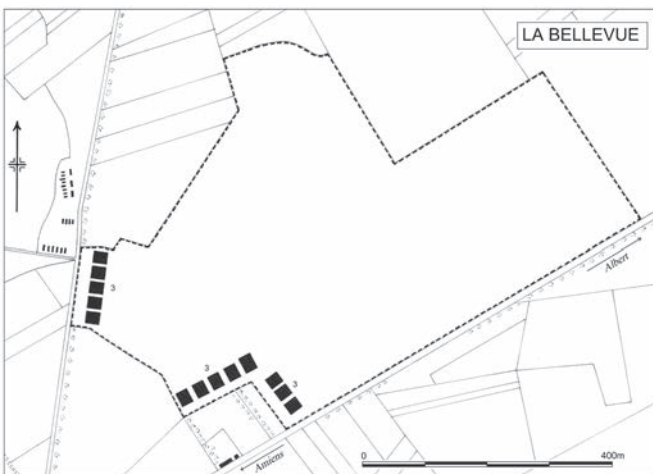


JULLY						
<i>Beauvais I.6</i>						
49° 0'47.16"N, 2°41'56.53"E						
The landing ground was in a field, by some crossroads, near to the Ecclesiastical College. "A sunken road running east and west past the aerodrome." The most likely location is the junction of the D404/Rue St-Marie, to the immediate west of the College, and where there is still an embankment between the road and the adjacent fields. According to the Juilly College Bulletin, the college accommodated 100 officers (including their general) and 20 soldiers. Senior officers in the bedrooms, junior officers in la salle des bustes (where 50 beds had been prepared for battlefield casualties) and soldiers in the dormitories.						
2 Sqn	31.8.1914	from	Senlis	2.9.1914	to	Serris
3 Sqn	31.8.1914		Senlis	2.9.1914		Serris
4 Sqn	31.8.1914		Senlis	2.9.1914		Serris
5 Sqn	31.8.1914		Senlis	2.9.1914		Serris

JUVAINCOURT						
<i>Mirecourt XXIV-15</i>						
48°19'35.19"N, 6°3'37.48"E						
Construction at Juvaincourt began in 1917. The aerodrome (with a capacity for five squadrons) was largely ready by September 1918. It was never used operationally.						

KNESSELAERE						
<i>Ghent F5, BEF Sheet 13.P.32/33</i>						
51° 8'16.60"N, 3°25'18.13"E						
A German landing ground (Hostile Aerodrome 525) to the east of Knesselaere, occupied by squadrons of the Night Bomber Wing, US Navy Northern Bomber Group, at the very end of the war.						

LA BELLEVUE (44)						
<i>BEF Sheet 51C.U.23.a.b</i>						
50°11'30.88"N, 2°29'44.58"E						
La Bellevue (sometimes referred to as 'Bellevue') was a well-found landing ground north-east of Doullens, supporting up to three two-seater squadrons at any one time. Bogart Rogers arrived at Bellevue in August 1918, describing the aerodrome as large and flat with hangars of sheet iron. The pilots lived in corrugated iron huts with good floors. The Mess was a large wooden hut with a fireplace and a collection of pictures, largely taken from 'La Vie Parisienne'. The site was operational from early 1916 until January 1919.						
8 Sqn	20.2.1916	from	Marieux	3.2.1917	to	Soncamp
59 Sqn	23.2.1917		St Omer	1.6.1917		Le Hameau
48 Sqn	8.3.1917		Rendcomb	10.7.1917		Bray Dunes
1(N) Sqn	11.4.1917		Chipilly	1.6.1917		Bailleul Asylum Ground
11 Sqn	1.6.1917		Le Hameau	27.3.1918		Fienvillers
18 Sqn	10.7.1917		Baizieux	11.10.1917		Auchel
49 Sqn	12.11.1917		Swingate Down	26.3.1918		Les Eauvis
73 Sqn	8.8.1918		Touquin	16.9.1918		Foucaucourt
60 Sqn	22.3.1918		Bailleul	27.3.1918		Fienvillers
80 Sqn	4.4.1918		Belleville Farm	3.6.1918		Fouquerolles
32 Sqn	3.8.1918		Touquin	27.10.1918		Pronville
62 Sqn	26.9.1918		Croisette	29.10.1918		Villers-les-Cagnicourt
35 Sqn	29.11.1918		Elicourt	19.1.19		Ste-Marie-Cappel (as cadre)



Lying alongside the main Amiens-Albert road, La Bellevue was quite a large aerodrome capable of accommodating three squadrons in the sheds at the SW end of the landing ground.

LA BOISSEROTTE						
<i>Melun XVII-14</i>						
48°43'50.62"N, 3°3'52.84"E						
While the other squadrons stayed at Melun, 5 Sqn deployed 40 kms north-east to the village of la Boisserotte before shortly re-joining the remainder of the RFC at Touquin.						
5 Sqn	6.9.1914	from	Melun	7.9.1914	to	Touquin