



Editorial

Mick Davis

Welcome to the journal of the Great War Aviation Society. When the name change was proposed, there was some concern among the membership that the journal would

be, in some way, affected. As can be seen, there's very little change – only tweaks to the wording of the front cover and the contents page.

Wind in the Wires

Wind in the Wires continues to flourish in the 10 years since the first issue was sent out in June 2012. Issue number 41 went out on 12 May 2022 to over 1,500 people. We currently have 1,518 subscribers in total on the list. The Society's membership currently stands at 836 and there are 372 members who, at the last count, do not receive Wind in the Wires. We would love as many members as possible to enjoy this free e-newsletter. All you need is an email address! Head to the website or contact wires@crossandcockade.com.

Wind in the Wires focuses on carefully curated short articles relating to First World War aviation with the odd diversion into pre- and post-war content or digressing into the world of film, television and podcasts. You are free to make your own further enquiries by clicking the accompanying links. Whilst Wind in the Wires therefore takes a very different approach to the Journal, the two bedfellows seem to get along splendidly. The next issue should have been released by the time you receive your journal.

The 1,000 + subscribers to Wind in the Wires who are not members of the Society is a clear indicator to the Committee that there is an untapped market out there for the subject we love. The Committee is focussed on turning subscribers into members and, if possible, deriving other revenues from this source. It is read worldwide and based on the last two issues there were more opens in the USA than the UK.

DH2 Monograph

The Society's monographs, just like the journal, fall under the *Cross and Cockade* banner. In essence, *Cross and Cockade* is the publishing arm of the Great War Aviation Society. So far, monographs 1, 2 and 4 have been published. The missing No.3 has been reserved for the long-awaited volume on the DH2 and, I'm sure, members will be delighted to learn that it will be released this autumn. Running to 257 pages, it is the weightiest of our monographs and covers all aspects of the type's development and operational service. Barry Gray's manuscript has been edited by Trevor Henshaw and prepared for publication by Andrew Willox. Mike Kelsey and others have made relevant contributions. The book is profusely illustrated with hundreds of photographs, contemporary diagrams, scale drawings and 10 pages of Ronny Barr's superb colour profiles and plan views. The release and price details will appear on the Society's website, so keep your eyes open.

This Issue

There hasn't been a lot published about the operational use of the Sopwith 1½ Strutter and so the Stewart Taylor

contribution to this issue should help to plug the gap. Stewart covers the activities of a 70 Squadron 'team', 2Lt J.G. Crang and Lt J.A. Sully. Sully, an observer, was posted to Home Establishment when Camels replaced the 1½ Strutters but Stewart completes the story by covering the subsequent careers of both officers. As ever, we receive insight into the personalities of those involved and are treated to more of the rare photographs that Stewart collected over the years.

The second and concluding part of Hal Wilson's MA dissertation about aircraft production examines the British aircraft industry's approach to tackling cultural obstacles, the effectiveness of government agencies and the post-war legacy. Hal had included a very extensive bibliography, which would run to more than three journal pages. I haven't included it but any reader wishing a copy can e-mail me and I'll forward it.

Loss to 'friendly fire' isn't a recent side-effect of aerial warfare. Mike Kelsey covers an example from WWI where a British pilot in Macedonia brought down a French ally. Mike, thorough as ever, provides a lot of information on the careers of the two men. The artwork on the rear cover, kindly provided by David Méchin, relates to this incident.

The continuing diary of Tom Owen follows on to his posting to the BEF as a RE8 pilot, initially to 6 Squadron but then to 4 Squadron. The diary provides an excellent insight to the everyday activities of a Corps pilot.

Next Issue

The concluding part of the Owen diary will cover the remainder of his time on operations with 4 Squadron and then his posting to Home Establishment that comprised time at Yatesbury and then at Worthy Down with the Artillery & Infantry Co-operation School.

There will be another feature that includes 'friendly fire'; the biography of A.L. Fleming who achieved combat successes against the enemy with 111 Sqn in Palestine after bringing down a 1 Sqn Nieuport while flying with 46 Sqn in France.

Postscript

The feature on J.V. Sorssoleuil in 53/1 had gone to print when I realised that there was a photograph, that I'd seen somewhere, which illustrated his short stature. I eventually remembered a JMB/GSL shot, which is reproduced here. He is pictured centre in this group photograph, taken at Turnberry in 1918. To his right were H.W.L. Saunders (ex 84 Sqn) then R.W. Chappel (ex 41 Sqn). To his left were P.J. Clayston (ex 1 Sqn) then A.B. Yuille (151 Sqn).



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