

THE RFC WITH THE BRITISH EXPEDITIONARY FORCE

30 SEPTEMBER 1915

THE EXPANSION OF THE RFC was beginning to gather pace. 10 and 12 Squadrons had joined the BEF, equipped with the BE2c, with standardisation on that type, fitted with the RAF1a engine, for artillery and reconnaissance work coming to 2, 4, 6, 7, 8 and 16 Squadrons. 3 Squadron was an all-Morane unit, with 1 Squadron in the process of also becoming one. The importance of the need for fighting machines was shown, not just by the allocation of individual scouts to the BE2 units, and a single Morane Type N to 3 Squadron but by arrival of further fighting two-seaters, in the form of 11 Squadrons Vickers FB5s. Prospective new types had arrived for evaluation; the DH2 to 5 Squadron, the BE9 to 6 Squadron, and later to 16 and Squadrons, and an AW FK2 to the 1st Aircraft Park. Le Crotoy had been mentioned, in connection with the 1st AP, in the previous listing but had now been noted as a separate unit – it housed the BEF flying school. There was an additional pilots' school attached to the 1st Aircraft Park, equipped with BE2s and used to provide replacement pilots with extra flying experience before their posting to squadrons. The expansion in the number of service squadrons and the growing pace of the war in the air was reflected by the large number of machines passing through the 1st Aircraft Park. That volume necessitated the formation of a second such unit, with the 3rd Aircraft Park forming at Candas, to serve units on the southern section of the British Front (the 2nd AP had formed in the UK, at Farnborough).

1 SQUADRON		
	From	To
Avro		
752	England 7.3.15	1 AP 11.8.15
758	1 AP 9.6.15	
769	1 AP 20.5.15	
773	1 AP 29.5.15	
774	1 AP 22.5.15	Struck off 9.6.15
784	1 AP 20.9.15	
2859 (1007)	England 7.3.15	1 AP 16.7.15
4223	England 24.5.15	1 AP 20.9.15
Martinsyde		
748	AP 15.3.15	1 AP 25.7.15
Caudron		
1884	Paris 27.3.15	Struck off 5.9.15
1885	Paris 27.3.15	
1891	Paris 10.4.15	1 AP 20.7.15
Morane		
1855	3 Sqn 10.4.15	1 AP 3.8.15
1894	1 AP 14.4.15	
1897	1 AP 23.4.15	1 AP 10.9.15



5006	1 AP 10.5.15	
5046	1 AP 12.8.15	
5048	Paris 8.8.15	
5051	1 AP 21.8.15	
5052	1 AP 22.8.15	
5056	1 AP 5.9.15	
5060	1 AP 17.9.15	
Bristol Scout		
1602	England 15.5.15	1 AP 9.8.15
	1 AP 13.9.15	1 AP 19.9.15

2 SQUADRON		
	From	To
BE2a		
336	AP 19.3.15	1 AP 31.7.15
BE2b		
396	Before 3.11.14	1 AP 11.8.15
492	6 Sqn 31.1.15	1 AP 12.8.15
666	England 31.1.15	1 AP 6.7.15
687	England 31.1.15	1 AP 30.6.15
BE2c (RAF)		
1652	9 Sqn 13.2.15	1 AP 11.9.15
1657	England 21.3.15	
1659	England 17.4.15	1 AP 5.9.15
1660	England 1.3.15	1 AP 26.8.15
1662	England 5.3.15	Struck off 1.8.15
BE2c (Renault)		
1669	1 AP 20.6.15	
1687	England 11.5.15	
1703	England 24.7.15	
1710	England 15.7.15	
1716	England 5.8.15	
1729	England 10.8.15	
1730	1 AP 5.9.15	
1732	England 12.8.15	



1734	England 19.8.15	
2034	England 31.7.15	Struck off 22.8.15
2673	England 26.8.15	
2677	England 18.9.15	
Bristol Scout		
4667	England 27.7.15	

3 SQUADRON		
	From	To
Morane Parasol		
1849	Paris 18.1.15	1 AP 13.9.15
1862	Paris 16.2.15	1 AP 24.7.15
1863	Paris 16.2.15	1 AP 6.5.15
	1 AP 10.7.15	1 AP 6.9.15
1866	Paris 21.2.15	1 AP 17.7.15
1870	Paris 6.3.15	Struck off 26.9.15
1873	Paris 15.3.15	Struck off 31.7.15
1874	Paris 15.3.15	
1875	Paris 15.3.15	Struck off 30.7.15
1881	Paris 22.3.15	1 AP 25.9.15
5007	1 AP 25.5.15	1 AP 5.7.15
5021	Paris 29.5.15	Struck off 13.7.15
5023	1 AP 18.6.15	Struck off 28.7.15
5033	Paris 26.6.15	
5034	1 AP 15.7.15	

