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To: Andrew
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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

Welcome to the twenty-ninth 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**, you must be interested in **WW1 aviation**. Have you thought about joining the society and having our beautiful journal delivered to your door? [2019](#) subscriptions are available!

Volume 50 issue 2 (Summer 2019) is at the printers, so will be with members soon. Will you be receiving one? If you feel the urge to catch up on past issues, don't forget that ALL are available at our [web shop](#) in print, or as PDF downloads.

If I've not managed to convince you to join us, click [here](#) to receive a single copy of a recent journal - **FREE**. All we ask is a contribution towards the cost of postage.

An inexpensive way of seeing what you're missing ...

If you like talks on WW1 aviation - even better when combined with visiting an original and

largely complete WW1 airfield - you need to be at Stow Maries on 11th May. Better still, CCI members get a discount! <http://bit.ly/2Y3WwyT>

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



FEBRUARY 2019						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31	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		

Roger has yet again encouraged twelve of our top aviation artists to donate one of their best paintings for use in our **2019 Calendar**.

We've still got a handful left; still at the same price as for the past six 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](#). Last but not least, especially if you have a question to ask our experts, or books to dispose of, check out our

[Forum!](#)



**The Man with Golden
Vickers Gun**

A man whose family name inspired a James Bond villain has had his war service commemorated in Crawley Down, with a plaque being unveiled by the local Memorial Society, reported



Stop Wait a Minute Mr Postman

On 1 March 1919, Lt Leslie Pearce-Gervis helped fly twenty-three bags of letters from Folkestone, Kent, to British troops stationed in Cologne. It was the first time the post had taken to the skies, cutting travel time from

the Mid Sussex Times on 16 April 2019. A remembrance service was also held at the unveiling out of respect to the fallen.

James John Scaramanga was a Lieutenant in the Royal Flying Corps and his uncle, Ambrose Scaramanga, went to Eton with Ian Fleming. The two did not get on, prompting Fleming to name the villain in his final novel, *The Man with the Golden Gun*, after him.

John Scaramanga was commissioned into the Special Reserve and joined the RFC as an observer flying FE2s with 20 Squadron. After being wounded in action, he was posted to 22 Squadron (Bristol Fighters) and was credited with 12 aerial victories in total, with the last three all taking place on the same day, 10 July 1918.

As observer in Bristol F2B fighter C1003, with Lt John Everard Gurdon as his pilot, John was severely wounded and lost consciousness. He died that same day, soon after landing just 15 days before his 19th birthday. The pilot survived. John Scaramanga is buried in the Aire Communal Cemetery, Pas de Calais.

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

five days to ten hours.

The *Oxford Mail* reported on 1 March 2019 that Pearce-Gervis' daughter, Jacquie, had visited RAF Brize Norton to meet those carrying on the tradition her father started. Leslie signed up for the Royal Flying Corps, but lied about his age and was soon found out. He was sent to Lincoln College in Oxford to study, passing the time by flying and performing stunts over Port Meadow.

A member of 120 Sqn, the young lieutenant flew various missions between March and August 1919 before he left the RAF. Jacquie recounts the time that one flight ended ignominiously when Leslie ran into a displaced dung heap after his engine cut out. He crashed again on 30 June 1919, while returning to Britain having dropped off the mail in Marquise, northern France.

Following his departure from the service, Mr Pearce-Gervis became a printer and then a chicken farmer, before returning to the RAF to serve in Bomber Command in the Second World War.

<http://bit.ly/2H1Ndd5>



The Great Air Race

Some good news was posted on the



Yesterday We Were in America

On 25 April 2019, the *Connaught Tribune* reported on the story behind a new edition of the book, **Yesterday We Were in America** by Brendan Lynch. The book is an updated centenary edition marking the achievements of Capt John Alcock and Lt Arthur Whitten Brown, who completed the first trans-Atlantic flight in June 1919.

Flying their Vickers Vimy biplane from St. John's in the Canadian island of Newfoundland to Clifden, Ireland, the two men claimed their place in aviation history, landing in the soft soil of a Connemara bog. The book's title comes from the words uttered by Capt Alcock to a group of incredulous Marconi station workers after he and Brown crashed landed.

Lynch's book traces the men's lives, from their humble beginnings in Edwardian Britain to their war-time experiences and through to their eventual fame. Although they enjoyed radically different backgrounds, their paths to aviation glory shared many similarities.

When the First World War broke out,

Australian Aviation website on 27 March 2019 regarding the digitisation of key records relating to the 'Great Air Race'. In 1919, the Australian Government challenged the world's leading aviators to fly from Great Britain to Australia in less than 30 days with £10,000 prize for the first successful flight. Six teams entered the contest, three of whom crashed, two with fatalities.

The winning crew consisted of pilots Ross and Keith Smith, along with their mechanics, Sergeants Walter Shiers and James Bennett. The crew took off in Vickers Vimy G-EAOU from Hounslow aerodrome on 12 November 1919.

Sir Ross' and Sir Keith's personal records have now been added to the digital collection of the State Library of South Australia. The collection offers access to flying and service records related to the air race, including the log book for the Vimy. The digital collection can be accessed on the State Library of South Australia website with an exhibition due to open in November 2019.

Ross flew with 1 Sqn AFC in Sinai during the First World War, with Lawrence of Arabia as an occasional passenger. Keith did not see active service, ending the war as a gunnery instructor at 75 Squadron RAF, a home defence unit.

More details can be found at <https://greatairrace.com.au/>
<http://bit.ly/2DZugWP>

Alcock was training pilots for the Royal Naval Air Service and was pressed into active service. He was taken prisoner when his Handley Page bomber ditched into the sea off Sulva Bay in September 1917. Brown, an observer with 2 Sqn RFC, had also been a prisoner of war during the conflict.

In other Alcock and Brown news, on 25 April 2019 the *Galway Advertiser* set out a useful summary of the centenary celebrations planned in Clifden and beyond.

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

<http://bit.ly/2Y2i1A8>



The Great Transatlantic Race

I've already mentioned milestone flights in 1919 by Alcock and Brown, R34 and the Smith brothers. I would highly recommend an excellent article, which was posted on 12 April 2019 by Bill Read of the *Friends of the RAeS*, as it brings together the stories of these three epic long-distance flights through an examination of the newspaper archives kept at the RAeS National Aerospace Library.



R34's Epic Crossing

There was a timely reminder in the *Express & Star* on 25 March 2019 about how Scotland's **National Museum of Flight** in East Lothian is marking the centenary of the first return flight across the Atlantic and the first east-west crossing by air in 1919. The epic 6,000-mile double-Atlantic crossing was made by the 634ft airship, R34, nicknamed "Tiny". It was stationed at East Fortune, now home to the Museum, which started out as a Royal Naval Air Station.

R34's journey began on 2 July 1919, just a few weeks after Alcock and Brown's record-breaking west-east Atlantic flight. The airship reached Mineola in Long Island at 09:45 on 6 July, 108 hours and 12 minutes after departing from Scotland.

The story is told as part of the Museum's Fortunes of War permanent display. The Museum is also launching a search for images of memorabilia plus recollections from descendants of the R34's crew members, which it hopes to develop into a digital gallery to help tell the airship's story.

I would also recommend that Twitter users follow the excellent R-34 Airship Centenary [@R34Airship](https://twitter.com/R34Airship) for more details in this

The article explains that the story behind the transatlantic race began on 1 April 1913 when Lord Northcliffe, owner of the Daily Mail newspaper, offered a prize of £10,000 for the first non-stop flight over the Atlantic by a heavier-than-air aircraft. The advent of the First World War put any attempt at competing for the prize on hold but, in November 1918, Northcliffe repeated the challenge.

Alcock and Brown's success was by no means expected, and they were not the initial favourites to win the race and the article examines the attempts by their rivals, Harry Hawker and Kenneth Mackenzie-Grieve (Sopwith Atlantic - pictured); Frederick Raynham and CWF Morgan (Martinsyde Raymor) and a team led by Mark Kerr (Handley Page V/1500 bomber, Atlantic).

Recommended: <http://bit.ly/2Vf7vIU>



Barker's Last Flight

Talking of Barker, the 89th anniversary of his tragic death took place on 12 March 2019 and the *Radio Canada International* website posted a fulsome

centenary year.

<http://bit.ly/2vLFb1P>



Stamp of Approval

On 27 March 2019, the *Wings Magazine* website posted news from *Canada Post* announcing the release of five stamps to honour Canadian pilots, designers and aircraft that made civilian and military aviation history.

Two of the five stamps commemorate First World War pilots. Unsurprisingly, William George "Billy" Barker VC gets recognition as the most decorated member of the military in the history of Canada and the British Empire. The other stamp celebrates aviation pioneer and bush pilot Clennell Haggerston "Punch" Dickins (211 Squadron RAF), who logged more than 1.6 million kilometres flying over northern Canada. A Distinguished Flying Cross recipient, Dickins made the first reconnaissance flight across the unmapped Barren Lands of the Northwest Territories.

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

tribute to the Manitoba born ace. The previous day, the *Ottawa Matters* website published its own account of Barker's life and times. Both pieces consider Barker's wartime exploits in some detail with his Victoria Cross-winning action featuring prominently. In 1921, Barker married into the wealthy Smith family and joined fellow Canadian ace Billy Bishop in a short-lived aeroplane company, before joining the fledgling Royal Canadian Air Force in 1922. Briefly president of the Toronto Maple Leaf hockey team, by 1930 Barker was a vice president of the Fairchild Aircraft Company. On 12 March 1930, he was in Ottawa to help sell the KR-12 biplane to the Department of Defence.

The day was chilly but clear and Barker decided he wanted to try the aircraft himself. Circling back to the field, something went wrong and the KR-12 pitched and nosedived onto the frozen Ottawa River, where Barker received fatal injuries. The *Ottawa Matters* post mentions that there was speculation that Barker, suffering from depression, may have killed himself. However, there is no evidence to support this contention.

Both articles conclude with details of Barker's funeral and how his grandchildren raised funds in 2011 for a public memorial to the highly decorated ace.

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



The Pilot and the Dame

The queen of dancing, Dame Darcey Bussell, was in Norwich on 30 April 2019 to unveil a blue plaque for the city's noted son, **Vernon Castle**, in Prince of Wales Road at the side of Premier Inn Hotel Nelson. Born Vernon Blythe in 1887, Castle was brought up at the hotel, which was then known as the old Great Eastern Hotel, before moving to America and becoming a world-famous dancer in the early 1900s with his wife, Irene.

As reported in *WitW 22*, on the outbreak of the First World War, Castle gave up his celebrity life to become a pilot with the Royal Flying Corps, flying more than 150 missions over enemy lines and survived being shot down. However, on 15 February 1918, he was killed in a plane crash at Fort Benbrook, Texas, on a training mission with a student pilot.

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



<http://bit.ly/2IVL7h2>



Poetry Corner

I would recommend the *Forgotten Poets of the First World War* blog, which often includes aviator poets and writers. The posting on 19 March 2019 featured Lance Sieveking DSC (1896 – 1972), poet, writer and broadcasting pioneer.

Lance and his brother, Valentine Edgar, served during the First World War. Lance enlisted in the Artists Rifles, joining the Royal Naval Air Service and serving on the Western Front as a Flight Lieutenant. He was shot down on 28 October 1917 behind the German lines, whilst piloting a night bombing raid over the Rhine. He was imprisoned until the end of the war.

Repatriated on 17 December 1918, Lance went up to St Catharine's College, Cambridge, and went to work as Director of Education at the newly-created British Broadcasting Corporation. At the BBC, he produced and adapted scripts at a time when people were learning the media of

Pole Position

In *WitW 28*, I directed readers towards the *Aces Flying High* blog. The latest three posts from this impressive site showcase the historic German aircraft at the Polish Aviation Museum in Krakow.

I would recommend Part II, which focuses on First World War combat aircraft that were formerly part of the German Aviation Collection in Berlin at the German Aviation Museum. To avoid damage from Allied bombing, a number of these aircraft were transferred to occupied Poland around 1942 to 1943. The Berlin Museum was destroyed but, fortunately, during the Soviet advance into Poland in 1945 the aircraft were put into storage by the Polish authorities.

I'll leave it to you to droll over images of a Halberstadt CL.II (CL.15459/17) a single engine, two-seat escort fighter aircraft from 1917. This example was flown by General Ernst von Hoepfner. There is also a lovely 1918 LFG Roland D.VIb (D.2225/18) on display. Interestingly, the Museum also houses components of a Zeppelin-Staaken R.VI bomber which came from aircraft R 36/16 operated by Rfa501 in Belgium in 1918.

Finally, take a look at the captured RAF Sopwith Camel F.1 (B7280) on which Flight Lieutenant HA Patey scored nine victories with 210 Squadron RAF. The Camel was forced down behind German lines on 5 September 1918.

<http://bit.ly/2GVz2oI>

television and radio. Sieveking was also the designer of the cut-out-and-listen map of the football field for the first live football commentary in 1927. His WW1 poetry collection, "*The Cud: Experimental Poems*" was published by Mills & Boon in 1922.

<http://bit.ly/2DNTF5k>

See also: <http://bit.ly/2J1TWWP> for more details on a fascinating man.



Cool for Spatz

There was an entertaining article on the US Military Media website, *We Are the Mighty*, on 18 April 2019 about service of Carl Andrew Spatz (born Spatz), who became commander of Strategic Air Forces Europe in 1944.

Following America's entry into the First World War, Spatz was in command of 31st Aero Squadron and took charge of the aviation school at Issoudun with great success, training units like the 94th and 95th Aero Squadrons and their cadre of ace pilots.

Spatz was frustrated by his lack of frontline action, so when he was ordered home in late August 1918, he begged for a week on the front to get



Order of the Star and Garter

News from the *AT (Assistive Technology) Today* website on 3 April 2019 confirming that a new £25m Royal Star & Garter veterans' care home in High Wycombe, Buckinghamshire, will feature floors named after local military heroes. A naming ceremony will take place at the home in May and will be attended by relatives of the four veterans being honoured.

Adams House is named after Frank Adams, a hugely influential figure in High Wycombe who served in the Army and then the Royal Flying Corps in the First World War. As a territorial soldier, Frank was sent to France with the 1st Bucks Battalion. He transferred to the RFC and at the end of hostilities, he

some combat experience under his belt. He extended his stay for three weeks but failed to bring down any enemy aircraft. On 26 September 1918, his wait was over, as he shot down three enemy aircraft and set off in pursuit of another without sufficient fuel to get home. Finally crashing in friendly territory, he avoided capture and was awarded the Distinguished Flying Cross for his efforts.

He would spend the interwar years advocating for air power and was appointed first Chief of Staff of the U.S. Air Force in September 1947.

<http://bit.ly/2H0hdpQ>



Bench Mark

A new memorial bench has been installed at the Guy's Cliffe Walled Garden in remembrance of the last head gardener of the Guy's Cliffe Estate, reported the *Warwick Courier* on 22 March 2019.

On 10 March 2019, ten volunteers and trustees gathered at the garden in

played a number of matches for the RAF football team.

Frank is perhaps best known for his connection with Wycombe Wanderers Football Club, whom he played for and captained either side of the First World War. Following the Second World War, he purchased and handed over the deeds of the club's home ground. When the club moved to its new stadium in 1990, it was named Adams Park after its benefactor.

<http://bit.ly/2WpLI39>



Branch Meetings

York

Further dates for 2019 are below - make a note in your diary:

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

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.

Warwick for the installation in memory of George Tyler. They were joined by Tyler's granddaughter, Eileen Green, who donated the bench, and members of her family.

George Tyler, was born in Wiltshire in 1881 and served as head gardener from 1925 until around 1946, when the Estate was broken up and sold by the Heber Percy family. Prior to taking the role at Guy's Cliffe, George was an assistant gardener at Coghurst Hall near Hastings, and was gardening in Hertfordshire in 1911. George was called up for military service and joined the Royal Flying Corps, and transferred to the RAF.

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



In Brief

I note that property consultancy Myddelton & Major has been instructed to market a Grade-II* listed aircraft hangar at Old Sarum Airfield, near Salisbury. The 17,856 sq ft hangar, which dates back to the First World War, has been given a price tag of £800,000. It retains its original sliding hangar doors.

See <http://bit.ly/2PM42M7>

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.



Rotary Club

There was a smart little article on the *Hackaday* website on 13 April 2019. The site serves up entertainment for engineers and engineering enthusiasts. The article

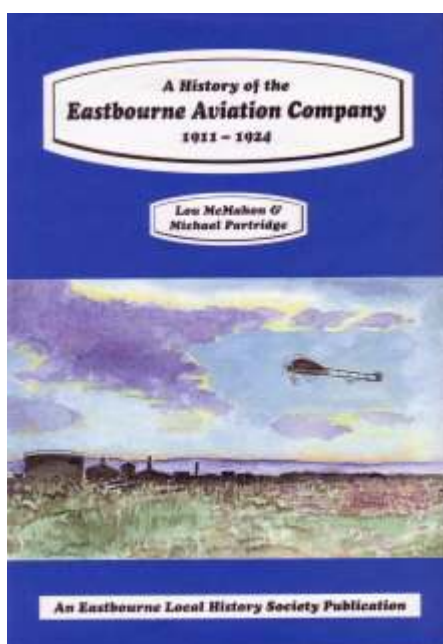
Welsh-born Group Captain Lionel Rees, a VC winner for his action on the first day of the Battle of the Somme in July 1916, will become the first person in more than 50 years to have an RAF aircraft named in his honour reported the *North Wales Live* website on 29 April 2019. More details next issue!

Talking of honours, a report on the *Lincolnshire Live* website on 4 April 2019 mentioned that a 7ft cast bronze sculpture of Hugh Trenchard, the 'Father of the Royal Air Force', has been proposed for RAF College Cranwell. It will be created by Vivian Mallock who produced the Royal Tank Regiment Memorial in London, following plans submitted to North Kesteven District Council.

explains how the iconic rotary engine, where cylinders are arranged radially around a stationary crankshaft, became largely obsolete by the 1920s but a recent upsurge of interest in WW1-era aircraft has led to the creation of a small demand for them.

New Zealand based Classic Aero Machining Service (CAMS) is remanufacturing the Gnome radial engine, the most numerous design of that era and the article brief considers the technical aspects of this power-plant and confirm that the CAMS Gnome is a faithful copy of the original, but with modern metallurgy and the addition of an electronic ignition system.

The original castor oil is still used (we love that smell!) but CAMS is evaluating modern alternatives and there is a link to the manufacturer's website for more specs: <http://bit.ly/2V0ohGL> and a short film: <http://bit.ly/2P1slou>



Book Bargains

Word reaches *Wind in the Wires* of a book bargain on the South Coast. '**A History of the Eastbourne Aviation Company 1911-1924**' is a nice little book that was rather 'over-printed' back in 2000, so there are plenty of copies still remaining! The Eastbourne Local History Society is now trying to clear it at a much-reduced price.

The 174 page hardback publication, by Lou McMahon and Michael Partridge is a detailed, fully illustrated story of the men who learned to fly and of the machines in which they flew. It is also a record of the RNAS occupation and the 250 aircraft that were built there.

With a cover price of £15.95, it is on sale for only £5 (plus p&p). Please head to <http://bit.ly/2JgveBa>

As readers will know lovers of First World War aviation books will find a great selection at reasonable prices on our web shop - have a look:

<https://bit.ly/2L0irW5>

In Pod We Trust

Finally, just to let you know that the **Royal Aeronautical Society** has launched a new podcast series, courtesy of BBC archive recordings, featuring the great names from early 20th century aeronautics, who tell how their sector evolved in the first 50 years

Save the Date(s)!

CCI / Stow Maries Seminar

Another note for your diaries (electronic or manual) is for **Saturday 11 May 2019** at the iconic Stow Maries Great War Aerodrome in Essex. This marks the inaugural event in conjunction with our good friends at Stow; a half-day Seminar. Speakers are our very own President, AVM Peter Dye and leading 'First Blitz' historian Ian Castle - with an intro from Stow Maries trustee Air Cdre Barry Dickens.

Kick off is 14:00 and tickets at £15.00 each (£12.50 for CCI members) are available through the Stow Maries [web site](#).

There's free cake too ...

of British powered flight. Episodes are updated weekly on the RAeS website: <http://ow.ly/RMjG30o3liq>

The series includes Lord Brabazon on how the aeroplane first came to Britain, Sir Geoffrey de Havilland on his design work at the Royal Aircraft Factory, Sir Alan Cobham and Capt OP Jones on early charter and passenger flights, Sir Robert Watson-Watt on radar, Sir George Edwards on turboprops and the Comet by Group Captain John Cunningham. Powered Flight, the British contribution to flying was a series of *BBC Overseas Service* documentaries first broadcast in 1959.



Encore un raid aérien.

Mildred, C. Hunter,

BOTHER THESE AIR-RAIDS

Written by David Marks, edited by Andy Kemp
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