

CHAPTER V

INCREASING IMPORTANCE OF AIR WARFARE

FOR a time the Turks seemed disposed to fortify the outposts of the Gaza-Beersheba line. The garrisons at Weli Sheikh Nuran, Shellal, and El Auja were increased. Meanwhile the airmen of No. 1 and No. 14 Squadrons continued raiding behind the enemy's front. Murray Jones bombed Beersheba in mid-February and destroyed three German machines. Jaffa was shelled by a French battleship at dawn on February 25th, while Cole and Glen (observer), in a B.E., directed the fire by wireless. Simultaneously Williams and Lieutenants Drummond and R. F. Baillieu,¹ after a flight in the dark, bombed the German aerodrome at Ramleh. The British force was steadily concentrating about El Arish, and a visit of General Murray to the forward areas at the end of the month emphasised the fact. The enemy obviously smelt trouble coming; El Auja was found to be abandoned on February 27th, and on the night of March 4th the light horse patrols harried the Turks, who were discovered in the act of evacuating Weli Sheikh Nuran and Shellal. Shortly before midnight the airmen were aroused by news of this withdrawal, and at dawn, in a fog, six machines bombed the railhead at Tel el Sheria, whither the Turks from Weli Sheikh Nuran were withdrawing. This bombing force was drawn from both squadrons and met with a warm reception. The anti-aircraft fire was unexpectedly heavy. Cole had his petrol tank shot through and was compelled to land on his way home; and a D.H.1 of No. 14 Squadron was shot down, and both pilot and observer were captured. Williams, too, was nearly lost, through a curious accident which may be told in his own words.

"When I arrived at Sheria," he records, "I throttled down to lose height and bomb the railway station. I was just getting ready and was about 2,000 feet up when I got archies² all

¹ Capt R. F. Baillieu, M C, No 1 Sqn Of Melbourne; b. Queenscliff, Vic., 17 March, 1896.

² "Archie." See Glossary.

round me—by Jove they did stick, too! I went in and dropped my two 112-lb. bombs and the engine stopped. I am for Constantinople now, all right, I thought. I thought an archie had got my engine, for they were going off all round me the whole time. I tried all the petrol taps and could get no result; then undid my belt and stood up to see if anything was wrong in front, but saw nothing. During all this time I was being peppered with archies and I said to myself, 'Well, you might see I am coming down.' I dropped two smoke balls as distress signals to our other machines, but they seemed an awful way off and a long way above me. By this time I was nearly on the ground and was picking out a spot to land on, when I looked at my switch on the outside of the machine. It was *off*. I switched on and, thank Heaven! the engine started firing. She choked a bit at first, so I throttled back and then gradually opened up. The engine picked up and I was going again. By this time I was under 500 feet and was making for the Turks. They must have opened fully six or eight machine-guns at me, so I turned to get out of that." Williams's principal anxiety while coming down, he adds, was that there was an Australian mail due to arrive, and he would miss his letters. He escaped with his machine badly holed.

During March 6th all available machines bombed the busy Turkish railway running into Tel el Sheria from Arak el Menshiye, but the damage done was not great. The Turkish retirement from Weli Sheikh Nuran enlivened the whole front, and air operations were continuous from this time till the first attack on Gaza. The anti-aircraft fire over Tel el Sheria hit Lieutenant J. V. Tunbridge's³ machine during a patrol on March 7th; he was forced to land at Rafa, and set out to make his way home on foot through a country still considerably unsettled, over which Arabs of doubtful friendship were hunting for loot. He was rescued in an exhausted state by Lieutenants P. W. Snell⁴ and Morgan in a B.E., who saw him and landed to pick him up. Tel el Sheria⁵ was bombed by relays of raiders in the moonlight throughout

³ Lieut. J. V. Tunbridge, M.C.; No. 1 Sqn. Warehouseman, b. Ballarat, Vic., 13 Feb., 1894.

⁴ Maj P W Snell, A.F.C., R.A.F. Attached No 1 Sqn., 17 Feb.-24 May, 1917. Motor engineer, of Maryborough, Q'land, b. 12 Feb., 1890.

⁵ Sheria was till June headquarters of the enemy force in the Gaza-Beersheba line. In consequence of the British air bombing it was moved in July to Huj.

the evening of March 7th. Next morning six bombing machines attacked Junction Station, north of Arak el Men-shiye. While these raiders were out, considerable excitement was caused at the El Arish aerodrome by the appearance of a Fokker, which, at 4,000 feet, dived direct over the landing-ground. The watching Australians expected bombs; the German dropped merely a message bag^a and made off home again. Before his purpose was perceived, two Australian machines had left the ground to attack, but they failed to catch him. The message-bag was found to contain two letters from officers of No. 14 Squadron who had been captured a few days before, and one addressed to a German prisoner with the British. No. 14 Squadron promptly sent off two machines to Beersheba with a reply message, which thanked the Germans for the letters, and, on behalf of the Australians, apologised for having in the circumstances sent up two machines to attack the message-carrier. Then No. 1 Squadron sent out another patrol to drop bombs on Tel el Sheria.

With the day of the Gaza attack now approaching, attacks on Junction Station, a vital Turkish supply point, became increasingly important. During a raid of eight machines from the combined squadrons in the afternoon of March 9th, Heathcote from No. 1 Squadron was taken prisoner. He landed with engine-trouble in the sand-dunes north of Gaza, and Snell, who stood by for a time to pick him up, was unable to find a landing patch in the sand to permit of it. Arabs later brought in a message from the Turkish commander at Gaza saying that Heathcote was a prisoner. For a few days strong sandstorms prevented flying. The wind-driven sand, indeed, caused six train derailments on the desert railway in one space of twenty-four hours. In an interval between storms, Junction Station was again bombed on March 13th; on the way the raiders met a German scout near Gaza, but it fled on sight. As soon as the sandstorms were over, both squadrons resumed the bombing of the railway from Junction Station to Tel el Sheria. In one of these raids, on March 19th, a machine of No. 14 Squadron was shot down and had to land in sight

^a This method of correspondence between opposing airmen was a feature of war in the air on all fronts.

of the enemy. Baillieu and Ross Smith (observer) descended and picked up the pilot after he had burnt his machine. On the following day, coming home from another attack on the railway, McNamara repeated and surpassed this performance under most difficult circumstances. The enemy's anti-aircraft fire had been severe. Captain D. W. Rutherford's⁷ machine was hit, and the pilot landed in the presence of Turkish troops near the railway. McNamara, in a Martinsyde, though badly wounded in the leg, flew down at once to Rutherford's assistance and alighted close beside him. Rutherford climbed into the Martinsyde, but McNamara had not sufficient strength in his injured leg to control the machine on re-starting, and it crashed badly. They set fire to the Martinsyde and both then returned to Rutherford's machine—by this time in great danger of being captured by the Turks, who were running up—and started the engine. In spite of some damage to struts and fuselage, McNamara flew the aeroplane home, a distance of seventy miles, with Rutherford as passenger. It was a brilliant escape in the very nick of time and under hot fire.⁸

Murray's advance began on March 23rd with the occupation of Khan Yunis and Deir el Belah, immediately in front of Gaza. During the next two days the infantry moved up for the assault, with the light horse on the right flank; and at dawn on March 26th the attack on Gaza was launched. No. 1 Squadron had moved forward to a new landing-ground at Rafa, and was to have assisted the opening attack, but fog was so heavy that all machines had to turn back, and nothing of the ground could be seen from the air before 9 o'clock. The plan of attack was the same as at Maghaba and Rafa, but on a larger scale; Gaza was to be surrounded and stormed before the enemy could bring up reinforcements. Infantry attacked on the south and east; then on the north of the town came yeomanry, New Zealanders, and, next the sea, Brigadier-General Ryrie's light horse brigade. The assault was gallantly pressed, especially on the north,⁹ and nearly

⁷ Capt. D. W. Rutherford; No. 1 Sqn. (previously Light Horse). Salesman; of Rockhampton, Q'land; b. Rockhampton, 29 Sept., 1890.

⁸ For this performance McNamara received the Victoria Cross.

⁹ The Light Horse attack was so hotly pressed that the Australians and New Zealanders captured 800 prisoners in the north of Gaza town; including the general commanding the Turkish 53rd Division, and also several guns.

succeeded; but the Turks, though driven from the outskirts of the town, clung desperately to the main part of it, and the attacking forces were eventually withdrawn before the threat of strong enemy reinforcements which appeared from north and east. By March 29th the infantry had retired to a line on the Wady Ghuzze and were digging in there.

The airmen played an important part in this fight. Their patrols constantly reported the progress of the attack. The throwing of cavalry so far ahead around Gaza was a daring operation and could never have been undertaken without the aid of the air squadrons. When the Turkish relieving columns from Mejdal, Huj, Tel el Sheria, and Beersheba came upon the scene in the late afternoon, it was the air-watch which calculated and reported the strength and dispositions of those columns and superintended the withdrawal of the cavalry. The position on March 27th was doubtful. Murray's infantry were on the Sheikh Abbas ridge, with their desert flank thrown back, and the enemy apparently intended a threat against this flank. Constant air reconnaissance cleared up the situation, and by evening established the fact that a large force of Turkish cavalry, with guns, was marching around the rear of the camel corps on the British extreme right. Light horse were sent out to counter this threat, and while the British line was withdrawn that night to the Wady Ghuzze, the Turks also fell back to the Gaza-Hareira road. Next morning the artillery aeroplanes¹⁰ reported no enemy within range of the British guns. Rutherford and Lieutenant W. R. Hyam¹¹ (observer), in one of these artillery machines, were attacked from below by an Aviatik; both pilot and observer were wounded, and Hyam later died of his wounds. Murray Jones flew to their assistance and chased off the enemy, who had the speed of the Australian machines and could escape at will. This was the first serious air combat fought by No. 1 Squadron, and was the beginning of a long contest which ended in the driving of the Germans absolutely from the air. But that victory was not yet in sight, and many months of difficulty with inferior

¹⁰ An aeroplane observing for artillery signalled back the fall of each shell until the battery was on the target. "Artillery machines" were specially detailed for this duty, and generally did nothing else.

¹¹ Lieut W. R. Hyam; No. 1 Sqn (previously Light Horse). Farmer; of Bairnsdale, Vic; b Thirsk, Yorkshire, Eng, 20 Jan, 1891. Died of wounds, 30 March, 1917.

machines still lay ahead. With the hot weather now beginning the engines were over-heating, particularly the Beardmore engines in the Martinsydes. One of No. 14's machines descended in the sea on March 28th in consequence of this trouble, and Ellis came in that day from patrol with the white metal on his engine running liquid.

It became clear after a few days' doubt that the enemy was determined to hold the Gaza-Beersheba position, and that he was being strongly reinforced there. His air strength also was increased by many new machines, an event which he signalled by reconnoitring the British lines with hitherto unprecedented enterprise. Lieutenants C. de C. Matulich¹² and Lukis (observer), escorted by Murray Jones, were setting out on patrol on April 6th, when they encountered over Weli Sheikh Nuran five Germans making towards Rafa. Jones fought all five of the enemy till his machine was damaged and he was forced to land near Weli Sheikh Nuran. The Germans machine-gunned and bombed his aeroplane while it lay on the ground, but Jones himself escaped unhurt. Matulich flew back to Rafa and warned the aerodrome. Three more Martinsydes then went out and engaged this German formation between Weli Sheikh Nuran and Tel el Sheria; there were several duels, but none of them decisive, and the enemy made off. During the fighting two other hostile aircraft bombed Bir el Mazar. The fact was that each army could see the other plainly preparing to renew the battle for Gaza—the British tanks and heavy howitzers coming up from the desert must have been easily evident—and bombing by each side was maintained strenuously. In reply to the attack on Bir el Mazar, four Australian machines and several from No. 14 Squadron set out in the night of April 7th to raid the Ramleh aerodrome. Lieutenant N. L. Steele¹³ smashed two hangars with his bombs, and Drummond, Murray Jones, and one British pilot also hit the aerodrome; the others failed to find it, and bombed Gaza instead.

The Germans replied on April 12th by attacking the Rafa aerodrome at dawn with three machines. In quick retaliation seventeen machines from the combined squadrons left the

¹² Lieut. C. de C. Matulich; No. 1 Sqn. Electrical engineer, of Adelaide; b. Peterborough, S. Aust., 6 May, 1894.

¹³ Lieut. N. L. Steele, No. 1 Sqn. Student; b. Kew, Melbourne, 6 Dec., 1895. Died of wounds, 20 April, 1917.

aerodrome at 9 o'clock and heavily bombed the Turkish positions in the Beersheba line. Another German raid on Rafa and a second raid by No. 1 Squadron on the Beersheba positions followed in rapid succession before midday. Similar raids and counter-raids marked the three subsequent days while Murray's troops were moving up on Gaza, and the fire of heavy artillery on each side increased notably. Bombing attacks were not the only demand on the airmen; the Turkish position was daily reconnoitred, and by April 18th all British heavy guns had been registered upon allotted targets. The Turkish guns were cunningly hidden, and to locate them the artillery machines would fly up and down the line marking down every flash; the enemy's field batteries in some places were obliging enough to open fire upon the observing airmen and remove all doubt about a concealed position. Nevertheless, some of the enemy's guns in Gaza were not discovered before the battle.

The advance began in the night of April 16th. The infantry occupied the Sheikh Abbas ridge and at daylight the tanks—used here for the first time on the Eastern Front—worked round the ridge to mop up Turkish posts. There followed two more days of preparation, searching for hostile batteries, and ranging of artillery and ships' guns on the Gaza-Hareira positions, and then, after a two hours' preliminary bombardment came, with dawn on April 19th, the second assault on Gaza.

It was again a failure—a failure far worse than the former attempt, which nearly succeeded. This time there was no attempt at envelopment, but a frontal attack in force along the ten or twelve miles of entrenched defences. The infantry's effort made little impression; the enemy's guns were not only well concealed but also numerous and exceedingly well served. The fight was not marked by any special incidents in the air. Murray Jones and Steele, on patrol at one time after noon, met five German machines and engaged them with a few bursts of machine-gun fire; though both the Australians' guns jammed badly, the two reached home without hurt. The patent failure of the attack on the first day encouraged the enemy to counter-attack, and an intercepted wireless message warned Murray's troops of bomb raids and a hostile flank movement timed for

next morning. At the expected hour German airmen duly attacked the British camps, and Turkish cavalry was massed at Hareira for some action, but this did not seriously develop. Williams, leading a patrol of three B.E.'s and two Martinsydes, found this cavalry assembling and bombed it severely; thereafter it did not make its thrust. That the bombing drove the heart out of the Turkish horse was confirmed by later intelligence. Steele was lost on this adventure; his Martinsyde was shot down by gun-fire, and the pilot died of his wounds soon afterwards.

The enemy's anti-aircraft artillery was particularly well served, as is manifest from the number of aeroplanes shot down or damaged by this means. On April 21st, the day following Steele's death, Williams and Lieutenant E. S. Headlam¹⁴ (observer) were reconnoitring Tel el Sheria, with Cole and Tunbridge escorting in Martinsydes, when Cole's machine was hit by a piece of shell and forced to land. Williams went down after him and picked him up after he had burnt his machine.¹⁵ Lieutenants G. C. Stones¹⁶ and Morgan, in an artillery machine, were shot down by gun-fire over Gaza on May 30th; they fell within the British lines, but both were killed.

Eight months had brought the Egyptian Expeditionary Force under Murray from the Suez Canal Defences to the entrance into Syria. In the eighth month Murray had twice failed to take Gaza, which blocked his advance into Palestine, and his army now sat down for a spell of six months of trench warfare, to await reinforcements of artillery and infantry and a new leader. That leader was found in General Sir Edmund Allenby,¹⁷ who came from the command of the British Third Army in France. He arrived in Egypt in June and took over the command from Murray at the end of that month. In August the so-called "Eastern Force" and the Desert Column ceased to exist as such. With large reinforcements now received, the Eastern Force was converted into two army corps—the XX (Chetwode) and the XXI (Bulfin)—while the Desert

¹⁴ Lieut. E. S. Headlam; No. 1 Sqn. (previously Camel Corps). Law student; of Hobart and Launceston, Tas.; b. Nant, Bothwell, Tas., 26 May, 1892.

¹⁵ Cole had also previously been shot down by anti-aircraft fire on March 5th.

¹⁶ Lieut. G. C. Stones, No. 1 Sqn. (previously Light Horse). Artist and orchardist; of Tresco, Lake Boga, Vic., and Matlock, Derbyshire, Eng.; b. Wisbech, Cambridge, Eng., 31 July, 1882. Killed in action, 30 May, 1917.

¹⁷ Field-Marshal Viscount Allenby, C.C.B., G.C.M.G., G.C.V.O., p.s.c. Commanded Third Army, B.E.F., 1915/17; E.E.F., 1917/19; High Commissioner for Egypt, 1919/25. Of Felixstowe, Suffolk, Eng.; b. Brackenhurst, Southwell, Notts., 23 April, 1861. Died, 14 May, 1936.

Column became the Desert Mounted Corps (Chauvel), including the Australian Mounted Division and the Anzac Mounted Division.¹⁸ The enemy also was greatly reinforced. The period April-October, 1917, was one of strenuous preparation for a pitched battle for the gate to Palestine. Both British and Turks laid railways and water pipe-lines and brought up troops, guns, and vast quantities of ammunition. Active operations during this period were confined almost entirely to the air. On the British side the air force was increased in order to equip the growing army with an aircraft service on European lines. Each corps required its corps flying squadron for strictly local reconnaissance work and other multifarious duties. The army wing had to be strengthened with a squadron of fighting scouts. Most important of all, improved types of machines were necessary, so that British and Australian airmen might combat the enemy's technical superiority. As the air force grew, it had to be re-organised, and in April, 1917, orders were published that British flying officers attached to No. 1 Squadron must leave that unit, and that Australians must take their places. One effect of this order was that in May Rutledge returned to the Royal Flying Corps and Williams took command of the squadron. It was not till October 5th that, in pursuance of this re-organisation, No. 1 Squadron was formally incorporated in the 40th (Army) Wing of the Palestine Brigade, R.F.C.

From April, 1917, onwards, therefore, the air work on the fighting front became steadily more arduous and important. Existing maps had to be corrected and new ones made, and in this task the survey companies of Royal Engineers at Army Headquarters depended chiefly upon the airmen's photographs of vast stretches of country. The progress of the Turks' defensive work, and of their organisation far back along rear communications, had daily to be watched and recorded, and, while for the time being the artillery battle diminished, bombing raids correspondingly increased. In the desert in 1916, during operations of smaller forces, aeroplane patrols had for the most part been conducted without air fighting. Now the concentration of growing forces upon a smaller and definite front, the accumulation of supply dumps and communications services, and the necessity which each

¹⁸ See note at end of chapter.

command felt for daily information concerning the other's preparations and intentions, awoke intense rivalry in the air. Reconnaissances hitherto unmolested were challenged, and had to be pressed against the opposition of hostile aircraft. Bombing raids were not merely repaid in kind—and No. 1 Squadron henceforth dropped four bombs for every one from the enemy—but, as far as possible, were forestalled and prevented. In short, air fighting began to assume the aspect to which pilots in France had long become accustomed. Upon special patrols, and later upon special squadrons, was imposed the duty of seeking out and destroying the enemy's aircraft wherever they might be found—in the air or on their aerodromes—in order that other British machines might perform with the least possible interruption the essential daily work of detailed reconnaissance, photography, and artillery observation.

Till better machines arrived the British airmen almost invariably had the worst of air combats. On May 11th Tunbridge fought a duel with a Fokker; a bullet exploded a Very-light cartridge in the Australian machine, and Tunbridge had to descend with his clothing on fire. He landed successfully, but so badly burnt about the body that he was discharged invalided to Australia. Five days later Murray Jones fought another engagement with a German scout, and was forced to land, wounded in the leg. Against the handicap of inferior equipment the British airmen, however, never gave in, and where they could not take revenge upon the enemy in the sky they bombed his camps and aerodromes. They assisted the cavalry in tearing up sections of the Turks' El Auja-Asluj railway in the desert on May 23rd, and Cole and Drummond bombed Abu Harefa on May 30th. Under the redoubtable Felmy¹⁹ a German air raid was organised on May 25th against

¹⁹ There were two brothers of this name associated with the German air service in Palestine. Felmy the elder was in command of the first German squadron to proceed to that front early in 1916. It consisted of fourteen C1 Rumpfers (150-h.p. Mercedes engines). When other units joined the original squadron, Captain Felmy was raised to the command of the whole air service on the enemy's Mediterranean front. He apparently did little flying over the lines, and returned to Germany in March, 1917. The Felmy here concerned was the younger Felmy, who began his service as pilot in the early squadron commanded by his brother. He was an expert airman, and Colonel Williams in his diary speaks of him as "easily our most formidable opponent." Lieutenant Felmy was responsible for the two attacks upon the desert pipe-line from Kantara to the front, which supplied the British Palestine army with water. With the arrival of a squadron of Pfalz scouts for the German service, Felmy the younger was given command of it. He was afterwards reported by an Australian prisoner to have been killed in an accident at Damascus aerodrome. Actually in August, 1918, he was injured in a landing in a burning aeroplane, but returned to Germany and, after nine years' commercial flying, rejoined the German Air Force of which he was still a member in 1939.

the British railway communication from Kantara. Three of the enemy landed in an Aviatik near Salmana and tried to blow up the railway, but they were surprised and driven off by the British West Indian guard, and left behind several articles and a note from Felmy asking for information about lost enemy airmen. Felmy was a stout and enterprising opponent, and under him the German airmen became distinctly more aggressive. In June they flew almost daily over the lines, and the slower Martinsydes rarely managed to prevent them. It was an unsatisfactory and unequal contest. The need for improved British aircraft was made clear again in the disaster to Lieutenant J. S. Brasell²⁰ on June 25th. He was flying the only B.E.12.a (a newly-arrived machine) in the squadron, in escort of a reconnaissance patrol near Tel el Sheria, when he was attacked by three Fokker scouts, shot through the head, and fell inside the enemy's lines.

Failing to come to terms with the enemy in the air, No. 1 and No. 14 Squadrons organised further raids on his aerodromes. In the early morning of June 23rd, before dawn, seven Australian machines bombed Ramleh, while a formation from an R.N.A.S. squadron attacked from the sea the Turkish railway centre at Tul Keram. The Ramleh raiders smashed two German aeroplanes on the ground, but otherwise effected no important damages. A more exciting raid was one by eight machines on June 26th on the Turkish Fourth Army headquarters at the Mount of Olives, Jerusalem. The attack considerably annoyed the Turks, who immediately afterwards placed six anti-aircraft guns on the Mount.

But on the way home the raiding formation met with an extraordinary series of accidents. Near Beersheba the engine of one B.E. seized, and the pilot, Lieutenant C. le B. Brown,²¹ was forced to land. Cole, in a Martinsyde, and Lieutenant R. A. Austin,²² in a B.E., landed alongside Brown and burnt his machine, and Austin picked him up. The formation then resumed its flight homeward, but about five miles south-east of Beersheba Austin's engine also seized, and he had to land

²⁰ Lieut. J. S. Brasell; No. 1 Sqn. Electrical engineer; of Melbourne; b. Wanstead, Essex, Eng., 1889. Killed in action, 25 June, 1917.

²¹ Lieut. C. le B. Brown, M.C.; No. 2 Sqn. (previously Light Horse). Station overseer, of Inverell, N.S.W.; b. Paterson, N.S.W., 14 Sept., 1892.

²² Capt. R. A. Austin, M.C.; No. 1 Sqn. (previously Light Horse). Station manager; of Lake Bolac, Vic.; b. Etlyer, Vic., 21 June, 1893.

with his passenger. The ground was bad; Cole landed and first tried to take off both Austin and Brown, and then one of them alone, but could not achieve either effort in the Martinsyde. Finally his engine stopped, and the machine landed badly from a drop of ten feet and broke its under-carriage. The three airmen buried a camera and their guns, and started to walk in through a dangerous stretch of No-Man's Land. They were rescued by the light horse outposts. Meanwhile, hovering about to give assistance in case of possible attack, two more pilots, Lieutenants J. H. Butler²³ and L. M. Potts,²⁴ exhausted petrol and oil and both had to land near Khalasa; they were picked up by the remainder of the formation and left their machines unburnt, in the hope of salving them. Later pilots went out in a tender with petrol and oil to bring in the abandoned B.E.'s, but the Turks and Arabs had meanwhile hacked the fabric of them to pieces and only the engines were worth carrying back.

Note.—In March, 1917, the order of battle of the E.E.F. was:—

CAVALRY.

Anzac Mounted Division.
Imperial (later Australian) Mounted Division.
5th, 6th, and 22nd Yeomanry Brigades.

INFANTRY.

52nd (Lowland) Division.
53rd (Welsh) Division.
54th (E. Anglian) Division.

Reinforcements swelled this force, and under the re-organisation it appeared thus:—

CAVALRY.

Desert Mounted Corps.

Anzac Mounted Division.
Australian Mounted Division.
4th Cavalry Division.
5th Cavalry Division (arrived March, 1918).
Imperial Camel Corps Brigade, re-organised as cavalry, June, 1918.

²³ Lieut. J. H. Butler; No. 1 Sqn. (previously Light Horse). Jackeroo; of Hobart, Tas., and Darling Downs, Q'land; b. Bellerive, Hobart, 19 Jan., 1894. Died, 30 April, 1924.

²⁴ Lieut. L. M. S. Potts, No. 1 Sqn. (previously Light Horse). Bank clerk; of Lane Cove, Sydney; b. Karori, Wellington, N.Z., 11 March, 1895.

THE AUSTRALIAN FLYING CORPS

INFANTRY.

XX Corps.

10th (Irish) Division (arrived September, 1917).

53rd Division.

60th (London) Division (arrived June, 1917).

74th (Yeomanry) Division (formed January, 1917, left for France, May, 1918).

XXI Corps.

3rd (Lahore) Division (arrived April, 1918).

7th (Meerut) Division (arrived January, 1918).

52nd Division (left for France, April, 1918).

54th Division.

75th (Territorial and Indian) Division (arrived October, 1917).

The 42nd Division, which served in the desert advance, left for France early in March, 1917.

AIR FORCE.

Till near the end of 1917 No. 1 Squadron, A.F.C., and No. 14 Squadron, R.F.C., were the sole flying units with the Palestine army. At the end of 1917 or during the summer of 1918 the Palestine Brigade, R.A.F., was organised and the air strength was increased to these proportions:—

5th (Corps) Wing.

No. 14 Squadron, R.A.F.

No. 113 Squadron, R.A.F.

No. 142 Squadron, R.A.F.

40th (Army) Wing.

No. 111 Squadron, R.A.F.

No. 144 Squadron, R.A.F.

No. 145 Squadron, R.A.F.

No. 1 Squadron, A.F.C.

No. 21 Balloon Company—Nos. 49, 50, and 57 Balloon Sections