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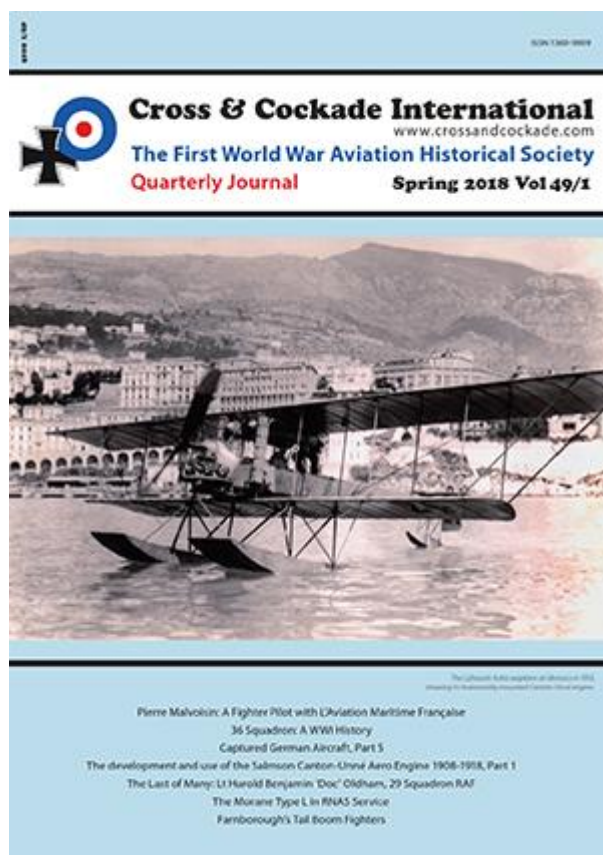
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Cross & Cockade International
 The First World War Aviation Historical Society

Wind in the Wires

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



We're comfortably into **2018**, there's still a small number of folk who haven't yet re-subscribed for **2017**. No problem though - there's time - just click [here](#).

2018 subs have been available for a while; don't miss the first journal of the year! It's due out in a couple of weeks - click [here](#).

We're very sad to report the death of Barbara Huston, who with her husband Colin undertook the bulk of the work behind the layout and production of our wonderful journal. A full obituary to this lovely, talented and much missed lady will appear in the journal.

Thanks to the commitment and hard work of Mick Davis, Colin Huston and

Allan Young at Warwick Printers, issue 49/1 is on target and looks good.



Our latest book, "**Wings Over Mesopotamia, The Air War in Iraq 1914-18**" was launched at our AGM in April 2017, 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 on the stocks, but recent events mean it's unlikely to be published in 2018. Check the web site and stay subscribed to WitW for more details.



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!

We've only a handful left, so if your office wall is looking a bit blank I'd get your order in soon!

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](#)!



Biggles Makes Big Money

A rare first edition of the first ever Biggles book, where the daring adventures of the fictional First World War flying ace began, was sold at auction for three times its pre-sale estimate. The *Camels Are Coming* was the first book to feature Captain James Bigglesworth.

The original 1932 dark navy blue cloth edition, lettered in gilt on the spine, went under the hammer at **Keys Fine Art Auctioneers** in Aylsham, Norfolk on 25 January 2018. It was sold to a telephone bidder for £1,800. It contains 17 short stories featuring Biggles and his sidekicks Algy, Ginger and Smyth and was the first of almost 100 books written by author and pilot, WE Johns.

Johns was born in India in 1893 and served as an infantryman in Gallipoli and Macedonia, before joining the Royal Flying Corps in 1917. In September 1918, he was shot down over the western front and his navigator was killed. Johns survived and became a prisoner of war until the end of the conflict.

There is also a cracking article on WE Johns and Biggles in the latest issue of *Hertfordshire Life* to celebrate what would have been the local-born author's 125th birthday.



Staircase to Heaven

The *Limerick Leader* reported on the fate of an unusual First World War memorial on 29 January 2018. The object in question is an historic oak staircase situated in the **Cotswold Old Memorial Hospital**, Cirencester. It was donated to the hospital by the Limerick-based family of Major Edgar James Bannatyne, a Royal Flying Corps pilot, who died there in September 1917, aged 26.

The hospital is being demolished and the local district council is, fortunately, saving the staircase. It will be installed in St Munchin's Church in King's Island by the Limerick Civic Trust, where a number of graves and monuments belonging to the family are held.

Major Bannatyne died from the effects of an accident on 30 August 1917. His machine caught fire, but he brought it nearly to the ground and jumped clear, being badly burnt and dying of tetanus. Bannatyne was educated at Wellington College and Caius College, Cambridge, and joined the 19th Hussars in 1913, and originally went to France with that regiment in August 1914. He was part of the Experimental Flight at Upavon until February 1916, when he was sent to Egypt, where he took part in the Darfur

<http://bit.ly/2ELFn7V>

<http://bit.ly/2EGWZ0M>



Flying Salmon

I thought that readers might like to see this extraordinarily professional film, which was made as a school project and funded by the Heritage Lottery Fund. It concerns Royal Flying Corps pilot Wilfred “Wiff” Salmon and features the Vickers works at Crayford, the Vickers Vimy aircraft, Joyce Green airfield and the Zeppelin raids on London and the Gotha bombers that followed. There are contributions from some familiar faces, including Giles Camplin of the **Airship Heritage Trust**, the **RAF Museum’s** Vernon Creek and First Blitz expert, Ian Castle.

The project also forges a link with a school at Salmon’s home town in Ballarat, Australia. Salmon enlisted in the 4th Field Artillery and saw service on the Somme. He subsequently joined the Royal Flying Corps and began his training at Oxford University, finishing at Joyce Green under the guidance of ace pilot James McCudden. He gained his wings on 4 July 1917 and, just three days later, lost his life attempting to prevent 22 German Gotha planes from bombing London in the second daylight raid on the capital.

Expedition as a flight commander, being awarded the DSO. He was later given command of a squadron at Ismailia, and later El Arish. On his return to England, Bannatyne was stationed at Rendcomb Airfield.

<http://bit.ly/2EJ7PHC>



Fabric Softeners

C&T Auctioneers of Tunbridge Wells sold off the first part of the German Militaria Collection of the late Michael “Mickey” Baldwin on 31 January 2018. There were some cracking aviation lots, including helmets, propellers and aircraft fabric. Lot 300, which sold for £3,400, was a fine piece of Fokker D.VII port fuselage with a Balkan Cross painted onto the lozenge camouflage fabric. It measured 75cms x 66cms.

Two lots later, a small section of fabric taken from the crashed **Fokker Triplane** of the famous ace Baron **von Richthofen** was up for grabs. The fabric had at least 50% of the red over-paint still affixed to the blue base-colour and the hammer price was £2,000.

<http://bit.ly/2oiRD5u> with no password

See also <http://bit.ly/2GyBrnC> and
<http://bit.ly/2EHZ4IQ>



Lincolnshire: Bastion in the Air, 1915-18

WitW is pleased to pass on details of this exciting project, which is funded by the Heritage Lottery Fund and is managed by Lincolnshire County Council. Running until April 2020, it seeks to tell the story of Lincolnshire's contribution to British aviation during the First World War, including its contribution to the birth of the RAF.

There are two static exhibitions in 2018, one at RAF Scampton (from April to August) and one in 'The Collection' Museum in the centre of Lincoln (from May to September). In addition, travelling exhibitions will rotate through a number of different venues in the county over the next three years.

The exhibition in The Collection will focus on the Zeppelin threat to Lincolnshire and the British response to it. Lord Ashcroft has offered to loan the original Victoria Cross awarded to William Leefe Robinson and various German military



A Gran Day Out: Polar Explorer's Medals Sold

The **Canterbury Museum**, New Zealand, has acquired medals and two diaries belonging to **Tryggve Gran**, the Norwegian skiing expert on the British Antarctic Expedition, reported the *Kiwi Star* on 19 January 2018.

The museum successfully bid £105,000 at auction in London for four medals awarded to Gran, who died in 1980, and two of the journals he wrote during his time in Antarctica. In addition to the Polar Medal, the museum acquired three medals awarded for his service in the First World War, namely the Military Cross, the Legion of Honour and the Order of the Crown of Italy.

Gran was chosen by Robert Falcon Scott to train men on the journey south and, in November 1912, he was part of the 11 man search party that found the tent containing the bodies of Scott and his two remaining companions. Gran used his skis to form a cross over their grave.

Gran, under the identity of "Captain Teddy Grant" of Canada, was admitted to the Royal Flying Corps, serving in 1916 with 39 Squadron on Home Defence. Gran was commissioned under his own

museums are lending artefacts related to Zeppelin operations. The project is also re-creating a scene on a RFC airfield “somewhere on the Western Front” in the Dambusters’ hangar at RAF Scampton and there will be two flying replica aircraft, a Rumpler C.VII and a DH2. A Sopwith Camel is being built from scratch to flying condition for the exhibition.

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



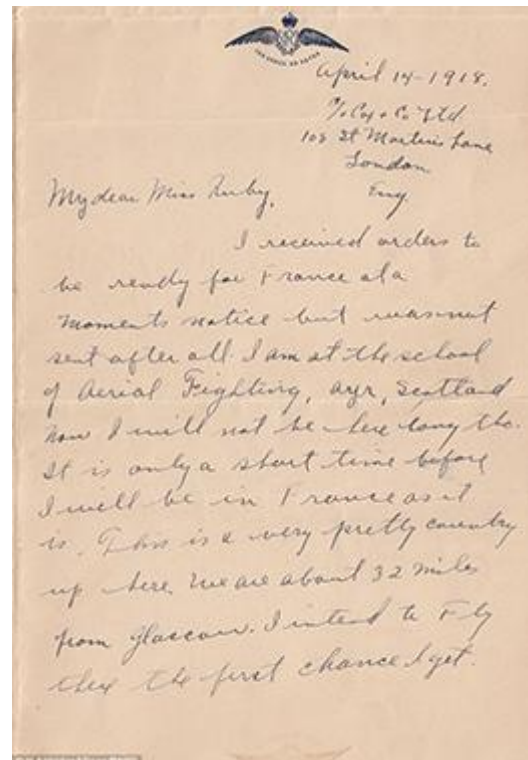
Cathedral Evensong for Captain Maybery

The *Brecon & Radnor Express* on 8 December 2017 carried a report on the planned choral evensong to be held at **Brecon Cathedral** to commemorate the life of a local ace fighter pilot. Captain Richard Aveline **Maybery** MC, 56 Squadron RFC, was 22 years old when he was shot down over Bournon Wood. The evensong, led by John Davies, the Archbishop of Brecon, was to be an exact copy of the choral evensong held for

name in January 1917 and, in a distinguished career on the Western Front, he was promoted to acting-major in September 1918.

Gran himself claimed to have shot down Hermann Goering in a dogfight on 8th or 9th September 1917, a fact he discovered when he became acquainted with Goering after the war. However, when they compared flight logs, the claim could not be verified.

See <http://bit.ly/2sOjzTK> and <http://bit.ly/2sNbTAS>



Dolphin Ace's Letters to Ruby

A fascinating collection of letters from a First World War flying ace has been revealed, with the last written days before he was killed in action. Lieutenant Edgar Taylor, 21, wrote home to a girl known only as Ruby during the four months he

Maybery after he died on 19 December 1917.

Commissioned into the 21st (Empress of India's) Lancers, Maybery fought on the North West Frontier. In 1915, he was seriously wounded in one of the last cavalry charges at Shabqadar. Unable to continue riding a horse, he started observing for a unit of the Royal Flying Corps who were based nearby.

He then went on to Egypt to learn flying tactics before coming home to enlist in the Royal Flying Corps. He was posted in 1917 to France to serve in 56 Squadron alongside aces James McCudden, Arthur Rhys Davids and Keith Muspratt.

Aggressive and headstrong, Maybery quickly accumulated a high victory tally, accounting for 21 enemy aircraft between 7 July 1917 and his death. His second Military Cross was awarded on 17 December, but two days later he was out on patrol in his SE5a (B506) when he got into fight with an enemy Albatros, which he shot down. Shortly after this he was seen spinning out of control over Bourlon Wood. Maybery was buried in Haynecourt by the Germans but, after the war, was re-interred at Flesquieres Hill British Cemetery.

<http://bit.ly/2EM1Di8>

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



spent serving on the Western Front.

Taylor was born to English parents in Rhode Island and enlisted in the Royal Flying Corps in 1917, where he was assigned to 79 Squadron flying Sopwith Dolphin D3727. During the month of August 1918, he claimed four balloons and a Fokker D.VII before being killed in action on 24 August 1918.

Lt Taylor's letters start on 14 April 1918, and cover his training in Scotland and describe a fatal collision he witnessed. In other letters, Taylor recounts his narrow escape from German "Archies", dogfights and while attacking observation balloons. In an eventful few weeks, he also crashed landed in No Man's Land and recounted the story to his mystery girl.

His final letter to Ruby is dated days before his death on 24 August 1918 and he writes "I am still in France but will leave here in about ten days now. I will be glad to get a rest," Taylor goes on to describe how he was left "wild with delight" after attacking German balloons. Taylor's luck finally ran out when his Dolphin was shot down by ground fire during another attack on a German balloon.

The letters were sold by auction house Henry Aldridge and Son in Devizes, Wiltshire on 27 January 2018 and fetched £11,000.

<http://dailym.ai/2sHNCWP> has plenty of details and images and there was also much interest in the USA and Canada over this rare archive.

From Malay Volunteer to Chesterfield Casualty

Let's head to Northumberland and the *News Guardian's* report of 3 February 2018 about Chesterfield's first aviation casualty. In a cemetery in Annitsford lies the grave of Lieutenant William Henry Segrave, Royal Flying Corps, and **The Northumbria World War One Project** has been researching the accident which cost the South African born airman his life. The family can trace their descent from one of the Irish kings.

Rubber planter Segrave joined the Malay States Volunteer Rifles in May 1912 and served until January 1915. He obtained a commission in the Army Service Corps in June 1915 and went to France in 1916, joining the Royal Flying Corps shortly afterwards. He was training pilots at Cramlington at the time of his fatal long haul flight on 12 February 1917, bringing back a new BE2d 7229 (the article shows an image of a BE2c), when he crashed at the Blue Stoops, near Chesterfield, and died moments later.

Lt Segrave's plane clipped a tree and somersaulted twice, before landing nose down and he died of a fractured skull. His brother, Captain Hugh James Segrave, RFC, was wounded flying in France the previous month. It was Segrave's cousin, Captain Henry O'Neil De Hane Segrave, RFC, who had a wonderful escape in France in July 1916, when his machine was struck by gun-fire and fell 7,000 feet. He went on to become the fastest man on earth in 1926!

Read more at: <http://bit.ly/2sHYU3z> and



Fake Paris by Night *

I was fascinated by this article on the *Daily Beast* website, published on 17 December 2017. At the beginning of 1917, a wild idea was floated - why not build a replica of Paris just outside of the city? It would fool the German bombers, who had plagued the city, into dropping their destructive loads where only the decoys made of wood and fabric could be harmed.

Fernand Jacopozzi, an Italian engineer, thought it would be easy to deceive these German bombers and the plan ultimately called for the construction of three separate "sham" neighbourhoods just outside of the city. One would replicate a train hub, the second would be a reproduction of the city centre complete with iconic monuments and the third would be a faux industrial zone. However, the most important piece of the puzzle

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



Croydon Airport Calling

In *WitW23*, I mentioned the Heritage Lottery Fund award of £92,000 to **The Historic Croydon Airport Trust** for its “Fighting for Air” project about the origins of the airport and the impact of the First World War locally. I would heartily recommend *The Croydon Airport Calling* blog, which has been sharing the project’s research since September 2017.

There have been some excellent posts by Debbie Challis, Project Coordinator for the Croydon Airport Society recently. This includes a piece on The Hague Convention and Aerial Warfare and plenty of coverage regarding Croydon’s encounters with Zeppelins and the damage the raiders caused (pictured) and the local air defences. The Zeppelin raid blogs include personal recollections and are well researched.

There are also guest blogs discussing

was the lighting to fool night bombers and it was Jacopozi’s idea to impose a complete blackout on Paris at night, blanketing the city in total darkness. In the decoy neighbourhoods, precise lighting would be engineered to simulate a city trying to extinguish its lights.

In the end, only parts of the decoy city were ever built, including a fake running train and some factory buildings. In 1918, before the project could be completed, the war came to an end and the government quickly moved to dismantle their secret project.

<http://thebea.st/2EHZXX0>

**Illustrative German postcard courtesy of the David Marks Collection*



A Toss of a Coin: Aviators lost crossing the Tasman

I liked an article on the *news.com.au* website, posted on 12 January 2018, as it told the story of three New Zealand airmen and how a toss of a coin determined the fate of two of them. John Robert “Scotty” Moncrieff (pictured left) and George Hood (right) vanished whilst attempting the first flight across the Tasman in January 1928.

Moncrieff raised substantial funds to buy

women and work in the conflict, with the emphasis on the air war, and pre-war literature and attitudes toward aerial bombardment. The latest blogs showcase the Gosport photographs of Keith le Geyt Lansdowne (RFC/RAF electrician and mechanic) and Beddington/Croydon Aerodrome photographs taken by RAF observer, Herbert Montgomery Martin.

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



Churchill's Other Darkest Hour

Amongst all of the pieces about Winston Churchill following the release of the film *Darkest Hour*, I was able to find a First World War link to bring to WitW reader's attention

The *Daily Mail's* article on 20 January 2018 tells the story of how Lieutenant Colonel Robert Pulvertaft, of the Royal Army Medical Corps was flown 1,300 miles across North Africa in December 1943 to the bedside of a pneumonia

a Ryan B-1 Brougham monoplane (christened the Aotearo) and, together with Hood and Ivan Louis Kight, plotted a 2,300km route from Richmond to Wellington. The flight was expected to take 14 hours. On 6 January 1928, Hood and Kight tossed a coin in the lounge of Sydney's Wentworth Hotel, where Hood's tails call secured him a seat alongside Moncrieff. Neither pilot, nor any wreckage from the Aotearoa, has ever been found.

Scottish born Moncrieff enlisted in the armed forces in December 1917, and took a flying course with the Canterbury (NZ) Aviation Company at the Sockburn aerodrome. He qualified for his wings after the Armistice. Captain Hood saw service with the New Zealand Expeditionary Force in Egypt and France and, at the end of 1916, transferred to the Royal Flying Corps. Thirteen days after qualifying as a service pilot on 13 October 1917, Hood was seriously injured in a crash while flying a DH5, which resulted in his lower right leg being amputated.

Kight, who served with 60 Squadron RFC before resigning his commission on 2 December 1916, also made history when he died in New Zealand's first commercial aircraft crash in February 1931.

<http://bit.ly/2FjH49L>

stricken Churchill. By Pulvertaft's own account, the scene was somewhat chaotic on his arrival and his first act was to hunt around the town until he found a bedside commode for the great man, something nobody had thought of! Thanks to Pulvertaft's efforts and those of other doctors, Churchill's life was saved at a crucial moment of the Second World War.

Robert (Robin or Bulgy) Pulvertaft had seen service as a lieutenant in the 34th Royal Sussex Regiment in Palestine during the First World War and was later seconded to the Royal Flying Corps as an observer, finally became a bomber pilot in the 205 Squadron RAF in France.

The Mail mentions that he had been in a dogfight against "the squadron" (I assume they mean Jagdgeschwader 1) of Hermann Goering.

See: <http://dailym.ai/2F04eUT>



London Calling

Second Lieutenant William Reginald Sanborn was killed in a flying accident, aged 22, when his Avro 505A (A1986) crashed near the village of Bashley on 7 February 1918. One hundred years later, a Hampshire policeman made the trip to



High Honours and a Pink Lady

Standing 49 inches high, a **56 Squadron** RFC Honours Board, formed from a First World War propeller blade, was sold at auction on 6 February 2018 at Canterbury Auction Galleries.

The laminated hardwood propeller, being brass bound to one edge with rivets, is decorated with the squadron badge over which is written "Captain Ball VC, DSO, MC" and "Captain J. B. McCudden VC, DSO, MC".

According to the auction particulars, the item also describes in detail the legend of the "Beautiful Pink Lady", a famed German female air ace. Can anyone shed any light on this legend? The provenance for this lovely looking piece, which sold for £1,100, was that it was formerly the property of **Albert Samuel Missin**, a First World War pilot.



Brockwood Cemetery, in Surrey, to remember the loss of the young pilot.

Reported on the *CBC/Radio Canada* website, Derek Jones, who researches military casualties, came across a newspaper clipping regarding Sanborn's death and decided to investigate and remember the life of the pilot born some 3,500 miles away in London, Ontario. Sanborn's body was repatriated to his hometown by the Canadian Pacific Railway Company, but is commemorated at the Canadian Military Cemetery Memorial at Brockwood.

It's worth listening to the interview between Derek and local radio presenter Julianne Hazlewood to appreciate his motivation and dedication.

<http://bit.ly/2FIR6Hf>



The Dark Side of Glory: PTSD and the Physiology of Flight

I was very impressed by two recent medically minded articles.

AirSpaceMag.com provides its readers with an early glimpse of Post Traumatic Stress Disorder through the letters of First World War pilots, including aces Edward "Mick" Mannock (pictured), Ernst Udet

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):

- 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 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!

and von Richthofen's final opponent, Roy Brown. Brown was "unhinged" by the image of the Red Baron's body and Mannock's demons are well-documented.

It's a thoughtful piece and explores how combat stress amongst pilots (aero-neurosis) resulted in airmen being removed from duty and being sent to one of many convalescent hospitals that had popped up across the French and British countryside. One Canadian pilot, William Lambert, graphically describes the use of electrical therapy and the mental deterioration of US pilot John Grider is particularly poignant.

The second article, from the **Glasgow University's Great War Project**, is by Declan Irwin, a Final Year Undergraduate. It explores the conditions that First World War pilots were exposed to, such as the effects of decreased oxygen supply at altitude and how low temperatures were combated. Declan also comments on the importance of having pilots with good co-ordination, leading to the development of rudimentary flight simulators, and visual and auditory acuity.

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

<http://bit.ly/2o1lcUO>



London



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



OUT NOW & FREE!

That's got your attention! This is Volume 4, Issue 2 of the *British Journal for Military History*.

This is a special issue on British Air Power and the First World War edited by Ross Mahoney and Michael Molkenin. This exquisitely researched journal includes articles which will be of great interest to *WitW* readers, to include Learning to Fly: The Royal Flying Corps and the Development of Air Power (by David Jordan); The Royal Naval Air

And in-flew-Enza

There was comprehensive coverage in the Irish press in January 2018 marking the centenary of the death of Major **Robert Gregory** MC. The ace's death on the Italian Front on 23 January 1918 moved WB Yeats to write four poems. The two best known are 'In Memory of Major Robert Gregory' and 'An Irish Airman Foresees His Death'. Both poems appeared, along with the less well-known 'Shepherd and Goatherd', in the 1919 collection, *The Wild Swans at Coole*.

The 34 year old Gregory had joined the war effort in 1915, transferring to the Royal Flying Corps the following year and is known for his leading role in the strongly Irish 40 Squadron RFC, which included Mannock and McElroy under his command. By 1918, he was in command of 66 Squadron RFC stationed at Grossa in Northern Italy.

Records state that Gregory was "shot down in error by an Italian pilot". However, a descendant has dismissed this claim, with his research showing that Major Gregory died when his Sopwith Camel (B2475) crashed after a bad reaction to a Spanish flu inoculation. This caused him to faint and lose control of his aircraft at high altitude. Gregory is buried at Pauda War Cemetery.

In addition to the following links, anyone interested in the life and times of Major Gregory should check out the series of articles in the *Galway Advertiser*.

<http://bit.ly/2EJUD5b>

<http://bit.ly/2onR21O>

Service and Anti-Submarine Warfare in the North Sea, 1917–1918 (by Alexander Howlett); Bloody April Revisited: The Royal Flying Corps at the Battle of Arras, 1917 (by Mike Bechthold); 'Say it with Music': Combat, Courage and Identity in the Songs of the RFC/RAF, 1914-1918 (by Emma Hanna) and The Nervous Flyer: Nerves, Flying and the First World War (by Lynsey Shaw Cobden).

The full issue is available to view or download at <http://bit.ly/2CBsA2a>

Many of these themes will be explored at "**There Will Be Wings**" at The National Archives, Kew, on Friday 2 March 2018. It's a one day conference on The Origins of the RAF and the draft programme can be accessed [here](#). The speakers include our very own Peter Dye, Peter Hart and Jeff Jefford, as well as Emma Hanna and Lynsey Shaw Cobden, who contributed to the BJMH Journal.



First Blitz Round Up

Finally, I wanted to bring a couple of December 2017 First Blitz articles to your attention. The first, published in the *Eastern Daily Press* on 16 December 2017, was a good article on the Great Yarmouth's Royal Naval Air Station at South Denes and its additional landing



Barbara Huston

There will, of course, be a full tribute in the next issue of the journal, but it is my sad duty to report on the death of **Barbara Huston** from acute lung cancer. Colin's loving wife and partner for over 40 years passed away on Tuesday 9 January 2018 with Colin by her side. It was Colin's 82nd birthday.

Her friendship, generosity of spirit, encyclopaedic knowledge and expertise will be sorely missed by all who knew her. Together with Colin, her hard work and dedication have made the Society's Journal the leading publication of its type and a fine showcase for the research undertaken by our members.

grounds. The Station had a pivotal role in defeating the Zeppelin menace.

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

Two days later, the *Law Society Gazette* had an enjoyable article commemorating the centenary of when the Gothas bombed London's legal heartland of Lincoln's Inn. Details of the raid are covered, as is the location of signs of the damage which remain to this day. The writer also has some interesting things to say on the development of the concept of strategic bombing.

<http://bit.ly/2EXHWD5>

Finally, there was a fun blog on *The Atlantic* website on 7 February 2018 on how Zeppelin bombings popularised the trend for ladies' pyjamas!

<http://theatln.tc/2CcQjd7>

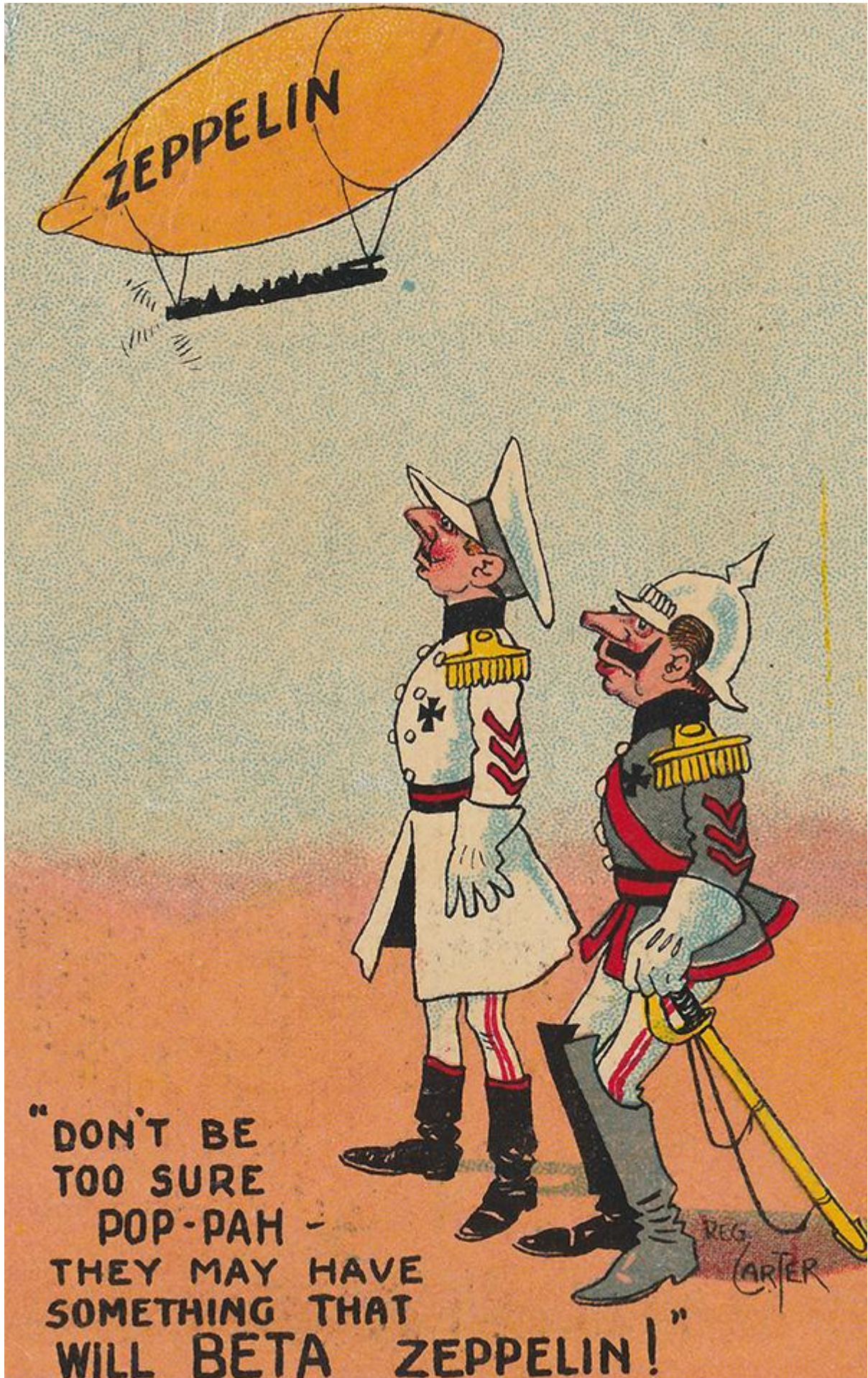
In Brief:

A shout out to our new friends at **Eastchurch Aviation Museum!** Their website is live and we've been given the heads up for a forthcoming celebration of the RAF's 100th birthday at 11:00 on Saturday 24 March 2018. The local Army Cadets (representing the RFC) and local Sea Cadets (representing the RNAS) will be handing a birthday "token" to the ATC Cadets. The salute will be taken by the Deputy Lord Lieutenant of Kent. There will also a dedication of the foundations of some new extension buildings for the museum.

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

Also as *WitW* goes to the virtual press, tributes were posted in the USA to mark the centenary of the death of Royal Flying Corps Captain Vernon Castle. The story of the dance superstar has been covered in a recent issue (*WitW* 22), but a fine “refresher” can be found on the *Star-Telegraph* website, which covers the Fort Worth, Texas, area.

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



Written by David Marks, edited by Andy Kemp
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