

95 RECONNAISSANCE SQUADRON



MISSION

Conducts RC-135 flight operations in the European and Mediterranean theaters of operations as tasked by National Command Authorities and European Command. Provides all operational management, aircraft maintenance, administration, and intelligence support to produce politically sensitive real-time intelligence data vital to national foreign policy. Supports EC-135, OC-135, and E-4 missions when theater deployed.

LINEAGE

95 Aero Squadron organized, 20 Aug 1917

Demobilized, 18 Mar 1919

Organized, 12 Aug 1919

Redesignated 95 Squadron (Pursuit), 14 Mar 1921

Redesignated 95 Pursuit Squadron, 30 Sep 1922

Redesignated 95 Pursuit Squadron, Air Service, 25 Jan 1923

Redesignated 95 Pursuit Squadron, Air Corps, 8 Aug 1926

Inactivated, 31 Jul 1927

Redesignated 95 Pursuit Squadron and activated, 1 Jun 1928

Redesignated 95 Attack Squadron, 1 Mar 1935

Redesignated 95 Bombardment Squadron (Medium), 17 Oct 1939

Redesignated 95 Bombardment Squadron, Medium, 9 Oct 1944

Inactivated, 26 Nov 1945

Redesignated 95 Bombardment Squadron, Light, 29 Apr 1947

Activated, 19 May 1947

Inactivated, 10 Sep 1948

Redesignated 95 Bombardment Squadron, Light, Night Intruder, 8 May 1952

Activated, 10 May 1952

Redesignated 95 Bombardment Squadron, Tactical, 1 Oct 1955

Inactivated, 25 Jun 1958

Redesignated 95 Reconnaissance Squadron, 20 Jan 1982

Activated, 1 Oct 1982

Inactivated, 15 Sep 1993

Activated, 1 Jul 1994

STATIONS

Kelly Field, TX, 20 Aug 1917

Hazelhurst Field, NY, 5-27 Oct 1917

Issoudun, France, 16 Nov 1917

Villeneuve-les-Vertus, France, 18 Feb 1918

Epiez, France, 1 Apr 1918

Toul, France, 4 May 1918

Touquin, France, 28 Jun 1918

Saints, France, 9 Jul 1918

Rembercourt, France, 2 Sep 1918 (flight operated from Verdun, France, 7 Nov 1918-unkn)

Colombey-les-Belles, France, 11 Dec 1918

Brest, France, 6-19 Feb 1919

Camp Mills, NY, 1 Mar 1919

Garden City, NY, 4-18 Mar 1919

Selfridge Field, MI, 12 Aug 1919

Kelly Field, TX, 31 Aug 1919

Ellington Field, TX, 1 Jul 1921

Selfridge Field, MI, 1 Jul 1922

March Field, CA, 7 Jun-31 Jul 1927

Rockwell Field, CA, 1 Jun 1928

March Field, CA, 29 Oct 1931

Rockwell Field, CA, 3 May 1932

March Field, CA, 14 May 1932

Rockwell Field, CA, 1 Jul 1932

March Field, CA, 9 Aug 1932

Rentschler Field, CT, 2 May 1938

March Field, CA, 20 May 1938 (operated from Kern County Aprt, Bakersfield, CA, 14-26 Jan 1940)

McChord Field, WA, 26 Jun 1940

Pendleton Field, OR, 29 Jun 1941

Lexington County Aprt, SC, 15 Feb 1942

Barksdale Field, LA, 24 Jun-18 Nov 1942

Telergma, Algeria, c. 24 Dec 1942

Sedrata, Algeria, 14 May 1943

Djedeida, Tunisia, 25 Jun 1943

Villacidro, Sardinia, 5 Dec 1943

Poretta, Corsica, 19 Sep 1944

Dijon, France, 21 Nov 1944
Linz, Austria, c. 14 Jun 1945
Ebensee, Austria, 5 Jul 1945
Clastres, France, 3 Oct-17 Nov 1945
Camp Myles Standish, MA, 25-26 Nov 1945
Langley Field, VA, 19 May 1947- 10 Sep 1948
Pusan-East AB, South Korea, 10 May 1952 (operated from Pusan-West Airdrome, 1 Oct-20 Dec 1952)
Miho AB, Japan, 9 Oct 1954-19 Mar 1955
Hurlburt Field, FL, 1 Apr 1955-25 Jun 1958
RAF Alconbury, England, 1 Oct 1982-15 Sep 1993
RAF Mildenhall, England, 1 Jul 1994

ASSIGNMENTS

Unkn, 20 Aug 1917-Nov 1917
3 Aviation Instruction Center, c. 16 Nov 1917
1 Pursuit Organization and Training Center, c. 19 Feb 1918
1 Pursuit Group, 5 May-24 Dec 1918
Unkn, 24 Dec 1918-18 Mar 1919
1 Pursuit Group, 12 Aug 1919
Air Corps Training Center, c. 7 Jun-31 Jul 1927
Unkn, 1 Jun 1928-30 May 1929 (possibly attached to 7 Bombardment Group)
17 Pursuit (later, 17 Attack; 17 Bombardment) Group, 31 May 1929- 26 Nov 1945
17 Bombardment Group, 19 May 1947-10 Sep 1948
17 Bombardment Group, 10 May 1952-25 Jun 1958
17 Reconnaissance Wing, 1 Oct 1982
9 Strategic Reconnaissance Wing (later, 9 Wing; 9 Reconnaissance Wing), 30 Jun 1991-15 Sep 1993
55 Operations Group, 1 Jul 1994

ATTACHMENTS

7 Bombardment Group, 31 May 1929-29 Oct 1931
17 Bombardment Wing, 8 Jun 1957-25 Jun 1958

WEAPONS

Nieuport 28, 1918
Spad XIII, 1918
SE-5, 1919-1922
Spad XIII, 1919, 1921-1922
MB-3, 1922-1925
Fokker D-VII
DH-4 1919-1925
PW-8, 1924-1926
P-1, 1925-1927

PW-9, 1928-1929
P-12, 1929-1934, 1935-1936
P-26, 1934-1935
A-17, 1936- 1939
B-18, 1939-1940
B-23, 1940-1941
B-25, 1941-1942
B-26, 1942- 1945
B-26, 1952-1956
B-66, 1956-1958
U-2/TR-1, 1983-1993

COMMANDERS

1st Lt Fred Natcher, 20 Aug 1917
1st Lt Howard W. White, 1917
1st Lt Roy S. Ripley, 1917
Maj Raoul Lufberry, 28 Jan-10 Feb 1918
Unkn, 11-21 Feb 1918
Capt James E. Miller, 22 Feb 1918
Capt Seth Low, 10 Mar 1918
Maj Davenport Johnson, 15 Mar 1918
Maj David M. Peterson, 15 May 1918
Capt John Mitchell, 14 Oct 1918
2nd Lt Alfred M. Joyce, 10 Dec 1918-18 Mar 1919
2nd Lt Lloyd C. Blackburn, 12 Aug 1919
Capt Hugh M. Elmendorf, 15 Sep 1919-Unkn
Capt Thomas K. Matthews, 1921-Unkn
Capt Arthur R. Brooks, Dec 1920
1st Lt Lloyd B. Blackburn, 12 Aug 1921
1st Lt Samuel G. Frierson, 23 Nov 1921
1st Lt Benjamin R. McBride, 28 Mar 1922
1st Lt Thomas K. Matthews, 11 Nov 1923
1st Lt Cyrus Bettis, 17 Nov 1925
1st Lt Victor H. Strahm, 25 Aug 1926
2nd Lt William G. Plummer, 1 May 1927
Capt Hugh M. Elmendorf, 1 Jun 1928
2nd Lt Donald B. Smith, Oct 1930-Unkn
2nd Lt Irvin A. Woodring 17 Jul 1930
Capt Frank Hunter, 1 Jan 1931
1st Lt Leo H. Dawson, 29 Oct 1931
1st Lt S. W. Towle Jr., Dec 1932-Unkn
1st Lt Towle H. Stewart, 4 Jan 1933
Maj Virgil Hine, 27 Jan 1933
Capt Kirtley J. Gregg, 18 Jan 1936

Maj John G. Golgen, 5 May 1936
Capt Ernest H. Lawson, 1 Sep 1936
Maj Samuel G. Frierson, 4 Jun 1937
Maj Lotha A. Smith, 22 Aug 1938
Maj Ernest H. Lawson, 12 Feb 1940
Maj Charles G. Goodrich, May 1941
Capt Edward J. York, Jul 1941
Maj Charles R. Greening, 30 Jul 1942
Maj Charles H. Diamond, 8 Feb-17 Jul 1943
Unkn, 18-23 Jul 1943
Capt James R. Dupler, 24-31 Jul 1943
Unkn, 1-8 Aug 1943
Maj Kenneth W. Schultz, 9 Aug 1943
Capt Lewis W. Kundrath, 13 Oct 1943
Maj Richard O. Harrell, 3 Feb 1944
Maj Hugh S. Teitsworth Jr., 24 Apr 1944
Lt Col Byron L. McClellan, 25 May 1945-Unkn
None (Not Manned), 19 May 1947-10 Sep 1948
Maj Frederic E. Mau, 10 May 1952-Unkn
Lt Col Ben M. West, 1952
Lt Col Delwin D. Bentley, 20 Dec 1952-Unkn
Lt Col John L. Egan, By Jun 1953-Unkn
Lt Col Olen C. Cook, By Apr 1955
Lt Col James W. Thompson, 16 Apr 1956-Unkn
Maj James H. Morrow, By Nov 1957-23 Jun 1958
None (Not Manned), 24-25 Jun 1958
Lt Col Gerald V. West, 3 Nov 1982
Lt Col Charles C. Crabb Jr., 23 Aug 1983
Lt Col John L. Sander, 30 Aug 1984
Lt Col Donald H. Feld, 29 Dec 1985
Lt Col Michael D. Uramkin, 9 Jan 1987
Lt Col G. Ashton Lafferty, 21 Apr 1989
Lt Col Leslie Van Heeswyk, 8 Jun 1990
Lt Col Zollie D. Cole, 30 Jun 1991
Lt Col David R. Hensley, 1 Jun 1992-Unkn
Col Barney H. Clary Jr., 1 Jul 1994
Lt Col Charles C. Bradbury, 28 Aug 1996-Unkn
Lt Col David Wiegand, 22 Jun 2005

HONORS

Service Streamers

Campaign Streamers

World War I
Champagn
Lorraine
Ile-de-France
Champagne-Marne
Aisne-Marne
Oise-Aisne
St Mihiel
Meuse-Argonne

World War II
Antisubmarine, American Theater
Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Southern France
North Apennines
Rhineland
Central Europe
Air Combat, EAME Theater

Korea
Korea Summer-Fall, 1952
Third Korean Winter
Korea, Summer 1953

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Italy, 13 Jan 1944
Schweinfurt, Germany, 10 Apr 1945
Korea, 1 Dec 1952-30 Apr 1953

Air Force Outstanding Unit Awards

1 Jul 1985-30 Jun 1987
1 Jul 1988-30 Jun 1990
1 Jul 1990-30 Jun 1991
1 Jul-15 Sep 1993
1 Jul 1994-31 Jul 1995
24 Mar-10 Jun 1999

French Croix de Guerre with Palm
Apr, May, and Jun 1944

Republic of Korea Presidential Unit Citation
24 May 1952-31 Mar 1953

EMBLEM



95 Bombardment Squadron emblem: On a Light Blue disc edged Black a Brown kicking mule. Significance: The blue disc is indicative of the arena of the squadron's mission in the air. The mule in a strike position symbolizes the unit's striking power, swift and accurate. (Approved, 4 Mar 1924)

With the first aerial victory by 95 pilot "Dick" Blodgett, the 95 Aero Squadron was entitled to choose a squadron emblem and to paint it on their planes fuselages. Major Davenport Johnson, CO of the 95, suggested an army mule, as it was the symbol of West Point of which he was a graduate. The men of the 95 approved his suggestion and a kicking mule on a blue circular background was chosen as the 95 Aero Squadron emblem. 95 pilots Edward Buford and Harold Buckley took it upon themselves to obtain a squadron mascot, and they purchased a donkey from a local Frenchman. The new squadron mascot was promptly named "Jake". "Jake" the 95 mascot was quite feisty, like the pilots of the 95, and he was present at a lot of the squadrons festivities.



95 Reconnaissance Squadron patch

MOTTO

OPERATIONS

Reconstituted and organized on 12 August 1919 in the Regular Army as the 95 Aero Squadron at Selfridge Field, MI.

The American staff in Paris dispatched to the Villeneuve-les-Vertus, France, the squadrons that would soon make up the 1st Pursuit Group. The 95 Aero Squadron reported on 18 February 1918. The 94th Aero Squadron rolled into camp two weeks later, on 4 March. Neither squadron possessed any aircraft, but Major Atkinson and Captain James E. Miller commander of the 95, began pursuing some promising leads.

The 94th and 95 Aero Squadrons had trained and travelled together since their organization on 20 August 1917, at Kelly Field, Texas. First Lieutenant J. Bayard H. Smith became the first commander of the 94th, while First Lieutenant Fred Natcher led the 95. When the two squadrons boarded a train at Kelly Field on 20 September 1917 for the trip to Mineola, New York, they consisted entirely of the enlisted echelon that would form the squadron's ground support element. Arriving at Mineola on 5 October, the squadrons reported directly to Aviation Mobilization Camp No. 2. Each unit completed training there in about three weeks and proceeded to Hoboken, New Jersey, where, on 27 October 1917, they boarded a ship for the trip to Europe. The two squadrons arrived at Liverpool on 10 November, spent fourteen hours in a rest camp, boarded a steamer at Southampton, and sailed for France on 12 November.

The 94th and 95 entered camp at LeHavre the next day, but their travels were not quite over. On 15 November the 95 moved to the Aviation Training Center at Issoudun. On 18 November the 94th moved to Paris, where it divided into seven detachments that immediately began advanced maintenance training in the region's airframe and aero-engine plants. The 94th reassembled in Paris and departed for Issoudun on 24 January 1918.

After the 95's personnel arrived at Issoudun in November, they received advanced training on the same types of aircraft they would operate at the front. The 95 thus found itself well along in its training when the 1st Pursuit Organization and Training Center announced its readiness to receive units in mid-February, and it became the first unit to be attached to the center. The 94th made good progress at Issoudun, however, and it reported to Villeneuve not long after the 95. Captain Miller remained in command of the 95 when it arrived at Villeneuve; Major John F. Huffer commanded the 94th.

The 1st Pursuit Center controlled a pair of combat units, but neither was ready for combat. The newly-assigned pilots and maintenance personnel were eager, but they had little with which to work. Major Atkinson had obtained only a handful of aircraft from the French, all Nieuport 28s, France's second-line fighter. The French reported that they had no surplus Spads available to equip the Americans, so Atkinson and his staff agreed that the units would see action sooner if the Americans accepted the more readily available Nieuport. On 26 February they received word that thirty-six Nieuports were waiting to be picked up at a factory near Paris. A contingent of pilots departed within hours, but bad weather delayed their return. The weather broke on 5 March, allowing fifteen pilots to take off for Villeneuve. Only six successfully completed the return flight that day. Weather and mechanical difficulties forced the others to land along the route. All the Nieuports reached Villeneuve by 8 March, and Atkinson assigned most of them to the 95.

Even as the 95 lay claim to the first sizable contingent of aircraft, the 94th made its bid for fame by launching, on 6 March 1918, the first patrol flown by an all-American squadron in France. At 0815, Major Raoul Lufbery led two young first lieutenants, Douglas Campbell and Edward V. Rickenbacker, on a two-hour patrol near Rheims. A German antiaircraft battery challenged the flight, but it encountered no aerial opposition, a fortunate circumstance, since neither Campbell's nor Rickenbacker's aircraft carried any armament. The two neophytes believed they had an uneventful patrol. To their surprise, the more experienced Lufbery calmly pointed out that he had spotted no less than ten Spads, four German fighters, and a German two-seat observation aircraft during the patrol. He also showed Rickenbacker holes in the fabric skin of the younger pilot's aircraft, a reminder of the later's brush with the German battery.

The 95 made its first flights on 8 March 1918. These missions followed the pattern the 94th established during its first sorties. An experienced pilot, frequently either Major Lufbery or someone from the French group, led two or three Americans on a patrol over a quiet sector of the front. The Americans made great sport of these unarmed patrols, but the French expressed more concern. The initial patrols proved uneventful, but they were not without their risks. The frail Nieuports had several mechanical and structural faults, and engine trouble in a Nieuport contributed to the 1st Pursuit Center's first combat loss.

Captain Miller, commander of the 95, experienced engine trouble on a training flight on 8 March 1918. He landed safely at Coincy and returned to Villeneuve by truck. On 10 March he returned to Coincy to pick up his aircraft. On the way back to the Center, Miller stopped to visit some friends at the airfield at Coligny, where he borrowed a Spad and flew a patrol over

Rheims in the company of two other pilots. German fighters attacked the flight; Miller died in the ensuing dogfight. Captain Seth Low assumed command of the 95, but Major Davenport Johnson, who flew with Miller on his final flight, replaced Low on 15 March.

As training operations continued and the pilots gained proficiency, morale in both squadrons soared. The Allies anticipated a German offensive on the Western Front, and the members of the two squadrons sensed that their real baptism of fire was at hand.

The aircraft of the 94th and 95 still lacked guns, and the staff in Paris reported that the pilots were not proficient enough to face the Germans. Villeneuve was too close to the front to be occupied by partially-trained units, so the center moved to a quieter sector. Someone in headquarters also realized that most of the pilots had not received any formal air-to-air gunnery training. Consequently, on 24 March 1918, most of the pilots of the 95 were ordered to the gunnery training school at Cazaux, in southwestern France. On 31 March the headquarters of the 1st Pursuit Organization and Training Center moved from Villeneuve-les-Vertus to Epiez. The 94th, reinforced by the few pilots of the 95 who had already received gunnery training, flew to Epiez on 1 April. The pilots of the 95 completed their gunnery training at Cazaux and returned to Epiez on 22 April.

The 94th and the 95, had experienced more difficulty with Nieuports coming apart in mid-air and were delighted to get the Spads. The Spad was a sturdier and more powerful aircraft, but its Hispano-Suiza engine was more complex and more difficult to keep in tune than the Nieuport's Gnome rotary. The pilot transition and maintenance training process disrupted operations and effectively grounded each squadron in turn for several days, but the group flew what was available from day to day.

The Chateau Thierry (or Aisne-Marne) campaign comprised two phases that lasted from 15 July to about 6 August 1918. The long-awaited German offensive formed phase one, from 15 July through the 18th. The Germans gained some ground, but the well-prepared Allied armies blunted the German drive. The Allies launched a counteroffensive that lasted from 18 July through early August. The 1st Pursuit Group saw continuous action throughout the campaign, with the 27th and the 95 performing especially well. Pilots frequently flew three or four two-hour sorties each day, often in the face of heavy opposition. The group flew observation escort, counter-observation and ground attack missions, with an occasional reconnaissance sortie added to the flying schedule. Losses were heavy: in July the group destroyed twenty-nine German aircraft, but lost twenty-three.

The 95 returned to the United States on 1 March 1919 and demobilized at Garden City, New York, on 18 March. The 27th and the 147th arrived at Hoboken the next day.

The 27th ended the war as it began it, in quarantine in New York, this time with the 147th. The two squadrons demobilized in April. The 94th ended its service with the Third Army on 9 April 1919 and arrived at Hoboken on 31 May. It demobilized at New York on 1 June. Even as the World War I squadrons completed their demobilization, however, the War Department began

organizing a new 1st Pursuit Group at Selfridge Field, Michigan The War Department created a new 1st Pursuit Group between late April and mid-August 1919, when it dispatched two-man cadres of the 27th, 94th, 95, and 147th Aero Squadrons to Selfridge Field, Michigan.

The 1st Pursuit Group prepared to return to Michigan in late June 1922. It still consisted of four squadrons, although the 147th had been redesignated the 17th Aero Squadron on 3 March 1921. The air echelon, consisting of the 17th, 27th, 94th and 95 squadrons and led by the group's commander, Major Carl Spatz (later Spaatz) departed Ellington Field on 24 June 1922. The ground component followed on 27 and 28 June. The long aerial deployment was a novelty, and the public and the press followed the group's progress closely. The aircraft arrived at Selfridge Field on 1 July 1922.

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The AEF assigned the 94th and 95 Aero Squadrons to the 1st Pursuit Group on 5 May 1918, the 27th and 147th on 31 May, the 218th Aero Construction Squadron on 6 August, the 4th Air Park on 24 August, and the 185th Aero Squadron on 7 October. The 94th Aero Squadron was relieved from assignment to the 1st Pursuit Group on 17 November 1918 and assigned to the Third Army. The 4th Air Park was relieved from assignment to the group on 18 November 1918.

5 Oct 1917 94th & 95 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.

27 Oct 1917 The 94th and 95 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..

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10 Nov 1917 94th and 95 Aero Squadron arrived Liverpool, England, four hours after arrival the two squadrons entrained for Southampton, England. 94th and 95 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 95 Aero Squadrons departed Southampton, England, on SS Huntscraft about midnight.

13 Nov 1917 94th and 95 Aero Squadrons arrived Lellavre, France, and marched about 6 kilometers to British Concentration Camp.

15 Nov 1917 95 Aero Squadron entrained for Issoudun, France, and arrived there late at night.

28 Jan 1918 95 - Major Raoul Lufbery assigned and assumed command.

16 Feb 1918 Squadron entrained at Issoudun, France, for the front, on cars which were entirely without windows, and which had not been cleaned since the previous trips with loads of horses and mules. The day was very cold and raw and the officers and men built fires on the floors of the cars to warm themselves and incidentally to dispose of the litter.

17 Feb 1918 The Squadron reached Chalons, France, and was ushered into the war by undergoing a German air raid the first night. The squadron equipment was damaged by bomb splinters but none of the squadron personnel were injured.

23 Feb 1918 1st Lieut. N. M. Foster, Med. Corps, relieved.

5 Mar 1918 First consignment of Nieuport XXVII's received. The machine guns for the planes weren't delivered yet. But the 95 pilots were itching to get in the air and the war. They would get their chance soon.

8 Mar 1918 First patrol by squadron, over lines. The type XXVIT, Nieuports which were assigned the Squadron were totally devoid of guns and necessary equipment. Captain Miller the Squadron Commander had trouble with his Nieuport and landed at Coincy, leaving the airplane and returning by motor lorry. 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, Captain James E. Miller, Commanding the 95 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.

On March 9, 1918 Captain James Miller accepted the invitation of Major Davenport Johnson to join him and Major Harmon for a short patrol over the lines in three Spad 7 fighters borrowed from a French squadron. The plane of Major Harmon had engine trouble shortly after takeoff and he had to turn back. Major Johnson and Captain Miller continued on and ran into four German fighters. Shortly after the fight began, Major Johnson abandoned the fight, leaving

Captain Miller on his own. Captain Miller was shot down. The German pilot who downed Miller and a German intelligence officer who had rushed to the crash scene witnessed Captain Miller's dying last words in which he cursed Major Davenport Johnson for leaving him during the air battle.

10 Mar 1918 Captain James E. Miller went to Coincy and obtained the Nieuport left there on the 8th and flew it to Coligny where it was turned in for a Spad. He then joined a patrol with Major Davenport Johnson and Major Harmon over the Rheims sector. They were attacked by two German planes inside the German lines. Major Davenport Johnson last saw Captain Miller in a "Vrille" inside the German lines. This was the first casualty to be suffered at the Organization Center and the first battle casualty of the organizations which were to comprise the First Pursuit Group. Captain Seth Low assumed command of the squadron.

On March 12, 1918, Major Davenport Johnson took over command of the 95 Aero Squadron.

The first combat flight mission of the 95 was made on March 15, 1918 at 11:30am. The 95 pilots flew their newly acquired Nieuport 28 fighters. But their fighters were still unarmed, as their shipment of machine guns for the airplanes had still not arrived yet. The flight consisted of Richard "Dick" Blodgett, 1st Flight leader, Sumner Sewall and Charles Woolley. They were accompanied by a French pilot flying an armed Spad 7 fighter. The flight group flew at 16,000 feet to the area between Epernay and Reims to observe allied anti-aircraft fire at the front. Three unarmed flights per day were flown for almost a week. Major Davenport Johnson assigned and assumed command relieving Captain Seth Low.

24 Mar 1918 Squadron ordered to Aerial Gunnery Camp at Caseaux, France, to complete aerial gunnery instruction. The squadron had not completed training in the United States, and officers assigned overseas, while supposedly trained under the British and French had not been given gunnery practice.

31 Mar 1918 Squadron enlisted personnel departed from Caseaux for Epiez by truck and joined the headquarters detachment of the 1st Pursuit Organization Center.

Apr 1918 The 16 officers of the squadron who had been undergoing final aerial gunnery training at Caseaux rejoined the squadron at Epiez to bring the unit to full strength

The aerial fighting was intensive throughout the war. The first aerial victory by a 95 pilot was scored by 1st Lt Richard "Dick" Blodgett on May 2, 1918 (although he did not receive official confirmation). Less than two weeks later, on May 15, 1918, 95 pilot Richard "Dick" Blodgett was killed in action.

4 May 1918 Moved from Epiez, France to Gengault, France. The enlisted personnel proceeding by truck and the airplanes and pilots following by air later in the afternoon.

12 May 1918 1st Lieutenant Roy S. Ripley relieved and transferred to Issoudun.

15 May 1918 Captain David McK Peterson transferred from 94th Squadron and assumed command, relieving Major Davenport Johnson, who was transferred to Paris, France for duty with the Chief of Air Service, A. E. F.

17 May 1918 1st Lieutenant Richard A. Blodgett killed in combat with Fokker Triplane Scout over Marne. Major David McK Peterson destroyed an enemy bi-place near Richecourt Confirmed.

22 May 1918 1st Lieutenant Edward Buford while on barrage patrol against German Photographic machines in the region of Comrrecy-St. Mihiel, attempted to dive thru the protecting flight to attack the photographic machine. Alone, he engaged five German bi-planes and destroyed one, the photographic machine and the protection flight returning to their side of the lines without accomplishing their mission.

27 May 1918 Six plane patrol of the squadron, led by 1st Lieutenant John Mitchell encountered an enemy protection formation near Flirey, Lieutenant Mitchell dove thru the protection flight and destroyed an enemy bi-place, 'which later proved to be carrying information of vital importance to the Central powers. (confirmed). Lieutenants Curtiss, Fisher, BuFord and Lanahan destroyed an enemy scout which was later confirmed and an enemy bi-place which was not confirmed. Lieutenant Mitchell climbed above the flight and destroyed the remaining plane of the patrol (unconfirmed). Lieutenant Mitchell was killed in combat near Colombey-les-Belles during the afternoon patrol.

28 May 1918 1st Lieutenants John A. Hambleton and William Taylor in answering an alert from the Lironville Sector encountered five enemy airplanes in the vicinity of St. Mihiel. As the American planes approached the enemy turned away but Lieutenants Hambleton and Taylor followed and overtook them near Pont-a-Mousson. The enemy were flying in three elements, the lowest at about 1, 500 meters, then two at 2, 000 meters and the remaining two at 2, 500 meters. Lieutenant Hambleton engaged the lowest one while Lieutenant Taylor remained above for protection. The enemy plane was forced to leave the formation and both American pilots then attacked it bringing it down (confirmed). The upper elements of the enemy formation then came down to the attack and in the combat the center section cross wires of Lieutenant Hambleton's plane were shot away and he was slightly wounded but disregarding the crippled condition of his airplane he and Lieutenant Taylor continued to engage the enemy until they were forced beyond the lines. In the engagement, Lieutenant Taylor also destroyed an enemy scout which was not confirmed.

30 May 1918 1st Lieutenants Buckley, Hambleton, Casgrain, Mitchell and McKeown destroyed an Albatross near Jaulny (confirmed). Lieutenants Hambleton and Buckley destroyed a Pfalz near Jaulny (unconfirmed) and in the engagement Lieutenant Vilfred V. Casgrain while diving after an albatross stripped the fabric from his wings and was forced to retire from the combat. He managed to clear the combat without notice by the enemy but could not coax the crippled

airplane over the lines and was forced to land between the lines where he was taken prisoner by the Germans.

31 May 1918 Lieutenant Mitchell and Taylor destroyed enemy Fokkers near Lironville but neither victory was confirmed. While on patrol with two other planes and in the vicinity of Menil-la-Tour, a flight of six enemy scouts attacked the formation. After a brief combat, the other two planes were forced to withdraw due to jammed guns and Lieutenant Sumner Sewal covered their withdrawal by continuing to attract the attention of the other enemy planes. When his companions were well away from the engagement he managed to send one of the Pfalz down in flames and then dove for the American lines. The victory was confirmed by an American Field Artillery observation post.

6 Jun 1918 1st Lieutenant Harry E. Rubin, ordnance Department, relieved. Becoming separated from his patrol 1st Lieutenant John A. Hambleton was flying in the region of Gironville 'when he was attacked by two enemy biplanes. He engaged them in combat in spite of the fact that he was being subjected to the fire of both planes and forced them to return beyond the German lines preventing the completion of an observation and photographic mission. Later in the day, while leading a patrol an enemy formation of five Fokkers was encountered in the region of Grissolles. Lieutenant Hambleton destroyed one of the Fokkers and the remainder of the formation dispersed. On the same patrol Lieutenatit Rhodes destroyed a Fokker which crashed near Grissoles.

26 Jun 1918 Colonel Davenport Johnson relieved and transferred to Air Service Staff, Zone of Advance, Major David McK Peterson assumed command.

28 Jun 1918 Moved from Toul to Touquin, by motor lorry. Fifteen mechanics and chauffeurs under command of Lieutenant Surrner Sewall obtained lorries from the Air Depot at Colombey to be driven to Touquin.

7 Jul 1918 Patrol of five Nieuports attacked a formation of five Fokkers near Rocourt. 1st Lieutenants Carlyle Rhodes and Stewart McKeown shot down and taken prisoner in combat. 1st Lieutenant Sumner Sewall destroyed Fokker near ChateauThierry (confirmed).

12 Jul 1918 1st Lieutenant Quentin T. Roosevelt destroyed Fokker near Chateau-Thierry (confirmed).

14 Jul 1918 1st Lieutenant Quentin T. Roosevelt shot down in flames near Chateau-Thierry by Sergeant Thorr of the Richtofen Circus -

16 Jul 1918 First Lieutenants Grover C. Vann and Edward P. Curtiss each destroyed a Fokker in the vicinity of ChateauThierry while on voluntary patrol (confirmed).

Jul 1918 During a voluntary patrol First Lieutenant Edward Buford reported the destruction of an Albatross bi-place near Sezy (unconfirmed).

19 Jul 1918 First Lieutenant Lawrence Richards slightly wounded in combat with Fokker over Chateau-Thierry.

26 Jul 1918 First Lieutenant, Cover C. Vann killed in combat near Chateau-Thierry and 1st Lieutenant George Puryear shot down and taken prisoner. (Lieutenant Puryear later escaped from the German Detention Camp and made his way thru the lines to his organization).

10 Aug 1918 95 - While on protection patrol for French Bi-place Observation plane, the patrol was attacked by a five out of Six enemy scouts. 1st Lieutenant Harold R. Buckley destroyed one Fokker and the enemy flight was dispersed. First Lieutenant Irby R. Curry killed in combat over Perles, France. First Lieutenant Clarence S. Gill wounded in action near Verdun in combat with flight of Fokkers. 1st lieut. William M. Russell killed in action.,-

1 Sep 1918 First Lieutenant Albert J. Weatherhead assigned. Departed Saints by truck convoy to join Group at Rembercourt,

8 Sep 1918 While squadron was on offensive mission against enemy balloon line First Lieutenant Norman Archibald was shot down in vicinity of Verdun and taken prisoner.

16 Sep 1918 First Lieutenant Josiah Pegues, Henry Popperfuss and Eiigene L. McCubbin assigned

17 Sep 1918 First Lieutenant Waldo Heinriclis severely wounded in combat and taken prisoner in vicinity of Verdun. First Lieutenant Heyliger Church transferred from 5th Air Depot

18 Sep 1918 First Lieutenant Stin-iner Sewall destroyed a Fokker over Verdun (confirmed) and First Lieutenant William H. Taylor was killed in action over Verdun.

26 Sep 1918 On a call from First Army headquarters Lieutenant Edward P. Curtis volunteered to make a reconnaissance patrol of great danger and importance, to a depth of thirty-kilometers within enemy territory. The entire flight is made at a very low altitude and subjected to severe gun and anti-aircraft fire and the airplane was badly shot up, On a balloon strafing mission Lieutenant Buckley and McLanahan destroyed a balloon at Nantillois (confirmed) and Lieutenant McLanahan destroyed the Fokker protecting the balloon (confirmed). Lieutenant Gravatt destroyed a Fokker near Dullancourt (confirmed) to provide his first official victory.

27 Sep 1918 First Lieutenant C. N. NyLuind, Medical Corps, assigned as Flight Surgeon. Lieutenants Buckley, Curtis and Popperfuss destroyed Fokker over Montfaucon and Lieutenants Buckley, Butz and Woodward destroyed a bi-place over Chateau-Thierry (both confirmed).

29 Sep 1918 While on balloon strafing mission near Cunnell, First Lieutenant Granville O. Woodward destroyed a balloon and First Lieutenant Lansing C. Holden destroyed a balloon

each being confirmed as the first victory of the pilot concerned. Lieutenant Woodward was shot down and taken prisoner in the vicinity of Curnell immediately after destroying his balloon.

3 Oct 1918 First Lieutenant Edward P. Curtis gained his fourth official victory while flying with a flight from the 94th Squadron. First Lieutenant Walter L. Avery was shot down and captured near Dullancourt.

4 Oct 1918 First Lieutenant Knowles destroyed a Fokker triplane near Dullancourt (confirmed) to gain his third official victory.

9 Oct 1918 Lieutenant Knowles gained his second official victory by destroying a Fokker bi-place near Marvaux 17:00 (confirmed).

18 Oct 1918 Lieutenant Weatherhead destroyed Fokker over Exermont 15:30 to score his first official victory. Lieutenant Sumner Sewall while in the vicinity of Landres-et-St. Georges observed an American observation plane being fired upon by a Fokker. He immediately went to its assistance and after destroying the Fokker (unconfirmed) was attacked by 8 other Fokkers. By skillful maneuvering he managed to hold off the Fokkers until the observation plane had gained the American lines.

22 Oct 1918. First Lieutenant Edward Curtiss gained his 6th official victory by destroying Fokker near Briulles.

23 Oct 1918. Lieutenant Lansing Holden destroyed a balloon near Grandpre and Lieutenants Holden and Curtis destroyed Fokker near Grandpre 17:05. This was Lieutenant Curtis' 5th and Lieutenant Holden's 2nd and 3rd victories.

27 Oct 1918 1st Lieutenant Lansing Holden destroyed Fokker near Grand Pre 15:00, confirmed as his seventh official victory.

Oct 1918 Lieutenant Lansing C. Holden destroyed balloon at Aincreville 15:45 to gain his 4th victory.

3 Nov 1918 1st Lieutenant Lansing C. Holden destroyed balloon near Bois-de-Barricourt (confirmed).

5 Nov 1918 "B" Flight dispatched to Verdun Airdrome to act as separate squadron, in defense of allied balloon lines. Lieutenant Sewall destroyed balloon near Stenay and Lieut. Hall destroyed balloon near Charney to gain their sixth and second official victories. While in the vicinity of Dun-sur-Meuse Lieutenants Vail and Pegues became detached from their formation and while attempting to regain it came upon eight Fokkers which were attacking four low-flying Spads of the 2nd Pursuit Group. Lieutenants Vail and Pegues dove through the formation and attacked the leader bringing down and destroying the remainder of the Fokker formation. This was the second victory for Lieutenant Pegues and Lieutenant Vail's first.

6 Nov 1918 Lieutenant Roberts destroyed Fokker near Stenay to gain his first official victory, and Lieutenant Knowles destroyed bi-place near Montfaucon to gain his 5th victory. Lieutenant William H. Vail was attacked by a patrol of four Fokkers near Stenay and had almost succeeded in fighting his way back when his opponents were reinforced by five more. He succeeded in fighting his way clear although severely wounded in the Section and had almost regained the airdrome when his airplane fell apart. He was transferred to Evacuation Hospital #19.

8 Nov 1918 Lieutenant Weatherhead gained his 3rd and 4th official victories by destroying two balloons in the vicinity of Stenay, Lieutenant Rhenscrom destroyed Pfalz near Stenay.

10 Dec 1918 Captain John Mitchell relieved of command and transferred with the following officers to the 1st Air Depot- 1st Lieutenants Thomas F. Butz, Heyliger Church Edward P. Curtis, Herbert R. Hall, Augereau C. Neizohn, Lansing C. Holden, James Knowles, Jr., Archibald S. McNeill, Josiah Pegues, Henry J. Popperfuss, Raymond B. Quick, Sumner Sewall, Sigourney Thayer, Albert J. Weatherhead, Edward Butts, Jr., Second Lieutenants Elmer G. Rhenstrom, Ord. Dept. , Captains Harold L. Buckley and Alexander H. Lanahan. Second Lieutenant Alfred M. Jovce, assumed command.

4 Nov 1918 Lieutenant Holden destroyed balloon near Bantheville and Lieutenants Sewall and Weatherhead destroyed balloon near Dun-sur-Meuse.

On November 11, 1918 the Armistice is signed and the war is over.

6 Feb 1919 27th and 95 Aero Squadron arrived Brest, France, 6:30 A.M.

19 Feb 1919 95 and 103rd Aero Squadrons embarked at Brest, France for United States on USS Frederick.

95 Aero Squadron arrived Hoboken, New Jersey, and entrained for Camp Mills, New York.

4 Mar 1919 95 Aero Squadron moved from Camp Mills, New York to Air Service General Depot, Garden City, New York.

18 Mar 1919 95 Aero Squadron completely demobilized at Air, Service General Depot, Garden City, New York. The Chief of Air Service now knowing that the squadron was to be demobilized requested that unit be continued in service. Records of unit forwarded to Selfridge Field, Michigan. Second Lieutenant Guy L. Berry and Alfred M. Joyce honorably discharged to close unit

95 Aero Squadron reorganized, at Selfridge Field, Michigan, under command of 2nd Lieutenant Lloyd C. Blackburn, per authority contained in Special Orders 183, Headquarters, Selfridge Field, Michigan.

15 Aug 1919 95 Aero Squadron assigned 1st Pursuit Group per General Orders 102, War Department.

19 Aug 1919 Captain Arthur R. Brooks assigned 95 Aero Squadron and assumed command. Three officers and 39 enlisted men assigned 95 Aero Squadron.

28 Aug 1919 94th, 95, 27th and 147th Aero Squadrons departed Selfridge Field, Michigan, by rail, 2:30 P.M., for Kelly Field, Texas.

Statistics for the 95 Aero Squadron:

There were 82 requests for confirmed victories from 95 Aero Squadron pilots.

There were 65 confirmed victories for 95 Aero Squadron pilots.

A total of 6 95 pilots were aces:

Maj David M. Peterson – 6 victories

Capt Harold R. Buckley – 5 victories

Lt Edward P. Curtis – 6 victories

Lt Sumner Sewall – 6 victories

Lt James Knowles – 5 victories

Lt Lansing C. Holden – 7 victories

A total of 9 95 pilots were killed in action:

Capt James Ely Miller

Lt Richard M. Blodgett

Lt Sydney P. Thompson

Lt Quentin Roosevelt

Lt Irby R. Curry

Lt William M. Russell

Lt Grover C. Vann

Lt William H. Taylor

Lt Eugene B. Jones

A total of 4 95 pilots were wounded:

Lt John A. Hambleton

Lt Lawrence Richards

Lt Clarence S. Gill

Lt William H. Vail

A total of 4 95 pilots were wounded and captured:

Lt Stuart E. McKeown

Lt Waldo Heinrichs
Lt Granville Woodard
Lt Walter Avery

A total of 5 95 pilots were captured:

Lt Wilfred V. Casgrain
Lt Carlisle Rhodes
Lt George Puryear
Lt Paul Montague
Lt Norman S. Archibald

Conducted bombing missions of ice jams on the Clinton River in Michigan in order to prevent flooding in surrounding communities.

Inactivated on 31 July 1927 at March Field, CA, and personnel transferred to the 53rd School Squadron.

Flew reconnaissance missions in support of flood relief operations in southern California 2-5 March 1938.

Antisubmarine patrols, 20 Dec 1941-Mar 1942.

Combat in MTO and ETO, 30 Dec 1942-1 May 1945.

Not operational, 1947-1948.

Combat in Korea, 10 May 1952-27 Jul 1953.

95 Bombardment Squadron (Tactical): Converted from B-26B/C to B-66Bs at Hurlburt Field during 1956 while part of the 17th BW Moved to RAF North Creake on June 23, 1958 and inactivated two days later when its B-66Bs were transferred to the 85th BS.

Reconnaissance in support of combat operations in Southwest Asia, Jan 1991.

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Sources

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