

A Small Aircraft Hanger near 'New Farm', Kineton Warwickshire. Grid Reference SP345519.

Acknowledgements.

To Mr & Mrs. Hurley of Kineton Grange Farm for permission to inspect this hanger.
To Mr. Peter Ashley Smith for providing newspaper abstracts.

History.

In the 1930's the then Lord Willoughby de Brook was an aviator and used a field near Kineton as a private landing ground. Although the date that the landing ground was first used is not known Lord Willoughby is known to have hosted a flying display at Kineton on the 23rd. July 1932. It may very well be that the landing ground remained in use up to the outbreak of the second world war (September 1939) but no record of airfield activity has been found after, apparently, June 1938 when Kineton appears in the Automobile Association's Register of Landing Grounds.

The AA Register comprises a series of printed information sheets. That for Kineton shows an irregular landing area about 370 yds.(340 m) North to South and 300 yds.(275m) East to West. The facilities are shown as two hangers at the NW and two windsocks. Today (2001) only a single hanger remains. This is presently used for storage but has in the past been used for drying grain.

Description.

A steel framed building in two bays originally giving a clear floor area of about 40 ft. (12 m.) by 30 ft. (9 m.) deep. The remaining wall cladding is galvanised corrugated iron but the roof is corrugated asbestos sheeting.

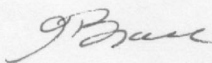
The hanger has four sliding doors, 10 ft. (3 m.) wide and high, hung from one of two overhead rails that extend beyond the hanger to be terminated on fabricated, riveted steel, 'A' frames. This arrangement allows the doors to be fully retracted from the hanger entrance and thus maximise the width of the access. Across the hanger the door gear is protected by a weather shield but beyond the hangers the rails are exposed.

A small side door gives access for personnel without the need to open the main doors. On this door a nameplate gives the manufacturer as 'Boulton and Paul Ltd. of Norwich'.

Internally there are brick walls and a concrete floor neither of which can be original. Some of the brickwork has clearly been removed - what remains is an inverted 'U' shaped wall at the back of the hanger and all within the steel frame. For some unknown reason the cladding has been removed from the back of the hanger so that this wall is now the weathershield and can be seen from outside.

The roof includes a dormer which is completely closed by sheeting. It is not clear whether this dormer is original or a later addition.

The hanger is now wired for light and power but this is all relatively modern. No evidence of a pre war electrical installation has been found.



John Brace
7 October 2001.

Attachments.

- Sketches of the hanger - one sheet.
- Photographs - mounted on one sheet.
- Copy of the AA Register of Landing Grounds for Kineton.
- Newspaper abstracts provided by Mr. Peter Ashley Smith.

KINETON

151SP 345517

9.3m. E. by S. of Stratford-upon-Avon

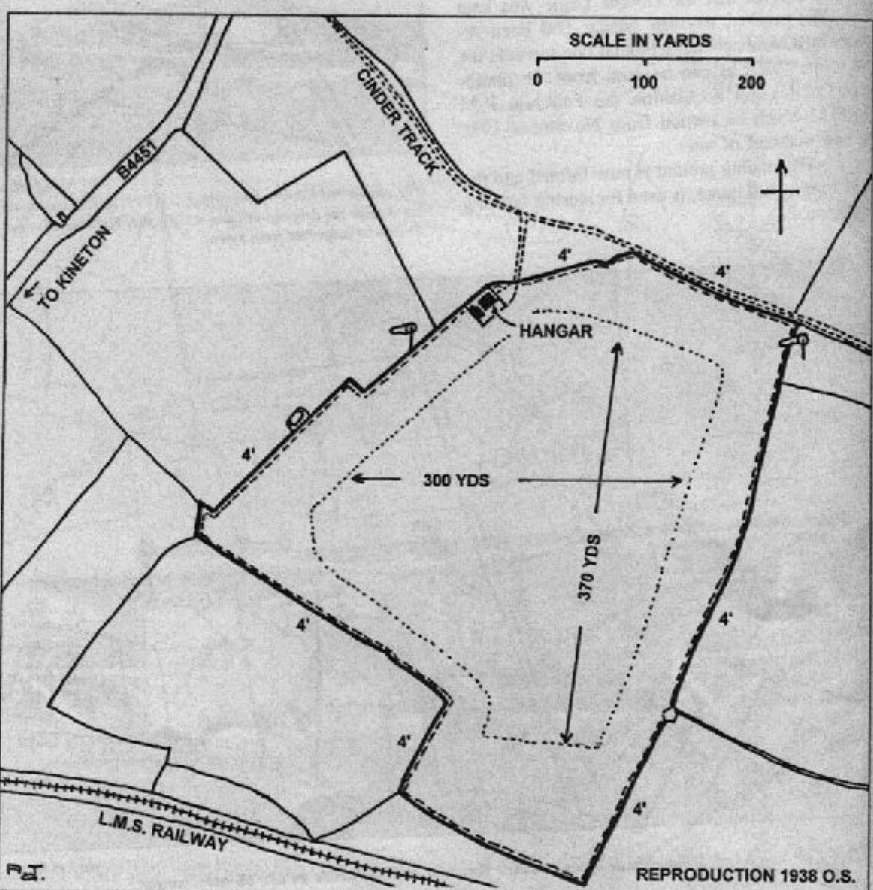
280ft. A.M.S.L.

Kineton was one of the first private landing grounds in the country and was owned and operated by Lord Willoughby de Broke. His lordship first became involved in aviation as a consequence of introducing a fellow officer of the 17th/21st Lancers to the aeroclub at Sywell, Northants. He later took up flying lessons and obtained his "A" licence on the 5th July, 1930, and in the same month purchased a scarlet red Klemm monoplane G-ABBU which he kept at Sywell in his own personal hangar.

Seeding of the airfield at Kineton began in September 1930 and the wooden hangar from Sy-

well was dismantled and re-erected at the northern end of the landing ground with access from the Kineton-Gaydon road via a cinder track.

By April, 1932 his lordship had sold his Klemm and replaced it with a D.H.Puss Moth G-ABNC which he kept until February, 1934. On 23rd July, 1932 a small flying display was organised by the Northampton Aero Club which boasted, at one stage, twenty-five visiting aircraft. The weather was ideal and this attracted the crowds with scores of cars lined up down the side of the airfield. The flying display started at three o'clock, lasting for three hours, and amongst the participat-



KINETON

ing machines were a Comper Swift, Pobjoy Klemm and a Spartan 3-seater with Capt.A.N.Kingwill a well-known pilot giving a demonstration of "crazy" flying. Capt.Kingwill together with Mr.Holmes and Mr.Bonniksen from Leamington gave joyrides during the day. Even Lord Willoughby was heard to say that the response to his venture had exceeded all his expectations.

After Lord Willoughby had become chairman of the Klemm Aeroplane Co. Ltd., later to be renamed British Aircraft Manufacturing Co. Ltd., he promoted their wares from February, 1934 right up to May, 1939 with B.A.Swallow G-ACMZ (Feb.'34 till May'35); B.A.Eagle G-ADES (May'35 till Jan.'36) and finally a B.A.Double Eagle G-AEIN (July'36 till May'39).

The B.A.Eagle was the aircraft that won the S.B.A.C. challenge trophy in June, 1935 with his lordship at the helm. While the Swallow and Eagle were hangared at Kineton no evidence can be found to suggest that the Double Eagle was kept there. The original wooden hangar had been replaced by a more substantial metal one towards the end of the 1930s as can be seen from the photograph of his last acquisition the Fairchild F.24 G-AEQU which he owned from November 1936 up to the outbreak of war.

The landing ground is now farmed and the metal hangar, still intact, is used for storing farming equipment.



via J.H.Rowe
Lord & Lady Willoughby de Broke with their British Klemm L-25C Swallow parked on the hard standing in front of the hangar.



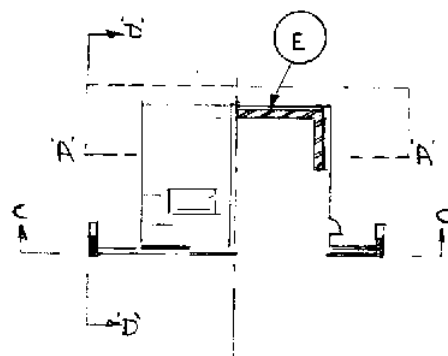
via J.H.Rowe
The scarlet red Klemm monoplane G-ABBU at Kineton standing outside the original wooden hangar that had been dismantled and transported from Sywell.



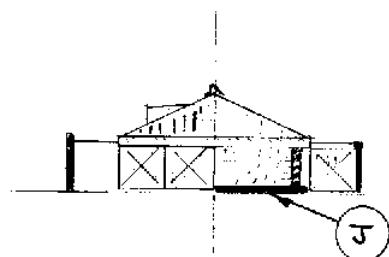
via J.H.Rowe
Lord & Lady Willoughby de Broke with their Fairchild 24C 8-F outside the new all-metal hangar.



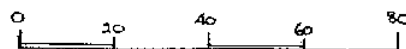
January 1930. The beginnings of Kington Landing Ground.
Self in G-A1313U. German Klemm L 26 A with Cirrus III
motor. I did 200 hours with this. Focals in background.



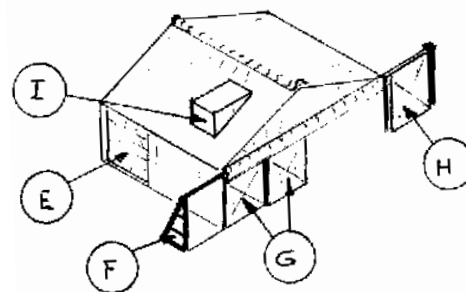
PLAN DRAWN TO SHOW INTERNAL
WALL & TWO DOORS OPENED



ELEVATIONS ON C'-C''



APPROXIMATE SCALE (FEET)



ELEVATIONS ON D'-D''

Legend.

- 'A' — 'A' Area from which wall cladding has been removed revealing the internal brickwork.
- 'E' Internal brickwork wall (not original) now exposed due to the removal of cladding.
- 'F' External steel frame to support the overhead door rails.
- 'G' Two doors in closed position.
- 'H' Two doors in open position.
- 'I' Roof dormer.
- 'J' Raised concrete floor. Not original.

John Brace. 29 September 2001

**AIRCRAFT HANGER NEAR NEW FARM KINETON
GR SP345519**







