

60,000 pounds was received here and became the special joy of 1st Lieutenant Crumay, Supply Officer, and of our details. These 200 pieces of freight were packed, measured, weighed, stencilled, and loaded almost over night. Arriving in France, these same pieces were handled and rehandled from hold to trucks, trucks to "rest" camp, back to trucks, to railroad cars, and finally to their last resting place at Air Service Production Centre No. 2, all in the space of four days.

We embarked for France at Newport News, Va., on March 4th, 1918, on the old Hun ship Koenig Wilhelm 11, renamed U. S. Naval Transport, Madawaska. We lay in Hampton Roads a day, putting out to sea on March 5th, passing by the fleet of Old Point Comfort, Arriving at the Narrows on March 6th, we passed in, then out and lay off Sea Gate in numerous company until sundown, when we dropped down to Ambrose Channel Light and next morning really started off under convoy of the cruiser North Carolina. We were the flagship of the convoy, composed of three other ships, the America, Tenadores and Mongolia. The squadron orchestra, of 12 pieces, furnished music for the Officers' mess and for the men on deck on several occasions. Eighteen men, Lieutenants Crumay, Fowler and Marsh, performed look-out duty every eighteen hours for two hours. The three officers, with two men each, were in the "tops" every day. Lieutenant Claiborne performed a less agreeable duty in the hold, supervising the serving of the mess.

The ship was admirably run and Officers and men felt that it was a lucky chance that gave them such a good ship and a navy crew to handle it. Major A. W. Barry, an old friend of ours from Kelly Field, commanded our "wing" of ten construction squadrons and in that we also were greatly favored by fortune. The landing at St. Nazaire, on March 21st, 1918, after seventeen days aboard ship, and the march out to the "rest" camp was an memorable event to us, but not an unusual one to American E.F. units.

Our lucky star followed us, or at least one-half of us, for we set out on March 24th with four other squadrons under Major Barry for Romorantin, Loir-et-Cher, where we arrived comfortably enough in passenger coaches the next morning, after having been on the railroad nineteen hours. Lieutenant Claiborne was left in quarantine for measles with 73 men at St. Nazaire, where they were very much in demand from March 24th to April 3rd.

At St. Nazaire the particular work done was on a new building, (Quarters for Post Commander), consisting of a general alteration from the original plans, also completely enclosing of the building, roofing, siding and exterior trim, flooring, wainscoting, hanging windows, wiring and some framing in connection with an extension in the rear. This detach-

ment rejoined the squadron at Air Service Production Centre No. 2 on April 4th, 1918.

At A. S. P. C. #2, on the 25th, the squadron, with other squadrons, was assigned to construction in connection with the building of steel units, A1, A2, A3, of approximately 75,000 Sq Ft area. Nature of the work was assembling and erecting steel and enclosing same.

Lieutenant Herbert A. Claiborne on arrival at A.S.P.C.#2, took charge of drainage of the flying field. The work engaged from 15 to 40 soldiers to direct from 150 to 550 chinamen, covering a period of about five months.

The squadron also furnished enlisted men particularly fitted for special duties in connection with the construction and general running of the post; civil engineers, architects and clerks at the Engineer Headquarters, machinists, auto mechanics and blacksmiths. Musicians for Post Band and soldiers for guard duty were furnished. Clerks in material yard and plumbing details for the installation of the post water system.

In addition to furnishing up to six men on various electrical details, the squadron furnished a Non-Commissioned Officer (a technical school graduate and former Bell Tel. Co. Construction Superintendent, who at first took charge of all telephone construction and later all power line installation and extensions in addition to wiring all post buildings which extended for two miles along the highway.

Details were furnished for carpenters assembling and raising knockdown types of light camp buildings. Details felling, trimming and moving timber to clear building sites. Details of masons putting in concrete footings for steel buildings, and building Terra Cotta enclosing walls and partitions in warehouses, motor block test sheds, concrete floors in several A.S.P.C. Plants.

The squadron also furnished details of approximately 80 men and Non-Commissioned Officers for the construction of building group designated as "Night Bombing Plant #2-A", consisting of three timber structures with a total area of about 8100 Sq Ft., covered with three roofs, supported by fifty foot span timber trusses. The work covered a period of three weeks. The squadron then furnished details for the assembling and erection of three steel warehouses. This work covered a period of about three weeks.

On May 17th, the squadron, with Lieutenant Crumay in command, and Lieutenant Bollenbacker, marched three miles south to General Intermediate Supply Depot #2, Gievres, living in large tents for one week, built it's own quarters and were assigned to construction work as a squadron. The particular work was the completion of one 50' x 500' steel warehouse and erecting the steel structure of another. The work consisted of surveying the

site and laying out the building and grades, pouring concrete footings, building and setting forms for same. Unloading, and placing, assembling and erecting the structural steel and enclosing the building with strapped and riveted corrugated iron roofing and sheathing sheets. The complete building was built and delivered in 9,000 man hours, the best previous time for any organization for completing the work was more than double that amount of hours. A record was made when 20 - 3,500 Lb., 50 ft trusses were raised by hand in one day without accident and with equipment improvised and built on the site.

The squadron returned to A.S.P.C. #2, June 9th, 1918, and were put on Special Duty under the Engineering Department, consisting of Major McCalla, 1st Lieutenant Pillsbury and staff, and were assigned to building construction.

The squadron, under the direction of Lieutenant Crumay, formed the skeleton organization, which supervised and constructed the three groups of buildings and two detached buildings during the following two months at A.S.P.C. #2.

This organization comprised Non-Commissioned Officer civil engineers for surveying and laying out sites. A blacksmith shop with from 2 to 4 black-smiths and their helpers. Assembling gang in charge of a Non-Commissioned Construction engineer; machinists on handrills and drill presses, with blacksmiths, correcting shop errors and fabricating steel to replace missing pieces, checking, unloading and making up structural steel lists, erection plans and details of any required steel for the structure. Control for requisitioning, issuing, repairing and the care of tools and building material. Compiling data, also, building reports. Non-commissioned Officer in charge of receiving, checking, rechecking and reporting all soldier details assigned to the organization for duty. Sheet metal shop, making up all leader spouts, gutters and miscellaneous sheet metal work used on all building construction on the post. Carpenter sergeant in charge of saw table and all carpenter shop work; carpenter sergeants in charge of all structural carpenter work, setting sash, hanging doors, etc. Painting sergeants in charge of all priming and painting and steel sash and sky-light glazing. Masonry sergeants were in charge of all concrete footings and brick catch basins. Non-Commissioned Officers in charge of all Chinese details assigned to the organization. The organization, in addition to working it's own men, received and worked details of mechanics and unskilled workers from other squadrons. The average number of men employed on the work varied from 200 to 450 soldiers and 75 to 150 chinamen.

The work completed in these twomonths comprised the construction and completion of:

Unit,	B1	8 steel Bldgs, covering 245840 Sq.Ft., or 5-2/3 Acres.
Unit,	C2	5 steel Bldgs, covering 150000 Sq.Ft., or 3-1/2 Acres.
Unit,	A2	4 steel Bldgs, covering 120000 Sq.Ft., or 2-3/4 Acres.
		220' x 110' hangar, steel, covering 24200 Sq.Ft., of 1/2 Acre.
		180' x 50' Foundry, steel, covering 9000 Sq.Ft., or 1/5 Acre.

19 Buildings, 549040 Sq.Ft., or 12-1/2 acres.

The completion of these 19 steel structures having total area of approximately 12-1/2 acres, involved the following operations: Glazing over 8500 - 14" x 20" lights of glass and 300 lin ft of 24" x 48" glass, glazing over a mile of single continuous skylight, 4'0" wide, the setting of which required 10-1/2 tons of putty. There were hung 58 Wilson counter balance rolling steel doors, each 25 ft wide and 18' in height. We made and placed over one mile of metal box gutters, over 1/2 mile of 5" conductor pipe, all made up from heavy guage corrugated sheets pounded flat by hand with wooden malls. Note that our metal shop furnished all the sheet metal gutter and conduction pipe requirements for the buildings erected on the post during these two months.

It is worthy of special note that for these buildings we set 650 columns mostly 850 pounds in weight. Over 300 steel trusses mostly 100 ft. span, 6800 pounds each, and set over 5400 - 200 pound purline.

To sum up the story of our construction activities at "Romo" and Gievres we showed up well as a steel erection unit and on timber structures as well and demonstrated what could be done by a willing gang of men of more than ordinary intelligence under the able leadership of an old hand at the building game like Lieutenant Crumay. Post Memorandum dated July 20th, 1918, is offered as proof of this assertion. It reads as follows:

" H E A D Q U A R T E R S,
Air Service Production Centre No. 2,
20th July, 1918 .

Memo: To - All Organizations:

1. The Commanding Officer desires to express his appreciation, especiall to the enlisted men, for the successful and loyal manner in which they have expedited the work this past week.
2. More has been accomplished than any three preceding weeks.
3. Speed means Production - Production means liking the job - "LETS GO."
4. Special credit is given the construction department, thru the efforts of Lt. Crumay and the men engaged on construction of Plant 1-B.

By Order of Major Sumner:

L. T. Getty,
1st Lieut., Adjutant."

We now move to Air Service Spares Depot, Chatenay, sur Seine, Seine-et-Marne, a little thing almost all our own as far as construction is concerned, and the following facts will show why we are proud of it:

In the first place it was an honor to have been selected to rush this No. "A-76" job through since on the Air Service project priority lists it was no. 1, or of more importance to the Service than any other at that time.

On September 10th, 1918, at five p.m., a detachment of 59 enlisted Air Service men, 4 Medical enlisted men, 1st Lieutenant Samuel L. Crumay, commanding, Captain, J.M. Bonham, M.C., and 2nd Lieutenant John P. Maloney, A.S., left A.S.P.C.#2, by rail, and reached Chatenay the evening of September 11, 1918. This detachment convoyed, in addition to the four cars of enlisted men, 2 officers and property, 25 cars of building material. The first detachment had the novel experience of being billeted in the little village, occupying for seven days commodious quarters in the hay loft of a big dwelling house. As for the Officers, the billets allotted them seemed too good to be true, and were a blessed relief after the barracks and tents heretofore provided.

This detachment also can say that they have been bombed by Boche planes, for on the night of September 15th, when the Boche returned from his last big party over Paris, he dropped a few gib eggs quite near Chatenay, no damage being done.

The Headquarters Detachment, commanded by 1st Lieutenant Chas. W. Fowler, with 2nd Lieutenant Herbert A. Claiborne, and 76 enlisted men of the Air Service, left A.S.P.C. #2, by rail, on September 19th, 1918, and did not arrive at Chatenay, sur Seine, Seine-et-Marne, until September 21st, having made a tour of France in the usual palatial box cars. Blois, Orleans, Juvisy, Noisy le Sec, Coulommiers, Sezane, Fere Champenoise, Troyes, and Nogent sur Seine, were some of our frequent and prolonged stops extending over a journey of three days. This detachment passed through some of the battlefields of September, 1914, where the Hun left his mark in the form of wrecked houses and numerous graves dotting the fields.

To return to the pioneer detachment. At 6:00 p.m., the morning of the 12th, while the surveying party established the post boundaries, located proposed building sites, and R.R. Sidings, the balance of the detachment was divided into two groups to unload cars and establish quarters and billets. The following day all the cars were unloaded, 100 lin

ft of roadbed was graded and rails laid, and one barracks 50 % completed.

September 20th, the day before the 2nd Detachment of the squadron arrived, the following work had been completed.

Quarters and mess halls for three squadrons, about 1550 lin ft of track and two switches, all graded and partly ballasted, over which cars were switched and unloaded in post material yard, and in addition about 11% of camp had been laid out and surveyed.

September 21, the Second Detachment, the remainder of the squadron, arrived at the camp, and from this date until October 16th, less than five weeks from the day the project was started, that is to say, 32 working days after the first detachment arrived, Warehouse "B", containing 25,200 sq ft was entirely completed and turned over for occupancy., and Warehouse "A" 10% and "C" 25% completed, a material yard with piled and sticked lumber, and miscellaneous building material, a cement shed and a yard office in operation. The squadron surveyors had their camp work, grades and lines approximately 63% completed. Quarters, including mess halls, for six squadrons were completed, 2 buildings for Officers' quarters 90% completed; a bath house, which was put into operation October 8th, and a guard house building. The post water system was completed and in operation October 5th, including well, reservoir, tank and tower, pump house and 95% of the proposed main and branch laid. Post electric lighting system completed and in operation on October 1st. All authorized track, over a mile, including two turnouts, were laid, ballasted and in operation. 349 cars unloaded to date, and 50% of sanded and graded paths, grading barracks grounds, drainage ditches, latrines, bunks and mess tables completed. Note that the 464th Aero Construction Squadron arrived at this field October 8th, immediately beginning work on Warehouse "E" and on drainage ditches. The 373rd Pursuit Squadron arrived at the post October 22nd, and from the 24th to the last of the month some of their men were detailed to construction, averaging exactly 25 men daily.

On October 28th, less than seven weeks after commencement of project, the 485 Aero Construction Squadron, together with the 464th Aero Construction, which arrived three weeks prior thereto, and a detail of 25 men for 7 days from the 373rd Pursuit Squadron, turned over to Engineer's Headquarters, Warehouses A1, A2, A3, C and E as completed and ready for occupancy, totaling an area of approximately 75,000 Sq.Ft. The post drainage system, one thousand lin. ft. of drainage ditch, a post office, an auto repair shop building, 95% completed, and miscellaneous camp site grading. All as shown on progress report to District Engineer Office of November 1st, giving the entire project as 55% completed..

From November 1st until orders stopping further work was received, both

construction squadrons graded and prepared the sites for three Warehouses, - "G" - "H" - "D", completing and turning over warehouse "F", having an area of 25,200 Sq. Ft.

It is of interest to note that at Chatenay, the available men for work, excluding the 12 always engaged in the Orderly Room, K. P.s and Pitchen, and the sick, was 89.3% of the strength present of the squadron. In the execution of the work we had no serious accidents of any sort. We did not work on Sundays, excepting unloading details for disciplinary purposes. The squadrons' men available for construction work were arranged and listed each night, according to ability, placing every man where he could be worked to best advantage.

For the construction of Standard 25,200 Ft. area warehouse building, Type 50' x 504', it required 2164 man hours to construct the building, and 1200 man hours is a fair average of time required to level off, excavate and fill in the enclosed floor space and exterior grade requirement for surface drainage and drainage ditches skirting the building.

Lieutenant Crumay was the officer in charge of the construction of the Chatenay project. In addition to the general supervision, Lieutenant Crumay took charge of that portion of the project work which included building construction, and an outline of his organization follows:

Lieutenant John P. Maloney, railroad track construction, surveying and supply officer. Lieutenant Herbert A. Claiborne, post water system, lighting system and drainage system. In addition, the enlisted men of the squadron organized as follows:

A Master Electrician as Assistant to Lieutenant Crumay; a Non-Commissioned officer in charge of enlisted engineers and undergraduates of the surveying party; a Non-Commissioned officer in charge of the Engineering Office and paper work, stenographer, clerks and interpreters; a Non-Commissioned Officer, architect on survey maps and plans and construction details; a Non-Commissioned officer in charge of material yard and all checking and unloading details; a Non-Commissioned blacksmith in charge of the cars and issuing of all tools and equipment and fabricating improvised tools and equipment, together with miscellaneous blacksmith work; a Non-commissioned officer in charge of track construction; three carpenter sergeants in charge of structural timber work; one carpenter sergeant in charge of saw table and all doors and frame manufacturing and miscellaneous bench and shop work; two sergeants in charge of miscellaneous building work; sergeants in charge of electric installation; sergeant in charge of installation of water plant and a sergeant in charge of Post automobile, transportation and auto drivers.

A few other points about the work deserve mention. Work on the Water System commenced September 23rd, under Lieutenant Herbert A. Claiborne. On October 5th, the plant was in operation in spite of many difficulties which were encountered. The 25 Foot tank tower was built up of local timber and raised in place. The platform was build of spliced and resawed railroad ties. The reservoir tank was fabricated from 2" stock on the site and assembled on top of the tower. The hoops were improvised and made from 1" Tie Rods, threaded down at each end, and joined with two beveled washers, which were made to act as turn buckles. The well excavation was lined with corrugated sheet iron, held in place by old wagon tires. The pump received was incapable of doing the work outlined in the requisition. The difficulty was overcome by relaying the water to the tank on the tower. A bath house, with both hot and cold water, was in operation October 8th, 1918. Material for lighting plant arrived September 25th, and the post was lighted with electricity on October 1st, 1918.

Laying out, surveying, establishing grades, watersheds and management on this mile of drainage ditch was done by the enlisted men of this squadron. The excavation was done by other organizations.

In spite of difficulties due to delayed arrival of material, the squadron worked at the rate of one warehouse completed, or 25,000 Sq.Ft. of floor space, per week, employing 64 men, tenhours per day, actually in the field. With fifteen more enlisted men for supervision, paper work in the construction office, control of materialyards, tools and equipment, there were left 48 men for other camp construction work and duties.

A chronological list of the changes in Officer Personnel follows:

1st Lieutenant de B. K. Seeley commanded squadron from Sept. 19, 1917 to Sept. 29th, 1917.

1st Lieutenant Chas. W. Fowler commanded squadron from Sept. 29th, 1917 to December 31st, 1917, and from January 25, 1918 to date.

2nd Lieutenant H. H. Haft, M.C., assigned to squadron for duty on Nov. 21, 1917 and detached December 14, 1917.

1st Lieutenant Conklin assigned to squadron for duty on Nov. 24, 1917 and transferred to 158 squadron Nov. 26, 1917.

2nd Lieutenant E. W. Henley attached to squadron for duty Nov. 11, 1917 and detached from squadron on Dec. 14, 1917.

2nd Lieutenant Maddox attached to squadron for duty November 26, 1917 and detached December 14, 1917.

2nd Lieutenant Edward L. Gilbert assigned to squadron for duty from 202nd Squadron and joined December 22nd, 1917, and transferred to 208 Squadron Jan. 22, 1918.

2nd Lieutenant Robert W. Briggs transferred from 202 Aero Squadron Dec. 22, 1917 and then transferred to 207 Squadron Jan. 22nd, 1918.

Captain Lilburn B. Chambers assigned to, joined and commanding squadron from January 1, 1918; promoted to rank of Major on January 26th, 1918, and detached from squadron.

1st Lieutenant Brice H. Long and 2nd Lieutenant Edward Camnitz joined squadron January 8, 1918, and transferred to 206 Squadron January 22nd, 1918.

1st Lieutenant W. A. Hafeman joined squadron January 8, 1918, and transferred to 207 Squadron on January 15th, 1918.

1st Lieutenant D. D. Merrill joined squadron January 8th, 1918, and was transferred to 59th Squadron January 15th, 1918.

2nd Lieutenant John P. Maloney joined squadron January 8, 1918 and was transferred to 206 Squadron on January 31st, 1918; rejoined squadron on July 28, 1918, being on duty with squadron at the present time.

1st Lieutenant Wm. A. Marsh joined squadron as 2nd Lieutenant on January 9th, 1918 and was transferred to Headquarters Staff, A.S.P.C.#2, as Officer of the Guard, May 17th, 1918. He received his promotion to 1st Lieutenancy while assigned to this squadron at Romorantin.

2nd Lieutenant Gus A. Draper joined squadron January 11, 1918 and was transferred to 55 Squadron on January 22nd, 1918.

1st Lieutenant A. S. Howe transferred from 59 Squadron and joined January 20th, 1918 and was then transferred to 54 Squadron on January 22nd, 1918.

1st Lieutenant W. A. Flinn joined squadron on January 15, 1918, and was then transferred to 53 Squadron on January 23, 1918.

1st Lieutenant C. E. Cady, M.R.C., joined squadron January 18, 1918 and then transferred out on January 20th, 1918.

Captain Ellis H. Whitehead, MRC, joined squadron January 20th, 1918, and transferred out at Post Surgeon, Camp Hospital No. 37, Romorantin, March 26th, 1918.

2nd Lieutenant Herbert A. Claiborne joined squadron January 28th, 1918, transferred to 487 Squadron May 16th, 1918, and rejoined squadron on June 13th, 1918. Promoted to 1st Lieutenant Air Service, to rank from October 3rd, 1918. On D.S., Paris, Orly Field, since October 24th, 1918, on work on hospital and prison camps.

1st Lieutenant John G. Bollenbacher transferred from 487 Squadron and joined May 16th, 1918. Now on D.S., Paris, in connection with work on hospitals.

1st Lieutenant Augustus Heaton joined squadron January 22nd, 1918 and transferred to 482 Aero Squadron on February 21, 1918.

2nd Lieutenant Ernest Linkenauer transferred to squadron on January 22nd, 1918, and then transferred to 477 Squadron on February 21st, 1918.

1st Lieutenant Samuel L. Crumay transferred to and joined Squadron on February 26th, 1918, and now on duty with squadron, as Officer in Charge of Construction, at Chatenay, sur Seine, Seine-et-Marne. Lieutenant Crumay acted as Squadron Commander from May 4th, 1918, until June 9th, 1918, during the severe illness of Lieutenant Fowler.

2nd Lieutenant Victor A. Clement, non-flying, was commissioned to rank from October 28th, 1918, as a result of his record in France as Master Electrician of the squadron in charge of work as Assistant to Lieutenant Crumay.

The following sixteen men previously with this unit, we understand from u unofficial sources, have received Lieutenants' commissions:

H. J. Runsor,	(Flying)	John Griffith,	(flying)
B. J. Aurin,	(flying)	J. R. Puckett,	(flying)
G. P. Bates,	(Balloon Observer)	L. C. Shippey,	(non-flying)
H. W. Borning,	(non-flying)	K. Van Dyke,	(non-flying)
H. L. Erickson,	(non-flying)	L. D. Warronder,	(flying)
R. W. Foster,	(non-flying)	W. W. White,	(non-flying)
P. H. Graham,	(non-flying)	S. G. Wright,	(flying)
E. J. Mitchell,	(flying)	Geo. Pfitzemeyer,	(flying)

Sergeant 1st Class, Micheal J. Roach was admitted to Candidates Training School for Engineer Officers at Langres, France, on October 17th, 1918.

Sergeant 1st Class, Stanley W. Kahle, was recommended for Army Candidates School, Infantry training, and ordered to report, only to have the armistice stop the movement.

The squadron has five representatives on detached service, two sergeants in Material Division, Air Service, Paris; one to Coordination Staff as Draughtsman; a Private 1st Class as Pressman for the "Stars and Stripes" and one sergeant 1st Class in the Zone on Advance on Civil Engineering Duty.

During the critical times of April and May, 1918, we had as many as twenty Chauffeurs at one time on convoy work from all the U. S. A. base ports in France, except Marseilles, topoints in the Z. of A.

Some half-dozen men have been detailed in the last three months to act as convoy for railroad cars.

While at Morrison, Va., and at Chatenay, Seine-et-Marne, one of our Master Electricians, an expert Moving picture machine operator, handled this line of work for the Y. M. C. A.

The 485th Aero Construction Squadron has been in service fifteen months on the 13th of November, 1918, of which eight months have been spent in France, five months of this being spent at Romorantin, twenty-three days at Gievres and two months at Chatenay. Of the original 150 enlisted men, 58 are still carried on the rolls of the organization. The present strength comprises natives of thirty-two states and the District of Columbia. A slight majority of the men were born in the Middle West, only four in the Western States. One man was born in each of the following foreign countries: Denmark, England, Russia, Poland, Ireland, Greece, Holland and Canada. Norway was the birthplace of two men; Italy of

2nd Lieutenant Victor A. Clement, non-flying, was commissioned to rank from October 28th, 1918, as a result of his record in France as Master Electrician of the squadron in charge of work as Assistant to Lieutenant Crumay.

The following sixteen men previously with this unit, we understand from u unofficial sources, have received Lieutenants' commissions:

H. J. Runsor,	(Flying)	John Griffith,	(flying)
B. J. Aurin,	(flying)	J. R. Puckett,	(flying)
G. P. Bates,	(Balloon Observer)	L. C. Shippey,	(non-flying)
H. W. Borning,	(non-flying)	K. Van Dyke,	(non-flying)
H. L. Erickson,	(non-flying)	L. D. Warronder,	(flying)
R. W. Foster,	(non-flying)	W. W. White,	(non-flying)
P. H. Graham,	(non-flying)	S. G. Wright,	(flying)
E. J. Mitchell,	(flying)	Geo. Pfitzemeyer,	(flying)

Sergeant 1st Class, Micheal J. Roach was admitted to Candidates Training School for Engineer Officers at Langres, France, on October 17th, 1918.

Sergeant 1st Class, Stanley W. Kahle, was recommended for Army Candidates School, Infantry training, and ordered to report, only to have the armistice stop the movement.

The squadron has five representatives on detached service, two sergeants in Material Division, Air Service, Paris; one to Coordination Staff as Draughtsman; a Private 1st Class as Pressman for the "Stars and Stripes" and one sergeant 1st Class in the Zone on Advance on Civil Engineering Duty.

During the critical times of April and May, 1918, we had as many as twenty Chauffeurs at one time on convoy work from all the U. S. A. base ports in France, except Marseilles, topoints in the Z. of A.

Some half-dozen men have been detailed in the last three months to act as convoy for railroad cars.

While at Morrison, Va., and at Chatenay, Seine-et-Marne, one of our Master Electricians, an expert Moving picture machine operator, handled this line of work for the Y. M. C. A.

The 485th Aero Construction Squadron has been in service fifteen months on the 13th of November, 1918, of which eight months have been spent in France, five months of this being spent at Romorantin, twenty-three days at Gievres and two months at Chatenay. Of the original 150 enlisted men, 58 are still carried on the rolls of the organization. The present strength comprises natives of thirty-two states and the District of Columbia. A slight majority of the men were born in the Middle West, only four in the Western States. One man was born in each of the following foreign countries: Denmark, England, Russia, Poland, Ireland, Greece, Holland and Canada. Norway was the birthplace of two men; Italy of

four of the members of the squadron, leaving 136 men who were born in the U. S. A. All of foreign birth are now naturalized citizens of the U. S. A. With two exceptions, all the men are volunteers, enlisted in Regular Army, A.S., S.C.

While traveling on sea or land, in France or in the United States, we have never had any men or baggage lost, strayed or stolen, and we have travelled 2,000 miles by rail and 3,600 miles by sea to date. There were several critical times, such as the "Battle of Lexington, Ky.," when that wettest town in the U.S.A. attempted a fiendish alcohol attack on our innocent and resisting soldiers. All boarded the troop train again, somehow.

Another period of severe strain on the discipline and good conduct record of the men was at Morrison, Va., when the whole camp, except those immune creatures, the officers, was quarantined on our arrival from Kelly Field and on Christmas week. There were in consequence numerous desertions from nearly every unit. One had at least 26 men go over the hill to their nearby homes. Not one man left our outfit.

The men were given absolute freedom after work hours when first at Chatenay, until the Post became too populous. No M.Ps were detailed within many miles radius for the first two months. Yet there has never been a case of disorder in town requiring disciplinary action in this command since our arrival here, and our men are on excellent terms with the French people of the district.

Since arriving in France, we have had developed only two venereal cases. One man deserted and upon apprehension and observation was declared mentally unbalanced, and was returned to the United States for discharge. Four men while with us have been Court Martialed and sentenced, excluding the two venereal cases.

The military statistical record of the squadron in regard to the number of effectives available for duty, the delinquency record, the small number of Court Martial cases, as well as the good conduct record mentioned above, give proof that the individuals composing the unit are as fine a set of men as any organization can boast of.

Practically all the points brought out in the above history are matters of fact and record, but in our generalizations the critical reviewer may deem that we are a little fulsome and claim too much in our self - praise. In reply to this very natural criticism we are glad to be able to produce in our favor the following letter of generous appreciation from the Post Commander at Chatenay:

"HEADQUARTERS
AIR SERVICE SPARES DEPOT,
Chatenay, sur-Seine,
FRANCE.

November 27th, 1918.

FROM: Major Alfrew W. Harris, Air Service.

TO: 485th Aero Squadron.

SUBJECT: Appreciation.

(1) I feel it my duty at this time to express my thanks and appreciation to the 485th Aero Squadron, it's officers and it's Men, for their work in connection with the construction of this Post. Having been connected with construction for the past eighteen years, I feel that I am competent to judge and have no hesitancy in saying that I have never seen so few men accomplish as much in so short a time.

(2) To the conscientiousness and ingenuity of Lieutenant Crumay, in charge of construction, together with the discipline and content maintained by Lieutenant Fowler, the Commanding Officer of the Squadron, is due the greater part of the credit for the satisfactory manner in which this camp was constructed as well as for the early date at which we started functioning.

(sgd) Alfred W. Harris,
Major, Air Service,
COMMANDING."

From the date that the old 73rd Aero Squadron was designated as a Construction unit on or about August 20th, at Kelly Field, Texas, it's recruiting from recruit brigades and replacement units, it's organization and changes in grades have been carried on with it's main purpose in view. A list of the occupations now represented follows, compiled not only from so called trade tests in the States, but also from tests in the field on actual work, and show out of what abundant and varied material the versatile and smooth working machine was finally made. Note: some of the men are listed under more than one occupation:

4 Auto Repairmen	2 Motor Cycle Riders
1 Barber	7 Painters
1 Boat Builder	1 Pipe Fitter
1 Boilermaker	2 Plumbers
1 Cabinet Maker	1 Pressman
1 Boss Carpenter	1 Packer
23 Carpenters	1 Poultry Raiser
14 Chauffeurs	5 Riggers
1 Chemist	1 Song Writer
1 Book Agent	2 Salesman
1 Cord Tire Maker	1 Saw Filer
1 Construction Foreman	1 Steam Engineer
17 Clerks	5 Steel Workers
6 Cooks	2 Stenographers
2 Civil Engineers	3 Surveyors
1 Butcher	1 Typewriter Repairman
4 Draughtsmen	2 Typists
6 Electricians	1 Teamster
1 Enginer Repairman	3 Shoe makers

12 Machinists
2 Miners
8 Masons
1 Metal Worker
1 Mechanic

4 Farmers
1 Lawyer
1 Fireman
2 Architects
1 Unskilled Laborer

We have had a busy time of it in the American Expeditionary Forces, in France, in various lines of work, but more especially is it a matter of individual pride to every Officer and Man in the Squadron to be able to say that today the United States Army occupies buildings that the 485th Aero Construction Squadron has erected, covering an area of 15-3/5 Acres of that fair land of France that has been the battle ground of the ages. It is our fervent prayer that our work has helped in it's infinitesimal way to transform that land of ever recurring war into one of everlasting peace.

CHAS. W. FOWLER,
1st Lieutenant, Air Service,
Commanding Squadron.

CWF-o'c-Mc.