

# **35 AIR ENGINEERING SQUADRON**

## **MISSION**

## **LINEAGE**

35 Air Engineering Squadron

## **STATIONS**

Kharagpur, India

West Field, Tinian

Fort Worth, TX, 31 Oct 1946-19 Nov 1947

## **ASSIGNMENTS**

25 Air Service Group

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **OPERATIONS**

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 Materiel 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 waggle 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 over-all 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.

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.

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 for 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 in 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 vary 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 plane 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 Liaison 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.

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 deadline 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.

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.

June 1945 through 30 June 1945. 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 its 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.

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.

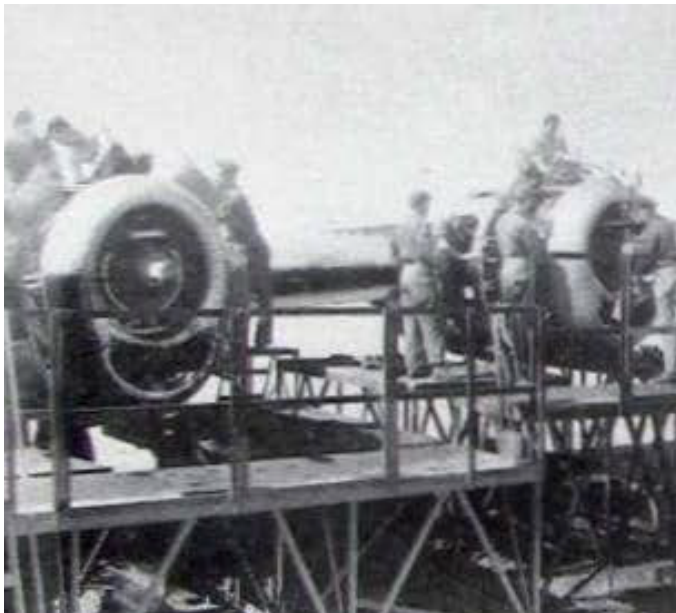


35 Air Engineering Squadron crash rescue boat.





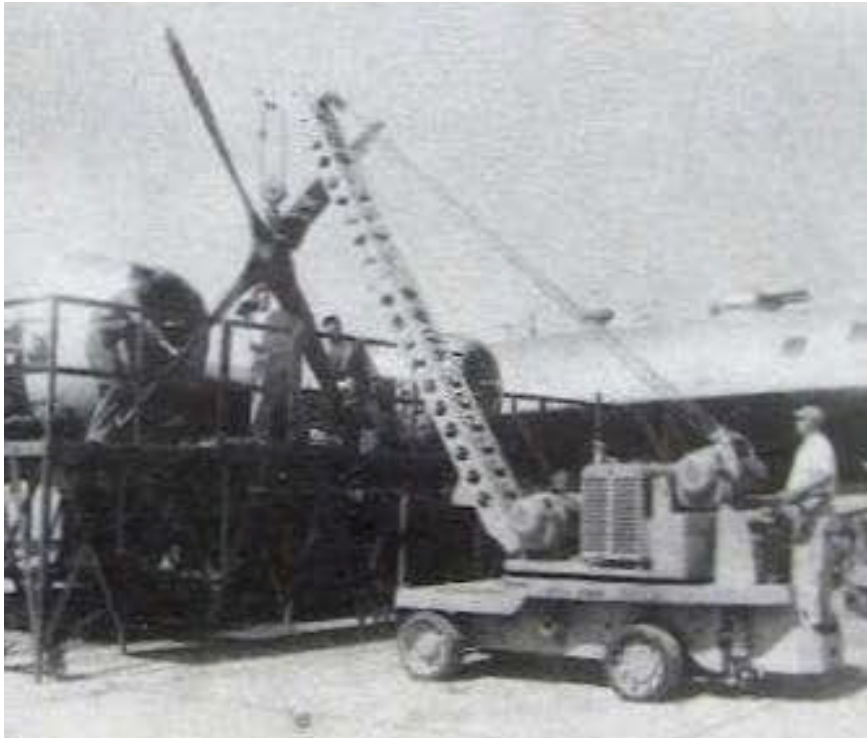
35 Air Engineering Squadron personnel pose with B-29 propellers.



35 Air Engineering Squadron personnel performing B-29 engine maintenance.



35 Air Engineering Squadron fire department.



35 Air Engineering Squadron personnel installing a propeller on a B-29.



Lt Col Clyde Kelsey

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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