



NEWSLETTER

MAY 2011

FEATURES

<i>MEMBERSHIP MATTERS...</i>	2.
<i>Plastic Kit News...</i>	3.
<i>Bill RENFREW's Review...</i>	4.
<i>Feb.2008 N'letter Revisited...</i>	5-6.
<i>Alex STEWART's Review...</i>	6.
QUIZ CORNER...	7.
<i>Society Matters...</i>	7.



Whilst **Robert BUIE's** name may not be familiar to most readers, **Gunner BUIE** has found his place amongst those whose name comes up with the perennial question, "Who shot down the Red Baron? The question may never be answered, but **Gunner Robert BUIE** still remains a probable amongst a number of claimants who fired on **Manfred Albrecht Freiherr von Richthofen** on that fateful morning, 21st April 1918.

Despite the uncertainty surrounding the fatal shot, Hornsby Council was in no doubt and erected a memorial plaque to **BUIE** on 27 March 2007 during the Council's Heritage Festival.

The plaque was discovered recently by our Secretary, **Gareth MORGAN** whilst on a family outing to Brooklyn on the southern side of the Hawkesbury River. Mounted on a sandstone rock in Brooklyn Park, the plaque celebrates Brooklyn's most famous resident, "perhaps the second most likely man to have brought down **Manfred von Richthofen.**"

Thanks to Gareth for alerting us to some local history.

*Readers who wish to revisit the "Red Baron Controversy" have countless sources to investigate - there's stacks of stuff to be had on the web, and don't forget to look up the detailed article "VINCE EMERY" in Cross & Cockade Intl. Vol.20 No.3 Autumn 1989 researched & written by one of our Society members, the late **Geoffrey H. HINE**. - Ed.*



* The S.E.5a shown above is the second 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 - in 'The Middle East' (No.1 Sqn AFC), & on 'The Western Front' (Nos. 2, 3 & 4 Sqn AFC). The August N'letter will feature an R.E.8 ('Harry Tate') from No. 3 AFC followed by a Sopwith Camel F1 from No. 4 AFC. on the final Newsletter of the year in November.

MEMBERSHIP

New Members...

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

Ross PATTERSON (NSW) joined up at our February Meeting, whilst **Michael GALSTON** (UK), **Dr. Daryl MORAN** (Vic) and **Errol MARTYN** (NZ) joined us directly through our Society web-site:-

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

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

FEBRUARY 2011 G.M.

The Society's February General Meeting was held at Victoria Barracks at 1330 on Saturday 19th February last. There was a good rollup of 28 with 2 apologies.

A motion to register the Society as an Incorporated body was passed unanimously. Quotations for Public Liability Insurance will be obtained for presentation and consideration at the forthcoming May Meeting.

Suggestions have been made that the Society should consider the development of suitable souvenir type items (caps, T-shirts etc.) for sale at future events where we might have a stand or stall (such as Air Shows and Family History Seminars etc.) As a non-profit organization we are dependent upon membership subscriptions and donations for income, so any avenue that might provide additional revenue and exposure would be welcome.

Web-master **Andrew SMITH** showed a baseball cap with an woven aeroplane logo of the type for sale at the Williamstown Air Show last September. It is thought that similar caps featuring aeroplanes from the Great War era plus the Society logo and web address can be produced at a cost of \$12. Comments from our member/readers on this issue would be most welcome.

On the same issue, Secretary **Gareth MORGAN** presented a preliminary design sketch for a new Society Banner. Aviation artist **Juanita FRANZI** offered to help with the development of a design. When finalised and produced, the banner would add to the exposure and presence of the **ASWWIAH Inc.** at future events.

REPORTS:-

President **Mark LAX** announced the **Society's 50th Anniversary** will be marked by the production of a *Commemorative on-line Journal*, containing the Journal Editor's choice of outstanding articles from previous

printed editions. Printed copies of the **Commemorative Journal** will be available on request.

There will be a 50th Anniversary Dinner in February 2012. Detailed information will be available closer to the event.

Enquiries have revealed that the US-based print-on-demand firm **LuLu** can produce our annual **Journal** at equal, or better quality, and at a cheaper rate than our local printers. The Committee will make further enquiries before finalizing the printing of this year's **Journal**. Additionally, in future, our Journals will be mailed out in cello-wrapping to minimise weather damage in transit.

Treasurer Alex STEWART thanked his predecessor, **Mike CRISP** for his work as Treasurer over many years. The Society now has some \$3,500 in the bank with our current income and expenditure "**evenly balanced**".

Alex went on to say the current membership subscriptions provide the Society with around 20% net profit after the publication & distribution of our Newsletters and Journals. Hence, if we are to accumulate additional funds to permit a greater range of activities, **it will be necessary to see an increase in our income**, perhaps through the sales of Society products such as Journals and other salable items at Air Shows and the like.

Web-master Andrew SMITH reported our web-site will shortly be back to normal following a recent attack on our server by hackers based in Hong Kong. Andrew assured us that no personal or financial data was compromised during the attack.

Newsletter Editor/Membership Secretary David PERKINS repeated his long-standing plea for more members' contributions to the Newsletter.

He went on to say that membership renewals for the 2011 year were "**on track**" with just over 50% of renewals paid up before the meeting. Approx. 1 in 4 of the renewals were processed through our web-site.

Librarian Peter WILLIAMS reported that member **Peter McKEON** had recently donated a substantial number of books to the Society Library.

From the floor, **Gerry WEINGARTH** moved a vote of thanks to **Peter McKEON**, which was passed unanimously. [for more please see *Society Matters* on page 7 >>>]



Please direct all correspondence to:-

David PERKINS,
ASWWIAH Inc. Newsletter Editor
P.O. Box 5
BELMONT NSW 2280
Australia.
Phone:- (02) 4947 4828
0418 896 363 (mobile)
Email:- damper1@mac.com

= Plastic Kit News =

From Peter WILLIAMS...

Things are looking up for modellers who prefer $1/_{72}$ scale: **Roden** have added to their *Nieuport 24bis* with the promise of a *Ni.24* and *Ni.27*, **AZ model** will provide the *Martynside F.4 Buzzard* in two boxings, 'RAF & Belgium' and 'Finland'. From **MAC Distribution** we will see two further issues of their *Bristol Scout*, an RNAS version and a 'foreign service' version. (USA Greece & Ottoman Empire) and just the other day when browsing in Hobbyco's Sydney store I saw two piles (must have been a metre high!) of **Revell's** latest incarnation of their *Fokker D.VII* in Finnish Air Force markings, no lozenge required!

In $1/_{48}$ scale **Mirage Hobby** have reissued their somewhat tricky *Halberstadt Cl.II* as a 'mid-production' version, this time with a full set of "lozenge" decals and a very much increased price! **Roden** continue their *DH4/DH9* series with an RAF 3A powered *DH.4*, a *DH.9C* (civil) and *DH.9* ambulance. I have the *DH.9* in RAF and Russian markings ready to start, it looks pretty good to me, yet again lots of bits, especially guns and bombs for the spares box.

Roden again comes up trumps for the fans of $1/_{32}$ scale with *Nieuports 24, 24bis, 25* and *27* announced.

You'd better make some space on your work-bench chaps! †

= More Kit News =

From "PEGASUS"...

Following on from recent **Wingnut Wings** model kit releases, there has also been a flurry of decal releases for the *Albatros DV* and *DVa* kits that they produced last year. Three more sets of decals have been released - "**Wooden Wonders**" & "**Camouflaged**" for the *DV*, and "**Black Beauties**" for the *DVa*. In addition they have released "**German Rib Tapes for Lozenge**" and 5 colour upper "lozenge" and 5 colour lower "lozenge" to accompany them. These releases widen out the range of possible colour schemes dramatically. I have yet to build my precious *DV* and *DVa* kits, but the idea of handpainting lozenge onto them was never even a consideration. I've purchased the "**Wooden Wonders**" and all the lozenge decals, so my comments are restricted to these. In case you don't already know, **Wingnut Wings** models are all in $1/_{32}$ scale, so if you are keen on $1/_{72}$ or $1/_{48}$, you'll need to look elsewhere.

I've never been tempted before to buy after-market decals, usually being happy enough with the ones provided. "**Wooden Wonders**" cost \$19 + P&P, and I'm advised that this is a pretty reasonable price compared to other decal sets. The

online ordering process was easy, and they arrived within days from NZ. As with all previous **Wingnut Wings** deliveries, they came well packaged with a prominent "Do Not Bend" stamped on the outside. Even our postie obeyed. They arrived on a dry day, but even if it had been one of our recent shockers, the decals and instructions come inside a reusable zip-lock style plastic bag. In addition to the decals the package contains good instructions, and these carry 6 WWI photographs across 4 pages, along with clear instructions to position the decals for 5 different aircraft from *Jastas 10,17, 19* and *37 (2)*. The decals themselves get right down into the detail, with all the dataplates, manufacturers plates for the engines, radiators and magnetos, and the dials for the instrument panel, as well as propeller logos. I am not looking forward to positioning the smaller ones! The decals are made by **Cartograf**, who have a good reputation.

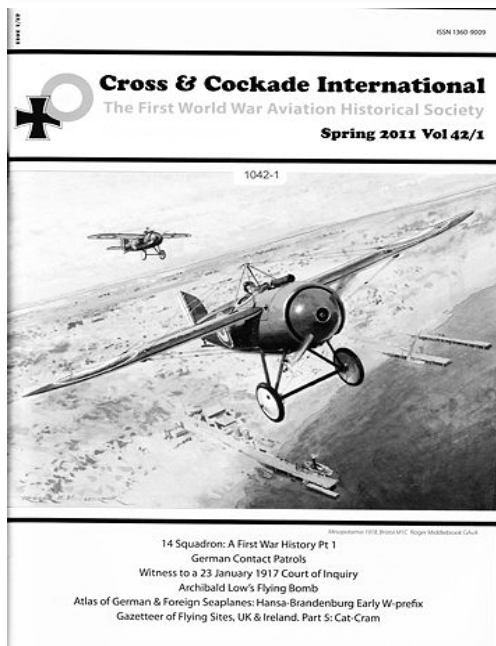
Looking only at the provided instructions and material on the website, I couldn't find any locations mentioned for some of the smaller decals. I emailed **Wingnut Wings**, and within a day got a reply from Richard Alexander, the boss himself. This is the second time I've contacted **Wingnut Wings**, and it's the second time I have received a courteous reply from Richard pointing out where the information actually was all the time. My fault for not paying more attention. At a time when general service standards appear to be at an low ebb, **Wingnut Wings** are a clear leader in providing great service to customers, and that's worth a great deal as far as I am concerned. If you haven't already done so, get over to their website at www.wingnutwings.com and see what they have.

LATE BREAKING NEWS : The colour scheme of Adolph Schreder from *Jasta 17* (the one with the zig-zag red stripe) in "**Wooden Wonders**" has been adopted for a full-sized new flying *Albatros*, recently spotted at the **OMAKA CLASSIC FIGHTERS** show across the water in NZ. †

Readers can see the "Wooden Wonders" kit reproduced in colour on the BACKPAGE. The zig-zag red stripe carried on Adolph Schreder's Albatros shows up well in the break out of the contents in the kit. - Ed.

DONT FORGET- Roll on up to the MAY Meeting at Victoria Barracks next Saturday 21st commencing at 1.30 sharp. Keith Keohane will be conducting his Giant WWI General Knowledge Quiz after the meeting. Be in it... Be there... Be a Winner!

- Bill RENFREWS Armchair Air Fighter Reviews -



Cross and Cockade Vol 42/1 Spring 2011

The front cover has a painting of two Bristol M1C mono-planes over Mesopotamia in 1918.

◆ 14 Squadron: A First War History Pt.1

This article covers the raising of this squadron in February 1915 and its service in Egypt and the Sinai until the end of 1916. Many photographs of personnel and aircraft illustrate this piece that is augmented by colour profiles on the inner and outer rear covers.

◆ German Contact Patrols

Continuing the theme of exploring contact patrols this article examines the processes that the German army used. Photographs of aircraft and translated charts illustrate this article.

◆ Witness to a 23 January 1917 Court of Enquiry – No.3 Wing RNAS, Luxeuil-les-Bains, France

This article looks at a court of enquiry into an accident when a bomb exploded killing two men. The minutes of evidence of the court are appended to the recollections of FSL Fleming.

◆ The Low Flying Bomb

In an effort to combat the Zeppelin menace, inventor A.M. Low proposed a remote control flying bomb that could be flown towards the dirigible and exploded. This article examines the development of this early form of UAV.

◆ Atlas of German and Foreign Seaplanes: Hansa-Brandenburg Seaplanes Pt.2

This article looks at the early “W – prefixed” seaplanes built by the Hansa-Brandenburg Flugzeugwerke in 1917 and 1918. A brief description, a small set of factory drawings and photographs is used for each machine.

◆ From the Albums 2Lt L.H. Curtis

This is a selection of photographs from an album owned by this officer.

Regular features **FABRIC** and **BOOKSHELF** complete this issue.

The “pull out” Part 5 of the “**GAZETTEER OF FLYING SITES IN THE UK AND IRELAND**” covers Cat - Cram.

The rear cover shows seven profiles of the various machines flown by 14 Sqn RFC between 1915 and early 1918. †

- C O N G R A T U L A T I O N S -

Congratulations to our President Mark LAX. Mark's contribution to military history was officially acknowledged in the recent Australia Day Honours list with the **Medal (OAM) of the Order of Australia in the General Division** -
“For service to the community through the research, documentation and recording of Australia's military history.”

Well done, Mark - Hearty Congratulations & Best Wishes from all your fellow Society members.

- February 2008 Newsletter Revisited -

Graham POWELL from South Australia has come up with an answer to the question posed by Derek WHITE in our Newsletter way back in February 2008. Graham's detailed response is worth relating in full...

"I am writing to you concerning an old question from the ASWWIAH February 2008 Newsletter referring to one J. H. Cooper and the use of a **Clerget V8 engine**. On page four, under the heading:- **WW1 Equipment Disposals**, Derek White writes – "*Captain Jack Hartshorne Cooper, a friend of the famous Count Zborowski of "Chitty-Chitty Bang-Bang" fame, put the Clerget into his old, chain-driven 1908 Gran Prix Mercedes and the result was known as the Cooper-Clerget*". Derek asks – "*I have been unable to find the story of the engines manufacture and for what aeroplane it was intended*".

I may be able to shed a little light on answering this question. It is true that Clerget predominantly produced that wonderful, famous rotary power plant but also developed some engines of more 'modern' design. Clerget manufactured a two-cylinder air-cooled, a sixteen-cylinder water-cooled 'X' type, an inline water-cooled four-cylinder and, the one in question, an eight-cylinder 'V' type. I was led astray by thinking that because the racing of these vehicles with these engines was after the war and that the disposal of aircraft equipment meant powerful, brand new power-plants could be picked up for a song and that the engine in question was manufactured during or after the war. I now believe the V8 was built prior to the war and fitted into an airframe of Clerget's own design.

Firstly in *The Airplane Engine Encyclopedia* (G. Dale 1921), a U.S.A. publication, it lists the manufacturers and their engine types in chronological order. Under the heading of Clerget the write-up starts with Vertical types, "one of the earliest Clerget designs", then progresses to Vee types (the engine under question), and then four and a half pages are dedicated to the Rotary with all of its associated configurations. The Chapter finishes with the 'X' type and a two-cylinder (Twin) air-cooled. It describes the Twin as recently marketed for use in small single-seater sport planes. The paragraph on the Vee type explains – "an eight-cylinder 90 degree Vee type engine, a double form of the larger four-cylinder model and closely resembling it in design."

It was at this stage that I got a little confused as I was thinking that the engine, bought after the war and put into a pre-war Mercedes chassis to compete in the 1921 races, was of post war, or at the very least 1917-1918 vintage. In *The Story of Brooklands* Volume 1 (W. Boddy 1948) states – "*Hartshorne Cooper also contrived to follow his friend Zborowski's lead, entering a Cooper-Clerget which had an eight-cylinder (non-rotary) 140 by 160mm., 19,704c.c. Clerget aero-engine installed in a chassis that was probably his old Mercedes.*"

The answer, as it turned out, was at my finger tips all along, but because I was thinking engines and not aeroplanes, I didn't bother to peruse the pages of Leo Opdycke's marvellous publication *French Aeroplanes before The Great War* (L. Opdycke 1999). In it, under C for Clerget, are a few paragraphs dedicated to Pierre Clerget and his foray into aircraft design. From page 90 – "*he had been designing engines since 1895, first alone, then with Clement-Bayard, then with Blin. He also built at least two monoplanes. The first was also known as the Marquezy or CAM (Clerget-Archdeacon-Marquezy): Archdeacon provided the money for Clerget's design for Marquezy, and helped Clerget design a 4-cylinder inline aero engine – from this engine Clerget developed first a 4-cylinder inline of 100hp, and then a 200hp V8.*"

The first aircraft was stalled at 50 feet by Marquezy on the 4th of November 1909 [fate unknown - GP] and the second larger monoplane was exhibited at the 1910 Salon with seating for three people (all inline) and looking similar to an Antoinette in design.

Just as aside, Count Zborowski's '*Chittys*' seem to be referred to as "*Chitty-Bang-Bangs*", of which there were five, all based around a Mercedes and usually adapted to suit an aero engine typical of these monsters that raced in 1920 -1925 (D. Scott-Moncrieff 1979). I did however find reference to "*Chitti-Chitti-Bang-Bang*" in THE STORY OF BROOKLANDS. "*Chitty-Chitty Bang-Bang*" is credited to that most colourful of movies."

References:-

Angle G.D. (1921) *Airplane Engine Encyclopedia* - An Alphabetically Arranged Compilation of all available Data on the World's Airplane Engines (1921), The Otterbein Press, Ohio, U.S.A.
Boddy W. (1948) *The Story of Brooklands*. Volume 1, Grenville Publishing, London, England.

continued overleaf on page - 6.

continued from page - 5.

Bradley A. P. and Burn M. (1933) *Wheels Take Wings*, Foulis & Co, London, England.

Jarrett P. (2002) *Pioneer Aircraft – Early Aviation before 1914*, Putnam, London, England.

Opdycke L. O. (1999) *French Aeroplanes – Before the Great War*, Schiffer Publishing, U.S.A.

Scott-Moncrieff D. (1979 2nd ed.) *Three-Pointed Star – The Story of Mercedes Benz*, Gentry Books Ltd, London, England.

“*The Engine Encyclopaedia* (I prefer this spelling) is fantastic and I think a must have for any enthusiast. Unfortunately mine is an E reprint and I have come across one page slightly blurred but readable. I would love to get my hands on an original. Nearly 550 pages of pre 1921 engines described and mostly pictured. I came across this only recently and wished I had had it sooner. Clerget is covered from pages 122-130.

The Story of Brooklands very readable account up to 1939 (Vol. 3) when racing finished never to resume. J.H. Cooper is mentioned on page 149 along with Zborowski.

The Bradley book has no index but a concise appendices on speeds attained over 100mph. J.H. Cooper receives a mention in this appendix and “*Chitty*” is described on page 197 as ‘*the biggest car in Christendom*’. I have to admit I have not as yet read this one from cover to cover but it looks like a good read.

Pioneer Aircraft, another great book, has a nice shot of an Antoinette (IV) for comparison on page 131.

French Aeroplanes, where the answer is found, presents a thorough run down on all things French that flew before 1914. Page 90-91 concerns Clerget.

Three-Pointed Star. This one rekindled my interest in researching the answer. Came across it in an antique shop where I thought it was over priced (\$80). Managed to find one on the AbeBooks.com® site for easily half the price including postage. My copy is the second edition, which is what I wanted, thinking that any errors and new information would be added. On page 167-168 an explanation of the five “*Chittys*” are covered.”

Graham says he’s hoping to send us a photo of the 1910 machine that is suitable for inclusion in our next Newsletter. Thank you Graham for tracking down the answer to Derek’s 3 year-old query. -Ed.

- Book Review from Alex STEWART -

“*My Life*”, is not the most imaginatively titled book, however there is plenty to enjoy. Maxim is best known to WWI aficionados as the inventor of the Maxim machine gun, which went on to spawn the Lewis gun of the allies and of course the Spandau or IMG08/15 of the Central Powers. The death toll from Maxim’s inventions must be truly monstrous, so it was an interesting journey to see how the man portrayed himself. My edition was hardback and cost the princely sum of \$3 from Amazon (Note, current price has jumped to over US\$35). Postage via Amazon was around \$9, but it was still a cheap read.

The story was quite entertaining, however as expected, the version that shone through was very complimentary to Maxim, with little credit going to others. An example of this was related to his chemical experiments in the quest for a good quality reliable cartridge for his guns. Other sources say this was invented by Maxim’s brother. Sadly, relatively little of the book is devoted to the development of his infamous gun, with a large portion of his book being devoted to his early struggles in other engineering spheres. Another aspect missing is what Maxim thought about all the death and destruction his inventions caused - there is not really any reflection on this in the book. Maxim seems to have regarded it all as just business. In fact almost all the people he mentions in the book seem very much back characters - their roles and opinions in his life are very much in the background. Despite these limitations the book is definitely worth a read, however readers trying to get some insight into Maxim the man would be well recommended not to rely on any of the information in this book. There are a number of other books available about the life of Hiram Maxim which may throw a more balanced light on his life.

I have donated my copy of Maxim’s “*My Life*” to the Society library, so members won’t need to pay the current price (not worth it in my opinion) to get to read it.- A.S.

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

I've decided the time has come to re-jig our Quiz. As no answers have been submitted for the last two Quizzes (Nos. 16 & 15), I believe it's time for a Quiz make-over. From the heading, you will see I've gone back to the sixties where the original "Quiz Corner" was introduced in April 1968 by Eric WATSON, then Editor for the monthly Society Newsletter.

There were no rules and no prizes - anyone could submit an answer, and correct answers would be highlighted in the following Newsletter. So as a reintroduction of "Quiz Corner" I'll provide 3 questions from June, August & October 1968 to set the ball rolling...

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?"

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?"

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)."

Just three of our current members (Colin OWERS, Keith KEOHANE & Derek WHITE - all Honorary Life Members) would have seen these questions back in 1968, so I'm hoping that a few from the rest of our current membership (>115) should be able to find an answer to one or more of the above. Why not give it a go? Test your knowledge of WWI events. *C'mon, let's see you find some answers and get them in ASAP.*

- SOCIETY MATTERS -

More on the February G.M. - General Business; Gerry WEINGARTH informed the meeting that the plaque marking the return of the AFC to Point Cook in 1919 is to be installed at the Point soon. Gerry then proposed that a plaque be erected at Point Cook to mark the Centenary of the foundation of the Australian Flying Corps in 1912. Gerry offered to provide a design for discussion.

Raffle Draw: Bill RENFREW (a.k.a. The Armchair Air Fighter) won the book - *Luftwaffe Squadrons*.

Following the afternoon tea interval members were treated to an insiders look at current trends in aviation art. Society member and internationally acclaimed aviation artist **Juanita FRANZI** brought us up to date with the latest developments in computer software used to enable the accuracy and the authenticity we've come to expect in aviation illustrations. Following her talk, Juanita was given a warm vote of thanks from President Mark LAX.

INCORPORATION - Secretary Gareth MORGAN advised that the Society has been officially Incorporated effective from 23rd February 2011. If you look closely you will see that **Inc.** has been now added in the appropriate places in this Newsletter.

RESIGNATION - Vice President Steve DREW tendered his resignation "*for personal reasons*" from the Committee early in March. The President and the Committee accepted Steve's resignation with regret and hope that Steve will continue to contribute to the Society as an active member.

SOCIETY ASSETS - All of the Society's Sydney-based assets have now been relocated to **Web-master Andrew SMITH's** home for stocktake & assessment. Surplus copies of Journals (the Society's and C&CI) will no longer be held in storage, but will be offered for sale at future events. The Society holds a number of artefacts related to WWI aviation. Photographs of these items were circulated. It is important that a secure means of storage be found, and Mark LAX suggested that the Army Aviation Museum at Oakey in Queensland may be able to conserve and display our assets on a renewable loan basis, with costs to be born by the Army. Mark will explore this avenue further.

AUGUST MEETING: *The Society's August Meeting will be at the Naval Museum at NOWRA. †*

