

Lighter-than-Air Register

Curiously, G-FAAA has CofR No L/A2 – and a Note in the Register states that L/A1 was not issued ! Also some extra data has now been added to the bare bones of the main Register.

G-FAAA Spherical Free Balloon (-)

CofR No L/A2 @1.9.22 C.G.Spencer & Sons, N5. CofR Cld 1.30. Built prior to 1914 by Short Bros. Named *Muriel*.

G-FAAB Spherical Free Balloon (-)

CofR No L/A3 @1.9.22 C.G.Spencer & Sons, N5. CofR Cld 1.30. Built by C.G.Spencer & Sons. Named *Owl*.

G-FAAC Spherical Free Balloon (-)

CofR No L/A4 @1.9.22 C.G.Spencer & Sons, N5. CofR Cld 1.30. Built by C.G.Spencer & Sons. Named *City of Highbury*.

G-FAAD Spherical Free Balloon (-)

CofR No L/A5 @1.9.22 C.G.Spencer & Sons, N5. CofR Cld 1.30. Built by C.G.Spencer & Sons Named *Miramar*. Flown by Capt C.W.Spencer it participated in balloon races from Brussels in 1925 and Antwerp in 1926.

G-FAAE must have suffered a mishap between 1920 and 1922 as this is not included in the 1922 details. For the record, however, as at 1.1.21 details were (thanks to PRO via Vic Smith):

G-FAAE Spherical Free Balloon (S.B.7)

CofR No L/A6. R.F.Dagnall, 28 Norman Road, Merton, London, SW19. Built by Airships Ltd (c/n S.B.7 presumably signifying Spherical Balloon No 7).

G-FAAF Rigid Airship (R.36)

3 x Sunbeam Cossack 350 hp & 2 x German Maybach 260 hp

CofR No L/A7 @1.9.22 The Air Council. CofR lapsed 12.22. Construction originally commenced in 1920 by William Beardmore & Co Ltd and during construction converted to passenger-carrying configuration. F/f 1.4.21 from Inchinnan. Moved from Scotland to be based at Pulham, Norfolk. Badly damaged in mooring accident there 21.6.21 when the bow collapsed. Repairs therefore completed by 8.25 but never took to the air again and was finally broken up in 1926. (See Pages 166-167 *Giants in the Sky*)

G-FAAG Rigid Airship (R.33)

5 x Sunbeam Maori 250 hp

Originally built by Sir W.G.Armstrong-Whitworth Aircraft Ltd in 1919 and f/f at Selby, Yorkshire 6.3.19 as a military airship. Initially Regd 1.21 (CofR No L/A8) to The Air Council and flying with new marks by 4.21. All airship flying ceased in 8.21 and airship entered storage at Cardington. CofR lapsed 1.23. Reconditioned and re-emerged 2.4.25 and flown to Pulham. Used for RAF experiments for carrying fighters from airships and in 10.25 trials were made involving de Havilland Hummingbirds. The first launch took place on 15.10.25 using DH.53 J7325 (later G-EBXM) followed on 4.12.25 by J7326 (later G-EBQP). Further trials were performed in 10.26 using a pair of Gloster Grebe fighters. Broken up in 1928. CofR Cld 12.31.

(See Pages 166-167 *Giants in the Sky*)

G-FAAH surprisingly not included in the 1922 listing, despite apparently being active from pre 1915 up to 1927 ! However again (thanks to PRO via Vic Smith) initial details entered in 8.21

G-FAAH Spherical Free Balloon (-)

Built by Short Bros prior to 1915

CofR No L/A9 Mrs V.Dunville, Redburn, Holywood, Co Down, Ireland. Named *Banshee III*. Later ICAN details were: CofR L/A9 renewed 8.23 (but no type etc details given). CofR lapsed 9.24. Notwithstanding any lack of CofR Mrs Dunville participated in all Gordon-Bennett International Balloon Races from 1921 to 1927. *The original Banshee was flown by the owner and her husband John Dunville in 1909 at Hurlingham and Banshee II appeared in 1911.*

G-FAAI Spherical Free Balloon (-) entered Register 9.21

Built by Short Bros prior to 1915.

CofR No L/A10 @1.9.22 C.G.Spencer & Sons, N5. Named *Margaret*.

Participated in Gordon-Bennet International Balloon Races from 1921 to 1924 including surviving a descent into the North Sea off Denmark in 7.23. Was replaced for the 1925 Race by a balloon named *Elsie* - no marks traced. CofR Cld 1.27. [*Peter Moss gave owner as E.Allen in 1921*]

G-FAAJ Spherical Free Balloon (-)

Built by Short Bros in 1911 for Griffith Brewer. 18,000 cu ft capacity.

CofR No L/A11 @1.9.22 Griffith Brewer, WC. Named *Bee*. Piloted by Capt C.E.Meager it participated in both the 1926 and 1927 Gordon-Bennet International Balloon Races. CofR lapsed 7.23. CofR Cld 5.26 & Re-Regd 5.26 (CofR No L/A19) to Airship Clubs Ltd., London W1. Cld 1.33

G-FAAK 60, 000 cu ft Captive Balloon

Built by C.G.Spencer & Sons Ltd.

CofR No L/A12 Regd 8.24 to C.G.Spencer & Sons Ltd., London N5. Named *The Empire*. Used at fetes and similar events and as a parachuting platform. CofR Cld 4.25.

G-FAAL 35, 000 cu ft Spherical Balloon Type R

Built by The Goodyear Co.

CofR No L/A13 Regd 2.25 to C.G.Spencer & Sons Ltd., London N5. Unnamed. CofR Cld 1.26.

G-FAAM Spherical Balloon

Built by C.G.Spencer & Sons Ltd.

CofR No L/A14 Regd 5.25 to C.G.Spencer & Sons Ltd., London N5. Named *Miramar Ist*. CofR Cld 1.27.

G-FAAN Spherical Free Balloon

Built by Short Bros prior to 1915.

CofR No L/A15 Regd 7.25 to C.G.Spencer & Sons Ltd., London N5. Named *The Wanderer*. CofR Cld 1.30.

G-FAAO Spherical Free Balloon

CofR No L/A16 Regd 7.25 to Henry Spencer, London N.16. Named *Fredena*.

[NB: Name of balloon and regd owner differ from previously published data which referred to one built by C.G.Spencer & Sons Ltd. and named *Florence* and later flown in 1929 by the Oxford University Balloon Union]

G-FAAP Free Balloon No B.40

Regd 11.25 (CofR No L/A17) to Director, Airship Development, Royal Airship Works, Cardington. [*This entry conflicts with previously published data which referred to one built by Short Bros prior to 1915.*]

G-FAAQ Spherical Free Balloon

Built by NBRC in 1925 and named *Duchess of York*.

Regd 4.26 (CofR No L/A18) to C.G.Spencer & Sons Ltd., London N5. CofR Cld 1.30.

G-FAAR Spherical Free Balloon

Built by NBRC in 1925 and named *Cecil*

Allocation does not appear in Bulletins for period 4.26 to 6.26 but change of owner appears in 2.29 and quotes original CofR No L/A20. Cld 2.29 on sale and Re-Regd 2.29 (CofR No L/A26) to [owner not recorded.] Cld 1.33

G-FAAS Spherical Free Balloon

Regd 6.26 (CofR No L/A21) to Henry Spencer, London N16

G-FAAT Semi-Rigid Airship K.S.R.1

Regd 9.26 (CofR No L/A22) to Commercial Airships Ltd., London NW3. Construction abandoned. Designer was M.A.Klauck hence designation.

G-FAAU Parachute Balloon (-) [Note Type designation]

Regd 3.27 (CofR No L/A23) to Henry Spencer, London N16.

G-FAAV Rigid Airship (R.100)

Private venture design by Vickers Ltd and built by The Airship Guarantee Co at Howden, Yorkshire. F/f 16.12.29

and flown directly to Cardington to begin comparative trials against R.101 (G-FAAW). Regd 5.30 (CofR No L/A.24) to The Air Council, Cardington. Flown to Canada and returned in July/August 1930. When G-FAAW destroyed 5.10.30, it was taken out of commission and eventually scrapped at Cardington. CofR No L/A.24 Cld 11.31

G-FAAW Rigid Airship (R.101)

Built by Boulton Paul Ltd at Royal Airship Works, Cardington and f/f 14.10.29. Regd .27 (CofR No L/A25 [*assumed as this is unaccounted for but is sequential*]) to The Air Council, Cardington. Special CofA issued 4.10.30, the day of departure for its fateful flight to India. Crashed near Beauvais in the early hours of 5.10.30.

G-FAAX Non-Rigid Airship AD1

Designed by R.F.D.Co and built by Airship Development Co at Guildford. Taken to Cramlington Aerodrome, near Newcastle and erected in the old 1918 airship hangar. F/f 18.9.29 and various flights until deflated in 12.29 for minor modifications. Re-inflated 5.30 and performed a number of aerial advertising commissions with banners laced to the envelope sides. Flown south 21.6.30 to base at Capel where mooring erected near former airship station. Temporarily based at East Horsley, Surrey 25.5.30 for flight over London. Original ABC Hornet engine replaced by 75hp Rolls-Royce Hawk in 7.30 for work in Belgium. Returned to Cramlington by mid 1931 where dismantled and parts sold off by auction on 18.6.31. CofR No L/A.27 Cld 12.31.

End of Lighter-than-Air Register