



**The Vimy
has Landed**
- at Fair Oaks on
15 June 2009,
see page 6.
Photos at
tinyurl.com/sihg12.

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Reports and Notices

Details of meetings are reported in good faith, but information may become out of date. Please check details.

SIHG is a group of the Surrey Archaeological Society, Registered Charity No 272098 Castle Arch Guildford Surrey GU1 3SX
Group Patron: David Shepherd OBE, Group President: Prof AG Crocker FSA

SIHG Newsletter No 170 July 2009

DIARY

The 34th series of SIHG Industrial Archaeology Lectures

Will be held on alternate Tuesdays, 1930 - 2130, from **29 September 2009** at the University of Surrey (Lecture Theatre F). Enquiries to programme co-ordinator, Bob Bryson, email meetings@sihg.org.uk. Maps at www.sihg.org.uk Free parking is available on the campus in the evening, in the main car park. Members fee £35 for the series. Single lectures at £5, payable on the night, are open to all.

The next Thursday Morning Lecture Series at Leatherhead starts on 24 September 2009.

Enquiries to programme co-ordinator, Bob Bryson, email meetings@sihg.org.uk. As seating is strictly limited, enrolment is for the whole course only; casual attendance is not possible.

Surrey History Centre News

Surrey History Centre has had deposits of records from these companies:

- Sorbo Rubber Company, Woking: oral history interview regarding employees and products,
- Arcoelectric Switches, West Molesey: records, photographs etc, 1950s-1980s.

Surrey History Centre has a constant deposits of records for the county. Why not check out the annual accession lists online at www.surreycc.gov.uk/surreyhistorycentre or search the Collections Catalogue online.

Heritage Open Days & Open House London 2009

10 Thursday - 13 Sunday **Heritage Open Days (outside London)**
directory of free events will be available from mid-July, www.heritageopendays.org.uk/

19 Saturday - 20 Sunday **Open House London**
the full programme will be available from mid-August www.londonopenhouse.org/.

We are still seeking a new **Treasurer**. This is a very useful & rewarding role & a relatively light task as SIHG is part of the Surrey Archaeological Society. The formal accounts are thus presented by the parent body, not by the SIHG Treasurer.

Recording Factory Closures, Demolition of Old Machinery etc

A good opportunity to record the history
& to rescue traditional papers
& machinery!

*If you hear of a factory which is
about to close, please report it to us;
contacts on page 2.*



Threatened Demolition

of Goose Green Cottage,
Clockhouse Lane West,
Egham, Surrey TW20 8PE.
If you have any evidence of
previous industrial use, which
might save this building, please
contact info@sihg.org.uk.
More details at
www.sihg.org.uk/stoppress.htm.

Surrey Industrial History Group Officers

Chairman & Lectures Organiser: **Robert Bryson**; meetings@sihg.org.uk

Secretary: **Alan Thomas**; info@sihg.org.uk

Treasurer: (vacant)

Membership Secretary: **David Evans**; membership@sihg.org.uk

Newsletter Editor: **Jan Spencer**; news@sihg.org.uk

Other IA Organisations - Venues, Times & Contacts

- Amberley Museum & Heritage Centre:** is off the B2139 between Arundel and Storrington, next to Amberley railway station in West Sussex, 100-1730, 01798 831370, www.amberleymuseum.co.uk.
- Bursledon Brickworks Industrial Museum:** Coal Park Lane, Swanwick, Southampton, SO31 7GW, usually open Thursdays 1000-1600, £1.50, child: £0.50, 01489 576248, www.hampshirebuildings.org.uk/bursledon-brickworks.htm.
- Cobham Bus Museum:** London Bus Preservation Trust, Redhill Road, Cobham, Surrey, KT11 1EF, 1000-1700, £5, 2 children free, 01932 868665, www.lbpt.org.
- Crofton Pumping Station:** Crofton, Marlborough, Wiltshire, SN8 3DW, 1030-1700 (closed Wednesdays), 01672 870300, www.croftonbeamengines.org.
- Crossness Engines:** Belvedere Road, Abbey Wood, London SE2. £4, visits must be booked in advance on Tuesdays or Sundays, 0930 - 1530, 020 8311 3711 (not by answerphone), visits start at 1330, www.crossness.org.uk.
- Croydon Natural History & Scientific Society:** small hall, United Reformed Church Hall, Addiscombe Grove, East Croydon at 1945, contact Celia Bailey, 96a Brighton Road, South Croydon CR2 6AD, 020 8686 5610, www.greig51.freeserve.co.uk/cnhss/.
- Docklands History Group:** Museum in Docklands, No 1 Warehouse, West India Quay, Hertsmere Road, London, E14 4AL, at 1730, www.docklandshistorygroup.org.uk.
- Greenwich Industrial History Society:** The Old Bakehouse, Age Exchange Centre (rear), 11 Blackheath Village, SE3 (opposite Blackheath Station) at 1930. £1.
- Hampshire Industrial Archaeology Society (HIAS):** Underhill Centre, St John's Road, Hedge End, SO30 4AF at 1945, visitors welcome, free parking.
- Historic Dockyard:** Chatham, Kent ME4 4TZ, 1000-1700, £3, child £1, (special events £14.00, conc. £11.50, child £9.50, 01634 823807, www.chdt.org.uk).
- Ironbridge Gorge Museum:** Coach Road, Coalbrookdale, Telford, TF8 7DQ, 01952 884391, www.ironbridge.org.uk.
- Kempton Great Engines:** Feltham Hill Road, Hanworth, Middlesex TW13 6XH, 1100-1600, £6, OAPs £5, children free, 01932 765328, www.kemptonsteam.org.
- Kew Bridge Steam Museum:** Green Dragon Lane, Brentford, Middlesex TW8 0EN, 1100-1600, 0208568 4757, www.kbsm.org.
- London Canal Museum:** 12/13 New Wharf Road, N1 9RT, at 1930. £3 (conc. £2), 020 7713 0836, www.canalmuseum.org.uk.
- Lowfield Heath Windmill:** Russ Hill, Charlwood, TQ 234 407, 1400-1700.
- Morden Hall Park Snuff Mill (National Trust):** Phipps Bridge Tram Stop ½ mile or park at Riverside Café, off A24 & A297 south of Wimbledon & north of Sutton, 1200-1600.
- Museum of English Rural Life (MERL):** Redlands Road, Reading, RG1 5EX, 0118 3788660, www.reading.ac.uk/merl/
- Rural Life Centre:** Old Kilns Museum, Tilford, Farnham, GU10 2DL, Wed - Sun, 1000-1700, £6, conc. £5, child £4, 01252 795571, www.rural-life.org.uk.
- Sussex Mills Group:** www.sussexmillsgroup.org.uk.
- Upminster Windmill:** off A124 200m west of Upminster town centre, RM14 2YT, 1400-1700, www.upminsterwindmill.co.uk.
- Weald & Downland Open Air Museum:** Town Lane, Singleton, Chichester PO18 0EU, 1030-1700, £8.95, conc. £7.95, child £4.70, www.wealddown.co.uk/.

Diary September 2009

29 Tue **SIHG Lecture - First of the 34th Series: Searching for Trevithick's London Railway of 1808**
by John Liffin, Curator of Communications, Science Museum London.

The proposed **Cumbria Group Visit to Surrey** in October 2009 has been cancelled as numbers were too low.

Survey of Water Pumping System at Cobham Park
 If you are interested in being involved, please contact Alan Crocker,
 01483 565821 or alan@glfd.freeserve.co.uk.

Editorial Note

Many thanks to all who have sent in contributions.
Copy is needed urgently for the September issue of SIHG Newsletter!

SIHG Visits, Details & Updates at www.sihg.org.uk

Working the Chalk Pits, Lime Kilns and Hearthstone Mines at Betchworth in the 1920s and 1930s

by Paul W Sowan

The Dorking Greystone Lime Company was established at Betchworth in 1865. Within ten years it had built two circular Hoffmann kilns and two batteries of six flare kilns; laid-in a standard-gauge railway siding from the Redhill to Reading line of the South Eastern Railway and brought into use a system of internal locomotive-operated narrow-gauge lines (rendering the previously used horse traction redundant).

By 1928 both Hoffmann kilns had long been out of use, at least two flare kilns in the southern battery had been replaced (in 1887 and 1897) by Dietzsch Kilns (known as the Jubilee kilns after Queen Victoria's Golden and Diamond jubilees in those years) and the eastern battery flare kilns had been rebuilt as patent 'Brockham' kilns and / or straightforward draw kilns. All or some of the Eastern Battery kilns appear to have been known as the Victory kilns, presumably commemorating the end of World War I in 1918. Hearthstone mines had been worked below the Company's limeworks by sub-tenants, Messrs Wood and Ingram of the Surrey Hearthstone Mining Company Ltd, until the lime company took over the working of them themselves in or about 1930.

The very voluminous company archive in the care of the Surrey History Service includes 52 boxes of the main accession deposited by AWF Taylerson, son of the late Major Edgar William Taylerson [1892 - 1970], the firm's last Managing Director. I am at present cataloguing this material. Material which was not included in the principal deposit already referred to was given to the Croydon Natural History and Scientific Society, and most of this has also now been deposited at Woking on long term loan.

The following note refers to a small collection of 32 items of internal correspondence, mostly communications from the firm's management to its foreman and workmen, and responses from the latter as requested. The items in the workmen's own handwriting are noteworthy for the quality of their handwriting, spelling, and grammatical correctness. They throw some interesting light on operations in the chalk pits and at the lime kilns in the late 1920s and early 1930s.

The chalk pits

Both grey (Lower) and white (Middle) Chalk were worked from three main pits, the main or western pit exposing both grey and white chalk, a high-level central white pit, and the 'new grey pit' to the east. The Plenus Marls beds (named after the fossil belemnite *Actinocamax plenus*) between the grey and white strata, known in east Surrey as 'soap' in other sources but not referred to as such in the papers here considered, was commercially worthless and tipped as spoil. Chalk too small to put into the kilns was also tipped to spoil, all the rejected material being generally known as 'rubbish' by the men. Management kept a close watch on the costs of moving chalk to the kilns and spoil to the tips, internal transport at this time being primarily by locomotive-hauled wagons. In 1928 T Mackrell, the foreman, reported the cause of damage to tools to be 'Burgh' unexpectedly slipping down the 'Batter' at the working face. It is not clear what sort of chalk was called 'burgh'.

On 26 May 1928 Mackrell was asked to 'arrange to put a spectacular series of charges in the white face ready for firing about 12.15 this morning' for the benefit of visitors.



Betchworth Today (TQ 207 514)

Photo © Ian Capper, reused under the Creative Commons Licence.
www.geograph.org.uk/photo/869914.

Dried chalk

In October 1928 the Company accepted an order for 20 tons of ground chalk, and Mackrell was instructed to 'arrange to get one kiln filled for drying chalk and get it dried'. Presumably to effect this, a fire was lighted at the bottom of an empty kiln, and the chalk to be dried piled in above, but not allowed to reach calcination temperature. One of the former flare kilns in the southern battery appears to have been specially modified for this purpose, at, or about, this time.

Working the kilns

A communication in May 1930 refers to a need to keep at least one flare kiln at work, worked on the intermittent or batch principle and so relatively expensive in manpower, all loading and unloading being done manually. As the development of the two Dietzsch kilns and the 1924

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hydrator plant had taken the place of all the flare kilns there, there was presumably at least one flare kiln still operable in the eastern battery as late as this date.

Number 2 kiln, thought to be one of the six in the eastern battery, seems to have been particularly troublesome. D Fuller, reporting on this kiln in September 1929, described it as 'all guess work' to manage it. The output from this rogue kiln was so unsatisfactory by June 1930 that all those operating it (there were day and night shifts) were required to submit written reports on 1) the reason for the kiln not working satisfactorily, 2) what steps had been taken to remedy the situation and 3) what suggestions they might have for the future management of the kiln. Replies survive from D Fuller, A Jones, F Mackrell and the foreman, T Mackrell. They reported that the kiln contents descended more rapidly down one side of the kiln than the other, bringing the fire to the bottom of the kiln (the cycle of filling and drawing should have maintained the fire about a third of the way up). There was general consensus that the kiln would only operate satisfactorily with large chalk and for a time it was fed with hand-picked pieces of suitable size. The operators had experimented with keeping the kiln filled to various depths, smaller depths being found preferable.

Quality control

Customers' complaints about the quality of lime supplied were followed-up, and the burners (lime kiln operators) required to explain how 'stone' (presumably unburned or underburned chalk) was sent away with the quicklime supplied. A management memo concerning 'stone' in the 'grey lime sent from Victory' protested that 'this stuff should under no circumstances be loaded'.

In June 1930 the Managing Director asked Mackrell to put individual marked blocks of chalk from particular levels and quarry faces into a kiln and to record the quality of the resulting quicklime. In 1933 Sydney Nightingale, the Company Secretary and Works Manager, instructed Mackrell to arrange for all the chalk from particular working faces to be sent only to specified kilns.

Unrelated papers

Two of the 32 items are clearly mis-filed, and do not belong with this collection at all. One is a note about a tentative agreement for collaborative trading made with the Oxted Greystone Lime Company Ltd, in October 1932. The other is a hand-written code of bell signals to be used, as required by the Metalliferous Mines General Regulations 1938, between the hauliers in the hearthstone mine and the engineman at the surface. There was a steep incline down into the mine adit, trucks of hearthstone being hauled up by electrically wound cable. □



Bailey Bridge at Frome in Somerset

mentioned in Pablo Haworth's lecture of 3 March 2009
on *The Life of Donald Bailey and His Bridges*.

Photo Jan Spencer.

The Vickers Vimy (& its flight on 15 June 2009) by Gordon Knowles

June 2009 is the ninetieth anniversary of the first flight across the Atlantic by Alcock and Brown in a Brooklands built Vimy. The aircraft was designed in late 1917 to Air Board Specification A.3.b for a multi-engined bomber capable of carrying 3,000 lb of bombs over 300 miles at 6,000 ft and at 80-85 mph. The Vickers machine was designed by Reginald Kershaw 'Rex' Pierson and the first prototype flew at Joyce Green, Kent on 30 November 1917. Finding suitable engines was a problem.

It was intended to fit two 200 hp Royal Aircraft Factory 4d air-cooled V12 engines but these were not ready so 200 hp Hispano-Suizas were fitted. The second prototype was fitted with 260 hp Sunbeam Maori engines and the third with 300 hp Fiats. The final prototype was fitted with 360 hp Rolls-Royce Eagle VIII V-12 engines, these becoming the principal power plant for production

models. During development trials at Martlesham Heath, the range was increased by adding extra fuel tanks but these reduced the payload to 1,208 lb, including guns and ammunition.

Only three Vimys had been delivered to the RAF by October 1918, but none saw active service before the armistice on 11 November. Over 1,000 aircraft had been ordered but many were now cancelled. The Vimy went into full service in 1919 at Heliopolis, Egypt, with No 58 squadron, whilst at home No 100 squadron in Lincolnshire and No 7 squadron in Norfolk were also equipped; the aircraft then became the mainstay of the RAF bomber force for most of the twenties. The long range capability of the Vimy was quickly recognised and Vickers developed the Vimy Commercial with a new bulbous body with seats for ten passengers. The Commercial was subsequently developed into the Vernon, the RAF's first dedicated troop transport.

The Vimy was significant in developing the Empire air routes and two surviving veteran aircraft and two replicas are preserved. In 1913 the *Daily Mail* offered a prize of £10,000 for the first non-stop flight across the Atlantic, but the war delayed any serious attempts. Vickers Ltd entered a Vimy, crewed by two RAF officers, Capt. John Alcock, pilot, and Lt. Arthur Whitten-Brown as navigator. The plane, No 13 on the Brooklands production list, was stripped of all military equipment and extra fuel tanks were added. They took off from St. John's, Newfoundland at 1715 on 14 June 1919 and landed in an Irish Bog at Clifden, Galway, the next day after flying 1,950 miles at an average altitude of 4,000 ft. Both men were feted in London and were knighted by the

king. Unfortunately Alcock was killed on 18 December 1919 flying a Vickers Viking amphibian to the Paris Aero Salon, crashing in bad weather. Whitten-Brown lived another 28 years and died in Swansea aged 62. The Vimy is preserved in the London Science Museum.

After the Atlantic flight the Australian Government offered a prize of £10,000 for the first all Australian crew to fly from England to Australia. The brothers Capt. Ross



The Vimy on 15 June 2009. Photo at tinyurl.com/sihg12.

and Lt. Keith Smith, with two mechanics, Sgts. Shiers and Bennett, took up the challenge in a Vimy donated by Vickers. They left Hounslow one foggy morning on 12 November, eventually landing at Darwin on 10 December after numerous hazards, including bad weather and poor landing facilities en route. The flight took 28 days with actual flying time of 135 hours 55 minutes at an average speed of 85

mph. Both the Smiths were knighted and the sergeants awarded bars to their Air Force medals. Sir Keith went on to become a director of Qantas Airways and chairman of Vickers-Armstrongs (Australia). Sir Ross and the promoted Lt. Bennett were both killed over Brooklands soon afterwards testing another Viking amphibian built for Sir Ross to attempt a round-the-world flight. Sir Keith too would have been killed as he had intended to be on the test flight but had been delayed coming from London. The Smith's Vimy too is preserved, in Adelaide, their home city.

In December 1919 the Air Ministry announced that the RAF had completed surveys and set up a string of airfields on the route to South Africa. The first attempt to fly to the Cape was made by Capt. Cockerell and Broome in the first Vimy Commercial, leaving Brooklands on 24 January 1920 with mechanics and Dr. Mitchell, Secretary of the Zoological Society, as observer. After overcoming many difficulties they crashed in Tanganyika (now Tanzania) on 27 February. Sponsored by the South African Government Lt. Col. Pierre van Ryneveld and Maj. Christopher Quintin-Brand took off from Brooklands on 4 February 1920 and flew safely as far as Wadi Haifa where they force landed due to an engine overheating. The RAF at Heliopolis lent them another Vimy, however this was badly damaged attempting to take off at Bulawayo, Southern Rhodesia (now Zimbabwe). The pilots then borrowed an Airco DH 9 and continued on to Cape Town. They failed to win the prize for the first to make the journey but were awarded £5,000 each by the South African Government.

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In 1969 a Vimy replica was built by the Vintage Aircraft Flying Association at Brooklands, with the assistance of Vickers apprentices, to commemorate the 50th anniversary of the Atlantic crossing. Eagle engines were obtained from a pair of Dutch canal barges. It first flew from Wisley in May and then at the Paris Air Show. It then flew to Manchester, where it was the centrepiece of an Alcock and Brown exhibition. It unfortunately caught fire when sunlight on the polished port engine nacelle ignited the fabric on the lower wing. The aircraft was subsequently restored as a static exhibit and is now on display at RAF Hendon museum.

In 1990 Peter McMillan and Australian Lang Kidby built a flying replica to recreate the Smith's original flight to Australia. Chevrolet V8 engines were fitted, later replaced by BMW units and ultimately by Canadian Orenda engines. McMillan and Kidby successfully completed the England to Australia flight in 1994. I recall being in the crowd seeing them off from Brooklands and have photos of the occasion. Then in

1999 Mark Rebholz and John LaNoue flew the replica to South Africa. The set of records was completed when the late Steve Fossett and Mark Rebholz flew the Vimy replica across the Atlantic from Newfoundland to Ireland in July 2005 after which it was presented to Brooklands museum.

The aircraft has since flown at air shows around England and is destined to come to Brooklands as a static exhibit after its appearance on the 90th anniversary of the Alcock and Brown flight at Clifden in County Galway, Ireland on 13 June. The machine was based at Oxford until the 30 April this year, 2009, when it flew to Duxford for an overhaul. The replica returned from Galway on the 15 June and landed at Fairoaks. After a short stay it overflew Brooklands and went on to Duxford where it will be on display over the summer, after which it will finally return to Brooklands as a static exhibit.

Photos of 15 June 2009 events can be seen at tinyurl.com/sihg12 and several video recordings are at tinyurl.com/sihg11. □

Industrial Archaeology News

Nr 149 Summer 2009

review by Gordon Knowles

Mark Sissons came across a derelict industrial site when touring in Namaqualand, South Africa. It had been a major copper mining and smelting site and still standing was the engine house, complete with beam engine by Harvey of Hayle dated 1882. This is thought to be the only one still standing in the southern hemisphere. The Okiep mines ceased working in 1919 but were re-opened in 1937, closing again in 2001, with the exception of a single deep mine at Nigramoep, the reserves being virtually exhausted. A new slag treatment plant was built in 2001 to process some 4.5 million tonnes of slag on the site.

A new AIA initiative in conjunction with the Council for British Archaeology is described by Marilyn Palmer. An English Heritage grant was obtained to organise a series of day schools to educate volunteers who comment on planning applications in the recognition and significance of industrial buildings in the hope that their views may then influence professional planning officers considering demolition or conversion applications. The first two day schools were held in Manchester and Bristol, followed by ones in Ipswich and York. Others are planned for London, the West and East Midlands and in Newcastle.

There are two interesting series of photos, the first of the remains of sugar machinery in Haiti, including a derelict beam engine of 1818 by Js Lindsay & Co. of Liverpool and another of harbour lights around the British coast. The annual AIA awards were made following the 2008 Conference, to the Harnham Water Meadows within the city of Salisbury and to Trowbridge Museum which emphasises the Wiltshire woollen trade.

There is correspondence on 'the earliest water turbine still in situ'. A claim made previously for the 1879 turbine at Gayle Mill in Wensleydale is refuted; a claim instead is made for the 1847 Francis turbine at Lowell Gatehouse which ran until 1923 when superseded by an electric motor drive. Tony Crosby reports on the demise of the Stag Brewery at Mortlake in London which dates from 1487 when it was attached to a monastery. It became a commercial brewery in 1765 and it was twice developed during the nineteenth century until it occupied a sprawling 100 acre site. Little remains of these buildings or any others of historic significance apart from the shell of the early twentieth century malt house. Robert Carr reports that the fate of West Thurrock Marshes has finally been settled. The power station there was demolished in 1993 and the site is now an important one for endangered wildlife. However Thurrock Thames Development Corporation will now build on the site. □

From the Croydon Natural History and Scientific Society Bulletin nr 134 March 2009

An item of interest to those who joined our visit on 4 April 2009: Plans and priorities for 2009 include renewing the displays in the Society's Museum without Walls at selected Croydon Tramlink tramstops.

And an item of interest to those who are looking forward to reading more about the Industrial Archaeology of Croydon:

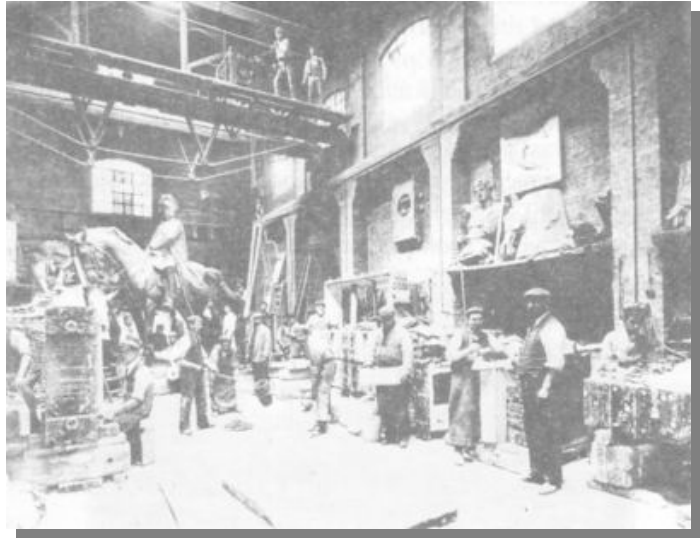
Members of the Industrial Studies Section have continued work on an industrial archaeology guide for Croydon, intended to be published by the Surrey Industrial History Group. Work is in hand on the detailed history of the construction of the Oxted railway line, especially the 2,266-yard Oxted tunnel. This has included liaison with descendents of Joseph Firbank, the contractor who completed the line for the Croydon, Oxted and East Grinstead Railway. Preparation for an additional publication based on the photographs of industrial sites by Tom Sampson has continued. □

Thames Ditton Statue Foundry

I have been compiling a schedule of the bronze statues which were cast at A B Burton's foundry in Thames Ditton. The list is not complete and I would be very grateful if any member can correct any errors or omissions in the schedule to date. SIHG had an archive on the foundry and its gantry crane which has now been passed to the Surrey History Centre. Before handing over this list, I would like it to be as complete as possible.

Please contact me at
p.tarplee@Tesco.net.

Peter Tarplee



The Thames Ditton Statue Foundry in 1907,
with the equestrian statue of the Duke of Cambridge
by Adrian Jones.

<u>TOWN</u>	<u>LOCATION</u>	<u>SUBJECT</u>	<u>SCULPTOR</u>	<u>DATE</u>
Aberdare		Statue of 'Caradog'	William Goscombe John	1920
Aberystwyth		Thomas Edwards	William Goscombe John	1922
Baghdad	[now broken up]	General Maude		
Bala		Lewis Edwards	William Gascombe John	c1911
Belfast	Stormont Castle Grounds	Lord Carson	L Merrifield	1912
Brighton	Seafront	King Edward VII	N A Trent	
Caernarfon		David Lloyd George	William Goscombe John	1921
Calcutta	Barrackpore	Edwin Samuel Montague	Hilton Young	1928
Capel Bangor		Lewis Edwards Memorial	William Goscombe John	1911
Cardiff	Alexandra Gardens	National War Memorial	J N Comper, A B Pegram	1928
Cardiff	Cathays Park Road	Viscount Tredegar	W G John	1909
Cardiff	Museum Gardens	Lord Ninian Crichton Stewart	W G John	
Cardiff	S of Law Courts/City Hall	Gwilym Williams	W G John	1910
Cardiff		James Rice Buckley	William Goscombe John	1926
Cardiff		Lord Aberdare	Herbert Hampton	1908
Cardiff		Lord Ninian Crichton-Stuart	William Goscombe John	1919
Chertsey	Outside Parish Church	War Memorial		
Chester	Eaton Hall	Hugh Lupus	G F Watts	
Crompton		War Memorial		1875
Darlington	High Row	Joseph Pease	G Lawson	1901
Eastbourne		Duke of Devonshire	W G John	
Edinburgh	East Prince's Street Gardens	Adam Black	J Hutchinson	
Esher	Christ Church	F J Williamson memorial	F J Williamson	1898
Esher	High Street	Diamond Jubilee-Britannia	F J Williamson	
Esher	Sandown House	War memorial plaque		1905
Exeter	Bury Meadow, Hele's Road	Sir Redvers Buller	Adian Jones	1879
Glasgow	Cathedral Square	David Livingston		1877
Glasgow	George Square	Robert Burns	George Ewing	1876
Glasgow	Kelvin Way Bridge	Four Groups	Ralph Raphael Montford	1926
Hatfield		Marquis of Salisbury		
Hoylake		War memorial		
Ironbridge		War memorial		
Kingston	Union Street	War memorial	R R Goulden	1932
Kingston	Cemetery	Burton family memorial	R R Goulden	1908
Liverpool	Sefton Park	Eros		
Liverpool		Adam and Eve		
Liverpool		Boer War memorial		
Liverpool		Queen Victoria		
Liverpool		Gladstone		
Liverpool		King Edward VII		
Llandaff	Outside Cathedral	J R Buckley	W G John	
Llandaff		War Memorial	W G John	1896
London	Blackfriars	Queen Victoria	C B Birch	1882
London	Bow	Gladstone	Brace Joy	1883
London	Embankment Gardens	William Tynedale	J E Boehm	1890
London	Embankment Gardens	W E Forster	H R Pinker	1888
London	Embankment Gardens	General Gordon	Hamo Thorneycroft	1921
London	Embankment Gardens	Camel Corps memorial	Cecil Brown	1880
London	Embankment Gardens	Rober Raikes	Sir Thomas Brock	1930
London	Houses of Parliament Gdns	Emily Pankhurst	A G Walker	1904
London	Hyde Park	Physical Energy	G F Watts	1912
London	Hyde Park Corner	Quadriga	Adrian Jones	1925

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London	Hyde Park Corner	Royal Artillery memorial	C S Jagger	1888
London	Hyde Park Corner	Duke of Wellington	J E Boehm	
London	Hyde Park, Stanhope Gt	St George	Adrian Jones	
London	Marlborough Gate	Queen Alexandra		1876
London	Parliament Square	Sir Robert Peel	M Noble	
London	Stanhope Gate	St George, Cavalry Memorial		
London	Trafalgar Square	Fountains		1908
London	Westminster Abbey	Lord Salisbury	W Goscombe John	1907
London	Whitehall	Duke of Cambridge	Adrian Jones	1921
Mauritius	Curepipe, by Royal College	War memorial	J A Stephenson	
Melbourne	Queen Victoria Gardens	King Edward VII	Bertram MacKenna	1920
Merthyr Tydfil		Sir Henry Seymour Berry	William Goscombe John	1931
Monmouth		Charles Stewart Rolls	Aston Webb	1911
New Delhi		King Edward VII		
Newcastle		War Memorial		c1933
Newcastle		Boer War memorial		
Oldham	Alexandra Park	Robert Ascroft	F W Pomeroy	1903
Oxshott	Polyapes Scout Camp	War Memorial		
Penang	Fort Cornwallis	Francis Light		1898
Plymouth	Alexandra Gardens	Lord Aberdare	H Hampton	
Plymouth	The Hoe	Sir Francis Drake	J E Boehm	
Pontypridd		E James & J James Memorial	William Goscombe John	1930
Port Sunlight		War memorial		
Port Sunlight		Leverhulme memorial		
Rangoon	[now melted down]	Sir Arthur Phayre		
Salisbury		H Fawcett	H R Pinker	1906
Sandringham	Sandringham Stud lawn	Persimmon, Derby winner		
Sydney	In front of NSW Art Gallery	Offerings of Peace		
Sydney	Martin Place	Cenotaph	Bertram MacKenna	1928
Tavistock		Sir Francis Drake	J E Boehm	
Thames Ditton	St Nicholas Church	War memorial		
Toronto, Can	Queen's Park	Robert Raikes		1920
Toronto, Can	Queen's Park, orig. in New Delhi	King Edward VII on Kildare	Sir T Brock	1879
Valpariso, Chile	Hyde Park	Captain Cook	T Woolner	1876
Valpariso, Chile		W Wheelwright	G A Lawson	1883
Windsor	Albert Memorial Chapel	Duke of Clarence	A Gilbert	
Windsor		Prince Albert		1933

SIHG Extra Lecture 8 May 2009

Thirty Nine Years of Flying in Military and Civil Aviation

report by Gordon Knowles

The group held the second of this season's meetings 'away' from Guildford at the Letherhead Institute on Friday 8 May, when Chris Roberts gave an excellent, entertaining and educational talk, with plentiful illustrations, of his varied and sometimes exciting career as a pilot in the RAF, with BAE Systems and finally with a charter airline.

Chris joined the RAF straight from school and was one of the first to have his basic flying training on a jet-powered aircraft, the Jet Provost. He progressed to the two-seat de Havilland Vampire and in spite of having a hope of joining a heavy jet squadron flying V-bombers, was, on completion of training posted as a fighter pilot to a Hawker Hunter squadron in Germany. Determined to develop his career he then volunteered to become a flying instructor and was later posted for a tour with the

Red Arrows display team flying the Folland Gnat.

Chris then served as a test pilot and, on leaving the service, joined BAE as Harrier test pilot at Dunsfold. He subsequently made a complete change, joining a charter airline, initially as a co-pilot, then being promoted to a captain and ending up as manager for the line at Gatwick airport.

The audience at the meeting was around 35; a pity there were not more members present, however several of the visitors took away our publicity material and we are hopeful that they will attend the winter lecture series, and perhaps join SIHG.

Both our two experimental outside lectures this season have been successful and the committee will consider similar events for the future. □

The deadline for **submitting copy** for the next Newsletter is

10 September 2009.

Submissions are accepted in typescript, on a disc, or by e-mail to news@sihg.org.uk.

Anything related to IA will be considered. Priority will be given to Surrey-based or topical articles.

Contributions will be published as soon as space is available.

Readers are advised that the views of contributors are not necessarily the views of SIHG.

Website: www.sihg.org.uk