

Editorial

BARBARA HUSTON passed away on 9 January and that is a massive loss to this Society. I suspect that few members have any real idea of the amount of work Barbara did and the exceptional set of skills that she employed. Eric Harlin has provided a fitting obituary and that appears on p.075.

My plea for help with the preparation of photographs has resulted in offers from Marc McKiernan and Derek Riley, both of which have been gladly accepted. With Graham Mottram also doing some of this work, things should run quite smoothly.

This Issue

David Méchin's contribution provides information on a French naval pilot who flew Sopwith Triplanes, as well as Nieuports and SPADs. Such information is always welcome, as is insight to the post-war activities of airmen; in this case as an important police detective.

Quite a number of people had been questioning me about when we would next be publishing a squadron history. Over the last year, I've been saying 2018, knowing that the text to one of 26 Squadron, by Mike O'Connor and Ray Vann, was to hand. A problem has arisen, in that the illustrations from Mike's collection are in negative form and recent events for prevented them from being scanned. That problem can now be resolved but, until these can all be completed, I've included a further unit history.

This issue sees the conclusion of Paul Leaman's series on captured German aircraft and the inclusion of the first part of Peter Cowlan's study of the Canton Unné engines. Peter's feature will undoubtedly appeal to those interested in technical matters.

The Stewart Taylor piece this time round features yet another SE5a pilot, from 29 Squadron, and provides some insight to life and work with the Army of Occupation during 1919.

RFC Moranes were the subject of a Logbook series a few years ago and now Nick Forder fills the gap by looking at

RNAS use of the Type L. Paul Hare's feature concludes the main articles and takes a look at the FE3 and the elusive FE6.

Future Issues

There's quite a good stock of material to hand, but more is always welcome. Hopefully, the 26 Squadron negatives will be properly scanned and the article will run as a two-part feature. Paul Leaman's series has now finished and will be followed by another with a German theme; Barry Gray has provided a wealth of information about German hangars and aeroplane sheds, complete with plans and this will be published in instalments. In addition to Stewart Taylor's, there are other biographies, not just of British personnel but also of French and Slovakian. Those wishing to see operational material will be pleased to learn that Ian Burns has produced a mammoth feature about the Tondern raid, with information on the machines used and the ordnance carried. Juanita Franzi has kindly agreed to provide colour profile drawings of the relevant 2F1 Camels. Those who enjoy material on aircraft design will undoubtedly enjoy Colin Owers' take on the flying boats designed to RAF specifications N3 & N4, covering the Short Cromarty, Vickers Valentia and Fairey Atlanta.

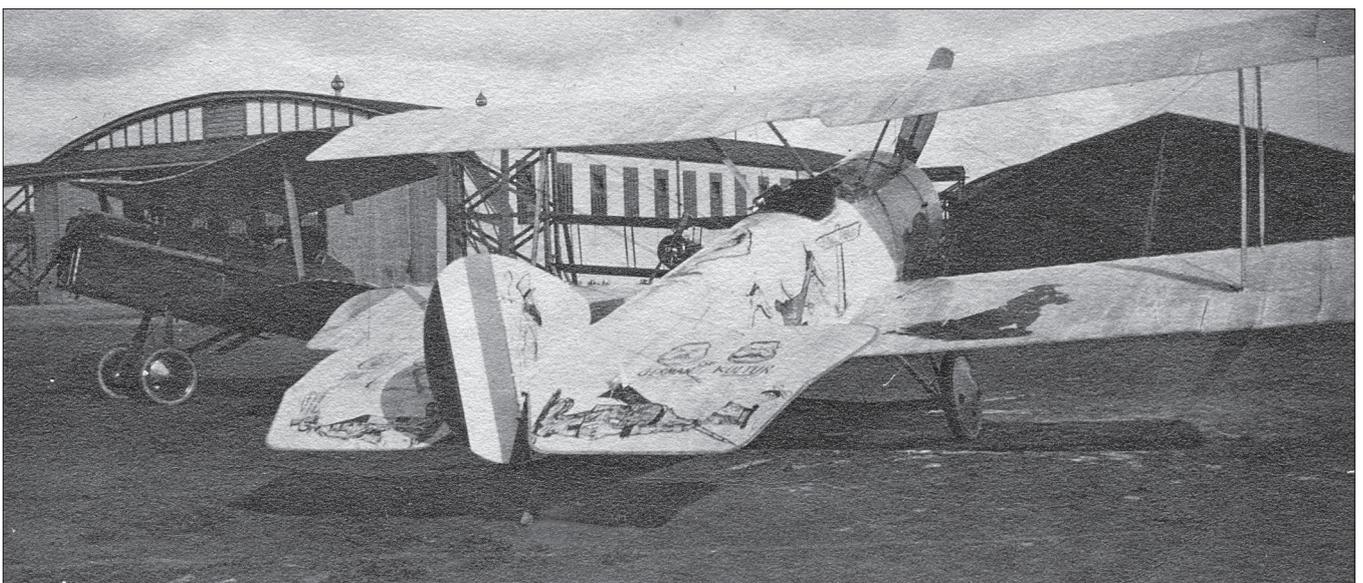
A Useful Offer

Laurent Bailleul (<http://www.anciens-aerodromes.com>) offers the services of Anciens-Aerodromes to anyone visiting WWI aerodrome sites in Northern France. The non-profit making organisation will provide help in identifying locations and assistance with finding accommodation. For those unfamiliar with its activities, Anciens-Aerodromes produce a useful series of booklets which is building up, Département by Département to cover all WWI aerodromes in France. The next booklet to be published will cover sites in the Pas de Calais, from which a number of British units operated.

Editor's Choice

I couldn't resist including this further view of the Sopwith Pup named *Retreat*. I also need to point out a typo in the last editorial. 30 TS became 6 TS AFC, not 5 TS AFC – sorry. The Avro and SE5a in the background suggest 1918 as the date; the unit moved to Leighterton in April.

Mick Davis



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