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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

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

Cross & Cockade International Seminars

The Bedford seminar went very smoothly, and was much enjoyed by those attending. Even better, we managed to break even on the weekend! Now we're asking **YOU** how you'd like any future seminar(s) to be configured. Let us know your preferences by taking this [short survey](#).



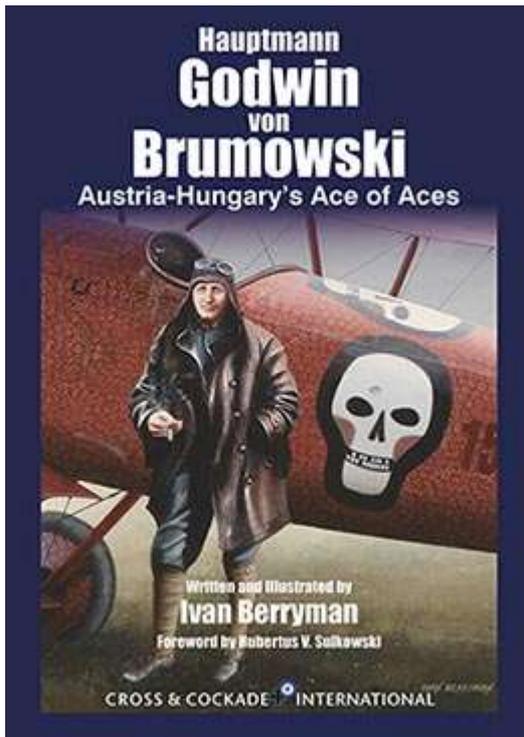
Issue three of Volume 45 will be leaving the printers next week.

We have an excellent piece by Eric Harlin on Germany learning about seaplanes by buying and dissecting early Avro types, leading to copycat designs; another showing how the Italians used their excellent SVA fighter; also the story of the BE2 on India's North West frontier, 23 Squadron SPADs, a history of Port Meadow airfield; plus other great articles. Definitely one to read cover to cover!!

We also have the regulars, with part two on Gotha from Paul Leaman's "German Seaplane Atlas", Mick Davis' "Gazetteer of UK Flying Sites" covering from Sto to

Tor and a further instalment of Mick & Trevor Henshaw's series on Moranes in RFC service.

If you're into social networking, please feel free join us on [Facebook](#) and follow us on [Twitter](#) - and don't forget our [Forum](#)!



New book from CCI

Written for **Godwin Brumowski's** grandson by aviation artist **Ivan Berryman**, this month sees the launch of the latest CCI book; on Austria-Hungary's leading WW1 ace. Ivan has also done a number of beautiful paintings of Brumowski and his aircraft, which are reproduced in full colour. Only for sale through **Cross & Cockade International**, full details are here: <http://bit.ly/1qgN4U7>



The Sky Their Battlefield II

This is the book so many of us have been waiting for; the sequel to the epic:

"The Sky Their Battlefield"

This new book, **The Sky Their Battlefield II**, will be generally available Autumn 2014 through **Cross & Cockade International**.

Twenty years of continuing and wider research, since *The Sky Their Battlefield* first appeared in 1995, has now resulted in the book Trevor Henshaw originally sought to write. The air casualties of the Great War remain this book's universal focus, but its scope has now been widened out.

More info here: <http://bit.ly/1qbImGc> and here: <http://bit.ly/1zs6oiw>

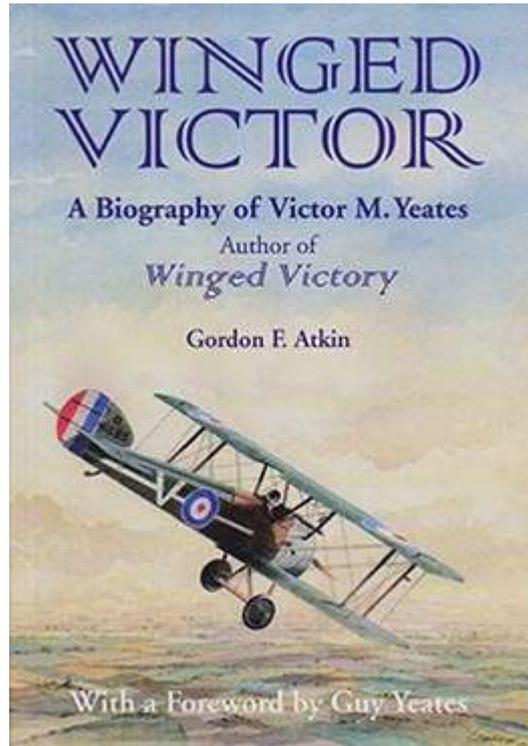


"So famous the Arabs named an animal after it"

The **Sopwith Camel** is one of the most familiar planes to visitors to the RAF Museum, Hendon. The Boulton and Paul manufactured aircraft, serial number F6314, was the subject of an entertaining article posted on 17 June 2014 by the *Culture24* website. The Camel was being moved to its new home in the Museum and this provided a fitting occasion for its story to be told.

Acquired by ex-Camel pilot and journalist, Grenville Manton in 1923, but without an engine, the plane was fitted with a woefully underpowered Anzani engine. Deemed too dangerous to fly, Manton sold the Camel on and it has been on a long and varied journey ever since, as the article's comprehensive timeline from 1935 to 2004 demonstrates. The Camel will, of course, be part of the First World War in the Air exhibition, opening in December 2014

Whilst on the subject of the RAF



Winged Victor in PDF

Gordon Atkins' acclaimed biography of **Victor Yeates**, "**Winged Victor**" has been out of print for some little while. We're delighted to announce that the biog of the author of classic WW1 aviation "novel" (almost an autobiography ...) "**Winged Victory**" is now available as a PDF download from **Cross & Cockade International** <http://bit.ly/VNXNJB>



Museum, may I give readers a nudge towards its recent digital launch of “Three Pilots, One War”. Teaming up with museums in France and Germany, the project will tell the stories of a pilot from each country over the next four years. Also the blogs on their website on a variety of First World War aviation subjects are coming thick and fast and are well worth a look.

<http://bit.ly/1I8tKbv>



Gilbert Sudbury Hall – A Victim of the Red Baron

There were a plethora of articles in weeks leading up to and immediately following the commemoration of the centenary of the First World War on 4 August 2014. Many recognised the contribution of the fledging Royal Flying Corps and the local press, in particular, focused on the stories of the brave young men from their communities that flew in “terrifyingly flimsy contraptions”, as one paper put it, to face the enemy over the skies of the

Where to Buy a WWI Aeroplane

“Choose your workspace wisely. If you build the aircraft in the basement, just be sure you have a window or door large enough to get the assembled parts out”.

These are the opening words of the DVD provided with your 4,000 piece kit that will enable you to build your own replica First World War aeroplane.

Air & Space, the magazine of the **Smithsonian Institution’s National Air and Space Museum**, ran a top notch article in August 2014 about Robert Baslee and his company, **Airdrome Aeroplanes**, based in Missouri. Offering 25 kits, ranging from \$3,500 for the Dream Classic, inspired by the 1908 Santos-Dumont Demoiselle, to \$15,000 for a Sopwith Tabloid, not including the engine, he has sold more than 400 to customers in a dozen countries.

The article charts Baslee’s progress from home-build enthusiast to the leader of the WW1 “look-alike” industry and has some interesting insight into the production and design technique he uses. Pictured is a client’s Morane-Saulnier L which “flies like a little ballerina”.

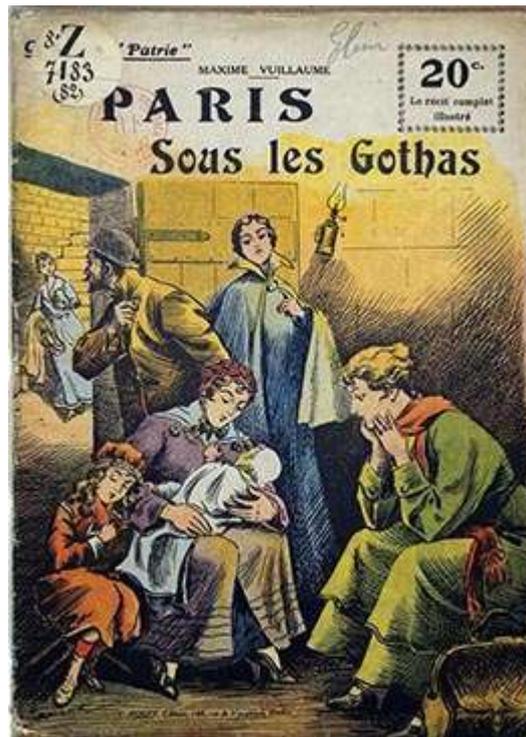
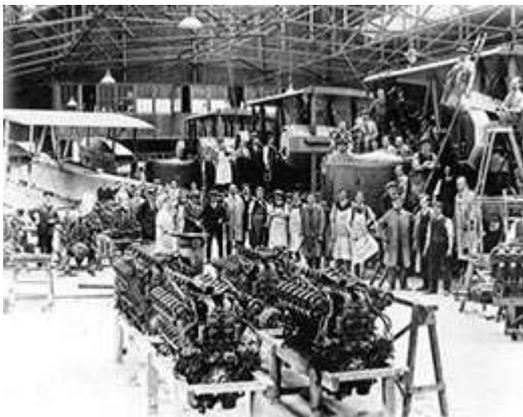
<http://bit.ly/YUyF6a>

Western Front.

The merest mention of Manfred von Richthofen was guaranteed to ensure publication and probably the best of such articles was on 7 July 2014, where the *Derby Telegraph* profiled the life and death of a pilot from Matlock. Gilbert Hall was commissioned as a 2nd Lieutenant in December 1915 and the novice pilot flew with 23 Squadron RFC from May to September 1916. In November, after a period in hospital, he was posted to 18 Squadron, flying FE2bs.

The article goes on to describe his fateful combat with Richthofen and how, together with his observer 2nd Lieutenant George Doughty, they became the Red Baron's 10th victory. Hall was grievously wounded and died ten days later on 30 November 1916. He is buried at Porte-de-Paris Cemetery (Cambrai).

<http://bit.ly/VKKE4k>



Kings of the Air: “War, German Style”

In previous issues of *Wind in the Wires*, I have sung the praises of Ian Sumner's local and military history blog. Over the course of June 2014, Ian posted a series of three fascinating articles on Paris under attack during the First World War.

Paris was regularly subjected to a variety of aerial threats, ranging from Taubes, Zeppelins, Gotha heavy bombers and even artillery bombardment from huge railway mounted cannons. Ian's articles chart the raids and he explains how the city was defended. The contrast with London's “First Blitz” experiences makes these well illustrated blogs well worth a look.

Rolls-Royce – Derby’s Aero Engine Pioneer

The city of Derby is synonymous with the name **Rolls-Royce** and it was interesting to read that, on the outbreak of the First World War, the board initially decided that the company would refuse any government request to switch to aero engine work.

On 13 August 2014, the *Derby Telegraph* told its readers how Henry Royce and his team quickly changed their minds following a meeting with the Royal Aircraft Factory and, after rejecting an offer to build a batch of V8 Renault engines, decided to design a water-cooled V12 engine. This engine was destined to become the 225hp Eagle. The article is well researched and draws parallels between Rolls-Royce in 1914 and the ethos of its founders, which remains true to the present day.

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



<http://iansumner.blogspot.co.uk/>



The Blue Max

One of my favourite WW1 films, the 1966 classic “The Blue Max”, has been released as a limited edition Blu-ray in the USA. The website *cinemaretro.com* posted a comprehensive review of the film in July 2014 and considered its place amongst other war films. The film, which starred George Peppard, Ursula Andress and James Mason, had a great impression on future directors, George Lucas and Peter Jackson. Peppard’s plane from the film was later salvaged and restored by Jackson.

<http://bit.ly/YUAOPp>

Commemorating Warneford

Following up on a story covered in previous issues of *Wind in the Wires*, the *Stratford-upon-Avon Herald* confirmed, on 2 June 2014, that an official paving stone commemorating **Reginald “Rex”**

Warneford VC will now be placed in the town. Indian-born Warneford was the first pilot to bring down a Zeppelin in June 1915.

See the link below and WitW 6 and 7 for further details. Warneford studied at the local King Edward VI School for five years. He also lived briefly in Exmouth, which will also receive an official commemorative stone. The School’s archivist, Richard Pearson has created a website remembering those who lost their lives during the Great War. The page on Warneford is excellent and well worth a look.

Read more at: <http://bit.ly/YUBxjx> and: <http://bit.ly/1vfrsuP>

Warneford's Mother and the Confidence Trickster

Warneford was also the subject of a sad



First Blitz Round Up

Wind in the Wires would not be complete without as much “First Blitz” content as my Editor will allow. With the centenary of the War upon us, there have been many articles focusing on the impact of the Zeppelins and Gotha bombers on London and other towns and cities, which suffered at the hands of these raiders.

Apart from the piece on Hull, highlighted elsewhere in this issue, I would recommend Great War London’s recent blog on the City of Westminster Council’s abortive plan to commemorate the air raids across the capital. Illustrated with informative maps and well researched, it is interesting to note the reluctance of other London Boroughs to endorse this scheme, possibly due, in part, to the costs involved: <http://bit.ly/1pY0TqE>

Also, the 4 August 2014 article on *londonist.com* about “The Scarred Sphinx” is worth a look. Cleopatra’s Needle still bears the scars of a Gotha bomber raid on 4 September 1917 and

tale in the *Torquay Herald Express* on 24 July 2014. Warneford's widowed mother, Alexandra, was the victim of confidence trick perpetrated by one Maria Fenton Williams. Posing as an artist, Williams received advance payment for a portrait based on a photograph of Alexandra's late VC-winning son. The painting was not produced and Williams, who had used the same scam on other bereaved relatives, was arrested and sentenced to six weeks' imprisonment.

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



“Gibb” Mapplebeck

The story of **Gilbert “Gibb” Mapplebeck**

the story of that night is recounted. At least the Sphinx has its own plaque, even though it is incorrect! <http://bit.ly/1t6opEs>

Finally, the *Eastern Daily Press* always delivers the Zeppelin goods and the article of 21 July 2014 on the night L48 fell from the Suffolk skies was up to their usual standards. The L48, which crashed at Theberton, near Leiston, on 17 June 1917, is a fascinating story given the number of pilots that engaged the airship and the fact that there were three survivors from the burning wreck:

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



Royal Flying Corps - First of the Fallen (1)

On the morning of 12 August 2014, there was a commemorative service at Netheravon airfield arranged by the Western Front Association to mark the death of 2nd Lieutenant Robin Reginald Skene and Air Mechanic First Class

was told to readers of the *Liverpool Echo* as part of its 100th anniversary commemorations. The son of a Liverpool dentist, Mapplebeck flew the RFC's first reconnaissance mission of war and, the article claims, was the first airman to drop bombs on the enemy.

Mapplebeck was shot down in combat in March 1915. He escaped from Lille to neutral Holland in a matter of weeks, whilst dressed as a French peasant. However, the article fails to mention that a number of civilians were implicated in Mapplebeck's escape, four of whom were sentenced to death and several others were imprisoned. Mapplebeck's untimely death, aged 22, in a flying accident in August 1915 is also discussed:

<http://bit.ly/V195tK>

See also <http://bit.ly/1vFiEMg> for further information.

Royal Flying Corps - First of the Fallen (2)

Despite the loss of Skene and Barlow, the aircraft that made it to France gathered at Amiens and amongst their number was pilot 2nd Lieutenant Evelyn Walter

Raymond Keith Barlow. Further services were held later at Bulford cemetery, where Barlow is buried, and also at St Mary the Virgin at Send, the resting place of Skene.

The service at St Marys featured a procession of 30 members of the Surrey Chapter of the Harley Davidson motorcycle club before they departed for Dover and Amiens in France making a commemorative journey to mark the deployment of forces. The event was also attended by local dignitaries, as well as Foreign Secretary Philip Hammond.

The 3 Squadron flyers, killed when their monoplane crashed on take off, were the very first airmen of the Royal Flying Corps to die in the First World War. In the words of Barlow's friend, James McCudden, then an Air Mechanic with "C" flight: *"I started the engine, which the pilot ran all out, and then waved the chocks away. They left the ground and I noticed the machine flying very tail low, until it was lost to view behind our shed up at about 80 feet. We then heard the engine stop and following that the awful crash, which once heard is never forgotten"*.

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

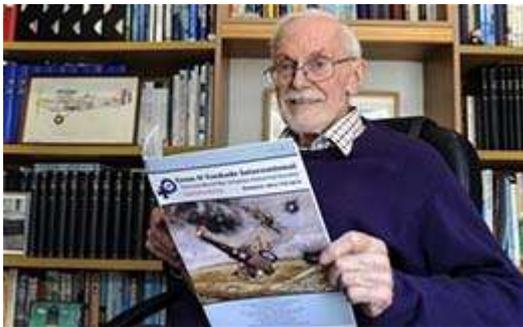
<http://bbc.in/1t6po7F>

Copland Perry accompanied by Air Mechanic Second Class Herbert Edward Parfitt also from 3 Squadron.

They were among the last to take off from Amiens on 16 August 1914. As they took off in their BE8 (number 625), the aeroplane stalled and turned over on its side and fell to the ground, where it caught fire. Both men were killed. They were the first British airmen ever to die in a theatre of war. Perry was also the first British officer fatality of the war.

In another well researched piece, the *Great War London blog* tells the story of these unfortunate Londoners and how their loss later became part of a major controversy regarding pilot safety.

<http://bit.ly/1oI97E9>



Gladys Cockburne-Lange Publishing Hoax Revisited



Echoes From Dawn Skies

Warneford also gets an honourable mention in a detailed article in the *Daily Express* of 26 July 2014 regarding the life and times of aviation pioneer, **Frederick Warren “FW” Merriam**, who was widely considered to be the nation’s finest pre-war aviator.

He was the first pilot to fly through cloud in a Bristol Box-kite, early in 1912, and later became manager and chief instructor of the Bristol Flying School at Brooklands. At the outbreak of the First World War, Merriam was the senior flying instructor in Britain, with an outstanding reputation for skill and patience.

As chief instructor to the RNAS at Hendon, he trained Warneford amongst others including Roy Brown, the Canadian of Red Baron fame. He also subsequently flew on anti-submarine operations from Cattewater and Padstow, successfully engaging an enemy U-boat.

Merriam’s memoirs were recently discovered by his granddaughter, which

WitW readers may recall that in issue 6, I mentioned the story of the fake aerial combat pictures which fooled the world for over 50 years and netted the fraudsters some \$20,000, a small fortune in the 1930s.

The full story of the hoax perpetrated by Wesley D Archer was told in an article by Lord Michael "VC" Ashcroft in the *Daily Telegraph* on 9 August 2014. Lord Ashcroft had unwittingly used one of the fake photographs to illustrate the story of Mick Mannock in the paper's WW1 supplement and he was contacted by a reader, Barry Taylor, who was anxious to put the record straight.

In an informative article, the story of the hoax and its discovery is revealed:

<http://bit.ly/1pxV0AO>

Doubts had been voiced over the authenticity of the photos for many years, and an article in [CCI 10/3](#) by Ken Gyford, analysing the photos in detail, pretty effectively destroyed any remaining credibility. However, it was a 1984 discovery in the Smithsonian's archives, of photos of the hoax actually being perpetrated, that finally put the tin lid on it! The following year Peter Grosz and Karl Schneide published their findings in [CCI 16/4](#), then edited by our Life Vice President **Paul Leaman**, above pictured

are being serialised in *The Aviation Historian* magazine.

<http://dexpr.es/1rTvCVh>



Captain Hammond and the Indianapolis Motor Speedway

First World War aviation stories crop up in the strangest of places. Carl Fisher, who founded the Indianapolis 500 motor race, had a colourful life according to an item in the *Indiana Star* on 15 July 2014. In 1927, he sold his interest in the Indianapolis Motor Speedway to WW1 ace pilot Eddie Rickenbacker, who had competed in the Indie 500 before the war.

Interestingly, in 1918 Fisher donated his place in the family mausoleum to, the

by the *Daily Telegraph* in his study "Up North".



To Hull and Back: Big Lizzie and the Zeppelin Raids

For "First Blitz" aficionados, I would highly recommend the *Hull Daily Mail's* article of 5 August 2014, being a detailed account of the numerous bombing raids that the city encountered during the First World War. One of my favourite Hull anecdotes is mentioned in the article concerning a large anti aircraft gun, which was placed on the roof of a local factory to protect the city following the initial raids. Amazingly, when the Zeppelins returned, it was exposed as a wooden dummy! The article also includes a list of civilian casualties: <http://bit.ly/1mlm4IG>

"Big Lizzie", the largest steam buzzer ever made, was used as an early warning system in both World Wars, and this is currently on display at the Ferens Art

article states, a Royal Flying Corps pilot who had crashed during a war bond celebration at the Speedway. The pilot is named as a British Captain, Robert Hammond. A little digging around actually identifies the pilot as New Zealand born, Joseph Joel Hammond, who crashed after giving a flying display in an Bristol F2B fighter. At the time of his death, Hammond was the longest serving New Zealand pilot in the British Air Services: <http://indy.st/1I8LEel> and <http://bit.ly/1tLVOMD>

A Statue for Henry Allingham?

On 29 July 2014, the *Argus* reported that Simon Kirby, MP for Brighton Kemptown, had written to the Defence Secretary, asking him to consider building a publicly funded statue of the late Henry Allingham in Whitehall. Mr Allingham was, of course, the last surviving veteran of the Great War and served in the Royal Flying Corps and later the Royal Air Force: <http://bit.ly/1olhbF2>

Watches

I am still waiting for my Bell & Ross

Gallery as part of Hull's First World War exhibition: <http://bit.ly/1pxYP8S>



CCI Prize Winning Painting

SE5 and Albatros in Combat (56 Squadron vs Jasta 18) by **Keith Woodcock**, won the Cross & Cockade International prize at the recent **Guild of Aviation Artists' 44th Annual Summer Exhibition**. What a lovely picture!

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

Georges Guynemer watch from the Editor (see *WitW9*) and, in the meantime, perhaps he would like to take a look at these "Wright Flyer" beauties. Each Bremont Wright Flyer Limited Edition will feature some of the original muslin material used to cover the 1903 Wright Flyer aircraft. The muslin will be layered between the period decorated rotor plate and a sapphire crystal window:

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



Branch Meetings

London

Spotted it yet? **HMS President**, home of our **London Branch**, has had a bit of a make-over. Well shown in this photo by David Kew, I reckon Tobias Rehberger's take on dazzle camouflage is well worth a trip to London. And while you're there, why not pop in to a London meeting! Still to come in 2014 we have:

26-Sep: Mike Meech "**Solving Communication Problems in the RFC**"

21-Nov: Phil Jarrett "**Bring a WW1**"

Aviation Curio" plus "Xmas Quiz"

Full details here: <http://bit.ly/VKl2n4>

York

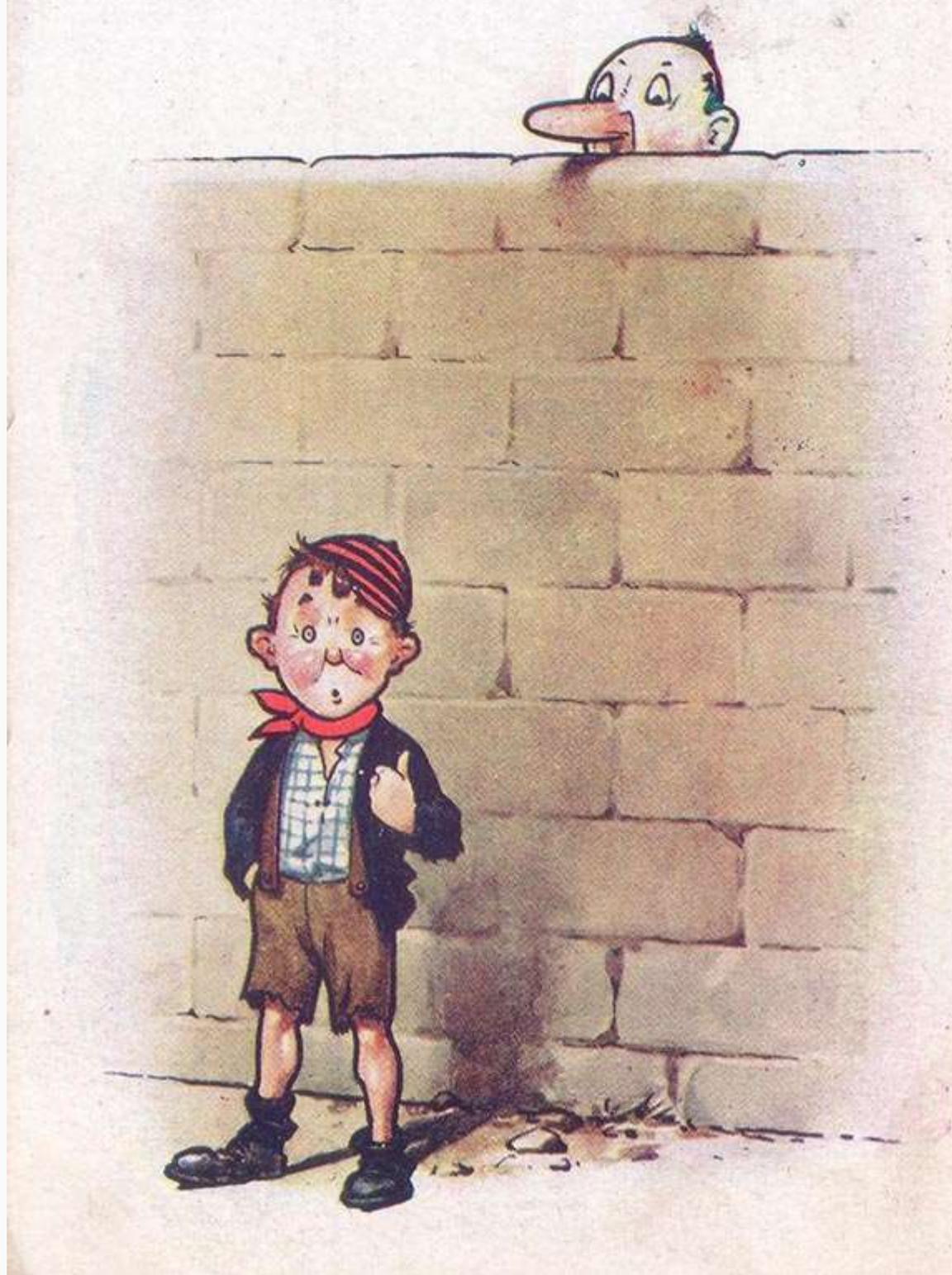


Less well camouflaged is the Ackhorne pub, home of our York Branch. The last meeting of 2014 starts at 12:00 on Saturday 1st November. No speakers here; just beer and a group of like-minded folk sharing WW1 aviation photos and knowledge.

Allegedly the Ackhorne is doing food again, which is bad news for the sandwich shop on nearby Micklegate. All are welcome! Full details here:

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

By gum! it gave me a start—
I thought it was a Zeppelin.



Written by David Marks, edited by Andy Kemp
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