

Sergeant Observer Thomas Frederick 'Fred' Whittaker.

No. 214 Squadron Royal Air Force

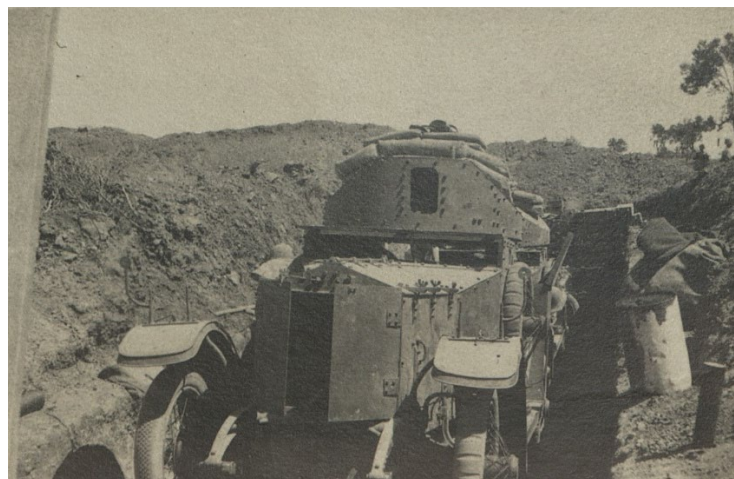
Mentioned in Despatches.

Thomas Frederick Whittaker was born in Leicester on the 14th July 1894. He was the oldest of five children. His father was a baker. After leaving school Fred Whittaker followed his father into the family bakery business in Melton Mowbray. He volunteered and joined the Royal Naval Air Service on the 11th November 1914. On his Service Record he was described as being a 'Motorcyclist' until 1st April 1916. By early 1915 he was a member of the Royal Naval Air Service Armoured Car Division, which was subsequently attached to the British Mediterranean Expeditionary Force bound for the Dardanelles and Gallipoli.



Fred Whittaker left England from Plymouth on the 20th March 1915 on the *Inkosi*. The journey to the Eastern Mediterranean took two months. Fred Whittaker landed at Gallipoli on the 22nd May 1915 and a week later he was in the trenches. On May 31st, nine days after landing, Fred wrote a letter to his fiancé Amy Bilson, after his first four days in the trenches. In the letter he writes about the dangers of Turkish shrapnel in forward and base areas. He writes about being attached to the Manchesters and how his pal *Brownie* was wounded before he had even fired his rifle. Fred had received a parcel of sweets and local newspapers from Amy and told her that there was plenty to eat. He also mentions how the Turks were firing 'expanding' bullets at them.

He spent the summer of 1915 fighting *'Johnny Turk'* in the grim conditions on the peninsular. His photographs, taken at the time, show many images of the war at Gallipoli with trenches, dug outs, sandbags and machine guns. There is clearly a great camaraderie between the men in his section of the Royal Naval Armoured Car Division in the Dardanelles.



On the 11th September 1915 Fred Whittaker left Gallipoli and sailed to Alexandria in Egypt. It is not clear if this was because the Royal Naval Armoured Car Division had been posted to Egypt, or that Fred was being given some leave, after three and a half months at the Front, or for medical reasons.

By 3rd November 1915, he had become ill with jaundice and was a patient at the 17th General Hospital in Alexandria. He stayed at the hospital for about four weeks and on the 30th November 1915 he was transferred to the Mustapha Convalescent Camp. He returned to duty two weeks later, on December 13th 1915. His unit, the 10th Squadron R.N.A.C.D. appear to have been stationed in Alexandria from the 15th January 1916.

On 30th January 1916 he left Alexandria on the *HMT Arcadian* bound for England, arriving back in Plymouth on the 11th February. When he returned to the UK he was given a period of leave. From 1st March 1916, he became an Air Mechanic Class 1. According to his record, from 1st April 1916 the RNAS described him as being in *General Service*. Around mid-March he was posted to the airship station at RNAS Pembroke at Milton in Wales. This airship station carried out anti-submarine patrols over the Irish Sea and South Western Approaches.



In the early summer of 1916 Fred Whittaker got married to Amy Ellen Bilson of Melton Mowbray. He purchased a new 'Naval Suit' for the occasion. He was married by mid-July, as there is a record of a Navy Separation Allowance being paid to Mrs Amy Whittaker from 20th July 1916. Fred probably stayed at His Majesty's Air Station Milton until February 1917.



From February to June 1917, Fred Whittaker was at RNAS Eastchurch in Kent, on an Aerial Gunner's course. His Certificate of Employment During the War now describes him as an *Aerial Gunner/Observer*. By mid-July he is at RNAS Leysdown, part of the Eastchurch site, on the 11th Gunlayers Course. On 21st July 1917, Fred Whittaker left Dover, bound for Dunkerque. To mark completing the Eastchurch course, and before leaving for active service in France, Fred arranged to have a local professional photographer take a portrait photo of him in his flying gear. On the back of the photograph Fred wrote, '*To Grandma with Fred's love July 1917.*'



Thomas Frederick Whittaker No. 7A Naval Squadron. July 1917. Used with the kind permission of his grandson, Graham Whittaker.

On arriving in France on 21st July 1917, he was posted to the newly created No. 7A Naval Squadron at Coudekerque. The squadron flew the twin engined Handley Page O/100 heavy bombers. Fred would stay with No.7A Naval and subsequent iterations of the squadron, 14 Naval and then 214 Squadron RAF, until he was demobbed in early 1919. Fred would fly a total of 60 bombing missions with the squadron.

His first mission was probably flown on the on 28th July 1917, a week after arriving in France. He flew as the rear gunner on H.P. 3132. His pilot was Flight Sub. Lieutenant Valentine Edgar Sieveking and the Observer was Air Mechanic Clarke. Their target that night was railway rolling stock in the Naval Area. Fred would fly with Sieveking and Clarke in 3132 for the next four or five months. From mid-November to mid-February 1918 the weather conditions were very poor and little flying done. In three months the squadron would only

fly missions on 6 occasions! From February to May it appears that Fred flew on missions with a number of different pilots and aircraft.

On the 30th May 1918, Fred Whittaker was the rear gunner on an aircraft that made an attack on the La Brugeoise heavy engineering works at Bruges which is mentioned in the Volume 6 of the Official History of the War in the Air. *'An attack by a Handley Page of No. 214 Squadron on the La Brugeoise works on the 30th/31st May had caused the explosion of an ammunition dump alongside the works. The concussion effect was felt throughout the town and is said to have caused great alarm.'*

He flew his first mission as an observer on 5th June 1918. His pilot that night was Lieutenant D.R. 'Doc' Tullis. Fred Whittaker became Tullis's regular observer in the summer months of 1918. By 28th September, Fred Whittaker had been promoted to the rank of Sergeant. By this time, he was one of the cadre of experienced NCO Observers who formed the backbone of 214 Squadron during the war. For the last three months of hostilities, he flew as Observer to Lieutenant Hetherington. His last mission was on the night of the 10th November 1918, when seven 214 Squadron aircraft attacked the railway junction and station at Louvain in heavy rain.

On 1st January 1919 Sergeant Observer T. F. Whittaker was Mentioned in Despatches for *'gallant and distinguished services.'* His Certificate of Employment During the War contained the following entry: *'Sgt Observer TF Whittaker has carried out 60 Bombing raids over enemy territory. Very plucky and reliable.'*

1	28/07/1917	Rolling Stock and Junctions in Naval Area.	3132	Flight Sub. Lt. V.E. Sieveking	A.M. Clarke	A.C. Whitaker
2	16/08/1917	Thorout Railway Junction. 9 tons of bombs dropped on raid.	3132	Flight Sub. Lt. V.E. Sieveking	A.M. Langstone	A.M. Whittaker
3	18/08/1917	Bruges Docks	3132	Flight Sub. Lt. V.E. Sieveking	A.M. Langstone	A.M. Whittaker
4	31/08/1917	Ghistelles Aerodrome 6 miles S Ostend	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	A.M. Whittaker
5	04/09/1917	Possible raid to Bruges Docks. TFW had photo of crashed ac.	3135 ?????			
6	21/09/1917	Railway junctions at Thorout and Cortemarck.	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
7	30/09/1917	7A attacked Zeebrugge Lock Gates ?	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
8	02/10/1917	Zeebrugge Lock Gates	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
9	09/10/1917	Thorout Railway Junction	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
10	26/10/1917	Thorout Railway Junction	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
11	27/10/2017	St Denis Westrem Aerodrome	3132	Flight Sub. Lt. V.E. Sieveking	Costain	Whittaker
12	30/10/2017	Lichterwelde	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
13	06/11/1917	Lichtervelde Junction and railway station	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker
14	09/11/1917	St Denis Westrem. Attempted Raid. Bad weather. Returned after 20 minutes	3132	Flight Sub. Lt. V.E. Sieveking	P.O. Clarke	Whittaker and A.C.1. Lane
15	25/02/1918	Oostacker Airfield. Confirmed	3129	Lt. Square	Conley	Whittaker and Armstrong
16	17/05/1918	Bruges Docks	3134	Lt Tullis	Lt. A. R. Clark	1 AM Whittaker
17	21/05/1918	Thorout Railway Station	D 5402	Lt. Russell	2/Lt. Young	1 AM Whittaker
18	22/05/1918	Bruges Docks	D 5402	Lt. Russell	Cpl Wardrop	1 AM Whittaker
19	29/05/1918	Bruges Docks. 'Fourth away'. TO 10:50 pm.	C3488	Lt. Lewtas	Cpl Wardrop	Corporal Observer Whittaker
20	30/05/1918	La Brugeoise works.	3128	Lt. Russell	2/Lt. Young	Cpl Whittaker
21	31/05/2018	La Brugeoise works.	3128	Lt. Russell	2/Lt. Young	Cpl Whittaker
22	04/06/1918	Attempted raid on Bruges Docks. Returned owing to bad weather	C9644	Lt Oosgrave	Sgt Pitt L.A. Dell	Cpl Whittaker
23	05/06/1918	Zeebrugge lock gates, Brugeoise Works, Bruges Docks, Bruges Canal, Maria Alter	3402	Lt Tullis	Cpl. Whittaker	Pte. Silvester
24	06/06/1918	Raid 1 Bruges and St Denis Westrem airfield	3402	Lt Tullis	Cpl. Whittaker	Pte. Silvester
25	06/06/1918	Raid 2 Bruges	3402	Lt Tullis	Cpl. Whittaker	Pte. Silvester
26	11/06/1918	8 Aircraft Raid. Target for the night. Not known	5446?	Lt. Tullis	Cpl. Whittaker	2/Lt. Bowen
27	30/06/1918	Maria Aalter Aerodrome or Bruges	9646	Lt. Tullis	Cpl. Whittaker	Ensign Nisbet
28	21/08/1918	Bruges Docks	D4570	Lt. Mc Ilraith	Cpl Whittaker	Lt Bartlett USN
29	28/09/1918	Maximum Effort. 11 HPs bomb rail centres at Thorout and Melle. Trip 1	C9696	Lt Hetherington	Sgt. Whittaker	Ensign Benjamin USNAS
30	28/09/1918	Maximum Effort. 11 HPs bomb rail centres at Thorout and Melle. Trip 2	C9696	Lt Hetherington	Sgt. Whittaker	Ensign Benjamin USNAS
31	14/10/1918	Melle in Ghent. Possibly second or third away.	C9696	Lt Hetherington	Sgt. Whittaker	
32	24/10/1918	St. Ingelvert to new aerodrome at Quinlen. 55 minutes	C9696	Major Brackley 214 CO	Sgt. Whittaker	Lt Hetherington
33	30/10/1918	Quinlen to new aerodrome at Camphin. 85 minutes.	C9696	Major Brackley 214 CO	Sgt. Whittaker	Lt Hetherington
34	10/11/1918	Louvain Rail Junction and Station	C9696	Lt. Heatherington	Sgt. T.F. Whittaker	2nd. Lt. Tait

Some of the Fred Whittaker's Missions and Raids with 214 Squadron. His participation confirmed by Squadron Reports on Bomb Dropping, Raid Orders and Log Books.

This list probably represents only about half the raids he went on with 214 Squadron.

28th July 1917. Target Railway Rolling Stock in the Naval Area and the La Brugeoise Works in Bruges.

Fred Whittaker had been in France for a week before he flew on this raid. It was probably his first mission over the lines. He was the rear gunner, or Gunlayer, in R.N.A.S. parlance, on Handley Page O/100 bomber 3132. His pilot was Flight Sub. Lieutenant Valentine Edgar Sieveking and the Observer was Air Mechanic Clarke. Fred would fly with Sieveking and Clarke and 3132 on a number of missions over the next few months. The four aircraft dropped their bombs widely on seven railway related targets. Once again Thourout junction received the largest share of the "dirt" with three of the four 7A aircraft dropping their bombs there. One of these was probably Fred Whittaker's H.P. 3132.

16th August 1917. Target Thourout Railway Junction. *'In the attack an ammunition dump was set on fire, and the subsequent explosions were heard and seen from the British lines throughout the night.'* War in the Air Volume 4.

There was a large, combined raid of aircraft from No.7(N) and No.7 A Squadron on Thourout. This raid was mentioned in the Official History of the War in the Air. *'Fourteen Handley Pages set out about midnight for the railway system at Thourout. There was no moon, but the night was clear so that the targets were defined and many hits on the two junctions and on the railway lines were reported. Early in the attack an ammunition dump was set on fire and the subsequent explosions were heard and seen from the British lines throughout the night. In all, 189 bombs, with a total weight of over nine tons were dropped by the Handley Pages on the Thourout railways.'*

Fred Whittaker flew on this raid in H.P. 3132. Once again, he was the rear gunner/Gunlayer and Flight Sub Lieutenant V.E. Sieveking was the pilot. The Observer was Air Mechanic Langstone. According to the Squadron Commander's report, 3132, was the twelfth of the fourteen aircraft to take off from Coudekerque on the raid that night.

18th August 1917. Target St Pierre Railway Station in Ghent, Bruges Docks and Thourout Railway Junction.

Nine aircraft from No. 7 and 7A squadrons were tasked with attacking Bruges Docks and the St. Pierre Station at Ghent. Fred Whittaker was flying with Sieveking and Langstone in H.P. 3132 for the second night running. They were one of the five aircraft tasked with attacking Bruges Docks. Visibility over Bruges Docks was good considering the absence of moon light and four aircraft dropped their bombs on target. *'All machines made extremely good shooting, none of the bombs falling wide of the target.... 'the attack was well carried out.'*

31st August 1917. Target Ghistelles Aerodrome.

The month ended with a raid on the German airfield at Ghistelles. Eight aircraft from No.7 Naval and No.7A Naval started taking off on the raid at 22:40. The visibility that night was 'excellent' and the eight bombers dropped 108 x 112lb and 2 x 65lb bombs on the target with good results. According to the Squadron Commander's Report, 'Shooting was exceptionally good and bombs were launched in a good line over the objective. Several direct hits were made on the sheds on the South portion of the aerodrome'.

The fifth aircraft to take off that night was H.P. 3132 flown by Flight Sub. Lieutenant V.E. Sieveking. Fred Whittaker was rear gunner/Gunlayer and P.O. Clarke was the Observer once again. Given the good visibility it is likely that P.O. Clarke was able to drop their 112lb bombs with great effect.

4th September 1917. Target Bruges.

The squadron attacked Bruges for three consecutive nights in early September, dropping a total of 18 tons of bombs. It is likely that Fred Whittaker took part in one or more of these raids.

21st September 1917. Target Railway junctions at Thourout and Cortemarck.

'PILOTS, OBSERVERS AND GUNLAYERS TO BE AT THE MAPPING OFFICE AT 7:10 PM'. On the night of 21st September 1917 ten Handley Pages from 7 Naval and 7A Naval squadrons were tasked with attacking two very important railway junctions at Thourout and Cortemarck. Fred Whittaker would have been one of the 27 aircrew squeezing into the Mapping Office at Coudekerque that evening. Fred kept a copy of this Raid Order in his personal papers after the war.

PILOT.	OBSERVER.	GUNLAYER.	MACHINE.	LOAD.	TIME.
1 Ptl. Comdr. Darley.	Young.	Barber. E. A.	H.P. 3129.	4/25027/65	8.0
2 Ptl. S. Lt. Barker.	Carter.	Pearson.	3119.	4/25068/65.	8.15
3 Ptl. S. Lt. Allan.	Obs. S. L. Dewsher. Wadley.		3151.	14/112.	8.20
7 Ptl. Lieut. Waller.	Smith.	Rendle.	3122.	14/112.	8.25.
8 Ptl. S. Lt. Gibbs.	Kille.	Conley.	3134.	14/112.	8.30.
4 Ptl. S. Lt. Johnson.	Boshier.	Barber. E. E.	1433.	4/25028/65.	8.35
5 Ptl. Lieut. Gardner.	Wedgett.	Gell.	3125.	14/112.	8.40
6 Ptl. Comdr. Duss.	Daggon.	Pittman.	3128.	14/112.	8.45
Ptl. S. Lt. Wilson.	Roscoe.	Shaw.	3123.	4/25027/65.	8.50
<u>9 Ptl. S. Lt. Sieveking.</u>	<u>Clarke.</u>	<u>Whittaker.</u>	<u>3132.</u>	<u>12/112.</u>	<u>8.55.</u>

PILOTS, OBSERVERS AND GUNLAYERS TO BE IN THE MAPPING OFFICE ~~at 7.10 pm.~~
Numbers signify order of leaving. at 7.10 pm.

Fred Whittaker's aircraft, H.P. 3132, was last to leave on the raid that night. They probably left Coudekerque at 8:55 pm, almost an hour after Flight Commander Darley. Fred was flying with his normal crew of Sieveking and Clark.

30th September 1917 Target Zeebrugge and St. Denis Westrem Aerodrome.

Five 7A aircraft were to attack the Zeebrugge Lock Gates. The crews were to leave for the raid shortly after the briefing finished. Flight Sub Lieutenant V.E. Sieveking and H.P. 3132 were the third No. 7A Naval crew to take off. He was accompanied by his usual team of Observer A. C. Clarke and T.F. Whittaker as rear gunner.

2nd October 1917. Target Bruges, Zeebrugge Lock Gates and Thourout. *'Lost over 5,000 feet in trying to get away from search lights.'* Flight Commander Brackley. *'Warmest night we have had'* GunLayer Wardrop.

Five 7A planes flew on raids on 2nd October. Three planes attacked the Zeebrugge Lock Gates again, one aircraft attacked the railway junction at Thourout and one aircraft attacked Bruges. 7 N Squadron sent two planes to attack St Denis Westrem.

Fred's aircraft, H.P. 3132, with pilot Sieveking and observer Clarke, was one of the three that attacked the Zeebrugge Lock Gates. The Official History of the War in the Air described how Zeebrugge had been a focus for the squadrons at Coudekerque. *'While the German bombers were making their intensive effort to wipe out the naval aircraft depot, the Handley Pages were concentrating on a more difficult target. Night bombing attacks at maximum strength had been ordered by Vice Admiral-Bacon with the objective of destroying the lock gates at Zeebrugge. On the 27th September and the four nights between the 29th to the 2nd October, two hundred and twenty bombs of 65lb, 112lb, or 250lb weight, (12½ tons) were aimed at the lock gates, but the gates escaped destruction, although several bombs fell near enough to damage them.'*

9th October 1917. Target Thourout and Lichtervelde Railway Junctions.

After six days on inactivity due to poor weather, the squadron started out on raids again. Five aircraft targeted Thourout Railway Junction and one aircraft targeted ammunition dumps near Lichtervelde railway station. Fred Whittaker, Flight Sub. Lieutenant Sieveking and P.O. Clarke went on the raid to Thourout in H.P. 3132.

The weather conditions had improved sufficiently, for the crew of H.P. 3130 to take off again at 01:06 heading back to Thourout Railway Junction. The four other planes heading for Thourout Railway Junction, 3133, 3132, 3122 and 3120, waited half an hour, before Flight Sub. Lieutenant Millsom in H.P. 3133 took off at 01:38. The fifth bomber heading for Thourout that night, Flight Sub Lieutenant Mc Donald in 3120 left at 01:52.

26th October 1917. Target Railway Junctions at Cortemarck, Lichtervelde and Thourout. *'The A.A. gave us a warm reception near Ghistelles...33 separate shrapnel holes were made, all wings being hit.'* L.A.C. Neve

After a long period of inactivity 7A squadron put on their biggest raid since the 9th October, with six aircraft tasked to bomb this important triangle of railway junctions about 12 miles south west of Bruges. One aircraft attacked Cortemarck, two attacked Lichtervelde railway junction and station and three aircraft attacked Thourout. H.P. 3132, with Fred Whittaker as rear gunner/Gunlayer was one of the aircraft that attacked Thourout.

27th October 1917. Target St Denis Westrem and Engle Aerodromes. 'Andrews..Kent..Hutton...failed to return' – Flight Commander Brackley

Five aircraft machines from No. 7A (Naval) Squadron set out to attack German Aerodromes and 4 machines from 7 N Squadron attacked Cortemarck and Lichtervelde Railway Junctions. For 7 A Squadron, four aircraft attacked St Denis Westrem Aerodrome and one machine attacked Engel Aerodrome. H.P. 3132, flown by V.E. Sieveking was one of the aircraft attacking St Denis Westrem. 3132 had Fred Whittaker as the rear gunner. P.O. Clarke the normal observer did not go on the raid and his place as navigator and bomb aimer was taken by Flight Sub. Lieutenant Costain.

The third aircraft to take off at 19:53 was H.P.3122 being flown by Flight Sub Lieutenant Andrews. The observer was Second Lieutenant Hutton on attachment from the R.F.C, and rear gunner L.M. G/L Kent. By the time they arrived over the airfield at St Denis Westrem the German defences were on full alert after their two previous visitors. H.P. 3122, was shot down while attacking the aerodrome. Two of the crew, pilot Flight Sub-Lieutenant Andrews and the gunner Leading Mechanic G. A. Kent survived the crash, but the observer, Second Lieutenant William Wallace Hutton was killed. The final two aircraft, Sieveking in 3132 and Gibbs in 3134 completed their missions to St Denis Westrem and Engel Aerodromes and returned safely.

30/10/1917 Targets Thourout and Lichtervelde. Split-Pin crashes, a Sieveking captured.

Four 7A aircraft and five from 7N took part in the night bombing raids tonight. One 7A aircraft attacked the Thourout Railway Junctions and the other three attacked Lichtervelde Aerodrome. Over 6 tons of bombs were dropped on the two targets. Fred 's aircraft, H.P. 3132 was one of those that attacked Lichtervelde.

The 7A aircraft started out for the raids at a much later time than when they usually left on missions. The first aircraft did not leave until 01:17. This was Flight Commander Brackley piloting 3130 heading for Thourout. The other three squadron aircraft, all bound for Lichtervelde Aerodrome, left shortly afterwards. Flight Commander Darley in H.P. 3129 at 01:25, Flight Lieutenant Sieveking in H.P 3132 at 01:27 then Flight Lieutenant Millsom in H.P

3133 left at 01:35. Fred Whittaker was rear gunner/GunLayer on 3132 and P.O. Clarke was the observer that night. It would be a successful raid.

Fred Whittaker's pilot, Flight Lieutenant Valentine Edgar Sieveking's brother was shot down that night and made a Prisoner of War. He was the wonderfully named Lancelot de Giberne Sieveking. He had been a member of their sister squadron, 7 Naval, at Coudekerque, earlier in the year.

6th November 1917. Targets Lichtervelde Railway Station and Junction and Thourout Railway Station and Junction.

Three 7A aircraft; H.P. 3130 flown by Flight Sub. Lieutenant Costain, H.P. 3132 flown by Lieutenant Sieveking and H.P. 3121 piloted by Flight Lieutenant Scott all attacked Lichtervelde railway junctions, 20 miles south of Bruges. Sieveking had his normal crew of Clarke and Whittaker flying on the raid. The weather conditions proved challenging for the crews that night.

Good results were achieved by the three attacking aircraft at Lichtervelde from the 8 x 250lb and 46 x 112lb bombs dropped. *'Explosions of bombs observed in close proximity to the junctions and railway track. A train proceeding from Lichtervelde to Roulers was attacked with two bombs. A large fire was seen S.W. of Lichtervelde.'*

9th November 1917. Target St Denis Westrem Aerodrome and Bruges Docks. *'Notwithstanding the extremely adverse weather conditions all machines were landed safely'* Wing Commander Cull.

Four 7A Naval Squadron aircraft set out to bomb St Denis Westrem Aerodrome. Four 7 Naval aircraft were tasked with the same mission. The first machine took off at 20:20 and was quickly followed by the others. The last 7A aircraft to leave Coudekerque, piloted by Lieutenant V.E. Sieveking, had to abandon the mission because of engine trouble and returned to base after only 20 minutes flying time. 3132's crew, of Sieveking, Clarke and Whittaker, missed a difficult mission carried out in challenging conditions.

10th November 1917-16th February 1918. Three months of very unfavourable weather conditions. Only six raids in three months.

The long lay off and the arrival of new pilots and observers needing to serve their apprenticeships as rear gunners to gain mission experience meant that a number of crews were separated and placed on different aircraft. The dream team of Sieveking, Clarke and Whittaker was broken up. Records show Fred Whittaker flying again on the 25th of February 1918 with Lieutenant Square as his pilot on a new aircraft, H.P. 3129. Another change was that Fred Whittaker's squadron, No.7A Naval Squadron had become No. 14 Naval Squadron on the 9th December 1917

25th February 1918. Target Oostacker Aerodrome and Bruges Docks. *'Many bombs were seen to explode in close proximity to the sheds.'* Wing Commander's Report on Raid.

On the night of the 25th February 1918, No.14 Naval Squadron sent four aircraft to attack Oostacker Aerodrome, north east of Ghent, and a fifth aircraft attacked Bruges Docks. Three aircraft from No. 7 Naval Squadron also raided Bruges Docks that night. Fred Whittaker was flying with a new pilot and observer that night on H.P. 3129. The pilot was Lieutenant Square and the observer was an N.C.O. called Conley.

No. 14 Naval Squadron dropped a total of 56 x 112lb bombs on Oostacker Aerodrome, as described in the Wing Commander's Report. *'The principal group of sheds and hangers...were well straddled and many bombs were seen to explode in close proximity to the sheds. Two of the explosions observed gave out large clouds of smoke, but it is not known if these were the results of direct hits'*

17th May 1918. Target Bruges Docks.

17th May saw the fifth visit in a row to Bruges Docks for No. 214 Squadron. Four machines took part in the raid. The last plane that arrived over the docks was Lieutenant Tullis flying H.P. 3134. Fred Whittaker was the rear gunner on this raid. He was described as *'1/AM. Gnr.'*, Air Mechanic 1. Gunner or Gunlayer. At 01:15 am, the observer, Second Lieutenant Young, released the 14 x 112 lb bombs in one long straddle from 6,500 feet. *'Visibility Poor. Line taken over the target was NE to SW. First bomb exploded on NE corner of NE Bassin and the remainder straddling quay between East and West Bassins.'*

Report on Bomb Dropping.						
No. <u>214</u> Squadron, Royal Flying Corps.				Date <u>May 17/18th. 1918.</u>		
Objective and time of attack.	Type of Aeroplane	Pilot	No. and description of bombs	Height at which dropped	Effects observed	REMARKS
<u>BRUGES DOCKS.</u> 00:09.	H.P.Br C.3487.2	Capt Sieveking. (Pilot) Lt. Haviland-Roe. (Obs)	14-112lb.	8,200 feet.	Twelve bombs were seen to explode. The first on S.W corner of East Bassin and the remainder on the Quay E of West Bassin.	A line N by E to S by W was taken over the objective. When approaching the the objective several balloons were seen a few hundred feet below so no attempt was made to come down lower. Approximate position of the balloons was over the fields east of Darse No. 2 and one South of the Docks. Green balls sent up lit up the water wall.
<u>BRUGES DOCKS.</u> 00:50.	H.P.Br 3128.	Capt Studd (Pilot) Lt. H.E. Clark. (Obs). Lt. McCormick.	3-550lb.	6,000 feet.	NIL.	A line was taken from S.E to N.W over Darses 1 & 2. Only 1 bomb was seen to explode. No results observed owing to poor visibility.
<u>BRUGES DOCKS.</u> 01:01	H.P.Br 3135.	Lt McIlraith (Pilot) 2/Lt. Young (Obs)	1/AM. Gnr. Parker. 3-550lb.	5,500 feet.	Bombs seen to burst on <u>quay</u> East of West Bassin.	Dropped bombs in one run N to S on quay on East side of West Bassin. Saw one Kite Balloon east of Darse 2. at about 6,000 feet. A.A. heavy and accurate, searchlights very active at Bruges and Ghistelles landing lights were on. Visibility poor but target was shown up well by searchlights and green balls.
<u>BRUGES DOCKS.</u> 01:15	H.P.Br. 3134.	Lt. Tullis, (Pilot) Lt. Clark. A.R. (Obs)	14-112lb.	6,500. feet.	NIL.	Visibility Poor. Line taken over target was N.E. to S.W. First bomb exploded on N.E. corner of N. Bassin and remainder straddling quay between East and West Bassins.

*C.H.V. Searley
Capt
for Commanding Officer*

18th May 1918. Target. The Solway Works at Zeebrugge. C3487 shot down. Sieveking and Havilland-Roe are killed, Frank Spencer a Prisoner of War.

The squadron attacked Zeebrugge with four aircraft. Fred Whittaker did not fly on this raid but his good friend Frank Spencer did. Three aircraft attacked the Solway Works and the fourth attacked the Lock Gates at the entrance to the Zeebrugge–Bruges Canal. The defences at Zeebrugge put up a barrage of *'intense and accurate anti-aircraft.'*

The first plane, C3487, had dropped its bombs on Zeebrugge Solway works at 23:00 hours. It returned to Coudekerque, where it was refuelled and rearmed and returned to attack Zeebrugge with a new crew. Captain Sieveking flew C3487 on this second raid. The Observer was Lieutenant Havilland-Roe and Air Mechanic Frank Spencer was the rear gunner. C3487 was shot down near Bruges, and the pilot and observer were killed in the crash. A.M. Spencer was made a Prisoner of War.

The loss of C3487 would have been a double blow for Fred Whittaker. Captain Sieveking had been his pilot when he had first arrived at the squadron back in July 1917 and they had flown at least 10 missions together and probably more. The rear gunner, Corporal Observer Frank Spencer, was Fred Whittaker's great friend. Initially it would have been thought that all three crew had been killed. It was probably three weeks before the squadron knew that Frank Spencer was still alive. Fred received a letter dated 7th June 1918 from Frank Spencer's parents about Frank now being a Prisoner of War. Frank Spencer was lucky to survive the crash that killed his pilot and observer.

21st May 1918. Target Thourout Railway Junction.

The two aircraft on the Report on Bomb Dropping for May 21st had a frustrating night. H.P. 0/400 D 5402 with pilot Lt. Russell, observer Second Lieutenant Young and rear gunner A.M. 1. Whittaker had a bomb load of 14 x 112lb bombs. The aircraft developed engine problems. The crew pressed on, but were unable to reach their objective, so diverted to Thourout Railway Junctions and bombed there instead. The bombs were dropped at 23:10. from 4000 feet. *'Engine trouble developed before crossing the lines. We carried on as long as possible and bombs were dropped in the vicinity of Thourout as it was impossible to proceed to the original objective.'*

ROYAL AIR FORCE						
Report on Bomb Dropping.						
No. <u>214</u>		Squadron, Royal Flying Corps.			Date <u>21st May 1918.</u>	
Objective and time of attack.	Type of Aeroplane	Pilot & Observer.	No. and description of bombs	Height at which dropped	Effects observed	REMARKS
Thourout. 23-10	H.P.0/400 D.5402.	Lt. Russell (P) S/Lt. Young (O) 1/AM. Whittaker (AG)	14/112 lb.	4000 Feet	Nil.	Engine trouble developed before crossing the lines. We carried on as long as possible and bombs were dropped in the vicinity of Thourout as it was impossible to proceed to the original objective.
	H.P.0/100 3125	Lt. Lewtas (P) Sgt. Kimberley (O) 1/P. Steward (AG)				Obliged to return owing to engine boiling after 55 mins. 1 Propeller was split.

22nd May 1918. Target Bruges Docks. The German defences have a new weapon. *'Nearly 3 tons of bombs dropped on Bruges Docks on night 22nd/23rd*. Official Communique.

That night, at least two aircraft from the squadron, bombed Bruges Docks. The Report on Bomb Dropping for 22nd May 1918 mentions two aircraft. The first plane was H.P. D5402 flown by Lieutenant Russell with Wardrop and Fred Whittaker. D5402 was carrying 14 x 112 lb bombs that the observer, A.G. Wardrop dropped from 9000 feet at 00:40 hours. Wardrop dropped them in two straddles as described in the Report on Bomb Dropping.

Report on Bomb Dropping.						
ROYAL AIR FORCE.				Date 22/23rd May 1918.		
No. 214. Squadron, Royal Flying Corps						
Objective and time of attack.	Type of Aeroplane	Pilot & Observer.	No. and description of bombs	Height at which dropped	Effects observed	REMARKS
BRUGES DOCKS. 00.40	H.P.BR. D.5402.	Lieut. Russell. (P). A.G. Wardrop. (O). A.G. Whittaker. (Gnr).	14/112 lb.	9,000 ft.	First four bombs dropped along sheds West of western Basin. The rest were dropped in a line N. & S. on Darse No.1 & No.2 and on Quay between.	Two runs over the target were taken. First S.S.E. - N.N.W. Second N. - S. A.A. fire heavy. A spherical balloon was observed S.W. & two S.E. of Docks at heights between 5,000 & 7,000 feet. E.A. observed in the vicinity of Thourout. Visibility good.

'First four bombs dropped along sheds West of western basin. The rest was dropped in a line North and South on Darse No.1 and Darse No. 2 and on the quay between. Two runs over the target were taken. The first SSE to north northwest. Second north to South. Anti-aircraft fire heavy. A spherical balloon was observed southwest and two southeast of Docks at heights between 5,000 and 7,000 feet. Enemy aircraft observed in the vicinity of Thourout . Visibility good.

The rear gunner was G/L Whittaker and H.P.5402 took off at 10:45 pm and climbed up to 10,000 feet on the way to Bruges Docks. Wardrop's log book described the raid in more detail. *'First machine away. Gave "All well" signal at 3,000 feet. Steered due east. Searchlights at Ghistelles came up and caught us. After a little trouble we managed to get out of their rays. At this time a small machine passed under our port wing. This did not attack. Followed Ostend-Bruges Canal but missed Bruges through being too far south. After some difficulty managed to find the objective. First went south of town, then due east, suddenly then turned north passing on the east side of town. Took a run S.S.E. to N.N.W releasing four bombs. These were observed by G/L Whittaker to straddle the eastern side of the Western Basin. We turned once again from N. to S. releasing remainder. We seemed to stand still over the docks for several seconds.'*

'Only 12 explosions were observed. All these occurred well on the docks. On our return journey Ghistelles again caught us and sent a few shells as a greeting. We had a few shrapnel holes in the planes, one just missing the gravity tank on the starboard top centre section. I do not know if we received it above Bruges or Ghistelles. Visibility good over objective. Lines very quiet. Warm Trip'.

'Extra Note. A.A. and searchlights were active over Bruges. They also had three sceptical (I think he means spherical) balloons at a height of 5,000 to 7,000 feet on S,E. and S.W. of docks. We managed to steer well clear of them.'



Sergeant Observer W.E.D. Wardrop. France 1918.

Fred Whittaker flew with Wardrop on at least two missions. Photograph used with the kind permission of the Royal Flying Corps Collection at Boscombe Down Aviation Collection.

29th May 1918. Target Bruges Docks and Canals. *'It was impossible to observe the results owing to numerous searchlights'* -Sgt Dell.

On the night of 29th-30th May 1918, six No. 214 Squadron aircraft went on a raid to Bruges Docks. The third aircraft to bomb was HP 0/400 C3488 with Lewtas, Wardrop and Whittaker. It was carrying 14 x 112 lb bombs. Corporal Observer Wardrop dropped these in two straddles, 8 and 6. The first bombs were dropped from 9,000 feet at 00:10. Lieutenant Lewtas then flew away from Bruges, possibly to escape the searchlights and guns and started his second bomb run 25 minutes later at 00:35 from 6,000 feet. *'Two runs were taken over the objective. 1st., SSW to NNE, dropping eight bombs along the Bruges Ostend Canal, West of lock gates. 2nd run 6,000 feet, E to W straddling No. 2 Darse. Burst were seen on southern side of No.2 Darse. Visibility was good.'*

Wardrop described the raid in his log book. The third member of the crew, the rear gunner, was Corporal Observer Whittaker. Previously Wardrop had described Whittaker's rank as Air Mechanic 1 Gunlayer. Perhaps Fred Whittaker was promoted in the last week? Wardrop, *'Fourth away. Climbed to 7,000 ft. then crossed the lines. Bruges was very active just before we reached it. Received orders to bomb the Ostend-Bruges canal just N.W. of town and southern Darse. Took a run W. to E. along the canal releasing eight bombs. These fell as far as could be observed along the south bank of the canal. Turned west and climbed to 9,000 feet*

again. Took second run W. to E. over Darse releasing remainder. Visibility Ex (excellent?) A.A. and searchlights, warm. 12 holes in machine on return'

30th May 1918. Target Bruges Docks, Bruges Canals, La Brugeoise Works and Solway Works at Zeebrugge. *'A terrific explosion, which was felt violently from 5000 feet.'* -Lt Russell.

Tonight, seven Handley Pages from 214 Squadron will attack Bruges Docks, Bruges Canals, the La Brugeoise Works and the Solway Works at Zeebrugge. Four of the attacking aircraft will be the newer O/400 models.

The most damage was done by the last squadron aircraft to bomb that night. Lieutenant Russell was flying H.P. O/100 3128. The observer was Second Lieutenant Young and Corporal Observer Whittaker was the rear gunner. At 00:25, Young dropped the three large 550 lb bombs on the La Brugeoise Works from 5000 feet with spectacular results. The La Brugeoise Works was a steel works, munitions factory and train assembly complex in the south of Bruges with lots of railway lines close by. Report on Bomb Dropping. *'3 Direct hits on works. Three large fires caused. Crossing the target three times a line was taken from S to N across the Brugeoise works. All three bombs caused separate fires resulting in a terrific explosion which was felt violently from 5000 feet. Fires were increasing when we were left and confirmed by other machines crew bombing Bruges Docks. AA. heavy and accurate. Visibility was poor until the moon rose.'*

The impact was so great that Lt. Russell's exploits that night were recorded in the Official History after the war. *'An attack by a Handley Page of No. 214 Squadron on the La Brugeoise works on the 30th/31st May had caused the explosion of an ammunition dump alongside the works. The concussion effect was felt throughout the town and is said to have caused great alarm.'* War in the Air. The Official History. Volume 6.

On 28th December 1918, after the end of the War, the United Press Agency in London published a report about the bombing of Zeebrugge, Bruges and Ostend that referred to Lt Russell's attack on the La Brugeoise works and the damage that had been caused. *'The biggest explosion ever experienced in Bruges was caused by British airmen at La Brugeoise works, May 31st, 1918. The explosion was felt all over the city and the flames lit up the sky for many miles around. It is said that the explosion wrought so much destruction of valuable machinery that work never properly resumed in these extensive factories.'*

31st May 1918. Target Bruges. *'Photographs confirm great damage at the large engineering works, Bruges'*. Official Communique.

After last night's success, Russell, Young and Whittaker were given another opportunity to hit the La Brugeoise works. Once again, he was flying HP 0/100 3128 and carrying 3 x 550lb bombs. Lieutenant Young, the observer, dropped the bombs at 00:46 from 7,000 feet. *'Bombs were dropped in a line running S to W. which were observed to explode south of works. Vis. fair.'* Sergeant Dell stuck an Official Communique dated June 3rd into his log book. This referred to Lieutenant Russell's recent handiwork. *'Photographs confirm great damage at the large engineering works, Bruges'*.



Preparing a 550lb bomb.

Taken by Lt. D.R. Tullis. Probably Fred Whittaker on left. Possibly W.E.D. 'Tiny' Wardrop on right. Image used with permission of the Tullis family.

4th June 1918. Targets Bruges Docks. Raid abandoned due to bad weather. Two ground crew killed in German air raid.

On 4th-5th June 1918, No 214 Squadron undertook a *'Maximum Effort'* raid, when all available planes are assigned to the mission. Nine HP 0/400s raided Zeebrugge, Bruges and Thourout, Railway Junction, about 12 miles south west of Bruges. The next day's No. 5 Group. DUNKIRK. Daily Report of Operations described the raids. *'Six machines of 214 Squadron started for Bruges Docks and Zeebrugge last night. Owing to poor visibility only three machines reached objectives. 3 machines bombed Thourout Railway Junction, and one returned with bombs.'*

One of the aircraft that was forced to return before reaching their target was H.P. 0/400 D9644 being flown by Lieutenant Cosgrave and with Sergeant Dell as observer and Fred Whittaker as rear gunner. They took off from Coudekerque at 22:06 pm and returned 47 mins later. From Dell's log book entry, it appears that he might not have been in total agreement with his pilot's decision. *'Attempted raid on Bruges Docks with Lt. Cosgrave. Returned under pilot's instructions owing to bad weather.'*

5th June 1918. Target Unknown. Fred is promoted to Observer and the front cockpit.

Nine Handley Pages of 214 Squadron flew on raids on the night of the 5th June. The Raid Order shows Tullis was a pilot on the raids but does not specify the target. Lieutenant D. R. Tullis flew HP 0/400 D5402, with Corporal Whittaker as Observer and Private Silvester as Air Gunner. It is not clear what their specific target of the night was.

The previous night, Fred Whittaker had been the rear gunner on this aircraft. Tonight, it looks like Corporal Observer Whittaker was flying his first mission over the lines as the Observer, This is an important promotion. All observers and pilots starting with the squadron, both Officers and Men, started their operational missions on the rear platform manning the three Lewis guns to protect the aircraft's tail from enemy fighter attack. As Observer he had to navigate the aircraft, aim and drop the bombs and man the forward machine guns.

6th June 1918. Double Raid. Targets Bruges, St Denis Westrem and Oostacker Aerodromes. *Very heavy barrage was put up, consisting on H.E., Shrapnel, Tracer, Green Onions and Parachute Flares, K.B.s and numerous searchlights'* Sgt Dell.

Tonight, the squadron flew a double raid. Most aircraft and crews flew two missions on the night of the 6th/7th June 1918. On the first raid, eight 214 Squadron aircraft bombed Bruges Docks and the Gotha base at St Denis Westrem. Two of the eight attackers were carrying 3 x

550lb bomb loads, the rest, including the crew of H.P. 3402, Tullis, Observer Corporal Whittaker and Private Silvester, were carrying 112lb bombs.

11th June 1918. Target Bruges Docks and the La Brugeoise Works.

Eight bombers from No. 214 Squadron flew on raids to Bruges Docks and the La Brugeoise Works. A copy of the Raid Order for that night was found in Corporal's Wardrop's log book at the Imperial War Museum. This has the serial numbers, crew members and bomb loads of the eight aircraft tasked to go on the mission. Lt Tullis flew H.P. 5446 on this mission, with Corporal Whittaker as Observer and Second Lieutenant Bowen as rear gunner.

30th June 1918. Target Bruges and Ostend Docks and four aerodromes. *'big fire started in docks'*. 5th Group. Dunkirk. Daily Report 01/07/1918.

On the night of the 30th June 1918, 5th Group night bombers were very active, attacking Bruges, Maria Alter, Varsennaire, Vlisseghen and Ghistelles aerodromes and Ostend Docks in poor visibility. Six Handley Page bombers from 214 Squadron were involved in the raids. All four of the recently arrived United States Navy pilots flew on the raid as rear gunners on their respective aircraft. Ensign Nisbet flew in H.P. 9646 with Lieutenant Tullis and Corporal Whittaker. The final aircraft was Lieutenant Tullis, H.P. 9646 with Corporal Fred Whittaker and Ensign Nisbet.

21st August 1918. Target Bruges. C3492 ditches in the sea 4 miles off Nieuport. Pilot and Rear Gunner rescued after 9 hours in the water. Observer drowned.

Eight aircraft started on raids tonight. Bruges was attacked by five aircraft, Ghistelles Aerodrome by one aircraft, Oostacker Aerodrome by one aircraft and The Solway Works at Zeebrugge was attacked by one aircraft. Fred Whittaker's aircraft probably raided Bruges that night. Fred was flying with the experienced Lieutenant McIlraith as the pilot and a new American officer as rear gunner.

Lt Hetherington's plane 3492, was missing after a raid on the Solway Works at Zeebrugge. Later the following day, news came in about the missing bomber. Flak had holed the petrol tanks and the plane had run out of fuel due to this damage. The missing aircraft had been forced to ditch in the sea 4 miles off Nieuport. After crashing into the sea, the observer, Lieutenant Edward Fletcher, unfortunately drowned. The wreckage of the plane stayed afloat for 9 hours. The pilot, Lt Hetherington and Rear Gunner Electrician Kennedy USNAS, were rescued the next day by an American seaplane. It appears that the pilot of the downed aircraft, Lieutenant Hetherington, would become Fred Whittaker's regular pilot on H.P. C9696 for the

rest of the war. They flew together on a number of missions in the final two months of the war.

1st September 1918. Fred receives a postcard from an old friend.

Fred received a postcard from his friend Frank Spencer. Frank was shot down over Bruges on the night of the 18th May. Fred's old pilot Captain V.E. Sieveking and the observer Lieutenant Havilland -Roe were both killed in the crash. Frank has sent Fred the postcard from his Prisoner of War camp.

28th September 1918 Target Railway Junctions. Double Raid. 214 Squadron drops 14 $\frac{3}{4}$ tons of bombs in one night.

Fred Whittaker flew in H.P. C9696 with his new pilot Lieutenant Hetherington. According to one source their bomb load was 15 x 112lb bombs and 2 x 40lb phosphorous bombs. Sometime in late August or early September Fred had been promoted from Corporal to Sergeant Observer. There is a letter of congratulations on the promotion from Fred's father dated 15th September 1918.

14/10/1918 Target Melle. Lt Lewtas scores direct hits on an ammunition train with three 550lb bombs causing 'indescribable damage' - Squadron Records

The squadron attacked Melle Railway Junctions and Sidings for the seventh time since the double raid on the night of the 28th/29th September. Seven of the last nine missions were to Melle.

Once again, H.P. 4591 carrying a 1660lb bomb, was first away, at the relatively early time of 6:30pm. Observer Sergeant Wardrop and Lieutenant Freer took their usual route along the Bruges-Ghent canal to the target, as Wardrop's log book records. *'First machine away went to sea by Wissant and followed coast as far as Nieuport. Followed Ostende-Bruges canal to Ghent. Circled over sidings for some time. Went over N.E. to S.W. first time, only another machine (Flight Lieutenant Hetherington and Sgt. Whittaker were just above us coming in the opposite direction so we turned and waited until they finished. They started two fires.)'*

After the bombs dropped by observers Whittaker, Wardrop and Dell, the sidings at Melle were well alight and clearly visible to the rest of the squadron's bombers now approaching the target. One of these aircraft was being piloted by Lieutenant Lewtas, Lewtas's observer, Captain H.E. Clarke dropped their three 550lb bombs with pinpoint accuracy and devastating effect. Squadron records state: *'Lt. Lewtas scored direct hits with three 550lb bombs on an ammunition train causing indescribable damage and fires all over the sidings.'*

10th November 1918. Target Louvain Railway Junction and Station. *'Nearly 6 tons of bombs dropped, causing fires and explosions' – Major Brackley's 'Rough History of 214 Squadron'*

The squadron's last mission of the war was on the night of November 10th/11th 1918 when seven aircraft visited Louvain and other machines went to Namur in appalling weather. The seven aircraft that raided Louvain found the Germans in a rush to get away from the advancing allied troops. The town was well-lit and there was hardly any opposition. The squadron dropped almost six tons of bombs on the railway station and junctions causing fires and explosions.

One of the attacking aircraft was HP D4570 had an all-American crew. The pilot was Lieutenant Taylor USNAS, observer Electrician 1 Huey USNAS and rear gunner Electrician 1 Crowley USNAS. Three other Americans were flying in the other six planes on the Louvain Raid. Fred Whittaker was flying on C9696 with Lieutenant Hetherington

14th November 1918.

Sergeant Wardrop has an interesting log book entry for today. At 11:45 he is a passenger in H.P. 9696 being flown by Lieutenant Hetherington and with Sergeant Whittaker as the observer. *'St. Inglevert and Return. Visited our old aerodrome intending to bring back some food. Fine trip. Stayed for about two hours then returned. Slight engine trouble on return journey.'* It takes 1 hour and 5 minutes to reach their old aerodrome.

The Armistice was signed and the war ended. However, there was no early return home to Amy in Leicestershire. Fred spent Christmas in France, but received an unexpected Christmas present, when his local Long Clawson Soldiers Gifts Committee gave a gift of 10 shillings to 201986 Sergeant Observer T. F. Whittaker. This would be worth £36 in 2025! Another pleasant surprise was on the 1st January 1919 when Fred was Mentioned in Despatches for **'gallant and distinguished services.'** The Citation was signed by Winston Churchill.



It seems that Fred might have stayed at the squadron for a further 4 weeks. On the 12th February 1919 he was issued with his Certificate of Employment During the War. This was signed by Major H.G. Brackley, 214 Squadron's Commanding Officer. It is an indicator of the high regard that Fred was viewed by his C.O. that Brackley himself completed the Special Remarks section of the form. ***'Has carried out 60 bombing raids over enemy territory. Very plucky and reliable Observer'***.

After the war Fred returned to civilian life as a baker in the family business, F.W. Whittaker and Sons in Long Clawson. He was awarded three medals for his war time service. The set were known as *'Pip, Squeak and Wilfred.'* Pip was the 1914 -15 Star.



No. 214 Squadron Pilots and Observers. Pilots front row. Taken after 24th July 1918

Sergeant Observer Fred Whittaker. Back row. Third from right.

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