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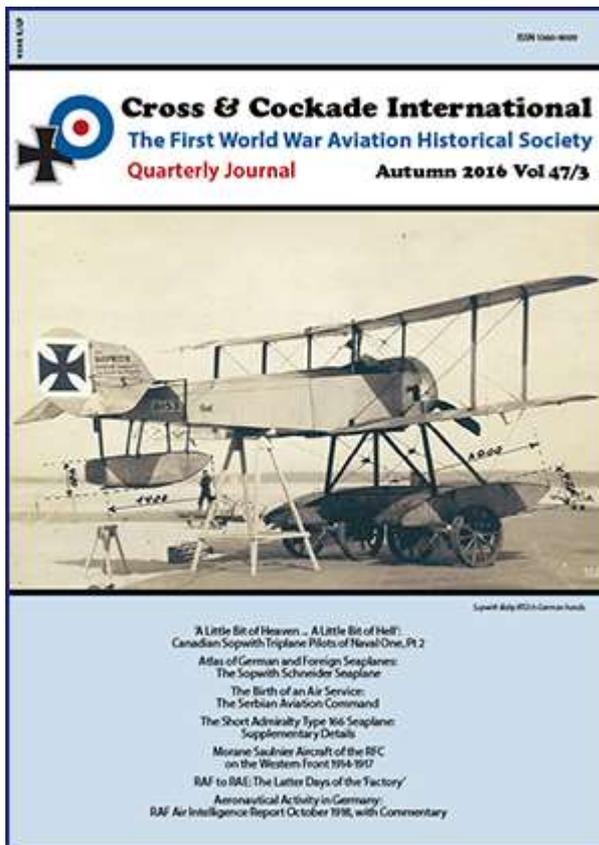
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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

Welcome to the eighteenth 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.

It seems like no time since we were working on the first journal of the year - and now we're rapidly heading towards Christmas! Issue three has already left the printers and will be with UK, EU and overseas airmail subscribers very shortly.

If you aren't yet a member, or haven't yet resubscribed for 2016, you can do so now using this

link: <http://bit.ly/1NKYpbL> and receive three journals in one envelope!

Breaking News: 2017 subscriptions are also now available: <http://bit.ly/2cg2cie>

Christmas is coming and the Cross & Cockade calendar for 2017 is available, 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>

Check out our [books](#) section in the shop too - there's a few tasty new morsels in there!

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

And, last but not least, don't forget our informative and expert-packed [Forum](#)! The long-overdue overhaul is now imminent, which integrates its log-on with the rest of the site and also make uploading photos more intuitive.

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



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				



The Extraordinary Life of Tommy Elmhirst

Sometimes you read a story and can't quite believe how much one man could pack into a career spanning two World



Mayor in the Air

Charles Worthington was another public servant with a varied career. A former fighter pilot, businessman and Lord

Wars and serving his country at the highest level. I would heartily recommend an article on 18 August 2016 in the *York Press* about a lad from the vicarage in Laxton, East Yorkshire.

Later in life, Air Commodore Elmhirst was in charge of the RAF Operations Room when the Battle of Britain began. He went on to serve as second in command of British air forces in North Africa and helped plan the invasion of Normandy. As Chief of Staff of the new Indian Air Force, he supervised the funeral of Mahatma Gandhi. Sir Thomas ended his career as the Governor of Guernsey.

Readers will be interested in his First World War service. In February 1915, after several months serving on HMS *Indomitable* in the Dardenelles, Midshipman Elmhirst was selected for "special service" to become a captain of the Royal Naval Air Service's new airships. Within a matter of months, he and his airship crew were searching for German U boats in the seas around Britain. It was a job he did for three and a half years. Shortly after armistice night, he flew his SS (Sea Scout) class airship under the Menai Straits Bridge for a dare!

<http://bit.ly/2bZlfQ7>

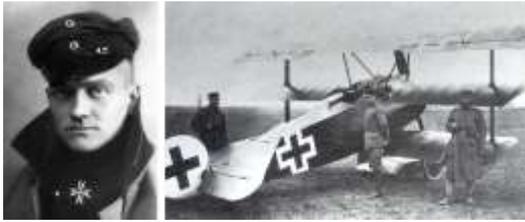
Mayor of Leicester, he served his country and community with great distinction throughout two World Wars and in times of peace. The *Leicester Mercury* told the story of this Leicester stalwart on 17 June 2016.

Having received pilot training, Worthington was posted in early 1918 to 87 Squadron and was promoted to rank of lieutenant on 1 April. Flying the new Sopwith Dolphin, he was credited with five victories between 16 May 16 and 4 October. Two of the enemy planes he destroyed were shared victories with fellow pilots. His nickname was 'Worthy' and he named his fighter 'Muddles'.

In the next conflict, Worthington was Leicester's Civil Defence Control and was also an honorary Flight Lieutenant in the RAF, with command of the local Secondary Schools Squadron of the Air Training Corps.

<http://bit.ly/2bJeRip>





Under the Guns of the Red Baron

Thanks to the *Futility Closet* blog for its posting on 17 August 2016. It quotes Lieutenant Peter Warren from Floyd Gibbons' *The Red Knight of Germany* (1927), and his account of what it was like to be on the receiving end of an attack from Manfred von Richthofen. It's a short piece, but really gives one a sense of aerial combat.

The fateful combat took place on 2 April 1917 with Second Lieutenant Algernon Peter Warren, a 43 Squadron pilot, flying a Sopwith 1½ Strutter (A2401) on a Photo Op to the east of Vimy with his observer, Sergeant Reuel Dunn. Dunn died of his wounds in a German dressing station and Warren was taken prisoner.

<http://bit.ly/2bWmZXI>

Another pilot to tangle with the Red Baron was Second Lieutenant Oliver Godfrey of 27 Squadron, flying the Martinsyde G100 bomber. Godfrey was a well-known motorcyclist, winning the first Isle of Man TT race in 1911, riding a 500cc Indian. As a part of the *British Legion's "Sport*

The War Photography of Capt. William Chambers RFC

When the effects of a 21 year old RAF Captain were returned to his family following his death during a routine reconnaissance mission over France in May 1918, 80 sepia-toned images lay undeveloped in an attic for almost 100 years. Fortunately, they were rediscovered by his nephew in Lancashire.

Without the means to develop the large format images, Richard Chambers turned to award-winning David Lewis of Leyland Photographic Society. An expert in printing early negatives, Mr Lewis spent more than 200 hours painstakingly developing the pictures in his home darkroom.

The remarkable pictures can now be seen in an exhibition, entitled **Those Magnificent Men: The Air Photography of Capt W. G. Chambers RFC (1897-1918)**, which runs to 1 October 2016 at *South Ribble Museum and Exhibition Centre*. The exhibition graphically shows the risks of early flight.

Born in 1897, William Chambers joined the Lincolnshire Regiment early in the war. He applied to join the Royal Flying Corps, serving as a photographic reconnaissance officer with 49 Squadron

Remembers” blogs on the centenary of the Battle of the Somme, Godfrey’s switch from motorcycling ace to Western Front pilot was posted at:

<http://bit.ly/2cwnHzT>

Described as “small in size, but a bunch of muscles and nerves and a magnificent rider”, Godfrey and his comrades ran into Jasta 2, which included a young von Richthofen fresh from his first confirmed victory five days before. Godfrey was shot down and his body was not recovered. Some nice early motorcycling images in the blog too!



in Kent after obtaining his pilot’s licence.

On 15 May 1918, now a captain in the RAF, William Chambers took off on a routine mission with his American observer, Lieutenant. R J Burky. They were shot down by a German fighter and both men were killed. Captain Chambers has no known grave and is listed on the Arras Memorial.

<http://bit.ly/2ckwhgW>

<http://bit.ly/2blyuRs>



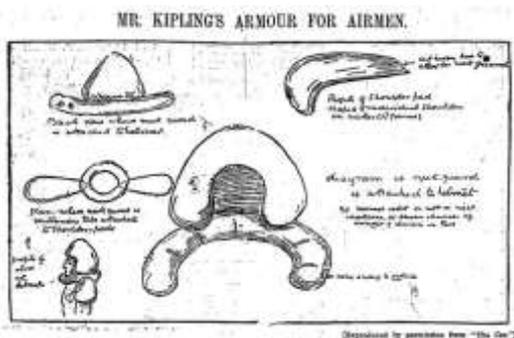
A cricketer bowled out over the Somme

Reported by *Gloucestershire Live* on 26 July 2016 was the story of another sporting RFC pilot who lost his life over the Somme and remembered in the British Legion’s project. Tewkesbury’s Captain John William Washington Nason played cricket for Cambridge in the 1909 and 1910 varsity matches and was destined for great things, scoring more

Tenuous Olympics Link

Keeping with the sporting theme, much of this issue of WitW was put together during the Rio Olympics, which proved to be a record-breaking one for Team GB. It included a bronze in the hammer throw for Sophie Hitchon and was Britain's first Olympic medal in the event since 1924. Who won that medal 92 years ago? It was Malcolm Cuthbert Nokes, who won bronze in the event at Paris.

An Oxford chemistry graduate, Nokes served in the First World War with the Royal Artillery and then as an observer in the Royal Flying Corps. He was awarded a Military Cross. Nokes later became a chemistry teacher at Malvern College and Harrow School, and in the late 1960s was head of laboratories at the Institute of Nuclear and Applied Science in Tehran, Iran.



Kipling Designs an Exceedingly Good Suit

than 1,600 runs in 57 games for Sussex and Worcestershire before the war, when he was commissioned as a captain in the Royal Sussex Regiment before transferring to 46 Squadron.

Nason's squadron flew reconnaissance missions in Nieuport 12s in the final stages of the Somme in support of 38th Division artillery. On Boxing Day 1916, 27-year-old Nason and his observer Lt CAF Brown were killed over Railway Wood near Hooze, Belgium, by the single-seat fighters of Jasta 8. He is buried in Vlamertinghe Military Cemetery near Ypres.

Read more at: <http://bit.ly/2bZnQth>



The Flying Sikh

Head over to *YouTube* for a treat. Posted on 18 July 2016 was an excellent short film about Hardit Singh Malik, the 28 Squadron Camel pilot and first Indian fighter pilot. Listen to this pioneer of the skies recount his miraculous escape in a fierce dogfight against the Red Baron's Flying Circus in 1917.

I thought that the readers would enjoy this piece from the *Guardian* archive first published on 29 July 1910. Rudyard Kipling contributed a number of diagrams illustrating an idea of his for a suit of pneumatic armour for the protection of flying men from injury.

Kipling clearly gave the safety of early pilots' serious consideration, particularly with his ideas for the protection of the head, neck, and shoulder bones "if only for that fraction of a second which turns an irretrievable smash into nothing worse than a horrid jar."

Worth a look at: <http://bit.ly/2bIGtTF>



Rees is the Word

On 1 July 2016, RAF chiefs paid tribute to Group Captain Lionel Rees, 100 years after being awarded the Victoria Cross for gallantry on the first day of the Battle of the Somme. Despite being outnumbered eight to one, the Caernarfon-born officer

Recommended: <http://bit.ly/2bICLUQ>



First Blitz Round Up

March in Cambridgeshire was visited by Zeppelin L14 on the night of 31 July /1 August 1916 and, one hundred years later, the *Cambs Times* relived the event. I particularly liked the information that the local farmer charged three pence entrance fee to view the bomb craters in the field. The Church family, who kept the nearby Great Northern Public House, retained the remains of one of the incendiary bombs and this is now the centrepiece of an exhibition at March Museum.

<http://bit.ly/2aPK3HB>

Another interesting Zeppelin raid piece was covered in the *Grimsby Telegraph*

engaged the enemy in combat, dispersing the German aircraft and seriously damaging two.

Rees was commissioned in 1903 with the Royal Garrison Artillery and in 1912 he learned to fly at his own expense. He first saw action flying the Vickers Gunbus with 11 Squadron RFC in the summer of 1915. His gallant act of bravery came as a Temporary Major in 32 Squadron flying Airco DH.2 No. 6015.

The RAF tribute took place just a few minutes after a memorial paving stone was unveiled near Group Captain Rees' birthplace at Plas Llanwnda in Castle Street, Caernarfon. Plenty of coverage in the local press at:

<http://bit.ly/2cm4Nua>

<http://bit.ly/2bQZ5hq>



Lone Wolf Luke

Moving Stateside, Squadron ace Frank Luke Jr. The article was written as Luke attended flight school at what was to

on 30 June 2016. On 1 April 1916, the Cleethorpes Baptist Chapel was bombed by Zeppelin L22 only hours after members of the Manchester Regiment had been billeted there. The raid claimed the lives of 32 members of the 3rd battalion. A local historian is looking to trace the descendants of the owner of a cigarette case found amongst the ruined chapel. It bears the Manchester Regiment's crest and the initials AB.

See: <http://bit.ly/2bZogY9>

WitW is going to press just ahead of the centenary commemorations at Cuffley, Potters Bar and in Essex, a time when the tide was finally turned against the German airship menace. Full coverage next issue!

become Naval Air Station North Island on San Diego Bay before sailing to France in 1918.

Luke's specialism was "balloon busting" with 14 of his 18 victories awarded for downing the highly-defended observation balloons. The young Arizonan gained a reputation as an undisciplined loner and enjoyed a prolific week in September 1918, scoring 13 of his confirmed victories.

The article concludes with an examination of the mystery surrounding Luke's final mission. On 29 September 1918, despite being grounded by his commanding officer, he took to the air to attack three nearby balloons. Authorities found Luke's body in an unmarked grave in 1919, where he had been buried by the Germans. Village residents explained that Luke was wounded and forced to land, being killed resisting capture.

<http://bit.ly/2ckAMrS>



US Auction Round up

Just a follow up to my piece in *Wind in the Wires 17* regarding "Red Baron" and other WW1 aviation relics auctioned by Mowhawk Arms in June 2016. There is a review of the auction results at ammoland.com, posted on 11 July 2016. The enamelled cigarette case, presented by von Richthofen to Werner Voss that I mentioned was sold for \$6,136 (including buyer's premium) and MvR autographs sold well.

However, it was a 7 inch tall fighter pilot's pokol (silvered victory goblet) that was the top lot. Showing an embossed panel of eagles in combat, it sold for \$8,850. The pokol was engraved "Otto Esswein,

An American on the Western Front

The *Suffolk Free Press* carried a story on 24 August 2016 concerning the publication of letters written by a young American pilot, Arthur Clifford Kimber. Kimber was a prolific correspondent and wanted his personal account of the conflict to be published. This has been achieved by Kimber's now Suffolk-based family.

Initially a driver for the American Ambulance Field Service, Kimber subsequently joined the US Air Service, qualifying as a pilot. His letters chronicle the dangerous business of flying to which Kimber succumbed on 26 September 1918, the first day of the Meuse-Argonne offensive. On a bombing mission, his plane was hit by ground fire and exploded.

Read more at: <http://bit.ly/2bQW8vt>



A Rocky Tale

15-11-1917.", being the date of his first confirmed kill.

Otto Esswein started his military career with the ground forces before transferring to aviation in 1915. He was assigned to Jagdstaffel 26 in 1917, scoring twelve confirmed kills to become a "double ace", also receiving the Iron Cross and Military Order of Merit in the process. In July 1918, he successfully parachuted out of a burning aircraft, only to meet his end in another burning plane five days later.

<http://bit.ly/2bQYwnE>



Bendigo Basil

To the State of Victoria, Australia, for an interesting tale covering early aviation in Australia told through the life and times of Bendigo's Basil Watson. Posted at *ABC.net* on 11 July 1916, Watson's aviation journey begins on the outbreak of war in 1914, when the 19 year-old travelled to England to work with test-pilot Harry Hawker at the Sopwith

In March 1919, the *Vancouver World* teamed up with the Aerial League of Canada to offer a \$500 prize to anyone who could fly from Vancouver to Calgary in 18 hours. Other newspapers chipped in \$450.

On 4 August 1919, First World War ace Captain Ernie Hoy took up the challenge in a Curtiss JN-4 “Jenny” biplane.

However, he soon ran into fog and had to stop. He tried again three days later at dawn and, after a number of stops to refuel, Hoy touched down in Calgary at 8:53 pm, 16 hours and 40 minutes after he took off. Five thousand people came out to greet him.

Hoy hoped to fly back to Vancouver via the Rogers Pass, but he had an accident taking off in Golden and wrecked one of his wings. So he came home on the train, rather than by air.

To mark the anniversary, the *Vancouver Sun* published a detailed piece including eye-witness accounts and front pages from the papers of the day.

<http://bit.ly/2ckEr8Y>

Aviation Company.

In June 1915, Watson crashed a brand-new biplane under test. It was described as “one of Brooklands’ most miraculous survivals”, but his career as an Army test pilot was over. He was granted a British Empire Aviator’s Certificate before returning home to Australia.

Using the Sopwith Pup design, Watson constructed a single-seat biplane in the billiard room of his parents’ house. On 9 December 1916, he flew from Point Cook to Bendigo in just 80 minutes. He gave demonstrations across Victoria and enthralled onlookers with nosedives and loop-the-loops. Watson was killed on 28 March 1917 when a wing of his plane buckled and he crashed into Port Phillip Bay.

See: <http://ab.co/2bR0Xqk>



Branch Meetings



Port Meadow Remembered

Closer to home, there was an update on the Wolvercote WW1 Aerodrome Memorial Project in the *Oxford Mail* on 10 August 2016. Plans for a granite pillar with the names of those who lost their lives at the Port Meadow airfield have been drawn up and £4,500 has been raised so far.

August marked a century since the first squadron landed at the Oxfordshire airfield and the group behind the memorial hope to have the plans approved by March 2017. The Meadow was used as a training ground for the Royal Flying Corps, accommodating 10 large canvas hangars and several hundred personnel at its peak. The seventeen men, who died there, were a mixture of trainees, instructors and combat veterans; four with gallantry medals.

Canadian Lieutenant Ernest D Wallace was the first fatality at the aerodrome and died in an accident at Hen Wood near Cumnor on 28 March 28 1917 when his Bristol Scout D (Serial A1749) stalled and

York

The next gathering is at 12:00 on **Saturday 19th November 2016**. This is the last meeting for 2016, but I'm sure the ever-efficient Neal Stride will have the 2017 meeting dates available soon - check the web site for details. 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

nosedived into the ground.

<http://bit.ly/2bJnKbv>

If you'd like to know more about flying in Oxfordshire in WW1, a good first step would be Peter Wright's book **The RFC in Oxfordshire, 1912-18**, available from CCI here: <http://bit.ly/1L5eH9f>



Bunnie's Scout

Finally, a *Wind in the Wires* staple is the story of a "restored" First World War plane. Firstly, here's a piece from the *Plymouth Herald* posted on 28 July 2016. Bristol Scout biplane, serial number 1264, was used by flight Sub-Lieutenant Frances "Bunnie" Bremner between 1914 and 1918 and has been lovingly restored by his grandsons. They found the stick, rudder bar and magneto in their granddad's workshop when he died in 1983.

After a decade of hard work and £100,000, the Scout took to the skies for



Our latest London meeting took place during July and rumour has it they're meeting again in the last week of September. The normal meeting place is [My Old Dutch](#), 132 High Holborn. Aviation chat and pancakes - what's not to love? Contact [David Marks](#) for dates and details.



Aviation Heritage Lincolnshire secures Lottery cash

News reaches *WitW* that **Aviation Heritage Lincolnshire**, has just received a grant of £423,500 from the Heritage Lottery Fund (HLF) for their project

the first time in July 2015 and was recently put on show at RNAS Culdrose for its annual Air Day today, where Bunnie was once based.

Bunnie flew with 2 Wing RNAS from December 1915 to August 1916 at both Imbros and Thasos.

There are nice pictures of the plane (shown above with grandson and CCI member David) in the article, which is the only flyable Bristol Scout Type C anywhere in the world: <http://bit.ly/2bIKk35>

As a companion piece, also take a look at the *New Zealand Stuff* website from 8 July 2016. Tony Wytenburg makes replica WW1 engines on a commercial basis. See his story at: <http://bit.ly/2c7W2DM>



HMS President - scrapped?

For several years CCI held our London meetings on this ship - once known as HMS Saxifrage, and one of the last three surviving ships to have served in WW1.

Unbelievably, especially given the money being spent on WW1 centenary

"Lincolnshire in World War One: Bastion in the Air". The project, which will begin in early 2017 and run through to 2020, aims to highlight the importance and significant contribution the county made to the defence of the country and the development of aviation in World War One.

Lincoln was one of the world's largest aircraft production centres in World War One and the public will get the opportunity of seeing a depiction of a World War One airfield, including flying replica fighter aircraft from the period, within a hangar on an operational RAF station in 2018. In addition, there will be an exhibition in Lincoln detailing the technical and social advances that such an important hub in military arms production brought to the county.

A good article can be found in the *Lincolnshire Echo*, which includes more details on how the cash will be spent and there are some interest Red Baron and Zeppelin snippets, which round off the piece.

<http://bit.ly/2bIL0Fs>

The *Echo* also has a steady stream of WW1 aviation stories and I would mention in passing the posting on 19 June 2016 detailing the stories of some of its local airmen awarded gallantry

commemorations by the government, the ship looks like she's heading for the scrapyards! Having inexplicably failed to gain lottery funding for her restoration, her last chance of avoiding the scrap-man's blowtorch is a petition to the Chancellor of the Exchequer, Philip Hammond.

This is a hugely worthy cause which we should ALL support, even though no aeroplanes are involved!

Please sign here:

<https://petition.parliament.uk/petitions/163742>

Write to your MP and spread the word; amongst your friends, on Facebook, down the pub or wherever. Let's get the signatures necessary to stop us from losing a unique piece of WW1 naval history!



Scale ModelWorld, Telford

As well as being a WW1 aviation

medals for their RFC/RAF service.

<http://bit.ly/2bR3nWb>



A Toast of Reconciliation

More Red Baron news was widely reported on 30 August 2016, just as *WitW* was on the editor's desk, with the families of von Richtofen and the first two British pilots he brought down and killed being set to meet on 17 September 2016 to mark the centenary of the deaths.

As you may know, for every victory, MvR would commission a silver schnapps cup and relatives of the Baron, Second Lieutenant Lionel Morris and Captain Tom Rees will have a toast of reconciliation, sipping from a replica goblet commissioned by Whitgift School in Croydon. The original goblets were commissioned from a Berlin silversmith

enthusiast, are you also a modeller?

Cross & Cockade International will again have a stand at the IPMS show at Telford, over the weekend of 12th & 13th November. Come and say hello! We'll have a full range of our books and journals available. Marcus and Andy will also be judging the WW1 aviation IPMS classes - and awarding the **Cross & Cockade International Trophy**, for best WW1 aviation model in show.

to commemorate each of his kills – something he did as a gesture of respect as much as celebration.

WitW was ahead of the game, having already highlighted the School's connection with von Richthofen in *WitW17* (Morris was an old Whitgiftian) and referencing the unequal aerial combat over Le Hameau in north-west France.

<http://bit.ly/2cbepWF> and <http://bit.ly/2bWtfi2>

"HIS SUNDAY JOINT"



Written by David Marks, edited by Andy Kemp
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