AIRPORT

AP, F 11.3.1949, 9cd — BBC Down Your Way recorded here on Tuesday (8th), and will be broadcast on Sunday (13th Feb 1949). The interviewer was Richard Dimbleby.

GENERAL

CO 3/8/3/7, 586 — Ref to British Hospitals Air Pageant, Ayr, 2nd September 1933.

3SA, 1951 569 — Constructed 1935 by SAL on 157A near Monkton. In 1939 SAL established aircraft construction and maintenance industry. In 1944 employed 5,500. Airfield (grass) taken over by RAF in 1939, and concrete runways, hangars, &c, constructed 1940-45 by Ministry of Civil Aviation, who took it over in 1946. 2 runways - NW-SE 2200 yds, and SW-NE 1500 yds. Control tower established at Orangefield House: Redbrae has become Telecommunications Centre, while Adamton House is Scottish HQ of Min of CA.

WRH, RHP 34101 — (1929) Admiralty Chart ... marked to show extension to Airport at Prestwick inc. Harbour for Seaplanes, with attached explanatory notes, and 2 aerial impressions of the completed scheme. From HH 80/635.

Dick Folder 131 — 1st used 17.2.1936. 1941 - 6600' runway. 1942 - 4500 ' strip. Palace of Engineering moved 1941. Pre-War HQ burnt 1941. 37000 newly built planes arrived in Europe via Prestwick in WW2.

Roy Allan, "Great Airports of the World"
pp 135-138. Photocopy herewith.

AP, F 2.1.1948, 6cde — Construction of the first runway began in September 1935, and it was opened in February 1936.

AP 14.2.1936 — [Prestwick Airport] to be opened on Monday: aerodrome of Scottish Aviation Ltd., and to be used for training of RAF pilots. Hangar/admin block - ?Alex Mair, architect. Orangefield converted to officers mess, with an airmens mess in the annexe.

BoS Architects Biogs — Alexander Mair, 1935-36.

AP 8.9.1944 [1940-42] — First chosen as landing point for ferrying new planes from Canada. First left Newfoundland 11.11.1940. Us personnel stationed there by December 1941, and 1st US Army plane came on 18th April 1943.

AP, F 11.7.1947, 4f — Last Saturday a USAF B29 Superfortress landed, piloted by Capt G D Gifford, 25. Shows that the airport can cope with big planes. It was part of a bomber group flying from Kansas to a secret location, but had to land at Prestwick for repairs. Another one has since landed here, bringing arts for the first one.

AP, F 2.1.1948, 6cde — In Summer 1941 management transferred to RAF. New main runway completed by September 1941, and the secondary runway c.March 1942.

AP, F 19.2.1943, 8ef — Atlantic Ferry article, "Epic War-Time Growth of Transatlantic Air Transport". Copy herewith.

ACC Planning, 2635 — December 1943. New entrance, north side, for Scottish Aviation Ltd.

AP 5.11.1943 — Report of article by Max Karant in US aviation magazine, "Flying", November 1943:
"Soon we landed at Prestwick Scotland at an airfield so similar to those in the US that it could easily have been transplanted anywhere in the states without attracting undue attention. In the admin building for instance we saw far more Americans - army airmen - than English or Scots. Only the Spitfires and Beaufighters overhead made the scene "foreign" - everywhere on the field were Fortresses, Liberators,

	Mitchells, Bostons, Skytrains, Skymasters - dozens of these huge Douglases".
AP 21.9.1945	Described by T B Wilson, chairman of TWA as "first practical international airport".
AP, F 28.12.1945, 7ef	T MacPherson, who was Regional port Director, Scotland, during the war, and is now MP for Romford. Interviewed; suggests, and has previously suggested, that Prestwick should be a full transatlantic terminal, with a port to take the latest liners, linked with the airport. He is disappointed with the limited character of the Cooper Committee report on post-war development of the Clyde, which didn't look at the estuary south of a line, Cumbrae/Skipness. [Thomas Macpherson, MP Romford 1945-1950, 1st Lord Macpherson of Drumochter from Jan 1951. 1888-1965, from Chryston, businessman in food industry.]
ACC, Town Planning Committee 15.1.1946	
	Reference to proposed alterations to one of the runways. Council seek further information and clarification.
E, 31.5.1946, 509b	New Second Runway. Preliminary Survey completed; detailed engineering survey as soon as staff are available. Existing runways are already being used by Constellations.
ACC, PLC 1.7.1946, 1036	Licence under Petroleum Acts. **Crowley Russell & Co Ltd**., Civil Engineers, Glasgow, for Prestwick Airport.
AA, Th 9.1.1947, 8a	In Obituary of David S Govan, **William Govan & Sons Ltd** are described as currently contractors for work at Prestwick and Grangemouth Airports.
AP, F 2.1.1948, 6cde	'Airport Born in Adversity'. Article outlining history to date, with references to various proposals, &c.
ACC, RC 5.1.1948, 12	Application by Air Ministry for permanent closure of roads, B742 Monkton to Aitkenbrae Bridge, Shaw Road from bridge to Shaw Farm road end, and Brieryside Road, from bridge to Brieryside Cottages. All mainly within the perimeter and "more or less obliterated."
AP, F 14.1.1949, 6de	A Globemaster landed last Sunday: the biggest plane yet. After it left, it soon returned due to engine trouble.
AP, F 25.2.1949, 4bcd	Draft Compulsory Purchase order: Civil Aviation (Prestwick Airport) Compulsory Purchase (no.1) Order. Covers about 700 acres, including 370.9 acres property of Scottish Aviation Ltd., parts of a number of farms (Brieryside, T.l. John Smith; Whiteside, Rosemount Estate Co; Shawhill, R L Angus; Shields, NCB, tenanted by John Smith & Son; Shaw, NCB, tenanted by James Dunlop), and c 75A of Adamton, including the mansion house. Published 16.2.1949, objections by 12.3.1949.
ACC, TPC 8.3.1949, 80-81	Proposed new runway. Will be 7,000 ft, and run just west of south from the apex of the eastward extension of the existing runway. It will terminate in the present Heathfield Aerodrome.
ACC, TPC 13.3.1951	(pp 75-77). County Planning Office's report on the Clydesmuir Report into the airport.
ACC, PLC 1.6.1953, 55	Scottish Export House Ltd seeking extended hours for their shops at the airport.
AA, Th 25.3.1954, 1e	Work will start next month on the new runway. It will take 3 years, and cost £1,500,000.
AP, F 30.4.1954, 9d	New 2000 yard runway will take 2 years. Contract, for £750,000, has been awarded to Crowley, Russell & Co Ltd., Glasgow.
MT, 25.6.1954 (MT11)	Gleave chosen after consultations with RIBA.
AA, Th 1.7.1954, 21b	The Minister of Transport & Civil Aviation has invited J L Gleave to design the new Control Tower. "He has also asked Mr Gleave to prepare, at the same time, sketch plans for a future new Terminal

Building." Gleave is a partner in John Keppie and Henderson and J L Gleave, Glasgow.

AA, Th 30.12.1954, 6 — Report of 25th December crash. See reference.

AP 10.6.1955 — Photo of 2nd runway in course of construction. Due in use by Autumn 1955.

AA, Th 29.9.1955, 18ab — New runway comes into use tomorrow. Cost £1,250,000. Begun in April 1954. Will not yet be fully operational.

AA, Th 17.9.1959, 9e — Contractor for 2300' extension to runway (to make it 9800') is to be Richard Costain Ltd. £450,000.

AP 8.1.1960 — Seaward extension of runway begun 1.10.1959.

AP 22.4.1960 — Fairfield Mains Farm is to be demolished shortly, as it borders 2300 foot extension to main runway.

AP 20.5.1960 — 2300' extension used first time last Tuesday, by a BOAC Boeing 707 piloted by Captain Donald Bellingham. New length is 9800'. Built by R Costain Ltd.

AA, Th 28.7.1960, 7 — Full page spread including aerial view taken in 1936. Aerodrome opened 17.2.1936 as an RAF Training School. First Atlantic Ferry flight to Prestwick landed 29.11.1940 from Gander. In 1941 the runway was extended to 6600', and in 1942 a second runway of 4500' was added.

AP, F 7.12.2012, 22 [1962] — 50 Years Ago. 5-man team from Ayr County Council flies to check out duty-free industrial estate at Shannon. ACC estimates similar facility at Prestwick could create 5000 jobs. Backed by BOAC.

AP, F 24.3.2017, 24 [1967] — Second meeting of Prestwick Airport Consultative Committee. Disappointment at lack of news on a planned hotel at the airport. Stated that BAA considering new hotels at Heathrow and Gatwick.

Scots Magazine, n.s. vol 78, no.3, December 1962, 260/262 [James S Grant]

"If one passes Prestwick Airport these days, one sees spidermen spin the steel web for the new terminal building. This is a pleasing sight after the odd and prolonged discontinuity that happened here. When work started, contractors nimbly pushed on with (262) foundations and main concrete erections, then abruptly everything stopped. For months the place stood like a modern McCaig's Folly. The story was that after completion of preliminaries, the authorities began to look round for contractors to cover the next stages, but what man who urgently required a house would wait until all bricks were laid before engaging a joiner?

"Is the new terminal building urgently required? Do not ask this question at the existing airport. The staff are normally ever so polite, but after too many years of mad improvisation in sad surroundings, they have sharp opinions on this matter.

"They work in old Orangefield House, a mansion built when regular transatlantic flights were more of a dream than is a return trip to the moon right now. Small temporary-looking erections, Nissen-huts and prefabricated shacks straggle haphazardly through the shrubberies around. Kindly visitors, such as Americans, say it is quaint. In rush periods the staff use other words.

"Any year now the new glittering airport will be ready, and ground-hostesses, porters, waiters, customs men, commissionaires, and all the others who smooth the traveller's way will no doubt be singing 'The Auld Hoose'. But they will not sing it too sadly."

PTC, SWC 15.9.1964 — Order closing road across runway came into force 13 July 1964. Will be invoked when new loop road is opened.

PTC, SWC 10.11.1964 — Road across runway will be closed with effect from 9 November 1964.

AP, F 1.4.1966, 16a — Management passes today to the British Airports Authority.

AA, Th 6.8.1970, 12ae+photo — First landing of a Boeing 747 was last Saturday (1st August 1970), It was a BOAC plane, G-..CN

Scots Mag., n.s., vol.99, no.4, July 1973, 359-367
Dorothy K Haynes, "A Day at the Airport", with illustrations by K M Andrew. Mostly about people.

AA, Th 21.8.1975, 11ad — Tartan Kitchen cafeteria alleged to be dirty in recent letter to a national newspaper.

AA, Th 31.12.1992,12 — Taken over by PIK Ltd., February 1992. (Ayrshire Community Airport Project Ltd). George Younger.

October 2013 — Taken into public ownership.

AIRPORT TERMINAL BUILDINGS

Andrew — Opened 22.9.1964. J L Gleave, architect.

AA, Th 1.7.1954, 21b — The Minister of Transport has invited J L Gleave to design the new Control Tower. "He has also asked Mr Gleave to prepare, at the same time, sketch plans for a future new Terminal Building." Gleave is a partner in John Keppie and Henderson and J L Gleave, Glasgow.

AA, Th 23.2.1961, 9ab — Groundworks for the new terminal began this week.

AP, F 6.7.1962, 16b — Died Thursday last week. Thomas Hedges, civil engineer. Began career with Prestwick burgh, then RAF, and Ayr County Council. Involved in present scheme of airport development.

AP, F 10.8.1962, 13cd — Contractors to be John Laing Construction Ltd.

BI 74/870 Sept 1962 — Tenders accepted, for Terminal Building. J L Gleave.

Scots Magazine, n.s. vol 78, no.3, December 1962, 260/262 [James S Grant]
See above, in general section.

ASH F25.9.1964, 5ad — Formally opened last Tuesday by Queen Mother. [She did Hunterston A later the same day]

RGIFA, 1966 — J L Gleave & Partners

BI 76/895 October 1964 — Terminal formally opened by the Queen Mother last month. The main terminal buildings, including the forward passenger waiting areas, are of concrete encased structural steel frame construction with in-situ concrete floors and curtain wall cladding, embodying dark glass panels, afrormosia hardwood with vertical mullions in black aluminium and horizontal bands of natural colour fluted aluminium. The forward offices and services' section of the terminal is of reinforced concrete frame construction with cladding in facing brickwork. Apronside service buildings are steel framed, with facing brickwork cladding. Internal walls throughout are of "Thermalite" lightweight aerated concrete blocks and other finishes feature hardwood, polyvinyl floor tiles and acoustic ceiling panels. J L Gleave, architect.

AA, Th 14.11.1968, 8 — SAL opened a restaurant in Orangefield, 1942. Moved, September 1964, to the new terminal.

AP, F 6 Aug 1965, 13e — Expanded Duty Free Shop opens 7.8.1965. The airport already sells duty-free liquors, and pioneered its sale at British airports.

AA, Th 10.8.1967, 18ab — Duty Free contracts awarded, including plan for first supermarket-style shop. Airport Catering Services Ltd (part of Forte group). Scottish Aviation Ltd lose liquor concession, and Hill's (London) Shops Ltd lose perfume and watches concession, but retain that for textiles and souvenirs, and gain duty free cigarettes concession, and lease of bookstall and post office, form Empire Stores (Produce) Ltd, t/a Richard Douglas Ltd.

AA, Th 14.11.1968, 8 — The 'New Restaurant' has opened. Must be a re-decoration/re-ordering of the 1964 restaurant. See ref. John Crane, general manager.

McINTYRE PLAQUE

PTC, GPC 9.3.1965 — Commission has been given to J G Jeffs, 'the well-known Kirkcudbright craftsman'.

AP 23.4.1965 — Plaque to Group Captain D F McIntyre, co-founder of Prestwick Airport, for terminal, is to be made by Tim Jeffs, sculptor, Kirkcudbright. [Plaque unveiled 3.7.1965 - AP 9.7.1965]

PTC, GPC 1.6.1965 — To be unveiled either 3 or 4 July 1965.

MURAL

AP 2.2.1973 — Ceramic mural commissioned in March 1972 by CAA from Robert Stewart, Glasgow College of Art,, unveiled January 1973. [There is an article by Emilio Coia on Stewart and the mural in SF, March 1973. It is essentially an aerial view of airport.

Sv, 4.12.2010 — Seen, in departure lounge.

BING

AA, Th 13.11.1975, 14ghi — The bing, 25', on south side of main road is being removed. Made in 1964 because it was feared new fuel stores would interfere with telecoms.

AIRPORT - OTHER BUILDINGS

BUS SHELTER, opposite No.2 Entrance

ACC Planning, B1824 — October 1957. For Ministry of Transport and Civil Aviation.

COMMANDANT'S HOUSE

ACC Planning, A1259 — July 1949. New access to commandant's house, for John Alex McDonald, Commandant.

CONTROL TOWER

BI 66/771 June 1954 — J L Gleave, of John Keppie & Henderson & J L Gleave, has been commissioned to design the new control tower at Prestwick Airport.

AA, Th 1.7.1954, 21b — The Minister of Transport has invited J L Gleave to design the new Control Tower. "He has also asked Mr Gleave to prepare, at the same time, sketch plans for a future new Terminal Building." Gleave is a partner in John Keppie and Henderson and J L Gleave, Glasgow.

AA, Th 18.2.1960, 7de — Work is beginning on the new 58' Control Tower.

AP 25.3.1960 — Work has begun on new control tower: J L Gleave, architect.

BI 72/843 June 1960 — Tenders have been accepted for Control Tower. Architect - J L Gleave, Glasgow.

FIRE STATION

nr — To be opened October 1961. J L Gleave, architect.

FUEL TANKS

ACC Planning, A6911 — February 1954. Aircraft Fuelling Facilities, Prestwick Airport. G.A> Vickers, manager, engineering dept., London, for Esso Petroleum Ltd and Scottish Oils & Shell-mex Ltd.

ACC Planning, A8978 — August 1955. Bulk storage depot, Monkton, for Esso Petroleum Co Ltd. J Elsdon, Divisional engineer. Cancelled.

CO3/8/7/4 Bldg Wrt BA 6 — Application lodged July 1964 for fuel tanks at Powburn - Shell BP - Alexander S Mackenzie, Clydebank, architect.

HOTEL [Not built]

BI 75/880 July 1963 — Proposed 150-bed hotel for Sheraton Motels Ltd. Raglan Squire & Partners, London, architects.

OFFICE BLOCK

CO3/8/7/5 Bldg Wrt BA 1344 — Office Block at Airport for BAA. Application lodged 8.12.1967. J L Gleave & Partners, Glasgow, architects.

ORANGEFIELD

Scots Magazine, n.s. vol 78, no.3, December 1962, 260/262 [James S Grant]
See above, in General section.

AA, Th 14.11.1968, 8 — SAL opened a restaurant in Orangefield, 1942. Moved, September 1964, to the new terminal.

REDBRAE

AA, Th 23.2.1961, 9ab — The Redbrae Ministry of Aviation Radio Transmitter and Airways Control Building, also sited on the St Cuthbert ground, will eventually be moved to Gailes, near Irvine, to the site of the top-secret RAF radar base.

HOUSE (Not built)

ACC Planning, B117 — June 1956. House, Redbrae; John E Murray, Troon, for Ministry of Transport and Civil Aviation. Scheme abandoned.

RYANAIR MAINTENANCE HANGARS

AP, F 25.2.2011, 19 — Second one opened, recently, by Alex Salmond. £2,000,000, will create 200 jobs.

SCULPTURE

site notices, Oct 1997 — The sculpture on the entrance roundabout is *Aviation*, the sculptor **Carol Gray** of Aberdeen. Presumably put up c. October 1997.

SOCIAL CLUB

CO3/8/7/5 Bldg Wrt BA 1580 — Social Club, for Scottish Aviation Ltd. Planning application C4960 of 31.5.1968. John Dickie, Irvine.

AA, Th 16.1.1969, 1de — Formally opened Tues 14th January 1969. £50,000

TOMATO HOUSES

ACC Planning, 4102 — December 1946. Tomato houses, Prestwick Airport, for Scottish Aviation Ltd.

NUMBERS

1974, First Six Months
(1975 ref) — Freight, 7745 metric tons. Movements, 25118. Passengers, 204138

1975, First Six Months
AA, Th 31.7.1975, 13defg — Freight, 6088 metric tons. Movements, 29409. Passengers, 238625

AIRPORT – STAFF

AIRPORT MANAGER

Air Commodore E D M ROBERTON - 1946
Ap Jan 1947 — Interim. On appointment of McDonald as first Commandant, returned to Ministry of Civil Aviation.

COMMANDANT

Group Captain John Alexander MACDONALD (3.1.1947 - 1950)

AP Jan 1947 — 49.

AP, F 21.1.1949, 4c — Witness at Auchinweet inquiry.

Group Captain George James Horatio 'Jimmy' JEFFS (1950 - 1956)

AA, Th 12.8.1954, 1a — Notice. Mid 50s. Had previously been at Prestwick 1942-45 when in command of Transatlantic Air Traffic Control centre.

LG, 2.1.1950, 13b — OBE. Divisional Air Traffic Control Officer, Ministry of Civil Aviation.

AA, Th 14.7.1960, 22e — is to retire, in September, from post as Commandant, London Airport. CVO in Queens Birthday honours list.

Mr C D 'Wally' WALDRON (fl 1960, 1961)

MANAGER

c.1957 - 1961 — William COEN MBE
Retired in 1961 after 4 years as manager. "The former RAF man has in his time managed airports including Gatwick, and was largely responsible for the development of Stansted, prior to coming to Prestwick in 1957." [AP, F 29.2011, Postscript: 50 Years Ago]

c.1967, and c.1968 — David LIVINGSTON, general manager.

c.1975 — Edward BONNER, general manager

AA, Th 21.8.1975, 11ad — Robert BONNER, general manager.

COMMERCIAL MANAGER

1966-1975 — Charles BROWN. [AA, Th 3.7.1975, 13ac; has retired. B, 1911, Russia, and started in aviation, 1932, at Heston]

GENERAL MANAGER, CATERING SERVICES

1974-1975 — Bob WISHART, 37. AA Th 2.10.1975, 13bc. Came to Prestwick in 1972 as catering manager, and was promoted in November 1974. Going, with spo, Mary, to run a pub in Banff.

MILITARY (WW2, and subsequently)

AA, Th 2.2.1961, 7c — RAF Officers Mess closed in 1946.

CO 3/8/5/36 — In a letter of January 1963 it is noted of the army camp established at Monkton that 'within recent years the huts were removed and in some cases the concrete bases were also dug up.'

ST QUIVOX ROAD

ACC, RC 1.3.1948 — Admiralty will consider possibility of re-opening. See ref.

In Guardian review (May 2013) of Stuart Prebble, *Secrets of the Conqueror: The Untold Story of Britain's Most Famous Submarine*, it is reported that in August 1982, close to, or inside, the territorial waters of the USSR, the submarine Conqueror stole a giant eastern bloc listening device. Once it docked in Scotland again, within hours the cable was on its way to Prestwick Airport for a flight across the Atlantic for analysis. What we learnt, and whether the Russians saw its disappeance as suspicious, Prebble (and we) doesn't know.

BRITISH AEROSPACE

BRITISH AEROSPACE, 2 Main Street, Monkton

Andrew — Originally the Palace of Engineering at the Empire Exhibition, Bellahouston, 1938. Re-erected here in 1941.

B v154, n.4972 20.5.1938 Palace of Engineering is by architect-in-chief to the Exhibition, Thomas S Tait, FRIBA. Infinitely more masculine [than the Palace of Industry West] .. and is by far the largest building in the park, and was built inside 3 months. It is functional exhibition architecture at its best. The entrance, strongly marked with 6 square columns, indicates that one may expect to find no nonsense within.

AA, Th 8.2.1940, 4b Palace of Engineering. To be re-erected in Ayrshire. We understand that the Palace of Engineering, which was one of the most impressive pavilions at the Empire Exhibition in 1938, is to be re-erected in Ayrshire. The building has 4 and a ½ acres of floor space.

BI 50/599 Feb 1940 Reference to purchase by Air Ministry of the Palace of Engineering. To be re-erected in Ayrshire. Has 4½ acres of floor space.

Neill, 73 "Where could we find a factory? All contractors' quotations were not only extortionate but deliveries were way out. Suddenly I had a brain wave. What about the Palace of Engineering at Bellahouston Park? When I was there with Joy earlier in the year [1939] I had been very impressed with the structural design of the Palace; it was the largest single-span building in Europe, and had been standing empty ever since the Exhibition. Stewart [Kennedy] and I paid a visit and went to see the Town Chamberlain of Glasgow City Council. After some tricky negotiations we bought it; we then had to find a contractor to dismantle it and re-erect it at Prestwick. That was a magnificent effort, ably supervised by **Jack Dickie**, the civil engineering manager at SAL."

SCOTTISH AVIATION LTD
See also Neill

AA, Th 13.8.1953, 1de Last Friday, SAL formally handed over to the RAF the first Prestwick Pioneer Mark II.

AA, Th 5.1.1961, 9 Article on 78 Squadron, RAF, which was the first RAF Squadron to be equipped with twin Pioneers, and is now in third year of service in Aden with "these versatile aircraft."

AA, Th 28.8.1975, 13abc Hugh Laughland, MD, has left: he had previously been company secretary, and took over as MD from T D Robertson, who has now become the C.E.

AA, Th 4.9.1975, 13ab Redundancies feared.

AA, Th 9.10.1975, 13dg 144 Redundancies this month, together with 30 retirals/early retirals.

AP, F 6.5.1977, 45epg Became part of British Aerospace last Friday; Laird Group surrendered control. New chairman, T D M Robertson.

CANTEEN, Ministry of Civil Aviation, 6 Main Street, Monkton

ENGINE TEST HOUSE

ACC Planning, A2813 October 1950. Engine Test House, Prestwick Airport, for Scottish Aviation Ltd.

HANGARS

ACC, Planning 1272 November 1938. Hangar, The Aerodrome, Monkton, for SAL.

ACC, Planning 1611 April 1939. Extend workshop hangar, for SAL.

Neill, 103 [c.1941] "The Ministry architect was called **George Grenville Baines**, who had designed hangars based on the Nissen hut principle referred to as 'B' hangars. He came to see us, and Frank Barnard [Superintendent of three disposal units on the perimeter of the airfield] and I showed him the drawings of what we needed. The hangars were huge semi-circular structures 140 ft wide; as the wingspan of a Liberator was 120 ft they were ideal. In next to no time they were adapted and erected and were known as 'B1', B2' and 'B3'"

PRODUCTS

AA, Th 1.1.1948, 10c The last of 3 Dakotas converted by SAL for Cyprus Airways left last week; for new route, Cyprus to Cairo.

ARCON HOUSES

Neill, 131 — [c.1946]. SAL had contract to construct 20,000 Arcon (steel framed pre-fabricated house with prefabricated plumbing and electricity units). Main contractor was a Chester-based window manufacturer, Williams & Williams. The steel framework was made at Caird's Yard in Greenock and the units at Prestwick.

JETSTREAM

Info Boards, East Fortune — Developed in 1967 by Handley Page: the wings were manufactured by SAL. When Handley Page went bankrupt in 1970, SAL were left with 22 pairs of half-finished wings. They were bailed out by a government scheme which involved them building the complete planes, selling them to the RAF as trainers. The Jetstream 31 was introduced in 1982, and it and the subsequent Jetstream 41, were produced until 1997.

MINATIC 7

AA, Mar/Feb 1964 — Picture. Trailer for a mini. Design of K.E.M. Kaye of Highland Engineering Ltd., Edinburgh.

PIONEER

AP, F 14.8.1953, 9a — Names designer as Robert McIntyre

SCAMP ELECTRIC CAR

Info Boards, East Fortune — Produced between 1966 and 1968.

STAFF

Managing Director

Fl 1953 (AP, F 14.8.1953, 9a) — Group-Captain D F McIntyre

Director

Fl 1953 (AP, F 14.8.1953, 9a) — T D M Robertson

Commercial Manager

1940-1950 — John Bruce ERSKINE, CA. 45 when died in a climbing accident in Glencoe, 14.10.1950. [AP F20.10.1950, 8d]

Chief Inspector

Fl.1950 — Arthur H ROWAND. With Erskine when accident occurred.

Secretary

Fl. 1947 — J.L. HOGARTH

S.A.L. SOCIAL CLUB

AA, Th 16.1.1969, 1cde — Formally opened last Tuesday. Murals by George Milne, "associated with Tennent Caledonian."

U S A A F

AA, Th 29.11.1951, 3c — Ref, re use of Heads of Ayr Hotel, to Commander, USAF, Prestwick, Colonel L.S.Lightner.

AA, Th 3.9.1953, 1de — Denied that there was a steady stream of "American-crazy" girls pouring into Prestwick every night. The USAF's Recreation Director is Greta Young, 23, of Troon.

AP, F 9.7.1954, 11a — USAAF Base Commander. Colonel Lopez J Mantoux, who came in June 1952, finishes next month. His replacement is Colonel Rufus K Ward.

AA 152/45, Th 11.11.1954, 6c — USAF Sergeant Sent to Prison. James Andrew Kissling, Staff Sergeant, found guilty of interfering with a 13-y-o girl in a house in

Troon. Denied alternate charges under Criminal Law Amendment Act 1885 & 1922. First case in Scotland since legislation allowed British courts to deal with visiting armed forces personnel.

AP 13.7.1956 — Chapel at USAF Prestwick to be formally opened next Sunday.

AP, F 11.7.1958, 10e — Colonel Elman J Beth, Base Commander, leaves next week after a successful tour of duty.

AA, Th 29.10.1959, 9 — Full page report on progress, with pictures of construction of housing blocks, and of interior of Bowling Hall. On p.1 there is a picture of a new Filling Station.

AA, Th 2.2.1961, 7e — A new Officers' Mess was formally opened last Friday in a Quonsett hut. References to Colonel Russell F Fisher, USAF Base Commander, and to 'Wally' Waldron, Airport Commander.

AP, F 21.7.1961, 13f — New Commander arrived on Tuesday: Colonel Jerome M Triolo, from 62nd Troop Carrier Wing, Tacoma. Succeeds Russell Fisher. Official change-over will be next Tuesday.

(fl 1963) — Base Commander, Lt/Col William J Senser, jun.

PTC, TC 24.5.1966 — Concern expressed over run-down of USAF use of Prestwick Airport.

PTC, GPC 12.7.1966 — USAF Base Group and Units will be withdrawn from Prestwick Airport with effect from 30 September 1966.

AA, Th 7.7.1966. 1 — Will close end of September. Jesse Foley, Base Commander

H M S GANNET

nr — The USAF major presence left in 1966, transferring to Spain, due to re-organisation of US forces in Europe after France left Europe. HMS Gannet established here 23 November 1971. Helicopter squadron transferred from Northern Ireland. Cf development of Faslane at same time. [Andrew, 2000, 45, says became Gannet in 1970]

Ayrshire Life, 1, May-June 1983, 18-21 — Article on HMS Gannet. Established in Ayrshire 1971.

Warlow, 63 — RNAS. Commissioned 23.11.1971 - extant 1999. Airfield used 1940-41 on lodge basis. Retitled HMS GANNET, RNAS Prestwick, 1.1.1994.

COMMANDING OFFICER

Fl 1975 — Commander W J Carter (AA, Th 16.10.1975, 13)

- 2014 — Andy DRODGE (Going to Plymouth, AP 18.7.2014)

2014 - closure (2015) — Charles FULLER

COMMERCIAL SERVICES

1946

AA, Th 30.1.1969, 12e — KLM new York Prestwick Amsterdam flights began in May 1946.

(1947) AA, Th 8.1.1948, 3c — Statistics for Scottish Airlines, 1947. PHOTOCOPY.

AA, Th 1.1.1948, 10c — A Scottish Airlines Liberator flew from Prestwick to the Azores, Monday midnight to Tuesday 0850, with a cargo of boiler tubes, bound for Lageas, to be shipped there via the Donaldson Line's SS Samhorn at Faval.

AP, F 7.1.1949, 7d — 500th KLM flight from New York landed on Wednesday, about 5 a.m., with 7 passengers and a celebratory cake.

AP,, F 1.2.1957, 11a — A British Britannia ('Whispering Giant') flew non-stop on Wednesday from Prestwick (0634 am GMT) to Winnipeg (1745 GMT) in 11 hours

11 minutes. Flown by Captain W F Gibb, chief test pilot, Bristol Aircraft Co. To undertake cold weather trials in Canada.

AA, Th 5.3.1964, 8b/10a — SAS flights through Prestwick being reduced to 2 a week, from 1st April 1964. This is a British government decision, and widely believed it is part of a move to force people to use BOAC.

AA, Th 10.8.1967, 18d — From 10 Dec 1967 BOAC to fly 4 times weekly (from Manchester, via Prestwick) to Antigua and Barbados. Super VC-10s.

AA, Th 5.9.1968, 14b — KLM are to suspend services (New York Prestwick Amsterdam) during the 5 winter months. News comes just after announcement that SAS are transferring New York Prestwick Copenhagen flights to Glasgow, w.e.f 31.10.1968. KLM have commenced, this week, Glasgow Amsterdam freight flights, though SAS are continuing freight flights.

AA, Th 30.1.1969, 12e — Flights will resume w.e.f 1.4.1969, twice a week. Began in May 1946. Suspension, November, was partly due to lose of a DC8 in a hangar fire.

CALEDONIAN AIRWAYS

AP, F 28.6.2013 [1963] — 50 Years Ago. Caledonian Airways (charter airline, Scottish) to establish an operational base at Prestwick next year (1964), having gained American Civil Aeronautics Board permission to fly to any point in the USA. Previously restricted to a maximum of 6 flights per year. Plan to base 2 (of 4) 100-seat DC7-Cs at Prestwick.

FAEROES

AP, F 13.6.1947, 7d — A Scottish Airlines airliner will make the first flight on this year's service (on charter to Faroes Airlines Ltd) between Prestwick and the Faroes on Monday. From then on the service will be weekly. This is the resumption of a service which ran from July 27 to October 5 last year. During that time 30 trips were completed. The total number of passengers carried to the Faroes was 117, and from the Faroes 131. From Prestwick 103 kilos of freight and 199 kilos of mail were flown to the Faroes; 100 kilos of freight and 58 kilos of mail were flown from the islands to Prestwick.

The flight to the Faroes is one of the most difficult in the world because of weather conditions and the fact that blind approach aids are ruled out by the mountainous nature of the ground surrounding the airfield. Local fog is experienced on 300 out of 365 days in the year. The airport is on a small island which contains only one village. Most of the passengers reach it by sea from Thorshaven, the principal town - a journey which takes anything from three to five hours, dependent on the number of stops made at island villages.

The flight to Prestwick, lasting about three hours, replaces a journey by steamer of about three days. Before the war, the Faroes had a large fleet of ships, including two passenger steamers, both of which were sunk by enemy action. Last year every Faroese ship still afloat was being used for fishing.

Many of those who took advantage of the service were on business trips to this country and to Copenhagen (a leg of the service connected the latter with Prestwick). Others were settlers returning to Denmark for a holiday with their families. Sometimes the aircraft carried an urgent hospital case.

Monday's passengers will include Scottish Airlines pilots on familiarisation flight and a member of the booking office staff who will check up on passenger handling on the airport of the Faroes.

AP, F 6.6.1947, 4b — Advert. Single fare, £18; Return £36. Leaves Prestwick at 1200, arrives Faroes 2 p.m., leaves 3 p.m, arrives Prestwick 4 p.m.

AA, Th 25.12.1947, 4d — Scottish Airlines plane went to Faeroes on 2-day charter last weekend. First since regular charters ceased a little over a year ago.

GLOUCESTER

AA, Th 30.3.1961, 5c — Dan-Air have announced a new Saturday-only service, to begin 7th July: Prestwick - Isle of Man - Gloucester. To use a de Havilland Dove. "This will be the first time that Scotland has been linked directly with Gloucester by air."

PORTUGAL (ESTORIL)

Jan 1947 — First flight - Scottish Airlines - to Portugal.

PLEASURE FLIGHTS

AA, Th5.1.1961, 10ab — Leslie 'Woodie' Woods ran pleasure flights for eight years from Prestwick until he was declared a hazard and banned in June 1960. Afterwards he tried to operate flights over the Firth of Forth from Turnhouse, but this lost money. Now giving up the business, and selling his twin-engine Rapide biplane.

MAJOR ACCIDENTS

1948

KLM, 21st October 1948

AP, F 7.1.1949, 7c — Inquiry begins on Monday. T P McDonald, president; Captain C B Frost, assessor.

AP, F 14.1.1949, 4cf, 5bcd, 7a — Inquiry reported. Killed 30 passengers and 10 crew, the worst air disaster in UK since R38, Humber, 1921 (45). Local witnesses included Ian Havron Simpson, 18, meteorological assistant; John Nisbet, Newmilns, control room engineer at Kilmarnock Generating Station; James S R Mair, Glasgow; Edgar Ernest Jessop, weather forecaster; C J Bryden, senior meteorologist; Johannes Jacobus de Jong, 26, KLM ground engineer, Prestwick; Malcolm McDougall, station telegrams communication officer.

AP, F 21.1.1949, 4cdef,5bcd — Inquiry reported, continued. Witnesses: John A Jarvis, 2 Carrick Road, air traffic control officer; Group-Capt John A Macdonald, commandant, Prestwick; Frank Yates, junior, 37, European rep of Lockheed; Geoffrey Theodore van Weegan, air traffic control officer (GCA); Eric Newton, chief investigating officer, Ministry of Civil Aviation (42nd witness); John D Christian, chief briefing officer, Prestwick; William G J Symonds, senior air traffic control officer, Prestwick; Captain George Joseph Malouin, flying superintendent, KLM; Dr Arthur M. Brown, house surgeon, Kilmarnock Infirmary; Dr P.J. Hanafin, medical superintendent, Ballochmyle; Dr William L Kennedy, Westcroft, Tarbolton; Miss Margaret Onions, VHF Operator, Prestwick; Constable William Halliday, Tarbolton; Consable Robert Cruickshank, Ayr; Constable David Struthers, Prestwick; Inspector Robert Halliday, Prestwick; John Alexander, 39 Southfield Crescent, Tarbolton; John L Milliken, barman, Black Bull, Tarbolton.

AP, F 28.1.1949, 3ad — Inquiry closed, after 10 days, last Friday.

AP, F 4.2.1949, 9bc	Letter to AP from Red Cross Ambulance Service (R Marshall, Joint Secy) and Joint Ambulance Committee (Alfred T Scott, secy) emphasising speed of ambulance response.
ACC, PLC 7.3.1949, 59-60	7 police officers (including 1 special constable) given permission to accept cuff-links from KLM, as a token of gratitude for their services at the crash. Gives date as 21st October 1948.
AP, F 7.7.1950, 11cd	Report of Dutch inquiry into the Crash of 20th October 1948, of a KLM Constellation, piloted by K D Parmentier. Trying to land on Runway 26. The weather was already too poor, "but this was not apparent from the weather report [the pilot] had received." He could not be blamed for attempting a landing "in the circumstances indicated in the weather report." Cause was "continuation for too long a period of a low-level flight with a tail-wind parallel to the runway. It was possible that a wind strength greater than the pilot thought contributed to the prolongation of the flight, but unless other circumstances occurred which were not now known, it was considered that the pilot had delayed taking action and had continued on this low-level flight for too long after ground visibility had deteriorated." The maps at his disposal were inadequate, especially with regard to heights of surrounding hills.

1954

ACC, CoCo 28.12.1954, 6	Sympathetic references.

1977

AP, F 18.3.1977, 1	last Thursday. Boeing 707, G-APFK, crashed and caught fire, while doing loops and bumps circuits.

ASSOCIATED INDUSTRIAL

FREEPORT	Enabling legislation contained in 1984 Budget.

CALEDONIAN AIRMOTIVE LTD

Publicity sheet	Became operational in the Spring of 1980. 20 acre site.

GOODRICH

Sv 21.8.07	Architects for ongoing extension are **Bradford Robertson**.

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