SPECIAL ORDERS

NO. 306.

during the existing emergency,

EXTRACT.

79. Under the provisions of G. O. No. 76, War Department, 1918, the following temporary appointments in the Air Service, United States Army, are announced, with rank from November 1, 1918:

<table>
<thead>
<tr>
<th>NAME</th>
<th>APPOINTED To</th>
<th>ASSIGNED Present duties</th>
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</thead>
<tbody>
<tr>
<td>Jerry Cox Vasconcellos</td>
<td>1st Lt.</td>
<td>Captain</td>
</tr>
</tbody>
</table>

Pending the confirmation of these appointments and the receipt of commissions from the War Department, this order will serve the purpose of a commission.

By Command of General Pershing:

JAMES W. McANDREW,
Chief of Staff.

OFFICIAL:

ROBERT C. DAVIS,
Adjutant General.

ADVANCE COPY
printed order will follow
Telegraphic acceptance
will not be made.

A TRUE COPY:

W. P. KELLIEFER,
Major, A.S., U.S.A.
AMERICAN EXPEDITIONARY FORCES

France November 9th, 1918.

From: Captain Jerry C. Vasconcellas, A.S., U.S.A.

To: The Adjutant General of the Army (Thru Gen. Hqrs. A. E. F.)

Subject: Acceptance of Commission.

1. I hereby accept commission as Captain in the Air Service, U.S. Army.

2. Oath of office enclosed herewith.

(Signature) Jerry C. Vasconcellas

Captain, A.S., U.S.A.

1st Ind.


1. Original copies were forwarded.

True copy

1st Lt. A.S., U.S.A.

J.C. Vasconcellas,

Captain A.S., U.S.A.
By Ella Miriam Sullivan

This following letter recently received from Lieut. Jerry Vance, contains a diary entry by one of the forefathers of the American aviator, that is both interesting and amusing. Vance was one of the first to enter into the flying corps, and his experiences are characteristic of the early days of aviation.

The letter is filled with humorous references to the early days of aviation and the challenges faced by aviators. Vance describes the difficulties of flying in close formation and the dangers of flying over enemy territory. He also mentions the challenges of maintaining contact with other aircraft in the formation.

Overall, the letter provides a fascinating glimpse into the early days of aviation and the struggles faced by aviators during that time.
Diary pages from Russell Pruden
(See complete diary)
progress every day, and the French drive is still going on. The dugouts are being pulled up and the Bulgarian and Austrian soldiers are retreating. Truly the tide has turned.

September 17th. Our aidrome has become quite a center of curiosity to the dough boys passing along the road; a lot of them stop and ask to see the planes as well as a number of French Moroccan troops. No word has been heard of Verner. Capt. Harr of the 9th and Capt. Peterson of the 95th are both on the Majors list. Practically all transport of the troops is by car and by donkey, which is a great blessing.

September 22nd. Rain yesterday, and to-day, and the mud is getting bad. Some of the men were sent on a liberty party to the old lines to-day and returned with two planes, one of which worked. Yesterday went to Bar-le-Duc with Jack Hoover, Clapp and some others and managed to get a bath, the first in, I don’t say, how long. Bar-le-Duc is picturesque and would be a great town in peace time, but is terribly overcrowded with troops now.

To-night the Group had the first entertainment since June: by a troop composed of Margaret Mayo, Elizabeth Price, Louis Meredith, Will Morley and one or two others. It was staged in one of the 94th’s hangars with electric lights. The lights all blow out with loud explosion and Morley gave an impromptu skit of going over the top. The show was good and made an enormous hit.

September 23rd. Rain again and no flying. Jerry and Rucker have been on three days’ leave at Beauneville and are back. Quite a party at the 95th mess in the evening. The drives on all the fronts are going splendidly and the new American drive is due in a few days.

September 24th. Just after breakfast, Jerry Vasconele and I got orders to report to Group H.Q. and there we learned that R flight is to go and establish an advanced aidrome near Verdun, in order to operate closer to the lines. I am to act as Liaison Officer for them, and for the Group, whatever that is, and Jerry and I were to go at once, and look over several possible aidromes as well as the one at Verdun. We went straight to Verdun, and found the town to be very cold and deserted and circled by walls: it is deserted except for a few French soldiers and till they have shot up, some streets being levelled with the ground. All the streets are grass growing and the whole place has an utterly deadlock. We found the aidrome with some difficulty: it is located about a mile from the town walls, to the East but only a few hundred yards from the edge of the town, which is built up for some distance beyond the walls. The field although on a hill is surrounded by still higher hills and will be hard to land on; it had evidently been an old French cavalry post and there are a number of stone stables and large barracks, all very much ruined, and two big hangars added later with almost no roof left on them. We found some American heavy artillery domiciled in the back buildings and were told that their guns (two thirteen inch) would probably shake the buildings down when they started. They also added the cheering news that their fire would probably almost immediately draw return fire from the 94th and that they expected to be bombed every night. We decided to try to billet the men in some of the houses at the end of the Rue d’Etain and found from the French that we might, but as all were in such bad condition and as most of the shells for Verdun land there, we changed our minds again and arranged to take a chance on one of the buildings on the field: there is water there and it will be convenient to have the men so near the hangars. We went on to another field at Hanneville but found it so near the lines as to be impossible. We had to get a pass from General King to get up so far and found everything being done to secure the utmost secrecy, about the drive. In all the small towns, the men could not go on the street in the day time and no vehicles was allowed to stand unless in the shelter of a building. We got back to the field before dark and made final arrangements. I am to take the men and trucks up to-morrow.
afternoon and the pilots will fly up early next morning.

September 25th. Left with 3 Flight at one P.M. and got to the Verdun field by five. We cleaned the quarters a little of rubbish and had a hasty supper as no light can be shown and not even a lighted cigarette is allowed out of doors after dark. Lt. Major Frazier, who commands the artillery battery, who didn't seem delighted to have us there and said our planes might draw fire on the battery, neglecting to add that the battery might draw fire on our planes. Went to bed early, there being no light and probably little sleep after midnight.

September 26th. The barrage started at twelve, a noise that there is no use attempting to describe. The thirteen inch guns fired a few times and when they did, the building shook and the flash lighted things up like lightning. I learned later that the noise of the barrage kept them awake all night at the main field, 26 miles away. Lay in bed, and smoked cigarettes most of the night and got up about four. The barrage lifted at five and about six, hearing a noise, I looked out and saw Wilson going down hill in one of the side cars. He had crashed on landing and had started back for another plane. The rest all arrived about the same time. Jerry, Sidney White, Hewitt, Hudson, and Victor Lyman. Jerry had shot down a Hun Balloon before landing and Rick happened to be near enough to him to confirm it for him. Jerry told me, Bobbie had been missing since a balloon strafing expedition last night with Luke and also Madam Honey and Allen Butt of the 34th. The Huns shelled around us all the morning, some landing south of the field and some north at the foot of the hill near the Eco d'Etain: many also landed inside the town. In the afternoon went to Rampart and made arrangements to get information there at the R.C. about the drive. From there went north as far as hill 304, but with difficulty. All restrictions about anywhere are removed since the drive is on, but the roads are so clogged with transportation that movement is very slow. The drive has gone well and has reached Montfaucon. Saw thousands of prisoners, a great many of them Austrians and at Rampont a group of about 14, very sulky Hun Officers, whom everyone seemed very much at a loss to know what to do with. There was much aerial activity and I saw one plane go down in flames but too far away to tell whether Hun or Allied. Grant landed late in the afternoon and stayed for supper. We take great delight in watching the faces of our visitors when the big guns go off. Alfred would have jumped eight feet, but the wall of the building was in the way.

September 27th. The drive is going on well. Rode up to the top of Cote St. Michel, north of us, in the morning, to see what activity there was in that direction as that part of the sector is still held by the French. Cote St. Michel was the furthestmost German advance in 1916. Whether the Huns saw the side car or not, I don't know, but several small shells landed fairly near us. Rees, who was driving, seemed to feel a most unnatural elation and yelled with glee each time one landed. Rickenbacker landed and had breakfast with us in the morning, and said that Allen Butt had been killed. Heard in the afternoon that the Allies have won great victories in Turkey and Bulgaria and it is rumored that Bulgaria had sued for peace. If so, perhaps it is the first crack in the Central Powers. This afternoon, a carrier pigeon lighted on one of the hangares and some of the men, thinking it might be a Hun pigeon, shot it. It had a slip of paper giving, in English, the time of its release and was evidently in process of training.

September 28th. Jimmy Meissner of the 147th landed and had breakfast and said Honey had been forced down and landed in No Man's Land, but managed to escape. Jerry got another Hun plane early in the morning. Started in a side car after breakfast and went up through Serre, Gumes and Serres as far as Sercourt along the Meuse river. The shells were dropping into Sercourt every two minutes and an ambulance in the road had just been hit. Found a machine gun company in the Bois de Jure, and got a confirmation for Jerry's
plane, from a private in the Company. They were hidden in old Hun dugouts in the woods and an officer apologized for not giving us any lunch, but said they had just finished some Hun potatoes they had found, that was all they had had to eat in two days. They said Jerry’s Hun had dropped in the woods beyond Gercourt, but that it would be impossible to get to it. The line is as far as Liny. When we started back, we found the road through Cumières and Forges was being shelled but not very frequently so got through without excitement. The roads through the former lines were almost obliterated and it was necessary to get out and push the side car. Forges, which was right on the lines is literally pounded into the earth; one could see stones here and there that might have been part of houses once, but the town could be located only by the map. On the way back near Verdun, met Major Angstrom and Guard of the 130th, whom I hadn’t seen since last June; they also were after a confirmation. Went to the U. S. Hospital at Glorious, near Verdun, on account of a bad tooth and found it was ulcerated. While I was there, Penrose Stout was brought in, he had been shot through the shoulder and had just managed to get back and land at the Verdun field. He is not dangerously wounded. Found Grant at the field and he said they had heard that Wannemaker had been wounded and taken prisoner on July 2nd, but was now cured and as well as one could be in a Hun prison. We have patched the roof of our quarters, put up the fire place with mud and covered the windows with rubber fabric from a fallen balloon, so now at night we have lights and a grate fire; only everytime the big gun shoots, it blows down the windows and puts the candles out.

September 29th. Rainy and misty all day and no patrols. Major Hartney and Nicholson, one of the new pilots, landed here during the day. Luke landed early in the afternoon with engine trouble and phoned down to the main field that he would stay and go up after balloons about five o’clock. He also sent word over to our balloons to watch for him and get his confirmations. He started at five but landed again with more motor trouble, and started a second time about seven. He has now about eighteen balloons and planes to his credit. Had a very windy cold night. The Belgians and English have started a new push in the extreme north.

September 30th. Another bad day. Went to Rampant in the afternoon. Our drive is blowing up. The squadron has seven new pilots and one of them, Cross, has been sent up here; another Rowland landed here this afternoon. Hudson, to-day, did some observation work for the battery here, trying to see if they hit their objective. We have some furniture out of houses in Verdun and seats out of a cafe for the mess, the table is made of a door. Luke did not return last night.

October 1st. Went to Bar-le-Duc by side car, a very long, lonesome trip. On the way back stopped at the main field and heard that Jack Hoover and possibly Anker may be sent back home as instructors. No word has been heard of Luke. The English have surrounded Cambrai in the North and Bulgaria has offered unconditional surrender. The French have been making good progress north of Reims. There is more interest in the campaigns than I’ve ever seen and we spend most of the evening marking the new lines on our maps. Very cold weather.

October 2nd. Went up toward Gercourt again to try and learn something of Luke, but without success. The road was shelled worse than the other day, the shots appearing to come across the river. Near Cumières, we had to abandon the side car and went on on foot; when we returned we found the car pushed to the side of the road and fired so deep it seemed impossible to push it out, but when a shrapnel shell burst in the trees over our heads, we found we could. Beare has lost some of his appreciation of shells. We found a Spad in a field, crashed and with a pool of blood in the fuselage and on inquiry learned it was Allen Butt’s. The country all north of Verdun is the most desolate I have ever seen, having been fought over since the beginning of the war. As on the other sectors, signs of the Hun occupation, in signs, etc.
Tommy Lennon is out of the hospital and has been made confirmation's officer. He came to Verdun this afternoon telling us that there was a rumor that Austria had sent an ultimatum to Germany that the war must end or they would make a separate peace. In the afternoon, Lennon had a forced landing over beyond Rarecourt. Sgt. Albaugh and a crew went out to him in a truck, fixed him up and he got back, but the crew and truck have not returned.

October 3rd. Started for Rarecourt to look for truck and found it with the crew near Biercourt. They had had a collision and blown off the road smashing the radiator but had got it fixed. Jerry brought down a two seater, near Apronmont, during the day and got a bullet through the windshield of his plane within six inches of his head. Verdun was heavily shelled all day. Much artillery during the night, evidently a renewal of the drive.

October 4th. Out after a confirmation of Jerry's plane of yesterday. Went west and up through Varemne, which is the town where Louis the sixteenth and the royal family were captured when they tried to escape. All the towns are little but masses of ruins and the heavy traffic on the roads made progress very slow. Just south of Varemne, the Hun had mined the road in two places making two craters a hundred feet across and fifty feet deep and necessitating everything making a detour. Went on beyond Varemne toward Apronmont where they told us at a field dressing station that the lines were several kilometers away. Tried to cross the river (the Aire) to get to Apronmont, but the bridge had been destroyed so we went on, hoping to get over at Chalot-Cherchevry, figuring the plane was in the woods on the other side. Turned off west from the main road at Cherchevry, but when we got near the river met three men who said to go no further as the river banks were being shelled. One of them had been wounded and the other two gassed. Nash, who was driving the side car took the wounded man back to the dressing station and was shelled all along the road as long as he was in sight. The two gassed men and I got in a trench along the road with a company of infantry as the shelling from across the Aire was heavier and getting nearer all the time and machine gun bullets were coming rather fast. A town, which must have been Pleveville, about a quarter of a mile away, came in for a share of the shelling, and finally burst into flames. Nash had returned and taken the two gassed men back getting close calls each time and the shells were getting so near to our trench that they scattered dirt on us but just as I began to wonder at my time had come, they let up and managed to get back to the main road where there was some protection and walked back toward Apronmont meeting Nash on the way. We returned to Varemne, crossed the river and went on up to Montblainvill but could not get the confirmation. Got back to Verdun late as we ran out of gas and found a new pilot arrived named Little to take the place of Wilson, who has left the squadron.

October 5th. Went to a Fort near Vacherenville with Tommy Lennon, who was up after confirmation. We saw a good deal of the fort and looked through a telescope at a plane just this side of the Hun lines, that we thought might be Luke's or Robbie's, we saw also one of the French dugouts, more than fifty feet underground. The fort was on the edge of the well known Cote du Poivre or Pepper Hill. Had the inevitable shelling on the way back. Tommy had a narrow escape from a shell two days ago, while going through Verdun. About ten o'clock to-night, a Hun plane came over and dropped bombs on the town, but did not molest the airdrome. The French anti-aircraft and searchlights on our field got very busy but did not accomplish anything. The English have surrounded Lille and it is expected to fall any hour.

October 6th. Went to Rainfield and found the Adj. quite sick with flu. A new squadron has joined the Group, the 195th. They are to do night chase and fly camels. The gossip was that a serious blunder of some kind had been made in the present push and that the Central Powers had asked for an armistice. A new push is due to the East of Verdun.
October 7th. The barrage of the new push started at five A.M. and the 13 inch guns out did themselves, altogether the din was horrible. Went to Rampont in the morning but could get little news of the push other than that it was not making much headway. In the afternoon went to Verdun with Hudson to go to the French commissary, which is located in the citidal and is quite complete and includes a cafe. Verdun is very full of troops now, including a whole American division. The town was heavily shelled all the evening and about ten, an ammunition store house in the Rue d’Itain down the hill from the field, was hit and set on fire. The ammunition exploded for several hours but was mostly very small, but the fire was quite spectacular. The French have freed Reims and it is now safe from shells for the first time since 1914. The Allies have made no reply to the request for an armistice.

October 8th. Went North to Fort Vaux and Ford Denamont, with Hudson to see a battery of French 185’s: the din was horrible, and as usual shells were coming the other way, we soon went back and went to see last night’s fire. The shell had hit a cornice of the building killing three horses and five men and wounding fifty others. The courtyard was covered with pools of blood and more horrible things: the horses had already been skinned. The 13 inch guns did their worst almost all day and two fireplaces in our quarters, already the worse for wear, and one wall, fell down.

October 9th. To Rampont in the afternoon: the new drive has penetrated about eight miles, but is not going very fast. Lennons come up and said that Austria had offered to surrender unconditionally and if that is so, it probably means the end of the war this year. Late in the afternoon, several very large formations of American bombers flew over. We counted over two hundred planes, the most I had ever seen at one time. Red Miller is a prisoner, 34 got the news to-day.

October 10th. Got word to return to main field to-morrow as the Adj. and Marshall are both sick and there is not much to do here. Rather hate to go, as we have been so independent here and have enjoyed it. Wilson has answered the Hun note and demands that they evacuate all Allied territory.

October 11th. Returned to main field in time for lunch. The Adj. is still quite sick and is going on leave. The 27th and 36th are massing together now and there are so many new officers in the squadron that I felt like a stranger. Harry Harkins, who hurt himself in a crash last July, is back with us again. Just before supper, Alfred Grant got word that his Captaincy had come through. It is said, some of the rest of us are to get them soon, but we won’t be sure till we do. Rumor has it that the Kaiser has abdicated.

October 12th. The 94th squadron has two Hun planes, a Hanoverian and a Fokker; the Hanoverian was flown this afternoon. The Adj. has left for Nice. There are all manner of rumors about the Kaiser, that he has abdicated in favor of his second son, and that he has committed suicide. Cameron went to Air Service Headquarters at night for the orders and was told there that the Huns were evacuating all conquered territory.

October 13th. Rainy and no flying all day. Jack Hoover and Major Peterson and Charlie Cobbett of the 95th got orders to go back home, and hard on this came news that the Huns had accepted Wilson’s terms. Both together constituted enough excuse for a party that started at once and was in full swing by lunch time. Major Martney leaned Jack his Packard in the afternoon, and Jack, Clapp, Alfred, Bill Cosgrove, Cap Rowland and I went to Nancy. It seemed like old times being there, and was the first real spree in almost two months. We had dinner at the Liegeois and a terrific amount of tire trouble coming home.
October 16th. Rain and fog. A final party in honor of Jack and the others at night. Alfred sent word to Jerry at Verdun that he was ordered to report to the main field, and Jerry, who was sick in bed, came way down by side car, imagining all sorts of things, but had a good time when he got here. Henry Pointer and De France came over from the 139th, and Co. Johnson, Major Hartney and Major Than, Bill Cosgrove got a black eye.

October 15th. Jack and the others left this morning. Curr, Doc Rosenblum, and De France paid us a visit during the day. Sgt. Neal has been ordered to Colombey to take an examination for his commission. Wilson's reply to the Central Powers does not accept their terms but offers to make peace with Austria. Rain again and the mud getting very bad.

October 16th. Heavy rain and fog. News to-day, that McElvain is a prisoner so our casualty list of last summer is considerably cut down, the list of prisoners is now, Flylyer, Wanamaker, Raymond, Miller, McElvain and Martin. Have been appointed an editor of a paper called "Out of Control" which the group is to publish. To Bar le Duc in the afternoon with Grant, Joe Dawson and a new pilot, Ladd.

October 17th. Dunkie Donaldson is back from the hospital where he's been for several weeks, sick. Subscriptions were taken to-day for the 4th Liberty Loan; the 27th Officers took about $8000.00, which it was figured, paid for one half of the Spad which the 147th washed out five minutes later. One of their planes ran away while revving up and went clear across the airfield.

October 18th. Lyman and Hewitt down from Verdun this morning, bringing Little, who had run into the hangar in landing. All who saw it were sure he was killed but the worst was a cut face. Early in the afternoon an attempt was made to take moving pictures of a battle between the 94th's Fokker and a Spad. The camera was in the Group's Liberty but the Liberty's pilot turned over and washed her out in taking off. Just afterward all available planes were called out for a protection in bombing the town of Bentheville near Din. Alan "NIck" of the 94th is a prisoner. He was thought killed, but although badly wounded, he recovered in a San. Hospital, losing one arm. The Rays have been driven from the whole Belgian coast to beyond Ostend.

October 19th. Grant, Clapp and Rucker have been granted the D.S.C. The 139th is about to start their night flying and two of our new pilots, Gates and Kelton have been transferred to it. Clapp and Jerry may leave the squadron and get some kind of staff job. German reply to Wilson's last note is expected to-morrow.

October 20th. Heavy rain: my 35th birthday. Went to supper at the 94th and 147th mess with Andrews. Steven's of the 147th is a prisoner; his story is exactly like McElvain's as his grave was reported and a cross made for it. A master of the whole 1st Army was held to-day to check up on men A. W. O. L. Sgt. Neal is back from Colombey, where he passed his exams, and he is recommended for a 2nd Lieutenancy.

October 21st. Clear: Jerry down from Verdun to see about his staff job. Yesterday, not knowing of the master, he left some of the B flight to Bar le Duc, and thirteen of them were arrested. They, every one escaped, however, and came trailing back to the airfield and Jerry is convinced he has a competent flight. Tommy Lennon and I are the only ones left in B flight tent and are keeping house in solitary splendor. A wild rumor was about to-day that Holland had declared war on Germany.

October 22nd. We had a visit to-day from Gordon Moy, who came over evenings with us, and got left at Issoudun. He is with the 139th and told
October 23rd. Had a visit from Stanley William, who knows many friends of mine in New Haven. He is on some sort of liaison work and is staying with the 158th at the Second Pursuit. He remained to lunch and after he and Tommy Loomis and I went to Bar Le Duc. Met Lester Elbert there, whom I hadn't seen since January, in Texas, and we all went back to the 22nd to dinner. Cord came in during dinner, having been missing three days, while out after confirmations. After dinner, we returned to Bar Le Duc, as Tommy was taking a train for Paris to try and get his eye fixed, which he hurt in the collision. When we got near the town, we saw everyone running and found an air raid was on, so stopped the car near the canal and watched. The bombs were falling in the other end of the town, but the fragments from the anti-aircraft forced us to go under a shed nearby. We could hear the men planes, apparently directly overhead and once saw one for an instant in a searchlight. In about half an hour, we heard the 106th's Camels coming and the guns left. The roar of the 106th's Monocouperes made us think of the old 'Monocouperes and sounded pretty good. After the raid was over, they flew low over the town, and I think scared the people more than the guns had. We wandered around looking at the town, for an hour, and Lester then took me back to the 1st Pursuit.

October 24th. The Adj. is back from Nice. In Paris he met Daddie Hill, who was going to England to train as a Navigation Officer, for night bombing on a Manley Page. Two of the bombs in last night's raid hit the 2nd Pursuit Groups airfield.

October 25th. Was surprised to meet Willie McClintock to-day, on the airfield. He was in my class at college and it was the first I'd know he was here. He is Adjutant of the 158th. Jerry is back from his staff job, which he gave up in disgust. He is going on leave and after will return to the squadron. Last night at Seuilly he met Clare Andrews, who said he would be down to see us soon just before supper. Clare himself arrived. He is working on a history of the air service and visiting all the groups. During the day, Joe Dawson, who replaced Jerry as C.O. of B. flight, telephoned that the Verdun airfield had been heavily shelled over since six o'clock yesterday, they will probably have to come back. Wilson's new note to the Rumps demands unconditional surrender.

October 26th. Clare stayed all day and visited the 2nd Pursuit, but returning for the night. The afternoon patrol had a combat and got a Hun, the first in some days. B flight is back from Verdun excepting Lyman and Joe Dawson. The bombardment kept them in the dugouts most of the time and it was quite impossible to operate. Three planes were hit by shells and one of them destroyed, the other two, can probably be put in shape and flown back and crews will return to repair them. A new assistant Armament Officer arrived to-day, a Lient. Bouchard.

October 27th. Clare left for Ligny to-day. Ham Coolidge of the 94th was hit by Archie this morning, and his plane was wrecked and set on fire; they are not sure whether he fell on this side of the lines or not. Capt. Rankin is back after several days absence. He found his son's grave, disinterred him, took his knife and other things from his pocket, and re-buried him, putting a cross over the grave. During the evening, the 158th had a patrol, flying in directly over our tents. About nine, we heard a crash and on looking out saw one of the Camels on its back, about a quarter of a mile away. The landing flares on the tips of his wings were burning,
G. H. Q.
AMERICAN EXPEDITIONARY FORCES,

SPECIAL ORDERS

FRANCE, Nov. 1, 1918.

Extract.

79. Under the provisions of G. O. No. 78, War Department, 1918, the following temporary appointments in the Air Service, United States Army, during the existing emergency, are announced, with rank from November 1, 1918:

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<th>NAME</th>
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<td>Thomas S. Broun...</td>
<td>Major</td>
<td>Lieut. Col.</td>
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<tr>
<td>Phillip R. Foster...</td>
<td>Captain</td>
<td>Major</td>
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<tr>
<td>Charles J. Middle...</td>
<td>Captain</td>
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<tr>
<td>William H. Wynn...</td>
<td>Captain</td>
<td>Major</td>
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<tr>
<td>Kenneth P. Littauer...</td>
<td>Captain</td>
<td>Major</td>
</tr>
<tr>
<td>Frederick A. Miller...</td>
<td>1st Lieut.</td>
<td>Captain</td>
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<tr>
<td>Floyd R. Brown...</td>
<td>1st Lieut.</td>
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<td>Harold M. Gallup...</td>
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<td>Philemon S. Park...</td>
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<td>Edgar G. Toben...</td>
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<td>Harry H. Halber...</td>
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Pending the confirmation of these appointments and the receipt of commissions from the War Department, this order will serve the purpose of a commission.

By Command of General Pershing:

JAMES W. McANDREW,
Chief of Staff.

OFFICIAL:
ROBERT C. DAVIS,
Adjutant General.

CAPT. J. C. Vasconcello.

[Handwritten note: CAPT. J. C. Vasconcello.]

[Handwritten note: S.O. 305.]

[Handwritten note: CMA/Army.]
ROSTER OF OFFICERS
27th Aero Squadron, Air Service.

NAME

Major H. E. Hartney
Capt. A. A. Grant
Capt. R. G. Pruden
Capt. J. C. Vasencells
Capt. E. W. Rucker
1st Lt. Cliff. A. McElvain
1st Lt. J. B. Dupuy
1st Lt. R. E. Hill
1st Lt. E. E. Clark
1st Lt. R. F. Raymond
1st Lt. F. L. Ordway, Jr.
1st Lt. W. J. Hoover
1st Lt. W. B. Wanamaker
1st Lt. K. S. Clapp
1st Lt. R. C. Martin
1st Lt. Z. R. Miller
1st Lt. Donald Hudson
1st Lt. W. H. Flyler
Capt. R. H. Arnold (Doc)
1st Lt. L. J. Frins
1st Lt. R. G. Schmit
1st Lt. Leo A. Powers
1st Lt. W. H. Cosgrove
1st Lt. H. N. Folk
1st Lt. Leo R. Dawson
1st Lt. E. W. Harriott
1st Lt. H. H. Harrins
1st Lt. R. W. Donaldson
1st Lt. France W. Wilson
1st Lt. Penrose V. Stout
1st Lt. A. E. Lyman
1st Lt. H. W. Foern
1st Lt. H. W. Nicolson
1st Lt. T. E. Lamon
1st Lt. W. F. Stewart
2nd Lt. W. S. McKinnon
1st Lt. F. W. Rowland
1st Lt. Samuel A. Colton
1st Lt. E. L. McCubbin
1st Lt. Corliss C. Moreley
1st Lt. Byron Biderback
1st Lt. L. B. Cooper
2nd Lt. F. W. Bailey
1st Lt. Joseph M. Gwinn
2nd Lt. K. H. Bossard

ADDRESS

Saskatchewan, Saskatchewan, Canada.
36 W. Sycamore St., Denton, Texas.
131 W. 73rd St., New York.
1925 E. 11th Ave., Denver, Colo.
140 W. 15th St., Redding, Iowa.
R. R. #5,
Rt. #1,
Hotel Lincoln,
Princeton University, 121 Holder Court,
1040 Warnall Rd., Kansas City, Mo.
Kershaw, S.C.
1306 Milan St., Houston, Texas.
2223 Felix St., St. Joseph, Mo.
1936 E. 116th St, Cleveland, Ohio
175 Pearl St, Rochester, N.Y.
447--2nd St., Braddock, Pa.
1504 Mc Genock St, Nashville, Tenn.
943 Ogden St, Denver, Col.
324 Montford St, Pittsfield, Pa.
Crows Nest
Princeton University,
East 5th St, Gas Works, Paterson, N.J.
90 Thompson St, Stapleton, S.I.M.Y
55 Spencer Ave, Sanatolito, Cal.
Capitol St, Raleigh, N.C.
49 Dresden St, Springfield, Mass.
67 Elm Street, Worcester, Mass.
2726 Dalton Ave, Corning, Cal.
902 W. Church St, Los Angeles, Cal.
293 S. St, Champaign, Ill.
173 Dix Ave, Morristown, N.J.
7405 Burth St, Detroit, Mich.
212 S. Bluff St, New Orleans, La.
20 Jonesville, Wis.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Major H. E. Hartney</td>
<td>Saskatoon, Saskatchewan, Canada.</td>
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<tr>
<td>Capt. A. A. Grant</td>
<td>86 W. Sycamore St. Denton, Texas.</td>
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<td>Capt. R. G. Pruden</td>
<td>131 W. 73rd St. N.Y.</td>
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<tr>
<td>Capt. E. W. Ruckel</td>
<td>Fayette, Mo.</td>
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<tr>
<td>1st Lt. Clifford McElvain</td>
<td>Albany, Mo.</td>
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<tr>
<td>1st Lt. F. W. Norton</td>
<td>172 W. First Ave. Columbus, Ohio</td>
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<tr>
<td>1st Lt. R. B. Hill</td>
<td>Flora, Ill.</td>
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<td>1st Lt. F. L. Ordway, Jr.</td>
<td>Rt. 1 Manchester, N.H.</td>
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<td>1st Lt. W. J. Hoover</td>
<td>Bell Buckle, Tenn.</td>
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<td>2nd Lt. John MacArthur</td>
<td>97 Hodge Ave. Buffalo, N.Y.</td>
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<tr>
<td>2nd Lt. W. B. Wanamaker</td>
<td>Hotel Lincoln, Columbus, Ohio</td>
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<td>2nd Lt. A. A. Roberts</td>
<td>South Lee, Mass.</td>
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<td>1st Lt. R. C. Martin</td>
<td>Mechanicsburg, Ohio</td>
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<tr>
<td>1st Lt. Z. A. Miller</td>
<td>161 Seefeld Ave. Carthage, Ill.</td>
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<td>2nd Lt. M. D. Gunn</td>
<td>Walnut St. Beverly, N.J.</td>
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<td>2nd Lt. J. S. Hunt</td>
<td>Johnson, Vermont</td>
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<tr>
<td>1st Lt. Donald Hudson</td>
<td>1040 Warnall Rd. Kansas City, Mo.</td>
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<tr>
<td>1st Lt. W. H. Flyer</td>
<td>Kershaw, S.C.</td>
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<td>Capt. E. M. Arnold</td>
<td>1306 Milam St. Houston Texas</td>
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<td>1st Lt. R. S. Schmitt</td>
<td>1938 E. 116th St. Cleveland, Ohio</td>
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<td>943 Ogden St. Denver, Col.</td>
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<tr>
<td>1st Lt. L. D. Beanchamp</td>
<td>108 Prince Williams St. Princess Anne, Md.</td>
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<tr>
<td>1st Lt. C. B. Sands</td>
<td>103 N. Elen St. Richmond Va.</td>
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<td>1st Lt. E. W. Hewitt</td>
<td>Mifflinburg Pa.</td>
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<tr>
<td>1st Lt. Ruliff V. Nevius</td>
<td>652 W. 131 St. Los Angeles, Cal.</td>
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<tr>
<td>1st Lt. A. L. Whiton</td>
<td>902 E. 5th St. Rochester, Minn.</td>
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<tr>
<td>1st Lt. H. H. Harkins</td>
<td>324 Montford Ave. Ashville, N.C.</td>
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<td>1st Lt. R. W. Donaldson</td>
<td>Palo, Ill.</td>
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<tr>
<td>2nd Lt. F. E. Little</td>
<td>733 N. C. St. McMinnville, Ore.</td>
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<tr>
<td>1st Lt. Fenrose V. Stout</td>
<td>Crow's Nest Bronxville, N.Y.</td>
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<td>1st Lt. A. Y. Lyman</td>
<td>Shore Acres, Mamaroneck, N.Y.</td>
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<td>1st Lt. H. W. Joern</td>
<td>Nicollet, Minn.</td>
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<td>1st Lt. H. W. Nicolson</td>
<td>3013 C St. N.W. Washington, D.C.</td>
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<td>1st Lt. T. E. Lemen</td>
<td>90 Thompson St. Stapleton, S.I., N.Y.</td>
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<td>1st Lt. W. F. Stewart</td>
<td>55 Spencer Ave. Sanacito Cal.</td>
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<td>1st Lt. S. W. White</td>
<td>Eliz. City, N.C.</td>
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<tr>
<td>2nd Lt. W. S. McKimmon</td>
<td>Capitol St. Raleigh, N.C.</td>
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<td>End Lt. H. L. Land</td>
<td>Pradentown, Florida</td>
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<td>1st Lt. E. L. McCubbin</td>
<td>Corning, Cal.</td>
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<tr>
<td>1st Lt. Hollis A. Cross</td>
<td>2103 Second Ave. Minneapolis, Minn.</td>
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<tr>
<td>1st Lt. Corliss C. Mosesley</td>
<td>2726 Dalton Ave. Los Angeles, Cal.</td>
</tr>
<tr>
<td>1st Lt. Byron Bilderback</td>
<td>902 W. Church St. Champaign, Ill.</td>
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</tbody>
</table>
Headquarters, 27th Aero Squadron,
1st Pursuit Group, Amer. E.F.
November 25th, 1918

Captain, Jerry C. Vasconells,

You are cordially invited to attend
a THANKSGIVING DINNER given by the 27th AMRO
SQUADRON, on November the 28th 1918, at 12 o'clock
noon. To be held at the Foyer Soldat at Erize-la-
Ptes.

By the Committee.

R.S.V.P.
FIRST PURSUIT GROUP.
AIR SERVICE - AMERICAN E. F.

MEMORANDUM:

November 26th, 1918.

1. The following letter, received from the Chief of Air Service, G.H.Q., American E.F., is published for the information of all concerning:

"1. The recommendations of officers to be rated as Junior Military Aviators under Section 6 Act of Congress approved July 24th, 1917, have been received and filed with the records of the Officers recommended.

2. No action will be taken on these recommendations at this time, since such action is contrary to the present policy of the Commander-in-Chief, as approved by the War Department.

3. Your attention is invited to the fact that Captain James A. Meisner, has already been rated J.M.A. by cable A-2035, Par. 7, October 23rd, 1918."

BY ORDER OF MAJOR HARTNEY:

Charles P. Harrington,
2nd Lt. Air Service, U.S.A.
Assistant Adjutant.
Greetings From Overseas

Night Chasse

185th Aero Squadron
First Pursuit Group, First Army
France

The roar of our Camels grew fainter
As farther and farther in flight
The Huns, those hospital raiders
Were chased by our Pilots each night
CHRISTMAS
1918

183th Aero Squadron
First Pursuit Group
Rembecourt Camp
France
**Christmas 1918**

### Roster

**185th Aero Squadron**

**Capt. Vasconcelos, Jerry C. Commanding Officer**

1st Lt. Bance, Beverley, Armament Officer.
2nd Lt. Vail, Walker, L. Jr. Engineer Officer.
2nd Lt. Kump, William H. Supply Officer.
2nd Lt. Merriman, Ralph G. Asst. Armament Officer.

### Pilots

Capt. Sebise, Walter II

1st Lt. Hudson, Donald
1st Lt. Ralph, William T.
1st Lt. Kelton, Elihu H.
1st Lt. Cox, Linton A.
1st Lt. Eoth, Robert
1st Lt. Tilden, Frank W.
1st Lt. Trainer, John P.
1st Lt. Donaldson, John S.
1st Lt. Douglaury, Francis M.
1st Lt. Romanski, Earl D.
1st Lt. Weaver, Willy W.

2nd Lt. Weinrich, Forrest E.
2nd Lt. Hove, Billy S.
2nd Lt. Penney, John M.
2nd Lt. Quinby, Elbert W.
2nd Lt. Wilson, James E.
2nd Lt. McDuffie, William S.
2nd Lt. Pendleton, T. C.
2nd Lt. Haird, Harold C.
2nd Lt. Young, George H.
2nd Lt. Lienhard, John H.
2nd Lt. Fredericks, Robert T.

---

**Sergeants 1st Class**

Burdette, Hugh
Pieds, Frank H.
Hodder, Frank S.
Schmidt, Harold J.
Riley, Charles H.
Chambers, William R.
Dukin, Mathew E. A.
Depuydt, William J.
Dominik, Raymond
Hopkins, Thomas L.
Oden, George E.
Reese, Charles H.
Tennable, Frank B.
Agneusis, Erwin
Bishoff, William C.
Coker, Arthur D.
Connor, Jack R.

**Sergeants**

Anson, Henry S.
Hoge, Erza J.
Horne, John A.
Hatto, Edgar L.
Jarrett, Lyle D.
Matthews, James E.
McCormick, Reuben
Mills, Grover E.
Siler, Wmfred H.
Steele, Van Buren
Swisher, Neil
Vollweiler, George A.
Webster, Willis J.
Wilbur, Delos D.

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**Corporals**

Finkelstein, Jesse
Goldstein, Harry
Hendrickson, Victor E.
Hoffman, Philip
Holme, John A.
Hopkins, Nell
Kirby, Charles W.
Martin, Thomas P.
Mosier, George R.
Nave, Benjamin F.
Newman, Joseph J.
Oberle, Joseph A.
Pearson, Roland H.
Porter, Franklin G.
Rodgers, Matt V.
Stroup, Loyd A.
Terrell, Byron M.
Thomason, Austin
Trowbridge, William F.
Tschudy, Henry.

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**Chauffer 1st Class**

Baskford, Harvey B.
Boras, Richard.
Gillespie, Robert F.
Perham, Floyd M.
Twitchell, James X.

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**Chauffers**

Blane, Melville O.
Crawley, John
Fauver, Harry W.
Geoghegan, Charlie F.
Gerdes, Louis T.
Hall, Carr E.
Jones, Charles L.
Lockhart, Jesse D.
Lhor, Milton J.
Reed, Horace T.

---

**Cooks**

Austin, J. V.
Allum, Olm E.
Brandt, Roy I.
Clew, Robert.
Jansen, Chester R.
Landquist, John L.
Mundy, M. V.
‘Fiery Colonel’ Is Welcomed

C-O-L. WILLIAM MITCHELL, snapped on his arrival in Denver with those who greeted him.

1—A closeup of Colonel Mitchell in a happy mood. 2—Colonel Mitchell greeting Lieut. Col. James E. Shelley of Denver. In the group are also many former aviators who were on hand to greet Colonel Mitchell. 3—Colonel Mitchell in his auto talking with former Denver airmen. He is on the right. On the left is Horace F. (Jack) Phelps and in the center is Jerry O. Vasconsells. 4—Colonel Mitchell shaking hands with Mrs. M. A. Alexander of Denver, a former nurse in the Mitchell family, who knew “Billie,” as she called him, when he was 3 years old. 5—Colonel Mitchell getting into his auto, showing a portion of the crowd at the union station on his arrival.