

AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Flying Corps

Item number: 8/1/2

Title: 2nd Brigade, Royal Flying Corps

May 1916



AWM4-8/1/2

WAR DIARY

2734 R Army Form C. 2118.

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Part II and the Staff Manual respectively. Title pages will be prepared in manuscript.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
May 1916.	2 nd Brigade R.F.C.	
OXELAERE. 1 st	Positions of Units	
	Headquarters. 2 nd Brigade	Shut. 27. O. 17. 1. 2. 5.
	2 nd Wing.	" " Q 20. d.
	11 th Wing.	" " T. 11. a. 29.
	Squadrons. Nos 1 & 7.	" 28. Sqc + S14a (nearly)
	Nos 6 & 29.	" 27. K 36. a.
	Nos 5.	" " K. 1a.
	Nos 16.	" 36A. L. 33. Central.
	Nos 20.	" 27. K 27. d.
Kite Balloon.	Nos 2.	" 28. K 28. c. 91.
Sections.	Nos 4.	" 28. A 15. a. c. 7. d.
	Nos 9.	" 36. B 31. a. 20.
Aircraft Park.	2 nd Army AP.	" 27 V 27. d. 3. 2.
	OXELAERE	
	EECKE	
	NIETPE	
	BAILLEUL	
	ABEELE	
	DROGLANDT	
	LA GORGUE	
	CLAIRMARAIS	
	LOCRE	
	3 miles W of ELVERDINGHE	
	TOUQUET PARMENTIER	
	HAZEBROUCKE	

Robert Child Capt
Staff Captain
2nd Brigade R.F.C.

WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
May 1916	2 nd Pugachev R.F.C.	
OXELAERE 1 st	<p>1st Fine some clouds. 4 Fights took place. 2nd Segrave (11.16.57) on a de Havilland Scout, drove a hostile aircraft to the ground. Hostile aircraft unusually active on 2nd Army front, especially in Salient.</p> <p>2nd Fine morning clouded later some rain. Quiet on 2nd Army front. less hostile aircraft seen since gas attack on 30th April.</p> <p>3rd Overcast all day, no hostile aircraft seen.</p> <p>4th Fine some clouds very hazy in places. 2 Fights. 2nd Lieut E. G. Ryckman pilot & 2nd L.T.R. Semistrom observer in a BE2C were attacked by a FOKKER, and shot down. The aeroplane fell in flames at U28. c 5.2. Both were killed. Army reconnaissance was 3 times attempted but was prevented carrying out orders by the thick haze which interfered with observation.</p> <p>5th Fine morning cloudy afternoon. Successful work was done with Artillery salient targets being caused. Army Photographic Reconnaissance did 3rd & 3rd German lines. Only one hostile machine seen the whole day.</p> <p>6th Low clouds, but cleared towards evening.</p> <p>7th Cloudy & rain all day, ^{only} one hostile aircraft seen.</p>	

Robert Childs
Staff Capt.
2nd Pugachev R.F.C.

WAR DIARY

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or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
OXELAERE	<p>May 1916</p> <p>8th Low clouds & heavy showers during the whole day, no flying except tests.</p> <p>9th Clouds & rain all day.</p> <p>10th Low clouds fine after 6 p.m.</p> <p>11th Fine early cloudy later. Capt. A. R. TILLIE S/Scottish Rifles (No 6 Sqd) was killed, by an A.A. fire, the observer 2nd Lieut J. G. HOWELL R.F.A. climbed back into Pilot's seat, and brought machine down behind our lines, at (I 15 b 36) enemy shelled machine, observer escaped unhurt, saving his machine gun.</p> <p>No 5 Sqd did success shoots with 39 & 18 Siege Batts, registering 5 OKs with former & 4 OKs with latter.</p> <p>12th Dull low clouds</p> <p>13th Heavy rain all day.</p> <p>14th Rain all day</p> <p>15th Low clouds & rain</p>	

Robert Child
Staff Captain
2nd Brigade

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WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C. 2118.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
May 1916	2 nd Brigade R.F.C.	
OXELAERE. 16 th	<p>Fine, subcloudy. A patrol near VPRES attached an A.H. the pilot Lt. Trafford Jones A.3.C. N° 20 Sgt was killed the observer Capt. Forbes. Wounded Sgt though slightly wounded climbed into pilot's seat, and brought the machine down in our lines. There were 4 other indecisive fights.</p>	
17 th	<p>Fine early subcloudy later. Brigade intended to carry out a general attack, but was prevented owing to sudden development of clouds. A H.A. dropped 4 bombs over ABEELE about 12.15 p.m. took advantage of gap in clouds then disappeared, was chased by Bristol Scout, both in clouds, all bombs fell within 300 yds of main street.</p>	
18 th	<p>Fine some mist & haze. Army Rec^y carried out near CORTENMARCK-TOULERS few H.A. were seen none attached. 4 Combs 2 decisive, thought destroyed in German lines.</p>	
19 th	<p>Fine mist in morning 5 Combs took place, 1 H.A. reported fallen N.E. of VPRES (Sheet 28. C. 15) in German lines.</p>	

Robert Child Capt.
Staff Captain
2nd Brigade

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
	May 1916	2 nd Brigade RFC
OXELAERE 20 th	Cloudy day very hazy NE wind. No H.A. seen	
21 st	Fine but hazy. H.A. very active. Capt. James (P) L'Arked (O) was shot down during Photographic Reconnaissance of LILLE defences. A plane seen to land near ZANDVOORDE (Posheet 28) a German machine that landed beside it was seen to turn over on landing. An FE while on patrol was attacked (Lt. Francis P. & Lt. Eaton "O") by 2 H.A. the pilot although wounded, brought his machine safely back & landed at POTÉRINGHE	
22 nd	Fine morning but hazy. No H.A.'s seen.	
23 rd	Fine low clouds. No hostile aircraft seen	
24 th	Hazy morning low clouds & rain. No 37 & 16 Sqds carried out successful night reconnaissance to LILLE and COUTRAI.	
25 th	Rain low clouds all day	
26 th	Low clouds most of the day	
27	Low clouds and misty.	

Robert Child Capt
Staff Capt
2nd Bn. RFC

WAR DIARY

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Hour, Date, Place

Summary of Events and Information

Remarks and references to Appendices

OYELAERE

May 1916.

2nd Brigade R.F.C.

28th Fine day, with haze & clouds in afternoon. Night Reconnaissance successfully carried out over ROUBAIX TOURCOING, GOURTRAI & MENIN. There were five successive fights.

29th Fine, but cloudy towards evening. Capt. E. W. Barrett R.F.C. (SR) No. 29 Sqd was shot down, and killed in a combat with two hostile machines, while patrolling YPRES Salient. A hostile machine was seen to come down out of control in the enemy's lines.

30th Rain all morning clearing later.

31st Misty & cloudy all day.

Robert Child Capt
Staff Captain.

2nd Brigade R.F.C.

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
1.	24/5/16	2056	BE2c	No.16	Cpt Davidson	2/Lt. King.	36	10 a.m.	2.45 a.m.

TIME	PLACE	OBSERVATION	Page No.
1.15 a.m.	Aerodrome	Lights of Aire very clear, this town forming our only real landmark.	
1.45 a.m.	BOIS DE BIEZ	Heavy mist, no roads or streams visible. AIRE still visible, no sign of LILLE.	
2.00 a.m.			
1.50 a.m.	near DON.	LILLE seen outlines with small lights.	
2.00 a.m.	LILLE.	lighting centred mainly round the GARE DU NORD. LA MADELEINE was lit by 7 large lights & ST.SAUVEUR by one very large light, the other stations not standing out especially.	
2.10 a.m.		Onetrain seen entering LILLE from TOURNAI. One train apparently stationary on the loop line.	
2.15		One passenger train seen leaving LILLE.	

Signed H.M.King, Observer.
2/Lt.R.F.C.

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
1.	24/5/16	2056.	BE2c	No. 16	Capt. Davidson	2/Lt. KING	38	1.0 a.m	2.45 a.m

TIME	PLACE	OBSERVATION
	LILLE	for DON (passenger) no others definitely located. No flares on aerodromes.
2.25 a.m.	ENGLOS.	A few large rockets sent up from outskirts of LILLE. Passenger train to DON (probably the same as before)
2.35 a.m.	ARMENTIERES.	AIRE again visible.
		Light bad for observation.

Page
No. 2.

Signed H.M. King, Observer.
2/Lt. R.F.C.

SECRET

g. 259

281a

C.C. II Wing, R.F.C.
C.C. XI Wing, R.F.C.

The following instructions with regard to

Reconnaissances are issued -

1. Subject to special requirements, the main points upon which information is required are :-

Activity on roads and railways

The state of the enemy's organizations in rear of the front, i.e. changes in the siting and numbers of transport and supply parks, refilling points, hutments, dumps of material or supplies.

Work on rear lines of defence.

It should be remembered that mere figures of rolling stock at stations are of little value, in comparison with observations of movements of trains; it will, therefore, as a rule, be sufficient to observe the lines joining these stations, without making a minute inspection of the stations themselves, unless entraining or detraining operations are suspected to be in progress.

It is most important that any considerable movements of troops towards or away from the British front should be detected and closely watched from start to finish.

It is probable that the enemy carries out all movements of troops as far as possible by night, but that his operations are considerably hampered during the summer months by the few hours of darkness available.

Consequently, the most favourable day hours for reconnaissance of roads and railways will be those immediately after dawn and before nightfall.

2. The following will be the Army Reconnaissances from to-morrow inclusive, not more than one, as a rule, being carried out

(a) FROMELLES - HAUBOURDIN - LILLE - ROUBAIX - MOUSCRON - RONCQ - LINSSELLES - QUESNOY.

(b) COMINES - MENIN - COURTRAI - ISEGHEN - BEGELAERE.

(c) ZORNEBEKE - ROULERS - LICHTERVELDE - TROUROUT - CORTEMARCK - FOREST of HOUTHULST.

Instructions ~~xxx~~ as to which Reconnaissance is required will be issued by Brigade Headquarters by 8 p.m. the previous day. If possible each Reconnaissance should have always the same Observers; so that any changes etc. in the area may be more easily recognised.

These Reconnaissances as given are intended as a general indication only, and the route will constantly be varied so that the enemy will not get to know the line too well.

In the Field,

22nd. May, 1916.

Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

SECRET

Headquarters

G. 142

Royal Flying Corps.

REPORT on GENERAL ATTACK by 2nd BRIGADE, R.F.C.

(Ref.O.O. No.4 d/d 16th.May 1916)

The morning promised well, at 4 a.m. the weather was fine and clear and orders were issued for the attack to take place. The reconnaissance machines left at 4.45 a.m. the attacking machines at 5 a.m. and the Scouts of ~~No.29 Squadron~~ at 5.45 a.m. Towards 5.30 a.m. the weather began to get cloudy and soon after 6 a.m. it was evident that clouds would prevent the attack being carried out entirely. The Northern Reconnaissance and attack did not cross the line, weather being too bad, and all machines except for one of No.6 and one of No.5 returned to their aerodromes about 6.40 a.m., the missing machine of No.6 landed near LILLERS at 6.45 a.m. and left for No.6 aerodrome after filling up with petrol etc. That of No.5 landed near AIRE. The Scouts of No.29 also returned having seen the Northern Reconnaissance doing so.

The Southern Reconnaissance was carried out as the weather in this area was better, though somewhat cloudy for good observation. The Southern attack machines also carried out their role. All the above returned safely to their respective aerodromes, with the exception of a machine of No.16. This latter landed near LILLERS and later proceeded back to No.16 aerodrome.

No hostile machines were encountered by the reconnaissance, though two or three were sighted. The Southern attack viewed one hostile machine only, over MENIN. This machine was about 3,000 feet below and came up through clouds; on viewing the attacking machines, it quickly disappeared into clouds again. Two of the Scouts (II Wing) who were acting independently had indecisive combats. The Reconnaissance machines and Southern attack machines returned to their ^{respective} aerodromes at about 7.30 a.m.

It would appear from the work that was successfully carried out that there is at the present time little activity of hostile ^{aircraft} machines in the Second Army front. This may, however, possibly be due to the weather conditions.

Blair
Brigadier General
Comdg. 2nd Brigade, R. F. C.

Copy No .

G. 110

OPERATION ORDER, No.4

Reference special instructions issued herewith.

1. The 2nd Brigade will carry out a general offensive against the German aircraft in the front of the Second Army in accordance with instructions issued herewith.
2. Machines will be detailed as follows :-

Northern attack.

(a)	No. 5 Squadron	machines in	groups of	machines
"	6	"	"	"
"	20	"	"	"

The machines of No.20 Squadron will rendezvous on ABBELE aerodrome by 4.30 a.m.
The machines of Nos.6 and 20 Squadrons, in succession from No. 6 Squadron, will move off at ½ minute intervals, and rendezvous by groups over No.5 Squadron aerodrome, where they will be joined by machines of No.5 Squadron. All groups will take up their fighting formation, and when ready will move N.E. and cross the line between DINGUDE and WOUWER. No.6 Squadron will fire red lights as a signal to move off. No. 6 Squadron will fire green lights, No.20 Squadron will fire white lights. The leading group, followed by the remainder, will move East along the OORTMARCH - LICHTERVELDE line as far as LICHTERVELDE and will then turn S.W. The remaining groups will conform. All machines of this attack will keep within the area formed by the STADEL - LANGEMARCK Railway and the ROULERS - YPRES Railway. Machines will fly at the following heights :-

No. 5 Squadron	at 8,000 feet
" 6	" 9,000 "
" 20	" 10,000 "

Southern attack.

(b)	No. 1 Squadron	machines in	groups of	machines
"	7	"	"	"
"	16	"	"	"

The above machines of Nos.1 and 7 Squadrons, in succession from No. 7 Squadron will move at ½ minute intervals, and rendezvous by groups over No.16 Squadron aerodrome, where they will be joined by machines of No.16 Squadron. All groups will take up their fighting formation, and when ready will move East as far as WRENN. 5 miles E. of LILLE, and then turn N. and move over BETHUNE - BULLAUX; keeping E. of the line COMINES - HOLLEBEKE. No. 7 Squadron will fire white lights as a signal to move off. No. 7 Squadron will fire green lights, No. 16 Squadron will fire red lights. Machines will fly at the following heights :-

No.16 Squadron	at 8,000 feet
" 7	" 9,000 "
" 1	" 10,000 "

Scouts

- (c) The areas allotted to Scouts (except No.29) are as follows :-

Corps areas of	XIV Corps	Scouts of Nos.
" " " Canadian	"	1, 5, 6 & 20 Squadrons.

Corps areas of V Corps }
" " II " } Scouts of Nos.
" " Anzac " } 7 & 16 Squadrons

2842

The above Scouts will stand by, and will not leave the ground until orders to this effect are received. On receipt of such orders Scouts will move immediately to their allotted areas.

(d) No. 29 Squadron, working in groups, will operate independently and will move off from their aerodrome, $\frac{3}{4}$ of an hour after the last machine of No. 20 Squadron has left. They will cross the line about WYTSCHAETE, and on reaching the line of the Canal at HOUTHEN, will move N. Machines will not go East of a line WERVICQ - BECELARE - PASSCHENDAELE - HOUTHULST FOREST.

(e) No. 20 Squadron will detail two groups of five machines each (3 F.E's - 2 B.E's) for the following reconnaissances, arranging direct with 2nd Wing as regards B.E's

No. 1. - HOUTHULST FOREST - STADEN - CORTENARON - THOUROUT - LICHTERVELDE - ROULERS - PASSCHENDAELE - YPRES.

No. 2. - COLINES - LINSSELLES - MOUSORON - COURTRAI - MENIN - GHELUWE - YPRES.

These reconnaissances will endeavour to draw as many hostile machines as possible with them in the direction of YPRES. The usual procedure as regards the dropping of message bags will be followed.

3. Nos. 1, 5, 6, 7 and 16 Squadrons will each detail :-

(a) A wireless machine, and one protective patrol, to co-operate with Artillery in shelling of hostile A.A. The time at which these machines will go up will be telephoned to Squadrons, who will then at once warn their respective Artillery.

4. The tactics to be employed both by groups and scouts are laid down in attached memorandum. Each group will have a leader who will fly pennants; No 3 and No. 4 Squadrons will fly pennants from tail plane; Nos. 5 & 7 Squadrons from inner struts, and Nos. 16, 20 and 29 Squadrons from outer struts. All machines (except Scouts) will keep West of a line LICHTERVELDE - ROULERS - MOORSELE - MOUSORON. All Scouts will comply with para 2 (d) last 2 lines.

5. If for reason of engine failure, or injury to pilot or machine it is necessary to return home, the machine so involved will proceed home by the shortest route. No green light will be fired, and the remaining machines of the group will continue their work. The red light will be employed in the usual manner.

6. Squadrons will be warned the day previously that this attack may take place, and will therefore stand by at daybreak with machines ready to move at any moment. The order to attack and time of start, both for Reconnaissances and attack, will be sent by wire.

7. Reports to H.Q., 2nd Brigade.

Issued at

ACKNOWLEDGE.

In the Field,

16th May, 1918.

R. H. Jones
Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

Copy No. 2 to G.O. II Wing
" " 3 do XI Wing
do 4 do No. 1 Sqn
do 5 do " "
do 6 do " "

Copy No. 7 to G.O. No. 7 Sqn.
do 8 do 16 "
do 9 do 20 "
do 10 do 29 "
do 11 to Hdq., R.F.C. (for info)
do 12 to H.Q., Second Army

SECRET.

INSTRUCTIONS for GENERAL OFFENSIVE by 2nd BRIGADE

R.F.C. Reference OPERATION ORDER dated

16th MAY, 1916.

1. In order to make a "general offensive" as effective as possible, photography and artillery work, except as mentioned in the Operation Order, will be temporarily suspended, and all machines concentrated for the offensive.
2. It has been noticeable that frequently the Army Reconnaissances finish their reconnaissance escorted by several German machines, who do not leave them until they reach the lines, and the hostile A.A. come into action. The idea is take advantage of these tactics of the enemy, by drawing as many as possible towards a part of our line and then by means of an enveloping movement, by other machines of the Brigade, to attack and destroy as many as possible. If the hostile machines can be driven across to our side of the lines and there destroyed, so much the better, but the essential point is that as many as possible be destroyed. Our Artillery will co-operate and engage all hostile A.A. in front of our line.
3. Army Reconnaissances will be carried out in conjunction with the general scheme of attack. The area in front of Corps will be under the observation of patrols and wireless machines.
4. Machines will work in groups of three or four, according to number of machines available. The distances or intervals between groups will be such that groups can keep each other in view.
5. The tactics of these fighting groups will be to work together always as a group and when a hostile machine is sighted to hunt it together until it is destroyed or driven down. Groups should concentrate their attack on any one hostile machine rather than disperse the attack on several. The attack could be initiated by any one machine, not necessarily the leader. The initiator will fire his red light and attack; and the remainder will at once move towards him and attack with him.
6. The Scouts (except those of No.29) will have a different role. These will work either singly or in pairs over certain specified areas. Their role is an independent one. They should be on the look out to cut off stragglers, or by diving suddenly on to a hostile machine already engaged by us assist in its destruction.
7. The effect, both material and moral of a successful attack, cannot be too highly estimated. The sudden offensive, together with the destruction of several hostile machines, would undoubtedly affect the morale of the enemy badly.
8. Squadron Commanders will impress upon all Pilots the necessity during the attack, of guarding against being drawn away too far East or North. No machines will pursue East of the line LICHTERVELDE - ROULERS - MOORSELE - MOUScron, or North of the line DIXAUDE - LICHTERVELDE.
9. Balloons will not be attacked.

SECRET

G. 118

O.C. XI Wing

Royal Flying Corps.

Reference Operation Order No. 4 of to-day's date.

The following work will be carried out,
if possible :-

No.1 Reconnaissance -

Photographs of :-

WESTROOSEBEKE (To include if possible, observation
stations reported at V 17 Central)

POELCAPELLE.

No.2 Reconnaissance -

(a) Special attention to be paid to road and
railway movement, and to the absence or otherwise
of evidences of navigation on the MYS generally as
far as COURTRAI.

It has been reported that navigation on this
river had been stopped by the enemy. Photographs
however, taken on April 24th, showed fifteen barges
alongside a wharf in WERVICQ. This point appears to
be the present head of navigation and attention should
be directed to confirming this or otherwise by noting
whether barges are to be seen further upstream.

(b) Photographs of :-

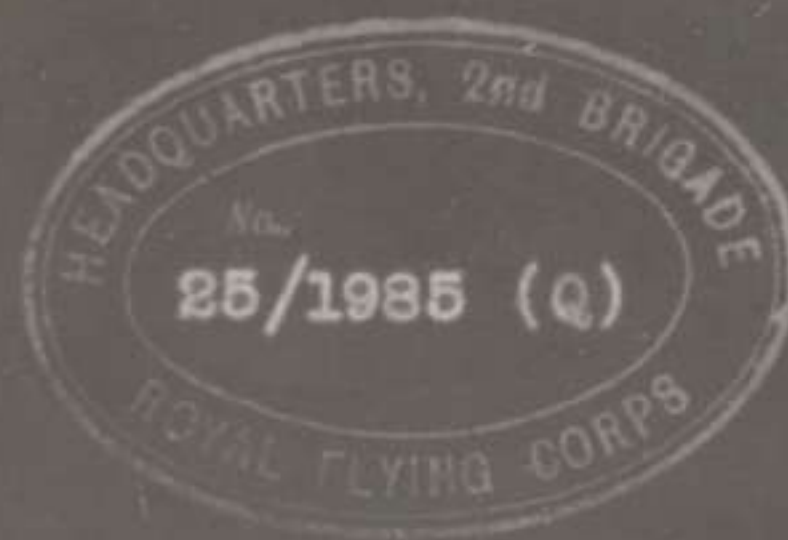
COURTRAI. New sidings reported at H 31 b 2.8 (20)
BOUSBECQUE
MENIN
GHELUWE
WERVICQ SUD

The above should not be allowed to interfere with
the "scheme of attack" as laid down in Operation Order, as
this is the primary objective of the reconnaissance.

In the Field,
16th. May, 1916.

Reviewed
Major,
Brigade Major,
2nd Brigade, R. F. C.

SECRET



O.C. II Wing, R.F.C.

O.C. XI Wing, R.F.C.

287a

1. Reference attached letter, which will not be sent to Squadrons, the G.O.C. wishes you to go carefully into this matter and organize in Squadrons some system by which a check may be kept on all expenditure of petrol.
2. As a guide the following suggestions are made :-
 - (a) Visits of Observers to Batteries should be made at certain specified times, say morning and evening, and that all Officers to see Batteries should proceed at these times.
 - (b) All cars, tenders or lorries proceeding out to report at O.R. before so doing, and the route and nature of duty to be entered up.
 - (c) Some forethought to be exercised in probable requirements so that it will not be necessary, unless for special reasons, to despatch several vehicles during one day to the same place.
 - (d) No vehicle to go out unless on military duty. If food, papers etc. are required from any place, they must be obtained when a vehicle is proceeding out on duty to that place.
 - (e) Staff Officers of H.Q. units visiting Squadrons to do so whenever possible, in the same car.
 - (f) Care to be taken that vehicles proceeding on duty with loads, should not be allowed to come back empty if there is anything to come back later in the day.
3. The G.O.C. wishes copies of all Squadron orders on this subject to be forwarded to Brigade H.Q.
4. Your attention is drawn to G.R.O. 1111 dated 26.8.15.

In the Field,
8th. May, 1916.

Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

SECRET C O P Y

A letter has recently been received from the War Office regarding the necessity of making every possible effort to economise in the consumption of Petrol. It is stated in the latter that

"this question during the last few weeks have become
"an urgent and almost vital one; it is not an
"exaggeration to say that there is a real danger of an
"actual shortage of Petrol chiefly owing to increased
"demands from all Fronts."

Several circular letters on this subject have already been issued, and I am aware that reduction in the consumption has already been effected, but the urgency indicated in the War Office letter above referred to makes it imperative that further efforts should be made permanently to limit the use of Petrol to services which are absolutely indispensable.

I am therefore to request that you will again examine this question so far as your command is concerned with a view to further reduction both as regards the issue as well as the use of motor vehicles of all descriptions, and it will have to be considered how far any authorisation that may have been given in a few instances for the issue of petrol on repayment will have to be restricted or even stopped.

I should be glad if an early report could be furnished showing in what directions you consider further economy in your command can be affected, both by the restriction of the use of Petrol, and by increased use of Horse in lieu of Mechanical Transport.

It should be impressed on all concerned that the only way of ensuring economy in the use of Petrol is to make periodically a close scrutiny and analysis of the records of mileage and petrol expenditure ordered to be kept by C.R.O. 1111 of 26-8-15.

G.H.Q.

2.5.16.

(Sd) R. C. Maxwell. Lieut-General,
Quartermaster General,
British Forces in France.

Addressed to :-

G. O. C. First Army.
Second Army.
Third Army.
Fourth Army.
Reserve Corps
G. H. Q. Troops

I. G. C.

4/8/16
289a

ORGANIZATION of ROYAL FLYING CORPS with SECOND ARMY.
 = * = * = * = * = * = * = * = * = * = * = * = *

One Brigade of two Wings.

(Reference attached map, 5a HAZEBROUCK).

2nd Brigade. G. O. C. Brigadier General T.I. Webb Bowen.

Edé Major. Major R.J. Armes

Staff Captain. Captain R.D. de Q. Child

2nd. Wing. (Lieut-Colonel C.A.H. Longcroft Commanding.

No. 1 Squadron. (Moranes) 3 Scouts (Nieuports)

" 5 " (B.E.2.c's) 1 " F.E. 8

" 6 " (-do-) 1 " Bristol

" 7 " (-do-) 1 " Bristol

2nd. (Corps) Wing. " 16 " (-do-) 1 " Bristol

No. 2 Kite Balloon Squadron.

" 2 " " Section

" 4 " " "

" 9 " " "

XI Wing. (Lieut-Colonel F.W. Richey Commanding.

XI (Army) Wing. (No. 20 Squadron (F.E.2 b's) 1 Scout Martynside

" 29 " (De Haviland Scouts)

2nd Army Aircraft Park.

*Le M. le Capt. Luyet
 Commandant des Escadilles
 R.F.C.*

C O P Y

G.S.6/19

Officer Commanding

No. Squadron, R.F.C.

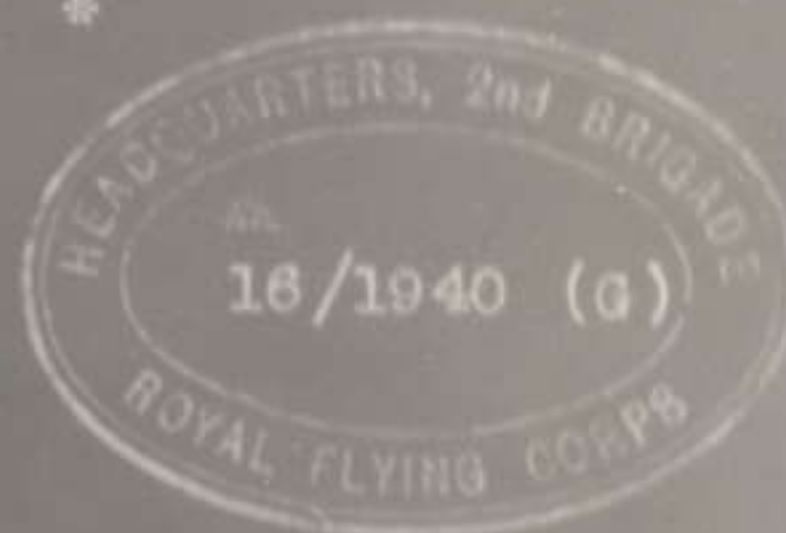
2400

No aeroplane will fly over the area enclosed by CLAIRMARAIS - CAMPAGNE - BLENDÉQUES - LONGUENESSE - St.MARTIN au LAERT (Ref. Sheet 5a 1/100,000) after dark. Anti-aircraft defences have orders to treat aeroplanes flying over this area after dark as hostile.

In the Field,
29th. November, 1915.

(Sd) R.J.Armes, Major, G.S.
2nd Wing, R.F.C.

= * = * = * = *



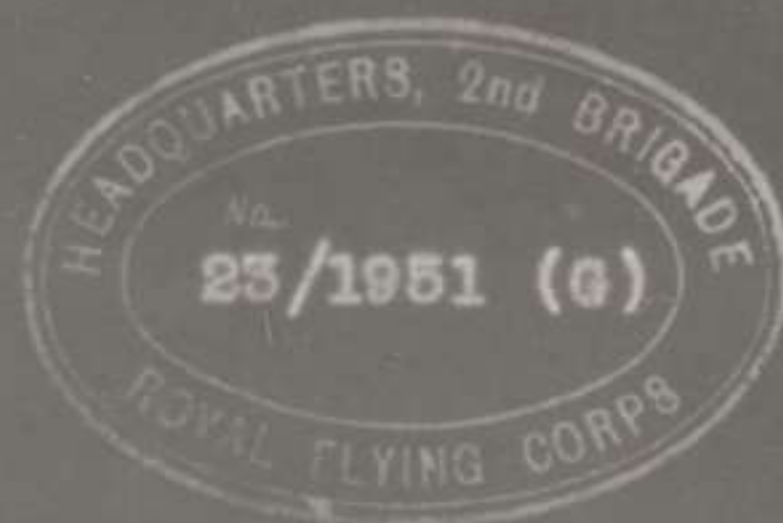
O.C. II Wing, R.F.C.

O.C. XI Wing, R.F.C.

Reference above, and my 8/1851 (a) dated 1st. instant. Please note that this order is now cancelled.

In the Field,
5th. May, 1916.

(Sd) R. Armes
Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.



O.C. II Wing, R.F.C.

Reference monthly photography
of Corps Areas.

Please note that the present dividing lines
between "Squadron areas" are cancelled. The
dividing line will be that of Corps.

The Eastern, Western, Northern
and Southern boundary of the whole Second Army
"Corps area" remains the same.

In the Field,
6th. May, 1916.

Revised
Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

O.C., 2nd Wing,

Royal Flying Corps.



All Wireless Stations with Batteries will start listening in for hostile aeroplane calls as soon as any shelling takes place in their vicinity unless:-

- (a) They are in communication with one of their own Squadron machines at the time.
- (b) They know that a machine of their own Squadron is in the air and signals may be expected at any moment.

Reports in accordance with the following headings will be arranged for between Corps and Squadrons:-

- (a) Date.
- (b) Exact time.
- (c) Whether shelling appears to be registration or otherwise.
- (d) Nature of shells.
- (e) Battery suspected of firing - or approximate direction from which shells are coming.
- (f) Map reference (1/40,000) of spot shelled.
- (g) Calls picked up, with wave-length and any details identifying them as aeroplane calls or otherwise.

It should be noted that information under (c), (d), (e), and (f), should come from an R.A. Officer of the Battery.

In the Field.
7th May, 1916.

(Sgd) R.J. Armes,
Major,
B.M., 2nd Brigade, R.F.C.

Second Army.

I.g.291(13/2)

2nd Brigade, R.F.C.

293a

1. Reference my I.G.145 of 29th.April, to all Corps, of which a copy was forwarded you.
2. It is understood that Capt.Wright,R.E. and your Wireless Officer have been in consultation and have decided that it will be possible for all R.F.C. wireless sets with batteries, as soon as any shelling takes place in their immediate vicinity, to listen for German aeroplane calls for space of five minutes, then turning on to pick up our own calls again.
3. It is understood that this procedure would be very unlikely to lead to any of our aeroplane calls being missed. On the other hand, it might prove of estimable value to us in enabling us to connect the calls from hostile aeroplanes with hostile batteries that are firing on ours.
4. I shall be glad if you will let me know if this has your approval.

(Sgd) B.Walcot, Capt. for
Major-General,G.S.
Second Army.

6th.May,1916.

H.Q., 2nd Army.(Intelligence)

21/1963(G)

There is no objection to this, subject to the reservations embodied in attached order, a copy of which is attached.

(Sgd) T.I.Webb-Bowen, B.G.,
2nd Bde, R. F. C.

7/5/16.

O.C. XI Wing, R.F.C.
(for information)
O.C. No. 20 Squadron.

8/185(CS)

294A

ZEPPELIN NIGHT ATTACK.

Para 4. If Zeppelins are reported by G.H.Q., or other reliable authority to be in the Second Army area, your machine will proceed to patrol the line St.OMER - AUDRICQ if you consider weather conditions favourable. Your Pilot will not stay on the ground until he can see a Zeppelin from CLAIRMARAIS.

In the Field,
1st. May, 1916.

(SD) R. James
Major,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

II Wing, R.F.C.
III Wing, R.F.C.
H.Q., R.F.C. (for information)
H.Q., Second Army do

3/1851 (G)

1. 2nd Brigade 3/1549 (G) dated 9th. April (Zeppelin night attack) is hereby cancelled. All copies will be destroyed.
2. Nos. 5, 6, 7, 18 and 20 Squadrons will keep one B.E.2.c standing by nightly. This machine will be equipped with four 20lb. H.E. Bombs, two incendiary 10lb. Bombs, R.L. Tube, Parachute Flares, and will not carry a passenger.
3. On receiving warning that Zeppelins are over or approaching the Second Army area, the machine will be brought out, engine run, and all preparations completed. This will always be done if the message received is one emanating from G.R.C. (vide Ia/5537 dated 13.2.18 para 4 (2)). In all other cases (vide para 2 (1) of Ia/5537) the Squadron Commander will use his own initiative in deciding as to whether the reliability of the message of the movements of the Zeppelin are such as to render these preparations necessary.
4. The machine will not leave the ground unless the Zeppelin can be seen or heard by the Pilot, except in the case of No. 20 Squadron, to whom special orders have been issued. (Attention of C.O. No. 20 Squadron is drawn to G.R.C. 1975 (G) of 28.11.15, relating to forbidden area S. and E. of St. Omer).
5. Squadron Commanders on the spot will decide if weather conditions are favourable or otherwise for night flying.
6. Coloured lights are allotted as follows :-

BEAUFRE	(No. 18)	-	2 Red lights fired simultaneously.
ABBELE	(No. 6)	...	Green
DROGLANET	(No. 5)	...	Red.
CLAIRVAUX	(No. 20)	...	2 Green lights fired simultaneously.
7. Machines of No. 7 Squadron will land either at DROGLANET or ABBELE. Squadrons sending up a machine by night will not necessarily warn any other aerodrome. If, however, the Squadron Commander, by reason of the duty to be done, thinks it necessary for one or more aerodromes in the Brigade to be lit up, he will ask for it through his Wing R.C. if affecting his Wing only.

copy
Officer Commanding,

No Squadron, R.F.C.

G.S. 6/19.

296a

No aeroplanes will fly over the area enclosed by GLAINARAISS - CAMPAGNE - BLENDREQUES - LONGUEURSSSE - ST-MARTIN au LAERT (Ref. Sheet No. 1/100,000) after dusk. Anti-aircraft defences have orders to treat aeroplanes flying over this area after dark as hostile.

In the Field.

(Ed) R.J. Armes, Major.

G.S.

29th November, 1918.

End Wing, R.F.C.

Copy

247A

CONFIDENTIAL.

1a/5537.

1st Army (Intelligence).	Cavalry Corps(Intelligence).
2nd Army.	R.F.C.
3rd Army.	G.C.Wireless.
4th Army.	D.A.S.

1. A "Zeppelin Message" originating from a unit of one of the Armies will, in future, be sent automatically by Signals to the following offices only:-

R.F.C. H.Q.
All R.F.C. Brigades.
All anti-aircraft guns in Armies.
Brigade }
Division } To which the unit originating
Corps } the message belongs.
Army }
G.H.Q. Intelligence.
" Anti-aircraft Gun Section.

The decision as to whether further formations should be warned will, in future, be made by the Corps, the Army and G.H.Q., each working in its own section. That is to say, the Corps will decide whether the Corps on either side should be warned, the Army will decide whether the Armies on either side (including French troops) should be warned, and G.H.Q. (Intelligence) will decide as to warning French G.H.Q., Belgian and French Missions, L. of C., etc.

2. The pamphlet entitled "Hostile Aircraft", G.D.S. No. 582, has been revised in accordance with the above, and will shortly be issued to all concerned.

3. In the meantime, please issue orders for the procedure outlined above to be adopted.

4. Information regarding the movements of Zeppelins received from other sources will be disseminated by G.H.Q. (Intelligence) by means of telephone messages or telegrams; in the latter case the message will be addressed to the formation or office concerned, and will be signed "G.H.Q. Intelligence". This procedure is intended to differentiate between:-

- (1) Zeppelin messages from the troops which necessarily depend on various factors which are not always definite, and
- (2) Information regarding hostile airships which is obtained at G.H.Q. from sources which may be accepted as definite and reliable.

G.H.Q., I
15/2/18.

(Sd) J. CHARTERIS.
Brigadier-General,
General Staff.

248a
2nd Army.
I.O. 540.

II Corps. 3rd Division.
V Corps. 2nd Brigade, R.F.C.
XIV Corps. Southern H.A. Group.
Canadian Corps. 2nd Army Troops.

1. Attention is again directed to the instructions contained in ODS 382 regarding the reporting of hostile Airships. It is of particular importance that the form of message given below should be strictly adhered to, as, if clear indications of the airship's location are not given, what little time is available for dealing with it is lost.
2. Reports of the proximity of hostile Airships will be reported in the usual manner with the least possible delay by the unit or individual observing them, to Artillery or Infantry Brigade Headquarters.
3. These Headquarters will dispatch a message in the form shown below. This message will be treated as "Priority" and repeated automatically by Signals in accordance with the instructions laid down in Ia/5537 of 13th instant.
4. The following form will be used when dispatching Zeppelin messages from Brigade Headquarters:-

To:- Zeppelin.
Zeppelin moving (compass direction of
towards.....) over (place) at (time).
From.....

NOTE:- If map squares are referred to, the number of the sheet must be given as well as the number of the square, but it will often be quicker to indicate the position of the airship by reference to some large town or other important locality.

5. These instructions apply to hostile airships only & not to aeroplanes or captive balloons.
6. Sufficient copies of this minute are forwarded to permit of distribution on the following scale:-

CORPS Headquarters7

	(Headquarters	2)	
	do	Divl. Arty. 1)	23
	(Arty. Bdes.	(ea. 1).... 4)	
DIVISIONS	(Inf. Bdes.	(ea. 5).... 15)	
	(Divl. Engrs..... 1)		

(Sgd)

V. Spencer.
Captain,
for Major-General, C.B.
2nd Army.

19/2/18

Combats in the Air.

Squadron: No. 29.

Date: 1st May, 1916.

Type and No. of aeroplane: de Havilland
Scout. 5977.

Time: 7.20 a.m.

Armament: One Lewis Gun.

Duty: Patrol.

Pilot: Lt Segrave.

Height: 10,500 ft.

Observer: Nil.

Locality: YPRES.

Remarks on Hostile machine:—Type, armament, speed, etc.

Apparently an Aviatik biplane, and not as fast as the de Havilland except when nose diving.

Speed about 80 m.p.h.

Armament:—Machine Gun.

Narrative.

Lt Segrave states:—

Three drums were fired, the range being about 80 yards. The German Observer who was behind, only fired about seven rounds altogether.

The machine did a left handed spiral and landed in a field 200 yards on the South of the road in Square J 29. I followed it down to 5000 ft. and saw it hit the ground; it did not crash.

I think the observer must have been shot and the pilot wounded.

I was using tracer bullets, and I was above and behind him when firing.

(Sgd) L. Dawes, Major, R.F.C.
Commanding No. 29 Squadron,
Royal Flying Corps. (MW)

To H.Q.,
(Sgd) T.I.W.-B.

27