

## 96<sup>th</sup> BOMB SQUADRON



### MISSION

#### LINEAGE

96<sup>th</sup> Aero Squadron organized, 20 Aug 1917  
Redesignated 96<sup>th</sup> Squadron (Bombardment), 14 Mar 1921  
Redesignated 96<sup>th</sup> Bombardment Squadron, 25 Jan 1923  
Redesignated 96<sup>th</sup> Bombardment Squadron (Heavy), 6 Dec 1939  
Redesignated 96<sup>th</sup> Bombardment Squadron, Heavy, 6 Mar 1944  
Inactivated, 28 Feb 1946  
Redesignated 96<sup>th</sup> Bombardment Squadron, Very Heavy, 5 Apr 1946  
Activated, 1 Jul 1947  
Redesignated 96<sup>th</sup> Bombardment Squadron, Medium, 28 May 1948  
Discontinued and inactivated, 1 Apr 1963  
Redesignated 96<sup>th</sup> Bomb Squadron, 28 Sep 1993  
Activated, 1 Oct 1993

#### STATIONS

Kelly Field, TX, 20 Aug–7 Oct 1917  
Clermont-Ferrand, France, 16 Nov 1917  
Amanty, France, 18 May 1918  
Maulan, France, 23 Sep 1918  
Colombey-les-Belles, France, 10 Jan 1919  
St Denis de Pile, France, 13 Feb 1919  
Libourne, France, 12–16 Apr 1919  
Mitchel Field, NY, 2 May 1919

Ellington Field, TX, 26 May 1919  
Camp Furlong, NM, 28 Jun 1919  
Fort Bliss, TX, 3 Jul 1919 (flight operated from Douglas, AZ, 10 Aug 1919–10 Jan 1920)  
Kelly Field, TX, 12 Jan 1920 (operated from Langley Field, VA, 20 May–26 Oct 1921)  
Langley Field, VA, 30 Jun 1922  
Ephrata, WA, 29 Oct 1942  
Glasgow, MT, 29 Nov 1942–14 Mar 1943  
Navarin, Algeria, 25 Apr 1943  
Chateaudun-du-Rhumel, Algeria, 27 Apr 1943  
Ain M'lila, Algeria, 17 Jun 1943  
Massicault, Tunisia, 30 Jul 1943  
Amendola, Italy, 10 Dec 1943  
Foggia, Italy, 20 Oct 1945–28 Feb 1946  
Andrews Field, MD, 1 Jul 1947  
Davis-Monthan Field (later, AFB), AZ, 24 Sep 1947  
Chatham AFB, GA, 1 May 1949  
Hunter AFB, GA, 29 Sep 1950–1 Apr 1963  
Barksdale AFB, LA, 1 Oct 1993

#### **DEPLOYED STATIONS**

Lakenheath, England, 22 Feb 1950–12 May 1950  
Bassingbourne RAF Station, England, 4 May–24 Sep 1951  
Upper Heyford RAF, England, 4 Sep–3 Dec 1952  
Sidi Slimane Afd, French Morocco, 11 Aug–20 Sep 1954 and 6 Jul–24 Aug 1956

#### **ASSIGNMENTS**

Unkn, 20 Aug 1917–Sep 1918  
1st Day Bombardment Group, Sep–Nov 1918  
Unkn, Nov 1918–Sep 1919  
1<sup>st</sup> Day Bombardment (later, 2<sup>nd</sup> Bombardment) Group, 18 Sep 1919–28 Feb 1946  
2<sup>nd</sup> Bombardment Group, 1 Jul 1947  
2<sup>nd</sup> Bombardment Wing, 16 Jun 1952–1 Apr 1963  
2<sup>nd</sup> Operations Group, 1 Oct 1993

#### **ATTACHMENTS**

1<sup>st</sup> Surveillance Group, 12 Nov 1919–10 Jan 1921  
1<sup>st</sup> Provisional Air Brigade, May–Oct 1921  
2<sup>nd</sup> Bombardment Wing, 10 Feb 1951–15 Jun 1952

#### **WEAPON SYSTEMS**

Breguet 14  
DH-4, 1918  
DH-4, Caproni  
HP O/400

MB-2 (NBS-1)

LB-5

LB-7

B-3

B-5

B-6

B-6A

B-10

B-10B

B-17

B-17E

B-17F

B-17G

B-18

B-18A

B-25

B-17, 1942-1945

B-29, 1947-1950

B-50, 1949-1954

B-50A

B-50D

B-47, 1954-1963

B-52H

## **COMMANDERS**

Cpt George C. Thomas Jr., 9 Oct 1917

Maj H. M. Brown, 18 May 1918

Cpt James A. Summersett Jr., 10 Jul 1918 (temporary)

Maj J. L. Dunsworth, 16 Jul 1918

1Lt Devereaux M. Myers, Dec 1920

Cpt Henry Pascale, 20 May 1921

Cpt Wolcott P. Hayes, 1 Sep 1921

Cpt Edward C. Black, 1 Feb 1922

Cpt Richard J. Kirkpatrick, 1 Feb 1926

Cpt Charles H. Rust, 1 May 1926

1Lt Lewis H. Webster, 24 Jan 1928

1Lt Harold W. Beaton, 1 Mar 1928

Cpt James M. Gillespie, 5 Sep 1930

Cpt John P. Richter, 20 Jul 1931

Cpt Milo McCune, 26 Dec 1933

2Lt Dwight B. Schannep, 23 Feb 1934

2Lt Maurice C. Bisson, 13 May 1934

1Lt Edward A. Hillery, 31 May 1934

Cpt Edward C. Black, 1 Jun 1934

Maj. Jasper K. McDuffie, 9 Mar 1935  
Maj. Harold L. George, 1 Jul 1937  
Cpt Darr H. Alkire, 1 Feb 1940  
Maj. Cecil F. Reynolds, Nov 1941-Mar 1942  
1Lt Richard W. Weitzenfeld, 10 Nov 1942  
Cpt John J. Melcher, 10 Dec 1942  
Maj Marion F. Caruthers, 17 Dec 1942  
Maj Bradford A. Evans, 2 Nov 1943  
Maj Charles H. Hillhouse, 23 Mar 1944  
Cpt Robert D. Doyle, 9 Jul 1944  
Maj Lawrence R. Jordan, 11 Jul 1944  
Maj George A. Redden, 14 Nov 1944  
Cpt George H. Chadwick Jr., 3 Jan 1945  
Maj George A. Redden, 15 Jan 1945  
LTC Robert K. Martin, 25 Apr 1945  
Maj George M. Dwight Jr., 25 Jun 1945  
1Lt James G. Johnson, 24 Aug 1945  
Maj Arthur D. Alsobrook, 7 Oct 1945  
Cpt Wilfred F. Skinner, 30 Jan 1946  
Unkn, 14-28 Feb 1946  
LTC Bernard V. Ogas, 7 Nov 1947  
LTC Harry E. Stengele III, Mar 1951  
LTC John W. Carroll, May 1952  
LTC Joseph N. Donovan, Aug 1952  
LTC Harry E. Stengele III, Feb 1953  
LTC Robert J. Hill, Mar 1955  
LTC Edmund A. Rafalko, May 1956  
Maj Clifford W. Hargrove, Apr 1957  
Maj Hiram M. Snowden, 1957  
Maj Kenneth E. Gross, Aug 1958  
Maj John A. Runge Jr., Nov 1958  
Maj Fito J. Fierro, Mar 1961  
Maj Ira W. Misenheimer, 25 Jul 1961-1 Apr 1963  
LTC John A. Kurtz, 11 May 1993  
LTC Paul A. Thomasson, 1 Jul 1994  
LTC Floyd L. Carpenter, 2 Apr 1996  
LTC Thomas J. Griffith, 24 Jun 1997  
LTC Timothy S. Leaptrott, 30 Aug 1999  
LTC Timothy M. Ray, 4 Jun 2001  
LTC Edwin F. Donaldson III, 3 Dec 2002 (temporary)  
LTC Timothy M. Ray, 22 May 2003  
LTC Robert A. Colella, 2 Jul 2003  
LTC Bruce K. Way, 24 May 2004 (temporary)  
LTC Robert A. Colella, 10 Sep 2004

LTC Douglas A. Cox, 13 Sep 2004 (temporary)  
LTC Robert A. Colella, 3 Oct 2004  
LTC Stephen M. Matson, 19 Jul 2005

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War I

Lorraine

St Mihiel

Meuse-Argonne

World War II

Antisubmarine, American Theater

Air Offensive, Europe

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

Normandy

Northern France

Southern France

North Apennines

Rhineland

Central Europe

Po Valley

Air Combat, EAME Theater

### **Armed Forces Expeditionary Streamers**

None

### **Decorations**

Distinguished Unit Citations

Steyr, Austria, 24 Feb 1944

Germany, 25 Feb 1944

Air Force Outstanding Unit Award

1 Nov 1956–1 Apr 1957

1 Oct 1993–31 May 1995

1 Jun 1995–31 May 1996

1 Jun 1996-31 May 1997  
1 Jun 1998-31 May 2000  
1 Jun 2000-31 May 2002

## EMBLEM



On a Black disc edged with a narrow White inner border and a narrow Black outer border a Red demi-devil issuing from base grasping in its right hand a White aerial bomb pointing to base. (Approved, 4 Mar 1924 and slightly modified, 1994)



On a disc Vert, a caricatured devil Proper facing dexter, grasping in his dexter hand a bomb Argent inside a triangle of the second and filled Sable, all within a narrow border Yellow. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "96TH BOMB SQ" in Yellow letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. Symbolic of the "Daredevil" qualities of fearlessness and boldness, the devil characterizes the spirit of the Squadron and its past and present personnel. The bomb represents the historic mission of the unit, which it has performed since the beginning of aerial warfare in WW 1.

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Combat as a day bombardment unit with the French Eighth and American First Army, 12 Jun–4 Nov 1918.

When the 96th Aero Squadron was formed at Kelly Field, San Antonio, Texas, August 20, 1917, it was just like all other infant organizations of the rapidly growing army; it had no definite conception of what lay in store, whether it would be among the fortunate units to be sent across the water for immediate service in the field, or whether it would be retained for equally important but less stirring duties at some home flying field. Not one of the successive Commanding Officers, not any of the enlisted men, who had come in a body to Fort Slocum, could have prophesied the particular work laid out for the Squadron in the war, the coveted honor of being the first Squadron of the American Air Service to carry bombs over the lines, and for months the only Squadron in active operations against the enemy.

During its stay at Kelly Field, the Squadron was thoroughly drilled every day, and given considerable fatigue duty to harden the men. The organization was threatened with complete disruption by a severe attack of ptomaine poisoning, which put half of the personnel in the Hospital, but which did not result in any deaths. On October 9th, the Squadron, commanded by Captain George C. Thomas Jr., A.S., U.S.A., was ordered to the Aviation Concentration and Supply Depot at Mineola, N.Y., to be outfitted for overseas duty.

The voyage was made on the R.M.S.S. "Adriatic", leaving Pier 61, New York, October 27th, and arriving in Liverpool, November 10th. The Squadron was then ordered to southern England for six months training but upon arriving in Southampton, a change in orders caused immediate departure for France, where the Squadron was stationed at the 7<sup>th</sup> Aviation, Instruction Center, Clermont-Ferrand, Put-de-Dome. As a pioneer, Squadron in the new school of bombardment instruction, the 96th was given complete control of the hangars, transportation and armament, and assisted in organizing the systems of management still in force.

The technicians of the squadron acquired a complete knowledge of the Breguet day bombardment plane and of the Renault motor, by daily visits to the nearby Michelin factory where the planes were made. The experience thus gained by assisting in the construction of the planes, and assembling the Renault motors in the factory, proved of immense value when the Squadron was sent to the Zone of Advance. Throughout seven months of operations at the front, the mechanical personnel of the 96th kept a maximum number of planes in commission. When hard put for spare parts, use was made of French farming implements, for such repairs as broken tail skids and longeron braces, showing the ingenuity developed by factory study of Breguet construction.

On April 17th, Major Harry M. Brown, A.S., U.S.A. came to Clermont as commanding officer of the Squadron, relieving Captain Thomas, who became Adjutant. Exactly a month later, ten bombing teams (A Pilot and Observer) were assigned to the Squadron to fly the planes to the Z. of A.

The 96th Aero Squadron was ordered to Amanty Field, near Gondrecourt, May 18th, 1918, and became established as a bombing unit in active service against the enemy. The flying equipment of the Squadron consisted of ten old type instruction bombing planes, type Breguet 14 B 2, with 300 Horsepower type 12 F.E.V. Renault motors, which had been transferred by the 7th Aviation Instruction Center. The planes were in very poor condition, having been used for instruction since December, 1917, and were in constant need of major repairs even before used as bomb carriers. At Amanty ten more teams, who had come there a month before, were assigned to the squadron to complete its organization.

During the necessary period of inactivity, several practice flights were made covering the rear area of the sector and giving the Pilots the opportunity of flying together. At this time, the question of which type of formation to use became a vital one. The Independent Air Force of the British Army, then operating in the Vicinity had been having marked success with a six-plane formation of De Havilland 4's and 9's, while the French were using large V formations of the "Voldu Canard" type.

By practical experience in the practice flights, it was determined that 'the British formation was not adapted to the Breguet plane because of the visibility and difficulty of steady flying. It was eventually decided to adopt a seven-plane formation.

This incidentally proved very effective until some two months later when the greatly increased enemy activity in the sector made larger formations advisable.

At this time, through the courtesy of General Trenchard, Major A. Gray, Commanding Officer of the British 55th Squadron, I.A.F. came to spend ten days as an informal adviser of the Squadron. He was able to give many practical hints which were of great value in our work. At the same time, we were able to send on team, 1st Lieut. Cecil G. Sellers and 1st Lieut. Howard G. Rath, to the 55th Squadron, to observe their methods.

Major Brown, Squadron Commander, ordered the Engineering Department to have the planes ready for active operations within two weeks after the arrival at the front. This was accomplished under the able direction of M.S.E. J.W. Sawyer, by robbing parts from old worn out farm machinery, discarded by French peasants in the vicinity of the airdrome. Part of a weather beaten harvester was used for tail skids, and pieces of the oxcart tongue were employed to reinforce the wing spars of several planes. One of the planes carried brace wires which had once served on the telephone line of communications. Plane No. 4014 was crashed in a bad field, and was salvaged for spare parts.

Every one of the remaining nine planes, when put on the available list, carried some part of plane No. 4014, and thus the Squadron was able to operate long before spare parts from the Supply Depot at Colombey les Belles were obtained.

The first bombing mission undertaken by the 96th was an event which excited great interest in the sector. Late afternoon of June 12, found eight planes loaded with bombs and ready for the long anticipated raid to a hostile objective, in this case, Dommery-Baroncourt. General Trenchard, commanding the British Independent Air Force in France, was present with several members of his staff, also a number of officials representing British, French and American aviation. The squadron was practically without precedent for guidance, as it was isolated from other flying squadrons and had only two pilots on the rolls who had ever crossed the lines. Pictures of Major Brown and the pilots and observers scheduled to make the raid were taken. At 4:20 PM, the flight took off, Major Brown leading, with 1st Lieut. Howard G. Rath acting as his observer.

Owing to the worn out condition of the motors, considerable time was spent in attaining a bombing altitude of 4000 meters. The objective was reached without mishap, save that two planes were forced to return because of motor trouble. The Squadron's baptism of anti-aircraft fire was received over Etain. The "Archies" were particularly active and accurate over the objective. Lieut. Rath bombed into the wind, and scored a good hit. Bursts were observed in the railroad yards, and the trail of bombs, 640 kilos in all, extended to the warehouses beyond the tracks. No photographs were obtained.

The formation was attacked on the return flight by two enemy scouts and one biplane fighter. The pilots closed in and held a tight formation, however, and the observers were able to beat off the attack after crossing our lines. One of the planes, piloted by 1st Lieut. Charles P. Anderson, received two explosive bullets in the motor, but was able to reach the airdrome. Three planes were forced to land with empty gasoline tanks, but all landed safely. The other three arrived at the airdrome at 8 PM. that night, the entire squadron joined in a camp jubilee to celebrate the unqualified success of the first American bombing raid.

It is interesting to note that we used on this raid the only bombs which we had to secure--the 115 mm short bomb, which could not be effective against a railroad objective, but for our next raid, we had the 115 mm long bomb, including the 90 m/m fragmentation bombs for use against personnel and the 155 mm for use against railroads and other heavily constructed objectives.

The next mission was notable for speed in accomplishment. 1<sup>st</sup> Lieut. Andre H. Gundelach, with 2nd. Lieut. Pennington H. Way, as leading observer, led a formation of five planes to Conflans, and successfully bombed the railroad yards and roundhouse. The anti-aircraft fire was extremely active and accurate at the objective. A total of 612 kilos of bombs were dropped. The formation returned two hours after leaving the field. Conflans was again bombed by five planes on June 18th, 1st Lieut. Thornton D. Hooper leading, with Lieut. Rath as observer. 780 kilos of bombs

were dropped; bursts were observed in the railroad yards.

On June 22nd a formation started for Conflans but was forced to return to the field before crossing the lines. A small formation of four planes bombed the Conflans railroad yards June 25th, dropped 640 kilos. The visibility was very poor, but the observers saw several bursts in the eastern end of the yards. On June 26th, 27th, and 28th, and July 5th, Major Brown attempted to lead formations to Longuyon, but was forced to return each time because of the great number of planes dropping out, and the adverse weather conditions. The clouds' ceiling was impenetrable, and baffled every attempt to carry out a mission.

On July 6th occurred the first tragic accident, 1st Lieut. Roger Clapp, who had been testing a plane with Sergeant 1 cl Robert J, Dunn as passenger, went into a stall when preparing to land on the field. The plane windslipped 200 meters to the ground and burst into flames. Both Pilot and observer were killed. The plane was a total loss.

Funeral services were held the next day at Gondrecourt. The first big loss to the 96th came on July 10th, 1917, when a formation of six planes, led by Major Brown, was forced to land in hostile territory. All day the weather had been extremely unfavorable, but the clouds seemed to lift in the late afternoon. The formation left the airdrome at 6:05 PM, and was almost immediately swallowed up by the descending clouds. A strong southwest wind swept the planes northward, but the sky did not completely close until an hour after the take off. It is supposed that the leader was unable to find the objective on account of the storm and unable to recross the lines against the wind before the gasoline gave out. A Ferman wireless message was intercepted that night, stating that five American bombing planes attempting a raid on Coblenz, had been Captured. The next day the sixth plane was heard from, also in German hands. All the pilots and observers were reported safe. It is reported that the Germans dropped a message on an American airdrome which read, "We thank you for the fine airplanes and equipment which you have sent us, but what shall we do with the Major?" This loss crippled the 96th Squadron for several weeks.

The command of the Squadron evolved on Captain James A. Summersett, Jr., until the arrival of Major J. L. Dunsworth, July 16th. For two weeks, the squadron had two planes on hand, with one available for duty. This last plane, No. 4018, Squadron No. 18, has had a remarkable history. It was used for instruction purposes for six months at the 7th A. I. C. before being sent to the front, where it became a favorite of flight leaders. No. 18, piloted by Major Brown, was the first plane to cross the lines, carrying bombs on an American Air Raid. It was also the first plane to carry the squadron insignia of a devil throwing a bomb, designed by Lieut. H. O. Lawson. This plane was out of commission with motor trouble when Major Brown led the formation into Germany, July 10th, and it thus escaped Capture. On September 13, No. 18, piloted by 1st Lieut. C. P. Anderson broke its propeller on the take off, and was forced to land in a nearby field. Of the three planes able to continue the flight, two were shot down, one in flames. On September 16th, Captain David H. Young, attempted to fly No. 18, but the hood flapped back before taking to the air. On this raid, all four planes in the formation failed to return. The curious good fortune of this particular plane was a constant cause for wonder in the

Squadron. Although still serviceable, when the armistice was signed, it carried no less than 110 black crosses, earned for that number of bullets and shrapnel holes. On one raid, the whole right side of the fuselage covering from the Pilot's cockpit to the rudder post was torn open with shrapnel.

The tail section was replaced three times; the lower wings six times, the upper wings twice and the landing carriage twice. The only portion of the original plane left intact is the fuselage from the observers' cockpit to the engine bed. No pilot or observer has been killed in NO. 18, although a wounded pilot, 1st Lieut. A. H. Alexander, brought his wounded observer, 2nd. Lieut. J. C. E. McLennan back to the field after a terrific fight, September 4th, 1918. No. 18 has a record of 270 hours in the air, 100 of which are over the lines.

It is treasured as the first and most lasting flying equipment used in operations, and is the object of considerable squadron sentiment. Another plane with an interesting history which reflects particular credit upon the enlisted personnel of the squadron is that of old No. 16, which was crashed and sent to the 1st Air Depot at Colombey-les-Belles for repairs. There the plane was condemned and at the squadron's request, it was returned. Our E. & R. Department, under M.S.E. Grant, reconstructed this plane and it was later flown 32 hours over the lines before its final crash.

In August, when the enemy aircraft activity began to be very severe, the technical Branch of the Air Service sent 20 tunnel guns to be installed in our planes. It was found that the mounting for the guns was not satisfactory, and M.S.E. Grant designed an entirely original method of mounting them, which gave absolute satisfaction. Another example of original work was the design of a dual control for dropping bombs. This was designed by Sgt 1 cl John B. Ballard of the Armament Department. We had found from experience that with the exception of the leading and deputy leading observers, who both had sights, it was impossible to secure uniform bombing, due to the fact, that observers frequently failed to see in time the bombs drop from the leading plane. As the pilots were constantly watching the leader, it was assumed that they could drop the bombs themselves with better results. The Breguet plane is not equipped with dual bomb control and when Sergeant Ballard installed his apparatus, it greatly increased the efficiency of the squadron's work.

During the third week of July, eleven new Breguets, including two Corps d' Armee type, with photographic equipment, were delivered to the squadron. Many practice formations and bomb tests were held on flying days, while the Engineering Department prepared the planes for over the lines duty. Replacements of pilots and observers had arrived so that the squadron had 16 teams available for duty.

The first raid with the new equipment was carried out August 1st, when eight planes, in a double V formation, bombed the warehouses and the railroad yards at Conflans. 960 kilos Of bombs were dropped; the exposure, although unsuccessful on this raid, valuable information regarding railroad activities was brought back by the observers. The bursts were well bunched in the yards. That night, the empty French hangars at Epiez, two kilometers east of the Amanty

field were bombed by a German night raider. The plane descended to within 200 feet of the hangars, but the bombs were trailed 40 feet in front of them, causing no damage. It was thought that the raid had for its original objective, the 96th hangars, and that the enemy pilot made a mistake.

Adverse weather, high winds and formidable low clouds prevented extensive flying until August 11, when Captain Cecil G. Sellers led a formation to Montmedy and dropped 1120 kilos of bombs, cutting the railroad track at the outskirts. On August 12, the first successful photographs were obtained of bombs bursting in the railroad yards at Conflans. 1st Lieut. Arthur H. Kelly, Photographic Officer of the Squadron, solved the difficulty of getting pictures by directing his pilot to lag behind the formation after the release of the bombs.

Then by diving, it was possible to tilt the plane and get a back shot at the bursts. The later introduction of the pivoted camera made this maneuver unnecessary. On August 23, 1st Lieut. Bradley J. Gaylord made a raid with a formation to Dommary-Baroncourt, where good hits were made on the tracks with 880 kilos of bombs. August 14 was the first day on which the squadron was able to carry out two distinct missions, one to Longuyon in the morning and a second to Dommary-Baroncourt in the afternoon.

On the return from Longuyon, the squadron had its first "Close In" combat with enemy scouts. The formation, led by Captain Cecil G. Sellers, had dwindled down to five planes, which were seen by members of the German pursuit squadron stationed near Longuyon. Upon approaching the objective, the pilots and observers flew the enemy planes taking off from their field, and watched them gain altitude in remarkable short time. The enemy planes, numbering four, attacked from the sun, opening fire at 400 yards distance. Captain Sellers outguessed the enemy by flying straight for the attacking formation, which broke up to begin the attack from the rear. The enemy planes followed the Breguet formation to the lines. Two planes were hit by anti-aircraft fire, but all returned safely to the airdrome. 1440 kilos of bombs were dropped that day.

Two raids were carried out the following day, one to Dommar-Baroncourt, on which good hits were scored, and the second to Conflans which was hotly attacked by 11 enemy scouts after releasing the bombs. In the combat which lasted till the lines were crossed, one enemy plane, thought to be an Albatross, went down out of control. Lieut. Gundelach, flight leader, was slightly injured in the left leg by a spent bullet. One plane was riddled with bullets, even to the tires, but the Pilot, 1st Lieut. C. P. Young, made a successful landing at the airdrome. This was the first really close up fight that the Squadron had, and in it we learned the danger of flying steadily in such an attack. While it is absolutely essential to maintain a tight formation, nevertheless the plane which flies on a straight course offers a very good target to the enemy and at the same time the seedy position of the tail empennage obstructs the observer's shooting. In this fight, each plane brought back an increasing number of bullet holes with the lack of the Pilots' maneuvering.

Dommary-Baroncourt was hit again on the 16th of the month, Longuyon on the 20th and 21st,

Audun-le-Roman on the 21 and Conflans once on the 22nd and twice on the 23rd, again on the 26th and Longuyon on the 25th. August 30th was a banner day for raids; Conflans was bombed at daylight; Longuyon at noon and Conflans again in the early evening. During the 14 flying days of August, the 96th carried out 20 successful raids, dropping 19,480 kilos of bombs. Precision bombing attained a high efficiency among the leading observers so that perfect hits were the rule.

The average number of planes available was ten; the loss in planes was two. Tunnel guns were installed for the observer to use in case of an attack from under the tail. Apparatus was installed with which bombs could be released by the pilot, and thus enable the observer to give his attention to reconnaissance or fighting off the enemy air planes. The end of the month found the squadron well supplied with the latest equipment and prepared to continue the record setting pace in number of raids per flying days.

Flying with the 96th was a much appreciated privilege before the St. Mihiel offensive. The sector had been quiet for nearly two years and although the anti-aircraft batteries around such objectives as Conflans and Audun-le-Roman were uncomfortably accurate, the enemy scout squadrons were very cautious and seldom attacked save when greatly superior in numbers. Moreover the flying personnel of the 96th was eager to prove worthy of the honor of pioneering American aerial bombardment in the war, and put forth its greatest efforts to attain a reputation as a hard fighting unit.

The battle was highly victorious for the 96th; one enemy plane was brought down without fatal casualties to the squadron. The incident served to greatly diminish the fear of the fast enemy scouts of the enemy, as they had been met and defeated in a forty-minute combat, with the advantage of numbers in their favor. The pilots acquired the art of holding tight formation during a running fight all the while zooming and diving in constant relative positions to each other. Maneuvering when under fire had the double purpose of permitting the observers to get in point blank burst and making it impossible for the enemy planes to keep the Breguets in the dead center of their gun sights.

September 12, which opened the great St. Mihiel offensive, was, on all counts the worst flying day in many months. A terrific southwest wind made formation flying extremely dangerous, and the low fast moving clouds made it impossible to see more than two or three kilometers. In the morning the cloud ceiling was very low, but the afternoon brought clear spaces with no decrease in the violence of the wind.

The first mission undertaken was a solo raid by 1st Lieut. Andre H. Gundelach, pilot, and 2nd. Lieut. Pennington H. Way, observer, who left the airdrome at 10:45 AM. The objective was Buxieres, where hostile troops were concentrating. Lieut. Gundelach's plane carried 32 ninety millimeter personnel bombs, a record load for a Breguet in the fairest of weather. The plane did not return, and was later reported to have come down in flames south of Commercy. Lieut. Gundelach jumped; his body was found at some distance from the wreck.

Lieut. Way was burned to death. As no bombs were found in the wreckage, it was presumed that the mission had been accomplished. At 1:30 PM, eight planes, led by Captain D. H. Young, bombed the troop center at Buxerulles. The formation crossed directly over St. Mihiel at 2:15 at 700 Meters, but did not draw a single shot from the anti-aircraft batteries, showing that the withdrawal of enemy troops from the salient had already begun. The objective seemed to be deserted, and in ruins. A perfect hit was made, the bombs cutting a trail through the town.

The third mission of the day, a formation of five planes, led by Captain J. A. Summersett Jr., was to bomb the troops at Vigneulles. Owing to the lateness of starting, 6:35 PM, the objective was not reached until after dark. The bombs were released over the town, but observation of the hits was impossible. The formation returned to the airdrome in the darkness, the pilots guiding on the exhaust fires from the planes ahead of them. Landing at the field was attempted with the aid of ground flares, but only one of four planes landed successfully.

One plane crashed in the forest back of the hangars, the other two piled up on the field. The fifth plane, piloted by 1st Lieut. E. M. Cronin, crashed on a ploughed field near Gondrecourt. The pilot was killed. The observer, 2nd Lieut. Lyman C. Bleecker, was uninjured. The end of the first day found the squadron badly crippled having lost three of the personnel, killed, and eight planes wrecked or put out of commission. The clinging mud of the field caused many broken propellers, and the high wind made it necessary for the mechanics to hold the wings while the planes were taxied to and from the starting line. During the day many refugee planes landed because of the terrific wind. One Salmson, in attempting to land near the hangars, drifted into two Breguets loaded with bombs. All three planes were completely wrecked, but fortunately the contact bombs did not explode.

The morning of the 13th dawned wet and cloudy with a treacherous wind still blowing and five lonesome Breguets on the alert at the 96<sup>th</sup> hangars.

At 3:15 P.M., the five available planes were ordered out to bomb the roads between Chambley and Mrs-le-Tour. Four planes left the ground, but one was forced to land in a nearby field. The other three continued the mission, and bombed the ammunition dump at Chambley from an altitude of 1000 Meters. The planes were surrounded at the objective by 15 enemy scouts. In the terrible fight which ensued, two planes were shot down, 1st. Lt. Thomas H. Farnsworth, pilot, and 2<sup>nd</sup> Lt. R. E. Thompson, observer went down in control; 2d Lt Stephen T Hopkins, pilot, and 1st Lt. Bertram Williams, observer, went down in flames. Lt. Gaylord, pilot and Lt. Rath, observer, managed to cut their way to the lines and landed safely at the airdrome. One enemy plane was shot down in the combat.

The losses of the first two days in no way disheartened the fliers of the 96th. Ten planes were ready for the first raid on the morning of the 16th. The formation, which left the field with Cpt D. H. Young, continued to the objective despite the fact that the formation had dwindled down to three planes. Conflans was reached, concealed by several layers of clouds. A favorable opening permitted the formation to descend below the clouds and the leading observer, 1st Lt. Lunt, scored a perfect hit at the neck of the railroad yards.

Enemy aircraft began to appear before the objective was reached, despite which, 1st Lt Bruce C. Hopper, pilot of the photographic plane, maneuvered over the city until his observer, 1st Lt. Arthur H. Kelly, obtained pictures of the bursts. A game of hide and seek in the clouds with 20 enemy planes was the program for the next half hour. The third plane, 1st Lt. Charles P. Anderson, pilot and 1st Lt Hugh S. Thompson, observer, closed in abreast of the other two, allowing the three observers to keep up a constant barrage while the pilots maneuvered in and out of the cloud alleys.

All three planes landed safely at the home field. Two other missions were carried out that day, bombing successfully the troops on the roads between Vittonville and Armonville, on the Moselle River. The bridge at Arnaville was bombed the next day, and Longuyon and the 15th and 16th. Enemy planes were encountered, but their attacks were not persistent. Conflans was successfully bombed in the early afternoon of the 16th. A third formation was sent to bomb Conflans at 5:00 P.M. Four planes remained in the formation after crossing the lines, were seen near the objective, but never returned. They were never heard from. The missing pilots are 1st Lt. Charles P. Anderson, 1st Lt Raymond C. Taylor, 1st Lt Charles R. Codman, 1st Lt Newton C. Rogers. The missing observers with these pilots were: 1st Lt Hugh S. Thompson, 1<sup>st</sup> Lt. William A. Stuart, 2nd Lt Stuart A. McDowell, and 2d Lt Kenneth P. Strawn.

During the entire St. Miheil offensive the squadron was operating under the most discouraging conditions of adverse weather and shortage of planes and flying personnel. The losses in four days were 16 fliers, including 2nd Lt James A. O'Toole, who was assigned to detached duty as a courier, and 14 planes, destroyed in combats with many of Germany's ace squadrons, which had been moved to this sector, was that big, tight formations were necessary to successful bombing operations. The heavy losses were due to small formations of three or row planes being completely wiped out. A large formation with a tight rear line is almost invulnerable.

On September 12, orders came forming the 1st Day Bombardment Group, with Major Dunsworth in command. The group consisted of the 96th, 20th and 11th Aero Squadron and Flight "A" of the 848th Park Squadron. Two days later, Cpt James A. Summersett, Jr. was assigned as Commanding Officer of the 96th.

The Squadron continued to operate from the Amaty Field, dropping propaganda as well as bombs, until September 23, when the 1st Day Bombardment Group; was moved to Maulan, near Ligny-en-Barrois, to prepare for the Argonne Drive.

The first raid of the Argonne offensive was a mission to Dun-sur-Meuse, carried out with the usual success. The formation of six planes was attacked by ten Fokkers and Pfalz scouts. 2nd Lt Paul J. O'Donnell, Inf., USA, observer was killed in the combat. Two of the enemy planes were shot down out of control between Clery and Cunel. Etain was bombed just before dark, September 27th, by a formation of 12, all of which returned safely. A total of 2400 kilos of bombs were dropped on this raid.

On September 29<sup>th</sup>, a highly successful raid was carried out with Grandpre as objective. 12 planes reached Grandpre, dropping 1600 kilos of bombs. For the first time since the squadron had been operating the pursuit planes cooperated closely with the bombers. The protection afforded by pursuit planes, though often of an indirect kind, was of immense value for precision bombing. The observers were able to make careful calculations regarding certain of doing their best work if undisturbed by the enemy scouts.

The 96th had plenty of planes, but was short of pilots and observers to carry out the operation orders on a large scale. Accordingly flying personnel was borrowed from the 11th and 20<sup>th</sup> Squadrons. The formations would leave the ground numbering 17 to 20 planes, and allowing for motor trouble and other difficulties due to difference in range of speed, there generally would be a tight formation of 12 to 14 planes when the objective was reached. The success of the big formations was best, did more to raise the spirits and courage of the squadron than any incident in its history. When attacked, the planes could form a tighter fighting rear line than in a small formation and often the sight of a well-organized large formation was enough to warn enemy scouts of the hot reception to expect should they attack. It was the custom for wounded pilots or pilots whose observers were wounded to fly either over or under the leader, and thus enjoy the protection of this entire formation. In a small formation, two or three severely wounded observers eventually leads to the complete destruction of the whole flight, if the attack is organized and persistent.

One of the first successes with a large formation was the bombing of Banthville, October 1st, with 13 planes in "vol du canard" Lt. Hopper, Flight leader, Lt. Kelly, leading observer. 1240 kilos of bombs made great havoc in the town, starting three fires with incendiaries. On October 2nd, 14 planes dropped 1220 kilos of bombs on Cornay with good results. Eight enemy planes attacked before the lines were recrossed; one of our planes went down, but reached allied territory, bring down one enemy plane in the descent. October 3rd, 1530 kilos were dropped on Grandpre. Eight enemy planes attacked but were driven off, by the fire of the observers. Eight big bursts were observed in the town, four in the railroad yards; three fires were started by the incendiaries. Dun-sur-Meuse and Landres St. Georges received 1160 kilos of bombs each on Oct. 4th; fires started in each town; the hits were in dead centers of the towns trailing to the outskirts. Combats were fought on each of the raids for the day.

Fifteen enemy planes, Pfaltz and Fokker scouts attacked over Dun-sur-Meuse, and continued the fight for 21 minutes. One of our planes, 1<sup>st</sup> Lt J. B. Pearson of the 11th and Private C. J. Newby, observer, went down with white smoke issuing from the motor. Although closely pursued by two enemy planes, Lt Pearson escaped, both he and the observer being wounded. All our planes were badly shot up. In the fight over Landres St, Georges, against 30 enemy scouts, the 96th did not lose a single plane but brought down two of the enemy. When the fight was at its height, a group of American pursuit planes arrived and mixed with the enemy in what is popularly called a "dog fight".

The Spads claimed eleven of the enemy. Bombing during the early days of the Argonne drive was extremely precarious because of low clouds. It was necessary to fly at least 500 meters

below the cloud ceiling which varied from 1800 to 2200 meters, to avoid offering a perfect target to the archies. The clouds too, made wonderful lurking pockets for the enemy scouts.

Landres St. Georges was again visited by a large formation October 5th and Bantheville, October 6th. Fires and explosions were caused in both towns by the bombs. October 10th was a two raid day, one on which Milly-devant-Dun was bombed through the clouds, and the other a regular dose of high explosives to Dun-sur-Meuse proper. A few wet days succeeded these flying days, giving the squadron a much enjoyed rest.

October 18th is a record date in the annals of the Squadron. A formation of 14 planes, led by Lt. Hopper, and Lt. Kelly, reaching its objective, Sivry, with all its planes, and trailed bombs through the center of the town and to the roads beyond. Lt. Col. Thomas S. Bowen, commander of the Group, was on this raid as an observer, and joined in the fight which ensued. 1600 kilos of bombs, including 40 of the new incendiaries were dropped. According to intelligence reports from French sources, 250 men were killed, and 700 wounded on this raid.

Fifteen Fokkers and Pfaltz scout planes were encountered, but their attack was not well organized. One Fokker attacked the leader from off the right wing, a blind spot on the Breguet, and managed to escape by diving under the right side of the formation line.

The highly satisfactory raid to Bayonville was the last of the big formations. From than on to the last operation, the formations which reached the objectives were dangerously small in view of the large number of enemy scouts constantly on the alert. The shortage in planes, due to forced landings around the sector was the chief cause for the return to small formations. On October 23rd, Cpt Belmont F. Beverly led a formation of area planes to Bois-de-la-Casine. The formation was attacked by twelve Pfaltz and Fokkers, and succeeded in bringing down two of the enemy.

One of our planes had its gas tank pierced, and was forced to land at Clermont-en-Argonne, where it crashed. The next big fight was over Briquenay, when a formation of ten planes led by 1st Lt L. F. Turnbull, encountered six Fokkers, and brought down one. 2nd Lt Walton B. TenEyck Jr., was wounded in the shoulder and arm, but managed to land his plane safely. 1st Lt Henry L. Pancoast was shot through the stomach and lungs; his pilot, landed near a hospital back of the lines. Two of our planes had forced landings near the Argonne Forest. The 96th brought down two more enemy scouts out of 15 encountered on a raid to Danvillers October 29th. 1st Lt Gilbert Stanley, pilot, and 2nd Lt. H. T. Folger, observer, were wounded in the combat and forced to land at a hospital near Verdun. The last raid of October was on the last day of the month, on which Taily was bombed. Enemy planes were seen, but not encountered.

The last fight of the 96th proved, to be the hottest of its many encounters with enemy airplanes. A formation of five planes bombed Montmedy, where photographs taken show wonderful hits. 15 Pfaltz attacked before a turn could be made at the objective, and continued to harass the formation for 20 minutes. The leader, Cpt D. H. Young maneuvered his plane so skillfully, with the rest of the formation following close, that the enemy could not find a steady target. Our observers brought down two enemy planes, one in flames. 1st Lt Henry J. Spalding

was shot through both hands. The plane piloted by 1st Lt P. E. Lakin had its elevator control wires shot away, forcing a dangerous landing at Beiraine. 1st Lt. R. P. Elliot's plane was also badly shot up, and forced to land at Clermont. An enemy bullet shot off 1st Lt H. O. McDouglas' goggles, and four other penetrated his fur combination without injuring him.

This squadron made many bombing raids into Germany, destroying a great amount of enemy property and gathering much valuable information. It fought 19 combats, and was officially accredited with 14 enemy airplanes. The squadron suffered 41 casualties, consisting of 12 killed, 12 wounded, 15 taken prisoners and 2 missing, It ceased operations December 11, 1918.

Attached to the 1st Provisional Air Brigade 20 May-26 October 1921 while supporting the battleship bombing tests off the Virginia coast. Transferred on 29 June 1922 to Langley Field, VA.

On Sept. 5, 1923, operating from an improvised airdrome on the sands near Cape Hatteras, N.C., the group's Curtiss NBS-1 aircraft from the 11th, 20th and 96th Bombardment Squadrons sank the ex-U.S. Navy battleships *Virginia* (BB-13) and *New Jersey* (BB-16) off Cape Hatteras in further bombing tests. With the training and experience gained during these final tests, the group had evolved into America's premier aerial bombardment unit.

4 December 1929 Curtiss B-2 Condor, 29-28, assigned to the 96th Bomb Squadron, Langley Field, Virginia, crashes at Goodwater, Alabama, with 69 total flight hours on airframe. Pilots 2nd Lt. James M. Gillespie and Ernest G. Schmidt KWF. This was the second of three crashes of the 13 total B-2s the USAAC acquired.

Participated in air drop of food and supplies to stranded flood victims in the Chesapeake Bay area on 9 February 1936 and in Pennsylvania in March 1936.

To further attest the group's capabilities, on Aug. 13, 1936, three 96th Bombardment Squadron Martin B-10B aircraft commanded by Cpt Richard E. Nugent departed Langley Field and successfully bombed a target 600 miles away in Michigan during the Second Army Maneuvers. This mission, flown almost entirely in inclement weather, garnered the squadron the prestigious Mackay Trophy in 1936. The group further honed its skills when, from Feb. 6-9, 1937, nine B-10B bombers flew a training mission from Miami, Florida to Albrook Field, Panama and back—a round trip, over water flight of 4,216 miles.

Antisubmarine patrols, 8 Dec 1941–28 Oct 1942; combat in MTO and ETO, 28 Apr 1943–1 May 1945.

Strategic bombardment training, 1 Jul 1947–1 Apr 1963.

On 7 Nov 1947 the 96th Bombardment Squadron, VH, was re-organized and assigned to the 2d Bombardment Group, VH, 2d Bombardment Wing, VH, at Davis-Monthan Air Force Base, Tuscan, Arizona. Sixteen Officers and twenty-three Enlisted Men comprised the complement

under the able command of Major Bernard V. Ogas.

There were no aircraft assigned at this time and flying was accomplished with other squadrons in the 43rd Bomb Group. Ten airplanes arrived in December, and the squadron was brought up to strength in both planes and personnel.

Two aircrews participated in the 8th Air Force competition during January and made a very good showing considering the short time the Squadron had been operating as a unit. Shortly after things began operating smoothly, word was received that we were to lose our aircraft to a group from the Pacific, and inspections and engine changes were made by the hard-working Engineering Personnel to get the ships in top working condition. After these aircraft were flown away, we obtained a few on loan from the 43rd Group. It was at this time that Long Range Missions to Trinidad were inaugurated.

The first formal review of the 2d Bomb Group was held in March 1948, at which time three men from the 96th Squadron received War-Earned decorations. The first Wing review was held in May and the men were inspected by a Reserve Group, which was assigned here for its Active Duty Tour, and many Air Force and Civilian officials.

June also saw the arrival of a full complement of aircraft again and all personnel worked long and hard to get them in condition to participate in the Groups Operational Readiness Test, which was being held the last week of the month. Ground crews put in from sixteen to eighteen hours a day, in spite of very warm weather and lack of adequate working facilities. Air crews spent considerable time, not only in test flying but in working along side the ground crews in order that the ships be in the best possible condition.

**B-52 CREW BLAMED IN PRACTICE-BOMB MISHAP.** Human error caused a 2nd Bomb Wing B-52 crew to accidentally drop nine inert concrete bombs into a Kansas lake this summer, the Air Force said Dec. 12. No one was injured, and no property was damaged in the July 19 incident, during which a bomber from the 96th Bomb Squadron, Barksdale Air Force Base, La., lobbed nine practice bombs — without explosives — into Kanopolis Lake. That's a popular recreational area near the Smoky Hill Air National Guard Range not far from Salina, Kan. "The report's findings conclude the ... equipment onboard the aircraft functioned properly, but that incorrect coordinates were entered into the targeting system," the Air Force said. "The aircrew did not realize the error until immediately after release." Unaware the wrong coordinates had been entered, the crew made a first pass, during which the bombing system malfunctioned and the bombs did not release, the Air Force said. The crew checked the bomb bay, saw the inert weapons were still aboard, made another run and dropped the weapons. Barksdale officials said the unidentified air crew "was temporarily grounded and underwent tightly monitored retraining and qualification processes to ensure this kind of error would not happen again."  
2006

Going Down Under Before Heading Home: Three B-52H bombers stationed at Andersen AFB, Guam, as part of the 96th Expeditionary Bomber Squadron from Barksdale AFB, La., completed

13-hour training flights to an Australian training range Sept. 21 and 22. The mission gave the bomber aircrews the opportunity to practice long-duration flights and cooperate with Australian joint terminal attack controllers in close air support bombing roles. "It was definitely a long sortie, but it was worth it in the end," said 1st Lt. Jason Duhon, electronic warfare officer on one of the B-52s. He added, "I learned how other coalition forces operate, and I learned a good deal about crew coordination on a long sortie." The 96th EBS, on Guam since late May was scheduled to return to Barksdale on Sept. 26; replacing it is an expeditionary complement from its sister unit, the 20th BS.

The 2nd Bomb Wing at Barksdale AFB, La., logged more than 6,000 flying hours in Fiscal 2013, about 15 percent less than usual. That reduction-the result of budget sequestration and the standdown of many combat air force units from March to July-had a significant effect on the wing. "Most of my squadron regressed to non-combat ready status," said Lt. Col. Ryan Link, commander of the 96th Bomb Squadron, one of the wing's two combat-ready B-52 units. "In fact, a large portion of the squadron lost their currencies and some even had their check rides expire," he said. Post-standdown, the squadron has focused on "regaining lost capability" and getting back to pre-sequestration operational levels, said Link. The squadron's combat mission-ready status, currently at 70 percent, is projected to reach near 100 percent by the end of October. But there are longer term impacts, such as elongated timelines for upgrade training.

2013

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