

From: Cross & Cockade International <email@crossandcockade.com>
Sent: Wednesday, August 7, 2019 9:38 PM
To: Andrew
Subject: Wind in the Wires 30

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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

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



Volume 50 issue 3 (Autumn 2019) is at the printers and will be with members soon. Will you be receiving one?

If you feel the urge to catch up on nearly **fifty years** of 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 ...

Cross & Cockade International

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



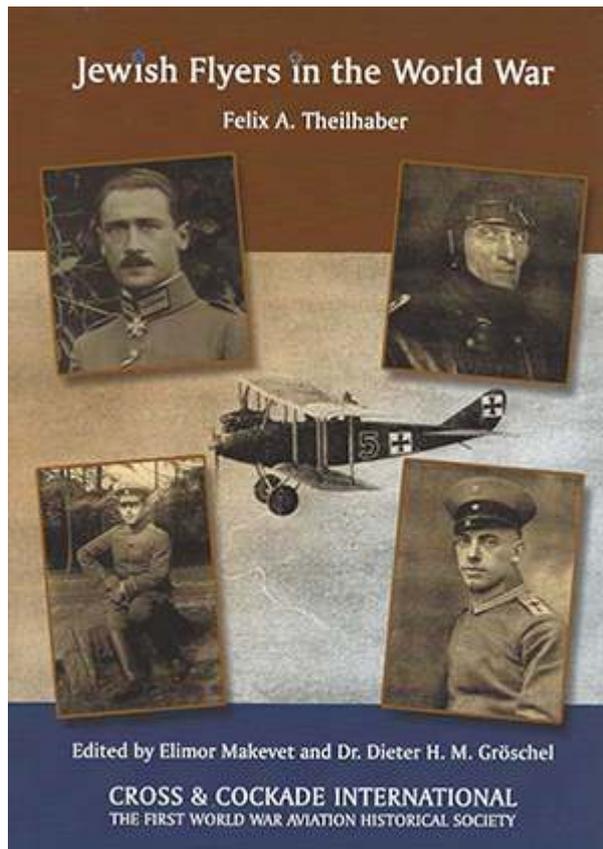
APRIL 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2

Roger has yet again encouraged twelve of the world's best aviation artists to donate one of their best paintings for use in our **2020 Calendar**. All profits go to the maintenance of the British Air Services Memorial at St-Omer.

[2020 Calendar](#)

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](#)!



In June 2019, Cross & Cockade was proud to announce its latest publication, '**Jewish Flyers in the World War**', a reprint and update of the book published in Germany in 1924 by Felix A. Theilhaber to counteract the upsurge in anti-Semitism. I can think of no better endorsement than the note we received from Martin Sugarman, Archivist of the Association of Jewish Ex-Servicemen and Women of the UK (AJEX), and a noted Author/Military Historian and IDF Gunner (retd):

"Messrs. Theilhaber [the author's son], Makevet and Gröschel [the Editors] are to be congratulated on producing this inspiring and magnificent book with Cross and Cockade [as] publishers. It is an astonishing achievement, beautifully presented and with added, copious notes included as a result of

thorough, scholarly, detailed and deep research. I was moved to tears just holding it in my hands and recall seeing the original German version many years ago and being so frustrated at not being able to read it. Now this amazing translation appears and it is there for the English speaking world to view. As anti-Semitism raises its ugly head again and at this time of the 75th anniversary of D Day, the appearance of this wonderful book is necessary and timely and I hope it will get the readership it so richly deserves. Every home should have a copy and I pray it will be a bestseller. It throws a much needed and spectacular light on a hidden but glorious part of WW1 and Jewish history."

Secure your copy now at: <http://bit.ly/2GPigZ6>



The Fatal Pledge

The medals of Major Richard Raymond-Barker, a six victory First World War ace with 3 Squadron RFC, were sold at *Spink & Sons* London auction for £18,000 in July 2019. The pilot had pledged to fight German air ace Baron Manfred von Richthofen, after receiving the Military Cross from King George V, only to be shot down and killed by the Red Baron just weeks later, on 20 April 1918. It was von Richthofen's 79th victim.

On his fatal outing, Raymond-Barker was flying a Sopwith Camel, D6439, as part of an offensive patrol when Jasta 11's 'flying circus', was spotted east of Villers-Bretonneux on the Somme. The Red Baron would claim an 80th victim that day, after shooting down another 3 Squadron Camel (B7393) piloted by Second Lieutenant David Greswolde 'Tommy' Lewis. As you will all know, the following day von Richthofen was shot down and killed. Maj Raymond-Barker is



Alcock and Brown Come to Town

As mentioned in *WitW29*, on 15 June 1919 the first-ever flight to cross the Atlantic non-stop touched down in Galway after 16 hours in the air. The pilots were John Alcock and Arthur Whitten Brown, RNAS and RFC pilots during the First World War.

The celebrations were muted in Britain, with the *Daily Mail's* feature writer, Robert Hardman, asking in the run-up to the centenary why nothing was being done to remember these 'magnificent men'. It was the *Daily Mail's* owner, Lord Northcliffe, who had offered the £10,000 prize for the first successful crossing – see <https://dailym.ai/2T7imAg>. However, the *BBC website* did the duo proud with a lengthy piece 'Alcock & Brown: Into the Unknown', which is worth a look: <https://bbc.in/2KxKw3s>

The **Alcock and Brown Community Celebration Day** took place on 21 July 2019, in Hall Place, Bexley. The duo's iconic Vickers Vimy aircraft was designed and made in Crayford. Two days later, His Royal Highness The Duke of Kent KG visited the borough, coinciding with the centenary of Alcock and Brown's visit to Crayford. During his visit, the Duke officially unveiled a magnificent new life-size sculpture bench in the town centre designed by artist Tony Stallard.

commemorated on the Arras Flying Services Memorial.

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

<https://www.spink.com/lot/19002000402>



Fylde's Forgotten Hero

The *Blackpool Gazette* reported on 15 May 2019 on the efforts of St Annes Parish Church, Lytham St Annes & Fylde, to fund a memorial to William Smith McLean, a local watchmaker and jeweller who enlisted in the Royal Flying Corps in August 1917. McLean became an air mechanic serving in France and was finally discharged on 5 April 1919 but succumbed to the flu pandemic, aged 39, just days after returning home.

Church members rallied round to raise £1,300 for a memorial stone to be placed on McLean's unmarked grave, as his story was uncovered following research into local war casualties. The unveiling ceremony was attended by three of his descendants.

Mr McLean's death was announced in the *St Annes Express* dated 16 May 1919, with the notice saying: "He leaves a widow and four young children with whom

The Duke had already been in action in June, formally opening a memorial which names 13,501 people from Nottinghamshire who died in the First World War. Among the names engraved on the new memorial are fighter pilot Albert Ball VC and those killed in the Nottingham Zeppelin raid in September 1916.



Home on the Strange

Just making it into this edition is the 1 August 2019 article in the *Bournemouth Echo*. It's another story of the efforts to restore and rededicate a grave of a local RFC man. However, volunteers from the Keep Military Museum in Dorchester were on the trail of no ordinary aviator.

Lieutenant Colonel Louis Strange is the only airmen to win a DFC in both world wars and cheated death in the air in both conflicts. In 1915, he was thrown out of his aircraft at 2,000ft when it flipped over as he changed the ammunition drum of his machine gun and clawed himself back into

deep sympathy will be felt.”

See: <http://bit.ly/2ZzE42r>



Britain from Above

The centenary of the incorporation of **Aerofilms Ltd** was noted on 9 May 2019 on the website of the *Royal Commission on the Ancient and Historical Monuments of Wales*. The business venture sought to marry the fledgling technology of powered flight to the discipline of photography.

The founders were aviation pioneer Claude Grahame-White and Francis Lewis Wills, a trained architect who had flown as an observer for the Royal Naval Air Service. From developing photographic glass plates in a hotel bathroom at the London Flying Club in Hendon, to producing many thousands of aerial images every year, they took a tool which had first been used for military intelligence and repackaged it for the mass market.

As a result, Aerofilms lived through and recorded one of the most rapidly

the cockpit in the nick of time.

In October 1914, he was the first person to adapt his Avro 504 to carry a Lewis machine gun mounted to the top wing. The following year, he helped design a bomb chute in the floor of his aircraft to deliver his payload with greater accuracy. Strange was in 6 Squadron RFC with Lanoe Hawker and went on to command 23 Squadron. On 26 June 1918, Strange was selected to command the newly formed 80th Wing, which achieved great success.

The re-dedication ceremony for Lt Col Strange's grave was attended by members of his family. <http://bit.ly/2yHclKA>



Culture Vulture

The granddaughter of RAF Squadron Leader Archibald Stuart MacLaren visited Canadian Forces Base Esquimalt's wardroom on 28 June 2019, reported the *Lookout Navy News* on 18 July 2019.

Vanessa Ascough travelled from Devon to Vancouver Island to see the giant four-blade pusher propeller from the Vickers Vulture amphibious aircraft (G-EBHO) used in her grandfather's failed attempt to fly around the world

changing periods in British history and produced over 1.2 million aerial photographs of Britain, covering key events and places that make up twentieth-century history. In 2007, the Aerofilms collection was bought for the nation with support from the Heritage Lottery Fund and the Foyle Foundation.

Read more at: <http://bit.ly/2ZCF8Tg> and check out this interesting piece on Wills here: <http://bit.ly/2yBwxnV>



Afghans Hound(ed)

The Medium website reproduced an interesting and detailed paper by Group Captain John Alexander from the RAF Centre of Air and Space Power Studies on 25 June 2019. The subject is the RAF in the Third Afghan War 1919, and it immediately grabs your attention with a description of Captain Jock Halley's raid on Kabul. Flying Handley Page V/1500, Old Carthusian, his bombing run sent the ladies of the royal harem at the Amir's palace into the streets in terror!

The Afghan Army had invaded British India on four fronts and it initially fell to 31 and 114 Squadrons to perform the attacking role, dropping 21 tons of bombs

in 1924.

Accompanying MacLaren on his epic journey was RAF Flying Officer WN Plenderleith, as the pilot, and Sergeant WH Andrews, as fitter and rigger. The crew departed Calshot, Hampshire on 25 March 1924, but the aircraft met a premature end, crashing into the sea off Burma. Rival flyers from the US helped MacLaren transport and assemble a backup Vulture.

However, the second aircraft crash-landed in the Bering Sea and a support ship, HMCS Thiepval, plucked MacLaren and his men to safety from the icy waters. In thanks, the propeller was given to the Royal Canadian Navy. Joining the Royal Flying Corps in 1914, MacLaren served as a bomber pilot in the Middle East and Europe. He gained the Military Cross for conspicuous gallantry in 1916 and later gained a bar to the cross.

<http://bit.ly/2yJm4qg>

<http://bit.ly/33dcMRr>

and firing 9,315 machine gun rounds, either in pursuit or on enemy concentrations. The article discusses Halley's venerable aircraft, which had been the first to fly from Britain to India in an epic three-month trip, and was waiting to be dismantled since landing in January 1919.

Halley had served with distinction during the First World War, flying night bombers with No 3 Wing RNAS from Luxeuil and had won two DFCs flying O/400s with 216 Squadron RAF, Independent Force.

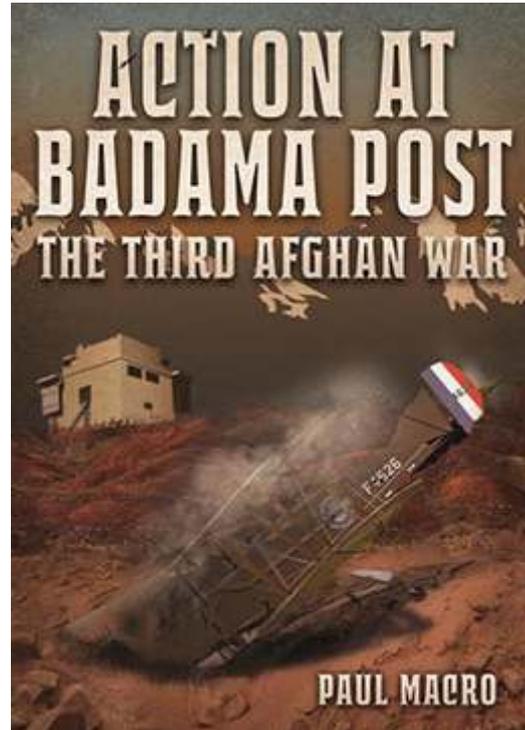
The bombing of Kabul was controversial and while the raid was an important factor in producing a desire for peace, the Amir complained that the British were no better than the Germans whose Zeppelins had bombed Britain.

Recommended: <http://bit.ly/2OHVQ2x>



Camel Coloured

On 2 August 2019, the *Courier* reported on the successful restoration of a 1962 replica Sopwith Camel at Montrose Air Station Heritage Centre. It will become a memorial to the brave men who flew the



Action at Badama Post

By coincidence, I recently met the author of a new book on the **Third Afghan War**, which features 20 Squadron RAF. On 30 July 1919, a Bristol Fighter, piloted by A/Capt George Eastwood, was shot down by Afghan tribesmen near Badama Post. The pilot and observer survived the crash landing and were rescued by the Kurram Militia and 22nd Battery Motor Machine Gun Service.

Paul Macro's book, **Action at Badama Post** builds on the personal account of his paternal grandfather, A/Sgt Ernest 'Bill' Macro, who was in charge of the section of 22nd Battery dispatched to Badama Post. It also describes the history of 20 Squadron and the lives of its key personalities.

Paul Macro spoke to RAF Museum Harry Raffal about the part played by the RAF in the Third Afghan War in this four-part podcast: <http://bit.ly/2YKsCzI>

The book is available from <http://bit.ly/2T6Gsv3> and

aircraft, including Captain John Todd from Falkirk, who was known as the Scottish 'Camel Ace' with 18 aerial victories.

Captain 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. He was later posted to Montrose as an instructor after his final victory on 1 July 1918.

Originally made by RAF apprentices at St Athan, the dimensionally accurate full-scale replica has been painted and fitted out with replica twin Vickers machine guns representative of one of the Camels flown by Todd, serial number B7320.

<http://bit.ly/2Ys2rCJ>



She was only a Plumber's Daughter

Spotted on *Twitter* on 18 July 2019 was a mention of Raymonde de Laroche, as the date marked the centenary of her death in a crash of an experimental Caudron airplane at Le Crotoy airfield in France. Born in Paris, as Elise Raymonde Deroche, she was the daughter of a plumber turned actress who learned to fly from Charles Voisin. She received her pilot's licence in 1910, the first woman in the world to do so and the pioneering

all good booksellers!

Whilst talking books and bookmen, the *Eastbourne Local History Society* has reported brisk sales of its first-rate publication, '**A History of the Eastbourne Aviation Company 1911-1924**' following my mention in *WitW* 29. With a cover price of £15.95, it is on sale for only £5 (plus UK p&p), there are still copies available if you haven't secured one yet. Go to: <http://bit.ly/2JgveBa>



Early US Aviation Pioneers

Thanks to the *US Today's European Network*, a couple of nice articles celebrating the early days of America's aviation history have reached *WitW* HQ. The *Binghamton Press & Sun-Bulletin's* report of 19 July 2019 recounted a visit from a pioneering airman on 23 September 1911. The New York State city was a stopover on the attempt by Calbraith Perry 'Cal' Rodgers to fly across America in less than 30 days. A \$5,000 prize had been offered by newspaper magnate Randolph Hearst.

Rodgers was sponsored by a businessman promoting a new grape drink, called the Vin Fiz, and this became the name of his plane, which took to the skies on 17 September 1911 from Brooklyn.

Followed by a three-car train, the Vin Fiz Special,

aviatrix went on to set the record for the highest altitude flown by a woman in 1919 at 15,700 feet. A statue of de Laroche stands at Le Bourget airport in France.

The previous month, de Laroche featured as one of the 13 ground-breaking female pilots throughout history who shattered the glass ceiling in an article on theInsider.com website. The list includes her US contemporary, Harriet Quimby.

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

Also see: <http://bit.ly/2GOG53d>



Plaque to the Future

Spotted on the *Business Live* website on 9 July 2019 were details of the plaque being unveiled to commemorate the aviation history of the Humber Enterprise Park. It is home to aerospace giant BAE and was first launched in 1916 by pioneer Robert Blackburn. The Blackburn Aeroplane and Motor Company opened a factory at the Brough, East Yorkshire, site and manufactured aircraft under his name

and after 16 crashes and 75 stops, Rodgers finally reached California in 49 days, but his 30 minutes stopover in Binghamton was a major event.

The *Battle Creek Enquirer's* piece on 1 July 2019 recalled the Michigan city's first air show, courtesy of Leonard Bonney, a member of the Wright Exhibition Team. The event took place on 3 July 1911 and wowed the crowds. The following year, flying returned to Battle Creek, but pilot Hillery Beachey crashed his Curtiss aircraft into a barn after developing engine problems mid-flight.

<http://bit.ly/2T887LY>

<http://bit.ly/2OGz5Mt>



Boulton Wanderers

On 12 July 2019, The *Eastern Daily Press* reported on an aviation exhibition, which would shed light on Norwich's pivotal role in the First World War. The exhibition, supported by the National Lottery Heritage Fund, and called '**Taking To The Skies**' took place at the International Aviation Academy near Norwich Airport on 21-22 July and delved into the history of aircraft manufacturers, Boulton and Paul.

The firm was founded in an ironmonger shop in Norwich in 1797, but rose to prominence during the First World War as a Sopwith Camel aircraft supplier. It was at Boulton and Paul's former

there until 1963.

The company was a forerunner to today's aircraft industry and Blackburn chose the location due to its proximity to the Humber, which was perfect for working with seaplanes. The plaque, supplied by The Transport Trust, was set to be unveiled by Robert Blackburn's daughter, Janie Rayne, on the gatehouse at the entrance to the park.

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



Ellis etched in stone

The folks at Bellville, Ontario did their fallen First World War heroes proud recently, with the names of three casualties of the conflict being added to the city's war memorial to correct an oversight going back to 1923. One of the three being remembered was pilot Flight Sub-Lieut. Ellis Vair Reid. Reid, 27, was a fighter ace with 10 Squadron RNAS and a winner of the Distinguished Service Cross.

Born in Belleville, Reid later moved to Toronto, and recorded 19 victories on Sopwith Triplanes before he was killed in

production site at Mousehold Heath in Norwich where the most Camels were manufactured in the UK. The exhibition featured models of the Sopwith Camel alongside new research on the firm, uncovered in archives at the Heritage Library in The Forum in Norwich.

See <http://bit.ly/2M1tkGU>

<http://bit.ly/2ZBH6TE>



All Aboard for Cuffley

VC winner William Leefe Robinson was honoured by *Govia Thameslink Railway* managers and Cuffley parish councillors with a plaque unveiled at the village station on 11 May 2019. Robinson, as readers will know, was the first man to shoot down the first German airship over Britain on the night of 2/3 September 1916. The airship, SL-11, fell in a mass of flames at Cuffley, Hertfordshire.

The railway station plaque replaces a nameplate that had been on one of the oldest Great Northern trains, which is being retired and will remain on the wall of the station for posterity. One of Leefe Robinson's great nephews, Christopher Irwin, was at the official plaque unveiling in Cuffley to tell the assembled audience about 'Billy's' achievement and the impact on the family.

Leefe Robinson died in December 1918, a month

action. He did not return from a flight on 28 July 1917 and it is believed that he may have been shot down by anti-aircraft fire.

See the article in the Community Press dated 15 July 2019: <http://bit.ly/31ei5yi> and check out the Canadian Virtual War Memorial for more on Reid: <http://bit.ly/2YERhd7>



Mail Fail

David Fuller in Toronto has contacted *WitW* about the story we covered about the first post by air mail carried by 120 Squadron's Lieutenant Leslie Pearce-Gervis in March 1919. David has asked me to specify that Pearce-Gervis was carrying the first UK air mail as a Canadian pilot had already carried the mail by air in June 1918. The location was at an airfield not far from David's house and he has kindly provided a link about the historical plaque that marks the achievement.

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

after the war ended, when he returned to the UK from being a prisoner of war and contracted influenza.

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



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.

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



A South African in France

WitW doesn't come across that many articles about the South African contribution to the Royal Flying Corps. It was, therefore, pleasing to read the 21 June 2019 post on the *Defence Web* portal about SE5a pilot Major Cecil Robert "Tommy" Thompson. It's taken from an original article published in the late 1960s.

Tommy had served in both the German West and East Africa campaigns, eventually being discharged due to malaria. During his recovery, the recruitment campaign undertaken by Major Allister Miller DSO in Cape Town resulted in Tommy volunteering for the RFC.

Tommy eventually saw service with 84 Squadron RAF in May 1918, as his training had been delayed due to an accident. However, by September his war was over. His flight had completed its patrol and, when coming out of a cloud bank, Tommy spotted nine German balloons and attacked. In the ensuing combat with a group of Fokkers he sustained injuries to his shoulder and jaw.



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.



From Russia with (Pilot) Gloves

On 24 May 2019, a new memorial was unveiled at St Pancras and Islington Cemetery at the grave of Russian aviation pioneer Victor Dibovsky. Dibovsky

Tommy was awarded the DFC for this final encounter, in which he accounted for one balloon and one Fokker. The article also provides useful information on Tommy's post war flying career in South Africa and service in the Second World War.

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



Photo-Shoot Snaps Up CCI Prize

Every summer, the **Guild of Aviation Artists** stages 'Aviation Paintings of the Year', a major exhibition at the prestigious Mall Galleries in Central London, where over 400 works were on show. It is the largest exhibition of its kind in the world and this year's exhibition ran from 22 – 28 July 2019.

The winner of this year's **CCI Prize** for Best WW1 Aviation Painting was Graham Turner's wonderful oil painting, 'Photo-Shoot'. High commended by the CCI connoisseurs was James Colthorpe's 'Naval 8's Triplanes'.

was the first pilot to detect a submerged submarine in 1911, and the first Russian to use radio on an aircraft. In 1912, he covered the distance between Sevastopol and St Petersburg in a record time of 25 flight hours. In 1913, he designed an aeroplane, 'Dolphin', with outstanding aerodynamic qualities.

During the First World War, Dibovsky was part of 20 Corps aviation group, earning numerous honours. He was also the inventor of the Scarff-Dibovski synchronization gear, used by the Royal Naval Air Service.

In 1916 he came to London as head of the Russian Naval Air Mission. The revolution prevented him from returning to Russia. In 1953, he died in London and was buried in a pauper's grave, which was identified following research in 2011.

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



Rees' Pieces

An aircraft, normally used to carry the Royal Family and VIPs, has been named after Group Captain Lionel Rees who was awarded the Victoria Cross for gallantry on 1 June 1916 after single-handedly taking on 10 enemy aircraft. Following the naming ceremony on 21 June 2019 at RAF Valley, the

In Brief

Alveston House Hotel, near Bristol “must be saved” to remember aviation pioneer Captain Frank Barnwell, reported the BBC News website on 26 June 2019. The Georgian building, once owned by Barnwell, the chief designer at the Bristol Aeroplane Company, is due for demolition. The building houses a blue plaque in memory of the famed aeronautical engineer, best known for designing the Bristol Fighter.

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

The *ukaviation.news* website on 27 July 2019 reported that the owners of Old Sarum Airfield, near Salisbury, have given aircraft owners notice to leave the airfield as they plan to wind down the site.

Old Sarum has seen continuous flying operations since 1917 and it is not clear as to whether flying will continue in any form at the site after the deadline of 31 October 2019.

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

Finally, a report on the *Sunlive* website on 21 July 2019 explained that the model of a historic monoplane previously displayed at the Auckland Museum of Transport and Technology, has been put in the safe hands of a local group of aviation enthusiasts. It's claimed that Richard William Pearse successfully flew and landed a powered heavier-than air

aircraft made a special flypast over Rees' home town of Caernarfon. The crowds included Rees' son and daughter, who were making their first visit to the town.

Details of the event can be found here: <http://bit.ly/2Yors1m> and <http://bit.ly/2MHydEs>

However, there was a far more interesting editorial posted by *Tribune 242* in the Bahamas on 2 July 2019. It highlights the human side of Captain Rees and the legacy and family he left behind and makes for poignant reading. Aged 61, Rees fell in love with a young Bahamian woman, just 18 years old, and after their marriage, faced the most heroic of all his battles, against discrimination. As the article puts it: *'the white oligarchy ... rose up in horror at the thought of a recognised aviation pioneer and icon who trod on tradition and wed a black Bahamian he first met as his maid.'* Indeed, after Rees' death, his wife Sylvia suffered many indignities but fought the system at every turn.

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

In Memoriam

As *WitW* was going to press, news reached us about the death, aged 96, of Air Vice Marshal Sir Freddie Sowery on 24 July 2019. He was, of course, Past President of Cross & Cockade International and the Society benefited greatly from his support over many years. Here is a link to the excellent Daily Telegraph obituary - unfortunately behind a paywall: <http://bit.ly/2T6xkGR>

I also noted that, on 4 May 2019, Tommy Sopwith died aged 86. He was the son of aviation pioneer

machine nine-months before the Wright Brothers. The model will have pride of place in a new home following restoration.

<http://bit.ly/2T9nOCB>



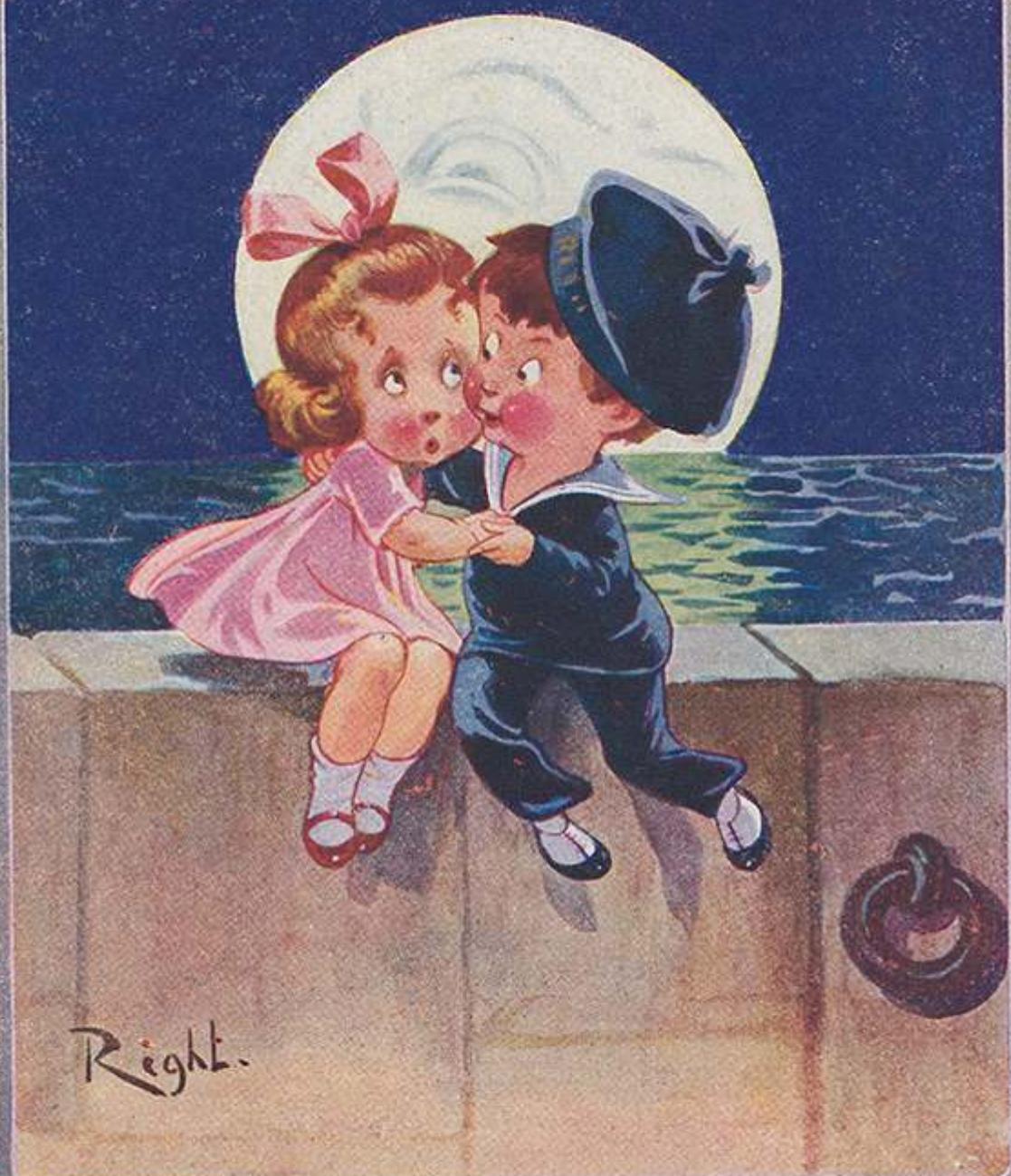
!!!! CAVEAT EMPTOR !!!!

Ebay is a wonderful resource for those seeking photos and ephemera relating to our favourite subject. Many of us spend hours sifting through the masses of items available, looking for nuggets of "gold" to add to our collections. However, to seriously misquote a Yorkshire saying, "where there's brass there's muck" - and recently there's been a spate of supposedly original items, with dubious provenance.

This one takes the biscuit, though. I guess it's supposed to be original rudder fabric from Billy Bishop's famous Nieuport, **B1566** - except someone's not done his research!

!!!! BUYER BEWARE !!!!!

TOM Sopwith (1888-1989). Another recent loss was actor Jeremy Kemp who died on 19 July 2019 aged 84. In 1966, Kemp starred in *The Blue Max* as Lt Willi von Klugermann, the fighter pilot who took Bruno Stachel (played by George Peppard) under his wing.



- THE MOON SHINES
- BEWARE OF ZEPPELINS
LA LUNE NOUS REGARDE.

2754

Written by David Marks, edited by Andy Kemp
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