

3RD BOMBARDMENT SQUADRON (L)

UNIT - HISTORY

January '49

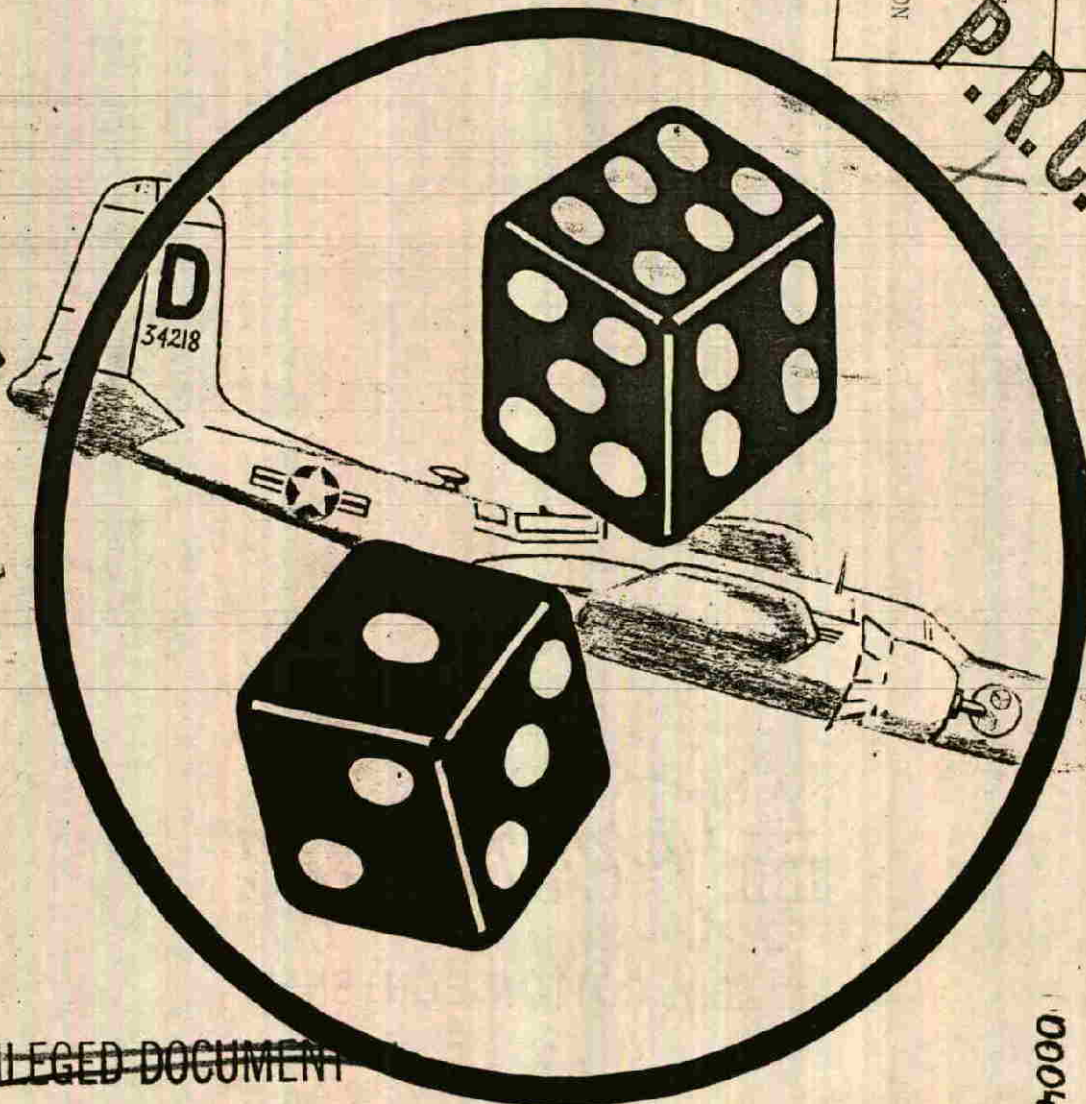
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RETURN TO
RESEARCH STUDIES
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HISTORICAL DIVISION
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SG-BOMB-90-HI
JAN 1949

P.R.C.



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3RD BOMBARDMENT GROUP (L)

314 TH COMPOSITE WING

5 TH AIR FORCE

3-BW A-2 867

00044829

2-5935-135

Unit

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)
APO 328

31 January 1949

SUBJECT: Transmittal of Unit History

TO : Commanding General
United States Air Force

P.R.C.

1. This history was compiled by 1st Lt. Francis P. Fitzgerald, with the clerical aid of S/Sgt. George A. Cook, and Sgt. Dixon E. Martinez. Facts in the narrative have been gathered from reports submitted by section heads. Observations not otherwise credited are based on the personal knowledge and opinions of 1st Lt. Francis P. Fitzgerald.

Stanley D. Kline
STANLEY D. KLINE
Major., USAF
Commanding

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)
APO 328

31 January 1949

SUBJECT: Unit History, 1 through 31 January, 1949

1. The 90th Bombardment Squadron L. continues to be one of the three squadrons comprising the 3rd Bombardment Group L, stationed at Yokota Air Force Base, APO 328, Honshu Japan.

2. The present mission of the 90th Bombardment Squadron L, remains the same: That of occupational duties in Japan, as well as operational training and surveillance. Our objective is to become 100% combat ready, both individually and as a squadron, in all phases in which the B-26 aircraft is considered a combat weapon. This squadron, as a part of the 3rd Bombardment Group L, Fifth Air Force, would be one of the 1st Units to strike back in the event of unfriendly attack.

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RESTRICTEDSECTION IPERSONNEL1. KEY PERSONNEL

Major Stanley D. Kline.....Commanding Officer
 1st Lt Thomas A. Todd.....Operations Officer
 1st Lt David A. Jones.....Materiel Officer
 1st Lt Ernest M. Herod.....Adjutant
 1st Lt Lawrence J. Jackson.....Maintenance Officer
 1st Lt Marvin J. Greene.....Supply Officer
 1st Lt Francis P. Fitzgerald.....Armament Officer
 1st Lt James H. Morrow.....Communications Officer
 1st Lt Waldron Berry.....Tech Supply Officer
 1st Lt Viking H. Lian.....Ass't. Ops. Officer
 2nd Lt. Jakie L. Rector.....Personal Equip. Officer
 M/Sgt Shelton S. Johnson.....First Sergeant
 M/Sgt Gerald W. McPherson.....Line Chief
 Capt Jack P. Smith.....Flight Commander "A" Flight
 Capt John L. Barber.....Flight Commander "B" Flight
 1st Lt Viking H. Lian.....Flight Commander "C" Flight
 1st Lt Francis P. Fitzgerald.....Flight Commander "D" Flight

1st Lt John C. Beale departed for the Zone of Interior during the month, having completed his overseas tour of duty.
 1st Lt. Ernest M. Herod took over his duties as adjutant.

In conforming with T.O.&E. 1-123, the squadron is now divided into three main divisions: Personnel and Administration, Operations, and Materiel.

2. TOTAL OFFICER STRENGTH as of 31 January 49 was 33, as compared with 27 on the 31st of December.

3. TOTAL ENLISTED STRENGTH on 31 January 49 was 125, as compared with 119 on the 31st of December 48.

4. The following table shows the actual strength by rank compared to strength by rank as authorized in T.O.&E. 1-123.

<u>AUTHORIZED</u>		<u>ACTUAL</u>
Lt. Col.	1	0
Major	1	0
Captain	6	3
1st Lt.	37	17
2nd Lt	0	3

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SECTION I (Continued)

PERSONNEL

	<u>AUTHORIZED</u>	<u>ACTUAL</u>
M/Sgt	8	5
T/Sgt	23	8
S/Sgt	33	33
Sgt	30	30
Cpl	20	20
Pfc	23	24
Pvt	0	5

5. PERSONNEL LOSSES DURING JANUARY:

1st Lt. John C. Beale

Cpl. Joe A. Martinez
 Cpl. Herbert H. Walker
 Pfc. John E. Mullis

6. PERSONNEL GAINS DURING JANUARY:

Capt. John E. Yelton
 1st Lt Henry E. Jenanyan
 1st Lt Edward N. Phillips
 1st Lt Frank W. Hayslip
 1st Lt Luther L. Hampton
 1st Lt George M. Heschele
 2nd Lt Saul Roskin

S/Sgt Chester L. Hatfield
 Sgt Dixon E. Martinez
 Cpl Ollan K. Rowell
 Pfc Bertel H. Anderson
 Pfc David A. Barberi
 Pfc Jesse H. Brown
 Pfc Charles L. Caudhill
 Pfc Richard E. Williamson

7. PROMOTIONS during January:

Sgt	Richard E. Pexton.....	promoted to	S/Sgt
Pfc	James C. Moore.....	" "	Cpl
Pvt	Henry J. Olszowy.....	" "	Pfc

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SECTION I (Continued)

PERSONNEL

8. PERSONNEL ON TDY AND DS DURING MONTH:

1st Lt	Robert P. Bright.....	7 Days	to Misawa AFB
1st Lt	Fred Cunha.....	7 Days	to Misawa AFB
1st Lt	Clarence T. Matlock.....	7 Days	to Misawa AFB
S/Sgt	Clermont C. Allton.....	7 Days	to Misawa AFB
S/Sgt	Michael J. Saj.....	7 Days	to Misawa AFB
S/Sgt	Glenn E. Whitlock.....	7 Days	to Misawa AFB
S/Sgt	Weaver D. Gamble.....	7 Days	to Misawa AFB
S/Sgt	Walter J. Collyer.....	7 Days	to Misawa AFB
S/Sgt	Michael J. Saj.....	12 Wks	to Johnson AFB
Sgt	David T. Sission.....	8 Wks	to Yokota AFB
Sgt	Robert H. Mauri.....	4 Days	to Misawa AFB
Sgt	Richard D. Gray.....	7 Days	to Misawa AFB
Cpl	John L. Robinson.....	8 Wks	to Johnson AFB
Pfc	Stanley Stoeber.....	10 Wks	to Tachikawa AFB
Pfc	Harvey J. Cox.....	7 Days	to Misawa AFB
Pfc	Vito Frano.....	10 Wks	to Tachikawa AFB
Pfc	James N. Rice.....	10 Wks	to Tachikawa AFB
Pfc	Harvey W. Cox.....	18 Wks	to 8th Army Comm.
Pvt	James D. Wilcox.....	Indef.	period to AFTC
Pvt	John P. Mahoney.....	Indef.	period to AFTC

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SECTION II

MAJOR ACTIVITIES

1. Operational training during January came almost to a complete standstill, due to a concentrated drive on maintenance; particularly T.O. compliances on our 16 assigned B-26 aircraft. The one or two airplanes available for flying each day were utilized largely to conduct classified tracking missions, in addition to serving as the means for the assigned and attached aircrew members to obtain a minimum of four hours flying time for the month. An approximate total of 194 hours were flown during January.

In addition to the flying mentioned in the above paragraph, the squadron sent a small detachment to Misawa AFB, utilizing two and three ships for classified surveillance missions from that base. Also, on the 4th of the month, the 90th conducted, upon orders from 3rd Bombardment Group Operations, eight missions to the Onohara-Shima bombing range, where FS (Chemical Spray) was released from each of two M-10, 30 gal. chemical spray tanks carried by each ship. Though the updrafts over the water at the range prevented ideal smoke screens from being laid, the experience gained by pilots, and especially armament and ordnance personnel who filled and loaded the tanks, was invaluable. The missions were the first FS sorties to be flown by the 3rd Bombardment Group in over two years.

The first of the month found the maintenance section still working on main wing spar inspections....a carry-over from last month. A FEAF inspection team also came onto the base with plans to conduct thorough inspections of all B-26 aircraft in the 3rd Bombardment Group. They catch an airplane right after a 100 hour inspection, writing up an extensive "gig sheet" on the entire ship. At the end of the month the inspectors had completed inspections on five of our aircraft.

Around the middle of January an order came down from the Commanding General, 5th Air Force, Maj. Gen. Partridge, which required immediate action on all T.O. compliances on aircraft. A target date of 1 February was set for all T.O.s to be complied with. The squadron immediately went on a seven day week schedule, with all efforts being directed toward the one goal ~~goal~~ of T.O. compliance. The outstanding T.O.s were so numerous and required many man hours of work that when the last of the month came rolling around there ~~was~~ still many left uncompleted.

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SECTION II (continued)

MAJOR ACTIVITIES

However, according to the Materiel Officer, 1st Lt. David A. Jones, 120 T.O.s were complied with during the drive on all aircraft leaving about 147 to go. Many of them are dated over a year ago, which intimates that somewhere along the line proper T.O. compliance was left undone. Though the actual effort on this project put out by all maintenance personnel in this squadron cannot be put down ~~down~~ in facts and figures, the results in terms of flying safety in the future will be proof of the value of the effort.

2. Despite the lack of flying during the month of January, continuous flying safety reminders were put before the assigned and attached pilots through 1st Lt. Viking H. Lian, squadron flying safety Officer. The 90th has completed eighteen months (18) of operational flying without a major accident. This record received the attention of Maj. Gen. Partridge, CG, Fifth Air Force. A copy of the squadron commendation by him is included in the appendix. It is endorsed by Col. Hall, CG, 314th Air Division, Col. Gunn., 3rd Bombardment Wing L, Lt. Col Payne, C.O. 3rd Bombardment Group, and Maj. Kline, C.O. 90th Bombardment Squadron L. Also included in the appendix is a copy of the 314th Air Division accident summary for January 49, which lists the relative standing in accident rate by individual units for the year 1948. The 90th is in 3rd place with a rate of .13, having had one minor accident during the year.

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SECTION III

APPENDIX

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 90TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT GROUP (L)
 APO 328

31 January 1949

ROSTER OF AIRMEN

<u>RANK</u>	<u>NAME</u>
M/Sgt	Carol O. Ashley
M/Sgt	Shelton S. Johnson
M/Sgt	John H. Merchant
M/Sgt	Gerald W. McPherson
M/Sgt	Jack E. Snodgrass
T/SGt	James L. Boyd
T/Sgt	Joseph V. Cohlhepp
T/Sgt	Donald R. Downing
T/Sgt	Stanley H. Hiatt
T/Sgt	Albert C. Kees
T/Sgt	John R. Oliver
T/Sgt	Glenn E. Whitlock
T/Sgt	Charlie E. Yarbrough
S/Sgt	Clermont C. Allton
S/Sgt	Clarence K Blend Jr.
S/Sgt	Norman L. Browning
S/Sgt	James V. Buchanan
S/Sgt	Norris A. Burton
S/Sgt	James E. Chafey
S/Sgt	Walter J. Collyer Jr.
S/Sgt	George A. Cook
S/Sgt	Joe R. Cross
S/Sgt	Hugh M. Foster
S/Sgt	Weaver D. Gamble
S/Sgt	Richard L. Gates
S/Sgt	Alfred R. Goolsby
S/Sgt	Chester L. Hatfield
S/Sgt	James H. Hill
S/Sgt	Stanley J. Kaminski
S/Sgt	Paul G. Lester
S/Sgt	Willie E. Liles
S/Sgt	Robert E. Mack
S/Sgt	Garry V. Newsom
S/Sgt	John E. Peairs
S/Sgt	Richard R. Pexton
S/Sgt	Larry M. Rabon
S/Sgt	Roy F. Rittenhouse
S/Sgt	Floyd W. Russell
S/Sgt	Michael J. Saj
S/Sgt	Robert F. Schnelle
S/Sgt	Basil J. Squires
S/Sgt	John F. Tierney
S/Sgt	Everett O. Thomas
S/Sgt	Buckner H. Walker

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ROSTER OF AIRMEN CONTINUED

<u>RANK</u>	<u>NAME</u>
S/Sgt	Ernest T. Whalen
S/Sgt	Robert A. Wiley
S/Sgt	Vincent J. Wohlan
S/Sgt	Whittmore A. Yates
S/Sgt	Benedict A. Yoksa
Sgt	Erasmus A. Angelo
Sgt	Robert J. Berkes
Sgt.	Kenneth L. Carell
Sgt	William E. Chambers
Sgt	Forrest H. Cook
Sgt.	Richard Donavon
Sgt	Frank Feysa
Sgt	Raymond B. Glidden
Sgt	John J. Gohring
Sgt.	Richard D. Gray
Sgt	Kenneth S. Hamblin
Sgt	James H. Holden
Sgt.	Robert K. Ivie
Sgt	Larnie H. Jones
Sgt	George T. Kearns
Sgt	Linwood A. Landers
Sgt	Thomas J. Lessik
Sgt	Dixon E. Martinez
Sgt	Robert H. Mauri
Sgt	Franklin J. McDevitt
Sgt	Tauno Mehto
Sgt	Everett H. Moore
Sgt	Royal R. Newman
Sgt	Charles L. Nelson
Sgt	George Rallis
Sgt	Tommy W. Reed
Sgt	Joseph H. Rogers
Sgt	David T. Sisson
Cpl	Gilbert G. Amancio
Cpl	Evaristo Baca
Cpl	James R. Barfield
Cpl	James D. Broyles
Cpl	Charles R. Burston
Cpl	Otha C. Hudson
Cpl	Lowell Kelly
Cpl	Billie G. Maloney
Cpl	Jean Marcotte
Cpl	Don E. McCarthy
Cpl	James C. Moore
Cpl	Thomas D. Perrow
Cpl	Vincent G. Reed

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ROSTER OF AIRMAN CONTINUED

<u>RANK</u>	<u>NAME</u>
Cpl	John L. Robinson
Cpl	Ollan K. Rowell
Cpl	Hollis L. Smith
Cpl	Clyde A. Tate
Cpl	James N. Wert
Cpl	Herman White
Cpl	James A. Wilcox
Pfc	Bertel H. Anderson
Pfc	David A. Barbieri
Pfc	Jesse H. Brown
Pfc	Howard J. Carpenter
Pfc	Richard L. Coleman
Pfc	Bernard A. Cook
Pfc	Charles L. Caudhill Jr.
Pfc	Harvey W. Cox
Pfc	Jack D. Culppepper
Pfc	Edward W. Gattis
Pfc	James W. Johnson
Pfc	Henry J. Olszowy
Pfc	Vito Prano
Pfc	James N. Rice
Pfc	Donald L. Rollyson
Pfc	Norman D. Rye
Pfc	Bennie G. Simmons
Pfc	Stanley Stoeber
Pfc	Donald E. Tomblin
Pfc	Warren J. Tyson
Pfc	Richard E. Williamson
Pfc	Milford C. Zoubek
Pvt	Edmund P. Gaudet
Pvt	Bob G. Kelley
Pvt	John P. Mahoney
Pvt	Joe Mesa
Pvt	James D. Wilcox

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90TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT GROUP (L)
 APO 328

31 January 1949

ROSTER OF OFFICERS

<u>RANK</u>	<u>NAME</u>
Major	Stanley D. Kline
Captain	John L. Barber
Captain	Herman C. Mitchell
Captain	Jack P. Smith
Captain	John F. Yelton
1st Lt.	George R. Berry
1st Lt	Waldron Berry
1st Lt	Robert P. Bright
1st Lt	Frank Bullias
1st Lt	Frank Cunha
1st Lt	Francis P. Fitzgerald
1st Lt	Marvin J. Greene
1st Lt	Luther L. Hampton Jr.
1st Lt	Frank W. Hayslip
1st Lt	Ernest M. Herod
1st Lt	George M. Heschele
1st Lt	Lawrence Jackson Jr.
1st Lt	Henry E. Jenanyan
1st Lt	David A. Jones
1st Lt	Frank J. Kappler
1st Lt	Viking H. Lian
1st Lt	George V. Main
1st Lt	John R. Mason
1st Lt	Clarence T. Matlock
1st Lt	James Harold Morrow
1st Lt	Edward N. Phillips
1st Lt	Walter W. Slamon
1st Lt	Thomas A. Todd
1st Lt	Billy G. Turner
2nd Lt	Andrew R. Curtis Jr.
2nd Lt	Richard A. Dotson
2nd Lt	Jackie L. Rector
2nd Lt	Saul Roskin

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)
APO 328

31 January 1949

PERSONNEL ATTACHED FOR FLYINGPILOTS

Major	Harris, W. D.
Major	Hench, R. V.
Major	Prodonovich, G.
Major	Shook, A. E.
Major	Wade, R. E.
Capt.	Alber, C. D.
Capt.	Krafka, E.
Capt.	Gillespie, E.
Capt.	Peace, S. M.
Capt.	Riley, J. F.
Capt.	Hagan, L.
1st Lt.	Brown, J. B.
1st Lt.	Frost, J. C.
1st Lt.	McWilliams, J. S. Jr.
1st Lt.	Smith, N. R.

BOMBARDIERS

1st Lt.	Phillips, E. N.
1st Lt.	Jenanyan, A. G.
2nd Lt.	Roskin, S.

FLIGHT SURGEON

Capt.	McManus, H. B.
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The 90th Aero Squadron was created by Special Order 104, Headquarters, Kelly Field, South San Antonio, Texas, on September 25, 1917. The men in it were largely from two detachments; one from Vancouver Barracks, Washington, which arrived at Kelly Field August 18; another from Fort Leavenworth, Kansas, which arrived August 25. Both of these detachments had been held from the date of their arrival until September 25 under Recruit Camp Headquarters as a Provisional Squadron. The day after the forming off the Squadron, September 26, 1917, under Special Order 119, Headquarters, Kelly Field, Lieut. W.H.Y. Hackett took command. On September 28, Lieut. J.J. Livingston, M.R.C. with four enlisted men of the Medical Corps, were assigned to the 90th.

On September 30, under command of Lieutenant Hackett, the Squadron left San Antonio for Mineola, Long Island, per authority contained in S.O. #121, Headquarters, Kelly Field, dtd September 22, 1917, where it arrived five days later. Good order, good health, and good spirits marked the whole trip. On the night of October 5 the Squadron detrained, and early next morning hiked out to Field No. 2 of the Aviation Mobilization camp, where they were quartered with the Headquarters of the First Provisional Wing in Barracks No. 5.

About the middle of October rumors began to circulate as to the early departure of the Squadron for overseas duty, but it was not until the 26th of the month that orders were received to pack up equipment and to prepare for immediate departure. The following day the Squadron entrained for Pier 54, North River, and boarded the H.M.S. "Orduna". Two officers and 157 men were at this time on the Squadron roster.

On November 10 the "Orduna" moved into the dock at Liverpool, welcomed by numerous British ships in the harbor. Bands played, flags were run out, and the entry of the convey seemed like a celebration. The troops were disembarked by three in the afternoon, and the 90th marched through the streets to the railroad station. "It is safe to say that this first glimpse of a British city, and these first welcomes from a people as whose ally we had come to fight, made an impression which no man in the 90th will ever forget."

No stop was made in Liverpool; A train was waiting and the Squadron was immediately carried to Southampton, arriving on 12 November, and reporting to Headquarters Base Section #3, L. of C.A.E.F. on 13 November. The Squadron was then given a march of an hour and a half to a "Rest Camp". Here the men first tried the British ration, and began to learn at first hand the hardships of the submarine blockade.

On November 12 the Squadron crossed the Channel on the transport "Prince George", arriving in Havre early on the 13th, and marched at once to A.E.F. Rest Camp #2. Here they remained several days and the officers who had been temporarily attached at New York, as well as six First Class Sergeants were detached from the organization.

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On November 18, 1917, the 90th departed from Southampton per authority contained in S.O. #4 H.B.S. #3, L. of C., dated 17 Nov 1917, for Air Depot #2. It was on this day that the 90th made the personal acquaintance of the famous "Hemmes 40, Chevaux 8" box cars, entrained for Colombey les Belles, northeast of Neufchateau and south of Toul. After a long and tiresome trip, the destination was reached during the night of November 20, and the next morning the men were billeted in huts scattered through the village.

It was now announced for the first time that the 90th was to do road and barracks construction work for the time being. Naturally this came as a great disappointment to all, as the great ambition of every one had been to get into a service squadron, and do work on the front. However, the experience gained in construction work would be valuable, and the time could be profitably employed in fitting the right men into the right places. It was with these feelings that officers and men got to work on the first job assigned, the construction of roads through what was to become the great American aviation field at Colombey. This lasted the rest of the year. For the first three months of 1918 the squadron, together with the 88th and 89th squadrons, was to start the construction of the barracks and hangars of the Colombey Field. This was a piece of work of which the squadrons which took part might well be proud, as the buildings were erected with little delay in the very worst part of a particularly severe winter. The period of apprenticeship was now passed and the 90th was designated as a service squadron. On the 18th of February 1918, the squadron was inspected by General Pershing. On the 13th of April 1918, Major J.L. Gunsworth was assigned as commanding officer per S.O. #60, Hq. Advance Section, Z. of A., A.E.F. The unit was assigned to the Observation Group, 1st Corps, Z. of A., on 14 June 1918.

No flying was done for the first few days after the arrival of the Sopwiths, but the mechanics were assigned to their respective planes and spent the time in studying their construction. On April 19 the squadron moved to Amanty, north of Neufchateau, where the Observation Training Center of the 1st Corps was located. Here it was engaged in training flights. The flying personnel was changing constantly, pilots and observers being attached for a short time and then transferred to chase or bombing squadrons. Naturally the breakage of planes was considerable, as most of the pilots had been trained on Nieuports, and the change to the Sopwiths proved difficult. No one however, was seriously injured. On June 13th the squadron received its first assignment to active duty, moving to Ourches, fifteen kilometers due west of Toul, on the Meuse River, the station of the First Corps Observation Group. During the month of June, 1st Lt W. J. Schauffler Jr. was assigned to command vice Major Gunsworth who was relieved per Par. 1 S.O. 77 Hq Observation Group, 1st Corps, 1918.

The first mission to go over the lines was a general reconnaissance of the sector on June 16th by a formation consisting of three planes. The reconnaissance covered the sector from Aprement to Kivray; the first compliments of the Hun to the 90th were received in the shape of an Archie barrage, which pierced Lieutenant White's plane in several places. Anti-aircraft fire over Aprement was reported to be particularly accurate by all, a note which became a stock feature of observers' reports in the succeeding months.

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In July 1918 the 90th was assigned to the 4th Army Corps, with which it served until 21 September, 1918, when it was assigned to 3rd Army Corps Observation Group per S.O. #46, Headquarters Observation Group, 4th Corps. In August of 1918 Lt Schaffler was appointed Captain and assigned to command the Observation Group, and Lt M. Pierson was appointed Squadron Commander.

In addition to the regular corps work which the 90th was doing, they carried out a considerable number of Infantry Contact patrols near Chaumont, taking part in exercises with newly arrived divisions. A few adjustments of artillery with French artillery batteries in the woods north of Boucq were also carried out. The first work of great importance which came to the squadron was its part in the operations which resulted in the clearing of the St Mihiel salient, September 12-14, 1918.

On September 20 the squadron moved from Curches to Souilly, southwest of Verdun, transferring from the 4th Corps to the 3rd Corps, First Army. With this it was to work during the Argonne-Meuse Offensive, which terminated only with the armistice. In spite of the long distance which the squadron moved, there was no great delay in activity, and in a day or so the squadron was operating on the new sector.

The squadron was assigned to 1st Army Corps Observation Group on November 20, 1918, per par 2, S.O. #681, Headquarters, 1st Army.

The squadron was relieved from 1st Army and ordered to report to C.O. 1st Air Depot for demobilization, 22 December 1918, per par 1, S.O. #715, Headquarters, 1st Army, 1918.

Following the armistice little flying was done, most of the old pilots, and observers being absent on leave or returned to the states. The pilots who arrived at the squadron at the time of the armistice or later, amused themselves by wrecking most of the remaining planes and some of the new observers. The squadron received word that it was to return to the states, surely a thing not to be regarded lightly, and the rest of the planes were turned in to the 1st Air Depot, and by January 15 practically all of the pilots and observers had been detached from the squadron, which at that time found itself at Belrain, near Bar-de-Duc, whence it had moved from Bethelainville. January 18 the squadron took another step toward home, moving to Colombey les Belles. The 90th entrained at 1st Air Depot, Colombey les Belles on January 25, 1919 per S.O. #24, Headquarters 1st Air Depot, Z. of A. and proceeded to Libourne, Gironde for embarkation to USA.

"After two of three disappointments we were ordered on board the U.S.S. "General Goethals", but unfortunately, owing to the small size of the boat and the consequent limitations in staterooms for the officers, the squadron was allowed to take but three officers, these accompanying Captain Pierson being Captain Alger, M.C., U.S.A., who was assigned to the squadron as Medical Officer at the Embarkation Camp, and Lieutenant Carver, as Adjutant. The other officers were detached, and sailed the same day, April 20, Easter Sunday, on board the U.S.S. "Susquehanna". After a voyage of thirteen days our boat docked at Hoboken at 10 A.M. on May 3."

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After returning from France and discharging many of its personnel the 90th returned to Kelly Field, Texas.

On 13 August 1919, by authority of War Department G.O. #102, the 90th was attached to the 1st Surveillance Group and divided into two flights, A Flight and B Flight. Flight "A" was sent to Eagle Pass, Texas and Flight "B" was sent to Sanderson, Texas, their duties being patrol of the Mexican border. On June 11, 1920, Flight "A", commanded by Lt. H.D. McClean, was transferred to Del Rio, Texas. The squadron was commanded by Capt. H.R. Kelly at the time the two flights were sent to the border. Lt. E.V. Harbeck became commander shortly thereafter.

The squadron was reassigned to Kelly Field on June 30, 1921, by telegram "H", 8th Corps Area.

Squadron was redesignated the 90th Attack Squadron per G.O. #33, Headquarters, Kelly Field, Texas, September 13, 1921, and equipped with large tri-planes called GAX (Ground Attack Experimental) in addition to the "DHs" already assigned.

On June 27, 1924, orders were received reducing the 90th Attack Squadron from a strength of 132 enlisted men to 90.

It was the major task of the Air Corps, during the peace time years, to do their best to sell the idea of air travel, both commercial and military, to the public. Consequently, much of the training consisted of grooming men to use airplanes for various public functions. National Air Races, State Fairs, and County Fair exhibits, all types and sizes of air meets. At these functions the 90th had its share of invitations, requests, and demonstrations. Demonstrations consisted of aerial maneuvers, formation flying (usually 3 airplanes) and participation in various events such as balloon bursting, spot landings, bomb drops (sacks of flour) and racing.

This was not only good for public approval, but it aided in putting finesse to the work of the pilots and ground men. The "Cocked Dice" Sq. was out for publicity and acknowledgment of their efficiency. Behind the scenes lay the efforts of the experimenters. Long distance flights, night flights, maneuvers, and parachute jumping.

The following is an excerpt from the "Ninetieth News" of May 1926. (Publications of the 90th Aero Squadron Association) It indicates the type of performances being carried on through the peace-time years that brought about the eventual world leadership of the United States in Air Power: "On the morning of Friday, May 25th, 1923, Lieut. L.S. Andrews Squadron Operations and Engineering Officer, left Kelly Field for Houston-Texas, accompanying Lieut. Crocker of the 8th Attack Squadron, who had received authority to make a non-stop flight from the Gulf to the Great Lakes. Lieut. Crocker flew the specially constructed DH4B airplane that made the famous coast to coast flight in September 1922, piloted by Lieut. Deolittle."

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Weather conditions for the next day were reported as favorable for the flight from Houston, Texas to Detroit, Michigan. Lieut. Crocker hopped off in the early dawn and before the shades of night had fallen he had made the first non-stop flight from the Gulf of Mexico to the Canadian Border, thereby adding another milestone to the progress of American aviation. The time for this flight was eleven hours, twenty-nine minutes, another record in itself. "On September 2, 1922, Lieut. Jas. Deelittle of the 90th flew from Jacksonville, Florida to San Diego, California alone in twenty-one hours and twenty minutes, stopping enroute at Kelly Field."

On the date of June 26, 1926, G.O. #23, Headquarters, 8th Army Area, the entire 3rd Attack Group was ordered to proceed to Fort Crockett, Texas for permanent station and duty. The move was made by air, rail and motor convey. They left Kelly Field on the morning of June 28 and arrived at Fort Crockett 1 July, where they went under canvas. Permanent barracks were not obtained until the 31st of July.

On February 27th, 1935, the 90th along with the rest of the 3rd Attack Group, departed from Fort Crockett enroute to Barksdale Field, Louisiana, for permanent station and duty. Transportation was by air, rail, and motor convey.

On September 15th, 1939, the 90th was redesignated the 90th Bombardment Squadron.

The squadron on October 6, 1940, moved to permanent station at Savannah Army Air Base, Savannah, Georgia.

All through the twenty-odd years of peace the 90th Squadron remained intact as a unit. There were reverses, however, for the feelings of the public were reiterated through the War Department and as the arguments for and against the building of the Air Force fluctuated, so did the 90th. One year would see improvement in equipment, procedures, and increases in personnel, while the next year would bring about the opposite, reduction in everything, rations, equipment, personnel, and ratings. In the 1930's, though, things began to pick up for the 90th. More cadets were going through Randolph and Kelly Fields which resulted in new ideas, practices, and assignments. The Boeing and Curtis Attack planes that were assigned the Third Group were revolutionary in all respects. Three plane formations of a few years before had evolved into flights of fifteen and twenty airplanes. The men who were fledglings during the early twenties were matured into Air Corps Officers whose voices carried authority and brought results. Men like Major James Deelittle, General "Billy" Mitchell, General H.H. Arnold, Major Carl Spaatz, etc.

The squadron, as part of the 3rd Bombardment Group stationed at Savannah Army Air Base, participated in the Louisiana Maneuvers, working out of Barksdale Field, in September of 1941, and in the North Carolina Maneuvers in November, operating out of Pope Field, North Carolina.

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The squadron was temporarily stationed at Augusta, Georgia for reconnaissance missions during the month of December, 1941.

Finally, recognizing the potential powers of the 3rd Group and its attached squadrons, the War Department, through Specila Order No. 17, Hq., Savannah Army Air Base, Savannah, Georgia, dtd 17 January, 1942, ordered them into Combat. The assignment was to go directly to Brisbane, Australia, set up shop at Charters Towers, and start killing Japs.

Composed of 16 Officers and 144 enlisted men, the 90th Bombardment Squadron (L), with its' parent organization, boarded by the Navy manned U.S.S. Ancon on 31 January, 1942, weighed anchor and headed for the Southwest Pacific where new and glorious chapters were added to the history of aerial warfare.

The squadron departed Brisbane on 5 March 1942, and arrived at Charters Towers, 8 March 1942. Here the squadron received B-25's along with the other squadrons of the 3rd Bomb Group.

The squadron departed Charters Towers 24 January 1943, and arrived at Port Moresby (Durand-17-mile strip) 28 January 1943.

The squadron departed Durand 21 May 1943 and arrived Dobodura strip (Kalamazoo) 21 May 1943. (Trip made by air)

After the move to Dobodura in New Guinea the 90th was subsequently stationed at Mabsab and Hollandia, also in New Guinea, and at San Jose on Leyte in the Phillipines. There was one more station change to Okinawa before the squadron, still with the 3rd Bomb Group, moved into Atsugi Air-drome, Honshu, Japan, shortly after the end of the war in September 1945. The fall of 1946 found the 90th at Yokota Air Base where the 3rd Group had moved from Atsugi, and where it is at the present.

The following is a list of Commanding Officers, since the activation in 1917:

FROM:

Major J. L. Dunsworth	13 April 1918
1st Lt W.J. Schauffler	15 June 1918
Lt M. Pierson	August 1918
Captain H.R. Kelly	June 1919
Lt E.V. Harbeck	December 1919
Capt. Harold G. Hughlin	October 1940
Major Leon W. Johnson	December 1940
Captain Kermit D. Stevens	June 1941
1st Lt. Bennett G. Wilson	January 1942
Captain R.D. Hubbard	April 1942
Captain T.P. Gerrity	August 1942
Captain Peterson	27 October 1942
Capt. W.R. Johnson	25 November 1942
Capt. Lerner	31 December 1942
Capt. Henebry	30 April 1943

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FROM: *

Capt. Richard H. Ellis	18 October 1943
Capt. Kenneth E. Rosebush	11 February 1944
Captain Gerald Prokepevitz	May 1944
Capt. Stanley D. Kline	January 1945
Major Samuel M. Frederick	April 1945
Capt. Edward Cerdes	September 1945
Capt. Glen A. Cooley	May 1946
Major Lewis B. Weigold	November 1946
Capt. D.D. Doyle	22 April 1947
Major Edward L. Jones	3 May 1947
Lt. Col. Russell D. Hale	23 September 1947
Major Edward L. Jones	18 December 1947
Capt. Jerome N. Davis	April 1948
Major Stanley D. Kline	June 1948

Many famous men have been members and commanding officers of the 98th, among whom are Generals Jimmy Doolittle, L.M. Brereton, D. Johnson, S.H. Claggett, F.D. Lackland, E.L. Naiden, and J.C. McDonnell. The records of this station, however, give no definite dates as to when exactly they were with the squadron.

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