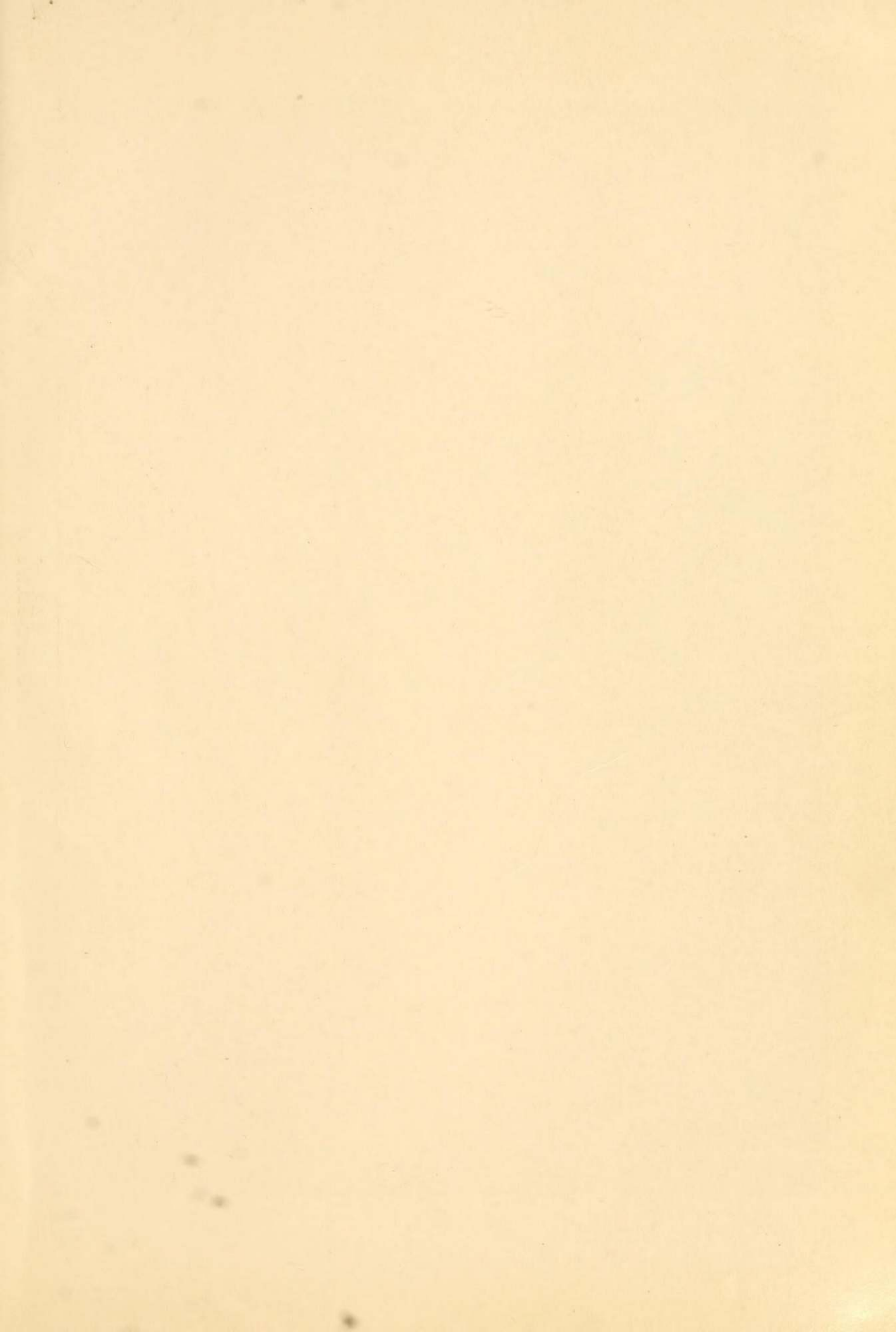


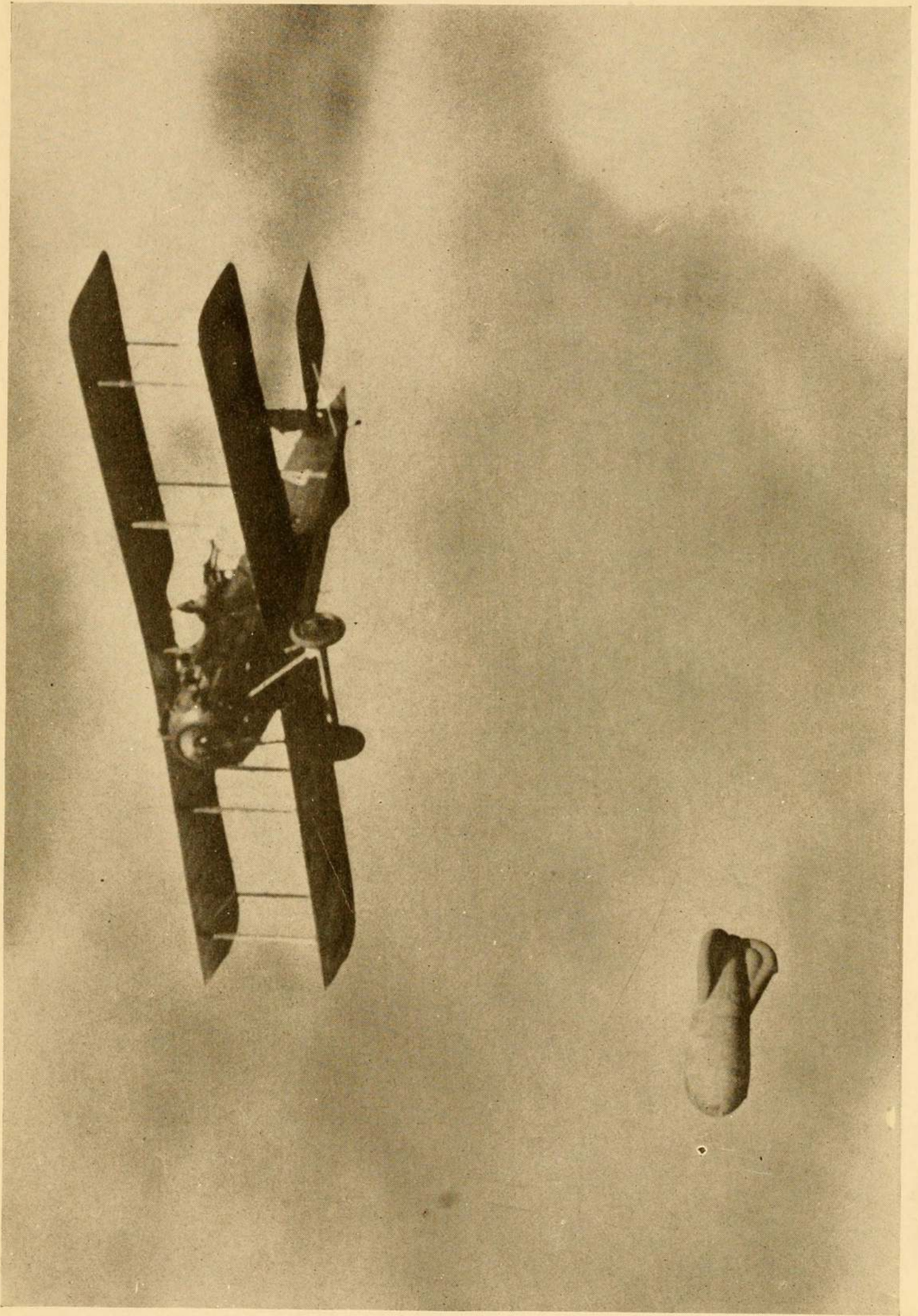


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“TAILS UP AND FLYING”



# THE NINETIETH AERO SQUADRON

AMERICAN EXPEDITIONARY FORCES

*A History of Its Activities During  
the World War, from Its Formation  
to Its Return to the United States*

COMPILED AND WRITTEN BY

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EDITED AND PUBLISHED BY

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FLYING FIELD AT OURCHES



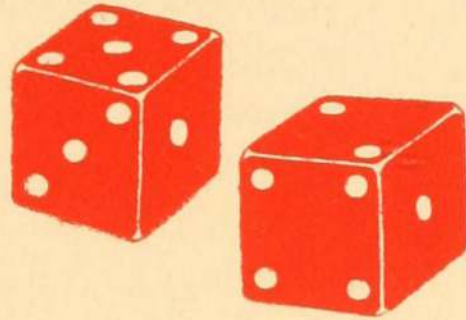




**T**O Our Loved Comrades  
who gave their all, and  
whose example and memory  
inspired the rest of us to  
carry on—  
—this book is dedicated.







THE 90th Aero Squadron was created by Special Order 104, Headquarters Kelley Field, South San Antonio, Texas, on September 25, 1917. The men in it were largely from two detachments; one from Vancouver Barracks, Washington, which arrived at Kelley Field August 18; another from Fort Leavenworth, Kansas, which arrived August 25. Both of these detachments had been held from the date of their arrival until September 25 under Recruit Camp Headquarters as a Provisional Squadron. The day after the forming of the Squadron, September 26, 1917, under Special Order 119, Headquarters Kelley Field, Lieut. W. H. Y. Hackett took command. On September 28, Lieut. J. J. Livingston, M.R.C., with four enlisted men of the Medical Corps, were assigned to the 90th. Lieutenant Livingston has ever since been with the Squadron, save for the periods during which he was on detached service at hospitals.

This completed the primary organization of the enlisted part of the Squadron. Many changes were to take place in the course of the next year, but the foundation of the esprit, which was to be so great



a factor in the Squadron's success on the front, was laid. Specialized training was necessary, but nearly all were by trade expert mechanics, who had volunteered for the work to which they had been assigned and who were enthusiastic over the prospect of doing their "bit" along the lines for which they were peculiarly fitted. It might be taken as an augury of success and as an indication of the adaptability of the 90th, that at this time every State of the Union was represented by one or more men.

On September 30, under command of Lieutenant Hackett, the Squadron left San Antonio for Mineola, Long Island, where it arrived five days later. Good order, good health and good spirits marked the whole trip. On the night of October 5 the Squadron detrained, and early next morning hiked out to Field No. 2 of the Aviation Mobilization Camp, where they were quartered with the Headquarters of the First Provisional Wing in Barracks No. 5. Here they stayed for three weeks performing guard duty and fatigue work, and carrying on the work of organization, equipment and preparation for overseas duty. Recreation was provided in the form of frequent twenty-four hour passes to New York City and other towns in the neighborhood, so that the time did not pass too slowly. It should be put on record that after the 90th had departed from Mineola its example was held up to succeeding squadrons as one worthy of emulation.

About the middle of October rumors began to circulate as to the early departure of the Squadron for overseas duty, but it was not till the 26th of the month





THE "V" IN THE WOODS AT FLIREY







that orders were received to pack up equipment and to prepare for immediate departure. The following day the Squadron entrained for Pier 54, North River, and boarded H.M.S. "Orduna." Two officers and 157 men were at this time on the Squadron roster.

The crossing of the Atlantic was uneventful. The "Orduna" proceeded alone to Halifax, where it picked up seven other vessels and the convoy sailed together October 31 for Liverpool. Lieutenant Hackett was appointed Assistant Adjutant to Major Moynahan, 165th Infantry, who commanded the troops on board. The quarters furnished the men were fairly good, and only a few cases of "mal de mer" occurred during the two weeks on the boat. An occasional submarine alarm, which always proved to be false, helped to while away the time. Guard duty, and two daily inspections at 10 A.M. and 4 P.M. were the only other amusements.

On November 10 the "Orduna" moved into the dock at Liverpool, welcomed by numerous British ships in the harbor. Bands played, flags were run out, and the entry of the convoy seemed like a celebration. The troops were disembarked by three in the afternoon, and the 90th marched through the streets to the railroad station. It is safe to say that this first glimpse of a British city, and these first welcomes from a people as whose ally we had come to fight, made an impression which no man in the 90th will ever forget.

No stop was made in Liverpool; a train was waiting and the Squadron was carried on to Southampton, and then given a march of an hour and a half to a



"Rest Camp." Here the men first tried the British ration, and began to learn at first hand the hardships of the submarine blockade.

On November 12 the Squadron crossed the Channel on the transport "Prince George," arriving in Havre early on the 13th, and marched at once to A.E.F. Rest Camp No. 2. Here they remained several days and the officers who had been temporarily attached at New York, as well as six first-class sergeants, were detached from the organization. On November 18 the 90th made the personal acquaintance of the famous "Hommes 40, Chevaux 8" box cars, entraining for Colombey les Belles, northeast of Neufchateau and south of Toul. After a long and tiresome trip, the destination was reached during the night of November 20, and the next morning the men were billeted in lofts scattered through the village.

It was now announced for the first time that the 90th was to do road and barracks construction work for the time being. Naturally this came as a great disappointment to all, as the great ambition of everyone had been to get into a service squadron, and do work on the front. However, the experience gained in construction work would be valuable, and the time could be profitably employed in fitting the right men into the right places. It was with these feelings that officers and men set to work on the first job assigned, the construction of roads through what was to become the great American Aviation Field at Colombey. This lasted the rest of the year. For the first three months of 1918 the Squadron, together with the 88th and 89th Squadrons, was to start the construction of



the barracks and hangars of the Colombey Field. This was a piece of work of which the squadrons which took part might well be proud, as the buildings were erected with little delay in the very worst part of a particularly severe winter. The period of apprenticeship was now passed and the 90th was designated as a Service Squadron.

During this period of initiation to life in the A.E.F. there were many incidents which the men will be glad to remember in after years. On November 27, 1917, Lieutenant Schaufler, who was destined to command the Squadron during the greater part of its time at the front, brought by aeroplane the first mail it had received since leaving the States. That same night the British Aviation Field at Ochey, near by, was bombed, and the 90th saw from a distance a bit of the war. Thanksgiving Day was, of course, a holiday, and the 90th celebrated by beating the 2nd Engineers at football by a score of 12-0. On December 5, Colombey was treated to a German bombing raid, six bombs being dropped, one of them a dud. The only one which did much damage destroyed the house at No. 6 Rue Jeanne d'Arc and injured two Americans who were billeted there.

Christmas Day was observed in fitting manner. At 11:30 A.M. the Squadron was formed at the Mess Hall and marched to Post Headquarters. Here the Stars and Stripes were unfurled. The Squadron then paraded through the village to the music of the 364th French Infantry, headed by Lieutenant Hackett. Then came a promotion ceremony by which four new sergeants, three corporals, and ten first-class privates

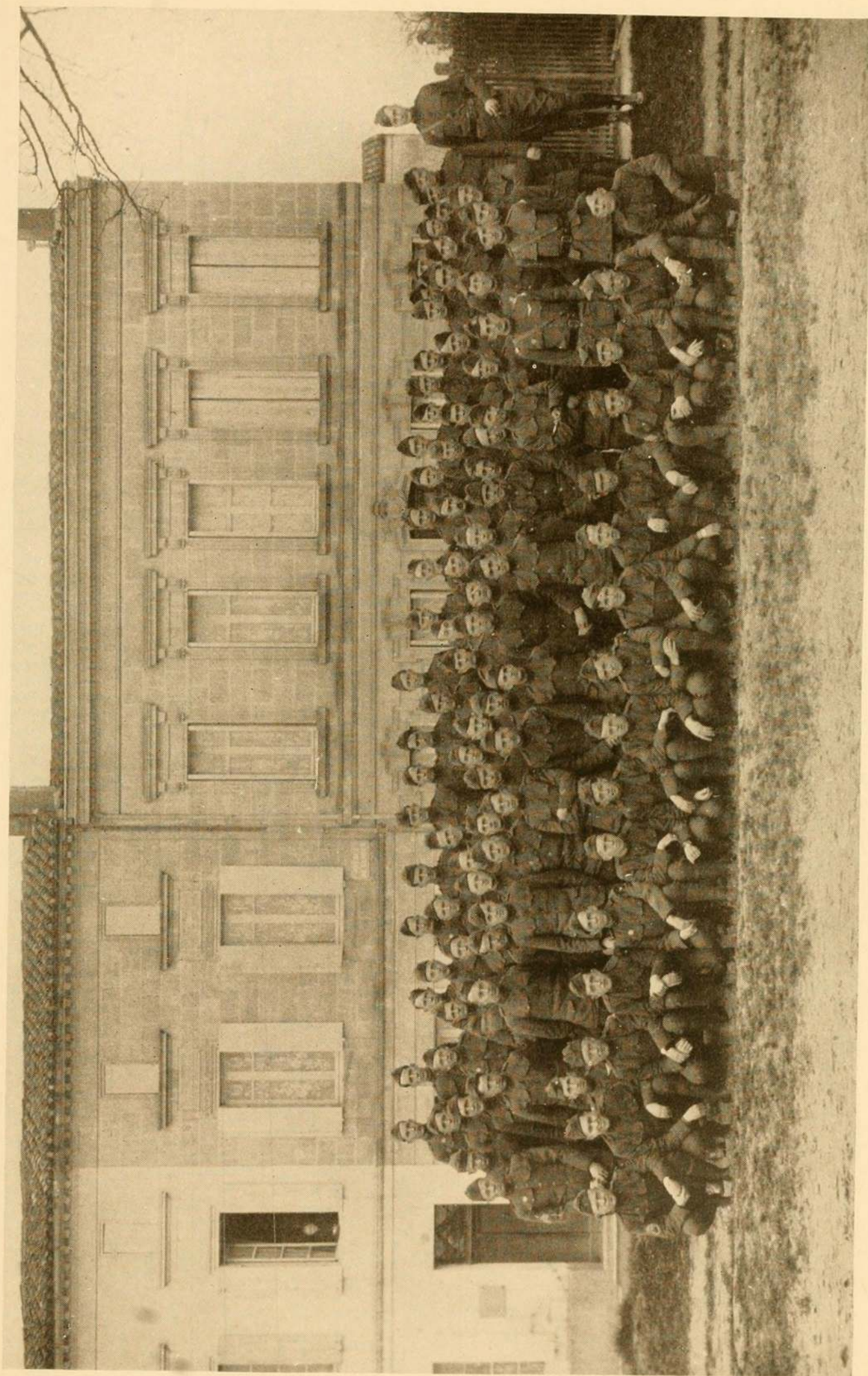


were created. The Christmas dinner, with roast turkey as the principal dish, was a merry meal, and in the evening the Y. M. C. A. gave a musical entertainment in which 90th men took a large part.

On April 13 Major Dunsworth succeeded Lieutenant Hackett as Commanding Officer, as all Service Squadrons at the front must be commanded by Flying Officers. It is fitting here that a word of appreciation should be given Lieutenant Hackett for his work with the Squadron. He set the example of efficiency which the 90th has always followed. Through his efforts the personnel of the Squadron was picked and it was under his guidance that the Squadron started its career. His success in picking the Squadron was noteworthy, and the numerous trips by land and water which were made under his leadership went off most smoothly. At the same time, by his fairness and firmness, he made himself most popular with the men under his command. After Major Dunsworth took command Lieutenant Hackett remained with the Squadron as Adjutant for four months. One thing which makes him unique among the rest of the 90th is the fact that he was the only one who was married while overseas. On October 1 he married an American girl who was at that time living in Paris. Unfortunately, Lieutenant Hackett had left the Squadron at that time and none of the officers were able to get to his wedding in Paris.

On April 15 the Squadron finally came into its own as a Service Squadron. Fifteen French Sopwith observation planes arrived from Paris and six pilots were assigned to the Squadron. These six, the first to fly for





THE 90TH AT LIBOURNE (Group 1)







the 90th, were: Lieuts. "Judge" Hill, who was later shot down behind the German lines; "Ernie" Giroux, later shot down in flames; Cannon, Eaton, Jeffers, and Sherry. They had all received their entire training in the air in France. Jeffers, Cannon and Eaton were honor students of the first Ground School class graduated in the United States; Hill and Giroux came to France in June, 1917, to join the Lafayette Escadrille, but enlisted instead in the American Air Service on arrival; "Madame" Sherry enlisted in Paris, having served previously as volunteer with the Transport Section of the American Field Service with the French armies.

No flying was done for the first few days after the arrival of the Sopwiths, but the mechanics were assigned to their respective planes and spent the time in studying their construction. On April 19 the Squadron moved to Amanty, north of Neufchateau, where the Observation Training Center of the 1st Corps was located. Here it was engaged in training flights. The flying personnel was changing constantly, pilots and observers being attached for a short time and then transferred to chasse or bombing squadrons. Naturally the breakage of planes was considerable, as most of the pilots had been trained on Nieuports, and the change to the Sopwiths proved difficult. No one, however, was seriously injured.

Meantime, the organization of the Squadron as a fighting unit was continuing. On May 7 Lieutenant Looney joined as Supply Officer, a graduate of the Ground Officers' Training School at Kelley Field; Lieutenant O'Connor, Radio Officer, arrived May 13



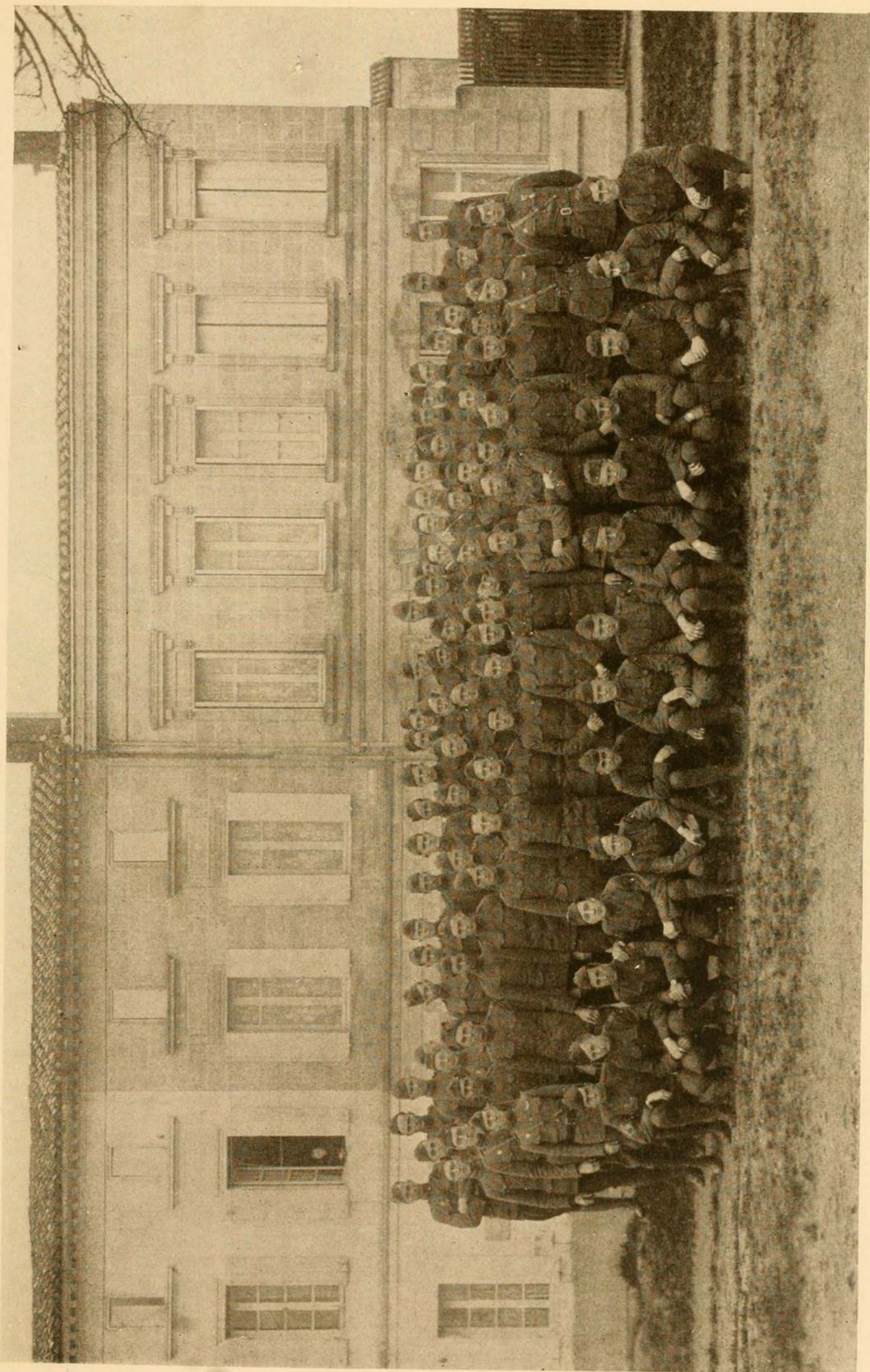
from the Radio School at College Park, Maryland. Lieutenant Lacy reported on June 6 as Armament Officer after training at the Springfield Armory.

On May 18 the following pilots reported for duty: Lieutenants Cowle, Conover, Ellis, Greist, Livingston, Neidecker, Patterson, Pierson, Simpson, White, Freeman, Merz, Brewer, Lee, Pike, and Hathaway. Early in June the following observers reported: Lieutenants Adams, Francis, Maynor, Grainger, Bolt, Vinson, Blekre, Hendricks, Tillman, Shuss, Sherrick, Harrison, Lowe, Walden, and Sullivan, while Lieutenant Lockwood reported for duty as Engineering Officer, after having served for some time in that capacity at Field 7, Third Aviation Instruction Center.

On June 13 the Squadron received its first assignment to active duty, moving to Ourches, fifteen kilometers due west of Toul, on the Meuse River, the station of the First Corps Observation Group. Like many divisions of Infantry the Squadron was to do its first real work in the famous "American" sector, which at that time extended from Apremont, east of St. Mihiel, to Remenauville, west of the Moselle. Here we were destined to remain for some time, till, from the air, every stick and stone of the sector became familiar to the pilots and observers, and the famous "V" in the woods north of Flirey was to direct many a pilot toward home and safety after his first trip over the lines.

The first mission to go over the lines was a general reconnaissance of the sector on June 16th by a formation consisting of Major Dunsworth, pilot, with Lieutenant Adams, observer, in No. 13, leading; Lieu-





THE 90TH AT LIBOURNE (Group 2)







tenant White, pilot, with Lieutenant Hendricks, observer, in No. 7, and Lieutenant Simpson, pilot, with Captain Goss, observer, in No. 15. The reconnaissance covered the sector from Apremont to Xivray; the first compliments of the Hun to the 90th were received in the shape of an Archie barrage, which pierced Lieutenant White's plane in several places. Anti-aircraft fire over Apremont was reported to be particularly accurate by all, a note which became a stock feature of observers' reports in the succeeding months.

Later in the day another formation went out, led by Lieutenant Greist, in plane No. 4, with Lieutenant Vinson as observer; Lieutenant Neidecker, pilot, with Lieutenant Tillman, observer, in No. 5; Lieutenants Patterson and Blekre, in No. 14; Lieutenants Ellis and Shuss, in No. 17, and Lieutenants Pierson and Maynor, in No. 6. The following day six missions were carried out over the sector, but for the rest of the month little work was done, as the sector was quiet and there were three squadrons to divide the work.

On June 20 Lieut. W. G. Schaufler took command, vice Major Dunsworth, who left to take a course in aerial gunnery at Caseaux. This appointment was made permanent when Major Dunsworth was assigned in his absence to the command of the 96th Aero Squadron. Lieutenant Schaufler came to the 90th from the First Observation Squadron. With this squadron he had seen service on the Mexican border and had the honor of being the first pilot of an American squadron to fly over the front. Other important additions to the Squadron during this period were made by the



arrival of Lieutenant Young on June 19, Lieutenant Rohrer on June 26, and Lieutenants Bovard and Kinsley on July 3.

On June 25 the first casualties occurred in the Squadron, caused by an accident. Lieutenants Hathaway, pilot, and Maynor, observer, started at 8 A.M. on a reconnaissance mission. Hardly had they left the field when, from an altitude of 200 meters, their plane went into a vrille and dove into the ground with full motor. Both were killed instantly. The funeral was held at Sebastopol, near Toul, and was attended by all. Lieutenants Pierson and Harrison circled overhead in a plane and at the close of the service dropped flowers on the grave.

The death of these two men, coming so soon after the arrival of the Squadron on the front, was very keenly felt. Both had been among the first in France, and left a host of friends who will long remember them.

Lieutenant Hathaway came to France early in 1917 as a volunteer in the American Field Service. His whole training in aviation was in France, beginning with the French Caudron School at Tours, in the early part of September. From this he graduated in the latter part of October and went to the American School for Advanced Training at Issoudun. He left there in January, 1918, to go to the American Observers School at Tours, there assisting in the instruction of observers, going from there directly to the front in May, where he joined the 90th at Amanty.

Lieutenant Maynor arrived in France in September, 1917, and after some weeks at an Artillery School, was





XIVRAY (*St. Mihiel Sector*)







assigned to the 101st Field Artillery. He was a member of the first class in the school for aerial observers at Tours, which began work on January 14, 1918. After graduating, on February 22, he proceeded to the First Corps Observation Training Center at Amanty. From there he was ordered to a French Observation Squadron with the Eighth Army. After several weeks there, he took the course in aerial gunnery at Cazeaux, and on its completion reported for duty with the 90th.

The Fourth of July was fittingly celebrated in several ways; a flag raising was held; Secretary Walker of the Y. M. C. A. read the Declaration of Independence, and Lieutenant Mahan, Post Adjutant, delivered an address. Lieutenant Schaufler then went out in a biplane Spad to celebrate in the air, accompanied by Lieutenant Harrison. They recalled the meaning of the day to the Germans by strafing several towns, and on the way home joined in the celebrations which were being held by the French in Toul, Commercy and Void, flying just over the tree tops and waving to the people in the streets below.

Other additions were made to the flying personnel during this period. Lieutenant Bogle joined the Squadron on July 4. On July 13 Lieutenants Parr, Lindstrom, Borden, and Hayden, observers, arrived. Lieutenant Carver, pilot, reported July 19, and Lieutenant Derby, observer, on the 23rd. On the 24th Lieutenant Schaufler was suddenly taken ill and had to be removed to the hospital. He was temporarily replaced in command by Lieutenant Gallup, also of the 1st Aero Squadron, who retained command till



September 15. Lieutenant Wallace joined the Squadron on August 24, replacing Lieutenant Lockwood as Engineering Officer, he becoming temporarily Transportation Officer. Lieutenant Wallace had trained in the Aviation Engineering School at the Massachusetts Institute of Technology, and very soon after his arrival with the 90th made a record for upkeep of motors and planes which no other Squadron has ever surpassed. On the departure of Lieutenant Hackett, Lieutenant Lockwood was made Adjutant.

The work during July was the regular aerial work for a Corps Squadron on a quiet sector. Two regular reconnaissances were made each day and during good weather photographic missions were carried out. The 90th was alone on the field and took care of all the work assigned to the 4th Corps Observation Group.

The French Sopwiths, with which the Squadron did all their early work, never proved very satisfactory on the front. They were rather slow, and their elastic construction never inspired a great deal of confidence. Hence it was with great relief that the Squadron saw the "Sops" being replaced with other ships, though at first these latter were of several types, and made of the 90th the strangest hybrid Squadron in the A.E.F. Early in July a few biplane Spads arrived. On July 19 the first of the Salmsons arrived, piloted from Colombey by Lieutenant Cowle, and it was rapidly followed by others. Shortly afterward three Breguets were assigned to us, so that on July 31 the Squadron equipment included sixteen Salmsons, eight Sopwiths, four Spads, and three Breguets. This was an assortment which must have given many a German Intelligence Officer some hard moments identifying.



The object of the Breguets was to give the Squadron practice in night flying. This had been attempted in Sopwiths, but had resulted only in the salvaging of numerous machines. After the arrival of the Breguets the experiment was once more undertaken, but without success. The field was absolutely unsuited for any such work. It was on top of a hill which sloped precipitously on all sides into deep valleys. Consequently, in landing in the dark, there was a great tendency to underestimate the slope, and a crash into the side of the hill was the natural consequence. Fortunately, no one was seriously hurt in this work; the worst injuries were received by Major Anderson, who received a cut on the face when he, with Lieutenant Kirwan, Group Observation Officer, as observer, crashed into the hill in landing. The only really successful night flight was made by Lieutenants Young and Harrison, who went up with the idea of protecting the field against bombing raids, and after staying up for over an hour, made a good landing. After two of the Breguets had been salvaged, the remaining one was rescued by an order suspending the experiment.

On the night of July 31, at about half past ten, the 90th was host to a small German bombing party. The officers and men heard the planes overhead, and identified them as German by the sound of their motors, which were suddenly cut, and the machines glided down toward the field, heading toward the Spad hangar. They dropped seven small bombs, three of which landed within twenty feet of the hangars; but by great good fortune did no damage beyond a few



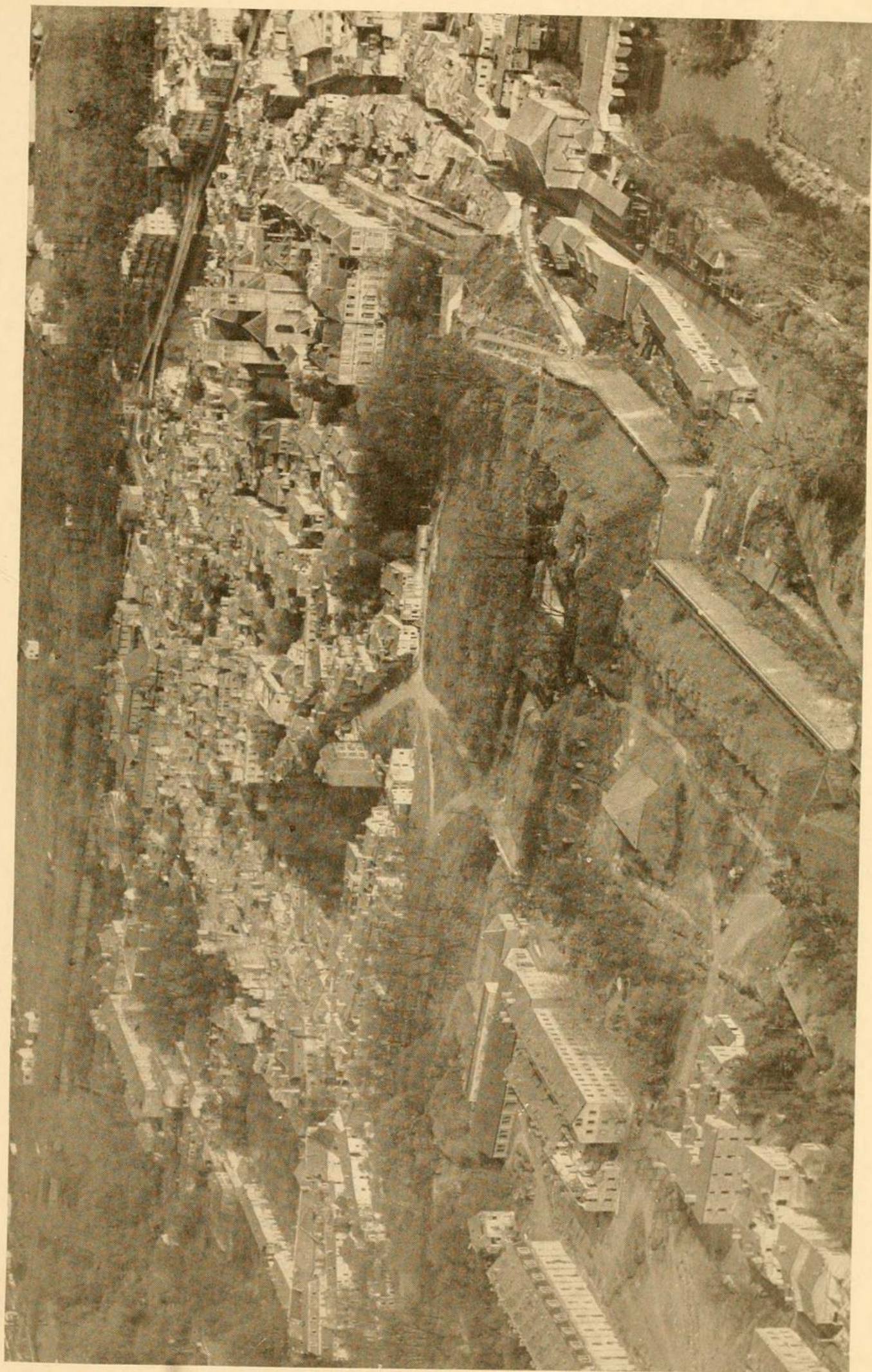
holes in the field, and these were filled in before daylight in order that no photographic reconnaissance by the Germans would reveal how close they came to accomplishing their end.

It was about this time that the division of the squadron into flights was made. Lieutenants White, Greist, and Pierson were appointed Commanders of A, B, and C Flights, respectively. At the same time the Flights selected their colors: A Flight, white, probably in compliment to its commander; B Flight, orange, and C Flight, red.

On August 4 the first Infantry Contact mission was assigned to the 90th, the work of which it was later to do so much, and by which it gained its reputation of being a "Shock Squadron." A "coup de main" by the Infantry was being carried out northeast of Flirey. Lieutenants White and Sherrick were detailed to carry out the mission at dawn and report on the attainment of the objective four kilometers beyond the old German lines. In spite of extremely bad weather conditions, a contrary wind and low clouds with frequent showers, the mission was quite successful, and valuable information as to the progress of the raid was brought back.

In the early part of August the 135th Aero Squadron joined the 90th at Ourches, and for the balance of the month the Corps work was split between the two Squadrons. The 135th was the first Squadron on the front with the American-built De Haviland 4's with Liberty motors, and as such created considerable attention. Their first flight over the lines was on August 10. As they were new to the sector, they requested





VERDUN







Lieutenant White of the 90th to take the place of one of their pilots who was ill, and to lead their formation. This he did. Weather conditions were unfavorable, and the formation broke up, but to Lieutenant White belongs the distinction of having taken the first Liberty over the active front.

In addition to the regular corps work which the 90th was doing, they carried out a considerable number of Infantry Contact patrols near Chaumont, taking part in exercises with newly arrived divisions. A few adjustments of artillery with French batteries in the woods north of Boucq were also carried out.

On September 7 Lieutenants Lake, Burger, and Grier joined the Squadron. They had served several months with the French Caudron 46 Escadrille as Machine Gunners and had flown on many protection flights for daylight bombing raids. They had all been decorated with the Croix de Guerre. Lieutenants Hart, Broomfield, and Dorrance arrived from pilots' school on the same day.

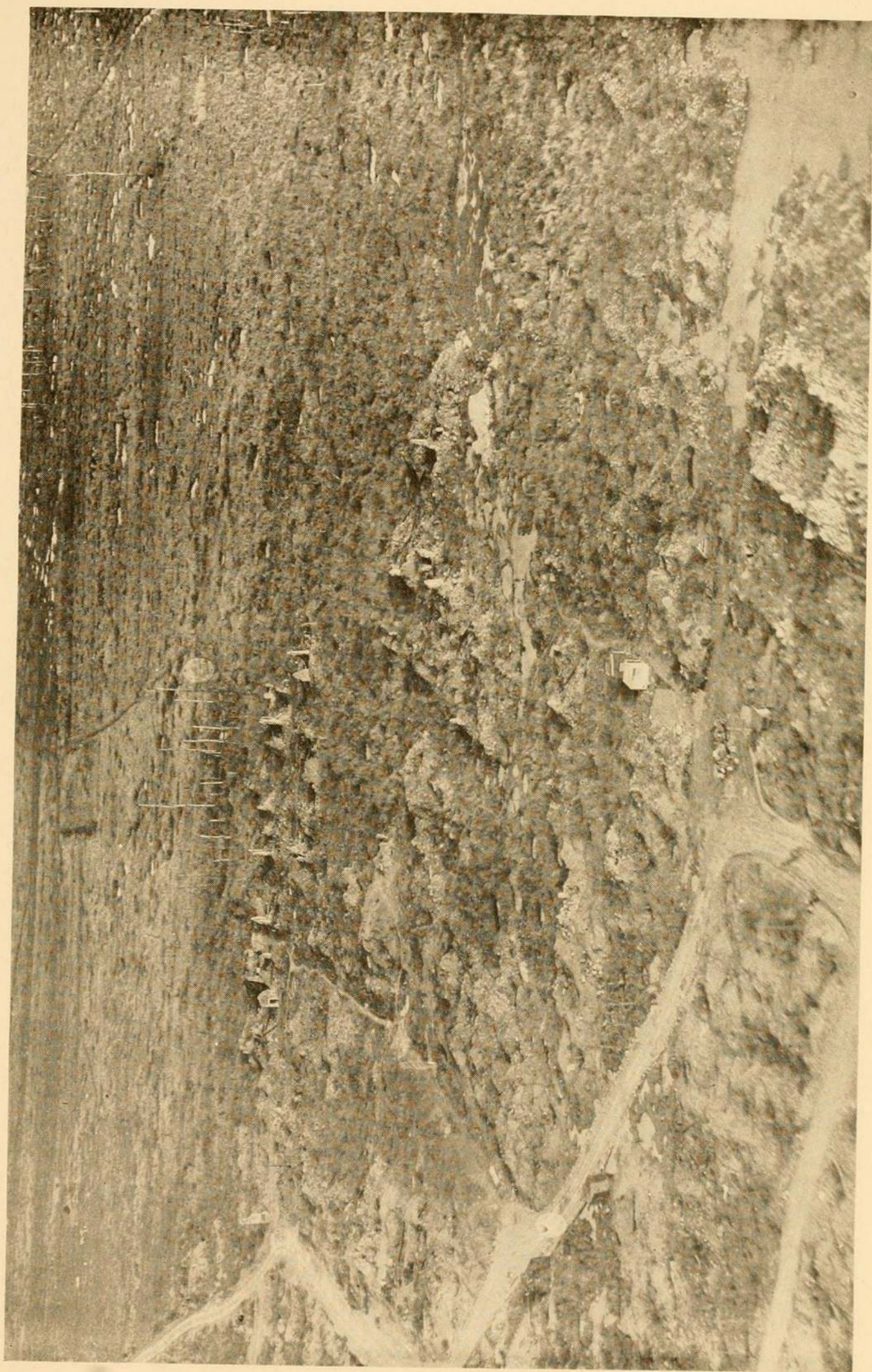
The first work of great importance which came to the Squadron was its part in the operations which resulted in the clearing of the St. Mihiel salient, September 12-14, 1918. The two weeks preceeding were spent in much careful preparatory work. A great deal of photographic work was done, among other missions being the photographing of the lines from Apremont to Limy at an altitude of 350 meters, by Lieutenant Lindstrom, observer, and Lieutenant Carver, pilot. Maps were prepared with great care and all was made ready for "D" day and "H" hour. On September 12 the 90th had available for duty eighteen pilots,



thirteen observers, and three machine gunners. The Squadron had twenty-five Salmsons on hand, all of which were available for duty. The planes were all armed with Vickers guns firing through the propeller for the pilot, and two Lewis flexible guns for the observer, these being mounted on a tourelle. Two days before the attack each team was assigned to its particular duty during the attack. Every man became absorbed in studying his particular task. From then on, till "H" hour arrived, the enthusiasm and earnest endeavor of every man in the Squadron seemed to charge the atmosphere with a spirit that spelled success. The under current of enthusiasm revealed itself particularly at the Squadron mess. The spirit of the 90th and its determination to "do" was evidenced in the songs, the toasts, and the general feeling of good-fellowship which pervaded the atmosphere at mess. With such a spirit success was bound to come.

The night of September 11 was one which will always remain fixed in the memory of the flying officers; pilots and observers were called together about 8 P.M., as soon as it was definitely learned that the attack would be made the next day. Major McNarney, the Group Commander, gave the Group a few last hints as to the methods to be used in their work. Aviation, he said, was a very essential part of the attack, and whatever the weather, the missions were to be performed as long as it was physically possible for the planes to take off. It was known that the barrage was to be a particularly dense one, but there must be no hesitation to go through it. From conversation with French officers the impression had been





BETHINCOURT (*Argonne-Meuse Sector*)







gained that Infantry contact was at best a hazardous game; that any team that carried out more than one was entitled to the greatest credit, and could have done it only because favored by chance. As three trips were scheduled for each man on the following day, there seemed to be need of great good luck for the Squadron to come through unscathed.

The day finally arrived and with it probably the worst weather in which a Squadron ever attempted to carry on major aerial operations. The first mission, an Infantry liaison—Lieutenant Rohrer, pilot, with Lieutenant Vinson as observer—left the ground at 5:20 A.M., in spite of a high west wind and a ceiling of about 300 meters. These conditions prevailed throughout the greater part of the day, with low-hanging, heavy clouds and intermittent, heavy showers. The 90th was working with the famous 42nd or Rainbow Division, and throughout the course of the day's advance faithfully recorded the progress made by the Infantry, and was practically the only reliable liaison between the advancing troops and the Division Headquarters.

As was to be expected, flying at such extremely low altitudes, due to the clouds and rain, the 90th planes were not to get through the day untouched. Early in the day, Lieutenant Young, Pilot, and Lieutenant Bogle, Observer, had the radiator of their plane pierced by machine gun bullets fired from the ground, while flying at an altitude of about 50 meters in the vicinity of Thiaucourt. So near were they to crashing behind the German lines that at one time, with the wheels of the plane nearly on the ground, the German



Infantrymen ran in their direction, expecting the plane to crash in a shell hole. However, Lieutenant Young brought the plane back into friendly territory, finally landing just behind the advancing American lines. They at once delivered their information, and then, making use of any transportation going toward the Squadron, they made their way back in time for Lieutenant Bogle to go up on another mission late in the afternoon.

Lieutenant Kinsley, with Lieutenant Lowe, Observer, had a similar experience while carrying out an Infantry contract mission later in the day, but being nearer to our lines when it happened, Lieutenant Kinsley was able to bring the plane back as far as Corps Headquarters, where they landed and delivered their information.

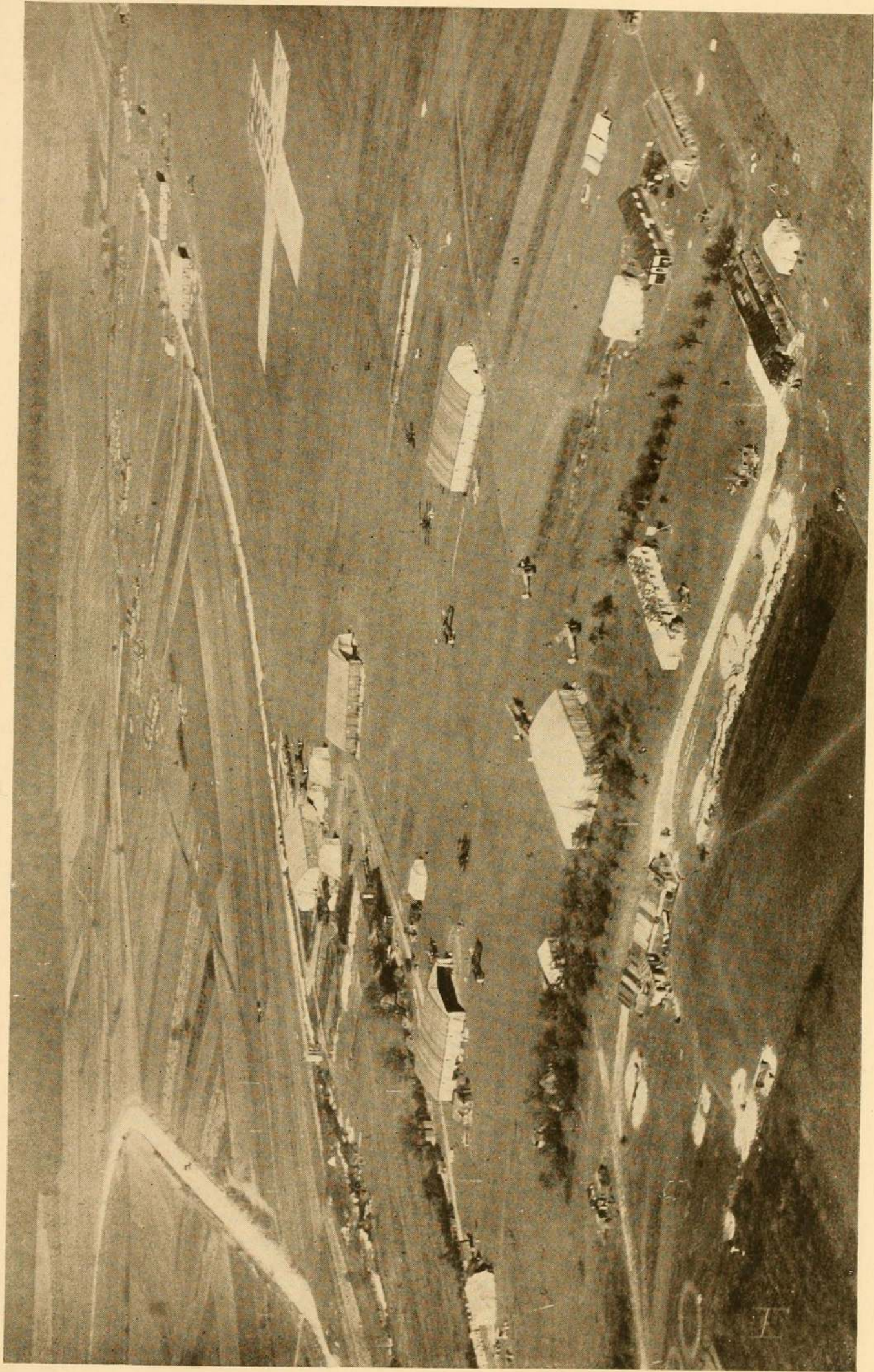
On September 12 the 90th made twenty-six sorties, and in no case did a plane fail to carry out its mission successfully.

September 13, the second day of the attack, was very much a repetition of the first day. The Infantry continued to advance, attaining their forty-eight-hour objective in twenty-seven hours, and the Squadron planes reported the progress of the troops from hour to hour.

In the attack the chief work of the Observers consisted of finding and reporting to the rear the position of our front line, the location of hostile strong points, surveillance for enemy counter-attack, and the harassing of the retreating enemy by machine gun fire.

September 15 Lieutenant Schaffler returned from the hospital and assumed command.





FLYING FIELD AT SOULLY







The following letters of appreciation were received by the Squadron as a result of the satisfactory work done by the Squadron during the attack:

HEADQUARTERS 67th F. A. BRIGADE

AMERICAN EXPEDITIONARY FORCES  
FRANCE

September 15, 1918.

FROM : The Adjutant.  
TO : Commanding Officer, 90th Aero Squadron, 4th  
Obs. Group.  
SUBJECT: Recent Operations.

1. The Brigade Commander directs me to express to you his appreciation of the efficient service of your Squadron in connection with this Brigade during the recent operations in the St. Mihiel salient. The service of your command has been most efficient and satisfactory.

C. H. NANCE,  
Major, F. A., U. S. A.

\* \* \* \* \*

AMERICAN EXPEDITIONARY FORCES

September 15, 1918.

FROM : Commanding General, 42nd Division.  
TO : Chief of Air Service, Amer. E. F.  
SUBJECT: Expression of Appreciation.

1. It is desired to express appreciation of the work done by the 90th Aero Squadron, 4th Corps, Observation Group, during the recent operations. This Squadron, continually on duty, rendered most excellent service to the Division in furnishing valuable information promptly with regard to the advance made by our own elements and movements of enemy forces; also in regulating our artillery fire and the spotting of fugitive targets.

(Signed) CHAS. T. MENOHER,  
Major General, U. S. A.



AMERICAN EXPEDITIONARY FORCES

OFFICE OF CHIEF OF AIR SERVICE

September 25, 1918.

FROM : C. A. S.  
TO : Commanding Officer, 90th Aero Squadron  
(Through C. A. S., 4th Corps).  
SUBJECT: Appreciation.

1. I take great pleasure in transmitting to you a letter of appreciation from the Commanding General, 42nd Division, for the excellent work done by your Squadron during the recent operations.

2. This appreciation may have already reached you, but the Chief of the Air Service takes great pleasure in adding his appreciation to that of the Commanding General, 42nd Division, and in thanking you and the officers and men under your command for the fine part you and they have played in the recent operations. By direction of the C. A. S.,

H. C. WHITEHEAD,  
Colonel, A. S.

\* \* \* \* \*

HEADQUARTERS AIR SERVICE

4TH ARMY CORPS

October 1, 1918.

FROM : Chief of Air Service, 4th Army Corps.  
TO : Commanding Officer, 90th Aero Squadron  
(Through C. O. Observation Group, 3rd  
Army Corps).  
SUBJECT: Appreciation.

1. I wish to forward the inclosed letter of appreciation with my congratulations. It is a great pleasure to command units which conduct themselves as the 90th did during the St. Mihiel operations.

(Signed) H. B. ANDERSON,  
Major, Air Service, U. S. A.



From September 15 to 20 the Squadron made several daily reconnaissances of its sector and carried out several photographic missions. On September 13 Lieutenant Carver, Pilot, and Lieutenant Lindstrom, Observer, took oblique views of the various towns in the 42nd Division's sector of the salient, and on September 15 photographed the Hindenburg Line from Rembercourt to the Lac de La Chaussee, both missions being carried out from an altitude of 300 meters. On September 16 Lieutenant Pierson, Pilot, and Lieutenant Hayden, Observer, although harassed by intense Archie fire, photographed the Hindenburg Line and territory in the rear of the German lines. On September 14 Lieutenant Conover, Pilot, and Lieutenant Lindstrom, Observer, started on a photo mission which covered the territory in the rear of the lines between Rembercourt and La Chausse. They started out with chasse protection, but for some reason these planes soon became separated from them; nevertheless, they continued the mission and completed it successfully.

On September 20 the Squadron moved from Ourches to Souilly, southwest of Verdun, transferring from the 4th Corps to the 3rd Corps, First Army. With this it was to work during the Argonne-Meuse offensive, which terminated only with the armistice. In spite of the long distance which the Squadron moved, there was no great delay in activity, and in a day or so the Squadron was operating on the new sector. From September 22 to 26 the Squadron made only short reconnaissance flights back of the American lines to acquaint the flying personnel with the new sector. This was in order that the enemy might not notice



increased aerial activity on the sector and foresee the coming attack.

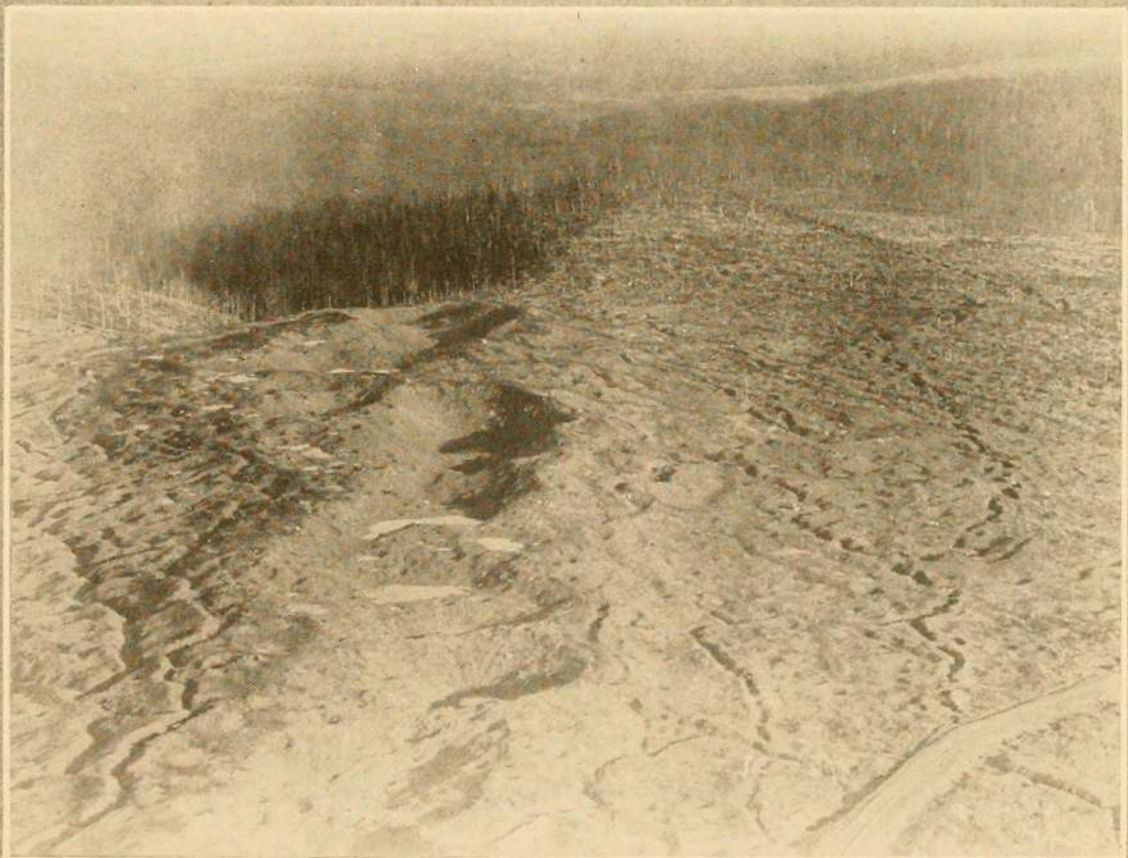
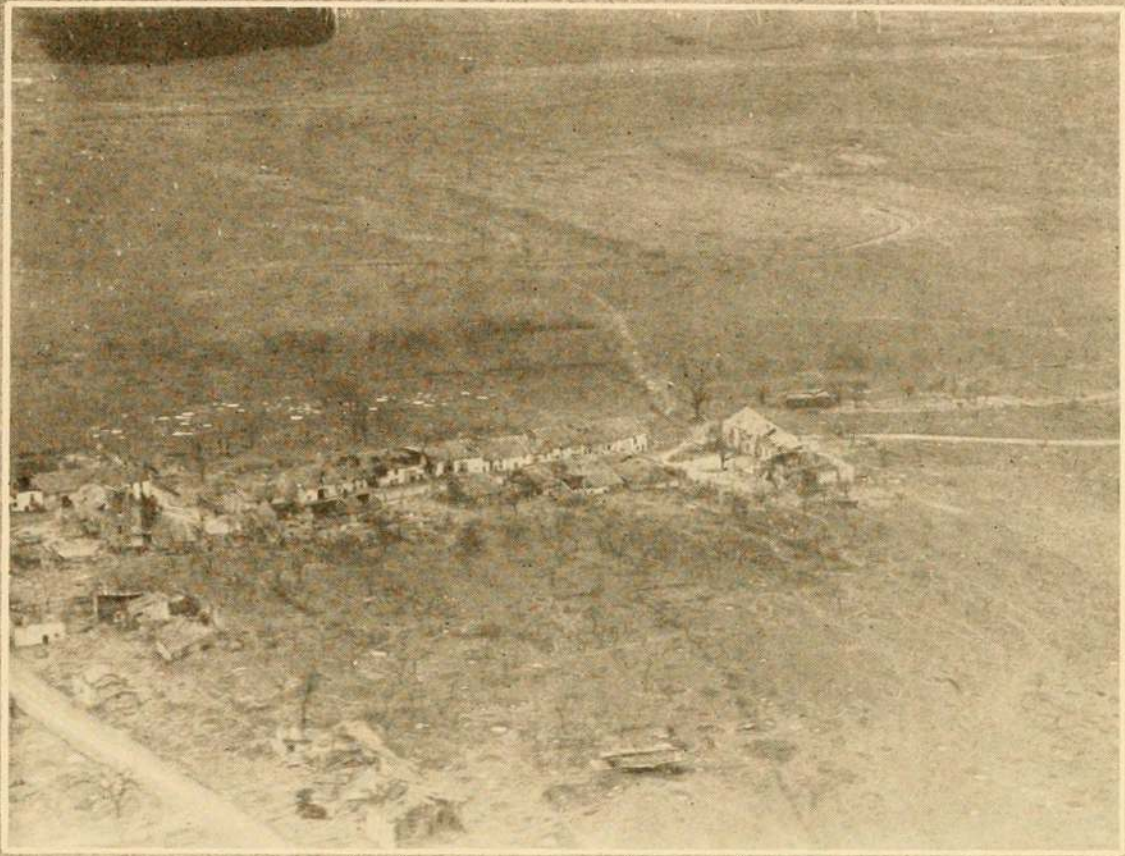
On September 24 Captain Foster, and Lieutenants Cutter, Foster, and Elliott, joined the Squadron. As there were then no vacancies in the teams, they were left temporarily without definite assignments.

The American First Army struck the first blow of the Argonne-Meuse offensive on the morning of September 26, and offensive operations continued almost without cessation until November 11. At the start the 90th was operating with two divisions of the 3rd Corps, but on October 11, one-half of the Squadron was assigned to duty with the 17th French Corps on the east bank of the Meuse. The Squadron continued to operate from the airdrome at Souilly, under orders of the Third Observation Group, Captain Littauer commanding.

The Squadron worked with the 80th Division from September 26 to October 11; with the 33rd from September 26 to October 22; on the west bank of the Meuse. On October 11 the 5th Division relieved the 80th and we continued our work with it. On October 22 the Squadron was attached to the 90th Division, on the west bank of the Meuse, and in the neighborhood of Romagne and eastward, in place of the 5th Division. Till October 22 the Squadron worked with the 29th Division on the east bank of the Meuse, until this Division was relieved by the 79th, with whom work was continued until the cessation of hostilities. The Squadron also continued work with the 90th Division until November 11.

During this time the closest possible relations were





CUNEL (*Argonne-Meuse Sector*)  
MINE CRATERS (*Argonne Forest*)







maintained between the Squadron and the Divisions with which it was working, by the Squadron's liaison officers maintained at Divisional Headquarters. This was an experiment never tried before September 12, and was to improve the understanding between the Aviation and the Line. It had been found that line officers did not understand the nature of aerial work, and that communication between Divisions and their supporting Squadrons was often too slow. Lieutenant Frances and Lieutenant Vinson eventually became our liaison officers. They remained constantly at the Headquarters of the Divisions with which we were working, reporting daily to the Squadron Operations Officer by telephone, and rendered invaluable aid in maintaining close relations between the units.

The 3rd Corps Group at the same time established a Liaison School for the officers of the Divisions with which it was working. Detachments from the 5th, 33rd, and 90th Divisions, each of about two hundred men and several officers, spent in turn several days with the group, the officers being entertained by the 90th Squadron during their stay. The training was doubtless of value and the intimacy which grew up between the men on the ground and the men in the air certainly increased the interest each took in the work of the other.

As in the St. Mihiel operations, the Squadron had to contend with very bad weather. Owing to the season of the year and the proximity of the Meuse River Valley, the atmospheric conditions were almost always unfavorable. Heavy clouds and constant rains increased the difficulty of reconnaissances. The ground

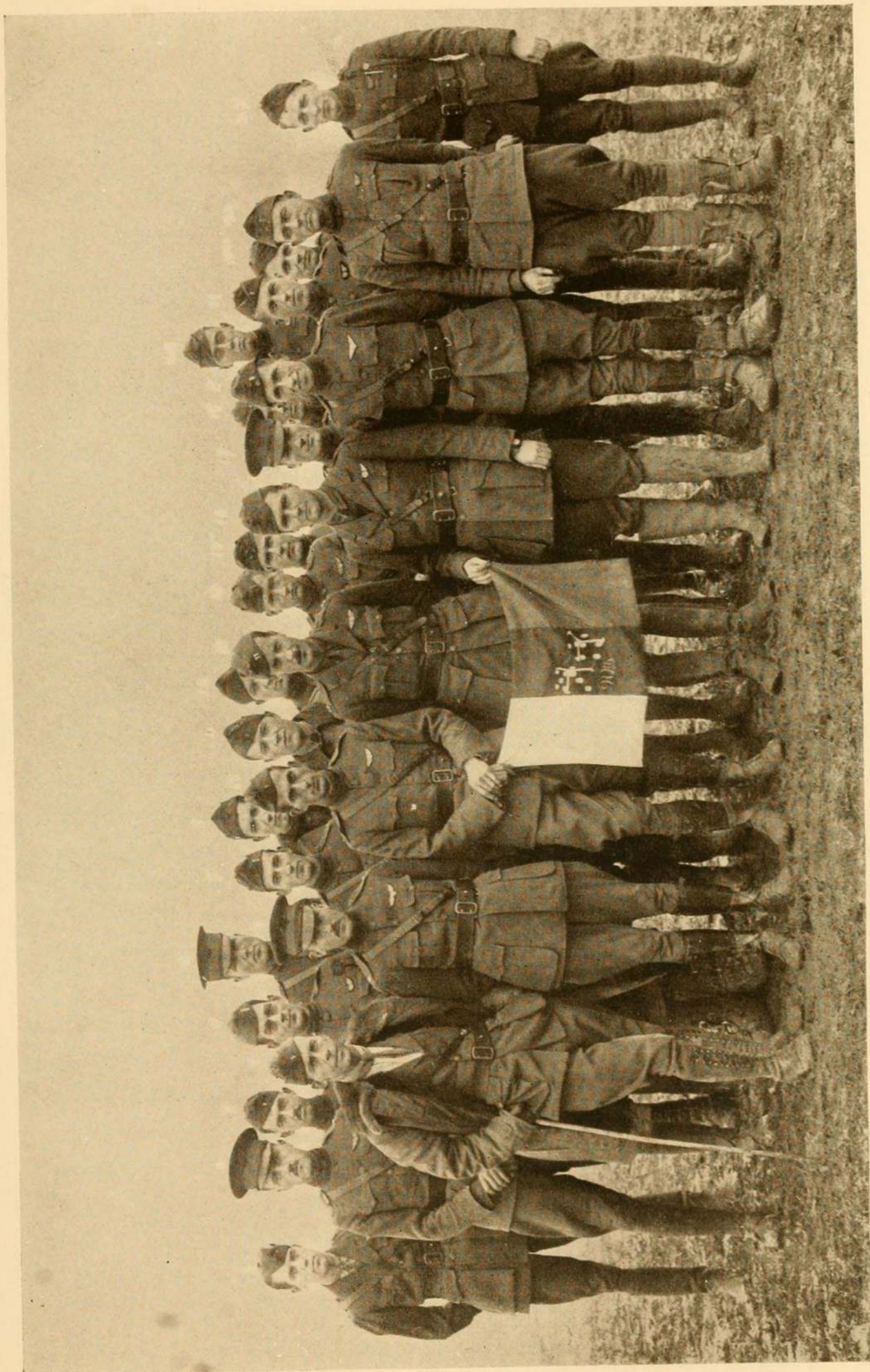


mists of the mornings, which seldom cleared up before 10 or 11 o'clock, added much to the difficulty. But in spite of the poor visibility which made the average altitude at which the planes could work about 300 meters, several daily reconnaissances were made. Flying at a very low altitude, the Squadron planes daily penetrated the hostile lines to a depth of from three to five kilometers, bringing back information as to our own front line, position of hostile troops, batteries in action, fires, explosions, etc., and frequently a collection of bullet holes in the plane. This is considered probably the most dangerous and difficult work an Observation Squadron has to perform.

Artillery work was not as successful as Infantry. This was chiefly due to bad weather, which made it impossible to attain the necessary altitude. When a clear day would finally come, the batteries would perhaps be moving or be found unable for some reason or another to carry out the *reglage* desired.

October 17, Lieutenant Adams, who had been Operations Officer since June, left to become instructor in the aerial gunnery school at St. Jean du Mont. When Lieutenant Adams came to the Squadron he had had very little experience on the front, and the position of Operations Officer is one which, more than any other, requires an intimate knowledge of observation work. In spite of this, he handled the mass of detail constantly passing through his hands with accuracy and dispatch, and never was any fault found with the way in which the 90th did its work under his superintendence. It was said of "Mort" that he would ask no one to undertake a mission which he would





90TH OFFICERS (Nov. 11, 1918, 11 A. M.—The hour of the Armistice)







not undertake himself. And when a particularly dangerous or difficult mission was in hand, it was usually "Mort" who went out.

On October 22 Lieutenant Schauffler received his Captaincy, and was at about the same time made Group Commander. The Squadron was sorry to lose the C.O. with whom they had worked so long and harmoniously over the front, but glad to see his merit recognized by the promotion. As a pilot, Captain Schauffler was second to none in skill and experience, and he loved the game. While in the hospital in September, he heard of the drive being made at St. Mihiel, and though only convalescent at the time, he ran away from the hospital, and arrived back at the Squadron in time to take an active part in the drive. "Schauff" was always most popular with the officers and men, and besides looking after the numerous details incidental to the running of the Squadron efficiently, he took an active part in the performance of missions over the lines.

Numerous other changes took place. Lieut. Norris E. Pierson, who had been with the Squadron since the Amanty days, and who was thoroughly familiar with the personnel, system and traditions of the Squadron, assumed command. Captain Schauffler took with him Lieutenant "Charlie" Lockwood, who had served the Squadron both as Engineering Officer, Transportation Officer, and Adjutant, and had made an eviable record for zeal and efficiency in each capacity. He became Group Adjutant. Lieutenants Tillman and Sherrick also went with the Group as Operations Officer and Assistant Operations Officer, respectively. Lieutenant



Walden left the Squadron to become Operations Officer of the 93rd Aero Squadron. Lieut. "Marine" Lowe became Squadron Operations Officer, and Lieutenant Hayden became Adjutant. Lieutenant Whitehead joined the Squadron as Pilot.

October 21 marked a very sad event in the history of the Squadron—the death of Lieutenants Broomfield and Cutter over the lines. They left the field at about 10 A.M. on an Infantry contact mission, to discover whether our troops had taken Hill 299, east of the Bois de Rappes. They never returned, and it is believed were shot down by machine gun fire from the ground. In November, when our troops advanced, the wrecked plane was found on Hill 299, and Lieutenants Cutter and Broomfield were given a proper burial at Souilly.

Lieutenant Broomfield had graduated from Tours and Issoudun as Observation Pilot, and had taken the aerial gunnery course at Cazeaux. While he had been with the Squadron, he had frequently demonstrated his skill as a pilot and his efficiency was proved by his able management of the field at Ourches during the St. Mihiel drive.

Lieutenant Cutter was in the Minnesota National Guards at the outbreak of the war, and served as an officer in the Artillery until detailed in January to take the Aerial Observer's course at Fort Sill, Oklahoma. After graduating there he attended the Gunnery School at Fort Worth, Texas; then, coming to France in July, he took a short course at Tours in observation and gunnery, and proceeded directly to the Squadron at Souilly.



On October 28, Lieutenants Conover and Burger were out on an Infantry contact mission, and were diving on enemy machine gun nests which were holding up the advance of the Infantry, when machine gun bullets from the ground severely wounded Lieutenant Conover in the knee. In spite of this, he flew the plane back to our lines and managed to land safely without crashing, on the west bank of the Meuse, about five kilometers behind our front lines. They brought back valuable information which was at once transmitted to Division Headquarters, after which Lieutenant Conover was taken to the hospital, and has since been unable to rejoin the Squadron, being invalided back to the States. He had always been the one to start the song after the dinner table had been cleared, and his absence was felt as a keen loss by all.

As a result of the good work done by the Squadron during the October operations north of Verdun, it received the following letters of commendation from the 33rd Division, with which it had worked:

HEADQUARTERS 33rd DIVISION

AMERICAN EXPEDITIONARY FORCES

FRANCE

October 20, 1918.

FROM : Commanding General, 33rd Division.  
TO : Commanding Officer, 90th Aero Squadron,  
Amer. E. F.  
SUBJECT: Service with 33rd Division.

1. As the 33rd Division is about to withdraw from this section of the line, I imagine the services with the Division of the 90th Aero Squadron will end, at least for the time being. Consequently I wish to express to you at this time my appre-



ciation for the valuable and efficient work the Squadron has done with us during the operations. You have met all our requests with willing compliance unless prevented unquestionably by the elements. Your greatest coöperation has been in assisting us in locating our lines, which you have done repeatedly with uniform success and accuracy.

GEORGE BELL, JR.,  
Major General, U. S. A.

\* \* \* \* \*

West Bank of River,  
30th Sept., 1918.

90th Aero Squadron.

Gentlemen: Many thanks for cigarettes and newspapers dropped to us. It sure made us feel fine to know that others were thinking of us. These are the things that make us want to go ahead.

Sincerely,

LOUIS PRESTON,  
Capt. 131st Inf.  
Commanding Co. B, 33rd Division.

G-1

October 15, 1918.

### GENERAL ORDERS No. 135

Officers, noncommissioned officers and enlisted men of the 29th and 33rd.

D.I.U.S., 18th, 26th, D.I. and 10th, D.I.C.

You have conquered LAWAVRILLE, the wood DES CAURES and that of D'HAUMONT, you have reached the summit of ORMONT, gone beyond the RECHENE and the woods of CHAUME.

The Austro-Germans have lost, on curved front of 15 kilometers, those arrogant observation posts which have defied the heroic defenders of VERDUN.

On the 8th of October you advanced in a magnificent manner, on formidable slopes and through powerful and echelon organizations.



On the following day you pursued an obstinate advance which checked all the enemy counter-attacks; you compelled him to bring up numerous reinforcements in a hurry, which did not succeed in taking back one foot of conquered ground.

5,800 prisoners, more than 50 guns, machine guns and material which has not yet been counted, are the booty of these magnificent days.

All of you infantrymen, artillerymen, engineers, aviators, staff and other branches of the service have their part in the success.

American soldiers, French white and black soldiers, you have vied with each other in valor and comradeship during the combat, and weakened the menace which still threatens the Immortal City.

I am proud to have you under my command.

COMMANDING GENERAL OF 17<sup>TH</sup> FRENCH  
CORPS. (Signed) CLAUDEL.

Translated from the French by order of Captain VIGNON,  
C.A.S., 17th French Corps. J. TONGAS,  
First Lieut. F.A., French Liaison Officer.

Owing to the rapid advance which the American First Army had made up to the last of October and the still more rapid advance which was contemplated, it was decided to be necessary for the 3rd Corps Group to be nearer the front line. Near Bethelainville was a high plateau which had previously been known as the only place in the sector where a forced landing could be made with any safety. It was far from level, very muddy, and had many shell holes. After the first drive, however, it was out of range of all but the heaviest Artillery, so it was this field which was chosen. Barracks and hangars were erected in the Bois de Hesse, a stone road built leading up to the



field, and on October 29 the 90th moved up. The 88th, 284th (French), and Group Headquarters followed a few days later.

The 90th was complimented by Corps Headquarters for the manner in which work was continued without interruption during the moving. Several planes took off in the morning from the Souilly field, and after accomplishing their missions, landed on the new field and made their reports.

Operations from Bethelainville proved most difficult. The field was isolated from all bases of supplies, the very uneven terrain was the cause of constant breakage of axles, and the mud made the transportation of supplies impossible without the use of caterpillar tractors.

While here, the last remaining team of those formed in August was broken up. Lieutenants Carver and Lindstrom set out on a reconnaissance the morning of November 4. The cloud level was at 200 meters, and just after diving through these clouds at a point a few miles north of Cunel, the front cowl suddenly blew off, and back into the flying wires, probably through the wire holding it having been cut. Lieutenant Carver attempted to land, after pointing the plane south, but either because of the added wind resistance from the hanking cowl, or through the elevator wires having been cut by fire from the ground, it was impossible to redress for the landing, and the plane crashed nose first into a shell hole north of Cunel. Lieutenant Carver's injuries were quite serious, among them a dislocated hip, sprained knee and ankle, and severe cuts on the face. Lieutenant Lindstrom's face was cut and



bruised, but otherwise he was all right. The plane was totally demolished, the fuselage breaking in two pieces near the pilot's seat. Lieutenant Carver was discharged from the hospital January 7, 1919, and rejoined the Squadron at Belrain, Meuse.

The 90th reported constantly on the progress of the 90th and 79th Divisions during the stirring days just before the armistice, and rendered valuable aid in harassing the retreating Boche troops in their flight northward. Lieutenant Greist, with Lieutenant Wilkinson, Observer, in a flight made a day or so before the armistice, gave material assistance to a platoon of the 314th Infantry (79th Division), which had gotten into difficulty, and later discovered that it was commanded by Lieutenant Pierson, brother of our Commanding Officer.

Following the armistice little flying was done, most of the old pilots and observers being absent on leave or returning to the States. Lieutenant Greist, with Lieutenant Stevens, Photographic Officer of the 3rd Corps Observation Group, took some very fine oblique views of the devastated country north of Verdun, as well as of Verdun itself, while the pilots who arrived at the Squadron at the time of the armistice or later, amused themselves by wrecking most of the remaining planes and some of the new observers. The Squadron received word that it was to return to the States, surely a thing not to be regarded lightly, and the rest of the planes were turned in to the 1st Air Depot, and by January 15 practically all of the pilots and observers had been detached from the Squadron, which at that



time found itself at Belrain, near Bar-le-Duc, whence it had moved from Bethelainville.

January 18 the Squadron took another step toward home, moving to Colombey les Belles, where it had commenced the building, in November, 1917, of the 1st Air Depot. Very comfortable quarters were assigned and the Squadron settled down to await orders to the coast.

The following are the officers who accompanied the Squadron to Libourne:

First Lieut. Norris E. Pierson, A.S. U.S.A., Commanding Officer.

First Lieut. E. Harold Greist, A.S. U.S.A., Adjutant and Flight Commander.

First Lieut. Loren E. Rohrer, A.S. U.S.A., Flight Commander.

First Lieut. Leland M. Carver, A.S. U.S.A., Flight Commander.

First Lieut. William O. Lowe, U.S.M.C., Operations Officer.

First Lieut. Glenn M. Pike, A.S. U.S.A., Pilot.

First Lieut. J. J. Livingston, M.C. U.S.A., Surgeon.

First Lieut. Ralph G. Looney, A.S. U.S.A., Supply Officer.

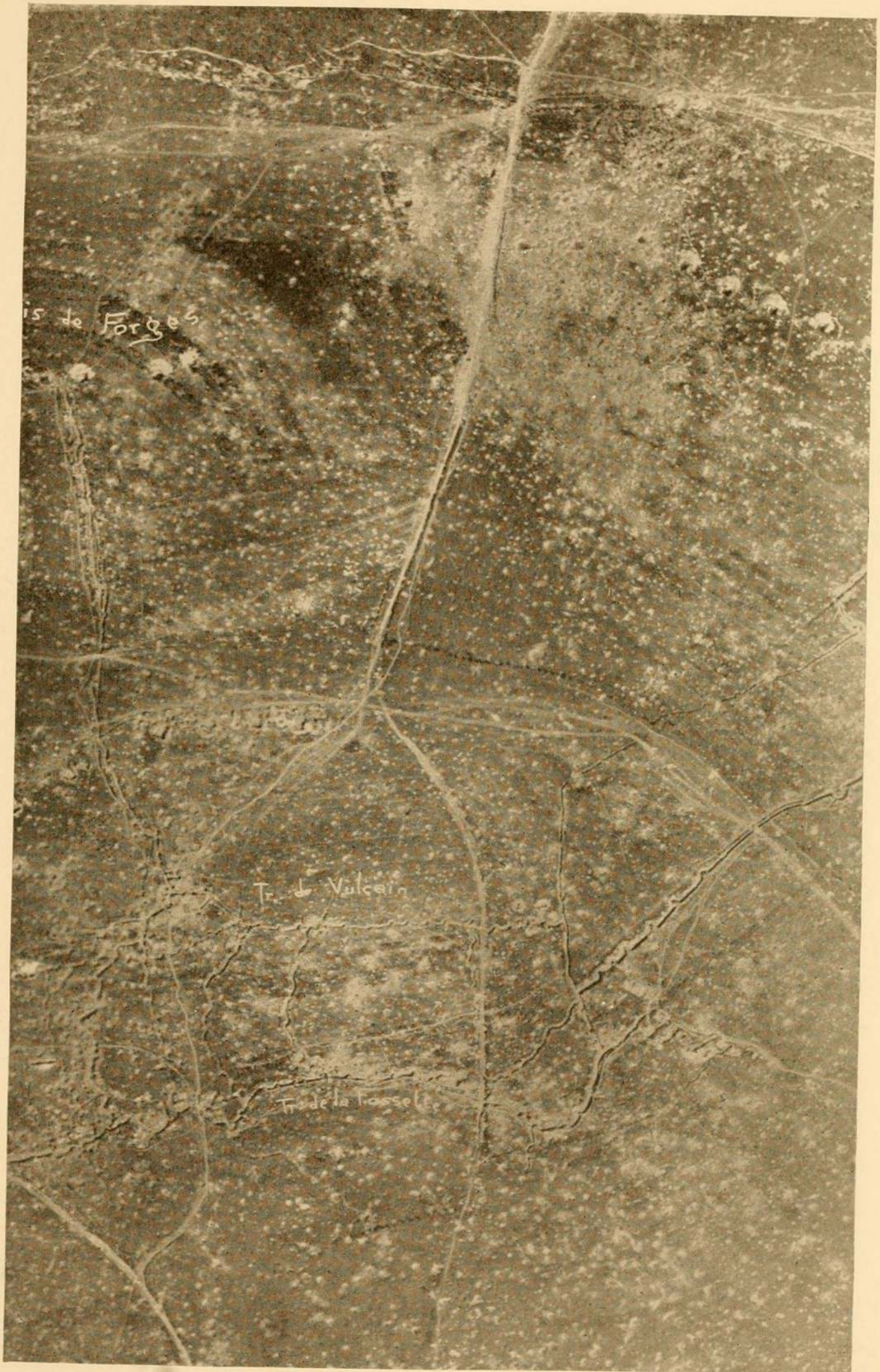
Second Lieut. John H. Wallace, A.S. U.S.A., Engineering Officer.

Second Lieut. Clive W. Lacy, Ord. U.S.A., Ordnance Officer.

Second Lieut. Arthur J. O'Connor, A.S. U.S.A., Radio Officer.

The Squadron left Colombey les Belles January 25, 1919, en route for the Port of Embarkation. The travel directed was accomplished in the French variety





BOIS DE FORGES (*Meuse Sector*)







of Side-door Pullmans, otherwise known to fame as "Hommes 40, Chevaux 8," and was said to be necessary in the military service. Through the initiative of our men stoves were installed, which made the journey bearable in spite of the considerable cold weather encountered. Our actual destination proved to be the pretty little village of St. Denis de Piles, near Libourne, Gironde, and the officers and enlisted personnel occupied excellent billets, which had been arranged for by the advance party under command of Lieutenant Rohrer.

On February 3, after five days spent at St. Denis, the Squadron was ordered to Libourne, the next step on the way home. There we occupied the old stone French barracks, while the officers were billeted at private houses throughout the town. The time was spent in drilling, fatigue work, and other recreation, including the famous outdoor sport of "making big ones into little ones," which the men all thoroughly enjoyed. (???)

On February 22, Lieutenant Pierson received his promotion to a Captaincy, for which he and the Flight Commanders had been recommended prior to the armistice.

March 10, Lieutenant Pike left the Squadron to proceed to Poland as a member of the American Food Commission, and shortly after Lieut. J. J. Livingston, our Medical Officer since the formation of the Squadron at Kelley Field, left to take a course of study at the A.E.F. University at Beaume. March 21, Lieutenant Greist, who had been a Flight Commander since the Squadron arrived at the front, and who had



served as Adjutant since shortly after the armistice, was detached to go home as a casual, on account of the receipt of news of illness in his family. Lieutenant Rohrer was appointed Adjutant to succeed him.

On April 10, Lieutenant Lowe learned from a Navy Department order that he had been a Captain since July 8, 1918.

The Squadron remained at Libourne until April 10, when the long-awaited order to proceed to the Embarkation Camp at last arrived. The trip to Genicart was made in one day by marching, and the Squadron entered Camp No. 1, the first stage in the process through the Embarkation Camp. After two days here, the next step was taken, the Squadron going to Camp No. 2, entering by way of the "mill," where delousing and the physical examinations took place. All the members of the 90th were pronounced "fit," and there remained only to wait for the boat to be designated.

After two or three disappointments we were ordered on board the U.S.S. "General Goethals," but unfortunately, owing to the small size of the boat and the consequent limitations in staterooms for the officers, the Squadron was allowed to take but three officers, those accompanying Captain Pierson being Captain Alger, M.C., U.S.A., who was assigned to the Squadron as Medical Officer at the Embarkation Camp, and Lieutenant Carver, as Adjutant. The other officers were detached, and sailed the same day, April 20, Easter Sunday, on board the U.S.S. "Susquehanna."

The voyage was very uneventful, especially compared to the excitement of the trip across, when sub-





CUISY (*Argonne-Meuse Sector*)







marines were a constant menace, and the men passed the time in reading and sleeping. The only excitement was when a porpoise jumped alongside the steamer, or when another steamer was sighted, which occurred but seldom. The weather was unusually good, only one storm, of two days' duration, being encountered.

Land was finally sighted at 5 A.M., May 3, and we docked in Hoboken at 10 A.M., after a voyage of thirteen days.

Pie and coffee were served on the dock, after which the ferry took us to a Long Island train, from which we unloaded near Camp Mills. A brief march brought us to camp, where we were assigned to barracks.

At midnight the Squadron made the acquaintance of the American variety of delouser, and blouses suffered severely from the wet steam.

May 4, at 8 A.M., the Squadron marched over to Field No. 2, Garden City, and the work of demobilization was begun.

At this stage the 90th lost the services of Sergeants Hankins and Byrth, who became ill.

Captain Alger and the Medical Detachment were detached and assigned to duty with the Camp Hospital.

A few days later Sergeant-Major Greer, M.E.A.S., who had also been with the Squadron from the beginning, became ill, and was transferred to the hospital for treatment, M.E.A.S. Rich replacing him.

Sergeant Greer had earned his grade after starting as a private, his work in the office being of so high a grade as to win constant recognition and steady advancement, and it was greatly regretted that he had



to leave during the pressing work of demobilization. Sergeant Rich, who took his place, proved equal to the occasion, and earned special commendation for his efficient service.

After two weeks of paper work, it was finally completed, and orders received sending the men to the various discharge camps throughout the country.

The time was passed by the men in New York City for the most part, as no passes were needed to leave camp, and the men were not slow to avail themselves of the opportunity afforded.

The last detachments entrained May 22, and Captain Pierson and Lieutenant Carver received their orders relieving them from duty with the 90th.

There remained of the Squadron but the three Regular Army men, headed by Sergeant Richardson, who were to form the nucleus of the new 90th, as the name is to be preserved, and vested in a Regular Army Squadron, to commemorate the work of the 90th in France.

As Lieutenant Looney, the old Supply Officer, had just arrived in camp, he was assigned to take the 90th to Kelley Field, where it arrived May 25, after having been absent, in service, for nearly two years.

Special mention should be made of the work of Supply Sergeant Jones, and Sergeants Hankins, Blake, Johnston, York, Chew, Louis Hill, and Sill. To do real justice, in fact, the Squadron roster might be cited, for all did their duty, with a will that made the 90th the success it was.

Since the St. Mihiel drive the 90th has been called a "Shock Squadron." For almost two months, with-



out any relaxation, it carried on the difficult part assigned to Divisional Squadrons in offensive and open warfare. During that time missions were carried out in all kinds of weather, good and bad, but usually bad, and the results accomplished, as seen from the Observers' reports and the many letters of commendation and appreciation received from the Divisions for which it was working, were of the utmost value to these units. The 90th has a right to feel that its work will be put on record and that the "Red Dice" will long be remembered. Our only regrets come from the loss of our four comrades who died while serving the universal cause with us, as well as of our friend, who, after bearing his part courageously and cheerfully throughout the five months which the Squadron spent on the front, was destined never to return to the United States. Compared to many other Squadrons, our list of casualties has been small, but the memory of those with whom we worked who made the supreme sacrifice from our midst, will live with us forever.





## MEMORABLE INCIDENTS

**T**HE greatest danger to the 90th, in spite of their large number of combats, came not from enemy planes, but from the enemy on the ground, and from bad weather conditions. It is impossible to mention individually all the difficult missions accomplished. A few types only are picked out to illustrate.

On October 8, the 33rd Division, attached to the 17th French Army Corps, was advancing east of Consenvoye. Lieutenants Pike and Parr volunteered to find the front line. It was raining and hailing as they took off, but in the midst of this storm they flew for over an hour at fifty meters from the ground, passing through the friendly barrage and hostile machine gun fire, and brought back the desired information.

On October 13, 1918, at about 10:30 P.M., the 90th received a telephone message from G2 that it was reported that an armistice had been signed, but that no order had yet been issued to suspend hostilities. The Squadron celebrated the news in a fitting manner. Next morning an advance was scheduled to take place northwest of Cunel. The weather was so foggy that no plane was able to ascend until about noon, when Lieutenants Carver and Lindstrom decided to go up if possible and see whether the war was really over or not. On reaching the vicinity of Brioules the weather was found to be fairly clear, and they started to stake the lines. While flying at about fifty meters from the ground the gas tank was pierced by a bullet,





WHERE VAQUOIS WAS (*Argonne-Meuse Sector*)







which first carried away the speaking tube, but the Salmson's rubber covered gas tank made it possible to drop messages to the 5th Division at Montfaucon and to the 3rd Corps at Rampont, and to land on the field at Souilly before all the gas had leaked out. It was decided that if the war was over, the Boches in the Bois de Foret had not yet been notified of the fact.

On October 21 the 3rd Corps Commander sent an urgent request for a plane to ascertain whether preparations were being made by the enemy to counter-attack. Lieutenants Broomfield and Cutter volunteered. They were seen to cross the lines at about fifty meters altitude, flying in irregular course to dodge machine gun fire. A balloon observer saw them disappear for a few minutes, then reappear at about the same altitude. At 11:15 o'clock he saw the plane suddenly lurch and crash out of control the short distance to the ground. It fell in "No Man's Land," near Cote 299, northeast of Cunel, and both pilot and observer were killed instantly. As our lines advanced, both their remains and the ruins of the plane were found and identified.

On October 28, Lieutenants Conover and Burger went out on a very difficult Infantry contact mission over Hill 360, east of the Meuse. Visibility was bad, and they were forced to fly at fifty meters, as the Infantry were too busy to put out their panels. They detected six enemy machine gun nests which seemed to be holding up the American advance, and dived at them repeatedly, firing several hundred rounds of ammunition. Four of these machine gun nests were abandoned and the other two silenced. In the course

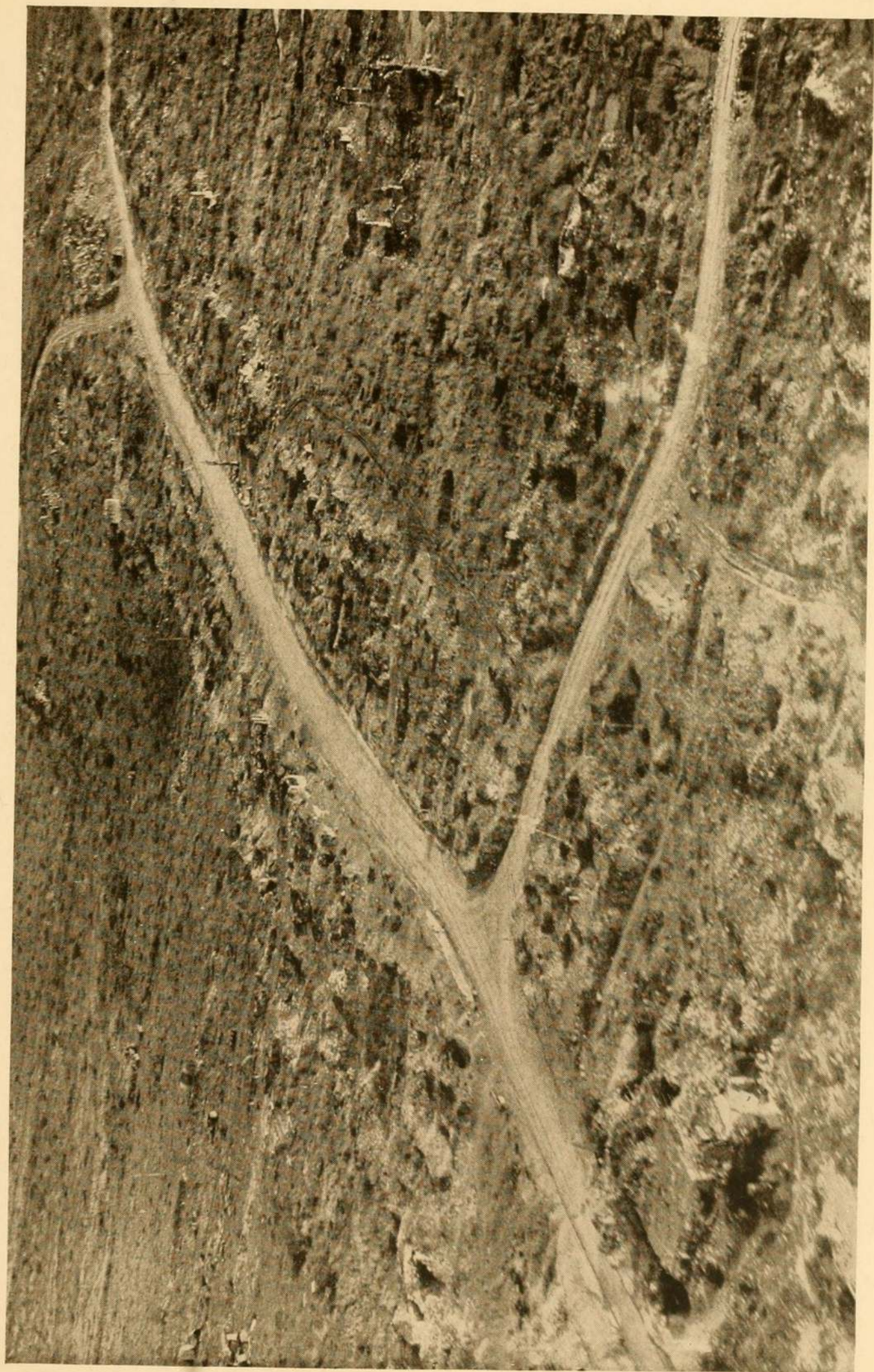


of this action the plane was riddled with bullets, and Lieutenant Conover was wounded twice, two of the bullets tearing a large hole in his right knee. He succeeded, however, in effecting a safe landing near Consenvoye, and Lieutenant Burger immediately telephoned in his information.

Lieutenants Greist and Borden had a very exciting trip together. They went up late in the afternoon on an Infantry contact mission and were attacked by three Fokkers. These they drove off, but in the delay it had become almost dark. They staked the lines and were about to return home when a six-star rocket exploded in the plane, which immediately took fire. Lieutenant Greist headed for the ground, but Lieutenant Borden grasped the flaming rocket in his hand and threw it from the plane. Then with the Pyrene can he extinguished the blaze in the fuselage and shouted to his pilot that they could return to the field, where Lieutenant Greist made a safe landing by flares.

On October 31, Lieutenants Bovard and Foster were on a reconnaissance of the enemy lines north of Aincreville, flying at about 100 meters, when they found themselves over several hostile strong points. A single gun opened on them and they retired behind our lines with a few bullet holes. Uncertain, however, whether it was a friendly or hostile gun which had fired, they entered once more and this time were fired on from all sides by every gun within range. The only direction clear was directly away from home, so the plane was forced to proceed several kilometers into hostile territory before it could swing around the dangerous spot and retire. The engine was irreparably injured





MALINCOURT (*Argonne-Meuse Sector*)







by bullets in the radiator and oiling system, but completed the trip back to the field before giving out entirely.

Lieutenants Neidecker and Lake, on November 3, flew a general reconnaissance for the 17th French Corps. They penetrated the enemy lines so far that they went entirely off their map, but flying at 200 meters they picked up much information which they were able to locate on the map after their return. At one point they saw a train of nineteen cars moving along a siding, filled with troops. They dived and raked the whole length of it with machine gun bullets.

On the morning of November 1 the main offensive was renewed west of the Meuse. A thick mist and light rain made it seemingly impossible for a plane to take off without danger of crashing. It was of utmost importance, however, that the location of our lines be ascertained. Lieutenants Greist and Burger volunteered for this mission. When they took off, the fog was so thick that they were forced to just skim the ground, relying on their intimate knowledge of the sector to find their way to the lines. They ran the risk of running into hills in their blindness, and were almost constantly in their own barrage. Without any protection they penetrated five kilometers behind the German lines, and returned with valuable information as to the disposition of the enemy Artillery and Infantry. They flew along the barrage lines just over the heads of our Infantry so that Lieutenant Burger could stake our lines. The ship was so tossed about by the concussion of bursting shells underneath that both pilot and observer were made very sick. Finishing



their mission successfully, they landed at an aerodrome, delivered their information, and set off once more in the fog for home. This was the only mission carried out over the sector that day, and brought the Divisional Commander the only information he received as to the location of his front lines, and all the information was later verified.

Both Lieutenant Greist and Lieutenant Burger were recommended for the Medal of Honor for extraordinary heroism.

The following Military Decorations have been conferred on Officers of the 90th Aero Squadron:

#### DISTINGUISHED SERVICE CROSS

Second Lieut. Valentine J. Berger (with oak leaf).  
First Lieut. Harvey Conover.  
First Lieut. E. Harold Greist.  
First Lieut. Wilbert E. Kinsley.  
First Lieut. William O. Lowe.  
Second Lieut. Fred A. Tillman.

#### LEGION OF HONOR

Second Lieut. Fred A. Tillman.

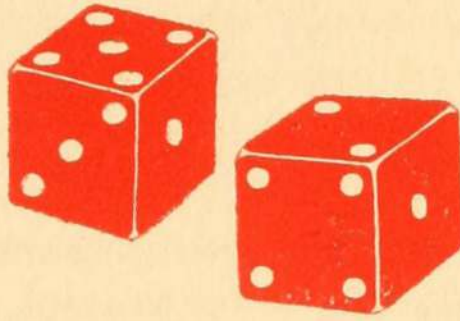
#### CROIX DE GUERRE

First Lieut. Morton B. Adams.  
Second Lieut. Valentine J. Burger (with palm).  
First Lieut. Harvey Conover.  
Second Lieut. Alexander Grier.  
Second Lieut. Horace A. Lake (with palm).  
Maj. William G. Schaffler, Jr.  
Second Lieut. Fred A. Tillman (with palm).

#### AERO CLUB OF AMERICA MEDAL OF HONOR

First Lieut. Harvey Conover.





## SEVEN UP

**I**N the choice of an insignia the Squadron was fortunate. It is a rule of the Air Service that no Squadron shall have an insignia until it has seen three months' service at the Front. The time for the 90th to adopt one came while it was stationed at Ourches. There was a frenzied fortnight of verbal strife between parties supporting different designs. No one is quite clear as to the reasons which led to the triumph of the dice. Some claim that it was through the influence of certain members who through this symbol cornered the money market after every pay day.

Whatever the cause, this insignia, first used by Captain Schaufler while with the First Aero Squadron, became the emblem of the 90th, and in short order all the planes of the Squadron blossomed out with red dice twelve by twelve, with white eyes. Whatever way the dice are read they come "Seven." That this was a lucky emblem the multitude of successful missions and seven official victories in the air, prove. Other Squadrons cried for replacements, but the dice of the 90th brought her veterans through with but very few casualties, only one plane being lost over the lines, which is probably a unique record among Squadrons which saw an equal period of service at the front.



## COMBAT REPORTS—CONFIRMATIONS

THE first question an aviator asks of any old acquaintance whom he has not seen for some time is, "Get any Boches lately?" This shows the tendency to give great importance in aerial work to combats, to getting a "Hun." In the case of Observation Squadrons this emphasis is wrongly placed, since the measure of success of such a Squadron is measured not in terms of combats but in terms of accurate information brought back and this means dodging battles instead of seeking them. None the less, accuracy with a machine gun is an essential accomplishment both for pilots and observers and a good record against the Fokkers is certainly something to be proud of. In its five months on the front the 90th engaged in over twenty-five aerial battles, practically all of which were in the last two months, as it was very rare to see a Boche plane in the St. Mihiel sector before the drive of September 12. As a result of these combats the Squadron was credited officially with the destruction of seven enemy planes, in addition to which several others were in fact brought down, and in all these combats lost but one plane, which may have been brought down from the ground. The records which follow give some idea of the odds at which our men always fought and of one part of the danger which awaited them on a large proportion of their missions.

On September 20, 1918, Lieutenant Hart, Pilot, and Lieutenant Grier, Observer, while acting as protec-



tion for another observation plane, were engaged in the following combat west of Dampvitoux in the St. Mihiel sector at 17:44 o'clock. While flying above in the rear of the observation plane, Lieutenant Grier sighted a single enemy plane flying below him, within the German lines, and at an altitude of about 200 meters. The Boche did not attack, but manoeuvred suspiciously to attract attention. Expecting a ruse of some sort, Lieutenant Grier began to watch the sky above him, especially a white puff of cloud within the enemy lines, at the same time moving his guns into a position ready to meet an attack from that direction.

They were flying at about 800 meters, when suddenly three Fokkers shot out from the cloud at an altitude of about 1000 meters and dived to attack from the rear, firing as they came. Lieutenant Grier held his fire until he had a good range and then opened up on the leader. He saw his tracer bullets hit the enemy plane in several places, and then saw the plane go into a vertical dive with smoke pouring from the motor and fuselage. He watched it fall until a second Fokker came down upon him, which he succeeded in driving off with sixty or seventy well-directed shots from his Lewis gun. The enemy craft then gave up the fight and disappeared among the clouds behind their own lines. The plane, in which were Lieutenants Grier and Hart, also bore several marks of battle. Wings, tail and fuselage were punctured by bullets, several having passed within a few inches of the observer, and one severing a brace wire on the rudder.



*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY  
AMERICAN EXPEDITIONARY FORCE

France, September 27, 1918.

General Orders

No. 10

*Extract*

2. Second Lieut. F. H. Hart, Pilot, and A. T. Grier, Observer, 90th Aero Squadron, 3rd Corps Observation Group, are hereby credited with the destruction in combat of an enemy airplane in the region of Dampvitoux at 800 metres altitude, on September 20, 1918, at 17:45 o'clock.

By Order of Colonel Mitchell,

T. DEW. MILLING,  
Col., A.S. U.S.A., Chief of Staff.

OFFICIAL:

M. P. KELLEHER, Major.

Lieut. W. G. Schaufler, Pilot, and Lieut. Morton B. Adams, Observer, while dropping newspapers to our troops along the southern edge of the Bois de Dannevoux, on October 1, 1918, were attacked by eight Fokker chasse planes at an altitude of 500 meters. The Hun, employing his usual method of attack, came down from the rear on their tail, firing as they dived. The third plane to attack succeeded in cutting away the horns on the right elevator, thus rendering the right elevator control wire useless. Lieutenant Adams in the meantime had been pouring a stream of bullets into the second, third and fourth enemy planes as they came down on him in quick succession. It was on the fourth Boche that his bullets took vital effect. This plane was seen to issue a great cloud of black



smoke, turn sharply to the right, and start rapidly towards the earth and in the direction of the German lines. As he watched for an instant the downward course of the enemy looked more and more as if the Fokker were in flames and out of control. The remaining four planes overhead claimed his attention by their manoeuvring but did not attack again, even when Lieutenant Schauffler turned his plane toward the German lines. During this fight Lieutenant Adams observed a new type of German cocarde. One of the Hun machines bore, instead of the customary black Maltese cross, a circle on the wings in which a very small cross was painted.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY

AMERICAN EXPEDITIONARY FORCE

France, October 23, 1918.

General Orders

No. 20.

*Extract*

13. First Lieuts. W. G. Schauffler, Jr., and Morton B. Adams, 90th Aero Squadron, 3rd Observation Group, are hereby credited with the destruction in combat of an enemy Fokker in the region of Dannevoux, at 500 meters altitude, on October 1, 1918, at 5:00 o'clock (P.M.).

By Order of Colonel Milling.

W. C. SHERMAN,

Lieut. Col., A.S. U.S.A., Chief of Staff.

OFFICIAL:

H. S. STURGIS,

Second Lieut., A.S. U.S.A., Adjutant.



Lieut. W. E. Kinsley, Pilot, and Lieut. W. O. Lowe, Observer, while on an Infantry liaison mission in the vicinity of Cunel, on October 7, 1918, at an altitude of 300 to 600 meters, sighted eight hostile planes north of Cunel. They watched these planes until they disappeared, and then approached the southern end of the Bois du Foret, where Lieutenant Lowe called for our lines by Very pistol signals. They then turned south and crossed the Cunel-Brieulles road, where they were attacked by the eight Fokkers previously seen, which dived suddenly from a cloud over their right wing. Two Germans opened fire immediately at a range of 150 meters and came into thirty meters. Lieutenant Lowe opened fire on the first one, directing tracers into the motor, which caused the Boche to stop firing immediately. Lieutenant Lowe then turned his guns on the second plane, which was only about 75 meters away, and which approached to within thirty-five meters of the Salmson's tail, when he viraged off, exposing his entire lower side. Lieutenant Lowe took advantage of the opportunity and, firing a quick burst, saw several tracers enter the fuselage under the pilot's seat. The result was quickly seen, for the Hun started to fall, out of control. At this moment the first plane to attack was seen to hit the ground in a vertical nose dive at point 11.7-85.4, just east of Cunel. Two more planes followed up the attack of their fallen leaders, both firing at the same time, but from the respectful range of 300 meters. Lieutenant Lowe then engaged the nearest of them and directed several tracers into the fuselage, whereupon they withdrew and rejoined the remnants of their formation. Two more planes still





"DEAD MAN'S HILL" (*Meuse Sector*)







higher manoeuvred for position, but were unsuccessful and did not attack.

This first incident over, Lieutenant Kinsley withdrew a short distance into friendly territory and watched the enemy out of sight. Then they returned to their mission, but were immediately pounced upon by six hostile scouts, who manoeuvred to attack from their right rear. Lieutenant Lowe opened fire at 400 meters, but seeing that they were watched, the enemy withdrew to the north.

The effect of the Boche machine gun fire was not serious. One bullet had punctured the rudder, three had passed through the right elevator, and one through the left elevator.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY  
AMERICAN EXPEDITIONARY FORCE

France, October 23, 1918.

General Order  
No. 20.

*Extract*

18. Second Lieuts. W. E. Kinsley and W. O. Lowe, 90th Aero Squadron, 3rd Observation Group, are hereby credited with the destruction, in combat, of an enemy Fokker, in the region of Cunel, at 400 meters altitude, on October 7, 1918, at 12:30 o'clock.

By Order of Colonel Milling.

W. C. SHERMAN,  
Lieut. Col., A.S. U.S.A., Chief of Staff.

OFFICIAL:

H. S. STURGIS,  
Second Lieut., A.S. U.S.A., Adjutant.



Lieut. Harvey Conover, Pilot, and Lieut. V. J. Burger, Observer, while engaged in a dangerous Infantry contact mission with the 17th French Army Corps, east of the Meuse, near Sivry, on October 10, 1918, were attacked three times during the same flight by enemy chasse patrols. The first, a patrol of five, attacked vigorously, and only by clever manoeuvring was Lieutenant Conover able to keep his plane so placed that Lieutenant Burger could fire effectively. The result of this first attack, however, was the crashing of one plane and the driving off of the remaining four. Returning then to their mission, they were again attacked on two different occasions, but by good flying and good shooting in a running fight, they were able to hold the enemy off and complete an important mission.

The American plane, after this series of combats, was riddled with bullets, wires were cut, spars split, and ribs damaged. In fact, so many parts were broken or damaged that the plane was declared unsafe for further flying and had to be salvaged. Bullets had also passed through Lieutenant Burger's flying suit, but no injury had been done to pilot or observer.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY  
AMERICAN EXPEDITIONARY FORCE

France, October 23, 1918.

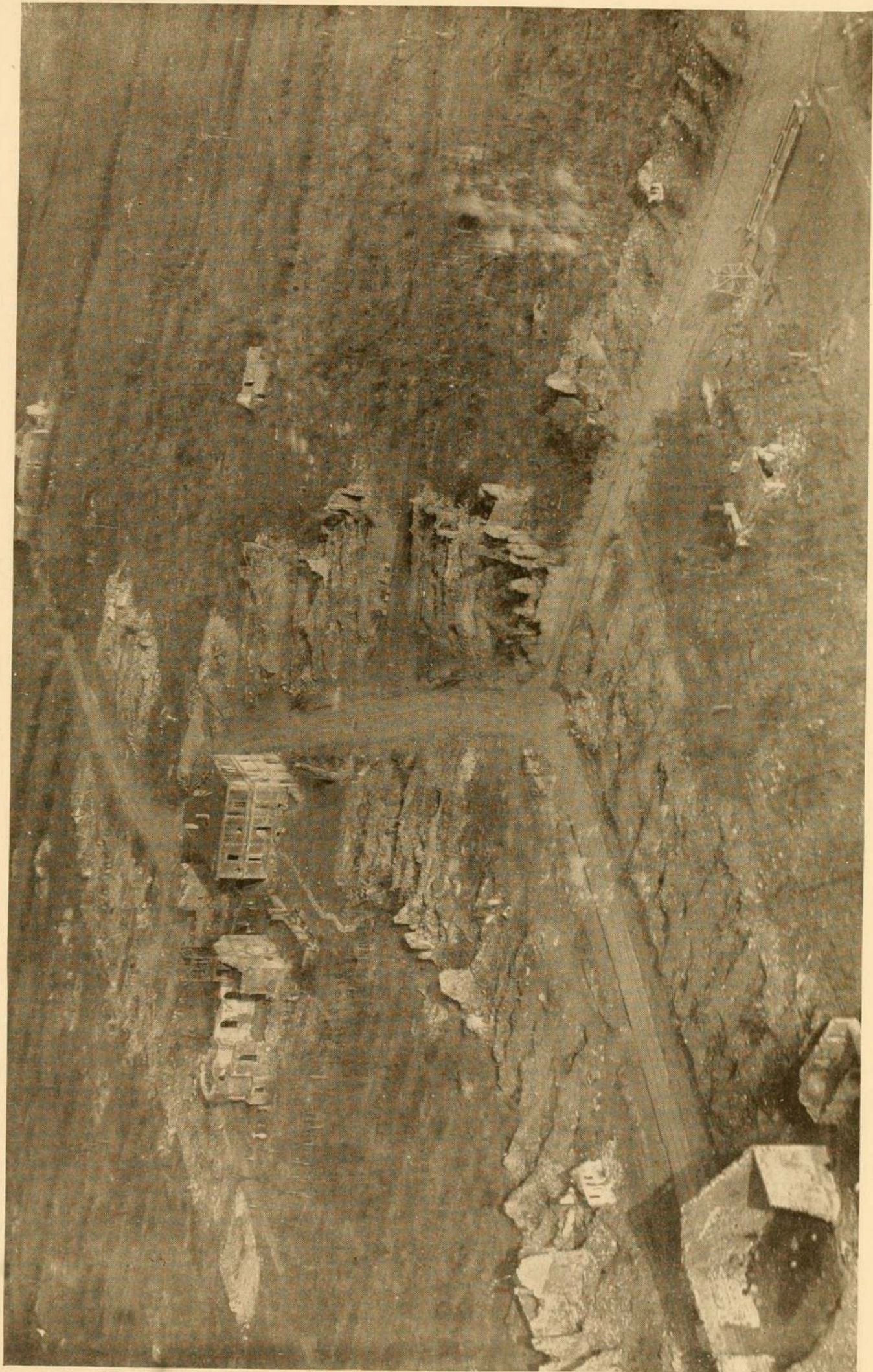
General Order

No. 20.

*Extract*

29. First Lieut. Harvey Conover and Second Lieut. V. J. Burger, 90th Aero Squadron, 3rd Corps Observation Group,





SEPTSARGES (*Argonne-Meuse Sector*)







are hereby credited with the destruction, in combat, of an enemy Fokker, in the region of Sivry sur Meuse, at 500 meters altitude, on October 10, 1918, 16:45 o'clock.

By Order of Colonel Milling.

W. C. SHERMAN,

Lieut. Col., A.S. U.S.A., Chief of Staff.

OFFICIAL:

H. S. STURGIS,

Second Lieut., A.S. U.S.A., Adjutant.

On October 22, 1918, Lieut. B. C. Neidecker, Pilot, and Lieut. Horace Lake, Observer, were sent across the lines to drop a note concerning the whereabouts of Lieutenants Broomfield and Cutter, who had been missing since undertaking a dangerous mission the preceding day. At 15:15 o'clock, at 1000 meters over Clery-le-Grand, and when just in the act of dropping the message container, they were attacked by seven Boche planes. The first dived straight on their tail, using the unmistakable incendiary bullets. Lieutenant Lake opened fire immediately and succeeded in sending the machine down in a vrille with smoke pouring from the fuselage. A second Fokker dived immediately and viraged off at a distance of about 100 meters. At that moment both of Lieutenant Lake's magazines were empty and, as a third Fokker was attacking, he called to Lieutenant Neidecker, who immediately put his plane in a straight nose dive, followed by the German, who was shooting as he came. During the dive, Lieutenant Lake replaced his empty magazines, and when Lieutenant Neidecker straightened out, opened fire at his pursuer. Immediately the fire was opened the Fokker turned off and flew back into his own lines.



The entire fight lasted four minutes, and this plane was the only allied plane over the sector at the time.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY  
AMERICAN EXPEDITIONARY FORCE

General Order  
No. 22.

France, November 2, 1918.

*Extract*

8. First Lieutenant B. C. Neidecker and Second Lieut. H. A. Lake, 90th Aero Squadron, 3rd Observation Group, are hereby credited with the destruction, in combat, of an enemy Fokker, in the region north of the Bois de Foret, west of Clery, at 1000 meters altitude, October 22, 1918, 3:40 P.M.

By Order of Colonel Milling.

W. C. SHERMAN,  
Lieut. Col., Chief of Staff.

OFFICIAL:

H. S. STURGIS,  
Second Lieut., Adjutant.

On November 4, 1918, while performing an Infantry contact mission, Lieut. L. E. Rohrer, Pilot, and Lieut. A. T. Foster, Observer, in one plane, and Lieut. W. E. Kinsley, Pilot, with Lieut. L. M. Hall, Observer, in another plane as protection, were attacked by seven Fokkers. Four enemy planes singled out Lieutenants Rohrer and Foster, while the other three concentrated on Lieutenants Kinsley and Hall. It was about 15:35 o'clock and both observation planes were flying at about 300 meters. Lieutenant Foster and his pilot saw the scouts just as they approached the Foret de Dienlet, high overhead, and turned south. As they turned, the Boche split their formation and came down to attack both planes. Three of the enemy, attacking



Lieutenant Rohrer, came down on his tail to within 100 meters, Lieutenant Foster in the meantime firing about eighty rounds from each gun. The leader dropped suddenly and disappeared from sight behind a wing, going down out of control. The two following did not approach so closely, but fired a considerable number of rounds and then turned off. Lieutenants Rohrer and Foster then made another attempt to find the lines, but were met by two Fokkers, with whom they exchanged shots with no apparent effects. Returning for the third time to try for the lines they were met by nine Fokkers, attacking from above and to the left. Unfortunately, Lieutenant Foster's guns jammed after a few rounds and it was necessary for them to try and get away. The enemy planes followed them for about a kilometer and forced them down to within about 100 meters of the ground before the observer's guns were in action again and he could turn them off with his fire. Lieutenant Rohrer then attempted to go home, but two more Huns arrived and forced them several kilometers west of Montfaucon, in a running fight, while his observer continued to keep tracers sufficiently close to the enemy pilots to prevent their closing in on them.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY

AMERICAN EXPEDITIONARY FORCE

France, November 19, 1918.

General Orders

No. 28.

*Extract*

33. First Lieuts. L. E. Rohrer and A. T. Foster, 90th Aero Squadron, 3rd Observation Group, are hereby credited with the



destruction, in combat, of an enemy Fokker, in the region of Foret de Dienlet, at 300 meters altitude, on November 4, 1918, at 14:10 o'clock.

By Order of Colonel Milling.

W. C. SHERMAN,

Lieut. Col., G.S. U.S.A., Chief of Staff.

OFFICIAL:

H. S. STURGIS,

First Lieut., A.S., Adjutant.

Lieuts. John S. Young and V. J. Burger, while on a reconnaissance of the 90th Division sector on November 3, 1918, had the following interesting combat with a single enemy Fokker over Stenay, at 15:30 o'clock. They arrived over Stenay at an altitude of 300 meters and saw four hostile planes, which circled back into the German lines while they turned south toward their own. Three times they flew over the town of Stenay, and each time were chased away by the four Boches, who did not fire a shot but seemed content to chase only. On the fourth trip over the town they were attacked vigorously by a single Fokker of the latest type—D VII. The Boche was a daring flyer and an excellent shot. His endeavors to get under their tail and to turn them back into the German lines were unsuccessful, however. Finally he resorted to the old diving method, and approached to within twenty meters on their left side. In viraging off he exposed his entire under side for an instant and then it was that Lieutenant Burger filled his motor, body, wings, and the under side of the fuselage with both tracer and ordinary bullets. The German's manoeuver was fatal to him, and he fell off in a slow loose vrille toward the ground.





MONTFAUCON (*Argonne-Meuse Sector*)







The statement that the Boche was an excellent shot was borne out by an examination of the American plane after landing. Six bullets had pierced the right wing, two had punctured the gas tank, six had gone through the tail, one had split the propeller, and one put out the wireless generator. One bullet had passed through Lieutenant Burger's combination suit, just missing his leg.

Interest was added to this combat by the fact that the Boche pilot bore on his plane five vertical white stripes, proclaiming him five times an ace. His excellent ability as a flier and his accurate shooting might well bear out the evidence.

*Order of Confirmation.*

HEADQUARTERS AIR SERVICE, FIRST ARMY

AMERICAN EXPEDITIONARY FORCE

France, November 17, 1918.

Special Orders

No. 27.

*Extract*

18. First Lieut. John S. Young and Second Lieut. V. J. Burger, 90th Aero Squadron, 3rd Observation Group, are hereby credited with the destruction, in combat, of an enemy Fokker in the region south of Stenay, at 300 meters altitude, on November 3, 1918, at 16:35 o'clock.

By Order of Colonel Milling.

W. C. SHERMAN,  
Lieut. Col., G.S. U.S.A.

OFFICIAL:

H. S. STURGIS,  
First Lieut., A.S. U.S.A., Adjutant.



## OTHER COMBATS OF THE 90<sup>TH</sup> AERO SQUADRON

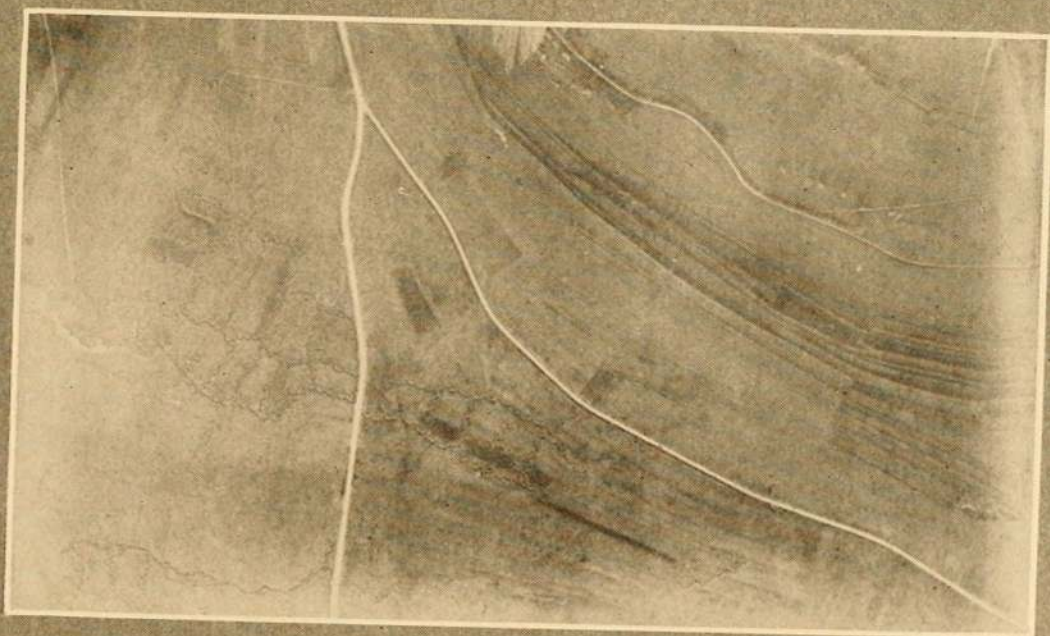
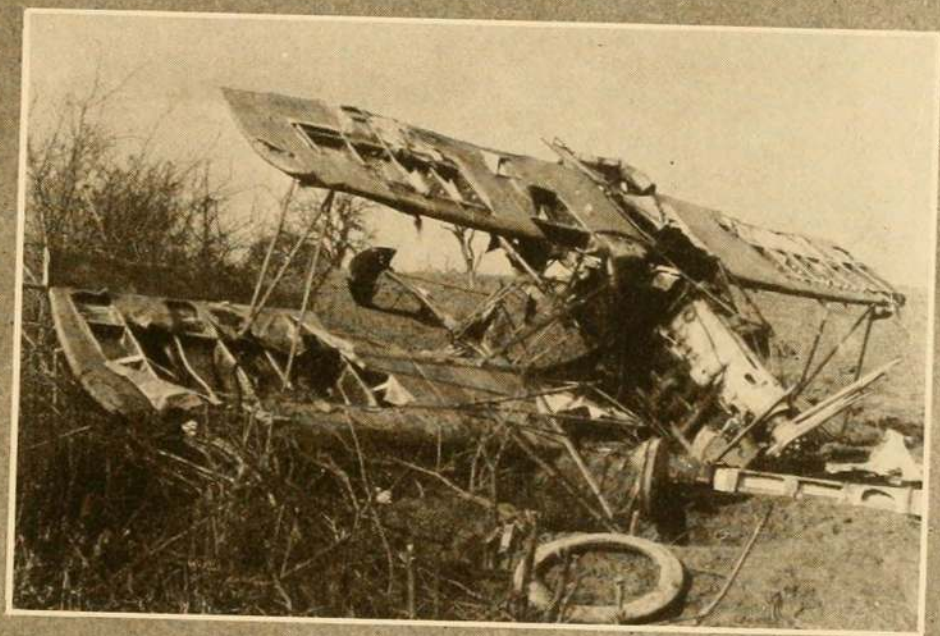
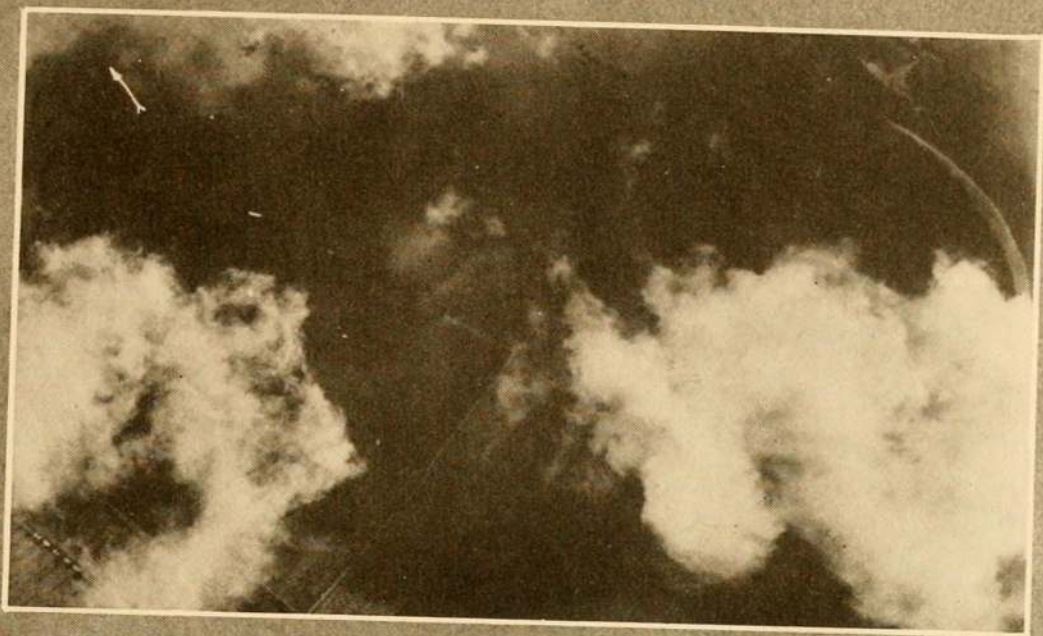
Lieutenants M. O. White and J. C. Sherrick, at 11:25 o'clock on September 26, 1918, while on a surveillance mission over Bois de Forges, at 300 meters, were engaged in combat with six Fokker scouts. Their plane was untouched and none of their shots seemed to take effect on the enemy.

Lieuts. John Livingston and Pressley B. Shuss, while on an Infantry liaison mission over Sivry s/Meuse, on September 26, 1918, at 150 meters altitude, were met by six Fokker scouts. The enemy did not succeed in getting into position to attack. Lieutenant Shuss' fire appeared to be very accurate but he did not succeed in bringing the enemy down.

Lieuts. W. B. Schaffler, Jr., and Fred A. Tillman, while on a reconnaissance from Forges to Dannevoux, on September 26, 1918, at 300 meters altitude, met a patrol of twelve enemy scouts. Five manoeuvred for position but only one attacked, which Lieutenant Schaffler drove off with fire from his forward gun. No hits were made by either pilot.

On September 28, 1918, Lieuts. H. R. Ellis and H. L. Borden, while flying over Brioules, on a reconnaissance mission, at an altitude of 250 meters, met six Fokker scouts. Inviting combat several times, they were finally attacked from two sides but drove the





CLOUDS FROM THE AIR (*St. Mihiel Sector*)  
"TILL THE BOCHES FLY THE HEAVENS NO MORE"  
SOUTHEAST OF BRIEULLES







enemy off by well-directed machine gun fire. Time, 12:50 o'clock.

While performing a reconnaissance mission on September 29, 1918, 300 meters over the Bois de Forges, Lieut. F. H. Hart, Pilot, and Lieut. A. T. Grier, Observer, were fired upon by a Breguet, presumably flown by the enemy. The fire was returned without result. Time, 7:00 o'clock.

Lieut. Leland M. Carver, Pilot, and Lieut. Gustaf T. Lindstrom, Observer, while flying over the Bois de Cote Lemont at an altitude of 500 meters, at 7:23 o'clock, October 2, 1918, engaged in a running fight with two groups of enemy scouts. Five planes attacked in the first group and four in the second. Apparently no shots took effect from either side.

Lieut. John Livingston, Pilot, and Lieut. H. L. Borden, Observer, while about to commence an Artillery réglage on a hostile battery in the Bois de Chaume, at 11:40 o'clock, October 3, 1918, in company with two protection planes, were attacked at 800 meters altitude by nine enemy Fokkers. The Boche dived on the formation from the clouds. Lieutenant Borden opened a hot fire on the attacking planes with apparently good results. His plane suffered no damage.

Lieut. H. H. Cowle, Pilot, and Lieut. Walter Frances, Observer, while acting as protection for the above réglage plane, took part in the same fight. Lieutenant Frances fired over 200 rounds at the enemy, several tracers taking effect in the wings and fuselage of the hostile planes. One enemy plane was seen to fall, but recovered after falling 50 meters. The American plane was not damaged.



Lieut. Loren Rohrer, Pilot, with Lieutenant Vinson, Observer, also took part in the above engagement. Lieutenants Rohrer and Vinson, being the rear plane in the formation, were the principal targets of the enemy. Lieutenant Vinson fired 100 rounds from his guns with apparently good effect, and saw several bullets hit the enemy. He saw one plane start to fall, but had no time to watch it down. His plane was riddled with bullets, brace wires cut, and the upper wing set on fire by incendiary bullets.

Flying over Bois de Lartelle, on a reconnaissance mission, at 9:00 o'clock on October 5, 1918, at 800 meters altitude, Lieut. Norris E. Pierson, Pilot, and Lieut. Van B. Hayden, observer, engaged five enemy Fokkers in a running fight. About thirty-five rounds were fired by Lieutenant Hayden without apparent effect. Due to the fine speed and manoeuvring ability of the Salmson, the Boches could not get into a good attacking position.

Lieutenants Pierson and Hayden, at 9:20 o'clock, on October 10, 1918, while flying on an Infantry contact mission over Cunel, met four Fokkers, who dived and opened fire. Some of our Spads then put the enemy to flight.

While flying over Fontaine at 7:05 o'clock, October 21, 1918, and performing an Infantry contact mission at 300 meters altitude, Lieutenant Hart, Pilot, and Lieutenant Grier, Observer, engaged in combat with an enemy Rumpler biplane, which was apparently out to locate the Boche front line. After making several attacks upon the Rumpler, they succeeded in forcing him to quit his mission and to leave the vicinity.



Lieut. W. E. Kinsley, Pilot, and Lieut. A. E. Parr, Observer, while on a special reconnaissance to Villers devant Dun, at 13:20 o'clock, on the 29th of October, 1918, at 300 meters altitude, were attacked by two Fokker scouts. Beating them off with machine gun fire, the Americans turned and gave chase, following the Boches to Aincreville, firing as often as possible. The enemy fire shattered one strut and broke a spar in the aileron of the lower right wing. One of the enemy was seen to be hit, but not out of control.

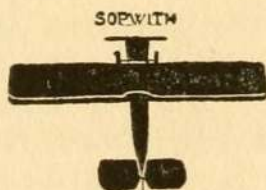
Flying as protection for another observation plane, Lieut. W. E. Kinsley, Pilot, and Lieut. L. M. Hall, Observer, while flying over the Font de Dienlle at 600 meters altitude on November 4, 1918, were attacked by five enemy scouts. The enemy fire was very poor, but Lieutenant Hall by good shooting forced the enemy to turn off and retire. Time, 14:15 o'clock.

Lieut. E. H. Greist, Pilot, and Lieutenant Borden, Observer, while returning from a reconnaissance mission in the vicinity of Brandville at 12:48 o'clock on November 4, 1918, at 500 meters altitude, were being heavily archied when they were suddenly attacked by a single black Fokker, who got a position on their tail. Lieutenant Borden opened fire at the Boche as he dived and saw his bullets entering the fuselage and passing all around the enemy plane. Three times the Fokker attacked, but the last two times he veered off as Lieutenant Borden's tracers began to flash by him. The Salmson suffered considerable damage, fifteen bullets having passed through the plane, piercing the oil tank, wings and fuselage.

While on a reconnaissance mission near Fontaine at



11:10 o'clock on November 6, 1918, Lieut. Marshall G. Lee, Pilot, and Lieut. H. W. Phillips, Observer, were attacked by a group of four Fokkers, one plane leaving the formation to attack them. Lieutenant Phillips opened fire, and the Boche at once turned away and returned to his own lines. No damage was done to the Salmson.





## NINETIETH SONGS

During the stay of the Ninetieth across the big pond experience was gained in many lines of activity. Many composers, soloists, and mixers of rare harmony were developed. Many of the long evenings were passed in song about the mess table after Corn Willy and his cohorts had been vanquished. The words to most of the songs were written by members of the Ninetieth and the tunes used were confiscated from all sources as a wartime necessity. It would take a volume to print them all, so only the most popular ones have been inserted here.

### HAPPY LANDINGS, NINETIETH!

(Tune: "Alma Mater," Cornell)

Flying low o'er Verdun's trenches,  
'Midst the shot and shell,  
A pair of dice our lucky emblem.  
Give the Huns more hell,

#### CHORUS

Tails up and flying any weather,  
Where'er the call may be,  
Happy landings, Ninetieth Squadron,  
Hail, all hail to thee!

Far above the noise of battle,  
Dodging Archies' fire,  
Taking photos far in Hunland,  
That's our heart's desire! (Shout LIKE HELL!)

Ninetieth ties can ne'er be broken,  
Wherever we may fly,  
Friendships formed in face of danger,  
They can never die.

Where'er the coming years may find us,  
Whate'er the fates prevail,  
Memories of our comrades bind us  
And we'll never fail.



## THE FESTIVE AIRMEN

We're going to blind the enemy, so all the papers say;  
We fly the festive Liberty, we're missing the next day;  
A bullet in our gas tank, we kiss the world good-by;  
They say its for democracy, and we fall from the sky.

### CHORUS

For we're the airmen, the festive airmen,  
Perhaps we never should have flown, for our ships were made at home,  
For we're the airmen, the festive airmen,  
We invite you all to come and fly the ship called Liberty.

We are a bunch of ambusques, so all the doughboys say;  
We live a life of luxury and draw our flying pay;  
We fly up to their trenches, and when we're overhead,  
They point their machine guns at us and fill us full of lead.

### *Chorus.*

We like to see the regular, who has a J.M.A.,  
Sit in his cozy dugout with one-half extra pay;  
He tells us how to fight the war, for he shot on a sleeve,  
And if we bring down all the Boche, we may get three days' leave.

### *Chorus.*

We get into a scrap each day, six Fokkers on our tail,  
We see the tracers streaming by, they shoot away our tail;  
We bring old Fritzie down in flames, we see him kiss the ground;  
They say for confirmation, "The Archies brought him down."

### *Chorus.*

For we're the airmen, the festive airmen,  
Perhaps we never should have flown, for our ships were made at home;  
For we're the airmen, the festive airmen,  
We invite you all to come and fly the ship called Liberty.



## OH, THEY SAY TRUE LOVE IS A BLESSING

Oh, they say true love is a blessing,  
It's a blessing I never could see,  
For the only girl that I ever loved,  
Has just gone back on me.  
She has gone, let her go, God bless her;  
She is mine where e'er she may be;  
She can search this wide world over, but—  
She'll have to fly like hell to catch me!

Oh, I've looked at the girls in New York,  
In London and gay Patee.  
And the one conclusion that I have got,  
There are other little fishes in the sea.  
She has gone, let her go, God bless her,  
For I am far across the sea  
She wanted to marry a tin soldier, but—  
A Home Guard I never could be.

\* \* \* \* \*

## TODAY IS MONDAY

Today is Monday, today is Monday, Monday bullets. Oh, you dirty Germans, we wish the same to you.

Today is Tuesday, today is Tuesday, Tuesday's Archies, Monday's bullets; oh, you dirty Germans, we wish the same to you.

Today is Wednesday, today is Wednesday, Wednesday's onions, Tuesday's Archies, Monday's bullets; oh, you dirty Germans, we wish the same to you.

Today is Thursday, today is Thursday, Thursday Fokkers, Wednesday onions, Tuesday's Archies, Monday's bullets. Oh, you dirty Germans, we wish the same to you.

Today is Friday, today is Friday, Friday side-slips, Thursday's Fokkers, Wednesday's onions, Tuesday's Archies, Monday's bullets. Oh, you dirty Germans, we wish the same to you.

Today is Saturday, today is Saturday, Saturday's hospital, Friday side-slips, Thursday's Fokkers, Wednesday's onions, Tuesday's Archies, Monday's bullets. Oh, you dirty Germans, we wish the same to you.

Today is Sunday, today is Sunday, Sunday's funerals, Saturday's hospitals, Friday's side-slips, Thursday's Fokkers, Wednesday's onions, Tuesday's Archies, Monday's bullets. Oh, you dirty Germans, we wish the same to you.



## OH, NINETY, BRAVE NINETY!

(Tune: "Lord Geoffrey Amherst")

Oh, the men of the Ninetieth they came across the sea,  
To fight in a far country;  
To the Germans and the Austrians they didn't do a thing,  
In the air of this great country,  
In the air of this great country;  
For the honor of the Ninetieth they fought with all their might,  
For they were airmen tried and true,  
And they brought down all the Albatross that came within their sight,  
And they strafed the German lines when they were through.

### CHORUS

Oh, Ninety, brave Ninety, it's a name known to fame in days of war,  
May she ever be glorious, till the Boches fly the heavens no more!

\* \* \* \* \*

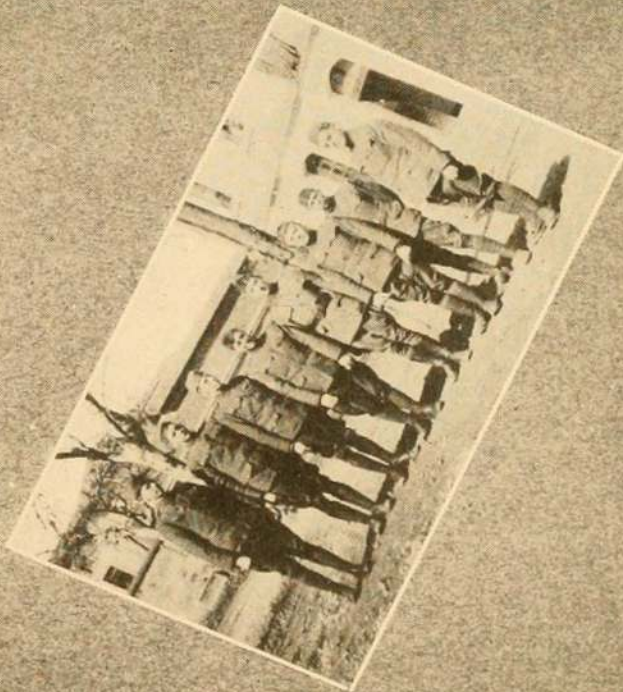
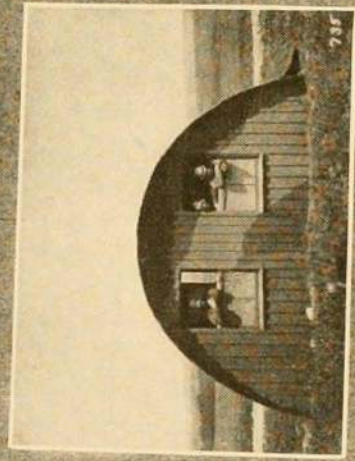
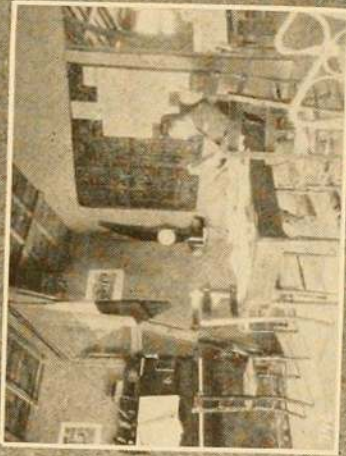
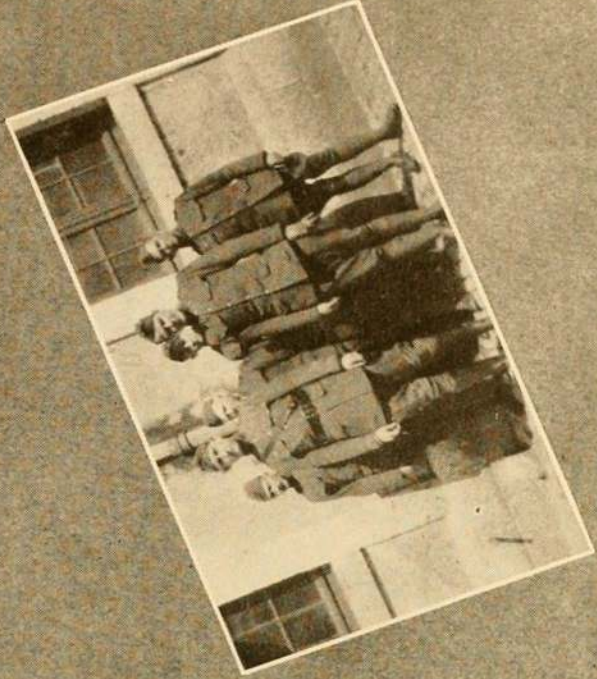
## I WANT TO GO HOME!

I want to go home, I want to go home;  
The guerre it is fini, my francs they are too,  
We're stuck in a mud hole with nothing to do.  
We've finished with tempting the fates—  
We want to go back to the States!  
Oh, my! Who the hell wants to fly?  
We want to go home!

We want to go home, we want to go home;  
We've burned all our wood and can't find any more,  
The wind whistles up through the cracks in the floor;  
There are leaks in the barracks roof, too;  
We'll all get pneumonia or "flu."  
Oh my! We don't want to die,  
We want to go home!

We want to go home, we want to go home;  
We can't get our pay checks, we've spent all our kale,  
And day after day never get any mail.  
If you like this damned country, then stay!  
Send *me* back to the old U. S. A.  
Oh, Oui! Old Broadway for me—  
I want to go home!





OFFICE CREW  
RADIO CREW

AFTER MESS  
"IT WAS AN AWFUL WAR" (?)  
RADIO STATION

ARMAMENT CREW  
SUPPLY CREW







## PERSONNEL OF SQUADRON

**A**N Observation Squadron is a complex organization, and it was found impossible to give much space in the history to the changes which this organization underwent without making it an unwieldy and unreadable mass of detail. It was one of the causes of our success, however, that the right men filled the right places; the results accomplished by a mission over the front are as much the work of the mechanics who have kept the plane in condition to fly, as of the pilot and observer who actually perform it. Every man in the Squadron has played a part in the game, and all have played it with an enthusiasm and pride in their work which has marked the 90th wherever it has been as a Squadron which could accomplish things.

The organization underwent very few changes during its duty at the front, and it is probably due to this fact that there were so few casualties, as the pilots and observers of the various planes understood each other through long association, and the crews showed a very fine spirit, taking the liveliest interest in their work. Following is the organization of the flights at the two most important points of the Squadron's existence—St. Mihiel, and Verdun—and the rest of the enlisted personnel and roster of officers is given as at the time of the armistice:



PERSONNEL OF 90TH SQUADRON DURING ST. MIHIEL OFFENSIVE

Commanding Officer — Lieut. Schauffler, Lieut. Gallop (acting until September 15)

Adjutant — Lieut. Hackett

Operations Officer — Lieut. Adams

“ A ” FLIGHT

Sgt. 1st Cl. York, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
1—Lt. White (Flight Commander)	Lt. Sherrick	Chf. Hunsacker	Pvt. Antosh
2—Lt. Livingston	Lt. Shuss	Chf. Auten	Pvt. 1st Cl. Pino
3—Lt. Cowle	Lt. Francis	Chf. De Baun	Pvt. 1st Cl. McWhirter
4—Lt. Conover	Lt. Burger	Chf. O'Connell	Pvt. Blackledge
5—Lt. Hart	Lt. Grier	Chf. Tiller	Pvt. 1st. Cl. Stone
6—Lt. Dorrance		Sgt. 1st Cl. Chew	Pvt. Bertonz

“ B ” FLIGHT

Sgt. 1st Cl. Blake, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
7—Lt. Greist (Flight Commander)	Lt. Tillman	Sgt. Goodman	Pvt. 1st Cl. King
8—Lt. Neidecker	Lt. Lake	Sgt. Medlin	Pvt. 1st Cl. Buckley
9—Lt. Ellis	Lt. Borden	Chf. Grice	Cpl. Barton
10—Lt. Kinsley	Lt. Lowe	Sgt. Cargill	Pvt. 1st Cl. Killman
11—Lt. Bovard	Lt. Sullivan	Sgt. Clifton	Pvt. 1st Cl. Kendricks
12—Lt. Carver	Lt. Lindstrom	Chf. Farrand	Cpl. Bunning

“ C ” FLIGHT

Sgt. 1st Cl. Johnson, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
13—Lt. Pierson (Flight Commander)	Lt. Haydon	Chf. 1st Cl. Richey	Cpl. Carson
14—Lt. Lee	Lt. Waldon	Sgt. Jaeger	Pvt. Larson
15—Lt. Rohrer	Lt. Vinson	Chf. Pheiffer	Pvt. Lackey
16—Lt. Pike	Lt. Parr	Sgt. 1st Cl. Ford	Pvt. De Young
17—Lt. Gallup		Sgt. 1st Cl. Van Sickle	Pvt. Brickey
18—Lt. Young	Lt. Bogle	Sgt. Bair	Cpl. Morrow
19—Lt. Broomfield	Lt. Cutter	Pvt. Croft	Pvt. Tully





DUN-SUR-MEUSE (*Meuse Sector*)







PERSONNEL OF 90TH SQUADRON DURING ARGONNE-MEUSE  
OFFENSIVE

Commanding Officer — Lieut. Schaffler (until October 22), Lieut. Pierson

Adjutant — Lieut. Lockwood (until October 22), Lieut. Hayden

Operations Officer — Lieut. Adams (until October 17), Lieut. Tillman (until  
October 22), Lieut. Lowe

“ A ” FLIGHT

Sgt. 1st Cl. York, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
1—Lt. White (Flight Commander)	Capt. Foster	Chf. Hunsacker	Pvt. Antosh
2—Lt. Livingston	Lt. Shuss	Chf. Auten	Pvt. 1st Cl. Tully
3—Lt. Cowle	Lt. Francis	Chf. De Baun	Pvt. 1st Cl. McWhirter
4—Lt. Conover	Lt. Burger	Chf. O'Connel	Pvt. Blackledge
5—Lt. Hart	Lt. Grier	Chf. Tiller	Pvt. 1st Cl. Stone
6—Lt. Whitehead		Sgt. 1st. Cl. Chew	Pvt. 1st Cl. Pino

“ B ” FLIGHT

Sgt. 1st Cl. Blake, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
7—Lt. Greist (Flight Commander)	Lt. Tillman	Sgt. Goodman	Pvt. 1st Cl. King
8—Lt. Neidecker	Lt. Lake	Sgt. Medlin	Pvt. 1st Cl. Buckley
9—Lt. Ellis	Lt. Borden	Cpl. Barton	Pvt. Race
10—Lt. Kinsley	Lt. Lowe	Sgt. Cargill	Pvt. 1st Cl. Killman
11—Lt. Bovard	Lt. Foster	Sgt. Clifton	Pvt. 1st Cl. Kendricks
12—Lt. Carver	Lt. Lindstrom	Chf. Farrand	Cpl. Bunning

“ C ” FLIGHT

Sgt. 1st Cl. Johnson, in charge of hangar

<i>Pilot</i>	<i>Observer</i>	<i>Crew Chief</i>	<i>Assistant</i>
14—Lt. Pierson (Flight Commander un- til October 22)	Lt. Hayden	Chf. 1st Cl. Richey	Chf. 1st Cl. Carson
15—Lt. Lee	Lt. Walden	Sgt. Jaeger	Pvt. 1st Cl. Larson
16—Lt. Rohrer	Lt. Vinson	Chf. Pheiffer	Pvt. 1st Cl. Lackey
17—Lt. Pike	Lt. Parr	Sgt. 1st Cl. Ford	Pvt. De Young
18—Lt. Dorrance		Chf. Craig	Sgt. Brown
19—Lt. Young (Flight Commander, Oct. 22-Nov. 11)	Lt. Bogle	Sgt. Bair	Cpl. Morrow
20—Lt. Broomfield	Lt. Cutter	Cpl. Croft	Pvt. 1st Cl. Clickner



## ROSTER

### OFFICERS

Adams, Morton B. . . . . 1st Lieut. F. A., Observer  
817 Stahlman Bldg., Nashville, Tenn.

Baker, Warren L. . . . . 2nd Lieut., Observer  
409 W. Sixth St., Lexington, Ky.

Black, Asa R. . . . . 1st Lieut. A. S., Observer

Blekre, Ferdinand . . . . . 1st Lieut. Cav., Observer  
Lanesboro, Minn.

Bogle, Henry C. . . . . 2nd Lieut. F. A., Observer  
843 E. Jefferson Ave., Detroit, Mich.

Borden, Horace L. . . . . 2nd Lieut. S. C., Observer  
Suite 26, 204 Hemenway St., Boston, Mass.

Bovard, James M. . . . . 1st Lieut. A. S., Pilot  
682 Avenue C, Bayonne, N. J.

Burger, Valentine J. . . . . 2nd Lieut. Inf., Observer  
135 Christie St., Leonia, N. J.

Carver, Leland M. . . . . 1st Lieut. A. S., Pilot  
American Flying Club, 11 E. 38th St., New York City

Conover, Harvey . . . . . 1st Lieut. A. S., Pilot  
Hinsdale, Ill.

Crook, Wilson W. . . . . 2nd Lieut. A. S., Pilot  
919 Annex Ave., Dallas, Texas

Derby, Richard . . . . . 1st Lieut. C. A. C., Observer

Dorrance, George W. . . . . 2nd Lieut. A. S., Observer  
9 Courtlandt Place, Houston, Texas

Elliott, William, Jr. . . . . 1st Lieut. Cav., Observer  
522 West End Ave., New York City

Ellis, Henry R. . . . . 1st Lieut. A. S., Pilot  
Oxford Road, New Hartford, N. Y.

Foster A. T. . . . . 1st Lieut. F. A., Observer  
Derby Line, Vt.

Foster, Harry . . . . . Capt. Cav., Observer  
113 W. 84th St., New York City



Francis, Walter L.	. . . . .	2nd Lieut. Inf., Observer
	Glastonbury, Conn.	
Freeman, Harry B.	. . . . .	1st Lieut. A. S., Pilot
	Lynnfield Center, Mass.	
Gallop, Harold M.	. . . . .	Capt. A. S., Pilot
	Langley Field, Va.	
Greist, E. Harold	. . . . .	1st Lieut. A. S., Pilot
	61 N. Clay St., Hinsdale, Ill.	
Grier, Alexander T.	. . . . .	2nd Lieut. Inf., Observer
	703 N. Division St., Salisbury, Md.	
Hackett, William H. Y.	. . . . .	1st Lieut. A. S., Adj.
	242 Canton Ave., Milton, Mass.	
Hall, Levi M.	. . . . .	2nd Lieut. A. S., Pilot
	308 Gramercy Ave., Minneapolis, Minn.	
Hart, Floyd H.	. . . . .	2nd Lieut. A. S., Pilot
	Edgevale Orchard, Medford, Ore.	
Harrison, Randolph C.	. . . . .	2nd Lieut. F. A., Observer
	Monroe Terrace, Richmond, Va.	
Hayden, Van B.	. . . . .	2nd Lieut. A. S., Observer
	729 Franklin St., Keokuk, Iowa	
Hendricks, T. N.	. . . . .	2nd Lieut. F. A., Observer
	Nashville, Ga.	
Hume, Allen P.	. . . . .	Capt. A. S.
	Washington, D. C.	
Kinsley, Wilburt E.	. . . . .	2nd Lieut. A. S., Pilot
	99 Cambridge St., Winchester, Mass.	
Kirschner, Frederick	. . . . .	2nd Lieut. Ord.
	906 Lakeside Place, Chicago, Ill.	
Lacy, Clive W.	. . . . .	2nd Lieut. Ord., Armament
	16 Harvard Terrace, Boston, Mass.	
Lake, Horace A.	. . . . .	2nd Lieut. Inf., Observer
	3528 T St., N. W., Washington, D. C.	
Lee, Marshall G.	. . . . .	1st Lieut. A. S., Pilot
	1255 Oak Knoll Ave., Pasadena, Calif.	
Lindstrom, Gustaf T.	. . . . .	2nd Lieut. S. C., Observer
	2025 Sixth Ave., Moline, Ill.	
Livingston, John W.	. . . . .	1st Lieut. A. S., Pilot
	1623 Eighth Ave., Moline, Ill.	



Livingston, J. J. . . . . 1st Lieut. M. C., Surgeon  
220 W. Ferguson St., Tyler, Texas

Lockwood, Alan E. . . . . 1st Lieut. A. S., Engineer and Adit.  
135 East Ave., Norwalk, Conn.

Looney, Ralph D. . . . . 1st Lieut. A. S., Supply Officer  
Calvert, Texas

Lowe, William G. . . . . Captain U. S. M. C., Observer  
Fountain City, Knoxville, Tenn.

McSherry, F. D. . . . .  
Gordon Bldg., McAlester, Okla.

Neidecker, Bertrand C. . . . . 1st Lieut. A. S., Pilot  
Guaranty Trust Co., 140 Broadway, New York City

O'Connor, Arthur J. . . . . 2nd Lieut. A. S., Radio Officer  
127 20th St., Milwaukee, Wis.

Parr, Arthur E. . . . . 2nd Lieut. A. S., Observer  
706 E. Bell St., Bloomington, Ill.

Pike, Glenn M. . . . . 1st Lieut. A. S., Pilot  
American Flying Club, 11 E. 38th St., New York City

Phillips, Hubert N. . . . . 1st Lieut. F. A., Observer  
1705 Hague Ave., St. Paul, Minn.

Pierson, Norris E. . . . . Captain A. S., Pilot  
61 Broad St., Stamford, Conn.

Phinzy, Jack . . . . . 1st Lieut., A. S.

Rohrer, Loren E. . . . . 1st Lieut., A. S., Pilot  
5834 Center Ave., Pittsburgh, Pa.

Schauffler, William G., Jr. . . . . Major A. S., Pilot  
Care of Air Service, U. S. Army

Sherrick, John C. . . . . 1st Lieut. A. S., Observer  
317 E. Broadway, Monmouth, Ill.

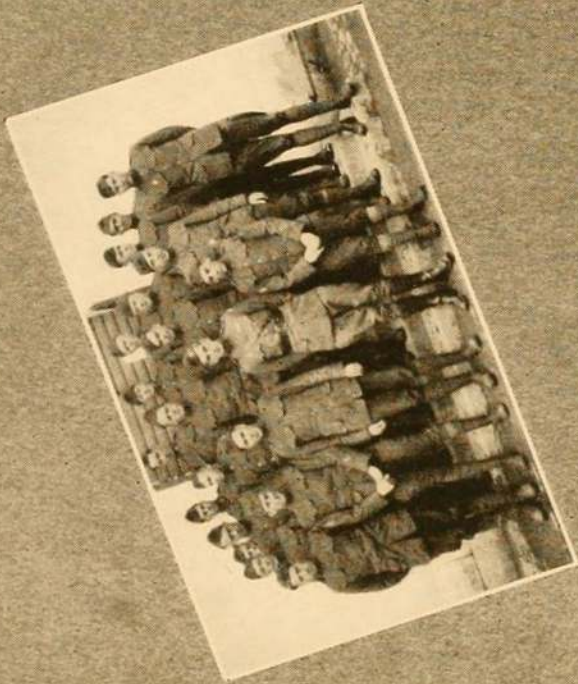
Shuss, Pressley B. . . . . 1st Lieut. A. S., Observer  
Stearns Light & Power Co., Ludington, Mich.

Simpson, Leslie B. . . . . 1st Lieut. A. S., Pilot  
1338 Kellam Ave., Los Angeles, Calif.

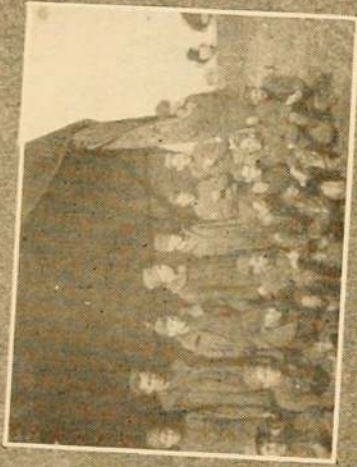
Sullivan, Arthur M. . . . . 2nd Lieut. F. A., Observer  
Minneapolis, Minn.

Tillman, Fred A. . . . . 2nd Lieut. F. A., Observer  
Congressional Offices, Washington, D. C.

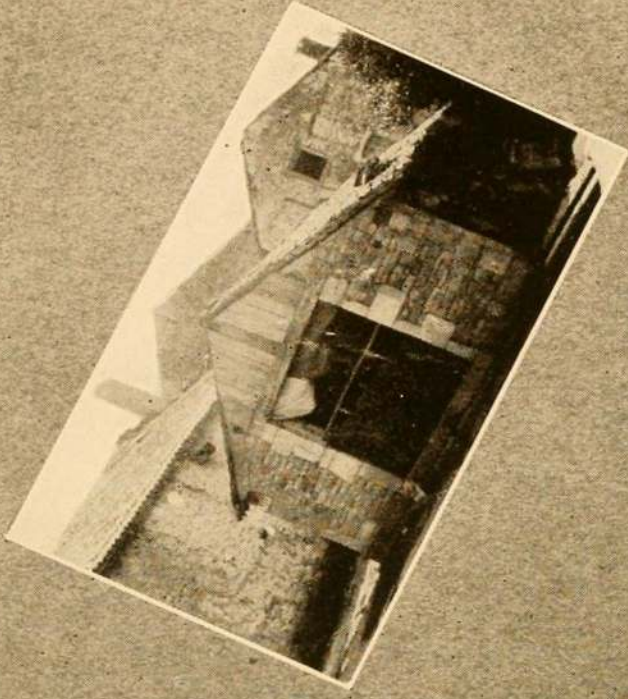
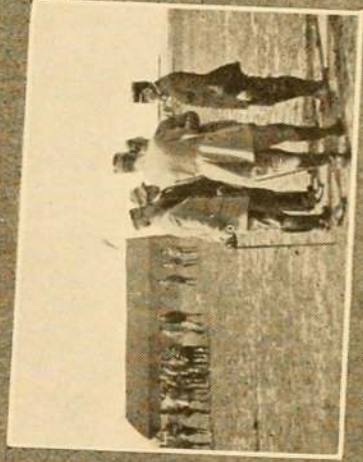




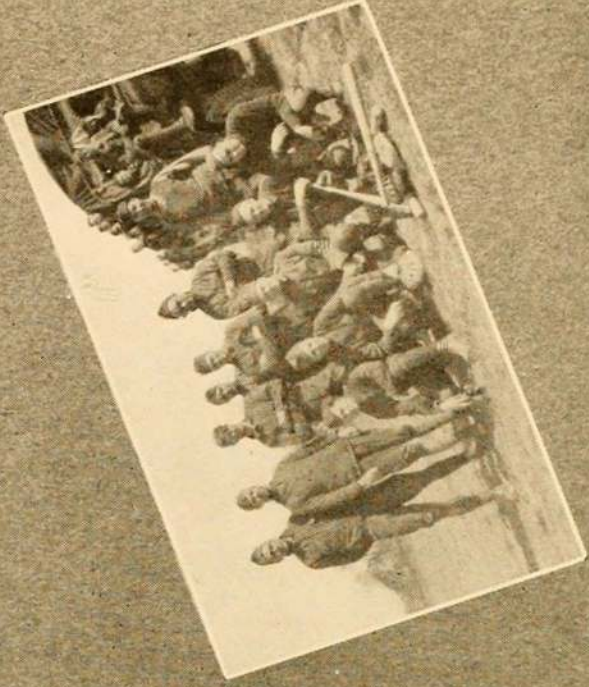
"C" FLIGHT CREWS  
HOME SWEET HOME



SNAPPED AROUND THE HANGARS  
BEEZER—THE WILD BOAR  
CLEMENCEAU PAYS A VISIT



THE BATHHOUSE  
THE PENNANT CHASERS









Vinson, Fred L. . . . . 2nd Lieut. F. A., Observer  
 1459 N St., N. W., Washington, D. C.

Walden, Donald M. . . . . 2nd Lieut. F. A., Observer  
 294 Jefferson Ave., Brooklyn, N. Y.

Wallace, John H. . . . . 2nd Lieut. A. S., Engineer  
 Rockwall, Texas

White, Merritt O. . . . . 1st Lieut. A. S., Pilot  
 Tyngsboro, Mass.

Whitehead, George W. . . . . 2nd Lieut. A. S., Pilot  
 46 Ashland Ave., Buffalo, N. Y.

Young, John S. . . . . 1st Lieut. A. S., Pilot  
 National Life Ins. Bldg., Montpelier, Vt.

ENLISTED MEN

Adler, Philip, Pvt. . . . . Left before active service  
 Omaha, Nebr.

Alhofen, Harry J., Pvt. . . . . Orderly  
 c/o Deisel, 108 Fulton Ave., Greenville, N. J.

Allman, Orrie . . . . . Left before active service  
 New York City

Anchors, Roy R. . . . . Plane Crews  
 718 Seventh St., New Kensington, Pa.

Antosh, Charles, Pvt. 1st Cl. . . . . Plane Crews  
 464 28th St., Detroit, Mich.

Armstrong, Frederick A., Pvt. 1st Cl. . . . . Blacksmith  
 201 So. Main St., Kirksville, Mo.

Auten, Frank B., Chfr. . . . . Crew Chief  
 Highland, Ill.

Baer, Bankard F., Sgt. 1st Cl. . . . . Armament, C Flight  
 Raspeburg, Md.

Bair, Roy F., Sgt. . . . . Crew Chief  
 The Dalles, Ore.

Barton, Clyde J., Cpl. . . . . Crew Chief  
 Greenfield, Tenn.

Bertonz, George C., Pvt. 1st Cl. . . . . Plane Crews  
 2059 W. 23rd St., Chicago, Ill.

Billings, Thomas M., Chfr. . . . . Transportation, Chauffeur  
 111 N. Summit St., Arkansas City, Kans.



Bittle, Roy L., Sgt. 1st Cl. . . . . Radio, B Flight  
724 S. Liberty St., Independence, Mo.

Blackledge, LeRoy J., Cpl. . . . . Plane Crews  
1232 Philo St., Scranton, Pa.

Blake, Councill A., Sgt. 1st Cl. . . . . In Charge of Crews, B Flight  
Easton, Md.

Blake, Karl G., Pvt. . . . . Squadron Office  
Vinton, Ohio

Bly, Chris M., Pvt. . . . . Wireless Operator  
Mount Pocono, Pa.

Bodvin, William L., Cpl. . . . . Armament  
1068 E. 27th St., N., Portland, Ore.

Boersma, Barney, Pvt. . . . . Left before active service  
667 N. Leonard St., Grand Rapids, Mich.

Boyle, William, Sgt. . . . . Transportation Mechanic  
Box 818, Billings, Mont.

Bradley, Harold C., Pvt. 1st Cl. . . . . Orderly  
563 Winewood Ave., Detroit, Mich.

Brannan, William E., Pvt. . . . .  
2614 Market St., St. Louis, Mo.

Brandt, Arthur P., Chfr. . . . . Transportation, Chauffeur  
309 Alger St., Saginaw, Mich.

Braun, Charles H., Pvt. . . . . Plane Crews  
Houston, Me.

Brickey, Wilfred, Pvt. 1st Cl. . . . . Plane Crews  
Middlebury, Vt.

Brochu, Albert J., Pvt. . . . . Orderly  
Plainfield, Conn.

Brooks, Lewis R. . . . . Squadron Office  
Kutztown, Pa.

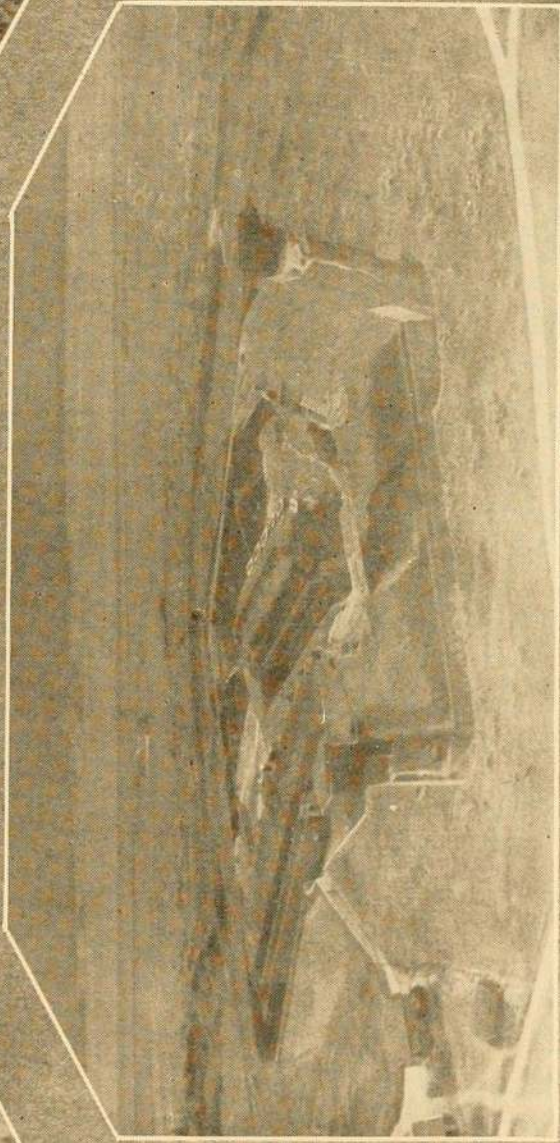
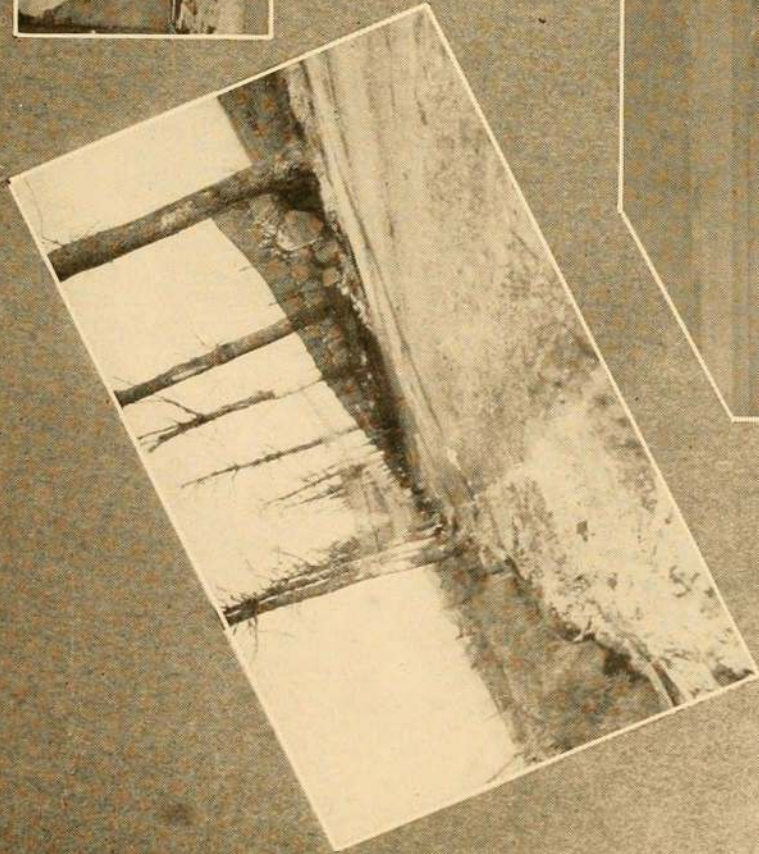
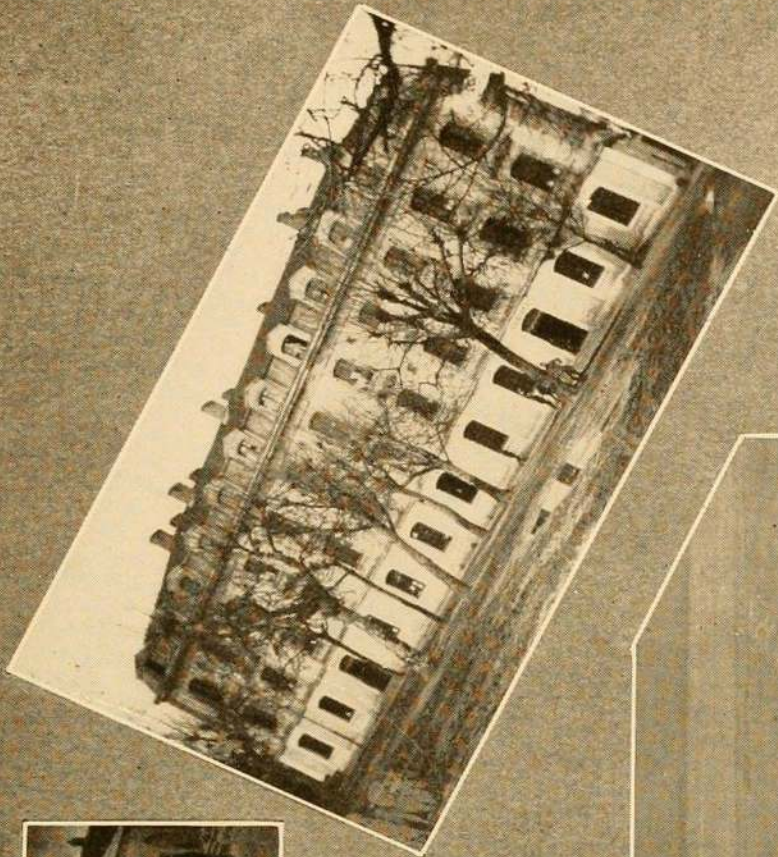
Broome, George S., Chfr. . . . . Transportation, Chauffeur  
2956 Wabash Ave., Chicago, Ill.

Brown, George, Pvt. . . . . Orderly  
Carmi, Ill.

Brown, Porter J., Sgt. . . . . Crew Chief  
Seymore, Texas

Brown, William L., Pvt. . . . . Left before active service  
McKinney, Texas





COLOMBES—AFTER THE RAID  
A DEFENDER OF VERDUN

NEAR THE LINE

AT LIBOURNE







Brudnicki, Czeslaw, Pvt. . . . . Squadron, Shoe Maker  
 2441 Walton St., Chicago, Ill.

Brunk, Charles E., Pvt. . . . . Left before active service  
 Pomeroy, Wash.

Buckley, Edward L., Pvt. 1st Cl. . . . . Plane Crews  
 56 Main St., Dobbs Ferry, N. Y.

Bunn, Carl H., Pvt. . . . . Transportation, Chauffeur  
 2417 Commerce St., Dallas, Texas

Bunning, Adolph J., Pvt., 1st Cl. . . . . Plane Crews  
 367 E. Tenth St., Portland, Ore.

Busch, William V., Sgt. . . . . Left before active service  
 1082 Harrison Ave., Beloit, Wis.

Busser, John R., Pvt. . . . . Left before active service  
 632 S. Champion Ave., Columbus, Ohio

Butler, Joseph F., Sgt. . . . . E. & R. Shops  
 495 N. Commercial St., Salem, Ore.

Buttrill, Raiford R. . . . . Left before active service  
 Dublin, Texas

Byrth, Thomas M., Sgt. 1st Cl. . . . . Squadron Office  
 629 Rockdale Ave., Avondale, Cincinnati, Ohio

Cargill, William H., Chfr. . . . . Crew Chief  
 Jonesville, Texas

Carson, Willard F., Sgt. 1st Cl. . . . . Crew Chief  
 Toledo, Ore.

Chancellor, Abe., Pvt. . . . . Transportation, Motorcycle  
 Box 92, Snyder, Okla.

Chew, George A., Sgt. 1st Cl. . . . . Crew Chief  
 Santa Clara, Calif.

Chittenden, Edwin A., Chfr. . . . . Transportation, Chauffeur  
 619 Magnolia Ave., Sandford, Fla.

Clark, Howard L., Pvt. . . . . Transportation, Chauffeur  
 P. O. Box 159, Bellevue, Idaho

Clickner, Walter G., Chfr. . . . . Plane Crews  
 254 Schermerhorn St., Brooklyn, N. Y.

Clifton, Joseph E., Sgt. . . . . Crew Chief  
 838 Sherman St., Johnstown, Pa.

Collins, Carter, Pvt. . . . .  
 Seymour, Conn.



Conn, James H., Pvt. . . . . Transportation, Chauffeur  
 701 Owen St., Saginaw, Mich.

Conner, John A., Chfr. . . . . Transportation, Chauffeur  
 W. Fourth Ave., Corsicana, Texas

Connors, James A., Pvt. . . . . Plane Crews  
 372 Chestnut St., Kingstown, Pa.

Corcoran, Timothy J., Pvt. . . . . Orderly  
 49 Hedley St., Providence, R. I.

Craig, Roscoe J., Sgt. . . . . Crew Chief  
 Indianola, Nebr.

Croft, Lewin R., Pvt. 1st Cl. . . . . Crew Chief  
 Box 54, Stephenville, Texas

Cross, George W., Pvt. . . . . Left before active service  
 Pittsburg, Texas

Cummins, James W., Sgt. 1st Cl. . . . . Machine Shop  
 1016 W. Sears St., Denison, Tex.

Cummings, Dewey, Pvt. . . . . Orderly  
 1304 Broadway, Mattoon, Ill.

Curry, Alfred E., Cpl. . . . . Field Office  
 Yuma, Colo.

Davy, Jesse O., Pvt. . . . . Field Lighting System  
 Carlson, N. D.

De Baun, Fay F., Sgt. . . . . Crew Chief  
 Linton, Ind.

De Young, Jake R., Pvt. . . . . Plane Crews  
 Rock Valley, Iowa

Dewey, La Vern I., Pvt. . . . . Left before active service  
 506 Allen St., Adrian, Mich.

Dyke, Fred M., Pvt. . . . . Left before active service  
 Gilmer, Texas

Ebright Victor, Chfr. . . . . Transportation, Chauffeur  
 2314 Victor St., Bellingham, Wash.

Emich, William L., Pvt. 1st Cl. . . . . Cook  
 5144 Reisters Town Road, Arlington, Md.

England, Arlett, Cfr. 1st Cl. . . . . Transportation, Chauffeur  
 Athens, Texas

England, Michael P., Pvt. . . . . Left before active service  
 Cork, Ireland



Erickson, Harvey E., Cpl.	Squadron Office
112 S. Foster St., Merrill, Wisc.	
Farmer, William J., Pvt. 1st Cl.	Transportation, Motorcycle
321 E. 44th St., So., Portland, Ore.	
Farrand, George E., Chfr.	Crew Chief
Pittsfield, Ill.	
Field, Floyd C.	Transportation, Chauffeur
Thomas, N. M.	
Fitzgerald, Ben T., Pvt. 1st Cl.	Water Supply
Kemp, Texas	
Fletcher, Ray C., Pvt.	Left before active service
25 St. Louis St., Burlington, Vt.	
Ford, Lyle H., Sgt.	Crew Chief
Sioux City, Iowa	
Forrest, Harley D., Pvt.	Transportation, Chauffeur
318 W. Park St., Toledo, Ohio	
Frost, George F., Chfr.	Cook
801 Hosmer St., Lansing, Mich.	
Franklin, Lex., Chfr.	Transportation, Motorcycle
Eureka, Ind.	
Fridge, Clifford V., Pvt.	Squadron Office
Baton Rouge, La.	
Frye, Hershel E.	E. & R.
65 W. Pleasant St., Noblesville, Ind.	
Galvin, Thomas J.	
510 Seventh St., Bismark, N. D.	
Garett, John S., Cpl.	Radio, C Flight
Fifth St., Bernis, Tenn.	
Garwood, Harry W.	Orderly
345 Garfield Ave., Cypress, N. Y.	
Gilley, Herbert O., Pvt.	Cook
423 Lane St., Waterloo, Iowa	
Giltner, Arthur J., Cook	Cook
Conroe, Texas	
Goodman, Ollen E., Sgt. 1st Cl.	Crew Chief
1445 College Ave., Clarksville, Texas	
Gottselig, Christian	
802 St. Joseph St., Lancaster, Pa.	







Hengy, George C., Sgt. . . . . Injured and sent to hospital  
Dallas, Texas

Henry, Aaron W., Cpl. . . . . E. & R.  
Apollo, Pa.

Herold, Joseph, Pvt. . . . .  
Slater, Wyo.

Herren, Joseph N., Pvt. . . . . Orderly  
May, Okla.

Heiser, Charles W., Pvt. . . . . Cook  
3125 W. 63rd St., Chicago, Ill.

Higgins, Leon W., Pvt. . . . . Provost Sergeant  
19508 Chichester Ave., Hollis, L. I., N. Y.

Hill, Frank T., Chfr. . . . . Machine Shop  
907 N. Carey St., Baltimore, Md.

Hill, Louis H., Sgt. 1st Cl. . . . . Mess Sergeant  
2009 Webster St., Oakland, Calif.

Honeycutt, Baker M., Pvt. . . . . Plane Crews  
Greenwood, La.

Horn, Paul, Pvt. . . . .  
Moose Head, Minn.

Houtz, Harry L., Pvt. 1st Cl. . . . . Orderly  
213 Schuylkill Ave., Tamaka, Pa.

Hubbell, Aaron W., Sgt. 1st Cl. . . . . Chief Radio Operator  
1520 Lincoln Ave., Walnut Hills, Cincinnati, Ohio

Hughart, Walter, Pvt. . . . .  
Box 34, Saverton, Mo.

Hunsaker, Omer L., Chfr. . . . . Crew Chief  
Golden, Ill.

Hyde, James R., Pvt. . . . . Transportation  
659 Wellington Ave., Chicago

Irwin, William, Pvt. . . . .  
Gen. Del., Danville, Ill.

Isaacson, Walter S. . . . . Plane Crews  
2625 Pillsbury Ave., Minneapolis, Minn.

Jaeger, George H., Sgt. . . . . Plane Crews  
Iroquois Falls, New Ontario, Canada

Jones, Robert O., Sgt. 1st Cl. . . . . Supply Sergeant  
Maybank, Texas



Johnson, Paul J., Sgt. 1st Cl. . . . . In charge of crews, C Flight  
118 S. Fourth St., Union City, Tenn.

Justus, Edward C., Chfr. . . . . Transportation, Chauffeur  
1107 W. Main St., Urbana, Ill.

Kaake, William R., Pvt. . . . . Cook  
466 Woodlawn Ave., Detroit, Mich.

Ketterman, Harry A., Pvt. . . . . Left before active service  
30 N. 17th St., Portland, Ore.

Key, Ellis W., M. S. E. . . . . Transportation Chief  
Bryan, Ohio

Killman, William H., Pvt. 1st Cl. . . . . Plane Crews  
15 S. Elwood Ave., Baltimore, Md.

Kimball, Heber C., Pvt. . . . .  
Safford, Ariz.

Kendricks, William G., Pvt. 1st Cl. . . . . Plane Crews  
99 N. Electric Ave., Alhambra, Calif.

King, Hugh R., Pvt. 1st Cl. . . . . Plane Crews  
112 S. Prospect St., Connelsville, Pa.

King, Wade C., Sgt. 1st Cl. . . . . Armament Chief  
Mill St., Louisville, Ohio

Klapsch, Fred., Pvt. . . . . Left before active service  
399 Howard St., Detroit, Mich.

Klippstein, Theodore A., Cpl. . . . . Squadron Office  
Morris, Minn.

Lackey, Starnie, Pvt. 1st Cl. . . . . Plane Crews  
Hiddenite, N. C.

Lambert, Lucas A., M. S. E. . . . . Machine Shop  
North Windsor, Md.

La Mont, George A. . . . . Orderly  
5728 Julian St., St. Louis, Mo.

Lane, Clifford H., Cook . . . . . Cook  
2001 E. Sixth St., Pueblo, Colo.

Larson, Elmer P., Pvt. . . . . Plane Crews  
712 Barnes St., Lewistown, Mont.

Layton, Anthony A., Pvt. 1st Cl. . . . . Orderly  
2209 N. Ninth St., St. Louis, Mo.

Lekven, Carl, Pvt. 1st Cl. . . . . Orderly  
110 Passaic Ave., Harrison, N. J.



Lewis, Rufus, Pvt. . . . . Springfield, Minn.  
 Love, John E., Pvt. . . . . Tompkinsville, Md.  
 Loveridge, William G., Sgt. . . . . Armament, B Flight  
 723 E. Arcadia Ave., Peoria, Ill.  
 Martin, Fred L., Cpl. . . . . E. & R.  
 Mossyrock, Wash.  
 McAndrews, Robert S., Pvt. . . . . Transportation, Motorcycle  
 Lane, Idaho  
 McCann, Patrick J., Pvt. 1st Cl. . . . .  
 189 Whittenton St., Taunton, Mass.  
 McDowell, Ralph L., Cook . . . . . Cook  
 647 S. 14th St., Salem, Ore.  
 McLay, Charles R., Pvt. . . . . Cook  
 Portland, Ore.  
 McReynolds, Thomas R., Pvt. . . . . Left before active service  
 706 Wabash Ave., Ottumwa, Iowa  
 McVicar, Clarence V., Pvt. . . . .  
 Wetumpka, Ala.  
 McWhirter, Richard C., Pvt. 1st Cl. . . . . Plane Crews  
 306 McBrayer St., Shelby, N. C.  
 Mason, Thomas M., Cpl. . . . . Supply Dept.  
 c/o The Murray Co., Atlanta, Ga.  
 Mathieu, Frank, Pvt. . . . . Squadron Tailor  
 7 Chestnut St., Spencer, Mass.  
 Medlin, George B., Sgt. 1st Cl. . . . . Crew Chief  
 Galatia, Ill.  
 Meullier, Ray W., Cfr. 1st Cl. . . . . Motorcycle Dispatch Rider  
 c/o Dr. Meullier, Vergennes, Vt.  
 Miller, Arthur P., Sgt. . . . . Left for pilot school  
 Nelighy, Nebr.  
 Mills, Joe, Pvt. . . . . Left before active service  
 Pawhuska, Okla.  
 Monahan, James H., Pvt. . . . .  
 4 Cottage St., Marblehead, Mass.  
 Morrow, Hoy, Cpl. . . . . Plane Crews  
 Parkville, Mo.



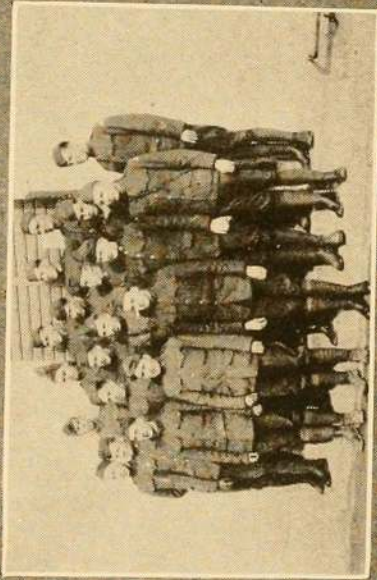
Mulcahy, Charles R., Pvt.	Armament
98 Cleveland Ave., North Adams, Mass.	
Neuendorf, Pearleao, Pvt.	
Essex, Ontario, Canada	
Nerisen, Baldie, Pvt.	Carpenter
412 N. Fourth St., Albuquerque, N. M.	
Nolting, Ray E., Pvt.	Orderly
4719 Hammett Pl., St. Louis, Mo.	
O'Connell, Dan P., Sgt. 1st Cl.	Crew Chief
22 N. 20th St., Portland, Ore.	
Oehlert, Herschel E., Pvt.	Left before active service
Woodburn, Iowa	
Pfeiffer, Herbert H., Sgt. 1st Cl.	Crew Chief
Hooper, Nebt.	
Pino, August J., Pvt. 1st Cl.	Plane Crews
615 Baronne St., New Orleans, La.	
Quandt, Ray J., Pvt.	Transportation Chauffeur
Royalton, Wisc.	
Quinn, Harry J., Pvt.	Came home with Squadron
2601 W. Third St., Chester, Pa.	
Race, Harold L., Pvt.	Plane Crews
106 South Ave., Marshaltown, Iowa	
Raikes, Lawrence W., Pvt.	Squadron Barber
R. F. D. "B," Box 216, Bentonville, Kans.	
Rich, David A., M. S. E.	Machine Shop
Heard National Bank, Jacksonville, Fla.	
Richardson, Delmer E., Sgt.	Armament
Lawrence, Mass.	
Richey, Owen, Chfr. 1st Cl.	Crew Chief
Olmsted, Ill.	
Sanquist, Evald, Sgt.	E. & R. Shops
Natick Ave., Greenwood, R. I.	
Savage, Arthur F., Pvt.	Orderly
R. F. D., Box 44, Montague, Mass.	
Scudder, George D., Pvt.	Orderly
83 Broad St., Bethlehem, Pa.	
Sharp, William M., Cpl.	Field Office
Philomath, Ore.	





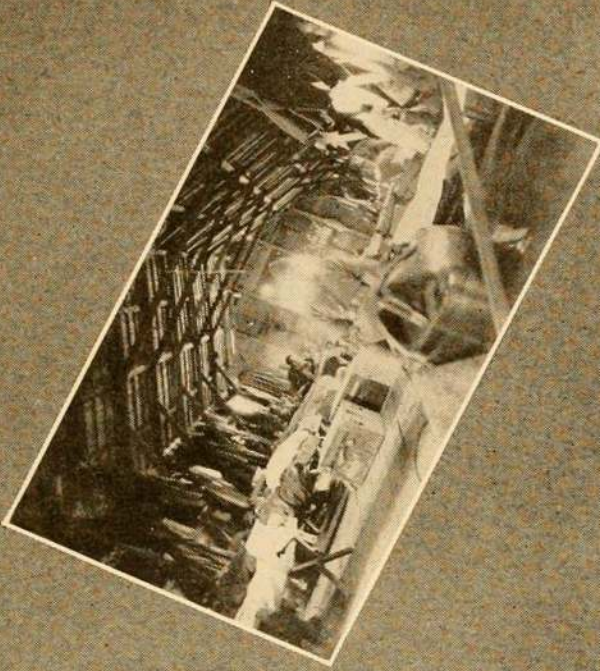
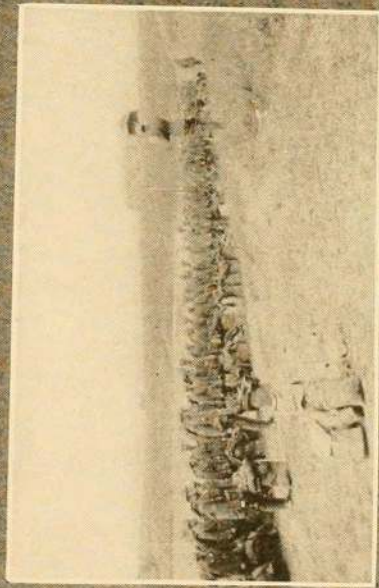
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Sill, Roscoe T., Sgt. 1st Cl. . . . . Transportation  
915 E. 16th St., University Place, Nebr.

Sload, Charles L., Pvt. . . . .  
1224 Market St., Harrisburg, Pa.

Small, Fred W., M. S. E. . . . . Machine Shop  
Box 891, Nowata, Okla.

Stacy, Noel C., Pvt. . . . . Plane Crews  
405 Pendleton Ave., St. Joseph, Mo.

Stetson, Henry A., Chfr. 1st Cl. . . . . Transportation  
Pueblo, Colo.

Stewart, Harold E., Pvt. . . . . Cook  
Golden, Ill.

St. John, Howard K. . . . . Left before active service  
1215 W. 40th St., Oklahoma City, Okla.

Stierwalt, John E., Cook . . . . . Cook  
Murray, Iowa

Stone, George T., Pvt. . . . . Plane Crews  
2728 W. 36th Ave., Denver, Colo.

Strugatz, Geo. H., Pvt. . . . . Orderly  
Springfield Ave., Queens, N. Y.

Swank, John F., Cook . . . . . Cook  
2509 Everett St., Houston, Texas

Sytek, Henry F., Cpl. . . . . Supply Dept.  
737 Sixth St., Grand Rapids, Mich.

Swearengen, Clarence A., Pvt. . . . .  
401 Poplar St., West Terre Haute, Ind.

Taylor, Harold, Pvt. . . . . Transportation, Motorcycle  
Carson Lake, Minn.

Tiller, Louin, Sgt. . . . . Crew Chief  
R. F. D. No. 1, Jones, Okla.

Tipps, Charles R. . . . . Transportation  
Canadian, Texas

Tooher, James C. . . . . Orderly  
56 Sound Ave., Stamford, Conn.

Toye, Henry H., Cook . . . . . Cook  
Broken Arrow, Okla.

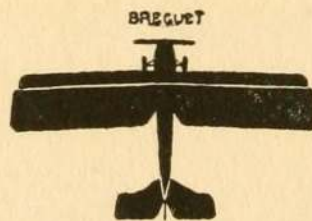
Tully, John L., Pvt. 1st Cl. . . . . Plane Crews  
Dorset, Vt.



Van Sickle, Arthur W., Sgt.	Crew Chief
c/o Maj. Schauffler, Kelly Field, Texas	
Wade, W. Denson, Cpl.	Supply Dept.
Cochran, Ga.	
Walsh, Joseph S., Cpl.	
Freemansburg, W. Va.	
White, Ira H., Pvt.	Orderly
Robinson, Kans.	
Wilson, Herman R.	
3611 Howell St., Dallas, Texas	
York, Edwin B., Sgt. 1st Cl.	In Charge of Crews, A Flight
Port Republic, N. J.	
Zelesnig, Frank, Cook	Cook
San Francisco, Calif.	

#### MEDICAL DETACHMENT

Baird, Sanford R.	Fort Worth Texas
Daniel, Doog, Pvt.	Butler, Texas
Davis, Arthur J., Pvt.	Florence, Texas
Dolive, Charles W., Sgt.	P. O. Box 12, Oakhurst, Texas
Kempf, Charles W., Pvt.	760 Atlantic Ave., Lancaster, Pa.
Lindgren, Pete, Pvt.	Rt. No. 3, Box 31, Vancouver, Wash.
Love, Hugh C., Pvt.	320 E. Third Ave., Gastonia, N. C.





## CASUALTIES

### OFFICERS

- Baldwin, ——— . . . . . 2nd Lieut., A. S.  
380-B Kane Place, Milwaukee, Wisc.  
Killed in railroad wreck, December, 1918
- Broomfield, Hugh . . . . . 1st Lieut. A. S., Pilot  
527 Tacoma Ave., Portland, Ore.  
Killed in action, October 21, 1918
- Bolt, ——— . . . . . 1st Lieut. F. A., Observer  
New York City  
Killed in action at Chateau Thierry, with 1st Aero Squadron
- Cook, Harry . . . . . 2nd Lieut. A. S.  
Killed in railroad wreck, December, 1918
- Cutter, Edward B. . . . . 1st Lieut. F. A., Observer  
Anoka, Minn.  
Killed in action, October 21, 1918
- Cowle, Harland H. . . . . 1st Lieut. A. S., Pilot  
164 Poplar St., Conneaut, Ohio  
Died of pneumonia in base hospital, December, 1918
- Hathaway, Edward T. . . . . 1st Lieut. A. S., Pilot  
Killed in accident, June, 1918
- Maynor, Elbridge W. . . . . 2nd Lieut. A. S., Observer  
Killed in accident, June, 1918
- Merz, Harold B. . . . . 1st Lieut. A. S., Pilot  
Killed in accident, December, 1918
- Patterson, A. B. . . . . 1st Lieut. A. S., Pilot  
438 Franklin Ave., Wilkinsburg, Pa.  
Killed in action, October 29, 1918, with 93rd Aero Squadron

### ENLISTED MEN

- Engdahl, Carl A. . . . . 42 Mt. Elliott Ave., Detroit, Mich.  
Died of pneumonia, January 27, 1918
- Gipson, Antony W. . . . . Lawton, Okla.  
Killed in accident, April 29, 1918



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