



Collectively, a 'Hump' of Camels? A line-up of 'Naval Eight' machines at Mont St Eloi in January 1918, two months before this squadron departed to Walmer to be rested. :C. Draper via P. Liddle

OF CAMELS & TWO-O-EIGHT

Lt Harold Goodwin RAF

By PETER WRIGHT

THE PROLOGUE

'I was nearly with "Naval Eight", but arriving in France on 1 April 1918, having been posted to that illustrious squadron, I then served my days with 208 Squadron, Royal Air Force.'¹ In essence, this quote sums up the outcome of twelve months training and instructional flying for Harold Goodwin, who became a Camel Scout pilot with 'Mad' Major Christopher Draper's famous ex-naval unit. Regrettably it was to be a short stay!

Harold Goodwin was born in 1898 and came from Sheffield in the north of England. In 1915 at 17 years of age, he entered Sheffield University and, as well as studying, joined the Officer Training Corps (OTC) of that seat of learning; as indeed all undergraduates were obliged to, being wartime. After university, his first job was with the Brightside Foundry and Engineering Co Ltd, employed on essential war work until the end of 1916, which delayed his call-up into the armed services.² However, early in 1917, having decided to opt for the flying service, he managed his release and joined the colours at the RFC camp at South Farnborough; was kitted-out in RFC 'maternity jacket' uniform and sent to the initial training school at Hursley Park³ near Winchester, an infantry training school. Now this may seem to be an odd place for a young man interested in flying, but there was a reason. Had Harold subsequently failed his ground or flying tests, he would have automatically ended up in the infantry; hence this type of training was to ready him for such an unfortunate occurrence. He was determined this would not happen and indeed it didn't, for, upon leaving Hursley Park, he went on to No 2 School of Military Aeronautics at Oxford where, as a Flight Cadet, he was billeted in Christ Church College.

Needless to say, he made sure in the proper manner that he passed his ground training subjects and examination, such that he was assured of a posting to a flying-training school. Commissioned as a Second Lieutenant in the Royal

Flying Corps in mid-1917, Harold went off to South Carlton⁴ in Lincolnshire, where he commenced his flying in Maurice Farman 'Longhorn' and 'Shorthorn' machines. His ambition was to become a Scout pilot and despite doing well on BE2e and Sopwith 1½ Strutter aircraft, his time on Avro 504s impressed his instructors and enabled him to go on to single-seater Pups. Mastering the usual gyroscopic-effect problem of a rotary engine took embryo pilots a fair amount of skill, but Harold managed this well, despite one nasty moment and what could have been an accident. He was wearing flying boots with a strap round the top of each legging, and on take-off for one particular flight, while applying left-rudder to counter the usual swing of the machine to the right, caught one strap on a wire-bracing turnbuckle in the cockpit and could not free the boot, thereby causing continued application of full left-rudder while the machine was on its run. Luckily, he was able to throttle back and end up with a ground turn to port.

From Pups it was on to the DH5; then the Camel for his final training,⁵ and in late 1917, he gained his 'wings'. A course at the School of Gunnery at Turnberry gave him a comprehensive background to the Vickers and Lewis guns, together with full instruction on the mysteries and operation of the CC Gear.⁶ There followed a move to No 1 School of Aerial Fighting at Ayr where he learnt the finer points of looking after himself in air combat. Goodwin proved a good Scout pilot; good enough to be retained for some weeks at the school as an instructor. It was to be the German's final Spring Offensive in France which brought about his posting overseas, in the last days of March 1918.

Disembarking at Boulogne, 2/Lt Goodwin went by road to St Omer and after a few days, continued by Crossley tender to La Gorgue where he arrived on the 6 April 1918, at the newly-created 208 Squadron Royal Air Force. He was one of the first RFC pilots to be posted directly to what was in effect, still an all-naval squadron!



The famous commanding officer of 'Naval Eight', Christopher Draper (with stick), pictured here earlier in his career. He is seen as a F/Lt with colleagues at the RNAS out station at Scarborough in North Yorkshire, which he commanded. Others in the picture are, left to right: Irving, Goodwin (NOT the Goodwin of this story), Draper, Croft, Roche, Allen. :W/Cdr Vereker

ACT 1

For three years, every enemy attempt to decide the issue on the Western Front had proved a costly failure, yet in 1918, General Ludendorff decided to risk his entire reserves in a final effort to break the Allied line. The reasons for his gamble were:—

- a) The submarine campaign had failed; Britain could not be starved into submission.
- b) The Allied blockade was undermining the health and morale of the German people.
- c) Germany's allies were giving way under the strain of prolonged war; the Turkish armies were in retreat; the Bulgarians were anxious for peace; the subjected Austrians faced privations with less fortitude than the Germans.
- d) Troops from the Eastern Front supplied the means for undertaking an offensive.
- e) It was to be now-or-never; the Americans were not yet in the field, but would be shortly.

For 1918, three major offensives were planned and executed by the Germans. The March attack on the Somme against General Gough's Fifth Army; the April attack on the Lys against the British First Army and the May/July attacks across the Aisne against the French. We are now concerned with the second attack of the above trio, which forced the Allies to abandon all the territory so dearly bought in the Passchendaele campaign, and threatened the Channel ports.

On 9 April 1918, the enemy opened its attack (Operation Georgette), in very misty weather over a front of 25 miles stretching from Ypres to La Bassée, centred on the valley of the Lys. The Allied ports of Calais and Boulogne were in danger and during the retreat, some of our aerodromes had to be evacuated, including Merville, Bailleul and La Gorgue. For safety, No 1 Aircraft Depot at St Omer was moved to Marquise near the coast. The situation on the ground was desperate; Haig had issued his famous appeal... 'With our backs to the wall, and believing in the justice of our cause, each one of us must fight on to the end'. Of the aerodromes evacuated, La Gorgue forms the major part of the remaining portion of this story — momentous days in the history of 208 Squadron, Royal Air Force, flying Sopwith Camel Scouts and commanded by 'Mad' Major Christopher Draper DSC. Originally, this unit had gone to France in October 1916 as No 8 (Naval) Squadron, RNAS, 'Naval Eight' as it was popularly known. Under its first Commanding Officer, Squadron Commander G.R. Bromet DSO, its earlier equipment had included Pups, Nieuports,

1½s and Triplanes; receiving its Camels at Mont St Eloi in July 1917. Squadron Commander Draper took over command in October of that year.

At this time, one of the roles in which 'Naval Eight' had been engaged was a series of operations known to the squadron as 'Interference Flights'.⁸ A series of Compass Stations was established along the squadron's front, Arras to La Bassée, connected by land-line to Mont St Eloi, its base. These Stations reported enemy spotting aircraft working with their artillery, whereupon an 'Interference' patrol was then despatched to deal with the spotter, and in 85% of the reported cases, forced the enemy to stop registering, chased him off or shot him down.

On 3 March 1918, the squadron was withdrawn from Mont St Eloi and returned to England for rest and re-equipping. It stayed at Walmer and exchanged most of its 130hp Clerget Camels for 150hp Bentley BR1 engined machines. Whilst at Walmer, a 'War Flight' of Camels was established on 8 March to aid Home Defence. These machines were B7187 and B7189 from 'A' Flight; B7193 and B7232 from 'B' Flight; B6417 and B7196 from 'C' Flight, with B3884 for the CO, Sqn/Cdr Draper.⁹ The squadron's resting was rudely cut short when the German Spring Offensive broke, and the unit was quickly ordered back to France to the 10th Wing, for a short stay at Teteghem. On 29 March, the squadron ground party left Dover in the monitor *Erebus*, crossing to France and proceeding to Teteghem. The day following, eleven machines from Walmer were flown in to Teteghem, arriving at midday; being Camels B3936, B6417, B7187, B7189, B7193, B7196, B7201, B7232, D3330, D3335 and D3339. Four other machines were flown in from an Aeroplane Supply Depot; B3773, B3785, B6342 and B7253, bringing the squadron strength to fifteen. Conditions for the officers and men at this temporary base were not at all good, in fact, the CO issued an Order of the Day dated 31 March 1918 to all concerned, which read:

'As the squadron will only be here a few days, I hope that the men will not get disheartened or feel disgusted with the conditions of discomfort in which we find ourselves. The most important thing at the moment is to get the machines into the same condition that this squadron has always had its machines.'

(Sgd) C Draper
Sqn Cdr

ACT 2

On 1 April 1918, 'Naval Eight' became 208 Squadron,

Royal Air Force, under the amalgamation. On 2 April, the squadron flew from Teteghem to La Gorgue to help stem a possible enemy breakthrough. The following machines and their pilots made this flight:¹⁰

B3773 Flt Cdr Cox G.A.
 B3785 Flt S/Lt Green L.F.A.
 B3936 2/Lt Bayly H.L.
 B6342 F/Lt Cooper G.K.
 B6417 Flt S/Lt Hopewell D.C.
 B7187 Flt S/Lt Dennett P.M.
 B7189 Flt S/Lt Richards P.C.
 B7193 Flt S/Lt White J.B.
 B7201 Flt S/Lt Johns R.L.
 B7232 Flt S/Lt Johnstone E.G. DSC
 B7253 Flt S/Lt Sneath W.H.
 B3330 Flt Lt McDonald R.
 B3335 Flt Lt Jordan W.L. DSC+bar
 B3339 Flt Cdr Gerrard T.F.N.

Major Draper must have flown B7196 to complete the total at La Gorgue.

Flt Lt McDonald and Flt S/Lt Hopewell were Canadians;¹¹ the former from James River Station, Nova Scotia, and the latter from Ottawa. Hopewell became a PoW on 7 April, shot down in B6417 and McDonald was killed-in-action in May 1918. It is believed Flt S/Lt White was also from Canada. Flt S/Lt Dennett was later killed-in-action on 2 June, while Flt S/Lt Johns was killed in an accident on 11 June. Daily Routine Orders for 3 April listed three further pilots joining the squadron; 2/Lts Bayly H.L., McDonald J.S. and Glazier J.G., all transferred from 12 (Naval) Squadron. When 208 arrived at La Gorgue they found the huts occupied by the Army Service Corps, but to quote from the squadron's 'Diary of Work' (AIR 1/183/15/214/5) for this day '...they offered no resistance and were soon expelled'. Flt S/Lt Cowan W.E. from Hamilton, Ontario, joined 208 from No 2 ASD Candas. On 5 April, additions to the machines listed above were notified, when Camels B6260 arrived for 'A' Flight, B3794 for 'B' Flight and D3352 to 'C' Flight. Of all the aeroplanes, eleven were BR1-engined, while the remaining seven had the Clerget motor. On the following day, Flt S/Lt Sneath was lost from the squadron, killed-in-action in B7187 when he was shot down in flames near Lens at around 11.30 am. For recompense, Flt Lt Jordan in D3335 got an Albatros Scout near Oppy, out-of-control and crashing at map reference 15.B B.18, confirmed by Canadian infantry.

Daily Routine Orders No 7 for 7 April 1918 read: 'The undermentioned pilots have been posted to this squadron from RAF Pool with effect from 6 April 1918. 2/Lt Smith J.H., RFC to 'B' Flight; 2/Lt Goodwin H., RFC to 'A' Flight; 2/Lt Sidebottom W., RFC to 'C' Flight.' Harold Goodwin's story is covered in this article. On this date, Flt S/Lt D.C. Hopewell failed to return from an Offensive Patrol — he had been attacked and forced to land behind enemy lines in Sopwith-built B6417, to become a prisoner-of-war.

The second German Spring Offensive opened on 9 April 1918, when their Sixth Army attacked the British First Army in what was to become known as the Battle of the Lys. Seven enemy divisions broke through the Allied line on a front of ten miles, and the 2nd Portuguese Division some few miles ahead of 208's aerodrome, fell apart in disorder against overwhelming odds. What a day this was to be for the members of 208 Squadron! From early morning, which dawned with thick fog, close and heavy gunfire could be heard from the lines, and the remains of the Portuguese Division were falling back through the camp. Major Draper called his pilots together and told them an evacuation of the airfield was necessary, but that he would not hazard their lives by ordering them to fly their Camels away in the fog to a rear area 'drome, although many of the pilots were quite willing to try. Several of them climbed into their machines, but were then ordered out, not only on account of the poor visibility but also that the aerodrome was surrounded by ditches. Draper took-off for a quick local flight to further assess the diabolical weather, but soon returned and confirmed that general flying was definitely off. By now, heavy shelling was ranging across the aerodrome and its buildings — one pilot recalled walking across the farmhouse yard to the squadron office, with shrapnel clanging off the *pavé*, and admitted he was scared. At 9am, the first loaded lorry left La Gorgue for

Serny; by 10am the 'phones were dead, so a despatch rider was sent three times towards the lines and returned each time to report the enemy were advancing.

The CO decided to have the Camels brought together in a ring in the middle of the aerodrome, ready for their destruction by fire. By around 10 o'clock in the morning, most of the squadron's other equipment and personnel, including the pilots, had left by road for Serny. At about 11 o'clock, the machines were set alight and the small pyre-party then also withdrew to Serny. Analysing the aircraft on strength with the squadron that day, and allowing for losses during the few days prior to the burning, it is almost certain the following 16 Camels were sacrificed:¹²

B3773	B7196*
B3785	B7201*
B3794	B7232*
B3936	B7253*
B6260	B3330*
B6342	B3335*
B7189*	B3339*
B7193*	B3352*

This list includes 10 (marked here with an asterisk) almost new machines, with 150hp Bentley BR1 engines), delivered from Clayton & Shuttlesworth Ltd. It has been reported that 208 flew only BR1-engined Camels at the time, but this is not so, for the records show that nearly half their total aircraft strength from 29 March to 10 April 1918, consisted of Sopwith-built Clerget-engined scouts. On 10 April, Major Draper sent a long explanatory report about this loss to the Officer Commanding 10th Wing RAF (see Appendix). To round-off the La Gorgue episode, a rather incongruous order dated 9 April emanated from the squadron CO on the day of withdrawal stating: 'Gas masks must be carried by all ratings going ashore'. An enigma if ever there was one, considering the circumstances prevailing, and a clear indication of the, as yet, undiminished naval parlance, despite the squadron having become part of the Royal Air Force.

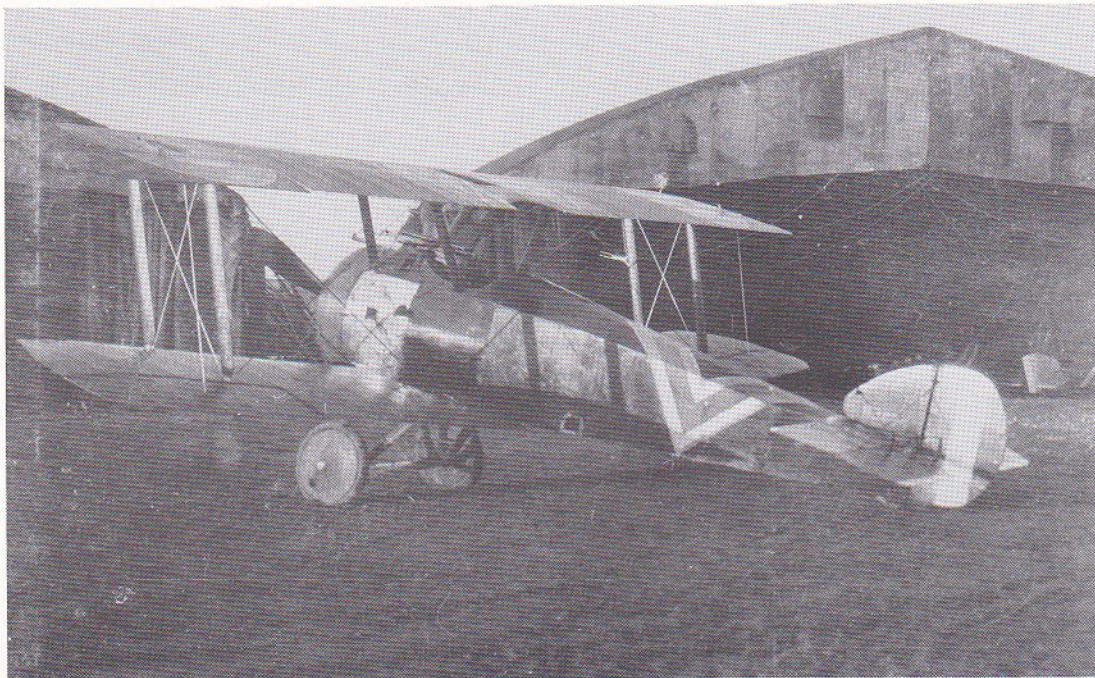
ACT 3

Serny found the squadron back together in one place, albeit without aircraft; so Major Draper arranged for his pilots to travel in cars to the RAF Depot at Marquise to re-equip — this time with 140hp Clerget Camels only — a batch from the production lines of Ruston, Proctor & Co Ltd, Lincoln. 208 Squadron took the entire depot stock of Camels, 16 in all. On 11 April, the following machines were flown from No 1 Reception Park, Marquise, by the undermentioned pilots:¹³

Serial	Engine No	Pilot
C8266	1675 WD30274	Smith J.H. 2/Lt
D1813	2281 WD30054	Johns R.L. F/S/Lt
D1836	2320 WD34644	Johnstone E.G. F/S/Lt
D1840	2322 WD34646	Mann W.E.G. F/S/Lt
D1845	2338 WD34662	Glazier J.G. 2/Lt
D1852	2337 WD34661	McDonald R. F/Lt
D1853	2342 WD34666	Dennett P.M. F/S/Lt
D1854	2316 WD34640	Richards P.C. F/S/Lt

F/S/Lt Stanley James Goble (right), photographed at Chingford in 1915. He was later to become Flt Cdr B Flight in No 8 (Naval) Squadron and to win the DSO and DSC. :W/Cdr H.C. Vereker





*The CO's mount.
Sopwith Camel
B3884 as seen when
on the strength of
No 9 (Naval) Sqn.
This machine was
then passed to No 8
(Naval) Sqn and was
flown by Sqn Cdr
Christopher Draper
at Walmer in
March 1918.
:J.M. Bruce/
G.S. Leslie collection*

D1856 2341 WD34665 Sidebottom W. 2/Lt
D1860 2343 WD34667 Cox G.A. F/Cdr
D1865 1337 WD29936 McDonald J.S. 2/Lt
D1867 1415 WD30014 White J.B. F/S/Lt
D1869 1507 WD30106 Jordan W.L. F/Lt
D1872 1573 WD29972 Green L.F.A. F/S/Lt
D1877 2335 WD34659 Gerrard T.F.N. F/Cdr
D6556 1647 WD30246 Goodwin H. 2/Lt

The last of the above machines had, in fact, been built by Boulton & Paul Ltd at Norwich. On preparing to leave Marquise, 2/Lt Goodwin found he had a punctured tyre, and his Flight Commander (Gerrard), stayed behind with him while the wheel was changed. They then took-off for the 35 minute flight to Serny. Already there was F/Lt Cooper with B7296 and 2/Lt Bayly with D1781, both from No 1 Issues, St Omer. Scott tried to return to La Gorgue by road to salve the squadron's lighting set and galley range, but got no further than Calonne, seven kilometres short of his goal.

The squadron was now replete again, until Camel D1840 was wrecked on 13 April and struck-off-charge. F/S/Lt Mann had suffered a bullet through his fuel tank and force-landed east of Venant, the machine turning over. This day saw a spare Bentley BR1 engine (No 1/150/111) transferred from 208 to 210 Squadron, the former obviously not requiring this motor any longer. Flown by Flt Lt G.K. Cooper, Camel D1873 (Clerget 1515 WD30014), arrived from No 1 Issues Section to replace the wrecked D1840. Each week without fail, the CO was required to make out a return to Wing Headquarters, showing the full strength of his squadron personnel, animals, motor transport etc. This 'Field Return' (Army Form B213) makes interesting reading, to realise just what a squadron CO was responsible for. The return for 208 Squadron for 14 April 1918 read:¹⁴

26 Officers
140 Other ranks
3 Riding horses
38 Machine guns
18 Aeroplanes
6 Motor-cars
7 Leyland lorries
2 Leyland lorry workshops
8 Trailers
4 Motor cycles
On temporary attachment
1 Officer (Capt Cranstoun G., RAMC)
7 Other ranks
(2313 Pte Tracey J, groom 6th Inniskilling Dragoons;
2 Royal Engineers;
1 Royal West Kent;
1 Royal Fusilier;
2 Labour Corps)

1 Riding horse

On 15 April, Camel D1836 was sent to No 1 Aircraft Depot for repair and replaced by D6494 (engine 1009 WD30607) from Marquise. On this day, 2/Lt Glazier was wounded in the thigh by a machine-gun bullet fired from the ground, and on return to base, Harold Goodwin helped get him out of machine D1845. A further Boulton & Paul Camel arrived at Serny on 16 April 1918, D6544 (engine 1582 WD30156). This delivery flight was carried out by Flt Lt Jordan.¹⁵

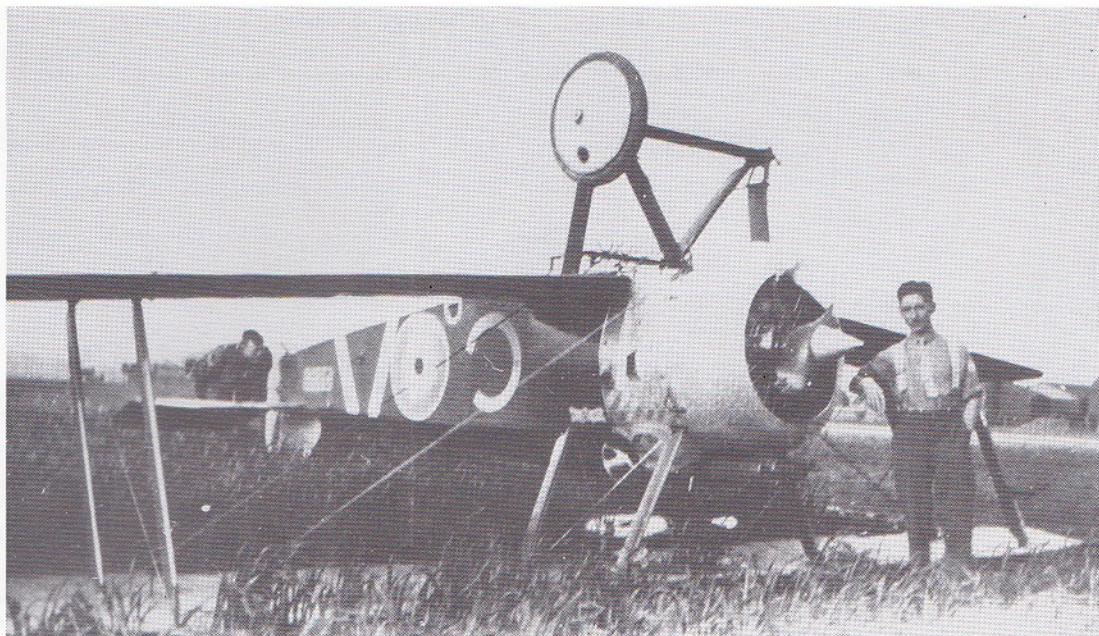
EPILOGUE

The 17 April 1918 was to be an unfortunate day for Lt Goodwin, for while landing at Serny in Camel B7296 (engine 1535 WD30134), he unaccountably passed out on his approach to the aerodrome, and his machine flew straight into the ground, ejecting the pilot on impact, past the usual projecting gun-butts in the cockpit. Somehow he luckily escaped with his life, but suffered concussion with straining of his upper spine and neck muscles. Some watching pilots from 41 Squadron ran over to the wreckage to render what aid they could. Sent to No 7 General Hospital, St Omer, Lt Goodwin lay there for the unusual time of ten days in a near-coma, the doctors fearing to move him owing to the nature of the injury to his head and neck. Daily Routine Order No 17 read: '2/Lt Goodwin RFC, having been admitted to hospital (injured) on 17/4/18, is struck-off strength of this squadron and the RAF-in-the-Field, with effect from this date.' It was to be the end of his flying and the all-too-short end of his service with 208 Squadron. His machine B7296 was sent to No 1 ASD for repair, and replaced by D6490 (engine 1391 WD 29990) from No 1 Issues Section. His place in 'A' Flight was filled by 2/Lt J.H. Smith, posted from 'B' Flight.

Eventually, Harold was moved from St Omer to No 1 British Red Cross Hospital at Le Touquet, which was housed in the Casino and run by the Duchess of Westminster, a very forthright lady! Harold remembers waking up there and hazily seeing vast and ornate chandeliers, and wondering just where he was — heaven! Sent back home, he arrived at the London Hospital in Whitechapel where he spent six weeks. This was followed by a month's leave, which was extended monthly by the Medical Board to a total of seven; until they considered him reasonably fit to their satisfaction. The Armistice had now been decreed and the fighting was over. Goodwin was posted to a ground job at Cranwell as Officer-in-Charge Engines and thereafter, to Hucknall, again in charge of the repair and overhauling of aircraft engines, until being demobilised early in 1919.

During the Second World War, Harold Goodwin served as a Lt/Col in the Warwickshire Home Guard Battalion in Birmingham. He finally retired to live in Fairfield,

Not the way to treat a Camel! Ruston, Proctor built Camel D1845 shown inverted. This machine was one of the replacement Camels received by 208 Sqn, after the loss by fire of their earlier equipment on 9 April 1918 at La Gorgue. Note 'engine turned' finish to the cowling, the bomb racks fitted and the small spinner on the propeller.



Gloucestershire, and died in 1983 at the age of 84.

APPENDIX

(PRO File AIR 1/1440 to 1442/204/35/1 to 12)

The Officer Commanding No.208 Squadron

10th Wing, RAF

Royal Air Force

In the Field, 10 April 1918

Sir,

With reference to the destruction of the 16 machines of this Squadron, I have the honour to submit the following report:

About 04.00 hours on the morning of the 9th, we were aroused by the sound of heavy gunfire, which increased in intensity towards dawn. There was considerable hostile shelling of Merville, La Gorgue and the surrounding districts. A large number of French civilians were passing through our camp to the West, followed by considerable numbers of Portuguese troops in open disorder, without either rifles or equipment and apparently un-officered. By 07.00 hours the shelling became very intense, but owing to the fog it was impossible to ascertain definitely where the shells were falling. I gave orders for the machines to be removed from the hangars and spread out over the aerodrome in case of concentrated shelling of the hangars.

I gave orders to Officers and Men to pack all gear and stores as quickly as possible. As far as I can remember, it was between 08.00 and 09.00 hours when I ordered Officers and Officer's Stewards, with as much mess gear as possible, to leave without delay. A shell had fallen in a farmhouse immediately alongside the Officers' quarters, but it was impossible to tell whether they were being shelled. A considerable quantity of shrapnel was falling around. Several officers had narrow escapes and an English sergeant from a local unit was hit in the face. He was treated in our Sick Bay on the aerodrome. On the way to the aerodrome by car I was stopped several times by Portuguese officers imploring me to give them a lift.

By this time only soldiers were falling back. I received a verbal message from an RFC cyclist, through one of my officers, that the enemy had advanced and were in Laventie. I got in telephone communication with XV Corps HQ (the only line left) and was informed by their Intelligence Branch that the enemy had attacked the Division on our right, and on the whole Portuguese Front, and were advancing.

I sent one of our own despatch riders on his motor-bike as far up the line as he could get, but he returned reporting that he spoke to three British officers east of La Gorgue who informed him the enemy had taken Laventie and were just east of Estaires. XV Corps could not confirm this, but I told them I was preparing to evacuate the aerodrome.

GOC XV Corps asked me if I could carry out a reconnaissance, but I had to refuse quite definitely, it was impossible

to see across the aerodrome through the fog. The General did not wish me to leave La Gorgue but said if it would save the machines from shell damage we could fly them away. I replied that it was quite impossible to fly at all and told him I should act on my own as it was probable that the telephone line would go at any moment. He agreed it was likely that this would occur as all their other lines were down. I sent another despatch rider up forward as far as he could get, but he returned without any information.

I came to the conclusion that all our guns must have been captured, for they were not firing at all. On the other hand, the enemy artillery became increasingly active in the vicinity of the aerodrome. I think they were trying to shell the railway and bridge immediately to the south.

After careful deliberation with my Flight Commanders, I decided I was not justified in risking personnel by flying the aircraft away in the fog, though the majority volunteered to try. We collected the machines in one bunch in the middle of the aerodrome, the idea being for everyone to withdraw, leaving one officer with a motor-cycle to stand by until the last moment, with orders to destroy the machines if necessary. I was unable to get in touch with XV Corps again, so ordered our telephone exchange and compass station to pack up.

A British officer, who had obtained a lift on a passing lorry, asked to borrow a car as he wanted to waylay an ammunition supply column which was apparently coming up to La Gorgue. I was unable to help him as I had sent our convoy off to Serny. He told me he was unable to get into La Gorgue because of machine-gun fire. I then decided to set fire to the machines and move out; as far as I can remember it was 11.00 hours.

I fully realised the gravity of the decision I had to make, but being unable to communicate with any reliable authority, I had to act on my own. If there had been British troops in the area I should have left the machines for them to destroy, in accordance with orders, but I felt it extremely improbable that a panic-stricken number of Portuguese would carry this out, even if they had received orders to do so. An ammunition column which had been parked alongside our hangars had gone. The machines were then destroyed and the rest of us moved off at 11.30 hours.

I have described the events as nearly as possible in the order in which they occurred. The times I have given are only approximate. The only things left behind were an Austin lighting set and some petrol and oil. The Squadron packed and moved in under three hours.

I have the honour to be, Sir,
Your obedient servant
(sgd) C. Draper, Major.