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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-third edition; if you want to catch up on any back issues, the boffins behind our website have uploaded all earlier editions – just click here <https://bit.ly/2vTymyb>.

If you like what you see spread the word - forward this email - tell your friends!

Things have changed quite a lot since our last newsletter, to say the least! Our thoughts are with all whose health and welfare have been affected by the Covid-19 pandemic and with those caring for them. As you may have seen from the Society's website and social media, this year's AGM was

quickly postponed as the Committee focused on managing its response to the crisis and the well-being of its members. We'll be keeping the website up to date and posting to social media and, if you haven't already, give us a follow on Facebook [CrossCockade](#) or Twitter [@CrossCockade](#).

We hope you enjoy the latest Wind in the Wires, as we enter our ninth year and a heads up that Volume 51 Number 2 (Summer 2020) will be hitting doormats worldwide very soon.

Unfortunately, with most of the scheduled early season events now cancelled, the chances of any air shows taking place in 2020 are looking increasingly unlikely, with possibly the final events of the year at IWM Duxford in September and Old Warden in early October. So in order to get your First World War aviation fix, please make sure that you are a member and sit back and relax with our beautifully

produced and always fascinating quarterly journal. Our Membership Secretary, Andy Kemp, would be happy to chat with you at:

membership.secretary@crossandcockade.com or just click [here](#) for more details.

You can 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.



Captain M.S. Frew, M.C.* with his "H" Camel
B/6372

First of the Frew – Bunty's Medals Auctioned

Plenty of auction action in this edition of *WitW* and let's start off with Air Vice Marshal Sir Matthew 'Bunty' Frew. He was a renowned 45 Squadron pilot, who officially claimed 23 kills during the First World War, but reports from his fellow pilots claimed the tally could have been doubled as he would give credit to his victories to junior pilots to boost their confidence. His medals, including a prestigious Distinguished Service Order, were sold along with his logbooks and other personal effects at London auctioneers, Spink & Son, on 22 April



Leslie's Loot

Sticking with auctions, a rather exaggerated claim was reported on the BBC website on 19 February 2020 with a militaria expert at an auction house being "flabbergasted" by the discovery of a Royal Flying Corps pilot's memorabilia in a Leicestershire barn. The collection belonged to 4 Squadron's Lt Stuart Leslie. Leslie enlisted in October 1915, aged 22, and saw active service until October 1918 with over 260 hours total flying time as pilot and observer. His log book includes entries describing crash landings, number of rounds fired from a Lewis gun, number of bombs dropped and actions with enemy aircraft.

The barn haul includes all of Leslie's documents and records, such as a lecture book containing all his notes with drawings detailing aircraft rigging, engines, aerial observations, map reading, instruments and bombs. The lot went under the hammer at Hansons

2020 for £35,000.

Frew began the war with the Highland Light Infantry before volunteering for the Royal Flying Corps. His squadron was re-equipped from Sopwith 1 1/2 Strutters to Camels and Frew's bravery earned him a Military Cross and Bar. The Squadron's redeployed to Italy at the end of 1917, where Frew's most remarkable victory occurred on 15 January 1918. Despite only having one working gun he claimed three victories and his Camel was holed by an anti-aircraft shell, so he glided for five miles through a barrage and over the River Piave to reach the British lines.

Frew was appointed Chief Fighter Instructor at the Central Flying School, Upavon, in June 1918, earning the Air Force Cross for his efforts in the conflict's final months. After the war he remained in the RAF, serving with distinction in the Northern Kurdistan campaign.

Full details of an extraordinary career and collection at <https://bit.ly/3dkwY8m>

Auctioneers, Derbyshire, on 20 March 2020, realising £2,500. It is not known how the collection ended up in Leicestershire, as Lt Leslie was born in Finchley, north London.

Read more at <https://bbc.in/35zVgIW>

And see the auction particulars for more information and images here: <https://bit.ly/2L7yxKI>



Goblets of Fire

Did anyone catch *BBC's Antiques Roadshow* on 22 March 2020? Expert Mark Smith was delighted to see two First World War German honour goblets for the first time. These were awarded to a pilot after he had shot an enemy aircraft down.

The lady who had brought in the goblet had been told they were from the Red Baron, Manfred von Richthofen. Mark was unsure of the validity of the claim, as he informed the guest that MvR had a different sort of victory cup made for him. However, Mark valued the



Not an Imposter in Gloucester

The *Gloucestershire Live* website on 13 April 2020 showcased a rare set of pictures showing the day one of the world's first bombers landed in a field just outside Gloucester. The amazing images belonged to a local character, Captain Charles Herbert Brewer MC RFC, who was at the controls on 1 July 1917, when the Royal Aircraft Factory FE2d touched down in sight of the cathedral in St Catherine's Meadows. The observer, air mechanic John Alfred Hone of Tewkesbury, was perched in a seat in the aircraft's nose.

Prior to joining the Royal Flying Corps, Brewer had been wounded twice in 1915 whilst serving with the Bedfordshire Regiment. The article does not give the date of the action for which Brewer earned his MC, but briefly recounts the details. On reconnaissance behind enemy lines, Brewer had encountered engine failure but by skilful piloting, he had managed to crash land in 'No Man's

goblets at £10,000, but explained that, had it been possible to pin them down to a known fighter pilot, they could probably fetch £15,000 each.

There were some helpful posts on the *Great War Forum* following the broadcast and, officially, the goblets are called Ehrenbecher (für den Sieger im Luftkämpfe). There is a version in silver and one in iron (late war). According to the Forum, an iron one can be bought for less than 8,500 Euros, the one in silver costs a bit more. They are never named (engraved) and would have had a paper award document with them.

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

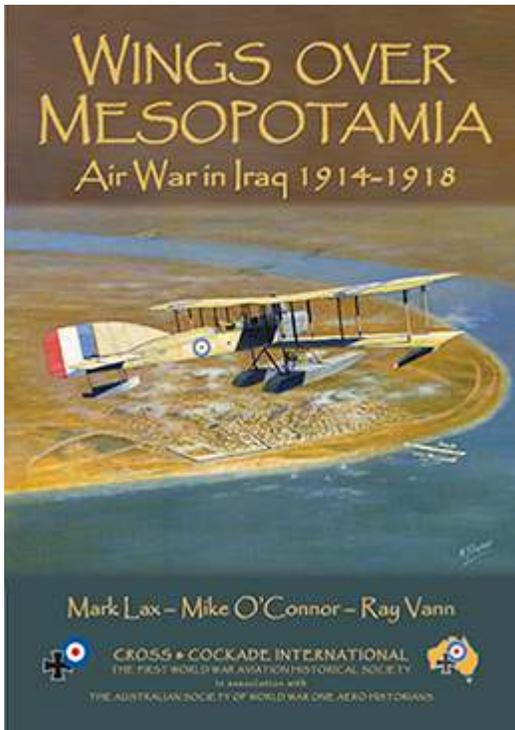


Calling from the Cockpit

I enjoyed Allison Marsh's article on *The Institute of*

Land' although the plane turned over. With a broken jaw and under heavy machine gun fire, he rescued his trapped unconscious observer and dragged him to the shelter of a shell hole.

See <https://bit.ly/2xEWo1g>



The First Kut is the Deepest

How the 1916 Siege of Kut became one of the earliest examples of air drops in military history was the subject of an informative article posted on the *Military History Now* website on 16 April 2020.

Electrical and Electronics Engineers website, which was posted 31 March 2020. It tells the story of the development of the RFC's wireless system and the work carried out at the Experimental Marconi Station at Brooklands Aerodrome.

In 1915, Marconi engineer Charles Edmond Prince was sent to Brooklands to lead the development of a two-way voice system for aircraft. Prince's group experimented with a variety of microphones, settling on the Hunnings Cone with a mica diaphragm, and the use of specifically designed vacuum tubes. These breakthroughs enabled the establishment of the Wireless Training School, where pilots learned how to use the apparatus and the art of proper articulation in the air. In 1918, Prince's team released a new design of flying helmet, that incorporated telephone receivers over the ears and a throat microphone. This development enabled pilots to go "hands free".

The article also touches on the controversy surrounding Prince's work and others who should have rightly had a share of the credit in the development of aerial wireless telephony.

See: <https://bit.ly/2YERtIN> which dovetails nicely with Mike Meech's article on communication and aircraft in Vol 50/4 of the Journal.

After securing the port of Basra, the Indian Expeditionary Force dispatched an ill-equipped force to Kut-al-Amara on the River Tigris under the command of Sir Charles Townsend. Following defeat at Ctesiphon, Townsend's exhausted troops arrived at Kut on 3 December 1915. A sizeable Ottoman force arrived and surrounded the town and, if the army was to survive the siege, resupply would be necessary.

A simple plan was devised for aircraft to fly low over the town and for pilots to release bundles, which would be recovered by soldiers below. A test drop was successful and Townsend requested supplies on a daily basis. Food drops began on 15 April 1916 from the forward airfield at Ora. Over the next 15 days, the Royal Flying Corps would carry out 140 flights dropping nearly 16,000 pounds of food and supplies. However, enemy aircraft began to intercept these flights and a severe storm later that month wrecked all three new planes brought up to help supply additional food. The town surrendered on 29 April 1916.

See: <https://bit.ly/3ca75YR> and read the story in greater detail in the Society's excellent publication **Wings Over Mesopotamia, the Air War in Iraq 1914-18**. Buy a copy (post lockdown) [here](#).



Wheethorpes!

A nice little article recalling the sights and sounds of Cleethorpes was posted by *The Grimsby Telegraph* on 22 March 2020. Apart from the delights of the Cinderella Coach and the helter-skelter, the Martin Aviation Company staged aerial joy ride flights from the beach in the early 1920s.

Bernard Martin was a Nottingham aviator who had served in the First World War with the Royal Flying Corps. After demobilisation, he decided to purchase an ex-military aircraft to give pleasure flights and was awarded the flying rights for the 1920 season at Cleethorpes using a DH6, later operating other DH6s plus an Avro 504K.

Further information via the *Grimsby Local History Library* on Facebook tells us that, in November 1921, Martin's aircraft was destroyed in a gale and the following year its replacement burst into flames - and that he managed to jump to safety. Martin described the experience as being worse than anything he had been through in the war. Martin moved to Canada in 1929, continuing both stunt and pleasure flying. Sadly, his luck ran out in June 1933, when the aircraft he was flying suddenly went into a steep dive and burst into



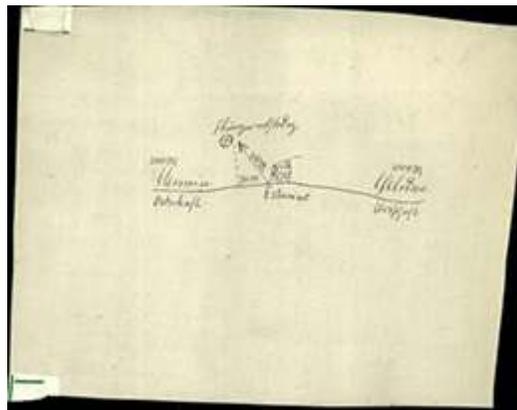
One of the Empire's Bravest Sons

Newly released *Enquiry Files* by the *Commonwealth War Graves Commission*, which set out correspondence with the next of kin of First World War dead, have brought alive the story of one of only a handful of Indian fighter pilots.

As reported in the *Hindustan Times* on 26 April 2020, Sopwith Dolphin pilot Lieutenant Shri Krishna Chanda Welinkar of 23 Squadron RAF went missing near Peronne while on patrol on 27 June 1918. Shot down and dying in a German field hospital, his final resting place was

flames.

See: <https://bit.ly/2L8cjsc>



The Search for Lt Malcolm

The release of the CWGC's enquiry files also prompted an article in the *Express and Star* on 19 April 2020 as one cache of documents uncovered how the father of 21-year-old Second Lieutenant Alan Malcolm spent years trying to find his eldest son's final resting place.

Lt Malcolm, serving as an observer in 98 Squadron RAF, was reported missing in May 1918, after his DH9 (D5630) was shot down in the Ypres-Menin area while on reconnaissance. His death was not confirmed until December and, the following year, his father George Malcolm began writing to the newly formed Imperial War Graves Commission for help pinpointing where his son fell.

unknown until long after the end of the war. A Colonel Barton helped Welinkar's mother to find her missing son and their search lead them to the grave of an unidentified man, buried by the Germans as "Oberleutnant S.C. Wumkar".

The body was later moved and reinterred in Hangard Communal Cemetery Extension, but it was not until the vital clue, found in the original German burial records in February 1921, that it was confirmed beyond doubt this was of Welinkar's grave. It now bears the inscription: "To the Honoured Memory of One of the Empire's Bravest Sons".

See <https://bit.ly/2Slhx1V> and read the full story here: <https://bit.ly/2zkr8oA>



Just What the Doctor Ordered

In desperation, Mr Malcolm also took out an advertisement in the German press appealing for help and received more than 70 replies, some providing maps of the crash site and others claiming to have buried his son (pictured). However, the search ultimately proved in vain and, in 1932, Mr Malcolm received tickets to the unveiling of the Arras Flying Services Memorial, where his son and his pilot, Captain Ralph Bell, are remembered.

See <https://bit.ly/3dtmaoF> and get further details here: <https://bit.ly/2WvBc6p>



Mementos of the Zeppelin Raids

There was some good local coverage for Ian Castle's book, *The First Blitz in 100 Objects*, following its release. One of its poignant reminders of a deadly Zeppelin raid was brought to the attention of readers of the *Sheffield Telegraph* on 11 March 2020.

It features two sewing cards (one pictured above) that

Good news from Australia, as the Royal Flying Doctor Service (RFDS) has received a \$53m injection from the federal government. In a fascinating report by the *North West Star (Queensland)* on 25 April 2020, the story of the formation and development of the RFDS by clergyman John Flynn was put under the spotlight.

In 1917, a fellow Presbyterian, Clifford Peel, wrote an inspirational letter to Reverend Flynn's *Inlander* magazine to suggest the use of aviation to bring medical help to the Outback. Enrolled into a medical degree in Melbourne, Peel had signed up with the Australian Flying Corps. He could see how after the war aircraft could overcome the tyranny of distance in the Australian bush and transform the lives of those living in remote parts.

Perhaps Peel saw himself working in that role after the war but, sadly, his RE8 (E120) disappeared when he was shot down during a patrol in France on 19 September 1918. The 3 Squadron AFC pilot died at just 24 years of age, never to know his detailed letter to Flynn became a blueprint for the creation of Flynn's 'Flying Doctor' scheme. Peel and his observer, Second Lieutenant John Patrick

were recovered from the wreckage of houses destroyed by a Zeppelin bomb in Cossey Road, Sheffield. The air raid took place on 26 September 1916, hitting closely-packed homes and buildings. The bombing killed 29 people, including 10 children. A memorial to the dead can be found on the wall of the old Baltic Works on Effingham Road.

Ian's book was also featured in the *Eastern Anglian Daily Times* on 2 March 2020, an area often targeted by the raiders. Many of the objects from the book are illustrated, including the Zeplo board game, a marketing push by Norwich firm London & Provincial Furnishing Co. It was printed on a sheet advertising settees and beds and players sought to be the first to "bomb" their opponent's capital city.

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

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

Jeffers, are also commemorated on the Arras Flying Services Memorial.

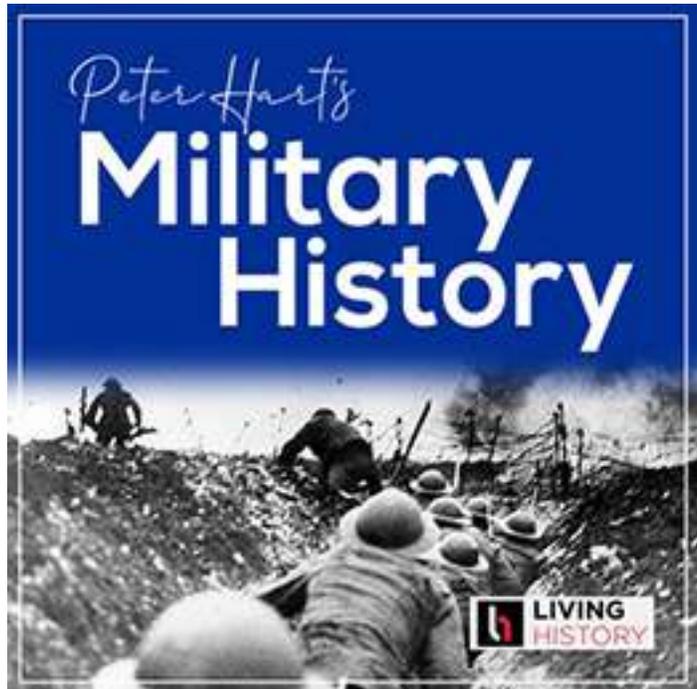
Recommended: <https://bit.ly/2WdLMjD>



An Air Commodore at Augusta

One of the most anticipated sporting events cancelled during the current pandemic was the Masters at Augusta. The April 2020 issue of the *Augusta Magazine* ran an interesting article on the very first Masters in March 1934.

On the list of names of golfers teeing off was an Army officer, named in the local Chronicle newspaper as "Brig Gen AC Critchley". Alfred Cecil Critchley, who died in 1963, had earned his rank with the Royal Flying Corps as an Air Commodore. A little research confirms



Podcasts for your Pleasure

For more than 40 years historian Peter Hart has interviewed thousands of veterans about their experience of war. Part of my lockdown routine has been to join him and his chum Gary Bain as they explore all aspects of military history in an entertaining series of podcasts. I would recommend *episode 8 'Air War 1914'* and *episode 10 'WW1 Fighter Ace Edward Mannock'*. Listen here <https://bit.ly/2L8yPku>

In 1917, German pilot Werner Voss set out for a patrol over the Western Front when he encountered some of the best pilots in the Royal Flying Corps. In the *Futility Closet* podcast released on 7 April 2020, host Greg Ross describes the drama that followed, which has been called "one of the most extraordinary aerial combats of the Great War." Worth a listen at <https://bit.ly/3fsNBQX>

that Critchley was seconded to the RFC on 4 March 1918 with the temporary rank of brigadier general at the age of only 28. He played a senior role in organising training and, by the end of the war, had become the youngest brigadier general in the British Imperial forces. Critchley went on to organise and command the initial training of all aircrew for the RAF between 1939 and 1943.

Critchley and the other international players in 1934 paved the way for the long list of foreign Masters' competitors and champions who would follow.

Tee off at: <https://bit.ly/2Lj1Fit>



Snippets

A Military Cross group of medals, awarded to Nieuport Scout and SE5a ace Captain Herbert J Hamilton, were sold at *Dix Noonan Webb's* March 2020 auction

Head over to <https://bit.ly/2WabRzS> for the *Western Front Association's 'Mentioned in Dispatches'* podcast with Dr Tom Thorpe. If you want to hear my dulcet tones, I was interviewed by Tom for *episode 158 on The Zeppelin Offensive and Propaganda*.

Finally, *The Royal Air Force Museum Podcast Series* is always available at <http://bit.ly/2YKsCzI> with an extensive collection for you to explore.



Branch Meetings

York

The remaining schedule of meeting dates for 2020 are:

- May 23rd (sadly cancelled, due to the pandemic)
- September 5th
- November 14th

Our February meeting was attended by 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.

London

for £3,600. Hamilton was an observer with 20 Squadron RFC in 1916, and flew in 'C' Flight, where he was a contemporary of James McCudden. There is brief mention of Hamilton in *Flying Fury*. Read more on Hamilton's career at: <https://bit.ly/3bgKTuU>

In an article in *The Tribune* on 15 March 2020, reviewing a book on India's Air Force in the Second World War, there was a mention of the first military flight in Indian skies, which occurred on 20 January 1916. Captain Colin McDonald of 31 Squadron RFC took off from Pir-Pai, now in Pakistan, in BE2c 4452. There is also a mention of Hardit Singh Malik, the first Indian military pilot and *WitW* regular. <https://bit.ly/3b7UjZy>

The *Long Island Business News* website on 24 March 2020 demonstrated how social media had enabled the local Cradle of Aviation Museum to stay connected to the community during the coronavirus pandemic. By using Tik Tok, the museum has created and shared over 50 videos, the most popular being a post about the Gnome Monosoupape Rotary Engine, which has accounted for over half of the 1.5m views. You can take in the lecture on rotary engines here: <https://bit.ly/2SEV85K> (scroll down to see the post with now 1.6m views!)

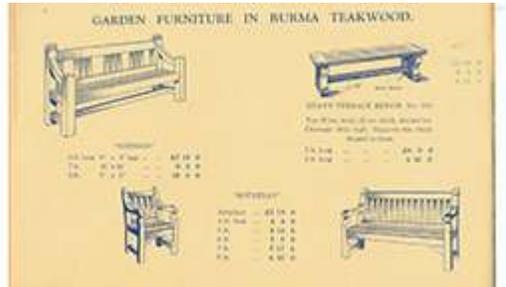


The normal meeting place is [My Old Dutch](#), 132 High Holborn. Aviation chat, beer and pancakes - what's not to love? Contact [David Marks](#) or watch the web site (post pandemic) for more dates and details.



Meet the Macdonald Brothers

The 'Travellers' Checks' section of the *South China Morning Post* had an interesting little piece on 7 April 2020, with a mention of one of Hong Kong's first aviators, Alexander Macdonald and his brother, Henry. Alexander was born at Breezy Point in 1897 and qualified as a pilot in England in September 1915, being awarded the Military Cross aged just 18. The 9 Squadron RFC pilot was shot down and killed on 26 August 1917 when his RE8 (A4390) was in combat with



Benchmark for a Pilot

There was a wonderfully random link to a Royal Flying Corps pilot in an article posted on *The Casual Living* website, posted on 27 April 2020. UK based outdoor furniture manufacturer Barlow Tyrie opened 100 years ago, after its founders had learnt their trade working on teak sourced from old, broken timber ships. The company prides itself on its products being handmade, and throughout the years they created custom items. One of these items was a seat made in memory of Major Evelyn Paget Graves, a Royal Flying Corps pilot who was killed during combat in 1917 (shown above).

A little digging via the Lancing College War Memorial website confirms that Graves had an illustrious career and was appointed Commanding Officer of 60 Squadron in December 1916. On 6 of

seven enemy aircraft. He is buried at Mendinghiem Military Cemetery alongside his observer, Second Lieutenant Francis Wodehouse.

His older brother Henry survived the war in Royal Navy submarines and took to civil aviation, later becoming a pioneer of transatlantic air travel. In 1928, he attempted to fly himself from England to Hong Kong, but crashed several times en route and never completed the journey. Later that year, he set out to fly solo across the Atlantic from Newfoundland. However, Macdonald's open-cockpit DH60 Moth biplane was ill-suited to the task and presumed ditched in North Atlantic, He was never seen nor heard from again.

Check out here: <https://bit.ly/2yphhy4>



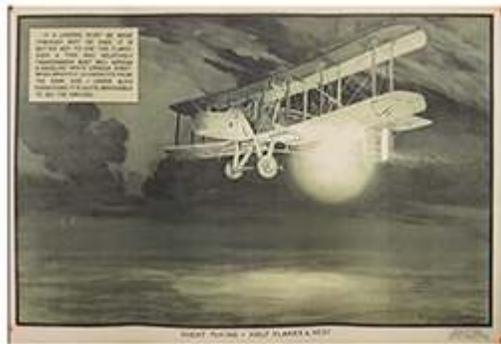
Paul Leaman

It is with great sadness that we have to report the death of Paul Leaman on 8th April at age 90. Paul was a founder member of the Society and our Chairman for many years.

Paul was a hugely knowledgeable and prolific author on

March 1917, he was leading a patrol of three other Nieuport fighters when he saw an FE2b of another squadron being attacked by eight enemy Albatros aircraft. During the engagement his aircraft was hit and caught fire and crashed to the north of Riviere and about a mile to the west of the village of Wailly. He is buried at Avesnes-le-Comte Communal Extension.

See <https://bit.ly/2yzmtPG> and <https://bit.ly/35FuFKp>



Training Posters Fail to Fly

To close, the *Daily Mail Online* reported on a set of nine black and white Royal Air Force training posters featuring illustrations and diagrams published by Air Technical Services in 1918 and 1919. They would have been hung in training rooms at airfields to educate novice pilots ahead of their encounters with the

all matters to do with WW1 aviation. He was the membership secretary of the Essex Chapter of Cross and Cockade, which became Cross and Cockade GB in 1970. Paul ably led the Society for over twenty five years. He was our longest serving Chairman and, when he stood down in 2005, was elected a lifetime Vice-President in recognition of his many achievements. Paul's immense contribution is honoured in the commemorative Paul Leaman Lecture, delivered ever since 2005, at our Annual General Meeting.

Hopefully, we will be able to publish his final work, a monograph on the RE8, in the not too distant future as a fitting tribute to one of the Society's outstanding figures. He was the author of a fine monograph on the Fokker Dr.I.

Paul's leadership, passion and dedication will be sadly missed. Our thoughts and condolences go to Christine and to their family.

enemy. One poster, 'night flying', (pictured) explains how to approach enemy territory in darkness.

The series of nine posters, each measuring 40" x 27" with Air Ministry and Royal Air Force stamps, were being sold by a collector at an auction with Los Angeles based Nate D Sanders on 30 April 2020. The starting price for each poster was \$800, but they were all unsold when I checked.

<https://bit.ly/2xEKdS4>



Society Shop Deliveries

Due to the coronavirus pandemic, and the fact that our Sales Manager's local Post Office is tiny, we have suspended deliveries of all items in the shop - except for current journals and the 2020 Calendar.

Needless to say, all orders placed will be honoured - and dispatched as soon as conditions allow.

However, we encourage **everyone** to **renew** their membership for **2020** as soon as possible, if you have not already done so. Journal production is continuing, and the Society will function and develop as planned - except (for the time being) for face-to-face contact.



YOU LITTLE SILLY, COME OUT,
THE ZEPPELIN HAS GONE.

