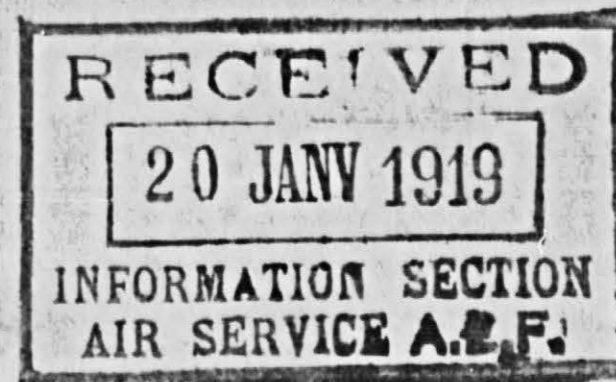


HISTORY

of the

462d AERO SQUADRON.



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- AUGUST 4, 1917 - 462d Aero Squadron was formed as the 48th Provisional Squadron at Kelly Field. Lieutenant R. L. Walsh being the first Commanding Officer, succeeded by Lieutenant E. R. Scroggie.
- AUGUST 25, 1917 - The squadron was made into the first construction squadron for air service work overseas.
- SEPTEMBER 17, 1917 - The squadron entrained for Mineola arriving September 21, 1917. In October Captain H. M. Lamb reported and took the command away from Lieutenant Scroggie. Also Lieutenant Percy Blair. Lieutenant Elliot Cobb reported for duty.
- OCTOBER 13, 1917 - The squadrons embarked on the Cunard Liner "Pannonia". The voyage was very stormy and the ship lost its convoy, arriving off the coast of Ireland on October 27th, where two English destroyers picked it up and took it into Liverpool.
- OCTOBER 29, 1917 - Landed at Liverpool going to rest camp at Borden, spending two nights in a mud hole. Then entrained for Southampton.
- NOVEMBER 1, 1917 - Crossed the Channel on the "Viper" to Le Havre, spending one night at Rest Camp No. 2.
- NOVEMBER 3, 1917 - Entrained for Issoudun where the squadron helped build the largest flying instruction center in France now called the Third Aviation Instruction Center. Then the squadron built barracks and shops out of lumber from the United States and erected French Bessoneaux hangars and did ^{all} kinds of work to make a complete airdrome. Here Lieutenant Blair was detached and made Assistant Provost Marshal and M. T. O. of Issoudun, and the surrounding country. Lieutenant Cobb was Assistant Chief Construction Officer of the Post and in charge of all building construction.
- DECEMBER 2, 1917 - Lieutenant Scroggie took a detachment of forty men from the squadron to Tours, where they started building the Second Aviation Instruction Center. While there Lieutenant Scroggie took up flying and later joined the 94th Aero Squadron at the Front. Being wounded and taken prisoner after a hard fight, Lieutenant Spaulding took charge of the detachment until Lieutenant Scroggie was relieved, by Lieutenant Dean. The Squadron detachment did speedy excellent work on building barracks.
- DECEMBER 16, 1917 - Lieutenant Cobb took charge of building six outside fields around the main field at Issoudun. Where the squadron did fast and excellent work of all kinds, leveling flying fields, building barracks, roads, paths and hangars and laying the water system.

- DECEMBER 18, 1917 - At Issoudun and Tours the squadron got the reputation of being one of the best all around construction units in the American E. F. Lieutenant B. C. Granger, was Assistant Construction Officer under Lieu tenant Frank on the main field. When Lieutenant Frank left he took his place. Lieutenant H. W. Hinkley assisted Lieutenant Cobb in constructing the outlying fields. When completed he went to Romorantin. Lieutenant C. E. Palmer stayed a short while having orders to report to Colombey-les-Belles. Lieutenant E. D. Kiefer was Purchasing Agent for the Construction Department at the post. Later going with Lieutenant Frank. Lieutenant E. C. Fisher was transferred to the 35th Aero Squadron of which he took command shortly afterwards. Lieutenant R. S. Dean who had charge of the Cadets at Third Aviation Instruction Center was assigned as Adjutant and Supply Officer of the squadron. Lieutenant H. B. Ramage who was in charge of the construction and operation of the Issoudun
- APRIL 15, 1918 - Railroad was attached to the squadron as a construction officer. During the stay at Issoudun the squadron number was changed to the 435th then to the 462d, which the squadron still holds.
- APRIL 15, 1918 - Lieut. Dean brought the detachment back to get ready to move to
- APRIL 27, 1918 - The squadron entrained for the Front landing at Rezieres in Bois ^{the Front}
- MAY 1, 1918 - Started to build the Second Day Bombardment Airdrome, consisting of 27 French Barracks, 14 Nissen Huts and 15 Besseaux Hangers, roads and all the necessary building, &c., for an airdrome. Here 200 Moraccans assisted in leveling flying field. Here Lieutenant E. P. Peterman was assigned for duty from Colombey and took charge of barrack construction, camouflaging them in the woods. Lieutenant Ramage having charge of the field and road work. Lieutenant Cobb as Chief Construction Officer.
- JUNE 21, 1918 - Captain Lamb was ordered to Paris for duty turning over the squadron to Lieutenant Cobb.
- AUGUST 20, 1918 - The squadron was attached to the 1st Army and moved to Vaucouleurs to build another airdrome in rush order for the Saint Mihiel Drive. At the same time a small detachment with the Moraccans went to Boves to do the same.
- SEPTEMBER 17, 1918 - The squadron moved overland to Bulainville, where they repaired the field and barracks and erected a few hangars.
- SEPTEMBER 19, 1918 - Squadron moved to Vadelaincourt where they put up hangars and also at Foucaucourt. The hangars being trucked from Vaucouleurs and Colombey.
- SEPTEMBER 21, 1918 - Squadron moved to Lisle en Barrois to erect barracks which they trucked from Vaucouleurs. While here the squadron put up more hangars at Foucaucourt and helped other construction squadrons erect hangars on other fields.
- OCTOBER 6, 1918 - Squadron moved to Parois, Meuse, to build an airdrome of 12 hangars and 23 barracks. The field being full of trench and shell holes. Here we had to wait for the doughboys to push on.

- NOVEMBER 6, 1918 - The squadron moved on to Buzaney to reconstruct a captured German airdrome. The squadron was the first squadron on a German airdrome. This was the only airdrome the squadron built that was never used.
- NOVEMBER 11, 1918 --The Armistice was signed, therefore stopping all work and waited for further orders.
- NOVEMBER 18, 1918 - Received word that squadron was attached to the Third Army to go into Germany.
- NOVEMBER 20, 1918 - Squadron moved to Mercy le Haut, taking all small tents hangars with them. Got field ready in one day for one squadron and then went back for more hangars.
- DECEMBER 2, 1918 - Get orders to move to Treves to prepare for 7 squadrons which the squadron did in three days.

The 462d Aero Squadron was the first construction squadron formed for overseas duty; the first to land in England and France; the first to reconstruct a captured German airdrome. Also the first Air Service unit to enter Germany. On account of the fast and excellent work the squadron did in the First Army, it was chosen as one of the two construction squadrons to go with the Third Army, to wit:

OFFICE FIRST ARMY AIR SERVICE COMMISSION
AMERICAN EXPEDITIONARY FORCES

France, November 21, 1918.

GENERAL ORDER)

No. 29)

E x t r a c t .

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1. The Army Air Service Commander, First Army, desires to make of record in General Orders of the First Army Air Service his extreme satisfaction with the conduct of the Officers and Soldiers of the following units:

462d Aero Construction Squadron during the advance of our troops in the St. Mihiel and Argonne-Meuse offensives constructed five airdromes on the retaken territory with such alacrity as to enable our flying squadrons to carry on operations without delay.

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By Order Colonel Milling:

OFFICIAL:

H. S. Sturgis
1st Lt., A.S., U.S.A.,
Adjutant.

W.C. Sherman
Lt. Col., G.S., U.S.A.,
Chief of Staff.

W.C. Sherman
COMMANDING OFFICER.