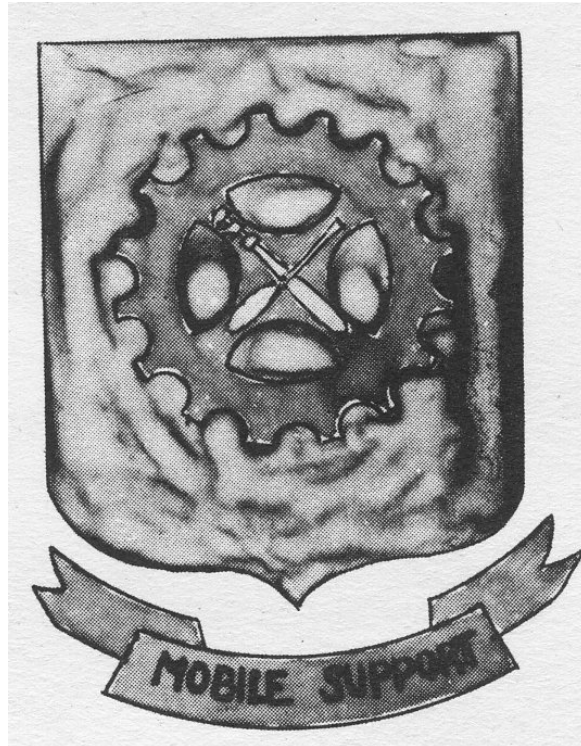


2 AIR DEPOT GROUP



MISSION

LINEAGE

2 Air Depot Group
Disbanded, Sep 1942

STATIONS

Molesworth, England
Burtonwood, England, Jun 1942
Poynton, England
Neaton, England
Kingston, England
France
Detmold, Germany

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

In March 1942, personnel from McClellan's 2nd Air Depot Group (2 ADG) returned to Sacramento from Alameda, where they had assisted in repairing P-38, P-39 and P-40 aircraft for WDC. Like other northern Californians, they were amazed to find two inches of snow on the floor of the Central Valley. Saturday, March 14, had seen the first snow in Sacramento since 1888.

The 2 ADG was an all-military unit consisting of three squadrons: headquarters, aircraft repair, and supply. It was one of the very first transient alert groups ever formed. Prior to the war, the unit helped stage one of the first Pacific Coast aircraft deployments.

Between Thanksgiving and Christmas of 1941 2 ADG had been split in two, using part of their experience as a cadre to form the 3rd Air Depot Group. By the end of December 3 ADG had been manned and deployed to supply aircraft in the China-Burma-India theater of operations. Upon their return to Sacramento, the men of 2 ADG resumed the vital task of repairing and shipping supplies to the Pacific, where the military situation continued to deteriorate. By then Hong Kong, Singapore, and Rangoon had fallen, General Douglas MacArthur had already moved out of the Philippines for Australia, and the end was approaching at Bataan.

In April, 2 ADG had also left, enroute to England to form the nucleus of the Eighth Air Force's maintenance effort. Soon they were supporting strikes against Hitler's "Fortress Europe." With both 2 ADG and 3 ADG deployed, SAD formed the 23rd Air Depot Group in May 1942.

On 1 July, Tech and Tinker Hall Sites were occupied by the 2nd Air Depot Group which was to set up Air Force Supply functions. The repair squadron of this Group was to assume the function of aircraft repair.

The scarcity of replacement parts had long been a factor inhibiting the output of engine repair and the establishment of American supply functions had a salutary effect upon operation from the beginning. It was arranged that parts should be requisitioned from US supply and sought from British sources only when not available at Tinker Hall Site. By the end of July, the supply squadrons of the 2nd had set up warehouses in hangars and were in full operation. In the meantime the repair squadrons were setting up machine shops, sheet metal shops,

miscellaneous accessory repair and aircraft repair facilities, and assuming the functions of engine installation, aircraft repair and aircraft flight testing.

The major tasks were the completion of assembled aircraft received from Speke where the majority of the fighters were taken from Liverpool and Birkenhead docks after crossing the Atlantic as deck cargo. Then, they were prepared for delivery to squadrons and once ready picketed out on the airfield awaiting delivery. The operational requirement was so heavy that most aircraft were flown out as soon as they were ready. The numbers continued to grow with new records being broken almost on a daily basis once the giant machine started to roll.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

Created: 21 Aug 2011

Updated:

Sources

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