

History

of the

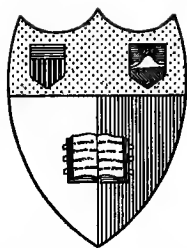
91st Aero Squadron



1917

1919

D 7 I 13
570
.7
91st
K36



Cornell University Library
Ithaca, New York

FROM

H. M. Gilbert

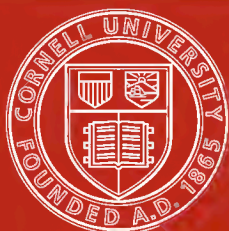
Cornell University Library
D 570.7 91st.K36

History of the 91st Aero Squadron Air Se



3 1924 027 818 990

olin



Cornell University Library

The original of this book is in
the Cornell University Library.

There are no known copyright restrictions in
the United States on the use of the text.

History
of the
91st AERO SQUADRON
AIR SERVICE
U. S. A.



PRINTED IN COBLENZ.

~~3876 I 13~~
~~E 91~~

A 459504

□
DEDICATED TO
"MAJOR JOHN".
u

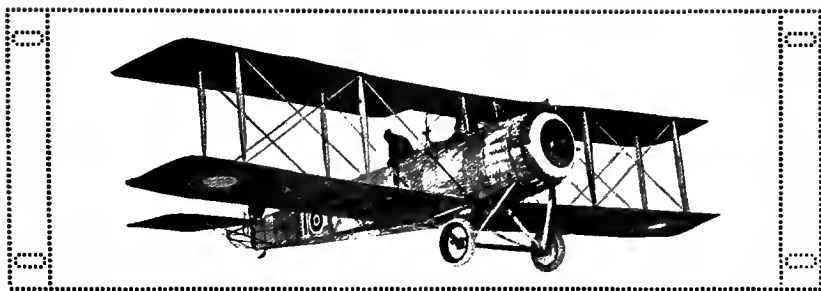


Left to right, standing:

Lt. Herbert A. Schaffner, promoted to Capt., commanding 85th Aero Squadron; Ralph W. Stone, Engineering Officer; Thomas M. Jervay, Ordnance Officer, D. S. C.; Kingman Douglass, D. S. C., promoted to Capt.; Horace M. Guilbert, Croix de Guerre; E. Vernon Foster, prisoner, wounded; Howard G. Mayes, prisoner, wounded; Paul H. Hughey, killed in action; Denver F. Gray, medical officer, promoted to Capt.; Alfred W. Lawson, prisoner; Samuel K. Downing, Supply Officer; John W. Van Hengel, Croix de Guerre, wounded; Blandhard B. Baffle, prisoner.

Sitting:

George C. Kenney, D. S. C.; Maury Hill, D. S. C., promoted to Capt., commanding 24th Aero Squadron; Everett R. Cook, D. S. C., promoted to Capt., commanding 91st Aero Squadron; Hugh L. Fontaine, D. S. C., transferred to 47th Aero Squadron; Willis A. Diekena, D. S. C., promoted to Capt., commanding 9th Aero Squadron; Victor H. Strahn, D. S. C., promoted to Capt.; Major John N. Reynolds, D. S. C. with oak leaf, promoted to Lt. Col., commanding 1st Army Observation Group; Alan P. Hume, Adjutant; Clearston H. Reynolds, D. S. C., promoted to Capt., commanding 104th Aero Squadron; John H. Lambert, D. S. C.; Asher E. Kely, D. S. C., killed in action.



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 it was destined to exhibit later on, the hotter 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, A. S., S. O. R. C., arrived on Sept. 22, and took up his duties as adjutant, the medico, 1st 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 at 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 100th, 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 adjutant's 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 3.15 P. M. the squadron pulled out, arriving at Southampton at midnight. The following day H. M. S. "Huntscraft", No. E 216, which in spite of its name proved to be a battleship, started with the 91st 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 Jan. 13 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.

The 22nd of February, however, saw the culmination of the long work of organization. On that day Major John N. Reynolds, J. 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 91st, 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, 1st Lieutenants Blanchard B. Battle, George H. Bryan, Everett R. Cook, Willis A. Diekema, Kingman Douglass, Hugh L. Fontaine, E. Vernon Foster, Horace M. Guilbert, Maury Hill, Paul H. Hughey, Asher E. Kely, 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 91st 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 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 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 91st.

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 time 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 biplace 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, Capts. James E. Wallis and Joseph F. Williamson, 1st Lts. Howard T. Baker, Walter Bender, John W. Cousins, Walter R. Lawson, Kenyon Roper, Franz F. Schilling, Howard W. Verwohlt, 2nd Lts. William T. Badham, John C. Henderson, Frederick K. Hirth, 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.



"The Archies are hot around Metz today".

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 Archies 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 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 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 21st 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 1st 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 VIIIth 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 hospital.

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 the 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 followed the Mayor to the Maison Commune where, after a lunch of

GONDREVILLE, AUG. 1st, 1918.



Left to right,

Standing: Stone, Mangan, "Doc" Gray, Baker, Roper, Wallis, Snyder, Kenneson, Sieper, "Al" Lawson, Lambert, Henderson, Gullbert, Lowry, Wise, Badham, Downing, Kenney, and Kelfy.

Kneeling: Seymour, Hammond, Verwohlt, Chamberlin, Van Heuvel, Fontaine, and Perry.

Sitting: Hughey, Cook, Diekema, Douglass, Strahm, Hill, Major Reynolds, Ripley, Cousins, Jervey, Sutherland, Schaffner, and Fleck.

French pastry, fruits, and champagne, everyone signed the town book and was given the freedom of the city.

The 12th 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 16 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 lookin' and a little shootin'", as he expressed it. He first officially crossed the lines on July 22nd with 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 27th brought the first promotion, Lt. Reynolds leaving to take command of the newly-formed 104th 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, 2nd Lt. A. H. Fleck as assistant to Jervey, and 2nd 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 30th. 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 8th, when he was allowed to come back for light duty until completely recovered.

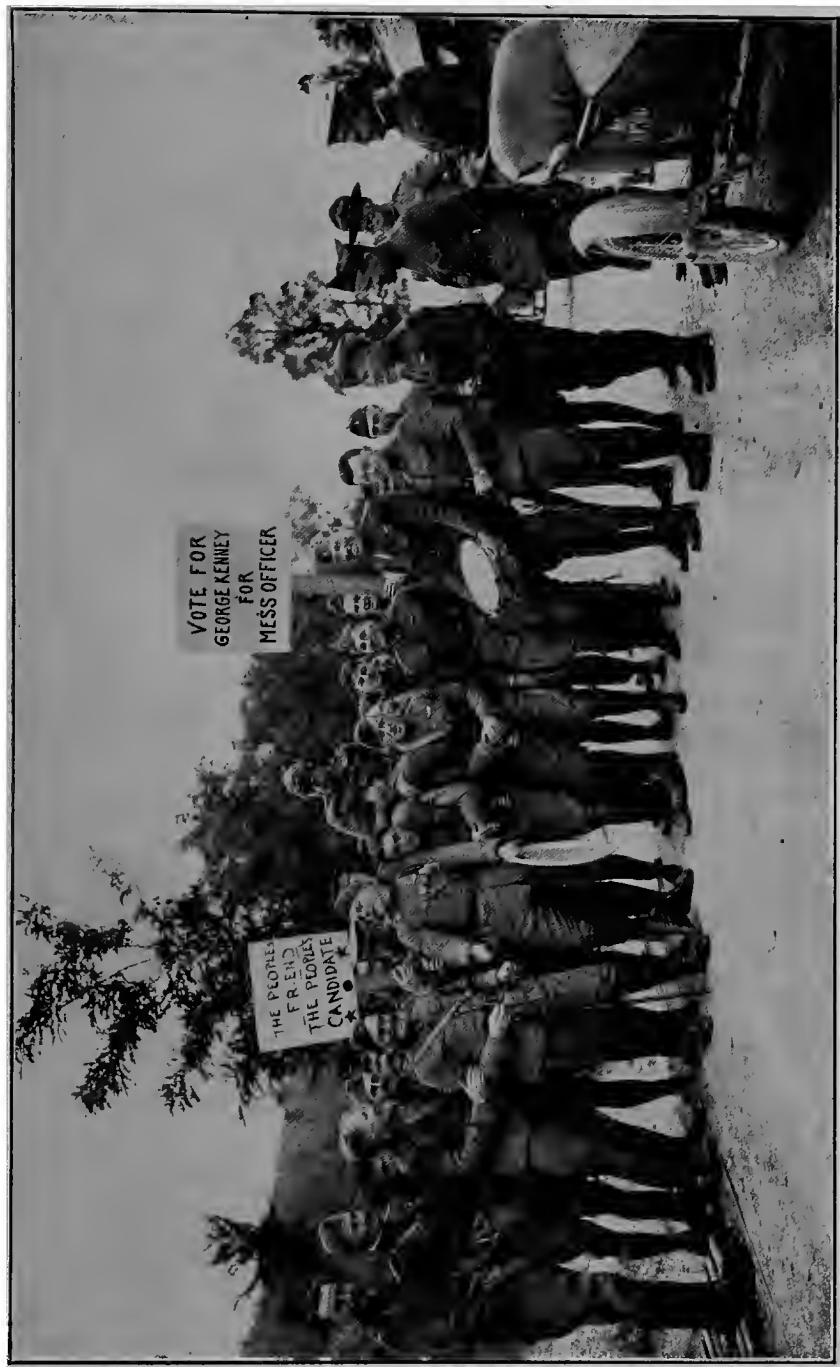
The squadron lost a good observer and an excellent shot with a pair of Lewis guns when on the first of August orders came through for "Chief" Bender to report to G. H. Q. for headquarters duty.

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 10th, 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.

Mauzy 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 12th 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 gamest 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 15th, their motor quif 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.



Election of Mess Officer, Gondreville.



"Quiet" Cousins and Maury Hill.

On the 16th another "Back Area" fiend arrived in the person of 2nd Lt. Harold J. Hotton, and Fleck was replaced by 2nd 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. Jannopoulos and Raymond R. Sebring reported on the 22nd, Capt. Abraham Tabachnik on the 23rd, and 2nd Lts. John W. Schricker and John S. Richardson on the 26th as observers, while to the pilots roster were added the names of 1st 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 1st 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 2nd, 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 4th, 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

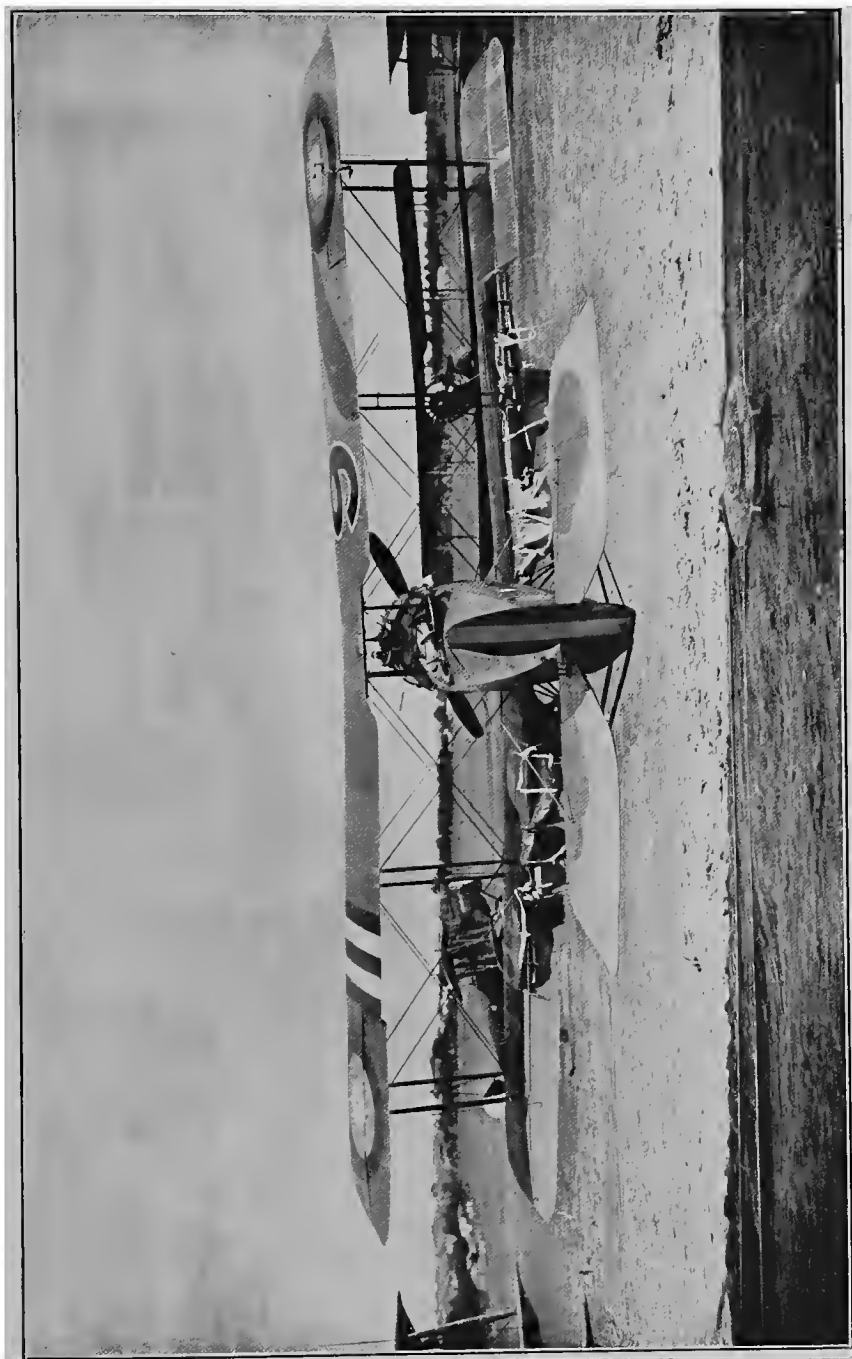
machine, and this one, too, went down in flames. This seemed to scare the third, as he made off for home. Foster put his ship into a spiral, and was finally seen to land in enemy territory.

On the 5th, Major Reynolds announced that he had been placed in command of the 1st Army observation Group, which was to be composed of the 91st, 24th, and 9th squadrons. Cook was announced at the same time as C. O. of the 91st, while Kenneson and Perry went to the 9th squadron to do night observation work. Stone, Downing, and Jervey 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 11th.

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 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 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



No. 9. after Coles' first trip.

the enemy chasse attacked. On the 13th 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 Strahm 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 14th 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 succeeding 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." Strahm 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" Guilbert 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 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'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 to Diedenhofen (Thionville). Major Scanlon volunteered,

as every other pilot was on some other mission at the time, taking "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 ls-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" Kelty and Lowry were killed by a direct hit of anti-aircraft fire. Kelty 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.

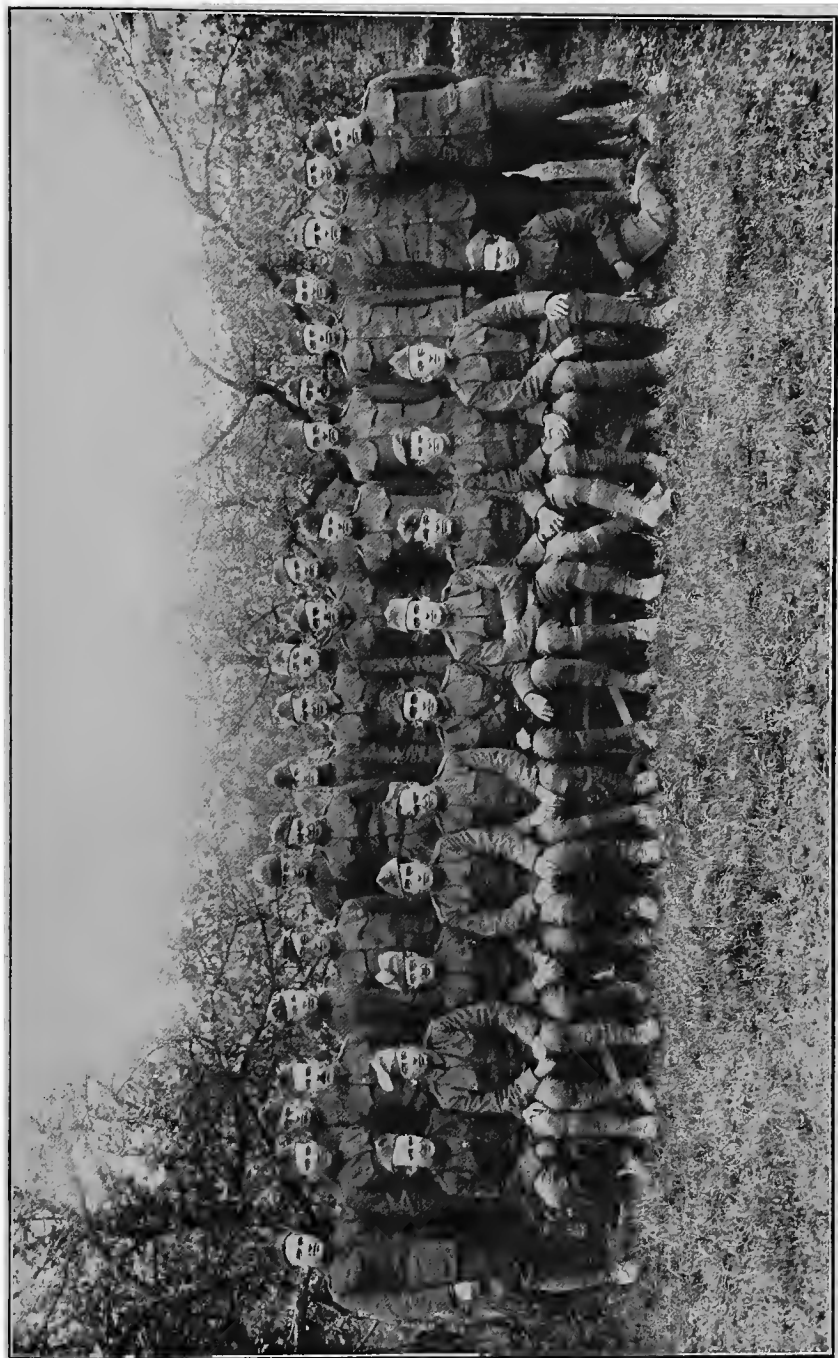
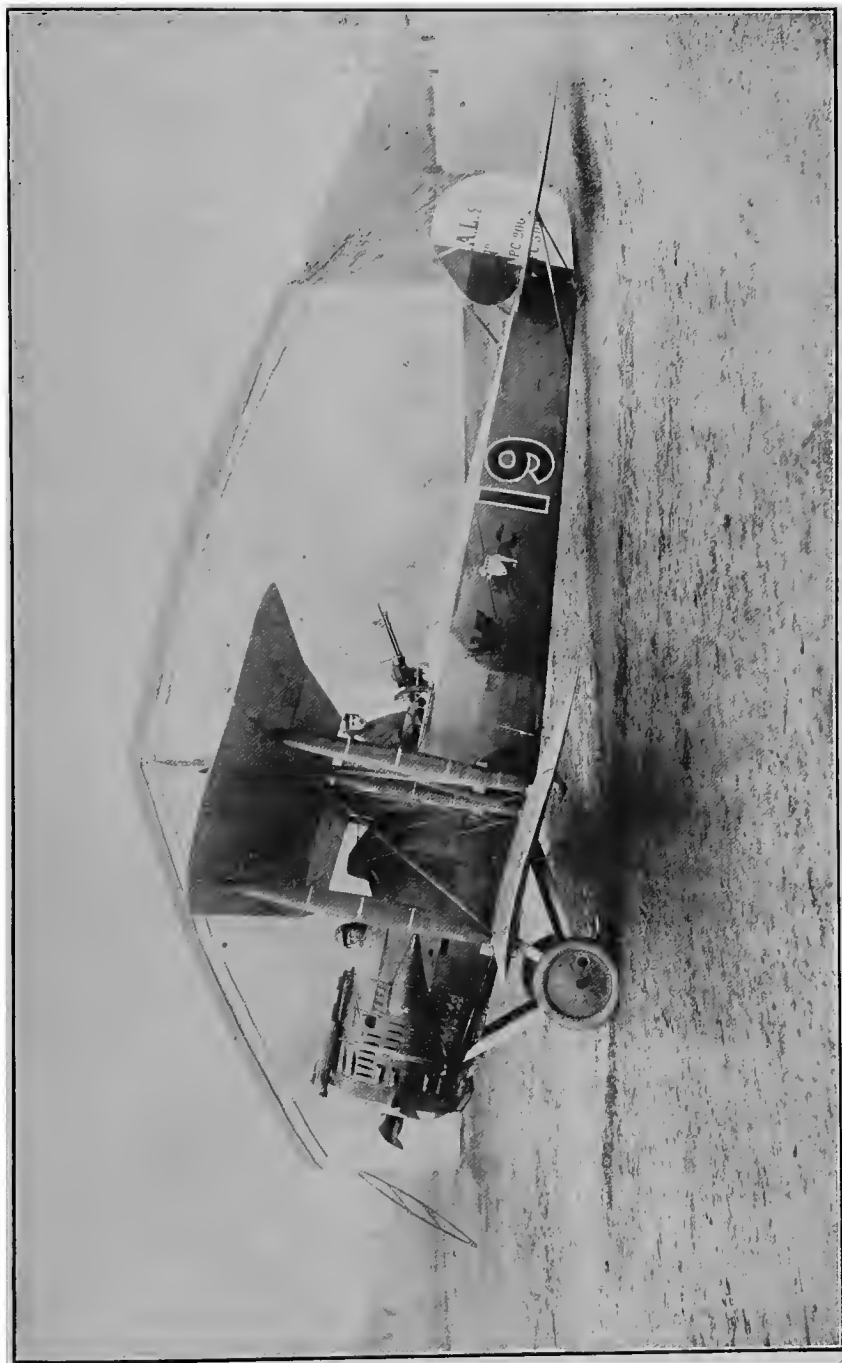


Photo Section No. 2.



"The Queen of the Air".

The squadron had received four new observers, 1st Lts. Asa N. Duncan, John B. Pope, Robert G. Scott, and John H. Whitaker, on the 25th, and three more joined the ranks on the 27th, 1st Lts. 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 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 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 9th night observation squadron, which had been attached to the 91st 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 confining 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 9th one of our formations of three ships was attacked by fourteen Fokkers in the neighborhood of Jametz, 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 14th 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 16th and started work.

On the 10th our shortage of pilots was relieved when three new names were added to the roster, 2nd Lts. Harold S. Watson, Roy J. Wasson, and Merle R. Husted. The following day 1st Lts. Earle Houghton, Norfleef E. Armstrong, and Orton F. Hoel also began their duties as pilots. On the 16th 2nd Lt. 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 1st Lts. 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 21st, 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 23rd 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 the 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 Badham, 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 234 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 get 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, "Jesus" 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 Montmedy 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 captaincies having come through dated November 1st.

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 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 Lts. Russell Graham and Bernard G. Westover; 2nd Lts. Arthur H. Weisbach, French Kirby, Louis M. Bruch, Kirtly Jones, Raymond W. Sweeney, and Harold S. Thorne. The observers were: 1st Lts. Lyman T. Burgess, John B. Copeland, John C. Orr, and Victor H. Withstandley; 2nd Lts. 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 9th, 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 2nd 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 91st 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 eleventh-hour arrival from Chalons, where he had been "on official business". The evening passed with a warm glow of sociability and toasts 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 91st observer, Cousins, now operations officer of the 24th, was on the same list. Diek's captaincy arrived the following day dated the 9th.



Dun-sur-Meuse, Taken Nov. 2nd, 1918, alt. 1100 meters, Husted, pilot; Moran, observer.

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 Stenay, 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 91st. 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

squadron lived along in pretty much the same old groove, the only events to relieve the monotony being a show or two at the "Y", 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 "Y" secretaries. On the 14th 1st Lt. Nelson Fell reported as intelligence officer, and 2nd Lt. Clyde Young as radio officer.

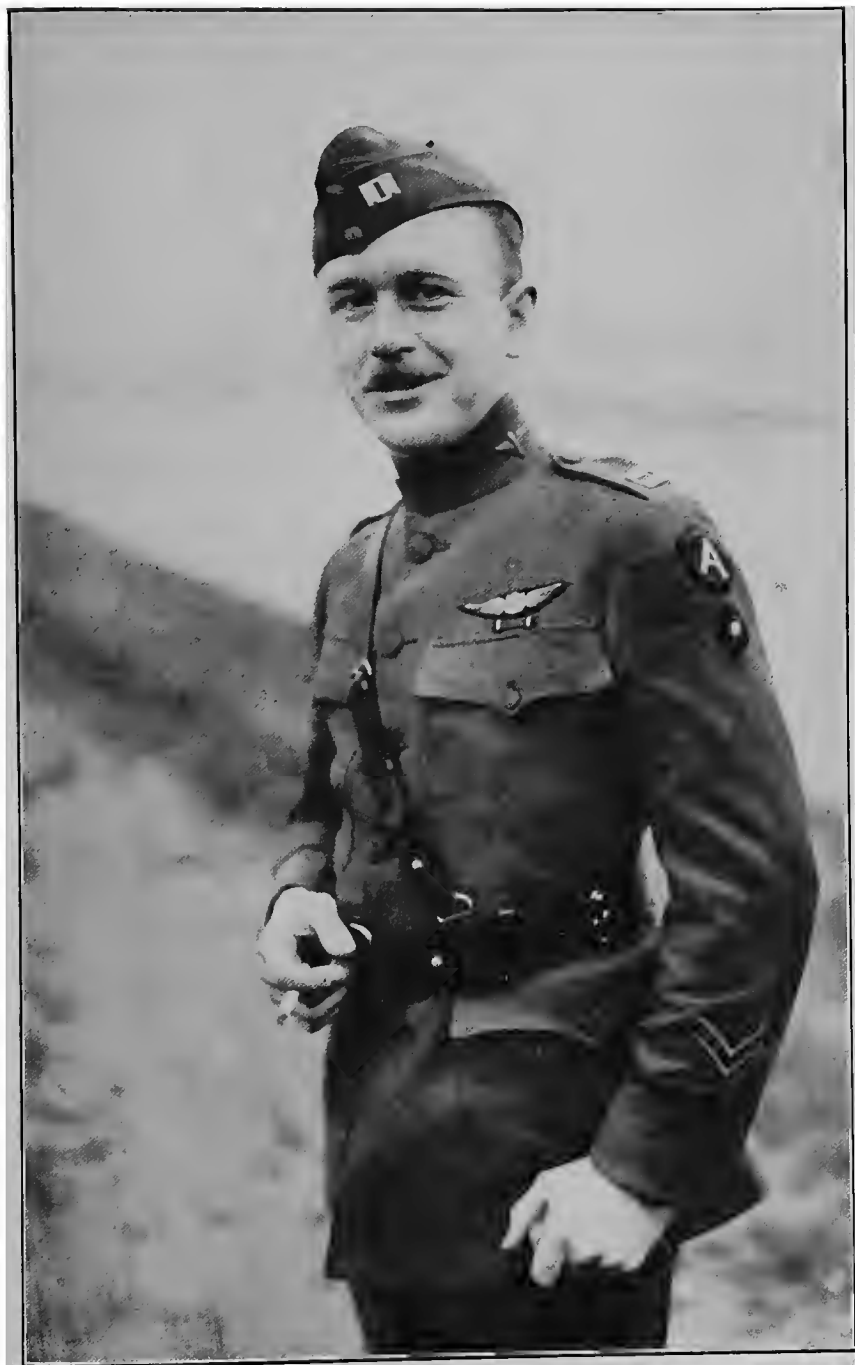
On the 21st the first move of the journey into Germany was made, a jump of sixty miles or more from Vavincourt to a former German airdrome at Preutin, a village which can best be located as roughly twenty-five miles directly north-west of Metz. No trouble was experienced in getting all the planes moved, 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, Preutin 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 Preutin 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 Jr., 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, "Jimmy" 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 — Lt. 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, Guilbert, and Van Heuvel, and posthumously to Hirth. 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 Preutin 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 was driven up to the truck park (?) at Preutin with a half-dozen trailers in which, according to Kenney, all the squadron property was to be transported,



"DOUG."



"DIEK."

on our next move, in one haul. During the rest of our stay at Preutin the tractor was enormously useful, principally in pulling the 9th'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 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 Preutin, 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 Jervoy 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 Fenton 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 Fenton, Miss Allen, Mr. Trenchard, and his assistant, Mr. Hull, as guests, with a tree (decorations in part swiped from the other) and presents for everyone. Some, such as the ticket to 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 9th 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 9th and the 1st 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 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 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, 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, 94th, and 12th 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 4th Corps Observation Group, formerly commanding the 88th 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 to 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 91st, saying "No squadron ever performed such reconnaissances as you have, working fifty kilometers behind the lines, and getting away with it."



Decoration Ceremony, Jan. 10th, 1919.

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 1.30 to 2.30 A. M.

On the 15th, 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 E. 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. 10th, 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 Jarry, 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 91st 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-Petit 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 Briulles. 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.

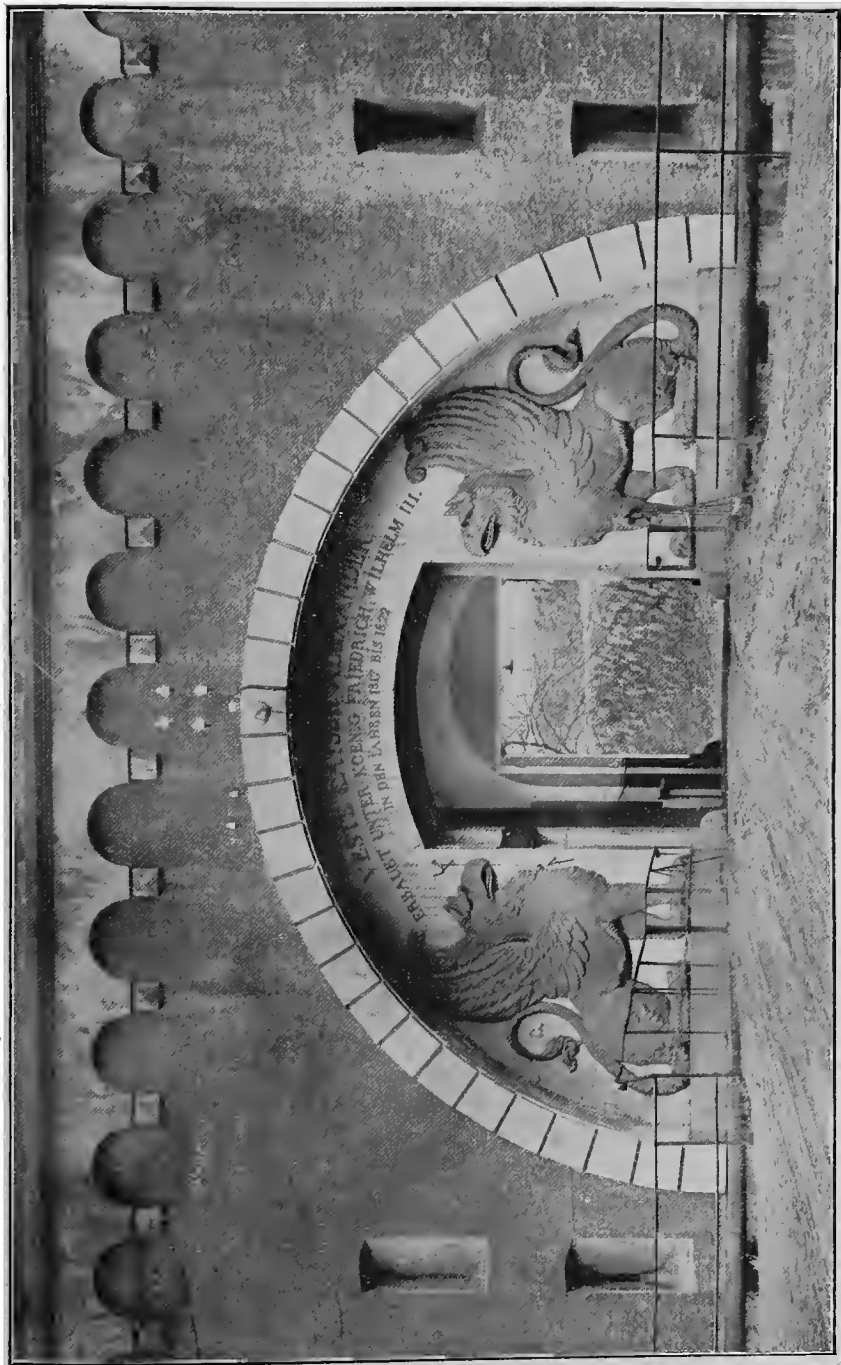
Cook had also made an official visit to Paris, and returned with the news that the D. S. C. had been awarded posthumously to "Ash" Keltly and Lowry.

Tuesday afternoon, Feb. 18th, 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, 1st Army, and by the C. O. of the squadron. Letters were awarded to the following officers and men: From the Air Service Commander, 1st Army: Capt. Tabachnik, 1st Lts. Duncan, Fay, Houghton, Kincaid, Pope, Seymour, Verwohlt, and Whitaker; 2nd Lts. Coles, Delana, Husted, Moran, and Wasson; Master Electrician Ray McAnally; Sgts. 1st Cl. Matthews, Parady, Rowe, Snow, Souder, and Walker; Sgts. Easterbrook and Rike. From the Squadron Commander: 1st Lts. Ainslie, Carlisle, Hoel, and Ripley; 2nd Lt. William A. Barnhill; Master Electricians Anderson and Schuelke; Sgts. 1st Cl. Carrigan, McAbee, and Wickins.

On the 19th, Private 1st 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.



Captain Everett R. Cook, Commanding Officer.



Entrance to Coblenz Airdrome.

Major Anderson's tragic death on the 21st was an especially severe shock to the 91st 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 12th, 91st and 94th squadrons following his remains to the cemetery.

The 21st brought us other news of a tragic nature also. A letter was received from Capt. 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. 14th, 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 to 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 22nd of February, the following officers joined the squadron to take the places of those who had returned to the States: 1st Lts. Thomas D. Howard and Charles F. Hudson, and 2nd Lts. 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 to Captain, dated Jan. 27th.

It had been planned to hold a big reunion dinner on Washington's Birthday to 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, Jervay, Kenney, Lambert and Strahm as the others present, after which the old combination, Diek, Cookie, and Vic, once more tore off "Homesickness Blues", "Easy Riding Jockey", and "Balling the Jack". In this way the first year of the 91st's career as a completely organized squadron came to an end.

□ □
□

Summary of Work Performed by Squadron from May 29th to November 11th, 1918.

□ □ □

Destruction of Enemy Planes Confirmed	:	:	21
Number of Combats	:	:	139
Number of Hours Beyond Enemy Lines	:	:	1045
Distance in Kilometers Beyond Enemy Lines	:	:	25,380
Plates Exposed Beyond Enemy Lines	:	:	4500
Successful Negatives	:	:	3700
Prints Made From Negatives	:	:	143,233
Visual Reconnaissance Missions	:	:	252
Photographic Reconnaissance Missions	:	:	108

□

Casualties.

Killed.

1st Lt. Norfleet E. Armstrong
 1st Lt. Howard T. Baker
 1st Lt. Paul H. Hughey
 1st Lt. Asher E. Kely
 1st Lt. Kenyon Roper
 1st Lt. Franz F. Schilling
 1st Lt. Robert G. Scott
 2nd Lt. Louis M. Bruch
 2nd Lt. Frederick K. Hirsh
 2nd Lt. Francis B. Lowry
 2nd Lt. Raymond R. Sebring
 2nd Lt. Harold S. Watson
 2nd Lt. William A. White

Wounded.

Capt. Walter R. Lawson
 Capt. Abraham Tabachnik
 Capt. James E. Wallis
 1st Lt. Henry E. Bash
 1st Lt. F. Vernon Foster
 1st Lt. Earl Houghton
 1st Lt. Alvan C. Kincaid
 1st Lt. Howard G. Mayes
 1st Lt. John W. Van Heuvel
 1st Lt. Howard W. Verwohlt
 2nd Lt. Paul D. Coles
 2nd Lt. Samuel G. Frierson
 2nd Lt. Richard S. Jannopoulos.

□

Prisoners.

Capt. Joseph F. Williamson	1 st Lt. Howard G. Mayes
1 st Lt. Henry E. Bash	1 st Lt. Howard W. Verwohlt
1 st Lt. Blanchard B. Battle	2 nd Lt. James D. Adams
1 st Lt. Frederick V. Foster	2 nd Lt. Samuel G. Frierson.
1 st Lt. Alfred W. Lawson	

□ □
□

LIST OF OFFICERS.

Adams, James D.	27 Salvatierra St.	Stanford University, Cal.
Ainslie, James E.	4928 W. Pine Blvd.	St. Louis, Mo.
Allen, Albert A.	170 Northwestern Ave.	Detroit, Mich.
Armstrong, Norfleet E.	Killed in accident.	—
Atkins, Harry C.	—	Danbury, N. H.
Badham, William T.	1221 Whittaker St.	Birmingham, Ala.
Baker, Howard T.	Killed in action	—
Baker, William F.	11 Holmes Ave.	Dorchester, Mass.
Barnett, Robert M.	—	Franklin, Tenn.
Barnhill, William A.	1511 E. Berks	Philadelphia, Pa.
Bash, Henry E.	1005 N. Guilford St.	Huntington, Ind.
Battle, Blanchard B.	—	Columbus, Ga.
Bender, Walter	3820 Fort Blvd.	El Paso, Tex.
Blum, Clarence A.	—	Evansville, Ind.
Bowman, Barclay F.	2053 Murray Ave.	Pittsburgh, Pa.
Boyd, Robert T., Jr.	4306 Chestnut St.	Philadelphia, Pa.
Brown, Cyrus P., Jr.	496 Portland Ave.	St. Paul, Minn.
Bruch, Louis M.	Killed in action	—
Bryan, George H.	—	Newport News, Va.
Burgess, Lyman T.	2826 Nebraska St.	Sioux City, Iowa.
Carlisle, Sumner	—	Exeter, N. H.
Chamberlin, Willard J.	1192 Franklin Ave.	Astoria, Ore.
Coles, Paul D.	4740 Fourth Ave., N. E.	Seattle, Wash.
Cook, Everett R.	1136 Linden Ave.	Memphis, Tenn.
Cope, Charles N.	114 North High St.	Bethlehem, Pa.
Cope and, John B.	—	Jefferson, Wis.
Cousins, John W.	1150 Whalley Ave.	New Haven, Conn.
Delana, Edward K.	1215 Marquette Bldg.	Chicago, Ill.
Diekema, Willis A.	—	Holland, Mich.
Douglass, Kingman	317 Kenilworth Ave.	Oak Park, Ill.
Downing, Samuel K.	—	Higginsville, Mo.
Duncan, Asa N.	—	Sheffield, Ala.
Farnsworth, Austin M.	2707 Routh St.	Dallas, Tex.
Fay, Samuel P.	2 Otis Place	Boston, Mass.
Fell, Nelson	—	Warrenton, Va.
Fleck, Abe H.	—	Cincinnati, Ohio.
Fontaine, Hugh L.	1839 Overton Park Ave.	Memphis, Tenn.
Foster, Frederick V.	—	East Orange, N. J.
Frierson, Samuel G.	—	Madison, Ala.
Graham, Russell	335 N. Comstock Ave.	Whittier, Cal.
Gray, Denver F.	1414 Eighth St.	New Orleans, La.
Guilbert, Horace M.	21 Sylvan Ave.	West Newton, Mass.
Hammond, Leonard C.	252 Broadway	San Francisco, Cal.
Hammond, D. Q.	—	—
Hamilton, James L.	5207 Walnut St.	Philadelphia, Pa.
Hardy, Donald E.	—	Amherst, Mass.
Henderson, John C.	—	Americus, Ga.
Hill, Maury	5505 Lindell Blvd.	St. Louis, Mo.
Hirth, Frederick K.	Killed in action	—
Hoel, Orton F.	—	Eveleth, Minn.
Hooper, Klein L.	—	Roanoke, Ala.
Hotton, Harold J.	—	Portville, N. Y.
Houghton, Earle	—	Claremont, Cal.

Howard, Thomas D.	329 West Ave. 51	Los Angeles, Cal.
Hudson, Charles F.	205 North 6th St.	Henryetta, Okla.
Hughey, Paul H.	Killed in action	— —
Hume, Alan P.	1731 Columbia Road	Washington, D. C.
Husted, Merle R.	— —	Roodhouse, Ill.
Jannopoulo, R. Stockton	15 East 35th St.	New York City.
Jervy, Thomas M.	7 Pitts St.	Charleston, S. C.
Jones, Kirtly	— —	Boys, Md.
Kelty, Asher E.	Killed in action	— —
Kenneson, Edward R.	Died Jan. 10, 1919	— —
Kenney, George C.	4 Egremont Road	Brookline, Mass.
Kincaid, Alvin C.	General Delivery	Orleans, Ind.
Kirby, French	1347 Parkwood Pl.N.W.	Washington, D. C.
Lambert, John H.	Harvard Club	Boston, Mass.
Lawson, Alfred W.	1060 72nd St.	Brooklyn, N. Y.
Lawson, Walter R.	— —	Birmingham, Ala.
Lowry, Francis B.	Killed in action	— —
Mangan, Harry N.	57 Chestnut St.	Salem, N. J.
Martin, J. Roberts	Bank of Italy	San Francisco, Cal.
Mayer, George W.	303 Church St.	Phoenixville, Pa.
Mayes, Howard G.	— —	Charleston, W. Va.
Merrill, George B.	105 E. Main St.	North East Pa.
Moran, George S.	134 Lincoln Place	Brooklyn, N. Y.
Moran, William J.	1677 Harrison St.	Frankford, Philadelphia, Pa.
Orr, John C.	— —	Babylon, L. I., N. Y.
Perry, Harley	— —	Rockdale, Tex.
Pope, John B., Jr.	c/o R. S. Beard	Littlefield, Tex.
Powell, Leon W.	Lamonde Ave.	Durham, N. C.
Reynolds, Clearton H.	264 West 57th St.	New York City
Reynolds, John N.	c/o Adj.Gen., U.S. Army	Washington, D. C.
Richardson, John S., Jr.	24 Alaska St.	Boston, Mass.
Ripley, Roy S.	201 Toledo St.	San Antonio, Tex.
Roper, Kenyon	Killed in Action	— —
Russell, Linus E.	— —	Welshfield, Ohio.
Ruth, Lloyd A.	1501 11th Ave. South	Minneapolis, Minn.
Scanlon, Martin F.	c/o Adj.Gen., U.S. Army	Washington, D. C.
Schaffner, Herbert A.	— —	Hummelstown, Pa.
Schilling, Franz F.	Killed in action	— —
Schricker, John W.	Lion Dry Goods Co.	— —
Scott, Robert G.	Killed in action	— —
Sebring, Raymond R.	Killed in action	— —
Seymour, Alonzo M.	1282 Maple Ave.	Peekskill, N. Y.
Sieper, Frederick E.	314 Oak St.	Passaic, N. J.
Snyder, John H.	319 North 6th St.	Reading, Pa.
Stone, Ralph W.	2501 Mallon Ave.	Spokane, Wash.
Strahm, Victor H.	— —	Bowling Green, Ky.
Sutherland, Clarke S.	361 Ocean Ave.	Brooklyn, N. Y.
Suydam, James	Press Ill. Co., 142 W. 23d St.	New York City.
Sweeney, Raymond W.	6211 Christian St.	Philadelphia, Pa.
Tabachnik, Abraham	2713 Laclede Ave.	St. Louis, Mo.
Terry, Prentice M.	— —	Louisville, Ky.
Thorne, Harold W.	512 S. Harvard Blvd.	Los Angeles, Cal.
Van Heuvel, John W.	50 South Cedar St.	Mobile, Ala.
Verwohlt, Howard W.	— —	Tiltonville, Ohio.
Wallis, James E.	11 Bigelow St.	Cambridge, Mass.
Warren, Horatio A.	124 Wesley Ave.	Buffalo, N. Y.
Wasson, Roy J.	— —	Camden, N. Y.
Watson, Harold S.	Killed in accident	— —

Weisbach, Arthur H.
Westover, Bernard G.
White, William A.
Whitaker, John H.
Wienges, Paul C.
Wilbur, F. Vaughn,
Williamson, Joseph F.
Wise, John E.
Withstandley, Victor
Young, Clyde

24 Bradley Road
—
Killed in action
140 College Ave.
314 Telfair St.
1312 Maryland Ave.
—
—
270 Clinton Ave.
621 West Paradise

Tacoma, Wash.
Rushville, Neb.
—
Davenport, Iowa.
Augusta, Ga.
Los Angeles, Cal.
Sebastopol, Cal.
Durand, Wis.
Brooklyn N. Y.
Vernon, Tex.

□ □ □

LIST OF MEN.

Airey, Harold L.
* Anderson, Ralph R.
Angle, John S.
Bernardini, Stanislas
* Blain, Samuel R.
Blair, Charles E.
Bletsch, Charles E.
* Boardman, John A.
Boyd, Fred C.
* Bretz, John C.
* Brittain, Robert A.
* Broderick, Martin A.
* Brown, Murdock,
Brown, Willis J.
* Bryan, George D.
* Butler, Cleus N.
Carpenter, Julien G.
* Carrigan, Scott E.
(Avi. Mech.)
* Church, Charles J.
* Clark, Howard L.
Coombs, Leslie B.
* Creviston, Clyde C.
Cottier, William F.
Daly, Edward A.
* Dantrey, Aitely E.
Davidson, Samuel
* Dempsey, Charles G.
* Dimmit, Rex U.
Dolan, Thomas J.
Dowd, Patrick J.
Ebeltoft, Carl T.
Eberhart, Albert L.
* Ellis, James H.
Erickson, August L.
Farley, Arthur C.
Fedder, Gus J.
Fisher, Milo M.
Fox, Paul G.
Fraser, Thomas E.
* Frey, Robert M.

Pvt. 1st Cl.
M. E.
Pvt.
Pvt.
Sgt.
Pvt.
Pvt.
Pvt.
Pvt.
Cpl.
Chfr.
Pvt.
Cpl.
Pvt. 1st Cl.
Chfr.
Pvt. 1st Cl.
Pvt.
Sgt. 1st Cl.
Pvt. 1st Cl.
Pvt. 1st Cl.
Pvt.
Pvt.
Pvt. 1st Cl.
Cpl.
Pvt. 1st Cl.
Pvt.
Pvt.
Pvt. 1st Cl.
Pvt.
Pvt.
Pvt. 1st Cl.
Cpl.
Pvt.
Pvt.
Pvt.
Pvt.
Pvt. 1st Cl.
Cpl.
Pvt.
Pvt.
Pvt.
Pvt.
Pvt.
Chfr. 1st Cl.

New Haven, Conn.
Little Rock, Ark.
Pittsburg, Pa.
Auburn, N. Y.
Sweet Springs, Mo.
Kingsville, Md.
Highland Park, Ill.
Toledo, Ohio.
Christiana, Pa.
Morrison, Ill.
St Joseph, Mo.
Frankford, Philadelphia, Pa
Corpus Christi, Texas.
Cleveland, Ohio.
West Point, Miss.
Attawa, Ill.
Newman, Ga.
Fort Dodge, Iowa.
Minneapolis, Minn.
Windsor, Mo.
Chicago, Ill.
Matoon, Ill.
Passaic, N. J.
Brooklyn, N. Y.
Cecil, Pa.
New York City.
Wilmington, Del.
Ottumwa, Iowa.
Providence, R. I.
Holyoke, Mass.
Lake Park, Minn.
Norden, Nebr.
Chester, Mass.
Parkers Prairie, Minn.
Newark, N. J.
West Haven, Conn.
Owatonna, Minn.
Bucyrus, Ohio.
Fall River, Mass.
Chambersburg, Pa.

* Friang, Henry G.	Cpl.	Madison, Wis.
Gilchrist, Philip A.	Pvt.	Providence, R. I.
Gilmore, Alfred	Pvt.	Philadelphia, Pa.
Hager, Benjamin F.	Pvt.	El Dorado, Okla.
Hanger, Curtis E.	Pvt.	West Lafayette, Ind.
Hansen, Edwin M.	Pvt.	Racine, Wis.
* Hanton, John	Pvt. Ist Cl.	Hamilton, Ontario, Canada.
* Hays, Carl L.	Cook	Galena, Mo.
Head, William C.	Pvt. Ist Cl.	Stockton, Cal.
Hoban, Edward J.	Pvt.	Chicago, Ill.
Hott, Earl S.	Cpl.	Asheville, Ohio.
Huggins, Waldo J.	Pvt.	Honey Grove, Texas.
* Irvin, James B.	Cpl.	San Antonio, Texas.
Jennings, Ralph E.	Sgt. Ist Cl.	Cawker City, Kans.
* Jones, Charles J.	Pvt.	Flushing, L. I. N. Y.
Judge, William R.	Pvt.	Fall River, Mass.
Kjelleberg, Knute	Pvt.	Hazel Run, Minn.
Kline, Edwin S.	Pvt.	Tulsa, Okla.
Kloska, Frank T.	Pvt.	South Bend, Ind.
Koehler, Frank J.	Pvt.	Paola, Kans.
* Lawrence, Abbott A.	Pvt. Ist Cl.	Manchester, N. H.
* Lee, Calvin J.	Cpl.	Georgiana, Ala.
* Lewis, Frank M.	Cpl.	Warren, Ohio.
* MacBrannan, Elgie	Chfr.	Bryan, Ohio.
* MacDonald, Donald E.	Chfr.	Deer Lodge, Mont.
* Maggio, Pedro	Pvt.	North Judson, Ind.
* Manger, Michael	Sgt. Ist Cl.	Detroit, Mich.
Martin, John F.	Pvt.	Flat Creek, Tenn.
* Matthews, James G.	Sgt. Ist Cl.	Greenville, Texas.
* McAbee, Nestor J.	Sgt. Ist Cl.	San Francisco, Calif.
(Avi. Mech.)		
* McAnally, Ray	M. E.	Glendive, Mont.
(Avi. Mech.)		
* McCarthy, Aloysius A.	Sgt. Ist Cl.	Dennison, Texas.
* McCray, Buckley L.	Sgt. Ist Cl.	Gilman, Iowa.
* McDonald, Columbus P.	Pvt.	Vernon, Texas.
McEldowney, Frank E.	Chfr.	Upper Sandusky, Ohio.
* McGuyre, Vernon T.	Pvt.	Richland, Texas.
McNutt, William	Pvt.	Chicago, Ill.
* McQuillin, Elmer E.	Pvt. Ist Cl.	Buffalo, N. Y.
Megill, Linn S.	Pvt.	Denver, Col.
* Merrill, William C.	Sgt. Ist Cl.	Chicago, Ill.
* Mershon, Milton M.	Pvt. Ist Cl.	Walters, Okla.
* Millar, Lloyd J.	Pvt.	Buffalo, N. Y.
* Mobley, Leroy	Sgt.	Richmond, Ind.
* Moon, Charles T.	Sgt.	El Paso, Texas.
* Morris, Peter T.	Pvt.	South Brownsville, Pa.
* Morrow, John G.	Sgt.	Le Compte, La.
* Moxley, Edward B.	Chfr.	Greensburg, Pa.
Muir, George A.	Sgt.	Memphis, Tenn.
Munson, Frank L.	Cook	Walbridge, Ohio.
* Murphy, Seymour C.	Cpl.	South Sioux City, Nebr.
* Myers, Willie O.	Pvt.	Dallas, Texas.
* Newman, Ernest	Sgt.	Lake Providence, La.
* Niehuis, Jacob H.	Sgt.	La Porte, Ind.
* Norden, Arthur G.	Cpl.	Defiance, Ohio.
O'Brien, Maurice D.	Chfr.	East Liverpool, Ohio.
* O'Connell, Michael J.	Sgt.	New London, Wis.

* O'Neill, Daniel E.	Cpl.	Niagara Falls, N. Y.
* Osborne, Earl M.	Pvt. 1st Cl.	Meade, Kans.
* Parady, Grant	Sgt. 1st Cl.	Council Bluffs, Iowa.
Paulus, William H. A.	Sgt.	Atlantic City, N. J.
* Penney, Claude L.	Sgt.	Waupaca, Wis.
Pettitt, Eldon C.	Pvt.	Marion, Ind.
* Pierson, Edwin K.	Pvt. 1st Cl.	Benedict, Nebr.
* Pierson, Nels S.	Sgt.	Benedict, Nebr.
Plumb, John H.	Pvt.	Sylvan Grove, Kans.
* Poole, Peter J.	Chfr.	Aurora, Ill.
* Powers, Maurice	Cook	Cleveland, Ohio.
* Purdy, Charles R.	Sgt. 1st Cl.	Two Harbors, Minn.
* Qualls, Lewellen B.	Pvt.	Terre Haute, Ind.
* Ragusa, Anthony	Cook	Houston, Texas.
* Rainboth, Guy E.	Chfr. 1st Cl.	Ogdensburg, N. Y.
* Ratcliffe, Ronald G.	Sgt. 1st Cl.	Vincennes, Ind.
* Ray, Thane R.	Sgt. 1st Cl.	Handley, Texas.
Rhinefield, Lewis C.	Pvt.	Beland, Fla.
* Richards, Frank	Pvt.	Mount Vernon, Pa.
* Richardson, Nicholas K.	Pvt. 1st Cl.	Turtle Creek, Pa.
* Richardson, Oscar N.	Sgt. 1st Cl.	Rome, Ga.
* Rike, Willard G.	Sgt.	Farmersville, Texas.
* Riske, Thomas A.	Sgt.	St. Louis, Mo.
* Rooks, William M.	Pvt.	Enfield, Ill.
* Rowe, Harry E.	Sgt. 1st Cl.	Aurora, Ill.
* Rucker, Melvin E.	Pvt.	Chatfield, Minn.
* Russell, Max	Pvt. 1st Cl.	Chicago, Ill.
* Sahin, Albert J.	Sgt. 1st Cl.	Linton, Ind.
* Sanders, Frank H.	Sgt. 1st Cl.	Marshall, Texas.
* Schannep, Aden D.	Chfr.	South Whitley, Ind.
* Schuelke, Albert R.	M. E.	Dennison, Texas.
* Schwalm, Morris F.	Chfr. 1st Cl.	Alma, Kans.
* Silva, Alwin W.	Pvt.	Oakland, Calif.
* Sinclair, William W.	Sgt.	Waycross, Ga.
* Smith, Labanna J.	Sgt. 1st Cl.	Oil City, Pa.
* Smyth, William L.	Sgt.	Connelsville, Pa.
* Snow, Malt N.	Sgt. 1st Cl.	Brownwood, Ala.
(Avi. Mech)		
* Soper, Eldred L.	Cpl.	Bay City, Mich.
* Sorensen, David C.	Cpl.	Boelus, Nebr.
* Souder, Harold	M. E.	Detroit, Mich.
Southern, Wesley	Pvt.	Bellingham, Wash.
Spence, William H.	Pvt.	Franklin, Mass.
* Spindle, Buell Y.	Chfr.	White Wright, Texas.
* Sproule, Stewart G.	Pvt.	Custer, Mich.
* Stanley, Raymond E.	Cpl.	Garden Grove, Iowa.
* Stecker, Ernest Jr.	Sgt.	San Carlos, Ariz.
* Steffel, Frank A.	Pvt. 1st Cl.	Milwaukee, Wis.
Strauss, Charles W.	Pvt.	Mahaffey, Pa.
* Straw, Noel B.	Pvt.	Cement City, Mich.
* Sweeney, James W.	Cpl.	Boerne, Texas.
* Sylvester, Joseph A.	Cook	Macon, Ga.
* Taylor, William	Pvt. 1st Cl.	Kansas City, Mo.
* Thompson, Walter L.	Sgt.	Piper City, Ill.
* Toney, William S.	Pvt. 1st Cl.	Colorado Springs, Col.
* Trone, Millard V.	Chfr.	San Jose, Calif.
* Turnley, Richard P.	Pvt. 1st Cl.	Shreveport, La.
* Umbenhour, John S.	Cpl.	Fort Worth, Texas.

* Upton, Harry A.	Chfr. 1st Cl.	Fayette, Iowa.
* Waits, Troy E.	Pvt. 1st Cl.	Dennison, Texas.
* Waldo, John F.	Pvt. 1st Cl.	New Orleans, La.
* Walker, Aaron L.	Pvt.	Marion, Ill.
* Walker, Buck	Chfr.	Bogota, Texas.
* Walker, Frances I.	M. E.	Mesquite, Texas.
* Walker, Orlan E.	Pvt.	Marion, Ill.
* Walter, Harry L.	Chfr.	Rising City, Nebr.
* Walldren, Arthur H.	Chfr. 1st Cl.	Congress Park, Ill.
* Ward, Bert C.	Chfr. 1st Cl.	Gary, Ind.
* Warner, Marvin J.	Chfr. 1st Cl.	Bryan, Ohio.
* Way, James L.	Sgt.	Wahoo, Nebr.
* White, Willie L.	Cook	San Saba, Texas.
* Wicker, Debert W.	Pvt.	Blue Ridge, Texas.
* Wickins, Charles K.	Sgt. 1st Cl.	St. Louis, Mo.
* Wiczorek, Ciesmer	Pvt. 1st Cl.	Detroit, Mich.
* Wilkinson, Don E.	Cpl.	Williamson, W. Va.
* Williams, Thomas	Cpl.	Billings, Mont.
* Wills, Jess M.	Chfr. 1st Cl.	Winchester, Ill.
* Winters, Calvin C.	Pvt.	Stephensville, Texas.
* Womack, Nelson T.	Sgt. 1st Cl.	Marshall, Texas.
Woods, Joseph A.	Pvt.	Lyons, Ky.
* Worthan, Harry M.	Chfr.	Cherokee, Okla.
* Wullenwaber, Charles L.	Pvt.	Harper, Kans.
* Yeager, Roscoe	Pvt.	Mauckport, Ind.

MEDICAL DETACHMENT.

* Shivers, George M.	Sgt.	Wheeling, W. Va.
* Shoulders, Bratton F.	Pvt. 1st Cl.	Frisco, Texas.
* Sorrels, Ed. S.	Pvt. 1st Cl.	Fort Worth, Texas.
* Vosburgh, Rollie	Pvt. 1st Cl.	Toledo, Ohio.

ORDNANCE DETACHMENT.

Fyfe, George H.	Pvt.	New York City, N. Y.
Fyhrie, George E.	Cpl.	St. Paul, Min.
Garvey, Bernard S.	Cpl.	Chicago, Ills.
Hayes, Edwin J.	Pvt.	Worcester, Mass.

INTELLIGENCE DETACHMENT.

Easterbrook, Wilfred G.	Sgt.	Seattle, Wash.
Mohler, Herbert S.	Cpl.	Canonsburg, Pa.

LOSSES SINCE LEAVING UNITED STATES.

Augustus, Willard R.	Pvt.	Scranton, Iowa.	Died 1/16/19
Chatelle, Charles F.	Pvt.	Wichita, Kans.	Died 1/16/19
* Chrisman, Roy E.	Pvt.	Normal, Ill.	Trnsf. 10/6/18
Conklin, Glenn A.	Pvt.	Denver, Col.	Trnsf. 1/27/19
Culliton, William P.	Pvt.	Troy, N. Y.	Trnsf. 1/27/19
* Dean, Fred E.	Pvt.	Tioga, Wis.	Trnsf. 2/26/19
* Demaray, Harry N.	Chfr.	Pipestone, Minn.	Trnsf. 10/2/18
* Feyrer, Frank J.	Pvt.	Westhoff, Texas.	Trnsf. 8/6/18
Fisher, John L.	Pvt.	Dayton, Ohio.	Trnsf. 11/14/18

* French, Floyd W.	Pvt.	Dayton, Ohio.	Trnsf.	10/6/18
Godfrey, Carlton	Pvt.	Atlantic City, N. J.	Trnsf.	10/9/18
* Harrison, Paul D.	Pvt.	Main Rock, Ala.	Trnsf.	4/4/18
Hulet, David W.	Pvt.	Driggs, Idaho.	Trnsf.	1/27/19
* Knepp, Luther O.	Pvt.	Bernham, Pa.	Trnsf.	10/6/18
* Lewis, Lefty S.	Sgt. 1st Cl.	Faxon, Okla.	Trnsf.	1/27/19
* Meredith, Claire	Pvt. 1st Cl.	McKeesport, Pa.	Trnsf.	7/19/18
Metcalfe, Thomas V.	Pvt.	Lotus, Calif.	Trnsf.	1/27/19
* Miessner, Frank	Pvt.	Huntingburg, Ind.	Trnsf.	4/4/18
* Monson, Ralph E.	Sgt. 1st Cl.	York, Nebr.	Trnsf.	8/19/18
* Moon, Charles S.	Pvt.	South Bend, Ind.	Died	6/10/18
Moore, Marion E.	Pvt. 1st Cl.	Morgantown, W. Va.	Died	2/19/19
* Moreland, William B.	Cpl.	Decatur, Texas.	Trnsf.	5/1/18
* Newton, Horace G.	Pvt.	Loraine, Texas.	Trnsf.	2/13/18
* O'Connor, William K.	Pvt.	Sparrow Point, Md.	Trnsf.	3/7/18
* Olson, John L.	Cpl.	St. Joseph, Mo.	Trnsf.	8/15/18
* Peterson, Glen	Sgt.	Bryan, Ohio.	Comm	2/20/18
* Rebillot, Lawrence J.	Pvt.	Louisville, Ohio.	Trnsf.	4/4/18
Richardson, Carl J.	Pvt.	Springfield, Ohio.	Trnsf.	10/6/18
* Sherrill, Paul W.	Sgt.	Temple, Texas.	Trnsf.	8/15/18
* Smith, Ray F.	Pvt.	Fond du Lac, Wis.	Trnsf.	12/13/18
* Soderlund, Gustave	Sgt.	Escanaba, Mich.	Trnsf.	4/4/18
* Stringer, Charles M.	Pvt.	Lincoln, Ill.	Trnsf.	5/21/18
Threlkeld, Howard M.	Pvt.	Phoenix, Ariz.	Trnsf.	10/9/18
Van Kirk, Bryant F.	M. E.	Vincennes, Ind.	Died	1/18/19
Vermillion, Russell T.	Chfr.	Higginsville, Mo.	Trnsf.	8/15/18
Walling, Thomas D.	Pvt.	South Bend, Ind.	Trnsf.	10/9/18
Ward, Roy	Pvt.	Bradstown, Ky.	Trnsf.	10/6/18

*) Came over in squadron.

PHOTOGRAPHIC SECTION No. 2.

COMMANDING OFFICERS.

Barnhill, William A. 2nd Lt. AS., USA. From Sept. 19, 1918.

Snydam, James S. 1st Lt. AS., USA, From June 15, 1918 to Sept. 18, 1918.

PRESENT ENLISTED PERSONNEL.

Angelo, Alan	Cpl.	Atlantic City, N. J.
Atchison, Ernest S.	Pvt. 1st Cl.	Washington, D. C.
Baker, George J.	Pvt. 1st Cl.	Linton, Ind.
Blades, Le Roy	Sgt.	Chicago, Ill.
Brennan, Robert J.	Pvt. 1st Cl.	Medina, N. Y.
Bronson, Ira L.	Pvt. 1st Cl.	Seattle, Wash.
Buttasi, Galdino	Cpl.	West Hoboken, N. J.
Chadderton, William	Sgt. 1st Cl.	Sharon, Pa.
Cheesman, Arthur E.	Cpl.	Brooklyn, N. Y.
Conlon, Ernest L.	Pvt. 1st Cl.	Ithaca, N. Y.
Dahl, Henry H.	Pvt. 1st Cl.	Chicago, Ill.
Demmon, Ralph W.	Cpl.	Grand Rapids, Mich.
Drehs, William F.	Cpl.	Sassamansville, Pa.
Harding, Lloyd E.	Cpl.	Berwyn, Ill.
Harper, Ira C.	Chfr.	Washington, D. C.
Johnston, Merton F.	Pvt. 1st Cl.	Corinth, N. Y.
Lacy, Elmer D.	Pvt. 1st Cl.	Cowles, Neb.

Lantz, Charles E.	Cpl.	Westminster, Md.
Merrill, Harold V.	Cpl.	Maywood, Ill.
Miner, Gilbert P.	Chfr. 1st Cl.	Madison, Wis.
Remley, John H.	Cpl.	Berwick, Pa.
Ridder, John E.	Pvt. 1st Cl.	Germania, Grant, W.Va.
Rogers, Philip W.	Cpl.	Thurmont, Md.
Scott, Graham H.	Pvt. 1st Cl.	Rochester, N. Y.
Strauch, Donald W.	Pvt. 1st Cl.	Champaign, Ill.
Stone, James	Pvt. 1st Cl.	Rochester, N. Y.
Stringer, Charles M.	Sgt.	Peoria, Ill.

TRANSFERRED FROM SECTION.

Abernethy, Harry C.	Sgt.
Campbell, Alvan G.	Pvt.
Clemens, Walter C.	Sgt.
Eversole, William K.	Cpl.
Flitcraft, Elwood L.	Chfr.
Morrison, Frank E.	Pvt.
Peel, Clifford E.	Cpl.
Sears, Joseph M.	Pvt. 1st Cl.
Vandenhoecke, Lucien E.	Pvt. 1st Cl.





Gebrüder Breuer, Coblenz-Lügel
65219