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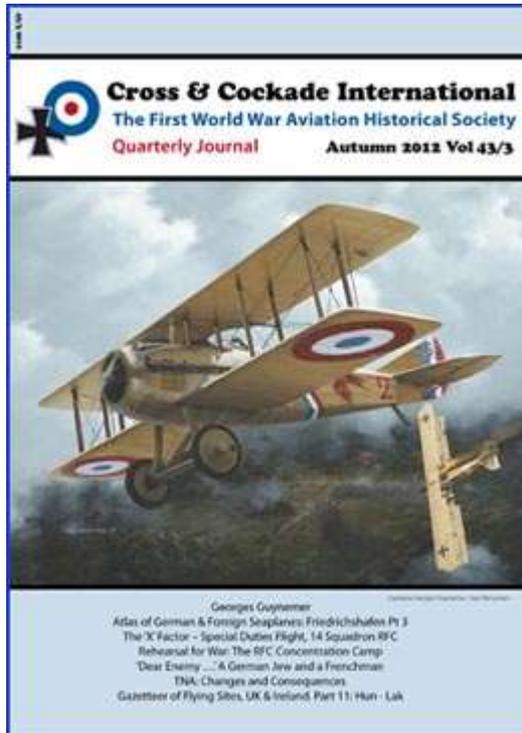
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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

Welcome to the second quarterly newsletter from **Cross & Cockade International**, bringing you all that's new and interesting in the world of WW1 aviation.



This lovely painting by Ivan Berryman of George Guynemer's SPAD accompanies an excellent piece by David Méchin.

In this issue we're publishing the first of a series of articles based on material presented at our York Seminar, back in June. First up is Paul Hare, with a superb piece on the RFC Concentration Camp of 1914.

We also have articles on 14 Squadron, and Mick Davies continues his long running series on flying sites in the UK and Ireland.

Keep an eye on the web site for details on our second seminar of this millennia - targeted for

June 2014. If you weren't at the first seminar, don't miss out again!



STOW MARIES AERODROME

As you may have read on the CCI website, the world's only complete WW1 aerodrome in original form has been in the news this month.

The first order of business is to [click here](#) and vote for Stow Maries to win a prestigious English Heritage Angel Award for helping to rescue an historic building or site. Voting ends on 16 September 2012.

However, the big news is that the listed 79 acre site, situated near Maldon, Essex, is currently on the market for £2m. The project is not at risk and the position has arisen as one of the partners in this major restoration is moving abroad and can no longer continue to assist with funding. If you have a spare couple of million quid and would like to help, here are the [sale particulars](#).



1916 DFC GROUP SOLD FOR £11,400

On 19 July 2012, a group of four medals awarded to Short Seaplane pilot, Flight Lieutenant (Later Squadron Leader) George Hancock Reid, were sold at Spink in Bloomsbury, London. The group included the Distinguished Flying Cross awarded for a daring air to sea rescue attempt in the North Sea in March 1916.

Whilst returning from an abortive RNAS raid on the Zeppelin sheds at Tondern, which had been hampered by heavy snow, Reid spotted a Sopwith pilot adrift in the sea. He landed his plane and rescued the stricken pilot by strapping



SOPWITH NEWS

On 2 July 2012, the East Lothian Courier reported on the ongoing project by the Aviation Preservation Society of Scotland (APSS) to build a new Sopwith 1½ Strutter. The APSS successfully completed a test assembly of the completed wings, fuselage and tail at the National Museum of Flight at East Fortune.

The APSS are using original plans, techniques and materials and its members “dream of seeing a Strutter once again flying in the skies of East Lothian”, as RNAS versions did when based at East Fortune. The engine is scheduled for arrival later this year and the project should be completed in good time for the centenary of the Strutter’s first flight in 1916.

[See also](#)

him onto a strut of his aircraft. Attempts to navigate back to his seaplane carrier, HMS Vindex, ended in failure, forcing Reid and his passenger to land in the sea. Reid then rode the rough waves in an effort to taxi his way to safety but was taken as a POW after encountering a German motorboat, which was supported by two seaplanes.

Reid was held in prison camps for the remainder of the war, but tried to escape several times, including jumping from a fast-moving train.

Reid, who died in 1969, aged 80, went on to open a flying school in Leicestershire at Desford Airfield and invented several flying aids, including the Reid Turn and Bank Indicator, a device to allow pilots to fix their position whilst flying in fog.



WW1 AIRFIELD AT SEDFORD EXCAVATED

Whilst volunteers continue to restore



If you don't have the time or space to recreate a full size Sopwith aircraft, perhaps you could build the Lego version of the Sopwith Camel. Priced at £79.99, this impressive looking model measures over 15" (40cm) long and has a wingspan of over 19" (50cm).

Whilst talking all things "Sopwith", I would also draw your attention to the website set up to celebrate 100 years of world class aircraft designed and built in [Kingston](#).



A grant of £49,500 from the Heritage Lottery Fund has also been secured by the project to raise awareness about the role of aviation in the borough and, over the Jubilee weekend in June, the town's

Stow Maries, around 100 miles further north on the West Norfolk coast the Sedgeford Historical and Archaeological Research Project (SHARP) continues its excavation of one of the country's largest pilot training stations during WW1, home to 9 RS, 9 TS and later No 3 Fighting School. All that remains visible is an outcrop of odd buildings, which include the ceramic hollow bricked structure that housed the mortuary. The doping shed has also been revealed by the archaeologists.

This a lengthy project and you can log on to the [SHARP](#) web site for further information.



THE PYJAMA VC

... or how to shoot down three enemy planes in your nightwear!

On 18 July 2012, a commemorative

market square was turned into an aviation playing field with displays featuring a Sopwith Camel (the one from the Brooklands Museum) and an incomplete replica of a 1914 Tabloid float plane. Thomas Sopwith Junior, the son of aviation pioneer TOM Sopwith, pictured, also attended the festival.

In yet more Sopwith news, engineeringcapacity.com, ran a piece on the support being given by Marshall Aerospace of Kingston University in the manufacture of a replica Sopwith Tabloid. Being built as part the 100th anniversary celebrations mentioned above, the aircraft is being recreated from copies of 100 year old drawings and CAD models. Once completed, the replica will hang in the Bentalls shopping centre in Kingston.

Finally, to Australia, where the disappearance of a broken Sopwith Tabloid propeller once displayed at Moorabbin Airport in Melbourne is being investigated by a local researcher, Andrew Smith. The plane was flown by Moorabbin-born aviation pioneer, Harry Hawker, who returned home in 1914 to demonstrate the biplane. The propeller is an important aviation artefact, which went missing in the 1970s, and Smith is offering a reward for its return. [See here](#).

silver-gilt punch bowl was sold for £8,000 by Salisbury auctioneers Woolley & Wallis. The bowl was presented to Lieutenant Alan Jerrard VC, 66 Squadron, Royal Flying Corps (late South Staffordshire Regiment), by his former regiment.

Lt Jerrard's story, of allegedly shooting down three enemy planes while wearing his pyjamas, is worthy of a brief recap. The story told by his comrades goes like this: on 30 March 1918, the 20 year old pilot was in bed asleep, when an order suddenly came through for a sortie on an enemy aerodrome. He only had enough time to put his flying suit on over his pyjamas before taking off in his Sopwith Camel (B5648) and attacking the enemy. Jerrard shot down three enemy aircraft and launched a courageous attack, flying as low as 50 feet, on an enemy aerodrome, successfully strafing planes as they tried to take off. He only withdrew when ordered to do so by his patrol leader and was then pursued by five enemy aircraft. Lt Jerrard was injured in the attack and his plane was damaged. He was forced to crash land, west of Mansue aerodrome, and was taken prisoner by the Austro-Hungarians. He went on to escape from a Prisoner of War Camp in Salzburg, Austria.

Alan Jerrard was invested with his Victoria Cross by King George V at



BREGUET AVIATION WATCH HERITAGE

In 1918, the Breguet watch company first began producing watches for pilots and also developed chronograph mechanisms mounted in cockpit instrument panels. Breguet commemorated this heritage with an exhibition of aviation timepieces unveiled on 14 June 2012 on the decks of the aircraft carrier Intrepid in New York. **Breguet: Watchmaker, Aviator Innovator**, showcased 26 Breguet watches, including ten vintage timepieces on display for the first time in the United States.

Louis-Charles Breguet is, of course, credited with a number of aviation accomplishments. After building his first fixed wing aircraft, the Breguet Type 1, in 1909, he developed reconnaissance aircraft during World War 1, including the highly successful Breguet 14 used by the

Buckingham Palace on the 5th April 1919. It was the only aerial Victoria Cross recipient of the campaign fought on the Italian Front during World War I.

Subsequent research has however shown that the actual events were quite different from the story told by Jerrard's flight commander, Peter Carpenter. The tale told by Carpenter, and presented as a medal recommendation by 66 Squadron commander Major John Whittaker, gained Jerrard a Victoria Cross. No-one was as surprised (or embarrassed ...) as Jerrard himself, when his Austrian captors told him the story! We can only surmise as to why this happened - but competition between the three Camel squadrons in Italy, 28, 45 & 66, was fierce. Although Alan Jerrard stayed in the RAF for several years after the war, he never gained promotion beyond Flight Lieutenant ...



French, Belgian and American air services.



FORGOTTEN JEWISH AVIATOR

On 19 June 2012, the Jewish Journal reported on the centenary of the death, on 11 June 1912, of a pioneer of US aviation. Arthur Welsh, born Laibel Wellcher, was a Russian-born Jew, who became the Wright Brothers' most trusted instructor.

Welsh came to the US aged 9 in 1890, settling in Philadelphia and served in the US Navy between 1901 and 1905. Captivated by seeing one of the Wrights' demonstration flights in 1909, he was determined to become a pilot and entered the first class of the Wright Flying School in Montgomery, Alabama, in March 1910. He became an instructor at the school, joined the Wright's exhibition team and established both speed and

NEW RAF MUSEUM REPLICAS

Three new WW1 aircraft have recently arrived in the UK, for eventual display in the RAF Museum at Hendon. The Sopwith Snipe is not airworthy, as it contains a large proportion of original components, provided by the RAFM out of their reserve collection. However, the RE8 and Albatros DVa are most definitely airworthy, and have been flown at Old Warden by TVAL chief pilot Gene de Marco. Several CCI members were at the the Shuttleworth Collection show on 2nd September to watch these historic replicas fly - a real treat! Allegedly, they are flying again as part of the next evening show at Old Warden, on Saturday 22nd September.

The Albatros' 160 hp Mercedes is a restored original - again provided by the RAFM - and sounds absolutely gorgeous! Finding an airworthy RAF 4A engine for the RE8 proved far trickier - as no complete example exists. The RAFM provided TVAL with the best example they had - which TVAL took apart and reverse engineered to produce a complete set of drawings. A new RAF 4A engine was then manufactured - which sounds as sweet as a sewing machine - a real Singer!

All three aircraft will eventually be

altitude records.

Welsh was sent to the US Army Aviation School in Maryland to serve as a civilian test pilot on the new Wright C plane. On 11 June 1912, Welsh, accompanied by Lieutenant Hazelhurst, made a final attempt to meet the loaded-climb test. The plane climbed to about 200 feet and then dove downward at a steep angle to gain momentum to assist the climb. The plane stalled and crashed into a field of daises, killing both men instantly.

Welsh's funeral was briefly postponed so that Orville Wright and his sister, Katherine, could come from Dayton, Ohio. It was just two weeks after the funeral of their brother, Wilbur.

There is a more detailed account of Welsh's story available at the [Jewish Historical Society of Greater Washington's](#) website.

displayed in the Graham-White hangar at the RAF Museum, Hendon, along with the museum's collection of other WW1 aircraft.





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