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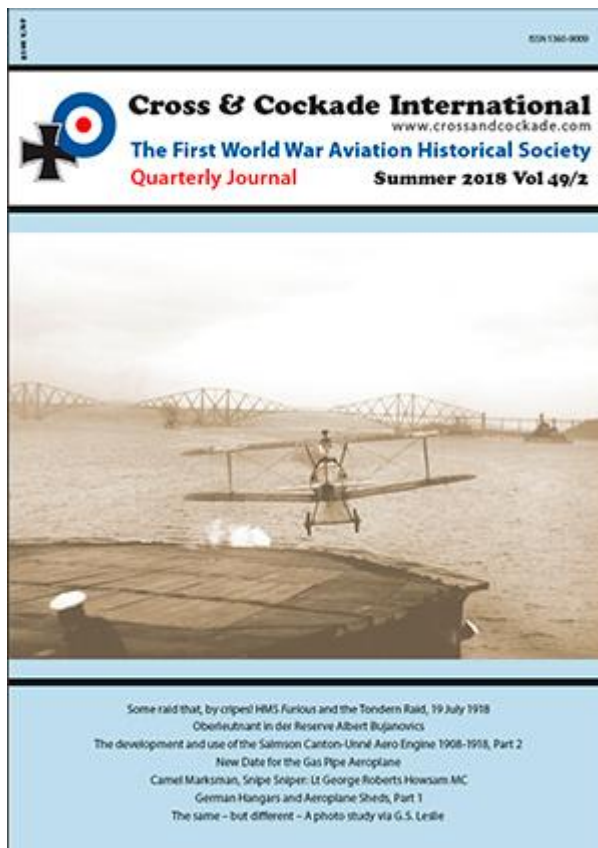
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**Cross & Cockade International**  
 The First World War Aviation Historical Society

## Wind in the Wires

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



If you haven't heard of **GDPR**, the new EU data privacy law, you're in a minority. It affects us, as if you want to continue receiving **Wind in the Wires**, you'll need to re-subscribe. We haven't quite finalised our data protection policy yet - bear with us - but watch out for a follow-up email, coming shortly. This will prompt you to re-join the list - so you can continue receiving our excellent free newsletter.

If you subscribe to **Wind in the Wires**, I'm guessing you're interested in **WW1 aviation**. Have you thought about also subscribing to the society, so you receive our beautiful flagship product, the journal? If this is just the nudge you need, click [here](#) to join us for 2018.

Volume 49 issue 2 (Summer 2018) will be at the printers next week, so should be in the post to members around the end of May. As you can see from the front cover, it's another cracker!

If you're not convinced, please allow us to try harder. If you click [here](#) you'll receive a single copy of a recent journal - FREE. We just ask that you contribute towards the cost of postage.

As well as the journal and WitW, we're also building our social networking presence. Feel free to join us on [Facebook](#) and follow us on [Twitter](#). Last but not least, especially if you have a question to ask, or books to dispose of, check out our [Forum](#)!



## RAF100

Producing the latest edition of *Wind in the Wires* has, quite frankly, been a bit of a struggle due to the overwhelming volume of articles resulting from the centenary of the formation of the Royal Air Force. Unsurprisingly, RAF bases the length and breadth of the country held services, ran events and unveiled tributes to celebrate the centenary. Armies of cadets were mobilised and there were parades up and down high streets and flypasts overhead. Every Air Commodore, Wing Commander and Lord Lieutenant seems to have been pressed into action to make a speech or take a salute. Museums held exhibitions and all manner of organisations and societies ran talks and events. There were floral tributes, tapestries, tea parties, tree planting, baton relays and themed stamps with it all being topped off by a message from the Queen, and Carol Vorderman in uniform.

Local and national newspapers and websites dutifully covered these events, which transformed themselves in articles, that found their way into my beleaguered inbox. Dear reader, I've read as many of them as I can so you don't have to! I have whittled them down to some of the most interesting, informative or just plain different articles that marked, or were



## Making the Grade

One of the most important consequences of the RAF centenary was the news from Historic England that 14 war memorials dedicated to First World War and Second World War airmen have been newly listed and upgraded.

Three of the newly listed Grade II First World War memorials are:

**McCudden War Memorial** and Grave in Maidstone Road Cemetery, Chatham, Kent: Dedicated to the four McCudden brothers – Royal Flying Corps pilots William, James and John and Royal Air Force test flight engineer Maurice. There's more on VC winner James later.

**Leefe Robinson Memorial Obelisk**, East Ridgeway, Cuffley, Hertfordshire: VC winner William Leefe Robinson became a national hero when he downed the German airship SL11 on 3 September 1916. It was the first successful destruction of an airship over Britain. It's my favourite memorial!

**Captain Eric Lubbock's Memorial**, High Elms Country Park, Shire Lane, Bromley (pictured): Commissioned by his grieving

inspired by, this auspicious event.

Firstly, I've linked to two of the better general articles on the centenary, one from a national newspaper and the other from the local press. The *Guardian* archive, which shows how both it and the *Observer* reported the birth of the RAF, is interesting and the comment .... "in the employment of the planes a limitless vista opens before the Air Minister"..... is insightful.

The *Bucks Free Press* provides a decent summary of the facts surrounding the creation of the new air force with facts and figures and adds the local angle to the centenary with mentions of Sir Geoffrey de Havilland, George Holt Thomas and Sir (Charles) Richard Fairey.

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

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



### **Blue (or Khaki) is the Colour**

I liked this article, published on 30 March 2018, which gives an insight into the creation of the uniforms for the new service. Leeds based firm AW Hainsworth was approached by the RAF for colour ideas to allow them to have their own identity and proposed the distinctive blue cloth that they have worn ever since.

mother, Lady Avebury, the memorial takes the form of an aircraft. It went missing in the 1980s and was found a decade later in a stonemason's yard in Wiltshire. The Avebury family bought it back at auction for £8,000 and restored it. Captain Lubbock MC, a 45 Squadron RFC pilot, was killed in action on 11 March 1917. See also:

<http://bit.ly/2Gb3IQp>

Also listed are: Memorials to Captains Kynoch and Stroud at Dollymans Farm, Rawreth, Essex; St Matthews Oxhey War Memorial in Hertfordshire; Catterick Camp and Aerodrome War Memorial; Memorial Obelisk for Captain Hamilton and Lieutenant Wyness Stuart in Willian, Hertfordshire and Egton Bridge Cross, North Yorkshire.

See also <http://bit.ly/2IADuMG>

All the details are here:

<http://bit.ly/2G9LTkX>



### **Land of our Founders**

I was pleased that the centenary was an opportunity to celebrate some of the people responsible for founding the RAF. *Wales Online* focused on Sir Charles Longcroft, an early aviation pioneer who obtained his flying certificate in March

At the time, Hainsworths had a warehouse full of blue-grey material that had been woven for the Tsar of Russia as trousers of his Cossack regiments. The salesman thought 'RAF and blue' and the service has taken that fabric ever since and it is still used for ceremonial uniforms today. The process of creating the material is a closely guarded secret.

<http://bit.ly/2I9xLOe>

Talking of uniforms, on 13 March 2018, the *Sheffield Telegraph* reported that the uniform of Lieutenant Frederic Hopkins will appear in the book, **The RAF in 100 Objects**, because he was one of the first men to wear the new service's early "transitional" khaki uniform in 1918. Lt Hopkins was killed in action on 1 October 1918, when his DH9 was shot down over Belgium. He was just 19. The uniform is on display with other personal items at **Newark Air Museum**, Nottinghamshire.

<http://bit.ly/2rE26KI>



**Things that make you go**

1912 and volunteered for service with the Air Battalion of the Royal Engineers, which became the military wing of the newly established Royal Flying Corps in May 1912.

Serving throughout the First World War in command of 1 and 4 Squadrons, RFC, Longcroft became a temporary Major-General in November 1917, at the age of only 34. On 1 November 1919, he became the first commandant of the RAF training college at Cranwell, which was the world's first air academy

See: <http://bit.ly/2KUQ0Vo>



**All Hail Henderson**

North of the border, the "forgotten founder" being recognised was Sir **David Henderson**, who was the subject of an exhibition at Glasgow University, which opened on 1 April 2018. As the *Sunday Post* reported, Henderson had a distinguished military career before learning to fly, aged 49, in 1911 under the pseudonym Henry Davidson.

He helped form the Royal Flying Corps and commanded Britain's "budding airborne service" at the outbreak of the First World War. In 1917, Henderson helped author a report recommending the



## Boom

Whilst on the subject of founders, a brief article in the *Somerset County Gazette* on 11 April 2018, alerted me to a proposed memorial to **Hugh Trenchard**.

The 1st Viscount Trenchard, who is widely regarded as the Father of the RAF, was born at Haines Hill, Taunton in 1873 and spent his childhood at Courtlands in Norton Fitzwarren. He went on to have a distinguished military career and, in 1918, became the first Chief of the Air Staff. The new memorial will be positioned on Trenchard Way (the town's former charmingly named Northern Inner Distributor Road) near Taunton Station. It will be unveiled by Trenchard's grandson.

<http://bit.ly/2rGe3i3>



*Image: A replica Sopwith Camel seat woven by Tim Palmer.*

## Basket Case

The *Beyond the Trenches* blog of 29 March 2018 regarding the centenary was a little different, as it concentrated on a little known, but important, skill that was essential to the success of First World

creation of a new independent air force organisation.

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

The BBC also carried a fulsome tribute to Henderson at <https://bbc.in/2GaVSGo>



## Orange Fades to Black

To Northern Ireland and the News Letter article of 26 March 2018 regarding an Orangeman who is thought to be the last member of the Royal Flying Corps to die before it became the Royal Air Force. Second Lieutenant James Alexander Donnelly died on 31 March 1918 and a special centennial service was held at Ballintoy Parish Church, organised by the Royal York Loyal Orange Lodge No 145 in Belfast.

Some further research on the Lodge website reveals that Donnelly, a Lay Chaplain, left a comfortable family life to become a Sergeant Instructor in the Royal Flying Corps. He received his commission in August 1917, aged 44. He died of wounds received on 31 March 1918, at the Somme. His death was a large blow to the Lodge. The 59 Squadron pilot is buried at Doullens Communal Cemetery Extension No 1.

<http://bit.ly/2lkt1lb>

War aircraft. That skill was producing the cane basketwork seats.

Lightweight and flexible, basketwork was ideal as it responded well to the stresses and strains placed upon airframes and provided some protection against splinters during forced landings. By 1916, the RFC was sourcing a standard design of seating exclusively through the Aircraft Supplies Co. Ltd., which purchased cane from the likes of Leicester importers, the Dryad Works.

Few examples of original seats survive today, and there is little information about the industry either. Basket maker Tim Palmer has set about recreating a split cane seat for a replica Sopwith Camel cockpit being built by Tony Dyer. The blog links to an informative 10 minute film about Tim and Tom's work.

<http://bit.ly/2KUIQ4y>



## Greg's War

Thanks for Rob Parsons for bringing to *WitW's* attention that his stepson, Andrew Sheard, has launched a blog at [www.gregswar.com](http://www.gregswar.com). The theme is "A hundred years ago today" and covers the First World War service of his grandfather, 2nd Lieutenant Cecil Edward



### CHAPTER 51.

An Act to make provision for the establishment, administration, and discipline of an Air Force, the establishment of an Air Council, and for purposes connected therewith. [29th November 1917.] A.D. 1917.

**BE** it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

#### PART I.

##### ESTABLISHMENT OF AIR FORCE.

1. It shall be lawful for His Majesty to raise and maintain a force, to be called the Air Force, consisting of such number of officers, warrant officers, non-commissioned officers, and men as may from time to time be provided by Parliament.

2.—(1) Subject to the provisions of this Act it shall be lawful for His Majesty, by order signified under the hand of a Secretary of State, to make orders with respect to the government, discipline, pay, allowances, and pensions of the Air Force, and with respect to all other matters and things relating to the Air Force, including any matter by this Act authorised to be prescribed or expressed to be subject to orders or regulations.

(2) The said orders may provide for the formation of men of the Air Force into separate units, and for the formation of such units into corps, and for appointing, transferring, or attaching men of the Air Force to units, and for posting, attaching, and otherwise dealing with such men within the units, and may regulate the appointment, rank, duties, and numbers of the officers and non-commissioned officers of the Air Force.

(3) Subject to the provisions of any such order, the Air Council hereinafter constituted may make general or special regulations with respect to any matter with respect to which His Majesty may make orders under this section:

A 2

3

## RAF100 – The Parliamentary Angle

For a scholarly and informative note of the development of the air service, look no further than the *History of Parliament blog* posted on 2 April 2018. The story begins with the appointment of The Aerial Navigation Special Committee by the Prime Minister, Herbert Asquith, in May 1909 and picks out the key quotes (via Hansard) over the following years, and considers the development of air war and Parliament's concerns over Zeppelin raids.

The blog considers the Smuts Report and how it paved the way to the passing of the Air Force Constitution Act later in 1917. There are links so you can read both of these key documents at your leisure. Worth a read at:

Gregory, known as 'Greg', as a pilot in the RFC and RAF with 19 Training Squadron and 42 Squadron on RE8s. He is pictured here in a DH6.

You can log on to the blog at any time and there is no need to subscribe. It's a really well put together website with photographs and memorabilia and can also be followed on Twitter [@GregsWar](https://twitter.com/GregsWar)

Andrew gave a talk at his local village of **Little Gaddesden** on 26 April 2018 and the local paper previewed it here: <http://bit.ly/2rzeXOf>



## Airman's Album Gets an Airing

A wonderful First World War photo album, which is in the possession of **Bungay Museum** in Suffolk, was the subject of an article in the *Beccles and Bungay Journal* on 25 April 2018. Alan Verso Clarke's "With the RAF in France 1916-19" captures crashed planes, bombed out cities and stunning aerial shots all taken on the Western Front.

Clarke was a professional photographer having grown-up apprenticed to his father, who owned and operated a photography studio. Clarke joined the Royal Flying Corps in 1914 and, with

<http://bit.ly/2G9MQtx>



## Remembering an RAF Mechanic

Many of the articles that I read are about pilots who duelled with the Hun or had their lives cut tragically short in accidents, so it was refreshing to hear about a Second Air Mechanic, Third Class, being commemorated by his local community. Reported in the *North West Evening Mail* on 30 April 2018 was the story of Askam in Furness born RAF mechanic, Thomas Richard Park, who served in the wireless section of 148 Squadron RAF in France.

Tom had joined the Shropshire Light Infantry on 10 May 1917 and was subsequently transferred to the new RAF. Just under a year from his enlistment, Tom died on 3 May 1918, aged just 19, and is believed to be one of four men from the squadron killed in a German bombing raid. He is buried at Lapugnoy



camera in hand, he captured the day-to-day reality of the war with intimate shots of soldiers enjoying downtime between battles. There are some great images in the article, although no information has been supplied with them about Clarke or his service but it looks like he was with 6 Squadron RFC at Abeele in Belgium.

See some great images at <http://bit.ly/2rE3GME>



### Fokker Fodder

A short Australian article about a famous Dutchman caught my eye as *The Daily Telegraph*, commemorated the 128th anniversary of the birth of none other than **Anton Herman Gerard Fokker**.

The 5 April 2018 piece ranges from the first aircraft that Fokker built in 1910, named "De Spin" (or the Spider because of its resemblance to a web), to the founding of his eponymous factory and its

Military Cemetery, near Bethune.

A brief poem to his memory was published in the *Barrow Guardian* on 18 May 1918, by Tom's parents. It reads: "What pain he suffered we do not know; We never saw him die; We only heard he'd passed away; And never said goodbye." His sacrifice will be commemorated by the lighting of a candle at the Askam and Ireleth War Memorial (pictured).

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



### Two Paving Stones for James McCudden

Royal Engineers and Royal Air Force personnel joined the Lord Lieutenant of Kent and civic dignitaries for a special public ceremony at the **Royal Engineers Museum**, Gillingham, on 12 April 2018, to mark the 100th anniversary of Major James McCudden receiving the Victoria Cross from King George V. Family members of the McCudden and Byford families were also present at the event, where a commemorative paving stone, mounted on a plinth, was unveiled at the museum gates.

In the following week, a similar event took place, complete with its own memorial stone, which was unveiled at the War



influence on aircraft design and development in the First World War. The article goes on to mention Fokker's post war activities and his tumultuous personal life. The closing quote is from his 1931 autobiography: *"My life has been paced by the aeroplane. Hurtling through space on what now seems a predestined course, I had no idea what that course was. Most of the time I merely hung on."*

<http://bit.ly/2GaXNL6>



## Mottershead Statute Unveiled

Thank you to Roger Austin for letting *WitW* know that on Sunday 1 April 2018, a statue of Sergeant **Thomas Mottershead** VC DCM was unveiled in Victoria Park, Widnes by his grandson, Colin Mottershead, and Air Marshal Sir Roger Austin KCB AFC, president of the 20 Squadron Association.

Roger reminds us that Mottershead trained as an engineer and enlisted in the RFC on 10 August 1914 as an air mechanic. He applied for pilot training and gained his certificate on 9 June 1916 prior to a posting to 25 Squadron at Auchel. He was awarded the DCM following a sortie in which he blew up an ammunition train, damaged another and shot down a Fokker Eindecker.

Memorial in Sheerness. McCudden went to school on the Kent Island and fell in love with planes at Eastchurch. Sheppey missed out on a free paving stone as part of the Government's First World War VC celebrations, but volunteers raised £540 for a second stone to be made:

<http://bit.ly/2li1mBl>

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



## 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](mailto:Paul) on if you'd like to reserve a chair and a teacup, and chat about old aeroplanes ...

### York

The ever-efficient Neal Stride has sorted out meeting dates for 2018 at the wonderful Ackhorne pub (pic above):

- June 2nd
- August 11th
- November 18th

He moved to 20 Squadron at Clairmarais North and, on 7 January 1917, was flying FE2d A39 when he was engaged by two Albatros D.III of Jasta 8. He put one of them out of action but received hits in his fuel tank from the other. With the aircraft, and his clothing on fire he flew the FE2d back across the lines to save his gunner, Lieutenant W E Gower. They made a successful forced landing and Gower was thrown clear, but Mottershead was trapped in the wreckage and died from his injuries five days later. He was the only non-commissioned pilot to be awarded the Victoria Cross in the First World War.

See: <http://bit.ly/2ICnHg0>



### As I Was Going to St Ives

**Miles Jeffery Day** was the most famous poet in the Royal Naval Air Service during the First World War. He grew up in St Ives, Cambridgeshire and was commemorated in his home town at an event held on 10 March 2018. Day's poems and letters were read at The St Ives Corn Exchange. Three of Day's poems were published in his lifetime and the rest were published privately by his parents after his death.

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. The pub has started doing cold food again - pies and filled rolls - so no need to 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? Contact [David Marks](#) or watch the web site for more dates and details.

Day received a commission as a sub-lieutenant in the RNAS at the age of 18 on 21 August 1915. He was first stationed aboard the seaplane carrier **Vindex** where he gained a reputation as a skilled and daring pilot and was promoted to flight lieutenant on 31 December 1916. In August 1917, he was posted as a test pilot at Royal Naval Air Station Grain.

On 19 December 1917, Day joined 13 Squadron RNAS, seeing action over a period of six weeks, during which he destroyed a total of five enemy planes. For these actions he was awarded the DSC. On 27 February 1918, whilst leading his flight, Day was shot down by six German aircraft. An air-sea search was launched within an hour and a half of him ditching, but no trace was ever found of Day or his Sopwith Camel.

See: <https://bbc.in/2IFhGzz> and <http://bit.ly/2lbpfhG>



### Red Baron 100

As I recovered from the RAF Centenary, I was soon hit by an avalanche of worldwide coverage marking the centenary of the death of **Manfred von Richthofen**. Again, the articles proved to be of varying quality with the majority not



### Journey's End for Revolver

A local actor discovered a fascinating connection between a play he was rehearsing and a gun he owns, reported the *South Hants Gazette* on 14 March 2018. Peter Reynold's deactivated Smith & Wesson 445 revolver was used in the battle depicted, Journey's End, which was being rehearsed by the Dartington Playgoers.

The revolver has the name of 2nd Lieutenant Franklin Burns, an RFC pilot, etched on it. Burns was born in Birkenhead in 1899 the youngest of four children and commissioned in 1917. Posted to 29 Squadron and based to the east of St Quentin flying as reconnaissance for the artillery divisions along the Somme front, Burns would have been an eye-witness to the events depicted in the iconic play.

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

adding anything of interest to dedicated First World War aviation aficionados, simply reminding readers who Richthofen was, what his personality was like and then describing what happened on the fateful day and considering who may have shot him down (lots of Australian and Canadian coverage!). However, I have included a few of the best blogs and slightly more unusual articles for your consideration.

First up is the wonderfully named *The Scarf and Goggles Social Club* blog. It steers away from the controversy of who delivered the killing shots and recounts the testimony of Second Lieutenant David Lewis, the 3 Squadron RAF pilot, who became Richthofen's 80th and final victory on 20 April 1918. In considering that particular combat, the blog speculates that it demonstrates how far from the cool-headed huntsman Richthofen had become. "He was brawling on the edge of the abyss; his finely-honed tactics thrown to the wind":

<http://bit.ly/2GdhD8y>

Amongst the best two blogs to give you a comprehensive summary of the Red Baron's story are the two posts on the IWM's [Lives of the First World War Blog](#) and <http://bit.ly/2rBCEFM>

Also recommended is the *History of Government Blog*, for which I provided the images! <http://bit.ly/2wKYQIR>

Much was made of the likely suspects who shot the Red Baron down. *Perth Now* championed the claims of a "Digger" from Western Australia's 44th Battalion,



## A Visit to Montrose

A really nice article in the *Courier* on 14 April 2018 reported the visit of the grandson of a First World War ace to **Montrose Air Station Heritage Centre**. Dr John Todd was given a tour and viewed progress on the project to rebuild a Sopwith Camel, being the machine in which his father, also named John, scored 18 victories during 1918 and was awarded the Distinguished Flying Cross followed by the Military Cross.

Falkirk born Todd joined the Royal Flying Corps as a cadet and was posted to 70 Squadron RFC and scored his first victory on 22 January 1918. Captain Todd was posted to Montrose as an instructor after his final victory in July 1918.

The article is interesting as a clearly moved Dr Todd, a consultant psychiatrist, discusses the physiological and psychological stresses that his grandfather would have endured as a fighter ace. He believes that Todd was suffering from a form of undiagnosed combat stress disorder, with the RAF simply attributing his cardiac symptoms to flying at high altitude without oxygen.

<http://bit.ly/2rF5pBa>



claiming that the single .303 bullet was fired from the ground by a 28-year-old Boyup Brook farmhand, George Sowerbutts: <http://bit.ly/2IBiIMM>

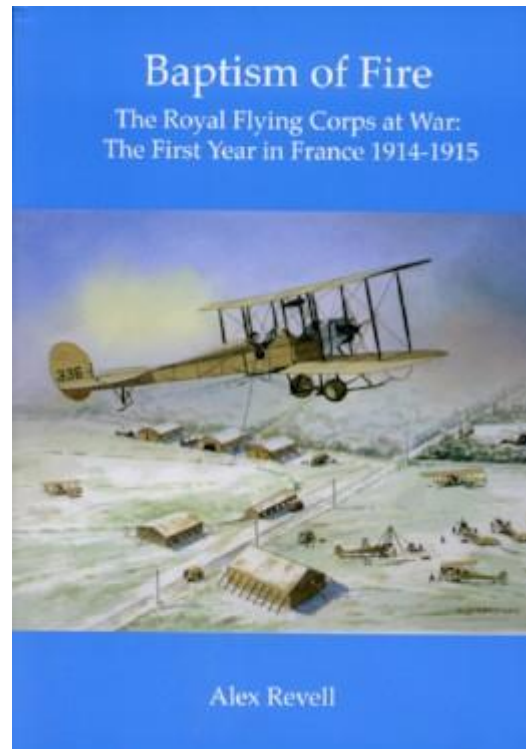
Across the country in New South Wales, local historians remain convinced that Sergeant Cecil Popkin took the fateful shot with his Vickers machine gun placed on Morlancourt Ridge. The *ABC.net* article also mentions another Aussie claimant, Gunner Robert Buie: <https://ab.co/2KXdadZ>. According to this article, the only tribute to Popkin is a faded cartoon on a toilet block at Tyalgum!

For balance, the Canadian claims for Roy Brown are advanced in an article in the *Toronto Star*: <http://bit.ly/2lelJi>

Finally, the *Mail Online* article of 24 April 2018 isn't a bad place to finish the round up, although it tries to dress up a pilot's combat with Karl Alllenroder of Jasta 11 as "surviving a dogfight with the Red Baron"! The story of 1 Squadron RFC pilot, Sergeant Gordon P Olley, would have been interesting enough, due to his 10 victories and post war commercial aviation career. Olley's medal collection, which included his Military Medal, was up for auction at Spink & Son with an estimate of £15,000, but the lot didn't sell. Go to the Spink catalogue link for the accurate story and some nice images.

<https://daily.m.ai/2GchuSS> and <http://bit.ly/2IA4GuV>

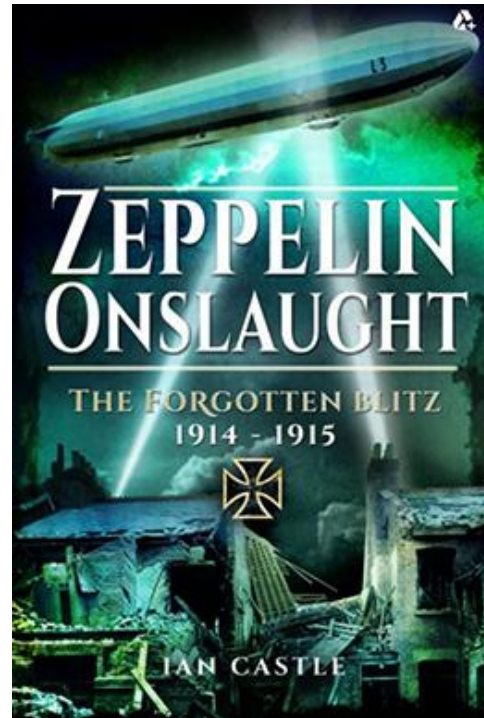
**Wot?**



## Book Recommendations

It would be remiss of me not to mention two new books. The first, written by **First Blitz** authority **Ian Castle**, is the first of a planned series of three volumes and covers the Zeppelins and aircraft raids of 1914-1915. It's a remarkable book and covers the raids in forensic detail and is an essential purchase for anyone interested in the subject. I was delighted to help Ian by providing many of the images of the raids that you will find in the book.

No closing postcard, this issue, but a mystery object sent to Peter Dye by **Maxence Wattle**, who is organising the **WW1 Exhibition at St-Omer**. She recently sent Peter Dye an image of an object discovered on a WW1 British airfield near Arras:



Check out the **Pen & Sword** website and add voucher code **ZO1914** for a further special discount: <http://bit.ly/2jRODuo>  
Ian was also interviewed in the local press – see <http://bit.ly/2rEDOis>

You should also invest in **Alex Revell's** new book, **Baptism of Fire: The Royal Flying Corps at War: The First Year in France 1914-1915**, which is now being sold through the CCI web shop. It's a subject that Alex feels has been shamefully neglected and which needed to be told. The glowing reviews on the *Great War Forum* speak volumes as to how good this book is! As Peter Hart says "Altogether a wonderful book essential to any Great War air library."

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

<http://bit.ly/2lg4zFI>



PS: It's a Minimax fire extinguisher!

Written by David Marks, edited by Andy Kemp  
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