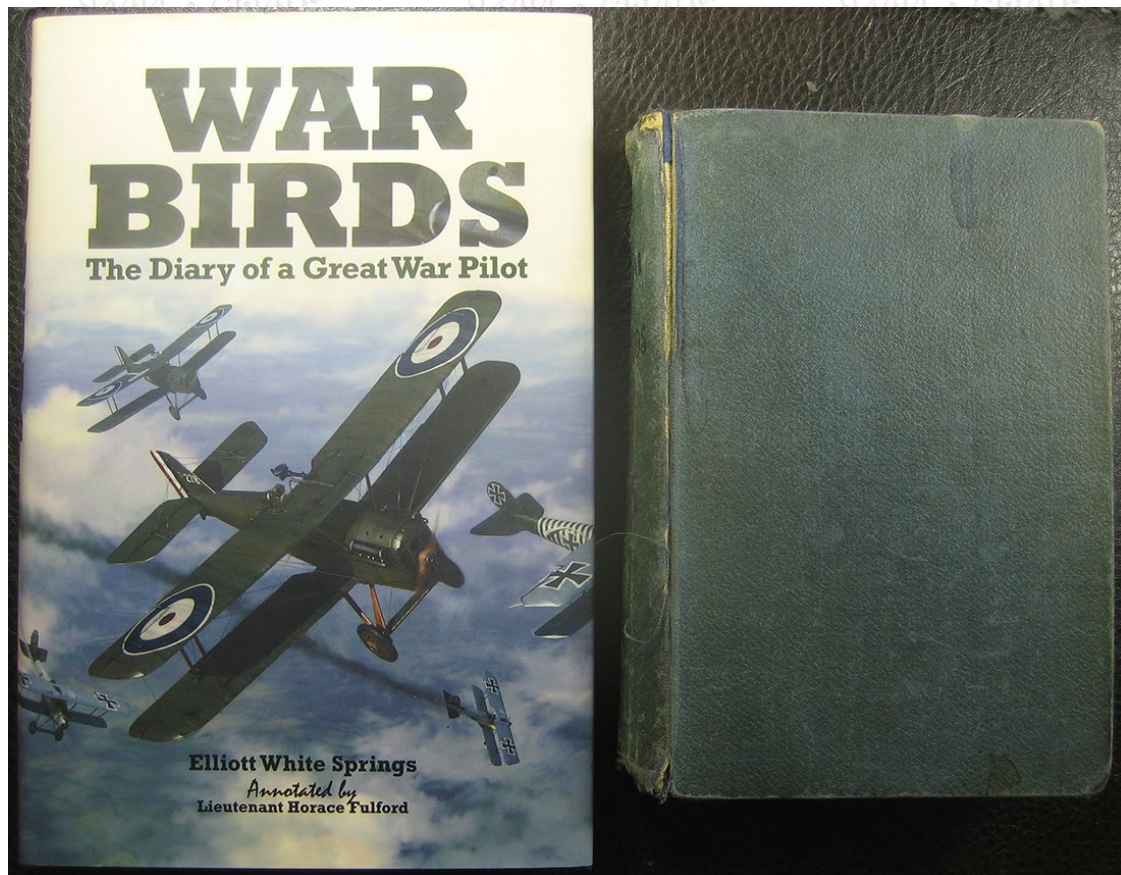


WW1 AVIATION BOOK 'WARBIRDS' OWNED BY A OFFICER OF 85 SQUADRON WITH MANY ADDITIONAL ORIGINAL PHOTOS OF 85 SQUADRON, INCLUDING ACES SUCH AS MANNOCK, BISHOP AND OTHERS, CORRECTIONS AND ADDITIONAL NOTES ADDED



'War Birds: Diary of an Unknown Aviator' by John McGavock Grider was published by John Hamilton in 1933 and was the story of an American pilot who served with the elite 85 Squadron on the western front in 1918 flying SE5a's

This particular copy was owned by Lieutenant Horace F Fulford (later Wing Commander) armaments Officer of 85 squadron, who trained and served with the author during the war. Both Fulford and John McGavock Grider served under the three highest scoring aces of the war, Billy Bishop, Mick Mannock and James McCudden

The book itself is full of photographs from Lieutenant Fulford's collection, which have been fixed into the book. These include photos of Mick Mannock, Billy Bishop and other aces. Fulford also added numerous notes and corrections to the book. Details of the published version of Fulford's book can be found here:

<https://airscapemag.com/2017/05/19/ww1-warbirds/>

<https://www.markhillier.net/warbirds.php>

A brief description off the added photos etc:

1) Fulford has written a list of 'Original Members of 85 Squadron *'as far as can be remembered'*.

2), with roughly 29 signatures beneath a hand drawn and coloured picture of a red fox or the 'Flying Foxes', this name was given to the squadron by Bishop when he formed it in 1917. It is dated '21st Nov, 1918'. Fullford has noted that: '*5 left of the original squadron*'

3) 85 Squadron menu Armistice Night signed by a number of 85 squadron survivors

4) A fine 85 Squadron Christmas card printed 1918

5) Major Billy Bishop VC (72 victories) and with his wife, 85 squadron's Dolphins in the background

6) Major Mannock VC (61 victories) with dog. This photograph is well known but who would know that the structure behind Mannock in this famous image was a shelter for his dog and '*Rosies Goat*'

7) New Zealand Ace Captain Charles McGregor DFC (11 victories), next to his Dolphin. Fullford has written beneath:

'McGregor D.F.C New Zealand. A magnificent Pilot. Sat up one afternoon at 16,000 FT waiting for stray Huns, and read Richthoven's book to pass the time!'

8) Rosie with his goat – Lieutenant Peter Rosie, 85 Squadron Engineer Officer

9) Captain Home's dog 'Lobo' - Captain Spencer B. Horn, MC, DFC (13 victories)

10) Captain Arthur Randall DFC and Lieutenant John Warner DFC (10 and 8 victories) both photographed together next to a Sopwith Dolphin

11) Group photograph of Fulford, MacDonald, Inglis and Bishop with '*Bishop objects to the photograph*' he is turning away. Inglis was Mick Mannock's wing man on the day he was killed. He was taking Inglis for his first trip over the line.

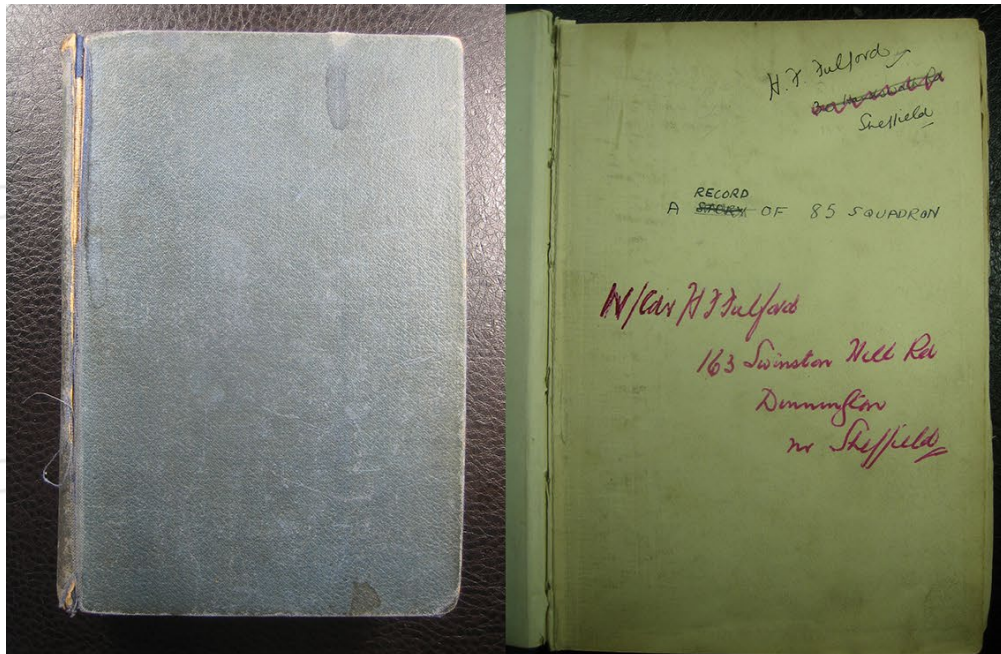
12) Fulford with 'Bishop's brother-in-Law'. Noting '*Got 3 Huns the following day*'

13) Another group photograph featuring Lieutenant George Clapham Dixon (Canadian, 9 victories), Diamond, Captain Horn, Billy Bishop, Lieutenant Lawrence K Callahan DFC (American, 5 victories), Fullford has written, '*unfortunately Longton is behind Callahan*'.

14) There are also roughly 18 photographs of various aircraft most of them crashed, one entitled 'Comedies & Tragedies'. Some of them are original others are official squadron photographs. One is of Fulford in front of an RE8 during pilot training.

15) A couple of photos of 84 Squadron on the move. An arrow added to the books text suggests this 14 June 1918

On the diary entry that details the death on Mick Mannock Fullford has added some notes that begin '*This a mistake...*'



Original members of 85 Squadron (as far as can be remembered)

C.O.	Major	W.A. Buxton	VC DSO MC
	Capt	Bentley	
	"	Tom	(ex Dragon Squadron)
	"	Baker	
	Lt	Waller	
	"	The Bishop	
	"	Duffy	
	"	Smith	
	"	Hill	
	"	Longton	
	"	Sidmouth	
	"	The Bridges	
	"	Strong	
	"	Callahan	
	"	Helly	
	"	McDonald	(ex RE)
	"	Abbott	
	"	Thompson	
	"	Cummins	
	"	Keid	
	"	Dixon	
	"	Rail	(Equip)
	"	Cushing	(Adj)
	"	Sul	(ex RE)
	"	Handman	
Other C.Os	Major	Hubbald	VC DSO
	"	Thomson	VC DSO
	"	C. Gray	DSO MC





MAJUE MANNOCK V.C. D.S.O.
M.V.C.

ONE EYE QUITE SIGHTLESS.

MANNOCK July 1918.
V.C. AWARDED A FEW DAYS AFTER
HE WAS KILLED.
(SMALL "DUG-OUT" IS FOR DOGS
AND ROSIE'S GOAT.)

SOURCE MATTONI GIESHÜBLER PALAIS DE LA SOURCE



Arms nice night Nov 11th
Mara Lux Lilli

Paris du 11 novembre 1918

Handwritten notes:
Mara
3 Years
Pulley
*
Totaly Fayssame
Sainte Fara
au son Marie
Pommes a l'Anglaise
Boulet sote
Pommes frites
Pommes Maison
Salade
Fromage

EAU MATTONI GIESHÜBLER LA REINE DES EAUX DE TABLE
* How a lot from Lucking (Adjutant) and
* at a Dinner

(ON REVERSE SIDE
OF CARD)

CHRISTMAS 1918
THE
OFFICERS NCO'S AND MEN
OF THE
UMPTIETH SQUADRON R.A.F.
IN THE FIELD
SEND
GREETINGS
TO THEIR
FRIENDS, WIVES & SWEETHEARTS.

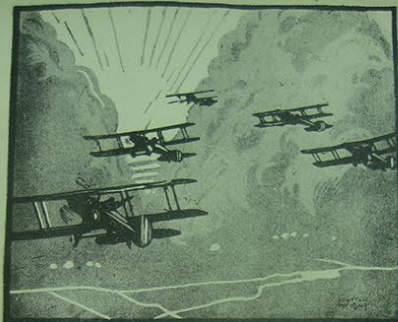
(ORIGINAL DRAWN BY A SQUADRON
MECHANIC, ARNOLD)



LOBO
"NIGGER'S" DOG.
(CAPT HORN M.C. D.F.C.)



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R.E. 8
"HARRY TATE"

on and that's the only time he has any trouble with them. They have their own camp well sandbagged, I noticed.

This Dunkirk district certainly gets well strafed.
[184]
THEY WOULD FIRE IN A DIVE WITH ENGINE FULL ON! A BULLET FIRING 1,000TH OF A SECOND LATE MEANT A DIFFERENCE OF NEARLY 8° IN POSITION OF THE BLADE.

and chased him all the way back. rings got in a fight and shot his own propeller
[183]
FIRST 85 MAN TO GET AN OBSERVATION BALLOON, NEVERTHE LESS.

let me fly it the other day. I took off and the motor cut out cold at about two hundred feet. I tried to land short but I didn't have room enough even sideslip and I couldn't turn and there was
[148]
PRESENTED 85 WITH A SILVER FOX ON PLINTH INSCRIBED TO MAJOR BISHOP & OFFICERS. SQUADRON AFTERWARDS CALLED "FLYING FOXES".

and these boys certainly have got funny ideas. They think they are crusaders and talk like headlines. They are full of catch-phrases and ideals
[121]
ALL THE PILOTS WERE SPECIALLY SELECTED BY BISHOP. SEE PAGE.

new Fokkers and got shot up badly. They
[242]
WAS THE FINEST CAMEL PILOT OF ALL. COLLIDED WITH ANOTHER PLANE AT AN AVIATION MEETING AFTER THE WAR, & WAS KILLED. He has taken Cal with him and is going to train him as deputy leader. If the Huns would just figure with Cal instead of fighting with him he'd argue himself to Berlin. He takes his fighting just

of a plane over in a corner of a field and I dove on it and emptied my guns into it. I knew my shooting was poor but I didn't think it was that bad and it took me a hundred rounds to get on the target. When I got back to Petit Snythe, there was a big
[204]
The only time in 85 he damaged his guns, due to too-prolonged bursts of fire. They were speeded up to 900/1000 rounds per minute.

SQUADRON GOT 8 HUNS IN 2 PATROLS AND RECEIVED CONGRATULATORY WIRE FROM AIR BOARD, LONDON.
[232]

BISHOP COULD, AND DID, SAW THROUGH A PLANE MAINSPAR WITH ONE BURST OFFIRE.
[164]

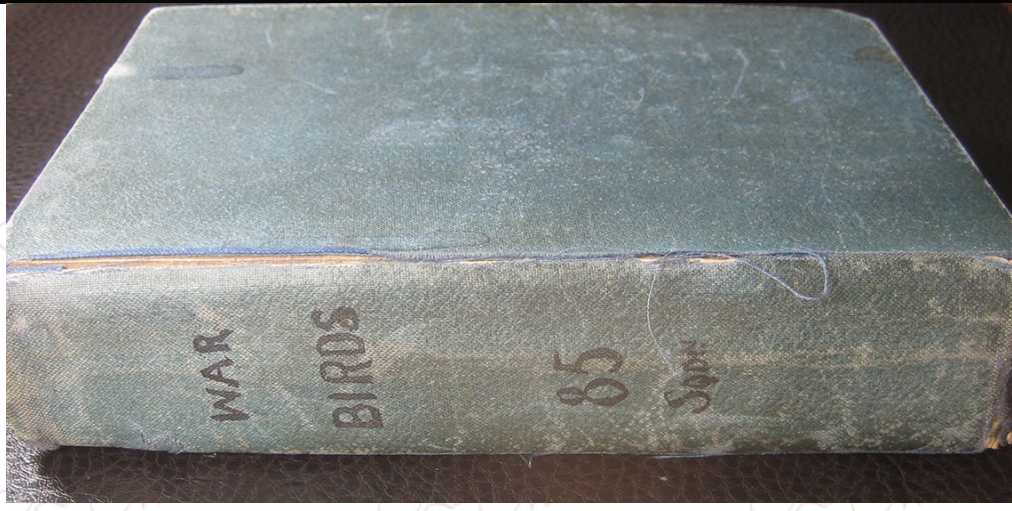
July 20th
Mannock is dead, the greatest pilot of the war. But his death was worthy of him. Inglis had been doing a lot of fighting but had never gotten a Hun. But he tried hard and Mannock told him that he would take him out alone and get him a Hun. So just the two of them went out late in the afternoon. Mannock picked up a two-seater over Estaires and went down after him. Mannock has a special method of attacking a two-seater. He takes them from the front at an angle and then goes under them if he misses his first burst. It is very hard to do but is unquestionably the best method. Instead of going under and getting him for himself, he held his fire and turned the Hun and held him for Inglis. Inglis got him and they started back but they were down low. Mannock got hit by machine gun fire from the ground just like Richthofen and dove right on into the ground. Inglis went back and flew right
[233]
THIS IS A MISTAKE; IT WAS EARLY MORNING. A.A. GUNNER CAME TO CONFIRM INGLIS REPORT IN THE

VERY MISTY. HAD TO FLY LOW.

dive and went in. There were plenty of Huns to go around and there were Huns diving and firing all about us. Worst dog fight I can imagine. Everybody was firing short bursts at everybody else. We had the advantage coming in on top and were having a fine time. Suddenly everybody pulled out and Archie opened up. A new bunch of ten Huns came up and we went back in again but there was too much confusion. Nigger and Spriggs went down on a black Pfaltz and got him. He went into a spin and crashed into a wood. The other 8. Es were from 74 and they got two Huns and lost one man.
The General came over and had tea with us and asked us who we wanted for C. O. He wanted to send us McCudden but we don't want him. He gets Huns himself but he doesn't give anybody else a chance at them. The rest of the squadron objected because he was once a Tommy and his father was a sergeant major in the old army. I couldn't see that that was anything against him but these English have great ideas of caste. We asked for Micky Mannock who is a flight commander in 74. He's got around sixty Huns and was at London Colney when we were in January. He wanted to take the three of us out with him in February but we weren't thru at Turnberry. They say that he's the best patrol leader at the front—plans his squad-
[210]



The Cuckoo did come for about 7 days.



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sight when he came walking back to the tarmac

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MAJOR AND MRS BISHOP
(VC, DSO, etc)
AT HOUNSLOW.
(DOLPHIN IN BACKGROUND)

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close

told her some thing
laughing. We had a taxi waiting for us and off
to take her back to town with us as soon as we
could. They take a bus and



MACGREGOR DFC.
NEW ZEALAND.
A MAGNIFICENT PILOT.

SAT UP ONE AFTERNOON AT 16,000 FT
WAITING FOR STRAY HUNS, AND READ
RICHTOFENS BOOK TO PASS THE TIME!

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ROSIE AND HIS GOAT
WITH NIGGER'S DOG LOBO



BISHOP'S BROTHER-IN-LAW
(IN LIGHT TUNIC) (AND FULFORD)
GOT 3 HUNS THE FOLLOWING DAY.



KELLY & WARNER DFC.
DOLPHIN.
ORIGINAL MEMBERS OF 85.
BOTH KILLED.



MOVING DAY.





Condition; the book is well used, binding poor but complete. All the photographs are either laid in or stuck down. The two cards are stuck down and menu is folded and opens up. Fulford's annotations appear throughout the book. The spine of the book has been decorated by Fulford with 'War Birds, 85 Sqdn'. The photographs and ephemera are stuck in on blank pages without obscuring text or illustrations.



The book is the 1933 edition and is a personal diary and memorandum of Lt. Fulford's time in the squadron. Sold with a copy of 'Warbirds, the published copy of Fulford's book.

A really fascinating and rare archive