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Ninth air force service command

Margretta C. Lasch

Eleanor M. Heins

United States Army Air Forces

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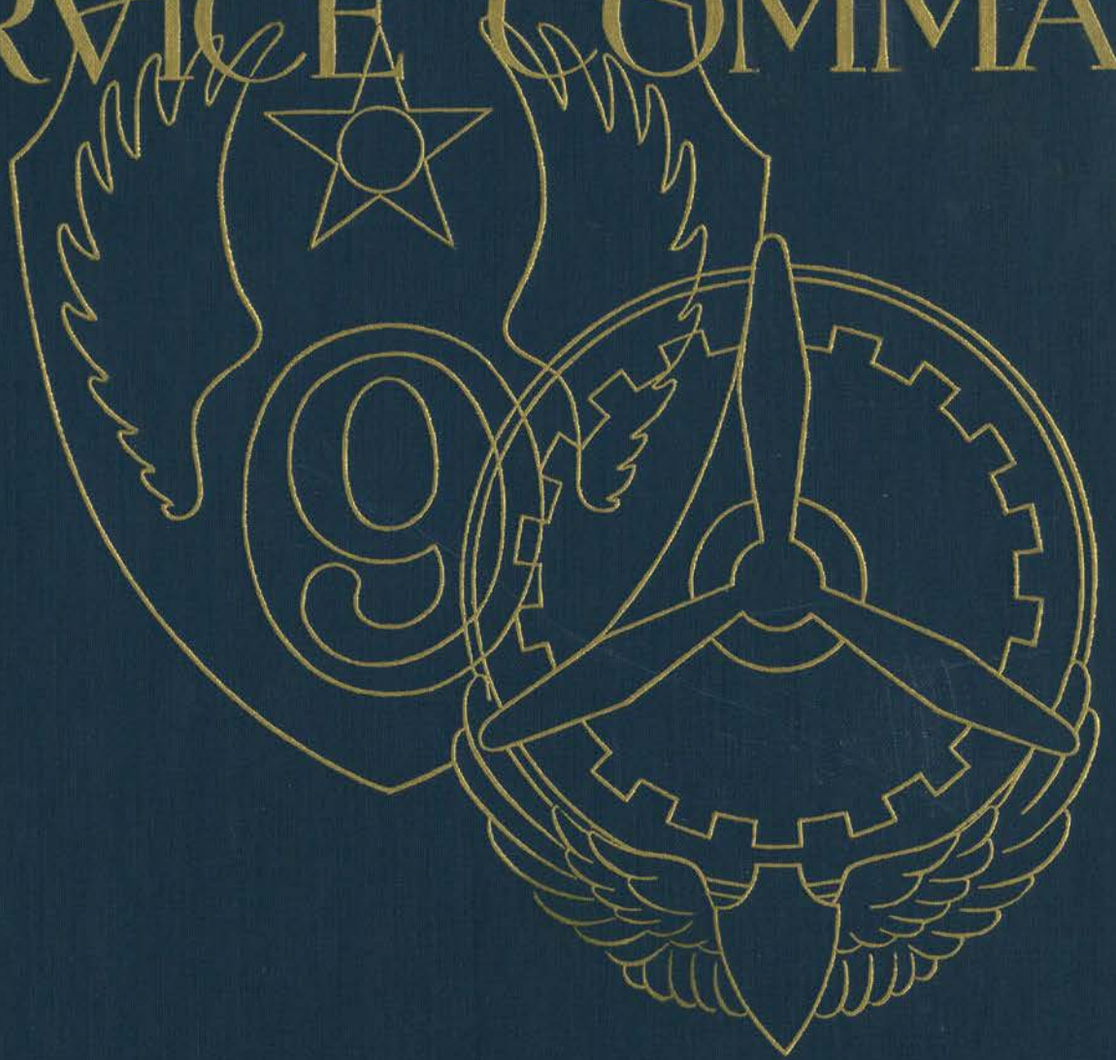
THE NINTH AIR FORCE SERVICE COMMAND



The NINTH AIR FORCE SERVICE COMMAND

in the European theatre of operations

a pictorial review...

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Phillip Andrews Publishing Company
New York

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First Edition

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The entire royalties from the sale of this book
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Design and layout by Margretta C. Lasch
Additional art work by Eleanor M. Heins
Printed throughout in sheet-fed gravure by
The Beck Engraving Company, Inc.
Philadelphia, New York and Boston, U. S. A.
Gravure paper from Thomas N. Fairbanks Company, Inc.
Gravure ink from Sinclair and Valentine Company

CONTENTS

	PAGE
Why This Book?	7
What is the IX AFSC?	16
Brief Review of the Command	23
Scenic England	39
Aircraft Assembly	47
Maintenance & Repair	55
Transport Group	61
1st Intransit Depot Group	67
Tactical Air Power—Mobility	71
461st Signal Heavy Construction Bn.	75
Movement to France	77
Scenic France	81
Here and There	87
Awards	95

Staff conference at Creil

WHY THIS BOOK

THE American soldier, in spite of his avowed desire to forget all about the Army after he has finished his war job, is the greatest souvenir collector in the world. Particularly is he fond of gathering photographs of his activities, his friends, and his wartime experiences. Censorship regulations prohibit him from taking many of the pictures he would like to. This, then, is one of the main reasons for publishing this book—to give the IX Air Force Service Command soldier a record of what his Command and he himself have done toward the defeat of Germany.

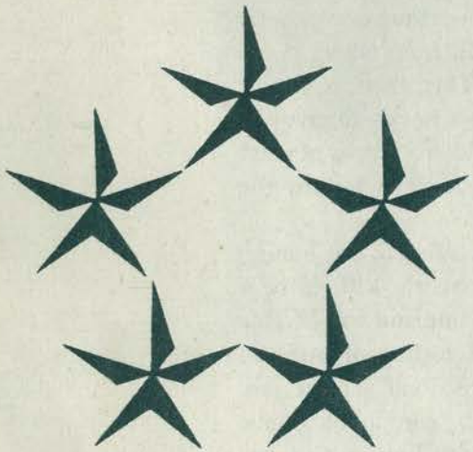
I hope that after the war, in the safety of our homes, when we are enjoying what we fervently wish to be a permanent peace, soldiers of our Command will be able to look through this book with a feeling of pride in their accomplishments. They have done a great job. Their families will be interested in seeing photographs of some of the spots in England and France we knew so well, in addition to reading about and looking at pictures of some of the troubles we encountered.

Obviously, it has been impossible to picture and write about every unit in the Command, but I hope we have given you a good overall picture of our organization.

My sincere thanks to all those Public Relations Officers of the Command who provided material for this publication, and to Major Edward P. Shaw of Chicago, Illinois and Sgt. Richard S. Cotterman of Parkersburg, West Virginia, who gave me much helpful and needed assistance in the early preparation of this book.

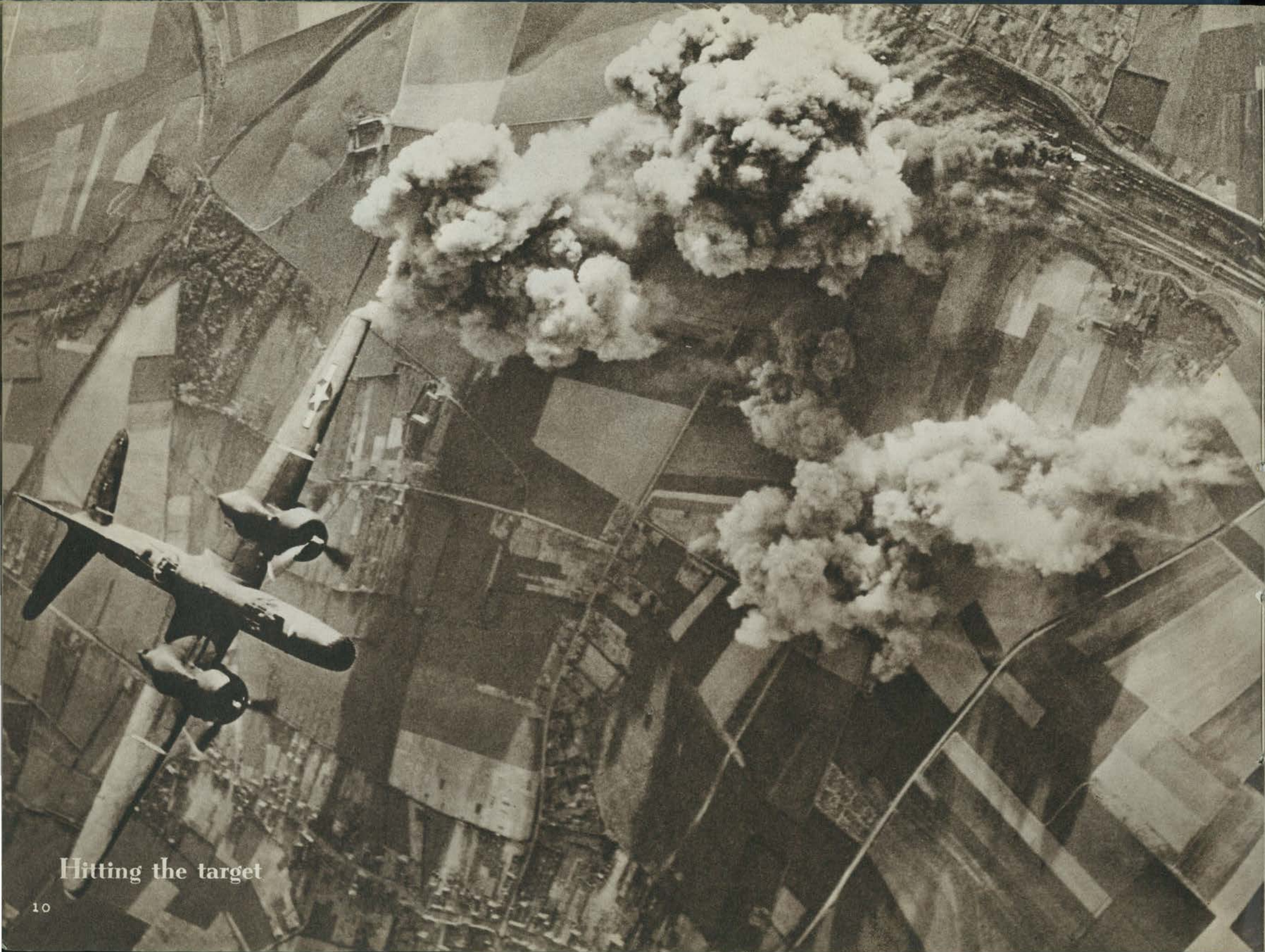
To the publishers of *Air News* and *Air Tech* (Phillip Andrews Publishing Company) goes the credit for the layout, artwork and publication. Their whole-hearted cooperation at all times made the compilation of this book an interesting assignment.

William A. Savin,
Captain, Air Corps,
Public Relations Officer,
IX Air Force Service Command.
7 May, 1945



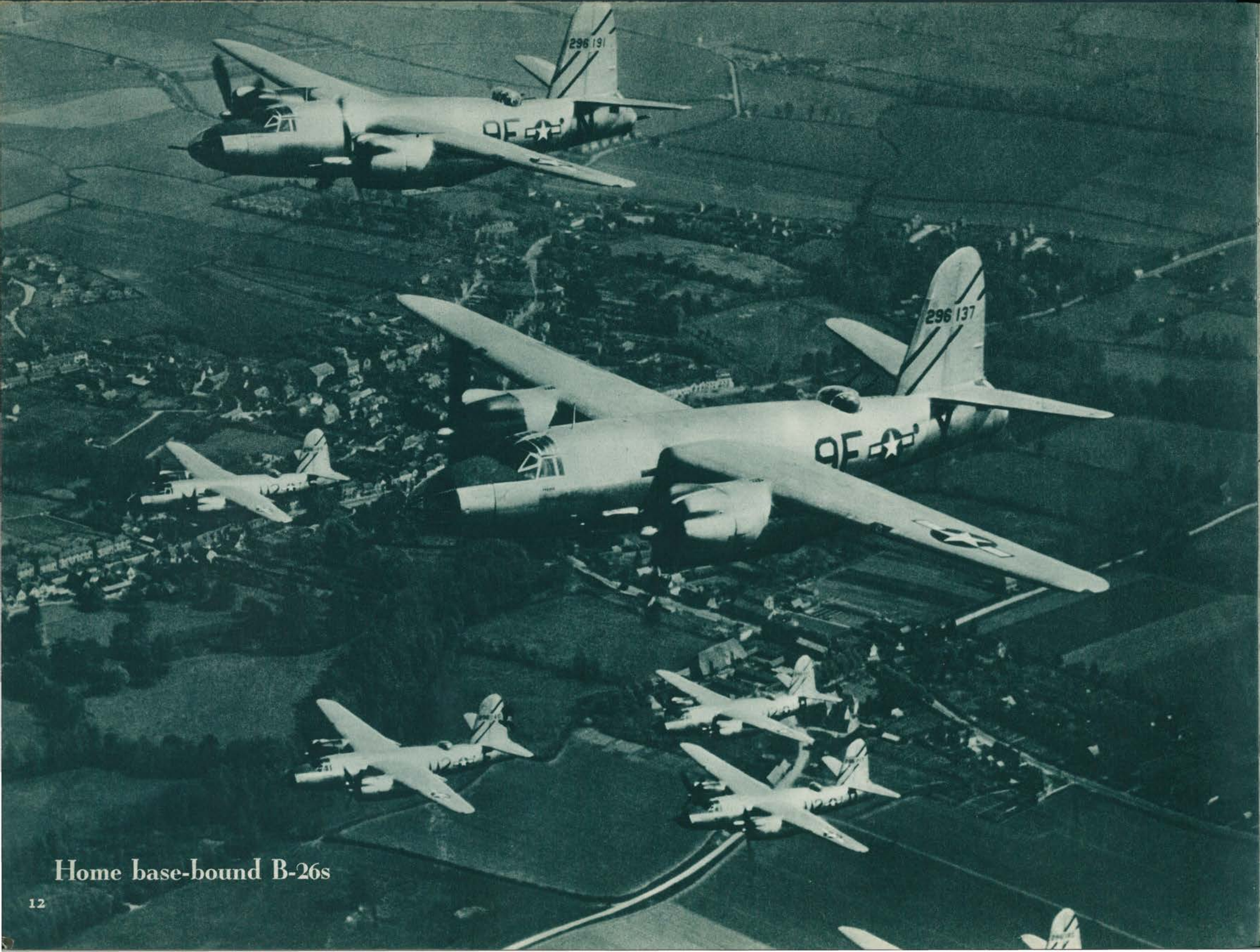
General of the Army Henry H. Arnold

A-20s returning from mission



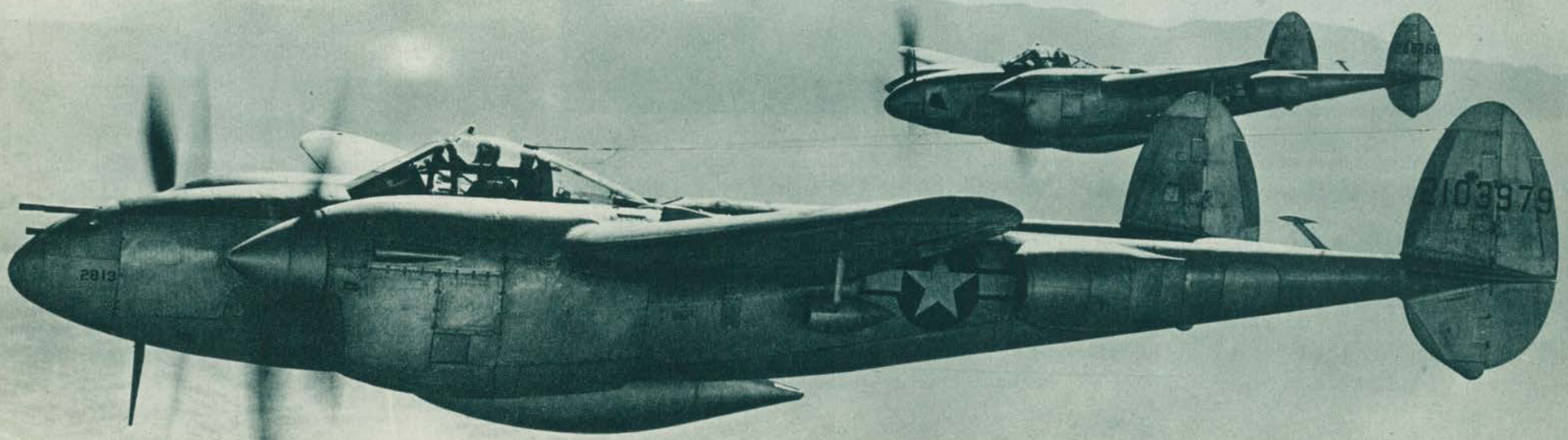
Hitting the target

Marauders unloading bombs



Home base-bound B-26s

P-51 Mustang



P-38 Lightning

MYRON R. WOOD, 52-year-old Coloradan, who rose from private to general during two World Wars and the interval of peacetime air expansion, is the chief of IX Air Force Service Command.

This quiet-spoken man who was at the helm of Service Command during the vital pre-invasion days, as well as during the conquest of the Continent, is a specialist in aircraft procurement and maintenance. His knowledge of air tactics, as well as the intricacies of supply, has undoubtedly helped him in his climb up the Army ladder. A Command Pilot with a Combat Observer's rating, the General speaks the language of men who fly and fight and he knows their problems.

Brigadier General Wood's Army career opened November, 1917, when he enlisted in the fledgling "Aviation Section" of the Signal Corps as a private. After the basic aviation training course, he was commissioned a second lieutenant in the Officers' Reserve Corps and ordered to active duty on March 23, 1918. Thus he opened his career as an officer, which was further strengthened when he was commissioned in the Regular Army in 1920. From that time on his promotions have been steady, with his brigadier's star being awarded on June 25, 1943.

Among General Wood's first assignments was one of training at the famous War I Kelly Field, and from then on he has held a series of Air Force jobs. The groundwork of his procurement knowledge was laid by attendance at the Army Industrial College.

His first important procurement job came when he was named Aircraft Procurement Chief in the office of the Undersecretary of War, and this was followed by his appointment as Chief of Industrial Planning at Wright Field, Dayton, Ohio, in charge of seven districts.

As Chief of Supply when our Air Forces were new in Britain, he established a system of decentralization whereby advanced air depots were thrown up in close proximity to active combat units. This policy speeded up the repair of battle-damaged aircraft and new repair records were set and thousands of man hours saved.

The Service Command chief, in addition to winning his wings in 1918, is a graduate of the Army Tactical School and the Army Industrial College. His chief phobias are inefficiency and red tape, in that order.

General Wood has the Westerner's natural love for horses; his chief hobby is polo and he recollects with pleasure the many chukkers he has played with Generals Patton and Devers. Perhaps we should say polo is his chief unofficial hobby, for his main avocation, as well as vocation, is American aviation.

HEADQUARTERS
IX AIR FORCE SERVICE COMMAND
OFFICE OF THE
COMMANDING GENERAL

7 May, 1945

TO: All Personnel, IX Air Force Service Command

The IX Air Force Service Command's record in the European Theater of Operations is one which arouses justifiable pride.

The task set before it at the outset was far from an easy assignment. We were engaged in a highly mobile war in which strategy, tactics, and even aircraft changed overnight. Our job of keeping fighters and bombers of the Ninth Air Force in the skies called for resilient policies and procedures. Our ingenuity was daily challenged. But we met that challenge without hesitation, and today, with the unconditional surrender of Nazi Germany, we can feel that our Command has done its part towards victory.

So, to all of you, I express my congratulations in two words:

"Well done!"

Myron C Wood

What Is the IX Air Force Service Command?

THE word "service" is a rather broad and elastic term. Perhaps that is why the general public—and a great many of our own soldiers—do not have a coherent picture of the work performed by the Service Command of an Air Force. The functions of Bomber Command, Fighter Command, Engineer Command, etc., are readily understood, but a good deal of explanation is necessary to cover thoroughly the operation of a Service Command.

The IX Air Force Service Command, commanded by Brigadier General Myron R. Wood, of Arlington, Va., is a combination drugstore, repair shop, gunsmith, warehouse, state university, Sears Roebuck, Railway Express, commercial airline, ambulance service and personnel placement bureau.

In order to clarify such apparent chaos, let's look at it this way. Basically, the Command performs two functions: (a) supplying the Ninth Air Force, and (b) maintenance and major repair of airplanes and other equipment. Simple enough, on the face of it, but supply means everything from a tiny screw to a complete B-26 Marauder. Multiply the different pieces of merchandise offered in a Sears Roebuck catalogue by five, and you will get an idea of how many items the IX Air Force Service Command handles—around 500,000 to be specific. Aside from the myriad parts needed to keep the highly complicated airplane profitably aloft, the Command stocks and issues such items as flying suits, oxygen, radio sets, medical supplies, bombs, bullets of every caliber and description.

The repair function is just as varied. The "greaseball" of the last war—the mechanic who could repair any part of an airplane from tip to tail—has faded from the picture in World War II. The combat airplane of today, whether it is an eight-gunned fighter or a slender-fuselaged A-26, is a really intricate and highly complex mechanism.

Turrets that swing in almost every direction, variable pitch propellers, bombsights, hydraulic and electrical systems for operating bomb doors, flaps, and retractable landing gear—all have contributed to make the modern combat plane infinitely complicated. As a result, there was a need for technicians who could take a propeller apart and put it together again; specialists who could adjust a bombsight or blind flying instruments; experts who were able to check malfunction of hydraulic apparatus; ignition men who knew all about the mysteries of that field.

In this tactical air war, planes are being modified and improved constantly and a mechanic used to one kind of A-26 might suddenly find himself confronted with another fairly loaded with innovations with which he was entirely unfamiliar. This problem was solved through technical schools, jointly sponsored with the Royal Air Force, which furnished badly needed facilities and instructor personnel. Fifty different courses in aeronautics were set up in which men have been taught new developments in aircraft construction which had come about since they left the U. S. As a consequence, men thoroughly schooled in the latest aircraft developments are on hand at every Ninth Air Force base.

The IX Air Force Service Command is definitely big business in the European Theater of Operations, but not business as usual. The heavy responsibilities placed on the Command prior to and after D day dictated not only routine replacements of materiel, but necessitated its foreseeing Allied gains a day or a month ahead in order to keep up with its customer, the Ninth Air Force, which changed addresses with amazing speed and little advance notice. To give some indication of the vastness of the supply problem, take one item alone—aviation gasoline. The Service Command has supplied to the Ninth Air Force, in a day, enough gasoline to take an automobile around the world 360 times at the Equator!

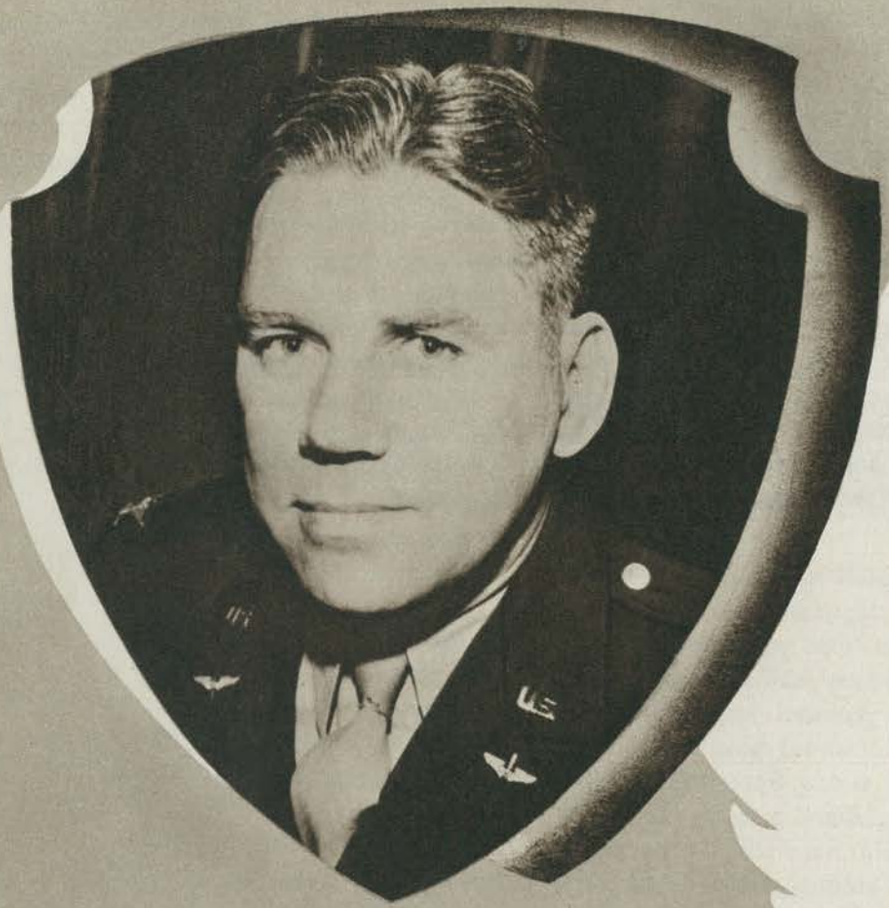
In effect, mobile reclamation and repair units of the Service Command are the rolling stones of combat aviation. These grease-smeared gypsies move from one job to the other, frequently repairing a P-47's cracked landing gear in an outsized tent one day, replacing hydraulic lines in a B-26 under a camouflage net the next afternoon. With their workshops on wheels, these boys keep the airplanes where they belong—in the air. If humanly possible, a damaged plane is restored to combat trim and leaves under its own power. Flak sometimes leaves little more than a windshield wiper in what was once a six-ton plane. In such an instance, Air Service Command mechanics remove all salvageable parts and cart them off to salvage depots for further

use. This is only one facet of the work which goes on under a control office which can, at a moment's notice, tell command officers the location and fighting condition of every plane in the European Theater of Operations.

Because it took less time to rebuild an airplane in England than to build a new one in America for shipment across 3,000 miles of water, the Service Command established major depots in the ETO where production line methods made new fighters of battle-weary war horses. Here the Cyclones and Wasps, the Allisons and Merlins were torn down to cotter pin components, cleaned, bored, and refitted to factory rated horsepower. In adjacent shops, twisted longerons, cracked wing ribs, weakened landing gears were stripped from the Thunderbolts and Marauders and replaced with factory produced parts. Out of the hangars came new planes in such quantity that observers have called this the plus factor which gave the Ninth Air Force so great an air superiority that plane for plane combat seldom, if ever, manifested itself over France and Germany.

Like all other commands, the IX Air Force Service Command is made up of people—people whose jobs began long before the invasion, endured right up to H-hour and beyond. There were glider pilots, engineers, clerks, mechanics, cooks, doctors, truck drivers; in fact, every conceivable job necessary for victory was filled by an expert who was willing to subordinate everything to the goal ahead. Take the transport pilots, for instance. Red-eyed, flying seemingly endless hours, they operated on a two-way schedule that carried everything from gasoline and guns and bombs to blood plasma and sulfa drugs into Normandy, then carried wounded men back to England on knock-down cots which made ambulances of the Douglas Skytrains. And they did this on schedules which sent ten planes across the Channel every hour.

The achievements of the IX Air Force Service Command are many and varied—it is virtually impossible to enumerate all of them. Perhaps it would be better simply to say that it is the "good right arm" of the Ninth Air Force. And when "service" is wanted by the Ninth, it is the Service Command which provides it as quickly as possible.



ONE of the original top-ranking officers of the IX Air Force Service Command, Colonel David H. Baker was born in New Jersey in 1907.

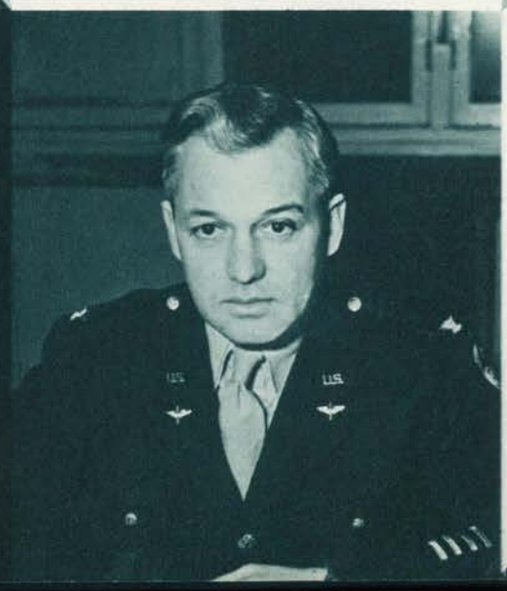
Entering West Point Military Academy on July 1, 1926, he was commissioned a second lieutenant in the Coast Artillery Corps on June 12, 1930. His great interest in flying led him to enroll in the Air Corps Primary Flying School in 1931 and, after being graduated from this course, he attended the Observation Course at the Air Corps Advanced Flying School in 1932. Following his graduation, he was transferred to the Air Corps, and is currently rated a Senior Pilot, Combat Observer and Aircraft Observer.

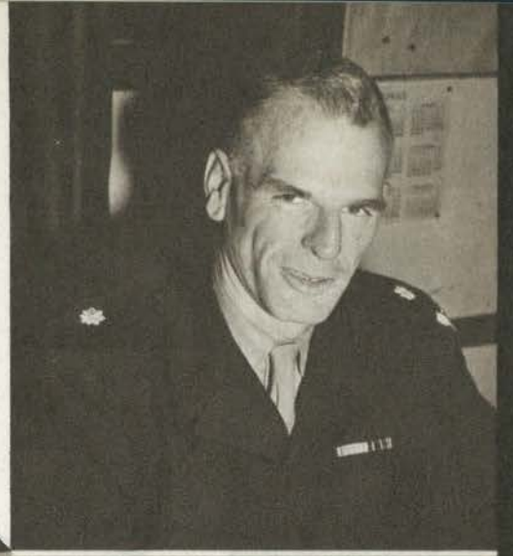
A captain in the Regular Army, Colonel Baker received his eagles on March 1, 1942 and in that same year was given an overseas assignment with the VIII Air Force Service Command. He came to the IX Air Force Service Command as Deputy Commander on October 16, 1943, and to him must go much of the credit for formulating the Command's plans for participation in the invasion of Europe.

For his outstanding achievements while with the VIII Air Force Service Command, Colonel Baker was awarded the Legion of Merit on January 18, 1944.

From left to right across the page:

Col. J. S. Fisher, Chief of Administration
Col. F. M. Paul, Air Inspector
Col. J. J. O'Hara, Chief, Plans & Operations Division
Col. W. D. Eckert, Chief, Supply Division
Col. N. J. O'Brien, Adjutant General
Col. N. R. Rogers, Chief, Personnel & Training Division
Col. E. E. Thomas, Chief, Transportation Division
Col. B. J. Tooher, Chief, Maintenance Division





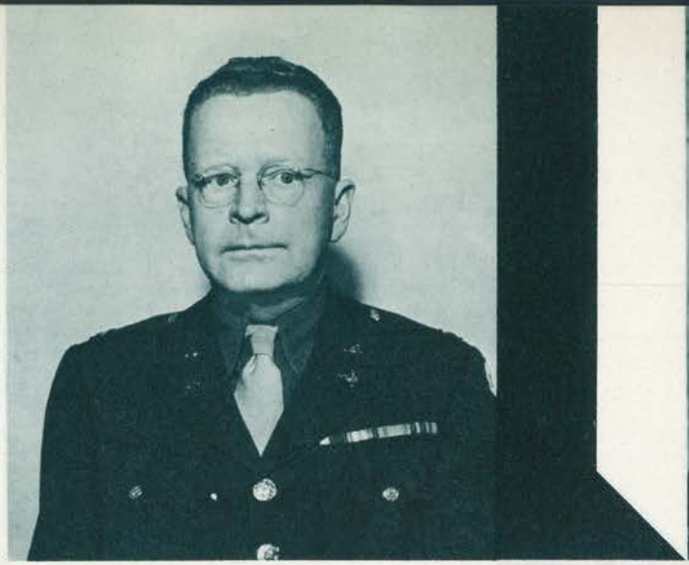
IX

Col. H. K. Kelley, Chief, Disarmament Division
Col. G. H. Steele, Chief, Quartermaster Section
Col. J. B. Olmsted, Chief, Judge Advocate General Section
Lt. Col. S. M. Frank, Chief, Ordnance Section
Lt. Col. F. W. Anderson, Chief, Fiscal Section
Col. M. C. Beil, Chief, Medical Section
Col. T. E. Byrne, Chief, Signal Section
Lt. Col. W. R. Baldwin, Chief, Engineer Section

IX

Lt. Col. R. Y. Bradford, Chief, Chaplain Section
Major S. A. McNabb, Chief, Chemical Section
Lt. Col. W. I. Eisele, Chief, Intelligence Section
Lt. Col. R. P. Weaver, Headquarters Commandant
W/Cdr. A. H. Edwards, RAF Liaison Officer
Col. T. S. Voss, Commanding Officer, 1st AADA
Col. W. E. Steele, Commanding Officer, 2nd AADA
Col. F. P. McCue, Comm. Officer, 1st Intransit Dep. Gr.

Lt. Col. H. W. Hopp,
Comm. Officer, 1st Transport Gr., Avn.



Col. M. W. Charlton,
Comm. Officer, 1585 Q.M. Gr., Avn.

Col. H. J. Lawrence,
Comm. Officer, 1586 Q.M. Gr., Avn.

Commanding General of IX Air Force Service Command occupied offices in building at center.

Brief Review of the Command

THE IX Air Force Service Command was activated at MacDill Field, Florida, but the actual formation was begun at Patterson Field, Fairfield, Ohio, under authority of letter, Headquarters, Air Service Command, Wright Field, Dayton, Ohio, dated 1 September, 1942, subject: "Transfer and Reorganization of the IX Air Force Service Command."

Personnel originally comprising the Headquarters of the Command was obtained from many units located throughout the United States. Additional personnel, working with the Ninth Air Force in the Middle East, was transferred to the Command upon its arrival in Africa.

Leaving Patterson Field in the fall of 1942, the Headquarters nucleus proceeded to Camp Kilmer, New Jersey, an overseas staging area. Shortly after arrival at Kilmer, the Command embarked for Egypt via Rio de Janeiro and arrived at Camp Russell B. Huckstep, Egypt, on 22 December, 1942. The latter was a temporary station until the movement of the Command into Cairo, where it was located until the defeat of the Axis in Africa.

On 15 October, 1943, most of Headquarters, IX Air Force Service Command embarked for England where it reorganized at the Headquarters of the U. S. Eighth Air Force—Bushey Park, in the County of Middlesex, under the command of Major General Henry J. F. Miller. After initial problems of reorganization had been overcome, Headquarters of the Command moved on 16 November, 1943 to Sunninghill, Ascot, Berkshire.

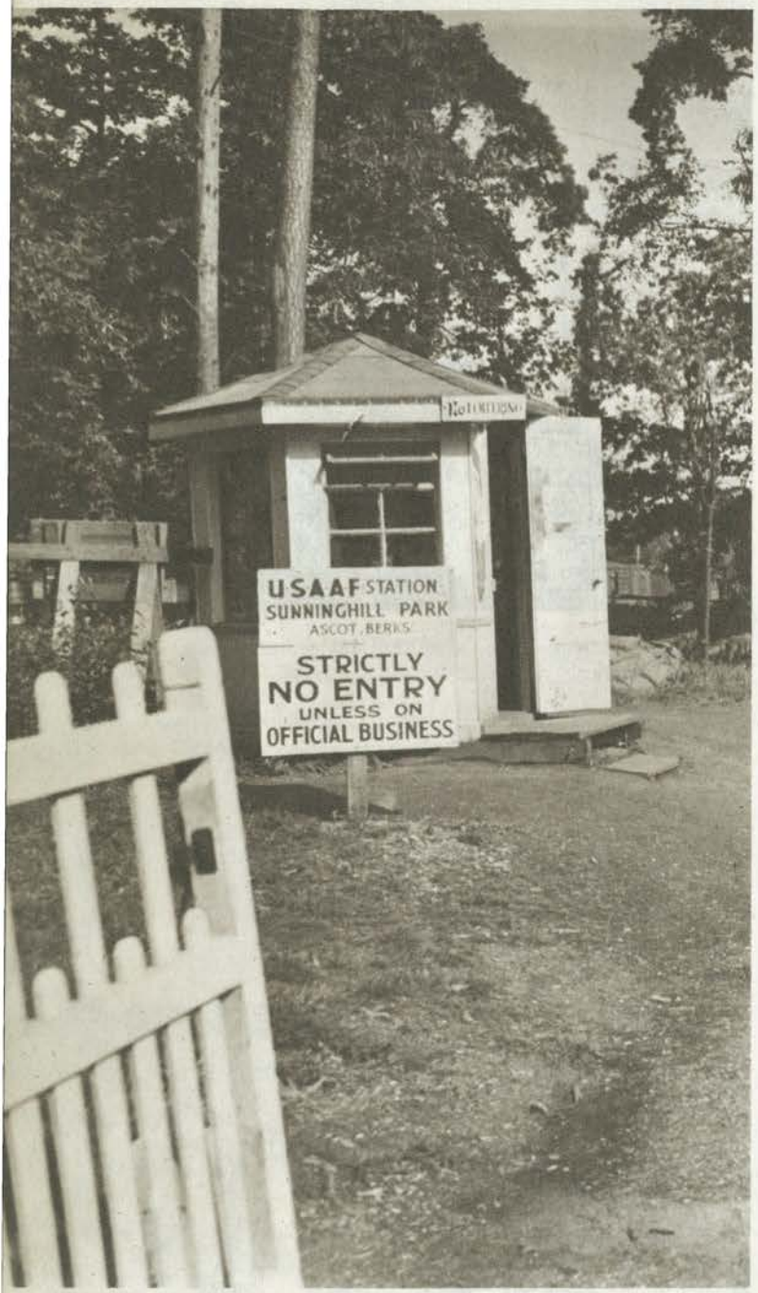
Initial sources of personnel for the reorganized Command were the VIII Tactical Air Service Area Command, the VIII Air Force Service Command and that part of the IX Air Force Service Command which was arriving from Africa. Additional personnel was obtained from a temporary replacement center established by the Command to which casuals arriving from the United States were sent for assignment. The newly formed IX Air Force Service Command had the task of organizing, training and equipping these casuals into service units in sufficient time to be ready for D Day. The decision to ship them from the States and organize the units in England proved sound. The newly formed units were required to service aircraft in actual combat operations from the United Kingdom and, while the task of organizing, training and equipping and assigning these units in the limited time available was tremendous, their operating efficiency on D Day was equal to their mission.

The IX Air Force Service Command was charged with the responsibility of maintaining the operational units of the Ninth Air Force—the tactical Air Force which was to spearhead the invasion of France and support all American armies in that country. This responsibility involved the supplying of all Air Force items to the Ninth Air Force, arranging for and furnishing all SOS supplies to Ninth Air Force organizations, maintenance of its aircraft and equipment (except overhaul of engines and accessories) and transportation of Ninth Air Force units, supplies and equipment. The operation of air transportation between the United Kingdom and France was also to be a function of this Command.

Comprising all Ninth Air Force service units and personnel, it was not long before the IX Air Force Service Command became the largest Air Force command in the European Theater of Operations. The strength of the Command grew from 6,352 on 15 October, 1943 to 61,569 in June, 1944, the great bulk of the increase

En route to a Replacement Depot. For the great majority, it was their first experience in riding the small, compact English trains.

The first job upon arrival at the Depot was to find your barracks bags. After orientation, soldiers were assigned to IX AFSC units.



Entrance gate to USAAF 472 at Ascot. Situated about 30 miles southwest of London, it was adjacent to the famous Ascot race course.

being in units activated in the United Kingdom. Maximum strength of 62,617 was reached in August, 1944.

On 6 May, 1944, Major General Henry J. F. Miller was relieved of command of the IX Air Force Service Command and replaced by Brigadier General Myron R. Wood.

Here is an outline of the responsibilities charged to the subordinate units under the control of Headquarters, IX Air Force Service Command:

Three area commands were established to control and operationally supervise the activity of service units. These were *1st Advanced Air Depot Area* (commanded by Colonel Frank M. Paul, who was later assigned as Air Inspector for the Command and replaced by Colonel Thomas S. Voss) for medium and light bombers and troop carriers; *2nd Advanced Air Depot Area* (Colonel Wyckliffe E. Steele, commanding) for fighter type aircraft; and *Base Air Depot Area* (Colonel Charles W. Steinmetz, commanding) for a continental base function.

One of the primary reasons for organizing the 1st and 2nd Advanced Air Depot Areas was to decentralize operations so that the move to the Continent could be made without seriously interfering with or restricting air operations in progress at a high rate both from the United Kingdom and the Continent. It developed that the real value of these AADA's was their help in organizing and training the service units activated in the United Kingdom and in perfecting the operational efficiency of service organizations. Without the help of the Advanced Air Depot Areas, this gigantic task would not have been accomplished so successfully in the required time.

When Base Air Depot Area of the IX Air Force Service Command was organized, it was contemplated that the Ninth Air Force would be self-sufficient as soon as all units moved to the Continent. Replacement personnel, all supplies and replacement aircraft, transported on the decks of tankers, would arrive direct on the Continent from the United States. Base Air Depot

Military policemen maintained a 24-hour vigil at the gate. Trip tickets of all vehicles, coming and going, were checked and recorded.

Area was to function as a base supply depot and perform other rear functions such as personnel replacement control depots, assembly of aircraft, and the in-transit functions for Air Force supplies at railheads, ports, and beaches. Shortly before D Day, U. S. Strategic Air Forces in Europe decided to abolish the entire IX Air Force Service Command Base Air Depot Area as such, and provide base functions for the Ninth Air Force by Base Air Depot Area, U. S. Strategic Air Forces in Europe, Air Service Command, from the United Kingdom.

When tactical groups and service units moved to the Continent, it was planned that Headquarters, 2nd Advanced Air Depot Area would move with them and serve as the Advanced Headquarters of the IX Air Force Service Command; 1st Advanced Air Depot Area was to remain in the United Kingdom as long as medium and light bombers and troop carriers operated from England. Base Air Depot Area was planned to start moving to the Continent on approximately D plus fifty. While its services were not needed in England, its time there was to be used for organization, aircraft assembly, training, and stocking for continental operations.

It was later decided that the first Service Command headquarters on the Continent would be an echelon of Headquarters, IX Air Force Service Command, and not of 2nd Advanced Air Depot Area. The problems to be encountered in the early stages of the invasion were entirely different from those of supporting a tactical air force. The formation of beach landing parties, establishment of beach supply dumps and all the many complex operations developed during the prior months of planning were familiar to personnel of the Headquarters and such personnel were therefore selected to man the first service command headquarters on the Continent. This echelon arrived in France on D plus two and was later augmented by personnel from both Headquarters of IX Air Force Service Command and 2nd Advanced Air Depot Area. After several weeks of operation, this headquarters was split up and each assumed its separate identity.

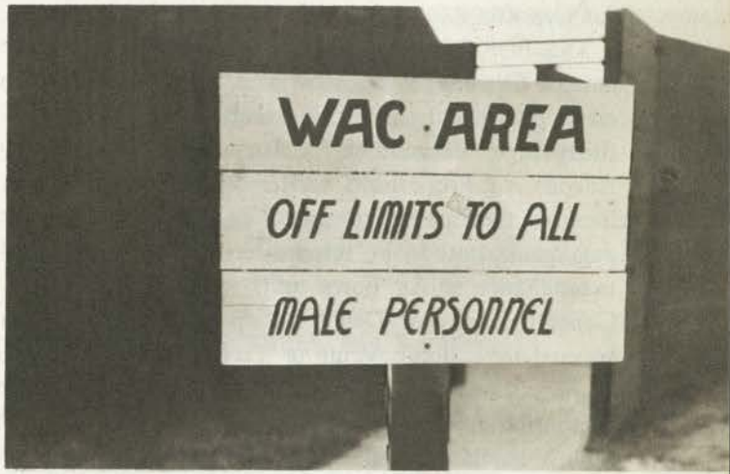
At the direction of higher authority, both 1st and 2nd Advanced Air Depot Areas were dissolved in February, 1945.

Air Depot Groups

Previous experience of the Eighth Air Force indicated the wisdom of locating two Air Depot Groups with ancillary units on a single station to form an Advanced Air Depot. Various components of Air Depot Groups totalling approximately five experienced and three inexperienced Air Depot Groups were received from the VIII Air Force Service Command. Four additional Air Depot Groups were activated by the IX Air Force Service Command in the United Kingdom.

To accelerate the training and to raise the level of operating efficiency in the least possible time, two Air

The Fire Department at Station 472. The most severe fire with which it had to cope was the one that burned down the officers' mess.



Many were the signs around Ascot Headquarters. With the arrival of the WAC contingent early in 1944, this one really meant what it said.

(Below) An aerial view of the IX AFSC Headquarters at Ascot.

A lookout tower for spotters. (Right) V1 just as motor cut.

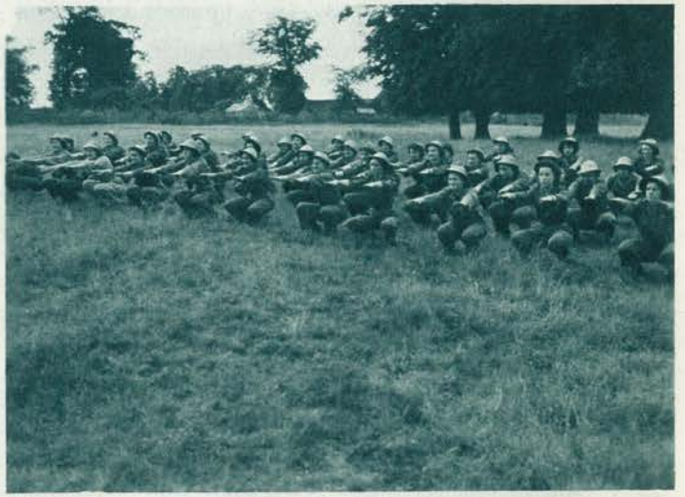
(Below) The "Continentals"—popular IX AFSC entertainment unit. Formed from Command's enlisted men, it was high morale factor.

Depot Groups, one experienced and one inexperienced, were located on the same station. It was also thought desirable to have two Air Depot Groups at a single depot, not only because of scarcity of sites but to simplify administration so that, during movements to and on the Continent, one Air Depot Group could remain at the old station to keep Air Depot Group functions operating satisfactorily while the other Group was being established at the new site. Accordingly, the twelve Air Depot Groups in the IX Air Force Service Command were formed into six depots called Tactical Air Depots.

The first Air Depot Group of the IX Air Force Service Command was scheduled to arrive in France on D plus twenty-nine and actually arrived on D plus thirty-three. Because of the large number of miscellaneous Air Force units scattered throughout France, far from their parent organizations, there was need for an organization to be responsible for the supply and maintenance of Air Force units within its given area. Generally, one Air Depot Group was given the area covered by a Bomb Wing or Tactical Air Command. On the Continent, the Air Depot Group was made responsible for the supply and maintenance of assigned service teams and all other Air Force organizations within its geographical area, which arrangement proved very satisfactory.

Exclusive picture (above) of the WAC's open air drying room. Ordnance repair shop (below) under canvas top in squadron area.

A repair shop (above) was maintained for bicycles, popular with the American soldiers. (Below) A WAC contingent takes exercise.



The Officers' Post Exchange (below) at Ascot Headquarters—and one of the few places in England where "cokes" were sold.

One of the most popular spots (below) at Station 472—the snack bar and coffee lounge at the Officers' Club. Liquor was rare.

Saturday night was still the favorite night for dances and parties. Photo shows dance held at the Commodore Theatre, Slough.

Officers' lounge at Ascot Headquarters. Drop curtain conceals movie screen. (Below) The "Horse and Groom," favorite rendezvous.

Race-day crowds at Southern Railway Station in Ascot. (Below) Berkshire Country Club became a Ninth A.F. Officers' Club.

The Saturday night dances at the Berkshire (below) were always popular. We don't know just how the Navy sneaked into this one!

Along a country road leading from Ascot to Windsor (below). Towers of old Windsor Castle can be seen in distance at right.

Service Groups

Experience in the Eighth Air Force indicated the desirability of splitting the Service Group into two separate organizations, each to serve a combat group independently of the other. Original plans were to put this into effect in the Ninth Air Force. However, it was agreed that an untried experiment at a date so close to D Day might have serious consequences. As a result, the Service Group was left intact with the headquarters directing two equal teams, A and B. This setup was changed by rearranging detachments, vehicles, and equipment between the two teams and the headquarters. Later, with the abolishment of the Advanced Air Depot Areas, the Service Group was divided into two self-sufficient organizations, each serving one combat group. Service Teams were placed under command of the Air Depot Groups.

The channels for command and technical control were from Headquarters to Air Depot Groups to Service Teams.

Mobile Repair and Reclamation Squadrons

Because of the large number of battle-damaged and crashed bombers landing away from home bases in the United Kingdom, the Mobile R & R Squadron was developed. It was organized to be completely mobile, self-sufficient, and equipped to perform on site repairs

Photograph below shows the interior of an English "pub," which has no actual U. S. counterpart. ETO-ites will never forget them.

The pubs did much to cement Anglo-American relations. Beer was warm but palatable. (Below) "Chess men" garden, 1st AADA HQ.

Open-air squadron parties (above) were always well-attended, promoted Anglo-American friendships. (Below) On road to 2nd AADA HQ.

This beautiful old English country home in Arborfield (below) was headquarters of 2nd AADA. Note profuse ivy-colored walls.

Omaha beach on "D" Day did not look as peaceful as this scene below. Barrage balloons are faintly discernible at upper right.

at various locations. In the IX Air Force Service Command, a Mobile R & R Squadron was assigned to each Service Group and its units were split up between the two Service Teams, its headquarters remaining with headquarters of the Service Group. This Squadron was later divided evenly between the two Service Teams.

On the Continent, a Mobile R & R Squadron was attached to each Army to provide supply and maintenance for the 300 liaison type aircraft serving with each Army. This organization proved to be one of the most valuable service organizations in the invasion Air Force and was used for innumerable purposes not anticipated in the original troop basis, such as for glider and aircraft assembly. These squadrons gave to the Command much of its flexibility.

Of the part played by the IX Air Force Service Command and its units on the Continent, Gen. Omar N. Bradley wrote, in part: ". . . The IX Air Force Service Command and its subordinate units by enthusiastic, efficient and unfailing labor have kept field artillery aircraft flying under the most difficult combat conditions. This support has contributed materially to the success of the Twelfth Army Group."

A commendation from Gen. Courtney H. Hodges reads, in part: ". . . Due to the splendid cooperation of the IX Air Force Service Command and the Third Tactical Air Depot, all field artillery units in the First United States Army were fully equipped with aircraft and associated equipment prior to embarkation for the assault. On the Continent, despite relatively heavy losses in aircraft and the stubborn supply difficulties incident to the rapid advance of the First U. S. Army across France and Belgium, the support rendered by the 23rd Mobile Repair and Reclamation Squadron has been continuous and unfailing."

Intransit Depot Group

This was organized to handle supplies at railheads, ports, airfields, and similar points of entry. As the invasion campaign progressed inland, the Intransit Depot

Groups operated aviation fuel dumps and performed many tasks designed to accelerate the flow of supplies to depots and using units. Commanding officer—Colonel Frank P. McCue.

Air Transport Group

This was responsible for the ferrying of aircraft to Ninth Air Force bases and for providing air transportation for priority cargo and personnel. Commanding officer—Lt. Col. Harry W. Hopp.

Quartermaster Truck Groups

Two QM Truck Groups were under control of Headquarters, IX Air Force Service Command—the 1585th QM Truck Group (Avn.) commanded by Colonel Marvin Charlton and the 1586th QM Truck Group (Avn.) commanded by Colonel H. J. Lawrence. As the name implies, the Groups handled truck transportation of supplies and personnel.

Replacement Control Depots

Primary function of the two RCDs under the jurisdiction of IX Air Force Service Command was the receiving and assignment of casuals to units of the Ninth Air Force. The RCDs were transferred from the Command in October, 1944.

Signal Construction Battalion

This was responsible for the laying of long distance communication lines. Commanding officer—Lt. Col. S. C. Olin.

Air Disarmament Group

Latest addition to the IX Air Force Service Command "family," this Group was formerly the VIII Air Force Composite Command, which was to be utilized to handle disarmament responsibilities. The Ninth Air Force, which had been charged with all responsibilities of disarming the German Air Force in the area to be occupied by U. S. forces, acquired the latter Command.

Utah beachhead (above). (Below) Where so many Americans died during the early days of invasion—first U. S. cemetery in France.

The beach at Cherbourg Peninsula. (Below) Such German minefield signs were a common sight meeting the first soldiers in France.

Crashed American and British gliders lie side by side (below) in a French field. Many wrecked craft were stripped by souvenir hunters.

Hit by a landing craft when it disappeared into a shell hole, this truck (below) was wrecked before it could be hauled away.

Scenes like this were common around U. S. Army posts in England during summer, 1944. Saying goodbye before leaving for France.

Soldiers of the IX AFSC march aboard a transport at a Southern England port for the trip across the Channel to the continent.

Clutching barracks bags, rifles, and in full battle dress, soldiers of the first Service Group to land in France wade ashore.

The disarmament functions were assigned by the Ninth Air Force to the Service Command on 1 February, 1945, at which time a Staff Division called Disarmament Division was formed to carry out these responsibilities.

The activities of all units of the IX Air Force Service Command prior to D Day were directed to preparation and planning for the invasion of Europe. Mistakes incident to the formation of a new and large command were unavoidable, but the rough spots were smoothed over and in the latter part of May Brigadier General Wood stated: "We are now completely organized to fulfil our prime function—that of keeping the bombers and fighters of the Ninth Air Force in the skies over Hitler's Europe. This is not a static war, so we are daily refining methods and procedures to be better able to meet that challenge."

In order to facilitate the movement of units of the IX Air Force Service Command from the United Kingdom to the Continent and to insure that each unit was properly equipped and briefed for its mission, a mobile briefing unit was established in the marshalling area (the point at which troops assembled before embarking for the Continent).

This briefing unit, established well before D Day, consisted of a group of officers and enlisted men particularly selected and trained. It was provided with maps and other material so that each unit as it passed through the marshalling area would be informed of its destination and mission on the far shore. Members also provided last minute items of supply and equipment needed by units before embarkation. The services of this briefing unit proved very valuable and, while it was designed primarily for IX Air Force Service Command personnel, it was soon utilized by units of all commands of the Ninth Air Force.

A truck of the 9th Service Group rolls from landing craft on to French soil. Note how sand is used to build roadway to boat.

First IX AFSC soldiers to land in France saw firsthand evidence of war's devastation. Photograph shows ruined houses at Isigny.

Artillery shells or bombs cannot always avoid sacred buildings. Cathedral in one of most devastated towns in France—St. Lo.

Improvisation was the order of the day for the first soldiers in France. Here a plane's belly tank provides a needed shower.

A section of IX Air Force Service Command Advanced "Hedgerow Headquarters," established in a field at Criqueville, France.

Second stop in France for IX AFSC Headquarters was in this old chateau at La Cambe. It was occupied formerly by the Gestapo.

The role of the IX Air Force Service Command during the invasion of Normandy comprised, as its name implies, the efficient execution of plans formulated long in advance for the general "servicing" of all Ninth Air Force operational units. Such a role is often underestimated by those who measure warfare by the dramatic appeal of daring exploits performed so heroically and unselfishly by combat soldiers both on the ground and in the air.

To those who work in order that others may achieve the glory associated with actual combat, conscientious endeavor, evidenced by long hours of labor, does not necessarily result in the thrill of public acclaim. The study of logistics, computation of figures on necessary supply levels, on consumption, on replacement needs, on ship tonnage required to haul vast amounts across the Channel, are too scientific; the modification and repair of planes, in order that they may give the efficient service so vital to the life of a pilot, are too technical to achieve easy publicity. Yet such functions serve as the very basis of sound strategy. Without a "service" army to create a firm foundation, the operational superstructure of any military campaign will infallibly crumble in defeat.

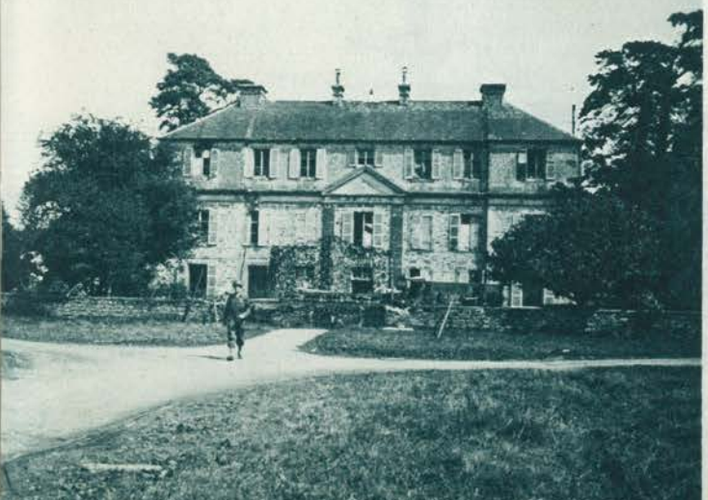
The successful materialization of plans made by this Command, therefore, directly affected the outcome of operations performed by combat units. Of even more vital concern, it helped measure the toll of human life, for, without adequate supplies and mechanically perfect equipment, the air crew lacks the tools to which it is rightfully entitled. It was only natural that the Battle of Normandy after the initial landings should have become as much a battle of supply as a match of wits between military tacticians.

The "servicing" accomplished by the IX Air Force Service Command during the invasion may be gen-

This building in Feugeres, noticeably smaller than that at La Cambe, was selected for the third move of Advanced Headquarters.

Advanced Headquarters at Le Mans. Personnel comprising headquarters at this station started to enjoy modern facilities.

Another view of Le Mans Headquarters. Built not long before by the French as an apartment housing project, it was near town.



Fifth and last French stop for Advanced Headquarters at Creil. It was here that Main and Advanced Headquarters were joined.

The building at Creil was used by the Germans as Air Service Command Headquarters, was built originally as a girls' school.

Battle damage at Creil was caused mainly by Ninth Air Force planes. Blasted locomotive shop testifies to accurate bombing.

erally divided into five groups: supply, maintenance and repair, personnel, transportation, and communications.

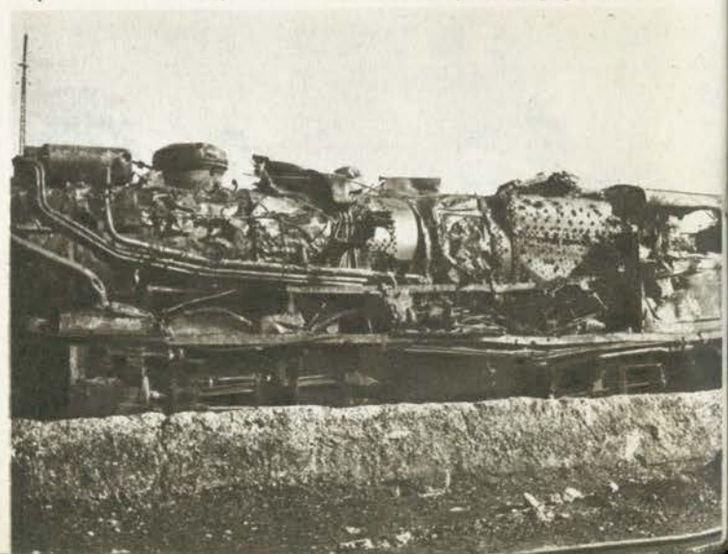
During the initial stages, procurement of supplies to create supply dumps in sufficient quantity for combat needs was unquestionably the greatest task. This Command was responsible for all Air Corps technical supply (i.e., supplies needed for the maintenance of planes and crews), aviation bombs and ammunition, and gasoline needed by aircraft. Other types of supply were handled by Army dumps supervised by the Services of Supply—known on the Continent as Zone of Communications. Maintenance and repair, although little was performed during the first ten days of operation, was initiated on the far shore by service teams in a manner similar to that employed in the United Kingdom. Replacements for casualties of the Ninth Air Force, other than operational crews, were handled by a personnel representative from IX Air Force Service Command Headquarters. Transportation was furnished for marching parties arriving on the far shore to carry them from the beach to their camps. Trucks were also needed to transport supplies from Air Force dumps to various stations of the Ninth Air Force, although it was the responsibility of the Army to see that these supplies reached the dumps from cargo ships. Finally, the creation of vital communication lines, as well as a continuously efficient operation of wireless and radar sets, were the direct concern of this Command.

Allied landings had been made at two points on the Normandy beach—one between Vierville-sur-Mer and Sainte Honorine des Pertes (Omaha Beach) and the other on the east coast of the Cherbourg peninsula running three and a half miles south from Hamel des Cruttes (Utah Beach). The first beachhead was established with difficulty because of enemy opposition,

Marshalling yards at Creil were bombed heavily. Fly bombs were shipped from this point to launching platforms along the coast.

This photograph showing direct hit on a locomotive boiler was printed in U. S. papers. Censorship held up location at Creil.

Taken also at Creil marshalling yards, this photograph graphically illustrates damage that can be done by strafing planes.



Through some freak of nature, this tall chimney stands quite undamaged among the bomb-wracked marshalling yards at Creil.

The town of Creil itself suffered great damage from the bombs that were dropped on and around the railroad marshalling yards.

Compared to a great many of the buildings in Creil, this modern-looking church escaped with comparatively little damage.

whereas the Cherbourg beachhead was taken and dumps created with comparative ease. It was intended that combat troops would, in the second phase of operation, fan out to cover more territory and eventually meet in the sector south of Isigny and Carentan, a district which was flooded by the Germans. Contact between the two groups was considerably delayed, a situation which hampered administrative and supervisory officers of this Command in the fulfillment of their duties.

According to plan, Army engineer special brigades followed the combat troops in the landings and assumed complete charge of establishing an efficient procedure for the unloading of supplies to the dumps. Some elements of these brigades landed on Omaha Beach according to schedule, although numerous casualties were suffered owing to vigorous enemy opposition. Nevertheless, few supplies were unloaded until D plus four, since it took that length of time not only for the brigades to organize, but also to capture enough ground to establish dumps which were to be set up approximately three or four miles inland. As in the case of the engineer brigades, Detachment "B" of this Command's Intransit Depot Group did not engage in full operations until D plus four. This detachment, working with the engineer brigades, was responsible for identifying all Air Corps supplies and expediting their delivery to an Air Force rather than to an Army dump.

Personnel belonging to Detachment "B" of the Intransit Depot Group were the first soldiers of the IX Air Force Service Command to land in France. The advance echelon arrived at Omaha Beach on D plus one, the remainder of the troops being kept off shore to await unloading. Those on the beach were subjected to artillery and sniper fire, while those on the landing craft underwent aerial bombardment and E boat ac-

The crucifix stands undamaged outside a cemetery near Creil. Like most other French towns, Creil was predominantly Catholic.

This bridge over the Oise River at Creil was demolished effectively by the retreating Nazis. A new pontoon bridge was built.

This old Frenchman, in answer to questioning by our photographer, declared that he was a refugee returning to his liberated Paris.

This picturesque footbridge across the Oise to the north of the demolished main bridge was not strong enough for heavy traffic.

One of the main attractions the town of Creil had to offer was this open air market. IX AFSC soldiers bought many gifts here.

tivity. Two of the ships in their convoy were sunk by enemy mines, although there were no casualties in the detachment. D plus two found the rest of the detachment ashore, with the exception of equipment, vehicles, and drivers.

Three days after the invasion, the marching party of the detachment was working as a unit at the beach, checking and spotting supplies and ammunition destined for Air Force dumps. All work was done on foot because no transportation was, as yet, available. On D plus five the entire detachment was united and equipment arrived intact. Personnel were placed at Army gasoline dumps to identify and segregate aviation gasoline and oil so that they would not be mixed with motor transport fuel.

To operate efficiently on the beaches, men were detailed to Engineer Special Brigades on a twenty-four hour basis, since gasoline and Air Corps supplies were being unloaded both at Utah and Omaha Beaches, although such had not been the plan. Some Air Corps supplies were erroneously sent to Army dumps, owing to lack of information concerning shipments. Aircraft ammunition had likewise been mingled with artillery shells and ground force ammunition, and details from the detachment were dispatched to the dumps to locate and route such supplies to their proper destination. Bombs, more easily distinguished, were delivered to Air Force ammunition dumps without trouble. A problem in the handling of bombs was created by a change in the tactical employment of Ninth Air Force fighter aircraft, which necessitated requests for types of bombs and fuses different from those which were, according to plan, to be provided by this Command. It was fortunate that the expenditure of these new types was a great deal less than estimated, for most of the special fuses would have, perforce, been shipped from the States, thus causing possibly damaging results in operations which had already started.

Much of the success for the efficient organization of the Air Force dumps may be given to Detachment "B" of the Intransit Depot Group. Under adverse conditions, it labored incessantly to cover all the beach exits and Army dumps, an operation of utmost importance in order to collect and locate all Air Force supplies. Its work was not made easier by night bombing, enemy strafing, and a shortage of sufficient lifting equipment, including cranes. However, in spite of the delay in unloading supplies and the difficulties caused by mingling of Air Force and Army supplies, it is important to note that, since the tactical situation did not permit the construction or use of airdromes as scheduled, operations were never postponed because of a lack of supplies.

In the invasion plans, no maintenance and repair of aircraft or salvage of gliders were contemplated during the first ten days of the invasion. However, it soon became apparent that some maintenance and repair work (particularly the salvage of gliders) was necessary prior to the ten-day period, and an officer from the

The winter of 1944-45 was one of the most severe France had experienced. Here is tent area at Creil under a mantle of snow.

2nd Advanced Air Depot Area was dispatched to France to survey existing conditions.

His assignment was to locate all aircraft, including gliders, which had crashed on friendly territory, in order to expedite their repair or salvage upon the arrival of a service team. During the first week of the invasion, a Mobile Repair and Reclamation Squadron was sent to the far shore to work on fighters, while a second Mobile R & R Squadron arrived to work on bombers, transports, gliders, and reconnaissance aircraft. Each squadron was accompanied by a two and one-half ton truck fitted out as a machine shop. However, these two outfits were insufficient to accomplish all the necessary repairs and salvage until the arrival of the first regularly scheduled Service Group on the far shore on D plus eleven. Prior to this date, planes landed at refueling and rearming strips, five of which were constructed during the first two weeks of the invasion. Planes used these strips to replenish their supplies of fuel and ammunition, but were based in the United Kingdom. It was not until the service teams arrived that the strips became advanced landing grounds, allowing aircraft to be based on the Continent.

The building used for Headquarters at Creil was occupied formerly by the Nazis and swastikas and eagles were a common sight.

Some of our versatile soldiers quickly got to work, and the vaunted German eagle in the mess hall was soon biting the dust.

An Armistice Day, 1944 observance was held at the IX AFSC headquarters. Many French organizations paraded with U. S. soldiers.

In connection with the salvage or removal of damaged gliders, work was started as soon as possible. They naturally made an unpleasant spectacle on the French country side, and, after removing the instruments and wheels which had survived the landings, the remainder of the craft was burned. Of the four hundred gliders used in the initial operations, only nine were recovered intact, not merely because of damage incurred during landing, but because a great many had been either "cannibalized" or stripped by souvenir hunters. Gliders had, however, been planned as expendable items.

The first Quartermaster Truck Companies arrived in France shortly after D Day to carry out the task of transporting Air Force supplies from the dumps to landing strips. Trucks belonging to these units were shipped to France with a basic load of engineer equipment, primarily matting for airstrip construction. Plans generally were executed smoothly, although the inevitable incidents occurred. One of the first companies to land found that an occasional truck stalled or was overturned, causing the loss of the cargo, although the vehicles themselves were usually recovered. One truck, however, was lost when it disappeared into a shell hole and was hit by a landing craft before the engineers could reach it. While waiting for their transportation duties, members of these truck companies unloaded their vehicles and aided in the de-mining of certain areas.

Considering the tremendous scope of operations and the eternal factor of human fallibility, the plans of the IX Air Force Service Command were smoothly executed to a degree which clearly demonstrated efficient and creditable work. The success of any mission may be measured by its results and they eloquently speak for themselves.

The initial stages of the invasion over with, the

Post Exchange at Creil Headquarters. All rationed items, except clothing, were purchased here. No "cokes" were available though.

Command began its gradual movement into France. The units of 2nd Advanced Air Depot Area, servicing fighter planes, were the first service units in France. Other subordinate units moved in gradually with advanced headquarters, rear headquarters being maintained in the United Kingdom for some time after D Day in order to clear up all remaining business.

Advanced Headquarters of this Command moved into France on D plus two, establishing headquarters successively at Criqueville, La Cambe, Feugeres, Le Mans and finally Creil, located about thirty miles northeast of Paris, on the River Oise.

At 0001 hours on 20 September, 1944, Advanced Headquarters was joined by the Main Headquarters from Ascot. At the same time and on the same date, a much reduced rear echelon, composed of representatives of all divisions and staff sections, was established at AAF Station 472, Ascot. What had been the Advanced Headquarters arrived at Creil in the early days of September from Le Mans by motor convoy. Original plans had specified that the main echelon would also move in train-motor convoy to the marshalling area in the United Kingdom, by ship to the Continent and then by motor convoy again to Creil. At the last moment, air priority was obtained, and the original plans cancelled in favor of a general movement by air. Consequently, most of the officers and men of the main echelon were convoyed by truck to the airfield at Heston on the morning of 20 September to await air transport to the Continent. There they were checked and briefed by security personnel and assigned to the waiting transports. By early afternoon, seven of the nine C-47s assigned for the movement were in the air headed south over England and the Channel towards France. The two remaining planes carrying headquarters personnel made the flight the following day.

While these planes were carrying headquarters personnel to their junction with the Advanced Headquarters at Creil, a few members of the Headquarters Group were making the journey to Creil by motor convoy, guiding their organic vehicles and equipment to the new location. By the time they arrived in Creil late in September, they had passed through and seen in motion much of the detailed logistical machinery necessary to the forward movement of this war.

On the situation maps, the airfield at Creil was listed as A-81-C, a rather prosaic designation. But this bombed, mined, wreck-strewn field seemed anything but prosaic to the personnel who landed there on 20 September. On every side were reminders that the Germans had been in possession of that same field less than three weeks before. The hangars at the edge of the field had been battered beyond recognition by bombing; the regular taxiing ramps and runways had been mined and bombed until they were no longer

A popular spot after duty hours—bar in the Officers' lounge. This is where one could (at times) acquire a taste for cognac.

The Commanding General enjoys a cup of coffee at opening of Aero Club, Creil Headquarters. Red Cross did a fine job here.

usable, and in the center of the field the crumpled fuselage of a Liberator bomber reminded the men who had just come from the comparative isolation of England that this was still a very active two-way war. This grim welcome was relieved by the scene that has greeted Americans everywhere in France since D Day—the small groups of waving, friendly, curious French children, often accompanied by their elders.

In the selection of a headquarters building, the IX Air Force Service Command authorities chose to do what has so often been done by the Allied Armies following in the wake of the retreating Germans—they moved into the very building the Germans had been using as a headquarters before their hasty evacuation of Creil on 1 September.

As usual, the German selection of a site had been in excellent taste. The former headquarters of the German Kommandatur had been built and originally used as a school specializing in the instruction of business and home economics and was attended by girls of the Creil area. The size, compactness, and quite modern facilities of the building made it almost perfectly suited for the purpose of the Service Command.

The up-to-date appointments and almost perfect condition of the school contrasted sharply with the general condition of Creil itself. The bombed and shattered airfield was more truly representative of Creil after four years of German occupation. The normal life of the town had been thoroughly disorganized, the citizens who welcomed the headquarters personnel on their arrival from Le Mans and England had endured some of the most shocking phases of the war and the occupation. Telephone service in Creil was not functioning; the railroad yard and station had been nearly obliterated by bombing, and the town itself had endured more than forty air attacks since March of 1944. The Germans contributed a final touch to the disruption by destroying effectively all bridges across the Oise before their departure and the river divides the town into almost equal halves. However, a week after the IX Air Force Service Command Headquarters had been established, a temporary bridge had been thrown across the river.

Creil, like many other French towns, was a long way from recovery in the first months of 1945. Still, there were no more bombings; the Germans were gone; the F.F.I. had rounded up the most obvious collaborationists; and the citizens no longer lived in dread of being sent in working parties to Germany.

The IX Air Force Service Command was completely established in France by October, 1944. The battle of France was practically over, the Command geared for its part in the battle of Germany, and operations toward that end were carried on from France until Germany's unconditional surrender 7 May, 1945.

Bing Crosby, "king of the crooners," entertains IX AFSC personnel. U.S.O. shows were great for morale of soldiers serving abroad.

General Wood presents award to Sgt. Reisinger, outstanding basketball star. Colonel N. R. Rogers, Personnel Chief, is at left.

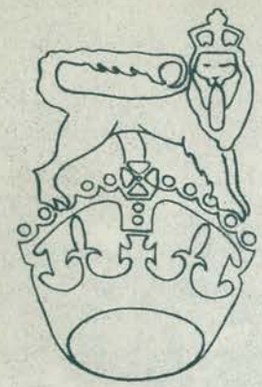
Comprising some of America's best basketball stars, IX AFSC team had a very successful season during the winter 1944-45.

The famous French banker Rothschild owned a number of chateaux. This one, located at Laversines, France, was used as an officers' club.

Looking east toward the entrance gate from main headquarters building, Creil. Building in center of photo is that of Headquarters Commandant.

The winter of 1944-45, so the French citizens told us, was the worst in 19 years. Snow gives the headquarters grounds a Christmas-like aspect.

Scenic England



Saint Paul's Cathedral escaped with minor damage.

High Street in Oxford. Seat of the world-famous Oxford University.

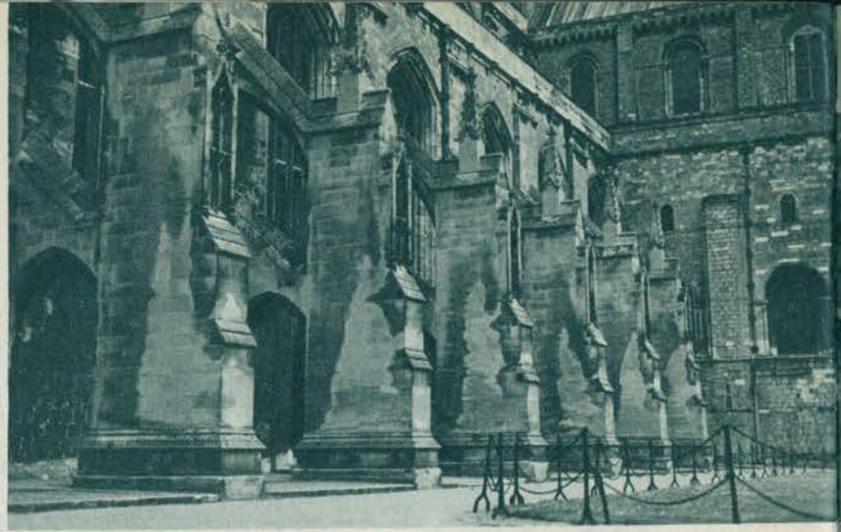


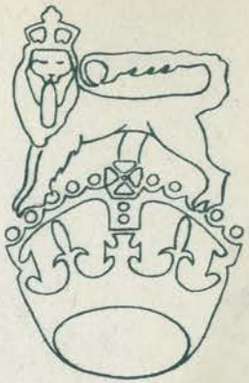
Photo shows a section of the old cloister at Litchfield Cathedral.

Litchfield Cathedral is one of oldest in England.

"The Mill," a scenic beauty spot near 2nd AADA Headquarters. Many American soldiers in England spent their spare time sightseeing.

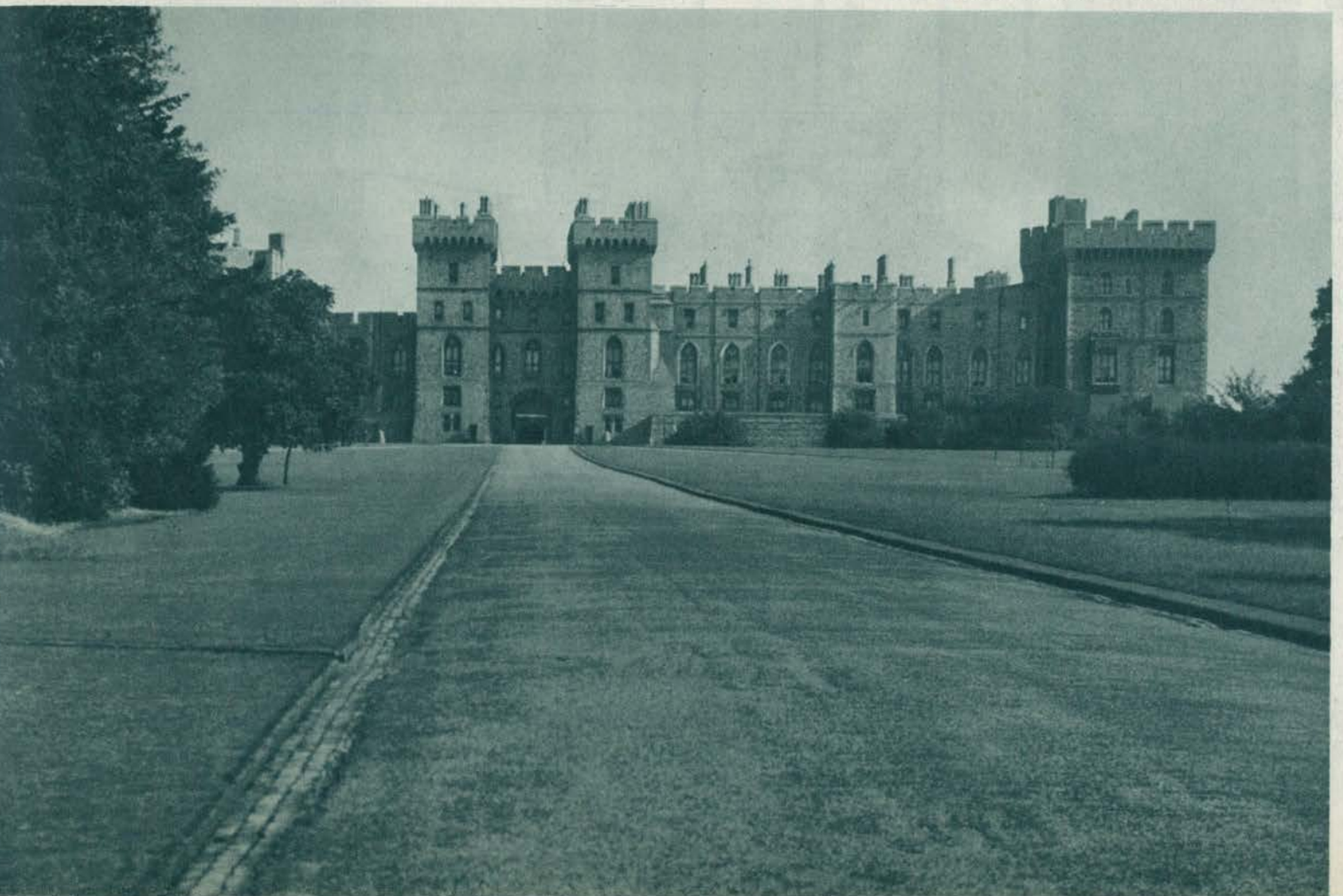
A familiar scene to ETO-ites—the one and only Picaddilly Circus.

Buckingham Palace, official London residence of the British king.



Westminster Abbey, where England's great dead lie.

Windsor Castle, country home of the King of England. The castle, open to the public, was popular sightseeing spot for IX AFSC men.



Stonehenge, Wiltshire. Built some 3,000 years ago.

Eton College buildings

Fashionable Regent Street, viewed from Oxford Street.

Thames from Waterloo Bridge. Dome of St. Paul's is at right.

This beautiful country house was used as pilots' rest home.

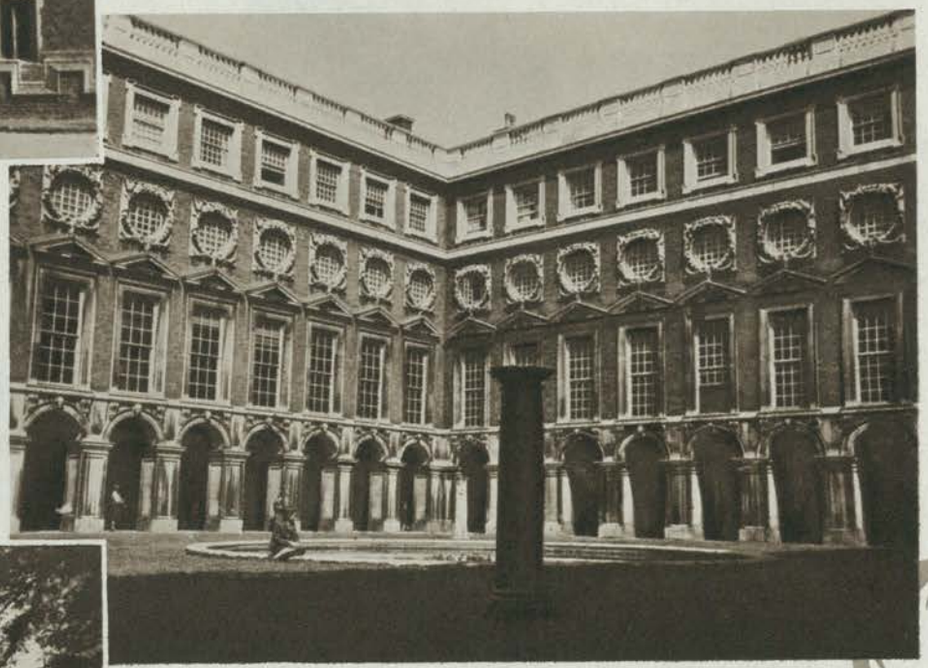
Along Thames at Maidenhead, spot frequented by IX AFSC men.

Houses of Parliament from Westminster Bridge, Big Ben right.

The Marble Arch stands at the entrance to Hyde Park.

Chalgrove Village

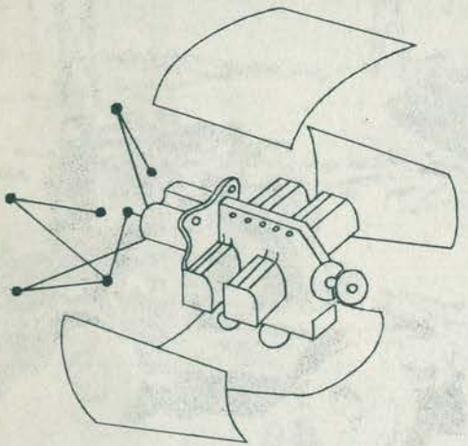
The Thames at Windsor



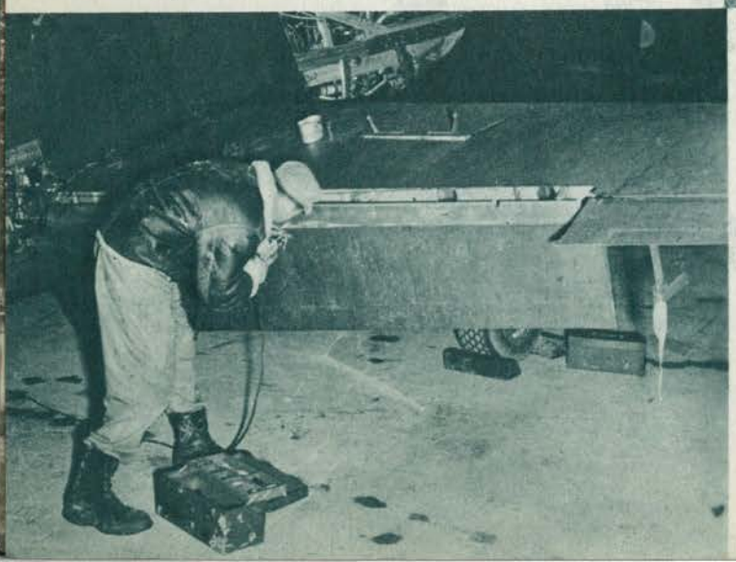
Hampton Court

Aircraft assembly

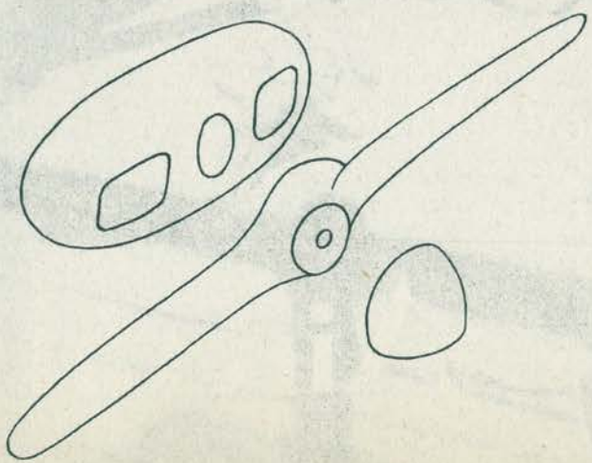
P-47s for the Ninth Air Force arrive at a British seaport.



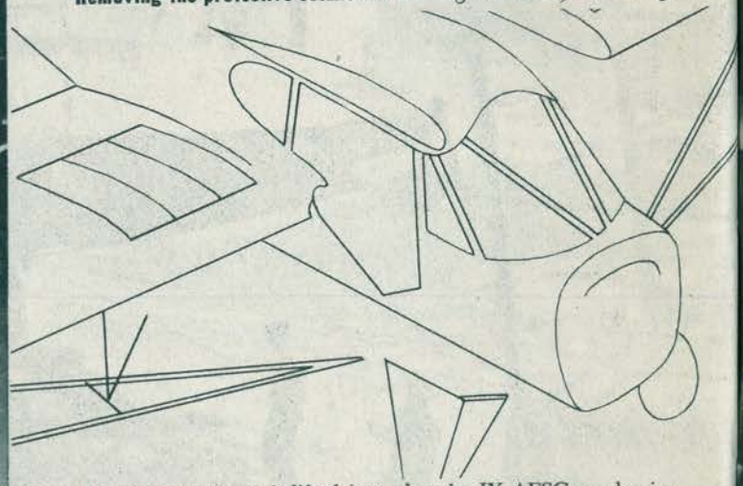
Mechanic puts the finishing touches to the flaps of a P-51.



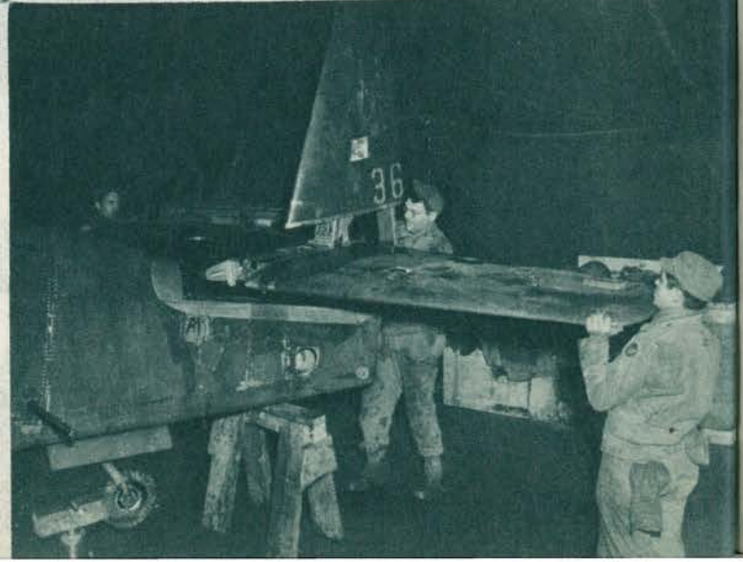
In a bulb-lit hanger, mechanics install the power plants of P-51s.

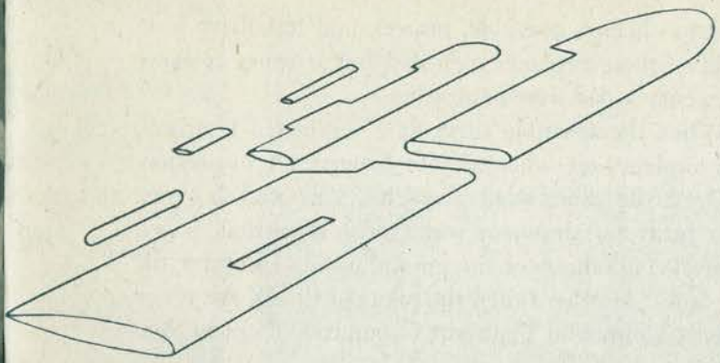


Removing the protective cosmolene coating from a P-51 Mustang.



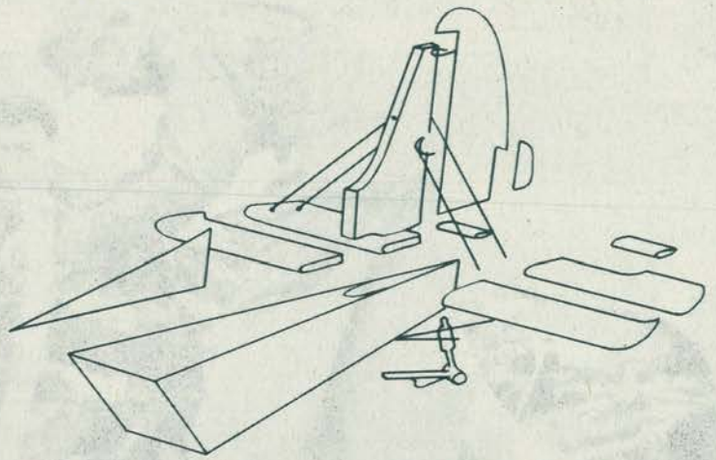
A P-51's empennage is lifted into place by IX AFSC mechanics.



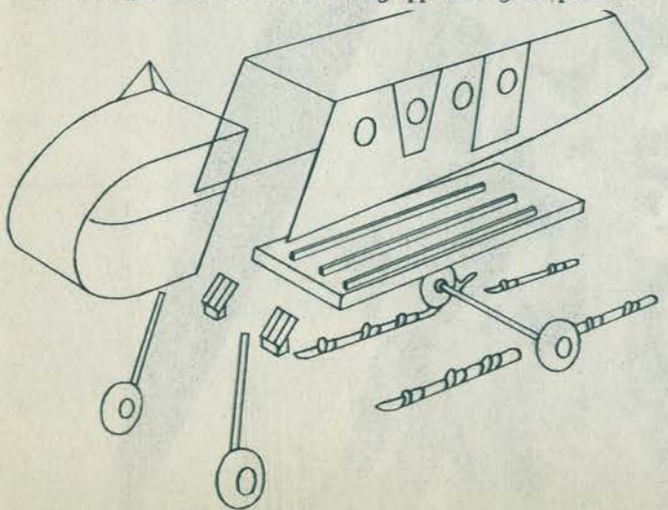


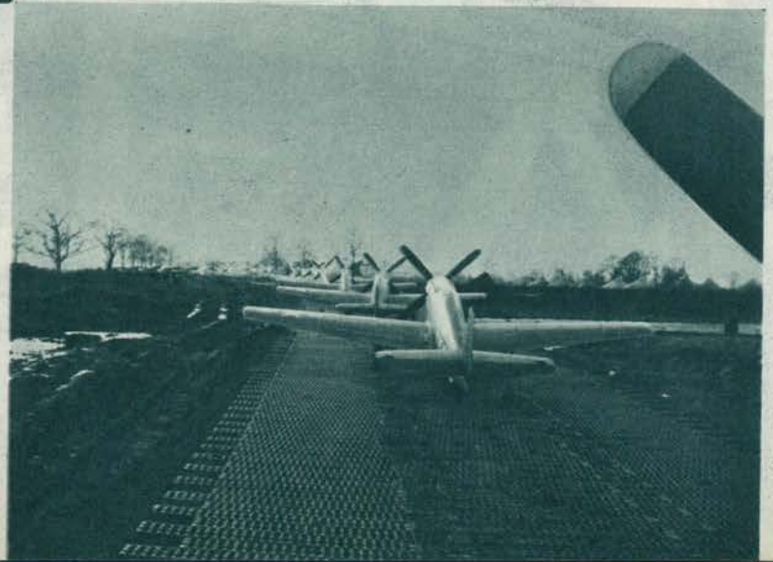
Mustangs and Thunderbolts from the U. S. awaiting assembly.

The cowling is installed on a Mustang approaching completion.



With props forming a symbolic "V", these Mustangs are ready to fly.





THE tanker with its strange "super cargo" stood as a symbol of the struggle between the men of the world who believed in freedom and their Nazi oppressors. The ship was of Panama registry, manned by a Danish crew, carried a U. S. Navy gun crew and, in addition to its regular cargo of high-octane gasoline, bore a shipment of American-made fighter planes. Alongside the docks was a line of mammoth truck-trailers, waiting to deliver the partially dismantled aircraft to an assembly depot of the IX Air Force Service Command.

The Captain, tall, grey-haired and sharp-featured, who called Copenhagen his home before Hitler took over, stared at the hulks of Thunderbolts and Mustangs lashed to the improvised top deck, fabricated out of criss-crossed steel and wood planking. "How do I feel about carrying these airplanes?" he mused half-aloud. "You may say that I consider it a privilege and an honor. Soon these planes will help free my homeland."

Giant traveling cranes moved into position. American soldiers, members of the Transportation Corps, swarmed aboard and, under the watchful eyes of IX Air Force Service Command technicians, proceeded to unshackle the planes. At a signal the crane lowered its hoisting cable. Lines were fastened. Another signal. The cable grew taut. The plane inched upward and soon dangled high overhead—tons of fighter plane getting a first look at the fields of England. Slowly and carefully the crane swung its precious load over the side and lowered it onto the waiting trailer.

The process was repeated until the ship was unloaded. Then the truck drivers were instructed as to the convoy hour. Late that night they reassembled for the trip to the aircraft assembly depot. Convoys of this type necessarily moved at night because the dimensions of the planes required that the convoy route be closed to all other vehicles. Since traffic was light at those hours, inconvenience to others was minimized.

In the English blackout, the convoy was a weird procession. Shepherded by darting jeeps which snaked their way through the line and frequently took to the

sidewalks, the trucks nursed their cumbersome loads through the winding, narrow streets of English towns. Buildings lining the roads were often cleared by inches. Military police, aided by local constabulary, were stationed all along the route.

In the early hours of the morning, the convoy arrived at the depot, the planes were unloaded from the trucks and set down outside the first of the assembly hangars. With the first streaks of dawn, the tramp of marching feet could be heard, bringing hundreds of aircraft technicians to assemble these planes for combat. The hangars became a scene of feverish activity—protective grease applied to the planes for the overseas journey was removed, propeller, wing tips and tail sections uncrated and installed, engines prepared for operation and, before many hours elapsed, the planes were ready to be ferried to operational bases of the Ninth Air Force to take their part in the smashing of Nazi domination.

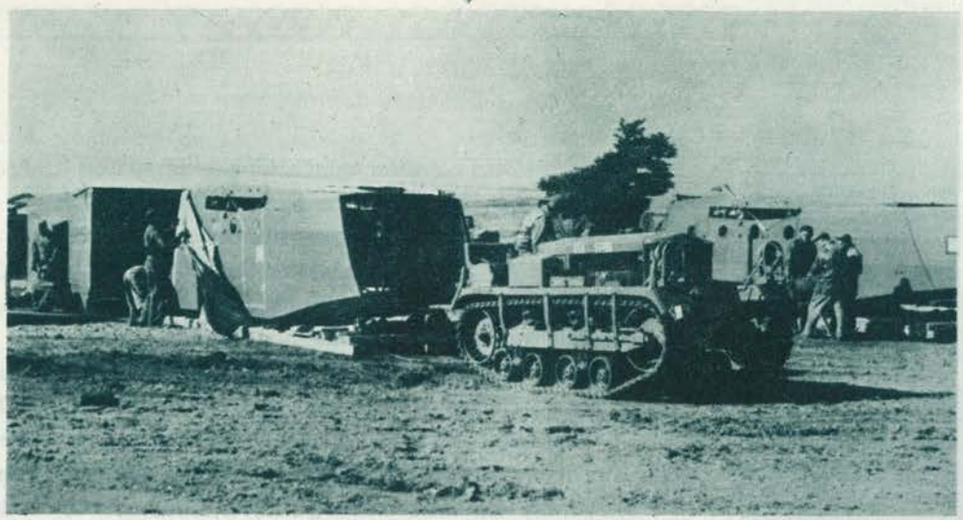
Another important job charged to the IX Air Force Service Command is the assembly of L-4 Piper Cubs and Stinson L-5s. These diminutive planes, dwarfed by all planes of the U. S. Air Forces, are known as the "eyes of the artillery." Their job was to ferret out the positions of enemy gun emplacements and targets.

They arrive from U. S. factories packed in large oblong boxes painted a dismal grey. The fuselage and vertical tail assembly are intact, but the wings, propeller, elevators and landing gear have to be assembled by the ground crews.

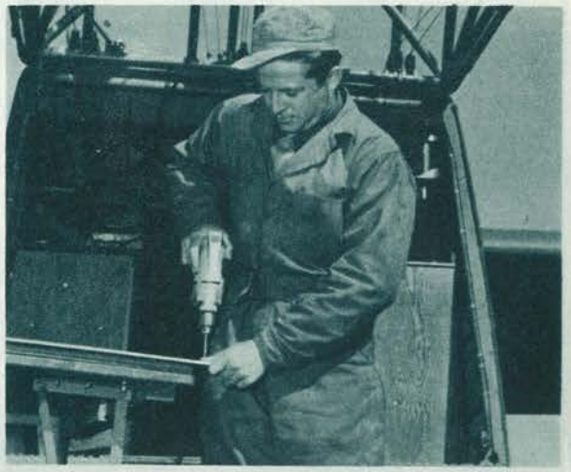
The unit charged with this assembly job was scheduled to uncrate, assemble, inspect, and test fly at least eight of these airplanes each day, but at times as many as twenty a day were completed.

When the assembly crews have completed their job, the airplanes are wheeled into hangars for inspection.

Once the diminutive plane has been test hopped, it is ready for shipment wherever it is needed. Sometimes flying officers of the ground armies come for the airplanes. At other times, the pilots of the IX Air Force Service Command Transport Group ferry them to their destination.



These glider parts arrived in crates on Liberty ships. Cletrac is shown pulling section from a crate.



Mechanic is shown rivetting a part of the glider controls.

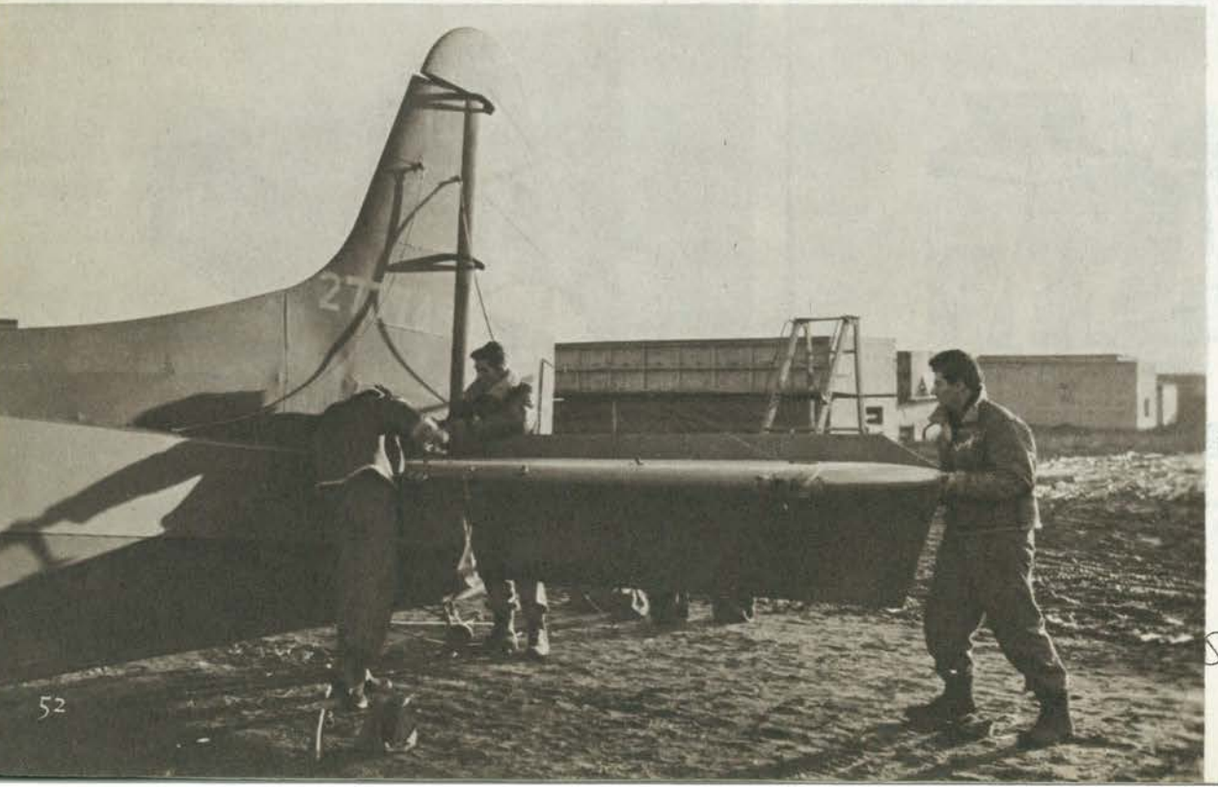
Assembling nose is a job requiring strong backs.

Sheet metal workers helped in the assembly.

Fuselage completed, mechanics install the rear wheel of ship.

One of the first operations in assembly was the erection of the tail. Note heavy suits worn for weather protection.

Empennage is placed into position after tail adjustments have been made. Wood is basic material used for gliders.



SHORTLY after establishing headquarters at Ascot, the IX Air Force Service Command placed its glider assembly program under the jurisdiction of Base Air Depot Area. After the dissolution of BADA, the responsibility was transferred to 1st Advanced Air Depot Area.

Crookham Common, in the county of Hampshire, was selected as the main glider assembly station. The unassembled gliders were shipped from the United States in five separate crates, which contained respectively the nose section, fuselage mid-section, fuselage tail section, outboard wings and inboard wings. The total cubic feet occupied by the crates for one glider was 5,231, representing 130.8 ship tons.

In order to set up a continuous assembly line for high geared production, the assembly field at Crookham Common was divided into seven areas, each one being charged with a specific assembly job: fuselage assembly, wing assembly, tail assembly, hanging wings and cable stringing, final assembly, inspection, and repair.

The assembly process was started in the fuselage and wing assembly areas. From the inventory lists maintained in the engineering office, a list of parts needed for the assembly line was prepared and given to the tractor driver, who pulled number one crate (nose section), number two crate (fuselage mid-section) and number three crate (fuselage tail section) to the fuselage assembly area. Boxes numbers four and five (inboard and outboard wings) were pulled to the wing assembly area. After the crates were placed in the assembly areas, the unbelters or "Termites" immediately began dismantling them.

Following the "Termites" were the assembly crews

who began assembling the fuselage and landing gear. Wing struts and tail parts were removed from within the fuselage mid-section in which they were shipped and delivered to their respective areas. When the fuselage was completed, it was hauled by jeep and dolly to the tail assembly area and then to the wing hanging and cable stringing area. During the time the wing hanging and cable stringing were in progress, the brake crew bled the brakes, made necessary brake adjustments, torqued all bolts and inspected for damage.

The practically completed glider was then towed to the final assembly area to be rigged, fairings secured, instruments checked, radio installed and the entire glider cleaned.

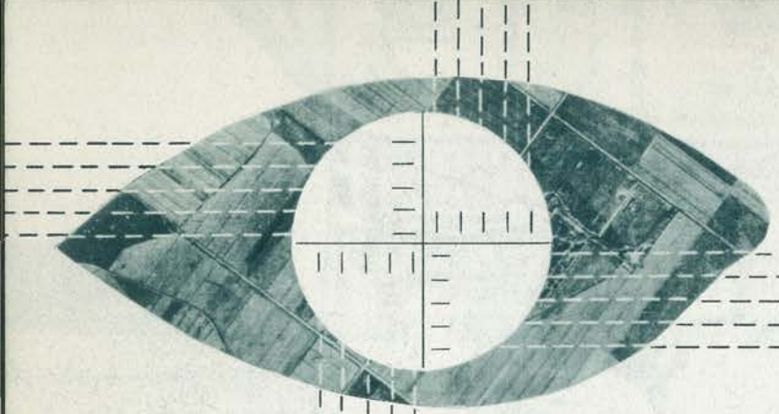
At last complete, the ship went to the final inspection area and after last-minute adjustments was ready for delivery to the IX Troop Carrier Command.

IX Air Force Service Command personnel put to excellent use their American ingenuity and enterprise to overcome bottlenecks which appeared from time to time in the production program. Some standard equipment was modified to meet requirements, while some necessary equipment was designed and built on the site from salvaged glider parts. Most of the latter devices were crude, but served well for the purpose for which they were used.

The ingenuity of these men was demonstrated in one outstanding way. The glider crates, after being emptied of their contents, were made into barracks, offices and indeed, a series of glider crates were used to build a theater for the personnel. The barracks were fitted out by the men down to and including pin-ups and were reputed to be among the most comfortable living quarters in the ETO!

The "operations" cabin is a complicated looking affair. Mechanics making adjustments prior to attaching fuselage.

A completed glider—even to insignia—is ready to be towed to the final inspection area for testing and approval.



EYES of the artillery

ANOTHER important job charged to the IX Air Force Service Command is assembly of L-4 Piper Cubs and Stinson L-5s. These diminutive planes, dwarfed by all planes of the U. S. Air Forces, are known as the "eyes of the artillery." Their job was to ferret out the positions of enemy gun emplacements and targets.

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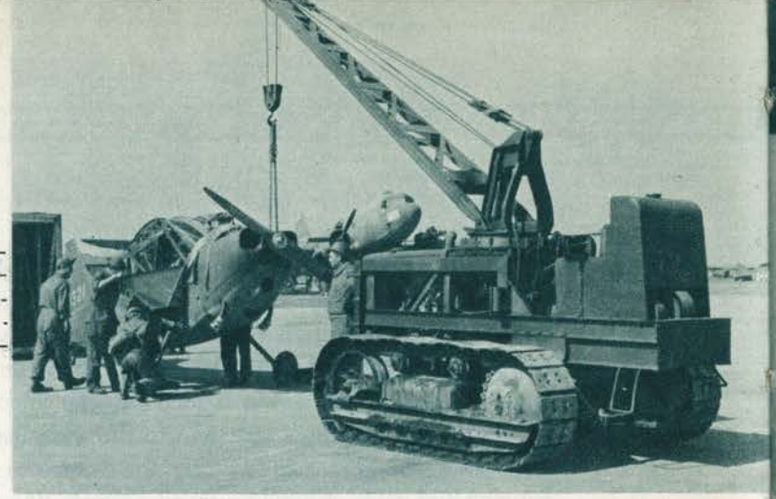
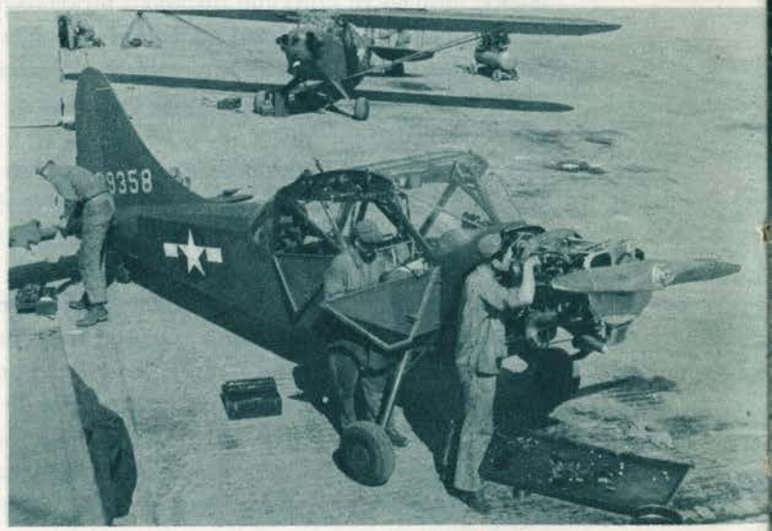
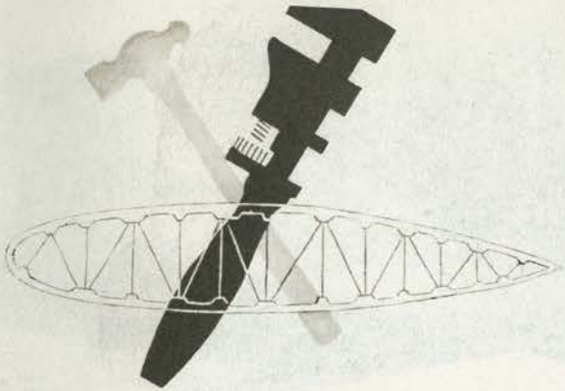


A caterpillar lift raises the fuselage of this Stinson observation airplane (above) while crew puts the landing gear into position.



Aviation mechanics at work assembling a Piper Cub. After assembly, planes are inspected, tagged, made ready, lined up for test flight.

Maintenance & repair



"Mary" Ninth Air Force B-26 Marauder, shown getting complete overhaul by mechanics of IX AFSC. Work went on 24 hours daily.

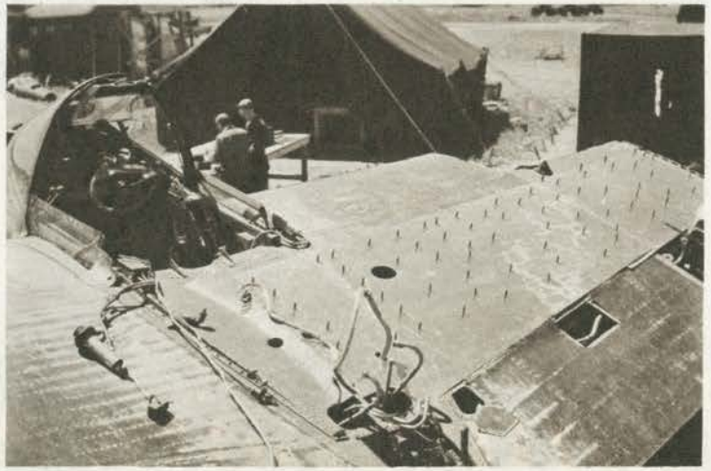
Wing and tail surfaces removed, this B-26 is ready to be put on trailer for removal to an air depot for either salvage or repair.

Before its return to the factory for overhaul, mechanics clean, overlay a P-47 engine with a film of preservative.

Returning from 36th mission over Europe, "Patches", a B-26 Maurauder, crash landed on the green at a United Kingdom base.

Deflated balloons are placed under each wing to raise 18 tons of combat aircraft to its normal height and lower the landing gear.

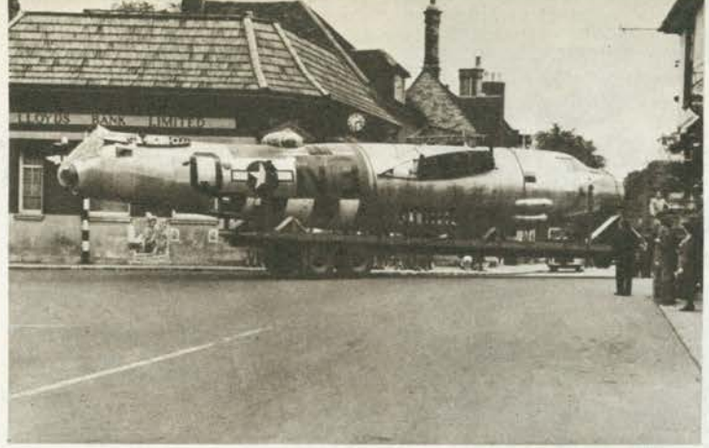
 Maze of wires and piece of fuselage was enough to give a Service Group a start towards building a complete P-38.



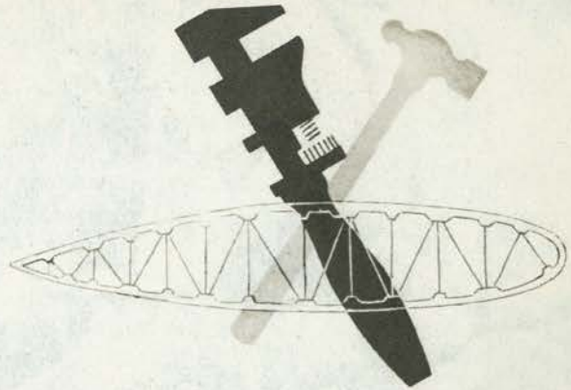
After completing work on Lightning cockpit, men turn their attention to the wings. Picture shows right wing installation.

Completed P-38 was named "Evader" because parts used in its construction had evaded the junk-pile. The job took three months.

This job requires careful maneuvering. Driver guides his forty-foot trailer into place below the hoisted fuselage of the bomber.



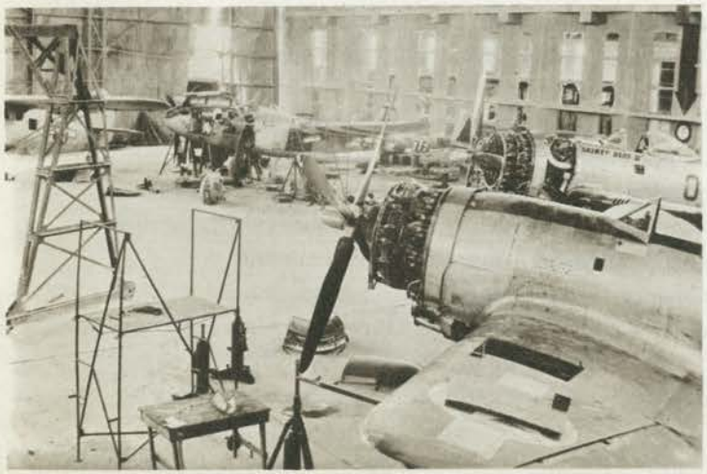
There are easier jobs than that of swinging 70 feet of truck and airplane around the tight corner of this small English village.



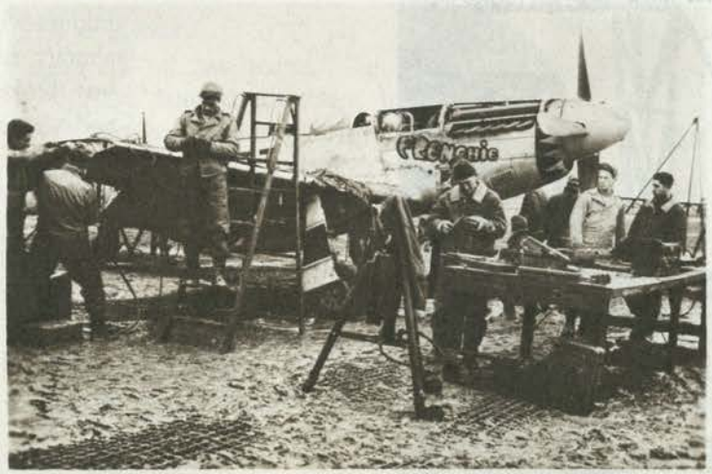
Balloons are inflated and the crew are seen placing jacks in position. Jacks relieve some of the weight imposed on the balloons.

With jacks and balloons removed from under-wing, "Patches" is on her own feet, stands ready to be towed to the repair hangar.

Supply tent sign, 9th Service Group reads "AOG planes—2. These won't gettcha Home!" AOG = Aircraft on Ground.



Most buildings on European airfields had been demolished by bombs. Fairly intact, this one became 74th Service Gr. hangar.

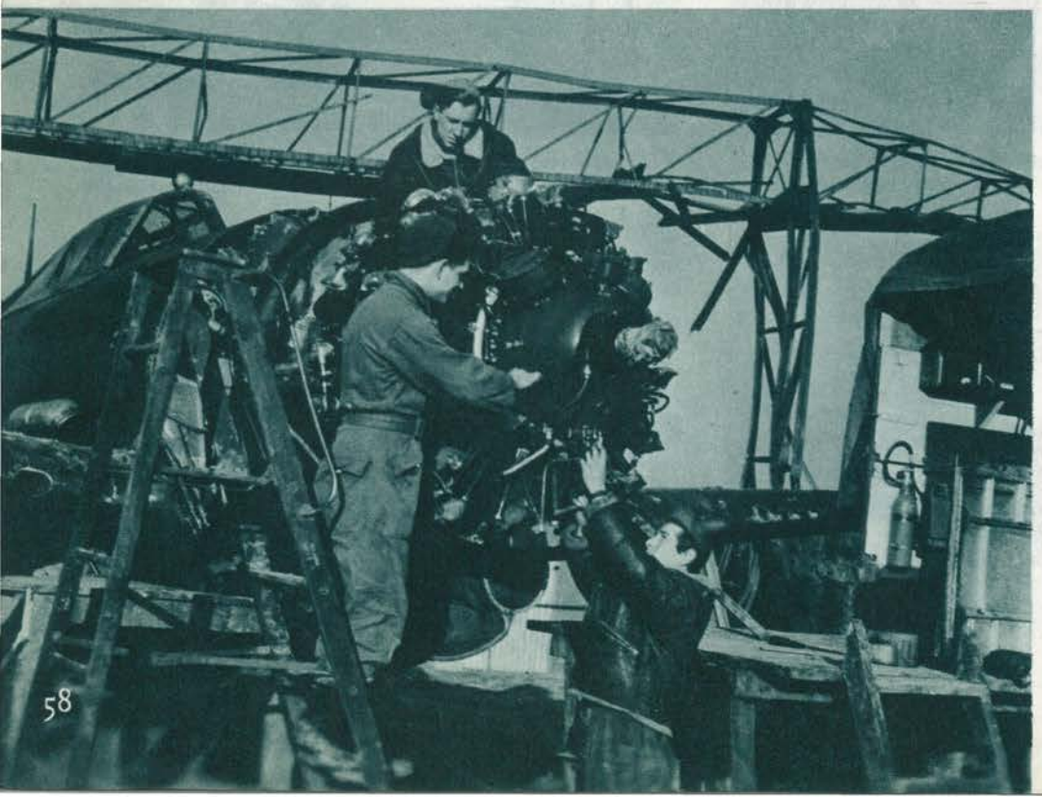


Personnel of 326th Service Group working on "Frenchie", a P-51 of Pioneer Mustang Group, at muddy advanced airstrip in France.

IX AFSC mechanics grouped around "Goatee Hell," a B-26 built wholly from two bombers badly wrecked in collision.

Wearing leather fleece-lined suits for warmth, these mechanics work on the tail of wrecked P-47.

Mechanics of the 36th M. R. & R. Squadron install the newly arrived engine in a P-47 Thunderbolt.



"Cold Beef!"

Editor's note: This story is a tribute to the ground crews who have done such a remarkable job of keeping Ninth Air Force planes where they belong—in the air. It was written by Master Sergeant George V. McNally, of New York City, who was killed by German shellfire in July, 1944, while on a public relations assignment in France.

"No flyin', no guns, no glory!" groused the Ninth Air Force Service Command mechanic from Milwaukee. "Me, who'd always dreamed of ridin' tail gunner on a Fortress, ends up fixin' busted planes . . . a grease-monkey!"

He clunked a heavy wrench back into his tool-kit and rummaged about for another. The great metal hangar was cold, its roof and rafters blanketed in blackness overhead. It stank of oil and gasoline, the flat, stale stench of welding. His breath congealed to whitish vapor in the frigid air. He hunched beneath his sheep-skin jacket and probed into a naked fighter engine from which the cowling had been stripped away. Just above his head a single light globe swayed on its extension cord, lapping puddles of brilliance back and forth across the floor. Shadows danced a monstrous minuet whenever huddled figures, tinkering with other aircraft, moved or changed position. The deep silence was broken only by their intermittent hammerings and wrenchings. Wet, biting, bitterly cold, an English winter night slipped eager tendrils through the open doorways to envelop and benumb them.

"Yeah," he muttered, busy with a cantankerous cylinder-head, "this is definitely the payoff! All my life I dreamed airplanes, hung around 'em, nursed 'em, loved 'em. When I enlisted, I begged everyone to let me fly. Never mind bein' a pilot, a bombardier or a navigator. Just let me sit back there in the 'stinger'

with my meat-hooks on those gun-trips, watchin' for Focke-Wulfs and Me-109s. Just gimme a crack at 'em, that's all I ever asked. What'd I get, huh? Yeah, grease in the marrow of my bones, a crockful of wrenches and a permanent career manicurin' some buzz-boy's hot-box!"

He wiped grime from his hands with a piece of cotton waste and kicked his tool-kit into the light. A heavy truck backed up to the hangar doors and began unloading supplies. His fingers ranged expertly over the cylinder, like a dentist's probe ferreting for cavities. He chose another wrench and took a half-turn on a nut.

"You'd think a guy could get the kind of job he wanted, wouldn't you?" he grunted. "They're always talkin' about shovin' the right Joe in the right slot. Just 'cause I used to be a mechanic, the brasshats must figure that I can't do anything else. Hell, maybe I should have kept my big yap shut. You'll find a lot of guys around here in the same boat. Bill Dwyer, for instance, who's drivin' that truck. Used to hack a Diesel bus between Chicago and St. Louis for one of the big passenger outfits. Best damned motor-jockey on the road, but he wanted to fly pursuit. Put in for Cadet and made it, so they washed him out on account of his eyesight. Imagine any bird who can push a 2½-ton GI truck through an English blackout, night after night in all kinds of weather, not bein' able to see well enough for flyin'."

He spat disgustedly, pulled a screwdriver from the knee pocket of his sheepskin trousers and poked it through a maze of wiring.

"So we end up here, in the Ninth Air Force Service Command, see?" his tirade continued, despite concentration upon a delicate adjustment. "What happens? Work! Work! Work! Day and night, ten, twelve, sixteen hours at a stretch, puttin' these banged-up babies together so's they'll whiz. Guys like me, and Bill, groundhogs with most of the headaches and none of the glory, drivin' trucks, mendin' planes, buildin' runways, calibratin' instruments, loadin' supplies: food, clothes, gas, oil, bombs, guns, ammunition, spare parts; movin' men, buildings, tents, kitchens, hospitals, even latrines, so help me!"

His comments snapped like gunfire, bitten off in short bursts through half-clenched teeth.

"We're always racin' against that big clock in Eisenhower's office. We eat from mess-kits, shave and wash in our tin hats, live out of barracks bags. We stay packed, ready to move up front on thirty seconds' notice. 'Keep mobile,' they tell us. 'You're the Ninth, strictly a tactical air force! You've got no home, no place to hang your pin-up girls, no time to send out your laundry, no permanent pubs. You're just a bunch of nomads, see?' Yeah, we see, all right! We see ourselves workin' down a line of fighters and medium bombers that reaches from here to Berlin, from now until God only knows when. We see ourselves muckin' around in grease up to our armpits, groomin' the white chargers and polishin' the suits of armor that some nice clean Galahads will take out to battle. We see ourselves killin' the time that other guys are usin' to kill Germans. Sure, we're not dumb; we see!"

He brought the light down closer to his work. Off in another part of the hangar an engine wheezed asthmatically, roared aloud, screamed quickly to a shrill crescendo and then throttled off to silence like a giant choking. Its propeller blades whistled sharply as their speed decreased.

"Don't get me wrong," he admonished severely. "We're a damned important bunch, the Ninth Air Force Service Command. Anyone who doesn't think that American medium bomber crews and fighter pilots here in Britain are getting the best support in the world is off his beam. What gripes me is that nobody else seems to know what we're doin' or how we do it. Sure, you can write a story and tell my folks that I'm over here fixin' planes. Maybe the *Journal* will publish it, sayin' how little Fred Johnson, who used to deliver papers, monkey around with engines and raise hell on Halloween, is now a big American soldier with a Ninth Air Force Service Command Mobile Repair Squadron in Britain, that he'll be goin' east across the Channel pretty soon. What'll it prove? My folks'll say, 'Swell, isn't it nice to know that Freddie has such a good, safe job!' I don't want a safe job, dammit! I want my own personal crack at Hitler and the Nazis!"

He patted the engine affectionately and rearranged his tool-kit before closing the lid. Two sheet-metal workers sidled out of the shadows and quietly began replacing the aluminum cowl. He turned and looked out through the open doorway to where fingers of daylight were poking up from the east.

"Look, fella," he implored, "this Ninth Air Force Service Command is slated to be as important, exciting, and maybe as dangerous a phase of combat operations as any in the book. We mobile repair boys will be right up there at advanced fighter and bomber bases, just as fast as the Nazis clear out. We'll be under enemy fire. We'll get our share of bruised knuckles and Purple Hearts. But I'm damned if I can see what we'll ever get in the way of public recognition. I'm young and healthy. I've got a million plans for the future. I don't expect to be hit, nobody ever does. I'll stick my neck out as far as the next guy's, but I sometimes wish the spotlight was big enough for both of us."

He grinned apologetically and winked.

"Sure, I grouse and gripe until you might think I don't like this job. We all do, but you couldn't buy us off it with a bucketful of five-pound notes. I'm a hell of a lot better mechanic than I'd ever be a gunner. I know it now, and that's the way I'll play my hand. Just tell the folks back home, and the rest of the guys in the army, that our Ninth Air Force Service Command is behind 'em every minute, even though they may not read about us in the papers. Tell 'em we've got one of the hottest, best organized, most strictly-on-the-ball outfits that war has ever seen. Tell 'em we're proud of it and prouder, still, to be a part of it.

"Just tell 'em that, huh, fella?"

One of the instructors at IX AFSC Waterproofing School shown explaining the mysteries of waterproofing to his student group.

This is not an amphibious craft—just a jeep which has been thoroughly waterproofed!

"Kitty" is coming through the acid test in great style—the moment which the students have been waiting for after much hard work.

By one of the teachers: "Put a vent on the driver and you can go as deep as you wish."

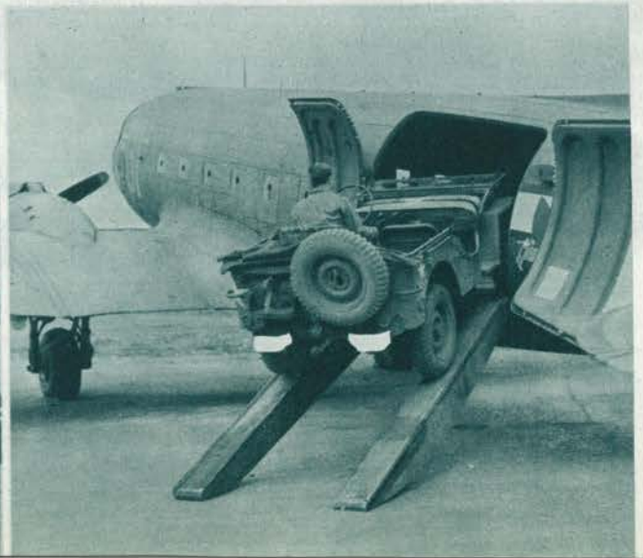
Waterproofing was first used successfully in this war in North Africa and particularly in Italy and Sicily. The idea behind it is soundness itself. In any landing operation, the crucial moment comes after the landing craft discharges its vehicles. The distance to the beach may still be relatively long and with plenty of water still to be traversed. It is at this point that the proper functioning of the vehicles is of greatest importance. Without adequate waterproofing they will stall, becoming easy prey for the enemy. Too, inland, where no engineers may be available to throw up bridges, a waterproofed jeep, half track, or weapons carrier can plow right through an otherwise unfordable stream with ease.

"Baby Dumplin' "—the first plane assigned to IX AFSC's Transport Group, first to carry passengers and freight in the United Kingdom, first to transport war cargo to France, first to evacuate wounded from the beachheads.

Transport Group

Grove, U.K. Hq. of IX Air Force Service Command's Transport Group, was hub of ferrying operations.

C-47s have been called "good old work horses" and rightly. Picture shows jeep being driven aboard.



1. **Generals** Bradley and Patton confer in a C-47 before D-Day.
2. **Edward G. Robinson** on his way to entertain troops in U.K.
3. **James Cagney** was another visitor to Transport Group.
4. **Landing strip** for Transport Group planes nears completion.

5. **A C-47** takes off from dirt runway of first Normandy strip.

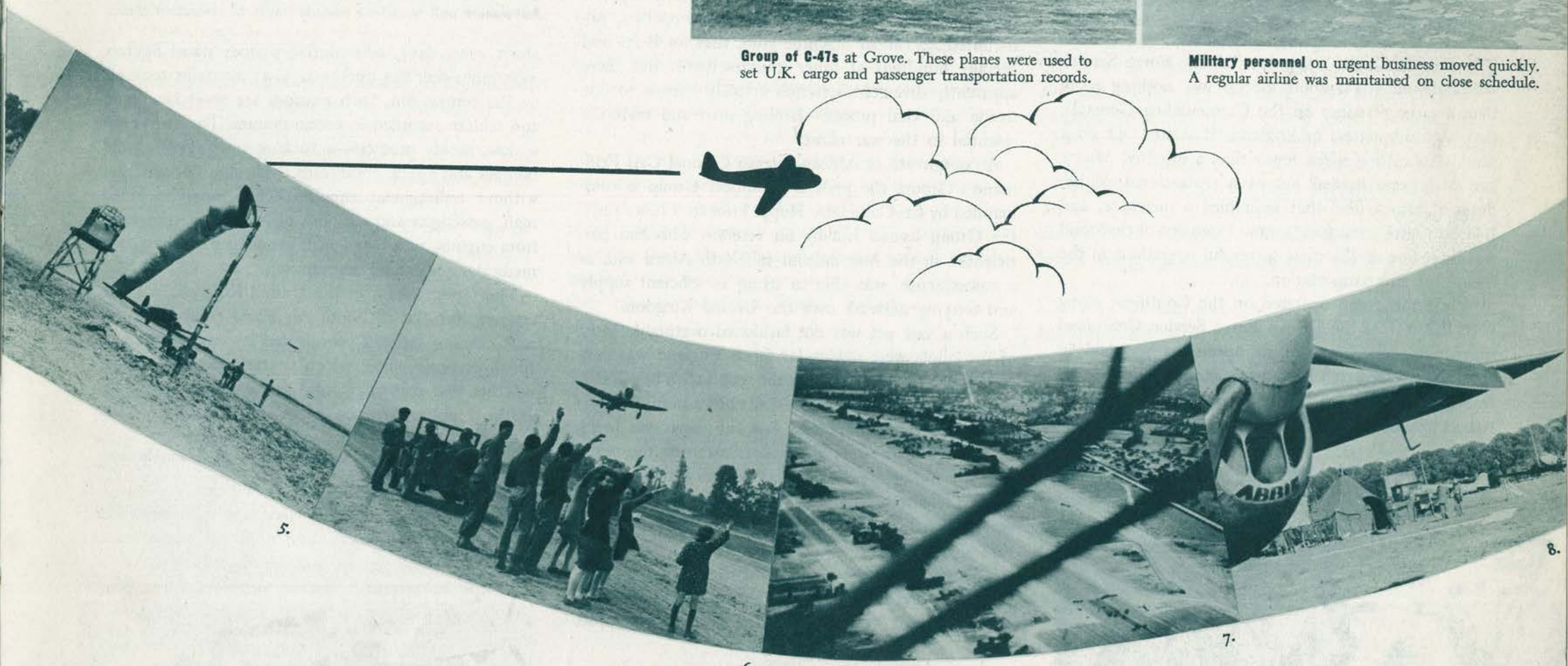
6. **French civilians** wave as P-47 takes off from T-1 airstrip.

7. **Aerial view** of advanced concrete landing strip in Normandy.

8. **"Abbie"**, a Lightning, taxies to a halt on air field in France.

Group of C-47s at Grove. These planes were used to set U.K. cargo and passenger transportation records.

Military personnel on urgent business moved quickly. A regular airline was maintained on close schedule.



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Evacuation of the wounded by air. Casualty leaves field hospital.

IN DECEMBER, 1943, the IX Air Force Service Command's Transport Group was nothing more than a piece of paper on the Commanding General's desk at headquarters in England. It started out on a muddy shoestring when fewer than a hundred officers and men were herded out of a replacement center, dumped into a field that resembled a quagmire, and told they were a transport group. From out of that mud was built one of the most successful operations in the history of air transportation.

While the group operated on the Continent along with the rest of the IX Air Force Service Command units, the groundwork of its operations was laid in England, so let us go back a few months and visit its huge base located in the heart of one of England's richest agricultural regions.

Treatment is administered to a soldier before boarding the plane.

At first glance, the seemingly varied activities are somewhat confusing. Lumbering down the runways are C-47s, while Mustangs and Thunderbolts and an occasional Flying Fortress buzz the field. Long lines of Piper Cubs stand silent on the infield. Other types are parked about, lending atmosphere to a scene which resembles something out of an aircraft recognition guide. Nearby are scattered hangars and low-slung warehouses with masses of equipment stacked against the walls—oiled Thunderbolt engines, propellers, unmounted .50 caliber machine guns, tires for B-17s and literally hundreds of other military items. But these apparently divergent activities actually narrow to one steady and vital process—hauling men and materials essential to the war effort.

An outgrowth of African veteran Colonel Carl Feldmann's Group, the present Transport Group is commanded by Lt. Col. Harry Hopp. Prior to 6 June, 1944, the Group leaned heavily on veterans who had participated in the Axis fadeout in North Africa and, as a consequence, was able to string an efficient supply and ferrying network over the United Kingdom.

Such a vast net was not fashioned overnight. Most of the pilots were novices as far as England was concerned. On this new territory the runs had to be piloted, maps marked, and flying instructions carefully designated. But things happened fast and cargo was being moved before the special orders transferring the pilots were dry and before a majority of officers were equipped. Gradually, after delays, mix-ups, and innumerable major and minor difficulties, scheduled operations began to take shape.

To expedite delivery of priority cargo, a service of daily stops was established, comprising the "milk run." Every day that weather permitted (which meant just

Ambulances wait to deliver wounded men to evacuation planes.

about every day), even during periods when fighters were grounded, the workhorse C-47 Skytrains took off on the courier run. Such missions are never headlined and seldom recorded in communiques. They make up a slow, steady progress—a backing up power for the bomber and fighter spearheads that could not function without replacement supplies. Their cargo included mail, passengers and all kinds of Air Force equipment from engines, props, and high octane gas to emergency medical supplies and ammunition.

The Group's base in the United Kingdom was the ferrying hub for all Ninth Air Force components. A unit needing supplies coordinated its request through the operations office, which in turn checked to see whether that particular outfit was on the courier run. If the supplies were on hand and the unit on the

Ambulances back up to the evacuation airplane with valuable cargo.

regular run, a plane was loaded and dispatched. Special flights were made to fighter groups not on the regular run. If a request for some technical part not on hand was received, a Transport Group representative at one of the large supply depots was notified, and a plane sent over to pick up the item and deliver it to the requisitioning unit. These special runs were common all over the United Kingdom and Ireland—even as far as Iceland.

Some indication of the terrific job done by the Transport Group may be found in these figures. For the month of May, 1944, for instance, the Group piled up a total of 5,560 flying hours to haul 6,774,363 pounds of freight and 9,301 passengers, thus breaking its own and all existing records for air transportation in the United Kingdom. This performance is all the more remarkable as only one operational accident occurred and that involved no injury to personnel.

Activities of the Group prior to D Day likewise included functions other than cargo and passenger hauling. The overall work was rounded out by its ferry squadrons. Every hour of a flying day the squadron was ferrying a fighter or bomber to one of the Ninth Air Force operational units. It could handle every type of Allied aircraft and any one of its pilots could qualify on at least five different types of planes. Many had, in fact, been over Germany as pilots or bombardiers. Ferrying operations emanated from base headquarters, whence information concerning the place and number of planes to be ferried was relayed to the squadron. Pilots from this unit were then crowded into available Oxfords and Skytrains and flown to the designated fields, where the planes were picked up and flown to destination. Additional orders often awaited pilots at their destinations and they were frequently away from their home base for weeks on these ferrying missions.

It was inevitable that one of the most important jobs subsequent to D Day should fall to the IX Air Force Service Command's Transport Group. It had learned the intricacies of air transport the hard way—literally from the ground up. Quite logically, then, it was given the responsibility of evacuating Allied wounded from the Normandy beachheads.

During World War I the mortality rate among casualties never went below ten per cent. In World War II it was reduced to something under one per cent—a tribute to air evacuation.

Five days after "D"—obscured by the more spectacular bomber and fighter operations—a Service Command C-47 mercy plane landed at T-1, the first IX Air Force Service Command airstrip on the European continent. It carried blood plasma, sulfa drugs, and surgical instruments for the medical units in Normandy. The plane was equipped with twenty-four litters for the transportation of wounded back to British hospitals. An American nurse was aboard to help give these men far more than a mere "fighting chance" to live.

Barely an hour after the plane was loaded in France, its patients were being whisked away to hospital beds in England by waiting Medical Corps men, doctors and nurses.

That was the beginning. By the end of June, 1944, this two way service—war materiel to France and wounded to England—had hauled more than 2,100 tons of essential war cargo and had evacuated 7,524 wounded Allied soldiers without mishap. Or, expressed another way, pilots and planes flew over 15,000 patient miles (one patient per mile) and stacked up some 3,000 hours flying time. Some of the zebra-striped C-47s returned with flak and machine gun holes in their wings and fuselage, but not a single passenger or crew member was lost.

Another indication of the work done by the Transport Group in France lies in two comparative figures. On July 14th the Group received and dispatched 182 cargo and passenger planes at its dusty, sawed-off landing strip. On that same day, La Guardia Field, New York City, one of the nation's busiest, handled 150—its high point for 1944!

This landing strip was primarily intended for fighters, but with the urgent need for certain priority supplies and the number of wounded to be flown back to England mounting, the strip was turned over to the IX Air Force Service Command, which was best suited to handle the double duty.

Major Milton T. Evans, from the UK base of the Transport Group, arrived shortly after D Day to put the strip into operation. With him were Lt. James T. Vance and a cadre of ten soldiers. Until a field had been cleared for them, these men lived primitively in a trench, 100 feet from the sandy runway, ate cold K rations three times a day and unloaded planes until 10:30 at night.

"The dust," said Major Evans, "used to get in our mouths and in our food. Then, at night, the flak almost fell on our heads."

Within a short time more help arrived. A mess tent was set up, and the first hot meals on the Normandy beachhead were served. Major Walter L. Shea relieved Major Evans, and with him came added personnel to handle the daily mounting volume of air traffic, which was averaging 120 planes a day.

The strip was being used by every type of aircraft, from the tiny, converted German Fieseler Storch (the

equivalent to our American Piper Cub) flown by Britain's Air Marshal Coningham to special B-24s bringing over important passengers.

Whole units began to be moved from England to France by air; a courier service for priority mail between England and the Continent was established. Over a hundred pilots and crewmen forced to bail out of damaged planes were flown back to their bases in England from T-1. What was once a poppy field overlooking the English Channel became a dusty, congested

Non-litter cases move under their own power to the plane.

total of 6,800 tons of freight flown from England to France, and 26,003 wounded evacuated.

Some of the cargo hauled included urgently needed machinery and jeeps, and when the Ninth Air Force found its bomb supplies were being reduced rapidly on account of its devastating air assault, a hurried call was placed for more bombs. Within a few hours, dozens of C-47s of the Transport Group were winging their way across the Channel with their lethal cargo.

That's the story of an unheralded, almost unknown

The wounded are lifted gently from ambulance to airplane.

Inside an evacuation plane a nurse administers to a patient.

Ambulances wait in England to rush men to base hospitals.

operations base where generals slept in tents and ate K rations with privates.

"But the field never lost its hazards," said Major Shea. "The off-shore breezes coming in from the Channel made landing dangerous, and the 150-feet gulleys at each end of the runway didn't help any. Besides that, there was the constant dust on the strip and the danger of a plane hitting one of the barrage balloons the Navy kept in the air."

By August 31, 1944, the Group had amassed a grand

The pilot, too, helps to make the wounded men comfortable.

Transport Group. It started in England's mud and justified, in the dust of Normandy, the trust placed in it by Brigadier General Wood when he wrote, prior to D Day, a commendation praising the efficiency of the Group which "merits complete confidence in its ability to meet the great responsibilities that will evolve upon it during the coming months."

Thus the Transport Group's slogan, "The impossible may take a little longer," is something more than mere prop wash.

1st Intransit Depot Group

Propellers here await inspection and shipment to fighter groups.

Thunderbolt engines are being placed in crates prior to overhaul.

This train is hauling a quantity of high octane aviation gasoline.

TAKE a supply outfit which often moves so fast it outruns its own supplies, add a courier service which sends jeeps bouncing all over liberated Europe to the tune of over 2,300 miles per day, and throw in a C.O. who races around to his far-flung installations in a jeep named "The Flying Greek." The complete product is the IX Air Force Service Command's Intransit Depot Group.

Personnel of the Group hit the European beachheads on D plus one and have now fanned out all over Europe, furnishing supplies and equipment to the world's most insatiable and fastest moving customer—the Ninth Air Force.

Commanding Officer, Colonel Frank P. McCue (who is not Greek, but his driver is—hence the words "Flying Greek" emblazoned in Greek characters on his jeep), Waterbury, Conn., will tell you that the Group learned things the hard way. Around a nucleus of invasion-wise veterans of the African, Sicilian and Italian campaigns was built an organization which, of necessity, was topheavy with green replacements. The problems which began long before D Day had to be surmounted by trial and error. The rulebook was tossed aside by the quick movement of a tactical air force which was here today and gone tomorrow. And the ever changing equipment added more headaches.

When the first two Intransit Depot squadrons went in on D plus one, they were non-combatant in name only. German mortars and 88s failed to make any distinction between combatants and the other varieties. As a result, the boys took a nice pasting along with the doughfeet. Since the going was rather rough, the squadrons took no equipment on the initial landings. Besides dodging bullets, they kept busy establishing technical supply, bomb and ammunition dumps. Four days later, when their equipment came, they started handling 100 octane gas and special oils for the Army—a decidedly extra-curricular job. Gradually they assumed the work for which they were originally intended—supplying the Ninth Air Force. Their first big assignment was airplane engines, which were a critical item at the time and, since there were no servicing facilities available, the Group handled all repairable salvage.

After the initial landings on the French coast and in spite of the dust and slowly retreating Germans, a smoothly functioning organization was rounded out. As the beachhead widened and the Group split, the first courier run was set up between Omaha and Utah beaches. This was the first part of a vast network which came to cover France and Belgium, traveling more than 16,000 miles weekly.

Heavy equipment is unloaded from a craft at the Omaha beach.

British soldiers (wearing berets) watch unloading of equipment.

The movement of a heavy crate is facilitated by the use of rails.

The barrelled high octane gasoline is well dispersed at the dumps.

"Jerricans." These gasoline containers were highly critical item.

A "duckload" of ammunition arrives at one of the beachheads.

When the tight beachhead finally burst, sending the Allied armies slicing through France, there started a gigantic game of cops and robbers. The Yanks were chasing the Germans; the Ninth Air Force was following the armies, and the Service Command's Intransit Depot Group was pursuing the Ninth Air Force (and often getting to advanced fields ahead of the combat units). Loaded with all supplies peculiar to an air force, they made huge jumps because such major moves were imperative. One day, under combat conditions, the Group processed in excess of 325 aircraft, using only 75 men. Its units were self-sufficient even to cooks, food, and field ranges. But the men went so fast they outran their own supplies. Modern war has seen many peculiar things, but the spectacle of a supply outfit outdistancing its own supplies is a situation hard to beat.

But if their own supplies couldn't catch them, neither could the Germans. Once, in Belgium, an Intransit Depot Group squadron moved into a newly captured airfield at noon. At 1400 hours, the Ninth Air Force pulled out. At 1430 the squadron packed up and left to continue its pursuit of the Air Force. At 1700 hours, the Luftwaffe pasted the strip with surprising fury and strength—but too late.

The Group has had more than one brush with the Germans. A company of Jerries, left behind in the big retreat, sneaked one night into the Group's area and almost got away with enough gasoline to take them back to the Fatherland. They were discovered, however, and their proposed junket was delayed indefinitely.

In the Falaise Gap, a sergeant leading his convoy was flagged down by a French woman who pointed excitedly to a small orchard adjacent to her farm. The sergeant got the point immediately and assembled his men for a little hunt. Sure enough, six Herrenvolk were planted behind some of the largest available apple trees. After a brief skirmish, four came out with hands held high, but the remaining two, being of a more tenacious disposition, shot it out with automatic pistols for more than an hour before they too threw in the towel. The "non-combatant" troops turned in their catch to some infantrymen and moved on.

The IX Air Force Service Command's Intransit Depot Group has been compared to the blocking backs on a football team. This is true, because had it not done its job well, the Ninth Air Force could not have functioned. And without air superiority—well, you know the rest. And to clinch the argument, the record speaks for itself—the cold but eloquent fact that not a single mission of the Ninth Air Force has ever been cancelled for want of supplies.

Ammunition for Ninth Air Force airplanes is loaded into trucks.

It was no easy job to move crated heavy machinery from beach.

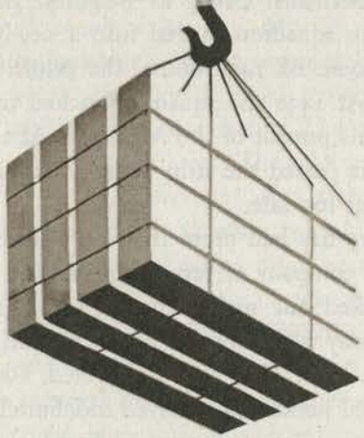
Intransit Depot Group soldiers start trek to inland ammo dump.

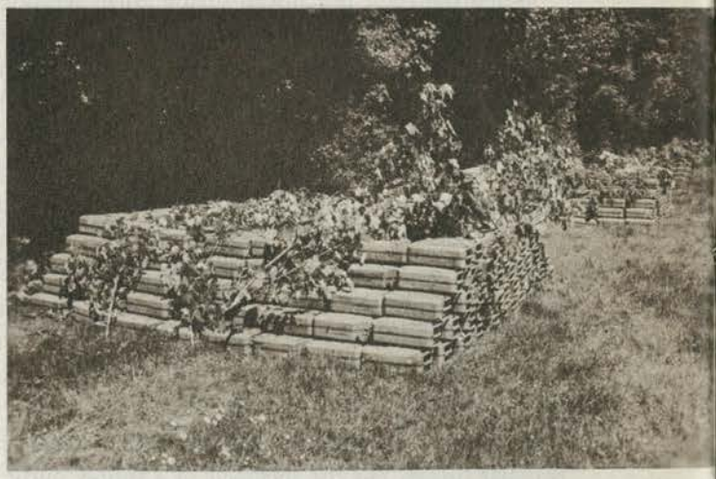
Last few boxes of ammunition leave beachhead for ammo dump.

Shepherded by a jeep, truck convoy moves off from beachhead.

Boxes of 50 caliber ammunition are unloaded at an open air dump.

The Jerricans each holding five gallons of gasoline, are unloaded.





Stored Jerricans camouflaged to avoid strafing by enemy craft.

Boxes of ammunition piled up on beach until they could be moved.

Empty Jerricans were filled on the spot from 500-gallon trailers.

Practically every field near the beachhead was used for storage.

Tactical Air Power—Mobility

Checking the convoy route in operations office.

Bombs are swung off a recently arrived train to a truck.

Transported by QM trucks, bombs are placed in storage.

Sign indicating the "Red Ball" highway—for fast freight.

Convoy route checks were frequent occurrences in the E.T.O.

Frequent inspections keep QM trucks in excellent condition.

THE dusty 6 x 6, rumbling through the fire of the 88s on Omaha Beach—this, no less than the more spectacular dive-bombing P-47, spells tactical air power.

It is the mobility of supplies, of the gasoline the P-47 burns, of the 50-caliber shells it fires, that is furnished by the prosaic 6 x 6 2½ ton truck.

And that mobility means the fighters and the bombers can probe ever deeper into enemy territory, plaguing and slaughtering the Nazis from air bases ever farther forward. Thus does the pilot who swoops low over Hun territory, paving the way for Allied doughboys, owe his invaluable tactical ability to his unsung brothers sweating at the wheels of the Quartermaster trucks.

A few cold figures illustrate the achievement of IX Air Force Service Command's Quartermaster Truck Groups, the 1585th and 1586th.

Since these units came ashore in France (some on hazardous D plus one) and up until early 1945, their trucks have rolled 22,595,049 miles, hauling upwards of 600,000 tons of freight, including more than 200,000 tons of bombs, and more than 40,000,000 gallons of aviation fuel. Those 22 million miles meant mobility; that mobility meant tactical air power at its very best.

To keep this mobility factor geared to the tactical situation in various combat sectors, to coordinate the many and diverse elements arising between the rear area supply point and the combat units at advanced air bases, to bring these into harmony with the truck transport facilities available is the mission of the Motor Vehicle Section, Transportation Division of IX Air Force Service Command.

Maintaining close liaison with the operations section of the 1585th and 1586th Quartermaster Groups, the Motor Vehicle Section since D Day not only has fulfilled its mission of keeping our aircraft flying, but also of keeping fighters and bombers close to fluid battle lines.

On D plus one, 1585th QM Group trucks splashed ashore on Omaha Beach, braving German shelling, and moved into bivouac areas whose hedgerows still hid Jerry snipers and infantrymen. The vehicles were laden with airfield engineering equipment, such as "hessian mat" for runways. Soon refueling and rearming air strips were under construction. Soon too P-47s of the Ninth Air Force were taking off to blast a new path

Aviation gasoline for Ninth Air Force planes en route.

Convoy drivers here ponder over a new and better route.

A full truckload of soldiers is stopped by a road block.

"Jerricans" are filled from QM gasoline trailer.

through the enemy defenses for our advancing troops.

The drivers of the 1585th gained more than a passing acquaintance with the 88s, the "screaming meemie," the burp gun of the Hun, as well as the Luftwaffe fighters which often strafed their convoys during the beach period.

In addition to their supply function, the Truck Groups actually "liberated" a number of villages in Brittany and central France, being the first American troops to pass through these places. So well forward were the QM soldiers on occasions that they frequently rolled into a smoking town before the last Germans had withdrawn.

During the period following the capture of St. Lo, the breakthrough at Avranches, and until the ground forces drew up before the Siegfried Line, the supply figures of the two Service Command units skyrocketed. Scarcely giving the engines of the 6 x 6's time to cool between runs, drivers drove until glassy-eyed with fatigue, but they kept tactical air power in step with the onrushing ground armies. Supply runs at this time averaged 840 miles in length as the trucks daily hauled 430 tons of ammunition and 200,000 gallons of packaged, high octane gasoline. This went to advanced fighter-bomber bases.

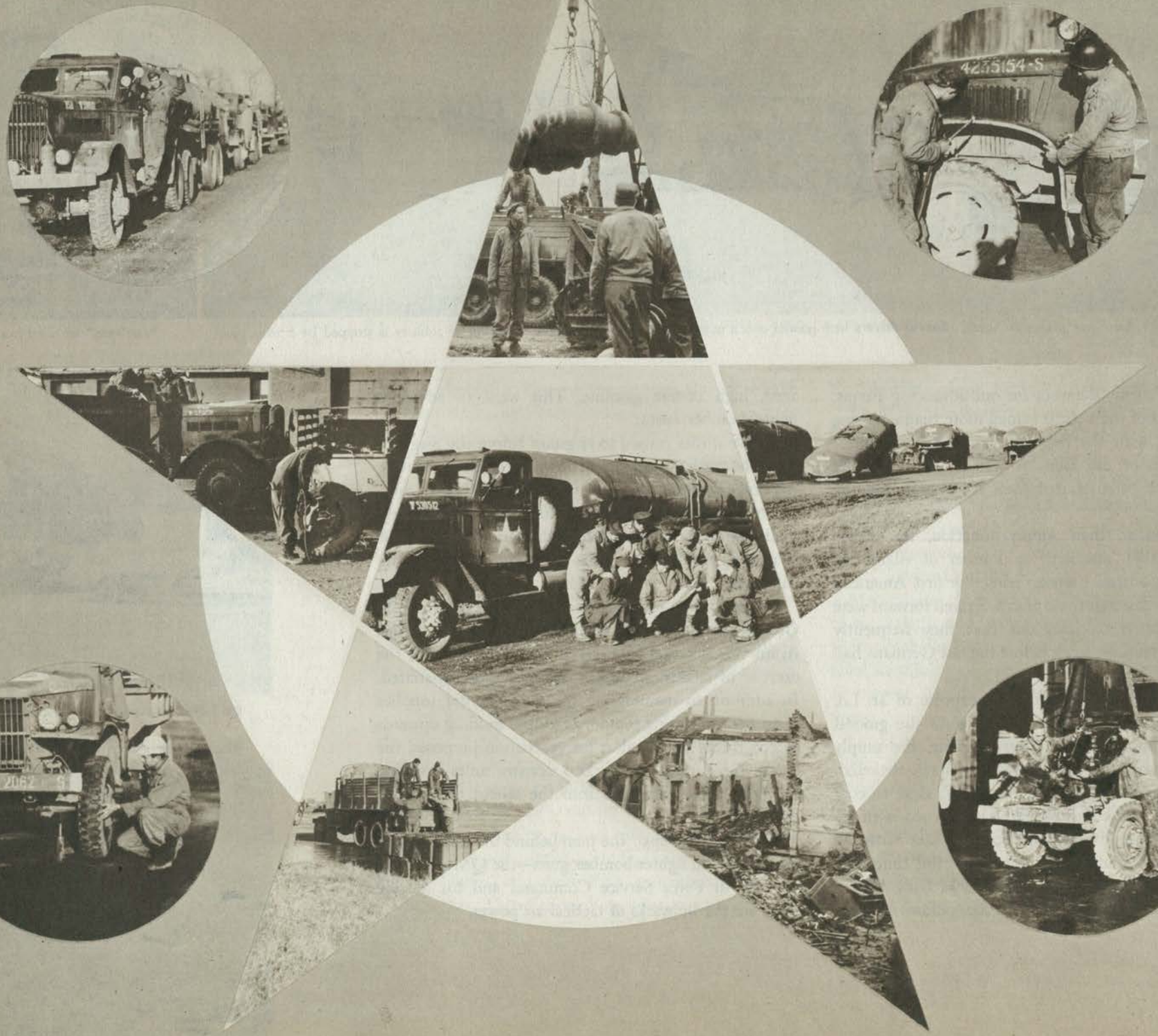
As the armies paused to re-group before the Siegfried Line, the truck groups settled down to the task of moving Air Force dumps and depots from Normandy over some 200 miles of former "Red Ball Route" to new locations in the interior. Simultaneously they fulfilled their role in moving Air Force supplies from the depots to combat units.

Not the least of the accomplishments of the QM Groups was their service during the Battle of the Bulge. Again the fact that mobility is a vital element in the exercise of tactical air power was amply demonstrated. In addition to maintaining the flow of vital supplies at an ever-increasing tempo, as well as holding upwards of 500 trucks on the alert for evacuation purposes, the trucks raced more than 5,000 convoy miles—rushing equipment and personnel into the salient to halt the enemy.

In a very real sense "the man-behind-the-man-behind-the-gun"—the fighter-bomber guns—the QM soldier of the IX Air Force Service Command and his reliable 6 x 6 are the bulwarks of tactical air power.

QM trailer units parked in shadow of bomb-damaged hanger.

Headquarters of 2093rd QM Truck Co. after direct V-1 hit.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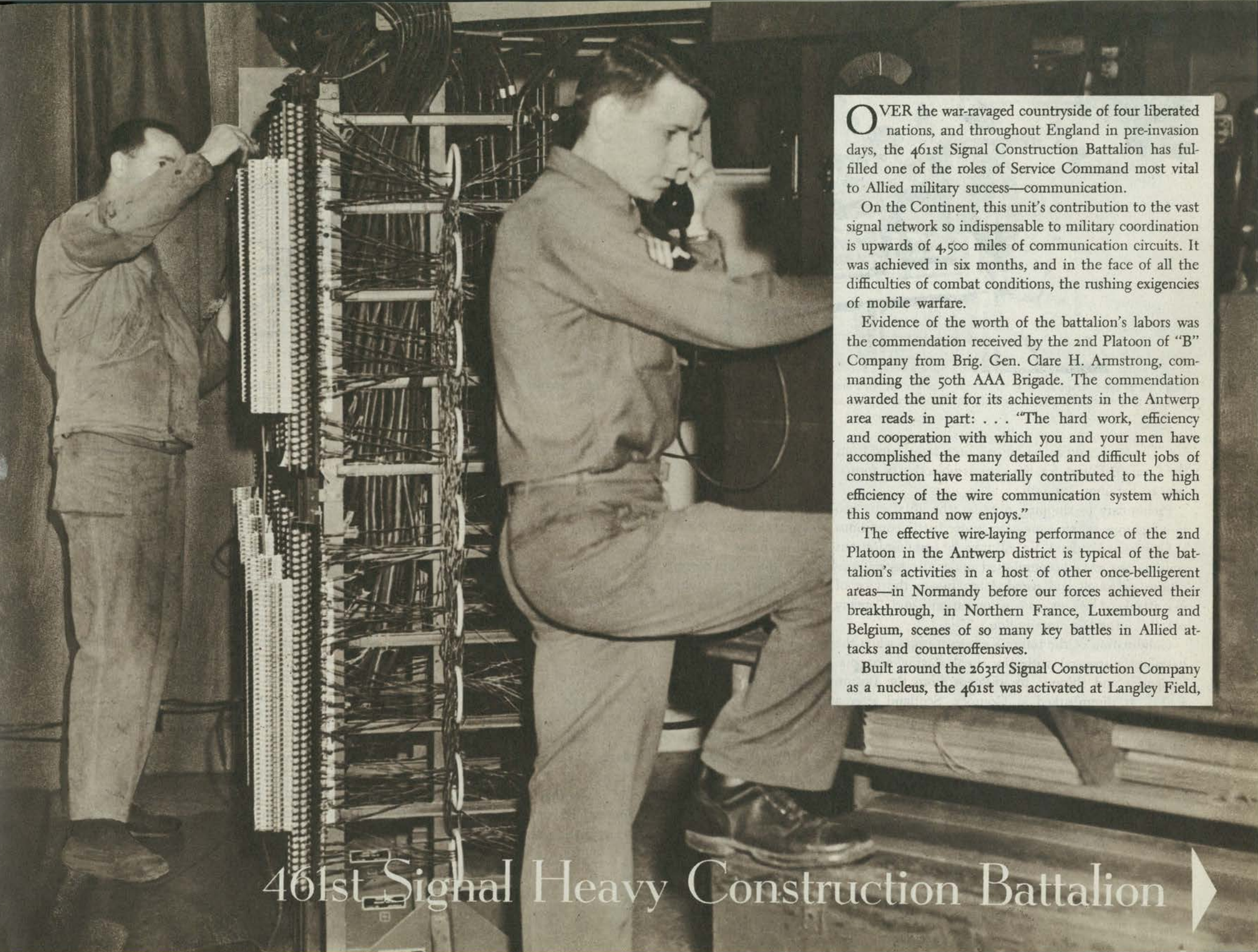


461st Signal Heavy Construction Battalion

OVER the war-ravaged countryside of four liberated nations, and throughout England in pre-invasion days, the 461st Signal Construction Battalion has fulfilled one of the roles of Service Command most vital to Allied military success—communication.

On the Continent, this unit's contribution to the vast signal network so indispensable to military coordination is upwards of 4,500 miles of communication circuits. It was achieved in six months, and in the face of all the difficulties of combat conditions, the rushing exigencies of mobile warfare.

Evidence of the worth of the battalion's labors was the commendation received by the 2nd Platoon of "B" Company from Brig. Gen. Clare H. Armstrong, commanding the 50th AAA Brigade. The commendation awarded the unit for its achievements in the Antwerp area reads in part: . . . "The hard work, efficiency and cooperation with which you and your men have accomplished the many detailed and difficult jobs of construction have materially contributed to the high efficiency of the wire communication system which this command now enjoys."

The effective wire-laying performance of the 2nd Platoon in the Antwerp district is typical of the battalion's activities in a host of other once-belligerent areas—in Normandy before our forces achieved their breakthrough, in Northern France, Luxembourg and Belgium, scenes of so many key battles in Allied attacks and counteroffensives.

Built around the 263rd Signal Construction Company as a nucleus, the 461st was activated at Langley Field,

This view of the teletype room at Headquarters of the IX Air Force service Command depicts some part of the activity that goes along with handling an average of some 14,000 messages every week.

Eight thousand calls handled every twenty-four hours is the average achieved by the group of Signal WACs who operate the six-position switchboard at Command Headquarters in Creil, France.

Va. The former organization had been transferred from the Ground Forces for the express objective of formation to battalion strength.

Preliminary to shipping overseas, the 461st engaged in a vigorous training program under battle conditions at Camp Cumberland, Va. All types of communications construction were accomplished under the trying conditions of rough and wooded terrain—in the face of gas attacks, blackout convoy operations, and "enemy patrols" firing live ammunition.

Culmination of the training program came when the battalion dispensed with the usual staging area preliminaries and shipped for overseas from the Boston P.O.E. It disembarked at Gourock, Scotland after a particularly stormy ocean trip on a December morning in 1943.

The battalion's first station in the European Theater of Operations was Wakerly Air Station in Northamptonshire, which was then still under construction. The unit performed the dual role of establishing communications as well as administering the post, since it was the only Air Force installation on the field. The unit completed numerous wiring projects at Wakerly and nearby fields under the direction of the Eastern Base Section, while soldiers relieved the tedium of work with an occasional liberty run to Leicester, Kettering and other historic English cities.

After completing its work for the EBS in February, the signal outfit moved southward to Sussex, and upon its arrival at Burton Rough was assigned to the IX Air Force Service Command. Under the aegis of Service Command, the battalion underwent a decentralization procedure all its own, with detachments operating independently of the parent organization at Dinton, Kinson, Basingstoke, Twyford, Middle Wallop, and other spots in England throughout the remainder of its career on the British side of the Channel.

June 30, 1944 saw the advance echelon of the battalion in convoy for the staging area. Two days later it was on Omaha Beach, and in another six days the remainder of the organization arrived on Normandy's shore. Soon the entire unit was bivouacked in a Normandy cow pasture, bordered by the inevitable hedgerows.

Despite the newness of the situation and many new problems confronting it, the battalion nevertheless installed almost 600 miles of communication lines during its first month of operation. Lines were laid in combat territory despite the hazards of the battle.

Splitting into two sections in August, the 461st doubled its previous month's output. During the month detachments operated at Cardonville, Rennes, and Le Mans. September was another month of movement with sections moving up to Paris in the wake of the avalanching Third Army. Later the battalion's components were to lay wire at Arlon, Etain, Verdun, Cambrai, Charleroi, Keerbergen, and many other locations.

Late in October, 1944 the battalion was re-organized and its name changed to its present designation. But the change in nomenclature was a matter of minor importance to officers and men of the 461st. Their identity was written into the war's annals by their deeds.

Movement to France

Preparations for the movement to France begin—Nissen huts are cleaned out and bags are packed.

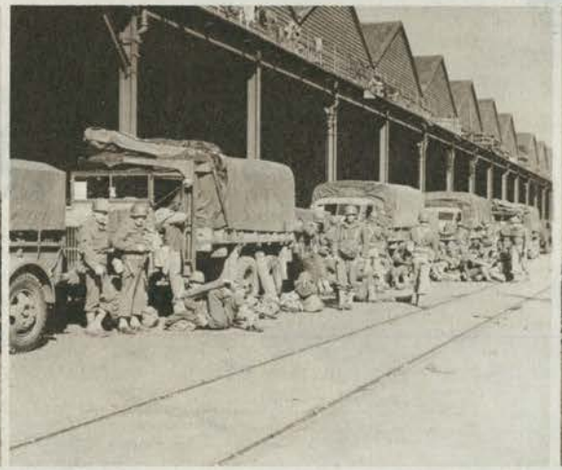
The 1020th Signal Company packs and loads its mass of radio, telephone, and teletype equipment.

Fire Power of the mighty jeep: a .50 cal. machine gun installed by men of 361st Service Squadron.

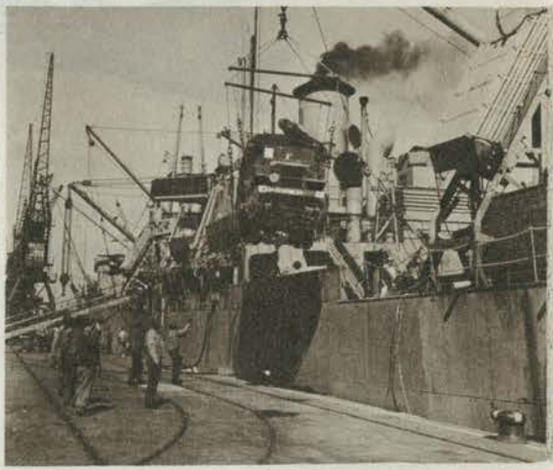
The convoy commander explains to the driver of the lead truck the route which they are to take.

Wherever the convoy stopped, groups of English children would appear, seemingly from nowhere.

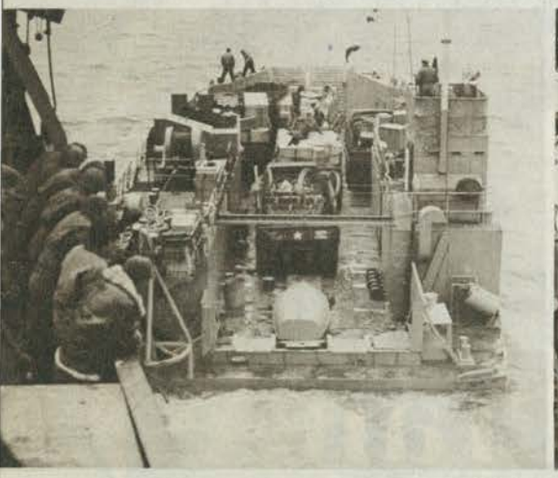
The convoy arrives at the marshalling area in Southampton and awaits its turn for embarkation.



Trucks lined up on Southampton dock. Everyone expected to embark immediately but had to wait.



Loading trucks took a long time. Once loaded, the vehicles could not be reached until in France.



Off the beachhead. Trucks are swung on to the deck of an LCT, doing shuttle service to beach.

At Utah Beach marshalling area, vehicles are serviced with Jerricans and are re-formed in convoys.

The vehicles and personnel passed through many severely damaged towns. This was once St. Lo.

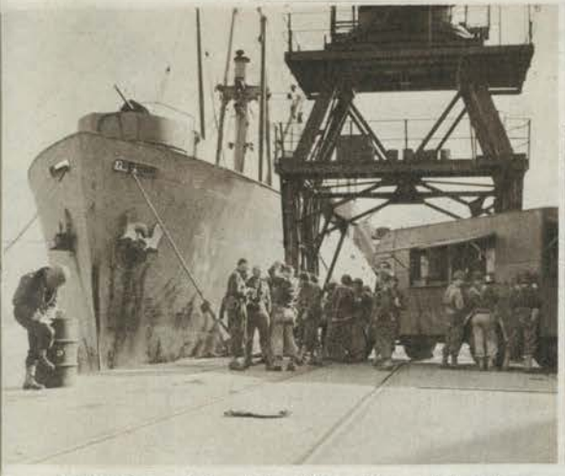
Laigle, France. Broken hulks of buildings on all sides gave mute evidence of the war's devastation.

Those lucky men who were going by air assemble their baggage near plane which they were to use.

In addition to some of the personnel, many pieces of urgently needed equipment were flown over.

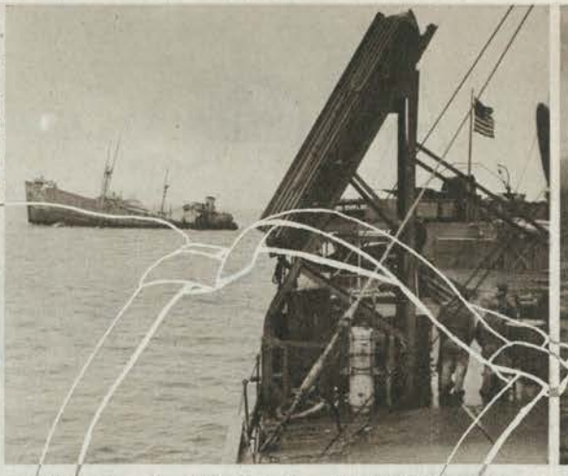
The convoy weaves its way through almost deserted streets of the historic old English town of Epping.

During convoy halts, the demands for "Any gum, chum?" were numerous. Most were granted.



A Red Cross clubmobile with coffee and doughnuts is a welcome arrival after many K-rations.

The order to embark came at the end of a long day after all vehicles had been stowed in hold.



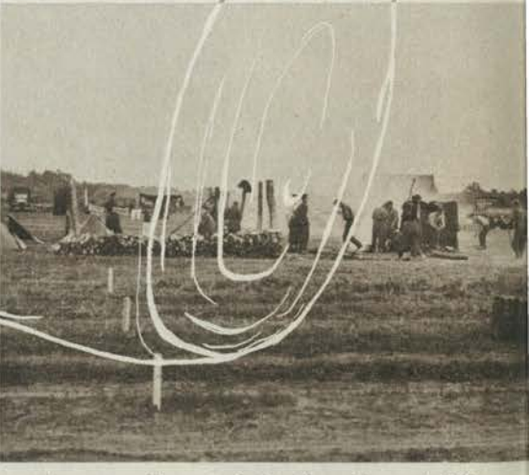
With a sunken Liberty ship off aft of the ship, men cook C rations in huge steam kettle on deck.

The most beautiful sight for the men since the trip began—twilight in the harbor at Utah Beach.

The scene that greeted Americans everywhere in France after D Day—groups of waving children.

The Palace of Versailles was one of the many French historic spots visited by convoy troops.

Bridge across the Seine at Conflans had been destroyed. Personnel and vehicles were ferried.



Convoy arrives at destination—Beauvais-Tille—and their job of setting up a new airfield begins.

No time is wasted. Shortly after arrival at their new French field mechanics were repairing damaged aircraft.

Chow call! Everyone falls in for his share of C rations. C and K rations were used until the kitchen was set up.

First mail call in France! On the site of a demolished German hangar soldiers rush over to check on their mail.

Shaving from a helmet was simple after the first few times. Water was obtained from wells near the field.

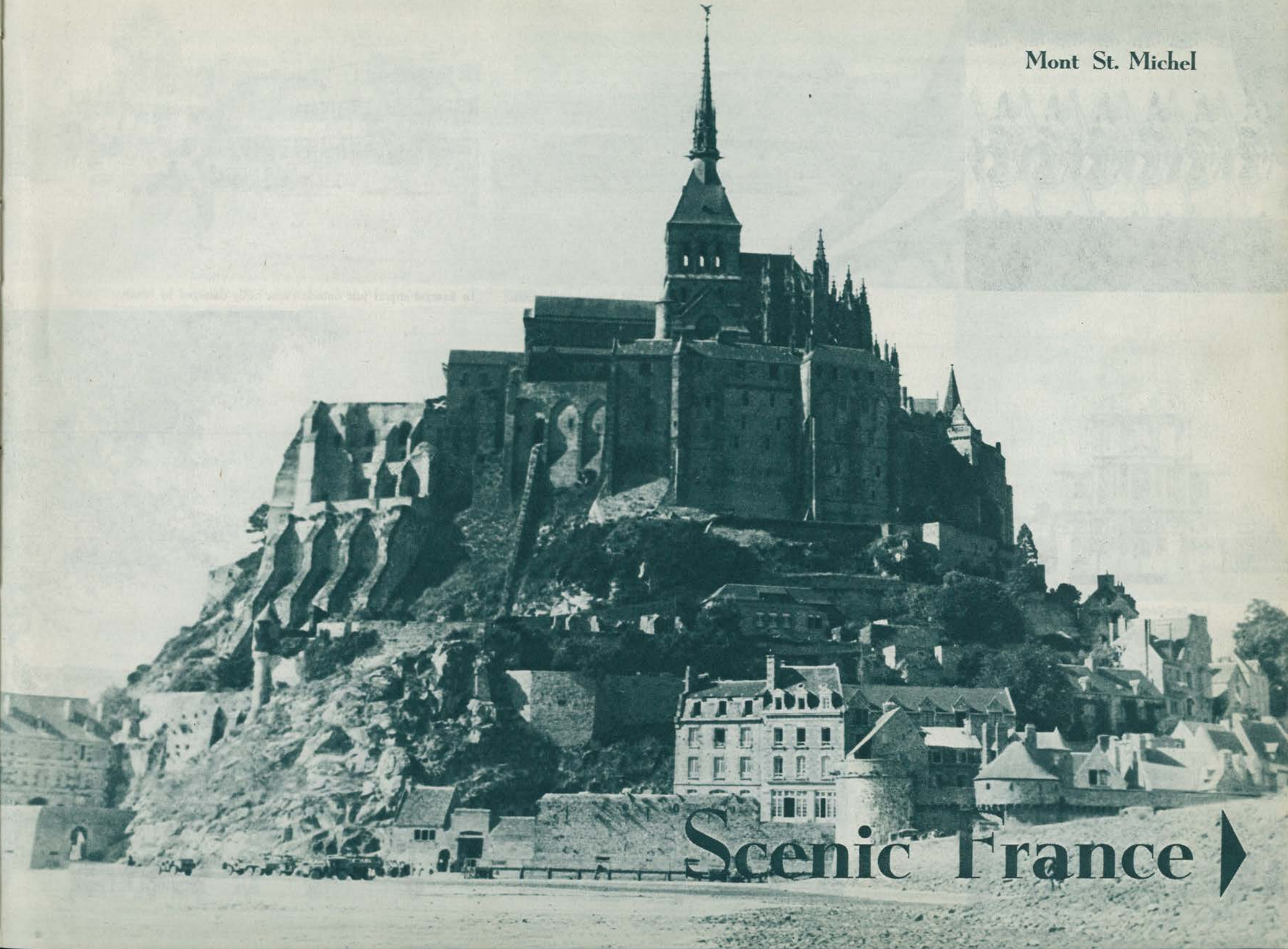
Message Center—important hub of operations. Signal construction men make final adjustments to antenna.

Captured German tanks—the kind that hold drinking water. Many of these were found and greatly aided water problem.

Two partially destroyed and one completely destroyed Focke-Wulf 190s were found on the perimeter track at Strip A-61.

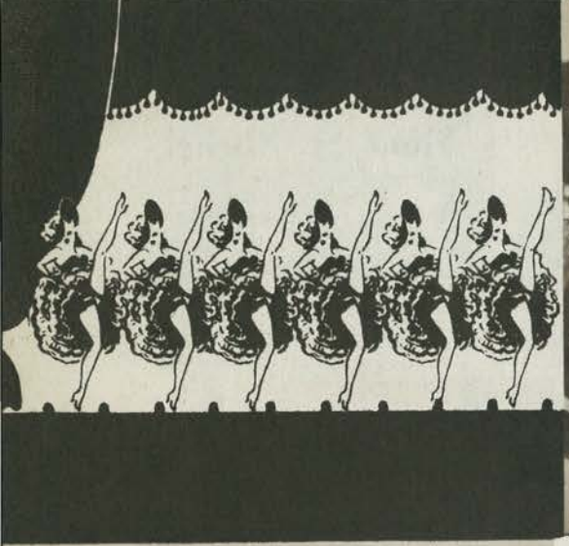
The Group was completely set up and operational within a few weeks. New Red Cross club opened at Nevilliers.

The Service Group site, completely set up, at Strip A-61. Headquarters Squadron, mentioned in previous



Mont St. Michel

Scenic France



Fort National in Saint Malo. Note ruined house in silhouette.

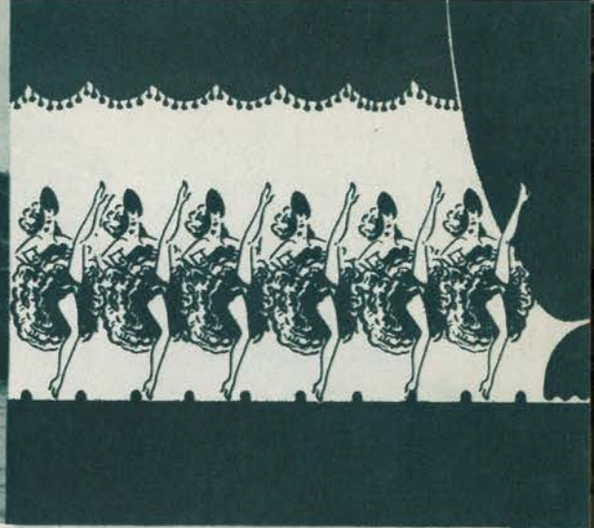
Le Bourget airport just outside Paris, badly damaged by bombs.

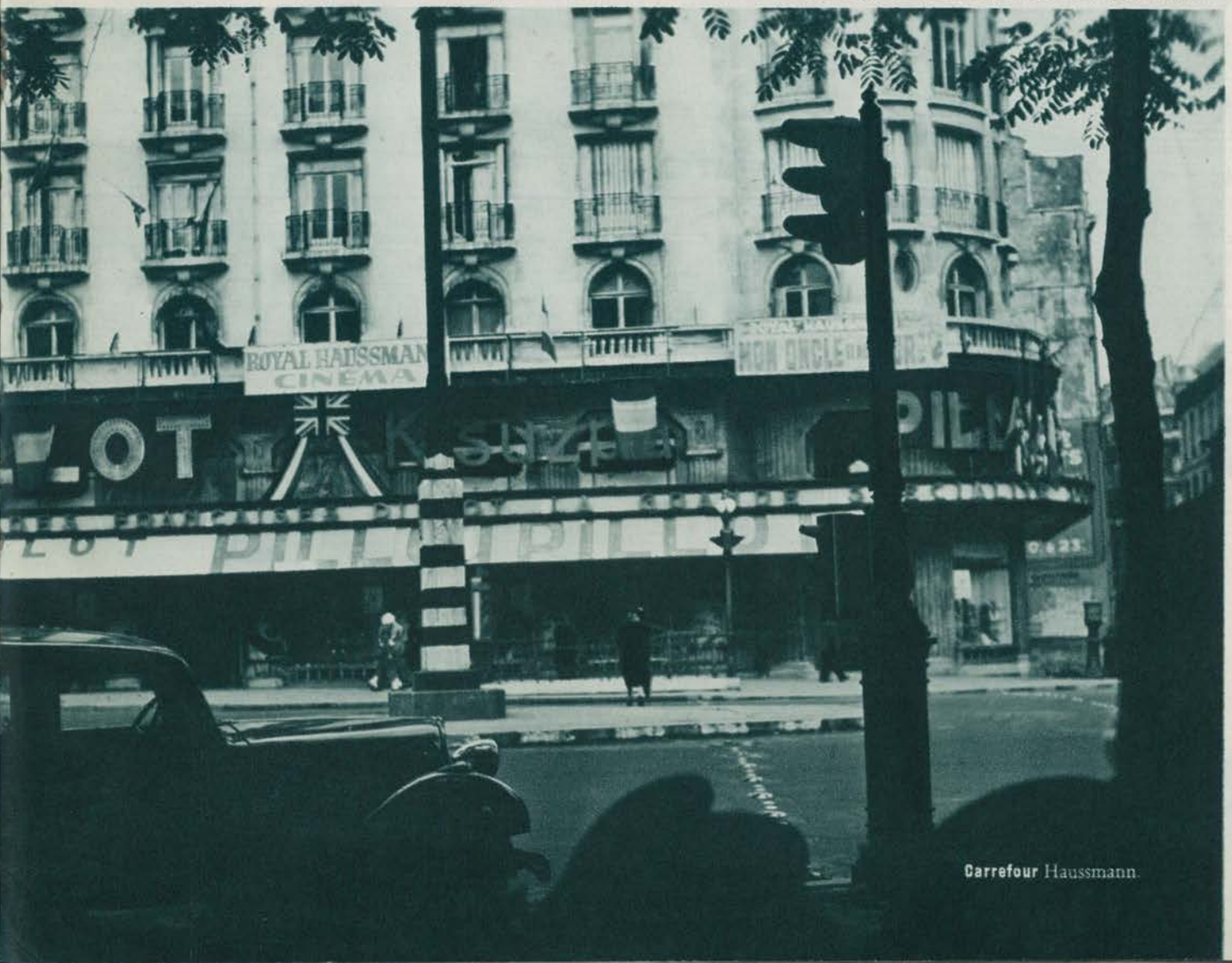
Les Invalides. (Below) A street in Rheims.

Palais de Justice, Paris.

Members of the 84th Ser. Gr. get first hand milking information.

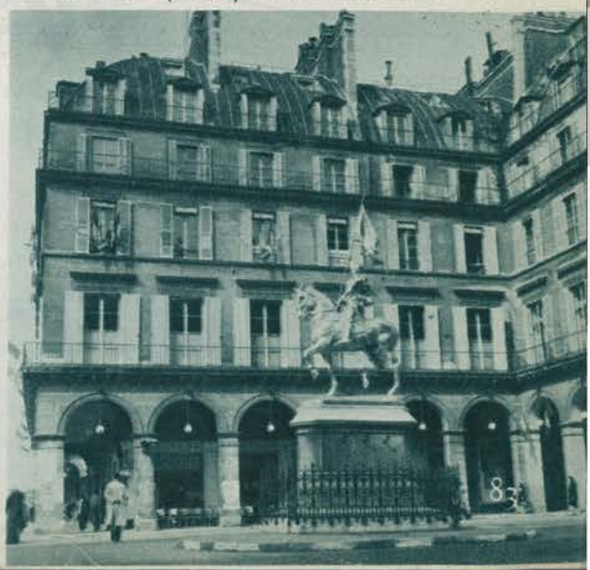
Paris boasts many bridges across the Seine. Here is Pont Neuf.

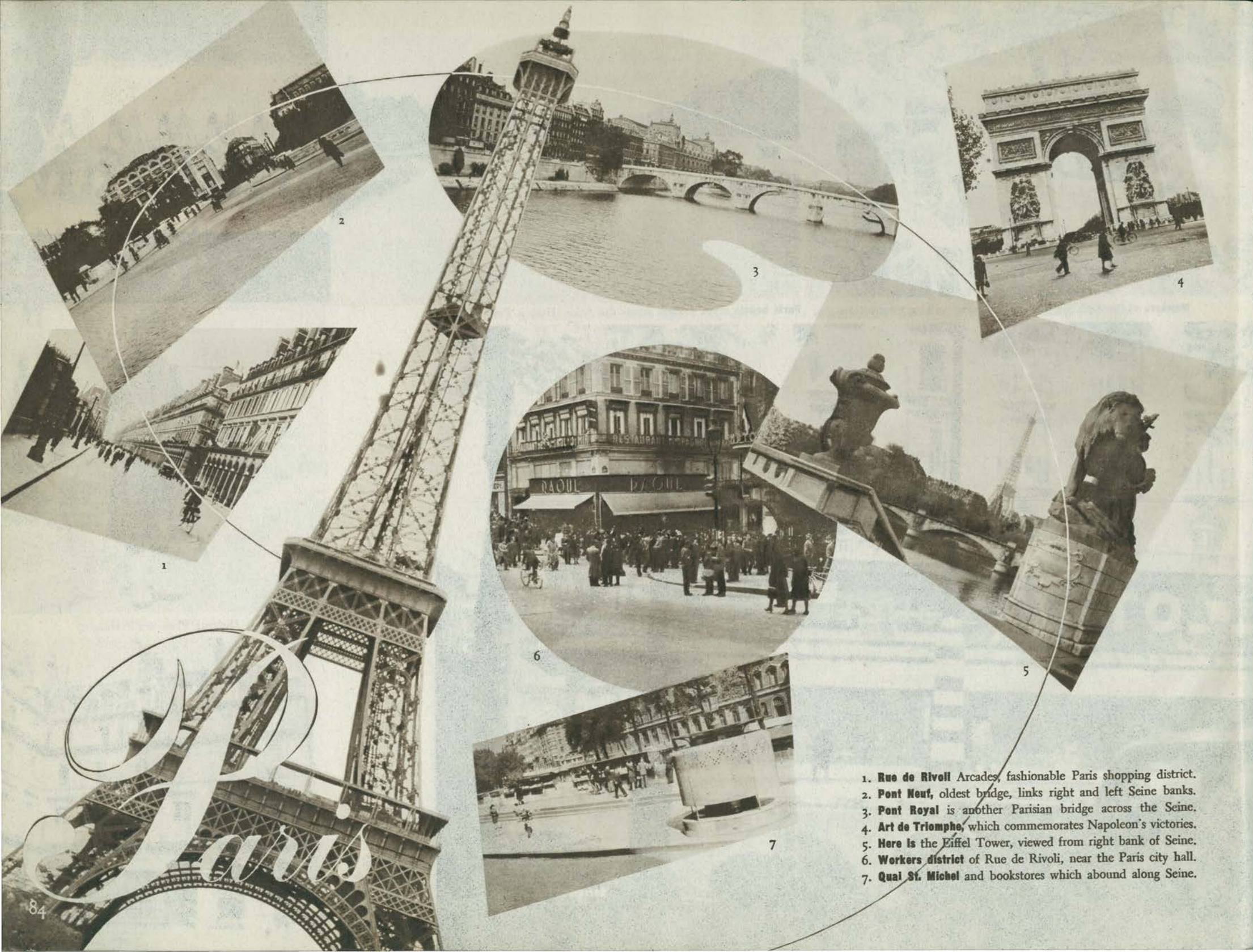




Carrefour Haussmann.

Unusual sight. (Below) Place des Pyramides.





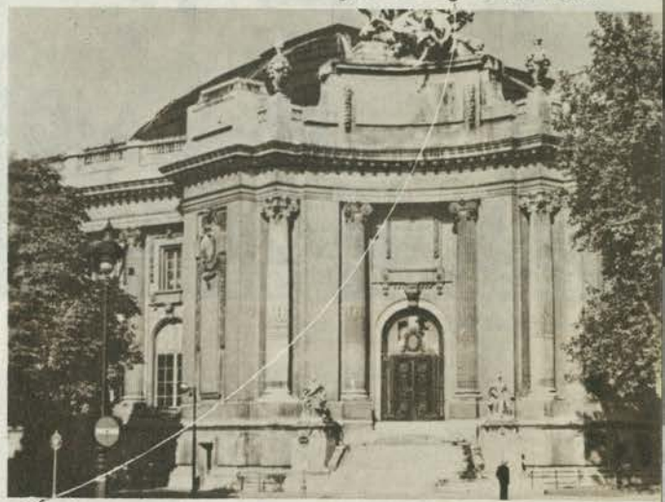
1. **Rue de Rivoli** Arcades, fashionable Paris shopping district.
2. **Pont Neuf,** oldest bridge, links right and left Seine banks.
3. **Pont Royal** is another Parisian bridge across the Seine.
4. **Art de Triomphe,** which commemorates Napoleon's victories.
5. **Here is** the Eiffel Tower, viewed from right bank of Seine.
6. **Workers district** of Rue de Rivoli, near the Paris city hall.
7. **Qual St. Michel** and bookstores which abound along Seine.

Notre Dame Cathedral. Paris landmark built in 13th century.

The Madeleine. Most fashionable church in Paris, built 1784.

Located in beautiful Tuileries Gardens is Arc du Carrousel.

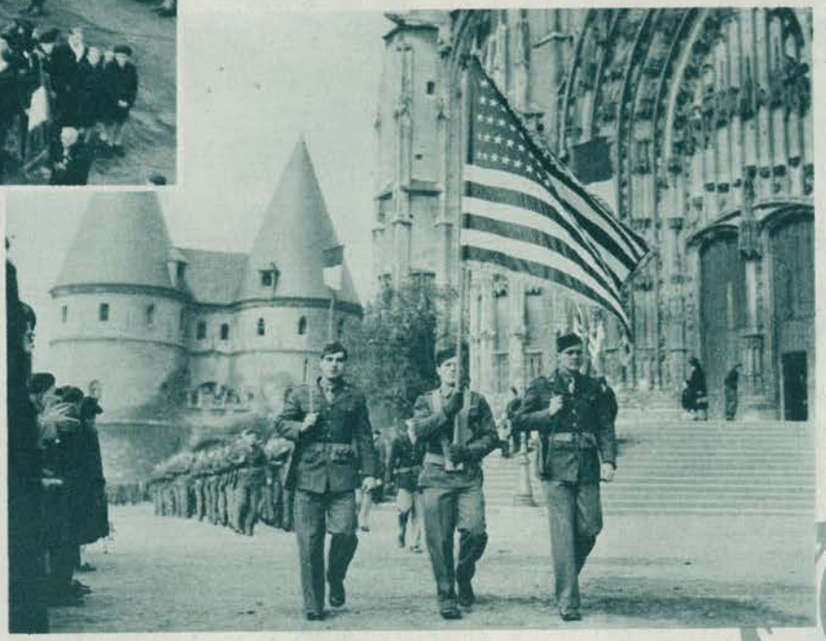
Part of the Louvre—one of the largest buildings in the world.



Grand Palais. This was built for the Paris Exposition of 1900.

One of world's most beautiful buildings—Paris Opera House.

Armistice Day, 1944, at Cambrai.



Armistice Day, 1944, at Beauvais.

SPEED
25
MPH
ENTERING
GERMANY
HERE
AND
THERE
E.M.H.

The Prime Minister has just told a good one

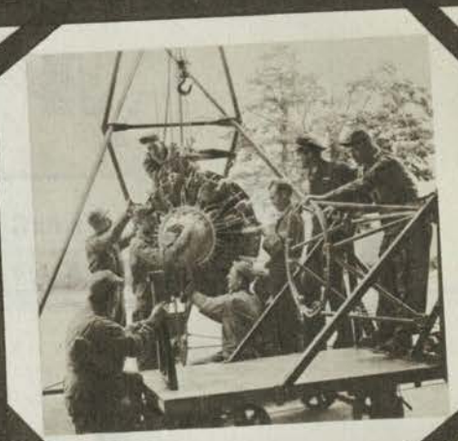
Coal sweepstakes at U. K. bases. A loaded truck backs up

The eager beavers get to work

Same scene—5 minutes later

Ready for the salvage depot

67th Ser. Sq. welders designed this tow bar to speed up glider towing



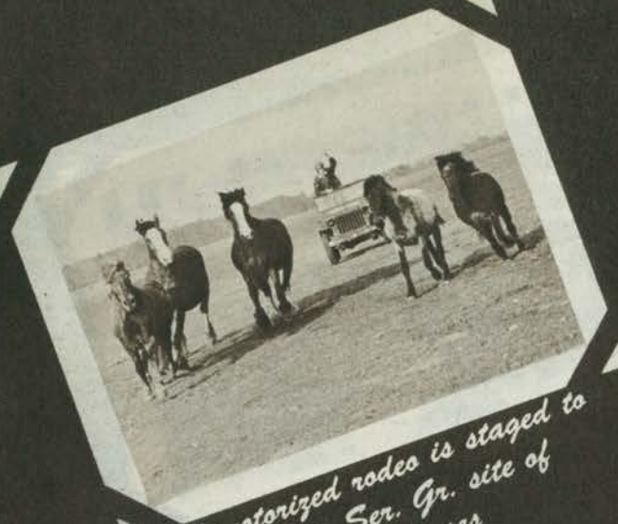
Engine mount designed by 67th Ser. Sq. personnel

Ingenious repair truck designed by IX AFSC mechanics

A bulky wing section is attached to lower fuselage of C-47 for rush shipment

Power driven hack saw designed and made by a sergeant of 30th Ser. Gr.

Commanding General learns how a propeller is taken apart



A motorized rodeo is staged to clear a Ser. Gr. site of wild horses

Parachute dropping exercises—wrapping delicate instruments for the drop

A bulky item is canvas wrapped in preparation for the exercise

Personnel gathers together items to be dropped by chute

Awaiting transportation to the C-47s

Parachutes carrying packages are pushed from the plane

The chutes float to earth with their cargo

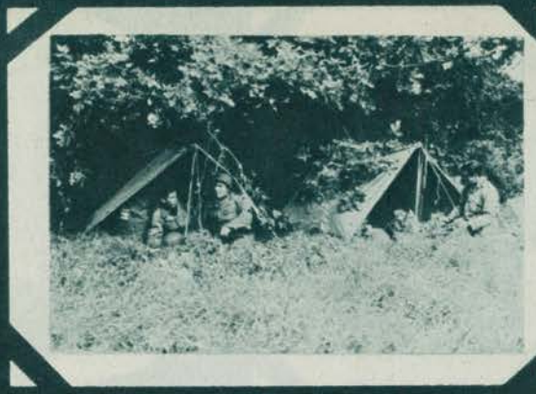
G I's at a IX AFSC depot stop to count the 109 missions of "Impatient Virgin"

S/Sgt. Joe Louis visits a Ninth Air Force base

Men of the 91st ADG wait at Southampton for transportation to France

"Brass on the Beachhead" Generals Spaatz, Brereton, and Royce

A cook prepares a hot meal for aircraft repair and supply men on a Normandy field



Relaxing in hedgerow bivouacs

Fixing up "apartments" just off the beachhead

Allied officers examine the vaults of St. Lo cemetery used as foxholes

Dinah Shore visits a IX AFSC installation in France

Remains of a hangar and FW 190 at a Chartres airfield

Debris met by 91st ADG as they moved into Chartres

A falling bomb knows no religion — church at Chartres

A problem of wreckage clearing presented to 91st ADG, Chartres

The pick and shovel brigade goes to work

Same scene a few days later

German bombs lay in a camouflaged dump near Chartres

P-47 built of salvaged parts by 26th Ser. Gr. is viewed by French civilians

Headquarters of 30th Ser. Gr. were located in this chateau at Rubelles

House of a collaborationist at St. Dizier is decorated with the swastika

Hangar at Mourmelon-le-Grand wrecked by Allied bombers

Grandma darns his socks while GI Joe makes time

Time out for chow

Men of 462nd Ser. Sq. help move a French gun up to the front

Lt. Col. Ben Lyon and his wife, Bebe Daniels, entertain IX AFSC personnel

Salvaging usable parts of a badly damaged truck

"White Lightnin'" — a P-47 built from salvaged parts

General Wood visits the 84th Ser. Gr. on an inspection trip

A break after mud and tent life

This buzz-bomb landed intact near Headquarters of 309th Ser. Gr. at Mourmelon-le-Grand

Headquarters of 2490th Q. M. Truck Co. at Le Culot, Belgium

War always has its mud

Open house to French civilians at site occupied by 74th Ser. Gr.

This robot bomb landed 3 miles from 74th Ser. Gr. Hdqrs.

The Mobile Chaplain

Headquarters Team "B," 379th Ser. Sq. at St. Tronds, Belgium

Mobile dental trailer — otherwise known as the "Torture Trailer"

Hut in a German mock village is put to good use by 74th Ser. Gr. personnel

Salvage crews on the job

Barracks of team "A", 390th Ser. Sq., Mourmelon-le-Grand

Propeller shop of 494th Ser. Sq. does its work in the open air, weather permitting

74th Ser. Gr. personnel had the use of this pool at Mourmelon-le-Grand

Reclaiming German equipment

Team "A," 74th Ser. Gr. occupied this apple orchard at Creteville

Along the Moselle River

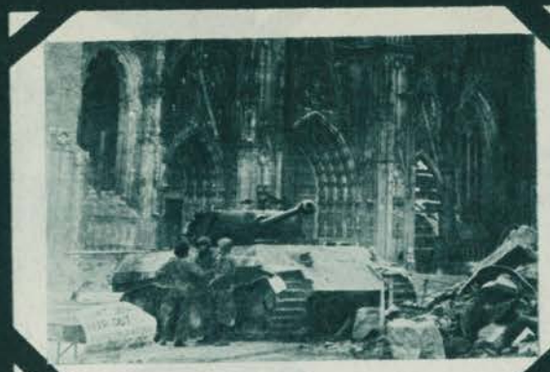
American and French sport meet

84th Ser. Gr. Headquarters in Belgium

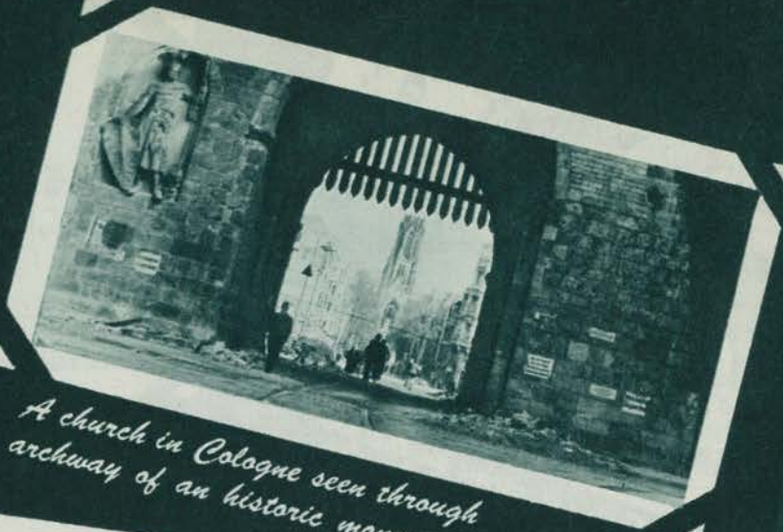
Along the "Red Ball" highway, 5 miles west of Paris

American tanks in the ruined city of Aachen

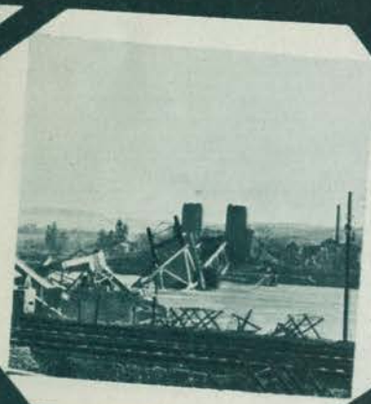
The Jerries did a careful job of blasting this runway



Thanks to precision bombing, Cologne's famous cathedral was largely spared



A church in Cologne seen through archway of an historic monument



The Ludendorf Bridge after it had crumpled into the Rhine

Pontoon bridge which replaced the Ludendorf Bridge

IX AFSC Headquarters moved to Luxembourg on VE Day

Military Police of IX AFSC in Luxembourg victory parade

Elements of the Luxembourg Army joined the parade

The Luxembourg Police Force joined in, too

Commanding General IX AFSC and staff (on balcony) with members of Royal Family at Luxembourg VE Day parade

Finishing touch to the parade — Hitler's effigy

Legion of Merit is awarded for "exceptionally meritorious conduct in the performance of outstanding services." The following IX Air Force Service Command personnel received this decoration:

Col. Vernon M. Babcock
T/Sgt. Charles L. Berkemeier
Col. Harold W. Dutcher
S/Sgt. Charles G. Erway
Col. Harold K. Kelley
Col. Neal J. O'Brien
Col. John J. O'Hara
Col. N. R. Rogers
T/Sgt. Richard J. Schmieder
Col. Charles W. Steinmetz
Col. Wallace S. Whittaker
Col. Howard F. Wortham

Bronze Star Medal is awarded for "meritorious service in connection with military operations." The following IX Air Force Service Command personnel received this

Maj. Stanley G. Abrams
T/Sgt. Kervyn A. Adams
Sgt. Starling P. Alderson
T/Sgt. Edwin H. Anderson, Jr.
Lt. Col. Francis W. Anderson
Sgt. Joseph J. Andrycha
Lt. Col. Glenn C. Asbury
Capt. Abe S. Ashcanase
Lt. Col. Weldin R. Baldwin
Maj. William H. Banks
M/Sgt. Gilbert E. Bardo
Maj. William D. Barrell
Lt. Col. John W. Batdorf
Lt. Col. Maurice M. Bayon
1st Lt. William B. Beerbower
Maj. Albert A. Behnke
Capt. Regis H. Benoit
Capt. Harold D. Bernstein
Lt. Col. George W. Bibby
Lt. Col. James W. Billings
M/Sgt. Paul H. Blessing
Sgt. John J. Borona
Maj. James L. Bradshaw, Jr.
Cpl. Robert A. Broome
S/Sgt. Alva C. Burger
Capt. John R. Burnett
Lt. Col. Henry L. F. Buswell
Col. Freeman T. Caldwell
Sgt. Charles O. Calton
1st Sgt. Fred M. Cannon
Maj. Harold Carron
T/Sgt. Frank J. Cavezza
Col. Henry M. Celik
M/Sgt. William G. Chick
Maj. Robert F. Chupp
T/Sgt. Eugene R. Cichosz
Lt. Col. Arthur R. Cline
M/Sgt. Charles S. Crawford
Lt. Col. Stanley H. Cropp
Capt. Harry Cummins, Jr.
Maj. Sidney J. Dahlstrom
Capt. John T. Dale
Lt. Col. William H. Davies
Sgt. Charles M. Davis
Capt. Grant H. Davis
WOJG James M. Deason
Maj. Philip R. Deubler
Cpl. Russell C. DeVries
Maj. Charles F. Doty
Capt. David J. Doyle
Col. Walter H. Draham
Col. Earle B. Dunning
Lt. Col. Leonard T. Dyche
Lt. Col. William I. Eisele
Col. Gilbert M. Elliott
T/Sgt. Donald J. Farkas
Lt. Col. Lorin C. Faurot
Lt. Col. Andrew T. Fawbush
Maj. Howard E. Ferguson
Capt. James F. Fields
Sgt. James Fioretti
Col. William R. Fisher
T/Sgt. Bernard W. Floetker
Lt. Col. Stanley A. Fulcher
T/Sgt. Chester E. Gates, Jr.
Capt. James P. Gibbs
Maj. Porter W. Gifford
Capt. George J. Goodheart, Jr.
Maj. Marshall R. Graham
Col. William R. Grohs
Lt. Col. Frank R. Grunder
Col. Edward M. Haight
CWO William E. Hansell
Col. Clyde C. Harris, Jr.
S/Sgt. Franklin F. Harris
M/Sgt. Willard W. Harris
1st Lt. Gordon W. Heaton
Col. Franklin S. Henley
Lt. Col. Walter D. Henson
T/Sgt. Mearl J. Hepline
Sgt. Kendall Hewins
S/Sgt. Fred A. Hickman
Maj. Maynard A. Hincks
Pfc. Raymond L. Hise, Jr.
Col. Aaron H. Hoffeditz
T/Sgt. Archie R. Howard
Lt. Col. Mervin C. Huffman
T/Sgt. Lloyd L. Hungerford
Col. Alfred L. Hutcheson
1st Sgt. Henry Iannello
Maj. Louis P. Imhof
Lt. Col. Kermit R. Kann
Cpl. Howard L. Kassing
Capt. Wilson H. Kayko
Maj. Elmer L. Kelly, Jr.
1st Lt. John R. Kelsey
M/Sgt. Robert D. King
S/Sgt. Joseph V. Kirincich
1st Sgt. Donald B. Knight
M/Sgt. Adolph A. Koerth
M/Sgt. Steven J. Krause
T/Sgt. Laddie Kutil
Maj. Joseph L. Lacey
T/Sgt. Hyman S. Laub
Maj. Richard G. Ledig, II
T/4 Robert T. Leisen
Maj. Douglas R. LeMaster
M/Sgt. Irving Levinton
Maj. Walter A. Loughran
Col. Willard D. Lucy
S/Sgt. William H. Macey
T/Sgt. David E. Mattson
Capt. Paul A. Mayen
M/Sgt. Lloyd C. McCauley
Capt. Robert C. McCollister
T/Sgt. Francis J. McCourt
Capt. William T. McGann
Maj. Herbert P. McGehee
Lt. Col. George D. Mertens
Maj. Oscar B. Meyers
Lt. Col. James M. Milligan
M/Sgt. Charles L. Mooney
Col. Edward W. Moore
Maj. Gilcrist E. Moore
S/Sgt. Robert M. Morrow
Lt. Col. William J. Nalewaik
Maj. George A. Nelson
Capt. Eugene V. Nickerson
Col. Lester W. Nicol
1st Lt. Walter A. Obuchowski
Maj. James C. O'Connor, Jr.
Capt. Donald O. Otten
Sgt. Howard C. Pahnke
M/Sgt. Malcolm D. Palmer
Lt. Col. Chalmers A. Peairs, Jr.
Lt. Col. George A. Peck
Capt. Jerome F. Pelkey
Maj. Albert D. Perry
Lt. Col. Charles W. Phifer
Lt. Col. Everett L. Pond
1st Lt. John C. Potts
M/Sgt. Peter M. Prinsze
Col. Ralph Rhudy
Maj. Leland W. Richardson
S/Sgt. Robert H. Richardson
1st Sgt. Michael R. Richie
Pfc. Kenneth H. Rines
Capt. George D. Robertson
Col. Nathaniel R. Rogers
Lt. Col. Earl Rosenblum
Lt. Col. Edward E. Rothman
Maj. Howard F. Rustin
S/Sgt. Benjamin Sabat
1st Lt. Joseph P. Sahli
Capt. Earl Schubert
Col. Reginald B. Sentenne
T/Sgt. John Sestanovich, Jr.
1st Sgt. Victor W. Simpson
Cpl. Benjamin H. Slatten
T/Sgt. Charles E. Smith
M/Sgt. Clifford D. Smith
1st Lt. James F. Smith
Maj. Leroy E. Smith
Sgt. Theodore E. Smith
Maj. Towner M. Smith
Capt. Wilson L. Smith
Capt. Jacob Sobel
T/Sgt. Peter Spritzer
Cpl. Leo E. Steffens
Capt. Levere H. Stem
Lt. Col. Ira F. Stinson
Capt. Walter E. Stone
Col. Arthur L. Streeter
Lt. Col. James M. Sullivan
WOJG Leslie N. Tatum
Maj. Gray W. Tolar
T/Sgt. John H. Traynor
Maj. Paul R. Turnbull
Col. Creed de Vazeille
M/Sgt. Andrew D. Vernon
Sgt. Rosario V. Vicchitto
Lt. Col. Marvin J. Voelz
Maj. John P. Voliva
Capt. Nathaniel R. Voss
Col. Thomas S. Voss
Lt. Col. William J. Walsh (Posthumous)
M/Sgt. Robert E. Wassberg
S/Sgt. Stewart H. Wattenbe
1st Lt. Edwin White
Lt. Col. Richard K. Williams
T/Sgt. Marshall E. Winters
S/Sgt. Glenn C. Wirths
1st Lt. Robert F. Wood
T/3 Rupert A. Wood
Lt. Col. William F. Woolley
Capt. Ernest L. Worley, Jr.
Col. Howard F. Wortham
Capt. Martin Wortmann, Jr.
Lt. Col. Richard D. Wrigley, Jr.
Maj. Leon G. Yeuell
Lt. Col. Ross D. Young

AWARDS

Colonel H. K. Kelley receives the Legion of Merit from General Wood at ceremonies in France.

T/Sgt. Richard J. Schmieder, first enlisted man in the IX AFSC to be awarded Legion of Merit.

Meritorious Service Unit Plaques for "outstanding devotion to duty in the performance of exceptionally difficult tasks" went to:

39th Mobile Reclamation and Repair Squadron, Heavy
391st Air Service Squadron
50th Mobile Reclamation and Repair Squadron, Heavy
909th Signal Company Depot, Aviation
Headquarters and Headquarters Squadron, 26th Service Group
Headquarters and Headquarters Squadron, 32nd Service Group
460th Air Service Squadron, 326th Service Group
815th Chem. Co., Air Operations (M & H), 9th Serv. Gp.
896th Signal Company Depot, Avn., 43rd Air Depot Group
1175th QM Co. Service Group, Avn., 326th Service Group
Headquarters and Hq. Company, 1193rd Engineer Base Depot
7th Depot Supply Squadron, 7th Air Depot Group
43rd Depot Supply Squadron, 43rd Air Depot Group
45th Depot Supply Squadron, 45th Air Depot Group
461st Air Service Squadron, 326th Service Group
766th Chemical Depot Company, Aviation
Headquarters and Hq. Squadron, 1st Advanced Air Depot Area
Headquarters and Hq. Squadron, 2nd Advanced Air Depot Area
394th Signal Company, Aviation
3177th Station Complement Squadron (Sp.)
1957th Ordnance Depot Company, Aviation
1923rd Quartermaster Truck Company, Aviation
2062nd Quartermaster Truck Company, Aviation
1926th Ordnance Ammunition Company, Aviation
Headquarters and Hq. Squadron, 91st Air Depot Group
75th Station Complement Squadron (Sp.)
1923rd Ordnance Ammunition Company, Aviation
1927th Ordnance Ammunition Company, Aviation
1st Part Intransit Depot Squadron
2nd Part Intransit Depot Squadron

T/Sgt. Charles L. Berkemeier receives Legion of Merit from Commanding General at first IX AFSC ceremony, France.

Soldier's Medal is awarded for "heroism not involving actual conflict with the enemy" and was received by the following personnel:

Cpl. Stanley J. Acela
Sgt. Arnold W. Atwood
Cpl. Cloyd E. Baker, Jr.
2nd Lt. Harold G. Barber
S/Sgt. Cleeland R. Bashline
Pvt. William D. Blinn
Cpl. John C. Brady
T/5 Leon Brown
Cpl. Carl C. Campbell
Capt. Lester H. Caplan
Cpl. Joseph M. Chmielowiec
Cpl. John H. Conditt
T/5 William R. Conner
1st Lt. Cleo B. Crittenden
S/Sgt. Milton Currey
Pfc. William E. Demas
Pvt. Gene I. Dirr
Cpl. George R. Dyer
Sgt. Francis P. Frederick
Pvt. Clifton E. Gibson
T/4 John R. Grotheer
T/Sgt. Paul E. Hayduk
Sgt. Ralph D. Hunt
Pfc. Augustus J. Jones, Jr.
Capt. Butler N. Kelly, Jr.
T/5 Mack Kemp, Jr.
Sgt. Peter J. Kipp
Pvt. Louis F. Kosmac
S/Sgt. Lucian S. Krajewski
Pfc. Fred A. Krause
T/5 Everett C. Krysztopolski
T/5 Walton H. Laurence
T/4 Norman W. Lipe
T/5 Arthur H. Lomas
Pfc. Warren Long
1st Sgt. Edward T. Maloney
M/Sgt. Wayne F. McCormick
Pvt. John E. McGivern
Capt. Edwin J. Merrick
1st Lt. Otis K. Mushrush
T/4 Edward J. Peters
Cpl. Norman J. Pfeifer
S/Sgt. Joseph M. Premier
Pvt. William D. Ray, Jr.
Pvt. Philip Razook
S/Sgt. Leroy C. Reff
T/Sgt. Edwin D. Rittal
T/5 Kenneth T. Robertson
Capt. William E. Rohman
Sgt. William Rose
2nd Lt. Charles R. Rutter, Jr.
Cpl. Emmett D. Sears
Cpl. Roland A. Shinn
1st Lt. John E. Shipp
T/Sgt. Rufus C. Speaks, Jr.
M/Sgt. Charles J. Srader
Sgt. Joseph F. Stein
Pvt. George R. Taggs
S/Sgt. Marion R. Tracy
S/Sgt. Edward J. Vuotto
Pfc. Richard P. Wellenberger
1st Lt. Frank G. Willey
Cpl. Robert B. Wood
T/5 Edgar L. Young

Purple Heart is awarded for "wounds received as a result of enemy action." The following personnel received this award:

Pvt. Dale R. Anderson
Cpl. Isaac J. Barocas
Pfc. William J. Broussard
Sgt. Alfred J. Damico
Maj. James O. Dotson
Pfc. Exie B. Duckworth
Pfc. Edmund C. Glowka, Jr.
S/Sgt. James C. Harris
S/Sgt. Clayton Hartley
Pfc. Thomas Heitbrink
Pvt. Harry F. Hubbard
Cpl. Frederick V. Hyson
Sgt. Bernhardt A. Jacobsen
Sgt. Charles M. Levin
1st Lt. Maurice A. Maloney
Pvt. Sam G. Maloof
Sgt. Harry L. Miller
T/5 Carlos G. Moreno
T/5 George K. Pendergast
T/5 Elmer J. A. Petersen
Sgt. Lorentz H. Petersen
Capt. Carmen A. Peterson
Cpl. John S. Reed
Pfc. Thomas A. Shirley
Pvt. Bennie Stein
Pvt. Robert L. Tomey
S/Sgt. Claude A. Williams

Retreat

U.S. Army air forces. 9th air force service command
" WWII

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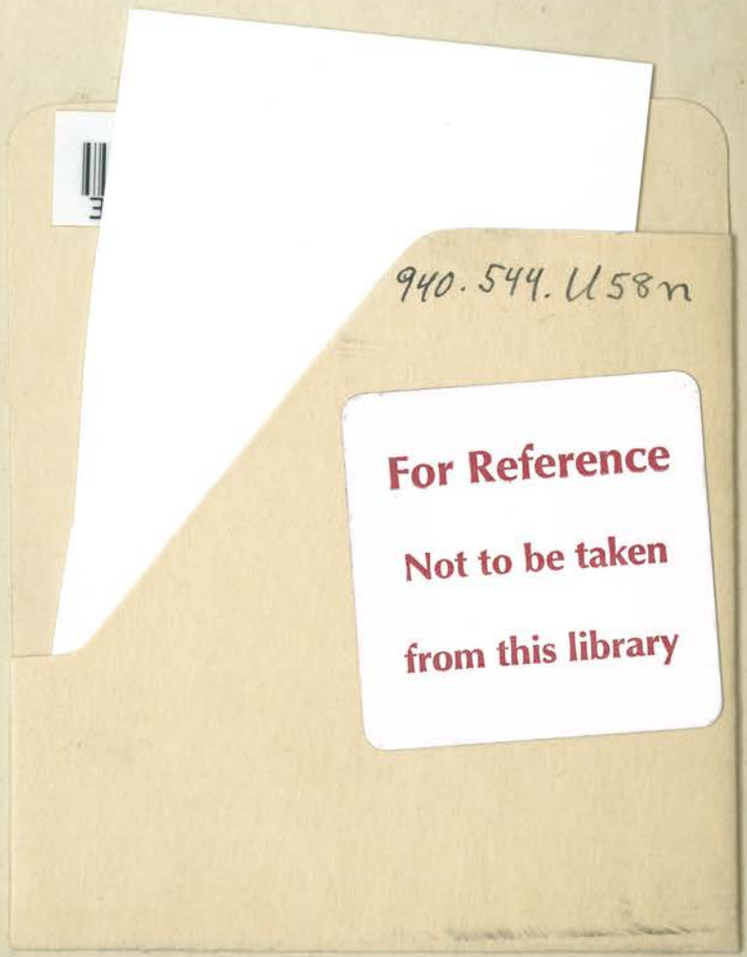
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