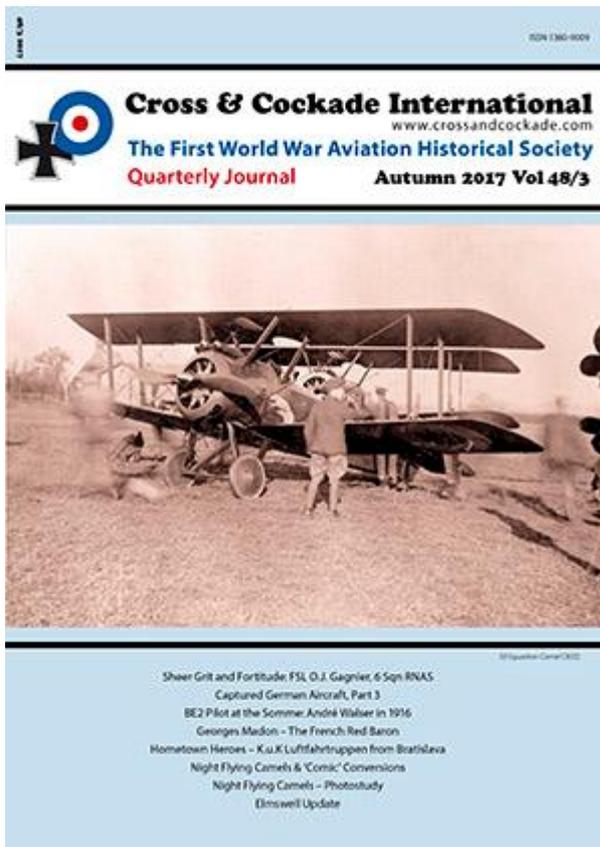




Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

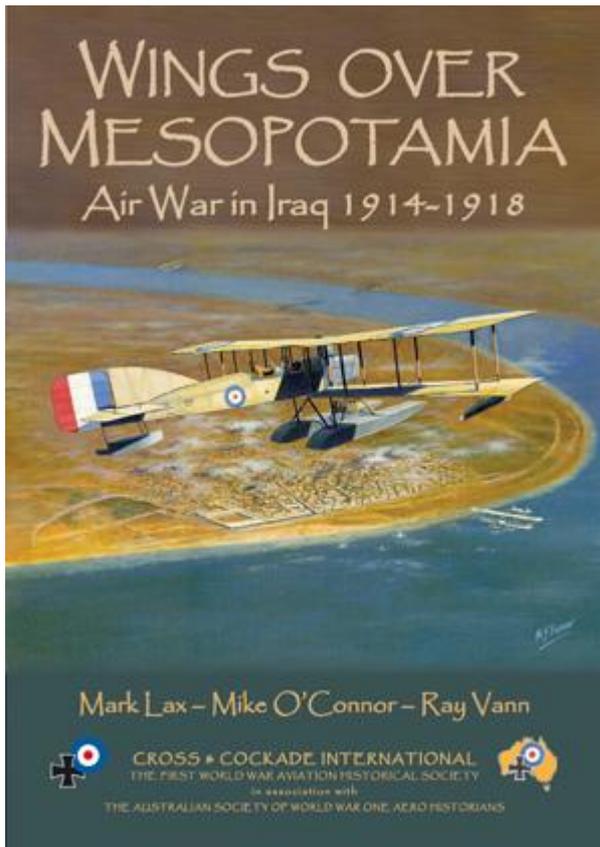
Welcome to the twenty second quarterly newsletter from **Cross & Cockade International**, bringing you all that's new and interesting in the world of WW1 aviation.



We're almost done with summer, and Christmas is on the horizon - but there's a few folk who haven't re-subscribed for 2017. There's still time - just click [here](#).

The third journal of 2017 will be late. We normally publish issue three by mid to late September, but this year we're not going to hit that target, due to circumstances beyond our control. Keep an eye on the web site. Currently we estimate we'll have 48/3 ready to leave the printers by early November - and hope to be back on schedule for 48/4. Look on the bright side - the delay gives you more time to subscribe <http://bit.ly/2cg2cie>

We're now accepting subscriptions for 2018! Please subscribe early to help keep our Membership Sec
happy: <http://bit.ly/2xZt5AW>



Our latest book, "**Wings Over Mesopotamia, The Air War in Iraq 1914-18**" was launched at our AGM in April, and has been selling well. It's a fascinating read, on a subject that's been ignored over the years. Authors Mark Lax, Ray Vann and the late Mike O'Connor have pooled their vast knowledge and resources into this book - well worth a closer look.

Click on the book cover, left, to read more - or click [here](#) to go straight to the shop and bag your copy!

We've another book, being worked on for publication in 2018 - check the web site and stay subscribed to WitW for more details.

Cross & Cockade International

The First World War Aviation Historical Society
Web Site www.crossandcockade.com



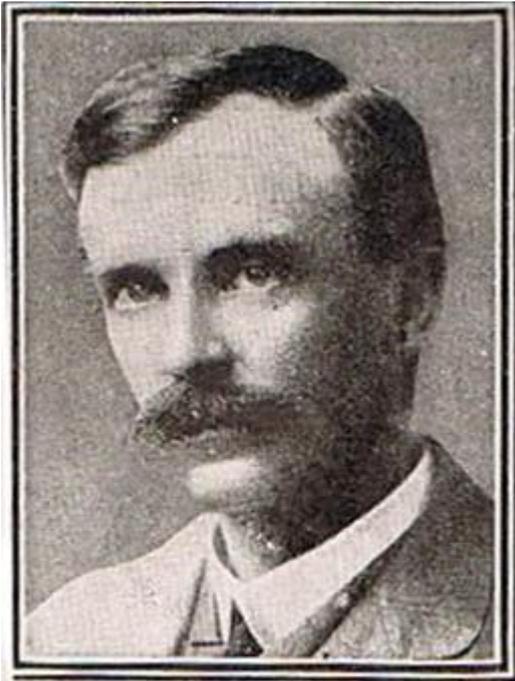
JULY 2018

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	1	2	3	4

Roger has once more been working hard with our artists, and together they've created another brilliant calendar, that your office wall just can't do without. Click [here](#) to grab your copy!

If you know someone who would appreciate what well over 1,200 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 to join us on [Facebook](#) and follow us on [Twitter](#). Last but not least, especially if you have a question to ask, check out our [Forum](#)!



CAPT. KEITH LUCAS,
R.F.C. Killed in collision.

The Flying Mathematicians of the First World War

Let's start with my favourite article of the month, which was posted on *theconversation.com* website on 10 August 2017 and was also picked up by *The Times* later in the month.

Written by Tony Royle, a PhD Candidate in History of Mathematics at The Open University, it is based on his study into the mathematicians and scientists based at the Royal Aircraft Factory, Farnborough, who were pioneers in the field of aviation.

The article chronicles the bravery, commitment, persistence and tragedy that surrounded a group of young men who endured the dangers of early



Blue Plaque for the RFC's Dance Star - but what happened to his monkey?

Vernon Castle and his wife Irene were a husband-and-wife team of ballroom dancers and teachers who appeared on Broadway and in silent films in the early 20th century. They are credited with reviving the popularity of modern dancing and were the "Posh and Becks" of their day. Castle was born William Vernon Blyth in Norwich in 1887.

In 1915, Vernon began flight school in America and received his pilot's certificate in early 1916. He sailed for England to enlist as a pilot in the Royal Flying Corps, flying some 150 missions over the lines with 1 Sqn and was honoured by the French. He

aviation to make the technical advancements necessary to develop the aircraft to support the war effort. Instead of sitting behind their desks, they took to the skies to test their theories.

The story starts with the death of Captain Keith Lucas RFC, when his BE2c was involved in a collision over Salisbury Plain in October 1916. One of his great grandchildren is BBC TV weather presenter Sarah Keith-Lucas and, interestingly, the family changed its surname as a mark of respect after the crash. Lucas was instrumental in designing and testing a reliable aviation compass and the evolution of bomb-aiming equipment.

Lucas was preceded at the Royal Aircraft Factory by mathematician and trained pilot, Edward Teshmaker Busk, who was able to unravel the mysteries of stability in flight. Sadly, Busk was killed when his aircraft caught fire in the air in November 1914, which led to the suspension of talented researchers from carrying out airborne experiments for some time. The article also mentions Geoffrey Ingram Taylor RFC, who went from Farnborough to being a participant in the Manhattan Project, and a whole host of mathematicians who either went on to forge brilliant careers or die in air tests.

was posted to Canada to train new pilots, moving with the rest of his unit to the USA for winter training. On 15 February 1918, Captain Castle was killed in a training accident at Benbrook airfield, Texas, sacrificing his own life to save that of a fellow aviator.

There is little recognition of Castle in his home town and local historian, Philip Yaxley, has launched a campaign for a blue plaque to be put up to honour a man described as the father of modern dancing. See the report carried in the *Eastern Daily Press* on 17 August 2017. I also found a piece on Castle's memorial at the crash site <http://bit.ly/2w7VM2m> which bears the important information that "Neither the other pilot, his student cadet, nor Vernon's pet monkey, Jeffrey, were seriously injured."

See <http://bit.ly/2jprJgr> and further coverage at <http://bit.ly/2eUzTs6>



A Brush with Biggles

A scarce collection of watercolours by

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



Young Lives Commemorated – 53 Squadron RFC

I am pleased to note that local newspapers around the country continue to post articles on the centenary of the loss of local young RFC pilots and observers who gave their lives over the Western Front. Here are links to two stories in the *North West Evening Mail* below, which tell the stories of two 20 year olds, both from 53 Squadron, both flying RE8s.

"Biggles" creator WE Johns sold beyond expectations in *Sworders'* 27 June 2017 auction sale in Stansted Mountfitchet, Essex.

Unseen on the market for over 30 years, the six pictures of soaring and swooping biplanes sold for £11,800 plus premium (£15,000). "*These paintings display remarkable draughtsmanship and all the energy and thrills any Biggles fan would associate with Johns*" said *Sworders'* Managing Director, Guy Schooling. The top-selling painting, sold for £3,300, was "Tripehounds". Other titles included "Good Shooting Sir" and "Close Work" (pictured above).

A commissioned pilot himself, Johns was shot down and captured while on a bombing mission to Mannheim in Germany in 1918, and he remained a prisoner of war until the Armistice.

<http://bit.ly/2x13ZEK>

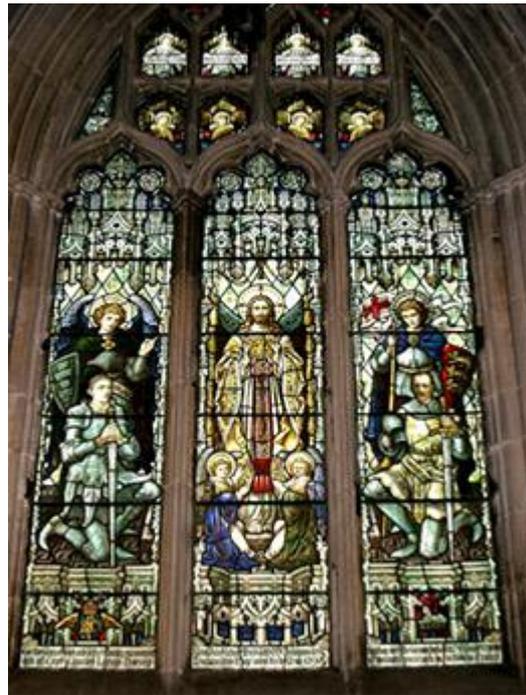
<http://bit.ly/2w8kdN2>

Lt Leslie Bowman was shot down and killed on 25 June 1917 and 2Lt Frank Guy Buckingham Pascoe was shot down and killed a week later, on 2 July 1917. Both are commemorated on the Arras Flying Services Memorial.

Pascoe (pictured above) and his pilot, Hubert Whatley, fell to the guns of Manfred von Richthofen - his 57th victory.

<http://bit.ly/2wX5eVS>

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



Spalding Son is Albatros Victim

Commemorating the loss of another young airman, *Spalding Today* published an excellent item on 8 July 2017 on the service of John Victor Ariel Glead, who died on 7 July 1917. He was the son of Sir John Glead, a respected Alderman of the Lincolnshire town.

An old boy of Uppingham School, John Glead was commissioned as a Second Lieutenant in the RFC on 18 April 1916, aged 19. He sustained injuries in training when wrecking a Sopwith 1½ Strutter (7797) in November 1916 and, after his recovery, Glead was posted to 45 Squadron, equipped with Strutters at Sainte-Marie-Cappel.

His first operational patrols took place on 28 June 1917. On 7 July, flying with his gunner



The Australian Flying Corps, 1917–18

The Strategist is the commentary and analysis site of the *Australian Strategic Policy Institute* and Alan Stephens well-written posts on the AFC became available on 19 and 20 July 2017. The posts detail the work and some of the leading personalities of the four

Australian Flying Corps units on active service, namely 1 Squadron in the Middle East, and 2, 3 and 4 Squadrons on the Western Front.

The first post talks about the hazards of training in England and the fine work carried out on the Western Front by, in particular, 4 Squadron, which was equipped with Sopwith Camels. The Squadron boasted the leading AFC ace in Captain Harry Cobby, who sounds quite a character.

The second post focuses on 1 Squadron and its role in the defeat of the Turkish armies. Its work was much admired by Colonel TE Lawrence (see the 2016 CCI publication, [Lawrence of Arabia & Middle East Air Power](#)). There is a brief pen-picture of Richard 'Dicky' Williams, who was given command of one of the two wings comprising the Royal Air Force's Palestine Brigade in June 1918.

See <http://bit.ly/2xjU25g> and <http://bit.ly/2firPID>

/observer Lt John Fotheringham, they were shot down and killed. Six Strutters were on a photo-reconnaissance mission, when they were attacked by 18 Albatros fighters at 10,000 feet over Wervicq. The "most terrific air combat" ensued and is described in detail in the article.

Lt Gleed is buried at Wytschaete, Belgium and is commemorated in a splendid stained glass window set in the north wall of St Mary and St Nicolas Church, Spalding. His image and that of his brother-in-law, Captain Harvey, who also died in the war, are depicted in stained glass.

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



Zeppelin L48: Suffolk Remembers

At a packed St Peter's Church in Theberton and Eastbridge on Sunday 18 June 2017, the centenary of the loss of Zeppelin L48 was commemorated. Suffolk Coastal MP Therese Coffey and Colonel Hermann Hanke, the German Air Attaché to the UK and Republic of Ireland, also attended the



Canadian Round Up

A couple of interesting articles, which feature the First World War Royal Flying Corps pilot training camps near Deseronto, Ontario, are worthy of a mention. On 31 May 2017, *InsideBelleville.com* reported on the planned commemoration of the centenary of these Deseronto camps the following month, namely Camp Rathbun to the north of the town and Camp Mohawk on the Tyendinaga Mohawk Territory. The town was eye-witness to the numerous training accidents over its skies as the tragedies of war took place right in front of them.

The *Intelligencer.ca* website article on 17 July 2017 was also interesting, as it explained that First Nations members training at Camp Mohawk were encouraged to converse in their Indigenous language (Mohawk, Ojibwe and Cree) and to use it when performing observation duties. German forces would be unable to understand

service, where candles were lit for each of the German victims and the men from Thebernton who died in the conflict.

On 17 June 1917, L48 took part in a raid. Its compasses froze and it developed engine problems, forcing it to descend to a height that put it in range of RFC aircraft. After a terrible descent, lasting seven minutes as it became engulfed in flames, the end came in a cornfield at Holly Tree Farm. Remarkably, of the 18 crew, there were three survivors and former BBC Breakfast host Bill Turnbull read an account by one of them, Otto Mieth. The dead were buried by the church and their bodies were later moved to the German cemetery at Cannock Chase.

See

<http://bit.ly/2fiFklw> and <http://bbc.in/2jnwyH7>



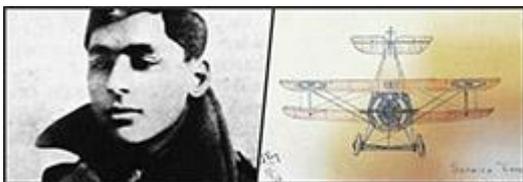
A Relic of the Bomber Blitz

The Manx Aviation and Military Museum has put a very unusual object on display for the

any intercepted communications. This was well before the US began to use Cherokee and Choctaw servicemen as code talkers.

Also in the *Intelligencer* was an article about Lt Alexander William "Billy" MacHardy, posted on 25 August 2017. Billy was a 20 Sqn RAF pilot and on 10 November 1918, the 24 year old took off in a Bristol F2B (F6195) with his gunner and observer Lt. William Alexander Rodger and was shot down by Jasta 50 ace Hans von Freden over Froidchapelle, Belgium. An initial excavation of the crash site has found what is believed to be part of the fighter. It is reckoned to be the first excavation of a First World War crash site in Belgium and is to be followed by the unveiling of a memorial to the crew. Pictured are Belgian historian Jacques De Ceuninck, left, and Tom MacHardy standing next to the graves of MacHardy's great-uncle and the gunner, Rodger.

<http://bit.ly/2vTILVY>
<http://bit.ly/2x07Xv4>
<http://bit.ly/2jqH4O7>



summer, reported the *IsleofMan.com* website on 31 May 2017.

It is part of a wooden propeller salvaged from the wreckage of a German Gotha G.IV bomber (Go.660/16), which was shot down into the Thames Estuary during the evening of 5 June 1917. The propeller blade was kept by an army officer as a souvenir and has been on the Island since the 1930s. The bomber was one of 22 that attacked Shoeburyness and Sheerness, killing 13 people and injuring 34 and was shot down in the sea by anti-aircraft fire.

<http://bit.ly/2eVm6le>



Royal Visit to Poplar

On 13 June 1917, a single bomb was dropped on Upper North Street School, Poplar, by a Gotha bomber and, on 15 June 2017, the Queen and the Duke of Edinburgh attended a memorial service at All Saints Church, to mark the centenary of this tragic event, which resulted in the deaths of eighteen school children all aged around 5 years.

India's First Ace and First Aviator

22 July 2017 marked the 99th anniversary of the death of Lieutenant Indra Lal Roy. *The Wire*, an Indian website, published a well-considered piece by KS Nair on the short career of this ace. The author compares Roy to the famous cricketer Ranjitsinhji as they both distinguished themselves on "British platforms" before India had developed its own institutions.

The article covers Roy's Royal Flying Corps service in some detail, from 56 Squadron and, following his recuperation from a serious crash, his short but prolific turn with 40 Squadron RAF from June 1918. Nair comments on Roy's relationship with his flight commander, Captain George McElroy and how many Irishmen, like many Indians, were sometimes ambivalent about participation in the war for the British Empire. Certainly, the two combined well in the air as Roy racked up 10 victories between 6 and 19 July 1918. Roy's end came when his SE5a was shot down in flames by a Fokker DVII. He was still four months short of his 20th birthday (see also WitW 7 for more details).

The article ends with Nair pondering whether India should have made more

Their Highnesses joined relatives of the victims and community faith leaders and from the church they were driven a few hundred yards to Mayflower Primary School, built in 1928, just up the road from the original school. They toured the reception class, met teachers and pupils and looked at a display featuring the children's summer term project on the First World War and the bomb attack.

There was also a well-attended community event following the service at the nearby Poplar Park, which is the home of the "Angel" Memorial erected in 1919 to remember the victims. I was privileged to be at this event where many wreaths were laid, including one by German ambassador Dr Peter Ammon. A school bell specially cast for the centenary was rung, followed by a trumpeter sounding *The Last Post* and two minutes' silence. The rest of the afternoon was a commemorative mini festival with marquees and First World War displays. I was also lucky enough to meet the Pearly Queen of Bow!

Read more:

<http://dailym.ai/2wpHLbw>, <http://bit.ly/2x0CRoM>

& <http://bit.ly/2eVXCbF>

of Roy's record. Would this have been a tiny nudge to India's dominion prospects and road to independence?

See <http://bit.ly/2fif7mR>

I have also included a link to another article on the *Wire.in* website from 15 May 2017, which I found very interesting. It is titled "S. Venkatasubba Setty: A Hidden Figure in English Aviation History". S.V. Setty (1879-1918) was an apprentice and unpaid draughtsman at AV Roe and Co in 1912 at Brooklands. In addition to flying in various earlier Avros, Setty was involved in preparing drawings for the Avro Type F and also, it is likely, the original Type E. It's something different and worth a look: <http://bit.ly/2xkrx7M>



Did the Elephants Forget about the DH9?

Another link to the Subcontinent now,



Not Just the Kohinoor

Staying in India, I was intrigued to read an article on the *Times of India* website dated 22 July 2017. Apparently, there is growing demand for the return of the only surviving aircraft of the now defunct 110 (Hyderabad) Squadron, which played a crucial role in two World Wars, and reaches its centenary on 1 November 2017.

The aircraft in question is the DH9A at the RAF Museum in London and local heritage activists have renewed demands that the aircraft be returned as a tribute to the contribution of the State of Hyderabad to the victory of the Allied Forces. All the war material deployed by the "princely state" was left on foreign soil and the DH9A is the only surviving memory.

His Serene Highness, the Nizam of Hyderabad, presented 18 aircraft to the then RFC Squadron which was formed in his honour. The Nizam's crest depicting a demi-tiger was used in the squadron badge. The aircraft also carried the statement that they were donated by the Nizam.

with the restoration of an Airco DH9 at the Imperial War Museum at Duxford, which was the subject of an article in the *Daily Telegraph* on 3 August 2017. After service in the First World War, the British Government gifted the aeroplanes to Commonwealth countries as a "thank you" for their participation in the conflict. An example was found by Janice Black and her husband in an elephant's stable at a maharajah's summer palace at Bikaner.

The Historic Aircraft Collection team is hoping this rescued DH9 will be restored to airworthiness and will take its first test flight later this year. Duxford will be a fitting launch site for the DH9, it was one of the first planes to fly from the airfield when it opened 100 years ago. The article includes a nice little video and is worth a watch.

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

<http://bit.ly/2xx7Xpv>



Branch Meetings

Cleethorpes

CCI member and well-respected author Paul Hare has started a meeting at his home in Cleethorpes. Two meetings have been held and numbers attending are rising. More meetings are planned - email [Paul](#) on if you'd like to reserve a chair and a teacup, and chat about old aeroplanes ...

York

The remaining **2017 meeting** date at the wonderful Ackhorne pub (pic above) is:

- 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



The Good, the 'Bad' and the Ugly: British aircraft of 1917

There was a cracking article posted on centenarynews.com on 20 July 2017. On the subject of 1917 British aircraft, it was written by Matthew Warner, the grandson of a RFC observer Douglas Gould, which gives the article more insight. Gould's comment that he adored the F2B, disliked the DH4 and pitied those in the RE8, tells me more than any statistics and footnotes!

There are good notes on the development of the aircraft with the RE8 and its inherent problems going under the microscope, particularly the stall characteristics and accident rates. The DH4, despite Gould's misgivings, was much admired and the Germans developed a healthy respect for the

photos and knowledge. Sadly the pub is still not doing food - only a small selection of pies - 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



The normal meeting place is [My Old Dutch](#), 132 High Holborn. Aviation chat and pancakes - what's not to love? The next meeting is planned for 18:30 on Wednesday 20th September. Contact [David Marks](#) or watch the web site for more dates and details.

F2B and avoided it when possible.

Finally, there is a mention of the derivation of the nicknames of these three very different but important aircraft.

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



Centenary of death of Nowra-born fighter ace

The *South Coast Register* (New South Wales) posted a detailed article on 19 July 2017 on the eve of the centenary of the death of a local ace, Captain Alfred Seymour Shepherd.

In his short career, Shepherd was



If The Cap Fits

An object from the World Rugby Museum at Twickenham was the subject of an article in the *Helensburgh Advertiser* on 9 August 2017. This magnificent Royal Flying Corps velvet Rugby Union cap will be displayed as part of the museum's new permanent gallery on rugby and wartime.

It belonged to Lieutenant George Bruce Walker, who was serving with a training squadron, 26 Reserve Squadron RFC, based at Turnhouse, near Edinburgh, when he was injured in a serious flying accident on 24 February 1917. His Maurice Farman Shorthorn nosedived in the ground and George was confined to bed for two years as a result of the very serious injuries to his spine he sustained, and which ultimately caused his death at his Helensburgh home two years later.

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

credited with 10 aerial victories before being shot down and killed, aged just 24. He was awarded the DSO and MC. On 25 April 1917, after a transfer from the AIF, Shepherd was posted to 29 Squadron RFC and was made "C" Flight Commander just under three months later. His bravery earned him a mention in despatches and promotion.

Shepherd was killed in action when his Nieuport 23 (B1504) was shot down over Zonnebeke by an Albatros D.V flown by Alfred Niederhoff of Jasta 11. Like many airmen, Shepherd has no known grave but is commemorated on the Arras Flying Services Memorial. The article mentions that Shepherd's grief in losing a fellow pilot and old friend, Percy Eric Palmer, contributed to his own death.

The article, which includes plenty of detail and archive extracts from the University of Sydney, also covers the specifications and performance of the Nieuport 23. <http://bit.ly/2h2Quuz>



Stirring Dog Fight Painting Scoops CCI Prize

Every summer, the Guild of Aviation Artists stages 'Aviation Paintings of the Year', a major exhibition at the prestigious Mall Galleries in Central London, where over 400 works go on show. It is the largest exhibition of its kind in the world and this year's exhibition ran from 17 - 23 July 2017.

The winner of this year's CCI prize for Best WW1 Aviation Painting was Rodney Diggins' magnificent acrylic, "The Most Noble of Causes - RAF SE5a v Pfalz DIII", which sold for £975. High commended by the CCI connoisseurs was "Letter from Home - Reflective RFC pilot with SE5a" by Graham Turner and "East Coast Patrol - Felixstowe F2A, 1918" by James Colthorpe.

See <http://bit.ly/2f5AQIb> for all of 2017's paintings.



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 would like to help your society, please contact our Membership Sec and Web Bloke, Andy Kemp, at webmaster@crossandcockade.com

We've been asking for a volunteer to help us with this "opportunity" for a



Hooton Park Update

The hangars at Hooton Park were covered in earlier editions of Wind in the Wires (8 & 15). WitW subscriber Ian Burns from Toronto, was on a recent visit to the UK for a reunion of the Northern Aircraft Preservation Society, aka The Aeroplane Collection (Ian was a member for about ten years from the mid-1960's). It gave him the opportunity to visit these three WW1 hangars for himself.

The roof of Hangar 3 had been in a fragile state for several years. The final straw was a fall of heavy, wet snow in December 2011. Since then, the hangar has been open to the elements. A portion of the fines from the Libor Banking Scandal were made available to "to military charities and other good causes" and The Hooton Park Trust received a grant of £350,000 in December 2015 towards the restoration of Hangar 3.

When Ian visited in June 2017, new Belfast Trusses had been installed over half of the double hangar and work was beginning on the second roof. Approval has also been

while now . Your committee is a small (though perfectly formed) team - but we only have so much spare time, and our families invariably grumble if we spend too long in the back office working on "society stuff". In line with the development of British recruitment policy in WW1, if we don't have at least one generous soul VOLUNTEER, we're going to CONSCRIPT someone.

Be aware! You have been warned ...



Thoroughly Modern Wallop

The Museum of Army Flying at Middle Wallop in Hampshire tells the story of British Army flying from 19th century balloonists to today's Army Air Corps. The Museum has been at Middle Wallop on its current site for about 30 years and is currently engaged in a modernisation project in two Phases.

Phase 1 involves the building a new and unique Memorial to all those that have died in the service of British Army flying. The memorial has 5,127 names inscribed on it and includes all those

given to restore the rounded brick entries to the side stores/workshops. When completed, The Aeroplane Collection will have the use of half of the double hangar.

Thanks for the update Ian!



Stamp of Approval

Thanks to a justifiably proud Russell Smith for letting *WitW* know that his illustrations for six stamps commemorating the Great War in the Air were issued by Jersey Post on 4 August 2017. Russ has depicted a Sopwith Camel, an Airco DH2 engaged with an Albatros D.II, a French Nieuport 16 outnumbered by German Fokker Eindeckers, a Fokker Dr1 Triplane, a Sopwith Triplane and a quartet of USAS Nieuport 28s. The Miniature Sheet, which accompanies the set, features an Airco DH2 of Royal Flying Corps' 32 Squadron being manoeuvred by ground crew based at Vert Galand aerodrome.

See <http://bit.ly/2y6fSYf> and visit <https://russellsmithart.com/> or his Facebook page <http://bit.ly/2w8OU4M>

members of the RFC who died up to and including 31 March 1918, the Air Observation Post squadrons and Glider Pilot Regiment of WW2 and of course, the Army Air Corps. Phase 2 involves internal modernisation of displays and archive and will complete in 2019.

Circular in design with many innovative features, the Memorial was completed by 1 September 2017, the 60th anniversary of the Army Air Corps. Further details can be obtained from the Museum website www.armyflying.com or by emailing the Museum CEO.

Voices of the First World War: Bloody April

Recently back on Radio 4 was the major series tracking the development of the First World War through the archives of the Imperial War Museums and the BBC. Reaching 1917, Dan Snow explores the events of the year. Morale was never worse in the Royal Flying Corps than during 'Bloody April'. With outclassed aircraft, the RFC suffered disastrous losses throughout the month, and beyond. Cecil Lewis and Norman Macmillan eloquently describe the intensity of the dogfights



Cranwell Exhibition

On 18 August 2017, the *Grantham Journal* gave its readers a timely nudge towards the Cranwell Aviation Heritage Museum's upcoming exhibition – Airships over Lincolnshire: Lighter than Air.

Opening to the public on 30 September 2017 and running to March 2018, the exhibition explores the vital role airships and hot air balloons played and the involvement of the Lighter than Air Section at Cranwell. The Zeppelin raids on Lincolnshire and the career of airship designer, Barnes Wallis also feature, as does the crash of airship SS39 at Thurlby. This also gives me an excuse to post a picture of a Submarine Scout airship!

Read more at: <http://bit.ly/2wW5STG> and <http://bit.ly/2h2EARv> or visit www.cranwellaviation.co.uk

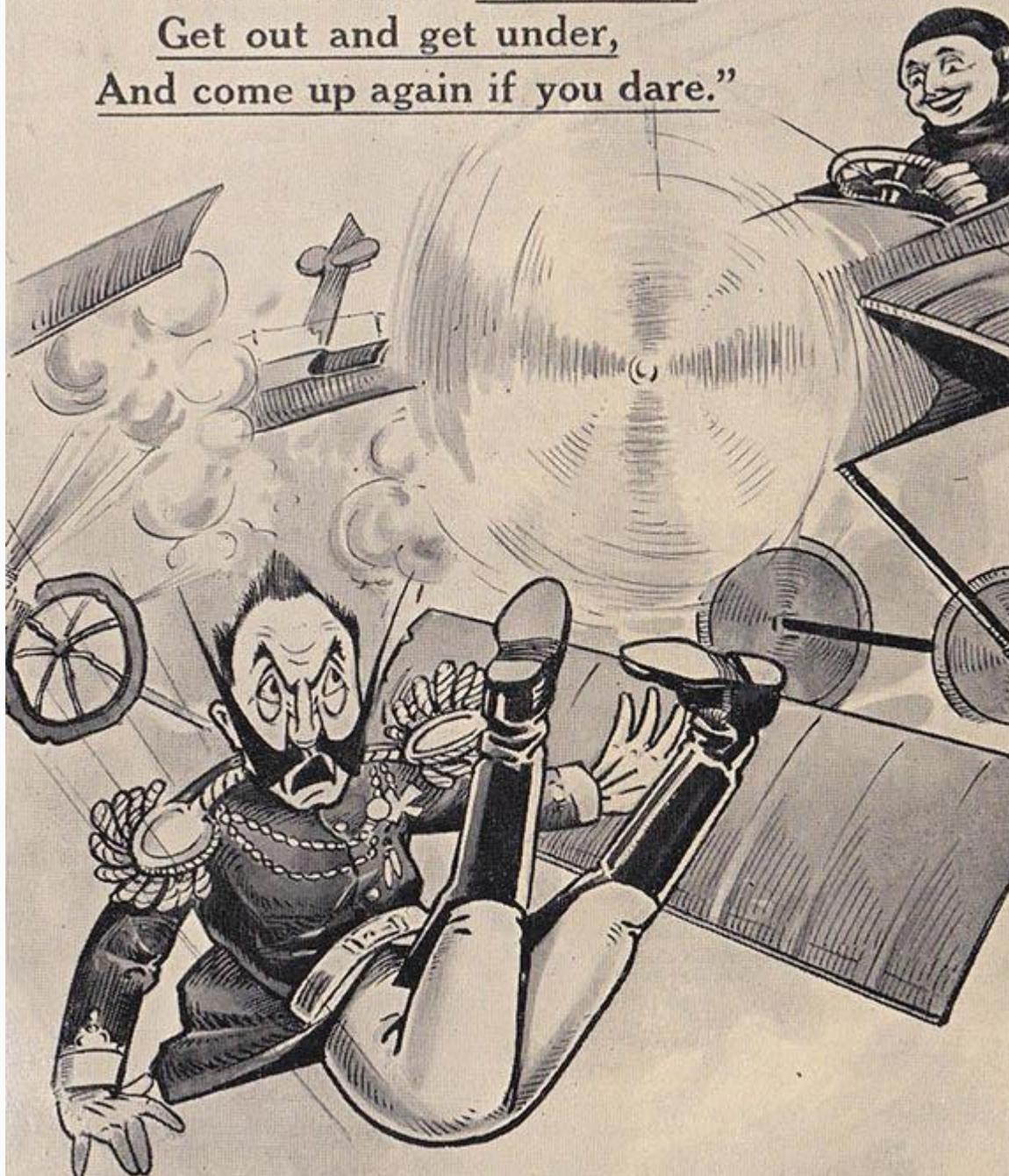
and others recall the leading flying ace
of the time, Captain Albert Ball.

Recommended - catch it while you can.

Thanks to Steve Mason for the heads
up!

<http://bbc.in/2h2FIK9>

The Kaiser once swore a great swear,
That he'd soon be the king of the air.
Said a Briton "By thunder,
Get out and get under,
And come up again if you dare."



Written by David Marks, edited by Andy Kemp
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