



# Editorial

Mick Davis

Our Annual General Meeting was held on 10 April and, like the previous one, was conducted using the Zoom video-conferencing system. The Committee have been using this facility, for our regular meetings,

since the beginning of the pandemic and it has worked well. The larger numbers involved in the AGM presented no problems and everything, the meeting and Paul Hare's subsequent talk, went smoothly. There are a couple of points worth highlighting from the day.

One is the progress being made with the DH2 monograph, which is now shaping up nicely. Trevor Henshaw has undertaken the editing of Barry Gray's original manuscript and Andrew Willox is doing the pre-press work. Should any member have DH2 images that could be included in the monograph, contact should be made with Trevor, or any other member of the Committee.

The second important point concerns the position of Sales Manager. Marcus has been fulfilling this role for a long time and now feels that he should step down. A replacement is needed. The key requirements are given in the advert on this page and any volunteer should contact our Chairman, or any other Committee member.

## THIS ISSUE

I've a few lengthy articles ready for use and the first begins in this issue. It will be concluded in issue 52/3. Ian Burns has undertaken extensive research into the story of the Nieuport floatplanes that served in the Middle East and provides what will undoubtedly prove to be the ultimate reference on the subject. The number and quality of the illustrations that Ian has unearthed are staggering.

The concluding part of David Spruce's dissertation concerning British air power in 1915 shows that there is a younger generation of aero historians coming through. A full list of the sources used by David is available from me, by e-mail.

Mike Ingham is the authority on early aviation in SW England and it has been a while since we published anything from him. His contribution to this issue looks at the first WWI sinking of a U-boat by an aircraft, without the assistance of surface vessels.

Our American counterpart has a virtual monopoly on articles relating to the United States air services in WWI and so the inclusion of David Isby's article is more than welcome. As far as I'm concerned, the more nations we cover in the journal, the better and the more we can live up to the 'international' in our Society's name.

Many of the Stewart Taylor articles to hand are quite lengthy but the relatively short one included in this issue is, nonetheless, as interesting as the others. We all like to see images of aeroplanes in interesting colour schemes and so Paul King's Camel E4395 should turn heads.

Aviation archaeology isn't something that's been covered in this journal, except, perhaps, for mention a few years ago of the Camel remains discovered on Thasos. Peter Smith's feature on Port Meadow aerodrome shows that WWI sites without any surviving surface features can still reveal their past. Presumably, similar studies could be undertaken on other sites.

Paul Hare is a regular contributor and his subject this time around is the original Royal Aircraft Factory FE2 and its fitting with a Maxim gun.

Arnold Harvey is another regular and his contribution for this issue concerns ground attack in WWI.

David Fuller has again provided a lovely, colourised image for our front cover, one which really captures Mediterranean colour.

My assumption is that everyone likes to see 'new' photographs and so I selected some Curtiss H12 and 204 Sqn Camels images for the rear covers.

## NEXT ISSUE

The concluding part of Ian Burns' Nieuport floatplanes article will include appendices that cover histories of the 20 machines used, type specifications, lists of known pilots and observers and tabulations summarising the operations flown from British ships.

The first part of a major article by Dieter H.M. Gröschel and Elimor Makevet will cover the history of Flieger-Abteilung 301 and the German Aerial Force in Palestine in WWI. This is another feature that contains a wealth of illustrations and covers a subject that has, hitherto, received little coverage.

I'll be following up David Spruce's dissertation with that by Hal Wilson, who examines the performance of the British aircraft industry during WWI – an aspect of aviation history that is another which has received little attention hitherto.

## SALES MANAGER

**Willing to give time to CCI?  
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for CCI stock?  
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### These are the main requirements:

The amount of time required will vary but is never too great.

The Sales Manager holds stock of the books and magazines advertised in the Society's on-line shop. Shed, loft or garage space is necessary. He/she should be prepared to order new stock as required.

Despatch of items should be done on a regular basis, weekly, fortnightly etc. Order acknowledgement and order despatch e-mails are sent to the customer automatically – so the only communication necessary is when things go wrong, which isn't often. The routine is to export orders from the Society's web shop and import them into Royal Mail's Click & Drop system – which produces address labels and customs declaration forms (for overseas orders) and handles the electronic customs pre-notification.

Naturally, initial guidance will be provided by Marcus and others involved.

Any interested member should contact our Chairman or any other member of the Committee – addresses on contents page.

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