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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

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



The last issue (number four) of Volume 45 will be leaving the printers later this month.

First, I just have to comment on the beautiful Pup on the cover - a fine piece of work by Russell Smith! First article is an excellent piece on a multi-talented German officer, Walter Hauck. David Mechin provides us with an excellent and informative article on the Silent Raid of 19 October 1917; plus we have Sqn Ldr AA Walser's Memories of Gallipoli from Phil Jarrett and a piece by the prolific Stewart Taylor on FC Armstrong of 3 Wing.

There's also the regulars, with Paul Leaman's "German Seaplane Atlas", part 20 of Mick Davis' "Gazetteer of UK Flying Sites" covering from Tot to Wes (including the first two A2 OS maps of Scottish WW1 aviation sites) 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](#)!



Mick Mannock's "Death Plaque" Auctioned

At an auction held by *Dix Noonan Webb* in London on 18 September 2014, the bronze Memorial Plaque sent to the family of Edward "Mick" Mannock sold for £26,400 (hammer price £22,000). The plaque was sold by Mannock's great niece and bidding started at £10,000, at the top end of the auctioneer's estimate.

Mannock was, of course, Britain's most successful WW1 fighter pilot, with 61 victories, receiving a posthumous VC. He was also awarded the DSO with two bars and the MC with one bar.

Wind in the Wires readers will be familiar with Mannock's war service and death in combat in July 1918. The story received prominent coverage in the *Northampton News*, as Mannock grew up in Wellingborough and secured his first job



The Sky Their Battlefield II

This new book, massively updated and expanded from the original, is **NOW** available 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/13GVuwp> or at the author's site here: <http://bit.ly/1zs6oiw>

Or just buy it here at the **Cross & Cockade International** web shop, in [softback](#) or [hardback](#).

in the town, working for the National Telephone Company. Mannock's name is listed on the Wellingborough War Memorial and a street in the town is named after him. The local Air Training Corps unit also bears his name – 378 (Mannock) Squadron.

Read the *Northampton News* story here <http://bit.ly/1urRFqf> and the auction blurb here <http://bit.ly/1AcvZBy>



RAF Museum's Sopwith Camel "flies" again as First World War gallery takes shape

In early October 2014, a surviving example of the venerable fighter plane was carefully suspended from the ceiling of the historic WW1 Grahame-White aircraft production factory on site at the RAF Museum Hendon, where it will be a key exhibit in their **First World War in The Air** permanent exhibition, opening to



Gerald Gibbs Collection

Another lot at the *Dix Noonan Webb* auction received national press coverage.

Air Marshal Sir Gerald Ernest Gibbs

KBE, CIE, MC and two bars had a distinguished military career, covering both World Wars and into the jet age. He is probably best remembered for his role as right hand man to Sir Keith Park in 11 Group during the Battle of Britain. His collection of medals and papers sold for £42,000.

The press picked up on the adulatory “fan mail” sent by two German airmen to Captain Gibbs, after he had forced them to surrender and land behind British lines in March 1918. Gibbs transferred to the RFC in 1917 and was credited with 10 kills during the Salonika campaign flying the SE5a.

The auctioneer's catalogue entry, with extensive footnotes detailing Gibbs' First World War services, is worth a read.

Read the *Mail Online* story here <http://dailym.ai/1ohvctJ> and the

the public on 4 December 2014. The Camel is paired with a Fokker D.VII as if engaged in a dogfight with its former German adversary.

Read the full story here on Culture24 <http://bit.ly/1Acyofl>



An Immelman Victim: The First Canadian Airman KIA

The excellent Canadian website, *The Great War 1914-1918* (ww1.canada.com) posted a 5 September 2014 article from the *Edmonton Journal* about the death of 36 year old 10 Squadron pilot, Stanley Winther Caws. Caws had served as a trooper in Paget's Horse during the Boer War. He moved to Alberta in 1908 from Britain (he was born in the Isle of Wight) and was prominent in the Legion of Frontiersmen.

Caws earned aviator's certificate 1097 in a Maurice Farman biplane at Brooklands, on 25 February 1915 and, less than

an auction blurb here <http://bit.ly/1GIUVXP>



Sardar Hardit Singh Malik – Sikh Trailblazer

The fascinating story of the first Indian to fly, join the Royal Flying Corps, get his wings and go into aerial combat on the Western Front was reported at the *Sikh24.com* website on 25 September 2014.

seven months later, the outgunned Caws became Immelmann's third of 17 victims. Caws' observer in a two-seater BE 2c (serial 2004) was William Hodgson Sugden-Wilson, who survived the crash behind enemy lines, was captured by German ground troops and hospitalised. Sugden-Wilson, who was a PoW for the remainder of the war, was the subject of an article in the *Nottingham Post* back in August 2014.

The article includes Immelman's own account of the combat, in which he describes the stricken enemy aircraft as "falling earthward like a dead leaf". Caws had been killed instantaneously with a shot to the head and he was buried with military honours. However, his grave must have been subsequently destroyed and Caws is commemorated on the Arras Flying Services Memorial.

The article is here <http://bit.ly/13EAvdD>. Please also see: <http://bit.ly/10rvW4J> and the *Nottingham Post* article: <http://bit.ly/1t8OrRK>

From a distinguished Sikh family, Hardit Singh was educated at Eastborne College, from where he went to Balliol College, Oxford. Following a personal interview with General Henderson, Hardit Singh joined the RFC as a cadet at Aldershot early in 1917, the first Sikh and Indian in any flying service in the world.

Posted to 28 Squadron and equipped with the Sopwith Camel, he was under the tutelage of Major "Billy" Barker. The article states that Hardit Singh went on to notch nine aerial victories in the weeks ahead, before he himself was wounded in action. Latterly, he flew with 141 Squadron (RAF) at Biggin Hill, a specialist unit created for defending London from raiding Zeppelins and Gotha bombers. He staunchly refused to part with his turban and somehow managed to fit over it an outsized flying helmet, earning the affectionate nickname of "Flying Hobgoblin" from the ground crews.

After the armistice, Hardit Singh was posted to 11 Squadron at Nivelles before he finally returned home after the War, a hero in his own right.

Read the *Sikh24* story here <http://bit.ly/1yVFh0p>. See also the *Times of India* article posted on 8 October 2014 on Hardit Singh and the first



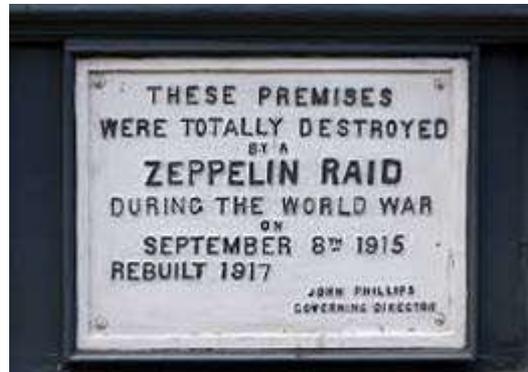
The Red Baron's "Knock Off" Aircraft

Not sure that I agreed entirely with the tone of *Wired.com*'s article of 9 August 2014, in which it talks about the success of the iconic Fokker Dr.I triplane, as flown by Manfred von Richthofen. The article asserts that the Dr.I was a knock-off of a British Sopwith Triplane, one of which crashed behind German lines and was studied extensively.

The article has some useful technical data on the Dr.I and discusses the aircraft's propensity for wing failures. Poor manufacturing and a design that put much more force on the top wing rather than the lower two meant the plane was not destined for mass manufacturing. Just 320 Dr.Is were made - none of the originals survive. However, budding aviators can "fly" the Dr.I in a flight simulator at the National Museum of the US Air Force at Wright-Patterson Air Force Base in Ohio.

Actually, the highlight of the article is a

recognised Indian "ace", Lt Indra Lal Roy: <http://bit.ly/1x4yt1b>



First Blitz Round Up

Ian Castle, author of **London 1914-17: The Zeppelin Menace**, and its sister volume, **London 1917-18: The Bomber Blitz**, has been in touch with *Wind in the Wires*. Ian has launched a new website, the aim of which is to document all 103 German air raids that dropped bombs on mainland Britain in WW1. The website is up and running and will continue to develop over the next couple of years as Ian adds new raid details, hoping to stay at least 12 months ahead of the centenary of each one.

One particularly interesting aspect of the website is the "Raid Index". A quick glance reveals that it was not just major towns and cities that suffered from aerial attack, and numerous small rural communities also found themselves on the receiving end of German bombs.

link to a five minute YouTube HD video shot by the Historical Film Aviation Unit of seven replica Dr.Is in flight.

Read the *wired.com* article here: <http://wrd.cm/1xZhdZs>



Kingston's Aviation Empire

I was a little sceptical when I came across an article called "**Geek's Guide to Britain**" at *theregister.co.uk* (posted on 24 October 2014). However, I was pleasantly surprised to read a well-written and researched piece on the manufacturing success of Sopwith Aviation and its impact on the market town of Kingston-upon-Thames over some nine decades.

The Register toured the town, searching for the lost buildings and former factory sites, from the initial Edwardian roller skating rink site through to "the Island" and the Ham Factory (National Aircraft Factory No 2). It shows the sites as they

The website is located at www.lanCastleZeppelin.co.uk and is highly recommended.

[note to Editor – don't forget to mention Ian's talk to the London meeting on 21st November]

[Ed - don't worry - it's mentioned below!!]

In *Wind in the Wires 10*, I mentioned the article posted on *Londonist.com* about "The Scarred Sphinx" on the Embankment. On 8 October 2014, the website's series on locations in London that still bear the scars of war plotted the damaged caused by the Zeppelin raid on 8 September 1915. Commanded by Heinrich Mathy, the raid badly effected Holborn and the City and there are still many signs visible today: <http://bit.ly/1ohDRMN>

Wind in the Wires wouldn't be the same without a William Leefe Robinson story. This one comes from the *Nottingham Post* (posted on 30 September 2014) and relates to the downing of SL11. A local man, Air Mechanic Everard Locke from Hucknall, was serving in Robinson's Squadron (39 HDS) and the article gives his eye-witness account to this dramatic event as well as reproducing a contemporary report of the funeral of the airship's crew: <http://bit.ly/10SG4Es>

The *Eastern Daily Press* keeps on delivering plenty of World War 1 and

were then and as they are today and includes GPS co-ordinates and post codes if you want to do your own tour.

The Island was the famous factory at the corner of Canbury Park and Elm Crescent, from which came the design of every one of Sopwith and Hawker's aircraft between the years of 1916 to 1958 – from biplane to monoplane to jet aircraft.

The success of the operation was staggering, with 25% of British fighter aircraft designs in WW1 coming from Sopwith. 60% of all single-seater aeroplanes in the British and allied air forces were a Sopwith. This includes models designed and built in Kingston or just designed in Kingston and built under license elsewhere.

The article also provides a detailed critique of the famous Camel and goes on to chart the post war years, through the Second World War and, finally, into the jet age.

Highly recommended: <http://bit.ly/1zuysWL>

Zeppelin content and, on 3 September 2014, it reported how local historian, Ivan Bunn, had been able to identify the sole victim of a raid on Lowestoft on 9 August 1915. It had long been thought that the victim was Helen Cook, but Ivan's research has confirmed that a maid, 19 year old Katie Marie Crawford, was the unfortunate casualty. See <http://bit.ly/1qnTAWi> and whilst you are on the *EDP* website, check out its dedicated section <http://bit.ly/1ohEQMY> for all manner of related articles.

Finally, on 10 September 2014, the *Mail Online* published amazing merged photographs showing damage done to London houses and businesses during German air raids. The images, which were compiled by property website Rightmove, are striking and well worth a look: <http://dailym.ai/1t8PLnP>



Pilot and historic landing honoured



Schools News: Blue Plaque for Jerrard and Old Norvicensions Remembered

Early subscribers to *Wind in the Wires* may recall the sale of a silver-gilt punch bowl in July 2012, which had been presented to Flight Lieutenant Alan Jerrard VC of 66 Squadron. I was pleased to read that his old school, Bishop's Vasey Grammar School in Sutton Coldfield, has commemorated him with a blue plaque: <http://bit.ly/10j1YiQ>. His other "alma mater" Oundle School, have so far not followed suit.

Also, in news from schools commemorating former pupils, I spotted (thanks to the *Eastern Daily Press* again) that the Norwich Grammar School's

Published on 6 September 2014 in the *Daily Gazette*, were details of a special service held to remember the death of **Squadron Commander Edwin Harris Dunning**, the first man to land an aircraft on a moving ship.

Dunning landed his Sopwith Pup on HMS Furious on 2 August 1917 at Scapa Flow, but was tragically killed five days later, aged just 25, while attempting to make another landing on the vessel. The service was conducted by the Rev Christopher Woods, chaplain to the Harwich and District Branch of the Royal Navy Association, at St Lawrence Church.

<http://bit.ly/1tFc4qo>



Scottish Seaplane Base – All Wight on the night

In the Second World War, Helensburgh, a town in Argyll and Bute, Scotland, was home to an RAF Marine Aircraft Experimental Establishment. As an article published in the *Helensburgh Advertiser* on 16 October 2014 explains, this was just history repeating itself.

exhibition will include the stories of two “Old Norvicensions” and RFC aces, Captains Vernon Blyth (better known to us under his stage name of Vernon Castle) and Philip Fletcher Fullard. Blyth had previously found fame as a dancer on Broadway and silent movie star and completed 150 missions. Fullard (pictured), was the top scoring UK ace to fly Nieuports and became an Air Commodore: <http://bit.ly/1x4lTha>



Restoring a Bristol Scout – A Family Affair

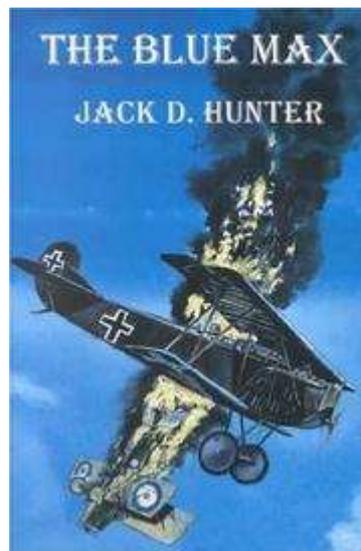
Widely reported at the end of October 2014 was the story of the two brothers who have built a replica of the WW1 aircraft flown by their grandfather after finding parts of the original in his shed.

Flt Sub Lt Francis Donald Holden “Bunnie” Bremner served with the Royal Naval Air Service during the Gallipoli campaign in 1915. Cleaning out his workshop in 1983, the brothers, David and Rick, found the control stick, rudder

The article describes how, on the outbreak of the First World War, the Royal Naval Air Station established a base on the same site to test seaplanes. Shipbuilders, J. Samuel White & Co Ltd on the Isle of Wight produced the all new “Wight Seaplane Admiralty 840”, equipped to carry torpedoes and powered by a 225hp Sunbeam engine. One of the first 840s was sent to Helensburgh for secret trials and development, leading to an order of 68 aircraft.

In August 1917, a Wight seaplane became the first ever aircraft to destroy a submarine when Sub Lieutenant Charles Stanley Mossop bombed UB-32 in the English Channel.

See more at: <http://bit.ly/1twRRBv>



The Blue Max Project

bar and magneto, from the Bristol Scout (Serial 1264) he flew. They began building the replica aircraft in 2010, mostly from scratch, but travelled to New Zealand to get the engine from The Vintage Aviator.

The first flight is planned for the spring of 2015, with the experienced Gene DeMarco as pilot. The brothers, who are both pilots, hope to fly from the same airfields their grandfather used and over the Somme battlefield, where another family member was killed.

Mail Online article is here:

<http://dailym.ai/1vEMn5S> and the builders' blog: <http://bit.ly/10j3Ulf>



In French and New Zealand Skies

Claude Courturier, a French-born graduate of the Wright Brothers flying school in 1911, was the subject of an article in the *New Zealand Herald* posted on 29 September 2014.

Courturier made his home in New Zealand

The link below is to a blog that combines graphic arts, storytelling and a love of World War 1 aviation into a long term art project. The project will, ultimately, become a companion journal to Jack Hunter's novel "The Blue Max". The journal will be from the point of view of Unteroffizier Gerhardt Rupp, the informant and smuggler of contraband at the aerodrome at which Bruno Stachel was stationed.

The hope is that the journal will look like a real war journal and sketchbook and will be packed full documents such as maps, orders, photographs, sales receipts etc. and retell The Blue Max story from Rupp's perspective.

The blogger, who I found on the *Great War Forum* under the name of WWGeezer, has been posting on websites for the flight sim community and *The Aerodrome*, but is looking to become engaged with the wider online community in order to tap into resources for WW1 historical documents.

The blog has a lot in it, if you care to dig through the various menus, and should give you a sense of the project: <http://bit.ly/1tY21ga>

Talking of the Blue Max, check out a very good review of the 1966 film at <http://bit.ly/1tFeEge>. The blog has

in 1912 in order to set up his own flying school. However, by the time he returned home at the outbreak of war, he had never made a proper flight in his Blériot monoplane. He joined the French air force, the Aviation Militaire, enlisting as a pilot under training at Étaple on 27 April 1915 and was posted to Escadrille MF2, an observation squadron, on 20 May 1915.

On 1 September 1915, Sergent pilot Couturier and his observer Lieutenant Moisan were airborne, reporting artillery fire in a Maurice Farman MF11, when they were attacked by two enemy machines. Within minutes both had received at least four serious wounds. Couturier tried to reach the French lines but died while they were 300 metres above the trenches. The aircraft crashed near Parois, 19 kilometres west of Verdun and they are buried at Nécropole Nationale de Vauquois, Meuse.

Check out <http://bit.ly/1GmhzQ5> and <http://bit.ly/1GmaQWi> for further details.

reviewed a number of First World War films which would be of interest to Wind in the Wires readers, such as Aces High, Flyboys, Wings and Zeppelin.



Branch Meetings

London

HMS President, home of our **London Branch**, is looking resplendent in her dazzle camouflage. This meeting takes a lot of time and money to organise; and given the numbers attending in 2014, we wonder if members still feel the need for face-to-face meetings in this digital age? Vote with your feet - if we get a decent turn-out. we'll see if we can keep it going for 2015. For the last meeting of 2014, but hopefully not the last ever, we have a change from the advertised programme:

21-Nov: Ian Castle's talk is entitled "**A Fine Feat of Arms**": **The Friedrichshafen Raid - 21 November 1914**". Plus Jeff urges you to "**Bring a WW1 Aviation Curio**"



Video Plea

The society regularly hosts seminars, meetings and lectures - often with fascinating speakers and always well worth hearing and watching. However sometimes members just can't get to a particular meeting - and as things stand there's no "catch up" facility, as often is possible with our favourite TV programmes these days.

We're looking for a volunteer (or two) to attend and record these occasions for the society, so those unable to attend can see what they've missed! We're not after a technical genius - just someone who has the kit and ability to capture these events on video; and ideally can edit the raw material into something watchable. You don't need to be a David Attenborough or Peter Jackson, just someone with some time and enthusiasm - plus basic kit and skills.

If you think you can help your society, please contact Andy Kemp on 01832 720522
or webmaster@crossandcockade.com

Full details are here: <http://bit.ly/VKI2n4>

York



Less well camouflaged is the Ackhorne, home of our York Branch. We've just held the last meeting of 2014 - with 11 stalwarts braving the unseasonal warmth and bright sunshine. Rumours that the Ackhorne was doing food however sadly proved to be off the mark. No speakers here either; just excellent beer and a group of like-minded folk sharing WW1 aviation photos and knowledge. Who needs ham & eggs anyway?

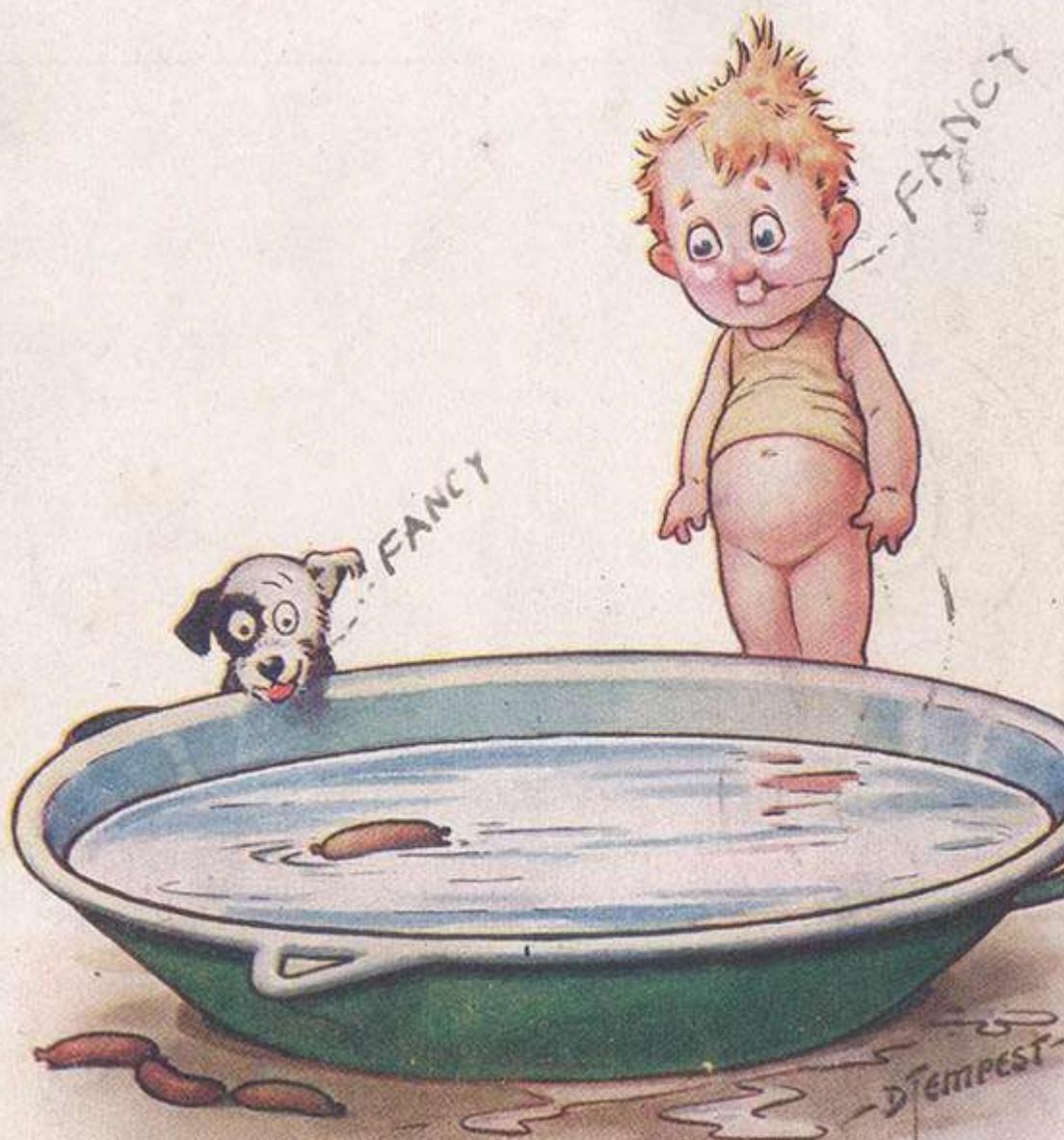
Dates for 2015 are on the web site, and all comers are welcome! Full details here: <http://bit.ly/1BVCZRT>



Stow Maries

Just as *Wind in the Wires* was being put to bed, news reaches us that our friends at **Stow Maries** have just secured a £200,000 grant from English Heritage to restore four key Grade II* listed buildings. These are the Royal Engineers' Workshop, the Night Flying Store, the Pilots' Ready Room and the Motor Transport workshop.

Oh! Anuver recked
Zeppelum
in the Norf Sea!



Written by David Marks, edited by Andy Kemp
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