

**Private Sale of Artifacts from French and British
Aircraft and Aviators of the First World War, May 2023**

This sale began on May 18, 2023 and is updated below through May 24, 2023 with a revision.

1. Early Wicker Seat of the Royal Flying Corps	\$1,990
2. Airco DeHavilland Rudder Bar	\$1,890
3. American A.E.F. Air Service Pilot's ID, Papers and Photos.....	\$ 900
4. R.F.C. Armband, unattached	\$ 690
5. French Aviator's Tunic, named (please note revision in price and description).....	\$2,600
6. French Aviator's Carte D'Identité plus German 'Lozenge' Fabric.....	\$1,400
7. French Embroidered Wing	\$1,190
8. French Aviator's Brevet in Matching, Numbered Box, N^o B 12201, with pin	\$1,290
9. French Observer's Brevet, N^o B 4000 without pin, Named with Photo.....	\$ 990
10. French Aviator's Brevet, N^o B 15014 with pin, Esc 85, Croix Du Guerre & Star	\$ 500
11. French Aviator's Brevet, N^o B 3280, without pin	\$ 790
12. French Aviator's <i>Pattes de Collet</i> or Collar Insignia, matching pair.....	\$1,200
13. French Aviator's <i>Pattes de Collet</i> or Collar Insignia, one piece	\$ 590
14. R.F.C. Published Poet's Notebook with Poems	\$ 890
15. French Fabric from a Letord or Caudron R.IV of Escadrille 20 '<i>Pequininia</i>'	\$ 990
16. R.F.C. Message Streamer with Message	\$ 440
17. DeHavilland Dh-4 Tail Skid	\$ 690
18. Fabric from a French Voisin 10 Ca2, Serial No. 4.	\$1,400
19. Guynemer's Autograph on Jacques Mortane's Notes About Crash Sept 23, 1916	\$1,200
20. Photo and Documents of an R.F.C. Pilot, J.A.W. Armstrong.....	\$ 950
21. R.N.A.S. Pilot's Logbook, Ditched in the Sea	\$ 950

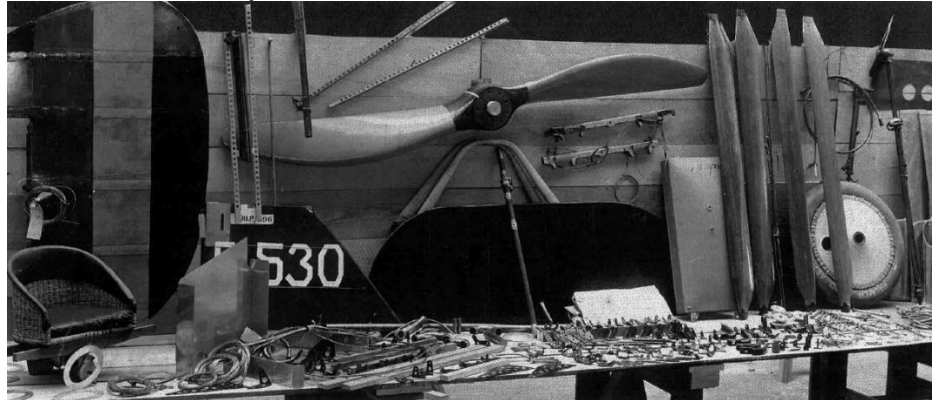
Plus shipping and insurance. N^o 6 without frame, N^o 15 with frame.

To ask a question or place an order, please email charles@aeroconservancy.com



1. Early Wicker Seat of the Royal Flying Corps

This is the earlier of the two most common woven cane or 'wicker' seats used in British aircraft during the war. Here it is seen from a contemporary catalog of the Dryad Cane Furniture catalog circa 1915 and then on the left side of a wide photograph of the equipment used in a Dh.9. The underside shows evidence of three fixing points. Measures 48 cm wide by 37 cm deep by 37 cm high or 19 in. by 14.5 in x 14.5 in. Additional photos at [The Aeroconservancy website](#).





2. Airco DeHavilland Rudder Bar

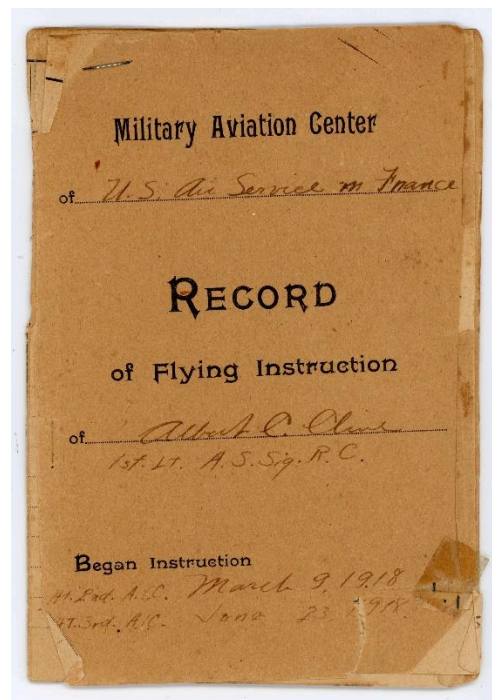
This rudder bar was used on a British Airco DH aircraft which flew during the war; it is not yet clear which type but it was most likely the DH.2, DH.4 or DH.9. It measures 27-3/4 in. or 70 cm in length. The inked and numbered A.I.D. inspector's stamp on the wood (please see website) stands for Aeronautical Inspection Directorate and, based on this, we know that this rudder was used in a British-made aircraft, not one of the American-made aircraft which were based on the British design. The metal is additionally stamped with "A114" within a triangle. The previous owner stated that their ancestor was a veteran who removed this rudder from an aircraft that crashed during the war. While the rudder bar, itself, is completely original, the vertical steel rod around which the rudder bar pivots and the wood base below it were made by me from original drawings of the American version of the British Dh.4 made by the Dayton Wright Co and kindly loaned to me by Dorian Walker. The rudder bar is seen below on the left in an enlarged area of the photo from the previous page. On the right the rudder bar is seen in the cockpit of the original DH.9 at the Australian War Memorial.





3. American A.E.F. Air Service Pilot's ID, Papers and Photos

Albert C. Cline was born 12-Sept-1892 in Millerton, N.Y.. He studied forestry at Syracuse and was a cadet in the R.O.T.C. and attended the School of Military Aeronautics at Cornell University graduating 17-October-1917. He sailed for France 2-October-1917 and received his commission 8-June-1918. He is on the list of students at the 3rd A.I.C. at Issoudun, Student numbers 622 and 1224. Alan Toelle explains "Cline's Record of Flying Instruction indicates he was at 2nd AIC Tours as of March 9, 1918, and was at 3rd AIC Issoudun as of June 23, 1918. So, he was one of the unlucky ones that were sent to Tours because there was not enough room at Issoudun. These cadets had student numbers assigned in Issoudun's sequence, but do not appear on any actual Issoudun Field records until they returned from Tours. Since they were trained on Caudrons at Tours, that did not prepare them to fly Nieuports at Issoudun. So, they basically had to start all over." After the war, he received his Masters in Forestry from Harvard in 1923 and was the director of the Harvard Forest.





4. R.F.C. Armband, unattached

R.F.C. Staff Officer's armband or brassard, 1916. This is the third version of the staff officer's armband. This particular one is not attached and must have been held in place at the grommet holes. It is also the only armband I have seen with a "WD" stamp and, in this case, it is stamped "1916" so it is more like the second version introduced in February, 1916, which added the initials. These armbands can be seen in the four contemporary photos below, beginning with a cropped photo of A & C flights of No. 57 Squadron showing an observer wearing the armband; the next photo shows the Chaplain of No. 40 Squadron, Padre Keymer, followed by an Area Intelligence Officer wearing the armband and lastly a photo of Trenchard - with Maurice Baring to the right - with others including one on the left wearing the armband. Notice how the armbands always are worn on the right arm.





5. French Aviator's Tunic, named

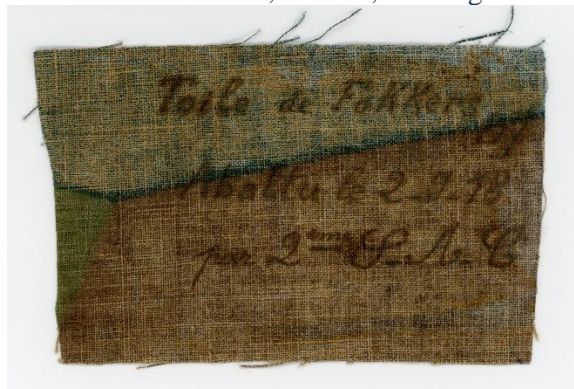
This is a well-made, tailored *Modèle 1915 bleu horizon* tunic of the *Aeronautique Militaire* complete with aviation winged star *Pattes De Collet* color insignia, loops to hold an aviator's brevet over the right breast, and a matching set of French grenadier buttons marked "H.J. Paris," suggesting that the pilot was in the infantry before moving into aviation. The *Pattes De Collet* are reversed, however; it is not known how common this was (this is a revision to the description of this lot). The pilot who wore this tunic was a Sergeant as designated by the gold chevron above each cuff which are the later, reduced version of the much larger chevrons worn earlier in the war. The insignia on the collar tabs measure 44 mm in length (see Bartlett, page 345). The tailor was "Cook & Co, 23 Rue Auber - Paris" and his label is marked "Seinelaigue" or possibly "Semelaigue" and dated "17.10.1917."





6. French Aviator's Carte D'Identité plus German 'Lozenge' Fabric

This is a *Carte d'identité de Pilote D'Avion*, N° 8703 for François Joseph Pays with the rank of Sergent with the brevet date of 15.3.1918 and issued while he was in the G.D.E. before being assigned to a flying squadron. His registration file card at *Memoire Des Hommes* indicates that he was in Escadrille Sal 286 as of 22.6.1918 and then Salm 253. Pays shows up in the *Carnet de Comptabilité en Campagne* for Salm 253 for the second and third Trimestre of 1918. This unit flew Salmson 2A2 aircraft and Spa 286 flew Spad XVI. The two chevrons on the wearer's left sleeve indicate 18 months of service and the two chevrons on his right sleeve indicate two wounds received in combat. Accompanying Pays' *Carte* is a small piece of German 'lozenge' aircraft fabric has handwritten on it "*Toile de Fokkers Abattu le 2.9.18 Par 2° S.A.C.*" The 2nd SAC was in the 4th armée on Sept 2 1918. According to Jon Guttman, only two casualties not otherwise accounted for were: an Unteroffizier Hennies of Jasta 49, wounded and Vizefeldwebel Michael Sigmann of Jasta 78b, badly wounded in the upper arm over Luneville. The French Air Service War Chronology reports another possibility in the 4th army area, "IV° Armée g. DCA Fokker D7 POW Dommartin-la-Plancette... Probably Uffz Karl Pabst, Jasta 50, Fokker D7 #2012, KIA Charleville, near Ste Meneshould." This would have been D. 2012/18. Of course, Pays may have carried the fabric with him because he had souvenired it from the Fokker, himself, thinking he had shot it down.





7. French Embroidered Wing

This embroidered wing was typically worn on an armband on the pilot's left arm though it could be sewn directly to the sleeve, as well. This design is for a non-commissioned officer. It depicts a two-bladed propeller flanked by 2 wing pinions in red silk and wing feathers in gold cannetille, a style of embroidery with gold wire, on a black background. See Bartlett, pages 343, no. 4,6,7 and 344, no.5. An example of this wing is seen in the photo below on the right,





8. French Aviator's Brevet in Matching, Numbered Box, No. B 12201, with pin

This is French Brevet, N^o B 12201, in its original box labeled with the same number. The photo on the right is of a similar example.





9. French Observer's Brevet, N^o B 4000 without pin, Named with Photo

This is French Observer's Brevet, N^o B 4000 with a Carte Postale or postcard photo of Charles-René Drouard, dedicated on the reverse "*Le 22 Juillet 1918. En Souvenir a ma chere petite Cousine le 22/7/1918. Drouard Charles.*" Mobilized on 23-August-1914, Drouard was assigned to the 51st Artillery from which he passed into aviation on 3-July-1915 becoming at first an observer. He received 4 citations, 1-November-1915 (corps) and 27-July-1916, 22-July-1917 and 9-November-1917 (Armee) and specifically mentioned in this last citation - by now a sous-lieutenant with Escadrille F. 208 - for a tenacious combat on 29-April-1917. He was elevated to Pilote and in the Spring of 1918 flew with Escadrille 78, passing from that unit to Escadrille Br 231 on 6-June-1918 and then becoming that unit's CO as a Lieutenant on 1-July-1918. He remained in that position until the end of September when he was hospitalized. After the war he completed his degree at the École polytechnique in Paris in 1920 and served in various high positions with the Ministry of Mines, passing away in 1978 at age 84. Drouard was one of eight aviators (including the ace, Alfred Heurtaux) from Nantes included in an exhibit « Les aviateurs nantais dans la Grande Guerre » held 10 April to 18 May 2018.



10. French Aviator's Brevet, N° B 15014 with pin, Esc. 85 with Croix Du Guerre & Star

This is French Brevet N° B 15014 from a pilot who flew in Escadrille Spa 85 along with his Croix De Guerre attached to which is a star indicating that he was cited in dispatches and bronze numbers "85" and the ribbon for the French wound badge. A search of the *Journal officiel de la Republique francaise* found four pilots in Escadrille 85 cited once with the exception of Pellet, who was cited twice: Daboville, lieutenant, 23 August 1918 forced a Fokker to land in French lines; Nichols, Sergeant, no date given, was attacked by two enemy single seaters and shot down one in flames (and corrected later to indicate that he accomplished this while serving in Escadrille Spa 85); Pellet, lieutenant, 1-October-1918 attacked a two seater and forced it to land in French our lines and 2-October-1918 wins his third victory by burning a drachen, 2 citations; Sergeant Rousseau, 18 August 1918 knocked down an enemy plane in its lines and on 2-October-1918 burned a drachen.

Daboville, Page 5423, 26 Mai 1919

DABOVILLE (Antoine-Marie-Anne-Roger-Joseph), lieutenant de l'escadrille Spa 85, groupe de combat 14, excellent officier et pilote infatigable, montant de grandes qualités de commandement. Chef de patrouille avisé, a su conduire à honneur fin des combats difficiles. Le 23 août 1918, est venu déloger ses camarades, luttant avec une forte patrouille ennemie et a obligé un Fokker à atterrir dans nos lignes.

Nichols, Page 6672, 1 August 1918

NICHOLS (Alan), sergent, du 1^{er} rég. étranger, pilote à l'escadrille ... : excellent pilote américain engagé dans l'armée française. A toujours montré de grandes qualités de sang-froid et d'énergie. Attaqué par deux monoplaces ennemis, en a abattu un en flammes.

Nichols, Page 9401, 1 Sept 1919

Page 6672, 3^e colonne, 4^e citation, au lieu de : « Lemaître (Henri), lieutenant au 1^{er} rég. du génie commandant l'escadrille B. R. 120 », lire : « au 2^e groupe d'aviation » ; 2^e colonne, 2^e citation, au lieu de : « Nichols (Alan), sergent au 1^{er} rég. étranger, pilote à l'escadrille Spa 85 », lire : « sergent au 2^e groupe d'aviation » ; dire :

Pellet, Page 732, 19 January 1919

PELLET (Roland-Paul-Victor), mlt 753, lieutenant, du 21^e rég. de chasseurs, pilote aviateur, détaché à l'escadrille Spa 85 : brillant officier, pilote aussi adroit que brave. Le 1^{er} octobre 1918, a attaqué un biplace de reconnaissance ennemi et l'a forcé à atterrir dans nos lignes, après avoir mis l'observateur hors de combat. Une citation.

PELLET (Roland-Paul-Victor), mlt 753, lieutenant, du 21^e rég. de chasseurs, pilote aviateur, détaché à l'escadrille Spa 85 : modèle de courage et d'entrain au combat. Le 2 octobre 1918, a remporté sa troisième victoire en incendiant un drachen. Deux citations.

Rousseau, Page 732-733, 19 January 1919

... après la présence d'un ... ennemi, un drachen qu'il a incendié. (voir page 733)
ROUSSEAU (Pierre), mlt 406, sergent, du 11^e rég. d'infanterie, pilote aviateur, détaché à l'escadrille Spa 85 : jeune sous-officier, d'un

allant et d'une adresse remarquables. Le 18 août 1918, a fait tomber désarmé un avion ennemi dans ses lignes. Le 2 octobre, a incendié un drachen.





11. French Aviator's Brevet, N^o B 3280, without pin

From November, 1916, onwards, French pilots were issued metal wings by the flight schools from which they had graduated, each of which was prefaced with an elaborate, capital “B” followed by a serial number which was hand-struck and quite small, measuring only 1.5 mm in height; 7,000 of these were issued numbered 1 through 7,000 and then the die was changed to 2.0 mm in height and this was used through 15,000 at the end of the war. After the war, the “B” prefix was dropped and the serial numbers doubled in height to about 4 mm. The photo below shows N^o B 3280 with the 1.5 mm high die. During the Second World War, the records of which numbers were issued to specific schools and from those schools to specific pilots disappeared. Pilots were also issued a numbered, paper certificate called a *Brevet D'Aviateur Militaire*; the numbers on these certificates did not match the number stamped on the metal wing.





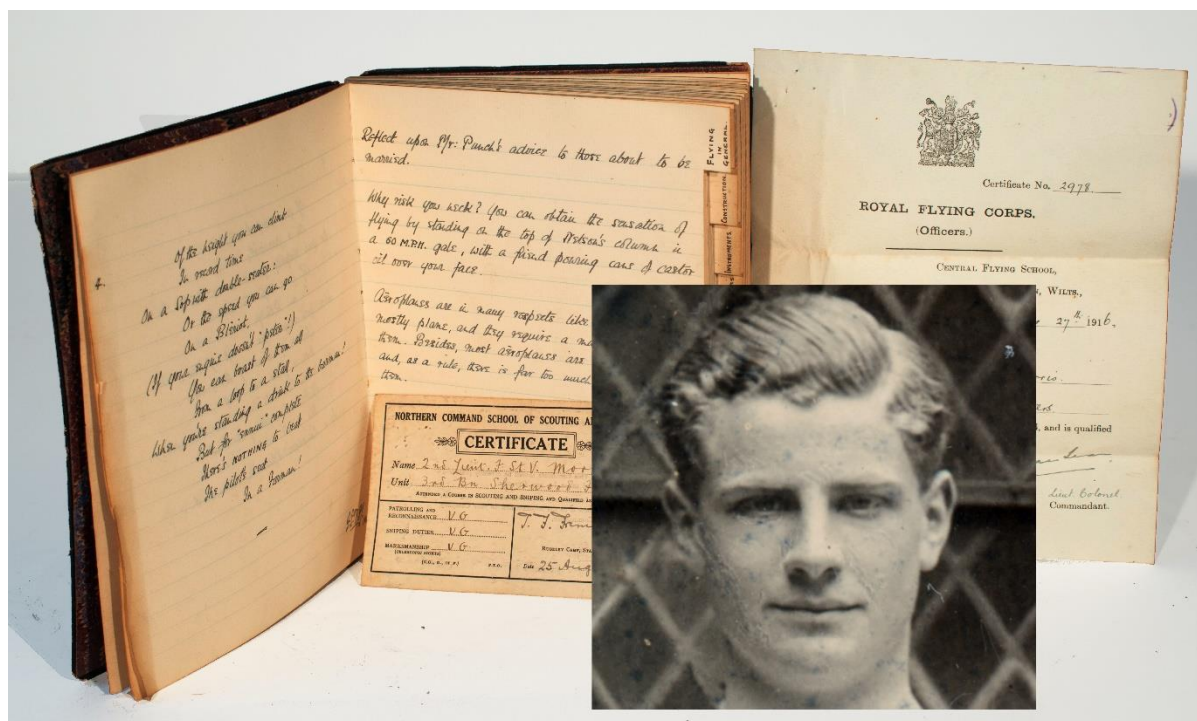
12. French Aviator's *Pattes de Collet* or Collar Insignia, matching pair

This is a matching pair of *Pattes de Collet* or collar badges for an officer, a winged star embroidered in gold cannetille wire on a horizon blue background, 47 mm long, see Bartlett, page 345.



13. French Aviator's *Pattes de Collet* or Collar Insignia, one piece

This is a *Pattes de Collet* or collar badge for an officer, a winged star embroidered in gold cannetille wire on a horizon blue background, 42 mm long (see Bartlett, page 345) with four snaps on reverse.



14. R.F.C. Published Poet's Notebook with Poems

Francis St. Vincent Morris was commissioned as a 2nd lieut. in the 3rd Battalion of the Sherwood Foresters in 1915 and then passed into the Royal Flying Corps where, after graduating the Central Flying School on 27-December-1916, he was posted to No. 3rd Squadron's airfield at Lavieville on 21-March-1917. Like fellow squadron pilot Cecil Lewis, author of *Sagittarius Rising*, Morris flew a two-man Morane Parasol. On patrol near Vimy Ridge on 10-April-1917 in Morane -Saulnier Type AI, No. A.6715 - a parasol - he and his second-seat, Sergeant Arthur James Mitchell, were caught in a snow storm and crashed. Morris suffered head wounds, broke both his legs and one had to be amputated. He died on 29th April 1917. His poetry was published posthumously by Blackwell's later in the year and his work appeared in several anthologies. He is buried at St. Sever Cemetery in Rouen. In his pocket after he died an untitled poem was found and it is transcribed here. This group includes his R.F.C. Central Flying School gradation certificate as well as his notebook, the individual tabs of which he hand-lettered himself and each section includes humorous and serious poems about the war, as well as his autographed poem 'Hints for Huns,' the first part of which is included here, and an unpublished photo of a younger Morris at school.

Found in his pocket 10 April 1917

Through vast
Realms of air
we passed
On wings all-whitely fair

Sublime
On speeding wing
we climb
Like an unfettering thing

Away
Height upon height;
and play
In God's great Lawns of Light.

And He
Guides us safe home
to see
The Fields He bade us roam.

Introductory:-
Maurice-Farman Long-horn.

1.
You may talk of the glides
Of a Martinsyde,
Or the zoom of your B.E. 12's -
Of a five-horns' spree
On an old 2C
(Which always control themselves!)

You may boast of them all
From a front-row stall
(Or - between the acts - to the barman!)

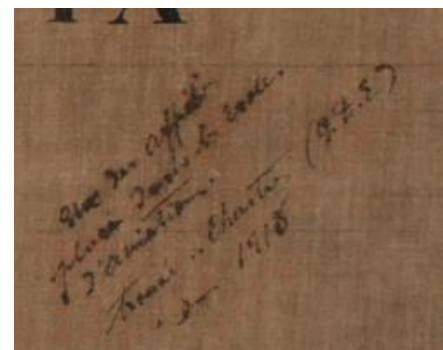
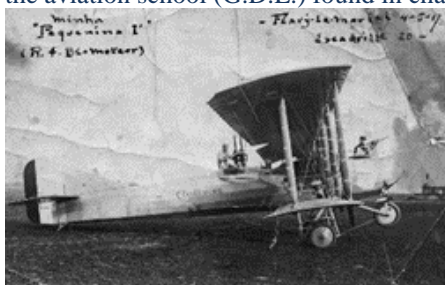
But there's nothing to beat
The pilot's seat
In a Long-horn Maurice-Farman!





15. French Fabric from a Letord or Caudron R.IV of Escadrille 20 'Pequininia'

French pilot Sergeant Léon Pierre d'Escoffier flew primarily with Escadrille 20 for a year from 14-April-17 to 20-March-18 and briefly with Escadrille 46 from 26-April to 28-May-18 and then the five remaining months through to the end of the war with Escadrille R XI 241. He painted across the middle of the fuselage of his Caudron R.IV "Pequenina," an endearment to his Brazilian wife, seen below from the side and then seen with him standing at the front of the aircraft, second from left. The next photo shows his "Pequenina II," a Letord. This fabric and other souvenirs from his wartime experience he brought with him after the war when he moved to Brazil and this is likely from one of the other of his 2 aircraft. On the reverse he stencilled a plea to his fellow citizens KEEP YOURSELF, FRENCH! THE BOCHES HAVE THE HATE OF YOUR RACE AND YOUR FREEDOMS." I found a published reference to this quote in the 21-June-1929 edition of Le Populaire in an editorial demanding that more French troops be sent into the Rhineland as well as another from 1924 but none earlier so it may have been added after the war. Thread count is approximately 78 threads to the inch, in the typical range for French aircraft fabric. The distance from the center-line of the wing ribs is 16-1/2 inches or 42 cm. The fabric measures 26-3/4 in by 9-3/4 in or 68 mm by 24.5 mm. It is split about a third from the left of the top image. The handwriting in the lower right corner appears to read "des appietes places dessire du ecole d'aviation (G.D.E.) trouve en chartres en 1918" which translates roughly as "desirous seats of the aviation school (G.D.E.) found in chartres in 1918."





16. R.F.C. Message Streamer with Message

This is a weighted message streamer used by pilots to drop handwritten messages to staff on the ground. Tucked inside the weighted pouch is Army Form W. 3406 with the form filled-out in pencil to read "To be delivered at once to Capt Parkin with the message "Just got a 2 seater Pleasant leave love Billy."

(7 31 27) W8371-M2116 80,000 9/17 HWP1685 Army Form W. 3406

To be delivered at once to Capt. Parkin

Date	No.	Squadron, R.F.C.	Observer	Map

Time Place

Just got a
2 seater
Pleasant leave
love
Billy

[Over.]





17. DeHavilland Dh-4 Tail Skid

This is a wood tail skid with a heavy metal frame from a DeHavilland Dh-4. It measures 35-1/2" long and weighs 10 pounds. The Dh-4 was a day bomber designed and built by the British and made in the United States, as well; this is the American version and it is the only American-made bomber that flew in France.





18. Fabric from a French Voisin 10 Ca2, Serial No. 4

This fabric was removed from the underside of the center wing of a Voisin 10 when this original aircraft was restored by *Memorial Flight*. This particular aircraft belonged to Escadrille V110 and, while initially a bomber, it was converted to a canon-carrying version. It measures 19-3/4 in. x 12-1/4 in. or 50 cm x 31 cm. The aircraft was used at night which is why the color is so dark.

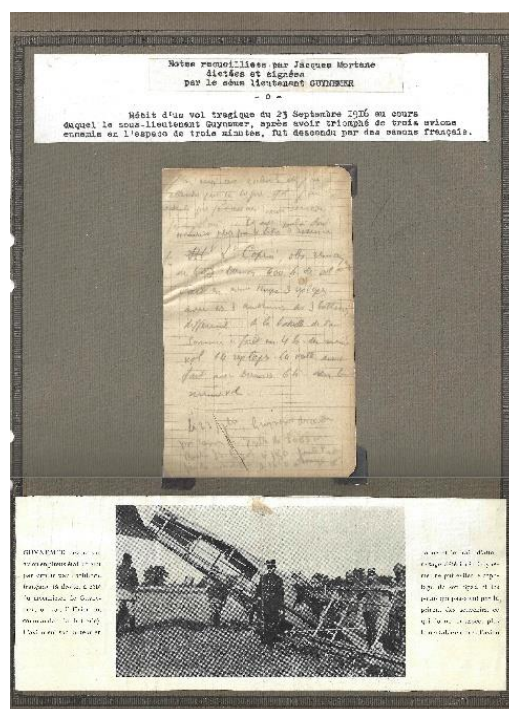




19. Guynemer's Autograph on Jacques Mortane's Notes About his Crash Sept 23, 1916

Mid-day on the 23rd of September, 1916, flying over Roye, Georges Guynemer shot down 3 German aircraft within 3 minutes – of which he was credited with two - when he was unceremoniously knocked out of the sky by a shell from a French battery. Plummeting at 180 kilometers per hour from a height of 3,000 meters, he hit the ground and flipped over but, other than a bruised knee, he was unhurt and credited that to the quality of his seat harness and solidity of his new Spad VII; he's seen above just afterwards. The publisher and chief reporter of *La Guerre Aérienne Illustrée*, Jacques Mortane, interviewed Guynemer back at his airfield that very same day and got him to **autograph** his notes, which are seen above. Mortane spent his days waiting for pilots to land back at their aerodromes where he interviewed them and then dashed back to Paris to write-up his articles in time for the typesetter. This page, shown both front and back, is a page from one of his notepads which begins with the end of his notes from interviewing Copen and then begins with the date Le 23 – the 23rd of September, 1916 - where he records **Guynemer dra... par Canon ... 3000 m à 180**. The action is written about in the 16 November 1916 issue, page 16, shown on the left below and then again in more detail after Guynemer's death. Here along with a photo of Guynemer with his friend, Georges Madon. From the collection of *Emile Lassalle*. Originally offered in the Richard and Ludovic Morand Sale on 19 December 2011 through Drouot Richelieu, lot 42.

Le 23, il incendie les 17^e et 18^e officiels et en fait exploser un troisième. Puis, atteint par un obus, il fait une chute miraculeuse de 3 000 mètres sans mal. Le 9 octobre, il endommage un L. V. G. Le lendemain, il en touche sérieusement un autre. Le 20 octobre deux avions qu'il attaque ont leurs passagers atteints.





20. Photo and Documents of an R.F.C. Pilot, J.A.W. Armstrong

J.A.W. Armstrong of 48 Squadron RFC flying an F2b and Dodo Baines manning the gun in the backseat were shot down late on the evening of Sunday, 20 May 1917, both “ok.” A week later as Armstrong retells it in a letter to Dodo’s brother, they “were about 9000 feet up close over Douai (due East of Arras) when the anti-aircraft started to shell us... promptly steered a zig-zag course ... One shell, however, burst close beneath ... your brother touched me on the shoulder and told me he was wounded. He said “It is nothing much, just my leg” ... I brought him straight back to our aerodrome ... showed his grit during the time we were lifting him out of the machine.” They were flying a Bristol F2a, A3341. Baines died a week later on 3 June 1917. Armstrong went on to bag an Albatros scout in flames north-east of Nieuport on 25 July 1917, possibly from Jasta 7 though no corresponding loss has been identified. He was also credited for another Albatros Scout south of Slype on 25 August 1917 which probably was Jasta 35b pilot Vzfw. Karl Knocke who was shot down unhurt near Bovekerke, his aircraft destroyed. Jasta 35b had turned in their Roland aircraft for three Albatros D.III and four Albatros D.V aircraft earlier in the month. Armstrong later became an Air Commodore and passed away at 101 years of age in 1990. His RFC Commission, Officers Pilot Certificate, 'Fighting In The Air' and 'Instruction' booklets dated March 1918 are part of this collection. His logbooks are archived at the RAF Museum London.



21. R.N.A.S. Pilot's Logbook, Ditched in the Sea

Late on the night of Sunday, 2nd Sept., 1917, Flight Sub-Lieut. W.E. 'Willie' Foster and his Observer, Hector Burns, of 'G' Flight, No. 2 Wing, Royal Naval Air Service, ditched their bomb-laden Henri Farman F.27 No. 9136 into the sea, managed to set it alight, and were picked-up by Turkish naval craft and interned for the rest of the war. The photo is of Foster and the log book's his. On the back of the photo of the F.27 he wrote "Mudros My Aeroplane." Foster and Burns had taken off from Marsh Aerodrome next to the little town of Mudros on Lemnos, a small island in the Aegean not far from the Dardanelles and Gallipoli, along with three other F.27s. Their aeroplane was heard buzzing over Thermi at 2 in the morning and the came down off Kara buran. Foster filled-out his logbook earlier that day after going on a 100 minute long "Submarine Patrol No.1" with Burns. He eventually met up with his logbook again, after the war, but never penned-in the details of his last patrol. Note that the map, large group photo, and newspaper clipping are copies.

