

# **38 MOBILE RECLAMATION AND REPAIR SQUADRON**

## **MISSION**

## **LINEAGE**

38 Mobile Reclamation and Repair Squadron

## **STATIONS**

Lashenden, England

## **ASSIGNMENTS**

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **OPERATIONS**

Early in July, a mobile unit of the 38th Mobile Repair and Reclamation Squadron was sent to a British air strip near Caen to salvage two Ninth Air Force P-47's which had made belly landings. At this time the enemy lines were only two miles from the site and the field was constantly under fire. Nevertheless, the men worked twelve hours a day, stopping only to repair a third P-47 which had landed with engine trouble. Several hours later, Colonel Magoffin, commanding the 362nd Fighter Group, made an emergency landing with his badly damaged P-47. Since it

was essential that he return quickly to his base in England, he took the repaired P-47, buzzed the field twice, dipped his wings (signifying that the craft was mechanically perfect) and headed for home.

July, 1944, continued to be an exciting month for Team "B" mobile units, when one unit was called upon to work on a P-47 that had crash landed near Caen. Examination of the ship disclosed that it bore 64 bullet holes and needed a prop change. While working on this craft, the 38th mobile unit encountered constant air raids and occasional strafing. The strip was near the British beachhead and the battleship "Rodney" lay off the beach, lobbing huge shells over the strip into Caen. The climax of the stay came one morning just after eight o'clock: when a B-26 heading for the runway with its electric system shot out, swerved and made a belly landing, ploughing through a pyramidal tent in which team personnel were living. Fortunately, everyone had gone to work on time and no one was hurt . . . but the tent, carbines, and other personal possessions were a total loss.

The engineering section of the 461st Air Service Squadron and the 38th Mobile Repair and Reclamation Squadron had performed 1,050 major aircraft repair jobs in three different countries; the engineering shops handled 12,660 work orders. The parachute shop packed 2,151 chutes without a single customer coming back to complain of a mishap. Air Corps Supply handled 4,755 requisitions; some of them included 302,948 cubic feet of oxygen and 7,303,030 gallons of 100 octane gasoline.

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DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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#### Sources

Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.

Unit history. *326 Air Service Group, Team B, They Keep Em Flying*. Wetzel Publishing Co, Inc. Los Angeles, CA. 1946.