

The Tonbridge Battle of Britain Museum Collection

18 MAY 2023



EST. 1988
**Dominic Winter
Auctioneers**

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Dominic Winter Auctioneers

IMPORTANT INFORMATION

The entire Tonbridge Battle of Britain Museum Collection will physically remain in Tonbridge, Kent, and no lots will be available to view or to collect from Dominic Winter Auctioneers in South Cerney at any time.

Customers wishing to bid in person may do so in South Cerney where the selling of this Collection will follow on from our Military & Aviation Sale on Thursday 18 May. Lots 1-400 (items from other vendors) will be displayed at South Cerney in the usual manner with a catalogue and viewing details available in early May. Commission, phone and online bidding is available throughout the day for both parts of the sale.

Viewing in Tonbridge is limited and is strictly by appointment only (see following page for details).

COLLECTION ARRANGEMENTS

All collections are to be made by prior arrangement from Tonbridge, Kent on the following dates only:

Thursday 25 May 10 am to 4 pm

Friday 26 May 9.30 am to 3 pm

Customers must have settled their invoice with the auction office in full prior to arriving at the Museum. There will be no facility to take payments at the Museum and proof of purchase and payment will be required.

POSTAGE & PACKING

As all the Museum lots will remain on site in Tonbridge, purchasers must make their own collection and shipping arrangements. Dominic Winter cannot offer in-house packing services for any lots sold from the Museum.

Invoices must be paid in full prior to collection by third party shippers who must agree collection dates and times and carry all necessary receipts and paperwork.

Details of local third party couriers and shippers will be available on our website from early May.

Specialist in charge: Henry Meadows MRICS
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THE TONBRIDGE BATTLE OF BRITAIN MUSEUM COLLECTION

Thursday 18 May 2023 at approx. 2pm

VIEWING TIMES IN TONBRIDGE, KENT (BY APPOINTMENT ONLY)

Tuesday 9 May 10am to 4.30pm

Wednesday 10 May 9.30am to 4pm

CONDITION REPORTS

Condition reports will be supplied at the time of the viewing (as a member of staff will be present). No condition reports will be given until these dates.



AUCTIONEER

Henry Meadows MRICS

EST. 1988

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SALE INFORMATION

CONDITION REPORTS

Condition reports now including video conferencing can be requested in the following ways:

T: +44 (0)1285 860006

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Via the relevant lot page on our website www.dominicwinter.co.uk

All lots are fully illustrated on our website (www.dominicwinter.co.uk) and all our specialist staff are ready to provide detailed condition reports and additional images on request. We recommend that customers visit the online catalogue regularly as extra lot information and images will be added in the lead-up to the sale

BIDDING

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Via the relevant lot page on our website www.dominicwinter.co.uk

Live online bidding is available on our website www.dominicwinter.co.uk (surcharge of 3% + vat): a live bidding button will appear 60 minutes before the sale commences. Bidding is also available at the-saleroom.com (surcharge of 4.95% + vat) and invaluable.com (surcharge of 3% + vat).

EST. 1938
Dominic Winter
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invaluable

POST-SALE

For payment information see our Information for Buyers page at the rear of this catalogue.

EXPORT OF GOODS

If you intend to export goods you must find out in advance if:

- a. there is a prohibition on exporting goods of that character e.g. if the goods contain prohibited materials such as ivory.
- b. if they require an Export Licence on the grounds of exceeding a specific age and/or monetary value threshold as set by the Export Licensing Unit. We are happy to offer the submission of necessary applications on behalf of our buyers but we will charge for this service to cover the costs of our time. The typical cost of an application is £50 + VAT, but this price cannot be guaranteed or fixed.

All lots are offered subject to the Conditions of Sale and Business printed at the back of this catalogue. For full terms and conditions of sale please see our website or contact the auction office. A buyer's premium of 20% of the hammer price is payable by the buyers of all lots, except those marked with an asterisk, in which case the buyer's premium is 24%. Artist's Resale Rights Law (Droit de Suite). Lots marked with AR next to the lot number may be subject to Droit de Suite. For further details see Information for Buyers at rear of catalogue.

Catalogue Produced by
Jamm Design

Photography by
Darren Ball

The Tonbridge Battle of Britain Museum is my tribute to "the few" and this is my story.

When I was a young lad growing up in the village of Hildenborough, Kent, one story, often repeated, was of the Spitfire that crashed behind the Half Moon public house during the Battle of Britain. The mystery surrounding why the Spitfire crashed intrigued me throughout my youth. My parents and many other villagers remembered that cold and misty morning of Sunday 27th October 1940, and hearing a short, loud burst of machine gunfire, followed by the sound of a screaming Rolls Royce Merlin engine. What happened next is history.

Pilot Officer R.J. "Johnnie" Mather of 66 Squadron was on a routine patrol over Maidstone when he broke formation and went into a near vertical dive.

His commanding officer P.O. H. R. Allen saw him break formation and followed him down, shouting down the RT for him to pull out. To avoid crashing himself P.O. Allen came out of the dive and, as he climbed away, he looked back and to his horror saw Johnnie's Spitfire P7539 hit the ground and explode. The mystery about the crash and knowing Johnnie's Spitfire was still there behind the Half Moon, buried in the rear garden, was to stay with me and made me determined to find it. After numerous phone calls and meetings I was finally given permission to recover the Hildenborough Spitfire in 1972.

So it was that with a group of friends and locals on a cold February morning we started digging the hard ground with just shovels and spades. We were never short of friendly advice from villagers who would stop and chat, mainly to inform us we were digging in the wrong place and to point out lots of different spots! After a few weeks, I managed to persuade local businessman Don King to give us a hand with his JCB. This was a turning point and at about 15 feet down we could clearly smell aviation fuel and oil. We found railway sleepers and sacking which had been left from the original RAF recovery unit in 1940 and just a little further down we finally found the Spitfire engine. After living with the story for so many years finally finding Johnnie's Spitfire was very emotional. The aircraft was stuck fast in mud but with the use of a skip lorry we eventually broke the engine free from its resting place of 32 years. Along with the engine we recovered the Coffman starter motor, Supermarine rudder pedals, various parts from the instrument panel, cockpit glass and an assortment of other small artefacts.

Having recovered Spitfire P7539, I wanted to find other lost aircraft and their pilots so I started researching and digging local crash sites. Many of the sites were well known and items already recovered. I then met Al Brown and thanks to his brilliant research we were able to find many missing aircraft and pilots from the Battle of Britain. Sadly, the more we recovered, the more the Ministry of Defence tried to stop us. But we continued with the same determination and over the years I was involved with about 25 recoveries. The resulting collection of artefacts and their stories grew into the large collection that is the Tonbridge Battle of Britain Museum. However, after 50 years collecting, the time has now come to close the museum and offer the collection at auction in the hope that these artefacts will be treasured by new owners for many more years to come. The museum was my tribute "to the few" and I hope you will find these historic items and their hidden stories as remarkable as I have.



Malcolm Pettit



Lot 401

401* Spitfire P7539. The Rolls Royce Merlin Engine recovered from Spitfire P7539, Pilot Officer John 'Johnnie' Romney Mather was killed on 27 October 1940 when his Spitfire crashed at Half Moon Lane, Hildenborough, Tonbridge, the cover stamped Rolls Royce and numbered D8988/1, approximately 125 cm long, currently displayed on a four-wheel stand, with accompanying black and white photograph of Mather (taken 20 hours before he was killed in action), framed and glazed

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

John 'Johnnie' Romney Mather (1915-1940) was born in Blackheath, London. He was educated at Dulwich College. Mather joined the RAFVR in June 1937 as an Airman and was called to full-time service when war broke out in 1939. Mather was commissioned on 1 April 1940 and posted to 66 Squadron at Duxford.

On 10 July 1940 he shared in the destruction of a Do17 and on 2 September shared a He111. He was shot down in combat over the Thames Estuary on 18 September and bailed out unhurt. His Spitfire R6925 is believed to have crashed near Coldred.

On 27 October Mather was killed when his Spitfire, P7539 crashed and burned out at Half Moon Lane, Hildenborough. At around 8.30 am he broke formation and went into a near vertical dive, his commanding officer, Pilot Officer H.R. Allen saw him break formation. Allen followed Mather down, shouting down the radio "pull out Johnnie, for christ's sake pull out". Allen pulled out of the dive, and as he climbed away he looked back and saw P7539 hit the ground and explode. It was initially believed the Mather may have suffered from anoxia however, further investigation by Malcolm Pettit suggests he was almost certainly shot down in the defence of London.

Mather is commemorated at St. Margaret's churchyard, Ifield, Sussex.

The engine was the first aircraft recovery by Malcolm Pettit and has been the focal point of the Tonbridge Battle of Britain Museum since it was excavated by Malcolm in 1972. It was located in the Half Moon public house garden along with two Supermarine rudder pedals, the engine starter motor and various other aircraft parts.

See lots 410, 477 and 503.

(1) £4,000 - £6,000



402* Messerschmitt Me109 E-4. The Daimler-Benz DB 601 engine recovered from Messerschmitt Me109 E-4 flown by Lieutenant Frederick Klotz who was shot down and killed by Bunny Currant on 15 September 1940 (Battle of Britain Day), well marked with Bosch data plate and additional data plate stamped Great 9-205 3, and Werk Nr 371991, the lower section dated 20.1.1940 and numbered 9 601 102 0019, approximately 110 cm long, presented on a four-wheel stand

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The engine was recovered from a Messerschmitt Me109-E (2803) flown by Feldwebel Frederick Klotz 9/JG51, who was shot down and killed on 15 September 1940 (Battle of Britain Day). Klotz had been flying escort to the second wave of bombers heading for London when he was engaged and shot down by Pilot Officer Christopher "Bunny" Currant, DSO, DFC & Bar of 605 Squadron. Currant also claimed two Dornier Do17s on the same day and notched up a final score of 8 destroyed and 5 shared. The Me109 crashed at Mascalls Corner, Paddock Wood, Kent and was excavated by Malcolm Pettit in 1972.

See lots 408, 409, 415 and 543.

(1) £4,000 - £6,000



403* Hurricane P3080. The Rolls Royce Merlin propeller hub crankshaft from Hawker Hurricane P3080 flown by Flying Officer Arthur Dean Nesbitt who was shot down on 15 September 1940 (Battle of Britain Day)

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Arthur Deane Nesbitt was born in Montreal, Canada in 1910. He was educated at King's School and Westmount High. In 1939 Nesbitt joined the Royal Canadian Air Force and when war was declared in Europe he received a commission as Pilot Officer and after further training embarked for the United Kingdom on 10 June 1940 on the Canadian Pacific ship, *Duchess of Atholl* (one of the "Drunken Duchesses"), given their nickname because of their tendency to roll. The ship arrived in England on 20 June and Nesbitt underwent six weeks further training at Middle Wallop with 111 Squadron. He became squadron operational on 17 August 1940 with 1 Royal Canadian Airforce Squadron.

No 1 squadron were the sole Royal Canadian Airforce Squadron to take part in the Battle of Britain. On 4 September Nesbitt claimed a Me110 and on the 15 September (Battle of Britain Day) Nesbitt scrambled from Northolt and engaged in combat with Messerschmitt Me109s. He shot one down but was attacked from behind. His Hurricane, P3080 caught fire and he was forced to bail out. However, as he was leaving the aircraft the tail's horizontal stabilizer hit him in the neck and he became unconscious for a few moments. He recovered in time to pull the ripcord of his parachute and landed in a field near to Tunbridge Wells, where local farmers ran towards him with pitchforks thinking he was a German, but Nesbitt was able to convince them he was a Canadian and taken to hospital in Tunbridge Wells. Nesbitt was back in combat on 9 October 1940, his Hurricane was badly damaged by a Me109 but he landed safely, unhurt. Nesbitt was awarded the DFC on 23 September 1941.

See lot 466.

(1)

£1,000 - £1,500



404* Battle of Britain. Multi signed colour lithographic print, showing a side profile of a Spitfire, signed by approximately 35 pilots including Bunny Curren, Peter Brothers, Geoffrey Page and Brian Kingcombe, with an additional 19 signatures tipped in, 40 x 68 cm, mount aperture, framed and glazed, 61 x 88 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£300 - £500



405* Dornier 17Z-3. The BMW 1000 HP Bremo 323P 9-cylinder radial engine recovered from Dornier 17Z-3 shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

On 16 August 1940 Dornier 17Z-3 was attacked by fighters over the North Kent coast. The aircraft had been taking part in a sortie to attack RAF Hornchurch when it was shot down by Hurricane Ace Wing Commander Frederick "Taffy" Higginson of 56 Squadron. The Dornier crashed onto the beach at Whitstable, Kent. The pilot, Brandenburg along with two other ranks were killed. Higginson's Hurricane was hit by Do17 Z-3 and crash-landed at over 100 mph south of Whitstable, Higginson was unhurt.

An account given by a Heinz Moellenbrok who was in a separate Dornier during the operation recalls "the Dornier to the left was hit and veered off past us, it crashed at Whitstable killing its pilot Oblt. Brandenburg. The attacking Hurricane was flown by flying officer F.W. Higginson 56 Squadron, then Higginson attacked us. The Dornier's forward-firing cannon managed to hit Higginson's Hurricane as he came out of his attack on us. Higginson made a forced landing at over 100 mph in a field south of Whitstable" The brave attack had finished off Moellenbrok's Dornier which crashed near Canterbury.

Higginson completed his war service having notched up a final score of 15 damaged or destroyed, 9 of which were for the Battle of Britain.

The engine was recovered by Malcolm Pettit in 1990 along with the propeller hub, one propeller, a bomb (now inert), two engine cowling plus other items.

See lots 406, 407, 475, 476, 480, 485 and 547.

(1)

£5,000 - £7,000



Lot 406



Lot 407



Lot 408



Lot 408

406* Dornier 17Z-3. An inert bomb recovered from Dornier 17Z-3 shot down by Hurricane aAce Wing Commander Frederick "Taffy" Higginson on 16 August 1940, the nose stamped 42 A Ha 161 1336, 110 cm high
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 405, 407, 475, 476, 480, 485 and 547.
(1) £500 - £800

407* Dornier 17Z-3. Undercarriage from Dornier 17 3/KG2 recovered from Dornier 17Z-3 shot down by Hurricane Ace Wing Commander Frederick "Taffy" Higginson on 16 August 1940, approximately 152 cm high
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 405, 406, 475, 476, 480, 485 and 547.
(1) £500 - £800

408* Messerschmitt Me109 E-4. A section undercarriage recovered from Messerschmitt Me109 E-4 flown by Lieutenant Frederick Klotz who was shot down by Bunny Currant on 15 September 1940 (Battle of Britain Day), numbered 1850R, approximately 137 cm long
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 402, 409, 415 and 543.
(1) £400 - £600



Lot 410

409* Messerschmitt Me109 E-4. Relics recovered from Messerschmitt Me109 E-4 flown by Lieutenant Frederick Klotz who was shot down and killed by Bunny Currant on 15 September 1940 (Battle of Britain Day), including a tail wheel with a Continental rubber tyre numbered 290 x 110, tail wheel hydraulic strut, handle from a Walther very pistol, perspex from the cockpit, data plate and other items

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 402, 408, 415 and 543.

Excavated by Malcolm Pettit in 1972.

(1) £500 - £800

410* Spitfire P7539. Relics recovered from Spitfire P7539, P/O John 'Johnnie' Romney Mather who was killed on 27 October 1940 when his Spitfire crashed at the Half Moon Lane, Hildenborough, Tonbridge, including a small bottle of aviation fuel (which was extracted from the engine), various data plates including cross-level datum (point of balance of an aircraft), cardboard off a battery box, rudder bar, dimmer for gunsight, cockpit vent, piston from a compressor pump for the guns, patch out of a parachute and other items presented in a framed display case 85 x 62 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 401, 477 and 503.

(1) £1,000 - £1,500



Lot 411

411* Junkers Ju88 A-1. Relics recovered from Junkers Ju88 A-1 which was shot down during a bombing raid on Portsmouth Naval Station on 12 August 1940, including the base of the radio mast, aluminium skin, two bandages from the first aid kit, cockpit panel (the instrument panel on the side of the cowling) and other items, presented in a glazed display case, 63.5 x 61.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Ju 88 A-1 (5072) 9K+FS of 8/KG51 was shot down whilst on a bombing raid on Portsmouth Naval Station on 12 August 1940. Oberlt E. Wildermuth, Oberlt O. Stark and Uffz H. Droese were all captured and one crew member Uffz K. Rosch was reported missing and believed killed. The aircraft was recovered in the 1980s and Malcolm Pettit was invited to the dig where he was given these items together with other artefacts including the base of a wireless mast, fist aid kit dressing, part of a propeller, an instrument panel from the engine and other items.

See lot 412.

(1) £400 - £600

412* Junkers Ju88 A-1. Part of a propeller recovered from Junkers Ju88 A-1 which was shot down during a bombing raid on Portsmouth Naval Station on 12 August 1940, the boss stamped F12 15883, traces of original green paint, 135 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 411.

(1) £1,000 - £1,500



Lot 412



Lot 413



Lot 414



Lot 415

413* Hurricane P3576. A fragment of the RAF uniform worn by Wing Commander James Nicolson VC when he was shot down on 16 August 1940, Nicolson being the only Battle of Britain pilot to receive the Victoria Cross, *presented in a glazed frame with a letter of provenance from his widow Muriel Nicolson, a black and white photograph of Nicolson in uniform plus a copper penny with a note stating it was found in his pocket when he was shot down, 40 x 56.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

James Brindley Eric Nicolson (1917-1945) was born in Hampstead, he was educated at Tonbridge School and joined the RAF on a short service commission in 1936. He joined 72 Squadron at Church Fenton the following year.

He married Muriel Nicolson née Kendall in 1939 before joining 249 Squadron in May 1940 as a Flight Commander.

On 16 August 1940 Nicolson was leading Red Section when his Hurricane P3576 was shot down in a surprise attack by Me109s over Southampton. Wounded in the left foot and with perspex splinter through his left eyelid, Nicolson prepared to abandon his burning Hurricane.

As he did so a Me110 appeared in front of him and he slid back into his seat and fired at the enemy fighter. His cockpit now a mass of flames and he himself badly burnt continued firing until it became impossible to remain and he bailed out at 12,000 feet. His hands were severely burnt, parts of his face and eyelid all but severed, as he was near to the ground the Land Defense Volunteers (LDV) fired on him and Nicolson was wounded in the buttock by a shotgun pellet.

Nicolson had landed at Millbrook and was treated at the scene by a doctor and nurse and he was placed on a lorry to be taken to the Royal South Hampshire Hospital, Southampton. After three weeks of recovery, he was moved to the RAF Hospital, Halton. Nicolson received the VC for his bravery which was gazetted on 15 November 1940.

In April 1945 Nicolson was appointed Wing Commander at 3rd Tactical Air Force HQ at Comilla, Bengal. On 2 May he went on a bombing sortie in Liberator KH210 of 355 Squadron. After taking off from Salbani, the aircraft was 130 miles south of Calcutta when one engine caught fire. The aircraft crashed into the sea killing 9 of the 11 crew including Nicolson. He is commemorated on the Singapore Memorial and his VC is displayed at the Royal Air Force Museum, Hendon.

(1)

£300 - £500

414* Spitfire X4170. Relics recovered from Spitfire X4170 shot down on 25 October 1940, the pilot Bobby Oxspring bailed out unhurt, *comprising main engine mount, hydraulic jack for tail wheel, oil filler cap, start button indicator, radio tuner (various pieces), main radio receiver set, engine valve, rubber pig which was a personal item carried by the pilot (probably a good luck charm?)*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit. Spitfire X4170 was shot down over Tunbridge Wells at 09.00 am on 25 October 1940. The pilot Group Captain Robert Wardlow "Bobby" Oxspring was forced to bail out and landed on top of a tree. It later transpired that Oxspring was attacked by twelve or more Messerschmitts near Capel, Kent. The aircraft crashed on Maidstone Road, Paddock Wood.

Group Captain Robert Wardlow Oxspring, DFC & Two Bars, AFC (1919-1989)

was born in Sheffield, his father was also named Robert who had served with 54 and 66 Squadron during WWI and was credited with several aerial victories and decorated with an MC and Bar. Oxspring joined the RAF on a short service in 1938, and after completing training he joined 66 Squadron at Duxford. He was serving with the squadron at the beginning of the Battle of Britain and by the end of 1940 Oxspring was credited for no less than 8 confirmed and 1 probable kills. The collection was excavated by Malcolm Pettit in 1974.

(1)

£500 - £800

415* Messerschmitt Me109. A section undercarriage recovered from Lieutenant Klotz Me109, shot down on 15 September 1940, *the Continental rubber tyre 100 cm diameter x 170 cm high*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 402, 408, 409 and 543.

(1)

£500 - £800

416* Spitfire P9364. Relics recovered from Spitfire P9364 shot down on 27 August 1940, the pilot Sergeant Ernest Scott was reported 'missing' and it took 51 years before he was finally laid to rest, *the collection includes the right-hand side of the cockpit and undercarriage warning plate plus oxygen jack stamped 'Scott', part of the instruments, and the emergency undercarriage pressurised cylinder, elevator trim mechanism, remains of his May West inner tube and pistons and crankshaft, presented in a glazed display case, 84.5 x 62 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Ernest Scott (1917–1940) was born in Balby, Doncaster and a native of Mansfield, Nottinghamshire. He was educated at St Peter's School, Mansfield and St John's College, York. He joined the RAF in 1935 and in 1938 trained as a pilot at 15 FTS, Lossiemouth.

Scott arrived at 12 Group Pool on 24 February, Aston Down and after converting to Spitfires, he was posted to 222 Squadron at Duxford. He served with the squadron at the start of the Battle of Britain and on 3 September 1940 he claimed a Do17 and a Me109 destroyed. On the 5th a probable Me110 and Me109, on the 7th he destroyed a Me109. On the 9th probably destroyed another and on the 11th shot down a He111, but had to return to Hornchurch with his hood shattered after attacking a Me109 on the same day.

On the 27 September, Scott claimed a Me109 destroyed but he himself failed to return from an operational sortie in the afternoon and was reported 'missing'. His Spitfire, P9364 crashed at Greenway Court Road, Hollingbourne, he had been shot down by Luftwaffe ace Major Werner Mölders of JG51. Scott was commemorated on the Runnymede Memorial as having no known grave.

After a failed attempt to excavate the aircraft in 1975, Malcolm Pettit and Al Brown finally excavated the Spitfire in 1990 having traced Sergeant Scott's brother, Albert.

An account of the excavation can be found on the museum's website but Malcolm Pettit recounts

'The late Al Brown, god bless him, believe me this man was a god in the aeroplane archaeology world, we worked together on this one. In the past, we had tried many times to get Sergeant Scott recovered, but the farmer at that time had been told that it was the wish of the pilots family that he be left where he crashed, this we knew was not true, as they did not know who the pilot was. Al Brown was adamant it was Sgt Scott, but the problem was we could not trace his family and we desperately needed the backing of his family if we were to get anywhere, this went on for years. Then in 1990 Al had a breakthrough, he put an ad in the Nottingham Observer asking for any information on the whereabouts of Sgt Scott's family. Al left my address for any reply, I soon had a reply from Sgt Scott's brother Albert asking what I knew about his brother, I replied to his letter and I gave him my telephone number.

A couple of days later I got a phone call from Sgt Scott's brother Albert, he asked what I could tell him about his missing brother Ernest Scott. When I told him I knew where he was, he broke down and cried. He then told me that his mother had been told that her son had gone missing over the Wash, off the East Coast. The sad thing is Sgt Scott's mother died in 1971, not knowing what had happened to her son.

Al Brown had a copy of the Kent Police reports of downed RAF Fighters, which clearly stated Spitfire P9364 had crashed at Greenway Court Hollingbourne. Two days later Albert came down to see me and I took him to Greenway Court and showed him the field where his brother's remains were buried, or missing no known grave. Albert was in tears, he could not believe it, how cruel the authorities had been to his mother, after all her son had given his life in defence of his country. I took Albert to the farmhouse to see the land owner Hughie Batchelor who was not the easiest of man to deal with. I knocked on his door, the door opened and there stood a rough and ready-looking man. I explained who I was and told him who Albert was, Albert put his hand in his pocket and pulled out a photo of his brother and said, "please sir can you let this man recover my brother's Spitfire and his remains". Batchelor replied, have you got a JCB? I replied no, he said I have, you can use that and I have a driver who can do it tomorrow Saturday. We both left very happy, when we got back to Tonbridge I dropped Albert off at his hotel and went home. As I walked in my front door my wife said Hughie Batchelor has phoned and said you are not to go anywhere near that field on Saturday.

I had to phone Albert and tell him what Batchelor had said, he was heartbroken. I told Albert I could do no more, he would have to write to the powers that be. He went back home to Mansfield and started writing, in the end, he wrote to Prince Charles and a few days later it happened. The Police cordoned off the whole area and the RAF recovery moved in, they dug out the remains of Sgt Scott and his Spitfire P9364, I think it was November 1990. The end of the story is, in January 1991 in Margate Cemetery Kent, Sgt Scott was finally laid to rest with full military honours, I attended Sgt Scott's funeral and met many of his old mates from 222 Squadron, even his rigger who was the last man to strap him into his cockpit and see him alive.'

See lots 417, 478, 481 and 544.

(1)

£2,000 – £3,000





417* Spitfire P9364. Relics recovered from Spitfire P9364 shot down on 27 August 1940, the pilot Sergeant Ernest Scott was reported 'missing', including a packet of white absorbent lint by Southalls Birmingham Ltd in original packaging, datum longeron, part of an instrument (probably gun hydraulic), presented in a glazed display case 72 x 62 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 416, 478, 481 and 544.

(1)

£1,000 - £1,500



418* Messerschmitt Me110C-1. Relics recovered from Messerschmitt Me110C-1, probably shot down by Flight Lieutenant James Brindley Nicolson VC, DFC over North Baddesley, including a data plate dated 19 March 1940 and other items, presented in a glazed display case 92 x 123.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

There appears to be a discrepancy about the date of this action, either 13 or 16 August 1940. The aircraft was recovered in a dig by Malcolm Pettit circa 1977 after his lifelong friend Al Browne passed on details of the crash site.

See lot 435, 436, 437 and 471.

(1)

£2,000 - £3,000



Lot 419

419* Hurricane P2542. Relics recovered from Hurricane P2542 shot down in combat over Tonbridge on 4 September 1940, the pilot Sergeant Brimble was laid to rest in 1980 when the aircraft was excavated, *including the remains of an Irvin parachute, an LNER railway ticket from Furlough York to Church Fenton (the nearest railway station to RAF Hornchurch) plus a £1 note*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

John Joseph Brimble a native of Knowle, Bristol (1915-1940) joined the RAFVR in 1938 as an Airman and untrained pilot, he was called to full-time service on 1 September 1939 and posted after training to No 4 Ferry Pilot Pool on 16 May 1940. Brimble was shot down in combat over Tonbridge on 4 September 1940 whilst serving with 73 Squadron. His Hurricane P2542 came down at Parkhouse Farm, Chart Sutton near Maidstone. An eyewitness account on the ground saw a Hurricane diving, apparently out of control, then momentarily pulling up before diving at full throttle and burying itself into a meadow.

The aircraft was not identified at the time and partial remains were buried at Bell Road cemetery, Sittingbourne as 'an unknown airman'. Brimble was commemorated on the Runnymede Memorial.

Postwar research led to the realisation that the remains were that of Brimble and a named headstone was installed.

The crash site was excavated on 14 September 1980 by Malcolm Pettit and more substantial remains were found (in the cockpit). His parents had passed away by this time but his only living relative Donald William Brimble was traced and after consultation with the Commonwealth War Graves Commission, it was decided that the original grave and remains should be left undisturbed.

The 1980 remains of Sergeant Brimble were buried with full military honours at Brookwood, Woking, Surrey on 16th October 1980 with his brother present.

See lot 553.

(1)

£1,000 - £1,500

420* Junkers Ju88. Relics recovered from Ju88A of 5/kg76 shot down over Ide Hill, Kent on 18 August 1940 (The Hardest Day) all crew killed, *including cockpit clock dial by R. Euss, Berlin and other items, presented in a glazed display case, 55.5 x 44 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Ju88A of 5/ KG76 was shot down on 18 August 1940 by Flight Lieutenant James Gilbert Sanders of 615 Squadron, Pilot Officer Adrian Francis Laws, James Joseph "Orange" O'Meara and Ernest George Gilbert of 64 Squadron, Flight Lieutenant Peter Malam Brothers and Pilot Officer Boleslaw Wlasnowolski of 32 Squadron after attacking Kenley Airfield at 13.30. The aircraft crashed at Ide Hill and Oberfw A. Eichhorn, Stabsfw H. Vetter, Fw. K. Geier and Gefr K. Shuthan were all killed.

This collection was given to Malcolm Pettit in the 1990s by a family friend who was the gardener at the crash site.

(1) £300 - £500





421* Messerschmitt Me110D. Relics recovered from Messerschmitt Me110D Stab / Erprobungsgruppe 210, shot down on 15 August 1940 after a bombing mission on the "Croydon Raid", presented in a glazed display case, 57 x 51.5 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me110D Stab / Erprobungsgruppe 210 was shot down on 15 August 1940. The aircraft had been taking part in a bombing raid known as "the Croydon Raid" which was an attempt to destroy the aerodrome. It was shot down at 19.00 and crashed in flames at Bletchinglye Farm, Rotherfield, East Sussex. Both the pilot Hptmn Rubensdörffer and the gunner Ludwig Kretzer were killed.

(1) £300 - £500



Lot 422

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

422* Hurricane P3166. Relics recovered from Hurricane P3166 flown by Group Captain Peter Townsend CVO, DSO, DFC & Bar, which crashed at Bedgbury Park, near Badgers Oak, Goudhurst after a dogfight over Tunbridge Wells on 31 August 1940, Townsend bailed out but was wounded on the foot, including Baker light bulb holder (from a reflector sight), fragments of armoured wind shield, Airinlet brass plaque, cowling fastener, battery casing and other items, presented in a glazed display case, 56 x 55 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Group Captain Peter Townsend CVO, DSO, DFC & Bar was born in Rangoon, he joined the RAF in 1930 and trained at RAF Cranwell, he was commissioned Pilot Officer in 1935 and on graduation joined No1 Squadron at RAF Tangmere, he advanced to Flight Lieutenant in 1939.

The first enemy aircraft to crash on English soil during WWII was shot down by Hurricanes from No 43 Squadron, RAF Akrington in Northumberland on 3 February 1940. One of the pilots was Peter Townsend, and the Heinkel 111 of 4.KG 26 came down near Whitby.

On 31 August 1940 Hawker P3166 of 85 Squadron flown by Townsend was destroyed in combat operations during a fight with Me110s over Tunbridge Wells. Townsend was shot down and wounded on the left foot by a cannon shell which went through the glycol tank and exploded in the cockpit. He bailed out and landed at Cranbrook Road, Hawkhurst and was later admitted to Hawkhurst Cottage Hospital before being transferred to Croydon. His Hurricane P3166, crashed at Bedgbury Park, near Badgers Oak, Goudhurst. Townsend continued to lead his men from the ground even with an amputated toe and returned to operational flying on 21 September 1940. Malcolm Pettit dug these items by hand in the mid-1990s.

(1) £1,000 - £1,500



423* Messerschmitt Me109 E-1. Relics recovered from Messerschmitt Me109 E-1 of 5/JG 27 which was shot down over Elham, Kent on 5 September 1940, comprising inert rounds and cord, presented in a glazed display case 26.5 x 43 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me109 E-1 was shot down over Elham, Kent on 5 September 1940, whilst flying a fighter escort sortie to England. The aircraft crashed near Appledore Railway Station, Kent. It is reported the aircraft dived into the ground and buried itself in a deep crater and burnt out. The pilot Lieutenant Helmut Strobl was killed and his body was not discovered until 1987. His parents expressed their desire to have his remains repatriated to the family grave at Kolbnitz, Badgastein, Austria.

Malcolm Pettit swapped these items with Winston G. Ramsey, author of The Battle of Britain, Then and Now (1982).

(1) £200 - £300



424* Hurricane P3208. Relics recovered from Hurricane P3208 which was shot down and crashed at Calcott Hill, Sturry, Kent on 18 August 1940, including a drogue parachute and other items, presented in a glazed display case 124 x 64 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane P3208 was shot down on 18 August 1940 following an attack with JG26 near Calais. P3208 crashed at Calcott Hill, Sturry, Kent and Pilot Officer John Welburn Bland was killed. Bland was shot down by Oblt. G. Schoepfel of JG26. Schoepfel later wrote 'suddenly I noticed a series of Hurricanes underneath me, they were using the English tactics of the period, flying in close formation of threes, climbing in a wide spiral, virtually sitting ducks'. Schoepfel dispatched four of the Hurricanes in as many minutes earning the award of Ritterkreuz (Knight's Cross) on 11 September 1940.

These items were given to Malcolm Pettit by John Ellis in the mid to late 1990s, Ellis was in charge of this dig.

(1)

£1,000 - £1,500



425* Heinkel He III. Relics and related items from Heinkel He III H.3 of 3/KG1 which was shot down on 11 September 1940, including a bell push from a local farmhouse, a Voigtländer camera and a flying helmet, presented in a glazed display case 56 x 56 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Heinkel He III H.3 of 3/KG1 was shot down at 16.33 on 11 September 1940. The aircraft had been severely damaged in an attack on West India Docks (now Canary Wharf), it force landed at Stocks Green Road, Hildenborough, Tonbridge and the pilot Uffz. E. Kramer and crew were captured. The items included in the case were from the local farmhouse where the crew were detained.

Kramer surrendered his Luger to Sir Eric Macfadyen (1879-1966) who at the time served as a Captain in the 21st Company, Home Guard. Macfadyen lived in Hildenborough, Tonbridge he had previously been an MP for Devizes, Wiltshire from 1923-24.

(1)

£2,000 - £3,000





426* Heinkel He III. Relics recovered from Heinkel He 111 H-2 5536 of 9/KG53 which crashed into the River Stour on 29 October 1940, including an oil gun from a gunners tool kit, inspection cover, part of saddle drum and petrol coupon numbered Lt Nr 32, presented in a glazed display case, 30.5 x 39.5 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Heinkel He 111 H-2 5536 of 9/KG53 crashed in the mud flats at Parkestone Quay on the River Stour, Essex on 29 October 1940. The aircraft was flying from Roubaix to attack RAF Gravesend when it failed to pick up the Knickebein navigation beam and instead tried to find the targets by dead reckoning. The crew further hampered by the loss of electrical power could not operate the wireless. They became hopelessly lost and after jettisoning the bombs flew east in the hope they would fly over the Netherlands. They thought they were over the Netherlands and were unable to locate an airfield to land and bailed out. In fact, they were over East Anglia and all crew survived but were quickly captured. The items were recovered during an excavation by Malcolm Pettit in the 1990s. See lot 432, 461 and 487.

(1) £300 - £500



Lot 427

427* Spitfire R6642. Relics recovered from Spitfire R6642 which was shot down on 15 October 1940, including parts of the seat, armoured windscreen and hood locking catch, presented in a glazed display case, 125.5 x 64 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

John Wilfred "Tommy" Lund (1919-1941) was born in Norton, Yorkshire, he was educated at Kingswood School near Bath and Oriel College, Oxford. Lund was a member of the University Air Squadron and was called up for service at the outbreak of WWII.

After completing training in 1940 he was sent to 5 OTU at Aston Down and converted to Spitfires, he joined 611 Squadron at Digby and on 2 July 1940 he shared the destruction of a Do17 and shared another on 21 August. Lund was then posted 92 Squadron at Biggin Hill on 2 October and was shot down by Me109s on 15 October, his Spitfire R6642 crashed into the sea off Bee Ness Jetty, Kent Reach, and Lund was rescued by HMS Nysan, he then went on to damage a Me109 on 1 December.

Lund was killed on 2 October 1941 whilst serving as a Flight Commander with 92 Squadron. He was the leader of three Spitfires which had carried out a low-level Rhubarb operation over Northern France. Whilst returning across the Channel the Squadron was attacked by Me109s from JG2 and all three were shot down. Lund's Spitfire went down in flames and he was reported 'missing', Lund is commemorated on the Runnymede Memorial.

(1) £2,000 - £3,000



428* Hurricane P3382. Relics recovered from Hurricane P3382 which was shot down on 6 September 1940, comprising fragments of the propeller hub, wooden propeller, main wheel tyre, the base of radio mast, underlever controller and cover for gun ports, presented in a glazed display case, 76 x 76 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Juliusz Topolnicki (1914-1940) was born in Kiwerce, Poland. He enrolled in the Cavalry Cadet School and after graduating went to the Fighter School at Deblin, he saw service with the Polish Air Force throughout the 1930s before being commissioned in the RAF. Following conversion training, he joined 601 Squadron at Tangmere on 18 August 1940. He shared the destruction of a Me109 on 6 September but was shot down over Mayfield, he bailed out, slightly wounded and was admitted to Leeds Castle Hospital. His Hurricane, P3382 crashed at Boyton Court, Sutton Valence, Kent. Topolnicki was killed in an air accident on 21 September 1940 when his Hurricane, L1894 struck another on take-off at Exeter. Topolnicki is buried in Exeter High Cemetery.

Malcolm Pettit dug this collection by hand in the 1970s.

(1) £1,000 - £1,500



Lot 429



Lot 429

429* Hurricane P3536. Relic of one of the bank of Rolls Royce Merlin engines recovered from Hurricane P3536 which was shot down 13 October 1940, *the cover stamped Rolls Royce and numbered D6988/1, 80 cm long, presented on a metal stand, total height including stand 110 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Jack Kenneth Ross (1916–1942) was born in London, he was awarded the Aero Certificate 16624 at Redhill Flying Club in 1938. He joined the RAFVR in 1939 and was called up for service on 1 September, after completing training Ross converted to Hurricanes and was posted to 17 Squadron at Kenley on 25 May serving in France before returning the RAF Tangmere.

Ross probably destroyed a Me109 on 14 August 1940, shared a Ju88 on 21 August and shared a Do17 on 3 September. He shared another Do17 on 2 October but had to make a forced landing when he ran out of fuel.

On 6 October he shared in destroying another Do17 and on the 13th he was shot down by anti-aircraft fire during a patrol over Chatham. He bailed out, wounded and was admitted to Gravesend Hospital. His Hurricane, P3536 crashed at Rochester.

Ross went on to claim a Do17 destroyed on 27 October and a Ju87 destroyed and probably a second on 11 November, sharing a Ju88 on 11 July 1941.

On 6 January 1942 Ross had to ditch his Spitfire P8393 in the Irish Sea during a convoy escort and was killed, he is commemorated on the Runnymede Memorial.

The engine was excavated by Malcolm Pettit in 1990.

See lots 430, 431, 472, 473 and 484.

(1) £2,000 - £3,000

430* Hurricane P3536. Reflector gun sight recovered from Hurricane P3536 which was shot down on 13 October 1940, *blackened metal frame with rubber mounts, 17 cm high*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 429, 431, 472, 473 and 484.

(1) £200 - £300



Lot 430



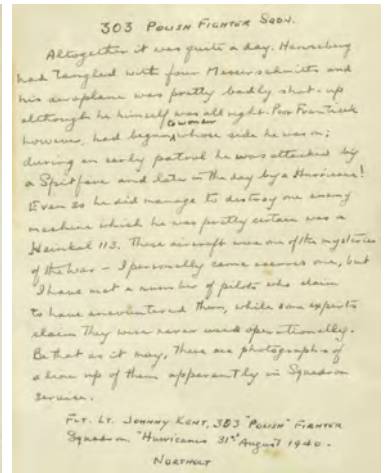
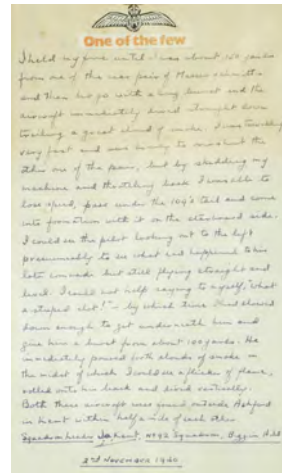
431* Hurricane P3536. Part of a propeller recovered from Hurricane P3536 which was shot down on 13 October 1940, laminated wood with remains of sheathed edge and yellow painted tip, 108 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 429, 430, 472, 473 and 484.

(1)

£500 - £800



433* Group Captain John Alexander Kent, DFC & Bar, AFC. Two contemporary handwritten accounts, the first written whilst serving at RAF Northolt with 303 "Polish" Squadron and dated 31 August 1940, the second dated 2 November 1940, whilst serving at RAF Biggin Hill with 92 Squadron which gives a descriptive account of destroying two Me109s on the 2 November (presumably written on the same day), 'I held my fire until I was about 150 yards from one of the near pair of Messerschmitts and then let go with a long burst and the aircraft immediately dived straight down trailing a great cloud of smoke ...' presented in a glazed frame with a period black and white photographic postcard of 303 Squadron, frame size 53 x 54 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Group Captain John Alexander "Kentski" Kent, DFC & Bar, AFC (1914-1985) was a Canadian fighter ace credited for no less than 13 aircraft destroyed, 3 probable and 3 damaged. He is considered one of the best young squadron leaders of WWII. He served throughout the Battle of Britain with 303 "Polish" Squadron stationed at RAF Northolt.

(1)

£300 - £500



432* Heinkel He III. Relics recovered from Heinkel HeIII H-2 5536 of 9/KG53 which crashed into the River Stour on 29 October 1940, comprising rudder mass balance weight, 83 x 71 cm plus a hydraulic plunger

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 426, 461 and 487.

(2)

£500 - £800



434* Messerschmitt Me110C. Tail wheel from Messerschmitt Me110C of 6/ZG26 which crashed near Platts Heath, Lenham, Kent on 18 August 1940, *the rubber tyre by Continental numbered 380 x 150, approximately 38 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me110C of 6/ZG26 was shot down by Pilot Officer Maurice Hewlett Mounsdon of 56 Squadron whilst escorting bombers at 13.40 on 18 August 1940. The aircraft crashed at Platts Heath, Lenham and the crew were reported missing, believed killed.

(1)

£200 - £300



435* Messerschmitt Me110C. The undercarriage leg recovered from Messerschmitt Me110C-1, probably shot down by Flight Lieutenant James Brindley Nicolson VC, DFC over North Baddesley, *with a warning data plate and Continental rubber wheel, approximately 180 cm long, the wheel approximately 78 cm diameter*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 418, 436, 437 and 471.

(1)

£500 - £800



436* Messerschmitt Me110C. Oxygen bottle recovered from Messerschmitt Me110C-1, probably shot down by Flight Lieutenant James Brindley Nicolson VC, DFC over North Baddesley, *the oxygen bottle having exploded on impact now exposing the interior, the neck with various stamps and dated 21 May 1940, 38 cm high*

(1)

£200 - £300



437* Messerschmitt Me 110C. Part of the undercarriage door recovered from Messerschmitt Me110C-1 believed to have been shot down by Flight Lieutenant James Brindley Nicolson VC, DFC over North Baddesley, *aluminium riveted construction, 53 cm long, together with part of the brakes system with data plate stamped Muster Grösse 275, Z. Nr 8 2126 A1, Werk Nr 155726, 28 cm diameter*

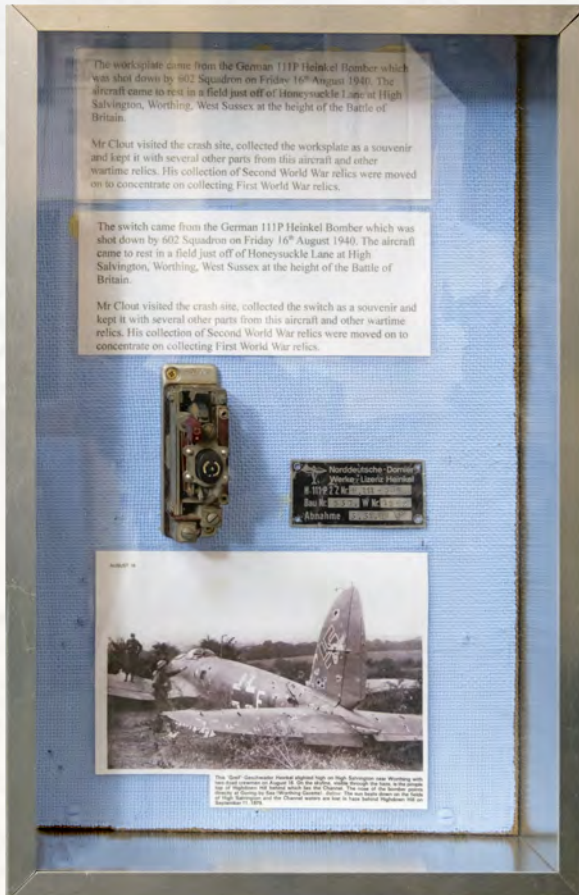
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 418, 435, 436 and 471.

(2)

£200 - £300





Lot 438



Lot 439

438* Heinkel He III P. Relics recovered from Heinkel III P which was shot down by 602 Squadron on 16 August 1940, *the items were recovered by a Mr Clout from the crash site at Honeysuckle Lane, High Salvington, Worthing, West Sussex, comprising a data plate by Nordeutsche-Dornier Werke Lizenze Heinkel, H.111. P.2 Z Nr 8.111-535, Bau Nr 537, W Nr 1582, Abnahme 3.39, plus a fuse stamped 40V50A, presented in a glazed display case with historical information, 45.5 x 29 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Heinkel He 111P of 7 Staffel./ Kampfgeschwader 55 and was shot down at 17.05 after a bombing sortie to attack Great West aerodrome (now Heathrow Airport), the aircraft crashed at Rogers Farm, Honeysuckle Lane, High Salvington, Worthing, two crew were killed and three captured.

(1) £300 - £500

439* Spitfire P9372. Part of an airman's navigational map recovered from Spitfire P9372 which was shot down on 9 September 1940, *the map produced by the Ordnance Survey Office Southampton 1933, stamped with the dates 21 Aug 1937, 25 Jan 1938, 23 Feb 1938 and annotated by Pilot Officer William Charles Watling in pencil on the right-hand side, presented in a glazed display case 61 x 43 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 450, 452, 494, 507 and 508.

(1)

£200 - £300



Lot 440

440* Hurricane L1965. Relics recovered from Hurricane L1965 which was shot down on 30 August 1940, Pilot Officer Colin Dunstan Francis was killed, *including Rolls Royce Merlin Engine data plate, indication direction data plate, and other items, presented in a glazed display case 62 x 61.5 cm, together with a letter from Group Captain Tom Gleave to Al Brown, dated 14 April 1974 in which he gives a detailed insight of this action and a record of Francis's aerial victories*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Colin Dunstan Francis (1921-1940) was a native of Stoke d'Abernon, Surrey, he joined the RAF in April 1939 and after completing training he converted to Hurricanes and was posted to 235 Squadron at Kirton-in-Lindsey. The squadron moved to Kenley on 29 August 1940 and the following morning Francis took off in a section of three aircraft to join the rest of the squadron in attacking a force of bombers, which was escorted by some thirty fighters. It was his first encounter with the Luftwaffe and he was shot down and reported 'missing'. His name appears on the Runnymede Memorial.

In 1981 Malcolm Pettit and a team of excavators found an aircraft at Wrotham, on land which had been Percival's Farm in 1940. It proved to be Hurricane L1965 and Francis' remains were still in the cockpit. He was later buried with full military honours at Brockwood Military Cemetery.

See lots 441 and 509.

(1) £2,000 - £3,000

441* Hurricane L1965. The rudder recovered from Hurricane L1965 which was shot down on 30 August 1940, Pilot Officer Colin Dunstan Francis was killed, *aluminium frame with traces of canvas and paint, approximately 130 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 440 and 509.

(1) £2,000 - £3,000



Lot 441



442* Junkers Ju 87 'Stuka'. Part of a cockpit dive brake control recovered from Junkers Ju 87-B1 which was shot down on 18 August 1940, with data plate and composite ball grip, 37 cm long
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Junkers Ju 87-B1 was shot down by British fighters during a sortie over the Channel at 14.30 on 18 August 1940 (The Hardest Day), the aircraft crashed at Chidham and both crew were reported missing.

The automatic pull-up dive brakes were positioned under each wing to ensure that the aircraft recovered from its attack dive even if the pilot blacked out from the high g-forces.

See lot 443.

(1)

£2,000 - £3,000



443* Junkers Ju 87 'Stuka'. Oil pump recovered from Junkers Ju 87-B1 shot down over the Channel on 18 August 1940, with data plates stamped Gerät Nr. 127 152 A 2, Werk Nr. 1428477, Anforderz. FI 22460-3, 37 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 442.

(1)

£500 - £800



444* Junkers Ju 88. Relics recovered from Junkers Ju 88 A1 which crashed at Folly Farm, South Holmwood, near Dorking on 27 September 1940, including oxygen mask with flexible pipe, flying helmet earpiece, part of seat harness, petrol filler cap, presented in a glazed display case, 47 x 36.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

On 27 September 1940 Junkers Ju 88 A-1 of 2 Staffel./Kampfgeschwader 77 crashed in flames at Folly Farm, Holmwood, near Dorking following an attack by British fighters after a sortie to London. The aircraft's starboard engine set alight and one crew member was killed the other three survived having bailed out.

Malcolm Pettit joined Winston G. Ramsey on this particular dig and was given these items.

(1)

£500 - £800



Lot 445



Lot 446

445* Junkers Ju 87 'Stuka'. Relics recovered from Junkers Ju 87 B-5518 shot down on 18 August 1940, including a saddle drum gun magazine (MG15), pilots breathing apparatus comprising oxygen mask with rubber hose and oxygen tank by Draeger numbered 143622 with data plate stamped with Werk Nr 142134 and dated 23 August 1939, presented in a glazed display case, 61.5 x 62 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Junkers Ju 87 B-5518 was shot down by Sergeant Jim Hallows of 43 Squadron during an attack on the airfields at Thorney Island, Ford and the radar station at Polling at 14.30 on 18 August 1940. The aircraft broke up in mid-air and crashed at Fishbourne Creek, near Chichester. Both the crew members bailed out and both were captured, the aircraft was destroyed. This aircraft was one of 18 lost by StG 77 on a day that became known as the "Massacres of the Stukas" and led directly to the Germans withdrawing their Ju87 units from the Battle of Britain.

(1) £2,000 - £3,000

446* Air Raid Siren. 1940/50s hand operated air raid siren by Secomak, Type 447, with original label by Service Electric Co Ltd, Serial No 6912, finished in grey with wooden handle, working, 84 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Other examples are displayed in museums for example the Imperial War Museum, London.

(1) £200 - £300

447* Air Raid Precaution. WWII London Public Gas Cleansing Centre poster, printed in black, with instructions on what to do in the event of a gas attack, published 50-11/41-A218 lower left, two holes drilled where the poster has been affixed to the wall and general wear, 76 x 50.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1) £80 - £120



Lot 447



448* Hurricane P2680. Relics recovered from Hurricane P2680 shot down over Tonbridge on 9 September 1940, *including a night fighter flash eliminator plate, presented in a glazed display case, 46 x 82.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane P2680 was shot down in combat with a Dornier Do 17 and Me 109s over Tonbridge on 9 September 1940, the pilot Sergeant Richard Alfred Spyer of 607 Squadron bailed out slightly wounded. His Hurricane, P2680 crashed at Stilstead Farm, East Peckham.

Richard Alfred Spyer a native of Worcester Park, Surrey was born in 1917, he joined the RAF in 1939 and after completing training he was called up on 1 September 1939 and posted to 111 Squadron at North Weald on 25 September and then attached to 607 Squadron at Usworth on 31 May 1940 moving on to squadron at RAF Tangmere 8 September with the squadron. The following day Spyer was shot down in Hurricane P2680.

After the Battle of Britain, Spyer went to the Mediterranean and was one of six Hurricanes to take off for Malta led by Flight Lieutenant MacLachlan. His Hurricane V7413 ran out of fuel and Spyer bailed out and was later picked up by a Sunderland flying boat.

Spyer was shot down and killed at Ta Kalo on 22 March 1941, whilst serving with 261 Squadron. He was one of eight Hurricanes to meet ten Ju88s with the loss of five Hurricanes, all pilots killed. Spyer is commemorated on the Malta Memorial.

The relics in the case were recovered by John Ellis for the Tonbridge Battle of Britain Museum.

(1)

£300 - £500



Lot 449

449* Messerschmitt Me 109. Relics recovered from Messerschmitt Me 109 E1 of 6 / JG3 which was shot down over Thanet on 26 August 1940, *including remains of the pilots schwimmweste with printed stores label dated 1940 and werknummer 12442, a section of uniform including shoulder epaulettes, perspex from the wind shield and other items, presented in a glazed display case with copied combat report and other research, 63 x 52.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me 109 E-1 of 6 / JG3 was shot down by Flying Officer Ken Marston of 56 Squadron on 26 August 1940. The aircraft was hit on the port wing and radiator and then dived into the clouds, the pilot Uffz Fritz Buchner unsuccessfully attempted to bail out. The Me109 crashed at Stuart's Farm, St Nicholas-at-Wade and Buchner was reported missing until 1984.

The crash site was excavated in 1984 and the main wreckage was discovered 35-40 feet underground with the remains of the pilot still in the cockpit. Buchner was laid to rest in the presence of serving members of his family with full military honours in the German Cemetery at Cannock Chase in 1987. Please note the oxygen bottle and parachute harness were added to this display at a later date and although unconfirmed it is understood they were recovered from the same dig.

(1)

£2,000 - £3,000



450* Spitfire P9372. Relics recovered from Spitfire P9372 which was shot down on 9 September 1940, *including first aid kits and canvas bag, stamped 'First Aid Outfit Aircraft' contents card, RAF labels and other items, presented in a glazed display case, 49.5 x 49 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

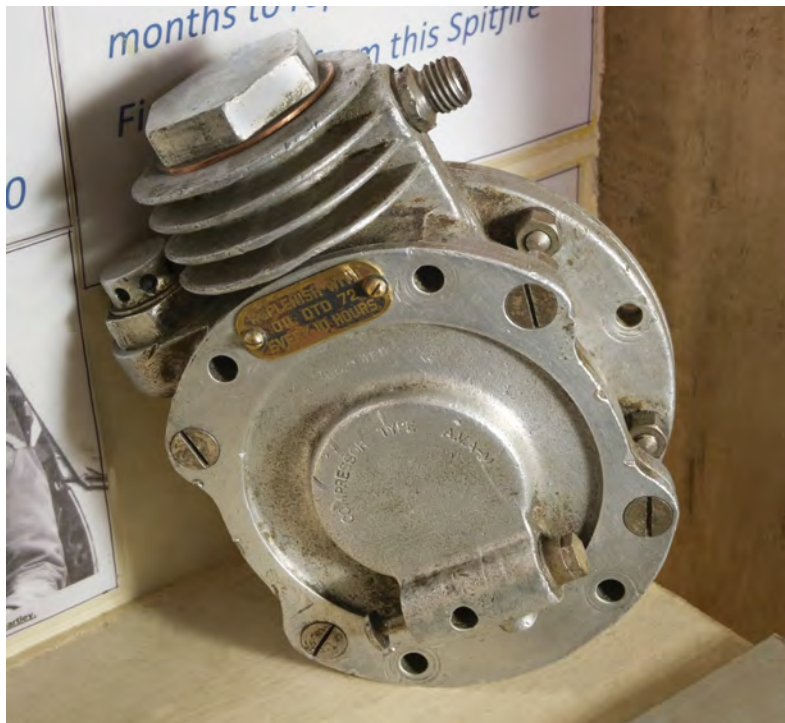
Spitfire P9372 was shot down at 17.30 on 9 September 1940. Pilot Officer William Charles Watling bailed out into the sea off Winchelsea Beach, his face and hands were badly burned and P9372 crashed near East Guldeford, near Rye.

P9372 was excavated by Malcolm Pettit in 1990. See lots 439, 452, 494, 507 and 508.

(1)

£500 - £800





Lot 451

451* Compressor. Compressor Pump, type A.V.A-M with brass plaque stamped 'Replenish with oil DTD 72 Every 10 Hours' numbered 106 428, the cap stamped CX54688, 17 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1) £100 - £150

452* Spitfire P9372. Wing leading edge recovered from Spitfire P9372 which was shot down on 9 September 1940, aluminium with a 20 mm cannon shell damage which has been patched, 39 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 439, 450, 494, 507 and 508.

(1) £200 - £300



Lot 452

453* Westland Whirlwind P6966. Aircraft thermostat recovered from Westland Whirlwind P6966 which crashed on 7 August 1940, with brass plate stamped Teddington Type B.G.A. 3759 No 803100/N, approximately 20 cm long, presented in a glazed display case, 26 x 46 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Westland Whirlwind P6966 crashed on 7 August 1940. A tyre burst on takeoff and damaged the undercarriage. The pilot Irving Francis McDermott of 263 Squadron bailed out and landed safely and the aircraft crashed on Lanton Farm, Dunmore Moss, near Stenhousemuir, Stirlingshire.

P6966 was excavated in 1979 by John Ellis and the items were donated to the museum. When the aircraft was found, the reason for the burst tyre was that a Hurricane wheel had been fitted and this proved to be incompatible with the Whirlwinds' faster operating speed on the ground.

See lot 454.

(1) £500 - £800



Lot 453



Lot 454

454* Westland Whirlwind P6966. Relic cannon recovered from Westland Whirlwind P6966 which crashed on 7 August 1940, the 20 mm cannon deactivated and in relic condition stamped Hispano 20mm Mk1 No A195 B.M.A.R.C. Birkigt Patents, approximately 253 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 453.

(1)

£3,000 - £5,000



455* 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 comprising 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: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Charles Brian Fabris Kingcome (1917-1994) was a WWII ace credited with a final score of eight and three shared destroyed plus a score of probable and damaged. On 17 October 1940, he was shot down by Me109s. Kingcome bailed out wounded and was admitted to the Royal Naval Hospital at Chatham, his Spitfire X4418 crashed at Wybornes Farm, High Halstow.

(1)

£200 - £300



456* Messerschmitt Me 109. Relics recovered from a Me109 which was shot down on 29 September 1940, including part of a tail fin with traces of swastika insignia, part of the engine casing, inert 7.92 rounds plus a section of silk parachute, presented in a glazed display case, 81 x 59.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me109 E was flown by Feldwebel H. Hubel who was killed when his aircraft was shot down at 13.45 by Pilot Officer Ronald Berry of 603 Squadron on 29 September 1940. The aircraft crashed at Kennards Farm, Leigh, Tonbridge and the section of parachute included in the display was bequeathed to Malcolm Pettit by a friend who served in the Home Guard.

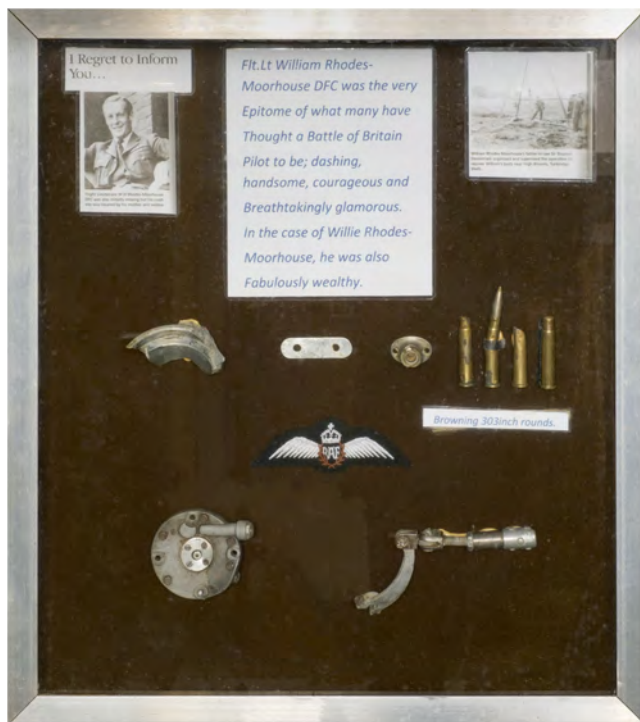
(1)

£2,000 - £3,000



457* Hurricane Wheels. Pair of Hurricane wheels, each with rubber tyre stamped 7.50-10 1/4, the hubs stamped serial no JF, 113112, approximately 55 cm diameter
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(2) £300 - £500

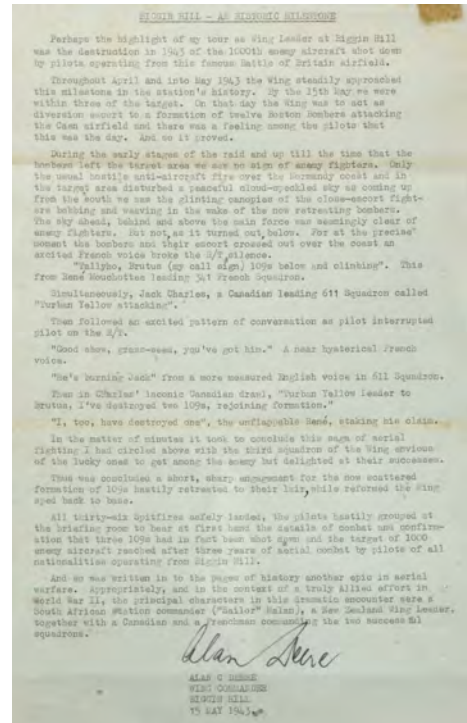


458* Hurricane P8818. Relics recovered from Hurricane P8818 which was shot down on 6 September 1940, the pilot Flight Lieutenant William H. Rhodes-Moorhouse was killed, including inert Browning .303 rounds and other items, presented in a glazed display case, 56 x 50 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

William Henry Rhodes-Moorhouse, DFC (1914-1940) was a WWII RAF fighter ace. His father was William Barnard Rhodes-Moorhouse VC was a WWI RFC ace who was killed in action.

Flight Lieutenant William Rhodes-Moorhouse was the very epitome of what many have thought a Battle of Britain pilot to be, debonair, handsome and courageous. In the case of William Rhodes-Moorhouse, he was also extremely wealthy. On 6 September, he was attacked by Me109s and was shot down, he was initially reported 'missing' but his crash site was located by his mother and widow. William Rhodes-Moorhouse's father-in-law Sir Stephen Demetriadi organised and supervised the operation to recover William's body near High Broom's railway viaduct, Tunbridge Wells. Rhodes-Moorhouse is buried in a private cemetery in the grounds of his family's former home, Parnham House, Dorset alongside his father.

(1) £300 - £500



459* Air Commodore Alan 'Al' Christopher Deere, DSO, OBE, DFC & Bar. A typed account titled Biggin Hill, A Historical Milestone, signed in ink by Al Deere and dated 15 May 1943, the documents give a descriptive insight into the Al Deere's time as a Wing Commander and starts 'perhaps the highlight of my tour as Wing Leader was the destruction in 1943 of the 1000th enemy aircraft shot down by pilots operating from his famous Battle of Britain airfield ...', framed and glazed, frame size 47 x 54 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Air Commodore Alan Christopher Deere, DSO, OBE, DFC & Bar (1917-1995), was a New Zealand WWII fighter ace, known for several near-death experiences during WWII and author of 'Nine Lives'.

By the end of the war, he was credited for the destruction of 22 enemy aircraft, ranking him the second-highest-scoring New Zealand fighter ace. Later research has seen his total revised to 17 victories.

(1) £200 - £300



460* Supermarine Spitfire Mk1 Cockpit Section. An impressive Spitfire Mk1 '92 East India Squadron' cockpit, the cockpit has built by Malcolm Pettit in aluminium to an extremely accurate and high standard and contains original artefacts which have been collected over the years, the control column is built up from various crash sites, with a complete instrument panel, control column, rudder pedals, undercarriage selector, throttle quadrant, Sutton harness release, radio tuner, pilot seat, Kygas primer, engine starter, compass, hood, complete bullet-proof windshield, reflector sight, cockpit door, approximately 270 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The front perspex was recovered from Spitfire P7350, which was shot down on 25th October 1940 The pilot was Pilot Officer Ludwik Martel, a Polish man serving with 603 Squadron from RAF Hornchurch. Martel managed to fly the Spitfire down through 16,000 feet of thick cloud, in pain and fighting to stay conscious, to force land, wheels-up, in a field near Hastings.

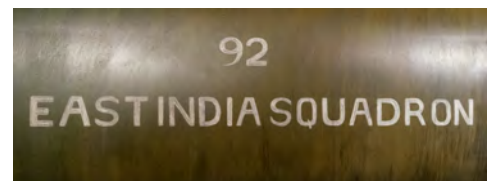
A rudder pedal, gun button on the control column and also the base of the control column plus parts of the pilot's seat were recovered from Spitfire P7539 flown by Pilot Officer Romney John Mather of 66 Squadron Thong Lane Gravesend, who was shot down at 08.30 am on 27 October 1940.

Two cockpit hood runners were recovered from Spitfire R6642 flown by Pilot Officer "Tommy" Lund of 92 Squadron, RAF Biggin Hill. Lund bailed out and came down into the sea, he was rescued by HMS Nysan

The throttle box undercarriage selector radio tuner and one rudder pedal were recovered from Spitfire P9372. This aircraft was damaged in the Battle of France on 24 May 1940, it was being flown at that time by Pilot Officer Tony Bartley of 92 Squadron. P9372 was eventually shot down in combat with Me109s on 9 September 1940, Pilot Officer Bill Watling of 92 Squadron was at the controls. He was severely burned on his hands and face when he came down into the sea at Winchelsea.

Parts of the cockpit door and door frame, the cockpit lamp holder and frame holding the perspex were recovered from Spitfire R6597, flown by Pilot Officer Arthur Roy Watson of 152 Squadron, RAF Warmwell. R6597 was shot down by German Fighter Ace, Helmet Wick. Watson bailed out but fell dead when his parachute failed to open. It is said that his parachute was sabotaged (this is on record).

(1) £40,000 - £60,000





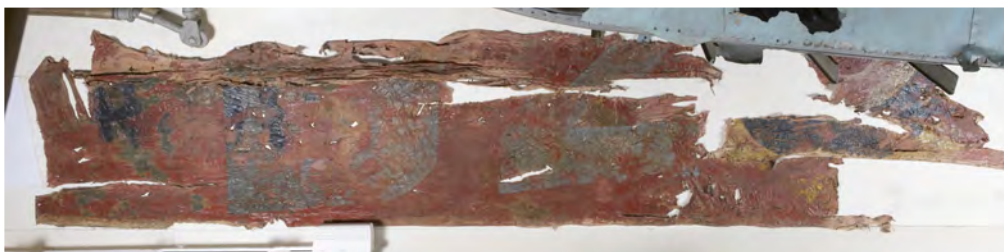
461* **Heinkel He III.** Remains of the tail recovered from Heinkel HeIII H-2 5536 of 9/KG53 which crashed into the River Stour on 29 October 1940, *traces of light blue paint, in three sections*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 426, 432 and 487.

(1)

£3,000 - £5,000



462* **Hurricane R4181.** Aircraft fabric recovered from Hurricane R4181 which was shot down over Chelmsford on 18 August 1940, *the painted fabric retaining traces of RAF roundel and R4181 DZ, 250 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane R4181 was shot down over Chelmsford on 18 August 1940, the Pilot Officer John Basil Ramsay, 151 Squadron was reported 'missing' believed killed. The aircraft crashed at Holliwell Point just east of Burnham-on-Crouch.

Hurricane R4181 was excavated by Malcolm Pettit in 1983 and the remains of the pilot were found in the cockpit. Ramsay was buried with full military honours on 25 October 1983.

See lot 463.

(1)

£2,000 - £3,000



463* **Hurricane R4181.** Undercarriage leg recovered from Hurricane R4181 which was shot down on 18 August 1940, *numbered AE65 1 90274 1 with the remains of the wheel, approximately 150 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 462.

(1)

£500 - £800



464* Spitfire R6597. Part of the rudder of Spitfire R6597 which was shot down on 28 November 1940, *canvas and aluminium construction, 44cm long, presented in a glazed frame, 62 x 62 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Spitfire R6597 was shot down and crashed near Wareham, Dorset on 28 November 1940. Pilot Officer Arthur Roy Watson of 152 Squadron was the 56th and last victim of the Luftwaffe air ace Helmut Wick, who himself was shot down seconds later by Flight Lieutenant John Dundas, 609 Squadron. R6597 took off from RAF Warmwell to intercept an enemy bomber force and its fighter escort. Watson engaged the Messerschmitt Me109 fighter but was shot down. His Spitfire crashed at the village of Arne about sixteen miles east of RAF Warmwell. His body was recovered and returned to his family. Watson was buried at Nottingham Southern Cemetery on 14 December 1940.

(1) £1,500 - £2,000



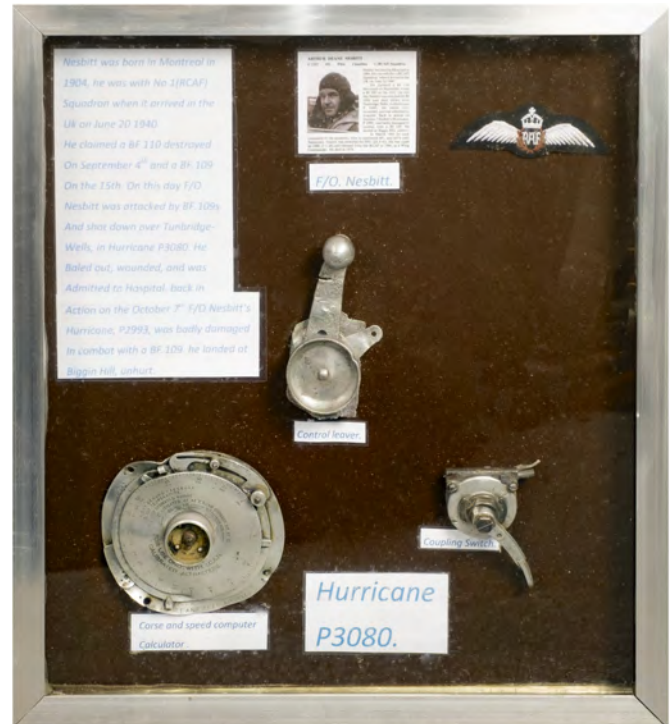
Lot 465

465* Hurricane N2461. Relics recovered from Hurricane N2461 which was shot down on 18 August 1940, *presented in a glazed display case 31 x 29 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane N2461 was shot down by Me109s at 17.30 on 18 August 1940. The aircraft crashed at Wigmore and the pilot, Squadron Leader Michael Crossley of 32 Squadron bailed out unhurt.

(1) £100 - £150



466* Hurricane P3080. Relics recovered from Hawker Hurricane P3080 flown by Flying Officer Arthur Dean Nesbitt who was shot down 15 September 1940, *including control lever, course and speed computer calculator and coupling switch, presented in a glazed display case 65 x 51 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 403.

(1) £700 - £1,000



467* Blenheim R3771. Relics recovered from Blenheim R3771 which was shot down in error by British fighters on 4 August 1940, *including inert rounds and other items, presented in a glazed display case, 29 x 101.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Blenheim R3771 of 15 Squadron was shot down in error by British fighters on 4 August 1940, being mistakenly taken for a Ju88. The aircraft crashed at Norduck Farm, Alesbury, all three crew were killed. The crash site was excavated by Malcolm Pettit in 1978.

(1) £500 - £700



468* Hurricane L1298. Relics recovered from Hurricane L1298 which was shot down on 10 October 1940, *including a cut throat razor, pepper shaker and other items, presented in a glazed display case, 25 x 51.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane L1298 crashed at 15.55 on 10 October 1940. The aircraft crashed into houses at Albion Place, Maidstone, Kent. The cause of the crash was never established (although most likely oxygen failure) but the items in the case were found in the cellar of the house where the pilot Flight Sergeant Harold Henry Allgood of 253 Squadron crashed. The residents were sheltering in the cellar at the time of the crash, hence the aircraft wreckage access to this crash site was gained after the houses were demolished along Albion Street in the 1970s. Flight Sergeant Allgood and three women and five children were all killed in the crash. Allgood had been patrolling at 20,000 feet when one of the aircraft from the squadron went into a steep dive bursting into flames and crashed into numbers 59 and 61 Albion Street. The civilians are all buried at Maidstone Municipal Borough Cemetery.

(1) £300 - £500



469* Hurricane V6699. Relics recovered from Hurricane V6699 which was shot down on 28 September 1940, *including coins and an inert round, presented in a glazed display case 49.5 x 40.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane V6699 was shot down over Ticehurst, Sussex at 13.55 on 28 September 1940 and crashed in a paddock at Earls Down, Red Pale, Dallington. Flying Officer Peter Guerin Crofts bailed out but his parachute failed to open and he fell to his death at Redpale Farm. Crofts is buried in All Saints' churchyard, Tilford, Surrey and there is a memorial cross on the spot where he fell.

Hurricane V6699 was excavated by Malcolm Pettit in 1975.

(1) £200 - £300



470* Messerschmitt Me 109. Relics recovered from Messerschmitt Me109 E-4 of 8/JG26 which was shot down on 25 October 1940, *including aircraft fabric painted with RAF "kill icon" roundels, data plate and other items, presented in a glazed display case, 92.5 x 123 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me109 E-4 of 8/JG26 was shot down on 25 October 1940. The aircraft had been acting as top cover for a bomber formation when the unit was attacked by Spitfires of 95 Squadron. The pilot Feldwebel Josef Gartner bailed out and the aircraft crashed at Congelow Farm, Yalding, Kent. Gartner later recollects "I saw a shadow behind me to the left and suffered 6-8 hits in my right wing. Immediately a white streak formed and I knew that my cooling system had been hit. I tried to weave about, hoping to turn the cards on the Spitfire, but my own engine got warmer and warmer due to the loss of coolant. The aircraft became slower and almost unmanoeuvrable, then my opponent got me full on, flames shot out of the engine and I had to jump".

(1) £3,000 - £5,000



471* Messerschmitt Me 110C. Wing radiator recovered from Messerschmitt Me110C-1 probably shot down by Flight Lieutenant James Brindley Nicolson VC, DFC over North Baddesley, *in relic condition, 97 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 418, 435, 436 and 437.

(1) £200 - £300



472* Hurricane P3536. All that remains of a Browning Machine Gun (deactivated) recovered from Hurricane P3536 which was shot down on 13 October 1940, *numbered B2 4103 and in relic condition, 98 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 429, 430, 431, 473 and 484.

(1)

£1,500 - £2,000



473* Hurricane P3536. All that remains of a Browning Machine Gun (deactivated) recovered from Hurricane P3536 which was shot down on 13 October 1940, *stamped Browning MkII B.10.786 BSA 1938, in relic condition, 98 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 429, 430, 431, 472 and 484.

(1)

£1,500 - £2,000



474* Spitfire Propeller. Watts two-blade propeller, a type used on very early Spitfires and Hurricanes, *finished in black with yellow painted tips, the boss stamped 'DII 25 82 ... AG 32 C8 38, restored, approximately 347 cm long and extremely scarce*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The Watts propeller was designed by Dr H C Watts M.B.E., D.Sc., M.Inst. C.E., F.R.Ae.S.

Dr Watts was educated at Bristol University from 1911-14 and worked as a Technical Assistant for the Bristol Aeroplane Company where he was in charge of the design and supply of aircraft propellers at the Air Ministry during WWI. In 1932 he joined the Airscrew Company, Weybridge, Surrey as technical director. The Airscrew Company manufactured the two blade propellers for the early Hurricanes and Spitfires. Watts was also the author of the Design of Screw Propellers: With Special Reference to Their Adaption of Aircraft.

(1)

£3,000 - £5,000



475* Dornier Do 17 Z 3. Relics recovered from Dornier 17Z-3 which was shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940, *including a relic 9 mm Luger and other items, presented in a glazed display case 61.5 x 62 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 405, 406, 407, 476, 480, 485 and 547.

(1)

£2,000 - £3,000



Mather on left

477* Spitfire P7539. Armoured Plate recovered from Spitfire P7539, Pilot Officer John 'Johnnie' Romney Mather was killed on 27 October 1940 when his Spitfire crashed at Half Moon Lane, Hildenborough, *the plate dated 1939, 45 x 74 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 401, 410 and 503.

(1)

£500 - £800



476* Dornier Do 17. Dornier Do 17. 20mm Cannon Drum recovered from Dornier 17Z-3 which was shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940, *stamped FL.49200, T60C FF, Nr 09255, 26 cm diameter*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 405, 406, 407, 475, 480, 485 and 547.

(1)

£300 - £500



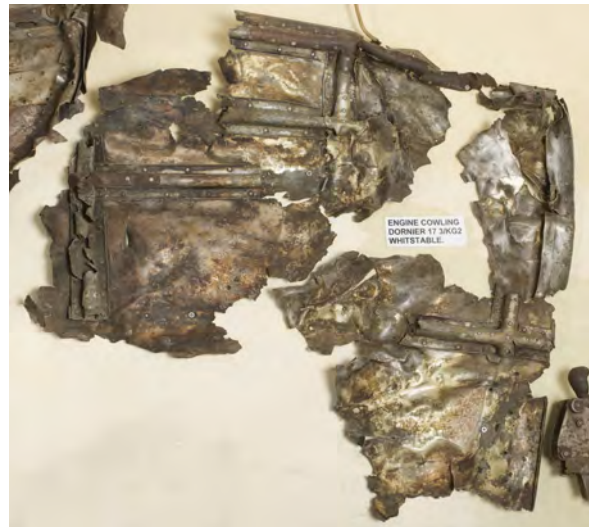
478* **Spitfire P9364.** Relics recovered Spitfire P9364 which was shot down on 27 August 1940, Sergeant Ernest Scott was reported 'missing', including a crankshaft presented on a stand, total height 100 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 416, 417, 481 and 544.

(1)

£500 - £800



480 **Dornier Do 17.** Engine Cowling recovered from Dornier 17Z-3 shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940, aluminium rivetted construction 74 x 71 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lot 405, 406, 407, 475, 476, 485 and 547

(1)

£400 - £600



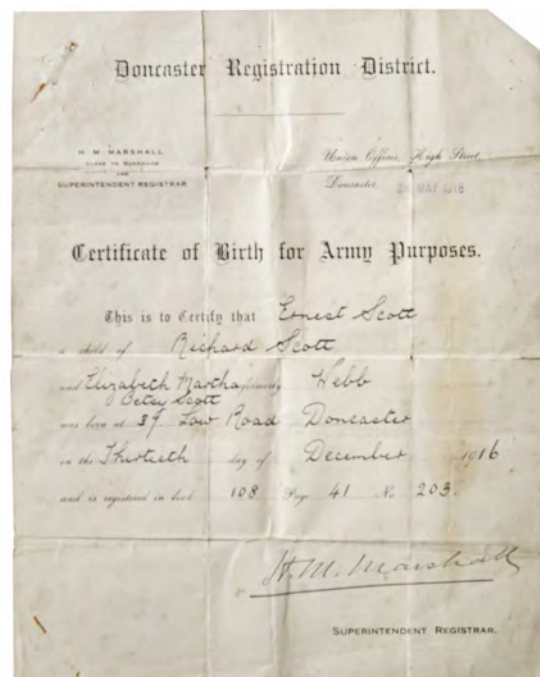
479* **Messerschmitt Me110.** Relics recovered from Messerschmitt Me110 C-7 which was shot down on 7 October 1940, including the remains of a parachute and d-ring, some items presented in a glazed display case, 41 x 41.5 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me110 C-7 was shot down at 17.00 on 8 October 1940. The aircraft had been escorting a bombing raid on the Westland aircraft works at Yeovil. The parachute and the 'd' ring included in the lot belonged to the pilot Obergefr. Herbert Schilling who was the wireless operator/air gunner, he was killed when the aircraft crashed at Kingston Russell Dairy Farm, Long Bredy, near Dorchester.

(1)

£200 - £300



Lot 481



Lot 482 and 483

481* Spitfire P9364. References and documents belonging to Sergeant Ernest Scott who was shot down on 27 August 1940 and reported 'missing' (51 years later he was finally laid to rest), including his certificate of birth for army purposes, reference from St Johns School, Tiffield dated 12 September 1935, and two manuscript references, presented in a glazed frame, 65 x 59 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 416, 417, 478 and 544

(1)

£100 - £150

482* Dornier 3456. Relics recovered from Dornier 3456 damaged on 31 August 1940 and subsequently shot down by Flight Lieutenant Richard Playne Stevens on 16 January 1941 over Hartwood, Essex, the items recovered were the personal effects of Gunner Werner Teichmann, including German coins, the gunners seat, a fire extinguisher, drogue parachute, remains of a spinner and part of the aircraft compass

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Dornier 17Z-2 3456 Stab II KG3 was damaged during the Battle of Britain on 31 August 1940 and was subsequently shot down by the RAFs top night fighter Flight Lieutenant Richard Playne Stevens, DSO, DFC & Bar of 151 Squadron on 16 January 1941. All four crew were killed when their aircraft exploded in the tree tops at Hartwood, Brentwood, Essex. It was recovered by Malcolm Pettit in 1982 after an earlier attempt had been made by the ATC in 1975.

The Dornier had fallen victim to Stevens in Hurricane V6934 and was the first of two "kills" credited to him that night. Stevens was a Tonbridge man who was later killed on sorties over the Netherlands on 15 December 1942. He was credited for a final score of 14 enemy aircraft at night.

(1)

£2,000 - £3,000

483* Dornier Do 17. Leading edge wing flap recovered from Dornier Do17 Z-2 1176 which was shot down on 15 September 1940 by Pilot Officer Patrick Stephenson of 607 Squadron. Having exhausted his ammunition supply he rammed his Hurricane into the Dornier which exploded over Goudhurst, aluminium rivetted construction with battle damage, retaining original paint, approximately 130 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Dornier Do 17Z-2 1176 was shot down over the Thames Estuary on 15 September 1940, one crew was killed and the other taken prisoner.

Pilot Officer Patrick Stephenson of 607 Squadron exhausted his ammunition supply and rammed Dornier 17-Z2 which exploded over Goudhurst on 15 September 1940. The wing flat was from this aircraft and was given to Malcolm Pettit by an eyewitness who saw the whole incident from the top of a hill in the village of Goudhurst. He said he was a young lad who had just left school and started working as a gardener of a large house in Goudhurst. He told Malcolm Pettit how he was working in the garden on this particular day of the 15 September, which we know as Battle of Britain day. He said everybody was used to the sound of aircraft overhead and also the sound of many battles in the skies above Goudhurst, he said you just didn't take much notice of it. However, on this day he heard a huge bang which made him look up and what he saw was two aircraft that had just collided with each other as they went down he remembered seeing a parachute and of course we now know this was pilot officer Stephenson. The aircrafts both veered off in different directions and bits of debris falling off as they went down together in a dive one of the pieces fell in the garden not far from where the young lad was working, which turned out to be this wing slat from the Dornier. The damage that Stephenson's Hurricane caused when he rammed it is still quite evident and there are two small fragments of his propeller where he must have impacted the Dornier stuck in the cracks of the wing slat.

(1)

£500 - £800



Lot 484



Lot 485

484* Hurricane P3536. Relics recovered from Hurricane P3536 shot down on 13 October 1940, including the top of the pilots seat, power cylinder for flap control and wing spat, approximately 198 cm long
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lots 429, 430, 431, 472 and 473.
(1) £1,000 - £1,500

485* Dornier Do 17. Inert rounds and gun magazine recovered from Dornier 17Z-3 which was shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940, all in relic condition
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lots 405, 406, 407, 475, 476, 480 and 547.
(1) £200 - £300



486* **Messerschmitt Me 109.** Propeller assembly attributed to a Me109 which crashed into the sea off Nore Boom during combat over the Thames estuary on 6 September 1940, *the three blades retaining original paint and evidence of a trade label, approximately 206 cm high x 222 cm wide*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Attributed to Messerschmitt Me109 E-1 (3736) of 4/LG2 which crashed into the sea off Nore Boom on 6 September 1940. The aircraft was part of 100 Me109s on escort duties and met the bombers off the French Coast and escorted them to the attack on Thameshaven. The Me109 was shot down by a Spitfire on the return journey and the pilot Oblt Werner Schueller was wounded and later captured.

(1)

£40,000 - £60,000



487* **Heinkel He III.** Oxygen bottle recovered from Heinkel He 111 H-2 5536 of 9/KG53 which crashed into the River Stour on 29 October 1940 retaining original paint and with various stamps dated 25 August 1939, 42 cm high plus hydraulic part [?] with data plate stamped DBU, Gerät Nr FB 16B, Werk Nr 2295, 25 cm long
 Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
 See lot 426, 432 and 461.
 (2) £200 - £300



489* **Parachute Mine.** WWII Luftwaffe Landmine Parachute Retaining Cone (LMB), domed aluminium construction with traces of paint, 60 cm diameter
 Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
 Landmine Parachute Retaining Cones were jettisoned in the air to release the parachute within.
 (1) £300 - £500



488* **Battle of Britain.** An interesting Battle of Britain relic, the brass cartridge case encapsulated in resin, mounted on an oak block, 14 x 9 cm
 Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
 (1) £100 - £150



490* **RAF Uniform.** Battle of Britain period RAF uniform, with brass king's crown buttons and Sergeant's rank stripes, 40 cm chest, inner arm 45 cm, length 69 cm with trousers, sold with a composite mannequin for display purposes
 Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
 (1) £200 - £300

491* **Dornier Do 17.** The highly emotive propeller recovered from Dornier Do17-Z 9 KG/76 (3322) which was shot down on 15 September 1940, after more than a hundred British fighters were in the vicinity of the Dornier forming like angry wasps defending their nest, *multiple bullet holes and numbered 0-11-1 240, F:14 31/1, approximately 173.5 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Dornier Do 17 Z 3322 was shot down at sixteen thousand feet above the London Borough of Brixton on 15 September 1940. An account supplied with records its final moments ...
Throttle wide open Flight Lieutenant Peter Brothers of 257 Squadron swung his Hurricane into a firing position behind Dornier 3322 piloted by Wilhelm Raab, a 25-year-old from Dresden. On his 44th combat mission, Raab had flown 15 times against the English but had never encountered such a determined fighter opposition. More than a hundred British fighters were in the vicinity of Raab's Dornier forming like angry wasps defending their nest. The raiding formation comprised twenty-four Dornier of Bomber Geschwader 76 including Raab's Dornier. Flight Lieutenant George Powell-Shedden of 242 Squadron later commented "we were onto him like a pack of dogs!". Squadron Leader Brian Lane of 19 Squadron was pulling Spitfire into position for another attack on the enemy formation when Raab's Dornier came past him "reversing the turn, I followed, firing from the quarter at the starboard engine. As I slipped in astern of the Hun, a Hurricane swam up beside me firing also. I turned to one side and saw two more Hurricanes behind him. Dammit! who saw this Hun first? taking my place in the queue I waited my turn to fire", Brian Lane observed Raab's Dornier's final moments. Later he wrote "throttling back, I dropped one wing to get a better view of the black crossed aircraft behind rushing over the trees and hedges, fields and roads to meet the stricken machine, I saw its shadow as the two came nearer and nearer a house loomed up, apparently in the path of the raider, with a sigh of relief, I watched it miss the obstacle. The shadow and master met a huge gush of flame as the aircraft hit the ground and exploded. The Dornier crashed at Underriver near Sevenoaks, Kent.

One crew was killed and the remaining crew were taken prisoner, the propeller was recovered at the time of the crash and later purchased by Malcolm Pettit. The propeller has been at the heart of the museum collection and many have tried to buy it over the years!

(1) £40,000 - £60,000





Lot 492



492* Hurricane P3594. Relics recovered from Hurricane P3594 which was shot down on 7 September 1940, including instrument panel, course and speed computer calculator, rudder pedal, undercarriage control throttle quadrant, airscrew level control, hydraulic ram for flaps control, heel board for pilot's foot, pilots head armour, gunsight and radio mast

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane P3594 was shot down on 7 September 1940 following an attack from a He III. The pilot, Flying Officer Patrick Hardy Vesey Wells of 249 Squadron bailed out and the aircraft burst into flames crashing on a farm track near Goodnestone Court, Faversham. Wells' flying boots came off with the shock of the parachute opening and were later returned by the police however, several personal items were stolen from him as he was being treated.

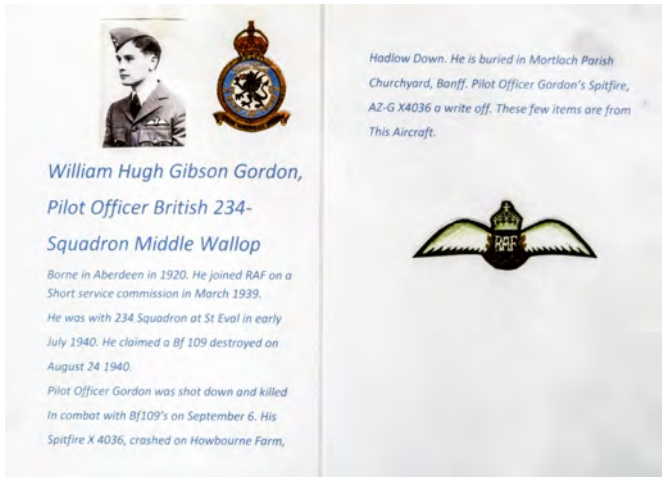
See lot 501.

(1)

£3,000 - £5,000



Lot 493



493* Spitfire X4036. Relics recovered from Spitfire X4036 which was shot down on 6 September 1940, *including fuselage panel and other items*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Spitfire X4036 was shot down by Me109s on 6 September 1940, Pilot Officer William Hugh Gordon of 234 Squadron was killed and the aircraft crashed at Howbourne Farm, Hadlow Down. Gordon was found in his cockpit when the aircraft was excavated in 2003, he is buried with full military honours at Mortlach Parish Churchyard, Banffshire.

(1) £500 - £800



494* Spitfire P9372. Propeller blade from Spitfire P9372 shot down on 9 September 1940, *various stamps including No 2 DRG No 35409 /BR, approximately 160 cm long* See lots 439, 450, 452, 507 and 508.

(1) £1,000 - £1,500



495* Hurricane N2540. Hurricane spade grip and tailwheel from Hurricane N2540, *the spade grip with single brass pneumatic gun button, 19.5 cm long, the tailwheel in unused condition numbered 4.00-3 1/2 35111, 26 cm diameter*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane N2540 of 32 Squadron was destroyed on the ground during a bombing raid on Biggin Hill on 30 August 1940. The aircraft was a write-off. The control column spade grip and tailwheel were donated to the Tonbridge Battle of Britain Museum by the son of an aircraft fitter who picked them up at the time and put them in his kitbag as souvenirs.

(2) £1,000 - £1,500



496* **Spade Grip.** A reproduction control column spade grip, well made in the traditional style, mounted on a wooden block for display, 19 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

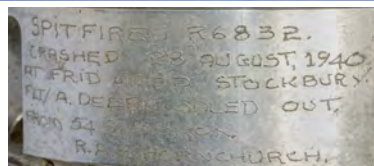
(1) £100 - £150



497* **Ki-Gass Hand Primer Fuel Pump.** Air Ministry issue circa 1942, brass with AM stamps, 14 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1) £200 - £300



498* **Spitfire R6832.** Piston from Spitfire R6832 which was shot down by "friendly fire" on 28 August 1940, the piston engraved 'Spitfire R6832 crashed 28 August 1940 at Frid Wood Stockbury Flt A. Deere bailed out from 55 Squadron RAF Hornchurch', 13.5 cm diameter

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit. Spitfire R6832 was accidentally shot down by another Spitfire while engaged in a dogfight with Me109s. Flying Officer Alan 'Al' Deere of 54 Squadron bailed out unhurt. The aircraft crashed at Frid Wood, Stockbury, Kent. The aircraft was excavated by Malcolm Pettit in 1979.

See lots 499 and 500.

(1)

£500 - £800



499* **Spitfire R6832.** Compressor Pump recovered from Spitfire R6832 which was shot down by "friendly fire" on 28 August 1940, serial number N63082, stamped BT-H Compressor Type A.V.A.M., with brass plaque stamped 'replenish with oil DTD 72 every 10 hours', 17 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 498 and 500.

(1)

£200 - £300



500* **Spitfire R6832**. Relics recovered from Spitfire R6832 which was shot down by "friendly fire" on 28 August 1940, *including a section of windshield, Pobjoy Airmotors & Aircraft Ltd data plate, serial number PAS 6984 and dated 10 November 1939 and other items*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lots 498 and 499.

(1) £200 - £300



Lot 501

501* **Hurricane P3594**. Tailwheel recovered from Hurricane P3594 which was shot down on 7 September 1940, *the data plate stamped 10 November 1939 with serial number PAS 6984, approximately 115 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 492.

(1) £3,000 - £5,000



502* **Messerschmitt Me 109**. Elevator trim wheel recovered from Messerschmitt Me109-E4, *62 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1) £500 - £800



503* **Spitfire P7539**. Relics recovered from Spitfire P7539, Pilot Officer John 'Johnnie' Romney Mather was killed on 27 October 1940 when his Spitfire crashed at Half Moon Lane, Hildenborough, Tonbridge, *including hydraulic ram for the undercarriage control, engine mounting and other items,*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lots 401, 410 and 477.

(1) £500 - £800



504* **Spitfire N3113.** Tail wheel from Spitfire N3113, *numbered N9987*, 25 cm diameter

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Spitfire N3113 was damaged by return fire when it shared in destroying a Me110 on 20 October 1940. The pilot, Flying Officer John Wolferstan Villa force landed near Tonbridge, unhurt.

(1)

£200 - £300



506* **WWII Signs.** WWII enamel sign 'Danger High Voltage Transformer No 3', *white font on red ground, 38 x 61 cm, together with 'No Live Ammunition To Be Brought Into This Building', white font on black and green ground, 46.5 x 69.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(2)

£200 - £300



505* **Battle of Britain.** Film poster circa 1969, *colour lithographic poster printed in Italy Photograph Roma, good artwork with credits beneath, framed and glazed, frame size 89 x 118 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£200 - £300



507* **Spitfire P9372.** Centre section hub for propeller, recovered from Spitfire P9372 shot down on 9 September 1940, *40 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 439, 450, 452, 494 and 508.

(1)

£300 - £500



508* **Spitfire P9372.** Reduction gear for propeller recovered from P9372 shot down on 9 September 1940, *approximately 47 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lots 439, 450, 452, 494 and 507.
(1) £300 - £500



510* **Parachute Section.** WWII white silk parachute section, *finely woven silk, 148 cm across*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
Many silk parachutes were adapted to make petty coats and dresses during WWII.
(1) £200 - £300



509* **Hurricane L1965.** Propeller hub recovered from Hurricane L1965 shot down on 30 August 1940, *70 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 440 and 441.
(1) £300 - £500



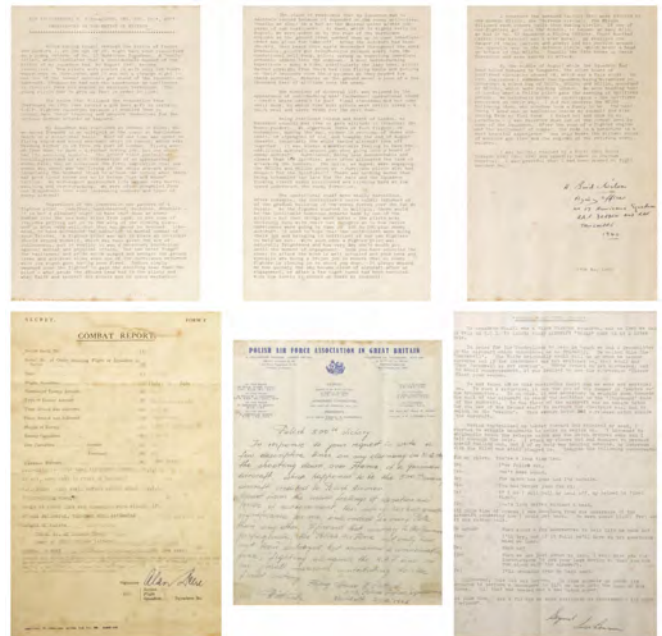
511* **Pilots Signatures.** Various WWII pilot's signatures, *including two signed by Adolf Galland, Leonard Cheshire and Geoffrey Wellum, last two on signed letters to Malcolm Pettit, plus a Tangmere Military Aviation Museum programme signed by Wing Commander Herbert James Lempriere 'Jim' Hallows and Julius Neumann of JG 27 (they engaged in combat on 18 August 1940) and after the war became lifelong friends, other signatures include Douglas Bader, Roger Hall and Al Deere*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £100 - £150



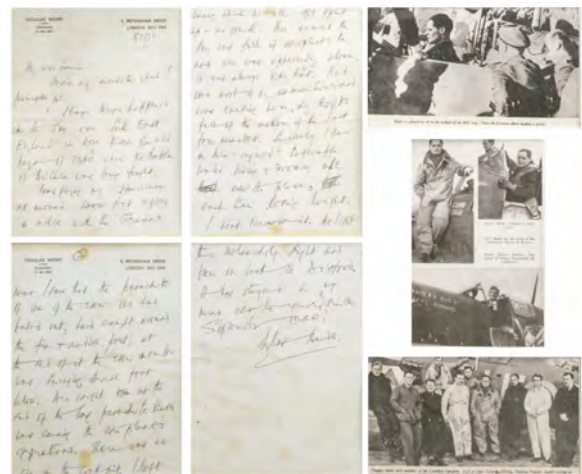
512* **RAF Computer Compass.** WWII RAF course and speed calculator
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £100 - £150



513* **Battle of Britain.** Bentley Priory interest, part of the oak floor with enamel Fighter Command badge and plaque engraved 'part of the oak flooring of Bentley Priory Headquarters of Fighter Command from where Air Chief Marshal Lord Dowding directed the Battle of Britain', 11 x 9 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £70 - £100



514* **Battle of Britain.** Combat report signed by Air Commodore Alan 'Al' Deere dated 28 August 1940, 'I led 54 Squadron to intercept German bombers and escort fighter reported approaching Dover. We made contact over Dover and in the ensuing battle with Me109s the squadron split up. I managed to get on the tail of a Me109 which I chased and shot down just off the coast after a few short bursts. I did not see where it came down.' presented in a frame with other original documents including a letter written by Flying Officer H. Pietrzak of 306 Polish Fighter Squadron, Polish Air Force dated 31 December 1942, three page typed account of the Battle of Britain signed by Air Vice Marshal Harold Bird Wilson, frame size 74 x 75 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £300 - £500



515* **Battle of Britain.** A four-page manuscript letter from Douglas Bader to Francis, dated 5 February 1975 on headed notepaper, Bader gives an account of an action during the Battle of Britain, the facsimiles are framed and glazed along with a black and white postcard signed by Bader, frame size 54.5 x 63.5 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £200 - £300



Lot 516



Lot 517



Lot 518

516* Battle of Britain. Ten of My Rules For Air Fighting by Sailor Malan a museum-grade print after the original poster, *framed and glazed, frame size 53.5 x 40.5 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

These posters would most likely have been hung in air barracks and briefing rooms.

Adolph Gysbert Malan, DSO & Bar, DFC & Bar (1910-1963) was better known as Sailor Malan, he was a South African RAF fighter ace who led 74 Squadron during the Battle of Britain. He finished his fighter career in 1941 with a final score of 21 destroyed 7 shared destroyed and 2 unconfirmed, 3 probable and 16 damaged.

(1) £50 - £70

517* Junkers Ju 88. Relics recovered from Junkers Ju88 A-5 (0293) which was shot down on 27 September 1940, *including a piece of the wireless mast, a small piece of the propeller spinner and other items, presented in a glazed display case, 49 x 36 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Junkers Ju88 A-5 (0293) was shot down by ground defences and fighter attacks during a raid over London on 27 September 1940. The aircraft crashed at Vexour Farm near Penshurst, Tonbridge and the crew were captured.

(1) £200 - £300

518* Pettit (Malcolm). Some of the Few, a collection of eighteen portrait drawings of airmen in the manner of Cuthbert Orde, *two frames each with four portraits and ten frames with a single portrait, framed and glazed*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(18) £200 - £300



519* Flying Helmet. WWII Battle of Britain period B type flying helmet, *soft brown leather with zip-up ear cups, chamamois lining, wired with bakelite bell shaped plug, some wear together with a pair of Mk IVB flying goggles, with split lenses and cord loops*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(2) £500 - £800



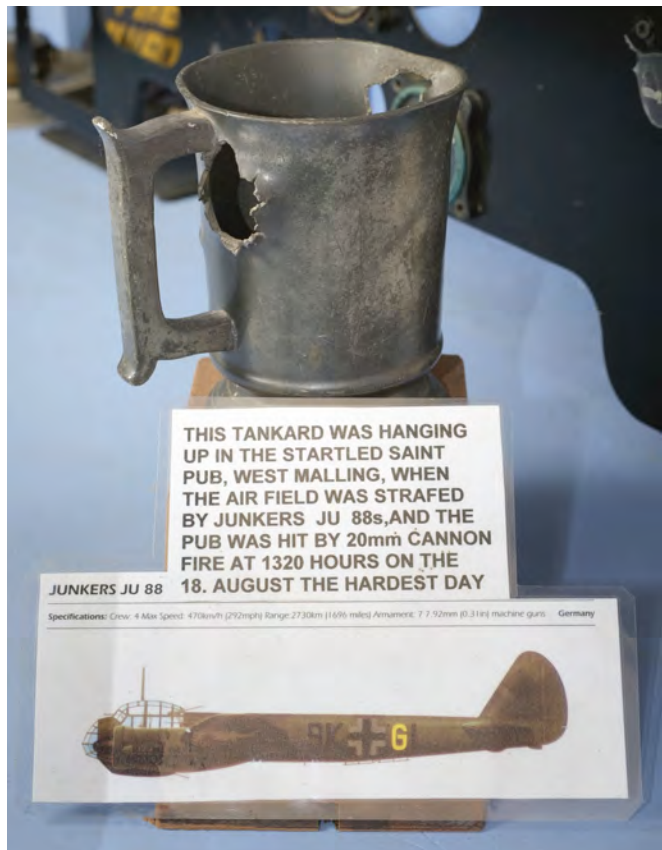
520* Rolls Royce. WWII Rolls Royce Merlin flame filter, *44 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £100 - £150



521* Astro Compass. WWII RAF Astro Compass Mk II, *numbered 6A/1174 4-H*, in the original wooded box, together with a *Course & Speed Calculator Mk II* by W.G. Pye & Co, serial number 2789/36, stamped with Air Ministry markings plus inscribed with an aircraft number K8770
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(2) £70 - £100



522* Flying Boots. Pair of 1936 pattern flying boots, *black leather with sheepskin lining, buckles to the front, heel size approximately 29 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £200 - £300



523* Junkers Ju 88. A Battle of Britain period pewter beer mug which was hanging in Startled Saint pub when it was bombed on 18 August 1940, *the mug showing bomb damage, 18 cm high, together with an electricity cover, painted in red stamped 'Revo 15 Amps 50 1940', 27.5 x 20 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
These items were recovered from the Startled Saint pub, West Malling when the airfield was strafed by Junkers Ju88. The pub was hit by 20mm cannon fire at 13.20 on 18 August 1940.
(2) £200 - £300



524* Spitfire R6603. Ignition Harness makers plate recovered from Spitfire R6603, *serial number T 54 X*, oval pressed metal, 75 mm long
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The plaque was recovered from Spitfire R6603 flown by Douglas Frederick Corfe. Douglas Frederick Corfe was born in Hoylake, Cheshire, he joined the Auxiliary Air Force in the 1930s and was transferred to the RAFVR in 1938 being called up for service on the outbreak of war in 1939. In June 1940 he was serving with 73 Squadron at Church Fenton and then rejoined 610 Squadron at Biggin Hill. He claimed a Me109 on 14 August and was shot down on 22 August during combat with Me109s over Folkstone. His Spitfire R6995 crashed at Hawkrigde and Corfe jumped clear before it exploded. Corfe was again shot down on 18 September 1940 over Canterbury. His Spitfire R6603 crashed at Denge Wood, Petham. Corfe was admitted to Chartham Hospital. Corfe was killed in Malta on 25 April 1942, he is buried in the Naval Cemetery, Capuccini, Malta.
(1) £100 - £150

525* RAF Tangmere. An oak newel cap from the staircase of RAF Tangmere, 12 x 12 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £70 - £100

526* Messerschmitt Me109. Turn and Bank Indicator recovered from Messerschmitt Me109 E.1. (4851), *with data plate and smashed glass*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me109 E-1 (4851) overturned attempting a forced landing near Queen Anne's Gate, Windsor Great Park following combat with British fighters during a bomber escort sortie on 30 September 1940. The pilot Oblt. Fischer was captured unhurt.
(1) £200 - £300



Lot 525



Lot 526



527* **Messerschmitt Me109.** A rare instrument panel, the panel itself was made recently to hold the original WWII instruments which include a revl reflector gunsight signed by three Battle of Britain Me109 pilots with original box and gunsight glass signed by Erich Hartmann, plus Junghans cockpit clock and other instruments, 67 x 60 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1) £10,000 - £15,000



528* Home Guard. WWII Police steel helmet, white stencilled on dark blue, together with Local Defence Volunteer (LDV) and Fire Guard armbands

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(3) £200 - £300



530* RAF Hawkrigde. Glass valve from the public address system at RAF Hawkrigde, stamped DM DA100 4973, 24 cm high

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £70 - £100



529* RAF Operation Room. An unusual steel helmet, with a microphone system, probably from an operation room

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(1) £200 - £300



531* Radio Receiver. WWII fighter command radio receiver, Type T.E. by Siemens Brothers & Co Ltd, with stores reference plate stamped Ref No 10A/3333, serial number 1548K, contained in an oak case

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
A type used in Spitfire and Hurricane at the start of WWII.
(1) £300 - £500



532* RAF Hornchurch. WWII period gym sweater, embroidered with RAF insignia, together with a morse code key and training headset all from RAF Hornchurch

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

These items were donated to the museum by an anonymous pilot who flew with 222 Squadron at RAF Hornchurch in 1940.

(3)

£200 - £300



534* German Dagger. WWII Luftwaffe dagger, the 25 cm plain blade (no maker) with eagle cross-guard and orange celluloid grip, overall length 38 cm, in its scabbard with straps

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£200 - £300



533* Flying Boots. Pair of 1939 pattern flying boots, black leather with green vulcanised canvas, sheepskin lining and leather straps, the soles stamped Dodco, 3 1/8

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£200 - £300



535* Spade Grip. A reproduction Hurricane spade grip, made in the traditional style with brass gun firing button with accompanying engraved brass plaque

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£100 - £150



536* Messerschmitt Me109. Bottom of the rudder recovered from Messerschmitt Me109 E-1 (6281) which crashed on 25 October 1940, *remains of painted canvas with bullet holes, 40 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt Me109 E-1 (6281) was shot down by British fighters on 25 October 1940, the aircraft crashed on Lidham Hill Farm, Guestling, Sussex and the pilot Fw. Koslowski bailed out badly burned.

(1) £1,000 - £1,500



537* Luftwaffe Wrist Compass. German AK39 armbandkompass, *with black leather strap*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Luftwaffe airmen carried a compass which could be worn on the wrist or upper arm, they were often tied to the life preserver or belt.

(1) £80 - £100



538* Hurricane V6617. Relics recovered from Hurricane V6617 shot down on 28 September 1940, *including stainless steel brackets from the framework, section of the battery and other items*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Hurricane V6617 was shot down on 28 September 1940, the pilot Albert Gerald Lewis of 249 Squadron was badly burned and was admitted to Faversham Cottage Hospital. The aircraft crashed at Blackett's Farm, Tonge, Kent.

(1) £200 - £300



539* **Hurricane V6748.** Relics recovered from Hurricane V6748 shot down on 30 September 1940, including a Browning machine gun clip and undercarriage selector and other items

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Pilot Officer John Dallas Crossman was an Australian pilot, his Hurricane, V6748 was shot down on 30 September 1940 when engaged with enemy fighters. The aircraft crashed in flames at Tablehurst Farm, Forest Row, East Sussex and Crossman was killed.

An excavation by Malcolm Pettit took place in 2013 and after many hours of searching only a small collection of items were found.

(1) £200 - £300



Lot 540



540* **Messerschmitt Me 110.** An aluminium panel recovered from Messerschmitt Me110 shot down on 29 September 1943 by Flight Lieutenant Bob Braham, DFC, stencilled F234, F234, F237, F238 ..., 25 cm long

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Messerschmitt BF.110G-4 of G6+ER Work Nr 5477, flown at that time by Hauptmann Geiger, Staffel Kapitän of 7/NJG1 from Twente. Geiger was a well-known night fighter pilot responsible for a large number of RAF losses, both he and his wireless operator were killed.

When they were shot down into the IJsselmeer on the night of 29 September 1943 by a Bristol Beaufighter flown by a legendary night fighter pilot and Battle of Britain pilot Flight Lieutenant Bob Braham, DFC, and his navigator. Me110 was given to Malcolm Pettit by the late Major Gerrit. Zwanenburg, leader of the Dutch Airforce recovery from 1961 until he died in 1988. He recovered over 100 aircraft and their crews. Malcolm Pettit had the honour to meet this legend of a man in 1976, when he invited him over to have a look at his museum in Holland. The relic is a small piece of the Me110, it has grey paint, and there are some remains of numbers painted in white.

(1) £100 - £200



541* **Drogue Parachute.** A drogue parachute picked up by an Air Raid Warden, white silk with cord

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The drogue parachute was given to an Air Raid Warden in Tovil, near Maidstone. A pilot had landed there in August 1940 and according to the notes, the pilot gave the parachute to the warden.

(1) £100 - £200



Lot 542



Lot 543

542* Spitfire Model. An exceptionally well-made model of a Spitfire circa 1990s, *aluminium sheet construction mounted on a curved stand, 60 cm long x 76 cm wingspan, with articulated propeller blades and wheels*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(1)

£2,000 - £3,000

543* Messerschmitt Me109 E-4. Armoured plate recovered from Messerschmitt Me109 E-4 flown by Lieutenant Frederick Klotz who was shot down and killed by Bunny Currant on 15 September 1940 (Battle of Britain Day), *grey painted finish and rare, 118 cm long*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

See lots 402, 408, 409 and 415.

(1)

£1,000 - £1,500



544* Spitfire P9364. Tribute mirror and effects relating to Sergeant Ernest Scott, who was shot down on 27 August 1940 in Spitfire P9364, the tribute mirror encompassing a photograph of Sergeant Scott and flowers, 45 x 35.5 cm, together with a wooden box containing personal effects including Scott's technical training books and other items

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

The mirror was the only place where Sergeant Scott's mother could put flowers every 27 August as her son had no known grave. Sadly Sergeant Scott's mother died in 1971, never knowing what had happened to her son. See lots 416, 417, 478 and 481.

(1)

£300 - £500



545* Battle of Britain. Brass plaque, 'Above This Roof The Battle of Britain Was Fought and Won, August 8 - October 10 1940, This Plate is Dedicated to "The Few" A.T.I. 1946', 15 x 25 cm

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

These plaques were unique to the Tonbridge area.

(1)

£200 - £300



546* Mölders (Werner, 1913-1941). Black and white portrait print, period frame, glazed, frame size 68.5 x 57 cm,

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Werner Mölders was a WWII Luftwaffe pilot, wing commander and leading German fighter ace in the Spanish Civil War. He became the first pilot in history to shoot down 100 enemy aircraft and was highly decorated for his achievements. He died in a plane crash as a passenger in 1941.

(1)

£100 - £150

547* **Dornier Do 17.** Shovel found in the sand at Whitstable during the recovery of Dornier 17Z-3 shot down by Wing Commander Frederick "Taffy" Higginson on 16 August 1940, *broken point, wooden handle, 76 cm long*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Presumably, the shovel was broken at the time of crash and discarded in the sand along with the aircraft wreckage. It was found by Malcolm Pettit during the dig.

See lots 405, 406, 407, 475, 476, 480 and 485.

(1) £100 - £150



549* **Meteor MKIV.** Relics recovered from Meteor MKIV, flown by Wing Commander Henry Neville Ramsbottom-Isherwood when it crashed over Tonbridge in 1950, *including a heliograph, presented in a glass display case, 34 x 51 cm*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Wing Commander Henry Neville Ramsbottom-Isherwood (1905-1950), was born in Wellington, New Zealand. He served with the New Zealand Rifles as a Second Lieutenant from 1924 until 1930. He moved to England to join the Royal Air Force Fighter Command and after basic training he was sent to India in the 1930s, returning to England in 1935 when he joined 54 Squadron. Later he served with 35 Squadron. He was promoted to Flight Lieutenant in 1936, and served with the staff of the aeroplane and armaments experimental establishment, here he tested new aeroplanes for the RAF. He became Sector Commander of 9 Group Fighter Command. Between 1941-1942 he led 151 Squadron as Wing Commander in the Soviet Union. The wing was flying Hurricanes and was sent there to help the Soviets in their struggle against the German forces. For this, he was given royal permission to wear the order of Lenin on the 31st of March 1941. On his return to England, he was appointed AOC of RAF Church Stanton. After which he was sent to India. He became commander of 342 Wing in Burma and South East Asia, he stayed in Asia until 1947. After this, he came back to England and was appointed commanding officer of RAF West Malling. He was tragically killed in a flying accident in bad weather on 24 April 1950, when he was flying a Meteor MKIV. These few items in this case are from the Meteor that he was flying, they were found by a friend of Malcolm Pettit's who was cleaning out ditches sometime in the 1980s in a field near Tonbridge in Kent.

(1) £100 - £150



548* **Hurricane P3049.** Relics recovered from Hurricane P3049 which was shot down on 7 September 1940, *including inert rounds and a message note, presented in a glazed frame with information, frame size 46 x 46.5 cm, plus a section of an airman's map also recovered from P3049 (this loose)*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

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

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

(2) £150 - £200

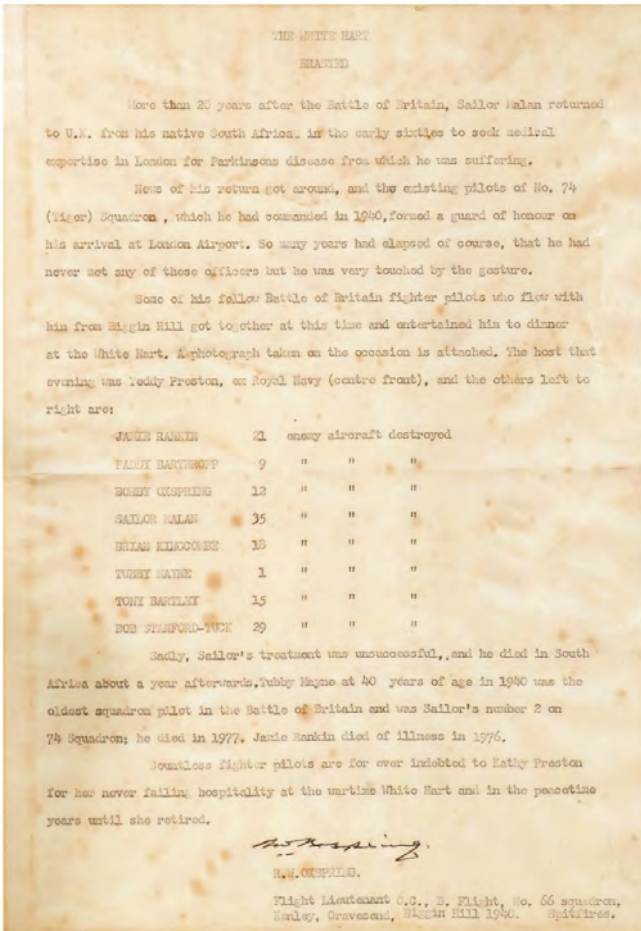


550* **Cockpit Instruments.** A collection of Luftwaffe cockpit instruments including a clock numbered J30BZ, 644066, 45 mm diameter, *not working, an artificial horizon, an 8 day clock and other items, signed by Major Günther Rall*

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Major Günther Rall of JG52 was credited for 275 kills. He served alongside Gerhard Barkhorn on the eastern front.

(6) £300 - £500



551* **Oxspring (R.W.)**. Typed report signed by Bobby Oxspring, 66 Squadron circa 1960, titled *the White Hart, Brasted, the account records a dinner at the White Hart in the village of Brasted which included Jamie Rankin, Paddy Barthropp, Bobby Oxspring and Sailor Malan, framed and glazed, 59 x 31.5 cm, together with a charcoal portrait of Oxspring, framed and glazed, framed size 43 x 34 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
(2) £150 - £200



552 **Spitfire X4261**. All that remains of the propeller recovered from Spitfire X4261 shot down on 5 September 1940, *in relic condition*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Flight Lieutenant Frederick William Rushmer (1910-1940) was born in Sisland, Norfolk, he served with 603 Squadron, Auxiliary Air Force from 1934 and in 1939 was called to full-time service and appointed leader of Red Section. On 30 July 1940 Rushmer shared in destroying a He111 south-east of Montrose and his aircraft was hit by return fire. On 29 August he made a forced landing at Bossingham in Spitfire P9459 after combat over Deal, he was slightly wounded. Rushmer failed to return from combat with Do17s and Me109s over Biggin Hill on 5 September 1940. His Spitfire X4261 could have been that which crashed at Buckmans Green Farm, Smarden. The pilot from this aircraft was buried as 'unknown' in All Saints' churchyard, Staplehurst on 11th September. An investigation of the crash site in 1970 failed to establish the pilot's identity. Rushmer was reported 'missing' and his name is on the Runnymede Memorial, Panel 4. However, a campaign to prove that the unknown airman was indeed Rushmer was begun in 1989 and his three surviving sisters were traced by Andy Saunders.

Positive identification of Rushmer was established by a pocket watch found at the site in 1970, this being recognised by the dead airman's sisters. In May 1998 a named headstone replaced the original and a service of dedication was held in September.

(1) £300 - £500



553* Hurricane P2542. Cockpit seat recovered from Hurricane P2542, which was shot down in combat over Tonbridge on 4 September 1940, *rivetted aluminium construction, 70 cm high*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 419.
(1) £500 - £800

554* Dambusters. A collection of relics recovered from Lancaster AJ-M (M Mother) flown by John Vere 'Hoppy' Hopgood on the Dambuster Raid, 16/17 May 1943, *including a section of backplate spinner, presented in a glazed display case, 46 x 45.5 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

John Vere Hopgood, DFC & Bar (1921-1943) was a pilot with 617 Squadron, he was killed in action while taking part in Operation Chastise otherwise known as the Dam Busters raid.

Hopgood joined the Royal Air Force Volunteer Reserve in 1940 and qualified as a pilot in 1941. He was awarded the DFC in 1942 after completing 47 operations, his second award bar followed in 1943.

Guy Gibson selected Hopgood as his deputy for the attack against the Möhner Dam 16/17 May 1943. Hopgood took off in the first group alongside Gibson and Mick Martin. Hopgood's aircraft AJ-M (M Mother) was hit by flak while passing the airfield at Dülmen. Hopgood and two other crew were injured but they continued the attack.

The damaged aircraft reached the dam where they attacked at 00:32 ten minutes after Gibson. However they were struck again and their bomb was released too late. It bounced over the dam and exploded on a power station the other side. AJ-M crashed in a field near Ostönnen, 6 km from the dam. The bodies of Hopgood and crew were found inside. Hopwood is buried at the Rheinburg War Cemetery.

Malcolm Pettit excavated these items from the crash site in 1987.
(1) £200 - £300

555* Dambusters. A collection of relics recovered from Lancaster AJ-M (M Mother) flown by John Vere 'Hoppy' Hopgood on the Dambuster Raid, 16/17 May 1943, *including a section of backplate spinner, presented in a glazed display case, 46 x 45.5 cm*
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.
See lot 554.
(1) £200 - £300



Lot 554



Lot 555

556* **Spitfire R6926**. Relics recovered from Spitfire R6926 which was shot down on 22 June 1940, including instrument dial and inert round, presented in a glazed frame, 46 x 45.5 cm
Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

Spitfire R6926 was shot down over the Channel by Me109s on 22 June 1940, the pilot Flying Officer Hugh Spencer Lisle 'Cockey' Dundas of 616 Squadron bailed out and was admitted to Kent and Canterbury Hospital with arm and leg wounds. The aircraft crashed in flames at Runninghill, Elham.

(1) £150 - £200



557* **Pettit (Malcolm)**. A large collection of Battle of Britain prints, mostly framed and glazed

Provenance: Tonbridge Battle of Britain Museum, Malcolm Pettit.

(15) £200 - £300

INFORMATION FOR BUYERS

AFTER THE AUCTION

Online Results: If you weren't present or able to follow the auction live, you can find results for the sale on our website shortly after the sale has ended.

Payment: The price you pay is the amount at which the auctioneer's hammer falls (the hammer price), plus a buyer's premium (a percentage of the final hammer price) and vat where applicable. You will be issued with an invoice made out to the name and address provided on your registration form.

Please note successful bids made via live bidding cannot be invoiced or paid for until the day after an auction. A live bidding fee of **3% + VAT (Dominic Winter / Invaluable) or 4.95% + VAT (the-saleroom)** will be added to your invoice.

METHODS OF PAYMENT

Cheque: Cheques will only be accepted on the day of the sale by prior arrangement (please contact our office for further information). Cheques by post will be accepted but a period of 5 working days will be required for the cheque to clear before purchases can be collected or posted.

Cash: Payments can be made at the Cashier's Office, either during or after the sale.

Debit Card: There is no additional charge for purchases made with debit cards in the UK.

Credit Cards: We accept Visa and Mastercard. It is advisable to let your card provider know in advance if you are intending to purchase. This reduces the time needed to obtain authorisation when the payment is made.

Bank Transfer: All transfers must state the relevant invoice number. If transferring from a foreign currency, the amount we receive must be the total due after the currency conversion and the deduction of any bank charges.

Note to Overseas Clients: All payments must be made by bank transfer only. No card payments will be accepted unless by special prior arrangements with the auctioneers.

Collection/Postage/Delivery: See IMPORTANT INFORMATION page at the front of this catalogue.

CONDITIONS OF SALE AND BUSINESS

1. The Seller warrants to the Auctioneer and the buyer that he is the true owner or is properly authorised to sell the property by the true owner and is able to transfer good and marketable title to the property free from any third party claims.
2. (a) The highest bidder to be the buyer. If during the auction the Auctioneer considers that a dispute has arisen he has absolute authority to settle it or re-offer the lot. The Auctioneer may at his sole discretion determine the advance of bidding or refuse a bid, divide any lot, combine any two or more lots or withdraw any lot without prior notice.
(b) Where goods are bought at auction by a buyer who has entered into an agreement with another or others that the other or others (or some of them) shall abstain from bidding for the goods and the buyer or other party or one of the other parties is a dealer (as defined in the Auction Biddings Agreement Act 1927) the buyer warrants that the goods are bought bona fide on joint account.
3. The buyer shall pay the price at which a lot is knocked down by the Auctioneer to the buyer ("the hammer price") together with a premium of 20% of the hammer price. Where the lot is marked by an asterisk the premium will be subject to VAT at 20% which under the Auctioneer's Margin Scheme will form part of the buyer's premium on our invoice and will not be separately identified (the premium added to the hammer price will hereafter collectively be referred to as "the total sum due"). By making any bid the buyer acknowledges that his attention has been drawn to the fact that on the sale of any lot the Auctioneer will receive from the seller commission at its usual rates in addition to the said premium of 20% and assents to the Auctioneer receiving the said commission.
4. (a) The buyer shall forthwith upon the purchase give in his name and permanent address and pay to the Auctioneer immediately after the conclusion of the auction the total sum due.
(b) The buyer may be required to pay down during the course of the sale the whole or any part of the total sum due, and if he fails to do so after such request the lot or lots may at the Auctioneer's absolute discretion be put up again and resold immediately.
(c) The buyer shall at his own expense take away any lot or lots purchased no later than five working days after the auction day.
(d) The Auctioneer may at his own discretion agree credit terms with a buyer and extend the time limits for collection in special cases but otherwise payment shall be deemed to have been made only after the Auctioneer has received cash or a sterling banker's draft or the buyer's cheque has been cleared.
5. (a) If the buyer fails to pay for or take away any lot or lots pursuant to clause 4 or breaches any other condition of that clause the Auctioneer as agent for the seller shall be entitled after consultation with the seller to exercise one or other of the following rights:
(i) Rescind the sale of that or any other lots sold to the buyer who defaults and re-sell the lot or lots whereupon the defaulting buyer shall pay to the Auctioneer any shortfall between the proceeds of that sale after deduction of costs of re-sale and the total sum due. Any surplus shall belong to the seller.
(ii) Proceed for damages for breach of contract.
(b) Without prejudice to the Auctioneer's rights hereunder if any lots or lots are not collected within five days or such longer period as the Auctioneer may have agreed otherwise, the Auctioneer may charge the buyer a storage charge of £1.00 + VAT at the current rate per lot per day.
(c) Ownership of the lot purchased shall not pass to the buyer until he has paid to the Auctioneer the total sum due.
6. (a) The seller shall be entitled to place a reserve on any lot and the Auctioneer shall have the right to bid on behalf of the seller for any lot on which a reserve has been placed. A seller may not bid on any lot on which a reserve has been placed.
(b) Where any lot fails to sell, the Auctioneer shall notify the seller accordingly. The seller shall make arrangements either to re-offer the lot for sale or to collect the lot and may be asked to pay a commission not exceeding 50% of the selling commission and any special expenses incurred in cataloguing the lot.
(c) If such arrangements are not made within seven days of the notification the Auctioneer is empowered to sell the lot by auction or by private treaty at not less than the reserve price and to receive from the seller the normal selling commission and special expenses.
7. Any representation or statement by the Auctioneer in any catalogue, brochure or advertisement of forthcoming sales as to authorship, attribution, genuineness, origin, date, age, provenance, condition or estimated selling price is a statement of opinion only. Every person interested should exercise and rely on his own judgement as to such matters and neither the Auctioneer nor his servants or agents are responsible for the correctness of such opinions. No warranty whatsoever is given by the Auctioneer or the seller in respect of any lot and any express or implied warranties are hereby excluded.
8. (a) Notwithstanding any other terms of these conditions, if within fourteen days of the sale the Auctioneer has received from the buyer of any lot notice in writing that in his view the lot is a deliberate forgery and within fourteen days after such notification the buyer returns the same to the Auctioneer in the same condition as at the time of the sale and satisfies the Auctioneer that considered in the light of the entry in the catalogue the lot is a deliberate forgery then the sale of the lot will be rescinded and the purchase price of the same refunded. "A deliberate forgery" means a lot made with intention to deceive.
(b) A buyer's claim under this condition shall be limited to any amount paid to the Auctioneer for the lot and for the purpose of this condition the buyer shall be the person to whom the original invoice was made out by the Auctioneer.
9. Lots may be removed during the sale after full settlement in accordance with 4(d) hereof.
10. All goods delivered to the Auctioneer's premises will be deemed to be delivered for sale by auction unless otherwise stated in writing and will be catalogued and sold at the Auctioneer's discretion and accepted by the Auctioneer subject to all these conditions. In the case of miscellaneous books, the Auctioneer reserves the right to extract and dispose of books that, in the opinion of the Auctioneer at his absolute discretion, have no saleable value and, therefore, might detract from the saleability of the rest of the lot and the Auctioneer shall incur no liability to the seller, in respect of the books disposed of. By delivering the goods to the Auctioneer for inclusion in his auction sales each seller acknowledges that he/she accepts and agrees to all the conditions.
11. (a) Unless otherwise instructed in writing all goods on the Auctioneer's premises and in their custody will be held insured against the risks of fire, burglary, water damage and accidental breakage or damage. The value of the goods so covered will be the hammer price, or in the case of unsold lots the lower estimate, or in the case of loss or damage prior to the sale that which the specialised staff of the Auctioneer shall in their absolute discretion estimate to be the auction value of such goods.
(b) The Auctioneer shall not be responsible for damage to or the loss, theft, or destruction of any goods not so insured because of the owner's written instructions.
12. The Auctioneer shall remit the proceeds of the sale to the seller thirty days after the day of the auction provided that the Auctioneer has received the total sum due from the buyer. In all other cases the Auctioneer will remit the proceeds of the sale to the seller within seven days of the receipt by the Auctioneer of the total sum due. The Auctioneer will not be deemed to have received the total sum due until after any cheque delivered by the buyer has been cleared. In the event of the Auctioneer exercising his right to rescind the sale his obligation to the seller hereunder lapses.
13. In the case of the seller withdrawing instructions to the Auctioneer to sell any lot or lots, the Auctioneer may charge a fee of 12.5% of the Auctioneer's middle estimate of the auction price of the lot withdrawn together with Value Added Tax thereon and any expenses incurred in respect of the lot or lots.
14. The Auctioneer's current standard notices and information (i.e. Collation and Amendments) will apply to any contract with the Auctioneer as if incorporated herein.
15. These conditions shall be governed by and construed in accordance with English Law.



