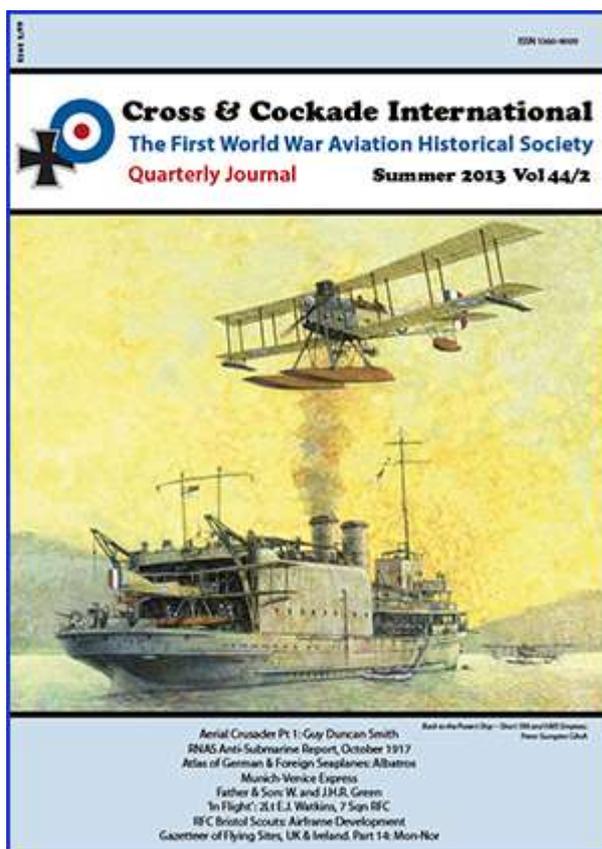




Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

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



The summer edition of the journal will be leaving the printers later this week, or early next. Members in the UK and Europe, or who subscribe via airmail, will be receiving their Summer journal over the next couple of weeks. If you live outside Europe and subscribe surface mail, I'm afraid you may have a much longer wait - and might want to consider subscribing airmail next time. The postal services are positively discouraging surface post - in the US and Australia delivery can be up to an extra 10 weeks.

There's an excellent article by David Méchin on a Sopwith Strutter raid on Munich, an article by Colin Owers on Anti-Submarine patrols in 1917, part one of a biography of Guy Duncan-Smith and an excellent article by the prolific Peter Wright on a father & son CWGC

headstone in Abingdon.

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 six of Mick & Trevor Henshaw's series on the Bristol Scout, this time looking at airframe development.

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



Britain's Answer to the Wright Brothers

On 5 May 2013, the Sunday Telegraph reported on the story of a young colliery worker from South Wales, who, under different circumstances, could have been one of Britain's aviation pioneers, and the efforts now being undertaken to recognise his work.

Thomas Merlin Maddock is a retired engineer who lives in the same village as pit carpenter Christopher Carlyon did in 1904. They are separated by over a century, but Mr Maddock is about to embark on the revival of Mr Carlyon's ambition to build a biplane.

Just months after the Wright brothers took to the air, the 17-year-old pioneer started building his own version in a shed he had built 400ft up a mountain near Bridgend called Coedcae. Carlyon's plan was to glide across the Garw Valley at its narrowest point of about half a mile.

He fitted an engine and tested his aircraft on the slopes below his shed but, after several practice flights, it and the shed were destroyed by a violent storm in 1910 before it could launch for a fully fledged flight. Demoralised and then



Patrick Garland – The Wings of Morning

Towards the end of April 2013, the obituary of theatre, opera and television director Patrick Garland was widely reported. What caught my eye was that Garland's father was Captain Ewart Garland, a Royal Flying Corps pilot, who was awarded the Distinguished Flying Cross. Captain Garland's exploits were fictionalised by his son in the novel, **The Wings of Morning** (1989). You will find Captain Garland's private papers in the Imperial War

Museum: <http://www.iwm.org.uk/>

Patrick Garland's obituary from the Guardian can be found at <http://www.guardian.co.uk/>



Pioneer Aviators - Cecil and Eric Pashley

suffering with depression following time in the Army fighting in France, Mr Carlyon never returned to the project and died, aged 59, in 1947.

Mr Maddock first learned of this pioneer when his father attended Carlyon's funeral and has spent the last decade researching the aircraft. He believes Mr Carlyon was inspired after reading about Orville and Wilbur Wright in the local working men's institute and studying pictures of their aircraft. Carlyon's designs were far ahead of others at the time, particularly its steering system, which used ailerons rather than wing warping.

Mr Maddock (pictured) has built prototypes with a wingspan of 12 inches, 24 inches and now eight feet and is now hoping to build a full size replica.

More here:

<http://www.telegraph.co.uk/>

<http://www.bbc.co.uk/>

A collection of documents and photographs depicting the early days of flying in Bognor Regis have come to the County Record Office in Chichester, reported the Crawley Observer on 24 March 2013. The entertaining article relates the exploits of brothers Cecil and Eric Pashley, who were instrumental in the development of Shoreham as one of the first airfields in the country.

The Pashley brothers first visited Bognor in their two-seater Henry Farman bi-plane on 26 May 1913, where the police and coastguard kept the spectators at bay. Eric, who was killed whilst serving with the RFC during the war, returned to Bognor the following month and charged two guineas per head to the locals for short flights. Cecil completed over 50 years as a flying instructor before his death in 1969.

<http://www.chichester.co.uk/>

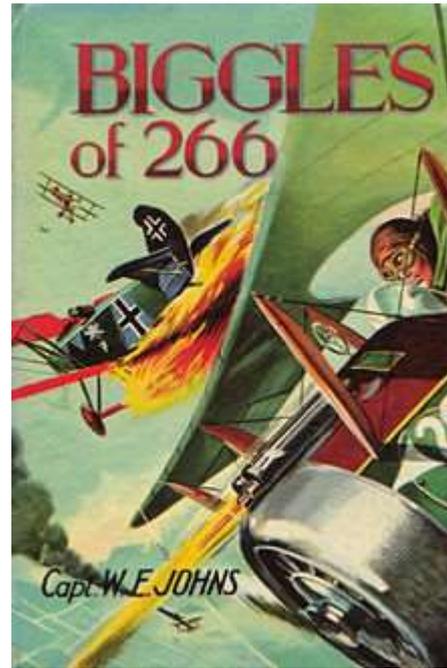


Edward “Mick” Mannock and the Irish Aces

In May 2013, there was coverage in Ireland and the US to mark the release of a self-published book by Dubliner Joe Gleeson; **Irish Aviators of World War 1, Volume 1, Irish Aces.**

Whilst the article at <http://www.herald.ie/> rightly concentrates on the often controversial life and times of Mick Mannock, VC, who accounted for at least 61 enemy aircraft before his death on 26 July 1918, it leads with the statistic that just 37 Irish fighter aces shot down more than 430 enemy aircraft.

The Herald’s coverage also mentions Major William Robert Gregory, artist and cricketer, from County Galway. Gregory flew and fought in France and Italy, scoring eight victories, and was killed on 23 January 1918. According to the book,



April Fool! - Biggles Files Undone

On 1 April 2013, the Daily Mail reported that the RAF Museum had found a 1918 combat report by a pilot called Major James Bigglesworth in a collection of papers that once belonged to Biggles author WE Johns.

This April Fool story was placed on the 95th anniversary of the formation of the Royal Air Force to highlight on the ongoing efforts of the RAFM’s Archive and Research Centre to make its unique collection available to the public and to publicise next year’s **Great War in the Air Exhibition.**

Whilst on the subject of the RAF Museum, I would thoroughly recommend their latest First World War podcast on Photo Reconnaissance. It features the report of the first wartime aerial reconnaissance by RFC pilots Mapplebeck and Joubert de la

he was mistakenly shot down by an Italian pilot. However, we are unaware of firm evidence to support that conclusion - it may well have been an accident.

Gregory was the subject of four poems by his friend, WB Yeats, including “**An Irish Airman Foresees His Death**”. <http://www.bartleby.com/>

Stow Maries News

Making its regular appearance in Wind in the Wires is Stow Maries. Unfortunately, the Essex aerodrome recently failed to pick up the Guardian Culture Pros Award at the “BAFTAS of the museum world”, the Museums and Heritage Excellence Awards 2013.

The Culture Pros award sought the UK’s most inspiring museum or heritage visitor attraction. There were more than 500 nominations and Stow Maries was one of the five finalists.

There was better news, as the Sunday Times reported on 18 May 2103 that Stow Maries is to be taken over by a charitable trust and is expected to receive a grant of £1.5m from the National Memorial Heritage Fund in June. It is hoped that the wooden hangars will be rebuilt and the restored aerodrome could then stage one of the highlights of the First World War centenary commemorations, namely a flying day in April 2018.

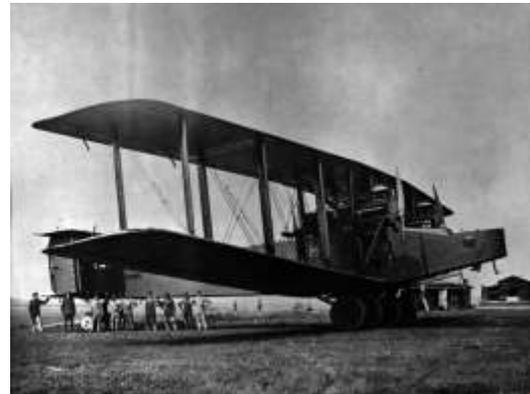
On its excellent Facebook page, Stow

Ferte on 19 August 1914 and the creation and work of the Experimental Photography Section. On the subject of podcasts, just a mention of the informative “War in the Air” podcast posted in April 2013 by the First World War Centenary Project.

More here:

<http://www.rafmuseum.org.uk/>

<http://www.1914.org/>



A Handley “Page” from History - East Anglian Airfields

Spotted in the Lynn News on 23 March 2013 were details of the work being carried out by the RAF Bircham Newton Heritage Centre to mark the golden anniversary of the closure of the airfield.

The WW2 bombing campaign of major German cities had its roots at Bircham. Three Handley Page V/1500 four-engine bombers of 166 Squadron were ready for take off on 11 November 1918 with a mission to bomb Berlin, land and re-fuel in Prague and bomb Düsseldorf on their return journey. However, one of the

Maries Aerodrome explained, on 20 May that the take off was still to be confirmed, so there would be no celebrations yet!



Great War London – London and Londoners in the First World War

Wind in the Wires heartily recommends the above mentioned blog, which you can find

at <http://greatwarlondon.wordpress.com/>.

Recent posts, which carry a great deal of detail and provide useful links for further research, have concentrated on areas of great interest to CCI members. These include pieces on Sergeant Harry Fusao O'Hara, a Japanese fighter pilot who flew with 1 Squadron RFC/RAF in 1918 (pictured) and Flight Sergeant Sidney

ground crew stopped them with news of the Armistice.

On 5 April 2013, the East Anglian Daily Times reported on the impact on the First World War on the Suffolk village of Orford and the local museum's project to mark the centenary of the conflict. The project will include the RFC airfield at Orford Ness, which carried out a range of experiments on parachutes, aerial photography, machine gun sights and camouflage.

More here:

<http://www.lynnnews.co.uk/>

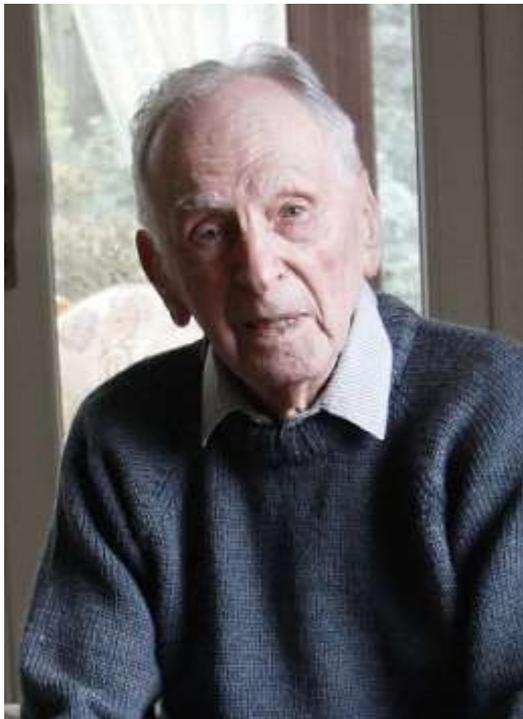
<http://www.eadt.co.uk/>



Germany's Jewish Aces

Herbert Quicke (16 Squadron) who faced the Red Baron twice in March 1917 – he did not survive the second encounter.

There are also the stories of 2nd class air mechanic John Henry Dolittle, who was awarded the DCM in March 1915, “Observer Ace” Arthur Newland, who earned the DFM twice in 1918 for shooting down 22 German aircraft and the strange and sad story of mentally ill “Captain” Walter Biheller, RFC.



Wings On My Sleeve: The World's Greatest Test Pilot Tells His Story

On 7 May 2013, the Mail Online published an article to promote its sponsorship of the forthcoming Chalke Valley History Festival. Despite the slightly off-putting heading of “Hero who makes Biggles look like a wimp”, the

On 8 April 2013, the Daily Mail’s “Answers to Correspondents” had a brief piece in response to a question about why some WW1 German planes had a Star of David on their aircraft.

In answer, it was explained that an estimated 200 Jewish pilots flew in the German Air Service and at least one plane, a Fokker D.VII probably belonging to Jacob Ledermann, sported the Star of David. The most successful German-Jewish pilot was Wilhelm Frankl (pictured) with 20 confirmed victories.

More here:

<http://aces.safarikovi.org/>



Leefe Robinson and the destruction of SL11

The BBC’s Antiques Roadshow, broadcast on 24 March 2013 from the Chatham Historic Dockyard, had an item of great interest, if its provenance can be proven. A blade and hub from one of Schütte-Lanz SL11’s propellers was

article was worth the read as it told the story of Captain Eric "Winkle" Brown (pictured), now 94, who is a speaker at the event.

Brown's exploits in WW2 and beyond are amazing, but I was struck by a story that concerns WW1 German Ace, Ernst Udet. Eric's father had served in the Royal Flying Corps during the Great War and, along with all former RFC pilots, received an invitation from the newly formed German Luftwaffe to visit the 1936 Olympics.

Eric's father decided to take the boy to Germany to see the Games and among those hosting the RFC delegation was Udet, who had become a famous stunt pilot. He took up Eric for a spin and the teenager was hooked. 'When we landed, Udet gave me the old fighter pilot's greeting - "Hals und Beinbruch!" [Break your neck and leg] - and told me to learn to fly.'

Eric went on to Edinburgh University, where he studied German and joined the university's air squadron. During a student trip to Germany, he wrote to Udet, by then a senior Luftwaffe general, who invited Eric into his social circle. The wide-eyed student was introduced to some of the leading lights of the Luftwaffe, having no inkling that, within a couple of years, they would be his sworn enemy.

More here:

<http://www.dailymail.co.uk/>

brought in for valuation. Previously owned by a Captain Manning of the Air Ministry, it had been converted into a walking-stick stand. It was valued at £10,000.

SL11 was the first German airship to be destroyed over Britain, by Lieutenant William Leefe Robinson of 39 Squadron, RFC on the night of 2/3 September 1916.

Postings on online forums queried the bona fides of the item, with concerns being raised over the "conversion" down by around 3 feet from what would have originally been a 9ft propeller blade, and the age of label, which was displayed with the item. The owner of the propeller has been in contact with these forums and confirms that the numbers and letters stamped on the propeller are: / 22428 / Ax1AL / IDULBUG. / 260 P.S D310 ST 180 / TP999

Can anyone decipher these markings?

On 6 May 2013, the Times published the obituary of Arthur Cumper who was, perhaps, the last surviving witness to the destruction of SL11. The 7-year-old Cumper joined in the cheering as the crowds watched the blazing airship plunge to earth and crash at Cuffley in Hertfordshire. On 8 May 2013, the Times published a letter from a relative of a 100 year old woman, who can still describe this momentous event.

The Romford Recorder also featured Leefe Robinson in a short piece on Hornchurch's connection to the First World War on 15 May 2013 (maddeningly



The Flying Archaeologist – The Thames’ Secret War

Shown on BBC4 on 21 May 2013, archaeologist Ben Robinson flew over the Thames to make discoveries relating to the First World War around the Hoo Peninsula, which separates the estuaries of the rivers Thames and Medway.

Using aerial survey techniques, Robinson was able to locate sites, which ranged from a network of training trenches, a torpedo launch point and an explosives factory. Of interest to enthusiasts of the war in the air, was the discovery of previously unidentified buildings, which were originally part of RNAS Kingsnorth.

The base was built as an airship station in 1914 to carry out patrols and was further expanded into a developmental and construction site after airship construction ceased at the Farnborough works in 1915. The base closed in 1920 and was decommissioned in 1921. Robinson also took viewers to a strangely shaped barn nearby, which had been made from the original timber frame of one of the hangars. The 215ft barn is a listed building.

entitled “Magnificent Hornchurch men in their flying machines”). The article mentions the Suttons Farm airfield, where 39 Squadron were based, together with some details of the other Hornchurch airmen who fought in France and Italy. Pictured are Robinson and his fellow “Zepp Strafers”, Tempest and Sowrey, all from 39 Squadron.

More here:

<http://www.romfordrecorder.co.uk/>



From the Other side of the World

The Australian Vintage Aviation Society (TAVAS)

The writer is indebted to Adrian from Australia, who has been keeping WitW informed of developments in the Antipodes. Adrian has sent copies of the first five issue of Contact, the official TAVAS newsletter, dedicated to the re-creation and preservation of vintage aircraft that flew prior to, or during, World War 1.

The newsletters are a great read, with plenty of historical and technical information, as well as advice on how to

More

here: <http://www.britishlistedbuildings.co.uk/>

A small collection of buildings that lay in obscurity for decades was also identified as a World War I anti-aircraft battery. Situated at nearby Beacon Hill, this was one of the world's first permanent anti aircraft gun emplacements.

More here: <http://www.kentonline.co.uk/>



BBC2 Documentary - Coast: Invaders of the Isles

As exclusively previewed in the first issue of **Wind in the Wires**, Coast, which returned to our screens on 3 April 2013, included the story of the Zeppelin blitz on Norfolk.

On 19 January 1915, a bomb was dropped onto St Peter's Plain in Great Yarmouth (see postcard from the writer's own collection), killing 72-year-old Martha Taylor and 53-year-old Samuel Smith. They were the first Britons to die in an air raid. The presenter of the feature, Tessa Dunlop, also enlisted the help of military small arms ammunition expert (and friend of the writer), Tony

build your own replica aircraft. Each issue is based around a current build or flying project, which has included the Albatross D.Va, a Sopwith Snipe and Pup, the Fokker E.V. and a 1905 Wright Flyer.

I particularly enjoyed the fighter comparisons in issues 1 to 3, which pitted Albatros D.V11 v Nieuport 17, Sopwith Snipe v Fokker DV11 and Fokker Dr.1 v Sopwith Camel.

Please visit <http://tavas.com.au/> and their Facebook page at <http://www.facebook.com/TAVASWW1> for further information. This just in from the Adrian regarding TAVAS founder, Andrew Carter, and his collection of WW1 fighter reproductions:

<http://www.couriermail.com.au/>

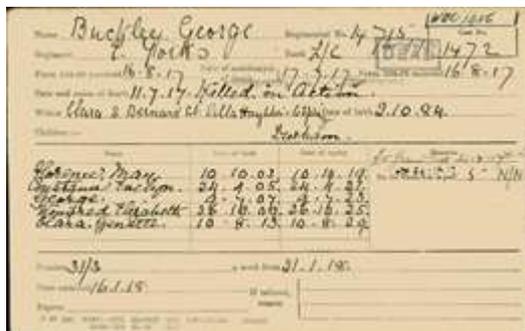
By coincidence, I was reading Contact's coverage of TAVAS' own Dr.1, just after I had come across various online travel reports from the USA about "searching" for the Red Baron in New Zealand. The articles focused on the Omaka Aviation Heritage Centre in Marlborough, described as "like walking on to a movie set", thanks to the influence of its chairman, the film director Peter Jackson.

The highlight of the "Knights of the Sky" Great War Exhibition looks to be the display entitled "The Baron's Last Flight", which depicts the ace's body lying beside his plane as Australian troops tear it apart for souvenirs.

Edwards, to discover how phosphorous incendiary bullets were developed to combat the Zeppelin threat.

With the use of a computer simulation, Ms Dunlop also told the story of how fighter pilot, Major Egbert Cadbury RAF, heir to the famous chocolate empire, shot down Zeppelin L70 over the North Sea in August 1918 in a DH4. A rare recording of Cadbury's voice, recounting his struggle against the Zeppelin, was played. "It was rather like trying to find a fly in a darkened bedroom", Cadbury explained. Although not mentioned on the show, Cadbury had already participated in destroying Zeppelin L21 in November 1916 as an RNAS Flight Lieutenant.

More here: <http://www.bbc.co.uk/>



WFA Pension Card Project

Our friends at WFA have a big job on their hands, sorting out, conserving and presenting on the internet the surviving pension records for all WW1 servicemen. For the "people" researchers amongst us, there's a paid-for manual look-up service available now.

The Centre's website is well worth a look: <http://www.omaka.org.nz/>

Centenary Projects - 2014/2018

Finally, as we approach the centenary of the start of the First World War, there has been an increase in press coverage on the various groups and organisations marking the event, There are a number of ongoing major projects and there follows a link to an informative article in the Sunday Telegraph on 12 May 2013 on the Home Front and its Legacies Project, which mentions many UK sites familiar to CCI members. In addition, the article briefly refers to the First Blitz project now being undertaken by the Battlefields Trust –

see <http://www.battlefieldstrust.com/>. CCI is currently liaising with the Trust.

More here: <http://www.telegraph.co.uk/>



Society Meetings

As well as meeting on-line, on [FaceBook](#) and the [Forum](#), we also offer the opportunity to meet like-minded folk

Project update here:

<http://www.westernfrontassociation.com/>



Society Seminars

Following our highly successful weekend seminar in York last year, the organisation is underway for a seminar in Bedford in June 2014. Date is likely to be 7/8th or 14/15th June 2014, but it's still a little 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 - or keep an eye on the web site **News**section.

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 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, that (sometimes) does excellent food. The remaining 2013 dates are 17th August and 2nd November. Please do check the [web site](#) for any last minute changes.

London: remaining 2013 dates are 14th June, 26th July, 27th September and 22nd November. Check the [web site](#) or journal for full details. London does "proper" talks and the meeting is 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. You've just missed David Marks' highly informative and entertaining talk on the Zeppelin raids on Britain. June's talk (this Friday) is by Adrian Roberts, titled "Edward Busk, First Professional Test Pilot?". Make the effort - go and see what you've been missing!

Don't forget the next [AGM](#): 11:00 Saturday **26 April 2014** (TBC) at the **RAF Museum, Hendon**.

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

