

*2/H. McCord*  
*10 Squadron*  
*BEF*  
*France*

INCHES

*10 Squadron*  
*Royal Flying Corps*  
*BEF*

**ARMY BOOK 152.**  
*France*

**Correspondence Book.**

**(FIELD SERVICE.)**

Opened on *Monday 8<sup>th</sup> Oct 1917.*

Closed on .....

The Squares in this book are  $\frac{1}{4}$  inch.

|                 |                  |                  |                    |                      |                          |                            |                             |                            |                             |
|-----------------|------------------|------------------|--------------------|----------------------|--------------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|
| $\therefore .4$ | $\therefore .16$ | $\therefore .48$ | $\therefore .2504$ | $\therefore .243460$ | $\therefore \frac{1}{4}$ | $\therefore 1 \frac{1}{4}$ | $\therefore 1 \text{ foot}$ | $\therefore 1 \frac{1}{4}$ | $\therefore 1 \text{ mile}$ |
|-----------------|------------------|------------------|--------------------|----------------------|--------------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|

**FLIGHT LIEUTENANT MICHAEL SCOTT CABBELL GORDON**

**ROYAL FLYING CORPS**

**EXTRACTS FROM FLYING LOG  
TRAINING AND QUALIFICATION AS A PILOT  
- 23/06/1917 - 08/10/1917 - ENGLAND**

**OPERATIONAL DIARY  
WESTERN FRONT FRANCE AND BELGIUM  
- 08/10/1917 - 02/05/1918**

**EXTRACTS FROM FLYING LOG  
TRAINING AND QUALIFICATION AS AN INSTRUCTOR  
ENGLAND - 12/06/1918 - 16/07/1918  
INSTRUCTING MOSTLY CADET PILOTS  
- 19/07/1918 - 30/10/1918**

**EXTRACTS FROM PILOT'S LOG BOOK - UNDER INSTRUCTION AS CADET  
PILOT IN 24 TRAINING SQUADRON, ENGLAND.**

**23/6/1917** - First entry - Captain Blackwood in dual flight. Continued dual instruction under Captain Blackwood to 5th July 1917.

**5/7/1917:** First solo, including landing, under Captain Blackwood.

**5/7 to 11/7/1917:** Various instruction under Captain Blackwood, part dual; 6 hours 10 min solo.

**26/7/17 to 31/7/17 - 3/8/17 to 7/8/17:** Dual instruction under Lieutenant's Couter (??) and McKenzie, No. 10 Training Squadron R.F.C. Total solo 12 hours, 20 mins.

**9/8/17 to 13/8/18:** Solo in arvo - Air Test. Total time solo 8 hours, 25 mins.

**3/9/17 to 8/10/17:** No. 10 T.S.R.F.C. Formation flying, spins and stalls, camera practice and numerous landings, mostly solo. Total time solo to date of passing out 34 hours, 40 mins.



# Permit to Leave New Zealand.

UNDER THE WAR REGULATIONS.

IN pursuance of the War Regulations, permission is hereby given to the person hereinafter described to leave New Zealand for Great Britain by S.S. "Remuera," on 30th November, 1916

### DESCRIPTION OF APPLICANT.

Full name: Michael Scott Campbell Gordon.

Nationality and birthplace: British; Hastings, New Zealand.

Occupation: Farmer Sex: male Age: 18

Personal description: Height, 5 ft. 10 in.; Weight, 10 stone 9 lb.

Colour of eyes, Grey; Colour of hair, light brown

Complexion: fair.

Dated at Wellington, this 15th day of November, 1916

*W. Boddy*

Minister of Internal Affairs.

for Under-Secretary of Internal Affairs.

n.500/9/16-149131

Signature of bearer: *Michael S. Gordon*



Monday 8<sup>th</sup> Oct.

Went for flight on Sopwith Camel 2313 at 9.30 a.m.  
Landed at 10.30 after stunting over Andersons  
My orderly gave me my reporting notice.  
Left Shrewsbury by the 2.15 & arrived in London  
that night.

Tuesday 9<sup>th</sup> Oct.

Did some shopping in town, & went to Chu Chin Chow  
in the evening, which I enjoyed very much.  
At 3 p.m. I reported to Andersons yard then to  
Hotel Cecil finished at 5 p.m.

Wednesday 10<sup>th</sup> Oct.

Missed the 7.30 a.m., on purpose had a good  
time in the morning. Aunt Mary & Mrs Wenby  
were at the train to see me off, being very  
cheery. Arrived at Folkstone 2.30 p.m., boarded  
boat & felt very small fry beside all the Majors.

Monday 8<sup>th</sup> October 1917

Went for flight in Sopwith Camel 2313 at 9.30 a.m. Landed at 10.30 a.m. after  
stunting over Andersons. My orderly gave me my reporting notice. Left  
Shrewsbury by the 2.15 and arrived in London that night.

Tuesday 9<sup>th</sup> October

Did some shopping in town and went to Chu Chin Chow in the evening, which I  
enjoyed very much.

At 3 p.m. I reported to ..... (sic) yard then to the Hotel Cecil; finished at 5 p.m.

Wednesday 10<sup>th</sup> October

Missed the 7.40 a.m., on purpose, had a good time in the morning. Aunt Mary  
and Mrs Wenby were at the train to see me off. Seem very cheery. Arrived at  
Folkstone 2.30 p.m., boarded boat and felt very small fry beside all the Majors,

Colonels & Generals. Arrived at Boulogne & had a ripping time out for all the sport going. We had a great fight for our bit. Had dinner at the Folkstone & messed round generally.

Thursday 11<sup>th</sup> Oct

Left for St Omer at 1:20 a.m. in an over crowded train the night was fairly chilly. Arrived at 5 a.m. but could not get our kit out. I went into the RTO's office & went to sleep in a chair by the fire till 7:30 when a tender met us. The remainder of the day I spent in looking round, there were a great many machines at the Drome such as.

AW: SE5: BE2E: BE12: FE2B: FE2D: RE8: RE9: DH4  
DH5: Sopwith Camels, Sopwith Pups, Sopwith 2-seaters (French)  
Spads, Martinsydes Bristol Fighters, Nieuports, Morane  
Solniers.

Friday 12 Oct.

Messed about the Drome in the morning & went into St Omer in the afternoon.

Saturday 12 Oct.

Saw a Hun machine try & get over, but each time we turned it with archy.

Colonels and Generals. Arrived at Boulogne and had a ripping time out for all the sport going. We had a great fight for our bit. Had dinner at the Folkstone and messed round generally.

Thursday 11<sup>th</sup> October

Left for St. Omer at 1.20 a.m. in an overcrowded train. The night was fairly chilly. Arrived at 5 a.m. but could not get our kit out. I went into the RTO office and went to sleep in a chair by the fire till 7.30 when a tender met us. The remainder of the day spent in looking round; there were a great many machines at the Drome such as: AW: SE5: BE2E: BE12: FE2B: FE2D: REG: RE8: RE9: PH4: DH5, Sopwith Camels, Sopwith Pups, Sopwith two-seater's (French), Spads, Martinsydes, Bristol Fighters, Nieuports, Morane Solinery.

Friday 12<sup>th</sup> October

Messed about the Drome in the morning and went into St. Omer in the afternoon.

Saturday 13<sup>th</sup> October

Saw a Hun machine try and get over, but each time we turned it with Archy (artillery).

Sunday 14<sup>th</sup> Oct.

9

Went to Poperinghe which is about 8 miles behind the lines, for the purpose of getting our kits. On enquiry we found they had gone to Calais so we had a joyride for nothing. In my way to the station I saw a Hun bring down one of our K3's in flames, the observer escaped by parachute. Later on we watched a Hun bomber come over in the beam of a searchlight, but we forced him back.

Monday 15<sup>th</sup> Oct.

Saw a Hospital train come in, it took ages to clear most of the men were just out of the trenches that day & the mud was still wet on them. Many of the poor devils were shaking & shivering with the cold, but all were very cheery.

Tuesday 16<sup>th</sup> Oct.

Nothing much doing, went to St Omer in the afternoon & ran across Stephen Wood, & had tea at the Y.M.C.A. as I write I am sitting in the Adjutant's office on duty, & keeping my ears open for air raid warnings, which I have to phone round, & see that all lights are out.

Sunday 14<sup>th</sup> October

Went to Poperinghe, which is about eight miles behind the lines, for the purpose of getting our kits. On enquiry we found they had gone to Calais, so we had a joyride for nothing. On my way to the station I saw a Hun bring down one of our K3's balloon in flames. The observer escaped by parachute. Later on we watched a Hun bomber come over in the beam of a searchlight but we forced (??) him back.

Monday 15<sup>th</sup> October

Saw a hospital train come in, it took ages to clear. Most of the men were just out of the trenches that day and the mud was still on them. Many of the poor devils were shaking and shivering with the cold, but all were very cheery.

Tuesday 16<sup>th</sup> October

Nothing much doing. Went to St. Omer in the afternoon and ran across Stephen Wood and had tea at the Y.M.C.A.. As I write I am in the Adjutant's Office on duty and keeping my ears open for air raid warnings where I have to phone round and see that all lights out.

3 Wednesday 17 Oct.

13

Watch our archy in the morning turn a Hun twice. The machine was brought down later near Calais. Saw Catchpole who had come from 25 to get an RE8.

Thursday 18 Oct.

Met Evans who had just come over from England, & was flying RE8's. My posting came through at 10.15 a.m. Started off in the tender & passed all sorts of transport on the road, & guns, armoured cars, cavalry (Sikhs), arrived here at 4.30 & filled in my papers. Met a lot of my old friends in the mess. Aircraft alert in the evening.

Friday 19 Oct.

The day was pretty dud & no flying going at all. Spent the morning on the range with a Vickers & my pistol. Weather cleared in the evening & the Huns come over again.

Saturday 20 Oct.

We had orders to bomb Aberle Aerodrome. A patrol of DH4's were to start off at daybreak & drop their

Wednesday 17<sup>th</sup> October

Watch our archy in the morning turn a Hun twice. The machine was brought down later near Calais. Saw Catchpole who had come down from 25 to get an RE8.

Thursday 18<sup>th</sup> October

Met Evans who had just come over from England and is flying RE8's. My posting came through at 10.15 a.m. Started off in the tender and passed all sorts of transport on the road, and guns, armoured cars, cavalry (Sikhs). Arrived at 4.30 and filled in my papers. Met a lot of my old friends in the mess. Aircraft alert in the evening.

Friday 19<sup>th</sup> October

The day was pretty dud and no flying going at all. Spent the morning on the range with a Vickers and my pistol. Weather cleared in the evening and the Huns came over again.

Saturday 20<sup>th</sup> October

We had orders to bomb Aberle Aerodrome. A patrol of DH4's were to start off at daybreak and drop their

eggs. When it was light enough a DH4 was to photograph the result, then we were to go over at 10.30. As it was the weather was very misty & dud, but we started off, 6 machines laden with 4, 20lb Cooper bombs, and an escort of 12 other camels, we were to have a further escort of 12 spads, which owing to the mist could not find us. In the mist the leader (Mickey) mist able & dived at Rumbek Aerodrome. They dived in succession & laid their pills as they went, right the full length of the hangars at from 400 to 200 feet. Some were seen to hit the hangars, Mickey seeing a 2 seater taking off, dived at it & opened fire causing it to crash, in doing so his petrol tank was shot through from a machine gun on the ground, he touched the ground before the engine picked up on gravity. The others after dropping all their bombs strafed houses, troops & a train. All the bombers returned safely but two of the escort are missing, Wilson & Farquerson. I had a flight in the afternoon & after 2 attempts to land, I finished up in a huge pool of water not 3 yards from a large drain. The Hun was over again in the evening.

Sunday 21 Oct.

The others went out on ground strafing & O.P. work but there was no fighting. Lone night was quite quiet.

eggs. It was light enough. A D4 was to photograph the result, then we were to go over at 10.30. As it was, the weather was very misty and dud, but we started off, six machines laden with four, 20lb Cooper bombs and an escort of twelve other Camels, we were to have a further escort of 12 Spads, which owing to the mist could not find us.

In the mist, the leader (Mickey) missed Aberle and dived at Rumbek Aerodrome. They dived in succession and laid their pills as they went, right the full length of the hangars at from 40 to 200 feet. Some were seen to hit the hangars, Mickey, seeing a two-seater taking off, dived at it and opened fire causing it to crash, in doing so his petrol tank was shot through by a machine gun on the ground. He touched the ground before the engine picked up on gravity. The others, after dropping all their bombs, strafed houses, troops and a train.

All the bombers returned safely, but two of the escorts are missing, Wilson and Farquerson.

I had a flight in the afternoon and, after two attempts to land, I finished up in a huge pool of water not three yards from a large drain.

The Hun was over again in the evening.

Sunday 21 October

The others went out on ground strafing and O.P. work, but there was no fighting done. Night was quite quiet.