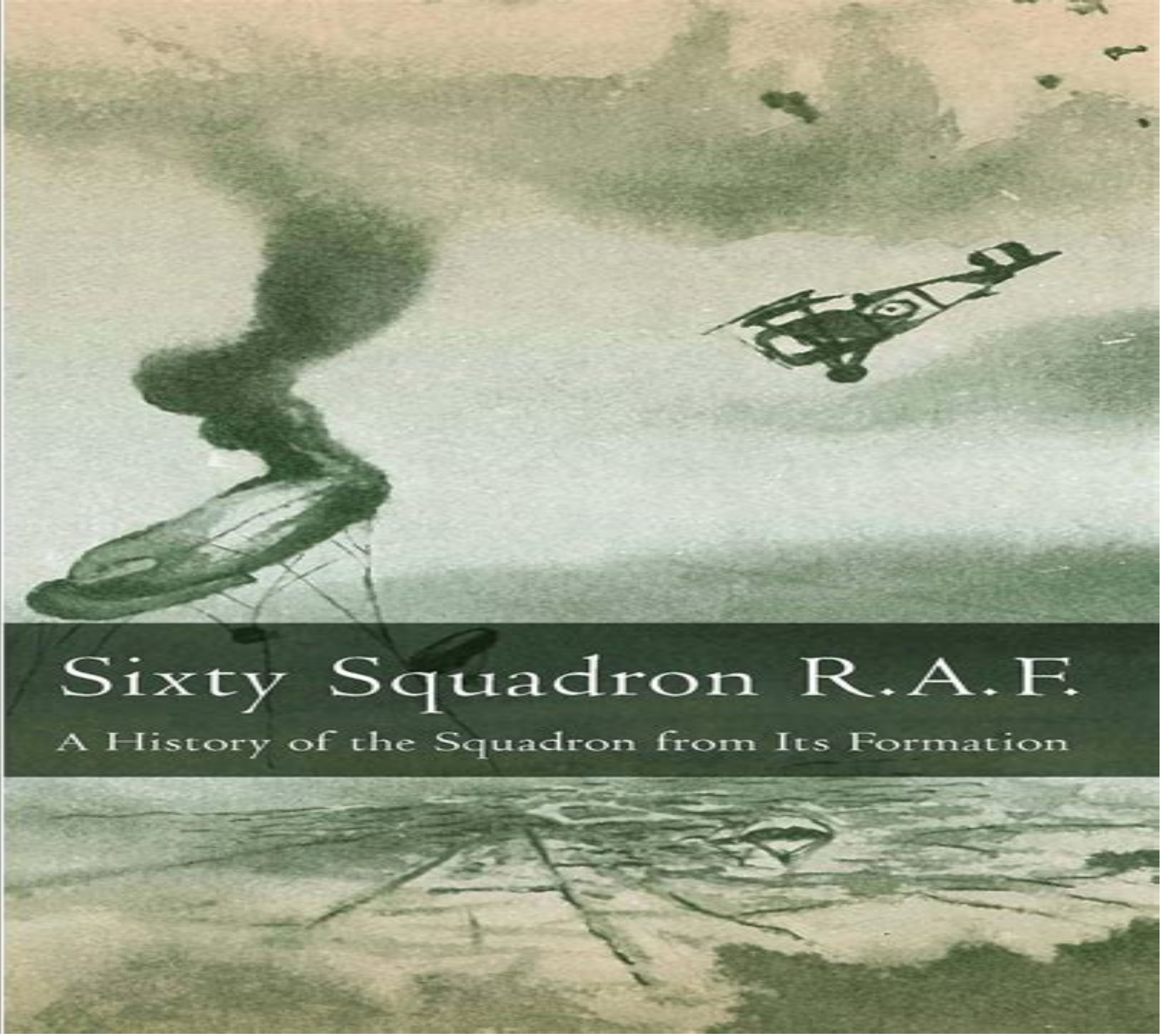


by Group-Captain A.J.L. Scott



Sixty Squadron R.A.F.

A History of the Squadron from Its Formation

Sixty Squadron Raf

David Baud



Sixty Squadron Raf:

Sixty Squadron R.A.F. A. J. L. Scott, 2020-08-14 Reproduction of the original Sixty Squadron R A F by A J L Scott

Sixty Squadron R.A.F. Group-Captain A. J. L. Scott, 2015-01-08 Example in this ebook This book tells the story of Squadron No 60 of the Royal Flying Corps afterwards of the Royal Air Force When the war began in August 1914 the Royal Flying Corps was a very small body which sent four squadrons on active service and had a rudimentary training organisation at home In those days the only functions contemplated for an airman were reconnaissance and occasionally bombing Fighting in the air was almost unknown The aeroplanes were just flying machines of different types but intended to perform substantially the same functions Gradually as the war continued specialisation developed Fighting in the air began machine guns being mounted for the purpose in the aeroplanes Then some aeroplanes were designed particularly for reconnaissance some particularly for fighting some for bombing and so on It was in the early part of this period of specialisation that Squadron No 60 was embodied And as this narrative tells us its main work was fighting in the air It was equipped for the most part with aeroplanes which were called scouts not very felicitously since a scout suggests rather reconnaissance than combat These machines carried only one man were fast easy to man uvre and quick in responding to control They were armed with one or two machine guns and they engaged in a form of warfare new in the history of the world and the most thrilling that can be imagined for each man fought with his own hand trusting wholly to his own skill and that not on his own element but in outrage of nature high in the air surrounded only by the winds and clouds The embodiment of the fighting scout squadrons was part of the expansion and organisation of what became the Royal Air Force Among all the achievements of the war there has been perhaps nothing more wonderful than the development of the Royal Flying Corps and the Royal Naval Air Service and their amalgamation in the great Royal Air Force which fought through the last year of the war When the war opened the Royal Flying Corps and the Royal Naval Air Service were bodies of few units ancillary to the Army and the Navy of which the control was in the hands of the Army Council and the Board of Admiralty It was not realised that warfare in the air was a new and distinct type of warfare Generals who would have laughed at the idea of commanding a fleet Admirals who would have shrunk from the leadership of an army corps were quite unconscious of their unfitness to deal with the problems of aerial war Every step therefore of the organisation and expansion of the flying services had to be conducted under the final control of bodies kindly and sympathetic indeed but necessarily ignorant That the Royal Flying Corps attained to its famous efficiency and was expanded more than a hundredfold should earn unforgetting praise for those who were responsible for leading and developing it The country owes a great debt which has not perhaps been sufficiently recognised to Sir David Henderson whose rare gifts of quick intelligence and ready resource must have been taxed to the utmost in his dual position as head of the Flying Corps and member of the Army Council to Sir Sefton Brancker who worked under him in the War Office and to Sir Hugh Trenchard who from the date that Sir David Henderson came back from France to that of the

amalgamation of the flying services in the Royal Air Force was in command in France. It was the administrative skill of these distinguished men that stood behind the work of the squadrons and made possible their fighting or bombing or reconnaissance. And this background of administrative skill and resource must not be forgotten or suffered to be quite outshone by the brilliant gallantry of the pilots and observers. To be continued in this ebook [Sixty Squadron RAF](#) A.J.L. Scott, 2016-10-19. This candid WWI memoir takes readers inside the cockpit with an RAF officer on the Western Front from the outbreak of the Great War until its end in 1918. Louis Arbon Strange was at the Royal Air Force's Central Flying School when war broke out in 1914. He immediately reported to Royal Flying Corps headquarters and joined No 5 Squadron. Strange remained on active duty throughout the war serving his country over the Western Front from August of that year until the enemy's surrender. Strange transferred to No 6 Squadron in 1915 and went on to form and command No 23 Squadron. Due to illness he did not accompany his Squadron to France but spent that time training others. He took charge of the Machine Gun School at Hythe and other schools of aerial gunnery before returning to the Front. There he commanded the 23rd Wing and finally took command of the 80th Wing from June 1918 until the end of the war. As Strange chronicles his experiences he provides unique insight into how and why the Allied airmen eventually prevailed. **Sixty Squadron, R.A.F.** Alan John Lance Scott, 1920. **Sixty Squadron R.a.f.** A.J.L. Scott M.C., 2016-03-12. No 60 Reserve Squadron of the Royal Air Force was formed in 1916 at Gosport. It is currently part of the Defence Helicopter Flying School based at RAF Shawbury in Shropshire. The Squadron crest is a markhor's head and was approved by King George VI in December 1937. Chosen to commemorate many years of service in North West India the markhor being a mountain goat frequenting the Khyber Pass. The horns of a markhor were presented to the Squadron in 1964. The Squadron motto is *Per ardua ad aethera* tendo. I strive through difficulties to the sky. Formed at Gosport on 30 April 1916 barely a month had passed before the unit and its Morane Saulnier N's were despatched to France. The squadron's initial pilot officers included Harold Balfour and Peter Portal later Under Secretary for Air and Chief of the Air Staff respectively while Robert Smith Barry later to revolutionise British pilot training was a flight commander and from July to December 1916 the squadron's commanding officer. After suffering heavy losses during the Battle of the Somme the Squadron re-equipped with Nieuport Scouts and soon acquired a first class reputation for itself. On 2 June 1917 Captain W.A. Billy Bishop received the Victoria Cross for his solo attack on a German aerodrome destroying three enemy aircraft in the air and several probables on the ground before returning unhurt in a badly damaged aircraft. A month later S.E.5 fighters arrived and these remained with the Squadron until it was disbanded on 22 January 1920. The squadron claimed 320 aerial victories. Twenty six flying aces served in the squadron during the war notable among them were Albert Ball Victoria Cross winner Alexander Beck James Belgrave Alan Duncan Bell Irving William Avery Bishop Canadian Victoria Cross winner Keith Caldwell future Air Commodore Robert L. Chidlaw Roberts John Doyle Art Duncan Gordon Duncan William M. Fry John Griffith Harold A. Hamersley H. George Hegarty Spencer B. Horn William Molesworth

Sydney Pope John William Rayner Alfred William Saunders Alan Scott Frank O Soden Robert Kenneth Whitney Sixty Squadron: R. A. F. A. J. L. Scott,2016-06-19 Sixty Squadron R A F is the story of Squadron No 60 in the Royal Flying Corps later known as the Royal Air Force **Sixty Squadron, R.A.F** Alan John Lance Scott,1920 *Sixty Squadron, R.A.F.* Alan John Lance Scott,Hugh Cecil Lowther Earl of Lonsdale,1920 Sixty Squadron A. J. L. Scott, A nail bitingly exciting narrative this is the history of a specialist RFC Scout squadron formed in in 1916 which served above the western front in the battles of the Somme Arras third Ypres Passchendaele and the German offensives in March 1918 when it became Sixty Squadron of the new RAF Although there is a full discussion of technical problems a glossary of technical terms and a guide to the aircraft with which the Squadron was equipped the main aim of the book is telling the thrilling story of air combat against the formidable German enemy As Lord Hugh Cecil writes in his vivid Preface Many people feel apprehensive at flying at all but to fly and fight to sit alone in an aeroplane thousands of feet above the ground to catch sight of an enemy to go to attack him flying faster than an express train moves to venture near as may be dared knowing that the slightest collision will cast both helpless to the ground to dodge and dive and turn and spin to hide in clouds or in the dazzle of the sun to fire a machine gun while not losing mastery of the control and rudder of one s own aeroplane to notice the enemy s bullets striking here and there on one s machine and know that if a bullet hits the engine it means either death or a precarious landing and captivity and if a bullet hits the petrol tank it means being burned alive in the air and yet to fight on and escaping to go forth afresh next day surely to read of this is to realise with new and penetrating force the stupendous measure of what human skill can do and human courage dare Illustrated with 21 photographs and pictures and two maps and accompanied by two appendices listing officers who served in the squadron and their fates this is a book that no one remotely interested in the Great War in the air will want to be without *Sixty Squadron, R.A.F.; A History of the Squadron From Its Formation* George H Doran Company,2022-10-27 This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it This work is in the public domain in the United States of America and possibly other nations Within the United States you may freely copy and distribute this work as no entity individual or corporate has a copyright on the body of the work Scholars believe and we concur that this work is important enough to be preserved reproduced and made generally available to the public We appreciate your support of the preservation process and thank you for being an important part of keeping this knowledge alive and relevant *The Royal Air Force: Re-Armament 1930 to 1939* Ian M. Philpott,2006-07-20 Volume II of this mammoth reference work covers the years in which the League of Nations failed because of the emerging dictatorships in Germany and Italy and the expansionist policies adopted by Japan Britain was still reeling from the consequences of World War I and the RAF was sadly far behind the other major world powers in aircraft design still relying on bi planes that were direct descendants of World War I thinking It gradually became apparent that despite UK government dithering the RAF needed to develop new aircraft engines and increase production to

confront the bully boy tactics of the Axis powers As the turn of the decade approached extraordinary measures were taken to enable RAF to defend Britain s skies and this her freedom As with Volume 1 this book covers every conceivable part of the RAF s history through these pre War days It looks at the development and invention of new equipment such as radar monoplane fighters metal construction and the heavy bomber This was an era when science in aviation was rushing ahead and fortunately for Britain s freedom it laid the foundations of victory in 1 943

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Grid Adam Claasen,2024-08-08 This gripping biography of Air Commodore Keith Grid Caldwell CBE MC DFC bar Croix de guerre tells the story of his remarkable exploits during the First World War Flying single seat fighters against the best of the German air force including the Red Baron s Flying Circus and airmen such as Werner Voss Caldwell accumulated 26 victories in aerial combat Over his illustrious career he flew with numerous stars of the British air service including Albert Ball William Billy Bishop and Edward Mick Mannock In the last year of the war aged only 22 he was given command of the new 74 Squadron Under his leadership 74 Tiger Sqaudron become one of the war s most feared and revered units Written by a leading military historian Grid details Caldwell s journey from early flight training in Auckland to his death defying sorties

over enemy lines on the Western Front It also details his pivotal role in sustaining military aviation in interwar New Zealand and his role in reinvigorating interest in the airmen of the First World War during the 1960s and 1970s [Air Battle for Burma](#) Bryn Evans,2016-11-30 After a long series of crushing defeats by the apparently unstoppable Japanese air and ground forces the eventual fight back and victory in Burma was achieved as a result of the exercise of unprecedented combined services cooperation and operations Crucial to this was the Allies supremacy in the air coupled with their ground air support strategy Using veterans firsthand accounts Air Battle For Burma reveals the decisive nature of Allied air power in inflicting the first major defeat on the Japanese Army in the Second World War Newly equipped Spitfire fighter squadrons made the crucial difference at the turning point battles of the Admin Box Imphal and Kohima in 1944 Air superiority allowed Allied air forces to deploy and supply Allied ground troops on the front line and raids deep into enemy territory with relative impunity revolutionary tactics never before attempted on such a scale By covering both the strategic and tactical angles through these previously unpublished personal accounts this fine book is a fitting and overdue tribute to Allied air forces contribution to victory in Burma **Canadian Expeditionary Force, 1914-1919** G.W.L. Nicholson,Mark Osborne Humphries,2015-11-01 Colonel G W L Nicholson s Canadian Expeditionary Force 1914 1919 was first published by the Department of National Defence in 1962 as the official history of the Canadian Army s involvement in the First World War Immediately after the war ended Colonel A Fortescue Duguid made a first attempt to write an official history of the war but the ill fated project produced only the first of an anticipated eight volumes Decades later G W L Nicholson already the author of an official history of the Second World War was commissioned to write a new official history of the First Illustrated with numerous photographs and full colour maps Nicholson s text offers an authoritative account of the war effort while also discussing politics on the home front including debates around conscription in 1917 With a new critical introduction by Mark Osborne Humphries that traces the development of Nicholson s text and analyzes its legacy Canadian Expeditionary Force 1914 1919 is an essential resource for both professional historians and military history enthusiasts **Bulletin of the Public Library of the City of Boston** Boston Public Library,1921 **Bulletin [1908-23]** Boston Public Library,1921 **Bulletin of the Public Library of the City of Boston** ,1921 **The Beginnings of Organised Air Power** James Molony Spaight,1927

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