

94th FIGHTER SQUADRON



MISSION

LINEAGE

94th Aero Squadron organized, 20 Aug 1917

Redesignated 94th Squadron (Pursuit), 14 Mar 1921

Redesignated 94th Pursuit Squadron, 25 Jan 1923

103rd Aero Squadron organized, 31 Aug 1917

Demobilized, 18 Aug 1919

94th Pursuit Squadron and 103rd Aero Squadron consolidated, 8 Apr 1924

Redesignated 94th Pursuit Squadron (Interceptor), 6 Dec 1939

Redesignated 94th Pursuit Squadron (Fighter), 12 Mar 1941

Redesignated 94th Fighter Squadron (Twin Engine), 15 May 1942

Redesignated 94th Fighter Squadron, Two Engine, 28 Feb 1944

Inactivated, 16 Oct 1945

Redesignated 94th Fighter Squadron, Single Engine, 5 Apr 1946

Redesignated 94th Fighter Squadron, Jet Propelled, 20 Jun 1946

Activated, 3 Jul 1946

Redesignated 94th Fighter Squadron, Jet, 15 Jun 1948

Redesignated 94th Fighter Interceptor Squadron, 16 Apr 1950

Redesignated 94th Tactical Fighter Squadron, 1 Jul 1971

Redesignated 94th Fighter Squadron, 1 Nov 1991

STATIONS

103rd Aero

Kelly Field, TX, 31 Aug 1917
Garden City, NY, 5–23 Nov 1917
Winchester, England, 8–23 Dec 1917
Issoudun, France, 24 Dec 1917
La Noblette, France, 18 Feb 1918
Bonne Maison (near Fismes), France, 10 Apr 1918
Bray Dunes, France, 2 May 1918
Leffrinckoucke, France, 5 May 1918
Crochte, France, 8 Jun 1918
Toul, France, 4 Jul 1918
Vaucouleurs, France, 7 Aug 1918
Lisle-en-Barrois, France, 20 Sep 1918
Foucaucourt, France, 6 Nov 1918
Colombey-les-Belles, France, 5 Jun 1919
Brest, France, 6–19 Feb 1919
Garden City, NY, 4–18 Mar 1919

94th Aero (later, 94th Pursuit)

Kelly Field, TX, 20 Aug 1917
Hazelhurst Field, NY, 5–27 Oct 1917
Paris, France, 18 Nov 1917
Issoudun, France, 24 Jan 1918
Villeneuve-les-Vertus, France, 5 Mar 1918
Epiez, France, 1 Apr 1918
Toul, France, 7 Apr 1918
Touquin, France, 30 Jun 1918
Saints, France, 9 Jul 1918
Rembercourt, France, 1 Sep 1918
Noers (near Longuyon), France, 20 Nov 1918
Coblenz, Germany, 31 Dec 1918
Colombey-les-Belles, France, 17 Apr 1919
Le Mans, France, 5–18 May 1919
Mitchel Field, NY, 1 Jun 1919
Selfridge Field, MI, 27 Jun 1919
Kelly Field, TX, 31 Aug 1919
Ellington Field, TX, 1 Jul 1921
Selfridge Field, MI, 1 Jul 1922 to consolidation.

Consolidated Squadron

Selfridge Field, MI, from consolidation in 1924
San Diego NAS, CA, 9 Dec 1941
Long Beach, CA, 6 Feb–20 May 1942
Kirton in Lindsey, England, 10 Jun 1942
Ibsley, England, 27 Aug–24 Oct 1942

Tafaraoui, Algeria, 15 Nov 1942
Nouvion, Algeria, 21 Nov 1942
Youks-les-Bains, Algeria, 28 Nov 1942 (detachments operated from Maison Blanche, Algeria, 6–14 Dec 1942)
Biskra, Tunisia, 14 Dec 1942
Chateaudun-du-Rhumel, Algeria, 14 Feb 1943
Mateur, Tunisia, 20 Jun 1943 (detachments operated from Dittaino, Sicily, 6–18 Sep 1943, and Gambut, Libya, 4–12 Oct 1943)
Djedeida, Tunisia, 1 Nov 1943
Monserato, Sardinia, 29 Nov 1943
Gioia del Colle, Italy, 10 Dec 1943
Salsola, Italy, Jan 1944 (detachments operated from Aghione, Corsica, 10–18 Aug 1944, and Vincenzo, Italy, 9 Jan–18 Feb 1945)
Lesina, Italy, 16 Mar 1945
Marcianise, Italy, 26 Sep–16 Oct 1945
March Field (later, AFB), CA, 3 Jul 1946
George AFB, CA, 18 Jul 1950
Selfridge AFB, MI, 18 Aug 1955
Wurtsmith AFB, MI, 31 Dec 1969
MacDill AFB, FL, 1 Jul 1971
Langley AFB, VA, 30 Jun 1975

DEPLOYED STATIONS

Ladd Field, AK, 13 Oct 1947–16 Feb 1948
Osan AB, South Korea, 6 Jun–17 Nov 1969

ASSIGNMENTS

103rd Aero

Unkn, 31 Aug 1917–Jul 1918
2nd Pursuit Group, Jul 1918
3rd Pursuit Group, Aug 1918–Jan 1919

94th Aero (later, 94th Pursuit)

Unkn, 20 Aug 1917–Mar 1918
1st Pursuit Organization and Training Center, Mar 1918
1st Pursuit Group, 5 May–Nov 1918
Third Army, Nov 1918–Apr 1919
unkn, Apr–Aug 1919
1st Pursuit Group, 22 Aug 1919 to consolidation

Consolidated Squadron

1st Pursuit (later, 1st Fighter) Group, from consolidation in 1924 to 16 Oct 1945
1st Fighter (later, 1st Fighter Interceptor) Group, 3 Jul 1946
4705th Defense Wing, 6 Feb 1952

27th Air Division, 1 Mar 1952
1st Fighter Group, 18 Aug 1955
1st Fighter Wing, 1 Feb 1961
23rd Air Division, 1 Dec 1969
1st Tactical Fighter Wing, 1 Jul 1971
1st Operations Group, 1 Oct 1991

ATTACHMENTS

Alaskan Air Command, 13 Oct 1947–16 Feb 1948
314th Air Division, 6 Jun–17 Nov 1969

WEAPON SYSTEMS

103rd Aero

Spad VII, 1918
Spad XIII, 1918

94th Aero (later, 94th Pursuit)

Nieuport 28, 1918
Spad XIII, 1918–1919
Fokker D–VII
Albatros D–V
Pfalz D–III
Roland D–VI
SE–5, 1919–1922
JN–4
JN–6
DH–4
Orenco D
PW–5
MB–3, 1922–1924

Consolidated Squadron:

MB–3, 1924–1925
MB–3A
PW–8, 1924–1926
P–1, 1925–1931
P–1A
P–1B
P–1C
P–2
P–3
P–5, 1926–1931
P–12, 1930–1932
P–12B

P-12D
 P-6, 1932
 P-6E
 P-16, 1932–1934
 P-6
 P-26
 P-26A
 P-26C
 P-30 (PB-2), 1934–1938
 P-35, 1934–1941
 P-36, 1938–1940
 P-36A
 P-40 (and probably P-43), 1939–1941
 P-38, 1941–1945
 P-38D
 P-38F
 P-38G
 P-38H
 P-38J
 P-38L
 P-80, 1946–1949
 P-80A
 F-86, 1949–1960
 F-86A
 F-86E
 F-106, 1960–1971
 F-4, 1971–1975
 F-15, 1976

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-86A				
48-0145	49-1284	48-0255	48-0129	47-0624
49-1294	48-0164	49-1177	48-0189	
48-0158	48-0197	48-0193	47-0635	

F-86E
 51-2741

MB-3A
 AS-68249

P-1
 25-414

P-12B

30-87	29-441	29-441	29-439
29-450	29-439	29-446	29-444

P-12D

31-267
31-252
31-266
31-269

P-16

32-222	31-510	31-514	32-227	31-513
31-504	31-512	31-515	31-505	32-224

P-1A

26-281
26-284
26-293

P-1B

27-81
25-416
27-67

P-1C

29-249	29-245	29-258	29-245
29-254	29-246	29-257	

P-26A

33-134	33-73	33-108	33-129	33-78	33-135
33-130	33-137	33-72	33-74	33-124	33-48

P-26C

33-192
33-192
33-192

P-30

33-207

P-35

36-362	36-355	36-384	36-386	36-397
36-369	36-416	36-404	36-357	36-374
36-399	36-383	26-368	36-424	

P-36A

38-56	38-44	38-115	38-101	38-153
38-60	38-48	38-113	38-6	

P-38

40-800
40-770
40-753

P-38D

40-781	40-805	40-778	41-780	40-777
40-780	40-804	40-799	40-801	

P-38F

43-2073	41-7635	41-7634	41-7610	41-7516
43-2073	41-7604	41-7498	41-7634	41-7502
43-2099	41-7602	41-7525	41-2340	42-12615
43-2103	41-7618	41-7573	41-2328	

P-38G

42-12918	43-2528	42-13059	42-13442	P-38H	42-67034
42-13251	42-13182	42-13416	42-13347	42-67058	

P-38J

42-104059	42-104226	42-104132	42-68159	43-28633
42-104270	42-104243	44-23184	42-104249	42-67977
43-28633	43-28422	42-104114	42-104267	44-23182

P-38L

44-24055	44-24184	44-25052	44-24447	44-24447
44-24384	44-24388	44-25016	44-24390	

P-3A

28-191
28-191

P-43

39-715
41-6701
39-713
41-6698

P-5

29-331

P-6E

32-234	32-263	32-253	32-263	32-246	32-246
32-255	32-245	32-275	32-267	32-276	32-252
32-257	32-249	32-259	32-272	32-272	

P-80A

44-85147	44-85040	44-85233	44-85357	44-85094	45-8594
44-85234	44-85090	44-85023	44-85347	44-85142	

PB-2

33-206

XP-3A

28-193

Y1P-16

31-511	31-510	32-223
31-226	32-224	31-503

YP-38

39-690

YP-43

39-716

39-711

39-714

P-38

44-24654

F-106

56-0454	57-2533	58-0772	58-0782	58-0792	59-0025
56-0463	57-2535	58-0773	58-0783	58-0793	59-0027
56-0465	57-2539	58-0774	58-0784	58-0794	59-0042
57-0233	57-2540	58-0775	58-0786	58-0795	59-0109
57-0235	58-0760	58-0777	58-0787	58-0796	59-0112
57-2465	58-0766	58-0779	58-0788	58-0797	59-0121
57-2515	58-0767	58-0780	58-0790	58-0798	59-0149
57-2523	58-0768	58-0781	58-0791	59-0016	59-0153

F-15

78-0514	78-0525	78-0548	80-0004	80-0029	81-0020
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81-0031	81-0039	82-0024	83-0011	83-0036
81-0032	81-0040	82-0025	83-0014	83-0046
81-0033	81-0041	82-0037	83-0023	84-0008
81-0037	81-0050	83-0010	83-0024	

ASSIGNED AIRCRAFT TAIL CODES AND MARKINGS

In 1943, the different squadrons began to apply specific colors to their tail booms, wingtips and prop tips. 94th FS used yellow, (Squadron Codes beginning with UN.)

Another source cites:

27-yellow

71-red

94-blue

UNIT COLORS

COMMANDERS

103 Aero

Lt White, 31 Aug 1917

1Lt Phocion S. Park, Jr., 21 Sep 1917

Maj William Thaw, 18 Feb 1918

Cpt Robert L. Rockwell, 29 Jul 1918

Cpt Robert Soubiran, 18 Oct 1918- 18 Aug 1919

94 Aero

1Lt J. Bayard Smith, 20 Aug 1917

Cpt Henry L. Lyster, by Mar 1917

Maj John W. F. Huffer, 7 Mar 1918

Maj Kenneth Marr, 9 Jun 1918

1Lt Alfred A. Grant, Aug 1918

Cpt Edward V. Rickenbacker, 25 Sep 1918

Maj Reed M. Chambers, 26 Dec 1918-unkn

1Lt Samuel G. Frierson, Dec 1920

Cpt Byrne V. Baucom, 17 Mar 1921

1Lt Willard S. Clark, 16 May 1921

Cpt Lawrence P. Hickey, 19 Jul 1921

1Lt Donald A. Hicks, 15 Aug 1921

Cpt Byrne V. Baucom, 30 Oct 1921

1Lt Sam L. Ellis, 21 Jun 1922

Cpt Frank O'D. Hunter, 3 Jul 1922

1Lt Sam L. Ellis, 19 Oct 1922

1Lt Frank O'D. Hunter, 19 Jul 1923

Consolidated Squadron

1Lt Sam L. Ellis, 1 Apr 1925
1Lt Stanton T. Smith, 2 Sep 1925
1Lt St. Clair Streett, 22 Aug 1926
2nd Lt. Luther S. Smith, 1 Oct 1926
Cpt Hugh M. Elmendorf, 6 Nov 1926
1Lt John K. Cannon, 13 Jun 1928
Cpt Harry A. Johnson, 12 Jan 1929
Cpt Audrey B. Ballard, 14 Jul 1932
1Lt Earle E. Partridge, 16 Nov 1933
Cpt Audrey B. Ballard, 12 Mar 1934
1Lt Earle E. Partridge, 4 Jun 1934
Maj Edwin J. House, 23 Oct 1934
Cpt Leo H. Dawson, 1 Sep 1936
1Lt Edward W. Anderson, 26 Jun 1938
Maj Harold H. George, 28 Jul 1938
Maj John R. Hawkins, 1 Feb 1940
1Lt Ralph S. Garman, 9 Dec 1941
Maj Glenn E. Hubbard, 30 Jun 1942
Cpt James Harman, 6 Mar 1943
Cpt (unkn) Sutcliffe, 17 Apr 1943
Maj (unkn) Wellensiek, 1 Jul 1943
Cpt (unkn) Hagenback, 27 Sep 1943
Cpt William L. Jacobsen, 24 Jan 1944
Cpt Edward La Clare, 28 Apr 1944 (acting)
LTC Francis H. Harris, 20 Jul 1944
LTC Harry L. Culberson, 21 May 1945-unkn
LTC Robert L. Petit, Jul 1946
LTC Donald E. Hillman, 20 Aug 1946
Maj James Lemmon, 1 Jun 1949
LTC John G. Benner, 18 Jun 1950
Maj Louis A. Green, 30 Jun 1951
Maj Donald P. Buchanan, 6 Sep 1951 (acting)
Maj Louis A. Green, Oct 1951
LTC Jack R. Best, 10 Nov 1951
LTC James B. Raebel, by Dec 1952
LTC Frank B. Rinn, Sep 1954-unkn
LTC Edward S. Popek, Jan 1958
LTC John W. Lafko, 1 Jul 1960
LTC Richard G. Cross Jr., 17 Jul 1962
LTC Hugh J. Martin, 1 Jun 1965
Maj Leslie J. Hauer, 30 Mar 1966 (temporary)
Col Hugh J. Martin, 22 May 1966
LTC Joseph F. Olshefski, Jul 1967

LTC Ewell D. Wainwright, 1 Dec 1969
Unkn, Jan-Jun 1971
LTC Donald W. Martin, 1 Jul 1971
LTC James D. Shepherd, 28 Aug 1972
LTC John D. Parker, 19 Mar 1973
LTC William M. Dalton, 30 May 1974
LTC Henry M. Yochum II, 2 Mar-29 Jun 1975
None (not manned), 30 Jun 1975-31 Jul 1976
LTC John R. Britt, 1 Aug 1976
LTC John L. Borling, 7 Jul 1978
LTC Jimmy L. Cash, 20 Apr 1979
LTC Thomas J. Barber, 20 Mar 1981
LTC William A. Goodrich, 19 Feb 1982
LTC Ronald T. McBride, 17 Feb 1983
LTC Paul V. Hester, 20 Nov 1984
LTC Orvil R. Hause, 31 Oct 1986
LTC Ronald A. Dorenbusch, 7 Jan 1988
LTC James B. Smith, 29 Aug 1989
LTC Daniel P. Griffin, 9 Nov 1990
LTC Dennis G. Krembel, 22 Apr 1992
LTC Michael L. Straight, 11 Jun 1993
LTC Stephen J. Miller, 17 Jun 1994
LTC Timothy L. Wolters, 8 Dec 1995
LTC David M. Rhodes, 12 Apr 1996 (temporary)
LTC Timothy L. Wolters, 12 Jun 1996
LTC Thomas Dietz, 9 Jan 1998
LTC Brett T. Williams, 16 May 1999
LTC Kevin L. Martin, 17 Nov 2000
LTC Michael E. Tallent, 9 Jun 2002
LTC Scott Maw, 13 Feb 2004
LTC Dirk D. Smith, 15 Jul 2005

HONORS

Service Streamers

None

Campaign Streamers

World War I

Champagne (earned by 94th Aero and 103rd Aero)

Lorraine (earned by 94th Aero and 103rd Aero)

Flanders (earned by 103rd Aero)

Ile-de-France (earned by 94th Aero)

Champagne-Marne (earned by 94th Aero)

Oise-Aisne (earned by 94th Aero)
Aisne-Marne (earned by 94th Aero)
St Mihiel (earned by 94th Aero and 103rd Aero)
Meuse-Argonne (earned by 94th Aero and 103rd Aero)

World War II
Antisubmarine, American Theater
Egypt-Libya
Air Offensive, Europe
Algeria-French Morocco (with Arrowhead for ground echelon only)
Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Normandy
Northern France
Southern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat, EAME Theater
Southwest Asia: Southwest Asia Ceasefire

Armed Forces Expeditionary Streamers
None

Decorations

Distinguished Unit Citations
Italy, 25 Aug 1943
Italy, 30 Aug 1943
Ploesti, Rumania, 18 May 1944

Air Force Outstanding Unit Awards
15 Jun 1982–15 Jun 1984
16 Jun 1984–15 Jun 1986
1 May 1992–30 Apr 1994
1 Jun 1995–31 May 1997
1 Jun 1998–31 May 2000
1 Jun 2000–31 May 2001

French Croix de Guerre with Palm (awarded to 94th Aero)
French Croix de Guerre with Two Palms (awarded to 103rd Aero)

French Fourragere (awarded to 103rd Aero)

EMBLEM



94th: Within a Red circle in perspective, long axis vertical, Uncle Sam's top hat, upper portion, Blue background with White stars [pointing to dexter base]; middle portion, Red and White stripes; brim, White [pointing to sinister chief]; sweat band, Brown; inside of hat, Dark Blue. The 94th was officially the first American squadron representing the American air forces to arrive on the Western Front. The design was adopted because it was symbolic of Uncle Sam throwing his hat into the ring. (Approved, 15 Nov 1919 from World War I emblem; canceled and replaced with emblem based on Lafayette Escadrille, 6 May 1924; original emblem reinstated 9 Jul 1942 Approved, 1994)

The Squadron insignia, Hat-in-the-Ring, suggested by Cpt Paul M. Walters, Med. Corps Surgeon, was adopted, and Lieutenant Wentworth was assigned the task of drawing the proposed insignia. The squadron was previously using the 103rd's emblem. 20 Mar 1918

First appearance of the Hat-In-The -Ring insignia, which was suggested by Cpt Paul H. Walters, Medical Corps, of Pittsburgh, Pennsylvania, and the design of which was drawn by 1st Lieutenant John Wentworth. 10 Apr 1918

The One Hundred Third Squadron was represented by another Indian head with a large war bonnet decorated with a swastika.

The 'Indian Head' symbol was originally the combat insignia of the Lafayette Escadrille, those young American pilots who flew for France prior to the United States entry into WWI. When ultimately transferred into the U.S. Army Air Service as #, the 103rd Aero Sqdn, this insignia went with them as that unit's insignia. The 103rd was subsequently consolidated with the 94th Aero Sqdn which had already adopted the 'Hat In The Ring' devise. This latter design was finally

adopted as the official insignia of the 94th in 1919 only to again be replaced by the Indian Head motif in 1924. Just prior to the groups deployment overseas in 1942, former 94th Aero Sqdn Ace, Cpt Eddie Rickenbacker successfully lobbied for the reinstatement of the 'Hat In The Ring' symbol as the official Group insignia of the 94th Fighter Squadron.

MOTTO

NICKNAME

HAT IN THE RING

CALL SIGN

SPRINGCAP

OPERATIONS

94th Aero (later, 94th Pursuit): Combat as a pursuit unit with the French Sixth Army, French Eighth Army, and the American First Army, 19 Mar–10 Nov 1918; served with the Third Army as the pursuit aviation arm of the occupation forces, Nov 1918–Apr 1919.

20 Aug 1917

94th Aero Squadron organized at Kelly Field, Texas, under command of 1st Lieutenant J. Bayard H. Smith, from volunteers. With the exception of two enlisted men, no man assigned the squadron had any previous military experience.

30 Sep 1917

94th Aero Squadron, consisting of 2 officers, 150 enlisted men, under command of 1st Lieutenant J. Bayard H. Smith; and 95th Aero Squadron, consisting of 2 officers and 138 enlisted men under command of 1st Lieutenant Fred Natcher, entrained at Kelly Field, Texas for Mineola, New York.

5 Oct 1917

94th & 95th Aero Squadron arrived New York and at 7-00 AM boarded Weehawken Ferry for Long Island Terminal, Long Island City, New York, where they entrained for Mineola at 1:00 P.M. and arrived at Mineola 2:00 P.M. and immediately hiked to Aviation Mobilization Camp No. 2.

8 Oct 1917

94th- 1st Lieutenants Godfrey Dovner, William E. Bermingham, Edward Fisher, Charles E. Pankow, and Eugene Adams, assigned.

27 Oct 1917

The 94th and 95th Aero Squadrons which had been engaged in completing assembly of equipment and in polishing upon drill at Mineola, entrained at Mineola, New York, 6:30 AM and embarked on White Star Liner Adriatic at Hoboken, New Jersey at 3:00 P.M..

10 Nov 1917

94th and 95th Aero Squadron arrived Liverpool, England, four hours after arrival the two squadrons entrained for Southampton, England.

94th and 95th Aero Squadron reached Southampton, England, 3:00 AM and were marched immediately to the American Rest Camp some two miles out of the city. At about 3:30 P.M., the squadrons were marched back to town and embarked on the SS T-luntscraft, a former German Channel boat, for LeHavre, France. When about midstream, the boat was forced to turn about for some unknown reason and returned to Southampton.

12 Nov 1917

94th and 95th Aero Squadrons departed Southampton, England, on SS Huntscraft about midnight.

13 Nov 1917

94th and 95th Aero Squadrons arrived Lellavre, France, and marched about 6 kilometers to British Concentration Camp.

18 Nov 1917

94th Aero Squadron entrained for Paris, France, arriving there late in day, and immediately upon arrival marched to Ruelly Barracks where they were quartered overnight.

19 Nov 1917

94th Aero Squadron was split into seven detachments, one detachment being assigned to each the Brequet and Renault Airplane plants, and one to the Barzier, Renault Nieuport, Gnome, Bleriot and Hispano-Suiza engine works, for a thorough course of instruction in maintenance of equipment

24 Jan 1918

94th Squadron entrained at Paris, France for Issoudun, France, arriving late in day and immediately marched to 3rd Aviation Instruction Center.

5 Mar 1918

94th Squadron arrived Villeneuve- Les -Vertus and reported to Major Atkinson. Major John W. Huffer assigned to and assumed command relieving Cpt Henry L. Lyster.

7 Mar 1918

94th 1st Lieutenant Edward V. Rickenbacker, James A. Meissner, Edgar Tobin, M. Edwin Greene, Hobart Baker, and Joseph H. Eastman, assigned.

8 Mar 1918

The 1st Pursuit Group Organization Center started actual training of squadrons which were to comprise the 1st Pursuit Group. Major Raoul Lufbery of the 94th Squadron, a combat pilot of distinction, Cpt James E. Miller, Commanding the 95th Squadron, Major John Huffer, commanding the 94th Squadron, were the principal flight instructors and were constantly in the

air leading formations and endeavoring to discipline new pilots. That is, pilots new to the requirements of the war, in the functions of combat observation and training.

18 Mar 1918

94th- First contingent of 16 type XXVII Nieuports powered with 160 Horsepower Monosaupe engines was received by squadron,

19 Mar 1918

94th- Major Lufbery, First Lieutenants Edward V. Rickenbacker and Douglas Campbell made first flight by 94th Squadron over lines north of Marne and over Rhine,

20 Mar 1918

94th- Major Lufbery, Lieutenant Wentworth and Thorne Taylor made patrol over the lines.

21 Mar 1918

94th- Six additional Nieuports of various types were assigned to the squadron to bring the strength up to 22 airplanes.

31 Mar 1918

94th- Squadron enlisted personnel departed for Epiez, by truck, but immediately after personnel departed, fire broke out and completely destroyed one of the hangars and several machines. Several other machines parked in the open prior to take-off were seriously damaged by the fire.

1 Apr 1918

Pilots and machines of the 94th Squadron arrived at Epiez. This airdrome was situated on a hill in the rainy and foggy valley of the Meuse and flying was almost impossible. Cpt James Norman Hall of the 103rd Aero Squadron cracked-up a Nieuport while attempting a landing on the airdrome shortly after the squadron arrived.

4 Apr 1918

94th- First flights over lines made from station at Epiez.

7 Apr 1918

94th- Squadron ordered to Toul and departed from Epiez same day. On arrival at Toul the squadron passed from the control of the 1st Pursuit Organization Center and placed under VIII French Army to act as Independent Air Unit. Cpts David McK Paterson and Kenneth Marr transferred from 95th Squadron as Flight Commander.

8 Apr 1918

94th- Squadron commenced active patrols and alerts over the lines from St. Mihiel to Pont-A-Mousson. Major Lufbery, Cpts Marr and Peterson acting as Flight leaders. Cpt James Norman Hall transferred from 95th Aero Squadron for duty as Flight Commander.

12 Apr 1918

94th- Major Lufbery destroyed an enemy single-seater near Epiez but the victory was never officially confirmed.

14 Apr 1918

94th- While on alert at about 8:00 AM, word was received that two enemy planes were over Tours. The clouds were very low and the day was quite disagreeable, a light mist and occasional-rain prevailing, Shut Lieutenants Douglas Campbell and Alan F. Winslow immediately jumped in their airplanes and took-off. A few minutes later the two pilots were attacked by the two German machines. Lieutenant Campbell shot the Pfalz single-seater down in flames and it fell on the airdrome. A few seconds later Lieutenant Winslow drove the albatross down out of control and it fell in the vicinity of the airdrome. These were the first two victories scored by an all-American, American Squadron, and the coincidence is unique in the annals of aviation. The following telegram was received from the Chief of Air Service, A. E. F. Paris, France:

"THE CHIEF OF AIR SERVICE THANKS THE 94TH SQUADRON FOR THE TWO GERMAN ALBATROSS PLANES AND PILOTS BROUGHT DOWN WITHIN OUR LINES AND CONGRATULATES LIEUTENANT DOUGLAS CAMPBELL AND LIEUTENANT ALAN WINSLOW ON THEIR EXCELLENT WORK AND THEIR GALLANT CONDUCT"

Signed WHITEHEAD.

18 Apr 1918

94th- Second Lieutenant A. L. Cunningham transferred to Organization Center Headquarters as Operations Officer.

20 Apr 1918

94th- Three type XXVIII Nieuports received from Depot as Replacements.

23 Apr 1918

94th- Major Lufbery had combat with bi-place but his guns jammed after he fired about five rounds and he was forced to withdraw from the combat.

26 Apr 1918

94th- Lieutenants Douglas Campbell and Alan F. Winslow decorated with the Croix-de-Guerre, by General Gerard, Commanding VI French Army, for action of 14 April.

29 Apr 1918

94th- Cpt James Norman Hall and 1st Lieutenant Edward Rickenbacker destroyed a Pfalz in flames near Vigneulles-les-Hatton Chatel.

1 May 1918

94th- Major Lufbery turned over on flying field when engine failed in Nieuport on take-off.

2 May 1918

94th- Lieutenants Meissner, Winslow and Davis attacked a formation of three enemy bi-place machines north of Pont-A-Mousson. After a short fight Lieutenant Meissner brought one

machine down in flames near the Foret de la Rappe. The fabric of the leading edge and on the lower wings was torn loose during the combat and he was subjected to heavy anti-aircraft fire from German batteries but by skillful operation and cool determination he managed to coax the crippled airplane across the American lines.

3 May 1918

94th- While leading a patrol of three airplanes over the lines near Luneville, Cpt David McK Peterson and Lieutenant Charles Chapman, Jr. , engaged an enemy patrol of five scouts. Lieutenant Loomis the other member of the patrol was forced to withdraw from the engagement after his guns jammed but he stayed overhead bluffing enemy aircraft from entering the melee. Lieutenant Chapman shot down a monoplane out of control (unconfirmed) and was in turn shot down in flames by a bi-plane. Captain Peterson shot down a monoplane and the enemy patrol was dispersed. During a later patrol Cpt Hall and Lieutenant Winslow engaged in indecisive combats with an enemy patrol, While attempting a take-off on a voluntary patrol later in the afternoon Lieutenant Winslow crashed and washed out the landing gear on his airplane when engine trouble developed.

5 May 1918

94th- Recalled from VIIIth French Army and assigned 1st Pursuit Group . Moved to airdrome at Gengoult, - France, and occupied sheds, tents and shacks until completion of barracks.

6 May 1918

94th- Cpt James Norman Hall, 1st Lieutenant Edward V. Rickenbacker and Eddie Green while on voluntary patrol sighted a flight of three enemy scouts near Preny. The flight attacked the German patrol and Lieutenant Rickenbacker destroyed a Fokker monoplane which was not confirmed until November 16, 1918. Lieutenant Green also destroyed a Pfalz which was unconfirmed. Cpt Hall while following a Fokker in a dive lost the fabric- on his wings and his plane was hit by a dud anti-aircraft shell and fell into a spin. On making a crash landing in German territory he suffered a broken ankle and was taken prisoner. During a patrol later in the day Major Raoul Lufbery destroyed an enemy scout which was unconfirmed, and in landing from patrol Lieutenant James Meissner turned over on the flying field when his airplane dropped in a hole.

9 May 1918

94th- Two Type XXVIII Nieuports received by the squadron. On landing from early patrol in the morning, Cpt Kenneth Marr and 1st Lieutenant Thorne Taylor approached the field and landed from opposite directions. While still moving on the ground at a high speed the planes engaged wings and the ships spun around and around. In the confusion both pilots had apparently opened their throttles and the machine guns in Cpt Marr's plane opened fire, An explosion of ammunition in the carrying cases in Cpt Marr's airplane set fire to the plane and it was completely demolished.

11 May 1918

94th- 1st Lieutenant Walter W. Smythe and Willard D. Hill assigned. Lieutenant Rickenbacker engaged Fokker in indecisive combat near Thiaucourt.

13 May 1918

94th- While on voluntary patrol Lieutenant Campbell attacked two enemy single- seaters at 2, 500 meters over Lironville. He shot one down, which was unconfirmed, and chased the other one far inside the German lines before breaking off the combat.

May 1918

94th- First Lieutenant George W. Zacarias, Alden B. Sherry and John N. Jeffers assigned, While on voluntary patrol in the early morning, Cpt David McK Peterson waited over the enemy airdrome at Thiaucourt at a high altitude until he observed two German bi-place Rumplers take-off and climb for our lines. He immediately dove and attacked one at a very low altitude sending it down in flames. The other rumpler which was above and behind him then opened fire on him and on turning and firing a short burst at it, it immediately exploded. While on voluntary patrol Lieutenant Thorne Taylor attacked a balloon north of Flirey but failed to destroy it. He was then attacked by a flight of three bi-place north of Villiers but succeeded in getting away from them and reaching the airdrome. Cpt Marr on patrol attacked a bi-place near Thiaucourt but with no result. General Gerard, Commanding the VIIIth French Army, General Hunter Liggett, Commanding 1st Army Corps, A. E. F., Major General Edwards, Commanding the 26th Division, and Colonel William Mitchell, Chief of Air Service 1st Army, visited the squadron for the purpose of decorating Cpt David McK Peterson, Cpt James Norman Hall (Missing) 1st Lieutenant Edward V. Rickenbacker, 1st Lieutenant James A. Meissner, and 2nd Lieutenant Charles W. Chapman (Killed in action) with the CroixDe-Guerre. The decorations were awarded at 1:00 PM in the presence of two companies of French Infantry, 2 companies of the 26th Division, and the French Regimental Band and the Divisional Band. Immediately after the ceremony, a flight of six planes led by Colonel William Mitchell, Major Lufbery, Cpts Peterson and Marr, and Lieutenants Rickenbacker and Meissner performed for about 20 minutes.

16 May 1918

94th- Lieutenant Douglas Campbell attacked enemy bi-place near Thiaucourt and was in turn engaged by a second enemy bi-place but both combats were indecisive.

May 1918

94th- Lieutenant Edward Rickenbacker engaged three enemy Albatross scouts near Richecourt and succeeded in destroying one. The other two dove for their side of the lines and in diving after them the wing on Lieutenant Rickenbacker's type XXVIII Nieuport snapped. By good luck he managed to nurse the crippled Nieuport back to the airdrome without being sighted by a single enemy airplane.

18 May 1918

94th- Lieutenant Campbell while on voluntary patrol attacked an enemy bi-place near Verdun. After firing a few bursts his guns jammed and he was forced to bluff his way until he corrected the jam, after which he fired a short burst and the enemy plane was shot down in flames. (confirmed). Cpt Marr engaged an enemy bi-place in indecisive combat near Verdun. Lieutenant Thorne Taylor attacked an Albatross and a bi-place rumpler and saw the Albatross go down in flames near Verdun. (unconfirmed).

19 May 1918

94th- While on patrol near Flirey, France, at about 2,500 meters, 1st Lieutenant Douglas Campbell attacked an enemy bi-place and after shooting a few rounds his guns jammed. He maneuvered so as to protect himself and keep the enemy plane away from the enemy lines, corrected the jam and returned to the combat. After a short, Violent combat the enemy plane caught fire and crashed. (Confirmed). 1st Lieutenant Joseph Eastman had a forced landing at Menilles-Tour and completely demolished the airplane while returning from patrol, While watching two green American pilots combat two enemy two-seaters over the city of Toul, and observing the enemy two-seaters escaping, Major Lufbery became exasperated and jumped into the nearest machine. He immediately took off and attacked the nearest of the two seaters. He made one round of one of the machines and pulled off apparently to clear a jam, both two-seaters firing on him. A moment later he returned to the attack and after a very brief combat was seen to fall in flames. When about at a thousand meters from the ground, he jumped from the machine and fell into a small garden a few yards from the Moselle River. The machine crashed beyond the river in a small field. An examination of his body showed that he had been wounded in the head and his machine showed that the gasoline tank had been pierced and set afire. The old lady, into whose garden he fell, stated that after striking the picket fence surrounding the garden, he got up and then fell over dead. In all Lufbery's official and numerous victories he had never brought down an enemy machine in our lines and it is thought that this desire coupled with his exasperation at the sight of the enemy aircraft escaping, caused him to forget his usual tactics and caution and so led to his death.

20 May 1918

94th- Major Raoul Lufbery buried with military honors in the Aviators Cemetery at Sebastapol, France, General Gerard, Commander of the VIth French Army, and his entire staff, General Edwards, once commanding General of the unit to -which Pvt. Lufbery was assigned in the Philippine Islands, Colonel William Mitchell of the United States Air Service, together with hundreds of officers, French and American, from all branches of the Army Service on the Sector, attended. Lieutenant Kenneth P. Culbert wrote of the funeral to Professor T. Copeland, of Earvard University; "As we marched to the grave, the sun was just sinking behind the mountain that rises so abruptly in front of Toul; the sky was a faultless blue and the air heavy with the scent of blossoms. An American and a French General led the procession, followed by a band which played the funeral march and "Nearer My God to Thee" so beautifully that I for one could hardly keep my eyes dry. Then followed the officers of his squadron and my own, and after us, a group of Frenchmen famous in the stories of this war, American officers of high rank, and two American companies of Infantry, separated by a French company. We passed before crowds of American nurses in their clean white uniforms and a throng of patients and French civilians. He was given a full military burial,' with the salutes of the firing squad and the repetition of taps, one answering the other from the west. General Edwards made a brief address, one of the finest talks I have ever heard, while French and American planes circled the field throughout the ceremony. In all my life I have never heard "Taps" blown as beautifully as on that afternoon. Even some of the officers joined the women there in quietly dabbing at their eyes with white handkerchiefs. Truly France and American had assembled to pay a last tribute to one of their bravest soldiers. My only

prayer is that somehow, by some means, I may do as much as he for my country before I too go west - If in that direction I am to travel." Lieutenant Culbert was killed in combat the day after his letter was written. To him Lufbery had been a shining example as he was to thousands of young airmen, French and American, and though the war is over and those heroic days gone for all time, perhaps, they keep his memory bright and follow him still.

21 May 1918

94th- Lieutenants Meissner, Taylor and Eill engaged in indecisive combats with enemy scouts. While returning from a voluntary patrol Lieutenant Alan Winslow made a forced landing between Menilles -Tour and Andid, in which the airplane was completely destroyed.

22 May 1918

94th- 1st Lieutenants Edward Rickenbacker and Douglas Campbell engaged an Albatross near Flirey and destroyed it. (confirmed). 1st Lieutenant Paul B. Kurtz killed in combat with Fokker when plane fell in flames near Gengoult Aviation Field about 9:50.

25 May 1918

94th- The Herring Sisters, a well-known song and dance team from the United States entertained the squadron after supper.

26 May 1918

94th- While on patrol Lieutenants Hill and Meissner engaged a patrol of enemy scouts in the vicinity of Flirey and destroyed two of them, both of which remained unconfirmed.

27 May 1918

94th- While leading a formation of three planes, Lieutenant Douglas Campbell observed a flight of DLI's of the British Independent Air Force near Flirey being attacked by a formation of five Pfalz scouts. The flight moved into the engagement and Lieutenant Campbell destroyed one of the Pfalz machines which fell near Flirey. (confirmed) In following up an attack on two Pfalz scouts Lieutenant Meissner dove his Nieuport too steeply and for too long and suffered the loss of his fabric on the upper plane, which forced him to land near Flirey, Lieutenant Meissner destroyed a Pfalz during this engagement which was not confirmed. During a late morning patrol in the vicinity of Montsec a patrol of five enemy monoplanes was encountered. Lieutenant Rickenbacker destroyed one which fell near Montsec (unconfirmed) and Lieutenant Hill drove down an enemy control (unconfirmed) before being seriously wounded by an airplane out of explosive bullet.

28 May 1918

94th- 1st Lieutenant Edward V. Rickenbacker destroyed an Albatross near St. Baussant (confirmed) and one near Flirey (Unconfirmed).

29 May 1918

94th- A six plane flight, together with a flight of six planes of the 95th Squadron, was ordered to protect Independent British Air Force units on a raid on Conflans. In an engagement during this

flight, Lieutenant Meissner destroyed an Albatross near Jaulny which was confirmed and a Pfalz which was not confirmed. Attacking another enemy plane, Lieutenant Meissner again stripped the fabric from his wings and was forced to retire from the melee, returning to the airdrome, where he crashed on landing, but escaped uninjured. Lieutenant Rickenbacker destroyed an albatross near Jaulny which was confirmed. Lieutenant Campbell destroyed an enemy mono-place near Thiaucourt (confirmed). Lieutenant Chambers forced to withdraw from combat due to engine trouble and made a forced landing near Malzville due to engine failure.

30 May 1918

94th- A six plane flight, together with a flight of six planes of the 95th Squadron, was ordered to protect Independent British Air Force units on a raid on Conflans. In an engagement during this flight, Lieutenant Meissner destroyed an Albatross near Jaulny which was confirmed and a Pfalz which was not confirmed. Attacking another enemy plane, Lieutenant Meissner again stripped the fabric from his wings and was forced to retire from the melee, returning to the airdrome, where he crashed on landing, but escaped uninjured. Lieutenant Rickenbacker destroyed an albatross near Jaulny which was confirmed. Lieutenant Campbell destroyed an enemy mono-place near Thiaucourt (confirmed). Lieutenant Chambers forced to withdraw from combat due to engine trouble and made a forced landing near Malzville due to engine failure.

31 May 1918

94th- While on patrol near Lironville, France, Lieutenants Meissner, Campbell, Smythe, Taylor and Coolidge engaged and destroyed an enemy bi-place (confirmed). Lieutenants Eastman and Loomis engaged in indecisive combats with Fokkers near Lironville.

1 Jun 1918

94th- While on patrol in the vicinity of Lironville, Lieutenants Chambers and Rickenbacker engaged Fokkers in indecisive combats. Lieutenant Green destroyed a Fokker near Lironville, unconfirmed. Four additional Nieuport XXVIII's received as replacements from the depot At Colornbey-les-Belles.

2 Jun 1918

94th- Patrol of four Nieuports attacked by six Pfalz near Maiserais in the German lines. Second Lieutenant Philip W. Davis shot down in flames at 15:15 near Maiserais. Lieutenants Campbell, Eastman and Cunningham each destroyed a Pfalz but none of the victories were confirmed.

4 Jun 1918

94th- One additional Nieuport XXVIII was received by the squadron. While on patrol near Epinonville, Lieutenants Rickenbacker, Loomis, and Green were attacked by a flight of Fokkers which were gaily painted. The Fokkers withdrew after a short engagement with no decision on either side. 1st Lieutenant Morrison transferred to 1st Corps Observation Group.

5 Jun 1918

94th- Major John Huffer was relieved of command of the squadron and transferred to the Staff of the Chief of Air Service, Zone of Advance. Cpt Kenneth Marr assumed command. Lieutenants

Meissner and Campbell engaged and destroyed a Rumpler Bi-place between the lines near Eply(confirmed) and during the combat Lieutenant Campbell 'was slightly wounded, Lieutenant Rickenbacker while on voluntary patrol had a forced landing near Menil-le-Tour,

6 Jun 1918

94th- 1st Lieutenant Douglas Campbell relieved from assignment to the squadron and ordered to the United States on a special mission. 1st Lieutenants Leroy J. Prinz, John Jeffers, Frederick I. Ordway, Alden M. Sherry and Second Lieutenant Edwin R. Clark and Zacharias assigned, Three ship patrol encountered an enemy bi-place at 4, 000 meters near St. Mihiel and after a running fight extending far beyond the German lines Lieutenant Alan F. Winslow succeeded in bringing the bi-place in flames near Thiaucourt,

8 Jun 1918

94th- 1st Lieutenant Chester A. Snow assigned. Lieutenants Taylor, Winslow, Wentworth and Meissner engaged in indecisive combats with Fokkers near Flirey, 1st Lieutenant Leroy J. Prinz destroyed machine in making -Forced landing near Dogneville. 1st Lieutenant William Chalmers had forced landing near Pont-a-mousson. 1st Lieutenant John A. Butcher transferred to 1st Pursuit Group Headquarters.

13 Jun 1918

94th- 1st Lieutenants Meissner, Thorne Taylor and 2nd Lieutenant Allan F. Winslow destroyed two-seater in vicinity of Thiaucourt (confirmed).

13 Jun 1918

94th- 1st Lieutenants Meissner, Thorne Taylor and 2nd Lieutenant Allan F. Winslow destroyed two-seater in vicinity of Thiaucourt (confirmed).

19 Jun 1918

94th- A patrol of seven planes of this squadron protecting a Spad of the French Escadrille witnessed the first American Gas Attack which was released at 3:45 PM near Libreville.

27 Jun 1918

94th- Squadron moved from Toul to Touquin, (Melon Field) by motor lorry.

28 Jun 1918

94th- Squadron arrived at Touquin, and prepared the airdrome for occupancy by the 94th and 95th Aero Squadrons.

1 Jul 1918

94th - Patrol of seven Nieuports engaged superior German Force near Vouresches, France, about 15:45. 1st Lieutenant Harold H. Tittman seriously wounded in combat.

4 Jul 1918

94th & 95th Aero Squadrons held a joint dinner and entertainment in the evening.

5 Jul 1918

94th- 1st Spad airplane assigned to any organization of the 1st Pursuit Group piloted from Paris, France, by 1st Lieutenant Edward V. Rickenbacker, and assigned to squadron,

94th- 1st Lieutenant Cates destroyed Rumpler bi-place near Bennes (confirmed). 1st Lieutenant Hamilton Coolidge shot down enemy airplane in flames near Bennes (confirmed). 1st Lieutenant William Chalmers shot down, wounded and taken prisoner near Chateau-Thierry 8-30.

8 Jul 1918

94th- Patrol of three planes, 1st Lieutenant Rickenbacker, Green and Loornis, destroyed enemy bi-place near Chateau-Thierry (unconfirmed).

9 Jul 1918

94th- Squadron moved nearer the lines to airdrome at Saints.

22 Jul 1918

94th- During offensive patrol 1st Lieutenant William W. Palmer was slightly wounded in combat near Clinchy-la-Chateau 16:55 and First Lieutenant Charles Chambers destroyed Fokker near Chateau-Thierry (unconfirmed).

28 Jul 1918

94th- 1st Lieutenant Donald G. Herring, assigned. 1st Lieutenant Beane transferred to Group headquarters.

1 Aug 1918

94th- First Lieutenants Edward V. Rickenbacker, Robert Z. Cates destroyed on Fokker near Pois-de-Bois (confirmed). First Lieutenant Loomis crashed between the lines and made a dash for the allied side of the lines. Before he reached the lines both sides had abandoned their trenches and exposed themselves to the first of the others. The Germans attempted to cut him off and the American troops attempted to cover his rush.

8 Aug 1918

94th- A patrol of eight Spads protecting a Photographic machine was attacked by three Fokkers of the Richtofen Staffel which dove thru the Spad formation in an attempt to get the photo machine. Lieutenant Rickenbacker shot down one Fokker and Lieutenant Chambers shot down the other. The third Fokker was driven off and returned to the German lines. (All victories unconfirmed). The squadron was completely equipped with Spads at the close of the day,

10 Aug 1918

94th- First Lieutenant Edward V. Rickenbacker destroyed Fokker near Chateau-Thierry (confirmed).

17 Aug 1918

94th- First Lieutenant Edward Loon is transferred to 103rd Aero Squadron, First Lieutenant Glenn Alexander Transferred to Group Headquarters as Group Supply Officer. First Lieutenant Walter H. Parker assigned. First Lieutenant Walter M. Smythie 2nd Alexander B. Brice shot down by patrol of Fokkers near Fismes 11:15.

29 Aug 1918

94th- Master Signal Electrician Ernest Heller seriously injured in motorcycle accident at Rembercourt while acting as convoy chief.

1 Sep 1918

94th- Arrived Rembercourt. Major Carl Spaatz assigned.

9 Sep 1918

94th- Major Carl Spaatz, transferred to 1st Pursuit Wing, for duty as Chief of Staff. Second Lieutenant Arthur L. Cunningham transferred to Group Headquarters as Assistant, Group Operations Officer. First Lieutenant Eugene H. Scroggie and Kendall E. Hopkins assigned

12 Sep 1918

94th- First Lieutenant Edward R. Clark transferred to 1st Air Depot at Orderly. Lieutenants Rickenbacker and Chambers strafed troops transport near Ivontsec causing many casualties and completely scattering the convoy. While on this mission these pilots observed the Ciermans evacuating the back areas and flew back to the Group airdrome reporting this information, which the reconnaissance squadrons had not been able to obtain, and the Group Commander transmitted this information to First Army Headquarters by phone.

14 Sep 1918

94th- First Lieutenant James L. Davitt assigned First Lieutenant Rickenbacker destroyed Fokker near Villey-Waiville 8:50 (confirmed).

15 Sep 1918

94th- Lieutenant Rickenbacker destroyed Fokker, engaged in attacking Spads of 2nd Group on low flying mission, near Bois-de-Warville (confirmed).

16 Sep 1918

94th- While on patrol to serve enemy evacuations and returning for home First Lieutenant John Jeffers fell asleep, and awoke just in time after arriving over the airdrome to level out and crash on a small hill just beyond the airdrome.

19 Sep 1918

94th- The 94th Squadron entertained at dinner for Lieutenant Luke, who by virtue of his surprising victories in the preceding seven days had become the leading American Ace. Lieutenant Luke arrived at the airdrome, having been gone since 18:00 September 18th, in time to share the entertainment provided by Elizabeth Brice, Lois Meredith, Bill Morrissey and Tommy Gray, all favorites of the American Stage.

25 Sep 1918

94th- First Lieutenant Edward V. Rickenbacker assumed command of the Squadron, relieved Major Kenneth Marr who was ordered to the Second Pursuit Group. While on voluntary patrol, alone, near Filly France, Lieutenant Rickenbacker observed seven enemy planes, two Halberstadt observation and five Fokkers protecting them, and disregarding the odds, attacked the formation, shooting down one of the Fokkers and then Destroying one of the Halberstadts before the enemy formation turned and flew into German territory. The confirmation of the Halberstadt brought his known total, at that time to twenty-five enemy airplanes, and one plane, later to be confirmed after the release of Cpt Hall from a German Prisoner's Camp, to twenty-six. The engagement in which Lieutenant Rickenbacker gained these last two Victories began near Billy and terminated with the destruction of the Halberstadt near Foret-de-Spincourt from 8:40 to 8:50.

26 Sep 1918

94th- Major Marr departed for the United States on a special mission assigned by the War Department. While covering balloon raid by the 27th Aero Squadron, Lieutenant Chambers destroyed a Fokker near Danvillers (confirmed as his fourth victory) and Lieutenant Alan Nutt destroyed a balloon near Nantillois (confirmed) gaining his first victory, Lieutenant Cook gained his second official victory by destroying a Fokker near Drillon-Court at 6:40; confirmed; and Lieutenant Scroggie destroyed a balloon near Grand Ham at 6:45 (confirmed). During a patrol to destroy balloons later in the evening, the flight was attacked by eight Fokkers and Lieutenant Nutt was separated from the formation and shot down in flames near Forges at 18:25. First Lieutenant Aiden Sherry was shot down in no-mans-land but managed to reach the allied lines. First Lieutenant Raymond J. Saunders was an signed.

27 Sep 1918

94th- Lieutenant Rickenbacker destroyed Fokker near Montfaucon (confirmed) after being separated from his patrol Lieutenant Scroggie joined Lieutenants Herron and White of the 147th Squadron and assisted in the destruction of a Fokker near Montfaucon (confirmed). This was Lieutenant Scroggie's first official victory.

28 Sep 1918

94th- Lieutenant Harvey Weir Cook destroyed a balloon on the ground near Clery-le-Petit (confirmed) and a balloon in ascension near Sivry-sur-Meuse (confirmed) to gain his third official victory. Lieutenant Rickenbacker destroyed a balloon near Clery-le-Petit (confirmed) for his tenth official victory. Lieutenant Alden Sherry returned to the squadron, having recovered from his wounds. On orders of General William Mitchell, a flight under command of Lieutenant Rickenbacker made a night reconnaissance of the railway line from Stenay to Metz to locate, a train rumored to carrying the famed "'Prussian Guard" on the way to combat the later famous "Lost Battalion which was pinched off from the main advance in death valley under Montfaticon. The rumor proved groundless and on the return flight from Metz the flight machine-gunned targets that presented themselves

29 Sep 1918

94th- Second Lieutenant Dudley M. Outcalt assigned. While on voluntary patrol near Epinonville, Lieutenants Reed M. Chambers and Samuel Kaye, Jr., were attacked by a formation of six Fokkers. In a running combat they destroyed one 'Fokker near Cunel-Fois-de-Faye (confirmed) and the remaining Fokkers returned to the German side of the lines. This Victory was the first for Lieutenants Chambers and Kaye.

1 Oct 1918

94th- First Lieutenant Rickenbacker destroyed balloon near Purieux (confirmed) to gain his eleventh official victory. First Lieutenant Robert L. Collins and Cedric A. Smith assigned.

2 Oct 1918

94th- Lieutenant Rickenbacker destroyed a Rumpler near Clery-le-Grand 16:37 (confirmed) and with Lieutenant Chambers destroyed an LVG near Dannevoix at 17:07 to gain his 12th and 13th official victories. Near Vilosnes-sur-Meuse Lieutenant Chambers observed four Fokkers attacking an American Spad and went to the assistance of the Spad and on his initial attack destroyed a Fokker, the remainder of the enemy formation scattered. The two victories gained by Lieutenant Chambers this date were his second and third official victories, Lieutenants Coolidge and Garnsey and Lieutenant Jones and Simonds of the 147th Squadron combined to destroy a Halberstadt near Bois-le-Ville 17:40. First Lieutenant Walter H. Parker relieved. The victories of Lieutenants Coolidge and Garnsey were their sixth and first respectively,

3 Oct 1918

94th- Lieutenant Rickenbacker destroyed Fokker near Villenes 17:40 and with Lieutenant Coolidge destroyed a Halberstadt near Montfaucon at 17:30 (confirmed). Lieutenant Curtis also took part in the attack on the Halberstadt, which resulted in Lieutenant Rickenbacker's 14th and 15th victories and Lieutenant Coolidge's 2nd. In a balloon straffing mission assigned Lieutenants Cook, Coolidge and Crocker they were covered by an eight plane flight from each the 27th, 94th, 95th and 147th Squadrons. Lieutenant Cook destroyed a balloon near Grandpre 16:15 (confirmed) to gain his fourth official victory and Lieutenant Coolidge destroyed a balloon near Clery-le-Grand 16:36 (confirmed) to gain his third victory. On climbing away from the balloon Lieutenant Coolidge was attacked by a Fokker which had been protecting the balloon and he in turn shot down the Fokker near Dun-sur-Meuse at 16:39 (confirmed) for his fourth victory. Lieutenants Palmer, Sparks and Thorne Taylor destroyed a balloon near Grandpre (confirmed) at 16:15, being the first official victory of Lieutenant Palmer and Sparks and Lieutenant Taylor's second. First Lieutenant Eugene P. Scroggie was shot down, wounded and taken prisoner in an engagement near Fullancourt 16:00.

5 Oct 1918

94th- While on patrol in the vicinity of Epinonville, a flight was attacked by a formation of seven Fokkers. Separating one of the Fokkers from the formation Lieutenant Kaye succeeded in bringing it down in flames near Bantheille 17:10 (confirmed) to gain his second victory. A ten plane patrol of Fokkers attacked a flight of the squadron near Romagne at 15:50 and Lieutenant John W. Jeffers gained his first official victory by destroying a Fokker (confirmed).

6 Oct 1918

94th- First Lieutenant Hamilton Coolidge gained his official victory by destroying a balloon near St. Juvin 10:50, (confirmed) which had been reported in ascension and bearing French cocards.

9 Oct 1918

94th- Cpt Rickenbacker destroyed balloon near Marvaux 17:52 (confirmed) to gain his 20th official victory. During raid on enemy balloons near Marvaux Lieutenant Cook was driven off by heavy machine gun fire which shattered his propeller. He made a landing between the lines and dashed for the American lines under cover of infantry fire. His machine was completely destroyed by an artillery shot almost as soon as he stepped out of it. Lieutenant DeWitt's machine was badly shot up by machine gun fire but he managed to glide it behind the American lines before it crashed in a shell hole.

10 Oct 1918

94th- In an early patrol Cpt Rickenbacker observed the pilot of a Fokker which had gone down in flames in combat with an American unit, jump from his plane and save his life by use of a parachute. This was believed to be the first instance of this nature on the western front, although reports had been received of the use of parachutes, by the German pilots on the Italian front. During a patrol in the afternoon to cover balloon straffers the squadron ran into a flight of Fokkers near Doullon, and in the engagement which followed Cpt Rickenbacker destroyed two Fokkers at 15:50 for his 16th and 17th official victories; Cpt Coolidge, and Lieutenant Palmer destroyed one near Clery-le-Petite 15:50 to gain their 7th and 2nd official victories; Lieut. Chambers destroyed a Fokker near Doullon at 15:48 to score his 5th victory. First Lieutenants Duncan McKenzie, Linton A. Cox, Ben Jones, and Second Lieutenants Raymond Evitt and Henry B. Marshall assigned.

13 Oct 1918

94th- Cpt Hamilton Coolidge destroyed balloon near Andevanne 16:07 (confirmed). Major Maxwell Kirby assigned to squadron.

17 Oct 1918

94th- Master Signal Electrician Ernest Heller died at French Hospital #61 at Toulouse of injuries received in motorcycle accident, 29th August.

18 Oct 1918

94th- Lieutenants Cook, Kaye and Sherry destroyed Halberstadt over Exermont (confirmed) 15:35 to provide 5th, 3rd and 1st victories respectively.

19 Oct 1918.

94th- Second Lieutenant Alan F. Winslow reported by American Red Cross to be prisoner of war at Reserve Lazarette #4, Trier, Germany, this was the first word received since his plane was seen to fall on the Marne, July 31st.

22 Oct 1918.

94th- While on voluntary patrol near Bois-de-la-Cote-le-monte 16:10 Lieutenant Chambers was attacked by a formation of five Fokkers and succeeded in destroying two (confirmed as 6th and 7th victories) before he was driven into the American lines. Lieut. Rickenbacker destroyed Fokker near Clery-le-Petit 15:55 (confirmed as 18th official victory) Lieutenant Cook gained his fifth victory by destroying a balloon near Tailly 5:55 and Lieutenant Jeffers his second victory when he succeeded in shooting down a Fokker near Breuilles 15:45. First Lieutenant Raymond J. Saunders killed in combat near Brioules 15:45.

23 Oct 1918.

94th- Lieutenant Rickenbacker destroyed Fokker near LeGrande Carre Farme 17:05 to gain his 19th official victory.

27 Oct 1918

94th- Cpt Rickenbacker destroyed Fokker near Grandpre 14:50 and one near Bois-de-Money 15:05 to gain his 21st and 22nd victories. While leading a protection patrol near Grand Pre 14:55 Cpt Coolidge led his formation to the assistance of two allied reconnaissance planes which were being attacked by a flight of Fokkers. After driving the Fokkers off the formation was forced to pass through a heavy anti-aircraft barrage and Cpt Coolidge's plane was struck and crashed in flames within the German lines.

29 Oct 1918

94th- Lieutenant Kaye destroyed Fokker near St. Georges 8:52 confirmed as his 4th official victory. First Lieutenant Edward G. Garnsey killed in combat over Exermont 16:55. This was the last combat casualty of the 94th Aero Squadron.

Oct 1918

94th- Cpt Rickenbacker destroyed Fokker at St. Juvin 16:35 and balloon at Remonville 16:40 to gain 23rd and 24th official victories. Lieutenant Harvey Weir Cook attacked three LVG's near Crepon and succeeded in destroying one near Chaumont-de-vant-Danvillers 8:30 which was confirmed as his 7th official victory

4 Nov 1918

94th- Distinguished Service Cross awarded posthumously to 2nd Lieutenant Charles 'W. Chapman for action 5 May, 1918.

8 Nov 1918

94th- Lieutenant John DeWitt destroyed balloon at Olley 10:05 to gain first official victory. 2nd Lieutenant Thomas E. Pope assigned. Lieutenant Donald G. Herring transferred to Group Headquarters.

Nov 1918

94th- After a trial formation flight during which a heavy fog blanketed out the airdrome, the following officers were missing, Major Maxwell Kirby, Cpt Cedric Fauntleroy and 2nd Lieutenant John DeWitt. Late in the afternoon the Squadron received a report that two American Spads had collided near Toul and fears were had that they were two missing planes of the 94th Squadron.

10 Nov 1918

94th- Cpt Faunteroy and Lieutenant DeWitt returned 10:40. While emerging from a bank of fog over Mauecourt in an effort to return to his Squadron Major Kirby attacked a Fokker and destroyed it. This was the last aerial victory of either side during the war. Cpt Rickenbacker decorated with 2 Oak Leaf Clusters, Cpts Chambers, Coolidge (posthumously), Taylor, Campbell, Lieutenants Kaye, Winslow, Tittman. Jeffers, Sherry and Palmer decorated with Distinguished Service Cross by Major General Hunter Liggett, Commanding 1st American Army.

12 Nov 1918

94th- -At the conclusion of the hostilities the squadron had completed 314 patrols and engaged in 230 combats.

17 Nov 1918

94th- Ordered relieved from 1st Pursuit Group and assigned 3rd Army, per Special Orders 628 Hq. 1st Army, and ordered to prepare to move into Germany.

18 Nov 1918

94th- Squadron now consisted of Cpt Edward V. Rickenbacker, commanding.

25 Nov 1918

94th- Squadron departed Rembercourt by way of Cahomont Seuilly, Verdun, Aggunnes, Villon Bras, Longuyan, arriving at Moors late in evening.

29 Nov 1918

94th- Occupied field at Moors, used by Germans during the war. The quarters were quite comfortable and the squadron enjoyed a Thanksgiving Dinner quite in keeping with the surroundings. The Squadron made daily patrols over Luxemborg as a portion of the 5th Pursuit Group. Recreation consisted of firing pistols and rifles and association with the natives was prohibited.

26 Dec 1918

94th- Cpt Rickenbacker relieved of command and with Major Meissner and Cpt Campbell ordered to return to the United States. Major Kirby relieved and assumed command of 5th Pursuit Group. Major Faunteroy relieved and assumed command of 139th Aero Squadron. Major Reed M. Chambers assumed command of Squadron.

8 Jan 1919

Cpt Thorne Taylor relieved from 94th Aero Squadron and ordered to return to the United States. 1st Lieutenant John DeWitt relieved from 94th Aero Squadron.

12 Jan 1919

Cpt Paul Walters, Medical Corps, relieved from 94th Aero Squadron.

1 Mar 1919

94th- First Lieutenants Alden B. Sherry, Joseph H. Eastman, William W. Fowler, Wiley S. Sparks, Ben Jones, Arthur L. Cunningham and Linton A. Cox, Jr. , relieved from 94th Aero Squadron and ordered to attend Universities in England and France.

13 Mar 1919

94th Aero Squadron participated in Inspection of Third Army by General John J. Pershing. Squadron cited by French (8 Mar 1919) for work done with 8th French Army in Toul Sector and squadron flag decorated with Croix-deGuerre and One Palm by General Pershing.

9 Apr 1919

94th Aero Squadron relieved from duty with Third Army, ordered to United States for demobilization.

16 Apr 1919

94th Aero Squadron started for Brest, France, via Colombey-les-Belles and LeMans, France.

17 Apr 1919

94th Aero Squadron arrived Colombey-les-Belles, France and started turning in equipment and supplies to 1st Air Depot.

2 May 1919

94th Aero Squadron departed Colombey-les-Belles, for LeMans, France. Cpt J. Bayard H. Smith relieved.

4 May 1919

94th Aero Squadron arrived LeMans, France.

18 May 1919

94th Aero Squadron departed LeMans, France for Brest, France.

19 May 1919

94th Aero Squadron arrived Brest, France

22 May 1919

94th Aero Squadron embarked at Brest, France on USS Frederick. .

94th Aero Squadron arrived Hoboken, New Jersey, entrained for and arrived Camp Mills, Long Island, New York.

25 Jun 1919

94th Aero Squadron consisting of one officer and one Sergeant First Class departed Mitchell Field, New York for Selfridge Field, Michigan.

26 Jun 1919

94th Aero Squadron arrived Selfridge Field, Michigan, reconstituted as an active unit and work started recruiting up to strength.

28 Aug 1919

94th, 95th, 27th and 147th Aero Squadrons departed Selfridge Field, Michigan, by rail, 2:30 P.M., for Kelly Field, Texas.

Ninety-fourth Aero Squadron engaged in the operations in the Toul Sector, at Chateau-Thierry, St. Mihiel, and the Argonne-Meuse first and second offensives. The squadron accomplished 304 patrols and war missions, fought 114 combats and brought down 64 enemy planes which were officially confirmed. It ceased operations on April 7, 1919. It had suffered 18 casualties, consisting of 10 killed, 4 wounded, and 4 taken prisoners.

103d Aero: Constructed facilities, Dec 1917–1 Feb 1918; with flight echelon originally composed of former members of the Lafayette Escadrille, participated in combat as a pursuit unit with the French Fourth Army, French Sixth Army, Detachment of the Armies of the North (French), French Eighth Army, and the American First Army, 18 Feb–10 Nov 1918.

The 103d Aero Squadron, February 20 to July 3, 1918.

The enlisted personnel of the 103rd Aero Squadron began to take over their duties from the French enlisted personnel of the Lafayette Escadrille (Spad 124) at the La Noblette airdrome on February 20, 1918. The Lafayette Escadrille's flying personnel was composed of Americans who originally entered the French service and were later transferred to the United States Army. At La Noblette the 103rd Aero Squadron formed a part of the 21st French Pursuit Group under the IV French Army and engaged in patrols of the sector Rheims-St. Mennehoult. The sector was comparatively quiet and patrols of three planes were occasionally employed though the flight of five or six was more often used. In addition the squadron was sometimes called upon to answer alerts of enemy aircraft entering the defended area surrounding Paris. No enemy aircraft, however, were encountered on any of these latter missions.

About April 1, the 103rd Aero Squadron was detached from the IV French Army and proceeded to the VI French Army area, being stationed on the airdrome at Bon Maison about one kilometer south of Fismes. Throughout the month of April the 103rd Aero Squadron comprised all the pursuit aviation at the disposal of the VI French Army, and it was responsible for the sector Noyon-Rheims. The feature of work in this sector, which at the time was very quiet, was to be found in the excellent results which were obtained in answering alerts transmitted by wireless in Spad airplanes with their water-cooled Hispano-Suiza engines. Excellent liaison was maintained with the antiaircraft artillery posts and the radiogoniometric stations by wireless, and as the airdrome was only fifteen kilometers from the line of battle, excellent results were achieved.

The Noyon-Rheims sector was considered so quiet about May 1 that the 103rd Aero Squadron was relieved from duty with the VI French Army and sent to Flanders for duty with the French Detachment des Armees du Nord which went to defend the hopeless position at Kemmel Hill,

south of Ypres.

Conditions in this sector were extremely difficult as the enemy paid no attention to the sector for days at a time and then would mass formations of thirty and forty pursuit airplanes on the lines to gain temporary air superiority for a few hours. While operating from Dunkirk the 103rd Squadron put in an unusually high percentage of hours without gaining contact with the enemy while at other times the air would appear to be simply filled with enemy planes.

On July 3 the Detachment des Armees du Nord was disbanded and 103rd Aero Squadron moved to Toul to form a part of the 2nd Pursuit Group. A few weeks later when the 3rd Pursuit Group was formed at Vaucouleurs the 103rd Aero Squadron was used as the nucleus.

103rd Aero Squadron organized at Kelly Field, Texas, under command of 1st Lieutenant Fred White. Personnel were derived by transfer from units already in existence.

21 Sep 1917

1st Lieutenant Phocien S. Park, assumed command of 103rd Aero Squadron vice 1st Lieutenant Fred White, relieved and transferred.

23 Nov 1917

103rd Aero Squadron departed Garden City, New York, 5:00AM, arrived Pier 60, New York City, and embarked on H.R.M.S. Baltic, which sailed at 2:30 P.M.

24 Nov 1917

103rd Aero Squadron arrived Halifax, Nova Scotia, 3:00 P.M.

25 Nov 1917

103rd Squadron departed Halifax, in convoy of 17 transports about 3:00 P.M.

7 Dec 1917

103rd Aero Squadron arrived Liverpool, England.

8 Dec 1917

103rd Aero Squadron disembarked at Liverpool, England, and immediately entrained for Winchester, England, arriving there at 8:00 P.M. and marched 3 miles out of town to Winnall Downs Rest Camp where it was immediately placed under quarantine for measles.

23 Dec 1917

Quarantine of 103rd Aero Squadron for measles lifted and squadron immediately proceeded to Southampton and sailed for Brest, France.

24 Dec 1917

103rd Aero Squadron arrived LeHavre, France, late in afternoon and was immediately marched to American Rest Camp about 12 kilometers out of town,

26 Dec 1917

103rd Aero Squadron marched 12 kilometers to Lel-Tavre, and entrained immediately for Issoudun.

28 Dec 1917

103rd Aero Squadron arrived Issoudun 12:30 Noon and immediately assigned to duty building permanent hangars, shops, et, at Field No. 2.

103rd Aero Squadron arrived Dolombey-les-Belles from Faucaucourt.

1 Feb 1918

103rd - Relieved from construction work at 3rd Aviation Instruction Center, Issoudun, France, and commenced training to obtain specific instruction on French airplanes.

12 Feb 1918

Brigadier General Foulois signed agreement with French Republic whereby the French Republic was to supply the 103rd Aero Squadron with type VII Spads and necessary equipment for active service.

13 Feb 1918

103rd - Orders received from commanding General, L. O. G. to proceed to LaNoblette. France, for assignment to command and active duty.

16 Feb 1918

103rd - Departed Issoudun, France, under command of 1st Lieut. Phocien Parks, 7:00 AM, by train.

18 Feb 1918

103rd - The squadron, consisting of 103 enlisted men, under command of 1st Lieut. Phocien Parks, arrived LaNoblette, France, at midnight, and all the officer and pilot personnel of the 124th Squadron, French, (Lafayette Escadrille) was merged with the squadron, and Major William Thaw assumed command. By this action the squadron assumed the history and tradition of the "Escadrille LaFayette" and continued to be known as that. The unit was immediately assigned the 21st Combat Group, 4th French Army.

11 Mar 1918

103rd - While on voluntary patrol Lieutenant Paul F. Baer, single-handed attacked a patrol of seven enemy planes which had cut him off from his side of the lines, and destroyed one which fell near the French lines northeast of Rheims, France. This was the first victory over enemy aircraft scored by any American squadron.

12 Mar 1918

103rd - Cpt Phelps Collins killed in action near Rheims, France.

16 Mar 1918

103rd - While on voluntary patrol in the vicinity of Nogent-L'Abbesse, France, First Lieutenant Paul F. Baer attacked two enemy two-seaters and shot one down in flames.

26 Mar 1918

103rd - A patrol of three planes led by Major William Thaw while in the vicinity of Rheims, France, -was attacked by five enemy scouts and three two-seaters. In the ensuing engagement the patrol destroyed 1 plane, , drove 2 down out of control and dispersed the remainder

27 Mar 1918

103rd - Major Thaw, Cpt James Norman Hall and 1st Lieutenant Christopher Ford were attacked by an enemy patrol of five planes near Rheims, France, and in the following combat, Cpt Hall destroyed one plane and after the patrol was dispersed followed an enemy single seater and destroyed it. Lieutenant Ford destroyed a single seater in the combat.

6 Apr 1918

103rd - 1st Lieut. Paul F. Baer destroyed enemy plane in combat over Somme-Py.

10 Apr 1918

103rd - Relieved from assignment to Combat Group, 21 IV French Army and moved by truck train to Bonn-Maison, near Fismes, France, and assigned the VI French Army. The planes and pilots flew to Bonn-Maison late in the afternoon.

12 Apr 1918

103rd - Cpt Charles John Biddle destroyed enemy single-seater near Bamburg and 1st Lieutenant Paul F. Baer destroyed enemy bi-place near Poaart.

20 Apr 1918

103rd - While on patrol Major Thaw and 1st Lieutenant George E. Thurnure destroyed an enemy balloon near Montaigu. While returning from this mission Major Thaw attacked two enemy single-seater scouts one of which he shot down in flames near Montaigu.

23 Apr 1918

103rd - 1st Lieutenant Paul F. Baer and H. Wilcox destroyed an enemy monoplane near St. Gebain

30 Apr 1918

103rd - Squadron moved by truck train from Bonn-Maison to Fismes, France, and entrained at Fismes for Leffrincheucke, near Dunquerque, Belgium. Relieved from VI French Army per orders 23791. Airplanes and pilots flew to Dunquerque, Belgium where they remained awaiting the enlisted personnel.

2 May 1918

103rd - Squadron arrived at Dunquerque and proceeded to Leffrenckeucke via Bay Dunnes, Flanders, where it was assigned to Detachment of the Army of the North and Northeast (DAN).

6 May 1918

103rd - The squadron was authorized by the Chief of Air Corps to carry the American Indian I-lead as a distinctive insignia for distinguished services rendered while with the IVth and VIth French Armies.

8 May 1918

103rd - 1st Lieutenant Paul F. Baer destroyed two enemy airplanes near Mt. Kemmell in a combat lasting about ten minutes.

21 May 1918

103rd - While on patrol near Armentieres, a patrol of six planes led by 1st Lieutenant Christopher W. Ford 'was attacked by an enemy patrol of about twenty Fokkers. Ten individual combats resulted in which one enemy plane was destroyed by the combined efforts of Lieutenants Paul F. Baer, Hobart Baker, Christopher W. Ford and Charles H. Wilcox, the plane falling near Ypres. The remainder of the enemy patrol withdrew to their side of the lines on the approach of a formation of American Nieuports.

22 May 1918

103rd - A patrol of five planes attacked an enemy formation of eight scouts. Two of the planes of the squadron 'were forced to withdraw because of gun jams. 1st Lieutenant 'Paul F. Baer destroyed one enemy scout which fell near Lavantie. The remaining planes of the German patrol continued to press the attack on the three planes and 1st Lieutenant Ernest A. Giroux was shot down near Armentiers.

1 Jun 1918

103rd - 1st Lieutenant George Thurnure destroyed balloon near Armentiers.

103rd - While on voluntary patrol, Lieutenant Hunter was attacked by two enemy biplanes in the vicinity of Ypres, Belgium. He destroyed one and after a severe engagement during which he was wounded in the forehead forced the other to withdraw to the German lines. (unconfirmed).

8 Jun 1918

103rd - 1st Lieutenants Wilcox and Merrick destroyed enemy bi-plane near Ypres (confirmed).

9 Jun 1918

103rd - Squadron moved -From Leffrinckeucke to Crochte, Belgium.

12 Jun 1918

103rd - Commandant Morrison, Commanding Aviation of the District of the North at Eringham, France, presented Major Thaw, Cpt Biddle, Lieutenants Hobart a Baker, Frank O'D Hunter and

Charles H. Wilcox with decorations for distinguished service with the French. Squadron proposed for citation of Order of the Army.

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22 Jun 1918

103rd - 1st Lieutenant Frank O'D Hunter wounded in combat near Ostend.

30 Jun 1918

103rd - Squadron moved to Toul under orders LZ50 S/ Department of the North and Northeast, dated 28 June.

4 Jul 1918

103rd - Arrived Toul, France and assigned to 2nd Pursuit Group, 1st Pursuit Wing, 1st Army, A. E. F

11 Jul 1918

103rd - 1st Lieutenant Leroy J. Prinz transferred from 27th Aero Squadron. First Lieutenant Edgar G. Tobin, George B. Jones, destroyed enemy bi-place fighter near Thiaucourt (confirmed).

16 Jul 1918

103rd - While leading a patrol of three planes 1st Lieutenant Edgar G. Tobin attacked an enemy patrol of six planes near Vieville-en-l'aye and shot down three planes, one of which was confirmed.

29 Jul 1918

103rd - Major William Thaw transferred to Third Pursuit Group at Vaucokileurs as Commanding Officer. Cpt Robert I. Rockwell assigned command.

1 Aug 1918

103rd - First Lieutenant Edgar Tobin destroyed a Fokker at Fort Prinz (confirmed).

7 Aug 1918

103rd - The Squadron was relieved from assignment to the Second Pursuit Group and reassigned to the Third Pursuit Group, moving to Vaucouleurs.

10 Aug 1918

103rd - First Lieutenants Edgar Tobin, George Furlow, and W. V. Todd destroyed one enemy scout at Flirey (confirmed).

Sep 1918

103rd - While operating as a portion of the First Pursuit Wing, offensively against low flying enemy patrols, the squadron destroyed seven machines as follows: First Lieutenant Frank O'D Hunter destroyed Fokker at Champey (confirmed) and together with Lieutenant G.D. Larner destroyed Albatross near Champey (confirmed). First Lieutenant George B. Furlow while leading an element of three planes was attacked by a patrol of seven Fokkers near Charey and during the combat he himself destroyed three Fokkers (confirmed); and Second Lieutenant H.D. Kenyon destroyed a Fokker at Champey (confirmed) and a Fokker near St. Julien (confirmed). The victories of the day were gained without the loss or injury of a single pilot of the squadron.

18 Sep 1918

103rd-While on patrol near Verneville, Lieutenants Hunter, Frost and Furlow were attacked by an enemy formation of eight Fokkers. In the combat Lieutenant Hunter destroyed two Fokkers, Lieutenant Hunter destroyed two Fokkers, Lieutenant Frost shot down a Fokker in flames and Lt Furlow destroyed a Fokker (none confirmed). Lt Furlow's machine was so badly shot up after the engagement that it was necessary to destroy it after return to the home airdrome.

20 Sep 1918

103rd-Moved to Lisle-en-Barrois with Third Pursuit Group.

26 Sep 1918

103rd - While on a low flying offensive mission near Darnvillers, eleven Spads of the squadron were attacked from above by twelve Fokkers. During the engagement Cpt Biddle noticed two Fokkers converting on a Spad which was pretty well shot up and off to one side of the general melee, quickly diving between the Spad and the Fokkers he forced the Fokkers to break off the attack and permit the Spad pilot to return to the allied side of the lines where he crashed.

27 Sep 1918

103rd - In the presence of General Liggett, the squadron was officially commended by the citation awarded the original Lafayette Escadrille (Squadron 124 French) Which for a reason had never been publicly announced and had never been actually awarded. It was therefore only fitting and that the 103rd Aero Squadron, U.S. A., its successor-squadron and the squadron which inherited the original flying personnel of the unit should receive the commendation at a ceremony attended by officials of both governments and by high ranking officers of both armies.

28 Sep 1918

103rd - First Lieutenant Edgar Tobin destroyed a Fokker, near Chatel-Chehery and Lieutenant E. H. Hubbard destroyed a bi-place near Chatel-Chehery (both planes confirmed).

4 Oct 1918

103rd - While leading a formation of four Spads, Lieutenant Larner's flight was attacked by six Fokkers near Montfaucon. In the engagement which followed Lieutenant Larner destroyed one Fokker (confirmed) and the remainder of the enemy formation was forced to retire. While separated from his patrol in the vicinity of Ligny-devant-dun, First Lieutenant Frank O'D Hunter observed a patrol of seven Merican Brequets being attacked by a formation of tem Fokkers. He entered the engagement and succeeded in destroying one Fokker (confirmed) and then retired. He was then attacked by a formation of five Fokkers and succeeded in destroying one (confirmed) before being forced to return to his home airdrome.

6 Oct 1918

103rd - While on a low flying mission near Banthenville, Lieutenant Frank O'D Hunger observed a formation of Albatross and Fokkers attacking ground troops. He immediately attacked the formation and destroyed one Albatross which fell in the town of Banthenville (confirmed).

10 Oct 1918

103rd - While engaged in a low straffing mission near Bantlieville First Lieutenants Warren E. Eaton and Livingston G. Irving were attacked by a flight of eleven one of which they destroyed (confirmed) and one of which they drove down out of Control. (conf) before they themselves were forced to retire from the combat. Lieutenants G. D. Larner, J. Waddell and H. Monroe attacked and destroyed a bi-place at St. Juvin (confirmed).

12 Oct 1918

103rd - Lieutenant H. Dolan destroyed Albatross at Fontaines (confirmed) and Lieut. J. Waddell destroyed Fokker at Fontaines (confirmed),

15 Oct 1918

103rd - 1st Lieutenant Keene M. Palmer killed in action near Verdun and First Lieutenant Christopher W. Ford shot down in combat and taken prisoner.

18 Oct 1918

103rd - Cpt Robert L. Rockwell relieved and Cpt Robert Soubiran re-assigned and assumed command of squadron. Lieut. H. Faith destroyed Fokker near Immecourt (conf).

19 Oct 1918.

103rd - First Lieutenants Frank O'D Hunter and William T. Ponder destroyed Fokker near La-coix-aux-Bois (confirmed).

23 Oct 1918.

103rd - Lieutenants Hunter and Payne destroyed Fokker at Dun-sur-Meuse and Lieutenant W. T. Ponder destroyed Fokker near Fontaines.

27 Oct 1918

103rd - 1st Lieutenant George W. Furlow destroyed Fokker near Le Morthomme

Oct 1918

103rd - While on patrol Lieutenant H. B. Bartholf and William T. Ponder were attacked near Aincreville by five Fokkers. In a running engagement they succeeded in shooting one Fokker down near Bois-de Barricourt (confirmed) and managed to regain our lines. Second Lieutenant George A. Orr transferred to 2nd pursuit Group.

4 Nov 1918

103rd - While on low bombing patrol in the vicinity of Baalon the Squadron was attacked by a formation of eight Fokkers. In the engagement which followed Lieutenant J. Frost destroyed a Fokker (confirmed), Lieutenant G. D. Lamer and H. B. Bartholf destroyed a Fokker near Stenay, Lieutenant G.D. Lamer destroyed a Fokker near Stenay. This victory by Lieutenant Lamer was the last victory of the squadron. Lieutenant John N. Koontz severely wounded in action near Baston and evacuated to Base Hospital.

6 Nov 1918

103rd - Squadron moved to Foucaucourt.

12 Nov 1918

103rd - Cpt Robert Soubiran, Commanding,

11 Feb 1919

103rd Aero Squadron ordered to and entrained at Colombeyles-Belles, for Brest, 6:00 A.M. arrived at Brest 11:30 P. M.

19 Feb 1919

95th and 103rd Aero Squadrons embarked at Brest, France for United States on USS Frederick.

28 Feb 1919

103rd Aero Squadron authorized to wear the Fourragere in the colors of the French Croix-de-Guerre per General Orders 28, War Department.

103rd Aero Squadron arrived Hoboken, New Jersey and entrained for Garden City Air Depot, Long Island New York arriving at Garden City 6:00 P. M.

21 Mar 1919

103rd Aero Squadron awarded Fourragere in colors of the French Croix-de-Guerre in General Orders 150 "D" French Armies of the East and Northeast.

27 Mar 1919

103rd Aero Squadron broken up at Garden City, New York, into three flights, known as "Victory Loan Flying Circus, Far West Flight" ; Victory Loan Flying Circus, Central States Flight; and Victory Loan Flying Circus, Eastern Flight. Far West Flight departed by rail for Rockwell Field, California to obtain airplanes and equipment.

103rd Aero Squadron relieved from Liberty Loan Drive. The Far West Flight, having left San Diego, California, 9 Apr 1919, had traveled through 33 cities by rail, setting up its airplanes in the morning and afternoon and making flights in the late afternoon and early evening. The equipment was then torn apart at night, crated and shipped to the next town or city. This flight went as far north as Seattle, east to Butte, Montana, South to El Paso, Texas, and returned to Rockwell Field, California, where equipment was turned in to the Rockwell Depot and flight attached to Squadron "D" for discharge to permit members to accept industrial employment offers. The work of the Far West Flight paralleled the work of the Central States and Eastern Flights.

All members of the Far West Flight of the 103rd Aero Squadron were discharged from Squadron D at Rockwell Field.

18 Aug 1919

103rd Aero Squadron demobilized and rendered inactive.

This squadron carried out many war missions, fought 327 combats and was officially accredited with 51 victories. It suffered 15 casualties, consisting of 6 killed, 3 wounded, 4 taken prisoners and 2 missing in action. It ceased operations December 11, 1918.

Consolidated Squadron: Participated in gunnery practice, numerous maneuvers, and testing of aircraft, personnel, and equipment, 1921–1941.

5-Dec-41 Cpt Ralph Garman led the air echelon of the 94th squadron, consisting of 20 P-38s to March Field, California for a scheduled 90 day deployment.

7-Dec-41 This Sunday, Japan attacked Hawaii and the Phillipines and declared war on the United States of America. The 27th and 71st squadrons were placed on the alert. All men on pass or furlough were ordered back to duty at Selfridge Field and work was begun to arm the airplanes. The 94th squadron stopped over in El Paso, Texas, en route to March Field, California, and heard the news of Pearl Harbor. The remainder of the Group, under command of Major Robert S. Isreal, Jr., was directed to proceed from Selfridge Field to March Field, California.

8-Dec-41 Already ahead of the Group because of its scheduled TDY to March Field, the 94th squadron arrived at San Diego.

21-Dec-41 The 94th squadron loses two pilots, Lt Foy Robertson, and Lt William Northern when their P-38s collide and crash into the Pacific ocean.

30 Apr 1942 Lt Walter Lichtenberger, 94th FS, killed in action.

15 July 1942 During Operation Bolero, the ferrying of combat aircraft from the U.S. to England by air, a flight of two Boeing B-17E-BO Flying Fortress bombers, 41-9101, "Big Stoop", and 41-9105, "Do-Do", of the 97th Bomb Group and six P-38F Lightnings of the 94th Fighter Squadron, 1st

Fighter Group, on the 845-mile (1,360 km) leg between Bluie West 8 airfield and Reykjavík, Iceland, run out of fuel after being held up by bad weather, and all force-land on the Greenland icecap. All safely belly in except for the first P-38 which attempts a wheels-down landing, flipping over as nosewheel catches a crevasse, but pilot Lt. Brad McManus unhurt. All crews rescued on 19 July, but aircraft are abandoned in place. One P-38F-1-LO, 41-7630, c/n 222-5757, now known as "Glacier Girl", recovered in 1992 from under 200 feet (61 m) of accumulated snow and ice and rebuilt to flying status, registered N17630.

31 Jul 1942 The Bolero Status Report placed the 1st Fighter Group in England.. The Group Headquarters, the 71st, and 27th ground echelon took up station at Goxhill, while the 94th moved to nearby Kirton in Lindsay. Air echelon for the 27th still flew out of Iceland.

19 Aug 1942 Lt Charles Oakley of the 94th is killed in an accident in the UK.

A scramble of two 94th P-38s from Ibsley, England for bogeys over the North Sea became the first combat mission flown by the group in WW II.

10 Sep 1942 The group received new ID letters and call signs. The 27th carried HV codes and the call sign "Petdog" while the 94th used UN, call sign "Springcap." The 71st used LM codes and the call sign assigned to them was "Cragmore."

14 Nov 1942 Air echelon arrives at {Lartique} Tafaroui minus two pilots from the 94th. These two airmen, Cpt James Harmon, squadron commander, and Lt Jack Ilfrey landed in Lisbon, where the neutral Portuguese intended to hold the two pilots for the duration of the war. Ilfrey landed first. After they refueled his aircraft meant to be used to give a Portuguese pilot a check ride Ilfrey literally blew off the foreign officer as well as his guards as he took advantage of his position back in the cockpit and took off for Gibraltar. After this international incident, Harmon had to be smuggled out of Portugal after a four month stay.

20 Nov 1942 The Group dispersed over Northern Africa the headquarters and 27th and 71st moved to Nouvion (the 71st eventually to Maison Blanche) and 94th to Youks-les-Bains. A report from the 71st at Maison Blanche: "Left the field [Tafaroui] about 1:00 AM tonight after loading up 15 trucks for the 3rd time. Unloaded our trucks after a 50 mile drive to our new field [Nouvion, Algeria]. This field is in a hell of a rough condition - just one shack for officers quarters and radio.

28 Nov 1942 The planes and the aircrew of the 94th arrived at Youks-les-Bains, Algeria

29 Nov 1942 The 94th made the group's first combat sorties in North Africa with a six ship strafing run on a German airfield at Gabes. On the flight back to Youks-les-Bains, Cpt Newell Roberts and Lt Jack Ilfrey shared in the destruction of a Bf-110. Later, the squadron claimed responsibility for victories over two Ju-88s and a pair of Bf-109s. 27th and 71st P-38s escorted 47 C-47's which dropped 600 paratroopers on a field in Tunisia. The red, white and blue chutes all at once were reportedly a "very pretty sight."

2 Dec 1942 A four-plane flight from the 94th strafed Faid Pass. The flight continued to Sfax-Gabes where two out of six Me.109s sighted on the ground, parked in streets, were destroyed by Newell Roberts. Lt. Richard McWherter downed two Me. 109s. Lt. Jack Ilfrey shot down an Me. 109 and shared credit with Lt. William Lovell who downed another one himself. Some of the P-38s continued to Gabes area where they tangled with a flight of Me. 109s. Jack Ilfrey's plane sustained a hit, which knocked out his right engine. During his escape back to base Ilfrey continued to come under fire resulting in a total of 268 holes coming from a range of weapons, from small arms fire to anti-aircraft guns. The 94th also provided 12 P-38s for an escort mission to El Aouina, a large German airfield at Tunis. Lt Umphrey claimed an Me.109. Also, Glenn Hubbard and Victor Giles shared a JU.87. Clarence Timke and Lewis Murdock shared a victory over a second JU-87.

The 94th lost two of four planes tasked to strafe the airfield at Gabes, Tunisia. Lt. Jack Longseth was hit, crashed, and killed in action. Cpt Robert E. Williams was hit by flak, crash-landed, and was taken prisoner.

6 Dec 1942 The 94th left a muddy Youks-les-Bains, for a short stay at Maison Blanche

12 Dec 1942 The 94th joined the 71st at Maison Blanche.

Major Hubbard and Cpt Newell Roberts, both of the 94th, each credited with half a victory. Along with Lt. Umphrey (94th), they shot down an Italian Cant Z-1007 bomber over the Gulf of Tunis. Lt. Everet F. Umphrey was killed in action when he inexplicably continued in a gentle glide after the attack, made a belly landing in the water, and slowly sank into the sea with no effort to escape being witnessed.

The 94th lost four P-38s: Lt Victor J. Giles was hit and killed. Lt George W. Sutcliffe was hit and downed. Suffering from burns, Sutcliffe made his way back via Algiers, and eventually completed all of his combat missions. Lt Norman Widen was shot down by German ace Anton Hafner (with 200+ victories before dying in 1944), was taken prisoner, and was visited by Hafner briefly afterwards. Lt Clark O. Jennings was shot down, but rescued by British Commandos. The 27th lost Lt Henry Smith, who was declared a prisoner of war on 3 Jan 1943.

26 Dec 1942 Lt Milton Sahl and Lt Richard Jones of the 94th were both killed in action. Lt Robert Sauer of the 71st shot down a JU. 88, and Jack Ilfrey (94th) shot down two FW-190s.

28 Dec 1942 Anthony Sgroi of the 71st took off in pursuit of a JU-88 (apparently damaged by AAA fire) which had just attacked the Biskra airfield. After several passes by Sgroi the bomber finally fell and the crew taken prisoner. Lt Allen Scales (71st) was killed in action.

7 Jan 43 Italian aircraft shot down Lt J. Harrison (Bugs) Lentz of the 94th who was subsequently Cptured and escaped from a sinking submarine.

11 Jan 43 During an escort mission to Bizerte, Lt William A. Lovell and Lt William H. Wilson of the 94th were killed. Cpt Owen of the 27th brought in a crippled aircraft on one engine after being hit by flak and catching on fire during his strafing mission.

15 Jan 43 Lt Richard W. McWherter, 94th, died during a taxiing-take off accident, caused by the zero visibility brought upon by the blowing dust of Biskra.

20 Jan 43 The group participated in a fighter sweep over the Tripoli area, strafing truck traffic on the Gabes-Ben Gardane road. Benton Miller of the 94th directly encountered a telephone pole and had somehow managed to nurse his aircraft safely back to Biskra.

Feb 1943 Cpt Rimke of the 94th and Lt Lee Wiseman from the 71st each receive a single victory credit

6 Feb 43 Lt Willis Mathews of the 94th receives one victory credit

8 Feb 43 The 27th and 94th begin a 125 mile move north of Biskra to Chateau d'un du Rhumel in the Atlas mountains.

22 Feb 43 Cpt Clarence R. Rimke, 94th, killed in action. Lt Thomas E. Chambers, 94th, missing in action (became a POW). Pilots who were part of the Bolero operation are given Air Medals. Lt Shahan received Silver Star for victory over Iceland.

23 Feb 43 Two days after a hard drive by the Germans through Kasserine pass, the weather cleared enough for the 27th and 94th to strafe through the pass, encountering heavy anti-aircraft fire, from both friendly and enemy forces below, level with, and even above the P-38's low flight path. Of the 12 aircraft sent eight came back. Rimke and Chambers went down in the Pass and two more crash landed behind Allied lines north of Kasserine. Nearly every plane was hit.

10 Mar 43 Lt Benton Miller, 94th, missing in action (eventually returned to complete his missions).

25 Mar 43 A P-38 Captured and flown by an Axis pilot shot down Lt J. Harrison "Harold" Lentz of the 94th. Lentz crash landed in a desert canyon in North Africa. After struggling to get out of the cockpit, constantly forgetting what had been attached between him and his aircraft, parachute, throat mic et, friendly Arabs rescued him. Lt Alden Freng, 27th, was killed in action. Lt Jack Hall, 27th, was listed as MIA.

17 Apr 43 While escorting B-17s Cpt James Harman, the 94th Commanding O downed a Ju.88 but in turn hit and forced to parachute. His parachute had been strafed and Cpt Harmon subsequently killed along with Lt Robert Anderson with the 27th. Lts. Matthews and Lowe both claimed a Ju. 88 and Harold Lentz claimed a probable on both an Me. 109 and an Me. 210.

10 May 43 While strafing a Sicilian airfield Lt George Burger of the 94th was reported missing (KIA). "Blew up a big airfield near Palermo today with 100 B-17's + 50 P-38's."

14 May On a dive-bomb/strafing mission in the Cagliari area of Southern Sardinia. Lt Augustus F. Reese of the 94th ended up caught up in a bomb blast and killed. A Shallowater Texas native, Reese AFB in Lubbock Texas was named in his honor

22 May 43 Lt Donald Lowe of the 94th was hit by anti-aircraft fire on a mission to Boca di Falco airfield near Palermo, Sicily. He ended up lost after being forced to bail out over the water (KIA).

25 May 43 3 missions by the 1st FG today. Five pilots ended up missing after another Bocca di Falco dive bombing attack including XO Cpt Stentz. Lt Stuart Bennet and Lt Alden Freng, 27th, were both killed in action. Lt Jack Hall, 27th, listed as missing. Lt Max Rayburn, 94th, went missing on a separate mission from the others and was wounded in action. Lt Rayburn received serious wounds to the right arm and landed near a hospital in Tunis where he received medical treatment and some helpful advice.

20 Jun 43 While the Group escorted B-26 Marauders to Castelvetro in Sicily, Lts James Cronin (MACR# 312) and Edward O. Esser (MACR# 311), both of the 94th were reported missing after heavy resistance. They ended up as prisoners of war, with Esser reported to have eventually returned to duty. Lt. Leon Thompson went down (MACR#310) and Herbert McQuown was wounded, both were from the 27th. The group accounted for a total of eight 109s in two separate engagements.. Harold Lentz of the 94th alone claimed three in 45 seconds.

1 Jul 1943 Major Otto Wellensiek took over the 94th from Maj George Sutcliffe.

10 Jul 43 OPERATION HUSKEY began with eight separate strafing and dive bombing missions to eastern, southeastern and central Sicily. Two pilots ended up missing and two pilots killed, Lt. Robert Kuba, a 27th pilot seen to crash into an enemy tank and Howard Gilliam from the 94th was listed as MIA

15 Jul 43 After being ordered to bombard a bridge in Catania, Sicily, Jack Hanton (94th FS) noticed Lt. Robert J. Holcomb flying erratically. Suddenly Holcomb struck Robert W. Boggess, Jr., cutting the two both tail booms and both drove straight into the ground. Holcomb was listed as MIA (MACR# 338) and Boggess was killed (MACR# 337).

16 Jul 43 The 94th commander, Otto Wellensiek, and Archie Jackson were directed to deliver what turned out to be a set of invasion maps to Sicily.

10 Aug 43 The 94th suffered losses during a bombing/strafing mission near Bova, Italy with the 71st. Lt Glenn E. Terry, 94th, crashed and exploded on railroad tracks (KIA, MACR# 352), Lt William W. Grieshaber, 94th, caught fire from being hit and crashed (MIA, MACR# 350), Lt Garvin A. Peters, 71st, crashed into the Mediterranean Sea and became a POW (MACR# 348), and Lt. John H. Wilson, 94th, went down in the sea, but eventually returned (MACR# 370). Lt Roger D. Miller, 71st, went down near Ischia island, and eventually returned to his unit (MACR# 372).

20 Aug 43 On a return to the Naples area five of the group's P-38s escorting the B-26s to Caserta were lost. Robert Allan, Philip Sager, Jr. and Roane Sias of the 94th went Down Sias bailed out and after being Cptured, escaped, He returned to the squadron in 1944. Sager recovered in a German hospital and left behind to advancing American forces when the Germans evacuated. From the 27th Lts Adolphus Webb and Harold Post went down.

30 Aug 43 An escort mission protecting B-26s to their target at Aversa marshalling yards. During this time two waves of German fighters challenged the bombers and P-38s in a battle which numbered 75 highly aggressive and persistent aircraft against 44 P-38s. The group ended up with 13 pilots not returning from the mission, and one wounded. Five from the 94th were lost: Lts John G. Cram (MIA), Ralph E. Peck (MIA), Charles A. Woodward (MIA), David O. Parlett (POW) and Harold D. Rigney (POW). Hal Rigney and David Parlett were Cptured, escaped and returned to the squadron in the summer of 1944. Lt Jack Pettus was the only #4 man to return. An interesting fact surrounds the downing of Hal Rigney. Rigney flew in a rear position and noticed a stray P-38 that flew in behind him. The P-38 fired and hit Rigney forcing him to bail out. A Cptured P-38 flown by a German was the culprit. Burned and bruised, Lt Parlett bailed out into the water where he was picked up and taken prisoner. He shared the same prison with Lt Catledge who was Cptured two days previously. The 71st lost five: Lts John Willey (KIA), Clarence Southgard (eventually returned) and Walter Morrison (POW), Lt Ralph Turrentine (KIA- presumed killed in a mid-air collision with German fighters). The 27th lost Lts Harry Warmker (KIA), Clifford Randol (KIA), Jerome Weinberg (KIA) and F/O Donald Deisenroth (POW), and Lt John Husby was wounded in action. This was the greatest loss the Group suffered in a single day thus far (and second only to the 10 Jun 1944 mission) and earned it a second Presidential unit citation.

A four ship flight from the 94th operating for a brief time out of Dittaino, Sicily, strafed German reinforcements in a valley. Heavy antiaircraft fire hit two of the aircraft heavy enough to bring them down. James Dibble, the flight lead ended up killed and Stan Wojcik bailed out with severe burns around his face and eyes.

23 Oct 43 The 27th engaged 20 enemy aircraft and downed three of them plus several probables. Lt Dwight Terry was killed in action. Planes from the 71st and 94th flying ahead of the 27th heard a fight had engaged but couldn't locate it.

Returning from an escort mission to Greece, Lt. Harmer Lipowicz and F/P Charles Brown, all of the 94th crashed into the hills were after the weather had closed in on them. The 27th lost Francis Mackle in the same manner.

"The ceiling was very low and the visibility limited. Red Flight Leader had managed to get the squadron below the overcast and was being directed back to the base. They were flying very close to the ground because of the low ceiling. When Spacebar, the Group's ground control, gave them a heading correction, the squadron had to make a turn. This turn brought them into an area where the slope of the terrain rose sharply. Lts Lipowicz and Harmer and F/O Charles H. Brown (all of the 94th) were flying lower than the others in the squadron and they struck the ground

near Mottola almost simultaneously. Lt Francis E. Mackle of the 27th Squadron suffered the same fate in a separate, but similar, incident that day also. Harmer, Mackle, and Brown were killed instantly and Lipowicz died on the 23rd. Some Merry Christmas!"

1 Jan 1944 Lt Muffitt of the 94th crashed and was killed on an escort mission to Sofia, Bulgaria.

7 Jan 1944 The Group only managed to get 20 aircraft in the air after ground aborts. After the bombers they escorted diverted to their targets the P-38s contended with 50-60 enemy aircraft alone. From the 94th, Lt Meredith crash landed in Yugoslavia. Lts Griffis and Devenney, also of the 94th, went down in flames south of the target area, both surviving their shoot-downs and becoming POWs. Another pilot, Jack Pettus, couldn't jettison the belly tanks in engage the enemy aircraft and was further plagued with a small fire in the right engine. He overcame these problems by making sudden motions with the plane, dropping the tanks, and feathering the burning engine. After all this, Pettus even managed to strafe a train on the way back. From the 71st, Major Horace Hanes, squadron commander, went down with an engine fire but successfully bailed out, returning two and a half months later. Lt. Reed Owens became a prisoner of Stalag Luft 1 after his bailout, and F/O Lee Rowe, after being hit in the pilot's nacelle, went down, was Cptured, and became a POW as well. Another 71st pilot, Lt. Corbett, was shot down and killed in action. Of the 4 "tail-end charlies" in the 4 flights of P-38s, all 4 were shot down, graphically illustrating the dangers of this position in the formation [information on this mission updated 19 May 06 courtesy of Mr. John Burton, whose uncle 1 Lt Jim Corbett, flew on the mission but did not return].

1/7/1944 P-38 43-2507 1st Ftr Grp 94th 2 Lt Griffis, MIA

1/7/1944 P-38 42-13403 1st Ftr Grp 94th 2 Lt Devenney, POW

21 Jan 1944 The Group flew a mission to Marseilles, France, and encountered stiff resistance from Luftwaffe fighters. Lt Herschel Baird, 94th, was credited with one ME 109 destroyed and one FW 190 damaged. Lt Baird's P-38 was heavily damaged in a head-on pass with the FW 190, and eventually landed single-engine at Ajacio, Corsica, where the airplane was left for repairs (and returned to Italy several weeks later).

24 Jan 1944 Cpt James Hagenback left as commander of the 94th to return to the states, with William Jacobsen coming in as a replacement.

10 Feb 1944 The 94th and 71st flew a dive bombing and strafing mission to Montero Tondo, Italy. Twelve P-38s dropped 24 500-pound bombs on railroad sheds and tracks. Lt. Thomas Collier, a 71st pilot, was caught in the bomb blast from the plane in front him, which blew off his tail section. Collier spun into the ground and was killed.

11 Mar 1944 The 94th sent 11 P-38s to escort B-24s toward Toulon France. Lts Lathrope and Geyman each downed and Me. 109. Dick Lee turned ace as he shot down two. The 27th sent eight on this same mission and claimed three victories; one Me. 109 each by Francis Lawson and Armour Miller, and an FW 190 by Merle Brown.

23 Mar 1944 Roane Sias returned to the 94th after being shot down on 20 Aug 1943.

30 Mar 1944 The 94th destroyed two Me. 109s, one each taken down by Lts. Barlow and Hopkins. and the 71st brought down two De. 520s while escorting bombers over Sofia, Bulgaria.

April 1944 The Group flew 18 escort missions and another single strafing run at Udine. The month totals included 31 enemy aircraft destroyed, ten probables at the cost of four pilots. The Group also received the J model P-38s. These aircraft improved the canopy design to a flatter version to decrease distortion, the flight controls in the form of a two handed yoke, fuel capacity of the internal tank, and overall performance with the elimination of the 60 pounds of paint used to camouflage the aircraft, giving a very shiny appearance.

2 Apr 1944 As the experience of the Group grew, after almost 1,000 missions, an encounter with enemy aircraft resulted in seven Me 109's, three by Cpt Ralph Thiessen of the 94th, and two FW 190s destroyed.

23 Apr 1944 The Group sent up 36 aircraft on B-24 escort missions to Bad Voslau, Germany. Carlow and Harris from the 94th each damaged a single engine fighter. Charlie Howard shot down a Dornier 215 and Paul Vachon did damage to a single engine fighter. The 71st claimed it damaged four Me. 109s, in addition to an Me. 210 and one FW 190. The 27th destroyed three Me. 110s, two FW 190s and one Me. 109. Two probable victories, both against FW 190s, and damage on six other enemy aircraft were also claimed. Despite all this action, all P-38s returned safely.

17 May 44 While tasked to provide top cover for the 82nd Fighter Group to strafe enemy airfields at Villa Franca and Ghedi, targets of opportunity in Italy, the 1st never found the 82nd and instead strafed alternate targets at a heavy cost. The aircraft of Lt.'s Schaper, Hammerstrom, and Duff, all of the 94th, fell victim to anti-aircraft guns. The squadron claimed two Me. 109s, and three M 205s in addition to power stations, gun emplacement, and railway assets. Lt. Schaper had been considered dead when no parachutes were observed, but he bailed out at a dangerous altitude of 50 feet only to be taken prisoner. From the 27th Ronald Delaney parachuted from his burning aircraft near Pianoro, Italy. Cpt Rafael and Lt. Joyce were hit but made emergency landings north of Termoli.

18 May 44 The Group flew the mission which earned it the third Presidential Unit Citation. It occurred in very poor weather, which caused several groups of bombers from continuing to their objective. It turned out one of the exceptions was a B-17 unit the 1st picked up on their way from the Ploesti refinery. Enemy aircraft pummeled the entourage for over twenty minutes and after a B-17 had been crippled to the point it could not keep up with the rest of its peers, the German's in traditional fashion keyed in on the weakest prey. However the enemy aircraft underestimated the loyalty of the P-38 escorts to their "Big Friends" as they dove after them shooting down four and scattering the rest. When all had been said and done one P-38 went down but the pilot, Lt Frank Williams of the 94th, was wounded in action but safely bailed out and subsequently recovered. Despite the viciousness of the dogfights the Group incurred no casualties on this day.

5 Jun 1944 Two 1st Fighter Group aircraft were lost in action in northern Italy. After the strafing of Reggio Emilia airdrome, Lt Perry was hit by A/A fire, crashed into a house at the east side of the airfield, and became a POW (the crash was witnessed by Mr. Sergio Govi, who said that "in the local newspaper the pilot was declared dead, but as ever newspaper was under control of the fascist propaganda"). Lt Maxfield was hit by flak and plowed into a forested area near Bologna, Italy. He successfully evaded capture and returned to the 1st in September.

MACR # Date A/C Type Serial # Group Squadron Note

5424 10 Jun 44 P-38J 43-28628 1st FG 94FS Lt Raymond Maxfield, returned Sep44

10 Jun 1944 Frustrated at the minimal effect of the high altitude raids on the refinery the 15th Air Force planned a low level dive bombing attack. At dawn, 45 aircraft from all three squadrons of the Group met 48 P-38s of the 82nd Fighter who led the attack. Air aborts took out of the attack a total of 21 P-38, nine from the 1st Group. A segment of the 71st, Blue flight ended up cut off by the 82nd through a series of navigational corrections. En route to the target the 71st spotted at least a half-dozen Dornier bombers. When the 71st attacked them, they underestimated the numbers of Rumanian IAR 80s, often mistaken for the FW-190s, escorting the bombers. Although six were credited as shot down, two by Shepard, two by Lt Hoenshell and one each by Hisey and Flack, the 71st lost nine aircraft within the minutes. The pilots lost were Willie Flack, Lts William Potter, Joseph Jackson, Vernon Baker, and Albert Smith. Rudolph Janci and Ralph Hisey were also shot down but became POWs. Later, Lt Carl Hoenshell who was credited with shooting down at least three aircraft, including the two bombers, was killed himself on the way home when he and Lt Hatch were caught without ammunition. While the 71st was fighting a desperate battle, the 94th literally busted through an unexpected covey of enemy aircraft at low altitude to include more Do-217 bombers, an FW-190 aircraft, and trainer type bi-planes.

Also at this time, the 82nd Group, along with the remaining aircraft from 27th and 71st Blue Flight still escorting them, climbed to prepare for the dive bomb run. Something, most likely communication from the aircraft the Group had already run into, tipped off the Ploesti defense forces and the beginnings of a smoke screen and a hail of anti aircraft welcomed what was supposed to be a surprise attack. The AAA fatally struck seven P-38s as the 82nd rained down 36 x 1,000 pound bombs on the cracking plant, storage tanks, and refinery units. Two more were lost in strafing attacks on the return to Italy. After the attack, targets of opportunity presented themselves. The 27th engaged 30-40 Me 109s resulting in four destroyed, four more damaged and two probable victories against the enemy. This happened at the cost of four 27th aircrews. Cpt August Bischoff caught a wingtip while strafing and was killed. Harry Noone fell into enemy hands. William McClellan ended up in partisan custody until late June, and James Joye died. One 94th aircraft, flown by William McClellan, went down but partisans returned him to Italy in June. Overall, the 1st lost 14 of its own but claimed 18 aircraft shot down, including five from a single pilot, Lt Herbert Hatch, one of the few the 71st who survived. This mission to Ploesti resulted in the heaviest loss ever experienced by the Group in a single day during the entire war.

10 Jun 44 P-38J 43-2874 1st FG 71FS HISEY, Ralph W. ,JR. -POW -Romania Bucharest

10 Jun 44 P-38J 42-104009 1st FG 94FS GEYMAN, R. J. -POW- Romania, Bucharest

15 Jun 1944 The Group engaged in another costly strafing raid, losing two 94th pilots, Lts Harold V. Dugglesby (KIA) and Hugh G. Crandall (KIA), to AAA at the Orange Plan de Dieu Airdrome in France. An FW-109 shadowed the flight for a while before the Group decided to shoot it down. Over a half dozen additional enemy aircraft on the ground were also destroyed.

18 Jun 1944 Cpt Benjamin Hancock of the 94th wounded in action.

19 Jun 1944 Lt Marlyn Kobiske of the 94th was killed in an accident.

24 Jun 1944 A newly trained Lt Maryln Kobiske from the 94th died when he crashed just a mile north of Salsola air base. This incident reflected the one in ten loss due to local accidents involving training, orientation or testing flight.

1st Fighter Group escorted B-17s and B-24s in attack on Blechhammer North synthetic oil plant in Germany. Lt Jerome G. Schweikert and Lt Karl O. George from the 94th each downed Me-109s near Lake Balaton, Hungary. (information derived from mission report provided by Slovakian reader Villiam Klabnik)

24 Jul 1944 Lt Eugene M. Chambers of the 94th was killed in an accident.

19 Aug 44 The 27th lost Lt. Lauren Erickson (MIA - MACR# 7977). A flight of eight aircraft composed of both the 27th and 94th strafed an ammunition laden train west of Avignon and headed for the invasion front. The resulting explosions from this mission crippled three aircraft. Dick Arrowsmith crash landed not far from the target area near Toulouse (MACR#7963), Walter Gonring also crash landed at Cape Calvi, Corsica.

20 Aug 44 Lt Robert D. Taylor (KIA) of the 94th crashed in flames near St Maurice, France. MACR# 7690.

Lt Walter O. St. John (KIA) of the 94th crashed in flames near Avignon, France. MACR# 7978.

31 Aug 44 The Group flew an unusually delightful mission to escort B-17s used to transport nearly 1,000 repatriated Allied airman from Popesti, Rumania (outside Bucharest) after the Russian army overran the area. The repatriated airmen included six pilots from the 1st: Lt Harry Noone (27th) , Edward Ulrich (27th), Herbert Foor (27th), Ralph Hisey (71st), and Raymond Geyman (94th). Lt Jesse Rae Dorris (71st) KIA during the mission.

7 Sep 1944 Lt Arvid P. Evenson of the 94th was killed in an accident.

25 Oct 1944 In a training accident, Lt Robert V. Jurgensen of the 94th crashed and was killed during a local orientation flight.

11 Nov 44 Lt Russell E. Jensen of the 94th missing in action over Italy.

16 Nov 1944 Lt Chester Heien led the 94th on a strafing attack against truck convoys near Sarajevo, Yugoslavia. Two pilots, Evert Johnson (MIA - MACR #9892) of the 27th and Edward Steffani (MIA - MACR #9893) from the 71st, were lost over Yugoslavia. A third pilot landed safely in a damaged aircraft at Salsola.

23 Nov 1944 Lt William Ford of the 94th was killed in an accident.

26 Nov 1944 The Group encountered Germany's jet fighter for the first time. Lt Royal Nyby of the 94th led a flight returning from a photo escort mission to Munich. Near Innsbruck at 26,000 feet as the flight spotted the Me 262 (piloted by Rudolph Zinner). The jet plane made a pass from the stern at the flight and one pilot, Guy J. Thomas, Jr of the 94th seemed to disappear. Thomas had been shot down and spent time in a German hospital before dying from his wounds on December 4th.

Dec 1944 The Group flew nine bomber raids during this month. The accident/loss rate increased. Early in the month Lt Louis Driggs and Richard Sykes of the 94th bailed out and was injured on return from a photo escort mission. Sykes was shot up and bailed out near Russian lines south of Budapest.

31 Dec 1944 Cpt Bob Bostwick led the 94th and the Group in a fighter sweep near Munich, Tegensburg, and Passau, Germany. Six parked enemy aircraft, two rail station houses, five locomotives, one power station, a radar station and numerous freight cars were destroyed.

21 Jan 45 On a photo recon mission over Stuttgart, Flight Officer Thomas R. Graffam, a 94th pilot, was shot down on his first or second mission by anti-aircraft gunfire. Damaged initially, on the return back he was hit again near Venice. His plane went down in the Adriatic and F/O Graffam died swimming with his chute (Germans were approaching). On the same mission, Lt James H. Hutchinson, Jr. from the 94th and Lt Robert Carrothers, 27th FS, were reported missing in action. The group ceased flying local combat missions until Operation ARGONAUT was completed.

P-38L 44-25039 1st FG 94 Lt James H. Hutchinson, Jr, MIA, Prague, Czech

9 Mar 45 Lt John Felsing of the 94th died when he pulled out too low over a bomb blast on a bridge over the Mur River, Knittelfeld, Austria.

31 Mar 45 During a fighter sweep in the Vienna area Col Arthur Agan, the group O. flew in a mission where the 94th and 71st ended up separated between cloud layers. When the aircraft dove through a hole in the clouds near the Russian front lines, a hail of anti-aircraft gunfire awaited them. Colonel Agan and Lt. Rolla G. Gillen both were hit. With his plane on fire the Colonel bailed out over German front line trenches and taken prisoner. Eventually he reunited with member of the Group in May (1945). Lt R. G. Gillen, 94th, was killed in action. Two more P-38s were hit but one managed to return to base. Lt Norman Crawford, 71st, piloted the second damaged aircraft and last seen heading into the Russian lines. He eventually returned at the end

of April.

The 27th shot down a FW 190 and an He-111 in addition to destroying a large amount of railroad stock. This occurred at the expense of two of their pilots, Lt Cary Hendrix and Lt Edgar Coury, the latter from anti aircraft and the former during the Heinkel chase. The day resulted in a loss of five during a month where 10 total aircrews were lost.

3/31/1945 P-38L 44-24654 1st FG 94 Gillen, MIA

second force of P-38s strafed rail lines in Southern Germany, specifically in Regensburg-Salzburg-Munich. After splitting up in squadron size formations., the 71st went to Lake Chiem toward Munich, the 94th went to Regensburg south toward Landshut, and the 27th strafed from Regensburg southeast parallel with the Danube toward Passau. In addition to the multitude of ground targets either damaged or destroyed, the group also claimed an aerial victory over an FW-190.

Five pilots did not return from this mission including all three squadron leaders. However one did survive - Cpt Everett S. Lindley the 94th squadron and mission leader. The four fatalities consisted of Cpt Chester Trout, 27th leader, hit by flak just west of Passau and crashed in flames, Major Joseph Elliot, the 71st leader, also hit by anti aircraft fire, crashed at Feldkirchen east of Munich and was killed. Lt Edward Brickly, 27th FS, and Lt George McGrew, 71st, were both hit by flak, and were killed in ensuing crashes.

4/15/1945 P-38 44-24132 1st FG 94 Regensburg, Germany, Lt Lindley, POW

Antisubmarine operations, 9 Dec 1941–24 Mar 1942; combat in ETO and MTO, 3 Aug 1942–4 May 1945.

Air defense, Jul 1950–Jun 1971.

F-4 replacement training, 1 Jul 1971–29 Jun 1975.

"America's First Team is excited about the opportunity and humbled by the responsibility of bringing the F/A-22 to operational status," said Col. Frank Gorenc, commander of the 1st Fighter Wing. "Langley Air Force Base is Raptor-ready." The Raptor started down the road to initial operational capability, or IOC, at the wing's official kickoff ceremony on 11 February. However, Langley has been preparing for this day for several years. The base, located near Hampton, Virginia, will become the home of the first combat-coded F/A-22s. "Our F/A-22 integration office coordinated all the required to make this new home for the Raptor possible," says Goren "It was no small effort. More than \$130 million of military construction, facility moves, manpower changes, and training requirements were worked by the integration office to ensure we were ready to accept the Raptor. We are ready on time, and Raptor operations are under way." Construction projects completed or in the works include a flight simulator, a composite repair facility, improvements to weapons storage, and new hangars for each of the wing's three

squadrons. At least eight other major projects are also under way or planned. The 1st FW's 27th Fighter Squadron was chosen to be the first combat-ready Raptor squadron in the fall of 2003. The 27th, which is the oldest fighter squadron in the Air Force, moved into its new hangar earlier this year. The exterior of the hangar shares the same architecture as the other historic buildings at Langley, but the inside has all-modern conveniences.

"Last fall, we essentially deconstructed the squadron," says Lt. Col. James Hecker, the 27th FS commander. "We took our F-15Cs and split them between the other two squadrons on base, the 94th and 71st. We drew down to me, our operations officer, two F-15 pilots, and two designated F/A-22 pilots. We are now starting to fly the Raptor and building the squadron back up. We plan to reach IOC in December." One of the nine original F/A-22s, Raptor 05, was retired from the flight test fleet at the Air Force Flight Test Center, Edwards AFB, California, in January, and flown to Langley where it will serve as a maintenance trainer. "Having an actual jet that can be touched and worked on has been invaluable in getting our maintenance troops trained," says Meeker. Raptor 05, the fifth F/A-22 built, newly repainted with the 1st FW's FF tailcode, served as the centerpiece of the February kickoff ceremony. The 325th FW, the F/A-22 schoolhouse at Tyndall AFB, Florida, temporarily assigned two aircraft to Langley to allow the 27th FS to begin F/A-22 operations. Meeker, who completed pilot training last fall, flew the first Raptor to Virginia on 18 January. A second loaner was delivered on 15 March. Raptor 41, the first aircraft to be permanently assigned to Langley, is scheduled for delivery in May. The squadron expects to receive two new Raptors a month until next March or April, at which time it will have a full complement of twenty-four aircraft. Between academics and flights, Raptor pilot conversion training takes about three months at Tyndall. Two 27th FS pilots started the class in March; four more pilots are scheduled to begin training in May; and an additional six squadron pilots will begin training in July. About every two months thereafter, six more pilots will start learning how to fly the Raptor.

"We go to wing stand-up meetings every day to hear squadron commanders report on how many sorties were flown the day before and how many sorties are scheduled for that day," Hecker notes. "I had to sit on my hands for a couple of months because we didn't have any aircraft. But now I have something to report." Pilots of the Screaming Eagles, as the 27th FS is called, flew nine F/A-22 sorties in February. That number will rapidly ramp up with the coming of additional aircraft and pilots. "It is a great time to be here," notes Hecker. "We are trying to fly as much as we can and get our maintenance troops trained so we are ready to go when we reach IO." Unlike previous platforms, IOC for the F/A-22 is not based on a certain number of aircraft or a certain number of pilots and maintainers. "The commander of Air Combat Command will declare us at IOC based on what our level of capability is," notes Hecker. "Rather than being based on an arbitrary number, the decision will be based on how well we can do our mission." "We are fortunate that we are not the very first squadron to get this aircraft," Hecker continues. "We are using lessons learned from Edwards, Nellis, and Tyndall. Most of our time will be spent getting ready to take the jet to war. We are working the mobility part—developing deployment checklists, what kind and how many spare parts we will need to take with us, and how to move the squadron in theater if called on."

The 94th Fighter Squadron, which dates back to Eddie Rickenbacker's Hat-in-the-Ring Squadron in World War I, will begin conversion to the F/A-22 in late spring 2006. The 27th Fighter Squadron will play an important role in the 94th's changeover. "We will fan out our flight leads to the 94th to help that squadron get going," says Hecker. "Our pilots will have the experience to lead the 94th's conversion. We'll then backfill the 27th with newly trained pilots. However, if the country goes to war, we can pull those experienced pilots back from the 94th into the 27th." The 94th FS is scheduled to complete transition to the F/A-22 in late spring 2007. The 71st FS will start conversion to the Raptor after that. "In mid 2008, the 1st Fighter Wing will be an F/A-22-only wing," says Goren. "As the first operational wing and base to employ the F/A-22, we have the most lethal fighter on the planet. I can think of a thousand ways its stealth, speed, surgical strikes, agile maneuverability, and superb sustainability can be used. The F/A-22 will be flying for decades to come across the entire spectrum of conflict anywhere in the world." In addition to the three active-duty flying squadrons at Langley, the 1st FW is also a highly visible participant in the US Air Force Future Total Force initiative. While details are still being worked, the Air National Guard's 192nd Fighter Wing, currently an F-16 unit based in Richmond, Virginia, would be integrated with the 1st FW and fly the same aircraft, much like is currently done with airlift units. "The proposed integration of the two units would form a team of highly experienced personnel," says Goren. "Members of both organizations are working with ACC to develop a concept of operations. We are planning to send a Virginia Air National Guard pilot to F/A-22 training at Tyndall and training two Guard maintenance personnel on the Raptor. The proposed integration is meant to enhance the effectiveness with which we both accomplish our missions, which is to provide combat air power for America."

While F-22s from Langley's 27th FS deployed to Kadena AB, the base's other Raptor unit, the 94th Fighter Squadron, set its own precedent by participating in Red Flag exercises at Nellis AFB, Nevada. Fourteen Raptors and almost 200 personnel from Langley were part of the more than 200 aircraft and approximately 5,200 military members from the United States, United Kingdom, and Australia taking part in the training. The Royal Air Force sent Tornado GR 4s, and the Royal Australian Air Force sent F-111C Aardvarks. Other aircraft included B-1 Lancers, B-2 Spirits, F-17 Nighthawks, F-15 Eagles, and F-16 Fighting Falcons. Red Flag is an advanced, realistic combat training exercise designed for fighter pilots. It is conducted over the vast Nellis range complex, which measures sixty by 100 nautical miles. The training involves air-to-air engagements as well as engagement with ground-targets, such as mock airfields, convoys, and other ground-based defenses. Threats also include electronically simulated surface-to-air missiles, anti-aircraft artillery, communications jamming, and global positioning system jamming. The F-22's debut at Red Flag is a significant milestone for the jet. "The training provided by the Red Flag adversaries is like no other on earth," explains LT Dirk Smith, commander of the 94th FS. "Our pilots are experiencing a tremendous learning curve." The F-22 showcased its advantages of stealth, supercruise, maneuverability, and sensor fusion during the exercise. This Red Flag was a first exposure for many participants to the Raptor's capabilities. For those flying against the new fighter, the experience was often frustrating. "I can't see the [expletive deleted] thing," said RAAF Squadron Leader Stephen Chappell, an exchange F-15 pilot in the 65th Aggressor Squadron at Nellis. "It won't let me put a weapon on it, even when [can see it visually through the canopy. [Flying against the F-22] annoys the hell out of me." Lt. Col. Larry Bruce, who commands the 65th

Aggressor Squadron at Nellis and regularly flies against the F-22, admits flying against the Raptor can be humbling. "It's humbling not only because of the F-22's stealth, but also because of its unmatched maneuverability and power," he says. Training with the RAF, RAAF, and other USAF units at Red Flag provided valuable experience for all involved. "This exercise is a great chance for us to learn what sister and coalition forces can do and for them to learn what we're capable of doing," Smith says. "The addition of RAF and RAAF players makes the training more diverse and valuable for all pilots involved. Our participation here is not to show off the F-22's capabilities, but to explore how the Raptor can enhance the overall capability of our Air Force and the coalition forces."

2/15/2007 The F-22 Raptor flew in its first Red Flag exercise that started Feb. 3 here, showcasing its stealth, super cruise and other advantages absent in legacy fighters. Pilots from the 94th Fighter Squadron at Langley Air Force Base, Va., are flying F-22s against Red Flag aggressors, with pilots from the Royal Australian Air Force of Australia, and the Royal Air Force of England. The 94th FS deployed 14 Raptors and 197 Airmen to participate in the Red Flag exercise. Including the F-22s, more than 200 aircraft are participating. Among the foreign aircraft involved are the RAF's GR-4 Tornados and RAAF's F-111 Aardvark. In addition, the F-22s are flying with the B-2 Spirit, F-117 Nighthawk, F-15 Eagle, F-16 Fighting Falcon and more.

The F-22 pilots are experiencing tremendous success flying against the aircraft representing the enemy - most of which are F-16s and F-15s, said Lt. Col. Dirk Smith, the 94th FS commander. The aggressor forces represent the most lethal threat friendly forces would ever face. "The training provided by the Red Flag adversaries is like no other on earth," Colonel Smith said. "Our pilots are experiencing a tremendous learning curve." The F-22's debut at the prominent Red Flag exercise is a significant milestone for the jet, Colonel Smith said. Red Flag is an advanced, realistic combat training exercise designed for fighter pilots, conducted over the Nellis Range Complex which measures 60 by 100 nautical miles. The exercise was established in 1975 because aerial-combat statistics suggested a pilot's survival and success increased significantly after the first 10 sorties. In Red Flag exercises, the Blue Forces represent friendly forces, while Red Forces simulate the enemy.

In addition to aerial combat, Blue Forces also train in various tactics to engage ground targets such as mock airfields, convoys, and other ground defensive positions. However, exercises at Red Flag often provide other unique training opportunities. Training with the B-2 and F-117 is "unprecedented" because the F-22 enhances the lethality of other Air Force aircraft, Colonel Smith said. The same principles apply with Air Force pilots who are practicing engagement with U.S. allies.

Because the United States usually doesn't engage in combat without coalition forces, Colonel Smith said training with the RAF and RAAF at Red Flag provided valuable experience for all involved.

"This exercise is a great chance for us to learn what (sister and coalition forces) can do, and for them to learn what we're capable of," he said. The addition of RAF and RAAF players makes the training more diverse and valuable for all pilots involved. The main idea is not just about the F-22, but how it enhances the overall Air Force package.

But the overall expected result for the F-22s' involvement at Red Flag is to foster and maintain

an "unfair advantage" over the enemies of the United States, said Maj Jack Miller, a Langley AFB spokesman. "Our joint forces don't want a fair fight, we want every fight we enter to be patently unfair --to the other guy." Despite the F-22s' "unfair advantage," Colonel Smith said flying against the Red Force aggressors of the 414th Combat Training Squadron is not an easy task. Aggressor pilots are made up of F-16 and F-15 pilots specially trained to replicate tactics and techniques of potential adversaries according to the 414th CTS/Red Flag fact sheet. "These scenarios are not made to be easy," Colonel Smith said. "These (Red Forces) pilots are well trained and good at their job."

In addition, Red Forces aren't limited to aggressor pilots. There is no shortage of ground threats at Red Flag. These include electronically simulated surface-to-air missiles, anti-aircraft artillery, and communications jamming, according to 414th CTS

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