

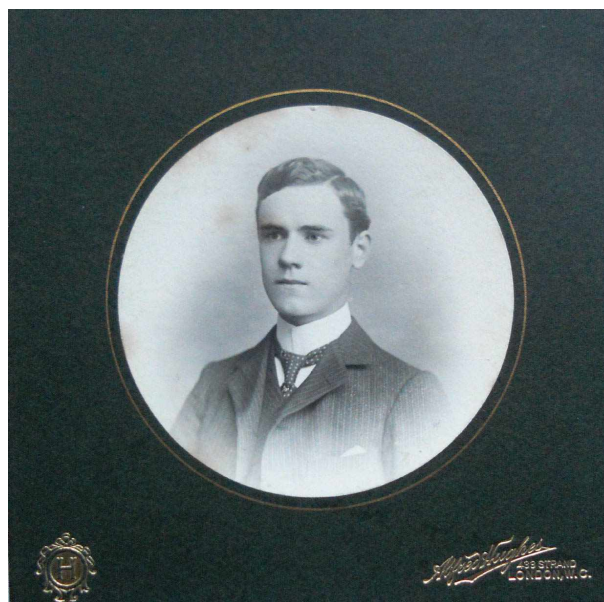
BOURNEMOUTH AVIATION COMPANY LIMITED

by Howard Dalton

Bournemouth and the wider area round Moordown were at the forefront of the development of aviation in the early part of the 20th century. Nothing remains on the sites today except the modern Bournemouth University and adjoining housing, and the Leybourne Estate, plus excellent books on the subject including one by our own, John Barker which I recommend to you.

(You can download a copy from here: www.blsp.jp137.com)

I grew up in Hillcrest Road and my grandparents lived in the adjacent "Little Stretton" on the corner of Wimborne and Lawford Roads. My grandfather never talked about his early days to me and I did not ask the right questions. There is a lesson for us all there!



My grandfather, Albert Edward Dalton, born in London, entered employment in 1899 in a Dickensian firm of Solicitors with the name of Oliver Richards and Parker. His greatest friend there was another clerk, Alick Lake.



A junior partner in the firm at a later date was Hubert Edward Aldridge (born Southampton in 1860) related to the Mooring Aldridge family in Christchurch.



Albert left an interesting, unpublished compilation entitled "Some Recollections", written in 1960 close to his retirement, and he included this mention of Mr. Aldridge:-

"In later years when a new partner was introduced I was privileged to enjoy his personal friendship and this, I am sure, proved to be of great help and influenced my interest in the legal profession from that time forward".

Another extract mentions:-

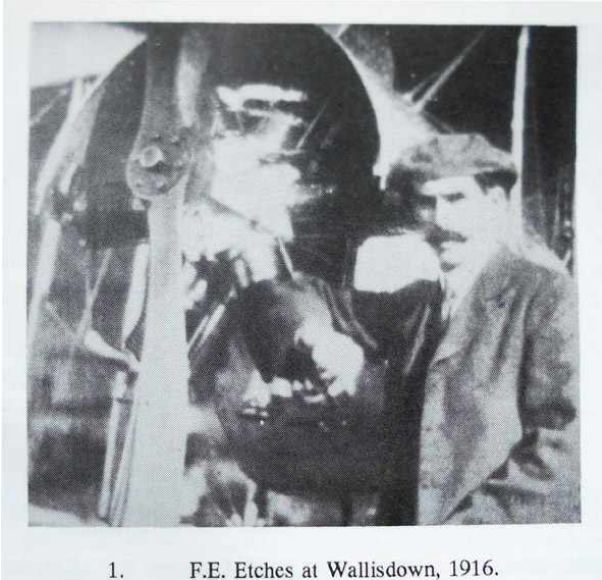
"We spent our honeymoon in Folkestone, and it was by co-incidence that the famous French aviator, Louis Bleriot, was expected to make his landing after his first Channel Crossing a short distance away from where we staying. We joined the crowds on the cliff edge scanning the skies to catch a glimpse of the fragile aircraft but to no avail. Bleriot actually experienced technical difficulties and landed the following day, 25th July 1909, at Dover! I was later brought into closer contact with flying and met that intrepid, but modest, airman Gustav Hamel on several occasions.



He disappeared in 1914 on a cross channel flight and his body was never recovered. My London firm were involved in the case for establishing his presumed death".

"The changes brought about by World War One were ultimately responsible for my leaving London with my family in 1919 and settling in Bournemouth"

At some stage before this time Albert came into contact with the most important person in this story, one Frederick Ernest Etches, a keen pilot and manager of Hamel, with a close association with Hendon and the famous "Flying Circuses".



1. F.E. Etches at Wallisdown, 1916.

Etches also had a business association with Oliver Richards and Parker. He informed Albert that he was opening a School of Flying in Bournemouth. By that time the Royal Flying Corps had been formed and there was an urgent need to train pilots. A two year lease was taken on fields belonging to Talbot Village Farm (known as Vines Farm) and on 22nd June 1916 a Memorandum and Agreement was completed. I was able to visit the National Archives at Kew recently to view this and the dossiers on Bournemouth Aviation Company Limited, and was amazed to see the handwriting of Etches, Aldridge, and Alick Lake on this first document. Aldridge and Etches were the first Directors.

Number of Shares allotted for a consideration other than cash	6000
Nominal amount of the Shares so allotted	£6000
Amount to be treated as paid on each such Share ...	1.

The consideration for which such Shares have been allotted is as follows :—

The Sale by the Vendors Frederick Ernest Etches Richard John Vine and Alfred James Vine to the Company of the Aerodrome Flying School aeroplanes and effects at Talbot Village Nr. Bournemouth Hants. pursuant to the terms of an Agreement dated the 22 June 1916 made between the above named Vendors of the one part and the Company of the other part.

144088 22689 P

THE COMPANIES ACTS 1908 & 1913.

COMPANY LIMITED BY SHARES.

Memorandum of Association
OF
THE BOURNEMOUTH AVIATION COMPANY,
LIMITED.

1.—The name of the Company is "THE BOURNEMOUTH AVIATION COMPANY, LIMITED."

2.—The Registered Office of the Company will be situate in England.

3.—The objects for which the Company is established are:—

(a) To acquire and take over as a going concern and carry on the business now carried on at Talbot Village, near Bournemouth, in the County of Dorset, under the style or form of "THE BOURNEMOUTH AVIATION COMPANY," and all or any of the assets and liabilities of the proprietors of that business in connection therewith.

(b) To carry on the business of an aerodrome School of Aviation and any other business connected with or relating to aviation.

(c) To engage pilots and hold aviation meetings and exhibitions.

REGISTERED
59573
14 JUN 1916

200

6

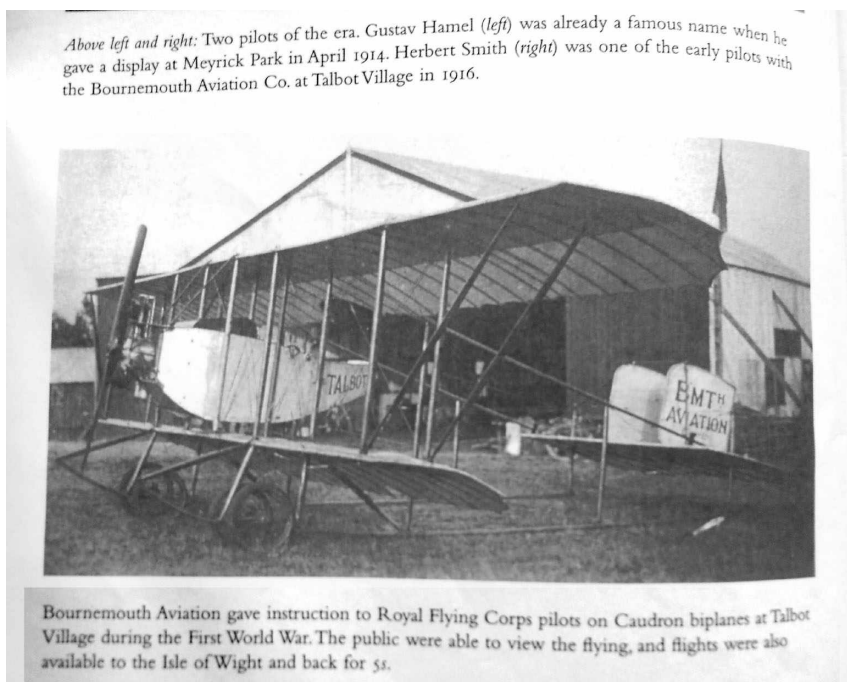
WE, the several persons whose names, addresses and descriptions are subscribed, are desirous of being formed into a Company, are subscribed, are desirous of being formed into a Company, and we in pursuance of this Memorandum of Association, and we respectively agree to take the number of shares in the capital of the Company set opposite to our respective names.

NAMES, ADDRESSES AND DESCRIPTIONS OF SUBSCRIBERS.	Number of Shares taken by each Subscriber.
Hubert Edward Walker 1 King Street St James London SW Solicitor	one
Frederick Ernest Stokes 49 Edgely Road Winton Bournemouth Manager of Flying School	one

Dated the 14th day of June 1916.

Witness to the above Signatures—
Alick W. Lake.
Clerk to Messrs Oliver Richards & Parker
Solicitors
1 King Street St James, S.W.

Throughout 1916 the Company was doing vital work in training British and Belgium pilots at Talbot Village for the Royal Flying Corps, and this received press coverage in the local Bournemouth Graphic newspaper.



Passenger pleasure flights could also be booked as this advertisement of the time shows:-

<p>—STERILIZERS.</p> <p>with grateful and Magazines H. B. Hamilton, 133 Birt.</p> <p>Services y 7th)</p> <p>tor. Dr. Wm. C.</p> <p>IE</p> <p>E ROYAL .m.</p> <p>6.30-7. th MUSIC 8-9.</p> <p>LOMBIER PARIS)</p> <p>Subjects. RACE ROAD, 3E.</p> <p>HALL H.</p> <p>NCERT</p> <p>ill be given by the TMAN Artistes: SON (Soprano). (Contralto). n. Hall's Concerts, harmonic, etc, etc, S.R.C.S. (Tenor). , at 3 p.m.</p>	<h1 style="margin: 0;">FLYING</h1> <p style="margin: 0;">DAILY AT THE</p> <h2 style="margin: 0;">Aerodrome</h2> <p style="margin: 0;">Top of TALBOT AVENUE, - WINTON -</p> <p style="margin: 0;">Afternoons & Evenings</p> <p style="margin: 0;">ADMISSION 6d. and 1/- PASSENGER PLACES from 23 3s. 0d.</p> <p style="margin: 0;">Telephone 1160</p>	<p>£89.1 £19.3 two deduc made joine £2.35 charg the last y £14.1 "I circu name charg incre the st amou to em incre of £1 £6.30 worki very l be pal Mr. E over must</p> <p>A de</p> <p>The share doubt Counc congr and th Tuesd profit to res in har inter past the tr £50.00</p>
<p style="margin: 0;">THE BOURNEMOUTH</p> <h3 style="margin: 0;">Electric Theatre</h3> <p style="margin: 0;">Monday, May 8th, and during the week—</p> <h2 style="margin: 0;">MARY PICKFORD</h2> <p style="margin: 0;">— IN —</p> <h3 style="margin: 0;">Madame Butterfly</h3>		



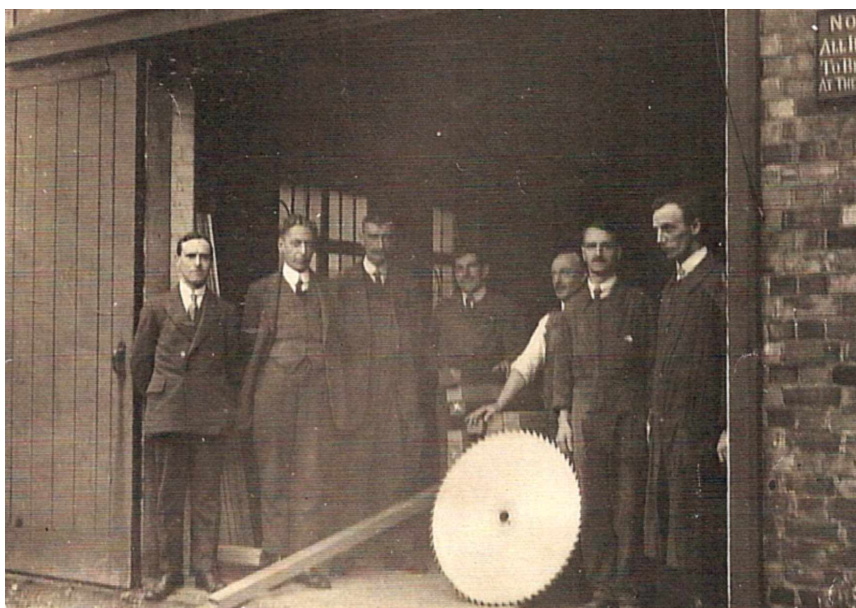
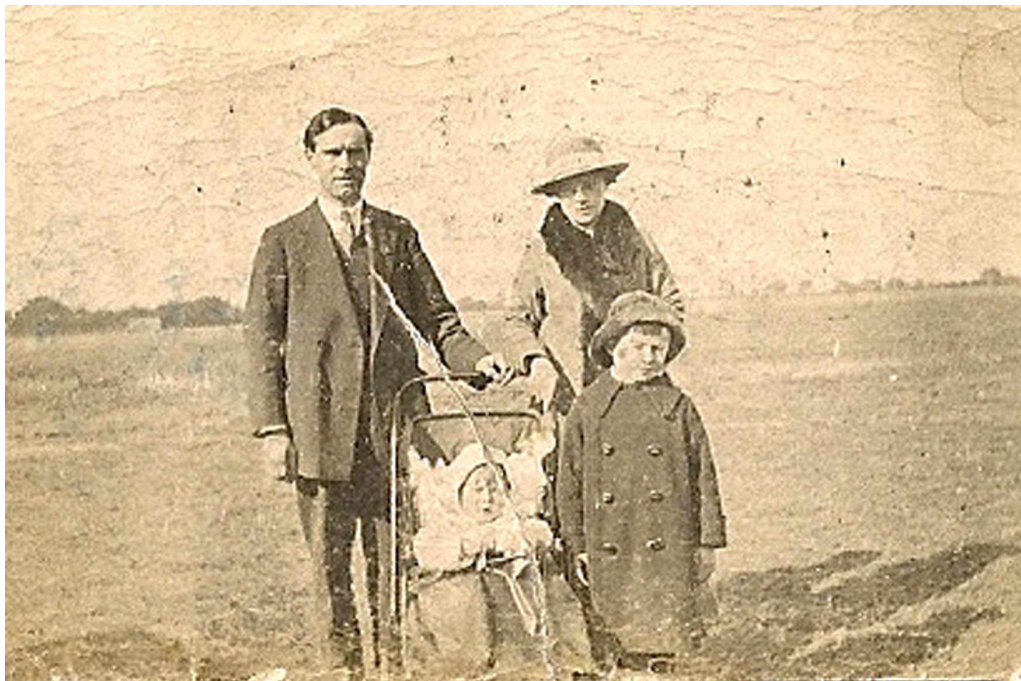
Aero Passenger Biplane Bournemouth Aerodrome

Albert continues his story:-

"I was induced to take a flight in a "Cauldron" biplane and, to my horror, the pilot decided to show off and "looped the loop" as I was strapped into an open cockpit!" On another occasion my instructor told me to taxi the aircraft on the ground to meet him. Unfortunately I pulled the wrong lever and found myself airborne for a short time. I found no difficulty getting off the ground but returning to earth was more of a problem! I did not continue with my earlier enthusiasm".

This airfield was too small for its purpose and there were local objections, so when Ensbury Farm was sold in August 1916, Etches and his Company associate, Bernard Mortimer, decided to buy the 86 acres and a first mortgage of £3000 was taken out. The site was ideal at that time as much of Ensbury Farm lay on a plateau some one hundred and twenty feet above sea level with commanding views. The ground was levelled and large hangars were built on the site of the present day Hill View Shopping parade. Albert by this time had been appointed Secretary and made regular visits to the area.

Here is a photograph of my Grandfather and Grandmother with my father Stanley and Aunt Vera taken on the aerodrome in 14th October 1917, some ten months after the Company moved to Ensbury Park. Another has him posing with staff at the Aircraft Workshop which were situated at Wharf Road (now Wharfedale Road), close to the then Bournemouth West Railway Station. The third is Albert's identity card in 1918 and other memorabilia.



**Recruiting Office
WINCHESTER**

No. of Certificate: *12519*

Name (in full): *Dalton A. E.*

Registered Address (in full): *Reston Mount,
Vallot Rd, Winton B. mouth*

Region No. _____

Age: *31 1/2 - M.*

Occupation: *Secretary to the Company*

Employed by: *B. mouth Aviation Co.*

Issued to the holder as a man who is for the time being under the provisions of the Schedule of protected occupations M. M.

Signature: *J. A. Taylor*
For Minister of National Service.

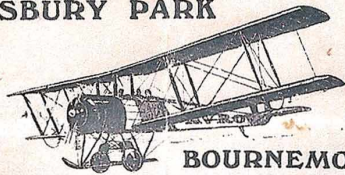
Date: *15-5-1918.*

**The Bournemouth
Aviation Compy.**

Phone: **Limited.** Phone: **Limited.**
1160 (Day) 1168 (Night)

Telegrams: "Etches, Bournemouth."

ENSBURY PARK



BOURNEMOUTH
FULLY LICENSED AERODROME.

School of Flying

**An Up-to-Date
First Class School
of Aeronautics.**

MANAGING DIRECTOR: F. E. ETCHES.

AEROPLANE
MANUFACTURERS.

AERONAUTICAL
ENGINEERS.

The Bournemouth Aviation Co. Ltd.

**SCHOOL
OF
FLYING**

PHONE No. 1160 BOURNEMOUTH.

TELEGRAMS ETCHES, AERODROME, BOURNEMOUTH.

FULLY LICENSED CIVILIAN AERODROME.

AERODROME, ENSBURY PARK,
BOURNEMOUTH.

OVERHAULING AND
REPAIRING
OF ANY MAKE OF
MOTOR CAR.

BUILDERS OF
HIGH CLASS BODIES.

OUR REF.....

YOUR REF.....

Mr. Albert E. Dalton,
Secretary,
The Bournemouth Aviation Co. Limited,
Bournemouth Aerodrome,
Dorset.



1917 to 1921 saw the heyday of the Company. The newly formed Royal Air Force took over the aerodrome on 1st April 1918 and the following year established RAF Winton with a Wireless Telephony School for a short period. Flying exhibitions were still held and here is a picture of Albert with a then well known Danish aviator, Eiler Sundorph, at Ensbury Park in June of that year and the certificate that was granted to him for this purpose by the Royal Aero Club.



6116

SUNDORPH, Ejler Christian
101, Talbot Road, Bournemouth

Born 11th April 1893 *at* Vordingborg

Nationality Danish

Rank, Regiment, Profession Technical Engineer

Certificate taken on Caudron Biplane,

At Bournemouth Aviation School, Bournemouth

Date 4th July 1918.

By the 1930's Sundorph had become an important plane builder in Cleveland, Ohio.

The aerodrome was returned to Civilian operations in May 1919 and a Bournemouth civic party flew from Cricklewood to Bournemouth to celebrate this event .



Further advertisements appeared heralding "Joy Rides in Handley-Page Bombers" and "Whitsun Flying in Bournemouth" and on 18th July 1919 an advert appeared for "First Commercial Air Transport to Bournemouth" involving Brights Department Store.

The first Commercial
AIR
TRANSPORT
to Bournemouth
is bringing goods
exclusively to
BRIGHT'S LTD.
in preparation for Monday's opening of their New Department in Post Office Arcade for
MEN'S TAILORING
AND MOTOR & AIRCRAFT
CLOTHING
It also brings new season's goods for their Drapery Depts.
The goods arrive at the Bournemouth Aerodrome to-day (Friday), at about 5.30 p.m., the mode of transport marking an entirely new development in local business enterprise.

During 1920 and 1921 there was an Easter Monday Flying Display with Chief Instructor Reg Tollerfield in charge, and flights to Bath and Weymouth. This photograph shows Tollerfield piloting an Australian family over Bournemouth in May 1921 with further Avro pleasure flights advertised.

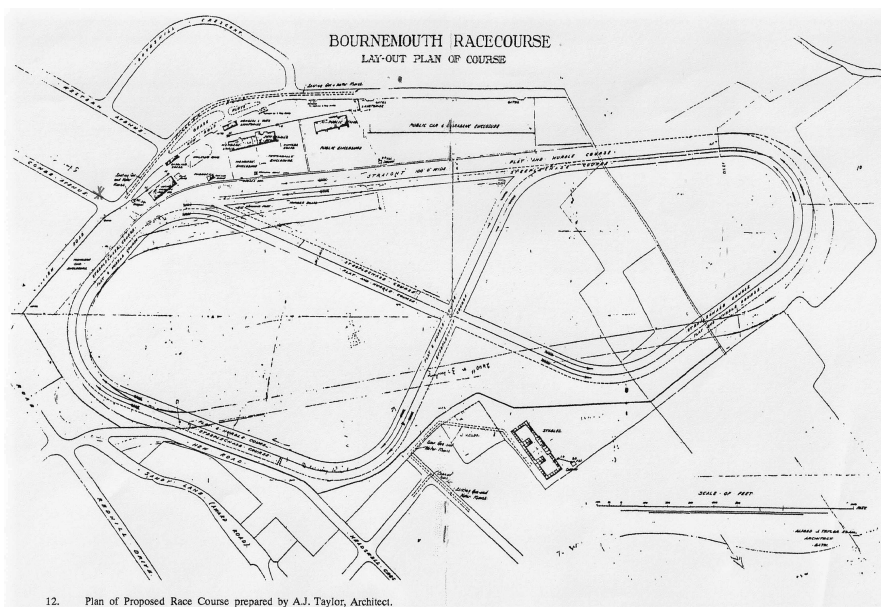
AUSTRALIAN VISITORS' FLIGHT OVER BOURNEMOUTH



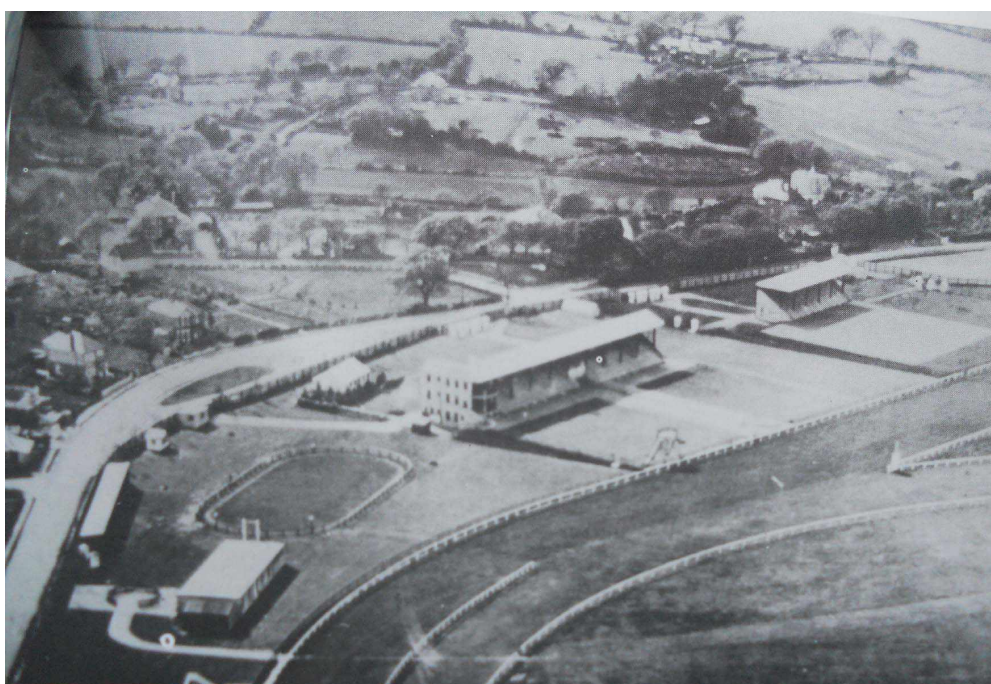
The truth was that behind the scenes the aerodrome was not proving a financial success. Further mortgages had been taken out and Reg Tollerfield left the company taking some of the planes with him. By May 1921 Etches and his colleague Bernard Mortimer, a Southampton bookmaker, sold options on the land. During 1921 Etches and Mortimer developed proposals to change the use of the site to a Racecourse.

The National Hunt Committee was so impressed that they issued a license on October and "The New Bournemouth Racecourse Limited" issued its prospectus with Albert E. Dalton acting as Secretary. The London Press were invited down and gave favourable reports but the Council disapproved, however, and this began a protracted series of negotiations until the building of new grandstands by McAlpines and the Inaugural Meeting of the Racecourse in April 1925.

The perimeters were same as the original airfield and the new grandstands were situated between Hillview Road and present day Western Avenue.



12. Plan of Proposed Race Course prepared by A.J. Taylor, Architect.



This change of use was too much for my Grandfather, who I believe never placed a bet in his life! In April 1922 he started employment as Managing Clerk to Edward Marshall Harvey, a forty year career in which he became a partner in the firm of E. W. Marshall Harvey and Dalton, Solicitors, in Fir Vale Road. In 1922 onwards he still acted as Secretary to the Aviation Company Limited.

Bournemouth Aviation Company continued in name during this period until the London Gazette of 6th May 1925 announces Notice of a Meeting of Bournemouth Aviation Company Limited held in Yeovil and a resolution passed "that the company be wound up voluntarily". William Earle Tucker and Albert E. Dalton are appointed Joint liquidators with the firm of Oliver Richards and Parker acting as Solicitors.

The BOURNEMOUTH AVIATION COMPANY
Limited.

NOTICE is hereby given, pursuant to section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the creditors of the above named Company will be held at Hampstead House, Yelverton-road, Bournemouth, on Wednesday, the 6th day of May, 1925, at 3 o'clock in the afternoon, for the purposes provided for in the said section. Notice is also hereby given, that the creditors of the above named Company are required, on or before the 25th day of May, 1925, to send in their names and addresses and particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Mr. A. E. Dalton, of Hampstead House, Yelverton-road, Bournemouth, a Joint Liquidator of the Company, and, if so required, by notice in writing from the said Liquidator, are, by their Solicitors or personally to come in and prove their debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 25th day of April, 1925.

(051)

ALBERT E. DALTON,
WM. EARLE TUCKER,
Joint Liquidators.

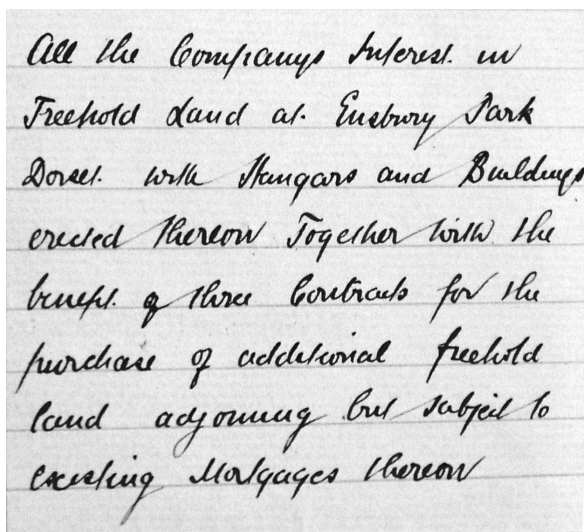
William Tucker hailed from Yeovil, a successful law Clerk and businessman who later became mayor of the town, and it was he who provided the mortgages and became the last Chairman of the Company.



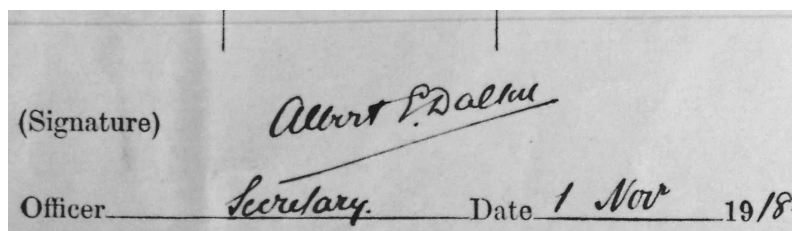
Three Aviation Meetings were in held in 1926 and 1927 but local opposition was strong and one occasion an angry farmer discharged his gun at a plane only narrowly missing the pilot. He was later supported in court by his friend, the artist Augustus John. The final meeting in June 1927 was the scene of tragic air accidents and this sealed the fate of flying at Ensbury Park.

The racecourse went into voluntary liquidation in June 1928 followed by a final Winding-up Meeting of the Aviation Company on the 10th December. It was three years before the site started the building of houses and the start of the Leybourne Estate.

I am proud that my grandfather played a part in the early days of aviation in Bournemouth and it was thrilling to see his neat handwriting and signature on almost every document I viewed in the National Archives at Kew.

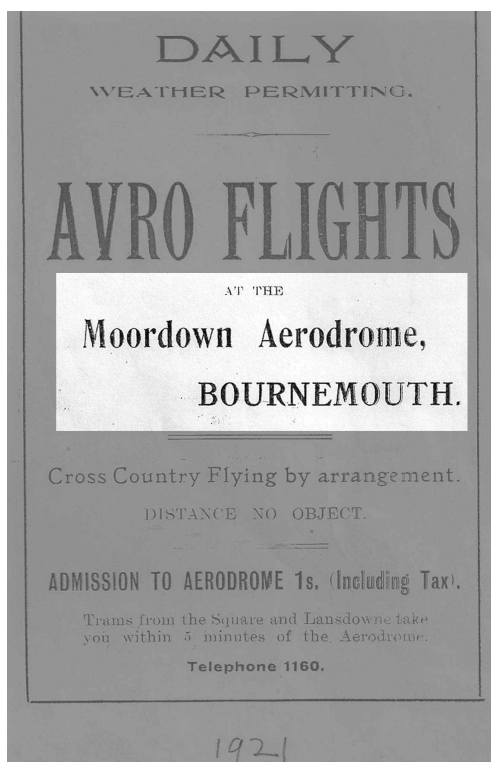


All the Companies Interest in
Freehold land at Emsbury Park
Dorset with Hangars and Buildings
erected thereon Together with the
benefit of three Contracts for the
purchase of additional freehold
land adjoining but subject to
existing Mortgages thereon



(Signature) Albert F. Dalton
Officer Secretary Date 1 Nov 1918.

And one final and very appropriate reason for telling you this story?
Yes, **Moordown** was advertised as having its own aerodrome!



DAILY
WEATHER PERMITTING.

AVRO FLIGHTS

AT THE
Moordown Aerodrome,
BOURNEMOUTH.

Cross Country Flying by arrangement.
DISTANCE NO OBJECT.

ADMISSION TO AERODROME 1s. (Including Tax).

Trams from the Square and Lansdowne take
you within 5 minutes of the Aerodrome.

Telephone 1160.

1921