

When the Germans Bombed Collingham and Harewood: The Zeppelin Raid of 1916

By Philip Powell

Yorkshire Villages in the Path of the Airship War

By the autumn of 1916, the villages of Wharfedale had spent nearly two years experiencing the war largely at a distance. Sons and husbands were serving in France and Flanders, wounded men were convalescing in the great houses of the district, and local newspapers carried long casualty lists. Few people in Harewood or Collingham would have expected a German air raid to reach the district.

The German Naval Airship Division began bombing raids on England in January 1915, initially attacking the East Coast towns of Great Yarmouth and King's Lynn. Through 1915 and into 1916 the raids moved further inland as Kapitän zur See Peter Strasser, commander of the Naval Airship Division, pressed the Kaiser for permission to attack London and the industrial Midlands and North. In 1916, the peak year of the Zeppelin campaign, twenty-three airship raids were made against Britain, dropping about 125 tons of bombs and killing 293 people. Yorkshire, with shipyards, steelworks and munitions factories at Hull, Sheffield, Leeds and Middlesbrough, was an obvious target. Night navigation, however, was imprecise. Crews relied heavily on dead reckoning and landmarks such as railway lines, rivers and church clocks, and often failed to locate their intended targets.

That combination of ambitious targets and uncertain navigation brought a Zeppelin over the Wharfe valley, where it dropped bombs between Harewood Park and Collingham instead of on a major industrial centre.



The Night of the Raid

Only two nights after the loss of L32 and L33 over Essex in the early hours of 23 September 1916, Strasser sent another force of Zeppelins against England. On the night of 25/26 September, four airships crossed the Yorkshire and Lancashire coasts, bound for targets in the industrial North and Midlands: L14, L16, L21 and L22.

The airship that reached Wharfedale was L14, commanded by Hauptmann Kuno Manger. Its naval designation should not be confused with its builder's number, LZ 46. German naval airships were numbered separately by the Naval Airship Division from the Zeppelin works' construction sequence, and the two systems are sometimes confused. L14 was one of the more active German airships of the war, flying seventeen bombing raids and forty-two reconnaissance missions and dropping more than twenty-two tonnes of bombs on English targets. It was decommissioned and destroyed by its own crew at Nordholz in June 1919, after the Armistice.

By the time L14 reached Wharfedale it already had an extensive operational record. Under its first commander, Kapitänleutnant Alois Böcker, who later lost L33 over Essex on the night with which the Harewood and Collingham raid has traditionally been confused, L14 took part in the London raid of 13 October 1915. Its bombs at Croydon killed nine people, and it narrowly avoided a collision with L13 over Bromley. In February 1916 it bombed Derby, killing three workers at the Midland Railway works and a retired headmistress who died of heart failure during the raid. In April 1916 L14 bombed Edinburgh and Leith, killing at least nine people and destroying a bonded whisky warehouse valued at £44,000.

By September 1916, L14 was therefore an experienced and effective bombing airship. The limited damage caused at Harewood and Collingham was largely the result of where its bombs happened to fall.

L14 crossed the coast at Atwick, near Hornsea, at about 10.05 pm and headed inland towards York. About forty minutes later it dropped a bomb at Heworth Without, on the north-eastern edge of the city, breaking windows in houses and at Elmfield College on Malton Road. More bombs followed as the airship passed south of York. One exploded close to Holy Trinity Church at Heworth, damaging the church windows and a doctor's house opposite. No one was struck directly by the blast, although a woman nearby is recorded as having died from shock.

One reconstruction of the raid puts the total number of bombs dropped in and around York at seventeen. After coming under anti-aircraft fire near Fulford, Manger turned north and dropped bombs near Pilmoor before heading towards Ripon. An incendiary fell near Newby with Mulwith, four bombs fell on the Ripon Rifle Ranges at Wormald Green, and four more fell at Dunkseswick, where the Royal Flying Corps maintained a night landing ground as part of the district's home defences. None caused significant damage.

From Dunkseswick, L14 continued south towards Harewood and then Collingham. A Special Constable who was on duty that night later recorded the progress of the raid as it was reported by telephone from village to village. His account, reproduced in *The History of Wetherby, 1891-1941*, states:

"On September 23rd, 1916, bombs from a Zeppelin were dropped at Harewood and Collingham. The writer, as a Special Constable, was standing outside the Police Station, speaking to the Inspector of Police, who was in telephonic communication with the Superintendent at Tadcaster, and was asked to report progress. The conversation went something like this: 'There is a flash and there is a bomb. There's a flash and there is a bomb.' 'Where are they now?' 'At Sicklinghall. There's a flash and there's a bomb. There's a flash and there's a bomb.' 'Where are they now?' 'At Linton. There's a flash. There's a bomb.'"

The Special Constable gives the date as 23 September, and that date was subsequently repeated in local accounts. The confusion is understandable. On the night of 23 September 1916, L32 and L33 were both brought down over Essex, one destroyed by fire and the other captured largely intact. The event received extensive newspaper coverage. The smaller raid over Yorkshire two nights later appears to have become associated in local memory with the better-known date.

Ian Castle's reconstruction of the raid, based on German airship logs and British Home Defence gun and searchlight reports, places the Harewood and Collingham bombing on the night of 25/26 September 1916. This article therefore uses that date while retaining the Special Constable's account as the principal local record of the raid.

A Contemporary Account: The Yorkshire Post, 27 September 1916

Two days after the raid, under wartime censorship governing reports of air attacks, The Yorkshire Post published an account of L14's passage over the Heworth district of York. Place names were withheld. The town was identified only as 'a North-Eastern town', and Harewood and Collingham were not mentioned. The report appeared under the headline:

THE ZEPPELIN OUTRAGES. NORTH-EASTERN INCIDENTS

TEN MINUTES' VISIT TO A TOWN: A CHURCH DAMAGED

One of our correspondents writes:

"A hostile airship, travelling from the eastward, appeared over the suburbs of a North-Eastern town last night (Monday), about a quarter to eleven. It dropped three or four bombs in fields on the outskirts of the town, and was then focussed by the searchlights, whereupon it immediately deflected from a straight course, veering northwards. Anti-aircraft guns at once came into action, and the raider was seen to endeavour to avoid the searchlight. Two incendiary bombs were dropped on a brickyard at the edge of the town, causing a slight fire, which was immediately extinguished.

Travelling very rapidly the airship discharged three or four more bombs, and then disappeared in a north-easterly direction, the whole visitation not lasting more than ten minutes. Two of the parting bombs were explosive, and one of them fell between a suburban church and a private residence. The force of the explosion smashed the west-end windows of the church, and did some damage to the brickwork. At the same time, it blew off the gable end of the house and tore open the side walls.

The occupants had a narrow escape. Several of them had gone to bed but rose at the warning and were in lower rooms when the bomb fell. As it struck the house, they rushed from the building. The side of the house this morning reveals the bedroom was hastily left, the end of the bed hanging over the floor into space. The other bomb dropped into a field where it made a deep crater. Most of the windows in the houses in the neighbourhood were smashed within a wide radius of the exploding bombs, and portions of metal from the bomb were picked up many yards away in adjacent streets. Beyond the house and church referred to no material or military damage of any kind was affected, and there were no casualties as the result of the direct action of the raider.

One poor woman, the wife of a painter, has, however, died from shock. She and her husband had gone to bed, but on receipt of the warning they went downstairs, where the unfortunate woman was stooping to fasten her boot when she fell forward, and died immediately. About an hour later the sound of rapid

explosions some miles away to the westward were plainly audible for the space of about twenty minutes, and an airship was later reported travelling eastward, some ten miles to the north of the town."

The 'suburban church' was almost certainly Holy Trinity, Heworth. The report of a woman dying from shock after receiving the air-raid warning is consistent with later reconstructions of the raid.

The closing sentence, which reported explosions 'some miles away to the westward' about an hour later, was the newspaper's only indirect reference to the airship's subsequent passage towards Ripon and Harewood. Wartime censorship prevented Newby with Mulwith, Wormald Green, Dunkeswick, Harewood and Collingham from being named in contemporary reports.

A fuller account appeared three years later in the Halifax Evening Courier, after wartime censorship had ended. Combined with surviving Home Defence records, it helps reconstruct L14's route and its final bombing around Harewood and Collingham. It also helps explain the confusion over the date. For some years after the raid, published reporting identified the events but not the places, leaving local recollection to preserve the details.

Damage at Harewood

Within about five minutes, thirteen incendiary bombs were dropped in fields at Harewood, one causing slight damage to a cottage. It struck the corner of the roof, passed through the slates and fell into a water cistern, where it was extinguished. A contemporary report states that the bottom of the cistern was damaged and flames spread onto the landing. The occupants and their child were able to leave the house, and neighbours helped extinguish the fire with buckets of water. The roof was repaired the following day.

The only other damage recorded at Harewood was to an empty hen house belonging to Dr Matthews. The VAD hospital at Harewood House was undamaged. Harewood House had been made available by the Earl of Harewood as an auxiliary hospital under the West Riding Territorial Association. It was one of several country-house hospitals in the district, alongside Lotherton Hall and Temple Newsam, receiving wounded servicemen from the Western Front for convalescence. It was staffed by a commandant, quartermaster, matron and members of the Voluntary Aid Detachment.

Collingham Under Fire

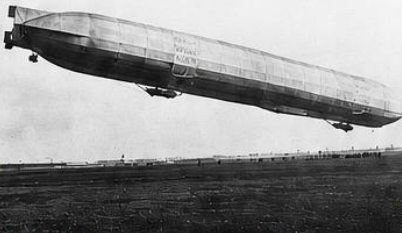
In all, sixteen bombs were dropped between Harewood Park and Collingham. Several, mostly incendiaries, fell in or near the Park. One passed through a cottage roof and landed in a water tank beneath the slates. Another fell in the road in front of the Harewood Arms, while a further bomb fell in the yard behind and destroyed a hen house. The remaining bombs fell along the banks of the Wharfe. Despite bombs falling near houses, roads and the riverbank, recorded damage was limited to the hen house, the cottage roof and other minor damage.

ZEPPELIN L14 RAID

COLLINGHAM AND HAREWOOD

25/26 SEPTEMBER 1916

On the night of 25/26 September 1916, German Naval Airship L14, bound for the industrial North, dropped bombs over Yorkshire. Intended targets were missed. Instead, the airship's route brought destruction to the villages of Collingham and Harewood.



ZEPPELIN L14: TECHNICAL PROFILE

Type:	German Naval Airship (Zeppelin class)
Builder's number:	LZ 46
Naval designation:	L14
Commissioned:	1915
Length:	158 metres
Diameter:	15.7 metres
Gas volume:	23,600 m ³
Propulsion:	5 x 240 h.p. engines
Max speed:	58 km/h
Crew:	18–22 men
Payload (bombs):	Up to 2,000 kg
Raids flown:	17 bombing raids, 42 reconnaissance missions
Fate:	Decommissioned and destroyed by crew at Nordholz, June 1919 (after the Armistice)



HOME BASE (1916):

Nordholz Naval Airship Station, Germany

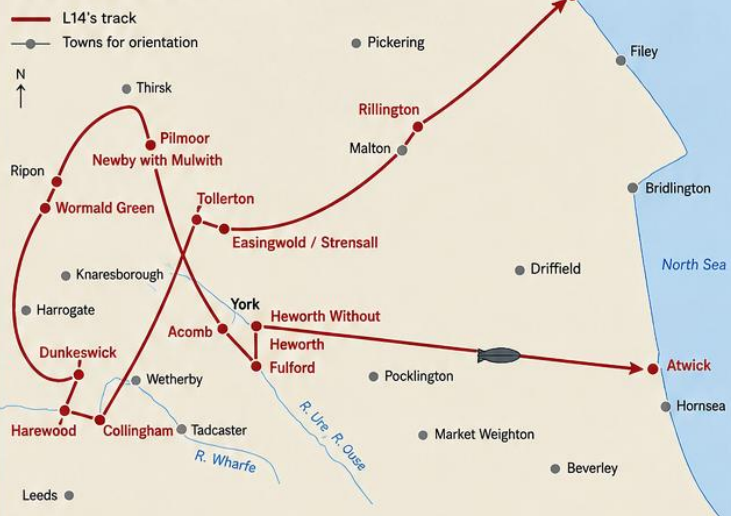


UNIT:

German Naval Airship Division

ROUTE OVER YORKSHIRE

NIGHT OF 25/26 SEPTEMBER 1916



ORDER OF TRAVEL

Atwick → Heworth Without → Heworth → Fulford → Acomb → Pilmoor → Newby with Mulwith → Wormald Green → Dunkswick → Harewood → Collingham → Tollerton → (between Easingwold and Strensall) → Rillington → Scarborough.

Coastline, rivers and place positions are approximate (schematic), not a surveyed map. Sources: Ian Castle (iancastlezeppelin.co.uk); Collingham & District War Archive.

IMPACT ON HAREWOOD



Within five minutes, thirteen incendiary bombs fell in fields at Harewood.

- One bomb hit a cottage, setting the roof and water cistern alight.
- Flames ran onto the landing of the house.
- Occupants and neighbours, including a child who had gone to bed, escaped and extinguished the fire with buckets of water.
- The roof was quickly mended next day.



An empty hen house belonging to Dr Matthews was also damaged.

The VAD hospital at Harewood House was undamaged.

The hospital served as an auxiliary hospital under the West Riding Territorial Association.

Several wounded men from the Western Front were convalescing there.

“The bombs, about thirty in number, fell in the park of Lord Harewood, Collingham and near Wetherby. Lord Harewood's residence was mercifully not hit, but several houses in the village were severely damaged, the windows being smashed and a good deal of roof damage done.”

YORKSHIRE EVENING POST
26 SEPTEMBER 1916

IMPACT ON COLLINGHAM



Two bombs were dropped near the Over-Sevens and Collingham Moor areas.

- Windows were blown in, roofs damaged and tiles dislodged.
- One bomb struck a building near Collingham Moor.
- Despite significant property damage, no deaths are recorded in the village.
- Villagers sheltered in cellars and stayed alert throughout the night.



ANTI-AIRCRAFT FIRE

A standard 13-pounder mobile anti-aircraft gun engaged L14 as it passed Collingham.

Shell bursts were seen against the night sky as the gun fired at the slow-moving airship.

This was one of the defensive positions protecting the Leeds and Yorkshire area.



THE NIGHT IN CONTEXT

L14 took part in a second wave of Zeppelin raids only two nights after two airships (L32 and L33) were shot down over Essex. Four airships crossed the Yorkshire and Lancashire coasts on the night of 25/26 September 1916. L14's intended industrial targets were never reached.

RAID STATISTICS (L14)

- Crossed coast at Atwick: c. 10.05 pm
- Bombs dropped around York: 17
- Total bombs carried on raid: approx. 30
- Total raids flown by L14: 17
- Bombs dropped over England: more than 22 tonnes
- People killed in L14 raids: dozens across Britain (none recorded at Collingham or Harewood)

L14 AFTER THE WAR

After the Armistice in November 1918, Zeppelin L14 was among the German airships ordered to be broken up. Her crew decommissioned and destroyed the airship at Nordholz Naval Airship Station in June 1919 in accordance with Treaty terms.



The Guns Respond: Collingham's Anti-Aircraft Defence

A mobile searchlight and a 13-pounder anti-aircraft gun had been positioned somewhere between Collingham and East Keswick. The weapon was probably a QF 13-pounder 9 cwt, the standard mobile anti-aircraft gun of the period. It was a 3-inch gun, normally towed rather than permanently emplaced, firing a 12.5-pound shell and capable of engaging aircraft at several thousand feet. Its deployment in the area indicates that Home Defence authorities regarded the district as potentially vulnerable to air attack despite its limited military importance.

L14 was caught by the beam as it approached Collingham. The Special Constable's account continues:

"The AA gun fired nine rounds but without success. The L.14 aimed three HE bombs at the light and severed the telephone line between the gun and the searchlight. The airship then flew off going north-east and flying high."

The gun crew fired nine rounds without hitting L14. The four Zeppelins operating over northern England that night all escaped serious damage from anti-aircraft fire and Royal Flying Corps aircraft. Night interception remained difficult, even when searchlights or guns had located an airship. The night landing ground at Dunkeswick, which L14 had passed shortly before reaching Harewood, formed part of the developing Home Defence network. British anti-aircraft and night-fighter capability improved substantially over the following two years.

A publication entitled "Knights Templar", The Copmanthorpe Squadrons of the Royal Flying Corps 1916 to 1918, reported: "On September 25th, 1916, York again was visited by the German airships. "L14", Hauptman K. Manger, dropped nine bombs at about 11 pm on this night, destroying one house and no personal injury or deaths resulted. By this time, an anti-aircraft gun had been added to York's defences, being sited in Acomb. It was accurate attention of the crew of this ordnance that dissuaded further destruction to York by "L14". Having moved inland towards Leeds, "L14" dropped more bombs in the Wetherby area before turning east. 33 Squadron pilots reported searchlight activity around Wetherby, they were still Bramham Moor based but failed to make contact."

The Narrow Avoidance of Greater Destruction

Manger dropped L14's last bombs of the night over the River Wharfe, apparently believing that the airship was about fifteen miles further west, over the River Aire. If that assessment was correct, he may have believed he was approaching or passing Leeds. A local account also suggested that microphones suspended from the gondolas could have picked up Harewood Church clock striking midnight and that, together with the river below, may have contributed to the navigational error.

Later accounts of the raid, drawing on wireless intercepts and German records from other raids that autumn, have suggested that Manger may have believed Leeds, or possibly Sheffield, was within reach and may have mistaken the Wharfe for the Aire. Such navigational errors were common during Zeppelin operations over England. On the same night, about thirty miles to the south, Kapitänleutnant Martin Dietrich in L22 was uncertain after his attack whether he had bombed Lincoln or Sheffield.

The Same Night: Sheffield's Ordeal

Harewood and Collingham suffered little damage compared with other places attacked that night. L22 reached Sheffield and dropped incendiary and high-explosive bombs through Pitsmoor and Attercliffe, killing twenty-eight people and injuring nineteen in the city's first and only air raid of the war. Seven

members of the Tyler family were killed at Corby Street, a young couple and their infant son died at Cossey Road, and eight people were killed while sheltering in a cellar. A subsequent inquiry described Sheffield's anti-aircraft defences that night as a 'fiasco' and reported that the officers responsible were attending a ball in the city centre when the raid began.

Further west, L21, commanded by Oberleutnant-zur-See Kurt Frankenburg, caused serious damage and loss of life at Bolton, where thirteen people were killed by bombs around Kirk Street. Across 1916, Zeppelin raids killed 293 people in England. The raid of 25/26 September accounted for a significant part of that total, although most of the casualties occurred well away from Wharfedale.

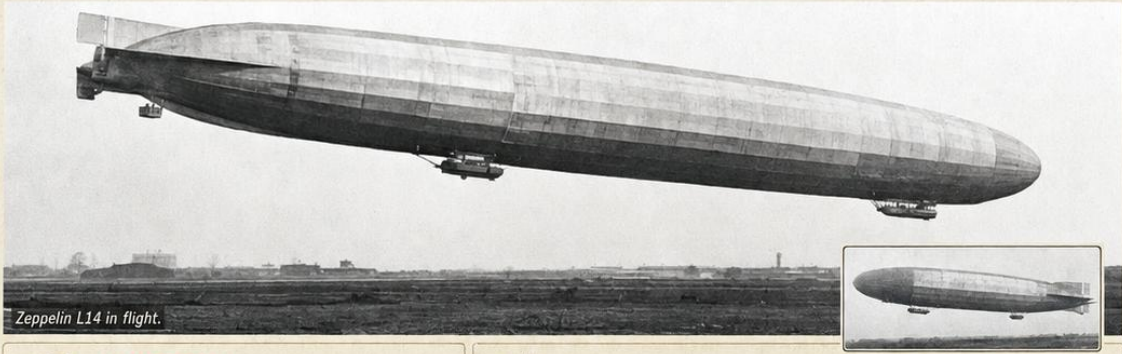
Aftermath and Legacy

No casualties were reported at Harewood or Collingham. The raid caused light structural damage, destroyed a hen house, damaged a cistern and severed a telephone line. The Special Constable's account shows how the progress of the airship was followed locally through reports passed by telephone from village to village.

Britain's air defences improved as the war continued, with more anti-aircraft guns, better searchlights and dedicated Royal Flying Corps night-fighter units. By 1917 the airship campaign was increasingly being supplemented and replaced by raids using Gotha bombers, which were faster and harder to intercept. The Zeppelin raids of 1915 and 1916 nevertheless marked the first sustained experience of aerial bombardment for many communities in Britain, including Harewood and Collingham.

ZEPPELIN L14: TECHNICAL PROFILE

THE GERMAN NAVAL AIRSHIP THAT RAIDED HAREWOOD AND COLLINGHAM, 25/26 SEPTEMBER 1916



Zeppelin L14 in flight.

1. IDENTITY

Naval designation: L14
Builder's number: LZ 46
Type: German Naval Airship
Class: P-class Zeppelin
Builder: Luftschiffbau Zeppelin, Friedrichshafen

2. BUILD AND COMMISSION

- Built in 1915
- Commissioned into German naval service in 1915
- Home base: Nordholz
- Unit: German Naval Airship Division

3. COMMAND AND CREW

Commander on the 25/26 September 1916 raid:
Hauptmann Kuno Manger
 Earlier commander:
Kapitänleutnant Alois Böcker
 Typical crew: about 18–20 men



Inside the control gondola (photographed later).

4. TECHNICAL SPECIFICATION

Length	approx. 163.5 m
Diameter	approx. 18.7 m
Gas volume	approx. 31,900 m³
Propulsion	4 Maybach engines
Speed	approx. 95–100 km/h
Bomb load / payload	up to about 2,000 kg

5. OPERATIONAL RECORD

- 17 bombing raids
- 42 reconnaissance missions
- More than 22 tonnes of bombs dropped on England over her career
- Took part in major raids on London, Derby, Edinburgh/Leith, and the Yorkshire raid of 25/26 September 1916

6. THE YORKSHIRE RAID CONNECTION

On the night of 25/26 September 1916, L14 crossed the Yorkshire coast near Scarborough and headed inland. It bombed around York, Ripon and Dunkswick. After navigational error or misidentification of the river below, the airship continued south-west and dropped bombs near Harewood and Collingham.

7. FATE AFTER THE ARMISTICE

- Survived the war
- Decommissioned after the Armistice
- Destroyed by her own crew at Nordholz in June 1919

AT A GLANCE



L14 / LZ 46
Naval Airship

P-class Zeppelin



Home base Nordholz



Commander on 25/26 Sept. 1916
Kuno Manger



Crew 18–20 men



Bomb load up to 2,000 kg



Destroyed at Nordholz June 1919



Sources for “When the Germans Bombed Collingham and Harewood: The Zeppelin Raid of 1916”

1. The History of Wetherby, 1891–1941 by James Henry Clay; The Wakefield Press, 1 Jan. 1946 Primary source for the Special Constable's eyewitness telephone account of the raid, including the date (23 September 1916) as recorded locally at the time.
2. Collingham & District War Archive. “Collingham & Linton in World War One.” collinghamanddistrictwararchive.info/home.php.

This independently compiled account by military historian Alan Berry, provides important details of the Harewood damage, including the incendiary that passed through a cottage roof into a water cistern, the destruction of Dr Matthews's hen house and the survival of the VAD hospital at Harewood House. The site also reproduces the Yorkshire Post and Halifax Evening Courier material cited below, gives L14's career bomb tonnage in imperial units (48,601 lb, close to the 22,045 kg recorded by the Zeppelin Museum), and includes an excellent route map of the attack on 25/26 September 1916.

3. The Yorkshire Post. “The Zeppelin Outrages. North-Eastern Incidents. Ten Minutes' Visit to a Town: A Church Damaged.” 27 September 1916. Contemporary, wartime-censored newspaper account of the York/Heworth phase of the raid, quoted in full above; reproduced via the Collingham & District War Archive.
4. The Halifax Evening Courier. Post-war account of the raid published after wartime censorship was lifted (c. 1919; exact date not stated by the citing source), used by the Collingham & District War Archive to identify the towns involved and reconstruct the full track of L14.
5. Ian Castle. “23/24 Sep 1916” and “25/26 Sep 1916.” Zeppelins, Gothas & 'Giants': The Story of Britain's Forgotten Blitz, 1914–1918. iancastlezeppelin.co.uk. Principal source for the reconstructed track, timings and armament of Zeppelin L14 on the night of the Harewood and Collingham raid, for the commander's name (Hauptmann Kuno Manger), and for the wider raid of 23 September 1916 in which L32 and L33 were lost over Essex.
6. Seth Speirs. “26 September 1916 – Back, back again.” [airwar19141918: The British at War in the Air 1914–1918](http://airwar19141918.wordpress.com). airwar19141918.wordpress.com, 29 September 2016. Corroborating account of the raid, giving a total bomb count for York (seventeen) and a fuller service record for L14, including her earlier raids on London (13 October 1915, under Kapitänleutnant Alois Böcker), Derby (1 February 1916) and Edinburgh/Leith (3 April 1916). This blog appears to draw on the same research community as the Great War Forum thread “Zeppelin L14 Raid on Northern England” (greatwarforum.org/topic/30539-zeppelin-l14-raid-on-northern-england/).
7. Ian Castle. *The First Blitz: Bombing London in the First World War*. Oxford: Osprey Publishing, 2015.
8. “1916 Zeppelin Raid on Harewood House.” SecretLeeds forum. secretleeds.com/viewtopic.php?t=129. Local discussion thread: source for the suggestion that L14's commander mistook the River Wharfe for the River Aire, and that Leeds or Sheffield may have been his intended objective.
9. Zeppelin Museum (Denmark). Airship database entry for L 14 / LZ 46. zeppelin-museum.dk. Source for L14's technical specifications, service record (seventeen raids, forty-two reconnaissance flights, and 22,045 kg of bombs dropped over the course of her career), her commanding officers, and her eventual fate, destroyed by her own crew at Nordholz on 23 June 1919.
10. Chris Hobbs. “Sheffield's First Air Raid – 25th September 1916.” chrishobbs.com. Detailed account of the Zeppelin L22 raid on Sheffield on the same night as the Harewood and Collingham bombing, including casualty lists, primary newspaper transcripts, and national raid statistics for 1916.
11. Thomas Fegan. *The Baby Killers: German Air Raids on Britain in the First World War*. Barnsley: Pen & Sword, 2002.

12. Andrew Hyde. *The First Blitz: The German Air Campaign Against Britain, 1917–1918*. Barnsley: Pen & Sword Military, 2012. General background on the wider German air campaign against Britain, following on from the Zeppelin raids of 1915–1916.
13. Douglas H. Robinson. *The Zeppelin in Combat: A History of the German Naval Airship Division, 1912–1918*. London: G. T. Foulis & Co., 1962; revised edition, Atglen, PA: Schiffer Publishing, 1994.
14. Tim Lynch. *Yorkshire's War*. Stroud: Amberley Publishing, 2014. Social history of Yorkshire during the First World War, including civilian accounts of Zeppelin raids elsewhere in the county.
15. Mick Powis. *The Defeat of the Zeppelins: Zeppelin Raids and Anti-Aircraft Operations, 1916–18*. Barnsley: Pen & Sword Aviation, 2018.
16. https://aircraftinvestigation.info/airplanes/Zeppelin_LZ46_L14.html a source of photographs and maps associated with L14.
17. Yorkshire Air Museum. “Zeppelins Over Yorkshire – The Story of WW1 Air Attacks.” yorkshireairmuseum.org. General online introduction to the Zeppelin campaign over Yorkshire.
18. The Wartime Memories Project. “Harewood House Convalescent Hospital in the Great War.” wartimememoriesproject.com. Source for Harewood House's role as a VAD/auxiliary hospital under the West Riding Territorial Association during the First World War.
19. The National Archives. “Zeppelin Raids.” nationalarchives.gov.uk/first-world-war/home-front-stories/zeppelin-raids/. General background, and a pointer to the official Home Office and Air Ministry raid records (series HO 45 and AIR 1) held at Kew, which have not been consulted directly for this article.
20. “QF 13-pounder 9 cwt.” Wikipedia. Source for the specification of the standard mobile 13-pounder anti-aircraft gun of the type recorded as engaging L14 at Collingham.

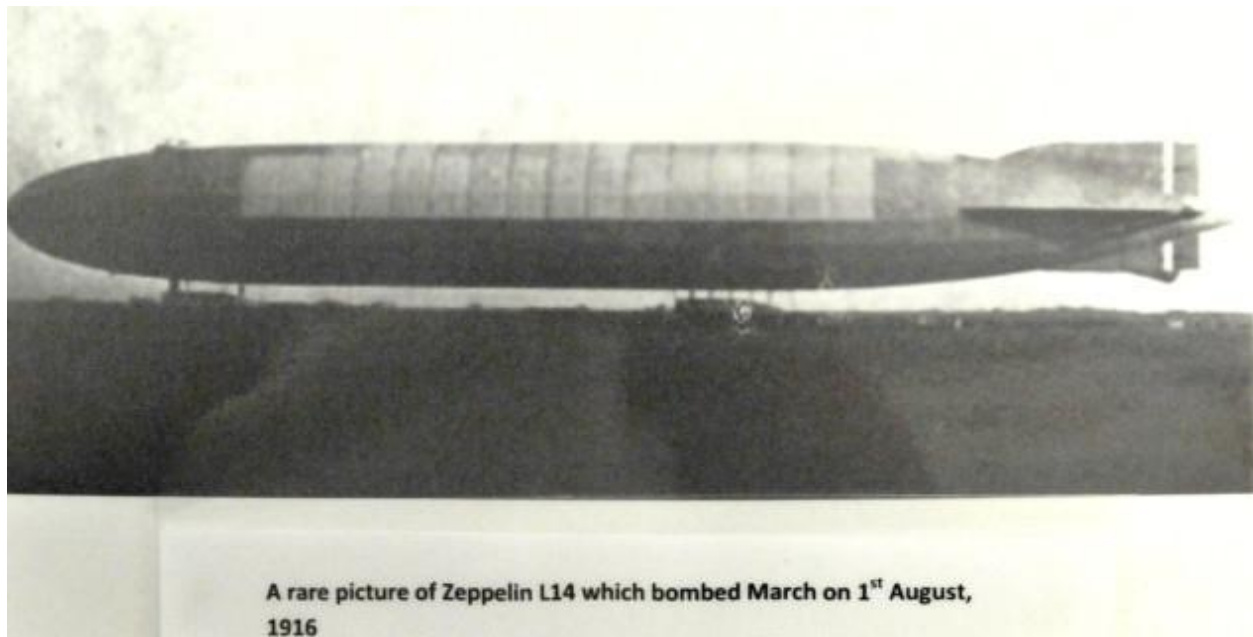


Figure 1A picture of Zeppelin L14



Bundesarchiv, Bild 102-13823
Foto: o. Ang. | September 1932

Figure 2 A rare view of the gondola of the L14 Zeppelin