

# R.A.F. BADGES

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PLAYER'S CIGARETTES

No. 1 (FIGHTER) SQUADRON,  
R.A.F.



PLAYER'S CIGARETTES

No. 2 (ARMY CO-OPERATION)  
SQUADRON, R.A.F.



PLAYER'S CIGARETTES

No. 4 (ARMY CO-OPERATION)  
SQUADRON, R.A.F.

*" First in All Things "*

*" Hereward "*

*" To See into the Future "*

**N**O. 1 (FIGHTER) SQUADRON. This squadron is a direct descendant of No. 1 Airship Company, Royal Engineers, out of which it was formed in May, 1912. The squadron went to France in March, 1915, and until January, 1917, was engaged on Army Co-operation duties. It was then re-equipped as a fighter squadron and was almost continuously engaged against the German Air Force until the Armistice. In 1920 the squadron was disbanded in England and immediately reformed at Raisalpur, India, whence it was sent to strengthen the British forces in Iraq, during the political disturbances in April, 1921. It is now stationed at Tangmere, Sussex. (No. 1)

**N**O. 2 (ARMY CO-OPERATION) SQUADRON. Formed in May, 1912, at Farnborough, No. 2 has the distinction of being the first squadron to move from its parent depot to work as a complete unit at a new station. The squadron distinguished itself at the outset. In August, 1913, one of its pilots flew with a passenger from Farnborough to Montrose, breaking the then existing world's record for passenger flight. Soon after the outbreak of war, the squadron flew to France and commenced a long career of outstanding service as an Army Co-operation unit. In February, 1919, reduced to cadre, it returned to England and 12 months later commenced to reform in Ireland. It is now located at Hawkinge, Kent. (No. 2)

**N**O. 4 (ARMY CO-OPERATION) SQUADRON. Formed in Sept., 1912, at Farnborough, No. 4 Squadron was, until the outbreak of the Great War, mainly concerned with experimental work. In August, 1914, the squadron joined the Expeditionary Force in France. Subsequently, its duties in co-operation with the army were many and diverse, with an outstanding record for consistently good work. In February, 1919, reduced to cadre, it returned to England and in April, 1920, was reformed at Farnborough, as a permanent squadron. Apart from a year spent in Constantinople in 1922-23, the squadron has remained in this country on Army Co-operation duties, and is at present stationed at Odiham, Hants. (No. 3)

PLAYER'S CIGARETTES



No. 9 (BOMBER) SQUADRON,  
R.A.F.

*"Throughout the Night we Fly"*

**N**O. 9 (BOMBER) SQUADRON. The squadron was originally formed from the Headquarters Wireless Unit of the Royal Flying Corps, at St. Omer, France, in December, 1914, taking the title of No. 9 (Wireless) Squadron. This original unit only lasted a brief period, being disbanded in March, 1915. A new No. 9 Squadron was formed a month later at Brooklands, and crossed to France in December, 1915, equipped for Army Co-operation work. It was engaged on this duty on the Western front for the remainder of the war. In December, 1919, the squadron was disbanded at Castle Bromwich and reformed as a bomber squadron at Upavon in April, 1924. It is now located at Scampton, Lincs. (No. 4)

PLAYER'S CIGARETTES



No. 11 (BOMBER) SQUADRON,  
R.A.F.

*"Swifter and Keener than Eagles"*

**N**O. 11 (BOMBER) SQUADRON. Formed in February, 1915, No. 11 flew to France five months later. The squadron, which was the first British air unit to be wholly equipped with fighting aircraft, was soon in action. During the battles of the Somme in 1916 it took a prominent part in the fierce and unremitting air offensive which characterized these battles. Re-equipped, in June, 1917, with aeroplanes of higher performance, the squadron continued until the Armistice to enhance an already splendid fighting record. After a few months in Germany in 1919, No. 11 returned to England and was disbanded. Reformed as a bomber squadron at Andover in January, 1923, it was transferred in 1929 to Risalpur, India, its present station. (No. 5)

PLAYER'S CIGARETTES



No. 12 (BOMBER) SQUADRON,  
R.A.F.

*"Leads the Field"*

**N**O. 12 (BOMBER) SQUADRON. The squadron was formed at Netheravon in February, 1915, and in the following September was sent to France as an Army Co-operation Squadron. It was first employed directly under General Headquarters, but from February, 1916, until the Armistice, was engaged solely on Army Co-operation duties. After the Armistice it formed part of the Army of Occupation in Germany and remained in that country until July, 1922, when it was disbanded at Bickendorf. In April, 1923, No. 12 was reformed at Northolt, Middlesex, as a bomber squadron, and is now stationed at Andover, Hants. (No. 6)



*"We Assist by Watching"*

**NO. 13 (ARMY CO-OPERATION) SQUADRON.** Formed in January, 1915, at Gosport, No. 13 Squadron left for France in the following October. Equipped for Army Co-operation duties, the squadron played a distinguished part during the battles of Arras in 1917, while working in co-operation with the XVII Corps. During 1918 the squadron was highly commended for its good work, notably for the great assistance it rendered to the infantry during the battle of the Canal du Nord in September, 1918. Returning to England, the squadron was disbanded in December, 1919, and reformed at Kenley on April 1st, 1924. It is at present stationed at Odiham, Hants. (No. 7)



*"I Spread my Wings and Keep my Promise"*

**NO. 14 (BOMBER) SQUADRON.** Formed in February, 1915, No. 14 Squadron embarked for Alexandria in the following November, to co-operate with the Army in Egypt. Throughout its service in this theatre of war, the squadron assisted in the push across the Sinai desert, sent a flight to work with Colonel Lawrence in Arabia and Trans-Jordan, and finally took a very active part in General Allenby's victorious drive against the Turks in September, 1918. Returning to England in January, 1919, it was shortly afterwards disbanded. In February, 1920, No. 111 Squadron in Palestine was redesignated No. 14. The squadron is now stationed at Amman, Trans-Jordan. (No. 8)



*"Aim Sure"*

**NO. 15 (BOMBER) SQUADRON.** Formed at South Farnborough in March, 1915, the squadron crossed to France in the following December, equipped for Army Co-operation duties, and served on the Western front until the Armistice. The excellent photographic and artillery co-operation work rendered by the squadron in assisting the Fifth Army during attacks on the Ancre Salient in January, 1917, earned the special recognition of Sir Douglas Haig. No. 15 was disbanded in December, 1919, reformed as a bomber squadron at Martlesham Heath in March, 1924, and is at present stationed at Abingdon, Berks. (No. 9)



*"Hidden Things are Revealed"*

**NO. 16 (ARMY CO-OPERATION) SQUADRON.**

In February, 1915, detachments, equipped with miscellaneous types of aeroplanes, were sent by Nos. 2, 5 & 6 Squadrons to St. Omer, France, to create No. 16. Within a few days of its formation, this squadron was in action, being called upon to perform reconnaissance duties for the Army. It was re-equipped in May, 1917, with a new type of aeroplane, and continued on Army Co-operation work until the Armistice. The squadron returned to England in 1919, and was disbanded in December of that year. In April, 1924, it was reformed as No. 16 (Army Co-operation) Squadron, and is now located at Old Sarum, Wilts. (No. 10)

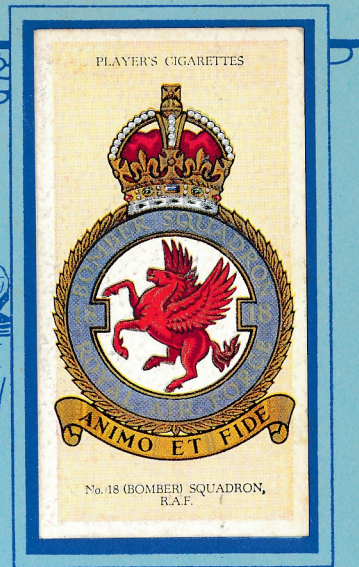


*"Strive to Excel"*

**NO. 17 (FIGHTER) SQUADRON.**

The squadron was formed at Gosport in February, 1915, and embarked for Egypt in the following November. The squadron had a fine record in the East, playing a conspicuous part in the operations in the Western Desert, Sudan, Sinai, and in Macedonia. No. 17 Squadron was disbanded at Constantinople in November, 1919, and reformed as a fighter squadron at Hawkinge in April, 1924. It is now stationed at

Kenley, Surrey. (No. 11)



*"With Courage and Faith"*

**NO. 18 (BOMBER) SQUADRON.**

Formed at Northolt in May, 1915, No. 18 went to France in November, 1915, equipped for fighter reconnaissance duties. In April, 1916, its equipment was changed and the squadron was subsequently employed on bombing and cavalry contact patrols. During 1917, the squadron was again re-equipped, this time as a heavy day bomber. Although its chief duty was now bombing, it was frequently called upon to perform photographic and reconnaissance work. After a few months with the Army of Occupation in Germany, it returned to England and was disbanded in December, 1919. No. 18 was reformed in October, 1931, at Upper Heyford, Oxon, where it is still stationed. (No. 12)

PLAYER'S CIGARETTES

No. 19 (FIGHTER) SQUADRON,  
R.A.F.

PLAYER'S CIGARETTES

No. 20 (ARMY CO-OPERATION)  
SQUADRON, R.A.F.

PLAYER'S CIGARETTES

No. 22 (TORPEDO BOMBER)  
SQUADRON, R.A.F.*" They Can because they Think they Can "*

**NO. 19 (FIGHTER) SQUADRON.** Formed at Castle Bromwich in September, 1915, the squadron was, until the middle of 1916, engaged in training pilots in day and night fighting. In July, 1916, re-equipped with bombing aircraft, it flew to France and was employed on night and day bombing work, under escort. In February, 1917, there was a reversal of duties, and re-equipped with French "Spad" Single-Seater fighters, it became the first British squadron to use them. Re-equipped again in 1918, with another type of fighter aircraft, it remained on the Western front until the Armistice. The squadron was disbanded in December, 1919, and reformed as a fighter squadron in April, 1923, at Duxford, Cambs., where it is still located. (No. 13)

*" Deeds not Words "*

**NO. 20 (ARMY CO-OPERATION) SQUADRON.** Formed in September, 1915, No. 20 flew to France in June, 1916, and played a major part in destroying the dominance of the German Fokker on the British front. Primarily a two-seater fighter squadron, No. 20 was also used extensively for reconnaissance, long-distance photography and bombing. The squadron participated in all the major offensives from 1916 onwards and, by the development of formation-fighting tactics, built up a unique record of successes against the best of the enemy single-seater fighters. Transferred to India in May, 1919, No. 20 became one of the permanent squadrons of the Royal Air Force. Its present station is Peshawar, India. (No. 14)

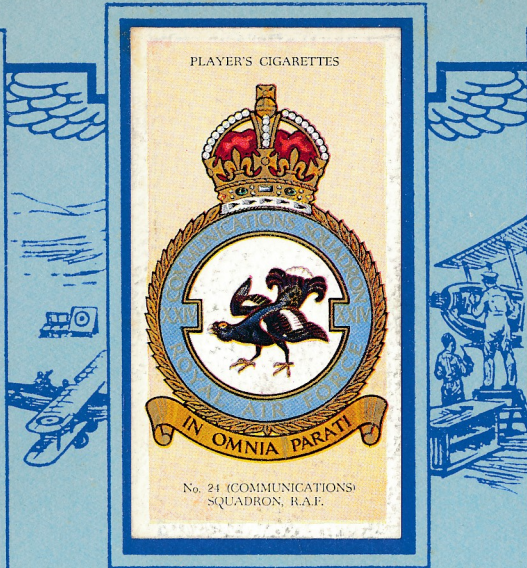
*" Valiant and Brave "*

**NO. 22 (TORPEDO BOMBER) SQUADRON.** This squadron was formed in September, 1915, at Gosport. In April, 1916, it left for France, and was employed on Army Co-operation duties until July, 1917. It was then re-equipped as a fighter squadron and continued as such until the end of the war. In 1919, after a short service in Germany, No. 22 returned to England and was disbanded. The squadron was reformed in April, 1923, at Martlesham Heath, and is now stationed at Donibristle, Fife. (No. 15)



*"Always having Attacked"*

**NO. 23 (FIGHTER) SQUADRON.** Formed at Gosport in September, 1915, No. 23 flew to France in the following March. Equipped with two-seater fighter aircraft, the squadron played a prominent part in the battles of the Somme. In February, 1917, re-equipped as a single-seater fighter squadron, No. 23 maintained its successful record during the big battles of 1917. Throughout 1918 the squadron continued its excellent work, which included low bombing and machine-gun attacks on enemy troops and guns. Returning to England in 1919, it was disbanded and in July, 1923, reformed at Henlow. The squadron is at present stationed at Northolt, Middlesex. (No. 16)



*"Ready for All Things"*

**NO. 24 (COMMUNICATIONS) SQUADRON.** Formed in September, 1915, No. 24 Squadron, after a few months training and employment in the defence of London, left for France in February, 1916. It was the first British single-seater fighter squadron to go to any battle front, and its splendid work during the battles of the Somme in 1916 did much to establish the ascendancy which the Royal Flying Corps gained at that time. Re-equipped in December, 1917, the squadron continued until the Armistice with its successful work of air fighting, reconnaissance and bombing. Returning to England in February, 1919, No. 24 became a permanent squadron of the Royal Air Force in April, 1920. It is at present stationed at Hendon, Middlesex. (No. 17)



*"Striking I Defend"*

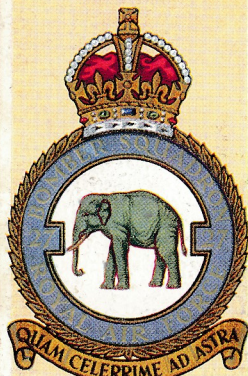
**NO. 25 (FIGHTER) SQUADRON.** Formed at Montrose in September, 1915, the squadron crossed to France in February, 1916, its primary duty being strategical reconnaissance. The squadron was re-equipped in June, 1917, with aircraft of higher performance and, in addition to reconnaissance work, made many night and long-distance bombing raids. Disbanded in January, 1920, it was reformed as a fighter squadron four months later and in 1922 went to strengthen the British forces at Constantinople. No. 25 Squadron returned to Hawkinge, Kent, at the end of the following year, and is still stationed there. (No. 18)



PLAYER'S CIGARETTES

No. 26 (ARMY CO-OPERATION)  
SQUADRON, R.A.F.

PLAYER'S CIGARETTES

No. 27 (BOMBER) SQUADRON,  
R.A.F.

PLAYER'S CIGARETTES

No. 28 (ARMY CO-OPERATION)  
SQUADRON, R.A.F.*" A Guard in the Sky "*

**N**O. 26 (ARMY CO-OPERATION) SQUADRON. The squadron was formed at Netheravon in October, 1915, from a unit of the South African Flying Corps, which had already served in German South-West Africa. Known as No. 26 (South African) Squadron, it left England in December, 1915, for German East Africa, operating on the Kilimanjaro front and accompanying General Smuts' force along the Pagani River. In spite of intense heat, which made it difficult to keep aircraft in flying condition, regular reconnaissances were performed throughout the campaign. Disbanded in England in July, 1918, the squadron was reformed in October, 1927, as No. 26 (Army Co-operation) Squadron at Catterick, Yorks, where it is still stationed. (No. 19)

*" As Quickly as Possible to the Stars "*

**N**O. 27 (BOMBER) SQUADRON. Formed in November, 1915, at Hounslow, No. 27 crossed the Channel in March, 1916, and was the second fighter squadron to appear in France. Owing to the urgent need for bombing squadrons, however, it was attached to C.H.Q. for bombing and long-distance reconnaissances. In November, 1917, the squadron was re-equipped with more up-to-date aircraft and, until the end of the war, was mainly engaged in bombing enemy lines of communications and aerodromes. No. 27 returned to England in 1919, and was disbanded in January, 1920. In the following April at Mianwali, India, No. 99 Squadron was redesignated No. 27 Squadron. It is now located at Kohat, India. (No. 20)

*" Whatsoever You May Do, Do "*

**N**O. 28 (ARMY CO-OPERATION) SQUADRON. Formed in November, 1915, No. 28 Squadron did not leave England for active service until October, 1917. Equipped for fighting duties, it arrived in France in time to participate in the closing stages of the battles of Ypres, 1917. In November the squadron was transferred to Italy and performed valuable work on that front; it frequently carried the war into enemy territory by attacking his aerodromes and reserves with bombs and machine-guns. Returning to England in 1919, the squadron was disbanded in January, 1920. Three months later No. 114 Squadron on Army Co-operation duties in India was redesignated No. 28. The squadron is at present stationed at Ambala, India. (No. 21)



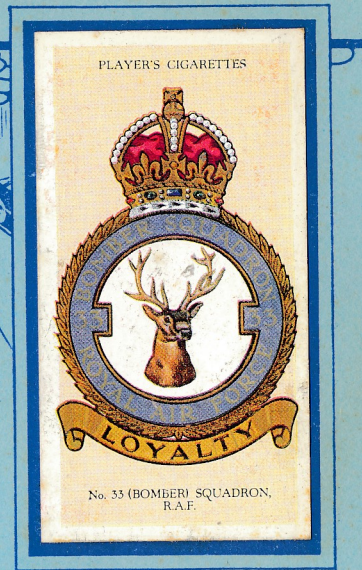
*"First into the Indian Skies"*

**NO. 31 (ARMY CO-OPERATION) SQUADRON.** Formed by flights between October, 1915, and May, 1916, No. 31 was the first squadron to be allocated for service in India. The initial flight left for overseas in November, 1915, and by October, 1916, the whole squadron was concentrated at Raisalpur. The work of the squadron consisted of reconnaissance, photography and bombing and, from the latter part of 1916 till 1918, co-operated with the military forces operating against recalcitrant tribes on the North-West Frontier. After the war, No. 31 became one of the permanent squadrons of the Royal Air Force and has since remained on service in India. It is at present stationed at Karachi. (No. 22)



*"Rally round, Comrades"*

**NO. 32 (FIGHTER) SQUADRON.** Formed at Netheravon in January, 1916, No. 32 flew to France in the following May, equipped with single-seater fighters. One of the pilots can claim to have performed one of the few examples of shock tactics employed in the air. In September, 1916, having emptied his machine gun into a German aeroplane, he ramméd the tail of the enemy machine, which crashed to earth, leaving the attacker to land safely in spite of considerable damage. Continuously engaged in fighting enemy aircraft until the end of the war, the squadron was disbanded in December, 1919, but reformed as a fighting unit at Kenley in April, 1923. It is now stationed at Biggin Hill, Kent. (No. 23)



*"Loyalty"*

**NO. 33 (BOMBER) SQUADRON.** Early in 1916, when the anti-aircraft defences of Great Britain were reorganized, No. 33 (which had originally been formed as a service squadron) was one of the first air units to be specially allotted for home defence. The defence of Leeds and Sheffield was allocated to the squadron. Later it was also made responsible for the defence of the Humber. Although the squadron did not actually destroy any enemy aircraft, it played a valuable part in the Home Defence Organization and seriously hampered the enemy in his attempts to bomb industrial areas. The squadron was disbanded in June, 1919, and was reformed at Netheravon in March, 1929, as No. 33 (Bomber) Squadron. It is temporarily stationed at Ismailia, Egypt. (No. 24)



*"We Act with One Accord"*

**NO. 35 (BOMBER) SQUADRON.** Formed at Thetford in February, 1916, No. 35 flew to France in January, 1917, equipped for Army Co-operation duties. The squadron had the distinction of having been specially trained for co-operation with the Cavalry, and some of the Cavalry officers attached to it during mobilization accompanied it overseas. Soon after arrival on the Western front it was posted for duty with the Cavalry Corps, and remained attached until March, 1918. Disbanded at Netheravon in June, 1919, No. 35 reformed as a bomber squadron at Bircham Newton in March, 1929. It is at present stationed at Worthy Down, Hants. (No. 25)



*"Before the Dawn"*

**NO. 38 (BOMBER) SQUADRON.** This squadron was formed in July, 1916, for Home Defence duties in the Midland Counties area, and took action in all Zeppelin raids from January, 1917, onwards. In May, 1918, the squadron was transferred to Dunkirk for night-bombing operations associated with the naval attacks on Zeebrugge and Ostend. Thereafter, during the final operations in Belgium, No. 38 was engaged in bombing the enemy's lines of communication. The squadron returned to England in 1919 and was disbanded. In September, 1935, it was reformed at Mildenhall and later moved to Marham, Norfolk, its present station. (No. 26)



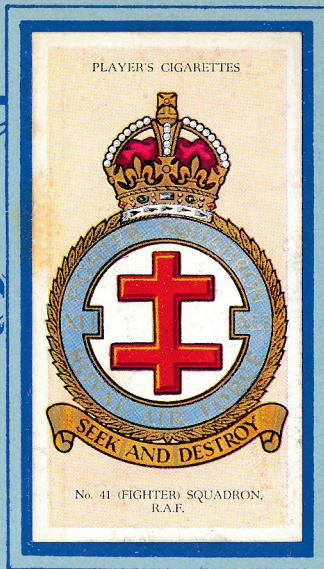
*"By Day and Night"*

**NO. 39 (BOMBER) SQUADRON.** This night-flying squadron came into being with headquarters at Hounslow on April 15, 1916. The first squadron to be formed specially for Home Defence, it gained distinction for its part in extinguishing the airship as a weapon of offence. While engaged in the defence of London from 1916 to 1918, the squadron was responsible for the destruction of three raiding Zeppelins over this country and also helped to bring down a fourth. The unit was disbanded in November, 1918. In July of the following year, No. 37 Squadron at Biggin Hill was redesignated No. 39. The squadron was transferred in 1928 to Risalpur, India, its present station. (No. 27)



*"To Drive the Enemy from the Sky"*

**NO. 40 (BOMBER) SQUADRON.** Formed in February, 1916, No. 40 left for France in the following August, in time to take part in the Somme battles. Its work as a fighter squadron during two years' war service was outstanding. The squadron, in the summer of 1917, also made a number of successful organized attacks on German kite balloons. During the final battles of the war, this unit was repeatedly called upon to harass the retreating enemy by low flying attacks. Returning to England, the squadron was disbanded in 1919. In April, 1931, No. 40 was reformed as a bomber squadron at Upper Heyford, and is now stationed at Abingdon, Berks. (No. 28)



*"Seek and Destroy"*

**NO. 41 (FIGHTER) SQUADRON.** Formed at Gosport as a fighter squadron in July, 1916, No. 41 crossed to France three months later. Although its main duty was fighting enemy aircraft, it was frequently employed during the major offensives in attacks on ground targets. For the squadron's work during the final battles of the war, it was congratulated by H.M. King of the Belgians. The squadron returned to England in February, 1919, and in the following December was disbanded. No. 41 was reformed at Northolt in April, 1923, and is at present stationed at Catterick, Yorks. (No. 29)



*"Glory is the End"*

**NO. 43 (FIGHTER) SQUADRON.** Formed at Stirling in April, 1916, No. 43 left for France in January, 1917, equipped for fighting duties. In May, 1917, it made one of the first concerted attacks with machine gun fire from the air on massed enemy troops—a form of air warfare which was later extensively developed. Engaged continuously in combat with enemy aircraft, it remained on the Western front until the Armistice. The squadron accompanied the Army of Occupation into Germany until August, 1919. Disbanded in December, 1919, No. 43 reformed at Henlow in July, 1925, as a fighter squadron, and is now located at Tangmere, Sussex. (No. 30)



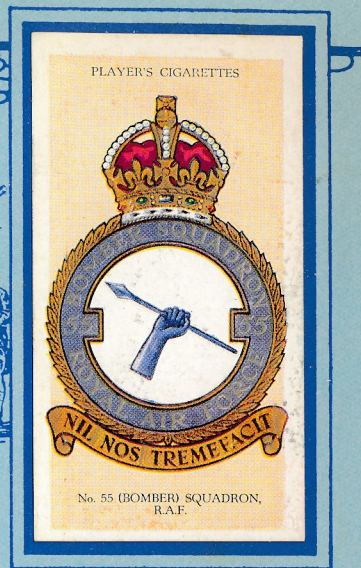
*"Through Difficulties I Arise"*

**NO. 45 (BOMBER) SQUADRON.** Formed in March, 1916, this squadron flew to France in the following October, where its most important work was fighting and reconnaissance. Re-equipped as a fighter unit in July, 1917, the squadron was transferred later in the year to Italy. Its record in this theatre of war was consistently brilliant, especially during June, 1918, when it helped, by bombing bridges, to break up the enemy attacks across the river Piave. No. 45 returned to France in September, 1918, and joined the Independent Force. It returned to England in 1919, and was then disbanded. During April, 1921, it was reformed as a bomber squadron in Egypt, where it still remains, being located at Helwan. (No. 31)



*"Bold to Endure Everything"*

**NO. 54 (FIGHTER) SQUADRON.** Formed in May, 1916, No. 54 was originally intended for Home Defence. In December, 1916, however, the squadron was equipped with fighter aircraft for service in France. During 1917, it played an important part in the battles of Arras, Messines, Ypres and Cambrai. The squadron further distinguished itself in 1918. With other units, it co-operated with the French air service during the battle of Champagne in July, 1918, helping to stem the enemy advance by repeated low-flying attacks on the bridges across the river Marne. Returning to England in 1919, No. 54 was disbanded. In January, 1930, it reformed at Hornchurch, Essex, its present station. (No. 32)



*"Nothing Makes Us Afraid"*

**NO. 55 (BOMBER) SQUADRON.** Formed in April, 1916, at Castle Bromwich, No. 55 flew to France in March, 1917. In spite of opposition from the German Air Force, at that time at a high peak of efficiency, the squadron maintained day bombing attacks on communications and aerodromes behind the German battle front throughout the Allied offensives of 1917. In October, No. 55 Squadron, with other units, was sent to Ochey for action against munition and rail centres in the Rhineland Area. It continued on this duty until the end of the war. Disbanded in January, 1920, the squadron was reformed in Egypt in the following month and subsequently served in that country, Turkey and Iraq. It is now located at Hinaidi, Iraq. (No. 33)



*"What if Heaven Falls"*

**NO. 56 (FIGHTER) SQUADRON.** Formed in June, 1916, the squadron went overseas in the following April. Arriving in France at a time when the German Air Force was making a strong bid for air supremacy, No. 56 soon established itself in the forefront of fighter squadrons. Most feared by the enemy, its history is one brilliant record of achievement, and many of the greatest British air fighters of the war learnt their technique while serving with No. 56. Returning to England in 1919, the squadron was disbanded in January, 1920. In the following month, No. 80 Squadron in Egypt was redesignated No. 56. The squadron is now located at North Weald, Essex. (No. 34)



*"I Change my Body, not my Spirit"*

**NO. 57 (BOMBER) SQUADRON.** The squadron was formed at Copmanthorpe in June, 1916, and in December of the same year left for the Western front equipped as a fighter reconnaissance squadron. In May, 1917, it was re-equipped for bombing, and continued on this duty until the Armistice. Throughout its war service the squadron maintained a high standard of efficiency. Disbanded in December, 1919, No. 57 reformed as a bomber squadron at Netheravon in October, 1931, and is now stationed at Upper Heyford, Oxon. (No. 35)



*"Firm of Purpose"*

**NO. 64 (FIGHTER) SQUADRON.** Formed in August, 1916, at Sedgeford, No. 64 remained in England, training fighter pilots, until October, 1917. The squadron then flew to France and quickly established a high reputation as a fighter squadron. During the big offensives from Cambrai, 1917, onwards, the squadron was frequently called upon to assist the infantry by attacking enemy troops and guns. It has the unique record of having had only one commanding officer throughout its war service of about two-and-a-half years. It returned to England in February, 1919, and was disbanded in the following December. In March, 1936, No. 64 was reformed in Egypt, and is now stationed at Martlesham Heath, Suffolk. (No. 36)

PLAYER'S CIGARETTES

No. 65 (FIGHTER) SQUADRON,  
R.A.F.*"By Force of Arms"*

**NO. 65 (FIGHTER) SQUADRON.** Formed in August, 1916, No. 65 did not leave for service on the Western front until October, 1917. Equipped as a fighter squadron, it played a distinguished part in the Battle of Cambrai and during the German offensive in March, 1918. During the spring of 1918 it was mainly employed on low-bombing and machine gun attacks against the advancing enemy troops, and against his lines of communication. In the final battles of the war, the squadron co-operated with distinction with the French Army in Belgium. It returned to England in 1919, and was disbanded. It was reformed in August, 1934, at Hornchurch, Essex, where it is still located. (No. 37)

PLAYER'S CIGARETTES

No. 66 (FIGHTER) SQUADRON,  
R.A.F.*"Beware! I have given Warning"*

**NO. 66 (FIGHTER) SQUADRON** was formed in June, 1916, as a fighter squadron, and flew to France in March, 1917, in time to play a prominent part in the air operations during the Battles of Arras. In June, 1917, the squadron moved to Calais for special patrol work in the Dover Straits area, to intercept enemy aircraft raiding England. After a short time, however, it returned to its normal duties with the Army. Towards the end of 1917, the squadron was transferred to Italy. After a distinguished record of service it returned to England in 1919 and was disbanded. In July, 1936, No. 66 was reformed at Duxford, Cambs., where it is still in occupation. (No. 38)

PLAYER'S CIGARETTES

No. 70 (BOMBER TRANSPORT) SQUADRON,  
R.A.F.*"Anywhere"*

**NO. 70 (BOMBER TRANSPORT) SQUADRON.** The squadron was formed in April, 1916. In May the first flight left for France, followed by the remaining two flights in June and July respectively. Equipped for fighter-reconnaissance duties, the squadron quickly earned a reputation during the Somme battles for dogged perseverance in face of relentless opposition. Re-equipped in July, 1917, as a fighter squadron, No. 70 further enhanced its already high reputation. After the Armistice the squadron moved to Bickendorf. It was eventually disbanded at Spittlegate in January, 1920. In the following month, No. 58 Squadron in Egypt was redesignated No. 70. The squadron is at present serving in Iraq. (No. 39)



*"I Fear no Man"*

**NO. 74 (FIGHTER) SQUADRON.** Formed in July, 1917, at Northolt, this famous fighting squadron flew overseas in March, 1918. On its arrival in France the squadron, by notable successes in formation fighting and leadership, quickly established a decisive superiority over the enemy. In addition to air fighting, No. 74 assisted the final Allied advance by direct action against enemy troops with bomb and machine-gun fire from low height. Returning to England in February, 1919, the squadron was disbanded in the following July. In September, 1935, it was reformed at Hornchurch, Essex, its present station. (No. 40)



*"Scorpions Sting"*

**NO. 84 (BOMBER) SQUADRON.** Formed at Beaulieu in January, 1917, No. 84 Squadron proceeded to France in the following September. Almost from the beginning of its war service, the squadron proved superior to the enemy in combat. Although only in France for just over a year, its record as a fighter squadron was a remarkable one. It was also noted for its success against enemy kite balloons, destroying seven in one day in September, 1918. In 1919, after a short stay in Germany, the squadron returned to England and was disbanded in January, 1920. Three months later it was reformed as a bomber squadron, at Baghdad, and is at present stationed at Shaibah, Iraq. (No. 41)



*"Strike Hard"*

**NO. 104 (BOMBER) SQUADRON.** Formed in September, 1917, at Andover, this squadron was not mobilized for active service until May, 1918. Equipped as a day bomber squadron, it flew to France for duty with the Independent Force, for action against the industrial centres in the Rhineland area. During the remaining months of the war, the squadron, in face of severe opposition, carried out its duties with the utmost vigour and determination. Returning to England in February, 1919, it was disbanded in the following June. In January, 1936, No. 104 was reformed at Abingdon, and is now located at Hucknall, Notts. (No. 42)





*"Standing By"*

**NO. 111 (FIGHTER) SQUADRON.** Formed as a fighter squadron in August, 1917, at Deir el Belah, Palestine, No. 111 played a prominent part in assisting General Allenby's forces in their victorious advances. In co-operating with the advancing infantry, it successfully used the method of picking up written messages from the ground by means of a weighted hook on the end of a hanging wire. In February, 1920, the original squadron was renumbered No. 14 Squadron, and a new No. 111 was formed at Duxford in October, 1923. This squadron is now stationed at Northolt, Middlesex. (No. 43)



*"Faith for Duty"*

**NO. 151 (FIGHTER) SQUADRON.** In view of the increase in enemy night-bombing activity in France in May, 1918, a night-fighting squadron, No. 151, was formed in England for service on the Western front. The squadron arrived in France on June 16, 1918, and during its five months' active service accounted for a large number of enemy aeroplanes. These included sixteen shot down behind the British lines, of which one was a five-engined "Giant" with a crew of nine, the first of its kind to fall in Allied territory. The squadron returned to England in 1919 and was disbanded. In August, 1936, No. 151 was reformed at North Weald, Essex, its present station. (No. 44)



*"Here and Everywhere"*

**NO. 201 (GENERAL RECONNAISSANCE) (LATE FLYING-BOAT) SQUADRON.** Formed originally as No. 1 Squadron, R.N.A.S., at Gosport in October, 1914, this squadron became No. 201 on the formation of the Royal Air Force in April, 1918. In February, 1915, the squadron flew to Dunkirk, where its work comprised mainly the bombing of German Zeppelin and submarine bases in Belgium, co-operation with the fleet, and offensive patrols. In February, 1917, it was attached to the Royal Flying Corps and for the remainder of the war served as a fighter squadron with the British Expeditionary Force. Disbanded in December, 1919, No. 201 was reformed in January, 1929. The squadron's home station is Calshot, Hants. (No. 45)



*"West and East"*

**NO. 203 (GENERAL RECONNAISSANCE) (LATE FLYING-BOAT) SQUADRON.** Originally No. 3 R.N.A.S., this Flying-boat Squadron may claim descent from the first British Naval flying unit. Formed at Eastchurch in 1911, it flew to France in August, 1914, and two months later destroyed a Zeppelin Airship in its shed at Dusseldorf. It served throughout the Dardanelles campaign and was then disbanded. Reformed as a fighter unit in June, 1916, it was renumbered 203 in April, 1918. Its record during the subsequent operations in France was distinguished. In January, 1923, the squadron was disbanded and was reformed as a flying-boat unit in 1929. It has since served in Iraq and at Aden, and is now on service at Basrah, Iraq. (No. 46)



*"Always Prepared"*

**NO. 207 (BOMBER) SQUADRON** is distinguished by the fact that it was the first British unit to be used solely for long-range night bombing. Formed in France in November, 1916, as No. 7 Squadron R.N.A.S., it was equipped with weight-carrying aircraft in the following April, and for a year maintained a relentless bombing offensive against the "U" boat bases in Belgium, and against German railway communications. Renumbered 207, and refitted in England, the squadron returned to France in June, 1918, in time to play a part in the final Allied advance. The original squadron was disbanded in January, 1920, but was reformed twelve days later, and in 1922-23 saw service in Turkey. The present station is at Worthy Down, Hants. (No. 47)



*"CCXVI Bringing Gifts"*

**NO. 216 (BOMBER TRANSPORT) SQUADRON.** In the autumn of 1917, as a counter to the German night bombing of London, an offensive against German munitions areas was initiated by Naval and Military aircraft operating from the Nancy area. The Naval unit, known originally as "A" Squadron and later No. 16 Squadron, was created early in October, 1917 and, equipped for long-range night bombing, made its first attack the same month. The squadron, renumbered 216 in April, 1918, continued night-bombing of industrial centres and communications in the Rhineland area until the end of the war. In the summer of 1919, No. 216 flew to Egypt, where it is still stationed, at Heliopolis. (No. 48)



*" We Search Far "*

**NO. 230 (GENERAL RECONNAISSANCE) (LATE FLYING-BOAT) SQUADRON,** formed in the autumn of 1918 from the anti-submarine patrol unit at Felixstowe, may be said to have inherited in part the tradition of this famous East Coast Air Base. Established in 1913, Felixstowe Naval Air Station became the centre of British flying-boat development, and was notable for many outstanding successes against "U" boats and Zeppelins during the war years. No. 230 Squadron moved to Calshot in May, 1922, and was disbanded a year later. Reformed in December, 1934, the squadron was sent to Alexandria in 1935, and in the following year flew to Singapore, where the unit is still in occupation. (No. 49)

*" We See All Things "*

**NO. 269 (GENERAL RECONNAISSANCE) SQUADRON.** This squadron was originally the seaplane unit of the Royal Naval Air Service base, established at Port Said in January, 1916. Transported in small aircraft carriers, seaplanes from this base operated against Turkish communications from Asia Minor to Aden, co-operating with the land forces during the campaign in Sinai and Palestine. In the summer of 1918 the seaplanes were replaced by bomber aeroplanes and the unit redesignated No. 269 Squadron. Disbanded in November, 1919, and reformed in December, 1936, at Bircham Newton, the squadron later moved to Abbotsinch, Renfrewshire, its present station. (No. 50)



*Player's Please*