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

## Wind in the Wires

Welcome to the sixth quarterly newsletter from **Cross & Cockade International**, bringing you all that's new and interesting in the world of WW1 aviation. Doesn't time fly - it's now eighteen months since our first! 



The autumn edition of the journal landed on my mat this morning. Everyone in the UK should receive theirs over the next few days. If you're overseas and subscribed via airmail, you'll probably get yours next week. 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 for 2014. The postal services are positively discouraging surface post - in the US and Australia delivery can up to an extra 10 weeks.

As usual we have a fine selection of articles for your delectation - on a wide variety of subjects.

First up is a fascinating piece by Michael Kelsey on 47 Sqn's use of the "Little Ack" in Macedonia. Staying with the Macedonian theme, we also have a great piece by Boris Ciglic titled "Premier Serbian Fighters", on the use of French fighters with Serb forces in

WW1. We have the second article on Guy Duncan Smith, plus one on his brother, Harold Beaumont Smith. We also have the continuation of Mick Davis' excellent series "Gazetteer of UK Flying Sites" (which gets to Pett) and Paul Leaman's "Atlas of German & Foreign Seaplanes", which reaches Zeppelin-Staaken. There's an article from the prolific Paul Hare on what it was like to work at the Royal Aircraft Factory; one on the life of Flt Lt LC Carr - plus a one-page piece by Jeff Jefford on the importance of returning to original sources when writing history. A packed journal, or what! I'm looking forward to spending some quiet time reading ...

### **Cross & Cockade International 2014 Seminar**

A date for your diary - the 2014 Seminar will be held over the weekend of **13th to 15th June 2014** at the **Park Inn Hotel** in the centre of **Bedford**. Guests and partners are (as always) welcome - there's plenty to do in the town for those "less interested than is normal" in WW1 aviation, and of course the train to Central London takes only 30 minutes. A provisional list of ten speakers includes Peter Hart, Peter Dye, Norman Franks and a fine selection of well-known and respected authorities on our subject - from across Europe, and possibly the US. Email [seminar@crossandcockade.com](mailto:seminar@crossandcockade.com) for more information or check out the web site at <http://bit.ly/1f1OvQ4>

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### **Controversy over Commemoration of Victoria Cross Hero**



As you may have read at

the beginning of August, the Government announced that hundreds of commemorative paving stones will be laid in the home towns of the 480 British-born WW1 VC recipients. This immediately caused a storm of protest from local politicians, historians and military campaigners as this meant, amongst others, the exclusion of Flight Sub-Lt Reginald "Rex" Warneford, RNAS, who was born in Darjeeling in the foothills of the Himalayas.

Warneford won the VC, aged just 23, when he became the first pilot to destroy a Zeppelin (LZ37) over Belgium in June 1915. Flying a Morane Saulnier Parasol, he spotted LZ37 returning to its shed and succeeded in releasing six 20lb bombs on the descending airship. The last bomb was a hit, and LZ37 exploded and crashed down to earth into a large convent in Ghent, killing and injuring nuns and orphan children on the

## RFC Dogtag Returned to Family

There was a wonderful story in the Docklands & East London Advertiser on 19 July 2013, as a Thames "mudlarker", Simon Bourne, was able to reunite an identity disc found along the foreshore at Limehouse Reach to the family of Nathan Posener - Royal Flying Corps service number 19385.

The solid silver tag was polished and engraved on one side with the reverse being the "tails" side of a French franc and, following some detective work and the help of the Advertiser, Simon was put in touch with Nathan's grandson. According to the family, Nathan was a master tailor, called up to design and sew the leather and fabric outer membrane on aircraft. He served in France and, after surviving the war, returned home and lived to the age of 94.

<http://bit.ly/1ej3KFu>



## American Squadron Insignia and Pilot Archive Sold at Auction

On 8-9 June 2013, the top lot of a live and Internet auction held by Mohawk Arms' Gallery in Bouckville, in

ground. Tragically, he was killed in a plane crash just 10 days later.

Warneford moved to Exmouth in Devon with his family when he was a boy and the town is campaigning for his exploits to be commemorated there. However, King Edward VI School in Stratford, where Warneford was sent to board for five years, is claiming the right for the commemorative stone to be brought to the school.

Read more:

<http://dailym.ai/169jJga>



## “Bull” Staton’s Medals

upstate New York, was a World War I squadron insignia and archive relating to American pilot Lt Paul Green. These items achieved an impressive sale price of \$13,200.

Lt Green was assigned to the French Escadrille 131, Bomber Group 4. His bomber bore the insignia of a gargoye clutching a bomb. Originally printed and hand-coloured, the 26 ½ inch by 41 inch insignia, with background and border painted in red, was applied to the fabric of Lt Green’s plane. It was signed by the printer (L. Braun, Paris) and the artist (Gudin Faucher).

The archive contained 50 documents, to include Lt. Green’s flight log for missions flown, the 1919 published history of all the members of Lt. Green’s squadron, and a framed portrait of Lt. Green in uniform, with gargoye insignia.

See <http://bit.ly/1alJBj>



## 57 Squadron Medal Returns to Base

Captain Laurence Minot won the Military Cross for attacking a German formation four times as big as his own before completing a bombing raid. On 8 August,

Air Vice Marshall William Staton's impressive career was honoured with an abundance of medals, which are being put on sale on 20 September and are expected to fetch £80,000. Staton was decorated three times during WW1 (MC, DFC and Bar) for notching up a tally of 25 enemy aircraft between January and September 1918. He also added a brace of DSOs to his name in equally quick time during the winter of 1939-40.

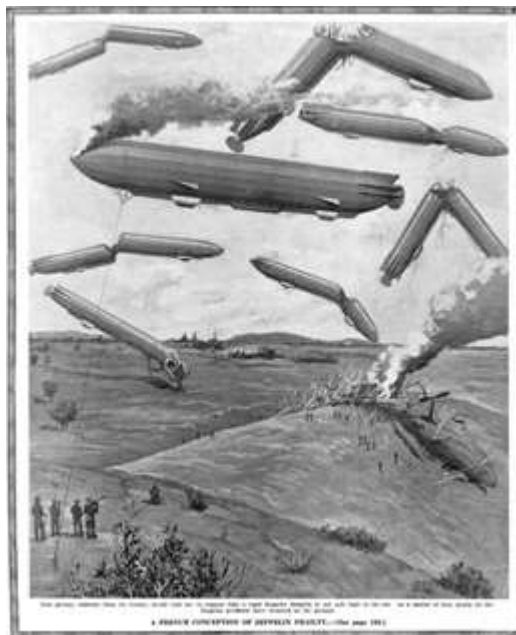
Staton was a founder member of No 62 Squadron and quickly advanced to the rank of Captain and became an excellent and enterprising Flight Commander. An outstanding exponent of the Bristol Fighter, his preference for point blank attack and frequent rescue of fellow pilots led to his popularity. He was wounded in the thigh by an exploding bullet after engaging 30 Fokkers East of Cambrai on 24 September 1918 - a

one of Capt Minot's surviving relatives, Patricia Tate, presented the MC to Squadron Leader Nick Lambert of 57(R) Squadron at RAF Wyton. Capt Minot was killed in action in July 1917, just a week after his 21st birthday.

The squadron's Officers Mess is the home of the Minot Trophy, presented to the RAF by Capt Minot's grieving father. The silver trophy of an eagle was awarded as a prize in an annual RAF bombing competition. Capt Minot was even known to the German ace Manfred von Richthofen, who sent him a hand-written letter, one of only a handful of British pilots to receive one.

<http://bit.ly/168RLIk>

<http://bit.ly/18xrp2E>



## Scientific American

The Mail Online posted some interesting images on 17 July 2013, showing the world on the brink of war in 1913. The images are taken from those originally

combat that ended his WW1 service.

The website of auctioneers, Dix Noonan Webb includes a detailed account of Staton's WW1 service, which is well worth a read.

<http://bit.ly/14hz69L>



### **Wilfrid "Wop" May and the Red Baron**

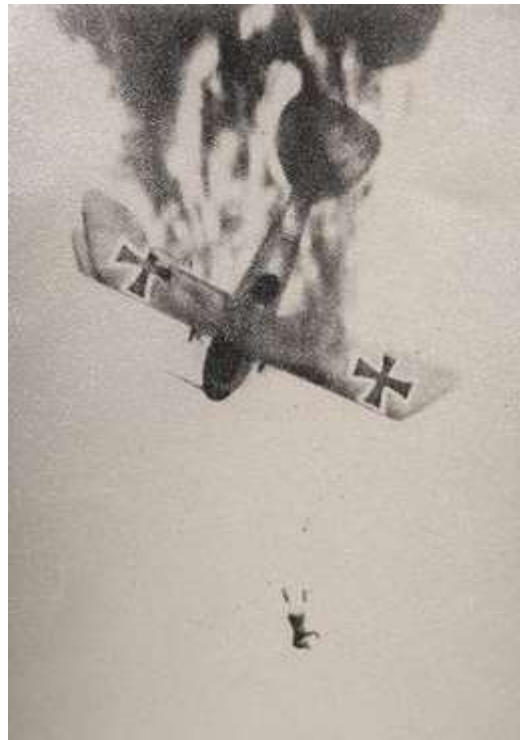
Talking of MvR, just after the last issue of WitW was completed, I saw a brief article about a presentation given by the son of a Canadian WW1 pilot, "Wop" May, at the Galloway Station Museum in Edson, West-Central Alberta.

Denny May tells of his

published in the noted American magazine, Scientific American, and mostly depict the weapons of war being developed in Europe in a bid to control sea, sky and land.

Amongst the mines and torpedoes, there were a number of Zeppelin pictures. My favourite being "A French Conception of Zeppelin Frailty" (pictured) showing a plethora of Zepps under attack.

<http://bit.ly/1bqBUWH>



### **Faked Photos of WW1 Aerial Combat**

I found an interesting history blog recently, which discussed the Gladys Cockburne-Lange publishing hoax, where the widow of an RFC pilot produced a stunning set of dogfight close-up photos, which she sold for \$20,000 in the 1930s.

father's encounter with von Richthofen on that fateful day of 21 April 1918. May claims that Wop's actions "probably" caused the German pilot "to take the route into the ground fire that cost him his life". May was a novice flyer in 209 Squadron RAF, his flight commander being his former school-friend, Roy Brown. May was flying Camel D3326.

May's post war adventures are real "Boys Own" stuff and can be seen in detail at <http://www.wopmay.com/>. The site includes details of Wop's log books and much more information about the events of 21 April 1918.



### **A Flock of Gothas – 7 July 1917**

The pictures were not definitely shown to have been fakes until 1984, following the donation to the Smithsonian by an American RFC pilot who became a special-effects technician in Hollywood. "Gladys" was actually the pilot's wife and they had conceived the hoax in the Depression. A set of the 34 photographs were auctioned in Melbourne in August and realised \$1,130.

<http://bit.ly/155oYOJ>



### **Rare WW1 German Flying Unit Photographs Sold at Auction**

At an auction sale held by Reeman Dansie on 22 August a fascinating and important photograph album belonging to an officer of a German Flying Unit, (no. 24 and 54) went under the hammer for £1,900.

Dating from circa 1917, the album included approximately 130 photographs of officers, planes, support crew, the Mess, battlefield scenes, graves, war damage, aerial photographs and parades. As reported in the Daily Telegraph prior to the sale, the photographs reveal that the German flyers shared the same "live for today, tomorrow we die" attitude" as their RFC

In the last issue of WitW, I recommended the **greatwarlondon** blog and, to coincide with the 96th anniversary of Gotha bomber raid on London, the blog's fascinating and detailed post did not disappoint. As well as recounting the experiences of those people who watched and were affected by this 22 aircraft raid (the picture shown is a postcard from the writer's collection), which claimed 57 lives, it also considers the RFC pilots who struggled, often in vain, to fight off the raiders.

Amongst these airmen were 2nd Lt John ER Young, RFC and his observer, Cyril C Taylor, who chased the escaping Gothas over the Channel. Regrettably, their aeroplane was brought down, and they lost their lives. Only Taylor's body was recovered from the wreck before it sank.

<http://bit.ly/16kAkyJ>

counterparts. Many of the photos show the officers having a fine old time. Hopefully, this magnificent and important album will find a good home and the images will be shown to a wider audience.

<http://bit.ly/1a34GJ7>



## Pre-War Flight

Not wanting to get caught up in controversy from across the Atlantic, just a brief mention of the ongoing debate in the USA over the battle between Connecticut and North Carolina to claim the birthplace of powered flight.

The accepted version is that the Wright Brothers achieved this feat in 1903, but the residents of Bridgeport, Connecticut say that German immigrant Gustave Whitehead got airborne two years earlier in August 1901. In June, the Governor of Connecticut signed into law a bill recognising Whitehead's claim. The Wright camp is not impressed! See for yourself at:

<http://bit.ly/1aK2APk>

On the subject of aviation pioneers, CCI's own Phillip Jarrett took WitW and the BBC to task over our piece on Christopher Carlyon - Britain's Answer to the Wright Brothers. Phil explains that the Wrights did not visit



Also on the subject of Gotha raids, the question "Are there still any genuine "bomb sites" in Britain?" resulted in an interesting thread in the Daily Mail's Answers to Correspondents in August. One correspondent believed that an untouched plot of land at Tontine Street, Folkestone was left as a memorial to the May 1917 Bank Holiday raid, which claimed around 70 lives.

It was subsequently explained that the vacant plot was as a result of the owner wanting to give his customers an unrestricted view of his new factory in the 1960s. However, the owner did put up a commemorative plaque.

<http://bit.ly/1bqChRb>

England in 1904 and no Wright aeroplane appeared in Europe until 1908. He also commented that Carlyon's machine looks to have been inspired by the Curtiss "headless" pusher type, which did not appear until 1910. Phil gives due credit to Mr Maddock for his endeavours, but if the planned reproduction machine is a faithful copy, he sincerely hopes nobody tries to fly it!



## The Viola and the Airship

In early August, the Daily Telegraph reported on the plight of Viola, an Armed Trawler which, after an eventful WW1 career patrolling for mines and U-boats in British coastal waters, finds itself a rusting hulk in a former South Atlantic whaling station.

In September 1918, Viola was on patrol on the North East coast, when an airship spotted a U-boat. Viola joined the hunt and dropped depth charges on the unfortunate vessel, UB-115. This action is the first to have involved the use of an airship in the destruction of a submarine. According to Ces Mowthorpe's "Battlebags" – the airship in question was HMA R.29.

In a nice link with the following article on Irvine Gaze, Viola is currently beached a short distance from the grave of polar explorer Sir Ernest Shackleton on South



## Elephant Shed Bomber set to Fly Again

Take a look at this clip from the ITV local news from 2 September. A rare First World War aircraft, discovered rotting in an elephant shed in India, is set to fly again thanks to restoration work being carried out in Hastings, Sussex. The DH9 biplane is one of only five still in existence, despite once being mass produced. The project to bring it back to its full glory began almost 20 years ago and has been a labour of love for aircraft restorer Guy Black.

Mr Black had found the remains of three DH9s that been given by Britain to the Maharajah of Bikaner in the

Georgia.

<http://bit.ly/1eOVr5C>



## Society Meetings

As well as on-line communication using [Twitter](#), [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 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 date is 2nd November. Please do check the [web site](#) for any last minute changes plus the 2014 dates.

early 1920s to help him establish an air force under the post-war Imperial Gift Scheme. Mr Black bought two of the rotting hulks. D5649, the plane he restored and sold to the Imperial War Museum for nearly £1 million, was unveiled at Duxford, Cambridgeshire, in 2007.

<http://itv.co/1aSk8MT>

Talking about elephants, I recently spotted a review for Flight By Elephant by Andrew Martin. It's the story of a series of heroic rescues from the summer of 1942 by Gyles Mackrell, a decorated First World War pilot and tea plantation overseer, in the hellish jungles of Japanese-occupied Burma – all with the aid of twenty elephants!



**London:** remaining 2013 dates are 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 missed David Marks' highly informative and entertaining talk on the Zeppelin raids on Britain and Adrian Roberts' talk on "Edward Busk, First Professional Test Pilot?". Make the effort - go along and see what you've been missing out on!

Don't forget the next [AGM](#): 11:00 Saturday **26 April 2014** at the **RAF Museum, Hendon**. All meetings, including the AGM, are free for everyone.

## Recommendations from Oz

Thanks to my correspondent in Australia, Adrian, who sent a link to an interesting a video of Macca's Vintage Aerodrome 1/5th scale BE2c in flight.

<http://www.youtube.com/watch?v=tlenC0RgfZM>

Adrian also sent a link to the excellent 2009 BBC Timewatch documentary "Aces Falling", which details how Edward Mannock VC and James McCudden VC rose from modest backgrounds to become two of Britain's greatest fighter aces in World War One.

[http://www.youtube.com/watch?feature=player\\_embedded&v=6T6QldD9Ogw#at=62](http://www.youtube.com/watch?feature=player_embedded&v=6T6QldD9Ogw#at=62)

He also recommends the DocuWatch website, a source of free streaming documentaries.

## Attack of the Zeppelins

On August Bank Holiday Monday, viewers of Channel 4 were treated to a first class documentary in which engineer Dr Hugh Hunt, a senior lecturer in engineering at Cambridge University, examined the role of the Zeppelin in the First World War, which foreshadowed the Blitz. Narrated by Jim Carter (Carson from Downton Abbey), the documentary mixed some basic background information for the general viewer, together with some more technical features to keep those with a deeper interest in the subject happy.

Of particular interest was the analysis and recreation of a Zeppelin incendiary bomb. The original bomb that was featured on the programme sold at auction in June for £2,600. The segment on anti-Zeppelin incendiary and explosive ammunition (.303 inch Buckingham and Pomeroy)

<http://www.docuwat.ch/watch-documentaries/>

Finally, if you are into RC model aircraft, Nigel says look no further than

<http://www.modelairplanenews.com/blog/2013/07/29/incrredible-scratch-built-rotary-engine/>

Issue 6 of Contact, the official newsletter of The Australian Vintage Aviation Society was published in June and has been sent for review. The lead article covers the influential Bleriot XI and its role in pre-war aviation, together with the aircraft's introduction and use in Australia and the replica examples which are in that country.

The issue also has some great coverage on three reproduction Fokkers (an E.III, D.VII and D.VIII), which have been loan to TAVAS for completion and to fly, and the big Fokker event at Caboolture airfield (complete with re-enactors in WW1 German uniforms and bratwurst!).

## WIND IN THE WIRES

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If you read your emails in Outlook I apologise for the oddities in the layout. This is unavoidably caused by Microsoft's lack of adherence to any accepted web layout standards ...

featured a friend of the writer and small arms ammunition expert, Tony Edwards. Tony says that they spent a whole day filming firing trials and setting light to balloons of hydrogen.

Unfortunately, previews for the programme only produced headlines such as “Bratwurst ban kept Zeppelins airborne” referring to the fact that it took more than 250,000 cows to make one airship! The cow's intestines were used to produce goldbeaters skin, used in turn to manufacture the airtight gas bags. The animals became so precious that making bratwurst and other sausages was temporarily made illegal in areas under German control.

The programme also featured the exploits your correspondent's favourite airman, William Leefe Robinson, VC. On 30 June 2013, the Times of India reported on the 86th

reunion of the Old Cottonians' Association, which is the official alumni body of Bishop Cotton Boys' School in Bangalore. Two of the most eminent Old Cottonians are English cricket legend, Colin Cowdrey, and that man Leefe Robinson.



## **Tony Gaze**

Squadron Leader Tony Gaze, who died aged 93 on 29 July 2013, was a Second World War Spitfire fighter ace and later became a highly successful motor racing driver. His obituaries also included mention of his father, Irvine Owen Gaze, who was a last minute addition to Ernest Shackleton's ill-fated Imperial Trans-Antarctic Expedition (1914-1917).

Following Gaze Senior's rescue and return, Shackleton arranged passage for him on a ship to England. On arrival, Irvine joined the Royal Flying Corps as a cadet in August 1917 and he eventually joined 48 Squadron.

Gaze was shot down and captured in France in the last week of the war and, as a recent letter published in The Times recounted, his captors demanded to know why he had a white medal ribbon on his tunic. They were so impressed with his answer – it was the Polar Medal awarded as a member of Shackleton's expedition – that before he was taken off to a PoW camp, the Germans held a dinner in his honour in the officers' mess.

<http://bit.ly/1epI2km>



## **“The Wind Rises”**

Hayao Miyazaki is an acclaimed Japanese film director, animator, manga artist, producer, and screenwriter. His 11th and final feature film, “The Wind Rises”, has just been released in Europe. It is inspired by the life of aviation engineer Jiro Horikoshi, who designed Japan’s A6M (or “Zero”) fighter plane.

The film is strongly connected to Miyazaki’s 1992 “Porco Rosso,” (a favourite of the writer) in



which the title character was an Italian WWI flying ace transformed into a pig and the landscape is the rise of European Fascism in the years preceding WWII.

The film's fictional aircraft manufacturer, Piccolo, was widely noted to be based on the real Italian aviation pioneer Giovanni Caproni, who also appears in "The Wind Rises" as a kind of spirit guide. Caproni's triple-winged transatlantic passenger plane, known as the Caproni Ca.60 (whose only prototype crashed during a 1921 test over Lake Maggiore), is also depicted in the new film.



**New Avro 504 in  
English Skies**

Here's an early photo of an Avro 504 reproduction, newly built by Pur-Sang of Argentina for Eric Verdon-Roe and seen here at Goodwood in early September. The aircraft has a 150hp Rotec radial, but was shown alongside an original 110 hp Le Rhone, intended for use in a 504L project. The 504 now awaits certification to fly in the UK, which is being sorted out by Tony Bianchi - so one wonders whether this aircraft will be seen at Stow Maries?



## **Society Seminars**

As it's been a while since you started reading the newsletter, here's a reminder to register for the **CCI 2014 Seminar**, to be held in Bedford over the weekend of 13/15th June 2014. We're taking deposits now - location, prices and a

mouth-watering list of  
speakers are on the web  
site at <http://bit.ly/1f1OvQ4>



Written by David Marks, edited by Andy Kemp  
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