



NEWSLETTER

MAY 2012

GOLDEN ANNIVERSARY - LUNCHEON -

Saturday 18th February saw 43 Society Members and Guests roll up to Victoria Barracks to celebrate our 50th Anniversary. A special occasion calls for something special and our Luncheon at the Officers' Mess turned out to be very special indeed. Built of local Sydney sandstone, the building was erected in 1845-46 as the Garrison Hospital and it wasn't until 1929 that it was converted for use as the Staff Corps Mess. Whilst there have been some changes, both externally and internally over the last 170 years, the building remains basically true to the original design. (You can see a photo of the building exterior on page-10).

Prior to the luncheon, drinks were served in the anteroom where members and guests were able to reconnect, renewing long standing friendships as well as making some new friends. We were fortunate that Founder-Member Colin Owers and his wife Julie were able to join us for the celebration as well as two Honorary Life-Members, Keith Keohane and his wife Dorothy and Derek White and his wife Jeanette, who had joined the Society in the sixties. Following our pre-luncheon drinks (with "bubbly" and beer as equal favourites), and a brief introduction from President Gareth Morgan, we were directed to the Dining Room for the meal.

We were treated to an excellent meal, during which we received the traditional President's welcome followed by a toast to "Founding Members & Absent Friends" proposed by Derek White. Later, Mark Lax and Gareth Morgan presented brief accounts of the Society's history and future directions. Following a toast to "All Airmen of the Great War" by Michael Gar-side, Peter Chapman announced Gary Sunderland as winner of the Mark Lax Literary Award for 2011.

After enjoying our luncheon accompanied by some great wines, we struggled back to the anteroom for tea and coffee as a fine finale to a very special celebration. You can see that a jolly good time was had by all. >>>



MEMBERSHIP

NEW MEMBERS...

We have four new members joining the Society since the February Newsletter. We extend a hearty welcome to:-

David ATKINSON-BOUCHARD (ACT),
John HOLLOWAY (Vic.),
Peter FORD (Qld.), and
Jeffery SZIDIK (USA).

Congrats. and welcome to the ASWWIAH Inc. We do hope you will find much to enjoy and share with our members who have a common interest in the many facets of aviation during the Great War.

Please do not hesitate to contact myself or other Committee members with any query you might have regarding the Society and Membership.

= SOCIETY MATTERS =

Whilst the Anniversary Luncheon held on Saturday 18th February 2012 was a special Society Meeting and, for the record, we did have an Attendance Book! Since we are an historical society, I believe we should have a listing of Members and Guests who were present to share in the celebration of the 50th Anniversary of the ASWWIAH Inc.

The following listing is alphabetical by surname:-

John and Maureen **BAKER**
Pauline **BELL**
Peter **CHAPMAN**
Mike and Carolyn **CRISP**
Stuart **CURRY**
Mark **DAWSON**
Steve **DREW**
Warren **EVANS**
Bob **FOGGIN**
Juanita **FRANZI**
Michael and Veronique **GARSIDE**
John and Annette **GOBLE**
Alan **KITCHEN**
Keith and Dorothy **KEOHANE**
Mark **LAX**
Stephen **McMAHON**
Gareth and Heather **MORGAN**
Greg **MULLENS**
Colin and Julie **OWERS**
David and Marion **PERKINS**
John **SCOTT**
Des **SHEEHAN**
Andrew and Donna **SMITH**

Alex **STEWART**
Margaret **TRAVERS**
Lien and Jessica **Van LIEN**
jerry **WEINGARTH**
Peter and Claire **WILLIAMS**
Derek and Jeanette **WHITE**
Ray and Dyan **WITHNALL**

Members are advised that the Society is considering a visit to Canberra sometime later this year in October or November as part of our 50th Anniversary programme. Look for more details in the August Newsletter.

In addition to the trip to Canberra, there has been a suggestion that some of our members may wish to take a trip to New Zealand to attend Sir Peter Jackson's "*Classic Fighters*" air show as well as pay a visit to some of the great Air Museums over there.

We will keep you informed as more details come to hand.

As both Webmaster Andrew Smith and Newsletter Editor (me) will not be seeking reelection after this year, members are requested to give some consideration to replacements. You should be aware that the ASWWIAH Inc. has a strict "NO CONSCRIPTION" policy, so volunteers are always welcome. The pay is lousy (non-existent, actually), but then you can't put a price on personal satisfaction can you? Do I hear "*more precious than pearls...*"?

At any rate, some of you younger chaps might give a little thought to putting your hand up. There's no need for an application in triplicate, just say the word and you'll be in!

A reminder that the August Meeting will be a Model Show/Contest which will follow the format and rules of our previous Shows/Contests.

As there was no Raffle held at the Anniversary Luncheon, there will be two raffles at the May meeting on Saturday 19th May next at Victoria Barracks - Time 1.30pm sharp. Tea & Bickies after the meeting with Book Sale followed by DVD of Marnock & McCudden Looking forward to seeing you there - Ed.



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- Plastic Kit News -

from Peter Williams...

Despite the recent European Toy Fair, we have a quiet month, a chance to catch up on our back-log of unfinished models? So let's have a good roll up for our **50th Anniversary** modelling meeting in August!

In $1/32$ scale **Roden** has released a further incarnation of their recent late war Nieuports in the form of a Ni 27C.I. Only one colour scheme in evidence on the box top but I'm sure there will be more inside as usual.

In $1/48$ scale **AZ Models** have reissued the Hippo kit of the Gotha G.V, this time with a choice of three schemes (one French!) and corrected the faulty crosses and lack of serial no. of the older kit. Still no mention of the fact that the wings should have day-time lozenge fabric finish.

Freightdog Models under the **Blue Max** banner have released a resin conversion set for **Eduard's** Sopwith F.I Camel to make a "Comic" night fighter. This looks like quite an easy job to make a very different Camel.

And in $1/72$ scale, **AZ Models** have given us an addition to their early Morane Saulnier series by way of a Pfalz E.I, which of course is merely a 'wolf in sheep's clothing'. At least Pfalz paid royalties to Morane after the war, which is more than Tony Fokker did after 'copying' the Morane, admittedly his was a much better copy!

In other news, **Pheon Models** - (pheon.models@hotmail.co.uk) have produced three sets of decal sheets in $1/48$ scale for **Eduard's** lovely Albatros D.III (OEF), including a set of yellow "sworl" patterns to lay over a previously green painted surface, the "sworls" are in two styles. And as a further enhancement for wooden German aircraft, **Uschi von Rosten** (no I haven't heard of them before either) (www.uschivdr.com) have sets in $1/72$ scale and $1/48$ scale (also suitable for $1/32$) of "fine wood grain" decals specially designed for German and Austrian machines.

Let's see your latest models on 18th August!

- BOOK SALE -

There will be a 2nd. Hand Book Sale of approx. 25 books after the Meeting on Saturday 19th May at Vic. Barracks. These books are surplus to the Society's requirements and are going out at negotiable prices. So come along to the Meeting and grab yourself some genuine bargains!

From the Barracks - 20 Feb 2012

A special thanks to **Steve DREW**, for a number of great snapshots taken before, during and after our **Golden Anniversary Luncheon** on Saturday 18th February last. Just a few of our Society's VIPs are shown below; you should go to page 10 to see all the remaining VIP's "*struttin' their stuff*"...



Past President Ray Withnell chatting with Julie and Society Founder-Member Colin Owers.



Honorary Life Member Derek White and Wife Jeanette.



Past President John Baker and Wife Maureen.

- PETER CHAPMAN REVIEWS 1 -

Windsock Worldwide Vol.28 No.1, January/February 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.

Emblazoned across the front cover of the first *Windsock Worldwide* in 2012 is a close-up photograph of *The Vintage Aviator Ltd's* latest new World War One replica, the **Fokker D.VIII** monoplane scout of 1918. The cover is but a foretaste of things to come, as there are a further three pages and an outside rear cover of brilliant colour images, mostly via James Fahey, of this remarkable reproduction, which is now flying in New Zealand. To whet the enthusiasts' appetite further, there are a further three colour images of *TVAL's* new **Sopwith Snipe**, painted in the famous markings of Barker VC, and more are promised in a future issue.

Staying with the monoplane theme Josef Scott presents his take on unravelling the truth in his article, **"Myth-Busting: Persistent misconceptions about the Fokker Eindeckers"**. The author is very obviously knowledgeable on his subject and again, this is a very interesting study which is well illustrated with archive photographs and drawings. *Rara Avis* too makes a welcome return, and the subject this time is the French **Hanriot HD.3.C2** two-seater, which was just too late to see service in the Great War. Two pages of drawings in both $1/48$ and $1/72$ scale by the late Ian Stair are nicely complimented by a concise account of this nugget aircraft, together with six period photographs.

For the modeller out there, Ian Turney-White shows us all how to do things on a grand scale, with his 2:3 scale **Hanriot HD1** scout! This beauty is shown in all its glory, six colour images being surpassed by Ian's very detailed and fascinating account of why and how he came to build an almost full scale aircraft as a flying scale model. It flies beautifully too, as can be seen in at least two of the photographs. Lance Krieg's continuing *Modelling Master Class*: Chapter Six takes a first look at Major Assembly. Six pages of helpful hints and pitfalls to avoid for the wary, are well illustrated by a number of colour photographs and drawings.

In this issue the regular features are not to be missed either. Beginning with *Reader's Gallery*, with its superlative $1/48$ scale scratchbuilt **Vickers FB.5 'Gunbus'** and $1/8$ flying scale **Nieuport 21** (the latter in two different sets of markings!), there is much of interest for the modeler in Kitbag, where a host of new models in all the scales are mentioned. Among the most interesting are the $1/72$ scale series of **Kondor** scouts from *Choroszy Modelbud* and *Roden's Nieuport 27* in the same scale. I cannot conclude without a mention of *Logbook Entries*, which this time round has a pleasing review of our own annual journal for 2011, alongside news of a number of journals from our fellow societies in both the UK and the USA.

This is another pleasing and very interesting issue from the staff at *Albatros Productions*, who are to be commended for their effort. **Highly recommended.**

Windsock Worldwide Vol.28 No.2, March/April 2011, 36 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 £7.50 plus post and packing.

As promised in their previous issue, the latest *Windsock Worldwide* issue is dedicated in the main to the new *Wingnut Wings* $1/32$ scale model of the **Rumpler C.IV**, with the editor's build article encompassing 12 pages of everything the reader could want to know about the pleasures and pitfalls of building this magnificent model. Not content with just taking the reader through each step carefully, he indulges in a little modification in order to build an aircraft whose markings and some parts are not supplied in the original kit. Breathtakingly illustrated throughout with 65 colour images depicting every stage of the build, there are a further five archival images showing this fine aircraft to good effect.

Also for the modeller, Lance Krieg continues his *Modelling Master Class*, Chapter Six (Major Assembly: Part 2), with another six colourful pages of helpful hints on Erecting upper wings and Undercarriage alignment, to name but two of the aspects covered. There are a further 35 helpful photographs to illustrate the techniques discussed, so that even the ham-handed (I am one!) can prosper at this sometimes frustrating but always rewarding

hobby. *Great War Paint* makes its fourth appearance, this time covering the late war *Vickers Vimy*, which went on to such post-Armistice fame as a long distance flyer of note. This three page spread includes three archive images, plus two pages of both civil and military versions of this aircraft, all artwork being extensively captioned too.

The *Morane Saulnier Type ANL* is the subject of *Rara Avis*, an interesting description being matched by two archive photographs and three pages of both $1/_{72}$ and $1/_{48}$ scale drawings by the late Ian Stair. To conclude the aeroplane theme which dominates this issue, Marat Khairulin and friends have produced another short but interesting article on an *Albatros D.III (OAW)* in Russia. The latter, captured by the Russians in late 1917, subsequently saw service with them in 1918, and colour profiles of the aircraft in both German and Russian livery are included, together with two archive photos of the aircraft in question.

Regular feature *Kitbag* is somewhat smaller than usual this time round, but does include news of Alley Cat's new $1/_{48}$ model of the *Vickers Vimy* and a series of $1/_{72}$ scale *Morane* and *Pfalz* monoplanes by AZ Model. *Reader's Gallery* in turn contains gaudy images of Vic Cook's colorful American *SPAD XIII*s, an excellent *Roden SE5a* modified to depict the aircraft flown by British ace James McCudden, and *Len Sage's* $1/_{48}$ scale *Macchi M.5*.

Now, if I can only convince my family to buy me that *Rumpler* for my birthday?

Very highly recommended.

- PETER CHAPMAN REVIEWS 2 -

The Albatros D.V / D.Va at War (Volume One) by Colin A. Owers. Windsock Datafile No.151, 39 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 first *Datafile* in 2012 is also the first of a multi-volume set, covering familiar territory for regular *Datafile* and *Albatros Special* readers. The *Albatros D.V* and later *D.Va* single-seat scouts are perhaps the most well-known aircraft, next to the *Fokker* series, that Germany operated during World War One. As such, *Albatros Productions* have covered the former in some details before, firstly in their *Datafile* series and then in an *Albatros Fighters* special publication. Now, with two exacting replicas having been built in New Zealand since then by *The Vintage Aviator Limited*, and their research having unearthed much more data available on the *Albatros* types, *Albatros Productions Ltd.* have undertaken to update and expand on the *Albatros D.V* and *D.Va*, with the aid of renowned Australian World War One aircraft expert and author, **Colin Owers**.

Right from the front cover, adorned with a superb painting by artist Russell Smith depicting German ace Max Näther (Jasta 62) circling over a balloon he has just brought down in flames, this latest *Datafile* is a visual feast. There are a further seven colour profiles of different *D.V* aircraft by Ronny Bar, amply complimented by a detailed key of each within the *Datafile*. Scale drawings are once again provided by the reliable Martin Digmayer, and these alone are worth the purchase price. Spanning six pages they include not only detailed $1/_{48}$ and $1/_{72}$ scale drawings of the *D.V*, but $1/_{32}$ and $1/_{48}$ scale drawings of the *D.V* interior, giving the reader a mouth-watering view of the most minor structure imaginable.

All of the illustrations and artwork are graphically brought to life by the 90 black-and-white archive photographs, all captioned in great detail too, and 41 colour images of the *TVAL* replicas under construction. The former include many photographs not seen by this reviewer in any other publication, whilst the latter show the minutest detail of the *D.Va* aircraft structure during their build by *TVAL*.

And what of the narrative, one might ask? As one has come to expect from this author, the story is both informative and interesting throughout, with an even mix of background and combat stories to keep even the uninformed reader looking for more. It concludes with a description of the *Albatros D.Va* as well as a brief look at the experimental triplane, *Dr.I*, and Turkish use of the *D.V*.

Another excellent addition to the *Datafile* series, for which both author and *Albatros Productions* are to be congratulated. **Very highly recommended.**

- PETER CHAPMAN REVIEWS 2 (contd.) -

Albatros D.V / D.Va at War (Volume Two) by Colin A. Owers. Windsock Datafile No.152, 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.

Albatros Productions' second *Datafile* of 2012 continues **Colin Owers'** revision of the sleek *Albatros D.V* and *D.Va* scouts, with Volume Two being literally a continuation of the excellent first volume from *Datafile* No.151.

Starting with Jerry Boucher's front cover painting, showing two Marine Feld Jagdstaffel aircraft on patrol, this latest *Datafile* contains another seven multi-coloured side profiles of *Albatros D.Va* aircraft by Ronny Bar, one of which, **D.7416/17**, is given the full treatment with top and underside views as well. Not to be outdone, the author has included another 91 black-and-white archive photographs, many unfamiliar to this reviewer and all of a high standard, showing the many flamboyant markings employed by Albatros scout pilots of the Great War.

Having produced new drawings of the *D.V* in *Datafile* 151, Martin Digmayer goes all out in this latest update, this time with no fewer than seven pages of new line drawings of the *D.Va* in both $\frac{1}{48}$ and $\frac{1}{72}$ scales. These include all the detail one could ask of standard and OAW built examples of the *D.Va*, as well as twin radiator types employed in desert environments. He even finishes off with some excellent internal detail drawings, the latter in $\frac{1}{32}$ scale.

The author's narrative continues with a general history of the Albatros, both in development and combat, this time with an emphasis on the many examples captured by the British. He concludes with detailed colour notes for the aforementioned profiles, plus appendices, which include serial number ranges issued for the *D.V* and *D.Va* and numbers employed at the front between June 1917 and August 1918. For the reader interested in modern rebuilds, Gene de Marco of *The Vintage Aviator* has written a section, aptly entitled *The Albatros D.Va Flies Again!*, wherein he describes the challenges faced in designing and constructing the first of their two completed *D.Va* aircraft, and finishes with an interesting and informative account of how it feels to fly one. His account is graphically illustrated throughout with another 23 colour images of *TVAl's Albatros'* under construction or in flight, plus images of surviving Albatros artifacts held at the *Aero Conservancy* in the USA.

This *Datafile* is an excellent successor to Volume One, and I look forward with some anticipation to the author's conclusion to the series. **Highly recommended.**

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

For more details on this and other Albatros Productions Ltd. publications, visit their web site at www.windsockdatafilespecials.co.uk.

VALE

ERIC CUNNINGHAM

The Society has lost a valued member in the late Eric Cunningham, who died on 27 August last year. Eric and I worked together in the Australian Customs and I recruited him to the ranks of our Society back in the seventies. Unfortunately, members did not see very much of Eric in recent years as, living in the distant suburb of Campbelltown, he found it difficult to attend our meetings.

Eric was also a keen member of the Alvis Car Club and his capacious garage bore witness to his love of road machinery which included more than one veteran car and several motor bikes.

He joined the RAAF in October 1943 and like so many others, learned to fly on Tiger Moths at Bradfield Park. After graduating, Eric moved on to fly the venerable but sturdy Avro Ansons, which, at that time, were employed on coastal patrols of Australian waters and training duties.

During his career, Eric underwent two heart by-pass operations but remained active and passed away at the age of 85. His wife pre-deceased him and Eric is survived by his son Bruce.

Keith Keohane

READERS WRITE

from Alex Stewart ...

Almost 20 years ago **Koloman Mayrhofer** started on a long journey, to see an **Austrian Albatros D.III** fly again. Starting from scratch, with no museum examples left, and no tidy plan sets easily to hand, Koloman started an extended period of research, and over a number of years managed to create an amazing aeroplane. It would take a long time to fully describe the various trials and tribulations that this project has undergone - from the intransigence of the Austrian authorities in granting access to archival material to the ultimate refusal to allow the aircraft to fly in Austria, to the amazing discovery of a zero-hours **Austro-Daimler** engine to power the machine. Each of these occurrences would form great stories by themselves.

In April of this year, 94 years since the last **OEFFAG Albatross D.III** flew, the twenty year project made four flights at Schleißheim aerodrome at Munchen in Germany. The **OEFFAG Albatross D.III (serial 253.24)** took to the air on April 11th, with a take-off run of only 60m, with **Roger Louis "Tex" Texier** in the pilot's seat. Judging from the attitude of the plane in some of the photographs, it seems to be happy in a variety of challenging positions. The flights were a great success, however more work remains to be done to wring a bit more power out of the engine to achieve the historically documented performance. We look forward to bringing you more reports in future newsletters.

The Australian Society of World War I Aero Historians congratulate **Koloman Mayrhofer** and **Eberhard Fritsch** and friends on a magnificent achievement and wish you much future pleasure in the air.



Although the picture at left arrived without a caption - I would hazard a guess that we can see Koloman Mayrhofer on the left shaking hands with Roger Louis "Tex" Texier and Eberhard Fritsch on the right holding Tex's helmet & goggles. -Ed.

After 20 years of "hard yakka" she finally takes to the air & ain't she a beauty?



Thanks go to Alex Stewart for providing us with some details on the great story of Koloman Mayrhofer's recreated Austrian D.III and thanks also to Gareth Morgan for providing us with such excellent pictures of the history-making flight on 11th April 2012. - Ed.

- From the Society's Newsletter Archives -

Having previously published 2 extracts of Jack ALLPORT's "Letters from an Australian in the RFC" to his family back in Sydney, we now come to Episode 3 "Per Ardua ad Astra" where we find Jack experiencing some chilly winter weather at Oxford whilst "stewing" for his theory exams....

BRASENOSE: 5/2/17.

"Nothing much to report except that I'm bogging into engines and all sorts of dashed interesting stuff. Four inches of snow last night and have been snowballing and taking photos all day. Reckon I've got some beauties, but here are tricky. [sic]

BRASENOSE: 25/2/17.

Still stewing for exams and am nearly fed up with them. Expect our final in a fortnight. If successful I shall have a pimple up [*single pip - 2nd Lieut.*] in a few weeks time. Work here is somewhat elementary, but we get plenty of it - about twelve different subjects and a pass is necessary in all of them. After finishing here we are posted to squadrons at various places in the country and taught to fly which takes two or three months as weather permits.

Have been out several times in fours and eights, also playing rugger with the R.F.C. Oxford team. Went up to London to play Guys Hospital and managed to work leave till Sunday night, so went to Uncle's. had not been there more than half an hour when in walked Cliff*, who had been sent over from France to be trained as an artillery officer. * [*Cliff King - Jack's mate who missed out on selection for R.F.C. training with Jack, but who was selected for O.T.C. - Ed.*]

QUEENS COLLEGE: 18/3/17.

Finished exams last Thursday, got results yesterday. Am through alright and so have got a pip up now. Staying at Queens College for a day or two waiting to be posted to an aerodrome. Got your letter asking me to look out for **Wilfred Salmon**¹. Opened it at dinner whilst Wilf was sitting right opposite me, so I didn't have to look far.

WADDINGTON: 1/4/17. (No.48 Reserve Sqn.)

Left Oxford last Monday week and proceeded here for elementary flying and promptly got my first taste of responsibility as Station Orderly Officer. Am enclosing copy of duties:- [see "*Duties of Station Orderly Officer*" on page. - **II-Ed.**]

Have not had much flying so far on account of bad weather and dud machines. The wind seems to be never ending and only allows us to fly in the early morning or in the evening. The buses we learn on are an old type, very big and slow moving. They are easily manipulated and have dual control so that one has a fair chance of picking it up with a minimum of risk. The first time up was somewhat lumpy as it was blowing pretty hard; nearly lost my breakfast once or twice.

Went up this morning in a Grahame White machine and am getting on OK. Sailed into a snow storm but did not have much difficulty, though did not lose much time in finding Mother Earth again. Expect, with luck, to be doing

my solo in about a weeks time and after six hours solo flying to get onto more interesting and faster stuff. You go from one squadron to another, each time having a better machine. Machine gunning, bomb dropping, photography, night flying and lots of other courses have to be done before getting ones wings. All of this extends over two or three months.

Fixed up with Cox's bank and drew £42 kit allowance. Blew most of it on uniforms, kit, etc. Am now getting 12/- a day and will get £1 when I have my wings. Mess accounts are not big, so that will keep me going comfortably.

(Unfortunately, space does not permit reproduction in full of the "Mess Rules", however, the main rules and costs are as under:-

Times of meals - Breakfast, 7.45 to 9.15 am. ; Luncheon, 12.45 to 2.00 pm. : Tea, 4.15 to 5.15 pm. : Dinner, 7.30 pm. The Mess closed at midnight. Dinner was regarded as a parade and dress was to be serge undress uniform, Mess Kit or clean Khaki uniform.

All officers other than permanent staff paid a deposit of £5 to the Mess President within three days of arrival. This was refunded on departure once their mess cheque had been cleared. Pupils under instruction paid for all drinks and extras at the time of receiving them, the system being that the stewards sold books of slips on which the prices of various drinks were stated. The books were bought for the face value of the slips - no drinks were supplied without a slip being tendered to the waiter first. Any officer wilfully damaging Mess property would be charged six times its value. Dogs were not allowed into the Mess.

Messing was at the rate of 2/- per day; the Mess Subscription was 15/- per month. There was a depreciation fund of 6^d a week, breakages charge of 1/- a month and a daily subscription of 6^d for the use of the furniture for each officer. In addition, there was a charge of 1/6 per week for batmen and 1/- a month for guests.)

WADDINGTON: 8/4/17.

What do I think of my new game? Well, it is good-o, and I reckon that I can make a job of it. Have only had about one and a half hours dual instruction so far; just enough to give one a general idea and a bit of confidence.

The buses we do our elementary stuff are Grahame Whites and Maurice Farman Long Horns and Short Horns. They are big, slow moving and easy to manipulate. Most of them are underpowered and it is sometimes difficult to get them off the ground. It is funny to see them steeple chasing over hedges and telegraph wires, then sometimes landing a bit too steeply and turning over on their backs.

About eight of them have been put out of action that way during the last week. The catch is that if the revolving rotary engine, which is behind you, breaks loose in the crash, you may find yourself pinned to the ground

- From the Society's Newsletter Archives -

beneath it and sliced about by the cylinder fins.

I was up on Wednesday evening in a Farman Long Horn for half an hour; the air was beautifully calm and splendid for instructions. Had control most of the time and did some good banks. The instructor said when we got down. "A few landings and you will be right for your solo".

One gets between two and five hours instruction in the air, then five hours solo flying before being sent to more advanced squadrons, each time flying a faster machine, prior to being posted to a service squadron and going across the Channel. There are three types of these squadrons; Scout, Army and Corps. I do not know which I will be in yet. Am getting 14/- a day now, so can carry on OK.

WADDINGTON: 15/4/17.

A few lines to break the news to you, Friday last was the eventful day on which I did my first solo. The weather has been impossible for flying for the last couple of weeks, but I got some good work in on Friday evening bringing total instruction to two hours with eight trips up and, strangely enough, six different instructors. Had control for a couple of landings, then much to my surprise, the instructor asked me if I would like to go solo - felt quite confident, so broke the ice.

Flying is simple, the tricky part is coming down and landing on the particular spot you want to. My first attempt was to overshoot the mark and glide right over the aerodrome. Had to switch on and make another circuit. Got down OK the second time. Some pupils funk'd coming down until, running out of petrol, they crashed.

Have been transferred to No. 47 Sqdn., a good move as I am now on Maurice Farmans - a much more reliable machine than the **Ethel Levey**² scouts.

Most of our spare time here we are put on to rigging machines and doing odd jobs, instead of hanging around waiting to go up. Have to pass wireless tests and machine gun firing here.

The other day I put up a bit of a record for the squadron by climbing up to 8,500 feet in a beginners machine. No pupil has been above 7,500 feet before. On the way up, which took about an hour, I passed through three layers of cloud which varied in height from 330 to 700 feet. Each layer seemed to be of a different type to the others; the first being a thick mass which slipped past very quickly, then about 2,000 feet higher was a series of waves which varied in colour. The sun effects and tints are wonderful and would make an excellent subject for a photograph with a suitable camera. On the dullest and rainiest day, one can go up a few thousand feet and get, as one might imagine, into a new world with the sun shining brighter than ever as though on a sea of snow. Several of the pupils have lost their bearings by coming up exploring above the clouds and have eventually landed as far as 40

miles away.

By the way, I do not want to be considered a "funk", but I'm jolly glad to have got into a safe branch of the service. They tell me motor cars are very dangerous."

¹**Wilfred Salmon** - Lt. *Wilfred Graham Salmon and Jack Allport saw previous service in the AIF Field Artillery Brigade (FAB) before being discharged to the RFC.. Alas! less than four months after dining in Queens College with Jack, Wilf was KIA during an engagement with 22 German Gotha bombers over London. Although shot in the head Wilf managed to return to Dartford, where 63 Training Squadron RFC was based, but crashed on landing and "died immediately afterwards" -Ed.*

²**Ethel Levey** was the name given to Graham-White's Type XV "school biplane" powered by an 80hp Le Rhone rotary. *Ethel, a "glamorous American star" and looking nothing like the school biplane, was to marry Graham-White at Christmas 1916 following the divorce from his first wife Dorothy.*

*Whilst starring opposite the great Harry Lauder in the musical, **Three Cheers!**, Ethel is said to have stopped the show when she sang the following limerick:-*

***"There was a young lady so shy,
Whose ambition in life was to fly,
She met Graham-White,
Who said, 'Come for a flight,'
Now they're married and still flying high."***

Sounds like the low-powered biplane Ethel was no match for the real hi-powered American gal. -Ed.

*The August Newsletter will feature more of Jack ALL-PORT's letters. Episode 4 "**Wings and France**" will give you some idea of what's to come ... - Ed*

- Society Committee -

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- Society 50th Anniversary Luncheon -



- Society Library Additions -

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

Windsock Worldwide Vol. 27 No. 6 (2011)	Library No. B27/6
Phönix C.I by Paulo Varrialle, Windsock Datafile NO. 150	Library No. 3150
Cross & Cockade Journal Vol. 24 No. 4	Library No. 1042/4
The 14-18 Journal 50th Anniversary Edition	Library No. 669

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 -

- Duties of Station Orderly Officer -

- 1). His tour of duty will extend from Reveille to Reveille.
 - 2). He will visit the Breakfast and Dinners and ascertain if there are any complaints. Should there be any complaints, he will make a report to the Officer I/c. Messing.
 - 3). He will be present when rations are drawn at 9.00am. and groceries at 2.45pm.
 - 4). He will visit all Cookhouses and Latrines during the day.
 - 5). He will inspect the tins in the Cookhouse at 3.00pm. and see that all is in order.
 - 6). He will see lights out at 10.15pm.
 - 7). He will walk around barracks after lights out and ensure that the rules for ventilation laid down in Wing Orders dated 25/11/16 are complied with.
 - 8). He will sleep at No.47 Reserve Sqdn. Pay Office in order to deal with urgent telephone messages.
 - 9). He will be at the Pay Office not later than 10.30pm.
 - 10). He must be thoroughly conversant with the confidential instructions regarding Zeppelin raids, which are available for his perusal at the Commanding Officer's Office during the day.
 - 11). He will not leave the station during his tour of duty.
 - 12). Should the Orderly Officer be detailed for flying at such times as to interfere with his duties, next for duty will be warned and will perform the necessary duties whilst he is flying.
 - 13). He will render a report in writing to the Commanding Officer by 10.00am. on the day following his tour of duty.
 - 14). He will acquaint himself with the Station Fire Orders.
- Waddington. April 1917.

Thanks to Mike Mirkovic who sent in this beautiful picture of VH-HND a Pup replica built in California and now owned and flown by Bert Filippi of W.A. Mike says the picture was taken at Langley Park in Perth W.A. on 15 Oct. 2011 during "The SAA Fly-In."

The pup is sporting the name NORMIE and I would guess it refers to one of W.A.'s favourite sons, Sir Norman Brearley - Maj. Norman Brearley (D.S.O., M.C., A.F.C., F.R.Ae.S) RFC/RAF Pilot during WWI. Norman would have flown the Pup in 1917 at the RFC School of Special Flying Gosport and later in 1918 when in command of the RAF School of Special Flying, Lilbourne - **Ed.**



Honorary Life Member Colin OWERS is pictured with an ANSALDO SVA 5 at the Italian Air Force Museum, Vigna di Vale some 25 km NW of Rome on Lake Bracciano.

Col., a founding member of our Society in 1962, continues to further his passion for WWI aviation history. As an author & professional draughtsman, his work is familiar to many readers worldwide (just go to Pages 5-6 where you will find reviews of Parts 1 & 2 of his latest three-part study on Albatros D.V/D.Va machines.)

Look for more of Col's pictures from *Museo Storico dell'Aeronautica Militare Italiana* in the August Newsletter. - **Ed.**