IMPERIAL AIRWAYS

1 ARMSTRONG WHITWORTH. AW.XV Atlanta, G-ABPI, Imperial Airways. Photograph, 9 x 14 cm. 6,00

2 ARMSTRONG WHITWORTH. G-ADSR, Ensign Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

3 ARMSTRONG WHITWORTH. AW15 Atlanta, G-ABPI, Imperial Airways, air to air, 1932. Photograph, 9 x 14 cm. 6,00

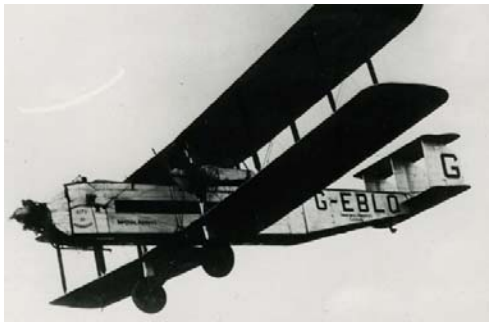
4 ARMSTRONG WHITWORTH. Argosy I, G-EBLF, Imperial Airways, 1929. Photograph, 9 x 14 cm. 6,00

5 ARMSTRONG WHITWORTH. Ensign, G-ADSR, Imperial Airways, 1937. Photograph, 9 x 14 cm. 6,00

6 ARMSTRONG WHITWORTH. Atlanta, G-ABTL, Astraea Imperial Airways, Royal Mail GR. Photograph, 9 x 14 cm. 6,00

7 ARMSTRONG WHITWORTH. Atalanta, G-ABTK, Athena, Imperial Airways. Photograph, 9 x 14 cm. 6,00

8 ARMSTRONG WHITWORTH. AW Argosy, G-EBLO, Imperial Airways. Photograph, 9 x 14 cm. 6,00



9 ARMSTRONG WHITWORTH. AW Ensign, G-ADSR, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

10 ARMSTRONG WHITWORTH. Ensign, G-ADSR, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

11 ARMSTRONG WHITWORTH. Argosy I, G-EBOZ, Imperial Airways. Photograph, 9 x 14 cm. 6,00

12 ARMSTRONG WHITWORTH. AW 27 Ensign, G-ADSR, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

13 AVRO. 652, G-ACRM, Imperial Airways. Photograph, 9 x 14 cm. 6,00

14 AVRO. 652, G-ACRN, Imperial Airways. Photograph, 9 x 14 cm. 6,00

15 AVRO. Avalon, G-ACRN, Imperial Airways. Photograph, 9 x 14 cm. 6,00

16 BENNETT, D. C. T. Portrait of Captain Donald Clifford Tyndall Bennett. ca.1945. Original photograph, silver print, 21 x 16 cm, mounted letterpress ticket on verso. 96,00

¶ Captain Donald Clifford Tyndall Bennett 14 Sep 1910 - 15 Sep 1986. aised on a cattle farm in Queensland his family hoped would follow a career in medicine but he had different ideas. As a result, he enlisted in the RAAF, undergoing pilot training at Point Cook and like most of his compatriots of the time, found himself attached to the RAF in Britain. After a year flying fighters he applied to undergo training as a flying boat pilot. - Initially he was disappointed with his next appointment which was as an instructor at Calshot where he remained until his service with RAF came to an end. However, during this time he not only managed to pass on his skills and knowledge to others but was able extend his own experience and qualifications. These included the gaining of his 'B' Pilot's Licence, First Class Navigator's Licence, Ground Engineer's A, C and X Licences, Wireless Operator's Licence as well as an Instructor's Licence. It was at this point that he decided his future lay in civilian flying and so armed with his vast array of qualifications he resigned his commission in the RAF. However, instead of immediately looking for a job he married Elsa, daughter of a Zurich jeweler, and they spent the next year traveling around Switzerland and Australia, returning to Britain in January 1936 where he joined Imperial Airways as a First Officer. - From then until mid 1940 he flew landplanes and seaplanes around the world on Imperial's various routes. These included flying the top half of the Mercury-Maia trans-Atlantic mail plane combination as well as taking part in air-to-air refueling experiments in 1939. The early months of WW2 found him undertaking VIP flights around Europe including a clandestine flight into occupied France to collect Polish military and government officials. Finishing his BOAC (Imperial Airways renamed in 1939) service in July 1940, he was asked by the Ministry of Aircraft Production to join the team being set up to ferry aircraft for Britain across the Atlantic from the United States. Appointed it's Flying Superintendent, he led the first flight of seven Hudsons across the Atlantic in November 1940. With the increase in supplies from America, it was eventually decided to replace the 'civilian' ferry organization with and RAF unit and so with the appointment of ACM Sir Frederick Bowhill in August 1941, Bennett returned to London. - He was initially told that he would be appointed a Group Capt in Training Command, but when this was downgraded to Squadron Leader, he declined the offer, He was eventually granted the rank of Wing Commander and sent to assist in the establish a Navigation School at Eastbourne. Once the school was set up he requested an active assignment and was appointed CO of No 77 Squadron. He flew on operations as often as possible but always with a different crew by replacing that crew's pilot, that way he was able to assess the efficiency of all his crews. April 1942 brought a move to the command of No 10, newly equipped with the four-engined Halifax. Later the same month (27th), he took part in a combined raid by No's 10, 35 and 76 squadron against the Tirpitz. Hit by flak his aircraft caught fire and he set course for Sweden. Unable to make Sweden he ordered his crew to bale out whilst he remained at the controls before making his own escape. Landing in deep snow he located his wireless operator and with the help of friendly Norwegians he managed to cross the border into Sweden and eventually return to Britain resuming command of his squadron one month after baling out and to receive an immediate DSO. However, when No 10 Sqn was posted to the Middle East, he did not accompany them as he was summoned to HQ Bomber Command to see the AOC in C, Arthur Harris, his old CO from the flying boat days. - Harris advised him that he had been instructed to form a special marking force in an attempt to improve the accuracy of his heavy bombs, something Bennett himself had suggested to the Director of Bomber Operations about a year before. Harris also informed Bennett that he was to be promoted to Group Captain to command this unit, which would be known as the Pathfinder Force. Setting up his HQ at RAF Wyton, Bennett was allocated one squadron from each group as his initial establishment, resulting in his unit being equipped with four different types - Wellingtons, Stirlings, Halifaxes and Lancasters. With the success of the new unit, following some early teething problems, Bennett's command was upgraded to Group status on 8 January 1943 and given the title - No 8 (PFF) Group with Bennett promoted to Air Commodore as it's AOC. During the remainder of the war No 8 Group continued to lead and mark targets for the Main Force, although he often found himself at odds with his fellow group commander at No 5 Group, AVM Ralph Cochrane, over marking techniques and the need to concentrate marking squadrons in a single specialist group. - At the time of his appointment, he was the youngest Air Vice Marshal in the RAF but on leaving the RAF at the end of WW2, he was the only Group Commander, who having served a full term in the post was not knighted. He resigned his commission in 1945 in order to stand for Parliament, being elected Liberal MP for Middlesbrough West. However, his political career was short lived, losing his seat at the General Election shortly afterwards. He made further attempts to enter Parliament, unsuccessfully, eventually leaving the Liberal Party in 1962 owing to their support of the EEC, which he was against. After the war he also returned to the world of civilian aviation forming British Latin American Airways, later becoming British South American Airways Corporation as their Chief Executive from 1 August 1946 to 31 March 1948. However, he lost his job when he denounced the Minister for Civil Aviation, following the ministry's grounding of his Avro Tudor fleet in 1948. He then went on to form Airflight using Tudors to fly oil into Berlin during Operation 'Plainfare' and in May 1949, Fairflight, which he sold in 1951. He continued to champion the cause of flying boats long after they fell out of favour generally and was a leading advocate in the development of the Saunders-Roe Princess boats, only three of which were built but never entered service.

17 BOULTON & PAUL. P.71A, G-ACOX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

18 BOULTON & PAUL. P.71A, G-ACOX, Imperial Airways (2) Photograph, 9 x 14 cm. 6,00

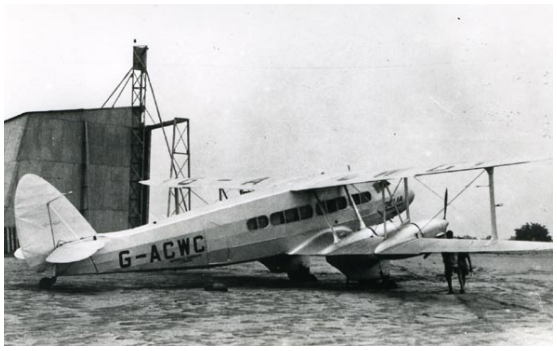
19 DE HAVILAND. D.H.86A, G-ADUG, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

20 DE HAVILAND. D.H. 91, Albatross, G-AFDI, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

21 DE HAVILAND. DH.86, G-AEAP, Imperial Air Ways. Photograph, 9 x 14 cm. 6,00

22 DE HAVILAND. DH.66 Hercules, G-EBMX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

23 DE HAVILAND. DH.86, G-ACWC, Imperial Airways. Photograph, 9 x 14 cm. 6,00



24 DE HAVILAND. DH.50A, G-EBKZ, Imperial Airways. Photograph, 9 x 14 cm. 6,00

25 DE HAVILAND. DH.66, G-EBMZ, Imperial Airways, at Shaibah. Photograph, 9 x 14 cm. 6,00

26 DE HAVILAND. DH50A, G-EBKZ, Imperial Airways. Photograph, 9 x 14 cm. 6,00

27 DE HAVILAND. DH66 Hercules, G-EBMX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

28 DE HAVILAND. DH66 Hercules, G-EBMX, Imperial Airways, Gaza. Photograph, 9 x 14 cm. 6,00

29 DE HAVILAND. Dragonfly, VH/USC, Qantas Imperial Airways. Photograph, 9 x 14 cm. 6,00

30 DE HAVILAND. Hercules, G-EBMX, Imperial Airways, 1926. Photograph, 9 x 14 cm. 6,00

31 DUKE & DUCHESS OF YORK. The Duke and Duchess of York entering an Imperial Airways liner at Hendon for a flight to Brussels, the Duchess her first areoplane flight. 1935. Original photograph, silver print, 23,4 x 18,7 cm. 144,00

32 HANDLEY PAGE, Frederick. Portrait of Frederick Handley Page. Flight, ca. 1940-1945, Original photograph, silver print, 21,6 x 16,7 cm. 144,00

¶ Sir Frederick Handley Page, CBE, FRAeS (15 November 1885 - 21 April 1962) was an English industrialist who was a pioneer in the design and manufacture of aircraft. His company Handley Page Limited produced a series of military aircraft, including the Halifax bomber in World War II, of which around 7,000 were produced. They also produced civil aircraft, including the H.P.42, flagships of the Imperial Airways fleet and remarkable at the time for no passenger deaths. Page was the uncle of the World War II flying ace Geoffrey Page. He was the son of Theodore Page, a furniture maker and Non-Conformist Minister of the Plymouth Brethren. He married Una Thynne (1890-1957) in 1918; they had three daughters, Helen Anne, born on 5th November 1919 (m. Manley Walker, d. 2001); Phyllis (Elizabeth "Buffy"), on 10th December 1921 (m. Winfield, d. 1987), and Patricia (Mary), on 14th June 1923 (d. 1992). - - - - - Frederick Handley Page, born in 1885, grew up in a modest-size town in Gloucestershire, England. In 1902 he entered college in London and enrolled in a program in electrical engineering. Graduating in 1906, he swiftly secured a position as chief engineer with a small electrical manufacturer. He proved so capable that only a year later, he was offered a position with Westinghouse, a manufacturer of electrical equipment, in the United States. By then, however, he had begun to learn about aviation. Seized with enthusiasm, he took to carrying out experiments at his place of employment that had nothing to do with the task at hand—which soon got him fired. He started working on his own in a shed, carving wooden propellers for aircraft and building an airplane that a fellow aviation enthusiast had designed. In June 1909, he turned his shed into the firm of Handley Page, Ltd. This was Great Britain's first publicly traded aircraft manufacturing corporation. Handley-Page built a succession of biplanes and monoplanes. Then in August 1914, Britain entered World War I. He approached the Admiralty and offered to provide planes for the Navy. A senior official took him up on his offer and asked him to create "a bloody paralyzer of an airplane" to hurl back the Germans. This led to the development of the twin-engine 0/100 bomber, which first flew late in 1915. The 0/100 started the company on its way. Built as a biplane, it led to two larger successors: the 0/400 and the V/1500. The 0/400 was selected for production in the United States. The V/1500 was one of the first four-engine aircraft. Weighing 15 tons when fully loaded, it was built to bomb Berlin. The first of them entered service late in 1918, but the war ended just before they began to carry out their raids. There was little further demand for bombers after the war, but Handley Page found new opportunities in carrying passengers. London and Paris were two of Europe's largest cities and were only about 200 miles (322 kilometers) apart. But the journey required the inconvenience of a transfer from a train to a boat for the trip across the English Channel and then a transfer back to a train to get from the coast to London. Moreover, the war had severely damaged the railroads in northern France. However, the distance between these cities was well within the range of the aircraft of the day. The 0/400 had a fuselage that was large enough for passengers. Several of them became airliners with minimal modification, while the new firm of Handley Page Transport, which opened in 1919, became one of the world's first airlines. The V/1500 was too large for commercial use, but it had attractive design elements. These went into a modified 0/400, the W.8, which became the company's standard. In 1924, Handley Page Transport merged with three other carriers and formed

Imperial Airways, Britain's first national airline. Handley Page also had a strong commitment to research. His company may well have been the first to install its own wind tunnel for in-house experiments. He was keenly interested in air safety, more so because he had lost close friends in crashes. A serious problem of the day lay in the tendency of airplanes to go into a spin and often crash, and he looked for ways to counter this. He decided that a solution lay in running a slot down the length of the wing from the fuselage to the wing tip. This in effect divided it into two wings set closely together. Airflow through the slot would flow evenly over the rear wing to produce more lift for better control. A German inventor, Gustav Lachmann, had developed similar ideas on his own, and Handley Page brought him into the company. Handley-Page received a patent for the invention on October 24, 1919, and slotted wings became a key to the firm's fortunes, as sales of patent rights earned £750,000 (about $3.6 million at the time) in payments from other planebuilders. In turn, slotted wings led to the development of flaps for wings. These extended to give extra lift and also greater drag, permitting takeoff and landing at relatively low speed. The flaps then folded into the rear of the wing, for the reduced lift that was appropriate at high speed during cruising flight. Handley-Page remained involved with airliners during the next decade. In 1931, Imperial Airways began flying the Handley Page Hannibal, a four-engine biplane. It was built for comfort, with wall-to-wall carpeting and a bar. Stewards served four-course hot lunches and seven-course dinners, while soundproofing diminished the roar of the motors. The Hannibal carried up to 40 passengers and remained in service through the 1930s. Like the 1920s, the first years of the 1930s were lean years for the company, when few orders came in. That situation changed in 1935, for with the threat of war in Europe now looming again, the British government launched a military buildup. Handley Page contributed a twin-engine monoplane bomber, the Hampden. The fortunes of war soon would give this plane a key role in saving Britain from Nazi invasion. This happened in 1940, during the Battle of Britain. Nazi air fleets hammered hard at airfields of the Royal Air Force, slowly weakening it. Had they continued, they might well have won air superiority, opening the way for a German conquest of England. However, on August 24 the RAF sent a force of medium bombers, including Hampdens, to attack Berlin. The bombers did little damage, but this raid prompted the Nazis to seek revenge. German leaders ordered their own bombers to strike the city of London. They killed and injured a great many people—but they did not continue their attacks on the RAF itself. This gave the RAF time to recover. It went on to defeat the Germans in the air, forcing them to abandon their plans for invasion. That British raid on Berlin was small in its destruction but very large in its consequences. The Handley Page Hampden played a central role. By then, the company was already producing the Halifax, a large four-engine bomber. It was one of three such aircraft designed and built by Britain, the others being the Avro Lancaster and the Short Stirling. More than 6,000 Halifaxes came off the assembly lines, with other planebuilding companies sharing in the production. At the height of Britain's bomber offensive, the Halifax comprised 40 percent of the strength of the RAF Bomber Command. Frederick Handley Page was knighted in 1942, becoming Sir Frederick. After the war, he again had to seek new opportunities. For a time he continued to find them in military orders, for the Cold War with the Soviets soon began, and Britain upheld its centuries-old policy of maintaining its own offensive force. Sir Frederick contributed the Victor, a four-engine jet bomber. Full of years and honors, he died in 1962. His company could cherish a proud boast—that Handley Page aircraft had served continually with the RAF since it had been founded in 1918. By 1962, however, the days of his firm were numbered. The Minister of Defence, Duncan Sandys, had launched a plan to combine Britain's aircraft companies into two large corporations. This reflected the growing cost of major civil and military aircraft programs, which were becoming too expensive for the relatively small aviation companies of prior decades. However, the firm of Handley Page elected to remain independent, and it soon felt the consequences. Business dried up; new orders went to Sandys's big combines. In 1970 the firm of Handley Page Ltd., still using its name that dated to 1909, filed for bankruptcy. It soon vanished in a corporate collapse.- Bron: T.A. Heppenheimer.

33 HANDLEY PAGE, Frederick. Portrait of Frederick Handley Page, at his desk. ca. 1940-1945, Original photograph, silver print, 19,2 x 24,2 cm. 144,00

34 HANDLEY PAGE, Frederick. Portrait of Frederick Handley Page, at Airfield Le Bourget, Paris, in front of one of his aeroplanes. 1930. Original photograph, silver print, 18 x 13 cm. 72,00

35 HANDLEY PAGE, Frederick. Portrait of Frederick Handley Page from the back. 1930. Original photograph, silver print, 5,7 x 10,4 cm. 18,00

36 HANDLEY PAGE, Frederick. Portrait of Frederick Handley Page with Handley Page Chief Designer R.S.Stafford, in discussion with B.O.A.C.'s Sir Miles Thomas and Sir Harold Hartley. Handley Page Ltd., ca. 1947-1948, Original photograph, silver print, 22 x 16,6 cm. 144,00

37 HANDLEY PAGE. HP.42E, G-AAXF, Imperial Airways. Photograph, 9 x 14 cm. 6,00

38 HANDLEY PAGE. H.P.42E, G-AAGX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

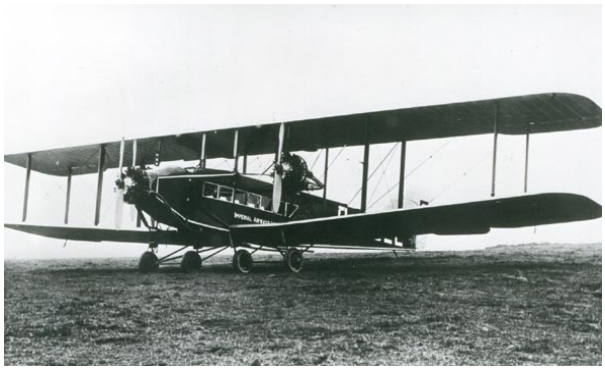
39 HANDLEY PAGE. HP.W8B, G-EBBI, Imperial Airways. Photograph, 9 x 14 cm. 6,00

40 HANDLEY PAGE. HP.W8F, G-EBIX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

41 HANDLEY PAGE. HP.W10, G-EBMM, Imperial Airways. Photograph, 9 x 14 cm. 6,00

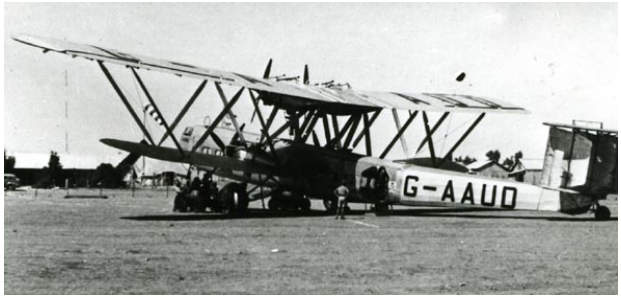
42 HANDLEY PAGE. HP.W10, G-EBMT, Imperial Airways. Photograph, 9 x 14 cm. 6,00

43 HANDLEY PAGE. HP.27, G-EBLE, Hampstead Imperial Airways, 1925. Photograph, 9 x 14 cm. 6,00



44 HANDLEY PAGE. HP.42E, G-AAXF, Imperial Airways, air to air. Photograph, 9 x 14 cm. 6,00

45 HANDLEY PAGE. HP42W, G-AAUD, Imperial Airways, Gaza, 1936. Photograph, 9 x 14 cm. 6,00



46 HANDLEY PAGE. HP42E, G-AAGX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

47 HANDLEY PAGE. HP.42E, G-AAXF, Imperial Airways. Photograph, 9 x 14 cm. 6,00

48 HANDLEY PAGE. HP.42E, G-AAUE, Imperial Airways. Photograph, 9 x 14 cm. 6,00

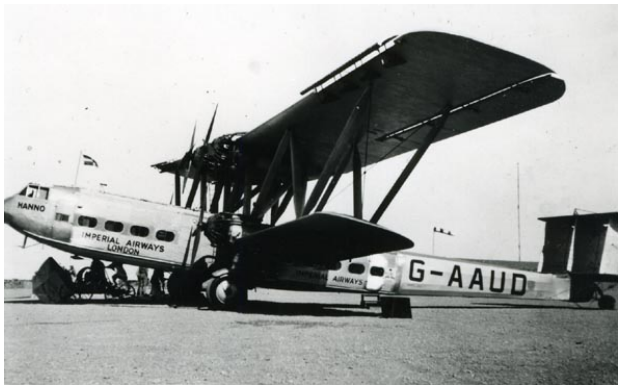
49 HANDLEY PAGE. HP.42, D-AAXE, Hengist, Imperial Airways. Photograph, 9 x 14 cm. 6,00

50 HANDLEY PAGE. HP-42, G-AAUE, Imperial Airways, 1936. Photograph, 9 x 14 cm. 6,00

51 HANDLEY PAGE. HP-42, G-AAUD, Imperial Airways, 1936. Photograph, 9 x 14 cm. 6,00

52 HANDLEY PAGE. HP-42, G-AAUE, Imperial Airways, 1937. Photograph, 9 x 14 cm. 6,00

53 HANDLEY PAGE. HP.42W, G-AAUD, Imperial Airways. Photograph, 9 x 14 cm. 6,00

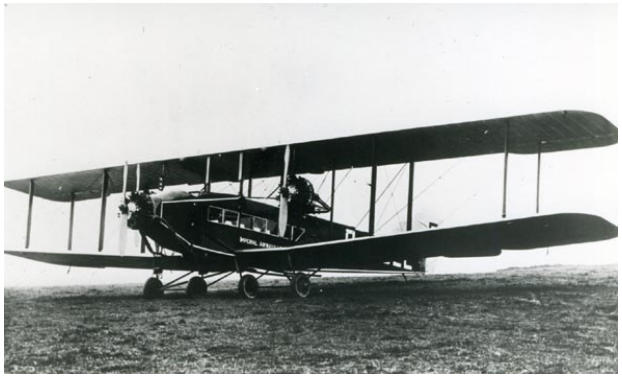


54 HANDLEY PAGE. HP-42E, G-AAXF, Imperial Airways, Amman. Photograph, 9 x 14 cm. 6,00

55 HANDLEY PAGE. HP 42 E, G-AAXF, Imperial Airways, 1938. Photograph, 9 x 14 cm. 6,00

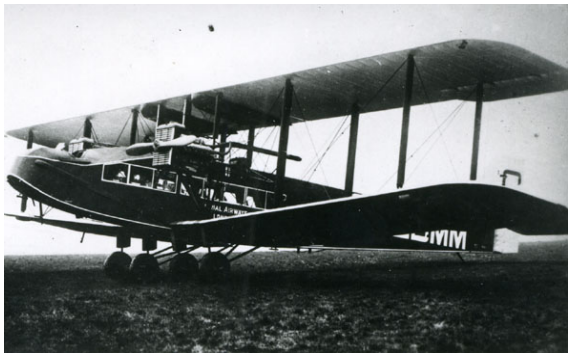
56 HANDLEY PAGE. HP.42E,G-AAGX, Imperial Airways. Photograph, 9 x 14 cm. 6,00

57 HANDLEY PAGE. HP.27, G-EBLE, Imperial Airways (2). Photograph, 9 x 14 cm. 6,00



58 HANDLEY PAGE. W.10, G-EBMM, Imperial Airways. Photograph, 9 x 14 cm. 6,00

59 HANDLEY PAGE. W10, G-EBMM, Imperial Airways. Photograph, 9 x 14 cm. 6,00



60 HANDLEY PAGE. W10, G-EBMM, Imperial Airways. Photograph, 9 x 14 cm. 6,00

61 HANDLEY PAGE. W8B, G-EBBI, Imperial Airways. Photograph, 9 x 14 cm. 6,00

62 IMPERIAL AIRWAYS. Portrait of an Imperial Airways Captain. Weekly Illustrated, ca.1945. Original photograph, silver print, 21 x 16 cm, with stamp and mounted letterpress ticket on verso. 84,00

63 MASEFIELD, Peter. Portrait of Mr Pieter G. Masefield, Chief Executive of British European Airways (BEA), who is to be first Managing Director of Bristol Aircraft Ltd. Bristol Aeroplane Company Ltd., ca. 1949. Original photograph, silver print, 24 x 16,7 cm. 84,00

¶ Sir Peter Masefield, who has died aged 91, played a major part in developing Britain's aircraft industry and airports. His crowded life included wartime bombing raids in a US Army Air Force B17 Flying Fortress. His outspokenness led first to Lord Beaverbrook of the war cabinet and then Lord Douglas, chairman of British Eureopean Airways (BEA), picking him out for rapid promotion. His career started slowly. The eldest son of a surgeon, he was educated at Westminster school and Chillon College, Switzerland, and studied engineering at Jesus College, Cambridge. He also took flying lessons there which helped him gain his pilot's licence in 1937, which he held for the next 40 years. Despite designing the undercarriage of the Fairey Swordfish biplane torpedo bomber in his first job as a junior draughtsman at Fairey Aviation, he found life there too dull, and took to journalism. He soon became air correspondent of the Sunday Times, and when war came was sent to France to cover the RAF's advanced strike force. The RAF had turned him down as a pilot because of a slight vision defect, but the USAAF, less exacting , let him qualify as co-pilot and air gunner. Although a journalist, he flew on B17 operations. In a daylight raid on Le Bourget in 1943, his Fortress was hit by enemy fighters and the nose blown off. Masefield was lucky to survive a crash-landing in East Anglia. His career took off shortly after, when Lord Beaverbook, lord privy seal, was impressed by a scathing article by Masefield on ministry of aircraft production. He made Masefield his personal adviser and secretary of the war cabinet committee on postwar civil air transport. In 1944 Beaverbrook took Masefield to Washington for talks which led to the creation of the International Civil Aviation Organisation. This led to Masefield being appointed in 1945 as the first civil air attaché to the British embassy in Washington. He flew himself around in his own Percival Proctor light aircraft, and was a signatory of the 1946 Anglo-American Bermuda Agreement on civil air rights. Back in Britain as a senior civil servant, he was appointed director-general of long-term planning and projects at the then ministry of civil aviation. He was still only 35 when in 1949, Lord Douglas, chairman of BEA, made him chief executive and a board member. His job was to control a staff of 6,400 at a salary of around £3,000. While there he ensured the success of the Vickers Viscount turboprop airliner by ordering it for BEA off the drawing board. He was always opposed to the merger of the British Overseas Airways Corporation and BEA into the one giant airline that became British Airways, believing that long haul and short haul operations were more focused if run separately. Sir Charles Masefield, his test-pilot son and now president of BAE Systems, says his father's most frustrating period came when, after seven years at BEA, he took over as managing director of Bristol Aircraft in 1956. He expected to make Britain a big player in civil aviation by selling hundreds of the long-range turboprop Britannia aircraft. But development troubles with its Proteus engines made it years late, and although popular with passengers and with a first class section in the rear away from engine noise, it could not compete with America's Boeing 707 jet airliner. Masefield sought relief in air racing, and my own first encounter with him was when, as a recently-appointed BBC air correspondent, he invited me to act as his navigator in the King's Cup Air Race. It was his great ambition to win this race, but, heavily handicapped, our Chipmunk came in second. His disappointment was mitigated when his son Charles won it eight years later. More frustration followed in 1960 when he became head of Beagle Aircraft, with the task of reviving British production of small aircraft. He had organised the takeover of some smaller companies and set up a production system when the government withdrew its support. His biggest challenge followed when made chairman of the new British Airports Authority (BAA) in 1965. In five years he took over the running of Heathrow, Gatwick, Stansted and Prestwick from the civil service. Passengers rose 62% to 20 million, with cumulative trading profits of £38m. But he was caught up in the rows over the siting of a third London Airport, and when he made it plain that he thought government plans for an airport at Maplin or Foulness were lunacy, there were calls in the Commons for his dismissal. Against the run of opinion, he insisted that Stansted must be developed and provided with a second runway. He was not dismissed, but he was not offered a second term at BAA. He was made deputy chairman of British Caledonian, a developing independent airline, and was busy with many other activities such as becoming president of the Royal Aeronautical Society and chairman of the board of trustees of the Imperial War Museum, when the next big challenge came. In 1980 Sir Horace Cutler, leader of the then Greater London Council, asked him to become chairman of London Transport, and give the benefit of his BAA marketing policies to London's bus and underground passengers. He took on the job for one year, but stayed for two. His motto - not an epitaph he said - was that the passengers were the purpose of the business, not an interruption of the work. They must be conveyed with courtesy and consideration. Masefield was knighted in 1971 - an honour conferred on Charles only five years later - and remained active on trusts, committees and museums until his health began to fail a year ago. He was president of Brooklands Museum at Weybridge, Surrey, and an enthusiastic supporter of the Croydon Airport society. To the last he was much in demand as a lecturer. His book about the R101 disaster, To Ride The Storm, was published in 1930. He is survived by his wife Patricia, whom he married in 1936, and by a daughter and three sons. Sir Peter Masefield, administrator, born May 19, 1914; died February 14 2006.

64 MASEFIELD, Peter. Portrait of Mr Pieter G. Masefield at his desk, Chief Executive of British European Airways (BEA), who is to be first Managing Director of Bristol Aircraft Ltd. Bristol Aeroplane Company Ltd., ca. 1949. Original photograph, silver print, 25,3 x 20,3 cm. 144,00

65 MAYO, Robert H. Portrait of Major Robert H. Mayo, the designer and pilot Lanchster Parker, with in the background the Short Mayo G-ADHK at Rochester. London, The Topical Press Agancy Ltd., 1937. Original photograph, silver print, 18,7 x 24 cm. 144,00

¶ Major Robert H. Mayo, Technical General Manager at Imperial Airways (and later a designer at Shorts) proposed mounting a small, long-range seaplane on top of a larger carrier aircraft, using the combined power of both to bring the smaller aircraft to operational height, at which time the two aircraft would separate, the carrier aircraft returning to base while the other flew on to its destination. The British Air Ministry issued Specification "13/33" to cover this project.

66 MAYO, Robert H. Portrait of Major Robert H. Mayo, signs a record which will be photographed on the film carried in the aircraft, thus authenticating the instrument readings to be recorded it. He is watched by Col. R. L. Preston of the Royal Aero Club, and Mr. S. C. Caliendi, Chief Instrument Engineer of the De Haviland Aircraft Co, Ltd. De Haviland Photograph, 1948. Original photograph, silver print, 15,5 x 21 cm, wtih stamp and mounted letterpress on verso. 108,00

67 McINTOSH, Capt. R. H. Portrait of Capt. Robert Henry Mcintosh, formely an Imperial Aiways pilot. London, I.P.S.-Photo, ca. 1927. Original photograph, silver print, 15 x 10 cm, with stamp and mounted letterpress ticket on verso. 30,00

¶ In 1926, Fitzmaurice tried to make real his long-standing dream of crossing the Atlantic by air. He began fundraising and approached the government with his idea. Money was scarce, however, and his plans came to nothing. Meanwhile in England, another experienced aviator, Captain Robert Henry McIntosh was preparing his plans for an east-west crossing. McIntosh was fortunate in that he already had the financial backing of the American millionaire William B. Leeds. McIntosh contacted Fitzmaurice for permission to use Baldonnel as his starting point. The correspondence between the two men led to McIntosh's invitation to Fitzmaurice to join him in his attempt as copilot. Fitzmaurice gladly accepted. McIntosh arrived at Baldonnel in late August 1927 in his Fokker monoplane, named Princess Xenia. McIntosh and Fitzmaurice immediately began intensive preparations for the flight. All the tests were completed and all that was needed was good weather. - The days passed slowly, the weather bulletins reporting fog, rain and storms over the Atlantic. This was a frustrating time for McIntosh as the leave he had been given by his employers, Imperial Airways, was fast running out. The tension of the long wait perhaps made him take chances he may not have taken otherwise. On the morning of the 16th September 1927, a weather report was received from the Chief Meteorological Officer with the Air Ministry in London. It said that weather conditions off the Atlantic coast of Ireland were poor for a distance of 200 miles but after that it was reasonably clear as far as the North American coastline. The two aviators decided to leave that afternoon. A big crowd gathered at Baldonnel to witness the takeoff. At 1:30 pm the Princess Xenia moved down the runway and set off on her epic journey. - As soon as the men left the coast of Galway, turbulence threw the aircraft from side to side. The pilots persevered, in the belief that conditions would get better. However instead of improving, the weather continued to worsen. Visibility was almost nil. McIntosh had to battle with the controls to keep the aircraft in the sky. Both McIntosh and Fitzmaurice were reluctant to turn back after being given such a wonderful and public send-off at Baldonnel. They felt that national and personal pride was at stake. To continue on their journey, however, would have been suicidal and both men knew that their only chance of survival was to head for the nearest land. They turned around and flew back towards Ireland. They landed on Beale Strand near Ballybunion in County Kerry. McIntosh never got another chance to try again. Fitzmaurice on the other hand did not have long to wait before he would head west once more.

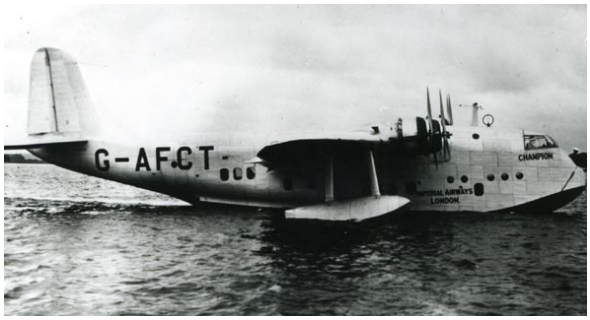
68 McINTOSH, Capt. R. H. Portrait of Capt. Robert Henry Mcintosh, before the departure with Bert Hinkler in a single engined Fokker for India, at Upavon Aerodrome (Wilts). (Wide World Photos), 1927. Original photograph, silver print, 18 x 13 cm, with typed annotation in french on verso. 60,00

69 McINTOSH, Capt. R. H. Portrait of Capt. Robert Henry Mcintosh, before the departure with Bert Hinkler in a single engined Fokker ("Princess Xenia") for India, at Upavon Aerodrome (Wilts). (Wide World Photos), 1927. Original photograph, silver print, 19,5 x 6,8 cm, with mounted letterpress on verso. Picture cut off fromt the complete photograph. 30,00

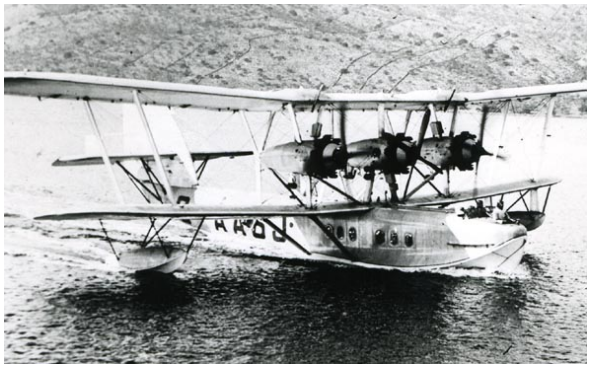
70 ORRELL, J. H. Portrait of Jimmy H. Orrell, stepping into the cockpit of the new trainer, the Avro Athena. Manchester, AVRO, 1948. Original photograph, silver print, 20,2 x 14,8 cm, with mounted letterpress ticket on verso. 96,00

¶ Chief test pilot Jimmy Orrell joined the R.A.F. in 1919, serving as an instructor until 1931. Instructional and charter flying from 1931-33. Was with Avros in 1934, with Imperial Airways from 1935-42, and rejoined Avros as test pilot in 1942. Flew communication services to France and Sweden 1939-42. Is flying the Ashton.

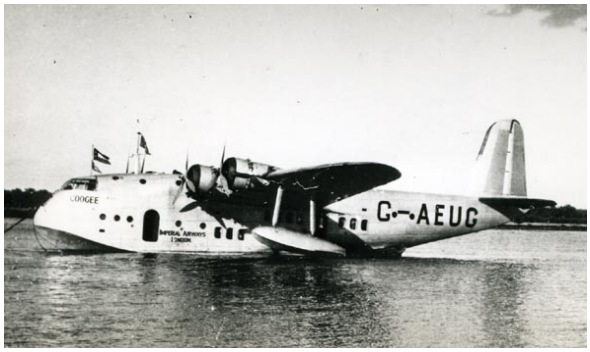
71 SHORT. C Class, G-AFCT, Imperial Airways. Photograph, 9 x 14 cm. 6,00



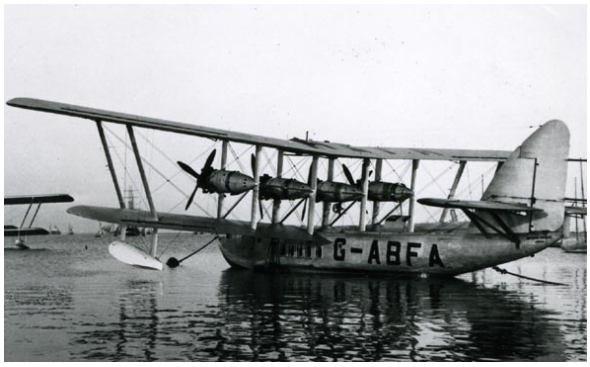
72 SHORT. Calcutta, G-AASJ, Imperial Airways. Photograph, 9 x 14 cm. 6,00



73 SHORT. Empire Boat, G-AEUG, Imperial Airways, Iraq. Photograph, 9 x 14 cm. 6,00



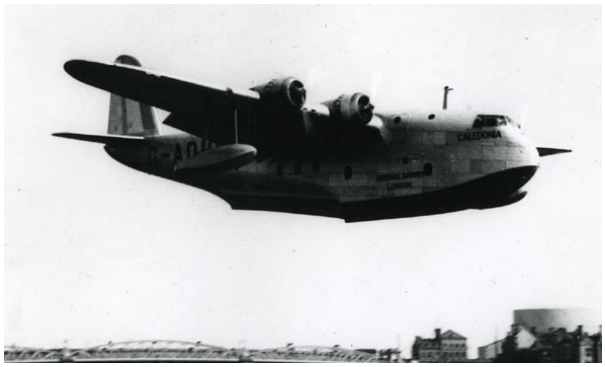
74 SHORT. S.17 Kent, G-ABFA, Imperial Airways. Photograph, 9 x 14 cm. 6,00



75 SHORT. S.17/L, Scylla, G-ACJJ, Imperial Airways. Photograph, 9 x 14 cm. 6,00

76 SHORT. S.23. G-AEUC, Empire Boat, Imperial Airways. Photograph, 9 x 14 cm. 6,00

77 SHORT. S.23 Empire Boat, G-ADHM, Imperial Airways, 1937. Photograph, 9 x 14 cm. 6,00



78 SHORT. S.26 G-Class, G-AFCI, "Golden Hind", Imperial Airways, Rochester, July 1939. Flight, Original photograph, silverprint, postcard, 9 x 14 cm. 6,00

79 SHORT. S.30 Empire, G-AFCU, Imperial Airways, "Cabot", Rochester, December, 1938. Flight, Original photograph, silverprint, postcard, 9 x 14 cm. 6,00

80 SHORT. Scylla, G-ACJK, Imperial Airways. Photograph, 9 x 14 cm. 6,00

81 SHORT. Scylla, Syrinx, G-ACJK, Imperial Airways, crashed. Original photograph, silver print, 17 x 23 cm, with stamps. 108,00

82 VICKERS. Vulcan, G-EBLB, Imperial Airways at Croydon. Photograph, 9 x 14 cm. 6,00

83 VICKERS. Vulcan, G-EBLB, Imperial Airways 1924. Photograph, 9 x 14 cm. 6,00

84 VICKERS. Vulcan, G-EBLB, Imperial Airways. Photograph, 9 x 14 cm. 6,00

85 WILCOCKSON, Capt. A. S. Portrait of Captain A. S. Wilcockson, Manager of Imperial Airways' Atlantic Division. ca.1938. Original photograph, silver print, 21,5 x 16,5 cm, with mounted letterpress ticket on verso. 84,00

¶ The degree to which the standard Marconi wireless apparatus used on Imperial Airways machines flying between Croydon and the Continent is relied upon is shown by the experience of Capt. A. S. Wilcockson, an Imperial Airways pilot who, on November 24, flew a Handley-Page Rolls Royce aeroplane from Paris to Croydon above a fog bank which obscured the ground practically the whole of the way. Five minutes after leaving Paris, Capt. Wilcockson found himself

in dense fog and had to rise 2,000 ft. to get above it. At this height the aeroplane was flying in bright sunshine and continued to do so for the greater part of was, however, necessary to fly entirely by compass bearing. The pilot asked for several bearings and positions from Croydon during the journey and these brought him in on a direct line to the Croydon aerodrome. There was one break in the fog, about 10 miles from Croydon, which enabled the pilot to recognise the ground and corroborate the fact that he was on the right bearing. The fog then closed in again and in his own words he " dropped right on to the aerodrome." The apparatus used was the ordinary Marconi A.D.6 set, and not any new or special apparatus, as had been reported. The five passengers on the machine had a very happy and comfortable journey and were quite thrilled with their novel experience (Flight, 1927).