



NEWSLETTER

- AUGUST 2011 -

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FLEET AIR ARM MUSEUM VISIT

The Society will be combining our quarterly GM on Saturday 20th August 2011 with a visit to the Fleet Air Arm Museum at HMAS Albatross, NOWRA.

Thanks to John GOBLE'S behind the scenes work as 'Honorary Adjutant' we have more than 30 members & guests nominated to attend the luncheon followed by a guided tour of the Museum. The GM is scheduled for later in the afternoon.

Members are anticipating a close inspection and a reacquaintance with the two WWI vintage aero engines, a Clerget rotary and an OX5 V/8, that have been on loan to the Museum for many years. Some of us are also keen to see the Sopwith Pup replica that was constructed under the auspices of A.S.W.W.1 A.H. volunteers to provide an exhibit for the redeveloped Australian Naval Aviation Museum at Nowra. The Pup was selected as for strong historical connections the type has with the many Australians who served in the RNAS and involvement with early shipboard experiments aboard Australian naval vessels during WW1.



* 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 Sqns 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. Hughes as Observer on 17 Dec. 1917 when both airmen were KIA - shot with a single AP bullet...



Members unable to join us at the Fleet Air Arm Museum on Saturday 20th August next might like to take a virtual tour at:-

http://www.navy.gov.au/Fleet_Air_Arm_Museum

See also "Aviation in the R.A.N. 1917-18" by Sid HERTZ on page 9 of this Newsletter and "A New Sopwith Pup at Nowra" by John GOBLE (A.S.W.W.1 A.H.'14-'18 Journal 1998 pages 85-93).

MEMBERSHIP

New Members...

Two new members have joined the Society since our last Newsletter in May. We extend a very hearty welcome to:-

Nicholas HEINZ (NSW) who joined up at our May Meeting, whilst **Scott LOCKHART** (USA) joined the Society directly through our web-site:-

<http://www.ww1aero.org.au/>

Congrats. and welcome to the **ASWWIAH Inc.** We trust you will find much to enjoy in sharing with our members, the many and varied interests we all have with WW I aviation.

- MAY 2011 G.M. -

The Society's May General Meeting was held at 1330 on Saturday 21st May at Victoria Barracks. There was a good rollup of 24 with 5 apologies (including one from Society President Mark LAX). The meeting was chaired by Secretary Gareth MORGAN.

Gareth told the meeting that the Society has now been incorporated with the NSW Dept. of Fair Trading following the unanimous vote at the February meeting. Officially, we are now the **A.S.W.W.I.A.H.Inc.** The change is reflected in our logo at the top left on this Newsletter masthead as well as the running head at the top of each of the pages inside.

Following the recent transfer of the Society's artifacts and paper archives to Webmaster Andrew SMITH's residence, many of our old administrative correspondence records have been classed as redundant then culled and shredded.

Mark, Gareth and Andrew have begun the development of a catalogue of Society artifacts with a view to making some of the more important items available for loan & display at the **Army Aviation Museum** at Oakey in Queensland.

Following a majority vote for the Society to purchase caps featuring a suitable WWI aircraft, plus our logo & web address, Andrew SMITH will arrange the purchase of 25 caps for test marketing.

John GOBLE suggested the Officers' Mess at Victoria Barracks might be a suitable venue for the Society's 50th Anniversary Commemorative Luncheon next February. It was agreed that John should investigate the proposal and advise whether such a function could be arranged for Saturday 18th February 2012.

Consideration will also be given to the proposal that we should organize another trip to the Australian War Memorial in Canberra later in 2012 as part of our Society's Anniversary activities.

Webmaster Andrew SMITH advised that he

had been experiencing a number of ongoing technical problems with our server, mostly involving software compatibility issues that came to light as he began to add substantially to the quantity of historical photographic material for display on the site.

Members can now access photos, (many of which have not previously been published), from no less than 5 Photographic Collections. Work on the BJV database is ongoing, and you can now see a representative sample of the biographical material which will eventually include details on over 5,600 airmen who served during WWI.

(For more details you should go to our website at:- <http://www.ww1aero.org.au> where you can browse the various collections at your leisure - I think you'll be surprised and impressed with the material now available for viewing and research.

Well done Andrew, we now have a web-site that's a showcase for your work behind the scenes and I'm sure I can speak for all our members in thanking you for the great work. -Ed.)

Reports from Treasurer Alex STEWART and Membership Secretary Dave PERKINS confirmed our Society's in good shape, with Alex reporting a healthy bank balance of around \$3,000 and Dave confirming we now have 120 financial members.

The Newsletter Editor produced some samples of updated Certificates for discussion. Members were favourably impressed so it was agreed the new Certificate/Award format should be used in future presentations.

The Raffle Draws were won by Mike CRISP ("**The Battle of Britain**") and Des SHEEHAN ("**Into Oblivion**").

Following refreshments, Keith KEOHANE conducted a **Great War Aviation Quiz** consisting of three "**Who am I?**" segments and a session of 19 general knowledge questions.

Secretary Gareth MORGAN blitzed the field by winning both the 1st **Who am I?** Quiz (Count von Zeppelin) and the General Knowledge Quiz. Derek WHITE won the 2nd Quiz ('Boom' Trenchard) whilst Librarian Peter WILLIAMS won the 3rd Quiz (Rene Fonck). Many thanks to Keith for the very informative and entertaining Quizes to round off our meeting.



David PERKINS - Editor

As I will be away overseas for 3 months Please use email **ONLY** for any Newsletter queries you may have. Please **DO NOT** send mail to my P.O. Box as it will **NOT** be cleared until January 2012!

You can use **EITHER** of these Email addresses for contact:-
newslettereditor@ww1aero.org.au

OR :- damper1@mac.com

= Plastic Kit News =

From Peter WILLIAMS...

Quiet as usual again on the 1/72 scale front, though I have seen a very complimentary review of Roden's new Nieuport 24 bis in this scale.

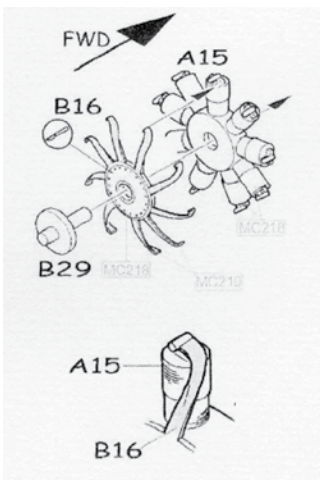
Wingnut Wings continue to astound with their excellent (*is there a more descriptive word?*) 1/32 scale kits, announcing Sopwith Triplane, RAF FE2b, Sopwith Snipe, Fokker D.VII, Fokker E.II/III Pfalz D.XII, Rumpler C.IV and Airco DH.2.

In 1/48 scale *Karaya* who recently gave us kits of the Halberstadt CL.IV have produced a Nieuport 24 "French" and in the box I believe are parts to enable the build of a Ni 24 bis and Ni 27 no doubt for future release. And pleasing news for me at least *Special Hobby* have released a kit of the Fokker D.V so I can now replace my sadly melted resin version. (See newsletter for May 2010)

Every self-respecting airfield should have a "blood-wagon" and now in 1/48 scale *RPM* have come to the rescue with a nicely detailed model T Ford ambulance, two boxings, one French and Polish, the other US Army. On further checking I find that *RPM* have quite a range of 1/72 scale models, several of which are WWI subjects, including not only the two versions of model T ambulance, but an armoured car version, Renault tanks and several artillery pieces, well worth checking out.

Now a tip for builders of *Eduard's* Nieuport 16, at least the "weekend" issue.

As the kit provides the same motor parts as the Ni. 11 kit there needs to be a change from 80 hp to 100 hp. The instructions for assembling the motor are a little vague, a little knife is shown illustrating "cut off." What needs to be removed are the inlet pipes on part B16, the circular front piece then should be glued to the front of the motor, part B29 is inserted in the back and the cut off pipes are then glued around the outside of B29 with their tops glued to the tops of the cylinders as shown in the following drawing:-



After these modifications you can add as much or as little detail to the motor as you want, plug leads etc. But frankly very little will be seen when the model is finished.

= LIBRARY News =

From Librarian Peter WILLIAMS...

At the May meeting the following publications were added to the Society library:-

1. *Caproni Ca.3 at War Vol.2* by Gregory Alegi. (Windsock Datafile No. 145) - **Library No. 3145**
2. *AIRCO DH.4 Vol. 1* by Jack Bruce (Windsock Datafile Special) - **Library No. 2959**
3. *Windsock Worldwide Vol. 27 No. 1* - **Library No. 1327/1**
4. *Cross & Cockade International Vol. 42 No.1* - **Library No. 1042/1**

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. **P.W.**

Editors Note:- You will find Peter Chapman's review of the *Caproni Ca.3* on page 6 and his review *Windsock Worldwide Vol.27 No.1* on page 4 of this Newsletter. Bill Renfrew's review of *C&C International Vol.42 No. 1* was published on page 4 of our last Newsletter in May - Ed.

**The Australian Plastic Modellers Association
in association with
The Australian Military Modelling Society
invites modellers of all ages to the
FIRST SYDNEY SCALE MODEL SHOW**

**Saturday 29th October 2011 From 9.30 am
HORNSBY WAR MEMORIAL HALL
2 HIGH Street HORNSBY NSW
Entry - \$2.00 per model
General Admission - \$2.00
Concession - \$1.00**

Peter Williams advises our Society is planning to have a stand at the Show. Can you help? Volunteers are called for, so come & help share manning our display.

**DO NOT ROLL UP to Victoria Barracks for the
August 2011 Meeting!!
REMINDER - the Aug Meeting will be held in
conjunction with the Society's Visit to the
FLEET AIR MUSEUM on Sat 20th Aug. next at
HMAS ALBATROSS
8km South of NOWRA**

- PETER CHAPMAN REVIEWS 1 -

Windsock Worldwide Vol.27 No.1, January / February 2011, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus soft covers, illustrated, available from the publisher, £6.95 excluding postage and packaging.

If the first issue of 2011 is anything to go by, then *Windsock Worldwide* magazine is going to be much anticipated by World War One modelling enthusiasts everywhere. Since moving to a colour layout some time ago, the magazine has gone from strength to strength, and once again there is much to interest all in this issue.

The lion's share of the issue is taken up with reviews and assessments of *Wingnut Wings* latest model kits and accessories in $1/32$ scale. First there is a build report spanning ten pages, on their Roland D.VIa scout, which has literally the smallest detail covered. The article is profusely illustrated with over 50 colour photographs of the build at every stage, as well as three excellent colour side profiles from Ronny Bar, and original 1918 schematics from the collection of the late Peter Grosz. This article is then nicely complemented by Toby Young's *Roland D.VIb construction notes*, three pages of informative text and 17 colour images of the original Roland D.VIb fuselage that is resident at the Krakow Museum in Poland. Regular feature, *Kitbag*, contains another nine pages of news on the latest kits available, most of which are *Wingnut Wings* products. The latter include the Airco D.H.9a, as well as the Hansa Brandenburg W.29, R.E.8 and Gotha G.IV. All have a lengthy description from experts in the modelling field, such as Harry Woodman, and numerous photographs showing the contents within each kit. There is news too of a range of new $1/32$ scale decals by *Wingnut Wings*, to enable the modeller to make those colourful German scouts so loved by us all.

Before one gets the impression that this issue is a *Wingnut Wings* benefit, let me assure the reader that there are other articles and items of interest too. Still within *Kitbag*, there is news of the latest $1/48$ scale kits by *Roden* ((Dayton-Wright built D.H.4) and *Blue Max* (Macchi M.5), both fine looking kits. *Readers' Gallery* is a visual treat too, with a flying scale Albatros D.XI the highlight for me. Besides the latter there are two models by Vic Cook, one a superb scratchbuilt BE2a in $1/72$ scale. On a sadder note, there is a fine obituary for the late George Haddow, who passed away in November 2010 and whose excellent series of articles on Austro-Hungarian naval aircraft was only recently enjoyed by *Windsock* readers. The second major article, Lance Krieg's ongoing *Modelling Master Class*, comprising five pages of text and over 40 colour photographs. In this issue, we continue with *Chapter Four: Airframes (Part 3)*, which is again up to Lance's usual high standards, and has detailed coverage on building and shaping wings, and other flying surfaces. This issue closes with news from advertisers, as well as a nifty page of *Windsock Refs* (references) which list all available Albatros Productions publications that might prove helpful to modellers of the aircraft mentioned within.

This is another excellent reference for the modeller, and World War One aircraft enthusiast alike, and is **highly recommended** by this reviewer.

Windsock Worldwide Vol.27 No.2, March / April 2011, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus soft covers, illustrated, available from the publisher, £6.95 excluding postage and packaging.

Albatros Productions' second issue of *Windsock Worldwide* in 2011 is another colourful feast, the main feature of which is the editor's build article (ten pages!) on the *Wingnut Wings* $1/32$ scale model kit of the Hansa Brandenburg W.29. In fact, this issue starts with the W.29, the editor's completed model being displayed in an action setting on the front cover, thanks to the digital wizardry of artist Jerry Boucher. The article itself contains a full description of all the pleasures as well as pitfalls associated with building this kit, and is lavishly illustrated with 55 photographs showing the build at various stages, and even includes a page of Benz Bz.III engine drawings and photographs, as this was the power plant used in the W.29. Harry Woodman then gives us a brief history of the Hansa Brandenburg monoplane seaplane scouts, in his two page article *Aspects Of The Hansa Brandenburg W.29*. Included in the latter is a brief account, by Ray Rimell, of the mystery surrounding the overall coating employed on W.29 serial 2670, which was captured by the British post-war.

For the serious modeller, Lance Krieg's *Modelling Master Class* returns with Part 4 of *Airframes*, this time dedicated to scratchbuilt fuselages, although modifications to badly moulded fuselages in existing kits is also covered. For those fond of obscure or unusual aircraft, *Rara Avis* makes a welcome return in this issue, the two page spread giving us $1/72$ scale drawings of the De Havilland D.H.11 'Oxford', a twin-engined design, and as an added bonus the editor has obtained a striking photograph of the German BFW N.I triplane, which was covered in an earlier edition of *Rara Avis*. Other colourful updates are three excellent side profiles of D.H.9a aircraft, two of which supersede profiles contained in John Alcorn's *AMC DH9 'Ninak'* (*Windsock Datafile No.139*). The last one is a new profile of a 27 Squadron aircraft from 1926.

Regular features make up a big part of this issue, and it's easy to see why. *Readers' Gallery* shows off three very

- PETER CHAPMAN REVIEWS 2 -

different kits, a $1/72$ scale much modified *Revell* Albatros D.III, as well as the new $1/48$ scale *Blue Max* Macchi M.5 built mostly straight from the box. Flying scale is also represented, by Mats Johansson's $1/26.9$ scale Sopwith Pup, just 300mm in span and powered by a 70Mah LiPo battery! *Logbook Entries* are a full two pages this time round, and contain news and reviews of a number of World War 1 aviation books and periodicals. Included in the latter is our own annual journal, which receives a very pleasing review. On *The Transfer List* spans four pages and includes decal products in $1/32$ and $1/48$ scales from *Pheon Models* and *Wingnut Wings*, mostly for use on German or Austro-Hungarian subjects. *Kitbag* too is four pages long and has the latest kits available, including a raft of new $1/72$ scale Bristol Scout kits by *MAC Distribution*, as well as both early and late versions of the Ansaldo SVA 5 in $1/48$ scale, from *Fly. Czech Masters* repackaging of their excellent resin Salmson 2A2 also gets a mention, as does the prolific *Eduard's* early SPAD XIII, both kits in $1/72$ scale.

This latest issue of *Windsock Worldwide* is superb, as always, and **very highly recommended**.

Windsock Worldwide Vol.27 No.3, May / June 2011, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus soft covers, illustrated, available from the publisher, £6.95 excluding postage and packaging.

Having concentrated quite heavily on *Wingnut Wings* model kits and accessories in recent issues, this latest edition of *Windsock Worldwide* brings a number of fresh and interesting articles to the reader. First of these articles is *Halberstadt's In Russia – Part 1*, by Marat Khairulin and translated by Sergey Vlasenko, a brief but interesting five pages of narrative, archive photographs and colour artwork. The article, the first of two on this subject, covers Russian use of captured German Halberstadt aircraft early in World War One. There are seven archive photographs, plus a page of colour profiles showing a captured Halberstadt B.I in both original German as well as Imperial Russian markings, all artwork produced by Aleksandr Kazakov. As a bonus, the latter has also included two top views of Russian operated Roland D.IIa aircraft, as described previously in the *Windsock Worldwide* Vol.26 No.4 issue. For those interested in flying scale World War One aircraft, there is an informative and colourful four page article about the U.K. based *Dawn Patrol* group of $1/3$ scale enthusiasts, who regularly build and fly their model aircraft at displays all over the country. Some of the models have to be seen to be believed, and include monoplanes, biplanes, triplanes and even a truly colossal Gotha G.Vb which is currently being built.

Another new feature is Arvo Vercamer's *Great War Paint*, No.1 covering the Italian Macchi M.5. This three page article contains a couple of archive photographs and a contemporary schematic, as well as a two-page spread of truly amazing colour artwork, showing markings for a breathtaking array of Italian and American examples. Lance Krieg's *Modelling Master Class* begins Chapter Five, with Part 1 on *Struts and Rigging*, which is filled with helpful drawings and photographs, as well as useful tips on manufacturing struts and rigging from a wide variety of mediums. *Rara Avis* this time is another two-page spread of $1/72$ scale drawings by the late Ian Stair, depicting the Wight Navyplane, and last but by no means least comes news of another full size Avro 504K being built by *Skysport* in Bedfordshire. The editor's visit to the site is covered in a short article which contains 16 colour photographs of the evolving Avro, and a promise to keep readers up to date with developments.

Among the regular sections, *Readers' Gallery* has images of our own Gary Sunderland's $1/4$ scale Nieuport 27 in the markings of 29 Squadron, and *On The Transfer List* has more news on the excellent $1/32$ scale range of decals from *Pheon Models* and *Wingnut Wings*. *Kitbag* has news of a number of new kits, including the unusual DFW T.28 Floh by *Planet Models*, in resin and in $1/32$ scale. There is also a reissue of *Eduard's* $1/48$ scale Airco D.H.2 pusher, five new $1/72$ scale Hanriot HD.1 and HD.2 kits from *HR Models* and a pair of new Nieuports from *Roden*, the 24 and 24bis, both in $1/72$ scale.

Albatros Productions are once again to be congratulated on producing another excellent edition, which will be a valuable addition to any modeller's library. **Highly recommended**.

For details on this and other Albatros publications, please visit their website at :-
www.windsockdatafilespecials.co.uk.

- R E M I N D E R N O T I C E -

Please note that the NOVEMBER AGM has been rescheduled - it will now be held a week earlier than normal on the **2nd Saturday** and NOT the 3rd Saturday of the month. Make a note in your Diaries - **"AGM now 12th November 2011 - venue unchanged (Building 96, Victoria Barracks)"**

- PETER CHAPMAN REVIEWS 3 -

CAPRONI Ca.3 AT WAR (Volume 2) by Gregory Alegi, *Windsock Datafile No.145*, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus covers, illustrated, available from the publisher, £10.90 excluding postage and packaging.

An excellent follow-up to *Datafile* No.144, this latest issue and second part of the history of the Italian Caproni Ca.3 multi-engined bomber, is another visual feast, carrying on where its predecessor left off. The narrative concludes with appendices showing details of Ca.3's on the Italian civil register, plus deliveries by Caproni of both the Ca.1/2 and Ca.3 during the war.

Beginning with an interesting operational history of this aircraft, which covers mainly Italian and French use during World War One and post-war, the author has again filled this *Datafile* with numerous illustrations and photographs. Martin Digmayer's $\frac{1}{72}$ scale drawings of both Ca.1 and Ca.3 span three pages, and there are a further seven contemporary drawings from original Caproni archives, showing some details of control structures and engines employed. There are a total of 56 photographs too, most of very good quality and of much interest with regard to the markings employed on both military and later civil aircraft. Included in this tally are nine colour images of parts belonging to a reproduction aircraft built in Slovakia, and a handsome chart of the Caproni, complete with Italian squadron insignia belonging to units that operated the type during World War One.

Colour artwork is particularly helpful in this latest *Datafile*, Danilo Renzulli's dramatic cover painting of a Caproni attacking a surfaced U-boat kicking things off nicely. The other three covers (two inside and outside rear) are covered with six more colour side profiles of one French and five Italian aircraft, for each of which detailed colour notes are provided within the *Datafile* itself.

This concluding chapter to the Caproni Ca.3 story is every bit as good as its predecessor was, and author Gregory Alegi has once again excelled in bringing the detailed story of this remarkable Italian bomber to the attention of English-speaking readers.

Very highly recommended.

PFALZ D.XII AT WAR by Colin Owers, *Windsock Datafile No.146*, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 40 pages plus covers, illustrated, available from the publisher, £11.50 excluding postage and packaging.

Following on from the Caproni Ca.3, Albatros Productions' latest *Datafile* is a rework and update on the German Pfalz D.XII scout, so admirably covered previously by the late Peter Grosz in *Datafile* No.41. An aircraft that can be best described as 'unwanted' by most German fighter pilots of the time, it nonetheless saw much service through the latter part of 1918, when Germany, desperate for raw materials and short of supplies, frequently resorted to its use when the more agile and popular Fokker D.VII was not available in large numbers.

Author Colin Owers' coverage is very comprehensive, this particular *Datafile* being eight pages longer than the standard format. The narrative begins with a fascinating history of the development and use of the Pfalz, with a lot of first-hand assessments by pilots who flew it included in the latter. Detailed descriptions of the manufacture and structure of the type follow, and he concludes with a look at camouflage and markings applied, as well as appendices and colour notes for the six bright and colourful side profiles by Ronny Bar, that have been thoughtfully included on the two inside covers. The latter include five German aircraft and in post-war Belgian service. Front cover artwork is by Robert Karr, and depicts a solitary Pfalz keeping a watchful eye on two unsuspecting SPAD's flying below him. Rear cover artwork is again by Ronny Bar, and show top, bottom and side views of Pfalz D.XII 2690/18.

The author and Martin Digmayer have combined to bring no fewer than seven pages of finely detailed line drawings of just about every detail you could imagine, and in $\frac{1}{32}$, $\frac{1}{48}$ and $\frac{1}{72}$ scales. The former is very handy for those interested in building the latest kit issue by *Wingnut Wings* in that scale. As a bonus, there are also three-views and data from the June 1918 *Typenprüfung* included amongst these drawings. Among the more than 150 photographs included are many detailed structure images from the author's own collection, including photographs taken in the early 1970s, when the Australian War Memorial's sole surviving example, 2800/18 was restored at Duntroon in Canberra, and 14 colour images taken following the same aircraft's restoration in 2008. Original photographs are also well-represented, and include not only the Pfalz D.XII, but some images of earlier prototypes or aircraft types that led to the development of the D.XII itself.

This latest *Datafile* is not only a big improvement on the original *No.41*, but is also probably the most comprehensive coverage that this reviewer has seen to date on this interesting and much-maligned German World War One fighter.

Very highly recommended.

- PETER CHAPMAN REVIEWS 4 -

RAF FE2b AT WAR by Paul R. Hare, *Windsock Datafile No.147*, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 40 pages plus covers, illustrated, available from the publisher, £11.50 excluding postage and packaging.

Continuing the recent and welcome trend of updating previous *Datafile* subjects where appropriate, the latest from Albatros Productions is another detailed look at the dogged and hard-working FE2b, which saw active service from 1915 until the Armistice. In this instance, the current *Datafile* updates and expands on *Datafile No.18*, published in 1989, and is once again huge improvement on the latter.

Making full use of the latest knowledge and images, author Paul Hare has produced a lively account of the 'Fee', which includes over 140 photographs, plus line and colour artwork to satisfy the most demanding modeller. Moving briskly through design and development, the aircraft's operational use is also briefly covered, before the account concludes with a mouth-watering series of appendices. The latter includes serial number ranges for not only the FE2b, but the FE2c and FE2h as well, plus specifications of the 'Fee' and model kits of this aircraft produced to various scales.

By far the best feature of this *Datafile* however, is the profusion of colour artwork, images and photographs. Beginning with Jerry Boucher's front cover painting, which depicts a 20 Squadron 'Fee' under attack by a German two-seater, there are also colour six side profiles plus a full spread of one aircraft, all by the reliable Ronny Bar. Among these is at least one modified aircraft, flown as a single-seater and armed with a 1lb 'pom-pom' gun. All of the latter have detailed colour notes, and there is a brief look at Colours and Markings as applied to the FE2b, by Ray Rimell. Even more impressive are the 70 colour photographs showing the most exquisite detail of the FE2b aircraft currently flying in New Zealand, as well as a further 14 of the FE2b night bomber reproduction on display at the RAF Museum in the UK. Sixty two archive photographs are to be found as well, covering from the earliest FE2 design to some post-war civilian examples, with examples of cannon-carrying and non-FE2b variants, such as the FE2c, sprinkled throughout.

Martin Digmayer has again produced another seven pages of finely detailed line drawings in $\frac{1}{32}$, $\frac{1}{48}$ and $\frac{1}{72}$ scales. These include details not only of the FE2b and its structure, but of engines, as well as armament and bombs carried.

Thanks to the pioneering efforts by particularly *The Vintage Aviator Ltd* in New Zealand, in bringing this aircraft type back to the attention of the modern world, the 'Fee' has received extensive coverage over the past few years. However, this latest *Datafile* is definitely an addition to that expansion of knowledge, rather than merely another rehash of work put out by others, and author Paul Hare is to be congratulated on his hard work.

Highly recommended.

For details on this and other Albatros Productions publications, please visit their website at:-
www.windsockdatafilespecials.co.uk.

- Reviews from Peter CHAPMAN - Journal Editor, Australian Society of World War One Aero Historians Inc.-

- Nostalgia Corner -

Whilst browsing through the Society's Newsletter Archives from the 1960s for the Quiz Corner Questions on page 11, I came across this little gem from the July 1968 Newsletter. Written by the legendary Eric WATSON who edited the Newsletter from the first issue in July 1967 until Eric passed the baton to Keith KEOHANE as "Publications Editor" in July 1969.

DEATH OF W.E. JOHNS.

"I doubt if there is any one of us who did not, in his youth (or even later) thrill to the exciting exploits of "Biggles" and his companions - (Algey and Ginger, if my memory serves me correctly). It is, therefore, with sadness and nostalgia that we announce the death of "Biggles"'s creator, Capt. W.E. Johns, who passed away on June 22nd, [1968] at the age of 75 years.

Since his first literary efforts, in 1932, Capt. W.E. Johns authored well over 100 books - the majority of which were based on the famous characters that we all came to know so well. What is not so generally well-known, however, is that Johns was, himself, a W.W.I flyer - having served on D.H.4s with No. 55 Squadron R.F.C. Shot down and captured in 1918; he eventually escaped from P.O.W. camp, but was later recaptured" [**E.W. - Editor**]

- From the Society's Newsletter Archives -

As mentioned in our last Newsletter, in considering the Society's 50th Anniversary next year, I planned to repeat some items that have appeared in earlier issues.

Well, I have found a series of more than 50 letters previously published in our Newsletters between Oct. 1970 and May 1971. Written by John "Jack" Manning ALLPORT to his family in Sydney, the first from Salisbury dated 16th July 1916 when Jack was a Bombadier (Bdr.) in the 7th Field Artillery Brigade (FAB) of the AIF, to the last, from the Lake Down Training Depot Station (TDS) dated 16th February 1919 when Jack was Captain J.M.ALLPORT (MC) RAF.

Jack was granted Honorary Membership of our Society in October 1968 and was interviewed by Ted WEBSTER early in 1969 for an article in the '14-'18 Journal (see "Aerial Reconnaissance on the Western Front" (1969, pg. 78-94)).

As you read Jack's letters in future issues of our Newsletter, I think you will agree they do provide a useful, personal insight into the 'organized chaos' that was an unavoidable part of service life during W.W.1.(and subsequently!)

I hope you will enjoy a re-run of the ALLPORT letters which were originally published by Pat MOY, then 'Publications Editor' of the ASWW1AH Newsletter...

**Letters from an Australian in the R.F.C.
"From Great Guns to Boxkites"**

"For the next four or five issues, we shall be featuring letters written in 1916-18 by an Australian who transferred from the A.I.F. Artillery to the R.F.C. He was one of the fortunate ones who survived the hit and miss methods of early flying instruction, ten months war flying in France and ten months instructing pupils to fly in England - no serious crashes; in fact, nothing worse than a broken finger, and that done playing football.

In contrast to the many grim stories one reads of early flying and aerial combat, these letters generally portray the lighter side of life in the services during the formative years of the R.F.C. and R.A.F.

In this [the first] issue, the extracts which are presented in the form of a diary, discuss the hopes, disappointments and wirepulling to get a transfer to the Flying Corps. They are written to the young airman's parents in Australia and to "Mouse" in London who he later wed."

SALISBURY: 16/7/16.

Cliff King and I are trying to get into the Flying Corps in a few days when leave is given.

SALISBURY: 26/7/16.

No luck so far with the Flying Corps although

Cliff and I feel confident of getting in somehow. We are having some trouble with the transfer as there is a regulation that no Australian in the A.I.F. can transfer into any English regiment, although there have been exceptions. We are "all out" to get in and should we be successful, Capt. Jack Playfair is the man who will have done it for us. The application is at present in the Divisional Commander's hands, Col. Grimway, and it rests with him whether we get the transfer or not. Just finished three days leave in London. Took Mouse to see Oscar Ashe in Chu Chin Chow. The tubes and underground railway took my fancy; also an underground swimming bath in Pall Mall. It somehow reminded me of the big caverns you come into at the Jenolan Caves, electrically lit and the water as transparent as glass. It is built after Roman style with marble pillars and is artificially heated to a temperature that you could stay in all day.

SALISBURY: 30/7/16.

Good biz re. the R.F.C. Cliff and self succeeded in getting a transfer and were accepted by the War Office at Adastral House. We have been entered as pilots and now it is a matter of waiting in camp until the class begins before we start business. Don't know how long this will be, but if we get through the school OK it will mean a commission for us both. Capt. Sparks (a friend of Uncle's) is helping us; he is an old hand at the game. He was 13,000 ft. up and 10 miles over the German lines when a shell burst underneath his machine puncturing the petrol tank and wounding him in the leg. His engine stopped and yet he managed to vol-plane back to our lines. Cliff and I have just come back from two days leave which we got in order to get our application in.

SALISBURY: 13/8/16.

Cliff and I have now been waiting to hear from the War Office for two weeks and are getting a bit anxious. Cliff walked five miles over to an aviation school at ----- and found out that a preliminary course for a month was held during which you've got to bog in and fag up seven subjects; photography, artillery observation, signalling, art of aviation, motor engineering, etc. An exam is held at the end and successful candidates then go through six months training before receiving a commission."

The saga continues - I won't be giving too much away when I tell you that Jack (and Cliff) were finding their introduction to 'the waiting game' very hard to take. Five more letters were to be written before Jack could announce some good news to his family on 19/10/16. You can read all about it in the November edition of the Newsletter.... Ed.

-Newsletter Archives-

**Aviation in the Royal Australian Navy 1917-18 *
by Sid Hertz**

“Naval aviation began in the Royal Australian Navy when a Sopwith aircraft was flown off a platform erected over a gun turret on *H.M.A.S. Australia* during 1917. During the same period *H.M.A.S. Brisbane*, whilst attached to the East Indies Squadron, was also equipped with a Sopwith Baby seaplane which was used on reconnaissance patrols to hunt for raiders. The plane was hoisted in and out by crane and was stored on deck.

On the 4th. March 1917, *H.M.A.S. Sydney* was attacked during a North Sea patrol by Zeppelin L.43. *Sydney* drove off the attack with Ack Ack fire from a 3” high angle gun. The result of this incident was a decision to erect a platform from which a wheeler Sopwith Pup could be launched. To overcome the problem of the ship having to steam into the wind to fly off the plane, a revolving platform was mounted almost over the 6” gun. So effective was the revolving platform, that the *Melbourne* was also similarly equipped. The platform, which could be swung to either side of the ship, allowed a 20 foot run, but the Pups became airborne after only 10 feet as the engines were given full revs. before the holding gear was released. No land-on was feasible, the pilot having to either ditch or make for land if this was possible.

The *Sydney* flew off her Pup for the first time on 8.12.17 and the *Melbourne* first launched hers on 10.5.18. On 1.6.18, *Sydney* and *Melbourne* sent off their fighters to intercept two German reconnaissance machines over the Heligoland Bight - the Pup from the *Sydney* flown by Fl/Lt. A.C. Sharwood probably destroyed one.

The *Sydney* was the first ship of the Dominion navies to be equipped with the revolving fly-off platform and was the first ship of the R.A.N. to launch a wheeler aircraft and to be attacked from the air. *Melbourne* and *Sydney* were the first ships to use their aircraft in an offensive situation.

H.M.A.S. Australia, which had also successfully launched single seaters, was selected to be equipped to use two-seater reconnaissance aircraft. as this would require a longer run, a platform about 45 feet long was erected over the 12” guns on the starboard side. The first successful take-off was made by Fl/Commander F.M. Fox in a Sopwith 1½ Strutter on 4.4.18 whilst the *Australia* was at Scarpa Flow. This was another first for a ship from one of the Dominions.”

* *This article was first published in the A.S.W.W.1 A.H. Newsletter of August 1970 (page 7) - Ed.*

- SOCIETY NEWS -

- Australian Flying Corps Plaque -

The Director of the RAAF Museum, David Gardner has advised the official unveiling is scheduled to take place on Sunday, 13th November 2011 at the AFC Memorial, RAAF Base Williams, Point Cook Vic.

Members will recall that the AFC bronze plaque, designed by long-term Society member, Jerry Weingarh, was produced with sponsorship from P&O Cruises, Australia.

The plaque commemorates the 90th Anniversary of the return of the majority of AFC personnel to Australian ports in June 1919 aboard the P&O vessel *RMS Kaiser-i-Hind*.

Society members (particularly those from Victoria) who wish to attend should contact the RAAF Museum (Phone (03) 8348 6300) for more details.

- Contributions to the Newsletter -

Members are again reminded that contributions to your Newsletter would be most welcome. Any item of common aviation interest to our readership would be a help... I know we all say things like, “I just don’t seem to have the time”, or “Nobody’s cares about my specific area of interest.” But it’s your Society and your Newsletter and we’re only as good as what we’re seen to be doing. Perception is not all, but it is important. It’s not the Committee’s Newsletter - it is yours and you can make it better with some input....

- November 2011 Newsletter -

Because I will be away for three months from early October, development of the November Newsletter will be a joint task shared by the Committee (*we’ll be doing our very best not to produce a Camel!*).

We hope the content and layout will be up to the standards you have come to expect - perhaps even an improvement with the extra input?

However, the November N’letter will **NOT** be a mailed-out issue, but will be available on our web-site for viewing and as a digital down-load. Members who do not have ready access to our web-site should contact the Society’s Secretary, Gareth MORGAN at

25 Gilham Street

CASTLE HILL NSW 2154

or Phone (02) 9885 7092 to arrange for delivery of a ‘hard copy’ of the Newsletter.

Naturally, we hope our members will not be too inconvenienced by the change in distribution of the Newsletter. - Ed.

= New FIND-A-WORD Quiz Page =

Why not try you hand at the following 'Find-A-Word' puzzles? With an obvious World War One flavour, readers should have little trouble in finding the correct nine-letter word answers to puzzles 1 - 4, whilst the two-word (5,4) answers to puzzles 5 & 6 should not be too taxing to the powerful mind! - **Ed.**

1 CLUE:-
Lt Col W.A. (Billy) Bishop & Capt H.J. (Hank) Burden had much in common...

A	N	A
I	A	C
S	N	D

2 CLUE:-
A vital characteristic of the single-seater scouts necessary for success in combat...

I	T	E
C	A	O
A	B	R

3 CLUE:-
NOT part of the allied aviators' flying kit during The Great War...

E	U	R
C	A	H
T	P	A

4 CLUE:-
Unless you were a "Balloonic" you needed one of these to take to the air...

E	L	R
N	A	O
A	E	P

5 CLUE:-
Very necessary for a safe return to terra firma after dark...

E	R	A
T	A	P
L	H	F

6 CLUE:-
Almost everyone had to take one of these before seeing action at the front...

E	T	O
R	A	C
G	T	A

- A.S.W.W.I.A.H. Inc. QUIZ CORNER -

Great news - no less than six of our readers responded to the Quiz Questions posed in the May Newsletter, and whilst five - J.J. MARR, Chris BOWMAN, Barry HICKSON, Chas. SCHAEDEL & Gary SUNDERLAND managed to return one or two correct answers, only Graham POWELL managed the three correct answers.

Graham states:-

"I would have had it completed sooner but I was stuck on the last question (a time thing more than anything). I thought I would keep it short and sweet unlike my last attempt but if you would like it longer I could certainly give it a go!"

The answer to Q. 1 is the Konisberg. Q. 2 It was a matter of increasing the span of the port wing by approximately 10cm thus producing asymmetrical lift in the opposite direction and, Q. 3 Is the German built S.S.W. R-VIII from the Siemens-Schuckert-Werke A.G. (157' 6" or 48 metres wing span)

I found the answer to question three in the bible series of the day (and possibly still) that of the Harleyford publications (my copy has an Eric Watson bookplate inside) and then crossed to the German Giants (Haddow and Grosz) for the planes operational history - interesting. I did wonder however what does constitute the largest aircraft was it fuselage length or wing span and fortunately the way the question is worded ie. 'the aeroplane was completed after hostilities ended' made finding the exact answer easier as that is how it is worded in Haddow and Grosz. Just for the record the longest seems to be another German built that of Zeppelin-Staaken R-II with a length of 82 feet or 25 metres. As for a comparison the Handley Page V/1500 had a wing span of 126 feet (38.4 m) and length of 62 feet (18.9 m) Britain's largest operational aircraft but no Great War service. My sources for the first two answers I cannot reveal, but located somewhere in this email is a little clue.

Until next time - keep your ailerons adjusted!

Cheers, Graham."

Thanks Graham for showing us how it's done with your research and correct answers. Both Questions and Answers are repeated below...

Q.1. "In 1915, aircraft of the R.N.A.S. were primarily responsible for the location - and ultimate destruction of a German cruiser in the Rufji River, Tanganyika. What was the name of this ship?"

A. "Königsberg."

Q.2. "On the Siemens Schuckert D.III, D.IV and D.V machines the problem of stabilizing the aircraft against engine torque was overcome in a rather unusual way. How was it achieved?"

A. "In order to counter-act the torque effect of the rotary engines in their later D type machines, the S.S.W. designers simply increased the span of the port wing by about 10 cm. - thus producing asymmetrical lift in the opposite direction!"

Q.3. "What was the largest aircraft built by any nation during the 1914-18 War? (Note:- The machine was not actually completed until after the cessation of hostilities)."

A. The largest aircraft built during the war was the S.S.W. R.VIII which had a wingspan of 157 ft. 6 in., length of 70 ft. 10 in., and a height of 24 ft. 3 in. Power was provided by six 300 h.p. BuS. Iva engines."

Now for the 2nd Edition of "Quiz Corner" (revisited). Just two questions this time, from 1968. The first from the November Newsletter and the second from December 1968. Neither question should be too taxing - researchers these days have access to material and technology that was non-existent way back in the 60's so you should be able to come up with all the answers in no time at all. **Now go for it...**

Q.1. "The famous "Silent Raid" on England (October 19/20th, 1917) proved a disaster for the German Naval Airship Division. Do you know:- (a) How many Zeppelins were detailed to take part in the raid? (b) How many actually started? and (c) How many got back safely?"

Q.2. "How many VC's were awarded to members of the R.F.C., R.N.A.S., and the R.A.F. during the 1914-1918 war? Just to make it a bit tougher for the "experts" - how many of them can you name?"

BACKPAGE

PROJECT 2014* - Nearing completion & well ahead of schedule...

- August 2011 -



Pictures courtesy of Mark LAX - the almost completed Bristol Boxkite replica at Point Cook, Victoria (2nd Aug. 2011)

Readers can see the full story of **PROJECT 2014** together with details on the construction work undertaken by Project Manager **Ron Gretton AM** & **Geoff Matthews** on the dedicated website at:-

<http://www.boxkite2014.org/>

Ron says CFS 3 *"...will have the 1st ground run in the next few weeks - construction is almost complete, but there's still a mountain of regulatory paperwork to climb before she can be signed off..."*

Congratulations on a great project - completed years ahead of schedule and on budget too! Well done, Ron, Geoff & Staff of the RAAF Museum.



<< Picture shows the ROTEC R2800 engine installation. The 7-cylinder ROTEC is designed & manufactured in Melbourne Vic. and develops 110hp - 82kw (more than twice the hp of the original GNOME Rotary of 50hp -37Kw).

The original manufacturer's markings & CFS identification have been reproduced on the replica's tailplane below.



It is notable that the original Bristol Boxkite (as CFS 3) was one of 3 machines available during the first Course (18 August to 28 November 1914). A total of 287 flights were flown over that period with CFS 3 used in 237 sorties - better than 80% availability for the Boxkite! (The two other machines, B.E.2a's CFS 1 & 2) were flown by the instructors with trainees as passengers, although two of the students, Lieuts. Merz & Williams are shown as pilots on 28th November 1914 - the last day of the 1st Course. CFS 3 was used for pilot training during the the first eight Courses at Point Cook before being listed for disposal in 1917.

> * PROJECT 2014 - construct a flying replica of Bristol Boxkite No. 133 (CFS 3) to commemoration of the first military flight in Australia, flown by Lieutenant Eric HARRISON on 1st March 1914 at the Central Flying School, Point Cook, Victoria.

REMINDER:- As I will be overseas for three months from early October, please address all your queries regarding the Newsletter to my email address:- newslettereditor@ww1aero.org.au whilst all Membership matters should be directed to:- treasurer@ww1aero.org.au