

# 1099 AERO SQUADRON

## MISSION

## LINEAGE

1099 Aero Squadron organized, May 1918

Demobilized, Mar 1919

## STATIONS

AEF

Garden City, NY

## ASSIGNMENTS

## COMMANDERS

## HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

## EMBLEM

## MOTTO

## NICKNAME

## OPERATIONS

The 1099th Aero Squadron was formed at Romsey, England May 20, 1918 from the personnel of other American Squadrons trained in England with the Royal Air Force. These men were picked from the different squadrons because of their proficiency in certain trades and this squadron was the first British trained Repair Squadron to proceed overseas from England to

France.

The squadron consisted of men from the 805th and 806th Aero Squadrons, and from several other English trained squadrons. These men left America for overseas duty from Oct 13 1917 to Jan 15 1918 and were in the first two hundred thousand to embark overseas with the A. E. F.

The personnel scattered over England at the different squadrons and Aircraft Depots of the Royal Air Force received excellent training in the repair and construction of the different types of British aeroplanes. They spent from three to six months in England during her food shortage, lightless nights, meat queues and air raids and became thoroughly familiar with England and with English life.

The personnel mobilized at Romsey, England on May 17,1916, and was organized into the 1099th Aero Squadron consisting of a highly trained personnel of air mechanics. They received orders to proceed overseas for duty at a Bombing Depot in France with the independent Force of the Royal Air Force.

The new squadron completed its equipment, received gas masks etc., and marched out of camp on May 21st entraining for Southampton. with 1st. Lieut. Luther Manahip, A.S., Commanding, 2nd Lieut, Geo. L. Hyde, A.S., Adjutant, 2nd Lieut. John L. Bennett, A.S., Supply Officer, 2nd Lieut. H. A. Sharrett, A.S., Armament Officer, and Capt. Ross D. Long, Medical Officer, They left Southampton on the night of the 21st of May and crossed the English Channel.

Morning gave the squadron their first sight of France and the City of Le Havre. Night was spent at Le Havre in one of the so called rest camps and they left at 3:30 the next morning with orders to proceed to Courban, France. On the second night while the troop train was enroute and while North West of Paris the men were awakened by terrific cannonading, The train was stopped on a siding and looking out the sky was lit up with the flashed from the fire of gums while overhead the shrapnel was bursting in white balls of smoke, The excitement proved to be one of the many air raids that were at that time being made on Paris.

The squadron arrived at Courban, France at No.3 Aircraft Depot, R,A.F., Independent Force, on May 24th, at that time the place was being constructed and there were only about a hundred of the British Royal Air Force and some detachments of the Royal Engineers together with about twelve hundred German prisoners of War.

This Depot was enlarged to become one of the largest Aircraft Repair Depots in France and supplied the squadrons of the Independent Air Force who were engaged in the day and night bombing of the Rhine towns. The men of this squadron worked hard and steady at this depot in the construction and repair of aeroplanes until the finish of the war helping to turn out the hundreds of planes that were so effectually bombing German Railroads, Bridges and the fortified towns of Metz, Mennehoim Carlshue, Cologne etc. They turned out many of the D.H. 9s, D.H.4s, Liberty 9s and the giant Handley Page Night Bombing planes.

In the Engineering Department the men of this squadron together with the other personnel overhauled and tested and passed out over two hundred and fifty Rolls Royce and Liberty Aero Engines and in the Rigging Departments over two hundred fighting and bombing planes. A number of the men were in the Motor Transport Department of the Depot and drove the trucks with supplies from the supply bases to the Depot, and from the Depot to the squadrons fighting at the front.

While at No. 3 Aircraft Depot, 2nd Lieut. Geo. L. Hyde, A.S. was transferred to Colombey-Les-Belle and Capt. Ross D. Long to Base Hospital No. 15. First Lieut C. C. Langley, M.C., was assigned to the squadron as medical officer.

At the big A.E.F., Athletic and Field meet held at Chatillon, Sur-Seine, July 4, 1918, the members of the squadron took many of the prizes and won the championship of the district in baseball by defeating the crack team of the 164th Infantry.

The Independent Air Force played a brilliant part in the war dropping thousands of tons of bombs on the Rhine towns and the 1099th Aero Squadron did much to keep their planes flying and their bombs falling from the skies dealing death and destruction to the Huns.

The squadron left No.3 A.D.R.A.F. and came to No.2 Air Depot, Latrecey, France on Nov. 14, 1918 being the first time they had been with the American Army, having the entire service in the war with the Royal Air Force of Great Britain.

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Air Force Unit Histories

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Sources

*US Army Order of Battle 1919-1941*. Steven E. Clay. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, KS. Nd.