

Editorial

The loss of stalwart members continues, and I have just heard that Chas Schaedel has also passed away. Chas was another who was always willing to contribute to this journal and his extensive knowledge and photograph collection will be missed.

This society is, to my mind, all about the journal. Yes, there are some local meetings and we do operate as a charity that supports matters relating to WWI aviation but to do that, we need members and the majority, if not all, join for access to the journal. If there was no journal, there would be no CCI.

Although things seem to be running smoothly, journal production is essentially by a two-man band; Colin Huston and myself with modelling input from Joe Moran. Paul Hare has done some editing of text and Marc McKiernan and Graham Mottram are prepared to help with photo enhancing but I think that we all need to think seriously about the future and the structure of the journal production team.

None of the tasks undertaken during production require any formal training. I have no journalistic background, no IT training and no artistic qualifications except O Level Art, so think that anyone could do this job.

However, it would be far better if we, as a society, could create an editorial team in which those involved can develop the necessary skills and possibly rotate the production of individual journals. That's what happened with me; I used to alternate issues with Paul Leaman when I was his deputy. In these days of electronic communication, using e-mail and Skype, it is easy to share material and ideas, with location being no problem. In my ideal scenario, such a team would comprise:

- Managing Editor
- Deputy Editor(s) – prepared to undertake article layout work as well as preparation/checking of text and, later, become Managing Editor
- Proof Reader(s)
- Photograph/Illustration enhancer(s)
- Archivist(s) with knowledge of the available CCI images
- Modelling Contributor(s)
- Bookshelf Reviewer(s)
- Draftsperson(s) to create line-work as and when needed

Some of those roles could be combined but a 6-8-person team would not be unmanageable. Hopefully, all eventualities would then be covered. Neither Colin, Joe or I is irreplaceable but what I'd like to try and avoid is any short-term interruption to journal production in the event of something untoward happening. Please, do think seriously about this and if you feel that you could make a contribution, contact me or any other member of the committee.

THIS ISSUE

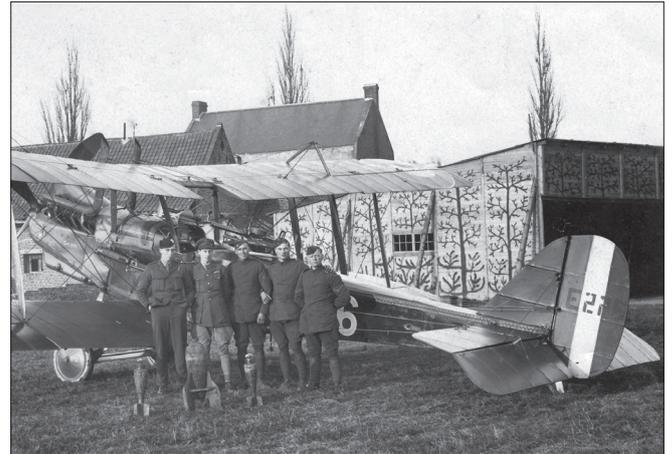
Stewart Taylor, as ever, gives us further insight to the lives of pilots flying and fighting on the Western Front and that most dangerous of work for a fighter pilot, ground strafing, is a subject that doesn't receive a great deal of coverage. Therefore, Stewart's piece helps to fill a void. It also draws on Stewart's vast collection of photographs and, hopefully, provides images that should be new to our readers.

It is inevitable that the majority of articles submitted cover topics relating to the British air services and so it is refreshing to include Michal Plavec's detailed history of FliK 29. I'd welcome more contributions covering the Central powers.

The first year of the war and the work of observers are other aspects of early aviation that receive less coverage than they should. The Arthur Capel article by Paul Hare helps to redress this.

Finally, there's the concluding part of Mike Kelsey's epic study of the BE12 in Macedonia, which shows the detail that a dedicated researcher can come up with.

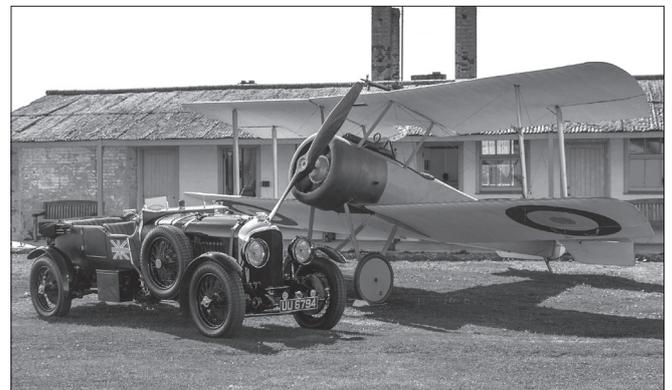
Barry Gray's on-going contribution about German aeroplane sheds and hangars has received some plaudits and I thought readers might like to see this photo from our archive of the camouflage scheme applied to one such Type A shed shown on a captured aerodrome.



UPCOMING EVENT

Joanne Burton, Events & Marketing Officer for the Stow Maries Great War Aerodrome Trust, has written to inform of an upcoming event, organised in conjunction with CCI and to be held on 11 May, which our readers may wish to attend. It will run from 2.30pm and comprise two talks, plus a coffee break. After an introduction by Air Commodore Barry Dickens (retired), Curatorial Trustee at SMGWA, there will be a presentation by our President entitled 'Headquarters RFC - The Real Story' followed by Ian Castle and 'Frontline Essex - The Lair of the Zeppelin Killers'. CCI Members can book a concession ticket for £12.50 if they include their membership number through the SMGWA website. Among the attractions on view at SM is the Bentley once owned by Sunderland-born Claude Ridley.

Mick Davis



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RAeCT: Royal Aero Club Trust, **RAFm:** Royal Air Force Museum, Hendon **SHD:** Service Historique Défense, Paris **TNA:** The National Archives, London