

Andy Kemp

From: Cross & Cockade International <email@crossandcockade.com>
Sent: Monday, November 25, 2019 11:48 AM
To: Andrew
Subject: Wind in the Wires 31

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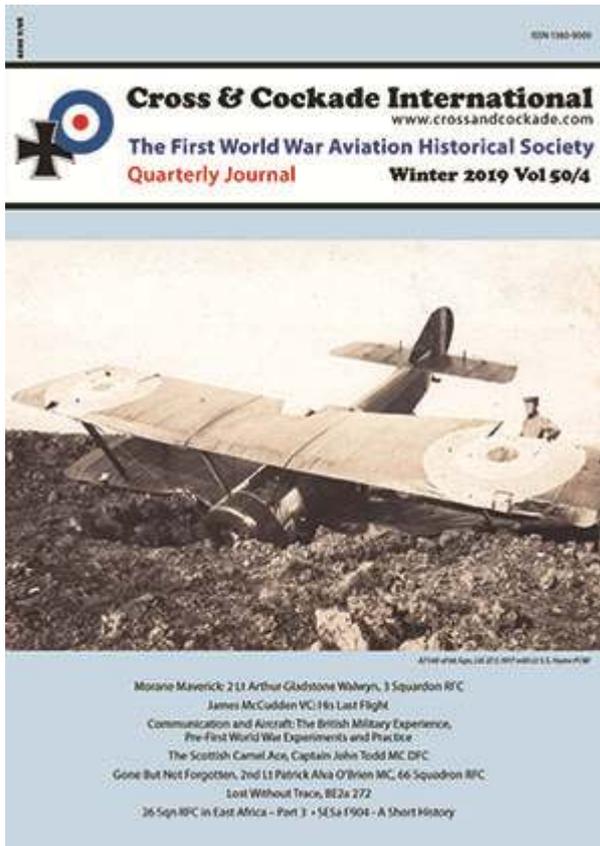
Cross & Cockade International

The First World War Aviation Historical Society

Wind in the Wires

Welcome, dear subscriber, to the thirty-first edition of **Cross & Cockade International's** quarterly newsletter, **Wind in the Wires**.

Following an exhaustive search for aviation stories broadly spanning the First World War period, these are distilled into a handy digest for you to read at your leisure. Unashamedly, it is also a chance to showcase our venerable society and our Committee's hard work in bringing to its members a highly-respected journal, now in its fiftieth year of publication, and other delights such as our popular calendar and an ever-expanding range of books and monographs. In particular, I would urge you to get hold of a copy of **Jewish Flyers in the World War**, a historically important book that **Cross & Cockade** was proud to publish this year <http://bit.ly/2GPigZ6>.



Volume 50 issue 4 (Winter 2019) is now at the printers and will be landing on doormats far and wide very soon.

If you are not already a member, please consider taking the plunge and join us and have a say in the future of the Society. Our Membership Secretary, [Andy Kemp](#), would be happy to discuss all of the options with you.

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 to sample 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		

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!](#)



Closure for the Monds

The grief of Angela Mond over the loss of her pilot son, Francis, was the backdrop to a widely reported story released to promote the publication of Richard van Emden's latest book, '**Missing – The Need of Closure after the Great War**'.

The article in the *Daily Express* of 9



November 2019 provides the background to Mond's torrid wartime experience to include extracts from his diary and letters home. The 20 year old pilot was posted to C Flight, 16 Squadron RFC, based at Chocques, in June 1915 but, by September, he was a patient at the Special Neurological Hospital for Officers in Kensington, traumatised after surviving a heavy crash. Following the German's Spring Offensive in March 1918, Mond was back in France, flying vital bombing raids for 57 Squadron RAF over enemy positions.

On 15 May 1918, Mond's DH4 (A7645) was shot down and he was killed instantly alongside his Canadian observer, Edgar Martyn, after combat with three enemy machines. However, the location of their graves was lost and so began one of the most extraordinary private investigations undertaken in the aftermath of the war. Angela Mond embarked on an exhaustive personal quest to find her son, which took until 1923. In the meantime, as she searched, Angela bought the ground on which her son's plane had crashed and erected a private memorial, which still stands today.

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

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

Flying for Jamaica

William R Clarke made history when he became the first black pilot to fly for Britain during the First World War. Born in Kingston, Jamaica, on 4 October 1895, he was a mechanic and also one of the first Jamaicans to learn how to drive. The report on the *Jamaicans.com* website 20 October 2019 was a timely reminder of his service.

Clarke gathered the money to travel to England and, on 26 July 1915, he joined the Royal Flying Corps, eventually rising to the rank of Sergeant and served with 4 Squadron RFC and 254 Squadron RAF. He began his service as a driver for an observation balloon company and earned his wings on 26 April 1917, receiving Royal Aero Club certificate number 4837.

During a reconnaissance mission behind German lines in an RE8, he and his observer, 2Lt FP Blencowe, were attacked by five German planes. Clarke took a bullet to the spine and Blencowe managed to bring the plane back, but it crashed during a forced landing near Godewaersvelde.

Clarke recovered from his wounds and returned to active duty as a mechanic in England and was honourably discharged on 24 August 1919.

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

<http://bit.ly/37CeYV8>



Orford(ly) Interesting

The 60 years of science and military secrets that surrounded Orford Ness on the remote Suffolk coast was the subject for a detailed analysis by *The Register* on 24 September 2019.

The evolution of Orford Ness from marshy backwater to a central part of Britain's weapons development programme first began in 1913, when the War Office purchased part of the Ness to act as a base for the fledgling Royal Flying Corps. The site's isolation, surrounding flatness and proximity to the sea were all considered important pre-requisites. In 1915, the Ness became co-host to what was known as the RFC Aeroplane Experimental Research Station, acting as a satellite of the larger aerodrome at nearby Martlesham.

The research carried out was wide-ranging and included aircraft camouflage (the RFC's original dark green varnish was given the acronym NIVO for Night Varnish Orfordness). The site of the original airfield has now been reclaimed by marshland, partly thanks to serious flooding in the mid-1950s and partly due to the work of the National Trust, which now owns most of the Ness, to manage



A Neglected Memorial

An overgrown and neglected plaque marks the spot where **Denys Corbett Wilson**, a 27 year old Royal Flying Corps officer, took off in his Bleriot XI on 22 April 1912. This memorial in Harbour Village, Fishguard, commemorates the first man to cross the Irish Sea by aeroplane.

An article in the *County Echo* on 3 October 2019 explains that the plaque had been donated by Fishguard and Goodwick Town Council and unveiled on the 75th anniversary of the flight. Deputy Mayor Cllr Jackie Stokes has launched a campaign to give the memorial a well-deserved clean up after a local resident discovered the plaque while he was out picking blackberries and brought it to her attention.

On 10 May 1915, as a Lieutenant serving in 3 Squadron RFC, Corbett-Wilson and his observer, Captain Isaac Newton Woodiwiss, were on a reconnaissance mission in a Morane Parasol when their aircraft was struck by an enemy shell. Both were reported to have been killed instantly and are buried side by side in the Cabaret-Rouge British Cemetery, Souchez.

its return to a status more akin to before the military arrived.

Recommended, especially if you fancy a visit:

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



Reading about Read

Leonard E Read was the founder of the Foundation for Economic Education and, on 26 September 2019, its website detailed 10 fascinating aspects of his life and persona. Of interest to *WitW* readers was Read's First World War service following his enlistment in the Aviation Section of the US Signal Corps in 1917. Although recommended for pilot training, his squadron was ordered to France and the eager Read decided to go as a rigger.

His journey across the Atlantic was eventful as his transport ship was torpedoed and Leonard was the last man to escape the sinking ship. Later working as a rigger in England, he joined a pilot on a hair-raising test flight. Reid's return home was also not without incident, as his ship caught fire at sea!

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

<http://bit.ly/37ynGU2>

<http://bit.ly/2roNX6Y>



Yalies train to fly

An interesting article posted on *The Island Now* website on 3 September 2019 recounted the story of the creation of a prestigious aviation school and the Yale students that trained there.

The ideally located school at Port Washington in New York State was the brainchild of retail magnate Rodman Wannamaker, an important early backer of transatlantic flight development. Whilst the outbreak of the First World War thwarted his plans, he turned his sights to the creation of a new training centre for aspiring pilots, which would be managed by the Curtiss Aeroplane Company. At the same time in New Haven, Yale student Trubee Davidson had an idea to recruit fellow students to train as pilots in preparedness for entrance into the war raging in Europe. He wanted four teams of three to be cross-trained in the roles of pilot, observer and anti-aircraft gun operator. His father agreed to finance the project and contracted with the Wannamaker School to provide training,



Tasmanian Devil

The forthcoming centenary of the first flight across the Bass Strait was the catalyst for local author, Pirrie Shiel, to celebrate the life and times of First World War pilot Arthur Leonard Long. The *ABC News* article posted on 17 September 2019, explains how the intrepid 23 year old Tasmanian pilot, flying a Boulton Paul P9, successfully completed the challenge on 16 December 1919 using an ingenious self-filling oil mechanism.

Long landed at Port Melbourne 4 hours and 10 minutes after leaving Stanley on the Tasmanian coast. His achievement is not better remembered in Tasmania because he never returned home, going on to become a successful stockbroker.

Long had served for three years in the Australian Imperial Forces, before joining the Australian Flying Corps. Ms Shiel believes Long was inspired to fly by his

even purchasing an aeroplane, the 'Mary Anne', to get them started.

So, in the summer of 1916, a dozen Yale students went to learn how to fly. They called themselves the First Yale Unit, which would ultimately train 29 pilots to serve in the conflict as the First Naval Aviation Unit.

<http://bit.ly/37xE9rM>



To Boldly Go

Should the US Space Force adopt naval, maritime, rank structures in order to develop a separate and unique service culture? This has, evidently, generated a great deal of discussion Stateside.

In an article on the *Space Review* website posted on 7 October 2019, the writer argues that the US Space Force should follow the example of the Royal Air Force and determine new ranks and not just simply adopt existing Army or Navy ranks. An informative table in the article sets out five historical or proposed officer

uncle and best friend from his youth in Hobart, Audubon Palfreyman (27 Squadron), one of about 200 Australians recruited by the Royal Flying Corps. Long flew a number of low-flying bombing missions over France and Belgium, targeting retreating troop trains and aerodromes.

<https://ab.co/2KOVa70>



Air Race Exhibition Opens

WitW 29 brought readers the story of the Great Air Race of 1919 where, in response to a challenge by the Australian Government, Capt Ross Smith and Lt Keith Smith and their mechanics flew from England to Australia in 28 days in a modified Vickers Vimy bomber.

Now, a free exhibition celebrating the event has opened at the State Library of South Australia in Adelaide. The exhibition runs to 5 April 2020 and highlights include the rarely seen medals awarded to Keith and the 'flying wings' won by the brothers, which were subsequently taken into space in 1996 by Australian astronaut doctor Andy Thomas.

rank structures for the RAF and compares them to their equivalent grade in the US. The RAF abolished RNAS rank for its officers and used RFC rank until 1 August 1919, when a proposed RAF unique rank structure was considered and rejected in favour of a blended rank structure that remains in place today.

Of interest to readers will be three wholly new ranks proposed in 1919; Reeve, Banneret and Ardian. Reeve was termed from its Anglo-Saxon definition as a local official. Banneret is a knight who commanded his own troops in battle under his own banner and the flag rank, Ardian, was structured after the Gaelic terms for chief (Ard) and bird (Ian).

Read more here and keep watching the stars at:

<http://bit.ly/35vLJ4g>



Aussie Medals Come Home

A final piece in the history of a highly decorated airman has finally been put in place, reported the *Brisbane Times* on 22 October 2019. Flight Commander Alfred Clarence Youdale, 28, from Ashfield, New South Wales, 'knew not fear' according to

<http://bit.ly/37zKuD9>

<http://bit.ly/2Oh09PY>

Also, a related book **Anzac and Aviator: The Remarkable Story of Sir Ross Smith and the 1919 England to Australia Air Race** by Michael Molquentin was published on 1 October 2019. It draws on the extensive collection of Smith's private papers and there is an in-depth review and analysis available by Brett Holman on his Air-minded blog

<http://bit.ly/2XHNPv5>



Keep on Truckin'

On 5 September 2019, *Warbirds News* posted details of a new display of an important vehicle at RAF Museum Cosford. What looks to be an unremarkable Bedford MWC 15cwt truck, opens a window into the life and times of the founding father of the RAF, Viscount Hugh Trenchard. The modified truck was used to tow the trailer carrying Trenchard's coffin for its funeral procession from the Air Ministry in Whitehall to Westminster Abbey on 21 February 1956. The ashes of the man, who, arguably, single-handedly laid the

his 1917 obituary.

At a handover ceremony, the Australian War Memorial has received a set of military medals that had been lost for 40 years. The Military Cross and two additional Bars were awarded to Captain Youdale for a series of courageous actions in late 1917. Born in 1889, working as a commercial traveller before the war, Youdale signed up in 1916 and served in Gallipoli before transferring to the Royal Flying Corps.

A member of 21 Squadron, Captain Youdale was killed in action on the afternoon of 23 December 1917, when his aircraft was hit by anti-aircraft fire. His body was not recovered, and he is commemorated on the Arras Flying Services Memorial. The article includes contemporary newspaper quotes citing his bravery.

The medals were lost while being transferred to Australia in 1969, and only re-appeared in 2009 when they were discovered at a small branch of the Royal New Zealand Returned and Services Association.

<http://bit.ly/2ODg0Y4>

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

foundations for the RAF, were laid to rest in the RAF Chapel.

The truck has undergone conservation by the Museum's volunteers from the Conservation and Engineering team. The historic vehicle had been in storage for many years and had last been on display in 1968.

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



A Peak(y) at Mosley

The fifth series of the BBC's flagship drama, **Peaky Blinders**, ended in September 2019 and introduced Oswald Mosley as the Shelby family's latest antagonist. Mosley is poised to return in series six and the *Town & Country Magazine* ran an article on 27 October 2019 about the controversial political figure.

The article briefly mentions Mosley's



Russian Honours

The crew of a Russian passenger plane that crash-landed in Siberia during an emergency landing are to be awarded state honours, reported *Russia Today* on 22 August 2019. Two crew members died in the incident, while all of the passengers survived. First officer Sergey Sazonov and stewardess Yelena Laputskaya, who evacuated the passengers, will each receive the Nesterov Medal.

The honour, which is awarded to flight crews for bravery, is named after aviation pioneer Pyotr Nikolayevich Nesterov, famous for performing history's first loop in 1913 in a Nieuport IV. Nesterov also became the first pilot to destroy an enemy airplane in flight as, on 8 September 1914 (25 August 1914 Old Style Russian calendar) he used his Morane-Saulnier Type G (s/n 281) to ram the Austrian Albatros B.II reconnaissance aircraft of observer Baron Friedrich von Rosenthal and pilot Franz Malina from FLIK 11 near Zhovkva. Both planes crashed and all three flyers were killed.

service in the Royal Flying Corps in 1915. By Christmas 1914, the young volunteer was flying as an observer. He gained his pilot's certificate, but showing off in front of his mother at Shoreham in May 1915, he crashed his plane and broke his right ankle. Mosley's autobiography, 'My Life', published in 1968 has a lengthy chapter on his First World War service.

<http://bit.ly/34syuB6>

Whilst in the world of TV, a mainstay of the schedules is **Aces High**, Jack Gold's 1976 film starring Malcolm McDowell. On 26 October 2019, the Screen Rant website ran a short article acknowledging the film's status as one of the most underrated anti-war film ever made. Read it here:

<http://bit.ly/2ODtK5i>



Proud as Punch

On 22 October 2019, *Fort McMurray Today* posted an article on the life of a pioneer in Canadian aviation, CH 'Punch' Dickins, a First World War fighter pilot. He has been commemorated with a plaque at Snye Point Park, where he regularly landed his float plane.

<http://bit.ly/37yKgMt>

<http://bit.ly/2sf0jPp>



Hooton Hangars Update

Following up from articles in earlier issues of *WitW* (numbers 8, 15 and 22 to be exact), I was pleased to note that the final phase of works has recently been completed to repair the roofs and structures on two of the three Grade II* Belfast Hangars (the central and southern) at the iconic Hooton Hangars, Ellesmere Port, Cheshire.

More than 100 years ago, the War Department requisitioned land at Hooton Park. By 1917, it was the home of Royal Flying Corps squadrons where pilots trained for action. The three aircraft hangars were built in 1917 to house the planes and no single piece of timber in the roof structure was more than 6 foot long.

The 'Belfast trusses', developed in the shipyards of Northern Ireland, were strong and cheap to build but prefabricated buildings of this kind were never intended to last over 100 years. The hangars were used for aviation

Clennell Haggerston Dickins (see also *WitW 29*) was born in Portage la Prairie, Manitoba, and enlisted in the Canadian Armed Forces; joining the Royal Flying Corps in 1917. He piloted reconnaissance and bomber missions, flying the DH9 with 211 Squadron RAF, and was awarded the Distinguished Flying Cross in 1919, aged just 20.

He was a pioneering bush pilot in the 1920s and 1930s, logging more than 1.6 million kilometres of flights in the arctic and across the north and continued serving as an officer in the Royal Canadian Air Force when it was established in 1924. Following his military service, he flew mail into isolated northern communities for Western Canadian Airways.

<http://bit.ly/2QOM6CW>



East Asian Airstrike

On 2 November 2019, the Asia-Pacific based *The Diplomat* posted an interesting article, which claimed that the first seaborne air strike was not the RNAS raid on Cuxhaven on Christmas Day

purposes until after the Second World War and subsequently by the Vauxhall motor company.

<http://bit.ly/33h3G5d>



Branch Meetings

York

The last meeting of 2019 took place on 16th November - but the ever-efficient Neal Stride has already got a schedule of meeting dates together for 2020. Make a note in your shiny new 2020 diary:

- February 15th
- May 23rd
- September 5th
- November 14th

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

1914, but actually took place on 6 September 1914 during the siege of the German colony in Tsingtao, China.

The Japanese aircraft carrier, Wakamiya, which had been converted from a transport ship, was equipped with four locally built French Maurice Farman MF.7 biplanes. One of these aircraft conducted a bombing raid on a warship of the Austro-Hungarian Navy, the Kaiserin Elisabeth, and a German gunboat. However, the hand-dropped bombs failed to hit either vessel. Despite anti-aircraft fire from rifles and machine guns, the MF.7 was able to safely return from its sortie.

The Wakayima hit a German mine on 30 September 2014, but the four seaplanes continued to bomb the German positions throughout the siege. One of the seaplanes was eventually shot down by the German's sole functioning aircraft, piloted by Lieutenant Gunther Plüschow, who claimed that he shot down his Japanese adversary with his pistol. Plüschow also conducted at least one air raid on the Japanese blockading fleet, dropping two bombs.

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

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.





Jenny from the Block

(revisited)

In *WitW27*, I mentioned the rare block of 1918 US stamps, which have the image of the iconic First World War training aircraft printed upside down. Only 100 'Inverted Jenny' stamps are known to exist and a missing example had just been discovered in September 2018.

As proof of the value of what has been called 'one of the greatest items in world philately not only in terms of its unique status but also for its tremendous eye-appeal', a unique centre-line position block of four stamps from the original sheet of 100 was sold at auction on 27 September 2019 in New York. The price, including buyer's premium, was \$1,740,000. A single example of the stamp also sold for a cool \$510,000.

<http://bit.ly/2KOR2UB>

<http://bit.ly/2qHTFR5>

Honour for "Black Mike" McEwen

Staying in Canada, I note that on 18 November 2019 five inductees into Canada's Aviation Hall of Fame were announced. One of those honoured is **Clifford MacKay McEwen**, a fighter pilot from the First and Second World Wars.

McEwen enlisted with the Canadian Expeditionary Force in 1916 before transferring to the Royal Flying Corps. He flew the majority of his war in Italy, distinguishing himself as a Sopwith Camel pilot as a founding member of 28 Squadron, scoring 27 victories. McEwen then joined the fledgling Canadian Air Force in England and remained in uniform after war's end, serving as part of the Air Board and the inter-war Royal Canadian Air Force.

<http://bit.ly/34szvZW>

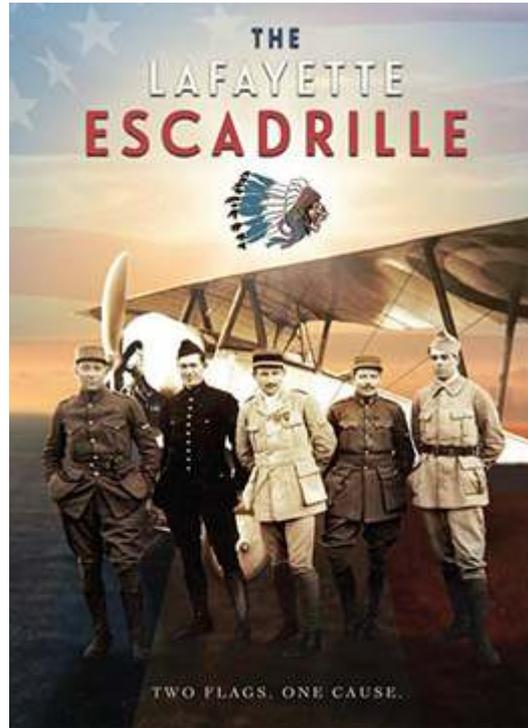


In Brief

Burnham-On-Sea's 290 Squadron Detached Flight Air Cadets hosted a nostalgic return visit by a couple who initially gave an aircraft propeller to the group over 50 years ago, reported the local website on 13 November 2019. The propeller was fitted to Wolseley Viper aircraft engines in SE5a and Spad aircraft and was handed down by the family of Walter Rigler, who enlisted as an Aircraft Mechanic 1st Class in the Royal Flying Corps in 1917.

<http://bit.ly/2ODgz4h>

Author Mark Wilkins examined the psychological impact of First World War aerial combat and the disorder known as "aeroneurosis," a nervous condition brought on by flying in an event was hosted by Smithsonian Associates on 16 September 2019. In a two hour lecture (see the link below) he talks about diary entries from pilots who experienced this



Lafayette Escadrille Documentary

On 9 November 2019, the Air Force Museum Theatre at Wright-Patterson Air Force Base in Dayton, Ohio, presented the world film premiere of '**The Lafayette Escadrille**'. The feature length documentary, filmed on both sides of the Atlantic, tells the story of a US unit of volunteers, under French command, who came forward to fight for France during the First World War.

The production was filmed at more than 40 locations in France, drawing on more than 20 interviews and thousands of original artefacts, letters, memoirs and photographs. This is the only American story that covers the entire duration of the war, from one end of the Western Front to the other. Raoul Lufbery III, great grand-nephew of Major Raoul Lufbery (the Escadrille's leading ace and celebrated

condition and explores their lives after the war.

<https://cs.pn/35vYlmx>

On 29 August 2019, there was a post on *The Aviation Geek Club* website about **Ronald Garros** - The playboy who invented air combat and became the first fighter pilot. Some nice photographs and punchy prose makes this a diverting read.

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

Finally, fans of early aviation might like a rather jolly article in the *Yorkshire Post* on 27 October 2019. It recounts the development of the Air Races held in Yorkshire and the famous Doncaster event held 110 years ago. The air races were quickly nicknamed 'the aeroplane St Leger' and became a vast public relations and logistical exercise.

<http://bit.ly/34kIXi8>

Forthcoming Seminars

League of World War I Aviation Historians

[\(https://www.overthefront.com/\)](https://www.overthefront.com/) is currently working on preparations for the League's 2020 Seminar, slated to be at the National WWI Museum in Kansas City, Missouri. If ever there was a time for Cross & Cockade members to attend, this is it! The venue is the premier First World War historical preservation facility in the

lion owner), said, '*The filmmakers have done a wonderful job telling this amazing story of remarkable Americans fighting for righteous causes for all mankind.*'

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

I also found this teaser for the documentary on YouTube:

<http://bit.ly/35rzXlf>



Lots to look at

A heads up for **Dix Noonan Webb's** upcoming Orders, Decorations, Medals and Militaria Auction on 11/12 December 2019. There are some mouth-watering lots with fascinating First World War aviation content, including a 'Salonika Front' DFC group of four awarded to Flying Officer Frederick Dudley 'On Line' Travers (see picture), who is credited with 12 victories flying with 47 and 150 Squadrons between December 1917 and September 1918. There is plenty of background information as part of the lots' description.

Another standout lot is an inter-war 'Kurdistan' DFC group of five awarded to Bristol Fighter pilot, Squadron Leader Alan Thomas Kingston Shipwright, who was shot down east of Ypres on 16

U.S. The tentative dates for diary are Thursday 22 October through to Saturday 24 October 2020.

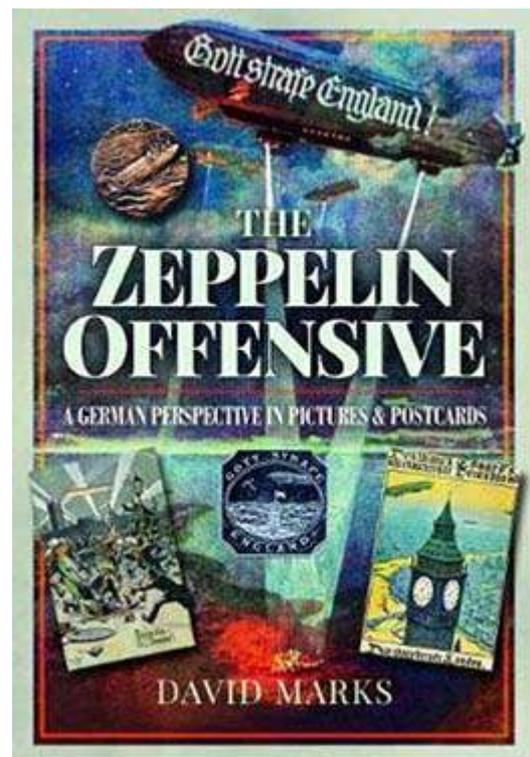
Also, following on from the success of its 2017 International Convention, the Airship Association is now planning to hold another in 2020 in Bedford. The proposed dates are from Wednesday 30 September (reception) to Saturday 3 October 2020 (model flying regatta). The 2020 event will be held jointly with the Airship Heritage Trust and the two day seminar days will include more historical material than in the previous event, which something that Cross & Cockade will be happy to supply! Next year will be the 90th anniversary of both the R100's successful return flight to Canada and the tragic crash of the R101 and an exhibition to commemorate the latter event is planned to open at Bedford's Higgins Museum on the final day of the Convention.

<http://bit.ly/2OgZjTx> or email Dr Giles Camplin at giles.camplin@gmail.com for further details.

August 1917, whilst serving with 19 Squadron (Spads). Taken prisoner of war, Shipwright was a persistent escaper and was one of the 'Holzminden Tunnellers', taking part in the largest and most celebrated POW escape of the war on 24/25 July 1918. What caught my eye was that Shipwright is recorded as being on an intruder patrol on 2/3 September 1916 when Lieutenant William Leefe Robinson shot down the airship SL11 at Cuffley.

<http://bit.ly/2pMhBm5>

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



The Zeppelin Offensive

It would be remiss of me not to use the medium of *WitW* to spread the word about my latest book, **The Zeppelin Offensive - A German Perspective in Pictures and Postcards**, which was

published in October 2019.

Books on the Zeppelin raids during the First World War have, traditionally, focused on the direct impact on Britain, from the devastating effects on towns and cities to the technological and strategic advances that eventually defeated the 'Baby Killers'. Drawing on postcards and other period memorabilia from my own collection, I have told the story of the Zeppelin during the First World War from a viewpoint that has, I believe, rarely been considered - Germany itself.

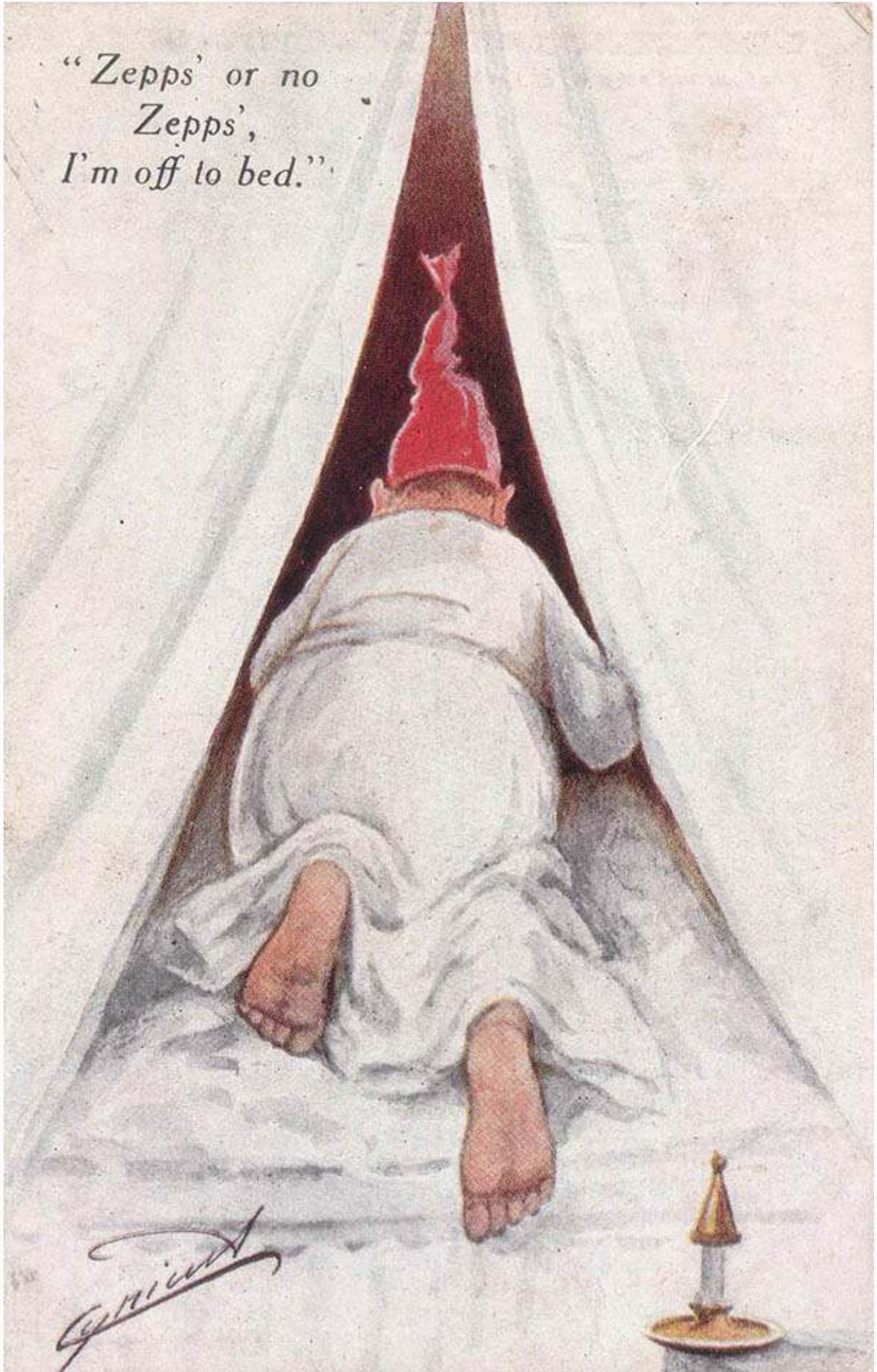
Please see the link to the Pen & Sword website for more information:

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

Also, items from my collection form part of Ian Castle's upcoming February 2020 release, *The First Blitz in 100 Objects*. More on this book soon! Finally, another nudge for you to buy the excellent '**A History of the Eastbourne Aviation Company 1911-1924**' for a mere £5 (plus UK p&p):

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

“Zepps’ or no
Zepps’,
I’m off to bed.”



Written by David Marks, edited by Andy Kemp
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