



# Editorial

Despite its age profile, CCI membership continues to remain healthy, with numbers at around the thousand mark. Much of this is due to the hard work put in by Marcus promoting the Society and Andy chasing up lapsed members. Hopefully other members also promote our cause when in contact with potential recruits.

Our Annual General Meeting will take place at the Royal Air Force Museum on Saturday 23 April. The agenda appears on the contents page and it can be seen that there are two guest speakers, both presenting talks relating to T.E. Lawrence.

There have been a number of CCI articles which have touched on that subject. These are being re-vamped for presentation in a journal-sized publication that will have new introductory material and will, hopefully, attract interest from the Lawrence Society. The other intended CCI publication, in the short term, is a detailed history of air operations in Mesopotamia, which draws on the vast amount of information collated by Ray Vann and the late Mike O'Connor. The DH2 monograph is still in the pipeline, with Trevor Henshaw assuming its editorship.

## This Issue

A large proportion is devoted to the RFC/RAF training organisation in Egypt, a subject that has hitherto received very little attention. Thanks to Ray and Mike's research, that deficit is now made good. I thought that it may be useful to provide information on the machines used by the Egypt-based units and this appears in Logbook. That decision has led me to postpone the inclusion of the final section of the 1915 BEF listings until CCI 47/2, I didn't want to overload the issue with serial information.

Paul Leaman's lengthy part-work on German seaplanes is drawing to a close but readers may be pleased to learn that he has something else up his sleeve. Paul is an acknowledged authority on the G series of captured machines and is working this up for presentation in the journal – something to look forward to.

The two biographies in this issue give further insight to the activities of flying service personnel, with that for R.F. Power illustrating the inventiveness available to the RFC/RAF. Peter

Cowlan's detailed take on the Short 166 is almost the final word on the subject. I say almost because Peter has managed to come up with even more information, which will appear as a short supplement in the next issue. It's always pleasing to include 'new' photographs and those from Alan Roesler, that grace the rear covers, are certainly interesting.

## Future Issues

Mike Meech has already provided readers with detailed accounts of the various types of Contact Patrol undertaken by the RFC and RAF. His research into this topic has also brought to light a lot of information about the various temporary markings applied to machines that undertook such work and this will form the leading article in CCI 47/2.

That issue will also contain a first-hand account by C.E.H. Rathborne of his capture whilst flying with 3 Wing RNAS and his subsequent escape from the Holzminden POW camp. It's always pleasing to receive material about subjects other than British ones and so I'm also including a short piece about the American 3rd Balloon Company. The prolific Colin Owers has produced a very detailed account of RAF BE2as and BE2es in Australia and this will include some very tasty photographs of those types. There will also be another article from the extensive stock of Stewart Taylor material, as well as a short entry from the Seaplane Atlas and the concluding section of the 1915 BEF listings.

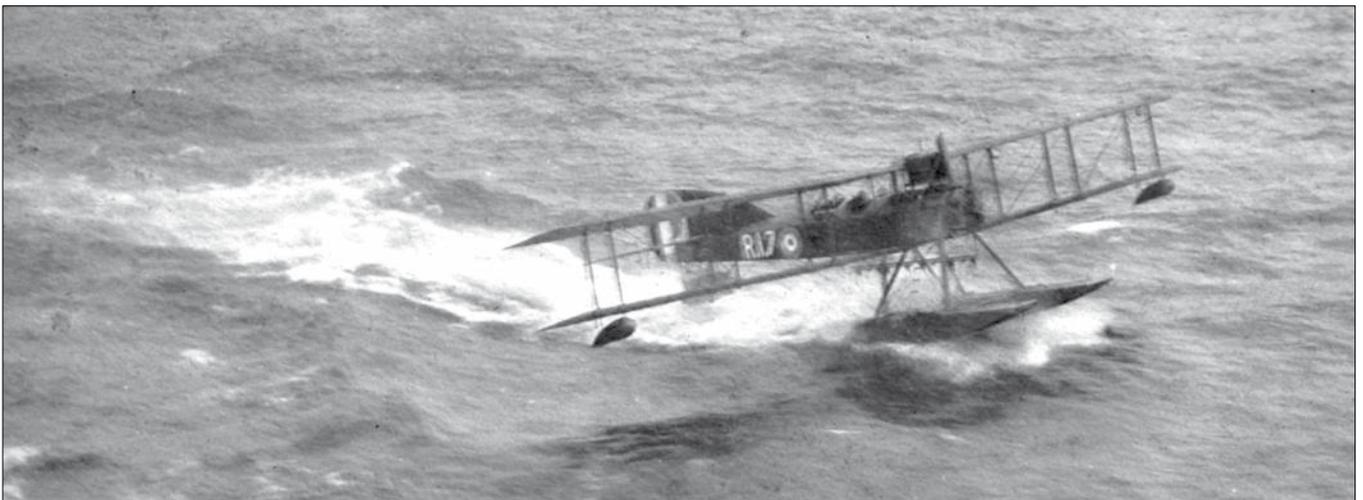
Further down the line, there will be Ray Vann's look at the RFC/RAF in India, including details of the personnel involved and illustrated by numerous rare photos, an analysis of the RAF Air Intelligence section's review of German aeronautical activity and in-depth looks at the Curtiss T and Fairey N4.

In addition to these features, I have a good stock of others to hand but, naturally, would welcome more, particularly from our European and North American members.

## Editor's Choice

The header photo to Peter Cowlan's article, on p.10, shows a Short 166 taking off from a glassy sea in Mudros Harbour. How different from the conditions facing aircrew operating seaplanes from stations around the British coast. This shot of a Short 184 was in a set I bought recently and was taken in the Forth. The machine was probably from HMS *Nairana* and the R.I.7 marking may have related to the Rosyth depot. Such take-offs, in a heavy swell, must have been hairy, to say the least.

*Mick Davis*



The Society acknowledges the Copyright of all photographs in this journal, published for the purposes of historical research, which have come either from private collections, or from the various official bodies which maintain a regulated photographic print library from which copies may be obtained.

AWM: Australian War Memorial, Canberra FAAM: Fleet Air Arm Museum, Yeovilton IWM: Courtesy of the Imperial War Museum, London  
MOD: Ministry of Defence - Crown Copyright NAHC: US Naval Aviation Historical Center NARA: US National Archives & Records Administration RAFM: Royal Air Force Museum, Hendon SHD: Service Historique Défense, Paris TNA: The National Archives, London