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Cross & Cockade International
 The First World War Aviation Historical Society

Wind in the Wires

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



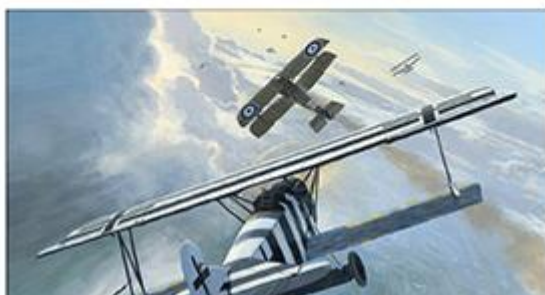
As you subscribe to **Wind in the Wires**, I'm guessing you're interested in **WW1 aviation**. Have you thought about also subscribing to the society and receive our beautiful journal? Click [here](#) to join us for 2018. [2019](#) subscriptions are also available!

Volume 49 issue 4 (Winter 2018) is at the printers, so should be on members' door mats well before Christmas. Lots of goodies - including controversy over who shot down VC winner Alan Jerrard; flying BE12s on the Macedonian Front plus the "life and times" of an ordinary ack emma.

If I've not managed to convince you, click [here](#) and you'll receive a single copy of a recent journal - **FREE**. We just

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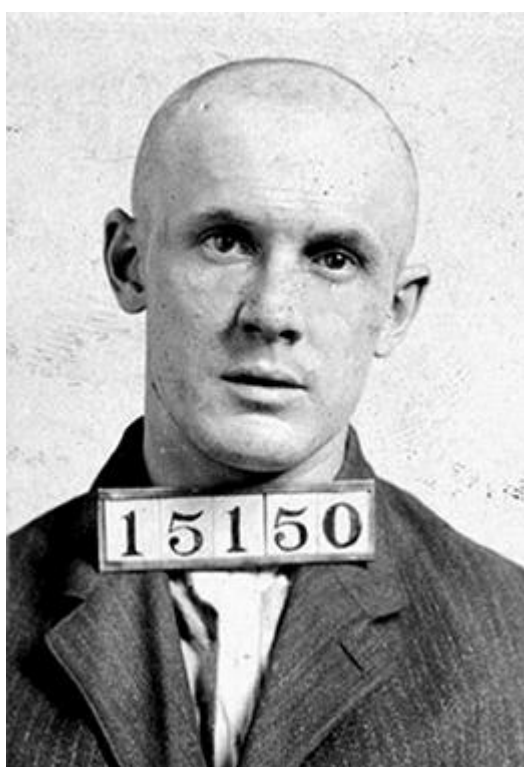


Yet again Roger has pulled a rabbit out of the hat - encouraging twelve of the top aviation artists to donate one of their best paintings for use in our 2019 Calendar.

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's been plenty of interest lately. You could also 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](#)!



RFC Captain Avoids Dissection!

I enjoyed this tale from the US, which was posted as part of the *US Today European* offering on 4 October 2018.

Fast-talking Frederick Kenneth Thomas appeared in the streets of Staunton, Virginia, in the summer of 1918, bragging to women of his dashing wartime exploits in the Royal Flying Corps. Thomas was a Virginia State Penitentiary inmate, serving



Captain Hammond: A Sussex Story

Highly recommended is the post on the *Quirky Sussex History* website on 22 September 2018 by Kevin Gordon. The subject is New Zealand born Joseph (Joe) Hammond, bareback rider, aviation pioneer and affable lift-giver to court defendants and music hall ladies.

The Sussex connection is Joe's wife, Ethelwyn Wilkinson. They married in 1909 in St Leonards, after Joe had decided to stay in England after leaving

a five-year sentence for bigamy and desertion at the State lime grinding plant. He was a “trusty,” able to travel into town on errands.

Supporters, convinced by the inmate’s story, petitioned for Thomas’ sentence to be commuted, but they were unsuccessful, largely on the word of the British and Canadian recruiting mission, who branded him a fraud. Thomas promptly escaped and was not recaptured until 1922. He was finally granted a conditional pardon days before his death in 1925.

According to his fellow inmates, Thomas’ one fear was that his body would go to the dissecting lab and efforts were made to save him from this fate. On investigation by American Foreign Legion state commander John J. Wicker, it transpired that Thomas was indeed the war hero that he had claimed to be. In July 1916, the US born RFC Captain had been injured and flown home to serve as an instructor, first in Canada, and then at Fort Worth, Texas. Thomas’ body was claimed and buried with full military honours.

<https://bit.ly/2BCR8KW>

Much more on this fascinating story here:

<https://bit.ly/2KDR4NO>



Buffalo Bill’s Wild West Show. He became the first New Zealander to learn to fly and his employers, the British and Colonial Aeroplane Company, sent the couple to Australia to establish a branch there. They returned to England in 1912 and the article recounts a number of aerial and land based exploits in Sussex. Joe returned to his native New Zealand in 1913, not without controversy, to help establish the country’s air-force.

Promoted to Captain in the RFC in 1916, Hammond was posted to the Aeronautical Inspection Department. In April 1918, he arrived in New York as part of the British Aviation Mission to promote aviation in the USA. On 22 September 1918, Joe was flying back from an exhibition event in Greenfield, Indiana, when his Bristol Fighter crashed near the Indianapolis Speedway Track. He was killed instantly. (The incident was briefly mentioned back in *WitW 10*). Thousands of people attended the funeral and his cremation, Joe’s ashes were stored at Crown Hill cemetery in Indianapolis, which Ethelwyn never collected.

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

See also:

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

The Cincinnati Kid

Back at the end of August, just after *WitW26* was “put to bed”, the *Falkirk Herald* posted an article on the commemoration of the centenary of the death of a local RFC /RAF pilot. Whilst there was nothing unusual about a ceremony with local dignitaries around a gravestone, the airman involved, Polmont’s Captain James Fitz-Morris, certainly had an eventful war.

Fitz-Morris was a flying ace, having scored 14 victories, and awarded the Military Cross and bar. He flew with 11 and 25 Squadrons and became a flight commander in 23 Squadron in early 1918. Wounded twice, he was sent to the USA to serve as a flight instructor for the newly formed US Army Air Service as part of the British Aviation Mission. A colleague of New Zealander Joe Hammond (mentioned above), he took part on a barnstorming tour of the Mid-Western States, designed to drum up support for the war effort. However, during a stopover in Ohio, Fitz-Morris’ Sopwith Camel crashed.

Temporarily laid to rest in Cincinnati after a funeral attended by 4,000 mourners, the remains of the 21 year-old pilot were repatriated to his native Scotland in 1919.

Read more at:

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

and:

<https://bit.ly/2Qvvy3j>



Barry Birdmen Remembered

There was a nice article in *The Barry GEM* on 14 October 2018, as part of the Welsh town’s remembrance series. Local airmen who fought in the First World War are covered and highlights include the stories of Captain Wilfred Picton-Warlow, a relation of a Waterloo general, and Captain David Roy Jenkins (pictured) a noted local hockey player.

Picton-Warlow (6 Squadron RFC) disappeared in his Blériot XI on 20 December 1914 after taking off from Saint-Omer, heading for England. The article does not go into too much further detail on the incident itself, which, I understand, was fairly controversial at the time (see the Flight archives). Captain Jenkins died on 21 January 1917 following a tragic training accident on Salisbury Plain shortly after joining the RFC. There is also room for a mention of Captain Eric Yorath Hughes, a 46 Squadron RFC ace, who served as a wing commander during the Second

Park Life

The Lord Mayor of York has officially named a park in honour of a First World War veteran and one of the founders of the Royal Air Force, reported the *York Press* on 31 October 2018. The ceremony was organised by Foxwood Local History group.

The park on Tedder Road, Foxwood, has been officially named the Dickson Park, after Sir William Forster Dickson. He was involved in various aspects of naval flying during the war, including operations from the turret of the battleship HMS Revenge and early landing trials on HMS Furious. In 1918, he became one of several Sopwith Camel pilots from Furious who undertook a raid against the airship sheds at Tondern, the first carrier borne strike in history. Dickson became Chief of the Air staff in 1953. He also served as the first Chief of the Defence Staff in the late 1950s and, in retirement, worked for a variety of charitable organisations.

<https://bit.ly/2TRuYM4>

World War.

<https://bit.ly/2RX4aZA>



The Wight Stuff

A 21 year old Isle of Wight aviator, who died just 45 days before the end of the First World War, has been commemorated thanks to the efforts of a newly formed charity reported the *Island Echo* on 10 October 2018. Lieutenant Clifford John Tolman was an eight victory “ace” with 22 Squadron RFC /RAF, hailing from Alverstone Manor Farm, Whippingham. He was lost in action east of Cambrai on 27 September 1918.

Tolman was flying with his Flight Commander, Captain Samuel Fredrick Thompson, a leading Bristol fighter pilot, and they set off on their final mission in a Bristol F2B (E2243). Shot down by Oberleutnant Otto Schmidt of Jasta 5, Tolman and Thompson are commemorated at the Arras Flying Services Memorial. Family members, the British Legion, representatives from the Royal Air Force Association and Air Cadets, members of Wight Aviation Museum and local school children were in attendance at the memorial service at St Mildred’s church.



More Stones for Mannock

Yet another Victoria Cross commemorative stone has been unveiled to honour the life of Major Edward 'Mick' Mannock (see *WitW* 26). The latest event took place at Wellingborough's Swanspool Gardens on 30 October 2018 at an event attended by the mayor, RAF dignitaries and local school children. Although not born in the borough, Mannock had moved to Wellingborough by the age of 24, where he became an active member of the community. He lodged with the Eyles family at 183, Mill Road and came to regard Wellingborough as his home town. Mannock is honoured elsewhere in the town, including Mannock Road and the Mannock Medical Centre at Isebrook Hospital.

There was also more Mannock news in *The Metro* on Armistice Day, with a decent summary of his exceptional wartime service. Many were dismayed that he had not been recognised with a Victoria Cross and friends and comrades began writing to newspapers and the Air Ministry about the travesty of the flying ace being overlooked. In 1919, Winston Churchill was appointed Air Minister and awarded Mannock with a posthumous VC as one of his first jobs in the post.

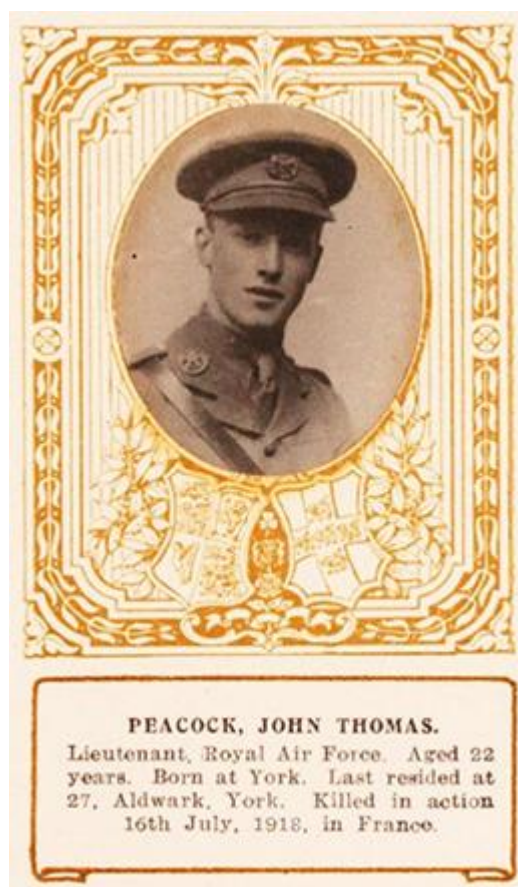
Read more at:

On 9 November 2018, there was a follow up article about the Museum's creation of an Aviation Roll of Honour for the Island's lost airmen and it includes some brief summaries, which may be of interest to readers.

<https://bit.ly/2KF4E3f>

and:

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



The Fisher(gate) King

There was an interesting article in the *York Press* on 29 October 2018, featuring the pride felt by the headmaster of the Fishergate Council School, George Barker, in the First World War exploits of his former pupils.

Pasted by Mr Barker in the School

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

<https://bit.ly/2BBS0iX>



A Marker for Bentra

The *Airfields of Britain Conservation Trust* (“ABCT”) has honoured Bentra Airfield at Whitehead as the first Great War site in Northern Ireland to be officially recognised with a special permanent marker. In a special ceremony at Diamond Jubilee Wood, the marker was unveiled by Her Majesty’s Lord Lieutenant for County Antrim and the Director General of the ABCT.

The secrets of the airfield are also being explored in a new partnership between the local Borough Council and Queen’s University. Backed by the Heritage Lottery Fund, the *Battlebags and Blimps* project aims to explore Ireland’s first military aviation facility. From 1915 to 1918, RNAS airships from Bentra patrolled the waters between Ireland and Scotland, combating enemy U-boats and guarding incoming convoys in the North Channel. The 20 October 2018 unveiling, coincided with the launch of a new exhibition at Carrickfergus Museum entitled, ‘Ships & Airships: Coastal Defence during the First World War’, which runs until 5 January 2019.

Logbook were cuttings charting the military careers of his charges to include John Peacock, an articled clerk who had volunteered for active service in 1915. Peacock became a commissioned officer in the Black Watch in May 1917 and, before long, had been attached to the Royal Flying Corps where, he became a navigator with 49 Squadron.

Early in 1918, Peacock was injured in an accident which left him in hospital for four months. On 16 July 1918, his DH9 was flying low over enemy territory and was shot down. John received a wound to the head, and was killed. It was just three weeks since he had left hospital. On 18 August 1918, Mr Barker dutifully pasted another clipping into his Logbook. “York Airman Killed: An Old Boy of Fishergate School” ran the headline.

<https://bit.ly/2P7nIYD>

See also:

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

Back in September 2018, the ABCT unveiled another memorial in the North East to recognise the contribution of Sunderland's Unsworth Airfield in both World Wars. The airfield started life as a Flight Station for 'B' Flight of 36 Squadron of the Royal Flying Corps.

Read more at:

<https://bit.ly/2TSG0Ar>

and:

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

Read more at:

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



Canada in Brief

I would recommend these articles from the Canadian press about a quartet of brave airmen. The first was a night navigator on a Handley Page bomber and the second a grandson of the Marquis of Hertford. The third and fourth articles are book excerpts about an Ice Hockey Hall-of-Famer (pictured) and a young pilot killed defending Britain against raiding Zeppelins.

<https://bit.ly/2FMY0Jy>

<https://bit.ly/2KFXAn0>

<https://bit.ly/2DNr2pT>

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



Joe's Pride in Prosecco Pilot

An *Edmonton Journal* article of 28 October 2018 caught my eye due to a striking statute and, perhaps, the mention of Italian wine. Joe Giusti came to Canada from Italy at age 17 with \$20 in his pocket and went on to found one of Western Canada's leading construction companies. He is also the biggest landowner in the Treviso area, world-renowned for its production of that popular tippie, Prosecco.

When the dog tags were found of a young Canadian pilot shot down over one of his vineyards he now owns, Joe dedicated a monument in memory to the pilot. Whilst the article is mainly about Giusti's journey and philanthropic acts, his "thank you" to Canada by commemorating 18 year old Lt Donald Gordon McLean is noteworthy.

Further sleuthing reveals that McLean was a pilot with 45 Squadron RFC, and a former Toronto University science student. He had transferred from the

Kink in the Air

There was a fascinating post on the *Under Every Leaf* website (dedicated to the men and events of the British Empire 1860-1913) on 4 September 2018. Its subject was Flight-Lieutenant Samuel Marcus Kinkead, a South African fighter ace with 33 victories during the First World War.

The article concentrates on “Kink’s” ill-fated attempt to break the world air speed record near Calshot, Hampshire, in a Supermarine S.5 on 12 March 1928 and the circumstances surrounding the crash, which cost the experienced pilot his life. However, his wartime and post war service is mentioned and is worth recounting.

Kinkead was posted to 3 Wing RNAS and scored his first three victories in Gallipoli, before contracting malaria and being sent home to convalesce. Posted to 1 Naval Squadron (later 201 Squadron RAF), by the end of the war he had been awarded the DSC and DFC (both with Bar).

He then volunteered to serve with 47 Squadron and was sent to Russia to participate in the Civil War, receiving the DSO for a crucial ground attack against a Bolshevik cavalry division. Kink later saw action with 30 Squadron in the Middle East.

See:

<https://bit.ly/2Pbc6Eg>

and:

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

RNAS and was only on the Italian Front for a brief time when he was killed on 4 February 1918 when his Sopwith Camel was hit by an anti-aircraft shell, crashing just over the lines. He is buried at Giavera British Cemetery.

<https://bit.ly/2P7eCv8>



Dickey and the Foyle Flyers

Seven young men from Foyle College in Londonderry, who became heroes of the skies during the First World War, were the subject of a piece in the *Belfast News Letter* on 24 October 2018.

Of the seven flyers, only Robert Frederick Lea Dickey survived. The six who died were 25-year-old Second Lieutenant William Kerr Magill Britton; 20-year-old Lieutenant Maurice Graham English; Second Lieutenant D McConnell; 29-year-old Captain Humphrey Donatus Sta ord O’Brien; 35-year-old Flight Commander Leslie Vernon Lusington Porter and Captain Edward George Harvey.

Dickey, awarded the DSC and two Bars, famously downed Zeppelin L43 and sank several U-boats during the War. Posted to Felixstowe in early 1917, he teamed up as a co-pilot with Canadian Flight Sub



Piece of transatlantic history sold

One of the greatest feats of aviation of the early 20th century had its climax on a bog near Clifden in Connemara on 15 June 1919. Believing they had found a green field to land on, John Alcock and Arthur Brown crash-landed their modified First World War Vickers Vimy bomber into Derrygimlagh Bog, having flown from St. John's Newfoundland, the first non-stop trans-Atlantic flight.

Local man, Jim Fawl, removed a souvenir from the crash site, a wooden rib, probably part of an aileron. The piece of aviation history came to light almost one hundred years later on *RTE's National Treasures* programme and was put on exhibition in the Museum of Country Life, Castlebar. It was sold in Whyte's Eclectic Collector auction on 15 September 2018 for €8,500.

Read more at:

<https://bit.ly/2QqvT79>



Lieutenant B D 'Billiken' Hobbs in Curtiss H12 flying boats. The duo's dramatic combat with the Zeppelin, south-west of Terschilling, is covered in some detail with Dickey firing the fatal shots. Whilst employed in an operation based on a Royal Navy ship on Holland in early June 1918, Dickey was brought down, ironically on Terschelling, and interned.

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



Marvellous Mural

I thought readers would like to see this image proudly displayed in Belfast, occupying a huge rear wall of the City Hospital. The mural has been created to mark the Province's contribution to air power and focuses on the aircraft that were built locally under licence during the First World War, such as the Avro 504, and their pilots.

The project is being facilitated by Pete Bleakley /Shared History Workshop, along with the Greater Village Regeneration Trust and Archer Advertising. RAF historian Bleakley has a personal stake in the creation of the mural, as his paternal grandfather, Robert, joined the fledgling RAF in 1918 and flew in the latter stages of the war.

Lieutenant Hopgood's Goggles

Lieutenant Francis Hopgood joined the Royal Flying Corps, transferring from the Artists' Rifles. On 10 April 1918, Hopgood's plane was shot down, crash landing behind German lines. He was captured and held as a prisoner of war. His goggles were fitted with custom prescription lenses in Triplex safety glass and survived his crash landing without shattering into pieces.

This fine example of eye-wear is part of the *Royal Mail's* fifth and final issue of the commemorative special stamps series, issued on 15 September 2018. The stamps provide "thought-provoking imagery and emotional overtones stemming from the First World War".

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



The Red Baron's Reflection

An odd entry on the *First World War Centenary* website, being the offering for Day 90 of its Armistice 100 Days blog. It is a short poem by Rob Briggs inspired by Albert Ball VC and is presented from the viewpoint of the enemy in the guise of

Read more at:

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



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 more are planned - email Paul on if you'd like to reserve a chair and a teacup, and chat about old aeroplanes ...

York

The 2018 season concluded with our last gathering on November 17th - one of the best attended in a long time - at the wonderful Ackhorne pub (pic above). The ever-efficient Neal Stride has already issued the dates for 2019 - so make a note in your diary:

- February 16th
- June 8th
- September 7th
- November 16th

As ever, all comers are welcome! Full details [here](#).

There's no formal presentations or

none other than Manfred von Richthofen.

In his accompanying analysis, Briggs draws the comparisons between the two aces and notes the Red Baron's comments on Ball's death "by far the best English flying man".

Ball was also in the news, as his iconic violin was played at two events in November 2018; Nottingham's Royal Concert Hall Armistice Centenary Concert and an RAF100 Commemorative Concert at St Wulfram's Church in Grantham. The heroic Nottingham pilot used to play the instrument in quiet moments when not in action over the Western Front. The violin, which had not been heard for over a century, belongs to Ball's great niece, Vanda Day.

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

<https://bit.ly/2qx5FI3>

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



Scottish "Strutter" Nears Completion

I would recommend the article posted on the *Warbird Tails* website on 1 November 2018, updating readers on the continuing efforts of The Aviation Preservation Society of Scotland to build a replica Sopwith 1 1/2 Strutter.

speakers; just excellent beer and a group of like-minded folk sharing WW1 aviation photos and knowledge. The pub has a new management - so we await with keen interest to learn whether or not they will be offering lunches!

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, beer and pancakes - what's not to love? Contact [David Marks](#) or watch the web site for more dates and details.

Steady progress was made over the first decade of the project, with the complete assembly of the skeletal frame taking place in 2013. Everything has been recreated for the project and there are no original parts. The Strutter will be powered by a Rotec radial engine, providing 150hp with a realistic rotary style appearance, which will offer modern day reliability.

Over the course of 2018, the dedicated team of volunteers have taken on the task of painstakingly covering the delicate woodwork in order to prepare the aeroplane for flight at its new workshop home in North Berwick. On 15 August, the completed and painted “tail feathers” were added. The Strutter is to wear the colours of Vice Admiral Richard Bell-Davies VC. The article ends with a reminder that the team rely on the public’s help, so please think how you could help, either with your time or a donation:

<https://bit.ly/2AsuDX7>

Talking of blogs and iconic aircraft, I would recommend Aces Flying High, being “An Aussie’s travels to air shows, aviation museums and more around the world”. The latest offering is on the Sopwith Camel and is profusely illustrated. The piece ends with notes on the eight original surviving examples that you can still see around the world and rounds up the best of the replicas and reproductions:

<https://bit.ly/2QriFa4>



Jenny from the Block

Staying in the world of philately, let’s head over to the USA and this article from the *New York Times* on 6 September 2018. Only 100 “Inverted Jenny” stamps are known to exist and just two were unaccounted for – numbers 49 and 66 – until now.

The block of 100 stamps, printed at a government plant Washington in 1918, have the image of iconic First World War training aircraft printed upside down. An eagle-eyed clerk spotted the rogue sheet at his local post office and paid the \$24 face value, quickly selling on the block for \$15,000. The block was broken up and has acquired a legendary status in the philatelic world with one example changing hands for a staggering \$1.35M. Remarkably, number 49 has been found in a family bank vault in Illinois after 100 years. An interesting story and worth a read!

<https://nyti.ms/2Q9yY8N>



Saint-Omer

To close, here are some colourful images from the RAF100 ceremony at the British Air Services Memorial at St-Omer provided by our very own Peter Dye. The event was held on 20 September 2018 on the 100th anniversary since the last RAF aircraft left the airfield. It was a great success with a strong RAF presence, including several flypasts, and a lot of work by the town, who produced an impressive and enjoyable occasion that was well covered by French Press and TV. The RFC exhibition in la Chapelle des Jesuites, as featured in *WitW26*, received over 12,000 visitors.



Doncaster Lad Falls to Jasta 26

As part of its Armistice coverage, on 8 November 2018, the *Doncaster Free Press* profiled a commemoration that had taken place on 16 September 2018 at the family memorial for Second Lieutenant George Leonard Bryars at Mexborough Cemetery.

A 19 year old clerk, Leonard, as he was known to his family, was cleared for action as a day bombing gunner /observer with 11 Squadron RAF on 8 September 1918. Little over a week later he was killed, when Bristol Fighter C878, piloted by Lt Leslie Arnott, encountered Jasta 26. Arnott and Bryars were shot down by Leutnant Otto Fruehner and were buried together in Brevillers Cemetery. Arnott's body was identified almost two years later from the tailor's marks inside his uniform when both bodies were exhumed.

Read more at:

<https://bit.ly/2KEeHG7>



Out of Africa

By way of a change, let's head to Africa and the *Kenyan Standard Digital* edition of 11 November 2018 and the story of a dusty town in Taita Taveta County. Maktau is believed to be a corruption of the military command "mark time" and was a garrison town held by the British during the First World War and, what is believed to be East Africa's first wartime airstrip, was established there.

The first aircraft in East Africa was assembled in the town and took to the skies in support of the planned spring offensive against the forces defending German East Africa. In his book, *Guerrillas of Tsavo*, author James G Willson (pictured right) explains that the aircraft were transported in crates on the Uganda railway from Mombasa to Voi and along the military line to Maktau, arriving on 10 September 1914, to be flown by two RNAS pilots. The first operational flight took place just over a month later and there was eventually six aircraft at Maktau with additional pilots and ratings joining the Squadron. Read more at:

<https://bit.ly/2FJ6Fww>

Snippets

Cullingworth's lost airfield at Manywells Height has been remembered with a plaque. First used as a landing strip when Captain Maclean landed his BE2a en route to Montrose in 1913, the West Yorkshire site was a relief landing ground for local Home Defence squadrons during the First World War.

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

County Durham's Wilfred Smith survived the First World War after a vicar's wife wrote to Queen Mary begging for him to be returned from the Front. Smith, the youngest of six brothers, was just 17 when he volunteered for the Royal Flying Corps. All six Smith brothers were posted to the Western Front and the eldest five were dead within two years. The request was forwarded to the authorities and Wilfred, was allowed to return home

<https://dailym.ai/2rbYIpv>

There was an interesting article posted on the tech website, *Gizmodo UK*, focusing on the "anxiety neuroses" suffered by First World War pilots, as distinct from the shell-shock suffered by the Tommies in the trenches below. Drawing on the research by historian Dr Lynsey Shaw-Cobden (see *WitW* 24), it's worth a look:

<https://bit.ly/2qP9amE>



Written by David Marks, edited by Andy Kemp
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