

465th AERO SQUADRON

LINEAGE

53rd Aero Squadron (Construction) organized Aug 1917

Redesignated 465th Aero Squadron (Construction and Repair), Feb 1918

Demobilized Mar 1919

STATIONS

Kelly Field, TX

Mineola, NY, Sep 1917

Port of Embarkation, Hoboken, NY, Oct 1917

AEF, Oct 1917

Garden City, NY

ASSIGNMENTS

WEAPON SYSTEMS

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

At Kelly Field, Texas on August 26, 1917, one hundred and fifty men, enlisted from all parts of the States during the month of July were organized under the command of Major B. M. Atkinson and designated as the 53rd Aero Construction Squadron, later be known as the 465th Aero Squadron. During the next three weeks the men received instruction in Infantry Drill; Interior Guard Duty and all work instrumental in the organization of an Aero Squadron.

The Squadron, under the Temporary command of 1st Lieut. Edwin L. Thomas entrained September 17, 1917, for Aviation Camp, Mineola, L.I., arriving September 21, 1917. Here Captain George D. Woolloy aesueed coin eand of the Squadron September 21, 1917, and preparations were 'quickly made for embarkation. The Squadron lived in tents plaeled at the extreme and of Field lo 2, with riuehly constructed bathhouses at the and of the company streets.

At midnight October le, 1.17, in a blinding rainstore, the Squadron proceeded by trein and ferry to the Cunard Liner Pier, Kew York City and the following day boarded the Stanship Panonia.

Teo conditions aboard the ship were good with the eeoption of the meals, which consisted chiefly of oxtail soup, sueey bread and black coffee. After a few days at sea it WA3 arranged to taeo the English cooks out of the kitchen and alloy the Squadron cooks to assume chaeree. After an oventeu, thouee very roue voynee land ia. ighted Oct 27, 1917.

The Squiadron debarked at Liverpool Out. 29, 1917, and entrained for Rest Camp at Eorden, neland, arriving there Oct. e0. Instead of rvatinc the Squadron was oblieod to put up torn and threadbare tents which eore lying in tee mud. This camp offered eery poor rusting facilities.

On eevember 1, 1e17, the eeueiron entrained for eouthhepton arriving the same day. Hero the Squadron onborkod OA tho S.S. Vipee, or Le eavro, Trance. The trip across the Channel teoeee extremely dangerous was eventful and the boat docked et Le eavre, eoveeber 2, 1e17.

The Squadron then hiked to an English Rest Camp, which was similar in some respects to tee hut Camp at Borden, Lneland. On Lev. 3, 1917, the Squadron pulled out of the Le Kavro Station in the celebrated box ears marked "CO Ponmos or 8 chevaux" for the third Aviation Instruction Center Iasoudun (Indre) in central France.

Arriving at Iseoudun Uoveeeer 4, 1917, the Squadron hiked throuee 4,1“) town nnd alone a highway leading Westward or a distance of eight kilometer. Here the Squadron was quartered in French Canvas eaneers.

Tore was very little sickness with the eeception of bronchitis. In a few days the squadvonAits first real work, in France of building the ;2rd A.T.U.4 The tradesman were aeeiehed to construction work clerks end others lass fortunate Or, not eieened. hdit,,e'Information Section A. S. by 'Jae J. ilea. 2nd et. Le artVi.; were introduced to teo pick an- eaovel in the eonetreetion of railroads, roads

and dreieeee eyatene. December e, Squadron moved set of the henearo and into barraehn. On January 13, 1313, the Squadron number was changed from 5rd Aero "construction Squadron to 'aeth Aceo aguearon.

March 2, 1918, after working all day in the rain and snow the neuadrton received orders to leave. Loading the supply -ice at ntheht after fatigue the Squadron entrained , ha rob 3, 1318, and loft the 3rd A.I.Q., better center known as,, "Tho muddiest holo in 'rnee The Squadron arrived at St. Germain, (1.:euse), ;:e.rch d, 1316, and marched to the Villaeo of Cerchee-eur-Leuse where it billeted in barrio until barracks be built.

The building erected consisted of twelve officers harraoka, Swiss Type, ana three orrice:re mons hall e, ten barracks used by the men for sleeping quarters and six moss halls, one photographic laboratory and one headquarters building. tear the flying field were located ton hangars well protected by camouflage netting. A well, dug by hand to a depth of forty feet, supplied the camp with water. The electric nov-or Cot tee lighting system-of the camp eas obtained from a high tension lino nearby.

The meet difficult task on tae field was esho boring of four dugouts in solid rock at different points along the bottom of the hill for use should the troche pay us a visit. Lumber and electrical supplies eere purchased in tee French e-eket.

'ehe Aviators nicknamed it "The Suicide° Camp" as it could be seen for four exiles in rear of t:,e enemy lines. Althouea being clout: to the front there was only one occasion to use tee due-outs. On this particular day after the morning hours had passed away uneventfully except for tee occasional bursting of shrapnel shells and the purring of aeroplane motors high in the air, the Squadron received orders that gas-masks would be carried all afternoon as the eermane were planning an air raid on t:.e Camp.

They were expected about 3 O'clock. Livery plane on tbb field was prepared for action, flyers were waiting in the hall ears and at a minutes notice would have been in their machine nes end in the air to give to noshes the greatest surprise of their lives. Hour after hpur passed, but no Loche were observed end when darkness had settle over the camp that ntght you could read the expression of disappointment on every face as we all knew that in e few days we would be leaving this camp and the journey would take us away from the front and excitement.

June 28, 1.918, the squadron was aunt Observation Group, 1st Corps, to prepare a bombing field situated outside the town of eibeaucourt (euee). The men lived in tents and the veathor was ideal. The wore accomplished was the leveling off of a larie flying field. The most tedious job was the removing of snail stones rem the field as they had to be moved by hand.

At this Station the Squa.:ron Cd'ome.andor, Captain George D. dooley was relieved of the command and 1st Lieut. Charles J. Pankow was designated as commanding officer.

As there was only one squadron on this field the A. urnihod a large tent and the squadron was provided with various kinds of entertainment every night. Each Sunday the opportunity was given

the forty men to visit by motor trucks the towns in the vicinity. On completion the flying field the Squadron was ordered to the Village of Latrecay, (Haut-Lorraine) August 21, 1918, to begin the construction of the 2nd Air Depot. Arriving at Latrecay the first work of the Squadron was to erect tents in which they lived for about a month.

A number of barracks were then erected to accommodate three hundred Chinese laborers. The Government being in urgent need of this depot, the Squadron worked long hours and Sundays and with supplies coming in, the work proceeded more rapidly. At this post, the Squadron had its first opportunity to erect steel hangars, but, some of the men having had previous experience with structural iron work, the hangars went up in record time. One part of the Squadron engaged in erecting barracks and hangars, another part in handling transportation, the remainder of the Squadron, with the aid of tractors, scrapers, etc., leveled off a large flying field. Besides erecting barracks and Office and forty steel hangars the Squadron erected a club which offered much needed entertainment. Although the 2nd Air Depot was never used in the capacity for which it was intended due to the condition of the facilities, it was an excellent example of what an air squadron can do in construction work.

December 11, 1918 orders were received to place the Squadron in readiness for movement to a new Port to prepare to embark for the United States. December 11, 1918 orders to proceed to Brest.

Air Force Order of Battle
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Sources