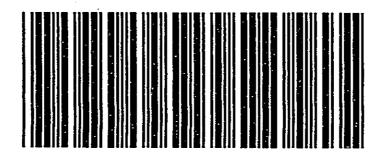
Australian Red Cross Society Wounded and Missing Enquiry Bureau files, 1914-18 War 1DRL/0428

694 Air Mechanic Class II William Douglas Sloane

Australian Flying Corps



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Douglas. is

.694 A.M. W. Douglas. Sloane

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From Ceptain Hume Robertion

To the Secretary frame Bureau Anse Rest +

HO. 2 AUSTRALIAN GENERAL HOSPITAL BOULOGNE.

No. 563

Occu Window The G.C. of Bryain Hill sense me a work to attend funcion of heart thapine - 1 sec by while source a heat Lapere " + 2 2 air mechanic Iloane tour burn Stoams is my nephew. The OC. Bygin the I surfact fact in wrong name The breezy Thing an air men might deanyway he sent it to my fordon fooders a cheerfully wound about way to find me when a military wice from Horselerry Road would have been in in a to allow me to get across - However there are by the way - I brand you, if my nephen is killed . I you can bearly find The it was look week this Show was killed, to tend the endres able to Horseley, Road for me after filling in the date of his death. of course if you are calling my secter you could put it in one of yours - but I thembe it better she should have one from me - Amy is me jame there - the mitter of Douglas He was a pine boy- She thought him safe in lay land . I fine in instantaneously" for I am led to believe by the account it was - I am sorry to timble you your homenery Mile Destin.

No 2 AUSTRALIAN GENERAL HOSPITAL

AUSTRALIAN 27
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RED CROSS.
From Captain Huma Robertson.
To Eec: Inquing Bureau Our Res Com
Works it be acting too much of you to advise 6421 Druen Alex Strong
10 the Battery
A.F.A.
of the death of his brother bearing
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69 Auri: Symedia
y it is true that he has ken killed.
I have written some strene to the
ther I few it is true.
i name !!
Chefen A.I.F
The second secon

A.I.F. 69th Squad A.F.C.

SLOANE A.M.W. 694

" Bel: Killed"

Killed in Flying 21-8-17 - at Biggin Hill Westerham Cert. by A.I.F. Hqrs 30-8-17.

M

London 31-8-17

September 19th, 1917.

The O.C.,
Wireless Testing Park,
Royal Flying Corps,
BigginsHill, Kent.

Dear Sir,

We are deeply grateful to you for the letter from one of your officers about the death of Lt. Shapira and 2/Air Mechanic Sloane, R.F.C., which occurred on August 21st, 1917. We are sure that it will be the greatest consolation and comfort to their relatives to know that they met with an instantaneous death and will you convey to Lt. who who make we cannot decipher our sincere who has for his courteous and detailed reply.

Yours faithfully,

V-D. SECRETARY.

October 3rd, 1917.

The continues of the second se

No 6421 Eriver A.J.Sloane, LOth Battery, Australian Field Art, B. E. F.

Desm Cim.

send you an account of the doath of your brother No 694 Air/
Hachanic W.D.Sloage, 69th Squad, R.F.C., which occurred under such tragic circumstances on 21.8.17 and we right to inform you of the following report given by Lt.Wilkinson, R.F.C., Biggin Hill, Kent, who mitnessed the accident.

He writes - "The O.C. had handed your letter over to me to answer. He considers it a metter requiring more personal actails then he could supply, and I was the last to sneak to them and one of the first on the scene of the accident. Their machine landed on the Aerodrome about 12.10.p.m. on August 21st, last. Lieutl Shapird was the pilot and 2/AM. Sloane, the gunner observer. They were on their may from South Carlton, Lines, to France via Lympne. They were a little off their course and havinghand some slight engine trouble came down on sighting our Aerodrome to have this remedied and to find their actual position. Their engine was put right and petrol tanks refilled by our mechanious Heanwhile Lieut. Shapird came to lunch with us and Sloane went to the men's dining but for his. Shortly after lunch, having got full details of their course, they climate/aboard and their engine was "run up" for them. They expressed themselves entirely satisfied and it was indeed running persectly. Just before they left a message came through from the Air Broad to the effect that if Lieut. Shapird thought the meather conditions were not good enough, he was not to start. This message I delivered to him while he was in his machine with the engine running. The weath was perfectly fit for flying and he just smiled and said "that's alright cheer oh" and proceeded to get away.

"He got off the ground perfectly and flew straight into the wind to get his proper height. having reached a height of some 600 feet, he turned to get on his course. Almost immediately the his machine started to spin slowly in flat circles, then the nose dropped and she went down in a spinning nose dive to earth. We heard the crash and saw a cloud of smoke descend from behind a clump of trees, and heard the popping of cartifdges. Immediately an ambulance and a hight tender proceeded to the spot, and, believe me, we lost no time in getting there, but we were unable to do anything for them. The machine was blazing from and to end, and it was impossible to approach her. A men who was working in the field in which she fell had tried, he told us, to drag them out with a long handled hay rake, but it was sonobvious that they were with a long handled hay rake, but it was sonobvious that they were dead that he gave up the attempt. The Doctor who reached the spot shortly after we did gave it as his opinion that their death was instantaneous. We got the fire out and took the bodies along to our Aerodrome where they were placed in a hut and a Guard mounted. An inquest was held, the verdict being accidental death when flying no one knows of course, what caused the machine to spin but it seems to be the general opinion here that it was due to an error of Judgement as to the right amount of bank required. We sent wires to all the British addresses amongst their personal effects advising them of the accident and the place and date of funeral. These were all contained in a note book belonging to Lt. Shapird, which together with all the personal belongings of them both handed over to the Australian Administrative Hants. The latter also undertook all arrangements for the funeral and would be able to give all detteils as to place etc. May I offer on behalf of all the officers here our sympathy with the relatives in their loss."

Trusting that it will be some slight domfort to know that his death must have been instantaneous and assuring you of our very sincere sympathy in your great loss.

Yours faithfully, F.P SECRETARY.