

22d INTELLIGENCE SQUADRON



MISSION

The 22d Intelligence Squadron consists of teams of intelligence professionals supporting global reach, focusing global power, and securing and maintaining information superiority by providing leadership and representation to ensure the proper placement and timely integration of qualified personnel into the National Security Agency (NSA), Directorate of Operations. The 22 IS sustains quality of life and ensures adequate training for all personnel to be able to meet Air Force and NSA peacetime and warfighting objectives. The 22 IS performs information operations through multiple sources for national, theater, and tactical customers.

The 22d IS oversees administrative and logistical support of assigned flights within NSA, and provides operational support, in liaison with the 707 Intelligence, Surveillance, and Reconnaissance Group, to all squadron members involved in NSA activities. The Squadron coordinates with appropriate NSA elements within groups to present orientation briefings and support to supervisors of squadron members. It influences intelligence and communications computer systems security that is provided to the tactical warfighters, theater-battle managers, and national-level decision makers, as well as influencing analysis, production, and dissemination of near real-time intelligence in various products to unified and specified commanders, and the intelligence community.

LINEAGE¹

¹ Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, Alabama.

17th Aero Squadron organized, 16 Jun 1917
Redesignated 22 Aero Squadron, 20 Jun 1917
Demobilized, 16 Jun 1919

135th Aero Squadron organized, 1 Oct 1917
Redesignated 22 Squadron, 14 Mar 1921
Redesignated 22 Observation Squadron, 25 Jan 1923

22d Aero Squadron reconstituted and consolidated with 22d Observation Squadron, 17 Apr 1937. Consolidated squadron retains 22d Observation Squadron designation.

Redesignated 22d Observation Squadron (Medium), 13 Jan 1942
Redesignated 22d Observation Squadron, 4 Jul 1942
Redesignated 22 Reconnaissance Squadron (Bombardment), 2 Apr 1943
Redesignated 22d Tactical Reconnaissance Squadron, 11 Aug 1943
Inactivated, 31 Aug 1946
Activated, 15 Jul 1971
Inactivated, 15 Oct 1971
Redesignated 22d Tactical Drone Squadron, 1 Jul 1976
Inactivated, 1 Apr 1979
Redesignated 22d Intelligence Squadron and activated, 1 Oct 1993

STATIONS

22 Aero

Camp Kelly, TX, 16 Jun 1917

Toronto, Ont, Canada (detachments at Deseronto and other points in Ontario), 12 Aug 1917

Taliaferro Field No. 1, TX, 22 Oct 1917-21 Jan 1918

Dunkirk, France, 4 Mar 1918 (unit divided into flights which operated from various stations in Nord, Pas-de-Calais, and Somme, until squadron reassembled on 24 Jun: headquarters flight was in Flanders; A, B, and C flights in Picardy)

Guines, France, 24 Jun 1918

Issoudun, France, 26 Jun 1918

Orly, France, 7 Jul 1918

Toul, France, 16 Aug 1918

Belrain, France, 22 Sep 1918

Souilly, France, 7 Nov 1918

Grand, France, 29 Jan 1919

Colombey-les-Belles, France, 18 Apr 1919

Le Mans, France, 6 May 1919-unkn

The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.

Air Force News. Air Force Public Affairs Agency.

A History of the 22 Aero Squadron: Shooting Stars. Arthur Raymond Brooks.

Lt Col Derek W. Beck. Email. Interim squadron commander. 23 Nov 2020.

Mitchel Field, NY, unkn-16 Jun 1919

135 Aero (later 22 Observation)

Rockwell Field, CA, 1 Oct 1917

Garden City, NY, 1-17 Dec 1917

Waddington, England, 8 Jan-24 Jun 1918 (detachments at Scampton and South Carlton until 27 Feb 1918)

Issoudun, France, 2 Jul 1918

Amanty, France, 19 Jul 1918

Ourches, France, 30 Jul 1918

Toul, France, 30 Sep 1918

Colombey-les-Belles, France, 10 Feb 1919

Tresses, France, 23 Feb 1919

Bordeaux, France, 18-25 Apr 1919

Hazelhurst Field, NY, 7 May 1919

Post Field, OK, 29 May 1919 (flight at Ft Leavenworth, KS, 30 Apr-30 Jun, 6 Sep-3 Nov 1920; detachment at Montgomery, AL, after 4 Nov 1921)

Montgomery, AL, 30 Nov 1921 (detachment at Pope Field, NC, 26 Nov 1921-15 Mar 1931)

Brooks Field, TX, 28 Jun 1931 to consolidation in 1937

Consolidated squadron

Brooks Field, TX, from consolidation in 1937

DeRidder, LA, 30 Jan 1942

Esler Field, LA, 13 Dec 1942

Desert Center, CA, 29 Dec 1942

Morris Field, NC, 24 Sep 1943

Camp Campbell AAFld, KY, 6 Nov 1943

DeRidder AAB, LA, 19 Apr 1944

Key Field, MS, 27 Jan-26 Feb 1945

Nancy, France, 22 Mar 1945

Haguenau, France, 2 Apr-Jul 1945

Drew Field, FL, 4 Aug 1945

Brooks Field, TX, 11 Dec 1945-31 Aug 1946

Shaw AFB, SC, 15 Jul 1971-15 Oct 1971

Davis-Monthan AFB, AZ, 1 Jul 1976-1 Apr 1979

Kelly AFB, TX, 15 Jul 1988

Ft George G. Meade, MD, 1 Oct 1993

ASSIGNMENTS

22 Aero

Unkn, 16 Jun 1917-Mar 1918

Attached to RAF for operations and training, Mar-Jun 1918

Unkn, Jun-Aug 1918

2nd Pursuit Group, Aug 1918-Apr 1919

135 Aero (later 22 Observation)

Unkn, 1 Oct 1917-Jul 1918

IV Corps Observation Group, Jul 1918

Second Army Observation Group, Nov 1918-Feb 1919

Unkn, Feb-May 1919

Southern Department, May 1919 (attached to Field Artillery School until Nov 1921)

Eighth Corps Area, 20 Aug 1920

Fourth Corps Area, Nov 1921

12 Observation Group, 30 Jun 1931 to consolidation in 1937

Consolidated squadron

12 Observation Group, from consolidation in 1937

Eighth Corps Area, 1 Jun 1937

Third Army, 3 Oct 1940

VIII Army Corps, c. Nov 1940

73 Observation Group, 1 Sep 1941

74 Observation (later Reconnaissance; Tactical Reconnaissance) Group, 12 Mar 1942

69 Tactical Reconnaissance (later Reconnaissance) Group, 29 Jan 1945

Ninth Air Force (attached to 363 Reconnaissance Group), 29 Jul-31 Aug 1946

363 Tactical Reconnaissance Wing, 15 Jul-15 Oct 1971 (never manned or equipped)

432 Tactical Drone Group, 1 Jul 1976-1 Apr 1979

694 Intelligence Group on 1 Oct 1993

70 Intelligence, Surveillance, and Reconnaissance Wing, 1 May 2005

707 Intelligence, Surveillance, and Reconnaissance Group, 25 Sep 2009

691 Intelligence, Surveillance, and Reconnaissance Group, 5 May 2016

WEAPON SYSTEMS

22 Aero

JN-4, 1917

Spad XIII, 1918-1919

135 Aero (later 22 Observation)

A-20

A-24

AQM-34, 1976-1979

C-1

CH-53 1976-1979

DB-7, 1943

DH-130 1976-1979

DH-4, 1918-1919

DH-4, 1919-1927

F-6

JN-6
JNS-1
L-4
L-5, 1943-1944
O-19, 1930-1935
O-2, 1926-1930
O-25
O-27
O-31
O-31
O-38
O-43, 1934
O-46, 1940-1942
O-47, 1939-1941
O-49, 1941-1942
O-52, 1941-1943
P-39, 1943-1944
P-40, 1943-1945
P-43, 1942-1943
P-5I/F-6D, 1945, 1946
Y1O-40
RF-4, 1966

COMMANDERS

22d Aero Squadron
Capt Ray C. Bridgman

1st Lt Bradley J. Saunders, Jr.
2d Lt Fred H. Utley, Jan 1920
Capt Elmo N. Pickerill, 1 Feb 1920
1st Lt Samuel M. Lunt, 1 Jun 1920
Maj Thomas G. Lanphier, 7 May 1921
Capt Harold M. McClelland, Oct 1921
Maj Roy S. Brown, 1 Nov 1921
Maj Harrison H. C. Richards, 24 Jun 1925
1st Lt Mervin E. Gross, 4 Aug 1927
Capt Alfred F. King, Jr., 4 Jul 1928
Capt Donald P. Muse, 1 Oct 1928
Capt Calvin E. Giffin, 25 Jun 1931
Capt Louis R. Knight, 7 Jul 1931
Capt William B. Mayer, 28 Jul 1931
Maj Harry H. Young, 13 Aug 1931
1st Lt Armor S. Heffley, 7 Mar 1932
Capt Robert Kauch, 29 Jun 1932

Capt Arthur I. Ennis, 9 Oct 1933
Capt Benjamin F. Griffin, 1 Jan 1935
1st Lt Joseph F. Carroll, 23 Sep 1936
Capt Rueben Kyle, Jr., 12 Oct 1936
Capt Don W. Mayhue, 10 Jul 1937
Maj Wendall B. McCoy, 11 Sep 1937
Capt Don W. Mayhue, 1 Mar 1939
Unknown, Jul 1941-7 Dec 1941
Lt Col Lawrence Polkabra, 15 May 2000
Lt Col Mark A. Fassio, 16 Aug 2000
Lt Col Claire Saucier, 1 Nov 2002
Lt Col Mary F. O'Brien, 28 Aug 2002
Lt Col William K. Nugent, 9 Jul 2004
Lt Col John Colley, 28 Apr 2006
Lt Col Francis Swekosky, Sep 2008
Lt Col Jennifer Sovada, 14 Jun 2010
Lt Col Christopher J. Russell, 24 May 2012
Lt Col Robert G. Swiech, 30 Jun 2014
Lt Col Dan A. Newton, 29 July 2016
Lt Col Erin P. Hayde, 30 Aug 2018
Lt Col Hallie A. Herrera, 16 June 2020
Lt Col Derek W. Beck, 1 Aug 2020 (interim)
Lt Col Hallie A. Herrera, 20 Nov 2020

HONORS

Service Streamers

American Theater

Campaign Streamers

World War I (credits of consolidated unit)
Somme Defensive (earned by 22 Aero)
Picardy (earned by 22 Aero)
Lorraine (earned by 22 Aero and 135 Aero)
St Mihiel (earned by 22 Aero and 135 Aero)
Meuse-Argonne (earned by 22 Aero)

World War II

Central Europe

Air Combat, EAME Theater

Service Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award with Valor Device

1 Jun 2001-31 May 2003

Air Force Outstanding Unit Award

20 Sep 1966-31 May 1968

1 Oct 1999-30 Sep 2000

1 Jun 2004-31 May 2005

1 Jun 2006-31 Dec 2007

1 Jun 2008-1 Jun 2009

1 Jan 2010-31 Dec 2010

1 Jan-31 Dec 2011

1 Jan-31 Dec 2012

1 Jan-31 Dec 2013

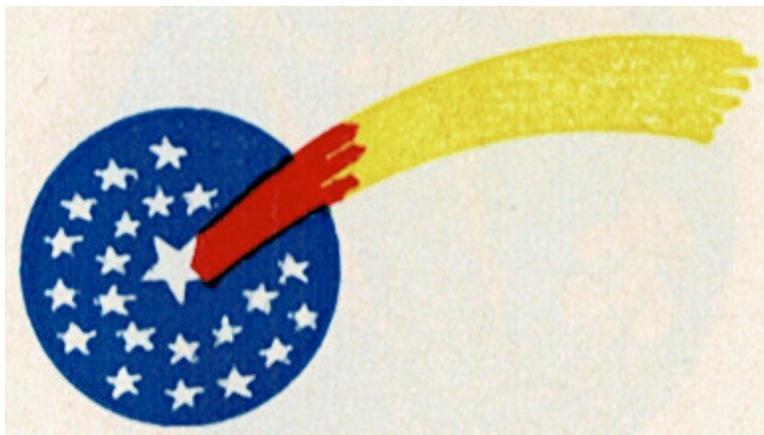
1 Jan-31 Dec 2014

1 Jun 2015-31 May 2016

EMBLEM



135 emblem depicts the Statue of Liberty with the rising sun as a background.



22 Aero Squadron emblem depicts shooting stars, a blue disc with one large and twenty-one small white stars, the large star in the center with a red to yellow tail. (Approved, 1 Mar 1924)



22 Tactical Drone Squadron emblem

MOTTO

OPERATIONS

The operations section contains the histories of two separate squadrons that fought in Europe during World War One: the 22 Aero Squadron and the 135 Aero Squadron. The Army consolidated the two squadrons in 1937.

22 Aero Squadron

Established as the 17 Aero Squadron in June 1917; redesignated 22d Aero Squadron later that month in an Air Service reorganization. Trained with JN-4 Jennys in Texas, later receiving instruction in British aircraft in Toronto, Canada with the Royal Flying Corps, until 19 October 1917, when it returned to Taliaferro Field.

On October 8, 1917, Lieut. Garland W. Powell was assigned to command; also upon this date Lieuts. Clapp, Egbert and Woodies were made Adjutant, Supply and Gunnery Officers, respectively. Under this administration the squadron left Toronto, October 19th, for Fort Worth, Texas, where the training of cadets, in further conjunction with the RFC, was undertaken. Capt R.H.B. Kerr, RFC, was attached as Liaison Officer; Captain Frederick Libbey (late of the RFC and with more than a dozen victories to his credit) was also assigned. Taliaferro Field No. 1 was, at this time, under construction. Notwithstanding the difficulties of building a smooth running flying squadron, the 22 trained and passed 42 cadets on the Curtiss biplanes with a record of none killed, and leadership of the 17, 27th, 28th, and 139th Squadrons in flying hours while at this field.

With the following complement of officers, the Squadron left Texas January 21st, 1918, for Garden City, Long Island, where it arrived at the Aviation Concentration and Supply Depot on January 25th.

After six days at Garden City, the officers and men were embarked on the S.S. "Adriatic" from Pier #60 on the New York Side. Going down the harbor the "Adriatic" was accompanied to the

lower bay by a British warship whose band played national airs, while those on the "Adriatic" stood at attention. The first stop-over was made at Halifax Harbor, in order to pick up a convoy of 18 vessels. Several days were consumed here, with nothing more incidental than viewing the pre-mature war scenes in the ruins left by the destruction of a portion of the city through the explosion of a powder ship sometime previous.

The passage on the Atlantic was uneventful outside the daily boat drills and occasional sports. In the track meets, the 22 took five out of six events, also winning the lightweight championship of the ship. No submarine was sighted, although one of the protecting cruisers left suddenly one day to pick up the survivors of a ship torpedoed off the Irish coast. Disembarkation was at Liverpool, England on February 16th, 1918, from whence the Squadron proceeded to the American Rest Camp at Romsey, where it "rested" for several days before crossing the Channel. The pilots were sent to various training schools in England, while the enlisted personnel under the Administrative Officers, went to Dunkerque.

Lieut. WILSON MARSHALL, JR. was the victim of a sad accident during training; and later, fighting with the British RFC/RAF, several more were killed or listed missing, while their more fortunate brethren were cited as victorious in many patrols and raids. Lieut. MARSHALL'S diary, or impression book, holds Romsey as the cause of the feeling of much discomfort due to "soggy blankets and a hard floor," later "the blankets dried out some and are not so full of 'cooties' as they used to be".... The men's "good-bye" to the flyers is effectively described. It was a hardship to leave.

"Headquarters", "A", "B", and "C" Flights in the respective charge of Lieut. POWELL, CLAPP, EGBERT and BURKEY as commanders, went to Dunkerque, "The City of Dreadful Nights," via Folkstone and Boulogne, on March 2nd, 1918. Here another split was made in the following assignments to units of the Royal Naval Air Service, which 3 were engaged in day-bombing. "HQ", "A" and "B" Flights to No. 6 Squadron, and "C" Flight to No. 2 Squadron. Later transfers were "A" Flight to No. 4 Aviation Service Depot at Gaines for instruction and repair work; and "B" Flight to No. 3 Squadron, RNAS on the Somme, where one man was lost by Capture.

The split squadron was thusly attached to British units in a time of great stress; that is, during the German drive of March 21st. The segments underwent much experience in Hun-bombing, sea-raids, and shelling by the famous "Ludendorf" gun. During the British retreat, during the anxious days, camps were hurriedly broken up and re-pitched through a succession of stops at Mons-en-Chausse, Champion, Bertangles and maison-ponthieu for "B" Flight. "C" Flight went to No. 49 Squadron, RFC, at Conterville and while with them Lieut. BURKEY was lost while acting as observer on a photographic mission over Albert.

On June 24th, 1918, the flights were reassembled at Gaines and then went to the 3rd Aviation Instruction Center of the American Expeditionary Force at Issoudun where the Squadron remained until July 7th, when it entrained for the American Aviation Acceptance Park at Orly, just outside of Paris. At Orly the enlisted strength was reduced to 176 men who were detailed to work in the several departments in the Park.

The Squadron was here reorganized as a Pursuit Squadron, Lieut. POWELL was promoted and relieved of command; Lieut. KENNEDY being in command while the Squadron was en route to join the 139th, 13th, and 49th..., completing the 2nd Pursuit Group.

For three days previous to the arrival of the officers and men at Toul, Captain Bridgman, with Lieuts. Sperry, McCormick and Brooks, who had been transferred from the 139th Squadron as the flight commanders, ferried the new 220 Hispano SPAD XIII's from the Colombey Air Depot. Thus the Squadron was on the field with practically its complement of 25 planes and its personnel on August 16. It was the "bab" of the Group.

The transition from a DeHavilland bombing squadron to pursuit work was not accomplished without overcoming many handicaps; yet the mechanics put the planes in order for duty over the lines, within five days after their arrival. This was despite the fact that no initial equipment was available and it was necessary to borrow supplies, tools and transportation to begin with. The new SPADS, with their H-S 220 engines gave much trouble in leaky tanks, broken water pumps, clogged water systems, fouled carburetors, shorting magnetos, broken gun gears and inaccurate rigging.

On August 21st, Lieut. Sperry made the first patrol. The line of balloons was the limit of the approach to the enemy territory, owing to an order which had for its purpose the covering of our strength preparatory to the approaching St. Mihiel drive. The sector was therefore ideal for the training of new pilots, and such enemy aircraft as was spotted was not particularly aggressive. The route usually followed in those days was Commercy, Menil-la-Tour, Dieulouard, and Bey.

The new fledglings had much difficulty in concentrating attention outside the plane's intricacies and the excitement offered by the activity of the lines; which with guns needing wearing-in and motors everlastingly "konking-out" caused no little uneasiness during the early trials. As the time grew nearer for the guns to announce the straightening of the St. Mihiel salient, the patrolling grew more vigorous in an attempt to perfect formations. The storm broke with much to be desired in the way of smooth running, but the final outcome reflected much credit on the whole squadron, for emerging from the campaigns of September 12th and 26th, it led the older and more polished squadrons of the Group in victories over the enemy.

The first credit to the Squadron was occasioned by the fall, in flames, of a bi-place RUMPLER in the region of Armaucourt-Bey, September 2nd, Lieut. BROOKS while on a voluntary patrol, observed the enemy E.A. endeavoring to do a reconnaissance by edging into our territory in the wake of another SPAD patrol which was heading in the direction of Nancy. The combat was short and sharp. It was coincidental that Captain BRIDGMAN and Lieut. McCORMICK both observed the descending shaft of smoke from positions removed from the scene of combat.

The next victory was two days later and was dramatic in its setting. Lieutenant Brooks, Tyndall And Jones swooped down from 4200 meters upon a Fokker which had fired one of our balloons

-- too late to save the balloon, but not too late to ride the Fokker's tail, using machine gun fire to advantage. Within the next week combats were rather frequent. Capt Bridgman, Lieuts. Hassinger, Doolin, Tyndall, Sperry And Swaab Coming into close quarters with German airmen. German "Archie" was more respected now, after inflicting material damage to a number of our planes.

On September 8th, Lieut. SWAAB had a unique experience which gave him a special thrill...all along the rear of the German lines from Metz to Switzerland. The trial evidently did not crush Lieut. SWAAB's sense of humor as evident from the following--"After our formation was broken up over Metz by the barrage of Archie, I found myself alone over German soil and above the clouds which were so thick that the earth was hidden. I knew that running into the sun would take me home, so for it I headed until my imagination pictured me above friends once more.

"I shot through the clouds and there before me was an airdrome and not a plane in sight. Prudence told me to go down slowly; then when 200 meters from the field, my eyes almost popped out of my head when I saw a FOKKER (the first for me) rising from the field at right angles to me.

"Just about the moment I said 'au revoir' to myself in my very best French (the last I expected to use for some time) and dove at the FOKKER opening both guns -- one of which jammed! But what a glorious sight I saw! Flames burst out all over the airplane, and I circled it and saw it crash in flames.

"Four million, seven hundred thousand machine guns chased me off the field, soon to be followed by the 'onions' and 'archies' which came damnably close when flying at a few hundred meters.

"Oh, friendly sun! Every time I managed to get a look at it through the clouds -- it had moved further away. Finally, I managed to mount through the clouds; for a few miles I almost enjoyed myself. Shading my eyes against Old Sol, I saw a wing -- a very unfriendly wing, at which I fired.

"A FOKKER made a steep spiral and ended in a steep nose dive. The next instant I saw a group of about ten FOKKERS had enticed me into a game of 'ring-around-the-rosy', in which the object seemed to be for each one in turn to practice aerial gunnery on me!

"Fortune permitted me to get closer and closer to a cloud...when one chap, who worked for 'Buffalo Bill' shooting pennies off a blind man's head, mistook me for his old partner -- and missed -- gently touching my scalp with three bullets.

"The cloud had come closer to me and I headed for it when an unfortunate Boche got in the way of some American-made bullets and burst into flames. I made the cloud...vrrilled a billion meters, three times, passed away into semi-consciousness and next found myself pinned under my plane.

"French was being spoken! The people argued about my nationality, forgetting that my plane's occupant needed assistance until they were awakened by my saying, 'Lever ici!' I knew that phrase perfectly -- a year of seeing it on every machine had impressed it on my mind. "They lifted the plane; I fell out, and crawled from under it.' -----! Hurry up with the ladder!"

"But why say more? Those first two words told me that I was among friends --- the ladder was to be used as a stretcher on which to carry me away for repairs....." For two days the patrol which missed Lieut. SWAAB gave him up for lost, but he came back within a fortnight and before the Armistice, placed himself among the stars with a credit of ten enemy planes.

Captain BRIDGMAN scored the first victory for the Americans seven hours after the guns opened up against the Huns entrenched along St. Mihiel. Mont-San Flirey, Pont-a-Mousson. The Captain was scouting quite alone above the filmy low clouds at 800 meters.

Through the slight rifts he glimpsed a HANNOVERANER biplace which, upon spotting the SPAD, immediately dove for Hun-land with BRIDGMAN following...shooting. Finis! One HANNOVERANER diving through [a] layer of mist to its crash [or "layers of mist to its crash."] Another combat nearly took place directly after this one, only the Boche got a head start while the Captain was interested in the battle below. Then to make it an interesting trip, a bullet from the ground (either American or German -- in those 6 days both sides fired indiscriminately) put the SPAD engine out of kilter, and forthwith the Captain was forced to land within what a few hours previously, was enemy territory.

The satisfaction of this combat was offset immeasurably by the loss of Lieutenant VAUGHN McCORMICK, who was killed in a crash upon returning to the airdrome from an early morning patrol. Being the first to leave the ranks of the 22, and being a man of such excellent character, companionable tendencies, and capability in his work, his death was a sad blow to all his mates. He was buried with honors at the plot near evacuation Hospital No. 1, where near him rest several of his comrades, among whom are Lieutenants HERMAN SCHULTZ and DAVID PUTNAM.

The next week, patrols of Allies and Germans became more concentrated, as the weather lifted somewhat from the tiresome murkiness of low clouds, gusty wind and rain to "real flying weather." On September 13th, the air was full of French, English and American planes, and the various layers of clouds did not prevent constant patrolling. Attached to several of our formations at this time were a number of 11th and 20th Squadron DH4 "LIBERTIES"; at high altitude these ships were good rear protection, but near the earth the SPADS ran away from them, so they were impractical for our work. Protection missions were also carried out; SALMSONS from the 1st, 12th and 91st Squadrons taking photographs and making reconnaissances while the SPADS kept the PFLAZ and FOKKERS at a distance.

The 14th of September was clear and ideal, with the push on the ground at its victorious height, and our work in the air maintaining supremacy over that of the Huns. Morning and afternoons patrols were carried out, and in the words of the weekly..."an enjoyable time was had by all."

The first big mill of FOKKERS and SPADS of the 22 (which later became common on the Verdun Front) took place over Mars-la-Tour, just after three o'clock in the afternoon.

We were to meet a photographic SALMSON coming out over Mars-la-Tour at 3:00 PM (or 15 hours, as the French report teaches time). Our usual orders were always to clear the sky of Germans in the area, for a depth of 9-to-11 kilometers in advance of our front lines. The Hun played safe and conservatively still further beyond this range. At the time we were "en haut", the Boche had a string formation in three groups extending along the line Metz-Fresnes. At three o'clock, our patrol was over the SALMSONS rendezvous going towards the center of the Boche. No SALMSON was in sight, but if it had been it is doubtful, about six SPADS left in formation, protecting it against three batches of FOKKERS numbering 5, 6, and 12 planes. Strangely enough, other Allied Chasse ships were scarce at this hour.

The patrol was "jumped" by the last collection of 12 enemy FOKKERS. All except two members appeared to be safe and dived to approximate safety. Lieut. KIMBER was engaged and his plane unreasonably shot to pieces, himself surviving by several minutes. Lieut. HASSINGER disappeared entirely from the flight at its beginning, and it is practically certain that a second boon comrade fought a glorious fight against large odds, for if he did remain above to continue the struggle, the number against him became overwhelming due to the approach of the middle group of enemy aircraft.

Lieut. BROOKS, riding as deputy in the first-left-position, went into the cross-fire of the swarm of Herr FOKKER'S brain children, descending from the upper right region. He then went through the most exciting 10 minutes of his life when he fought 8 or 10 of the red-nose crew; maintaining his 5000 meters accounting for several oppressors during the interim. With many bullets in his plane, right rudder control shot away, and one gun jammed by a bullet, he landed behind our lines and now has a tendency to date his life from September 14th.

Ten days later, Captain BRIDGMAN, with Lieuts. HUDSON and LITTLE, shot down a D. F. W. biplace during a stirring fight with two of the same planes. This victory was the first gained for the Group after its removal from Toul to Belrain on September 22; and so once more the honors went to the 22 Aero Squadron for the first victory.

Removal to the Verdun drive took away much of the joy that came from inhabiting a reasonable dwelling place. At Toul, the quarters were comfortable and convenient, transportation was adequate for mind-saving trips to such palaces of the epicure as Nancy or Toul afforded, (when not interrupted by bombs dropped by unsympathetic Boche.) The main satisfaction of being an aviator, on account of the charm of living outside the muck of battle after the day's fighting, was taken away and the real conditions of warfare indulged in for the next month. Billets in Prie-la-Brulee, and Belrain were offered, supplemented by shacks on the field. Liaison was difficult to establish in many instances.

At all events, with many trials in camp, much fighting in the air, and the tremendous drive of the Armies after the forcing of Montfaucon after September 26th, the Squadron, from the

worried Operations Officer to the mechanics who worked all night with a searchlight, felt all that the war seemed to lack up to the time of Verdun.

On September 26th, Lieuts. HUDSON and DOOLIN were in a patrol of four of the Squadron ships which were set upon by 13 FOKKERS. After considerable maneuvering they reached our lines safely and brought down one of the enemy in the running fight. On the same patrol, Lieut. BEANE became separated from the others and shot down a FOKKER which had just shot down another SPAD. Although in turn attacked by two more of the enemy, Lieut. BEANE succeeded in eluding the offenders.

Two days later, on the 28th, a "glorious dog-fight" took place over Montfaucon in which six clean-cut victories for our patrol, and none for the Huns, was the result. Three biplaces and about a dozen Chasse planes were sighted in excellent position below our group of seven, which stage-setting immediately occasioned 13 combats. Lieut. TYNDALL dived on the last of the retreating biplaces, following the plane and helping it on with enough rounds to cause it to crash. Lieut. JONES crashed one of the FOKKERS and was immediately engaged with the result that another followed the first, Lieut. HUDSON attacked two of the enemy and poured bursts into one of the FOKKERS from such sort-range that "...he went into a straight nose-dive. Captain BRIDGMAN had three rapid sessions, claiming at least one of the FOKKERS; Lieut. BEANE went directly at a group of three, causing still another "vertical nose-dive" finish.

During the next four days, rain and hail storms were combated, propellers broken and chipped with soggy mud, bomb-dropping and road-strafting that the Squadron had been engaged in. With the German strategic retreating point in the region of Stenay, the Boche in the air grew more concentrated and gradually the Allied planes were admittedly not superior to the foe. SPAD patrols were numerous, but not enough liaison existed between them for best efforts, whereas the Boche were evidently practiced in very pretty trick formations of three, six, seven and as many as seventeen planes. Circles, rocket groups which split in all directions, baiting tactics, and cloud hiding were all exhibited.

On October 4th, Lieut. SPERRY jumped into a dog fight between other SPADS and FOKKERS, getting one E.A. and afterwards thanking an unknown friend for chasing away two others from his tail.

The following day a patrol led by Captain BRIDGMAN swept several biplaces from the lines near Remagne, and after the patrol had dwindled to five, 15 of the enemy pursuit planes came out of the mist and sun, firing many rounds at the SPAD formation and causing Lieut. HUDSON to be reported "missing." Out-numbered three-to-one, the remaining four did well enough to escape, inflicting such damage as possible on the enemy during the escape.

Four days later, with the sky full of Hun machines and "Archie", a patrol led by Lieut. BROOKS encountered, and accounted for, a D. F. W. After Lieut. JONES had satisfied himself of the destruction of this biplace, he went a bit further into Hun-land and sent a second precipitately into the ground. The next day was a continuation of the busy work with Lieut. VERNAM burning

two balloons which were tethered at a low height, and Lieuts. BEANE and CRISSEY shooting down another FOKKER.

Other combats were reported, the number of combats and narrow escapes became a jesting topic of conversation in the mess. Shooting Boche became commonplace, but not without cost, of course for more old comrades disappeared and new replacements were made as time went on. Lieut. SPERRY left a patrol near Verdun and some weeks later was reported a prisoner. Lieuts. GIBSON, CLAPP, VERNAM and BEANE were reportedly missing before the Armistice was put into force. Lieuts. AGAR and BIGGS were killed in airdrome crashes. Lieut. TIFFANY was Captured, later returning, as did Lieut. SPERRY, to tell of varied experiences as a German prisoner.

Transfers were made also for instructional and propaganda purposes, finally resulting in near a complete turnover of all the official personnel.

Returning to a period before the German moral completely broke, the next chronological victories after October 10th came on the 18th, when three German planes were destroyed. Lieut. JONES shot down a fast L. V. G. which a patrol was herding homeward toward the Meuse; Lieut. VERNAM separated from the same patrol and played hide-and-seek with several E.A.'s in formation until he finally shot an observer, wounded a pilot and crashed a plane; and Lieut. GRILLS pursued 5 D. F. W.'s and dropped the last of the retreating flock.

Regarding the L. V. G. which seven SPADS shooed down the river Meuse (from Verdun towards St. Mihiel), Lieut. JONES' diary account states: "Seeing the odds against the plane, I endeavored to play the Good Samaritan and went up and signaled for the 'baby' to land. My effort in this direction was not appreciated, for he turned his gun on me and tried to demonstrate his ability as a marksman.

"This so enraged me that I was forced to set his plane on fire, but not before shooting the pilot in the eye, and also making sundry holes in his gas tank. In the meantime, a fire having started in my plane, I was forced to land, which landing took place in some wire entanglement....."

Lieut. SWAAB, on the 23rd, was attracted from a patrol by the burning of an Allied balloon. He caught the FOKKER which had burned the balloon, sent it down in flames; then attacked and destroyed a RUMPLER biplane while endeavoring to locate his patrol.

Lieut. JONES and SWAAB shot down a FOKKER on the 27th, and their feat being well done, Lieut. SWAAB dove on a D. F. W. during the course of the same patrol, causing the biplane to follow its monoplane brother. On the 29th another "beautiful dogfight" took place when Lieut. BEANE led a patrol down among eight of the foe who were patrolling at an altitude of 1500 meters, evidently setting out to burn balloons, or to strafe troops. Lieut. BEANE went down on one FOKKER, closely followed by Lieut. SWAAB and the FOKKER was disposed of. Lieut. BEANE crashed yet another. Lieut. TYNDALL engaged in at least five separate combats scoring at least one decided hit.

Lieut. CRISSEY got one plane and in doing so, chocked his motor; letting himself down with four other FOKKERS down below...before the power caught again. Thereupon the FOKKERS formed a circle around Lieut. CRISSEY (who edged towards home), diving and side-slipping to dodge the bullets...finally escaping to a safe landing on a French airdrome.

Lieut. TYNDALL alternated with Lieut. VERNAM in shooting down a D. F. W. in flames, near Couflens, around noon of the same day. TYNDALL was also in a FOKKER mixup a few hours later and had five separate combats, firing 575 rounds and "...being shot at a good deal by them"...He considers this flight his most exciting experience; he nearly ran into an enemy plane and had one Boche shot from his tail. It was Lieutenant LITTLE who stopped the Hun's design on TYNDALL. This took place after LITTLE had already shot down one FOKKER out of control.

The next day a special escorting mission BREGUET bombers took place, and it was during this patrol to Buzansy that Lieuts. BEANE and VERNAM were lost. The mission accomplished, the patrol of six SPADS attacked eight FOKKERS and a hot fight ensued. The Germans were good performers and not to be separated. One SPAD was seen to crash after being fired upon by five FOKKERS.

Lieut. JONES became separated from the patrol and joined another which was bent upon the destruction of four FOKKERS. One of the four lagged and JONES did his in very neatly; but in doing so inadvertently allowed another FOKKER into position on him...and a 10,000 foot dive, "reved down to 2500" couldn't shake off the persistent FOKKER. JONES returned home with 27 bullet holes in his plane. Twenty-four hours later, Lieut. SWAAB chased an L. V. G. across our entire front and persevered to the extent of causing the L. V. G. to explode in the air, just east of Verdun. This made Lieut.

SWAAB the leading man in the Group, with ten official victories. The last meeting with the notorious red-nose and checker-board FOKKERS was on November 3rd, when a bombing-strafting mission accomplished, a patrol of SPAD "Shooting Stars" was attacked by greatly superior numbers. In the dog-fight which ensued, at least three enemy aircraft were destroyed and Lieuts. GIBSON, CLAPP and TIFFANY were listed as missing. GIBSON'S grave was later found, while TIFFANY was heard from as prisoner.

Lieut. RORISON was credited with the destruction of three FOKKERS on November 3rd. His combat report is a fitting example of the pursuit pilot's work---"Patrol of seven left aerodrome at Belrain at 15:20. Our patrol (now 6) was attacked by from 15-to-20 FOKKERS just as we dropped our bombs over Yonoq, I was a little out of formation at the time, due to trouble in releasing my second bomb, so [I] dropped on a 10 FOKKER who didn't see me, and filled his cockpit full of bullets...sending him down with the SPAD.

"I pulled up, found myself alone with the remaining FOKKERS all around me. My nourrice had been hit by several bullets during the first part of the combat and also my wing. So I turned on

the nourrice to use up the gasoline as it was flying in my face and on the exhaust pipes and I was afraid of fire.

"When I found myself the only SPAD in the midst of the remaining FOKKERS, I felt two tracers go by my face and heard the explosives going off, I saw one FOKKER right on my tail, leading my plane from above and another shooting upward, from just below. There was a FOKKER hanging on propeller, just in front of my guns. I pulled into a stall and gave him about 50 rounds and saw him go off on his wing.

"Then an explosive bullet hit my right machine gun just at the back, and my ears were blinded, and I thought that I had been hit in the head. The next thing I remember, I was about 300 meters high and headed north. I pulled around and headed for our lines, machine guns firing at me from the ground. There was another formation of FOKKERS to my left, so I crossed the lines very low and landed at Vadolaincourt. I received about 47 bullet holes all around cockpit, guns; two through my bomb, which did not release, nourrice, wheels, etc"

That was the kind of work done by the 22 Aero Squadron, although it was not always so concentrated, to be sure. Within the next week (before November 11th) the weather was very poor. The last patrol, led by Captain BRIDGMAN, went over and bombed Stenay on November 6th.

After November 11th the weather cleared up, strangely enough, and the tripe made over the old hunting grounds without meeting black crosses were proof enough that the war was "Finis." The lack of transportation and replacements of the old worn out SPADS,

during the following month, caused a doubtful period. Changes were varied and frequent. From a clear sky the order came through for Captain BRIFGMAN to leave for the States, and shortly afterward many of the old pilots were gradually relieved and replaced by new men arriving from Issodun training camp.

Nothing seemed to be done other than wait for the Squadron to move towards home.

Lieut. BROOKS assumed command after Capt BRIDGMAN'S departure. Lieut. TIFFANY appeared back after an enforced stay in Germany, with an interesting tale of his stay.

The record of the Squadron from August 6-November 11 is quite remarkable. In spite of a late start, the "Shooting Stars" accounted for 43 official victories, against 34 of its nearest rival, the 139th "Mercurios." Casualties were 12; including 4 known killed, two prisoners and six missing in action. During 72 days of flying operations the Squadron conducted 956 Sorties, 82 Combats, 1282 hours/16 minutes total flying, and 1196 hours/4 minutes total time over the lines.... toward a goal of 43 (and possibly 46) Official victories.

Several DISTINGUISHED SERVICE CROSSES were awarded and recommendations were made for the MEDAL OF HONOR. The whole Squadron worked with a zeal which was undaunted by

whatever adversity arose. The Armament work, Operations, Engineering, Supply and Administration were conducted efficiently and for the common purpose. The mechanics were already eager to work overtime to have planes ready, and the faith the pilots had in their mechanics was evident in the confidence with which flights were undertaken. And the pilots were "on the job" at all times to bring the 22 Aero Squadron to its position of leadership of the 2nd Pursuit Group.

The expected orders for demobilization came positively in April of this year when directions were received that after proceeding to the First Air Depot at Colombey-les-Belles to drop supplies, the next step would be the base port and then..."Bon Voyage!" The Squadron remained at Souilly until February 2nd, 1919, when it moved to Grand (in the Vosges). It made the nucleus upon which was formed a new 2nd Pursuit Group composed of the 185th, 213th, and 28th Squadrons, with Lt Col JOHNSON commanding. A new camp was constructed at Grand and work went on normally. To all intent and purposes the fighting unit was still intact.

The officer personnel changed further; school, flying and fatigue were regularly scheduled; leaves were granted as far as possible; a number of minor incidents varied the programme -- such as the First Army Horse and Motor Show at Bar-sur-Aube, on March 5th, 1919 (where the 22 gained a share of the prizes) and inspections were frequent as the breaking-off seemed more imminent.

The standing record of the victories were enhanced by the addition of two additional confirmations for Lieuts. SPERRY and VERNAM -- making the creditable final of 46 official conquests in 62 days of the St. Mihiel and Meuse-Argonne offensives. It was then learned that Lieut. VERNAM died on December 1st, 1918. His last epic combat was related to a Red Cross representative to the effect that after burning another Boche balloon he was shot down and mortally wounded while returning to Allied territory. His chum and companion, Lieut. BEANE, was killed in this sad issue under circumstances not yet come to light. The latter's grave was located. Although much effort was expended to learn their fate, no word was received up to mid-April as to the meaning of "missing in the cases of Lieut[s]. CLAPP and HASSINGER; "killed in action" is the dismayingly accepted final chapter. Their glory, and that of their eight comrades, rests in their deeds for the world to note with acclaim.

The following is a letter from ARTHUR C. KIMBER, written eleven days before his death on September 26, 1918. He was the fifth casualty, and the third death of the 22 Aero Squadron at this time.

September 15, 1918

"It has always been my policy to be perfectly frank with you and tell you everything. If anything should happen to me, you would be glad to know of all my experiences. This is war, and war in itself is dangerous; everybody knows that. Yesterday I had the most thrilling experience in my life. Now I am going to tell you all about it, but don't allow yourselves to worry; it will do no good. We chasse pilots run many risks daily and they are all in the game. "on the anniversary of

my enlisting in the US Aviation (September 14, 1917) I had the biggest fight of my life. I joined up in Paris. Little did I dream then what a chasse pilot goes through; now I know -- I don't wilt under gunfire nor do I lose my head even in an unequal fight with bullets shrieking and whistling all around me, hitting my plane, 'Nick', and just missing my head. That is one satisfaction.

"Yesterday afternoon eight of us started on a patrol with the Captain leading. Our Mission was to create a safe one for our observation planes five kilometers ahead of our advancing forces, and to do this we had to fly 8-to-9 kilometers north of our most advanced lines. Because of my having had a little more experience than some of the boys, I was placed on the left and to bring up the tail and cover the others. Rear man has the worst position in case the patrol is attacked, for he is the first victim picked on...and in case his patrol attacks, he gets little glory, for it is the leading men who shoot at the enemy.

"So when the nine FOKKERS attacked us, LITTLE and I were the first victims. About four of the red-nosed, blue-bodied machines jumped on me. They had height and were in the sun and all I could do was wriggle. At that moment I looked down below and saw that five or six other FOKKERS had come up and were attacking the rest of the patrol. In a dog-fight like that, it soon develops into every man for himself...and the devil take the hindmost. Well...I was the hindmost! But at the same time I didn't like the idea of being easy meat for devil Huns. We were about 5200 meters high and about 10 kilometers in the Boche lines.

"I watched my tail like a cat and saw the enemy come in. One especially attracted my attention and he was only 75 meters off. He moved prettily, and I moved like mad to get out of his sights. But he wasn't my only worry, for there were three or four picking on me alone! No sooner would I avoid one than another would be firing on me Rat-a-tat-tat-tat!

What a sound! And then a streak of pale, sickly, white-bluish smoke would whisk over my head as the bullets flew by! 'Nick' was absolutely riddled; I didn't have a chance to fire a shot. I had to look in back of me all the time...and with me, I don't like to fire unless my beads are on another man's head. There is no use in firing bullets wildly if they are not going to hit something. This is not a Fourth of July celebration just for noise, sparks and smoke, and yet through it all I never thought so quickly or so clearly in my life. My head was just as cool as could be. It was a game to outwit the Huns...and then get away! "With motor racing full speed, I swung into a fast, steep right-hand spiral dive, going down almost vertically, and yet turning enough to keep the other fellow's sights off me.

Really...to tell the truth, I've never seen such a pretty sight as those tracers and incendiary bullets flying past and leaving their trail of smoke...but that smoke smells awful! The rata tat-tat-tat is bad, but the whistle and crack as the bullets hit home in your machine...ripping the fabric and breaking the woodwork is awful!

"For 1200 meters those streaks and bullets kept flying past me; then the Boche seemed to pull out of the following dive, evidently convinced that they had sent a SPAD down out of control. I

let 'Nick' dive vertically for another 800 meters...just for good luck...and then gently pulled him towards our lines. Looking up and back, I saw the Huns circling around like hawks over their prey. In the air was considerable wreckage, evidently a plane had exploded. As I crossed the lines the Boche kept archie-ing me with their black archies, but I couldn't help laughing -- their shots went so wild! My altitude then was about 3000 meters. That 2200 meters was the fastest I ever dropped.

"Giving 'Nick' the once-over I decided it was best to make for our aerodrome and land. My landing was terrible and bouncy...because, among other things, the Boche had shot off my left tire. As I taxied up to the hangers a great crowd of pilots and mechanics gathered around my plane...and, of course, they had to have the story and congratulate me upon getting away. 'Nick' and I were certainly lucky; there's no question about that!

"My machine was so badly shot up that I'll probably have to have a new one. The motor was untouched, so I'm going to ask the Captain if I can't have that in my new plane.

There were nearly 70 holes in my machine, mostly in the fuselage and body. The three vital parts: my engine, gas tank, and I --- were untouched; although bullets smashed some struts and wires not three inches from me. The rudder control wires were nearly cut in two, ditto one aileron control and the left flying cables. The tail was nearly shot off, the rudder was perforated, and the left lower wing was a wreck with the longerons nearly cut away. Three struts in the fuselage were smashed and many wires were severed. The propeller had two holes in it.

"Well...it will be my turn next time, and I certainly do hope to have better luck with the Hun than he had with me. Gee -- but I wanted to go right up again after a Boche! But this is no game for the single hunter, and the man who flies alone in an offensive is a fool ---the Hun flies in formations of fifteen to twenty planes. No...my chance will come and I hope that it won't be in a dog-fight, but rather in a duel! I went up in another fellow's machine this morning, but it developed motor trouble, so I had to land. But I've got all my nerve and I've smelt powder...and I'm a wiser more experienced pilot!

"God was merciful to me. I hope that I can prove myself worthy of His mercy in this war and in later life. Well....I must quit. Good-bye, good luck and lots of it, and much love. God bless you all."

Lieuts. TIFFANY and SPERRY were Captured, but happily returned later to rejoin their comrades and to tell of their varied experiences as German prisoners. The remaining unfortunate ten found peace and solace only in death.

FIRST DEATH: 2nd Lieutenant VAUGHN R. McCORMICK

On September 12th, Lieut. McCORMICK went out on a patrol. As he returned to the aerodrome he made a very sharp turn close to the ground. As he was going into the wind, all who saw him felt sure he was turning as to land in the proper manner against the wind. In turning, he lost

control of his plane, crashed and was killed almost immediately. It is thought by all that he was returning from a flight in which he had been wounded. He was buried on September 14th, near Evacuation Hospital #1, in France. In June of 1919 his body was removed to St. Mihiel American Cemetery 12 Thiaccourt Meurthe-et-Moselle. He received two official credits for victory over the enemy during his brief flying career.

SECOND DEATH: 1st Lieutenant PHILIP E. HASSINGER

On September 14th, 1918, the second day of the offensive which smashed the St. Mihiel salient, he was flying in battle formation with his patrol, over the German lines when his patrol was attacked by a larger number of German planes and a fight ensued. Lieut. HASSINGER disappeared and no trace has ever been found of him. Those with whom he was associated believe the gas tank in his plane was hit by an explosive bullet. Lieut. HASSINGER destroyed in combat (on September 14th) two enemy planes which were seen to crash. He was officially credited with these two victories.

THIRD DEATH: 1st Lieutenant ARTHUR C. KIMBER

On September 26th, while one of a small patrol, he disappeared and as there was no anti-aircraft fire in the sky at the time, the only explanation of his disappearance given is that he was hit by a direct burst from the American artillery barrage through which his formation was flying. His body has never been found.

FOURTH DEATH: 1st Lieutenant HENRY R. HUDSON Lieut. HUDSON was lost in action on October 5th. During his association with the Squadron he was officially credited with three aerial victories. His body had never been found. No witnesses to his immediate death.

FIFTH DEATH: 1st Lieutenant JOHN G. AGAR, JR.

On October 20th, Lieut. AGAR went to get his plane where it was lying after having been forced to land. Another officer accompanied him on the operation. He took off, and while climbing, his motor stopped. In turning back to the field from which he had taken off, he crashed, was severely injured, and died the following day in the hospital. He lies buried in the French Military Cemetery at Savonnières, near Bar-le-Duc.

SIXTH DEATH: 1st Lieutenant JAMES B. BIGGS

On October 27th, Lieut. BIGGS took off from the aerodrome at Belrain and his motor stopped. In turning back to the field, his plane fell in a vrille and he crashed, being instantly killed. He lies buried in the French Military Cemetery at Belrain.

SEVENTH DEATH: 1st Lieutenant JAMES D. BEANE

Lieut. BEANE was decorated with the Croix de Guerre by the French before he joined the Squadron. On October 30th, he went out on a patrol which, unfortunately, encountered a group of members of the re-organized RICHTOFEN EN CIRCUS, which attacked his patrol and greatly out-numbered it. The CIRCUS was composed of the finest Chase pilots in the German Air Service, and in combat with them, BEANE was shot down. He is credited officially with six victories, one of which was with the French Air Service. Captain FREDERICK W. ZINN, Air Service,

USA, and of the American Military Mission to Berlin, found the remains of Lieut. BEANE'S machine, and his grave near Outhe, and south of the road from Brieuilies to St. Pierremont in the Ardennes.

EIGHTH DEATH: 1st Lieutenant REMINGTON DeB. VERNAM

On October 30th, Lieut. VERNAM left on the same patrol with Lieut. BEANE, and was severely wounded. He was reported missing in action and it was not until after the signing of the Armistice that it was learned that Lieut. VERNAM had been taken, mortally wounded, to a hospital at Longwy, where he died a few days after the Armistice. He was wounded in the groin, abandoned by the Germans in the hospital upon the evacuation of Longwy, and was found by the Red Cross upon the occupation by the Allies. He was officially credited with six victories, one of which was won with the French, and he received the Distinguished Service Cross and Citation.

NINTH DEATH: 2nd Lieutenant EDWARD B. GIBSON

On November 3rd, Lieut. GIBSON was assigned to a flight sent to bomb Beaumont, located nearly 25 miles behind the German lines. His patrol was attacked by very great numbers and GIBSON was found wounded by bullets, many miles from the town over which the flight had encountered the enemy FOKKERS. It was thought that he was wounded in combat and became unconscious while returning to the lines; or in returning, he was attacked by planes and shot down. He lies buried where he fell, about 15 miles south west of Beaumont.

TENTH DEATH: 1st Lieutenant HOWARD R. CLAPP

The last an to fall was Lieut. CLAPP. He was in the patrol of November 3rd in which the Squadron was sent many miles over the German lines; and it was on this patrol that attack was made by planes of three-or-four times greater in number, and Lieut. CLAPP lost his life. No trace of his body has ever been found.

On the 10th of February, 1919, the organization started on what is hoped to be the last sortie—
HOME

Jacques Swaab: 10 victories

Clinton Jones: 8 victories

James Beane: 6 victories

Arthur Raymond Brooks: 6 victories

Remington Vernam: 5 victories

The One Hundred Thirty-fifth Aero Squadron was a Corps Observation squadron. It was assigned to the Fourth Corps Observation Group July 28, 1918, and reached the Front at Ourches two days later. The squadron was engaged in the operations at the Toul Sector, at St. Mihiel and the Argonne-Meuse first and second offensives. This organization made many reconnaissance's into German territory, gaining valuable information, fought many combats

and was officially accredited with having brought down 8 enemy aircraft. It ceased operations February 5, 1919. The squadron suffered 7 casualties, consisting of 5 killed and 2 wounded.

135 Aero Squadron. the opening of the St. Mihiel attack on the morning of September 12th, 1918. Our squadron was still working with the 89th Division and in addition was working for the Fourth Army Corps Artillery.

This memorable morning opened up with bad weather. Rain was falling and the clouds were unusually low. The first mission of the morning fell to the lot of 2nd Lt. J. E. Bowyer, pilot, and 1st Lt. A. T. Johnson, observer. It was raining when they took off and the Officer in charge of flying asked Lt. Bowyer if he did not think it was raining too hard. Lt. Bowyer replied by saying "What is a little bit of rain when there is duty to be performed?" They went up, on their mission and were flying low, thru our artillery barrage, when they were struck by a shell, instantly demolishing the machine and killing both occupants. Both of these Officers have been recommended for the Distinguished Service Medal.

1st Lt. W. C. Suiter, pilot, and 2nd Lt. G. E. Morse, Observer, were sent out on a long reconnaissance behind the "Hindenburg Line". They executed their perilous mission with great bravery and returned with valuable information which was dropped by them at the dropping ground. Having completed this they started out on counter-battery work when they were attacked by a number of enemy planes and brought down in flames. Both of these officers were killed. The Distinguished Service Cross was posthumously conferred upon both of these officers.

1st Lt. G. M. Chritzman, pilot, and 1st Lt. M. J. Reed, observer, had a very desperate battle with seven enemy planes. During the course of the conflict their machine was riddled by thirty-two bullets, the altimeter in the observer's cock-pit was shot away, the radio key was shot away and the control wires on one elevator were shot away while the other one was hanging on by one strand of wire. By brilliant work they were able to elude the enemy and return safely to the air-drome but the machine was a wreck and had to be salvaged.

1st Lt. G. D. Ream, pilot, had joined the Squadron six days prior to the St. Mihiel attack. The machine that was assigned to him was not working smoothly and for that reason he had not had an opportunity to go up in it and get acquainted with the sector. On the morning of the 12th the machine was taken up for a test flight and pronounced as fit, so later in the morning Lt. Ream with 2nd Lt. P. G. Hart, as observer, went up on a mission. He was attacked by a number of enemy planes and in the fight that ensued he received twenty-nine bullet holes in his machine. Despite the fact that he did not know the sector and it was his first experience, he showed wonderful skill in handling his machine and extreme coolness under fire and returned safely from his mission accomplishing excellent results. Not satisfied with this he went out again in the afternoon with 1st Lt. J. H. Nathan, as observer, and was again attacked by the enemy. In this fight they shot down an enemy plane, for which they received official credit.

1st Lt. T. J. D. Fuller, Jr., pilot, and 1st Lt. V. Brookhart, observer, went up the same morning. It was Lt. Fuller's first trip over the lines and there was a strong wind blowing into Germany and

the clouds were very low. They became lost and landed in Switzerland, thinking they were in France. Some peasants shouted to them that they were on Swiss soil and they took off again, but Swiss Guards, who were armed with machine guns, shot into their engine and compelled them to land. They were interned in Switzerland for the duration of the war.

Lt. W. A. Coleman, pilot, and 2nd Lt. W. E. Belzer, observer, were awarded the Distinguished Service Cross for bravery in this attack. Lt. Coleman was also officially credited with the destruction of one enemy plane on the 12th of September.

2nd Lt. O. E. Bennell, observer, had his hand caught in the propeller of the radio generator when he attempted to remove some string from it that was clogging up the propeller. Two of the fingers on his right hand were almost cut off, causing him great pain and suffering. Despite the fact that this occurred during the first ten minutes of his flight he carried on with his work without calling his pilot's attention to it and remained in the air for one hour and forty minutes and returned with valuable information. Refusing medical aid he wrote his observer's report and handed it in before he would consent to have his wounds dressed.

When the time came at last for the long-heralded American Battle-plane, the Liberty-engine. DH-4, to be introduced to His Atrociousness the Hun and His Arch Lowness William of Hohenzollern, the One Hundred and Thirty-fifth Aero Squadron was picked for the job.

The Squadron had been formed away back in the "Dark Ages" of American aviation. It had gone through all the days of training and disciplining back home, training and starving in England, training and fatiguing in the S. O. S. till it finally arrived in the Zone of Advance, July 19th, 1918, at Amanty. Here Lieutenant Blair Thaw, a real war pilot, took charge. A week sufficed for the supplies and transportation to catch up and on July 30th the Squadron moved up to the front at Ourches.

Five short weeks here and the pilots, observers, brand new Liberties and other accoutrements necessary to the "Eyes of the Army" had arrived. The First American squadron with American-built planes was now ready for business. It was one year, four months and one day since Uncle Sam had declared his intention to drive old Jerry from the heavens.

Tis the seventh day of August 1918. A fanfare of trumpets sounds in the distance. The long looked for curtain is about to ascend. Beaucoup Officials and moving picture men begin to appear on the scene. Seeing the cameras, all the Kiwis don their leather coats and occupy the foreground with a sang-froid air and the well-known look of the intrepid airman.

In the words of the War Correspondent, "All is in readiness. The steel gray eyed birdmen mount blithely into their seats. A word to the waiting mechanics and the mighty motors burst forth in thundering chorus. A nod, a gesture and the eighteen planes hop gracefully over the ground, leap into the atmosphere and disappear in ever widening spirals into the ethereal blue to drive von Hindenburg from the skies forever."

The first sortie was led by Brigadier General Foulois with Lieutenant Blair Thaw as his observer and Colonel Royce flying the second machine as deputy.

Within a week the Squadron was hard at work with army observation and reconnaissance. So, there remains little that is humorous to be said of the tiresome, bloody business of warfare that followed.

On August 16th came the first taste of blood. While shooting pictures one of the teams was attacked by a Hun pursuit flight. The gas line failed to stop the first bullet so the engine decided to quit. Then the pilot stopped three of them in his leg and hip but he didn't let that worry him and somehow or other got her down on our side.

On the eighteenth, while making a forced landing, Blair Thaw, the C.O., failed to clear some telephone wires and, to everyone's intense sorrow, was killed, and his observer severely injured.

August 7th, 1918. The first Liberty formation over the lines.

On August 21st while making pictures, one team was leapt upon by five Huns. They finished one of them off, making the first victory for the Squadron, and the rest decided they could do better on some other part of the line. Five days later the same two began to exchange missives with a flock of Huns who were disputing their right to take certain photos. The observer got one through his Lewis gun, then another in his hip and the third finished off the rodler controls. The pilot kept his front guns going strong till the Huns gave the job, then crashed down in a rough field.

In preparation for the St Mihiel drive of September 12th the Squadron was assigned to the 89th division. No one who was there will ever forget that day. While flying through the barrage under the low clouds, one ship received a direct hit from one of our own shells and, with its occupant, was blown to bits. Another team accomplished a deep reconnaissance into the German back areas, brought back their information and dropped it, returned to do counter-battery work and were attacked by a large formation and brought down in flames. Another was attacked by seven Hun chasse planes. The Huns filled the wings with holes, shot away the radio key and altimeter and the elevator wires on one side but very kindly left them hanging by one strand on the other and the pilot brought her all the way back to the aerodrome to give the salvage crew something to do.

That morning, too, a new pilot went up for his maiden voyage. The Huns caught him and put twenty-nine holes in his brand new machine. But he managed to get back to the aerodrome and get patched up and went back that after-noon and got himself a nice fat Hun just to make it a good start. Another team went out for their first trip. They got into an argument with the low clouds and found themselves far into Germany. Turning around they came back and landed in what they thought was France. No such luck! It was Switzerland, and when they attempted to leave the wily Swiss extended hospitality in the form of a machine gun so they had to watch

the rest of the war from the Alps.

After the push the Squadron worried along while being assigned to a new Division almost every other day. Finally, on the last day of September they moved from Ourches to the Toul aerodrome.

So the war went on till the end came in November. During the time the Squadron was on the front it carried out ten hundred and sixteen sorties. Two pilots and three observers were lost but eight enemy machines were accounted for according to official reports.

After returning from France, most of the 135 Aero Squadron demobilized at Hazelhurst Field, Long Island, and returned to civilian life. A small cadre of the unit remained in the Air Service, and were assigned to Post Field, Oklahoma, and attached as an observation squadron, supplying aircraft for the United States Army Field Artillery School at Fort Sill and supported Army units at Fort Leavenworth, Kansas. Was moved to Maxwell Field, Alabama in late 1921 and provided reconnaissance for Army units in the IV Corps Area. Participated in the annual maneuvers of the 8th Infantry Brigade 1923-31, continued to support Army units at Fort Bragg, North Carolina throughout the 1920s with a detachment assigned to Pope Field.

22 Observation Squadron

In 1921, the 22 (later Observation) Squadron became the first major operational unit at the depot. On 8 November 1922, the War Department named the depot Maxwell Field in honor of Second Lieutenant William C. Maxwell. A native of Natchez, Alabama, Lieutenant Maxwell died on 12 August 1920 in the Philippines when his DH-4 aircraft struck a flagpole after swerving to avoid striking a group of children at play.

The 22 Observation Squadron helped establish an airmail route between the Gulf Coast and northern Great Lakes area and the foundation of a permanent airmail service. After torrential rains caused severe flooding in southern Alabama in March 1929, Maj Walter Weaver, the Maxwell Field installation commander, ordered the squadron to fly daily airdrop missions to help the flood victims. Between 14 and 20 March, Maxwell pilots flew 346 sorties and covered approximately 60,000 miles, marking the first major operation in which US military forces airdropped relief supplies in a major civilian emergency.

Consolidated squadron

In 1937, the Army Air Corps consolidated the 22 Observation Squadron with the demobilized 22 Aero Squadron and giving the unit a second World War I lineage and honors. Supported Army units at Fort Sam Houston, Texas.

After the Attack on Pearl Harbor was assigned to Third Air Force in 1942, supporting Army units at Fort Polk, Louisiana in training maneuvers. Deployed to the Desert Training Center in Southern California in 1942 providing reconnaissance and helping to prepare Fifth Army ground forces for desert combat prior to the Operation Torch landings in French West Africa in November 1942. Later returned to North Carolina to support units at Fort Bragg; later Fort

Campbell, Kentucky with flying observation missions.

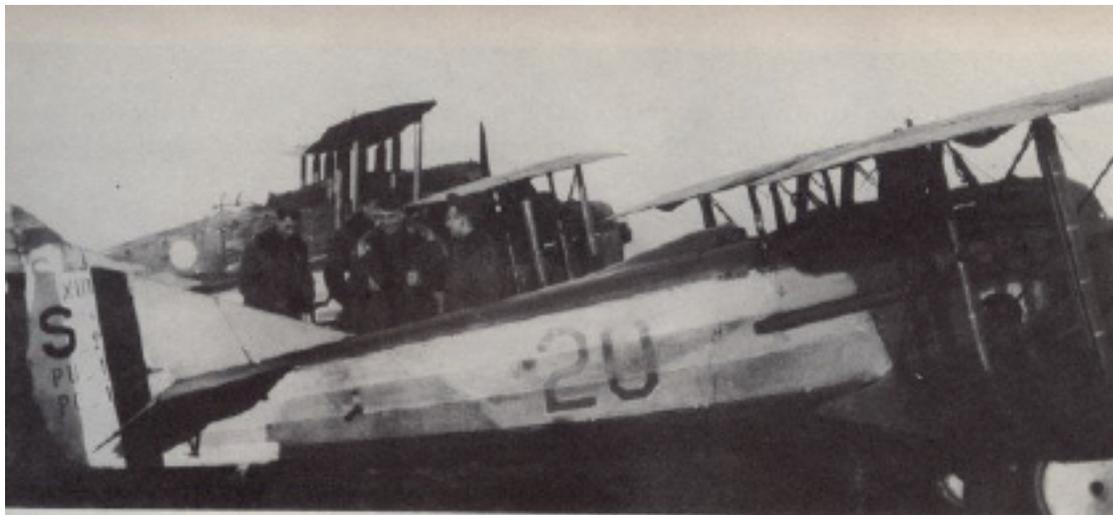
In late 1944 was ordered to train for service overseas as a combat reconnaissance squadron Re-equipped with modern A-20, P-39 and P-40 fighters used as tactical reconnaissance aircraft. Trained under Third Air Force for battlefield tactical reconnaissance missions. Deployed to Nancy/Essey Airfield, France in March 1945 as part of Ninth Air Force, later to Haguenau Airfield, France in April flying tactical reconnaissance missions over Nazi Germany with P-51/F6 photo-reconnaissance aircraft in the closing stage of the war, supporting Allied ground forces as part of the Western Allied invasion of Germany.

Returned to the United States after the German Capitulation in May. Conducted pilot training at DeRidder airfield Louisiana in May 1945 for missions in the Pacific theater. Never deployed due to Japanese capitulation. Became part of the Continental Air Forces Third Air Force at Drew Field, Florida in August, being reassigned to Brooks Field, Texas in December.

Activated at Shaw AFB, South Carolina, 1971, not manned or equipped. Activated as a Unmanned drone reconnaissance squadron at Davis-Monthan AFB, Arizona. The 22d Tactical Drone Squadron was a second drone squadron at Davis-Monthan, being activated and assigned to the 432d Tactical Drone Group on 1 July 1976.

Performed photographic reconnaissance to support tactical air and surface forces with tactical drones manufactured by Ryan Aeronautical. Used AQM-34L/M/V drones, DC-130 launch vehicles, and CH-3 recovery helicopters. The group conducted follow-on testing and evaluation of the AQM-34V model drone and the initial operational testing and evaluation and developmental testing and evaluation of the DC-130H "mother ship."

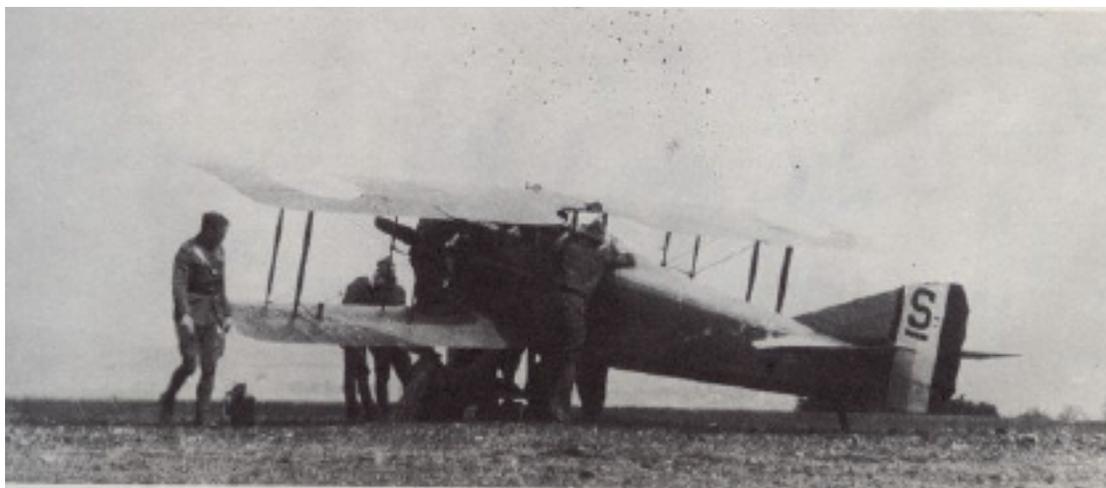
22 TDS inactivated in 1979 due to budget restrictions; drone operations moved to Eglin AFB. Florida.



The 22nd Aero Squadron, France, 1918 ----- before the "Shooting Star insignias were adopted and painted on this SPAD.



Squadron lineup. Capt. BROOK'S plane is in the center, marked "O". He flew Number "20" as his last ship. His other SPADS were numbered in this fashion: "Smith I, II, III, and IV".



Capt. BROOKS makes a forced landing after engine trouble. Now being repaired, the SPAD is ready for take-off and more service at the Front.



TOP: Capt. Arthur Raymond Brooks by his SPAD, "Smith IV, No. 20". This machine is now in the Smithsonian.



1st LT. PHILIP E. HARINGER, A.S.



1st LT. ARTHUR C. KIMBEN, A.S.





First Annual Reunion
22nd AERO SQUADRON ASSOCIATION
First Wing - 2nd Pursuit Group - W. W. 1
Lincoln, Nebraska Sept. 29 & 30, 1962