

Editorial

Mick Davis

In its role as a charity, and at the instigation of Bob Jones, the Society has been supporting the production of a new, independent short film about Lanoë Hawker, directed and co-produced by Dan Arbon. The

film, 'Hawker', focuses on the action of 25 July 1915 when Captain Hawker successfully shot down an enemy aircraft with the Lewis Gun that he had mounted on the cockpit side of his Bristol Scout – 1611. The film has taken two years to produce and features David Bremner's beautiful replica Scout. In recognition of our support, members will be able to view the film for free in November, as part of our online lecture programme, and will also have the opportunity to hear a presentation from the director, Daniel Arbon. All details will be sent out by email closer to the time. The images on this page show some of the accuracy of the production

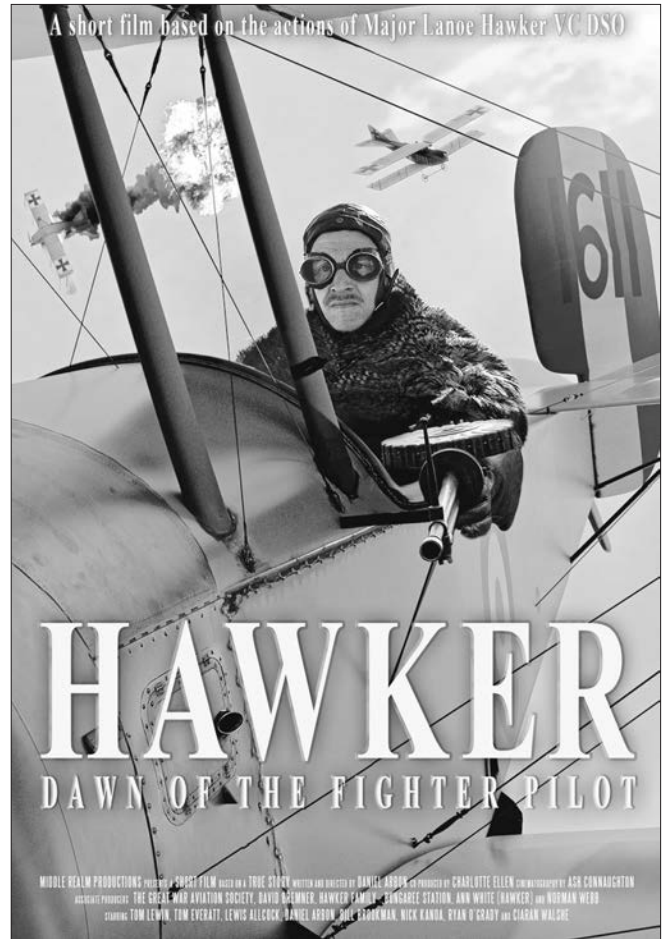
This Issue

Stewart Taylor's contribution, 'Emotional Overload', features one of those pilots for whom the strain of war flying eventually became too great, resulting in a nervous breakdown. More than five months of operations with 3 Squadron RFC/RAF, including dangerous ground attack work following the German offensive of March 1918, wireless interception duties and an attack on an enemy aerodrome, in addition to the more usual Offensive Patrols, eventually took its toll on W.H. 'Bill' Boyd. As ever, Stewart also includes biographical information about other squadron colleagues, such as M.C. Kinney and V.H. McElroy, all based on the interviews he conducted with those and other WWI veterans.

Ian Burns is another regular contributor, and his latest piece



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involves what must have been something most unusual for a Short 184 floatplane – a flight of more than 100 miles inland from the Mediterranean coast to Damascus.

We occasionally hear of investigative work by private individuals leading to the identification of resting places of airmen hitherto noted as having no known grave. The Commonwealth War Graves Commission, naturally, requires overwhelming evidence before making any changes to its gravestones. Nicolas Severs provides us with a model which shows the amount of evidence that it is necessary to provide.

The personal recollections of WWI airmen are always worth publishing. Andy Thomas has forwarded those of S.E. Parker who flew and fought in France with 1 and 60 Squadrons before returning to England and becoming involved in the development of Smith Barry's training scheme. Parker wrote these memoirs in the 1960s and, consequently, there are some errors, such as the spelling of names. He does, however, convey the deep respect that he had for his mentor at Gosport and the enthusiasm that this generated.

Next Issue

The major feature next time around will be Peter Dye's study of the use of Photography by the German Air Service; the equipment used and the coding that was applied to negatives and prints.

Mike Kelsey is another regular contributor and his biography of C.B.S. Spackman, who trained as a pilot in Egypt and flew operationally in Macedonia with 47 and 150 Squadrons, will appear in two parts.

Paul Hare has provided yet another airframe history, this time an FE2b, 5206, which flew with 20 Squadron.