

# 10 SERVICE SQUADRON

## MISSION

## LINEAGE

10 Material Squadron, 7th Air Base Group (Special)  
Redesignated 10 Service Squadron, 8 Jul 1942

## STATIONS

Kellogg Field, Battle Creek, MI  
Rentschler Field, Hartford, Connecticut, arriving there on 11 June 1943.  
Barnes Field, Westfield, Massachusetts on 14 June 1943  
Ft. Devens, Massachusetts on 24 June 1943

## ASSIGNMENTS

7 Service Group

## COMMANDERS

Capt Lawrence H. Bever

## HONORS

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## EMBLEM

## MOTTO

## OPERATIONS

On 8 July 1942, the 10th Material Squadron, 7th Air Base Group (Special) was redesignated the 10th Service Squadron, 7th Service Group. At that time the squadron comprised 1 officer and 254 enlisted men. Captain Lawrence H. Bever was the organization commander. By 31 July 1942, the strength had reduced to 183 men after some transfers to the 8th Air Base.

The 10th Service Squadron and the rest of the 7th Service Group transferred to Battle Creek, Michigan on 31 August 1942. The 10th Service Squadron relocated to Rentschler Field, Hartford, Connecticut, arriving there on 11 June 1943. They then relocated to Barnes Field, Westfield, Massachusetts on 14 June 1943. They then relocated to Ft. Devens, Massachusetts on 24 June 1943.

The squadron became a detached squadron when it left the 7th Service Group behind at Barnes Field and moved to Camp Stoneman, Pittsburg, California by train at 1730 hours on 19 July 1943. Forty two hours later they boarded the Delta Queen and were ferried to the docks on 24 July 1943 to embark on the USAT Willard A. Holbrook.

USAT Willard A. Holbrook departed at 10am on 25 July 1943. After an uneventful voyage, they arrived in Townsville, north Queensland, Australia and disembarked at 11:15 am on 15 August 1943. The squadron moved by truck to their camp at Armstrongs Paddock to await further shipment. 110 enlisted men of the Engineering Section relocated to Mount Louisa on 18 August 1943 to work in the large hangars at Depot No. 2.

The men in the squadron worked on the following

- sheet metal
- electrics
- instruments
- radios
- dope
- fabric & paint
- machines
- welding
- parachutes
- propellers
- engine changes
- woodwork

Most of the airplane mechanics were doing first, second and third echelon maintenance on B-17, B-25 and B-26 aircraft, in addition to assembling P-38, P-39 and P-40 aircraft.

On 20 August 1943, 58 enlisted men of the 110 men stationed at Mount Louisa moved to Garbutt airfield where they performed first, second and third echelon maintenance on twenty C-47s. They also made complete engine changes, propeller changes and wing changes and 25, 50 and 100 hour inspections.

On 16 September 1943, the men of the 10th Service Squadron located at Armstrongs Paddockm, Mount Louisa and Garbutt airfield all boarded a ship and travelled to Port Moresby in New Guinea on the liberty ship, "Stephen Crane" at 2pm that day. They disembarked at Port Moresby at 2pm on 19 September 1943 and boarded trucks which took them to the Fifth Air Force Service Command Staging area at Pleasant Valley.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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