

Achiet-le-Grand Commonwealth War Grave Cemetery

Having read Mike O'Connor's books 'Airfields & Airmen of the Somme' and 'In the Footsteps of the Red Baron' published with Norman Franks, my wife and I decided to visit the Somme battlefields and some of the areas mentioned in the books in 2005. I then started looking at the possibility of trying to research all the airmen that were buried in one of the cemeteries. The Commonwealth War Grave Cemetery (CWGC) in Achiet-le-Grand became an obvious choice after the curators of the Ulster Tower Memorial on the Somme, Teddy and Phoebe Colligan introduced me to Phillippe Drouin who was the vice-president of the Somme Remembrance Association and was himself working on a history of Achiet-le-Grand during W.W.1.

Achiet-le-Grand is a small French village located close to the main Arras to Bapaume Rd. (N17). The Commonwealth War Grave Cemetery (CWGC) is well sign posted and easy to find. As with all CWGC's that we visited they are all very well looked after, beautiful if not sad places to visit.

Achiet-le-Grand Communal Cemetery contains 4 W.W.1 burials and the Achiet-le-Grand Communal Cemetery Extension contains 1424 Commonwealth burials and 42 German war graves. Of the 1424 Commonwealth burials, 200 of them are 'known unto God'. Achiet-le-Grand train station was an allied railhead and the 45th and 49th Casualty Clearing Stations were based here. The village changed hands a number of times during the war being finally liberated during August 1918. After the Armistice the cemetery expanded as bodies were recovered from the battlefields nearby and from other smaller cemeteries. The Communal Cemetery contains two airmen while the Communal Cemetery Extension contains 34.

A number of the airmen buried in Achiet le Grand were victims of both early and late German aces and Pour le Merite winners; Martin Zander later to command Jasta 1 and Pour le Merite winners, Gustav Leffers; Ernst Fr. von Althaus; Max Immelmann; Kurt Wintgens; Albert Dossenbach; Manfred von Richthofen; Erwin Bohme; Werner Voss and Fritz Otto Bernert. I decided to start at the earliest burial in 1915 and continue chronologically to the end of the war. As I researched and wrote the article I realised that "old" is a very relative expression!

From an aeronautical point the story of the CWGC in Achiet-le-Grand begins on **Wednesday 21/7/1915**. Early that morning, at approx 04.20a.m. Cpl Victor Clarence Judge and his observer **2Lt John Parker** (Kings Own Royal Lancaster Regiment) from 4 Sqn. RFC¹ left their base at Vert Galand airfield. The squadron had only moved to Vert Galand the previous day. They were on an early morning reconnaissance patrol when they were engaged by enemy aircraft and were shot down in combat. They were flying a Voisin LA serial number 1858.

Some records indicate that the pilot Cpl V.C. Judge was WIA and later DOW but this is incorrect, I can find no information on his death and I know that he survived the war as a POW as he was transferred to the Netherlands in May 1918. Cpl V.C. Judge (494) was born in Portsmouth on the 29/06/1891 and he joined the RFC in 1912. He took his 'Ticket'², number 855, at the Central Flying School, Upavon on the 21/07/1914 while flying a Maurice Farman Biplane. At this time his rank was recorded as a 1st class Air Mechanic. He was one of 47 NCOs and other ranks graded as RFC pilots (Second Class) on the 04/08/1914.

Previously on the 06/07/1915 Cpl V.C. Judge had been FTL in a Voisin LA Serial number 1890 while flying with 2Lt. John Lascelles as his observer after their radiator had been damaged by AA fire.

However on this day, 21/7/1915 his observer 2Lt John Parker was not so lucky, he was hit in the head and shoulder and died of his wounds.

2Lt John Parker now lies at rest in **grave IV.H.10**. He was 25 years old at the time of his death.

The Battle of Loos began on **Saturday 25/09/1915**. On the first day of the battle, **2Lt Jonathan Noel Clulow Washington** (Manchester Regiment) and his observer, 2Lt Maurice Wyvil Greenhow from 8 Sqn RFC³ were flying B.E.2c serial number 4301. They had left their airfield at approx 07.11 and were part of an attacking force of 14 aircraft from III Wing on the Douai-Valenciennes railway line. The railway line was hit in a number of places, a rail truck on the line was hit also damage was caused to a railway turntable. (See front cover painting by artist Robin Smith depicting this action).

They were shot down in aerial combat near Metz-en-Couture with 2Lt J.N.C. Washington being made a POW but DOW seven days later on the 2/10/1915, 2Lt M.W. Greenhow survived the war and was repatriated to Holland on the 10/04/1918. In late 1918 when 2Lt M.W. Greenhow returned to England he described the combat as follows 'Air fight with two German Fokker two-seaters which attacked alternately from different direction. Left rudder control severed. Both pilots' legs broken by gunfire and also hit in the stomach. Throttle shot away'.

They were shot down by a 2-seater from FAA9b whose pilot was Martin Zander. This was his first victory of either five or six (depending upon which record you use). Exactly what type of aircraft that Martin Zander was flying is open to question. As 2Lt M.W. Greenhow describes them as 'German Fokker two-seaters'. Equally they could have been Pfalz A.2 (a copy of the Morane parasol) or even a Fokker Eindecker. Aircraft identification was not very good on either side and as 2Lt.Greenhow would have been sitting in front of the pilot and underneath the wing his view of what exactly was attacking them and identifying them while under the stress of combat would have been severely restricted.

2Lt J.N.C.Washington who was born on the 24/12/1895 in London was the son of Jonathan J.Washington and his wife Mary (St Leger Bishop) residing at, 1 Trinity Square, Southwark, London. He took his 'Ticket' number 1302 at the Military School Farnborough on the 02/06/15 while flying a Maurice Farman Biplane.

2Lt Washington now lies at rest in **grave IV.H.5**. He was 19 years old at the time of his death.

Martin Zander went on to command Jasta 1 for a short period before being transferred to Jagdstaffelschule 1. He saw no further combat and died in 1925. The French reported that the Lewis gun used by 2Lt M.W. Greenhow was recaptured by them on a German aircraft that they had forced to land on their side of the lines a few days later.

8 Sqn. had another aircraft damaged on the same raid. BE2c 1723 with 2Lt. D.A. Glen and his observer 2Lt. D.C. Rutter, had their aircraft damaged in combat but they made it back across the lines, neither of them were wounded. Unfortunately on the 29th of December 1915 2Lt.D.A Glen and his observer Sgt.E.Jones, while flying BE2c serial number 2039 were shot down by Ltn Gustav Leffers⁵ (KEK Bertincourt) for his second victory. 2Lt.Glen was shot through the heart and KIA while Sgt.Jones was injured in the crash but survived as a POW. They were escorting a second BE2c serial number 4087 also from 8 Sqn. RFC, the pilot being Lt.W.S.Sholto-Douglas and the observer was Lt.Child. They in turn were attacked for over 30 minutes before making it back across the lines.

2Lt. D.A. Glen took his 'Ticket' number 1326 at the Military School Farnborough on the 04/06/15 while flying a Maurice Farman Biplane. He is buried in Sains-les-Marquion British Cemetery.

Ltn Gustav Leffers⁵ from FFA 23 (K.E.K. Bertincourt) scored his first victory of nine on **Sunday 05/12/1915** while flying Fokker E.III serial number 84/15. He had been alerted to the presence of enemy aircraft by German AA fire. His victims were **Lt Arthur Richard Howe Browne** and his observer **A/M 1st Class William Henry Cox** (2373) from 13 Sqn RFC⁴. They were part of a photographic patrol to Bellenglise when they were shot down at approx 14.00 near Achiet-le-Grand / Bapaume and both were killed even though the observer put up a spirited fight before his pilot was hit and the plane dived towards the ground obviously out of control. They were flying B.E.2c serial number 2049.

Lt A.R.H.Browne was born on the 07/03/1894 in Tasmania and was the only son of the late Arthur R.Browne and Mrs B.H.Wilbraham. He took his 'Ticket' number 1093 at the Military School Brooklands on the 20/03/1915 while flying a Maurice Farman Biplane. He was 21 years old at the time of his death.

A/M 1st Class W.H.Cox was the son of George and Georgina Cox, 25 Bredon Hill Rd. Derby. Prior to joining up he was an employee of the Midland Railway and is included in their roll of honour. He was 19 years old at the time of his death. Pilot and observer now lie side by side in the cemetery; their **graves are IV.R.5 and IV.R.6**.

Sunday 05/12/1915 was not a good day for 13 Sqn RFC⁴ who lost another pilot and observer in the same patrol, both of whom were KIA These were **Capt. Gavin Alexander Porter** (RFA) and his observer **A/M 1st Class Henry Josiah Kirkbride** (2036). They were flying BE2c serial number 4092 as part of an escort for a photographic patrol when they were shot down at approx 14.00 near Roye which is south of Bapaume. This was the first victory of nine for Oberleutnant Ernst Fr. von Althaus from FA23, Kek Vaux. He was awarded the Pour le Merite in July 1916. He later commanded Jasta 10 but due to failing eyesight he was posted to Jastaschule 2. He eventually returned to the army, being captured by American troops. He survived both world wars and died in 1946 aged 56.

Capt. Gavin Alexander Porter was born on 23/06/1891 and was the son of Alexander and Hannah Porter, Kalgoortie, Western Australia. Before transferring to the RFC he had taken part in retreat from Mons while serving with the 68th battery. He served originally as an observer before taking pilot training. He took his 'Ticket' number 1907 at Farman Aerodrome, Etampes on the 29/04/1915 while flying a Maurice Farman Biplane. He returned to the U.K. to complete his instruction. He was 24 years old at the time of his death.

H.J. Kirkbride was born in Jan / Feb 1895 in Pontefract, Yorkshire. He was 20 years old when he was KIA.

Both aircrew members were originally buried with full military honours in Havrincourt Cemetery by the Germans. Pilot and observer now lie side by side in the **CWGC in Achiet-le-Grand; their graves are IV.O.4 and IV.O.5**

The Germans dropped a note over the British lines saying " *With regard to the BE4092 and other aircraft brought down after a violent fight in the air. The pilots and observers, 4, met with an honourable flying man's death and were buried yesterday with all military honours*"

At this stage of the war a German pilot had to achieve eight victories to be awarded the *Orden Pour le Mérité*, the Blue Max. On **Wednesday 12/01/1916** both Oswald Boelcke and Max Immelmann⁷ achieved their eight victories and were awarded the Blue Max later the same evening. For his eight victory, Oswald Boelcke FAB 62, shot down a RE 7, serial no. 2287 from 12 Sqn. RFC, the aircraft landed near Mouscron. The pilot 2Lt. Leonard Kingden (Worcs Rgt) was KIA while the observer Lt. K.W.Grey was made a POW. 2Lt. Leonard Kingden took his 'Ticket' number 1533 at the Military School Farnborough on the 04/08/1915 while flying a Maurice Farman Biplane. He is buried in Toutnai Communal Cemetery in grave V.A.13.

Meanwhile Max Immelmann⁷ also from FAB 62, shot down 2Lt Herbert Thomas Kemp (Cheshire Regt.) and his observer **2Lt Sidney Cornelius Hathaway** from 11 Sqn RFC⁶. They were part of an early morning escort / reconnaissance patrol having left their airfield at 07.23am flying a Vickers F.B.5 serial number 5460. This Vickers F.B.5 was built in France under a licensing agreement with Société Anonyme Darracq of Suresnes. When attacked both aircraft began to circle but the Fokker of Max Immelmann was able to turn tighter and got onto the tail and in the blind spot of the 'Gunbus', firing over 100 rounds at it. With the engine at the rear protecting the pilot, he only suffered a minor wound but 2Lt. Hathaway was KIA. The F.B.5 caught fire in the air after their fuel tank was hit and 2Lt. Kemp hurriedly landed the aircraft and promptly exited same. They were shot down at approx 08.00am near Bapaume This was Max Immelmann's eight victory of fifteen and the second of three Vickers F.B.5's all from 11 Sqn. that he shot down.

2Lt H.T Kemp, who was born on the 29/10/1892, took his 'Ticket' number 1231 at the Military School, Farnborough, on the 11/05/1915 while flying a Maurice Farman Biplane. On the 02/10/1915 with Capt. Lane as his observer they had engaged an 'Albatros' forcing it back over the lines. Similarly on the 04/11/1915 with Cpl. Monks as his observer they had engaged an 'Albatros' forcing it back over the lines to land near Nestle. 2Lt H.T Kemp was repatriated to Holland on the 19/4/1918.

2Lt Hathaway was the son of C.W.Hathaway and his wife Kate of 28 Spencer Ave., Coventry. His father, who had died earlier that year at the age of 51 following an operation, had been the works manager of the local Triumph Co. 2Lt Hathaway was only 17 years old when he was KIA; he had lied about his age, being born on the 23/3/1898. He had already seen action in France with the Royal Field Artillery (Motor Machine Gun Corp) before transferring to the RFC in January 1916. 11 Sqn RFC was his first posting and he had been with the squadron for less than a week.

2Lt Hathaway now lies at rest in **grave IV.N.8**.

The other two Vickers F.B.5's from 11 Sqn. that Max Immelmann shot down were as follows:

26/10/1915 Vickers F.B.5's serial number 5462 another Darracq built aircraft. The pilot Capt. Charles Curtis Darley was WIA POW (it was reported from a captured German airman that Capt Darley was in hospital in Lille having lost his thumb) and the observer 2Lt.R.J.Slade was made POW. 2Lt. Slade was only a probationary observer at the time, having transferred to the RFC from the Army Cyclist Corp during the summer of 1915. They had left their airfield at Villers Bretonneux that morning at 07.30 and were shot down and FTL at approx 10.00 near Ecoust St.Mein. Capt. Darley was a pre-war flier and he took his 'Ticket' number 592 at the Bristol School, Brooklands on the 15th August 1913 while flying a Bristol Biplane. This was Max Immelmann's 5th victory. There is a good representation of this action by Harry Dempsey on the cover of Ospreys 'Early German Aces of WW1 by Greg Wyngarden.

23/04/1916 Vickers F.B.5's serial number 5079, this was another Darracq built aircraft that was originally supplied to the RNAS and was then transferred to the RFC. They were on a photographic sortie but their escort was not in position when their aircraft was attacked. They were FTL near Arras after their petrol tank was holed and both the pilot 2Lt.William Charles Mortimer-Phelan and the observer 2Lt.William A. Scott-Brown were made POW's. 2Lt.W.C.Mortimer-Phelan took his 'Ticket' number 866 at the Pashley School, Shoreham on the 9th August 1914 (five days after Britain declared war on Germany) while flying a Henry Farman type Biplane. This was Immelmann's 14th victory.

Another victim of Lt Gustav Leffers⁵ from FFA 23 (K.E.K. Bertincourt) was shot down on Tuesday **14/03/1916**. These were **2Lt James Campbell Cunningham** and his observer **A/M 1st Class John William Newton** (3098) from 15 Sqn RFC⁸. They were part of an escort / photographic patrol, taking photographs of the ground near Achiet-le-Grand and had left their airfield, Vert Galand, at 10.40am. They were flying BE2c serial number 4153 when they were attacked at approx 11.15am. The Fokker EIII serial number 84/15 flown by Gustav Leffers⁵ attacked the photographic BE2c of 2Lt.C.Danby and 2Lt.P.F.J.Kent first and 2Lt J.C.Cunningham and his observer A/M 1st Class J.W.Newton when to their aid. This allowed Danby and Kent to escape but in the ensuing combat Cunningham and Newton were shot down, the aircraft crashing into the ground, bursting into flames and both were KIA. This was Lt. Gustav Leffers⁵ FA32, KEK Bertincourt fourth victory of nine. Leffers claimed that during the combat they were so close that he could see the pilot, 2Lt. Cunningham shake his fist at him!

2 Lt.J.C.Cunningham took his 'Ticket' number 2019 at the Military School Brooklands on the 08/11/1915 while flying a Maurice Farman Biplane. He was an Australian, born on the 20/02/1895 and son of J.F.Cunningham and his wife Margaret of the 'Rockey' Mendooran, Mew South Wales. He was 21 years old at the time of his death.

A/M 1st Class J.W.Newton was the son of George Henry Newton and his wife Sarah Ann, of Buxton Rd. Bakewell, Derbyshire. He was 19 years old at the time of his death. Pilot and observer now **share graves III.K.21/22 in the cemetery**.

The next two victims were from 8 Sqn. RFC³ even though the dates are roughly three months apart. The first was on **Thursday 30/3/1916** when Lt Thomas Corby Wilson and his observer **A/M 1st Class Arnold Walker** (1941) were shot down. They were part of an escort / reconnaissance patrol flying BE2c serial number 2605. This BE2c was a Presentation Aircraft, *Nigeria No.2* and is the first of a number of Presentation aircraft that were flown by aircrew who are linked to the CWGC in Achiet-le-Grand. They were shot down at approx 11.15am near Monchy du Bois, Lt T.C.Wilson was WIA POW but his observer A/M 1st Class A. Walker was KIA. Their aircraft seems to have been attacked by a number of Fokker aircraft from FA32 and FAb 62 with the victory seemingly awarded to Lt Werner Lehmann from FA32. Werner Lehmann was later KIA with Jasta 12 on the 05/08/1917. There was a Lt. Burkhardt Lehmann from Jasta 12 KIA on this date, I'm not if they were one and the same.

Lt T.C.Wilson was born on the 10/08/1896 at Bardon Hall, Eashing, Godalming, Rangoon, India. He took his 'Ticket' number 1602 at the Ruffy-Baumann School Hendon on the 17/08/1915 while flying a Caudron Biplane.

A/M 1st Class A.Walker while on patrol on the 12/12/1915 and acting as observer to Lt. Douglas had driven off an Albatros and a Fokker which they had engaged. He now lies at peace in **grave IV.H.9**.

The next victims from 8 Sqn. RFC³ was on **Tuesday 20/06/1916** were 2Lt **David Williamson Stewart Paterson** and his observer **2Lt John Cooke** (Durham Light Infantry). They were on an artillery observation patrol flying BE2c serial number 2488 another Presentation Aircraft: *Punjab No.37 'Chambra'* when they were shot down with 2Lt D.W.S.Paterson KIA and his observer, 2Lt J.Cooke POW DOW soon afterwards on the same day. German wireless reported that they were shot down by AA fire. This took place near Puisieux at approx 09.55am.

2Lt D.W.S.Paterson was the son of William and Isabella J. Paterson of Dumfries, Scotland. He took his 'Ticket' number 2138 at the Military School Brooklands on the 08/12/1915 while flying a Maurice Farman Biplane. He was 26 years old at the time of his death.

2Lt John Cooke: I have not been able to clarify to my satisfaction any further details on this observer except that he did serve with the Durham Light Infantry but there seems to be a couple of other John Cooke's who served with this unit, some of them survived the war while others had a different date of death.

Pilot and observer now lie side by side in the cemetery; their graves are **IV.Q.3. and IV.Q.4.**

Saturday 01/07/1916 was the first day of the battle of the Somme. 22 Sqn. RFC⁹ lost 2 crews and their aircraft, both of which were Presentation aircraft. These two losses were the first in action for 22 Sqn. The second aircraft lost on this day is the one that we are mainly interested in. This was FE2b serial number 6928 Presentation Aircraft: *Malaya No.12 'Perak Federated States Civil Service'*. **Capt Gilbert Watson Webb** (Royal Irish Rifles) and his observer Lt W.O.Tudor-Hart from C Flight, were on an offensive patrol and had left their airfield at Bertangles about 10.00, their mission was to protect Corps aircraft between Douchy and Miraumont. They were shot down and Capt G.W.Webb was KIA and his observer Lt W.O.Tudor-Hart was WIA POW. Earlier that morning Lt W.O.Tudor-Hart had taken off as observer to Capt.W.A.Summers but they had to return due to engine problems. He then took off with Capt. G.W.Webb. After the war Lt W.O.Tudor-Hart said that they had been attacked by several German aircraft and that his pilot had been killed in the air and that he had crash landed the aircraft. A letter written by Lt W.O.Tudor-Hart describing this fight is contained in RFC Communiqué number 60 (1915-1916).

There is confusion as to who shot them down at Douchy. German records show that Lt. Hohberg and Hauptmann Viebig shot down a 'Vickers' and a BE and the crew of one were given as Capt. Webb KIA and Lt. Tudor-Hart WIA but the date given for this was the 03/07/1916. Peter Kilduff in C&C V23p165 confirms that it was Lt. Hohberg and Hauptman Viebig. Lt.Tudor-Hart mentions Lt. Russell and Lt.Hesse who landed close to their crashed aircraft and may have been involved in the fight.

Capt. G.W.Webb was the son of Richard Thomas Webb and his wife Blanche Louise of Rath House, Knock, Belfast, Co. Down was born on the 01/03/1890. Capt. G.W.Webb had previously been wounded while he served in the Royal Irish Rifles. He took his 'Ticket' number 2610 at the Military School Norwich on the 14/03/1916 while flying a Maurice Farman Biplane. He was 26 years old and now lies at rest in **grave IV.Q.5.**

The second aircraft that 22 Sqn. lost was also from C Flight. This was lost earlier in the day at 09.30am. FE2b serial number 6365 which was also a Presentation Aircraft: *Mauritius No.2* with the crew of Lt.J.H.Firstbrook or Hirstbrook (Canadian) WIA POW and Lt.R.Burgess WIA POW DOW six days later on the 07/07/1916. They were possibly the victims of Vzfw Dittrich, a Fokker Eindecker pilot from Kampheimsitzerstaffel B of FA32, who claimed them shot down over Cléry-Longueval. Lt.R.Burgess (Army Cyclist Corp) was the son of Walter and Edith Burgess, of Blaenmarlais, Narberth, and Pembrokeshire. He is buried in Douchy-les-Ayette British Cemetery in grave III. D. 9. he was 24 years old.

Photo of G.W.Webb, Lt W.O.Tudor-Hart and Capt.W.A.Summers in C&C Vol 22 p151.

Up to this period in the war all the aircraft from which crew members were buried in Achiet-le-Grand were two seaters. On **Sunday 24/09/1916** the first single seat fighter aircraft whose pilot, **2Lt. Theodore West** (Lancs Hussars Yeo. RE) was KIA was lost. He was flying BE 12 serial number 6546 with 19 Sqn. RFC¹⁰ when he was shot down. To describe the BE12 as a fighter aircraft is a misnomer as it was only a single seat conversion of the BE2c. They were so poor as fighter aircraft that the commander of the RFC in France, Hugh Montague Trenchard requested that no more BE 12's be sent out to France. Between the 17/09/1916 and 25/09/1916, 19 Sqn. lost 6 BE12's with four pilots KIA, 1 pilot DOW and one pilot FTL but safe. 21 Sqn. RFC one pilot KIA, one pilot DOW, one pilot WIA and one pilot FTL but safe.

19 Sqn. RFC¹⁰ were part of a large offensive patrol (approx 60 aircraft) against enemy airfields in the Cambrai area when 2Lt. West was shot down and KIA by the German ace, Lt. Kurt Wintgens³¹ of Jasta 1. His aircraft was shot down in flames near Havrincourt and it broke up in the air. This was Lt. Kurt Wintgens 18th victory.

2Lt. Theodore West was a native of St Helens, Lancs. He was 21 years old at the time of his death. He now lies at rest in **grave II.M.10.**

19 Sqn. lost a second aircraft in this operation, BE12 serial number 6579 was also shot down in flames and also broke up in the air with its pilot 2Lt George Edwards (County of London Yeo) being KIA. Depending upon the references that you consult this could have been Lt. Kurt Wintgens second victory of the day; others give a two seater crew from FAb32, Lt. A Dossenbach and his observer Oblt. H.Schilling being awarded this victory.

2Lt George Edwards has no known grave and is listed on the Arras Memorial in France. He was 28 years old.

Lt. Kurt Wintgens shot down a second aircraft this day, but it is unclear as to whether it was this aircraft, a Martinsyde G100 serial number 7498 from 27 Sqn RFC or was this the aircraft that was shot down by Lt. A Dossenbach and his observer Oblt. H.Schilling. Its pilot 2Lt E.N.Wingfield, who had left his airfield at 03.40pm was made POW. He was repatriated to Holland on the 12/10/1918.

On **Tuesday 26/09/1916 Lt Frederick St John Ford North Echlin** (Royal Fusiliers) and his observer **A/M 1st Class Arthur Grundy** (6709) from 70 Sqn RFC¹¹ were on an offensive patrol flying Sopwith 1½ Strutter serial number A1916 when they were shot down at approx 10.20am S.W. of Bapuame crashing on the Ervillers-St Leger Rd. Lt F.S.J.F.N.Echlin was WIA and DOW the following day, his observer A/M 1st Class A. Grundy was KIA. They were last seen in combat with a number of German aircraft and they may have been shot down by a two seater from FA 22 flown by Lt. Albert Dossenbach³⁵ and his observer Oblt. H.Schilling³⁶. They claimed this

at approx 11.25 near Ervillers. Also Rudolf Berthold of Jasta 4 submitted a successful claim for possibly this aircraft shot down at Bertincourt, although the time of his claim would seem to rule him out.

Lt F.S.J.F.N.Echlin was the son of Capt.Echlin (Rtd.) and his wife Dorothy Blanche Echlin (nee Dohree) of The Anchorage, Doyle Rd., Guernsey, C.I.

A/M 1st Class A. Grundy (6709) was from Astley, Manchester, Lancs.

Pilot and observer now lie side by side in the cemetery, their **graves are IV.H.7. and IV.H.6.**

Manfred von Richthofen¹³ of Jasta 2 scored his 8th victory in Albatros DII Nr.491/16 on **Thursday 09/11/1916**. The luckless victim was **2Lt Ian Gilmour Cameron** (Queens Own Cameron Highlanders) from 12 Sqn. RFC¹². He was part of a large bombing raid on a German ammunition dump in a sugar factory near Vaulx-Vraucourt. The Duke of Saxe-Coburg also had his headquarters near here. 12 Sqn and 13 Sqn⁴ supplied 16 bombing aircraft while protection was provided by FE2's from 11 Sqn. DH 2's from 29 Sqn²⁴ and finally Nieuport scouts from 60 Sqn¹⁹. They were intercepted by aircraft from Jasta's 1 and 2. 12 Sqn. lost two BE2c's and another pilot returned wounded. Further casualties were one FE2b which came down in the British lines with the pilot wounded and the observer dead. Two DH 2's were also lost with both pilots WIA and POW and finally 60 Sqn had one pilot WIA.

2Lt Ian Gilmour Cameron was flying BE2c serial number 2506 (Presentation Aircraft: *Overseas Club British Empire Day 1916 No.3*) when he was shot down WIA and taken prisoner, and unfortunately he died later the same day of his wounds. He had left his airfield at 08.50am and was shot down near Beugny at approx 09.30am. He, like most of the other BE2 pilots on this mission had no observer on board to facilitate carrying a heavier bomb load.

2Lt Ian Gilmour Cameron was born on the 23/09/1897 and was the eldest son of Surgeon Major James Cameron and his wife Mary of 'The Fountain' Loanhead, Midlothian, Scotland. He took his 'Ticket' number 2624 at the Military School Farnborough on the 26/03/1916 while flying a Maurice Farman Biplane He was 19 years old at the time of his death. He now lies at rest in **grave II.M.19**. The other losses in this action were;

12 Sqn lost Lt. Gerald Featherstone Knight (Devon Regt.), as a POW in BE2c, 2502 near Mory at 09.30. He was credited to Oblt. Stefan Kirmaier (9th of 11) the leader of Jasta 2. He escaped back to the U.K. 13/9/1917. Lt Knight took his 'Ticket' number 3344 at the Military School Shoreham on the 27/07/1916 while flying a Maurice Farman Biplane.

12 Sqn. also had 2 Lt. T.Haynes (or Hayes), BE2c, 4589 WIA, possibly due to Lt. Hohne Jasta 2.

11 Sqn. lost one FE2b 7701 FTL in no-man's-land. 2Lt.J.D.Cowie WIA and Cpl.C.G.S.Ward (2564) KIA.

2Lt. James Douglas Cowie (Argyll and Sutherland Highlanders) was born on the 28/09/1895 in Alloa, Scotland. He took his 'Ticket' number 3588 at the Military School Thetford on the 10/09/1916 while flying a Maurice Farman Biplane.

Cpl. Charles George Sedgwick Ward has no known grave and is listed on the Arras Flying Services Memorial. He was the son of Robert and Pattie Ward from 61 Ravensdale Rd., Stamford Hill, London. He was 22 years old.

29 Sqn. lost DH2 A2543, 2Lt.I.Curlewis WIA POW. Ivan Curlewis was from 650 Park St. Pretoria, South Africa. He took his 'Ticket' number 2472 at the Military School Brooklands on the 19/02/1916 while flying a Maurice Farman Biplane. He was credited to Lt. Hans von Keudell (5th of 12), Jasta 1.

29 Sqn. also lost DH2 7915, Capt.A.C.Bolton WIA POW. He was claimed by Lt. Hans Imelmann Jasta 2 and also by Oblt. F. O. Bernert (1st of 27) from Jasta 4.

60 Sqn. had Lt.A.D.Bell-Irving WIA he crash landed in an area recently taken by British troops who helped him from his crashed aircraft and got him to a nearby field dressing station. He had gone to the aid of an 11 Sqn. FE2b flown by 2Lt.J.D.Cowie whose observer Cpl. C.G.S.Ward had been KIA at this time. Both Bell-Irving and Cowie ended up in beds side by side in Etaples Base Hospital. Bell-Irving received a bar to his MC "For conspicuous gallantry in action, he displayed great courage and skill escorting a bombing raid. He engaged seven enemy machines and drove them off. Afterwards, though his own machine was damaged, he continued to fight against superior numbers of the enemy". He was flying Nieuport 17, A272 and was credited to Lt. Wortmann, Jasta 2. Lt.Bell-Irving took his 'Ticket' number 2664 at the Military School Farnborough on the 31/03/1916 while flying a Maurice Farman Biplane.

Capt.J.D.Latta led a flight of 7 aircraft from 60 Sqn to cover the return of the bombers, they were also attacked by German fighters and Capt. Latta had his aircraft Nieuport 17, A273 so badly shot about that it had to be returned to the depot for repairs. He took his 'Ticket' number 1404 at the Military School Brooklands on the 03/02/1915 while flying a Maurice Farman Biplane.

Manfred von Richthofen¹³ struck again, for his 10th victory on **Monday 20/11/1916**. 2Lt Gilbert Sudbury Hall and his observer **2Lt George Doughty** (Royal Scots) from 18 Sqn. RFC¹⁴ were part of a front line defensive patrol. They had taken off from their airfield at Lavieville at 13.15 and were flying FE 2b serial number 4848 when they were attacked by aircraft from Jasta 2 at approx 16.15.

Manfred von Richthofen¹³ shot them down with 2Lt G.S.Hall being seriously wounded, he died from his wounds 10 days later, on the 30/11/1916 in hospital in Cambrai. His observer 2Lt G. Doughty was KIA. Manfred von Richthofen was flying Albatross DII 491/16 at the time.

2Lt Gilbert Sudbury Hall was born at 'Greenleigh' Matlock, Derbyshire 28/12/1890. His father, Robert Hall was the secretary of the Matlock Gas Company. Gilbert took his 'Ticket' number 2286 at the Military School Ruislip on the 16/06/1916 while flying a Maurice Farman Biplane. He had been with the squadron for less than two weeks and would have been 'easy meat' for someone of Manfred von Richthofen¹³ prowess. He was 25 years old at the time of his death. He now lies at rest in grave II.A.1 in Porte-de-Paris Cemetery, Cambrai.

2Lt George Doughty was the son of George and Betty Doughty of 2 Albert Place, Leith Walk, Edinburgh. He had been with the squadron for less than four months. He was mentioned in RFC communiqués with his pilot for attacking German troops in the Haines area from low altitude on the 01/08/1916. He was 21 years old at the time of his death. He now lies at rest in **grave II.M.6. in Achiet le Grand**.

Jasta 2 struck again on **Wednesday 20/12/1916**, this time Lt. Hans Imelmann³² was one of the victor's. This was his final victory of six as he was KIA shortly after on the 23/01/1917. His victims were **Lt Reginald Smith** (11/E Surrey Rgt) and his observer **Lt Harold Fiske** from 18 Sqn. RFC¹⁴. They were part of a front line offensive patrol with a number of other aircraft from 18 Sqn. which had left their airfield, St.Leger-les-Authie at approx 11.25. They were flying FE 2b serial number 4884 when they were attacked near Beugny and shot down in flames by aircraft from Jasta 2 at 12.55 near Beugny. Both of the aircrew were KIA.

Lt R.Smith was the son of Hamilton and Rachel Smith, of 'Elmswood', Montpelier, Weston-super-Mare but he was living near Putney in London. He was 24 years old when he was KIA. He now lies at rest in **grave II.M.20.** in Achiet le Grand.

Lt H Fiske was at first buried in Beugny German Communal Cemetery but was later moved to **Achiet le Grand Communal Cemetery** where he is commemorated on a **Remembrance Stone** embedded in the wall of the cemetery.

Hans Imelmann was KIA by Capt J.C.McMillan and 2Lt Hopkins flying a BE 2c from 4 Sqn RFC¹.

Capt. John Casely McMillan (Royal Scots Fusiliers) was from 'Duerdon' Brightlingsea and was born on the 18/06/1892. He took his 'Ticket' number 2475 at the Military School Farnborough on the 20/02/1916 while flying a Maurice Farman Biplane. He was WIA and DOW on the 06/02/1917 while still with 4 Sqn RFC¹. He was 24 years old and is buried at Contay British Cemetery, Contay, France.

18 Sqn lost a total of three aircraft to the pilots of Jasta 2, with three members of 18 Sqn being KIA, one DOW and two being POW. Lt. Hans Wortmann claimed FE 2b serial number A5452 (Presentation Aircraft: *Baroda No.17*) with Lt Cyril Hugh Windrum (Royal West Kent Regt.) POW and Lt J.A.Hollis (East York's Regt.) POW. They had left their airfield at 11.25 and were reported in combat at 13.05 near Sapignies. Lt. Windrum was born on the 19/07/1896 in Portsmouth. He took his 'Ticket' number 3478 at the Military School Brooklands on the 02/09/1916 while flying a Maurice Farman Biplane.

Finally Manfred von Richthofen¹³ claimed FE 2b serial number A5446 (Presentation Aircraft: *Malaya No.11 'The Joffna'*), Lt. Lionel George D'Arcy (Connaught Rangers) POW, DOW and Sub-Lt Reginald Cuthbert Whiteside (Nelson Btn. Royal Naval Division) KIA. They had left their airfield at 11.15 and were reported in combat at 13.15 near Noreuil. Manfred von Richthofen¹³ was flying Albatros DII serial number 491/16.

Lt.D'Arcy was born in 1888 near Ballinamore Bridge, Co.Galway, Ireland. He was one of nine children of Hyacinth D'Arcy and his wife Louisa Alicia Brown. His father was Deputy Lord Lieutenant for Co. Mayo. His body was never found and he is listed on the Arras Memorial in France. He took his 'Ticket' number 3448 at the Military School, Thetford on the 27/08/1916 while flying a Maurice Farman Biplane.

Sub-Lt. R.C.Whiteside was commissioned as a Sub-Lt (T) in the RNVR in September 1915; drafted to BEF in July 1916 and joined the Nelson Btn but obtained a transfer to the RFC on probation and was attached to 18 Sqn near the end of October 1916 an observer. He was with them for less than two months before he was KIA, only 21 years old. His body was also never found and he too is listed on the Arras Memorial in France. There are two addresses listed for him, one in New Zealand and one in South Benfleet Essex. His father was Revd. W.C.Whiteside and his mother Louisa Whiteside.

Earlier that morning 20/12/1916, von Richthofen with the same aircraft, Albatross DII 491/16, he had shot down Capt. Arthur Gerald Knight of 29 Sqn R.F.C. who was flying DH2 serial number 7927. Capt. A.G.Knight was born on the 30/07/1895 in Bedford but he and his family moved to Canada. He was a very experienced and courageous pilot who had already been awarded a M.C. and a D.S.O. He was also an eight victory ace but he was KIA by von Richthofen as his 13th victory. He took his 'Ticket' number 2063 at the Curtiss School, Toronto, Canada on the 11/11/1915 while flying a Curtiss Biplane.

Jasta 2 Strikes again! This time it was Lt. Erwin Bohme³³ shooting down a DH2 from 32 Sqn. RFC¹⁵ on **Sunday 07/01/1917**. The pilot who was KIA was **2Lt. Ethel Godwin Stockwell Wagner** (Royal Warwick's Regt.). He had left his aerodrome flying DH 2 serial number 7851 at 11.00 as part of an offensive patrol. The patrol was attacked by aircraft from Jasta 2 with Lt. Erwin Bohme shooting him down at approx 11.30 near Beugny for his ninth victory of a total of 24.

2Lt. E.G.S. Wagner was born in Taifrin, part of the Federation of Malay States but he and his parents had returned to the U.K. and were living at 110 Bristol Rd. Birmingham. He took his 'Ticket' number 3489 at the Military School Birmingham on the 06/09/1916 while flying a Maurice Farman Biplane. 2Lt. E.G.S. Wagner was 23 years old at the time of his death. He now lies at rest in **grave II.M.25. in Achiet le Grand**.

The first member of the RNAS to lose his life and be buried in Achiet-le-Grand was **Flight Cdr. Colin Roy Mackenzie D.S.O.** the commander of A Flight from 8 Sqn RNAS¹⁷. On **Wednesday 24/01/1917** he had left his aerodrome at Vert Galand on an offensive patrol in the Bapaume area, flying Sopwith Pup serial number N5198. He had left his airfield at 11.25 and was shot down near Achiet-le-Petit and was KIA. Hans von Keudell³⁴ from Jasta 1, claimed his victory near Bihucourt at approx 12.10. This was Hans von Keudell's eleventh of twelve victories.

Flight Cdr. C.R.Mackenzie was the son of A.L.Mackenzie and his wife Marion of No.6, The Circus, Bath, Somerset and was born on the 06/05/1892. He took his 'Ticket' number 1571 at the Royal Naval Flying School Eastchurch on the 02/08/1915 while flying a Caudron Biplane. Flight Cdr. C.R.Mackenzie was 24 years old when he was KIA. He now lies at rest in grave **Achiet le Grand Communal Cemetery, Grave number 3.**

The second and final member of the RNAS to be buried in Achiet-le-Grand was **Flight SubLt.Walter Edward Traynor** from 3 Sqn RNAS¹⁶ on attachment to 8 Sqn RNAS¹⁷ Sqn. On **Friday 02/02/1917** he left his airfield at 12.00 as part of the escort for a photographic mission in the Bapaume-Cambrai area. He was shot down near Hermies and KIA while flying Sopwith Pup serial number N5191. He was shot down by a two seater crew, Offst. F Kosmahl and Lt.n.R. Schulz from FAb261. Offst. F Kosmahl achieved a total of nine victories, three victories with FAA22, two victories with FAA261 and finally after training as a fighter pilot four with Jasta 26. He was WIA (stomach) on the 22/09/1917 and later DOW on the 26/9/1917. It's thought that his opponents were SE 5a's from 60 Sqn. RFC¹⁹, possibly a combination of Capt. R.L.Chidlaw-Roberts and Capt. H.A.Hamersley.

Flight SubLt.W.E.Traynor, born on the 31/01/1894 was the son of Peter and Ann Traynor of No. 10 Winthroppe Rd. Putney, London. He took his 'Ticket' number 2589 at the Royal Naval Flying School Redcar on the 17/03/1916 while flying a Caudron Biplane. He was 23 years old when he was KIA. He now lies at rest in **Achiet le Grand Cemetery, Grave number II.M.7.**

Jasta 2 was responsible for shooting down BE2d serial number 7254 from 15 Sqn RFC⁸ on **Saturday 24/03/1917.** Sgt. Joseph Frederick Ridgway and his observer **2Lt. Edward John Hare** (RE) had left their airfield, Lealvillers, at 14.15 and were flying a photographic patrol taking photographs of the Hindenburg Line near Heninel. They were attacked by aircraft from Jasta 2 and they were shot down on the allied side of the lines at approx 15.15. They were possibly the 9th victory of Lt.n Otto Bernert²¹ of Jasta 2. Sgt. Ridgway was WIA, unfortunately his observer 2Lt.E.J.Hare was KIA. C&C Vol. 4 page 64 says that 2Lt.E.J.Hare drove off the attacking aircraft but was subsequently hit by AA fire which struck the BE2d between the cockpits killing 2Lt.E.J.Hare and wounding Sgt. J.F.Ridgway.

Sgt. J.F.Ridgway, was born on the 13/08/1896 in Rio de Janeiro. He took his 'Ticket' number 2593 at the Northern Aircraft Company School Windermere on the 17/03/1916 while flying a N.A.C. Seaplane.

2Lt.E.J.Hare was the son of Edward John Hare and his wife Catherine Rebecca Hare of Haredale, Mowbray, Cape Province, South Africa. He was 29 years old when he was KIA. He now lies at rest in **Achiet le Grand Cemetery, Grave number IV.Z.8.**

Another loss on **Saturday 24/03/17** was Sgt. Edward Preston Critchley and his observer **A/M 1st class Frank Russell** (12708) from 23 Sqn. RFC¹⁸, the squadron was in the process of re-equipping with single seater SPAD VII aircraft. They had left their airfield, Baizeau, at 13.13 and were part of an escort for a photographic patrol in FE2b serial number A5485 (Presentation Aircraft: *Bombay No.1*) when they were shot down at approx 15.10 on the allied side of the lines. They were FTL near Achiet-le-Grand with Sgt. E.P.Critchley wounded in the leg and his observer A/M 1st class F.Russell KIA. They were the 21st victims of Werner Voss²⁹ from Jasta 2 who had an eventual score of 48 according to Greg Van Wyngarden in his book 'Jagdstaffel 2 Boelcke'. Others sources list a different aircraft as his Werner Voss 21st victim, with an FE2 from 11Sqn RFC being a distinct possibility. Will we ever know the truth? Somehow after the length of time that has passed I don't think we will.

Frank. Russell was the son of James Thomas Russell and his wife of 6 Arnold St. Rochdale, Lancs. Upon leaving school he had trained as a tinsmith. He was 20 years old when he was KIA. He is remembered on **memorial 4 which is built into the wall of Achiet-le-Grand Communal Cemetery.**

Sgt. E.P.Critchley was born on the 23/05/1893 in Cleveland, Ohio, U.S.A. He was residing at 40 Wattville Rd., Handsworth, Birmingham. He took his 'Ticket' number 3887 at the Military School Brooklands, on the 27/11/1916 while flying a Maurice Farman Biplane. Previously on the 06/03/1917 Sgt.Critchley and his observer AM/2 G.Brown WIA had been forced to land after combat while flying FE2b Serial no. 4957 Sgt.Critchley was promoted to 2Lt. and survived the war. **Photo in C&C book on the FE2d/b. P 126** Another FE2b serial number 4960 from 23 Sqn. was also forced to land near Martinsart with both crew members safe. Lt. N.F.Fletcher and 2Lt.H.S.Elliott had taken off at 13.20 and were involved in the same fight as Critchley and Russell. It may have been Vzfw. Grigo from Jasta 12 that forced them to land as he had an unconfirmed claim for an FE2 this day.

70 Sqn. RFC¹¹ flying their outdated Sopwith 1½ Strutter had a torrid time over a two day period, **Saturday 24th and Sunday 25th March 1917.** Over this two day period they lost seven aircraft with three others damaged, possibly beyond repair. Out of the total of twenty aircrew involved they only had three members return safely with two others either WIA or injured during forced landings due to combat damage. Out of the other crew members two were POW's while another eight were KIA and the remaining five DOW, a total of thirteen dead.

Their mission on both days was a deep photographic reconnaissance of the Hindenburg line. On **Saturday 24/03/17** a five aircraft flight that had left their airfield at approx 06.30, they lost two aircraft that were shot down with two of the airmen becoming POW's while the other two DOW. The remaining three aircraft returned damaged with one observer DOW and another injured, while one of the pilots was also injured. The Sopwith 1½ Strutter's, which even at this time of the war were badly out-classed, had the misfortune to run foul of Jasta's 5 and 11.

The aircraft and casualties of 70 Sqn. RFC on the **24/03/17** were;

A956 Capt.A.G.Saxty (4th Somerset L.I.) and Lt.Harold Forrester Duncan (Highland Light Inf) had their aircraft badly shot about.

While Capt. Saxty was unharmed his observer Lt. Duncan was WIA DOW five days later on the 29/03/17.

Lt.H.F.Duncan was the son of Maj.J.F. and Mrs Duncan of Polkemmet, Helensburg, Dunbartonshire, Scotland. He was 22 years old and now lies in Gezaincourt Communal Cemetery Extension, France.

A957 Capt. Alan Maxwell Lowery (RFA) WIA DOW and Lt.George William Swan (ASC) WIA DOW (possibly by Offst E Nathanael (3rd of 15) Jasta 5 who claimed a Sopwith 1½ Strutter near Ecoust St. Mein). Capt.A.M. Lowery who was born on the 15/06/1890 was the son of William Lowery of Hull. Alan was married to Ethal Constance Lowery , they resided at ‘Marshlands’ Park. Ave. Grimsby. He took his ‘Ticket’ number 2157 at the Military School Birmingham, on the 12/12/1915 while flying a Maurice Farman Biplane. He was 27 years old at the time of his death.

Lt.G.W.Swan was the son of William Robert Swan and his wife Louisa Pritchard of 101 Avenue Rd. Acton, London. He was 24 years old when he was KIA.

Both Pilot and Observer have no known grave and are commemorated on the Arras Flying Services Memorial.

A1907 Capt. William Howard Costello POW and Lt.H.S.Whiteside POW (either Lt. H. Gontermann (5th of 39) Jasta 5 or Lt. K. Schaefer (8th of 30) Jasta 11. Capt.W.H.Costello (East Riding R.G.A.) was born on the 22/02/1895 in Hull. He took his ‘Ticket’ number 3910 at the Military School Birmingham, on the 12/12/1916 while flying a Maurice Farman Biplane.

A1925 Lt.H.Butler (York’s Regt) Safe and 2A/M McMillan Inj. Their plane was badly shot about but repairable. Lt. Butler was born on the 28/09/1886 in Blackburn, Lancs and he took his ‘Ticket’ number 3483 at the Military School Tadcaster, on the 29/08/1916 while flying a BE2c Biplane.

A2983 Lt.Peter Inj and Lt.B.Balfour Safe. Their plane was badly shot about.

The following day, **Sunday 25/03/17**, was a worse day for 70 Sqn. who again under took a deep photographic reconnaissance of the Hindenburg line. Unfortunately they ran into a mixture of 9 aircraft from Jasta 5 and Jasta 6. Jasta 5 claimed four of the Sopwith 1½ Strutters in a very short space of time, with Jasta 6 claiming the other Sopwith. Of the total of ten airmen who were lost, eight were KIA and the other two DOW soon after. It is difficult to say exactly who shot them down as four of them were shot down in less than ten minutes with Offst.E. Nathanael, Jasta 5 claiming two and one each to Vzfw. Hoppe, Jasta 5 and Lt. H.Gontermann, Jasta 5. Lt.K.Deilmann (Jasta 6) claimed the final Sopwith.

The patrol had left their airfield around 07.00. **Capt.Eric Joseph Henderson** and his observer **Lt.John Moir Sim** (Gordon Highlanders) were shot down at approx 09.20 with both of them KIA. They were flying Sopwith 1½ Strutter serial number A2986 **Capt.E.J.Henderson** was the son of Mr. and Mrs. Henderson of Johannesburg, South Africa. He was 19 years old.

Lt.J.M.Sim was the son of Robert and Isabella Sim of Enzie, Banffshire. He was 23 years old.

Pilot and observer now lie side by side in the cemetery; **their graves are IV.Z.7 and IV.Z.6**

The other aircraft and casualties of 70 Sqn. RFC on the 25/03/17 were;

7763 Lt.Charles Stewart Vane-Tempest (DLI) WIA POW DOW and 2Lt.Frederick Allinson (Queens) WIA POW DOW on the 27/03/17 (possibly the victims of Lt.K.Deilmann Jasta 6)

Lt.C.S.Vane-Tempest was the son of the late Charles Henry Vane-Tempest and his wife Florence Mary Harrison of ‘The Cottage’, Norton-on-Tees, Co. Durham and was 20 years old at the time of his death in action.

2Lt.F.Allinson was the son of Thomas and Annie (stepmother) Allinson of ‘Westview’, Muston Rd. Filey in Yorkshire and he was 24 years old at the time of his death in action.

Both Lt.C.S.Vane-Tempest and 2Lt.F.Allinson are buried in Ligny-en-Cambresis Communal Cemetery in France.

A884 Lt.Harry Butler (York’s Regt.) KIA and 2Lt.Leslie Archibald Norris KIA

Lt.H.Butler who was born on the 28/09/1886 was the son of Thomas and Emma Butler of 42 Lancaster Place, Blackburn. He took his ‘Ticket’ number 3483 at the Military School Tadcaster, on the 29/08/1916 while flying a BE2c. He was 30 years old when he was KIA.

2Lt.A.Norris was the son of William Norris, 18 Allfarting Lane, Wandsworth, London and was 23 years old when he was KIA.

Both Lt.H.Butler and 2Lt.A.Norris are buried in Lebuquiere Communal Cemetery, France.

A954 Lt.John Stephen Cooper (York’s & Lancs. Regt.) KIA and Lt.Norman Alexander McQueen (Gordon Highlanders) KIA
Lt.J.S.Cooper who was born on the 14/09/1891 was the son of William and Alice Cooper of Thornsett, Dore, Staffs. He took his ‘Ticket’ number 3483 at the Military School Brooklands, on the 18/08/1916 while flying a Maurice Farman Biplane. He was 25 years old at the time of his death.

Lt.N.A.McQueen was the son of James and Jessie Mac Queen of Turiff, Aberdeen, Scotland. He was 21 years old when KIA.

Both Pilot and Observer are buried in the H.A.C. Cemetery, Ecoust-St. Mein, France.

A958 Capt. Leonard Stanley Ward-Price (Life Guards) KIA. and Lt. Harry Athelston Chuter (Royal Fus.) KIA

Capt.L.S.Ward-Price was the son of the Rev. H. Ward Price. He had previously served with Royal Horse Guards and was severely wounded with them on May 13th, 1915. He is buried in Serain Communal Cemetery Extension, France.

Lt.H.A.Chuter Brother of Mrs. 1 M. Kidd, of 37, Streatham Elms, Tooting Bec Rd., Upper Tooting, London. He was 27 years old and is buried in Prospect Hill Cemetery, Gouy, France.

Three months after these casualties 70 Sqn. RFC changed their 2 seater Sopwith 1½ Strutters for single seat Sopwith Camels.

The battle of Arras began on **Monday 09/04/17** with the main objective in the first days being the capture of Vimy Ridge. The RFC were heavily involved in photographic reconnaissance missions prior to and during the offensive. The single seater Nieuports of 60

Sqn. RFC¹⁹ were involved in one such mission on **Monday 02/04/17**, it was a foul day with snow, hail and 60 mph winds. Four aircraft left their airfield at Le Hameau at approx 07.15, the flight consisted of Lt's. Hall, Black, Molesworth whose aircraft was equipped with a camera and eighteen year old 2Lt. Vaughan Floyer Williams. They were flying between Arras and Gommecourt when they attacked some Albatros scouts from Jasta 2. **2Lt. Vaughan Floyer Williams** was flying Nieuport 23 serial number A6763 when he was shot down in flames at approx 07.45 in the Fontaine-les-Croisilles area and KIA by Lt. Otto Bernert²¹ as his 11th victory of a total of 27. 2Lt. Williams had originally been in combat with Oblt. Adolf von Tutschek but he was having problems with one of his machine guns. 2Lt. Ryan seems to have tried to extricate himself from combat but unfortunately did not see Lt. Otto Bernert who shot him down quite quickly. 60 Sqn. claimed one enemy scout OOC Jasta 2 did not have any casualties in this engagement. **2Lt. V.F. Williams** was the son of Glynne and Mabel Frances Williams, of 7 Berkeley House, Hay Hill, London. He was 18 years old and now lies in **grave IV.N.7**.

'Bloody April' 1917 was a bad month for 57 Sqn RFC²⁰ and their outclassed FE2's. They lost at least fifteen aircraft due to enemy action alone. That was the material cost, the human cost was far greater. Six aircrew were WIA but made it back to Allied lines, unfortunately one of them, **2Lt. J.H. Ryan** died two days later on **Wednesday 02/05/17** as a result of his wounds. Twelve became POW's with a further three WIA who also became POW's. These fifteen could count themselves lucky as a further six were KIA while another one was WIA, POW and DOW. So a quick tally gives the losses to 57 Sqn RFC²⁰ due to enemy action for the month of April 1917 as five WIA but Safe, a total of fifteen POW's and eight DOW/ KIA

The action that involves Achiet-le-Grand took place on the last day of the month, **Monday 30/04/17**. 2Lt. John Henry Ryan and his observer 2Lt. B. Soutten from 57 Sqn RFC²⁰ were part of a line patrol having left their airfield, Fienvillers at 09.00 that morning. Henry Ryan and his observer were flying FE2d serial number A6380 when they were shot down. Although being mortally wounded he managed to land his aircraft on the British side of the lines near Miraumont. Henry Ryan became one of the statistics above as he was WIA DOW on the 02/05/17. His observer 2Lt. B. Soutten was WIA. The previous day this pairing had claimed an enemy aircraft driven down OOC. It is very difficult to see who shot them down but Friedrich Gille from Jasta 12 and Albert Franz from Jasta 33 had unconfirmed claims for aircraft this day and both Jasta's were certainly in the area and as 2Lt. Ryan managed to cross the lines into Allied territory it could have been either one of these German pilots.

2Lt. J.H. Ryan now lies at rest in **grave I.A.4**.

An earlier line patrol that left at 06.00 ran foul of the German Jasta's losing three FE2's. The aircraft lost on the early morning line patrol were;

FE2d, A1966 (Presentation Aircraft: *Malaya No.24 'The Negri Sembilan'*) Lt. C.S. Morice Safe and Lt. F. Leathley Safe. They were part of the patrol that left at 06.00. They were forced down approx 3000 yards behind the British lines and their aircraft was wrecked, this was at approx 07.00 near Roclincourt. Their opponent most likely was Lt. Geiseler from Jasta 33. They had claimed one German Albatros out of control.

Lt. Charles Stewart Morice (Worcs Regt) was born on the 28/05/1890 in Lewisham, London. He took his 'Ticket' number 3940 on the 24/09/1916. At the end of WW2 now Group Captain Morice seems to have been recertified by A.V.M. D.H. Boyle at 11 Group RAF on the 26/07/1945, his new 'Ticket' number was 20481

There is some disagreement regarding who shot down the other two FE2's from 57 Sqn, but between Lothar von Richthofen, Jasta 11 and Oblt. Adolf von Tutschek Jasta 12 they shot down the following two which came down in the same area and at almost exactly the same time.

FE2d, A6352 2Lt. E.D. Jennings POW and 2Lt. J.R. Lingard POW. They were part of the patrol that had left at 06.00 and were engaged by Jasta 12 and were claimed by Adolf von Tutschek Jasta 12 at approx 06.55 in the Izel area. This was his 4th victory of an eventual 27. Both pilot and observer were novices, the pilot 2Lt. Jennings had only been with 57 Sqn. for a month and the observer 2Lt. Lingard had been with the squadron for just over three weeks, they would have been an easy target for a German pilot even of his limited experience at this time.

2Lt. Edward Dudley Jennings, I have not been able to obtain any substantiated references for this pilot.

2Lt. John Robison Lingard was the son of John and Mrs Lingard of 'Oak Bank' Fairfield, Audenshaw, Manchester and was born on the 19/09/1893.

FE2d, A6402 Lt. Percy Thomas Bowers (Army Service Corp) POW and 2Lt. Samuel Torton Wills (Northants Regt.) POW were part of the above patrol when they fell foul of Lothar von Richthofen who shot them down as his 16th victory. They were FTL when both their fuel tanks were holed. Lt. Bowers had been with the squadron for just three months while his observer 2Lt. Wills who was still only probationary, had only arrived at the squadron a little over two weeks previously.

Lothar von Richthofen had earlier shot down for his 15th victory a BE2g, A2942 in flames from 16 Sqn RFC with 2Lt. Norman Alan Lawrence (R Fus.) and 2Lt. George Ronald Yorston Stout (Argyll & Sutherland Highlanders) both being KIA. 2Lt. Norman Alan Lawrence (R Fus.) was the son of Mr. and Mrs. Lawrence of 7 Balfour Rd. Brighton. He was born on the 11/06/1895 and had only just turned 21 when he was KIA.

2Lt. G.R.Y Stout was the son of George Stout (deceased) and his wife Margaret Paterson Wingate Stout of 11 Princes Gardens, Downhill, Glasgow. He was 20 years old when KIA.

Both pilot and observer are buried side by side in Lievin Communal Cemetery Extension.

Two months later 57 Sqn exchanged their FE2's for the much more modern D.H.4, I'm sure they were relieved!

There were many cases of aircrew being killed in flying accidents despite being experienced airmen you were. Two days before Christmas Day, **Sunday 23/12/17, Major Robert Egerton** (Royal Irish Fusiliers) and his observer **2Lt.Reginald Benade Glendower Ottley** (North Staffs Regiment) from 59 Sqn RFC²² were KWF. They were on a photographic patrol when they entered a dive from 3000ft to 1000ft when the top wing extensions of their RE8 serial number B5095, folded back followed by the bottom wing extensions. The aircraft hit the ground and both pilot and observer were killed in the crash. Major Egerton had taken command of the squadron in August 1916 shortly after it was formed and led it to France. The RE8 was prone to failure of the wing extensions and the contributing factor was given as frost damage to the main spars. The aircraft had less than 20 hour's flight time.

Major Robert Egerton who was born on 26/08/1892 was the son of Sir Reginald Egerton, C.B. and the late Lady Egerton of 18, Egerton Terrace, London. He was 25 years old. He took his 'Ticket' number 1385 at the Military School Ruislip, on the 02/07/1915 while flying a Maurice Farman Biplane. Robert Egerton had originally joined the army in 1913 and after training at Sandhurst he served in India until his regiment was transferred to France in November 1914. While serving in France he was twice mentioned in dispatches and was awarded the M.C. "for gallantry, ability, and useful reconnaissance work on many occasions at great personal risk. By the gallant leading of his platoon at St.Eloi he prevented the advancing enemy from taking an important position, and later rendered very material assistance in the reconnaissance prior to our counter-attack". It was when he was invalided home, pronounced unfit for trench work for a while that he learned to fly and transferred to the R.F.C. He initially served with 9 Sqn. flying BE2's and was involved in combat with German aircraft. He and his observer, 2Lt.Scaife, are mentioned in Communiqué number 29, the 5th of February 1916 for shooting down an Albatros in flames. He was promoted to Captain and then Major and squadron commander and led 59 Sqn to France.

2Lt.R.B.G.Ottley was the last surviving son of Mr. & Mrs Ottley of 5 Cambridge Court, Twickenham, Middlesex. He was 21 years old. Their other two sons had already lost their lives in the war!

Pilot and observer now lie side by side in **graves II.C.3 and II.C.4.**

On **Friday 08/03/18 2Lt.Charles Ronald Moore** and his observer **2Lt.Geoffry Walter Ashdown Green** (RFA) from 59 Sqn RFC²² were both KWF. They were on a practise artillery patrol flying RE8 serial number A3854, when they crashed in flames both being killed in the crash.

2Lt.C.R.Moore was the son of Charles Edwin Moore and his wife Kathleen Von Kusserow Moore, of Worcestershire. He was 18 years old.

2Lt.G.W.A.Green was the son of Mr and Mrs Ashdown Green of "Rockland's", Rockland's Ave, Victoria, British Columbia. His father was chairman of the Royal Victoria Yacht Club in B.C and a Naval Architect in Victoria B.C. 2Lt. Green was 24 years old. Pilot and observer now lie side by side in **graves II.C.11. and II.C12.**

On **Monday 18/03/18 Lt. Malcolm Sworder** (Canadian Reserve Cavalry Regiment and Essex Yeo.) who seems to have been flying without an observer was on a practise flight in RE8 serial number B6515 (Presentation Aircraft: *Punjab No.46 'Chenab'*). When he went into a flat spin and unfortunately was killed in the ensuing crash.

Lt. Malcolm Sworder was the son of Harry and Eleanor Sworder of 13, Kings Rd. Berkhamsted, Herts. He was 26 years old. He now lies at rest in **grave II.C.14.**

Malcolm Sworders brother, Norman Sworder, who also served in RAF was KIA less than a month later while flying with 5 Sqn. On Wednesday 17/04/18, 2Lt. A.G.E.Edwards (WIA) and Lt. Norman Sworder (WIA DOW) left their airfield at 07.30 on an artillery patrol flying RE8 serial no. C2274. They were engaged in combat by five enemy aircraft and were shot down over Farbus Woods by Lt. Emil Koch of Jasta 32 at approx 10.25. This was his 2nd of 7 victories all scored while with Jasta 32. Promoted to commander of Jasta 32 in mid July 1918 he was seriously WIA on the 24/10/18 and took no further active part in the war being posted to FEA 2b to recover from his wounds. Norman Sworder (Canadian Infantry, British Colombia Regiment) is buried in La Targette British Cemetery, Neuville-St Vassat in grave IJ.23.

The final two airmen who are buried in Achiet-le-Grand are **Lt.David Allen McCartney** and his observer **Lt.John Robinson Jackman** (Duke of Wellington's West Riding Regiment) both from 98 Sqn RAF²³. They were part of a bombing force which left their airfield at 07.15 on **Monday 17/06/18**. They were attacking Cambrai railway station when they were attacked by approx 20 enemy aircraft. They were shot down in flames with Lt.D.A.Macartney being KIA and Lt.J.R.Jackman being WIA POW but DOW later the same day. They were flying DH9 serial number D1694.

Alfred Rudiger and Fritz Krafft both from Jasta 59 claimed DH9s this day and as 98 Sqn. lost two aircraft these two were most likely their victors. Exactly which German pilot shot them down may never be known.

Lt.D.A.Macartney was the son of William and Isabella McCartney, of Brighton Cottage, King St. Dunoon, Argyll. He was 24 years old when he was KIA.

Lt.J.R.Jackman was the son of Mr.J.Jackman and Elizabeth M.Jackman, of Hughenden, Long Preston, Yorkshire. He attended Sedberg secondary school from January 1908 until April 1911. He was an active sportsman and enjoyed running, gymnastics and played on the 2nd XV rugby team for his school. He also play violin and often played solo in the school concerts. On leaving school he worked in the family wool merchants business. He was 24 years old being born on the 22/07/1893. Lt Jackman was originally buried by the Germans at Queant but was later re-buried in Achiet-le-Grand.

Pilot and observer now lie side by side in **graves IV.M.5. and IV.M.4**

98 Sqn RAF²³ lost a second DH9 on this mission, serial number B9332. This was flown by 2Lt.W.J.T.Atkins POW and his observer Sgt J.H. Reed WIA POW.

Alfred Rudiger and Fritz Krafft both from Jasta 59 claimed DH9s this day and as 98 Sqn. lost two aircraft these two were most likely their victors. Exactly which German pilot shot them down may never be known.

And so ends the story of just one CWGC in France. Achiet-le-Grand is certainly not the biggest cemetery in France yet its dead aircrew cover the years 1915 through to 1918. When I started this article I thought that it would be relatively easy and quick to write but as one delved into the history of the pilots and observers, saw their graves and in a lot of cases their photographs, it seemed to be fitting to find out more about these young men and try and do justice to their short lives. It was very difficult to stop and I'm sure that there is more information 'out there'. If you can add to this article please do, contact me at josephmoran1@gmail.com.

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- (1) **4 Sqn RFC** was formed in 1912 and moved to France in August 1914. It initially used a variety of aircraft, mainly early B.E.2's and Voisin LA (Type 3)
- (2) **'Ticket'** this referred to the pilot gaining his pilots licence from the Royal Aero Club (RAeC). Up until mid to late 1916 this was obligatory but after this it was voluntary.
- (3) **8 Sqn RFC** was formed in early January 1915 and moved to France in April 1915. During this period it was equipped with a variety of B.E.2 series aircraft.
- (4) **13 Sqn RFC** was formed in early January 1915 and was posted to France in October 1915. During this period it was equipped with a variety of B.E.2 series aircraft.
- (5) **Gustav Leffers** was awarded the Pour le Merite in November 1916 and was KIA on 27/12/1916 while with Jasta 1. He was shot down by Capt J.B.Quested and his observer Lt H.J.H.Dicksee from 11 Squadron RFC flying a FE2b serial number 7666. Moments later they in turn were shot down by Vzfw. Wilhelm Cymera of Jasta 1 with Lt H.J.H.Dicksee being WIA. Wilhelm Cymera while a 2 seater pilot had been shot down by Albert Ball on the 22/08/1916 and his observer Leut. Hans Becken had been KIA. Wilhelm Cymera himself was KIA on the 09/05/1917 by Adj. Lucein Joseph Jailler from Esc. N 15 near Bruyères.
Gustav Leffers was born on the 02/01/1892 in Wilhelmshaven. When the war began he volunteered for flight training and when completed he was posted to FFA32 flying two seaters. He served with them, then KEK B and finally Jasta 1.
- (6) **11 Sqn RFC** was formed in mid February 1915 and was posted to France in July 1915. During this period it was equipped with the Vickers F.B.5 'Gunbus'.
- (7) **Max Immelmann.** At this period of the war a pilot could expect to receive the Pour le Merite for achieving eight victories and he was dually awarded the Pour le Merite in January 1916. He was KIA on the 18/06/1916 in a fight with FE2bs from 25 Sqn RFC. Capt. G.R.McCubbin and his observer Cpl. J.H.Walker were credited with his loss. The Germans maintained that a malfunction with the interrupter gear caused Max Immelmann to shot off some of his propeller which caused severe damage to his Fokker (246/16) leading to his death in the subsequent crash. He may have achieved a further 2 victories on the day that he was KIA but neither were awarded to him.
Max Immelmann was born on the 21/09/1890 in Dresden. He came from a reasonably wealthy family, his father being a factory owner who unfortunately died when his son was quite young. He originally served with the 2nd Railway Regiment before learning to fly at Johannistal, Berlin and later at nearby Aldershof and in March of 1915 he was posted to FFA62 flying two seaters.
- (8) **15 Sqn RFC** was formed in early march 1915 and was posted to France in late December 1915. During this period it was equipped with the BE2c series aircraft.
- (9) **22 Sqn. RFC** was formed in September 1915 and was posted to France in April 1916. During this period it was equipped with F.E.2b's.
- (10) **19 Sqn. RFC** was formed in September 1915 and was posted to France in July 1916. During this period it was equipped with BE 12 aircraft.
- (11) **70 Sqn. RFC** was formed in April 1916 and was posted to France in 1916 and arrived at Fienvillers airfield as three flights during May, June and July. During this period it was equipped with Sopwith 1½ Strutters.
- (12) **12 Sqn. RFC** was formed in February 1915 and was posted to France in September 1915 and by early 1916 was equipped with BE 2 series aircraft.
- (13) **Manfred von Richthofen** who was awarded the Pour le Merite in January 1917 was to become the highest scoring ace from either side in WW1 with 80 victories. He was KIA on the 21/04/1918.
- (14) **18 Sqn. RFC** was formed in May 1915 and was posted to France in November 1915 with Vickers Gun Buses but by the end of April 1916 these were replaced with FE2 series aircraft.
- (15) **32 Sqn. RFC** was formed in January 1916 and was posted to France in May 1916, fully equipped with DH 2's.
- (16) **3 Sqn RNAS** originally served in the Dardanelles, was disbanded but was reformed in Dunkerque in June 1916, flying a range of aircraft. At the time of Flight SubLt.W.E.Traynor's death it was equipped with Sopwith Pups.

- (17) **8 Sqn. RNAS** was formed in October 1916 with a flight of 6 Sopwith Pups from No. 1 Wing RNAS, a mix of 6 Nieuport 111 and 17's from No.4 Wing RNAS and finally a flight of 6 Sopwith 1½ Strutters from No.5 Wing RNAS.
- (18) **23 Sqn. RFC** was formed in September 1915 and was posted to France in March 1916. During this period it was equipped with F.E.2b's.
- (19) **60 Sqn RFC** was formed at Gosport at the end of April 1916 and was posted to France in May 1916. During this period it was equipped with a variety of Morane types. They began changing to Nieuport Scouts in August but this was not complete until October 1917.
- (20) **57 Sqn RFC** was formed in June 1916 and was posted to France in December 1916 with FE2d's. In June 1917 it began to re-equip with DH 4's
- (21) **Otto Bernert** was born on the 06/03/1893 in Upper Silesia. The son of a local politician, he joined the army pre war and after training was posted to the 173rd Infantry Regt. While serving with the infantry he was wounded four times, the last a bayonet wound resulted in the loss of use of his left arm. He, like a number of other German infantry men when declared unfit for active military service joined the aviation section. He was awarded the Pour le Merite on the 23 April 1917. Having achieved 27 victories he was wounded again in August 1917 while Staffelfuher of Jasta 2. Finally declared unfit for any active duty he worked with the Inspector of the Flying Service. In August of 1918 he contracted influenza and died in November 1918 during the flu pandemic of 1918 / 1919
- (22) **59 Sqn. RFC** was formed in August 1916 and was posted to France in February 1917 equipped with RE8s.
- (23) **98 Sqn. RFC** was originally formed in August 1917, and was posted to France in April 1918 when it was equipped with DH9's.
- (24) **29 Sqn. RFC** was formed in November 1915 originally with BE2c's but when it was posted to France in March 1916 as a fighter squadron it was equipped with DH2's. These were later replaced in March 1917 with Nieuport 17's.
- (25) **10 Sqn. RFC** was formed in January 1915 and when transferred as a reconnaissance squadron to France in July 1915 it was equipped with BE2c's.
- (26) **24 Sqn. RFC** was formed in September 1915 BE2c's but when it was posted to France in February 1916 as a fighter squadron it was equipped with DH2's. These were later replaced in May 1917 with D.H.5's.
- (27) **46 Sqn. RFC** was formed in April 1916 and when transferred as a reconnaissance squadron to France in October 1916 it was equipped with Nieuport two-seater aircraft changing to single seater Sopwith Pup's in May 1917.
- (28) **1 Sqn. RFC** was originally formed from No. 1 Balloon Co. in May 1912 and was transferred to France in March 1915 with a collection of different types of aircraft, these included; 'A' Flight equipped with Avro 504's; 'B' Flight equipped with BE8's and finally 'C' flight equipped with a mix of RE8's and Morane Parasols.
- (29) **Werner Voss** was born in Krefeld on the 13/04/1897. Having trained with the local militia he was posted to the 11th Westphalian Hussar Regt. when the war broke out. He transferred to the aviation section in August 1915 and having finished his training and a spell as an instructor he was transferred to KG4. He spent approx eight months there before joining Jasta 2. He subsequently spent time with Jasta's 5, 29, 14, and finally to Jasta 10 as Staffelfuher. He was awarded the Pour le Merite in April 1917 and went on to become one of the highest scoring aces in the German Air force in WW1 with 48 victories. He was KIA on the 23/09/1917 during an epic battle with SE5a's from 60 Sqn. RFC. He was flying an early model Fokker Triplanes (F1 103/17).
- (30) **27 Sqn. RFC** was formed in November 1915 and was transferred to France in March 1916 equipped with Martinsyde G100's (Elephants). It began to re-equipped with D.H.4's in September 1917.
- (31) **Kurt Wintgens** was born in Neustadt on the 01/08/1894, the son of an army officer. He had joined the German army as a cadet with the Telegraphen Battalion Nr.2. Having already earned the Iron Cross 2nd Class while serving with Telegraphen Battalion Nr.2 he transferred to aviation, initially as an observer in either late 1914 or early 1915 followed by pilot training in March 1915. He seemed to have a great aptitude for flying and was soon flying Fokker Eindeckers with FFA67, FA6b and FA23 (Kek Vaux) which then became Jasta 4 and finally flew with Jasta 1. He was awarded the Pour le Merite in July 1916 when his score stood at eight victories. The day following his 19th victory he was shot down near Villers-Carbonnel and KIA by Lt. Alfred Marie Joseph Heurtaux of Esc. N 3 as his eight victory of an eventual nineteen. Lt. Heurtaux who was born on the 20/5/1893 survived the war. In WWII he was a member of the French resistance. He was captured in 1941 and sent to Buchewald concentration camp. He survived and was set free in May 1945. He died on the 30/12/1985.
- (32) **Hans Imelmann** was born on the 14/05/1897 in Hannover. He had originally flown Fokker Eindeckers with KEK Metz until the formation of Jasta 2. All of his victories were achieved while with Jasta 2. He was shot down on the 23/1/1917 by the crew of a BE2c of 4 Sqn. RFC. The crew of Capt. J.C.McMillan and 2Lt.Hopkins succeeded in setting the Albatros on fire and Hans Imelmann crashed to his death near Miraumont. Barely 2 weeks later John Casley McMillan dies of wounds received by AA fire.
- (33) **Erwin Bohme** was born in Holzminden on the 29/07/1879. Bohme, who was quite old for a fighter pilot at 35 years of age when war was declared, had led an interesting life. He had qualified as an engineer and had worked in Germany and Switzerland and returned from work in East Africa when war broke out. Originally joining a Jaeger Regiment he transferred to aviation and served on the Eastern front where he possibly had at least three victories. Lt. Erwin Bohme was awarded KIA on the 29/11/1917, he had attacked AWFK 8 serial number B324 of 10 Sqn. RFC²⁵ which was crewed by 2Lt. J.A.Pattern of Leeds and 2Lt. P.W.Leycester from Ennismore, Co. Cork. This was only the second operational

flight of 2Lt. Leycester, who later served with the British Military Mission in South Russia and went on to be awarded an MBE for his service in South Russia. They were on a photographic mission when 3 German fighters dived on them. 2Lt. P.W.Leycester left his camera and after firing a short burst from his Lewis gun the leading Albatros burst into flames and crashed on the British side of the lines where it was given the British number G.92. Lt. Erwin Bohme was buried in Kerrslaarhoek cemetery with full military honours. He then received the Pour le Merite on the 24/11/1917 just five days before he was KIA. Earlier in his career on the 28/11/1916 during combat with DH 2's from 24 Sqn RFC he had collided with the great German ace Oswald Boelcke who at the time has amassed 40 victories. Oswald Boelcke crashed to his death, while Bohme was able to nurse his damaged aircraft down to a safe landing.

- (34) **Hans von Keudell** was born near Berlin on the 05/04/1892. Having completed his military training he was posted to Kaiser Alexander II von Russland Uhlan Regt No.3 in 1911 and fought with them until he transferred to aviation in June 1915. He served with Kagohl 1 until he underwent fighter pilot training and was posted to KEK B and then Jasta 1 when it was formed. He scored a total of eleven victories with them before he was appointed leader of Jasta 27 in February 1917. On the 15/02/1917 he shot down the Jasta's first victory and his twelfth though this claim is in doubt as he was KIA the same day. He was shot down in flames by a combination 2Lt. S.H.Pratt and 2Lt. G.Bryers from 46 Sqn. RFC²⁷ in a Nieuport 12 and 2Lt. V.H.Collins from 1 Sqn. RFC²⁸ in a Nieuport 16. He crashed on the British side of the lines where his Albatros DIII serial number 2017/16 was given the British number G.11. 2Lt. V.H.Collins was from Kimberley in South Africa and was on a lone patrol when he attacked three Albatros scouts. He in turn was attacked and his engine was hit and put out of action. He still managed to fire half a drum of Lewis gun ammunition into one of the scouts which burst into flames and crashed. So ended the life of Hans von Keudell. Less than two months later while flying in bad weather 2Lt. V.H.Collins was involved in a mid air crash at 2000 feet near his airfield. He and fellow pilot Lt.L.J.Mars miraculously survived the crash and were taken to hospital suffering from severe concussion and other injuries
- (35) **Lt. Albert Dossenbach** was awarded the Pour le Merite in November 1916 and went on to be a successful Jasta pilot with Jasta's 2, 36 and Staffelfuhrer of Jasta 10. He attained 9 victories as a pilot of a 2 seater and another 6 while a Jasta pilot. He was KIA (jumping from his burning Albatros) on the 03/07/1917 while in combat with DH4's of 57 Sqn. RFC²⁰. The victory was claimed by Capt.Laurance Minot and his observer Lt. A.F.Brown. Capt. Minot was born on the 21/7/1896 at 30 Beulah Hill, Upper Norwood, London SE. He took his 'Ticket' number 1409 at the Hall School, London on the 08/07/1915 while flying a Hall Biplane. He was KIA on the 28/07/1917 and is buried in Harlebeke New British Cemetery I.A.14. His observer, 2Lt.S.J Leete (Worcs Regt) was KIA in the same engagement and is buried beside him in grave I.A.13. Lt. Hans Adam of Jasta 6 was credited with this victory. 57 Sqn. lost a total of three aircraft to Jasta 6 in this fight with five out of six of the aircrew KIA. Oblt. E Dosler and Lt. Czermak being the other successful German pilots. (Who downed the aces give Jasta 6 and either Dostler, Tuxen or Stock, no mention of Hans Adam) P49.
- (36) **Oblt. H.Schilling** was KIA with another pilot Lt. Rosenbachs on the 04/12/1916 being shot down west of Nurlu by the French ace Charles Nungesser, N 65, as his 19th victory out of a total of 43. Charles Nungesser was born on the 15/03/1892. He and Francois Coli went missing on the 08/05/1927 while attempting to fly non stop to New York in a biplane called l'Oiseau Blanc (the White Bird).

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Finally my wife Liz, whose idea it originally was to go and visit the Somme battlefields and who also proof read the article and corrected my appalling grammar.

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