

Wind in the Wires

Quarterly World War I Aviation Newsletter



It's time once again to roll *Wind in the Wires* (serial number 51) out of its Bessonneau hangar and for it to bound down the grass runway of cyberspace and into your inbox, carrying a full load of the latest First World War aviation news.

As usual, let's start with some parish notices: Journal 55/4 (Winter 2024) of the venerable Cross & Cockade International is winging its way to printers at the moment and will be with members shortly via print, digital or both, depending on your preference, and certainly before the festive season.

Speaking of which, the perfect Christmas gift for yourself or a fellow enthusiast is a 2025 membership package and you could even throw in a 2024 membership to secure all of this year's journals too.

Go to the website for all of the options or email our Magnificent Man in our Membership Team, Andy Kemp at membership@greatwaraviation.org

Have I mentioned *Contact!* yet? The digital edition of the second issue (Autumn 2024) of our 72-page magazine is now available for FREE download via the webshop. Click the link <https://bit.ly/410S6wi> and 'add to basket'. Please note that the price is £0, so you will not be charged - then proceed to checkout. You'll find your PDF in your account's purchased downloads.

From next year, *Contact!* will only be available to subscribers. To make sure you get the next issue (focusing on Germany), you'll need to visit: <https://bit.ly/4fVEZ3M> and select your print or digital subscription - or both.

Don't miss out!


First World War Aviation Historical Society 2025 calendar
www.greatwaraviation.org



NOVEMBER 2025						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



The 2025 Cross and Cockade Calendar is also available for a mere £10 plus postage highlighting the artwork of 12 superb artists: <https://bit.ly/48Wv4Zv>

The latest *Flypast* magazine says that the Society 'has once again excelled itself' and the editorial team at *Iron Cross Magazine* said they 'cannot recommend this lovely wall calendar highly enough'. Order your own copy before they are all gone!

Last but not least - for all your gifting needs, don't forget that the website is home to a veritable smorgasbord of new

and second hand books:

<https://bit.ly/40VaZkq>

2025 Membership Options

When Journal 55/3 was released into the wild, three months ago, it contained an insert of the 2025 renewal form. Those who didn't respond will get another copy with 55/4 - please note that memberships are due for renewal on or before 31st December. Don't forget - you can also renew your subscription for 2025 at any time on our web shop - see the link below.



For 2025 you have much more choice than in previous years, with the option of receiving either the **Journal** or **Contact!** in print or digital formats.

Or, if you wish, you can choose to receive BOTH publications as part of your membership - either in print, digital or a mix of the two.

However, there's no need to change if you don't feel the urge. The **Journal** will continue as before, sailing serenely on into Volume 56 and well beyond.

You can check out all the various 2025

membership options here:

<https://greatwaraviation.org/product-category/membership/2025/>

Subscriber Feedback

We're always keen to know what our subscribers think of the Society and its

offerings. A lot has changed lately, with the launch of **Contact!** plus our **video lectures** and the new **web site** and **shop** - and the subscription numbers for **Wind in the Wires** keep growing! Do you think we're heading in the right direction? Are we providing the content and interaction you want, in the way you want it?

In the coming days, you'll be hearing from us again, offering a rewarding opportunity to have your say and influence the future of **our** Society ...

Brexit Woes?

Due to the trouble we've been experiencing, delivering Journals into the EU, in the last edition of WitW we announced that we felt forced to discontinue the sale of 2025 EU print subscriptions. We are now delighted to say that we've largely resolved the problem with EU border patrols, as nearly all EU members successfully received their copy of 55/3.

So if you live in the EU, the good news is that you CAN subscribe for a print copy of Contact! and /or the Journal as part of your 2025 membership of the Society.

Video Lectures

Join us online on Thursday 5 December at 20:00 GMT for Michael Terry's online lecture, **'Defining the 'Authentic Hero': The Darker Side of First World War Fighter Aces.**



As we all know, fighter aces have a glamorous and heroic reputation. However, a close examination of their wartime lives can often challenge this positive view. This presentation will examine the meaning of the term 'authentic hero' and whether these stories truly challenge any notion of authenticity in wartime. It will also consider the extent to which the popular mythology surrounding First World War aces is guilty of trying to sanitise their war and hold them to a moral standard that was hard for anyone to match.

All our talks are FREE for members and Wind in the Subscribers, so check the web

site: <https://greatwaraviation.org/knowledge/events/>

... and keep an eye out for the invitation email, which will be sent out soon.



Event

WORLD

In the slipstream of Daedalus-Airpower in Gallipoli



Event

EQUIPMENT

British Flying Clothing in the Great War

If you've missed any of our previous events, you can now watch them on demand! Visit **Past Events** in the **Knowledge** section of the web site at <https://bit.ly/40XwctZ> and take your pick from the fascinating lectures we've enjoyed so far.

This catch-up facility is only available to members, so you'll need to join the Society for access. Digital membership starts at just £25 – for which price you get four PDFs of either the Cross and Cockade International Journal, or Contact!

What's not to like?

Fatal Flights at Filton

An article in the *Bristol Post* on 10 November 2024 as part of a Remembrance Day series explored the stories of several men buried in **Canford Cemetery**, who died during the First World War, not in combat, but in training accidents while serving in the Royal Flying Corps.



Filton Aerodrome was a major site during the war, serving as a base for several squadrons and a location for aircraft manufacturing and testing. The casualties featured came from different backgrounds and were involved in various types of accidents between 1916 and 1918. For example, 2nd Lieutenant George Edward Giles of 66 Squadron died when his aircraft crashed in fog while attempting an emergency landing. Similarly, 2nd Lieutenant George Douglas Pechell was killed in a training accident, and 2nd Lieutenants Joseph Ernest Townsend and Ronald Francis Bissicks died in a dual-control training crash.

These deaths highlight the inherent risks of flight training during the war, which was dangerous even for experienced pilots. Some of these men, though considered skilled, were unlucky or faced difficult conditions, leading to their deaths.

See <https://bit.ly/3ZeNv8N>

Dropping a Brick



In May 1917, a German fighter aircraft dropped a brick containing two notes at a British airfield in France, informing them about Lieutenant **Duncan Mactavish** and Captain **Arthur Spencer Allen**, who had been shot down during the Battle of Arras. Allen was dead, but Mactavish, who had survived the

crash of BE2e A2949 on 30 April 1917, was allowed to write a brief note to his squadron commander before becoming a prisoner of war.

As explained in a 17 August 2024 feature on the *CBC* website, 107 years later, Mactavish's story came to light when Anthony Inglis Howard-Williams, the grandson of Mactavish's Squadron Commander (9 Squadron RFC), sought to connect with Mactavish's family. After discovering that Mactavish's daughter, Barbara Welch, was still alive aged 92, Inglis Howard-Williams travelled to Ottawa to meet her. He wanted to recreate a historic photograph from 1976 when their fathers had been reunited. During an emotional meeting, Welch read her father's original note, revealing details about his wartime experience and they reflected on their families' intertwined histories.

Good coverage here <https://bit.ly/3YS2yUh>

A Fallen Ace Remembered

A poignant report in the *South London Press and Mercury* on 5 September 2024 caught my eye as a First World War flying ace, **George Hayward**, had been honoured by the RAF on the centenary of his tragic death. Hayward, 29, was a flying instructor who died alongside his student pilot, Charles Brealey, 27, when their Avro 504 crashed near their training school in Lincolnshire due to engine failure.



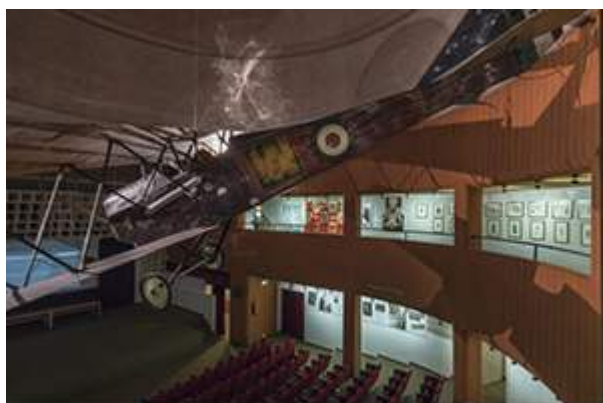
Witnesses reported that the Avro stalled and crashed into a field after losing power at 150 feet. On 17 August 2024, the anniversary of the crash, a permanent memorial was unveiled at **RAF Digby** (known as RAF Scopwick during WW1), where both families gathered for the first time, facilitated by Hayward's grandson, Nick, who traced Brealey's relatives through historical records.

Hayward served with the army on the Western Front before becoming an observer

and gunner, where he earned the Military Cross for gallantry. Posted to 22 Squadron RFC, he scored twenty-four victories in the Bristol Fighter between November 1917 and April 1918, making him the third highest-scoring observer of that time.

See more at <https://bit.ly/4ezivEL> and also <https://bit.ly/4fuftTJ>

Vienna waits for you



Thank you to the *Aviationist* blog, which is run by an Italian based journalist, for a fascinated post commemorating the 106th anniversary of an audacious raid. On 9 August 1918, ten **Ansaldo SVA5** aircraft (a single seater named for two designers, Savoia and Verduzio and the manufacturer) from the 87th Squadriglia

‘Serenissima’ embarked on a significant propaganda mission from Italy to Vienna.

This operation, involving a 1,200 km round trip, aimed to drop over 400,000 leaflets written by poet **Gabriele D’Annunzio** and journalist Ugo Ojetti. D’Annunzio, a decorated veteran and key figure in wartime propaganda, flew alongside in a SVA10 two-seater. Despite postponements due to bad weather, the mission successfully reached Vienna, where the aircraft dropped about 50,000 poetic leaflets and 350,000 direct messages urging the Viennese to consider their fate and support liberty. The raid had a considerable psychological impact and marked a pioneering moment in aerial propaganda. Several SVAs from the mission are now preserved in various aviation museums across Italy, highlighting their historical significance and D’Annunzio’s aircraft is preserved in the museum in his villa on the shores of Lake Garda.

Highly recommended at: <https://bit.ly/48TKEFe>

The Hawkesbury Hawk

During the First World War almost 6,000 Canadians eventually served in the Royal Flying Corps and the Royal Naval Air Service and their successor, the Royal Air Force. An interesting article on *TheReview.ca* website, posted on 30 October 2024, recalled the life of one of these recruits, **Ernest George Higginson Jr.** from Hawkesbury, Ontario.



Higginson joined the Royal Flying Corps in 1917 and following three months of training at Camp Borden he was sent overseas in July 1917, promoted to the rank of Second Lieutenant. Upon his arrival to England, Higginson was assigned to 73 Squadron based at the Lilbourne airfield. On 4 October 1917, Higginson was flying a Sopwith Camel on a training mission over southern Scotland when he lost control of his aircraft and nose-dived into the ground. Higginson was severely injured and rushed to Craighleith Military Hospital, but he died there later that day. His accident highlights the challenges of flying this aircraft, especially for new pilots. The 23 year old is buried in **Comely Bank Cemetery**, Edinburgh, and remembered in Canada's First World War Book of Remembrance and on the Hawkesbury Cenotaph.

See <https://bit.ly/3ANog3O>

The Life of Brian



Back in 2013, the late **Brian Lecomber** wrote his last column for *FLYER* and the website is currently reformatting his previous columns. On 4 June 2024, a rip-roaring, first-person narrative of Brian's 1977 experiences of flying the notoriously difficult **Sopwith Camel** was published and his sense of adventure

and determination really comes across.

Brian wrote that, despite the discomfort of the cold cockpit and the challenge of

flying a vintage aircraft, he felt incredibly lucky to be flying the Camel, especially as it was one of the few operational in Europe at that time. During one flight the oil pressure dropped suddenly, leading to a moment of panic and some colourful language as our intrepid pilot assessed the situation. He decided to glide towards a nearby aerodrome, successfully landing the aircraft despite various challenges, including rough terrain and a lack of brakes. As repairs were attempted, Brian endured more difficulties with oil pressure issues, leading to multiple forced landings - it's a story blending nostalgia for aviation history and the thrill of flying.

Worth a read at <https://bit.ly/4fvvd8J>

It's Not Your Pfalz

On 5 August 2024, *Vintage Aviation News* posted an in-depth article detailing the ongoing refurbishment of two notable First World War aircraft at the **Museum of Flight** (MOF) in Seattle. These include an original **Pfalz D.XII** and a full-scale reproduction of the Fokker D.VII, both of which are key examples of advanced German fighters from the era.



The Pfalz D.XII first flew in March 1918 and was primarily used by Bavarian units, with only between 750 and 800 produced by the end of the war. In contrast, about 3,300 Fokker D.VIIs were made, with limited production continuing post-war. Today, only four Pfalz D.XIIs exist worldwide, making the museum's example particularly valuable. The MOF's Pfalz is believed to have been processed through the American occupational forces in Germany after the war and later auctioned by the US Army Air Service in deteriorated condition. The purchaser, the Crawford Airplane and Supply Co, subsequently received the misidentified lot, expecting it to be a Fokker D.VII. Despite this, the Pfalz was leased for use in the 1930 film *The Dawn Patrol*, painted in fictional German colours for the production.

Read the full article at <https://bit.ly/3AOJHSg>

Tea with Boelcke



An article in *Legion* (Canada's Military History Magazine) posted on 28 August 2024 explored the unique camaraderie and mutual respect shared among pilots during the First World War, highlighting their experiences in aerial combat, which was sometimes marked by a chivalric spirit. Despite the

horrors of war on the ground, pilots often enjoyed a sense of freedom and a somewhat privileged life compared to infantry soldiers. However, the psychological toll of constant danger was significant, as the average life expectancy for an Allied pilot was alarmingly short.

It's a reasonable piece, mentioning the emergence of dogfighting and name-checking famous aces like the Red Baron and Eddie Rickenbacker and their distinctive aircraft. It also shares anecdotes demonstrating the unexpected bonds formed between enemy pilots, including the encounter between **Oswald Boelcke** and Captain **Robert Wilson**, of 32 Squadron RFC, where the vanquished pilot was taken for tea and a tour of the German's aerodrome.

See <https://bit.ly/40THFKZ>

Stow welcomes expert historians to '*Frontline: England*'

Stow Maries Great War Aerodrome in Essex, Europe's largest surviving First World War aerodrome, is inviting historical enthusiasts to yet another unique experience. On Saturday 23 November 2024, the museum will close its doors to the public for the day, to enable a lucky few to enjoy a series of talks from authors Ian Castle, Stephen Nunn and Peter McGee with the emphasis on **Germany's First World War Bomber Campaign** and Stow's role in defending against the raiders.

Alongside the talks, hosted in the original 1917 Airmen's mess building, there will be handling sessions of rare objects from the museum's own collections. Your writer will also be there on the day, flying the flag for the Society, and I will be bringing along Zeppelin relics and other 'First Blitz' memorabilia from my personal collection. Come along and say hello! There will be up-close tours of rare aircraft, book signings (see below) and an experts' Q&A session. To grab tickets for this event (selling fast!), or any upcoming events at the museum, visit www.stowmaries.org.uk/events

In recent months, the museum has revealed its battle for survival (see *WitW 50*) and the current funding campaign has reached over 50% of its £10,000 target.

See <https://bit.ly/48SmeMt> to make a donation.

Bringing History to Life: The Launch of Gotha Terror at Stow Maries



**JOIN US AT
FRONTLINE ENGLAND**

An exclusive event exploring Great War history, hosted in the historic 1917 Airmen's Mess.

Highlights include:

- Illustrated talks from renowned authors
- Guided tours of rare aircraft
- Hands-on access to our Object Collections
- Expert panel Q&A

Limited spots available, so book now to secure your place!

Stephen Nunn Ian Castle Peter McGee

Details and Tickets at www.stowmaries.org.uk/events
A fund-raising event for Stow Maries Great War Aerodrome





Author Ian Castle will be launching his latest book at *Frontline England* and in an exclusive chat with *WitW* Ian explained that this final part of his *Forgotten Blitz* trilogy is the culmination of a nine year project, of which he is immensely proud. It provides the reader with the most detailed account ever published of the German air raids on Britain in the First World War.

The first two volumes, *Zeppelin Onslaught* and *Zeppelin Inferno*, concentrate on the rise and subsequent defeat of the Zeppelin, whilst this final stanza relates the story of the terrifying raids carried out by Gotha and Giant aircraft, with a little Zeppelin action too, and the establishment of the London Air Defence Area in July 1917. This was the world's first integrated air defence system, linking searchlights, tethered balloons, AA guns and aircraft patrol across south-east England to a central control. Each volume is packed with never-before-published eye-witness accounts, bringing the story vividly to life.

Gotha Terror is available from the Pen & Sword site and all good booksellers!

<https://bit.ly/40SLFvj>

Restoring a Legacy

A blog post on *Aerotechnews.com* on 7 October 2024 covered the re-interment of Captain **Hamilton Coolidge**, a First World War flying ace from 94th Aero Squadron and the third great-grandson of US President Thomas Jefferson. The well-attended ceremony took place in the Ardennes village of **Chevières** on 15 September 2024, where Coolidge had been shot down during an aerial engagement 106 years ago. The re-interment was organised to ensure the protection of his remains, which were at risk due to erosion from the Aire River near his original burial site, which also served as his initial resting place. It has been



Spotted on X recently via Dr Victoria Taylor (@SpitfireFilly) was a link to Dr Robert Rennie's excellent May 2017 thesis on German fliers in the First World War, **Privileged Killers, Privileged Deaths: German Culture and Aviation in the First World War: 1909-1925**. It explores the impact of aviation on German cultural and social history from 1908 to 1925, highlighting its dual role as a symbol of modernity and a tool of war.

<https://bit.ly/48UHnpe>

Valentine's Meadow is Baker Street

A street in Stewkley, Buckinghamshire, has been named Valentine's Meadow to honour Captain **Valentine Baker**, a First World War flying ace, reported the *Leighton Buzzard Observer* on 8 November 2024.

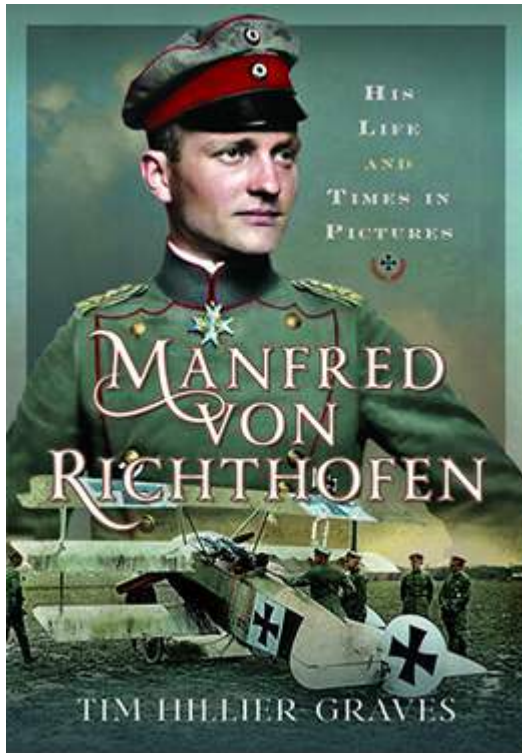


Captain Baker, born in Wales, served in all three British Armed Forces during the First World War and became a decorated pilot, earning a Military Cross and Air Force Cross for his bravery. After the war, he became a renowned flying instructor and co-founded the **Martin-Baker Aircraft Company**. On 12 September 1942, while test flying an experimental aircraft, he was killed in a crash caused by engine failure. His death led to the company's focus on improving pilot safety, eventually making it a leader in ejection seat technology, saving over 7,700 lives.

The naming of the street in the new Kiln End development was proposed by a parish councillor and approved by local authorities. Valentine's Meadow is situated near the former Wing Airfield, where Captain Baker's fateful flight took off.

See <https://bit.ly/3V1sfkm>

The Red Baron Revisited: Propaganda, Pilots, and the Price of Fame



An author guest post by Tim Hillier-Graves on 17 October 2024 caught my eye on the *Pen and Sword* website. In Tim's recent book 'The High Price of Fame', the author explored **Manfred von Richthofen's** life, focusing on celebrity culture, the demands of aerial combat, and the toll of battle fatigue. The second volume, published on 30 November 2024, features a unique collection of previously unpublished photographs and further illuminates MvR's brief yet impactful life and the context in which he lived.

The blog considers the effectiveness of propaganda and the powerful myths it can create. Despite being a formidable adversary who claimed many Allied lives, the Red Baron's image transcended animosity, earning him admiration even from foes. Skilled propagandists crafted his reputation into that of an unparalleled war hero, leading to overwhelming public interest during any leave from duty.

Also a quick nod to a recent book release (4 October 2024) 'The Great War Ace, The Red Baron and Beyond: The Life and Achievements of Air Marshal Sir Brian Baker KBE, CB, DSO, MC, AFC' by Jacquie Buttriss. This *Pen & Sword Aviation* title confirms Baker's skills as a natural pilot, who chased the Red Baron down and accounted for twelve Fokkers and Gothas in quick succession, earning several gallantry medals.

See <https://bit.ly/4fATNFm>

A Tale of Two Billys

It is 1919. You are 25 years old. Your duty in the deadly skies above Europe is done. Your name is Billy. You have shot down more enemy aircraft than anyone in the Royal Flying Corps. Or you have become the most-decorated Canadian serviceman ever. Your last name is either **Bishop** or **Barker**. You have both been awarded the Victoria Cross.



This was the tantalising introduction to an interesting article posted by the *Waterloo Region Record*, Ontario, on 11 October 2024. The two Canadian fighting men joined forces and Bishop-Barker Aeroplanes Limited (BBAL) was incorporated in 1919. Bishop raised funds by thrilling audiences with stories of his exploits and Barker created publicity by, among other things, creating a four-man aerobatic flying team. Using war surplus aircraft, an early money-making project was photographing communities, institutions and businesses from the air, producing postcards of the results. Alas, this project, along with most of the company's ventures, was not financially successful and, by December 1922, BBAL was liquidated.

See <https://bit.ly/4fyeJwO>

As we are talking about Canadian airmen, a quick mention of historian Brent Wilson's new book, 'War Among the Clouds', detailing the stories of over 250 New Brunswickers who served in the air during the First World War. It's available through *Goose Lane Editions*.

See <https://bit.ly/3UZjHKH>

In Brief 2 – Junkers, Clunkers and Airfield Punters



Congratulations to David Lane from Taunton for winning the **GWAS Trophy for the Best WW1 Aviation Model in Show** at the recent *IPMS Scale ModelWorld* show in Telford. His incredibly detailed 1:32 scale model of a **Junkers J.1** was a worthy winner. I hear that the show was a successful event for the Society with good sales and, importantly, new

members!

The secret history of drones was the subject of an article on 23 September 2024 in *Air & Space Quarterly* – the journal of the *Smithsonian National Air and Space Museum*. There is some interesting early aviation content to read, including **Elmer Sperry's** interest in radio-controlled aircraft and the creation of an automatic gyrostabiliser in 1913, allowing a Curtiss flying boat to fly without a pilot. Also mentioned is the '**Aerial Target**', a radio-controlled flying torpedo designed by engineer Archibald Low, intended to combat Zeppelin bombers. If you want to know more about Low and his inventions, check out Paul Hare's article in [Journal 42/1](#).

An interesting read at <https://s.si.edu/4fSC8ZE>

On 29 October 2024, the *Salisbury Journal* reported that an official appeal has been launched after the latest plans to redevelop the historic **Old Sarum Airfield** had been refused. The applicant wishes to build approximately 315 houses on the site. A similar application submitted in 2015 was also refused, despite it being taken to appeal. Comments from the public on the appeal can be submitted until 2 December 2024.

See <https://bit.ly/3V0xRex> and <https://bit.ly/3YPOFpl>

If you are on X, please follow [@SaveOldSarum](#) for all of the latest news.

The Balloon's Gone Up: Noonans Auction Round Up

It's time for a quick look at some of the more interesting items from the *Noonans'* September 2024 sale. Let's start with a Military Medal group awarded to Balloon Winch Operator, Corporal Mechanic **Frederick Ludlow**, 37 Balloon Section, Royal Air Force. Despite being wounded, he remained at his post and let up the balloon to a sufficient height to enable the observers to parachute, thereby saving their lives. Hammer Price £1,600.



Medals awarded to RE8 pilot Lieutenant **Arthur Pepper**, 59 Squadron RFC, who was shot down by the German Ace Leutnant **Kurt Wolff**, during 'Bloody April', achieved a Hammer Price of £700. Pepper was wounded and taken Prisoner of War, whilst his observer, Lieutenant **William Leonard "Leon" Day**, was killed; his pocket watch accompanying Pepper's medals.

Medals awarded to observer Second Lieutenant **Walter Noel Hartley**, 49 Squadron RAF, who became the 33rd 'victory' of Oberleutnant **Lothar Freiherr von Richthofen** on 8 August 1918, reached a Hammer Price of £850. Lieutenant **George Strachan Ramsay**, a noted Scottish footballer, was the pilot of the stricken DH9 (D7231).

As always, a search around the Noonans' lot archive <https://bit.ly/3APGGBa> is recommended for more details of these lots and more. Picture credit to Noonans.

Airship and First Blitz News



On 15 October 2024, *Shuttleworth* announced that it had received a historic navigational compass from the ill-fated **R38** airship, which crashed in August 1921. The H Hughes & Son Ltd compass was recovered from the wreckage after the 699ft long airship broke apart during a flight to America, killing 44 of its 49 crew members. Dr William Impey Baker, who had helped with the rescue efforts, was presented with the compass in recognition of his actions and his grandson has gifted the compass to *Shuttleworth*.

See <https://bit.ly/3AOPE1I>

The *Noonans'* October 2024 auction sale included the Great War OBE (Military) Officer's 1st type awarded to Irish born Major **Michael John Long**, Royal Artillery. The top wearing pin is engraved 'For services with Anti Aircraft 1916-17-18', a reward for his work in combatting the German Zeppelin and Gotha bomber raids using the world's first integrated air defence system. The Hammer Price was £380.

See <https://bit.ly/3OhRrzc>

Finally, although concentrating largely on post First World War airships, I enjoyed the review of the Zeppelin Museum in Neu-Isenburg, in an area previously called '**Zeppelinheim**', built to house employees of the Rhein-Main airship base. The article posted on the *Stars and Stripes* website on 26 September 2024, notes that the museum building was designed to correspond to one-fourth of a cross section of the first commercial Zeppelin, the LZ 10 Schwaben.

Read more at: <https://bit.ly/3YWPb5j>

In Memoriam



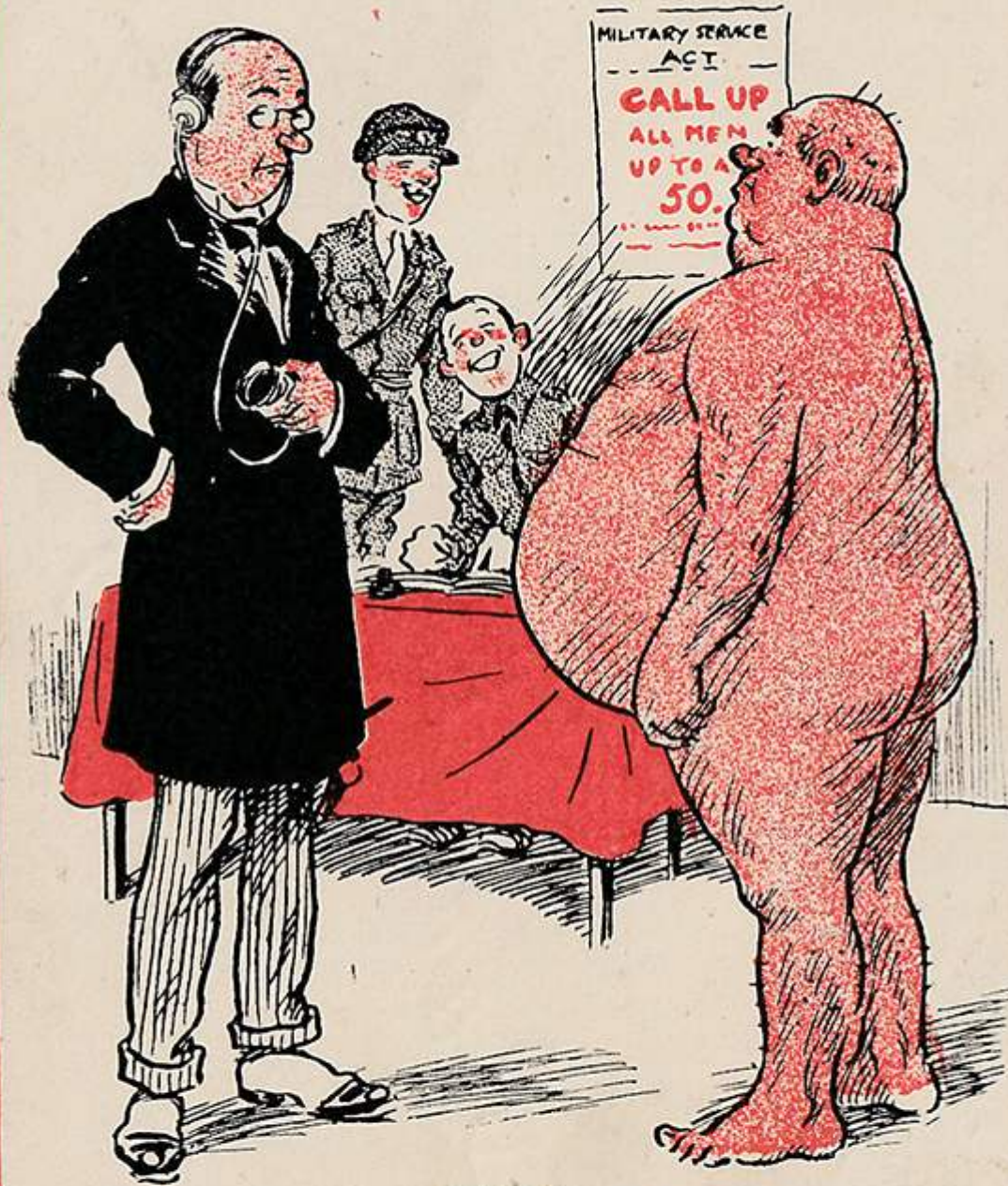
Finally, I would like to mention the sad loss of **Barry Gray**, aged 84. Barry was a founding member of the Society and the driving force behind our DH2 monograph. There is a tribute on the website and there will be a full obituary in the forthcoming journal. From a personal perspective, he encouraged me in my study of the First Blitz and was generous in sharing his

own research, to include his correspondence with Lt FD Holder, who flew a FE2b in the pursuit and bringing down Zeppelin L48 in Suffolk in June 1917.

See <https://bit.ly/3ARfiCF>

Also just a note to pass on the Society's condolences to **Brian Coughlin**, 60, who died on 5 October 2024, after his Fokker D.VIII replica went down during an exhibition at the Old Rhinebeck Aerodrome. Police said the engine appeared to catch fire, causing the aircraft to crash.

See <https://bit.ly/3Oc5KFw>



A FIT SUBJECT FOR THE
BALLOON SECTION.

Written by David Marks, edited by Andy Kemp



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