

SHORT HISTORICAL SKETCH OF THE 487th AERO SQUADRON.
(FORMERLY THE 75th AERO SQUADRON) §

The 487th (formerly the 75th) Aero Squadron was formed August 14, 1917, at Kelly Field, Texas, the assigned personnel of the squadron were taken from old headquarters company; the first organization formed in Kelly Field after war was declared. Later, still another word was attached to its title, making it a "Construction" squadron, and the balance of the personnel were picked mechanics, drawn from the different organizations in Kelly Field at that time. The electrical, plumbing and finishing work at Kelly Field was done under the supervision of Non-Coms from this Squadron.

While at Kelly Field, the Squadron came under the guidance of three different Commanding Officers. Capt. Scott was the first Commanding Officer, the second being Lieut. C.A. Reid, who remained in command until a few days before the squadron entrained, at which time Capt. Ed. K. Jones was assigned as Commanding Officer with Lieut. H. E. Crow as Medical Officer.

The Squadron left Kelly Field October 27 1917, and after an uneventful but pleasant trip arrived at Aviation Concentration Camp N^o 2, Garden City, Long Island, New York. While at this camp the squadron contributed its bit on the construction work in progress there. It was here, December 2 1917, that the squadron received its present Commanding Officer, Capt. Wm. A. Campbell, also its full quota of Officers.

After having absorbed lots of rumor, the squadron finally packed its bags and about one thirty a.m. December 4 1917, entrained with expectations of stopping at Hoboken, but regardless of expectations the squadron detrained in Philadelphia and marched directly onto the S.S. Northland.

After a three day trip the Northland stopped at Halifax, Nova Scotia, and remained in the harbor for seven days, taking on coal and waiting for the remainder of the convoy. On the afternoon of December 15 1917, the convoy being complete, the voyage was resumed. The ensuing ten days was a routine of inspections and life-boat drills with an occasional case of "Mal-de-Mer".

On Christmas day, December 25 1917, anchor was again dropped, this time in the Harbor of Liverpool, England. There being no empty docks large enough to accomodate the Northland one of the small ferry boats was run alongside and the work of transfer began. The 487th again had an opportunity to demonstrate their working ability, being designated as the squadron to unload the cargo. For the following few hours the squadron lived up to its record as a working organization. The number of bar ack bags, boxes of equipment, "Canned Willie" and beans that were passed from one boat to the other will always remain a mystery.

About 2 a.m. December 26 1917, the squadron entrained

§ Original not signed

Edited by E.A. Rogers 2nd. Lieut. A.S.

and after a sleepless night, detrained at 9 a.m. in Southampton, England. They stayed in the station the afternoon, then boarded a side paddler Channel Boat that was listed under the name Saint Eliore; there were more men than boat and it was with a feeling of thankfulness that they heard the command to leave the boat about 8 a.m. December 27 1917, in Le Havre.

Hiking about five kilometres brought them to the Rest Camp, nicknamed "Camp Comfort", everything except said comfort being plentiful. It was here the Squadron received its first "Baptism of Mud". After living in tents for five days, without any fire and with plenty of snow, the squadron rolled their blankets for the first time in France and New Years Day, January 1; 1918, crowded into the waiting "40 Hommes" or "8 Chevaux" box cars and started on their first trip on a French railway.

On the night of January 2, (about 10 p.m.) they arrived in St. Maixent. While in St. Maixent the living conditions of the squadron showed a decided improvement. The squadron was quartered in brick barracks with a stove and real coal to keep the temperature and the spirits of the men up under the otherwise trying conditions of a stay in Quarantine.

January 17, 1918, the squadron again entered the "40 Hommes" or "8 Chevaux" cars and late the following afternoon arrived in Romorantin, Loire-et-Cher, and after a short walk from the station reached the French camp. After the mud of Le Havre and St. Maixent, this camp looked very inviting, being located on a small and sandy hill. After a day spent in this camp the thought that all of France was mud began to leave. Alas! The squadron was soon to find that the mud party was far from being over.

Headquarters were established in the City of Romorantin, under the Command of Major Robert J. Bates, and after a rest of two days, the squadron Captain Campbell in Command, turned out dressed in "denims", boarded a narrow gauge train and after a ride of seven kilometres, detrained at the site of what was destined to become the worlds greatest Production Center for the assembling and testing of airplanes. This was on January 21, 1918, the 487th being the first squadron on the field.

It was here that the greatest obstacles in the history of the squadron were encountered and overcome. Obstacles such as properly draining the ground for the construction of barracks. Materials for the erection of barracks was another great obstacle and hindered the progress of the work. It was always a wet, tired but smiling crowd of men that made the nightly trip back to the French Camp, snatch a few hours rest and the next morning jump at the days duty with a will. It was just such a spirit of "Stick-to-it-iveness" shown by the Officers and men of the 487th that contributed no little toward making A.S.P.C. N°2 what it is at the present time and adding new laurels to their record as a construction squadron.

After nine days hard work the new camp site was made

habitable, and enough barracks having been erected, the Squadron hiked the seven kilometres and established themselves in their new quarters, Sunday February 3 1918. Other organizations arrived and the Camp expanded.

The 487th suffered their first casualty when Pvt. George Parkin, on Special Duty with the Provost Guard in Romorantin, was accidentally shot and killed, April 26, 1918. He was buried with full Military Honors, two days later, April 28 1918 at the Post Cemetery.

The 487th was not only, "Trail Breaker" for the other organizations followed, but in addition to that, they have been "Pace Setters" from the time the camp was started. The 487th has, in the amount of work accomplished, established a record that speaks for its self.

Roster of Officers of 487th Aero Squadron since its organization.

Capt.	Ed. K. Jones
"	Scott
"	W.A. Campbell
1st. Lieut.	Chas A. Reid
"	" John A. Bollenbacker
"	" Lorenzo T. Getty
"	" Harry J. Robinson
"	" Dwight M. Bartlett
"	" Chester A. Cole
"	" Frank L. O'Connell
"	" Chris B. Hillebrand
"	" Francis J. Creamer
"	" James O. Porter
"	" Percy A. Ransome
"	" F.W. Young
"	" Herbert A. Clauborn
"	" Curtis Snock
"	" William A. Sinclair
"	" Horace E. Crow Med. Officer.