

91st NETWORK WARFARE SQUADRON



LINEAGE

91st Aero Squadron organized, 21 Aug 1917
Redesignated 91st Squadron, 14 Mar 1921
Redesignated 91st Observation Squadron, 25 Jan 1923
Redesignated 91st Observation Squadron (Medium), 13 Jan 1942
Redesignated 91st Observation Squadron, 4 Jul 1942
Redesignated 91st Reconnaissance Squadron (Bomber), 2 Apr 1943
Redesignated 91st Tactical Reconnaissance Squadron, 11 Aug 1943
Redesignated 91st Photographic Mapping Squadron, 9 Oct 1943
Redesignated 91st Photographic Charting Squadron, 17 Oct 1944
Redesignated 91st Reconnaissance Squadron (Long Range, Photographic), 15 Jun 1945
Redesignated 91st Strategic Reconnaissance Squadron (Photographic), 25 Mar 1949
Redesignated 91st Strategic Reconnaissance Squadron (Medium, Photographic), 6 Jul 1950
Redesignated 91st Strategic Reconnaissance Squadron (Fighter), 20 Dec 1954
Inactivated, 1 Jul 1957
Redesignated 91 Tactical Reconnaissance Squadron, and activated, on 12 Apr 1967
Organized on 1 Jul 1967
Inactivated on 30 Aug 1991
Redesignated 91 Intelligence Squadron, and activated, on 1 Oct 1993
Inactivated on 1 May 2005
Redesignated 91 Network Warfare Squadron on 28 Jun 2007
Activated on 26 Jul 2007

STATIONS

Kelly Field, TX, 21 Aug 1917
Garden City, NY, 5-27 Oct 1917
Chaumont, France, 15 Nov 1917
Amanty, France, 14 Dec 1917
Gondrevillesur-Moselle, France, 24 May 1918

Vavincourt, France, 21 Sep 1918 (detachment operated from Souilly, 16 Oct-Nov 1918)
Preutin, France, 21 Nov 1918
Trier, Germany, 4 Dec 1918
Coblenz, Germany, 3 Jan 1919
Colombey-les-Belles, France, 17 Apr 1919
Le Mans, France, 6 May 1919
Brest, France, 19 May-3 Jun 1919
Mitchel Field, NY, 17 Jun 1919
Park Field, TN, 4 Jul 1919
Rockwell Field, CA, 29 Sep 1919
Mather Field, CA, 3 Nov 1919
Ream Field, CA, 24 Jan 1920 (flight, or detachment thereof, operated from El Centro and
Calexico, CA, 17 Mar-30 Jul 1920)
Rockwell Field, CA, 30 Apr 1920 (flight operated from Eugene, OR, and detachment there of
from Medford, OR, Jun-c. Sep 1920)
Mather Field, CA, 3 Nov 1920 (detachment at Rockwell Field, CA, to Jan 1921)
Eugene, OR, May 1921 (detachment operated from Medford, OR, and flight from Camp Lewis,
WA, to c. Sep 1921)
Crissy Field, CA, 12 Oct 1921 (detachment operated from Eugene, OR, Aug-Sep 1922)
Ft Lewis, WA, 30 Jun 1936
Wheeler-Sack Field, NY, 26 Sep 1941
Tullahoma, Tenn, 9 Sep 1942
Godman Field, KY, 7 Nov 1942
Reading AAFld, PA, 22 Sep 1943 (flights at various points in South and Central America during
period Nov 1943-Aug 1946, especially at Talara, Peru, 1943-1944, Atkinson Field, British
Guiana, 1944-1945, Recife, Brazil, 1944-1945, Howard Field, CZ, 1944-1946, and Natal,
Brazil, 1945-1946)
Peterson Field, CO, 25 Dec 1943
Buckley Field, CO, 2 Jul 1944
MacDill Field, FL, 21 Apr 1946
Howard Field, CZ, 26 Aug 1946 (flight at Natal, Brazil, to 31 Oct 1946, and at Rio de Janeiro,
Brazil, 31 Oct 1946-23 Sep 1947; flight at Santiago, Chile, 18 Apr-c. Jul 1947)
France Field, CZ, 1 Dec 1947
Waller Field, Trinidad, 12 Jan 1948
McGuire AFB, NJ, 22 Jan 1949
Barksdale AFB, LA, 1 Oct 1949
Johnson AB, Japan, 16 Nov 1950
Yokota, Japan, 19 Dec 1950
Great Falls AFB, MT, 20 Dec 1954
Larson AFB, WA, 17 Jul 1955-1 Jul 1957
Bergstrom AFB, TX, 1 Jul 1967-30 Aug 1991
Fort George G. Meade, MD, 1 Oct 1993-1 May 2005
Lackland AFB, TX, 26 Jul 2007

DEPLOYED STATIONS

Aviano AB, Italy and Athens, Greece, 26 Apr-25 May 1972

Aviano AB, Italy, 25 May-9 Jun 1977, 1 May-2 Jun 1980, 2 May-1 Jun 1983, and 24 Apr-23 May 1985

ASSIGNMENTS

Unkn, 21 Aug 1917-Sep 1918

First Army Observation Group, Sep-Nov 1918

Unkn, Nov 1918-Jul 1919

Southeastern Department, Jul 1919

Western Department, Sep 1919

Ninth Corps Area, 20 Aug 1920

12th Observation Group (attached to Ninth Corps Area), 1 Oct 1930

Ninth Corps Area, 23 Mar 1931

Fourth Army, 3 Oct 1940

IX Army Corps, 9 Nov 1940

73rd Observation (later Reconnaissance) Group, 1 Sep 1941

26th Reconnaissance Group, Jun 1943

76th Tactical Reconnaissance Group, 11 Aug 1943

26th Tactical Reconnaissance Group, 23 Aug 1943

1st Photographic Group, 9 Oct 1943

311th Photographic (later Reconnaissance) Wing, 5 Oct 1944

Caribbean Air Command, 26 Aug 1946 (flight attached to Joint Brazil-US Military Commission to 30 Jun 1947)

24th Composite Wing, 12 Jan 1948

5920th Group (later 5920th Composite Wing), 26 Jul 1948 (attached to Antilles Air Division)

Antilles Air Division, 21 Oct 1948

Strategic Air Command (attached to 91st Strategic Reconnaissance Wing), 22 Jan 1949

91st Strategic Reconnaissance Group, 25 Mar 1949

Fifteenth Air Force (attached to Far East Air Forces), 16 Nov 1950

Far East Air Forces, 1 Sep 1954

6007th Reconnaissance Group, 5 Oct 1954

Strategic Air Command, 20 Dec 1954 (attached to 407th Strategic Fighter Wing to 15 Jul 1955)

71st Strategic Reconnaissance Wing, 24 Jan 1955-1 Jul 1957

Tactical Air Command, 12 Apr 1967

75 Tactical Reconnaissance Wing, 1 Jul 1967

67 Tactical Reconnaissance Wing, 15 Jul 1971-30 Aug 1991 (under operational control of 40

Tactical Group, 26 Apr-25 May 1972, 25 May-9 Jun 1977, 1 May-2 Jun 1980, 2 May-1 Jun 1983, and 24 Apr-23 May 1985)

694 Intelligence Group, 1 Oct 1993-1 May 2005

67 Network Warfare Group, 26 Jul 2007

WEAPON SYSTEMS

Salmson 2, 1918-1919

Breguet 14

DH-4

Spad XI11

DH-4,
O-2
OA-1
C-1 1925-1930
O-25, 1930-1936
OA-2
C-6
C-8
O-46
O-47
O-9, 1941-1942
O-49
A-20, 1942-1943
L-4, 1942-1943
B-25, 1943
DB-7
L-5
O-47
P-40, 1942-1943
B-25/F-10, 1943-1945
B-17/F-9, 1945-1950
F-2, 1945-1948
B-50, 1949-1950
RB-50, 1950
RB-29, 1950-1954
RB-45
RB-50, 1951-1954
B-29, 1952-1953
RBF-84, 1955-1957
RF-84, 1956-1957
RF-4, 1967-1991

ASSIGNED AIRCRAFT SERIAL NUMBERS

RF-4C
69-380
68-595
67-451

ASSIGNED AIRCRAFT TAIL/BASE CODES

RF-4C BA/BC

UNIT COLORS

COMMANDERS

Capt. Lowell H. Smith ao Dec 20-23 Nov 22
Capt. John W. Signer 23 Nov 22-6 Mar 24

Maj. Thomas J. Hanley, Jr. 6 Mar 24-16 Aug 24
Capt. John W. Signer 16 Aug 24-17 Feb 25
Maj. Delos C. Emmons 17 Feb 25-20 Jul 27
Capt. William C. Ocker 20 Jul 27-10 Aug 27
Maj. Albert L. Sneed 10 Aug 27-10 Nov 27
Maj. Gerald C. Brant 10 Nov 27-29 Jul 29
Maj. Maxwell Kirby 29 Jul 29-15 Aug 29
Lt. Col. Gerald C. Brant 15 Aug 29-28 Sep 29
Capt. Walter F. Kraus 28 Sep 29-13 Oct 30
Maj. Lawrence M. McIntosh 13 Oct 30-19 Nov 31
Maj. Michael F. Davis 19 Nov 31-10 Mar 33
Maj. Donald P. Muse 10 Mar 33-5 Apr 33
Lt. Col. Floyd E. Galloway 5 Apr 33-10 Jul 37
Lt. Col. Charles B. Oldfield 10 Jul 37-27 Sep 38
Maj. Guy H. Gale 27 Sep 38-ao Jan 41
Unknown ao Jan 41-ao Sep 41
Maj. Frederick A. Bacher, Jr. ao Sep 41-28 Feb 42

Unkn, 21 Aug-Sep 1917
1Lt Alan P. Hume, c, 20 Sep 1917
Maj Joseph T. McNarney, 14 Dec 1917
1Lt Clearton H. Reynolds, 13 Jan 1918
Maj John N. Reynolds, 24 Feb 1918
1Lt Everett R. Cook, 5 Sep 1918
Unkn, 1919-1921
Maj Donald P. Muse, c. 1921
Cpt Lowell H. Smith, c. 1922
Maj George H. Brett, unkn-1924
Maj Delos C. Emmons, 30 Jun 1924
Maj Gerald C. Brant, 10 Aug 1927-11 Nov 1929
Maj Lawrence W. McIntosh, unkn-Jul 1931
Maj Michael F. Davis, 1931
Maj Donald P. Muse, 13 Jan 1933-4 Mar 1935
Unkn, 1935-1936
LTC Floyd E. Galloway, Jun 1936
Maj Guy L. McNeil, Sep 1937
LTC Charles B. Oldfield, 1937
Maj George H. Brown, 1938-1939
Maj Guy H. Gale, 1940
Maj Frederick A. Bacher Jr., 1941
Maj Homer T. Hill, Jun-Nov 1942
Unkn, 1942-1943
Cpt Robert R. McCrary, Sep 1943
Maj Millard W. Fillmore, 25 Oct 1943
Cpt Travis N. Thrall, 28 Sep 1944

Maj Robert R. McCrary, 30 Sep 1944
Cpt Edwin C. Shafer, 24 Jul 1945
Maj Harry B. Allen, Sep 1945
Maj William A. Bailey, Jan 1946
Cpt George T. Hicks, Feb 1946
Maj George K. Finan, 20 Mar 1946
Maj Paul E. Gremmler, 1949
Maj Lee R. Williams Jr., 13 Dec 1949
Cpt Clarence E. Howell, c. 5 Nov 1950
Col Edward D. Edwards, 16 Nov 1950
LTC Frederic E. McCoy, 22 Mar 1951
LTC Merle M. Jones, c. Sep 1952
LTC Vincent M. Crane, 1 May 1953
LTC Clarence E. Becker, 21 Jan 1954
LTC Raymond E. Grady, 25 Aug 1954
Unkn, 20 Dec 1954-c. Feb 1955
LTC Hayden C. Curry, c. Feb 1955
Maj Andrew J. Trammell, 26 Mar 1956
Maj W. O. Cottingham, 8 Apr 1957-unkn
Col Bernard W. Watts, Jul 1967
LTC James H. Montrose, 26 Jul 1968
LTC Paul A. Henkel, c. 28 May 1970
LTC Lowell A. Lemay, Jun 1972
LTC Johnnie R. Reeder, 15 Apr 1974
LTC H. S. Morgan, 1 Aug 1975
LTC Onnie L. Bailes Jr., 22 Dec 1975
LTC Terry J. Uyeyama, 1 Jun 1976
LTC David C. Reed, 24 Apr 1978
LTC James C. Metsala, 2 Jan 1980
LTC Samuel R. Palumbo, 15 Jan 1982
LTC Harry R. Squires, 3 Feb 1984
LTC William R. Bowman, 21 Feb 1986
LTC Robert W. Nourse, 13 Nov 1987
LTC David D. Saxon, 15 Jul 1988
LTC Joseph R. Caspers, 29 Jun 1990-unkn

HONORS

Service Streamers

American Theater

Campaign Streamers

World War I

Lorraine

St Mihiel

Meuse-Argonne

Korean War
CCF Intervention
First UN Counteroffensive
CCF Spring Offensive
UN Summer-Fall Offensive
Second Korean Winter
Korea Summer-Fall, 1952
Third Korean Winter
Korea Summer Fall, 1953

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation
Far East Theater, 1 May-27 Jul 1953

Air Force Outstanding Unit Award with Valor
1 Jun 2001-31 May 2003

Air Force Outstanding Unit Awards

28 Jul 1953-1 Jun 1954
14 Oct 1954-[20 Dec 1954]
1 Jan 1968-30 Apr 1969
1 Nov 1969-31 May 1971
15 Jul 1971-15 May 1973
16 May 1974-15 May 1976
1 Jun 1982-31 May 1983
1 Jun 1983-31 May 1984
1 Jan 1985-1 Feb 1986
1 Jan 1990-1 May 1991
1 Oct 1993-30 Sep 1994
1 Oct 1994-30 Sep 1995
1 Oct 1996-30 Sep 1998
1 Oct 1999-30 Sep 2000

French Croix de Guerre with Palm, 1918

Republic of Korea Presidential Unit Citation
[16 Nov] 1950-27 Jul 1953

EMBLEM

A mounted knight in armor chasing a devil. Gray armor, green shield with black patriarchal cross piped with white, yellow plume, brown spear, black horse, red devil with brown fork. The patch of the 91st TRS was derived from the masthead of the old Life Magazine. It was determined that the basic design, depicting a knight chasing the devil, was adopted from the British Order of the

Garter shield. There was an attempt to change the design of the patch following WW I and the controversy which followed was settled by the Secretary of War at that time.” (Approved, 12 Feb 1924 from World War I emblem; modified, 13 Apr 1995)

MOTTO

NICKNAME

OPERATIONS

Combat as observation unit with French Eighth Army and American First Army, 3 Jun-10 Nov 1918; served with Third Army as part of occupation forces, Nov 1918-Apr 1919. Mexican border patrol c. Jan 1920-Jan 1921; forest fire patrol in Oregon and Washington, 1 Jul-15 Sep 1920, c. Jul-c. Sep 1921, 1 Aug-26 Sep 1922. Aerial support to ground forces in training, 1941-1943; photo-mapping in South America, 1944-1948, and in Central America and Caribbean, 1946-1948. Combat in Korea, Nov 1950-Jul 1953; surveillance over Sea of Japan, Aug 1951-Dec 1954.

Combat as observation unit with French Eighth Army and American First Army in France, 3 Jun-10 Nov 1918. Served with Third Army as part of occupation forces in Germany, Dec 1918-Apr 1919. Patrolled Mexican border, Jan 1920-Jan 1921. Forest fire patrols in Oregon and Washington, 1 Jul-15 Sep 1920, Jul-Sep 1921, and 1 Aug-26 Sep 1922. Aerial support to ground forces in training, 1941-1943. Conducted photo-mapping in South America, 1944-1948, and in Central America and Caribbean, 1946-1948. Combat in Korea, Nov 1950-Jul 1953 and conducted surveillance over Sea of Japan, Aug 1951-Dec 1954. Tactical photo reconnaissance replacement training unit, Jul 1967-Aug 1970. Until 1991, performed tactical air reconnaissance missions as directed, trained to maintain proficiency, and participated in command, joint service, and NATO exercises.

The 91st Squadron, our first army observation unit, commenced active operations on the front on June 6, 1918, also in this Toul sector. Its personnel, too, had much to learn of its work from its own experience. The best methods to employ in obtaining information of the enemy's rear areas were studied and developed. Many material difficulties in doing photographic work were met and overcome. Aerial gunnery was brought to a high degree of efficiency. Formation flying was constantly practiced and when active operations began in this sector the 91st Squadron had gained confidence in itself and had acquired knowledge of long-distance reconnaissance that proved of great value to our staff in later operations. It may be noted here that subsequently officers of the allied armies who knew the work done by this squadron stated emphatically that no better work had been done at any time during the war by any observation squadron on the western front.

The formation of the 1st Army Observation Group on September 6, 1918, with the 91st squadron as a nucleus, added to this branch of the observation service two other organizations, the 24th squadron and the 9th Night Reconnaissance Squadron, though neither of the latter did service flying previous to the St. Mihiel offensive.

The 91st Aero Squadron arrived in the Zone of Advance on December 14, 1917, being stationed on the aviation field near Amanty, Department of the Meuse, for the purpose of receiving equipment and for carrying out a program of training before taking up active service flying at the front. At this time the personnel included no flying officers. During the first two months barracks, hangars, and other necessary buildings were erected, and the field put in condition for flying. Pilots continued to arrive and on February 24, 1918, the flying personnel consisted of twenty pilots, including the commanding officer, who took command on this date.

The squadron at this time had not received its equipment, and the pilots were given training in observation work by piloting students of the 1st Corps Observation Training Center at Gondrecourt, Meuse. This flying was done in French Avions Renault,² which had been assigned to the First Corps Training Center.

On April 24 the permanent equipment commenced to arrive. The planes were Salmsons type 2A2, equipped with the Salmson 260 HP radial motor. The armament consisted of fixed Vickers and twin Lewis guns of French manufacture.

The pilots were trained in flying the new planes, and the mechanics were given courses of instruction in their upkeep at the Salmson motor factory.

The full complement of airplanes having been received, and the personnel considered sufficiently well trained, orders were received to proceed to the front for active service over the lines, and on May 24, 1918, the squadron moved to the airdrome at Gondreville-sur-Moselle, Department of Meurthe-et-Moselle.

The airdrome at Gondreville was, at the beginning of operations, about 26 kilometers from the line, far enough to give reasonable security, thus allowing for a semi-permanent camp, and near enough to permit long distance reconnaissance to be carried out in spite of the handicaps of high altitude flying and limited fuel carrying capacity. The field itself was located to the south of the Toul-Nancy road, the June, no enemy bombardment airplanes operated in the Toul sector. The fact that no enemy bombardment planes could be used against the group was known to the French authorities, and, therefore, the placing of the group on the Toul airdrome could not be criticized from this standpoint.

The security provided in the air by the machines themselves was one of the many elements in the art of combat which our pilots, being new to the front, had to learn while they were at Toul. It is felt that considering their inexperience, a high degree of teamwork was developed within the flights which operated from the Toul sector.

91st Aero Squadron On the 5th [of September] Major Reynolds announced that he had been placed in command of the First Army Observation Group, of which the 91st, 24th, and 9th were to be members.

The work that had been going on since our arrival at the front was not [now] about completed. Our whole sector had been photographed and rephotographed at intervals of two weeks. Dumps and strategic points, and all information of value for an attacking army, had been noted and tabulated, when on the 11th of September came the news that the Squadron had been awaiting for

some time.

The Major announced to us that evening that the first all-American push was to start the next morning with a terrific artillery preparation, followed by the "doughboy's" rush over the top at daybreak in an attempt to wipe out the famous St. Mihiel salient. All night long the big guns kept up their work and the first missions over in the morning reported that the whole front from Pont-a-Mousson to St. Mihiel was on fire.

Worse flying weather can hardly be imagined than that in which we flew during the 12th, 13th and 14th, the three main days of the attack, but missions left and returned with their informations on a regular schedule interrupted only by an occasional shower of driving rain. Missions were constantly carried out from altitudes varying between fifty to one hundred meters far over the enemy lines in an endeavor to get the information asked for; and even darkness did not stop the flying, missions searching for enemy batteries, going out in the evening of the 12th and 13th, and returning by the aid of flares long after dark. On account of the low clouds it was almost impossible to keep formations together, but in every case when a ship became separated from the others, it went over the course and performed the mission, most of the time flying through the clouds, and coming back into them whenever the fire from the ground became too hot, or whenever the enemy chase attacked them. On the 13th Lts. Diekema and Hammond flew to Mars-la-Tour, then over to Gorze and back to Chambley, at no time being over two hundred meters up. At the same time Lt. Strahm and Capt. Wallis while on a mission just south of Metz were attacked by a Fokker at about 800 meters altitude. About seventy-five rounds from Captain Wallis pair of Lewis guns, however, sufficed and the enemy machine crashed near Orly Ferme, making the second official Boche for this team.

The operations of the 14th cost the Squadron another of its old teams. Lt. Hughey and Capt. Roper went out on a visual mission early in the morning and to this day nothing has been heard from them. The Archies gave Coles, one of the new men, a chance to distinguish himself. One of the shell bursts tore off half of both lower wings; although the plane became almost unmanageable Lt. Coles managed to bring the plane back to the field and make a good landing. For his first trip over the lines, his coolness was remarkable; his first remark on landing being: "How long will it take to put another pair of wings on? I like to fly that boat; she handles so well." Lt. Strahm and Captain Wallis had a combat with six red-nosed Pfalz, and Captain Tabachnik had his machine guns shot out of his hands during another fight, while "Tom" Jervey and Guilbert fought off eighteen Fokkers in a running fight all the way from Conflans to St. Mihiel.

Two more official Boche were added to the Squadron list on the 15th. The first Flight started out on a photographic mission from Gorze north, but had barely started taking pictures when the formation of four was attacked by six Pfalz scouts. Two of them dove for Coles' ship which was flying as protection in the rear, and at first burst a machine gun bullet pierced his neck, forcing him to make for the line as he wanted to land the observer safely before he fainted from loss of blood. The other three jumped on Kenney's machine, but his observer, Bedham, who had just jumped up in the cock-pit from taking pictures, poured a few bursts into one of the enemy machines, sending him down in flames.

Kenney's ship, however, was badly shot up, one of the elevators being almost off, so he turned back toward the field. In spite of thus losing the rest of the flight, Lts. Diekema and Hammond climbed back to regain the altitude lost during the combat and continued on their mission, which was accomplished without further attack, although several formations of enemy planes were seen around them.

At almost the same time the second Flight encountered six more Pfalz just south of Briey, and during the combat the ship piloted by Powell with a new man in the rear seat—Schricker—brought down one of the opposing planes. That evening the doctors at the hospital where Coles had been taken gave out the welcome news that he would probably be out of the game only about six weeks.

During the afternoon a mission was called for to go on a visual reconnaissance to Diedenhofen. Major Scanlon volunteered as every other pilot was on some other mission at the time, and took along as observer Lt. Lawson, still weak from his wound but anxious to work. They penetrated the enemy territory to a distance of 75 kilometers, being constantly under "Archies" fire except when the Boche appeared. In the latter case they dove into clouds, emerging as soon as they had shaken off the pursuit. The flight was not only a spectacular one, but much valuable information was brought back.

Heavy rain put an end to our flying the next day, and in the evening we received word that the drive was off until further orders

91st Intelligence Squadron Develops and implements National Security Agency plans and policies for producing intelligence and for protecting Air Force command and control warfare assets.

Manages NSA programs and resources, performing research, development, engineering, acquisition and logistics for intelligence systems worldwide.

Provides budgetary, accounting, and personnel functions to the NSA.

91st Observation Squadron (Plate XXIX) —This Squadron visualizes itself as "a mounted knight in armor chasing the devil."

Operations. Combat as observation unit with French Eighth Army and American First Army in France, 3 Jun-10 Nov 1918. Served with Third Army as part of occupation forces in Germany, Dec 1918-Apr 1919. Patrolled Mexican border, Jan 1920-Jan 1921. Forest fire patrols in Oregon and Washington, 1 Jul-15 Sep 1920, Jul-Sep 1921, and 1 Aug-26 Sep 1922. Aerial support to ground forces in training, 1941-1943. Conducted photo-mapping in South America, 1944-1948, and in Central America and Caribbean, 1946-1948. Combat in Korea, Nov 1950-Jul 1953 and conducted surveillance over Sea of Japan, Aug 1951-Dec 1954. Tactical photo reconnaissance replacement training unit, Jul 1967-Aug 1970. Until 1991, performed tactical air reconnaissance missions as directed, trained to maintain proficiency, and participated in command, joint service,

and NATO exercises.

91 Strategic Reconnaissance Squadron History Notes

Chapter 1, Page 1 of 2 World War I: The Birth of Aerial Observation

As the United States came to grips with its commitment to provide troops to roll back the Germans in France, the 91st Aero Squadron, Aviation Section, Signal Corps, United States Army was born. The unit was officially activated at Kelly Field, Texas on August 20, 1917. It was soon shipped overseas and was one of the first five American flying squadrons to arrive in France. The 91st immediately began training in earnest and was attached to the First Army Group of the American Expeditionary Forces (AEF).

The 91st distinguished itself flying observation missions with DH-2 (Salmson 2A2), Breguet 14, DH-4 and Spad XIII aircraft during the time it spent fighting the Germans in World War I and later as a part of the U.S. occupation forces that remained in Germany until 1919. Working in conjunction with the First US Army Group, the 91st flew observation flights in support of campaigns of Lorraine, St. Mihiel, and the Meuse-Argonne.

The 91st had its first big test during the battle to pinch off the German salient at St.-Mihiel. The Germans had been entrenched in their positions for years and trench warfare, thus far, had failed to budge them. Unfortunately, when the campaign began, the weather was so bad that most air missions on the opening day were limited to single-plane observation flights. General Mitchell took it upon himself to fly daily observation flights to get a better idea where he could best apply his air forces. As the campaign progressed the 91st was able to fly more frequent missions. While 91st Squadron pilots were flying over the battlefield trying to provide General "Blackjack" Pershing much needed intelligence, other famous military leaders, such as Colonel Douglas MacArthur and Colonel George Patton, were fighting below.

The primary purpose of the 91st Squadron was to gather information and immediately return to base to report it, not to fly over the battlefield looking for planes to shoot down (or get shot at themselves). obviously, the unit's success can not be measured by number of aircraft shot down or total hours flown. Yet, over the course of its observation missions, the squadron did engage in 139 aerial combats and brought down 231 enemy planes during the over 1,000 hours it flew behind enemy lines.

After World War I, the U.S. dismantled much of its armed forces as the nation became more and more isolationist. The Army's air arm was not exempt from these cuts. Luckily, the 91st was not one of the units that were deactivated. It did undergo numerous name changes but its basic observation and reconnaissance missions stayed. The 91st Squadron arrived back in the United States on Long Island, New York and skipped its way across the U.S. until it arrived at Rockwell Field, near present day San Diego, California. The unit was assigned duties consisting of patrolling the southwestern U.S./Mexican border between California and Arizona.

While assigned to border patrol in Southern California, the 91st served under Maj. "Hap" Arnold who would later become the Chief of Staff for the Army Air Corps during World War II and the only Air Force general to receive five-star rank.

In July 1920, the fire hazard in Oregon and California became critical and the governor asked the Air Service for assistance in patrolling the National Forests. As the newly appointed Air Service Officer for the Western Department, Major Arnold established patrols from Eugene and Medford, Oregon. The men and planes came from the 91st Corps Observation Squadron at Rockwell Field. (2) Later, other patrol routes were established over the large expanse of national forests then established throughout California.

In 1921, the 91st moved to Crissy Field, California--the location of the present day Presidio in the San Francisco Bay area. Here, the unit flew up and down the California coast and worked a variety of different missions, such as: flew with various Army infantry and Cavalry units; spotted fire (control) for field and coast artillery; towed targets for antiaircraft units; made maps and photographs for all branches of the Army and the Coast Geodetic Survey; and conducted fire patrols in the national forests.

It was here in 1924, that the "unofficial" Demon Chaser emblem painted on the side of its aircraft during World War I and afterwards, was "officially" approved by the Secretary of War.

"Demon Chaser" emblem painted on the side of a WW I aircraft.

Joining in a 114 plane group in April 1930, the 91st Observation Squadron participated in what "represented the maximum in concentration of air force units in the Continental limits of the United States." (3) This is an indication of how small the United States air forces had shrunk after World War I.

In 1936--after more than fifteen years at Crissy Field, the 91st was moved to Gray Field, near Fort Lewis, Washington. Crissy's location at the Presidio of San Francisco was not an ideal place for flying due to its location beside San Francisco Bay. Heavy fog cover frequently made flying hazardous but the unit flew in and out as best it could without halting operations. What finally drove the 91st from Crissy Field was the construction of the Golden Gate Bridge. (4) At Gray Field, the 91st continued to fly the same types of missions with the Army's IX Corp.

World War II: Uncharted Territory

As Nazi Germany and Tojo's Japan began their campaigns of world domination, the U.S. started taking steps to prepare for its eventual participation in World War II. After almost 20 years on the U.S. West coast, the 91st Observation Squadron (Medium) was transferred to Wheeler-Sack Field, New York in September 1941. There, the 91st flew cooperative missions with the 4th Armored Division and participated in extensive Army Armored Division maneuvers in middle Tennessee in an effort to prepare American troops for their invasion of North Africa. After the troops shipped out for North Africa and Europe, the 91st Squadron was redesignated from "Observation" to "Reconnaissance" and transferred to the 26th Reconnaissance Group. The aircraft flown by the unit changed over from smaller O-46, 47 and 52 aircraft to A-20s and B-25s. In September 1943, the 91st's headquarters was moved to Reading, Pennsylvania though most of its flying flights were sent south for important work.

After the Second World War, the U.S. once again quickly dismantled its military might. While the drawdown had an impact on the 91st, the demands for mapping and charting services continued, undiminished. In April 1946, the 91st was moved to MacDill Field, Florida and then six months later to Howard Field, Panama where it continued to conduct photographic, mapping and charting missions from a variety of bases of operation in Central and South America.

In March of 1949, the 91st Squadron, now redesignated as the 91st Strategic Reconnaissance Squadron, was reassigned to McGuire AFB, New Jersey. The unit continued to develop its photographic capability through training and lessons learned from World War II missions. Unfortunately, the 91st, as well as the rest of the Air Force lost many of its skilled technicians and pilots.

When North Korean troops invaded South Korea, the U.S. was again caught by surprise. Not only did the U.S. not have the ground troops and military weaponry necessary to stop this invasion but it did not have the air power needed as well. One area particularly deficient was aerial photography and reconnaissance. As one of the best equipped photo reconnaissance units in the USAF, General MacArthur quickly called on the 91st to join the Far East Air Forces (FEAF) fighting on the Korean peninsula. The 91st Strategic Reconnaissance Squadron was moved from McGuire AFB, NJ to Johnson and Yakota ABs, Japan to begin supporting United Nations (UN) troops in Korea.

The 31st SRS, Stationed at Kadena AB, Okinawa, was simultaneously moved to Japan, to become a part of the 91st SRS. Thus strengthened, the 91st eventually flew the largest number of different airframes in the Korean War and had more assigned personnel than any other flying unit in the Korean War. With over 800 assigned personnel, they had six different types of aircraft assigned, to include: the RB-29, RB-50, RB-45, WB-26, KB-29 and RB-36. (2) Throughout the conflict though, the RB-29 and RB-50s were the workhorses of the unit. The RB-50 was a modification of the high altitude bomber built towards the end of World War II to bomb Japan.

A Time of Change and Adaptation

Editor's Note: Commentary on the last page of the previous chapter closed out the history of the 91st SRS at the close of the Korean War. As the organization moved on in this time of adaptation from both war-time and their additional duties of classified reconnaissance, it was truly a time of change. My RB-29 crew arrived at Yokota in October of 1953, blending into this changing environment. I have asked Colonel Clarence Becker, Commander of the 91st SRS during the second half of my tour, to make comments relating to this time of transition. Here are some of his words:

“Now for your questions regarding the transition of the 91st to the 6091st. SAC controlled the C.O. spot in the 91st and I was the last SAC commander. My predecessor was Lt Col Vince Crane. When I left the squadron and returned to the states and SAC's HQ 15th Air Force at March AFB, CA, I turned the squadron over to the senior ranking Lt Col, can't remember his last name but his first name was Don, a tall handsome gray haired man whom I later met again at a reunion. He in turn must have turned the squadron over to Hat Gandy. All of the RB-29 crews, plus the squadron admin, intel, ops, maintenance and supply personnel belonged to FEAF. The RB-45 detachment originally, I believe, belonged to TAC but had been turned over to FEAF before I arrived. The RB-50s were TDY SAC people from Biggs AFB, El Paso, TX and the crews were rotated on a six month basis.”

“Once I was gone, the 91st belonged completely to FEAF (except for the RB-50 detachment) and it probably took a couple of months before the actual squadron designation was changed to the 6091st. Hat Gandy must have been at Yokota for about 3 years if his departure wasn't until August 1956. I left around early September of 1954.”

My RB-29 crew story, found on this web site, describes much of the day-to-day life of an RB-29 crew during this period of change with ever greater emphasis on the classified reconnaissance work that was the basis for our assignment at Yokota. [Click here](#) if you wish to check in on this element of the 91st SRS History. Soon after my crew departed Yokota for the States, in the early summer of 1954, preparations were in the works to move the 91st SRS back to the U.S. and leave the reconnaissance mission in the hands of a new unit, under FEAF control, designated as the 6091st RS. The squadron held a “37th Anniversary of the 91st Strategic Reconnaissance Squadron” party at the Yokota Air Base on Friday, 20 August 1954. Soon after, Colonel Becker departed for stateside duty (September 1954), leaving command of the new organization in the hands of the most senior of the senior officers currently assigned to the unit. Lt. Colonel Gandy was the A/C of one of our crews and he was soon designated as the new Squadron Commander of the new 6091st RS, a position he held until August of 1956.

Given the opportunity, I would be remiss in not providing some data relating to the early history of the 6091st Squadron. To my good fortune, one of our web site visitors has been S/Sgt Morris E. “Gene” Nelson, who was an active crewmember, flying classified missions, which, for him, began during 1955. He has provided some text and related illustrations that offer an appropriate closing set of notes relating to the evolving 91st SRS mission, flying out of Yokota. You may jump over to that story by [clicking here](#), with an easy return to this page of the 91st SRS History Story.

At Great Falls AFB, Montana and Larson AFB, Washington, the 91st began experimenting with reconnaissance operations involving fighter aircraft. The hard lessons learned from the Korean War and other reconnaissance missions was that our aircraft were often times not able to outrun enemy fighters sent up to shoot or force them down. The U.S. needed a faster platform which also had the range of the larger, slower reconnaissance aircraft being used for reconnaissance work.

The 91ST conducted an operational procedure called the Fighter-Conveyence (FICON) system. FICON used two aircraft: a B-36 to function as the “mother” ship and provided the needed range and a modified F-84 jet aircraft to function as the high-speed reconnaissance aircraft. The specially-designed RF-84K’s would be ferried close to the projected target location, be launched in flight, make a high speed pass over the target, and then be retrieved and ferried back to its home base of operations. The jet reconnaissance pilots would enter and exit their RF-84 through the B-36’s bomb bay to fly away to conduct their reconnaissance missions.

Experimentation began in early 1955 and the first successful hook-up in December 1955. In January 1955, the 91st began FICON missions on a regular schedule. The hook-ups were very perilous and many near fatal accidents occurred during this operation. These “strategic/tactical” reconnaissance missions were only short-lived however. This could be due, in part, with the development of new reconnaissance aircraft--the high-altitude U-2--which made the need for more vulnerable reconnaissance aircraft to conduct strategic reconnaissance obsolete.

No longer needed for a long-range, strategic reconnaissance mission, the 91st was inactivated for the first time in its 50 year history on 1 July 1957. (2)

While the operational use of the B-36/RF-84K FICON program to collect essential strategic intelligence was very short-lived, it shows the extent in which Air Force leaders were willing to go in order to secure strategic intelligence on our Cold War adversary—the Soviet Union. Efforts are currently underway at the USAF Museum at Wright-Patterson AFB to build a Cold War addition. The USAF Museum has a refurbished RF-84K aircraft on display and it is the unit’s hope that this unique mission will be included as part of the future Cold War exhibit.

The 91st Strategic Reconnaissance Squadron was returned to a dormant state through inactivation in July 1957.

*After almost ten
years, new life
was breathed into
the 91st when it*

*was reactivated
as the 91st Tactical
Reconnaissance
Squadron (TRS)
and assigned
RF-4 "Phantom"
jet aircraft
stationed at
Bergstrom AFB,
Texas.*

Although the unit didn't see active service in Southeast Asia during the Vietnam war, it made numerous deployments all over the world. Proof of its tremendous impact in the realm of tactical reconnaissance is that the 91st was awarded the Air Force Outstanding Unit Award eight times.

With the end of the Cold War and subsequent down-sizing of the Air Force's flying units, the 91st was deactivated for a second time in 1991 in conjunction with Bergstrom AFB closing. Though its time as a "Tactical" Reconnaissance unit has not been fully researched and explored, a symbol of its accomplishments are most readily evident in the unit being awarded the Air Force Outstanding Unit Award (AFOUA) seven times flying RF-4's around the world

New Era: The 91st Intel Squadron

On 1 October 1993, Detachment 5 of the 694th Intelligence Wing was redesignated the 91st Intelligence Squadron (IS) of the 694th Intelligence Group (IG) at Fort George G. Meade, Maryland. For the first time since its initial birth in 1917, the 91st does not have assigned aircraft. The 450 member squadron is still intimately tied to strategic intelligence through its daily involvement in the daily operations of the nation's intelligence gathering agency--the National Security Agency (NSA).

The 91st IS is composed of linguists, analysts, engineers, scientists, technicians, and computer personnel who work in thirteen different operational groups within the NSA. The 91st, one of six squadrons subordinate to the 694 IG, is the most diverse squadron at Fort Meade. The squadron is made up of almost equal numbers of officers and enlisted personnel. In fact, most of the officers in the Group fall under the 91st. Its members has most of the Air Force officers at the NSA with over 200 commissioned officers assigned to the unit.

Since its reactivation, the 91st has pursued an aggressive program to honor its past and reshape it's future. Guided by the 91 IS Commander, Major Dorothy J. Whitlock, the 91st has established itself as one of the 694th IG's most active squadrons. Its personnel continually

receive NSA and Air Force recognition as the best within the 694 IG, 67 Intelligence Wing (IW) and Air Intelligence Agency. The 91st has won the Senior NCO of the Year award at the Group level for the three years of its existence.

91 st Strategic Reconnaissance Squadron

A mounted knight in armor chasing a devil. Gray armor, green shield with black patriarchal cross piped with white, yellow plume, brown spear, black horse, red devil with brown fork. Approved on February 12, 1924.

91st Strategic Reconnaissance Squadron, Medium, Photographic

On November 15, 1950, the 91st SRS absorbed the personnel and resources of the 31st Strategic Reconnaissance Squadron in Japan. Using RB-29, RB-45, and RB-50 aircraft, it performed target and bomb-damage assessment photo and visual reconnaissance for FEAF Bomber Command, flew other special photographic missions, and conducted electronic "ferret" reconnaissance to determine frequency, location, and other characteristics of enemy ground radar. The squadron also performed shipping surveillance over the Sea of Japan near the Siberian coast and leaflet drops over North Korea. Beginning in late 1952, rotating aircrews of the Philippine-based 581st Air Resupply and Communications Wing augmented the 91st SRS in flying leaflet missions. Stations. Johnson AB, Japan, November 15, 1950; Yokota AB, Japan, December 19, 1950-

Campaign Streamers. CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea, Summer-Fall 1952; Third Korean Winter; Korea, Summer 1953. Decorations. Distinguished Unit Citation for actions May 1-July 27, 1953. Republic of Korea Presidential Unit Citation for period [November 15] 1950-July 27, 1953.

The B/RB-45s were not officially committed to the Korean War, but 3 TAC B/RB-45s reached the Far East in the fall of 1950. The small detachment, TAC personnel and civilian technical representatives included, departed for Japan in late September for the express purpose of measuring the reconnaissance capability of a configuration which had not yet been given the most telling of all tests, that of actual combat. Arrival of the RB-45s was well timed, as the RB-29s of the 91st Strategic Reconnaissance Squadron were no longer able to perform with impunity the special missions ordered by Far East Air Forces or the targeting and bomb-damage assessment photography desired by its Bomber Command. Eager to maintain its reconnaissance capability in the face of the Soviet-built MiG jets, Bomber Command on 31 January 1951 took control of the RB-45 detachment and attached it to the 91st Squadron. The RB-45 managed to outrun and outmaneuver the MiGs for several months. Yet, on 9 April 1951, 1 of the too few RB-45s barely escaped a numerically far superior enemy. In the ensuing months, while the RB-29s were no longer allowed to enter northwestern Korea, even with escort, the RB-45s could still go into the MiG-infested area if they had jet fighter escort. However, after another harrowing experience on 9 November 1951, the RB-45s also were restricted by Far East Air Forces from

entering the sensitive areas of northwestern Korea in daylight. In January 1952, the 91st Squadron was directed to convert to night operations, but testing soon showed that the squadron's RB-45s could not be used for night photography because the aircraft buffeted too badly when its forward bomb bay was opened to drop flash bombs. In any case, deficiencies confirmed soon after the RB-45s had reached Japan, plus the many commitments levied on the 33 aircraft, had foretold the eventual end of the RB-45's

RB-29: Nearly 120 B-29s were converted to the reconnaissance configuration and redesignated as RB-29s. Some of these aircraft, known as F-13s during World War II, were first fitted with fairly primitive photographic equipment: 3 K-17Bs, 2 K-22s, and 1 K-18 camera. After 1948, when the RB-29 designation came into being, the converted bombers began acquiring more sophisticated components. The RB-29s were assigned to the 91st Strategic Reconnaissance Squadron, which like other SAC units played a crucial role during the Korean conflict. The RB-29s followed the phaseout pattern of the bombers from which they derived. The same reasons prompted their retirement.

An element of the 26th Reconnaissance Group (later 1st Photographic Group) based at Peterson Field, Colorado, Flight "B" of this very well-traveled outfit saw very extensive service (and attachment) within the Sixth Air Force area of operations between November 1943 and the end of the war, and truly deserves a history in its own right.

To name just a few, aircraft of this outfit saw extensive flight activities over and around such places as Talara, Peru (between 1943 and 1944), Atkinson Field, British Guiana (1944-1945), Recife, Brazil (1944-1945), Howard and Albrook Field, Canal Zone (1944-1945) and Natal, Brazil (1945-). These operations, mainly aerial mapping, also included no small amount of intelligence work, and provided the United States with a storehouse of cartographic data on these regions that is still in use today.

Flight "B" was formally attached to Headquarters, Sixth Air Force from 1 August 1944, and was available to the Air Force Commander for such duties as he might direct from time to time. The unit flew a variety of North American F-10 "Mitchell's" (the photo recon variant of the famous B-25D) as well as several Boeing F-9's (photo version of the B-17).

Stationed at Mitchell Field, NY, as of 17 June 1919 as the 91st Aero Squadron. Assigned on July 1919 to the Southeastern Department. Transferred on 4 July 1919 to Park Field, TN. Transferred to Rockwell Field, CA, on 29 September 1919 and assigned to the Western Department. Transferred on 3 November 1919 to Mather Field, CA. Transferred on 24 January 1920 to Ream Field, CA. Participated in Mexican Border Patrol operations January 1920-January 1921. Transferred on 30 April 1920 to Rockwell Field, CA. Participated in aerial spotter tests for coast artillery in coordination with the Harbor Defenses of San Francisco from April to September

1920 and routine spotter missions 1921-36. Assigned on 20 August 1920 to the Ninth Corps Area. Transferred on 3 November 1920 to Mather Field, CA. Redesignated as the 91st Squadron (Observation) on 14 March 1921. Transferred on 23 May 1921 to the Municipal Field, Eugene, OR. Flew forest fire patrols in Oregon and Washington 1 July-15 September 1920, July-September 1921, and 1 August-26 September 1922. In the 1920s, flew aerial mapping and photograph missions to track the building of roads in the National Forests in the western states. Transferred on 12 October 1921 to Crissy Field, CA. Redesignated as the 91st Observation Squadron on 25 June 1923. Assigned on 24 March 1923 to the 3rd Division. Relieved from assignment to the 3rd Division on 15 February 1929. Assigned on 1 October 1930 to the 12th Observation Group. Relieved from assignment to the 12th Observation Group in 1931 and assigned to the 14th Observation Group. Relieved from the 14th Observation Group on 1 October 1933 and assigned to the 15th Observation Group. Transferred on 30 June 1936 to Gray Field, Fort Lewis, WA. Relieved from the 15th Observation Group on 17 July 1937 and assigned to the 12th Observation Group. Relieved from the 15th Observation Group on 3 October 1940 and assigned to the Fourth Army. Further assigned on 9 November 1940 to the IX Corps. Relieved from the IX Corps 1 September 1941 and assigned to the 73rd Observation Group. Transferred on 26 September 1941 to Wheeler-Sack Field, NY.

Ninety-first: The Ninety-first Aero Squadron shows a mounted knight in pursuit of the winged devil whose blood he has already drawn by the lance. The Ninety-first Aero Squadron was an Army observation squadron. It was assigned to the First Army Corps on May 7, 1918, and on May 24th reached the Front at Condeville. It was engaged in the operations in the Toul Sector, at St. Mihiel and the Argonne-Meuse first and second offensives. The Ninety-first accomplished many war missions, fought 104 combats, and received credit for bringing down 21 German machines. It suffered 28 casualties, consisting of 10 killed, 8 wounded, 9 prisoners and 1 missing. The Ninety-first was ordered demobilized April 7, 1919.

HISTORY

OF THE 91st AERO SQUADRON.

Born — On August 20, 1917, at Kelly Field, San Antonio, Texas, to Uncle Sam and Columbia, an Aero Squadron, their 91st.

THE 91st Aero Squadron, Aviation Section, Signal Corps, U. S. A., to give the babe its full name. was ushered into the world on the hottest of hot Kelly Field days. For a While it looked as though the hardiest of constitutions Would succumb, but true to the form if Was destined to exhibit later on, the hoffer things got, the better the new-born squadron thrived. On this day the squadron Was first officially designated as the 91st, and detachments from Fort Sill, Oklahoma; Fort Leavenworth, Kansas; Jefferson Barracks, Missouri; and Fort Sam Houston, Texas, arrived at frequent intervals and Were assigned to the squadron. First Lieutenant Alan P. Hume arrived on Sept. 22, and took up his duties as adjutant, the medico, Lieutenant Denver F. Gray arriving a few days later.

Leaving San Antonio on Sept. 30 for Garden City, Long Island, N. Y., the squadron arrived there on Oct. 5, after a journey remembered mainly for its dust and discomfort, and took possession of

Barracks No. 6 of the Aviation Camp. Drill and guard duty kept their minds off other troubles until Oct. 19, when Martin "Chick" Broderick arrived from Kelly Field after a week of "K. P.-ing" with the 100 to deliver his now famous lecture on "How to Interview a Colonel Without the Sergeant-Major's Permission. The first review of the squadron was held Oct. 25, after a slight delay occasioned by the post adjutants inability to decide exactly where he should stand during the proceedings. Five o'clock of the morning of Oct. 27 saw the squadron, this time half-frozen, entraining for Pier 60, North River, and that noon the good ship "Adriatic", R. M. S., pulled out of New York harbor With the now fairly seasoned outfit.

At Halifax, the convoy of seven other ships was picked up, and a quiet, uneventful trip ended on Nov. 10, when Liverpool, with her curious floating docks and her smoky skies, greeted the travelers. The stay here was short, however, and at 5.15 P. M. the squadron pulled out, arriving at Southampton at midnight. The following day H. M. S. "Huntscraft", No. E2j6, which in spite of its name proved to be a cattle ship, started With the 91 ?1 for Havre, arriving after numerous delays at 8 A. M. of the Thirteenth. Everyone was allowed to "rest" at the rest-camp there until the next morning at three-thirty, when the squadron left to take the "Hommes 40, Chevaux 8" express for their destination, A. E. F. Headquarters at Chaumont, Where they arrived at 9 30 P. M. of the 15!h, half of the outfit bunking for the night at headquarters, and the rest in the barracks at Hill 402.

The next day, work on the barracks and hangars started and the squadron settled down to this routine, varied by an occasional landing on the field of a French machine, or a squadron "hike" to some nearby town and back. The hoodoo number for the second time figured on the squadron records, when on the morning of Dec. orders came for an immediate move to Amanty. Arriving there the following day, the squadron came under the command of Major J. T. McNary, of the Corps Observation Group. Their first pilot, Lt. Clearton H. Reynolds, Was assigned to them at the same time.

Routine work again claimed the attention of the outfit, a Christmas celebration being the only thing to break the monotony. In one of the hangars a huge tree was hung With presents for the children of the town of Amantiy, and while the youngsters, lost in admiration of the display, were wondering what else the gods could have in store for them, Lt. Barnaby of the i ?1 Aero Squadron, flying a "fighting A. R.", landed in front of the hangar. His stepping out of the machine Wearing a regulation Santa Claus disguise dumbfounded them for a few moments, and the wonderful Americans had Won a place in the hearts of the child population of one French town forever.

Thirteen again got the call when Major Ralph Royce, commanding the J5i Corps Observation Group, appointed Lt. Reynolds on 3an. j3 to take command of the squadron, filling the place of Major McNary, who had been detached three days previously. First Lieutenant Samuel K. Downing was assigned to the squadron as supply officer on the 195!.

The second pilot, 1?! Lt. George "Hump" Bryan, reported on Feb. 5. This month the outfit missed the thirteenth by a narrow margin when Corporal Mobley broke his arm cranking an A. R., on the 123},

the first accident of any kind to be recorded in the squadron files. First Lieutenant Ralph W. Stone, A. S., O. R. C., was assigned as engineering officer on the 161st The 22nd of February, however, saw the culmination of the long work of organization. On that day Major John N. Reynolds, 3. M. A., U. S. A., took command, and seventeen pilots, newly arrived from Issoudun (bearing orders dated Feb, 13, to keep up the squadron tradition), were assigned to the 9th, completing the quota of pilots. A more disgruntled crowd of officers can hardly be imagined, as they had all been taken from the chase training at Issoudun, the hoped for goal of every flyer, and sent to join what they expected to be an observation squadron flying A. R.'s. But the personality of Major Reynolds worked wonders, and it was only a matter of a few days before the crowd had become welded together into a close association of real friends with a common purpose.

This at first was mostly to do anything even hinted at by "Major John", as he became known immediately after the first officers meeting. The roster of pilots who were destined to start the work that afterwards gave the squadron the name of being "the best Army Squadron on the front", to quote Major-General Foulois and Brigadier-General Mitchell, was now as follows: Major John N. Reynolds, 15th Lieutenants Blanchard B. Battle, George H. Bryan, Everett R. Cook, Willis A. Diehema, Kingman Douglass, Hugh L. Fontaine, F. Vernon Foster, Horace M. Guilbert, Maury Hill, Paul H. Hughey, Asher E. Kelty, George C. Kenney, John H. Lambert, Alfred W. Lawson, Howard G. Mayes, Clearton H. Reynolds, Herbert A. Schaffner, Victor H. Strahm, and John W. Van Heuvel, The squadron now settled down to three months of forced inactivity, disturbed occasionally by rumors that they were to go over the lines in A. R.'s, until it began to look as though the 9th was doomed forever to continue its work of taking up observers of the 1st Observation Group for instruction. About the only events to break the monotony were the arrival of 1st Lt. Thomas M. Jervy, O. R. C., as armament officer, and Kenney's crashing in the woods when the motor died after taking off, which got him a broken ankle with two months in the hospital, and the sobriquet of "Bust-'em-Up George" for the rest of the war.

On March 10, Cook, Foster, Lawson, and Van Heuvel were sent off to the aerial gunnery school at Cazaux: for a week's training, the intention being for four other members of the squadron to replace them each week until all had received the much-needed course. On arriving at Cazaux, however, their course was held up and they received no training in gunnery at all, and were finally sent back to the squadron after a month's idleness. About the only work of value that they accomplished was the ferrying back from Orly of some of the A. R.'s to be used for instruction purposes at the 1st Observation Group.

On the way back heavy clouds came up and Cook, who was flying fairly high, lost his way. While he was trying to locate himself the clouds broke up a little, and much to his surprise he saw trenches beneath him, while the air immediately became decorated with a number of little black clouds. It is whispered that the A. R. turned up considerably more than 1600 revolutions on her way back to Amanty from St. Mihiel, where the Archies had distinguished themselves by firing the first shots at a member of the 911.

The ability of the original pilots of the outfit to converse fluently in French can be directly traced to the frequent gatherings held at Annette's during those dark Amanty days. While Annette and

the "Greyhound" alternately sewed on buttons and poured out the stuff that cheers, "the gang", which did not except Major John, would try out its struggling French on the whole family, including the black cat.

Even the story of the subsequent change in Annette's occupation can never dispel entirely the charm that the old place has for us. Any of the old crowd would gladly undergo that horrible cross-country trip back to camp, again, for another of the old lime gatherings. Finally the welcome news came that the 91st was to be known as the First American Army Observation Squadron and would fly Salmsons. The first four of these "ships", the last Word in French airplane construction, and acknowledged to be the best biplane machine on the front, arrived from Paris on the 21st of April, and others continued to arrive until the 21st of May, when it was considered by headquarters that we had enough to start work with. On the 24th the squadron actually arrived on the front, taking up their quarters on the field near Gondreville-sur-Moselle, where they were joined by Photo Section No. 2, comprising 24 men under the command of 1st Lt. James S. Suydam, subsequently known as "Photo". Once again delays were encountered in getting started. The propellers furnished were painted over affairs that split after a few hours use, and the spark-plugs were of an inferior type that fouled so easily that it was practically impossible to depend on them. It was not until June 3 that the first flight was made over the lines. Major John leading.

In the meantime we had been joined by a number of observers, some of whom had served with the French for a short time previously, Capt. James E. Wallis and Joseph F. Williamson, 1 Lt. Howard T. Baker, Walter Bender, John W. Cousins, Walter R. Lawson, Kenyon Roper, Franz F. Schilling, Howard W. Verwohlt, 2 Efs. William T. Badham, John C. Henderson, Frederick K. Hirsh, Francis B. Lowry, Alonzo M. Seymour, and John H. Snyder coming into the fold as observers, 2nd Lt. Prentice M. Terry reporting as Intelligence Officer, and 2 Lt. John E. Wise as Radio Officer. Hume left the squadron on May 30 and Lt. Reynolds acted as adjutant until June 4, when 1 Lt. Roy S. Ripley arrived and took over the position. The flights were also organized, Lt. Reynolds taking the first flight, "Schaff" the second, and Maury Hill the third.

On the 6th, new spark-plugs and twenty-two new "props" were received, and the next morning every ship in commission went over, the majority returning with the news that the Arches were passing good, and exhibiting a number of holes in the ships to prove it. The assignment of observers was completed on the 11th with the arrival of 1st Lt. Leonard C. Hammond. The 12th saw the war really brought home for the first time. Battle and Williamson went over as protection for Mayes and Schilling, who were taking photographs about fifteen kilometers back of the enemy lines. On the way back, going through some clouds, Battle's machine disappeared from view of the photographic ship and did not return to the field. Inquiries all over the front brought no information, and it was not until June 30 that we learned from a note dropped by a German flyer that they were both prisoners, unwounded. Earlier in the day we also had our first plane brought down by Archie fire. "Diek" and "Bill" Badham went over on a visual mission but evidently their presence was highly undesirable, as from the moment they crossed the lines the anti-aircraft batteries opened up on them, registering some wonderful shots.

One of these, coming from a particularly "hot" battery located near Arna Ville, punctured the radiator and tore a furrow through "Diek's" helmet. The thermometer rose in jumps when the

Water started running out, and Diekema headed for home, managing to cross the lines at about a thousand meters altitude, finally landing safely with about thirty "Archie" holes in his wings and fuselage. Again the thirteenth was eventful. "Schaff" started on a visual over Metz with "Chief" Bender as observer, leading two other members of the second flight, "Vic" Strahm With "Cap" Wallis, and "Jesus' Lambert with Baker. West of Metz "Vic" became separated from the rest of the formation on the turn, and was almost immediately hopped by three Pfalz scouts, who proceeded to put several holes in his ship, luckily doing no material damage. The Boches Were kept off by Strahm's manoeuvring and "Cap" Wallis's shooting, and when they reached the lines the enemy headed back for home.

In the meantime five other Pfalzes had attacked the other two ships, and the chase to the lines Was repeated. In this case, however, the two machines could cover each other fairly well, and although they were both badly shot up before they reached the lines the fire of the observers kept the Boches from closing in. Bender shooting one of the enemy machines down out of control. The combat occurred so far back of the lines that confirmation has never been received.

On the 2j 5< the Major, aided and abetted by "Back Areas" Terry, instituted a series of examinations on the sector, to make sure that both pilots and observers knew the main features of the ground over which they were to work. First results were extremely gratifying, but the Major was not satisfied, and it was owing to this course of careful study that the squadron was able to accomplish much of the valuable Work that it did in preparation for the drive at the St. Mihiel salient later on.

An amusing incident occurred on June 25. Cook sfarfed out on a Visual reconnaissance With "Pop" Seymour on the back seaf, and just before crossing the lines. Was peaked on by What had hitherto appeared to be a friendly Nieuport. Cook banked over to show his colors, but was greeted With a burst of machine-gun bullets. Slightly annoyed by the occurrence, he viraged around and returned the fire, figuring that perhaps the reports were true that the Boches were flying around in some of the recently captured "28's" The intruder Withdrew, and Cook continued on his way. When he returned, an investigation trip to the neighboring pursuit field was made, and there he discovered that a fellow townsman had mistaken him for a Boche biplace machine and had already reported the combat. Apologies were made and each assured the other that a certain girl of Memphis, Tenn., was not the cause of the encounter.

The next few days Were ideal for photographic work, and every team that could get off the ground Went out on missions covering practically the whole sector. The j ?1 Pursuit Group had gone to the Chateau-Thierry sector to take part in the commencement of Foch's now famous drive, and all the work of taking pictures Was completed Without chasse protection. Combats became so common that they Were hardly worth mentioning unless some material damage Was done or a plane brought down. On June 30 the day's report of forty-two hours, and one hundred and ninety plates exposed, over the lines, so impressed General Giraud of the French VIU^h Army that he sent Major Reynolds a special letter of commendation on his Work and the Work of the outfit.

While the note that the Germans had dropped telling of the fate of Battle and Williamson Was still under discussion, a second plane Was entered on the casualty list. A formation of three ships Was attacked by nine Boches and during the combat .Mayes and Schilling became separated from the rest and did not return. We heard from Mayes some time afterward that during the fight Schilling had been killed and Mayes shot in the head and leg. In spite of his injuries he had brought the machine down safely although he was forced to land some distance behind the enemy lines. Where he was taken prisoner and sent to a military hospifal.

July Fourth seemed about to pass with little more than a mention, but the people of Gondreville refused to allow such sacrilege. Shorfly after lunch. While the officers Were still around the mess-hall, a procession of children, headed by His Honor the Mayor in silk hat and red sash, and a selected delegation of citizens, stopped in front of the shack. After an elaborate speech in token of their appreciation of the work that We Were doing for their country, they presented Major Reynolds with a testimonial in (he name of the town, and then proceeded to decorate our mess-hall with flowers. The whole officers' personnel of the squadron then fell in with the procession and folio- Wed the Mayor to the Maison Commune where, after a lunch of

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HISTORY OP THE 91^ AERO SQUADRON. 7

French pasfry, fruifs, and champagne, everyone signed fhe (own book and Was given fhe freedom of fhe cify.

The 12"! saw our firsf replacement. First Lieufenanf Edward R. Kenneson reported as pilot, and two days later three new observers, Harry N. Mangan, Harley Perry, and Frederick E. Sieper, all 2nd Lieutenants, reported for duty.

On 3uly \G one of the queer things that make one believe in luck, happened to a two-ship formation that crossed the lines on a daybreak visual. Guilbert and Seymour and Van Heuvel and Hirth were the two teams. They had just crossed north of Pont-a-Mousson at an altitude of 4800 meters when four Fokkers jumped them, shooting Hirth through the heart and "creasing" Van Heuvel on each side of his head at the first burst. Van was knocked unconscious, and did

not come to until he had dropped over 4000 meters, when he found himself on our side of the lines in a steep dive with the motor full on. He managed to pull himself together and landed on his own field. Where he protested that he was all right and refused to have his name taken off the flying list even for a day. Guilbert and Seymour in the meantime were having a rather rough time of it. Seymour had his windshield shot off and seven holes in the tourelle around him. While Guilbert had three holes in his Teddy-bear. By alternately going into a spiral and a nose-dive they managed to get away.

In the midst of this shortage of observers, while we were wondering when our regular men would wear out entirely from repeated doubling, Tom Jervey, the ordnance officer, volunteered to go along, "to do a little loohin' and a little shootin'", as he expressed it. He first officially crossed the lines on July 22 with H[^] Schaffner, and this trip started a career of which any observer might well be proud. Flying at various times with practically every one of the older pilots, including Major Reynolds, he is recognized as one of the best observers in the squadron. He has taken visual, protection, and photographic missions, and during this time has engaged in eleven different combats, bringing down three enemy machines for which he has received official credit.

July 27* brought the first promotion, Lt. Reynolds leaving to take command of the newly formed J04* Observation Squadron, and Diekema taking his place as leader of the first flight. Two additional members of the officers' personnel reported at the same time, 2[^] Lt. A. H. Fleck as assistant to Jervey, and 25[£] Lt. Clarke S. Sutherland reporting with fifty enlisted men of whom we were badly in need, as our work had become so extensive that it was practically impossible for the enlisted personnel to take care of things. First Lieutenant Willard J. Chamberlin reported as pilot on the 505}. The day was also marked by the wounding of observer "Shorty" Lawson by anti-aircraft fire while on a visual mission over Vigneulles. He was sent to the hospital, remaining there until the 8*, when he was allowed to come back for light duty until completely recovered.

3 HISTORY OF THE 91[^] AERO SQUADRON.

The squadron lost a good observer and an excellent shot with a pair of Lewis guns when on the first of August orders came through for "Chief" Bender to report to G. H. Q. for headquarters duty.

A week of cloudy and rainy weather, coming at a time when the interest of the squadron was high in their work, finally got on the nerves of some of the crew, and on the evening of the 10*, Schaff and Baker, and "Jesus" and "Cap" Wallis, went out on a little trouble-hunting expedition by themselves. All four had things coming their way for a while, trying to shoot up the first- and second-line enemy trenches. They silenced a few machine-gun and anti-aircraft batteries, but Lambert's gasoline tank was punctured in about fifteen

places by machine-gun bullets, and the Wings and fuselage were shot full of holes. They managed to make our side of the lines all right, but what was left was a pure salvage job. Captain Wallis had his cheek cut open by a machine-gun bullet. Schaffner on the other hand had better luck, escaping with a few bullet holes in his wings and a piece nicked out of the prop.

Maui Hill was the second on the promoted list, leaving for Tours this same evening. Cook taking his place as leader of the third flight. On the 25th Major Reynolds led over a formation to try out the suggestion that we drop an occasional bomb on the other side. His ship was the only one carrying bombs, and of the four dropped over Thiaucourt, three registered direct hits. Lambert and Baker went over as protection. On the way back four Pfalz scouts jumped the formation and during the fight Baker, one of the games observers that ever served his country. Was shot through the abdomen. As soon as Lambert could get back to the field. Baker was rushed to a hospital, where hopes were at first held out for his recovery, but the next day, in spite of a transfusion of blood, it was seen that the wound was fatal, and he died on the 15th.

In the meantime Schaffner had also been given a squadron of his own, and "Vic" Strahm succeeded to his position as leader of the second flight.

Lambert had been assigned one of the new observers, Mangan, and a few hours before Baker's funeral on the 5th, their motor quit cold over Metz just as they were starting on a photographic mission. "Jesus" at once turned, luckily with the wind at his back, and, followed by six Boches, headed for the nearest point of the lines. Mangan kept shooting continuously, firing over three hundred rounds of ammunition, and managed to keep the Boches from getting too close until a third-flight mission came in sight, and the enemy, suspecting reinforcements, turned back toward their home grounds at Frescaty. Lambert finally managed to cross the lines at about 800 meters elevation, but landing places around Pont-a-Mousson are scarce, and "Jesus" had his third crash in two days. That evening he was ordered by the Major to take a three days' rest to get his mind off the war for a while.

"Quiet" Cousins and Maury Hill.

HISTORY OF THE 91st AERO SQUADRON. 9

On the 6th another "Back Area" fiend arrived in the person of 2nd Lt. Harold J. Hoffon, and Fleck was replaced by 25th Lt. Robert T. Boyd. H-H-H-Hugh Fontaine left at the same time, having finally been transferred to chasse, for which he had applied some time previously.

During the rest of the month fairly continuous good weather kept everybody on the move, and before the end of August the sector was photographed over practically every square foot, and the squadron, both pilots and observers, had become a veteran outfit. Nearly every mission that went over came back reporting a combat, but the Boches seemed to bear charmed lives; it seemed almost impossible to bring them down, no matter how many rounds of tracers entered their machines. The squadron was further reinforced with both pilots and observers in preparation for the coming offensive, of which rumors were already starting to fly around. Second Lieutenants Richard S. Sannopoulo and Raymond R. Sebring reported on the 22nd, Capt. Abraham Tabachnik on the 23rd, and 25th Lfs. John W. Schricker and John S. Richardson on the 26th as observers. While to the pilots roster were added the names of Lt. Leon W. Powell and 1st Lt. William F. Baker, who arrived on the 26th. Major Martin F. Scanlon, J. M. A., was temporarily assigned to us on the 26th.

A new army observation squadron, the 24th, moved in on the 23rd to help us, but their ships did not begin to arrive until some time after, and then all the pilots had to start learning to fly Salmsons. First Lieutenant Harry Miller, formerly of the J51 Aero Squadron, was in command, but on Sept. 4th the news came through that he was to be replaced by Maury Hill, and that another 91st man, "Quiet" Cousins, Maury's old observer, would go to the 24th as operations officer. Henderson left on the 27th.

September opened with a foretaste of what was to come. On the 22nd, during a photographic mission over Metz, the fighting second flight again ran into a flock of Boches, and in a hot "dog-fight", which lasted all the way back to the lines, brought down three enemy planes, which, however, were never confirmed, as they fell too far back to be observed. Strahm and "Cap" Wallis, Lambert and Mangan, "Pep" Foster and Perry, and Hughey and Roper, were the four teams that took part in this encounter with a total of twelve enemy machines. None of our planes was badly shot up, but the Boches certainly learned something about the difficulty of bringing down a Salmson.

"Pep" Foster had his oft-repeated wish that he might "get in lots of time over the lines" granted on the 43rd, when the same quartet got in hot water again. On this occasion three enemy ships attacked the formation and immediately closed in. One of them dove on Foster's machine and shot Sebring, his observer, killing him instantly. To try to shake the Boches, "Pep" went into a dive, with the enemy on his tail. Hughey followed the pair down, and after firing a few bursts with his front gun, set the enemy on fire. "Vic" dove on another

^0 HISTORY OF THE 91ST AERO SQUADRON.

machine, and this one, too, went down in flames. This seemed to scare the third, as he made off for home. Foster put his ship into a spiral, and was finally seen to land in enemy territory.

On the 5th, Major Reynolds announced that he had been placed in command of the J5th Army observation Group, which was to be composed of the 91st, 24th, and 95th squadrons. Cook was announced at the same time as C. O. of the 9th Squadron. While Kenneson and Perry went to the 9th Squadron to do night observation work. Stone, Downing, and Servey became engineering officer, supply officer, and armament officer, respectively, of the group, and Hammond left the first flight to become group adjutant, Terry became group intelligence officer and Snyder group operations officer on the 5th.

Another of the original teams was lost on the 7th, when during a combat over Conflans between three ships of the first flight and four FokkerSi "Al" Lawson and his observer Verwohlt were forced to land in enemy territory. Word was later received that Verwohlt had been shot through the leg. Three new pilots reported for duty on the 8th, 2nd Lts. Paul D. Coles, Edward K. Delana, and Samuel G. Frierson. The work that had been going on since our arrival on the front was now about completed. The whole sector had been photographed and re-photographed at intervals of every two weeks, while dumps, strategic points, and all information of value to an attacking army had been noted and tabulated. On the 11th of September came the news that the squadron had been awaiting for some time, and in the evening the Major announced to us that the first all-American push was to start the next morning with a terrific artillery preparation, followed by the doughboys' rush over the top at daybreak in an attempt to wipe out the famous St. Mihiel salient. The news was succeeded by one of our well-known revival meetings around the piano. Rev. Van Heuvel leading in prayer and Deacon Diekema tickling the ivories. All night long the big guns kept up their work, and the first missions over in the morning reported that the whole front from Pont-a-Mousson to St. Mihiel was on fire.

Worse flying weather can hardly be imagined than that in which we flew during the 12th, 13th, and 14th, the three main days of the attack, but missions left, and returned with their information, on a regular schedule, interrupted only by an occasional shower of driving rain. Missions were constantly carried out at altitudes of from fifty to one hundred meters far over the enemy lines in an endeavor to get the information asked for, and even darkness did not stop the flying, missions searching for enemy batteries going out on the evenings of the 12th and 13th and returning by the aid of flares long after dark. On account of the low clouds it was almost impossible to keep formations together, but in every case when a ship became separated from the others, it went over the course, and performed the mission, most of the time flying just under the clouds, and zooming back into them whenever the fire from the ground became too hot or whenever to

HISTORY OF THE 91st AERO SQUADRON. ^

the enemy chasse attacked. On the 5th Diekema and Hammond flew to Mars la Tour, then over to Gorze, and back to Chambley, at no time being over one hundred meters up. At the same time Sfrahm and "Cap" Wallis, while on a mission southeast of Metz, were attacked by a Fokker at about eight hundred meters altitude. About seventy-five rounds from "Cap" Wallis's pair of Lewis guns, however, sufficed, and the enemy machine crashed near Orly Ferme, making the second official Boche for this team.

The operations of the 145th cost the squadron another of the old teams. Paul Hughey and Roper went out on a visual mission early in the morning, and five months passed without word of them. The antis on this day gave one of the new men. Coles, a chance to distinguish himself. One of the Archie bursts tore off half of both lower wings, but although the ship became almost unmanageable. Coles succeeded in bringing it back to the field and making a good landing. For his first trip over the lines his coolness was remarkable, his first words on landing being, "How long will it take to put on another pair of wings? I like to fly that boat, she handles so well." Sfrahm and Wallis had a combat with six red-nosed Pfalzes, and "Cap'n Abe" Tabachnik had his machine-guns shot out of his hands during another fight. While "Mose" Guilberf and Tom Jervy fought off eighteen Fokkers in a running fight all the way from Conflans to St. Mihiel.

Two more official Boches were added to the squadron list on the 11th. The first flight started out on a photographic mission from Gorze north, but had barely started taking pictures. When the formation of four was attacked by six Pfalz scouts. Two of them dove for Coles's ship. Which was flying as protection in the rear, and at the first burst a machine-gun bullet pierced his neck, forcing him to make for the lines, as he wanted to land safely before he fainted from loss of blood. The other three jumped Kenney's machine, but his observer, Badham, who had just straightened up in the cockpit from taking pictures, poured a few bursts into one of the enemy machines, sending it down in flames. Kenney's ship was badly shot up, one of the elevators being almost off, so he turned back toward the field. In spite of thus losing the rest of the flight, "Diek" and Hammond climbed back to regain the altitude lost during the combat and continued on their mission. Which they accomplished without further attack, although several formations of enemy ships were seen around them.

At almost the same time the second flight encountered six more Pfalzes just south of Briey, and during the combat one of the opposing planes was brought down by a new man, Schricker, who was flying in the rear seat of the ship piloted by Powell, himself a new man. That evening the doctors at the hospital where Coles had been taken

gave out the welcome news that he would probably be out of the game only about six weeks.

During the afternoon a mission was called for to go on a visual reconnaissance of Diedenhofen (Thionville). Major Scanlon volunteered. 12 HISTORY OF THE 91st AERO SQUADRON.

As every other pilot was on some other mission at the time, faking "Shorfy" Lawson, still weak from his wound but anxious to work, as his observer. They penetrated enemy territory for a distance of seventy-five kilometers, constantly under Archie fire except when the Boches appeared, when the Squadron would dive in a friendly cloud, emerging as soon as it had shaken off the pursuit. The flight was not only a spectacular one, but much valuable information was brought back. Heavy rain put an end to our flying the next day, and in the evening we received word that the drive was off until further orders. To relieve the tension resulting from the preceding weeks the flights were each given two days leave. Which was of course spent in Nancy. Major Scanlon's impersonation of a horse proved to be the star act in a bill crowded with novelties, and Vic's debate with a certain G. H. Q. major, followed by an unaccountable advocacy of the prohibition cause. Was another feature.

Schaffner in the meantime had heard that a drive was going on and had borrowed a Spad for the occasion from the field at Is-sur-Til, where his new squadron was assembling. He arrived at Gondreville on the 17th, and, much disgusted when he learned that the drive was off, told the crowd to "go ahead and play with" his Spad. During one of these trials, on the 18th, Guilbert unfortunately crashed, breaking his arm, putting "Mose" out of the flying game until the 8th of November. From Sept. 25th to that date, however, he acted as liaison officer at Air Service Headquarters of the IVth French Army. "Photo" was transferred to the 1st Corps Observation Group on the 18th, 2nd Lt. William A. Barnhill taking his place as photographic officer. At the same time 1st Lt. Sumner Carlisle arrived as squadron supply officer. On the 20th orders came to pack up and move over to Vavincourt, (about six kilometers north of Bar-le-Duc), from which field we were to work over the Argonne-Meuse sector during the second great American drive, which was to start soon. The last ship was ferried over by the 22nd, and the next day the first missions were sent over the new sector. Schaff had prolonged his "visit" and managed to get over the lines with his old flight on two different occasions before an urgent telegram recalled him to his squadron on the 25th. The attack on the Argonne-Meuse front began on the 26th, and the first day's operations cost us another of the old teams. When "Ash" Kelfy and Lowry were killed by a direct hit of anti-aircraft fire. Kelfy had been flight leader of the third flight since Cook had taken command of the squadron, and everyone had come to realize how valuable he was, while Lowry was recognized as one of the best

observers in the squadron. Their loss Was keenly felt, especially as We now had only eight teams Working, for We had not yet received replacements for the heavy losses suffered during the past month. Pilots and observers, however, made two and sometimes three flights a day, and the work of photographing and collecting information fo aid the drive Went on without interruption.

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HISTORY OP THE 91^ AERO SQUADRON. j^

The squadron had received four new observers, jst Lfs. Asa N. Duncan, John B. Pope, Roberf G. Scott, and John H. Whifaker, on the 25th, and fhree more joined the ranks on the 27<>, jst Us. George B. Merrill and Samuel P. Fay, and 2" u. William J. Moran ; but the real shortage Was in pilots, and for the next two weeks they went through the hardest work they had experienced to date.

It was on the 27* also that the squadron lost the services of Jannopoulo as an observer for the rest of the war. Three of our planes, manned by Cook and Lawson, Baker and Jannopoulo, and Van Heuvel and Hammond, were attacked while on a photographic mission over Damvillers by six Fokkers, who closed in with a rush, their leading ship being met with a burst of concentrated fire which sent it whirling down in flames. The enemy formation then drew off, but not before "Jap" had received a bullet in his chest Which missed his heart by a matter of a inch or so. Baker, his pilot, at once left the formation and headed for Souilly, to get him as quickly as possible to the hospital there.

Another old 91=1 pilot took over the command of a squadron on Oct. 2nd, when Kenneson replaced i st Lt. T. A. Box, formerly of the 88t±,

as C. O. of the 91st night observation squadron. Which had been attached to the 915th and 24th, forming the 1st Army Observation Group.

Frierson and Scott entered the list of casualties on the 5th.

They were over on a mission with Lambert and Mangan, flying above the clouds, but the visibility being too poor to get the desired information, they dove through. After Lambert lost sight of Frierson's ship in the clouds he was not seen again. The only news we received was from one of the American pursuit pilots. Who reported a lone allied plane being chased north by an enemy patrol of about fifteen enemy machines, the time and place coinciding almost exactly with that of the missing pair when last seen. "Johnny" Wise left us on the 6th.

By this time, with the American forces pressing the enemy on all points between the Argonne and the Meuse, the Boches had concentrated practically all their available planes from Mezieres to Metz to prevent our getting information about their back areas. The weather was continuing fair, and every flight across the lines meant at least one combat before the mission was over. The enemy attacked without the care that he had displayed on the Toul sector, and in consequence, during the coming month, we brought down a number of enemy planes far out of proportion to what might be expected of an observation squadron.

On the 91st one of our formations of three ships was attacked by fourteen Fokkers in the neighborhood of Jantetz, and after a fierce combat, in which we were finally driven from our course, and which lasted practically all the way back to Verdun, three enemy planes were brought down, with all three of our ships pretty well shot up, although none of the pilots or observers was hit. Kenney and Duncan, Delana

J4 HISTORY OF THE 91st AERO SQUADRON.

and Merrill, and Chamberlin and Sieper, were the teams officially credited with the destruction of the enemy planes.

Major Reynolds on the following day was credited with the destruction of his first Boche. With Hammond as observer he was attacked by four enemy planes, but again the twin Lewis guns won, and the enemy leader went into a nose-dive, finally crashing, his fall being confirmed by the American balloon observers.

Shorty Lawson left the squadron on the 11th to go back to the States as instructor. Bill Badham taking his place as operations officer. At the same time we were directed by Air Service Headquarters to furnish a flight to do post of command work at low altitudes over the front lines, operating from Souilly, so accordingly four teams from the second flight were sent up the headquarters on the 11th and started work.

On the 10th our shortage of pilots was relieved when three new names were added to the roster, 2nd tfs. Harold S. Watson, Roy J. Wasson, and Merle R. Husted. The following day 151 tfs. Earle

Houghton, Norfleet E. Armstrong, and Orfon F. Hoel also began their duties as pilots. On the 1615 25th Lt. James D. Adams arrived, bringing up the list to its full strength. The complement of observers had already been filled up on the 911th by the arrival of 7th Lfs. Alvin C. Kincaid, James E. Ainslie, and Henry E. Bash.

One of the newly-arrived pilots, Watson, and his observer Merrill, crashed on the 18th; soon after taking off from the field. Just what caused it is not known, but unfortunately Watson was instantly killed and Merrill badly injured, so that he was out of the game for the duration of the War. On the same day Maury Hill, C. O. of the 24th, received his captaincy, the name of another old 91st man, Herbert Schaffner, now in command of the 85th squadron, being on the same order.

Our first casualty on the post of command work came on the 27th, when Adams and Bash were reported missing. From information later received by our intelligence department we learned that they had been forced to land behind the German lines and had been made, prisoners.

The enemy patrols had during the past few days been further increased, and on the 231st every flight that went over the lines encountered huge mass formations of Fokkers and Pfalzes, numbering between forty and sixty pursuit machines. During one of the numerous combats that took place in the course of the day. Cook and Badham, Doug and Hammond, and Houghton and Fay were credited with bringing down one Fokker in flames and one Pfalz out of control. All of our planes were badly shot up, and Houghton was wounded in the hip, putting another pilot out of the game for the duration of the War.

The next day another pilot, Baker, had to leave the squadron permanently. A leaky valve had developed in his heart, so Doc Gray TOM and VIC.

HISTORY OF THE 91st AERO SQUADRON. J5

pulled him off (he flying list, and he was later assigned to ground service. Johnny Snyder left us on the 25th to go to Tours for instruction as a pilot, Cap Wallis taking his place as group operations officer.

Another of the new pilots, Armstrong, was fatally injured on the 28th. When he crashed on his way to our airdrome from a forced landing. Private J. B. Irvin, who was in the back seat, was slightly injured. Cook and Badham added to their list of enemy planes destroyed on the same date when they brought down a Fokker which attacked them over the lines while they were on a visual mission. The enemy machine was reported by the American balloon observers as falling in flames.

Major Reynolds was officially credited with his second Boche on the 29th. Two of our planes were attacked by five Pfalz scouts

over Grandpre, but our concentration of fire drove one of them down in flames, and the others, after following our formation over the lines a short distance, gave up the pursuit. The Major and Hammond, and Cook and Badhami were the two teams who took part in the combat. The squadron was engaged in five different combats during the day, but the others were without result, so far as is known. The 30th was a big day for the 91st. In all, the squadron exposed 254 plates over the enemy lines, and fought five combats, during which two enemy ships were brought down. "The flying ordnance officer", Tom Jervey, with Vic Strahm, took pictures for the first time, snapping thirty-six in all, of which thirty-four were good, while Professor Strahm's boy Victor, not wishing to have his observer Qst too much credit, shot down an enemy Rumpler which seemed to resent their presence in that locality. Lambert and Pope were acting as protection for Vic and Tom, and soon after the Rumpler had dropped, "Aesus" dove on a formation of three Pfalzes which were trying to prevent the mission from returning, and in the combat which followed sent one of them down out of control. The enemy plane crashed just south of Stenay.

The month of October closed for the squadron in a blaze of glory. During the day a great number of important missions were carried out in spite of constant attacks by the enemy patrols. Six combats were engaged in, and two more enemy machines added to our list. Strahm and Jervey, and Lambert and Pope, started to take a photographic mission between Nlontmedy and Longuyon, when they were jumped by fourteen Fokkers. A whirlwind combat was the result, in which two enemy machines went down, one in flames, the other in a straight nose-dive. The formation had been driven back off the course during the fight, and here Lambert turned back home, as his ship had been too badly shot up to continue on the course. Although Tom and Vic had only a hundred rounds of ammunition left, they turned back and finished their mission. First Lieutenants Harry C Atkins and Robert M. Barnett joined the squadron as observers on the same day.

1918 HISTORY OF THE 91st AERO SQUADRON.

On the 3rd of November Cook and Strahm put on their double bars, their captaancies having come through dated November 15th. Bad weather put an end to the "Boche-getting" for a few days, but on the 4th Diek and Sieper turned in the surprising total of three Boches brought down during a single flight. Sieper got the first when five enemy ships turned them off their course, and on returning to complete the mission Diek dove on a formation of six ships coming up to attack and brought down one of them. Diek then turned back home, but in the meantime Sieper had sent another down in flames.

Strahm and Jervey on the same day. While on a long-distance

visual, were attacked by a new method, five biplace fighters jumping them near Conflans. Vic brought the ship back With twenty-five holes in the Wings and fuselage, and the added information that Tom had brought down another Boche, Which Was later confirmed officially. From the 31d (o the 95! a number of replacements arrived to fill up vacancies. The following reported as pilots: J5^ Lts. Russell Graham and Bernard G. Westover; 2^^ Lts. Arthur H. Weisbach, French Kirby, Louis M. Bruch, Kirtly Jones, Raymond W. Sweeney, and Harold S. Thorne. The observers Were;]^ Lts. Lyman T. Burgess, John B. Copeland, John C. Orr, and Victor H. Withstandley ; 2nd Lfg. William A. White, Paul C. Wienges, Arthur M. Farnsworth, Linus E. Russell, Lloyd A. Ruth, George W. Mayer, and Barclay F. Bowman. Bruch and White, and Thorne and Farnsworth, crossed the lines While on post of command Work with the first flight at Souilly during the last few days of the War, but the others, including 2^^ ff. Lloyd A. Ruth of Minneapolis, did not get a chance to get over before the war ended.

Pop Seymour left us on the 3*^, going to Tours to teach observers the gentle art of watching for Boches while taking pictures.

On the 10?5 Bryan, Sieper, Powell, and Schricker Were detailed to the 25^ Army to form the nucleus of a new squadron in process of formation, and left for Toul, where they discovered that they would be under the command of an old 9/Si pilot, Capt. Herbert A. Schaffner of (he 85^ squadron.

Major Reynolds' long deserved promotion to Lieutenant-Colonel came through on the 8?li, and the following evening a dinner was given him by the officers of his old squadron. Sutherland saved (he day by his eleven(h-hour arrival' from Chalons, where he had been "on official business". The evening passed Wi(h a warm glow of sociabilKy and (oasts to all present. The piano Was subjected to a severe strain toward (he close of (he celebration, Vic pouring forth a composition all his own While Diek, Who had come down from Souilly for the occasion, played an accompaniment. Hammond's captaincy came through at the same time. While another old 9i5< observer. Cousins, now opera(ions officer of the 24*, was on the same list. Diek's captaincy arrived the following day dated the 9fti.

HISTORY OF THE 91'J AERO SQUADRON. jj

On the jOtt; came our final casualfy, Bruch and White failing to return from a post of command mission af Souilly. They starfed ouf over Sfenay, and evidently became losf, as the fog was fairly thick and the clouds were low. The loss was especially unfortunafe as on the following day af H o'clock hosfilifies ceased, according fo

the terms of the armistice.

When it was evident that the armistice was a question of days only, several enterprising spirits, among whom the Major and Hammond should be mentioned, conceived the brilliant idea of a peace pool, little realizing that by the time the peace treaties were signed we'd be grey-headed or in our graves. George Kenney drew up a most convincing circular, and the shares were rapidly bought up by the officers of the three squadrons in the group, under the following plan: ninety shares were to be sold, their par value 100 francs, the names of the men holding them to be drawn by lot and assigned as they were drawn to the different days of the month, three to each day, from the 1st to the 30th, inclusive. The three men who have the day of the month on which the treaties of peace are finally signed will divide the nine thousand francs, making something over five hundred dollars per man. If the treaties are signed on the 31st, the pool is a "dud", and the fund goes to pay expenses at the reunion of the first squadron in the group to hold one — meaning the 9th. Each holder of a share of stock received a certificate, a photographic reproduction of the original which is the property of Lt. Col. Reynolds, on which, above the wording in heavy letters, appear the insignias of the three squadrons concerned.

The first event of importance following the armistice was the dinner on Nov. 13th, given in one of the hangars by the men to celebrate the first anniversary of the squadron's arrival in France. Except for the absence of the Major, "Ham", "Doug", and one or two others who were in Paris — the first two en route to Nice on a well-earned leave — the party was complete. An elaborate dinner, with a menu card and program drawn up by the photo section as only it can do things of the kind. Was followed by not too many speeches. Lieutenant Ripley acted as master of ceremonies, and his impassioned and dramatic recital of the squadron's journey to France, with references to the various rest camps. Will dwell long in our memories. Tom Jervey's proposal to organize a squadron to fight prohibition, on our return to the States, met with wild approval.

Following the speeches there was a vaudeville show in which the singing of the quartet and Miner's playing of the Hawaiian guitar seemed to make the biggest hits. When the evening was ended all agreed that the celebration had been fully up to 91st standards.

During the first few days after the armistice, all sorts of rumors were floating around, mostly concerned with when we were going home, until it was learned that the squadron was to be "honored" by forming part of the Army of Occupation. During these days the

8 HISTORY OF THE 91st AERO SQUADRON.
squadron lived along in pretty much the same old groove, the only events to relieve the monotony being a show or two at the "V", where Mr. Thomas G. Trenchard, who had joined the group on Nov. 1st, was

making a name for himself as one of the best of all "T" secretaries.

On the 14th Lt. Nelson Fell reported as intelligence officer, and 25th Lt. Clyde Young as radio officer.

On the 2nd the first move of the journey into Germany was made, a jump of sixty miles or more from Vaincourt to a former German airfield at Preuvin, a village which can best be located as roughly twenty-five miles directly north-west of Metz. No trouble was experienced in getting all the planes moved, as the day on which the squadron left Vaincourt was beautifully clear. As a field occupied by the Boches until a very short time before, Preuvin was in many ways interesting. A number of Fokkers and other planes, wrecked by our infantry on their passage through, were on the field, the town was full of evidences of German occupation, and the chateau where most of the officers were billeted had been occupied by the officers of the German squadrons, and was one more proof that the Boches "know how to live". The people of the village had many stories about the Germans and their four years in the place, and of the fighting for Verdun, the principal event of the squadron's stay there was Thanksgiving Day, memorable mainly for the fine dinner with which officers and men celebrated — corned Wilhelm, called turkey in honor of (he day, canned corn, canned tomatoes, canned everything. A saving feature of the stay at Preuvin was our nearness to Metz and Luxembourg, both cities that all were anxious to visit, and to which parties went daily. Capt. Cyrus P. Brown Sr., joined the squadron as observer on Dec. 1st.

The "Major" brought a Cadillac full of the old crowd over from Vaincourt one afternoon on a farewell visit before their return to the States — "Ham", Downing, "Oimmy" Wallis, Maury Hill, Cousins, and Coles, who had just been discharged from the hospital. They brought the news that Distinguished Service Crosses had been awarded to thirteen of the officers in, or formerly in, the 91st — Ef. Col. Reynolds, Badham, Cook, Cousins, Diekema, Douglass, Hammond, Servey, Kenney, Lambert, Snyder, Strahm, and Wallis — and that the ceremony of decoration would take place in the near future. At the same time it was learned that the Croix de Guerre with a palm had been awarded to Bender, Guilberf, and Van Heuvel, and posthumously to Hirsh. The D. S. C. was subsequently awarded to the following former members of the squadron: Fontaine, Maury Hill and "Shorty" Lawson.

Kenney, as transport officer, distinguished himself while at Preuvin by putting into commission an enormous Boche tractor which he and his "gang" found in a nearby village where it had been abandoned by the Germans. It was a big day when it was driven up to the truck park (?) at Preuvin with a half-dozen trailers in which, according to Kenney, all the squadron property was to be transported, "DOUG."

"DIEK."

HISTORY OF THE 91st AERO SQUADRON. j[^]

on our next move, in one haul. During the rest of our stay at Preufin the tractor was enormously useful, principally in pulling the Packard trucks out of the way when they were stuck in the mud.

On Dec. 2nd orders came to move on to Treves, or Trier, on the Moselle, about sixty miles from Preutin. Diek and Lambert left in their Salmsons on the receipt of the news, Wickins and an advance detail from the mess following them in a light truck. That was on Monday afternoon, and until the next Friday it was impossible, owing to weather conditions, for a plane to leave the field. The work of moving the squadron nevertheless went on, no easy job, as it was a two-day haul. As a through train, the tractor fell down on the job. Hauling half a dozen trailers, all marked "91st Aero Squadron" in large white letters, it burned out a crankshaft - bearing a few miles from Preutin, and had to be abandoned, while the contents of the trailers were loaded into the more prosaic but always reliable Packards.

On the Saturday following Diek's and Lambert's departure, "Doug", "Van", and "Vic", wearied of waiting for the weather to clear, and made desperate by the prospect of spending any more time in "this God-forsaken hole", as everyone referred to it, took off, in spite of the low clouds. They made Treves, after a wild ride in which they dodged the smoke-stacks suddenly looming up through the fog, flew over the Moselle at less than fifty meters, and did everything that one ordinarily never does. Weather conditions made it impossible for any other ships to leave the field until eight days later. The inconvenience of having part of the squadron at one place and part at another, and the boredom of the men waiting at Preutin for the weather to clear, will never be forgotten. It was not until the day before Christmas, three weeks after the squadron first moved from Preufin, that the last machine was flown to Treves and the transportation, mess, and hangar men could rejoin the squadron.

It was at Treves that we had our first opportunity to fly the Boche machines turned over to the Allies, and taking rides in the Fokker or the Pfalz became a popular sport, with an occasional jaunt in a Hannover or a Halberstadt. On the 20th came an honor which we should have been glad to forego, when "Diek" was made C. O. of the 9th, in place of Kenneson, who was relieved to go back to the States. The next day we welcomed old Tom Dervey back to the fold; with everyone else on his way back to the States, the Group had no charms for him. It was while we were at Treves that Miss Blanche Fenfon and Miss Enid Allen arrived to work in the "Y", and with true heroism came occasionally to our mess.

Christmas Day we spent at Treves, our second Christmas in Europe, and not by any means a bad day. No one had sudi home

comforts as Christmas stockings, but the atmosphere at the dinner given in the hangar by the men at two o'clock, to which all the officers originally in the squadron were invited, was cheerful if not warm.

The menu was excellent, and the tree in the center of the hangar.

20 HISTORY OF THE 91^A AERO SQUADRON.

decorated as they are at home, made everyone happy (or homesick, as the case might be), just to look at it. In the evening the officers had their dinner, with Miss Fenfon, Miss Allen, Mr. Trenchard, and his assistant, Mr. Hull, as guests, with a free (decorations in part swiped from the other) and presents for everyone. Some, such as the ticket for the States for poor homesick Boyd, the bottle of milk for Mike Delana, and for Stone (of course) a fragment of the bomb that shook his inkwell, made a decided hit.

There is little else to record of our stay in Treves except the football game with the 91st squadron. The score was a 0 to 0 tie, but all agreed that it was really a victory for the 91st; "Chick" Broderick's ragging between the halves, with such remarks as "It takes the 91st and the 11th to make the 915th", and "It's a disgrace for a fine officer like Captain Diekema to have to command such a bunch as you", being distinctly entitled to a decision.

Boyd's long-expected and longed-for orders to go Home came just before we left Treves, and others who left the squadron while it was there were Chamberlin, Copeland, Jones, Mangan, Stone, Burgess and Westover.

New Year's Day was also spent at Treves, and orders for the move to Coblenz came in the afternoon. Doug and Weisbach in Salmsons and Cook in his Spad left the next morning. Following their arrival at Coblenz, orders came for the rest to stay at Treves until more hangars had been put up on the Coblenz field. Two days later, Saturday, Jan. 4th, word was received by ferry up the rest of the planes, and all that started got through a bumpy ride without incident. The pilots returned to Treves by train, and Monday the rest of the planes were flown up. What might have been a serious accident occurred when a Liberty, landing at Treves, ran into Graham in a Fokker, taxi-ing out to take off. The Liberty's prop sliced the fuselage in two directly behind Graham's seat, and rolled the Fokker over and over; but except for a wrenched knee Graham emerged unhurt.

On our arrival at Coblenz we found that the 91st, 945th, and 121st squadrons were to occupy Fort Alexander, on the steep hill back of the city. The field was a former parade ground, and the work of putting up hangars was still in progress. Under the command of Major H. B. Anderson, C. O. of the 41st Corps Observation Group, formerly commanding the 5th Squadron, and an old friend of the 91st, all three squadrons quickly settled down to the daily routine.

On Jan. 10th Brigadier-General William Mitchell, in an impressive ceremony, decorated the officers for whom the D. S. C.'s had been

awarded some time previously, Diek coming up from Treves in a Breguet to receive his. After the ceremony of decoration. General Mitchell, Who Was to leave for the States in a few days, made a short farewell address, in which he paid a tribute to the work of the 9th, saying "No squadron ever performed such reconnaissances as you have, working fifty kilometers behind the lines, and getting away with it."

HISTORY OF THE 91st AERO SQUADRON. <2\

The next day the General came to the airdrome with the Prince of Wales, whom he took up in his bi-place Spad. After the flight, all the officers on the field were called together and presented individually to the Prince by Major Anderson.

The 91st at last gave its much talked-of dance on Monday, Jan. 13th, in the officers' mess. The refreshments held out to the end, and the celebration was wound up by a supper of venison steaks from 7.30 to 2.30 A. M.

On the 13th, Rip was detached from the squadron and assigned to G. H. Q. in Coblenz as adjutant to Lt. Col. Harold Fowler, Who had succeeded Gen. Mitchell as Chief of Air Service, 3rd Army, Bill Moran taking Rip's place as squadron adjutant. On the 22nd Bill Badham and Tabachnik left for Colombey-les-Belles, with hopes of being sent home from there, both of them expecting to be married shortly after their arrival in the States.

In the Week ending on the 18th the squadron Was saddened by the deaths in the hospital, from influenza, of three men: Privates Willard R. Augustus, and Charles F. Chatelle, and Sergeant Bryant F. Van Kirk, Who had been in the 1st Aero Squadron on the Border, and had therefore been in the service longer than any other man in the squadron. At the same time we learned of Kenneson's death from the same cause in Paris on 3rd Jan. 1918, while on his way home.

In the meantime, Kenney had made two trips to Paris on "official business", and came back With news from all our missing pilots and observers except Hughey and Roper.

Battle and Williamson had dropped within a few hundred yards of the Boche front line trenches near Flirey. "Bat" had tried to escape three times, but finally had to wait for the end of the war before leaving his German home. Both left for the States during the latter part of January.

Mayes had been sent home soon after the armistice, still suffering from wounds received in his combat With seven Fokkers near Thiaucourt.

"Pep" Foster recounted a wonderful tale. When Sebring Was killed a few stray bullets bumped "Pep" on the head and knocked him unconscious. He finally came to on the ground underneath the Wreck of his plane, and on emerging from his hiding place Was

immediately made prisoner and taken to Jarny, Where he shared the same room With an R. F. C. pilot captured a few days before. Some days later the two prisoners saw a formation over their heads and immediately made a bet of fifty marks, "Pep" wagering that the 9jfl was the only squadron that ever flew that far back. While the Englishman made a similar claim about his daylight bombing outfit. Shortly after the argument, "Al" Lawson was brought into the prison and "Pep" immediately claimed the coin. "Al 's" observer, Verwohlt, had been shot in the knee with an explosive bullet and had lost a leg. All three returned home early in 1919.

22 HISTORY OF THE 91st AERO SQUADRON.

Frierson had been brought down near Clery-le-Pefif after a furious combat with fifteen Fokkers, one of which Frierson had brought down with his front gun. Scott had been killed before a bullet in the motor forced Frierson to land. With a wound in his leg. While setting the ship on fire he was shot twice more and Was then backed up against a wall with a firing squad in front of him. A German officer. Wishing to question him about the American Air Service, rescued him just in time. Frierson's complete ignorance regarding everything of importance "foxed" the officer completely. The Germans thought Sam Was "holding out", but as far as is known the thousands of marks' worth of champagne devoted to the cause never brought forth information enough to shorten the War. Frierson rejoined the squadron at Coblenz on the 16th of February.

Kenney on both trips visited Bash in the hospital at Toul, Where he Was recovering from eleven bullet Wounds and a burned foot received When he and Adams Were brought down by six Fokkers north of Brioules. They Were doing Post of Command work When they were surprised by the enemy. The tank caught on fire, but Bash, by putting his foot over the hole in the tank, managed to keep the flames from spreading, and although he was badly burned enabled Adams to land the machine safely. Lack of care on the part of the Germans nearly cost Bash his life, but When seen at Toul he Was rapidly recovering. Adams, Who Was unhurt, left for home during January.

The graves of Bruch and White Were found at Inor-sur-Meuse, and it Was learned from the French villagers there that the plane had been brought down by machine gun fire from the ground. Cook had also made an official visit to Paris, and returned With the news that the D. S. C. had been awarded posthumously to "Ash" Kelty and Lowry.

Tuesday afternoon, Feb. 18*, saw the squadron, With a band from the 4th Air Park, drawn up on the field in front of a line of Salmsons and German planes to receive from the hand of Lt. Col. Fowler the Letters of Merit awarded by the Air Service Commander, 15th Army, and by the C. O. of the squadron. Letters Were awarded to the

following officers and men: From the Air Service Commander, 15< Army: Capt. Tabachnik, 15* Lts. Duncan, Fay, Houghton, Kincaid, Pope, Seymour, Verwohlt, and Whitaker; 25^ Lts. Coles, Delana, Husted, Moran, and Wasson; Master Electrician Ray McAnally; Sgts#.ls< CI. Matthews, Parady, Rowe, Snow, Souder, and Walker; Sgts. Easterbrook and Rike. From the Squadron Commander: 1£< Lts. Ainslie, Carlisle, Hoel, and Ripley; 25^ Lt. William A. Barnhill; Master Electricians Anderson and Schuelke; Sgts. lil CI. Carrigan, McAbee, and Wickins.

On the 1951. Private I5* Class Marion E. Moore, who had worked both in the intelligence office and the transportation department, died in the hospital from influenza, making the fourth death in the squadron since its arrival in Coblenz.

H/STORY OP THE 91'A AERO SQUADRON. 23

Major Anderson's tragic death on the 2)^ was an especially severe shock fo the 91 1* because of our association with him during the long months spent at Amanty last year. He Was buried from the post on Sunday the 23rd, the entire personnel of the 12*, 9jsf and 945! squadrons following his remains to the cemetery.

The 2j 5! brought us other news of a tragic nature also. A letter Was received from Capf. Zinn, of the Air Depot at Colombey-les-Belles, saying that he had found near Puxieux the graves of Hughey and Roper, missing in action on Sept. J40!, and of Whom absolutely nothing had since been heard. The receipt of this information settled the last uncertainty regarding missing men, and brought the final casualty list up fo a total of eleven men killed in action, two in accidents, thirteen Wounded over the lines, and nine made prisoners.

Between the arrival of the squadron in Coblenz and the 22^^ of February, the following officers joined the squadron fo take the places of those who had returned to the States : i ^ Lts. Thomas D. Howard and Charles F. Hudson, and 2^ Us. Albert A. Allen Clarence A. Blum, Charles H. Cope, Donald E. Hardy, Klein L. Hooper, George S. Moran, Horatio A. Warren, and F. Vaughn Wilbur. The last Week in February, "Doc" Gray received his promotion fo Captain, dated Jan. 27<<'.

It had been planned fo hold a big reunion dinner on Washington's Birthday fo celebrate the first anniversary of the assignment of the original pilots to the squadron. Van Heuvel, however, was unable to get back from Paris in time, nor Was "Hump" Bryan more succesful in getting away from his duties in Toul as operations officer of the 2nd Army Air Service. "Diek" came up from his squadron in Treves, bringing Perry With him, and the celebration took the form of a quiet dinner at the officers' club at the Casino, With Cook, Douglass,

Guilbert, Jervey, Kenney, Lambert and Strahm as the others present, after which the old combination, Diek, Cookie, and Vic, once more fore off "Homesickness Blues", "Easy Riding Jockey", and "Balling the Jack", In this Way the first year of the 91 ?i's career as a completely organized squadron came to an end.

Summary of Work Performed by Squadron
from May 29^ to November]i% 19^8.
Desfruction of Enemy Planes Confirmed
Number of Combats : : : :
Number of Hours Beyond Enemy Lines :
Distance in Kilometers Beyond Enemy Lines
Plates Exposed Beyond Enemy Lines
Successful Negatives : : :
Prints Made From Negatives :
Visual Reconnaissance Missions
Photographic Reconnaissance Missions

. 21
. 139
. 1045
. 25,380
4500
. 3700
143,233
. 252
. 108

On this day the squadron was first officially designated as the 9151, and detachments from Fort Sill, Oklahoma; Fort Leavenworth, Kansas; Jefferson Barracks, Missouri; and Fort Sam Houston, lekas, arrived at frequent intervals and were assigned fo the squadron. First Lieutenant Alan P. Hume, A. S., S. O. R. C, arrived on Sept. 22, and took up his duties as adjutant, the medico, 15 Lieutenant Denver F. Gray, M. O. R. C, arriving a few days later.

Leaving San Anton' on Sept. 30 for Garden City, Long Island, N. y., the squadron arrived there on Oct. 5, after a journey remembered mainly for. its dust and discomfort, and took possession of Barracks No. 6 af the Aviation Camp. Drill and guard duty kept their minds off other troubles until Oct. 19, when Martin "Chick" Broderick arrived from Kelly Field after a week of "K. P.-ing" with the 100, fo deliver his now famous lecture on "How fo Interview a Colonel Without the Sergeant-Major's Permission*". The first review of the squadron was held Oct. 25, affer a slight delay occasioned by the post adjutants inability fo decide exactly where he should stand during the proceedings.

Five o'clock of the morning of Oct. 27 saw the squadron, this time half-frozen, entraining for Pier 60, North River, and that noon the good ship "Adriatic", R. M, S., pulled out of New York harbor With the now fairly seasoned outfit. At Halifax, the convoy of seven other ships was picked up, and a quiet, uneventful trip ended on Nov. 10, when Liverpool, with her curious floating docks and her smoky skies, greeted the travelers. The stay here was short, however, and at 5.15 P. M. the squadron pulled out, arriving at Southampton at midnight. The following day H. M. S. "Huntscraft", No. E2j6, which in spite of its name proved to be a cattleship, started With the 91 ?1 for Havre, arriving after numerous delays at 8 A. M. of the Thirteenth. Everyone was

allowed to "rest" at the rest-camp there until the next morning at three-thirty, when the squadron left to take the "Hommes 40, Chevaux 8" express for their destination, A. E. F. Headquarters at Chaumont, Where they arrived at 9 30 P. M. of the 15th, half of the outfit bunking for the night at headquarters, and the rest in the barracks at Hill 402.

The next day, work on the barracks and hangars started and the squadron settled down to this routine, varied by an occasional landing on the field of a French machine, or a squadron "hike" to some nearby town and back. The hoodoo number for the second time figured on the squadron records, when on the morning of Dec. 13 orders came for an immediate move to Amanty. Arriving there the following day, the squadron came under the command of Major J. T. McNary, of the 1st Corps Observation Group. Their first pilot, 1st Lt. Clearton H. Reynolds, Was assigned to them at the same time.

Routine work again claimed the attention of the outfit, a Christmas celebration being the only thing to break the monotony. In one of the hangars a huge tree was hung With presents for the children of the town of Amanty, and while the youngsters, lost in admiration of the display, were wondering what else the gods could have in store for them, Lt. Barnaby of the 1st Aero Squadron, flying a "fighting A. R.", landed in front of the hangar. His stepping out of the machine Wearing a regulation Santa Claus disguise dumbfounded them for a few moments, and the wonderful Americans had Won a place in the hearts of the child population of one French town forever.

Thirteen again got the call when Major Ralph Royce, commanding the 1st Corps Observation Group, appointed Lt. Reynolds on 31st Dec. to take command of the squadron, filling the place of Major McNary, who had been detached three days previously. First Lieutenant Samuel K. Downing was assigned to the squadron as supply officer on the 19th.

The second pilot, 1st Lt. George "Hump" Bryan, reported on Feb. 5. This month the outfit missed the thirteenth by a narrow margin when Corporal Mobley broke his arm cranking an A. R., on the 12th,

the first accident of any kind to be recorded in the squadron files. First Lieutenant Ralph W. Stone, A. S., O. R. C, was assigned as engineering officer on the 16th of February, however, saw the culmination of the long Work of organization. On that day Major John N. Reynolds, 3. M. A., U. S. A., took command, and seventeen pilots, newly arrived from Issoudun (bearing orders dated Feb, 13, to keep up the squadron tradition), were assigned to the 9th, completing the quota of pilots. A more disgruntled crowd of officers can hardly be imagined, as they had all been taken from the chasse training at Issoudun, the hoped for goal of every flyer, and sent to join what they expected to be an observation squadron flying A. R.'s. But the personality of Major Reynolds worked wonders, and it was only a matter of a few days before the crowd had become welded together into a close association of real friends With a common purpose.

This at first was mostly to do anything even hinted at by "Major John", as he became known immediately after the first officers meeting. The roster of pilots Who Were destined to start the

work that afterwards gave the squadron the name of being "the best Army Squadron on the front", to quote Major-General Foulois and Brigadier-General Mitchell, Was now as follows: Major John N. Reynolds, J5^ Lieutenants Blanchard B. Battle, George H. Bryan, Everett R. Cook, Willis A. Diehema, Kingman Douglass, Hugh L. Fontaine, F. Vernon Foster, Horace M. Guilbert, Maury Hill, Paul H. Hughey, Asher E. Kelty, George C. Kenney, John H. Lambert, Alfred W. Lawson, Howard G. Mayes, Clearton H. Reynolds, Herbert A. Schaffner, Victor H. Strahm, and John W. Van Heuvel, The squadron now settled down to three months of forced inactivity, disturbed occasionally by rumors that they were to go over the lines in A. R.'s, until it began to look as though the 9)?)L was doomed forever to continue its Work of taking up observers of the isf Observation Group for instruction. About the only events to break the monotony were the arrival of i 5I Lt. Thomas M. Jervey, O. R. C, as armament officer, and Kenney's crashing in the Woods When the motor died after taking off, which got him a broken ankle With two months in the hospital, and the sobriquet of "Bust-'em-Up George" for the rest of the war.

On March jO, Cook, Foster, Lawson, and Van Heuvel were sent off to the aerial gunnery school at Cazau: for a Week's training, the intention being for four other members of the squadron to replace them each Week until all had received the much-needed course. On arriving at Cazauk, however, their course was held up and they received on training in gunnery at all, and were finally sent back to the squadron after a month's idleness. About the only work of Value that they accomplished was the ferrying back from Orlay of some of the A. R.'s to be used for instruction purposes at the i ?! Observation Group.

On the way back heavy clouds came up and Cook, who was flying fairly high, lost his Way. While he was frying to locale himself the clouds broke up a little, and much fo his surprise he saw trenches beneath him, while the air immediately became decorated with a number of little black clouds. It is whispered that the A. R, turned up considerably more than 1600 revolutions on her way back to Amanfy from St. Mihiel, where the Archies had distinguished themselves by firing the first shots at a member of the 911.'.The ability of the original pilots of the outfit to converse fluently in French can be directly traced to the frequent gatherings held at Annette's during those dark Amanty days. While Annette and the "Greyhound" alternately sewed on buttons and poured out the stuff that cheers, "the gang", which did not except Major John, would try out its struggling French on the whole family, including the black cat.

Even the story of the subsequent change in Annette's occupation can never dispel entirely the charm that the old place has for us. Any of the old crowd would gladly undergo that horrible cross-country trip back to camp, again, for another of the old lime gatherings.

Finally the welcome news came that the 91 5l Was to be known as the First American Army Observation Squadron and would fly Salmsons. The first four of these "ships", the last Word in French airplane construction, and acknowledged to be the best biplace machine on the front, arrived from Paris on the 2i5l of April, and others continued to arrive until the 21 5i of May, when it was considered by headquarters that We had enough to start Work with. On the 24* the squadron actually arrived on the front, taking up their quarters on the field near Gondreville-sur-Moselle, Where they were joined by Photo Section No. 2, comprising 24 men under the command of 1 sf Lf. James S. Suydam, subsequently known as "Photo". Once again delays were

encountered in getting started. The propellers furnished were painted-over affairs that split after a few hours use, and the spark-plugs were of an inferior type that fouled so easily that it was practically impossible to depend on them. It was not until June 3 that the first flight was made over the lines. Major John leading.

In the meantime we had been joined by a number of observers, some of whom had served with the French for a short time previously, Capt. James E. Wallis and Joseph F. Williamson, 1st Lt. Howard T. Baker, Walter Bender, John W. Cousins, Walter R. Lawson, Kenyon Roper, Franz F. Schilling, Howard W. Verwohlt, 2nd Eft. William T. Badham, John C. Henderson, Frederick K. Hirsch, Francis B. Lowry, Alonzo M. Seymour, and John H. Snyder coming into the fold as observers, 2nd Lt. Prentice M. Terry reporting as Intelligence Officer, and 2nd Lt. John E. Wise as Radio Officer. Hume left the squadron on May 30 and Lt. Reynolds acted as adjutant until June 4, when 1st Lt. Roy S. Ripley arrived and took over the position. The flights were also organized, Lt. Reynolds taking the first flight, "Schaff" the second, and Maury Hill the third.

On the 6th, new spark-plugs and twenty-two new "props" were received, and the next morning every ship in commission went over, the majority returning with the news that the Arches were passing good, and exhibiting a number of holes in the ships to prove it. The assignment of observers was completed on the 11th with the arrival of 1st Lt. Leonard C. Hammond. The 12th saw the war really brought home for the first time. Battle and Williamson went over as protection for Mayes and Schilling, who were taking photographs about fifteen kilometers back of the enemy lines. On the way back, going through some clouds. Battle's machine disappeared from view of the photographic ship and did not return to the field. Inquiries all over the front brought no information, and it was not until June 50 that we learned from a note dropped by a German flyer that they were both prisoners, unwounded. Earlier in the day we also had our first plane brought down by Archie fire. "Diek" and "Bill" Badham went over on a visual mission but evidently their presence was highly undesirable, as from the moment they crossed the lines the anti-aircraft batteries opened up on them, registering some wonderful shots. One of these, coming from a particularly "hot" battery located near Arnaville, punctured the radiator and tore a furrow through "Diek's" helmet. The thermometer rose in jumps when the water started running out, and Diekema headed for home, managing to cross the lines at about a thousand meters altitude, finally landing safely with about thirty "Archie" holes in his wings and fuselage.

Again the thirteenth was eventful. "Schaff" started on a visual over Metz with "Chief" Bender as observer, leading two other members of the second flight, "Vic" Strahm with "Cap" Wallis, and "Jesus" Lambert with Baker. West of Metz "Vic" became separated from the rest of the formation on the turn, and was almost immediately hopped by three Pfalz scouts, who proceeded to put several holes in his ship, luckily doing no material damage. The Boches were kept off by Strahm's maneuvering and "Cap" Wallis's shooting, and when they reached the lines the enemy headed back for home. In the meantime five other Pfalzes had attacked the other two ships, and the chase to the lines was repeated. In this case, however, the two machines could cover each other fairly well, and although they were both badly shot up before they reached the lines the fire of the observers kept the Boches from closing in. Bender shooting one of the enemy machines down out of control. The combat occurred so far back of the lines that confirmation has never been received.

On the 2j 5< the Major, aided and abetted by "Back Areas" Terry, instituted a series of examinations on the sector, to make sure that both pilots and observers knew the main features of the ground over which they were to work. First results were extremely gratifying, but the Major was not satisfied, and it was owing to this course of careful study that the squadron was able to accomplish much of the valuable Work that it did in preparation for the drive at the St. Mihiel salient later on.

An amusing incident occurred on June 25. Cook started out on a Visual reconnaissance With "Pop" Seymour on the back seat, and just before crossing the lines. Was peaked on by What had hitherto appeared to be a friendly Nieuport. Cook banked over to show his colors, but was greeted With a burst of machine-gun bullets. Slightly annoyed by the occurrence, he viraged around and returned the fire, figuring that perhaps the reports were true that the Boches were flying around in some of the recently captured "28's" The intruder Withdrew, and Cook continued on his way. When he returned, an investigation trip to the neighboring pursuit field was made, and there he discovered that a fellow townsman had mistaken him for a Boche biplace machine and had already reported the combat. Apologies were made and each assured the other that a certain girl of Memphis, Tenn., was not the cause of the encounter.

The next few days Were ideal for photographic work, and every team that could get off the ground Went out on missions covering practically the whole sector. The j ?1 Pursuit Group had gone to the Chateau-Thierry sector to take part in the commencement of Foch's now famous drive, and all the work of taking pictures Was completed Without chasse protection. Combats became so common that they Were hardly worth mentioning unless some material damage Was done or a plane brought down. On June 30 the day's report of forty-two hours, and one hundred and ninety plates exposed, over the lines, so impressed General Giraud of the French VIU^h Army that he sent Major Reynolds a special letter of commendation on his Work and the Work of the outfit.

While the note that the Germans had dropped telling of the fate of Battle and Williamson Was still under discussion, a second plane Was entered on the casualty list. A formation of three ships Was attacked by nine Boches and during the combat .Mayes and Schilling became separated from the rest and did not return. We heard from Mayes some time afterward that during the fight Schilling had been killed and Mayes shot in the head and leg. In spite of his injuries he had brought the machine down safely although he was forced to land some distance behind the enemy lines. Where he was taken prisoner and sent to a military hospifal.

July Fourth seemed about to pass with little more than a mention, but the people of Gondreville refused to allow such sacrilege. Shortly after lunch. While the officers Were still around the mess-hall, a procession of children, headed by His Honor the Mayor in silk hat and red sash, and a selected delegation of citizens, stopped in front of the shack. After an elaborate speech in token of their appreciation of the work that We Were doing for their country, they presented Major Reynolds with a testimonial in (he name of the town, and then proceeded to decorate our mess-hall with flowers. The whole officers' personnel of the squadron then fell in with the procession and folio-Wed the Mayor to the Maison Commune where, after a lunch of French pastry, fruits, and champagne, everyone signed the (own book and Was given the freedom of the city. The 12"!

saw our first replacement. First Lieutenant Edward R. Kenneson reported as pilot, and two days later three new observers, Harry N. Mangan, Harley Perry, and Frederick E. Sieper, all 2nd Lieutenants, reported for duty. On July 10 one of the queer things that make one believe in luck, happened to a two-ship formation that crossed the lines on a daybreak visual. Guilbert and Seymour and Van Heuvel and Hirth were the two teams. They had just crossed north of Pont-a-Mousson at an altitude of 4800 meters when four Fokkers jumped them, shooting Hirth through the heart and "creasing" Van Heuvel on each side of his head at the first burst. Van was knocked unconscious, and did not come to until he had dropped over 4000 meters, when he found himself on our side of the lines in a steep dive with the motor full on. He managed to pull himself together and landed on his own field. Where he protested that he was all right and refused to have his name taken off the flying list even for a day. Guilbert and Seymour in the meantime were having a rather rough time of it. Seymour had his windshield shot off and seven holes in the tourelle around him. While Guilbert had three holes in his Teddy-bear. By alternately going into a spiral and a nose-dive they managed to get away.

In the midst of this shortage of observers, while we were wondering when our regular men would wear out entirely from repeated doubling, Tom Jervy, the ordnance officer, volunteered to go along, "to do a little loohin' and a little shootin'", as he expressed it. He first officially crossed the lines on July 22 with H[^] vjfh Schaffner, and this trip started a career of which any observer might well be proud. Flying at various times with practically every one of the older pilots, including Major Reynolds, he is recognized as one of the best observers in the squadron. He has taken visual, protection, and photographic missions, and during this time has engaged in eleven different combats, bringing down three enemy machines for which he has received official credit. July 27* brought the first promotion, Lt. Reynolds leaving to take command of the newly formed 104* Observation Squadron, and Diekema taking his place as leader of the first flight. Two additional members of the officers' personnel reported at the same time, 2 Lt. A. H. Fleck as assistant to Jervy, and 25 Lt. Clarke S. Sutherland reporting with fifty enlisted men of whom we were badly in need, as our work had become so extensive that it was practically impossible for the enlisted personnel to take care of things. First Lieutenant Willard J. Chamberlin reported as pilot on the 505}. The day was also marked by the wounding of observer "Shorty" Lawson by anti-aircraft fire while on a visual mission over Vigneulles. He was sent to the hospital, remaining there until the 8*, when he was allowed to come back for light duty until completely recovered.

The squadron lost a good observer and an excellent shot with a pair of Lewis guns when on the first of August orders came through for "Chief" Bender to report to G. H. Q. for headquarters duty. A week of cloudy and rainy weather, coming at a time when the interest of the squadron was high in their work, finally got on the nerves of some of the crowd, and on the evening of the 10*, Schaff and Baker, and "Jesus" and "Cap" Wallis, went out on a little trouble-hunting expedition by themselves. All four had things coming their way for a while, trying to shoot up the first- and second-line enemy trenches. They silenced a few machine-gun and anti-aircraft batteries, but Lambert's gasoline tank was punctured in about fifteen places by machine-gun bullets, and the wings and fuselage were shot full of holes. They managed to make our side of the lines all right, but what was left was a pure salvage job. Captain Wallis had his cheek cut open by a machine-gun bullet. Schaffner on the other hand had better luck, escaping with a few bullet holes in his wings and a piece nicked out of the prop.

Mauiy Hill was the second on the promoted list, leaving for Tours this same evening. Cook taking his place as leader of the third flight. On the 25 Major Reynolds led over a formation to try out the suggestion that we drop an occasional bomb on the other side. His ship was the only one carrying bombs, and of the four dropped over Thiaucourt, three registered direct hits. Lambert and Baker went over as protection. On the way back four Pfalz scouts jumped the formation and during the fight Baker, one of the best observers that ever served his country. Was shot through the abdomen. As soon as Lambert could get back to the field. Baker was rushed to a hospital, where hopes were at first held out for his recovery, but the next day, in spite of a transfusion of blood, it was seen that the wound was fatal, and he died on the 15. In the meantime Schaffner had also been given a squadron of his own, and "Vic" Strahm succeeded to his position as leader of the second flight.

Lambert had been assigned one of the new observers, Mangan, and a few hours before Baker's funeral on the 5th, their motor quit cold over Metz just as they were starting on a photographic mission. "Jesus" at once turned, luckily with the wind at his back, and, followed by six Boches, headed for the nearest point of the lines. Mangan kept shooting continuously, firing over three hundred rounds of ammunition, and managed to keep the Boches from getting too close until a third-flight mission came in sight, and the enemy, suspecting reinforcements, turned back toward their home grounds at Frescaty.

Lambert finally managed to cross the lines at about 800 meters elevation, but landing places around Pont-a-Mousson are scarce, and "Jesus" had his third crash in two days. That evening he was ordered by the Major to take a three days' rest to get his mind off the war for a while.

"Quiet" Cousins and Maury Hill.

On the 16 another "Back Area" flier arrived in the person of 2nd Lt. Harold J. Hoffon, and Fleck was replaced by 25th Lt. Robert T. Boyd. H-H-H-Hugh Fontaine left at the same time, having finally been transferred to chasse, for which he had applied some time previously.

During the rest of the month fairly continuous good weather kept everybody on the move, and before the end of August the sector was photographed over practically every square foot, and the squadron, both pilots and observers, had become a veteran outfit. Nearly every mission that went over came back reporting a combat, but the Boches seemed to bear charmed lives; it seemed almost impossible to bring them down, no matter how many rounds of tracers entered their machines. The squadron was further reinforced with both pilots and observers in preparation for the coming offensive, of which rumors were already starting to fly around. Second Lieutenants Richard S. Sannopoulo and Raymond R. Sebring reported on the 22nd, Capt. Abraham Tabachnik on the 23rd, and 25th Lt. John W. Schricker and John S. Richardson on the 26th as observers. While to the pilots roster were added the names of 55th Lt. Leon W. Powell and 1st Lt. William F. Baker, who arrived on the 26th. Major Martin F. Scanlon, J. M. A. was temporarily assigned to us on the 26th.

A new army observation squadron, the 24th, moved in on the 23rd to help us, but their ships did not begin to arrive until some time after, and then all the pilots had to start learning to fly Salmsons. First Lieutenant Harry Miller, formerly of the J51 Aero Squadron, Was in command, but on Sept. 4th the news came through that he Was fo be replaced by Maury Hill, and that another 91st man, "Quiet" Cousins, Maury's old observer, would go to the 24th as operations officer.

Henderson left on the 27th!. September opened With a foretaste of What Was to come. On the 22nd, during a photographic mission over Metz, the fighting second flight again ran into a flock of Boches, and in a hot "dog-fight", which asted all the Way bach to the lines, brought down three enemy planes, which, however, were never confirmed, as they fell too far back to be observed. Strahm and "Cap" Wallis, Lambert and Mangan, "Pep" Foster and Perry, and Hughey and Roper, were the four teams that took part in this encounter With a total of twelve enemy machines.

None of our planes Was badly shot up, but the Boches certainly learned something about the difficulty of bringing down a Salmson. "Pep" Foster had his oft-repeated Wish that he might "get in lots of time over the lines" granted on the 43rd!, When the same quartet got in hot water again. On this occasion three enemy ships attacked the formation and immediately closed in. One of them dove on Foster's machine and shot Sebring, his observer, killing him instantly. To try to shake the Boches, "Pep" went into a dive, with the enemy on his tail. Hughey followed the pair doWn, and after firing a few bursts with his front gun, set the enemy on fire. "Vic" dove on another machine, and this one, too, wenf down in flames. This seemed fo scare <he third, as he made off for home. Foster put his ship into a spiral, and was finally seen to land in enemy territory.

On the 5th, Major Reynolds announced that he had been placed in command of the J5th Army observation Group, which Was to be composed of the 91st*, 24th <h, and 95th squadrons. Cook Was announced at the same time as C. O. of the 9<5L While Kenneson and Perry went fo the 9ttth squadron to do night observation work. Stone, Downing, and 3ervey became engineering officer, supply officer, and armament officer, respectively, of the group, and Hammond left the first flight to become group adjutant, Terry became group intelligence officer and Snyder group operations officer on the H<h. Another of the original teams Was lost on the 7<h, when during a combat over Conflans between three ships of the first flight and four Fokkers "Al" Lawson and his observer VerWohlt Were forced to land in enemy territory. Word Was later received that VerWohlt had been shot through the leg. Three new pilots reported for duty on the 8<<, 2nd Lts. Paul D. Coles, Edward K. Delana, and Samuel G. Frierson. The work that had been going on since our arrival on the front was now about completed. The Whole sector had been photographed and re-photographed at intervals of every two Weeks, While dumps, Strategic points, and all information of value to an attacking army had been noted and tabulated. On the iind of September came the news that the squadron had been awaiting for some time, and in the evening The Major announced to us that the first ail-American push Was to start the next morning With a terrific artillery preparation, followed by the doughboys' rush over the top at daybreak in an attempt to wipe out the famous St. Mihiel salient. The news was succeeded by one of our well-known revival meetings around the piano. Rev. Van Heuvel leading in prayer and Deacon Diekema tickling the ivories.

All night long the big guns kept up their work, and the first missions over in the morning reported that the whole front from Pont-a-Mousson to St. Mihiel was on fire. Worse flying weather can hardly be imagined than that in which we flew during the three main days of the attack, but missions left, and returned on a regular schedule, interrupted only by an occasional shower of driving rain. Missions were constantly carried out at altitudes of from fifty to one hundred meters far over the enemy lines in an endeavor to get the information asked for, and even darkness did not stop the flying, missions searching for enemy batteries going out on the evenings of the 1251 and IS* and returning by the aid of flares long after dark.

On account of the low clouds it was almost impossible to keep formations together, but in every case when a ship became separated from the others, it went over the course, and performed the mission, most of the time flying just under the clouds, and zooming back into them whenever the fire from the ground became too hot or whenever to

the enemy chase attacked. On the 1251 Diekema and Hammond flew to Mars la Tour, then over to Gorze, and back to Chambley, at no time being over one hundred meters. At the same time Sfrahm and "Cap" Wallis, while on a mission southeast of Metz, were attacked by a Fokker at about eight hundred meters altitude. About seventy-five rounds from "Cap" Wallis's pair of Lewis guns, however, sufficed, and the enemy machine crashed near Orly Ferme, making the second official Boche for this team.

The operations of the 1451 cost the squadron another of the old teams. Paul Hughey and Roper went out on a visual mission early in the morning, and five months passed without word of them. The antis on this day gave one of the new men, Coles, a chance to distinguish himself. One of the Archie bursts tore off half of both lower wings, but although the ship became almost unmanageable, Coles succeeded in bringing it back to the field and making a good landing. For his first trip over the lines his coolness was remarkable, his first words on landing being, "How long will it take to put on another pair of wings? I like to fly that boat, she handles so well." Sfrahm and Wallis had a combat with six red-nosed Pfalzes, and "Cap'n Abe" Tabachnik had his machine-guns shot out of his hands during another fight. While "Mose" Guilberf and Tom Jervey fought off eighteen Fokkers in a running fight all the way from Conflans to St. Mihiel.

Two more official Boches were added to the squadron list on the 1451. The first flight started out on a photographic mission from Gorze north, but had barely started taking pictures. When the formation of four was attacked by six Pfalz scouts. Two of them dove for Coles' ship. Which was flying as protection in the rear, and at the first burst a machine-gun bullet pierced his neck, forcing him to make for the lines, as he wanted to land safely before he fainted from loss of blood. The other three jumped Kenney's machine, but his observer, Badham, who had just straightened up in the cockpit from taking pictures, poured a few bursts into one of the enemy machines, sending it down in flames. Kenney's ship was badly shot up, one of the elevators being almost off, so he turned back toward the field. In spite of thus losing the rest of the flight, "Diek" and Hammond climbed back to regain the altitude lost during the combat and continued on their mission. Which they accomplished without further attack, although several formations of enemy ships were seen around them.

At almost the same time the second flight encountered six more Pfalzes just south of Briey, and during the combat one of the opposing planes was brought down by a new man, Schricker, who was flying in the rear seat of the ship piloted by Powell, himself a new man. That evening the doctors at the hospital where Coles had been taken gave out the welcome news that he would probably be out of the game only about six weeks. During the afternoon a mission was called for to go on a visual reconnaissance of Diedenhofen (Thionville). Major Scanlon volunteered.

As every other pilot was on some other mission at the time, faking "Shorty" Lawson, still weak from his wound but anxious to work, as his observer. They penetrated enemy territory for a distance of seventy-five kilometers, constantly under Archie fire except when the Boches appeared, when the Salmson would dive in a friendly cloud, emerging as soon as it had shaken off the pursuit. The flight was not only a spectacular one, but much valuable information was brought back.

Heavy rain put an end to our flying the next day, and in the evening we received word that the drive was off until further orders. To relieve the tension resulting from the preceding weeks the flights were each given two days leave. Which was of course spent in Nancy.

Major Scanlon's impersonation of a horse proved to be the star act in a bill crowded with novelties, and Vic's debate with a certain G. H. Q. major, followed by an unaccountable advocacy of the prohibition cause. Was another feature.

Schaffner in the meantime had heard that a drive was going on and had borrowed a Spad for the occasion from the field at Is-sur-Til, where his new squadron was assembling. He arrived at Gondreville on the 17th, and, much disgusted when he learned that the drive was off, told the crowd to "go ahead and play with" his Spad. During one of these trials, on the 18th, Guilbert unfortunately crashed, breaking his arm, putting "Mose" out of the flying game until the 8th of November. From Sept. 25* to that date, however, he acted as liaison officer at Air Service Headquarters of the IV^e French Army. "Photo" was transferred to the 1st Corps Observation Group on the 18th, 2nd Lt. William A. Barnhill taking his place as photographic officer. At the same time 1st Lt. Sumner Carlisle arrived as squadron supply officer. On the 20th orders came to pack up and move over to Vavincourt, (about six kilometers north of Bar-le-Duc), from which field we were to work over the Argonne-Meuse sector during the second great American drive, which was to start soon. The last ship was ferried over by the 22nd, and the next day the first missions were sent over the new sector. Schaff had prolonged his "visit" and managed to get over the lines with his old flight on two different occasions before an urgent telegram recalled him to his squadron on the 25*.

The attack on the Argonne-Meuse front began on the 26*, and the first day's operations cost us another of the old teams. When "Ash" Kelfy and Lowry were killed by a direct hit of anti-aircraft fire. Kelfy had been flight leader of the third flight since Cook had taken command of the squadron, and everyone had come to realize how valuable he was, while Lowry was recognized as one of the best observers in the squadron. Their loss was keenly felt, especially as we now had only eight teams working, for we had not yet received replacements for the heavy losses suffered during the past month. Pilots and observers, however, made two and sometimes three

flights a day, and the work of photographing and collecting information to aid the drive went on without interruption.

The squadron had received four new observers, 1st Lts. Asa N. Duncan, John B. Pope, Robert G. Scott, and John H. Whifaker, on the 25th, and three more joined the ranks on the 27th, 1st Lt. George B. Merrill and Samuel P. Fay, and 2nd Lt. William J. Moran; but the real shortage was in pilots, and for the next two weeks they went through the hardest work they had experienced to date. It was on the 27th also that the squadron lost the services of Jannopoulos as an observer for the rest of the war. Three of our planes, manned by Cook and Lawson, Baker and Jannopoulos, and Van Heuvel and Hammond, were attacked while on a photographic mission over Damvillers by six Fokkers, who closed in with a rush, their leading ship being met with a burst of concentrated fire which sent it whirling down in flames. The enemy formation then drew off, but not before "Jap" had received a bullet in his chest which missed his heart by a matter of an inch or so. Baker, his pilot, at once left the formation and headed for Souilly, to get him as quickly as possible to the hospital there.

Another old 91st pilot took over the command of a squadron on Oct. 2nd, when Kenneson replaced 1st Lt. T. A. Box, formerly of the 88th, as C. O. of the 91st night observation squadron. Which had been attached to the 915th and 24th, forming the 1st Army Observation Group. Frierson and Scott entered the list of casualties on the

5 They were over on a mission with Lambert and Mangan, flying above the clouds, but the visibility being too poor to get the desired information, they drove through. After Lambert lost sight of Frierson's ship in the clouds he was not seen again. The only news we received was from one of the American pursuit pilots. Who reported a lone allied plane being chased north by an enemy patrol of about fifteen enemy machines, the time and place coinciding almost exactly with that of the missing pair when last seen. "Johnny" Wise left us on the 6th. By this time, with the American forces pressing the enemy on all points between the Argonne and the Meuse, the Boches had concentrated practically all their available planes from Mezieres to Metz to prevent our getting information about their back areas. The weather was continuing fair, and every flight across the lines meant at least one combat before the mission was over. The enemy attacked without the care that he had displayed on the Toul sector, and in consequence, during the coming month, we brought down a number of enemy planes far out of proportion to what might be expected of an observation squadron.

On the 91st one of our formations of three ships was attacked by fourteen Fokkers in the neighborhood of Jantetz, and after a fierce combat, in which we were finally driven from our course, and which lasted practically all the way back to Verdun, three enemy planes were brought down, with all three of our ships pretty well shot up, although none of the pilots or observers was hit. Kenney and Duncan, Delana

and Merrill, and Chamberlin and Sieper, were the teams officially credited with the destruction of the enemy planes. Major Reynolds on the following day was credited with the destruction of his first Boche. With Hammond as observer he was attacked by four enemy planes, but again the twin Lewis guns won, and the enemy leader went into a nose-dive, finally crashing, his fall being confirmed by the American balloon observers. Shorty Lawson left the squadron on the

H[^] to go back to the States as instructor. Bill Badham faking his place as operations officer. At the same time We Were directed by Air Service Headquarters to furnish a flight to do post of command Work at low altitudes over the front lines, operating from Souilly, so accordingly four teams from the second flight Were sent up the headquarters on the and started Work.

On the 10th our shortage of pilots Was relieved when three new names Were added to the roster, 2nd tfs. Harold S. Watson, Roy J. Wasson, and Merle R. Husted. The following day 151 Lfs. Earle Houghton, Norfleet E. Armstrong, and Orfon F. Hoel also began their duties as pilots. On the 16th 25[^] Lf. James D. Adams arrived, bringing up the list to its full strength. The complement of observers had already been filled up on the 9th by the arrival of 12[^] Lfs. Alvin C. Kincaid, James E. Ainslie, and Henry E. Bash.

One of the newly-arrived pilots, Watson, and his observer Merrill, crashed on the 18[^]; soon after taking off from the field. Just what caused it is not known, but unfortunately Watson Was instantly killed and Merrill badly injured, so that he Was out of the game for the duration of the War. On the same day Maury Hill, C. O. of the 24 received his captaincy, the name of another old 91⁵ man, Herbert Schaffner, now in command of the 85⁷⁵ squadron, being on the same order.

Our first casualty on the post of command Work came on the 20[^], When Adams and Bash were reported missing. From information later received by our intelligence department We learned that they had been forced to land behind the German lines and had been made, prisoners.

The enemy patrols had during the past few days been further increased, and on the 23¹ every flight that Went over the lines encountered huge mass formations of Fokkers and Pfalzes, numbering between forty and sixty pursuit machines. During one of the numerous combats that took place in the course of the day. Cook and Badham, Doug and Hammond, and Houghton and Fay Were credited with bringing down one Fokker in flames and one Pfalz out of control. All of our planes Were badly shot up, and Houghton was wounded in the hip, putting another pilot out of the game for the duration of the War.

The next day another pilot, Baker, had to leave the squadron permanently. A leaky Valve had developed in his heart, so Doc Gray TOM and VIC.

pulled him off (he flying list, and he was later assigned to ground service. Johnny Snyder left us on the 25[«]; to go to Tours for instruction as a pilot, Cap Wallis taking his place as group operations officer. Another of the new pilots, Armstrong, was fatally injured on the 28['] 11, When he crashed on his Way to our airdrome from a forced landing. Private J. B. Irvin, who was in the back seat, was slightly injured. Cook and Badham added to their list of enemy planes destroyed on the same date when they brought down a Fokker which attacked them over the lines While they were on a visual mission. The enemy machine was reported by the American balloon observers as falling in flames.

Major Reynolds was officially credited with his second Boche on the 29^{?!'}. Two of our planes were attacked by five Pfalz scouts over Grandpre, but our concentration of fire drove one of them down in flames, and the others, after following our formation over the lines a short

distance, gave up the pursuit. The Major and Hammond, and Cook and Badhami were the two teams who took part in the combat. The squadron was engaged in five different combats during the day, but the others were without result, so far as is known. The 30th was a big day for the 91st. In all, the squadron exposed 254 plates over the enemy lines, and fought five combats, during which two enemy ships were brought down. "The flying ordnance officer", Tom Jervey, with Vic Strahm, took pictures for the first time, snapping thirty-six in all, of which thirty-four were good, while Professor Strahm's boy Victor, not wishing to have his observer Qst too much credit, shot down an enemy Rumpler which seemed to resent their presence in that locality. Lambert and Pope were acting as protection for Vic and Tom, and soon after the Rumpler had dropped, "Aesus" dove on a formation of three Pfalz which were trying to prevent the mission from returning, and in the combat which followed sent one of them down out of control. The enemy plane crashed just south of Stenay.

The month of October closed for the squadron in a blaze of glory. During the day a great number of important missions were carried out in spite of constant attacks by the enemy patrols. Six combats were engaged in, and two more enemy machines added to our list. Strahm and Jervey, and Lambert and Pope, started to take a photographic mission between Nlontmedy and Longuyon, when they were jumped by fourteen Fokkers. A whirlwind combat was the result, in which two enemy machines went down, one in flames, the other in a straight nose-dive. The formation had been driven back off the course during the fight, and here Lambert turned back home, as his ship had been too badly shot up to continue on the course.

Although Tom and Vic had only a hundred rounds of ammunition left, they turned back and finished their mission. First Lieutenants Harry C Atkins and Robert M. Barnett joined the squadron as observers on the same day.

On the 3rd of November Cook and Strahm put on their double bars, their captivities having come through dated November 15th. Bad weather put an end to the "Boche-getting" for a few days, but on the 4th Diek and Sieper turned in the surprising total of three Boches brought down during a single flight. Sieper got the first when five enemy ships turned them off their course, and on returning to complete the mission Diek dove on a formation of six ships coming up to attack and brought down one of them. Diek then turned back home, but in the meantime Sieper had sent another down in flames.

Strahm and Jervey on the same day. While on a long-distance visual, were attacked by a new method, five biplane fighters jumping them near Conflans. Vic brought the ship back with twenty-five holes in the wings and fuselage, and he added information that Tom had brought down another Boche, which was later confirmed officially. From the 3rd to the 9th a number of replacements arrived to fill up vacancies. The following reported as pilots: 1st Lt. Russell Graham and Bernard G. Westover; 2nd Lt. Arthur H. Weisbach, French Kirby, Louis M. Bruch, Kirtly Jones, Raymond W. Sweeney, and Harold S. Thorne. The observers were: 1st Lt. Lyman T. Burgess, John B. Copeland, John C. Orr, and Victor H. Withstandley; 2nd Lt. William A. White, Paul C. Wienges, Arthur M. Farnsworth, Linus E. Russell, Lloyd A. Ruth, George W. Mayer, and Barclay F. Bowman.

Bruch and White, and Thorne and Farnsworth, crossed the lines while on post of command work with the first flight at Souilly during the last few days of the War, but the others, including 2nd Lt. Lloyd A. Ruth of Minneapolis, did not get a chance to get over before the war ended. Pop Seymour left us on the 3rd, going to Tours to teach observers the gentle art of watching for Boches while taking pictures.

On the 10th Bryan, Sieper, Powell, and Schricker were detailed to the 25th Army to form the nucleus of a new squadron in process of formation, and left for Toul, where they discovered that they would be under the command of an old 9th Si pilot, Capt. Herbert A. Schaffner of the 85th squadron.

Major Reynolds' long deserved promotion to Lieutenant-Colonel came through on the 8th, and the following evening a dinner was given him by the officers of his old squadron. Sutherland saved the day by his eleven-hour arrival from Chalons, where he had been "on official business". The evening passed with a warm glow of sociability and boasts to all present. The piano was subjected to a severe strain toward the close of the celebration, Vic pouring forth a composition all his own while Diek, who had come down from Souilly for the occasion, played an accompaniment. Hammond's captaincy came through at the same time. While another old 9th Si observer.

Cousins, now operations officer of the 24th, was on the same list. Diek's captaincy arrived the following day dated the 9th.

On the 10th came our final casualty, Bruch and White failing to return from a post of command mission at Souilly. They started out over Sfenay, and evidently became lost, as the fog was fairly thick and the clouds were low. The loss was especially unfortunate as on the following day at 11 o'clock hostilities ceased, according to the terms of the armistice. When it was evident that the armistice was a question of days only, several enterprising spirits, among whom the Major and Hammond should be mentioned, conceived the brilliant idea of a peace pool, little realizing that by the time the peace treaties were signed we'd be grey-headed or in our graves. George Kenney drew up a most convincing circular, and the shares were rapidly bought up by the officers of the three squadrons in the group, under the following plan: ninety shares were to be sold, their par value 100 francs, the names of the men holding them to be drawn by lot and assigned as they were drawn to the different days of the month, three to each day, from the 1st to the 30th, inclusive. The three men who have the day of the month on which the treaties of peace are finally signed will divide the nine thousand francs, making something over five hundred dollars per man. If the treaties are signed on the 31st, the pool is a "dud", and the fund goes to pay expenses at the reunion of the first squadron in the group to hold one — meaning the 9th. Each holder of a share of stock received a certificate, a photographic reproduction of the original which is the property of Lt. Col. Reynolds, on which, above the wording in heavy letters, appear the insignias of the three squadrons concerned.

The first event of importance following the armistice was the dinner on Nov. 13th, given in one of the hangars by the men to celebrate the first anniversary of the squadron's arrival in France. Except for the absence of the Major, "Ham", "Doug", and one or two others who were in Paris — the first two en route to Nice on a well-earned leave — the party was complete. An elaborate

dinner, with a menu card and program drawn up by the photo section as only it can do things of the kind. Was followed by not too many speeches. Lieutenant Ripley acted as master of ceremonies, and his impassioned and dramatic recital of the squadron's journey to France, with references to the various rest camps. Will dwell long in our memories. Tom Jervey's proposal to organize a squadron to fight prohibition, on our return to the States, met with wild approval.

Following the speeches there was a vaudeville show in which the singing of the quartet and Miner's playing of the Hawaiian guitar seemed to make the biggest hits. When the evening was ended all agreed that the celebration had been fully up to 91 % standards.

During the first few days after the armistice, all sorts of rumors were floating around, mostly concerned with when we were going home, until it was learned that the squadron was to be "honored" by forming part of the Army of Occupation. During these days the squadron lived along in pretty much the same old groove, the only events to relieve the monotony being a show or two at the "V", where Mr. Thomas G. Trenchard, who had joined the group on Nov. 1st, was making a name for himself as one of the best of all "T" secretaries.

On the 14th Lt. Nelson Fell reported as intelligence officer, and 25th Lt. Clyde Young as radio officer. On the 21st the first move of the journey into Germany was made, a jump of sixty miles or more from Vavincourt to a former German airdrome at Preufin, a village which can best be located as roughly twenty-five miles directly north-west of Metz. No trouble was experienced in getting all the planes moved, as the day on which the squadron left Vavincourt was beautifully clear. As a field occupied by the Boches until a very short time before, Preufin was in many ways interesting. A number of Fokkers and other planes, wrecked by our infantry on their passage through, were on the field, the town was full of evidences of German occupation, and the chateau where most of the officers were billeted had been occupied by the officers of the German squadrons, and was one more proof that the Boches "know how to live". The people of the village had many stories about the Germans and their four years in the place, and of the fighting for Verdun, the principal event of the squadron's stay there was Thanksgiving Day, memorable mainly for the fine dinner with which officers and men celebrated — corned Wilhelm, called turkey in honor of the day, canned corn, canned tomatoes, canned everything. A saving feature of the stay at Preufin was our nearness to Metz and Luxembourg, both cities that all were anxious to visit, and to which parties went daily. Capt. Cyrus P. Brown 3rd, joined the squadron as observer on Dec. 1st.

The "Major" brought a Cadillac-full of the old crowd over from Vavincourt one afternoon on a farewell visit before their return to the States — "Ham", Downing, "Oimmy" Wallis, Maury Hill, Cousins, and Coles, who had just been discharged from the hospital. They brought the news that Distinguished Service Crosses had been awarded to thirteen of the officers in, or formerly in, the 91 % — Ef. Col. Reynolds, Badham, Cook, Cousins, Diekema, Douglass, Hammond, Jervey, Kenney, Lambert, Snyder, Strahm, and Wallis — and that the ceremony of decoration would take place in the near future. At the same time it was learned that the Croix de Guerre with a palm had been awarded to Bender, Guilberf, and Van Heuvel, and posthumously to Hirfh.

The D. S. C. was subsequently awarded to the following former members of the squadron: Fontaine, Maury Hill and "Shorty" Lawson. Kenney, as transportation officer, distinguished

himself while at Preufin by putting into commission an enormous Boche tractor which he and his "gang" found in a nearby village where it had been abandoned by the Germans. It was a big day when it was driven up to the truck park (?) at Preufin with a half-dozen trailers in which, according to Kenney, all the squadron property was to be transported, "DOUG." on our next move, in one haul. During the rest of our stay at Preufin the tractor was enormously useful, principally in pulling the 9's Packard trucks out of the way when they were stuck in the mud. On Dec. 2nd orders came to move on to Treves, or Trier, on the Moselle, about sixty miles from Preufin. Diek and Lambert left in their Salmsons on the receipt of the news, Wickins and an advance detail from the mess following them in a light truck. That was on Monday afternoon, and until the next Friday it was impossible, owing to weather conditions, for a plane to leave the field. The work of moving the squadron nevertheless went on, no easy job, as it was a two-day haul. As a through train, the tractor fell down on the job.

Hauling half a dozen trailers, all marked "91 5^A Aero Squadron" in large white letters, it burned out a crankshaft - bearing a few miles from Preufin, and had to be abandoned, while the contents of the trailers were loaded into the more prosaic but always reliable Packards.

On the Saturday following Diek's and Lambert's departure, "Doug", "Van", and "Vic", wearied of waiting for the weather to clear, and made desperate by the prospect of spending any more time in "this God-forsaken hole", as everyone referred to it, took off, in spite of the low clouds. They made Treves, after a wild ride in which they dodged the smoke-stacks suddenly looming up through the fog, flew over the Moselle at less than fifty meters, and did everything that one ordinarily never does. Weather conditions made it impossible for any other ships to leave the field until eight days later. The inconvenience of having part of the squadron at one place and part at another, and the boredom of the men waiting at Preufin for the weather to clear, will never be forgotten. It was not until the day before Christmas, three weeks after the squadron first moved from Preufin, that the last machine was flown to Treves and the transportation, mess, and hangar men could rejoin the squadron. It was at Treves that we had our first opportunity to fly the Boche machines turned over to the Allies, and taking rides in the Fokker or the Pfalz became a popular sport, with an occasional jaunt in a Hannover or a Halberstadt. On the 20th came an honor which we should have been glad to forego, when "Diek" was made C. O. of the 9th, in place of Kenneson, who was relieved to go back to the States. The next day we welcomed old Tom dervey back to the fold; with everyone else on his way back to the States, the Group had no charms for him. It was while we were at Treves that Miss Blanche Fenfon and Miss Enid Allen arrived to work in the "Y", and with true heroism came occasionally to our mess.

Christmas Day we spent at Treves, our second Christmas in Europe, and not by any means a bad day. No one had such home comforts as Christmas stockings, but the atmosphere at the dinner given in the hangar by the men at two o'clock, to which all the officers originally in the squadron were invited, was cheerful if not warm. The menu was excellent, and the tree in the center of the hangar, decorated as they are at home, made everyone happy (or homesick, as the case might be), just to look at it. In the evening the officers had their dinner, with Miss Fenfon, Miss Allen, Mr. Trenchard, and his assistant, Mr. Hull, as guests, with a free (decorations in part swiped from the other) and presents for everyone. Some, such as the fice for the Sfares for poor homesick Boyd, the bottle of milk for Mike Delana, and for Sfone (of course) a fragment of the bomb that shook his inkwell, made a decided hit.

There is little else to record of our stay in Treves except the football game with the 91st Squadron. The score was a tie, but all agreed that it was really a victory for the 91st; "Chick" Broderick's ragging between the halves, with sardonic remarks as "It takes the 91st and the 11th to make the 91st!", and "It's a disgrace for a fine officer like Captain Diekema to have to command such a bunch as you", being distinctly entitled to a decision.

Boyd's long-expected and longed-for orders to go Home came just before we left Treves, and others who left the squadron while it was there were Chamberlin, Copeland, Jones, Mangan, Stone, Burgess and Westover.

New Year's Day was also spent at Treves, and orders for the move to Coblenz came in the afternoon. Doug and Weisbach in Salamons and Cook in his Spad left the next morning. Following their arrival at Coblenz, orders came for the rest to stay at Treves until more hangars had been put up on the Coblenz field. Two days later, Saturday, Jan. 4th, word was received to ferry up the rest of the planes, and all that started got through a bumpy ride without incident. The pilots returned to Treves by train, and Monday the rest of the planes were flown up. What might have been a serious accident occurred when a Liberty, landing at Treves, ran into Graham in a Fokker, taxiing out to take off. The Liberty's prop sliced the fuselage in two directly behind Graham's seat, and rolled the Fokker over and over; but except for a wrenched knee Graham emerged unhurt. On our arrival at Coblenz we found that the 91st, 945th and 21st squadrons were to occupy Fort Alexander, on the steep hill back of the city. The field was a former parade ground, and the work of putting up hangars was still in progress. Under the command of Major H. B. Anderson, C. O. of the 41st Corps Observation Group, formerly commanding the 8th Squadron, and an old friend of the 91st, all three squadrons quickly settled down to the daily routine.

On Jan. 10th Brigadier-General William Mitchell, in an impressive ceremony, decorated the officers for whom the D. S. C.'s had been awarded some time previously, Diekema coming up from Treves in a Breguet to receive his. After the ceremony of decoration, General Mitchell, who was to leave for the States in a few days, made a short farewell address, in which he paid a tribute to the work of the 91st, saying "No squadron ever performed such reconnaissances as you have, working fifty kilometers behind the lines, and getting away with it."

The next day the General came to the airdrome with the Prince of Wales, whom he took up in his bi-place Spad. After the flight, all the officers on the field were called together and presented individually to the Prince by Major Anderson. The 91st at last gave its much-talked-of dance on Monday, Jan. 13th, in the officers' mess. The refreshments held out to the end, and the celebration was wound up by a supper of venison steaks from 7.30 to 2.30 A. M. On the 13th, Rip was detached from the squadron and assigned to G. H. Q. in Coblenz as adjutant to Lt. Col. Harold Fowler, who had succeeded Gen. Mitchell as Chief of Air Service, 3rd Army, Bill Moran taking Rip's place as squadron adjutant. On the 22nd Bill Badham and Tabachnik left for Colombey-les-Belles, with hopes of being sent home from there, both of them expecting to be married shortly after their arrival in the States.

In the Week ending on the 18* the squadron Was saddened by the deaths in the hospital, from influenza, of three men: Privates Willard R. Augustus, and Charles F. Chatelle, and Sergeant Bryant F. Van Kirk, Who had been in the 1st Aero Squadron on the Border, and had therefore been in the service longer than any other man in the squadron. At the same time we learned of Kenneson's death from the same cause in Paris on Jan. 30th, while on his way home.

In the meantime, Kenney had made two trips to Paris on "official business", and came back With news from all our missing pilots and observers except Hughey and Roper. Battle and Williamson had dropped within a few hundred yards of the Boche front line trenches near Flirey. "Bat" had tried to escape three times, but finally had to wait for the end of the war before leaving his German home. Both left for the States during the latter part of January. Mayes had been sent home soon after the armistice, still suffering from wounds received in his combat With seven Fokkers near Thiaucourt. "Pep" Foster recounted a wonderful tale. When Sebring Was killed a few stray bullets bumped "Pep" on the head and knocked him unconscious. He finally came to on the ground underneath the Wreck of his plane, and on emerging from his hiding place Was immediately made prisoner and taken to Jarny, Where he shared the same room With an R. F. C. pilot captured a few days before. Some days later the two prisoners saw a formation over their heads and immediately made a bet of fifty marks, "Pep" wagering that the 9th was the only squadron that ever flew that far back. While the Englishman made a similar claim about his daylight bombing outfit. Shortly after the argument, "Al" Lawson was brought into the prison and "Pep" immediately claimed the coin. "Al's" observer, Verwohlt, had been shot in the knee with an explosive bullet and had lost a leg. All three returned home early in 1919.

Frierson had been brought down near Clery-le-Pefif after a furious combat with fifteen Fokkers, one of which Frierson had brought down with his front gun. Scott had been killed before a bullet in the motor forced Frierson to land. With a wound in his leg. While setting the ship on fire he was shot twice more and Was then backed up against a wall with a firing squad in front of him. A German officer. Wishing to question him about the American Air Service, rescued him just in time. Frierson's complete ignorance regarding everything of importance "foxed" the officer completely. The Germans thought Sam Was "holding out", but as far as is known the thousands of marks' worth of champagne devoted to the cause never brought forth information enough to shorten the War. Frierson rejoined the squadron at Coblenz on the 16th of February.

Kenney on both trips visited Bash in the hospital at Toul, Where he Was recovering from eleven bullet Wounds and a burned foot received When he and Adams Were brought down by six Fokkers north of Brioules. They Were doing Post of Command work When they were surprised by the enemy. The tank caught on fire, but Bash, by putting his foot over the hole in the tank, managed to keep the flames from spreading, and although he was badly burned enabled Adams to land the machine safely. Lack of care on the part of the Germans nearly cost Bash his life, but When seen at Toul he Was rapidly recovering. Adams, Who Was unhurt, left for home during January. The graves of Bruch and White Were found at Inor-sur-Meuse, and it Was learned from the French villagers there that the plane had been brought down by machine gun fire from the ground. Cook had also made an official visit to Paris, and returned With the news that the D. S. C. had been awarded posthumously to "Ash" Kelty and Lowry.

Tuesday afternoon, Feb. 18*, saw the squadron, With a band from the 4* Air Park, draw up on the field in front of a line of Salmsons and German planes to receive from the hand of Lt. Col. Fowler the Letters of Merit awarded by the Air Service Commander, 15* Army, and by the C. O. of the squadron. Letters Were awarded to the following officers and men: From the Air Service Commander, 15< Army: Capt. Tabachnik, 15* Lts. Duncan, Fay, Houghton, Kincaid, Pope, Seymour, Verwohlt, and Whitaker; 25^ Lts. Coles, Delana, Husted, Moran, and Wasson; Master Electrician Ray McAnally; Sgts#ls< CI. Matthews, Parady, Rowe, Snow, Souder, and Walker; Sgts. Easterbrook and Rike.

From the Squadron Commander: 1f< Lts. Ainslie, Carlisle, Hoel, and Ripley; 25^ Lt. William A. Barnhill; Master Electricians Anderson and Schuelke; Sgts. lil CI. Carrigan, McAbee, and Wickins. On the 1951. Private I5* Class Marion E. Moore, who had worked both in the intelligence office and the transportation department, died in the hospital from influenza, making the fourth death in the squadron since its arrival in Coblenz.

Major Anderson's tragic death on the 2)^ was an especially severe shock fo the 91 1* because of our association with him during the long months spent at Amanty last year. He Was buried from the post on Sunday the 23rd, the entire personnel of the 12*, 9jsf and 945! squadrons following his remains to the cemetery. The 2j 5! brought us other news of a tragic nature also. A letter Was received from Capf. Zinn, of the Air Depot at Colombey-les-Belles, saying that he had found near Puxieux the graves of Hughey and Roper, missing in action on Sept. J40!, and of Whom absolutely nothing had since been heard. The receipt of this information settled the last uncertainty regarding missing men, and brought the final casualty list up fo a total of eleven men killed in action, two in accidents, thirteen Wounded over the lines, and nine made prisoners.

Between the arrival of the squadron in Coblenz and the 22 of February, the following officers joined the squadron fo take the places of those who had returned to the States : i ^ Lts. Thomas D. Howard and Charles F. Hudson, and 2^ Us. Albert A. Allen Clarence A. Blum, Charles H. Cope, Donald E. Hardy, Klein L. Hooper, George S. Moran, Horatio A. Warren, and F. Vaughn Wilbur. The last Week in February, "Doc" Gray received his promotion fo Captain, dated Jan. 27 It had been planned fo hold a big reunion dinner on Washington's Birthday fo celebrate the first anniversary of the assignment of the original pilots to the squadron. Van Heuvel, however, was unable to get back from Paris in time, nor Was "Hump" Bryan more successful in getting away from his duties in Toul as operations officer of the 2nd Army Air Service. "Diek" came up from his squadron in Treves, bringing Perry With him, and the celebration took the form of a quiet dinner at the officers' club at the Casino, With Cook, Douglass, Guilbert, Jervey, Kenney, Lambert and Strahm as the others present, after which the old combination, Diek, Cookie, and Vic, once more fore off "Homesickness Blues", "Easy Riding Jockey", and "Balling the Jack", In this Way the first year of the 91 ?i's career as a completely organized squadron came to an end.

During the inactive period on the Toul Sector in the late spring and summer of 1918 and up to the St. Mihiel Offensive which commenced in the middle of September, Air Service army observation operations were carried out by the 91st Aero Squadron. Prior to its assignment to the First Army, which was organized on August 10, 1918, this Squadron worked under orders of the French Eighth Army. The First Army Observation Group was not formed until September 6, 1918, when with the 91st Squadron as its nucleus, two other units—the 9th and the 24th Aero Squadrons—were added. Neither of these squadrons saw combat before the St. Mihiel offensive. The 91st Aero Squadron arrived in the Zone of Advance on December 14, 1917, and was stationed temporarily at the aviation field near Amanty to receive equipment and to carry out a program of training before taking up active service flying at the front. At this time the Squadron had no flying officers assigned to it. Several pilots arrived during the first two months of 1918, and on February 24, 1918, when Major John N. Reynolds took command, there were 20 pilots assigned to the 91st Squadron.

At that time the Squadron had not received its equipment, but the pilots gained some knowledge of observation operations by piloting the students of the I Corps Observation Training Center at Gondrecourt. This flying was done in French Avion Renault aircraft, which had been assigned to the I Corps Training Center. These pilots had no experience in aerial gunnery except that little they were able to pick up for themselves. Four had been sent to Cazaux but they had received no instruction there. On April 24, 1918, the Squadron's permanent equipment began to arrive. The planes were Salmson 2A2's equipped with Salmson 260 horsepower radial engines and fixed Vickers and twin Lewis machine guns. The pilots trained in the new planes, and the mechanics were given courses of instruction in their upkeep at the Salmson motor factory. After the full complement of airplanes had been received and the fliers were considered sufficiently well trained, orders were received to proceed to the front for active service over the lines. On May 24, 1918, the 91st Squadron moved to the airdrome at Gondreville-sur-Moselle. At the beginning of operations the front line was about 20 miles from the airfield at Gondreville. This was far enough from the enemy to provide reasonable security, thus allowing for a semi permanent camp and near enough to permit long distance reconnaissance to be carried out in spite of the handicaps of high-altitude flying and limited fuel carrying capacity. The field itself was located south of the Toul-Nancy road. The southern half of the installation was reserved for the 91st Squadron; the French 41st Squadron occupied the northern portion of the field. The landing strip, level and well drained, was well suited to flying. There were four well-camouflaged temporary hangars; three were used as flight hangars and the fourth to house surplus planes. Supply, engineering, and repair shops were located near the hangars. From the standpoint of security arrangements at the Gondreville airfield proved effective, as concentration of men and supplies was avoided. Measures were taken for defense of the post against attacks from the air. Machine guns were mounted at several points, and shelter trenches were dug. The greatest disadvantage of the location of the airdrome was that it was situated at the crossing of two main roads, making it an easy target for bombers to find. Although the Germans made several attempts to bomb the field during the summer, they did not succeed in causing any damage. The entire camp was lighted by electricity, which was a decided asset since so much night work and study was necessary. This was especially valuable in the photographic laboratory where the greater part of the work was done at night.

Prior to the move from Ananty only three observers had reported for duty. Immediately after the move to the front, the remaining observers began to arrive; fifteen had reported for duty by June 11. The observers of the 91st Squadron had not received adequate preparation for array observation work before being sent to the front. Nine of them were artillery officers who had been given instruction with a French squadron behind the lines. They had received no systematic instruction; their training consisted of radio practice, one or two practice regales with smoke bombs, and one mission for the purpose of photographing isolated objectives. They had then been given instruction in machine gun operation and in ground shooting at the Aerial Gunnery School at Cazaux, Unfortunately, weather conditions gave little or no opportunity for shooting in the air. Before being sent to the front, none of these officers had flown over ten hours. The remainder of the observers, with one exception, had attended the I Corps Observation Training Center at Gondrecourt, and had received somewhat better training than the artillery officers. One observer had been through the Observation School at Fort Sill, Oklahoma. All of them had first been sent to the front with French squadrons, This policy was admirable in that the observers, in spite of inadequate schooling, worked under fire with experienced pilots who laiej the flying game through and through.

Full-scale flying operations could not be started immediately, principally because of the poor quality of the propellers and spark plugs furnished by the French, Although it was unwise to attempt long-range missions with these serious handicaps, short patrols were carried out to familiarize the pilots and observers with the principal features of the Toul Sector, In the course of a few days every flier in the 91st was given the opportunity to fly along the front lines. Early in June, 22 new; propellers and a fresh shipment of spark plugs arrived, and Major Reynolds reported that the 91st Squadron was ready for duty.

420919	L-4A	42-36335	91OS	26RG	Tullahoma, TN	LACSSP	Walker, George T			Pleasantville, TN
420121	O-52	40-2856	91OS	72OG	Wheeler-Sack Fld, Pine Camp, NY	FLEF	Hill, Homer T			2 mi S of Boonville, NY
420911	O-52	40-2858	91OS	73CG	Tullahoma, TN	FLoG	Van Kleeck, Harold H			Jones Truck Farm, Atlanta, GA
411221	O-46A	35-184	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	TOA	Sherman, Raleigh E			Wheeler-Sack Field, Pine Camp, NY
411221	O-52	40-2858	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	LAC	Smith, Claude W			Wheeler-Sack Field, Pine Camp, NY
411231	L-1C	40-3111	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	MACO	Ramsey, Woodrow W			Wheeler-Sack Field, Pine Camp, NY
420226	O-52	40-2860	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	LACNO	Gilmore, John R			Wheeler-Sack Field, NY
420308	O-52	40-2707	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	LACNO	Crane, James E			Wheeler-Sack Field,

					NY					NY
420313	O-52	40-2721	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	TOAGL	Crane, James E			Wheeler-Sack Field, NY
420314	O-47A	37-310	91OS	73OG	Wheeler-Sack Fld, Pine Camp, NY	LACSSP	Gilmore, John R			Rockport, Quebec, CAN
420516	L-4A	42-36409	91OS	73OG	Wheeler-Sack Field, NY	TACNO	Lyons, Jack			Wheeler-Sack Field, NY
420909	L-4A	42-36399	91OS	73OG	Wheeler-Sack Field, NY	KMACO	Townsend, John C			Marion, OH
211205	DH-4B	AS-63770	91OS		Crissy Field, San Francisco, CA	LACSSP	Helpman, Martin L.			Crissy Field, CA
220208	DH-4B	AS-63801	91OS		Crissy Field, San Francisco, CA	LACNO	Catlin, Benjamin S, Jr			Crissy Field, CA
220718	DH-4B	AS-63168	91OS		Muni Airport, Eugene, OR	LACSF	Morgan, John R.			Roseburg, OR
220803	DH-4B	unknown	91OS		Crissy Field, San Francisco, CA	LACMF	Selff, Robert E.			Westport, CA
220804	DH-4B	AS-68669	91OS		Crissy Field, San Francisco, CA	FLEF	Kelly, Fred			20 mi SE of Eureka, CA
220817	DH-4B	AS-68647	91OS		Crissy Field, San Francisco, CA	LACMF	Selff, Robert E.			Blaireden, CA
220915	DH-4B	AS-68648	91OS		Crissy Field, San Francisco, CA	LACNO	Kelly, Fred			Eugene, OR
221026	DH-4B	AS-68673	91OS		Crissy Field, San Francisco, CA	FLW	Patrick, John B.			Beach near Carpinteria, CA
221124	DH-4B	22-591	91OS		Crissy Field, San Francisco, CA	LAC	Post, Leo			Polo Field, Del Monte, CA
230228	DH-4B	22-238	91OS		Crissy Field, San Francisco, CA	LAC	Patrick, John B.			Varney's Field, San Mateo, CA
240311	DH-4B	AS-23466	91OS		Crissy Field, San Francisco, CA	TOAEF	Fatt, Robert H, Jr			Crissy Field, CA
240318	DH-4B	AS-63778	91OS		Crissy Field, San Francisco, CA	LAC	Signer, John W.			Crissy Field, CA

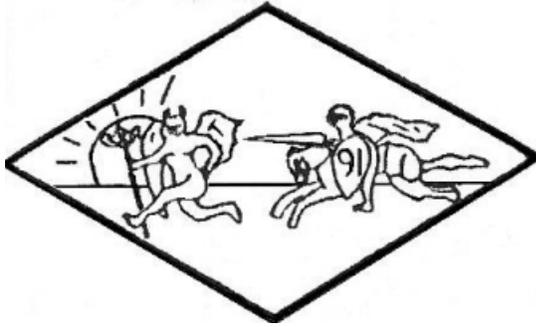
240319	DH-4B	AS-68663	91OS		Crissy Field, San Francisco, CA	FLEF	Sweeley, William R			20 mi E of Roseburg, OR
240602	DH-4M	AS-63768	91OS		Crissy Field, San Francisco, CA	LAC	Fatt, Robert H, Jr			Reno, NV
240605	DH-4B	AS-68643	91OS		Crissy Field, San Francisco, CA	LAC	Sweeley, William R			Air Mail Field, Reno, NV
241130	JN-6H	AS-44978	91OS		Crissy Field, San Francisco, CA	LACNU	Fleck, Claude M.			Crissy Field, CA
250929	DH-4M	AS-31368	91OS		Crissy Field, San Francisco, CA	LACMF	Kelly, Fred			Sesnon Field, Santa Cruz, CA
260316	PT-1	25-255	91OS		Crissy Field, San Francisco, CA	FLEF	Berg, Robert H			200 ft W of St Francis Yacht Club, San Fran, CA
270329	O-2A	25-398	91OS		Crissy Field, San Francisco, CA	LAC	Kolinski, Chester W.			Vicinity of Esparto & Brooks, CA
270409	O-2C	26-396	91OS		Crissy Field, San Francisco, CA	LACGL	Woodruff, Paul L.			Fresno, CA
270712	DH-4B	25-163	91OS		Woodward Field, Salt Lake City, UT	BOSF	Woodruff, D. P.			Near, Woodward Field, UT
270731	JNS	25-187	91OS		Crissy Field, San Francisco, CA	LACMF	Willett, A. B.			Woodland, CA
271229	O-2C	26-395	91OS		Crissy Field, San Francisco, CA	FLW	Barber, Frank H			Pismo Beach, CA
271229	O-2C	26-397	91OS		Crissy Field, San Francisco, CA	FLSFNO	Munchof, Theodore J.			Turlock, CA
280326	DH-4M	AS-31231	91OS		Crissy Field, San Francisco, CA	KSSPCR	Munchof, Theodore J.			Crashed into San Francisco Bay, CA
280501	COA-1	25-228	91OS		Crissy Field, San Francisco, CA	LAC	Kolinski, Chester W.			Racoon Straits near Angel Is. San Francisco Bay, CA
280910	O-2A	25-398	91OS		Crissy Field, San Francisco, CA	LAC	Kolinski, Chester W.			Camp McQuaide, Capitola, CA
290511	PT-1	26-341	91OS		Crissy Field, San Francisco,	FLEF	Trenholm, Jones M.			1.5 mi Short of Santa Maria

					CA					Airport, CA
290625	PT-1	27-116	91OS		Crissy Field, San Francisco, CA	TOA	Barber, Frank H			Crissy Field, CA
291028	OA-1C	28-81	91OS		Crissy Field, San Francisco, CA	GACW	Barber, Frank H			San Francisco Bay, CA
291208	OA-1A	28-81	91OS		Crissy Field, San Francisco, CA	TAC	Kolinski, Chester W.			Crissy Field, CA
291211	C-1C	27-211	91OS		Crissy Field, San Francisco, CA	TOAMF	Hanson, George W.			San Francisco Bay, CA
300207	O-2H	29-165	91OS		Crissy Field, San Francisco, CA	LACGL	Cook, Egbert C			Crissy Field, CA
300311	O-2H	29-165	91OS		Mather Field, Mills, CA	MACT	Pettis, E. V.			Mather Field, CA
300507	OA-1C	28-81	91OS		Crissy Field, San Francisco, CA	LAC	Hansen, George W.			Medford airport, Medford, OR
300508	O-2H	27-290	91OS		Mather Field, Mills, CA	CRGC	Chapman, Allen			Mather Field, Mills, CA
300531	PT-1	25-255	91OS		Crissy Field, San Francisco, CA	TACNU	Ames, John L			Crissy Field, CA
300724	PT-3A	29-110	91OS		Crissy Field, San Francisco, CA	BOMAC	Kruse, Charles H.			5 mi NE of Mather Field, CA
300724	PT-3A	29-139	91OS		Crissy Field, San Francisco, CA	BOMAC	McCrillis, Jacob W.			5 mi NE of Mather Field, CA
300724	PT-3A	26-327	91OS		Mather Field, Mills, CA	LAC	Phillips, Lyman L.			5 mi E of Dixon, CA
300726	O-25A	30-166	91OS		Crissy Field, San Francisco, CA	LACW	Prosser, Harvey W.			Big Prairie Ranger Station, MT
300905	O-25A	30-176	91OS		Crissy Field, San Francisco, CA	FLMF	Wallace, H. R.			Crissy Field, CA
310131	O-25A	30-177	91OS		Crissy Field, San Francisco, CA	LACNO	Grow, Harlow B.			Griffith Park, Los Angeles, CA
310202	C-6A	30-397	91OS		Crissy Field, San Francisco, CA	LAC	Upston, John E			Crissy Field, CA

310320	O-25A	30-178	91OS		Mather Field, Mills, CA	KSSPCR	Rehlmeyer, August G.			Mather Field, CA
310323	O-25C	30-170	91OS		Mather Field, Mills, CA	CRGC	Williams, Isaac J.			Mather Field, CA
310403	O-25A	30-188	91OS		Crissy Field, San Francisco, CA	TOA	Morrison, Arthur K.			Crissy Field, CA
310701	O-25A	30-363	91OS		Crissy Field, San Francisco, CA	LAC	Smith, Ted A.			Fort Worden, Wa
310809	O-25A	30-165	91OS		Crissy Field, San Francisco, CA	TOAMF	Smith, Ted A.			Oakland Airport, Oakland, CA
320201	O-25C	32-182	91OS		Crissy Field, San Francisco, CA	KBOW	Hoffman, Edward D.			Sequoia National Park, CA
320521	OA-2	29-279	91OS		Crissy Field, San Francisco, CA	LAC	Foote, Philip B.			Crissy Field, CA
320716	O-25C	32-192	91OS		Crissy Field, San Francisco, CA	LACNO	French, Howard C			Muni Airport, Eugene, OR
321120	O-25C	32-196	91OS		Crissy Field, San Francisco, CA	KMIS	Merrick, Robert W.			San Francisco Bay, CA
321123	BT-2A	30-201	91OS		Crissy Field, San Francisco, CA	SSPCR	Stockwell, Raymond			Benton Muni Airport, Redding, CA
321215	O-25C	32-187	91OS		Crissy Field, San Francisco, CA	KCRGC	Miller, Laddie J.			San Francisco Bay, CA
330133	O-25C	32-184	91OS		Crissy Field, San Francisco, CA	LAC	Pierce, Dudley H.			Crissy Field, CA
330423	O-25C	32-183	91OS		Crissy Field, San Francisco, CA	KMACO	Beck, Stephen A			Santa Rosa, CA
330605	O-25C	32-185	91OS		Crissy Field, San Francisco, CA	LAC	Glaser, Maurice E.			Dos Palos Field, CA
331017	O-25C	32-191	91OS		Crissy Field, San Francisco, CA	SSPCR	Lindsey, Richard C.			Hensley Field, TX
340109	O-25C	32-190	91OS		Crissy Field, San Francisco, CA	LACGL	Macintyre, George H			Crissy Field, CA
340526	O-25B	30-163	91OS		Crissy Field, San Francisco,	FLEF	Muse, Donald P.			San Francisco Bay, CA

					CA					
340617	O-25C	32-206	91OS		Crissy Field, San Francisco, CA	TOA	Prosser, Harvey W.			Tunnel Ranger Station, CA
340829	O-25C	32-188	91OS		Crissy Field, San Francisco, CA	FLEFDF	Macintyre, George H			Near, Bethany, WV
340924	C-8	30-391	91OS		Crissy Field, San Francisco, CA	SF	Zimmerman, Don Z.			Crissy Field, CA
341025	O-25C	32-186	91OS		Crissy Field, San Francisco, CA	FLEF	Macintyre, George H			Airport, Salinas, CA
341210	O-25C	32-207	91OS		Crissy Field, San Francisco, CA	LACGL	McNeil, Guy L.			Crissy Field, CA
341211	O-25C	32-181	91OS		Crissy Field, San Francisco, CA	LACGL	Walthall, LeRoy A.			Crissy Field, CA
341214	O-25C	32-185	91OS		Crissy Field, San Francisco, CA	BOEFF	Anderson, Frederick L			Over San Francisco Bay,nr Yerba Buena Is,CA
341216	O-25C	32-194	91OS		Crissy Field, San Francisco, CA	KCRGC	Reeves, William C.			4 mi S of San Francisco Airport, CA
350307	O-25C	32-195	91OS		Crissy Field, San Francisco, CA	TAC	Kennedy, John C.			Crissy Field, CA
350323	O-25C	32-192	91OS		Crissy Field, San Francisco, CA	TOA	Stevens, Fred J., Jr			Bly, OR
350423	O-25C	32-197	91OS		Crissy Field, San Francisco, CA	KFLEF	Laird, Russel E.			Monterey Bay, offshore of Indian Harbor, CA
350425	BT-2A	30-214	91OS		Crissy Field, San Francisco, CA	LAC	Stevens, Fred J., Jr			Watsonville Airport, Watsonville, CA
350618	O-25C	32-186	91OS		Crissy Field, San Francisco, CA	MACB	Gunn, Harold A.			15 mi from Kelly Field, TX
351104	O-25C	32-181	91OS		Crissy Field, San Francisco, CA	LACGL	Flynn, Frank A.			Crissy Field, CA
360303	O-25C	32-207	91OS		Crissy Field, San Francisco, CA	FL	Straubel, Austin A.			unknown

360703	O-25C	32-154	91OS		Gray Field, Ft Lewis, WA	TAC	Stockwell, Raymond			Gray Field, Ft Lewis, WA
360703	O-25C	32-189	91OS		Gray Field, Ft Lewis, WA	TAC	(parked aircraft)			Gray Field, Ft Lewis, WA
360808	O-25C	32-192	91OS		Ft Lewis, WA	LACGL	Southwick, H. D.			Moffett Field, CA
370216	O-46A	35-186	91OS		Ft Lewis, WA	LACNU	Nedwed, John L.			Ellensburg, WA
370819	O-19B	30-125	91OS		Fort Lewis, WA	LACGL	Erickson, Allen L.			Flying Field, Fort Lewis, WA
370902	O-46A	35-195	91OS		Maxwell Field, Montgomery, AL	LACNO	Boyd, William L			Maxwell Field, AL
380211	O-46A	35-169	91OS		Gray Field, Ft Lewis, WA	FLWNO	Stewart, John P.			McCloud Field, CA
380409	O-46A	35-179	91OS		Gray Field, Ft Lewis, WA	FLEF	Stewart, John P.			Near, Bakersfield, CA
380415	O-46A	35-179	91OS		Gray Field, Ft Lewis, WA	TAC	Stewart, John P.			Montague, CA
400110	O-46A	35-192	91OS		Gray Field, Fort Lewis, WA	BOW	Hardison, Felix M.			10 mi E of Ft Lewis, WA
400208	O-46A	35-179	91OS		Gray Field, Ft Lewis, WA	LACNO	Williamson, Walter H.			Muni Airport, Monterey, CA
401012	B-10BM	34-56	91OS		Gray Field, Fort Lewis, WA	BOEFW	Hardison, Felix M.			Centralia, WA
411030	O-46A	35-184	91OS		Wheeler- Sack Fld, Pine Camp, NY	TAC	Smith, Claude W			Wheeler- Sack Field, Pine Camp, NY
411030	O-46A	35-182	91OS		Wheeler- Sack Fld, Pine Camp, NY	TAC	Zieggler, Frederick J			Wheeler- Sack Field, Pine Camp, NY
420531	O-52	40-2864	91OS		Wheeler- Sack Field, NY	KSCRGC	Lyons, Jack			Felts Mills, NY





91st Aero Squadron (Observation) organized, Aug 1917

Kelly Field, TX

Garden City, NY, Oct 1917

Port of Embarkation, Hoboken, NY, Oct 1917

AEF, Oct 1917

Mitchel Field, NY, Jun 1919

Park Field, TN, Jul 1919

Rockwell Field, CA, Sep 1919

Mather Field, CA, Oct 1919

201122	DH-4B	AS-63809	91AeroSq		Mather Field, Sacramento, CA	FLCRDF	Heyer, Carl D.			Dry River bed vicinity of Sacramento, CA
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430215	RDB-7B	AL-327	91 Obs Sq	73 Obs Grp	Godman Field, Fort Knox, KY	KCROG	Kielminski, Thomas J	New Albany, IN
430217	DB-7B	AL-848	91 Obs Sq	73 Obs Grp	Godman Field, KY	LAC	Zima, Zygmunt T	Godman Field, Fort Knox, KY
430306	L-4A	42-36401	91 Obsn	73 Obsn	Godman Field, KY	LAC	Kasper, Joseph A	Prickett Arpt, Sidnaw, MI
430309	L-4A	42-36419	91 Obsn	73 Obsn	Godman Field, KY	TOA	Kasper, Joseph A	Prickett Arpt, Sidnaw, MI
430311	L-4A	42-36732	91 Obsn	73 Obsn	Godman Field, KY	TOA	Johnson, Morris B	Prickett Arpt, Sidnaw, MI
430504	B-25C	42-12677	91 Recon	73 Recon	Godman Field, KY	TAC	Wright, Theophilus Jr	Godman Field, KY

430606	L-5	42-14997	91 Recon	73 Obsn	Godman Field, KY	FLW	Callan, Raymond J	4 1/2 Mi S Franklin, IN
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250617	DH-4B	AS-68641	91SAero Sq		Rockwell Field, Coronado, CA	FLEF	Guile, Cecil B.	Beach at Nwport Beach, CA
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451203	C-47B	43-48602	91RS	311RW		KCR	Michelson, Orville A	Carlos Pellegrini/10mi SE

420429	O-52	40-2710	91PS	73OG	Wheeler-Sack Fld, Pine Camp, NY	TOAGL	Gilmore, John R	Wheeler-Sack Field, NY
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201122	DH-4B	AS-63809	91AeroSq		Mather Field, Sacramento, CA	FLCRDF	Heyer, Carl D.			Dry River bed vicinity of Sacramento, CA
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91st STRATEGIC RECONNAISSANCE SQUADRON, PHOTO

91st Strategic Reconnaissance Group/Wing McGuire AFB, NJ, Apr 49 to Sep 49 and Barksdale AFB, LA Sep 49 to Nov 50 Flying Unit: 91st Strategic Reconnaissance Sq
 Models: B-50B Apr 49 - Feb 50; RB-50B, RB-50E Jul 50 - Nov 50, RB- 50B; RB-50F Jul 49 - Nov 50; B-50D Dec 49 - Aug 50

91st Strategic Reconnaissance Sq (Deployed), Yokota AB, Japan Model: RB-50G Nov 51 - Dec 54

LINEAGE

STATIONS

McGuire AFB, NJ, 22 Jan 1949-1 Oct 1949

Barksdale AFB, LA, 1 Oct 1949-16 Nov 1950

Great Falls AFB, MT, 20 Dec 1954-17 Jul 1955

COMMANDERS

Maj Lee R. Williams, #1950

HONORS

Service Streamers

500204	B-50D	48-0094	91SRS	91SRG	Barksdale AFB, LA	LACW	Steed, Thomas W.	Fairfield- Suisun AFB
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Air Force Order of Battle

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Sources

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History of the 91st Aero Squadron, 1917-1919. Coblenz, Germany. 1919.

91st Strategic Reconnaissance Wing. 1950.