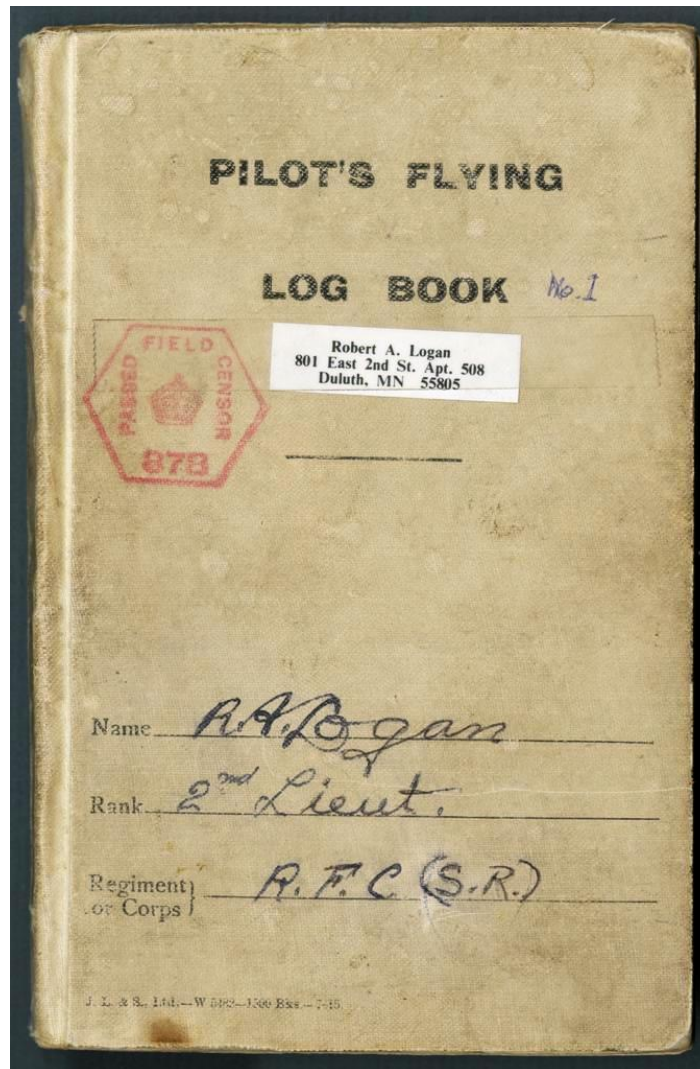


Cover



Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Hei	Course	Remarks
1915							
Sept. 24 ^{10.25} _{11.00}		M.F. Lh. 2986	Self	5 ^m		CASTEE BROMWICH Circuit	Lt. Sandys. Joy-ride, with instructor in front seat
" 25 ^{3.17} _{3.34}		M.F. Lh. 2993	"	21	1100	Circuits and turns	Had control part of time in air. Lieut. Crowe in front seat.
Sept. 28 ^{8.00}		M.F. Lh. 2993	"	16	300	Circuit and two straights.	Lieut. Crowe in rear seat. Had control most of the time.
" " ^{P.M.} _{5.30}		"	"	17		Straights	" " " "
		Total time		59			CM Crowe Lt.
Oct. 5 ^{11.00}	N	M.F. Lh. 2993	Self	15	150	Straights.	Lieut Crowe in rear seat.
" " "	"	"	nil	10	"	"	Solo
" 6 ^{11.00} _{5.30}	NE	M.F. Lh. 2993	"	18	500	Circuits	Solo
		Total time for week		43			
		Carried forward		59			CM Crowe Lt.
		Grand Total		1hr 42m			
" 7 ^{11.00}	Bumpy	M.F. Lh. 2993	nil	15	1000	Circuits.	Solo
" 7 ^{4.30}	"	M.F. Lh. 2986	"	26	1000	"	Solo Two landings
" 8 ⁰⁰	very bumpy	"	"	23	1000	"	Solo
9 ^{17.35} _{9.57}	calm	M.F. Lh. 2993	"	22	900	Circuits, turns & rights.	Solo
11 ⁰⁰ _{9.45}	Bumpy	"	"	24	700	"	Solo
		Time for week		110			
		Carried forward		102			
		Grand total		212		3 hrs 32 minutes.	A. D. Durdett high
						12/10/15.	Cmdy. No 5 R.A.S. 14 to 15.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1915							
10/14/15		BE.2C 5387	Self	12	2000	Patchway, Bristol. Circuits & Spirals	No. 20. Squadron Plat. Capt. Howitt
Oct. 18 th 4. PM. Calm		Curtiss 5633	Nil	20		Circuits	Very misty above 300 ft. could not see horizon at any time. Landed in far end of field.
				Time for week	32		
				Carried forward	3-32		
				Total flying time in 4 th Wing	4 ^{hrs} -04		
Oct. 26 th 4. PM		BE.2C 5387	Self	15 ^{min}	2000	S-A. spirals & circuits	Pilot. Lt. Archer. Night flying.
" 27 th 3.15 PM Dumpy		BE.2C 1681	Nil	17 ^{min}	1200	Circuits & val planing.	First time to use Joy stick. Solo
				Time for week	32		
				Carried forward	4-04		
				Total time in air in 4 th Wing	4 ^{hrs} -36 ^{min}		
Nov 2 2.30 PM		BE.2C 4301	Self	1.35	10000	Bristol to Farnborough	With Lt. Cobbold.
				Solo Time for week ending Nov. 3 rd	0		
				Total time in air in 4 th Wing.	4-36 ^{min}		
				" " " " " "	6-11 ^{min}		
				Time for week ending 10/11/15.	0		
				Total time in air in 4 th Wing	6-11 ^{min}		
							C.W.W. 21-10-15
							C.W.W. 28-10-15
							C.W.W. 4-11-15
							C.W.W. 11-11-15

	Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
19	1915							
	10/11 Nov. 11 th P.M.	Calm	Curtiss J.N.3.5911	Nil	20 ^m		Circuits & -	Practised gliding into Aerodrome
	" 15 th P.M.	Bumpy	" "	"	12		"	Practising last few minutes.
	Oct. 18 " 16 th P.M.	"	" "	"	33		"	Practised gliding into Aerodrome
	" 17 th A.M.	Calm	" "	"	20	approx 3300	Green Tunnel & return & Circuits.	misty near ground.
	" 17 " "	"	" "	"	30	"	Almondsbury & return & Circuits.	
	17 P.M.	"	" "	"	30	"	" " " & Avonmouth & return.	{ Engine missing badly had to quit
Oct.	Time in air for week				= 2-25			
" 2	Carried forward				6-11			
	Time in air in 4 th Wing				8 ^m -36 ^m			
	Total Time as passenger - 4th Wing				3-16^m			
Nov 2	Solo				5-20^m			
					Not required - Now Solo only.			
					Circ. 18-11-15			
	Nov. 22 nd	N-E	J.N.3.5910	Nil.	55	200	Aerodrome	very misty - Practised landings.
	Nov. 23 rd	N.	Curtiss J.N.3.5910	"	25	"	Aerodrome.	2 landings. misty
	" 24	Bumpy	" "	"	25	"	" "	
	24	"	" "	"	30	"	" "	
	24	"	" "	"	8	"	" "	
	Time for week				2 ^m 23 ^m			
	Carried forward				8 ^m 36 ^m			
	Total in air 4 th Wing				10-59			
					Circ. 25-11-15			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1915							
Nov. 25 th	North.	Curtis D.N.3.5910	Nil	1 ^{hr} 10 ^m	3500	To Gloucester & return.	
" 26 th	"	"	"	15 ^m	1000	Aerodrome.	After sundown.
" 28 th	South.	B.F.C. 45304	Self.	1 ^{hr} 40 ^m	2000	Filton to Northolt.	Pilot. Lt. Hemmings.
Total for week				3-05			
Carried forward				10-59			
Total flying in 4 th Wing				14-04			
Dec 14 th		Curtis J.N.3.5410	"	5	500	Netherfield BRISTOL Circuit of Aerodrome	Solo
" "	"	"	"	20	2000	"	"
" "	"	"	"	10	1500	"	"
Total for week				35			
Carried forward				14-04			
Total in 4 th Wing				14-39 ^m			
Dec 21 st	Calm	B.F.C. 1682	Self	5	700	Aerodrome. Filton.	Pilot. Capt. Rabagliati
" "	"	"	Nil	25	1000	"	Solo
" "	"	"	"	30	"	"	"
" "	"	"	"	30	"	"	"
" "	"	"	"	15	"	"	"
Total for week				1 ^{hr} 45 ^m			
Carried forward				14-39			
Total in 4 th Wing				16-24			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1915							
Dec 22 nd	Bumpy	B.E.2C. 1682	Nil	20	1200	Aerodrome Bristol.	
"	"	"	"	1 ^h -45 ^m	"	"	
Total for week				2 ^h -05 ^m			
Carried forward				16-24			
Total for 4 th Wing				18 ^h -29 ^m			
Dec 29 th	"	B.E.2C 5387	"	25	1500	to Netterdon. aerodrome	2 landings test for wings.
Jan 3 rd 1916	N-W-50 ^{mph}	"	"	30	1000	" to Upson & return	
" 5 th	N-W-45	"	"	130 ^m	7000	" to North Wroxall	landed in field unable to get started till 3 p.m. Ground wire loose
"	"	"	"	30	2500	N. Wroxall to Filton.	
Total				3-35			
Carried forward				18-29			
Total flying in 4 th Wing.				22-04			
Jan 8 th	Bumpy	B.E.2C	nil	15	1000	Aerodrome Filton	
Jan 10 th	30 m.p.h. V. Bumpy	R.A.F. B.E.2C 2120	"	1 ^h -45	4000	Coventry to Bristol	(Malaya No. 6.)
Jan 17 th	Bumpy	R.A.F. B.E.2C 2129	"	1 ^h -20 ^m	2200	Coventry to Bristol via Tewkesbury	(Britannia)
Carried forward				3-20			
Total in 4 th Wing				25-24			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916							
	B.E.F.	NO. 16 Squadron.				Merville, France.	Active Service
3/2/16	BF2C. 4179	Nil	10	2000	"	"	Practise (Stammarbourg No 2)
3/2/16	" "	" "	25	2000	"	"	"
3/2/16	" "	Truscott	35	1500	"	"	Artillery Shoot.
5/2/16	W. Strong	BF2C. 2573	Sgt. Wright	40	4200	La Gorgue to Aire nearly to Armentieres	Flower Forest de Nieppe.
9/2/16	Cloudy	BF2C. 4179	Self	20	3000	Aire from La Gorgue	Pilot. Lt. Lillie.
9/2/16	"	"	Nil	20	"	Aire to La Gorgue	Bringing machine back
9/2/16	"	BF2C. 2575	Self	30	"	over Reims chapel and parallel to trenches.	at alt. 300 ft and about 200 ft back of trenches are fired a drum firing Lewis gun at 400 yds over plane, hit by several bullets from the trenches.
2/16	Calm	BF2C. 2575	Truscott	15	700	Landed on Art. Regt.	Engine failure. Landed in field. Had to dismantle machine to get about. Nothing broken but axle bent.
2/16	Calm	BF2C.	Claton	10	1000	Escort to bombardier on Don.	Engine petered out. Piston head broken Landed in aerodrome
24/2/16	Calm misty	BF2C. 2573	Truscott	90	8000	Art. Reg. in Armentieres	Flux over Railhead
		BF2C. 2575	Nil	-5	700	Machine test	Snow on ground
				5 ^{hrs} 0			
				25-24			
				20-24			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916				30-25			
24/2/16	calm	B.F.C. 2575	A.M. Morris	2-0	7000	Patrol.	Very cold both gas
24/2/16	misty	B.F.C. 2575	Truscott	25	2000-1000	La Fogue - Arc - Haystack	had faces frost-bitten
27/2/16	very thin S. wind	B.F.C. 2575	Bombs 2 (112)	2-15	8000	Recognizing line near Chapelle	had to come down on account of mist & snow.
						to Armentières	
						Started out to drop bombs on Don, sand quarry at No 2 Aerodrome near Bethune. About 25 machines met there and circled around waiting for leaders to signal but at about 12 o'clock most gas came down below the clouds and found ourselves sitting over or near the north sea. I had only 2 gals of petrol left and dropped my bombs in north sea 2 miles N-W of Newport, landed between Coxijde & Newport. Got more petrol from French aerodrome and flew to it.	
" "	"	"	a French Pilot	10	500	From field to Aerodrome of 1 st Enguichelle	
				33-15		French. Evacuation - Farnes, Belgium	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916				35.15			
29/2/16	S.	BE2c 2575	Nil	1-40	4000	Furnes-Dunkirk-Burgos	Low hostile monoplane Course - La Gogue.
1/3/16	"	"	"	10	1000	Testing machine for rigging	
"	"	"	Lt. France	10	"	"	"
2/3/16	"	"	Nil	20	3000	"	"
"	"	"	Lt. Hamilton	1-0	3000	Practice wireless shoot.	
5/3/16	"	"	Lt. Kelly	10	2000	To No 2 Aerodrome	Pilot Capt. Allcock
"	"	"	Nil	15	"	From "	"
"	"	"	Lt. Nesbitt	1-05	8000	Patrol	
6/3/16	"	"	Lt. Calton	15	3000	Stamped Close Recon.	Too many clouds
8/3/16	"	"	Lt. Hewitt	1-40	8000	Counterbattery	Unsuccessful.
2/3/16	"	"	"	1-20	"	"	"
9/3/16	"	"	Lt. Nesbitt	1-35	9700	Escort to Bombardier or Caron.	Archies & then some.
9/3/16	"	"	Lt. Calton	15.15	"	Art. Reg.	Unsuccessful.
12/3/16	"	"	Lt. Nesbitt	1-10	9600	Photography near Fromelles.	18 Photos taken
						1st Air fight with German plane	13 very good.
						See plane with	attached fine times by
						2 portosno	sun machine
						Later, I met the Pilot	one bullet through engine
						Capt. Hammer, in	under pilot's seat.
						1930, Rio de Janeiro, Brazil	one strict shot nearly
							off at top of Mexican
							Embassy

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916				44.60			
14/3/16		B.E.L. 2575	Lt. Dimmock	1-20	7000	Counter-battery.	Unsuccessful.
14/3/16		"	"	1-25	"	"	Partly successful.
"		"	A.M. Lee	20		Joy ride	
"		"	A.M. Fairhurst	20		Engine test.	
16/3/16		"	Lt. Nesbitt	-40		Practice wireless	
18/3/16		"	Lt. Dimmock	1-35		Patrol and close reconnaissance	
18/3/16		"	Lt. Dimmock	2-00		Battery registration.	
19/3/16		"	Lt. Nesbitt	2-05		Close Recon.	
20/3/16		"	"	2-25		Patrol	
25/3/16		"	A.M. Brown	1-35		Patrol	
27/3/16		"	Cop. Dobbie	25		Test flight	
31/3/16		"	Lt. Nesbitt	1-45		Combined flying to Dunkirk & return	
1/4/16		B.E.L.	Nil	35		To St Omer	Landed at Aerodrome 8247
1/4/16		"	"	40		Returning from St Omer.	
2/4/16		"	Lt. Nesbitt	3-10	10.500.	Patrol. Bethune to Epres & St. Omer	
3/4/16		"	Nil	30		To St Omer.	
3/4/16		Scout	"	40		Four flights in Scout to Rhone Engine	
3/4/16		B.E.L. 2575	Nil	30		Return from St. Omer.	
				63.40			
						(on 10 days leave to England)	
						4-15	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916							
			Carried forward.	63-40			
16/4/16		B.E.2c. 2575	Nil	-20		Test Flight	
"		"	"	-10		"	
16/4/16		"	Mr. Keblitt	2-15		Gunflark Patrol	Many trains seen & guns spotted.
21/4/16		"	"	1-35		"	
23/4/16		"	"	1-20	9000		About 10 miles behind German lines. dropped newspapers (printed in ^{French} German) on several towns S.W. of Lille. (Not one Archie)
25/4/16		"	Nil (Bomb)	A.M. 2-15	9000		Patrol to meet Zepplins returning from England. Went up to North Sea and along coast to well within sight of Calais. (No H.A. seen.)
25/4/16		"	Mr. Keblitt	1-40		Counter battery.	
26/4/16		"	"	1-55	10,000	Patrol	
26/4/16		"	Mr. Lyrell	2-20		Black Patrol	Many guns spotted.
27/4/16		"	Mr. Drumott	2-40		"	
Total flying since going to England				78.10			
Total flying during first three months in France.				52.40			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916							
				Carried forward.	78-10		
28/4/16		BE-6 2575	A Nesbitt	1-40		Counterbattery	
28/4/16		"	"	1-20		Artillery Registration	
29/4/16		"	A Truscott	2-20	11,000	Patrol	
29/4/16		"	A Nesbitt	1-10		Close Recon.	
"		"	A Truscott	-25		Art. Reg.	
6-5-16	50 M.P.H.	"	"	1-00		Patrol for gun flashes.	
10-5-16		"	A Nesbitt	1-10		Art. Reg.	
11-5-16		"	"	-35		To Clavemore (No 200 Aerodrome)	
11-5-16		"	"	-20		Returning	
16-5-16		"	A Lyrell	2-00		Counterbattery	
16-5-16		"	"	1-20		Gun flash patrol.	
17-5-16		"	A Truscott	2-20		Art. artillery work.	
17-5-16		"	"	1-10		Art. Reg.	
18-5-16		"	A Lyrell	2-20			
19-5-16		"	A Oakes	2-10		Two targets ranged. 4.00 on one.	
20-5-16		"	Capt Waller	-45		Wireless etc done by Pilot.	
						Attempted. Art. Reg. but too hazy.	
				98.15			
				100.15			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916							
							Carried forward = 100.15 98.15
21-5-16		BE2C 2575	Capt. Wallis	2-35		H.A. Patrol	3 Hun machines seen but too far away to fight.
21- " "		"	Spence	- 40		Practice bombdropping	
22 " "		"	Luscott	- 30		To Clammaris for Recon.	
" " "		"	"	1-45		Practice recon. Clammaris-Casuel. Bannell's return	
" " "		"	"	- 25		Return from Clammaris	
24 " "		"	Cpl. Wain	- 15		Testing speaking tube.	
26 " "		"	Ellis	- 35		To St Omers to get Scout.	
26 " "		Scout Scout 5575	—	- 25		Bringing Scout from St Omers.	
27 " "		BE2C 2575	Cowles	- 5		Started to do a Very light shoot.	
						Engine failed to pickup and ran into stump on edge of anodrome (on edge of canal.) Lost off one wheel & half my tail plane flew 200 yds and smashed on landing in a ploughed field.	
						On the strength of this I got three months sick leave in England.	
						But did not leave France till July 16 th .	
				107.30			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916		Carried forward		10-30			
31-5-16		Bristol Scout 5575	—	20		Test flight.	
31-5-16		"	—	1-35	11,500	H.A. Patrol	
1-6-16		"	—	25	9,000	"	3.30 } A.M. low clouds & fog. Had to come down.
"		"	—	1-35	12,000	"	3.30 } P.M.
2-6-16		"	—	1-40	12,000	"	3.15 } AM Took part in what was later known as the "Battle of the 2nd of June". Such
3-6-16		"	—	1-45	12,000	"	3.15 } P.M. 2 years "Sanctuary Wood"
3-6-16		"	—	1-40	12,000	"	3.15 } AM
4-6-16		"	—	40	9,000	"	P.M.
6-6-16		"	—	1-15		"	4.30 } AM Too hazy.
7-6-16		"	—	1-40		"	6.0 } 7.15 }
8-6-16		"	—	1-05		"	5.35 } 7.15 } P.M.
9-6-16		"	—	1-45		"	4.5 } 5.10 } A.M.
10-6-16		"	—	1-45		"	5.25 } 7.10 } P.M.
10-6-16		"	—	1-40		"	3.30 } 4.5 } A.M. too cloudy.
				16-40			6.5 } 6.45 } cloudy.
Total on Bristol (on this page)				16-40			
Total up to June 13 th				124-10			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916				124.10			
Jan 21 st	—	Dr H. 22 Bavarian Kont-	—	45	3500	Practice landings	5 landings.
22	"	"	"	15	"	"	3 "
	"	"	"			"	3
	"	"	"			"	2 "
July 1 st		"		50	500	Abeche Belgium	Test No. 29 Squadron
		"		2-05		Patrol	Patrol Engine wobbled
to		"		1-15		"	
		"		1-10		"	
8 th		"		-35		"	
		"		2-50		"	Landed at 16 Squadron.
		"		134.45			
Went to England on sick leave. 10 days at Cambridge in Hospital. Home from July 12 to Sept. 12th. Medical Board on Sept 13 said one month's home service before going overseas. Posted to No 49 Squadron (Reserve) for instructing on Shorthorn							

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1916		Carried forward.		134	45	No 49. R.S. Scampton, Lincoln.	
Oct. 25 th /16		M. F. S.H. A	—	1-20	700	Huntingdon to Lincoln	Ran through heavy shower, rain & hail.
" 26 th /16		"	"	50	500	Caradrome.	4 landings.
Between Oct 26/16 and Jan 26/17. I was instructing in flying on Maurice Farman short horns (75 or 80 Renault engine). During that time I flew 110-50 hours including the following cross country trips. London to Grantham (twice) Scampton to Grantham (3 times) Two and one half months of this time I was Acting Flight Commander but drew no extra pay. On December we moved to Spaldgate Grantham. November 1916							
Nov. 10			Solo	5			
			Man	20			
			Walker	20			
			Hour	15			
			Pilot Barbier	10			
Detailed log kept in another book but since lost. Time flown while instructing 110 50 Total flying time to Jan 25 1917 - 247^{hrs} - 45^{m.}							

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1917							
Jan 27 th /17		Carried forward.		247-45		Aerodrome, Lilbourne, N. Rugby.	No. 55 Sgt. Major Baldwin, L.D.
"		B.E.2C	—	15		Circuit	
"		B.E.12	—	15		"	
" 28		B.E.12A	—	-10		"	
Feb 1 st (C)		B.E.2C	—	-30	4000	Looped three times	First attempt at looping.
"		D.H.4	Capt. Johns	-50	2000	Hendon to Rugby	Landed by flares.
"		D.H.4, 2145	Lt. Briggs	-40	"	"	O.K.
"		D.H.4, 2133	Lt. Thompson	-30		Aerodrome Landings	Each of these pilots shot down a Zeppelin in England. 1916
"		"	" Pyott, D.S.O.	-30		"	
"		"	" Hobson	-30		"	
"		"	" Legg	-30		"	(Killed on his first flight.)
Mar. 11 th		D.H.4, 2140	2A.M. Shail	2-40		Lilbourne to St Omer, France.	<u>Solo</u> on D.H.4
						Rugby Engine	This was the very first service-equipped D.H.4 to arrive at or near the front.
							A stripped down D.H.4 had been flown to St. Omer some time earlier, on a test flight but returned immediately to England. It had no guns.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	(Copied from 1st page)	
						Course	Remarks
1915							
Sept. 24 th		MFLH. 2986	Self	5	400	to England, as Temp 2 nd Lt. R.F.C. (S.R)	
" 25		" 2993	"	21	1100	Aerodrome, Castle Bromwich Birmingham.	Joy-ride Inst. Lt. Sandys
" 28 th		"	"	16	300	Circuits	Control part of time Lt. Crowe
Oct. 5 th		"	"	15		Circuit & two straights.	" most - " " "
Sept 28 th		"	"	17		Straights.	" " "
Oct 5 th		"	Solo	10		"	Solo
" 6		"	"	18		Circuits	"
" 7		"	"	15		"	"
" 7		2986		26		"	"
" 8		"		23		"	"
" 9		2993		22		" & rights.	"
" 11		"		24		" " "	"

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
						Total flying June 5/10 117.10	Total flying in France. 91.95

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
TYPE OF MACHINES FLOWN.		Curtis J.N.3.		B.F.C. Renault & R.A.F.		Bristol Scout,	De Havilland.
Maurie Forman Longhorn.						In France.	No. 2.
To May 24 1916	3.32	To June 1st 1916	7.10	In England.	14.50.	To June 5th	In France. 6 July 10 1916
				In France.	8.10		11.00
				From Jan. 28 to 6 June 1st.			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height
Commission dated				Sept 1 st	1915
Left Canada				Sept. 4 th	1915
Landed in England				Sept 13 th	"
Reported at No 5 R.A.S. Birmingham				" 22 nd	"
" Wing H.Q. Wetherston				Oct. 13	"
" No 20, S. Bristol				" 14	"
Graduated at C.F.S. & appointed Flying Officer.				Dec. 31 st	1915
Transferred to No 33, S.				Jan 13 th	1916
Left England & came to France				" 27 th	"
Joined No. 16. Squadron				" 28 th	"
First crash of any kind. B.E. 2. Engine failed.				May 27 th	"
Joined No. 29 Squadron				June 13 th	"
Flying De Hav. Hawks				July 10 th	"
Went to Hospital (No 12. C.F.S.)				" 12	"
First crash.				" 13	"
Came back to England on Red & Ship.					
Medical board granted 2 month leave					
Ported to 49 R.S. Beaulieu (an. Instructors)				Oct. 15 th	
" 55. Sqd. Rugby Eng.				Jan. 25 th	1917
Flew from Rugby Eng. to St Omer France. 260 miles. 160 minutes				Mar. 11 th	"
Let bomb raid at 3 p.m. in 60 miles behind lines & we were all shot down. All killed except my observer and I. We were both wounded and taken prisoner by Germans. Camp No 5. Combray.				April 5 th	1917
Appointed Captain & Flight Commander at Combray.				Jan. 3 rd	1919
Returned from captivity in Germany via Denmark.				April 7 th	1919
Demobilized from R.C.A.					

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