

25th AIR SERVICE GROUP

LINEAGE

STATIONS

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

25th Air Service Group

Lineage: Constituted as the 25th Air Base Gp 20 Aug 40, activated 28 Aug 40, redesignated 25th Service Gp (Spl) 13 Jun 42 (AG 320.2, 10 Jun 42), 25th Air Service Gp, 5 Dec 44, inactivated 25 Oct 46, disbanded 8 Oct 48. (NOTE: Shipped as an Old Type Service Gp and converted to New Type Air Service Gp c. 1 Jul 44)

Assignments: 3 Air Force 1940 to Jul 41, III AF Base Cmd to 13 Jun 42, III Air Svc Area Cmd to Feb 43, Air Service Cmd to Oct 43, Warner Robins Air Svc Cmd to Dec 43, unknown to Apr 44, 58th Bombardment Wg to May 44, Air Service Cd, CBI to Jun 44, XX Bomber Cmd to unknown,

58 Bombardment Wing (444 Bombardment Gp). (NOTE: Serviced 462nd BG at Piardoba and 468th BG at Kharagpur in India; serviced 444th BG after moving to Tinian.)

Stations: Maxwell Fld, AL to 2 Sep 40; Orlando AAF, FL to 20 Aug 41; Beaumont, TX to 8 Oct 41 (Det at Lake Charles, LA 20 Aug 41-20 Oct 41); Greenville AAB, SC to unknown; Raleigh, NC, unknown to 4 Dec 41 (Det rejoins on 20 Oct 41); Orlando AAF, FL 6 Dec 41-Aug 42; Greenville AAB, SC Aug 42-unknown; Aiken AAF, SC to 13 Jan 44; Camp Patrick Henry, VA (POE) to 25 Jan 44; Salua AF, Kharagpur c. 4 May 44-6 May 1945 (detachments at Piardoba AF); West Fld, Tinian 5 Jun 45-Nov 45; March Fld, CA 27 Nov 45-5 May 46; Davis-Monthan Fld, AZ 8 May-25 Oct 1946.

Awards: Meritorious Service plaque awarded by Headquarters, 20 Air Force, for outstanding performance of duty from 1 Jul-31 Dec 44.

Hq and Hq Sq / Hq and Base Services Sq (4 Jul 44) (disbanded 8 Oct 48)

35th Service Sq / 35th Air Engineering Sq (4 Jul 44) (disbanded 8 Oct 48)

35th Materiel Sq redesignated 35th Service Sq (AG 320.2, 10 Jun 42)

35th Service Sq redesignated 35th Engineering Sq 4 Jul 44

Redesignated 35th Air Engineering Sq c. Jan 45

Stationed at March Fld, CA 27 Nov 45-7 May 46; Davis-Monthan Fld, AZ 8 May 46-31 Oct 46;

Ft. Worth AAF, TX 31 Oct 46-19 Nov 47 (7th Bomb Gp)

194th Quartermaster Co (Serv Gp)

349th Service Sq

Designated 349 Materiel Sq Feb 42

Redesignated 349 Service Sq May 42 (AG 320.2, 10 Jun 42)

Assigned to 25th ASG Aug 42

Redesignated 349 Engineer Sq 1 Jul 44

Redesignated 349 Air Engineer Sq 21 Nov 44

Transferred to 86th ASG (date unknown)

Disbanded 8 Oct 48

Although the numbers were few, the air was filled with excitement as preparations began to resurrect the field. The first elements of SAC's 444th Bombardment Group (BG), the 40th BG, the 25th Air Service Group, and the 28th Air Service Group arrived at Davis-Monthan on 6 May 1946. The 444th had formerly been stationed at Castle Field, California, while the 40th had arrived from Merced Army Air Field, California. Once again, the skies over Tucson began to fill with the thunderous din of flights of B-29s; this time in a strategic rather than a training role.

During World War II, the 25th Air Service Group supported the 468th and 444th Bomb Groups of the 58th Bomb Wing. Their mission took them to the CBI and Tinian Island. They provided 3rd Echelon Maintenance to the B-29s as well as running the Base in Kharagpur, India.

The 25th Air Service Group was originally designated as the 25th Air Base Group. It was activated on August 28th, 1940 at Maxwell Field, Montgomery, Ala. The Cadre for the Group came from the 13th Air Base Squadron at Maxwell Field. The Group was composed of Hq. and Hq. Sq., the 26th Air Base Sq., and the 35th Material Squadron.

Changes in Organization and Stations

The life of the 25th was destined to have many changes and redesignations. In September of 1940, the 25th left Maxwell Field for the Municipal Fair Grounds at Orlando, Florida, where the Orlando Municipal Airport was being converted into an Army Air Field. The function of the Group at this station was the operation of a Sub-Depot, as well as the operation of the Base.

On August 20, 1941 the Hq. & Hq. Sq., and the 35th Material Sq. left on maneuvers. The major portion of the personnel went to Beaumont, Texas. A small detachment of approximately 30 men went to Lake Charles, Louisiana where they serviced two (2) Navy squadrons from the Aircraft Carriers "Wasp" and "Hornet".

On October 8, 1941 the personnel who had gone to Beaumont Texas moved east to Greenville, South Carolina where they set up for a short period of time, then moved on to Raleigh, North Carolina, as the facilities at Greenville were not adequate for the fighters that the Group was servicing. The detachment which had gone to Lake Charles, Louisiana returned to Orlando, Florida, from whence they departed on October 20, 1941 to join the main body of troops at Raleigh, North Carolina.

In November of 1941, the 26th Air Base Squadron of the 25th Air Base Group, which remained at Orlando, Florida, was redesignated as the 26th Headquarters and Air Base Squadron, and was separated from the Group.

On December 4, 1941 the Group left Raleigh, North Carolina to return to their home base at Orlando, Florida, where they arrived on December 6. On December 8, just one (1) day after Pearl Harbor was attacked, the 35th Material Squadron was alerted and left the following morning, on the 9th, for Savannah, Georgia. After about twelve (12) days at Savannah, the Squadron returned to Orlando, where they rejoined the group.

In March, 1942 the Group was moved off the main base at Orlando into tents that were set up at the edge of the base. Approximately two (2) months later the Group returned to the base.

On June 13, 1942, while under the Command of Major WILLIAM E. BAKER, the 25th Air Base Group was redesignated the 25th Service Group. During the same month a detachment of Officers and enlisted men were sent to Fort Dix, New Jersey for instructions in the operation of a Service Center; and the 349th Service Squadron was assigned to the 25th Service Group.

In August, 1942 the 25th Service Group was given a new Table of Organization, and moved to Greenville, South Carolina to establish a Service Group Training Center. Six new units were assigned to the Group. They were the 815th Ordnance Co. AB (Avn.) 67th Signal Co. Service Group, 194th Quartermaster Co. Service Group, 1756th Quartermaster Co. MM (Avn.), 1757th Quartermaster Co. MM (Avn.), and the 846th Quartermaster Co. Truck (Avn.).

On August 19, 1943 the Group, under the Command of Lt. Colonel EDWARD W. THOMPSON, composed of the units listed above, was sent for maneuvers and bivouac training, to Aiken Army Air Base, Aiken, South Carolina.

After having been alerted for overseas duty in November, 1943, the Group departed from Aiden for the staging area at Camp Patrick Henry, Virginia, on January 13, 1944. On the 25th of January, 1944, under the command of R. A. GARDNER, the Group sailed from Hampton Roads Port of Embarkation, Newport News, Virginia aboard the Free French Ship, Athos II, on one of the longest, most diversified ocean voyages ever undertaken by large bodies of American troops. Following the southeast coast of the United States it proceeded through the Caribbean Sea stopping at Colon, Republic of Panama. It proceeded through the Panama Canal to Cristobal on the Pacific side. It then proceeded to the South Pacific via the Galapagos Islands. In the South Pacific serious engine trouble was encountered and the United States Navy ordered the ship back to Cristobal for repairs, during which time the Group was garrisoned at For Kebbo in the Panama Canal Zone. The ships engine repaired, it proceeded past the Galapagos Islands toward the South Pacific stopping at the Island of Bora Bora in the Society Island Group, but 140 miles from Tahiti itself.

It left Bora Bora for the eastern coast of Australia proceeding along the coast into the Bass Straits where heavy rains and antarctic winds were encountered. Leaving the Bass Straits, it proceeded along the southern coast of Australia to the City of Perth, West Australia. Out of Perth it rounded the southern tip of India and docked at the explosion scarred harbor of Bombay, India. By train, the Group traveled the breadth of the torrid Indian plateau to Kharagpur, where it proceeded by truck convoy to Salua Air Field, first base of operations for the B'29 Superfortresses, being but 90 miles from Base Section #2 , Calcutta, India.

Shortly after the arrival of the Group at it's base of operations, it was evident that a change in organization was eminent to better coordinate supply and maintenance within the individual unit and consequently achieve more fluent operation together with the Bombardment Groups. Within a few days after our arrival at Salua Air Field, Kharagpur, India, men began to trickle from the Group in transfers to outlying units of the Bomber Command, among which were Paridoba, Kalaikunda, and Dudikunda. On July 1, 1944, the new Table of Organization officially reached the Service Groups and were immediately put into effect. It was a special T/O for the Service Groups intended for those units servicing the B'29 Superfortresses. The new T/O dated April 15, 1944, provided for three (3) squadrons per Service Group, a Headquarters & Base Services Squadron, an Engineering Squadron, and a Material Squadron. In November the Group was redesignated the 25th Air Service Group, followed by redesignation of the Engineering and Material Squadrons as Air Engineering Squadron, and Air Material Squadron.

The next major change effecting the Group was put on the fire January 27, 1945, when Group Headquarters received movement orders from XX Bomber Command. At 0200, February 25th, 1945, the advanced detachment consisting of 578th Air Material Squadron, including personnel attached from the other two (2) squadrons, departed from Kharagpur for Calcutta, from whence a boat in the Hooglic River was boarded. After thirty eight (38) days of traversing the Indian and Pacific Oceans, the mighty ship dropped anchor in Tinian Harbor, in the Marianas.

The rear echelon departed Kharagpur on May 6, 1945, and after following the same course as the advanced detachment arrived at Tinian on June 5, 1945. Although there has been no reorganization since our arrival at Tinian, as far as Tables of Organization are concerned, there have been numerous changes in organization. The four (4) Service Groups of the 58th Bomb Wing have been combined into a huge Service Center for all operational purposes.

Chapter IV

COMMANDING OFFICERS

Name	Date Assumed Command
Major ROBERT E. BASTON	28 August, 1940
Lt. Col. CHARLES F.DENSFORD	7 November, 1941
Lt. Col. WILLIAM GROHS	7 February, 1942
Major WILLIAM E. BAKER	7 March, 1942
Major EDWARD W. THOMPSON	7 April, 1943
Colonel R. A. GARDNER	14 November, 1943
Lt. Col. BERTON H. BURNS	8 August, 1945

Chapter V

Losses in Action

The 25th Air Service Group suffered no losses due to enemy action, during the war.

Chapter VI

Members Who Distinguished Themselves in Action

Name	Award	Date
M/Sgt Anthony N. Bailey	Bronze Star	30 March, 1945

M/Sgt James D. O'Donnel Jr.	Bronze Star & Air Medal	21 April, 1945
M/Sgt Melvin E. Young	Bronze Star	27 January, 1944
T/Sgt Russell E. Brown	Bronze Star	9 April, 1945
T/Sgt Vernon R. Morgan	Bronze Star	19 April, 1945
Sgt James L. Burns	Bronze Star	19 April, 1945
Sgt Aldred E. Schofield	Legion of Merit	16 June, 1945

Chapter VII

Factors Which Affected Living Conditions and Morale

It seemed to be the fate of the 25th Air Service Group to move into an area, clean it up, make it livable, and then move on again before reaping any of the benefits of the improved area. The general opinion of this subject, however, was in favor of those frequent moves, as it often prevented monotony, and opened new fields of adventure. Under conditions which ranged from torrid tropical heat beginning in April and the heavy monsoons which began in July, the Group constantly alert to the prevalence of malaria and other tropical diseases, began its mission. Though these conditions tried both men and ships, the mission was accomplished.

These are the events and anecdotes of the very first day. The men had traveled past the runways and had seen the Superforts which were now to be their babies. Despite the sultry, infernal heat--the most adverse climate could not touch the morale and outlook of these men. Yet they were tired from the harrowing sea voyage, and the incessant cry of the Indian native, of "Bachshoosh", which in English, means, to beg for alms, that greeted them at every hamlet as they crossed to plateau from Bombay to the Last. The truck convoy halted. Officers and First Sergeants equally moved by the laterite bed, the site which to house the unit areas, dismissed their men who immediately flocked to the desert tents already standing and hurled themselves on the Army and rope cots. No sooner were the men prostrate, the work "Chow" rang out in the various units. Chow! The men stirred, dropped the remainder of their equipment and proceeded to the messes. Sanitation was a problem that the men of the units would have to cope with at the earliest possible opportunity. Flies were devilish--huge and green--swarming over mess kits. One man said that he had placed his dessert (chocolate pudding) at the edge of the table to act as a decoy for the brutes so that they would not "pay too much attention" to the main bulk of his meal. Near the mess kit wash, the black birds, the like of which had been unseen in the states, did not hesitate to swoop down for bread even as the left-overs were in the very hands of the men. It had been unbearable weather. Appetites were perhaps not too high, yet word had it that the men had wolfed down their meal. Back in their tents, each man readied himself with, not abnormal thought of how he would take it day in and day out. That was the kind of thought expected of a man from Minnesota, or one of the Dakotas; even those familiar with the cool, Florida dawn, were not aloof to the thought of the Indian heat.

This was the first day. Many more pages could be written about what each man thought, and what he said, and little or none of it could be above the unfailing efforts that each individual gave to the accomplishment of the mission. The ensuing days saw progress of every kind. Tents were made as livable and as comfortable as conditions permitted. Gulleys were dug around each tent, preparatory to the monsoons which men were already talking about. In time, the town of Kharagpur with its canteen service aided the men in their off-duty hours. Monthly leave to Calcutta was a further respite. At the end of six (6) months, there was a Rest Camp for the majority of men. Upon asking one returnee, how he liked it, he would say; "Ranikhet--why, I caught one helluva cold; I wished that I had stayed back in camp." The monsoons finally came. Sheets of rain that inundated everything, strong winds prevailed, and lucky were they who were on hand to prevent collapse of their tents.

December 25, 1944. Somehow, the Japanese had found a heavenly sun or two, to ferry a few bombs our way--the first and last of the Group's career. It happened just after our Christmas dinner. Alert sounded and men scurried to their slit trenches. Of course, a few said; "It's just a practice alert." But, the explosion visible, and audible from our slit trenches did not indicate anything of the sort.

Cool weather had been visiting us during those months, and though we had withstood a whole season of Indian heat, we hated to think of spending another hot season there. Faces lit up--with eyes as big as saucers--when word came that we were moving on, to send more planes with heavier loads against the Japanese homeland. Finally, Tinian loomed up ahead, and the job that all men did with Superfortresses in the Marianas, was climatic.

During operations in India, several members of the 35th Air Engineering Squadron, became members of the Caterpillar Club. Flying in an Army Transport on mobile operations in China, these men made their first emergency jump. M/Sgt O'Donnell, since returned to the States, and Cpl. Brienza tell how the Chinese of a village remotely situated from the airfield, doted the men after each had removed his chute and harness. Unmistakable is the fact that the men of the Service Group did a variegated job.

Chapter VIII

Units Primary Contribution Toward Winning the War

Primary contribution of this unit towards winning the war is the assistance given in the proving of the B'29 airplane in one of the worst countries on the face of the map.

The B'29, a new airplane, not tested and untried, was sent to India with the 25th Air Service Group, and one of the ground echelons of the V.L.R. project. Very few men had seen a B'29, let alone work on one. The unit did not have the equipment necessary to handle the maintenance problems. The T/E this organization had set up for the handling of the B'25 and B'24, thereby making it necessary for improvisation and extra hard work.

This organization make and installed many modifications that were discovered in the field that increased the efficiency of the B'29. These modifications were; the installation of the emergency landing system, the making and installation of the secondary locks for the pneumatic bomb bay doors, removal of oil tanks located on the rear of the nacelle, this is one of the most outstanding field modifications ever performed in the field. The airplane now has this feature included in the factory production. Installation of the Radar Revolving Antenna. Slings were built in the field for the handling of the outer wing panels as the vertical stabilizer. Rudders were changed by hand. There was no equipment available for the removal of stabilizers and rudders. On this particular job slings were improvised until a hydrolic lift was finally authorized.

The 35th Air Engineering Squadron also had to send a mobile flying machine shop to our forward bases in China, which required 15 of their most technically qualified men. These men made many trips to within a few miles of the Japanese lines to repair B'29s so that they could be returned to their home bases where the major repair work was accomplished by the Service Group, and the plane returned to a combat status. The lack of equipment for this mobile echelon made it doubly hard for them to accomplish their mission.

In the first forty (40) days of operation on Tinian, the Service Group made fifty four (54) major repair jobs that would not have ever returned to combat had it not been for the excellent maintenance. The jobs were; Outer wing panel changes, vertical stabilizer changes, the repairing of the fuselage caused by enemy attacks, which was all sheet metal work. The sheet metal department repairs all damage caused by flak, and fighter attacks, the work often times called for replacing of stringers and formers in the fuselage.

The sheet metal department did not have the equipment necessary for the cutting and forming; accomplished by improvisation, ingenuity, skill, and the will to do a job.

The propeller shop, and electrical shop made third as well as fourth echelon maintenance on propellers, and starters as well as all other electrical appliances found in the B'29.

Through continued study of supply problems this organization was able to set up supply levels in adequate quantities of all classes of supply, including critical items to maintain maximum aircraft in combat condition for use against Japan. Experience gained in India contributed immeasurably to our ability to foresee needs of certain classes of equipment and supplies to meet demands. During the entire duty of this organization in India, the Bombardment Group serviced by this unit won the Billy Mitchell Award on a permanent basis for having the greatest number of tactical aircraft over the target. A "Fly Away Pack-Up Kit" was designed by members of the 25th, which was made up of critical items that was used by all organizations of the XX Bomber Command. This kit was flown over the "Hump", into China, and used to service and keep planes in the air for combat missions into Japan; many aircraft had been grounded while in China for lack of critical items until this was devised and put into use.

After many months of continual study most of the problems that were major hindrances became routine, and most problems could be answered with a minimum of effort and trouble. There is no substitute for skilled and experienced personnel, by full usage of this kind of personnel the new

type of Air Materiel Squadron seems ideal, and well able to cope with all problems of supply, and are staffed with Officers and Enlisted Men to operate with utmost efficiency.

August, 1945 was a very quiet month for the 25th Air Service Group, with the exception of August 15 and 16th. On the 15th news reports over the radio stated that Japan had verbally accepted the Allies' surrender terms. The 16th was declared a holiday, and a Group party was held on that day. It gave everyone a feeling beyond explanation to know that at last Victory was here. There was no immediate relaxation, however, as everyone was well aware of the tactics of the Japanese, and realized the possibilities of a Japanese trick.

Of primary importance in the line of transfers during the month, was the loss of Colonel R. A. GARDNER, Group Commander, who was transferred to the 58th Bombardment Wing Headquarters as Deputy Chief of Staff for Supply and Maintenance. Colonel GARDNER was replaced by Lieutenant Colonel BERTON H. BURNS, who is one of the 58th Bombardment Wing's Ace Pilots. Shortly after his assignment to the Group, Lieutenant Colonel BURNS called a meeting of all personnel in the Group, at which time he discussed his policies, and some of the problems that were facing the Officers and Enlisted Men of the Group. On August 5th, the same day he was assigned to the Group, orders were issued further assigning him to Headquarters and Base Services Squadron, and on 8 August 1945, he assumed command of the Group.

A number of the Group personnel left for the United States during the month. A few of the old timers, who were over 40 years of age left, but the majority of personnel losses were on points. On August 26, 1945, Wing Headquarters issued orders sending nineteen (19) Enlisted Men of the Group on their way to reception centers for processing, and eventual return to civilian life. 1st Lt. ALFRED H. WALTERS, of the 578th Air Materiel Squadron was granted an emergency leave back to the United States, due to the illness of his mother. Major AUSTIN J. SHANNON, formerly of our Group ?-3, left for the United States, pending release from the Army, for Officers over 42 years of age.

The combined 25th and 87th Air Service Group theatre had its Premier on August 27, 1945. The theatre, known as "Valley View", is already recognized as one of the nicest on Tinian.

Working hours were reduced with the end of the war, and a slower tempo of living was becoming more evident as August drew to a close.

The primary question and thought on everyone's mind was 'Now that it is all over, when do we get to go home?' "

HEADQUARTERS AND HEADQUARTERS SQUADRON

25TH AIR SERVICE GROUP

ORGANIZATIONAL HISTORY COVERING THE PERIOD 28 APRIL TO 31 MAY 1944

When this organization landed at Bombay, India on 28 April 1944 it had been inactive in the performance of its primary functions as a headquarters squadron of a service group for five and one half months. From the time it was alerted for overseas movement on 17 November 1943, until it left its home station on 13 January 1944, all efforts were devoted to preparation for the movement. Personnel records were corrected and brought up to date, unqualified and excess personnel cleared out, replacements secured, equipment to be brought along packed, other equipment disposed of, clothing and individual equipment secured, issued and replaced, training deficiencies made up and all other adjustments made. Personnel were drawn from their normal assignments to accomplish these tasks, so that for the most part they were not engaged in their specialized operations.

During the ten days spent at the staging area, only the personnel and supply sections of the group and squadron were operative. In the course of the three months voyage aboard ship, five men were assigned to work in the transport commander's office. For the remainder there was no work except for guard, policing, and kitchen details. Upon arrival morale was at a low ebb, due to the long trip under crowded conditions, the inadequacy of the food and the idleness.

The organization disembarked on 30 April 1944, to be carried by rail to its ultimate destination. The squadron's TAT equipment, however was left behind because of the inability to add the two necessary freight cars to the train. A detail was left behind with the impedimenta, and no commitment could be given by the Transportation Corps as to when it would follow. Actually it left on the following day with the remainder of the Group and its equipment.

Upon arrival, an area was designated for housing of the enlisted men of the squadron and another for the officers of the group. The area was furnished with tents provided by the British, already erected when the squadron arrived. The men were assigned to various tents, their equipment immediately unpacked, and within an hour after arrival they were ready for duty. Three days after arrival staff officers were moved from the tent area to quarters closer to Group headquarters, and after two weeks, buildings were available for the remaining officers.

The water supply upon arrival was inadequate. One tankful of drinking water was supplied each day for the squadron, and no additional water for washing and bathing. This situation was quickly corrected. Additional drinking water in plentiful supply was furnished within five days, and showers were installed on the 14th of May.

Indian labor was employed for the construction of defensive trenches. This operation was made extremely difficult by the nature of the ground, which consists of about a foot of sand, below which there is hard ferrous table rock of undetermined depth. The difficulty of securing the hammers and drills to penetrate the rock slowed the operation considerably.

On the morning of May 5, the squadron mess personnel had already succeeded in setting up a mess. When the remaining units of the Group arrived they joined in the mess, which was operated as a consolidated mess until each of the units could establish their individual organizational messes. The quantity of food issued, except for meats and fresh fruits, was adequate, with

however little variety. Officers were messed with their organizations until 31 May 1944 when a separate officers mess was established.

Although an advance supply echelon had arrived six weeks before the squadron itself a very small proportion of the organizational equipment was on hand when the squadron arrived. Shortages were most acute in Air Corps, Ordnance, and CWS items. Although within the week after arrival, a measure of equipment was picked up, substantial shortages still remain in all categories of T/E and OEL equipment. The shortage of initial issue of expendable photographic supplies, particularly film, have hampered the operation of the photo section. The film actually received, moreover was not the correct size for the cameras assigned to the unit.

The chief difficulty with the health of the members of the organization has stemmed from diarrhea and dysentery which has affected approximately ninety percent of the personnel. While the causes are undetermined it is believed that it may stem from the large number of flies. Screening has proved extremely difficult to secure, and there is no other adequate way to cope with the problem. In addition much of the disorder may be traced to the excessive heat. The men are unaccustomed to the temperatures and their efficiency and health has suffered accordingly.

On the whole morale has improved enormously. The fact that the men are working had made a great difference in their attitude. For the most part their primary desire is for more action. They have overcome the effects of a long period of idleness and are prepared for full scale operations. Their chief difficulty has been integration into a country, which both physically and socially is utterly alien to them.

THIRTY FIFTH ENGINEERING SQUADRON

On the 4th of July, 1944, the 35th Service Squadron was redesignated and reorganized as the 35th Engineering Squadron. Overage of personnel was computed and dropped from the T/O proper while arrival of new personnel filled in created and existing vacancies. Since a sizeable number of personnel has been placed in training, the working efficiency of the organization has not been interrupted by the sudden change. It is hoped that in the near future all actual overages can be dropped and actual shortages filled.

The Orderly Room and personnel has been joined with the Engineering Office and its personnel. In removing the Orderly Room from the immediate Squadron area, there has been no outstanding evidence that its efficiency in serving the Squadron has been destroyed. Housed in a pre-fabricated building it carries on its functions under improved working conditions, though suffering a shortage of clerks.

The new Squadron Area has seen great improvement. Coolie gangs have made the improvements which were necessary to withstand heavy rains, such as gulleys. The Mess Hall has been completely screened in, and a garbage rack and grease pit are near completion. The day room has been furnished with chairs and tables, also including a ping-pong table.

On 1 July Squadron Supply made shipping tickets for all equipment to be shipped to other organizations, also made shipping tickets on equipment to come to this organization. On 2 July it shipped equipment to the 349th Engineering Squadron, 86th Service Group. On 3 July it separated equipment to be sent to the different organizations. Picked up some organizational equipment from Headquarters & Base Services Squadron, and received some vehicles from the 1953rd Truck Company. On 4 July it picked up organizational equipment from the 1147th Quartermaster Company, 1756th Ordnance Company, and 1067th Signal Company; and shipped organizational equipment to the 578th Materiel Squadron. On 5 July it picked up some organizational equipment from the 2070th Engineering Squadron, and pulled forms 32 and 33 for the Enlisted Men transferred to the 578th Materiel Squadron. On 6 July it picked up equipment from the 1953rd Truck Company, pulled forms 32 and 33 for the Enlisted Men transferred to the Headquarters & Base Service Squadron. On 7 July it picked up some organizational equipment from the 1279th Military Police Company, and checked the signal equipment being shipped to this Organization.

On 23 July Technical Supply moved to two new locations and set up for issuing and receiving of hand tools and equipment of the Squadron. Shortage and overage list was completed. Its property book was completed. Three mobile unit kits were made up as completely as possible, and kits issued to new men in the Squadron. O.E. L. heavy equipment was removed from the warehouse and stored in Technical Supply Section. During both moving periods, and continuing throughout the past month requisitions continued to go out to 578th Material Squadron for material and equipment to keep all departments working. Lack of sufficient transportation hindered the delivering of many items.

During the month of July the Engineering Office has moved its location three times. It is now operating in a pre-fabricated building which is located on the eastern side of the field between Engineering Shops, Numbers 1 and 2. Its daily work consists of work orders, stores charge and credit, unsatisfactory reports, reports of Aircraft Status, vehicle strength reports, inventory of ammunition, status of chemical warfare, inspection of weapons, inventory of motor vehicles.

The following was performed by the Aero Repair shop: Prepared approximately 40 engines for storage. Made nine engine changes, completed numerous Work Orders of this nature; repairing brakes, assembling wheels, and repairing numerous auxiliary power plants.

The Dope and Fabric Shop completed numerous signs, gun covers, and pitot covers. The Paint Shop which is in conjunction with this department had completed shellacking 20 tables for Squadron mess and did the interior decorating for the Squadron day room.

The Electrical Shop completed approximately 22 Work Orders of the following nature: Bench checked switches, oil cooler relays, solenoid assembly batteries, installed antenna lines on B-29's, wired two Engineering Shops, wired Squadron area. Four men from this department worked two weeks with the 22nd Air Depot doing electrical inspection work.

The instrument shop has bench checked 220 instruments thus far in the month of July. These instruments are submitted to the shop from the 578th Materiel Squadron on a Stores Charge. This shop repaired recalibrated tensionmeter, boltmeters, airspeed indicators, clock assemblies.

The Machine Shop overhauled sockets, removed spark plugs, and completed twenty work orders of a small nature.

The Propeller Shop was consolidated with the 22nd Air Depot Group. Prior to this they performed the following duties: Assembled and modified 15 new props, repaired two B-29 props.

The Sheet Metal Shop detached six men to the 22nd Air Depot Group to rebuild a B-29 wing. In possession of the shop is a nose section off the same type of ship to be rebuilt and prepared for shipping. In addition to the above mentioned jobs, they have completed the following Work Orders: Installed three antennas, repaired two leading edges, B-29, repaired on horizontal stabilizers, B-25, manufactured sheet steel angles, repaired fire wall.

The Welding Shop has been welding all tubing on an L-5 which is in their possession at this time. In addition they have completed the following work orders: Welded steel bars, welded fittings, welded brackets.

During the month of July the Woodworking Shop manufactured 16 targets, 6 propeller beams, 24 parking blocks, a vehicle status board, and range targets. In addition to the above mentioned jobs this shop has torn down and reconstructed a pre-fab building which is now the Maintenance Control Office and Squadron Headquarters.

July 1st, 1944, marked the beginning of a new year for the Army. It also marked an important change for the Ordnance personnel. The 1756th Ordnance, S & M Co. (Avn) 25th Air Service Group, APO 493, New York, N.Y. had become disbanded and the personnel of the Armament Section under 1st Lt. Gallas transferred to the new 35th Engineering Squadron commanded by Major Charles O. Zagst.

The change presented various internal problems within the section, mainly the selecting of a new section chief. T/Sgt Gregory had been declared an overage in grade under the new T/O and while being a valuable man would not be allowed to remain as an over-grade. At the present time a successor is being selected.

Under the new set-up the Ordnance personnel have been transferred to the Air Corps but will continue in their former duties relative to Armament Maintenance and supplying of technical advice on Ordnance matters.

New channels of Maintenance and Supply have been introduced and while at the present time they seem strained there are excellent possibilities of speeding up maintenance and eliminating the minor difficulties encountered through former operations.

The T/O grades for this department have been reduced. Section Chief, formerly calling for a Technical Sergeant, now calls for a Staff Sergeant.

In equipment this department has gained a bicycle and lost the Aviation Ordnance Maintenance Set "A" which is a poor change in T/O. In addition, we are not authorized any spare parts which would be appreciated, if rectified, by the personnel performing the Maintenance on weapons. July 22, 1944, the Armament Section moved to the building west of its former set-up. This move will make all sections more closely knitted in both accessibility and control.

In the redesignation and reorganization of the 35th, a Vehicles Section was included. It is composed of 32 mechanics and 2 clerks and 1 Automotive Maintenance Officer. This section is equipped with tools and special purpose equipment for the 3rd Echelon Maintenance of vehicles for the Service Group and other allied units. This equipment and the majority of the men were transferred from the 1756 Ordnance S & M Co. where they had been engaged in Automotive Maintenance Work. During the month of July, our vehicle deadline percentage grew steadily, the cause being lack of parts. More special purpose equipment was on deadline. It was very hard to obtain parts for Tractors, Cranes, Cletracs, and Generators. Four mechanics were sent to school at Calcutta on the Maintenance of Half-Track vehicles; a favorable report by the men was given on the efficiency of this particular cause. Night inspections of vehicles are being serviced by this organization, and were held in order to help on Preventive Maintenance; with satisfactory results. The transportation NCO Sgt Sauerbier should be complimented on the condition of the Squadron Vehicles and the efficient way he and his men have worked.

On the 9th of July, 1944, men of the C.F.C. Section arrived here by air. Lt. Jarmak met them and helped to get them settled. On 11 July preparations were begun to set up a computer and CFC Shop. The work has progressed fairly satisfactorily, the main difficulty being shortage of equipment, a common difficulty in this theatre. A good start has been made on a computer test stand and a CFC mock-up which will be a big help when finished.

The 13th B.M. Sq. brought in five (5) computers for modification and repair. The repairs performed on these units indicate the parallax output unit motor to be defective. Cork insulation in the motor is swelling and causing the brakes to stick on the contacts and resulting in no out-put correction. This has also resulted in bending of the waggie stick as the motor drives in but one direction against one set of contacts. New motor units are on the way from the States.

The computer and CFC shops lack necessary tools and equipment to carry on work to the best advantage but the men have improvised equipment which will be temporarily satisfactory. Equipment and tools for the shops are expected to arrive within a comparatively short time and will be greatly appreciated. Half of the CFC test equipment on hand was sent to the 349th Engineering Squadron as a result of the Group split.

The Communications Section consists of four groups; the communications group consisting of five radar repairmen, seven radio repairmen, and two central office repairmen; the RC M group of four repairmen, the RCS-51, instrument landing group consisting of four repairmen, the central office group of two repairmen. On 2 July this section moved from its temporary location in the 25th Service Group area to the communications building which is located on the north east end of

the taxi strip. The morale of the men was high and everyone did his best to expedite the completion of the building. The building is divided into three sections, the forward section is reserved for the office and the stockroom, the middle section houses the 3rd echelon repair for airborne radar equipment, and the remaining section holds the radio and T & T repair sections. On 6 July the enlisted personnel was moved by truck into the new tent area of the 35th Engineering Squadron. F/Sgt Carpenter assigned them temporarily to various tents throughout the area until it is completed at which time the entire section will be housed in a group. By 10 July all was in readiness and work began coming into the new building. Though our sections appear to be permanently set up, they are very mobile as was demonstrated on 21 July by the radar section when it began to move into the new building which is identical to that of communications, and was set up for complete operation in twenty four hours.

Besides regular run-of-the-mill work performed, we have had several odd jobs that have furnished amusing incidents for the new men. One was repairing a motion picture projector. This resulted in their having a special preview of the picture to be shown that night. Many times the men are called upon to locate electrical trouble existing in the radio circuits of the various ships on the field.

Cpl Donald M. Munro returned to the organization on 18 July. He had been on DS in North Africa since April and many were afraid they had seen him for the last time. His return was a very happy and pleasant surprise to all.

This department had two radio repairmen on DS for twenty days with the 894th Signal Company, 22nd Air Depot, where they were working on the new Collins ATC, airborne transmitter. A short summary of the month shows several changes. The personnel has been transferred from the Signal Corps to the Air Corps, work orders have greatly increased in all sections, and we have moved into our new buildings.

The Squadron as a whole has met the reorganization without interference to its functions. Its overall spirit is "to get the job done". Acquisition of new bases in the Pacific has made the B-29 the talk of the camp. At the present time this rugged giant is performing a double-duty. It flies its own fuel over the hump and then comes back to load up with bombs. The men avidly count their score by noting the black camels on the nose of the ships. Picturesqueness is not lacking, all the ships are fondly labeled by the men who fly them. Such names as "Totin' to Tokyo" and "Shanghai Lil" are as familiar to the mechanics as the ships themselves. All the men are inspired by the barren aspect of the strips and parking areas immediately after the ships have left to pay their respects to Hirohito. There is the sentiment that although the job has been done well, there is always room for improvement and greater efficiency.

Off-duty hours have seen the men organize a baseball team complete with uniforms. The theatre continues to serve them nightly despite its improvised equipment. A Red Cross canteen is situated nearby. And in the Group itself, an NCO club is being organized. Like any Army, rumors fly but they are always kept at a safe distance and within their limits. Recently, questionnaires were passed around to a percentage of the men which acted as a record of compliments or gripes. One rumor had it that fresh eggs and milk were going to be included in the menu. Lately that rumor has died down.

All in all, the organization is functioning as efficiently as possible, all ships are receiving their proper care, and the Rising Sun is sharing its part with the "rain" of our ships.

COMPILATION OF EVENTS, NOVEMBER 1944
for
THE COMMANDING OFFICER
by
AUSTIN J. SHANNON, CAPTAIN, A.C.

Accompanying histories need little elaboration.

As far as the Air Service Group is concerned everything points to the fact that it has matured, grown into an organization smooth and professional in all its phases of operation. Each day adds further Base duties, administrative and technical, but each day also adds to the Group's experience and ability to assume and accomplish the work at hand.

The month of November marked the end of rest camp leaves for all personnel until next April. Altogether the men who were able to go on such leaves came back perceptibly refreshed both mentally and physically. It is tragic that the very last trip should have incurred the accident which cost the life of one man and serious injury of another man belonging to the Group.

The discomforts of India weather have ended definitely. If only it could be always as the last weeks have been, the place with all its lacks would be ever so much more bearable.

Every man's yearning for "home" grows from day to day but the test to date has not been more than anyone could bear. With the splendid leadership of the Group and within the Group, morale stands high.

HEADQUARTERS AND BASE SERVICES SQUADRON
HISTORICAL REPORT FOR NOVEMBER 1944
Written by Joseph T. Gaynor
1st Lt, Air Corps, Historical Officer

This squadron performed routine squadron duties during the entire month. On 21 Nov 44 the squadron was redesignated from Hq & Base Serv Sq, 25th Serv Gp to Hq & Base Serv Sq, 25th Air Serv Gp with a change in T/O & E. No copies of the change have as yet been received.

On 15 Nov 44 Pfc Joseph W. Riddle was seriously injured in an automobile accident enroute to Rest Camp when the truck in which he was riding went off the road and down the side of one of the Himalaya peaks. Also during the month 2 Enlisted Men were returned to the States for emergency furlough due to illness of members of their immediate families.

The Group volley-ball league opened its season during the month and the squadron team has won two of its three matches played to date. A touch football field has been marked off and several games have been played between teams representing various sections of the squadron. Work continues on the construction of a combination basket-ball and tennis court.

Since the first of the month our rations have been very good with quite an increase in the amount of fresh meat and vegetables served. The highlight of the month was the Thanksgiving dinner and party held in the mess hall on the evening of the 30th. A very delicious dinner was served. A three piece band from Hq & Hq Sq, XX Bomber Command furnished music and a very enjoyable program had been arranged with songs and skits by various members of the Squadron. Along with the officers of the Squadron the Commanding Officer of the Group and the other Squadron Commanders of the Group were guests. The mess hall had been very gaily decorated and a very enjoyable time was had by all. This was the first party held by the squadron since its re-organization in July and it was a great success.

THIRTY FIFTH ENGINEERING SQUADRON

During this month, the Engineering Section of our Squadron has made one change in shop location. Shop Tech-Supply from workshop No. 22 to a pre-fab located between the Electrical Shop and Paint Shop. This change was for the benefit of the Armament Shop as well as Tech-Supply for working space was badly needed by both departments.

Operating now for the second month under a production line set-up, the Engine Build-up Section under the able guidance of T/Sgt Vernon R. Morgan and Sgt James L. Burns has increased engine out-put considerably. Although still in the pioneer stages a stock room is being constructed in the shop and plans are being made for a pickling ramp at the rear of the building. The Carpenter Shop and Welding Shop have been of great assistance to this department in setting up for work. Parts and Tool bins are being manufactured by the Carpenter Shop. In addition to the above they have constructed a pre-fab for Tech-Supply. The Welding Shop during the month has modified approximately 200 collector rings and completed numerous work orders of a minor nature.

Four additional men have been assigned to T/Sgt Joseph A. Kovacik's Parachute Shop this month. Also received was a Singer heavy duty harness sewing machine on 23 December 1944. Work this

month has been of the following nature: repaired, inspected, and repacked approximately 1000 chutes; repaired and modified canopies, packs, and flying equipment.

All starters and generators used by Engine Build-up Section are now being overhauled and repaired by S/Sgt George Green and his Electrical Shop. Electrical line maintenance men are still furnished by this department as well as bench checking articles for Air Corps Supply. Approximately 1000 instruments were handled by the Instrument Trailer personnel as well as work done on the following ships: L-5 102, P-40N 272, B-24D 837, PBV-5M 361, Navy; and B-29 279. Also ships B-29's 279, 460, B-24D 437, B-25 283, P-40N 272, B-29 417. In addition to the above approximately 50 tire changes were handled by this department.

The Sheet Metal Shop has done work of the following nature: All flak holes repaired, oil tank modifications, blisters, and repairing of nacelles.

With the return of Mobile Unit #2 from A-7 China each department has been strengthened in personnel. Engine Build-Up now has nineteen assigned men and thirteen men from the Bomb Group on Special Duty. As with many of the other departments Engine Build-Up is suffering from the lack of materials.

In the Radar Section several British Officers were instructed in the fundamentals of operation of the AN/APQ-13 Radar equipment, and in the main troubles found in maintaining the equipment.

A large air compressor was added to the shop equipment for use in blowing the dust out of units of radar equipment.

Five members of the Radar Section were at the building during the air raid of 25 December 1944. All personnel took shelter in holes and trenches near the building. No damage was sustained, either to the equipment and buildings or members of the section.

Sgt Albert M Gaa was taken to the hospital early in the month suffering from Pleurisy and Pneumonitis. His early return is anticipated.

Ninety-four (94) routine repairs on equipment were completed during the month of December.

The installation of four AN/APN-4 units for training purposes in a B-24-J type airplane was completed. These units had to be obtained from B-29 airplanes in which they were installed, and many special parts, cables, mountings, and fittings had to be obtained and improvised.

The Service Group RCM Section operating with one Officer and two Enlisted Men repaired six transmitters, and acquired three pieces of badly needed test equipment. Much time was devoted to the study of the functions of this test equipment. Efforts were made to accumulate spare parts stocks for RCM equipment without much success. An attempt has been made to work in closer coordination with the Bomb Group RCM Section, and this has met with some success.

In the CFC Shop, a gyro tester has been completed and is an efficient and capable means of checking gyros in the shop. Another gyro for testing on the ships is being made and it is anticipated that it will be just as successful.

The month of December brought many changes to the Armament Section of the Squadron. Facilities for repair and rework of armament equipment were greatly expanded. The personnel was increased by the transfer of five men to the shop from the "Billy Mitchell" Group of the XX Bomber Command. These men were assigned the task of setting up a section for repair and reworking of local turret parts, rack selectors, bomb interval control releases, and type A-2 and A-4 releases. This section has operated effectively the entire month.

Two of the new men were busy with parts salvaged from a condemned B-24 and the wreck of a B-25. Such items as Vickers units, retraction assemblies, turret motors, drive gear assemblies and turret controls were handled by these men and as many units as possible were put in working order. Those parts not serviceable at present are stored pending shipment of required replacement parts to make them serviceable again.

During the month various type planes have required armament maintenance. A mock-up for testing bombing circuits has been completed. The mock-up can handle rack selectors, switches, interval controls, and either A-2 or A-4 releases. In the shop there is also a Continuity tester for intervalometers. This instrument permits an accurate check on "interval between release" and "circuit dwell" in the bomb interval control release. The instrument will check either Mallory or Seeburg control releases and any type of either make.

The Base Armament Officer requested that a means be devised for instantaneous release of bombs in salvo on the newer B-29 type planes with the all-electric bombing system. This was satisfactorily done by members of this department. A demonstration mock-up was built and a wiring diagram submitted to the Base Armament Officer.

A sequence of checks for the type A-1 rack selectors was also suggested and later completed, checking the continuity in every circuit in the rack selectors from the outside of the selectors. This permits a thorough check of these delicate units, before a power check, to prevent unnecessary damage.

Modifications for carbines, sub-machine guns, pistols, and aircraft cal. .50 machine guns are in progress.

Vehicle Maintenance handled two hundred and twenty-three job orders. Over a six month period records show that the majority of jobs had been in welding, such as, radiators, windshield brackets, fenders, and engine supports. Two engine test stands were manufactured by the Shop personnel. These are to be used in testing used unit assemblies, such as; carburetors, generator starters, etc. A conversion of the 2 1/2 ton Cargo Truck, to a Dump Truck, was accomplished by men of this department. Several men of this department assisted the Bomber Command Technical Inspector in inspecting all Motor Pools of the 468th Bomb Group, 25th Service Group, and Hijili Base.

In addition to the regularly assigned duties of this Section, heavy equipment was moved effectively on several occasions such as the unloading and hauling of bombs for the Ordnance Ammunition Company.

Excitement ran rampant through Squadron Supply in the last month. There were innovations and occurrences that shocked its workers out of their normal complacency. First, there was the arrival of Change 1 to the T/O & E. The Supply Sergeant, during the visit by enemy aircraft double timed from the post movies to his place of duty. Weapons and ammunition was distributed in record time. Outside of that, Squadron Supply has performed its regular routine duties.

Though a raid by enemy aircraft is nothing unusual, this Organization deems it worth mentioning because of the fact that it was the first raid experienced at this base. New Delhi has issued the communique that Jap bombers were over East Bengal; however, we can only say it was the Japs. We can only say because since it was our first experience, most of us now know it is pretty difficult to identify an aircraft at night while huddled up in a small corner of a slit trench trying to crawl into a helmet. Damage sustained by this unit's Engineering Section was practically nil, to wit: a few flak holes in the area about several of the shops and a few splinters in the parachute shop door. It was an event to the men because of the enemy's thirst for drama in picking Xmas day for their visit. Within the Squadron area, all men alerted themselves in a disciplinary manner efficiently carrying out all the established rules of this Base, in addition to Unit precautions of safety of personnel.

The Armament Officer of this Unit assisted the Base Chemical Officer in extinguishing incendiaries and recovery of duds in order to prevent fires or delayed action with possible injury to personnel and equipment.

On the day following the raid, except for its being a topic of conversation among the men, work went on as usual. The Basketball league is forming. Our own team is daily working out on the court recently built by several of our men with the aid of coolies and surplus cement. The softball league is in full swing. New furniture has been added to our dayroom. A new baker has joined us.

The last month saw a Squadron dance, a unit party sponsored by the Vehicle Section, and a sumptuous Xmas meal under the capable arm of our mess Sergeant.

The morale of the men is excellent, and in relation, we would like to mention that little things have as much to do with morale as the big assets. By little things, we might include a light in the latrine at night, a light in the shower, posting of the daily menu by the Mess Sergeant on the Squadron Bulletin Board, etc. No less praise should go to our capable mail orderly who performs his duties with interest and enthusiasm for all the men.

HEADQUARTERS

578TH MATERIEL SQUADRON
25TH AIR SERVICE GROUP

HISTORICAL REPORT DECEMBER 1944

The first of the month saw the transfer of four (4) men, all with the identical MOS (345), to the Camp Angus Replacement Center near Calcutta. The following day, December 2, we welcomed back five (5) enlisted men and two (2) officers from a well earned rest at U.S. Army Rest Camp #7 Ranket, India. They gave a very glowing account of the scenic background for the Himalaya Mountains are world famous. On the 29th of the month, four (4) enlisted men, including our First Sergeant, were sent to U.S. Army Rest Camp #10, at Madras, India. This is a popular winter resort for the British colony in India. Except for the transfer of two (2) more men to Camp Angus, no further changes in personnel occurred.

This was the first Christmas that we have celebrated overseas. The outstanding Christmas Supper prepared by our mess personnel, served in the gaily decorated mess hall, compensated somewhat for the absence of our loved ones. We all said a silent prayer for a speedy victory and a quick return to Shangri-La. To attain that end, we pledged ourselves to continued and sustained effort in upholding our excellent record of materiel supply to the bombardment squadrons. Our various supply sections have made some noteworthy achievements in upholding the Army Air Force watchword, "Keep 'Em Flying". For instance, the Air Corps Supply section still maintains its record of not allowing any combat planes to remain grounded from a mission for lack of essential parts. In view of the size and complexity of the Superfortress, plus the time and distance involved in requisitioning and maintaining adequate stockpiles, this is indeed an accomplishment. In insuring a continuous flow of transportation in and around the base, our Ordnance section has earned the praise and heartfelt thanks of all Base units. Our Class 13 Supply section has successfully met the critical equipment needs of hundreds of combat crew personnel, who could not accomplish their extremely high altitude missions without complete and airworthy clothing equipment. Many bombardment squadron plane commanders have expressed their personal gratitude at the speed with which indispensable items or equipment were obtained on short notice in order to successfully carry out vital missions.

The highlight of the month was a raid by a lone Japanese plane on Christmas Night. Anti-aircraft batteries on the base had their first taste of action against an enemy plane, sending ack-ack fire screaming skyward in a brilliant display of red and white tracers against the background of a full moon in a blue evening sky. The enemy plane crossed at right angles to the runway, releasing incendiaries and anti-personnel bombs on establishments and warehouses adjacent to the flight strip. Our Signal Supply Warehouse was hit, but suffered minor damage. This was the first time that personnel of the squadron have come in contact with the enemy, and squadron discipline was excellent. Immediately after the raid, the Commanding Officer had a brief talk to the squadron on air raid discipline.

In the field of sports, our volleyball team placed second in our base league, losing a tie for first place by one game. The squadron basketball court has been wired for night games, attracting many men from other base units because of this unique feature. Night basketball games are now a regular part of our sports program. Plans are being drawn up for participation in the Base indoor

baseball league. Many men in the squadron have signified their desire to play this most popular sport.

The end of the month - the end of an action crammed year - saw the gala celebration of New Years Eve with a Squadron Party. Toasts were drunk and resolutions hopefully offered by many members of the squadron. Some were said in jest, but many were given with an earnestness and sincerity that was heartily reflected in the hearts and minds of our men. For we renewed our pledges to sustained effort for an early victory, and prayed that the coming year would find us at home in a world at peace.

THIRTY FIFTH AIR ENGINEERING SQUADRON
TWENTY FIFTH AIR SERVICE GROUP
APO 493

With the first month of the New Year drawing to a close the Engineering Line under the guidance of Captain Stewart K. Olson is making urgent requests for more buildings and shop area. Those departments in dire need of shop space are sheet metal, turret, ordnance, and armament; also, to some extent, the utility machine shop, and prop governor shop. The latter has returned from temporary duty with the 22nd Air Depot Group where they have been working for the past six months. With the receipt of a prop governor test unit this department has turned out approximately one hundred and twenty five governors thus far this month their main drawback being lack of sufficient parts.

On 7 January 1945, the sheet metal shop completed repair work on aircraft 42-24546. Man hours for this job came to two hundred hours. On 13 January 1945, six days later, repair work was again started on 546 by this shop and with the assistance of aero repair, work was completed 24 January 1945 with seven hundred hours to the department's credit. Other aircraft repaired are 678, 471, and our own B-24D, 42-420837 whose nose gear strut collapsed while taxiing at Madras.

With the receipt of three new men the instrument trailer has increased their output of instruments considerably during the past month. The parachute department packed, inspected and made T. O. changes whenever required on approximately eleven hundred chutes.

Much praise and commendation should be given T/Sgt Vernon R. Morgan and his engine build-up section for the fine work that his department has accomplished. When the airplanes returned 18 January 1945, this department had approximately twenty engines ready for installation immediately. Not only have working conditions improved because of the work of this department but valuable time has been saved.

The allotment of more floor space to the armament shop enabled us to locate our equipment more conveniently. The small arms section's work bench was left in its original position but the turret section was moved to make room for a tool crib. Additional shelves and cupboards were set up between the turret and small arms section; thus locating the tools in spots quickly accessible to all i

the armament shop. To Sgt Pappas was assigned the job of seeing that all tools and work materials were properly stored when not in use. He issues them and keeps a record of tools in use.

A mock-up on which a B-29 turret may be tested was built by the turret section. Cpl William T. Stone planned and wired the system. A modification was added to reverse the back-out relay so that either an upper or lower turret could be operated from the one sighting station using the regular nose control box. A pedestal type sight with the azimuth limit stops modified to allow for 360 degree rotation is used.

Pfc Charles L. Pickering built the metal turret stand in which the turret is operated or worked upon. The ring can be rotated to make any part of the turret readily available. The construction allows for 360 degree movement. The turret can be turned all the way over or positioned at any angle. The frame was bolted to allow for easy disassembly for shipping purposes. Sgt Ernest C. Johnson built the stand on which the pedestal sight is mounted. Under the table stand are shelves to hold all of the rotating machine. A dependable 28 volt source of power was supplied by the acquisition of an auxiliary power unit. Pfc Dale Miller cleaned the engine and wired in the self-starting system. All parts and wires came from salvaged ships.

The small arms work bench was improved by the installation of trough-like reflectors above the lights. The grinder was removed from the bench and mounted more conveniently on one of the roof supports.

The regular work of the shop continues under the able leadership of S/Sgt Lewis Kennerly, shop foreman. Modification to allow the insertion of a pin to lock the release mechanism on the B-7 bomb shackle to prevent the accidental release of a bomb bay tank was constructed. Bomb releases and bomb rack selectors and intervalometers were tested and repaired. Two target reel-assemblies were cleaned and overhauled.

Our bombsight shop reports that while we are listed as a bombsight shop most of our work has been performed on the automatic pilot with the greatest part of the time spent on the servo unit. We have built a stand to check the maximum pull of the unit and use the regular test panel with an amplifier to check the throttle of each unit. This is also a good check on the relay settings of the amplifier. This test stand was set up in a regular field repair box and takes very little space. Much has been said on this base as to the general merits of the servo units built by Minneapolis Honeywell and the ones built by the Chicago Aero Company with the general opinion being that the former is much better. However, this department believes that either unit properly adjusted will give nearly the same efficient service.

We make it a practice to keep the floor and lower section of our shop oiled; this is a great help in controlling the dust which is always present where planes engines are being run up.

In addition to our regular duties we have a 7A-3 bomb trainer and a A-2 bomb trainer in process of being set up. We are doing all maintenance on the 7A-3 trainer and so far we have furnished men to set up the A-2 trainer. In addition to our regular personnel of four men we have M/Sgt R. B. Luike on special duty.

The RCM section worked in conjunction with the Bomb Group to install 5 D/F Antennas. Modifications were made on thirty six others. There has been close cooperation with the RCM section of the Bomb Group. Efforts to obtain RCM spare parts have been unsuccessful. The Radar section repaired one hundred and seventy two units during the month. The Radio department repaired approximately one hundred and twenty four units.

During this month the AN/APN-4 was installed in all the B-29's at this Base. About one third of the B-29's had sets already installed. The remaining planes needed installation. All but three had the Loran set. The antenna change was made in all the ships. This was necessary because of the loading coil used with the Collins transmitter and also because the trailing wire antennas interfered with formation flying. It has been discovered that the Loran set will interfere with the Liason receiver on one or two channels. This is caused by the low antenna impedance on the Loran set. Until some means of loading the Loran receiver has been devised it is suggested that the Loran antenna be disconnected at the receiver. A modification to correct this trouble is expected soon.

There was less equipment in for repair at the CFC station than ever before. The talk of the post is still the gyro tester that an Enlisted Man of this department developed. The Enlisted Man has been recommended for an award.

The number of jobs taken in by the Vehicle Section this month was far under the number for December. December's records show two hundred and twenty three, while only one hundred and fifty were completed in January. Prior to 23 December, 1944, the Vehicle Section had been doing Third Echelon Maintenance of Automotive equipment for the 468th Bomb Group as well as its own Group, all of Hijili Base. On December 24th, the work for Hijili was allotted to another organization.

Along the lines of modification and manufacturing this month, a power saw was built by Sgt Kiss and Cpl Flagg (Machinists) and Cpl Flick and Pvt Huston (Carpenters). This gasoline driven saw is proving very useful in the carpenter shop. Another device for pulling engines and heavy units was also developed. During January, the Vehicle and Transportation Sections were given a rating of excellent.

Men of the sheet metal sections have in their spare time built a steam table for the Mess Hall. Constructed entirely out of stainless steel condemned by salvage, it affords a great deal. It contains six food pans, set in two water pans, and all the panels and bracings of the form are removable making it possible to ship the table in a very small space.

There has been a small amount of unnecessary speculation of current events by some men of this organization; however, it has been immediately curbed. Slight illnesses have continued but at the usual minimum.

HEADQUARTERS

578TH AIR MATERIEL SQUADRON
25TH AIR SERVICE GROUP
APO 493

HISTORICAL REPORT (JANUARY 1945)

The first of the New Year saw our Quartermaster Supply Officer, Lieutenant Robert Peterson, off on a well deserved leave of absence to Rest Camp #2, at Darjeeling. Three days later we witnessed the long awaited promotion to Captain of our Stock Control Officer, W. E. Dreve. It came in the first Special Order put out for the New Year by the newly formed Office of the Deputy Commander, Twentieth Air Force. On the 6th of the month, one of our men received an emergency furlough through the XX Bomber Command. It's importance lay in the fact that the men of the squadron realized that the personal problems of the average soldier were not being ignored, in spite of the problems of replacement and transportation that the Bomber Command faced in this "end of the line" Theater of Operations.

On the 3rd and 4th of the month, squadron members participated in a very successful Service Group musical revue, "All 'Zin Fun", featuring the top G.I. band in India, the Jive Bombers, who broadcast almost daily from the American Armed Forces Radio Station, VU2Zu, in Calcutta. A combination of skits, songs, and featured specialties made it the best G.I. show ever seen on this base, in the opinion of scores of enlisted men and officers who witnessed it.

There was some change and movement among the squadron officers. Our Commanding Officer, Major Lewis E. Schwarz, Jr. was transferred to the 142nd Station Hospital in Calcutta for a short period of treatment. During his absence Captain Wendell E. Dreve acted as Commanding Officer. Our Deputy Air Corps Supply Officer, Warrant Officer Jack Lewis, was transferred to Headquarters, Air Service Command in India. Later in the month, 2nd Lieutenant Jess Fisher was assigned to the squadron and was designated as Communication Equipment Officer.

On the 13th, a group of men from the squadron participated in an All-India track meet in Calcutta. A soldier from the Ammunition Company attached to our Service Group established a new record for the high jump in India, with a leap of 6 feet, 5 inches. The same group of men participated in a track meet held in the neighboring town of Kharagpur on the 28th, and one of our men managed to place fourth in the mile run against very tough competition. The enlisted man who had won the high jump event at the Calcutta meet, a former West Coast track star, also walked away with the event at the Kharagpur meet.

In an effort to bring the squadron up to full strength, two men who had recently seen service at advanced bases in China, and one corporal direct from the States were assigned to us. The return of our First Sergeant and three other enlisted men from rest camp at Madras brought the squadron almost up to operating strength. Near the end of the month, two other men were fortunate in winning the drawing to fill the squadron rest camp quota for February and they left for a well earned vacation to the rest camp at Madras. They were accompanied by 1st Lieutenant John T. Wakefield. Our Quartermaster Supply Officer, Lieutenant Robert Peterson, returned on the 18th from the rest camp at Darjeeling. He confirmed the reports that the mountainous north country had undergone it's worst cold spell in fourteen years.

On the 22nd, our squadron, heretofore designated as the 578th Materiel Squadron, was redesignated by official order as the 578th Air Materiel Squadron, in line with the previous redesignation of our 25th Service Group as the 25th Air Service Group. This follows the Air Force policy of identifying its service organizations more closely with its tactical groups, both as a morale factor and in order to more easily distinguish between Air Force and Ground Force service units.

Inspections by base and Bomber Command Air Inspectors during the month again attested to the high efficiency rating that this squadron has enjoyed since its activation in July of 1944. Of special note were the superior ratings awarded to our large Air Corps Supply section, where there were "no irregularities or deficiencies noted". The vital tactical equipment and clothing continually supplied to the Bomb Squadrons by this section with high efficiency and dispatch has earned the thanks of tactical groups and plane commanders alike. The section still maintains its record of never allowing a plane which was alerted for a mission to be grounded for lack of spare parts. With a supply line 14,000 miles long, this is indeed a record to be proud of.

The recent stepping up of operations both in Europe and in the Pacific has led to a reappraisal and preparation of organizational equipment for possible movement. While no word has been received from the Bomber Command of any future move, it has been the policy of this organization to be thoroughly prepared for any eventuality. In line with this policy, which the squadron has followed since it was activated, plans set up and initiated almost since activation have been carried out and will continue to be carried out until official word is received to take final action. Whatever the order and whenever it may come, this squadron stands ready to carry it out with speed and dispatch.

HEADQUARTERS
14TH PHOTOGRAPHIC LABORATORY
APO 493
UNIT HISTORY
JANUARY 1945

Activities of the Photo Lab for the first month of 1945 were much the same as they have been for the last six months. Over six thousand negatives were processed and printed -- most of them aerial although a small part consisted of ground photography such as Public Relations work, UR shots, and Identification Photographs.

The outstanding achievement of the month was the excellent radar photography which was accomplished on Mission 31 -- results which were particularly valuable because of the nature of the mission. Up to this time, the results of attempts to photograph the Radar Scope in action with either a K-35 or K-24 Camera had been poor to nil, and the project was about to be abandoned. However, with the technique of the Operators and installation of the cameras, Mission 31 proved that it could be successful. A large part of the credit for this success belongs to Corporal Jacob

Coonin of this organization who had been in charge of this work; his efforts have make the photographing of the radar scope not only possible but practical.

The deactivation of our China base at A-7 permitted Sgt Norman F Olson and Cpl Peter C Stevens to return to this Unit, and Cpl Kenneth E Benjamin and Cpl Robert B Marsh returned after a two-week tour of temporary duty at A-1. The return of these four men left three men on temporary duty in China -- all at A-1 --, Cpl Ralph A Clark, Cpl John H Arink, and Cpl Ray W Smith.

All but a few of the men went on pass to Calcutta at some time during the month and most of them returned loaded with packages for their friends at home. Sgt Olson and Sgt Lees were far ahead of the others in the number of gifts purchased and so quickly earned the title of "God's gift to Indian merchants".

The month ended with the Camera Repair Section installing cameras in preparation for another strike against Singapore and the Developing and Printing Sections were ready for the return of the film on the first of February--the beginning of a month which promised to be one of even greater, and perhaps more varied, activity.

25th AIR SERVICE GROUP

HEADQUARTERS HISTORICAL REPORT FOR MONTH OF FEBRUARY 1945

Rumors which started last October became a reality when the advance phase of "Forward Pass" departed for Calcutta by train during the early hours of Sunday Morning, 25 February 1945. Wild speculation indicated the destination to be any of a thousand places from Shangri-La to Borneo.

The Advance Phase of sixteen (16) officers and three hundred thirty-two (332) enlisted men are led by Colonel Rogers A. Gardner, Group Commander. During his temporary absence the Command of the Group has been assumed by Lieutenant Colonel Norman P. Mortensen, Squadron Executive Command and Deputy for Services. Also departing with Colonel Gardner were Captain E. J. Reynolds, Group Adjutant, Major Austin J. Shannon, Group Intelligence Officer, Major Lewis E. Schwarz, Jr., Group Deputy for Materiel, and Captain Rollin L. Gray, Group Chemical Officer. During Major Shannon's temporary absence his duties have been assumed by Major Wilferd R. Atterbury, Group Deputy for Maintenance and Squadron Commander of the Air Engineering Squadron. Captain Lewis C. Crego, whose promotion to Captain was announced by the Commanding General, XX Bomber Command on 25 February 1945 has assumed the dual duties of Group and Base Adjutant in addition to his duties as Group Statistical Officer.

Five (5) enlisted men of the Deputy for Services Section accompanied the advance phase. These men are: T/Sgt Hubert V. Fixmer, Administrative Inspector Assistant, S/Sgt Wayne B. Lewis, Secretary to the Group Commander, S/Sgt Paul B. Feldberg, Statistical and Classification Clerk, Corporal George I. Wynboom, Message Center Clerk, and Private First Class William F. Byron, Mimeograph Machine Operator. T/Sgt Sylvestor H. Voll, former Administrative Inspector

Assistant was promoted to the grade of 1st Sergeant due to the return to the states of M/Sgt Milton R. Broschat who is scheduled to attend OCS, AAF Administrative. S/Sgt Hubert V. Fixmer was promoted to Technical Sergeant and Sergeant Paul B. Jeldberg to the grade of Staff Sergeant. All of the above promotions took place on the 19th of this month.

Captain Phil C. Engelskirger, Group Surgeon, was transferred to the 28th Air Service Group. At the same time, Captain Belford J. Weeks joined the Group and succeeded Captain Engelskirger as Group Surgeon.

Despite the shortage of personnel due to the departure of the advance phase, the functions of the Group are being carried out in the usual manners. Extra duties have been assigned to all officers and enlisted men who are accepting and carrying them out in the true spirit of the service.

It is expected that the Headquarters and Base Services Squadron and the Quartermaster Section of the Materiel Squadron, 383rd Air Service Group, will arrive at this Base on or about the 6th of March. This Group will take over the functions of the Base now being operated by this Headquarters.

THIRTY FIFTH AIR ENGINEERING SQUADRON

TWENTY FIFTH AIR SERVICE GROUP

APO 493

28 February 1945

Up to the fifteenth of the month everything was daily routine. From the fifteenth to the twenty-third most of the activity consisted of packing equipment and stenciling boxes. The twenty-third to the end of the month was spent loading boxes on freight cars.

About the fifteenth of the month orders were received to pack all equipment which was completed and put on designated places on the ramp by the twenty-third of the month. The only department to remain functioning was the Engine Build-up Section which has put out twenty-five engines for the month. This section was able to build-up a surplus of thirty-two engines by the end of the month.

When orders were received to pack equipment, the Carpenter Shop was flooded with request for boxes and crates. With the help of some men from the other departments they were able to fill these requests. A last minute order came to crate engine stands and compressors which previously were not crated. With the help of about ten men from other departments the carpenters were able to complete this work in about three days.

On the 25th of the month the advance detail left. This took over half the men; consequently in order to fill the amount of cars allotted to us it was necessary to employ night crews for two nights.

The Electrical Shop took over the operations of the power house next to Engine Build-up. With only three men left they went on eight-hour shifts.

The only two Instrument Shop men left were put on DS with the 22nd Air Depot Group.

Four AM's were put on DS with the 22nd Air Depot Group for a period of three weeks to clean up the salvage yard which was done very satisfactorily.

The Prop Shop functioned until the twenty second of the month turning out numerous governors.

The Sheetmetal Shop after packing all equipment was called upon to repair battle damage on one aircraft. They were able to complete repairs by borrowing equipment.

All packing, crating, and loading has been handled with efficiency.

February was a very busy month for both the Vehicle and Transportation Sections. The Vehicle Maintenance Office was notified that all vehicles of the 468th Bomb Group and the 25th Air Service Group were to be given technical inspections, and repaired. Inspection teams were set up at the Shop, and approximately fifteen vehicles per day were inspected. All Third Echelon work needed on the vehicles was accomplished at the Maintenance Shop. Frequent checks were made with the using organization to coordinate the repair of vehicles. Paint was obtained from Ordnance Supply, 578th Materiel Squadron, to repaint the vehicles that were in the worst condition.

Spare parts were drawn from 3401st Ordnance Co (an SOS organization) as well as the regular supply channel --578th Materiel Squadron. The Vehicle Section was ordered to take in twenty-one of the twenty-eight Halftracks of the 468th Bomb Group and prepare them for shipment to SOS, APO 492. Two trucks were sent to Calcutta for spare parts to repair the Halftracks and some of the vehicles required replacements of track sprockets and bogie wheels. After the Halftracks were completely repaired, they were shipped to Calcutta by rail.

The 17th of February a convoy of vehicles was taken to Calcutta for shipment. The convoy was made up of personnel, and equipment from all Squadrons in the Bomb and Service Group.

The Transportation Section was very busy during the entire month, preparing vehicles for shipment, and hauling equipment. A truck was sent to Calcutta for lumber to build boxes for the Squadron.

The Power Saw that was built last month by Cpl Flick, Pvt Huston, and Sgt Kiss was used daily.

At present several vehicles are on dead-line in the Shop for lack of spare parts due to the large amount of repairs that have been made in the Command during the past thirty days.

Upon the departure of the Advance Detail, the remainder of the Squadron moved to the consolidated area fed by the Group mess operated by Headquarters and Base Services Squadron.

Some work is still being done on boxes which are not part of the advance shipment. Alert and skeleton crews are functioning preparatory to further orders.

Highlights of the month for this Squadron are the Gyro tester invented and developed by Cpl Schofield of the Central Fire Control Section, M/Sgt O'Donnell's appointment as Crew Member, and M/Sgt Sadler's recommendation for the same appointment.

The Gyro tester invented by Cpl Schofield has improved on all other testers, and for his ability and devotion to duty he has been recommended for the award of the Legion of Merit.

M/Sgt O'Donnell has been recommended for the award of the Air Medal for his magnificent job in China. The work performed by M/Sgt O'Donnell and his crew was both trying and hazardous. On one occasion several members of this maintenance crew including M/Sgt O'Donnell were forced to bail out over unfamiliar territory. During all their flights enemy action was both probable and expected.

In closing, the majority of activity within the Squadron and the Group has been devoted to packing, loading, and crating. Men of the Squadron continue with this assigned work in shifts and are cleaning the last item of equipment for shipment.

HEADQUARTERS

578TH AIR MATERIEL SQUADRON

25TH AIR SERVICE GROUP

APO 493

HISTORICAL REPORT FOR THE MONTH OF FEBRUARY

After long months of speculation, the 25th Air Service Group was finally given the go-ahead signal to get ready for shipment. Orders came down from higher Headquarters that we were to take a thirty (30) day stock level of all supplies with the exception of Quartermaster. We were told to pack this equipment and supplies but that we would also be responsible to maintain the flow of supplies to the Tactical Bombardment Group necessary to perform missions without any interruption.

A production line for the manufacture of a standard size box which could be used as bins at our next destination was started and the fun really began then as the fight for lumber, nails, paint, banding machines, stencils and other needed materials was on. The speed with which much of this has been accomplished has surprised everyone. All EM have and are still doing a grand job on this project. Even though packed, we are still supplying the needs of all activities of this base.

Early Sunday morning, 25 February 1945, the first phase left this base. Colonel Rogers A. Gardner, the Commanding Officer of the 25th Air Service Group was in charge of this shipment. Major Louis E. Schwarz, Jr., our Squadron Commander, Lt. B. Verellen, Lt. Alfred H. Walters and approximately one-half of our Squadron strength of enlisted men were members of the first phase shipment. Captain Wendel E. Dreve assumed Command of the Squadron during the absence of Maj. Schwarz. Everyone wanted to leave on the first phase, as the heat of India is again starting. It would have been nice in leaving at this time but unfortunately this could not be. All Materiel duties are being carried on by the remaining section of the Materiel Squadron.

Lt. Gerald J. Boyle, the Air Corps Supply Officer was promoted to the rank of Captain on the 10 February 1945. Lt. John T. Wakefield and four (4) enlisted men returned from rest camp at Madras during the month.

During the month of February our Squadron Strength has remained the same. One man was transferred to the 142nd General Hospital while three (3) were shipped to another Squadron. Four men were received to replace these losses.

The month drew to a close with everyone working harder to complete the many tasks assigned to us.

HEADQUARTERS
14TH PHOTOGRAPHIC LABORATORY
APO #493
UNIT HISTORY
FEBRUARY 1945

Normal operation of the Laboratory during the month of February included the processing of films taken on five bombing missions which were flown by aircraft of the 468th Bombardment Group. A total of 5,948 aerial negatives were developed from which 6,325 prints were made. Ground photographic work accounted for 135 negatives and 1,875 prints.

Sergeants Martin A Hangich and Norman F Olson participated, as Aerial Photographers, in three Photo Reconnaissance missions. Each of the men made a trip to Singapore while Sgt. Olson made an additional flight to Kunla Lumpur.

By authority of Paragraph 5, Special Order 27, Headquarters, 468th Bombardment Group, APO #493 dated 2 February 1945, Gerald J Machi was promoted to the grade of Private First Class. Corporals Hymic R Elsberg, John H Arink, and Ralph A Clark were transferred to the Forward Echelon Detachment, 468th Bombardment Group and Sergeant Homer G Less was placed on

Detached Service to LIPR, (Paragraph 1, Special Order 33, Headquarters, AAB (B-1), dated 21 February 1945.)

During the month, the unit acquired several mascots - and lost all but one of them. The first arrivals were two ducks which had been "picked up" by Cpl Turner. They were immediately named "Wretched" and "Roger". Roger died soon after his arrival - evidently couldn't stand the strain of life in a Photo Lab. Next to appear was a chicken -name unknown- whose life was made miserable by the domineering spirit of Wretched. The chicken, too, soon decided that the effort of living was too great and joined Roged in the Heaven to which all good little ducks and chickens go when they die. Shortly thereafter, Wretched disappeared; probably to find his final resting place in the cooking pot of some hungry Indian family.

The last mascot to arrive -and the only surviving one- was a small, tan and white puppy, who was adopted by Pfc Pauly. Peggy, as she was named, has unknown ancestors and her pedigree is obscure so her breed can be best decribed as "just dog". She has made friends with all the boys and seems to have found a permanent home. However, her life is likely to be short and unhappy unless she learns to keep from being stepped on.

HEADQUARTERS

25TH AIR SERVICE GROUP

APO 493

HISTORICAL REPORT - MARCH 1945

1. The Group is still awaiting further orders pertaining to the forth-coming movement. Notice was given on the 30th that only but the necessary equipment would be retained after 10 April 1945. All other equipment, etc, is to be ready for shipment by that date.
2. Word has not been received as to the part the 383rd Air Service Group is to play at this Base. It is anticipated that a directive will be received shortly and that this Group will be relieved of the responsibility of running Base Headquarters.
3. Work hours were changed 31 March '45 (effective 1 April 1945). The new hours are: 0630-1200 and 1430-1700.
4. During the month the usual Base duties were performed by this Group. Nothing unusual occurred.

35th Air Engineering Squadron

31 March 1945

Most of the work on the Engineering Line for the past month consisted of building up engines. With the help of men from the other shops, we were able to build up and deliver sixty (60) engines during the month. In addition we have a surplus of thirty (30) engines built up and ready to be installed in the planes. The above was accomplished with a limited amount of equipment and parts.

The Electrical Shop, with only three (3) men left, has been taking care of the generator next to the Engine Build-Up Section. In addition they have been giving all generators and starters a general checking over before they are installed on built up engines.

At the request of the parachute men, permission was granted for the construction of one temporary table on which they packed an average of twenty (20) parachutes a day. Because of an increased demand from the Bombardment Group, a second temporary table was built and three (3) riggers from the 383rd Air Service Group were assigned to assist this department which boosted the output to forty (40) parachutes repacked daily.

Battle damage to seven (7) aircraft was repaired by the Sheetmetal Department with only hand tools and some equipment borrowed from the depot.

The Welding and Machine Shops have been assisting Engine Build-Up and Sheetmetal Departments in various ways. In addition they have continued to complete numerous work orders from the Bombardment Group.

Due to the shortage of equipment, the Welding and Machine Shops, with the permission of the depot, have been using their equipment.

Most of the work done during the past month in the Vehicle Maintenance Section and Transportation Section was the preparation of vehicles for shipment, and the loading of boxes. Since quite a few vehicles of the Base had previously been shipped, the Maintenance Section had less work than any previous month. Some of the men were sent to the 22nd Air Depot Group to work for several days, since the 22nd was doing all the Machine Shop work on automotive equipment of the Base. All heavy special purpose equipment in the Vehicle Maintenance Section, with the exception of the Automotive Repair Truck, was shipped, leaving only hand tools to work with.

Mass athletics were started in the Squadron and the Vehicle Maintenance Section formed a softball team. The athletics are held three afternoons per week for each half of the Squadron. In addition to the softball games, the men played tennis on the court they built during February.

It should be noted that due to the departure of the first phase and the packing of all equipment, there has been very little activity during the past month. All but the Engine Build-Up Section and the Vehicle Section have been closed. A few groups of men of this organization are assisting other units either on Special Duty or Detached Service. Though the parachute department is not entirely closed, it is not operating on a scale comparable to full-time work.

Four men of this Group have been recommended for the award of The Bronze Star Medal for outstanding performances both at their home base and in the field which included long and hazardous flights in all types of weather. There are recorded several incidents of abandoning of aircraft by parachute and crash landings in which our men participated.

The morale of this unit is to be considered excellent.

Chapter I

Introduction

The following compilation of facts cover the Activities of the 25th Air Service Group for the period 1 June 1945 through 30 June 1945.

Chapter II

Rear Echelon

The 1st of June found the rear echelon of the 25th Air Service Group still adrift on the vast expanse of the Pacific Ocean, aboard the troop transport USS GENERAL LEROY ELTINGE. On June 3rd the worthy transport docked at Manus Island, one of the Admiralty Group. The following day, the anchor was hoisted, and after a three (3) day trip the ship pulled into Tinian Harbor, where all personnel were lowered into ICI's and taken to the docks. Thanks to the prearranging and excellent planning of the A-4 section of the 58th Bombardment Wing, there was no delay; trucks were waiting, and in a very few minutes the convoy was on it's way. Fifteen minutes later the line of vehicles halted, and hardy greetings were exchanged as the men detrucked and were shown to their new homes.

Chapter III

The New Group Area

It was not a very pleasing light that greeted the Newcomers, as the area designated our Group by higher headquarters was one of the rockiest sections of the island; this together with the fact that the advanced detachment had moved to this section only a few days prior to the arrival of the rear echelon. Bulldozers and graders were working in many portions of the Group Area, and a huge

pile of debris covered the major portion of the section assigned to the 578th Air Material Squadron.

It was not until well toward the end of the month that the Engineers finished the major portion of the leveling, clearing and road-building that are essential in the preparation of housing and headquarters areas.

A theatre is set up, the recreational area is laid out and work is started on the preparation of volleyball courts a basketball court and a baseball diamond.

Chapter IV

Administrative Events

Many administrative changes were made during the month of June. With the arrival of Headquarters and Base Service Squadron and the 35th Air Engineering Squadron, the personnel of these Squadrons who had been attached to the 578th Air Materiel Squadron for the movement, once more rejoined their parent organizations. Likewise, personnel of the 578th Air Materiel Squadron, who remained with the rear echelon and had been attached to Headquarters and Base Services Squadron, once more returned to their parent organization.

On June 11, seventeen (17) Enlisted Men were transferred from the 578th Air Materiel Squadron to the 35th Air Engineering Squadron. On the same Special Orders two (2) men were transferred from the 578th Air Materiel Squadron to Headquarters and Base Services Squadron and Major Wilfred R. Atterbury was appointed Group Executive Officer.

On the 17th of June, Group Headquarters published Special Orders promoting seventeen (17) men, and again on June 22nd Orders were issued promoting twenty-two (22) men.

Another major administrative change was the establishment of a Unit Personnel Section. Several enlisted men were drawn from each Squadron Orderly Room and were combined into one section under the supervision of 1st Lt. John J. Mullen, to process all Service Records, Classification Cards, and all other personnel records.

With the arrival of the rear echelon, came worked of the awarding of the Bronze Star Medal to Master Sargeant James D. O'Donnel Jr., Technical Sergeant Vernon R. Morgan and Sergeant James L. Burns, of the 35th Air Engineering Squadron for "Meritorious service in connection with military operation against an enemy of the United States."

Chapter V

Summary

Morale throughout the month was very good. The Group baseball team played several practice games and entered a team in the Class "A" league for this section of the island.

The food has been very good and the efficient operation of the Group Mess was recognized by Brigadier General Roger M . Ramey, Commanding General of the 58th Bombardment Wing. Upon visiting the mess during the month, General Ramey remarked that "of all of the mess halls he had visited that day, the 25th Air Service Group Consolidated Mess was by far the most efficient and cleanest."

The month of July was a very quiet month as far as the 25th Air Service Group was concerned. Functions at the line operated smoothly, and thoughts of home become increasingly prevalent in everyone's mind, as the Superfortresses which we serve, continued to hurl death and destruction at the enemy.

Outstanding among the Administrative events this month was the awarding of the "Legion of Merit" to Sergeant Aldred E. Shofield of the 35th Engineering Squadron, for the designing and developing of the Lead Gyro Checker for the Central Station Fire Control System of the B-29.

One hundred and seventeen (117) Enlisted Men, having met the required standards of Character and Efficiency for the specified period of time, were awarded the "Good Conduct Medal".

Some of the "Old Timers" departed for "Shangri-La", for separation from the Service under the over age Discharge Plan. Commanding Officer of Headquarters and Base Service Squadron, Milfred R. Atterbury, was one such man.

Three men, Sgt James R Walton, Cpl John P Crouch Jr, and Cpl Glenn E Dearth will be able to spend forty-five (45) days at home under the Temporary Duty, Rest and Recuperation Plan, after which they will return to Tinian and rejoin their Squadrons.

Two men, 1st Lt Edward G Jarzak and Cpl Cecil W Allison spent time at the Rest Camp at Hawaii. Both reported having had a marvelous time.

Promotions included Group Adjutant, Capt Edelyne J Reynolds to Major on July 15. Other promotions included To Be Sergeant: Cpl Albert M Mattock and Cpl William T Stone. To Be Corporal: Pfc Thomas F O'Niell, Pfc Ernest F Lammers and Pfc Walter Buraynski. To Be Staff Sergeant: Sgt Harold F Kuhlman.

The Men, using their own initiative and skill have added a homelike touch to their tents and surrounding areas after the regular days work was finished.

On Sunday, July 8th, Chaplain Roscoe F Metzger, officially dedicated our new Group Chapel. It is appropriately called the "Chapel In the Pines" inasmuch as it is situated in a grove of pines on a knoll overlooking the Pacific.

The Men in the Group are very proud of their Chapel, and well they may be, as it was through their own efforts that it was built. The pews were constructed from discarded bomb boxes, and the paneling around the entrance to the sanctuary was formed of plywood from the same source. The crowning achievement is the belfry and steeple, pointing toward the high Heavens. Within the belfry hangs a bell which was made by cutting a discarded Japanese oxygen tank in two, and the clear notes of this converted trophy of war call all Men to worship every Sunday morning."

On Sept 9, 1945 J. B. Fisher, 1st Lt. AC interviewed Col. Gardner regarding the India and Tinian missions. Col. Gardner indicated that: Important factors contributing to the success of the mission were:

“The high state of training and “know how” of the men which resulted from their being an old parent group in the States that was formed of older and more experienced men. A high morale and interest of the men in their work which led them to extra effort and long hours of exertion under poor climatical conditions, lack of recreational facilities , etc. A pride in the achievements of the B-29, in which the men could see the results of their own work. Close cooperation between Bomb Groups and Service Groups when the two of them were on a base, and between the four Service Groups in the operation of the Service Center.....”

These successes were accomplished despite the lack of recreational facilities, operational facilities, adequate housing, supplies, lack of spare parts, and especially the lack of construction equipment and lack of enough CO2 trucks to fight fires. The sanitary conditions were poor and canned food in India resulted in intestinal disorders. Morale eventually suffered because the Service Groups were denied “Battle Star” and "Unit Citation" awards even though they were working along side the ground personnel of the Bomb Groups.

“The lack of adequate B-29 spare parts and proper depot repair facilities was solved by the Service Group by improvising machinery, test stands and substitutions ” Lack of personnel was often

critical resulting in having to bring in native workers and drawing on the Bomb Groups for adequate coverage.

According to the 58th Bomb Wing, "Wait till the 58th gets here": "The knowledge and skills of these Air Service Groups made a significant contribution to the success of the Wing's combat operations, both from India and China and from Tinian."

HEADQUARTERS & BASE SERVICES SQUADRON

HISTORICAL REPORT FOR DECEMBER 1944

During the month of December work progressed rapidly on the construction of the new Squadron barracks. It is expected that they will be completed and occupied within another month or six weeks. The new location will be more convenient than the present tent area as it will be nearer the mess hall and the latrines and showers and also will consolidate all the sections of the Squadron into one area. At the present time the organization is housed in four separate areas and is operating two mess halls.

On Christmas night the unit got its first taste of enemy action in the form of a nuisance raid by one Japanese plane. The bombs which were dropped were dropped some distance from this area and fortunately no one was injured directly from this action. One firefighter, Cpl John P. Carney, suffered a slight burn on the ankle while fighting a fire started by one of the bombs. The telephone linemen were very busy for several days thereafter repairing damaged lines and poles.

During the month there were two exhibitions of incendiaries and smoke bombs given by the chemical warfare service. The night exhibition given on 29 December 44 was especially spectacular and interesting.

HEADQUARTERS & BASE SERVICES SQUADRON

25TH AIR SERVICE GROUP

APO 493

HISTORICAL REPORT FOR JANUARY 1945

The new year was ushered in quietly without the usual fanfare of whistles and happy greetings. There is an apparent saving up of enthusiasm with the feeling of a quick victory during the coming year.

Activities of all sorts enlivened the morale of all personnel. The squadron basketball team continued its winning ways by taking its first four games, losing only to a fast ordnance five by one basket. The team has been sparked by several outstanding players in Sgts Weitkamp and Alker and Cpl Black. Sgt Weitkamp, the team's leading scorer, is a true representative of Indiana where basketball is a kindergarten subject. The spirit of competition is keen and the games well attended. A court is in process for our squadron area. Lack of equipment and low priorities have held up construction but we are determined to have a good one despite all difficulties.

The famous soprano, Lily Pons, and her equally famous conductor husband, Andre Kostelanetz, honored our base by their presence rendering a show paramount to the best in the States. Pfc Russel D. Allen of the squadron photo section is playing the violin in the all soldier orchestra accompanying them on their tour of this theater. Morale soared even higher when Benny Meroff, accompanied by six (count 'em) pretty and talented American girls presented a USO show. The dispensary was overwhelmed with strained eyes and throats the next day.

Orchids are in order for the swell GI show presented through the efforts of our group special services office. Most of the artists were from this squadron and Cpl Joseph Levin (attached to this squadron from AACCS) performed a grand job as MC. The outstanding act was called "The Hollywood Scene" satirizing the noble efforts of our great cinema stars (wigs, props, and all). So much for entertainment.

Our new consolidated motor pool under the direct supervision of 1st Lt Harry H. White and his able assistants S/Sgt Peters and Cpl Cervenak is gradually taking shape. It is proposed to handle both the bomb group and service group vehicles.

With the reorganization of our group back in July T/O grades were practically frozen but a few transfers permitted two well deserved promotions to-wit, Pfc's Elmer Potter and James Smith to the rank of Corporal. This month also marked the promotion of Lt Col Rogers A. Gardner, our Group Commander, to the rank of full Colonel and Captain Austin J. Shannon, Base Mess Supervisor, to the rank of Major.

The mail situation continued in its sporadic manner due to the holiday rush. As the month ends we find it becoming increasingly better and prepare for an even more lively month ahead of us.

HEADQUARTERS & BASE SERVICES SQUADRON

25TH AIR SERVICE GROUP

APO #493

HISTORICAL REPORT FOR THE MONTH OF FEBRUARY 1945

The month of February was one of much activity in our Squadron. Half the squadron departed on the advance detail for "Destination Unknown". Prior to their departure there was the usual checking of clothing and equipment; shortages were filled by the Quartermaster very satisfactorily. A spot POM inspection was conducted by officers from the Air Inspector's Office of the XX Bomber Command under the able supervision of Harris K. McCauley, Colonel, ICD. The few irregularities noted were quickly corrected. All men on the shipment patiently waited for the 'green' light which meant to them that they were leaving India, which in itself is something to be very happy about. Having been in this country ten months and longer, such a change is very welcome to everyone and especially at this time when the very hot and torrid summer season is with us. In the wee hours of last Sunday morning the advance detail departed via truck convoy for the railroad station in Kharagpur. The task of loading on cars was quickly and efficiently accomplished after which the short train ride to Calcutta was started. All were very thankful the ride was to Calcutta and not Bombay since everyone is too well acquainted with means and conditions of travel in India. With their departure, the many sections of the squadron have been handicapped by lack of personnel, but those left have gladly assumed additional responsibilities and everything is working out very satisfactorily.

Our mess hall is the only one of the group now open and all remaining personnel of the three squadrons are eating there. The additional burden of feeding more than the usual number of troops has been compensated by the fine spirit of cooperation exhibited by everyone. The food served has been very satisfactory and the increased menu has proven very popular. We have recently been receiving very good canned American pork and beef which is a considerable improvement over the local meat that had previously been purchased.

All men are now living in barracks, the tents having been taken down and bundled. There are ample barracks on hand to take care of all personnel and overcrowding has been eliminated. In some barracks there is ample room for ping-pong tables and a card table or two. Men are permitted to retain any pieces of furniture they have made and every effort has been made to make the barracks as 'homey' as possible

Our PX also moved from its former very small and cramped quarters into a much larger building. A new counter was constructed from scrap material at hand and a small bowling alley was set up.

This bowling alley has proven very popular with both officers and enlisted men and is seldom found idle. PX rations have increased with a variety of candy, fruit juices, cookies, cigars, toilet articles and many other items. We have experienced no shortage of cigarettes, each man being permitted to buy three cartons each month.

During the past month several promotions were made in the squadron bringing many smiles of satisfaction to the recipients. These promotions were made possible by the acceptance to OCS, Air Corps Administration, of our first sergeant Milton R. Broschat. Sergeant Broschat was the only enlisted man of the XX Bomber Command at this station who was selected for that school. His return to Shangri-La was the cause for much favorable comment among all his buddies and all are very envious of him. Sergeant Broschat's work has always been of a superior nature and he was very popular with all the men of the squadron. His loss in the ranks of the enlisted men is a gain in the ranks of the officers. His appointment to OCS made possible the promotion of T/Sgt Sylvester H. Voll to First Sergeant; of S/Sgt Hubert V. Fixmer to T/Sgt; of Sgt. Paul B. Feldberg to S/Sgt. Cigars were passed around very freely.

There has been a marked change in the weather within the past two weeks. The cool air of the so-called Indian winter has changed into the very hot air of summer. The sun has been blistering hot with in-the-shade temperatures of 100 degrees and more being very common. Everyone dreads to see the hot, torrid summer season approach and long for a change to a more suitable climate. This country of India holds no lure for any GI.

Now that the advance detail has departed, we are all hoping that soon we will receive orders to pack up and leave. It will be a very happy day when we depart from the shores of India. All we want is just 'a faint recollection' of our stay in this country. The above statement has been confirmed thru the medium of concensus of opinions over a period of time.

At this writing our Supply Section is nearing the completin of its tremendous packing and crating work. As for the future months to come -- Its on to fresher fields and perhaps greener pastures.

HEADQUARTERS & BASE SERVICES SQUADRON

25TH AIR SERVICE GROUP

APO #493

HISTORICAL REPORT FOR MARCH 1945

The month of March marked the beginning of our hot season and the combining of available manpower to carry on the task of Base Administrating. Since the first phase group has left, the squadron has been operating very smoothly and efficiently at half strength.

The supply section has mastered the not too small job of packing, crating, banding and stenciling approximately 90 per cent of necessary equipment that will eventually go forward to a new destination.

On the monthly mess inspection the squadron was again rated as excellent in all categories. The ice situation took a turn for the worse the first two weeks due to a mechanical breakdown at the ice plant. Parts were procured and the situation is well in hand at present.

Our Commanding Officer, Lt. Col. Norman P. Mortensen, initiated a lively recreation program with fine results. Statistics show 65 per cent participation with the remaining 35 per cent falling into the non-available class due to working conditions. The program consists principally of softball, volleyball, ping pong and horseshoes. A sharp rise in morale was quite noticeable. While on the subject of morale the subject of mail always moves into the picture. Although sporadic most of the time, it has been very good.

On the night of March 13th at approximately 2100 hours an 80 mile an hour hurricane hit our base inflicting considerable damage to buildings. The full force of the storm hit at a nearby base resulting in the deaths of eight soldiers and injuries to approximately 150 others.

The month ended solemnly as we approached Easter Sunday. To some the rising tide of Victory in the ETO and steady progress of our comrades in the Pacific was symbolically compared to the Feast of the Resurrection.

25th Air Service Group (New Type)

Hq and Base Services Sq (493 NY) - Kharagpur, India
35th Air Engineering Sq (493 NY) - Kharagpur, India
578th Air Material Sq (493 NY) - Kharagpur, India

West Field, Tinian (APO 183)

2nd AAF Combat Camera Unit (Attached) 8 0 22 30
25th Air Service Group, Hq & Base Services Sq 26 1 287 314
35th Air Engineering Squadron 11 1 246 258
578th Air Material Squadron 7 1 134 142
28th Air Service Group, Hq & Base Services Sq 26 1 287 314
39th Air Engineering Squadron 11 1 246 258
585th Air Material Squadron 7 1 134 142
86th Air Service Group, Hq & Base Services Sq 26 1 287 314
349th Air Engineering Squadron 11 1 246 258
584th Air Material Squadron 7 1 134 142
87th Air Service Group, Hq & Base Services Sq 26 1 287 314
355th Air Engineering Squadron 11 1 246 258
589th Air Material Squadron 7 1 134 142

Air Force Order of Battle

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Sources