



Editorial

I APOLOGISE for the fact that I was one of several committee members who missed this year's AGM; sometimes other things get in the way. I understand, however, that everything went smoothly and that

Professor Jerry White's *Leaman Lecture* was well received. Minutes and details of the Society's accounts are included as an insert to this issue. Attendees, no doubt, will also have enjoyed the new First World War in the Air exhibition at the museum.

This Issue

I am keen to include articles that examine aviation topics relating to all the warring nations and a noticeable absence in recent years has been the American side of things. It was pleasing, therefore, when Alan Roesler offered his piece on Lt A.H. Jones of the 147th Aero Squadron.

Not all our members subscribe to *Over the Front* and, therefore, may appreciate an insight to the training and operational work done by our American allies. It also allows the inclusion of the colour work on the covers, not just the excellent cover painting but also the colour profiles which, in addition to showing the unit and individual markings of the 147th, give accurate representations of the French five-colour camouflage patterns that were much more subtle than many previous representations have shown, with the dopes on fabric covered areas being lightened by the inclusion of aluminium pigment.

An excellent examination of this, co-authored by Alan Toelle (responsible for the Spad drawings on the rear covers) appeared in the spring 2014 issue of *Windsock* and is well worth a read.

The depth of Alan Roesler's research is indicated by the extensive endnotes that accompany his article and this brings me to a question on which I'd appreciate feedback.

I think we'd all accept that anyone submitting material for publication in CCI has done her/his homework and that no contributor would knowingly put themselves in an 'egg on the face' situation. Yes, we can all make mistakes or omissions and that's what the *Fabric* section of the journal is for but my question is, who actually reads endnotes? I wonder whether a list of sources would be better, with authors offering to provide detailed references to anyone interested. That would then free up journal space, which could be used for a short article or for extra photographs.

I've tried to include a range of other articles in this issue,

covering both human and technical subjects. Colin Ower's study of the Porte Baby provides a lot of hitherto unpublished information on that monster, and the large number of quality illustrations that accompany the text are well worth careful study. The inclusion of this has meant that I've selected a relatively short one of Paul Leaman's German seaplane sections and it shows the complete development of Junkers designs up to the J.11 floatplane.

Duncan Curtis' look at the service life of Billy Cotton provides evidence that we can't always believe what some former service personnel said and wrote, while David Fuller's story of the Sisley brothers gives a reminder in this centenary period of the sacrifices made by individual families during the Great War.

The Society has been part-funding the curator post at the RAF Museum that is dedicated to cataloguing the Jack Bruce Collection. Julian Hale has been retained in that post for a further six months and he has provided the short summary of the work he's been involved in. Certainly, if Julian's suggestion becomes a reality, the availability of the JMB collection on-line will be of immense value to researchers.

This issue sees the end of the *Logbook* run on Moranes in RFC service and I've been thinking about what to follow it with. It seems to be pointless to select an operation type because there is a wealth of information on such machines available at Andrew Pentland's excellent website. My thoughts turned to training types, which receive much less attention than they deserve and I'll follow on with a look at RFC Curtiss machines in service at home and in Egypt.

Next Issue

The *Gazetteer* is also coming to an end and the final four pages will appear in the next issue, although it will be the winter edition before all the location maps are issued. Hopefully, the completed *Gazetteer* will provide a useful research tool and serve as a basis for more detailed studies of individual sites.

One such will appear in 46/3. Aviation Archaeology has its followers and digs have recently taken place at two sites, Sedgford and Elmswell. Peter McGee and Graham Mack have provided an article on the latter station, one that covers both its history and the recent excavations and is illustrated by a selection of photographs and plans.

I had to hold over Paul Hare's article on the quest for stability in aeroplanes from this issue but it will appear next time. Similarly, I didn't include one of the numerous Stewart Taylor features at our disposal and so will also do so in 46/3; after plenty of recent Camel features, I've selected one covering Bristol Fighters.

The next designs to be covered in the *Seaplane Atlas* are those from Zeppelin-Lindau, while this year will also see a detailed study of the Short 166 seaplane by Peter Cowlan.

Something more esoteric, but certainly very interesting, is a look at early aviation in Venice during the pre-war period; an article that includes some rare period photographs.

It's always pleasing when CCI publishes hitherto unknown or forgotten information. Mike Kelsey's recent feature on the AW FK3 in 47 Squadron service fell into that category as it provided a lot that we didn't know about the RAF4 engine AW12. Mike's continuing research into the air war over Macedonia has resulted in another fine article, one that brings in the RFC's use of Spads and Nieuports on loan from the French, as well as a further variation on the AW12 design.

There's also a feature to come, from Mike Meech, on the markings used by aeroplanes involved in Contact Patrol work and, although the Morane serial listing may be finished, there are two articles on the use of those machines: Trevor Henshaw has produced an overview of RAF Morane usage, while Nick Forder has done likewise for those with the RNAS.

Mick Davis

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