Picture of 2018

Not that there was a competition, or any system of entry. The photographs that were considered were simply those I came across on the interweb over 2018.

Unfortunately I haven’t been able to discover who took this one so as to give them credit. If anyone does find out please let me know because this is simply superb.

I do know more about the aircraft pictured however.

Go to Google and type in ‘Biggles Biplane’ and you too will know a lot more about this ‘sort of’ BE2c replica that was built for a never to be made Biggles movie, starred in the 1975 BBC TV series “Wings” went barnstorming in the US, crashed, was then lovingly restored by the son & nephew [Matthew Boddington] of the original builders supported by his friend Stephen Slater, and now has a new TV career appearing in multiple documentaries concerning the centenary of the Great War.

The other thing I just wanted to say is that having seen out the Centenary celebrations I will be stepping down as newsletter editor at the end of the year so as to concentrate on my next book, this one about Capt. RA Little DSC, DSO, Australia’s second highest scoring Air Ace. This year I’ll be working with fellow member Bernard de Bruglio [author of ‘Our man Dibbs’] who’ll be taking off solo on next year’s newsletters. Welcome Bernard, and deep felt thanks.
New Members

We welcome Arthur Van Nieuwenhuyse, Arizona, USA

February Meeting

Our February meeting will be held on **SUNDAY THE 17TH AT 1330 [1.30PM]**. The main speaker will be Bernard de Broglie [our co-newsletter editor] who will talk about air operations over the Dardanelles; he’ll be followed by Paul Simadas talking about Irish ace Capt Sidney Cowan MC**. If there is a problem on the day, call Gareth on 0431 193 638. **Subscription fees can also be paid at the meeting, if you haven’t done so already**

ASUW Shell House – Wartime History

America entered World War I in April 1917 and on May 18 the university’s president, Henry Suzzallo (1875-1933), offered the federal government the use of university facilities for “naval training purposes” (*Fifteenth Biennial Report* ..., 9), a proposal made especially attractive by the planned opening of the Lake Washington Ship Canal less than two months later.

The offer was due largely to the influence of Miller Freeman (1875-1955), the Seattle publisher of *Pacific Fisherman* magazine. In 1910 Freeman had founded the all-volunteer Washington Naval Militia and was its first commander. He soon returned to civilian live and became a persuasive advocate for Seattle’s Fishermen’s Terminal, completed in 1914. Freeman went back on active duty in early 1917 and convinced university administrators to make the offer to the navy, which was quickly accepted. With Freeman in command, work began in late June 1917 and went on more or less continuously until the war’s end on November 11, 1918. By then several thousand volunteers and conscripts had passed through the program.

Freeman made many other contributions to the Northwest, both before and after World War I. Years later, his devotion to civic improvement would find further expression through his son F. Kemper Freeman Sr. (1910-1982) and grandson F. Kemper Freeman Jr. (b. 1941), both instrumental in the growth and commercial development of Bellevue.

Ground School

In February 1917 the state legislature designated “aeronautic engineering” as one of the UW’s “exclusive major lines” of study (“Regulating Courses ...”), and William E. Boeing (1881-1956) donated a wind tunnel and other equipment to the school. Suzzallo offered the navy additional facilities specifically for training pilots and mechanics. It wasn’t until March 1918 that the offer was accepted, and the Naval Aviation Ground School on campus opened two months later.
The ground school's equipment included three disassembled Burgess seaplanes, and in August 1918 Captain Luther E. Gregory (1872-1960) of the navy's Civil Engineering Corps, who directed project planning in the Thirteenth Naval District, signed off on drawings for a hangar to be built on Union Bay at the northeast end of the Montlake Cut. It is unclear precisely when the building was completed, but it could not have been before September 1918. By then 559 men had completed ground school, but the hangar was used for only two months at most before war's end. The last entry in its log book came on February 28, 1919: “All records of this school were this day closed” (Besch, 185-186).

**Purpose-built**

Hangars for airplanes and dirigibles needed large, uninterrupted interior spaces, and bridge designs developed in the nineteenth century provided the architectural answer. The roof of the UW hangar was (and still is) supported by seven timber Howe trusses, a design first used in bridge construction in 1840. They span the building’s 70-foot width at 20-foot intervals, each supported by two 10-inch-square timber end posts, one vertical and weight-bearing, the other raked outward nine feet at the bottom, providing stability and giving the building its unusual sloping sidewalls. The foundation is a four-inch-thick concrete pad measuring 88 by 120 feet, with an almost unobstructed 70-foot-wide floor area along its entire length. As originally built, a small office and restroom areas occupied the southwest corner. In later years a walled-off, 20-foot-wide storage area took up most of the west wall.

The bottom chords (lowest members) of the seven roof trusses are straight, linked one to another at five places by longitudinal timber joists with cross bracing. A standard Howe truss has a horizontal top chord, but the hangar trusses are angled to support a gambrel roof, each side having two slopes, a very shallow upper section and a much steeper lower section. A steel girder for a rolling crane was suspended from the trusses along the length of the building.

When built, the hangar's sloping east wall had six identical pairs of large multi-paned windows, while the west wall had five, plus two smaller ones for the office and lavatory. The north (rear) wall had four sets of windows identical to the large ones on the two side walls. The south end of the hangar adjacent to the water featured a four-section sliding door approximately 20 feet tall, with 12 pairs of similar windows arrayed along its upper half. The sections rolled on an overhead track that extended beyond the envelope of the structure, allowing the doors, when functional, to open a full 70 feet. A 44-foot-wide planked ramp led from the doors to the water's edge.

**From Hangar to Shell House**

The navy’s buildings were turned over to UW after the war, and in August 1919 it was announced that most would be sold and removed. The “old hangar,” however, would be kept as “a shell house for the university crew” (“To Sell Camp Buildings”). Hangars of this type were considered temporary structures by the navy; most were demolished after the war, and UW's is one of only two known survivors. With an estimated value of...
$18,000 (in 1920 dollars), it would be the most expensive university shell house in the nation. On April 4, 1920, The Seattle Times reported:

"The new crew house, which is being constructed out of the former Naval Aviation hangar on the Lake Washington Canal, will be ready about the 20th of this month. [Coach Leader] is expecting an appropriation of $2,800 from the student board of control to construct lockers, showers, dry rooms, and shell racks" ("Crews to Start ...").

Student volunteers and crew members dug a 1,000-foot trench to carry steam pipes from Lander Hall to heat the cavernous space, and when all was ready, large letters painted above the huge doors spelled out "A.S.U.W. Shell House."

UW Recreation is embarking on a $10M capital campaign to restore the historic ASUW Shell House on the Montlake Cut.

They hope that it will eventually look like this artist's impression and will even contain a replica Curtiss seaplane, that will hang from the very roof trusses built so long ago to cover the buildings original occupants from the vagaries of the Seattle weather.
Captain Roby Manuel’s report for 24 September is probably typical of Dibbs’ experience. On this occasion the British and Australian ‘circus’ comprised of 2 and 4 Squadrons AFC and 88 Squadron RAF.

We left the ground at 0900 and completed rendezvous over Merville with B.Fs [Bristol Fighters of 88 Sqn RAF] and Camels [of 4 Sqn AFC] at 0940 – height, Camels about 9,000 feet, SEs 11,000 to 14,000 feet and B.Fs 14,000 feet and over. We moved off towards La Bassee at a maximum distance of 1,000 yards behind Camels, and crossed lines at 0950 between La Bassee and Lens at slightly higher altitude, 12,000 ft. As we crossed lines I saw several EA in the distance but as we approached they disappeared in the clouds. We continued with the Camels following a course Annoeullin, one mile west of Seclin – Haubourdin – Perenchies, round North of Armentieres. The Bristol Fighters, who were following at a great distance, left us between Seclin and Haubourdin, flying in a southerly direction. This was the last we saw of them. Slightly east of Armentieres I sighted a Camel strafing a balloon; taking it to be one of No. 4 Squadron’s I sat around protecting it until machine crossed the lines. We then turned SE and crossed over Sainghin – by this time the Camels were on their way home. No other EA except those first mentioned were seen were seen except doubtful two seaters high up. On our way home we shut down a two seater out of control East of La Bassee.

In his combat report, Manuel gives more detail on the downing of the two-seater:

At 10.30 this machine was flying west of La Bassee at 10,000 feet. Capt Manuel followed underneath its tail about mid-way between La Bassee and Bethune and pulling down his Lewis Gun, fired a whole drum into EA from a range of 200 feet. The machine was turned over and went into a vertical nose dive. Capt Manuel half rolled and dived onto it again twice firing a burst from his Lewis Gun. Lieuts. Smith, Wellwood, Franks and Knight all dived on the EA which dived practically all the way down until it disappeared into the clouds. “D” A.A. Battery confirms this machine out of control.

The squadron book records another forced landing for Dibbs on 30 September at Saint-Floris. It may have been this incident.

One fine morning we took off in formation toward the line and while we were still lower than 1,000 feet my engine suddenly quit. I had to spiral down and land in the general direction of the wind, in a shell-holed field, which was also very fortunately soft and muddy. I very gently set the S.E.5 down, keeping the nose up for as long as possible and pancaked among the shell holes. To my intense surprise, and I might add relief, the machine sat herself down very nicely, and then tipped gently forward onto her nose, without even breaking the propeller.

I was near a detachment of the King Edward’s Horse, a famous cavalry regiment, and an Empire Unit. A number of the cavalrymen came to my aid, and an officer placed a guard over the machine, then took me along to their mess. They furnished me with a very nice dinner, and I spent the night with this detachment, while they very kindly sent a messenger over to the squadron to let them know what had happened.

The following morning a Crossley Tender arrived from the squadron with about 4 or 5 members of the ground staff. They had a good look at the S.E., and decided in the end that there was nothing seriously the matter with it. So about 30 members of the cavalry unit assisted us once again and bodily lifted the machine out of the field in which I had set down, and carried it over into the next field, which was not so badly shell-pitted. I was able to see a fairly straight and level run between the holes, and so while the mechanics started the engine, I arranged with as many as I could to hold the machine down for take-off. There were 20 or more hanging on to the wing tips and some on to the tail.

I revved up the engine as much as I dared, dropped my upraised hand as a start signal, and they all just let go. The S.E. staggered down the short runway between the shell holes, and lurched into the air. I gained a little flying speed and was on my way back to Rechlinghem to report to the Squadron Commander.

Bombing Haubourdin Aerodrome
In October, Allied airfields moved east as the airmen followed the German armies in retreat. Dibbs’ squadron moved first to Serny (1 October) then to Auchel (21 October) and finally Pont-a-Marq (26 October), a captured German aerodrome south of Lille.

The squadron harassed the enemy’s withdrawal with low altitude strafing and bombing, attacking its roads, railways and aerodromes. Large numbers of German aircraft took to the air in a desperate rearguard action. 13 enemy aircraft were destroyed and 19 sent out of control for a total of 32 aerial victories in the month, a record for the squadron. Two Australian pilots were killed in action.

Dibbs flew 13 combat patrols in October 1918.

At dawn on 7 October, 18 machines of 2 Squadron AFC, each carrying four 25 pound Cooper bombs, rendezvoused with 10 Bristol Fighters of 88 Squadron RAF at 2,000 feet just east of their aerodrome at Serny. In squadron formation, they crossed the frontline near Wavrin at 6,500 feet, then dived, passing under a formation of 5 Fokkers that were later engaged by the Bristol Fighters, to a point two miles east of Fives station.

We crossed the line at about 5,000 feet, which was exceptionally low for any machine, and from there put the nose slightly down and go hell-for-leather for ground level 6 or 7 miles over. This gave us quite a good turn of speed. At point of attack, we would pair off, and operating in pairs, pick out our own targets.

The six machines of Dibbs’ “A” Flight, led by Eric Cummings, attacked the railway yards at Annappes – flying along the station at roof level, one after the other. As we passed by we could hear the rattle of M.G. fire, but we were down only about 30 feet from the ground and were pretty hard to hit. There were very few casualties in that sort of job. We would leave the fire of one gun behind and immediately pick up the fire of another, and so on the whole length of the platform. We dropped our four 25-lb bombs on the trains, or the station itself, or any other military objective we could see. Edgar Davies knocked over a building, which he said looked like a signals box, and claimed this in his combat report.

Dibbs dropped his four bombs from 50 feet and strafed trains and troops at the siding from 200 feet. Buildings and transport were also hit in an intense 20 minutes.

Meeting up with the larger formation over Lille, the squadron flew back to the line at 1,000 feet, shooting up with remaining ammunition a balloon that was on the ground, anti-aircraft defences and machine gun posts.

Coming back was something too. As low as we were, we would drop down even lower, and “hedge-hop” all the way back to our own lines. It was terribly exhilarating, over 6 or 7 miles of Hunland, till we reached home. Skimming over the fields, over a row of trees or a house and down again, we were too low for the anti-aircraft gunners to bear their sights onto us. They really had no hope of hitting us at that height. Sometimes a field battery would open up, but their luck was no better. If you saw a line of flashes, say on a hedge line, you simply flew into it and put a burst of fire down, and they would shut up. A low-flying enemy aircraft, startled perhaps by the formation approaching it, dived nose-first into the ground without a round being fired at it.

Dibbs and his fellow pilots were back for breakfast at 7am.

Edgar Davies got a pat on the back for his destruction of that Signals Box. Later, after the Armistice, Edgar and I went up to Fives to have a look at the damage. Sure enough, he had knocked over a station building, but instead of being a signals shack, it turned out to be a men’s lavatory. In any case it must have caused a lot of discomfort to members of the German Army, even if it contributed little to their disorganisation.

A week later, 14 October, on a morning that drew fine and clear, Cummings and Captain F R Smith led two flights of S.E.5s across the lines, Smith’s patrol to bomb Fretin railway station, and Cummings’s “A” Flight to escort Smith.

Eric Cummings was leading, and spotted an enemy formation below. When he fired the red Verey light signal, I dived down from the upper level with him and we engaged with a formation of 16 Fokker D.VII’s.
Cummings fired a short burst of about 20 rounds from 100 yards into one Fokker, which dived steeply away, but in his descent the German must have seen the machines of Smith’s bombing formation approaching, and zoomed up again eastward. Cummings was waiting for this and dived on the Fokker again. When he put in a second short burst from 50 yards, the enemy aircraft turned on its side and fell to a crash near Cysingo.

The Australians pursued the enemy in a running fight eastward.

I picked on the straggler tagging along on the end of the line, on the assumption that he was one of the less experienced members to be occupying such a spot. I dived into him with both guns blazing. Somehow, during the course of the fight, we found ourselves flying headlong at one another. We had been told during training that in the event of such an occurrence, we had to keep going – which is playing “chicken” with a vengeance. However, we were approaching each other at quite considerable speed, and the German machine disappeared under my wing. I do not really know whether I shot him down or otherwise, but we certainly exchanged a considerable quantity of ammunition.

I looked around, but could only see one other S.E.5 – there were Fokkers everywhere. So I flew over towards it and recognised Geoffrey Blaxland’s aircraft. He zoomed up suddenly, and I followed him up, but meantime the Huns had apparently had enough, and were breaking off to go home. They dived off in an easterly direction, and so we proceeded on our way back to our own lines. Then suddenly, a formation of about 6 or 7 Fokkers dived past us flying from the south, apparently without having seen us. And although one of my guns was jammed, I could not resist the temptation of pulling up the nose and firing a long burst at one of the rear machines of the group. I did not know it at the time, but BOTH of Blaxland’s guns had jammed. The Fokkers half-rolled and came down on us like a ton of bricks. We immediately put our noses down and dived vertically away, being in no position to argue the point with them. We must have reached 300 mph and that was the end of the scrap. We did not see the remaining members of our own formation from whom we had been separated in the fight, until we landed at the aerodrome.

In the fight against the Fokker D.VIls, Cummings crashed one and sent two out of control. Blaxland destroyed one in flames and sent another out of control. Smith’s patrol, encountering another formation of D.VIls, was also successful, claiming one in flames and two crashed.

On 18 October, the day on which Lille was retaken, 2 Squadron raided Froyenne aerodrome and railway stations on the outskirts of Tournai. Cutlack writes:

Cummings, leading the squadron formation, descended over Hertain on a train mounting an anti-aircraft battery and on much transport collected alongside it. One of his bombs fell directly upon one gun of this battery and another exploded a dump nearby. Simonson, Roberts, and Dibbs hit the train which Cummings had attacked, or the transport alongside it. Some of the escorting Bristol Fighters did the same. Transport was overturned, many horses fell, the locomotive was hit twice by bombs, trucks and carriages began to burn, and men scattered and dropped in all directions.

Dibbs reported 4 hits on the train at Hertain from 50 feet — two on the engine, one on the truck.

On 24 October 1918, Dibbs went on leave to the UK, returning to France for the last big raid flown by the Australians in the First World War.

In the early afternoon of 9 November, 15 machines from 2 Squadron AFC joined a five squadron formation of bombers and scouts that attacked roads and railways choked with troops and transport between Ath and Enghien, south-west of Brussels. With no air cover needed, even the escorting patrols flew low to join in the destruction. The German retreat was now a rout.

The formation leader, Major R S Maxwell, 54 Squadron RAF, reported:

The ground targets were so obvious and numerous that every pilot and observer kept firing until stoppages or lack of ammunition compelled him to cease. The damage done and confusion caused was almost indescribable and impossible to give in detail.
**Our Man Dibbs – A Little Extra Surprise!**

As the last piece of Bernard’s excellent article goes to print I was interested to receive the following from Dibb’s grand-nephew [?]

As a child I often visited my father’s uncle Eric Rupert Dibbs and his wife Mem, and was recently amazed to find your articles on his aerial exploits during WW1, lent to me by your subscriber Robert Foggin at Eastwood in Sydney.

As my family’s archivist and historian I have collected many photographs and items of memorabilia, some of which may be of interest to you.

![Dibbs and his wife](image1.jpg)

**Fokker DVIII – What to do?**

Well the Ni28 [of sorts] is all sorted but my ¼ scale Fokker DVIII has been very much unsorted due to a motor issue [a loose plug resulted in loss of engine compression just after take-off with less than favourable results].

It’s always painful to lose an aircraft especially one that was such a great flyer. Generally the best plan of attack is to leave it till the pain dies a bit and then pull it apart to see how much work is involved in putting it back together. In this case the wing survived almost intact but the fuselage was a mess. Once the engine was removed, the radio gear out, and the covering stripped off [not that different from the process with the real ones] I determined that the repair shouldn’t be too painful.

![Fokker DVIII](image2.jpg)

I also decided that I would make it a bit more scale like with side panels and a proper cockpit.

Although I quite liked the scheme she had been in I also decided to change that too – from a factitious Von Rabin scheme to a fictitious Carl Degelow scheme. Stay tuned!
In the fall of 2016, the Military Heritage Chapter (Dayton/Cincinnati/Columbus) of the League of World War I Aviation Historians conducted a tour of the National Museum of the United States Air Force (NMUSAF) Memorial Park. During the tour, the Chapter noted there is no monument to the U.S. Airmen who served at the Front during World War I. Given the fact we are commemorating the Centennial of WWI, the League wanted to establish a monument at the NMUSAF in memory of the Airmen who formed the foundation for today’s United States Air Force. The monument would inspire and motivate current and future generations to study the evolution of military airpower during the Great War.

Since the Museum’s Memorial Park lacks a memorial to the US Airmen of WWI, this monument would bridge the cultural gap between WWI and the USAF Memorials of later conflicts.

As the US Air Service of WWI was the forerunner of today’s US Air Force they believed that constructing this monument at the NMUSAF would properly recognize and memorialize the WWI Airmen who had the call, sacrifice, and dedication to serve in a hostile conflict for what was right. Thanks to a number of grants and the generosity of historical groups, military organizations, and personal contributions, the league reached its goal of $28,000, and the monument is now in place.
Wales and the First Air War 1914-1918 by Alan Phillips; ISBN 9781445652191
Amberley Publishing, paperback, 196 pages, illustrated

As indicated by the title, this slim volume tells the story of aviation activity in Wales during the Great War, with a focus on anti-U-boat patrols by both airships and aeroplanes flown from bases along the coast, ie Abergywngregin, Dale, Fishguard, Llangefni, Milton (Pembroke) and Queensferry. The aeroplanes used included Short 184 seaplanes and Avro 504s, DH4s, DH6s and Sopwith ½ Strutters. The thought of flying a DH6 over the Irish Sea in winter is not an appealing concept! Also covered is flying training at Shotwick, where the RFC took over a civilian flying school in 1916. In 1918 it was the home of No 51 Training Depot Station.

The book is well illustrated, and a worthwhile history of one of the lesser known aspects of Great War aviation.

Gareth Morgan

Not Forgotten by Neil Oliver; ISBN 9781473676923
Hodder & Stoughton, paperback, 336 pages, illustrated

Neil Oliver is a Scottish historian well known for his many television series with historical or geographic themes. In this book he turns his attention to memorials to the fallen of the Great War, of which there are 37780 in Britain. He explains that the concept of a memorial that name the dead is a 20th century concept – in earlier times those who died in service were usually buried where they fell, and any monuments erected were general in nature.

The Great War changed things, as communities sought to remember those who left them, never to return. Oliver’s style is to select names from various memorials and then provide some information on just who they were and how their lives ended. There is a distinct UK focus, with little mention of Empire losses. Two events receive close attention: the 1915 railway disaster at Quintinshill, where 215 soldiers from the Royal Scots were killed on their way to Gallipoli; and the sinking of HM Yacht Iolaire on 1 January 1919 when it was taking returned troops home to the Isle of Lewis, taking the lives of 201 men.

In summary, this is a fascinating book, and well worth reading.

Gareth Morgan

Mapping the First World War – Battlefields of the Great Conflict from Above by Simon Forty; ISBN 9781844862184
Bloomsbury Publishing PLC, hardback, 144 pages illustrated.

This is a beautifully produced book that is clearly a labour of love by the author. It is based on contemporary maps held by the UK National Archives, and gives the reader an opportunity to see maps as they appeared to those at the Front and elsewhere. Pre-battle plans are illustrated, as well as the way events unfolded. There are comprehensive details of Allied and Central Powers dispositions, with the location of divisions shown. Something I found interesting were two maps showing the RFC’s actions during the Battle of Loos in September 1915. We can see which squadrons were tasked with various functions over parts of the battlefield, while another map has details of bombing targets and the weight of bombs dropped.

This volume can provide hours of interesting reading.

Gareth Morgan

The Race to Save the Romanovs by Helen Rappaport; ISBN 9781250151216
St Martin’s Press, hardcover, 400 pages, illustrated

The fate of the Russian Imperial family - to be brutally assassinated by Bolsheviks at Ekaterinburg is well known. There have long been suggestions that perhaps the Tsar and Tsarina, together with their children, could possibly have been rescued. This book examines the various proposed missions to extract the family from Russia – some reasonably well planned, and others hopelessly amateur.

In essence, there may have been a very slight possibility of the Romanovs being released when they were held by the Provisional Government led by Alexander Kerensky, but any chance of that taking place vanished when the Bolsheviks seized power. A major complication in the way of release was the reluctance of Allied nations to offer them asylum. Here it must be remembered that the family was then seen as living examples of cruel autocratic power and that any nation that offered sanctuary might run the risk of provoking a local left-wing reaction. Oddly, Spain was the nation that was more willing to offer a home than any other.

Contents
The Russian Revolution is an integral part of the Great War, and the imprisonment and execution of the Romanovs did much to influence foreign attitudes to the Bolsheviks. Hence, the book is of great interest to students of the period.

Something that will intrigue those interested in aviation is the rumour of a plan to despatch RFC aircraft from a base near Archangel to pick up the Imperial family from their incarceration at Tobolsk in Siberia and fly them to safety. Given that no British aeroplane in North Russia had anything like the range to fly the 1620 km to Tobolsk, and the absence of refuelling places on the way, the scheme was not taken seriously.

Gareth Morgan


A short but most interesting biography of the author’s late father, Eliot Millar King DFC, C de G (Fr), a Royal Naval Air Service seaplane pilot during the First World War, this book is very evidently a labour of love which, although brief, has much to recommend it.

Beginning with a look at his early days and that of his family, the author has written a sensitive summary of her father, from reluctant school student in the early 1900s to his untimely death in 1958. Much of the narrative naturally concentrates on his service in World War One, where he flew seaplanes from Port Said, Egypt, and on board various seaplane tenders operating in that remote theatre of the conflict.

Here his adventures were many and not always pleasant, as on the occasion his observer was fatally wounded by ground fire while on a sortie. In sometimes difficult conditions he and his various observers carried out their tasks with determination and courage, he personally being rewarded by both the French (Croix de Guerre) and British (Distinguished Flying Cross) by the end of the war. There are a number of first-hand accounts included, mostly taken from letters written by Eliot at the time, and the book concludes with a summary of his logbook details and a fascinating account of all his flying in the Great War, from training to his eventual discharge back to civilian life.

Rounding Eliot’s story out neatly are details of his post-war life as both husband and father, and his passion for gardening, his family and his life as a successful businessman. He also served briefly in uniform again in the Second World War.

Illustrated throughout with a number of excellent photographs, most notably of those taken by him during his wartime service at Port Said, and also including his family both pre- and post-war, this little book is an unexpected pleasure and a very fitting testament to a brave and humble man. Highly recommended.

Peter Chapman


If you’re a World War I aviation fan who really wants something different, pick up this reprint of a 1918 classic … This tome is truly something special… highly recommended… entertaining, well-written, heart-wrenching and a true contribution to any World War I aviation bookshelf. Grub Street has rendered a service to aviation fans by reviving a genuine classic that has been unavailable for nearly half a century.”

Bill Bond went to serve as a fighter pilot on the Western Front, from where, to the ever present sound of gun fire, hardly a day went by without him writing to his sweetheart. They were letters of unconditional love which also described in minute detail his service life and experiences And Aimée replied in kind. By now Bill was a captain and an ace, and when, tragically, he was taken from her one July day, she completed her book about their extraordinary love affair as a kind of release to enable her to contain the pain of her loss.

Rare Aviation Books Marshall Silver Managing Director 8 Argyle Place Millers Point New South Wales 2000 Australia rareaviationbooks.com

Not a book review, but rather a book shop review – a book shop owned by a Society member. Rare Aviation Books is an antiquarian bookshop in Sydney, Australia. They sell aviation books, magazines, and ephemera from all eras. The bookshop is located in The Rocks, walking distance from the CBD. Well worth a look – either on-line or in store. Editor.
Building the Wingnut Wings Dolphin & Pfalz D.IIIa by Ray Rimell. 60 pages plus covers, illustrated. Published by Albatros Productions Ltd. and available from the publisher at www.windsockdatafilespecials.co.uk or 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, United Kingdom. £25.00 plus packaging and postage.

The seventh and latest in an ever-expanding range of modelling specials, Albatros Productions’ Ray Rimell takes the reader though his rather fascinating build of Wingnut Wings’ new 1/32 scale Sopwith 5F.1 Dolphin scout, and as an added bonus, a repeat of his build of the Wingnut Wings Pfalz D.IIIa, which featured in Windsock Worldwide Volume 26. This time the latter comes with some new updates plus news of aftermarket spares that have become available for the expanding range of kits in this large scale.

Neatly divided, Part 1 is a quick two-page look, complete with images, of the contents of the Sopwith Dolphin kit, reviewed by the author, who quickly moves on to his build of the kit in Part 2. This latter is a tour de force of 35 pages, resplendent with not only the author’s multitude of close detail photographs showing the build as it progressed, but a huge number of colour photographs showing fine details of the R.A.F. Museum’s restored D5329 as well as a few archive images. All of these are complemented by three extra pages of colour profiles by Ronny Bar, showing seven different aircraft.

The narrative too is highly detailed, covering everything from engine construction to internal rigging, and the author explains not only the standard way to construct everything as laid out, but gives details on many refinements and details added by him to give the model that extra authentic touch. The end result is truly amazing and this section is worth the purchase price alone in my view.

In Part 3 we come to the build of the Pfalz D.IIIa, another 11 pages presented in the same format, with many photographs taken during the build to guide the reader as well as a number of excellent contemporary images of the Pfalz D.IIIa, all backed up once more by four colourful side profiles by Ronny Bar.

The modelling special concludes with Part 4 – After Market Accessories and Part 5 – Appendices, the former with a range of available parts and decal options for both the Dolphin and the Pfalz, and the latter with a large list of further information sources that can be consulted if the reader wishes to know more about these two aircraft types. There is also a Jargon Buster on page 59 in which one can find out more about terms used in the narrative which the average reader may not be familiar with.

Although written primarily for those intent on building these specific aircraft model kits, this detailed account would be useful, if not downright fascinating, to anyone building the Sopwith Dolphin and Pfalz D.IIIa, whatever their scale of choice.

Very highly recommended.  
Peter Chapman


Promised a lofty rank in the “new order” to come, Bruno Stachel, a dissolute World War I flying ace, welcomes the opportunity to fly again until he awakens to the brutality of his Nazi bosses. This Hunter’s excellent sequel to The Blue Max as Bruno Stachel experiences Germany between WWI and WWII. The rise to power of Herman Goering, Martin Bormann, and Adolf Hitler is witnessed through Bruno’s eyes. Bruno must make the decision between becoming a central figure in the new Germany, with its growth of Nazism, or choose a different path.


The third story that follows the life of Bruno Stachel, one time recipient of the Blue Max and WW1 flying Ace. This may not be the story that you expect in that it follows several former German citizens now living in the United States under the watchful eye of the government during the waning years of WW2. When they are called upon to serve their new country they accept even though it means going back to the county they miss, and to risk death at the hands of the Nazi’s. These citizen spies begin to suspect they are being lied to by their German contacts, and while trying to find the truth must avoid capture at all costs. Can they get to the truth, or will they become victims in a vast game being played by people who will risk it all to win.

Contents
**Engine Report**

Welcome back to another New Year. As usual, the local engine shop is STILL all out of spare parts, so again we have to rely on our Mr Fix-it (Mark) to come to our aid with some small pins. While that task gets done, we have turned our attention to the old Bloc-tube carburettor.

If you are familiar with the carburettors that used to be used on cars, you might recall a pool of petrol sitting in a small container, with petrol being sucked into the airflow in a narrow part of the tube that caused the air to speed up and drop in pressure, with the flow of petrol being restricted by a floating needle.

Now think of a rapidly rotating rotary engine (remember, the whole engine spins around around) and think about how well that would work! The Bloc-tube is what the engineers of the early 20th century came up with. As you can see from the photos, it's a lovely piece of machinery, largely made of brass. It still has a needle - a big one, but that is about where the resemblance ends. We have stripped it down, degunked it and reassembled it. Next stop will be working on the push rods!

---

**Library News**

**Books**
Eliot Millar King - A Biography. Adrienne Tatham [His daughter]

**Magazines**
Cross & Cockade International - Winter 2018 Vol 49/4
Over the Front - Spring 2018 Vol 33/1
The Flying Machine - Fall 2018 No. 9
Das Propellerblatt - Frühjahr/Sommer 2018 Nummer 40
Wartime - Spring 2018 Issue 84

Also in is book 4 of Marat Khairulin’s Russian Aviation Colours 1909-1922. This volume covers the camouflage and markings of the various Russian forces fighting against the Soviets and is a quality publication valuable to both the historian and the modeller. Of particular interest is a number of Anatra Anasal DS aircraft covered. As a special offer to ASWW1AH members the society has an unbuilt Omega 1/48 resin model kit of the Anatra Anasal DS which usually sells for $90 to $100 on offer for $40 + P&P. Contact Gordon our Treasurer on glaslett@bigpond.net.au

---

*Australian Society of World War 1 Aero Historians ~ February 2019*
Coda to Coda: WW1 Armistice Interpretation

A sound production company has interpreted visual seismic data captured by sound ranging technicians on the Western Front to recreate the moment the Armistice went into effect.

With practically no audio recordings of the WW1 battlefields, the interpretation by Coda and Coda (and a recent BBC soundscape) are our only means of listening back in time.

The virtual aircraft website

A fine showcase of Jerry Boucher’s aviation art. “I have a particular interest in those types that are less well-known or perhaps less ‘glamorous’ than their more famous brethren,” says Jerry.

Also worth a look is his collection of links to other aviation sites.

Pictured is a Phönix D.I flown by Friedrich Lang, May 1918.

Views of an Antique Land

A website developed by Cardiff University that looks at images of Egypt and Palestine in the First World War. Pictured left is a Lewis gun on an anti-aircraft mounting. Although few images relate to the air war, the collection is growing and complements collections of WW1 aerial photographs of Palestine by Bavarian squadron FA304b and of course the Australian Flying Corps, of which there are many.

A topic for a future journal?

The Importance of Aviation in Breaking the Trench Stalemate

Observer trumps ace. A short blog post that argues that artillery cooperation was the most important contribution of the Royal Flying Corps to winning the war. The complete lecture by historian John Terraine to the Royal Air Force Historical Society, from which this blog post is excerpted, is also available online.

Bristol Scout 1264: Rebuilding Granddad’s Aircraft

Members have probably seen on YouTube or via their blog the reproduction Bristol Scout C built by David Bremner around the preserved joystick, rudder bar and still-functional Bosch starting magneto from his grandfather’s No. 1264 aircraft. Now, alongside the film, is a book!