

**THE C.O. : Sqd. Ldr. C. B. S. Spackman, D.F.C., in his Hawker "Fury." (FLIGHT Photo.)**

flashes, and the word "flash patrol" came into use. Capt. Ludlow-Hewitt was particularly successful in this work, and our gunners were able to silence a number of the German batteries and so relieve the strain on the infantry. On one day the squadron plotted the position of 33 German guns. This work was carried on with considerable success on the 18th, 19th, and 20th. Arrangements were made with the Corps artillery to fire at once in response to signals from the aeroplanes. Maj. Salmond was himself a gunner officer, and understood the needs of the artillery. So successful was this early experiment in artillery co-operation, that on one occasion the mere appearance of an aeroplane over the hill caused the German bombardment to cease, until at 7.15 failing light sent the pilot home, when the German guns at once opened fire again. On a later occasion a pilot of No. 1 saw German troops moving up in numbers behind their lines and sent out a call for the guns to open with shrapnel. There was no response, and it was found out that the batteries had been changed, and the newcomers did not understand the call from the air. This led Maj. Salmond to take up the question of a standard system of co-operation between the aircraft and the artillery throughout the Army, and his plan was shortly afterwards adopted.

In the spring of 1915 new machines arrived for the squadron, and at that time they had a very mixed lot,



consisting of four Morane "Parasols," three Avros, one Martinsyde, one B.E.8, as well as one Morane "Scout" and one Bristol "Scout" for fighting. Presently it was realised that squadrons ought to be homogeneous in the matter of machines, and it was gradually becoming possible to get enough machines of one type, though the type might be of French design. By October, 1915, No. 1 Squadron had a complete equipment of "Parasols."

One of the earliest victories of No. 1 took place on May 3. Lt. V. A. Barrington-Kennett (a brother of Maj. B. H. Barrington-Kennett of the Guards, who had been the first adjutant of the R.F.C.) was up in the B.E.8 with Lt. L. F. Richards as observer, when they saw an

"Aviatik" over Lizerne. Twice they pursued it to Houthulst Forest, but had not speed to catch it. The German was persistent, and came back again, but Barrington-Kennett was wily. He climbed up to 7,000 ft., and when the "Aviatik" made its third attempt to get to the lines, he dived on it and got off about 35 rounds from the Lewis gun from about 250 ft. above it. The German dived almost vertically over Houthulst Forest and did not reappear. On July 5, Capt. C. E. Stodart with 2nd Lt. M. S. Stewart in an Avro shot down the first enemy aircraft which was confirmed as a victory for the squadron.

The summer of 1915 was the period of the "Fokker Menace." The Fokker in question was the monoplane with a synchronised gun firing through the propeller. The stock manoeuvre of the Fokker pilots was a steep dive from a height, firing on the way, and continuing the dive until out of range of the Allied machine. Max Immelmann improved the technique by discovering a climbing turn which saved time in making a second similar attack. Apart from its fixed gun, the Fokker monoplane was not really a very formidable fighting machine, but our types were now antiquated and could make no adequate reply, so the casualties of the R.F.C. were heavy in that summer. Another very formidable German fighter was the "Albatros." Baron von Richthofen was



**No. 1 (FIGHTER) SQUADRON : The squadron marking is two red lines, parallel on the upper planes, but converging on the fuselage. (FLIGHT Photo.)**