



Editorial

Mick Davis

If you had not noticed, there is a change to our contents page. The society now has two Life Vice-Presidents. Paul Leaman, deservedly, became one when he gave up the editing of this journal. Paul was, for many years, the face of *Cross & Cockade* (GB) and then *Cross & Cockade International* and ensured that there was print-ready material for each issue of the journal. Colin Huston, with his background in the printing industry, ensured that the journals that emerged were of professional standard and performed that task from the word go. Initially, he edited some of the early issues. Upon his retirement, Colin, with the able support and assistance of his late wife, Barbara, took over the pre-press role and provided the digital copy for Warwick Printing. The fact that this task wasn't outsourced saved the society a small fortune and allowed the expansion of page numbers and use of high-quality printing paper. Colin continues to work on journal production, liaising with David Fuller, our new pre-press, and working on making illustrations as clear as possible. This previously unsung work is recognised by the committee and the title Life Vice-President a long-overdue reward.

That's the good news. It is sad that CCI has lost two well-known members. Sir Frederick Sowrey KCB CBE AFC, our former President, passed away on 24 July, at the age of 96. Most members will be familiar with his distinguished career and remember the stirring addresses he made at our AGMs. His loss was preceded by that of John Grech, a staunch member and contributor to this journal: an obituary appears on p.235.

This Issue

It's a while since we have had a contribution from Norman Franks, whose database of combat victories is unrivalled. Here, Norman provides an outline of the combat career of a well-known fighter pilot, A.T. 'Art' Whealy and he has been assisted by the inclusion of family material, especially photographs.

There's nothing like a good piece of detective work and a great example of this is Bernard di Broglio's investigation of the story behind a photograph he'd bought and its connection with a propeller held in the collection of the Turkish air force museum. The icing on the cake is the inclusion of so many relevant photographs to support the text.

The experiences of 5 Squadron RFC during the mobile war of autumn 1914 were recounted from a pilot's perspective in the memoirs of G.I. Carmichael in CCI 45/2. Andy Thomas

has complemented this with his submission; the perspective of an ordinary airmen, Ruben Hollingworth, who also served with 5 Squadron during that period. The text is presented as Hollingworth wrote it and so some may question some of the spelling, grammar and punctuation. It is, however, a very useful document.

Eliot Millar King's biography, written by his daughter, was reviewed in CCI 49/3. It's a great little book and one written with affection to present the complete life story of the man. His WWI experiences are covered but there was a lot more to be said and Ian Burns has stepped in to provide a much greater insight to the pilot's work, especially with the East Indies and Egypt Seaplane Squadron. As ever, Ian has dug up dozens of rare and interesting photographs – I particularly like that showing Short 184 N2648 with its name emblazoned across the tail fin.

The second of the three-part history of 26 Squadron in East Africa takes the actual story to its conclusion, with the withdrawal of the unit in early 1918. Thanks are due to Gregory Smith who did all the checking of the text for this one.

Paul Hare takes a detailed look at yet another individual BE2a, this time 331 which had only a brief service career. Despite that short service, a good number of photographs were taken of 331 and they are all present.

It's great when people outside of the society hear about us and are prepared to make contributions to our journal. David Marritt is with the Hull Chamber of Commerce, Industry & Shipping and had set about researching his city's contribution to the Imperial Air Fleet, Sopwith Camel D3388, and uncovered all contemporary references to the acquisition of the machine and the ceremony held to present it. The results make for a smashing little article that might encourage others to investigate the machines from other UK towns cities.

Once the above articles had been set out, I was left with two spare pages and so, working on the idea that everyone likes to see photographs of colourful machines, put together those of a pretty all-white Camel, which must have been somebody's pet.

Finally, I'd moved away from using colour paintings on the front cover but couldn't resist it when Phil Jarrett made known the availability of two by W.E. Johns of Biggles fame. Although Johns' colours may be questioned, he certainly captured the character of his subjects.

Editor's Choice

Here's a nice John Grech image of 2 TDS Avros at Gullane, with the machines carrying decorated wheel covers and broad white fuselage bands that were superimposed with blocks of colour that appear to have carried white symbols. The marking was probably that of one of the Flight Groups within 2 TDS.



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