

660th REPAIR SQUADRON

LINEAGE

234 Aero Squadron (supply) organized, Dec 1917
Redesignated 660 Aero Squadron (Supply), Feb 1918
Demobilized, Jun 1919

660 Repair Squadron constituted in the Organized Reserve, 1 Oct 1933

660 Aero Squadron (Supply) reconstituted and consolidated with 660 Repair Squadron, 4 Dec 1936. Consolidated organization designated 660 Repair Squadron.

Disbanded, 31 May 1942

STATIONS

Kelly Field, TX
Garden City, NY
Port of Embarkation Hoboken, NY, May 1918
AEF, May 1918
Mitchel Field, NY
Not initiated 1933-1941

ASSIGNMENTS

518 Air Depot

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

The 660th Aero Supply Squadron was originally the 234th Aero Supply Squadron. At Kelly Field, Texas, near San Antonio, on the afternoon of December 19th 1917, one hundred and fifty recruits from the Rockie Lines were assembled in Line 23, which was then part of the 3rd regiment, 1st Training Brigade, Although the men were assembled on December 19th, the organization was not officially effective until December 23rd, when Special Order No. 213, Paragraph 3, was received. This order assigned the recruits and caused the Squadron to become a recognized unit.

The men were organized under the Provisional command of 1Lt Edmisson, who, upon the official assignment of the men, turned the command over to 1Lt Harry M. Brown who was assisted by a staff of nine officers: 2nd Lieutenants Arthur W. Hunt, F.A. Stanton, L. E. Semper, Geo. J. Fisher, J. H. Quirck, W. Frederick, O. G. Douglas, A.G Schermerhorn, and S. B. Johnston. When the men were first assembled it was announced that they would leave for immediate overseas duty, being in New York by New Years Day. A letter from the Chief Signal Officer, dated December 14th, read as follows, "Your are directed to expedite in every way the preparation and equipment of your squadron for overseas duty and to report by wire to the Chief Signal Officer, Air Division, Overseas Transportation Section, Washington, D.O. when equipment is complete. However, the Squadron stayed in Kelly much longer than was anticipated.

On December 30th, the organization was transferred to barracks 66 in the 1st Training Brigade and on January 18th, 1918, it was transferred to the 2nd Training brigade, occupying tents in Lines 13 and 15. While in the 2nd Training Brigade, the Squadron was held in quarantine, as it was supposedly being held for immediate departure.

Lt. Brown was relieved as commanding officer by 1Lt Henry Young on January 14th, 1918. The now commanding officer was accompanied by a new staff of officers, consisting of 2nd Lieutenants Harold T. Monello, Milton L. Baker, and Edgar S. Bowles. Lieutenants Monell and Bowles were soon relieved, however and 2nd Lieut. Harold Flack assigned. Lt Young as Commanding officer, Lieut. Baker as Supply, Transportation, and Personnel Officer, and Lieut. Flack as Adjutant, came overseas with the Squadron and remained with it until after the signing of the Armistice. 1st Lieut. Robert C. Meadore accompanied as far as New York as Medical

Officer, being relieved by 1st Lieut. Edward B. Sibley who was Squadron medical officer upon its arrival at Orly Field, where he entered the Camp Infirmary.

On March 15th, 1918, orders were received to move to the Flying some two miles distant. although the men realized that they were to go into training and not to be sent out for some time, there was a general feeling of relief because quarantine would be lifted and freedom once more enjoyed.

The pioneer days in Kelly field will always be remembered. Hardships there were in plenty, and the fact that the Squadron was to go to France "in a couple of days" as they used to tell, did not detract from the suffering and privations that were imposed. The dust, that only Texas knows, was to be contended with and the sore throats that were resultant were in abundance. The never- to-be-forgotten dust storms which wrecked the planes and tents, and filled the air with flying forms and other debris, causing the new soldier uncomfortable nights and added fatigue by day.

With Kelly Field just started there were many trenches to dig, streets to be made, trucks to load and loads to haul, together with the thousands of other duties necessary during the construction period of the field. The 660th Squadron accomplished its share of this work.

The personnel look back over the days when all these hardships, imaginary and real, were being imposed; when the men were subject to La Grippe, Mumps, Scarlet Fever, Diptheria and all other diseases, standing physical examination three times a day and marching over to the infirmary once a week to get the shot in the arm, because of some efficient clerk or system whereby the records were filed so that they were again noted some time in the dim future. But now all that is remembered is the humorous side of the occurrences.

Many fine times were enjoyed by the Squadron. A number of entertainments were enjoyed in the squadron mess hall, while in the 2nd Brigade these entertainments squadron talent contributed heavily. Numerous, also, were the special dinners arranged by the organization culinary department which to this case stands supreme in its line.

When the 660th Squadron moved to the Flying Field it transferred to the outgoing 622nd Aero Squadron seventy-six men and in return received approximately the same number of "indispensable men" men of considerable experience. It was with not little regret that the remaining men with whom they had been so loosely associated for the several months, take their departure, but quickly the new men became acquainted and the two half Squadrons soon became a unit in spirit as well as in name.

On April 19 the 660th Aero Supply Squadron entrained at South San Antonio, Texas, for Garden City, Long Island, New York, where it arrived at 1045 AM. April 23rd 1918. The trip was made via the International and St. Louis and Sante Fe to St. Louis, Southern Railroad to Louisville, Chesapeake and Ohio to Philadelphia and the Pennsylvania to New York. From New York the

Long Island Railroad was taken to Hazlehurst Field, where the Squadron was held in quarantine for thirteen days.

The entire trip was made in a special train carrying only the one organization and its equipment. Fast time was made as the train followed regular passenger schedules, making the trip as the second section of the regular trains. Added to the pleasure of travel the Squadron equipped its own kitchen in the baggage car of the train and at no time did the Mess Sergeant allow the standard of the bill of fare drop. An organization canteen was also maintained, During the trip a little paper "The Daily Bulletin" was published, the company typewriter being used as a printing press.

Following orders the 660th Aero Squadron broke camp on the 6th day of May, proceeded to Pier 57, North River, New York, and went aboard the French Liner Rochambeau. At a few minutes before noon on the 7th, it pulled away from dock.

The trip across was uneventful, good weather prevailing the entire trip. Daily Life belt and life boat drill helped to break the monotony. No submarine sighted. The trip was made without convoy until the last day when a French Torpedo Destroyer accompanied the Rochambeau to the mouth of the Gironde River, France. On May 17th, the passage was made up the river and at 2:00 P. the Squadron disembarked at Bordeaux.

The outfit was allowed to recuperate at Grandneuf, a near-by rest-camp, for three days, when orders came to entrain at Carbon-Blanc, a P&O Station near, and to proceed to St. Maxient which was reached on May 21st. At this concentration camp the men were instructed in signaling, extended order drill, sanitation and health.

On May 28th, the Squadron left St. Maxient at 7:31 PM stopping for a time enroute at Poitiers, where the men were marched through the city and permitted to see it. The train arrived in the Austerlitz Station in Paris at 11:00 PM May 29th. At the time of arrival Paris was being the recipient of a Hun air-raid, a nightly occurrence then, but the incident which is to be indelible in the minds of every member of the 660th Aero Squadron.

On the morning of Decoration Day the Squadron arrived at the American Aviation Acceptance Park No. 1. nine miles south of Paris, near Orly, Seine. Here the Squadron remained a permanent organization, assisting in the work of the Post until after the signing of the German Armistices. At the time of the arrival of the unit on the field the Front Lines were only a short distance away; the sound of the guns and their flashes being noted plainly for several weeks, until after the completion of the Chateau-Thierry operation.

The work at Orly Field marked a new era the history of the organization. The Field was in its infancy, under the command of Capt. Harold H. Ambler. The 660th Aero Squadron was the third organization on the post, being preceded only by the 6th Co, 2nd M.M. Rgt, and the 650th Aero Supply Squadron. Previous experience in Kelly Field placed this organization in a position to understand the work expected, where with only four hundred men in the field, all felt the extra

burden of the additional work of the construction period. Later additional units came to the field and the command was taken over by Col T.A. Baldwin Jr. At the time of the signing of the Armistice there were approximately fifteen hundred men on the field.

The 660th Squadron is a "Supply" Squadron in name and has always been such. Originally it was assigned a goodly number of Clerks and office men, but the 622nd took more than seventy of the original men and replaced them with men of airplane rigging and motor experience. Under the Air Plan of things to be, the 660th Aero Squadron, no doubt was proposed to be a "Supply" Squadron, but just what that term was supposed to represent----has yet to be explained.

During the training period in Kelly Field, the men who were in the 660th Aero Squadron received a thorough course in aeroplane and motor work. These men, together with the men who had been transferred from the 622nd Squadron became considered indispensable in the aeroplane departments at Kelly Field and who came on with the 660th, made a Squadron which was in reality a "Service" and not a "supply" Squadron as it was papered in Washington.

Upon their arrival at Orly Field the men fell into the work for which they had been prepared, a majority of the responsible positions held by the enlisted men on the Field eventually fell to the part of men from the 660th Squadron, Non Commissioned heads of the Engineering and Repair Section, and a number of its branches, including rigging, motor, magneto, and blacksmith, the Sopwith Section of the receiving station and the school section for the field were 660th men. At Post Headquarters the squadron was represented by the post Sergeant major, file clerk, Detail, Clerk, Ass't Chief Clerk in the office of Airplane Operations and the office work of the Quartermaster's Department was practically entirely handled by men from this organization.

It is with a feeling of a touch of injustice that the men will be discharged from a "Supply Squadron" when it is so clear that their entire service has been as a Squadron of "Service" with such an enviable record.

As work permitted there was occasional athletic contests among the units of the field against teams representing other Posts and Foreign Service. The team representing this Squadron won the season closing Post Track and Field Meet on the 23rd of July, with 44 points as against 34 points made by the next highest contestants.

The 660th baseball team carried everything before it during the season, winning eighteen out of the twenty-one games played, being declared winners of the Post Championship and accredited with being one of the fastest organizations in the A.E.F.

To the individual Track and Field point winners beautiful medals were awarded. The men of the Baseball also were recipients of individual medals and in addition the Squadron was presented with a splendid silver cup, donated by the Cornell Bureau of the American University Union in Paris, in recognition of the season victory.

The Squadron furnished a catcher, pitcher, and infielder to the A.A.P.#1. Baseball Team, which won the Championship in the District of Paris, with a strong claim on the Baseball championship of France.

After a season of repeated victories, the Squadron football Team was defeated in its final game by the 6th Co., 2nd M. M. Rgt. This branch was well held up and the Squadron feels no regret in this line.

The Track and Field Victory and the Baseball championship were celebrated by the Organization with never-to-be-gotten Banquets. These splendid dinners, served in the heavily camouflaged mess hall at times when food was a scarce commodity in France, are standing memorials in the minds of every member of the Organization

660th Repair Squadron Constituted in the Organized Reserve 1 October 1933, assigned to the 518th Air Depot, and allotted to the Fourth Corps Area. Montgomery, AL, designated as headquarters on organization, but the unit was never organized at that location. Withdrawn from the Fourth Corps Area 5 June 1936 and allotted to the Second Corps Area. Mitchel Field, NY, designated as headquarters on organization, but the unit was never organized at that location. Consolidated on 4 December 1936 with the 660th Aero Squadron (Supply) (a WWI unit organized in December 1917 as the 234th Aero Squadron (Supply) at Kelly Field, TX; redesignated as the 660th Aero Squadron (Supply) February 1918; demobilized in June 1919 at Mitchel Field, NY; reconstituted on 4 December 1936). Disbanded 31 May 42.

Air Force Lineage and Honors

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Updated:

Sources

US Army Order of Battle 1919-1941. Steven E. Clay. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, KS. Nd.