

830 AERO SQUADRON

MISSION

Repair

LINEAGE

830 Aero Squadron

Organized, Jan 1918

Demobilized, Sep 1919

STATIONS

Kelly Field, TX

Selfridge Field, MI

Hemphstead Field, NY, Aug 1918

Port of Embarkation, Quebec, Canada, Sep 1918

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 830th Aero Squadron was organized at Kelly Field, San Antonio, Texas, on the 12th of February, 1918. Its organizer was 1Lt John H. Darnell, who, after its organization, assumed command and has remained in command to the present time. The subaltern officer of the newly organized unit was 2Lt Robert H. Shauck, who assumed the duties of Adjutant and Supply Officer, Ten days after the organization 2nd, Lt. John J. Cullinan, was assigned to the organization and assumed the duties of Adjutant, The enlisted personnel consisted of 150 men, who for the most part were without military training. Great Progress was made along military lines and in eleven days the organization was fully equipped, classified and ready for intensive training.

The organization left Kelly Field on the 23rd of February, 1918. As a compliment to the squadron, Colonel Chitty, Post Commander, at the time of its departure made the remark "That organization has the best appearance of any that has left this field". On the 27th day of February, 1918, the squadron detrained at its new station, Selfridge Field, Michigan, The accommodations offered at this field were much superior to those at Kelly Field, Texas.

A short time after arrival at this Post, approximately fifty percent of the enlisted personnel of the organization entered upon an intensive course of study in the Field Schools. The subjects for the most part were theory of mechanics and administrative duties. The courses were of short duration, the schools were abruptly closed March 14th, 1918, due to floods which caused an evacuation of the Post. At this time an opportunity presented itself for the performance of excellent service in the devastated area. Many of the members of this squadron were very active in salvaging property, removing patients from the Post Hospital and affording relief to many officers and their families. Not until, every possible means of relief had been accomplished, did the Squadron, leave the field. It may be noted that at roll call at the new quarters in the Lincoln School Building in the City of Mt. Clemens, several of the members were reported as still actively engaged in rescue work.

On March 20th 1918 the Squadron returned to the field. From this date its members took an active part in all operations on the Flying Field, many men filled the position of Crew Chief, many preferred excellent service in the shops and were rated as high mechanics. Others were assigned to Post Headquarters and discharged their duties with satisfaction. On April 15th, the organization held the Post of Honor in the large Liberty Loan Parade in Mt Clemens, in which the entire field participated. Our Commander Lt. John H. Darnell, on this occasion, commanded a battalion of Air Service men. The Squadron was called upon invariably to furnish men for various Red Cross Drives and Patriotic Demonstrations, notable among which was the presentation of a Flag to Selfridge Field by the citizens of Mt Clemens.

At this field Private Edward G. Sawyer, a Crew Chief, made the supreme sacrifice. The machine in which he was flying, caught fire and he and the Pilot were burned to death. There were many accidents of a minor nature. Only two men of the squadron, Private Franklin S. Barnhart and Benjamin F. Dunlap, succumbed to the ravages of disease; the former having died at Selfridge

Field; the latter, at St Maixent, France.

At Selfridge Field, Lts, Shauk and Cullinan were relieved from duty with the organization in order to pursue a course of instruction at ground school at Dayton, OH. Lt. Clarence P. Kane and Lt. Ross T. Richardson were assigned to the squadron. Lt. Kane assumed the duties of Adjutant and Lt. Richardson became Supply Officer. Shortly thereafter Lt. Richardson was relieved and ordered overseas. His successor was Lt. Tom S. Henderson. Lt. Kane was ordered to Washington and Lt. Henderson assumed the duties of both Adjutant one Supply Officer. Lt. Albert G. Haigh was assigned to the Squadron and assumed the duties of Supply Officer, relieving Lt. Henderson of that duty. Lt. Tazwell D. Howland was attached to the organization as Medical Officer. A few days prior to departure from Selfridge Field, Lt. Henderson was relieved from further duties with the organization and made Commanding Officer of Squadron "D", than at Selfridge Field.

On the 15th day of August, 1918, the organization received orders to proceed to a port of embarkation. Our personnel had greatly changed but many of our noncommissioned officers remained. The organization left the field on the night of the 17th of August, and arrived at Hempstead, Long Island, Field No.2, on the morning of the 19th of August. It left this field on the afternoon of the 19th, for Henry J. Damm Field, at Babylon, Long Island. At this field the Squadron was partly equipped with overseas equipment and received intensive instruction in Infantry Drill. On the 28th of August, the squadron was returned to Hempstead, Long Island, Field No. 2. Final preparations were made for foreign service On the 30th of August Lts. Frank W. Hoover and John J. McShane were assigned to the Squadron.

At one thirty A.M September 2nd 1918, the organization entrained and proceeded to the Port of embarkation. We were somewhat surprised to find that instead of proceeding to Hoboken, we were enroute to Canada. It was originally intended that we embark from Montreal, but due to an unforeseen accident in the harbor we were ordered to proceed to Quebec, Canada. On the afternoon of September 3rd, we boarded H. M. T. Orita, formerly a mail service ship which was on its second cruise from North America. An accident of probable serious consequence was averted by the quick action of some of the members of the squadron when a fire broke out in the bow of the transport late the evening of embarking. On the morning of the 4th, the Orita stemmed down the beautiful St. Lawrence River. Our passage across the Atlantic was uneventful. We received considerable instruction in orders, bulletins, mannerisms and customs of the American Expeditionary Forces. On one occasion, during a heavy fog, a freighter, in our convoy, loaded with T.N.T. explosives came within a few feet of ramming us but the accident was fortunately averted. Our convoy reached Liverpool, England in the afternoon of September 16th, 1918.

The organization disembarked about 11 PM and immediately entrained. There was a short delay caused by the transfer of baggage from ship to train. Our train departed from the Liverpool station at 2 A.M. on the morning of the 17th of September, 1918. We arrived at Winchester, England on September 18th and proceeded to the American Air Service Camp: Carp Flower Down. At Camp Flower Down we experienced considerable difficulty in mess management. The system in vogue at this camp was what was termed "The Dixie Bot System."

As a system it is far inferior to our own. But the organization survived it. On September 23rd, Lt, Frank W. Hoover was relieved from further duty with the organization and Lt. Issac W. Jacobs was assigned and assured the duties of Adjutant.

On September 24th orders were received to proceed to St. Maixent, France; the organization left Camp Flower Down on the same date. Our route was by way of South Hampton, from which point we crossed the English channel, arriving at LaHavre. One of the difficulties encountered at LaHavre was the lose of all baggage and squadron property. This loss was occasioned by conflict of orders calling for three distinct details from three outgoing squadrons. Not withstanding the loss, the organization continued its journey to St. Maixent, France, arriving at this station September 28th, 1918. The organization was re-equipped and in addition to the equipment which we had originally, gas masks, ammunition, rifles and helmets were issued. Ten days were spent in close order drill, practice marches and gas mask exercise. Lt Jacobs was relieved from further duties with the organization. Lelard D. Crawford was assigned as Engineering Officer.

On the 10th of October, 1918, orders were received to proceed to a station within the zone of advance. At seven P.M. the squadron entrained in third class coaches for this journey quite a change from the "Cheveaux , Hommes 40" method of transportation experienced in making previous exchanges of stations in England and France. Considerable difficulty was experienced enroute. Our order de transport routed us one way and instead of proceeding as routed we traveled in an entirely different direction causing a conflict in our arrangements with references to coffee steps, etc; the situation was offset by the quick action of the mess sergeant who conceived the idea that coffee could be made with the assistance of the locomotive engineer, and accordingly a plan was put in action. Steam was taken from the boiler of the locomotive and two G. I. cans were filled with coffee; in a short time excellent coffee was made. The process has been repeated many times in subsequent travel

This squadron was among the first squadrons to arrive at Latrecey, Haute Marne; our station in the zone of advance. Here many difficulties were encountered. the field was new. At the outset we had to complete our barracks which were under a process of construction at the time of our arrival. Our commissaries were convoyed from Bricen, a town some ten or twelve miles from the Post; our Quartermaster supplies were conveyed from Is-sur-Tille; the nearest Disbursing quartermaster was at Noufchateau a distance of approximately thirty miles. Other supplies were obtained by meter truck from the nearby towns, still others were obtained by rail.

The work in which we were engaged while at Latrecey, for the most part was construction. Our Commanding Officer, was Provost Marshall at this Post. The details for the military polices were selected from our organization. Thirteen towns were under the supervision of the Provost Marshall, and the members of the organization were actively engaged in what was known as "clean up" work. This work consisted of making sweeping search of the surrounding country for stragglers and deserters from the front.

On the 11th of November 1918, the day of the signing of the armistice the squadron received

orders to proceed to Romerantin, Leir-et-cher, France The organization entrained at Latrecey station amid the wildest demonstration of excitement and joy on the part of the civilian population who had received word of the signing of the armistice.

At every station along the route we experienced the same demonstration. Upon our arrival at our new station in the S.O.S. we were quite aware that the expression beard all along the route, "Le Guerre est Fini" was quits true.

The present officers of the organization are

1Lt John H. Darnell, Commanding

2nd. Lt. John J. McShane, Adjutant and Censor

2nd Lt Albert G. Haigh, Supply and Mess Officer

2Lt Lelard D. Crawford, Engineering Officer

1Lt Tazwell D. Rowlands Medical Officer

In conclusion the non-commissioned personnel of the organization deserve mention; Sergeant 1st class, C. V. Scott, has demonstrated on many occasions his worth as 1st. Sergeant of the organization. MSE George R. Stirman has performed well the duties of Sergeant Major. Sergeant 1st. Class, R. L. Scott, has successfully managed the details of the Supply Office, and sergeant M. B. McCann, has more than once by his initiative extricated the organization when involved in the mess problems. There are sixteen sergeants 1st class, five A. Ms, four MSE, twenty nine sergeants, twenty nine corporals in the organization at the present tine.

Air Force Lineage and Honors

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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.