

Andy Kemp

From: Cross & Cockade International <email@crossandcockade.com>
Sent: Thursday, February 20, 2020 5:37 PM
To: Andrew
Subject: Wind in the Wires 32

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

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

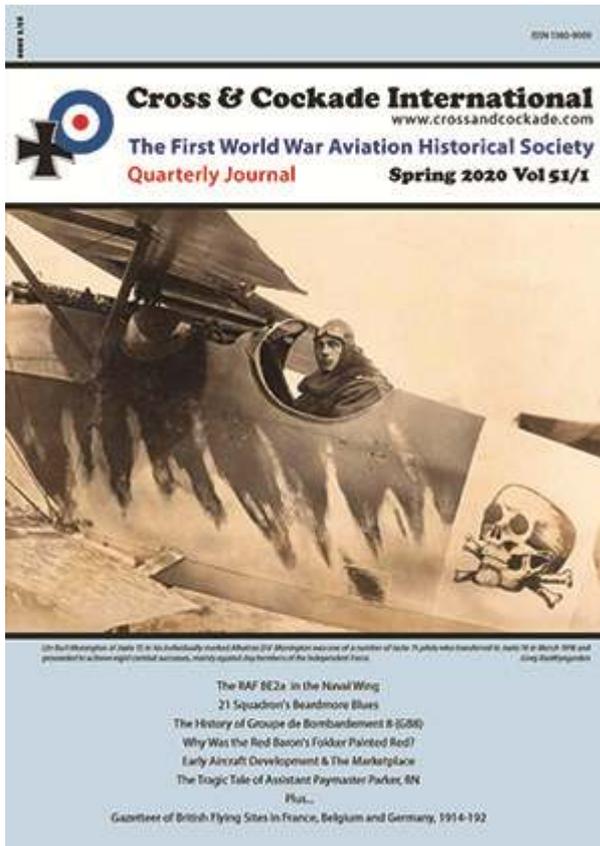


Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

Welcome, discerning reader, and thank you for continued subscription to **Cross & Cockade International's** quarterly newsletter, **Wind in the Wires**. We've reached our thirty-second edition, adding up to eight years of eclectic aviation content, and if you want to catch up on any of the past editions, the boffins behind our website have uploaded the first 28 back issues – just click here <https://bit.ly/2vTymyb>.

The **AGM** is on **18 April** at the **RAF Museum, Hendon**. It's a great opportunity to catch up with old friends and to meet other like-minded enthusiasts. The day is free to attend and non-members are more than welcome. If you haven't been to the Museum for a while, it's worth a trip to see the three new innovative galleries, exploring the first 100 years of the RAF, or you could take a wander around in the museum's multi award-winning First World War in the Air Gallery. Keynote speaker this year is **Jeff Jefford** talking on **ACCIDENTS - Investigation, Institutions and Attitudes, 1910-18**, but please stick around in the afternoon to hear my talk '**Not Only Good Things Come From Above: The Zeppelin Offensive – A German Perspective**'.



Volume 51 issue 1 (Spring 2020) will be making a smooth landing on doormats worldwide very soon and, as usual, will be jam-packed with rip-roaring tales, technical details and rare photographs. If you are not currently a member, please consider joining us. Our Membership Secretary, Andy Kemp, would be happy to chat with you [by email](mailto:andy@crossandcockade.com) or just click here <https://bit.ly/2V9lv5l> for more details.

Don't forget to visit the website for the latest news and to replenish your library with new and pre-owned books or just say hi to us on our burgeoning Facebook page [CrossCockade](https://www.facebook.com/CrossCockade) or getting tweeting [@CrossCockade](https://twitter.com/CrossCockade).

You can click [here](https://www.crossandcockade.com) 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.



Liddell's Miniatures Fetch a Big Price

The miniature VC and MC pair named to Captain John Aidan Liddell, Argyll and



Pocket Watch Relic from Fallen Flyer

On 25 November 2019, the *Ely Standard*, told its readers of an interesting First World War relic being sold by local auctioneers Rowley's. The item was a fitted case commemorating Lieutenant Eric Gordon Waters, Royal Flying Corps,

Sutherland Highlanders, and Royal Flying Corps were sold at Dix Noonan Webb's auction in Mayfair on 11 December 2019. The bravery medals, together with an extensive personal archive, sold for £5,000, reported the *Daily Mirror* on 20 December 2019.

Recently promoted to Captain, the 7 Squadron pilot was making a reconnaissance flight over Belgium on 31 July 1915 when his RE5 (serial 2457) was targeted by enemy aircraft. By the time he came to, after being hit, he had plunged 3,000ft and was still under fire. In addition to the excruciating pain in his leg, the RE5 had sustained heavy damage. Liddell regained control and flew for half an hour before landing in friendly territory, thereby saving the life of his observer, Second Lieutenant RH Peck. Liddell's leg had to be amputated but the operation failed and he died from septicaemia on 31 August 1915. He was posthumously awarded the Victoria Cross.

Liddell's body was repatriated and he is buried in Basingstoke Old Cemetery, Hampshire. His Victoria Cross was presented to his father by King George V on 16 November 1916. You can see the full sized medals on display in the Lord Ashcroft Gallery in the Imperial War Museum.

See <https://bit.ly/2wxOwOj> and <https://bit.ly/2vSbdfv> for the full auction details.

enclosing a pocket watch, with the back inscribed 2LT E G WATERS 6 SQN KIA JAN 24TH 1917 with an RFC cap badge and two RFC lapel badges. These items were returned to his parents and this evocative lot attracted a closing bid of £600 in the subsequent 7 December 2019 auction sale.

Eric Waters was flying over Belgium in a BE2g (7175) when he was shot and killed, leaving his gunner-observer sitting in front of him with no parachute and heading for the ground. Sergeant Fred Slingsby climbed from his seat and scrambled over the fuselage to where Waters was slumped at the controls. He safely took the plane back to British lines where he managed to land it, being awarded the Military Medal as a result. Waters is buried at Lijssenthoek Military Cemetery, Belgium and there is also a gravestone in the graveyard at Holy Trinity church, Forest Row, East Sussex.

<https://bit.ly/2V9pHCq>





Feng in Flight

There was an entertaining article posted on *The Journal of Alta California* website on 16 December 2019, which uncovers the story behind a forgotten early aviator denied a place in history for almost a century. The aviator was a Chinese immigrant named Feng Joe Guey, who came from Guangdong at a young age and eventually settled in Oakland with his uncle.

Feng made his first ascent in September 1909 but, as a non-citizen, he was unable to patent the fruits of his workshop labours, which along with his aircraft designs, included a version of wireless telegraph. Feng completed a public second flight in 1911 in Oakland, staying airborne for 40 minutes before landing without incident.

Feng travelled to China at the invitation of the soon-to-be president, Sun Yat-sen, who offered to make him a captain in the young country's air force. Feng brought one of his planes with him but in August 1912, he crashed into a bamboo field and died aged 28. His aircraft had stalled during an air show in front of a crowd of a

A Low Drone

To mark the launch of his new book, **The Dawn of the Drone**, author Steve Mills took a look at the forgotten genius behind the development of the world's first military drone for the *Londonist.com* on 15 January 2020.

Dr Archibald Montgomery Low was recruited into the Royal Flying Corps to develop the control system for un-crewed aircraft, covertly named 'Aerial Targets', to counter the Zeppelin menace. He also assisted with the development of an explosive bullet, which ultimately removed the need for an un-crewed aircraft to tackle enemy airships. However, by then Low's team had made such encouraging progress with their 'drone' remote control system that the military continued to support the project.

The first trial was held on 21 March 1917 at the Central Flying School at Upavon on Salisbury Plain with a full-sized monoplane aircraft responding to commands from the ground. The airframe and engine of the first drone were considered commonplace and not preserved. The top secret guidance technology returned with Low's team to Feltham and remained there until the 1950s, when Lord Brabazon, on Low's behalf, presented it to the Imperial War Museum in safe keeping.

See <https://bit.ly/32fFeIF>

thousand people.

Though he rarely merits a mention in China's history classes, Feng's hometown in Guangdong has become a pilgrimage site for aviation students. His family maintains the house where he was born as a small museum and, in Beijing, the China Aviation Museum includes a replica of one of his planes.

Recommended: <https://bit.ly/2P9OTFk>



Who you gonna McCall?

On 22 January 2020, the *Radio Canada International* website featured a piece on the 71st anniversary of the death of First World War ace, Frederick Robert Gordon McCall. He ended the war with 35 confirmed and 2 unconfirmed victories, two observation balloons and the Distinguished Service Order, Military Cross and bar and the Distinguished Flying Cross. He went on to become a barnstormer and founder of two commercial airlines and was then recalled as a Squadron Leader at various Canadian bases in the Second World War.



Colindale Tale

I thoroughly enjoyed *The Barnet Eye's* blogspot on 29 December 2019 '**Still Standing – Colindale's Hidden Aircraft Factory**'.

The unremarkable Kwik Fit motorists' centre on the A5 at Colindale is the last part of what was, in the First World War, the world's largest aircraft factory. The guest film and blog by Mark Amies is well worth a look and tells the story of the rise and fall of the site with a tour around what still remains and some interesting observations.

George Holt Thomas set up the rather grandly-titled Aircraft Manufacturing Company, also known as 'Aircro'; and around 1912 he decided to build a factory at Colindale beside the Edgware Road. It was where the series of Geoffrey De Havilland-designed combat aircraft were made, starting with the DH2 and finishing with the DH10. These aircraft were amongst the most successful in the Allied aerial inventory and a high attrition rate

After joining the Royal Flying Corps in 1917 from the Canadian Expeditionary Force, McCall had initial success as an RE8 pilot, earning a promotion to Captain and a transfer to 41 Squadron and given the SE5a to fly.

Post-war, his career as a barnstormer became well-known in western Canada when, in 1919, his engine failed just after take-off, and he crash landed on a merry-go-round at the Calgary Stampede. He and his two young guest passengers were unhurt. He later sold bits of the wrecked plane as souvenirs in order to raise money to buy another. He went on to found McCall Aero Corporation in 1920 and later the Great Western Airways. In Calgary, the airport was known as McCall Field for decades before eventually being renamed the Calgary International Airport.

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



Photographic First

On 10 January 2020, the *Air&Space Magazine* website took its readers back

meant that Airco were, at their height, producing a finished aircraft every 45 minutes.

Take a look at <https://bit.ly/39Qs5SS>



Peter Jackson's specialist flyer appeals

On 20 December 2019, the *Stuff.co.nz* website reported on the continuing legal travails of US-born **Eugene (Gene) DeMarco**. The 57 year old, previously in charge of building and flying filmmaker Peter Jackson's vintage aircraft, is appealing against his convictions and jail term for fraud and theft.

DeMarco was production manager and head pilot for The Vintage Aviator, which has a factory in Wellington and a hangar at Hood Aerodrome in Masterton for restoring and building replica First World War aircraft.

After a three week trial at the High Court in Wellington in August /September 2019, DeMarco was sentenced to two years and five months' jail on charges including frauds against the Vintage Aviator. The Court of Appeal has confirmed DeMarco

to origins of aerial photography during the First World War. The village of Neuve Chapelle was the first town ever to be mapped in this way as, prior to the March 1915 battle, the Royal Flying Corps defied the weather to take a vast number of aerial photographs of the German positions.

British aircraft photographed the town and surrounding countryside in detail prior to the planned attack. The images formed the basis for a map that was printed in 1,500 copies and distributed to the troops who would go into battle. The information was invaluable, as the battlefield could be studied and the location of potential counter-attacks anticipated. For the first time in British military history, the army was able to stage an attack with a full overview of the enemy's defence lines.

<https://bit.ly/2udc5uP>



Having a Ball

Pilots in the Second World War were greatly influenced by the legend of the diminutive lad whose forty-plus victories inspired a generation - 'He must fall.

has filed an appeal against his convictions and sentence. No date has been set for the hearing.

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



Photographic Fail

Staying with photography, the *Fake History Hunter* website posted a short article on 24 January 2020 on the infamous set of First World War dog fight photographs published in the 1930s. I covered this story way back in issues 6 and 10, so it's probably worth another airing now.

These photos were made by American model-maker and former RAF pilot Wesley David Archer in a plot together with his wife Betty to make a lot of money. By using models, wire, photographs and editing techniques the fakes were published in a bestselling book that made the claim they were taken by a pilot during the war.

Nobody might have ever known about the fraud until 1984, when the Smithsonian's National Air and Space museum received

Remember Ball!' Please take a look at Jill Bush's excellent blog on fighter ace **Albert Ball**, which she wrote for Historic UK in December 2019. Jill's book '**Lionel Morris and the Red Baron**' was published by Pen and Sword Books in June 2019 and was favourably reviewed in Vol 50/4 of the Journal.

I particularly liked the mentions in the blog of the three men in 11 Squadron RFC who influenced Ball in the summer of 1916, namely his squadron commander, Major Thomas 'Mother' Hubbard, Sergeant Foster, whose ingenious tinkering in squadron workshops gave Ball a flexible machine gun with a wide range of fire, and finally the diminutive Captain Cooper, the Kiwi who stood on tip-toe to fly.

Find out more about the famous fighter pilot and how he won the Victoria Cross before the age of 21 at '**A Century of Valour**' exhibition at Aviation Heritage Lincolnshire. It showcases Ball's personal artefacts, including his diary, family photographs and wallet.

Recommended blog at:
<https://bit.ly/2ueMmSN> and see
<https://bit.ly/2vONvkB> for your trip to Lincoln before 15 March 2020.

several items that had belonged to Archer long after he had died. Among these items they found images that showed that the pictures had been faked and documents that showed that the mysterious widow of the airman was actually Mrs Archer.

See <https://bit.ly/2V6b7M7>



Strutter Stutter?

More press coverage in December 2019 for our good friends at the **Air Preservation Society Scotland (APSS)**. This hardy band of retired aviation enthusiasts who have spent 20 years painstakingly recreating a Sopwith Strutter may, it was reported, have to sell it or move it to England due to a lack of funds. The story behind their incredible achievement will be lost to Scotland as a result.

Based at the East Fortune airfield in East Lothian, the aircraft is nearly ready to fly for the first time. However, the National Museum of Flight is now asking them to find a new hangar. Simply, the museum cannot house an operational aircraft.



New life for Historic Hangar

Hangar 16U at the former **Filton Airfield** stands empty. However, this could soon change with the Grade II-listed hangar set for restoration as part of a major development reported *The Bristol Post* on 8 January 2020. The construction of the hangar can be traced back to 1915 when planning began for an Aircraft Acceptance Facility for the Royal Flying Corps. The new facility needed to be conveniently close to The British and Colonial Aeroplane Company; whose founder Sir George White had established Filton Airfield in 1910.

Following the war it acted as a service facility for the RAF and, during the Second World War, it was used to house Spitfire and Hurricane fighter aircraft. Now there is a chance that hangar could be brought back into use and become an integral part of the brand new neighbourhood planned for the airfield by Malaysian firm YTL Developments.

See <https://bit.ly/37M5wNw>

A crowdfunding page has been set up to help the APSS raise money to keep the Strutter in Scotland. <https://bit.ly/3bS0nXF> or see <https://bit.ly/2HE5DQT> <https://bit.ly/2vNAV4X>



Bonjour Ecausseville!

Talking of hangars, the Ecausseville airship hangar located in Normandy is the only survivor of those built by the French Navy to house its airships used against German U-boats during the First World War. It was the first hangar to be entirely built of concrete and was classified as a Historic Monument in 2003. The **Ecausseville Airship Hangar Friends Association** has decided to commemorate the hangar's centenary and is currently organising a symposium on 8 and 9 October 2020 at the Airborne Museum of Sainte-Mère-Eglise.

Papers are sought that will explore in



In Brief

The life and times of a *WitW* regular, dancing star and First World War pilot, **Vernon Castle** got another airing on 3 January 2020. The *Forth-Worth Star-Telegram* article is a good place to start if you haven't previously read up on the airmen, who died in a training accident in the Texas City in February 1918.

<https://bit.ly/32bn7gD>

Reported on 26 November 2019 on the *Forces Network* website were details of a new exhibition at the **Solent Sky** museum in Southampton. It charts the area's contribution to flying during the First World War. The first torpedo drops were made from Calshot and the Solent area was home to many innovative aeroplane manufacturers who benefitted from the skills of local boat builders.

<https://bit.ly/32bFcv3>

Dublin Airport celebrated its 80th birthday on 19 January 2020. It was originally known as Collinstown Airport, as it was located in the townland of Collinstown, north of Dublin city centre. Collinstown had been used as a British Royal Flying Corps and RAF base

depth four themes in view to sharing knowledge and expertise, namely, its history, its architecture, its restoration and its future. Proposals for papers should be submitted by 3 March 2020 (so get a move on!)

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

Also, as I mentioned in *WitW31*, the **Airship Association 2020 Convention and Regatta** is being held between 30 September and 3 October. Why not combine the two seminars? Titled '**Retrospection and Resurgence**', the Bedford based event looks fascinating. Full details, including to a Call for Papers (I'm submitting one!) can be found here: <https://bit.ly/2HEuBiP>



Branch Meetings

York

The remaining schedule of meeting dates for 2020 are:

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

Our February meeting was attended by

between 1917 and 1922 but had fallen into disrepair before being selected as the site for the new Dublin Airport in late 1936.

<https://bit.ly/3bYcUZN>



Casualty Form Collection

Just in case you haven't seen this new resource, here is a heads up to visit <http://casualtyforms.org> where you can explore the **First World War Casualty Form Collection**. This relates to officers of the Royal Flying Corps and (from April 1918) Royal Air Force serving on the Western Front and in the Middle East. In addition to details of casualties, the forms give details of postings, periods of leave, promotions and decorations.

The forms, around 25,000 in number, have been a largely untapped source of information, primarily because of the fragile state of the records. To mark the centenary of the First World War and the 100th anniversary of the formation of the Royal Air Force, the **RAF Museum** decided to undertake a project which would enable greater access to the records. Funding was secured through

five stalwarts - and a good time was had. 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

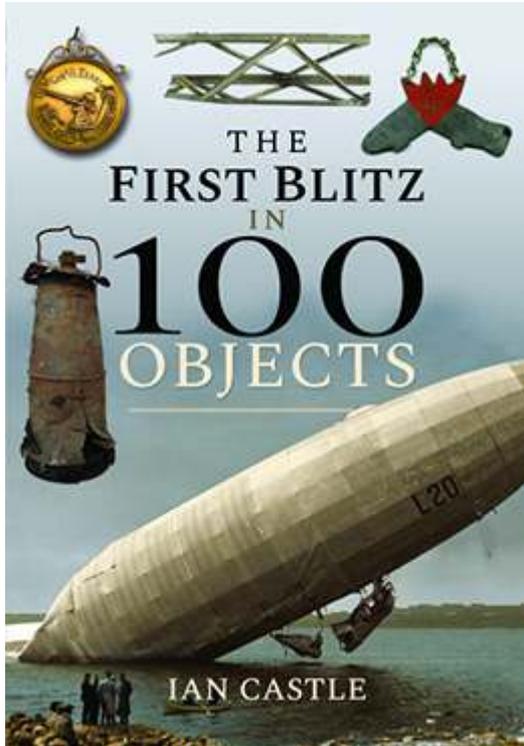
Our longest running branch is regularly hosted by founder member John Barfoot in his basement - **The Dugout**. 15:00 on the last Friday of each month is the date for your diary; let [John](#) know if you're planning to attend, so he can warn the caterers!

London



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.

the Esmée Fairbairn Foundation and The Heritage Lottery Fund.



The First Blitz in 100 Objects

Please may I be permitted to give a shameless plug to Ian Castle's remarkable new book published by Frontline Books in February 2020, for which I had the pleasure of providing a number of items from my own collection.

Germany's sustained aerial bombing campaign against Britain during the First World War opened an entirely new theatre of war - the Home Front. So often hidden in the shadow of the Blitz of the Second World War, the 'First Blitz', by German airships and aeroplanes laid the ground rules for how the nation would face up to and ultimately defeat the latter aerial threat.



China Bomb under the Hammer

A rare memento of one of the first bombs to land on British soil went under the hammer on 15 February 2020 at **Keys Auctioneers** and Valuers in Aylsham. The two inch long china replica of a bomb dropped on Sheringham as part of the first Zeppelin raid on Britain was made by Stoke-on-Trent based Arcadian China for local retailer Bertram A Watts.

The night of 19 January 1915 also saw bombs dropped on Great Yarmouth, King's Lynn and surrounding villages by Zeppelins of the Naval Airship Division. Four people were killed, but there were no deaths or injuries in Sheringham. One of the two bombs fell through the roof of a cottage and detonated, but was grabbed by a local man and extinguished outside in a horse trough. The remains of this device are housed in the Sheringham Museum.

<https://bit.ly/2V39IG9>

There are still fascinating glimpses of this first air campaign to be found in the streets of our towns and cities. Often unnoticed, each tells its own dramatic tale of death and destruction, or maybe of heroism and narrow escapes. In museums, there are tantalising reminders of the raids, from complete aircraft that defended this country to relics of great Zeppelins that initially brought terror to the British population but ultimately were doomed to become nothing more than heaps of burnt and twisted wreckage.

This assault from the air both terrified and fascinated our forebears. Unexpectedly, a significant trade in air raid souvenirs developed, from postcards of wrecked houses and bomb craters to china models of Zeppelins and their bombs, and pieces of wreckage too. Amongst the 100 Objects brought together in this book, you will also find tales of resilience and determination as well as humour, which all have their place in the story of the First Blitz.

Get it here - <https://bit.ly/2V76h0V>



Dawn Patrol

Finally, from books to films and an enjoyable 11 February 2020 post on the *We Are the Mighty* website on the '**22 World War I movies that take viewers into the trenches**'. There is a selection of aviation content including *Wings* (1927) and *Aces High* (1976). Inexplicably, *Flyboys* (2006) and *The Red Baron* (2008) make the cut but not *The Blue Max* (1966)!

However, it is the description of the 1938 remake of *The Dawn Patrol*, which caught my eye. Based on John Monk Saunders's short story 'The Flight Commander' and directed by Edmund Goulding, it stars Errol Flynn, David Niven and Basil Rathbone as pilots with 59 Squadron, Royal Flying Corps. A significant amount of footage from the 1930 original was reused to lower production costs, although that does not detract from the film's themes of death, fear and the stresses of command. It's also known for "Stand to your glasses steady", a wartime pilots' song still sung today.

<https://bit.ly/2HBEw8S>

COPYRIGHT 1910 BY J. B. LIPPINCOTT COMPANY



The first recruit of the
Royal Flying Corps!

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

Copyright © 2020 Cross & Cockade International, All rights reserved.

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

Our mailing address is:

Cross & Cockade International
3 St Andrews Lane
Titchmarsh
KETTERING, Northamptonshire NN14 3DN
United Kingdom



[Add us to your address book](#)

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