

Please help us to provide you with a good service, by resubscribing to the society in a timely manner each year

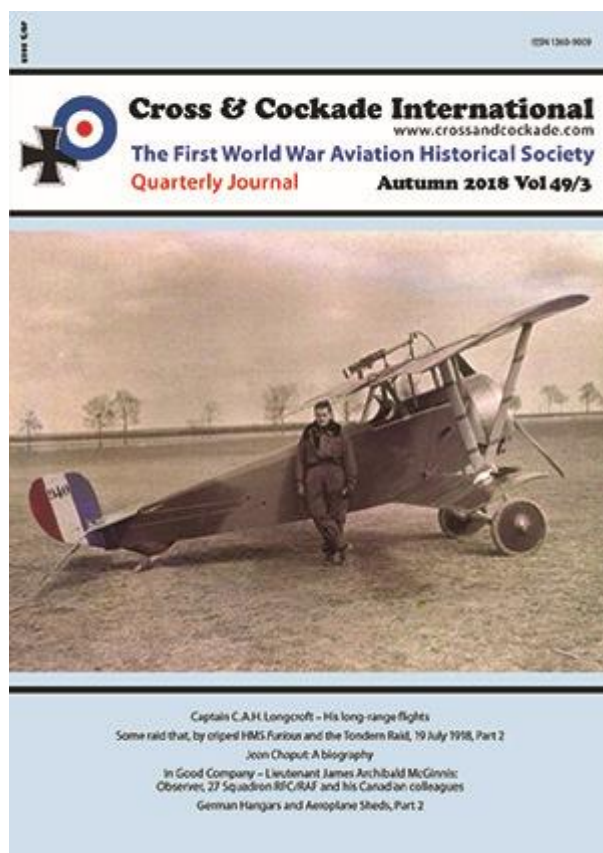
Is this email not displaying correctly?
[View it in your browser.](#)



Cross & Cockade International
 The First World War Aviation Historical Society

Wind in the Wires

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



As you subscribe to **Wind in the Wires**, I'm guessing you're interested in **WW1 aviation**. So, 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. Plus the [2019](#) subscriptions are now available!

Volume 49 issue 3 (Autumn 2018) will be at the printers next week, so should be in the post to members around the middle of September. As you'll expect - it's another cracker! I'm particularly looking forward to the second part of Ian Burns' article on the Tondern Raid.

If I've not managed to convince you, click [here](#) and you'll receive a single

copy of a recent journal - FREE. We just ask that you contribute towards the cost of postage. A low cost way of seeing what you're missing ...

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



Yet again Roger has pulled a rabbit out of the hat - encouraging twelve of the top aviation artists to donate one of their best paintings for use in our 2019 Calendar.

It's available now, at the same price as

for the past five years. How's that for good value for money? [Click here](#).

We're also building our social networking presence. Join us on [Facebook](#) to see what Adrian's up to there - there's been plenty of interest lately &/or follow us on [Twitter](#) - where we've recently passed the 400 followers mark! Last but not least, especially if you have a question to ask our experts, or books to dispose of, check out our [Forum](#)!



Escapes and Adventures

Let's lead off with an excellent article in *The Yorkshire Post* on 17 May 2018 recounting the wartime story of Dewsbury born Lieutenant Horace Caunt (centre), a pilot in the Royal Flying Corps. It is based on his 110-page manuscript, discovered amongst family papers.

Starting with impressions of training at Doncaster and Beverley, the action moves to Caunt's posting to a Nieuport squadron near the Belgian town of Poperinghe in November 1917, where he had been reunited with his pal from training, "Tiny". The article describes Caunt's distress when Tiny failed to return after a sortie.

Shortly afterwards, Caunt became a prisoner of war after crash-landing behind enemy lines. He describes the incident in



Running Jock's Route

Talking of the Great Escape from Holzminden, the *Shropshire Star* reported on 19 July 2018 on the 250km run planned by the descendants of one of the ten successful escapees. The run retraces the route that Second Lieutenant John Kiel "Jock" Tullis took to reach Lossier, on the Dutch border and the father and son duo, Paul and James Dean, will use Jock's memoirs as a reference.

Glasgow born 2Lt Tullis was shot down and captured on 6 September 1916 flying a 70 Squadron Sopwith 1½ Strutter (A668). He spent two years as a prisoner of war eventually ending up at the camp in Holzminden, where he was one of the men that successfully escaped via the

detail and his subsequent treatment by the German officers, including an encounter with Manfred von Richthofen, with whom he shared a drink and a joke.

Following multiple escape attempts, Caunt was transferred to the infamous Holzminden camp under the command of the notorious Hauptman Carl Niemeyer. Reunited with Tiny, Caunt was a member of the escape committee and became involved in the arduous nine-month project to dig a tunnel. Twenty-nine prisoners were able to escape, to Niemeyer's fury, including Tiny, in what became known as the first "Great Escape" on the night of 23/24 July 1918.

Recommended! <https://bit.ly/2MCeQgF>



The Best Thing Since Sliced Bread

An innovative First World War community interest project was featured on the *TES Global* website on 15 June 2018. **Big Ideas** have been looking for ways for children to engage with local and personal stories and Farsley Farfield Primary School in Pudsey, West Yorkshire, came up with a great idea.

The school is on the site of Farsley Airfield, which was used by both 33 and 76 Squadrons RFC between April 1916

carefully constructed tunnel. The Deans are using the challenge to not only commemorate their family member, but also to raise funds for the **Royal Air Force Benevolent Fund**.

WitW is pleased to report that the run was successfully completed, raising over £1,500.

<https://bit.ly/2w2SJGC>



Six Figure Sum for Avro Hangar

A green steel aircraft hangar, used by the famous aircraft manufacturer, Avro, was sold at auction in May 2018 for the hammer price of £100,000. The unusual lot, with a width of 67ft (20.1 m) and a depth of 44ft (13.2 m), was bought by an agent bidding on behalf of a client.

The simple structure was thought to have come over from the USA during 1917 and was constructed at Alexandra Park, near Manchester, where an Aircraft Acceptance Park had been established. In 1924, Avro moved the hangar to Woodford airfield in Cheshire.

The hangar was carefully dismantled and removed from site by the team previously employed for the hangar restoration at Brooklands and Bicester. Hopefully, the buyer will be taking the parts from its 40-

and March 1917. The Year 6 class was tasked with using slices of toast to build models of the aircraft that would have flown from the airfield. Each time the pupils have a slice of toast, hopefully they will think of the brave pilots and an enduring link to the First World War. In addition, the pupils have been assigned their own real pilot to research.

<https://bit.ly/2w0CwBL>



Ghost of a Chance

The ghostly apparition of a 2 Squadron RFC pilot still haunts the historic Montrose Air Station, reported *The Courier* on 28 May 2018. The often-sighted ghost of a pilot dressed in old-

foot container (that's one hell of a Mecanno kit!) and bringing the hangar to an airfield near you.

Read more at: <https://bit.ly/2K8iyNy> and <https://bit.ly/2vYwQZ6>



For Whom the Bell Tolls

On 30 April 2018, the Daventry branch of the Peterborough Diocesan Guild Bell Ringers rang a peal of bells in memory of Air Mechanic 2nd Class William Ernest Bailey. The Town Mayor, the local Air Cadets and the descendants of William were present. Bailey was one of the 1,400 ringers lost in the First World War and had died exactly one hundred years ago in Lincoln Hospital from wounds received in action near Bucquoy on 14 April 1918.

His funeral at the Holy Cross Church, Daventry on 4 May 1918, was attended by a large congregation and the bells were rung half muffled after the service in his honour. His grave is 50ft due east of the church. Bailey was also a chorister at the parish church and a brilliant musician.

Read more at: <https://bit.ly/2w2mNCi> and there are further details on the Great War

fashioned flying gear is believed to be Lieutenant Desmond Arthur who died on 27 May 1913.

Lt Arthur, aged 28, fell to his death when the upper wingtip of his BE2 (No 205) broke up in the air with his body making a deep impression in the ground. He was buried alongside the many other fatalities that Montrose was to produce over the subsequent years in Sleepyhillock Cemetery, close to the airfield.

This early accident gave rise to the story of 'The Montrose Ghost', which appeared when the Enquiry had accused Lt. Arthur of 'stunting' his machine. His spectre was seen at the Officer's Quarters until his name was cleared when the findings of the Enquiry were overturned and the officer was exonerated from all blame for the crash. The accident was caused by a botched repair. However, the ghost still makes the occasional appearance.

See: <https://bit.ly/2PrQTqF>



Mannock Remembered

The centenary of the death of Major Edward 'Mick' Mannock was

Forum.



Remembering Bert

A pioneering aviator was commemorated at Andover's St Mary's Church, reported the local *Advertiser* on 16 July 2018. Staff Sergeant Richard Wilson, known as Bert, was one of the first members of the Royal Flying Corps to die while on duty, on 5 July 1912. He was only the second non-commissioned officer to be awarded a flying certificate.

Wilson and Captain Eustace Loraine were the first two members of the RFC to lose their lives flying on duty, and are commemorated by the Airman's Cross, adjacent to the Stonehenge Heritage Centre. Wilson was killed instantly and Loraine died later at Bulford Hospital. Loraine's body was returned to his family's ancestral home, but Wilson's funeral took place in Andover three days after he died. It was the largest funeral that the town had ever seen.

Bert's great nieces attended the intimate commemoration and thanked Wings over Stonehenge for their help in arranging the event.

<https://bit.ly/2Bxlf8k>

commemorated at a ceremony in Dublin's Glasnevin Cemetery on 27 July 2018. In attendance was Paul Kehoe, the minister of State for Defence and the British ambassador, Robin Barnett.

The article in the *Irish Examiner* the following day lauds the Irish heritage of the controversial VC winning pilot and notes that Mannock's birthday, birth place and how he died all remain disputed. During the ceremony a historical reflection was read, wreaths were laid at the Cross of Sacrifice and a minute's silence was followed by a pipers' lament.

Mannock was also the subject of a commemoration at Wellingborough, the town to where he had moved aged 20. There was an official handover by the local Council of land to the East Midlands Reserve Forces and Cadets Association with a covenant limiting its use to cadet training. The site is, aptly, home to both 378 (Mannock) Squadron Air Training Corps and Wellingborough Army Cadet Force.

In addition, a commemorative stone was unveiled at the Old Steine War Memorial in Brighton to honour the First World War flying ace.

<https://bit.ly/2PoJx7n>

<https://bit.ly/2uVYUeR>

<https://bit.ly/2PpvxKJ>



Go West!

A centenary that passed with little coverage was the award of the first Victoria Cross to a Royal Air Force pilot on 10 August 1918.

However, Captain Ferdinand ("Freddie") West was remembered at a ceremony at the Ministry of Defence Gardens, Victoria Embankment on 26 July 2018. A memorial paving stone was unveiled by the Lord Mayor of the City of Westminster, Councillor Lindsey Hall.

West won his VC whilst a member of 8 Squadron RAF and the current Wing Commander of the Squadron, Jeremy Batt, paid tribute to his flying forefather at the event. West, who was the last survivor of the First World War air VC holders, was one of 12 people born in the City of Westminster to be awarded a VC for their courageous actions.

<https://bit.ly/2AiUpjO>

<https://bit.ly/2Ldfa0z>

Tommy Comes Marching Home

Let's head to New York State now, and an article in the *Ithaca Journal* on 2 May 2018. For more than a decade, approximately 70 volunteers have helped restore the "Tommy" plane, which was manufactured in Ithaca by the Thomas-Morse Corporation during the First World War.

The 100-year-old aircraft, a Thomas-Morse S-B4 Scout, is in the final stages of restoration and will be flown on 29 September 2018. The small single-seat scout aircraft was originally commissioned by the US Army as an advanced trainer and the model being restored was one of the first Army orders received by the newly formed Thomas-Morse Aircraft Corporation in 1918.

The Tommy will find its permanent home at the new Commons location of History Centre in Tompkins County.

<https://ithacajr.nl/2OVtD3z>



Canadians Remember Lost Airmen

The city of Kamloops in British Columbia was the site of a centenary commemoration for one of its sons on 26



Speedway City

Staying in the US, the crucial role of Indianapolis and its famous Motor Speedway track as a First World War aviation hub was the subject of an interesting article in the *IndyStar* on 18 May 2018.

The US Army chose the Indianapolis Motor Speedway and the city itself to be key sites for aviation repair, where the skills of speedway mechanics and its automotive industry were put to good use. Notable amongst these sites was the Speedway aviation depot, which handled more than 300 aircraft, and the Liberty engines and parts contracted to the Nordyke & Marmon Co. and the Allison Experimental Co.

After the war, the Indianapolis 500 speedway race returned and the repair depot closed.

<https://bit.ly/2Mn1CVH>

June 1918. The local press carried the story of Lieutenant Norman Stuart Harper (pictured) who went by his middle name, and was a bomber pilot in 99 Squadron RAF.

Harper was shot down near Lahr, Germany, on 25 June 1918, while involved in a raid and his DH9 was hit in the radiator during combat with seven enemy aircraft. He was last seen west of the Rhine River and south of Strasbourg going down and being followed by five hostile aircraft.

He is buried in the Niederzwehren Cemetery in Kassel, Germany, together with his gunner, Second Lieutenant Donald Good Benson, a fellow Canadian. They were given a funeral with full military honours. A memorial plaque to honour Harper was presented by his nephew Stuart to the Royal Canadian Legion branch that bears the names of the fallen airmen.

Earlier in June, a special service was held to honour those airmen who died in training at Camp Mohawk and Camp Rathburn in Deseronto, Ontario. These were Royal Flying Corps training centres.

<https://bit.ly/2wiadxV>

<https://bit.ly/2Psc9MW>



Audie the Tasmanian Airman

The Mercury, published in the Australian State of Tasmania, ran a piece on 15 August 2018 to commemorate a Hobart-born pilot. Accountant Audubon Eric Palfyreman was a member of a well-known local retailing family, who enlisted in May 1916 with the Australian Imperial Force. Known as "Audie", and one of seventeen children, he was appointed as a Lieutenant in the Royal Flying Corps in March 1917.

In April 1918, Audie was promoted to Captain, but was killed in action just one month later near Bruges when his DH4 (A7840) was shot down. His loss was felt keenly in the local community and Audie is remembered at tree number 494 on the Soldiers' Memorial Avenue in Hobart and on the honour board at the Town Hall.

RAF Major Douglas Hill wrote to the 26 year old Captain's father to express his condolences and extol the virtues of a brave and well-liked pilot from 27 Squadron. Captain Audubon Eric Palfreyman is buried Ruddervoerde Communal Cemetery.

<https://bit.ly/2N6vq5h>

Plastic Fantastic!

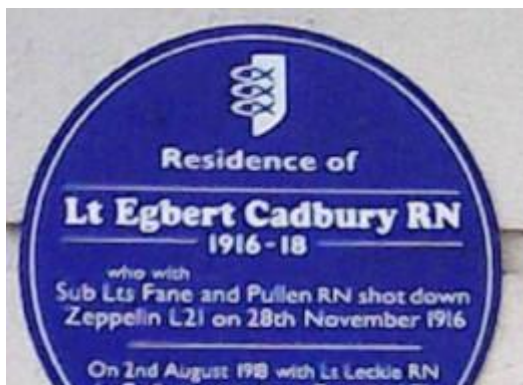
Hundreds of discarded plastic bottles have been used to create a three-metre long Zeppelin for the World War 1 Trail in Bury St Edmunds. The *East Anglian Daily Advertiser* carried news of this eco-friendly and innovative project on 23 July 2018.

The Zeppelin has been made by partners of Rojo Art, Heidi McEvoy-Swift (pictured) and Jacquie Campbell, in the back garden of Jacquie's house in the Suffolk town. Up to 800 half litre bottles have been used along with bicycle wheels, plastic plumbing pipes, steel rods, bottle tops and hoops.

The model is displayed in Market Thoroughfare, a stone's throw from where a Zeppelin raid took place in the town on 30 April 1915. The Zeppelin is being sponsored by Levertch Aviation Services, which operates out of Stansted Airport.

The pieces in the trail are dotted in prime town centre sites are on display through to Armistice Day 2018. An auction will take place to sell off all of the pieces to go to the My WiSH Charity's Every Heart Matters appeal.

<https://bit.ly/2OQchFO>



Branch Meetings

Cleethorpes

CCI member and well-respected author Paul Hare has started a irregular 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 one remaining date for 2018 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 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

Great Yarmouth vs. the Zeppelin

August 2018 marked the centenary of the final Zeppelin raid on Britain during the First World War. In an article on 7 August 2018, the *Great Yarmouth Mercury* explained how the Norfolk town was the home to the aircraft that stopped the raid. Ironically, Great Yarmouth had been the target of the first Zeppelin raid of the War in January 1915.

Zeppelin L70, commanded by Leader of Airships Peter Strasser was shot down in flames by a DH4 flying out the town's South Denes air station. The pilot, Major Egbert ("Bertie") Cadbury, was heir to the chocolate empire, and his accurate gunner was Captain Robert Leckie. The article notes that the loss of Strasser disrupted potential German plans for Zeppelins to bomb New York, thus altering history.

The rest of an interesting article includes mentions of the locations of commemorative plaques to Cadbury's HQ and his wartime residence, as well as the reminiscences of the correspondent when he visited Friedrichshafen, home of the Zeppelin.

<https://bit.ly/2w0WWup>

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.



Fuller's Nest

If you ignore the opening few paragraphs of the article in the *Irish Independent* on 29 June 2018, there was a mention of Squadron Commander Hugh Clarence Fuller of Kitestown in Wexford and his magnificent home.

Fuller, who joined the Royal Flying Corps in 1913, became one of the small number



The Downfall of the Red Baron

The scholarly *Balloons to Drones* blog posted an excellent article by Squadron Leader Michael Spencer (RAAF) on 18 July 2018, in which a study of Manfred von Richthofen's aerial victories, in the words of the author, "highlights the importance of critical thinking to identify and repeat the rules for success in aerial dogfighting".

The article begins with an appreciation of how, by fully embracing Dicta Boelcke, Richthofen was able to apply critical-thinking to air combat and to improve and complement the teachings of his mentor. It was Richthofen's failure to adhere to his own principles that resulted in his demise on 21 April 1918 and there is a good description of that fateful day. Richthofen seemed to have suffered from an uncharacteristic episode of "target fixation" by obstinately staying with his opponent, Lt Wilfrid May, and not breaking off the attack when the situation became unfavourable.

The article speculates that this error in judgement was attributable from a head injury sustained by the pilot nine months earlier. Perhaps someone should have spotted that he was not in the right physical and mental condition to fly

of enrolled active servicemen during the First World War to work largely from home, in Wexford. Installed at Johnstown Castle, just a few miles from Arran House, he was charged with assisting in the setting up of an Irish blimp "nest". This airship-shaped clearing in the woods provided the equivalent of a marine harbour for the inflatable craft. After the war, Fuller was sent to Boston to take charge of the ground crew for the US landing of the R34 airship, which made the first powered Atlantic flight from east to west in 1919.

His mock Tudor-fronted home, Arran, was constructed in the 1830s, and is being offered for sale by the current owners of 35 years who bought it from the Fullers. The asking price is €850,000.

<https://bit.ly/2N3Z3Ed>



Bomb the Kaiser!

I enjoyed an article in the *Independent*, published on 30 May 2018, which told the dramatic "untold" story of Britain's secret mission to murder the Kaiser in 1918.

On 2 June 1918, a squadron of twelve bombers took off from Ruisseauville Airfield (near Boulogne-sur-Mer) to bomb a French chateau which was being used

effectively that day?

The article concludes that modern-day aerospace professionals should look to the critical thinking and analysis first used by Boelcke and Richthofen to develop the right culture, management systems and training programmes in order to reduce risk to a minimum.

<https://bit.ly/2Prdr18>

In passing, I would also mention another interesting article on the *Balloons to Drones* site by Dr Michael Molkentin, which was also posted in July 2018. It centres on the Battle of Hamel and its value in highlighting the evolution of air power in support of land battles during the First World War. The highly effective efforts of British airmen in support of the Australian ground forces was a sophisticated affair and is worthy of further study.

<https://bit.ly/2Le1UbZ>



Saint Omer celebrates the RAF's 100th Anniversary

On 9 June 2018, as part of the RAF centenary, the town of Saint Omer and The Expeditionary Trust opened a special temporary exhibition, **1918 – 2018 St-Omer et la Royal Air Force**, in the La Chapelle des Jesuites, covering the RFC's activities in the area since 1914 and its transformation into the RAF.

by the Kaiser as his secret Western Front operational residence. The plan had been hatched following intelligence gathered by the French and British contacts within a local espionage network, La Dame Blanche.

The twelve RAF DH4 bombers reached the Kaiser's secret lair at Trelon, three miles from the Belgian frontier at 05:25. They dropped up to a dozen 50kg bombs and twice as many of the 11kg variety, but the Chateau was largely unscathed. However, the Kaiser had left 19 hours before to congratulate his generals at the Front.

The incident was soon forgotten but the story is gradually being pieced together and is the subject of a new book. The article goes on to consider the political ramifications of the raid and whether it was actually sanctioned at the highest level.

Worth a read at: <https://ind.pn/2LLhKMK>



Radar without the Electromagnetic Stuff

They've been mentioned before in *Wind in the Wires*, but I liked the lengthy post on the *Register*, an IT website, on 31 May 2018, which features those lovely

The main exhibition is in a five minute walk from the main square in St-Omer and the Society has helped with images and information. It contains twenty or more large information panels (in English and French) and includes artefacts, a beautiful model of St-Omer airfield as it looked in July 1918, a recreated RFC workshop, WW1 flight simulators, an interactive airfield location display and material recently dug up from RFC airfields.

The centrepiece is a replica Bleriot XI, based on the aircraft flown by Louis Bleriot across the Channel in 1909 and the first aeroplane to be supplied to the newly formed RFC in 1912. It was in service with 7 Squadron at St-Omer in 1915 and was used for reconnaissance and training.

It is free to visit, but scheduled to close on 30 September 2018. There is a much smaller RFC exhibition at La Coupole (the German WW2 V2 launch site at Wizernes), which is open until June 2019.

More information and images here:
<https://bit.ly/2tFlbNC>

acoustic mirrors on the north east coast in Sunderland, Durham and North Yorkshire. The article provides the reader with everything they will need if planning to visit these concrete giants, right down to their GPS locations!

The article also explains the technology behind their development and acknowledges the roles of the professors who made the theories a reality in the fight against the Zeppelins, namely Professor F Mather, Major William S Tucker and the pioneer of X-ray crystallography, Lawrence Bragg.

The theoretical breakthrough is said to have come from Bragg, who found that the toilet in the farmhouse where he was billeted allowed him, once seated inside, to detect the sound and pressure differences of shell and gun sound waves from a 6-inch field gun.

Recommended: <https://bit.ly/2KF1Oil>



Port Meadow

Finally, it's nice to report on the culmination of a project that *WitW* has been covering since its early stages. On 23 May 2018, Tim Stevenson, the Lord Lieutenant of Oxfordshire, unveiled a memorial that remembers the 17 airmen who died while training on Port Meadow

flying aerodrome in the First World War. A replica Bristol Scout was also on display.

Eleven aircraft crashed on or near the meadow between March 1917 and November 1918, with the loss of 15 lives. Two other men who died on an official flight from Port Meadow that came down near Ascot are also commemorated.

The aerodrome at Port Meadow was closed in 1919 and a community team has worked for more than three years to secure the permanent memorial.

<https://bbc.in/2LfNnwB>

<https://bit.ly/2wjhDBb>



[Ed: how times change!]

Written by David Marks, edited by Andy Kemp
[forward to a friend](#)

Copyright © 2018 Cross & Cockade International, All rights reserved.

You're receiving this email because you gave us your address on your membership application form

Our mailing address is:

Cross & Cockade International
Hamilton House, Church St
Wadenhoe
Peterborough, Northamptonshire PE8 5ST
United Kingdom



[Add us to your address book](#)

[unsubscribe from this list](#) | [update subscription preferences](#)