

21 Squadron's Beardmore Blues



Some of the pilots and observers who suffered a big letdown with the woefully underpowered RE7. (Beardmore 120hp version): Lt W.A. 'Billy' Bishop, 2Lt John Bernard 'Don' Brophy, 2Lt Cuthbert John Creery, 2Lt Edmund Sidney 'Sid' Duggan, 2Lt Arthur Melville Goulding, 2Lt Charles Victor Hewson, 2Lt Stanley Burdett Dickinson Lee, 2Lt Lone Matthew McCoy & 2Lt Loudon Pierce 'Don' Watkins.

by **Stewart K. Taylor**

As early settlers to the east of Toronto proper, the Goulding family were able to finance a country gentry lifestyle by selling off large tracts of land at premium prices. The father of Arthur Melville Goulding, an only child, demanded his son become a doctor and this argument followed Arthur from pillar to post. Estranged from his parents – he lived with a more accommodating aunt for most of his adolescent years and she paid for all the costs accrued while he attended University College, U of T, obtaining his BA in 1910, then venturing further into possible economic studies at Harvard. The war scuttled any further attention to books and learning. Classrooms stymied his ambitions, the outbreak of hostilities in Europe drew into focus a yearning to help in the fight. Already in his mid thirties the Canadian Field Artillery could use him. They provided the six foot plus Goulding with a commission only to have this branch of the Canadian Military lose a prime candidate when he turned his eyes to the skies. Aviation, for him, was the way to go and the Curtiss School at Long Branch, the location to do it.

Nearly every step of the way Arthur had a shadow. Born on 31 July 1889 in Gore Bay, Manitoulin Island, Ontario, Stanley Burdette Dickenson Lee, who attended St Andrews College in Toronto from 1900 to 1906, was married 1915 and expecting a

What the perfectly attired 1915 airman should look like. Arthur Melville Goulding, in front of the Curtiss School Club House/office – a converted farmhouse – Long Branch (Toronto) September 1915.

:A.M. Goulding via S.K. Taylor



child, also had similar designs on learning to fly at the Curtiss School. He flew the Curtiss Bat Boat at the school's Toronto Island location, later acquiring his RAC certificate No 2009 on 17 October 1915.

April-June 1916 in France

Art Goulding felt Stanley Lee to be an imposition, *he followed me everywhere*, and every step of the way Lee complained of married life, the future birth of a child – when it turned out to be a son, he gloated – but all this negative married talk turned Arthur off any thought of such bliss until he turned fifty! He flew for his 'ticket' on 9 October 1915 and acquired the same that day RAeC No 1863. Chosen to serve the RFC, he joined in October 1915 as a 2Lt and was taken on strength on 12 November 1915, the moment he arrived at the War Office.

At his side the moment he left Canada on 5 October and just months older than Lee, Art was born 12 January 1889. He had



Above: A.M. Goulding seated in the cockpit of a JN-3, Long Branch, Curtiss School, September 1915.
:A.M. Goulding via S.K. Taylor

Right: Castle Bromwich, December 1915 (No 5 Reserve Squadron). What's a little snow among friends? It appears as though the BE2c 2Lt Goulding was partially shielding was fresh from the factory.
:A.M. Goulding via S.K. Taylor

