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

## Wind in the Wires

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



The New Year is well established and spring is almost upon us. If you haven't yet subscribed for **2016**, there's still time. Use this link <http://bit.ly/1NKYpbl> to get all four journals at once!

**2017** subscriptions have been available for a while, and many people have already done the deed. The first journal of the year will be published in a fortnight - so if you've been waiting for this moment, now's the time <http://bit.ly/2cg2cie>

The **AGM** is on 22nd April at the RAF Museum, Hendon. This year we have a lecture from **Ian Castle**, on WW1 airship raids. The day is free to attend, and the lecture is not just for members - so come

join us! **Please note:** the main restaurant is closed (the Wessex Cafe is open!) and there is some serious digging taking place in the car park. This is landscaping as a result of their recent lottery "win", getting ready for the 2018 commemorations. Parking is therefore limited - so the advice is to turn up as soon after 10:00 as possible!

If you know someone who would appreciate what well 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.

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

Last but not least, don't forget our informative, expert-packed and completely redesigned [Forum!](#)



### War in the Sunshine

On 13 January 2017, a critically acclaimed exhibition opened at the **Estorick Collection** in Islington, North London. *War in the Sunshine: The British in Italy 1917-1918* features 75 rarely shown artworks. On special loan from the Imperial War Museum, they include 24 drawings and paintings by the official war artist Sydney Carline, and war photographers Ernest Brooks and William Brunell.

I was lucky to be in attendance at the private view and Sydney Carline's work is stunning. Carline enlisted as a pilot in the Royal Flying Corps and, flying a BE12 for 19 Squadron, he was shot down and wounded over the Somme in August



### Manfred's still the Man(n)

It's time for the regular "Red Baron" round-up, as the allure of Manfred von Richthofen continues to keep journalists busy around the world.

Let's start in Australia, where a brass fuel tank kept in storage for the past 30 years at the Australian National Aviation Museum at Moorabbin Airport, Melbourne, is now thought to be a souvenir taken from MvR's wrecked aircraft after he was fatally shot down in April 1918.

In a 7 January 2017 article in *The Age*, it reported that the tank, donated in the early 1980s, is now among the most prized items in the Museum's collection,

1916. Following a spell on Home Establishment, he retrained on Sopwith Camels and was posted to 28 Squadron on the Italian Front in February 1918 and was involved in escort and combat operations.

Sketching from the unique perspective of the cockpit of his Camel, Carline captured the action with both precision and stylistic finesse. His brother Richard put him forward to become an official war artist and, because of his flying experience, he was tasked with documenting aerial warfare. The Italian front provided an unrivalled opportunity to show British planes in action against the spectacular backdrop of the Alps.

I am pleased to announce that a private after hours viewing of this exhibition has been arranged for 6.30pm on Thursday 9 March. Our guide for the evening will be the curator of the exhibition, Dr Jonathan Black, Senior Research Fellow in History of Art, Kingston University. There will also be the chance to explore the Estorick's Permanent Collection of Modern Italian Art.

This is the first organised London event for some time (outside of the AGM) and your support would be greatly appreciated. If we can get 15 attendees, each making a voluntary contribution, then Cross & Cockade will cover the

but the provenance appears uncertain. Is it the real thing? Why would someone go to so much trouble to bring back such a massive souvenir to Australia if it wasn't significant? Answers on a postcard to Melbourne!

Read more in <http://bit.ly/2mpJcpF>

Closer to home, the *Chichester Observer* reported on how a chance find in a local market led to a book on the "The Red Baron", showcasing images purchased for just £20. I reported on the find way back in *WitW* 9 (May 2014) and it is interesting to see how the story has developed with MvR driving sales to the exclusion of other leading pilots.

<http://bit.ly/2m9MDR8>

At the end of January /early February 2017, it was widely reported that the Red Baron apparently ordered a pair of beagling shoes from Ducker and Sons, Oxford whilst "thought to be studying at Lincoln College, Oxford", for 9s 10d. It was reported in *The Times* that "the cad left an unpaid bill" when he had been summoned back to his homeland for battle. The article definitely comes under the heading of "alternative facts", as the debtor was not Manfred von Richthofen, but his brother.

Finally, I see that even coin collectors

costs of the event.

Anyone wishing to attend should [contact me](#) in advance to reserve their place.

For more information see <http://bit.ly/2laRlcs> and check out some of the reviews at <http://bit.ly/2m2VbIW> and <http://bit.ly/2m2OBC2>



### **An Irishman at War**

There was an entertaining and informative article published in the *Irish Times* on 9 January 2017 concerning the life and times of **Charles Joseph Mackay**, who had an eventful First World War as a pilot in the Royal Flying Corps and was caught up in the Easter Rising in 1916. The article describes Mackay as the best Air Marshal the RAF never had.

Born in County Westmeath in 1895, Mackay was wounded at Ypres in 1915 and transferred from the 1st Leinsters to the RFC later that year, being posted to 2 Squadron on the Loos Salient as a pilot in

(numismatists, if you're being fancy) write about the Red Baron. See the 31 January 2017 article on the *Numismaster* website for images of the striking bronze memorial medals by Karl Goetz and others. The article also includes full details of MvR's military career and the controversy surrounding his death.

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



### **The War Hero America Didn't Want**

In keeping with the times, the article posted on the *moderatevoice.com* website on 6 February 2017 has something of a political edge to it. The

December 1915. Mackay was on leave in Dublin when the Easter Insurrection broke out and he narrowly escaped capture by changing out of his uniform.

Mackay's subsequent war service included contact patrols during the Battle of the Somme, instructing Russian pilots when on Home Establishment and the award of the Military Cross while undertaking counter-battery work with 9 Squadron over the Ypres Salient. 1918 saw Major Mackay commanding 59 Squadron (RE8s) and his post war service for the RAF took him back to his native Ireland in what were volatile times.

Charles Mackay remained in the RAF, lecturing in their Staff College at Andover and rising to the rank of Wing Commander. In 1930, aged just 35, he died of a brain haemorrhage.

<http://bit.ly/2m8lxZE>



## Google's Doodle Is Aviation Pioneer

piece was prompted by a video shared by the US World War I Centennial Commission. The subject of the video was **Eugene Bullard**, the first African-American military pilot to fly in combat.

The author of the article is keen to highlight the story behind the video, as Bullard's journey is one of personal tragedy, perseverance, patriotism and heroism, but ended in racism, obscurity and poverty. The article provides a comprehensive summary of Bullard's life and is well worth a read.

Leaving the US as a teenage stowaway in 1912, Bullard settled in France and enlisted on the outbreak of the war in the French Army. He saw combat on the Western Front and was seriously wounded at Verdun in 1916. On recovery, he transferred to the French Air Service and received his pilot's licence in May 1917. He flew with Escadrilles N.93 and N.85 and his reputation grew as the "Black Swallow of Death." Bullard is said to have had an insignia on his Spad 7 C.1 that portrayed a heart with a dagger running through it and the slogan "All Blood Runs Red."

When the US entered the war, he took the medical to join the US Air Force, but he was not accepted, as only white pilots were allowed to serve. Following an eventful Second World War in Europe he returned

A *Google Doodle* is a special, temporary alteration of the logo on Google's homepage, intended to celebrate holidays, events, achievements and people. On 26 January 2017, the Doodle commemorated the 125th anniversary of the birth of Bessie Coleman. In 1921, she became the first African American woman to be awarded an international pilot's licence.

Reading stories about World War I pilots reportedly sparked her initial interest in aviation and she travelled to France in 1920, learning to fly in just seven months. She became a celebrity in the US, performing aerial acrobatics, wing-walking, parachuting, and diving under the stage name "Queen Bess", all in the face of racial prejudice and sexism. Bessie's story is remarkable and the Independent's article dovetails nicely with the piece on Eugene Bullard.

<http://ind.pn/2kxrOi5>



to the US and died in relative obscurity and poverty in New York City. On 23 August 1994, 33 years after his death, and 77 years to the day after the physical that should have allowed him to fly for his own country, Eugene Bullard was posthumously commissioned a Second Lieutenant in the United States Air Force.

<http://bit.ly/2lKu7v8> also see

<http://s.si.edu/2kv5p59> for more information.



## Biggles Sees It Through

Readers may recall that in *WitW 16*, I reported on the threat to demolish St Patrick's Hall, the home of 1 School of Military Aeronautics at the University of Reading. Known as "The Biggles Building", the experiences at the School of one Captain WE Johns are thought to have inspired the book 'Biggles Learns To Fly'.

I was pleased to read in the *Reading Chronicle* on 11 January 2017 that plans

## Watching out for Watches

I have a bit of a thing for aviation watches, so I was delighted to read in the *Montrose Review* on 5 February 2017 about a range of pocket watches created by Stuart King, which are influenced by those issued to Royal Flying Corps pilots. The striking timepieces are modelled on the first cockpit watches and the forerunners of all military issue pilot watches.

The five watches in the collection, from Stuart's company, Lufbery Watches, are named after RFC airfields used during the First World War, and one recognises Montrose Air Station; Great Britain's first operational military airfield. The other watches are named after airfields at Andover, Doncaster, Shoreham and Uxbridge.

Stuart launched a Kickstarter campaign to raise money to put all five designs into production and this reached its target in just 7 hours! Lufbery is named after an airborne defensive manoeuvre from the First World War known as the Lufbery Circle.

Read more at: <http://bit.ly/2m67mCE> and see <http://bit.ly/2mR7CFN>

to demolish the historic halls have been postponed following public pressure, spearheaded by the Victorian Society. Less than a week before redevelopment plans were due to be publicly exhibited, the University announced full demolition would not go ahead.

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



## Get This Fokker Flying

Talking of Kickstarter campaigns, news has just reached *Wind in the Wires* of an interesting restoration project, which is being funded via the global crowdfunding platform.

The **Owls Head Transportation Museum** in Midcoast, Maine has just launched a campaign to completely restore its 1917 Fokker Dr.I Triplane, a reproduction aircraft built as an exact replica of Manfred von Richthofen's Dr.I 425/17, and get it back to the skies with



## Strutter Stutter

Talk of Montrose reminded me of some news that broke back in November 2016 concerning the Aviation Preservation Society of Scotland (APSS), based at the National Museum of Flight at East Fortune. It appears that the APSS will have to move out from the East Lothian site where, as reported in earlier issues of *Wind in the Wires*, this hardy band of volunteers have been engaged in a real labour of love, building a Sopwith 1½ Strutter from scratch. The project began 16 years ago and is finally nearing completion. However, a larger space in another location is required for the Strutter to be finished.

In the long-term, APSS want to establish a living museum complete with a replica airfield and more aircraft

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

the rest of their First World War collection. The Dr.I has been sorely missed since it was grounded in 2014.

<http://kck.st/2lpjrUS> for all the details and help the Museum reach its \$50,000 goal.



## Veni Vidi Vimy

Canadians are gearing up for the centenary of the Battle of Vimy Ridge in April. On 26 January 2017, the *Cloverdale Report*, based in British Columbia, reported on the efforts by the Canadian Museum of Flight to build two replica Sopwith Pups, which are planned to be flown over the Vimy Memorial in France and other events in Canada later this year.

The article outlines the modern construction of the replicas and how they differ from the originals, and includes nice little background anecdotes courtesy of local aviation pioneer, Group Captain Joseph Fall, DSC. Fall was a successful RNAS pilot, who flew Pups over Vimy.



## Military Aviation Centenaries Stateside

Staying on the other side of the pond, Kelly Field in Port San Antonio, Texas, is synonymous with US aviation and celebrates its centenary in 1917. An article posted on 19 January 2017 on the *Rivard Report* website mentions the events which will be held to mark the anniversary and provide some history that may be of interest to readers.

The Wright brothers delivered the first Wright type-B airplane (Aeroplane No. 1) to Fort Sam Houston in 1909. On 10 May 1911, the Army sustained its first pilot fatality. That pilot was Lt. George Kelly. In 1917, the US War Department authorised General Frederick Funston to lease a tract of land near San Antonio for aviation purposes. What was initially called Camp Kelly became Kelly Field. The first aircraft arrived on 5 April 1917, the day before Congress voted to declare war on Germany, and by Armistice Day, Kelly Field had graduated more than 1,450 pilots.

Around a 1,000 miles north east of Kelly

Details of the trials and tribulations of one of Pup's test flights earlier in January were reported in the *Langley Advance*, together with details of how to assist in the fund raising for this major project.

See <http://bit.ly/2lqxefr> and <http://bit.ly/2mpSHF4>



## Full Steam a (Motters)head

A *Wind in the Wires* staple has been the fund raising efforts of the Sgt Thomas Mottershead Statue Appeal. Mottershead posthumously received the only VC ever awarded to a non-commissioned RFC officer in January 1917.

Both the *Liverpool Echo* and the *Runcorn and Widnes World* reported on 7 February 2017 that the Appeal has received a grant of £46,200 from WREN (a not-for-profit business that awards grants for community, biodiversity and heritage projects) and, together with the other cash raised, it's all set for the life-size bronze statue of the Widnes-born pilot to be unveiled on 1 April 2018 as

Field, another major Air Force Base is celebrating its centenary. The first flight left Scott Field on 2 September 1917 and is named after Corporal Frank Scott, the first enlisted service member killed in an aviation crash in 1912. The *St Louis Post-Dispatch* carried suitable coverage including an unusual JN-4H “Jenny” picture.

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

<http://bit.ly/2m68pTc>



## Get your Wolvercote, you've pulled!

There's fundraising success for another project that *WitW* has been following. Within the space of a year, the **Wolvercote WWI Aerodrome Memorial Project** has raised more than £10,000 to commemorate those killed during the First World War in flying accidents. It is hoped the granite pillar, which will have the names of the 17 airmen inscribed on it, will be finished by summer 2018.

During the conflict Port Meadow, which was first established in 1911, was used

planned.

To commemorate the centenary of Mottershead's death, a contingent from the local Royal British Legion branch headed to his graveside at Bailleul for a service. The following week, a parade and service was held at Victoria Park as a commemorative paving stone was unveiled, with family members and local dignitaries in attendance. Later in the month, a memorial plaque was also placed at 6 Vine Street, Widnes (pictured) where Mottershead was born in 1892 and unveiled by his niece.

See <http://bit.ly/2mq1uH7>,

<http://bit.ly/2mQZGUL>,

<http://bit.ly/2mnF9tw>

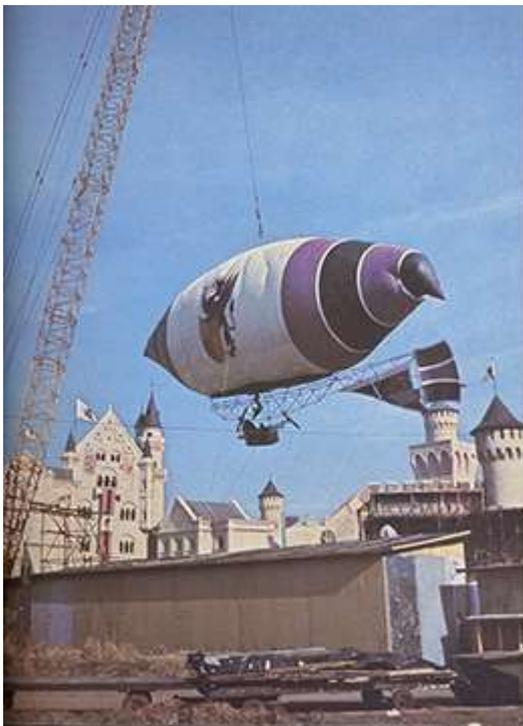


## Good Use of an Airship Engine

Got a spare 1917 Isotta-Fraschini airship engine? Why not use it in a restoration of a 1905 Fiat Isotta-Fraschini vintage car. With records from that era hard to come by, this car was restored by Mike Vardy. Obviously, it isn't the original engine, but

as a training ground for the Royal Flying Corps, accommodating 10 large canvas hangars and several hundred personnel at its peak. The first squadron, from Bristol, arrived in August 1916.

See the 10 February 2017 article in the *Oxford Times* at: <http://bit.ly/2lqB88l>



## From Colonel Blimp to Baron Bomburst

I'm a sucker for anything that mentions airships on the big screen and also helps to change people's perceptions surrounding "lighter than air" travel. Not strictly a First World War piece, I thoroughly enjoyed the article on the *atlasobscura.com* website, published 23 January 2017, as part of its "Villains

just you wait until you hear it!

The engine is a 16.5-litre straight-six with "just" 250 horse power and 3,000 lb/ft of torque at the rear wheels. Unsurprisingly, Mike only gets 400 seconds out of a set of tyres.

The article was posted on the *autoevolution.com* website some time ago, but I really enjoyed the two and a half minute clip put together by Goodwood Road & Racing and thought that I'd pass it on.

<http://bit.ly/2m6a1fE>



## Branch Meetings

### Cleethorpes

CCI member and well-respected author Paul Hare is looking to start a meeting at his home in Cleethorpes. First meeting was held on Saturday 4th March. More meetings are planned - email Paul on [paulhare7348@gmail.com](mailto:paulhare7348@gmail.com) if you'd like to reserve a chair and a teacup, and chat

Week”.

The article references a number of fictional airships and notes that the bad guys like to “motoring along in an airship”. The historical context in the article is from the *Airship Heritage Trust’s* Dr Giles Camplin, who explains that the association with villainy stems from the impact of the Zeppelin raids on Britain during the First World War.

Giles’ extensive experience in the design and development of airships portrayed in films, TV and advertising is used to good effect in the article. Giles helped build Baron Bomburst’s “pointy-ended” airship for Chitty Chitty Bang Bang, which was based on a real dirigible made by the Lebaudy Brothers.

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

about old aeroplanes ...

## York

The remaining **2017 meeting** dates at the wonderful Ackhorne pub (pic above) are:

- June 10th
- August 12th
- November 18th

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



## Space & Time

The society has, over the years, acquired a significant surplus of WW1 aviation books through bequests, donations etc. We'd like to make these available for sale through the web site to the membership - at very reasonable prices, naturally.

To achieve this, we're looking for a volunteer with a couple of hours spare time and some dry garage space. Basic computer skills (email & scanning) would be useful, to capture book details for the web site - plus time to handle packing & post.

If you fit the bill and would like to help, please contact our Sales Manager, Marcus Williams, at [sales.manager@crossandcockade.com](mailto:sales.manager@crossandcockade.com)



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.

No disrespect intended to our Southern membership, but it's not often you see London at the bottom of a list headed by Cleethorpes ...

## Multiplane Correction

Thanks to Phil Jarrett for his note to tell me that the picture of the collapsed multiplane featured in *Wind in the Wires* 19 is not a pre-WW1 machine. It is Mr WF Gerhardt's human-powered multiplane, tested in the USA circa July 1923. It was erroneously included in the vintage film clips of weird aeroplanes featured at the start of *Those Magnificent Men in their Flying Machines*, as were several other non-period types.



## Sagittarius Island

Former England footballer David Beckham was Kirsty Young's castaway to celebrate the 75th anniversary of Desert Island Discs at the end of January 2017. This coincided with the anniversary of the death, at the age of 98 in 1997, of Cecil Lewis. He was, of course, the writer of the aviation classic **Sagittarius Rising**.

During May and June 1917, flying an SE5a with 56 Squadron, Lewis was credited with eight victories.

Aged 93, Lewis was the castaway in Desert Island Discs and the 12 May 1991 broadcast in which he talked to Sue Lawley about his extraordinary career, is available to listen to on the BBC website. The interview embraces his time as a fighter pilot, his brush with the Red Baron, and later how he helped Lord Reith set up the BBC, which he then left for Hollywood where he was to win an Oscar for his screenplay of George Bernard Shaw's Pygmalion.

<http://bbc.in/2mq40x8>



## Kill Roster Plaque

Trawling the auction sites recently, I stumbled on an outstanding presentation piece in the form of a section of wooden aircraft propeller, approximately 21" x 9 1/2", bearing the legend 25 Squadron with scraps of painted fabric from each confirmed "kill".

It is the auctioneer's belief that this plaque represents the victories of Sgt James Hubert Green, who claimed six victories while flying an FE2b between October 1916 and June 1917, before being killed in a training accident in December 1917. The item sold for a hammer price of US \$2,750 at Alexander



## Zeppelin Podcast

I've deliberately stayed off Zeppelins this issue, but I have to mention the excellent **National Archives Podcast**, which went live on its website on 24 November 2016. "**Defeating the Zeppelins**" by Ian Castle is a recording based on the original talk he gave at The National Archives on 22 September 2016, on the eve of the centenary of the destruction of Zeppelin L32 and the capture of L33. It's well worth a listen!

Ian is the author of two books and a website detailing Germany's air campaign against Britain during the First World War ([www.IanCastleZeppelin.co.uk](http://www.IanCastleZeppelin.co.uk)). The website has had well over 100,000 visits.

<http://bit.ly/2mpY8DW>

## Other News

### £2 Coin Release

Keep an eye out in your change! At the

Historical Auctions, Chesapeake City, Maryland, USA on 19 February 2017.



## Biggin It Up

The *Oxted County Border News* report on 30 January 2017 concerned the centenary of the founding of Biggin Hill and its First World War development from wireless testing station to fighter squadron base.

The Royal Flying Corps' Wireless Testing Park moved from Joyce Green Aerodrome to a high plateau at Cudham Lodge Farm fields on 2 December 1916, being ideal for wireless reception. On 2 January 1917, the first aircraft, an RE7 landed in snowy conditions and the pilots were apparently, inundated with snow balls! By July 1917, the pilots of two Sopwith 1½ Strutters were able to speak to each other clearly and distinctly and, following this breakthrough, wireless technology advanced by leaps and bounds.

start of the year, the Royal Mint announced the release of a £2 coin design this spring that will remember the Royal Flying Corps and its contribution to the defence of Britain's skies in the First World War using new aircraft technology. Creative firm Tangerine Design created the design, which provides an aerial view of a pilot flying a plane above a country landscape.

### **I Get a Round(ell)**

Just time for a mention of the latest article posted at the Classic Warbirds website on the subject of the history of the RAF Roundel. It is a lovely visual reminder of how this iconic symbol developed from the 1914 Union Jack to the present day. The number of variants over the years is amazing and the 1916-18 Night Flying roundel is a new one for me!

<http://bit.ly/2m8xpLg>

### **2018 Tour**

Finally, the Society has been contacted by a US member, Wade Eakle, from California, about a proposed tour to the Western Front in April 2018 to coincide with the 100th anniversary of Manfred von Richthofen's final flight.

One of the most knowledgeable and experienced Western Front battlefields

In the summer of 1917, the first Fighter Squadron arrived and was installed north of the Testing Park. This was the start of Biggin Hill as the famous Fighter Station that bred the heroes of World War II. The *Kent News* article of 13 February 2017 pinpoints the centenary date to 13 February 1917, when the RFC transferred from Joyce Green to become part of the newly formed London Air Defence Area, protecting the capital from attacks by Zeppelins and Gotha Bombers. The article also reports on the centenary flypast.

<http://bit.ly/2m6imQG> and

<http://bit.ly/2m6kgkd>

tour guides, Frank Jordan of Orinda CA, will be leading a group of WWI aviation-minded travellers to some of the most significant and memorable places related to the conflict.

At this stage, Wade and his colleagues are simply seeking to gauge our members' interest in an opportunity to experience these aviation sites and memorials first-hand. Here are links to the tentative April 2018 tour schedule, Frank's bio and testimonials from past Western Front battlefields tours for your consideration.

If interested, Society members could email reply directly to Frank Jordan at [fgjordan@ft.NewYorkLife.com](mailto:fgjordan@ft.NewYorkLife.com).



I mean to have my W.A.A.C.

Written by David Marks, edited by Andy Kemp  
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