

ON THE WIRE

NEWSLETTER OF THE GREAT WAR ASSOCIATION

Fall 2008



Skies Over Newville: Who's Flying Today?

By Butch Witlock

The Great War Aeroplane Association exists for those interested in all aspects of WWI aviation. We have over 300 members all over the world. Many of our members actively BUILD and FLY these wonderful planes. We are delighted to be a "Brother" with the Great War Association. Our combined gatherings bring an added dimension of the Great War to BOTH of our members. Personally, I can't describe the thrill of rolling my plane over and flying over a REAL battlefield with REAL troops moving about. I have received feedback that you troopers have experienced the same emotions as you see REAL planes coming out of the blue toward you. We are looking forward to attending as many events as we can and increasing our group's participation. There are many logistical factors that come into play for our attendance, which I'd like to briefly make you aware.

WEATHER!!! These planes are the real thing, if you read accounts of aviation in this time period, there was a reason there were DAWN patrols and EVENING patrols... No wind! The wind was a major factor. Period aerodromes were large square plots of land; planes could land in any direction depending on the prevailing winds. Those wide-open spaces are gone. We have to land on restrictive runways and a cross wind (wind at an angle to the runway) can spell disaster for these light craft; they were nicknamed "kites" for a darn good reason! So even though you ground pounders might think it's a light breeze, to us it's a tornado!

ALL of us have to trailer our craft to Newville. Some come from as far as Kansas to be with you, so travel expenses are a consideration. We have to disassemble, load on a trailer, reassemble, disassemble, re-load on trailer, and then reassemble our planes to be with you. Each process can take upwards of 2 hours and without help, longer. So we study those long-term weather forecasts seriously!

Enough of that, let's meet some of the flyers you have seen thus far:

Marvin Story from Kansas City, Kansas

Marv's impression is that of **Oberleutnant Heinrich Claudius Kroll**.

Kroll was born on 3 November 1894 and was a schoolmaster before the war. When the war broke out he joined the

army and served with a reserve infantry regiment Nr.92 at the front. Within a year was awarded the Iron Cross 2nd Class. In late 1915 he applied for a transfer. After a number of requests he was finally accepted, and in January 1916 was sent to flying school. After graduating he was posted to FA 17, flying Rumpler two-seaters. At his own request he asked to be trained as a fighter pilot. After training he was posted to Jasta 9 in November of 1916.

His first encounter with the enemy was on his first mission on 24 November. His plane was shot up and he was forced to land, but he was unharmed.

On 12 February 1917 he was awarded the Iron Cross 1st Class. On 1 May 1917 he opened his tally by shooting down a Spad over Moronvillers. By the end of the month he had increased his tally to five confirmed and one unconfirmed. His fifth victory was René Dorme, who had 23 German pilots to his credit.

Kroll was given command of Jasta 24 on 1 July and on that same day shot down a SE5 of 56 Squadron for his sixth victim. Seven days later he was shot down in flames during a battle over Menin, but was able to land his Albatros D.V and walk away unhurt. By the end of 1917 his score had reached 15. The new year started well for Kroll with four more victo-

Fall Combat Event Schedule November 7-9, 2008

Friday, November 7

- 1:00-5:30pm** Registration shed open
- 5:00pm** Modern vehicles must be moved from all areas beyond the registration shed gate (including the battlefield, roads, rear areas, camps) before 5:00pm and parked in the parking lots. The registration shed gate will be locked until 6am Sunday
- 5:30pm** Safety meeting at Memorial Area
- 6:30 to 6:55pm** Stand To.
- 6:55 to 11:00pm** Night combat

Saturday, November 8

- 8:00-8:55am** Registration shed open
- 9:00 to 10:00am** Safety meeting formation for all units (mandatory attendance) at Memorial Area
- 10am to 11:00pm** Combat

Sunday, November 9

- 6:00am** Gate at registration shed opened. Modern vehicles may access roads to battlefield.
- 7:00-8:30am** Battlefield cleanup
- 8:00-9:00am** Executive Committee meeting



ries by the end of January, raising his tally to 19. After his 20th victory he was awarded the Knight's Cross of the Hohenzollern House Order on 22 February 1918. The following month he was awarded Germany's highest honor, the *Pour le Merite*, and promoted to Oberleutnant. Another award came on 18 June, the Knight's Cross 2nd Class with Swords of the Order of Albert. On 27 July Kroll was again shot down in flames, and again walked away unharmed.

Kroll was shot down one more time on 14 August, and was badly injured in the shoulder, which effectively ended his combat career.

In 1928 he joined the Hamburg Flying Club. One year later he closed his business and became a commercial pilot, returning to the world he loved best. Heinrich Kroll died in Hamburg on 21 February 1930 of pneumonia.

Rick Bennett from Thompson, Ohio

Rick chose Belgian **Sous-Lieutenant Edmond Thieffry** for his impression. Thieffry flew with 5me Escadrille de Chasse from 11 December 1916 to 23 February 1918. A fearless flyer, he managed to crash everything he flew, usually coming out without a scratch. During this time he flew Nieuport 16, Nieuport 23 and Spad fighters. He is credited with 10 victories, including the first double for a Belgian, and a Gotha. On 24 January 1917 Thieffry overflew occupied Brussels throwing out leaflets to his family and countrymen. Thieffry was shot down on 31 August 1917 while engaging two scouts and crash landed with no injuries. He was shot down for a second time on 23 February 1918 while attacking a two seater and was interned. On 13 April he tried to



Marvin's plane is a Siemens-Schuckert D-1b, which differed from the D-1 in that it had a one-piece upper wing, one machine gun, and a spinner. Colors are of no particular pilot—Richthofen's color scheme was copied in orange. The bottom surfaces are in the standard German camo pattern.

escape but was recaptured and interned for the remainder of the war. 5me Escadrille used a comet for their insignia on the sides of the fuselage with Edmond's personal marking of white wheel covers with a red band, also repeated on the fuselage top.

Butch Witlock from Chicago, IL

I have a dual identity at present. I started as a British Nieuport 12 driver from the Palestine front but have, as my colleagues put it, "gone to the dark side of the force."



Nieuport 12, flown at a GWA event in 2006. Now in the Illinois Aviation Museum.

I have chosen to paint my D.VII in the colors flown by **Georg von Hantelmann**. One of the youngest German aces, von Hantelmann joined the army in 1916, serving with a Hussar cavalry regiment before transferring to the German Air Force. On the fuselage of each of his aircraft, he painted the death's head insignia of his former regiment. Von Hantelmann flew in JgII, Jasta 15, as part of Berthold's "Bluebirds." Jasta 15 had one of the most unusual histories of the Jasta squadrons. After assuming command of JGII in March 1918, Hptm. Rudolph Berthold tried to have his old unit, Jasta 18, attached to JGII. After failing to do so, he then arranged to have all of Jasta 18's flying personnel swapped out with those of Jasta 15, a unit already attached to JGII. With them, the former pilots of Jasta 18 brought their unit's colors—blue fuselages and red noses.

Von Hantelmann had two D.VIIs; the first, 382/18 was loaned to a friend and captured by the Allies. my replica will be patterned after his second, 465/18. Flying the Fokker D.VII, von Hantelmann claimed at least 25 confirmed victories including three Allied aces. Although he was recommended for the *Blue Max*, the war ended before it could be awarded.

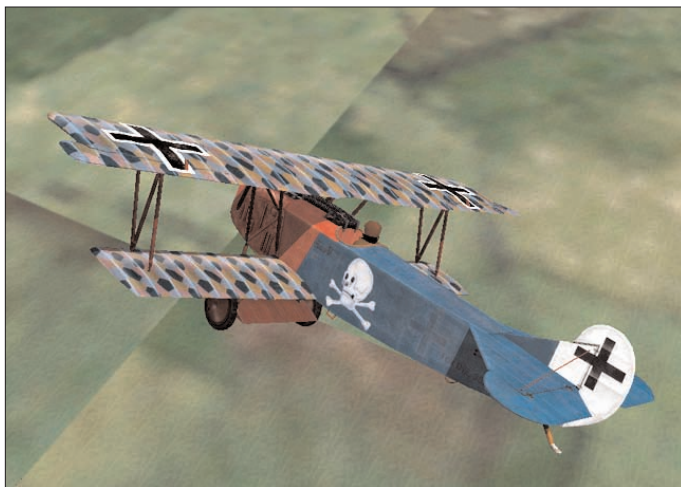
The Fokker D.VII was arguably the finest fighter of the war. Designed by Reinhold Platz, the D.VII competed against a number of other designs in trials held in early 1918. Baron Manfred von Richthofen tested the aircraft, and he found the plane simple to fly, steady in a high-speed dive and possessing excellent pilot visibility. Thanks to the support of the famous "Red Baron," the D.VII was ordered into mass production as Germany's premier front line fighter. However, Fokker was unable to produce D.VIIs fast enough, so the Albatross and the Allgemeine Elektizitats Gessellschaft (A.E.G.) companies also produced the D.VII. When World War I ended in November 1918, these three companies had built more than 1,700 D.VIIs.

Jasta 15 Locations in 1918

Jan.-Feb.	<i>Cambrai</i>
March	<i>Autremencourt</i>
April	<i>Baltre</i>
May-June	<i>LeMesnil-Nesle</i>
July	<i>Mensil-Beuntel</i>
August	<i>Pouilly</i>
September	<i>Neuflize</i>
October	<i>Charmois</i>
November	<i>Carigan</i>



Rick's plane is a Nieuport 23 in correct Belgian markings, with Thieffry's personal insignia.



Proposed paint scheme of New D.VII

German pilots who flew combat in the D.VII marveled at the plane's high rate of climb and excellent handling characteristics. They also enjoyed the fact the D.VII's service ceiling was higher than most Allied fighter planes.

This advantage allowed D.VII pilots to built up speed and energy during an attack run, giving them the luxury of being able to pick and choose their targets. In August 1918, Fokker D.VII's destroyed 565 Allied aircraft—making the D.VII one of the most feared aircraft of the war. I hope to have mine flying by the April event, but if not, next November for sure!!!!

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2008–2009 term

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GWA Rules of Engagement (ROE)

Our hobby is very unique within the world of reenacting in that the forces engaged have a considerable amount of freedom of action, yet are often in close contact for long periods of time. The trench fighting we try to recreate is vastly different from any other type of military reenactment and is in many ways more dangerous. We have created a set of Safety Rules to minimize the hazardous situations that may occur. As our hobby has grown over the years, a series of "unwritten" guidelines have also been created and accepted on how individuals should act on the battlefield.

In the past, our hobby has been small enough to enable these guidelines to be passed down by word of mouth. Since moving to Newville, we have had an influx of new members to the hobby and in some cases whole new units have sprung into being without the usual number of "old hands" within the ranks. In this era of expansion, we have many new people on the field who have never really been told how to reenact WWI. At the same time, the accepted guidelines are becoming blurred with new interpretations. With this in mind, the Combat Commanders and Representatives have established the Rules of Engagement, by which the combat phase of each event will be conducted. This is an attempt to formalize the verbal guidelines which we have developed over nearly two decades of reenacting.

It is important that we recognize that there is no "winning" or "losing". The fact is, history has been written and it cannot be changed by what we do or don't do on our battlefield. Therefore, don't get upset about being killed or captured. Go with the flow, play safe, play fair and have fun! We participate to honor the memories of those who served on all sides in this conflict and we should keep this in mind as we participate on the field. Therefore, as you read these Rules of Engagement, it is our sincere hope that you will take them to heart to contribute to a successful Great War experience.

General

1. The established GWA Safety Rules will be adhered to at all times. These Rules of Engagement (ROE) and any orders issued through the Chain of Command will always conform to the Safety Rules.
2. **A unit commander has the authority to remove any member of his unit from the field if actions of the member are deemed unsafe at any time, i.e. abuse of alcohol, drugs, violation of safety rules, etc. If the member refuses to comply it should be reported to a G-8 member immediately, especially if his actions endanger the health or welfare of others.**
3. In the face of heavy fire, it is expected that units will take the appropriate number of casualties! (Failure to do so is not only non-historical, but takes a lot of the enjoyment out of our hobby. Die! Die! Die!)



4. **Once combat commences Friday evening until Sunday morning, there should be no work done on top of the trenches.** This does not preclude period correct night time wiring parties, but they must be tactically sound and are subject to attack and must respond accordingly.
5. When leaving or entering the battlefield, use the rear access roads, so as not to interrupt the fighting.
6. This hobby is not the recreation of the Wild West. Do not shout out “I got you, you’re dead,” etc.
7. If an enemy unit takes control of a vacant trench line, do not argue, or yell for them to “leave.” Two options are to hold them at bay, or push them out with a counter attack.
8. It is impossible to dodge machinegun bullets! Hollywood often portrays the amazing ability for soldiers to miraculously survive machinegun fire; while remotely possible, it isn’t likely. Respect what a machinegun can and did do! Therefore, if you are crossing an open field and not under cover and a machinegun opens up; you’re dead—take the hit. The sad fact is more attacks failed and ended in death than not. **Stay true to what we do, remember, we cannot change history or the outcome of the Great War no matter what we do on our battlefield.**
9. Do not argue about hits, if there is a dispute between two opposing forces; settle it by both taking hits. Accept the fact that death was common in the trenches, not about who got shot! Taking hits is a part of our reenactment. We are not just remembering the survivors, but also those who died! Therefore, when in doubt take the hit – DIE!
10. Likewise, arguing or fussing about whether or not hits are being taken, look to yourself first. Everyone needs to make sure that they are “doing the right thing.” Make sure that you are doing everything you can to make this as real an experience as possible, which benefits everyone.
11. If you feel that it is a problem with an opposing unit, talk to your unit commander first to work out an understanding, rather than become bitter about it. If the matter cannot be resolved simply, then report it to the appropriate Rep. after the event, unless it is a vital safety concern! Remember, everyone is here for the same reason – “to experience the Great War and to remember those who died and served.” Let’s keep everything we do within this perspective.
12. While major assaults and raids (i.e. scenarios) are developed and coordinated ahead of time, the smaller individual unit/sector actions are not. All units should contact their sector commander or the Combat Commander and receive his approval prior to launching any raid/assault.
13. Do not appropriate, capture, take, or abuse personal equipment (including grenades, uniforms, soldier’s equipment, etc.) from an opponent’s trench. Some types of items that are fair game include: sector maps, dispatch cases, signal flags, trench signs, etc., but **ONLY IF THE INDIVIDUAL IS WILLING TO RELEASE THEM.** These “souvenirs” will be passed up the Chain-of-Command for return to the opposing side at the appropriate time.
14. Do not maliciously damage, destroy or break equipment or trench revetments. However, it must also be understood that during an attack we reenact violent acts of aggression and accidents may occur in the “heat of battle” resulting in “battle damage”. Everyone must understand the difference between “battle damage” and blatant acts of destruction. Hopefully, any problems will be resolved at the unit commander level. However, if not, disputes should be taken to the appropriate Representative and discussed by the individuals involved. Unit commanders are responsible for the conduct of their men.
15. National flags are not to be flown in the front lines! This simply is not authentic.
16. Wire cutting parties are to minimize the amount of wire they need to cut for a specific operation. (Wire is expensive and it takes a lot of time to set-up properly.)
17. Do not intentionally cut field telephone wire. This is needed, not only for tactical coordination, but also for safety communications.
18. Individuals assigned as combat officers must be obeyed! These individuals are not only part of the Command Structure and assist with coordinating the tactical scenarios, but are also the designated Safety Representatives of the two Combat Commanders.
19. All participants must carry their trench passes with them when on the battlefield. When asked by a safety representative to see their pass, it must be shown.
20. To stop the battle for any reason, use the code word “corpsman.” Upon hearing this word, the reenactment will immediately stop and all participants will remain where they are. The nearest EMT, both Combat Commanders and the GWA President should be directed to the problem area.

Tactical

21. All units are encouraged to use the casualty (chit) system developed by the G-8. If you are unaware of how it works, please contact your appropriate representative. This system may be modified by either side as appropriate.
22. Boundaries have been established for combat. Troops can neither maneuver in, nor attack from an out-of bounds position, which includes the roads behind enemy lines. No fighting will take place outside the designated combat area. The combat area is considered the area inside the property’s perimeter road.
23. If killed, wait a couple of minutes before resurrecting one’s self, or until after the action passes. **DO NOT engage in idle conversation while you are dead – accept it.** If wounded, you may moan, groan, or call for help, but save discussions with your buddies for the parking lot. **When dead; lie down and stay quiet—you are out of the action.**



24. Faking death in order to gain a tactical advantage is not permitted.
25. All participants are expected to react realistically to fire; casual movement or non-chalant actions on the battlefield are unacceptable. You are either attacking or retreating and should always be fighting when doing either.
26. If killed in the trenches during close quarter combat, you must either wait until the fight resolves itself or withdraw to the road behind your lines and rejoin your forces at a designated rally point to get back into the fight or go to the road behind the trenches by going around the battlefield to get back to your own side. **At no time should you casually walk across the battlefield to your lines.** To leave the field, leave as a casualty by either having a comrade(s) help you back to your lines.
27. If an attack fails, you must rise and withdraw fighting along with your unit, again, do not merely get up and casually walk back to the lines. Drag, carry, or help your wounded back to the lines.
28. When assaulting a section of enemy trench which is strongly held, remember that failure to break into the enemy line was common during WWI. If the opposition is too strong, either fall back or dig-in. Remember to take casualties and/or withdraw fighting.
29. If a grenade explodes within 4 ft of you, you're dead! No question, just bend over and kiss your butt goodbye! Remember, the best indication of character is doing the right thing when no one is looking.
30. If a grenade explodes in a shell hole, all occupants in the hole are dead. If you are look like the Pillsbury Dough Boy after a grenade explodes, YOU ARE DEAD!
31. Smoke denotes plain smoke, which is used for masking maneuvers, SMOKE CANISTERS ARE NOT GRENADES! Use of gas canisters as defensive weapons is ludicrous and historically inaccurate! Use of gas canisters should simulate artillery bombardment; not grenade throwing!
32. **Handling of prisoners:** If an individual doesn't want to be captured or searched, don't force the issue. The process for handling prisoners is left to the discretion of the Combat Commanders.
33. Wearing pieces of your opponent's uniform to deceive enemy pickets is strictly forbidden.
34. If there is a mortar barrage in your trench and you are in it, YOU ARE DEAD. Recycle. Fall back to a second line position or another designated area. Wounds from barrages or friendly fire should be treated as close combat wounds.
35. **Primary Rule:** Stay Alert/ Use Common Sense/Be Safe! Always remember that we're all friends in this hobby, regardless of the uniform we wear and that our objective is to have fun experiencing this unique historical recreation.
36. Use caution when engaging in hand-to-hand combat. **Never strike your opponent** in any way and do not run rubber knives across another person's neck. Even flexible rubber can cut or hurt!
37. Bayonets are not to be unsheathed or fixed while on the battlefield without the DIRECT ORDER OF THE COMBAT COMMANDERS!
38. Any attack made with fixed bayonets will be coordinated ahead of time by the two Combat Commanders. Everyone in the attacking party will die. **There will be no hand-to-hand combat with fixed bayonets for any reason!**
39. **Do not pick up and throw back your opponent's grenades and smokes.** (Fuses on the former are purposely cut a little long to give the victim time to roll away from the detonation).
40. All fighting within the "trench system" must be limited to the trenches. (Do not attack over the tops of intervening trenches to get at your opponent. This is a major safety violation.)
41. When fighting in the trenches, all weapons must be **pointed / fired into the air.** Never point your rifle at the ground (there are often casualties at your feet). **When too close, simply DON'T SHOOT.** The concussion from a muzzle blast at close range can cause serious ear damage - be careful!
42. Do not yell "Bang" unless in an enclosed space where firing could damage hearing or cause injury. Otherwise, only the report of actual blanks constitutes weapons firing.
43. Weapons are not to be fired directly at an individual when closer than 20 yards distance (there is a potential for eye injury at shorter ranges).
44. Steel helmets will be worn by all participants on the battlefield and especially in the wooded areas behind the trenches at all times unless specified otherwise (early war scenarios, etc.) .
45. When not in combat, unload your chamber. When in combat, keep your safety on until you are ready to fire.
46. It is not permitted to throw lit grenades or smokes into any bunker, shelter, tent, or roofed over structure within the combat area.
47. All mortars and rifle grenades must be elevated at least 60° when firing projectiles.
48. Anyone violating a safety rule, or deemed unsafe during combat, may be ordered off the field by a unit commander until the issue can be resolved. If an argument occurs between two individuals, then both may be ordered off the field by their respective unit commanders until the issue can be resolved. At no time is anyone to resort to physical violence to resolve an issue. This may result in expulsion from the field or from the event. ■

Safety

35. **Primary Rule:** Stay Alert/ Use Common Sense/Be Safe! Always remember that we're all friends in this hobby, regardless of the uniform we wear and that our



Site Committee Report September 2008

By Jeff Redrup, GWA VP

The following projects have been agreed upon by the Site Committee and will be in the work this year. There is no order of precedence and all are important and we will try our darndest to be completed this year. If you have any inputs or ideas to make these go smoothly, please feel free to see your Reps or VP.

General

1. Cannon preservation

We have a spot to put it and are trying to put it in place before the event, but we're waiting on price quotes. Either way the cannon is being moved off the mound and put over by where the new slab is going.

The slab is done but we are waiting to put the cannon on it until it is sandblasted and painted. As this is being written we have an estimate to sandblast it for \$250.00 to \$500.00. We have decided to wait until spring.

2. Fix farmhouse for GWA use

Steve Wiser said he is going to shore up the 1st floor for free. We can proceed to shore up the 2nd floor and get the windows covered. One of the ways to cover the windows is to build wood shutters. We have decided to do this to protect a GWA asset and to have shelter to any unit if needed in inclement weather. If needed it would be used for CP and Allied. It can be used for whatever else we could need. No existing unit will be kicked out.

The sections on the floor should be fixed on 27 September on the 1st and 2nd floors. The windows will be boarded up to Seal the house more. The floors should be shored up at the same time. Walls will be the next project with windows and shutters to follow. On another note, the small building next to the farmhouse is being looked at for possible repair.

3. Wire for phones on both sides.

This way command on both sides could keep in touch with their units. The funds are coming out of the Allied & CP reps discretionary funds but in case of an overrun, funds will be available to cover. EST. COST: \$600.00

DONE

4. Parking lot improvements needed, need to establish order in the lots

Logs or wire rope to denote parking/ driving lanes. Move vendors to far end of the parking lot if they are going to take up more than one space. We are going to use tape this event to get it started. More to come, we will keep you posted.

The wooded area between the 2 roads going into the

parking Lot should be cleaned out and ready for parking by Novembers Event.

5. Speeding on the road.

Steve Wiser is going to add 2 speed bumps. Signs will also be added to warn drivers. EST. COST: \$0.00

DONE

6. Fire fighting equipment

There will be 2.5 gallon backpack water pumps on each side to fight any future fires.

Two will be placed on each side. Location will be announced at the Saturday safety meeting. DONE

CP Side

1. Two frontline area trenches to be dug out.

EST. COST: \$300.00

No update

2. Move the Port-a-John and wood structure on the CP North side

We are moving this to the other side of the road. Units on the Allied side can see it from their sector. EST. COST: Possibly use GWA volunteers to accomplish this. Some lumber might be needed.

DONE

Allied Side

1. Port-a-John on Allied side wood is coming off.

Could be fixed before the week of the event. If not, it will be fixed the Thursday before the event. EST. COST \$0.00

DONE

2. Small fence around the baby's grave.

We feel this should be protected and preserved. Period style wrought iron will be used. EST. COST \$200.00

Trying to find low enough priced wrought iron fencing

3. Dig funk holes in No Man's Land by the French sector.

Add a few more for some fun. Est. COST \$60.00 a hole, with a cap of \$300.00

DONE

Next Year's Projects

Weed defoliation

Site clean up

We will keep you posted

Long Term

There could be more projects soon but we are trying to fix and maintain GWA assets right now and have a reasonable goal. Something is in the wind for a solution to Death Valley. ■



A Brief History of Number 2 Squadron in the Great War

(As this unit is coming up for a membership vote this event, they though it might be nice to have members know their history!)

Number 2 Squadron was the first dedicated aircraft unit of the newly formed Royal Flying Corps (No. 1 Squadron being a balloon and kite unit). The Squadron was sent to France at the outbreak of the First World War with three other squadrons, and it was a pilot of No. 2 Squadron, Lieutenant H.D. Harvey Kelly, who was the first member of the R.F.C. to land in France with No. 2 Squadron, the first unit to arrive, on 13 August 1914.

During the first year of the war the Squadron operated out of nearly two-dozen different airfields before being assigned to Hesdigneul, France in 1915 where it would remain until the final months of the war.

The Squadron's primary duties during the war were that of aerial reconnaissance, photography, bombing and artillery cooperation. No. 2 Squadron flew to France in 1914 using the Bleriot Experimental 2 (B.E.2). It would continue to use variations of the B.E.2 series throughout the war, as well as, the Reconnaissance Experimental (R.E.1 & 2) series, the Maurice Farman series, the F.B.9, the Bristol Scout, and the Armstrong Whitworth F.K.8.



A B.E. 2C in the Imperial War Museum, London

During the course of the war, No. 2 Squadron would go on to achieve a number of firsts in the history of the R.F.C. and aerial combat. The first downing of an enemy aircraft by a member of the R.F.C. occurred in August of 1914 by Lt. H.D. Harvey-Kelly. An observer of No. 2 Squadron, Sergeant-Major D.S. Jillings, incurred the first wound suffered as a result of enemy fire. The first Victoria Cross received by a member of the R.F.C. for aerial service was awarded to Lieutenant William Rhodes-Moorhouse, a pilot in No. 2 Squadron. The last V.C. awarded on the Western Front, to a member of the R.F.C., also went to a member of No. 2 Squadron, Lt. A.A. McLeod.

Several men, who would go on to play prominent and important roles in the future of the Royal Air Force, gained their first experience as members of No. 2 Squadron, including future R.A.F. Air Marshal Sir William Sholto Douglas, who began his flying career as an aerial photographer in the unit.

Squadron locations during the First World War

1914

<i>Farnborough</i>	5 August-12 August
<i>Swingate Down</i>	12 August-13 August
<i>Amiens</i>	13 August-16 August
<i>Maubeuge</i>	16 August-24 August
<i>Berlaimont</i>	24 August-25 August
<i>Le Cateau</i>	25 August
<i>Saint Quentin</i>	25 August-26 August
<i>La Fere</i>	26 August-28 August
<i>Compiègne</i>	28 August-30 August
<i>Senlis</i>	30 August-31 August
<i>Juilly</i>	31 August-2 September
<i>Serris</i>	2 September-3 September
<i>Touquin-Pezarches</i>	3 September-4 September
<i>Melun</i>	4 September-7 September
<i>Touquin-Pezarches</i>	7 September-9 September
<i>Coulommiers</i>	9 September-12 September
<i>Fere en Tardenois</i>	12 September-17 October
<i>Saint Omer</i>	17 October-27 November
<i>Merville</i>	27 November-30 June 1915

1915

<i>Hesdigneul</i>	30 June-9 June 1918
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1918

<i>Floringhem</i>	9 June-20 October
<i>Mazingarbe</i>	20 October-26 October
<i>Genech</i>	26 October-14 February 1919

AIRCRAFT FLOWN by Number 2 Squadron during the First World War (Lewis, Peter M.H., *Squadron Histories: R.F.C., R.N.A.S., and R.A.F. 1912-1959* (London 1959))

Bleriot Experimental (B.E.2)/(B.E.2a-e)
 Reconnaissance Experimental 1
 Reconnaissance Experimental 5
 Maurice Farman S 7 Longhorn
 Maurice Farman S 11 Shorthorn
 F.B. 9
 Bristol Scout D
 Armstrong Whitworth F.K.8

Uniform

The RFC adopted what came to be known as the "Maternity Tunic." It was a garment which was based on a style of expectant women's blouses that were popular in the pre-war years. An utterly unique piece of clothing, separate from the Army and Navy, it is best described as a plastron front tunic that wrapped across the chest and consisted of a stand up collar. The tunic design was distinctly different from



those of infantry officers and other ranks, and was developed as a result of the tremendous wind that pilots and aircrews faced in the open cockpits. Officers' tunics were typically constructed of twill or barathea, while other rank's tunics were done in serge. Officers' also wore the standard Service Dress tunic with RFC, or Line Regiment collar insignia, dependent upon whether the officer in question was newly arrived from another infantry Regiment.



No. 2 Squadron Officers, Royal Flying Corps, May 1915

Pantaloons were worn with puttees and service dress trousers, worn with or without puttees (depending on duties), were the "standard de rigueur" amongst the O.R.s. Officers wore a variety of trousers and jodhpurs in different materials.

Headgear consisted of an "Austrian" or Field Service pattern cap, which in itself, was a fairly new design and according to some, resembled a tent. RFC buttons adorned the cap with the appropriate RFC badge. Officers also wore the same, or the more traditional Service Dress cap.

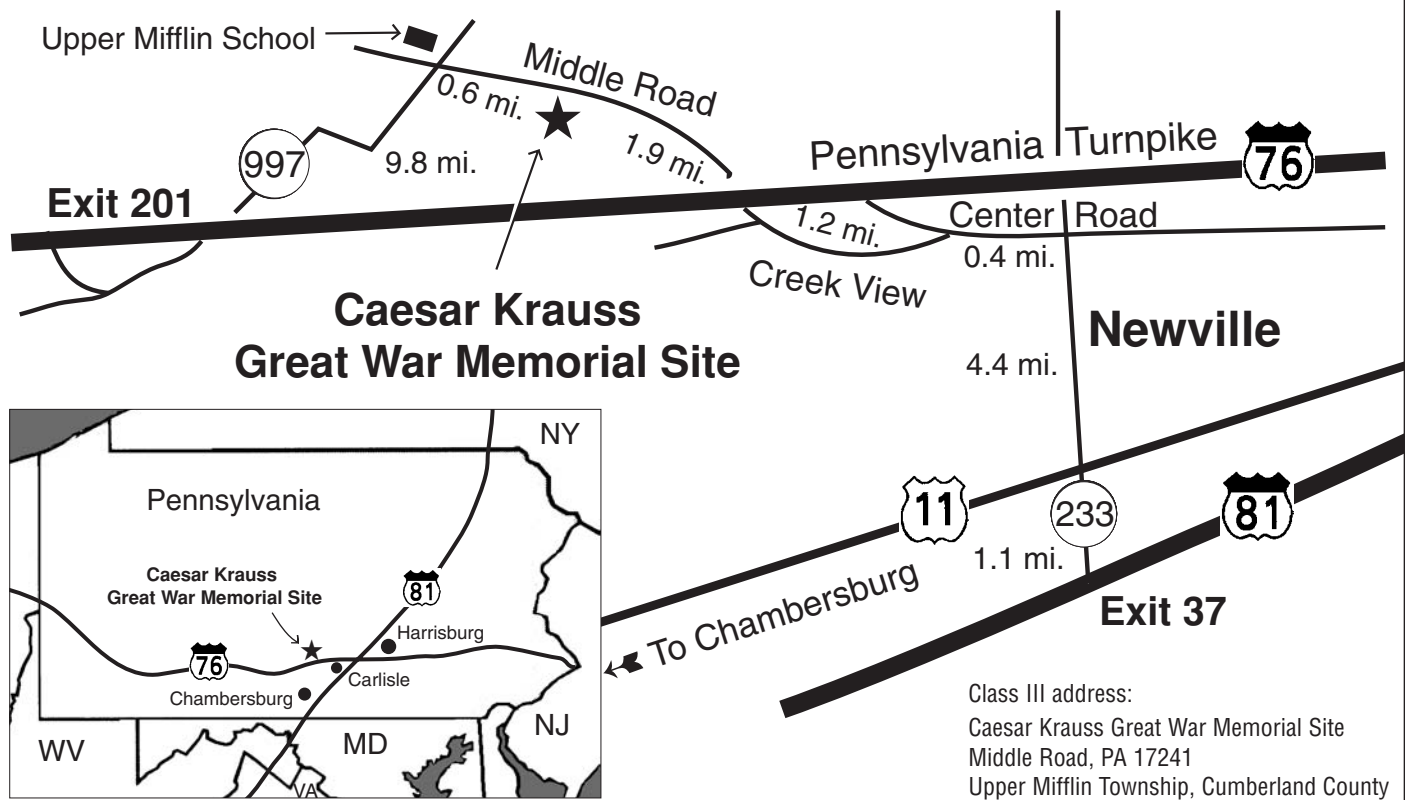
Boots were of the standard Other Ranks or Officers pattern. Officers were also known to wear riding boots and trench boots, as well as other privately bought footwear.

O.R.s were issued the 1908 web equipment, although only the basic load was typically worn, such as the belt, ammo pouches (usually one) water bottle, small or large pack and bayonet frog (while on guard duties). Photographic evidence usually omits the helve, e-tool, and e-tool holder, as these items being part of the Army domain and was not needed in normal duties. O.R.s were also typically issued with the Webley .455 revolver (normally the Mk. IV or Mk. VI). This was usually worn with a holster, ammo pouch, braces and 1908 belt whilst on parade.

Officers normally wore the standard Sam Browne equipment with their uniform. A variety of private purchase pistols and revolvers were carried.

Flying equipment was mostly private purchase and only became standard issue as the war progressed. This consisted of leather flying helmets (MKI and cowl helmet), leather flying coat, leather gloves and leather boots, usually of the "Fug" pattern supposedly invented by Lanoe Hawke. Goggles were of a wide and varying variety as well. A method of layering was used which was the precursor to the WWII method of uniforming pilots and aircrew. ■

Map to Event Site



NOTE: PAPER COPIES OF OTW WILL BE MAILED ONLY TO THOSE INDIVIDUALS WHO REQUEST THEM. GWA members are requested to download the newsletter from the website, www.great-war-assoc.org. **This will help reduce unnecessary costs and administrative burdens. Send requests for hard copies to the GWA Treasurer.**

Check this box if you have changed your address since the last event or this is your first event

Print first letter of your last name in this box

Check this box if you are a unit commander

**GWA Membership and Registration Form for the Fall Combat Event, November 7-9, 2008
Caesar Krauss Great War Memorial Site, Newville, PA**

Part I — Member Information — Please Print Legibly

Last Name: _____ First Name _____

Address: _____

City: _____ State: _____ Postal Code: _____

Country: _____ Phone: _____ e-mail: _____

Unit Commander: _____

Emergency Contact: _____

I certify that I am 18 years of age or older _____

You must be at least 18 to register. You may be asked for proof of age. (sign here)

Part II — Unit Affiliation

This box must be filled out, using the units and abbreviations on the back of this form. If you do not belong to one of these units, you are an independent.

Part III — Dues and Event Fees

A. 2008 dues
(Annual dues are due at the Spring Event each year) **\$25.00**

B. Fall 2008 Event fee if pre-registered (see below) **\$25.00**

C. Optional site development donation \$

D. Pre-registration subtotal (A+B+C as applicable) \$

E. Gate registration fee
(PAY ONLY IF NOT PRE-REGISTERING) **\$15.00**

F. Gate registration total (D+E) \$

Pre-registration: Members are encouraged to pre-register to save the gate fee. If you pre-register but are unable to attend, your event fee (only) will be returned within two weeks. All pre-registrations must be received by the Treasurer on or before Nov 3, 2008. If your pre-registration is not received by this date, you must pay at the event — including the \$15 gate fee. Your original mail pre-registration will be returned unopened.

Make checks to "Great War Association." Send form and check to:

Randy Gaulke, GWA Treasurer
584 Valley Road
Gillette, NJ 07933

(908) 626-1345 e-mail: Lavarenes@comcast.net

Register Online with PayPal

You can now register and pay online by using PayPal (www.paypal.com). Dues and the event fee are \$26 each (\$52 if paying both) to cover the costs of this service. Payments should be sent to the GWA Treasurer at GWAtreas@comcast.net. Please include all information normally entered in Part I & II of this form in the notes box of the PayPal form. Registration payments without this information included will not be accepted.

GWA Unit List (use abbreviations only when filling out registration form)

American

26AEF 26th Div., (Yankee Div.), AEF
27AEF 27th Div., 107th Inf AEF
109AEF 28th Div., 109th Inf. Co. L., AEF
116AEF 29th Div., 116th Inf., Hdqtrs. Co., AEF
33AEF 33rd Div., (Prairie Div.), AEF
80AEF 80th Div., 318th Inf, AEF
372AEF 93rd Div., 372nd Inf, AEF
49CO 5th Marines, 49th Co., AEF
67CO 5th Marines, 67th Co., AEF

British

2SRFC No. 2 Squadron, Royal Flying Corps (*probationary*)
6BWBEF 6th Btn., Black Watch, BEF
BRBEF The Border Regiment, BEF
BUFF 6th Buffs Rgt., BEF
IRISHGD Irish Guards No. 3 Co., 1st Btn.
ROYENG Royal Engineers

Commonwealth

5AIF 5th Btn. Australia/New Zealand Army Corps
PPCLI Princess Pat's Canadian Light Infantry
42BNCEF 42nd BN, Black Watch, CEF (*probationary*)

French

8BCP 8 Btn. Chasseurs à Pied
18RL 18ème Régiment d'Infanterie (Régiment de Gâtinais)
151RL 151ème Régiment d'Infanterie de Ligne

Russian

RL Légion Russe

Non-Military

DRK Deutsches Rotes Kreuz
INDP Independent (non-combat only)
SA Salvation Army

Austrian

63KUK 63rd KuK

German

1LR Königliche Bayerische Leib Regiment
5SB 5. Sturm-Pionier-Bataillon "Rohr"
8KUR 3. Feldek., Kürassier Regt. Nr. 8 (Rheinisches)
12MWK 12. Minenwerfer Komp. 12 Division
20MG 20. Maschinengewehr-Scharfschützen-Bataillon
63JR 3. Komp., Infanterie-Regt. Nr. 63 (4. Oberschlesisches)
73FR Füsilier-Regiment Nr. 73 (Hanoversches)
90FR 10. Komp., Füsilier-Regiment Nr. 90 (Mecklenburgisches)
92JR Infanterie-Regiment Nr. 92 (1. Braunschweigisches)
120JR 5. Komp., Infanterie-Regt. Nr. 120 (2. Württembergisches)
124JR 3. Komp., Infanterie-Regt. Nr. 124 (6. Württembergisches)
459JR 8. Komp., Infanterie-Regiment Nr. 459 (Rhein. Westf.)
236RIR 5. Komp., Reserve Infanterie-Regiment Nr. 236(*probationary*)

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