

AWM4

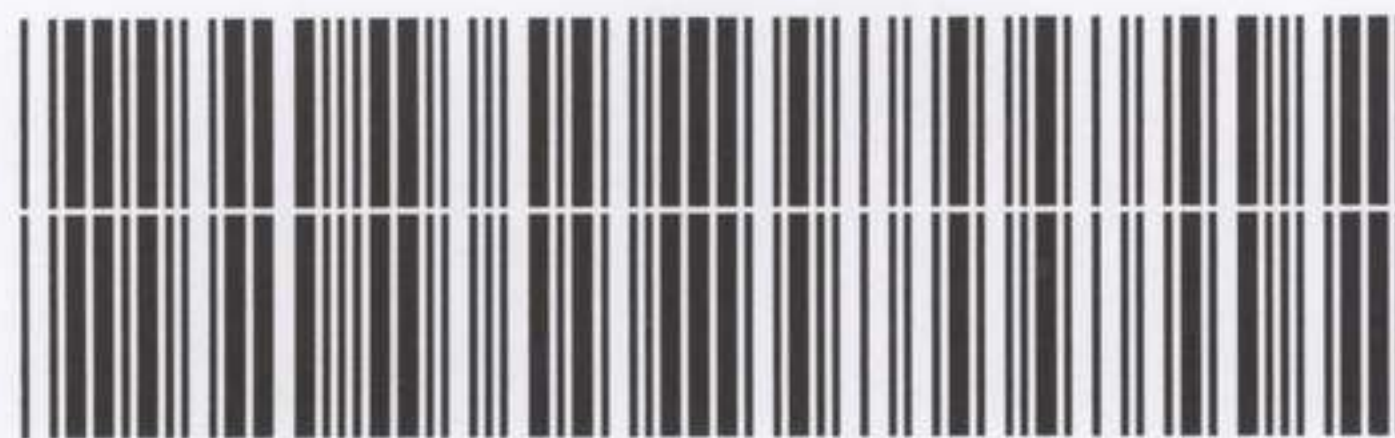
**Australian Imperial Force unit war diaries,
1914-18 War**

Flying Corps

Item number: 8/1/5

Title: 2nd Brigade, Royal Flying Corps

August 1916



AWM4-8/1/5

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.)

10/7

Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
OXELAERE	<p>AUGUST 1916 <i>2nd Brigade R.F.C.</i></p> <p><u>Positions of Units</u></p> <p>H.Q. 2nd Brigade - - - - -</p> <p>- 2nd Wing - - - - -</p> <p>- 11th Wing - - - - -</p> <p>Squadron No 1 - - - - -</p> <p>- No 6 & 29 - - - - -</p> <p>- No 5 - - - - -</p> <p>- No 16 - - - - -</p> <p>- No 20 - - - - -</p> <p>Kite Balloon Sq^{ds} H.Q. - - - - -</p> <p>- Sect No 2 - - - - -</p> <p>- Sect No 9 - - - - -</p> <p>- No 15 - - - - -</p> <p>2nd Army Aircraft Park - - - - -</p>	<p>OXELAERE Shet 27 O 176 25</p> <p>EECKE - - - - - R 20d</p> <p>NIEPPE - - - - - T 11a 2nd</p> <p>BAILLIEU - - - - - 28 S 9c</p> <p>ABEELE - - - - - 27 K 36a</p> <p>DROGLANDT - - - - - 27 K 1a</p> <p>LA GORGUE - - - - - 36a L 33 central</p> <p>CLAIRMARAIS - - - - - 27 K 276</p> <p>MONT ROUGE - - - - - 28 M 22 4 2 5</p> <p>- - - - - 28 M 29 a 0 0</p> <p>- - - - - 36 B 20 6 2 4</p> <p>- - - - - 28 H 19 central</p> <p>HAZEBROUCK - - - - - 27 V 276 52</p>

R. J. Barton Capt Staff Capt 2nd Army Aircraft Park

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INTELLIGENCE SUMMARY.

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
AUGUST 1916		
1st	<p>Fine, misty in morning. Army Reconnaissance LILLE-MOUSCRON MENIN-WERVICQ-HOUTHEM carried out by No 20 Sq. 2 Lieut Dabbs & 1 AM Stewart of No 20 downed a FOKKER near ZONNEBERE. Six other indecisive combats. Bomber raid carried out by 18 machines of 2nd Wing on LEDEGHEM STA, photographs taken show good results; 11 machines of No 29 escorted the 18 BE 2's. 31 112 lb bombs were dropped.</p>	
2nd.	<p>Fine, fairly misty all day. Bomber raid carried out by 2 machines from Nos 5, 6 & 16 squadrons escorted by 3 Moranes of No 1 Squadron. Zeppelin sheds at BRUSSELS. Capt Dowding, Lt Davidson, Lt Brooke & 2 AM Handley reached their objectives, Lt Leach had to return owing to engine trouble; Captain Snook seen to turn down LEDEGHEM, he failed to return. Two 112 lb bombs were dropped 10 to 20 yds from the Zeppelin shed at ETTERBEEKE, 2 AM Handley dropped two 20 lbs bombs from the same shed. The other two dropped theirs near the shed at EVERE. 13 machines of Nos 5, 6 & 16 Sq also carried out a raid on Railway sidings at COURTRAI escorted by 5 FE 2's & 6 De Havilland Scouts. 27 112 lb bombs were dropped doing considerable damage to Railway & sidings. This party met the BRUSSELS party at AUDENARDE on their way back. HA active, 1 indecisive combat. 213 hrs 37 min flown by Brigade</p>	<p>776a P/W Barton Capt Staff Capt 2nd Sd. Bde</p>

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
	AUGUST 1916.	
3rd	Fine but slightly hazy. Lieut Reid with Capt Dixon Spain as observer of No 20 Sq brought down a H.A. near GHELUVELT; Captain Maxwell & 1/AM Stewart of No 20 brought one down between HOUTHEM & ZONNEBEKE. Seven 20lb bombs dropped on various dumps. Four officers from 2nd Wg visited SOMME battlefields.	
4th	Cloudy most of day - strong N wind. Army Reconnaissance carried out by 1 machine of No 20 Sq at dawn. Four 20lb bombs dropped on dumps.	
5th	Overcast most of day. Great many practice flights. No H.A. seen all day. No 9 K. B. Section successfully ranged on 2 targets with 6" guns. No 5 Sq carried out 1 Tactical Reconnaissance.	
6th	Cloudy, clearing later. Four intensive combats. Three machines laden with 30 phosphorus bombs each from following squadrons, nos 5, 6 & 16 started on an attack on Hostile Balloons. Six balloons were up at the start but all were hauled down almost before machines had crossed the lines. Bombs were dropped on the balloons on the ground but nothing was hit. One or two fires started. Lieut Gibbon had a forced landing in a corn field - on striking the ground all the bombs exploded - the machine was totally wrecked, the pilot escaped unharmed. Six De Havilland Scouts of No 29 Squadron escorted the machines.	<p style="text-align: right;">377a</p> <p style="text-align: right;">M. J. Marton Captain Staff Captain 2nd Col. A. G.</p>

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
7 th	Low clouds all day. Some successful artillery cooperation carried out by Squadrons. No 9 K.B. Section raged the 11th H.A. & on LILLE CITADEL & WARNETON in retaliation for the shelling of BETHUNE. At 3.45 pm. 3 shells fell near the trench of No 9 K.B.S.	
8 th	Fine but hazy. Hunt Moon of No 1 Sq got to within 25 yds of an Albatross & shot it down - it fell in flames near FRELINGHEM - one of the occupants jumped out. There were indecisive combats. Five machines of No 5 & few of No 6 carried out a bombing raid on Rly Sta at ROULERS - they were escorted by 6 Delta Scout of No 29 & 5 FE 2 ds of No 20. Most of bombs fell in fields beside railway line. Both No 9 & No 15 balloons were shelled - no damage done to No 15, No 9 balloon pierced in 23 places. Army Reconnaissance BECELHERE - ROULERS - THOUROUT - FOREST of HOUTHOUST carried out at dawn by No 20 Sq. Five machines of No 20 also went to GHENT to pick up useful objects for a proposed night flight there.	
9 th	Fine all day. Army Reconnaissance HAUBOURDAIN - TOURNAI - PECQ - LANNOY - DU-NORD carried out by No 20 Squadron. Photographs taken of LANNOY & River SCHELDT. H.A. active on their side of river - indecisive combats, Hunt Moon of No 1 had 3 separate encounters, Hunt Oliver & Sgt Mumford of No 1 Sq drove an Albatross down to the ground. Gen BE ^s escorted by 4 Morane Biplanes dropped 77 20 lb bombs on the billets at TENBRIELEN. Smoke from 3 p.m. onwards.	<p>378</p> <p>W. J. Woarton Captain Staff Captain 2nd Bde</p>

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INTELLIGENCE SUMMARY.

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
10 th .	Low clouds & mist all day. Nothing but practice flights carried out.	
11 th .	Low clouds & mist all day. Four targets ranged on successfully 3 off from 11th Wing & 1 from Hq. Bde visited Fourth Army Area.	
12 th .	Thick mist till 4pm. Village of HOUTHEN bombed by mine machines of 2nd Wing in retaliation for attack on Canadians. They were escorted by 4 Morane Biplanes. Seventy two 20lb bombs dropped, mostly on the huts in village. Seven targets were successfully ranged on.	
13 th .	Low clouds all day. Eleven targets successfully ranged on by aeroplanes & 4 by kite balloons. A lot of practice flying done.	
14 th .	Low clouds & strong S.W. wind all day. Captain Scott No 6 Sq dropped two 112lb bombs on ATELIER RLY STA. LILLE at 12 midnight. They dropped on the buildings on the EAST end of the sidings. Green sparks were seen to come from the buildings. Hint Ast of No 6 also went out but could not find the objective. Captain Archer (pilot) & Captain Gordon (observer) of No 42 Sq proceeded from ST OMER to BAILLIEU. The remainder of Squadron still at ST OMER. August 14 th 1918. <i>near back wheels of No 15 K B S which when balloon was in air.</i>	<p style="text-align: right;">3792</p> <p style="text-align: right;">R. W. Barton Capt Staff Capt 2nd Bde A.S.C.</p>

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
15th	Low clouds & strong wind all day. Seven machines of No 42 Sq arrived at BAILLIEU from IAD, rain prevented remainder leaving. No 20 Squadron had two indecisive combats. No 5 Sq registered one target successfully.	
16th	Low clouds all day. Two targets successfully raged.	
17th	Low clouds all day. Last night Captain Katta of No 5 Sq dropped two 112 lb bombs on the billets at ZONNEBEKE from a height of 500' but was unable to see the bursts. Fourteen targets were successfully registered. Four 20 lb bombs were dropped during the day. No 2 K. B. Section silenced one hostile battery and directed 7th Siege Battery on to a train in COMINES STATION	
18th	Low clouds all day & rain. Pilot Johnston & Flight Sgt Lawford made two practice night flights at midnight. No 6 Sq carried out a successful contact patrol in conjunction with the 3rd Canadian Infantry Brigade. No 2 K. B. S. registered two targets successfully. Four officers from Bde visited 4th Army Area	1800
19th	Low clouds & rain at times. Six machines of 2nd Wing escorted by five of 11th Wing started out to bomb VYFWEGEN but returned as ground was not visible from 6000'. Four 20 lb bombs dropped during the day.	P. J. Barton Captain Staff Captain 2nd Brigade 11 F.C.

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INTELLIGENCE SUMMARY.

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
20th	Low clouds and showery after 11 am. Army Reconnaissance COMINES - WERVICQ - MENIN - COURTRAI carried out by No 20 Squadron. Photographs specially asked for by Army taken by No 5 Sq. Six targets registered by machines and 1 by No 15 K. B. Section.	
21st	Low clouds all day. Army Reconnaissance RIVER LYS to MENIN - ROULERS - ZONNEBEKE carried out by one machine of No 20 Sq at dawn. No unusual movement. R. Peach of No 16 Sq registered 1 target, obtaining a direct hit on a bomb or ammunition store. At 1 am a hostile aeroplane dropped 3 bombs near No 9 K. B. S. the nearest falling 350' from balloon.	
22nd	Low clouds till after 5 pm. Eleven targets successfully registered by aeroplanes & 5 by balloons. The wireless aerial of No 2 K. B. Section was struck by lightning - the operator was thrown on the ground.	
23rd	Overcast all day, some rain. 18 targets registered by aeroplanes, five by balloons. R. Randall of No 1 Sq obtained an OK on a farm which produced an explosion, probably ammunition. No 16 had 1 indecisive combat.	
24th	Low clouds all day. An indecisive combat in air. Lieut Stobart of No 29 Sq killed this afternoon getting off the ground.	

1812

M J Boston Captain
Staff Capt
2nd Bde RAC

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
25th	Overcast but clouds high. Army Reconnaissance BECELAERE-MOORSLEDE-ROULERS-THOUROUT carried out successfully by No 20 Squadron. Successful artillery registration carried out - W Elliott, No 5 Sq obtained 3 OK's on a hostile battery position, two hits on gun pits, one being a direct hit. Nine machines of 2nd Wing escorted by 4 machines of No 29 Sq, dropped 18, 112 lb bombs on dump & railway sidings at YPFWEGEN. Lieut Turner, No 29 Sq missing, believed brought down by hostile AA fire E of YPRES.	
26th	Low clouds, showers & high wind.	
27th	Strong West wind, low clouds & showers all day.	
28th	High wind & low clouds till 6 pm. Ten targets registered by machines. No 1 Sqdn took some photos at the demonstration given by 2nd Army School of Instruction at WISQVES - they also carried out some Infantry co-operation at the same place.	
29th	Low clouds, thick mist and thunder. No 16 Sq registered four targets - one shot caused a great explosion at CANTELEUX, W of LA BASSEE.	
30th	Very heavy rain & gale all day.	

3892

R J Barton Capt
Staff Captain
2nd Bde Wg

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INTELLIGENCE SUMMARY.

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Hour, Date, Place	Summary of Events and Information	Remarks and references to Appendices
<p>31st</p>	<p>Fine but hazy in morning. Clouds later in afternoon. Army Reconnaissance WARNETON - COMIKES - WERVICK - TOURNAI - MOUSCRON - RECKEM - COUCOU - MENIN - QUESNOY carried out by No 20 Sq. No unusual rail, road or canal movement. Hostile Aircraft active - mine indicative combats by No 20 Sq. Five BEs of No 5 Sq bombed the ammunition dump at PASSCHENDAELE. Five BEs of No 6 Sq bombed the barracks at HOUTHEN. Five Morans of No 7 Sq carried out a successful reconnaissance of the hostile aerodromes on Second Army front.</p>	<p>P. J. Weston Staff Captain 2nd Bn 9832</p>

SECRET

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

G. 1858

3842

OPERATION ORDER No. 18

Reference 1/250,000, Sheet 1.

1. The following objectives will be attacked, weather permitting, on the 2nd. August
'A' The three Zeppelin sheds in the vicinity of BRUSSELS.
'B' The railway yard on the S.W. outskirts of COURTRAI.
- b2. Objective 'A' O.C. 2nd. Wing will detail machines as under.
Six B.E⁸, with big tanks, each carrying two 112lb. bombs and 4½ hours' fuel.
Two B.E⁸ will be told off to attack each shed. Pilots may dive to not less than 1,000 feet for this purpose. On no account may bombs be dropped on BRUSSELS. Rallying point for B.E⁸ after attacking will be over STRYTHEM cross roads, about 9 miles W. of BRUSSELS on the road running W. from BRUSSELS to WINOVE.
Four Morane Biplanes each carrying a passenger will act as escort. During the bombing the escort will patrol over BRUSSELS observing the effect of the bombs dropped, and will subsequently pick up the B.E⁸ at STRYTHEM.
A supporting patrol of F.E⁸ will meet the returning party over AUDENARDE about 2.50 p.m.
All the above, except the F.E⁸, will rendezvous on the ground at ABERLE at 11 a.m.
B.E⁸ leave the ground at 11.30 a.m. and cross Lines at 6,000 feet; Moranes leave the ground at 12.20 p.m.
5. Route to be followed both out and back - COURTRAI - AUDENARDE - SOTTEHEM - STRYTHEM.

/ OBJECTIVE 'B'

385a

OPERATION ORDERS No. 18 (Continued)

4. OBJECTIVE 'B' O.C. 2nd. Wing will detail 15 B.E^s each carrying two 112lb. bombs.

O.C. XI Wing will provide one group of five F.E^s, and six De Havillands in two groups of three each as escort.

Rendezvous over BROGLANDT aerodrome at bombing heights at 2 p.m.

On arrival at COURTRAI the 5 F.E^s will continue as far as AUDEWARDE, where they should meet the BRUSSELS machines returning about 2-50 p.m. The F.E^s will escort this party home, and should patrol the vicinity of AUDEWARDE for 30 minutes if they have not previously picked up the returning machines.

The two groups of De Havillands will escort the COURTRAI bombing machines throughout their journey.

Issued at 10 p.m.

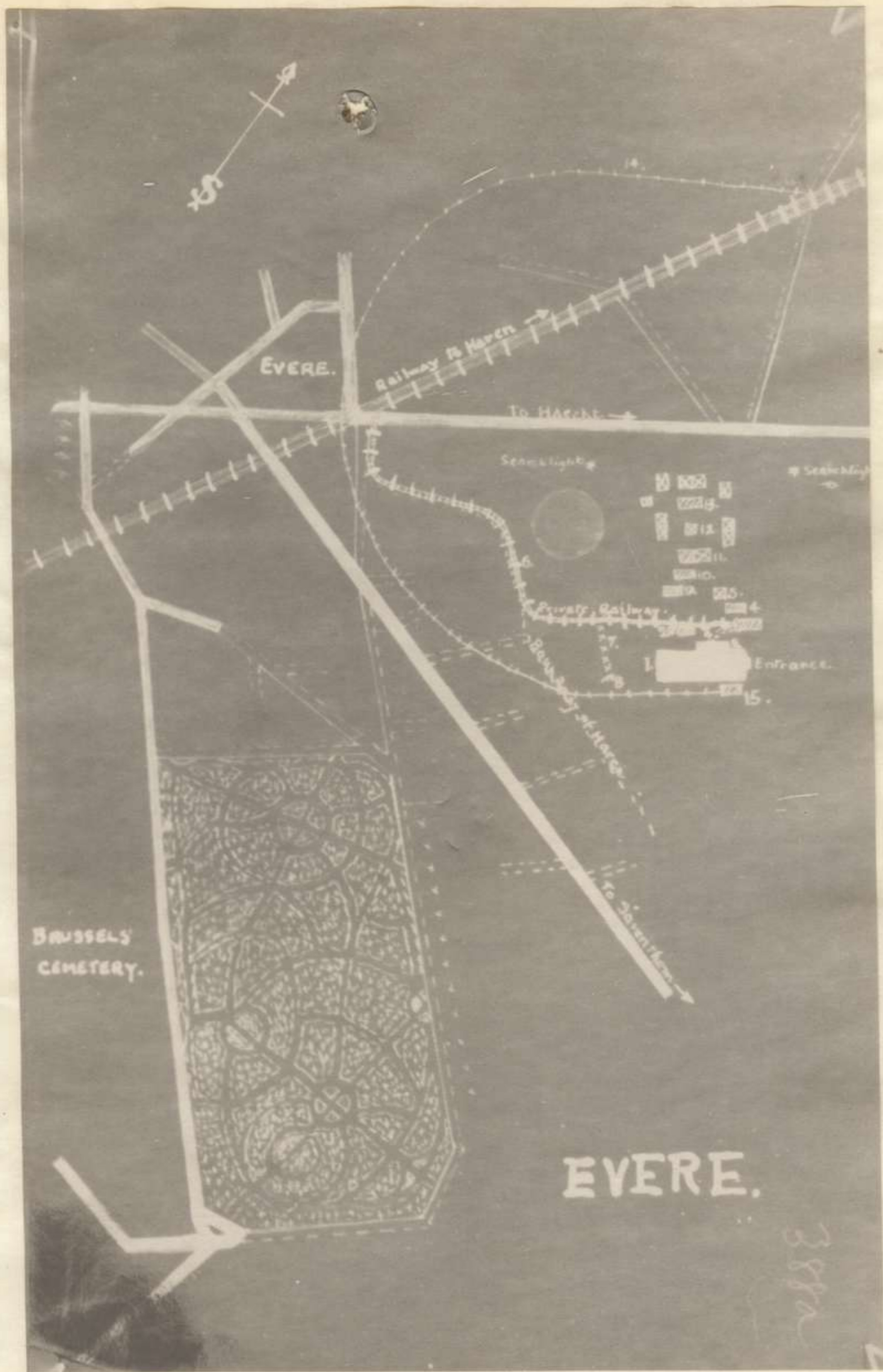
ACKNOWLEDGE

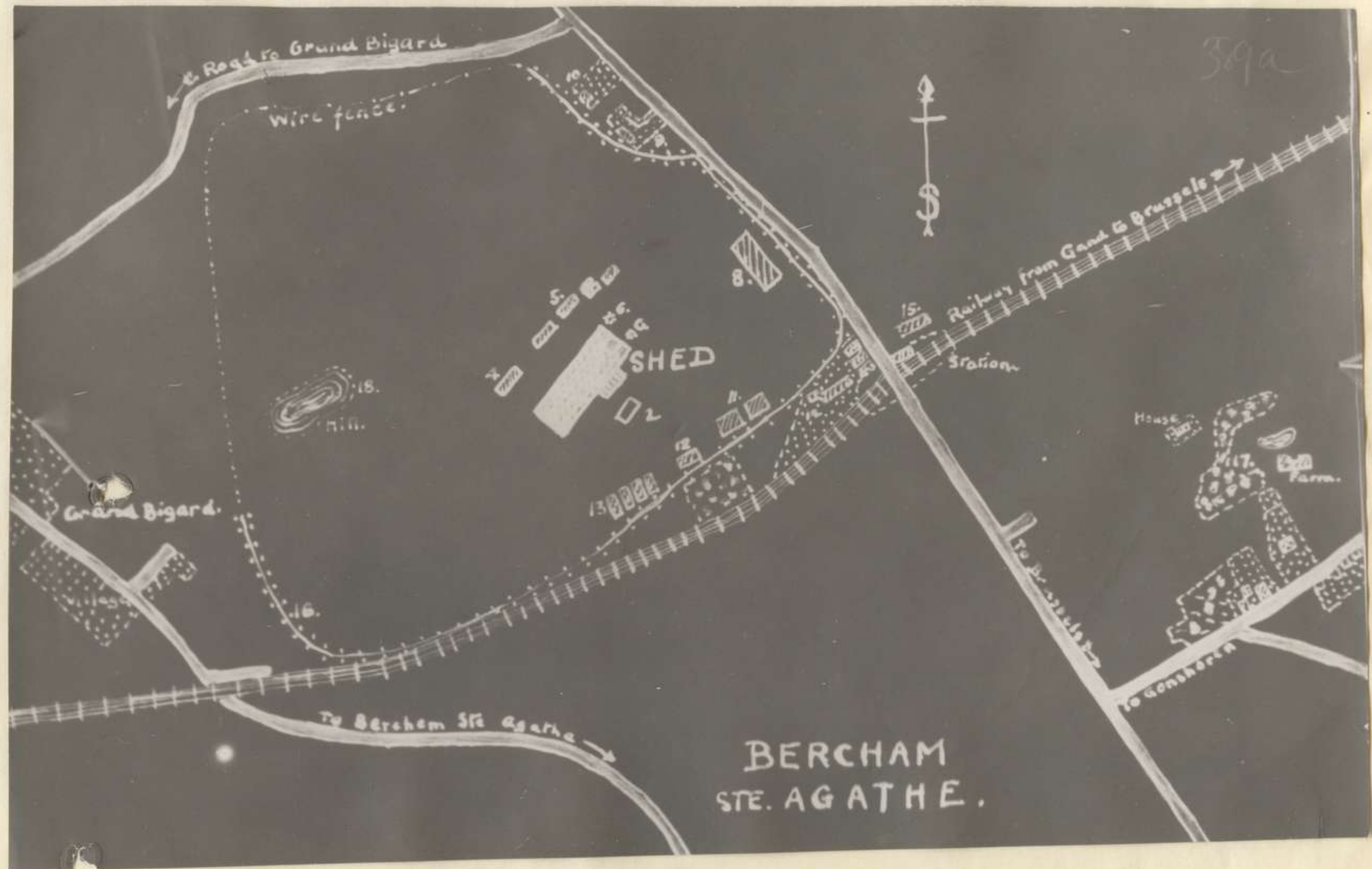
In the Field,
1st. August, 1916.

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









SECRET

Copy No.

3900

OPERATION ORDER No. 441

by

MAJOR-GENERAL H.M. TRENCHARD, C.B., D.S.O., A.D.C.
Commanding Royal Flying Corps,
In the Field.

Tuesday, August 1st, 1916.

1. A bombing raid on the Airship Sheds at BRUSSELS will be carried out by the 2nd Brigade, R.F.C. on the 2nd instant, weather permitting. There are three sheds situated as shewn on the enclosed photographs.
2. Six B.E's will carry out the raid, escorted by four Morane Biplanes. Two B.E's, each carrying two 112 lbs. bombs will attack each of the three sheds. They will be fitted with the extra tank, and will carry as much petrol as the General Officer Commanding, 2nd Brigade, considers necessary. All fittings not required, such as wireless fittings, will be removed, so that the machines may travel as light as possible.
3. Simultaneously with the raid a demonstration will be made by as many offensive patrols as can be made available, operating on the Eastern limit of the 2nd Army reconnaissance area.
4. The exact time of the raid is left to the discretion of the General Officer Commanding, 2nd Brigade, but it should take place in the middle of the day.

Adv.H.Q., R.F.C.
1st August, 1916.

Rame
Lieut-Colonel,
General Staff.

Copy No. 1 to 2nd Brigade,
" " 2 Retained.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date August 1st 1916

Objective and time of attack.	Type of aeroplane.	Pilot.	No. and description of bombs dropped.	Height at which dropped.	Effects actually observed.	Results pilot thinks he obtained.	Action of enemy.	Remarks.
Station & sidings at LEDEGHEM 3-20pm	B.E. 2d	Capt. Downey	2 112 lb.	8000'	Both dropped about 150 yds. N.E. of station	Nil	a/a	
Sidings, Station & railway at Ledeghem 3pm Bombs dropped at 3-30pm	B.E. 2d	Capt. Davidson	2 112 lb.	7000'	Both dropped at about L. 2.6 7.5 but did not see the bombs	?	a/a	Very misty but town very easy to find
Station & sidings at Ledeghem 3-20pm	B.E. 2d	Lieut. Massey	2 112 lb.	8200'	Both dropped S. of sidings towards town L. 3.6 2.3	?	a/a	Very misty
ditto Bombs dropped at 3-25pm	B.E. 2d	Cpl. Drew	2 112 lb.	8250'	Dropped bombs on L. 8. a. 8. 3. just south of siding on permanent way track	Destroyed Railway track	a/a	ditto
ditto 3-25pm	B.E. 2d	Lt. Leask	2 112 lb.	8000'	Bombs fell amongst trees at side of track	Did considerable damage	a/a	"

(Sgd) J. G. Bourne Lt
for Major R.F.C.
Op. No. 16 Sqdn. R.F.C.

391a

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date August 1st 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.
Station & sidings at LEDEGHEM. 3.20pm.	B.E.2D.	Capt. Dowding.	2 112 lb.	8000	Both dropped abt. 150 yards N.E. of Station.	Nil.	A/A	
Sidings Station & railway at Leddegham. 3pm. Bombs dropped at 3.30pm.	B.E.2D.	Capt. Davidson.	2 112 lb.	7000	Both dropped at about L.2.b.7.5. but did not see the bursts.	?	A/A	Very misty but town very easy to find.
Stations & sidings at LEDEGHEM. 3.20pm.	B.E.2D.	Lt. Massey.	2 112 lb	8200	Both dropped S of siding two towards Town. L.8.b.2.3.	?	A/A	Very misty.
ditto Bombs dropped at 3.25pm.	B.E.2C.	Opl. Drew.	2 112 lb.	8200	Dropped bombs on L.8.a.8.8. just south of siding on permanent way.	Destroyed Railway Track.	A/A	ditto.
ditto. 3.25pm.	B.E.2D.	Lt. Leask.	2 112 lb.	8000	Bombs fell among huts at side of track..	Did considerable damage.	A/A	

J. J. Howell Lt
for Major. RFC.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date 31st July 1916

Objective and time of attack.	Type of aeroplane.	Pilot.	No. and description of bombs dropped.	Height at which dropped.	Effects actually observed.	Results pilot thinks he obtained.	Action of enemy.	Remarks.
<i>Trucks at 36 N. 17 E 3. 1 7-35 pm</i>	<i>B.E. 2c</i>	<i>Capt. Dowling</i>	<i>2 20lb. Hales</i>	<i>6000'</i>	<i>Nil</i>	<i>Nil</i>	<i>n/a.</i>	<i>Both clouds very wide to the East. Conditions v. difficult. Air exceedingly bumpy & thin.</i>
<i>7-40 pm</i>	<i>B.E. 2c</i>	<i>2 Lt. G. Kirkman</i>	<i>1 20lb Hales</i>	<i>6000'</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Bomb observed to fall short. Conditions difficult.</i>

3932

Adv. Headquarters
Royal Flying Corps

G. 1875

394a

Report on attack on Zeppelin Sheds at BRUSSELS on 2-8-16.

For this attack the following machines were detailed by the 2nd. Wing, R.F.C.

6 B.E⁵ and 4 Morane Biplanes as escort. Owing to casualties to machines on the previous evening the escort was reduced to three, and one B.E.2.c returned from the Lines as it was unable to attain height within the allotted time.

The B.E⁵ came under A.A. fire at LEDEGHEM and one of our machines (Captain Snook, No. 5 Squadron) was here seen to turn West, and is now reported missing. Other Pilots are of opinion that A.A. fire had been effective on this machine which was then endeavouring to reach our lines.

Two machines had been detailed to each shed, but Lieut. Davidson (No. 5 Squadron) reports that there is no shed at BERGHEM as shown on sketch map, he therefore attacked the EVERE shed.

No direct hits were observed on sheds but the four 112lb. bombs dropped at ITTERBEEK were within 10 to 50 yards of their objective; with these bombs some material damage was certainly done. This shed was observed to be empty. The bombs at EVERE were seen to fall about 100 yards N.E. of the shed.

A.A. and M.G. fire was opened upon our machines during the attack. One hostile machine was seen but ^{this} they did not attack although it pursued some way.

The four B.E⁵ then met at the rallying place (STRYTHEM cross roads) covered by their escort and returned to AUDENARDE. Between this place and COURFRAI they met a supporting patrol of five F.E⁵ within five minutes of the appointed time. These twelve machines returned together safely. All the machines engaged on this operation kept

/extraordinarily

Adv.H.Q.,R.F.C.

395a
Sheet 2.

extraordinarily well to their time table and landed just within
the time allowed for the journey.

Squadron bombing reports herewith.

Engines are being examined and a report on fuel consumption will
be rendered later.

In the Field,
2nd. August, 1916.

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

396a

G. 1876

Adv. Headquarters

Royal Flying Corps

A successful bomb raid was carried out to-day by 13 machines of the 2nd. Wing. Objective - COURTRAI Station, sidings and yard. Much damage was done. The following was observed by escorting machines -

Two direct hits on rolling stock.

Two on the buildings in close proximity.

Two columns of smoke was seen ascending South side of railway sidings.

Four bombs seen to drop in railway yard.

One bomb on main line

One bomb on a railway truck.

Squadron bombing reports herewith.

There was a marked increase in A.A. fire, and hostile aircraft activity.

All machines returned safely.

In the Field,
2nd. August, 1916.

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

397a

Officer Commanding,
No. 29 Squadron,
Royal Flying Corps.

Officer Commanding,
11th Wing,
Royal Flying Corps.

Herewith reports by officers of my Squadron on
bomb dropping carried out today on COURTRAI Railway Yards:-

Lieut. Stobart: When over COURTRAI Goods Depot I saw 2 bombs
make direct hits on the rolling stock.
Two on the building in close proximity.
Two in the adjacent fields.

Lieut. Sherwood: Two large columns of reddish-brown smoke
observed ascending from South side of Railway
Sidings.

Lieut. Curlewis: Four bombs seen to drop in Railway Yard.
One bomb on main line just outside yard.

Sgt. Noakes: I observed 1 bomb drop on a railway truck,
and several close to the Railway.

Roman Major,
Commanding No. 29 Squadron,
Royal Flying Corps.

G. O. C.,
2nd Brigade,
R. F. C.

Forwarded.

Roman Major for
Lieut-Colonel,
11th Wing,
Royal Flying Corps.

In the Field.
2nd August, 1916.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date 2nd August, 1918.

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.
Zeppelin Sheds at EVERS. 1.35pm	B.E.2c. Extra Tank.	Capt. K.T. Dowding.	2 112lbs Bombs	2000	Nil	Nil	A/A & Pursuit by 1 hostile Aeroplane (biplane)	<p>Brigade leader had to turn back at COURTRAI. One machine could not get height and did not cross the lines. Remaining four went on and dropped bombs on objective. Apparently no bomb hit the shed. Almost all fell in the same place viz. about 100 yards North East of target. All machines collected at rendezvous (STRYTHEM) H.A. pursued at about four miles distance. Did not gain F.E.'s met just south of COURTRAI on return journey. A/A particularly active at MENIN on outward journey and moderately so at BRUSSELS. Morane escort not seen except one machine which joined the raid at TOURCOING on return journey.</p>

K. L. Dowling
Major, R.F.C.

O.C. No. 16, Squadron, R.F.C.

399a

4000
SECRET

o. 1892

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

OPERATION ORDER No. 19

1. The following objective will be attacked on 4th. August, weather permitting.
Sheds supposed to contain ammunition in Sheet 20 R.53 a 9.0, and R.53 b 0.3, near the Factories on N.E. of ROULERS.
2. O.C. Ind. Wing will detail 15 B.E.^s each carrying two 112lb. bombs.
3. O.C. XI Wing will provide one group of five F.E.^s, and two groups of three De Havillands as escort. One group of De Havillands will fly 500 feet above and behind the leading bombing Squadron; the other group will look out for machines getting out of formation, the F.E.^s will act as rear guard.
4. Rendezvous over BROGLANDT aerodrome at bombing heights at 4 p.m.

ACKNOWLEDGE.

Issued at 5 p.m.

In the Field,
3rd. August, 1916.

(S) J.A. Loder
Captain,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

41891

401A



Aldo H.Q } + Second Army
R.F.C.

Herewith detailed reports by the leaders
of Bombing machines and Escort.
They seem to be somewhat confused as
to the location of the several sheds
the one at Andelrecht may be the Berch
one, a mistake having been made in the
main road close to it, but the railway
ought to have made this easy to
locate. Can you please get any other
check on this information.
The tactical information contained in
these reports was communicated at
once to I Brand Second Army.

ut3

3/18/16

SECRET.

REPORT ON BOMB-RAID ON ZEPPELIN

SHEDS AT BRUSSELS:- 2/8/16.

402a

The first machine left the ground at 11-35 a.m. all the other following in quick succession. By 12-25 p.m. all the machines had reached the specified height of 6000 ft, except one, probably that of Lt. Leask; which was subsequently unable to cross the lines on account of insufficient height. His exhaust pipes during the climb were emitting frequent puffs of white smoke.

At 12-25 the other 5 machines were very nearly in formation and the Very's light pistol signal to start was given. The lines were crossed at 12-30. The machines kept well together till COURTRAI when the leader had to turn and go home. The reserve leader with the three remaining machines carried on. Hostile A.A. was particularly active and accurate at MENIN and COURTRAI, but was not encountered after the last named town, until BRUSSELS.

The Morane escort failed to pick us up.

The weather got very thick at ALOST where the raid temporarily lost its way, but the right route was almost immediately picked up.

Clouds at 2500 ft. were hanging over BRUSSELS, which did not interfere with bomb-dropping. This was carried out at heights varying from 1000 to 2000 ft. at 1-35 p.m. As far as could be seen no damage was done to the ZEPPELIN SHEDS. BRUSSELS appears to contain 3 A.A. Batteries. One near EVERE, one on the West side of the river, and one on the Western suburb further out. This remark only applies to the NORTHERN and NORTH-WEASTERN portions of the city.

All the machines collected at the rendezvous STRTYHEM, between 1-40 and 1-45 and started homewards in close formation.

AUDENARD was reached at about 2-25 p.m.

Consequently the F.E. escort detailed to join up at that place was not there. They were picked up just SOUTH of COURTRAI on the way home and a Morane Biplane joined either then or shortly afterwards.

This was about 2-45 or 2-50 p.m.

The lines were recrossed at 11000 ft. FRELINGHEM at 3-5 p.m. A.A. being rather quiet.

The machines then separated to their respective aerodromes.

No interference from Hostile Aircraft was experienced.

One Biplane, presumably hostile was seen to be following from BRUSSELS for about 20 or 30 miles at a respectful distance, apparently 3 or 4 miles but did not gain, and was not seen after the F.E.'s joined up.

The large sidings at the NORTHERN end of BRUSSELS was particularly active, containing about 30 full trains, 3 or 4 of which were in motion, but the place did not appear to be a dump.

(Sgd) K.T.Dowding, Captain,
Royal Flying Corps.

2/8/16.

COPY.

Headquarters
2nd Wing,
R. F. C.

403a

Report on escort to bomb attack on BRUSSELS 2-8-16

On leaving No 1 Squadron aerodrome when at 2000 feet, saw B.Es crossing the line. Followed B.Es to COURTRAI, after which they were lost sight of in heavy A.A. fire and mist. Between MENIN and COURTRAI, one B.E. was attacked by a Fokker which was evaded, and the Fokker, seeing the biplanes, made off.

At BRUSSELS.

Lieut. Oliver and Sergt. Cook saw two B.Es. over EVERE Hangars. Three bombs were seen to explode between 100 to 30 yards West of the Hangars.

2/Lieut. Newton and Lieut. Reynolds saw one B.E. over ETTERBEEKE, but no bursts.

2/Lieut. Brand and ~~Lieut. Reynolds~~ saw one Lieut. Garro-Jones saw two B.Es. going S.W. over BERCHAM ST& AGATHE, two bursts were seen about 100 to 200 yards West of the big shed amongst some small buildings.

Several officers saw a large black mark on East end of Airship shed at BERCHAM. Lieut. Oliver thinks it was a hole in the roof, and the general opinion is that one end of the shed was open and empty for at least 20 yards from the opening, and when seen through glasses. Two hangars were also seen on BERCHAM aerodrome, but no movement or machines were seen. Lieut. Reynolds saw a large shed (appeared to be a long shaped one with domed roof of a yellow colour) just W. of BRUSSELS in N.E. corner of large green field just South of BRUSSELS - NINOVE road at about T of AUDERLECHT (ref. 1/250,000 N.W. Europe Sheet 1 and part of 4).

2/Lieut. Newton reports transport about one and a half miles long on the largest street running S.E. out of BRUSSELS, parked under trees.

Several Officers report large numbers of barges in canal basin, just N. of town. A very large amount of rolling stock was seen in goods station just N. of town and E. of canal. About 40 lines of rolling stock were seen here on siding about two miles long. No engines with steam up.

One large hangar, about same length as BERCHAM Hangar, only about twice as broad, of a brown colour at SCHAEERBEEK, just N.E. of BRUSSELS.

After leaving BRUSSELS.

Line of trenches about 2,000 yards long at ROTELN - BERG, about 3 miles S. of AUDENARDE. Returning towards the lines, about LINSSELLES, a Fokker was seen rising to attack a B.E.2.c but dived away towards LILLE on seeing Morane Biplanes. ~~Observation~~ Observation balloon shelter seen at Sheet 28. V.11 d 10.1, behind some trees.

In the Field,

2-8-16

(Signed) G.F.Pretzman, Major,

Comdg. No. 1 Squadron, R.F.C.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date 27/3/16

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.
2 3 16 Dump at J.S. d. S. a 8 20pm	B.E. 2c H162	Lt Thompson	One 20lb	7000	Full shell in a field		Fair a.a. shelling	Hay-hay. One bomb failed to drop
36. O. 38. d. 1. S 7. 45pm	B.E. 2d	2 Lt Bagot	Two 20lb	6500	1 Full shell in FOURNES 2 full by side of packing cases.		do.	Hay
35 Railway siding T. 17 d. 0 S 7-5 AM	B.E. 2c	2 Lt Mackenzia	Two 20lb	7000	Too misty to observe actual effect	Possible damage to Railway lines	Heavy a.a. firing	
					(Sd)	D.H. Poole		Mayn
					Team	16 Sqn		16

100485

Leaf
G 1886

405a

O.C. 2nd Wing
some Squadron Com^{ds} still do not realize that
their Corps has first call upon their
machines, particularly for Artillery work
Bombing is subsidiary to artillery work at
all times, unless specially mentioned, and
Squadron Com^{ds} are not to take machines
away from prearranged shoots to go
bombing. Corps should be consulted as
to what artillery machines are likely
to be required each day, the Wing
Com^{dr} can then be ^{quickly} informed of the
Squad cannot find the number of
bombing machines detailed in Orders
without interfering with Artillery work.
The Wing Com^{dr} ~~should~~ make up his
numbers from other Sqdns, or inform
the Base if he cannot find the number
of machines ordered.

Local protection is still being carried out.
This is unnecessary in the vast majority
of cases and should rarely be used
if the target is so far behind the
enemy lines, and H.A. so numerous as
to render local protection necessary it
may be done, but in all other
cases the regular patrol of our front
is ample protection and must suffice.
Assistance can quickly be called for.

Waba

to use part of the line by methods
already laid down.

W3

1/3
1/8
1/2

SECRET.

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

Wings 407A
O.S./1769.

1. All previous orders concerning firing from the ground at British aircraft by night will be cancelled from 8 p.m. on the 4th August.

2. From the above mentioned hour the following orders will come into force:-

3. PROHIBITED AREA -

The following is constituted a "prohibited area" for all aircraft between the hours of sunset and sunrise:-

The area lying between the sea and a line drawn through BOULOGNE - WATTEN - BOURBOURG - GRAVELINES.

Gun, rifle and machine gun fire will be opened without warning and without delay on any aircraft flying over this area between the hours of sunset and sunrise.

4. DEFENDED AREAS -

In addition to the "prohibited area," certain areas are defended against aircraft by anti-aircraft guns and machine guns. These areas will be designated "Defended areas."

Should Armies or the I.G.C. wish to make any other areas "defended areas" three clear days notice must be given to G.H.Q.

A list of "defended areas" is attached.

5. Firing against aeroplanes by night.

(a) Rifle and machine gun fire.

(1) "Prohibited area"

- 408a
- (i) "Prohibited area" ; For orders regarding fire in the "prohibited area" see para 3 above.
- (ii) "Defended Areas" : Aeroplanes will as far as possible avoid flying over the "defended areas" by night. In cases where such flights are unavoidable, a Klaxon horn will be sounded by an aeroplane at frequent intervals, as a warning against fire from friendly guns. Rifle and machine gun fire will be opened on any aeroplane crossing a "defended area" by night, which does not sound its Klaxon horn.

N.B. As an additional precaution, aeroplanes when flying 6 miles or more behind our own trenches at night, should, if possible, light their navigation lights, which are on the outer edge of bottom planes and on the tail. The fact that a machine is not showing navigation lights is not, however, to be taken as proof that it is an enemy machine.

- (iii) Other areas: In areas other than "prohibited" and "defended" areas no rifle or machine gun fire will be opened on aeroplanes by night, unless they disclose their hostile identity unmistakably by dropping bombs, or opening fire.

(b) Anti-Aircraft gun fire.

The following will be the procedure in connection with night flights by Aeroplanes:-

When a night flight by aeroplanes is contemplated, R.F.C. Brigades and independent wings will notify the H.Q. of the Army concerned, in sufficient time to permit of all Anti-Aircraft Artillery being warned. At the same time R.F.C. Brigades and independent wings will inform the H.Q. of the Army whether they wish this information passed on to neighbouring Armies.

If there

If there is a possibility of machines flying in the neighbourhood of BEAUQUESNE at night, R.F.C. Brigades and independent wings will notify the O.C., 23rd A.A. Battery direct.

Whenever warning of a night flight has been given, a further report will be sent to the H.Q. of the Army concerned when all machines have returned to their aerodromes.

Between the time of the first intimation regarding the despatch of a flight and the receipt of the report as to its return to the aerodrome, no fire by Anti-Aircraft guns against aeroplanes is to take place, unless the aeroplane unmistakably proves itself to be hostile by dropping bombs or opening fire.

After the receipt of the latter report, fire will be opened on all aeroplanes unless they comply with the provisions of paragraph 5 (a) (ii) above.

6. Fire against airships by night.

(a) Rifle and machine gun fire.

(i) "Prohibited area": For orders regarding fire in the "prohibited area" see para 3 above.

(ii) "Defended" and other areas: Rifle and machine gun fire against any airship is prohibited unless the airship has revealed its hostile character unmistakably by dropping bombs.

(b) Artillery fire.

(i) Intimation will be given to General Headquarters from time to time to Armies for communication to all concerned as to the area through which the Allied airships are likely to pass during specified periods. All troops occupying that area will be warned by the Army concerned

that

409a

4.

That during the period specified no firing against airships will take place.

(ii) As it will not always be possible to define the exact route to be followed, and in order to convey the identity of the airships, and to act as a warning against fire from our own artillery, airships will be provided with signal rockets or various coloured lights.

Copies to:-

French Mission.
Belgian Mission.
Commodore, Dunkirk.

The colouring of the lights will be changed from time to time under instructions to be issued by General Headquarters.

G.S.O.(a).,
R.F.C.,
A.G.,
Q.M.G.,
A.A.,
D.A.S.,
E-in-C.

Until further orders the colours of the lights will be red, or the colour of the day as given in the French daily table of colours forwarded to Armies from time to time.

(iii) Except in the areas and during the periods referred to in para. 6 (b) (i) above, the artillery will regard all airships as hostile, unless they make the special signal referred to in para. 6 (b) (ii).

7. In future no orders regarding firing at or signalling to aircraft by night are to be issued by Armies or the I.G.C. without previous reference to General Headquarters.

8. The French Regulations remain in force in the French Area and must be made known to all concerned so that any French aircraft which may fly over the British Area may be recognised as such.

General Headquarters.,
3rd August, 1916.

(sgd) J. BURNETT-STUART,
Brig. Genl,
for Lieutenant-General
C. G. S.

SECRET

410a

To follow Para 8.

With reference to the above G.H.C. instructions.

Aeroplanes in the 2nd. Brigade, R.F.C. may still signal their identity when over 2nd. Brigade aerodromes by means of Very Lights. It must be clearly understood that this is a method of signalling only used by R.F.C. to R.F.C., and is not understood by other Arms.

The Klaxon is the sole signal to be used when near "Defended areas". These areas are to be avoided as far as possible in night flying. — In the case of ABEBLE warning of night flying to the Machine Gun Company will probably save much trouble.

4-9-18.

R. J. Barton
Captain,
for Brigade Major,
2nd Brigade,
Royal Flying Corps.

GENERAL HEADQUARTERS

BEAUQUESNE (N.2, Sht.57d).

MONTREUIL

HESDIN

FIRST ARMY

HOUDAIN (J.33. Sh.36b)

LAPUGNOY (D.15. Sh. 36b)

St.VENANT (P.4 Sh. 36a)

TREIZENNES (N.6. Sh.36a)

SECOND ARMY

CAESTRE (W.3. Sh. 28)

ABEELE (L.26. Sh.28)

SERAZEELE (W.29. Sh.28)

THIRD ARMY

MONDICOURT (O.2. Sh.57d)

AVESNES le COMTE (J.31. Sh.51c).

SAVY (D.4. Sh.51c).

LIGNY St.FLOCHEL (T.30. Sh.36b).

FOURTH ARMY

FLESSELLES (7 miles N.N.W.
of AMIENS).

RESERVE ARMY

PUCHEVILLERS (N.27. Sh.57d).

AUTHIEULE (B.25 .Sh.57d).

BOUZINCOURT (W.7. Sh. 57d).

HEDAUVILLE (P.34. SH.57d).

LINES OF COMMUNICATION

DUNKIRK

CALAIS

ADDRUICQ

St.OMER

BOULOGNE

ETAPLES

ABBEVILLE

ABANCOURT

ROUEN

HAVRE

FRENCH

AMIENS

411a

S E C R E T.

O.B./1769.

417a

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

Reference G.H.Q. letter O.B./ 1769 of 3rd inst.
The following addition will be made to the list
of "Defended Areas" from sunset on the 6th instant:

Fourth Army:

CONTAY. (U.26b.27A, Sheet 57D.)

General Headquarters.,
4th August, 1916.

(Sgd) J. Burnett Stuart,
B.G.
for Lieutenant-General,
C. G. S.

Copies to:-

French Mission.
Belgian Mission.
Commodore, Dunkirk.
G.S. O(a).
"I".
R.F.C.
A.G.
Q.M.G.
A.A.
D.A.S.
E.-in-C.

SECRET

G. 1940
413a

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

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

OPERATION ORDER No. 20

From Monday 7th. ^{August} ~~July~~ the XI Wing will be responsible for all patrols from 4.30 a.m. to 8 p.m. unless specially arranged otherwise. The 2nd Wing will perform all Patrols from 8 p.m. to 8 p.m. Beats and strength of Patrols remain unchanged.

Issued at p.m.

ACKNOWLEDGE.

In the Field,
5th. August, 1916.

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

SECRET

G. 1945 ✓

4/6a

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

On the introduction of Squadron Photographic Sections, the following arrangements will come into force.

- I. Squadrons will number prints with the Squadron number as a prefix; then the Wing letter, then the number of the plate. Thus 18 B 47 will mean Plate No. 47 taken by Number 18 Squadron in the 2nd Wing. The 2nd Wing will have 'B' as its distinguishing letter, the XI Wing will have 'K'.
- II. All negatives and registers made prior to the date of commencing this new system will be retained by XI Wing until out of date. Any requests by Squadrons for reprints from these negatives will be forwarded to O.C., XI Wing who will send prints to Squadrons asking for them.
- III. Corps will deal direct with their Squadron in asking for photographs to be taken or for reprints of old negatives. Army demands will be sent through Second Brigade, R.F.C.
- 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 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

417a

Should any Corps ask for a photograph outside its own area the Squadron concerned will refer to the Wing Commander, otherwise duplication will arise.

V. Corps Squadrons will forward to Wing H.Q. nightly a list of photographs taken that day shewing Squares covered, with two copies of each print: -

One print for Brigade H.Q.

One " " Wing H.Q.

Three copies of all photographs ordered by Corps from their Squadrons will be forwarded by the Squadrons direct to A.H.Q. These copies will be in addition to such copies as are required by the Corps, and one of them will have the location clearly marked on the back. Corps will, therefore, no longer be responsible for forwarding copies of these photographs to A.H.Q.

When photographs ordered by A.H.Q. are taken by Corps Squadrons, the Squadrons concerned will forward three copies of each photograph to its Corps, the location again being clearly marked on the back of one copy.

The copies for A.H.Q. will be handed in at the Corps Signal Office by Squadrons, addressed to 2nd Army Intelligence.

VI. Squadrons will do all their own reprints. If unable to cope with the demand, owing to excessive new prints, the order for reprints and the negatives concerned will be sent to the Wing Commander who will order a Squadron less busily engaged to undertake the work. Prints and negatives being returned to the original Squadron on completion.

VII. If Squadrons will comply as early as possible with the Army monthly demand (whole Corps area) much subsequent duplication is saved.

The above...

418a

VIII. The above cancels this Office letter 14/1498(G)
dated 21st April, 1916.

In the Field.
6th August, 1916.

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

SECRET

G. 1948
4200

Headquarters

Second Army

Reference your G.723 of the 2nd. instant.

- (a) The following are the calls in use by Brigades which have joined Second Army since 4th. June, 1916.

4th Division

Calls not allotted by
Second Army

10th Bde. B J Q
11th Bde. B K Q
12th Bde. B L Q

29th Division

ditto

36th Bde. C J Q
37th Bde. C K Q
38th Bde. C L Q

38th Division

ditto

113th Bde. D J Q
114th Bde. D K Q
115th Bde. D L Q

With the 4th. 29th. and 38th. Divisions, Battalion calls have been used - R S T U being put in instead of Q.

- (b) Code letters have never been allotted to the Brigades of the 36th Division.

As yet, no answer has been received by No. 16 Squadron from the Anzac Corps, but it is understood that the 5th. Anzac Division and 18th. Division have never had calls allotted to them.

In the Field,
6th. August, 1916.

Captain,
Brigade Major,
for G.O.C. 2nd Brigade,
Royal Flying Corps

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

4 MA

OPERATION ORDER No. 21

1. The following objective will be attacked on 8th. August, weather permitting.

Square isolated buildings supposed to be magazines in Sheet 20, R.33 a 9.0 and R.33 b 0.3, near the Factories on the N.E. of ROULERS, and the sidings and dumps near the magazines.

2. O.C. 2nd. Wing will detail 15 B.E^s each carrying two 112lb. bombs.

5 machines to the magazines
10 " " " dump and sidings.

3. O.C. XI Wing will provide one group of five F.E^s, and two groups of three De Havillands as escort. One group of De Havillands will fly 500 feet above and behind the leading bombing Squadron; the other group will look out for machines getting out of formation, the F.E^s will act as rear guard.

4. Rendezvous over DROGLANDT aerodrome at bombing heights at 4 p.m.

5. *Find*
2nd. wing will finish all patrols from 4 p.m.

Issued at 9 30 p.m.

ACKNOWLEDGE.

In the Field,
7th. August, 1916.

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

420k
SECRET
1968

G.

Headquarters

Second Army

An attack by seven machines was carried out at 7.30 p.m. yesterday evening on hostile observation balloons. Owing to clear visibility all balloons hauled down on approach of machines; few bombs dropped on balloons while on ground. Damage, if any, not known.

All machines returned safely. One machine totally destroyed owing to forced landing in standing crops, bombs which had not been released exploding on landing. Pilot had miraculous escape.

In the Field,
7th. August, 1918.

Captain,
Brigade Major,
for G.O.C 2nd Brigade,
Royal Flying Corps.

Report on Bomb Dropping.

No. 16 Squadron, Royal Flying Corps.

Date 7/8/1916

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.
Aug 6 th 1916 Enschede Battery Position (26) 1.30 a.m. 6.5. 4.15 pm	B.E. 2.C. 2669	Sergt. Drew.	2 20 ^{lb} Hales	7.500	One unobserved one dropped (26) I. 29 th 7.7.	Nil	A A	
AA Gun 0.25 to 4.5. 6.15 pm	B.E. 2.C. 2633	7/Sergt Warren	1. 20 ^{lb} Hales	7.500	Explosion observed about 100 yds off gun	Nil	Increased activity of gun	

J. G. Howell Lt
for Major R.F.C.
C/O No 16 Squadron R.F.C.

Report by 2/Lt.E.H.Johnson (Brigade Leader) on
Bomb raid on Ammunition Sheds East of ROULERS
8- 8- 16

425a

No. 1 Group left the ground at 2-15 p.m. and proceeded to get its height between POPERINGHE and WORMHOUDT. One machine failed to reach the height (8,500 feet) and returned to the Aerodrome. At 4 o'clock we passed over DROGLANDT aerodrome and I noticed that the escort was with us and the other Groups were in place. At 4-10 p.m. "K" was put out on the aerodrome and I, as Brigade Leader, fired three red lights as a signal to move off. The formation was good on the whole and the escort kept nearer to us than on former occasions. Making direct for the HOUTHULST Forest, I struck the road leading out of it to ROULERS, then headed S.E. so as to pass ROULERS on my left. After having, as I considered, proceeded far enough past the Town (to the S.E.) I led the attack approaching the objective towards N.W. by W. I saw four machines drop their bombs but none hit the target.

The formation on the return journey, was not good, and I think can be accounted for somewhat because of the very violent action of the A.A. guns, which seemed to be more persistent than usual. The escorts behaved excellently and at no time were some of them not in sight.

(Sd) E.H.Johnson, 2/Lieut.

Brigade Leader.

To H.Q., 2nd Wing R.F.C.

Forwarded to you.

The "K" was delayed as all Groups could not be seen until this time, from the ground.

In the Field,

8-8-16.

(Signed) F.Cogan, Major,
Commanding No. 6 Squadron, R.F.C.

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

OPERATION ORDER No. 23

Reference 1/250,000, Sheet 1.

1. The Camp and Huts one mile East of GHENT on the GHENT - DESTELBERGEN Road will be attacked on the 10th. August, weather permitting.
 The R.N.A.S. are attacking the same objective earlier in the day.
2. The O.C. 2nd. Wing will detail ten B.E.2c^s each carrying six 20lb. bombs and two incendiary bombs. Bombs will be dropped from 7,000 feet.
 Four Morane Biplanes each carrying a passenger will act as escort.
3. B.E.^s will leave the ground at DROGLANDT and ABERLIN at 2 p.m. and rendezvous over DROGLANDT aerodrome, which they will leave at 3.15 p.m. punctually. Moranes will leave the ground at BAILLEUL at 2.55 p.m. and fly 500 feet above the B.E.^s.

Route to be followed -

DROGLANDT - DIXMUDE - THIELT - GHENT.

Lines to be crossed at 7,000 feet.

Signal time is to be kept throughout.

Issued at 5.45 p.m.

ACKNOWLEDGE

In the Field,
 9th. August, 1916.

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

Headquarters
Second Army

4/2/16

FORBIDDEN AREA

1. From dawn on Saturday 12th., until further orders the following area is forbidden to all aeroplanes by day and night.
All aircraft flying inside this area will be treated as hostile.
Reference 1/100,000. BELGIUM, Sheet 5a.

WORMHOUDT -WINNEZEELE - STEENVORDE - CAESTRE -
HAZEBROUK STATION -EBBLINGHEM STATION -NOORDPENE -
ESQUELBECQ STATION.

2. Aeroplanes flying between 1st. Aircraft Depot and Squadrons of the 2nd. Brigade, R.F.C. must pass outside this area.

3. No messages will be dropped at the Second Army Report Centre from dawn 12th. until further orders.

In the field,
9th. August, 1916.

(Sd) T. J. Webb Bowen
Brigadier General,
Commanding 2nd Brigade,
Royal Flying Corps.

SECRET

e. 36

4300

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

With reference to my G.28 of to-day's date.

After para. (ii) insert -

The 33rd. Division will arrive on August 18th. and will join V Corps. This Division will relieve 41st Division by August 18th.

41st Division will entrain on August 22nd.

In the Field,
9th. August, 1916.

H. G. Smith
Captain,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

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

It is noted for your information that the following reliefs will take place in the Second Army on or about the dates mentioned.

Except where otherwise mentioned, Artillery will follow immediately after the Infantry.

(i) The 50th Division, on relief by the 19th Division will entrain on August 10th.

(ii) The 51st Division will arrive on August 10th and will join the II Anzac Corps. This Division will relieve the New Zealand Division by August 18th. New Zealand Division will entrain August 20th.

See attached → (iii) The 34th Division will arrive August 19th and will join the II Anzac Corps. This Division will relieve the 18th Division by the 23rd. August.

18th Division Infantry will commence entraining at 12 noon August 24th.

18th Division Artillery will entrain August 28th.

(iv) The 1st Canadian Division, on withdrawal from the line will proceed by march route for training to St. OMER area as soon as possible. This Division will entrain from St. OMER area August 26th.

(v) The 4th Canadian Division will complete arrival from England August 16th.

The 4th Canadian Division Infantry will take over the front from the VIERSSTRAAT Road to the Canal from 2nd Canadian Division by August 25th.

432A
8.

(vi) V Corps will take over the Artillery defence of the section of line from the VIERSTRAAT Road to DIEPENDAAL BEEK from the 2nd Canadian Division Artillery by the 25th August, and will retain the same until relieved by the Lahore Division Artillery about September 9th.

(vii) The 4th Australian Division Artillery will take over the Artillery defence of the section from DIEPENDAAL BEEK to the Canal from 2nd Canadian Division Artillery, by 25th August.

(viii) The 2nd Canadian Division will proceed to the training area at St. OMER on 26th August.

The Artillery and reserve Infantry Brigade will proceed by march route. Arrangements will be made, if possible, to move the remaining Infantry Brigades by train or bus.

The 2nd Canadian Division will entrain from St. OMER area about September 4th.

(ix) The 1st Australian Division will arrive 26th August, and will relieve the 3rd Canadian Division by August 30th.

The 3rd Canadian Division will proceed to St. OMER training area on September 4th. Arrangements will be made, if possible, to move this Division by train to the above area.

The 3rd Canadian Division will entrain from St. OMER area about September 8th.

(x) Headquarters I ANZAC Corps and 2nd Australian Division will arrive September 3rd.

2nd Australian Division will relieve the 4th Canadian Division in the section DIEPENDAAL BEEK to Canal, by September ⁶4th.

{ The 4th.

433a

The 4th Canadian Division will retain the section VEERSTRAAT Road to DIEPENDAAL BEEK and will come under the orders of the V Corps from September 6th.

(xi) The 4th Australian Division will arrive September 7th.

(xii) The Lahore Division Artillery will arrive September 8th.

(xiii) Canadian Corps will join Reserve Army.

Commander I ANZAC Corps will take over from Canadian Corps September 3rd.

The boundary between V Corps and I ANZAC Corps from September 6th will be :- DIEPENDAAL BEEK (N.6 a 1.8) DICKEBUSCH POND (N.54 d 7.1), thence North of the defended localities at HALLEBAAST Cross-roads (N.1 b 5.1) to a point where the road crosses the G.H.Q. 3rd line in N.1 b 5.1.

In the Field,
9th. August, 1918.

(SA) FA Forde
Captain,
Brigade Major,
2nd Brigade,
Royal Flying Corps.

SECRET

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

The following correction is made to the list of "Defended Areas" forwarded with G.H.Q. letter No. O.B./1769 of the 3rd. instant.

RESERVE ARMY.

Delete: BOUZINCOURT

Add: SENLIS (N.E. of V 11 b & c. Sh. 57d).

General Headquarters
8th. August, 1916.

(Sd) J. Bennett Stuart, B.G., for
Lieutenant-General,
C. G. S.

6 copies to II Wing

3 " " XI Wing

G.43

10 - 8 - 16

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

O. 55

437a

OPERATION ORDER No. 24

1. From 5 p.m. on Saturday 18th. until further orders the following area is forbidden to all aeroplanes by day or night. All aircraft flying inside this area will be treated as hostile. Reference 1/100,000 - BELGIUM, Sheet 5a.
 WORMHOUDT - WINHEZELLE - STERNVOORDE - GANSTER - HAZEBROUCK STATION - EBBLINGHAM STATION - NOORPIENE - ESQUELBOEQ STATION.
2. Aeroplanes flying between 1st. Aircraft Depot and Squadrons of the 2nd Brigade, R.F.C. must keep South of the Railway from St.OMER to BAILLEUL as far as STRANDELE Station, and East of the line STRAZERLE - FLETRE - GOUESWAERSVELDE - HERSELE.
3. No messages will be dropped by No. 20 Squadron at the Second Army Report Centre from 5 p.m. 18th. until further orders. Reconnaissance reports will be sent to 2nd Brigade H.Q. by cyclist. No. 20 Squadron will have to pass outside the above limits when proceeding to or from the Lines. Machines of No. 20 Squadron climbing or descending must keep to the West of the forbidden area.
4. The above area will be patrolled from 5 p.m. 18th. as follows :-
 Eastern beat - WORMHOUDT - WINHEZELLE - STERNVOORDE - GANSTER - HAZEBROUCK STATION by the 2nd. Wing.
 Western beat - HAZEBROUCK STATION - EBBLINGHAM STATION - NOORPIENE - ESQUELBOEQ STATION - WORMHOUDT by the XI Wing.
 One machine will be kept on each beat during such hours as are notified from time to time. Any machine forced to leave its beat must be at once replaced. In order to reduce numbers employed, reliefs should fly for full fuel capacity. Any aeroplane entering the forbidden area is to be attacked at once irrespective of its markings. Patrols are to fly as high as possible, and must keep outside the forbidden area unless attacking.
5. All Pilots are to sign as having read this order.
6. The Area mentioned in C.R.F.C. 2231 (6) of 6th. ceases to be a prohibited area from 5 p.m. on 18th. instant.

Issued at 8.55 p.m.

ACKNOWLEDGE

In the Field,
 11th. August, 1918.

[Signature]
 Captain,
 Brigade Major,
 2nd Brigade,
 Royal Flying Corps.

Headquarters.,

Royal Flying Corps.

Reference your C.R.F.C. 1937/S.Q. of 9/8/16,
re Aeroplane Sheds.

I agree with the proposed allotment, viz,

CLAIRMARAIS	-	3	type B.
DROGLANDT	-	1	" B.
LA GORGUE	-	2	" A.

on the present location of Squadrons, but I should like further information as to future expansion of this Brigade.

I have already brought to the notice of the G.O.C., the following proposal for a future increase in the number of Squadrons:-

Corps Wing - taking 6 Squadrons as a maximum.

No. 5	at	DROGLANDT.
No. 3	at	ABEELE.
No. X	at	ABEELE in place of No. 29.
No. 1	at	BAILLEUL.
No. 42	at	BAILLEUL.
No. 13	at	LA GORGUE.

Army Wing - taking 4 Squadrons as a maximum, 2 being big two-seaters, 2 single-seater scouts.

No. 29	at	DROGLANDT, in addition to No. 5
No. 20	at	CLAIRMARAIS.
No. Y	at	Bailleul with No. 42 (single-seater)
No. 2	at	CLAIRMARAIS or MARIE CAPELLE (big 2 seater)

MARIE CAPELLE Aerodrome is now being prepared for use and will be suitable for big machines, as there is very open approach from all directions and it is some-way back from the Lines. Scouts should be stationed close up to the Lines.

I think

439a

- 2 -

I think a second Squadron at CLAIRMARAIS will somewhat block one end of the Aerodrome, and as it is a very wet place in Winter two Squadrons will cut the ground to pieces.

If you can tell me what the G.O.C's intentions are as regards extra Squadrons, I can give you an estimate for Sheds, otherwise those shewn overleaf will suffice for my present Squadrons.

In the Field.
11th August, 1916.

Brigadier-General,
Commanding 2nd Brigade, R.F.C.

SECRET

JH

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

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

4400

Patrols round forbidden area on Saturday
12th. will be from 5 p.m. to 8.15 p.m.
Those on Sunday will leave the ground at 4.15 a.m.
Further information will be given as soon as known.

In the Field,
11th. August, 1916.

H. J. Barton
Captain,
for Brigade Major,
2nd Brigade,
Royal Flying Corps.

C O P Y .

441a
A, 58.

REPORT ON BOMB RAID ON HOUTHEM ON THE 12th AUGUST, 1916.

As the original leader had to land shortly after leaving the ground owing to engine trouble, I as reserve leader took command of the operation.

I was unable to get the party in formation at 5 p.m., but at 5.20 p.m. I fired my three red lights, and we left in formation flying at 60 miles per hour at 7,000'.

We crossed the trenches just South of ST. ELOI at 7,500', and dropped our bombs on HOUTHEM at 5.35 p.m.

I saw two bursts on East bank of the Canal, and three bursts on South-West Corner of the town. These latter bursts were also observed by Lieut. Wilkinson who followed me.

After dropping my bombs I continued my course to allow the other machines to pick up formation, and on my return over the village saw no fires or other signs of extensive damage.

The formation was well kept up to the time of getting into line to drop the bombs, but was not good on the return journey, which I attribute to the very heavy anti-aircraft fire.

12th. August, 1916.

(Sd.) H. Parkin. 2/Lieut.
No. 5 Squadron. R.F.C.

4493
SECRET

G. 107

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

OPERATION ORDER No. 25

1. The Railway Station and sidings at MOUSCRON on the TOURCOING - COURTRAI railway will be attacked on the 13th.
2. O.C. 2nd. Wing will detail ten B.E.2.c^s each carrying two 112lb. bombs.
3. O.C. XI Wing will provide five F.E^s as escort.
4. Rendezvous over BAILLEUL aerodrome at bombing heights at 4.30 p.m.

Issued at 10-15 a.m.

ACKNOWLEDGE

In the Field,
13th. August, 1916.

R. J. Baxton Captain,
for Brigade Major,
2nd Brigade,
Royal Flying Corps.

Secret
9.121



Operative Order No 26 4446

One German Kite Balloon will be
attacked on 14th - weather permitting
if possible in the air, if not on the
ground.

O.C. 2nd Div will detail two
machines, each fitted with 30
phosphorus bombs.
These machines will attack down
wind flying 300 yards apart and
should not descend lower than
6000'.

O.C. 2nd Div will provide two
Nieuport Scouts as escort.

The attack is to be timed so
that bombs are released between
2.45 pm and 3 pm. The balloons
selected should be between
Bechevaux and Comines.

13
8
16

63

SECRET

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

G. 188

445a

OPERATION ORDER No. 27

1. The station and dump at VIEWEGE on the LANGEMARCK - STADEN railway will be attacked on the 14th, weather permitting. The R.N.A.S. are attacking LICHTERVELDE on the same day.
2. O.C. 2nd Wing will detail eighteen B.E.2.c^s each carrying two 112lb. bombs.
3. O.C. XI Wing will detail one group of five F.E^s, and six De Havillands in two groups of three each as escort. One group of De Havillands will fly 500 feet above and behind the leading Squadron, the other De Havilland group will look after stragglers. F.E^s as rear guard.
4. Rendezvous over ABEELE at bombing heights at 5 p.m.

Route :-

CROMBEKE - MERCKEM

Issued at 3.15 p.m.

ACKNOWLEDGE.

In the Field,
15th. August, 1918.

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

40
11/11/76

SECRET

9/125

446a

Ref your C.P.F. 2012 (2) and attached
table of Squadron possibilities

I enclose herewith a tabular statement of
Squadron situations, shed and building requirements

As regards new Squadrons I have assumed
that 1st Army will receive one Squadron
of big 2 seater and one single seater
Scout. If there is any preference I
would like Rolls Royce C.T.S. and F.10
of these two, the ~~1st~~ two seater type
be more urgently required.

My I be informed which I am likely
to get first as it affects the building
programme considerably. It will save
money and wear of Squadron if Man
Cafella sheds could be built whilst the
ground is dry. Please let me know
if these proposals are approved, and when
type of Squadron will arrive first as I
cannot give my Army a definite programme
until this is settled.

13
3
76

△

AERODROMES		PRESENT	END of SEPT.	END of JAN.	AEROPLANE SHEDS REQUIRED	HUTTING FOR PERSONNEL REQUIRED	REMARKS.
ABEELE		No. 6	No. 6	No. 6	Nil	Nil	
		No. 29	No. 29	No. 29	Nil	Nil	
	Asylum Ground	No. 1	No. 1	No. 1	Nil 12 sheds require roofing with tin or wood, instead of canvas.	Nil	These are the sheds built along the Asylum wall. Present roofs leak badly in Winter.
BAILLEUL		No. 42	No. 42	No. 42	Nil	Nil	
	Town ground			New Sqn for XI Wing. Single seater Scouts.	One type 'B' only required in addition to exist- ing accommodation for new Squadron.	Hutting for com- plete Sqn, both Officers & men, cookhouse etc.	Good signs exist for all additional hutting and one shed required.
CLAIRMARAIS		No. 20	No. 20	No. 20	3 type 'B' asked for.	Hutting for men only. Officers huts and cook- house already provided.	Badly needed as farms available for men are too far away. Water is already arranged for.
DROGLANDT		No. 5	No. 5	No. 5	1 type 'B' asked for.	Nil	There is room for another Squadron on this aerodrome
La SORGUE		No. 16	No. 16	No. 16	2 type 'A' asked for	Nil	
MARIE CAPELLE			New Squadron for XI Wing. Big two seaters.	New Squadron for XI Wing Big two seaters.	6 type 'B' if machine is of F.E. type	Hutting for com- plete Squadron both Officers and men, cook- house, etc.	Aerodrome now being prepared for use.

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

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

G. 4444

4480

In order to attack and annoy the enemy in his rest billets etc, the following procedure will be taken into use at once.

1. Squadron Commanders may send out five machines, working in one group, to bomb any target within their Corps area.
2. Targets must be approved by the Corps Staff. Towns and villages are only to be bombed when specially asked for ~~th~~ by the Corps.
3. Squadron Commanders will notify their Wing Commander overnight if possible, of all bombing raids proposed by them, in sufficient time to allow of the raid being countermanded if necessary.
4. Not more than five machines are to go in one group and never less than five. If more than five machines are required a Brigade raid will be organized.
5. Groups are responsible for their own protection, unless a particularly well defended area is to be raided, application should then be made through the Wing Commander for an escort.
6. Type of bomb is left to the discretion of the Wing Comdr. 20lb bombs are the more suitable for harrassing the enemy
7. Squadron Commanders are always to issue definite orders as to objective, height and course. Roving groups are not permitted.
8. Every advantage should be taken of short breaks in cloudy weather, and about one raid per Squadron per day should

/be

O.C. $\frac{II}{XI}$ Wing, R.F.C.

449a

be managed unless there is a great deal of other work on hand.

9. Squadron raids are never to interfere with Brigade raids or any other work required by the Army or Corps.
10. The usual bombing reports will be furnished after all raids,

ACKNOWLEDGE.

(Sd)

H. Forde.

In the Field,
24th. August, 1916.

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

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

} H.C.
 Scout

450a

OPERATION ORDER No. 51

6

1. The Railway Station and Dump at ZYFWEGEN
 will be attacked to-day.
2. O.C. II Wing will detail ten B.E.2.c^s each
 carrying two 112lb. bombs.
3. O.C. XI Wing will detail four De Havilland
 Scouts as escort.
4. Rendezvous on ABEELE Aerodrome at 12 noon.
 O.C. No. 6 Squadron will decide when the weather is
 sufficiently clear to start. The raid will not start
 from the ground after 6 p.m.

Issued at 9¹⁵ a.m.

ACKNOWLEDGE.

In the Field,
 25th. August, 1916.

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

SECRET.
=====

G. 564.

O.C., II Wing, R.F.C.
O.C., XI Wing, R.F.C.
~~ADV. H.Q., R.F.C. (for information).~~

LISA

OPERATION ORDER, No. 33.

1. The railway station at MOUSORON, between TURCOING and COURTRAI, will be attacked on the 31st, weather permitting.
2. O.C., 2nd Wing, will detail fifteen B.E.'s each carrying two 112lb Bombs.
3. O.C., XI Wing will detail one group of 5 F.E.'s and two groups of 3 de Havillands as escort.
4. Rendezvous over LA GORGUE aerodrome at bombing heights at 6.30 p.m.

Issued at 10 A.M.

ACKNOWLEDGE.

In the Field.
31st August, 1918.

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



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

~~Adv. H. Q. R.F.C. (for information).~~

OPERATION ORDER No. 32.

1. The sheds at ST. DENIS WESTREM aerodrome, 8 miles S.W. of GHENT, will be attacked on the 1st. September, weather permitting.
2. O.C., II Wing will detail five B.E.2c's each carrying six 20lb bombs and two incendiary bombs, and 4 Morane Biplanes each carrying a passenger as escort.
3. Rendezvous on the ground at ABEELE aerodrome overnight, start to be made as soon as light permits group flying. O.C., No. 6 Squadron will warn O.C., No. 1 as soon as the last B.E. has left the ground.

Moranes will join B.E's over ABEELE at 7,000'.

B.E's will leave the aerodrome at 7,000' 45 mins. after the last machine has left the ground, this timing must be strictly adhered to.

4. Route:-

YPRES, ROULERS, THIELT, DEYNZE - and return same way as high as possible.

Rallying Point.

Bombing machines which will not descend lower than 500' will re-assemble at DEYNZE Junction and climb on the return journey.

Issued at 10.40 a.m.

ACKNOWLEDGE.

In the Field.
31st August, 1916.

W. H. ...
Captain.
Brigade Major,
2nd Brigade, A.F.C.

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
Patrol	31/8/18	A-14	F.E. 2.D.	80	2/Lt. G.P.S. Reid	Capt. G. Dixon-Spain	-	9 a.m.	11 a.m.

TIME

PLACE

OBSERVATION

Page
No. 1Northern PatrolNorthern Patrol.

9.20 a.m. One train with steam up approaching Staden from N. This train shunted for nearly an hour in Staden.

9.30 a.m. Steenstraat New earth shewing in trench at 20 T. 30 A 7.6 (40,000)

Unusual activity of hostile aircraft. Eleven in all seen : five combats : all in district between HOULTHUST AND ZANDVOORDE.

No other activity seen.

Signed G. Dixon-Spain, Capt. Observer.

45/4a

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
	31/8/16	A	F.E.	20.	Capt. R.S. Maxwell	2/Lt. H.J. Hamilton	5 100000	8.50	9.23 a.m.

TIME	PLACE	OBSERVATION	Page No.
A.M.			One.
8.50	WARNTON	Large quantity of timber on dump at 28 V 7a 2/8.	
8.52	COMINES	Rolling stock for 2 trains	
8.54	WERVICQ	Rolling stock for 3 trains. 4 barges.	
9.--	56 K 35	6 lorries moving east over railways.	
9. 1	LE DARNÉ	Rolling stock for 4 trains	
9. 3	57 B	Several columns of white smoke rising. Photographs taken.	
9. 7	TOURNAI	Rolling stock for 9 trains. One goods train leaving sidings at KAIN line in North direction. 16 barges.	
9. 8	KAIN	One barge in Scheldt. West of Kain.	
9. 10	57 I 20 LEERS NORD	3 barges on Sheldt. Apparently moored to W bank.	
	57 B 21 C	6 white trucks on siding.	
		Large column of white smoke rising from corner of ploughed field. Photograph taken.	
9.13	MOUSCRON	Rolling stock for 7 trains. 1 train entered from North.	
9.16	RECKEM AERODROME COUCOU AERODROME	1 machine on ground. Photographed.	
9.17	MENIN	Clear. Photo taken.	
9.19	WERVICQ	Rolling stock for 5 trains.	
9.21	QUEBNOY	1 train leaving towards MENIN. 2 barges on S bank. Very little road movement.	

Signed H.J. Hamilton, 2/Lt. Observer.

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
PATROL.	31/8/18	A. 19.	F.E. 2d.	20	Capt. G. R. M. Reid.	2/Lt. L. H. Scott.	1/250,000	9a.m.	11a.m.

TIME	PLACE	OBSERVATION	Page No.
9.35a.m.	STADEN.	1 train stationary for at least 1 hour at dump at STADEN.	
9.40a.m.	STADEN.	1 train on STADEN-YPRES line travelling towards YPRES between STADEN and STADENBERG.	
10.55a.m.	NIEUWEMOLEN.	2 wagons stationary in village. Hostile aircraft much more active. Eleven hostile machines seen. (See Combat report.)	
10.30a.m.	HOUTHEN.	Observation difficult owing to ground mist. No activity observed.	

4562

Signed L. H. Scott, 2/Lt. Observer.

No. of Observations	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which recognition commenced	Hour at which recognition concluded
		No.	Type					4:10 PM	5:55 PM
	31.8.16	258	B5C	5	LT FARROW	LT RICKARDS			

TIME	PLACE	OBSERVATION	Page No.
------	-------	-------------	-------------

D 26 6 8 4
 C 30 c 3 1
 C 30 c 5, 3
 D 20 a 9, 4 (about)

J 5 (central)

1 Copy VIII Corps G (O)
 2 " 2nd Wing
 1 " Retained

Camp looking like iron mine
 Two trench dumps along road.
 Gun emplacements: many tracks lead to this
 position.
 Large dump of what looks like piled boxes.

H.B. Richards 2/11/16

Signed _____ Observer.

No. of Reconnaissance	Date	Aeroplane		Squadron	Pilot	Observer	Ref. Map	Hour at which reconnaissance commenced	Hour at which reconnaissance concluded
		No.	Type						
PATROL.	31/8/16.	14.	A F.E. 2d.	20	Lt.A.D.Pearce.	2/Lt.W.F.Findlay,	---	1 p.m.	3 p.m.

TIME	PLACE	OBSERVATION
1 p.m. to 3 p.m.	NORTHERN PATROL.	No movement. No hostile aircraft. Observation difficult owing to clouds.

Page
No.

W.F. Findlay
45/16

Signed W. F. Findlay, 2/Lt. Observer.

83

2076th
m_c