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**Cross & Cockade International**  
The First World War Aviation Historical Society

## Wind in the Wires

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



The spring edition of the journal will be leaving the printers in a week or so. This gorgeous Simon Smith painting accompanies a great piece on FSL PK Fowler, an RNAS pilot flying in the Aegean.

We're also publishing details of a fascinating new discovery! Based on photographs recently unearthed by CCI Trustee Bob Jones, we have a set of profiles of a Bentley-powered Camel B7190. Everyone's heard of the striped Camels of Naval 10 - but no-one's seen this one before!

We also have the latest article in the series on German seaplanes, Mick Davis' series on flying sites in the UK and Ireland - and part five of

Mick & Trevor Henshaw's series on the Bristol Scout.

Please help keep the team at CCI happy, by subscribing for 2013 promptly! We're **ALWAYS** happy to see people joining and renewing their subscriptions at **ANY** time of year, but if you're planning to do it some time - please do it **NOW!** It costs the Society a lot less to send out journals as part of the bulk mailing, when the Spring issue is dispatched, rather than individually afterwards.

If you're into social networking, follow us on [Facebook](#) and [Twitter](#).



## **100 FIRST WORLD WAR OBJECTS**

The RAF Museum wants your votes! With the Centenary of the First World War rapidly approaching, the Royal Air Force Museum has been asking members of the public what objects from its archives they would like to see displayed in a narrative that will explain the role of aviation in this momentous event.

Curators from the Museum have selected 100 artefacts from its collection, including objects ranging from the Baron Manfred von Richthofen's lucky charm, a blue glass dog, to Lt Frank McNamara's Victoria Cross, awarded to the Australian pilot for rescuing a fallen comrade despite being gravely wounded himself.

Members of the public are invited to vote for, debate and explain which objects should be given greatest prominence in



## **"REAL LIFE PRIVATE RYAN" – AN RFC CONNECTION**

On 12 January 2013, the Daily Mail ran an article based on the research carried out by Kevin Walton at his local church in Eccles, Greater Manchester. Mr Walton uncovered a story with parallels to Steven Spielberg's 1998 Oscar-winning film. Examining the 151 names on the church's 1914-1918 memorial, he found that Rosalie Johnson had lost three of sons in the war – Henry (an officer in the King's Royal Rifle Corps), Godfrey (a Captain in the Manchester Regiment) and Pieter (a Second Lieutenant in the Royal

the exhibition (opening to the public in Spring 2014) by logging into the Museum's [Flickr](#) and [Pinterest](#) Channels. You can also email the [Department of Collection Management](#) with your top 5.

The results, so far, are as follows:

1. RFC dog jacket (pictured)
2. Anti-airship incendiary
3. 'Fums Up' lucky charm
4. Kite Balloon Observer
5. Aircraft watch
6. Tealby medals
7. Flying Mask
8. Camouflage aircraft fabric
9. Belgian banknote
10. Painting 'Night Raid 1916'



## **GEORGE V'S RAF JACKET ON THE ANTIQUES ROADSHOW**

The Roadshow's broadcast on 9 December 2012 from Wightwick Manor, near Wolverhampton, included the first pattern RAF uniform that was worn when

Flying Corps). Another soldier son, Bobbie, also fought in the war, but survived.

The article gives further information of Pieter, who was 18 when posted to France on 30 December 1916. He started active service early and soon wrote home saying that "I have had one scrap so far. I had three Boche all firing at me at the same time but they gave up after hitting everything in the machine but the observer and me. We made it quite hot for them too."

Less than one month later, on 28 January 1917, while flying over German lines, an artillery shell exploded close to Pieter's aircraft and days later, as British troops advanced over No Man's Land, his body was found half-buried in the thick mud. Second Lieutenant Pieter Johnson is remembered amongst the 990 casualties on the Flying Services Memorial in Arras. The CWGC website records Pieter's RFC service details as 4th Squadron, 15th Wing and General List.

[More here](#)

the RAF was formed in April 1918. This particular jacket was worn by the Marshal of the Royal Air Force, which, in 1918, would have been King George V.

The jacket was accompanied by a photograph of George V in his jacket, which showed, thanks to the uneven stitching of the wings, that this is the same jacket as in the photograph. This historically important find was given to its current owner folded up in a carrier bag. If this jacket did come up for auction it could fetch at least £2,000-£2,500 or possibly more.

[More here](#)



## STOW MARIES

*Wind in the Wires* wouldn't be complete without a brief mention of our friends at the Stow Maries aerodrome. On 21 November 2012, the Maldon & Burnham Standard reported on the donation of Lieutenant Claude Ridley's sword to the



## “SPRINGTIME” FOR THE DOLPHIN

An article on the Design World website on 11 January 2013 reports on how the restored Sopwith Dolphin, currently on display at the RAF Museum, features a new set of extension springs manufactured by Lee Spring for use on the replica Lewis guns.

The article quotes John Stoyles, part of the team who restored the Dolphin, who explains that the aircraft was the first four gun fighter, having two Vickers machine guns pointing forwards and two Lewis guns inclined on the top. John reveals that Lee Spring provided two new music wire extension springs for use in Lewis gun mechanism.

[More here](#)

Dipping into our [Facebook](#) page, I understand that the current issue of the Brooklands Society Gazette includes two articles of interest. The first concerns the

aerodrome's museum by his grandson. Ridley was Stow Maries' first flight commander - 'B' Flt No.37 (Home Defence) Squadron.

There is also a date for your diary, with the confirmation of the 4<sup>th</sup> Stow Maries Vintage Fly-In, set for 11<sup>th</sup> and 12<sup>th</sup> May 2013.



## COMMEMORATION OF SEPTEMBER 1912 AIR CRASH - **UPDATE**

Thanks to Peter Wright for drawing my attention to his booklet, "**The Royal Flying Corps in Oxfordshire**", which fully details the crash and subsequent funeral parade referred to in the last newsletter. Copies are still available from [Peter](#), £3.00 post paid.

circumstances surrounding the crash in 1926 of Avro 504K G-EASG, whilst being flown by wartime pilot Ronald Leavey, and the second is a look at the RAF Museum's Sopwith Dolphin and even name-checks Cross & Cockade.



## COMPLETING THE "TREBLE"

In the Daily Mail's "Answers to Correspondents" feature on 15 January 2013, a Captain G.L.S. Dyer of Newark-upon-Trent replied to the question "Has anyone completed the treble, serving in the British Army, RAF and Royal Navy?"

Weighing in with "quintuple" service, the Captain set out the Great War exploits of renowned test pilot, Captain Valentine Henry "Bake" Baker, MC AFC. Baker initially joined the Royal Navy in 1914 and was assigned to the RNAS as a dispatch rider. Following medical discharge, he was commissioned into the Army (Royal Welch Fusiliers) later that year.



## SOCIETY SEMINARS

Back in the mid 1990s we held three very successful weekend seminars, which were well attended and much enjoyed. It had been a while, so we thought it was time to do it again.

The result was another excellent weekend, in York, back in June 2012. We all enjoyed it so much that we're looking to do it again. We looked at Farnborough but hotel costs are way higher than York, so we're now looking elsewhere. It will still probably be in early June 2014, but it's too early to announce prices or speakers. If you're interested in knowing more, let us know - and when we know, we'll let you know! Just email [seminar@crossandcockade.com](mailto:seminar@crossandcockade.com)



In the spring of 1916, Baker responded to calls for pilots and subsequently served with 41 Squadron in France for nine months, being awarded the Military Cross. As a flying instructor, Baker transferred to the new Royal Air Force on its formation and was awarded the Air Force Cross in the 1918 King's Birthday Honours.

Following a notable post war career as flying instructor, he formed the Martin-Baker Aircraft Company with James Martin in 1934. Baker was killed flight-testing the MB3 in 1942. See this interesting [website](#) for further details on "Bake's" life and times.



## A CENTENARY OF AVIATION IN CEYLON

The Sunday Times of Sri Lanka ran a very informative article on [2 December](#)

## **FORGOTTEN PHOTOGRAPHS OF WW1**

The BBC News website and the ubiquitous Mail Online ran similar stories during January on a French stereoscopic camera found in a Los Angeles antique store by a collector. The camera contained eight clear glass plates containing negative images taken on the Western Front during WW1.

Of interest to CCI members are two images, one appearing to show the remains of a large twin-engined biplane (possibly a Friedrichshafen G.III?) and another of two French soldiers posing with an unexploded bomb or aerial torpedo.



### **ONLINE TRIBUTE BY MONTROSE AIR STATION**

On [14 November 2012](#), the Montrose Review reported on the development of an electronic Book of Remembrance to provide a worldwide resource for anyone

[2012](#) marking the island's centenary of aviation and the early aviators behind these embryonic feats of flight.

The first aeroplane to arrive on Ceylon's shores was a Bleriot monoplane, which had arrived in Colombo on 12 September 1911, aboard the SS Rabenfels, and imported by an Englishman named Colin Browne. However, piloting the first aeroplane to take off from Ceylonese soil, on Christmas Day 1911, was a German named Franz Oster. Oster arrived in Ceylon in late December 1911 with an Etrich-Rumpler Taube as part of his "baggage". Oster's Christmas Day flight was short-lived, as his Taube stalled and plunged to earth shortly after take-off and a further flight on the 30th, only succeeded in damaging the Taube beyond repair. For his third attempt, Oster did a deal with Browne, obtaining the use of the Bleriot and, on 18 January 1912, he took off successfully, but crashed on landing.

Later that year, Ceylon finally saw its first successful controlled flights by visiting Frenchmen Georges Verminck and Marc Pourpe and their Bleriot monoplanes, named Rajah and La Curieuse, respectively.

The article and a subsequent follow up piece on [28 December 2012](#), allows us to link Oster to WW1 service in China and to

seeking information about pilots who died in training at RAF Montrose. The project is being co-ordinated by Dr Daniel Paton, curator of the Montrose Air Station Heritage Centre, to honour those pilots who were killed in accidents in preparation for both world wars.

On 9 January, the Review ran a further article previewing the events celebrating the centenary of the former RAF Montrose. A major exhibition opens in [Montrose Museum](#) on 23 February, almost a century to the day since the first aircraft from No. 2 Squadron RFC, arrived at the original air station at Dysart, to the south of the town.

*Captain Becke and Captain Longcroft are pictured shortly after their arrival at Upper Dysart in February, 1913.*



connect Pourpe and Verminck (who died in April 1913 whilst demonstrating an aerial manoeuvre near Saigon) to Lafayette Escadrille ace Raoul Lufbery.

After recovering from injuries sustained in his January 1912 crash, Oster returned to his home on the German colony of Tsingtao. When war broke out, the German Governor, Meyer-Waldeck, asked Oster to carry out reconnaissance flights in his now repaired Taube to keep a lookout for approaching Japanese troops. Despite three separate attempts to get airborne, the plane was totally wrecked and could not be used again. When the Japanese finally overran Tsingtao, Oster was captured and taken to Japan as a prisoner-of-war. (see also <http://earlyaviators.com/eoster.htm>)

Marc Pourpe joined the French Air Force but was killed on 2 December 1914 while attempting a night landing near Villers-Bretonneux. In 1912, Pourpe had hired a French-born American as his mechanic, Gervais Raoul Lufbery, who had emigrated from his native France to the USA at the age of six. Shortly after the War began, Lufbery was briefly reunited with his old colleague and after Pourpe's fatal crash, Lufbery joined the fabled Lafayette Escadrille, soon became its leading fighter pilot. We'll save Lufbery's story as an innovative pilot, poet and, of course, lion owner for another day.

## LIFE AND TIMES OF THE FLYING DALYS

To Australia, where the [Canberra Times](#) interviewed John Daly, one of the RAF's first generation of jet pilots. In the 5 January article, John, the ninth generation serving officer in a remarkable military family, recounts details of his father's WW1 service.

George Dermot Daly, who retired in 1949 with the rank of Air Vice Marshal, was originally a ferry pilot, flying out newly built or repaired planes from England, and when 43 Squadron, the famous "Fighting Cocks", lost five planes in one disastrous day, George was one of the designated replacements. George claimed to have shot down four planes, although John can only find official records for three. After the war, George served in Iraq, where he won the Distinguished Flying Cross.

## FREE WW1 AVIATION BOOKS FOR YOUR KINDLE

If Santa was kind enough to leave a Kindle down your stocking this Christmas, or if you are considering entering into the world of e-readers, you may be interested to know that there are numerous free



## 1920s STUNT PILOTS

The [Mail Online](#), despite using the hackneyed headline "Those Magnificent Men in their Flying Machines", published an interesting selection of photographs and video relating to the 1920s aerialists or barnstormers, who thrilled the crowds with their exploits or performed stunts for the film industry. The article mentions that many World War 1 pilots became stunt pilots, due to the lack of employment opportunities and availability of surplus military aircraft. The article also refers to the tragic death of Ormer Locklear.

Locklear and his friend Milton "Skeets" Elliott, both WW1 air veterans, were hired by producer William Fox to do aerial scenes for the film *The Skywayman*. On 2 August 1920, Locklear and Elliot were to execute the film's final aerial stunt, a spiraling dive at night over oil fields near Los Angeles from 5,000 feet with phosphorus flares glowing on the wings to give the impression the plane was on fire. Locklear had told the director to kill the searchlights illuminating the dive to signal when it was time for the pilot to pull

WW1 books available to download from Amazon if you search around their website. For example, you can download the following titles gratis:

**The War in the Air; Vol. 1** The Part played in the Great War by the Royal Air Force;

**Brother Bosch**, an Airman's Escape from Germany;

**Held in de Lucht** - Oswald Boelcke (translated);

**The Zeppelin Destroyer** Being some Chapters of Secret History (William Le Queux);

**British Airships, Past, Present and Future** (George Whale); and

**The War In The Air** by HG Wells.



## RECYCLED CAMEL!!!

I loved this little item in the [Ipswich Star](#) on 9 February. Chris Bamberger evidently has a reputation for unusual designs for window displays in his Felixstowe upholstery shop. His latest effort is a model Sopwith Camel made from

out. But for some reason the lights were never turned off, and when Locklear and Elliot finally realised how low they had fallen, it was too late. The plane crashed into the pool of an oil well, killing both occupants.

Not one to sacrifice exciting film footage, producer Fox took advantage of the publicity and rushed the film into release, including the final, fatal, plunge. To his credit, however, the movie maker did earmark 10% of the film's profits for the families of the men who had died.



## SOCIETY MEETINGS

As well as meeting on-line, on [FaceBook](#) and the [Forum](#), we also offer the opportunity to meet like-minded folk face to face. We recognise that's not for everyone - but some of us are old enough to remember the days when a chat over a pint comparing "real" aircraft photos (as opposed to on the iPad) was the norm.

We hold regular meetings in **London** and **York**. Great locations - equally

recycled items, including a wardrobe and table legs. I think it looks great!

## **PHOTO EXHIBITION IN APPLEBY, CUMBRIA**

The Tourist Information centre is currently holding an exhibition including rare photographs taken by an RFC Observer and postcards and autographs from the 1910 Blackpool Aviation meeting.

## **HERITAGE LOTTERY FUND SUPPORTS RAF MUSEUM**

An initial sum of £74,500 has been received to help develop the Grahame-White Factory building into a showcase for its WW1 collections.

## **IN FLANDERS FIELDS – GOSPORT STYLE**

Local councillors are planning to create a field of poppies across the Alver Valley in 2014. More than 2Kg of poppy seeds could be dropped from historic aircraft as part of a fly-past. A Sopwith Pup has already been offered to the Council.

## **GONE WEST**

inconvenient for everyone.

**York:** we meet at noon, four times a year, in The Ackhorne, a real ale pub on St Martin's Lane, just off Micklegate. 2013 dates (for the diary or the iPhone, it's all the same) are Feb 16, May 11, Aug 17 and Nov 2. Please do check the [web site](#) for any last minute changes.

**London:** 2013 dates are 24 May, 14 June, 26 July, 27 September and 22 November. Check the [web site](#) or journal for full details. London does "proper" talks and we meet on an old "Q Ship" - HMS Saxifrage - now going under the alias of HMS President and tied up on the Embankment opposite the Oxo Building.

Oh - and don't forget the [AGM](#). 11:00 Saturday **20 April 2013** at the **RAF Museum, Hendon**.

All meetings, including the AGM, are free for everyone.

## **NEW WEB SITE DESIGN**

It's time to update our web site. It's been a little while, and in particular we want to implement our newly-designed shop. To do that we need to take the site down - just for one day - primarily to make sure

This winter we've lost some good friends. Full obituaries will appear in the journal and (later) on the web site. Let's all please remember them:

- **John Booker**
- **Peter Cooksley**
- **Peter Law**
- **Mike O'Connor**
- **Les Rogers**
- **Harry Woodman**

our web designer, Chris, doesn't get too stressed.

If all goes to plan, the site will be down on **Monday 4 March**. Why not check it out on Tuesday 5 March, to see what we've been up to?

## WIND IN THE WIRES

If you've received this from a friend and would like your own copy, [sign up](#) here.



Written by David Marks, edited by Andy Kemp  
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