

AWM4

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

Flying Corps

Item number: 8/1/3

Title: 2nd Brigade, Royal Flying Corps

June 1916



AWM4-8/1/3

WAR DIARY

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
June 1916.	2 nd Brigade P.F.	
OXELAERE	Portions of Units	Sheet 27. O 17. b 2 5
	H.Q. 2 nd Brigade	" " Q. 20 d.
	" " 2 nd Wing	" " T. 112.2.9.
	" " 11 th Wing	" 28. S. 9. c. 1. S. 14. a.
	Squadrons. 1 st 1 + 7.	" 27. K. 36. a.
	" " 1 st 6 + 29	" 27. K. 10. a.
	" " 1 st 5	" 36. H. L. 33 central.
	" " 1 st 16	" 27. K. 27. b.
	" " 1 st 20	" 28. 17. 22. b. 2 8
	Kite Balloon Sq. H.Q.	" 28. N. 28. c. 9. 1.
	" " Sect. 1 st 2	" 27. K. 27. b.
	" " " 1 st 9	" 28. 17. 22. b. 2 8
	Aircraft Park 2 nd Army A.P.	" 27. V. 27. b. 5 2
	OXELAERE	
	ECKE	
	NIETPPE	
	BAILLEUL	
	ABEELE	
	DROGLANDT	
	LA GORGUE	
	CLAIRMARAIS	
	MONT ROUGE	
	LOCRE	
	TOUQUET PARMENTIER	
	HAZEBROUCKE	

Robert Childs
Staff Officer
2nd Brigade P.F.

WAR DIARY

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
June 1916	2 nd Brigade R.F.C.	
OXELAERE	1 st Fine cloudy later. Army Reconnaissance over MENIN COURTRAI successful reported great deal of train movement.	
	2 nd Clouds low all day. Heavy shelling all day on trenches 48+63 (enclosure) sheet 28. Machine ^{411st Sq} piloted by L ^t Brown & others. L ^t Menery was hit forced to land at POPERINGHE AERODROME, the observer was not recorded	
	3 rd Fine low clouds. Army reconnaissance successfully carried out over COURTRAI & LILLE reporting considerable railway activity. Bombing raid carried out over DADIZEELE HALLUIN STATION, AUROSIGNOL & MENIN. Lieut Goodson on a BE2C. No 3750 was reported shot down by AA	
	4 th Strong westerly wind unsettled & low clouds with rain. Special trench reconnaissance was carried out by No 65 th reported German new firing line obliterated in places by our guns.	

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

WAR DIARY

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.

or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
June 1916	2nd Brigade R.F.C.	
OXELAERE	<p>5th High wind & rain to all day.</p> <p>6th High wind & rain all day.</p> <p>7th Cloudy morning strong west wind clearing later.</p> <p>8th Low clouds & rain squalls. Large explosion occurred in a railway station I 27. B 27. was totally demolished by 4th Bde 10th How Bde 2 Anguss. rangers etc given by Capt. W. H. WALLER, N° 16 Sqth. N° 2 K.B. observed activity on the Railway at STADEN - LANCEMARK. 4 TROULERS to LÖNNIEBEKE. In one of the air combats. Capt Clarke of N° 29 Sqth was wounded.</p> <p>9th Low clouds with some rain, improving later. One Army reconnaissance was successful.</p> <p>10th Rain & low clouds all day with rain.</p>	

3072
Robert Childs
Staff Captain
2nd Bde R.F.C.

WAR DIARY

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
	June 1916 2 nd Brigade R.F.C.	
OXELAERE 10 th	Fine low clouds until 5pm. Combat in air reported successful. One Army reconnaissance successfully carried out over the northern sector.	
11 th	Rain & low clouds all day	
12 th	Rain & low clouds all day	
13 th	Rain & high wind all day	
14 th	Rain & low clouds all day	
15 th	High wind & low clouds all day	
16 th	Low clouds & mist till 5pm. Large number test flights carried out.	
17 th	Fine, but clouds hindered work. One Army reconnaissance successful. Capt Bell, Diving wounded in head by AA fire - Lieut Shaw (No 5) grazed by AA fire.	
18 th	Low clouds and overcast all day	

R J Barton Capt
Staff Capt
2nd Bde
R.F.C.

WAR DIARY

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

June 1916

2nd Bde R.F.C.

ELAERE

19th

Very low clouds, strong wind. Major Maurice made a successful parachute descent from a Rite Balloon at a height of 1300'.

20th

Low clouds. One night reconnaissance carried out by No 7 Sq. BERGUES heavily bombed between 1.30 & 2.15 am.

21st

Fine but low clouds till 5 pm. After that hour 1 Army Reconnaissance successful.

22nd

Fine all day. Army Reconnaissance RADINGHEM - LILLE - TURCOING - MENIN successful. Artillery ranged by Cpl Koch. (of) & Lint Oliver (Pilot) on Anti-aircraft battery - ammunition sent to burn for 20 mins. Three indecisive combats - one other in which Capt Sweet, flight commander 29 Sq, was killed.

23rd

Hazy with clouds. Heavy thunderstorm in afternoon.

24th

Low clouds & rain all day.

25th

Cloudy till 4 pm. Two combats in air, both indecisive. Attack on hostile balloons carried out by 15 BEC with Phosphorus bombs; one is believed to have been brought down. Hunt Moor & Latta of No 1 Sq flying Newport Single Seals each bagged a hostile balloon on 4th Army Front.

R. J. Carter Capt
2nd Bde R.F.C.

King War Diaries and Intelligence
are contained in F.S. Regs., Part II.
Staff Manual respectively. Title pages
prepared in manuscript.

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.

Hour, Date, Place

Summary of Events and Information

Remarks and references to Appendices

OXELAERE

26th

Stormy, occasional clear moments. 2 Lincs Atkinson & Bell Army
rang'd guns successfully on Ammunition Column, explosion seen.
A hostile machine seen to be brought down by A.A. fire N.E. of
YPRES about 8.30 pm. 25th. Captain B. Brown, Lincs. Katter's Moon
of No 1 Sq, flying Vimports each brought down a hostile balloon
from 2500'.

27th

Rain most of day.

28th

Low clouds & rain prevented work throughout the day.

29th

Low clouds & strong wind all day.

30th

Low clouds & strong wind all morning. Some 20th Hale bombs
dropped by machines of Nos 1, 7 & 16 Squadrons during
patrols, escorts & artillery co-operation. No 20 sent out
an escort for RE of 21 Sq. carrying out a bomb raid on
LILLE Sta. All returned safely. An army reconnaissance
carried out by No 20 Sqn.

R. J. O. Barton Capt
Staff Capt
2nd Bde
etc

29th

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

SECRET

505

OPERATION ORDER No. 6

Reference Sheet 23.

307A

1. O.C. 2nd Wing will find twenty B.E.2.c's carrying two 112 lb. each to bomb as under to-morrow morning.

2. (a) MIENIN Railway Station, R. 7 d 6.0

- Headquarters R.14 a

HALLUIN Railway Station R. 26 a 0.2.

(b) DADIZEELE Headquarters K.12 c 5.4

KORTEWILDE - P.13 b

Au ROSSIGNAL Telephone Exchange K.32 c

One third of the machines will drop both their bombs on each target in (a) they will then return to ABEELE and repeat the same process on the three targets mentioned in (b) as soon as they have replenished their bombs.

3. Rendezvous on ABEELE aerodrome at 4 a.m.

4. O.C. XI Wing will detail six De Haviland Scouts as escort to the above.

5. O.C. XI Wing will keep a continuous patrol of two machines over the Salient from BOESINGHE to St.ELOI from 3 a.m. It is of the first importance that no hostile aircraft approach our lines.

6. O.C. XI Wing will despatch an Army Reconnaissance round MIENIN and COURTRAI starting at 1.30 a.m.

Issued at 11.30 p.m.

ACKNOWLEDGE.

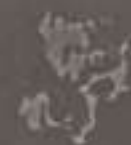
In the Field,

2nd. June, 1916.

I. I. Webb-Bowen
Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps.

H.Q., Second Army

H.Q., R.F.C.



3082

G. 538

Herewith report, as requested on the work carried out by the 2nd Brigade, R.F.C. from 9 a.m. the 2nd. instant to 8 p.m. the 3rd. instant.

Corps Artillery Action was ordered by Canadian Artillery at 10.15 a.m. and by the XIV Corps at 11.15 a.m. From time Corps Artillery Action were ordered Nos. 6 and 5 Squadrons maintained two machines each in the air all day, and in spite of low clouds which necessitated work at a very low altitude; much useful work was accomplished and a number of active hostile Batteries located. The Northern Tactical Reconnaissance was carried out by No. 1 Squadron and the Southern Tactical Reconnaissance by No. 16 Squadron. Owing to low clouds observation was very difficult but no abnormal activity was reported.

June 3rd.

No. 20 Squadron carried out Army Reconnaissance over area COURTRAI - LILLE, reporting considerable railway activity.

Twenty bombing machines escorted by six escort machines bombed DADIZEELE, Au ROSSIGNAL at 5 a.m., and MENIN Railway Station, Divisional Headquarters in MENIN, and HALLUIN Railway Station at 8.50 a.m.; about 4 tons of explosive being dropped.

Clouds prevented close observation of fire. All machines returned safely with the exceptions of B.E.2.c No. 2750, Pilot Lieut. Godson L.R.B., which was reported shot down by A.A. Confirmation of this is awaited.

No. 5977, De Haviland Scout made forced landing at St.OMER, smashing undercarriage, Pilot unhurt.

Patrol of two fighting machines was maintained over the Salient from 3 a.m. to 8 p.m.

A marked absence of hostile aircraft was noticed.

In the Field,
3rd. June, 1916.

Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date 3/6/16.

Objective and time of attack.	Type of aeroplane.	Pilot.	No. and description of bombs dropped.	Height at which dropped.	Effect actually observed.	Results pilot thinks he obtained.	Action of enemy.	Remarks.
MENIN Railway Station. 10.30 a.m.	B.E.2.c.	Lt.K.T. Dowding.	2 - 112lbs Bombs	8000	Both bombs dropped and exploded about 200 yds short, i.e.N.W.of objective.	Nil	Nil	Bombs dropped from Wing sights ordered to be set at 16 secs, before starting. Bombs fell about 100 yds aprt
ditto.	ditto	Lieut. Ellis.	ditto.	ditto				
ditto	ditto	Lieut. Minot.	ditto.	ditto	One bomb seen to drop on siding of St. about 20 yds from main line, apparently on rear trucks of a goods train.	Destruction of permanent way and possibly of some trucks.	Nil.	Two other bombs seen to fall on the lines but uncertain who dropped them.
ditto.	ditto	2/Lt. Thompson	ditto.	ditto	Bombs not seen to fall.	Nil.	Nil.	
ditto.	ditto.	2/Lt. Hewson.	ditto.	ditto	ditto.	ditto.	ditto.	
							(Sgt) D.W.Powell, Major, R.F.C. O.C., No.16 Squadron, R.F.C.	

3092

O.C. XI Wing, R.F.C.
Photographic Officer, II Wing.

310a

All prints by Army Wing for Brigade Hdqrs. will
be sent through the Senior Photographic Officer at 2nd. Wing
Hdqrs. for checking. This will save an extra copy to the Senior
Photographic Officer and a reference to Army Wing file.

7.8.16.

(Sd) H. F. L. L. L.

R. M.

2.1.16.

a. 569
311a

Senior
Junior
O.C. II Wing, R.F.C.
O.C. XI Wing, R.F.C.
Photographic Officer, II Wing,
Photographic Officer, XI Wing.

INSTRUCTIONS to PHOTOGRAPHIC OFFICERS.

1. The Senior Photographic Officer will be responsible to the Brigade for the efficiency of all the photographic Sections. He will refer to Brigade Hdqrs all questions dealing with alterations in photographic areas, or excessive photography by Squadrons outside their allotted areas. He will take general charge of checking of identification, indexing, filing of prints, improvements or changes in personnel or material in sections. All the above questions will be dealt with through the Wing Commander concerned. He will devote some of his time to a careful study of all photographs from an Intelligence point of view as affecting the R. F. C. His Headquarters will be with the Corps Wing and he will occasionally visit all Sections, bringing any points to the notice of the Squadron Commander direct. He will make a verbal weekly report to the Brigade Commander.
2. The Junior Photographic Officer will supervise the technical work of the Sections in the Brigade, living with each in turn although his Headquarters are normally nominally with the Army Wing. He will report weekly to the Senior Photographic Officer on the Sections visited. He will instruct Pilots and Observers in the working, and fitting to machines of cameras, and in the process of identification. He will give regular general instruction to all Officers by means of lectures.

In the Field,
7th. June, 1916.

T. I. Webb-Bowman
Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps

Combats in the Air.

Squadron: No. 16

Date: 9/6/16.

Type and No. of aeroplane: B.E.2c.4077.

Time: 5.50 p.m.

Armament: 1 Lewis Gun.

Duty: Artillery Obs.

Pilot: 2/Lieut. Pentland.

Height: 6,500 ft.

Observer: Capt. W. H. Waller.

Locality: About I.33.

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

Pokker.

Narrative.

First saw H.A. when over the enemy trenches. He came towards us but not near enough to get a good shot. Followed him about $1\frac{1}{2}$ miles in the direction of LILLE, when he turned. We then turned and the H.A. came very fast at us from behind firing as he came. We got half a drum at him at a range of about 25 - 50 yds. When level with our tail he turned sharply and dived. We got about 20 shots at him when he turned. He then dived very steeply and was last seen over O.23. Pilot observed the machine to crash in a field about O.23 or O.24.

(Sgd) W. H. de W. Waller, Capt.

.. D. W. Powell, Major, R.F.C.
O.C., No. 16 Squadron, R.F.C.

To H.Q.,
R.F.C.

(Sgd) T. I. W.-R.

313a
a. 655

Headquarters

Second Army

Estimated requirements of Second and Reserve Armies in aeroplanes for Operations mentioned BY G.S.O. 1 on 7/6/16.

Second Army

Corps Wing

Nos. 5 and 6 Squadrons to be made up to eighteen machines each. One additional Kite Balloon Section for Canadian Corps.

An additional Wing Commander.

Army Wing

Nos. 20 and 29 Squadrons are now being made up to eighteen machines each.

Reserve Army.

Corps Wing

Nos. 1, 7 and 16 Squadrons to be made up to eighteen machines each. A new Squadron of eighteen machines is required for the 'X' Corps.

One additional Kite Balloon Section.

Army Wing

If the protection of the present Second Army front is to be divided between the two Armies two complete Squadrons will be required and a Wing Commander. If the protection of the whole present Army front is left to the existing Army Wing (XV) (XIV), one additional F.E. Squadron for reconnoitring and fighting purposes would suffice.

11th. June, 1916.

Brigadier General
Commanding, 2nd Brigade
Royal Flying Corps

SECRET
=====

G. 669

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

1. In conjunction with forthcoming offensive operations, bombing will be undertaken by the R. F. C. as under :-
2nd Brigade :-
Bombing of the Lines
DOUAI - CAMBRAI
DENAIN - CAMBRAI
SOLESMEs - CAMBRAI
and possibly the railway station at CAMBRAI.
2. Method of attack by day will be as follows -
Trains in motion from 1,000 feet or less with 112 lb. bombs.
Bailing trains the station at CAMBRAI, BUSIGNY and St.QUENTIN will be bombed from not less than 6,000 feet.
Photographs of the 1/100,000 map are enclosed.
3. Detailed orders will be issued later.
Meanwhile the objectives of your Wing should be reconnoitred on two or three occasions as opportunity offers, preferably by one Officer from each of the flights detailed for bombing, with the object of collecting any data or information likely to be of assistance in carrying out the operations.
The result of these reconnaissances will be reported in detail to this office.
4. Will you please make arrangements direct with the G.O.C. 3rd Brigade for one, or perhaps two, of your machines to accompany his reconnaissances when they include any of the objectives named. The officer detailed are to be warned personally as to the secrecy of their mission and its object.

12th. June, 1916.

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

715a
CONFIDENTIAL
=====

G. 671

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

Pleasenask Major Mac Neece to look out for a possible balloon position for the Canadian Corps, and another one between No.2's old place and No.9's present position. It is presumed that the old position behind KEMMEL is still available, if not, the Corps concerned should be asked to keep it vacant.

In the Field,
12th. June, 1916.

Captain,
Brigade Major,
End Brigade,
Royal Flying Corps.

Headquarters

Second Army

Reference application from XIV
Corps for auxiliary landing ground, vide your
157 of 10th. instant.

I have inspected the proposed site and find that it
can be improved upon in every way by the selection
of a landing ground at F. 17 Sheet 27 N.E. 1/20,000.
The cost of construction in the latest selection would
be far less than the one first proposed. I should
like to accompany the R.E. Officer who goes to look at
the ground.

In the Field,
13th. June, 1916.

(Sd) T.I. Webb-Bowen, Brig-Gen.
Commanding 2nd Brigade,
Royal Flying Corps.

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

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

a. 711

317a

It is notified for information of all
Pilots and Observers that our Artillery will open fire
on any of our machines landing in the enemy's lines five
minutes after the machine is seen to reach the ground.
If possible machines should be fired within this time.

In the Field,
14th. June, 1916.

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

SECRET

CODE LETTERS for BRIGADES in SECOND ARMY; for LIAISON WORKING BETWEEN INFANTRY and AIRCRAFT

318a

<u>XIV Corps</u>	Guards Div.	1st Guards Brigade	A.
		2nd do	B.
		3rd do	C.
	6th Div.	16th Brigade	D.
		18th "	E.
		71st "	F.
	20th Div.	59th Brigade	G.
		60th "	H.
		61st "	I.
<u>Canadian Corps</u>	1st Can Div.	1st Brigade	CA.
		2nd "	CB.
		3rd "	CC.
	2nd Can Div.	4th Brigade	CD.
		5th "	CE.
		6th "	CF.
	3rd Can Div.	7th Brigade	CG.
		8th "	CH.
		9th "	CI. <i>e.f.</i>
<u>V Corps</u>	3rd Division	8th Brigade	S.
		9th "	T.
		76th "	U.
	24th Division	17th Brigade	AA.
		72nd "	AB.
		73rd "	AC.
	50th Division	149th Brigade	AD.
		150th "	AE.
		151st "	AF.
<u>IT Corps</u>	17th Division	50th Brigade	AG.
		51st "	AH.
		52nd "	AI.
	41st Division	122nd Brigade	AJ.
		123rd "	AK.
		124th "	AL.
<u>Anzac Corps</u>	1st Aust Div	1st Brigade	AM.
		2nd "	AN.
		3rd "	AO.
	2nd Aust Div	5th Brigade	AP.
		6th "	AQ.
		7th "	AR.
	1st New Z. Div	1st Brigade	AS.
		2nd "	AT.
		3rd "	AU.

The addition of W, X, Y or Z will give the particular
Battalion in the Brigade if required.

SECRET
G. 714
719a
C.C. II Wing, R.F.C.

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

Reference G.632 dated 10th. instant,
please alter the code letters of the 9th Brigade,
3rd Canadian Division, from CI to CJ.

In the Field,
14th. June, 1916.

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

SECRET

G. 785

O.C. II Wing, R.F.C.
O.C. XI Wing, R.F.C.
Hdgrs. R.F.C. (for information)
Hdgrs. Second Army. do

OPERATION ORDER No. 8

From the 19th. June, 1916 inclusive until
further orders, the Second Army front from STEENSTRAAT to
PICANTIN will be patrolled as under :-

STEENSTRAAT to WYTSCHAETE - 2 machines
St. ELOI to PICANTIN - 2 machines

XI Wing will find the above patrols from
4 a.m. to 1 p.m.

II Wing from 1 p.m. to dusk.

Hours of Patrol are actually to be spent on the
beat, and do not include climbing and returning to the
aerodrome. Patrols should fly as high as possible.

Issued at 9.20 a.m.

ACKNOWLEDGE.

In the Field,
18th. June, 1916.

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

H.Q.

Secret

321a

Second Army

Life is taken

It is requested that ~~order be issued~~

to enable the aerodrome at

S 27 at Sheet 28 1/40,000 to be

taken into use again for the

'X' Corps. - The following work is

necessary.

(a) The bog requires cutting and gathering

(b) An air line will have to be

diverted round the aerodrome

until the bog is cut. I cannot say

if any more work is necessary, at

present. It does not appear likely.

9/6/16

WJ

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

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

Now that Corps Squadrons are without Scouts the following action will be taken if

- (a) Hostile aircraft are observed from the air, or the ground, to be ranging Batteries, or photographing within our Lines and our patrols are not in sight.
- (b) Reinforcements in the air are required quickly at a particular place.

1. From the air

If Corps machines see hostile aircraft acting as in (a) which they are unable to reach themselves, owing to excessive height or their own duties, or are attacked by hostile aircraft in superior force and our patrols are not in sight, they will call up their Squadron and send

U.P. signifying hostile aircraft. H.A. is not to be sent as it has another code meaning.

Y or Z	Sheet 23,	1/40,000	=	Y
	" 33,	1/40,000	=	Z

Map reference Square and Group only, i.e., B. 16
Pin point is not to be sent.

A machine requiring assistance in Square B.16 (Sheet 23) would send the following call U.P. Y. B.16
The Squadron will telephone this message priority to No. 1 Squadron who will at once despatch a Nieuport Scout to the spot. If no Nieuport is available O.C. No. 1 Squadron will repeat the message priority to O.C. No. 29 Squadron, adding NO Nieuport available. O.C. No. 29 Squadron will then send a De Havilland Scout out.

From the ground

The Squadron observing, or receiving information of hostile aircraft acting as in (a) will telephone a message direct to O.C. No. 1 Squadron.

- 2. All Squadrons should stand by at Squadron Aerodrome Stations whenever one of their machines is out, and should "listen in" for this call. When heard immediate action is absolutely necessary or the scheme is useless.
- 3. It should be impressed upon Squadrons that this is an emergency call, and is not to be used whenever front line troops report the presence of hostile aircraft. It is useless to send a call if the enemy aeroplane is so close to his Lines that it is impossible for the Scout to reach the spot in time to be of use. The ordinary patrols have now been doubled and they should be able to deal with enemy machines close to the Lines.

In the Field,
19th. June, 1916.

H. Forde
Captain,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

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

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

A. 57
723a

Owing to a scarcity of suitable candidates for A.E.O's, it is desired to obtain the names of N.C.O's and A.M's in Squadrons and 2nd A.A.P. who may be considered suitable for this appointment.

The suggestion is that suitable men be given Commissions on the General List, if they are serving for the duration of the war, and on the Special Reserve if they are on ordinary peace engagements. The men that are wanted are of the rigger and fitter type, not of the storeman clerk type.

Suitable persons may be known in the Armies out here who might train on as A.E.O's. Should any such be known it is suggested that they should be asked to apply officially for employment as ~~Weeks~~ Technical Officer, R.F.C.

Only men of good and suitable qualifications should be recommended. Squadrons are reminded that they are not expected to strip themselves of their Senior N.C.O's in order to gratify personal considerations.

It is also suggested that tired pilots going home for a rest might be employed in supervising Aeroplane Repair Sections in England. In future when a pilot is recommended for tour of duty at Home it would be helpful if it could be stated whether he is likely or not to be suitable for such work and in what machines or engines he has good experience.

Names of N.C.O's or men recommended should be sent in by the 28th. giving age, qualifications, and service in R.F.C.

In the Field,
22nd. June, 1916.

Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps.

SECRET

G. 907

Headquarters

Second Army.

324a

With reference to G.H.Q. O.B.1720 of
16/6/16, Anti-Aircraft defence of Small Localities.

I request that direct telephonic communication be established
• between Squadrons R.F.C. and A.A. guns in each Corps area.
Such communication will be of great value in giving early
notice of enemy machines crossing the Lines, or in promptly
calling for re-inforcements to particular places in the air.
For night flying purposes this telephone line will also be
very useful.

As regards night flying I wish to bring the following point to
notice. O.C. A.A. guns HAZEBROUCK informs me that he has
orders to fire on all machines by night unless we give him
special notice. This is in direct opposition to the spirit
of the orders contained in G.H.Q. O.B.147 of 26th. May on
firing at aeroplanes by night, although A.A. guns are not
directly included in that letter. May this be decided please ?
I would suggest, in view of the large amount of night flying
by enemy machines over Second Army Area, that application be
made for the above quoted order to be cancelled and the old
order reverted to, i.e., All aeroplanes are treated as hostile
by all arms at night unless due warning is given. It will then
rest with the R.F.C. to give warning to those concerned before
making night flights. At present hostile aircraft are free to
fly unmolested over this Army Area unless they unmistakably
reveal their hostile character; this I consider a dangerous
amount of liberty of action.

In the Field,

22nd. June, 1916.

T. D. B. Brown
Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps.

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

SECRET

g. 953

325a

OPERATION ORDER No. 10

1. Aeroplanes of 2nd Brigade will attack all German kite balloons on Second Army front at 4 p.m. on the 25th. June. Simultaneous attacks will be made by all other British Armies on their fronts.
2. O.C. 2nd. Wing will detail four machines from each of his B.E.2.c Squadrons to be fitted with the special bomb carriers. Each machine will be fitted with the special 30 bombs, 15 in each carrier, a Lewis gun with ammunition, and will not carry a passenger.
3. Machines will be allotted to balloons at 2 p.m. Two machines will attack each balloon flying down wind side by side 100 yards interval at the same height.
4. Machines in pairs will leave the ground and gain a height of 8,000 feet before leaving their aerodrome. They will fly straight to their objectives and once across the Lines will dive to such a height as will allow them to drop all their bombs simultaneously at 2,500 feet above the balloon and down wind. This height above the target and direction are essential. Very considerable allowance must be made for wind, bombs being dropped quite short of the balloons. Machines will in no case dive below 5,000 feet. Should the balloon have been pulled down bombs should be all released at 5,000 feet, greater drift being allowed for in this case.
5. After dropping their bombs, machines will fly straight on for a short distance, regaining height, then turn outwards and fly home together, observing effect of bombs if possible.
6. All watches will be set by signal time at mid-day on 25th. No machines will leave their aerodromes (at 8,000 feet) until 3.45 p.m.
7. O.C. XI Wing will detail two escort machines to each pair of bombers. Escorts to land at the four aerodromes before 2.30 p.m. Escorts will follow their bombing machines out and home at a short distance and at least 2,000 feet above them.
8. No machines to leave the ground before 3 p.m. as postponement may take place up to that hour. Reports to H.Q., 2nd Brigade by 5 p.m. :-
 - (a) How many machines took part
 - (b) Results obtained
 - (c) Whether all machines have returned.
9. These orders are not to be communicated to pilots until the morning of the 25th. Strict secrecy being essential.

Issued at 8.45 a.m.

ACKNOWLEDGE

In the Field,

24th. June, 1918.

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

SECRET

G. 990

O.C. XI Wing, R.F.C.
H.Q. R.F.C. (for information)
H.Q. Second Army do

726a

Reference Operation Order No. 11 (G.987)
dated 24th. instant; Para 1, line 1, for "29th. June"
read "28th. June". Para 2, line 7, for "on the 30th."
read "on the 29th."

Issued at 10 p.m.

ACKNOWLEDGE.

(Sd) 40 Fold

In the Field,
25th. June, 1916.

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

SECRET

O. 967

O.C. XI Wing, R.F.C.
H.Q. R.F.C. (for information)
H.Q. Second Army do

3271

OPERATION ORDER No. 11

1. On the evening of the 29th. June machines of the 9th. Wing will be engaged on a bombing raid beyond Second Army area.
2. O.C. XI Wing will detail five F.E's to patrol between ARMENTIERES and LILLE from 5.30 p.m. to 7 p.m., or until the last of the bombers has recrossed our lines. Should the bombers be seen the patrol will, if possible, take station above them and escort them throughout their journey. Bombers will fly about 7,000 feet. The raid will be repeated at 4 a.m. on the 30th. O.C. XI Wing will detail a similar patrol between the same places to be over ARMENTIERES at 4 a.m.
3. Return of escort to be reported to this office each day.

Issued at 10.45 p.m.

ACKNOWLEDGE

In the Field,
24th. June, 1916.

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

Headquarters

Royal Flying Corps
Second Army

G. 995

326

1. Eight balloons, which is the normal number on the Second Army front, were selected for attack at 4 p.m. on the 25th June as follows :-

No. 1	at W. 26	Sheet 23,	by 2 machines	of No. 5
" 2	" D. 6	" 23,	" 2	" " 5
" 3	" J. 24	" 23,	" 2	" " 6
" 4	" Q. 2	" 23,	" 2	" " 6
" 5	" P. 29	" 23,	" 2	" " 7
" 6	" V. 23	" 23,	" 2	" " 7
" 7	" D. 10	" 36	" 2	" " 16
" 8	" J. 34	" 36	" 2	" " 16

The weather was very fine and almost cloudless our side of the Lines, on the German side a thick bank of cloud lay between 4,000 feet to 7,000 feet. Wind at 8,000 feet was moderately strong. An escort of two fighting machines was provided for each pair of bombers. No hostile machines were encountered and only one seen in the distance.

2. Nos. 1 and 2 Balloons were not visible from the air and no bombs were dropped. One machine detailed to No. 1 Balloon returned early owing to engine trouble. Nos. 3 and 4 Balloons were attacked, ~~all~~ bombs being dropped and all missed. One carrier failed to release owing to a mechanical defect. Nos. 5 and 6 were partially visible through clouds, and bombs were dropped at balloons descending or on the ground. No. 7 was not visible to one machine and was not attacked, the other machine did not start owing to a mishap. No. 8 was partially visible and was bombed without result.
3. From the top of MONT ROUGE I could see from the River LYS to the sea, and watched the attack on Nos. 1, 2, 3, 4 & 5. When No. 5 was hauled down behind the MESSINES ridge a bomb was dropped from above which caused a violent explosion to take place and a large puff of light smoke to rise. I am of opinion that the balloon was exploded by this bomb.
4. A good number of bombs failed in their timing and fell to Earth leaving a vertical column of smoke in the air. On reaching Earth a good explosion took place, a wood was set on fire in this way.
5. The Northern Balloons (Nos. 1 and 2) were not attacked being invisible, but both hauled down together after having had machines over them for some time; this may have been due to telephonic warning.

In the Field,
25th. June, 1916.

Brigadier-General,
Commanding, 2nd Brigade,
Royal Flying Corps.

1st Printing Co., R.E. G.H.Q. 1970

OPERATION ORDER No. 9

G. 1022

730a

Reference 1/100,000 map.

1. O.C. 2nd Wing, on receipt of orders, will detail twelve B.E.2.c's under Captain Quinnell No. 7 Squadron, to proceed to VERT GALLAND aerodrome (6 miles S. of BEAUVAL on BEAUVAL - AMIENS road) for bombing operations in conjunction with 4th. Army offensive.
2. Objectives

Railway between DOUAI - CAMBRAI, preferably between AUBIGNY-au-BAC and CAMBRAI, and

The line DENAIN - CAMBRAI.

First objective Trains in movement.
Machines will fly at reconnaissance height, but on sighting a train will come down as low as practicable, but not lower than 500 feet, before discharging their bombs. If a train is stopped or derailed by bombs, as many as possible of the twelve machines will be at once sent out to complete its destruction.

Second objective
If no trains are seen bombs will be dropped from reconnaissance height on the two stations at CAMBRAI, one machine to each station.
3. Machines will work in pairs and will fly as follows - DOULLENS - ARRAS - AUBIGNY-au-BAC Junction - HORDAIN to CAMBRAI and then shortest way back to VERT GALLAND. Machines in pairs will leave VERT GALLAND every hour commencing at 5 a.m., when the last pair have returned all twelve machines will rejoin their Squadrons. The attacks as above will be continued daily until further orders. Machines will leave their Squadrons at such an hour as to ensure their being ready for work at VERT GALLAND at 5 a.m. daily.
4. Captain Quinnell, No. 7 Squadron, will be in command of the twelve bombing machines and will proceed by road to VERT GALLAND taking with him eight mechanics and one cook (detailed by O.C. 2nd Wing) with the necessary tools and small spares. This party will remain at VERT GALLAND until recalled, they must be ready to start at shortest notice. Petrol, Bombs, Oil and rations will be available at VERT GALLAND.
5. Protection of the bombing machines by means of offensive patrols will be carried out by the 9th. Wing. These patrols will not accompany the bombing machines.
6. One Lewis gun, ammunition, and two 112 lb. bombs will be carried. No observers will be taken.
7. These orders will not be communicated to anyone except Capt. Quinnell until arrival at VERT GALLAND. Pilots are to be forbidden to mention their mission in any way until the operations are concluded.
8. Return of machines, number of bombs dropped, targets and results as far as possible will be telephoned nightly to Brigade H.Q. by Squadrons. The usual bombing reports will be submitted with Squadron Record Book.

Issued at *Copm*

ACKNOWLEDGE.

T. J. Webb - Bowen
Brigadier General,
Commanding, 2nd Brigade,
Royal Flying Corps.

126
19th. June. 1918.

SECRET.

3. 10.22

731a

Captain QUINNELL.

It is not wished to incur heavy casualties in connection with bombing operations. You will therefore suspend bombing temporarily and report direct to H.Q., R.F.C. (at FIEHVILLERS) for orders should there be more than one casualty due to the enemy in any one day among the twelve machines under your command.

A similar report and subsequent orders by H.Q., R.F.C. will be made direct to this office as soon as possible.

In the Field.
18th June, 1916.

T. Dobb-Sumner
Brigadier-General,
Commdg. 2nd Brigade, R. F. C.

SECRET

G. 1006

332a

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

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

From this date until further orders
all machines fitted for bomb carrying will carry two
²⁰
112 lb. bombs.

These bombs will be dropped on known billets,
transport, or other targets as may offer themselves,
at such times as will not interfere with the work in
hand. No bombs may be dropped on the front line
trenches.

A record of the number of bombs dropped, targets
engaged, and results as far as observed will be sent in
daily with the Squadron Record Book.

In the Field,
26th. June, 1916.

Brigadier-General,
Commanding, 2nd Brigade,
Royal Flying Corps.

SECRET

G. 1039

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

1. Corps, or portions of Corps, are expected to move into their new areas by 1st. July. This date will therefore be taken as our approximate date of change over.

2. Squadrons will be allotted as follows :-

XIV Corps	...	No. 5 Squadron.	
Canadian	"	" 6	"
V	"	" 1	"
IX	")	" 7	"
I Anzac	")	" 16	" less three machines.
II	"	Three machines of No. 16 Squadron.	
II Anzac	"		

3. In the case of IX Corps, a senior Flight Commander will be told off to the command of the machines allotted to the Corps, he will be answerable to the Corps Commander for all duties performed by the machines told off to him. O.C. No. 7 will work personally with 1st. Anzac, and not with IX Corps, all internal Squadron affairs will go on as usual under O.C. No. 7. The three machines told off to the II Anzacs should not be changed. A Flight Commander may have to be detailed to this Corps by No. 16 Squadron. Machines for the H.A.G. of the Reserve Corps will probably be taken from No. 1 Squadron, this will be notified later. All flights, or portions of flights, attached to Corps, H.A.G's etc. will work from their own Squadron grounds.

4. Nos. 5 and 6 Squadrons will in all probability be run as a separate Wing for the period of Operations. Wing H.Q. will be at BROGLANDT. Arrangements have been made for telephonic communication direct from No. 5 to No. 6 aerodrome. Meanwhile you will make all necessary arrangements in these two Squadrons.

5. It is hoped to place a balloon in each Corps area. O.C. No. 2 K.B.S. will submit proposed locations for these as soon as possible. Two additional balloons for Command purposes may also be placed somewhere behind the V, IX, & IA, II Corps area, sites for these should be reconnoitred. As balloons come in they must be linked up by telephone to K.B.S., H.Q. and to their own Corps exchange. The two Northern ones will come under the new Wing, but this need not affect Major Mac Neece's general supervision, and the ordinary supply of stores.

6. The Corps photographic areas will be of the same depth as already marked on the map. During the next month No. 16 Squadron will probably require assistance in the II Anzac area; this you will provide as necessary. Squadrons will retain their present marking of prints. No. 7 Squadron will mark prints for the IX and I Anzacs in the same way, both being stored in the same photographic section.

7. Squadrons will gradually move their ground stations into their new areas as the Artillery arrives. The general effect of this will be to strip the II Anzac Corps. Three ground stations should be left in this Corps area as a minimum, it may be necessary to lend some more for their registration period, but the B.G., R.A. of this Corps should be warned that they will not have more than one machine up at a time during the battle.

8. Change of areas will rather upset the training of R.A. wireless operators. Squadrons should endeavour to train men from Batteries in their new areas.

In the Field,

27th. June, 1916.

Brigadier-General,
Commanding 2nd Brigade,
Royal Flying Corps.

SECRET

1060
G.

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

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

3342

Copy of Second Army letter I.G.924 (40/13)
of 20th. April, for your information.

The following amendment to 2nd Brigade
~~14/1498~~ 14/1498 (G) of 21st. April will be made.

Delete all para IV, and substitute -
Para IV,

Squadrons on demand from their Corps may take
photographs of the area behind the enemy's trenches, on
their Corps front, up to a distance of five miles in rear
of the enemy's front line. Photographs in rear of, or on
the flanks of this five mile limit must be demanded
through A.H.Q. and not through Corps Squadrons. The Corps
belt marked on maps already issued to Squadrons must be
photographed monthly. All photographs ~~in rear~~ of the area
in rear of our own lines must be asked for through A.H.Q.
On no account may any Squadron take a photograph in
another Squadron's area without a special order from the
Wing Commander, who will see that the plate is registered
by the Squadron in whose area it lies and not necessarily
by the Squadron taking it. Should any Corps ask for a
photograph outside its own area the Squadron concerned will
refer to the Wing Commander, otherwise duplication will
arise.

In the Field,
28th. June, 1918.

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

SECRET

II Corps
V Corps
XIV Corps
Canadian Corps
Anzac Corps
18th H.A.G.

Second Army.
I.G. 994 (40/15).

335a

1. A change is about to be introduced in the Photographic Branch of the Royal Flying Corps, in that a Photographic Section consisting of 1 N.C.O. and 3 men will shortly be attached to each Squadron of the Corps Wing and to one Squadron of the Army Wing.
2. This will permit Corps to order and obtain photographs direct from the Squadrons attached to them without the order passing through Army Headquarters. The necessary amendments will be made in "Instructions regarding Intelligence Duties".
3. Corps will, from midnight 25th/26th inst. onwards, arrange direct with their Squadrons for all new, or reprints of old, photographs required of the area behind the enemy's trenches on the Corps front up to a distance of five miles in rear of his lines. Corps will be responsible for the supply of photographs to all units, including Heavy Artillery and Tunnelling Companies attached to them. Photographs of the country in the enemy's occupation in rear of, or on the flanks of, the area mentioned above will not be ordered by Corps, and any photographs required of the area in rear of our own lines will continue to be demanded from A.H.Q. and not through the Corps Squadron.
4. The system of periodically photographing a belt approximately 2,000 yards in width in rear of the enemy's trenches, as laid down in "Instructions regarding Intelligence Duties", Sec.21 (1), will be adhered to, and the area to be
periodically

periodically photographed will not be changed without reference to A.H.Q. Corps will make their own arrangements for the periodic photography of the portion of this area opposite their front. Arrangements will be made to cover the whole Corps front not less than once a month, and this periodic photography will be completed as soon after the 1st of each month as possible.

5.b Heavy Artillery groups not attached to Corps will demand photographs through the Corps in whose area the objective lies.

6. Two copies of every photograph taken will be forwarded to Second Army (Intelligence); the location of the photograph being clearly marked on the back of one copy. A list of aeroplane photographs taken will also be published in Corps Summaries of Intelligence for the information of all concerned.

7. A copy of the orders which are being issued by 2nd Brigade, R. F. C. to Wings is attached.

8. Please acknowledge receipt of this minute.

20th. April 1916.

(Sd) B. Walcott, Captain,
for Major-General, G.S.,
Second Army.

SECRET

g. 1066

337A

Captain Quinnell, R.F.C.
(Through O.C. 2nd.Wing)

The following additional instructions are forwarded for your information.

1. The machines under your orders will proceed to VERT GALAND at 7 a.m. on 29th., or as soon after as weather permits. They will have some hours rest there before commencing operations.
2. Your party proceeding to VERT GALAND by road should start at 4 a.m. on 29th. On arrival report yourself by telephone to Advanced H.Q., R.F.C. A Staff Officer R.F.C. may be present to give you instructions for commencing operations, if not, ask for them on the telephone when you report yourself.
3. Report by telephone to Advanced H.Q., R.F.C. the departure, return and result of each flight of two machines.
4. Obtain permission from Advanced H.Q., R.F.C. every night before sending your machines back to their squadrons.
5. Keep a log of all flights giving pilots' names, number of bombs dropped, and results. If bombs get short inform Advanced H.Q., R.F.C. For spares apply to 4th. A.A.P. at BEAUVAL, three miles North of you on the main road, (first house you come to).

28th. June, 1918.

Brig-Gen.
Comdg. 2nd Brigade,
Royal Flying Corps.

SECRET

G. 1061

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

338 a

Reference Operation Order No. 11 (G.967)
dated the 24th. instant.

Para 2, line 2, for "6-30 p.m. to 7 p.m.", read "6-30 p.m.
to 8 p.m."

In the Field,
28th. June, 1916.

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

Headquarters

Royal Flying Corps.

A. 1080

Reference your F.114 of 26-6-16.

339a

I quite agree with the idea of making two classes of fitter. Providing that sufficient fitters are left in each Flight capable of really fitting and tuning up an engine, I think that a good deal of the cleaning and general attention to engines could be carried out by men of inferior knowledge. What this proportion should be it is hard to say. I think you will agree that the majority of our present engine defects are caused by lack of knowledge on the part of the mechanics. The present proposal will not raise the present general standard of knowledge, so I suggest that to begin with a very big proportion of fitters be left in each flight. As regards the necessary standard of qualification between Fitters and Engine men -

Fitters should be capable of using machine tools as found in Squadron workshops (this is a very simple attainment) and should be certified as able to assemble and ~~tune~~ up an engine. If he can really do this he should be able to correctly diagnose engine troubles without taking the engine down, this would fulfill most Squadron requirements.

Engine men should have had some training in assembling and disassembling an engine, this will give them a slight idea of what they are dealing with. The man from the push bike shop is really the most dangerous person in the R.F.C., as he does not know what he is playing with. Fitting a key, soft soldering are elementary fitters jobs.

The fitters capable of using a screw cutting lathe, or machine tools such as one would find in the Engine Repair Shops, are now mostly S.M.'s or Flight Sergeants, they are few and far between. In a year at the C.F.S. Workshops I only saw about six, and they were mostly sailors. There may be a very few odd ones about but they very soon come to the fore and are promoted. The present standard of mechanical

/knowledge

- 2 -

knowledge in Squadrons is very low, it generally depends on the
Technical S.M. and one or two of the W.C.O. fitters.

In the Field,
28th. June, 1916.

T. D. B. Jones
Brigadier-General,
Commanding 2nd Brigade,
Royal Flying Corps.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

41.