

# 649 AERO SQUADRON

## MISSION

## LINEAGE

130 Aero Squadron (Supply) organized Sep 1917

Redesignated 649 Aero Squadron (Supply), Feb 1918

Demobilized, Jul 1919

## STATIONS

Kelly Field, TX

Camp Morrison, VA, Feb 1918

Port of Embarkation, Newport News, VA, Mar 1918

AEF, Mar 1918

Mitchel Field, NY

## ASSIGNMENTS

## COMMANDERS

## HONORS

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## EMBLEM

## MOTTO

## **NICKNAME**

## **OPERATIONS**

Briefly told, the history of the 649th Aero Supply Squadron, known better in its infancy as the 130th Aero Squadron, is a stirring eulogy of the tireless eulogy of the officers and enlisted personnel of the organization, marked by many brilliant military achievements both in the training camps in the United States and in active service in France.

Organized September 5, 1917, at Kelly Field No. 1, South San Antonio, TX, with a personnel of 150 enlisted men selected from the recruit lines, under the command of 1st Lieut. Lyman S. Baird, of Cincinnati, Ohio, the squadron has many times been cited for its efficient work in making the Air Service one of the greatest factors in winning the war.

With the exception of two men from the State of Washington, the personnel at the time of organization consisted entirely of enlisted men from the State of Montana. At the time of cessation of hostilities, November 11, 1918, only 15 original squadron members remained, the remaining personnel representing almost every state in the Union.

With the 129th, 130th, 131st, 132nd and 133rd Aero Squadrons under his command, 1st Lieut. Lyman S. Baird, was relieved of his duties with the 130th Aero Squadron, on September 26, 1917, after two weeks of organization work. During this time Lt. Baird was only temporary commander.

On September 27, 1917, 1st Lieut. William S. Rayburn, of Philadelphia, Pennsylvania, who served the Keystone State as a national Congressman, was assigned command of the squadron. Lieut. Rayburn is the son of Philadelphia's ex-Mayor and remained in command of the 130th until November 2, 1917, when he left the organization to take command of a squadron that soon after sailed for France.

From November 2, 1917 until November 16, 1917, the squadron was in command of 1<sup>st</sup> Lieut. Harry Robertson, a native of California and a singer of national reputation. Lieut. Robertson was also in command of the 129<sup>th</sup> Aero Squadron.

As an enlisted flyer with training received at Miami, Florida, Gerald R. King, of Brooklyn N. Y., received his commission of 1Lt and was placed in command of the 130th Aero Squadron, on November 16, 1917. After his arrival at Kelly Field and previous to his assuming command of the 130th, Lieut. King was a sergeant in the 5th Aero Squadron.

From the date of organization until December 8, 1917, the 130th was quartered in tents, when the organization moved into new wooden barracks. Many discouraging circumstances were successfully combated during this period. It was not an unusual sight to see every tent in the field torn from its ropes by the severe sand storms of Texas and every man was glad to be moved to wooden barracks.

From September 5 1917, the date of organization, until January 1917, 1918, 118 men were transferred out of the 130th into various squadrons for overseas duty and to schools of instruction, leaving 32 original members.

This period of reorganization successfully conducted by Lieut. King and on Jan 17, 1918, 118 new men were transferred from the recruit lines and other squadrons to fill up the 130th to full strength. At all times the personnel of the squadron was of 100 per cent caliber and every man was skilled in his particular trade or profession.

During its stay at Kelly Field No 1, the work of the 130th will always rank among the best air service units in the Army. From a rookie organization with no previous military service, the 130th soon acquired the aspects of the trained afore squadron. Many of the men attended the airplane oh ing school; a few attended the fl school and later were commissioned. Guard duty and daily drills was regular routine work. The 130th also played a big part in the construction work of the various fields and engineering projects that were so successfully carried out at Kelly Field in record-breaking time.

On January 10, 1916, Orders were received to move to Kelly Field No 3, a detention camp, to await further orders to entrain for an embarkation camp for overseas duty. While in this field, the 130th took part in the construction work of the camp and 5 hours drill each day. The organization was quartered in tents, while at this detention camp.

Aside from the military routine work at Kelly Field, the 130th always took a big part in athletics, including baseball, football and basketball. The social life of the squadron was not forgotten and at all times the organization lived up to its name as the "pep" squadron of Kelly Field, in military, social and athletic activities.

The long-looked for orders to leave Kelly Field No 3, were received Jan 27, 1918, to entrain for the Aeronautical Supply Depot and Concentration Camp, at Morrison, Virginia. With these orders additional information was received that changed the number of the organization from the 130th Aero Squadron to the 649th Aero Supply Squadron.

Led from our squadron street at Kelly Field No 3, by the post military band, the 649th entrained on the afternoon of January 27 1918. The trip to Morrison, Va. was of great interest and was made over the lines of the Southern Pacific Railroad in first-class Pullman ears. At every stop the squadron was greeted by the American Red Cross workers. In order that the trip to our destination (unknown at that time by the members of the squadron), would not become tiresome, the squadron participated in hikes at the various towns and cities throughout the trip. Hikes and parades were held at Houston, Texas; New Orleans, La.; Montgomery, Ala.; Atlanta, Ga.; Greenwood, SC.; Raleigh, NC.; and Richmond, Va. The troop train arrived at Morrison, VA. February 2, 1918.

The first death in the squadron was that of Private Ray Bonter, of Muskegon, Michigan, who died in a hospital at Chester, S. C., of cerebro-spinal meningitis, after a short illness.

Unlike the sun-scorched sands of Kelly Field, the snow and ice which covered the Morrison camp and greeted us upon our arrival there in the early morning of February 2, 1918, was a great relief to all the men. After breathing the dirty sand of Texas for the past five months, the environments of the Virginia camp put new life in the men.

As a result of the death from cerebro spinal meningitis of one of our men, the squadron was placed under quarantine for nine days after we were comfortably quartered in wooden barracks, in what was without doubt at that time, the finest aviation camp in the United States. During the quarantine at Morrison most of the military routine work was a secondary matter and most of the time was taken up with athletics and the organizing of the most famous jazz band that had ever been heard in the Morrison Camp. Entertainments were arranged and a basketball and baseball team formed. Over a hundred dollars was raised by the men to purchase athletic equipment. First Aid lectures were given every evening by our medical officer and there was something doing every minute. The supply sergeant got in his "dirty work" during the quarantine and overseas equipment was issued the men.

On February 8, 1918, the men received a throat culture and as a result the squadron lost 3 more men temporarily. They were sent to a detention hospital at Newport News, Virginia, with symptoms of cerebro spinal meningitis but were later returned to the squadron. The quarantine on the 649th was lifted on February 11, 1918.

Under the command of Lieut. King the command steadily grew to be a very efficient and organization and always ranked among the first at the Morrison camp. Much of the success of the 649th as an air unit of the United States Air service is also due to the following very efficient officers who were attached to the 649th at this time: 1<sup>st</sup> Lieut. Gerald R. King, Commanding; 1<sup>st</sup> Lieut. Vernon Sheldon, Adjutant; 2<sup>nd</sup> Lieut. A. W. Hunt, 2<sup>nd</sup> Lieut. Austin T. Quick, Supply Officer; 2<sup>nd</sup> Lieut. Louis I. Jaffe, 2<sup>nd</sup> Lieut. Leland R. Hoke and 1<sup>st</sup> Lieut. Jesse R. Holmes, Medical Officer.

While at the Morrison camp many of the many of the men lived within a radius of 500 miles of the camp, received short passes to their homes. The 649th with its efficient personnel played a very prominent part in the construction of the Morrison camp which was then in its infancy. Daily drills and hikes together with inspections for overseas duty kept the men busy every minute.

On March 23, 1918 the 649th was permanently organized for overseas duty and the squadron personnel consisted of one Master Signal Electrician, nine 1<sup>st</sup> Class Sergeants, twenty-two Sergeants, forty-five Corporals, thirty-seven First Class Privates, twenty-eight Privates, eight Cooks and four medical men. every man was given an efficiency test and classified at the Morrison camp.

The days spent at the Morrison camp will always be remembered in more than one way. What now seems to be very amusing but at the time a very serious charge, was an incident that happened one afternoon shortly after the of the men were from parts of the country where

oysters are never served, but every man wanted to see what a real oyster bed looked like. Warnings had been given the men not to walk in the beds as many complaints had been received at camp headquarters that several beds had been destroyed because of ignorance.

Well, the 649th started out 70 strong. If you can draw a picture in your mind and see a young army in water knee-deep, stealing, eating and filling pockets, overalls, hats, old coats and shoes with these creatures of the shallow surf, you can then see the 649th on that memorable afternoon. But alas, the story is not complete. The men had never seen an oyster bed before and did not know that they had destroyed a very valuable bed belonging to a nearby fisherman.

After every available pocket had been filled and the few men who did not venture out in the beds had been laden down with oysters, the procession started toward the barracks, when, "Halt, you thieves", was heard from every side. Many guns were pointed at the men and it seemed that the entire camp police force was on the job. A few of the fleet-footed escaped leaving their plunder right where it was when they were challenged. Ignorant of the fact that they had destroyed an oyster bed worth many dollars, 52 of the men were caught flat-footed and with thousands of oysters inside and outside the entire squad of oyster bandits were marched at the point of a bayonet and with the bore of a dozen old-fashioned shot guns at "Take Aim", to the barracks. It was a sad procession and visions of the entire squadron spending a few months at Leavenworth passed thru every mind.

It was rumored that many courts martial would soon be under way. The oyster squad had gone over the top for the first time. Every man was questioned by a Captain, an old-timer, who in the language of the "Cliff Dwellers", severely censored every man. Many weeks passed and the expected court martial never arrived. Since then it is rumored that the man who owned the oyster bed died of a broken-heart before he could press charges, but we have never been able to corroborate that death. But we did eat the oysters.

The 649th was quarantined the second time for cerebro spinal meningitis during the month of March, 1918. We lost five men at that time. They had symptoms of the disease and were taken to a hospital. New men were transferred into the squadron and on March 28, 1918, every man passed the final overseas examination.

Two months of hard drilling and training together with the actual construction work accomplished at the Morrison camp, fitted the men of the 649th for their overseas work. While in the Virginia camp, the 649th gained prominence in social and athletic activities. During the two months there, the basketball team which included many former college and prep school stars, was never defeated. An entertainment given in the auditorium of the camp by the 649th Jazz band and its entertainers brought much publicity in the newspapers of the nearby cities. An innovation at this show was the appearance of Sergeant 1<sup>st</sup> class James L. Sullivan, the well known New York rag-time king, with his home-made Xylophone, manufactured from old axe and pick and shovel handles. This well known celebrity is a member of the 649th.

On the morning of March 29 1918, orders were received to leave for a port of embarkation. At

noon that day the 649th entrained and an hour later embarked at Newport News, Virginia, on the U. S. S. DeKalb, formerly the notorious Prince Itel Frederick the famous German sea raider. In time of peace the DeKalb was the Kaiser's own private boat, which was later interned by the U. S. government after playing havoc with many ships on the high seas in a raid that kept the boat at sea for 245 consecutive days. The ship at the time of embarkation showed no aspects of the notorious old raider of yesteryear, but instead, it had been overhauled by Uncle Sam and mounted with eight 5" guns, eight 3" guns and two anti-aircraft guns; the side of the great ship showed the skill of the great camouflage artists of the navy, and the two-stacker in its new garb, was an up-to-date battle cruiser of the auxiliary type.

Na the DeKalb with the 649th, was the 646th and 650th squadrons and a Q. M. Labor Battalion (colored), about 900 troops all told, with a crew of 700 men. The DeKalb was the guard ship of the convoys which was met later.

When the 649th embarked, the squadron had the distinction of being the first and only aero squadron in the United States Air Service to leave the States fully organized for overseas duty, with every non-commissioned officers appointed and with the unit divided into four sections for active service in France.

Before leaving the States he 649th held first honors in all the camps they were stationed in the Liberty Loan Campaigns. In the Second Liberty Loan, the 649th subscribed the highest total per man, passing all squadrons at Kelly Field, Texas, with a grand total of \$6700, from a personnel of only 77 men. An individual subscription from the commanding officer brought the total to \$9200. While at Kelly Field, the original member of the 130<sup>th</sup> Aero Squadron (now 649th), scored a beat on every squadron on the field by being the first squadron to have every member take out a \$10,000 insurance policy.

At the camp in Morrison. Virginia, the 649th was the first squadron on the field to have every member take out insurance pollees and tied the 650th for first place with 150 policies from a personnel of 150 men.

The DeKalb left its secret moorings at Newport News, Va. on the afternoon of March 29 and anchored in the harbor close by over night. At one o'clock on the afternoon of Easter Sunday, March 30, 1918 the DeKalb pulled anchor and slowly steamed to Old Point Comfort, off the Virginia coast, where anchor was dropped again.

On that memorable afternoon, a beautiful clear sky greeted ue and in the distance the world famous Chamberlain Hotel cast its shadows over the beautiful waters of the Chesapeake Bay.

On that afternoon the troops on the USS DeKalb had the honor to review at attention, the receiving by the United States of Navy, a fleet of Brazilian warships including a school of submarines, which were given Uncle Sam to fight the Hun. It was a spectacular sight and one never to be forgotten.

The night of March 30, 1918, at nine o'clock, with every light ship either covered with a blue shade or turned out completely, the U. S. S. DeKalb again pulled anchor and passing thru the Virginia Capes, stated on the the long voyage across the Atlantic.

Two days oft the Virginia Coast the DeKalb met the USS Susquehanna which had left Newport News a day before the DeKalb. After we were five days off the coast of New York, we met five other large ships including the U.S.S. Grant, U.S.S. Lincoln (since, torpedoed and sunk), U.S.S. Washington, U.S.S. Antigny, all of them troop transports, and the U.S.S. battle cruiser Huntington. The Huntington carried no soldiers but was used as an additional guard ship for the convoy.

Life on the boat was very pleasant and there was something doing every minute. Life boat drills were held daily until we reached the submarine zone. boxing matches and battle royals were staged every day, the colored troops on the ship furnishing the material for the battle royals. The 649th jazz band entertained every day and as a result the morale of the troops was one hundred per cent. With the exception of two days. the sea was very calm and the big majority of the men slept on the to deck of the boat.

After taking a zigzag course for ten days, the life boat drills were discontinued and every man was given orders to have his life belt on his person at all times, ready for use. On the eleventh day off the American coast, the first submarine alarm was sounded. It was in the afternoon and the men were in parts of the ship. The siren sounded three sharp blows and then the fun began. Some men were shaving when the siren blew; some were taking a salt water bath; others were playing cards or taking a rest in their bunks in the forward hold of the ship. It took the entire squadron together with the other troops on the Ship just two minutes to form in squads in front of their respective life boats. Several shots were then fired from the U. S. S. Lincoln, on the starboard side. Any minute we expected an explosion and the thoughts of torpedoes loomed up in our minds. The submarine sighted happened to be a large barrel and another blow of the siren told us that all was well. The troops remained at attention during the entire danger period and with the exception of a few of the colored troops who were on their knees reading their bibles expecting to be struck by the Hun torpedoes, every man on the ship was disappointed in the fact that they had not been able to give battle to a real German submarine.

When four days off the coast of France, the danger zone was reached and the following day, to the great joy of everyone on the ship, we were met in the early morning by eight of Uncle Sam's torpedo boat destroyers, From that time until we debarked, submarines were not thought of, although every man was wishing that a sea fight could be seen.

During its organization as an air unit, the saddest event that touched very deeply every man of the 649th, was the death from pneumonia on board ship, of Sergeant James Mulligan, of Greeley, Nebraska. Sergeant Mulligan was loved by every member of the 649th and his death greatly marred the enjoyment of the trip by many men aboard ship. He died on April 8, 1918

and was buried at sea on the same date, a few hours after his death, with full military honors. This was the second death since the organization of the squadron.

After fifteen days at sea the Dekalb entered the port of St. Nazaire, France, April 12, 1918 and debarked the following day, April 13, 1918. After a hike of several miles at St. Nazaire, the 649th was quartered in old wooden barracks that formerly were occupied by a French infantry company. The camp was a rest camp and the squadron spent eleven days there, most of the time being taken up with drills and hikes. While there the baseball team of the 649th won the championship of the camp. Several men contracted pneumonia at St. Nazaire and were taken to base hospitals but later returned to the squadron.

On April 24, 1918, orders were received to move and in the afternoon the squadron marched to the city of St. Nazaire, here we entrained for our destination and permanent location, which was Romorantin (Loir-et-Cher). The trip was made over night and in first and second-class French coaches.

Arriving at Romorantin on the morning of April 25, 1918, the squadron marched two miles to the camp known as Air Service Production Center No. 2, which is located between the city of Romorantin and the town of Pruniers.

Being the third aero supply squadron to arrive at A.S.P.C No.2, when the camp its infancy the work of the 649th at first, was mostly construction work. Almost in a night the first portion of this camp literally emerged from the earth. At that time, it already exhibited a proportional semblance to its future appearance when its size and importance would mark it one of the widest known for the Air Service in France. Everywhere was activity typifying the speedy methods of operation of the sturdy American. At the time of the signing of the armistice, the camp stands as a remarkable achievement made in the face of almost disheartening obstacles and impediments.

On April 29 1918, fifty members of the 649th were sent to Is-sur-Tille on detached service, and later transferred out of the squadron. This body of men were placed in charge of the Air Service Advance Depot No. 1, under command of 2d Lieut. Louis Jaffe. These men are now in the 1106th Replacement Squadron.

After being quartered wooden barracks in the center of the camp for several weeks, the squadron was moved to Supply Depot No. 3, located at the west end of the camp. The first three weeks in camp, the 649th, together with another supply squadron, handled many train-loads of aviation equipment which was later used in the manufacture of aeroplanes and their parts

At Supply Depot No. 3, the 649th had charge of a large warehouse of heavy machinery which was later assembled at the large machine, shop located at A. S. P. C. No. 2. This warehouse was in charge of one of our officers, 2nd Lieut. Leland R. Hoke, with non-commissioned officers in Charge of the various departments.

Commanding Officer 1st Lieut. Gerald R. King was placed in Charge of all the aviation equipment received at Supply Depot No. 3, from the J. G. White Construction Company, of New York. This material included the raw products that were later used in the manufacture of five different makes of aeroplanes. This material was classified and placed in a large warehouse in charge of a non-commissioned officer of the 649th, together with a supply field covering three acres. Lieut. King later had charge of a stock of lumber that was later used in the manufacture of aeroplane parts. This lumber alone was valued at two million dollars and was unloaded and classified by men of the 649th.

About this time our medical officer, 1<sup>st</sup> Lieut. Jesse Holmes (now a Captain), was made sanitary inspector of A. S. P. C. No. 2.; 2d Lieut. Leland H. Hoke, was relieved of his duties at Supply Depot No. 3 and was appointed Aviation Clearance Officer, with headquarters at St. Nazaire, France; 2d Lieut. Austin T. Quick, squadron supply officer was appointed Aviation Clearance Officer for the port of Le Harve, France, and 2d Lieut. A. W. Hunt was appointed Statistical Officer and sent to Tours, France for a course of instruction and several weeks later assigned to A. S. P. C. No. 2 for duty.

Early in May 1918 a call was sent out from Headquarters of the Air Service to secure experienced and efficient men to have full supervision over the Liberty Flying Field which was being constructed at A. S. P. C. No. 2, where the famous Liberty planes were tested and assembled, this being the largest Liberty aviation flying field in the world.

As a result of this request from Air Service Headquarters a careful search was made and from the 649th were selected two noncommissioned officers with many years of experience in the manufacture of aeroplanes. These men were 1st Class Sergeant Gordon V. Thomas, who was assigned to the Liberty Flying Field as the noncommissioned officers in charge, and 1<sup>st</sup> Class Sergeant Jams L. Sullivan, who was assured to the Liberty assembly shops as thief Inspector. A crew of ten men picked from the 649th was assigned to Sgt Thomas. The 649th remained in charge of the Liberty Flying Field for five months, when Sgt. Thomas was sent to the First Air Depot Zone of Advance at Columbey les Belles, France to take charge of all Liberty planes going to the front. Sgt. Sullivan and a crew of eight men from the 649th were transferred to the same field, where Sgt. Sullivan was appointed Chief Inspector of the field.

The 649th had the distinct honor of furnishing the crew on the Liberty Flying Field at A. S. P. C. No. 2, which had charge of the first battle plane with Liberty motor that was christened and successfully flown in France. The event was attended by General Del' Espee, commanding the 5th Region, France, and staff; Colonel H. C. Whitehead, Assistant Chief of the American Air Service; Captain Pallinger, of the Royal Flying Corp, many senior and junior officers of the American Army and prominent Frenchmen.

The event in which the 649th men played a very prominent part, marked the beginning of a distinct change from a half-passive, hap-hazard air service to an active, comprehensive program of operations from which wonderful results were obtained.

1st Lieut Gerald R. King was relieved of his duties of Commanding Officer of the 649th, on July 19, 1918, in order that he could devote more time to his duties at Supply Depot No. 3. He was succeeded by 2d Lieut. G. C. Maxwell, of Baltimore, Maryland, officer in charge of the Spare Parts Department of the Air Service, at A. S. P. C. No. 2 1st Lieut. Vernon C. Sheldon, Adjutant, was also relieved of his duties with the 649th on July 19, 1918, and assisted as commanding officer, to the 1106th Replacement Squadron, at A. S. P. C. No.2

On the same date the 649th men on duty at Supply Depot No. 3 were relieved of their duties there in order that the entire squadron could devote all their time and take charge of the Spare Parts Department of the Air Service. On July 20, 1918 the squadron moved to new quarters near the Spare Parts Department, which was the finest location in the camp.

On September 27, 1918, 2d Lieut. Vincent Henderson, of Philadelphia, Pennsylvania was assigned to the 649th as assistant officers in charge of the Spare P Department.

2d Lieut. A. W. Hunt was assigned to the Headquarters Staff at A. S. P. C. No. 2 in August 1918, and made Personnel Adjutant. He was relieved of his duties with the 649th and promoted to 1st Lieutenant on October 23, 1918.

On the same date 2d Lieut. G. C. Maxwell, commanding and promoted to 1<sup>st</sup> lieutenant, and thru his forceful management, the great success of the 649th as an active unit, is mostly due.

The 649th ceaselessly organized the Spare Parts Dupert of the Air Service, which consisted of five large warehouses of aviation material, including all the Liberty motors sent to France from the United States together with all the D. H. 4 Spares. Being the only department of its kind in the Air Service in France, it may undoubtedly be said that the 649th Aero Supply Squadron in Charge of this department, played one of the largest roles in the Air Service program. At all times, the aviation equipment under the complete control of the 649th and its efficient staff of officers, was valued at many millions of dollars.

The aviation equipment handled at the Spare Parts Department was convoyed to all the air depots of France; to the advance flying fields at the front, and to the Royal Air Forces of England, by men of the 649th. Members of 649th have covered by train convoy more territory than any supply squadron in the American Expeditionary Forces. Over a thousand 400-horsepower Liberty motors were carried in stock at various times.

As a result of the wonderful achievements accomplished by the 649th while in charge of the Spare Parts Department of the Air Service, American Expeditionary Forces, on several occasions the department and personnel have been cited by Inspecting General including the Chief of the Air Service. Several inspections by General Patrick, Chief of Air Service, resulted in complimentary citations pertaining to the efficiency of the department as a unit.

Only through the untiring efforts of the officers of the 649th, the non commissioned officers of

the squadron in charge of the spare parts department, being able to play the leading roles of Supply Squadron on active service with the American Expeditionary Forces, up until the time of cessation of hostilities with Germany.

Only one man was lost by death while in France, up until December 4, 1918. The deceased member is Private 1<sup>st</sup> Class William O. Blair,, of Muskegon, Michigan, who was killed accidentally, in line of duty, October 1918, and buried with military honors at the military cemetery, Air Service Production Center No, 2., on the same date.

In France, the 649th always was known as a great supporter athletic activities and social functions. Quartered in one of the finest camp sites in France, A. S. P. C. No. 2, the squadron has many times passed vigorous inspections, and ranked among the best. During an inspection by a Quartermaster Colonel in the month of September 1918, the squadron was cited for having what the inspector said to be, the finest mess hall in France.

The furniture used by and in the offices of the squadron and the Spare Parts Department, was made by our own cabinet makers, out of salvage aeroplane box lumber.

The 649th was represented in the championship football team of the A. E. F. which was never scored on, in the person of Corporal Wright W. Sconce, a well known athlete of Nebraska University, who scored a higher total of points than any man on the team.

Sine the organization of the 649th Aero Supply Squadron, in Kelly Mold, Texas, fourteen enlisted men of the unit have received commissions as officers; two enlisted men are military aviators and three other men have been recommended for commissions.

Eight men were transferred to Paris and assigned to the American Air Service Headquarters; as noncommissioned officer in charge of the Statistical Office at A. S. P. C. No. 2, Master Signal Electrician Robert D. Mackay, of 649th, efficiently represented the squadron in that department; the editor of the camp newspaper at A. S. P. C. No. 2 was a member of the 649th, as was also the non-commissioned officer in charge of the Transportation Department of A. S. P. C. No. 2. In addition to this the 649th furnished nine noncommissioned officers for duty in various other departments of the camp Headquarters and the Quartermaster Department.

This, in full, is the history of the 649th Aero Supply Squadron, and the part the organization played in the heralded Air Service of the United State at Air Service Production Center No. 2, Romorantin, France, every man and officer of the 649th gave his best to finish the job the defeat of Germany and her allies.

While at A. S. P. C. No. the 649th every other organization an the field, was guided by the indomitable will of the Commanding Officer of the camp, Lieutenant Colonel E. V. Sumner, who possesses a career of many brilliant military achievements. To the efforts of this sturdy West Pointer, is due the great success of the air units of Air Service Production Center No. 2, France.

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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.