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

## Wind in the Wires

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



If you know someone who would appreciate what we offer, please let them know by sending them this link: <http://bit.ly/1tWo5WJ>

The second issue of Volume 46 will be leaving the printers by late June.

The excellent cover painting by Russell Smith links nicely with our lead article on Lt Arthur Jones of the 174th Aero Squadron. Then we've got the truth on the WW1 service of band-leader Billy Cotton, the story of Toronto's Sisley brothers and Colin Owers' history of the Porte Baby flying boat.

There's also the regulars, with Paul Leaman's "German Seaplane Atlas", the seventh instalment of Mick & Trevor Henshaw's series on Moranes in RFC service and part 22 of Mick Davis' "Gazetteer of UK Flying Sites" covering from Yar to Yeo; including two A2 OS maps of Irish WW1 aviation sites.

Please note that after many years service to the society, Roger Tisdale has resigned. Please send all membership communication to Andy Kemp by [email](#), or call +44 (0)1832 720522.

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



## **Close Encounters of WW1 Kind – A Red Baron Round Up**

When I started writing *Wind in the Wires*, I never imagined reading the headline “Red Baron shot down ‘flying saucer’ over the trenches”. Implausible at it sounds, that’s what I read on the *Daily Mirror* website on 24 February 2015. According to a book recently published by Nigel Watson, *UFOs of the First World War*, Manfred von Richthofen supposedly



## **First Blitz Commemorations**

April and May marked the centenary of a number of Zeppelin raids on the East Coast and the local press in Suffolk and Essex provided plenty of coverage for your writer to review. Without the Editor’s “blue pencil”, I would have gladly filled the newsletter with nothing else, so I am recommending the following articles on three raids (apologies to any Lowestoft raid fans!).

### **Maldon Raid – Killed a Hen**

This raid took place on 15 April 1915 and the *Essex Chronicle* published a detailed article on 25 April 2015 with contemporary accounts from the newspaper’s archives. The raid caused

spotted an UFO that looked like an upturned silver saucer with orange lights above Belgium in 1917. The Baron opened fire, bringing the craft down and two of its occupants fled from the wreck into the trees. The story is from an eye-witness account from Peter Waitzrick, which the pilot shared in 1999 at the age of 105!

Read the [article](#) and see what you think.

Every April, the anniversary Richthofen's death spawns a number of "on this day in history" articles. The [item](#) posted on the *Forces TV* website by John-Paul Tooth is a solid piece on subject and includes footage of the Baron's military funeral.

The circumstances surrounding Richthofen's death are, of course, still widely debated. In Canada, Captain Roy Brown, the man credited with shooting down the German air ace, is still receiving plaudits. In Australia, the actions of anti-aircraft machine gunners are credited with the Baron's demise. Widely reported in Canadian press in March 2015 was the story of 11 year old Nadine Carter, a resident of Stouffville, the town in Ontario where Roy Brown lived and died. After coming across Brown's story as part of a school project, she was upset to find that his grave had been moved from Stouffville to Toronto and the original resting place could no longer be

damage to property and a minor injury to a girl. There was no loss of life, save for that of Mr Hutson's spotted hen. I must declare a vested interest here, as I provided the illustrations from my collection and was interviewed for this [article](#).

### **Bury St Edmunds Raid – Killed a Dog**

On 29 April 2015, the *East Anglia Daily Times* reported on a fetching [mixed-media piece](#) created by local artist Sara Muriza, which has been put on display at **Moyse's Hall Museum** in Bury St Edmunds. The art work, titled "**April 30th, 1915**", tells the story of how people got through the Zeppelin raid on the town a hundred years before.

Whilst the raid caused much damage, the only fatality was a dog, killed in a fire caused by one of incendiary bombs. This is represented in the piece, with the dog's soul rising through the air. If you're interested, the dog was a Collie owned by a local shopkeeper. Pictured is the artist with her work; a mixture of print, charcoal, chalk, paint and ink. You will note the Zeppelin incendiary bomb, which was recovered after the raid, in the case beside her.

Please also see the following [article](#) posted the following day by the *Eastern Daily Press* with more details of the raid

identified. Determined to right what she considered to be a terrible wrong, Nadine took her campaign to the town council and gave an impassioned speech. This has resulted in a memorial plaque being commissioned and a promise to locate the grave, which will have a headstone. See the [article](#) here.

On 4 June 1915, Captain Brown will be formally inducted as a member of the Canadian Aviation Hall of Fame and Jeff Maguire, a founding director of the Roy Brown Society, wrote a lengthy [piece](#) for the *Carleton Place Almonte Canadian Gazette* on 29 April 1915. Just like Nadine, Jeff's passion for Brown and his fellow Carleton Place aviators is clear to see.

For the Australian perspective, I found this great little blog on the *ABC Brisbane* website "*Breakfast with Jacquie Mackay*", which is a morning radio show. Acknowledging that it's likely to have been an Australian anti-aircraft machine gunner, Sgt Popkin, who fired the fateful shots, the blog explains that it could have been a young Rockhampton machine gunner, also named Brown.

Private William Brown enlisted in August 1916, going into the 11th Machine Gun Company and left his son, Laurie, a letter in which he details how he was one of a line of machine gunners who were all

and the exhibition. The army airship LZ 38, which terrorised Bury that night, later became the first Zeppelin to bomb London.

### **Southend-on-Sea Raid – Killed one Person**

In the lead up to 100th anniversary of 10 May air raid, the *Southend Standard* posted an informative [article](#) on 3 May 2015 with illustrations and eye-witness accounts. Of interest is the description of the anti-German feeling following the raid, leading to rioting and attacks on German and Austrian owned businesses. This raid was much more intense than previous raids and there was one fatality, Agnes Whitwell.

Don't worry. Rest assured that *Wind in the Wires 14* will carry further reports for Zeppelin raid enthusiasts, to include the commemoration of the first attack on London.



firing at the Red Baron's 'plane when it went down. Please click and listen to Laurie's chat with Jacquie where he describes his father's eye-witness account – a great [3 minutes](#).



## Commemorating the first WW1 VC Airman

27 April 2015 marked the 100th anniversary of the death of 2nd Lieutenant **William Rhodes-Moorhouse** VC, RFC and there was plenty of coverage in the local press in Northamptonshire, centred on his home village of **Spratton**, and **Beaminster** in Dorset, where he is buried. There was also national recognition as a commemorative stone was laid at the Ministry of Defence and *The Sunday Express* also carried a fulsome tribute by Lord Ashcroft.

However, there was an intriguing Rhodes-Moorhouse [story](#) in the *Blackmore Vale Magazine* on 8 March 2015. For some reason, there's a

## Former WW1 aircraft engine factory to open as community space in Walthamstow

To London E17, where the *East London and West Essex Guardian* [reported](#), on 28 April 2015, on the re-opening of Gnome House in Blackhorse Lane, Walthamstow. This was the site of Peter Hooker Ltd, which made the lightweight aircraft engines which gave DH2 pilots superiority in the skies above the Western Front in 1916. The derelict building has been transformed following a nine month £1 million makeover to become a community art facility.



## Sgt Thomas Mottershead VC

Readers may recall that in *Wind in the Wires* 9, I mentioned the appeal that had been launched for a statue of **Sgt Mottershead** in Victoria Park, Widnes. The *Liverpool Echo* [reported](#) on 21 May 2015 that the appeal committee has now chosen the design for the statue with

memorial plaque (pictured above) to Rhodes-Moorhouse stuck in a beech tree in Melpash, which is just to the south of Beaminster. A maker's mark in one corner reads H. Neller and Son 10.5.29.



## Royal Visit to Stow Maries

There's always room in *Wind in the Wires* for some **Stow Maries** news. On 17 March 2015, HRH Prince Edward, the **Earl of Wessex**, visited the First World War aerodrome after an invitation by Lord Petre, Lord Lieutenant of Essex. The Prince was shown a BE2e (built last year to a 1914 design) complete with pilots in authentic flying gear. Unfortunately, as [reported](#) in the *Essex Chronicle*, adverse weather conditions and mechanical problems saw the aircraft fail to start with the Prince in the cockpit. Check out the extensive picture gallery.

There was good news for **Stow Maries** a week later as the aerodrome was awarded £1.3 million in George

input from members of Mottershead's family. The design by **Beverley Topping** depicts Mottershead in flying gear. For more information on the appeal and for details on how to donate, visit [www.mottersheadstatueappeal.co.uk](http://www.mottersheadstatueappeal.co.uk)

On 27 April 2015, there was a heart-warming [tribute](#) in the *Liverpool Echo* to Mottershead by his granddaughter, **Cynthia Williams**. The article gives an insight into the valiant airman's family life. The embroidered silk handkerchief case (pictured above) that Tom gave to his wife, Peggy, for Christmas 1916 is particularly poignant, as he died just a few weeks later.

Interestingly, as [reported](#) in the *Runcorn & Widnes Weekly News* the previous month, Cynthia has lived in Australia since 2006 and has only recently become aware of the statue appeal. She was thrilled that people still held her grandfather in such high regard.



Osborne's budget. The money will go towards building new hangars at the site.



## More Port Meadow Casualties Remembered

Port Meadow Training Depot was mentioned in *Wind in the Wires 12*, with a story on the death of **Captain George Thomson** in a flying accident. In another of its Memory Lane features regarding the aerodrome on 13 April 2015, the *Oxford Mail* [recounted](#) the deaths of two more airmen just 10 days before the end of the War.

**Captain Lenox Arbuthnot**, an experienced 22 year-old pilot, and his passenger, Second Lieutenant Albert Scholes, 21, were killed instantly when their Bristol Fighter, C4774, hit the ground on 1 November 1918. Captain Arbuthnot was carrying out a dangerous, unauthorised low-flying manoeuvre when tragedy struck. A verdict of death by misadventure was recorded at the inquest. When Arbuthnot joined the 21st Wing Wireless Telephony Flight at Port Meadow in October 1918, he had had more than 500 hours flying experience.

## From Colonial Warrior to Western Front Flyer

I enjoyed an [article](#) in the *Essex Chronicle* on 6 April 2015, which publicised a new book about **Sydney Herbert Bywater Harris**. Described as a “daredevil Essex adventurer”, Ilford born Harris served in the US Cavalry, seeing action in the Boxer Rebellion and in the Philippines. In August 1914, he transferred to the Royal Flying Corps from the King Edward's Horse (The King's Overseas Dominions Regiment) and in 1916 went to France with 23 Squadron to fly the FE2b (pictured above).

Sydney was badly wounded while gun-spotting over enemy lines and, after several months recovering, he was posted to Turnberry as Chief Instructor. In August 1917, he was posted to Marske by the Sea, with the rank of Lieutenant Colonel, to form and command 2 Fighting School. In 1919, he was awarded the Air Force Cross.

After the First World War, he became involved in the Spanish Civil War as part of the International Brigade. Remarkably, aged 58, Sydney arranged a transfer to France from the RAFVR in 1939 to act as Adjutant with 1 Squadron, where his

Scholes had been awarded the Military Medal in December 1916 for “efficiency in keeping in communication with an aeroplane while under heavy shellfire”.

The article states that plans are being put in place to create a memorial to the 14 airmen who died on, or near, Port Meadow. Local residents, landowners and historians have formed an action group to promote the project with a view to having the memorial in place near the airfield site by 2018.

Check out Volume 45/3 of the CCI Journal for Peter Wright’s article on Port Meadow “A Peaceful Spot by the Thames” - and note that the society will shortly be publishing an updated edition of Peter's book, "**The RFC in Oxfordshire, 1912-18**".



### **Bert’s Bundaberg Boulder – An Update**

In the last issue of *Wind in the Wires*, I reported on the basalt boulder that was being transported from Queensland,

duties included liaising with the French Air Force.



### **Albert Ball’s Plum Cake**

Pleased to [read](#) that students from my alma mater, Barnet and Southgate College, worked with the RAF Museum to recreate the home-made plum cake that was sent to WW1 ace **Albert Ball VC** by his family.

Ball loved to take a huge piece of the “ripping” cake with him when he flew and the recipe was discovered by Albert Ball’s great niece whilst clearing out her grandmother’s house in Nottingham. The cake has been on sale at the RAF Museum restaurant since 20 April 2015, packaged as if being sent as a parcel to Ball.

A panel of eighteen judges from the College Catering staff and the RAF Museum sampled five versions of the cake, with David Ellingham’s recipe being declared the winner.

The recipe is posted [here](#).

Australia to the Italian Alps, to commemorate aviator **Bert Hinkler**.

In an [article](#) posted on 13 April 2015, the *Brisbane Times* confirmed that the 1.4 tonne bolder has now safely arrived in Italy, where sculptor Roberto Vignali will begin its transformation into a memorial. Prime Minister Tony Abbott will provide a tribute to Hinkler that will be placed in a time capsule, which includes a tile and some nails from Hinkler's home in Bundaberg, and buried nearby.

The **Royal Queensland Aero Club** has donated an old propeller to be part of the Italian memorial, which will honour Hinkler's active service with 28 Squadron RAF in northern Italy during 1918 and all other WWI service men and women who were prepared to sacrifice their lives. The memorial is set to be unveiled on 2 August 2015 by Australia's Ambassador to Italy, Mike Rann.



### “Balloonatic’s” Medals Sold at Auction



### Canadian Prime Minister’s Brief RFC Service

Guelph, Ontario, was the one time home of **Lester B. Pearson**, future prime minister of Canada and recipient of the Nobel Peace Prize. The *Guelph Mercury* [reported](#) on Pearson’s early life and brief stint in the Royal Flying Corps.

Enlisting in the army as a medical orderly in April 1915, he transferred to the Royal Flying Corps in October 1917, reporting to the School of Aeronautics at Reading. A flying instructor told Pearson that Lester was a "sissy name" for a fighter pilot and called him Mike, a nickname that stuck for the rest of Pearson's life.

Undeterred by a serious crash in training, Pearson eventually made his first solo flight. Then, one night when London was blacked out during an air raid, he was run down by a bus while crossing a street.

At the **Dix Noonan Webb** sale on 25 March 2015, an impressive array of medals realised £4,800. These were awarded to **Lieutenant-Colonel HM Meyler**, Border Regiment, late Middlesex Regiment, Royal Flying Corps and Royal Air Force, in a distinguished and varied career.

Following service as a Trooper in the Boer War, Meyler won the MC for trench observation work in 1915 and transferred to the Royal Flying Corps in March 1916, initially as a Captain and Wing Adjutant. In June 1916 he was gazetted as a Balloon Officer and, in August, as a Flight Commander. Meyler subsequently completed 123 operational hours of balloon observation work. By July 1917, he was a Lieutenant-Colonel and Balloon Wing Commander, with charge of 2nd Balloon Wing, RFC, in Belgium, in which capacity he was injured in a parachute descent in September 1918. He was awarded the DSO.

Meyler is also believed to be the only politician to have served as an MP in the First Parliament of the Union of South Africa and in the House of Commons. The auction catalogue included detailed footnotes that can be read [here](#).

Pearson displayed symptoms of psychological trauma following the accident and he was sent home to Canada to recover. Returning to Guelph, Pearson finally secured a posting as an aerial navigation instructor at the School of Aeronautics at the University of Toronto.



## **Doug Gregory, DFC – Obituary**

I thought that readers would like to read the *Daily Telegraph's* [obituary](#) of Second World War fighter pilot, Doug Gregory. Gregory is best known as a founder member of the **Great War Display Team** and the builder of a replica SE5a. For some 30 years he flew his fighter at air shows and, in his eighties, he became the oldest stunt pilot in Britain.

His final flight was on his 90th birthday. "Building an aeroplane is fun in itself," he remarked, "but it is only a means to an end. Flying it is the greatest pleasure."



## He's built an SE5a, but can't fly it!

I am always amazed by the tenacity and ingenuity of people (mainly Americans, it seems) to build their own replica WW1 aircraft. The latest example I've found hails from California and was [reported](#) in *The Press Democrat* on 20 March 2015.

Carpenter **Bryan Dorsett** began a project to build a replica SE5a in 1988 and the 85% scale aircraft was finally unveiled to the public in November 2014. Dorsett estimates that the construction costs of the aircraft were \$10,000. The replica is powered by an 85hp engine taken from an original 1949 Funk tail-dragger. It sounds like a real family affair, as his brother did the welding and his cousin stitched the fabric to the wings. However, Dorsett was so busy building the aircraft that never had the time to get his pilot's licence to fly it!



## Branch Meetings

### York

The next gathering is at 12:00 on **Saturday 15th August**.

No speakers here; just excellent beer and a group of like-minded folk sharing WW1 aviation photos and knowledge. Looks like they're still not doing food - so bring your own sandwiches!

All the dates for 2015 are on the web site, and all comers are welcome! Full details [here](#).

### Essex

We've been very remiss not to mention previously our longest running branch, which is regularly hosted by founder member John Barfoot in his basement - **The Dugout**. 15:00 on the last Friday of each month is the date for your diary; let [John](#) know if you're planning to attend, so he can warn the caterers!



## News in Brief

Way back in *Wind in the Wires* 5, I reported on aviation pioneers, the **Pashley Brothers**, and the archive held at the West Sussex Record Office. On 17 April 2015, the *Worthing Herald* ran a [piece](#) by the assistant county archivist with lots of lovely pictures for pre-WW1 aviation and Farman fans to enjoy.

In *Wind in the Wires* 12, I reported on the band of pensioners building a replica **Sopwith 1/2 Strutter** at the Aircraft Presentation Society at East Fortune. There was a nice [update](#) on the project in the Science section of the *Guardian* on 3 May 2015. They're getting there, but still need the public's help in terms of information and, of course, donations.

## London

Since we decided to discontinue the regular London meetings, our members in the South East have been looking alternative ways to meet up, to discuss our favourite subject over a pint of ale. If you'd like to be included in the discussions or attend the meetings, email [David Marks](#) or [Mark Tuffield](#).



## WRAF Gladys – Putting right the wrong

[Reported](#) in the *Rutland Times* on 11 April 2015 (and also on the BBC website a week before) was the special service held to rededicate a local war memorial, which now includes the name of **Gladys Walter**.

Gladys joined the Women's Royal Air Force in 1918, aged 20, and was stationed at 39 Training Depot Station in Grantham. She died of pneumonia on Armistice Day but, as a female non-combatant, was not included amongst the names on the village memorial of her



## 2015 & 2016 AGMs

**25th April** was the date - and we had a good turn-out of members at the usual location, the **RAF Museum, Hendon**.

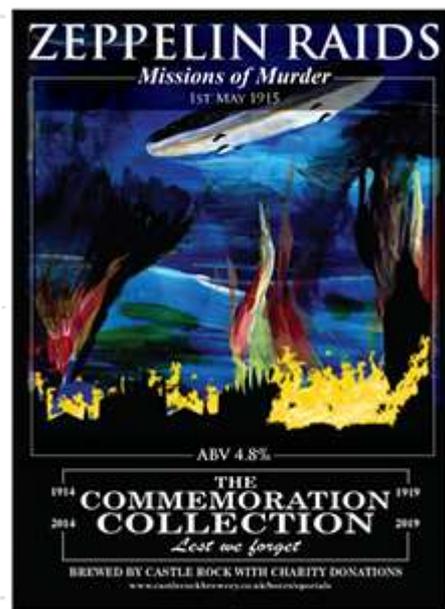
The **Leaman Lecture** was given by Professor **Jerry White** of the University London, who entertained the audience with a presentation on the social history aspects of German air raids on the capital: "**Zeppelin Nights: London in WW1**".

After lunch everyone enjoyed the RAF Museum's excellent new **First World War in the Air Exhibition**.

The date of the next AGM for your diary is Saturday **23rd April 2016**.

home village of Braunston. The Parish Council were determined to have Gladys' name added, and were able to track down relatives to attend the service.

Gladys Walter has a [Commonwealth War Graves Commission](#) headstone in the same churchyard.



## Beer News

Finally, here is some beer news to whet the whistle and to shoehorn in yet more Zeppelin content. **Zeppelin Raids, Missions of Murder**, is a German style beer brewed with smoked malt and fruity hops from the **Castle Rock Brewery** in Nottingham. See this [article](#) in the *Nottingham Post* from 12 May 2015, which explains all.

**Help! Murder!**  
**The Zepps have come**



Written by David Marks, edited by Andy Kemp  
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