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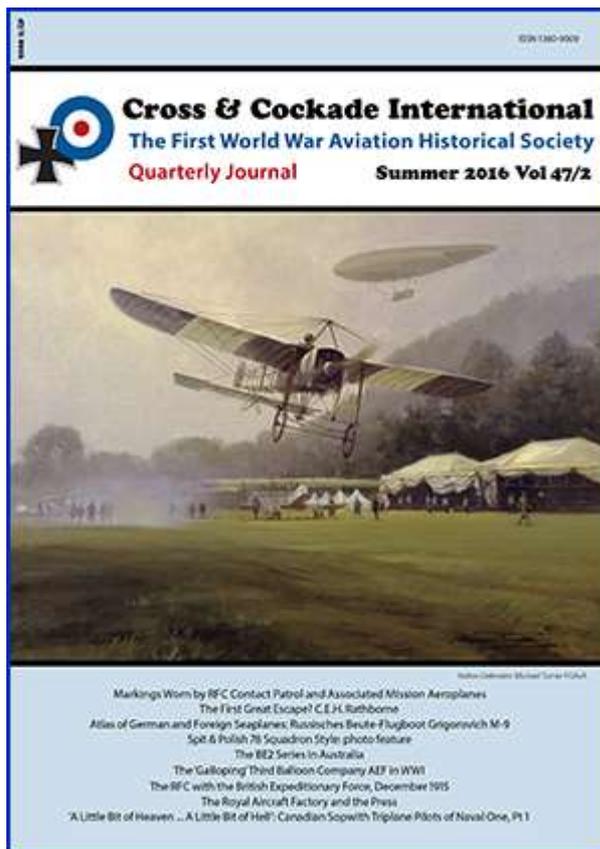
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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

Welcome to the seventeenth 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 over 1,100 other subscribers now enjoy, please pass on this email: or send them this link: <http://bit.ly/1tWo5WJ> - from where they can sign up for their own copy.

Volume 47 is now well under way. After an excellent start, issue two will be leaving the printers in a fortnight.

Subscriptions for 2016 are heading towards 90% of the 2015 figure. If you're one of the stragglers, there's no need to feel too guilty - you can resubscribe now using this link: <http://bit.ly/1NKYpbL>

Cross & Cockade International
The First World War Aviation Historical Society
Web Site www.crossandcockade.com

A little earlier than usual, we're launching the Cross & Cockade calendar for 2017, featuring twelve superb paintings by top notch artists. 2017 will be upon us before you'll know it - so there's no harm being a bit ahead of the game. You can order your copy here: <http://bit.ly/1WPyXXg>



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

JANUARY 2017						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Don't forget our informative and expert-packed [Forum!](#) This is due to receive a long-overdue overhaul in the coming

weeks, which will integrate its log-on with the rest of the site - and also make uploading photos more intuitive.



Give that Man a Cigar! Red Baron items up for Auction

Whilst on the subject of MvR, I see that there is another big sale of Red Baron relics in the States through **Mohawk Arms, Inc.** in Bouckville, New York State

Von Richthofen – The Croydon Connection

Remembering 1916 – Life on the Western Front, a major new exhibition at the **Whitgift School**, Croydon is packed with personal accounts, original artefacts, documents and archive footage reflecting the shared experience of British, French and German men and women both at home and at the front.

Of the many stories, the exhibition outlines Whitgift's extraordinary double connection with the career of Manfred von Richthofen. On 17 September 1916, the Red Baron had a fierce dogfight with 2Lt Lionel Bertram Frank Morris, a former Whitgift pupil. Von Richthofen shot down Morris', FE2b, serial 7018 of 11 Squadron RFC. Morris was just 19 years old and died soon after being recovered from the wrecked aircraft. Morris' observer, Captain Tom Rees was also killed. This was the Red Baron's first official 'kill' of the war.

To mark this event, Whitgift has commissioned a painting depicting the height of the battle by leading aviation painter **Alex Hamilton**, GAvA. Remarkably, another former pupil, George Walter Barber of the Australian Medical Corps, conducted the third autopsy on von Richthofen. Barber's conclusions changed the interpretation of

set for 3-4 June 2016. Items will include a Christmas 1917 gift box of cigars sent to von Richthofen with 16 of the original cigars still inside. An accompanying letter from an official at the cigar company tells von Richthofen "and the members of your famous squadron" to enjoy the cigars. A receipt signed by von Richthofen himself is also included. The box has a minimum bid of \$3,700.

Also sold will be an exquisite purple enamelled cigarette case, presented by von Richthofen to Werner Voss. Lots of other WW1 aviation items, including fabric sections, are on offer; so place your bids here! <http://bit.ly/1TEBgss>



Avro 504 Returns to France

Reported in the *York Press* on 2 May 2016 was news that an aircraft from the **Yorkshire Air Museum** will represent the British Air Services at an international commemoration this summer. The museum's Avro 504 will help mark the centenary of the Battle of the Somme in France on 1 July at the Thiepval Memorial.

the events surrounding von Richthofen's death.

See: <http://bit.ly/1OXANfb>. The exhibition runs until 31 August 2016 and one of the other exhibits is a locket holding a portrait of an unknown airman from the Royal Flying Corps, with a fragment of fabric from the Red Baron's red triplane.

See also: <http://bit.ly/1santB6>



Baby, you're a Firework

The *Mail Online* calls the Le Prieur rocket a "glorified firework" in an article posted on 31 March 2016, but the story of the development of this rudimentary air to air missile is fascinating, as is the work of the Fleet Air Arm Museum to replicate them.

The 2ft long replica rockets, built using old engineering drawings and photographs, have been affixed to FAAM's replica Sopwith Baby "Jabberwock" for its new Battle of Jutland exhibition. There's no documentary evidence of the rockets ever shooting

The air museum at Elvington has been invited by the Government to display the Avro to represent the hundreds of Royal Flying Corps pilots who took part in the battle. During the battle, the Royal Flying Corps and Royal Naval Air Service lost over 800 aircraft.

The museum will transport the Avro and an exhibition unit by lorry to Hull Docks and thence by North Sea ferry, through Belgium and into Picardy; where the aircraft will be rebuilt on site by eight museum staff.

<http://bit.ly/1U8I1QH>



Poetic Licence - Aerial reconnaissance on the Somme

The role of the Royal Flying Corps on the Somme was also on the mind of poet Simon Armitage, as reported in the *Guardian* on 1 May 2016. His new poems, matched with images from the

down a Zeppelin, but they did have success against the observation balloons used over the trenches. Museum curator Dave Morris says that more than 50 were shot down with these rockets.

Unlike the originals, which were essentially cardboard tubes filled with 200g of black powder with a wooden conical head on a 5ft wooden stick, the replicas cannot be fired! It's a profusely illustrated article and well worth a look.

Read more: <http://dailym.ai/1U8lkL4>



Waddington's First Visitor

Many RAF stations around the country are celebrating the centenaries in 2016, to include RAF Cranwell (which was officially opened as a Royal Naval Air Station), RAF Scampton and RAF Waddington. The *Lincolnshire Echo* has been following the stories of these early training airfields and, on 10 April 2016, it reflected on the development of the site

battle of the Somme printed from the fragile glass negatives captured on reconnaissance missions by the Royal Flying Corps, will be exhibited for the first time as part of the Norfolk and Norwich festival in May 2016.

Armitage, in poetic vein, describes the photographs as “map-like images of cratered fields and hieroglyphic trench patterns; dreamlike ‘obliques’ showing landscapes of sepia-toned towns and ghostly villages; panoramas of apparently tranquil meadows and country lanes that disguise more macabre details.” (pewh!)

The comprehensive article also carries quotes the Imperial War Museum's Alan Wakefield, who has 120,000 glass negatives in his care. He tells the readers of the trials and tribulations of taking photographs during the conflict and that the flyers boasted they could have the images processed, printed, and couriered by motorcycle despatch to a desk at the War Office, within half an hour of the plane landing.

Pictured (courtesy of the IWM) is the line of the Roman road between Albert and Bapaume in October 1916, which became the route of one of the most infamous killing grounds of the war.

<http://bit.ly/1O7qHK0>

on Waddington Heath.

Interestingly, the first aircraft to land at RFC Waddington belonged to the Royal Navy; Sub Lieutenant Leonard Rochford, flying a Bristol Scout from RNAS Cranwell. He became disorientated and landed at Waddington, much to the surprise of the workforce on the ground, as the airfield was still under construction. Having been shown the location on his map, Rochford was sent on his way. Waddington eventually opened in November 1916.

At the end of the war Waddington was put in to “care and maintenance” and, unlike Scampton, the land was not returned to agricultural use. In 1926, the airfield was re-activated with the formation of 503 Squadron, manned by reservists recruited from the local population.

Read more: <http://bit.ly/247TghU>



42 Squadron's Maltese Pilot



Other RAF Station

Centenaries and Tributes

Honourable mentions also go to articles in the local press and elsewhere for covering the stories of a number of venerable RAF Stations across Britain. The most touching was the tribute paid by 45 Reserve Squadron from Royal Air Force College Cranwell, as a party tended the grave of Major John Charles Bradley Firth MC at Blyth. Firth was a 45 Squadron ace with 11 victories to his name, nine of which came flying the Sopwith Camel. His final two victories came on the Italian front. Firth died in August 1931 at the age of 37 and has no known relatives.

Read more: <http://bit.ly/1sasKbE>

I would also mention, in passing, commemorations at RAF Old Sarum in Wiltshire and RAF Turnhouse in Edinburgh; and in Cambridgeshire, Stamford Aerodrome, which became RAF Wittering on 1 April 1918. Another Cambridgeshire station, RAF Wyton, also

An interesting piece caught my eye in the unlikely place of the *Times of Malta*, which was published on 24 April 2016. It tells the story of Wyndham Levy-Grech, the first Maltese pilot during WW1.

Levy-Grech was actually born in Brazil and returned to Valletta, aged two, in 1892 (He is pictured above aged 6, in a family photo). Grech graduated in law from the University of Malta in 1913 and proceeded to England, where he joined the Royal Flying Corps after initially serving in the Army in Cyprus. He was posted to 42 Squadron RFC in July 1916 and flew reconnaissance and took part in bombing raids in the BE2e. He appears to have been erroneously credited with shooting down one enemy aircraft.

The article could benefit from further research, as details of the rest of Levy-Grech's RFC/RAF service are vague, but I would wager that he was hospitalised at some point and re-joined the Squadron on the Italian front, where he reached the rank of Captain. On 1 April 1920, the Italian government awarded him the title Cavaliere della Corona d'Italia.

In World War II he joined the Royal Air Force, and afterwards appears to have been active in Maltese law and politics.

Read more: <http://bit.ly/1TAetMI>

received coverage (pictured above). The inaugural flight from a new grass runway was made on 14 May 2016 to mark the 100th anniversary of aviation at Wyton Aerodrome.

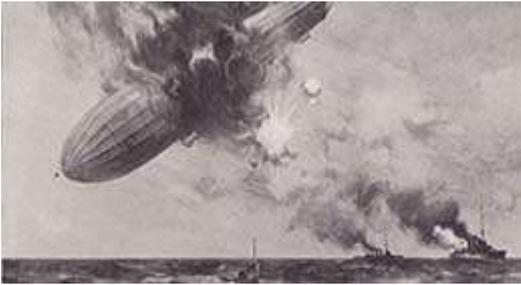
Read more: <http://bit.ly/20K31lo>



A Pair of Aces

The *Hartlepool Mail* carried the story of a local "Ace" on 17 February 2016. Harry Noel Cornforth Robinson (pictured above) was awarded the Military Cross and Croix de Guerre for his bravery and went on to win the Distinguished Flying Cross in Iraq just after WW1.

Robinson joined the Royal Flying Corps in March 1917. Later that year, he was posted to 46 Squadron, where he flew the Sopwith Pup before his unit was re-equipped with the Sopwith Camel. After scoring eight victories and receiving promotion to Captain, Robinson was reassigned to 70 Squadron in the spring



“Blown out of their old sausage machine”

The above quote is now one of my all-time favourites and was found at *SalfordOnline.com* on 3 May 2016. It concerns the shooting down of Naval Zeppelin L7 in May 1916, by a combination of gunfire from HMS Phaeton and HMS Galatea off the east coast of Denmark. However, the final blows were delivered by submarine E31.

Eccles-born submariner, William McKnight, was on board E31 and wrote to his sisters about the action, in which seven members of the Zeppelin's crew were captured and the submarine was then attacked, en route to base, by a German cruiser.

McKnight's letter home includes the following spirited passage:

“The Zeppelin men may be brave men when they are sailing over dear old England on a dark night dropping bombs on women and children, but after we had blown them out of their old sausage

of 1918 and recorded two more victories as a Flight Commander – all this before his 20th birthday.

Robinson went on to become a lecturer and instructor in bombing and gunnery at RAF Eastchurch in Kent, but fell ill in late 1925, dying seven months later, on 2 June 1926, at a sanatorium in Norfolk.

Read more: <http://bit.ly/20CFLFU>

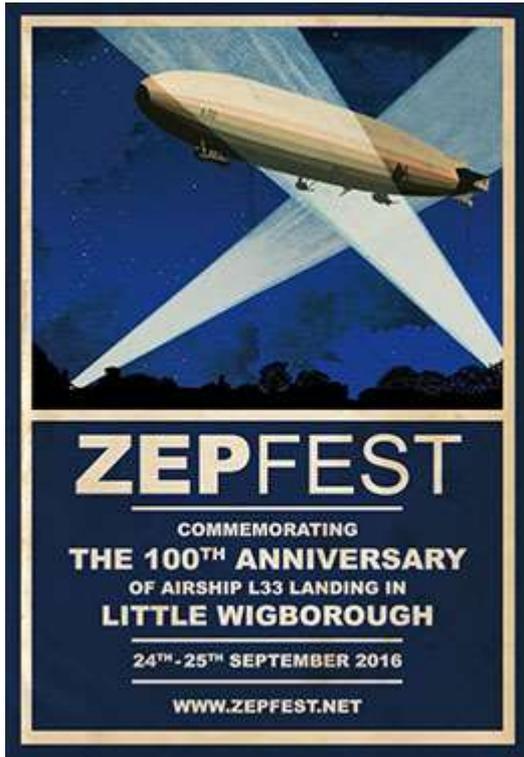
Further afield, there was a nice little article about the distinguished war service of Australian “Ace” Captain Lancelot Lytton Richardson in the *Sydney Daily Telegraph* on 22 April 2016. The 25 Squadron pilot flew FE2bs and was awarded the Military Cross for conspicuous gallantry, which included attacking a formation of five German planes.

Richardson, from Sydney, followed his older brother, Rupert, into the 6th Light Horse Regiment and both fought at Gallipoli, where Rupert was killed. After recuperating from illness, Lancelot joined the Royal Flying Corps, and completed pilot training in May 1916.

Assigned to 25 Squadron, based at Auchel (Lozingshem) the following month, he soon scored his first victory and six other confirmed victories followed. On 13 April 1917 Richardson fell to his death

machine they were glad to beg and plead with us to save their lives."

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



Zeppelin Raid Centenaries (2) – From Suffolk to Scotland

The start of April meant a number of stories being published to commemorate Zeppelin raids that took place around Britain one hundred years previously. Of note, were the raids on Sudbury and Bury St Edmunds in Suffolk, which claimed nine lives, including women and children. There was poignant coverage in the *Suffolk Free Press* of a memorial service

under the guns of Hans Klein of Jasta 4, aged 21.

Read more: <http://bit.ly/1Rr8IOH> and for a more detailed account of Richardson's service see <http://bit.ly/1Wjz3q8>



Zeppelin Raid Centenaries (1) York Remembers

There was some first class work from the *York Press* recently. Their comprehensive article, published 28 April 2016, on the Zeppelin raid that struck the city on the night of 2 May 2016 was well researched, including first-hand accounts and describing the residents' furious indignation in the aftermath of the raid, which killed nine. Each victim is remembered in the article.

There was supposed to have been an early-warning system in place, based on the raising and lowering of gas and electric lighting, and personal "Zep alarms" became popular following the

at St Edmundsbury's Borough Cemetery Chapel, which was attended by relatives of the dead and injured in these raids.

Read more: <http://bit.ly/1TEJ65x>

The failed attempt by Zeppelins to attack the Forth Bridge or the Rosyth naval base on 2 April 1916 resulted in L14 bombing Edinburgh. The raid left 13 people dead and a further 24 injured. A *Daily Record* article recounted details of the raid and the other occasions when Scotland was also targeted by the Zeppelins. L14 was commanded by Alois Bocker and his war came to a dramatic end five months later when "Super Zeppelin" L33 was brought down at Little Wigborough, near Colchester. Bocker was captured along with his crew and a local community group has just received a lottery grant of £9,800 to hold "Zepfest" to commemorate this event. There will be more on this and other "Zepp" projects at Cuffley and Potters Bar in WitW18.

Read more: <http://bit.ly/1sayvGp> and <http://bit.ly/1TXaf0l>

raid. These simple mechanical devices (pictured above) could be attached to gas or electric lights and would set off an alarm bell when the supply was dipped.

On the anniversary, a commemorative plaque produced by staff and students from Millthorpe School was unveiled by a local Councillor. The local Clements Hall History Group and school students also ran a twitter feed @zeppelinWW1live, "live tweeting" the raid as it happened one hundred years before and then following the stories of the victims in the days that followed.

See <http://bit.ly/1UdVUzG> and <http://bit.ly/1TEHSr0>



Honouring the Lafayette Escadrille

20 April 2016 marked the 100th Anniversary of the formation of the Lafayette Escadrille. This was commemorated at a ceremony at the Lafayette Escadrille Memorial in Marnes-



Saving America's First Warplane

In the US, a \$60,000 Kickstarter campaign has been launched by non-profit organisation, **Friends of Jenny**. Their goal is to secure the last available WW1 DH4 Liberty Plane frame and reconstruct it to flying status in North America. Completed with a V12 engine, primarily built by Ford, this American built aircraft was operational in France by August 1918, serving with 13 Army Aero Squadrons and four Navy/ Marine Squadrons.

During the course of WW1, air crews were awarded eight Congressional Medals of Honor, four of them to DH4 crews, including posthumous awards to Lieutenants Harold Ernest "Dad" Goettler and Erwin Russell Bleckley of 50th Aero Squadron. They were tasked to search for the "Lost Battalion" – the 77th "Metropolitan" Division – in October 1918. The project plans to represent the 50th Aero Squadron's "#6" in its reconstruction.

la-Coquette on the outskirts of Paris. The Memorial honours the 268 Americans who joined the French air force before the US officially engaged in WW1.

The squadron was the brainchild of three individuals, Norman Prince of Boston, William Thaw of Pittsburgh and Dr. Edmond Gros, an American expatriate living in France. Seeking to aid the Allied cause, they lobbied officials in Paris to create an all-American squadron within the French Air Service.

French officials approved the concept in August 1915 and new squadron, officially designated N.124 with its Sioux Warrior logo, was formed eight months later under the command of French Air Service Captain, George Thenault.

The *Baltimore Post-Examiner* had good coverage of the event, which was attended by US and French dignitaries and John Yellow Bird Steel, representing the Sioux nation, who offered a traditional Native American incantation. There were also "flyovers" by a number of aircraft to include a Steerman PT-17 biplane.

Read more: <http://bit.ly/1WjDgKj>

For more on the Lafayette Escadrille centenary, see: <http://bit.ly/1XxulP3> and <http://bit.ly/1U8K4Em>

The team tasked with the project have already successfully reconstructed a 1917 Curtiss JN4 "Jenny" and believe that the DH4 can be built by next summer, assuming that the fuselage airframe can be acquired.

See more at: <http://kck.st/1TXaPM7> and take five minutes out to watch the explanatory video.



The Pipes, the Pipes are Calling – An Update

In the last issue of WitW, I reported on the mystery of a Welsh village's church organ, which appeared to have been made from parts of an RFC aircraft, complete with painted roundel. WitW subscriber Eric Harlin has been on the case and he wrote to the Vicar of Curig's Church with his theory that the organ was not built at the church and was only assembled there, meaning there would not have been a local connection with its manufacture.



Branch Meetings

York

The next gathering is at 12:00 on **Saturday 4th June 2016**. Check the web site for the remaining 2016 meeting dates. As ever, all comers are welcome! Full details [here](#).

There's no formal presentations or speakers; just excellent beer and a group of like-minded folk sharing WW1 aviation photos and knowledge. Sadly the pub is still not doing food - so bring your own sandwiches!

Essex

Our longest running branch 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!

London

State for Culture, Media and Sport, John Whittingdale on 6 May 2016.

The professionally designed museum, housed in the old workshop building, has been constructed by some of the Aerodrome Trust's band of enthusiastic volunteers and explains the reasons for Stow Maries' existence in the context of the defence of Britain. See the local press coverage for details:

<http://bit.ly/1Z0tUBc>

However, if you want to read an excellent piece on the development of the Aerodrome, which also incorporates a review of the new museum, please go to Iain Standen's Historic Musings Blog. His blog post of 14 May 2016 is well worth a look:

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



Gotha Bomber Crash Remembered

an article from the *Atlas Obscura* website, posted on 19 April 2016, about Germany's "Glider King", Otto Lilienthal – an inspiration to the Wright Brothers.

Lilienthal was born in the small Prussian town of Anklam in 1848 and took an early interest in the science of bird flight. Working with his brother Gustav, Lilienthal began experimenting with human flight by 1867. After leaving grammar school, Lilienthal studied mechanical engineering and opened up his own fabrication shop in 1883 and began creating the winged apparatuses that he dreamed up.

After performing around 2,000 test flights over five years, Lilienthal took to the skies for the final time on 9 August 1896. A gust of air sent his glider plunging and the Glider King plummeted 50 feet to the ground. Lilienthal was rushed to the hospital, but died the next day from his injuries.

Read more: <http://bit.ly/22ppshk>

The bombing raids of German Gotha and Giant aircraft on London and the South East of England are not widely known and have received little coverage to date. No doubt, this will change during 1917, when the centenary of the first raids are reached. On 28 April 2016, the *Daily Gazette* in Essex recalled the final bombing raids, which took place on the night of 19 May 1918.

Three Gotha bombers were brought down between London and the coast by Sopwith Camels and anti-aircraft fire, and two more crashed into the sea. One Gotha crash-landed at Park Farm, on the outskirts of St Osyth, about 12 miles southeast of Colchester. The pilot was killed and his two crewmen were taken prisoner.

The article provides eye-witness accounts and the local historian who sold off the seat from the crashed Gotha in 1990s is still regretting it! See: <http://bit.ly/1TzXGhS>



Relatives of the Welsh VC Sought

On 15 May 2016, the *Daily Post* (a North Wales local newspaper) reported that the search is on to find any living relatives of Major Lionel Rees, the Caernarfon war hero who won the Victoria Cross at the age of 31, on the first day of the Battle of the Somme.

The 32 Squadron pilot was on patrol in DH2 6015, when he single-handedly broke up an attack by ten German aircraft, despite being shot in the thigh and running out of ammunition. The RAF is looking to celebrate the bravery of one of their early heroes and are hoping to find surviving relatives or descendants.

Read more: <http://bit.ly/22psSR8>

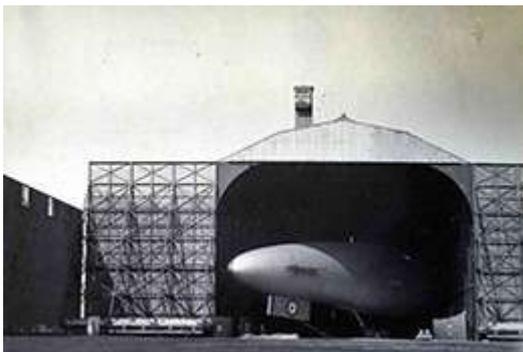
Talking VC winners, I understand that the proposed unveiling date of a statue honouring Widnes' very own Sgt Thomas Mottershead VC has been put back to 1 April 2018.

The First Woman Pilot

Finally, a jaunty video accompanied a post on the *aeronevstv.com* web site on **International Women's Day**, 8 March 2016. The subject was **Elisa Deroche**, who became the first licenced woman aviator 106 years ago that very day. In an incident-packed life, this actress turned aviatrix was friends with aviation pioneer Charles Voisin, and was the passenger when Voisin died in a car crash in 1912.

Deroche set several post war records for altitude and distance before being killed in an accident during a training flight in July 1919, aged 36. She is buried in Père-Lachaise cemetery in Paris.

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



The Case of the Missing Huts

The **Helston WW1 Heritage Project** is trying to unravel a Cornish mystery,



Would you like to contribute to the running of the society? We're keen to build more depth into our team of volunteers, so when a trustees retires, we have someone with an idea of what's required - and we can carry on for the next 47 years!

In the short term we need a:

TREASURER, to succeed Gordon Atkin

You don't need to be a trained accountant, just to have a good head for figures. Location is no object – most business is carried out over skype or email; so if you have some time and the inclination to help the Society, please contact the Chairman to find out more.

... and a **MINUTES SECRETARY**

The job is to produce minutes for three

reported the *West Briton* on 22 May 2016. Two huge hangars at RNAS Mullion stored the airships that patrolled the coast for hostile submarines. The site also included many smaller mobile huts that were sold off after WW1 and have since disappeared: all except one.

Records show that the huts were purchased by the local District Council for dwelling houses. The YMCA hut ended up as a Village Hall and the organisers of an exhibition set for November 1916 would like to find out what happened to the rest of the huts.

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

committee meetings plus the AGM each year, and to contribute generally to the smooth running of the society. As with all volunteers, travel expenses will be paid.

... plus **VOLUNTEERS** to help with the sales stand at **SHOWS**

We need two to four people to run a stand; all that's required is a pleasant smile and the ability to persuade passers by that they need to be members of Cross & Cockade!

If you've a little time to offer and would like to get involved with this happy band, contact any committee member.



116 *A ce vilain oiseau... diabolique invention
Montrons notre mépris sans nulle autre émotion!*

Yett

Written by David Marks, edited by Andy Kemp
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