

# Kegresser at Croydon airport in the thirties



Bottom: 1 Citroën-Kégresse P4T with flat bed and 1 Citroën-Kégresse P10-17 serie with flat bed



The Handley Page H.P.42 and H.P.45 were British four-engine biplane airliners designed to a 1928 Imperial Airways specification by Handley Page of Radlett in Hertfordshire. The H.P.42/45 were the land-based backbones of Imperial Airways and along with the airline's later flying boats are well remembered. Eight were built, four of each type; all were named, with names beginning with the letter "H". The three survivors were pressed into Royal Air Force service at the outbreak of the Second World War. No lives were lost in civilian service (a record thought to be unique for contemporary aircraft) but by 1940, all aeroplanes had been destroyed.

### G-AAXC Heracles

G-AAXC was named after Heracles, also known as Hercules, who was the son of Zeus and Alcmene in Greek mythology and was noted for his extraordinary strength. Heracles first flew on 8 August 1931 and was impressed into service with the RAF on 3 March 1940. The aircraft was destroyed in a gale on 19 March 1940 at Whitchurch Airport, Bristol, when it was blown together with Hanno and damaged beyond repair.

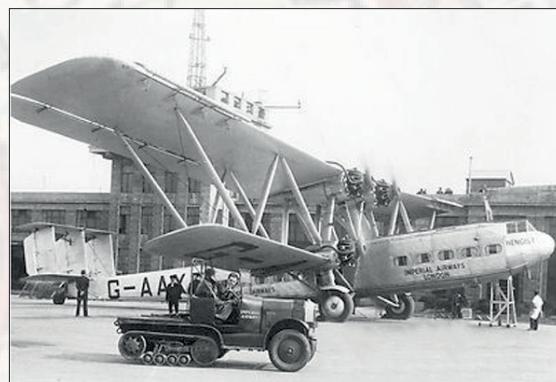
### G-AAXD Horatius

G-AAXD was named after Horatius, a legendary Roman hero. Horatius first flew on 6 November 1931. On 9 December 1937, Horatius was struck by lightning whilst flying across the Channel from Paris to Croydon. A precautionary landing was made at Lympne where it was found that minor damage had been done to a wing. In September 1938, Horatius suffered damage to its port undercarriage and lower port wing in a forced landing at Lympne. The aircraft was repaired and returned to service. It was impressed into RAF service in the Second World War. Returning from France on a transport mission on 7 November 1939, the aircraft could not find its destination of Exeter due to bad weather and was forced to make an emergency landing at Tiverton Golf Course; during this, it hit two trees and was destroyed. A four-bladed wooden propeller from the aircraft was salvaged and is now on display at the Croydon Airport Visitor Centre, situated in the former terminal building of Croydon Airport.

### G-AAXE Hengist

G-AAXE was originally named Hesperides, but was soon renamed after Hengist, brother of Horsa and legendary conqueror of Britain. Hengist first flew on 8 December 1931. It was later converted from a European to an Eastern aircraft. Hengist was caught in an airship hangar fire and burned at Karachi, India on 31 May 1937, making it the only H.P.42/45 not to survive until the Second World War.

Source: Wikipedia





Left and up: 1 Citroën-Kégresse P4T with flat bed

Bottom: 1 Citroën-Kégresse P4T with flat bed and 1 Citroën-Kégresse P10-17 serie with flat bed



PLEASE KEEP YOUR PLACES  
FLT/LT WEBSTER  
AND SCHNEIDER CUP TEAM –  
WILL DRIVE SLOWLY IN CARS  
PAST ALL ENCLOSURES.  
IF BARRIERS ARE BROKEN  
IT WILL BE IMPOSSIBLE TO  
CARRY OUT THESE  
ARRANGEMENTS



Citroën-Kégresse P4T flat bed.

Three engine Handley Page Type W, 25 built, in service from 1921 until 1934



Citroën-Kégresse P4T

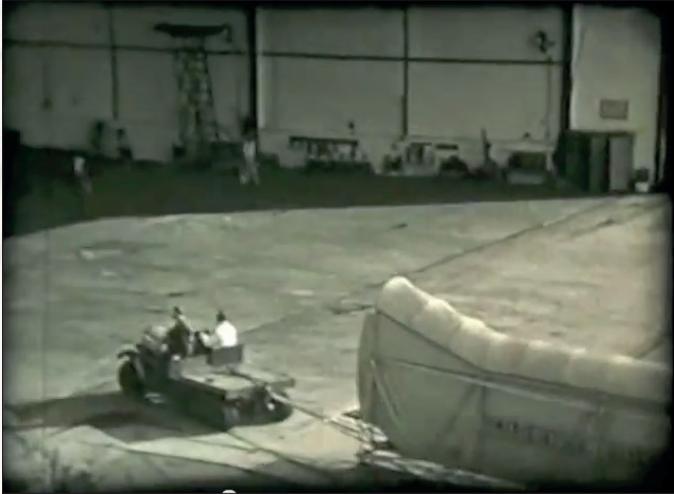


Armstrong Withworth Ensign. The first flight was in 1938. 14 were built.

Citroën-Kégresse P10-17 serie with flat bed.



WIBAULT 282 T12 F-AMHL assigned to Air France on May 30, 1933. Nicknamed “Le Fougueux”  
Citroën-Kégresse P10/17 serie.



Citroën-Kégresse P10-17 serie

