

AFEHRI File 19-9-4

**Research Materials/Source Documents
HERITAGE**

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HISTORICAL BACKGROUND



Military Aviator 1913



1



2

Military Aviator, Junior and Reserve Military Aviator 1917



A



3



4



B



5



6



7



9



C



8. Military Aviator - Oct. 1917



D



11



10

Airplane and Balloon Observer



12



13



14



Bombing Military Aviator



Enlisted Pilot



Junior and Reserve Military Aeronaut



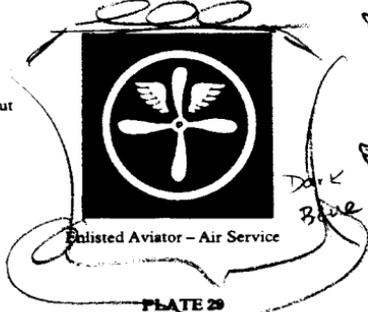
Military Aeronaut



Junior and Reserve Military Aeronaut



Military Aeronaut
Junior and Reserve Military Aeronaut



Enlisted Aviator - Air Service



Observer - 1919
Qualified as Pilot



Observer - 1918



Airship Pilot

Dark Blue

Dark Blue

CAP BADGES AND OTHER INSIGNIA

OFFICERS' AND WARRANT OFFICERS' RANK INSIGNIA



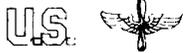
Cadets
U.S.A.A.F.



Officers
U.S.A.A.F.



Enlisted Men
U.S.A.A.F.



Officers' Collar Badges
U.S.A.A.F.



Warrant Flight Officer
U.S.A.A.F.



Enlisted Men's Collar Badges
U.S.A.A.F.



Warrant Officer
U.S. Navy Aviation



Officers: Chief W.O.
U.S. Navy Aviation



Petty Officers
U.S. Navy Aviation



U.S. Navy Aviators
(Garrison Cap)



Officers
U.S.C.G. Aviation



U.S.M.C. Aviation Cadets
Garrison Cap



Petty Officers
U.S.C.G. Aviation



Warrant Officers
U.S.C.G. Aviation



Officers (Dress)
U.S.M.C. Aviation



Officers
Collar - right



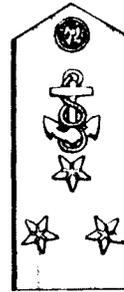
Enlisted Men
U.S.C.G. Aviation



Enlisted Men
Garrison Cap



Enlisted Men (Dress)
U.S.M.C. Aviation



Vice Admiral
U.S.N. U.S.C.G.



Colonel
U.S.A.A.F.



Lieutenant
U.S.N. U.S.C.G.



Lieutenant General



General



Major General



Brigadier General



Colonel



Lieutenant Colonel



Major



Captain



1st Lieutenant



2nd Lieutenant



Chief Warrant Officer



Flight Officer



Warrant Officer
Junior Grade



Major General
U.S.M.C.



Flight Officer
U.S.A.A.F.



2nd Lieutenant
U.S.M.C.



Chief W.O.



Commissioned W.O.



W.O.



Chief W.O.s' and W.O.s' Sleeve Stripes

PLATE 31

PLATE 30

1977
Publish NY
from AF Badges and Insignia
of WWII

358,134
R 8192

ARMY AND NAVY INSIGNIA

Admiral of the Navy	Admiral	Vice Admiral	Rear Admiral
Captain	Commander	Lieut. Commander	Midshipman, 1 st Cl.
Lieutenant	Lieutenant Junior	Ensign	Midshipman, 2 nd Cl.
Ch. Boatswain	Ch. Carpenter	Boatswain Gunner	Carpenter Sallmaker
Ch. Machinist	Ch. Sailmaker	Machinist Mate	Pharmacist Fly Clerk

U.S. NAVY Commissioned & Warrant Officers
Insignia of rank and grade (on sleeve)

Chevrons of Enlisted Men, U.S. Navy			

ARMY AND NAVY INSIGNIA

Commissary Steward	Music of Arms	Bandmaster's Actions	Electricians
Chief Yeoman	Gunners Mates	Turret Captains	Printers
Sailmakers Mates	Boats with Shovelifters	Quartermasters	Gunboats, PTs
Gun pointer, 2 nd Class	Es apprentice	Sewman Gunner	
Boiler	Lapeman	Radio operator	Ship's crew and helms
Hospital Steward	Machinist Mates, boiler makers, water fitters, copper smiths, etc.	Warrant, 1 st , 2 nd , and 3 rd classes	Electricians Mates, plumbers and fitters, painter, shoemaker
Gun Captain	Courtswains Mates Navy E (gun turret and torpedo cross) or excellence in gunnery	Navy E (gun turret and torpedo cross) or excellence in gunnery	

Chevrons of Enlisted Men, U.S. Navy

ARMY AND NAVY INSIGNIA



1st Quartermaster Sergeant Color Sergeant 7th Class Sergeant Stable Sergeant Corporal



1st Sergeant Battalion Sergeant Major 1st Sergeant Co. Q.M. Sergeant Sergeant



Lance Corporal Assistant Band Leader Drum Leader Sergeant Bugler



Engineer (Chief) Sergeant Electrician (1st Cl) Musician Drummer Assistant Engineer



1st Cl Gunner of a Mine Co. 2nd Cl Gunner of a Mine Co. Gun Commander Gun Pointer Sergeant Major Junior or Senior



1st Cl Gunner Gunner 1st Pl. Platoon or Observer 2nd Cl Platoon or Observer

Coast Artillery Corps

ARMY CHEVRONS

FOR NON COMMISSIONED OFFICERS AND ENLISTED MEN.

ARMY AND NAVY INSIGNIA



Infantry Cavalry Field Artillery



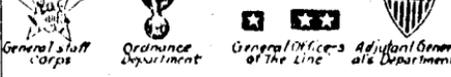
Coast Artillery Corps Engineer Corps Signal Corps



Aviation Section Signal Corps (Aviation Section) Quartermaster Corps



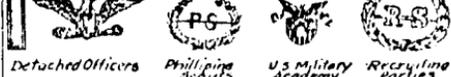
Medical Corps Dental Corps Veterinary Corps



General Staff Corps Ordnance Department General Officers of the Line Adjutant General's Department



Inspector General's Department Judge Advocate General's Dept. Additional Officers



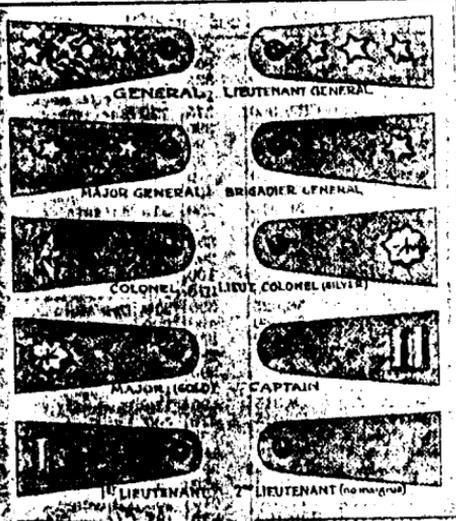
Detached Officers Phillips Brooks U.S. Military Academy Recruiting Parties



Ind. and Scouts Unassigned Scouts Recruiting Detail U.S. Disciplinary Details

THE ARMS OF THE SERVICE

ARMY AND NAVY INSIGNIA

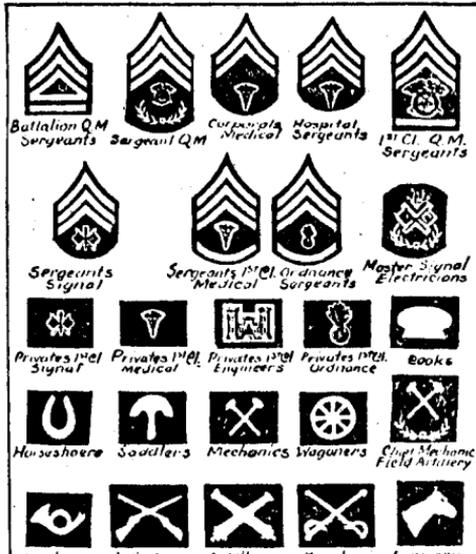


U.S. U.S.P.
WORN ON COLLAR (OFFICERS)



IN RECOGNITION OF MARKSMANSHIP

ARMY AND NAVY INSIGNIA



ARMY CHEVRONS FOR NON COMMISSIONED OFFICERS AND ENLISTED MEN

ARMY & NAVY, RELATIVE RANK OFFICERS		THE ADMIRAL	
GENERAL	with	ADMIRAL	
LIEUT. GENERAL	with	VICE-ADMIRAL	
MAJOR GENERAL	with	REAR-ADMIRAL	
BRIG. GENERAL	with	COMMODORE	
COLONEL	with	CAPTAIN	
LIEUT. COLONEL	with	COMMANDER	
MAJOR	with	Lt. COMMANDER	
CAPTAIN	with	LIEUTENANT	
1st LIEUTENANT	with	LIEUT. (JUNIOR)	
2nd LIEUTENANT	with	ENSIGN	
CADET	with	MIDSHIPMAN	

The Admiral, Admirals and Vice-Admirals, Lieutenant Generals and Generals are commissioned only by Act of Congress.

qll 19-9-4
J.C.M.

SERGEANT FIRST CLASS HAROLD O. NICHOLLS

Distinguished Service Cross Winner

Air Service -- American Expeditionary Forces

A RESEARCH REPORT SUBMITTED

IN

FULFILLMENT OF THE RESEARCH REQUIREMENT

FOR

SNCOA -- CSA: USAF ENLISTED HERITAGE RESEARCH

by

Danny K. Phipps, SMSgt, USAF
Class 95-D Seminar 02

1

SERGEANT FIRST CLASS HAROLD O. NICHOLLS

Distinguished Service Cross Winner

Air Service -- American Expeditionary Forces

Since the start of recorded history there have always been a select few who do more than is expected of them by their fellow men. Nowhere has "this been more evident than in the profession of arms." ^(13:7) Service in the Armed Forces of any Nation has its darker, more dangerous side; sometimes requiring an individual to stand out from the crowd and risk his or her life at any given moment. The annals of our civilization are replete with many battle accounts of normal, everyday people who, when required by the circumstances, displayed incredible feats of valor, courage and devotion to their fellow soldiers. In order to honor these heroes--men and women who have risen above the ordinary--the evolution of military awards and decorations "have become as much a part of the history of warfare as the development of weaponry." ^(4:13) The first United States Military Awards can be traced back to the armed conflict that gave birth to our nation--the American Revolution.

On 7 August 1782, General George Washington created The Badge of Military Merit, "the first official award ever given to officers and enlisted men without regard to their rank." ^(10:X) This "heart-shaped medal of purple cloth edged with a narrow lace...was to be worn over the heart, and presented to [patriots] who displayed unusual gallantry or extraordinary fidelity" in the face of supreme danger. ^(20:17) Despite General Washington's wish that this become a permanent United States Military Decoration, only three Badges were awarded during the American Revolution--with all three going to enlisted men. ^(4:14) By 1785, the Badge of Military Merit had fallen into disuse. But in 1932, during the 200th anniversary of George Washington's

birth, General Douglas McArthur directed that this decoration "be revived ...redesignated and re-named the Purple Heart." ^(20:18) It wasn't until the Civil War, however, that the United States Government would designate a new military award for valor under arms.

In the early days of the Civil War, the United States Congress created the Medal of Honor to be "bestowed upon such ...seamen, soldiers and marines as shall distinguish themselves by their gallantry in action." ^(13:12) Since that day in December, 1861, when President Abraham Lincoln signed this Congressional Act into law, the Medal of Honor has remained our Nation's highest military award for valor and courage under arms. ^(13:12) It is granted to any person who, while "serving as an officer or enlisted man [or women] in the Armed Forces of the United States, shall have dignified himself by [meritorious service] at the risk of his life, above and beyond the call of duty." ^(10:3) But the eloquent wording of both the criteria and citation for this medal represents only a very small fragment of the honor and prestige that is inherent upon its award. Rather, it is the memories of the accomplishments, and heroic deeds, of past recipients that truly establish the Medal of Honor as our Nations highest-ranked and best known award for extreme heroism in battle. Upon the United States' entrance into the First World War, however, "it became apparent that the Medal of Honor alone was inadequate to recognize the wide range of military achievement which the war in Europe was witness to." ^(4:14)

In order to support the need for a decoration of lesser importance than the Medal of Honor, President Woodrow Wilson authorized the creation of the Distinguished Service Cross on 28 December 1917. ^(20:22) This award still stands today as our Nation's second highest award for valor in combat. Rodger Bender, in his book, *The Call of Duty*, writes that "the degree of heroism required to be nominated for this award, while of a lesser degree than would justify the Medal of Honor, must be so extraordinary as to clearly distinguish that soldier from his brothers

in arms." ^(4:60) The act or acts of courage "must have been so notable and have involved risk of life so extreme as to set the individual apart from his comrades." ^(13:58) The Distinguished Service Cross, together with the Medal of Honor, are the framework for what has come to be known as our Country's "Pyramid of Honor." ^(4:14) Even though the United States Air Force would later establish the Air Force Cross as that organizations' counterpart to the Distinguished Service Cross, the officers and enlisted airmen of the First World War, were clearly no stranger to either of these prestigious awards.

The airmen of the American Expeditionary Forces-Air Service were frequent entries on the roles of Distinguished Service Cross honorees during World War I. The famous flying ace Eddie Rickenbacker received the award with seven oak leaf clusters. ^(4:61) Countless other pilots--from every State in the Union--were awarded the Distinguished Service Cross. Whether they were fighting aerial duels as members of such groups as the "Lafayette Escadrille" ^(5:201) or on one of the first bombing raids to augment ground attack operations, ^(9:212) these airmen displayed the level of courage that would result in the highest decorations for valor. There were also several enlisted airmen winners of the Distinguished Service Cross. One of the first, and best known, is Sergeant First Class Fred C. Graveline, who as a member of a fixed wing air squadron greatly distinguished himself under fire. ^(15:85) Often overlooked, but just as important to the allied success, were the struggles and exploits of the airmen who --while flying the great balloons--were the true "eyes of the artillery." ^(9:26)

Some of the greatest contributions to the total war effort were made by the American Expeditionary Forces front-line Balloon Companies. These squadrons were invaluable for observing enemy movements on the ground as well as for artillery accuracy and placement. ^(19:341) The airmen who took to the sky in balloons were in constant danger from enemy planes and

hostile artillery attack. In this narrative we will examine the extraordinary exploits and supreme heroism of one such enlisted airmen, Sergeant First Class Harold O. Nicholls, of the Seventh Balloon Company, and the events which culminated in his being awarded the Distinguished Service Cross during the battle of the Argonne Forest. The exploits of the Seventh Balloon Company and Sergeant First Class Harold Nicholls during the St Mihiel and Argonne Forest Campaigns--two of the final, decisive battles of the Great War--will be discussed in full. But first, we need to briefly investigate the state of America's fledgling Air Service during the First World War, as well as the decisive part the many Balloon Companies played in the final victory.

The use of Air Power as a weapon of war was initiated in Washington, D.C. during the early years of the fledgling Twentieth Century. There, on 1 August 1907, "in a remote office in the War Department building, the Aeronautical Division of the United States Signal Corps, United States Army, was established." ^(11:5) The orders to create this newest military unit came down from President Theodore Roosevelt himself. ^(12:35) The Aeronautical Division was tasked with organizing and improving the use of the balloon as a fixed observation platform in support of troop movements and artillery placements. ^(11:7) Additionally, this new division was directed to "study the flying machine and the possibility of adapting it to military purposes." ^(12:X) Unfortunately, financial problems proved too ruinous and by the start of the First World War very few planes, balloons or pilots were on hand. ^(9:214)

On 6 April 1917, the United States of America declared war upon Germany and American military aviation began the first explosive and painful steps towards becoming a true power in the sky. Forty-Five Aeronautical Squadrons of both fixed-wing aircraft and balloons were soon on their way to the battlefield. ^(9:215) The U.S. Congress voted over 640 million dollars to maintain a force of 4,500 aircraft and 5,000 pilots at the front by June 1918. ^(22:389) The

production of aviation gasoline and castor oil from a hundred thousand newly planted acres was soon being shipped to the battlefields of Europe. ^(9:216) Newspapers and magazines were soon printing heroic stories of American Aces in aerial combat downing German planes and observation balloons. By the time of the Armistice, "the Americans were building over 500 planes a week, while engine production was approaching that of Britain and France combined. ^(9:216) Additionally, it was on the front lines of the Great War that the use of balloons by the United States Army truly came into its own.

The idea of using a balloon to observe the battle field is as old as the device itself; but in support of the ferocious trench-warfare of the First World War it had no contemporary equal. At a height of about 4,000 feet, a balloon provided its "observer with a matchless view of the battle zone and enabled him to collect data that no one else could supply." ^(9:25) The balloon observer was called on to gauge the effect of artillery fire on the enemy, as well as that enemy's every response with regard to movement and resupply. ^(2:4) In a tribute to American manufacturing, the United States produced over 265 balloons for Allied use before the first A. E. F. infantryman had arrived in Europe. ^(22:390) Lee Kennett, in his book, *The First Air War: 1914 - 1918*, writes that "journalists visiting the Western Front ...rarely failed to comment on the long line of observation balloons suspended above the fighting." ^(9:23) But unfortunately, an observer suspended above the battlefield directing artillery shells down upon the enemy often found that he had shells fired just as fervently back upon him.

Life on the battlefield for airmen in the many Balloon Companies of the Air Service--A. E. F. was not for the faint of heart. American balloons were attacked on 89 occasions, and 43 of them were burned and destroyed by enemy aircraft. ^(22:390) An additional 9 other balloons were destroyed by shell fire. ^(22:391) A. E. F. observers had to jump "from the basket" 116 times, but in

no case did the parachute fail to open. ^(22:390) A trained observer would learn to recognize when enemy artillery was being directed at his balloon and would order himself to be "rapidly raised or lowered; knowing that he had perhaps forty seconds to move before the round arrived." ^(9:27) In order to promote effectiveness and safety, the US began immense training and equipment procurement programs immediately after war was declared against Germany. ^(7:8)

One of the many Balloon Companies to be formed and trained for use by the American Expeditionary Forces--Air Service was the Seventh Balloon Company--First Army Corps. ^(8:8) This, the fourth such American Balloon Company, was organized at Fort Omaha, Nebraska on 4 November 1917. ^(17:96) But there was very little time to bring elements of this new team together. 1Lt S.W. Ovitt, writes in the *Seventh Balloon Company's Unit History*, that "in less than three months the group had completed its home training and embarked for Europe." ^(12:75) Once in France, the training continued for another four months with instruction in "bagging down balloons, folding parachutes, map reading on the ground, and particularly map reading and observing shoots from the air." ^(12:9) By the early Summer months of 1918, preparation for active service was complete and the Seventh Balloon Company was ready to "enter the lines." ^(17:96)

The Seventh Balloon Company got its baptism under fire during the months of July - September 1918 when American forces were first joining their Allies on the battlefields of Europe. During this period the German High Command launched its last great offensive in an attempt to force an advantageous end to the war. But with the help of newly arriving American forces--including many Balloon and Fixed-Wing Squadrons-- the tide was soon turned in favor of the Allies. The Seventh Balloon Company was attached to the 8th French Army near Griscourt, France. ^(12:102) On 11 August 1918, Sergeant First Class Harold Nicholls--while aloft on observation duty for French artillery--was attacked and forced to jump when his balloon was

burned. He landed safely and reascended as soon as a new balloon was ready. ^(17:97) The remainder of the Summer months of 1918 saw the Seventh Balloon Company involved in action with the French Armies all along the allied front lines. But change was in the wind, for General Pershing was winning his struggle to command and employ the A. E. F. as an army independent of the French and English forces. ^(14:519)

The American Expeditionary Forces--on both Land and Air--under the command of General John J. Pershing, began what historians have since entitled the Meuse-Argonne offensive on the morning of 26 September 1918. General Pershing, in his memoirs, *My Experiences in the World War*, remarked that "to call this [offensive] a battle may be a misnomer, yet it was a battle, the greatest, the most prolonged in American history. Through forty-seven days we were engaged in a persistent struggle with the enemy to smash through his defenses." ^(19:294) With nine divisions in line, and all elements of his Air Service, the American Commander-in-Chief struck at the German lines on the Argonne Forest from the Meuse to the Suipe river. ^(22:229) In all, more than 1, 200,000 men, 2,417 guns, 4,214,000 rounds of artillery, 821 airplanes and 15 Balloon Companies (including the Seventh Balloon Company) were engaged in hostilities with the Germans. ^(14:535) Unfortunately, casualties approached 120,000 before the fighting had ended. General Pershing, remarked that "the loss of observation balloons was particularly great during the continuous fighting of this great battle--as [they] were especially good targets for airplanes." ^(19:341) Through the heaviest fighting of this exceptionally dangerous campaign, the Seventh Balloon Company was a very visible presence.

The Seventh Balloon Company--which had been the only American unit authorized to fly a balloon for observation before the battle began--was attached to the 5th Army Corps for the Battle of the Argonne Forest. ^(18:3) On the morning of 26 September 1918, as the offensive

began, the Company balloon ascended as the eyes of the 37th Artillery Division. But after a successful start, they were unable to be put aloft for five days due to "exceptionally inclement weather." ^(17:98) By 1 October the balloons were flying again, with Sergeant Nicholls and the senior lieutenant, 1Lt Byron Burt, on observation duty. The balloon was immediately attacked--requiring both men to jump to safety. But with the help of several captured enemy machine guns, the German planes were driven off and the balloon saved. ^(16:3) This feat is even more remarkable when one considers that "practically every [other] balloon in the [area] was burned that day." ^(6:153) Meanwhile, due to illness and battlefield casualties, the officer rolls of the Seventh Balloon Company were being sadly depleted. ^(17:98) As the Battle of the Argonne Forest continued in its terrible intensity, very junior aviation pilots were being assigned to the various Balloon Companies as student observers. ^(17:98)

The Seventh Balloon Company--even though suffering from a steady loss of command personnel--continued its work on the front lines as observers for the 32th Division Artillery, which had recently relieved the 37nd Division near Avocourt, France. ^(16:4) In order to "partially fill [their officer] vacancies at the Seventh Balloon Company, Lieutenant Dasche M. Reeves...was attached to the unit as a student observer." ^(17:98) On 9 October--as the fighting continued unabated in its ferocity--Sergeant Harold Nicholls accompanied Lieutenant Reeves on his initial flight as an observer. The balloon was subsequently attacked by German airplanes firing incendiary bullets. Even though the air was full of live fire and enemy aircraft, Sergeant Nicholls continued his observation duties until his balloon started to burn. He forced the student observer, Lt. Reeves to jump first. With hostile fire from the German planes and the flames of the balloon burning faster and higher, Sergeant Nicholls refused to jump until he was sure that his newly arrived student observer had a chance to reach the ground alive. Finally--at the last

possible moment--he jumped; clearing the basket of his burning balloon, Sergeant Nicholls parachuted to safety. ^(17:98)

For his heroic actions that October day in 1918, Sergeant First Class Harold Nicholls of the Seventh Balloon Company, Air Service-A. E. F. was awarded the Distinguished Service Cross. ^(1:29) Even though his citation reads, "for repeated acts of heroism in action," ^(1:29) it was his willingness to sacrifice himself to save a newly arrived student observer that won him the highest respect and admiration of his fellow soldiers with the Air Service. ^(17:99) It will stand as further testimonial to his accomplishments that--even though the many battles of the Great War were of incredible intensity and danger--only 15 members of the 446 officers and 6,365 enlisted airmen ^(22:385) that constituted the Balloon Section of the American Expeditionary Forces were awarded the Distinguished Service Cross for extraordinary heroism in battle. ^(17:248) Sergeant Nicholls was the only enlisted airmen of the A. E. F.'s Balloon Companies to be so honored.

At the time of Sergeant Nicholls extraordinary actions during that October in 1918, the First World War was coming to an end. The German ability to wage war was coming unraveled. Their fleet had mutinied, and similar symptoms were increasing within the Army. Revolution was threatening in Germany itself. ^(14:544) On 9 November 1918, "the Kaiser was forced to abdicate, and on the following day the German armistice delegation was instructed to sign whatever terms were offered." ^(21:366) Finally--at 11:00 hours on 11 November 1918--it was all over; what politicians would soon call the Great War was finished. But almost immediately, "historians began to debate the how and why it all came about." ^(9:217)

One idea upon which most historians do agree, however, is that the First World War guaranteed the future of military aviation. ^(9:226) The heroic airmen of this conflict seemed to develop a kind of emotional partnership with their flying machines. The use of airplanes to

support ground operations by the army--and to bomb advancing enemy formations--was totally new, and led to military planning in a new dimension. The airmen of the Great War "found themselves lionized; while everyone tried to forget the trenches, the air war lived on in song and story." ^(9:228) Even though these new American heroes were almost exclusively pilots, there were many gallant exploits by those early airmen who braved the war torn skies in Balloons.

The formidable accomplishments of the A. E. F. Air Service--Balloon Companies have begun to fade into the fabric of history. Their valuable aid in assisting the powerful allied artillery was crucial to the final victory over Germany. Balloon observers reporting on enemy movements saved countless American lives. Without a doubt, the iron courage and steadfast resolve of the men who went aloft in their balloons--facing unprecedented danger--must never be forgotten. Airmen like Sergeant First Class Harold Nicholls, were a truly courageous breed of men who, in the service of their Nation, continue to be a source of honor and pride to their countrymen and fellow soldiers.

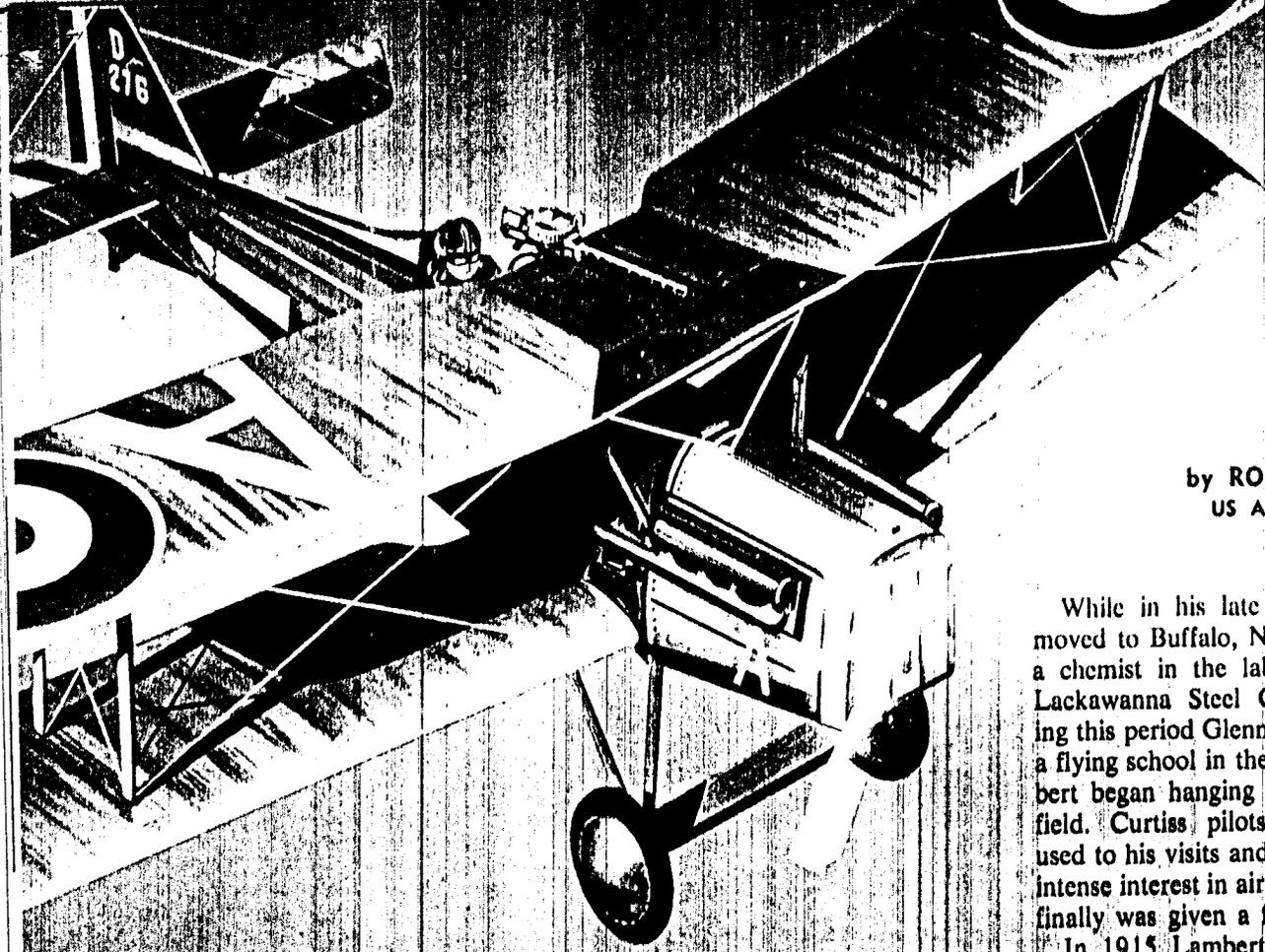
SMSgt Danny K. Phipps
SNCOA Class 95-D
Seminar 02

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19-9-14
W.W.I



by ROYAL D. FREY
US Air Force Museum

While in his late teens Lambert moved to Buffalo, N.Y., to work as a chemist in the laboratory of the Lackawanna Steel Company. During this period Glenn Curtiss opened a flying school in the area and Lambert began hanging around the airfield. Curtiss pilots gradually got used to his visits and, because of his intense interest in airplanes, Lambert finally was given a free ride.

THE *Fokker D.VII* tried to roll away from the hail of bullets coming from the pursuing S.E. 5A. But the British plane stayed glued to its tail. In desperation the German pilot pointed the nose of his aircraft toward the ground and at full throttle, tried to outdive his tormentor. This was his fatal mistake. The German plane had been a fairly difficult target to hit while it was reeling all over the sky. But diving in a straight line now, it was an easy target. The Allied pilot took careful aim and fired. The *Fokker* shuddered, paused momentarily, fell off into a spin and crashed.

In 1915 Lambert decided to get into World War I, and went to Canada to enlist in the artillery. When the recruiting officer learned that the American had been working in a laboratory he offered Lambert a job as chemist in a high-explosive ammunition plant at Nobel, Ontario. Since the pay was twice what he was making at Buffalo, and the hours were much less, Lambert accepted.

This aerial victory, scored on April 7, 1918, was the first of a number of successful engagements fought by a man who, even though he ranks with such American immortals as Rickenbacker, Rosevear and Luke, is practically unknown. His name stirs no memories of violent air battles over the Western Front. History has seemingly passed him by, probably because he never tried to get recognition for his outstanding World War I record.

In the fall of 1916, Lambert read in a newspaper that the British Royal Flying Corps was establishing a program to recruit and train flyers in Canada. He went to Toronto for an interview, was accepted and signed up. Reporting for duty early in 1917, he was sent to ground school at the University of Toronto.

This man, Lt. Col. William Carpenter Lambert (AFRes, Ret.), was born in Ironton, Ohio, on August 18, 1894. He became interested in aviation as a youth. When the Wright brothers made their first powered flight at Kitty Hawk, he was building glider models.

When an airfield was opened at Long Branch on the outskirts of Toronto, Lambert was sent to it for flight training. But in three weeks Camp Borden was opened and he was transferred to the newer facility. After his training in the "Canuck," the Canadian-built version of the Curtiss "Jenny," Lambert took the instructor's course at Deseronto and instructed for a month. He then got his orders for overseas, arriving in England in December 1917.

In 1910, a *Wright Flyer* flew into Ironton for a Fourth of July celebration, but when its pilot was ready to leave the frail engine refused to operate. For the next couple of days Lambert ran errands for the pilot and brought him his meals. Finally, the pilot had the engine repaired and was ready to leave, but he first rewarded Lambert by taking him up for a five-minute ride.

He was first sent to Stockbridge outside London where he trained in Avro 504s, Sopwith *Pups* and *Camels* and *Spads*. One day he saw a small airplane parked on the ramp. He inspected it carefully, climbed into the cockpit, and felt that the "plane fit him perfectly." When its pilot came out to see what was going on, Lambert learned the plane was an S.E. 5A.

Because of his enthusiasm Lambert was given permission to take the S.E. 5A up for a short flight. In 15 minutes he had fallen in love with the plane, and thought it

In only four and a half months he became one of America's top aces, but to the public he remains the

FORGOTTEN ACE OF WORLD WAR I



William Carpenter Lambert was a Royal Flying Corps pilot in this 1918 photograph.

far superior to anything he had ever flown. He put it through its paces and so impressed those on the ground with his skill that he was later asked to demonstrate it for a visiting general.

Upon completion of his training at Stockbridge, Lambert was posted to the RFC gunnery school at Turnbury, Scotland. It was raining when he got there, and it continued to rain for the next five days. Consequently, when he was ordered to report to a pilot pool in France, Lambert had not even seen the flying field much less fired any aerial gunnery.

Because of heavy combat losses, No. 24 Squadron of the RFC had just requested four replacement pilots at the time Lambert arrived in France in late March 1918. He and three other pilots were posted to No. 24. This delighted Lambert. No. 24 Squadron was equipped with S.E. 5A aircraft.

But when the four pilots arrived on the front, they learned that in the face of a massive German offensive along the Somme River Front, the unit was packing up to move to another aerodrome farther westward. The enemy kept advancing. In four days No. 24 Squadron occupied four different fields. Lambert never got off the ground during this period. By the time the unit finally settled at an aerodrome at Conteville-sur-Somme near Abbeville, Lambert and the rest were completely worn out from their ground duties.

Lambert's first flights as a member of No. 24 Squadron consisted of gunnery practice at ground targets. On April 1, 1918, he got in his first combat mission. Six days later he scored his first victory, when he got separated from his squadron and ended up in the middle of a group of *Fokker D.VII*s—acclaimed as the best fighter developed in the war. Lambert had to fight with all his skill to escape with his life. But in the process he chased one D.VII down to 1,500 feet altitude and sent it spinning into the ground.

For the next five months Lambert flew combat with No. 24 Squadron, which remained based at Conteville. His narrowest escape came while he was strafing German trenches. A bullet fired from the ground pierced his fuel tank. Gasoline began spewing back into his lap. Because of the great danger of fire, Lambert cut his ignition and looked for a place to land. He selected a

field that at takeoff time had been British.

Unfortunately, it had just been taken by the Germans.

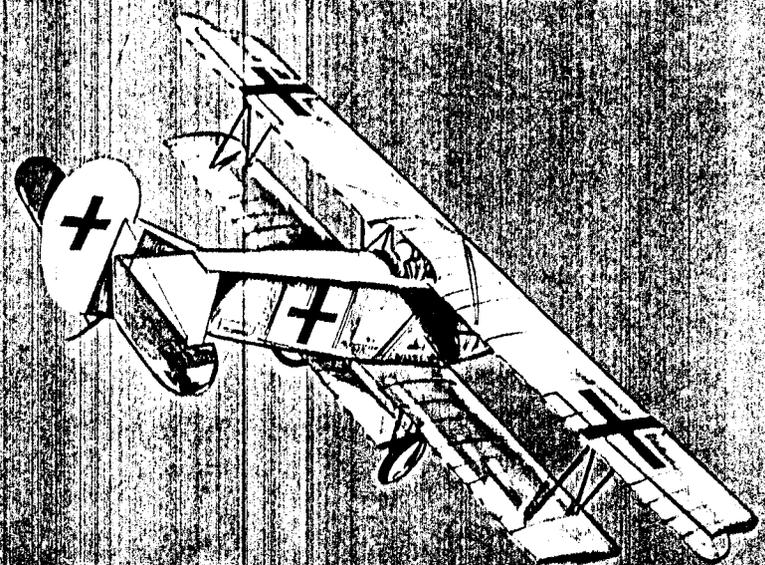
On his landing roll, Lambert looked to his left and saw some 30 German soldiers running toward his plane. He pulled his service revolver and fired a few shots. He saw one soldier grab for his stomach and fall. In all the excitement he had completely forgotten he was soaked with gasoline. Fortunately, he did not set himself on fire.

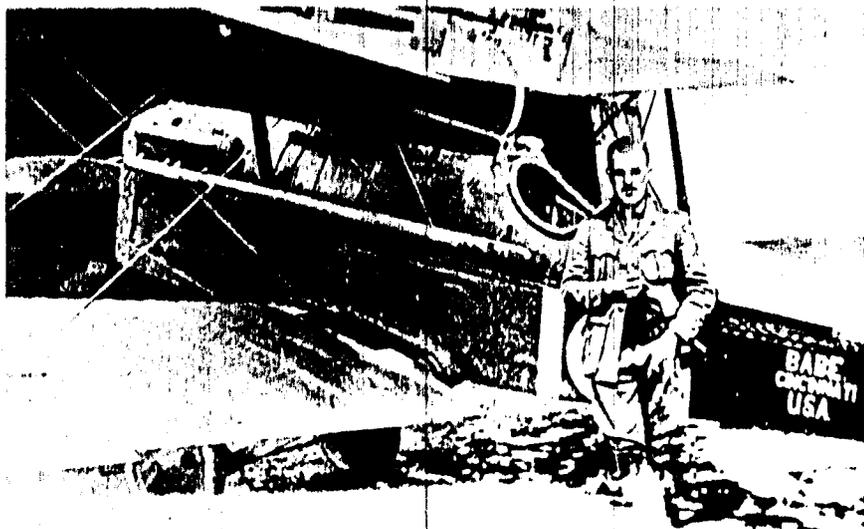
Still on his landing roll, Lambert realized that his propeller had not stopped windmilling. He switched to his emergency fuel tank and, luckily, the engine caught. Giving the Hissco engine full throttle, he got the plane off the ground and headed for friendly territory.

But while only 100 feet in the air, the S.E. 5A was hit once again by ground fire, and the engine stopped.

Lambert barely made it across the lines. Because of his low altitude, he did not have time to select a choice landing site. As a result, he landed among shell holes and tore off the landing gear. As the S.E. 5A skidded to a stop on its belly, Lambert jumped out and ran. But then, for some reason he is still unable to explain, he ran back to the plane, pulled its clock from the instrument panel, and ran once again for safety. Today, Lambert has that clock on the wall of his bedroom.

While on a mission on August 19, 1918, Lambert became lost and landed at a French aerodrome. It was noon and he was invited to join the French for lunch. Although he asked for water with his meal, he was served red and white wines instead. By 2:30 p.m. he was feeling the effects of the heady substitute. Some-





This photograph of RFC pilot Lambert is the only one in existence that shows the daring American pilot with the S.E.5A. Lambert named the plane "Babe" for a girl friend who lived in Ohio.

how he managed to get his S.E. 5A off the ground and back to Conteville. But he remembers no part of the flight.

Shortly after returning to Conteville, Lambert discovered he was bleeding from one of his ears. He was sent immediately to a British General Hospital at Dieppe, and then transferred to a hospital in London. Because he was in a coma practically all the time, he never learned what his illness was or what caused his condition.

His combat days were over. But



Called to active duty in Army Air Corps during World War II, Capt. Lambert wore RFC wings.



Retired from AF Reserve as a Lt. Colonel, Lambert now lives in Ohio, shuns publicity.

during the few months Lambert was in combat, he chalked up a most impressive score.

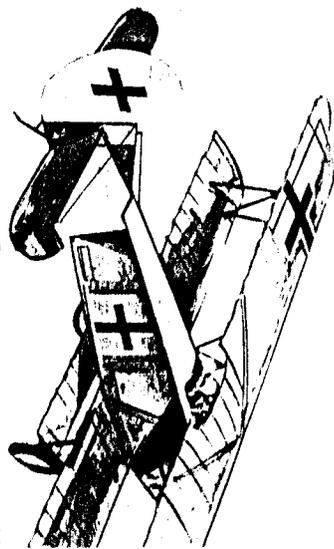
According to Mr. W. J. Taunton of the Royal Air Force Air Historical Branch, Lambert was credited with 18 1/2 enemy airplanes (primarily Albatros D.Vs) and 2 enemy balloons for a total of 20 1/2 victories. He forced another plane to land damaged, and shared in the destruction of three balloons on May 30, 1918. But because of the sparsity of official records, precise credits could not be awarded to Lambert as an individual pilot. With a minimum of 20 1/2 official victories, he ranks high among our nation's "greats" of World War I. Rickenbacker with 26, Rosecar with 23, Luke with 18, and Lufbery with 17.

Lambert was released from the

racking experience because of the presence of British royalty, Lambert simply did not show up. But, he only delayed the inevitable. Upon arriving at the British Embassy in 1919 he was presented the award by the Prince of Wales.

Lambert became a barnstormer in 1919. Legally he was still a member of the RAF. Flying Curtiss "Jennies" around the country—sometimes with the renowned Eddie Stinson—he was able to remain with his first love, aviation. The next year he found a new love—and married her. At her insistence Lambert gave up flying and settled down. But he served in the Air Corps Reserve during the 1920s and 30s, while earning his living as an automobile salesman and appliance store owner.

When World War II began Lam-



bert felt the old urge to get into action. In 1940 he again went to Canada, this time to join the Royal Canadian Air Force. He passed his physical, even qualified for military flying. But he had been a captain in the RAF in 1918 and the RCAF wanted to sign him up one grade lower. Lambert declined.

In September 1942 Lambert was called to active duty as a captain with the Army Air Forces. Not able to qualify for flying, he was assigned as engineering officer at Rome Air Base, N.Y. Wearing his RFC wings and British DFC on his left breast, he was the object of much discussion, particularly when there was a visiting RAF dignitary on base. He

tried hard, but could never get an overseas assignment. He finished out his service as a major, still in the States. He was released from active duty in August 1946.

Returning to civilian life, Lambert remained in the Air Force Reserve until August 18, 1954, when he retired at the age of 60 as a lieutenant colonel.

During the years since 1918, Lambert seldom mentioned his World War I record. Few people, even in his hometown, had any idea of the significance of his achievements as a combat pilot. He never asked for, or expected, plaudits. He was modest about what he had done—even unimpressed.

Only in recent years have others finally convinced him that he did indeed score a remarkable record during World War I. In response to their urging, he has finally begun work on a book to describe in detail his days in the RFC and in particular, No. 24 RAF Squadron. In talking with him, one feels that he would much rather have been left alone to live out his remaining years in the relative solitude and serenity of the hills of southern Ohio.

But history will not let him silently pass. Today he is reliving in print the days when *Fokker D.VII*s try to roll away from the hail of the bullets spewing from his *S.E. 5A*—only to end up as statistics.

WHO IS THIS AIRMAN?



She's a pioneer in aerospace nursing; an authority on bioastronautics; and a veteran of several space launches.

Air Force nursing is her profession — her life — her ambition.

In fact, since she graduated from high school, this airman's entire world has revolved around nursing. Now her potential patients revolve around the world, and she looks forward to the day when she and her co-workers may do the same.

This airman staunchly believes that "within 20 years we will have orbiting space hospitals and dispensaries." Her present duties enable her to work toward that goal.

One of the first Air Force nurses assigned to the Bioastronautic Operational Support Unit at Cape Kennedy AFS, Fla., she and her co-workers stood ready to render emergency medical assistance throughout the Project *Gemini* launches. Moreover, they expect to do the same for the *Apollo* program.

Arriving at the Cape in August 1963, she

became Charge Nurse for the Intensive Care Unit there.

Envisioning the role of the nurse in the aerospace program, this airman initiated and developed a curriculum for the formalized, 52-week special course in aerospace nursing now being conducted at Cape Kennedy AFS. She became the first supervisor of the course. It's the first such training of its kind in the Free World—a graduate program designed to prepare nurses for duty with the aerospace medical team supporting manned space flight and research.

She has also written several papers, brochures and information sheets on aerospace nursing, and she was technical advisor for the novel, *Aerospace Nursing*.

Prior to entering the US Air Force Nurse Corps in 1957, this airman worked as a private duty nurse, science instructor and educational director in Wilkes-Barre, Harrisburg and Philadelphia, Pa. She was a missionary nurse in Goiana, Goias, Brazil from 1955-56 and was clinical instructor at the Wilmington, Del., Memorial Hospital from 1956-57.

Her military medical duties began at F. E. Warren AFB, Wyo. She was a Charge Nurse in the Pediatric Ward at Tachikawa AB, Japan, from 1958-60 and worked with Det. 504 of the 3505th USAF Recruiting Group in Michigan, Indiana and Illinois from 1960-63.

Readers of *THE AIRMAN* first met this "rising star in aerospace" in the June 1967 issue of the magazine. Her identity and latest portrait are on page 47.

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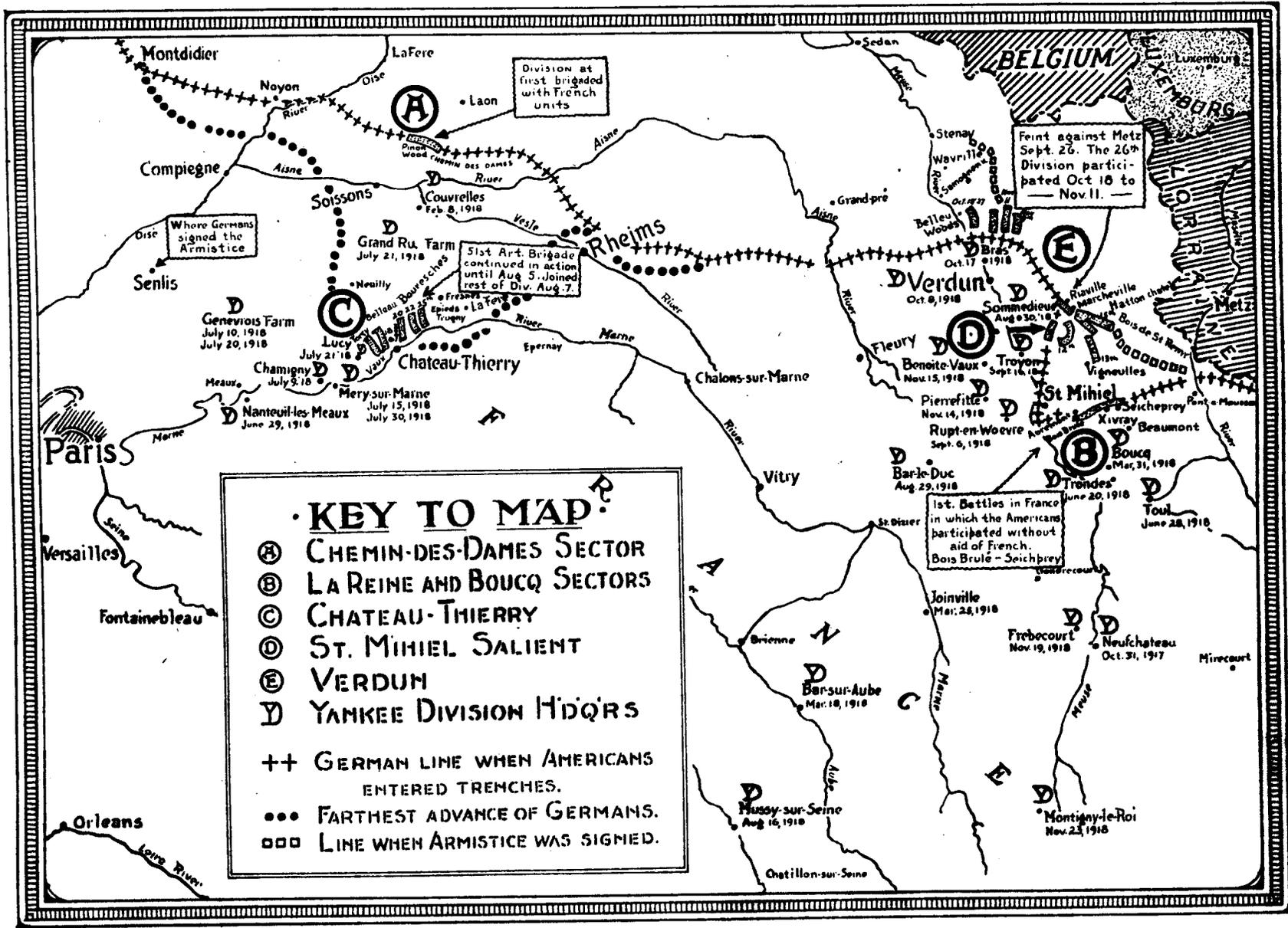
PICTORIAL HISTORY
OF THE
TWENTY-SIXTH DIVISION
UNITED STATES ARMY

With Official Government Pictures Made by United
States Signal Corps Unit Under Command
of Captain Edwin H. Cooper

TEXT BY
ALBERT E. GEORGE
AND
CAPTAIN EDWIN H. COOPER

WITH APPRECIATION BY
MAJOR-GENERAL CLARENCE R. EDWARDS

THE BALL PUBLISHING COMPANY
BOSTON



KEY TO MAP:

- Ⓐ CHEMIN-DES-DAMES SECTOR
- Ⓑ LA REINE AND BOUCQ SECTORS
- Ⓒ CHATEAU-THIERRY
- Ⓓ ST. MIHIEL SALIENT
- Ⓔ VERDUN
- Ⓕ YANKEE DIVISION H'Q'RS

++ GERMAN LINE WHEN AMERICANS ENTERED TRENCHES.

●●● FARTHEST ADVANCE OF GERMANS.

□□□ LINE WHEN ARMISTICE WAS SIGNED.

Division at first brigaded with French units

Feint against Metz Sept. 26. The 26th Division participated Oct 16 to Nov. 11.

51st Art. Brigade continued in action until Aug. 5. Joined rest of Div. Aug. 7.

1st. Battles in France in which the Americans participated without aid of French. Bois Brulé - Seicheprey

Where Germans signed the Armistice

AN APPRECIATION

BY MAJOR-GENERAL CLARENCE R. EDWARDS

THIS Division is unique in that it was the first division fully organized under the American flag. The new divisional organization in the American Army, as proved in the severest war in history, was the greatest tactical power known; its organization showed a forethought and imagination to make it equal to anything that might obtain either in trench warfare or in the characteristic use of American troops, open warfare. It had a carrying-on power greater than that of the divisional organization of any other power.

The Yankee Division was never concentrated in America; it gained its training in France, but was concentrated for the first time in the presence of the enemy on the Chemin-des-Dames. It made the first successful American raid into enemy territory. It received and withstood the first attacks of the Boche. It went into the line on the 6th of February, 1918, and except for a period of ten days' training, in the absorption of about six thousand replacements, it was continuously engaged up until the armistice. It saw desperately hard service. During this period leaves or furloughs were not granted.

It was one of the pioneer divisions and it had unusual handicaps, but its morale and the capitalization of the traditions of the localities from which it came gave it an esprit second to no other division on the Western Front.

It was not a National Guard division, nor a Regular nor a National Army division; it was a division of the Army of the United States, contemplated by the order of the President abolishing all discriminations of origin.

The relations of interest and respect between its officers and men were happy and typically American. The lessons from the record of the 26th Division and the factor it was in this war should be of great value to this country in working out an intelligent system of defense.

C. R. EDWARDS,
Major-General, United States Army.

tenant, it wasn't the way they taught me back in the training camp in the States. I just fought, that's all."

The 104th Infantry in its first battle proved the sterling worth of the American soldier, and it was the talk all over the American Expeditionary Forces. For their gallant conduct the regiment was cited and their flag was decorated by the commanding general of the 32d Corps d'Armee, General Passaga, being the first American colors ever to be decorated by a foreign power, along with over one hundred sixty-seven officers and men who received the Croix de Guerre with citation to the Corps.

A very amusing incident occurred during this decoration. One of the men who had fought gallantly throughout the battle fainted just as the French general started to pin the decoration on him.

Decoration ceremonies, especially where a regiment is a guard of honor, are very difficult things to cover with one camera. At a ceremony on the Chemin-des-Dames we were told to be very sure to photograph the French colonel as he galloped down in front of the troops. We did not have much time and rushed across the field to get to a vantage point. As I placed my camera, I noticed that in the march across the field, the handle had fallen off. My entire detachment scurried back across the field, searching madly like a lot of rabbit dogs, much to the amusement of the troops. Out of the corner of my eye, I could see the French colonel getting ready to mount. Fortunately, Charlie Painter, who was in the lead, stumbled over the crank. He held it up high and we all retreated back to the camera. Charlie reached there as soon as we, and just as the colonel started down the long line I was ready.

At the aviation field in Toul the 94th Aero Squadron made their headquarters. I went over and was very much pleased to find a lot of my old friends whom I had met at Issoudon, including Eddy Rickenbacker, Jimmy Meissner, Doug Campbell, Alan Winslow and a number of other American-trained aviators. This was the first squadron to be sent to the front. At that time it was in command of Major Huffer, who had been born in Paris, of American parents, but had never been to America. Major Huffer had been with the Lafayette Escadrille, his right-hand man at that time being Major Raoul Lufbery. I stayed to luncheon with the boys, and, after eating, I went back to headquarters. I had no more than arrived when I received a telephone message to come over at once. Two German aviators tried to fly over the field and were immediately brought down by Douglas Campbell and Alan Winslow, which was first blood for the squadron. In two or three days I photographed the boys receiving the Croix de Guerre.

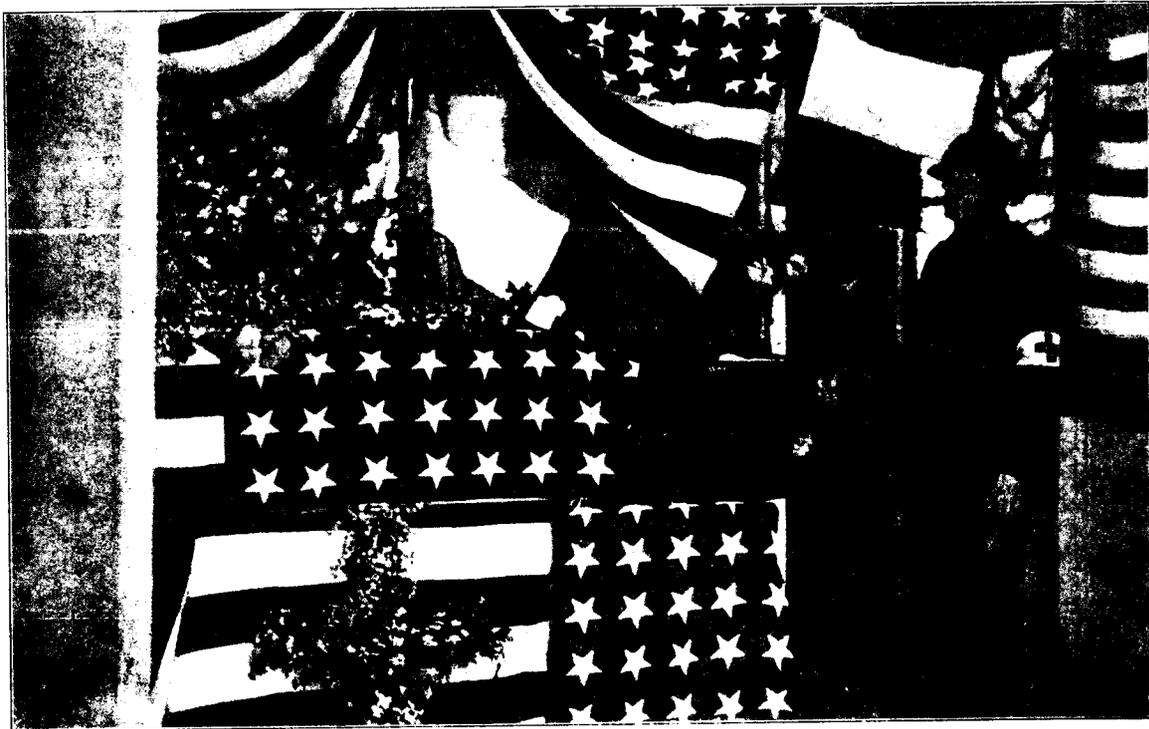
I shall always remember the luncheon I had with Major Lufbery on the Friday before he was killed. He never talked aviation or his exploits, but that day he mentioned the fact, referring to a boy that had gone down in flames, that if he was ever in flames he would jump. That afternoon I photographed him in front of his plane. The following Sunday afternoon they received word at the field that there was a Boche plane coming toward Toul. The flight on duty started up and they had hardly reached a good height when the Boche plane was seen over Toul.

It fell down out of control and every one thought it had been hit by the archy. It narrowly escaped hitting a building, but righted and started to zoom up. A lieutenant told me, who was standing on the balcony of the Comedie Hotel in Toul, that it was so low he could have hit it with an orange. The flight did not see the Boche, but Lufbery went up after him alone. He was on the German's trail chasing him hard toward Germany, when presently a puff of smoke was seen in Lufbery's plane. The plane stalled. He climbed out and jumped, evidently trying to reach the river running under it, but instead landed on a picket fence near the home of a French peasant. When Major Huffer went after his body the French people had moved it to the mairie and completely covered it with wild flowers. They brought down the German just as he reached the lines and found there had been a gunner lying down in the fusilage who had fired the bullet. Several days later, I made the picture of Lufbery's funeral.

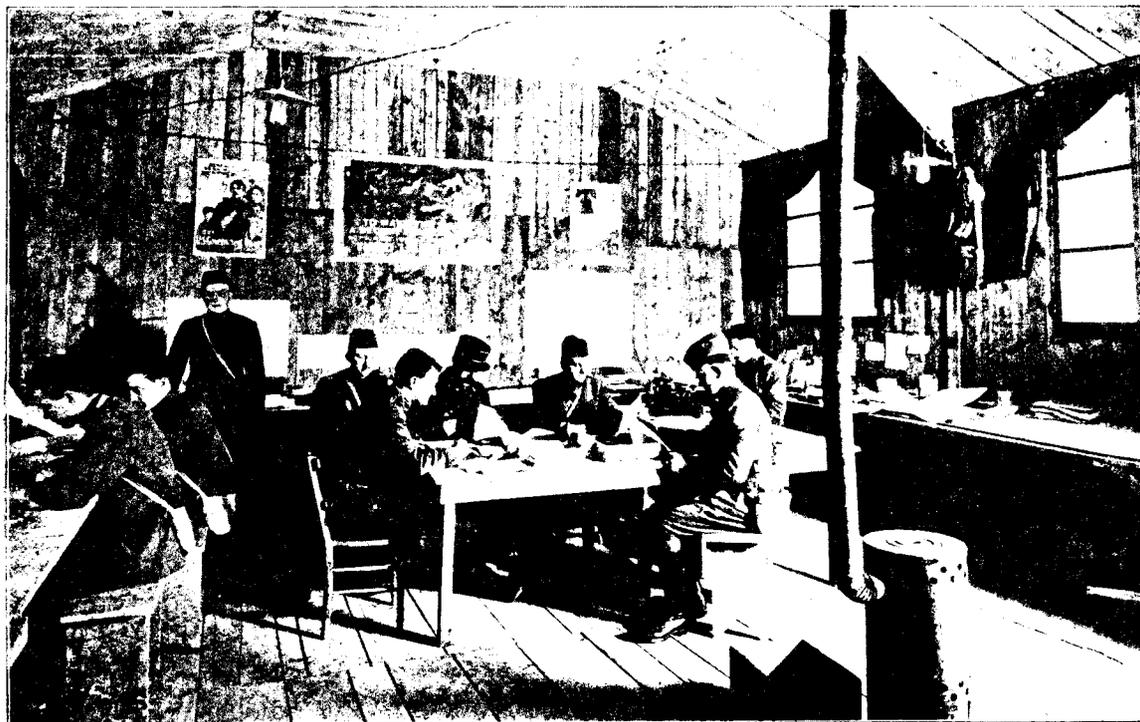
Mr. Griffith with his wonderful war pictures, as it is NOT fought, has educated the public to such a degree that we felt we might at this juncture satisfy them, and tried to get the spectacular, but the modern warfare makers did not take into consideration the photographer. From the writer's experiences modern warfare is a game of hide-and-seek. To illustrate how difficult war photography is, I will relate an incident which occurred in the Toul sector. We were shelled out of our billet one morning, and, learning that there was an attack being made by shock troops on Xivray-Marvoisin, we started out and got as far as Broussey over roads which were constantly being shelled. Arriving at Broussey, I divided my unit, sending Sergeant Eikleberry and two men on foot, and with Private Painter, the still photographer, driving the motorcycle, we started for Rambucourt with the intention of entering the trenches at this point. The road between Broussey and Rambucourt is on the crest of a hill in full view of Mont Sec from which point the enemy had direct observation of every road in our sector. As we neared our objective, five or six shells fell in the cross road ahead of us. We stopped, thinking this would make a good picture and set up the camera awaiting the next salvo. It did not come, but we could see shells bursting in the road ahead of us. Presently four gas shells fell in a box around us. Instantly we got our gas masks on and I signalled Painter we had better clear out. We had gone but a short distance when, hearing a crash, I turned around and saw the ground on which we had been standing torn up by a shell. We did not think at the time we were receiving personal attention from the Boche battery, but we were told later that the enemy was keeping everything off that particular road. The only thing for us to do was to go back over it. I sent Sergeant Eikleberry and Private Painter with the motorcycle back through the woods to Beaumont, with instructions to work down to meet us. We started walking back down the road fifty yards apart. On nearing Rambucourt we saw shells falling in Beaumont — nine hundred were fired into this town within a few minutes. I judged that Sergeant Eikleberry had just about time to get into the edge of the town and felt sure that he would get the finest pictures ever made of a town being shelled. It was a wonderful sight for us, but too far away for us to photograph.



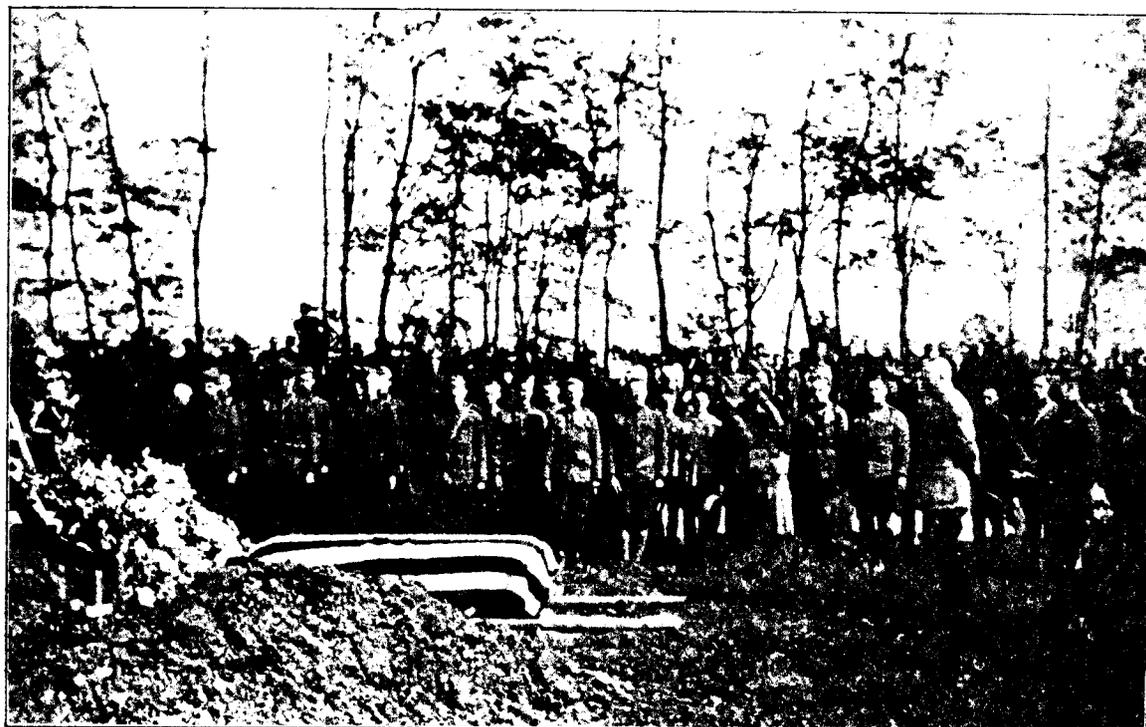
Carrying Casket from Bier to Hearse — Funeral of Major Raoul Lufberry, 94th Aero Pursuit Squadron, the American Ace, killed Sunday, May 19, 1918. Evacuation Hospital No. 1, near Toul, France.



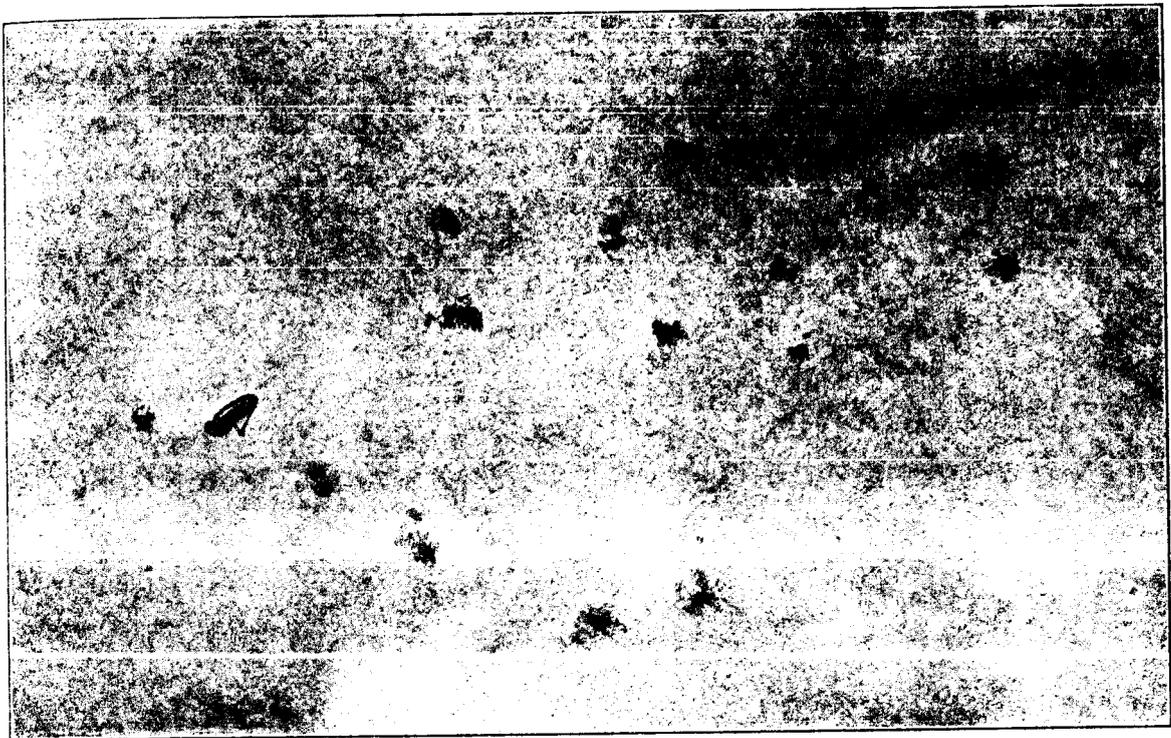
Interior of Red Cross Evacuation Hospital No. 1, in which lay the body of Major Raoul Lufberry, the American Ace, killed near Toul, Sunday, May 19, 1918. 94th Aero Pursuit Squadron, Toul, France.



Lieutenant-Colonel S. T. Mackall, G-2, in consultation at his office, Headquarters 26th Division. Boucq, France, May 11, 1918.



Major-General Clarence R. Edwards, Commanding 26th Division, paying last respects to Major Raoul Lufberry. Funeral of Major Raoul Lufberry, 94th Aero Pursuit Squadron, near Toul, France, May 20, 1918. Major Lufberry, the American ace, was killed Sunday, May 19, 1918.



Germans firing at American Observation Balloon, 26th Division Front, France, July 22, 1918.



Members of Engineers' Corps removing dead Americans after the Germans Retreated. Vaux, France, July 22, 1918.

France, Armistice
1918

ARMISTICE 1918



The Signing
of the
Armistice
in the
Forest Glade
of
Compiègne

PROPERTY OF
AIR FORCE MUSEUM
Wright-Patterson Air Force Base, O.

THE SIGNING OF THE ARMISTICE AND THE FOREST GLADE



The Situation in October 1918

« After the offensive which they had launched on 18th July, the Allied Forces were able to pursue their attack and to plan the battle for reaching and crossing the Rhine by exploiting the disorganisation of the enemy forces ». (Marshal Foch).

On 6th October, through the medium of the Swiss Government and its Minister in Berne, the German Government, on the initiative of Prince Max of Baden, the Imperial Chancellor, addressed a note to President Wilson, urging him to inform all the belligerents of the military situation and to invite them to send plenipotentiaries for the purpose of starting negotiations.

Germany's position had changed considerably during the last two months.

General Ludendorf, Quartermaster General of the Armed Forces, admitted that his last reserves were exhausted, that his troops were worn out and demoralized and that it was necessary to take the first favourable opportunity to sue for peace. The operation of tanks and the arrival of American reinforcements rendered impossible any further struggle. They were forced to negotiate.

In Germany, the people were starving, disturbances were breaking out everywhere, the Emperor was being asked to abdicate.

The Government, sharing Ludendorff's opinion, urged the need for an Armistice on land and sea and in the air.

On the French side, as early as 8th October, Marshal Foch was making a rough draft of the terms to be imposed upon the enemy. There could be no question of putting an end to hostilities without having liberated the invaded countries (Belgium, Alsace-Lorraine, Luxembourg), and obtained some guarantee of reparations and the surrender of war material and railway stock.

On 12th October, Prince Max of Baden hastened to inform Washington that he accepted the proposals made by President Wilson.

But on 16th October, Marshal Foch insisted on his privileges as Commander-in-Chief of the Allied Forces — which entitled him to appoint the government's advisers after consultation with the Commanders-in-Chief of the French, British and American Forces.

President Wilson's 14 points were not therefore discarded, but Marshal Foch retained all his responsibilities as Commander-in-Chief.

On 24th October the Marshal had an interview with Clemenceau, the Prime Minister. Verbal agreements were drawn up, taking into consideration the progress made by the Armed Forces since 8th October, the date of the opening of the negotiations.

The next day, 25th October, there was a meeting of the Commanders-in-Chief at the Senlis Headquarters to examine the military situation and the conditions to be imposed (withdrawal of the German troops, war material to be surrendered).

On 31st October there was a meeting of the Allied Heads of Government in the office of Colonel House, the representative of President Wilson and on the same day took place the first plenary session of the Supreme Council of War at Versailles.

On the 4th of November, the Armistice terms were examined.

The Supreme Council of War consisted of nine plenipotentiaries: France, Great-Britain, Italy, United States, Japan, Belgium, Serbia, Greece, Czecho-Slovakia.

They were supported by the Chiefs of staff and various distinguished persons.

On 4th November, at a full meeting, the final text of the Armistice decided upon by the Allied Heads of Government was read out. It was immediately cabled to President Wilson.

Such were the preliminaries to the meeting in the Forest of Compiègne.

THE GERMAN PLENIPOTENTIARIES CROSS THE LINES

On 5th November, the day after the plenary session at Versailles, orders were given for the reception of the German bearers of the flag of truce. Their train was shunted towards the front line of the army under Debeney's command on the axis Givet-La Capelle-Guise.

During the night of 6th November-7th November the German High Command announced the names of the plenipotentiaries as follows :

The Minister of State Erzberger, President,
Major-General Von Winterfeldt,
The Minister Plenipotentiary Count Oberndorff,
Captain Vanselow,

in addition to whom were Captain Geyer of the General Staff and Captain Von Helldorff, interpreter.

At the same time, the Germans asked for a temporary truce which was granted only along the Fourmies-La Capelle road. This gave rise to some misapprehension. Some German soldiers came out of their trenches and said : « Comrades, war finished ». Officers and other ranks carrying flags wanted to enter our lines in order to « shake hands with their brave French adversaries ». Civilians who had been marched off by the Germans began to come back home singing.

Let us hear what General Weygand has to say : « Night has « fallen, the weather is awful ,although a drizzle is falling, it is « unable to dispel a rather thick fog. Finally at 8 p. m., the « sentries can see a halo of light and hear a few notes of the « trumpet call « Cease Fire ». A few seconds later a convoy « of car moving very fast appears on the road, with their « headlights on. On the front of the first one, a large white « flag looms up out of the darkness. Standing on the running- « board, a trumpeter keeps on blowing his call. Someone motions « the cars to stop. A young 25 year old captain comes forward. « He is Captain Lhuillier commanding the batallion of the 171st « infantry regiment. He identifies the bearers of the flag of truce « and gets into the first of the five cars. On the running-board, « corporal-bugler Sellier has taken the place of the German « trumpeter and they start moving again in the direction of « La Capelle. The bugler sounds the « Attention » which our « « poilus » look at the result of four years of fighting and « suffering ». (11th November, Page 24).

A drawing by Georges Scott published in « L'Illustration », has popularized this arrival of the plenipotentiaries.

What was happening at the same time on the French side ?

AT FOCH'S GENERAL HEADQUARTERS

On 7th November, Marshall Foch, accompanied by General Weygand, Major Riedinger, Captain de Mierry, and the officer-interpreter Laperche, left Senlis with the British delegation lead by Admiral Wemyss, First Lord of the Admiralty.

Senlis, being the Headquarters of the Commander-in-Chief, would normally have been the place to which envoys suing for a cease-fire would have been directed.

But Senlis was near the capital, and the town would have been invaded by sightseers from all countries. Moreover, Senlis had been shamefully treated by the German Army in 1914. The mayor and some innocent hostages had been shot. The inhabitants could certainly not have restrained their rightful indignation.

The Marshal's carriage had been fitted up as an office by the Wagon-Lits Company shortly before 11th November. It was in the forest of Compiègne that the carriage bearing the number 2419 D was used as an office for the first time. It was destined to be used again for the interviews at Trèves on 16th December 1918, and 16th January and 13th February 1919.

The solitude of the forest of Compiègne was to ensure not only calmness, silence and isolation, but also the respect of the defeated enemy on 11th November.

ON THE WAY TO RETHONDES

Let us now take our thoughts back to the German plenipotentiaries who had stopped at Haudroy. Immediately afterwards they were taken to La Capelle, to the Villa Pâques, where they were received by Major de Eourbon-Busset and Major Ducornez. General von Winterfeldt, former military attaché at the German Embassy in Paris, introduced the members of the delegation.

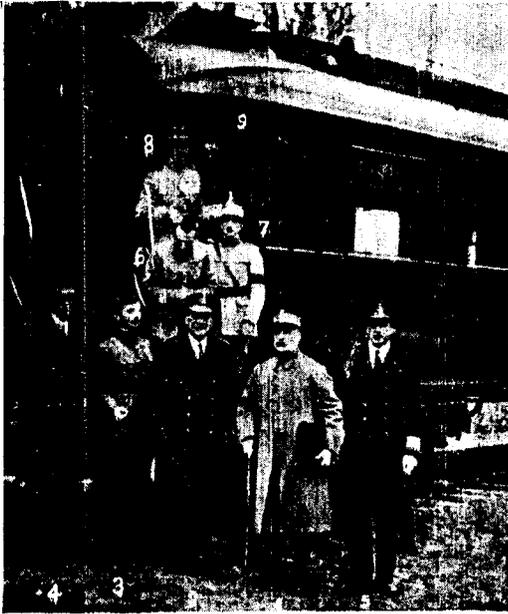
The members of the delegation were invited to leave at that spot their cars decorated with the imperial eagle, which they would find again on their return journey. They were then requested to get into some French cars.

They left La Capelle, and the journey became difficult as the road was rough and full of pot-holes.

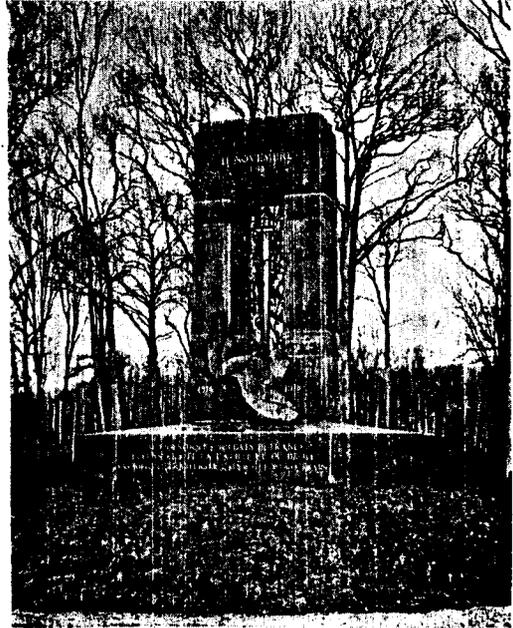
At length they arrived at Homblières, near Saint Quentin, where General Debeney, commander of the First French Army, received the Germans in a ruined and devastated presbytery.

The photograph on the opposite page was taken on 11th November 1918, at 7.30 a. m., just as Marshal Foch was leaving for Paris to submit to the French Government the text of the Armistice.

- | | |
|---------------------------------|-----------------------|
| 1. Marshal Foch. | 5. Captain Marriott. |
| 2. Amiral Sir R. Wemyss. | 6. General Desticker. |
| 3. General Weygand. | 7. Captain of Mierry. |
| 4. Contre-amiral G. Hope. | Commander Riedinger. |
| 9. Officer-Interprète Laperche. | |



**MARSHAL FOCH LEAVE THE
CARRIAGE-OFFICE AFTER SIGNING**



ALSACIENS - LORRAINS MONUMENT

A simple meal was served with bread and wine in military fashion.

They started out again for Tergnier where a train was waiting for the Germans. They arrived about 3 o'clock in the morning. The town was in ruins, and the spectacle which it presented impressed the Germans. « The station was lit by torches. On the platform a smart company of riflemen presented arms in a fairy-land setting » (General Weygand).

The saloon-car on the plenipotentiaries' train was that once used by Napoleon III and was draped in green satin with the monogram N and crown.

Their train left for an unknown destination. The night was pitch-black, and the carriage windows had been screened.

On 8th November, at 7 a. m., the train stopped. The occupants wondered where. Through the windows which now been uncovered they saw, in the words of Commandant de Bourbon-Busset, nothing but a marshy coppice, grey weather, a sky covered with lowlying rain-clouds.

A few yards away stood another train wrapt in mist. A gendarme disclosed the secret: they were in the forest of Compiègne.

The Marshal's train and that of the Germans were connected by a duckboard which would have to be used in order to go from one to the other, for the ground was so had underfoot.

The two trains were shunted on to two sections of railway track which had come from Rethondes station. These sections of line were spurs of railway track intended for heavy artillery when firing in the direction of Noyon.

Shortly after their arrival, Marshal Foch sent word to the plenipotentiaries that he would see them in his train at 9 a. m. The negotiations were about to begin. Capitulation would have to be the result, otherwise it might mean invasion starting with an offensive which would be launched in six days' time on the Lorraine front by General de Castelnau.

In Marshal Foch's carriage-office

When the plenipotentiaries had entered, Marshal Foch made his entry and saluted. Mr. Erzberger introduced the members of the German mission, and Marshal Foch in his turn introduced the officers who accompanied him :

The First Lord of the Admiralty, Sir Rosslyn Wemyss,
The English Rear-Admiral Hope,
and the Chief of Staff, General Weygand.

Mr. Erzberger showed his credentials and the Marshal retired into the next compartment to examine them.

He came back shortly afterwards and invited the four German delegates to take their seats at one of the long sides of the table. At the two short sides of the table sat two officer-secretaries : Captain von Helldorf and the Interpreter-Officer Laperche.

The following is a vivid description of the interview as it happened in real life and according to the brochure : « How the Armistice was signed », consistent, moreover, with the account given in the Memoires of Marshal Foch and in General Weygand's book :

The Marshal (coldly) : I have no proposals to give you.

Obendorff (intervening) : We wish to enquire into the conditions under which the Allies would agree to an Armistice.

The Marshal : I have no conditions to make.

Erzberger (diffidently) . However, President Wilson...

The Marshal (sharply) : I am here to answer you if you ask for an armistice. Do you ask for an armistice? If you do, I can acquaint you with the conditions under which it will be obtained.

Erzberger and Obendorff together : Ia.

General Weygand reads out the text proposed by the Allied Governments.

Erzberger : May I communicate these proposals to my Government ?

The Marshal : You may send them by special courier.

Erzberger : Because of the difficulties in communications, I request that the time allowed for a reply limited to seventy-two hours, be extended by twenty-four hours.

The Marshal : The period of seventy two hours has been determined by the Allied Governments, it will be adhered to. I shall expect your answer by 11 a. m. (French time).

During this conversation, the Marshal remained as still as a statue, the English Admiral played with his monocle, and the Germans were depressed and dismayed.

During the meeting which lasted three quarters of an hour, General Weygand read out the chief clauses of the Armistice terms as they had been decided upon at Versailles on 4th November.

After the reading of the clauses, Mr. Erzberger had asked for the cessation of military operations. But the Marshal refused as long as the German delegation had not accepted the terms laid down. He again refused when General von Winterfeldt intervened.

In the face of this refusal, the Germans requested that a German messenger should be sent to Spa with the text of the Armistice terms.

Captain von Hellsdorff left for Spa at 1 p. m. He experienced great difficulty in crossing the German lines and throughout his journey. By the time he arrived, important events had taken place : The Emperor had abdicated, and the reins of government had been entrusted to the hands of Deputy Ebert.

The Republic was proclaimed.

In the afternoon of 8th November, Count Oberndorff, General von Winterfeldt and Captain Vanselow had private talks with General Weygand and Admiral Hope with the purpose of obtaining for the German delegates certain explanatory statements.

On 9th November, the Germans submitted some observations regarding the Armistice terms.

But Marshal Foch remained firm. On the same day, while the talks were still in progress, he sent to the Army Commanders the telegram N° 5828 :

« The enemy disorganized by our renewed attacks is giving way along the whole front. It is important to maintain and to accelerate our operations I appeal to the energy and initiative of the Commander-in-Chief and their armies to make the results obtained decisive ».

The armistice talks went on by exchange of notes throughout the 10th.

At last, between 7 and 8 p. m., two messages N° 3084 (the figure adopted to show their authenticity) came in by radio :

« 1. The German Government accepts the armistice terms imposed on 8th November ;

« 2. The Under-Secretary of State Erzberger is authorized to sign the Armistice ».

At last about 9 p. m. there came a very long telegram in cipher from Marshal von Hindenburg and the Germans asked for time to decipher it.

Marshal von Hindenburg urged that « as soon as the signing had been completed, it was important, in order to save human lives, to bring about the cessation of hostilities without delay ».

Such was the atmosphere in which the interview of 11th November was about to open.

THE LAST INTERVIEW : 11 NOVEMBER

At 2.05 a. m., the Germans announced that they were ready to attend the meeting. They were at once shown into the Marshal's carriage, and the session opened at 2.17 a. m.

General Weygand read the final text of the armistice terms.

It consisted of twenty four articles specifying particularly the cessation of hostilities six hours after the signing of the armistice, the evacuation of the invaded countries, the restoration of Alsace and Lorraine, the surrender of war material, guns, minenwerfer, aeroplanes, machine-guns, railway rolling-stock, the occupation of the bridge-heads on the Rhine, the repatriation of prisoners, etc..

The duration of the Armistice was thirty-six days.

On 11th November, at 5.10 a. m., after three hours of explanation, the Germans agreed to sign. The Marshal was the first to sign.

At 7 a. m., the Marshal, bearer of the Armistice agreement, left for Paris.

At 11 a. m., the « Cease-fire » was sounded on the front, this time for good. Blood had ceased to flow.

At 11.30 a. m., the Germans left the Forest of Compiègne for Tergnier where they picked up their cars again.

11th NOVEMBER IN PARIS

Early in the morning in Paris the rumour spread that the Marshal was there in person. His car was surrounded by the crowd who cheered him as he made his way to the rue Saint-Dominique in order to deliver to Clemenceau, the Prime Minister, the text confirming the victory. Then he proceeded to the Elysée Palace, the residence of the President of the Republic Raymond Poincaré.

In the afternoon the deputies met at the Palais Bourbon and the meeting was unforgettable, unanimous in its ardent patriotism. The Fallen, the great Commanders particularly Foch and Joffre

as well as Clemenceau were acclaimed and an act was passed which had already been adopted by the Senate in the following terms :

The Armies and their Commanders,
The Government of the Republic,
Citizen Georges Clemenceau, Prime Minister,
Marshal Foch,
have deserved well of their country.

Clemenceau deeply moved as he had never been before, sent the greeting of France, one and indivisible, to Alsace and Lorraine which had now been recovered. The Abbé Wetterlé, deputy of Colmar and the representative of Metz, M. Georges Weil, in horizon-blue uniform, were summoned to the rostrum amidst the prevailing excitement.

Clemenceau further proclaimed that « France, yesterday soldier of God, today soldier of humanity, would always be the soldier of the Ideal ». Then he hailed the living for the great work of social reconstruction to which they were called.

Then it was the turn of Deschanel to pronounce the finest words.

What can one say of the people except that they were brimming over with joy ? It was a splendid day in the lives of the French people.

However, Marshal Foch, after visiting the Prime Minister and the President of the Republic, discreetly slipped away from the cheering crowd, and to use his own words, « speeding down the rue Lafayette without having seen the spontaneous display of flags in the capital », returned to his headquarters at Senlis.

The next day, 12th November, he dispatched to the Forces the Order of the Day No. 5961 as follows :

« Officers, N.C.O's and Men of the Allied Forces ; after having resolutely checked the enemy's advance, you have for months with untiring faith and energy attacked him without respite. You have won the greatest battle in history, saved the most sacred cause : the freedom of the world.

Be proud,

You have adorned your colours with undying glory,

Posterity will owe you eternal gratitude ».

The Armistice of 11th November was to last thirty-six days. As the Plenipotentiaries due to attend the signing of the peace had not all arrived, the Armistice signed at Compiègne had to be extended.

Three meetings were held at Trèves on 13th December, 1918, 16th January, and 16th February, 1919. They took place in the Marshal's carriage and with the same representatives as on 11th November at Compiègne.

On 28th June, 1919, the Peace was signed at Versailles. It was destined to last twenty-years.

THE GLADE OF THE ARMISTICE

As soon as hostilities were ended, the authorities, on the initiative of Fournier-Sarlovèze, deputy and Mayor of Compiègne, and of the League of Platoon Commanders, turned their attention to the laying-out of what was to be called « The Glade of the Armistice ».

An avenue of 250 yards was opened up and a « roundabout » of more than 100 yards diameter was laid out. The opening ceremony was performed on 11th November, 1922 by MM. Millerand and Raymond Poincaré. The architect responsible for the Glade was M. Magès.

As for the railway-carriage, it had first of all reverted to its former function of dining-car, then it was brought to the courtyard of the Invalides where it became the object of general curiosity.

Owing to the initiative of M. Fournier-Sarlovèze, mayor of Compiègne and to the generosity of an American, Mr. Henry Flemming, the carriage now restored as an office, was housed in a shelter (today destroyed and replaced).

The opening ceremony took place on 11th November 1927, and was performed by M. Georges Leygues, who represented the government, Marshal Foch was present with General Weygand, and a number of generals and officers.

The arrangement of the interior and the placing of the documents had been carried out by Colonel Gombault with the help of his assistant M. Trouvé and with the cooperation of officers of the Marshal's staff.

At the entrance to the avenue there had already been erected a monument made of Alsatian sandstone. This monument had been offered by public subscription opened by the newspaper « Le Matin ». It symbolizes « The eagle struck down by the sword ». This monument was destroyed by the Germans in 1940. The return of the stones which had been taken away to Germany in packing-cases enabled it to be completely restored.

The same holds good with regard to the central flag-stone on which can be read the words of Binet-Valmer: « Here on 11th November perished the criminal pride of the German Empire defeated by the free people whom it set out to enslave. »

At last on the 26th of September, 1937, the statue of Marshal Foch, the work of the sculptor Michelet, was unveiled in the presence of General Georges, representing the Minister of War, of the wife of Marshal Foch, General Weygand and a large number of

generals and notabilities, amongst whom were representatives of the French Academy.

A year later war threatened and in 1939 broke out.

Every year from 1922 to 1938 on the 11th of November there took place a demonstration in which representatives of the government and distinguished persons took part. The Flame was rekindled and carried to the Unknown Soldier's Tomb.

A pious and patriotic tradition was established.

JUNE 1940

The Battle of France was lost. On 14th June the enemy was in Paris. Half the territory was to be invaded. England had no more forces capable of fighting on the continent. America to whom appeal had been made would not enter the war until a year later. In France, the gravest solutions were envisaged. A plane had brought to London the man, who, refusing to admit defeat, would continue the struggle.

Yet, in face of the exhaustion of the troops and the progress made by the enemy, « an implacable and painful military necessity was imposed upon those who had saved the honour of our arms and upon one who, called back into service, had once been Foch's right-hand man on 11th November, 1918.

A request for an armistice was made.

It was in the forest Glade of the Armistice that the French and German delegations met on 21st June. The railway-carriage had been brought out of its shelter and taken to the very site it occupied in November 1918. In that very spot were made known to us the terms which were afterwards examined and proclaimed in a tent erected near the statue of Marshal Foch.

On 22nd June the terms were dictated to us with a good deal of pomp and splendour provided by music and cinematograph before numerous crowds, whereas on 11th November, 1918, the French delegation had preserved a firm dignity with regard to the defeated.

DURING THE OCCUPATION (1940-1944)

The crossroads (Carrefour de l'Armistice) were completely destroyed and laid waste. The avenues were ploughed up, the plantations cut, and the carriage shelter demolished. The carriage itself was taken to Berlin, there to be destroyed, according to reports, by British bombers and thus removed from the gaze of German sightseers. It had been purified by fire and so the stain of June 1940 had been wiped out.

Meanwhile, on the site of the Armistice in the forest of



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OVERTHERE AND EVERYWHERE

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OBSERVATION BALLOONS WITH AMERICAN EXPEDITIONARY FORCES

BY COLONEL C. DeF. CHANDLER, D.S.M., AND OFFICER LEGION OF HONOR
Chief of Balloon Section, Air Service, A. E. F.



UNUSUAL PHOTOGRAPH OF BALLOON BED, WHERE THE BALLOON HAS JUST BEEN HAULED DOWN; WINGS NOT YET DEFLATED

LATE in October, 1917, one hundred and twenty-four Air Service Officers sailed from New York for France with Brigadier General B. D. Foulois in charge. These officers made it practicable to organize the Air Service administration of the American Expeditionary Forces on a much more extensive scale than had been possible previously by the few Air Service officers in Europe. With this party, the writer and Major John H. Jouett (now Lieutenant-Colonel) were the only officers representing the lighter-than-air branch.

Upon arrival in France, these two balloon officers undertook as their first mission to obtain four complete balloon company equipments from French Army sources to supply four American companies which were expected to sail shortly thereafter. Besides procuring this material in the short time available it was necessary to arrange for the supply of hydrogen and to learn much concerning the training, operation and equipment of balloon organizations. The information thus obtained was sent to the United States for the

guidance of the administrative officers who were organizing and training the many balloon companies intended for service in the American Expeditionary Forces.

On December 28, 1917, four balloon companies, comprising the 2nd Balloon Squadron, arrived at Le Havre, having landed first in England. These companies were at that time designated as "A," "B," "C" and "D" and distributed as follows: Companies A and D to Camp Souge; Company B to Camp Coetquidan, and Company C to Châlons-sur-Marne. Camps Souge and Coetquidan were artillery firing centers, and the assignment of the Company to Châlons was for the purpose of constructing buildings for a Balloon School near Cuperly, a town twenty kilometers north of Châlons.

An American Balloon School was necessary in France for the purpose of giving more complete technical training to the officers of the balloon companies first to join the A. E. F., than was possible in the United States, due to the lack of time and detailed information. Another reason for needing a Balloon

School was the training of officers assigned to the balloon service from Infantry, Cavalry, and Artillery in A. E. F. Cuperly was selected because the French Army Balloon School was nearby at Vadenay. It was thought that the close contact would result in our officers learning more quickly the methods and technique of the French balloon equipment which was then being supplied to American companies.

The policy was in all cases to send American Balloon Companies upon first arrival in France to one of the Artillery firing centers. This enabled the Observers to acquire much practical experience by seeing the effects of actual artillery fire; and in addition thereto these balloon companies had an excellent opportunity to learn artillery methods and to promote the liaison between balloons and that arm which is so necessary for efficient results at the front. It was noted later that artillery organizations which had trained with balloons at firing centers knew the extent to which the balloons could render service to them and asked for balloon observation whenever possible.

The original plan was to organize four balloon companies into a squadron which would serve one Army Corps. It was found later by experience that a much more flexible organization was necessary on account of the many changes in the number and identity of Divisions assigned to an Army Corps; furthermore, the small number of



A WINCH JAM—HAULING DOWN BY HAND. MEN ON ROPES ATTACHED TO CABLE BY "SNATCH BLOCK" PULL DOWN OBSERVATION BALLOON

balloon companies available made it necessary for these organizations to continue service on the front line regardless of the relief of Divisions of an Army Corps. It was therefore wisely determined to abandon the squadron designation, serially numbering all balloon companies, and considering the balloon companies assigned to any one Army Corps as a Group for technical supervision.

Each balloon company was both an administrative and tactical unit. The Group Headquarters had only technical supervisory control over Divisional balloons, which included personnel replacements, balloon supplies and hydrogen. The Group Commander had tactical command of the Corps Artillery balloon and was usually required to furnish consolidated group information to the Corps G-2. In this war he was also obliged to assist company commanders with much advice in carrying out their missions. In future operations this will not be so necessary as the company commanders acquire more experience.

The generous assistance on the part of the French Aeronautic Service permitted us to assemble company equipments in advance of the arrival of the organizations in France. At no time was any balloon company in France delayed in oper-

ation due to lack of equipment. When the 2nd Balloon Company ("B" of the 2nd Squadron) arrived at Camp Coetquidan one morning, a complete equipment, including winch, arrived at that station the same day conveyed by Air Service soldiers.

The 1st Company at Camp Souge, and the 2nd Company at Camp Coetquidan both endeavored to achieve the honor of putting in ascension the first American Balloon in France. It so happened that both companies inaugurated their balloon operations on the same day, January 23, 1918. Lieutenant Georges F. Sebille, an officer of the French balloon service, was assigned as a special



THE MEN ON THE GROUND

instructor for the 2nd Company at Coetquidan. Under his excellent and tactful guidance this organization was reported early in February as available for service at the front. The company was ordered to the Toul Sector, arriving in position February 23rd; it being the first completely equipped Air Service organization of the American Army

on the front line. Due to the lack of sufficient American Balloon Companies, the 2nd Company remained constantly in service on the front from February 23rd to November 11th, 1918, with only one week of rest while being transferred from Chateau Thierry sector back to the Toul sector, in August, 1918.

Following the 2nd Company, others were transferred from the Firing Centers in S. O. S. to the front one by one as they could be relieved by companies arriving from the United States. In all cases it was the policy for the companies to be assigned first to quiet sectors on the front and then transferred to more active sectors. It is certain that this progressive method of organizational battle training produced excellent results.

During the Summer of 1917 the first balloon companies organized in the United States had an enlisted strength of 96 men. Although that number could satisfactorily manoeuvre the balloon, it was not appreciated in the United States that in order to make the balloon observation effective it was necessary to construct and frequently change telephone lines, build winch roads and balloon beds, furnish sky watchers and detachments for operating 6 machine guns. It was found neces-

sary to increase the strength of each company to 170 soldiers. Recruits to expand the 8 companies already in France arrived early in May, 1918.

Two companies had just completed construction of the buildings for the Balloon School at Cuperly in March, 1918, and the student officers were ordered there, when the enemy Spring drive made it inadvisable to retain the school so near the front line. Shells would occasionally fall near the school and there was a great amount of night bombing in that vicinity. The location being in a French sector, the Commanding General ordered both the French and American balloon schools to move further south. The American school located first at Romilly, then moved to Marigny-le-Chatel, and shortly thereafter to Camp Souge, where it was definitely located for the remainder of our time in France. Camp Souge had two important advantages for a balloon school; it was an Artillery School with much firing in progress, which could be used for practical training of observers; its location was far enough south to permit operation during the winter months without the great amount of rain and fog customary in the northern part of France.

The Balloon School at Camp Souge graduated 199 officers in both the observing and manœuvring courses and 623 soldier specialists in the courses for winch operators, lookouts, machine gunners, telephony, radio and chart room clerks.

A knowledge of Artillery fire control methods, and of their guns, ammunition, and trajectories is important for balloon officers. While awaiting the arrival of companies from the United States, we were able to send about 30 balloon officers to the Artillery School at Saumur and it is certain that the information which they acquired greatly increased the general efficiency of our balloon organizations.

The French Aeronautic Service furnished to us 10 complete company equipments and two balloon parks for maintenance. By the time these units were delivered, balloon supplies arrived from the United States in constantly increasing quantities and varieties, so that the company supply list was changing from French to American patterns. Some articles, such as Italian hemp cordage, silk individual parachutes, and balloon baskets could be obtained in sufficient quantity and excellent quality from French sources, so that none of these were supplied from the United States.

Our efforts to get balloon supplies from the French Government, and the latest technical information,



ALL SET

were greatly facilitated by the liaison assignment of Lieutenant Maurice Berard, a balloon officer of the French Army who had observed more than 1500 hours in balloons at the front.

Fortunately, we made no attempt to develop an American winch or American type of balloon at the beginning of the war. It was learned that the French bi-motor winch and their Type R balloon were superior to all others used by the Allies. Samples of both were sent to the United States and reproduced as rapidly as possible. The French were able to furnish us 50 of their latest and best type of winch and had 50 more of these almost ready for delivery on November 11th. This made it unnecessary to ship

abroad any of the American copies of bi-motor winch, thereby saving considerable sea tonnage.

In supplying the early companies in France, we obtained 20 Type R balloons of French manufacture, but before these were all used American balloons began to arrive. The first to reach the A. E. F. were not good copies of the French Type R, but each consignment showed considerable improvement and finally a product was considered equal to a made abroad, so that the French asked for and received 30 American balloons and the British Army received 15. A total of 265 balloons were received from the United States so that in this respect the balloon troops were well supplied for a long period in the future, and the occasional burning of balloons by the enemy caused no embarrassment.

A balloon repair depot in France was very necessary not alone for damaged balloons, but for the manufacture of balloon rigging from the Italian hemp rope obtained abroad, and for the inspection and adjustment of valves, rigging and accessories of balloons arriving from the United States. The balloon repair depot, with Captain H. P. Warren

in charge, was first located at Is-sur-Tille, but the increased demands of the institution made necessary a much larger establishment than the available space permitted. In July and August, 1918, five new buildings were erected at Romorantin near the central balloon supply depot, all of which formed a part of the Service Production Center No. 1 at Romorantin. The principal balloon repair building was large enough to hold six balloons inflated at one time and with the other buildings for cordage, sewing, parachute repairs, and so on, the establishment was soon on a very efficient basis and ready for all demands.

The supply of hydrogen for American balloons was at all times furnished from French sources in accord

peace with agreements. There were a number of commercial hydrogen plants in various parts of France manufacturing hydrogen for military purposes, and it was customary to ship from the factory nearest to the point where hydrogen was needed. Several of these commercial plants were subsidized by the French Government, and in one case the American Army paid part of the subsidy which was necessary to secure an output far in excess of what these firms produced during peace periods. At first all hydrogen was supplied in French cylinders, but as the American

cylinders arrived all were pooled, and in a few months there were plenty of cylinders available, including more than fifty thousand from the United States.

Cylinders were shipped from the hydrogen manufacturing plants in carload lots to certain regulating stations, in the Advance Zone, where they were held and distributed to tube dumps at convenient points along railroads, enabling balloon companies to exchange empties for filled cylinders by motor truck. In S. O. S. filled cylinders were shipped directly to the balloon companies at each artillery firing center.

The extensive use of small protection (barrage) balloons by the French Government for preventing, or at least lessening, the damage to cities and important industrial plants, increased the demand for hydrogen much beyond the estimates for observation balloons. To meet this situation, Major Paul Pleiss of the Air Service procured a technical staff to assist and shortly

before the Armistice he had completed plans and made all arrangements for converting one of the illuminating gas plants near the city of Paris, into a hydrogen plant which would produce 500,000 cu. ft.



THE SKY WATCHERS WHO LOOK FOR EVENING AIRPLANES. NOTWITHSTANDING THE APPARENTLY LAZY POSITION, THE STRAIN IS SO GREAT THAT THE MEN ARE RELIEVED EVERY HOUR

per day. It would have been the largest hydrogen plant in the world. By improvising apparatus and getting part of the equipment from England, the conversion of the plant from illuminating gas to hydrogen would have been completed in less than three months.

The American contribution to hydrogen supply in France consisted of large shipments of ferro-silicon and some caustic soda for the silicol process which was used quite generally at isolated stations along the French coast for captive balloons and dirigible submarine patrol. The silicol process was also used for supplying most of the hydrogen to the Balloon School at Camp Souge. The United States delivered in France 2095 tons of ferro-silicon, which was sufficient to furnish ten times the amount of hydrogen actually consumed by American balloons in France. Each balloon requires 35,000 cubic feet for the initial filling; to replace the leakage and loss due to heat expansion, there is

required an average of 1831 cubic feet of hydrogen a day. The total quantity of hydrogen used by American balloons in France amounted to 7,875,000 cubic feet.

During the St. Mihiel battle there were 21 observation balloons with the American First Army, 15 of these being American and 6 French balloon companies which were loaned on account of the deficiency of American balloon troops. Due to most unfavorable weather with high wind velocity, at the beginning of this attack on September 12th, one of the American balloons (12th Company) broke its cable and was

carried into Germany. Lieutenant Tait, one of the observers, had received instructions as a free balloon pilot, so he was able to effect a landing with the observation balloon, even in the high wind, without injury to either passenger.

Just before the Argonne offensive started, twelve American balloons were transferred from the St. Mihiel sector to the Argonne district during the night of September 20th, using only the company truck transportation, and they were ready for ascension at the new location early the following morning. Only a few were permitted to ascend before the 26th, as otherwise the enemy would discover our intentions. This illustrates the mobility of balloon companies and the necessity for the amount of motor transportation which has been authorized.

It is customary for balloons to ascend to the maximum possible altitude, which is about 4,000 feet with two observers; but in northern France there is so much moisture

and haze in the atmosphere that a lower altitude was often necessary. The warm Gulf Stream turning south near the coast of France, in contact with colder air currents from the north, produces much moisture and fog, and as all storms in the northern hemisphere travel from west to east, this moist air is carried very extensively over France, causing the generally poor visibility. It should therefore be evident that the result obtained by observation balloons in France can be made much more efficient in the future if the operations are carried out in a drier atmosphere, such as the central and southern parts of the United States.

The balloon beds and camps were usually located from six to eight kilometers in the rear of the front line trenches. The site selected was, whenever possible, in woods which protected the balloon from strong winds and to some extent screened it from observation by enemy planes. In all cases it was essential to have the position where the balloon was manoeuvred into its bed and attached to the winch well concealed from enemy observation. After the balloon is in ascension, its exact location cannot well be determined from a distance; it is therefore prac-

ticable and customary to move the winch two or three kilometers further forward for observation position. If the balloon is brought to the ground within view of enemy balloons, their gun fire is quickly directed on such an excellent target. This happened once to the 4th Balloon company in April, 1918, in the Toul Sector. Notwithstanding the 155 mm. shells dropping all around them, the manoeuvring detachments continued to carry the balloon to its bed; but just as it arrived there a shell striking very near tore many large holes in the balloon, rendering it unserviceable.

On November 11th there were 17 American balloon companies serving at the front and 6 more enroute to the front; the remaining 12 were located at the Artillery Firing Centers, namely, Camp Souge, Camp Coetquidan, Camp Meucon, Clermont-Ferrand, Le Corneau, La Valdahon and La Courtine. These tactical companies, with a replacement company, made a total of 446 officers and 6365 balloon soldiers in A. E. F.

During operations our balloons were attacked by enemy airplanes 89 times; 35 balloons were burned, which, with 8 seriously damaged by

shell fire, made a total of 43 destroyed by the enemy. During the same period the record shows, however, that 71 German balloons were burned by American pilots. The attacks by enemy aviators caused 116 parachute jumps by American observers, one of which resulted in the death of Lieutenant Cleo J. Ross, caused by parts of the burning balloon falling on his parachute. On this fatal occasion the second passenger was an Artillery officer who had never before ascended in a balloon. When the balloon was ignited, the observer, Lieutenant Ross, assisted his inexperienced companion to descend first. The delay, however, was sufficient to cause the death of this gallant and self-sacrificing officer.

American balloons in France, while at the front, made a total of 1642 ascensions, aggregating 3111 hours. These balloons reported enemy shells falling 12,018 times, enemy planes 11,856 times, enemy balloons in ascension 2469 times, enemy traffic on roads and railroads 1113 times, smoke, fires, flares, explosions and destructions, 3538 times. In addition to the foregoing activities the balloons at Firing Centers in S. O. S. made 4224 ascensions totalling 3721 hours.

WHAT ABOUT THE PILOTS?

BY GLENN H. CURTISS

THERE are now a dozen types of American commercial airplanes with which the American public is familiar. The use of these planes is constantly being extended. Flying stations of both private and governmental organizations are daily increasing in number. All this expansion means more flyers. Is the supply adequate for the growing demand?

The onlooker may dismiss this question by reminding himself that the Government trained some 8,602 pilots during the war, and that many others learned to fly at private flying stations or under foreign governments. He believes that this

represents an almost indefinite reservoir. The truth, however, is that if 8,602 men were trained, there are now probably from 5,000 to 10,000 planes flying in the United States. It is also a fact that of those trained, many are not now interested in flying as a business. Others scarcely have the training necessary for work. And the flying schools exist, and good schools, but they are not training many pilots. We have a situation in which the supply remains constant (if indeed it does not diminish), while the need is growing with an ever increasing sale of airplanes.

What has been the result to date?

So far, nothing serious. But the tendency has not been reassuring. As men buy airplanes they seek pilots, and they are getting a poorer and poorer brand. It is the opinion of competent watchers, men with wide aviation experience, that it is only a question of time until the situation, if unremedied, will result in loss of money and possibly of life.

The tendency of the slightly trained flyer is to consider flying easy. He is willing to start business piloting on 75 hours in the air. "It's my own risk," he replies to remonstrance. And many who buy airplanes, finding the scarcity of pilots, are tending to attempt on

arriving at a complete solution.

PAUL BAER AND CHET SLUDER

From Royal D. Frey of Springfield, Ohio:

While looking over some of your recent issues, I noted a couple of subjects upon which I would like to comment.

In your Spring 1988 issue, you ran a story on Baer Field. Well, I think the people in Fort Wayne are missing the full story. Paul Baer was not only an ace, but he was the first pilot in the history of U.S. military aviation to be credited officially with destroying five enemy aircraft in air-to-air combat.

On 18 February 1918, the famous ~~Escadrille Lafayette~~ of the French Air Service became the 103d Aero Squadron of the U.S. Air Service, and on that date, the French enlisted personnel were replaced by U.S. Air Service personnel (although the Frenchmen remained on duty while the Americans learned the ropes). At this same time, there were 12 American pilots who had been flying with the Escadrille Lafayette as members of the French Air Service, but who had been commissioned in the U.S. Air Service and who were to continue flying with the 103d when it went into action. There were also six other Americans who had been flying with other French escadrilles and who had been commissioned by the U.S. Army; they were to begin flying with the 103d also. Paul Baer was one of these six.

When the 103d began flying combat, it was stationed at La Noblette, northeast of Chalons-sur-Marne. It was from this base that Baer was flying on 11 March when he scored his first confirmed victory and on 23 April when he got his fourth. It should be noted that at this time, the 103d was under operational control of the French, and not the Air Service, AEF as were the other few U.S. outfits operating in the Toul area at this early date.

On 30 April, in accordance with orders from the French, the 103d moved almost 200 miles across France to Leffrinckoucke near Dunkerque. It appears that at this time, U.S. Air Service Headquarters lost track of the 103d and what it was doing on a daily basis, for on 8 May, Baer shot down a two-seater in flames near Mt. Kemmel and on another mission the same day, he shot down a single-seater. He received confirmation for both these planes. There does not appear to be any indication that the U.S. Air Service back in northeastern France knew of these victories and of Baer

AUL
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1929

By Lt. Lester J. Maitland

204 KNIGHTS OF THE AIR

One of the attacking pilots ran out of ammunition and landed to get some more. He told Lufbery that the German ship seemed to be invulnerable. Lufbery was amazed. He hopped into his plane. Those on the ground watched him climb as steeply and rapidly as he could to get above the German plane. They saw him dive on it, saw him swerve as if his gun had jammed, and then—a sheet of flame and smoke shot from his plane. Men who would gladly have given their lives to save Lufbery watched his plane plunge toward earth, stood with bated breath because they could do nothing to help their leader, saw with horror the figure of a man stand up in the cockpit of the burning ship; saw him climb over its side, and saw him fall—fall—fall—2,000 feet to earth.

And thus came true the foreboding expressed by Lufbery when he wrote:

"I prefer to perch among my clouds and shoot at Boches even to passing a pleasant hour with you all. After the war we shall see—but I shall not, I think, live so long."

A JOVIAL YANKEE ACE

Shoulder to shoulder as warriors of the air, and strong in their affection for each other, stood Lufbery and ~~William~~ Thaw of Pittsburgh. Thaw, like Lufbery, entered the war almost as soon as it began. He donned the uniform of the Foreign Legion on August 21, 1914, and served in the ranks until, on December 24th of that year, he got the Christmas

SUB: Wm Thaw

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D

THE LAFAYETTE ESCADRILLE 205

present he had asked for in the form of a ~~transfer to aviation as observer and machine gunner~~. In those early days of the war, fighting in the air was less deadly than it became later on. Pilots and observers took potshots at each other with pistols or carbines, but although there were many thrills there were few fatalities. It was more sport than warfare.

But Thaw, like his comrades of the fall of 1914, lived to see the airplane lift the blood-tide of war to new and terrible levels. He saw the airplane change from an instrument of observation to an implement of destruction and, in the course of its transformation as well as after it had taken place, the jovial, merry-eyed Yankee learned all the tricks of the air fighter's trade so expertly that he could cross swords with the best of them.

Thaw's most brilliant accomplishment was the downing of three German planes in a single fight. The battle occurred one bright morning over the German lines. Thaw, having finished his regular morning patrol, was roaming the skies hoping that something in the way of excitement would show up. It came presently in the form of three German planes. As they approached the German pilots broke up their formation. One swung to the left of Thaw, the other to his right, while one dove under him. Thaw's position was, to say the least, precarious. The Germans on his sides began firing and the plane beneath him was manœuvring to get into position to fire upward. Thaw went into hasty executive session. In the twinkling of an eye he decided what to do. He nosed

his ship over so quickly that it stood absolutely vertical above the German plane, its nose pointing straight at the enemy beneath. Thaw sent home the shot that put one German pilot out of the running.

Almost simultaneously Thaw pulled his plane out of its steep vertical dive, pointed it up, went into a bank, aimed at one of the Germans circling above him, fired a rapid burst—and another German had been accounted for.

There was left now only one German plane. Even as Thaw had not taken flight when three German planes descended upon him, so the last remaining German pilot did not turn tail despite the fate his comrades had suffered. He bore down upon Thaw, who once more demanded of his ship and motor all that they had to give—a ship that was perforated with bullets and a motor fed by a leaking gas tank. One last desperate turn, one tense pulling on the trigger, and the third German joined the ghost patrol.

The battle was over, and just in time. It was a question of Thaw's plane's ability to get him home. Gasoline gurgled out of his tank and air slipped through holes in his wings. In addition, Thaw had suffered a wound in the arm. But despite all his handicaps Thaw got home. When he landed and stepped out of the bullet-torn plane fellow pilots rushed up to him.

"You are quite a sight," said one.

"Yes," grinned Thaw, "but you ought to have seen the other fellow."

41
France, Armistice B
1918
Feb 19 1918
Johnson, E. R.

AIR SERVICE INFORMATION BULLETIN
No. 14.

November 11, 1918.

I CONDITIONS OF ARMISTICE.

1. Armistice to take effect at 11:00 A.M. today.
2. The immediate evacuation of Belgium and Alsace-Lorraine to take place within fourteen days. All troops within the territory mentioned after this time will be interned.
3. 5,000 cannons of large caliber, 10,000 machine guns, 3,000 minenwerfers and 2,000 airplanes to be turned over to the Allies.
4. Coblenz, Cologne and Mainz to be occupied with a radius of thirty kilometers.
5. The evacuation of the left bank of the Rhine; a neutral zone to be established on the right bank of the Rhine to a depth of thirty kilometers, which must be evacuated within eleven days.
6. No material to be removed from the left bank of the Rhine. All structures and railroads to remain intact.
7. 3,000 locomotives, 150,000 cars and 10,000 motor trucks to be turned over to the Allies.
8. Germany to maintain the army of occupation.
9. Germany to withdraw all troops in the Orient behind the line as of August 1st, 1918. No time limit stated.
10. The treaties of Brest-Litovsk and Bucharest to be annulled.
11. Evacuation of all German troops operating in eastern Africa within a month.
12. Restoration of the sums of money taken from France and Belgium and of the gold taken from Rumania and Russia.
13. All prisoners to be released by Germany without reciprocation. The repatriation of German prisoners of war will be settled at the conclusions of the peace preliminaries.
14. Delivery to the Allies within fourteen days of all submarines (including all submarine cruisers and mine layers) actually existing, eight cruisers, six dreadnaughts, with their armament and complete equipment in ports designated by the Allies; all of the battleships to be dismantled and guarded by Allies.
15. Free passage across Kattegat. All mines to be removed by Germans. Occupation of all ports and batteries which could hinder free passage.

64 - DPO

will be eleven days.

6. No material to be removed from the left bank of the Rhine. All structures and railroads to remain intact.
7. 5,000 locomotives, 150,000 cars and 10,000 motor trucks to be turned over to the Allies.
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15. Free passage across Kattegat. All mines to be removed by Germans. Occupation of all ports and batteries which could hinder free passage.
16. The blockade to be continued by the Allies. All German ships now at sea liable to seizure.
17. Armistice to last thirty days plus twenty-four hours.

FRANKLIN D. ROOSEVELT
AND WOODROW WILSON
WRIGHT-PATTERSON AIR FORCE BASE, G

41
70
1918
France, Armistice
1918

7/11/18 - 7/11/18 37
7/11/18 - 7/11/18 37
7/11/18 - Copy to all units.

HEADQUARTERS AIR SERVICE, SECOND ARMY,
AMERICAN EXPEDITIONARY FORCES.

(Copy)

11th November 1918.

MEMORANDUM)

NO. 43.

To all Sections and Units.

1. The following order is quoted for the information of all Air Service Units.

"Marschal FOCH to Commanders in Chief of the Allied Armies.

- 1. The Hostilities will cease beginning the 11th of November at 11.00 A.M. (French hours) on all the fronts.
- 2. The Allied troops will not cross, till further orders, the lines attained on this date and at this hour.

Signed: FOCH"

2. The following terms of Armistice offered to Germany are quoted as follows for the information of all Air Service Units.

"Terms of Armistice offered to Germany as telephoned from G. H. Q., at 10:20 P.M."

- 1. To be effective 6 hours after signature.
- 2. Immediate evacuation of Belgium, France, Alsace-Lorraine within 14 days. Troops which remain after this term will be interned.
- 3. 5,000 camions of large calibre, 20,000 machine guns, 5,000 minenwerfers, 2,000 airplanes to be turned over to the Allies.
- 4. Evacuation of the left bank of the Rhine.
- 5. Coblenz, Cologne and Mainz to be occupied with a radius of 50 kilometers. Creation of a neutral zone on the right bank of the Rhine to a depth of 20 or 30 kilometers. Evacuation in 11 days.

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2. The Allied troops will not cross, till further orders, the lines attained on this date and at this hour.

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4. Evacuation of the left bank of the Rhine.
5. Coblenz, Cologne and Mainz to be occupied with a radius of 50 kilometers. Creation of a neutral zone on the right bank of the Rhine to a depth of 20 or 50 kilometers. Evacuation in 11 days.
6. No material to be removed from the left bank of the Rhine, all factories, railroads, etc., to remain intact.
7. 5,000 locomotives, 150,000 cars and 10,000 motor-trucks to be handed over to the allies.
8. Germany to maintain the army of occupation.
9. All troops will be withdrawn behind the lines as of August 1914. No time limit stated.
10. Renunciation of the treaties of Brest-Litovsk and Bucarest.

- 2-
11. Unconditional capitulation in East Africa.
 12. Restoration of sums of money taken from the bank of Belgium and of the gold taken from Rumania and Russia.
 13. Handing over of a hundred submarines, eight light cruisers and six dreadnoughts, all other battleships to be dismantled and guarded by the Allies in Neutral or Allied ports.
 14. Return of all prisoners of war without reciprocity.
 15. Free passage across the Kattegat. All mines to be removed. Occupation of all forst and batteries which could hinder free passage.
 16. The blockade to continue, German ships can still be seized.
 17. All limitations on navigation concerning Neutrals by Germany are null.
 18. The Amnistice will last 30 days.

By Order of Colonel LARM:

E. C. GIDS,
2nd Lieutenant A.S.,
Adjutant.

ECO/1

II ENEMY PLANES AND BALLOONS SHOT DOWN

None reported.

III ENEMY AERIAL ACTIVITY

Enemy bombing planes were active during the night. Bombs were dropped on Harsumont, Braheville, Dun-sur-Meuse, Murvaux, Lion-levant-Dun, Bantleville, Consemvoye, Brabant-sur-Meuse, Hamont, Gumlores and Bras.

Early this morning enemy planes were reported over the front lines at the extreme right of our sector, attacking troops with machine guns.

No other activity reported during morning.

Information Section,
Air Service, First Army.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,

WASHINGTON.

April 18, 1917.

My dear Lahm:

Upon arrival in Washington I learned that it was the intention of the Chief Signal Officer to send you to Fort Omaha as Commandant of the Balloon School to relieve me, but in view of the change of Commandants at this time at the San Diego school it was thought advisable to leave you at present station until Colonel Dade becomes familiar with his new assignment. Therefore, unless the plans are changed, you may expect before long to receive an order to Omaha.

During the past winter the hydrogen generating plant has been completely overhauled and put in good condition, new balloons, both spherical and kite type, have been purchased and delivered, motor truck windless designed and tried, also motor trucks for carrying gas cylinders. Leo Stevens is civilian balloon instructor in charge of the practical instruction of pilots, the care and maintenance of balloon equipment, etc. Major Hersey has recently been employed also as balloon instructor; it is the intention that he will take charge of the theoretical instruction, meteorology, preparation of specifications, classroom work, scientific experiments, etc. So you will find a good staff and every one there working at high pressure. When I left the senior officer was Captain McElgin, C.A.C., one of six student officers. The administrative work there pertaining to the school and also as post commander is very heavy, and it is difficult for him to conduct all of it and at the same time pursue the course of instruction as a student. Furthermore, it is of course advisable to have a permanent Commandant on the job as soon as possible and thereby avoid too many changes in policy. Will you please advise me personally when you think Colonel Dade has become sufficiently familiar with the San Diego school to handle it without your assistance?

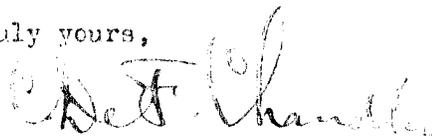
As you were at Fort Omaha some years ago and familiar with the quarters and local conditions, I need not tell you of the advantages of the place, but I do hope that you will find the new assignment in charge of this independent command as entirely agreeable.

Please note that the foregoing remarks are not intended as an official notification that you will receive change of station orders, for you have probably observed many times in the past that unforeseen conditions frequently arise which cause immediate and complete change with even the best laid plans.

With best regards to yourself and Mrs. Lahm, I am,

Very truly yours,

Major Frank P. Lahm,
Signal Corps Aviation School,
San Diego, Calif.



Feb
19-9-17
B

September 23rd, 1917.

Lt. Col. C. De'F. Chandler,
Signal Corps, Balloon Division,
Chief Signal Officer,
War Department, WASHINGTON, D.C.

My dear Chandler,

I am leaving here tomorrow for France to continue my investigations. I regret that I have to hurry along and I am leaving untouched large stores of information here, but over a week of my time is gone and I feel that is all I can spare for Great Britain.

I have not had time to make up a report and will have to do that after my arrival in Paris. I believe Gibbons will be very useful in securing information on balloons. He is in touch with most of the balloon people and taking great interest in it. I am sure you will receive some interesting reports from him and if there are any questions to be answered he will gladly do so.

I have gone into the matter of supplies and find in general that we could obtain our material in Great Britain. As far as balloons are concerned it would be necessary simply to provide them with fabric. The supply of that is limited. The supply of instruments is also limited, but I shall no doubt find that they are procurable in France. I have submitted a list of equipment for two hundred Balloon Company to the Quartermaster here. He will obtain an official report from the Air Board as to how much of it can be supplied in Great Britain and in what length of time. The answer will be forwarded directly to you. This was done simply to obtain an official confirmation of the fact which I have established unofficially, that the resources are actually here.

The British are withdrawing a part of their balloons from the Front in France during the winter when visibility is poor and their usefulness is limited. As a result of this they will be using less material and there will be more available for us between now and Spring, ~~but~~ will be available after that. In fact they have some material in stock in their balloon store houses right now that we could probably draw on.

The question of motor transportation with them is just a little indefinite. The Air Service at the beginning of the War, or before, fortunately decided on two types of trucks - the Crossley, for light trucks,

*Bottom standardly
I have on your account
3000. Lb of balloons
best not return to...*

the Leyland for heavy trucks, and have stuck to these two types as far as possible. For instance, all winch machine shops and heavy lorries are on Leyland chassis, all touring cars and light service trucks are on Crossley chassis. It would be well if we could follow their example and limit ourselves to given types. To be sure they have had the use of Lanciers when the supply of Leylands was inadequate, but that was only temporary.

I am sending you under separate cover the following exhibits:-

1. Instructions for packing parachute into flat case.
2. Blue print of quick release detachment for hose of kite balloon.
3. One drawing of cartridge (and switch board) of explosive, used for instruction purposes at Roehampton.
4. One diagram of ^{communication} for a Balloon Company in the Field.
5. Small model for Lecture Room on a scale. (3 copies).
6. Wiring in detail. (3 copies).
7. Apparatus for gas attack. (3 copies).
8. Method of distributing wiring on a switch board, to model. (3 copies).
9. Reports of Lieutenant Gibbons dated July 6th, August 29th, September 11th

The instructions for packing parachute are for a new model parachute invented by a Lieut. Spencer at the Naval Kite Balloon School, and I believe will be well worth having a model made and tried out. It is built of three ply wood and balloon cloth. *None are yet available here.*

The wiring diagrams and so forth were given me at the School at Roehampton.

Lieut. Gibbons' reports are in duplicate and have already been transmitted to the War College. I am sending them to you for fear there may be a delay in your receiving the copies from the War College.

I shall make a detailed report of my investigations here when I have reached Paris, which will be perhaps another week. Your cable relative to establishing a Supply Base in France came yesterday and will be attended to. I have discussed that question with their Supply Officer and have a general outline outlined, but necessarily it will depend somewhat on how other supply services are handled.

Sincerely yours
L. L. L.

File
19.9.4
B

THE LAFAYETTE FLYING CORPS

EDITED BY

JAMES NORMAN HALL

&

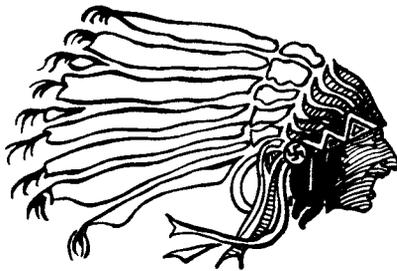
CHARLES BERNARD NORDHOFF

ASSOCIATE EDITOR

EDGAR G. HAMILTON

WITH MANY ILLUSTRATIONS

VOLUME II



BOSTON AND NEW YORK
HOUGHTON MIFFLIN COMPANY
THE RIVERSIDE PRESS CAMBRIDGE

1920

SERVICE RECORD

HERSCHEL J. McKEE, Indianapolis, Indiana.

SERVICE IN FRENCH AVIATION:

Date of enlistment: April 12, 1917.

Aviation Schools: April 15 to October 12, 1917,
Avord, Pau, G.D.E.

Brevetted: August 30, 1917 (Caudron).

At the Front: Escadrille N. 314, October 15,
1917, to February 8, 1918.

Final Rank: Sergeant.

Shot down by anti-aircraft fire:

Near Château-Salins, February 8, 1918.

Prisoner in Germany: Until the Armistice.



HERSCHEL J. McKEE

HERSCHEL McKEE will always be known, on account of a newspaper clipping, which he probably curses in secret, as "Your Flying Son." It was hard luck that the thing was posted on the Bulletin Board at Avord, but names stick. On October 15, 1917, he went to the Escadrille N. 314. This squadron was engaged in the protection of Nancy, and its machines, of a rather antiquated type, were not supposed to cross the lines. McKee, in his eagerness for combat did not always obey rules, and on the 8th of February, 1918, was shot down by German anti-aircraft guns near Château-Salins, far inside the enemy lines. By good luck he landed unhurt, but was caught by the Germans and made prisoner. In September he made his escape from a prison camp, but was recaptured three days later, and did not succeed in leaving Germany until after the Armistice.

IV
PRISONERS OF WAR

Corporal BACH, JAMES J.....	Captured, September 23, 1915
Sergeant WILLIS, HAROLD B.....	Captured, August 18, 1917 (Escaped October 13, 1918)
Sergeant CHARTON, LOUIS.....	Captured, September 5, 1917
Sergeant BUCKLEY, EVERETT T.....	Captured, September 6, 1917 (Escaped July 1, 1918)
Sergeant McKEE, HERSCH.....	Captured, February 8, 1918
First-Lieutenant HITCHCOCK, THOMAS, JR.....	Captured, March 6, 1918 (Escaped August 28, 1918)
Sergeant KERWOOD, CHARLES W.....	Captured, March 31, 1918
Corporal WHITMORE, HERMAN.....	Captured April 6, 1918
Corporal BUFFUM, THOMAS.....	Captured, May 4, 1918
Captain HALL, JAMES NORMAN.....	Captured, May 7, 1918
First Lieutenant BAER, PAUL FRANK.....	Captured, May 22, 1918
Corporal SHONINGER, CLARENCE B.....	Captured, May 29, 1918
Sergeant BYERS, LESLIE L.....	Captured, July 18, 1918
Second Lieutenant WINSLOW, ALAN.....	Captured, July 31, 1918
Sergeant SHAFFER, WALTER J.....	Captured, October 3, 1918
Captain FORD, CHRISTOPHER W.....	Captured, October 15, 1918

V

L.F.C. PILOTS IN ORDER OF ENLISTMENT

1914

LUFBERY, GERVAIS RAOUL..... August 31
 MASSON, DIDIER..... October
 BACH, JAMES J..... December 10
 THAW, WILLIAM..... December 24
 HALL, BERT..... December 28

1915

CURTIS, FRAZIER..... February 28
 PRINCE, NORMAN..... March 4
 COWDIN, ELLIOT CHRISTOPHER.. March 5
 CHAPMAN, VICTOR..... August 1
 HILL, DUDLEY LAWRENCE..... August 3
 WINSLOW, CARROL DANA..... August 19
 JOHNSON, CHARLES CHOUTEAU
 September 2
 ROCKWELL, KIFFIN YATES... September 2
 RUMSEY, LAWRENCE..... September 9
 BALSLEY, H. CLYDE..... September 16
 McCONNELL, JAMES R..... October 1
 PAVELKA, PAUL..... October 18

1916

HUFFER, JEAN..... January 1
 HAVILAND, WILLIS B..... January 26
 PRINCE, FREDERICK..... January 29
 ROCKWELL, ROBERT LOCKERBIE

 February 7
 ZINN, FREDERICK W..... February 14
 SOUBIRAN, ROBERT..... February 27
 WORTHINGTON, WARWICK D.... March 9
 DOWD, DENNIS..... March 28
 LITTAUER, KENNETH P..... March 29
 HOSKIER, RONALD WOOD..... April 5
 BIGELOW, STEPHEN..... April 13
 HEWITT, THOMAS M., JR..... April 13
 PARSONS, EDWIN CHARLES..... April 13
 BARCLAY, LIEF NORMAN..... May 22
 LOVELL, WALTER..... May 22
 WILLIS, HAROLD BUCKLEY..... May 22
 BOAL, PIERRE..... May 24
 CHATKOFF, H. LINCOLN..... May 24

GENÉT, EDMOND CHARLES CLINTON

 May 24
 ROCLE, MARIUS ROMAIN..... June 5
 DUGAN, WILLIAM E., JR..... June 10
 CAMPBELL, ANDREW COURTNEY, JR.
 July 20
 HINKLE, EDWARD F..... July 20
 MARR, KENNETH..... July 20
 BRIDGMAN, RAY CLAFLIN..... July 24
 JOHNSTON, ARCHIBALD..... July 28
 DOLAN, CHARLES H., JR..... August 11
 HORTON, DABNEY D..... August 16
 McCALL, GEORGE A..... September 1
 MACMONAGLE, DOUGLAS..... October 3
 PETERSON, DAVID MCKELVEY .. October 9
 HALL, JAMES NORMAN..... October 11
 DOOLITTLE, JAMES RALPH..... October 16
 ROUNDS, LELAND L..... October 16
 DREXEL, JOHN ARMSTRONG..... October 27
 JONES, HENRY SWEET..... October 27
 MOLTER, BENNETT A..... November 2
 DONZÉ, ROBERT L..... November 7
 BULLARD, EUGENE..... November 15
 POLLOCK, GRANVILLE A..... December 24
 RHENO, WALTER D..... December 24

1917

BUCKLEY, EVERETT T..... January 6
 CHADWICK, OLIVER M..... January 17
 HUGER, DANIEL..... January 26
 SCANLAN, LAWRENCE..... February 3
 WHITMORE, JOHN JOYCE..... February 8
 WILCOX, CHARLES H..... February 8
 TURNURE, GEORGE E., JR.... February 16
 KERWOOD, CHARLES W..... February 18
 PELTON, ALFRED D..... February 19
 STEHLIN, JOSEPH C..... February 19
 ADAMS, JOHN RUSSELL..... February 20
 BAER, PAUL FRANK..... February 20
 CHARTON, LOUIS..... February 20
 COATSWORTH, CALEB JAMES, JR.
 February 20

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HAMILTON, EDGAR G.....	February 27	NORDHOFF, CHARLES B.....	June 3
TRINKARD, CHARLES.....	March 13	WALCOTT, BENJAMIN STUART.....	June 3
GUNDELACH, ANDRÉ.....	March 20	WASS, WILLIAM E.....	June 3
JACOB, SERENO THORP.....	March 20	BLAKE, CHARLES RAYMOND.....	June 4
DE KRUIJFF, THEODORE.....	March 20	PONDER, WILLIAM THOMAS.....	June 4
LOUGHRAN, EDWARD J.....	March 20	DAVIS, PHILIP WASHBURN.....	June 5
RENO, LEONARD M.....	March 20	DREW, SIDNEY RANKIN.....	June 7
WRIGHT, HAROLD E.....	March 20	FOWLER, ERIC A.....	June 9
MALONE, CHARLES T.....	March 21	GLOVER, CLARENCE M.....	June 9
JONES, CHARLES MAURY.....	March 26	LOOMIS, WILLIAM F.....	June 9
WILD, MARCELLUS E.....	March 29	BENOIT, LEO E.....	June 10
ABBOTT, WAINWRIGHT.....	April 2	CHAPMAN, CHARLES W., JR.....	June 10
BIDDLE, CHARLES J.....	April 8	COTTON, JOHN ROWELL.....	June 10
STONE, DONALD E.....	April 8	DOCK, GEORGE, JR.....	June 10
McKEE, HERSCHEL J.....	April 12	GILL, JOSEPH FRANCIS.....	June 10
STANLEY, ALFRED HOLT.....	April 12	HOBBS, WARREN TUCKER.....	June 10
STEARNS, RUSSELL F.....	April 12	MILLER, WALTER B.....	June 10
VEIL, CHARLES HERBERT.....	April 12	SAXON, HAROLD YOUNG.....	June 10
OVINGTON, CARTER LANDRAM.....	April 20	THOMPSON, CLIFTON B.....	June 10
PARKER, AUSTIN G.....	May 2	BYERS, LOUIS LESLIE.....	June 13
BUSH, PHILIP N.....	May 9	ELDRIDGE, DONALD HERBERT.....	June 13
EDGAR, STUART EMMET.....	May 9	FORSTER, HENRY.....	June 13
FORD, CHRISTOPHER W.....	May 9	GRIEB, NORMAN.....	June 13
TUCKER, DUDLEY G.....	May 9	HUGHES, EARL W.....	June 13
DOWD, MEREDITH L.....	May 14	McKERNES, WILLIAM J.....	June 13
BOULIGNY, EDGAR J.....	May 15	KINSOLVING, CHARLES M.....	June 13
CORSI, EDWARD J.....	May 15	READ, ROBERT E.....	June 13
TERRES, HUGH.....	May 15	SULLIVAN, UPTON.....	June 13
COLLINS, PHELPS.....	May 17	WELLMAN, WILLIAM A.....	June 13
BAYLIES, FRANK L.....	May 21	WHITMORE, HERMAN.....	June 13
DUFFY, NATHANIEL.....	May 24	ASH, ALAN N.....	June 15
HANFORD, ROBERT M.....	May 24	BUFFUM, THOMAS B.....	June 15
MOORE, ROBERT L.....	May 24	CONNELLY, JAMES A., JR.....	June 15
SHONINGER, CLARENCE BERNARD.....	May 24	SINCLAIRE, REGINALD.....	June 15
BIDDLE, JULIAN CORNELL.....	May 25	BASSETT, CHARLES CHESTER, JR.....	June 17
FAITH, CLARENCE H.....	May 25	GREY, CHARLES G.....	June 19
PALMER, HENRY BREWSTER.....	May 25	BROWN, JASPER C.....	June 19
TYSON, STEPHEN.....	May 25	COOKSON, LINN PALMER.....	June 21
WILLARD, GEORGE GALE.....	May 26	LEWIS, DAVID WILBUR.....	June 21
BRADY, LESTER STRAYER.....	May 28	CUSHMAN, ALVIN ALEXANDER.....	June 21
BENNEY, PHILIP P.....	May 31	BAIRD, BENJAMIN H.....	June 25
PUTNAM, DAVID E.....	May 31	HITCHCOCK, THOMAS, JR.....	June 25
SITTERLY, GLENN N.....	May 31	JOHNSON, HARRY F.....	June 25
BLUTHENTHAL, ARTHUR.....	June 1	McMILLEN, JAMES H.....	June 25
LEE, SCHUYLER.....	June 1	RODGERS, WILLIAM B., JR.....	June 25
BOOTH, VERNON, JR.....	June 3	TABER, LESLIE R.....	June 25
CHAMBERLAIN, CYRUS F.....	June 3	WINTER, WALLACE CHARLES.....	June 25
CLAPP, ROGER HARVEY.....	June 3	YORK, WALTER R.....	June 27
FERGUSON, FEARCHAR IAN.....	June 3	CAMPBELL, H. GORDON.....	June 27
JUDD, DAVID E.....	June 3	FAIRCHILD, EDWIN BRADLEY.....	June 27
LEHR, MANDERSON.....	June 3	KYLE, GEORGE MARION.....	July 1
MEEKER, WILLIAM HENRY.....	June 3	NICHOLS, ALAN H.....	July 1

VI

L.F.C. PILOTS IN FRENCH SQUADRONS

I. COMBAT SQUADRONS

SPAD 3	
BAYLIES, FRANK L.....	December 18, 1917, to June 17, 1918
JUDD, DAVID E.....	December 18, 1917, to January 22, 1918
PARSONS, EDWIN C.....	April 24, 1918, to Armistice
DEPERDUSSIN 6	
THAW, WILLIAM.....	December 24, 1914, to February 1, 1915
SPAD 12	
DOCK, GEORGE, JR.	March 18, 1918, to Armistice
STONE, DONALD E.....	March 18 to April 21, 1918
SAXON, HAROLD Y.....	June 17, 1918, to Armistice
SPAD 15	
WILD, MARCELLUS E.....	October 20, 1917, to March 30, 1918
STEHLIN, JOSEPH C.....	November 2 to December 12, 1917
TUCKER, DUDLEY G.	January 28 to July 8, 1918
FORSTER, HENRY.....	June 1 to August 2, 1918
SPAD 23	
MCCALL, GEORGE A.	May 30 to September 9, 1917
STANLEY, ALFRED H.....	February 24, 1918, to Armistice
SPAD 26	
BRADY, LESTER S.....	February 23 to April 13, 1918
SPAD 31	
SAXON, HAROLD Y.....	January 21 to June 17, 1918
DREW, SIDNEY R.....	March 25 to May 19, 1918
SPAD 38	
BACH, JAMES J.....	August 29 to September 23, 1915
HALL, BERT.....	Summer of 1915
COWDIN, ELLIOT C.....	September 30 to November 10, 1915
McMILLEN, JAMES H.....	March 12 to September 27, 1918
GUY, DAVID W.....	June 1, 1918, to Armistice
PUTNAM, DAVID.....	June 1 to June 14, 1918
SHAFFER, WALTER J.....	June 1 to October 3, 1918
BYERS, LOUIS L.....	July 13 to July 18, 1918
SITTERLY, GLENN N.....	October 15, 1918, to Armistice
SPAD 48	
MCCALL, GEORGE A.....	November 6, 1917, to April 23, 1918
SPAD 49	
COWDIN, ELLIOT C.....	November 10, 1915, to January 15, 1916
BRIDGMAN, RAY C.....	April 13 to April 27, 1917
SPAD 62	
HUFFER, JEAN.....	June 16, 1916, to March 15, 1917
HUFFER, JEAN.....	October 4, 1917, to February 18, 1918
SPAD 65	
COWDIN, ELLIOT C.....	March 2 to April 18, 1916

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BAUGHAM, JAMES H.....	December 26, 1917, to June 27, 1918
CASSADY, THOMAS G.....	December 26, 1917, to February 16, 1918
JACOB, SERENO T.....	December 26, 1917, to September 8, 1918
WILLARD, GEORGE GALE.....	December 26, 1917, to January 13, 1918
CONNELLY, JAMES A., JR.....	January 15 to June 27, 1918
EOFF, ROBERT G.....	January 24 to March 27, 1918
SPAD 158	
DE KRUIJFF, THEODORE.....	December 6, 1917, to May 21, 1918
RAND, RUFUS R., JR.....	December 6, 1917, to Armistice
EDGAR, STUART E.....	December 11, 1917, to March 28, 1918
RANDALL, JOHN F.....	December 11, 1917, to February 14, 1918
HOBBS, WARREN T.....	January 15 to March 16, 1918
SPAD 159	
FAIRCHILD, EDWIN B.....	January 16, 1918, to Armistice
SPAD 162	
DOWD, MEREDITH L.....	February 6 to February 17, 1918
BULLEN, W. G.....	March 13 to April 17, 1918
SPAD 163	
PONDER, WILLIAM T.....	May 12 to September 1, 1918
CASSADY, THOMAS G.....	May 14 to September 8, 1918
CONNELLY, JAMES A., JR.....	June 27, 1918, to Armistice
COOK, ALAN A.....	July 20, 1918, to Armistice
PADEN, DAVID S.....	September 6, 1918, to Armistice
SPAD 168	
JOHNSON, HARRY F.....	April 12 to May 21, 1918
SPAD 228	
BENOIT, LEO E.....	February 1 to August 25, 1918
SPAD 313	
COLLINS, PHELPS.....	September 2 to September 18, 1917
SPAD 314	
McKEE, HERSCHE.....	October 15, 1917, to February 8, 1918
DONZÉ, ROBERT L.....	November 28, 1917, to March 22, 1918
WHITMORE, JOHN J.....	May 13 to May 23, 1918
SPAD 315	
WHITMORE, JOHN J.....	November 24, 1917, to February 5, 1918
SPAD 391 (ORIENT)	
PAVELKA, PAUL.....	February 8 to June 15, 1917
SPAD 471 (DEFENSE OF PARIS)	
MASSON, DIDIER.....	October 10 to October 28, 1917
GILL, JOSEPH F.....	Summer of 1918
SPAD 501 (ORIENT)	
BOULIGNY, EDGAR J.....	April 24 to June 14, 1918
SPAD 507 (ORIENT)	
PAVELKA, PAUL.....	June 15 to November 11, 1917
ESCADRILLE DE SAINT-POL (DUNKIRK)	
VAN FLEET, WILLIAM C., JR.....	September 15 to October 30, 1918
MOSELEY, GEORGE C.....	September 25 to November 5, 1918
CAMPBELL, H. GORDON.....	(Dates not known)

(Note: As nearly all French combat squadrons were finally equipped with Spad planes the former designation "Nieuport" is here omitted.)

IX

L.F.C. PILOTS, WHO REMAINED IN THE FRENCH SERVICE

Sergeant BOGGS, ELLISON C.	Sergeant HORTON, DABNEY D.
Sergeant BUCKLEY, EVERETT T.	Sergeant McCALL, GEORGE A.
Caporal BYERS, LOUIS L.	Sergeant McKEE, HERSCHEL
Sergeant CHATKOFF, H. LINCOLN	Adjudant MASSON, DIDIER
Adjudant CONNELLY, JAMES A., JR.	Sergeant PADEN, DAVID S.
Adjudant COOK, ALAN A.	Sous-Lieutenant PARSONS, EDWIN C.
Sergeant CORSI, EDWARD J.	Adjudant RAND, RUFUS R., JR.
Sergeant CREHORE, AUSTEN B.	Officier-Interprète de 3 ^{ème} Classe DE ROODE,
Sergeant DOCK, GEORGE, JR.	CLIFFORD
Sergeant DUFFY, NATHANIEL	Sergeant SAXON, HAROLD Y.
Sergeant FERGUSON, FEARCHER I.	Sergeant SHAFFER, WALTER J.
Adjudant FAIRCHILD, EDWIN B.	Caporal SHONINGER, CLARENCE B.
Sergeant GLOVER, CLARENCE M.	Adjudant SINCLAIRE, REGINALD
Sous-Lieutenant HAMILTON, EDGAR G.	Adjudant SITTERLY, GLENN N.
Sous-Lieutenant HITCHCOCK, THOMAS, JR.	Adjudant STANLEY, ALFRED HOLT
Sergeant HUGHES, EARL W.	Sergeant WILLIS, HAROLD B.
Sergeant HOEBER, ROBERT B.	Sous-Lieutenant YORK, WALTER R.

X

OFFICIAL VICTORIES

- LUFBERY, RAOUL GERVAIS.....	17	-BLAKE, CHARLES RAYMOND.....	11
- BAYLIES, FRANK L.....	12	-BOGGS, ELLISON C.....	11
- PUTNAM, DAVID.....	11	- CAMPBELL, H. GORDON.....	9
- BAER, PAUL F.....	9	- CHAPMAN, VICTOR.....	9
- CASSADY, THOMAS G.....	9	- CHAPMAN, CHARLES W., JR.....	8
- LARNER, G. DE FREEST.....	8	- COLLINS, PHELPS.....	8
- PARSONS, EDWIN C.....	8	- COWDIN, ELLIOT C.....	7
- BIDDLE, CHARLES J.....	7	-DOLAN, CHARLES H., JR.....	7
- PONDER, WILLIAM.....	7	-ELDREDGE, DONALD H.....	6
- CONNELLY, JAMES A., JR.....	6	- EOFF, ROBERT G.....	5
- PETERSON, DAVID MCKELVY.....	5	- GUNDELACH, ANDRÉ.....	5
- THAW, WILLIAM.....	5	- GUY, DAVID W.....	4
- GREY, CHARLES G.....	4	- HAVILAND, WILLIS B.....	3
- HALL, BERT.....	3	- HOEBER, ROBERT B.....	3
- HALL, JAMES NORMAN.....	3	- JOHNSON, CHARLES CHOUTEAU.....	3
- HUFFER, JEAN.....	3	- JONES, HENRY S.....	3
- JACOB, SERENO T.....	3	- KENYON, HUGO N.....	3
- PRINCE, NORMAN.....	3	- LEE, SCHUYLER.....	3
- SINCLAIRE, REGINALD.....	3	- LOOMIS, WILLIAM F.....	3
- TURNURE, GEORGE E., JR.....	3	- LOVELL, WALTER.....	3
- VEIL, CHARLES H.....	3	- MARR, KENNETH.....	3
- WILCOX, CHARLES H.....	3	- NICHOLS, ALAN.....	2
- ABBOTT, WAINWRIGHT.....	2	- NORDHOFF, CHARLES B.....	2
- BAUGHAM, JAMES.....	2	- PADEN, DAVID S.....	2
- CORSI, EDWARD J.....	2	- RENO, LEONARD M.....	2
- CREHORE, AUSTEN B.....	2	- ROUNDS, LELAND L.....	2
- FAIRCHILD, EDWIN B.....	2	- SITTERLY, GLENN N.....	2
- FORD, CHRISTOPHER W.....	2	- SOUBIRAN, ROBERT.....	2
- HITCHCOCK, THOMAS, JR.....	2	- STEHLIN, JOSEPH C.....	2
- RHENO, WALTER D.....	2	- STICKNEY, HENRY E.....	2
- ROCKWELL, KIFFIN Y.....	2	- WALCOTT, BENJAMIN STUART.....	2
- SAXON, HAROLD Y.....	2	- WASS, WILLIAM E.....	2
- SHAFFER, WALTER J.....	2	- WILSON, JOSEPH V.....	2
- STANLEY, ALFRED H.....	2	- WINTER, WALLACE C.....	2
- WELLMAN, WILLIAM A.....	2	- WOODWARD, HOUSTON.....	2
- WINSLOW, ALAN F.....	2	- YORK, WALTER R.....	2

Total.....199

(Note: The above list includes only victories officially confirmed by the French or American authorities. The great majority were obtained while the pilots were with the French. Owing to the difficulty of obtaining French confirmations many unquestionable victories cannot be enumerated here.

Note: McKee's sledged kills [340] as a pilot of FAS
 (Re: AFM's "Fabric Remand From A WWII German 'Aviators' and
 are not listed above. This is not to say he didn't make the
 see last line of "Note" above in text. Remember that Corp
 claimed two kills which were not confirmed

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FABRIC REMOVED FROM A WW I GERMAN "AVIATIK" AIRCRAFT

PRESENTED BY LT. COL. HERSCHEL J. MCKEE, USAF (RET) OF LOS ANGELES, CALIFORNIA
ON 22 JUNE 1961. ACCESSION 61-76

MCKEE ACQUIRED THIS FABRIC FROM THE AVIATIK AIRCRAFT WHICH WAS THE FIRST OF 7
CONFIRMED VICTORIES WHILE HE SERVED AS A SERGEANT WITH THE FRENCH AIR FORCE
DURING WW I. HE WAS FLYING A NIEUPOINT 27 BIS POWERED BY A 120 HP LE RHONE
ENGINE AT THE TIME OF THE VICTORY. MCKEE CLAIMS 12 VICTORIES 5 OF WHICH WERE
NOT CONFIRMED. HE WAS ALSO A PRISONER OF THE GERMANS FOR 6 MONTHS DURING
WW I. — MCKEE REMAINED WITH THE FRENCH AIR FORCE UNTIL 1925 ACQUIRING THE
RANK OF SOUS-LIEUTENANT. PRIOR TO ENTERING THE FRENCH AIR FORCE MCKEE SERVED
ONE YEAR WITH THE FRENCH FOREIGN LEGION. LT COL MCKEE ALSO SERVED WITH THE US
ARMY AIR FORCE DURING WW II.

(THE ABOVE INFO ACQUIRED BY B. M. BROWN DURING A PERSONAL INTERVIEW WITH
MCKEE ON 22 JUNE 1961.)

(This item was personally presented to the Museum on 22 June 1961 on the occasion
of the WWI Flyers Reunion)







BERT HALL



WILLIAM T. ...



ELLIOT C. ...



CLYDE H. ...



EDGAR ...



CHRISTIAN C. ...



KETIN V. ...



VICTOR ...



FREDERICK ...



LAWRENCE ...



WADLEY ...



ROBERT ...



JAMES B. ...



CHARLES W. ...



WILLIAM ...



WILLIAM ...



JOHN ...



RONALD W. ...



DAVID ...



KENNETH ...



JOHN ...



BRYANT ...



EDMOND ...



PAUL ...



WALTER ...



CHRISTOPHER ...



ERIC ...



ROBERT ...



HENRY ...



STEPHEN ...



WALTER ...



WALTER ...



WALTER ...



WALTER ...



WALTER ...



WALTER ...

THE VALIANT



480000



E-3803
1941



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NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT
BELVIDERE BROOKS, VICE-PRESIDENT

Received at

3900 FR

LONDON 17

MRS BAKER CLOTWORTHY

104 WOODLAWN RD ROLANDPARK

(MD)

ARRIVED SAFELY FINE TRIP SAW NO TIN FISH

CHARLES REEVES

TOX 136

MRS CLOTWORTHY

150PM

MAILED

FF 7 WC-1213 PM XX

1203PM MARCH 20 1918



ENLISTED PERSONNEL OF COLONEL C. D. E. CHANDLER'S REGIMENT

76-D12 AMRUS, CLIFFORD B.



African Pool

Oberleutnant Immelmann †
(letzte Aufnahme)







Unser erfolgreicher Flieger
Kriegeldamebel Windisch



