

FROM THE CCI ARCHIVE

THE AEGEAN 1917-1918



Only two 275hp Eagle-engined DH4s were delivered to the RNAS in the Aegean; N5975 and N5984, machines with the original lowered undercarriage. One of these is shown above, in what must have been a very garish attempt at camouflage that extended to the upper surfaces of the lower mainplanes and tailplane and to the interplane struts. The colours of the camouflage are open to speculation but were presumably mixed using the readily available colours of dope that were to hand.

Fourteen BHP-engined DH4s were shipped to the Aegean; N6398-6400, N6406, N6410-N6411, N6416-N6420 and N6422-N6424. Some were diverted to 6 Wing, for use in the Adriatic, but most served on bombing and reconnaissance duties with 2 Wing at Mudros, Imbros and Stavros. All had the taller undercarriage which is noticeable in this shot. The further machine was N6416, which had initially been delivered to the RNAS War School at Manston, before shipment to the Aegean in November 1917. It was with F Squadron by June 1918 and was marked with a distinctive sunburst on its fuselage. The name SULTAN SELIM II was marked to the 'sun' on the portside and MOORQ to that on the starboard.

Bristol Scouts were the original type of fighting scout issued to 2 Wing with a few Scout Cs supplemented later by Scout Ds 8994-8999 and N5393. One of the latter, apparently un-armed, is seen here with its pilot and ground crew posing for the camera under an overhead sun. The vast majority of 2 Wing's Scout Ds had been withdrawn by the end of 1917 to be replaced by Pups and Camels.