



DH-4B's of Marine Corps Squadrons VO-1M and VO-2M preparing for a long distance flight from Santo Domingo to St. Louis and return, in 1924. The pilots were Capt. F.O. Rogers of VO-1M and Capt. "Hook" Palmer of VO-2M. The crew members were M/Sgts Belcher and Talusick. Rogers flew in A-6190, Palmer in A-6191. Other DH-4B's in the background, in kahki color, were used in actions against the Dominican bandits of that period. (Photo - USMC Official Photo, DOD No. 527939, 1 Sep 23)

## DH-4's IN MARINE CORPS SERVICE

By WALTER GEMEINHARDT

This presentation of the U.S. Marine Corps De Havilland aircraft is the result of a request to Gy/Sgt Walter "Fritz" Gemeinhardt, a long-time Member of the A.A.H.S. and now on the staff of the Marine Corps Museum in Quantico, Virginia, for information on the Northern Bombing Wing in France, 1918. Fritz researched the Museum files and came up with the following very interesting essay in pictures concerning DH-4's, plus a report of the First Marine Aviation Force from August to November, 1918.

The DH-4/9 markings drawing prepared by Gemeinhardt from the photographic records at the Museum was sent to David Brazelton for rearrangement to fit the JOURNAL page format. (Brazelton's drawing of the N3N appeared in the last issue, Fall 1962). A query to Peter Bowers brought the suggestion for our cover photo, O2B-1's (modernized DH-4B's) the same that appears in Bill Larkins' book, U.S. Marine Corps Aircraft, 1914-1959, p. 16. Bill sent us his original print of this which, we think, epitomizes the DH-4's in the Services in the post-WWI years.

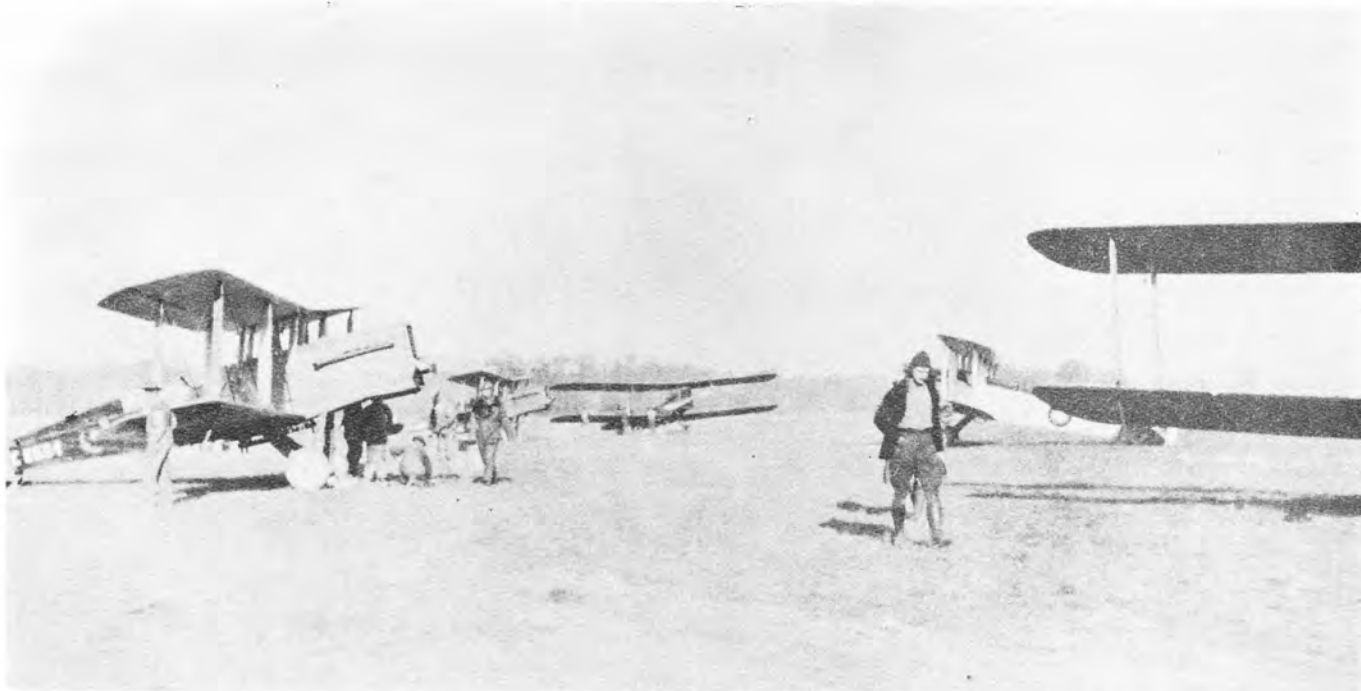
Larkins lists the various Navy and USMC DH-4's by serial number in his U.S. Navy Aircraft, 1921-1941 as follows:

| Serial Numbers       | Identified as USMC (Note*)                                                                     |
|----------------------|------------------------------------------------------------------------------------------------|
| A3245 - A3324 - (80) | A3269, A3270, A3273, A3275<br>A3276 (AS 32299), A3278,<br>A3279, A3280, A3295, A3299,<br>A3300 |

|                           |                                      |
|---------------------------|--------------------------------------|
| A3384 - A3458 - (75)      | A3388, A3432, A3433, A3434,<br>A3435 |
| A5809 - A5814 - (6)       | A5809 to A5814                       |
| A5815 - A5829 - cancelled |                                      |
| A5834 - A5839 - (6)       | A5834, A5835                         |
| A5870 - A5884 - (15)      | A5883, A5877                         |
| A5982 - A6001 - (20)      |                                      |
| A6002 - A6004 - cancelled |                                      |
| A6113 - A6192 - (80)      | A6186, A6189, A6134, A6190,<br>A6191 |
| A6352 - A6401 - (49)      | A6361, A6396                         |
| A6514 - (1)               |                                      |
| A6898 - A6927 - (30)      | A6898 to A6927                       |

NOTE\* Identifications from photos, from Larkins USMC Aircraft, or from Museum records by Gemeinhardt.

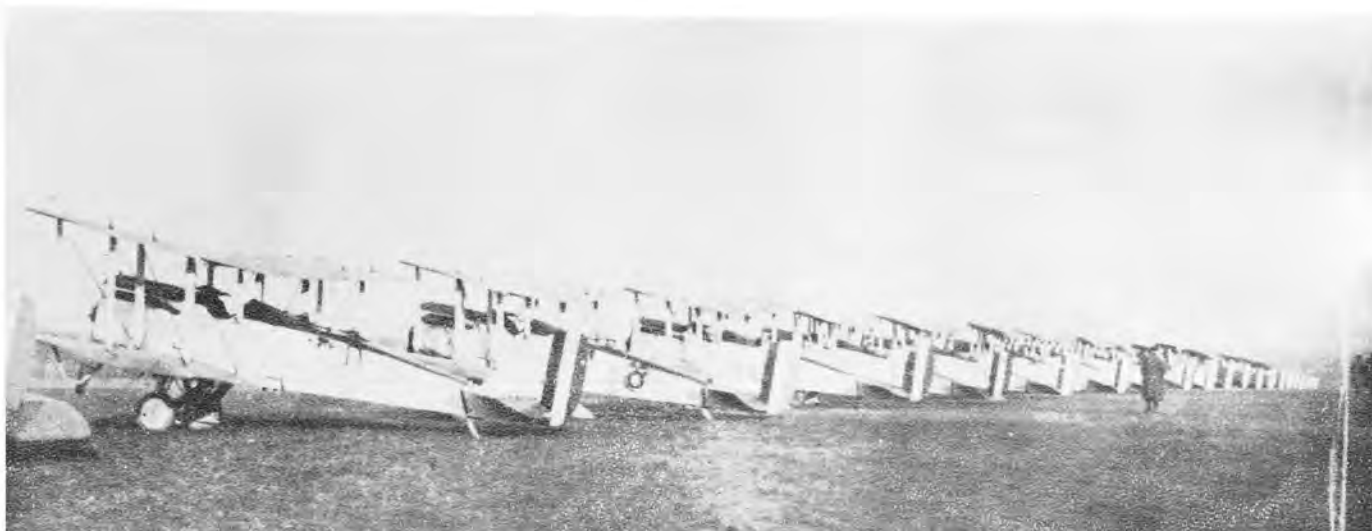
The DH-4 type served long and usefully in all three services, Air Service, Navy and Marine Corps, and with the Air Mail. In the Post-WWI days, Congress appropriated very meager funds for new equipment, consequently the military had to use its maintenance funds for "modernization". Typical examples were the contracts awarded Atlantic Aircraft Company (Fokker) for 110 DH-4M2's with steel tube fuselages and Boeing Airplane Company for the 30 O-2B's, A-6898 to A-6927. Various of the DH-4's remained on military status until 1930, and participated in some of the most colorful episodes in aviation history. It is hoped that this article will stimulate the contribution of others, the results of equally fascinating research into the "golden years" of the DH-4".



The airfield at La Fresne, France, of the First Marine Aviation Force. The DH-9A's on the left belonged to Squadron "A"; on the right, to Squadron "C". (Photo - USMC, DOD No. 529554)

Pilots and gunner/observers of Squadron "C", or No. 9, First Marine Aviation Force, in November 1918. Capt. Robert S. Lytle, USMC, was then the Commanding Officer, and is the only identification we can provide for this photo. He is next to the man with the fur collar with the camera-shy chap on his left. (Photo - USMC, DOD No. 529922)





In this lineup of DH-4's of the First Marine Aviation Force can be seen, although somewhat hazily, airplane numbers D-12, D-13 and D-11. D-12 has the early Marine aviation insignia. The fin at left bears an Army serial number, 32253. (Photo - USMC, DOD No. 529570)

A BRIEF OUTLINE OF THE WORK ACCOMPLISHED  
BY SQUADRON "C"  
FIRST MARINE AVIATION FORCE, IN FRANCE, 1919

Written and edited by Second Lt. Charles B. Todd, Jr.,  
U.S.M.C.R., probably early in 1919.

The U.S.S. DE KALB lay at anchor in the harbor of Brest, France. Aboard of her were a few sailors who had shipped for overseas duty and the First Marine Aviation Force commanded by Major Alfred A. Cunningham. There were three squadrons in this unit which included about a hundred and twenty officers and six hundred men.

We left Brest on August 3, 1918, and proceeded to Calais, passing through Rouen and other historic cities of France. On August 6 we arrived in Calais and established our camp at Le Fresne, a small village about ten miles southeast of Calais. The first two squadrons made their camp near Oye, a town be-

tween Calais and Dunkerque.

On August 9, just a week from the date in which we disembarked, three of our pilots and their observers were sent to the British Air Squadron number 218, Royal Air Force, to fly with them for experience over the lines. Major Cunningham interviewed the British officials and gained permission to send his pilots to them for initial flights over the German territory. These three pilots were Robert S. Lytle, Captain; Arthur H. Wright, 1st Lieutenant, and Herman A. Peterson, 1st Lieutenant. Their observers were 2nd Lieutenant Donald M. Whiting, 2nd Lieutenant Charles B. Needham, and 2nd Lieutenant William A. McSorley. The report of the work of these officers was as follows:

Captain Lytle and Lieutenant Whiting participated in eight raids while serving with the British and they dropped 1600 lbs of bombs on the Germans at Ostend, Zesbrugge, Bruges and Westend, Belgium, a distance of from fifteen to forty-five miles behind the lines. Lieutenant Peterson and McSorley participated in four raids and dropped eight hundred lbs. of bombs on Ostend and Bruges. Lieutenant Wright and Needham participated in four raids and dropped eight



Major Douglas Hoben, at left, and Major Alfred A. Cunningham in October 1918. At that time, Major Hoben commanded Squadron "C", and Major Cunningham directed all Marine Corps aviation activities in France. The DH-4, built by Fisher Body Co. according to the identification on the photograph, carries four 112-pound bombs. (Photo - USMC, DOD No. 529921)



This is indicated as Lt. H.A. Peterson, pilot, and Lt. C.R. "Pop" Needham, of Squadron "C", preparing to take off one of the first DH-4's delivered for test. (Photo - USMC, DOD No. 529561)



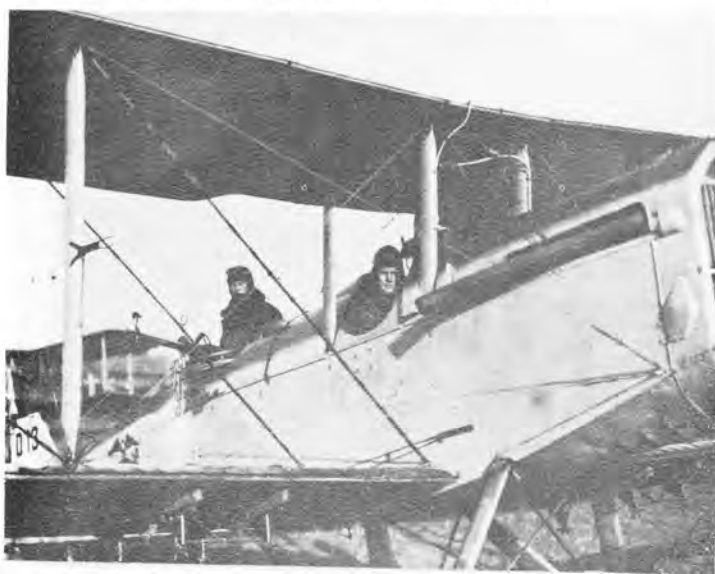
L. to r. - Lts. Herman A. Peterson, Iven P. Wheaton, Samuel S. "Dick" Richards, and Lt. Kenealy, initials unknown, beside a DH-4A obtained from the RAF. In this airplane the RAF had corrected a basic fault of the DH-4, the separation of cockpits. (Photo - USMC, DOD No. 529919)

hundred pounds of bombs on Ostend, Westend and Bruges.

While flying with the British the Marine Aviators encountered the prize archie batteries of the German Army and Navy. These batteries concentrated a barrage of shrapnel and projectiles that was so heavy that it seemed not humanly possible to pass through it and carry out the mission of bombing. Also there was much trouble caused by the Hun combat planes which flew in droves and attacked in large numbers. During these hazardous raids over the enemy in Belgium some of the British planes failed to return, still the mission of destruction was carried out with courage and fearlessness on the part of our aviators.

Later, Captain Karl S. Day participated in five raids with this same British squadron and he dropped one thousand pounds of bombs on the enemy at Bruges and Ghent. His missions were carried out unflinching and his work is a credit to our unit.

Robert S. Lytle, then Lt., and his gunner, Corp. Robert G. Robinson, in airplane D-13 of Squadron "C". Apparently the negative was scratched or deliberately scraped in the area of the side-fuselage mounted bomb sight. The DH-4, S/n A-3279, had a single .30 cal. machine gun for the pilot. (Photo - USMC, DOD No. 529923)



During this time things were "humming" at camp. Langars were erected and huts were set up for the men as soon as they could be secured. A school for the officers was commenced in which maps were studied and important topics were discussed. Much time was spent on the aiming models and the observers spent an hour each day on the targets with their machine guns. But this was not enough to keep the aviators interested. They were dissatisfied and they fretted because they could not operate.

Tales of daring deeds of other aviators came to camp almost daily and they were discussed and argued, but everyone agreed on this one thing "Just give us a chance at the Huns."

When the first Allied offensive in Flanders began on September 28th, Squadron "C" had one DH-4 delivered to it and in order to get immediately into action, Major Cunningham offered the plane with pilot and observer to the British, which they accepted. Bomb racks and guns were put on and tested and Captain R.S. Lytle (pilot) and Sergeant Amil Wiman (observer) reported for duty to Squadron 218, Royal Air Force, on September 29th.

On October 1st, this American-built plane, equipped with the Liberty motor and belonging to the U.S. Marine Corps with a Marine pilot and observer, had the distinction of being the first to fly over the lines on the Flanders front. Four 112 pound bombs were dropped on the railroad yards at Lictervelde and two direct hits were observed which were later confirmed by photographs.

On October 2, 1918, two battalions of French infantry had advanced in the offensive so far that the Germans were able to cut them off from food supplies and on account of the floods and continuous shell fire in that area, aeroplanes were sent out loaded with food which they dropped to the hungry "poilus" at Stadenburg from a height of one hundred feet. Four good dropping raids were carried out by the Liberty that day, dropping about 2500 pounds of food. On one trip, in dropping food from this low height, they encountered Boche machine gun fire from the ground and the pilot, Captain Lytle, diving and opening up with his front guns on the Huns there, scattered them to their dugouts and then he resumed the delivery of the canned bully beef. Thus the Liberty plane had a day of trench "strafing" and also helped prove a new use for the airplane in modern warfare, i.e., the delivery of supplies to the infantry. The experiment was successful although several machines were lost by "ground fire".

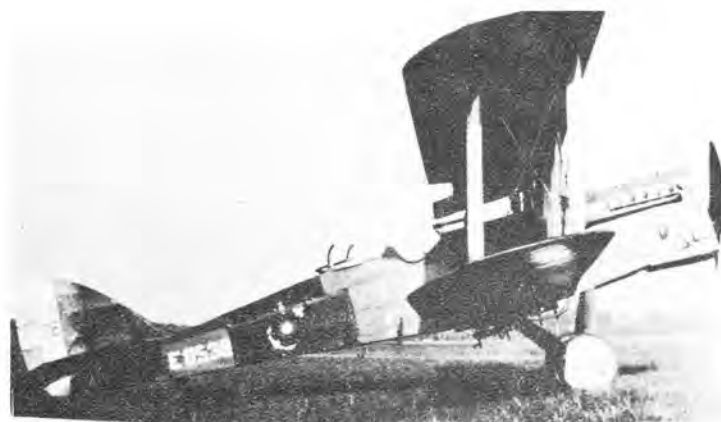
Captain Lytle and Sergeant Wiman, on October 3rd, went on two raids. They were relieved the next

Lts. D.N. Whiting, pilot, on the right, and Lt. Edmund H. Ingalls, gunner/observer. (Photo - USMC, DOD No. 529924)





Airplane No. D-5 of Squadron "C". (Photo - William T. Lerkins)



DH-9A obtained from the RAF and assigned to Squadron "C" (No. 9). These DH-9A's had Packard- or Lincoln-built Rolls-Royce engines of 360 HP. In addition to the RAF Serial Number E-8538, the fin bears the squadron assignment number E-15. (Photo - USMC, LON No. 529560)

day by Lieutenant Ralph Talbot (pilot) and Corporal Robert G. Robinson (observer) who carried out four raids and were in two air battles. On October 7, 1918, they brought down the first enemy airplane with the American DH plane in this sector of the front. Observer Robinson, on this occasion showed rare judgment in obtaining this victory by holding his fire until he was "sure of getting his man" when the Boche climbed under him and he (Robinson) brought him down with his first burst. This victory was officially confirmed by 218 Squadron, R.A.F.

Meanwhile five other planes were delivered and the mechanical department of the squadron worked day and night to get six planes (one flight) in commission for the second battle of Flanders, which began October 14, 1918. Many difficulties were encountered in securing supplies, bomb racks, etc., to put these planes in fit condition for war flying, but the Marine mechanics "put it over."

On the morning of October 14, 1918, Captain Lytle and the first completely American flight of aeroplanes with American trained pilots in this sector flew over the lines to Thieft, about fifty-five miles from this aerodrome, where their bombs were dropped on the railroad junction. Immediately on leaving the target, and while still about fifteen miles

over the lines the leader, Captain Lytle, observed a squadron of twelve Fokkers and gave the signal to attack.

On the approach of our squadron of seven planes the Boche formation divided, four coming to Lytle's right and the other eight turning away to the left of the formation. Captain Lytle signalled to his observer, Sergeant Wiman, to "open up" on those on the right and as the Boche leader came out in from under their right wing at about 400 yards range and 150 feet below, Wiman fired about 25 pounds at him and drove him away. The second Fokker came in closer and attacked Lytle from under his tail at a range of about 200 yards range and, hitting the wings and center section of Lytle's plane. Wiman's tracers were entering the Boche plane when it suddenly sort of quivered in the air and pitched over in a nose dive out of control and crashed to the ground. Observer Wiman then fired one pan at long range at the eight passing on the left.

Meanwhile the others still came from the right of Lieutenant Talbot and attacked him. Corporal Robinson, Talbot's observer, using his cool tactics waited until he was sure of his man and shot the nearest Hun down, but the other two Huns had crawled up under his tail and they wounded Robinson in the right elbow and knee. Talbot, the pilot, dove

DH-4B with large propeller spinner at the air races held at Curtiss Field, L.I., N.Y. in 1920. The pilot was Capt. Ford O. Rogers, USMC. An inverted oil pump allowed prolonged inverted "stunt" flying, according to the inscription on the original photo. The airplane was regularly based at Quantico, Va., where the maintenance shops had installed the "Fokker-type" axle wing. (Photo - USMC)

S/n 32299 and, directly below it on the rudder, Navy number A-3276, on this DH-4 indicates that it served in France, but is reportedly here shown at Miami in early 1919. The significance of the letter "C" is not known. (Photo - USMC Photo Section, Quantico, Va.)





This photograph was marked "Pensacola, Fla., 1920" and the pilot identified as ASgt. Ben Belcher, who was the first enlisted pilot of the Marine Corps. A-3388 was

among the early DH-4's later to be revised as DH-4B, as shown here, with the "new" Navy silver color scheme, (aluminum pigmented dope). (Photo - USMC. DOD No. 529569)

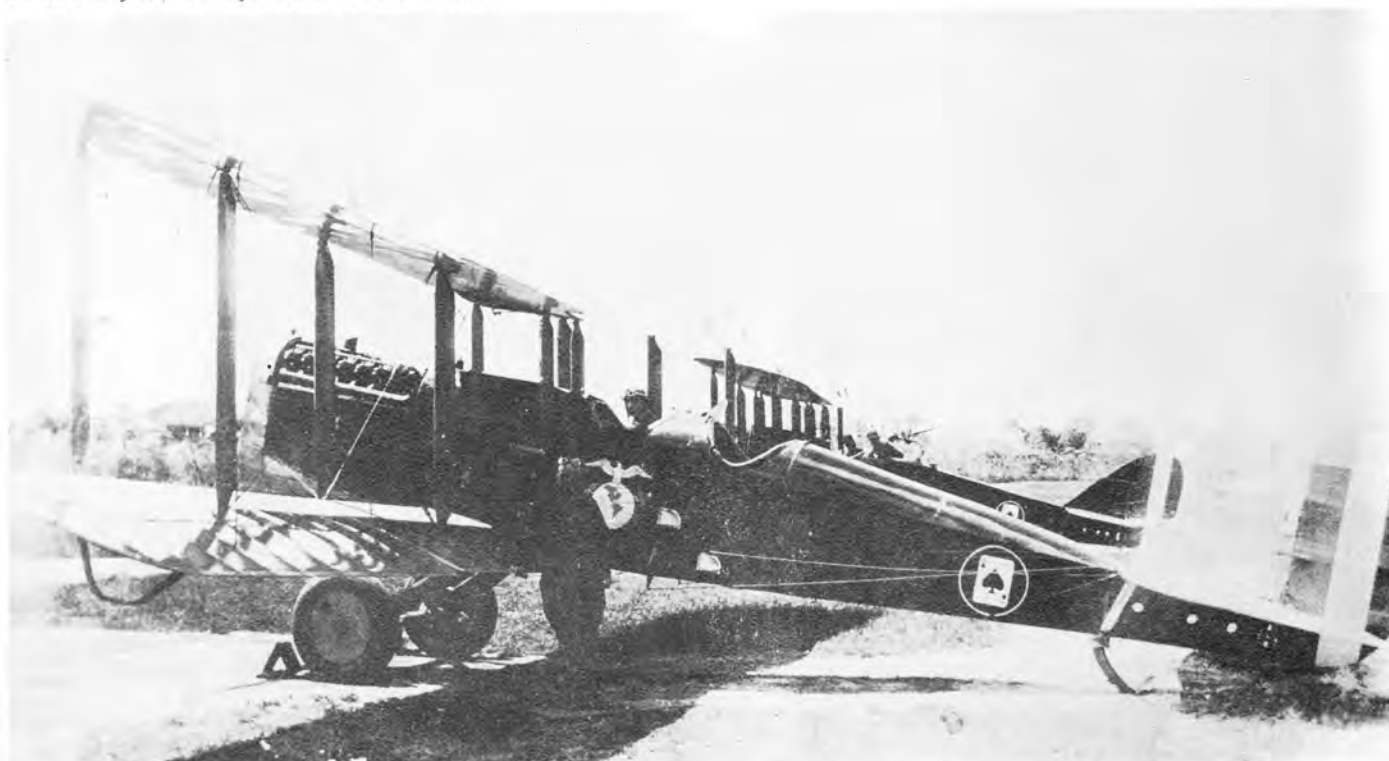
and Robinson although wounded, placed a tourniquet on his arm and kept on fighting.

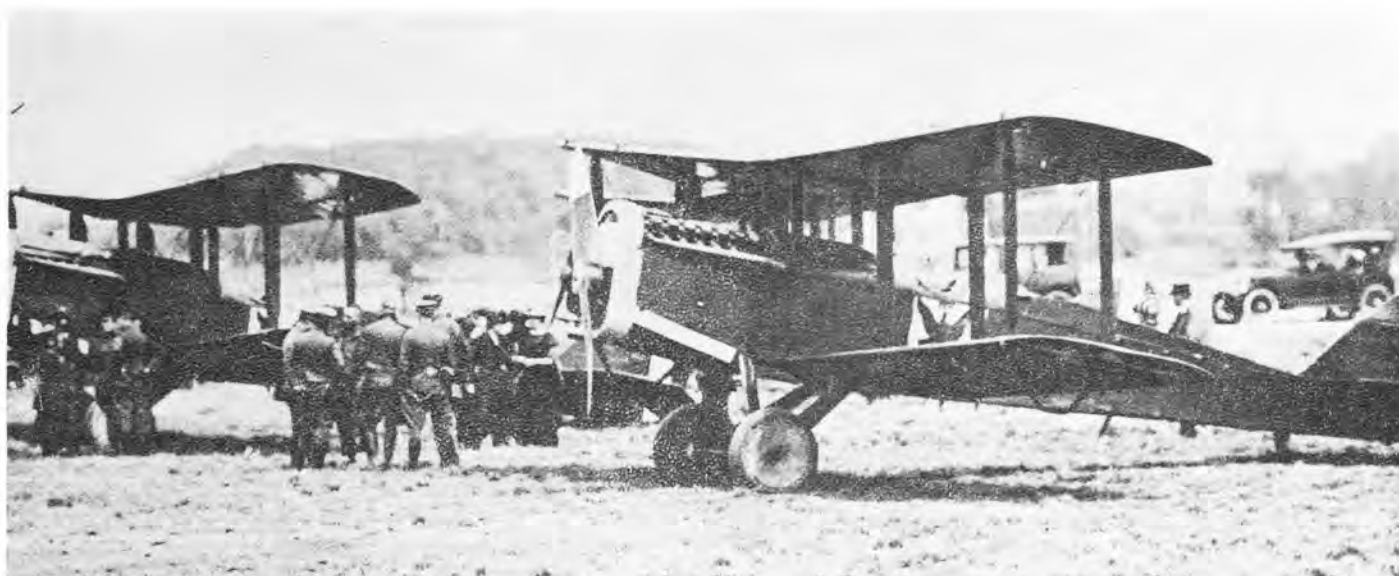
Captain Lytle, seeing Talbot diving, started down to help him but just then (still twelve miles over the lines) the motor quit cold. In order to lose the two Huns still after him, he dove into a cloud and in gliding to the ground encountered heavy anti-aircraft and machine gun fire from the ground where he landed in a shell hole just two hundred metres behind the Belgian lines at Pervyse. The Huns shelled the machine on the ground, but with the aid of some Belgian soldiers they were able to drag it into a shell crater out of sight, and they then took refuge in a dug-out.

Major Brainerd, later C.O. of the First Aviation Group, MC, used this "mahogany" colored DH-4B at Santo Domingo during 1923 as a command airplane, without provision for armament, thus the non-standard rear cockpit fairing. It was A-5877 of Squadron VO-1W. (Photo - USMC)

It took two days to salvage what was left of the machine.

Meanwhile Talbot and Robinson put up one of the gamest fights in the history of aviation. Their wing was almost shot off and the wounded Robinson thought he had shot down another Boche; although he was sure of his man there was no one there to confirm this victory as the first one was confirmed. Robinson showed his gameness when Talbot landed at Bondschopte, a Belgian aerodrome, where he was rushed to a hospital wounded in five places - three in the abdomen, one in the elbow and one in the knee. The Belgian Commanding Officer stated that Robinson was one of the bravest men he had ever seen. It is only by this same spirit that he did not die in the hospital this, our first day over the lines. It was twelve Huns against seven Americans and it ended with two Huns, probably three, killed, and no Marine casualties.





The original photo caption states that this shows the two airplanes of a flight led by Col. Turner, O.I.C. of Marine Aviation, from Bolling Field to Santo Domingo. The author adds that the flight did return, and that it

The next raid was carried out successfully under Major Douglas B. Roben. This time the railroads at Steenbrugge were bombed with good results.

One of the most successful raids of this squadron was carried out under the leadership of Lieutenant Arthur H. Wright. The objective was Eecloo and the Marines showed great courage in coming down to three thousand feet, despite heavy anti-aircraft fire and several direct hits were observed on the railroad yards. It has since been ascertained from the Burge-master of the town that a direct hit was made on one of the trains in which were five hundred soldiers and a lot of cattle. The train was entirely demolished and the soldiers and cattle killed.

About three miles southeast of Eecloo was a German aerodrome and some twenty planes, presumably Gotha's were out on the field. Bombs were dropped on this aerodrome, but it was impossible to ascertain the damage.

The next raid was under the direction of Captain Karl S. Day, and the objective, Melle. A formation of nine machines left the field but, due to dense fog and the necessity of flying the 65 miles by compass, only four of our machines were able to reach the

was actually instigated and led by Lt. L.A.M. Sanderson, USMC. The insignia on the fuselage, although the airplanes were from Squadron VO-1M, was from a recruiting sign of that period. (Photo - USMC, DOD No. 529599)

objective, the other five turning back.

The following is an extract from Lieutenant Todd's diary:

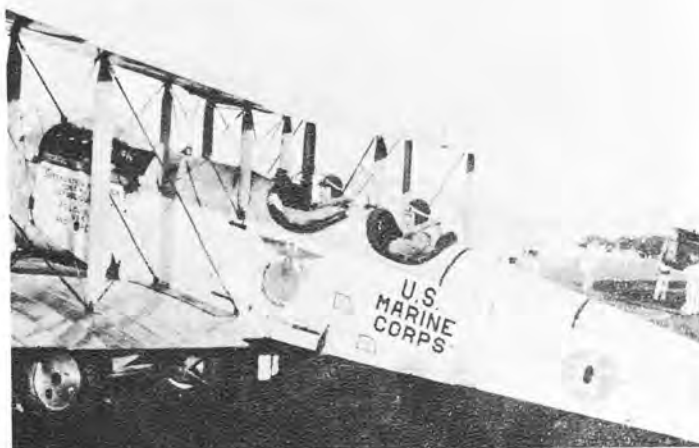
"We received our orders to proceed to Melle, a railroad center near Ghent, and to bomb the place.

"We left the aerodrome, nine planes in all, at 8.40 A.M., and started towards the lines, gaining altitude as we flew. When we crossed the lines at an altitude of about 11,000 feet we ran into a thick fog bank and were forced to descend to about 7,000 feet. The five ships in the rear of our formation left us and turned back and thus leaving but four of us to proceed on our mission. We flew in a diamond shaped formation with Captain Day leading, Captain Presley was on the right, I was on the left, and Lieutenant M.C. Norman was in the rear corner of the diamond.

"The fog was very dense and we had much difficulty in seeing the earth a great part of the time and we used our compass for direction. Near Ghent we ran into a heavy archie barrage which first burst above us, then below us, and soon, when

Capt. Palmer and GSgt. Telusiack leaving on a long-distance flight from Santo Domingo in 1924 is the caption of this one. However, the lettering on the nose of the fuselage states "From Observation Squadron 2, Port au Prince, Heiti to St. Louis. Mo. and return." The airplane is A-6191, insignia of VO-2M. (Photo -

A "complete and proper" DH-4B, No. A-6396, at Quantico in 1925. This had been newly modernized, had the large wheels, proper MC insignia, and two 105-pound bombs. It had become standard practice to leave off the over-engine cowl. (Photo - USMC, DOD No. 529573) USMC, DOD No. 529566)





A Boeing-built O2B-1 of Marine Squadron 2 at Quantico in 1926. The only identification is that of MSgt. Kurt Schoenfeld, third from left. Caption states "Leaving for California". (Photo - USMC, DOD No. 529568)

the correct range was obtained, the shooting was very accurate and the bursting shells came so close that they fairly seemed to bounce off our wings, engine and tail. They burst so close to my tail that my machine was thrown about as if I were flying in a heavy wind storm. It was very difficult to stick to the formation and we dared not separate because we would be lost to one another in the fog, and thus be an easy mark for the Huns who fly in droves and not singly. Indeed I feared that I would run my leader down; still I stuck to the formation as did the others. Suddenly three Huns darted out of the haze in the rear and, firing at Norman, came right on after me. Two were below and one behind. I banked my machine to give my observer a chance at them and then closed in behind my own leader. The Huns did not remain long however, because of the dense fog, and the fire from their own archie. We dropped our bombs on the railroad and then the formation became scattered."

An official Belgian report states that Lieutenant Norman was attacked by seven Hun planes and brought

The Boeing O2B-1 used by Major C.A. Lutz, Comdg., Bolling Field, Va., one of 30 Air Service DH-4's modernized again and delivered to the First Aviation Group, USMC, in 1925. (Photo - USMC, DOD No. 525726)



DH-4B-3 entered by Navy in the 1927 Curtiss Race at Curtiss Field, L.I. and to be flown by Capt. F.O. Rogers, USMC. It crashed on the way to the Race. Packard 2A-1500 engine. (Photo - USMC, DOD No. 529389)

down. His machine crashed to the earth near the Bruges-Ghent canal on our side of the lines and both Lieutenant Norman and Lieutenant Taylor were killed. A few moments later the Huns returned and, flying low over the wreckage, discharged burst after burst from their machine guns at the two fallen men.

An unforeseen and unusual accident happened when Lieutenant Talbot was testing his machine. The airplane failed to take the air and struck a pile of dirt with such force as to throw the plane into a pile of bombs, when the machine instantly caught fire. Lieutenant Talbot's observer, Lieutenant Darden, was thrown clear of the plane and landed twenty five feet away, unconscious but not seriously hurt. It was useless to try and extricate Lieutenant Talbot due to the terrific heat from the burning plane. Lieutenant Talbot was one of the most able pilots in our unit and his courageous work over the lines was an example of the typical Marine.

First Sergeant John K. McGraw showed remarkable bravery in the manner in which he took command of the men, and it was undoubtedly due to his capable leadership in assembling the men and removing the bombs that the entire camp was not blown up and many killed.



An epidemic of Spanish influenza broke out in camp October 25, 1918, and thirty men were stricken. The next day there were one hundred and two cases and the camp was changed into a veritable hospital. Mr. George Conner, Y.M.C.A. Secretary, kindly offered the use of the hut as a hospital for officers. Dr. Spruance and his able corps of hospital apprentices worked night and day in order to check this grave malady.

Several of the officers and men, among them former Major Douglas B. Roben, Lieutenant Arthur Wright and Ensign Taylor were sent to the British General Hospital at Calais. Owing to the graveness of their illness, these three officers died and also five of the enlisted men. All were buried with military honors in the British Military Cemetery at Calais. Thus eight brave men died for their country.

On November 11th the armistice was signed and raids were discontinued. Preparations were made for an early departure for the United States.

(Signed) Chas. B. Todd, Jr.  
2nd Lieutenant, U.S.M.C.R.

#### SUMMARY OF PILOTS AND OBSERVERS OF SQUADRON "C"

| Name                 | No. of Raids | Enemy Aircraft Shot Down        | Casualties         |
|----------------------|--------------|---------------------------------|--------------------|
| <b>PILOTS</b>        |              |                                 |                    |
| Major D.B.Roben      | 1            | 1                               | Died of influenza  |
| Captain R.S.Lytle    | 17           |                                 |                    |
| Captain K.S.Day      | 6            |                                 |                    |
| 1st Lt. A.H.Wright   | 7            |                                 | Died of influenza  |
| 1st Lt. H.A.Peterson | 4            |                                 |                    |
| 2nd Lt. C.B.Todd     | 1            |                                 |                    |
| 2nd Lt. R. Talbot    | 5            | 2(3?) Killed, airplane accident |                    |
| 2nd Lt. D.N.Whiting  | 3            |                                 |                    |
| 2nd Lt. E.F.Olsen    | 3            |                                 |                    |
| 2nd Lt. V.C.Young    | 1            |                                 |                    |
| 2nd Lt. H.A.Jones    | 1            |                                 |                    |
| 2nd Lt. H.C. Norman  | 2            |                                 | Shot down by enemy |
| Ensign E.B.Taylor    | 2            |                                 | Died of influenza  |
| <b>OBSERVERS</b>     |              |                                 |                    |
| 2nd Lt. D.N.Whiting  | 8            |                                 |                    |
| 2nd Lt. C.R.Needham  | 5            |                                 |                    |
| 2nd Lt. W.A.McSorley | 3            |                                 |                    |
| 2nd Lt. G.F.Courtney | 1            |                                 |                    |
| 2nd Lt. C.B.Taylor   | 1            |                                 |                    |
| 2nd Lt. S. Richards  | 1            |                                 |                    |
| 2nd Lt. S.S.Shen     | 1            |                                 |                    |
| 2nd Lt. E.O. Loring  | 4            |                                 |                    |
| Gy. Sgt. A. Wiman    | 9            | 1                               |                    |
| Gy. Sgt. R. Robinson | 5            | 2(3?) Wounded in 5 places       |                    |
| Gy. Sgt. L. Coffee   | 1            | in air fight                    |                    |
| Gy. Sgt. D.F.Price   | 3            |                                 |                    |
| Gy. Sgt. W. Kowalake | 3            |                                 |                    |
| Gy. Sgt. F. Smith    | 6            |                                 |                    |
| MMIC J.R.Jones       | 2            |                                 |                    |

A DH-4 with Loening "N" struts and outer wing panels. The fuselage insignia is unusual also. It includes the star insignia, with wings, and "USMC" above. Its origin is not known at this time. (Photo - USMC 529571)



#### Aircraft Listings DH-9A's

| British # | Squadron #                                  |
|-----------|---------------------------------------------|
| E-8465    | E-1 "A", "C" Sqdn                           |
| E-8477    | E-2 "A", "C" 15 Nov. 1918                   |
| E-8466    | E-3 "A", "B" crashed at Thisteltes 11-15-18 |
| E-8472    | E-4 "A", crashed with Geiger RAF 217        |
| E-8475    | E-5 "A", "B" Sqdn                           |
| E-8480    | E-6 "A", "B" Sqdn                           |
| E-8476    | E-7 "A", "B" Sqdn                           |
| E-8469    | E-8 "A", "B" Sqdn                           |
| E-8467    | E-9 "A", "B" Sqdn                           |
| E-8507    | E-10 "A", "B" Sqdn                          |
| E-8502    | E-11 "C", "B" Sqdn                          |
| E-8504    | E-12, lost 11-17-18 turned up 11-23-18      |
| E-8506    | E-13, "C", "B" Sqdn                         |
| E-8539    | E-14 "C", crashed at Knesselaere, 11-21-18  |
| E-8538    | E-15 "C" Sqdn                               |
| E-8540    | E-16 "C" Sqdn                               |
| E-9874    | E-17 "C" received after armistice           |
| E-8478    | E-18 "C" Sqdn                               |
| E-8501    | E-19 "C" Sqdn                               |
| E-8542    | E-20 "C" Sqdn                               |
| E-8541    | E-21 "C" was wrecked by Lt. Fleer 11-16-18  |
| E-8540    | E-22 "C" Sqdn                               |

#### Aircraft Listings DH-4's

| Army # | Navy # | Sqdn # | Squadron                                                              |
|--------|--------|--------|-----------------------------------------------------------------------|
|        | A-3295 | D-1    | 10-4-18 "C", "D"                                                      |
|        | A-3280 | D-2    | "A", 10-12-18 "C" Forced landing Petit Fort: Philippi                 |
| 32387A | A-3269 | D-3    | "A", "B" and "C"                                                      |
| 32405A | A-3300 | D-4    | "A" 10-4-18 "C" also used in later comparison test. Shot down by E.A. |
|        | A-3280 | D-5    | "B", "C" Sqdn                                                         |
| 32255A |        | D-6    | "C"                                                                   |
| 32318A | A-3299 | D-7    | "B"                                                                   |
| 32354A | A-3278 | D-8    | "C" Returned to Miami after WWI as #7.                                |
| 32360A |        | D-9    | "C"                                                                   |
| 32199A |        | D-10   | "C"                                                                   |
| 32274  |        | D-11   | "C" Lost in Holland, Lokeren Raid 10-28-18 engine trouble.            |
| 32380A | A-3270 | D-12   | "C"                                                                   |
|        | A-3279 | D-13   | "C" appeared in black lettering                                       |
|        | A-3433 | D-14   | "C", "D"                                                              |
|        | A-3432 | D-15   | "C", "D"                                                              |
|        | A-3435 | D-16   | "C", "D"                                                              |
| 32337  | A-3273 | ?      | At Miami, Fla. after WWI.                                             |
| 32335  | A-3275 | ?      | At Miami, Fla. after WWI.                                             |
| 32670A | A-3434 | D-17   | "C", "D"                                                              |

D-1 to D-7 were originally assigned to "C" Sqdn.

02B-1 at Hein-Ho, China, with dragon near stabilizer. Caption states it was one of three DH-4's stationed there, 1927-1928. The author further identifies it as last of DH-4's in USMC service. (Photo - USMC No. 4928)

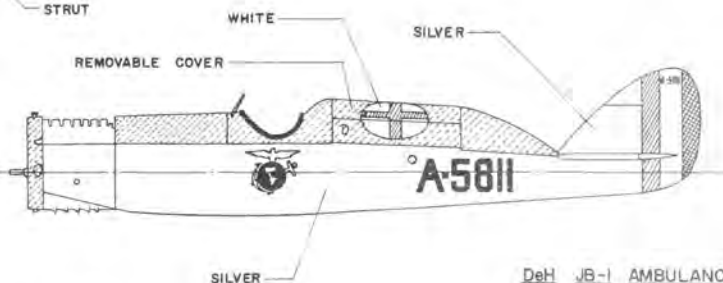
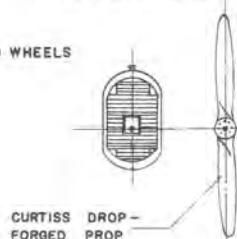


COLOR CODES

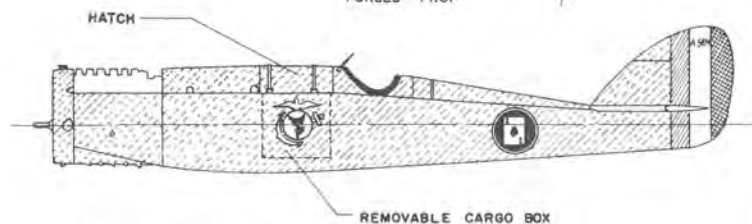
|  |                    |
|--|--------------------|
|  | RED                |
|  | BLUE               |
|  | YELLOW             |
|  | KhAKI-BROWN        |
|  | WHITE -OR AS NOTED |
|  | OLIVE DRAB         |



**DH-4B-3 RACING PLANE**  
PACKARD 2A-1500, V-12 ENGINE  
600 HP AT 2500 RPM

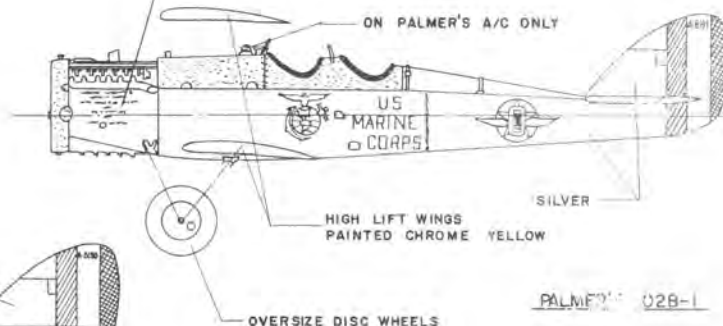


**DeH JB-1 AMBULANCE**



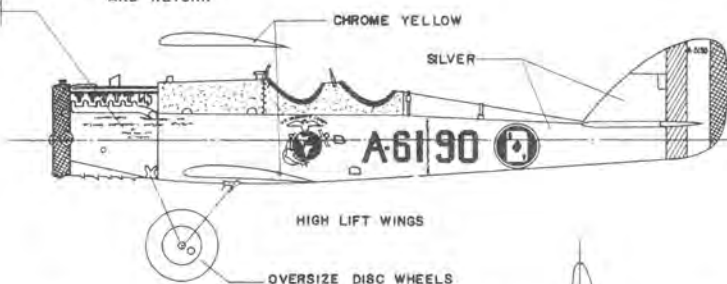
**DH-4B-1 BELCHER'S "FREIGHTER"**

OBSERVATION SQUADRON 2  
PORT AU PRINCE  
REPUBLIQUE DE HAITI  
TO  
ST LOUIS MO  
USA  
AND RETURN



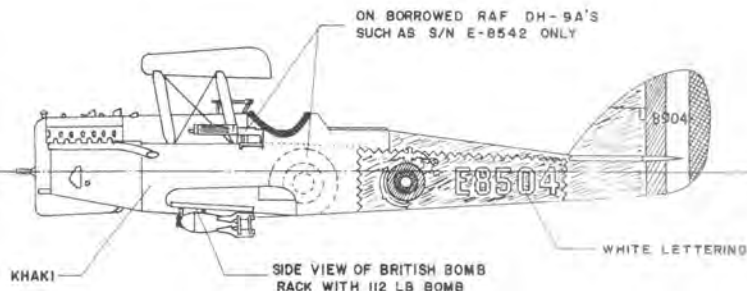
**PALMER'S 02B-1**

OBSERVATION SQUADRON ONE  
SANTO-DOMINGO CITY, DOMINICAN REPUBLIC  
TO  
ST LOUIS MO. USA  
AND RETURN

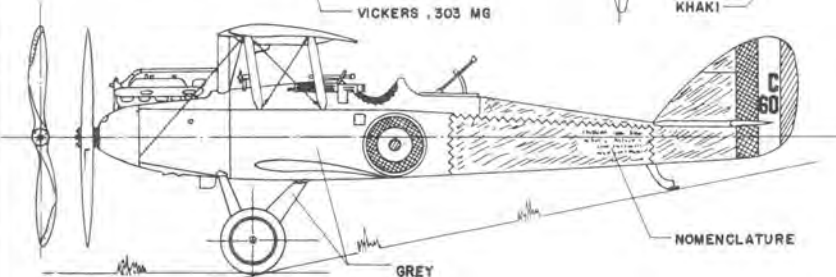


**ROGERS' 02B-1**

ON BORROWED RAF DH-9A'S  
SUCH AS S/N E-8542 ONLY



**DH-9A** ROLLS ROYCE "EAGLE"  
ENGINE BUILT BY PACKARD AND  
LINCOLN MOTOR CAR CO. 360 HP  
HIGH & LOW COMPRESSION.



**DH-9** RAF SQUADRON 218  
SIDDELEY "PUMA", 230 HP ENGINE

SCALE: 1/8" = 1'

|                                   |  |  |  |  |  |  |  |  |  |
|-----------------------------------|--|--|--|--|--|--|--|--|--|
| 0 1 2 4 6 8 10                    |  |  |  |  |  |  |  |  |  |
| US MARINE CORPS                   |  |  |  |  |  |  |  |  |  |
| 1918-1934                         |  |  |  |  |  |  |  |  |  |
| DeHAVILLAND SERIES                |  |  |  |  |  |  |  |  |  |
| PREPARED FOR THE AAHS JOURNAL     |  |  |  |  |  |  |  |  |  |
| BY W.E. GEMEINHARDT PLATE 2       |  |  |  |  |  |  |  |  |  |
| MARINE CORPS MUSEUM, QUANTICO, VA |  |  |  |  |  |  |  |  |  |

