

**DONNER-
WETTER!**

B7190 AND SOME OTHER COLOURFUL 10N SQUADRON BR.1 CAMELS

It is generally thought that the striped nose markings that were applied to Camels of 10 Squadron RNAS were abandoned when the unit converted from Clerget-engined machines to those with the more powerful BR.1 engine during February 1918. Those flight markings comprised flight letters ahead of the fuselage cockade and black and white striped forward fuselages for A Flight, red and white ones for B Flight and blue and white ones for C Flight. Squadron identification, pre 21 March 1918, was the pair of white bands on the rear fuselage while individual identification was by the use of individual designs, in flight colours, applied to the wheel disc covers.

Mike Westrop, in his splendid book *A History of No.10 Squadron Royal Naval Air Service in World War I*, noted that one of the replacement Camels, B6391, was marked with the coloured stripes after its arrival on 4 February 1918 and provided evidence of this, but had no evidence for more widespread use of the markings on Bentley Camels.

It now appears that the striping was applied to more than one of the replacement machines. While digitising the Royal Air Force Museum's collection of WWI logbooks, Bob Jones found pasted-in photographs in that of Captain W.G.R. Hinchliffe. These images of C Flight machines during February/March 1918 were then scanned by the Museum's CCI Curator Julian Hale. Those machines carried the stripes and also some interesting personal disc markings. The subject matter cried out to be represented in colour and so the accompanying artwork was requested. How attractive must those machines have been in real life?

The machines that can be identified in Hinchliffe's photographs are B7190, his own machine which was named *Donner Wetter*; N6376 and B6358. It also seems, from wheel markings, that B6391 was also in one of the line-ups.

Hinchliffe's 'personal' Camel, B7190, showing most of its identification markings; the squadron's white bands, C Flight's blue and white striping and letter C and Hinchliffe's devil marking on the wheel disc cover. In addition, the name Donner Wetter was marked on a scroll above the flight letter. B7190 had the original, limited, centre-section cut-outs and its fuel pump mounted on the front starboard undercarriage strut. Its propeller, outside the hub area, appears to have been overpainted blue with white bands to harmonize with the rest of the scheme.



Below: Hinchliffe's personal devil and thunderbolt marking, applied to the wheel disc cover of B7190, and the rear fuselage scroll.

