



NEWSLETTER

- November 2012 -

FEATURES

SOCIETY MATTERS...	2-3.
<i>Plastic Kit News ...</i>	3.
<i>Peter Chapman's Reviews...</i>	4-7.
<i>Library Additions...</i>	7.
<i>Armchair Air Fighter Reviews...</i>	8-9.
<i>Still Looking for Answers...</i>	10.
<i>From the N'letter Archives...</i>	12-13.
<i>Society's AWM Visit...</i>	10-11.
<i>From the Society Archives...</i>	12-13.
<i>TMAC pix from Adrian H....</i>	13.
<i>Gary Sunderland Writes...</i>	14.
<i>Michael Mol Kentin's Review....</i>	15.
<i>Aust. Airmen DB Introduction</i>	16-17.
BACKPAGE...	18.

2012 Celebrating 50 Years....

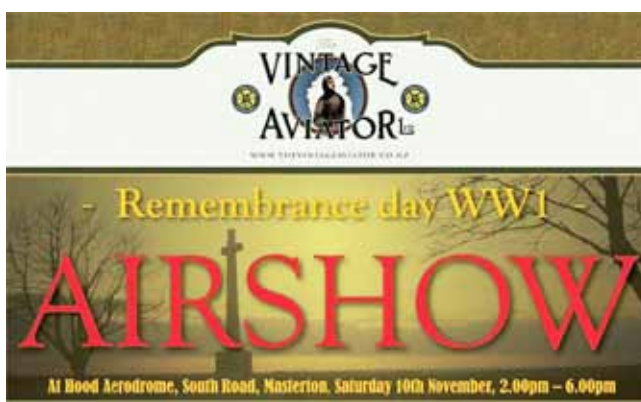


*The Sopwith Camel F1 shown above is the fourth of 4 watercolours produced for our Newsletter Mastheads by resident Society Aviation Artist, Derek WHITE. Derek has provided a representative machine from each of the four Australian Flying Corps Squadrons deployed during WWI - No.1 Sqn AFC in 'The Middle East', & Nos. 2, 3 & 4 Sqns AFC on 'The Western Front'. This N'letter features Camel F1 Serial E.1407 in which Lt. L.T.E. Taplin (DFC) from No. 4 Sqn AFC scored 10 of his 12 'victories' before being shot down and captured (POW) on 6th Sep.1918

- SOCIETY PLANNING VISIT TO NZ AIR SHOW -

Preliminary planning is already underway for members of the Society to take in an Air Show (or two) and perhaps visit an Aviation Museum (or two) while we're there.

Whilst it is too late for the Remembrance Day WWI Show pictured below, the poster should give our members some idea of what to expect when our planning is finalised. If you are interested, please contact Vice President Mark DAWSON and/or discuss the planned project with our Committee at the A.G.M. on Saturday 17th November next.



The ASWWIAH Newsletter is published quarterly in Feb., May, Aug. & Nov. each year and is free to all financial members of the Society. Comments & contributions are welcomed by the Editor:- David PERKINS at dampers1@mac.com

MEMBERSHIP

NEW MEMBERS...

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

Mike ABBOTT of Sydney NSW.

Congrats. and welcome to the ASWW1AH Inc. Mike has hit the ground running, I've just received the following email -

"I was wondering if I could put an item in the Newsletter to request some help from the other Members?

I'm looking for source photos (to scan) or good quality scans of original photos of early Daimler/Mercedes aero engines (1900-1918) to use in a book I am currently researching. If anyone has such photos, or knows of anyone to contact, it would be greatly appreciated.

I will be attending the AGM in November so I'm able to discuss in person if anyone is interested in contributing to my research.

Regards Mike Abbott."

So, I'm sure some of our members will be only too happy to help Mike with his project. J.J. ("Johnnie") MARR from Summerland Point NSW has already offered some assistance. Graham POWELL from South Australia is also a keen aero engine researcher (see May 2011 Newsletter Pg.5), and he may be able to assist Mike with info and pix. The more the merrier as they say. Members may wish to contact Mike ABBOTT directly by email at this address:-

mike@oesau.org

- August 2012 GM -

The Meeting was held on Saturday 18th August 2012 at Victoria Barracks and was well attended (29 Members with 2 Apologies & 1 Visitor)

The President Gareth MORGAN informed the meeting that our Society is to be well represented at the "By the Seat of Their Pants" conference to be held at the RAAF Museum, Point Cook on Monday 12 November. Four of our members, Dr. Mark LAX, Gareth MORGAN, Michael MOLTENTIN and Dr. Susan JOHNSTON will be presenting papers. In addition the Society is providing some sponsorship by giving each attendee a CD copy of our 50th Anniversary Journal as well as a copy of the Society's aims and resources and an Application for Membership.

Gareth advised he gave a talk "Aviation in

the First World War" to the Loftus Probus Club on Wednesday 15th August, which was well received. Following the talk, the Club gave a donation to our Society.

Following the meeting held at the Nowra Naval Air Museum on Saturday 20th August last year, the Museum donated a copy of the photo album of Major A.D.Carey, RAF. The album included over 90 photos associated with Carey's wartime service and included many images showing the activities of the 1919 North Russia Relief Force in Archangel (*Arkhangelsk*). *Gareth has since been able to identify some of the men and machines depicted and will advise the Museum accordingly. The album will be added to the Society website. - Ed.*

Webmaster Andrew SMITH announced he has almost completed upgrading the website, which now provides a more interactive experience. Members will now be able to contribute content directly to the site rather than just through the webmaster. *I must say the presentation of the site is first class - the sliding pictures are just great - and very professional. Well done Andrew. - Ed.*

Treasurer/M'ship Secretary Alex STEWART reported the Society has around \$4,600 in the bank. The Society's Annual Accounts will be presented at the November meeting before being submitted to the Dept of Fair Trading. The profit/loss over a two year period runs a roughly even and, as expected, the Newsletter going electronic has provided significant cost savings. The changing of banking institution will also provide savings to the Society with reduced fees.

There are 121 paid up members as of June and there has been an annual membership turnover of 16-17 members.

Newsletter Editor David PERKINS advised that the August Newsletter was distributed digitally to the majority of members via on our website. In addition 23 members received B&W hardcopies. 11 of our members had specifically asked for hardcopy, whilst the remaining 12 do not have valid email address recorded by the Society.

The long running saga of our database -



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the biographical records of 5,618 "Australians" who served in the various air services during WWI is now in test mode on the web. *It's now fully operational with the official title "Australian Airmen of the Great War 1914-18"* - see Pg.16-17 for full details - Ed.

Librarian Peter WILLIAMS reported 4 additions to the Library including a donation from Stuart CURRY of "*The Wonder Book of Aircraft*" and 2 DVDs. See full listing in "*Library Additions*" on Pg.7 -Ed.

Journal Editor Peter CHAPMAN reported via email.

Two raffles were drawn - the winners were John BAKER (Sydney) and Graham POWELL (SA).

- 50th ANNIVERSARY MODELLING CONTEST -

Following the meeting the tables were cleared and the models were set up for display. It was decided that this year the judging would be carried out by popular vote. The results were:-

Category A. (Ron Cooper Memorial Trophy)

- 1st Prize Derek WHITE 1:72 Enrich Taube
- 2nd Prize Derek WHITE 1:72 Berg D.1
- 3rd Prize Peter Chapman 1:72 Austrian Aviatik

Category B.

- 1st Prize Peter Williams Airco DH9
- 2nd Prize Peter Williams Bristol F2B
- 3rd Prize Derek WHITE Fokker F.I and Sopwith 1 1/2 Strutter

Category C. (Scale Modellers Cup)

- 1st Prize Mike CRISP Steam powered RC Vessel "*The Joffre*"
- 2nd Prize Derek WHITE WWI Tank
- 3rd Prize Alex STEWART Clerget Rotary

Category D.

All Prizes to Derek WHITE for Watercolours *Pictures of the 1st Prize winners and the trophies can be found on the Backpage* - Ed.

Members attending the Meeting were again reminded that volunteers are needed for various events - many hands do make lighter work and help to further the Society's presence at the various Model Shows and Expositions held throughout the year. The next show where the Society will be represented is the **2012 Sydney Scale Model Show** at Hornsby on Saturday 3rd November

REMINDER -

DON'T FORGET TO ROLL ON UP TO VIC.BARRACKS FOR THE ANNUAL GENERAL MEETING ON SATURDAY 17TH NOVEMBER 2012 AT13.30

- Plastic Kit News -

from Peter Williams...

I'll start as usual in 1/72 scale with Airfix reissuing their old but good kit of the Handley Page '*Bloody Paralyser*', O/400, it needs attention to the over-wide wing ribs, but is otherwise an excellent kit. If you are worried about lack of space you can build it with the wings folded as I did*.

Karaya have announced two boxings of the Martinside G.102 Elephant, makes a change from Sopwiths and Fokkers.

In 1/48 scale *Arsenal Model Group* (I haven't heard of them before) have released three kits: Pflaz E.IV (twin row Oberusel), Pflaz E.V (in-line Mercedes) and hurrah, hooray oh frabjous day! An Airco DH.5! The Pflazes will of course require careful painting or decal application of their black outlines.

And still more 1/32 scale kits coming from *Wingnut Wings* in the form of a Fokker E.I to join their previously announced E.II/III. Perhaps an E.IV is in the pipeline to complete the set?

Until next time, safe modelling! P.W.

*Peter has supplied a fine pix of his completed O/400 which you can see on page 11. -Ed.

|| SIGNING OFF ||

After 9 years and 36 Newsletters it's now time for me to move on. I trust you have found some of the items in those 36 issues as interesting as I have. I must say my knowledge of WWI aviation has improved significantly over that time, but I still have some way to go!!

I hope our recent change to a digital Newsletter is seen and accepted as the direction to ensure our future solvency. Personally, I firmly believe the future is **digital, digital, digital** and that organizations such as ours must be ready & willing to embrace new technology if we are to go forward and flourish.

I would like to take this opportunity to thank those who contributed items for the Newsletter, particularly those few regulars who make up the core content. Perhaps our new interactive website will encourage a more active authorship - I do hope so...

As my task as Newsletter Editor officially ends on the last day of this year, members wishing to contact me can use either of the email addresses shown opposite.

Thank you - DP.(Ed.)

- PETER CHAPMAN'S REVIEWS -

VICKERS BULLETS by Colin Owers. *Windsock Datafile No.154*, 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 £11.00 plus post and packing.

Albatros Productions' latest addition to the *Datafile* series penned once more by our own Colin Owers, covers the birth and erratic service of the Vickers single-seat *Bullet* scouts, some of which saw limited employment on lesser fronts during the war, including Russia.

Designed initially by Harold Barnwell early in the conflict, the Vickers *Bullet* showed sufficient promise to be resurrected in late 1915 as the ES.1. However, despite the company's best efforts, official approval of the design and its subsequent offspring, namely the ES.1 Mark II, ES.2 and ultimately the FB.19, Marks I and II, meant that only limited numbers were ordered of any one type, and then only to serve at training establishments or in side shows. So it was that the Vickers FB.19 *Bullet* had its brief glory in the Middle East and Macedonia with 47 and 111 Squadrons, RFC/RAF, whilst those destined to see more active combat were cast-offs purchased from the British by the Russians, whose lack of up-to-date and suitable combat aircraft saw them use a variety of inferior Allied aircraft throughout the conflict.

Jerry Boucher's interesting front cover artwork depicts a rather care-worn RAF machine from 47 Squadron, patrolling somewhere over Macedonia, and this is nicely complemented by no fewer than nine colour side profiles of FB.19 Mk.I and Mk.2 variants used by both British and Russians, all provided by the ever-reliable Ronny Bar. All line art is by Martin Digmayer, and there are seven pages of these. The ES.1 Mk.II and FB.19 Marks I and II are covered in fine detail, in both $1/48$ and $1/72$ scales, which will be particularly helpful to the average modeller wishing to scratchbuild one.

Perhaps the best features of this latest *Datafile* though are the history and other narrative by author Colin Owers, as well as bonus coverage of *The Vickers Bullet in Russia*, contributed by historian Marat Khairulin. The narrative concludes with detailed appendices which include Specifications of both ES and FB variants, as well as *Individual Aircraft Histories*, of particular value for any researcher. Interesting and entertaining to read throughout, both of these narratives are more than complemented by the many archive photographs used to illustrate the *Datafile*. There are 62 photographs within the main text, and a further 20 showing the aircraft in Russian use.

Overall, this reviewer would have to say that this Vickers *Bullets Datafile* is far and away the most comprehensive and interesting coverage he has seen concerning these pudgy scouts, and I have no hesitation in recommending it highly to both modellers and aircraft enthusiasts.

Peter CHAPMAN (*Journal Editor*).

FOKKER EINDECKER – Compendiums 1 and 2 by Josef Scott, Published by Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 56 pages plus covers each, illustrated, available from the publisher, £23.00 plus postage per issue.

These latest *Datafile Specials* from Albatros Productions, are the long-awaited two-part series on the Fokker *Eindeckers*, by Josef Scott. Much has been written about the Fokkers, one of the first and most successful of the early fighters used in World War One by either side in the conflict. As such, one would be forgiven for thinking that there was little that could be added to the available data on these sleek monoplanes. I am pleased to say that the author has proved me wrong in this regard, as these two compendiums are an expansive and well-worth fresh look at the *Eindeckers*.

With six aircraft in the *Eindecker* series of monoplanes covered, each are given comprehensive treatment, three per compendium. The first three, namely Fokkers A.I, A.II and E.I are the subject of Compendium 1, which starts with a magnificent Jerry Boucher cover painting of German ace *Ltn* Kurt Wintgens turning to attack a French Morane-Saulnier monoplane. This is not the only colour either as both inside and the rear covers are adorned with Ronny Bar's side profiles of a variety of A.I, A.II and E.I aircraft, and the author has included a two-page spread of colour drawings for each type, showing every aspect in fine detail. Everything from propellers to engines, plus early and late production models are covered where appropriate, making this alone one of the best references for aircraft aficionados and modellers alike. Detailed notes on each colour profile are also provided within the compendium.

Each aircraft is covered in order, although this reviewer was initially confused as the A.II is covered before the A.I. On reading further however, I soon discovered that the A.II preceded the A.I into service. It is this kind of attention to detail which defines the author's research, which is meticulous throughout. Each aircraft's design is explained in both narrative and in comprehensive captions for the many excellent photographs included. Many of the latter are entirely new to this reviewer, and again are worth the purchase price alone. To give but one example, there are 42 images of the Fokker A.I, which are about 41 more than I have personally seen in any other publication! Compendium 1 concludes with precise drawings of the Oberursel U.0 80 h.p. rotary engine and a very detailed appendix which includes details of all Fokker *Eindecker* production.

Compendium 2 is very much in the same vein as Compendium 1, this time covering the more well-known Fokkers E.II, E.III and E.IV scouts. Even so, there is much new in this compendium for the avid reader, as well as extra drawings of the Fokker E.III framework, Oberursel U.I and U.III rotary engines, colour images of propeller manufacturer decals and even detailed drawings of the 1.M.G.08 machine gun used! Front cover artwork is again by Jerry Boucher, and colour profiles of a range of aircraft by Ronny Bar, notes for which are provided. There are over 110 photographs of all three types covered, again many that this reviewer has not seen elsewhere. The compendium concludes with even more detailed appendices showing, among others, the *Eindeckers* in Naval, Austro-Hungarian and even Ottoman Empire use.

Overall, this two-part comprehensive coverage of the early Fokker monoplanes is by far the best that this reviewer has seen, and would be a valuable addition to the library of any serious student of early World War 1 fighter aviation. **Very highly recommended.**

= PETER CHAPMAN'S REVIEWS (contd.) =

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, 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, can I convince my family to buy me that Rumpler for my birthday? **Very highly recommended.**

Windsock Worldwide Vol.28 No.4, July/August 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.

After their extensive coverage of the latest World War One aircraft full size reproductions from around the world, in

the June/July issue of *Windsock Worldwide*, the July/August issue returns to modelling with a vengeance, the biggest contributor being master modeller Lance Krieg.

His *Modelling Master Class*, Chapter Seven: Armaments (Part 2) is another six pages of detailed ideas and photographs showing exquisite weaponry, many scratch built and in the smallest scales too. Not content with just this one offering, Lance then goes on to detail his build of *Roden's* $1/48$ scale S.E.5a with Wolseley Viper engine. This article spans a further four pages, and is profusely illustrated with photographs of every stage of the build. The completed model is displayed on the issue's front cover, together with one of Ronny Barr's excellent side profiles of an 85 Squadron machine. *Reader's Gallery* too is an extended edition, with a colour two-page spread showing superb flying scale models of both AMC DH.1 and Bristol Boxkite, the latter from our own Gary Sunderland. There is also a beautifully crafted Fokker F.I, adapted from *Roden's* $1/32$ scale kit by Douglas Craner. For the lover of unusual aircraft, *Rara Avis* brings details of the Morane-Saulnier ANS two-seater, a particularly ugly post-war French aircraft whose passing I am sure was mourned by none! As usual, a brief narrative is supported by photographs of both the ANR and ANS variants, and $1/48$ and $1/72$ scale drawings by the late Ian Stair.

However, as good as all of the foregoing are, my personal favourite in this issue is the editor's take on markings and paint colours used in World War One, his interesting and thought-provoking article sure to engender much debate. *Kitbag* this time round brings news of a number of new kits in scales ranging from $1/48$ to $1/144$, the latter being SRAM's Handley Page 0/400 in resin. New too are more excellent kits by *Eduard* in their 'Weekend' range, the latest additions being the AMC DH.2 and Nieuport 23. A number of new paints and accessories are also covered, the former from the excellent *Misterkit* range. The issue concludes with a colour Nieuport Bèbè page from Alan Toelle, with profiles of two both 11 and 16 variants.

Another excellent addition to the long-running *Windsock* series. **Highly recommended** by this reviewer.

Peter CHAPMAN (*Journal Editor*)

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

= Society Library Additions =

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

<i>EDEN to ARMAGEDDON (WW1 in the Middle East) (Roger Ford)</i>	<i>library No. 207</i>
<i>The Wonder Book of Aircraft (1920 Edition?)</i>	<i>library No. 280</i>
<i>Windsock Worldwide Vol. 28 No. 3</i>	<i>library No. 1328/3</i>
<i>Over the Front Vol. 26 No. 4</i>	<i>library No. 1226/4</i>
<i>R.A.F. RE8 at War Windsock Datafile No. 153 (Paul Hare)</i>	<i>library No 3153</i>

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

- Peter Williams - Society Librarian.

- BILL RENFREWS Armchair Air Fighter Reviews -

Over The Front Vol 26 No 1 Spring 2011

The front cover artwork of this issue concentrates on the flight career of Rudolf Holzhauser. In side the front cover are three colour profiles of German Albatros fighters in Palestine and inside the rear cover we find a map of the Palestine Front.



•Rudolf Holzhauser – World War I Observer, Diplomat and Historian

This article examines the life and career of this officer until his death in 1963. The bulk of the article concerns his flying as an observer on the Palestine Front with German units attached to the Ottoman Army. In addition to the afore mentioned artworks, numerous photographs of machines and personnel as well as numerous aerial views are used to illustrate the article. The article finishes with an overview of his life after the war.

•A US Army Observation Balloon Primer

Copiously illustrated, this short history of US Army Military Ballooning will give the reader a clear picture of the organisation, operations and equipment of US balloon companies during the Great War. Photographs and drawings from manuals illustrate the article.

•Commanding Officers of the Operational Companies of the Balloon Section AEF

This article consists of short biographies of eighteen officers who commanded Balloon Companies during the Great War. Each biography has a photograph of the officer described.

•Nachrichtenblatt Nr. 23

This is a translation of the report published 2nd August 1917 covering activities during the previous week.

•Rare Birds – The Ponnier M.1

The Ponnier M1 was a small single-seater biplane fighter designed and built towards the end of 1915. It was armed with a single Lewis Gun mounted on the upper wing. It saw limited service with both the French and Belgian air services, mostly as a trainer. The Nieuport 11 was preferred because of its better robustness and manoeuvrability. Photographs, scale drawings and three colour profiles on the rear cover illustrate this article.

The usual departments “Between the Lines”, “Mentioned in Despatches” and “Between the Bookends” complete the Spring 2011 issue.



Over The Front Vol 26 No 2 Summer 2011

All the cover artwork of this issue relate to Jasta 16b. Inside the front cover has three colour profiles of Fokker DIIIs, and the rear cover has six Albatrosen (three each inside and out)

•Fond Memories of Old Aviators

This article has the memories of the author of many of the WWI aviators that he met during the 1970s. His research for the original Cross and Cockade magazine led him to them and he concentrates on a few that were particularly note worthy. The article is illustrated with photographs of the airmen.

•Addendum to: Rudolf Holzhauser

This short article details Holzhauser’s published works.

•Royal Bavarian Jasta 16 – The Early Days: October 1916 – August 1917

This is primarily a photographic essay of the early history of this squadron. A short text and extensively captioned photographs show the progression of this unit from Pfalz EI through Fokker DII to Albatros DIII types.

•The ‘Lesser’ Airships of the Great War

The ‘lesser’ airships of the title are the semi-rigid and non-rigid airships of the Great War. This article examines each countries contribution to this area and pays particular attention to those of France and Great Britain. Photographs and drawings are used throughout to illustrate the various types.

•The Tragedy of the “Roma”

The Roma was a semi-rigid airship purchased from Italy for the US Army in 1921. This article describes the vessel and details its catastrophic failure on a test flight in February 1922. In this accident, the US Army Balloon Service lost more men than during the whole war.

•*The Fokker V.75 Revisited*

New information in the form of photographs came to hand to enhance an earlier article about this Fokker prototype triplane.

•*Rare Birds – The Sablatnig N1 and Related Types*

Sablatnig was a small manufacturer more known for its floatplanes. The N1 was developed from their CI two-seater in response to an Idflieg requirement for a single-engined night bomber. Illustrated with photographs and drawings, this article describes this aircraft and some of its derivatives.

“Between the Bookends” rounds out the *Summer 2012* issue.

Over The Front Vol26 No3 Autumn 2011

Three of Clayton Knight’s paintings adorn the front and inside rear covers of this issue. Three colour profiles of aircraft from Escadrille 23 are on the outer rear cover.

•*Clayton Knight - Artist and Airman*

This article examines the life and work of Clayton Knight. It is well illustrated by both his artwork and numerous photographs. It shows that his art was influenced by his service in the RAF.

•*General Service Unit: The History of Escadrille 23*

This article chronicles this French Squadron from its formation in 1914 until it was disbanded on August 10th 1919. Through a combination of text, photographs and end notes the transition from Ms23 through N23 to Spa23 is described.

•*Oberleutnant Maximillian Edler von Daniels with Jasta 23b*

The majority of photographs in this article were taken during von Daniels’ service with Jasta 23b between 7th April and 11th August 1917. They show Albatros DII machines of the squadron. Some details of his life, career and death in action are also given.

The usual departments “Between the Lines” and “Between the Bookends” complete the *Autumn 2011* issue.



Over The Front Vol26 No4 Winter 2011

The front cover of this issue carries a painting by Steve Anderson depicting an attack by a Hansa-Brandenburg W.19 and W.29 on a group of British torpedo boats. Outside the back cover we find two profiles of Hansa-Brandenburg W.19s by Ronny Barr while the inside covers have profiles of Rumpler GI-III by Bob Pearson.

•*Rare Birds: Hansa-Brandenburg W.19 and W.33-37 Monoplanes*

This article examines some of the lesser known, Ernst Heinkel designed, Hansa-Brandenburg two-seater floatplanes concentrating on the biplane W.19 and the later monoplanes. Types are described in a series of photographic essays and a set of scale plans for the W.19 are provided.

•*Hansa-Brandenburg W.19 – Operational History*

Continuing on from the previous article, this article considers the operational life of the W.19 type. Entering service early in 1918, its greater range saw it employed as top

cover for the W.29 monoplanes or as patrol aircraft. Photographs of the type in service illustrate the article and an appendix of the careers of all aircraft is included.

•*Rumpler GI-III*

The Rumpler GI, GII and GIII were a series of German twin-engined bombers that served with the bomber arm in limited numbers from mid-1916 (GI & GII) until well into 1918 (GIII). Although overshadowed by the better known AEG, Friedrichshafen and Gotha types, the Rumplers were serviceable types and have the distinction of not having been shot down or captured despite extensive service on both the Eastern and Western Fronts. Many photographs of the types illustrate the article.

•*The 240HP Mercedes D.IV Eight-Cylinder Engine*

This article is a revision of an article that appeared in issue 24-3. The list of types that used the engine has been revised, and some more photographs of the engine in use have been provided.

•*A Parasol Primer- A visual guide to the Morane-Saulnier “Parasol” types L, LA and P Monoplanes*

As the title suggests, this article is a photographic essay covering the “parasol” monoplanes made by Morane-Saulnier during the war years. They were used variously as fighters, bombers, observation planes and trainers during the war and for some years afterward.

continued on page 10 overleaf...

The article does not attempt to be a detailed guide to the types but rather gives the reader a guide to identify the types when presented with images.

• *Rare Birds: AEG N.I Photo Update*

Two additional photographs of this type covered in the Winter 2008 issue are presented in this article.

The usual departments "*Between the Lines*" and "*Between the Bookends*" complete the *Winter 2011* issue.

The above "Over the Front" Vol 26 Nos. 1, 2, 3, & 4 (2011) Reviews from Bill RENFREW (a.k.a. The Armchair Air Fighter).

- STILL LOOKING FOR ANSWERS...-

From Derek WHITE...

"Two questions I would like to put to our Society Members; I hope they prove to be of interest and result in answers which I am unable to find myself.

Q.1.) Pilots of R.N.A.S. No. 8 Squadron, operating from Dunkirk during December 1916, had problems with the identification of German aeroplane types. According to "*Sopwith - The Man and his Aircraft*" (Air Review 1970) only two enemy types were named by eleven pilots in sixteen combat reports during the month, - five Halberstadt biplanes and one Albatros scout. The remaining ten machines were recorded as one or two seat scouts, a white biplane, and, by a system of identification used for enemy machines whose appearance was known, but whose name was not yet established. These were classified in the interim as "types K, L, and M" only. Were these letter types eventually identified by name?

The answer may possibly be found in a biography of Robert Little; not mentioned in the "*Naval Eight*" history.

Q.2.) This question concerns the subject of rigging, of some importance to our modelling fraternity. This detail concerns whether or not the elevator activating wires, after connection to the control horns, terminate there, or do they continue to the trailing edge; I think the latter gives a more even stress afforded by a continuous loop and hence less stress on the horns. Alas! In no way can the modeller depend upon books or the information in kits for authentic detail on this, as they vary wildly!. One example will suffice. In the volume quoted above. the 1:72 plans show Sopwith types Batboat, Gun-Bus, Churchill-Sociable, Tabloid, Cuckoo, Grasshopper, and Atlantic NOT having control lines extending aft of the horns, all remaining types have them doing so. Other sets of plans do not agree, pity the poor modeller!

Thanks to Derek for posing these queries for our readers. One question for followers of the RNAS, particularly the Naval Eight, and one for our many modellers to address. Derek is anxiously awaiting answers to his, as yet, unanswered questions. - Ed.

- CANBERRA WAR MEMORIAL VISIT-

From Alex STEWART...

"On Friday 26th October, a party of members sallied forth to the nation's capital and were expertly guided around the Australian War Memorial by John White, Senior Curator. We started off at the "Over the Front" exhibition which has now been on display for 4 years. Some members had last visited when the display was being set up. For some it was their first taste of the short movie displayed in a very wide screen setting. This was produced by one of Sir Peter Jackson's companies, and provides a very atmospheric 'taste' of what the Great War aviators had to contend with. If any members have not yet visited the "Over the Front" display, you really should try to get there to see it.

John White also took us around some of the old WW1 land battle exhibitions, and explained some of the work that will be going on over the next few years to update the AWM to match the 100th anniversary of the Great War.

The party split up to have some well earned lunch at both the cafes at the AWM, and were visited

by ex-president Mark Lax hot off an international flight to deliver the 2012 journals to us.

After our meal we regrouped at the Treloar Annexe in Mitchell, where John White spent another 2 hours plus of his time showing us around. The annexe is not normally open to the public, so it was a great privilege to get a tour around the facility. While there is not a great deal there from a WW1 aviation perspective, there are plenty of exhibits there to hold interest. Some of the highlights were seeing a V2 rocket, an early tank, which had experienced some great restoration, various rotary engines, and a Deperdussin that predated the Great War. John is very obviously close to the great collection and shared some great stories with us all during the course of the afternoon. With all the travel it was a huge day, but well worth it. We will look into whether we can get some of the best of the many photographs taken on the Friday and display them on our society website for those who were unable to make the trip.

A big thank you to John White for generously spending so much time with us, and to all the members who made the (long) trip!"- AS.



Society Members' visit to the "Over the Front" display at the Australian War Memorial Canberra ACT -26 Oct.2012

Picture courtesy Steve DREW

- LATE NEWS -

1. The Society Stand at the Sydney Scale Model Show on 3rd November attracted considerable interest. Sales of our old Journals (mainly on CD) raised \$80 and a number of 2013 Membership Applications were distributed. Thanks to Peter WILLIAMS, Gareth MORGAN, Mark DAWSON and Des SHEEHAN for showing the flag.

2. Members will be pleased to hear Alex STEWART has delivered our 2012 Journals to the mail room staffed by Andrew SMITH & Gareth MORGAN who have been toiling away against the odds to ensure the mail-out has progressed despite some mighty infrastructure hurdles from Australia Post.

As usual, members attending the AGM will collect their copies at Vic. Barracks, whilst the remainder will hopefully find their Journals in the mail box - soon. Well done, those men - Ed.

Peter Williams' Handley Page 'Bloody Paralyser' O/400...



- From the Society's Newsletter Archives -

Having previously published 4 extracts of Jack ALLPORT's "Letters from an Australian in the RFC" back to his family in Sydney, and/or his girl friend, (later his wife) "Mouse" who lived in London. We now come to Episode 5 "With No.5 Sqdn. RFC" where we find Jack gaining "war flying" experience and progressing from novice pilot to Acting Flight Commander in less than three months at the front.

FRANCE: 24/5/17.

"I left No.1 Air Depot a couple of days ago and have since joined No. 5 Sqdn. Quite a decent little place' - tucker's alright too.

I've not done much flying yet; in fact, only been up twice. The second time my observer, Lt. Bright, came up with me and I had my first peep at the line.

Expect you have a pile of letters and papers for me as I have not had any since leaving. Send any papers on because there are two more Australians here to whom I can pass them on.²

Would you do me a favour by sending a weekly paper called "Flight"? You can get it at any bookstall - it costs 3d. Try and get this weeks - it comes out today (Thursday). I fancy it has my graduation in the Gazette.

FRANCE: 30/5/17.

I have now done about twenty hours war flying. The weather has been most favourable and I am getting just getting back into the way of things. Our aerodrome is some distance back from the line and out of range of Fritz's guns, which is tres bon. Having finished one's flying, you are off for the rest of the day, so, you see we get quite a bit of spare time. By the time you get this, I shall be thinking about more leave. Every three months we get fourteen days and can go to either London or Paris - it's London for me.

FRANCE: 15/6/17.

The weather has been good lately for flying; decent sunny days with occasional thunder storms. So far have done 52 hours war flying with nothing more exciting than a couple of pieces of Archie thro' my wing. One stuck in the woodwork of my tailplane, so am keeping it as a souvenir.

By the way, I managed to muster four old Warren cobbles on my last leave in London. We celebrated the occasion by a theatre party and a ride in Rotten Row on Sunday. It ended rather abruptly though when Cliff and I tested our horses qualities on the straight and nearly ran over some people and a pram. a mounted policeman thereupon very kindly kicked us off for exceeding the speed limit.

FRANCE: 21/6/17.

Received your letter yesterday and was mighty sorry to hear about poor old McKissock.³ I wrote to him soon after I came over. Had a answer and replied enclosing all the photos of himself which we took in London. I expect he got them as that was on May 20th. Since then I had no news of him until I got your letter. It must have been a blow to his people, especially as one of his brothers, also RFC, was

reported missing about a month ago. I suppose one of his pals has written to his home - I'm sure his kit has been taken care of too.

Have been doing plenty of flying - six hours yesterday, but it's too dud for anything today. I took a Major up three days ago and a Staff Lieut.Col. yesterday to see the lines. Neither had been up before so I pulled their legs a bit. They both enjoyed it and stayed up for two hours.

I'll write you a line when I find out how poor little Mac came to his fate

FRANCE: 15/7/17.

No news of McKissock yet - we have been so busy lately that I've not had a chance to get across to his squadron.

The weather, as usual, has been consistently good, so my average flying is now three hours a day. Had a bit of a scrap with an old Hun who was sitting above a cloud waiting for people to pass underneath. I happened to be doing a shoot and, of course, had to keep below the clouds in order to see my target. My observer spotted him just as he opened fire. He got off 50 rounds and we the same. Some of them must have tickled him up as he put his nose down and went past at about 150 MPH.

By the way, if you see "Jum" Bowman,⁴ take him, yourself, Uncle, Pie and anyone else who happens to be handy, to a theatre at my expense. poor old Jum has had a pretty rotten time in France. Practically all his Company have been knocked out. I don't think he has any relations in England, so I told him to call on you. He is one of the best chaps I have known.

FRANCE: 20/7/17.

Poor old Wilf Salmon has gone.⁵ he got his wings soon after I did. Tackled 25 raiding planes (over England) on his own and got two bullets in the head, fell but got control again, but lost consciousness when landing so pitched down and died of a broken neck.

When we have done 250 hours war flying, we go to Home Establishment for four or five months. My total is up to 160 now, so couple of months will see me in England teaching people to fly. It does not take long in summer to tot up the hours. Lately we have been going like the dickens - sometimes two or three jobs a day. Our Flight Commander is away and I'm next senior, so have been up to my neck in work.

The Squadron put in some good biz on an occasion not lon ago. Two M.C.s and two bars to M.C.s were given. Six of our machines took part in the raid. Two were flying low and co-operating with the infantry, while the other four of us sat up at 5,000 feet and saw the show from the gallery. At zero time every gun in the place opened. As far as we could see there were explosions, fire and smoke. Fritz's reply was feeble. There seemed to be, for every one of his guns, about ten of ours to silence it. It was our job to

Newsletter Archives (contd)

pinpoint these and to range our guns on them.

Then Heaven's artillery chipped in and a heavy thunder storm blotted out everything. After a rough passage, the four high flyers, including me, got back safely to the drome as it was impossible to carry on. Of the other two machines, one was struck by lightning, came down and was smashed - neither pilot nor observer were hurt, fortunately, beyond a few bruises. The other stuck it out and landed half an hour later with important information. Both pilot and observer were decorated. The latter was a Melbourne chap - Clive Currie.⁶

FRANCE: 2/8/17.

Am Acting Flight Commander at present while our Captain is away. All leave has been temporarily stopped as there is stacks of work to do - sometimes three jobs a day.

What is Looe looking like? Wet and miserable, I expect. It's been raining here for two days, so presume it is the same there."

¹ At this date No.5 Sqn was located at Savy. On 2/6/17 it moved to a new drome at Acq, near Arras - a freshly mown cornfield where the hangars & Nissen huts were re-erected.

² Lt. Clive Currie of Melbourne & Lt. E. Shaw of Sydney.

³ Word had come that he had been posted "Missing". (ref Episode 4 - see August 2012 Newsletter).

⁴ Gunner Bowman of Mosman, Sydney.

⁵ Ref. Episode 3. (see May 2012 Newsletter)

⁶This was the start of the second Battle of Oppy. The crew of this machine were Lt. C.D. Smart (pilot) and Lt. C. Currie (observer). For Smart's account of this action see *Cross & Cockade*, Vol.10, No.1. (pp 27/8).

Jack ALLPORT's saga will be continued in the next Newsletter where we will find Jack transferred to No. 2 Sqn RFC soon after his first victory in August 1917.- Ed.

- TMAC Model EXPO -

Society Member Adrian HELLWIG needs no introduction, having provided many pix for our Newsletter Backpage over the years. An active member of TINGALPA Model Aero Club Inc. in Queensland, Adrian has provided some excellent shots of a B.E.2 c/d/e?? in the air at the TMAC Model Expo on 7th October last. (Pictures courtesy Malcolm Campbell).

You can see more details on the Tingalpa Model Aero Club Inc. at their website:-
www.tmac.asn.au



- Gary SUNDERLAND writes -

I have just received the following letter from Gary Sunderland advising of 3 urgent amendments to his article "Designing Fokker Aeroplanes" to be found in the 2012 Journal. Gary took the opportunity to enclose a picture of his award winning 1/6 scale Fokker E.IV from 1990. Much of Gary's extensive knowledge of the Eindecker has been gained from his hands-on model building of the type (see his footnote below). Well done, Gary and thanks for the update on your article in the Journal - Ed.*

"Dear Newsletter Editor,

It is my duty to report a major error in my article on "*Designing Fokker Aeroplanes*" in the current '14-'18 Journal now being distributed to members.

The design of the Fokker M.15, military designation E. IV, is very well documented in the Windsock mini-data file 7 on the Fokker E.IV and in umpteen other publications. I was well aware of this as, some years ago, I built a 1/6 scale flying model of a Fokker E.IV based on the mini-data file 7, photo enclosed, so I was well aware of the enlarged two-bay wing which was also fitted to the E.III subsequently.

Where the nonsense about the M5L wing on the M.15 came from is a mystery. Surely a case of the pen writing with the brain in neutral. Put it down to senile decay!

The penny dropped when I started to read the latest "*Fokker Eindecker*" compendiums hot off the press from *Albatros Productions Ltd.* If, like me, you are a Fokker enthusiast then these latest publications are a "Must". Josef Scott and friends have done a magnificent job of sorting through and explaining the multitude of confusing detail as the Eindecker evolved. In particular, it seems that the enlarged M.15 wing was not only fitted to the E.III, but was also installed on many, if not most of the E.II. It seems that the E.II was very much a work-in-progress as the final design of production E.III was tried out in service.

I would highly recommend the "*Fokker Eindecker*" as essential reading, and you cannot have Part 1 without Part 2 of the Compendium." - G.S.



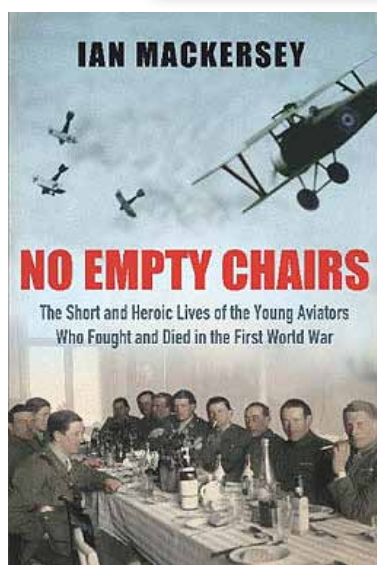
The writer's 1/6 scale Fokker E.IV in 1990. Powered by an OS 60 two-stroke engine, this model won the control line flying scale event at the Australian National Championships.

Gary included the following observations on the Fokker Eindecker as a CL model:-

"The Fokker Eindeckers make excellent control line models, the writer built two, an E.III and this E.IV. Both have ideal proportions for this class of model. However, in the writer's opinion they are less suitable and less successful subjects for radio control, or free flight models as the modifications necessary to wing dihedral and the addition of ailerons make such models look ridiculous."

** President Gareth MORGAN has advised that Gary supplied amendment slips for his article and they are being inserted in the 2012 Journals before being mailed out in the next week. - Ed.*

- MICHAEL MOLKENTIN'S BOOK REVIEW -



“NO EMPTY CHAIRS: The Short & Heroic Lives of the Young Aviators who Fought & Died in the First World War” (Weidenfeld & Nicolson, 2012)

Reviewed by Michael Molkentin

New Zealand filmmaker and aviation writer Ian Mackersey takes the title of his new book on Great War airmen from Major-General Sir Hugh Trenchard’s solution for flagging morale in his squadrons. Trenchard insisted on the immediate replacement of losses so that their comrades had little time to brood over their absence from the mess. Pragmatic and compassionate in equal measure, it tells us something of the man who led the RFC for most of the war and the reality Britain’s young pilots faced.

The title is a fitting one in many ways. Mackersey focuses on the Western Front and the RFC, impressionistically using the experiences of individuals to illustrate broader aspects of the air war. He arranges the book chronologically, though each chapter has strong thematic focus. As the title also suggests, Mackersey’s dominant motif is tragedy: the

loss and disruption of young lives in pursuit of an entirely new form of warfare. Overall, it is an approach that readers of books such as Dennis Winter’s *“The First of the Few”* or Ralph Barker’s *“A Brief History of the Royal Flying Corps in World War One”*, will be well familiar with.

Avid readers in the subject will also find Mackersey’s overall story of the air war familiar, as will they many of his chief subjects (Cecil Lewis, Arthur Lee, Ira Jones, Ball, Mannock, Richthofen et al). That said, Mackersey uses private papers from the Imperial War Museum, RAF Museum and elsewhere to introduce us to some whom we are less likely to know. Society members will be particularly interested in Geoffrey Wall from Melbourne, an early-war enlistment into the RFC who Mackersey uses to illustrate deficiencies in RFC training in 1916.

As readers of Mackersey’s previous books would expect, *“No Empty Chairs”* is a pleasure to read. He writes a disciplined, refined and well-paced narrative; his considerable talent as a biographer is evident in the sharp pen sketches he provides of his subjects and his astute insight into their characters. Stylistically, the book’s only flaw is Mackersey’s propensity for purple prose. Some readers may tire of his description of things as *“horrific”*, *“staggering”*, *“shocking”*, *“devastating”* and *“appalling”*. With material as inherently dramatic as the letters and diaries he uses, a lighter touch would have sufficed - and indeed, increased its impact.

Although Mackersey thanks an impressive number of archives around the globe in the acknowledgements, it is not clear from the select bibliography or rather vague endnotes which primary sources he examined specifically or how they shaped his interpretations. From the RFC’s voluminous official records at the UK National Archives he cites (incorrectly) a single file. It is therefore difficult to know what to make of Mackersey’s statistics, which sometimes differ considerably from those in official records and other books. His claim that *“just over two-thirds”* of airmen who died during the war did so in training; that the British lost 500 pilots and 1000 aircraft during April 1917; that German victory tallies were *“essentially more accurate”* than their British counterparts; and that the British suffered four times as many losses as the Germans, to offer a few examples, need substantiation. Of course, books for a general readership don’t need the kind of references that a thesis or peer reviewed article require, but they should provide evidence when departing from generally accepted facts and figures.

Still, most readers will find little reason not to enjoy *“No Empty Chairs”*. It is a compelling read, a tight, polished narrative history populated by fascinating individuals skillfully brought to life on the page. One could effortlessly devour it in a few sittings. It will introduce the story of the Great War in the air and the fascinating lives it consumed to a new audience, something the Society certainly applauds. - **MM**.

- **Australian Airmen of the Great War** -

No, it's not a book title - it's the heading to be found on our Society's web-based database which is now available for member access. I'm pleased to announce the biographical details of no less than 5,618 personnel who served during World War 1 in the various air services is now available *on line*. Most of those 5,618 listings are now generally accepted as Australian using one criteria or another, having initially enlisted in the Australian Imperial Forces (AIF), or directly in the Royal Flying Corps (RFC), or the Royal Naval Air Service (RNAS), whilst most of the non-Australians recorded in the database will be found to have served with one of the eight Australian Flying Corps (AFC) Squadrons in the Middle East, the Western Front or in England.

Much of the material contained in these records was originally developed by the late Barry J Videon (BJV), with the assistance of a number of co-researchers, over many years (1990 - 2005). Barry was planning the publication of a multi-volume history which would include lavish illustrations of uniforms, badges, and militaria as well as the biographies of all the Australians who served in the "*First Air War 1914-1919*". Unfortunately, he did not live to see his project published, however, he was agreeable to the suggestion that I should continue to convert his records into a form suitable for future digital presentation (as an alternative and supplement to his planned hard-copy series).

Following his death in January 2006, Barry's widow subsequently granted our Society permission to publish the biographical material in a digital form, with appropriate acknowledgement of Barry's original work. Naturally, we are pleased to both acknowledge and to facilitate the dissemination of this material on the web, and hopefully to a much wider audience.

As the Society's web site has been undergoing redevelopment recently, it was decided the final development phase and testing of "*Australian Airmen of the Great War*" should be temporarily "hosted" on a different server. Following the current testing and introductory period, the database will then be transferred to our own server to be accessed directly through our website. In the meantime, access can be gained by accessing a link through the Members Area on our Society web site, **OR** by directing your web browser to this address :- server.littleman.com.au/fmi/iwp

Although all our members have a single common interest in World War One aviation, I would guess that a only minority have a special interest in the biographies contained in "*Australian Airmen of the Great War*". So, even if your interests do lie elsewhere, (say in modelling or machines rather than the men who flew or serviced them), you might still find some time to check out the database and see what can be found there. In order to facilitate the addition of material to the existing records, a field has been provided at the bottom of each record beneath the heading "**Your Feedback**". Should you have any comments regarding any record, please enter them in this field and click on the "**Submit**" button to the right. Your comments will then be returned to me (as Administrator) and your feedback will be acknowledged by return email. We believe, that as members become more familiar with the product, additional information/comments/amendments/notes etc. will come to hand, causing our records to grow and become more useful for research into the future.

Provision has been made for casual (non-Member partial access) as well full access for financial Members of our Society. Casual access can be gained by selecting "**Guest Account**" at Login. Guests will then have access to all of the records (but will be limited to a brief biog. only on each record). Members will have full access to each and every record following entry using an "**Account Name**" and an exclusive "**Password**". Two searches are then available - a simple "**Search Name**" field provides direct entry of one or more Names (or part Name). Should you know the full name of a person you are looking for, say for example, William Perkins - just enter his name and "**Click to Search**". The record for LIEUT William PERKINS will be found and presented for your viewing. If you didn't know Will's given name, then PERKINS will find 2 records for you, both Roy and William Perkins will be listed for your selection. Be aware, should you just enter Will in the "**Search Name**" field you will be presented with a list of 627 records in batches of 25 for your selection!! Your search will have returned all the records that have Will/William as either a first name, a middle name or a last name. Note too, that if you search for Bill you will not find William

unless William's record lists "Bill" as well as William in his name fields. Once you have found the record you have been looking for you will see a biography section at the top which may contain just a single line of information or several depending on the person. You will notice **"Download PDF"** at the top RH corner followed by some **underlined blue text** which is linked to the PDF file for that record. A click on the link will download the PDF file to your computer so you can access the record off-line for printing etc.

The middle section of the record contains Dates, Events & References applicable for the record being accessed. If there many entries, the window will be scrollable. Whilst some records contain just a few entries, some extend to many pages. Some records have a picture or pictures of the individual shown on the RH edge of the record (currently there are approx. 400 records with pictures, naturally we hope to include many more as they come to hand).

The bottom section of the record contains "Footnotes" where the References are expanded when applicable. Each record has its own footnotes attached. Below the Footnotes is the **"Your Feedback"** field which has been mentioned on the previous page. Be aware that the White Underlined Text on the blue background indicate **action buttons** (even if they don't look like buttons), so that clicking on **"Submit"** will send a message to the administrator and **"Logout"** will do exactly that - you will be logged out of the database!!

In addition to the simple name search, provision has been made for an **"Advanced Search"** which will enable much more detailed searches to be implemented. **8** fields are provided for your entry of search criteria plus an additional **6** 'drop-downs' that have been pre-loaded. For example if you click on the **"Special"** drop-down and select ADB and then **"Click to Search"** you will retrieve a list "Showing 1-25 of 75 matching Records" of personnel whose details are listed in the *"Australian Dictionary of Biography"* (ADB) where you can find additional material for your research... Alternatively, selecting ANZAC then **"Click to Search"** will show a list "Showing Records 1-25 of 103 matching Records" of personnel who are on record as having served in the AIF at Gallipoli. You get the idea... I must say it's far easier to access the database and search for records than it is for me to describe the actions with my tortured prose. So go ahead, try it out for yourself. Just email me with an **"Account Name"** and a **"Password"** of your choice which I will install and acknowledge by return email. You will then be *"good to go"* as they say these days. - Ed.

Specific step-by-step details on the log-in process follow:-

1. From your web browser type:- **server.littleman.com.au/fmi/iwp**
2. You will be presented with the **Instant Web Publishing Screen** where you should click on the **Account Name & Password** Radio button, then enter your **Account Name** & exclusive **Password** followed by a click on the **Login** button.
3. You will then be presented with another **Instant Web Publishing Screen "Database Homepage"**. Click on the filename **"ASWW1 Aero Historians"** at the top LH corner of the screen to launch the database.
4. The **"Search Name"** screen comprises our familiar Society logo at the top LH corner and the No. 1 Sqn AFC flightline with the lineup of "Brisfits" across the top of the window. Below, you will see some background info. about the development of *"Australian Airmen of the Great War"*. The **"Search Name"** field and the blue **"Click to Search"** button are where you can get on & do the business...

Once you have completed a few searches you will be able to complete the access sequence without reference to these step-by-step instructions. The more you do the easier it gets....

A couple of additional points are worth a mention here before I go...

1. *The host server has a Timeout setting of 15 minutes, which just means that, should you take more than 15 minutes to get that cuppa (tea or coffee, it doesn't matter), you will come back to a timeout/disconnect message on your screen. When that happens you'll just have to go through the log-in process again!*

2. *The "Your Feedback" field will only support a few lines of text, so it's best to keep your entry brief. If you have a lot of material to enter, you should send me your comments by email. - Ed.*

BACKPAGE

- November 2012 -



<<<The RON COOPER MEMORIAL Trophy
Awarded to Derek WHITE 1st Place
in Category A. 1:72 Enrich Taube



<<<<The SCALE MODELLERS' Cup
Awarded to Mike CRISP 1st Place
in Category C. Steam powered
RC Vessel "The Joffre"



1st Place in Category B
Awarded to Peter WILLIAMS - Aircro DH9

"Aircro DH.9 221 Sqdn. RAF B.E.F.
Russia, Volga River. August 1919"

Special thanks to:- Gareth MORGAN, Peter WILLIAMS,
Peter CHAPMAN, Bill RENFREW, Derek WHITE, Alex STEWART,
Adrian HELLWIG, Gary SUNDERLAND, & Michael MOKKENTIN
for their contribution to this Newsletter. - Ed.