

17th WEAPONS SQUADRON



MISSION

LINEAGE

29th Aero Squadron organized, 16 Jun 1917
Redesignated 17th Aero Squadron, 30 Jul 1917
Demobilized, 1 Apr 1919

147th Aero Squadron organized, 11 Nov 1917
Redesignated 17th Squadron (Pursuit), 14 Mar 1921
Redesignated 17th Pursuit Squadron, 25 Jan 1923

17th Aero Squadron and 17th Pursuit Squadron consolidated, 17 Oct 1936

Redesignated 17th Pursuit Squadron (Interceptor), 6 Dec 1939
Inactivated, 2 Apr 1946
Redesignated 17th Wild Weasel Squadron, 12 Nov 1971
Activated, 1 Dec 1971
Inactivated, 15 Nov 1974
Redesignated 17th Tactical Fighter Squadron, 11 Dec 1981
Activated, 1 Jul 1982

Redesignated 17th Fighter Squadron, 1 Nov 1991
Inactivated, 31 Dec 1993
Redesignated 17th Weapons Squadron, 24 Jan 2003
Activated, 3 Feb 2003

STATIONS

17th Aero Squadron

Camp Kelly, TX, 16 Jun 1917

Toronto, Ontario, Canada, 4 Aug 1917 (detachments at Camp Borden and Deseronto, Ontario, Canada, after 25 Aug 1917)

Taliaferro Field, No. 1, TX, 14 Oct 1917

Garden City, NY, 23 Dec 1917-9 Jan 1918

France, 10 Feb 1918 (unit divided into four flights which operated from various stations in Nord, Pas-de-Calais, Somme, and Oise, until squadron reassembled on 20 Jun 1918)

Petite Synthe, France, 20 Jun 1918

Auxi-le-Chateau, France, 19 Aug 1918 (detachment operated from Beugnatre, 10-20 Sep 1918)

Soncamp (near Sombrin), France, 20 Sep 1918

Toul, France, 4 Nov 1918

Colombey-les-Belles, France, 12 Dec 1918

Nantes, France, 15 Jan-7 Mar 1919

Garden City, NY, 20 Mar-1 Apr 1919

147th Aero (later, 17th Pursuit) Squadron

Kelly Field, TX, 11 Nov 1917

Taliaferro Field, No. 2, TX, 12 Nov 1917

Taliaferro Field No. 1, TX 22 Dec 1917

Garden City, NY, 19 Feb-5 Mar 1918

Tours, France, 25 Mar 1918

Epiez, France, 22 Apr 1918

Toul, France, 1 Jun 1918

Touquin, France, 28 Jun 1918

Saints, France, 9 Jul 1918

Rembercourt, France, 1 Sep 1918

Colombey-les-Belles, France, 12 Dec 1918

Brest, France, 5 Feb-8 Mar 1919

Garden City, NY, 19 Mar 1919

Selfridge Field, MI, 27 Apr 1919

Kelly Field, TX, 31 Aug 1919

Ellington Field, TX, 1 Jul 1921

Selfridge Field, MI, 1 Jul 1922-consolidation

Consolidated Squadron

Selfridge Field, MI, from consolidation in 1936 to 27 Oct 1940

Nichols Field, Luzon, 5 Dec 1940 (air echelon operated from Clark Field, Luzon, 9-24 Dec

1941)

Bataan, Luzon, 25 Dec 1941-Apr 1942 (air echelon operated from Lubao Air Field, Luzon, 25-31 Dec 1941, and from Mindanao, c. 8 Apr-May 1942)

Korat RTAFB, Thailand, 1 Dec 1971-15 Nov 1974

Shaw AFB, SC, 1 Jul 1982-31 Dec 1993

Nellis AFB, NV, 3 Feb 2003

DEPLOYED STATIONS

Al Dhafra AB, United Arab Emirates, 9 Aug 1990-13 Mar 1991

ASSIGNMENTS

17th Aero

Unkn, 16 Jan 1917-Feb 1918

65th Wing, RAF, Jun 1918

13th Wing, RAF, Aug 1918

4th Pursuit Group, AEF, Nov-Dec 1918

Unkn Dec 1918-1 Apr 1919

147th Aero (later, 17th Pursuit)

Unkn, 11 Nov 1917-Jun 1918

1st Pursuit Group, Jun-Dec 1918

Unkn, Dec 1918-22 Aug 1919

1st Pursuit Group, 22 Aug 1919-consolidation

Consolidated Squadron

1st Pursuit Group, from consolidation in 1936

4th Composite Group, 14 Dec 1940

24th Pursuit Group, 1 Oct 1941-2 Apr 1946

388th Tactical Fighter Wing, 1 Dec 1971-15 Nov 1974

363rd Tactical Fighter (later, 363d Fighter) Wing, 1 Jul 1982

363rd Operations Group, 1 May 1992-31 Dec 1993

USAF Weapons School, 3 Feb 2003

ATTACHMENTS

RAF for operations and training, Feb 1918

Tactical Fighter Wing Provisional, 363, 9 Aug 1990-13 Mar 1991

WEAPON SYSTEMS

17 Aero Squadron

JN-4, 1917

Sopwith F-1 Camel, 1918

Spad XIII, 1918

147 Aero (later, 17 Pursuit) Squadron

Nieuport 28, 1918
Spad XIII, 1918
SE-5, 1919-1922
Spad XIII, 1921-1922
MB-3A, 1922-1925
JN-4
JN-6H
DH-4
PW-8, 1924-1926
P-1A, 1926-1930
P-12B, 1930-1932
P-1B
P-1C
P-1G
P-12C
P-12D
P-6E, 1932-1934
P-6A
P-6D
P-26A, 1934 to consolidation
P-26B
P-26C

Consolidated Squadron
P-26 from consolidation to 1938
P-6 1936-1938
P-35, 1938-1940
C-40, 1939-1940
P-26, 1940-1941
P-35, 1941
P-35A
P-40E, 1941-1942
F-105, 1971-1974
F-16, 1982-1993
F-16C
F-16D

COMMANDERS

17th Aero Squadron
Unkn, 16 Jun-1 Aug 1917
Lt Robert Oldys, 2 Aug 1917
Maj Geoffrey H. Connell, 1917
Maj Martin F. Scanlon, Dec 1917
Maj Thomas S. Bowen, c. Feb 1918

Maj Harold Fowler, 18 May 1918
Cpt Samuel B. Eckert, 20 Jun-c. 11 Dec 1918
None (not operational), 11 Dec 1918-1 Apr 1919

147th Aero (later, 17th Pursuit) Squadron

1Lt John D. Morey, 11 Nov 1917
1Lt Lawton V. Smith, 4 Jan 1918
Maj Geoffrey H. Connell, 23 Jan 1918
1Lt John A. Hambleton, 23 Jul 1918
Cpt James A. Meissner, 25 Jul 1918
Cpt Francis M. Simonds, 19 Nov 1918
2Lt Norbert D. Gorman, Dec 1918
2Lt Marice E. O'Brien, 23 Apr 1919
2Lt Edward H. Wood, 9 May 1919
1Lt Thomas H. Gill, 21 May 1919
Cpt Harvey W. Cook, 18 Sep 1919
1Lt Sam L. Ellis, 24 Dec 1919
Cpt Frank B. Tyndall, 12 Jan 1920
1Lt Thomas W. Blackburn, 10 Oct 1920
1Lt John M. Penniwell, 26 Oct 1920
1Lt Sam L. Ellis, 23 Feb 1921
Cpt Hugh M. Elmendorf, 1 Sep 1921
1Lt Roy W. Camblin, 12 Sep 1921
1Lt Arthur K. Ladd, 23 Sep 1921
Cpt William E. Farthing, 24 Nov 1921
Cpt Hugh M. Elmendorf, 12 Dec 1921
Cpt Albert M. Guidera, 20 Feb 1922
Cpt Oliver W. Broberg, 16 Oct 1922
1Lt Leland C. Hurd, 15 Aug 1925
2Lt George F. Schulgen, 21 Sep 1925
Cpt Frank H. Pritchard, 23 Nov 1925
1Lt Martinus Stenseth, Oct 1928
1Lt Paul W. Wolf, 25 Aug 1929
1LT Robert D. Moor, 6 Jun 1930
Cpt Hoyt G. Ross, 4 Sep 1930
2Lt Donald L. Putt, Jul 1931
Cpt Harlan T. McCormick, 1 Nov 1932
Maj George P. Tourtellot, 19 Apr 1934
1LT John F. Egan, 17 Aug 1936
Cpt Harlan T. McCormick, 3 Sep 1936
Maj Louis N. Eller, 9 Jul 1937
1LT John F. Egan, 1 Nov 1937
Cpt Dixon M. Allison, 1 Jan 1938
Cpt Paul B. Wurtsmith, Sep 1939

Maj. Kirtley J. Gregg, Jul 1940
Cpt Boyd Wagner, 9 May 1941
2Lt David L. Obert, 18 Dec 1941
1Lt Raymond A. Sloan, 10 Jan 1942
1Lt Hugh H. Marble Jr., 11 Feb-1 May 1942
Unkn (not manned) 1 May 1942-2 Apr 1946
LTC Kenneth H. McArn, 1 Dec 1971
LTC James W. O'Neil, 13 May 1972
LTC Edward T. Rock, 12 Jun 1972
LTC Harrison W. Matthews, 1 Mar 1973
LTC J. D. Tindall, 1 Jun 1973
LTC Harrison W. Matthews, c. 16 Jun 1973
LTC J. D. Tindall, 13 Nov 1973
LTC Alan K. Rutherford, 28 Feb 1974
LTC Bobby L. Martin, 1 Jun 1974
LTC Gordon M. Walcott, 29 Aug-15 Nov 1974
None (not manned), 1 Jul-30 Sep 1982
LTC Addison C. Rawlins III, 1 Oct 1982
LTC Benjamin D. Smith, 28 Nov 1983
LTC Patrick T. Sakole, 11 Jul 1985
LTC Thomas R. Roth, 10 Jul 1987
LTC William C. Diehl, Apr 1989
LTC Loyd S. Utterback, 26 Apr 1991
LTC James D. Matheny, 23 Apr-31 Dec 1993

HONORS

Service Streamers

None

Campaign Streamers

World War I:

Picardy (earned by 17 Aero)
Somme Defensive (earned by 17 Aero)
Lorraine (earned by 147 Aero)
Montdidier-Noyon (earned by 17 Aero)
Flanders (earned by 17 Aero)
Champagne (earned by 147 Aero)
Ile-de-France (earned by 147 Aero)
Champagne-Marne (earned by 147 Aero)
Aisne-Marne (earned by 147 Aero)
Somme Offensive (earned by 17 Aero)
Oise-Aisne (earned by 147 Aero)
St Mihiel (earned by 147 Aero)
Meuse-Argonne (earned by 147 Aero)

World War II
Philippine Islands

Vietnam
Commando Hunt VII
Vietnam Ceasefire

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Philippine Islands, 7 Dec 1941-10 May 1942
Philippine Islands, 8-22 Dec 1941
Philippine Islands, 6 Jan-8 Mar 1942

Air Force Outstanding Unit Award with Combat "V" Device
18 Dec 1972-15 Aug 1973

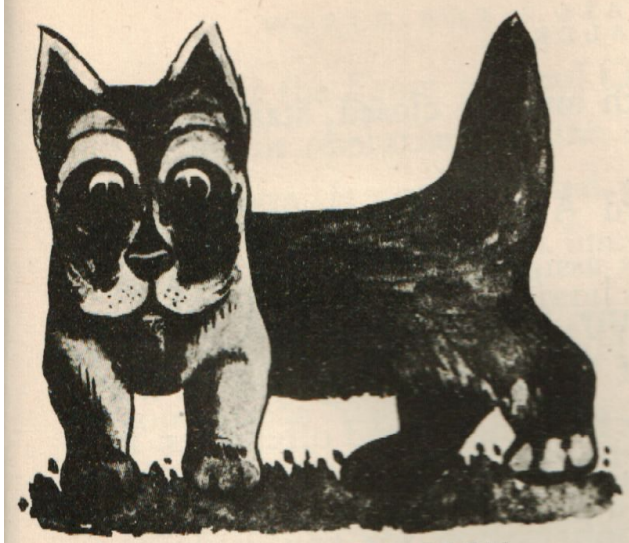
Air Force Outstanding Unit Awards
[1 Jul 1982]-1 Jun 1983
1 Jan 1988-30 Dec 1989
1 Jan 1992-31 Dec 1993

Philippine Presidential Unit Citation (WWII)

Republic of Vietnam Gallantry Cross with Palm
1 Dec 1971-28 Jan 1973

EMBLEM

17th Aero Squadron emblem: Great Snow Owl adopted for insignia of squadron as drawn by Sergeant Hayden C. Kellum, replacing flying dumbbell which had been in use since beginning of operations. (20 Oct 1918)



147th Aero Squadron emblem: A cartoon of a rat terrier





MOTTO

NICKNAME

Hooters

OPERATIONS

The following is a collection of narratives and chronologies of two World War I flying squadrons. Both squadrons were active at the same time. In 1936, the two squadrons were consolidated to form one squadron. To differentiate between the two squadrons, two different fonts are used: 17 Aero Squadron: Times New Roman; 147 Aero Squadron: Aerial.

17th AERO SQUADRON NARRATIVE

Organized at Kelly Field, May 13, 1917, the 17th Aero Squadron was trained in Canada and at Fort Worth, Tex. While its future pilots, as individuals in British organizations, were completing their training with the Royal Air Force on the British front, the soldier personnel of the squadron was divided for training into three flights which were attached to units of the Royal Air Force in the field. Finally, organized as a complete squadron, its own pilots made their first flights over the Dunkirk front on July 15, 1918. From August 18 to September 20, 1918, the 17th Aero Squadron was engaged at Auxi-le-Chateau with the 3d Brigade, Royal Air Force, in the British drive on Cambrai. As the Cambrai front was broken and the line swung rapidly eastward, the squadron moved to an airdrome near Doullens, from which, under the 3d British Army, it carried on normal pursuit operations and developed to a high state aerial bombing by pursuit airplanes and "ground strafing." The squadron completed its work with the Royal Air Force on October 28, 1918, and on November 1, 1918, proceeded to join the American 2d Army on the American front. The advent of an armistice prevented further service over the lines. In its operations from July 15, 1918, the American 17th Squadron destroyed 64 confirmed enemy aircraft. Twenty-four of its own members were battle casualties. Its 2,600 hours over the lines were variously employed in all branches of pursuit aviation. Four of its flyers were decorated with the British Distinguished Flying Cross.

With the RAF on the front from July 8, 1918 to October 18, 1918. 64 Huns shot down according to official British confirmation, in 1839 hours of offensive patrols, or 1.15 Huns for each flying day. 24000 pounds of bombs dropped in 426 additional hours of low bombing. Distinguished Flying Cross awarded to Lieutenants Hamilton, Vaughn, Burdick, and Campbell.

Some joker once pulled the wheeze that the squadron insignia of the 17th should be the picture of a goat with a large expression of "what are you going to do to me next?" At any rate, ever since the outfit was formed in May 1917, the fellow who sits at the desk and grinds out those mystical things, orders, has always tried it on the Seventeenth first.

To begin with, the men were all those strange creatures who volunteered with the hope of becoming pilots. Having taken the oath they suddenly found themselves shoveling sand and digging ditches of Texas.

The next thing they knew a lot of cadets were attached and soon they were the first squadron to be sent to the R. F. C. in Canada for training.

While the men were learning to "form fours" the cadets went to ground school. Then five weeks later, back the whole lot went to help start the R. F. C. schools at Hicks, Texas. The cadets having managed to wrest from the authorities a pair of wings and a commission, Maj. Scanlon took charge, and near the end of the year the 17th started for the war as the first American squadron complete with pilots.

Arriving in England the shocking discovery was made that someone had forgotten to send along

the aeroplanes. Furthermore, it would be necessary to know something about the kind of machines then used in the Great War, so the men went to RFC training schools to learn how to handle war machines and the pilots to learn how to fly them.

Then the Hun took a deep breath and started the March offensive. Before anyone knew what had happened the men of the different flights found themselves sent separately to RFC squadrons on the front. It was surely some front too. The Huns were knocking em all over the map. The aerodromes had to be moved every day or so as the German advance came on. Patrols had to be kept in the air at all costs. It was plain old triple extract of Hell.

Late in June it was decided to have some American organizations working with the British as squadrons, and 17 was picked first for the job. They moved to an aerodrome near Dunkirk, Belgium, with Lt. Sam Eckert as C. O., and Tipton, Hamilton and Goodnow as flight commanders.

Work began with the new Le Rhone engine Camels, early in July, escorting 211's bombers up to bomb the "subs", etc., at Bruges. The new men began to get familiar with "Archie" and learn about the war in the air so that on the twentieth Williams drew the first blood by picking off a Fokker in flames.

Going thirty and thirty five miles back into Hunland was not exactly a rest cure in view of the ten inch "Archie" along the coast but it soon got to be just part of the day like breakfast and dinner and even though the Huns were scarce and "A. A." plentiful, now and then someone managed to chalk up another one.

On August twelfth, Armstrong, Snoke and Alderman all managed to stop some of the German ammunition in their tender persons.

Next day all three turned up side by side in the same hospital. One afternoon King George came along through the wards saying Hello to the blesses. He stopped beside the three "Yanks", noticed that Snoke was wounded in the head, inquired about "Army's" wound in the back and arm, and then asked "Aldy", who had no visible bandages, where he was wounded. "Aldy" was stumped for a minute, blushed forty colors, and then gave the King a big laugh by replying, "Over Ostend, your Majesty".

When it became known that about the middle of August the outfit was to move south where the war was hotter it was decided to give the Huns a farewell party. At Vaessanaere, just south of Bruges was a German "drome" housing five or more squadrons of Fokkers and Gothas. 211 and 218 squadrons, day bombers, came along to help on the "show." Just after dawn, the whole lot made the rendezvous out over the sea beyond Bruges.

The bombers went over first and set down their nice fat bombs on the aerodrome and the chateau beside it which housed the pilots, thus 'calling their attention to the fact that there was a war on.

As soon as things began to quiet down a bit and everyone began coming out of the dugouts, the entire packet of 17s Camels came hopping over the hedges and gave the place a day to be remembered. Everybody carried four twenty pound bombs and a magazine full of the best Buckingham incendiary ammunition.

What happened would fill a good sized book. Hamilton put his four bombs direct on a big hangar, put fifty rounds into the windows of the chateau and then set fire to a couple of Fokkers which some nifty pilots were trying to take off. Todd put his bombs on the chateau and according to the bombers who sat up above to watch the fun, chased a fat Hun officer three times around a hangar and finally shot him down. Schneider put his bombs into a hangar and then finished off a pilot and his machine on the ground.

Shearman leveled a row of wooden buildings with his bombs, finished off a man making for a machine gun emplacement, shot up an empty Fokker on the ground and blew up a nearby "A. A." battery. Showalter took care of a hangar with his bombs, put 600 rounds into the chateau and then gave an "A. A." battery a little mortality.

Goodnow, Wise, Case, Campbell and Desson all pulled about the same stunts. When everyone got back home, it was found that there were no casualties, except for a lot of shot up wings, etc.

A prisoner captured later gave the number of machines destroyed as fourteen. When the territory was occupied the natives said it had been nearer twenty and that more than 180 men and thirty pilots had been killed.

The middle of August the expected move came off to Auxi-le-Chateau on the Cambrai front where a big push was brewing. Patrols started on the twenty first with four pilots getting Huns on the first two jobs.

The twenty-sixth was the blackest day in the whole squadron history. It was terrible weather with a sixty mile gale blowing straight into Hunland. At about three in the afternoon the Colonel called up saying that there were a lot of Huns in the sky and that some of 148's ships were in trouble. Would 17 please go give them a little help? Tipton took the patrol off and started to the rescue.

They had cleared off a bunch of Fokkers who had been bothering a couple of 148's Camels when fifty or sixty more Huns fell on them. The flight was outnumbered almost ten to one and had the gale between them and the lines. After a heart breaking fight, Snoke, Dixon and Goodnow did make it back to the lines, their planes shot to bits and half-crazy at what they had been through. Tipton, Todd, Bittinger, Roberts, Jackson and Frost were "missing." Dixon had gotten a Hun in flames and crashed another into the ground. Snoke and "Goody" had used up all their ammunition but could get no confirmations. Months later a post card came through from Tipton saying that he and Frost were wounded and prisoners with Todd. "Tip" had

accounted for two and Todd for one before they got them.

Meanwhile the Tommies had been keeping up such a good stiff pace towards Berlin that it was soon necessary to work from an advanced landing ground, a nightmare of a place of wrecked scenery, shell holes and Huns too long dead.

By- the last of September the aerodrome was moved up to a place near Doullens, where the mud was a little less than knee deep. The weather was one long rain with the clouds right on the ground, but the Hindenburg line was being knocked into a cocked hat. It was necessary to "carry on" so everyone simply passed into an ultra-violet coma and managed to stand five or six hours flying on days that used to be reserved for patrols about the stove in the mess.

About this time Tillingast was forced to accept the hospitality of the German hospitals. Among other things he took a violent dislike to their famed black bread so with a couple of other unfortunate "Yanks" he proceeded to climb out of a window one night and put to shame the best stunts of Diamond Dick and Sherlock Holmes by appearing one fine October day at headquarters in London, whence they had arrived via Brussels and Holland.

On the twenty seventh everyone was feeling particularly full of pep and it was decided to have it out with the "Blue Tails" the Second Bavarian Pursuit Group, which had taken the place of the old Richthofen circus as the crack lot of the German outfits. A patrol of fourteen went out in flights and put up the stall of falling for the bait which the "Blue Tails" had put out in the form of a slow old two-seater down below. A real honest to goodness dogfight followed and it looked for a while as if 17 was in for it, as the Huns were reinforced by a lot more. But the old Camel's middle name is "Dogfight" and they were working at their best altitude so by the time the sixth Hun had gone to rest they decided they had had enough and quit. 17 came home without the loss of a man, called up 148 and told them about it, whereupon 148 went out that afternoon, met the same bunch and took care of five more officially, also without losing a man. That was the last that was ever seen of the "Blue Tails".

17th AERO SQUADRON CHRONOLOGY

30 Jul 1917

The Squadron departed, by rail, for Leaside, Toronto, Canada, to obtain training under English methods. This squadron was the first to be sent to Canada for training under the agreement signed by the United States and Great Britain.

17th Aero Squadron Arrived Leaside, Toronto, Canada.

31 Aug 1917

17th and 27th Aero Squadron participated in an inspection by the Governor-General of the Dominion of Canada. In spite of having two week's less drill experience, the 27th Aero Squadron was declared the most efficient unit.

24 Sep 1917

Advance party of 17th Aero Squadron departed Leaside, Canada, for Hicks, Texas.

10 Oct 1917

17th Aero Squadron re-assembled at Leaside, Toronto, Canada, and assigned duty of washing station mascots prior to departure for Texas. One, a large smelly goat, was thoroughly washed and powdered and was later seen staggering around the depot, much the worse for drink, and wearing a streamer tied on his tail bearing the inscription "17th Aero Squadron, U. S. A." The Other, a large woolly dog, later turned up very cleanly shaven all over his body, only tufts of hair being left around paws and at ruff of his neck.

12 Oct 1917

17th Aero Squadron departed Leaside, Canada, for Fort Worth, Texas, under command of Major Geoffrey Bonnell, who rejoined squadron and assumed command.

15 Oct 1917

17th Aero Squadron arrived Fort Worth, Texas, and hiked to Hicks Field, where the squadron was assigned barracks.

1 Nov 1917

Flying Cadet Walter A. Jones, 17th Aero Squadron, was killed in airplane accident near Taliaferro Field, This was the first flying casualty suffered by this organization.

17th Aero Squadron arrived Garden City, New York, and was assigned Aviation Concentration Center awaiting further orders.

9 Jan 1918

17th Aero Squadron entrained at Garden City, New York, for New York City, and immediately upon arrival at New York embarked on SS Carmania, one of a convoy of 14 ships.

24 Jan 1918

Arrived Liverpool, England, after an uneventful voyage. Many rumors had been rife as to what assignment was to be made of the squadron but no definite information had been received. The squadron after landing immediately entrained for Romsey Rest Camp, arriving late in day,

9 Feb 1918

Squadron sailed from Southampton, England, for Havre, France, aboard channel boat with shipment of mules and equipment destined for use by a Jewish Regiment on its way to Palestine.

10 Feb 1918

Arrived Havre, France and immediately split into detachments. Headquarters Flight was ordered to the 27th Squadron R. A. F. at Martigny; "A" Flight was attached to the 84th Squadron, R. A. F. at Quizancourt, France; "B" Flight ordered to 60th Squadron, R. A. F. at St.

Marie Cappell on the Flanders front and "C" Flight ordered to 56th Squadron, R. A. F. at Baizieux, France.

21 Mar 1918

Headquarters Flight remained behind when the 24th Squadron, R. A. F. vacated the airdrome at Moreuil, and only a few hours before the Germans reached it. The flight burned the buildings and such supplies as it was necessary to abandon, Before the task was completed the flight was under machine gun fire from the advance elements of the advancing troops. The flight then proceeded to Bertangles ,with the transport of the 24th Squadron. "A" Flight performed a similar task for the 84th Squadron, R. A. F. at Qui2ancourt and proceeded to Roye to rejoin the 84th Squadron. "B" Flight burned the buildings and supplies abandoned by the 60th Squadron, R. A. F., at St. Marie Cappelle and rejoined the squadron at Belluue.

24 Mar 1918

"A" Flight retreated from Roye to Vert-Galland Farm in the face of the advance elements of the German attack.

26 Mar 1918

"C" Flight destroyed airdrome installations at Bai2ieux to prevent their falling into the hands of the enemy when the 60th Squadron, R. A. F. was forced to retreat from original airdrome to new airdrome at Vaheureaux Farm.

1 Apr 1918

Headquarters flight detached from 24th Squadron, R. A. F. and placed under control of the 22nd Wing, Royal Air Force, as an Independent Salvage Section.

5 Apr 1918

All Flights moved with 84th Squadron, R. A. F. from Vert-Gailand Farm to Bertangles when unit moved up after lines were straightened.

12 Apr 1918

"B" Flight destroyed installations at the airdrome near Rougefay when 60th Squadron, R. A. F. retreated in face of German advance.

22 Apr 1918

Baron Von Richtofen, German Air Force, buried at Bertangles, France, with full military honors. All flights of the 17th Aero Squadron, U.S.A. contributed toward the floral tributes sent by the organizations to which they were attached, and one officer from each flight accompanied the personnel of the squadron to which attached to the burial services.

18 May 1918

Major Harold Fowler, M. C. assumed command of the American Air Service Units with the British Expeditionary Forces and had the 17th Aero Squadron tentatively equipped with the I 10 horsepower Sopwith Camels. The Squadron had previously trained, and the enlisted personnel

had been trained in the maintenance of the Sopwith SE-5's, but the English Government could spare none of them at the time.

20 May 1918

Headquarters Flight relieved from 22nd Wing, R. A. F. and established as separate organization. The Headquarters Flight in five weeks had salvaged 25 enemy planes and fourteen British planes. "A" Flight was relieved from the 84th Squadron, "B" Flight relieved from the 60th Squadron, "C" Flight relieved from the 56th Squadron, R. A. F. and united with the Headquarters Flight to again establish the unity of the squadron which was then assigned the 3rd Squadron, Royal Air Force, to learn about maintenance of the Sopwith Camels which were to be assigned the unit,

20 Jun 1918

All flights were reassembled at Petit Snythe (near Dunkirk) and consolidated as one unit under 1st Lieutenant Samuel P. Eckert, as Commanding Officer, and assigned 65th British Wing, Royal Air Force. The first night that the squadron was at the new station a German air raid had as its objective the airdrome near Petit Snythe and material and rations of the squadron were destroyed by bombs

25 Jun 1918

Squadron authorized to carry a white dumbbell in a black triangle as distinctive insignia,

4 Jul 1918

The Squadron celebrated the day by holding a field meet in the morning, and the squadron baseball team took on the 148th Aero Squadron in the afternoon. In the evening the squadrons combined to hold a dinner and entertainment,

11 Jul 1918

1st Lieutenant Bradley C. Lawton injured in crash at Adinkerque.

15 Jul 1918

The Squadron performed its first offense patrol across the lines as a unit. All previous patrols made by individuals of the unit had been made as separate pilots accompanying other units in order to gain experience.

Jul 1918

While on escort duty for the 211th Squadron, R.A.F. First Lieutenant R. D. Williams destroyed one Fokker of a flight of five which attacked the bombing unit, near Ostend 9:45. (confirmed by 2nd Section 6th D. A. Belgian Army, thru American Mission). One other airplane of this formation, which was encountered at 21, 000 feet was driven down out of control and confirmed. First Lieutenant George F. Glenn killed in combat near Ostend, Belgium 9:50. Thus the squadron won its first victory and suffered its first combat casualty on the same patrol.

1 Aug 1918

Second Lieutenant R. M. Todd destroyed Triplane 9:00 P.M. near Provin (confirmed by Royal Air Force Communiqué No. 18). While on offensive patrol Lieutenants Gracier, M. K. Spidle, W.H. Sherman met one Pfalz near Hollebeke 9:35. Lt. Gracie fired on a triplane that immediately fell into a spin. Lt. Spidle fired on biplane that immediately spun out of the melee and Lt. Shearman fired on Pfalz which wavered and dove for the ground.

3 Aug 1918

While on an offensive patrol south of Roulers about 12, 000 Feet and at about 8:30 First Lieutenant F., Armstrong shot down a Fokker Triplane out of control and First Lieutenant Merton L. Campbell shot a Fokker biplane down out of control.

4 Aug 1918

First Lieutenant Marray K. Spindle was killed in combat with flight of Fokkers near Armentiers.

7 Aug 1918

While on offensive patrol at 10:30 near Armenders Lieutenants Lloyd A. Hamilton, Ralph Snoke, Merton E. Campbell and R. M. Todd dived on a flight of five Fokkers from 16, 000 feet. Lieutenant Hamilton destroyed one bi-plane, Lieutenant Merton L. Campbell destroyed two biplanes and Lieutenant Snoke fired on one which went down in a steep spiral but did not crash. Lieutenant Todd, who had remained above to keep any enemy aircraft out of the melee witnessed the crash of two of the enemy planes.

8 Aug 1918

While covering a bombing raid between Seebrugge and Knocke the flight while flying at 17, 000 feet was attacked about 9:30 by six Fokkers. The Fokkers came down and were driven on down. Two more Fokkers came down and Lieutenant Armstrong fired point-blank on one and something exploded in the Fokker and he dived toward Het Soute with smoke streaming out. Armstrong then engaged another and followed him down but the Fokker leveled out over the sea and streaked for the German side of the lines.

9 Aug 1918

While on offensive patrol at 7, 000 feet south of Arrnentiers, Lieutenant R. D. Williams became separated from the formation about 8:45 when the squadron had been split in a fight near Lille. While trying to overtake the squadron Lieutenant Williams was cut off by three scouts of a new type with no overhang, and tails much like camels, short flat noses and rotary motors, guns fixed and firing forward, speed about the same as a Camel but performance not quite so good. Lieutenant Williams attacked the leader and was in turn attacked by the remaining two. The leader fell into a steep spiral but was not seen to crash. During the melee the pressure tank of Lieutenant William's plane was pierced and he was forced to withdraw. Lieutenant Theose Tillinghast saw the Camel disappear into the clouds followed by the enemy scouts and also saw one enemy machine fall but did not see it crash.

12 Aug 1918

While near Heyst on co-operation city with bombardment unit, A formation Fokkers dived on the rear bomber Lieutenant W. Shearman fired a burst into the Fokker Bi-plane camouflaged with broad irregular blotches of black and (cream white and followed on tail of Fokker firing about fifty rounds. Enemy went into a dive revolving about his longitudinal axis and disappeared into ground haze. 1st Lieutenant Ralph D. Gracie killed in combat near Heyst.

13 Aug 1918

At about 5:00 AM, together with the 210th and 213th squadrons of the Fifth Group, Royal Air Force, the squadron (consisting of twelve planes, dived to within 200 feet of the ground at Varseniere Airdrome, used by pilots of the German Staffels opposing the 65th British Wing, and released bombs on the airdrome. The following damage was observed to be caused by this combined operation, a dump of petrol and oil was set on fire, 'which in turn set afire an ammunition dump; Six Fokker bi-planes were set on fire on the ground and two others destroyed by direct hits from bombs; one large Gotha Hangar was set on fire and another Half destroyed by bombing A living hut was set on fire and several hangars were seen to be smoldering as the result of phosphorus bombs having fallen upon them. In spite of most of the machines taking part in the attack being hit at one time or another, all returned safely to the airdrome, favorable targets being attacked on the return. The 210th and 213th Squadrons attacked and then sat overhead for protection while the 17th put on the show and performed the acrobatics. Later it was revealed that 14 German aircraft had been destroyed in this action. One of the 210th Squadron pilots on retiring from the mission reported having seen Lieutenant Todd chase a flying officer out of his machine and around a hangar then flying around to the other side, cut him off and shoot him down. The damage done could never be accurately determined reports came in from Belgium and the British Army Intelligence when the British reacted the vicinity of Bruges, that over one Hundred and twenty soldier mechanics and thirty officers and non-commissioned officer pilots had been killed and about four anti-aircraft artillery units, protecting Varsennaere, completely wiped out in the raid. This raid may well be considered as being the forerunner of modern attack aviation tactics inasmuch as that it showed the results which could be obtained by a coordinated well planned attack. During the raid Lieutenant L. J. Desson's airplane was severely hit by machine gun fire and the gravity tank pierced. Lieutenant Desson was forced to put one finger in the hole in the gravity tank and use the other hand to operate the wobble pump, remarking on arrival, "Well, I pumped her all the way home."

Aug 1918

While on co-operation patrol with bombers near Brugges at 11:25 the squadron attacked by a Fokker formation at about 14, 000 feet. Lieutenant Merton Campbell fired fifty rounds into one at a range of about fifty feet and the Fokker went over on its back and disappeared. Lieutenant George .D. Wicks fired seventy-five rounds into a Fokker at a range of about Fifty feet Bond tire, enemy aircraft passed over his head and \without attempting to pull up, crashed into the Camel Machine behind Lieutenant Wicks, 'which was flown by lieutenant Irwin E. Case, The tail of the Camel was smashed and tire cover leaving of the enemy plane torn off. Both machines went down flopping about Hand crashed, Lieutenant Case being killed in the crash. Lieutenant William H. Shearman killed in combat.

Aug 1918

While on cooperation mission with bombers, 211th Squadron, Royal Air Force, near Dismude, Belgium LL 4:30 Lieutenant Todd lost leader of formation who had dived on enemy airplane. Todd tagged on to Bentley, Camel "E" from 210th Squadron and while at 12,000 feet a Fokker opened fire on them at a range of fifty yards taking them by surprise. Bentley Campbell turned and got in front shot while Todd filed a continuous burst after enemy stalled trying to turn in front of Camel of 210th Squadron. He dove 3,000 feet after Fokker firing continuously until enemy disappeared beneath him in ground haze and fog.

18 Aug 1918

Squadron moved to Auxi-le-Chateau with 65th Royal Air Force, departing 11:00,

19 Aug 1918

Arrived Auxi-le-Chateau at dawn, made first patrol over new airdrome 7:40.

21 Aug 1918

A flight of four Camels protecting 7 RE-S's of No. 6 Squadron, Royal Air Force, were attacked by a flight of nine Fokkers between 12:50 and 13:00 near Cambrai at about 12,000 feet. Lieutenant Lloyd Hamilton opened fire on one and followed down to about 4,000 feet when Fokker began to smoke. Lieutenant Todd saw this Fokker crash. Lieutenant Campbell fired a long burst into a Fokker without apparent result, one Fokker biplane confirmed by RAF Communique, August 21st). At 18:45 at 2,000 feet near Baupatime Lieutenants Lloyd Hamilton and R. M. Todd dove on kite balloon and saw balloon burn as observer jumped.

22 Aug 1918

First Lieutenants William D. Tipton and R. D. Williams while on offensive patrol with a six plane formation at 9:50 dove on kite balloon and destroyed same (confirmed by RAF Communique 21, August 22nd. At 10:00 Lieutenant R.M. Todd destroyed Fokker biplane which with four others had attacked the formation. Lieutenant George T. Wise fired point blank at Fokker getting in a good burst. Enemy airplane pulled up into a stall and spun but: the crash was not observed in the general melee.

23 Aug 1918

Lieutenants W. D. Tipton, R. D. Williams, F. A. Dixon, G.D. Wicks. L. A. Hamilton, J. F. Campbell, A. J. Schneider, R. M. Todd, dropped 23 bombs on transport of 25 horses and motor vehicles moving on the road between Bazentine-le-Petit and Flers and 25 to 30 horse drawn vehicles on Matinpuich-le-Barque Road, also fired about 1800 rounds on these two transports. The first transport was badly scattered and many horses killed, at least two vehicles were destroyed. The second transport suffered many casualties among the horses and two vehicles were completely destroyed. Lieutenant Todd dropped four Bombs on a balloon in its bed near 'Le Barque, but without apparent results he then attacked machine gun emplacement near Le Farque killing both gunners and putting the gun out of action. Lieutenant Williams dropped one bomb and fired about 400 rounds into a gun pit near 57 c S 7 B at about 14:00 putting gun out of action.

At about 15:50 Lieutenants G. W. Goodnow, Floyd M. Showalter, George T. Wise, Ralph W. Snoke, William D. Tipton, R. D. Williams, George D. Wicks, F. A. Dixon and Merton Campbell dropped 15 bombs and machine gunned transport of eight lorries halted on crossroads also firing about 1400 rounds on same lorry with many direct hits. Lorries were completely destroyed. Lieutenant Showalter fired about 200 rounds on a balloon on ground without result, Lieutenant Wise fired on half a company of Infantry marching on a side road scattering them with several casualties, and then attacked machine gun emplacement near Eaucourt putting it out of action. Lieutenant R. D. Williams severely wounded in back by bullet which pierced his petrol tank. He was forced to plug the hole in the petrol tank by using his finger and on attempting a landing on the airdrome of the 3rd Squadron near Gencoult crashed sustaining further injuries. Lieutenant Wicks crashed while attempting a forced landing near Auxi-le-Chateau but escaped severe injuries. First Lieutenant Merton Campbell killed in action near Baupaume when flight of fourteen Fokkers attacked squadron while returning to airdrome.

24 Aug 1918

Between 12:00 and 15:20 Lieutenant Lloyd A. Hamilton J. F. Campbell, E. B. Frost, A. J. Schneider, Ralph W. Snoke, and George T. Wise dropped bombs on hut and transport near Baupaume and fired on balloon near Baupaume and saw it burst into flames. (Confirmed by RAF Communique, 21, August 24th). In the attack on the balloon 1st lieutenant was brought down by anti-aircraft fire and in the crash of his plane. The flight then dropped bombs and Machine gunned forty densely packed lorries at fork of road near town of Queant and enemy airplanes on ground at Queant. Four bombs were dropped and heavy; machine gun fire directed on train being loaded on Vaulx Vraucourt and several direct hits scored. Flight dropped four bombs and fired on four guns going west near Vraucourt and bombed and gunned balloon on ground at 57 c B 24 without apparent effect. Second Lieutenant George T. Wise shot down near Vaulx Vraucourt and made prisoner. Lieutenants Goodnow and Showalter dropped bombs and fired 200 rounds into a stranded transport on Baupaume-Cambrai road at 15:15 and fired 200 rounds into balloon on ground at 57 C H 22 (confirmed as a kite balloon by RAF Communique 21, August 24th). Lieutenants Snoke and Showalter dropped 8 bombs and machine-gunned horse transport going southeast near Le Transley about 18:30 killing many men and horses. Lieutenants Tipton and Wicks dropped two bombs and fired 900 rounds into a transport of fifty lorries and three big guns on Baupaume Cambrai road at 19:10 destroying four lorries and blocking road, forcing other lorries to detour around the ones destroyed. Lieutenants Todd and Dixon dropped eight bombs and fired 200 rounds into transport in town of Viiulx Braucourt at 19:45 and continued to strafe enemy positions in town until a flight of seven Fokkers appeared above forcing them to run for home.

25 Aug 1918

Lieutenant H. Knotts lost formation while on offensive, patrol and strayed over lines at 2,000 feet. A flight of the 148th Squadron overhead attacked a flight of Fokkers and when one enemy Fokker dived away from the melee Lieutenant Knotts fired two bursts at a distance of ten and twenty yards. The enemy plane fell to the ground and burst into flames at about 17:50.

26 Aug 1918

A patrol of six planes observed five Fokkers attacking a solitary Camel of the 148th Squadron near Oueant at about 17:00 and went to the assistance of the Camel. Several other flights of Fokkers on patrol came down and joined in a general melee during which Lieutenant Tipton destroyed two Fokkers and was then shot down, wounded in both legs, and taken prisoner, Lieutenant Todd destroyed a Fokker and was shot down, unwounded, and taken prisoner. Lieutenant Frost was severely wounded in combat and taken prisoner. Lieutenants Curtis and Ellis were shot down, unwounded, and taken prisoner. (Above action confirmed by RAF Letter, Third Wing, GRAF 2259-1G dated November 11th). Lieutenant Snoke dived on three Fokkers near Queant at about 17:05 and got on one side of a Fokker diving on a Camel, fired about one hundred rounds at about ten yards and enemy went down flopping around. He was then attacked by five enemy from above so collected two other machines of the patrol and streaked for home. The center section struts of Lieutenant Snoke's machine were badly shot by machine gun fire from the enemy formation and this led to the now famous case of "Wires, RAF, Cross-bracing, center section, upper" which on all the machines on the strength of the 17th Aero Squadron were shorter than the "Mobilization Tables" showed them to be, or than any the Park or Depots possessed. Wires measured and remeasured. Twenty-seven and a half inches from thread to thread. Wing was incredulous. "If they are 27-1/2 inches we'll get them for you but you had better be sure that all your wires are 27-1/2 inches long or there will be trouble. The Commanding Officer and the Adjutant climbed over all the ships measuring the wires in question. 27 ½ inches shouted the Commanding Officer. "Twenty-seven and one-half inches" echoed the Adjutant, delighted to have something on Wing. The whole truth of the matter was that the discrepancy in length of wires was made known only after the patrol returned from a mission Both Lieutenant Wise and Williams' ships practically shot apart and with the center section crossbracing wires cut away by bullets that must have passed within an inch of each pilot's head. Until this experience no one had ever thought of measuring a center section wire. During the engagement on the patrol of the afternoon, Lieutenant Goodnow fired on five Fokkers and was sure that he had shot down at least three, none were ever confirmed. Lieutenant F. A. Dixon destroyed two Fokkers in the melee.

30 Aug 1918

17th Squadron continued-Major Reid's letter gave the Squadron unusual pleasure because the Pilots of No. 211 Squadron had been escorted during their career by Bristols and various other kinds of scouts, and were famous for the criticism and "Grousing" they had always levelled at the Squadrons sent over to cover their bombing operations It is an interesting fact that during the period in which they were escorted by the 17th Squadron not a machine of theirs was lost as a result of an attack by enemy aircraft.

11 Sep 1918

Due to the great French and Belgium push, the lines receded and it became necessary for the squadron to establish an advanced landing field at Belgnatre in order to refuel enroute to and returning from escort missions the German back areas.

Sep 1918

While on offensive patrol 6:45 in the vicinity of Bregalnes, Lieutenant H. C. Knotts destroyed Fokker.

16 Sep 1918

First Lieutenant Ernest A. Love killed in action near Verdun,

17 Sep 1918

Lieutenant W. T. Clements and H.C. Knotts while on offensive patrol near Arleux at 6:45 destroyed a white tailed Fokker.

18 Sep 1918

While answering radio call alert on offensive patrol about 11:00 Lieutenants Wicks, Vaughn and Burdick found two two-seaters at 4,000 feet but not at location indicated. They chased them through clouds and as they came up through Burdick attacked one, an LVG, diving on left side and opening fire at about 50 yards, The observer was shot dead and the machine burst into flames. Vaughn and Wicks took on the other LVG and after killing observer, the machine went into a steep dive at less than 1,000 feet in the vicinity of Rumilly. Heavy machine gun fire from the ground prevented the flight from making any observation of the result.

20 Sep 1918

The advanced landing field of the squadron at Belgnatre discontinued and the squadron moved by truck train to Doullens with the 85th Squadron, Royal Air Force, which was equipped with Sopwith Dolphins.

22 Sep 1918

Fourteen planes of the squadron, led by First Lt. George A. Vaughn, while on offensive patrol in the vicinity, of Cambrai at 8:45 attacked a flight of eighteen Fokkers Vince Pfalz planes which were attacking five DeHaviland Bombers of the Independent Air Force. In the general melee which followed Lieutenant Wicks destroyed a Fokker west of Rumilly (confirmed by RAF Communique 25, September 26th and Lieutenant Vaughn destroyed a Fokker which was confirmed and a Pfalz which was not confirmed. Lieutenant Clements fired on a Fokker attacking the Camels from above and when the Fokker dove past him, followed it down continuing to fire until the Fokker crashed into trees confirmed by RAF Communique 22, September 22nd). After withdrawing from this combat, and while returning to the home airdrome, the squadron attacked a Halberstadt Observation machine and was attacked by a flight of six Fokkers. During this engagement Second Lieutenant Gerald P. Thomas was killed and First Lieutenant Theose Tillinghast was shot down and made prisoner. Lieutenant Vaughn, Burdick and Knotts were sent to the airdrome of the 65th Britishli Wing, and were there decorated with the Distinguished Flying Cross by General Byng, Commander of Aviation, British Expeditionary Forces.

24 Sep 1918

At about 10:40 while over Coupez Mill, the squadron patrol of twelve Camels Nvas attacked by a Squadron of Blue tailed Fokkers. Lieutenant Knotts destroyed one Fokker in the first attack

and turned to fire on a Fokker which was following him. He fired a few rounds at this second Fokker and the Fokker exploded two Fokkers confirmed by RAF Communique 26, September 24th and while watching the second Fokker fall was then attacked by four Fokkers and was forced to turn and run for the lines. Lieutenant Clements destroyed one Fokker confirmed by RAF Communique 26, September 24th and Lieutenant Campbell followed a Fokker which he had separated from the main formation destroying it near Havrincourt Village (confirmed by Letter 13 WP 54th Company, 13th Wing RAF October 12th). Lieutenant Burdick shot down a Fokker out of control near Havrincourt Wood at 10:50 confirmed by RAF Communique 26, September 24th) and the Fokker formation withdrew from the combat. This Blue tailed squadron later in the day jumped the 148th Aero Squadron and the 148th scored eight victories over them, the Blue tail squadron disappearing from the front and was never again seen on the western front. While returning from the combat Lieutenant Knotts fired 100 rounds into troops and about 500 rounds into two lorries on the Baupame-Cambrai Road. At 15:50 Lieutenant Knotts while flying low over the lines went down to about 800 feet and fired at an ammunition dump on the side road near Cambrai. The explosion of this dump was seen by ground officers at the Advanced Landing Field of the 58th Squadron RAF and by Lieutenant Elliott 'White Springs of tire 148th Squadron.

27 Sep 1918

A flight of fourteen planes under command of Major H.L. Fowler, Chief of Aviation with British Expeditionary Forces dropped ten bombs on the Fontaine-Notre-Dame thirty-three bombs on Bokirlon wood where the allied advance in the north was checked by strong German concentrations. At 16:40 a fourteen plane flight under command of First Lieutenant Vaughn dropped 56 bombs and heavily machine gunner troops on the approach to bridges over the Canal De L'Escaut at Marcoing, inflicting severe losses on them and breaking the bridge-head for the advancing allied troops. Lieutenant Campbell destroyed a Fokker near Marcoing 17:35 (unconfirmed) when the Fokker attacked individual planes of the 17th Squadron bombing the bridge approaches.

28 Sep 1918

A four plane patrol dropped sixteen bombs and fired 200 rounds of machine gun ammunition at convoys, naves and lorries in the main square at Cambrai and Baubourg de Paris. A patrol of thirteen planes dropped twenty-six bombs on Awoingt (pronounced by the squadron as AH-WINK), sixteen bombs on roads southeast of Cambrai, six bombs on a balloon near Cambrai, with no success in destruction of the balloon, blew up the, railroad bridge on the Cambrai Roadi at 5:10, fired 2150 rounds into troops and transports on Wasnieres-Cambrai Road scattering concentration with severe losses, fired one-hundred fifty rounds on training pulling through railway station at Awoingt causing train to stop and fired one-hundred rounds at train at Wambaix, receiving heavy machine gun fire in return, Extremely heavy machine gun fire from ground near Cambrai drove patrol off before damage could be observed. While from this patrol Lieutenant Burdick attacked a LVG two seater and was in turn attacked by two Fokkers, one of which he shot down in flames and then turned on other Fokker which was diving after Lieutenant Wicks. His fire on this Fokker caused the Fokker to continue diving right on into the ground (two Fokkers confirmed by RAF Communique 26, September 28th). Lieutenant Vaughn

destroyed the LVC, after Lieutenant Burdick had been forced to abandon the combat (confirmed by Letter 13 WP 54th Company, 13th Wing RAF October 12th). Turning the course of the combat Lieutenant Wicks was driven down to the ground and stove in the leading edge of his lower right wing, attempting to get away from the Fokker which was following him down. Lieutenant Knotts observed a German staff car proceeding through Naves and dove on it forcing it out on the open road where he machine-gunned the car going faster and faster until it turned over on its side and the occupants spilled out. All the occupants except one did not move and the one survivor after a hurried look around ran through a field with Lieutenant Knotts pursuing him in the airplane and firing on him until he dropped apparently dead.

Sep 1918

A nine plane formation lead by Lieutenant Vaughn dropped sixteen bombs on Awoingt, twenty bombs on horse transport going west near Cambrai and fired 1100 rounds into same transport,, inflicting many casualties. A fourteen plane patrol machine-gunned a German Working party, inflicting severe casualties Lieutenants Dixon, Vaughn and Burdick dove through a heavy machine gun barrage near Bantouselle attacking a balloon and forcing its descent.

1 Oct 1918

A fifteen plane flight dropped 60 bombs on Awoingt 10:40 and observed severe explosions near German installations. An eleven plane flight dropped 44 bombs on Awoingt 17:40. Awoingt proved to be the dumping ground for the squadron whenever the mission could not find better targets or was forced into combat.

2 Oct 1918

A fourteen plane patrol dropped 56 bombs on Awoingt at 9:10. While returning from patrol Lieutenant Vaughn and Patrick destroyed an orange colored LFW two-seater east of Awoingt at 9:15 (confirmed). Twelve plane patrol dropped 41 bombs on Awoingt at 15:30 and two bombs on Ambais. This patrol also machine-gunned a transport oil the Wambaix-Cambrai road inflicting severe losses.

3 Oct 1918

A fourteen plane formation dropped 51 bombs on Caudry and railroad sidings 7:35 stopping all rail traffic. Lieutenant E. D. White lost from formation and landed at Borest, near Senlis. Ten plane formation bombed railway yards at Caudry 15:01 again completely halting all traffic and damaging sidings and platforms to such an extent that no activity could pass through Caudry for the two following days.

4 Oct 1918

An eleven plane patrol dropped 44 bombs on station and outgoing train at Caudry 11:30 and received heavy machine gun and archie fire in return. Lieutenant J. Donohoe had a forced landing at Villernes resulting in complete destruction of the airplane. A ten plane patrol bombed Awoingt 17:30 dropping 40 bombs and machine gunning important anti-aircraft gun positions.

5 Oct 1918

A fifteen plane patrol dropped 60 bombs on Awoingt at: 9:00 and observed direct hits on railway stations, lines and on the largest building in town. The sheds near the railway station were set on fire by this bombardment.

6 Oct 1918

A ten plane patrol dropped 20 bombs on Wambais and 20 bombs on Esnes 17:10. Many direct hits were observed in Wambais and a direct hit on the ammunition dump at Esnes. Lieutenant H.G. Shoemaker and George D. Wicks were killed in a collision in the air during this mission.

7 Oct 1918

A fourteen plane patrol dropped 44 bombs on Awoingt at 10:55 and 12 bombs on Couroir at 10:45.

A ten plane patrol dropped 32 bombs on a transport on Villers-en-Couchies and Cambria-Igwy road 12:30 to 12:45 and fired about 2300 rounds on the transport, scattering it and causing several heavy guns to be turned over. The Infantry of this column was disorganized and completely scattered. Motor driven cars on the railroad near Cambrai were bombed and about eight cars turned over. A horse transport was bombed, gunned and completely, scattered on the Igwy road. Ten plane patrol dropped 36 bombs on transports in and around Cambrai, Naves, Caudry, and Awoingt and fired about 3, 750 rounds into the same targets, resulting in many enemy casualties and much confusion. Lieutenant J. F. Campbell was forced down in the allied lines by engine trouble and Lieutenant Edgard G. White was wounded by machine gun fire during the raid.

9 Oct 1918

A thirteen plane, flight dropped 34 bombs on railroad in and around Awoingt, 12 bombs on Rieux and 10 bombs on cauroir 6:30 to 6:40, completely disrupting rail traffic. Five plane patrol under command of Major H. W. Fowler, Chief of Air Service with the British Expeditionary Forces, dropped 11 bombs on Rieux railroad sidings 13:20 causing numerous fires to break out.

14 Oct 1918

A thirteen plane patrol dropped 51 bombs on Bazuel at 7:10. On the return from this rail Lieutenant Vaughn and Burdick attacked a Halberstadt and LVG. Due to the superior speed of the LVG it managed to climb away from the Americans but the Halberstadt was destroyed. A fifteen plane patrol dropped 55 bombs on transports in vicinity of Verchain and fired 3850 rounds into the transports and covering troops. Lieutenant H.C. Knotts forced to land due hit by anti-aircraft and was seen to get out of machine. Lieutenant Vaughn, Burdick and J. A. Myers attacked Fokker biplane on return flight and shot it down near Verchain. This plane spun, straightened out and landed, after which Lieutenant Purdick dove on pilot and killed him by machine gun fire.

20 Oct 1918.

Word was received by the squadron that it was to be sent to service with the American Forces.

24 Oct 1918

Three plane patrol dropped 12 bombs on Landrecies 12:05.

25 Oct 1918

While on offensive patrol near Mormal Forest Lieutenant Burdick left formation at 10:55 and attacked leading Fokker of formation of five. Fokker fell out of control, spun and burst into flames before striking ground.

Oct 1918

Captain James Meissner destroyed Fokker near Exermont.

1 Nov 1918

Squadron entrained at Saulty for Toul, and was assigned the 4th Pursuit Group, with the 25th, 141st and 148th Aero Squadrons. The Group was to be stationed at Toul and three Squadrons to be equipped with Spads.

During its period of activity it had engaged in 110 combats, and received official confirmation for 54 victories. The Seventeenth ceased operations December 11, 1918. Since July it had suffered 24 casualties, consisting of 10 killed, 5 wounded, 7 prisoners and 2 missing.

Stationed at Selfridge Field, MI, as of June 1919 as the 147th Aero Squadron. Assigned on 22 August 1919 to the 1st Pursuit Group. Transferred on 22 August 1919 to Kelly Field, TX. Redesignated as the 17th Squadron (Pursuit) on 14 March 1921. Transferred on 1 July 1921 to Ellington Field, TX. Transferred on 1 July 1922 to Selfridge Field, MI. Redesignated as the 17th Pursuit Squadron on 25 January 1923.

147th AERO SQUADRON NARRATIVE

On February 14, 1918, the Squadron entrained at Hicks, bound for Garden City, Long Island, New York, Everyone was glad to be moving— on to the fight, no matter the costs. The 147th Aero Squadron now held 30 officers and 193 men, and five more pilots were to follow as casuals. The Squadron arrived at Hempstead, L. I, on the 19th and entered quarantine—the camp being in an ill condition. Fortunately, the Squadron remained here only a couple of weeks, and a great deal of misery to the men ended when they boarded the "Cedric" on March 5th.

The Officers had been kept a bit clear of the quarantine and spent most of their time in New York or at home, when possible. Farewell affairs reestablished a fine spirit, and it was not altogether a depressed outfit that boarded the "Cedric", A few were a bit moldy for having to suddenly leave a newly made wife, but they were not as bad as others who had not quite gone so far. Many of the enlisted men were quite happy, too, for liberties they had taken, and no one blamed them. Major Bonnell was placed in command of the 8 Aero Squadrons which were on

the "Cedric", Anchor was dropped at Halifax on March 8th and weighed again on the same day. The trip across, for the most part, was uneventful and cheery. Landing was made at Liverpool on March 18th, and the Squadron immediately proceeded to Romsey, an American Aviation Rest Camp, 70 miles south of London.

War conditions certainly prevailed in this rest camp—officers and men were alike quartered in bunk less tents; the "grub" was awfully poor; and the weather in keeping. Everyone was held in camp until March 21st, when the Squadron entrained for Southampton, On the afternoon of that day, they boarded the "Northwestern Miller", one of His Majesty's good cattle boats, and a never to be forgotten experience commenced. That evening, the ship set out, but anchored just out of the harbor because of an impenetrable fog. Meanwhile, the big Hun drive on the British Front was being reported, and there was fear that the Squadron would never see the fighting front. Months later, they wondered how they could have been so anxious to get into the terrible game.

The "Northwestern Miller", with her excess of horses, men and officers, lay in the harbor through the first night and the next day. The men endeavored to make friends with the horses so that they might share their stalls. The results were remarkable for lack of casualties, but two days later it was hard to determine which of the stall partners looked the most beastly. Others tried to make the best of the deck, but the cold, moist fog chilled body and spirits alike, and few could crowd about the smokestacks. By cramming into the Captain's quarters, about one-fourth of the officers were sheltered. Attempts were made to eat at meal times, but many were disappointed because of not having been aggressive enough. At night, the Captain's mess room presented quite a sight—officers sleeping (trying to) on and under the chairs and table and all over the floor.

One had to get set and stay put for the night. The rations had been consumed, but on this second night, someone discovered a shipment of British issue whiskey. Before it was known to the officers on deck, every man below was gloriously equipped. It was too late then to help matters much, and only the high sea was able to reclaim the stolen stuff. Things looked the most horrible imaginable, but it is probably true that the whiskey kept more than one poor devil alive. On this second night, the boat crossed to the French Coast, but fog prevented the entrance into Le Havre Harbor. On the third evening, the ship docked, and listless men—more dead than alive—clambered onto French soil. Then began a six-mile hike, in rain and darkness, to another of our rest camps. Arriving there near midnight, it didn't matter much that "rest" was afforded in small, dark tents, which were as cold, wet and bunk less as the hike had been. Baggage having been left at the docks, four blankets could now be had by each officer and man. It was a problem then, whether to use the blankets below or over oneself. Whether to keep out the wet or the cold.

The next afternoon, the Squadron entrained for Tours, was routed around Paris, for obvious reasons and reached Tours on the following night, March 25th. Every phase of the trip had been most tiring, and everyone was glad to have at least gotten somewhere; even Tours.

The rest of the month was spent by the officers and men in the most advantageous ways available, gathering as much information as possible from the squadrons there. On the last of March, the flying officers moved to Issoudun, U. S. Third Aviation Instruction Center, for a course of training on the Nieuport scouts. The rest of the Squadron remained at Tours, training, insofar as it was possible.

Issoudun! What airman in the A. E. F. needs be told of experiences at Issoudun? Ask one—and if he be unrestrained in his expression, he will tell you more than pilots of this Squadron know.

It is difficult to refrain from giving a detailed account of the impressions our pilots have of the 3rd A.I.C., since the historian is asked for honest accounts of difficulties encountered, discouraging conditions and personal impressions. But, the question should be more thoroughly dealt with and by those who know it better. It will always be remembered, by pilots who were at Issoudun in April that this and two other R.F.C. trained squadrons were unusually favored there. Through the efforts of Major Bonnell, it was impressed upon the authorities that were there that these pilots had completed a most thorough training and had only to practice flights on the Nieuports before going to the battle front. Hence, other pilots who had been at Issoudun for six or eight months, their being side-tracked seemed an unpardonable injury. To the R.F.C. pilots, it appeared unpardonable from another point of view; namely, that the pilots whom they were overtaking had not been afforded the training received by themselves. Some had been in training for nearly a year—all for a longer period than most our R.F.C. pilots, but none had received the thorough and practical training of the R.F.C., nor did they receive it before November 11th, though a number of them reached the front.

Conforming to the French and American ideas as best they could, pilots of this Squadron finished the Issoudun course without a casualty. The first lot of our pilots to leave Issoudun for the Toul Front were those who had reached Fields 7 or 8 before April 26th. On April 30th, Second Lieutenants Lawrence, O'Neill, K. L. Porter, Stevens, C. P. Porter, McDermott, Bronson, Healy and First Lieutenant Cassard left for the front—via Paris, of course. Two weeks later, the rest of our pilots reached the front and their Squadron. These were Second Lieutenants Ashenden, Abernathy, Brotherton, Ennis, Harmon Jones, Parry, Raible, Robertson, Shawan, Simon, Vadnais and White.

The orders of 2nd Lieut. Simonds was lost in some office, and he lost another month at Issoudun. This comprised our flying list. Five of our original pilots had been transferred out to the 12th Aero Squadron These were 1st Lieut. John G. Miller, 2nd Lieuts. Philip B, Schaur, Robert L. Davidson, Cyril M, Angel and Alfred B. Baker. For the excellent records of these last five pilots, one may refer to the history of the 12 AS.

May found the 147th Aero Squadron at Epies, Meuse, twenty-five miles from the Toul Lines. The final organization of the Squadron was effected, the principal matter being the acquisition of Nieuport Type 28 Airplanes. Training went on in the way of practice formations and an occasional "alert" when enemy aircraft were seen or imagined in our vicinity. On May 31st, the Squadron moved to the Toul Airdrome, and formal operations over the lines commenced.

On June 2nd, the Squadron did three schedule patrols and three voluntary patrols, each having nothing to report. On the 3rd, "B" Flight of the Squadron went up on alert. Orders were to tuck onto a 95th formation. Second Lieutenant Arthur H. Jones, Flight Commander, led off and, in looking for the 95th, was lost from his followers. Second Lieutenant Edgar A. Lawrence had tacked onto 2nd Lieut. Romer Shawan and 2nd Lieut. Ralph A. O'Neill joined these two. Jones patrolled the lines alone, without event. Shawan led his formation of three along a defensive line—Commercy, Toul and Nancy—lost his bearings and landed at a Luneville Airdrome, The French received the three stray American pilots in a royal manner, but Shawan had become sick in the air and didn't enjoy the fine French wine and food. The three returned to their airdrome in the afternoon, and this marked the first of a series of lost formations. Meanwhile, "C" Flight had made a patrol.

Its formation had been broken up, and 2nd Lieut. John H. Stevens and Kenneth L. Porter saw an enemy two-seater, accompanied by a scout, and attacked. The combats were without apparent damage, but the enemy was driven home.

On June 4th, the Squadron did seven defensive patrols, with the object of keeping enemy photographers from coming over. The first of these patrols had a disastrous result. Lieut. O'Neill was leading Lieut. Lawrence between Toul and the lines at an altitude of 5,000 meters when the latter dived away, Lieut. O'Neill followed him down, with motor on, and caught him in the clouds, which were heavy and between 1,000 and 3,000 meters. Lieut. Lawrence made a motion to descend and the two went below the clouds. At about 1,000 meters, Lieut. Lawrence lost control of his Nieuport and fell in a left spin. He came out at about 400 meters, but immediately went into a right spin. He was spinning when he hit the ground, and the plane instantly caught fire. Lieut. O'Neill landed beside him and found him dead, Lieut. Lawrence had probably become sick while maneuvering through an anti-aircraft barrage shortly before he dived down. Lieuts. Stevens and Porter did the second patrol, with nothing to report. The third, by Lieuts. Gassard and Parry, was the same. On the fourth, by Lieuts. Hannan and Brotherton, the former crashed near Toul. The fifth, by Lieuts. Jones and Cassard, was like the second and third. On the sixth, by Lieuts. Raible and Bronson, the former had a forced landing near Toul. The last was uneventful for Lieuts. Ennis and Parry.

On June 5th, Major Bonnell led Lieuts. Stevens and Brotherton on our first patrol. As usual, nothing was seen, Lieuts. Jones and Ennis did a second patrol, which was equally uneventful. Lieuts. Bronson and Cassard protected a Spad on a photographic mission, and this completed the work for the day. On the 6th, the Squadron did three patrols without seeing an enemy plane. The 7th was the same, with the addition of a voluntary patrol by Lieuts. Stevens and K. L. Porter, with the usual results. The days that followed saw a continuance of these same operations, with the usual results. Few enemy squadrons were pitted against the First Pursuit Group, and the enemy seemed of a respectful nature. True, as inexperienced pilots, much could have escaped the notice of Patrol Leaders, and methods may not have been the best, but with the hope of seeing something someday, the pilots "carried on" determinedly. Another squadron was having excellent luck and created competition. But, try as they would, no change

in luck appeared during June. Rather, things seemed to become worse, for on June 25th, a whole formation became lost. An hour before dawn, two formations took off to meet some of our photographic planes returning from the vicinity of Metz. While waiting for the Salmsons to appear. Flight formation was broken up by a terrific anti-aircraft barrage just south of Metz. The Salmsons did not appear, and the Nieuports flew from the barrage, separately. Lieut. James F. Ashenden landed in Switzerland after having been lost during a two- hour flight. Lieut. Brotherton was equally well lost, but having followed down the Rhine, landed in our third line trenches when he ran out of petrol, Lieut. Charles P. Porter, finding himself lost, landed in a swamp near Baccarat, Also, Lieut. C. A. S. Robertson crashed near Luneville.

Only Lieut. Thomas J. Abernathy returned from the mission. Two other protection patrols that morning were successful and a bit gratifying. An alert, over Saint Mihiel, was answered by Lieuts. Wilbert W. White and K. L. Porter and resulted in a Hun being sighted, but he was not caught up with by them. And so, the work went on throughout June. It is good that the enemy were few and most respectful of the Nieuport 28. Without experienced leaders, it was inevitable that formations would be lost, and we now look upon it as remarkable that results were no worse than they were. Experience was gathered by each and every pilot, so that when the Group moved to the Marne Front on June 28th, they were well fitted for the work ahead. No Huns had, as yet, been downed by the Squadron, and we had lost Lieuts. Lawrence and Ashenden. Lieut. Shawan had crashed badly on his second defensive patrol and had been lost from the flying list. But, no one regretted our going to the Chateau Thierry Front, for it was felt that real action would be had at last.

Our first two days on the new front were spent in line patrols for the purpose of learning the sector and its land marks, and on July 1st, we did our first real patrols—two of them from Chateau Thierry to Troesnes. It was a quiet day, and we wondered where the Huns were.

Our wonder didn't last long, for the 2nd of July was a day long to be remembered in the history of the Squadron, A patrol, early in the morning, brought only the report—"no E. A* sighted". The boys were disgusted—the new sector wasn't what it was cracked up to be, with beaucoup Huns roving around over Allied airdromes! It was in this mood that eight of our pilots left the ground, about half past four in the afternoon, in two echelons of four each. About five thirty the fun began. The lower echelon, led by Lieut, O'Neill, met five Pfalz scouts in the neighborhood of Chateau Thierry, Lieut, O'Neill engaged one in combat, at a range of about 50 feet to 100 yards, and drove him down, out of control. Both his guns then jammed, and he was forced to withdraw, with two E. A. on his tail. Lieut, Raible engaged another, but both guns jammed before he got his man, Lieut, Simond's motor gave trouble, and he was forced to withdraw and land at another airdrome, while Lieut, Parry opened fire and accounted for the one he engaged.

Meanwhile, the upper echelon was having a party of its own with seven more Pfalz. The leader, Lieut. Kenneth L. Porter, got on the tail of the hostile leader. The Hun attempted some of his training stunts and was shot down in the middle of a reversal. Lieuts, Stevens, McDermott and Bronson each picked out their man and brought him down. Then, the gang came home and

buzzed their motors all over the airdrome—the signal for a beaten Boche, We had met the enemy— eight to twelve—and brought down half his formation. There was great rejoicing that night in Touquin. As a result of this engagement, Lieut. O'Neill received the Distinguished Service Cross and the French Croix de Guerre, with palm, and Lieuts. Stevens, Porter, McDermott, Parry, Simonds and Raible received the Croix de Guerre, with palm.

July 3rd and 4th were quiet, but the war began again on the 5th. Four of our Nieuports met eight Fokkers, and a dog-fight ensued. Lieut. O'Neill got two of the enemy, and Lieut. Raible another. Lieuts. Simonds and Cassard did their best to fight Huns, and gun trouble, and aided in the festivities. For this engagement, Lieut, Raible received the Distinguished Service Cross and an additional French citation; Lieut, O'Neill an oak leaf for his D. S. C. and another French citation; Lieut. Simonds an additional French citation; and Lieut. Cassard the Croix de Guerre, with palm. It will be noted that jammed machine guns played an important part in these engagements. This was true—all through our work on the front. The greatest of care, and the best armorers in the world (which we claimed to have), cannot make up for defective guns and ammunition.

For the next few days, there were no combats of importance to report. A bombing protection on July 7th brought the Squadron the commendation of the 6th French Army. On the following day, we lost our good comrade, Lieut. Maxwell O. Parry, When three of our boys chased ten Huns well into German territory, Lieut. Parry failed to return. It was our first casualty across the lines, and for a number of days we could hardly believe that Max was gone. We felt sure he'd turn up in a few days.

On the 9th, we moved from Touquin to Saints, a few kilometers away, and continued to operate from there.

The long-expected German offensive started on July 15th. The 9th R.A.F. Brigade came down from the British Front to help us, and their assistance was invaluable on the succeeding days. On a patrol, the first afternoon, Lieut. Abernathy wandered away from his formation and encountered six Fokker biplanes. In the fight that ensued, he shot down one Fokker and was himself forced to land near the front lines with his plane badly injured by bullets. Lieut. Robertson had much the same experience with four more, being driven down with a bad rotor. For this engagement, Lieut. Abernathy received the Distinguished Service Cross and the Croix de Guerre, with palm.

The following day, members of a patrol had various experiences, each by himself. Lieuts. Porter, Simonds and Jones each shot down a Fokker, and Lieut. O'Neill sent down a biplane out of control. Lieut. Daniel W. Cassard dove through a Hun formation and never came cut of the dive. His body was found after our advance—it was full of bullet holes. This was our second casualty by the Germans. From this combat, Lieut. C. P. Porter and Lieut. Jones received the Distinguished Service Cross and Croix de Guerre, with palm, and Lieut. Simonds received the Distinguished Service Cross and an additional French citation.

The counter-offensive began on the 18th, and we saw some real work. We did two Squadron patrols a day, often three, and met considerable opposition in the air. On the 19th, Lieut. Brotherton shot down an enemy balloon, and Lieut. Simon received the Croix de Guerre for efficient work in strafing German troops and ground positions back of the lines.

On the 23rd, the Squadron received the hardest blow in its history, before which, all the other complaints of our career in the Army dwindle with petty annoyance. Major Bonnell—one of the most efficient men in the American Air Service; a man with four years of actual war experience (not of swivel chair tactics); a man who held an enviable record in the Royal Flying Corps and who still led his Squadron into action over the lines; and a real flying man with a world of experience in the flying game—was relieved of his command. While it does not behoove us to comment on the actions of our superiors in the Army, we cannot help insisting that this was a rare injustice. Major Bonnell had organized his Squadron; had trained his pilots from cadet days in the States; and, by his perseverance and efficiency, had brought these pilots to the front, ready for action, in less time than it took the average pilot to work his way through the complicated Franco-American System of enforced idleness at Issoudun. His Squadron was in working order and, in the previous month, had made an enviable record—both in quantity of enemy aircraft destroyed and in fewness of casualties. When the Squadron was keyed up to the pitch of enthusiasm, at a vital time in the middle of the first great American effort of the war, the man who was wholly responsible for the Unit and its success was removed from command. It is true that he opposed the introduction of Spads in place of the Nieuport 28 (admitted by the Germans to be the best pursuit machine the Allies ever had), and there may have been other faults unknown to outsiders, but the removal of Major Bonnell by the Commanding Officer of the First Pursuit Group will always be bitterly resented by those who served under him and who cherished his word of approval as an Army citation. He was an officer and a gentleman—a soldier and a comrade.

Major Bonnell was relieved by First Lieut, John Hambleton, who stayed with us two days, being relieved on the 25th of July by First Lieut. James A. Meissner, This frequent changing of commanders did not have a very steady effect on the Squadron.

July 24th was another memorable day in our history. The boys went out fighting mad after saying good-bye to our old commander, A formation of six met twelve Fokkers and forced a fight. The usual dog-fight ensued, with the usual result. Lieut, O'Neill, Jones and Abernathy each shot down a Hun plane. Lieut, Healy, flying by him-self, met three of the defeated Germans on their way from the big fight and downed another. As a result of this combat, Lieuts. O'Neill and C. P. Porter were awarded oak leaves for their Distinguished Service Crosses, and they, with Lieuts. Raible, Jones, Healy and Abernathy, were given additional French citations.

The same afternoon, Lieut. White, flying by himself, met two Hun planes and shot them both down. For this combat, he received the Distinguished Service Cross.

Two days later, a very effective, low-flying strafe was carried out under the leadership of Lieut. Jones. Lieut. Muther was forced to land near the lines, with a propeller injured by machine gun fire from the ground.

The only event of special importance in the next few days was the loss of Lieut. John H. Stevens on July 31st. He disappeared over the German lines, and nothing was heard of him until a grave was found near Fere-en-Tardenois after the Allied advance. This was possibly the grave of another pilot, as an Observation Squadron lost an officer of that name during the same period.

On August 1st, Lieuts. Meissner and Brotherton engaged seven Fokkers and downed one, Lieut. Brotherton's machine being badly injured by machine gun bullets. A number of other combats were reported during these days, with no important outcome. Our lines were so far advanced by this time that we were obliged to use a reclaimed airdrome at Coincy as a refilling station.

On August 15th, we ferried the last of our Nieuport 28 machines to Orly, for our Spads had at last arrived. Now, we hated to see the change. The Nieuport was a reliable plane with a reliable motor—it could be easily kept in condition and was always ready for an alert or patrol. The success of the Squadron in the month of July was, in great part, due to the Nieuport plane, for its ability to maneuver quickly enabled us to "carry on" with the type of fighting we had developed. Our style was the so-called "dog-fight", in which we stayed until the fight was over. We never favored the game of "shoot and dive for home", the style so popular among French Spad pilots.

The rest of the month of August was spent in getting the Spads in shape. The Spads ran true to form and gave every conceivable trouble—from broken oil pipes to motors that never ran at all. It was a pleasant introduction to our new fighting vehicle, and at this time began the era of forced landings, which won for the Hispano-Suiza motor an unenviable reputation among American pilots, and for the whole machine, the rather doubtful nickname of "The Pooping Spad".

On August 31st, the First Pursuit Group became a part of the First American Army and moved to Rembercourt, Meuse. We had awaited this move with impatience, as it was well known in the world that there was to be a push in this vicinity. We wondered how much longer we were to be used on the front without a let-up or leave-of-absence. Still, everyone was anxious to get into the new push, hoping it would be the last show. During the first few days on the Saint Mihiel Front, the Squadron did patrols just over the airdrome. It was desired to keep the enemy from learning our presence. On the 4th of September, our first patrol over the lines was sent out and returned with nothing to report, and it continued so in the days that followed. The Squadron patrolled between Saint Mihiel and Watrenville, but everything was as quiet as the Toul sector had been in June. On September 7th, our formations sighted some enemy formations, which appeared to be doing home defense patrols in the region between Metz and Conflans.

The weather was now becoming miserable, but as the attack was soon to be launched, flying continued, even in rains. The push began on September 12th, and patrols went out one after another. Clouds were so low that it was not possible to go above 1000 meters during the entire day, and most patrols were below 500 meters.

No enemy aircraft were along the lines, but our pilots returned with valuable information of operations seen from this low altitude.

On the second day of the attack, the weather was perfectly unfit in the morning, but our machines were sent out flying as low as 100 meters, although it was known that enemy machines were not flying.

The third day was fairly good. Early in the morning, Lieuts. Meissner and Love engaged an enemy two-seater and fired several bursts at it without apparent results. A few moments later, they attacked another Rumpler and, this time, saw it go into a dive as result of their fire. While returning home alone, Lieut. Love encountered five E. A. Halberstadts and fired upon them, but was forced to withdraw. A little later, three of our planes went on a balloon strafing mission. Lieut. Simon dove on a balloon near Joinville and forced it down after firing 100 rounds. In the afternoon, Lieut. White escorted three Salmsons over Etain. The Salmsons suddenly dove, and Lieut. White lost them while being attacked by three Halberstadts. Finding himself cut off from the Verdun lines, he attacked an enemy balloon over Chambley, shooting it down in flames. At this moment, two Fokkers peaked on him, and he made a "counter-attack", downing one of the Fokkers. On September 15th, our patrols went out, as usual, but no E. A. were encountered. Lieut. Ernest A. Love went out to join a formation, failed to find it, and has been missing ever since—it is feared he encountered an enemy formation far over the lines. A successful protection patrol was made over Conflans.

On September 16th, one of our early patrols attacked a Halberstadt in the region of Chambley but were unable to determine the result. In the afternoon, protection was furnished for four Salmsons over Joinville. The photographic mission was successful. While on this patrol, Lieut. Simon became detached from his formation with a bad motor, and a little later, he was jumped upon by two Halberstadts. Lieut. Simon returned the attack and drove one of the enemy down, seemingly out of control. An evening patrol had nothing to report.

On September 17th, three of our patrols reported nothing but ground activity. Lieut. Robertson, while patrolling alone, encountered a Halberstadt and shot it down, apparently out of control.

During the five days following, things were much the same. Objectives had long since been gained on the ground and war was quiet.

At times, enemy formations were seen well behind their lines, but they invariably withdrew when our formations tried to approach them. On September 23rd, the weather afforded the Squadron a rest.

On the 24th, our sector was changed so that we patrolled between the Argonne and Verdun, and from that day, until the end of the war, the First Pursuit Group was doomed to fly below 600 meters.

Work on the new sector was begun by attacking enemy balloons. The Argonne push began on the 26th and, up to that time, no E. A. were sighted by our patrols along the sector. Before daylight, on the morning of the attack, balloon strafers were sent out. Lieut. Meissner attacked a balloon but was unable to set it on fire.

The others found the balloons, which they were sent to attack, not in the air. In the evening, Lieuts. Meissner and White again went after balloons but were unable to shoot them down. On the 27th, five of our machines went out a half-hour before daylight, and, again, the results were unsatisfactory. Lieut. Herron dove on a balloon but was unable to set it on fire. The others found no balloons—the visibility was poor and the balloons not yet up. In the afternoon Lieut. White led a formation of Spads. Before long, three of the Spads had been forced to drop out with trouble, and soon thereafter, five Fokkers came down on Lieuts. White and Herron. In the fight which followed, Lieut. White downed two of the enemy.

Our low patrols continued during the month of October. On the 2nd, Lieut. Jones brought down a biplane Halberstadt after forcing him well inside our own lines. Many Hun planes were seen in the air every day, and all sorts of adventures were reported. For example, On October 3rd, Lieut. O'Neill, on one patrol, reported seeing a formation of thirteen Fokkers; one of seven Halberstadts; two of five Fokkers each; one of two Fokkers; and a lone two-seater machine. On the 5th, Lieuts. Willard, Muther, Brotherton and Simonds reported combats with varying results. Usually, our formations were greatly outnumbered during this offensive. On the 6th, we did a very successful balloon strafing protection—one of many carried on during these days. That afternoon, Lieut. Brotherton shot down a Hun balloon under protection from our own Squadron.

Lieut. White shot down a two-seated Hanover on the morning of the 10th, while Lieut. K. L. Porter had a combat with five Fokkers, pulling away when both guns jammed. That afternoon took away two of our best pilots. A formation flew across the lines as protection to Lieut. Brotherton, who was to attack a balloon. The latter dove at a balloon on the ground and never came out of the dive—he was evidently hit by ground fire. Meanwhile, Lieut. White's patrol, which was acting as protection, was attacked by five Fokkers. One of the Huns got on the tail of a new pilot, and in a desperate effort to save him, Lieut. White collided with the Fokker—both machines dropped, with a wing gone from each. It was a noble end of a brave and courageous pilot—giving his life for a fellow airman. At the same time, Lieuts. O'Neill, Meissner and Waters were bringing down a Rumpler biplane.

On October 12th, Lieuts. K. L. Porter, Simonds and Abernathy brought down a biplane Hanover. The next week there were few patrols, for the rain and clouds were too bad to permit even low-flying patrols. On October 19th, Lieuts. Simonds, Myers and Herron were lost in the mist and forced to land away from the airdrome. Bad weather prevented their return for several days.

On the 20th, Lieut. McDermott was jumped by a formation of six Fokkers, bringing down two of them and himself being forced to land near the lines.

During the first days of November, and until the 11th of November, reports were kept up, although the weather, at times, was very unfavorable. The enemy, not being very active, our patrols encountered no I. A., but valuable reconnaissance missions were carried out. On November 11th, at 11:30 A. M., hostilities ceased, and the Squadron had made its last patrol over the lines.

The Squadron arrived on the Front on May 10, 1918, and, until the cessation of hostilities, it had gained sixty-two victories and suffered nine casualties. The records of the Squadron show two thousand combat hours.

147th AERO SQUADRON CHRONOLOGY

147th Aero Squadron organized at Kelly Field, Texas, under command of 1st Lieutenant John D. Morey. Enlisted men were transferred from other units at the station to bring the unit to strength. Immediately the men were all assembled the squadron proceeded by train to Taliaferro Field No. 2 (Everman Field) Fort Worth, Texas.

147th Aero Squadron arrived Everman Field, Fort Worth, Texas.

26 Nov 1917

1st Lieutenant Lawton V. Smith assumed command of 147th Aero Squadron, vice 1st Lieutenant John Morey relieved of command and assigned as Adjutant

13 Jan 1918

All cadets who were serving with 27th and 147th Aero Squadron were commissioned as officers and assigned to the units with which they were serving.

15 Feb 1918

Squadron, consisting of 4 officers and 162 enlisted men, entrained at Fort Worth, Texas, for Garden City, New York.

19 Feb 1918

Arrived Garden City, New York, and assigned to Air Service Concentration Depot, where squadron was immediately placed under quarantine for scarlet fever.

1 Mar 1918

Squadron relieved from quarantine and entertained by ladies clubs in New York City. Every imaginable sort of clothing was given to enlisted men, from hand-knitted socks which would have fitted baby elephants to sweaters just large enough to accommodate a new-born babe. Major Bonnell, the Commanding Officer, received a sports bag, the contents of which always remained a mystery, and many boxes of huge black cigars, which he eventually consumed late

in the war. Captain C. A. Cobb, Med. Corps, relieved, and 1st Lieut. G. A. Rice, Med. Corps assigned as surgeon. 1st Lieut. D. W. Cassard assigned.

5 Mar 1918

Entrained at Garden City, New York, 10:00 AM and embarked on SS Cedric at Hoboken, New Jersey, 3:00 PM

7 Mar 1918

Squadron arrived at Halifax, Nova Scotia, where Sir Walter Lawrence boarded the Cedric and messed with officers of the 147th Squadron for the remainder of the journey, giving lectures on the war and explaining the ideals for which the allies were struggling.

17 Mar 1918

The Cedric ran aground off the Isle of Man during the morning hours while enveloped in fog but was pulled off the bar late in the afternoon by tugs

18 Mar 1918

Arrived Liverpool, England and cleared ship at 11:00 AM, entrained for American Rest Camp, Romsey, England, 11:00 PM.

21 Mar 1918

Embarked from Southampton for LeHavre. Lieut. Rice, Med. Corps, was replaced by 1st Lieut. W. W. Arnold, Med. Corps, as surgeon prior to departure. The ship sailed at 4:00 PM and shortly after getting out into the channel was stopped by fog. Anchor was dropped and the squadron remained in the English Channel all night.

22 Mar 1918

The Squadron remained aboard ship in the English Channel until midnight waiting for the fog to lift. The ship proceeded about midnight but in the early morning hours progress was again halted due to heavy fog.

23 Mar 1918

Arrived LeHavre, France, 6:00 PM and hiked about 4 miles in darkness until camp was made at about 11:00 PM. During the march the squadron observed flights of home defense airplanes patrolling above the coast.

24 Mar 1918

Entrained at LeHavre, France, 4:30 PM and arrived Tours, France, 8:00 PM, where the squadron immediately marched to the Aviation Instruction Center at Issoudun. Equipment of the enlisted men had been lost at Romsey and efforts to locate it had failed, It became necessary to complete the equipment of the organization from salvaged supplies left by other organizations.

1 Apr 1918

Actual flying training commenced at Tours-and 98 enlisted men detailed to duty in the hangars. The remaining enlisted men were detailed to various aircraft plants to obtain instruction on the equipment with which the unit was to be provided

20 Apr 1918

Squadron departed by truck train from Tours for new station at Epiez

22 Apr 1918

Baron Von Richtofen, German Air Force, buried at Bertangles, France, with full military honors. All flights of the 17th Aero Squadron, U.S.A. contributed toward the floral tributes sent by the organizations to which they were attached, and one officer from each flight accompanied the personnel of the squadron to which attached to the burial services.

7 May 1918

The squadron suffered its first overseas casualty when Private Henry G. Black was struck by lightning during a severe thunder storm and was instantly killed

10 May 1918

First type XXVIII Nieuport airplanes received at the squadron. On landing after being ferried from Langley, one of the airplanes was completely demolished when the undercarriage sank in the mud of one of the various holes on the flying field.

12 May 1918

One additional Nieuport Type XXVII assigned. First Lieutenant James A. Healy slightly injured in crash of Nieuport type XXVIII on landing from patrol, but airplane was completely demolished.

13 May 1918

Four Nieuport type XXVIII's assigned to squadron.

May 1918

On his first flight with the squadron late in the afternoon, Lieut. Vадnais crashed in a type XXVII Nieuport, completely destroying the airplane, but escaping uninjured.

12 May 1918

One additional Nieuport Type XXVII assigned. First Lieutenant James A. Healy slightly injured in crash of Nieuport type XXVIII on landing from patrol, but airplane was completely demolished.

26 May 1918

An additional Nieuport XXVII was received from the Depot and immediately grounded.

28 May 1918

Three additional Nieuport XXVIII's were received from the Orly Depot and the restrictions on flying the Nieuports was removed. Formation flying was resumed and all pilots fired on ground

targets. Second Lieutenant Abernathy crashed while on a practice patrol, the airplane being demolished but he was uninjured.

31 May 1918

Squadron received orders at 9:00 AM to join the First Pursuit Group at Toul. At 10:00 AM the squadron was under way by truck train and reached Toul at 3:00 PM where Major Bonnell reported his command of 29 officers and 196 enlisted men to Major Atkinson. All airplanes were flown from Epiez to Toul and arrived safely except one flown by Lieutenant Maxwell Parry who had a forced landing at Morincourt and who proceeded on the following day, and one flown by Lieutenant James A. Healy which crashed and was destroyed at Void.

1 Jun 1918

Squadron assigned to Group and assigned hangar to be shared with 27th Aero Squadron and 122nd French Escadrille

2 Jun 1918

Patrols were begun by the squadron under supervision of the 94th Squadron which furnished Flight Commanders. All patrols were of four or five planes and as quickly as one flight landed the next flight took-off. Patrols were continuous from 6:00 to 18:00.

4 Jun 1918

While on patrol in the vicinity of Aouze at about 11:05 the Nieuport flown by Second Lieutenant Edward A. Lawrence was hit by anti-aircraft fire and spun into the ground from an altitude of about 500 meters. Lieutenant Lawrence was instantly killed in the crash and his body thrown clear of the airplane which was destroyed by fire.

5 Jun 1918

Second Lieutenant Edward A. Lawrence buried at Neufchateau, each officers of the squadron contributing 15 francs toward the price of a tombstone.

25 Jun 1918

One protection patrol to protect French Salmson southeast of Metz in reconnaissance flight. Due to heavy pea-soup fog the patrol split and 2nd Lieutenant Thomas J. Abernathy made a forced landing in field of high wheat near Evacuation Hospital No. 7. The Nieuport was completely destroyed and Lieutenant Abernathy received a severe shaking up. Lieutenant Robertson landed at Luneville when his fuel was exhausted and Lieutenant C. P. Porter landed at Baccarrat out of gas. Lieutenant Brotherton flew through a long anti-aircraft barrage until he struck a small river which he followed south until he sighted a small city where he attempted to make a landing. He was received by a terrific machine gun barrage and was driven off. He then headed south and remained in the air until his gas was exhausted when he was forced down behind the allied third line trenches only 15 kilometers from the Swiss border. Consulting a map he found the river to have been the Rhine and the city Muhlhausen. Second Lieutenant James F. Ashenden flew south following a river and landed near Solorne, Switzerland, where his plane was seized by the Swiss authorities and he was interred for the duration of the war.

27 Jun 1918

Squadron moved from Toul to Touquin, by motor lorry.

28 Jun 1918

Squadron arrived at Touquin and shared airdrome with Group headquarters and 27th Aero Squadron

1 Jul 1918

Nine ship patrol encountered 12 planes of the Richtofen Circus near Chateau-Thierry, five enemy Fokkers were destroyed and officially confirmed. All American planes returned safely to the airdrome. German Communique for the day reported a combat with nine planes of an American Squadron in which Captain Udet was credited with his 34th victory and Sergeant Thorr with his 20th and two other aces added to their already large scores. Master Signal Electrician Victor E. Bertrandis honorably discharged to accept commission as Second Lieutenant in the Signal Corps.

2 Jul 1918

A patrol of five planes was attacked by a flight of twelve Pfalz of the Richtofen Circus near Chateau-Thierry. In the engagement Second Lieutenant Kenneth L. Porter, Maxwell O. Parry and Cleveland W. McDermott each destroyed one pfalz each which was unconfirmed. Lieutenants John H. Stevens, Cleveland W. McDermott, Maxwell O. Parry and John O'Neill destroyed one Pfalz which was confirmed.

5 Jul 1918

Four Nieuports led by Second Lieutenant Ralph A. O'Neill engaged 8 pfalz of the Richtofen Circus near Chateau Thierry 9:30. Second Lieutenant O'Neill engaged the leader and shot him down in flames and then destroyed one other Pfalz. First Lieutenant Joseph C. Raible, Jr., destroyed one and 1st Lieutenant Louis C. Simons destroyed one in flames.

8 Jul 1918

Patrol of seven planes chased 10 enemy scouts 20 kilometers behind their lines. The German flight refused to engage in combat and the flight returned to the airdrome when the gas became low. Second Lieutenant Maxwell Parry lost formation and was killed in combat near Dormans.

15 Jul 1918

Patrol of ten planes engaged a superior German flight and Second Lieutenant Thomas J. Abernathy brought down one Fokker and Second Lieutenant Robertson brought down Fokker in vicinity of Vourbin. In the engagement Lieutenant Abernathy and Robertson were cut off from the remainder of the flight and were engaged by five Fokkers which continued to combat them even after passing well within the allied lines. Both planes were badly shot up by machine gun fire when the German flight was driven off by the approach of a flight of Spads. Both machines made crash landings behind the allied lines and the pilots escaped injury.

16 Jul 1918

While on patrol in the vicinity of Epieds, France, a patrol of five Nieuports was attacked by a German formation of nine Fokker scouts. 1st Lieutenants Arthur H. Jones, Simonds and Second Lieutenant Charles P. Porter destroyed one Fokker which was confirmed, and Second Lieutenant John O'Neill destroyed a Fokker over Chappel (unconfirmed). First Lieutenant Arthur H. Jones awarded Distinguished Service Cross. On a patrol later in the day, three Nieuports were engaged by nine Fokkers near Toul and First Lieutenant 'Daniel W. Gassard was killed in combat.

19 Jul 1918

A patrol of nine ships attacked the enemy balloon positions and destroyed one balloon near Chappell.

Jul 1918

Patrol of six planes escorted Salmson from 1st Aero Squadron (observation) over lines. After obtaining the information desired and on the return flight, the Salmson was forced down by engine trouble. Second Lieutenant John H. Stevens landed beside the disabled Salmson and obtain the photographs and memorandums made by the observer and took off again in the shell-pocked field, proceeding to 1st Aero Squadron field and delivered the information to the Commanding Officer without further delay. This action on the part of Lieutenant Stevens avoided a costly delay and permitted the operation for which the reconnaissance flight was made, namely, an advance by an American regiment, to proceed without interruption. A letter received later from General William Mitchell, commended Lieutenant Stevens for this action.

23 Jul 1918

Major George H. Ponnell relieved of command and transferred to St. Jean De Mont to re-organize the American School of Aerial Gunnery. First Lieutenant John A. Hambleton transferred from 95th Aero Squadron and assumed command. First Lieutenant James P. Heron, Walter P. Mather and Second Lieutenant George

24 Jul 1918

Patrol of five planes led by Second Lieutenant Charles P. Porter and protecting Spad Observation plane of First Aero Squadron engaged twelve Fokkers. Lieutenants Jones, C. P. Porter, Abernathy, Healy and O'Neill destroyed four Fokkers, two of which were confirmed. While on voluntary patrol in the vicinity of Chateau-Thierry Second Lieutenant Will W. White destroyed two Albatross.

25 Jul 1918

First Lieutenant James A. Meissner transferred from 95th Aero Squadron and assumed command, relieved 1st Lieutenant John A. Hambleton.

26 Jul 1918

Patrol of thirteen planes shot up troops and transport trains on road near Fere-en-Tardenois when they could not find German patrol to engage in combat.

30 Jul 1918

Second Lieutenant John H. Stevens killed in action near Chateau-Thierry 21:00.

1 Aug 1918

An enemy Rumpler reported by Second Lieutenant William E. Brotherton in company with Lieutenant Will White took off and climbed to attack rumpler. A flight of six Fokkers hidden in the sun in turn attacked the two planes of the 147th which were attacking the Rumpler. A biplace Fokker served as decoy for this flight of Fokkers and after being forced to relinquish the attack on the Rumpler Lieutenant Brotherton dove through the flight of Fokkers and destroyed the Biplace Fokker decoy plane, which crashed near Fere-en-Tardenois.

8 Aug 1918

The wrecked machine of Lieutenant .Corn H. Stevens, killed in action on July 31st, was found between Chateau-Thierry and Domans by a ground party of the squadron sent to verify certain unconfirmed victories claimed by the squadron.

9 Aug 1918

During patrol, 1st lieutenant Simonds crashed near Chateau-Thierry and admitted to hospital at that place. Injuries not serious,

15 Aug 1918

All Nieuports were replaced by Spads and the remaining Nieuports were ferried to Colombey-les-Belles to equip new pursuit units being sent forward.

1 Sep 1918

Arrived Rembercourt and assigned task of placing airdrome in condition for use.

14 Sep 1918

While protecting three allied observation planes in the region of Etairi, Lieutenant Wilbert W. White was attacked by three Halberstadt bi-place fighters, which he succeeded in fighting off and leading away from the observation planes, permitting, them to carry on their work unmolested. While returning to the airdrome he dived through a cloud to attack an enemy balloon near Chambley and brought it down in flames (unconfirmed). Two Fokker, scouts then attacked him and although he was alone he attacked the first Fokker head-on until it went down out of control, the second Fokker then broke off the combat and returned to the rear areas.

16 Sep 1918

While on protection mission for observation planes of the 99th Aero Squadron, 'First Lieutenant Louis C. was attacked by three Halberstadt fighters who attempted to destroy the observation planes. He attacked the three Halberstadt's and forced their away from the observation planes,

finally getting on the tail of one and shooting it down in flames near Hadonville-les-La-Chausse which the remaining two broke off the combat and returned to their lines.

26 Sep 1918

While on a mission to destroy balloons about 19:00 and during a particularly hazy period of the early evening Lieutenant Wilbert White observed what he thought was an enemy balloon below him, He dived to the attack and circled over the balloon firing and observing the tracers pass clear through it. On coming in closer to attack he overshot his object and dove through a puff of black smoke which he had been attacking as a balloon.

27 Sep 1918

Lieutenant Wilbert White destroyed a Fokker near Mongacucon and together Scroggie of the 94th Squadron, destroyed a second Fokker over Montfaucon. This engagement brought Lieutenants White's official victories to eight and was registered as Lieutenant Herron's first victory.

28 Sep 1918

While on offensive patrol Lieutenant Charles P. Porter and Arthur I. Ennis destroyed a Fokker near Montfaucon. Lieutenant Oscar B. Meyers leading a flight composed of himself, Lieutenant Kenneth Porter and Louis Simons encountered a flight of nine Fokkers protecting a bi-place reconnaissance machine near Cierges and after driving off the Fokkers managed to shoot the bi-place down near Verdun. The victories of the day resulted in Lieutenant Charles Porter's fourth official victory, Lieutenants Ennis, and Oscar B. Meyers gaining their first victories and Lieutenants Kenneth Porter and Louis Simons gaining their second victories.

29 Sep 1918

While on offensive patrol Lieutenants White and Herron were attacked by five Fokkers and Lieutenant White destroyed the leader of the Fokker formation and one other Fokker (both confirmed). Lieutenant Charles P. Porter and Ennis destroyed a Rumpler over the German lines (unconfirmed). Lieutenant Meissner engaged a Rumpler near Montfaucon but was forced to withdraw from the combat when his guns jammed after which Lieutenant Muther took up the combat but was also forced to withdraw due to jams. A patrol of three planes composed of Lieutenant C. P. Porter, O. B. Myers and Louis Simons maneuvered into position on a Rumpler protected by nine Fokkers and shot the Rumpler down in flames, after which the formation scattered and made their way to the home airdrome.

2 Oct 1918

Lieutenants Jones and Simonds gained their fourth official victories while flying with a flight of the 94th Aero Squadron which destroyed a Halberstadt near Bois -le-Ville

3 Oct 1918

Lieutenants Jones, O'Neill and Simmonds destroyed a Halberstadt two-seater in flames near Bois-de-Montfaucon.

6 Oct 1918

Several attacks on enemy balloon positions were carried out throughout the day, some with protection and some without. On one of the missions Lieutenant William Brotherton pumped one of the bags full of holes but his guns jammed before he could get in enough rounds to set it afire. Later in the day he again attacked this balloon and succeeded in setting it afire. This was Lieutenant Brotherton's second official victory. A large formation of Fokkers came across the lines, apparently to attack allied balloons but were driven back by Lieutenant Simonds and Parker who continued to harass the formation until it disappeared far within German territory.

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9 Oct 1918

A balloon strafing expedition sent out by the squadron could not locate any enemy balloons in ascension and emptied guns into enemy artillery positions on return to lines.

10 Oct 1918

While on patrol in the vicinity of Dullancourt Captain Meissner, Lieutenant O'Neill and Lieutenant Waters, a new pilot, destroyed a Fokker to provide the sixth official victories of Captain Meissner and Lieut. O'Neill and Lieut. Water's first victory. Lieutenant Brotherton engaged a rumpler but was driven off by five Fokkers conveying it., one Fokker he destroyed near Dun-Sur-Meuse was officially confirmed as his 3rd victory. Lieutenant Kenneth L. Porter also destroyed a Fokker near Dun-sur-Meuse, later confirmed as his 3rd official victory. While returning front the patrol the squadron sighted a Hanoveran high over the front, betrayed by anti-aircraft fire, and destroyed it. During an afternoon patrol the squadron was attacked by a superior patrol of Fokkers and forced to break into flights, the flight composed of Lieutenants White, Brotherton, O. B. Myers and K. L. Porter was detached from the squadron and set upon by a flight of Five Fokkers. In the engagement a Lieutenant destroyed a Fokker (confirmed as his 6th victory) and together with Lieutenants Tyers and Porter attacked and destroyed a second Fokker to provide the 7th, 2nd and 4th official victories respectively. Lieutenant William Brotherton was killed in combat in this fight. Lieutenant Meissner's flight had managed to drive off the German flight and in following a Fokker Captain Meissner's airplane caught fire. After sideslipping for several thousand feet he succeeded in extinguishing the flames with no more serious effect than loss of fabric on the lower wings, a menace he was thoroughly familiar with from his previous experiences on Nieuports. His predicament was observed by a flight from the 94th Squadron and they escorted the disabled airplane back to the airdrome. After breaking off combat with the German flight, Lieutenant White observed a newcomer, Lieutenant Cox who

was being hard pressed by a German pilot on his tail and diving to the assistance of Cox, overshot and collided with the German plane. Both planes, White's and the German, went down flopping about and crashed near Verdun. First Lieutenant Bennett Wells assigned.

18 Oct 1918

In combat with flight of Fokkers near Briulles, Second Lieutenant Cleveland W. McDermott destroyed two Fokkers (confirmed as 2nd and 3rd official victories) and was then shot down, seriously wounded and evacuated to Mobile Hospital No. 2.

26 Oct 1918

Patrol of six planes at 15:10 encountered large formation of Fokkers in region of Dannevoix and 2nd Lieutenant Meredith L. Dowd was killed in action. This was the last combat casualty of the 147th Squadron.

28 Oct 1918

1st Lieutenant Thomas E. Pope transferred from Group Headquarters. Lieutenant James Meissner destroyed balloon near Bantheville 17:40 to gain credit for his eighth official victory.

Oct 1918

While leading a patrol Lieutenant James A. Healy became separated from his flight in the region of grand Pre and discovered an enemy halberstadt performing artillery reglage work. He immediately attacked the Halberstadt and succeeded in bringing it down, at which time he was attacked by two Fokkers from above. He managed to destroy one Fokker near St. Juvin 16:00 and the other Fokker fled to the German side of the lines. These two victories were Lieutenant Healy's 4th and 5th.

3 Nov 1918

Combat report from noon patrol reads, "Lieutenant S. P. Porter, Simonds and Cox - No activity in Clery-de-Petit or Dun-sur-Meuse. If either town was occupied with troops they were well hidden. Over the Bois-de-Tailly and Mont-devant-Sassey the formation was heavily archied and met severe machine gun fire. The woods were so thick that little activity could be seen but from the anti-aircraft fire, it must be held by the huns. The activity around Nouart seen earlier in today seems to have stopped. There was but little Artillery action. The formation caught sight of a Hun bi-place south of the Bois-de-Tailly but it turned south as the formation approached. An allied balloon was up 400 meters a little east of Nantillois with another on the ground near Bantheville. Allied infantry was advancing on Villers-de-Vant-Dun to Nouart and across north of Buzancy toward Harricourt, seemingly meeting no opposition. Some allied cavalry near Nouart. Evidently a dump burning near Vaux-on-Dielet. Believe Huns are in woods. Allied troops in Buzancy. Large truck trains full of men from Varennes to Fleville going North. Allied troops in Briqueny and Harricourt." This was typical of the observation work done by the 1st Pursuit Group during this operation.

11 Nov 1918

The Squadron having been organized on 11 November 1917, celebrated both the Armistice and 1st Anniversary in Erize-le-Petite. Major Fonnell, the Squadron Commander, with Colonel Sherman, Assistant Chief of Air Service, Colonel Hunter, joined with Major Hartney and the 147th in a big show and they were still celebrating on the 12th. The Squadron in appreciation of their regard and esteem for Major Bonnell presented him with a handsome cigarette case

19 Nov 1918

Squadron consisted of 1st Lieutenant Francis M. Simonds, Commanding First Lieutenants Charles A. Bain, William E. Barnes, Arthur H. Becker, George J. Drew, James A. Butler Jr. , Thomas Carroll, Charles E. Cox, Hayward Cutting, Courtney L. Dickerson, Herbert L. Evans, Earl E. Garbutt, James A. Healy, Arthur H. Jones, James C. McAvey, Oscar P. Myers, Walter A. Muther, Collier C. Olive, Ralph A. O'Neill, Edward P. Peake, Stuart M. Purcell, Joseph C. Raible, Jr. , Louis C. Simon, Jr. , Phillip H. Stones, Second Lieutenants Thomas J. Abernathy, Reginald Bowles, Moses Brody, Norbert D. Gorman, Theodore W. Hinger, Charles P. Porter, Kenneth L. Porter, Josiah P. Rowe, Jr. , Richard R. Stout, George G. Willard, and 2nd Lieutenant John H. Harvey, Ordnance Department and 146 enlisted men.

6 Dec 1918

All officers assigned since Armistice relieved and transferred to service of Supply.

11 Dec 1918

Departed Rembercourt 11:00 AM, arrived Colombey-les-Belles, 19:00.

2 Feb 1919

All officers of the 147th Aero Squadron, except Captain Douglas E. Edwards, Medical Corps, 1st Lieutenant Gorman, Commanding, and 1st Lieutenant Horace A. Andrews, transferred to the Service of Supply and squadron entrained at Colombey-les-Belles for Brest, France.

5 Feb 1919

147th Aero Squadron arrived Brest, France, 9:00 P. M.

8 Mar 1919

147th Aero Squadron consisting of three officers, 164 enlisted men, and 27th Aero Squadron consisting of two officers and 159 enlisted men boarded USS Charleston, 1:00 P.M..

27th and 147th Aero Squadrons arrived Hoboken, New Jersey, entrained for and arrived at Garden City, New York, and immediately placed in quarantine.

23 Apr 1919

Second Lieutenant Maurice E. O'Brien and Sergeant First Class Herman G. Phillips, constituting the 147th Aero Squadron ordered to Selfridge Field, Michigan.

27 Apr 1919

147th Aero Squadron arrived Selfridge Field, Michigan.

9 May 1919

Second Lieutenant Marice E. O'Brien relieved as Commanding Officer, 147th Aero Squadron; Second Lieutenant Edward H. Wood assigned and assumed command. Second Lieutenant Edward W. White assigned 147th Aero Squadron.

10 Jun 1919

First Pursuit Group reorganized at Selfridge Field, Michigan, under command of Major Davenport Johnson. Second Lieutenant Perry M. Powers, assigned to and assumed command of Group Headquarters. 106 enlisted men assigned to 147th Aero Squadron and squadron assigned to School for Aerial Gunnery. Second Lieutenant Wallace H. Young assigned 147th Aero Squadron.

21 Jun 1919

First Lieutenant Thomas H. Gill assigned to and assumed command of 147th Aero Squadron.

22 Jun 1919

Second Lieutenants Harry S. Ormsbee, Albert L. Fisher and Solomon F. Baker assigned 147th Aero Squadron. Second Lieutenant Edward H. Wood relieved 147th Aero Squadron.

28 Aug 1919

94th, 95th, 27th and 147th Aero Squadrons departed Selfridge Field, Michigan, by rail, 2:30 P.M., for Kelly Field, Texas.

18 Sep 1919

First Lieutenant Thomas E. Gill, relieved as Commanding Officer, 147th Aero Squadron and Honorably Discharged. Captain Harvey Weir Cook assigned and assumed command. Second Lieutenant Wallace H. Young honorably discharged.

30 Oct 1919

Captain Frank B. Tyndall assigned to and assumed command of 147th Aero Squadron.

3 Dec 1919

Captain Frank R. Tyndall transferred from and relieved of command of 147th Aero Squadron. Captain Harvey Weir Cook assumed command.

26 Dec 1919

Captain Harvey Weir Cook relieved command of 147th Aero Squadron and honorably discharged. First Lieutenant Sam L. Ellis assumed command.

This squadron accomplished many patrols and raids over German territory, fought 102 combats and received official confirmation for 31 victories. It suffered 8 casualties, consisting of 7 killed and 1 missing. It ceased operations on December 5, 1918.

SCORES of 147th PILOTS

1LT Wilbur Wallace White, Jr., 8
2LT Kenneth L. Porter, 6
Cpt James A. Healy, 5
1LT Ralph A. O'Neill, 5
1LT Arthur H. Jones, 4
1LT James A. Meissner, 4
1LT Francis M. Simonds, 4
1LT Thomas J. Abernathy, 3
2LT William E. Brotherton, 3
2LT Cleveland W. McDermott, 3
1LT Oscar B. Myers, 2
1LT Louis C. Simon, Jr., 2
2LT Tyler C. Bronson, 1
1LT James P. Herron, 1
2LT Maxwell Parry, 1
1LT Joseph C. Raible, Jr, 1
Cpt George S. Robertson, 1
2LT John H. Stevens, 1
1LT George G. Waters, 1

17 December 1931 Boeing P-12C, 31-164, of the 17th Pursuit Squadron, Selfridge Field, Michigan, has midair collision with Consolidated PT-3A, 29-115, of the same unit, 2 miles W of New Baltimore, Michigan, this date. Lawrence W. Koons in the P-12 and Charles M. Wilson in the PT-3 are both KWF. The trainer had previously been assigned at Wright Field, Ohio, as the sole XPT-8A, project number 'P-564', converted with a 220 h.p. Packard DR-980 diesel engine, but was restored to PT-3A configuration.

CONSOLIDATED SQUADRON

Redesignated as the 17th Pursuit Squadron (Interceptor) on 6 December 1939. Departed from the port of San Francisco, CA, mid-November 1940 on the U.S.A.T. Etolin and arrived at Manila, PI, on 23 November 1940. Transferred to Clark Field, PI, on the same day. Transferred on 5 December 1940 to Nichols Field, PI.

Air echelon flew both reconnaissance and fighter missions in the Philippine Islands, 8 Dec 1941-1 May 1942.

Capt Wagner was wounded on 18 Dec 1941, at about the time the 17th's air and ground echelon became separated. Lt Obert took command of the ground echelon until mid-Jan 1942, when he was separated from it. By this time, the ground echelon was being employed as infantry. Various sources indicate that an officer named Huett may have commanded the ground echelon [essentially, the remainder of the squadron] for a while, but unit rosters list no such officer. Lt Sloan apparently commanded the dwindling air echelon until killed on 11 Feb

1942. A "Bataan Roster" of 7 Mar 1942 shows Lt Marble as the highest ranking officer remaining with the squadron. Marble was flown out to Australia on 1 May 1942.

Ground echelon fought as infantry unit in Bataan, 18 Jan-8 Apr 1942 (the entire ground echelon was either killed or captured during the fall of the Philippines). Carried as an active unit but was not operational from the fall of the Philippines to 2 Apr 1946.

Absorbed personnel and equipment of the inactivating 6010th Wild Weasel Squadron at Korat RTAFB, Thailand on 1 December 1971. Participated in air operations in Southeast Asia, 1971-1973. Supported all strikes into North Vietnam when strike aircraft had missions in high threat areas. Alerted and advised strike forces of SAM activity and radar-directed anti-aircraft artillery (AAA). Validated SAM launches, and attacked hostile missile sites with air-to-ground munitions. Withdrew from combat in April 1973 to enter into training activity. Trained for proficiency in Wild Weasel tactics. The 17th WWS flew only a single combat mission in mid-April 1973. All active support air operations terminated in last two weeks of November 1973, the squadron thereafter maintaining combat-ready proficiency status in case of hostilities, worldwide. Maintained capability to deliver Wild Weasel support for B-52, F-111 and F-4 aircraft, and to be prepared for hard-ordnance capability in a hunter-killer role until inactivation in mid-November 1974.

The 17th Wild Weasel Squadron, at that time the only squadron with such a designation in the entire USAF, transferred its personnel and equipment to George AFB, where it continued its life as the 562nd Tactical Fighter Squadron.

Trained in close air support, air interdiction, suppression of enemy defenses, and armed reconnaissance to support worldwide contingencies, 1982-1983. Flew combat in Southwest Asia, 17 Jan-28 Feb 1991.

Air Force Order of Battle

Created: 19 Nov 2010

Updated: 6 Nov 2015

Sources

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