

Editorial

Mick Davis

There is still no end in sight as far as the Corona virus pandemic is concerned. Despite our aging membership, we seem to have escaped quite lightly but no-one knows how things will pan out this winter. Consequently, the

committee think it only prudent to make next April's Annual General Meeting another virtual one, using Zoom. Details will follow in CCI 53/1. The AGM will coincide with the release of the Society's monograph on the DH2. Barry Gray's material has been edited by Trevor Henshaw and Andrew Willox is overseeing the layout. The format will follow that in our previous monographs. Trevor will be giving a talk about the DH2 as part of the AGM programme.

It's disappointing that there have been no volunteers for the post of Sales & Marketing Manager. Existing Committee members can only spare so much of their time and we need to see this position filled. No previous experience is needed; Marcus will provide initial guidance. If you feel that you could contribute some of your time on this, please contact any Committee member.

This Issue

I had thought to run Elimor Makevet's feature on FA301 as a two-part article, but the vast amount of information and detail it contains have necessitated carrying the final section of text and the last appendix over into issue 53/1.

Stewart Taylor produced numerous biographies of Canadian airmen, a large proportion of whom served with the RNAS, many flying Sopwith Pups, Triplanes and Camels. As a result, fans of that other great WWI British fighter, the SE5a, may feel some disappointment. This time, however, I've included the first of a two-part feature on Jack Sorsoleil, who had a noteworthy combat career on the type in 84 Squadron. As ever, Stewart provided numerous photographs of people and aeroplanes and I've supplemented these with other relevant shots from the CCI Archive, notably images from the album of Captain K.M.StC.G. Leask, which was part of the late Bill Evans' collection. Stewart's text also helps provide insights to the characters of the participants, based on assessments made by contemporaries that Stewart interviewed.

The concluding section of Ian Burns' study of Nieuport floatplanes comprises the appendices, which David Fuller has carefully tabulated to fit the pages available. There's a staggering amount of information contained within them. Joe Moran has thoughtfully included Bob Gladding's scratch-built model of the type in his column this time around.

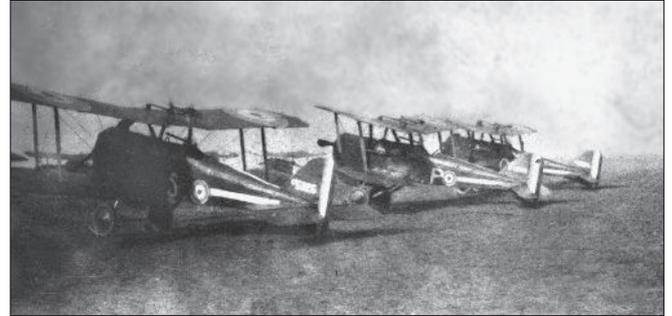
Paul Hare shows that there are a lot of photographs available to illustrate the early days of the RFC. His biography of B.T. James, a pioneer of the use of wireless by the RFC, contains images of many of the machines flown by the man and even one showing the wreckage of the BE2a in which he was lost.

The *Gazetteer of Flying sites in France, Belgium & Germany* is continuing apace: I just have to keep up by producing the site plans on time. Mike Westrop has provided some feedback in this issue's Fabric and readers who can add further information are urged to do so. The 1:100,000 scale War Office maps will have run their course by next issue but will be followed by similar maps to show the locations of Independent

Force aerodromes in North-Eastern France and Army of Occupation aerodromes in Germany.

Next Year

Issue 53/1 will see the final part of the FA301 story and the conclusion of the Sorsoleil biography. The latter picks up the story in March 1918, when unit markings changed. The photo below, of C5326, S, B4885, P, and A4851, C, is therefore superfluous, so I'm showing it here. 53/1 will also contain a detailed biography of John Galpin, well-known as a pilot of Felixstowe flying boats.



Subsequent issues will contain biographies of such pilots as Michel Coiffard and 65 Squadron's first 'ace', H.L. Symons. For the more technically minded, there will be more from Peter Cowlan on the Short 166 and Peter Chapman's account of Zeppelin L85.

SALES MANAGER

- Willing to give time to CCI?**
- Have available storage space for CCI stock?**
- Have a nearby Post Office?**

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 can be done at on 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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