



NEWSLETTER

- AUGUST 2012 -

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*2012 Celebrating
50 Years.....*



* The R.E.8 shown above is the third of four watercolours produced especially for the Newsletter Mastheads by our Society Aviation Artist, Derek WHITE. Derek has provided a representative machine from each of the four Australian Flying Corps Squadrons which were deployed during WWI - (No.1 Sqn AFC) in 'The Middle East', & (Nos. 2, 3 & 4 Sqs AFC) on 'The Western Front'. This N'letter features an R.E. 8 ('Harry Tate') from No. 3 AFC, as flown by Lt. J.L. Sandy with Sgt. H.F. Hughesf Observer on 17 Dec. 1917 when both airmen were KIA - shot with a single AP bullet...

50th ANNIVERSARY WWI ART, PHOTOGRAPHY, & MODEL COMPETITION - Saturday 18th August 2012. -

Keen aviation artists, photographers and modeller members of our Society have been hard at work preparing for the 50th Anniversary Competition and Show on Saturday 15th August 2012.

This event is part of the Society's on-going celebration of our 50th Anniversary, but will be familiar to members who took part in the August 2009 Competition & Show. As then, judging in all the Art/Photography and Modelling Classes & Categories will be by a members ballot, so to have a vote, you have to be there! As always, we're hoping for a big roll up - even if you do not have an entry in any of the categories, your input as a judge will be of benefit to all. The more the merrier!

Prize winners will receive Merit and Commendation Certificates as well as aviation book-prizes. The two traditional Society Trophies, the **Ron Cooper Memorial Trophy** and the **Scale Modeller's Cup** will again be up for grabs. Members may recall **Derek WHITE** is the current holder of both of these Trophies. I understand Derek is keen to show us more of his artistic talents and modelling skills and welcomes the chance to compete in the Society's historic Anniversary Competition.

So come on and meet the challenge, bring your masterpieces in for the Show & Competition. Pre-registration is not necessary, but we suggest you arrive at the Barracks around mid-day with your work to facilitate classification and subsequent display.

For more details on the various Categories and Classes in the 50th Anniversary Competition & Show go to page 3...

The ASWWIAH Newsletter is published quarterly in Feb., May, Aug. & Nov. each year and is free to all financial members of the Society. Comments & contributions are welcomed by the Editor:- David PERKINS at damper1@mac.com

MEMBERSHIP

NEW MEMBERS...

One new member joined the Society since publication of the May Newsletter. We extend a hearty welcome to:-

Eric PETERSEN of Sydney NSW.

Congrats. and welcome to the ASWW1AH Inc. Please do not hesitate to contact myself or any of our Committee members with queries you might have regarding the Society and Membership.

- SOCIETY MATTERS -

MAY General Meeting....

The Meeting was held on Saturday 19th May 2012 at Victoria Barracks and was well attended (23 members with 5 Apologies)

The President informed the meeting that the Anniversary Luncheon in February was a great success and thanked all those whose work behind the scenes made it such a day to remember. Gareth announced the *75th Anniversary Luncheon* has been tentatively scheduled for *Saturday 14th February 2037*; details will be circulated closer to the event!

Members were advised that the Society visit to Canberra is tentatively scheduled for Saturday 27th October as part of our 50th Anniversary programme. We have asked for a visit to the AWM's Mitchell Annex as well as tour of the AWM proper, including the *Over the Front* exhibit in ANZAC Hall. Members should indicate their interest in the Canberra excursion a committee member at the GM. More details will be sent out to those interested as they come to hand.

Some preliminary details of an additional overseas excursion to New Zealand, planned for next year are as follows; the five or six day trip will include both a flying display at Hood/Masterton and the Museum at Omaka. The timings, schedule and route are yet to be determined, and is dependent on the number of members participating, which in turn effects transport requirements and pricing. Hence, an indication of interest in an excursion to NZ in 2013 is required. Please pass on your thoughts to Vice President **Mark DAWSON**.

The Society's artefacts have finally been transferred to the NSW Aviation Museum at Bankstown as an interim measure before being relocated for permanent display at Camden.

As mentioned elsewhere, your Society

needs support from members as volunteers at air and modelling shows, history fairs, etc. to help man a table and to talk to interested members of the public about the benefits of ASWWIAH Inc. membership etc.

PRESIDENT'S Report...

from Gareth MORGAN:

I gave a talk on *Aviation in the First World War* to the Botany Bay Family History Society on 7th March, after which the BBFHS donated \$50 to our Society.. I also sold copies of our 50th Anniversary Journal CD**

The above talk resulted in a request to speak on the same subject to the Loftus Probus Club in August.

At the beginning of April I was approached by the UK-based *Western Front Association* to provide some words on an RFC pilot who died in April 1917 - this for their daily remembrance feature on their website. I responded, and also included information on an AFC pilot who died in April 1918; this was actually used. Since then, I have given details of more AFC casualties where I had a photograph, as well as two articles (one of which was featured in the WFA email Newsletter) plus information about 60-odd International Rugby players who died in the War.

The WFA has established reciprocal links between their website (some 15000+ visitors per month) and ours, so we may see some increased interest in what we have available. All our members are encouraged to visit the WFA website :-

www.westernfrontassociation.com

**Complimentary copies of our Anniversary Journal CD were sent to *Cross & Cockade* and *Over the Front*, and subsequently received very favourable reviews from both periodicals.

Treasurer/M'ship Secretary Report...

from Alex STEWART:

Membership numbers now stand at 125, line-ball with last year, and members will be pleased to hear Society funds remain healthy, with



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our 'losses' from the previous year balanced by our 'profit' this year.

Miscellaneous....

Journal Editor **Peter CHAPMAN** advises work on the 2012 Journal is proceeding well. However, as the Society plans to publish two Journals each year commencing in 2013, more contributions from our members will be needed. Former President **Ray WITHNALL** has promised to donate a generous sum towards production of a second annual '14-'18 Journal. [A BIG thank you goes to Ray for his continued support. -Ed.]

Members will be aware that the Society has discontinued the publication of our Newsletter in traditional A4 booklet form. In order to minimise our overheads and avoid any immediate increase in the cost of annual membership, the Newsletter will continue in its present form, but will be available ONLY as a PDF in the Members Area on our website :- www.ww1aero.org.au/

Future mailouts are restricted to members who do not have ready digital access to our website and who have asked specifically for a hard-copy to be posted to them. Members are reminded that it is important they advise of any changes to address details to ensure the Society can keep in touch. -Ed.

As there was no raffle held at the Anniversary Luncheon in February, there were two raffles held at the May Meeting. The lucky winners were:-

Des SHEEHAN, Norman LEPLAW, Campbell WALTON and Peter WILLIAMS. The book prizes were "Richard Branson, A Man Among Mavericks", "Bomber Boys", "Spitfire", and

Following afternoon tea & bikkies members enjoyed a screening of the DVD "Mannock & McCudden".

Members are again advised that, as mentioned in the May Newsletter, both Webmaster **Andrew SMITH** and myself as Newsletter Editor will NOT be seeking reelection at the November AGM. In addition, V. President **Mark DAWSON** has advised that he will not be available for reelection either.

This means that at least these three positions on the Society's Committee will be declared vacant at the Nov. AGM and nominations will be called for. Members are reminded that our Society can only continue to go forward and prosper with the support of the membership and an active Committee. Naturally, newly elected members of the Committee can be assured of every assistance & support from the Society's executive.

Your active support in these matters can ensure the **Australian Society of World War 1 Aero Historians Inc.** continues on for another 50 years!

- Plastic Kit News -

from Peter Williams...

There is very little news on the Great War modelling front for this issue, even *Wing Nut Wings* seem to have taken a breather of late, although they have issued some 1/32 scale motors and accessory sprues for sale, just the motor sprue from their kits without instructions so you will have to source them from their website and if you intend the motor to be part of a diorama for instance a scratch built stand would be a necessary adjunct.

As for new kits I have only heard of a 1/72 scale Breguet 14 from **AZ Models**, which may or may not be a reissue of someone else's mould. The previously announced series of early Morane Saulnier monoplanes from **AZ** also in 1/72 scale are now in the shops, at least overseas, anyone seen them locally?

Although there is a hiatus in Great War models, that does not mean there is any sign of a downturn in the plastic kit industry as there are plenty of other periods getting coverage and there are still too many kits for the average modeller to finish! A promising sign is that there are a few 'between the Wars' subjects landing on the shelves a previously unexplored area for some. At least I have the chance to catch up on some of my 'stash' of unbuilt kits.

I'm looking forward to seeing some of your models at the **August Meeting Competition and Show** on Saturday 18th August. If you don't feel like competing at least bring something along for everyone to see. *P.W.*

Society 50th Anniversary

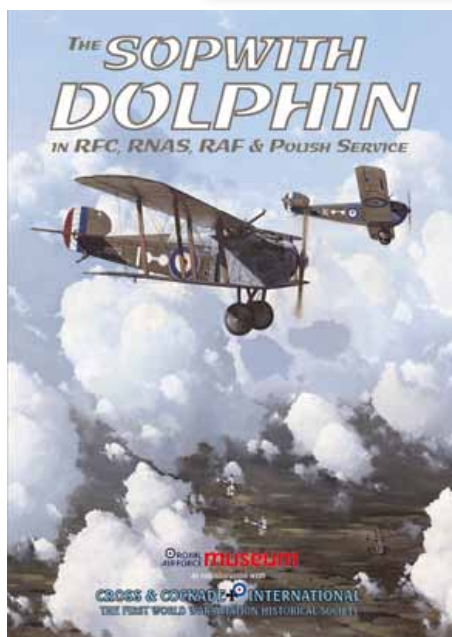
WW1 Art, Photography & Model Competition Saturday 18th August 2012

CATEGORIES:-

1. Art & Photos w/- Great War Theme - Cat. A.
2. Model Aircraft < 1/50 scale - Cat. A.
3. Model Aircraft > 1/50 scale - Cat. B.
4. Models other than Aircraft w/- Great War Theme of any scale - Cat. D.

Note that in keeping with tradition, the **Ron Cooper Memorial Trophy** will be awarded for "Best in Model Categories A & B" whilst the **Scale Modeller's Cup** will be awarded for "Best in Model Category D". There will also be "The President's Prize" awarded for "Best Overall in Show". *Best of luck to all exhibitors....*

- PETER CHAPMAN REVIEWS -



The Sopwith Dolphin in RFC, RNAS, RAF & Polish Service by various authors. 176 pages plus covers, illustrated. Published by **Cross and Cockade International** and available from the publisher at www.crossandcockade.com or The Sales Manager, Cross and Cockade International, 'Woodlea', Tattershall Road, Woodhill Spa, LN10 6PT, United Kingdom. **£33.00 overseas surface mail or £38.00 air mail.**

The latest publication by **Cross and Cockade International** in the U.K. continues their growing line of aircraft monographs, this fourth subject being one of Britain's most underrated scout aircraft of the First World War, the Sopwith Dolphin. As far as this reviewer is aware, little of any substance has been written about this tough scout before now, something that **Cross and Cockade International** have admirably rectified in their excellent coverage.

The front cover is a foretaste of things to come, with Andrew Dillon's superb painting of a pair of 19 Squadron examples on patrol over a cloud-marked landscape truly breathtaking. In fact, the monograph is profusely illustrated with Dolphin-themed artwork, five more paintings by Barry Weekley (2), Colin Ashford, Lee Lacey and Joseph Simpson gracing both inner and rear outer covers.

Published in conjunction with the RAF Museum's Sopwith Dolphin restoration team, the monograph begins with a brief **Introduction** by Project Leader Peter Dye whom we hear more from later, before Philip Jarrett takes up the story of the aircraft's **Design, Development & Construction**. The latter is covered in nine interesting pages, complete with photographs showing the many different prototype aircraft and design changes made before the 'standard' Dolphin reached the front. This author then concludes his contribution with a further four pages of narrative and photographs about **Flying The Dolphin**, many of the latter having been taken from personal accounts of men who flew the Dolphin during the war.

Well known aviation historian and author Norman Franks then takes up the baton, with his comprehensive narrative of **The Dolphin In Combat**. Although by no means a detailed study, this is still the most complete I have seen concerning the work carried out by the Sopwith Dolphin equipped squadrons in both Home Establishment and abroad, and there are insights to be gained by any researcher. The story spans from page 24 to 49, and is again profusely illustrated, with many photographs of the men who flew them as well as the Dolphin on active service included. This particular section concludes with neat tables of all Dolphin pilots who became aces, and all of the Dolphin aircraft that achieved that lofty status whilst being flown by a variety of men.

Casualty expert Trevor Henshaw has penned the next five page section, which covers **The Sopwith Dolphin Casualty Log: Western Front 1918-1919**. The first two pages contain lists with details of all aircraft lost, whether through enemy action or accident, and is divided neatly by Squadrons they were allocated to. The other three pages contain a few photographs of captured or destroyed Dolphins down on the wrong side of the lines, and a full page of contemporary German illustrations of the aircraft, made from the remains of a captured machine. **The Dolphin in Home Service** is a brief six-page look at the aircraft's fairly limited deployment at Home Establishment, both in the training role and as a night fighter. This narrative is authored by **Cross and Cockade International's** Mick Davis, the first of his four contributions in the monograph.

Peter Dye steps up next to give a brief account of the fledgling Polish Air Force's use of a handful of

Dolphins donated to them post-war, which were used in limited fashion in their conflict with the Russians. I found this section, although one of the smallest, to be one of the most interesting as this is the first I had personally read about the Polish using Dolphins. There are again tables showing aircraft allocated to the Poles, and employment by them, plus a few valuable photographs.

Airframe Development is the next major section, this time written and illustrated by Mick Davis. This is covered in great detail, taking up 24 pages of the monograph. Apart from the many photographs evident, there are line drawings for every design prototype and change in configuration, so much so that one could almost build your own Dolphin by just referring to this section alone. Everything here is crisply laid out and easy to read, with notes accompanying each set of drawings, to make the latter clearer should the reader be in any doubt.

The Dolphin's power plant is examined next in **The Hispano-Suiza: Burden or Blessing?** Again, Peter Dye has done himself and the reader proud, his coverage not only detailing the design and development of this sometimes troublesome engine, but its operational use in the Dolphin and remedial steps taken both in the manufacturing stages and in the field to rectify the faults encountered. There are also a number of contemporary drawings of the internal working of the engine, as well as photographs of the engine and parts in various stages of build or installation.

The longest and perhaps most valuable section from a researcher's point of view follows next, and this is as detailed as possible list of all Sopwith Dolphins manufactured, with individual histories for each aircraft. Spanning 49 pages, in **Units & Serials** each aircraft is given the most comprehensive history possible, showing acceptance, operational use, enemy aircraft shot down and by whom, and eventual scrapping or loss, plus hours flown. As brilliant a resource as this is, I feel I must warn the reader that not every aircraft has a history, there being a fair number listed for which no history other than their serial numbers is known. The vast majority are there however, and the information provided for each is every bit as comprehensive as in **Cross and Cockade International's** earlier monographs. Trevor Henshaw has added a concise **Serials List: Aircrew Index** at the end of this section, in which the reader can instantly trace any airman alphabetically and see which aircraft he flew.

Ten pages of photographs, showing Dolphins in the manufacturing stage, in training and on operational deployment, follow in **From The Albums**. Again, almost all of these are new to this reviewer, and I cannot stress sufficiently just how comprehensive and first class the photographic record is in this monograph. In fact, I would go as far as to say that the latter is worth the asking price alone.

Aviation artist Jaunita Franzi of **Aero Illustrations** teams up with Mick Davis to present **Colours and Markings**, in which a page of notes is followed by seven pages of Jaunita's superb colour profiles, showing Dolphins from the earliest prototype to the post-armistice Polish examples. Each has a brief caption and are placed in squadron order, making it simpler to study those used by each individual unit, and the markings employed thereon.

The monograph concludes with Peter Dye's account of the RAF Museum's **Dolphin MkI C3988 Restoration**. This takes the reader from the earliest stirrings in 1967 to the present day completed aircraft on view at the RAF Museum, and is an interesting read as well as an invaluable visual record, being accompanied by 46 colour images of the Dolphin at all stages of its restoration.

Printed on high-quality glossy paper and fascinating from first page to last, I cannot praise this latest monograph highly enough. A brilliant research tool and excellent account of the Dolphin, this is a must have for any serious student of World War One aviation.

Very highly recommended.

more Peter Chapman Reviews follow >>>.

- PETER CHAPMAN REVIEWS (contd.) -

Windsock Worldwide Vol.28 No.3, May/June 2012, 32 pages plus covers, illustrated. Published by **Albatros Productions Ltd**. 10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY, U.K. and available from the publisher at £7.00 plus post and packing.

The May/June issue of **Windsock Worldwide** has colourful images of a range of new World War One aircraft reproductions, most notably by **The Vintage Aviator Ltd** in Masterton, New Zealand. These include the front cover stunner – a close up of TVAL's Sopwith Pup finished in No.3 Naval colours. Inside there are three more pages of TVAL aircraft and one devoted to **Craftlab's** new Albatros (OEF) D.III, which made its maiden flight in April. Visually brilliant, besides the **Craftlab** Albatros the 18 images show an R.E.8, TVAL's third Albatros D.Va in the markings of Vzfw Karl Jentsch of Jasta 61, two Fokker D.VIII monoplanes, the Pup and TVAL's second FE2b, still a work in progress and destined to be a night bomber variant. On the rear cover there is another image of the Fee, plus an even bigger close up of **Craftlab's** Albatros (OEF) D.III.

For the modeller among us, Lance Krieg's **Modelling Master Class**, Chapter Seven (Part I) has six pages of notes and photographs on Armament. Some of the latter have to be seen, particularly the exquisite work done by Ken Foran on his $1/16$ scale Sopwith Camel, which has detailed brass machine guns and Cooper bombs, all scratchbuilt. In fact, Ken's work with brass fittings is almost worth the price of this one alone! Another scratchbuilt masterpiece is Dave Hooper's $1/72$ scale Dornier RS.III Giant Flying Boat, which is covered in three detailed pages, complete with 13 colour photographs of the build at various stages, plus the finished model. For those interested in more unusual aircraft, **Rara Avis** covers the Hanriot HD.9.Ap.I single-seat scout, developed just too late to see service in the war. A brief narrative is filled out by two pages of $1/48$ and $1/72$ scale drawings by the late Ian Stair, as well as four photographs of this aircraft. **Readers' Gallery** finishes off the modelling theme nicely, with a two-page spread of models which include a fantastic but still incomplete $1/8$ scale scratchbuild Nieuport II from Italy, DR Mike Hawkins' $1/6$ flying scale Albatros C.X and a $1/32$ scale **Wingnut Wings** Bristol F2b finished in Dutch colours.

Of regular features there are plenty, **On The Transfer List** bringing four pages of news and reviews about the latest decals and markings available from a wide range of manufacturers. **Kitbag** too has many new model kits and accessories on view, including AZ Model's $1/48$ scale Gotha G.V, a re-issue of the Hippo kit of yesteryear, and even a Nieuport 10 two-seater in $1/72$ scale, from **HR Model**.

An interesting and informative read, with much to please the skilled and unskilled modeller out there.
Highly recommended.

RAF R.E.8 AT WAR by Paul R. Hare. **Windsock Datafile No.153**, 40 pages plus covers, illustrated. Published by **Albatros Productions Ltd**. 10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY, U.K. and available from the publisher at £11.50 plus post and packing.

The R.E.8 needs no introduction to many readers I am sure, as it was the work horse of the British Corps squadrons from 1916 to 1918, being merely supplemented by other types rather than superseded by them. Having covered the R.E.8 in the **Datafile** series way back in 1990, this latest publication from **Albatros Productions** is timed to coincide with the build of a flying example of this rugged aircraft in New Zealand, the aim being to present much of the additional information that has come to light in the intervening years, and complement the original **Datafile** coverage.

Beginning with Jerry Boucher's dramatic front cover painting of a 4 Squadron aircraft preparing to be attacked by a Fokker D.VII, this latest **Datafile** brims with colour imagery. There are seven colour profiles on both inside and rear covers, all by Ronny Bar, depicting RAF and one Belgian example. Perhaps the best colour feature in this particular issue though are the eight pages of close-up detail photographs, mostly showing **The Vintage Aviator Ltd's** latest build, but also of the **RAF Museum's** example. These bring the R.E.8 to life in a way that no archive photograph can, and my personal favourite is Dave Money's photo of the TVAL R.E.8 in flight.

Line art is also in abundance, the honours this time going to Mick Davis of **Cross and Cockade International**, who has produced ten pages of finely detailed drawings in both $1/48$ and $1/72$ scale. These include structural features not usually shown in the completed aircraft, as well as the airframe development over the life of

the aircraft type. A carefully selected array of 60 archive photographs show the R.E.8 in production, training and operationally. Many of the latter are new to this reviewer too, a pleasant and unexpected surprise.

All of the forgoing colour and imagery would be lost without a solid story to back it up, and this author Paul Hare has achieved in spades. Beginning with an informal look at the origins and development of the aircraft, he goes on to weave the story through pilots' experiences of flying it to achievements, both positive and negative in its operational deployment. The story in fact is very well written, with just enough detail and change of pace to make it interesting and hard to put down.

Albatros Productions are to be congratulated on once again bringing this fine aircraft to the attention of all interested in World War One aviation, be they historians, enthusiasts or modellers.

Very highly recommended.

Development of German Warplanes in WWI: A Centennial Perspective on Great War Airplanes and Seaplanes by Jack Herris. ISBN 978-1-935881-50-6, E-book (PDF format), 156 pages plus glossary, illustrated. Published by **Aeronaut Books** and available to download from the publisher at www.aeronautbooks.com. US\$9.99.

The first of a new series of e-books being published by well-known publisher and author Jack Herris, and to use the author's own words, this e-book focuses on describing and illustrating the "development of German aircraft of World War One, to provide context for understanding the design and procurement of these aircraft."

Available in both i-Book and PDF formats, this landscape book is richly illustrated throughout with archive photographs, and colour images and profiles, the latter by Bob Pearson. Broadly divided into eight chapters, covering an *Introduction*, *The Frontbestand Tables*, *Early Unarmed Airplanes*, *Armed Two-Seat Aircraft*, *Fighters*, *Bombers*, *Naval Aircraft and German WWI Aviation in Retrospect*, each chapter is in turn subdivided into relevant sections. To give but a single example, the chapter on *Fighters* is subdivided into *Monoplane Fighters (E-Types)*, *Biplane Fighters*; *The D-Types*, *The Triplane Craze* and *The Fighter Competitions*. Each has a brief but interesting narrative history, well researched and concise, whilst the images and profiles are captioned in detail and make identifying the various aircraft illustrated that much easier. A number of tables, including *Frontbestand* figures are reproduced in the book, giving a good overview of how German aircraft production and design progressed throughout the war, and how much it was influenced by their needs at the time.

As interesting and informative as the narrative and tables are though, by far the best aspect of this book is the sheer number of colour profiles and archive images included, many new to this reviewer. Wide-ranging and excellent in their detail, they alone are worth the meagre asking price. As mentioned previously, the book concludes with a glossary of terms used throughout, always useful to the less well-informed reader.

This is an excellent book, the first in what **Aeronaut Books** hope will be a series, the second of which, **German Seaplane Fighters of WWI: A Centennial Perspective on Great War Seaplanes**, has now been completed too.

This e-book is also available in printed format from www.amazon.com. at US\$33.99, at is a valuable addition to the growing literature on German aircraft of the First World War.

Highly recommended.

Building the Wingnut Wings Albatros D.V / D.Va by Ray Rimell. 48 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. £20.00 plus packaging and postage.

Following on from their successful launch of the series with **Wingnut Wings'** enormous and highly detailed 1/32 scale Gotha G.IV, **Albatros Productions' Windsock Worldwide WWI Modelling Special No.2**, is another two 1/32 scale German subjects by the same manufacturer, this time their Albatros D.V and D.Va scouts.

Written by model builder and reviewer, Ray Rimell, the second in this series is a distinct improvement on the original, if that was at all possible. Literally packed with excellent features, drawings, paintings, both archive

- PETER CHAPMAN REVIEWS (contd.) -

and colour photography of originals as well as exact replicas, and everything in between, this modeling special has to be seen to be appreciated.

Beginning with **Part 1 – Inside The Boxes**, the author takes a look at each of the models and their parts and accessories, evaluating each carefully to best inform the reader just what they are getting for their money. This is followed by a two-page spread of archive photos provided by Dr Volker Koos, each complete with a detailed caption and not a dud among them.

We then come to the first of the major sections, **Part 2 – Building the D.V.** This is an eight-page beauty, filled with notes on all the pitfalls and helpful hints the author can provide, each aspect, for examples **Struts** and **Undercarriage**, being covered in turn. Again, all are well illustrated with colour images taken at every stage of the build as well as some more archive photographs for good measure.

Part 3 – D.Va ‘Quick-Build’ is a one-page demonstration of how to build the latter straight from the box, without any minor or major modifications, and this is followed by another nine-page section, **Part 4 – Décor Detail...** For me, this is one of the best references in the book, as it comprises a number of superb colour side, and in one case upper and lower profiles of D.V and D.Va aircraft, accompanied in each case by at least one archive image of that aircraft (and sometimes more than one!), plus a veritable history of the aircraft concerned (serial numbers, pilots, Jastas etc.). The colour artwork is by Ronny Bar, whilst Greg van Wyngarden’s vast knowledge on German colours and markings is put to good use in compiling the captions. Next comes a centre-page spread photograph of New Zealand’s **The Vintage Aviator Ltd’s** two Albatros D.Va reproductions in flight together – magnificent!

Next, Harry Woodman’s two-pages of well captioned and presented archive photographs leads us into Ray’s third model build, this time of the colourfully striped D.Va flown by LtH Hans Böhning of Jasta 76b. The completed model is beautifully presented in a digital diorama on the front cover, as well as in this section, which is **Part 5 – Building the D.Va.** Ten pages long, this encompasses everything and more that has gone before in **Part 2 – Building The D.V.**, and if the reader still cannot produce a decent model of the WNW Albatros D.Va kit after reading this section, then I’m afraid they need to find another hobby!

Part 6 – Albatros ‘Walk-Arounds’ is another bonus, being four pages of colour photographs showing both of TVAL’s Albatros D.Va aircraft in the finest detail, and the latter is followed by the last of three archive sections, this from the P.L. Gray archive. **Part 7 – Devil in the Detail** is the author’s insights on how to produce those odd spares not found in the kits, or modify ones that are there, such as the Morell anemometer. His notes here are particularly useful, as are the photographs he has included showing how the parts are made and fitted.

This modeling special concludes with Parts 8 and 9, **Setting the Scene** which shows how to make a diorama and includes both original archive photographs and model dioramas built to suit the latter, and detailed information on **Decals and Accessories** available for use with these magnificent model kits.

At less than the asking price for one the models themselves, this latest modelling masterpiece by author Ray Rimell is a must-have for anyone intending to build one of **Wingnut Wings** Albatros D-type model kits.

Very highly recommended.

For more details on the Albatros Productions Ltd. publications reviewed above and on the previous pages visit their web site at www.windsockdatafilespecials.co.uk.

Peter Chapman - Journal Editor, Australian Society of World War One Aero Historians Inc.

Cross and Cockade International 2013 CALENDAR by various artists. 14 page stiff card, illustrated. Published by **Cross and Cockade International** and available from the publisher at 11 Francis Drive, Westward Ho!, Bideford, EX39 1XE, U.K. A\$20 surface mail or A\$25 airmail.

An annual favourite, the latest calendar from our British counterparts at **Cross and Cockade International** is another visual feast from cover to cover. As in previous years, each month is presented on a single page, with

space aplenty for making notes of all those important dates and appointments, and a stunning World War One aviation painting to look at each month too.

This year's artist contributors include regulars, such as Ivan Berryman and Colin Ashford, whilst a number of newer faces also adorn this publication. Among my favourites is Mark Karvon's homage to the Fokker D.VIII (August). The calendar concludes with detailed information on each painting used and contact details for each of the artists too. Excellent value at just A\$20 via surface mail, if you order your copy now it will reach you in time for use in January.

Very highly recommended.

For details on the 2013 Calendar and other publications from Cross & Cockade International visit their web site at www.crossandcockade.com.

Peter Chapman - Journal Editor ASWWIAH Inc.



- NOTICE -

Modellers please note that following on from our own 50th Anniversary WWI ART, PHOTOGRAPHY & MODEL COMPETITION on Saturday 18th August next the SYDNEY SCALE MODEL SHOW 2012 is coming up in November (two weeks before the Society's 2012 AGM).

All members, particularly Sydneysiders, are urged to consider providing some support for the Society by volunteering to help staff a desk at the Sydney Scale Model Show. If a few modellers can get together to share the load at the Society's desk it would make the task much easier for all.

Please give it some thought to it and if you want to help your Society, put your name forward at our Meeting/Model Show on Saturday 18th August.

YOUR HELP WILL BE GREATLY APPRECIATED.

The Sydney Scale Model Show Committee in association with APMA & ANMS invites modellers of all ages to the

SYDNEY SCALE MODEL SHOW 2012

WHERE? Hornsby War Memorial Hall
2 High Street, Hornsby NSW 2077

WHEN? Saturday 3rd November 2012
9.30am - 4.30pm

Competition Entry: \$2.00 Per Model
General Admission: \$2.00 Adults
\$1.00 Concession

MULTIPLE CATEGORIES * TRADERS ON SITE

For further information see the website:
<http://sites.google.com/site/apmasydney/home>
Or contact us @
sydneyscalemodelshow@gmail.com
Or
apma.sydney@gmail.com

- From the Society's Newsletter Archives -

Having previously published 3 extracts of Jack ALLPORT's "Letters from an Australian in the RFC" back to his family in Sydney, we now come to Episode 4 "Wings and France" where we find Jack gaining his wings and moving to France as a 'Pool' pilot.

WADDINGTON: 16/4/17.

"Finished my five hours solo on the machines here and will most probably be posted to some other squadron in a day or two, so please hold any mail until I let you know my new address.

SCAMPTON: 18/4/17. No. 37 Reserve Squadron

Just a line to let you know my new address which is as above.

I completed my five hours solo on Maurice Farmans on Monday and was transferred here today. I have now to do a couple of hours dual on Avros, which are more sensitive and are tractors. After a number of hours solo on these we go on to Armstrong Whitworths and R.E.8's, so I expect to stick at this place for some weeks yet. It's not as nice as Waddington and a little further away from Lincoln on the opposite side. We have no electric light or water supply, but otherwise are OK. We have a very comfortable mess and good tucker.

Snowy Stopford¹ has yet another hour to do at Waddington. He will be finished in a day or two and has applied to be sent to this squadron. He had a slight accident the other day, but came through with a bit of a bump and, fortunately, was not hurt at all. The engine in his machine conked out just as he was coming down to land and, consequently, he landed short of the aerodrome in a ploughed field. He had the option of hitting a fence or of putting his nose down to make a steep descent. Decided on the latter and did not flatten out sufficiently. The machine dug its nose into the ground and threw him clear - luckily he was not strapped in.



The illustration is a bit windy - Snowy did not come down as steeply as this.

SCAMPTON: 21/4/17.

Have sent you a most peculiar looking parcel - no doubt you will be wondering what on earth it is. It is two walking sticks² made from mahogany propellers. Would you present one (the smaller) to Cliff - I promised him one when I was last in London. The other you can give to Uncle now, or wait a bit - please yourself, as you know best. I was waiting to have one made from a prop smashed by myself, but have not had the pleasure of "doing in" a machine yet. Propellers are made of several layers of thick wood which are stuck together. You can plainly see the laminations in the sticks. These layers make them novel and show how strongly glued they must be.

Weather dud as usual. Had five minutes in an Avro

yesterday.

SCAMPTON: 27/4/17.

We have been pretty busy for the last two weeks. The dud weather seems to have cleared up and we are flying from early morning till eight at night. I have passed most of my tests. I still have a height test and some Vickers machine gun to get thro' before getting my wings. Finished up at Waddington on the 16th. with five hours elementary on a Farman. I left on the following day for this place about ten miles away on the opposite side of Lincoln. Did some dual on Avros and then a couple of hours solo. After that, I was put onto Armstrong Whitworth machines which are quite easy to fly. Tests on these are straight flying, bomb dropping, photography, aerial observation, wireless signalling to the ground, cross countries and height tests. Straight flying is simply flying up wind on a straight course, which is recorded on an instrument on the ground. Sounds easy but is not. Bomb dropping is much the same. You fly up wind and when a certain distance from the target, release the bomb. I got two hits out of six from 2,000 feet.

The Photographer is immensely pleased with the photos I took. said they were the best he had. Certain points on a map are given and you have to find and take them from the air. It is enough to find them, but photographing them is rather tricky - flying the machine with one hand and leaning out looking for the pin point to come in line with the camera sights. Art. obs. is uninteresting stuff - watching the guns fire and observing where the shells burst. The machine has a wireless installation with which you send down corrections to the battery. Cross countries are good-oh. I have down two so far. I intend to fill in the rest of my time here with another. The first was from this place to Gainsborough and Doncaster; about 40 miles. A Canadian³ and myself went together. Started on a clear day and got up about 4,000 feet. It was not long before our aerodrome was in the dim distance behind. The trip there took us about 40 minutes as we had a head wind which added to the time. About halfway we ran bang slap into a heavy cloud and had to descend to 500 feet in order to follow the railway. Skidded over railway stations, chimney pots, etc. for about twenty miles and knocked spots off the Great Northern Express. Felt glad when we landed at the 'drome at Doncaster. None too soon either, as the mist thickened and kept us down to 200 feet for the last two miles. We reported there and were advised by the C.O. not to attempt to return until the weather cleared up, so off we toddled down town and fixed up at a hotel for the night. Met several Oxford chaps and took them along to a theatre and had a good time.

Next morning was fairly bright and good enough to return, so off we started at 2,000 feet. My pal thought he would do a bit of compass flying and got above the clouds and lost himself. He went beyond our 'drome and landed

- From the Society's Newsletter Archives -

miles away - found out where he was on his map and finally got here OK. Had another cross country yesterday. This time it was to Grantham and back - about 80 miles. Called in at Waddington and had tea there. I still have four hours to put in and intend to go to the East coast and take some photos of Grimsby and Hull. It ought to be an interesting trip if the weather is good.

SCAMPTON: 1/5/17.

In your letter you spoke of a trip to Manly⁴ and nearly losing your breakfast. Well, my back teeth have been under water a few times. Whenever it is windy the air, like the sea, gets rough; you meet with all sorts of air pockets and bumps which, of course, you can't see coming. The higher you are up, the less bumps you meet with. Well, it was blowing like smoke this morning and the clouds were fairly low, so I decided to go up above and to get lost just for fun. Opened my engine out and was soon at 2,000 feet surrounded by mist. I tried to head her north by watching my compass, but the damned thing turned clean around, although I could have sworn it was not my machine that was turning. I then struck some of the most infernal bumps I'd ever experienced, so thought it was time to quit as it was "no bon" in that cloud. Switched off and glided down out of it. Got a glimpse of the aerodrome about fifteen miles away, so flew back and did not waste much time in coming down as the wind had risen considerably and flying was off for the day. Had some breakfast and spent the rest of the day on the range with a machine gun.

LONDON: 7/5/17.

Got my wings on Monday and now on leave waiting for orders. Have been to some shows with Mouse and am being properly pampered. A Canadian* who graduated the day before I did, came on leave with me and went across to France two days ago, so I expect I will be next on the list and shift across some time this week. I am on a new type of machine, the R.E.8 (Reconnaissance Experimental) used for artillery observation, photography and, occasionally, bombing. Tried to get scouts, but had no luck. May be able to work a transfer later on, but still the Corps squadron will do me for the time being. My bus has two guns. I work the Vickers which is synchronised and fires through the propeller, while my observer has a Lewis gun to keep any Huns busy behind. The observer and gun are on a revolving seat gadget and can turn quickly in any direction. The machine has a 140 h.p. engine, climbs at 65 m.p.h., flies normally at 70 m.p.h. level and, when all out, develops 100 m.p.h. It has a rather good idea in an adjustable tailplane which is altered in the air and enables you to fly hands off. There are three kinds of squadrons - Corps, Army and Scouts for short reconnaissance, long reconnaissance and escort respectively.

LONDON: 15/5/17.

Got a telegram yesterday and have to report this

afternoon. I expect this means France tomorrow. Will write again in a day or two.

FRANCE: 19/5/17.

No. 1 A.D. RFC.

A line or two to give you my present address and to let you know that I'm still in the business.

It's great fun trying to make oneself understood with the people here - "Portez vous mon baggage? Oiu! Oiu! [sic] Do you get me Steve?"

Am at present at the Base - billeted in a village close by. Expect to be here for perhaps two weeks before being posted to a squadron, so you could re-address any letters to this place. Pool Pilot, No. 1 A.D., RFC, BEF, France.

Well, adieu pour le present - I'm becoming some French scholar I can tell you!"

¹ Snowy Stopford - son of Dr. Stopford of Balmain, Sydney.

² One of these walking sticks is now in possession of the Society and is displayed with the AFC uniform owned by the Society.

³ The Canadian's name was McKissock.

⁴ Manly: a suburb of Sydney. It may be reached by a 45 minute ferry trip which, as the route crosses the Heads, can be quite rough.

Student pilots on cross country navigation exercises have always found the railway a great visual aid in getting there and back...

The November Newsletter will feature more of Jack ALLPORT's letters. Episode 5 "With No. 5 Sqdn RFC" First at Savy, the Sqdn then moves to Acq near Arras with Jack soon to be Temp. Flight Commander - Ed

- Society Committee -

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- Society Library Additions -

Newly entered into the library after the May meeting were the following items:-

<i>Cross & Cockade vol. 42 No. 2 & No. 3</i>	<i>library Nos. 1042/2, 1042/3</i>
<i>Over The Front vol. 26 Nos. 1, 2, & 3</i>	<i>library Nos. 1226/1, 1226/2, 1226/3</i>
<i>Windsock International vol. 28 Nos. 1 & 2</i>	<i>library Nos. 1328/1 & 1328/2</i>
<i>Albatros D.V/Va at War vol. 1 (Colin Owers) Windsock Datafile No. 151</i>	<i>library No. 3151</i>
<i>Albatros D.V/Va at War vol. 2 (Colin Owers) Windsock Datafile No. 152</i>	<i>library No 3152</i>
<i>Italian Aces of WW1, (Paolo Varriale) Osprey A/C of the Aces 89</i>	<i>library No. 195</i>

Remember, if you would like to borrow or peruse anything from the library list, let me know and I can bring it to the meeting, or if you can't wait, collect it from my home.

- Peter Williams - Society Librarian.

- More From the Society's Newsletter Archives -

- POOL PILOTS ON ARRIVAL -

- (1) 1/ Report to Orderly Room, Aerodrome.
2/ Report to Officer at Pool Mess.
- (2) They will report each day by signing the book in the Office at Pool Mess by 10 am and by 2.30 pm.
- (3) They will not leave the Aerodrome or Pool Camp without reporting to the Pool Pilot Orderly Officer. He will obtain leave for them from the Aerodrome Orderly Room and Officers will write their names and addresses where they will be found if required in a book provided for that purpose in the Pool Office.
- (4) Pilots are reminded of the importance of being in close touch with the Aerodrome at any time of the day or night. Postings may come at any moment and must not be delayed.
- (5) Letters will be delivered daily to the Pool Office.
- (6) Pool Pilots are not allowed to fly machines while awaiting postings unless specially ordered to do so by O.C. Aerodrome.
- (7) Dress: Slacks are not allowed to be worn in the town except between the hours of 5 pm and 8 am.
- (8) Slacks and boots may be worn in the Aerodrome but not shoes. Shoes and stockings will not be worn.
- (9) Time spent in the Rigging Shop or Aerodrome Hangars is not wasted - much can be learnt by taking an interest in the construction of machines. The work of mechanics, however, must not be interfered with.
- (10) Officers will not walk across the aerodrome but must keep around the edge.
- (11) Postings will be notified on a board outside the Pool Office.
- (12) Pilots before leaving on posting will sign out in the book in the Pool Office and also in the Orderly Room.

27th. April, 1917.

C.G. Gould. Major.
Commanding Aerodrome No.1 A.D.
Royal Flying Corps.



CONFERENCE PROGRAM =

The Great War saw the emergence of an Australian Flying Corps (AFC), which by 1918 was making a tangible contribution to Allied air operations in the Middle East and on the Western Front. Over the operational phases of the war, the airmen and ground crews adapted to new aircraft types while facing a determined enemy with first-class machines of their own. Some Australian airmen became ‘aces’, others were shot down and captured; many were killed or disabled. But the war in the air had its own character and culture, and chivalry remained despite the ferocity of the combat. Almost 100 years on, this symposium aims to explore growing interest both by academic and professional historians in the Australian Flying Corps during these years, especially with regard to the many human factors involved as well as the evolving aircraft technology and tactics.

Where did the Australians fit in to Allied air operations? How did they rate as pilots and units? How did they adapt to new aircraft types and tactics? How did they fare against a skilful and well-led enemy? What was their POW experience? Who were our ‘aces’? How were airmen and the air war represented in an emerging media? These are some of the questions this symposium seeks to address.

This one-day conference presents papers from a range of historians, authors and other subject matter specialists in and around the setting of the aircraft and displays of the RAAF Museum at the historic Point Cook base. A Panel session will conclude the day’s proceedings before attendees are invited to further explore the Museum and its facilities.

2012 marks 100 years since the Federal Government purchased the land at Point Cook which became the home of the first AFC flying school. The facility trained many Australian airmen before and during WWI; a role it continues to play today. Through the generous co-operation and good will of the staff concerned, the conference will take place in the heart of the RAAF Museum surrounded by the aeroplanes, artefacts and displays that represents the rich history and the very essence of AFC/RAAF aviation.

CONFERENCE SPONSORS =



CONFERENCE TIMETABLE =

Monday 12 November 2012

8.00 – 9.00 am

Conference Registrations

8.45 am

Doors Open

SESSION ONE | Australia's Air War 1914-1918

9.00 - 9.02 am

Welcome

Major-General Jim Barry, AM, MBE, RFD, ED
(Rtd), MHHV Inc. Patron
Introduction of Guest Speaker

9.03 am

Opening Address

Wing Commander Nick Leray-Meyer, AM
(Rtd)
Vice-President RAAF Association Victoria

9.18 am

Opening of the Conference

Colonel Marcus Fielding
Conference Chair and MHHV Inc. President
Introduction of Keynote Speaker

9.20 – 10.00 am

Keynote Address: *The AFC experience and the Development of the RAAF*

Dr Chris Clark
RAAF Historian and Head of the Office of Air Force History

10.00 -10.30 am

MORNING TEA

SESSION TWO | The Airmen

Session Chair:

Air Commodore Dr Tracy Smart, OAM

Director General Garrison Health Operations – RAAF
Director General Air Force Health Services

10.30 -11.10 am

Paper: *'Quite the right type': Recruiting and reinforcing Australia's effort in the air, 1914 - 1918*

Mr Michael Molquentin, Writer, battlefield guide, author of *'Fire in the Sky'* and *'Flying the Southern Cross.'*

11.15 am – 11.55 pm

Paper: *The AFC in Hotter Climes; The Air War Over the Desert*

Dr Mark Lax, OAM (Air Commodore RAAF Rtd)
Former Director General of Strategic Policy

CONFERENCE TIMETABLE continued on page 16 >>>

CONFERENCE TIMETABLE (continued) -

12:00 pm	Paper: <u>'Caged Birds': The capture and imprisonment of AFC airmen during the Great War, 1915 - 1918</u> Mr Aaron Pegram Historian at the Australian War Memorial. Managing Editor of <i>Wartime</i> magazine
12.40 – 1.40pm	LUNCH. Museum visit and Sopwith Pup demonstration flight (subject to weather and aircraft availability)
SESSION THREE Air Combat	
Session Chair:	Mr David Gardner, OAM Director, RAAF Museum Point Cook
1.40 – 2.20 pm	Paper: <u>The Fighter Aces from Australia</u> Mr Gareth Morgan President, Australian Society of WWI Aero Historians
2.25 – 3.05 pm	Paper: <u>The Machines: A Pilot's View</u> FLT LT Mark 'Darcy' O'Connor RAAF Museum Pilot
3.05 pm	AFTERNOON TEA
3.30 – 4.10pm	Paper: <u>'Hurrah for the Next Man to Die': Hollywood's Representations of the War in the Air 1927-1938</u> Dr Susan Johnston Historian and author; Cocee History and Heritage
4.10 – 4.30 pm	Panel Discussion: <u>What research remains to be done?</u> Panel Chair Dr Chris Clark Wing Commander Nick Leray-Meyer, AM Air Commodore Dr Tracy Smart, OAM Mr David Gardner, OAM
	Close of Day - Conference Chair
4.30 - 5.15 pm	Inspect RAAF Museum Collection or Tour RAAF Museum Aircraft Restoration Area (optional) Aircraft that are being restored or built in this area include; a <i>BE2a</i> (c1912); and a <i>Bristol Military Box-kite</i> .

Members are advised that pre-registration is recommended as seats are limited to a total of 80. Full details can be seen on the Military History and Heritage Victoria Inc website < mhhv.org.au >

With such a strong focus on the Australian connection with WWI military aviation, this Conference presents a golden opportunity to hear the very latest from the experts. With our President, Gareth MORGAN, past President Dr. Mark LAX and Society Members, Michael MOKKENTIN and Dr. Susan JOHNSTON all presenting papers, the ASWWIAH Inc. is well represented at the Conference, so we do hope that many of our members, particularly those from Victoria, can sign up for their seat and attend the 'By the Seat of their Pants' Australian Airmen & their Aircraft 1915-1918 Conference at Point Cook

BACKPAGE

- AUGUST 2012 -

More pictures taken by Hon. Life Member **Col OWERS** whilst on his recent visit to *Museo Storico dell'Aeronautica Militare Italiana* at Vigna di Vale on Lago Bracciano.

Below:- three views of the **CAPRONI Ca 3** tri-motor. The middle pix shows the 'safety cage' firing station for the observer above the rearward facing pusher 150 hp **Isotta-Fraschini**? Bottom pix shows the port engine installation.



Blériot XI flying above. Below a close up of the 7 cylinder rotary. Is it a **Gnôme** or is it a **Le Rhône**? Perhaps a reader out there can get me up to speed with early rotary identification. **Ed.**



Members have asked about the logo shown above & featured on the fuselage of the **ANSALDO SVA5** pictured in the May Newsletter. It's the **Lion of St. Mark**, the squadron marking of 87a Squadriglia. (you can find more on www.the.aerodrome.com)



NOT part of the *Museo Storico dell'Aeronautica Militare* display and **NOT** "the beer that made Milwaukee famous" but still great drop for early aviation fans & you don't have to go to New York - it's available here in Oz - just what is needed when putting those pesky models together. **WINGWALKER AMERICAN** Pale Ale - the way to fly down-under!