25th

The 25th Aero Sqdn. (Pursuit - S.E.5a's)

By JAMES J. SLOAN

VETERANS UNORGANIZED



The 25th Aero Squadron assembled for review by Secretary of War Baker
approximately 1 December 1918 (1)

The actual combat period of the United States Air Service in World War I was brief compared to that of its Allies. As we know, the aviation arms of both army and navy were extremely small in April 1917, and in spite of ambitious claims for "clouds of airplanes" and "armies of flyers" soon to darken the skies over Germany, these did not materialize. It was a long period of frustration for young men who wanted to get into the battle before it was over, hampered by lack of equipment, training and organization.

A part of a small group who did get into action, serving in the squadrons of the Royal Air Force, were the men of the 25th Pursuit Squadron. The original 20 pilots and all of the ground personnel were combat veterans, some of whom were in front line service from March 1918 on. But the 25th Aero Sqdn, as a unit, only qualified for battle honors by making a flight over the lines in the last days of the War.

This is the story of experienced flyers and ground crew, as told by themselves, "Veterans Unorganized"

The following is extracted from "The Second Army Air Service Book", published at Headquarters, Air Service, Second Army, at Toul, April 1919. Edited by 1st Lt. Hugo B. Law, 638th Aero Sqdn, under the sponsorship of Lt. Col. John F. Curry. (2)

"Listen, my son, and I'll tell you what your grandfather did in the Great War.

The history of the 25th Aero Sqdn, as far as active service goes, ended before it began. That is to say, while "taxing out" to "take off" the Huns shot the pink Very light indicating "Finis la Guerre", Nov. 11.

(1) Photo courtesy of Donald S. Poler

(2) Now Col., USAF (Ret.), Denver, Colo.

The Squadron was first formed at Kelly Field, back in the balmy days of June 1917, when American "Battle Planes" were soon to blacken the German sky. With a different C.O. every few days they swung props and turned monkey wrenches till January 9, 1918, when they came overseas. Arriving in England they were placed under command of Lt. Morse B. Kent and attached to the Royal Flying Corps for instruction.

The first station was at Ayr, Scotland, at the famous old R.F.C. School of Aerial Fighting. While among the Scotch folk, fourteen of the men found time to induce a Scotch lassie to change her name. If you don't believe with Bobbie Burns, "Auld Ayr wham ne'r a toon surpasses for honest men and bonnie lasses" don't tell it to a man in the Twenty-Fifth.

On April 23rd, with half the town at the train to see them off, the Squadron moved to Marske, England, where they took over flights in the new Royal Air Force School of Gunnery and Fighting.

By August 18th, being, according to the R.A.F., a highly trained and exceptionally good bunch of mechanics they were withdrawn from the R.A.F. and taken back to the American Army. Arrived in France, being highly trained technical men, keen and eager, they were put to unloading steel rails and during other fatigues about the S.O.S.

Meanwhile, up on the British Front, a number of American "Lootenants", who for the most part had been the old original "permanent" cadets trained by the R.F.C., had been attached to British Squadrons and had been sitting over the lines giving a bit of practice to the German "Archie" as well as now and then putting the proper amount of tracer into the proper spot of the Hun. Meanwhile also, the idea had begun to percolate into some place in the American Air Service, that perhaps there might be some pursuit plane almost as good as the famous SPAD. Also there might be a reason for the Huns keeping so well behind their lines above the British Front while elsewhere - well, there might just be something to the machines and the system used by the Royal Air Force.

Accordingly, some S.E.5's, one of the best British single seaters, were purchased (no, stranger, the letters mean Scout Experimental No. 5 and not the direction of the wind). The "Lootenants" were withdrawn from the British squadrons and after a sufficient amount of waiting, being taught to fly at Issoudon, learning that the American non-flying officer was about six times more important than seven British Generals, learning that a pilot in the American Army was just one rank under a K.P., after all those things they finally started ferrying their machines across from England to form the 25th Aero Sqdn.

Thus was the Genesis of the twenty-fifth. The early days of November found the squadron at Toul with Reed G. Landis, D.F.C., with the dizzy rank of Captain, "Don" Poler and "Curly" Lauer, (still "Lootenants") as flight commanders, while the rest of the pilots were struggling

through the fog trying to get enough S.E.'s across from England to begin work. (What does the D.F.C. stand for? Well listen, Stranger, in the Royal Air Force, after a pilot has successfully bombed about a hundred places about a hundred miles behind the Hun lines or has done six or eight hundred hours artillery observation or contact patrol or shot a dozen or so Huns and got credit for not less than six, then he gets his first decoration, the Distinguished Flying Cross. So the next time you see a little ribbon of four horizontal bars, blue and white, under a pair of wings, don't ask if it is a new Mexican Service badge.)

Two patrols were actually done by the Squadron, one by the C.O. on Nov. 10th (sic) and the other next day, Nov. 11th, with a couple of old S.E. "merchants" from the 141st and the 17th. (3) No Huns, however, could be located on either patrol.

Since the bell rang on Nov. 11th, most of the old pilots including Capt. Landis have received the "Cross de Ocean".

The foregoing description of the 25th Aero Squadron was done in true college annual style for the "2nd Army Air Service Book" and conveys the flavor of the times in the flippant language of typical American young men. At that date (the Winter of 1918-19) the young men were bored; the War was over and the unending round of drills, bad weather, inspections and reviews made the War seem something less than deadly serious.

(3) Actually, the 17th Aero Sqdn. had flown "Camels".

"A" Flight Crew - (standing l. to r.) Welch, Kelly, Drake, Melby (Asst. Crew Chief), Gilbert, Beattie, (kneeling) Townsend, Ball, Thompson, Boothman (Crew Chief), Millard (Photo - Donald S. Poler album)

"B" Flight Crew - (standing) Mills, Noll, Congleton, Edwards, Kuhlman, Bishop, (kneeling) Choplin, Stevens, Cooksey, F.T. Williams, McConnell. Not shown: Roland (Crew Chief) Etter (Asst.) - (Photo - Poler)





A formal portrait - the officers of the 25th Aero Sqn. about Thanksgiving Day, 1918.

Front row - l. to r.
Polk, Barksdale, Poler, Lauer,
Landis (and "Mike"), Luff,
Mathiessen, Kent, and
Batchelder.

Center row -
Rahman, Crafton, Burwell,
Wilson, Diamond, Baldwin,
Carver, Kidd and Johnson.

Rear row -
Klubock, Boudwin, Jennings,
Lewis and Reese

However, in the final months of the War the U.S. Air Service was finally becoming a more experienced organization in its administration. Its pilots had been fighting in British and French Squadrons since early Spring. U.S. Squadrons began to appear as organized units in larger numbers in the Summer, some of them in time for the St. Mihiel Offensive. As the battles of the Meuse-Argonne approached experience began to tell and when the 3rd, 4th and 5th Pursuit Groups were formed they went to the combat areas with a significant portion of veteran pilots, and with leaders who were ambitious to ring up a record with their new units.

The Third Pursuit Group was composed of Squadrons that had seen considerable action; the 103rd was, of course the very first of the U.S. units in action, having been composed of Lafayette Flying Corps men who transferred to the Air Service, and the 93rd, 28th, and 213th Aero Squadrons were all assigned to the Front in August. The 3rd Pursuit Group was headed by Col. William Thaw, (4) a veteran of the Lafayette Escadrille.

Major Charles J. Biddle (5), likewise a veteran of



Sergeants - (standing, l. to r.) Likes, Bouscein, Melby, Roland, Edwards, Collette, Clement, Lewis, Naylor, Patrick, Tierney, (kneeling) Brooks, Sprout, Matlock, Boothman, Newman, Marks, Kerchner, Venable, Welch and Kilbey. (Photo - Poler)

(4) Lt. Col. Thaw served for virtually the entire War in French aviation and the Escad. Lafayette, and in the USAS. He transferred to the Air Service as a Major in February 1918, commanded the 103rd Aero Sqn. from then until August, when he became C.O. of the 3rd Pursuit Gp. (Ref. Nordhoff & Hall, "The Lafayette Flying Corps.")
(5) See JOURNAL of A.A.H.S., Vol. 4, No. 4, Pp. 337.

"C" Flight Crew - (standing) Baker, Klinkroth, Lake, McGuire, Burnham, Clement (Crew Chief), Weideracht, (kneeling) Connor, Short, Young (Asst. Crew Chief), White, Olson. (Photo - Poler)

Headquarters Staff - (l. to r.) Ritchey, Rethmeyer, Newman, F.S. Williams, Brennen. All identifications of ground personnel were made by Mr. R.M. Collette, the 1st Sergeant of the 25th. (Photo - Poler)





Carpenters, Machinists, Welders, Riggers, (front l. to r.) Draper, Cobry, Christian, Brooks, Kercher, Marks, Venable, Lewis, (second) Hughes, Viau, O'Laughlin, DeLore, Miller, G.O. Brunstad, Corcoran, (rear) Millard, Bennett, O.C. Brunstad, Shelley, Welsh, Kahrt, and Morrissey. (Photo - Poler)

Cooks and K.P. - (front l. to r.) Stollar, Batsford, Wise, Morley, Fray, Kenney, (second row) Burr, Carlson, Langley, Pennington, Sprague, (rear) Frye, Lafluer, Ambrosio, Baker, Kistler, Martley and Kindel. (Poler)

the Lafayette Flying Corps, had commanded the 13th Aero Squadron and, on 26 October, 1918, he arrived at Toul Aerodrome to take charge of the 4th Pursuit Group. The headquarters staff of the 25th and 141st Squadrons were already in place. The 6th Air Park arrived on the 31st. In the first week of November, the 17th and 148th Aero Squadrons (6), both of which had been fighting as organized American squadrons under the direction of the Royal Air Force since July, arrived but without machines. The 141st had its S.E.5a's but the 25th, though it had some S.E.5a's available, was without pilots until the last week of the War.

Major Kirby's 5th Pursuit Group, comprised of the 41st, 138th and 638th Aero Squadrons was in the process of getting to action, but few of its pilots did so as members of the 5th P.G. Major Kirby, though, shot down the last enemy aircraft of the War on Nov. 11th.



Armorer's - (l. to r.) Sullivan, Tuffy, Parker, Kilbey, Caldwell, Oricello, Tachis, and (kneeling with guns) Shiller. Both types of guns were from S.E.5a, the Vickers air-cooled 30 caliber and the Lewis drum type 30 cal. (Photo - Poler)

(6) For history of the 148th Aero Sqdn. see JOURNAL of A.A.H.S., Vol. 4, No. 4 (Winter 1959), pp. 253-264.

The official history of the 25th Aero Squadron is contained in the "Correll Report" in the National Archives, Washington, DC. It is entitled "The Final Report of the Chief of the Air Service" and was filed by General Mason M. Patrick in 1919. It was compiled under the direction of Col. Edgar S. Correll, hence its unofficial title. The 25th's history was written into the record by Capt. Reed G. Landis. It has been reproduced here in part, with annotations and rearrangement by this author.

On or about May 7th, 1917, a detail from the 3rd Aero Squadron, which was then located at the old Aviation Field near Fort Sam Houston, Texas, was sent to Kelly Field to erect tents for the First Provisional Recruit Regiment. A sufficient number of tents were soon erected to permit the designation of Company streets alphabetically; what is now the 25th Squadron (Pursuit), being quartered in Row G. On May 10th, the first formation was held, in charge of Sergeant Duffey.

Between then and the middle of June, the men of Line G went through the usual recruit training, a minute allowance of drill and a large portion of fatigue, such as digging ditches, latrines, excavating for road-building, erection of wooden barracks and some guard duty, chiefly for educational purposes.

In June Line G became the 20th Squadron and about a week afterward was changed to the 25th Squadron.

Immediately after signing the first payroll, equipment of various kinds of clothing was issued, including rifle-scabbards, rifle belts and rifle ammunition, but no rifles.

About July 15th, the C.O., Capt. Clark, flew an old Curtiss RE-2 (sic) from the old Aviation Field, and parked this machine at the head of the Company street, and classes were held in engine repair and rigging, using this machine as a model. (7)

In mid-September several crews from the 25th Squadron were sent over to the steel hangars to take charge of some JN-4A's and LWF's, which were flying daily in Kelly Field #1. The Squadron was moved to new quarters and assigned hangars in Kelly Field #2, but continued to handle LWF's and JN-4A's in Field #1, which became the Solo Flying Field. After this, the

(7) Curtiss R-2, forerunner of the JN-4 "Jenny".

LWF's were disposed of and about ten JN-4D's were taken over in place of them.

The Squadron was finally ordered to proceed to the Aviation Concentration Camp, Garden City, Long Island on December 27th under Lt. Walter J. Seaborn as C.O. They were welcomed there with zero weather, and assigned to steamheated barracks, whose steam coils had broken two nights previous, flooding the floor, and causing the barracks to look more like an artificial skating rink than quarters for an American soldier.

Between January 4th and 8th, every effort was made to outfit this Squadron for overseas, but with very poor success, there being no Quartermaster Supplies available, though Ordnance and Signal Corps Supplies were received. Lieuts. George G. Dixon, Norris E. Pierson, (B) Harmon G. Rorison, Joseph F. Seymour, Claude F. Voltmeyer, E. H. Murphy, Charles Monroe, and E. H. Moltham were assigned as Flying Officers.

On January 9th the Squadron marched from Garden City, entrained, and went to Hoboken and embarking on the S.S. CARMANIA. Unfortunately, owing to the regulations then in vogue, nobody was permitted to get that one last look at the Statue of Liberty which had been the height of ambition of the whole Squadron since the early part of December when their first orders for overseas duty were received. After an uneventful voyage, the CARMANIA docked at Liverpool, England, on January 23rd. They entrained for Romsey, Eng., arriving at the American "Rest Camp" there after dark, in fact just in time to draw blankets; after which they were assigned to tents. Six weary days were spent in this rest camp, chiefly devoted to getting warm. The most important event which took place at Romsey was the receipt of December pay, which Lt. Seaborn had thoughtfully secured at Garden City, before departure.

Practically all of the officers were transferred to other duty and Lt. Morse B. Kent assigned as Commanding Officer, with instructions to proceed with the Squadron to Ayr, Scotland. This was probably the most eventful trip that any of the Squadron had undertaken, as it necessitated not only changing cars en route to London, but also several trips through the London Tubes, going from one station to another. The tubes were filled to overflowing with women and children, who had taken shelter there through fear of air raids, there having been Hun air raids the two previous nights. Fortunately, the conductor of the Edinburgh train was good-natured and held the train fifteen minutes, and the journey was continued from London to Ayr according to schedule. They were welcomed by two Scotch Officers, the Adjutant and Assistant Adjutant of the #1 School of Aerial Fighting, Capt. Keith Marshall and Lt. McNaughton (R.A.F.), and assigned to quarters in the Newton Park School, of Concrete and stone construction, one of the public schools taken over by the British War Ministry.

Major Callahan, R.A.F., the Commandant of the School, decided that four days were none too much in which to accustom the men to the climate, habits and customs of the Scotch people, so that no work was assigned until February 4th.

After a couple of weeks of work on the field, during which time everything done by an American mechanic was examined, picked to pieces, and commented on, the British officers and mechanics were convinced that the 25th was perfectly capable of doing the work which they undertook, and the men were assigned to different flights and groups with their own flight Sergeants, but British flight sergeants still continued to be in charge. While at this

school, the Squadron handled practically all types of the British scout planes, Sopwith "Pups", "Camels", "SE5a's", "Dolphins", "SPADs" and a Hun "Albatros" which was sent there for instructional purposes.

About March 1st, "D" Flight was formed, in charge of Lt. DeBurghe, composed entirely of American mechanics, with Sgt. Kercher acting as Flight Sergeant. Later Sgts. Etter and Roland, who had been acting as Flight Sergeants for American mechanics only, were given charge as Flight Sergeants of both American and British mechanics in their flights. About March 20th, Sgt. Marks was made Flight Sergeant of both American and British Mechanics in his flight. Transport and Shop men and the non-technical members of the Squadron were assigned to their customary duties and, together with the men in the flights, made such a good showing that when the 25th was ordered from Ayr to Marske-by-Sea, Colonel Reese, then Commandant, postponed all flying for that morning, paraded the R.F.C. mechanics, borrowed the brass band from the Royal Scotch Fusiliers, and accompanied the Squadron to the Station.

On April 23rd the 25th left the School of Aerial Fighting to report to #2 School at Marske-by-the-Sea. Owing to the scarcity of British mechanics, a large majority of the work fell on the American mechanics, and as they continued with their usual good work, it seemed as though they would never be relieved for overseas service.

A baseball team was organized and played a number of games with other Squadrons in the neighborhood, winning some and losing some, as is usually the way in our national game. On July 4th, this Squadron was the guest of the City of Middlesbrough for the celebration of that day, playing a baseball game in the afternoon with No. 47 Sqdn. (R.A.F.), unfortunately losing by a score of 1 to 0 in the ninth inning.

On August 3rd, the School had a Field Meet, entries being British air mechanics and American mechanics of the 25th Aero Squadron and the 7th Bricklaying Squadron. The 25th picked up all the valuable prizes and about three-fourths of the points. On the same date instructions were received to prepare for departure to France on August 7th, and on that date this Squadron left for Winchester. They fully expected to leave for France the following morning, but the Channel was suddenly closed and were unable to leave until August 15th.

At Romorantin the Squadron went back to the same class of work which they had had at Kelly Field just an even year before, ten hours of fatigue duty a day, unloading steel from cars and placing it in piles, and continued this work until September 16th, when they departed for Colombey-les-Belles. They arrived at Colombey September 18th, and were assigned to camouflaged huts at the Airdrome.

On September 25th Lt. Reed G. Landis was assigned as Commanding Officer and Lt. Morse B. Kent as Adjutant by Squadron Order. September 23rd, 1918, 1st Lts. Paul V. Burwell, John C. Rorison, Donald S. Poler and Clair R. Oberst reported to the Squadron as Flying Officers.

The enlisted personnel had, during their time in England, gained considerable experience in the handling of S.E.5's, and all were delighted when the 25th was picked to be the first American Squadron equipped with English-made S.E.5's, fitted with American-built Hispano-Suizo engines. These machines were being assembled in England, at Birmingham and Coventry, and the Commanding Officer, the four flying officers already assigned, and eight other English trained S.E.5 Pilots were sent to England to ferry these ships across the Channel to the American Air Acceptance Park #1, Orly, France, and from there to the Front. This work did not proceed as smoothly as hoped for, because of climatic conditions, and because of delay

(B) Lt. Pierson later became C.O. of the 90th Aero Sqdn., (Observation).

in delivery of the machines in England, and the Commanding Officer returned to the Squadron on October 19th, after having flown one S.E.5 as far as Orly, where it was held for overhaul, thorough examination and equipped with armament.

Upon his return Lt. Landis found he had been promoted by S.O., G.H.Q., A.E.F., to rank of Captain.

On October 24th, 1918, the Squadron moved from Colombey Airdrome to the Second Pursuit Group Field, Toul, where it was made a portion of the new Fourth Pursuit Group, Second Army. This move was consummated in motor trucks, and permanent quarters were available at Toul. The 141st Squadron was already operating over the lines, but the 25th Squadron had had no machines delivered and all of its available pilots were still on ferry duty, so that the next ten days were put in policing up the Camp, getting very comfortably settled, and hoping for the early arrival of equipment and flyers.

On November 1st, the first S.E.5 was delivered to the Squadron, and on November 2nd, a second S.E. came in. From that date, until the last of November, the machines were delivered, until the full complement of twenty-one had arrived.

On November 10th, Capt. Landis made the first flight over the lines for the Squadron with Major Biddle, C.O. of the Fourth Pursuit Group, in a hunting expedition in front of Metz. No enemy aircraft were seen, but this patrol qualified the Squadron as an actual service unit operating at the Front. Thus the 25th Squadron completed its war-time flying. No enemy aircraft was seen, no bombs dropped and no rounds fired as a Squadron.

Soon after this other flying officers began to arrive. Lts. Donald S. Poler, W. W. Lauer, and F. E. Luff, were appointed Flight Commanders, and by December the roster was nearly complete.

Lt. Crafton was assigned as Operations Officer, and immediately took over the handling of the Mess and the arrangement of entertainment for the Squadron. A Squadron Rest Room was fitted up for the men and an organization known as the "Extraordinary Entertainers" formed, for the purpose of entertainments, jazz band, etc., and musical instruments for the band were se-

cured from the Red Cross in Paris, through the kind assistance of Brigadier-General Charles G. Dawes. The first performance, given in the group, was a Review presented during the last week in November, and it proved to be a great success under Lt. Crafton's direction.

Following the cessation of hostilities, a schedule of drill, ground work, and formation flying for the Squadron was put into effect, with the view of perfecting the entire personnel in the art of soldiering. In this way, the time previously given up to active work at the Front was filled in, and a really capable and military organization created.

Although the Squadron did not destroy any enemy aircraft, it was granted the privilege of placing the Squadron marking on its machines, in view of the fact that the pilots making up the Squadron had accounted for over thirty enemy aircraft, officially destroyed, in their previous experiences. The marking finally decided upon was taken from a small illustration on the editorial page of "Life", and it depicted a small, round-bodied fellow with a big head, covered by a mask; advancing upon some object with the very evident intention of dealing a most tremendous blow with a large axe he carried over his shoulder. When this marking was painted on a pilot's machine, a notch was placed in the blade of the axe for each Hun that the pilot had been officially credited with. One machine in the Squadron has nine niches in its axe, (Landis') another five, (Luff's) and there are a considerable number having more than one.

The greatest disappointment to the Squadron, with the exception of its inability to secure any combats on this Front, was the lack of transportation, which very seriously hampered in every way. Two sidecars and one old, broken-down truck, which it became necessary to salvage almost immediately, were finally secured.

For other work, while attached to Squadrons in the Allied Armies Air Services, the Commanding Officer and Lt. Frederick E. Luff were granted the Distinguished Flying Cross, and Lt. David W. Lewis was granted the Croix de Guerre with Palm.

Thus ended the official history as it appears in the National Archives of the United States. But this is not the entire story for almost the entire organization, pilots and crew alike, consisted of veterans who had seen combat from almost April 1918, as early as the 94th Aero Squadron.

Other records in the National Archives concerning the combat service of the 25th Sqdn. personnel are very sparse. The list of enemy aircraft destroyed shows 13 confirmed victories for only Landis, Burwell and Poler, yet the Gorrell report states, in effect, that there were closer to thirty, and Freddie Luff's total of 5 enemy aircraft is not mentioned although he received the D.F.C. for his score. British records are either non-existent or inaccessible.

A listing of the confirmed victories of the men of the 25th Squadron is given in the Gorrell Report, Series B, Volume 13, Page 41.

Date	E.A.	Near	Pilot
July 1	Balloon	Scraps	Poler
July 14	Airplane	Epinay	Landis
July 22	Airplane	Carvin	Landis
July 25	Airplane	Lille	Burwell
August 1	Airplane	Pont-a-Vendis	Landis
August 8	Airplane (2)	Brie	Landis
August 12	Airplane	Vitry	Landis
August 12	Airplane	Mons	Poler
August 13	Airplane	Lens	Landis
August 16	Balloon	Biache	Poler
August 19	Airplane (2)	Teclin	Landis

For the rest of the story we went to the men themselves. At this date, 1961, this is a difficult process since many of the men cannot be found. But with the help of J. J. Smith and Donald S. Poler many former squadron members were located, questions asked and answered, photographs exchanged, and anecdotes told and memories probed. Following is a portion of their accounts, for this will be continued in a subsequent issue of the JOURNAL.

But first, a roster of members of the 25th Aero Squadron has been compiled. The roster in the official history is incomplete, probably because the war was over and it did not seem absolutely necessary to complete all the records, as for instance the names of Batchelder, Carver, etc. of the pilots. But for the names mentioned in the Gorrell Report text, no other ranks were listed.

Name	Rank	Duty	Notes
Reed G. Landis	Capt.	Commanding Officer	1
Morse B. Kent	1st Lt.	Adjutant	2
Jesse A. Crafton	1st Lt.	Operations Officer	
Samuel R. Klubock	2nd Lt.	Supply Officer	3
Joseph A. Lowery	2nd Lt.	Engineering Officer	
Harold B. Smith	2nd Lt. OD	Armament Officer	
James C. Hawkins	1st Lt. MD	Medical Off.	
Donald S. Poler	1st Lt.	Flight Commander	4
		"B" Flt.	
Willard W. Lauer	1st Lt.	Flight Commander	5
		"C" Flt.	
Guy M. Baldwin	1st Lt.	Pilot	6

Name	Rank	Duty	Note:
Eugene H. Barksdale	1st Lt.	Pilot	7
Paul V. Burwell	1st Lt.	Pilot	8
Aubrey F. Diamond	1st Lt.	Pilot	9
Lawrence N. Polk	1st Lt.	Pilot	10
John C. Rorison	1st Lt.	Pilot	11
Wesley J. Smith	1st Lt.	Pilot	12
T. B. Hermes	1st Lt.	Pilot	
Oliver P. Johnson	1st Lt.	Pilot	13
Joseph E. Boudwin	2nd Lt.	Pilot	14
David W. Lewis	2nd Lt.	Pilot	15
E. W. Andrews	2nd Lt.	Pilot	
C. R. Gustafson	2nd Lt.	Pilot	16
A. Stephenson	2nd Lt.	Pilot	
W. A. Brown	2nd Lt.	Pilot	17
P. B. Calhoun	2nd Lt.	Pilot	
R. C. Cupp	2nd Lt.	Pilot	
J. G. Murray	2nd Lt.	Pilot	
D. A. Royer	2nd Lt.	Pilot	
K. W. Fisher	2nd Lt.	Pilot	18
T. W. Blackburn	1st Lt.	Pilot	19
R. Watts	1st Lt.	Pilot	20

The above officers are the only ones listed in the Archives roster but, through a study of correspondence and the identifications of personnel in photographs the following officers have definitely been determined to be with the squadron. The exact dates of arrival at Squadron Headquarters is unknown; some were on ferry duty at the time of assignment and arrived after the Armistice, others were assigned after the Armistice.

J. D. Harris	1st Lt.	Pilot	
Robert A. Reese	1st Lt.	Pilot	21
Sidney A. Batchelder	1st Lt.	Pilot	22
Claire R. Oberst	1st Lt.	Pilot	23
Frederick E. Luff	1st Lt.	Fl. Cdr. "A" Flt.	24
John C. Matthiessen	1st Lt.	Pilot	25
Walter Rahman	1st Lt.	Pilot	
John B. Garver	1st Lt.	Pilot	26
John C. Roman	1st Lt.	Pilot	
R. D. Jennings	1st Lt.	Pilot	
Donald A. Wilson	1st Lt.	Pilot	27
Morris M. Kidd	1st Lt.	Pilot	28
Neimi	1st Lt.	Pilot	29

NOTES: (Keyed to above roster)

- Landis - From No. 40 Sqdn., R.A.F. (S.E.5). Received Distinguished Flying Cross from the British government. 9 enemy aircraft confirmed, 1 balloon. 1962 address - Royal, Arkansas.
- Kent - 1919 address: San Antonio, Texas
- Klubock - 1960 address: Chelsea, Mass.
- "Don" Poler - From No. 40 Sqdn. R.A.F. (S.E.5) Received Citation dated March 27, 1919, later made into Silver Star Medal in 1930. 3 enemy aircraft confirmed (incl. 2 balloons). 1962 address: Los Angeles, Calif.
- "Curly" Lauer - From No. 29 Sqdn., R.A.F. (S.E.5). 1 enemy aircraft destroyed. 1962 address --Oakmont, Penn.
- Baldwin - From No. 85 Sqdn., R.A.F. (S.E.5). Present address: Sullivan Co., Pa.
- Barksdale - Barksdale Air Force Base, Shreveport, La. named for Lt. Barksdale, killed in a crash while testing an observation airplane in Aug. 1926. From No. 41 Sqdn. R.A.F. (S.E.5) 1 enemy aircraft destroyed.
- Burwell - From No. 40 Sqdn., R.A.F. (S.E.5), 1 enemy aircraft confirmed. 1959 address: Lothian, Md. Now deceased.
- "Joe" Diamond - Originally assigned to 148th Aero Sqdn, USAF, then to No. 29 R.A.F. 1962 address: Mobile, Ala.
- Polk - 1962 address: Chattanooga 5, Tenn.
- Rorison - Originally assigned to 148th Aero Sq.,

Notes (continued): Keyed to the above roster.

- served in No. 85 and No. 84 Sqdns, R.A.F. (S.E.5). 1961 address: Wilmington, No. Car.
- Smith - Originally assigned to 148th Aero Sq.
- "O.P." Johnson - From No. 60 Sqdn R.A.F. (S.E.5). 1 enemy aircraft crashed, 1 destroyed. 1961 address: Phoenix 3, Ariz.
- "Shorty" Boudwin - Originally assigned to 148th Aero Sq. Served in No. 84 Sqdn., R.A.F. (S.E.5) 2 enemy airplanes, 1 balloon. 1962 address: Galesville, Md.
- Lewis - Went to France in 1915 with the American Ambulance Field Service. Awarded Croix de Guerre with palm for service therein.
- Gustafson - killed in crash with Lt. Niemi, 9 April 1919.
- Brown - From 183rd Aero Sqdn. (Observation - Sopwith 1½ Strutters) under R.A.F. direction. 1961 Address: Signal Mt., Tenn.
- Fisher - Actually spelled Fischer. He was Iowa State Safety Commissioner, died 27 March 1957 at Vinton, Iowa.
- Blackburn - Now Brig. Gen., USAF (Ret). 1961 address Houston, Texas
- Watts - From No. 84 Sqdn., R.A.F. (S.E.5). 1961 address: Napperville, Ohio
- Reese - From No. 32 Sqdn., R.A.F. (S.E.5). 1959 address: So. Minneapolis, Minn.
- Batchelder - Deceased 20 Feb. 1959. Served in Nos. 67 and 72 Sqdns., R.A.F. (S.E.5). Lived at Dedham, Mass.
- Oberst - From No. 20 Sqdn., R.A.F. (Bristol Fighter) Died of injuries received in an airplane crash while flying to aid Victory Loan Drive at Cleveland.
- Luff - Received Distinguished Flying Cross from British Gov't. 5 enemy aircraft confirmed (3 airplanes, 2 balloons). From No. 74 Sqdn., R.A.F. (S.E.5's).
- Matthiessen - 1962 address: Pasadena, Calif.
- Garver - From No. 74 Sqdn., R.A.F. (S.E.5) 2 enemy airplanes, 1 balloon destroyed. 1961 address: Strasburg, Ohio.
- "Don" Wilson - From No. 64 Sqdn., R.A.F., (S.E.5)
- Kidd - 1961 address: Detroit 27, Mich.
- Niemi - Killed in crash with Lt. Gustafson.

For the other ranks we are indebted to Mr. R. M. Collette of Marinette, Wisconsin, who was the First Sergeant of the 25th for almost its entire history. His recollection of it was quite clear and his records of personnel fairly complete. He was able to identify almost all of the members from photographs in his own collection.

Mr. Collette wrote as follows:

"The nucleus of this outfit (the 25th) was a group of men from Minnesota, Illinois, Indiana, Michigan and Wisconsin which I took out of Jefferson Barracks, Mo. to Ft. Leavenworth, Kans. and later to Kelly Field, Tex. We slept out in God's open air with no bunks or tents for two weeks. At Kelly, Sgt. Cody and I had charge of a five- to ten-thousand man army until the regular camp could be set up. We had a six-inch flowing well that spit oil and water. We built troughs out of 8" lumber so we could wash and have drinking water. What with prostitutes, rattlesnakes, scorpions, lizards, horned toads and dysentery we had quite a ball for a couple of months.

"I was First Sergeant of the 25th Aero Sqdn. from May 3, 1917 to August. Earn Holder took over then and lasted six weeks. Then Sgt. Patrick took over in December. When we left Kelly Field and were passing through Philadelphia he got off the train with some drunks. While running to catch the train he fell over a track frog and cut his

knee cap. We left him in the States, and he picked us up again when we were leaving to come home. He was an old cavalry sergeant when he came with us. He was a career man, twelve years in the service, and was still at it last time I heard, and still a sergeant.

"The Sgt. Duffey mentioned in the 25th Sqdn. history had nothing to do with the Squadron; he was from the old 3rd Aero Sqdn. and was provost marshall at the field from the start. Sgt. Branch and I did all the drilling of Company "D", the 20th and 25th Aero Squadrons.

"The 25th Aero Sqdn., after the War was over, won the Air Service Championship for basketball, and could have won the entire A.E.F. Championship, but some of the officers broke up the team so they could play, and the "brass" lost in the Finals in Paris.

"There are a few errors in dates in the 2nd Army Air Service Book", but none of that can be changed now. Maj. Reed Landis' "Bloody 25th" and his 150 Thieves was one of the best drilled, mechanical and soldiering outfits in the A.E.F. We were the only ones to go overseas in leather puttees and tailored uniforms.

"Have travelled most of my life since. I sold "Jennies" and "Canucks" after the War with Reed Landis. He also had the first electric clock and we moved a few but they were too expensive then. Two years ago, Nov. 1959, I had a bad coronary and haven't been able to get going since. I get too active and, boom, I'm back in the hospital again."

"Some of the grades may have been changed after my leaving the 1st Sgt. post but none that I know of - we did not have many replacements", said Mr. Collette.

Mr. Collette supplied the Editor with the following list of Non-Commissioned Officers and Enlisted Personnel. Many of them are shown in the photographs accompanying this article. The addresses given are the latest known to Mr. Collette.

SERGEANTS

1st Sgt. M.S.E. R.M. Collette -
Marinette, Wisc.

Mechanical M.S.E. R. H. Kercher -
Fresno, Calif.

Planes M.S.E. W. E. Newman -
San Francisco, Calif.

M.S.E. W. L. Marks

Sgt. 1/c J. Roland

Sgt. 1/c M. C. Clement

Sgt. 1/c M. B. Wright

Sgt. 1/c G. B. Kilbey - Chicago, Ill.

Sgt. 1/c H. M. Jinkens

Sgt. 1/c T. K. Blount

Sgt. 1/c F. V. Etter

Sgt. 1/c C. H. Naylor

Sgt. 1/c G. W. Brooks - Detroit, Mich.

Sgt. F. S. Garrison - Beaumont, Texas

Sgt. L. L. Likes

Sgt. D. L. Palmer

Sgt. E. F. Cross - Deceased 1959

Sgt. V. S. Venable - Beaumont, Texas

Sgt. F. C. Dillard

Sgt. F. T. Tierney - New York, N.Y.

Q.M. Sgt. A. F. McLain

Sgt. W. H. Hunter

Sgt. F. F. Bouscein - Deceased

Sgt. F. C. Melby

Sgt. J. E. Patrick

CORPORALS

Cpl. Charles, H. E.

Cpl. J. D. Coates - Portland, Ore.

Cpl. W. L. Fisher

Cpl. D. S. Hamilton

Cpl. A. Hansen

Cpl. W. S. Henthorn

Cpl. V. D. Lake

Cpl. W. G. Christian

Cpl. W. T. Cannon

Cpl. R. G. Clapper

Cpl. S. F. Lewis

Cpl. R. E. Noll - San Francisco, Calif.

Cpl. K. R. Allen

Cpl. A. L. Matlock - Walla-Walla, Wash.

Cpl. R. A. St. John

Cpl. M. R. Young

Cpl. R. C. Darrah

Cpl. A. D. McIntyre

Cpl. W. A. Willey

Cpl. D. M. Yates - Chippewa Falls, Wisc.

COOKS

L. E. Dillman

E. C. Allen

H. A. Foster

F. F. Wenzel

R. M. Clark, Portland, Ore.

PRIVATES

R. H. Beckley - New York, N.Y.

D. B. Burnham

D. C. Caldwell

B. M. Cram

C. L. Gilbert

J. R. Kahrt

A. Klinkroth

C. C. McCharles

R. J. McCoy - Brooklyn, N.Y.

E. Morley

C. H. Parker

P. P. Wiederracht

E. W. Allen

S. D. Ambrosio

M. J. Baker

H. M. Batsford

H. B. Beattie

E. L. Bennett

E. Bentley

H. Birchard

L. K. Bishop

N. W. Blanchard

F. Blood

M. J. Boisson

R. S. Bowman - Deceased

W. J. Brooks

O. C. Brunstad

W. O. Burns

J. E. Burr

P. L. Butler

H. Carlson

J. J. Cobry - Portland, Ore.

A. R. Congleton

J. W. Cooksey - Indianapolis, Ind.

J. V. Corcoran

L. B. DeLore

F. Drake

L. A. Draper

G. Edwards

A. G. Fray

E. L. Frye

J. R. George

G. W. Gill

S. Y. Haddah

H. M. Howe

H. R. Hughes - Chicago, Ill.

S. F. Hunter

D. S. Jones

H. F. Kenney - San Francisco, Calif.

C. Kindel

E. F. Kofoed

C. M. Kistler

F. F. Kuhlman

A. N. Langley

J. J. Maguire

F. C. McConnell

R. A. LaFleur - Manistique, Mich.

C. H. Martley - Chicago, Ill.

C. H. Millard

R. E. Miller

R. A. Morissey

H. E. Mutch - Brooklyn, N.Y.

H. S. Newell

W. O'Laughlin

E. F. Olson

F. F. Oricello

C. H. Pegrum

G. E. Pennington

A. I. Plouffe

H. A. Porter

W. R. Rathley

L. J. Read

H. C. Rothmeyer

C. R. Ritchey

F. W. Roll

R. E. Round

E. D. Sheley

E. R. Shiller

R. F. Short

T. Silva

E. C. Skeen

W. A. Smith

S. Sprague

P. S. Sprout

A. S. Steinsapir - New York, N.Y.

H. Stevens

J. C. Stollar

F. A. Tachis

A. T. Thompson

C. S. Thornton - Munsing, Mich.

I. W. Townsend

E. N. Tuffy

L. A. Viau

L. T. Waring - Rochester, N.Y.

L. L. Welch

J. Welsh

S. P. White

F. J. Williams

J. E. Williams

E. C. Willis

R. E. Wise

The masked headsman insignia of the 25th Aero Squadron originated from an idea within the Squadron. Reed Landis stated once,

"Very shortly after we all got together and secured our aircraft, it was suggested by someone that we adopt an insignia. I offered a cash prize to the members of the squadron for such a design which, in the opinion of the officers of the committee appointed to review the suggestions, was most satisfactory. One of the enlisted men won the prize, which was promptly recaptured by one of the other men via the Galloping Dominoes.

"The insignia selected was a modification of a small sketch found on the editorial page of an old issue of Life magazine. The original showed a small figure with a large axe, quite similar to that on our ships, preparing to cut off the head of a recumbent figure of the Kaiser. It was intended that each pilot would "cut" a notch in the blade of the axe as he downed one of the enemy.

Mr. Collette added to this, "The man responsible for the Squadron Goofy Man insignia was Sgt. E. Cross. Sgt. Kilbey helped him with it; they were both good painters and printers."

There were minor variations of the insignia, as Bergen Hardesty found in his recent research; some had red belt, others black, etc.

The insignia was used after the War by the 25th Bombardment Squadron, which was reorganized at Mitchell Field, Long Island on 21 October 1921, later became part of the 6th Composite Group, arriving at France Field, Panama Canal Zone on 30 June 1922.

About two-thirds of the pilots and, of course, all of the ground crew, came from service in R.A.F. squadrons. The pilots were also mostly from that group of young Americans who were selected from the top students of the courses of Military Aeronautics in Summer 1917 and started for Europe as the First Italian Detachments. The outstanding contemporary published account of their arrival in England, their ground and flight training, their experiencing of the pleasures of London and of their eventual assignment to combat is given in War Birds, The Diary of an Unknown Aviator, edited by the late Elliott White Springs. The diary was written by John McGavock Grider, born May 28, 1892 on the McGavock family plantation at Sans Souci, Arkansas. He died in combat near Armentieres on June 18th, 1918. His diary was edited and privately published after the War, later published in Liberty Magazine, and, in book form, has been probably the most widely read and popular account of aerial fighting to come out of the War.

In 1933, Mrs. Josephine Grider Jacobs, sister of Lt. Grider, published an authentic account of the service of her brother, written largely from his own letters, under the title Marse John Goes to War (9). It was written at the request of the William Strong Chapter, Daughters of the American Revolution of Proctor, Arkansas to sponsor a Memorial Park in his memory. A limited number of copies were published and have since become very scarce. During World War II the Civilian Pilot Training Program school at Pine Bluff, Arkansas was officially dedicated as Grider Field and a special cachet issued, "Dedication of Pine Bluff School of Aviation, Grider Field, May 24, 1941."

John Grider and Elliott Springs named the most of the 216 cadets who comprised the First Italian Detachment. Many of them were listed in New England Aviators, and many of the survivors of the War were also members of the Archie Club in New York.

Lt. Poler's experiences while with the British were typical of many of the group of American Cadets in the

Oxford Group or First Italian Detachment. The latter was a misnomer, as the men who were selected to go to Italy for training were actually sent to England through a last minute change in orders. All of them considered themselves very fortunate for this.

Poler now lives in Los Angeles, California. For this article "Don" Poler transcribed from his diary, which he kept from early June 1917 through mid-1919, as follows:

"I completed various training course in England with the R.F.C. and R.A.F. Ground School at Oxford, Ground Gunnery at Grantham, Home Defense Night Bombardment in B.E.2c's, Preliminary Flight on Avros at Gosport, Pursuit Flying at Castle Bromwich on S.E.5's, Aerial Gunnery at Ayr, Scotland and finally the Ferry Pool at London. This period extended from October 1st, 1917 to April 21, 1918. I was commissioned 1st Lt. on March 18, 1918.

"At this point I was assigned to No. 40 Sqdn., R.A.F. which was near Bruay, in Northern France, Here I met Reed Landis and was put under Capt. "Noisy" Lewis, a very smart Captain in charge of "B" Flight. Between assignment and my first patrol the time was well spent in familiarizing myself with the equipment, gunnery practice, Cook's Tours along the front lines, and in getting generally acquainted with the terrain.

"My first patrol was in the evening, in a formation of S.E.5a's led by Lt. Usher. We sighted three Fokker Triplanes north of Lens and dove on them from 14,000 feet. They were lost in the clouds. Such patrols, usually two or three a day, were routine in good flying weather. This British 2nd Army Sector was quiet at the time, but "Archie" was active every time we patrolled.

"Patrols at dawn, or afternoon or evening, were made usually with one or two flights of 5 - 7 planes each, and were started at 18,000 feet. Patrol time was determined by our gas supply, 2 hours 15 mins. And it took about 45 minutes to reach patrol altitude.

"My first dog fight came on May 21st. On the morning patrol five of us, supported by three above, met twelve Huns supported by six more. I got in several shots at a Pfalz, and had a stoppage in my Vickers, and used the Lewis gun on an Albatros. After a few minutes the Huns cleared out and we went back to count our bullet holes. One had so many that the ship was written off.

Lt. Burwell, one of our men, was also assigned to No. 40 Sqdn. today, May 22nd. (Here Don Poler transcribes from his diary by dates, extracting significant events. Editor.)

May 24 - Capt. Lewis gave me a new machine and I took it up for a test to 21,000 feet. It was perfect. Cold up there without oxygen, and tiresome. We have been carrying 20 pound Cooper bombs just for morale, but with no bombsights we can do little damage.

June 1 - Our C.O., Major Dallas, was shot down by three Triplanes over Bethune. He had a habit of stalking up at noon to about 20,000 feet, alone. The Huns found him and he probably didn't have a chance. Capt. Napier was given temporary command.

June 3 - No. 40 Sqdn. was moved up to Bryos, near St. Pol, on a beautiful but small aerodrome at the edge of a woods. On days when the weather was too "dud" to fly we would visit the front lines near Arras, or go to the beach at Paris Plage, or ride the saddle horses assigned to the squadron.

June 27 - At a 1:30 patrol we engaged two Huns. One, our first Fokker D.VII, and a Pfalz with wings painted red and fuselage yellow. I had a wonderful dogfight with the last down to 7,000 feet, away over the lines. No one was hurt.

July 1st - This A.M. I went down to 3000 feet over Vitry, east of Arras, and shot a balloon down in flames. No observer jumped out. Then I had to land

(9) 1933. Memphis: Davis Printing Company, 111 pages, 2 illus. Out of print.

at No. 16 Sqdn's field to get some water for my engine was heating. Found I had been a favorite target of ground gunners and took some hits.

July 5 - Took my first leave of two weeks in England. Had some clothes made, and got some teeth fixed, the ones knocked loose in a crash in training at Gosport. And was a weekend guest at the home of Sir Randolph Baker, M.P., in Dorsetshire.

Aug 8 - Was made acting Flight Commander of "B" Flight and given a new "bus". The Squadron had to go down to help in straightening the lines east of Amiens. At 6:00 A.M. the Sqdn. went south on escort job. We went down to Chatteau Thiery, lost, landed on a French drome south of Amiens, came north to Bertangles, 84 Sqdn. had breakfast, filled up the tanks, then home. At 2:00 PM went down to the 'push' east of Amiens, and did a line patrol. Had tea at 43 Sqdn. At 5:00 went on another show then came home. It was a "wonderful" looking country that the Hun had just evacuated. French cavalry dead horses, tanks, fires, crashed planes, no trees or buildings, etc. etc. This was the longest day of flying - 6 hours.

Aug. 11th - Went south to Amiens again, stayed on one drome all day. Offensive Patrol from 8:30 to 10:30, met 22 Fokkers, 8 were on Burwell's tail, chased them down to 1000 ft. on our side of our balloon line. Joined another formation and climbed back up. Attacked 26 E.A. 12 miles over the lines, east of the Somme, this side of Mons, with some Bristol Fighters. I claimed one. Saw 4 E.A. on Lt. Hind and he is missing, also Lt. Wood is missing. These were RAF pilots. On the afternoon O.P. I got up to 8000' and my engine made an awful roar and then stopped. I got back all right with two big slide-slips. Found that the front of engine casing was cracked."

In response to questions by this writer, to elaborate on the events from August 27th on, Mr. Poler related:

"That was another interesting O.P., on our 6:15 patrol S. of Arras from 4000' to 8000' to protect low straffers. The flight of three was commanded by Capt. Middleton, who still wore his infantry uniform, and included Lt. Meyers, who had only been on the front a fortnight, and myself. We sighted two balloons; I signalled that I would go after the one at the north. They went after the other one. On my way down toward the bag, I looked up and luckily sighted 10 or 12 Fokkers diving down from the west. We were probably about five miles over the lines. Several attacked me and after using everything in the way of evasive action I knew, one of them persisted in closing in on my tail. We were down to 1000' and about 3 miles over. I tried to be calm, and threw my machine about so much that I became confused as to the right direction to go home. I was right over a gas attack too. I studied my opponent and found that I could fool him every time by using a barrel roll every time he was about to shoot. I did this three times. Once one of his bullets entered the little door at the right side of the fuselage, just back of the cockpit, came forward ripping a hole in the sleeve of my flying suit and glanced off the top of the self-starting Magneto, to the edge of the rev-counter, then smashing my clock. Another bullet imbedded in the prop blade. Considering the number of shots fired, I only counted three holes in the bus. Once I saw tracer bullets passing on both sides of my head. That was the perfect example of a charmed life. I have the section of prop with the bullet imbedded - the prop boss - and I made picture frames of the prop tips. Of course I saved the parts of the watch and frame with which it was fastened to the instrument board. Capt. Middleton had to crash in no-man's land and was able to get back to the Sqdn. three days later. Lt. Meyers led a charmed life and returned the same day.

"You mentioned David W. Lewis. (10) He was a character all right. He had learned the French language and customs from his experiences in the ambulance corps. So he was always included whenever we went for a ride or a trip to Paris because of this proclivity. For example, one afternoon four of us took a Dodge and drove over thru Nancy toward Lunville. We stopped at the entrance lodge of a Duke's estate. Lewis talked to the concierge for many minutes, during the conversation I recognized such words in French as prison and 8 years---but in spite of the warnings from the concierge, we came away with two bottles of Pernot Fils, pre-1914 Absynthe. It had been forbidden in France for years. We almost downed one bottle that afternoon - things seemed quite queer too after that, and I brought the other home.

"During the Summer", Mr. Poler relates, "we had, besides Landis, Burwell and myself, Major M. F. Davis (a West Point graduate attached for the experience) and Lt. R. A. Anderson from Honolulu. Andy was missing on August 30th, later prisoner and made his escape to England through Holland in the last days of the War. And, in addition to the balloon I got in flames on July 1st, I shot down another in the same location on August 15th, and a Pfalz on August 12th."

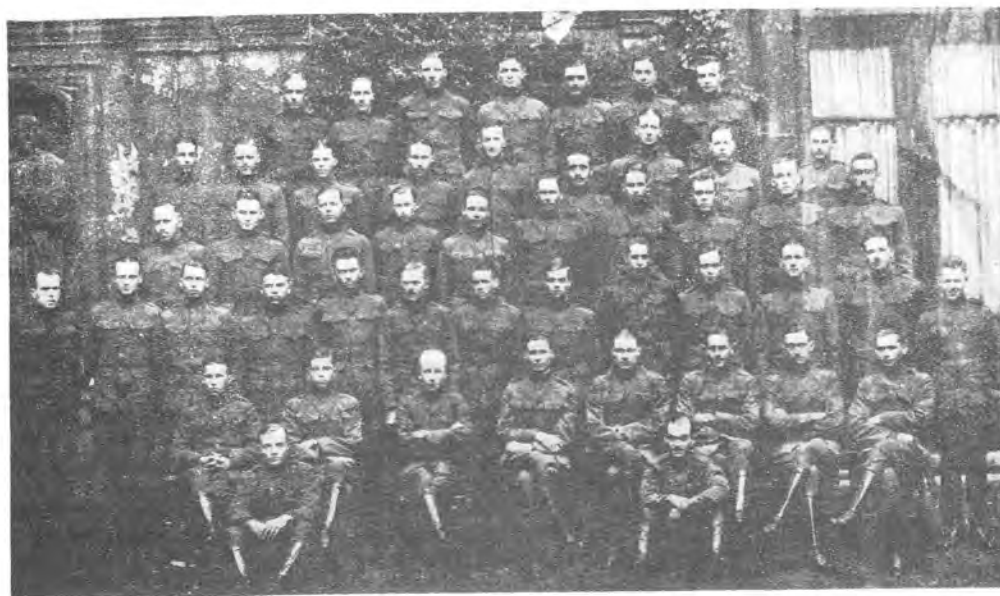
"At last news has come that we were to be transferred back to our own troops. Landis, Burwell and I left for Issoudon for reassignment, on the 12th of Sept. We were there only 'till the 21st when orders came assigning us to the 25th Aero Squadron at Toul, to be commanded by Landis. Before getting settled at Toul all pilots were issued orders to go to Orly Field, outside Paris. There, after a short wait we were ordered to England to pick up our new S.E.5a's. Landis, Burwell and I travelled together. After another wait in England we were able to take off from Castle Bromwich on Oct. 18th. Landis had to go back to Toul to set up his squadron, but Burwell and I returned to England and each came back with another SE.5a, landing at Toul on November 10th.

"On our way back with our new S.E.'s Burwell and I stopped in at London. There we met our old C.O., Capt. Napier. We went to the hotel where we usually stayed and found Lt. Anderson, in civvies, escaped from Germany, and Lts. Tillinghast (11) and Donaldson. (12) We then went over to the R.A.F. Club and met Capt. "Noisy" Lewis. What a dinner, and what a time reminiscing!

"We were finally all assembled at Toul as a Squadron. I got my new ship on the 17th of November, No. F.8075, and it was wonderful. I went up right away and had a practice dogfight with Bissel of the 148th. (13) On Monday the 18th and 19th we all had instructions in I.D.R. drill, army paper work, etc. We had been away from it so long that brushing up was quite necessary.

"Major Biddle was the first to get orders for home. Major M. F. Davis, from my old No. 40 Sqdn., was given command of the Group. By Thanksgiving all pilots had been assigned and the 25th had its full complement of men and equipment. Thanksgiving Day

- (10) Lewis went from the Ambulance Service to the French Air Service, served in Esc. Spad 79 from Feb. 1918 to Sept. 1918. See Nordhoff & Hall, Lafayette Flying Corps, Pp 313, 314.
- (11) Lt. Thomas E. Tillinghast served in the 17th Aero Sqdn., was shot down and became a prisoner of war on 23 Sept., and escaped near the end of the War.
- (12) Likewise, Lt. John Owen Wilson Donaldson was a P.O.W. He served with No. 32 Sqdn., R.A.F., and had shot down 10 enemy aircraft, confirmed. Donaldson Air Force Base, Greenville, S.C. is named for him.
- (13) Lt. Clayton L. Bissell, later Maj. Gen., USAF (Ret) See "148th American", JOURNAL of A.A.H.S., Vol.4, No. 4.



"American Aviators at Oxford" was the title of this picture as printed in Leslie's Weekly, a London newspaper, in September 1917. It was supplied to the author by Mr. Willard Lauer, who appears at the right of rear row.

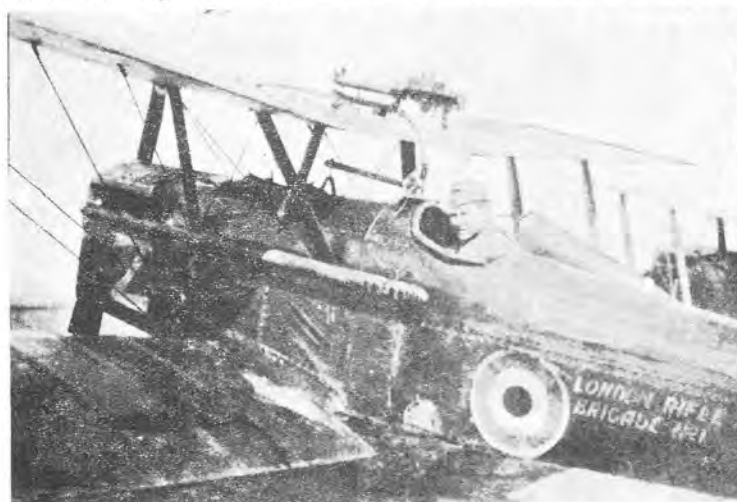
Reed G. Landis, Captain, USAS, D.S.C., 10 enemy aircraft confirmed, all gained while serving in No. 40 Sqdn., R.A.F., became C.O. of the 25th Aero Sqdn. in September 1918. (Photo - National Archives).



The Flight Commanders - (l. to r.) Lts. Willard W. Lauer, "C"; Frederick E. Luff, "A"; and Donald S. Poler, "B". Luff died soon after WWI from injuries received in a crash while flying to a Liberty Loan Drive. (Photo - Poler)



Lt. Poler, then Cadet, was one of six Americans sent to the School of Flying at Gosport for primary flight training in Avro's. The so-called Gosport Tube was a direct flexible tube between instructor and student.



Lt. Lauer in his S.E.5a, "Z" of No. 29 Sqdn., R.A.F. This was a British Victory Loan Drive airplane, given to the R.A.F. by popular subscription in the name of London Rifle Brigade No. 1. (Photo - Aubrey F. Diamond).



Pilots of "C" Flt., No. 84 Sqdn., R.A.F. (l. to r.) Lt. George A Vaughn, USAS, and Lt. Tiddler, Capt. Hugh Saunders, Lt. Thompson and Lt. Peter Reid, all R.A.F. Vaughn later went to the 17th Aero Sqdn. (Photo-Boudwin)



S.E.5a of Lt. Aubrey F. "Joe" Diamond, #15 of 25th Aero Sqdn. (Photos - above, Boudwin; below, Diamond).



"Pop" Burwell, "Gene" Barksdale, "Freddie" Luff and "Mattie" Mathiessen relaxin'. Lt. E.H. Barksdale, for whom Barksdale Field (now AFB) at Shreveport, La. was named, was killed in a crash while testing an observation plane near Wright Field in August 1926. (Photo - Poler).

Col. Lahm, (14) Lt. Col. Curry, Major Biddle and Major Davis were there to help celebrate. On December 7th the entire Group was paraded before Gen. Bullard, Commanding General of the Second Army. Kindley of the 17th (15) and Lewis of the 25th were decorated. Kindley with the D.S.C. and Lewis with the Croix de Guerre with Palm.

"On Sunday the 8th Majors Davis and Kirby, Burwell and I went over to St. Mihiel and Mont Sec, Commercy and Apremont. We found much ammunition, gas bombs and grenades. On the 12th many of the old timers left for home. Among them was Freddy Luff, replaced by Burwell as Flight Commander. For diversion and entertainment we held many dances with the nurses of the Toul evacuation hospitals, went to Nancy to the shows or toured the countryside. The day after Christmas Col. Curry gave a party in the Comedy Theatre in Toul to which representatives of the various organizations around Toul were invited. The hall was decorated, the punch was easy and we danced 'til 1:00.

Poler returned home in June 1919 after 21 months in service. In August he was advanced to Captain, and still later, in 1923, joined the Air Service Reserve. During WWII he returned to active service at the AAF Intransit Depot, Long Beach, Calif. and was discharged again in 1945.

As Mr. Poler, Civilian, he returned to Syracuse University and graduated in Business Administration in 1921. He married the very charming Laura-May Cavette the same year and became a salesman for the Syracuse China Co. until 1926, when he then joined the Pacific Mutual Life Ins. Co. He was life underwriter and agent until his retirement in 1956.

The Silver Star Medal, awarded to Lt. Poler for his first balloon shot down on 1 July 1918, was finally sent to him in 1943.

(14) Col. Frank P. Lahm, now Brig. Gen. USAF (Ret), was the Commanding Officer of the 2nd Army Air Service.

(15) See Dr. James L. Hudson, "Air Knight of the Ozarks", JOURNAL of A.A.H.S., Vol. 4, No. 4, P.233.



Like Poler and others of the First Italian Detachment Willard W. Lauer went overseas in August, 1917. His service record for this period is typical, about which he says:

"After enlisting as a Private 1/c, Signal Enlisted Corps Reserve I reported to Cornell University for instruction from June 5th to July 28th. I embarked for overseas on August 18th, as one of a detachment of fifty-three Aviation Cadets aboard the U.S.S. AURANIA. (16) We obtained our ground school training again at Queen's College, Oxford and were then assigned to the R.F.C. School at Stamford for flight training. I flew Curtiss JN-4a's and JN-3's from October 17th until January 5th, when I was assigned to the R.F.C. Squadron 88 at Harling Road, Norfolk, flying Sopwith "Pups" and S.E.5's.

"After Harling Road I was sent to the School of Aerial Fighting and Gunnery at Turnberry, Scotland from May 31st to June 12th. Upon return to Harling I found that No. 88 was in the process of becoming a Bristol Fighter squadron and I was transferred to No. 89, now becoming a Service Squadron flying SE5's. Then, in July 16th I was sent to No. 29 Sqdn. in the field, through No. 1 Pilot's Replacement Pool at Boulogne, as an S.E.5 pilot, carrying out war patrols as assigned on the Northern Sector (Ypres, Bethune, Hazebrouk) until September 19th.

"Ordered to Issoudun, I served as an instructor in fighting and gunnery at Field 8 until October 2nd, when I was ordered to Birmingham (Castle Bromwich) on ferrying duty to obtain S.E.5's for the 25th Aero Sqdn. This lasted until November 11th, although I was actually assigned to the 25th as of 3 October 1918 as a Flight Commander."

Since 1918 Willard W. Lauer has had a busy career in the engineering and construction field. Directly following the War he started construction work at Wichita Falls during the Burkburnett Oil Field Boom, doing surveying, mapping and building under the firm name, Swanson and Lauer, then to Waco, Texas with McCall Moore Engineering Co. Since 1921 he has had charge of many industrial construction projects all over the Western Hemisphere. In recent years an important assignment was the building of a magnesium plant at Spokane, Washington; others were manufacturing facilities at Oak Ridge for the A.E.C., and installations as far off as Chuquicamati, Chile. Mr. Lauer was married shortly after the War to Elizabeth Birchmore; they now have four children living and nine grandchildren . . . "to keep us young. I finally retired in January 1961 at age 67 and will try to get caught up on my fishing, which is way behind", he said.

Probably the best description of the Sqdn's activities after the war ended was recently written by Lawrence N. Polk.

"I did not come to the 25th through the R.A.F. I had been a test pilot for some months at Aviation Acceptance Park #1, Orly, Seine, through which most of the planes bought from the French and British were funnelled. In due time, after we had had the various Nieuports, SPADs, AR-1's, Salmsons, "Camels", Breguets, F.E.2b's and others come through our hands, somebody flew in a couple of S.E.5's to be checked and armed. Admittedly they didn't look like much, since they followed the classic British design, with various control wires hanging onto the fuselage; but I'd no sooner flown it than I knew it was for me. Probably Luff or Poler had flown them over, but I had not met them at that time. That little trick of ad-

justing the horizontal stabilizer and trimming the torque from the pilot's seat was great.

"Near the last of November a number of us were sent to Colombey-les-Belles and it was there that Austin T. Ryan and I persuaded Capt. Fred Zinn (17) (one of the finest fellows that ever lived, who seemed to make pilots and commanding officers happy with his choices) to send us to the 25th, at Gengault Field, near Toul. Our barracks and hangars were at the east end of the field, with the 17th, the 141st and the 148th.

"It was a grand squadron to be in. The men who looked after the planes were as well trained as any that could be found; we who flew them confident in them, and there were good times to be had along with the hard try for perfection that Landis and the flight commanders demanded. Yet it was all done with that seeming careless attitude that the British cultivated.

"Another British custom adopted by the 25th was the operation of a bar - very strict hours - nobody to get tight - but nevertheless, a bar. Up to the opening of the bar "Shorty" Boudwin, Johnny Garver and I kept a keg of light French beer from Nancy in a closet of our room, there being a window in that closet to let in both light and cold air.

"The flying personnel changed rather rapidly during the latter part of December. Some of us were sent up to make friends with the infantry - the 82nd Div., around Pont-a-Mousson, a move that was good for all of us. I was with an outfit to which was sent all the incorrigibles but the company commander was the fairest, strictest disciplinarian I've ever known. Incidentally, since I had been in an infantry OTC I had the job in the 25th of so tiring the enlisted men with close order drill that they were inclined to not wander at night.

"I'd like to make some additions to the information you have about the pilots in the 25th. Austin T. Ryan went with me to the 25th, and was one of the best. He had been almost fully trained in the States and after he was sent to the 25th we arranged to send him up against "Shorty" Boudwin for a simulated combat. At that time I think that John Garver had gone home and Ryan had moved in with "Shorty" and me. Anyway, Ryan had much the better of the trial, which made many of us who were trained with the French realize that experience, i.e. hours in the air, meant a great deal. Ryan weighed more, but I think he had had more hours in the air than Boudwin, despite Boudwin's experience at the front with the British.

"Lt. Ryan appears in the officers picture (group), while Landis was C.O. and also before a hangar when Burwell was C.O. He was originally from Grand Rapids, Wis., but after the war lived in Eau Claire and I think died there. We went together to the Fifth Pursuit Group as members of the 141st Squadron and later were members together of the 138th Squadron, of the 5th Group. C.O. of the 138th was Cedric E. Fauntleroy, later to go to Poland with the Kosciuszko Squadron.

"Carl W. Fisher, Lt., (you have it K.W.), who is in one of the photos, was later with the 24th Squadron, stationed at Weissenthurm, Germany, the day the Germans signed the Peace of Versailles. His observer in this Salmson squadron was a childhood playmate of mine in Nashville, Tenn., Lt. Martin S. Hayes.

"Lt. Carl D. Neimi was killed in a tragic accident, along with his roommate, C. R. Gustafsen, early in April. They were roommates, and Neimi had orders to go home, but had elected to stay with the outfit.

(17) Capt. Fred W. Zinn was assignment officer at the G.D.E. (Groupe de Division d'Entrainement) and toward the end of the War, was involved in setting up American personnel participation in the Independent Air Force.

(16) The detachment was under (then) Sgt. Bennett "Bim" Oliver, who later was assigned to No. 84 Sqdn., R.A.F., and then, in July went to the 148th Aero Sq.

Gustafson was an impetuous chap, who loved to fly in extremely close formation; a favorite thing was to shove his lower wing between the wings of the chap next to him. Nevertheless, he was a very good pilot, with reservations, since the war was over. One day he took off, almost from the hangar opening, ran in to and killed a soldier walking across the field. Gus was heartbroken and wanted to do all he could.

"We agreed that the next day, at the funeral, which would be held at the cemetery near the base hospital north of Toul, five of us would drop flowers on the open grave. So Gustafson, Neimi, Ryan, Blackburn and I agreed we would fly. The plan was to cross the grave in a Vee formation at the first pass, then letting Gustafson turn left sharply followed by Blackburn, then Polk, then Neimi, then Ryan, in the second pass, when we were to drop the flowers, all at about 50 meters. The first pass went off all right, but in the second, which Gustafson was leading, he failed to drop his flowers. He pulled up into a stall turn and came back, forgetting that others were behind him. Blackburn and I passed safely underneath, but Neimi and Gustafson collided. Both crashed, Neimi's plane burst into flame - both were killed. The next day Ryan, Blackburn and I flew the same pattern at the double funeral." (End of Mr. Polk's letter.)

Aubrey F. Diamond likewise went through the R.F.C. and Canadian schools of primary flying on this side and, in February 1918 was assigned to the 148th Aero Sqdn., just then going overseas. He sailed on the OLYMPIC in March and, while the non-commissioned officers and enlisted men went on to France with the C.O. the assigned officers went to R.A.F. schools for further training. On 30 June he was sent to No. 29 Sqdn., R.A.F. He states:

"Shorty" Boudwin and I spent a lot of time together - both trained at Castle Bromwich near Birmingham on SEs then went on leave together up into Scotland - later when we got together again at Toul, He and I and Foler roomed together for quite a while. In regard to photographs while up with the 29th R.A.F. - I have two or three snapshots of some of the pilots posted in an album but As I remember it, I had "F" up with the 29th R.A.F. and No. 15 with the 25th but I couldn't swear to it. I did have one of my planes down with the 25th but since it had my girl's name painted on it, I sent it to her - the name MARIETTA was printed on both sides about where the Z is on Lauer's plane. You will note the numbers on the 25th Squadron planes were farther back near the cockpit. My C.O. with the 29th R.A.F. was Major Dixon. He had the D.S.O. and as I recall it was about 24 years old at the time. My flight commander was Captain Holmes who as I remember it had the military medal and the D.F.C. (Lauer says he was killed in an accident after the war). Capt. Holmes made the Army a career and had graduated from Sandhurst. He had been back and forth to the front since 1914. He had flown in the days when planes carried no armament - and it was interesting to hear him tell about how it started with pistols, then rifles and finally the war got tough when they started using machine guns. Naturally he had become conservative over the years and usually wanted the odds in his favor before starting a fight but nevertheless a good guy to break in with.

"The officers of No. 29 Sqdn, R.A.F., as I recall them, as of July 15, 1918, were: (I was out there to celebrate the 4th) C.O. - Major Dixon (English) "A" Flight: - Flight Commander, Capt. Holmes (English) Flying Officers: Humphries (English); Reed (South Africa); "Bo" Wilson (Canadian and my tent-mate - later killed in action); Roth (Canadian); O'Leary

(American but in Canadian uniform); Diamond (U.S.) "B" Flight: - Flight Commander, La Gesse, (of French descent from the West Indies); Venter (S.A.); Tyson (French Canadian); Brown (American in Canadian uniform); Ann (S.A.); Lauer (U.S.)

"C" Flight: - Flight Commander, Capt. Davies, (English - wounded August 12, 1918); Lt. Wareing (English); Harrison (English); Rolfe (English); Ross (S.A.) later Capt. Ross and a flight commander; Dongan (American in Canadian uniform). Personnel changes were very frequent.

"No. 29 Sqdn was stationed at St. Omer, and later on a farm north of St. Omer (to avoid bomb raids). Our front was from a little North of Ypres (in ruins) down past - Kemmel Hill, Baillend, Merville, Nieppe Forest (which sort of looked like a big question mark) but not as far South as Arras. Armentieres was farther over in enemy territory and Lille was a big blur quite a distance over into enemy country.

"Another note covering the period August 14th to September 19, 1918 states 'Squadron very active. In the month of August we broke all previous records for the number of enemy aircraft destroyed in one month. We received official credit for 51 and were complimented by General Plumer. At the end of this time (Sept. 19th) I had been officially credited with the destruction of two enemy observation balloons.' As to the exact date and places (of these victories) I can't help you, but there should be a record in the British files as they put out an official communique of some sort.

"On Sept. 19th I was sent to Issoudon for a couple of weeks, then assigned to duty ferrying S.E.5's from England for use of the 25th Aero Sqdn. I was still on this duty when the Armistice was signed. Then I joined the 25th at Toul Airdrome. I remained with them until the Squadron returned to the States in June 1919."

"In picture of the 25th, lined up on the Toul aerodrome, you will note that the first plane has streamers hanging on the trailing edge of the wing. That was common practice on the British front. The leader of a flight or squadron used it to make it easier to get into formation after take-off. Our fields often times were merely postage stamp size and you had to take off one at a time then get into formation before heading for the lines.

"Mr. Hardesty wanted to know who built the S.E.5a's used in the 25th Squadron. I know this much - some of them were assembled up around Birmingham. Bennett "Bim" Oliver of the 148th Squadron has told me since that the motors in our S.E.s were built in this country. They were good motors and I had presumed they were built by the British. I once flew one made by the French with a geared prop and I didn't like it. One other thing about the 25th, we received three Fokkers in crates after the Armistice. The mechanics managed to put them together and they worked fine except our gas was a little rich for them and they threw smoke. We had fun comparing them (testing) with the S.E.s and SPADs at Toul. They clearly out maneuvered the SPADs - I think they were equally as good as the S.E.5a."

"Joe" Diamond, as he was, and is known to all of his flying comrades, had this to say about his postwar career.

"After discharge in 1919 I took a commission in the reserve, and came here to finish my education at the University of Pittsburgh. While attending I took a job as recreation leader with the City and after graduation, with A.B. degree, I stayed on with the department. By 1949 I had enough time in to retire so I decided to fulfill a long-time ambition to study law, which I did at the University of Alabama, and

was admitted to the bar in 1952. It has been more of a hobby than a practice as yet.

"I continued flying until the mid-1930's when I began to fail the physical exams, and when the War came again I was ordered to active duty but was turned down on my physical.

"In 1923 I married a very tolerant and understanding young lady, Ellen Cullen, and she has managed to put up with me ever since. I am a member of the Phi Gamma Delta and Phi Alta Delta Fraternities, the Daedalions, Aero Club of Pittsburgh."

In a letter from Hugh Saunders to A.A.H.S. Member Ross S. Fenn, Hugh Saunders (18) described one of the American officers who served with him. Said he, "Shorty" Boudwin, was well named. He was approximately five feet 4½ inches in height and one man's recollection of him was 'a good example of good things in small packages'. I didn't know much about this young officer for he arrived about six weeks before I left 84 Sqdn. He started very well and soon began to show his worth. In the end he got several enemy aircraft before he left."

Lt. Joseph E. Boudwin served in No. 84 Sqdn. R.A.F. The other Americans in No. 84 were George A. Vaughn (12 e.a.), Samuel Eckert, Mortimer S. Newhall, A. F. Mathews, Bennett Oliver, Earl M. Hammer and I. P. Corse.

Lt. Boudwin's active service with No. 84 Sqdn. was given a report to the U.S.A.S. in Nov. 1918. He went to England in March, 1918. His flying up to that time included 4 hours dual and 36 hours solo with R.F.C. instructors in Texas, and 26 hours with the 148th Aero Sq. in Texas, all on Curtiss machines. At Castle Bromwich he had 1-3/4 hours dual on the Avro, 40 hours solo on the Avro and 15 hours on the Sopwith "Pup". Then came 12 hours practice flying on the S.E.5a and finally, before being sent to combat duty, 5 hours, 40 mins. on the S.E.-5a in Aerial Gunnery training. Total 140-plus hours. His report stated:

"I arrived at No. 84 Sqdn. R.A.F. on July 4th, for my first taste of active service. I was given about eight hours flying in practice behind the lines, before I crossed them for the first time, July 9th. My first baptism of fire on that day was a good one; the Flight dove down on a balloon, to the accompaniment of the "Archies" reception. Although we did not burn the balloon, the observer was forced to jump.

"On the 16th we bombed and "shot up" a Hun aerodrome at Folkencourt. In spite of ever active machine guns on the ground, succeeded in setting fire to two of the enemy's hangars and in destroying some of his aircraft on the field.

"My next affair was the burning of a Hun Observation balloon on July 20th. The Flight Commander (Capt. Rawlson) and I crossed the lines at 18,000 ft., maneuvered for position and dove together from this height to the balloon. It was a very disagreeable sensation I will admit, to take such a drop for the first time -- but it was well worth it, for having fired a couple of hundred rounds apiece into the enemy "sausage", we saw it burst into flames.

"My next experience was with a more formidable foe, in the form of seven Fokkers, when we were but five, and well inside their lines. Our flight dove on the Huns and did for two of them. I had rather a disagreeable time with one of them, meeting him face to face and receiving bullet holes in my propeller. At another time, I, with two others, met three of the enemy - inside their lines as usual. In fact the British Aviation was very effective in keeping the marauders at home which made Hun hunting more difficult. Our flight of three accounted for two of the

enemy in this instance.

"On the 25th Capt. Rawlson was wounded while we were after a balloon. He fainted, but recovered and was able to reach home safely. Then we had a big scrap with eight Fokkers on July 30th. We were again only five against eight. The enemy were in the process of attacking two of our Observation D.H.4's, when we arrived. My Flight Commander (then Capt. Proctor) chased one Fokker thru their formation with three falling on his tail, firing at him. I attacked one of these, firing at close range, who rolled over and collided with another, both of which were seen to crash. Altho we unfortunately lost one of our pilots, two of the Huns were accounted for by our flight.

"On August 4th our Flight again dove on an enemy balloon, the Flight Commander setting it on fire. Three days later, we encountered eighteen of the enemy and shot down three of them. It again cost us one of our own men. Our next work was ground strafing in pairs, during the big attack of August 8th. With the Flight Commander I helped "shoot up", on the first patrol, an anti-tank gun, parties of retreating Huns, and finally a balloon at very close to the ground which we set on fire as it was being towed back by horses. The flaming gas bag fell on the horses. On the afternoon patrol, I was with two others dropping bombs and shooting at the enemy when we met twelve of their Fokkers. We managed to finish one of them, but my machine was so well riddled with bullets that it had to be "written off".

"The next day we varied the routine of strafing when our Squadron met one of the enemy's so called 'circuses' of thirty. The outfit was decorated in all their war paint, the leader being entirely red. I had a few clips at one, and one had a few more at me before we left them. During these three days I did 11 hours and forty minutes of ground strafing.

Because of space limitations we cannot complete the story of the 25th Aero Squadron in this issue. Col. Boudwin's account is broken off here and will be continued in the Summer issue of the JOURNAL. There are many other very interesting personal accounts from the other members of the squadron which will be told.

Joseph H. Boudwin retired from the Federal Aviation Agency after a long and distinguished career in December 1960; he had retired from active duty in three wars with, in turn, the Air Service, Army Air Forces, and the USAF, in the rank of Colonel.

As Cadet Boudwin, he graduated from the School of Military Aeronautics, Princeton, and received his primary flight training in Texas, then went to England for further training. He was commissioned 2nd Lt. in February 1918, and to 1st Lt. one year later.

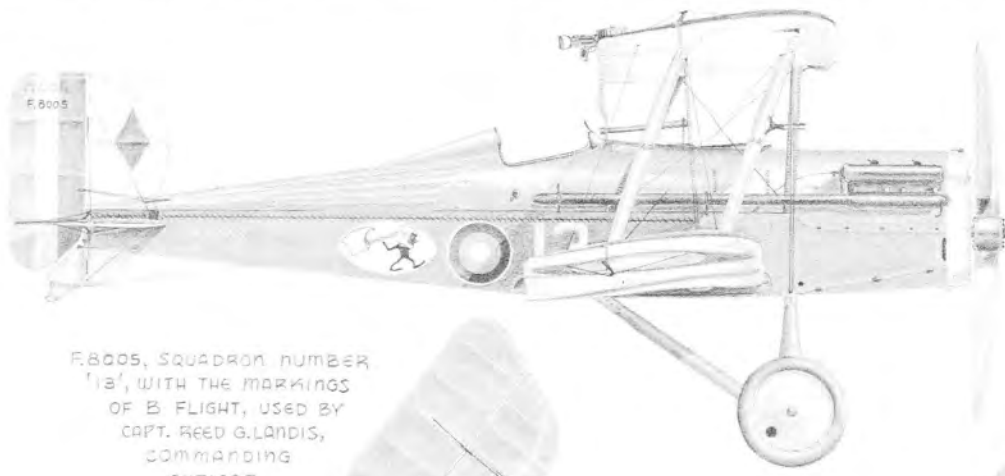
Following the War Boudwin was employed by the Lawson Air Line Company for a while in 1920, and by the U.S. Airline (Washington to New York) until 1929. He joined the Department of Commerce in 1929 where, between wars, he became Field Inspector, Chief of Flight Test and Factory Inspection, Superintendent of Aircraft and Components, Assistant Chief of Flight Engineering Division, and finally, Chief of Flight Test Branch of the successor department, the Federal Aviation Agency.

In World War II Boudwin returned to service in the Air Material and Air Service Commands in inspection and maintenance duties, becoming Chief of Maintenance and Engineering Inspection Section, Hq Air Technical Service Command in 1945. He was awarded the Army Commendation Ribbon and relieved from active duty in April 1946. During the Korean War he again went on active duty as Colonel and served until 1953 in the Office of the Inspector General.

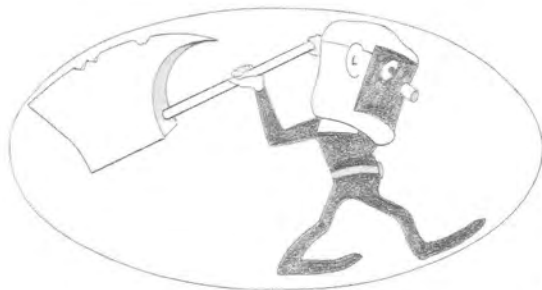
Following his retirement, which he is now enjoying at his home on Chesapeake Bay, he went on an extended cruise around the world on a freighter.

(18) Hugh Saunders, Air Chief Marshall of the Royal Air Force, C.G.B., M.M., M.C., D.F.C. & Bar, retired from the R.A.F. in 1953. See photo P. 27.

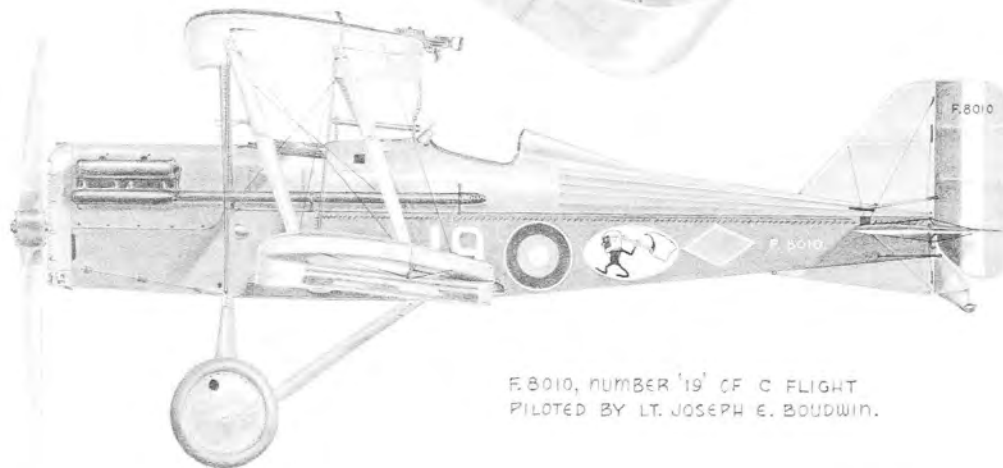
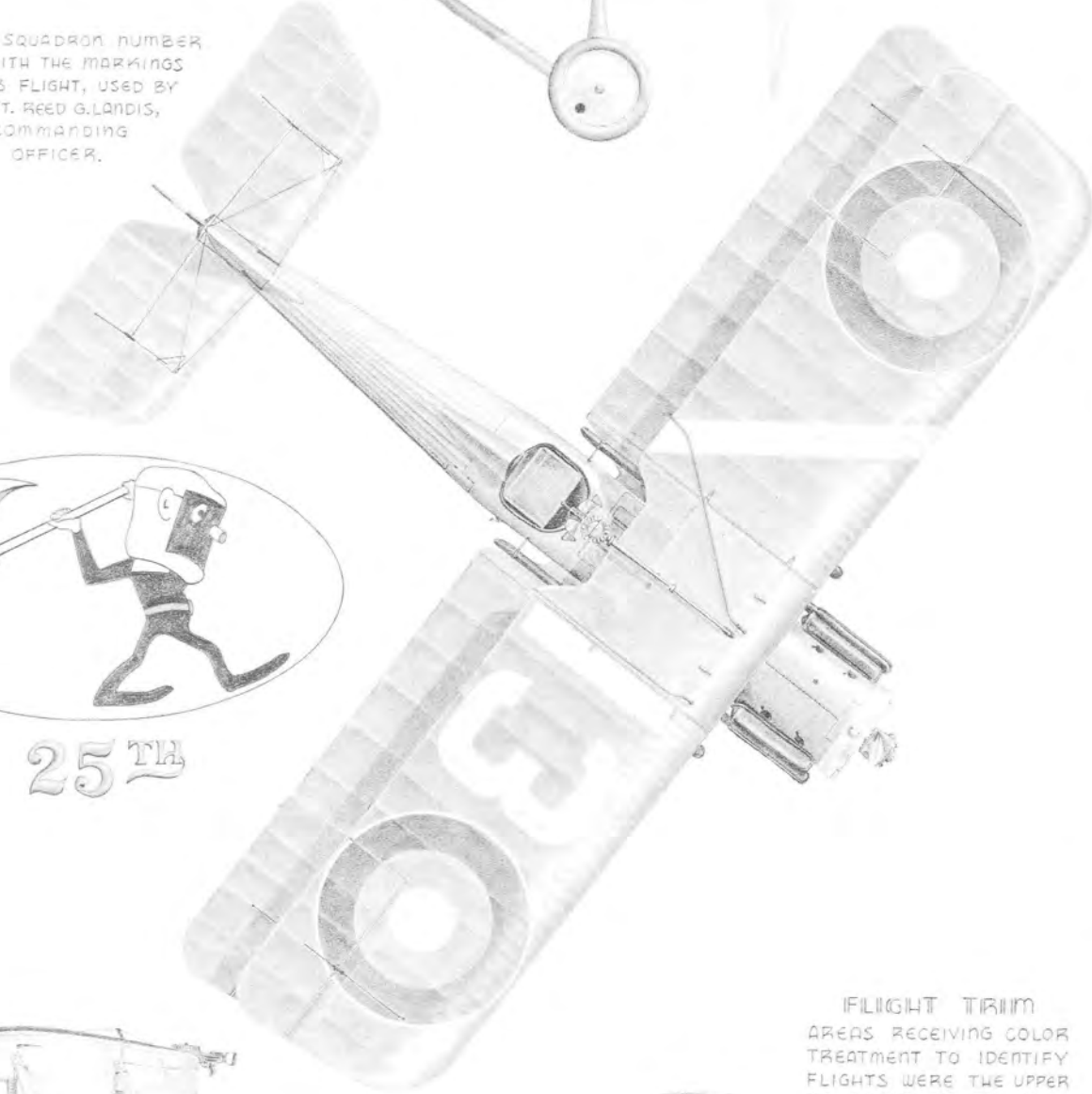
TO BE CONTINUED



F.8005, SQUADRON NUMBER '13', WITH THE MARKINGS OF B FLIGHT, USED BY CAPT. REED G. LANDIS, COMMANDING OFFICER.



25TH



F.8010, NUMBER '19' OF C FLIGHT PILOTED BY LT. JOSEPH E. BOUDWIN.

FLIGHT TRIM
AREAS RECEIVING COLOR
TREATMENT TO IDENTIFY
FLIGHTS WERE THE UPPER
FIN, LOWER FIN, TAILSKID,
RADIATOR SHELL AND THE
WHEEL COVERS

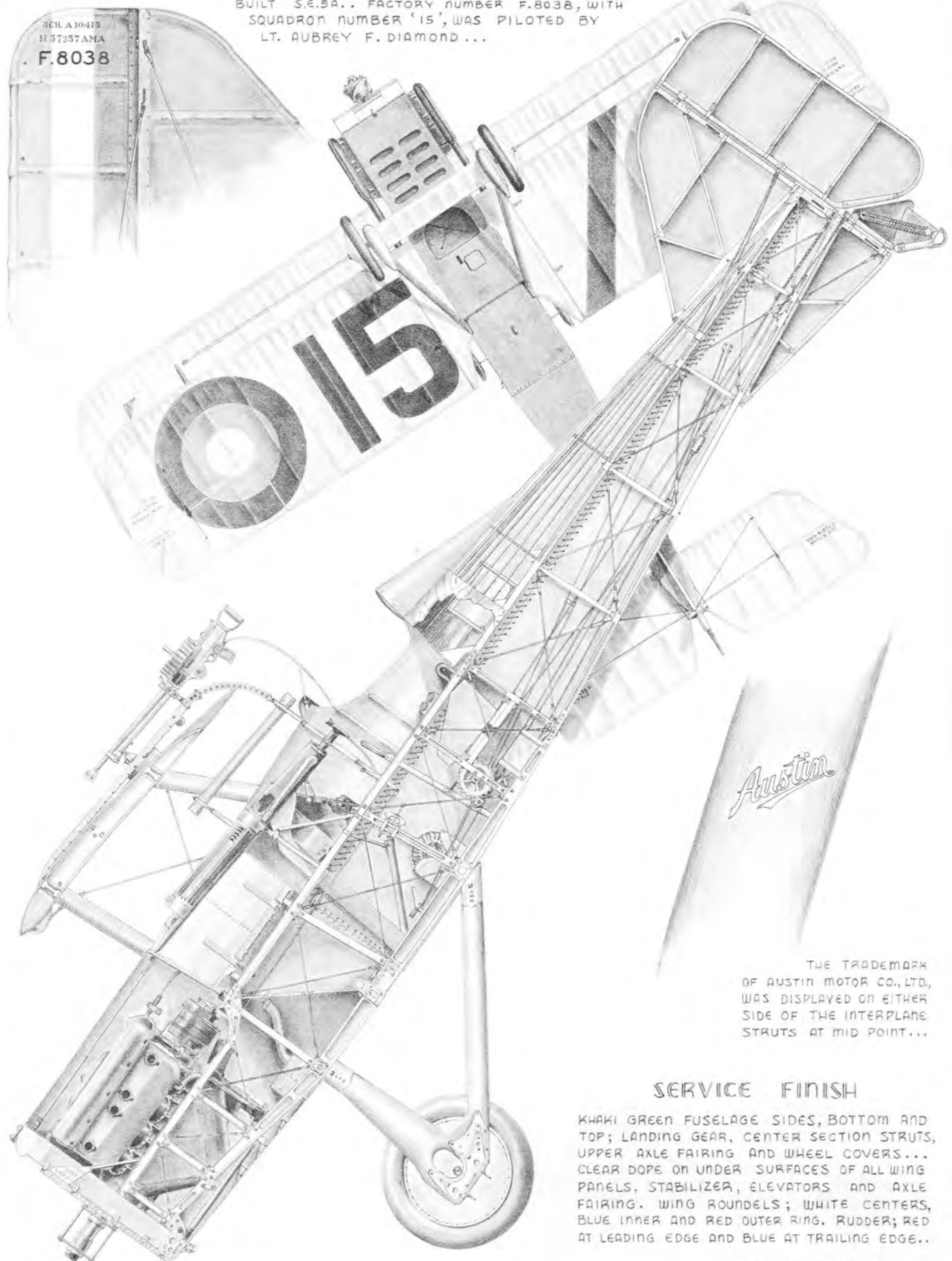
- IDENTIFYING COLORS -

- A FLIGHT... RED
- B FLIGHT... WHITE
- C FLIGHT... BLUE

SE-5a

BERGEN HARDESTY '62

TYPICAL SCHEDULE AND STORES NUMBERS ON AN AUSTIN
BUILT S.E.S.A.. FACTORY NUMBER F.8038, WITH
SQUADRON NUMBER '15', WAS PILOTED BY
LT. AUBREY F. DIAMOND...

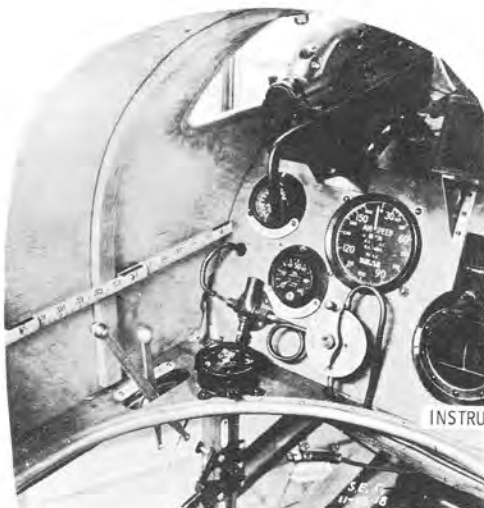


THE TRADEMARK
OF AUSTIN MOTOR CO., LTD.,
WAS DISPLAYED ON EITHER
SIDE OF THE INTERPLANE
STRUTS AT MID POINT...

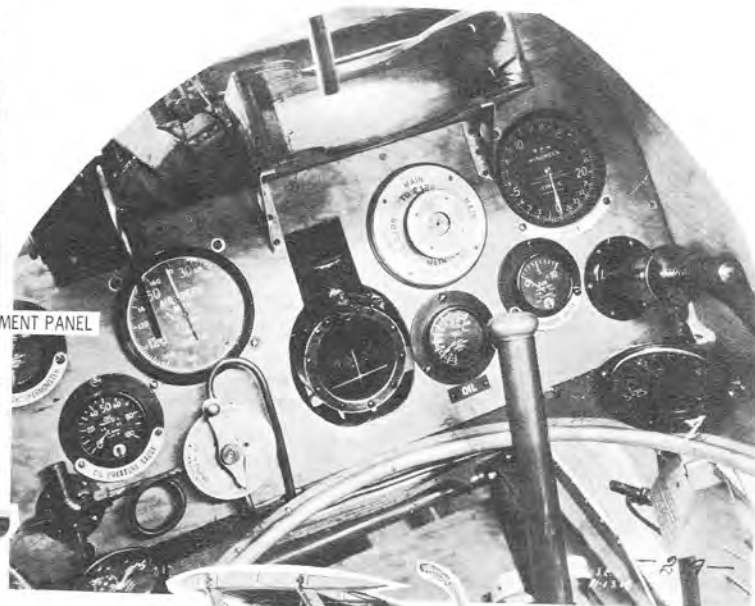
SERVICE FINISH

KHAKI GREEN FUSELAGE SIDES, BOTTOM AND
TOP; LANDING GEAR, CENTER SECTION STRUTS,
UPPER AXLE FAIRING AND WHEEL COVERS...
CLEAR DOPE ON UNDER SURFACES OF ALL WING
PANELS, STABILIZER, ELEVATORS AND AXLE
FAIRING. WING ROUNDELS; WHITE CENTERS,
BLUE INNER AND RED OUTER RING. RUDDER; RED
AT LEADING EDGE AND BLUE AT TRAILING EDGE..

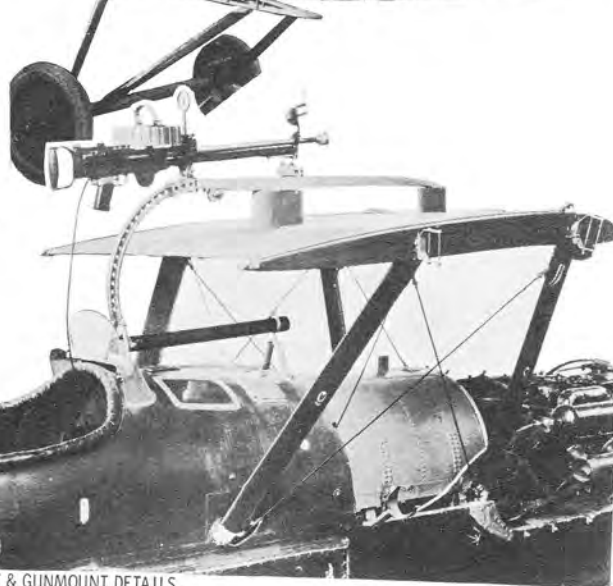
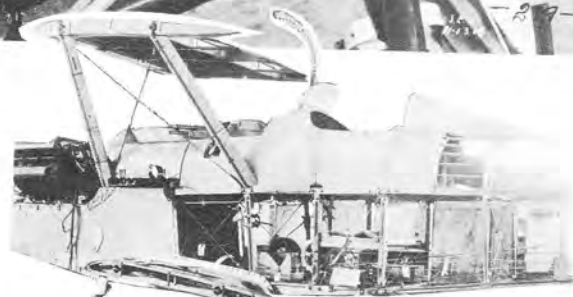
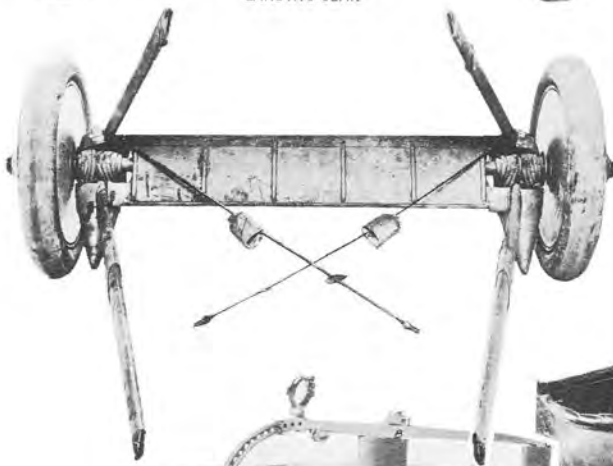
BERGEN HARDESTY '62



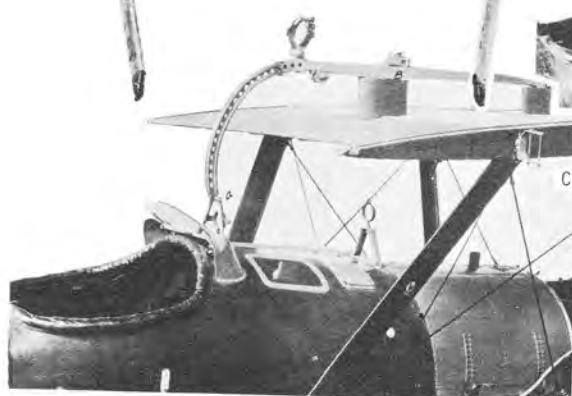
INSTRUMENT PANEL

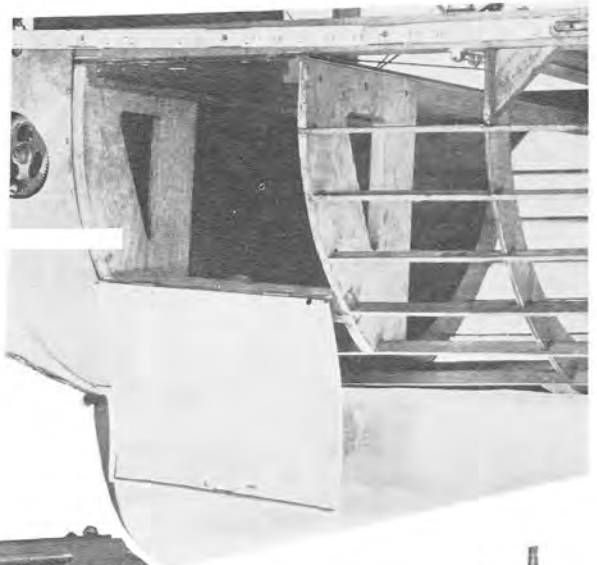


LANDING GEAR



COCKPIT & GUNMOUNT DETAILS

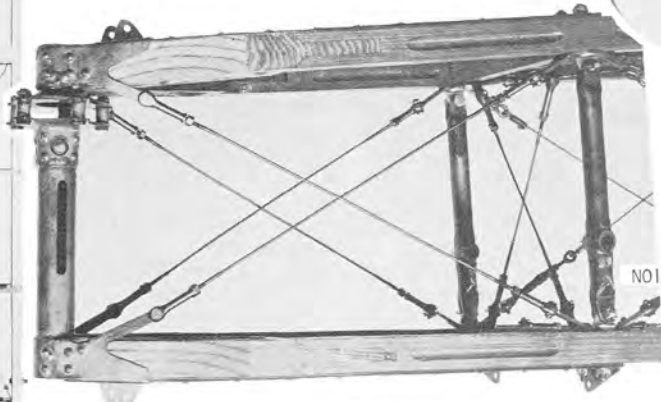




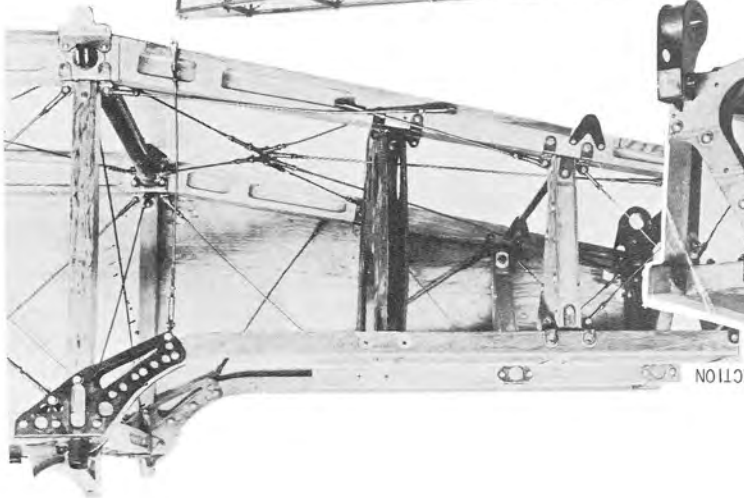
REAR SECTION



TAIL SKID



FUSELAGE



FORWARD SECTION

