to close down and stopped their advance, thus creating the opportunity for No.1 Independent A/Tk Troop to engage them. Captain Prentice then collected his department and, on receipt of orders to move to a fresh task, withdrew it with less of only two vehicles damaged by tank rifles.'

(1) £200 - £300



Lot 382

383* Telecommunications Cable. Cut at the outbreak of WWII in September 1939, the wooden base with a label inscribed? cut 3rd Sept 1939, 6 cm high

(1) £100 - £150



384* A collection of tribal weapons, 19th century, including a Zulu lignum vitae staff, the long shaft with shaped top and brass wirebound collars and brass ferrule, 87 cm long, together with a 19th century Zulu spear, the 24 cm iron head with wooden shaft bound in animal hide and hair, overall length 87 cm, a cosh, the pokerwork shaft with leather grip, 50 cm long and other related items

(7) £100 - £150



385* **Victorian Officer's Uniform**, of the 1st Volunteer Battalion Royal Welsh Fusiliers, the scarlet tunic with black facings and bullion epaulettes, collar and cuffs, regimental silver buttons by W Jones & Co, 78 cm long x 36 cm chest, with trousers, a good example to a high ranking officer with minimal wear
(1) £150 - £200

Lot 387

386* **Victorian Percussion Shotgun**, R.M. Gray, London, 76.5 cm barrel signed, side plates engraved with flying grouse, walnut stock and steel butt-plate, the nipples removed and cracks to the stock, therefore just a display piece, overall length 120 cm, together with a 1.77 air rifle by Tell, action working, overall length 102 cm, plus a Webley & Scott air pistol, numbered 47001, action working but condition pitted, overall length 24.5 cm
(3) £100 - £200

388* **Victorian Sykes patent powder flask**, base metal and brass bag shape embossed with an acanthus design, three-stage nozzle, 19.5 cm, together with two brown leather shot flasks, leather gun holsters, leather bandoliers and other items
(a carton) £70 - £100

387* **Victorian Scarlet Tunic**, 3rd Glamorgan Rifle Volunteers, with green facings, silvered buttons and collar badges, 72 cm long, 38 cm chest, general wear and moth damage, together with a Boer War period scarlet tunic of the Montgomery Territorial Yeomanry, with black facings and with tailors label for J & B Pearse & Co, London, silvered buttons, brass shoulder badges, 70 cm long, 32 cm chest, plus an Elizabeth II kepi of the Royal Corps of Transport, black cloth with enamel and bi-metal helmet plate, red and white pommel, yellow cord and leather peak
(3) £200 - £300

389* **A collection of WWI relics**, including an Imperial German K98 bayonet, the 25 cm blackened steel blade stamped S/174G, the opposite side 1290d, wooden grip and black painted pommel, overall length 38.5 cm, in its black painted scabbard stamped 6763C and 44agv, there are five notches on the scabbard which could well represent "kills", together with a Mauser G98 all steel bayonet, overall length 43 cm, in its scabbard, overall poor condition plus a collection of rusty battlefield relics including a German stick grenade (inert) and a knife and fork set
(7) £100 - £150



390* **A pair of WWI brown leather officer's boots**, circa 1915, with integral gaiters, brass buckles and laces, the soles stamped 'Topy', measuring 30 cm long x 48 cm high, each with wooden boot tree, general wear commensurate with age and use
(1)

£100 - £150



391* **WWII American M1 steel helmet of the 29th Infantry Division**, circa 1944, green painted finish to the shell with blue and grey division decal to the front, complete with liner and webbing liner

The 29th Infantry Division were instrumental in the D-Day Landings. They landed at Omaha Beach on 6th June 1944.

(1)

£400 - £600



392* **WWII British National Fire Service Fire Brigade steel helmet**, 1939-1945, with decal badge to the front and district number decal '19' (Yelverton), the underside numbered 260620 and indistinctly stamped NR with original liner and webbing chinstrap.

Yelverton is in Plymouth, Devon.

(1)

£100 - £150



393 WWII uniforms belonging to Major J.G. Potter, Middlesex Yeomanry, including a battle tunic with brass Middlesex Yeomanry buttons each with a Victorian crown and an 8th Army Africa medal ribbon to the left breast, 82 cm long, 46 cm chest, with trousers, a blue cloth cavalry tunic with chainmail epaulettes and Africa medal ribbon to the left breast, 77 cm long, 46 cm chest, with trousers, a black melton cloth mess jacket, with gold bullion braiding, epaulettes with Majors 'pips', red cloth lining, 51 cm long, 40 cm chest, with trousers, together with various accoutrements including a fine white metal pouch badge of the Artist's Rifles, 11 x 8.5 cm, presented in a fitted leather box, all contained in a black metal trunk inscribed 'Major J G Potter Middlesex Yeomanry'

Major J.G. Potter, Middlesex Yeomanry commanded the 7th Armoured Division, Royal Signals at El-Alamein, North Africa during WWII. His war diary extracts for the period of May 1942 are available to view on Ancestry.

(1) £150 - £200



Lot 393

ESCAPE FROM TUNISIA



394 A WWII DSM group to Sailor Stanley Maude Livingstone Sutherland, Merchant Navy, who having volunteered for a "secret" mission to relieve Malta in the steam ship *Parracombe* was one of the few to survive when the ship was blown up by a mine, he spent 30 hours in the water before being captured and thrown into a "rat and flea infested" Tunisian jail for 14 months, he along with 350 seamen escaped having stolen a train which was pursued by the enemy for 12 days

Distinguished Service Medal, G.V.I.R. (Sailor. S.L. Sutherland.), 1939-1945 Star, Atlantic Star, Africa Star, War Medal, very fine or better and verdigris to the stars, mounted as worn, with miniature dress awards and extensive research, two full-size groups of foreign awards plus related miniatures and three certificates to the recipient for the Croix De La Victoire, The Commemorative War Medal of General George S. Patton and Dunkerque Medal, framed and glazed, an interesting and well-researched lot

DSM *London Gazette*: 24 February 1942: 'For bravery, resolution and devotion to duty'

The official recommendation states 'For good services in a secret operation of great danger'

Stanley Maude Livingstone Sutherland DSM, Merchant Navy was born in Leith, Scotland in 1918. He was educated at Leith Academy and became a bricklayer after leaving school. Sutherland joined the Merchant Navy in 1940 and his first voyage was to New Brunswick, Canada, he advanced to deck service as an Ordinary Seaman in SS *Ruperra* sailing from Methil to Dunkirk, joining the ship on 29 April 1940, the ship arrived on Dunkirk on 15 May and remained in the harbour under heavy bombing, and after discharging her cargo, the ship was clear to leave on 22 May.

On his return, he attended a Merchant Seaman Gunner Course and qualified in July 1940 and had two further Atlantic crossings. He received his Certificate of Qualification as an Efficient Deck Hand in March 1941.

The island of Malta was under siege at this time and short of aircraft for defence and a scheme was devised to try and relieve this situation. It was decided that a Merchant vessel loaded with cargo which included 21 Hurricanes would attempt to reach Malta and the unassuming ship SS *Parracombe* which was built in 1928 was selected to run the blockade. The crew of the *Parracombe* were all volunteers and Sutherland was volunteered by his employer for duty alongside his stepbrother James Omand McIntyre.

On 2 May 1941, the SS *Paracombe* hit a mine off Cape Bonn and there was a terrific explosion, then a series of further explosions tore the bottom out of the ship and carried away the bridge, this killed all hands on deck. 30 Officers went down on the ship, and 18 survived the explosion. Sutherland and his stepbrother James survived, his stepbrother's leg broken in three places and two toes blown off. They spent 30 hours in the sea clinging to rafts before they were picked up by a Vichy French Seaplane which landed at the naval base Bezerta. After recovering in hospital the survivors were moved to Tunis and put into a rat and flea-infested jail. They were later moved inland to a fort at El-Kef where they were kept under heavy guard. However, on the night of 8 November 1941, the French camp commandant told 350 inmates they were no longer prisoners and free to go as the French Commandant did not want to remain there under German or Italian command.

The 350 men left the camp with 18 rifles and ammunition. Standing in a nearby railway station was a goods train which they commandeered. 12 days later and after covering 200 miles, they reached Constantine in Algeria which was under British control. They later learned that they had always been about 10 hours ahead of any German or Italian troops. They arrived at Greenock in the troopship *Orontes* on 3 December 1942 and Sutherland and all the other *Parracombe* survivors were presented with a new suit by the managing director of their shipping company Stanhope Shipping.

There were three DSCs (one posthumous) and three DSMs (including one to Sutherland's stepbrother, James).

(1)

£1,500 - £2,000



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