

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

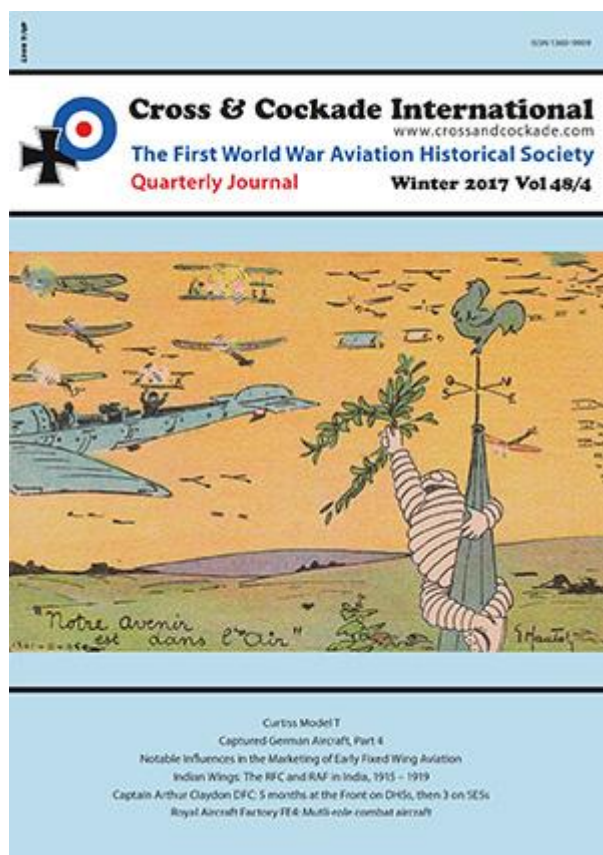
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Cross & Cockade International
The First World War Aviation Historical Society

Wind in the Wires

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



Christmas is close - and there's a few folk who still haven't re-subscribed for 2017. There's time - just click [here](#).

2018 subs are also available for those who don't want to forget, and miss the first journal of the year - click [here](#).

Due to illness, the third journal of 2017 was slightly late - but number four is back on schedule. It's a cracker too! Our thoughts are with our PrePress team - Barbara Huston, who is unwell, and her husband Colin, who is recovering from a recent operation.

This is the time of year to top up your addiction to WW1 aviation art too - check out the CCI 2018 Calendar, below - a stunner!



Our latest book, "**Wings Over Mesopotamia, The Air War in Iraq 1914-18**" was launched at our AGM in April, and has been selling well. It's a fascinating read, on a subject that's been ignored over the years. Authors Mark Lax, Ray Vann and the late Mike O'Connor have pooled their vast knowledge and resources into this book

- well worth a closer look.

Click on the book cover, left, to read more - or click [here](#) to go straight to the shop and bag your copy!

We've another book, being worked on for publication in 2018 - check the web site and stay subscribed to WitW for more details.

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



JULY 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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	31	1	2	3	4

Roger has once more been working hard with our artists, and together they've created another brilliant calendar, that your office wall just can't do without. Click [here](#) to grab your copy!

If you know someone who would appreciate what well over 1,200 other subscribers now enjoy, please pass on this email: or send them this link: <http://bit.ly/1tWo5WJ> - from where they can sign up for their own copy.

If you're into social networking, please feel free to join us on [Facebook](#) and follow us on [Twitter](#). Last but not least,

especially if you have a question to ask, check out our [Forum](#)!



Norfolk Ace Saved by a Football Injury

The *Eastern Daily Press* always produces excellent articles and the 1 October 2017 piece about Norfolk's "ace" Philip Fullard DSO, MC and Bar, was no exception. His career, as the highest scoring Englishman to survive the war, is examined in some detail. Such was Fullard's prowess that he briefly gained celebrity status when a reluctant high command bowed to media pressure and identified him, together with the legendary James McCudden, as one of the nation's "Air Stars".

There is a thrilling account, taken from an interview given by Fullard when in his 80s, of his combat with an enemy two-seater at the height of the Passchendaele offensive. It demonstrates his decidedly unsentimental approach to combat, tempered with good fortune.

However, his greatest stroke of luck came not in the air but on the ground. On 17 November 1917, Fullard suffered a compound fracture of his right leg while playing football for his squadron against a team from an army battalion resting nearby. Fullard had played for Norwich City's reserve team as a school boy. He was carried off to hospital, never to return



Dusty and the Tarrant Tabor

Thanks to the *Chronicle Live* for posting an interesting article on 11 November 2017 about a local North East lad, Frederick George "Dusty" Dunn, who was from Wylam, a small village near Newcastle upon Tyne. His eventful but tragically short life is the subject of a novel by family member Vicky Taylor.

Fred was appointed chief pilot on the Tarrant Tabor, a huge British triplane that had been designed towards the end of the First World War with a view to bombing Berlin. The war ended before the aircraft, built at Farnborough and the largest in the world at the time, could be used in combat.

It was decided to adapt the behemoth for civilian use and, perhaps, win the race to cross the Atlantic. On the morning of 26 May 1919, in front of invited journalists, the aircraft almost immediately nose-dived and crashed on its maiden flight.

The second pilot, Captain P Townley-Rawlings, was killed and Fred was fatally injured, dying in hospital two days later without having regained consciousness. The four other crew members were badly injured.

to front line action. The injury denied him the opportunity to add to his score of 42 victories, all of them achieved within the space of a little under five months, but in all probability saved his life.

Fullard's war ended in Yorkshire as a 21 year old major, with the regret that he had not been awarded the Victoria Cross, for which he had been cited in the autumn of 1917.

Read this recommended article at:

<http://bit.ly/2AEckBO> and see more in this February 2013 blog <http://bit.ly/2hWCKfn>



Lottery Money awarded to WW1 Aviation Projects

There was some good news for our friends at **Stow Maries** in September 2017, as it was reported that the historic First World War aerodrome is going to receive a £4.3 million lottery grant to continue its restoration work.

This support from the National Lottery will help **Stow Maries** "*become the major visitor attraction it deserves to be*", explained the chief executive of the HLF (Heritage Lottery Fund). As part of the lottery grant, the site will have five buildings restored, four of which are on

There was an inquiry but its findings were withheld from the inquest jury at the insistence of the Air Ministry. The decision still rankles with Vicky and the family. General Brooke-Popham wrote the following about Dunn: "He was undoubtedly the best all-round pilot I have ever seen, and was equally at home on every type of machine, whether large or small, British or foreign. His death is a distinct loss to British aviation..."

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



The RFC Brothers who died in the same week

There was a short but poignant article published by *Kent Online*, posted on 28 September 2017, as the tale of two heroic brothers who tragically died in the same week during the First World War was told.

Both Charles and Jack Chapman served in the East Kent Regiment (the Buffs) and were wounded in action in France.

Both then enlisted with the Royal Flying Corps. Charles (pictured), a decorated squadron commander, died following an air raid while visiting gunners under his command at an aerodrome near Poperinghe.

the Heritage at Risk register. A Welcome Centre will also be built and other buildings restored for permanent and temporary exhibitions, school and private hire use.

Also in September 2017, the HLF awarded £92,000 to **The Historic Croydon Airport Trust**. The project, called "**Fighting for Air: The First World War: Origins of Croydon Airport**", will foster greater understanding of how the airport was developed from the First World War airfields at Beddington and Waddon, built as part of the defence against the Zeppelin.

See: <http://bit.ly/2BkapgZ>
and <http://bit.ly/2zKTNTb>



Loughborough Echoes

The *Loughborough Echo* continues to commemorate local soldiers who lost their lives serving during the First World War and, on 22 September 2017, it published a piece on the loss of a 29 Squadron pilot, Thomas Alfred Oliver. Known as "Tom", he was the only son of Alfred Samuel Oliver, a noted naturalistic painter and Royal Academician.

Tom enlisted in the Royal Welch Fusiliers

Aged just 25, he succumbed to his wounds in the early hours of 1 October 1917, which was Jack's 21st birthday. Jack attended his brother's funeral two days later, but on 7 October he died after being shot down over enemy lines near Lille.

The Chapman brothers grew up in the village of Nackington, near Canterbury, and a special service of remembrance has been organised by their nephew, Gospatrick Home, aged 84.

The Kent History Forum confirms that Major Charles MB Chapman was a Flight Commander of 29 Squadron at the time of his death. His brother, Lieutenant William W Chapman, was an observer in 22 Squadron, his brother's old squadron.

<http://bit.ly/2AEsx9a>
<http://bit.ly/2k5JHp9>



Montrose Remembers

On 2 September 2017, *The Courier* reported on a centenary event at the **Montrose Air Station Heritage**. The lives of Lieutenant the Honourable Francis McLaren MP and those like him, who made the ultimate sacrifice were commemorated.

in August 1914 and soon transferred to the Royal Flying Corps. He was posted to 1 Squadron RFC and had his first combat in a Morane LA in March 1916. The article includes details of Lieutenant Oliver's combats over the rest of the year, when he had graduated to Nieuport Scouts. Oliver was posted to 29 Squadron as a Flight Commander on 10 August 1917. On patrol in a Nieuport 17 (B1557) on the morning of 14 August 1917, Oliver, aged 24, was shot down and killed by Oberleutnant Wiegand of Jasta 10. His father subsequently kept an aircraft propeller in his studio as a memorial.

On 25 September 2017, *The Echo* also reported on another local pilot lost in action, Lieutenant Alexander de Lisle, from a prominent local family. On 20 November 1917, Alexander (21 Squadron, RFC) was killed during the Battle of Cambrai whilst flying his RE8. He and observer Lt SM Goodeve were brought down by a British artillery shell.

Reported on 20 October 2017 were details of the de Lisle family's poignant visit to Alexander's grave almost 100 years since his death (pictured). At a private service, the propeller cross originally used as a grave marker was, once again, placed on his grave.

<http://bit.ly/2zLt1Kz>

<http://bit.ly/2n8zZTY>

<http://bit.ly/2idNqk4>



McLaren left his Spalding seat at the House of Commons for the Royal Naval Volunteer Service at the outbreak of the First World War. Due to his friendship with Winston Churchill, McLaren "wangled" his way to the front line in Belgium and joined the RNAS Armoured Car Division. He later led the only armoured car attack at Gallipoli during the Dardanelles campaign in Turkey. Using his influence to arrange a commission with the Royal Flying Corps, it was during training at Montrose that McLaren crashed his Avro 504A into the sea on 30 August 1917.

The McLaren family gave readings at the commemoration and there was an aerobatic display by a replica SE5a.

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



Crewe Brothers in Arms

There was a rousing article in the *Stoke Sentinel* on 2 November 2017, recounting the stories of the brothers who left careers working at the Crewe Railway Works to fight for their country in the skies above the Western Front.

On 11 September 1917, 8 Squadron pilot Second Lieutenant Colin William McLachlan Gray had set out in his Armstrong Whitworth FK8 on a long

Boffles honours Jimmy McCudden

On 14 September 2017, *Kent Online* published an informative report on “one of their own”, Sheppey’s Major James “Jimmy” McCudden. The flying ace and VC winner was honoured in a two-day ceremony in France. The tribute was organised by Englishman Keith Dobson, who lives in Boffles where Jimmy had been heading to join 60 Squadron before he crashed and died on 9 July 1918. Mr Dobson wanted the French community to understand how important Boffles was. They did not even know there had been an aerodrome here. So he set out to prove it.

The memorial weekend was attended by Richard Bennis from Staplehurst who is the great nephew of McCudden. The celebrations included a champagne reception at the town hall hosted by the Mayor of Boffles followed by a ball for 100 guests. There was also an exhibition of Major McCudden’s life and showed a tribute film.

On the Sunday, 150 guests took part in an historical tour along a disused railway line where injured British soldiers were transported from the front line of the Somme. They visited the War Cemetery in Beauvoir-Wavans where Mr Dobson laid a wreath and a minute’s silence was held.

The article also includes a concise history of McCudden’s life and times and ends with Mr Bennis recounting how the 57 victory ace handed his sister a package containing all his medals and other

distance bombing raid. After being hit by enemy anti-aircraft fire, he was trying to nurse his bomb-laden aircraft home, but the FK8 lurched out of control and smashed into the ground. Flames threatened to engulf the downed machine and, suffering from head and back injuries, Colin was dragged from the aeroplane. Although severely injured, he survived and flew again with 33 Home Defence Squadron.

Colin and his younger brother, Charles, had been brought up in Brazil, where their father, Adam Gray, was carriage and locomotive attendant for the Paulista Railway. As a consequence, they were fluent in Portuguese, Spanish and Italian. This resulted in younger brother Charles being recommended for the Intelligence Department at the War Office. Bored of office life, Charles qualified as a flying instructor, training scout pilots at a school in France. Posted to a fighter squadron, he was reported missing on 20 September 1917. He had landed behind the German lines and became a prisoner of war.

<http://bit.ly/2ic8h76>



The adventures of Captain Carey, RAF

A Royal Naval Air Service photograph album, compiled by Captain D H Carey

treasured possessions for 'safe keeping' the night before his final flight. His sister, Cis, was convinced that Jimmy had a premonition of his death.

See <http://bit.ly/2n9gbzK> and <http://bit.ly/2hXEgeX>



Grade II listing for Gotha Gravestone

Talking of the Gotha raids, the *Guardian* reported on 11 November 2017 that the marble slab covering a mass grave in an East London cemetery was among the memorials being Grade II listed by Historic England.

The grave marker remembers some of the saddest civilian casualties of the First World War as 15 of the 18 children who died in their classroom in June 1917, when a German bomb crashed through the roof of their school.

The London children, mostly aged five, died in the first Gotha daytime air raid on the capital. One of the bombs fell on Upper North Street School in Poplar, crashing down through the roof and upper floors, and exploded in the classroom. The dead included the son of the school caretaker, who died a few months later

RNAS was put up for auction on 18 September 1917. It was part of the Collection of the late Michael Wells. The *Daily Mail* website carried an extensive article on 17 September 2017 regarding this fascinating lot, albeit with the hated (by me) headline of "Those magnificent men".

The images are based around the area of Maidstone (RAF Detling) and the surrounding villages in Kent. There are many interesting photographs of airmen in dress uniform of both the RNAS and RAF and images of aircraft including early Felixstowe flying boats and a DH27 Derby, powered by the Rolls Royce Condor. One of his images shows a crash near the Walnut Tree pub in Ditton, Kent.

Many of the images are annotated with names of the various pilots. There are good images of crashed aircraft, including DH9 H4232 which crashed at Larkfield. Captain Carey continued to serve in the RAF until 1936 and flew more than 80 different types of aircraft.

The 315 images had an estimate at the C&T Auctioneers sale of £300-£500 and the hammer price on the day was £700.

<http://dailym.ai/2Ad44XQ>



and was buried near their mass grave.

<http://bit.ly/2Ahwuh7>



Yesterday – All our Airmen seemed so far away

There was an interesting snippet in the *Stourbridge News* on 25 October 2017, mentioning a forthcoming two-part documentary, **War Above The Trenches**, directed by Stephen Saunders. The documentary, which is set to be aired on 1 April 2018 on the *Yesterday* channel, explores the relationship between troops on the ground and the brave airmen of the First World War. The article includes a trailer for your consideration.

I see from the producer's website that the "drama documentary hybrid" is adapted from the book "**Bloody April**" by historian **Peter Hart**.

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

See also <http://bit.ly/2js5Ny6>



Reporting the Gotha Bomber Raids

I rather liked the *Londonist.com* article on 20 September 2017, which showcased images from the **British Newspaper Archive**, including those published in *The Graphic* and *The Sphere* amongst others. The pictures and accompanying articles cover the Gotha aeroplane raids, which began in May 1917.

There are striking illustrations, including diagrams of "*How the Raiders Came and Went*" and "*How the Bombing and Battleplanes arrived*". *The Sphere* also reprinted reports from the German press on the effects of the one of the air raids.

The cool and reserved language is striking given the damage caused by these raiding aircraft, but there are also examples of a more jingoistic approach, such as describing the Gotha "*as the would-be maker of Golgotha*". The *Daily Mirror* front page shown with its "*War on Babies*" headline is also typical of the time.

Worth a look at: <http://bit.ly/2ncxb8x>

Seeking RFC Officer's Family

Churchgoers are on the hunt for the family of a fallen pilot, reported the *Watford Observer* on 1 November 2017. 2nd Lieutenant Peter Francis Kent was killed, aged just 19, while flying over Saint-Rémy-de-Provence in France on 6 February 1918. There is a commemorative plaque in St John the Baptist Church, Aldenham.

Lt Kent served in 3 Squadron Royal Flying Corps and was flying a Sopwith Camel (C1552) when it was shot down. He is buried at HAC Cemetery, Ecoust-St. Mein.

The church will be commemorating the centenary of Lt Kent's death, and are searching for his relatives so that they can join in the event. Already attending is the Lord Lieutenant of Hertfordshire, the local MP, RAF musicians, a party from Lt Kent's Squadron and Air Commodore Hugh Trenchard. For more information visit

<http://bit.ly/2AFT8Tn>

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



Death Over Doncaster



SOE Agent and her RFC Father

There were numerous tributes paid to **Yvonne Burney**, who died aged 95 on 28 October 2017. She was the youngest female Special Operations Executive agent to be parachuted into wartime France where she organised one of the largest daylight air drops of arms to the resistance, before being betrayed, arrested by the Gestapo, and sent to Ravensbrück concentration camp.

There is a Royal Flying Corps link to this valiant agent, as her British father, Clifford Baseden, served as a pilot during the First World War, only to crash land not far from the Chateau de Frescines, north-west of Blois. Her mother, Antoinette de Vibraye, was the volunteer ambulance driver who was sent to fetch him from hospital after his wounds had been dressed. She brought him back for dinner to the chateau, where romance

The Star-Sheffield News got its readers to consider the loss of First World War servicemen over its local skies, in an article posted on 9 November 2017. It concentrates on the loss of seven trainee pilots buried at Hyde Park Cemetery in Doncaster.

By 1918, the air base on land opposite Doncaster Racecourse was the home of 47 Training Depot Station. It started operational service as a Home Defence airfield and, from June 1916, a half a flight of 47 Squadron was based there to defend the area against Zeppelins.

The article gives brief details of some of the unfortunate pilots killed in flying accidents, which include an Australian, an American and a Russian officer serving in the RAF, John Loupinksi. He was killed on 26 July 1919, hit by the spinning propeller of Avro 504 of 38 Training Squadron. He had been in Doncaster to take part in the RAF Northern Area Athletics Championships.

Read more at: <http://bit.ly/2ju1BxF>



SE5a Incorporated in Luxury Watches

As *WitW* readers will know, I love watches with an aviation theme and the latest offering from British luxury watch brand, Bremont, has set my pulse racing once again. The Bremont 1918 is limited

blossomed.



Branch Meetings

Cleethorpes

CCI member and well-respected author Paul Hare has started a meeting at his home in Cleethorpes. Two meetings have been held and numbers attending are rising. More meetings are planned - email Paul on if you'd like to reserve a chair and a teacup, and chat about old aeroplanes ...

York

The ever-efficient Neal Stride has sorted out meeting dates for 2018 at the wonderful Ackhorne pub (pic above):

- February 17th
- June 2nd
- August 11th
- November 18th

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. The pub has started doing cold food again - pies and

edition watch created to mark next year's RAF centenary. There will be three versions, each containing tiny parts made out of materials from a quartet of legendary – and still-flying – aircraft, one of which is a veneer of original wood from the Shuttleworth Collection's 1917 SE5a which can be found at its centre of every propeller blade shaped rotor.

The Bremont 1918 is priced at £8,495 in steel, £15,995 in rose gold and £16,995 in white gold and I'll leave it up to the Editor to decide which one to buy me for Christmas! A percentage of proceeds from the sale of the 1918 will go to the Royal Air Forces Association (RAFA), which has supported current and former RAF personnel for almost 90 years.

See: <http://bit.ly/2zvBtJD> and <http://bit.ly/2jsoOAq>



Rededication of Airmen's Graves

filled rolls - so no need to bring your own sandwiches!

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 and pancakes - what's not to love? The next meeting is planned for 18:30 on Tuesday 5th December. Contact [David Marks](#) or watch the web site for more dates and details.



An article in the *Cold Lake Sun*, Alberta, on 14 November 2017 dovetailed nicely with a piece I spotted in the *Bromsgrove Standard* the previous month. A former “Cold Laker” successfully identified the final resting places of two British airmen who died in the First World War. Steve St Amant, a retired navy officer, spent hours in the archives trying to prove that two unidentified graves belonged to Lt Leonard Cameron Kidd, a pilot, and 2Lt Fenton Ellis Stanley Phillips, an observer. They were members of 3 Squadron RFC, flying a Morane Parasol.

As both airmen had received Military Crosses, Mr St Amant was able to use the database developed by the Commonwealth War Graves Commission and conclude that the graves likely belonged to them. From there, he built a case, which culminated with a dedication ceremony at Caterpillar Valley Cemetery on 12 October 2017. What gave Mr St Amant the most satisfaction in identifying the graves is that the descendants of these military men attended the ceremony.

See <http://bit.ly/2AhBmmp> and <http://bit.ly/2AeqXuc>

Book Now for “There Will Be Wings”

As readers will of course know, 2018 marks the centenary of the Royal Air Force. To mark this anniversary, The **National Archives** will be holding a one-day conference entitled “**There Will Be**

NHL Team and its Flying Corps Past

Something a little different now, as an article on the *lastwordonhockey.com* website on Remembrance Sunday linked the history of the Toronto Maple Leafs ice hockey team to the air war over the Western Front.

During the 1926-27 season, the Toronto St. Pats were put up for sale and accepted an offer from local investors spearheaded by Conn Smythe in order to keep the team in Toronto. Smythe served in the Canadian army in the First World War. A lieutenant with the 40th Battery of Hamilton, Smythe was awarded the Military Cross and, in early 1917, Smythe charged an enemy trench single-handedly.

After transferring to the Royal Flying Corps later that year, Smythe met Billy Barker, one of his instructors. Barker would become the first president of the Toronto Maple Leafs in 1927. Smythe served as an observer, and on 14 October 1917, was shot down and became a prisoner-of-war, spending a total of 14 months in confinement.

With the roots of Canadian patriotism deep within the new owner, Smythe renamed the club the “Maple Leafs” on his first day in control, honouring the Canadian soldiers who wore the maple leaf in the war with the name and logo.

<http://bit.ly/2AcJ4kb>

Wings” on Friday 2 March 2018.

With a keynote speech to be delivered by **Professor Richard Overy** (University of Exeter), the conference will be run in partnership with the RAF Museum, the National Museum of the Royal Navy, and the National Army Museum. Other speakers, including our very own **Peter Dye** and **Jeff Jefford**, will look at wartime aviation and how developments overtook the roles assigned to both Army and Naval aviation.

See the following link for further details and booking information. I'll see you there!

<http://bit.ly/2AG9mMn>



Thaw's Theory of Confusion

Let's round things off with a trip to the USA for a really good article in the *Pittsburgh Post-Gazette* on 1 October 2017. William "Bill" Thaw Jr. was the son of one of Pittsburgh's wealthiest and most respected families.

Thaw dropped out of college to take flying lessons with aviation pioneer Glenn Curtiss and soon gained national attention by flying his Curtiss hydroplane under the four busy bridges on New



Bunbury fighter pilot immortalised in Belgian mural

A splash of colour was provided in an article in *The West Australian* on 13 October 2017. Bunbury solicitor Frank Slee, was a soldier before volunteering to join the Royal Flying Corps and he has been immortalised with a mural in the Belgian town of Moorslede.

On his first operational flight on 8 June 1917, Slee was shot down after engaging in a dog fight with Hermann Goering, who later became Adolf Hitler's deputy in World War II. He crash landed in a potato field outside Moorslede.

A century later the citizens of the Belgian town have unveiled an 8M by 9M mural of the two pilots. Painted by Belgian artist Filip Cardoen, the mural shows the two men in their flying gear with British and German planes in the background.

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

York's East River. By 1914, the society pages of the Pittsburgh newspapers had dubbed him the "flying playboy of the Riviera," reflecting his penchant for taking attractive young ladies for rides along the French coast.

At the outbreak of the war, he joined as an observer /gunner in a French observation squadron and became the first American to participate in aerial combat. After completing flying training, he impressed the French with his skill and bravery. Thaw was known for developing what he called "Thaw's Theory of Confusion". When outnumbered, he would dive on a German squadron from out of the sun, firing his guns wildly, breaking up their formation and convincing them that they were the ones who were facing superior numbers.

In April 1916, the "Lafayette Escadrille" was formed and, as an experienced combat veteran, Thaw was the only American in the group to be given an officer's commission and designed the Escadrille's "Indian Head" emblem and purchased two African lion cubs!

Thaw's undoubted bravery is clear from the many combats mentioned in the article, the injuries he received and the honours he obtained. When the Americans joined the war in April 1917, Thaw was given a major's commission. He remained interested in aviation and was seriously injured in a crash landing during a transcontinental air race in 1928.

<http://bit.ly/2igO3sV>



Model Performance

The winner of the **CCI Trophy** at the 2017 Scale ModelWorld 2017, held at Telford, was Aris Polyzos. Unfortunately, he was not present to collect his trophy in person. His winning entry was a lovely representation of Airco DH9 "Spetsai" D7211, which flew with the Royal Hellenic Naval Air Service at Mudros on the Island of Lemnos in the Aegean, circa October 1918.



Important RNAS Medal Group up for Auction

Up for auction at **Dix Noonan Webb** in early December 2017 is a fine 1917 DSC group awarded to Flight Commander, later Colonel, Charles Cyril Rogers Edwards, Royal Naval Air Service and Burma Railway Battalion.

He first served with Wing Commander CR Samson at Dunkirk in 1914 and, following

his commission as Flight Sub Lieutenant with 1 Wing, RNAS in May 1915, he advanced to Flight Lieutenant in October 1916. He was primarily engaged on photographic reconnaissance along the Belgian coast. In one sortie in March 1917, despite receiving three wounds, Edwards brought his machine home safely. Both the pilot and his observer, Sub-Lieutenant CK Chase, were awarded the DSC.

Edwards advanced to Acting Major in May 1918 and his final appointment was with 86 (Communication) Wing to command 2 (Communications) Squadron (DH4s) based in France for the Peace Conference in Paris. Edwards returned to his profession as a civil engineer after the war and was employed by Burma Railways, Rangoon, during the inter-war years.

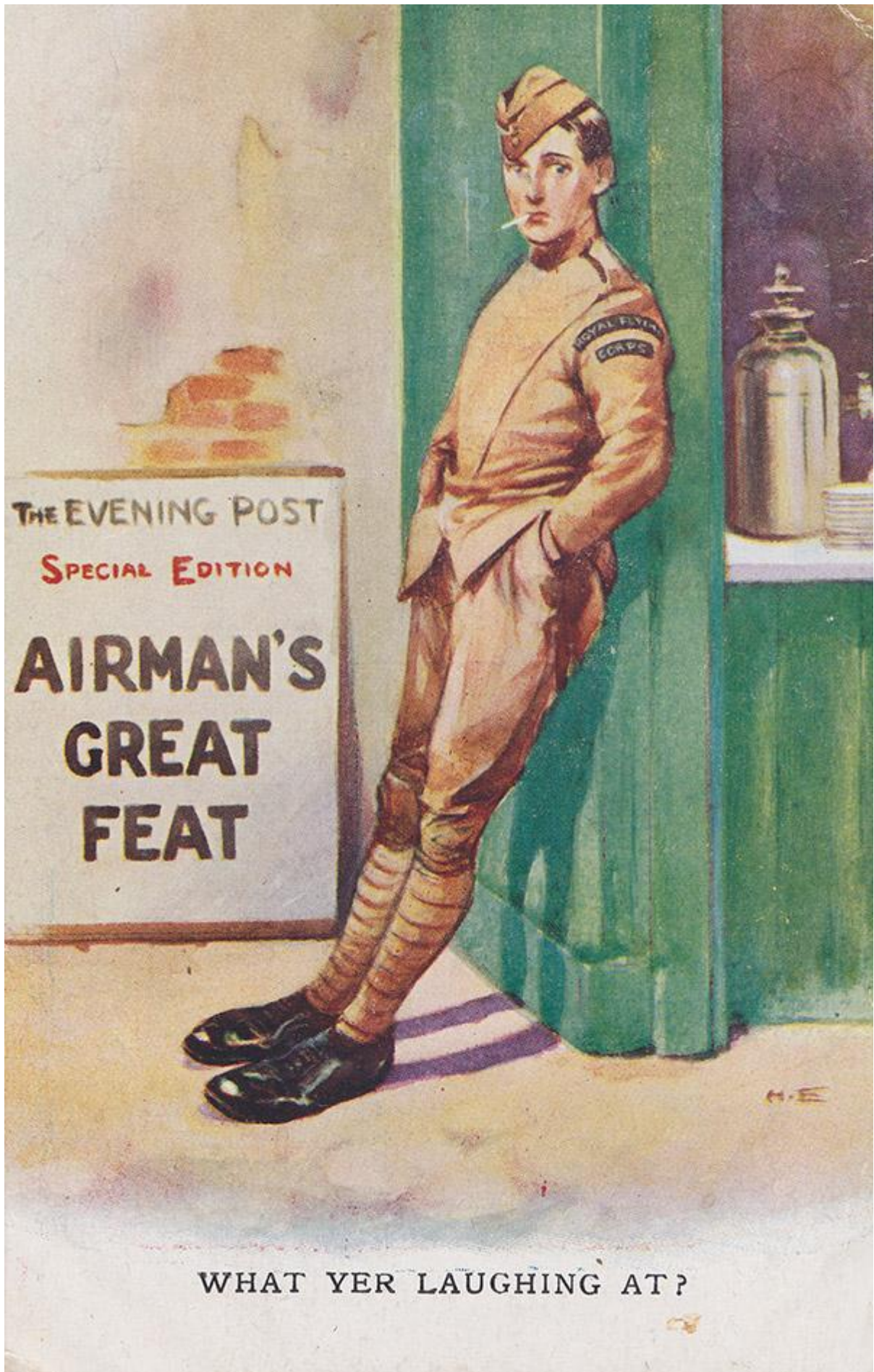
This impressive medal group has an auctioneer's estimate of £4,000-5,000.

See more at <http://bit.ly/2k6RQK1>

Wolvercote Update

I just have room for a quick update on the **Wolvercote WWI Aerodrome Memorial Project** (see previous issues of WitW). The proposed date for the memorial unveiling at Port Meadow, the ex-RFC aerodrome near Oxford, is scheduled for 23 May 2018. Check out the Project's Facebook page for further details:

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



WHAT YER LAUGHING AT?

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

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