

448th Sub Depot War Diary

1943: Nov, Dec

1944: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec

1945: Jan, Feb, Mar, Apr

November 1943

Headquarters - 448th Sub Depot

WAR DIARY

Transcribed from microfilm by Kevin Wilson

This segment on duties of the sub depot is found at the end of the war diary, but has been included here for context.

Duties of a Sub-Depot

DUTIES of a Sub-Depot (C1-1) on a heavy bomb group are divided among three main sections: administration, engineering and air corps supply.

The admin section is charged with administering personnel records, finance matters, correspondence, punishment, company fund, welfare and recreation, filing of records and publications, classification and living conditions. The adjutant is in charge of this section and directly responsible to the CO, as well as being his



representative in routine matters. This section has six EM consisting of 1st Sgt, clerk typist, filing clerk, personnel clerk, duty Sgt and officers orderly.

The function of the Engineering Section is to perform insofar as is possible all maintenance and repair of aircraft and auxiliary equipment which cannot normally be done by the tactical unit without removing the aircraft from the station. This includes the

fabrication of small parts, repair of aircraft and equipment which require the use of heavy or non-portable machinery, replacement and repair of parts requiring the service of highly specialised personnel or equipment, reclamation of damaged aircraft including repair of major battle damage, accomplishes Technical Order changes and those directed by other Theater directives.

Included under the Engineering Section are 11 shops, a Technical Administrative section and a Motor Pool for Special Purpose Vehicles, such shops as welding, machine, parachute and engine build-up along with both hangars operated by the Sub-Depot.

Sub-Depot Supply is charged with the responsibility of maintaining a knowledge of control, procurement, storage and distributions of all classes of Air Force, Signal, and Corps of Engineering property. It is an intermediate supply point between the depots and the squadron controlling the flow of supplies of all classes to squadron. It maintains an adequate reserve of all the above property, using prescribed storage methods. It is a re-filling point for the airdrome area, setting up and maintaining systems of requisitioning, following up of requisitions, receipt and shipment of equipment, binning and distributing to units. It provides administrative supervision of all supply points of its classes of property. There are two officers and 48 EM in this section.

November 1943

APO 636, U.S.ARMY

Activated 12 November 1943 A.A.F Station 167

Activated by General Order No 198 on 15 November 1943 the 448th Sub-Depot came into being. The actual formation of the organisation began 18 November 1943. Major Raymond D. Jolicouer, C.O. of the 330th Service Squadron, 100th Service Group, became the first C.O. of the Sub Depot.

A total of 154 enlisted men and four officers were transferred from the 330th S/Sq, with others from the HQ Sq of the 82nd Service Gp and various other units of the 381st BG at this station.

A nucleus was left in the 330th S/Sq consisting of the 1st Sgt, two top Supply men, Engineering Dept heads, Transportation, Mess and Medical personnel totalling 38 men. This cadre was to be the new 330th.

Officers transferred to the 448th were given their assignments commensurate with their previous duties, as follows: Major Jolicouer - CO; Capt Olas D. Miller - Supply Off; 1st Lt Mitchell M. Hall - Engineering Off; 1st Lt William J. Muckerman - Adjutant; WO/jg Gerald L. Warren - Asst Eng Off. S/Sgt Joseph H. Metzger as 1st Sgt. This Crescent City lad, a former member of the Woody Herman dance band, has been with the Service Sqd since its activation in January 1942. Other dept section heads retain their respective duties as follows: S/Sgt R.A. Glendenen - Supply; M/Sgt H.W. Schwagmeyer - Chief Clerk, Air Corps Supply; M/Sgt H.F. Emans - Warehouse Chief; M/Sgt K.O. Baldwin - Engineering Foreman; M/Sgt J.C. Geiger, Jr - Chief Clerk, Engineering; T/Sgt H.F. Meineke - Hangar # 1; T/Sgt R.L. Royal - Hangar # 2; T/Sgt G.C. Masters - Parachute Shop; M/Sgt E.C. Geer - Bombsight; S/Sgt R.W. Worthen - Dope & Fabric; S/Sgt E.R. Burch - Armament; T/Sgt F.W. Moye - Radio; T/Sgt G.J. Lemire - Welding; T/Sgt G.D. Grose - Machine; T/Sgt R.F. Taylor - Instrument; S/Sgt C.A. Hall - Tubing, Cable & Oil Cooler; T/Sgt K.K. Kidder - Propellor; T/Sgt E. Leikam - Sheet Metal; T/Sgt M.E. Kenny - Electric; S/Sgt R.A. Moore - Cabinet; T/Sgt R.H. Fleming - Engine Build Up.

The 330th S/Sq (cadre) was attached to the 448th for Rations, Quarters and Administration and the personnel continued with their previous duties. All the S/Sq equipment was transferred to the Sub Depot as initial allowance. It was immediately obvious that additional housing, engineering and supply space would be needed to take care of the additional personnel, increase in stock level, and new shop equipment. The need for such became immediately acute as personnel shortages began to come in. Among the first to arrive was Pvt Charlie F. McKee, a brother of Sgt Patrick McKee, also a member of this

organisation. Both now work in Supply. Sgt McKee being a counter man, and his brother Charlie being a shipping and receiving clerk with a sense of humour comparable to that of the late humorist, Irvin S.Cobb.

In the mad scramble for additional space the first building to be acquired was the chemical storage building. Its proximity to Supply, Engineering and Station HQ made it ideal for Sub-Depot HQ; so the picket post of W.A.A.F Site # 2 - Orderly Room of the Sub-Depot, was vacated of all but the 1st Sgt who remained to take care of the living site, passes, housing, etc. The office at the west end was taken over by Maj Jolicouer as his office, with the west end of the main room becoming the office of Adjutant Muckerman, Personnel Clerk Freeman, Sgt Maj Parra, the Message Center and general administrative functions.

The rest of the spacious office became the Engineering office, with the central files of Chief Clerk Geiger, Technical Order Clerk Kennedy, Engineering Foreman Baldwin and Work Order Clerk Helminiak. The former engineering office became the Wire, Cable and Coolant Repair shop.

The next acquisition, on 23 November, was the large hangar at the local village (Great Yeldham), approx four miles. The distance was a handicap, but its fine facilities overcame this. It became the bulk storage warehouse. Sgt Tony Madril, Supply packing case maker, moved all his personal belongings there and became permanent charge of quarters, and M/Sgt Harry F.Emans, Warehouse Superintendent, began the task of moving surfaces, engines, etc there. Within a short time it was completed, and since then, well stocked, neatness and uniformity being the keynote. English laborers finally completed the concrete loading and unloading ramp in front of Supply in late November, just in time to handle the Sub-Depot level which began to arrive - eight truck loads and a 40ft trailer of supplies being the first. Among this, what has turned out to be the pride, joy and task saver of the organisation - one each - a fork lift. The same day three new planes arrived, which kept Sgt George of the aircraft Record section and his crew quite busy checking them in.

In the Engineering Section, constant operations and subsequent damage kept the crews there operating at top speed, 24 crews being in operation in most shops. The Hangar crews ready at a moment's notice for all sorts of work. So on 18 November, when 42-37721 (534th GD-L SUGAR) came in on her belly, this crew was 'Johnny on the spot' and removed it to Hangar # 1 for repairs. Twice previously this aircraft has been in for major battle damage and repair. On the same day the crew again dashed forth with their equipment to raise 42-37754 (534th GD-I WHODAT - THE DINGBAT?) which also came in wheels up - Hangar # 1 also received this. Stations 4 - 9 were severely damaged, this was the third time in the hangar for this aircraft for major repairs. Twenty six days later however, this plane was out again dropping its eggs on Hitler's domain. It took 2,464 man hours, four new engines, four props, two flaps, landing gear and considerable sheet metal work, to get her into the air.

Altogether during November 131 aircraft passed thru the Sub-Depot Engineering section; 56 for repair, 55 for battle damage, and ten for modification beside the shop repair done for other aircraft by the various sections.

A comparatively heavy month for the prop shop as 98% prop governors were test and overhauled, 11 new props assembled and checked, 21 props from planes having engine changes were cleaned and checked. the Engine Build Up section turned over 21 built up engines for quick change to the bomb group.

December 1943

HEADQUARTERS - 448th SUB DEPOT

WAR DIARY

December 1943

December 1 1943 per Secret Letter, HQ USAAF, the organisation was transferred from Bomber to Service Command. The men continued to arrive all the month with 14 being assigned on Dec 14. Good news for all, as most depts with working with personnel shortages.

Recreation is a policy keenly participated in by members of the 448th. On the base itself there are movies, four nights a week, supplemented by stage shows, foreign language classes, lectures, concerts, Aero Club activities and the beer parlor. As a Service Squadron, the boys had won the station baseball championship and city basketball championship when formerly stationed at, as well as the Tallahassee baseball championship. So, when on December 6, two basketball courts in one of the Yeldham hangars were opened, the team was among one of the early arrivals. They started off the season with a 42-22 win over the 1775 Ordnance Company. Seventy one GI bicycles have also been issued by the Squadron Supply.

Dec 5: The Sub-Depot was honoured by a visit of Mr Spence of the W.P.B., conducted by Major Jolicouer, Lt Col Reed, Major Goodrum and two officers from 8th AFSC on a tour of the depot. The rubber storage room received a close inspection. The generous praise lavished upon the organisation by Mr Spence was indeed gratifying.

Dec 8: Work was begun in Hangar # 1 on a Combination Tool Crib, O.E.L. and Requisition section for Sub-Depot Engineering personnel with S/Sgt Eugene J. Hoffman as head. The distance of this station from the Supply Depot was on the basis of a slightly larger than normal level of supplies. This necessitated the use of additional personnel, 47 being on duty there.

During the month, 2,839 requisitions were filled by the Supply Section. At the time of requisitions 83% were immediately filled; 195 were for A.O.C. and I.O.R. parts and were placed on teletype requisitions. Some 337 were placed on this depot. A total of 56 truck loads of supplies were received besides the A.O.C. items, which came by special truck and plane. Shipped in were 39 truck loads of repairables and serviceable items to the depot. The petrol installations, which are normal supply functions, received 500,704 gallons of 100 octane fuel and issued approx 446,000 gallons. Twelve new planes were received and checked in.

One of the Engineering's steadiest customers, 42-29923 (532nd VE-K LUCKY STRIKE) - came for repairs four times during December, including on the 29th, again for major battle damage necessitating the change of # 4 engine, major wing repairs, stabilizer change, re-rigging and control cable change.

Dec 9: Captains Witzenberg and Granlich, the Strategic Air Depot co-ordinators visited and appeared well satisfied with the set-up. By this time the men have been quite accustomed to personages visiting, both military and civil. Its all in a day's routine. In Supply, one of the big additions, was the beginning of a daily change of balance report to be submitted to the control depot as of 1600 hrs daily.

Dec 13: Ten more truck loads of supplies and O.E.L arrived. Pfc Burke was assigned to work with the British Liaison officer F/Lt Riley, who has his office in the same building. Lt Riley's constant attention to the depot's needs and his undying efforts to fill them has been one of the mainstays of successful supply.

Dec 21: The Propeller Shop moved to their new home - The Armament Block. The Machine Shop was moved back to the old prop shop and Instrument personnel began moving their equipment from the trailer to the old machine shop, and all began a campaign of painting and repairing.

Dec 22: T/Sgt Dailey left for Technical Training School at Burtonwood; S/Sgt Kenny for Electrical School at the same place and Sgt Burch to Armament School at RAF Kirkham. #570 required major spar and fuselage repairs.

Twenty six engines were built up in the section, all the accessories, etc. coming off the old engines routed thru engineering shops for clean-up and inspection prior to installation on new engines. Old engines are pickled, boxed and shipped back to the depot, while 116 electric heated suits were repaired by the electric shop in addition to their normal flow of starters, generators, magneto harnesses, motor, gas heaters, etc. The Flux Gate Compass mock-up was completed in the Instrument Shop, used for checking out component parts and educational purposes. Parachute Shop re-packed 946 parachutes besides the normal flow of strap adjustments and leather goods repairs.

Dec 23: saw the transfer of Station Air Inspector Lt Col Ralph G. LaRue of this organisation transferred to the 7th Station Complement Sqd.

Dec 25: There was a Christmas present for the CO, two new officers, 1st Lt Neil S. Gibbens and 2nd Lt Lawrence E. McGhehey, were assigned the duties of Assistant Supply and Engineering Officers, respectively.

On Christmas Night a squadron beer party was given for all men of the organisation by the officers, while Major Jolicouer had a party in his quarters for the officers and dept heads. In spite of the quality and quantity consumed, all men were at work on time and in good shape.

Dec 26: #765 came in for spar damage.

Dec 28: An 18 additional enlisted men were assigned per SO # 26, HQ, 8th Strategic Air Depot Area.

And so ends 1943.

NB: Throughout this document a supply depot is named as Barnum, but is actually Barnham, in Suffolk near Thetford, a chemical and bomb store:- Station # 517.

R.D. Jolicouer,
Major, Air Corps,
Commanding.

Special Order No 141 dated 17 November 1943

The following enlisted men are re-assigned from the 330th Service Squadron to the 448th Sub-Depot with immediate effect.

M/Sgts

Kenneth C. Baldwin

Edward C. Geer

Joseph C. Geiger

Herbert M. Schwagmeyer

T/Sgts

Robert W. Brinson

Harold W. Bailey

Harry F. Emans

Clifford H. Flathers

Robert H. Frink
George D. Grose
Kenneth K. Kidder
Norman P. Kramer
Edgar (nmi) Leikam
Gilles J. Lemire
Harlan F. Meineke
Francis W. Moyer
William H. Poss
Robert L. Royal

S/Sgts

George A. Antoniu
Charles A. Barbier
Earl P. Boley
Michael (nmi) Bracik
James J. Burns
Walter H. Golf
Adolphus N. Carey
Lawrence E. Carson
Russell A. Glendenen
Lloyd E. Dahley
Frank J. Danci
Thomas J. Deveney
Myron W. DiSanza
Billy M. Eaton
Robert H. Fleming
James E. Groves
Chester A. Hall
Raymond H. Hansen
Eugene J. Hoffman
Edward (nmi) Jow

Michael L. Kenney
Garman C. Masters
Joseph H. Metzger
John C. Mitchell
Robert A. Moore
Florian R. Ninneman
Wallace G. Parcell
Wilfred L. Peloquin
Harley M. Southard
Ralph F. Taylor
Elwyn C. Withey
Ray W. Worthen
Sgts
Emory K. Ashton
Wiley R. Avery
Harvey L. Bauer
Harold E. Becker
Elmer R. Burch
William R. Carbrey
Ware H. Crouch
Wilbur L. DeVos
Frank J. Duncan
Louis J. Essey
Harold J. Frederick
Fred H. Floyd
Henry B. Fox
R.L. (io) Freeman
John C. Gardner
Leslie T. Garlach
Ray D. Gould
Weldon P. Harris

Billy R. Harting
Jack C. Helbert
Luther H. Hendricks
Edsel B. Hitt
Robert J. Kilcrease
Carl C. Larson
Charles R. LeBlanc
Orie (nmi) Liechty
Tony (nmi) Madril
Patrick C. McRee
Peter O. Murphy
Mervin (nmi) Phillips
Henry (nmi) Pozorski
James Y. Proctor
Ronald E. Reagan
Frederick J. Richter
Robert L. Samuelson
Edwin C. Ullman
Angelo (nmi) Verzoni
Howard E. Wilson
James A. Witt
Theodore B. Hoffman
Cpls
Mahlvin J. Ammerman
Harold J. Beasley
Michael G. Samaras
William G. Britton
William F. Collins
George H. Fisher
Joseph P. George
Everett O. Gleason
Arthur J. Gordon

Harold J. Gregory
Edwin L. Hancock
Thomas R. Harner
John W. Hyatt
Vernon W. Kautz
Ambrose N. Lee
Ramon N. Lujan
Guy E. Lund
Harry E. Lynch
Allan B. McMillan
Judson C. Nichols
Louis P. Nutsch
Joseph A. Parra
Peter M. Ramirez
Zigmund (nmi) Rokoszewski
Russell W. Smith
William E. Steinhafel
Burville A. Valentine
Mario E. Venegoni
David W. Waldorf

Pfcs

James C. Adams
Onofrio (nmi) Antonicelli
Paul W. Arndt
Jack (nmi) Balsky
Alfred G. Burkard
Arvid L. Eckman
Joseph J. Ford
James E. Harvey
Paul S. Jankovich

Sidney (nmi) Kleg
Bernard J. Kobza
Dale E. Krominga
Stephen P. Lalor
Alex (nmi) Ostach
Frank A. Pisciotta
Melvin J. Pearson
William (nmi) Reiter
Ralph (nmi) Rossi
Alphonse L. Sapone
Darius J. Shull
David C. Stephenson
Charles L. Stevens
Carl A. Taylor
John (nmi) Tulenko
Benjamin (nmi) Vigoda
Earl C. Young
Pvts
Francis J. Burke
William G. Johnson
Frank S. Kroshus
Edwin C. Rose
Roy (nmi) Smith
Jack F. Viscardi
John E. Walker
Chester E. White

by order of Colonel Nazarro

Leroy C. Wilcox
Major, Air Corps
Acting Adjutant

January 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

January 1944

On January 5th the cadre of the 330th was alerted and moved on the 11th. Their leaving severely handicapped the organisation for a time, however seven new men were assigned during the month.

At the beginning of the month S/Sgt Moore moved his Carpentry Shop to the new site as did the Electric Shop, Dope, Fabric and Drafting Shop. All Shops continued with their program of Shop Improvement during spare time.

Jan 12: General Electric's Phil Reed and Emery Houghton of Carning Glass Company, accompanied by Lt Col Reed, Ground Exec, and Major Jolicouer made a tour of the Sub-Depot's facilities.

Jan 16: Col J.J.Nazarro, Station Commander, departed for a higher position and Lt Col H.Leber assumed command.

Re-organisation of the Station Mobile Defence reduced the unit's quota to only 22 men. These men meet twice a week at 1300 hrs until 1500 hrs, and our location made us a logical supply point for mobile units. 1st Strategic Air Depot benefited considerably.

Four engines and props, four oil regulators and four oil tanks were sent to their units at Bournemouth and Hornchurch during the month.

Jan 20: Superior rating was given all departments by Major Lawrence, 1st Division Inspector after a very thorough examination.

Lt M.M. Hall was appointed Plans and Training Officer. Cross training of all men, already in progress for some time, was further developed. The essence being, all men to work in other depts for a period of two weeks. Eleven men were sent to various Technical Training Schools, while Lt W.J. Muckerman attended Gas School at Rolleston Camp for 12 days.

In anticipation of Station # 127's movement, a 60 day level of supplies were requisitioned. Re-arrangement of the Supply Office and a new office for Capt Miller were completed at the end of the month.

A resume of Supply activities for the month show 63 trucks loads of supplies received from the Depot, 25 truck loads of repairables and serviceable items shipped to the Depot, 2,839 requisitions were filled by Supply for units on this field with 88% of all requisitions filled immediately. 168 items were requisitioned by teletype and 355 by routine. Some 580,000 gallons, or 290 truck loads, of gas were received and 578,370 were disbursed, 391 cylinders of breathing oxygen hauled from Barnhum were used, and 31 new airplanes were received and checked in by the Aircraft Record Section.

First into the hangar in January for repair was 42-30721 (533rd VP-I SWEET & LOVELY) for major damage to the right wing, followed closely by 42-3411 (532nd VE-I). On Jan 5, by virtue of another freak accident, we gained another ship. Leaflets from another plane above stove in the right wing of 42-31047 (535th MS-Q WOLVERINE), in addition to the right stabilizer and Nos 3 & 4 engines.

To our list of accidents was added 42-39906 (535th MS-X SQUAT 'N DROPPIT) on Jan 23 when two trucks rammed it, and the same evening 42-37983 (532nd VE-N) overshot the airfield and had to be retrieved from a nearby ditch, to have the right wing changed, all four engines and props changed, tail section and belly rebuilt and right stabilizer changed. However in 16 days it was flying again.

Altogether during the month 151 airplanes were worked on by our crews, 126 for maintenance and 25 for battle damage. The Engine Section built up 27 engines for quick change by the Bomb Group; Prop Shop showed 28 more props overhauled; and 12 assembled; 60 governors were cleaned, tested and repaired; Parachute Shop packed 1,006 'chutes; Electric Shop had tested and repaired 51 generators, 51 starters, 27 retracting motors, 110 flying suits, 90 pairs of shoes, 110 pairs of gloves; 37 Oil Coolers were cleaned, flushed and repaired by the cooler shop which also repaired seven C-10 power plants. In the Instrument Shop 91 instruments were tested and repaired.

This month also saw the beginning of our own motor pool with two Jeeps, a weapons carrier, two 2 1/2 ton trucks, two Cletracs, a 40 x 25 ft Trailer and an Auto car. It was headed by Cpl Young as Chief Mechanic, Cpl Pearson as Dispatcher and nine drivers.

At the end of the month it was further augmented by three more Jeeps, another Cletrac, and a Steam Jenny for cleaning. The Motor Pool is located in the centre of the Technical Site adjacent to Hangar # 1. Its routine runs consist of Oxygen runs to Barnum, the the different Depts and the warehouse in Yeldham.

R.D. Jolicouer,
Major, Air Corps,
Commanding.

February 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

February 1944

Work accomplished by an organisation is reflected by their surroundings. A campaign of clean-up carried out on the living site, Engineering and Supply sections was further intensified this month. Thanks to hard work by all men, especially that of Greek-born Sgt Samaras, the detail Sgt who combed the countryside for shrubbery, etc, the following appeared in the Station Daily Bulletin #47, par 12, Feb 16:

"Attention of all personnel is directed to the area occupied by the Sub-Depot as a living site. It is the cleanest and most outstanding on the base."

This of course spurred the men on to new heights. Our site can now match an English yard for uniformity and neatness of appearance. The site consists of ten Secco huts, main latrines and picket post, every building having its own latrine. One building is occupied by the officers, one building houses 20 dept heads, one for the day-room.

Half of one is used for Squadron Supply while the other side of the partition 10 double-deck beds hold 20 men. Each of the other buildings have 17 double-deck beds. The day room, newly re-modelled with all the comforts of home, contains easy chairs, writing tables, ping-pong tables, library, home made stove from an oil drum, poker, blackjack and dice tables. The last three items being the most used, resulting in a lot of heartaches and joys on pay day.

The latrines, as might surprise you, is rather a popular place for officers as well as enlisted men. The phenomenon is explained thus. A private, Chester White, has a dry cleaning establishment there and turns out excellent work with machine-gun rapidity. Sporadically he cuts hair, relieving the regular squadron barber, Pfc Alex Ostash. Sgt Samaras' ability to cook is another incentive for the fellows to crowd the latrine. His restaurant experience in Washington, DC. has popularised him, for a man's stomach is his God. If the delicate aroma of quail doesn't attract your attention, its rabbit or good `ole coffee'.

The long awaited promotion orders of Captain Miller arrived on Feb 1. Congratulations to Major Miller.

Early February saw the arrival of the first T.D. men here for training, seven on the 10th and 19 on the 12th. Lt Wolf arrived on the 20th and was given the job of Assistant Adjutant. Lt Fanelli and Capt Wilcox arrived on the 27th, the former is to study Lt Hall's Engineering tactics, while Capt Wilcox studied the whole set-up, concentrating mainly on supply. Altogether 10 new men were assigned during the month bringing our strength up to seven officers and 232 EM. 36 EM and three officers arrived on T.D. Our total strength now is 10 officers and 273 EM.

On Valentine's Day, Major Jolicouer conducted Lt Col Leber, Station Commander on a tour of the entire Sub-Depot.

After a hurry-up meeting at Abbots Ripton attended by Major Jolicouer on the 17th, we began planning in accordance with Plan `R'.

Part of the Carpenters' Shop was moved to Yeldham hangar and box construction immediately began. Added to the list of inspections was a surprise visit by Col Stitt, Depot Commander on the 26th, his initial visit. Contrary to the old saying, `While the cat's away the mice will play', Major Jolicouer being hospitalised for 14 days for a tonsilectomy, all depts were presentable and everything met with Col Stitt's approval.

A concrete ramp for loading and unloading and storage of oxygen cylinders for Supply was begun by Sub-Depot personnel on the 23rd and completed on the 28th. It greatly expedites the handling of the cylinders which formerly was a dangerous hazard.

There was slight increase of teletype requisitions during the month, 251 being sent, while there was a decrease in routine requisitions on the depot, 318 being placed; 2,629 were filled over the counter, or 80% of all placed.

Some 383 truck loads carrying 765,500 gallons of 100 octane fuel were received during the month, 780,140 gallons being issued. Supplies arriving totalled 55 truck loads while 44 loads of repairable and serviceable items were sent back. Only 16 new ships arrived during the month. 592 cylinders of breathing oxygen had to be trucked in besides the welding oxygen and acetylene which are hauled from London.

One of the best remembered `Belly landings' was 42-31448 (532nd VE-A HALFBREED). This ship was a B-17G with the new Bendix chin turret when it first arrived on the station, and after a few missions it ended up on its belly and the Sub-Depot `inherited it'. At the time, parts for chin turrets were practically non-existent and the turret on `448 needed parts and plenty of `em.

In order to return the ship to operations as soon as possible, it was decided to close up the hole left by the chin turret and install flexible nose guns, such as the B-17F had. These changes gave the ship the outward appearance of a B-17F rather than a G. Inasmuch as the ship's number was '448, the Sub-Depot asked for and received permission to name and decorate the ship. It was appropriately named 'The Halfbreed' and was decorated with a halfbreed Indian warrior holding a bomb ticketed for Berlin. The Indian had the old squadron insignia tattooed on his chest. The old 'Halfbreed' was shot down on its third mission after being released from the hangar.

Another never to be forgotten ship was the target ship stationed at our field - the B-17E - 41-9043 (534th GD-A1 LITTLE ROCKETTE, after formerly being PEGGY D originally with 97th BG). It was desired to make an assembly and weather ship out of it; so the work of modifying it was started by the Depot Fabric Shop.

All they had to do was remove all the paints from the ship and paint fancy red stripes here and there on it. They did a very good job though and broke the ice for other depts who had to: 1 manufacture and install 12 floodlights to illuminate the ship while in flight; 2 Change engines and props; 3 Put a floor in the bomb bay; 4 Relocate oxygen system under floor in bomb bay; 5 Install two additional seats behind pilot and co-pilot's seats and, 6 Install 56" wheels and accompanying equipment.

The damage repaired on other ships covered every conceivable cause and/or effect. Flak holes, 7mm holes, holes in the skin, holes in spars and other important structural members, 20mm holes and damage caused by the subsequent explosion of the projectile.

Then there was damage caused by taxiing accidents or motor pool vehicles running into the plane or being run into by a plane, planes trying to land on top of one another causing serious wing damage to one plane or ruining the empennage of the other, the metallised 'chaff' needed to interfere with the enemy's radar equipment would get fouled in something causing more damage.

On top of these causes, waist gunners in the heat of battle would 'shoot up' their own horizontal stabilizers and even leaflets dropped over Germany had to hit 42-31047 and damage it so badly that it was in the hangar for a week while the Sheet Metal Shop and hangar crew swarmed over it, straightening, replacing, changing and rebuilding parts of it.

Of the 168 airplanes in our hands for this month, 97 were for general maintenance, 25 for repair of battle damage and six were modified. In the Parachute Shop 1,050 chutes were packed and 130 harnesses adjusted; 216 electric suits and accompanying equipment repaired by the Electric Shop.

The Engine Section built up 33 engines; 28 props were clean, inspected and eight new ones assembled; 122 governors were tested and repaired; 39 oil coolers were flushed, cleaned and repaired by the cooler shop.

A sideline in the Welding Shop is the stretching of steel helmets to allow them to go over the pilot's earphones, a form has been made for this, however only 101 were fixed this month compared to 316 last month.

Addition of another new lathe in the Machine Shop's impressive lay out, makes it possible to get out taper pins faster. In addition to the manufacture of taper pins, the multiple jobs performed by this dept includes: modification of all kinds of 50 cal machine guns; sights, adaptor bolts, slottings, gun covers, modify safety blocks and also make bolt studs, rebuild turrets with new parts, ammo stops, gun chargers repaired, manufacture gun stops.

Manufacture spar fillers of all sizes and shapes, and cut gusset plates; making of our own special tools such as dies for cutting special washers; G-clamps for removing taper pins; wrenches of all kinds, riveting peens, bucking bars, broken spark plug removers, flaring tools and jigs.

Comply with all new Tech Order changes, such as testing of Rockwell testing of landing gear motor keys and shafts.

Parachute stiffeners (count 600); check tolerances on different parts of the plane, modify bomb twists, made 2,000 incendiary

plugs for bombs. Make 300 angle braces for external bomb racks, oxygen charges and fittings made, armature re-facing, alignment work.

Keep all machinery in parts all over the base utilities, Fire Section, Ordnance, Mess Hall, Searchlights off base. Concrete mixers, street sweepers, parts for trucks and equipment such as Jeeps and Cletracs.

Acquisition of another British type bomb trailer converted to a mobile sheet metal shop brings our total of these units to seven - each has a 6' x 15' platform with a compressor, generator, table for work on planes all over the field. This crew of 31 men headed by T/Sgt Leikam and T/Sgt Antoniu work around the clock, patching up seemingly unrepairable damage successfully. The location of their shop is in Hangar # 1, where most of the badly damaged planes are brought, greatly expedite the repair. So in the shortest month of the year our total of planes in and out was greater than any previous month.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

March 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

March 1944

A Class 'A' Inspection of personnel and barracks on the first Saturday in March was more than satisfactory.

Personnel of T/Sgt Kramer's platoon was outstanding, while the barracks of the Supply boys, shepherded by T/Sgt DiSanza, had a model barracks. So after a very successful Squadron Party held at the Station Theater on Saturday, March 1st, the two lucky groups were allowed to sleep until noon the next morning. The party, featuring cake, cookies, ice cream, sandwiches and beer aplenty, also brought out a lot of hidden talent, mostly in the form of jitterbugging.

Our assigned strength this month shows six officers and 235 EM with 27 EM attached for training. The transfer of Lt Gibbens to Grafton Underwood at the end of the month left us without an Assistant Supply Officer. Lt Muckerman was assigned this duty and Major Jolicouer took over Adjutant's duties. Also departing on the 31st were Lt Fanelli and Lt Wolf, Capt Wilcox having left ten days earlier. A stand by Inspection of Personnel and Barracks by Lt Col Reed on the 23rd, resulted in being told this site and personnel were the most outstanding on the base.

At the monthly meeting of the Sub-Depot Commanders at Abbots Ripton on the 8th, Col Stitt announced a contest to be held between Sub-Depots of this area. A cup to be presented monthly to the Sub-Depot judged most efficient. The report to the organisations to such a contest was received with great enthusiasm by all.

In the line of training nine men were sent to Technical Schools in addition to a two week course in Structural Repair at Burtonwood, attended by Lt Hall and T/Sgt Antoniu from March 13-18.

Work on Plan 'R' found us with approx 48% boxed with all logistics ready. With the month of March setting a new high in operational missions so our requisitions went up, 2,968 or 96 per day were filled. We placed 385 routine requisitions on 2nd S.A.D. and 312 teletyped. In spite of the heavy demand we were able to fill 84% of all placed on us.

The boys at the Petrol tank were kept going on 466 truck loads carrying 924,912 gallons of 100 octane arrived, 67 loads of parts and we sent back 50 of these loaded with repairables and serviceable items.

We received only ten new aircraft during the month but their mass arrival kept the Aircraft Checking Section busy checking them in. Motor Pool personnel made 24 runs to Barnum to haul 596 cylinders of breathing oxygen for the high altitude work. Only 90 cylinders on hand made constant trips necessary.

Beautification of the surroundings of the Supply facilities were culminated with the erection of the white fence stakes. The addition of bicycle stands, flowers, grass and shrubbery, to the front of HQ was also completed. So resplendent with spanking new signs of red and white and freshly seeded yards all men began to try to better their output to get the trophy.

With the new high of 172 aircraft in and 170 out for March the Engineering Section also set new records. In came 115 for maintenance including engine changes, and general repairs of all kinds. Some 29 battle damaged airplanes came in and shortly thereafter went forth to do battle again, and there were 28 modified. These consisted of changing oxygen systems, installation of side windows and nose gun mounts.

S/Sgt Hall's men repaired 51 oil coolers and 110 parachutes were packed by the silk men; 158 prop governors had to be tested and 59 props cleaned and inspected, while at each engine change the props were turned for cleaning and inspection by the Bomb Group. This was a hard month in the Engine Build-up Section as 58 engines were used by the group, also thru considerable work in other depts of engineering as the accessories need be inspected and repaired at each build up.

The Instrument boys under T/Sgt Taylor completed their Electronic-Supercharger mock-up. Complete in every detail it will be used to test component parts and to show the pilot just what it is and how it works.

So ends a month of heavy duty.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

April 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

April 1944

This month proved to be a very good one for this organisation, highlighted by the winning of the much coveted Sub-Depot Trophy for proficiency and visits by high military dignitaries, stage and screen celebrities. Col Stitt made the presentation to Major Jolicouer at a formal presentation on April 13 attended by the whole organisation.

The honor of an inspection by Lt Gen McNarney, Mr McCloy, assistant to the Under Secretary of War; Lt Gen Doolittle, Lt Gen Spaatz, Lt Gen Lee, Lt Gen Kepner and a staff of general officers and colonels was conferred on us on the 19th, when these gentlemen made a tour of our installations. After 45 minutes in our shops and hangars the lavish compliments given after a barrage of questions was indeed gratifying.

The wind up the month's parade of dignitaries, on the 22nd came a staff of newsreel and photographers to film the christening of 'Stage Door Canteen'. On hand to break the bottle of Coca-Cola for this gala occasion was Prime Minister Churchill's daughter, Mary Churchill, stars of stage, screen and radio, Vivien Leigh, Alfren Lunt, Lawrence Olivier, and for the Army, Maj Gen Anderson. After the christening all proceeded to the control tower to witness a mission take off.

The next day the newsreel men returned to begin work on a film which would feature the work incident to end after a mission. The completion of work on a plane damaged on that day's raid and being prepared by the men of Hangar #1, for the next day's trip were filmed, with M/Sgt Baldwin and T/Sgt Eaton of our organisation starring as our contribution.

Seven men were sent during the month for Technical Training Schools, while 52 men participated in our own training program, of whom 22 were from other units, here on DS for training. Fourteen of the men here attached for training left to re-join their units. Three were transferred out and four in with Pvt Johnson being re-assigned from the General Hospital. Our morning report on the 30th shows 237 EM and eight attached and six officers assigned.

A plan was draw up early in the month for the formation of a Senior NCO Club to be composed of M/Sgts and S/Sgts here on the station. M/Sgt Baldwin was elected vice-president; M/Sgt Geiger secretary/treasurer; T/Sgt Moye as council member. The above members of the Sub-Depot together with the rest of the directors are at present arranging for the club, which is to feature their own bar, games room and mess hall.

The formation of a Station Band to be directed by 1st Sgt Metzger of the 448th with Majors Jolicouer and Goodrum as advisors was also started. The regular monthly dance for EM sponsored by the Red Cross was heavily attended, due to the cancellation of all passes, leaves and furloughs imposed in early April and lifted on the 28th.

In Supply, with the increased tempo of operations, requisitions really poured in, with 3,472 placed on us by units on the field with 2,938 or 85% filled at the time of asking. Of these, 293 were teletypes as AOG or IOR and 428 routines were placed on 2nd SAD. To fill these requisitions came 76 shipments from AAF sources and 17 from RAF sources, thru our own RAF Liaison Officer, F/Lt Riley.

Fifty one shipments were made to Station #547. Gas consumption was 867,772 Imperial gallons of 410 truck loads; 10,540 gallons of oil were used. Breathing oxygen consumption amounted to 491 cylinders, necessitating 17 trips to Barnum. Four trips were made to London for welding oxygen, acetylene and carbon dioxide. Some 127 work orders were placed on the Engineering Section for repair of unserviceable items with 79 of these being returned during the month for stock. Aircraft Records checked in 17 new ships.

T/Sgt Frink and S/Sgt George spent several days DS at Nuthampstead helping the supply boys at the new Sub-Depot there get started.

The hangar section of Engineering completed the month by dragging a battle damaged, brakeless B-17 from a 6ft deep ditch, 75 yards from the end of the runway when it eventually stopped after its 29th mission. Although declared Salvage by ASC inspectors, work is to begin during slack periods and it is hoped to have 42-39997 (533rd VP-R BIG MIKE) operational eventually. This in fact did take place, with numerous changes, including a F model wing on to a G model aircraft and 3,307 man hours later and re-named FRENCHY'S FOLLY after Crew Chief T/Sgt Charles Barbier who headed the project.

A resume of these activities showed 150 aircraft worked on during April, 104 for general maintenance, 40 for battle damage and six for modification, while 12 engines were also changed.

B-17, 42-97214, better known as 'CAROLINA QUEEN' came in without landing gear on the 8th. As no tools were on board to use in freeing the ball turret, Lt Col Conway Hall took off in an A-20 to attempt the dropping of tools, but due to the lightness of the A-20 he was unsuccessful, so he landed and transferred to a B-17 with more rope and sand for the bag. After 20 minutes the transfer was completed and 'Carolina Queen' headed out to sea to drop the turret. Four hours after a graceful turretless landing the plane was in the hangar. Work was begun on the 10th and it was turned over again to the group as operational on the 28th, with 1,764 man hours used.

Turning to work orders, 1,246 were served on the shop section during the month. To facilitate the repair of electrical accessories a test panel was made in the Electric Shop, the following being tested: 35 generators, Type P-1, Starters, thermocouple leads and magneto ground leads, 12 turret motors and 12 amplidynes overhauled, 125 electric suits, gloves and shoes repaired, 38 retracting motors, 10 electric hand drills, 12 generator relay switches and voltage regulators, four external energizer cables repaired, besides major electrical repairs on battle damaged aircraft, installation of wiring of electrical equipments in workshops.

In the battery section 522 batteries were recharged and 26 gallons of water distilled. The Accessory Shop overhauled and repaired 15 C-10 generators, 16 HRU 28 volt power plants, one energizer, 32 oil coolers were cleaned, flushed and repaired. Two steel rollers for a cement mixer and 17 cutters were annealed, with their new furnace.

Some 19 pieces of aircraft tubing were formed, eight control cables made, heating unit overhauled and a Jeep radiator repaired. This shop is manned by three men: Sgt Chester Hall being in charge. Their manifold duties consist of cleaning and repairing of all oil coolers and regulators, all kinds of power plants, splice, repair and swedge fittings on aircraft cables; place, bend and cut tubing for aircraft heat treatment and annealing of rivets and metal as well as heat and bend plexiglass for repairing nose sections.

The Parachute Shop repacked 886 'chutes, 250 modified, as were 50 helmets, put 28 pairs of wristlets on A-2 jackets, beside the repair of 12 mechanics' jackets, 84 pairs of shoes, gloves and suits, a Jeep top and 290 oxygen snap on helmets.

Besides normal work of repair, overhaul, cleaning and installation of instruments, the Instrument Shop boasts a typewriter repair service, which overhauled seven during the month, 143 instruments tested and repaired besides two Flux Gate compasses. A-C-1 test set, and several milli-ohm volt meters.

In the Propeller Shop 167 governors, 47 props and two prop feathering pumps and motors were cleaned and overhauled.

The 110 work orders in the Dope & Fabric Shop consisted of eight elevators, 15 ailerons and two rudders covered and doped, identification painting on 56 aircraft besides the normal painting of props, signs, status boards, helmets and cutting of stencils.

With the completion of the form for the straightening of gunsights in the Welding Shop, work proceeded faster; 24 were repaired with 53 bomb shackles modified, 22 helmets had ears enlarged besides a large quantity of general repair work for the whole station.

Bomb squadrons used 35 engines, and altogether 42 new engines were built up in the Engine Build-up Shop and 45 old engines pickled and returned the Depot.

Talking of boxes in compliance with Plan 'R' accounted for most of the Carpenter Shop time, where 134 were made in addition to spar fillers, benches, status boards, signs and boxes for Supply.

Besides the repair of battle damage on aircraft by the tin benders, four wing panels, five horizontal stabilisers, four wing tips, two ailerons, four flaps and one elevator were repaired and turned in for stock to Air Corps Supply.

All shops now have almost all of their equipment and personnel are able to operate at full efficiency.

An area and personnel inspection by Lt Col Reed, Ground Exec, on the 7th, was the beginning of a series of inspections.

The Volleyball and two Horseshoe courts in the squadron area were completed early in the month and practice was had by several teams prior to league play, which was formally started on the 24th. This was composed of nine teams, eight EM teams and one Officers team, each to play two games per week.

As a prelude to the season opening, a game between the officers and senior NCO dept heads was held on the 22nd, with the Leaves and Bars coming out on top 2-1, and an unmerciful ribbing for the five and six strippers by the rest of the organisation, and due threats of revenge by the Stripes.

The end of the month showed the following standings: Officers Won 4 Lost 1; Hut #9 4-2; Hut #3 3-2; Hut #7 3-2; Hut #4 2-1; Hut #6 3-3; Hut #5 1-4; Hut #8 1-4; Hut #2 0-2.

In addition to the squadron league a team has been in the Station League and is currently on top. Three softball teams have been entered in the Wildcat League and one in the Class A League. A baseball team, composed of last year's Station Champs, is also waiting their first game in the Station hard ball league.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

May 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

May 1944

Announcement of the repeated performance of winning the Sub-Depot Trophy for April started a program of trying to further the operating efficiency of the organisation. This was the highlight of the month's activities, the award being made on the 10th at the Sub-Depot COs meeting at Station #547.

The first phase of this program was a meeting of all Bomb Squadron engineering officers, crew and line chiefs, Group Engineering Officer, Station Tech Insp, Group Ordnance and Armament Officer, squadron technical supply men, Sub -Depot Supply Officers, chief supply clerk and warehouse foreman, Engineering Officer, inspector and hangar chiefs.

The meeting was presided over by Major Jolicouer, CO, and Capt Kurner, Group Engineering Officer. Problems regarding supply procedure and difficulties were explained and ironed out. Suggestions for better working arrangements were made and many questions answered.

A Commendation from the Station Commander, Col Leber, for outstanding performance in maintenance of aircraft and equipment and observance of fire and safety regulations was received thru the medium of the Daily Bulletin.

On the 14th a Station Review in which all men on the base participated was held to honor 27 crew chiefs who received awards for 25 consecutive missions with no aborts. Other presentations were made to airman Pfc Adams, of this unit, who was awarded the Purple Heart for wounds received in enemy action.

A picture of all personnel of the Sub-Depot was taken the same day, and it is hoped after approval from the Base Censor, to have one made for each man.

Lt Hall's promotion to Capt was heartily welcomed by all. Likewise, so were T/Sgts Grose (Machine Shop Foreman); Meineke (Hangar #1 Crew Chief); Leikam (Sheet Metal Foreman) all to M/Sgts. S/Sgts Moore (Carpenter Shop Foreman); Golf (asst Hangar Chief #2) to T/Sgts. Sgts Bushway, Duncan, Flathers, Harris and Witt to S/Sgts. Cpls Buckstool, Collins, Hand and Sapone to Sgts and Pfc's Chabot, Leaver, Pinckney and Shull to Cpl.

On the 8th the last of the men attached to this organisation for training departed, while on the 12th in came Pfc's Mittleman and Morgan; Pvt Trotter on the 12th and Pvt Himmelstein a week later. The only man out was Cpl Powell to 450th Sub-Depot. Seven men were assigned to the Alert Detachment which was formed on the 13th for base protection.

A beer party was held on the 18th in the squadron area, the beer furnished by the Officers Mess in appreciation for the work done by the organisation on the Club.

The training program continued as before with cross-training of all personnel. S/Sgt Flathers was the only man to attend an off-base school when he attended a course on superchargers. End of month figures show five officers, one warrant officer and 240 EM assigned.

With the real spring weather this month the men not on duty could be found sunning themselves, playing pitch and catch, or going to a nearby village for a swim, while the unit softball team ended the month with four wins and no defeats.

To facilitate the storage of waste oil, long a headache to the 448th, construction of a 3,000 gallon cement storage pit was begun.

Supply section had a heavy month keeping up to level for the 20 missions during May. Work orders were 173, of which 133 were completed and the servicable property returned to stock. Shipping and receiving handled 133 shipments of which 91 were from Station #547 via truck, 30 via Air Freight and 12 from British sources. In return 80 loads were sent from this station. These figures do not include 19 trips to Barnum for the purpose of filling 544 oxygen cylinders. The Petrol Depot received 1,196,000 British gallons unloaded from 598 trucks, with 1,216,400 gallons issued to the Group.

Over the counter 3,980 separate requisitions were made for property of which 3,334 were immediately filled, or 83%. The existence of critical items necessitated the sending of 393 teletypes for property while routines amounted to 395.

The Aircraft Record Section was exceptionally busy checking in 23 new replacement aircraft. At the same time records had to be consolidated for 12 ships MIA, seven transferred and one salvaged.

Engineering Sections were also very busy. Heavy damage over the last period of the month resulted in the cancellation of all passes and a twelve hour shift for everyone, two per day being installed. A total of 155 ships were worked on of which 85 required over a day's work. The many wing changes were expedited by the simplicity of Taper Pin Removal made easy by S/Sgt Barbier's hydraulically operated pin remover. Some 15 wings and three stabilisers were changed; 67 engines were set up by the Engine Build up shop.

Work orders totalled 1,745, requiring 20,930 man hours to complete, by all depts.

A wall through the centre of Dope & Fabric Shop completed their renovation. The south side of the shop, equipped with four 12" fans and vapour proof lamps will be used for doping and spraying while the other side will be used for sewing and repairing, with 135 works orders turned in for May. Four ailerons and two elevators were in the shop for major repairs.

Battle damage repair on ships in the field amounted to 13 rudders, 21 ailerons and 31 elevators. Division and group markings were painted on 21 ships, along with 21 props. The rest of the work consisted of painting 26 signs, four status boards, 13 helmets, one bulletin board, and six miscellaneous objects. One wing panel was painted and the group markings and insignia were put on. Some 300 licence plates were painted and numbered. Two heater ducts were repaired and forty stencils cut.

The sewing consisted of manufacturing 20 sand bags, 300 white arm bands and two prop stand covers, and 20 drawings were turned out.

Gadgets, modifications, inventions, and 'What have you' seemed to emanate from all depts. S/Sgt Chester Hall's Cable Repair Fitting headed the list. His shop also set up a system for cleaning oil tanks and is in the process of making one for cleaning and flushing Glycol Boilers and an addition to the ovens to allow them to form waist windows for G-planes; 12 HRU power plants were overhauled; 12 cables (3/4") and hooks spliced on for use on Cletracs; 54 oil coolers were cleaned and flushed as well as numerous repairs and forming of tubing.

The arrival of two 12" lathes for the Machine Shop greatly increased the work capacity; 421 batteries were charged by the Battery Shop, while the Electric Shop had an overflow of starters, generators and thermocouple leads due to the large number of engine changes.

The Instrument Shop had 80 Work Orders. A modification of the Turbo Regulator Test Stand enabled them to test the out-put of amplifier tubes; five oxygen mask leak testers were changed from constant flow to demand. In the Prop Shop 152 governors and 24 props were the main item of the section.

Some 197 Work Orders were dealt with by the Welding Shop consisting mainly of 42 helmet modifications and 102 gunsights were repaired; work on 20 ships consisted of repairs to pressure lines, air scoops, blast tubes, air intake lines and cutting of armor plate.

1,080 chutes were repacked in the Parachute Shop and 60 helmet modifications made in addition to the usual harness and repair work.

S/Sgt Barbier was appt Assistant Inspector to M/Sgt Baldwin, Lt McGhehey was placed in charge of the hangars, Armament Shop, Sheet Metal Shop and Motor Pool.

Longer days made it possible to work longer hours on more planes and get them operational faster.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

June 1944

HEADQUARTERS - 448th SUB DEPOT
WAR DIARY

June 1944

Promotions during the month were S/Sgts Worthen, Barbier and Hall to T/Sgts; Sgts Labriola, LeBlanc and Palaczewski to S/Sgt; Cpls Pisciotta, Trumbo, West, Wilson, Parra, Ammerman, Vissey, Petty, Carpenter, Hastings, Bitchko, Turner and Gentz to Sgt; Pfc's Hovard and Pietrzyk to Cpl.

On the 5th Supply Section received a Commendation for outstanding achievement, while 65 EM were awarded the Good Conduct Medal on the 10th. Pfc Hodgetts joined the unit the following day and on the 27th Cpl Kobza returned from Technical Training School.

Orientation classes were held during the month and the speakers and their subjects were as follows:- Major Jolicouer - Progress in the Air War; Major Miller - Post War Problems; Capt Hall - British-American Relations.

Requests for items over the counter were 3,617 were immediately issued, or 87%. Of the remainder 486 were not in stock and 421 were sent teletype, priority due to existing critical items. In addition, routine stock replenishment totalled 320.

Due to the above requisitions 86 truck loads of property were received from Station #547, 12 from the British and 42 via Air Freight. Some 73 truck loads of repairable and serviceable property was dispatched from this station to #547. The supplying of oxygen to the ships required 21 trips to Barnum for the refilling of 591 cylinders.

The petrol installation unloaded 637 truck loads of 100 octane gas totalling 1,274,000 gallons. During the same period 1,218,520 gallons were issued to the squadrons. During the month we supplied other stations with 31 separate items which went out under AOG and IOR priority.

In combat operations inability to anticipate demands for certain parts required due to battle damage, maximum operating demand on equipment, peculiarities to specific operating conditions and limitations of assembly repair by lack of component parts, creates a shortage of items needed to make aircraft operational. This shortage finds sympathy only in the third and fourth echelon ranks, as neither the mechanics nor the Operations Officer recognises 'Not in Stock', as a reason for keeping a plane grounded.

In the attempt to keep this critical list as small as possible, many strange and ingenious methods have been perpetrated by Supply and Engineering. Many stories could be told of the search for insignificant or vital parts, of the pages and pages of Technical Orders that have been thumbed and scrutinised and interpreted to suit our needs, of the search for many modified items needed in which there was no information whatsoever available. All the hours of toil, all the unrelenting perseverances, all the facilities at our disposal have been expended in an attempt to battle that scourge of AAF Supply the 'NOT IN STOCK' stamp.

Through co-operative liaison between Maintenance Shops and Supply, many of these critical items have been kept in a minimum and in many instances alleviated.

A good example, over and above the constant flow of aluminum tubing made into assemblies, plexiglass panels and many other critical items locally solved, is expressed in these few instances: latest action from SQUK was that lead, thermocouple, 4' 5" was unavailable from AAF and RAF sources. The need was urgent. Over and above normal requirements by the Bomb Squadrons one Lead for each engine that was set up by Engine Build-Up was required and none were forthcoming. The situation was one that definitely immediate solution.

Although contrary to Technical Orders and Maintenance Instructions ingenuity of Electric and Instrument Shops established the fact that the needed item could be cut from 33' lengths. Some of these locally manufactured items were put to the test and found to be thoroughly reliable. Supply then put through a call to Depot and soon a sufficient quantity of the 33' lengths were on the way. Immediately upon arrival, they were routed to the Electric Shop together with a request for most expedient action on the making of 4'5" Leads. Upon completion they were given to the Instrument Shop for resistance test and check. Thus another of the critical items was restored to the ranks of normal supply.

With increased and extensive operations in the Division, there appeared on the critical list the Heater Assembly, Glycol System. These heaters, once in good supply, had to be periodically removed and cleaned of the carbon deposits which blocked the circulation glycol. Increased hours of operation quickly eliminated the supply on hand and requests for more assemblies brought forth the information that they were in extremely short supply with no hope of relief in the near future.

To combat crews operating in the terrific, killing cold of the stratosphere, where heat was life, this shortage threatened the very success of the missions. Acting promptly, the SDSO stopped the shipping out of repairable assemblies to the Depot. A consultation with the Coolant and Cable Shop brought forth the knowledge of the type of tools needed for the job.

In the Machine Shop, a bolt was machined to the exact size needed to pull the core from the heater. A cleaning rod from an Armorer's Kit was fitted to the electric hand drill, a steel brush attached to the rod cleaned the interior of the core thoroughly while a rotary cleaned the exterior. A larger steel brush fitted to the electric hand drill was used to clean the interior of the heater after which the entire assembly is slushed and cleaned with gasoline. Re-assembled and checked, the heater is once more ready for use and becomes once more just like another items to be issued.

Although the Governor Assembly, Propellor, is small, its size is in direct ratio to its importance, without it, the engine and prop become inert hulks of metal. Subject to severe vibration, constant high pressure, and all the factors induced by the long, high altitude flights, failures of this assembly soon outdistanced the supply and another critical item was born. Routing of all repairable governors to the Prop Shop by Supply brought forth the common cause of the breakdowns: failure of the dump valve. Experienced prop specialists soon placed the Governor Assemblies in a service able condition and as a guard against future failures, instituted a '100 Hour Check'. Regardless of condition all Governor Assemblies in use are given a complete overhaul, inspected, adjusted and checked every 100 hours. As a result, the inclusion of prop governors on the critical list has little meaning to Supply, who have never really suffered from a shortage of this item.

This routine could be repeated again and again on many items, but to Engineering and Supply, it was just another necessary push to the punch that is, day by day, unglamorously being delivered by the men of VIII AFSC.

For nearly two years, the slightest possibility of an Armament Shop seemed highly improbable. However on the 16th of last month the Engineering Officer gave permission to put up a shop in Hangar #2. He allotted a space 21' x 12' plus all the bomb boxes needed to build it. Two weeks later, the shop was completed, neat, if not elegant, but 'Open for business'.

A week later came the first job as an armament of the Sub-Depot, "Swinging" an outboard rack to all the Sheet Metal Shop to make necessary repairs to a damaged compression strut. Since that date, armament work has been spasmodic. We have taken care of our own armament work and have been loaned out to help other Squadrons when they were short handed.

A stipulation was made when permission for the shop was granted that when armament work was slack we would work with the Flight Section of Hangar #2 doing, or rather learning, airplane mechanical work. When there are wings to be dropped or stress plates to be removed, we do the work. In this manner we are becoming armament workers and airplane mechanics.

The biggest job to date was getting 'BIG MIKE' (997) into shape again as far as gunnery and bombardment was concerned. It took 96 man hours to get the job completed. Being the youngest shop in the outfit, our contributions are few; however our modifications of the B-17 shackle has speeded up many a bomb loading.

A summary of aircraft work totalled 219 for which work was completed; 130 for maintenance; 74 for battle damage; 15 for modification; 86 were worked on for eight hours or more; 21 wing changes; seven stabilisers; 1,664 work orders were received; 21,388 man hours expended on aircraft and parts; 5,590 items received for repair; 72 Engines built up and 73 aircraft returned to status in accordance to Daily 110 Report.

When the Instrument Shop first became operational overseas, it was working out of a Trailer Shop, but as the volume of work increased it was found necessary to have more space in which to work. The trailer was dismantled and moved all the work

benches and equipment into a shop about 36' x 18'. We have set up all the equipment to duplicate as nearly as possible the layout of the Trailer itself in regards to handiness and ease of operation.

Once completed the extra space made it possible to make and install new equipment, the first a mock-up of the remote reading compass, which is at present used in the Navigation Lounge to instruct new navigators in its use and operation. Then followed a Gyro Stabilized Flux-gate Compass, a pitch-and-yaw stand for the directional gyro while the latest is a test stand for the Electronic Supercharger Regulator.

Several other jobs are done in the Instrument Shop, which includes all oxygen work on ships turned over to this unit. Two men do an extensive and successful watch repairing service, around 50% are turned back as serviceable items, despite no parts of any kind in stock. Also typewriter repairs are handled in the Shop, and so far have had no failures.

Work Order for June were 130; man hours around 235; 35 Electronic Turbo Regulator Amplifiers were made in servicable condition; modified 12 (E-9) Tachometer Generators; swung a periodic compass on a RAF Spitfire (transit ship) checked the air speed indicator on RAF Oxford (transit ship).

In the Parachute Shop 1,041 'chutes were repacked, 210 modified, 182 winter flying helmets fitted with snaps for oxygen masks, 216 insignia sewn on flying clothes, repaired 170 electric heated suits, 60 summer flying suits, 10 tarpaulins and 15 Jeep tops; made 11 tarps and Jeep tops and sewed straps on 130 steel flak helmets.

The Propeller Shop was kept busy receiving 20 props for repair, 218 governors which were cleaned and overhauled; three prop feathering motors and pumps. The Electric Shop's longest job was the completion of the wiring on the inner wing change for BIG MIKE (997). This was the most outstanding performance, because of the fact that an 'F' wing was put on a 'G' Model fuselage, this meant the complete installation of the electronic superchargers from #1 and #2 engines.

A vast array of generators, starters leads, governors etc. were cleaned, tested and repaired where necessary.

Paint Shop: About 181 work orders were turned in with one rudder, three ailerons and two elevators brought to the shop for major battle damage. Such damage repaired on the field amounted to 19 rudders, 42 ailerons and 78 elevators.

Division and Group markings were painted on 20 ships along with 21 props. The rest of the work consisted of 53 signs, one status board, 19 helmets and three boxes; 265 stencils were cut, two heated ducts repaired, call letters and serial numbers painted on six ships, the upholstery repaired on one ship and five drawings made and the office at Hangar #1 was painted.

The Welding Shop completed 335 Work Orders which included modification of 135 helmets and 25 exhaust stacks; 22 gun sights were repaired, 30 blast tubes, 20 air scoops and 11 fire walls. Some 125 orders were completed elsewhere in this unit, the balance being inter-departmental.

Two men have spent two weeks each working with the Flight Section and one salvaged aircraft was cut up.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

July 1944

HEADQUARTERS - 448th SUB DEPOT
WAR DIARY

July 1944

Saw the arrival of two new officers, 2nd Lt Julian H. Weiss, SC, who as assigned as Adjutant, and perform the duties of Historical Officer. The other, Capt George R. Besore, AC, who was assigned Assistant Supply Officer.

On the 6th the Sub-Depot held a squadron party at the Station Theater, when music for dancing was provided by 'The Rockets', an orchestra comprised of enlisted personnel from this station. The general consensus of opinion was that a thoroughly enjoyable evening was had by all. The outstanding item of refreshment was Chocolate Ice Cream which was relished by both the men and their English guests.

A number of men in this organisation were promoted during the month: Sgts Stevens, Eckman and Tulenko to S/Sgt; Cpls Hancock, Hutsch, Britton, Fisher and Balsky to Sgt; Pfc's Walters, Hope, Ranney and Helminiak to Cpl; Pvt Rivers to Pfc, while Pfc Lalor was reduced to Pvt.

2nd Lt McGhehey received his Silver Star and had widespread assistance in wetting his new insignia of rank.

On the last day a letter of commendation was sent by Col Leber, Station CO, to the Bombsight Maintenance section, which includes four men from this unit; T/Sgt Norman Kramer, S/Sgt Edward Geer, Sgt George Burden and Cpl Dale Hawkins.

During the month Sgt Hitt was transferred to the Detachment of Patients, 1st General Hospital, for evacuation back to the States. His subsequent correspondence with members of this unit reveals he is now in Lawson General Hospital, Atlanta, Ga. Pvt Feurt was transferred on the 20th to 2 SAD, Sgt Ammerman attended the Cletrac maintenance School where he successfully completed the course.

Training Program continued throughout the month with cross-training of all personnel.

Some 250 took part in a total of 460 man hours of athletics, with horseshoe pitching and softball the two outstanding sports in which the men participated.

End of the month figures show seven officers, one Warrant Officer and 239 EM assigned to this unit.

During the month Supply received 4,291 requests for property over the counter of which 3,885 were immediately filled, 406 not in stock, or 90% filled. This is the lowest percentage of NIS since this depot has been in operation.

Gasoline received from the Petroleum Board was 1,300,000 Imperial gallons, with 1,361,280 issued to the tactical units. Oil received was 19,200 gallons and 19,480 issued.

Requisitions during this period totalled 774 of which 456 were Teletypes, and 318 routing stock replenishment. A total of 98 truck loads of property came from Station #547, 11 loads from British sources and 75 shipments via Air Freight; 75 of the returning trucks to #547 were loaded with repairable or excess serviceable property. A run was made to Barnum for breathing oxygen every day and 635 cylinders were refilled.

Aircraft record section received one replacement, expended four as MIA, one salvaged and two were transferred; 119 were repaired for maintenance, 28 with battle damage, 53 for modification, with 76 worked on for eight hours or more, 11 wings changed with outstanding work on #42-31067 by the electrical section.

Some 350 batteries were recharged and 90 filled with electrolyte and charged by the Battery Shop; 25 gallons of water were distilled.

The Propellor Shop received 15 props and 188 governors were cleaned, repaired, tested and overhauled as well as four feathering pump and motors.

The Instrument Shop received 185 work orders, with man hours totalling 360 hours. The instruments on a L-4B Cub were checked and the compass swung; 71 amplifiers electronic Turbo-magnet regulators were serviced and checked as were 21 E-9A tachometer generators out of 23 received; seven gyro flux gate compass systems were checked and returned to operational status. A synchronised range finder on speed graphic Camera for pilots and returned serviceable, as were nine gyro flux gate amplifiers; modified were five ships per TMI 11-45C-5 oxygen top turret; repaired oxygen battle damage on four ships; three typewriters; 21 GI watches; test and repaired 70 instruments sent from Sub-Depot Suply; and tested 30 gyro instruments - horizontal indicator and directional finder.

Over at the Sheet Metal Shop 17 battle damaged ships were repaired; 38 were modified, armor plate and wing tips; eight outboard wing panels; one such panel modified for Tokyo tanks; five horizontal stabilisers repaired; one vertical fin repaired; five wing tips; nine ailerons; six elevators; 10 wing flaps; five rudders; two wings on an L-4B; and 14 miscellaneous items manufactured or repaired. Eight hours have been devoted to classes for the ship personnel on stress of certain parts of a B-17.

The Parachute Shop repacked 1,014 'chutes; modified 466; repaired 12 Jeep tops; made two truck tarpaulins; modified 230 life-preservers; 28 flare kits; sewed 332 insignia on flying clothes; repaired 15 summer flying suits; sewed straps on 56 steel helmets; made two waist gun covers; sewed waistlets on six A-2 jackets; made four gun rack covers; repaired 52 fatigue suits; 12 mechanics' jackets and fitted snaps on 11 flying helmets for oxygen masks.

Some 291 work orders were received by the Welding Shop, which included modification on all camera wall door rods for seven ships; 73 helmets and four exhaust stacks; 25 gun sights amd 16 air scoops; one fuselage and four inboard wings were cut to be shipped away.

The balance of the work orders were for the different shops and units on the base. Among these were jobs such as repairing hot water boilers; making tables for the officers mess; fence and posts for tennis court and the manufacture of a light stand for the signal tower. Also repaired was the Coca-Cola machine in the Aero Club, ice cream machine and ventilators in the airman's mess, as well as two gun mounts for the gunnery school.

Turned in to the Dope and Fabric Shop were 83 work orders which included the Paint Shop. There were two rudders, 12 ailerons, four elevators in for major repair; 19 elevators, 11 ailerons and 11 rudders repaired on the ships.

Division and Group identification markings were painted on for ships; also serial numbers and call letter on one ship, while six props were painted during the month. An L-4 fuselage was completely recovered, repaired and re-doped the wings and control surfaces, and manufactured certain interior parts. The rest of the work consisted of painting of eight signs, two status boards, six helmets, eight tables, two ice boxes, made 300 licence plates, six drawings, six arm bands, repairing one heater duct, one air scoop and the cutting of 34 stencils.

The Accessory Shop cleaned 39 glycol heaters, repaired 27 pieces of aircraft tubing, 25 oil coolers were soldered and cleaned, eight oil tanks flushed and made serviceable, 11 plexiglass windows were worked on, ten HRD power plants repaired, two motors overhauled, 30 life raft cables were made, four aircraft control cables were made to replace damaged ones, four drip pans were soldered for the Sheet Metal Shop as well as the lining of two ice boxes.

Two improvements to the section included the shop being painted and a form for shaping plexiglass waist gun windows was made by the Carpenters Shop.

The Electric Shop repaired, cleaned and modified or tested 73 generators, 60 starters, 50 retracting motors, 25 voltage regulators, seven electric hand drills, three generator relays, five put-put cables reconditioned, seven put-puts repaired, five

rheostats, five various types of motors repaired, eight amplidyne cleaned, two gun heaters repaired, three cannon plugs, 50 thermocouple leads made, 29 magneto leads cleaned, eight man hours on various outside wiring jobs and 130 man hours on aircraft repairs.

The outstanding performance of the month was the installation of an electronic supercharger on ship #42-31067.

Over at the Machine Shop three ream jobs were performed on one wing and two stabilisers, three sets of leading edge pins modified, five sets of taper pins rethreaded, four adjusting screws made for an L-4, six stud and a landing gear shaft removed, one fuel tanking fitting manufactured, as were 22 studs for exhaust stacks, four waist windows cut out, four sets of tachometers screws drilled as per T.O.

Then came a shim for a control wheel, 18 shafts made for door latches, seven bomb hoists modified, 175 bolts cut down and rethreaded, an adaptor made for hydraulic pin puller, two spark plugs rethreaded, 15 armature commutators turned own, 14 generator shafts modified, eight spar fillers made, one tow bar collar, six steel pins, 100 parachute clips, one wrench made for G.E. clutch, four bushings, 140 pins for modifying camera doors, six air chucks for landing gears, one glycol puller, spark arrestor fixed for power plant, adjustable engine sling, 200 ball cable fittings, two pneumatic bucking bars, 150 gun stop plates as per T.O. for gun sighting tool, 13 port sights, one tightening rod for drum and spindle for 24 volt motor.

Assorted other tasks included clamps for tennis court, two grass cutters, four brass couplings for ice cream freezer, rheostat mounting for Dental Clinic, water pump bearing surface turned for British Army, 840 clips for A-12 oxygen made, 40 safety nuts and washers for Dinghies, eight A-bolts, one flaring tool, one adjustable arm for generator, five E-11 hangars, 30 inverter plates and finally a steel tape repaired.

R.D.Jolicouer,
Major, Air Corps,
Commanding

August 1944

HEADQUARTERS - 448th SUB DEPOT

WAR DIARY

August 1944

The triumphant advances of the Allied Armies this month had its reflections in some small ways in this organisation. One of the men, M/Sgt Kenneth C. Baldwin received the Bronze Star for exceptionally meritorious service. This unit went over the top in the Eighth Air Force 'Victory Squadron War Bond Drive' to the tune of \$9,600, 120% of its quota. The squadron prize of a keg of beer to the barracks having the largest per capita subscriptions was won by Barracks #8, populated principally by personnel of the Supply section. The prize will be consumed some time during the coming month.

This outfit was organized by par 1, Gen Ord #15, HQ, AFSC, dated 26 August 1944, with a new table of distribution and a new set of allowances.

There was one new arrival, Cpl Peter Fels, assigned to the Electrical Shop. Three men left: T/Sgt Francis W.Moye was transferred to Detachment of Patients, #4174, US Army Hospital Plant, APO 121; S/Sgt Louis S.Donnell and Cpl Zigmund Rokoszewski, were transferred to the 17th RCD, for the evacuation back to the States under the new rotation plan.

Promotions for the month included: Sgts Campbell, Gerlach and Samuelson to S/Sgt; Cpls Mercil, Smith H.W., Thurlo, Silva to Sgt; Pfc Kamin and Lynch to Cpl; Pvts Goldstein, Messinger and Willette to Pvt 1C.

Pvts 1C; Walker, Gilman, Kroninga, Rodenbough and S/Sgt Gardner and Sgt Cross, were all reduced to Pvt. the last four by judgement of a Summary Court Martial. There were six such cases this month, the first, since the unit's activation.

The month also gave rise to some seven cases of delinquency punished under AW #104. These cases are probably attributable to a certain restiveness caused by a long stay of this unit at the same station and the same location, and also to the high emotional tension and expectancy caused by continued news during the month of new allied success on a hitherto unprecedented scale.

Even though the month represented a large total of working hours time was still found for recreation between duty and rest, when 270 men participated in 523 man hours of recreational activity. The station softball league came to a close this month with the 448th taking the championship for the second consecutive year. So abundant was the material for a softball team at pre-season try outs, that two teams were formed. One team called 'The 448th' and the other 'Not In Stocks', who finished second in the table and led by Sgt Ben Vigoda.

The winning line up was: S/Sgt Eugene Hoffman, catcher and manager; Sgt Frank Danci, first base; Sgt John Harrington, second base; T/Sgt Bob Fleming, shortstop; Sgt Ralph Rossi, left field; Sgt Mario Venegoni, right field; Sgt E.K.Ashton, center field; S/Sgt Cliff Flathers, short center fielder; S/Sgt John Tulenko, pitcher and Pfc Alex Ostach as a utility man, through a season of only one defeat.

Eager for competition at the end of the season, the Champs challenged a team of ten made up from the Sub-Depot to a baseball match. A pick up team was soon formed and it was decided that the victors would drink a keg of 'Mild and Bitters' at the expense of the losers. The softball champs proved their versatility by winning the baseball 5-3. No salutes were required from the five men who passed Lt Larry McGhehey, second sacker on the pick up squad.

Two other members of the 448th, Cpl Bob Tank and Pvt Lester Horton entered the 8th Air Force swimming championships in London and teamed together for third place in the 100 yard relay. Meanwhile Pfc Donald L.Luke, a new and promising member of the 448th, paired of with a member of the 381st BG to play 69 games of fast tennis in the 1st Bomb Division tournament and returned to base as 1st Division champs.

To the Supply boys it was a month marked by the loss of two its members. Sgt Edsel Hitt was the first loss and not a pleasant one at that. Sgt Hitt returned to the States where soon after his arrival he lost his left leg through amputation. He wrote his ex-buddies explaining the operation in his own words. S/Sgt Louis Donnell was the second man to leave, though not a break for his fellow workers, fulfilled a yearning common to all of us. For his long and honorable service he has returned to the good old USA.

A good many man hours were spent in shipping excess stock of the Sub-Depot Supply back to the depot this month. Release of this excess has been an inspiration to every man for it marks the beginning of the end.

Requisitions totalled 4,390, of which 4,111 were immediately filled or 94% with 279 NIS. Routine stock replenishment requisitions totalled 416, and due to the existence of critical items, 441 teletypes were sent requesting items AOG, IOR, and URR priority.

Some 89 truck loads of equipment and supplies were received from AAF Station #547, 10 from British sources and 69 shipments arrived via Air Freight. Loaded trucks returned to #547 amounted to 69, and runs to Barnum for breathing oxygen required 30 trips to fill a total of 694 cylinders.

Receipts of gasoline were 1,303,332 Imperial gallons of which 1,257,065 were consumed. Received were 19,200 gallons of oil and issued were 22,310 gallons.

Aircraft records section checked in seven new ships, dropped four as MIA and one salvaged.

In the Engineering Dept, a month of unusually high production resulted in the following records: Total of aircraft repaired were 126 - maintenance; 79 - battle damage; 14 - modification; 111 - worked on for more than eight hours. Outstanding work during the month included replacement of a five foot section of the front inboard wing spar on ship #553.

A total of 288 batteries were recharged and 47 were filled with electrolyte and charged by the Battery Shop, while 25 gallons of distilled water were prepared and used. Over at the Propeller Shop, 13 props and 197 governors were received for repair, as were two prop dome shells while three prop blades were field dressed.

Some 140 work orders were received by the Instrument Shop with man hours totalling 214. Among the 259 units received, repaired, checked and tested were: 78 Turbo-Reg units; 20 Gyro Flux-Gate Compass systems; 19 gyro instruments; two GI watches; four typewriters; made a yearly inspection on G-1 Instrument Test Set; repaired 29 instruments and miscellaneous items. Of the 259 units 218 were returned as serviceable and 41 returned repairable.

The Sheet Metal Shop repaired two outboard wing panels; four wing flaps; two wing tips; three ailerons; three elevators; two horizontal stabilisers; six miscellaneous items made or repaired; while 23 wings and three stabilisers were changed during the month.

Turning to the Parachute Shop 1,029 'chutes were repacked, 316 modified as were 558 life preservers; 56 electric heated suits were repaired; sewed 299 insignia on flying clothing; repaired 12 flying summer suits; made 16 curtains for Special Service; made nine aprons for the Consolidated Mess; eight canvas covers for Ordnance; tarpaulin for base Motor Pool; four canvas covers for 532nd Bomb Squadron; modified 1,050 escape kits; 18 flare kits; repaired eight Jeep tops and sewed straps on 24 steel helmets.

The Welding Shop completed 177 work orders, including modification for camera well door arms on six ships; exhaust stacks on four more, five air scoops and five gun sights on other aircraft. The balance of the work were miscellaneous jobs for different shops or organisations on the base.

About 110 works orders were turned to the Dope/Fabric and Paint Shops, including 19 rudders; 44 ailerons; 63 elevators in the shop for major repair work. Divisional and Group identification markings were painted on seven ships, as well as serial numbers and call letters on four more; 13 wing tips and 19 stabilisers were painted; eight props were touched up; 14 signs, six fire extinguishers, 300 licence plates; six lawn chairs, one status board and four duffle bags were painted. Four drawings and covers for all equipment were made and nine stencils cut. The fabric on a C-78 was all repaired, wings painted, insignia touched up and the ship decorated.

The Accessory Shop cleaned 117 Glycol Heaters, tested and flushed 43 Oil Temperature Regulator assemblies and sent eight more repairable to the Depot. Swedged 14 cables on battle damaged ships, made 17 cables as per instructions, painted nine HRU power plants; one energizer sent out repairable; made 36 lines oil, fuel, oxygen and hydraulic; flushed seven and checked eight tank assemblies, one oil tank assembly returned to Depot, 13 plexiglass windows were worked on; soldered ice-box for hospital, installed fittings for dental bowls, heat treated 100 wrenches, with a total of 587 man hours.

During the month the Electric Shop modified, repaired, cleaned and tested 74 generators, 65 starters, 17 retracting motors, 104 voltage regulators, 14 solenoids; two put-put cablers repaired and five put-puts repaired; 21 heated suits, 22 pairs gloves and 15 pairs shoes. 15 electric drills were repaired, 74 thermocouple leads were made, seven inverters tested, 14 outlets, 14 amplidynes and 13 turret motors; three miscellaneous motors with a total man hours for battle damage was 95, for miscellaneous jobs were 10 hours with 20 hours for outside wiring jobs.

The Machine Shop performed 11 rear jobs: five wings and six stabilisers, 15 studs on fittings removed, 56 pack screws drilled for safety, and myriad other drilling jobs. Some 12 plexiglass windows were cut, three bomb hoists modified, 120 leading edge pins modified, 200 taper pins made for our own use, 12 flare holders, 36 landing gear motor parts checked, 200 bolts rethreaded for 881st Chemical Co. and a wide variety of other items made, repaired, tested and checked plus the manufacture of 100 wrenches for ball turrets.

R.D.Jolicouer,
Major, Air Corps,
Commanding

September 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

September 1944

The principal social event was the Squadron Party on the 9th at the Station Theater. Music was furnished for the occasion by 'The Rockets' from this base. The party was a huge success, and the refreshments, featuring ice cream, made a particularly big hit with all the English guests. With the resumption of furloughs, beginning on the 1st, many of the men of this unit took the opportunity to build their morale on an individual basis.

On the 21st Capt George R. Besore who had been with us since July 23 was transferred to 12th RCD for return to the States where he expects to be placed on inactive status.

There were five cases of punishment under AW 104 during the month, but no court martials or cases of VD. This is a considerable improvement over the previous month and may be attributed to the resumption of furloughs.

Promotions included: T/Sgt Eaton to M/Sgt; S/Sgts Peloquin and Withey to T/Sgt; Sgts Atkinson, Allan, Gould and Taurone to S/Sgts; Cpls Pinckney, Walazek and Walsh to Sgt; Pfc Johnson, Luke, Schendler, Wilkins and Wilson H. to Cpl.

On the 16th Capt Hall and S/Sgt George went to school at 37 Upper Brook St, London for three days for an Orientation Course.

After a successful summer of sports and championships, the unit baseball team took second place in the Station Baseball League, thus keeping the squadron up in the championship bracket, but they lost 9-5 in the final to the 535th Bomb Squadron.

Plans were started for a Softball League and two unit teams will be entered, with play starting in October.

Requisitions totalled 3,924, of which 3,702 were filled immediately, or 94%. Stock level maintained through 422 routines and critical items procured by 391 teletypes. The unit received 97 truck loads from Station #547, ten from British sources, 16 from miscellaneous stations and 25 shipments via Air Freight. Repairable property and excess serviceable items were dispatched to #547 in 76 truck loads. Some 30 runs were made to Barnum to fill 601 oxygen cylinders.

Received were 1,134,000 Imperial gallons of petrol and 16,800 gallons of oil, equally issued to necessary units. Three new ships were checked in and three dropped off as MIA.

The number of aircraft worked on during the month: 132 - general maintenance; 67 - battle damage; 3 - modifications; while work orders received were 1,194 with 4,815 items received for repair.

There was one crash landing, B-17G #42-38159 of the 534th, GD-J COLONEL BUB, which was repaired in 15 days with a total of 894 man hours. Both #3 and #4 engine nacelles had to be rebuilt from the firewall thru to the wheel well in addition to replacing the right landing gear, the #3 and #4 engines, right inboard wing panels and tail; section. Elsewhere 20 other wings were changed and six stabilisers.

The Hydraulic Shop completed 119 work orders in 498 man hours: 58 regulator assemblies oil temperature were repaired, flushed and tested, 44 made serviceable and 14 sent to Depot as repairable; 15 oil tank assemblies; 15 glycol heater assemblies; swaged 15 cables; repaired 10 put-puts; made ten waist and tail gunners' windows; 39 pieces of tubing; heat treated 100 rivets and wrenches; the same to four jeweler's screwdrivers and made six lead gaskets.

In the Propellor Shop 18 props, 135 governors and two distributor valves were cleaned and overhauled as were the governors. The Instrument Shop was issued with 160 work orders which took 260 man hours to deal with, as 65% were returned in serviceable condition. Other items completed were 26 type E-9 and E-9A tachometer generators; 74 S/C control amplifiers and tested 96 of same; seven flux gate compass amplifiers; three turbo boost selectors; repaired battle damage on five aircrafts' oxygen and instrument lines; repaired flux gate compass mock-up in Navigation Lounge; tested four master compass indicators flux gate wing compass on C-78 and six GI navigator watches.

Over in the Machine Shop, six stabilisers and two wings were reamed; 32 tach screws modified and a door handle repaired; 75 leading edge pins modified; 93 man hours of various jobs on a C-78 along with a range of modifications to tools and miscellaneous items on top of lawn mower repairs, two beaters for the airmen's mess, a teletype machine; slide scale from plexiglass for Group Intelligence section; a variety of pins and studs as well as a tow bar.

Work performed in the Parachute Shop included 986 'chutes repacked and repaired; 175 modified; 377 insignia sewed on A-2 jackets; 58 heated clothing repaired; seven Jeep tops mended; 324 life vests modified along with two flare kits; made two wind socks, made pad for tail gunner's seat and a cover for a fiddle!

The Welding Shop completed 169 work orders, most being oxygen lines, blast tubes, air scoops, flak helmets and gun sights. Wrenches were also hardened and tempered to be put in aircraft for use in disposing of the ball turret in case of a crash landing. Two planes were cut up for salvage except the outboard wings and struts, two steel tables were made for the airmen's mess and steel trays for the Photo Lab. About 115 work orders covered three elevators and two ailerons for major repairs; 14 rudders, 38 ailerons and 60 elevators were repaired on the planes.

The Paint Shop was busy with Division and Group insignia painted on four planes, serial number and call letters on five others with squadron designation on another; five ships had wing tips and stabilisers painted red; six props were painted and four heater ducts repaired; two radomes were re-doped and the wings on the L-4 repaired. The rest of the work consisted of the painting of two status boards, two blackboards, one 'A' frame, two fire extinguishers, all OEL boxes made to date and stencilling of leather clothing with 39 other stencils cut during the month.

The Electric Shop completed with the following work, cleaned, repaired, checked and tested: 76 starter assemblies, type G-6; 96 generators, type P-1; 67 thermocouple leads made; 44 voltage regulators; 25 retracting motors; 18 solenoids; 17 hand drill motors; 11 rheostats, type Q-1A; two generator relays; three extension energiser cords; 10 amplidynes; 14 turret motors, two gun heaters; three invertors; 25 heated suits; 26 pairs heated gloves and 16 pairs heated shoes. 20 man hours spent on external wiring jobs; 30 on various repairs and 217 on aircraft repairs.

The Battery Shop recharged 20, 24 volt aircraft batteries, 27 were filled with electrolyte; 46 12 volt, four filled, others included ten 6 volt, 12 filled; 180 2 volt recharged and 25 gallons of distilled water made and used.

R.D.Jolicouer,
Major, Air Corps,
Commanding

October 1944

HEADQUARTERS - 448th SUB DEPOT

WAR DIARY

October 1944

There were no functions specifically for this unit during October, although there was a dance for EM of this field, on the 21st in the Yeldham hangar, in celebration of the recent 200th mission completed by the Bomb Group. A Hallowe'en dance was held on the 24th at the Red Cross Aero Club for all EM of this station.

On the 5th Sgt Michael G. Samaras was awarded the Soldiers Medal for heroism displayed near a bomber station in England on July 13.

1st Lt Curtis D. Neel, was assigned on the 16th from 2nd Mobile R & R Squadron, as adjutant being principle duty, as well as Sub-Depot Claims Officer, War Bond Off., Soldier Voting Off., Unit Censorship Off., and Intelligence Off.

Transferred out were: T/Sgt Piskor to 1402nd AAF Base Unit on the 14th; Pvt Walker to 21st Stastical Control Unit on 18th; 2nd Lt Julian H. Weiss to 2nd Strategic Air Depot on 21st and S./Sgt Edward C. Geer to Casual Pool, 70th Replacement Depot, prior to returning to the States. Promotions were Pfc Kopp and Ostash to Cpl.

Plans were started for a basketball team to compete in the Station League. Building of crating in accordance with the Re-Deployment plans continued with the program about 96% completed.

During the month Station #547 sent 96 truck loads of supplies of which 21 were returned loaded, miscellaneous trucks totalled ten and nine from British sources.

Gas received was 966,000 Imperial gallons while 968,630 was issued; oil in totalled 19,200 with 15,040 issued with 39 runs made to Barnum, to refill 585 oxygen cylinders.

Routine requisitions were forwarded to #547 for 1,059 items; teletypes were 347, and those over the counter came to 4,339 of which 4,076 were immediately filled, or 94%.

Aircraft worked on during the month: 167 - general maintenance; 35 - battle damage and five were modified. Wings changed were 14 with three stabilisers, with one ship salvaged, two outboard wings repaired and three stabilisers.

The most outstanding maintenance project for October was the repair of B-17G #42-97357 533rd VP-Z THE RAILROADER, which was damaged in a taxi accident on the 2nd, then damaged in attempting to take off on the 5th. Damage on the 2nd revealed the rudder beyond economical repair and had been pulled from its mounting on the vertical stabiliser damaging the hinge brackets. In addition the top half of the tail section from station 11 rearward was cut off. This damage was repaired in record time and the ship was returned to the squadron the following day.

On the mission on the 5th, on take off the pilot Lt Ed Stevens, was unable to get the aircraft airborne and it crashed at the end of the runway in a ditch. Upon going into the ditch the aircraft 'nosed over' damaging the chin turret and supporting members. When it landed on the tail, the wheel and axle were torn from their mounting. Also, when the tail landed it put a compressive load on the fuselage above that for which the ship was designed and 'broke it's back'.

In order to repair this ship it was necessary to replace the fuselage from Station 6A rearward. All four engines were pulled due to the fact the props had hit the ground. (However a picture of this crashed ship shows no prop damage or broken back - DRO) Wooden supports were built under the forward part of the fuselage and at the same time a cradle was built on a four wheel flat trailer, with which it was possible to simply pull the aircraft apart.

A new fuselage section was procured from the Strategic Air Depot, and was placed on the same cradle as the old section which was removed. The tail section was merely sitting on a sand bag which enabled the men to guide the fuselage into position as well as a support. After the fuselage was lined up a hydraulic bomb hoist was put under each side of the cradle for making very exacting alignment in raising or lowering the new section.

It should be noted that the new fuselage was stripped of both rudder and ball turret for this operation, as well as both stabilisers. The remainder of the work such as installing the ball turret, stabilisers and rudder, connecting lines and cables, and re-installing the engines and props was then completed. All the control surfaces that were installed had been removed from the old fuselage.

The work on this aircraft was completed in 29 days, a total of 1,442 man hours expended on the project. It must be remembered that all this work was done when the other smaller jobs and battle damage was not pressing.

The Dope and Fabric Shop turned in 107 work orders, including one rudder, three ailerons and ten elevators which needed major repairs. On the minor side field repairs were carried out to 35 elevators, 18 ailerons and eight rudders. Three new ships came in for marking, to fins, stabilisers and wing tips red, and cut out Triangle L's on right wing tips and vertical fin, also call letters and serial numbers.

Covers were made out of duck cloth for all equipment in the squadron; repairs were made to the door and windows of the L-4B, while paint jobs were touched up on the C-78 and fabric on the A-35 was repaired, with 17 props being painted. The rest of the work consisted of repairs to four heater fans, two radomes, makinmg five drawings and cutting five stencils; paint pulley blocks, a bulletin board, make a wind sock and stand, repair a Tokyo belt, one trailer for machine shop, ten boxes and make a case for a reamer, and finally paint 200 mission bomb for the Officers Club.

The Hydraulic Shop completed 107 work orders during the month, with flushing, repairs, checking and testing: five oil temperature regulator assemblies; 15 oil tank assemblies; 86 Glycol heater assemblies; 15 HRU power plants; made 18 pieces of tubing; swedged 11 cables; heat treated 65 wrenches; made 16 pieces of plexiglass, with a total of 231 pieces worked on covered by 462 man hours.

In the Propeller Shop 32 props and 173 governors were received for repair and overhauling, 24 props were duly processed and eight sent back to Depot.

The Instrument Shop received 163 work orders taking approx 328 man hours to complete the work, on 450 units, with 410 returned to a serviceable condition and 20 set to Depot for repair. Modified were 183 supercharger governors, 37 supercharger amplifiers checked, while repairs were made to 19 fluxgate compass units, plus 162 miscellaneous units which included gyro, pressure and electrical instruments for aircraft work.

Over at the Welding Shop 189 work orders were dealt with, mostly repairs, chiefly to exhaust stacks, air scoops, blast tubes and gun sights; two heaters were also made and a number of stoves for different shops.

The work performed in the Parachute Shop: 1,077 'chutes repacked and repaired; 194 modified; 218 insignia sewed on flying clothing; 91 helmets fitted with straps for oxygen masks; 46 life vests modified; four flare kits; two jackets and overalls; eight zippers sewn on, jeep top repaired; 18 covers for motors made including one for Jeep radio and waterproof cover for power plant trailer.

The Battery Shop recharged 63, 24 volt aircraft batteries; 26 filled with electrolyte; 87 12 volt recharged and 13 filled; 17 6 volt and filled, 133 2 volt and 25 gallons of distilled water made and used.

During the month the Electric Shop completed the following work of cleaning, testing, repairing and checking: 78 type P-1 generator assemblies; 75 type G-6 starter assemblies; 23 retracting motors; 53 voltage regulators; 135 solenoid assembly meshing; 29 amplidynes; seven turret motors; 10 miscellaneous motors; eight hand drills; three energisers; 11 gun heaters; two invertors; made five propellor governor leads and 60 thermocouple leads, all of which took 19 man hours on small jobs, 167 on aircraft battle damage repair and 35 on modifications.

The Machine Shop completed: 21 tachometers drilled for safetying; 70 bolts and taper pins rethreaded; two wings and six stabilisers reamed; 18 door handles repaired; seven waste gates drilled and a variety of bolts, pins and fittings drilled, turned and rethreaded.

Among other work jobs included: 16 weights cut in half for gunnery school; one jack pad made for A-35; six commutators turned down; jeep pan modified to fit air compressor; six pulley blocks for Sub-Depot; three switch boxes drilled for Air Ministry; phonograph repaired for Group Operations; one turnbuckle made for wrecking truck; valve for nose spray in Medical Dept; 200 bolts rethreaded for 881st Chemical Co.; signal stand for control tower; six knives sharpened for mess hall; three sprays for photo lab; a roller made for cementing, with 200 man hours on K-13 gunsight modification.

R.D.Jolicouer,
Major, Air Force,
Commanding

November 1944

HEADQUARTERS - 448th SUB DEPOT
WAR DIARY

November 1944

The granting of furloughs continued throughout the month with many men taking advantage to see the British Isles.

Capt Hall was appointed Information and Educational Officer, while discussion groups were held and a plan is being drafted for an educational program on this field.

Personnel movements out were: Pfc Woodason and Pvt Horton, to 2 SAD on the 13th; T/Sgt Brinson to 492nd BG on the 14th and Pvt Cross to 445th Sub-Depot on the 18th.

Cpl Hawkins was tried by summary court martial on the 25th for violation of the 61st A.W. and was reduced to the grade of Pvt and confined to the guard house for 21 days.

Each man in this unit was distributed a ballot to vote in the Presidential Election on November 7th, Lt Neel was appointed Voting Officer, vice Lt Weiss, relieved. All records to be maintained until December 45.

This organization was awarded the Stitt Trophy for proficiency for October, being a three time winner the cup now remains in permanent possession of this unit. On the 15th a presentation ceremony was held and Col Fuerst presented the trophy to Major Jolicouer on behalf of Col Stitt. After the ceremony Col Fuerst inspected Sub-Depot installations and activities.

During the month a party was held in the station theater and the music for dancing was furnished by the base orchestra, refreshments, including ice cream were served. On the sports front a basketball team has been organized and will soon be playing in the Station League.

In Sub-Depot Supply, a total of 3,667 items were requisitioned, of which 3,534 were immediately issued, or 96% completed. NIS totalled 133, while teletypes were 408. Gasoline issued was 853,996 gallons while 856,000 were received along with 13,200 gallons of oil.

Truck loads of supplies from Station #547 accounted for 96 of which 70 were returned to that station with repairable and surplus property. British sources required 13 loads and there were runs to Barnum to fill 564 oxygen cylinders.

Aircraft worked on over the month were: 100 - for maintenance; battle damage - 33; modified - 3. There were 12 wings changed, two stabilisers, 59 engines built up and 1,267 work orders received.

In the Electric Shop four turret motors were repaired, checked, cleaned and tested, as were: five prop governor cut-out switches; 79 generators; 66 starters; eight inverters; 38 voltage regulators; 12 relay switch generators; 12 rheostats, 14 retracting motors; four solenoids; 60 thermocouple leads modified as were wires and landing gear switches; five gun heaters; 14 heated suits F3 modified; seven F1 suits repaired; 11 casualty bags; 102 muffs tested; eight amplidynes and eight hand drills repaired.

The Accessory Shop repaired five control cables, three spliced on the line and two in the shop; 74 glycol heaters were serviced; 20 pieces of tubing to replace battle damaged items; 65 wrenches heat treated; 20 self sealing oil tanks repaired and cleaned; three C-1-B energizers; four HRU 28 power plant put-puts; two compressor engines; two heating units; 14 plexiglass windows for aircraft and Jeeps (these mostly made from old waist gun windows); Jeep radiator; two lamp brackets made, each of steel tubing and aircraft tubing while one lawn mower engine was repaired.

Inventions included, a glycol heater core remover made from two hydraulic jacks mounted on a steel base which proved very good, and a cable wrench for holding turnbuckles for adjusting cables on aircraft. Man hours totalled 300 on work orders and 100 keeping shop in condition and other jobs.

In the Battery Shop 26 new 24 volt batteries were filled with electrolyte; 69 24 volt were recharged as were 73 12 volt and 19 filled; 23 6 volt recharged and four filled; 138 2 volt and 25 gallons of distilled water made and consumed.

The Instrument Shop had 153 work orders taking 200 man hours. Five out of six flux gate compass amplifiers were returned serviceable, with other items being repaired, checked and tested: 16 flux gate transmitters; eight switch box assemblies from

gyro flux gate compasses; five motors for same; eight master indicators; five moli-volt ohmeter testers; 13 airspeed indicators; 18 flight indicators; 13 directional gyros; eight bank and turn indicators and six fuel quantity gauges.

Then came eight carburettor air temperature indicators; 16 fuel oil pressure indicators; two free air temperature indicators; calibrated two hydraulic pressure gauges; 45 electronic supercharger regulator amplifiers; 12 pressure induction systems, S/C control; six turbo governors, waste gate; four turbo boost selectors; 10 waste gate motors; 33 type E-9A tachometer generators; repaired B/O oxygen systems in eight aircraft in hangars and 11 navigation watches.

The Propellor Shop received 26 props, 108 governors, 12 prop feathering pumps and motors and three prop distribution valves for repair. 29 props overhauled, 108 governors while a cleaning stand was made with a pan big enough to catch oil and kerosene when using spray gun for cleaning.

In the Welding Shop 147 works orders were dealt with and completed, the majority being repairs in other units' workshops on the base, including barracks stoves.

The Parachute Shop packed 991 'chutes and modified 50; sewed 130 insignia on flying clothes; 85 helmets were fitted with snaps; 35 heated suits modified; 38 jackets repaired; 48 zippers fitted; five camera covers; 34 gun covers; 700 oxygen mask holders; 24 chin turret gun covers; two Jeep tops and one weapon gun carrier top.

It was a busy time in the Machine Shop with 127 bolts made and rethreaded for spar work; 14 studs removed from ships; 25 taper pins for wings and stabilisers rethreaded with six outboard wings being reamed. Numerous other items were manufactured or repaired, including: 24 glycol boiler studs; 102 tachometer screws; six plexiglass waist windows; three supercharger waste gates; 10 prop feathering motors modified; four maschiner gun covers slotted for quick removal; various stabilisers reamed; studs and other fittings made for different units on the base.

Then followed 200 bolts for the 881st Chemical Co., two wheels for crew stand; saw bench table repaired; seven commutators turned down; 35 bolts threaded for group turrets; sprocket holder made for landing gear of C-78; two gear shift knobs for Cletrac; one air chuck for 448th motor pool; holes drilled and tapped in plates for Air Ministry; 90 prop relief valves modified as TMI; three V-type pulleys made; four wheels for photo lab; three lamp brackets; 16 special washers for welding shop and a typewriter gear repaired.

R.D.Jolicouer,
Major, Air Corps,
Commanding

December 1944

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

December 1944

December marked the second Christmas spent in the European Theater of Operations for the majority of the squadron and some were spending their third Christmas here.

Due to the travel restrictions, only a few visited friends, most of the men spending Christmas Day on the base. Free beer was made available for all EM at the base and the first two graders were guests of the officers at an Open House held at the officers mess from 14.30 to 16.30hrs.

Much favorable comment was received in regard to the squadron Christmas display put together by Sgt George Grose. Another feature of the display was the furtherance of Anglo-American relations, as many English civilians visited the display, and were high in their praise. Also decorated were the day room and orderly room. Every effort was made to make Christmas away from home as enjoyable as possible.

A good share of the credit is due to the men of the squadron of the Hebrew faith, who worked at essential jobs on Christmas Monday, so the remaining members could have the day off. Prior to Christmas, a squadron party was held on the 17th, with music by the base orchestra, with food and beer being served.

Cpl Judson Nichols was cited by the Station CO on the 24-25th for outstanding work during an emergency. Among the personnel movements, Sgt Lee Rutledge was assigned on the 17th from 70th Replacement Depot; T/Sgt Kramer was placed on TD at AAF Station #538 for two days.

As from the 12th this organisation was relieved from assignment to VIII Air Force Service Command to 1st Bomb Division and further assigned to Station #167, - Ridgewell.

Promotions on the 1st: Pvts Gilman, Horton, Hillestein, Robertson, Morgan and Krominga to Pvt 1C; Pfc's Myers, Kosobucki and Mittleman to Cpls.

Lt McGhehey was appointed Ground Safety Officer on the 19th, in addition to his other duties, with Sgt Waldorf as NCO in charge. Immediately a ground safety program was initiated to eliminate accident hazards and to report and investigate all ground accidents.

Pvt Lalor was tried by Summary Court Martial on the 21st for violation of the 96th A.W. for failure to report to proper place at proper time, and found guilty and forfeited three days pay.

During the month when 20 men were reclassified to higher specification numbers, there were three marriages: Major Jolicouer, Sgt Carbrey and Pfc Gilman. To round off the month a Christmas party was held on the 23rd for neighboring English children, each being given a toy and food, candy and etc.

Total requisitions amounted to 4,075 of which 3,849 were immediately filled, or 94%. Routine stock replenishment items from 830 requests at the depot while orders for priority items were sent out on 326 teletypes. Incoming property came in 106 truck loads from various sources, 87 from Station #547; 17 from British sources and two from miscellaneous stations. Of this total 62 were returned to #547 with repairable and surplus items, while runs were made to Barnum to fill 589 breathing oxygen cylinders.

Fuel received was 976,000 Imperial gallons with 951,190 being issued, as were 17,850 gallons of oil with 16,800 gallons received.

Replacement aircraft were five new ships, one dropped as MIA with 64 assigned at the end of the month, work carried out: maintenance - 100; battle damage - 15; modification - 5.

There were eight wings changed but no stabilisers and 77 engines built up, while 1,238 work orders received.

There were three crash landings, all by the 534th Bomb Squadron: 44-6115 GD-Q ICE COL' KATY which was repaired in the course of 35 days taking 1,480 man hours, requiring inboard wing changed, the second the depot has undertaken. Then came 43-38158 GD-D SMASHING TIME which nosed over after running off the end of the runway, and it was necessary to

rebuild the nose section. It took 14 days and 413 man hours. Also crash landed, on the 31st, was 42-97076 GD-K DEE MARIE and as yet no repairs started.

A new shop was added during the month, the Fuel Cell Repair Shop, with S/Sgt Atkinson as shop foreman. This was put in one of the wings of the Air Corps Supply building, the foreman assisted by Sgt Hand and Cpl Buscher. Ever since the shop opened for business they have had their hands full of work.

Something new was started in the inspection line in December. As work and operations permit aircraft are turned over to the Sub-Depot for what might be called a depot inspection. The complete aircraft is given a thorough going over from nose to rudder. All temporary repairs are made permanent, new fuel and oil hoses installed, all landing gear tolerances are checked and necessary worn parts replaced. The first aircraft to undergo inspection was 42-40017 53th MS-W ME & MY GAL in hangar #2. The inspection took place over a course of 16 days as work permitted and 1,066 man hours were expended on the job. In future more aircraft will undergo inspection as work permits.

In the Electric Shop a wide range of work was carried out including, cleaning, overhauling, checking and testing: 96 generators; 19 retracting motors; nine turret motors; 25 amplidyne; three energizers; six extension cords; seven relays, Gen-current; 15 solenoids; eight rheostats O-1A; nine inverters; 20 gun heaters; eight propellor feathering motors; 37 F-3 heated suits and four electric hand drills.

Outside wiring jobs accounted for 39 man hours, while 212 were spent on aircraft repairs and maintenance, 18 on transient aircraft, while the outstanding job during the month was the inner wing change on 44-6115 534th GD-Q ICE COL' KATY.

The Accessory Shop made up 43 pieces of tubing; 18 gasoline engines were repaired; as were HRU 28 power plants; C-1-B power plants; D-1 ground heaters and compressor engines. Some 22 oil tanks were repaired, flushed, cleaned; 21 cables; three plexiglass windows made; 29 glycol heaters were made serviceable and wrenches heat treated for the welding shop.

In the Battery Shop 27 new 24 volt aircraft batteries were filled with electrolyte and 62 recharged; five new 12 volt filled and 60 recharged; eight new 6 volt filled and 26 recharged and 154 two volt were recharged along with 25 gallons of distilled water made and used.

The Instrument Shop had 129 work orders taking 166 man hours. Serviced, repaired, tested and checked were: 79 amplifiers for supercharger regulators; 19 type E-9 & E-9A tachometer regulators; C-1 instrument field tester for 532nd Bomb Squadron; battle damaged oxygen systems on ships in hangar and five other with instrument damage; seven transmitters for gyro fluxgate compass; four switch boxes for same; two electrical multi-testers; 12 flight indicators and eight directional indicators. Also ten GI watches and a wall clock as well as repairing oxygen system on P-47 and A-35 in Hangar #2.

The Propellor Shop received 34 props and 156 prop governors, three prop feathering pumps, two prop domes and five distributor valves along with 27 props for overhauling and 141 governors to be tested.

About 58 work orders were received by the Dope & Fabric and Paint Shop. These included four elevators; battle damage on ships in the field accounted to five rudders and ailerons, and seven elevators. Division and Group markings were painted on six ships, along with call letters and serial numbers with red wing tips and stabilisers.

Two radomes were repaired; four signs painted, as were 22 props; seven air ducts repaired; two switch boxes, one filing cabinet, two jeeps and a tea cart painted. Two covers and seven drawings were made while the Sub-Depot HQ was re-decorated. Shop personnel also worked on decorations for the squadron party, officers club and squadron area and finally insignia, serial numbers and stencilling were put on a P-47.

In the Welding Shop 270 work orders were received: 22 exhaust stacks repaired,; 32 blast tubes; 15 air ducts; 14 helmets; made 18 stoves; 19 port sight; 15 engine mounts; modified 22 oil sump fittings; made 35 C-19 adaptors, while the balance of the work was from different units on base.

The Parachute Shop packed 964 'chutes; modified 51; sewed 202 insignia on flying clothing; 22 zippers on jackets; 48 helmets fitted with snaps; 19 heated suits modified; made covers for retracting units from bombsight bags; sewed 800 escape kits; waterproof cover; heater cover; shower curtains and one for bomb trainer.

The Machine Shop completed the following work; 28 studs removed from various parts of aircraft; drilled two supercharger gates; 146 bolt cut and threaded; nine and 12 plexiglass windows; 60 tachometer screws; two outboard and one inboard wing reamed and 14 taper pins made; seven bombsight mounts modified; 69 pressure valves with a variety of work other than aircraft maintenance including: five oil pumps modified; valve core for motor pool; three cups for decontamination truck; 91 gas caps for grenades modified; two pulleys for dental clinic; three butter cutters for mess halls; 21 riveting pins for sheet metal shop; three beer spigots; bushing for bread cutting machine and potato peeler for airmens mess.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

January 1945

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

January 1945

During the month several men of this unit took advantage of furloughs to visit various parts of the United Kingdom. An informal beer party for officers and EM was held on the 3rd in the squadron day room, where refreshments were served.

On the 6th Pfc Onofrio Antonicello was tried by Summary Court Martial for violation of Article of War 96, was found guilty and sentenced to 30 days hard labor, and the loss of \$30 for one month.

The story of the squadrons' engineering sections rebuilding B-17 42-39997 FRENCHIES FOLLY, was broadcast by Ted Malone of the NBC to the United States. The story of this operation has been accepted by the magazine 'Aviation Maintenance', while another story is being written by Mary Alice Collins of Gaumont British Films.

S/Sgt Tulenko participated in a BBC broadcast to the States at the end of the month, which featured the story of 'Engine Build-up' section of this organisation.

Cpl Bovard was transferred to 12th RD, Reinforcement Command, ETO, to be assigned to the Infantry conversion program. There were several volunteers but Cpl Bovard was the only man accepted at the present time.

A total of 3,882 separate items were requisitioned by using organisations of which 3,663 were immediately filled, and 219 NIS, thus a 95% deal. Routine stock replenishment totaled 468 with 331 priority teletypes. Some 87 truck loads of property

were received from Station #547 of which 61 were returned loaded with repairable and serviceable items. Truck loads from British sources amounted to 18, while 30 trips were made to Barnum to refill 739 breathing oxygen cylinders.

Gasoline receipts amounted to 1,130,000 Imperial gallons of which 1,197,320 were re-issued; 15,600 gallons of oil were received with 16,310 issued.

Six replacement aircraft were received while 12 were dropped off records, six abandoned on the continent, three salvaged, two transferred and one MIA. Total assigned is 58, not including war weary aircraft. The number worked on during the month was: 132 - maintenance; 17 - battle damage; six for modifications. There were nine wings changed, 1,387 work orders received and 72 engines built up.

The big job of the month was the repair work on 44-6115 of the 534th GD-Q ICE COL' KATY. A few days after leaving the hangar for an inboard wing change the pilot brought her home and made a hard landing, hard enough to collapse the left hand landing gear this time.

Work again consisted of changing an inboard wing, the left one this time, the right being changed just previous to this accident. As yet the boys in hangar #2, have not finished but it is expected to roll out in a few days.

In the Electric Shop, items repaired, cleaned, checked, overhauled and tested, modified or made were: 92 generators; 18 retracting motors, two turret motors; 11 amplidynes; 17 relays, Gen-Current; nine solenoids; nine 1A rheostats; 84 heated suits F-3; five landing gear switches; five auxiliary power plants; four put-put cables; 54 voltage regulators; 11 inverters; 73 thermocouple leads and five electric hand drills as well as five transit ships repaired. Also were 30 inter-departmental jobs, five other squadron miscellaneous jobs.

Over at the Accessory Shop were repaired, checked, cleaned and tested, or made: 13 HRU-28 power plants; 76 glycol heaters; 42 oil tanks; five small engines, some air compressors; two D-1 ground heaters; 29 pieces of tubing for repairs on battle damage; seven plexiglass windows; five aircraft cables; rivets heat treated, all taking up 448 man hours in the month.

The Battery Shop filled: 17 new 24 volt aircraft batteries and 69 were recharged; 10 new 12 volt filled and 47 recharged; 28 new 6 volt filled and 39 recharged; 90 two volt recharged and 25 gallons of distilled water made and issued.

A total of 150 work orders were dealt with by the Instrument Shop, who made, tested, repaired; nine amplifiers, eight transmitters, six master indicators and 12 switch boxes, all for fluxgate compasses; five caging motors, 25 GI navigation watches; 58 turbo supercharger control amplifiers and 18 governors for same; 16 pressuritrol induction systems; 24 E-9 and E-9A tachometer generators; five turbo boost selectors; 25 gyro instruments; 13 tachometer indicators and repaired two typewriters. On top of these came airspeed tubes repaired on transit aircraft; oxygen systems on battle damaged ships; checked tachometer trouble on five in hangar; replaced flight indicator on transient B-24 and made portable oxygen system for hospital ambulance.

The Propellor Shop received 19 props, 185 governors, eight prop feathering pumps and motors; two domes and 35 distributor valves. 15 props were cleaned and overhauled as were 183 governors.

About 83 work orders were turned in at the Dope/Fabric and Paint Shop: one rudder, one aileron and three elevators came into the shop for repairs while dealt with on the ships were: ten rudders, 15 ailerons and 29 elevators. Call letters, Triangles and L's, serial numbers were painted, as were red wing tip and stabilisers on six new ships to Divisional specifications. The wing tip on the station L-4 was repaired, the right wing stenciled after repair to the station C-78, and serial number on the P-47 removed and repainted according to ETO Circular. Six propellers were painted.

Other jobs included: 11 signs painted, 14 stencils cut and three drawings made; one jeep was painted and numbers stenciled etc. The laying of linoleum was completed in HQ and redecorating the orderly room was also completed.

In the Welding Shop 275 work orders were received; 14 stoves were made, and repaired were: seven engine mounts; 35 air ducts; 30 ballast tubes; 72 exhaust stacks; nine gun sights; eight helmets while 22 C-19 adaptors were modified and the rest of the work were from different organisations on the base, Air Ministry and Base Utilities.

The Parachute Shop packed 935 'chutes and modified 49; sewed on 217 insignia on flying clothes; ten helmets fitted with snaps for oxygen masks; also modified were 43 heated suits and 450 dinghies; 27 mechanics jackets and pants repaired; 77 zippers sewed on jackets; 65 heated bags made for bomb bay doors, 300 oxygen mask holders, four typewriters covers; 12 arm bands; sewed 56 towels for officers mess and made a cover for machine shop trailer.

A wide variety of work was carried out by the Machine Shop with repairs, drilling, rethreading, manufacture, modifications and checking of: four door handles; 108 bolts for sheet metal shop; 44 tachometer screws; three supercharger waist gates; 39 bushings for supercharger linkage; 15 taper pins; 22 oil pumps for prop-feathering; 70 phenolic blocks for TMI-01-20E-46; 14 turret shafts; six armature commutators; 59 B-10 bomb shackles; 133 Goodyear engine mounts; 20 screws for group turrets; 266 bolts for 881st Chemical Co., and 16 small fillers for sheet metal shop.

On top of this work came: three outboard wings and one inboard reamed for taper pins; 23 studs removed from aircraft engines; 24 cable fittings; one C-3 bomb hoist repaired and one modified, as were 26 high pressure valves; five governor bodies; 10 screwdriver bits to fit Yankee brace; two gears for D-1 heater; one brush box assembly repaired for group turret; pulley and bracket made for compressor; three machine gun bolt removing tools made for jammed bolts and four brake drums turned for 1775th Ordnance.

The Fuel Cell Repair Shop dealt with: three main tanks after battle damage, with vent fitting reinforced; tanks of the A-35 were checked and two inspections doors made; one oil tank liner repaired after battle damage and all tanks on #503 were inspected and cleaned as part of a 1,000 hour inspection. 14 outer wing cells were repaired with 17 tires inspected and one returned for repair.

R.D.Jolicouer,
Major, Air Corps,
Commanding

February 1945

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

February 1945

This organisation was awarded the Meritorious Service Unit Plaque on the 12th for superior performance of duty in the accomplishment of exceptionally difficult tasks, achievement and maintenance of a high standard of discipline from February - July 1944.

M/Sgt Emans was awarded the Bronze Star for similar efforts from Jan 43 - Jan 45, on the 17th.

Lt William J.Muckerman was promoted captain on the 10th.

Personnel movements included: Sgt Tony Madril to Detachment of Patients, 4207 US Army on the 14th, heading Stateside. Nine men were transferred to the 12th Reinforcement Depot to receive training as infantry replacements: Sgt George H.Fisher, Cpl Paul W.Arndt, Pfc Harry Goldstein, Houston Hester and Pvs Onofrio Antonicello, Celester Knighton, Stephen P.Lalor, James H.Leone and Edward Rodenbough. They were transferred in accordance with Manpower program outlined in Sub Letter - Manpower, 8th Air Force, 22 February. S/Sgt DeVos departed for Air Position Indicator School on the 28th.

Cpl Johnson was tried by Summary Court Martial on the 9th for violation of the 61st Article of War and found guilty, reduced to the grade of Pvt and confined to the Guard House for 21 days. S/Sgt Burns was reduced to Cpl for disobedience of orders on the 22nd.

In order to keep the organisation balanced in terms of manpower the following were re-classified:

S/Sgt Eugene J.Hoffman

SSN from 502 to 826

Sgt Russell W.Smith

SSN from 931 to 014

Sgt Jack Balsky

SSN from 835 to 485

Sgt Charles L.Walazek

SSN from 835 to 485

Sgt John P.Harrington

SSN from 835 to 485

A total of 4,022 requisitions were submitted to Supply, which saw 3,805 immediately filled and 217 NIS, or 95%. 100 truck loads were received from Station #547 delivering property required on 392 routines for stock replenishment and 401 teletypes for critical items. British property arrived in ten trucks, 65 being returned to #547 with repairable and excess items. A trip a day was made to Barnum for the purpose of filling 733 breathing oxygen cylinders, with 385,000 cu.ft. of oxygen.

The petrol dumps received 1,481,780 Imperial gallons and in turn issued 1,481,100, while oil receipts were 21,600 gallons of which 21,520 was used.

The aircraft record section checked in 17 new aircraft, dropped nine from record as abandoned on continent, two as MIA and three were salvaged.

The number of aircraft worked on during February was 191; battle damage - 86; maintenance - 79; modification - 26. There were 11 wings changed but no stabilisers; 65 engines built up; 68 serviceable engines issued and 72 repairable disposed with a total of 1,326 work orders received.

Again 44-6115 is back in the air, the boys in hangar #2 having completed her in 31 days after 1,660 man hours. The job of changing the inboard was started last month, the second such time on that aircraft.

The big job of the month was another inboard wing, this time on 43-38771 534th GD-E (no name), which was hit by two falling 500lb bombs while on a combat mission. In addition to changing the inboard wing the top chord of the main compression strut had to be replaced and one yoke for connecting the wing. This job is not yet finished but should be out by the middle of next month.

In the Electric Shop 79 starters were cleaned, checked, overhauled and repaired, followed by: 91 generators; 11 retracting motors; one turret motor; 15 amplidyne; six relays, Gen-Current; 28 solenoids; seven rheostats; 21 heated suits modified; 54 voltage regulators; 68 thermocouples and 19 starter cables made; four inverters had brushes installed; five propellor cut outs; four electric drills repaired with 12 jobs completed for this organisation and 16 for other units.

The Accessory Shop was busy with cleaning, testing and repairing: 45 self sealing tanks; 47 glycol heaters; nine HRU-28 power plants (put-puts); 65 pieces of tubing made; nine cables, some on aircraft and some in the shop; two heavy cables made for towing aircraft; five plexiglass waist windows; one D-1 ground heater repaired and two pickled to be turned in for new ones; one air compressor engine repaired, all of which took up 387 man hours on work orders.

Over at the Battery Shop 25 new 24v batteries were filled with electrolyte and 52 recharged; three new 12v filled and 42 recharged; ten new 6v filled and 39 recharged; 26 new 2v filled and 145 recharged with 25 gallons of distilled water made and issued. Also 450lbs of sulphuric acid was used in new batteries.

The Instrument Shop had 149 work orders for repairs, overhaul, cleaning, testing and checking: 110 amplifiers, electronic supercharger regulator; 18 supercharger governors, and modify four more; 20 pressuretrols induction systems; 25 E-9A tachometer generators; three E-13 tachometer generators; 16 E-14 tachometer indicators; 25 A-11 navigation watches; 25 gyro horizon indicators; 15 gyro directional indicators; 10 gyro book and turn A-11; nine amplifiers gyro fluxgate compass; six switches and eight master indicators for same; repaired carburettor air temperature for C-78 and built portable oxygen unit for ambulance.

The Propellor Shop received 21 props, 116 governors, five prop feathering pumps and motors, and 28 prop distributor valves for repair, testing and checking which were all carried out satisfactorily.

About 120 work orders were turned in at the Dope & Fabric and Paint Shop, which included 31 ailerons, 45 elevators, 14 rudders along with five radar domes and two air ducts repaired. There were 17 new ships, the painting for which included red wing tips, horizontal stabilisers, vertical fins, with Triangle L's, serial numbers and call letters. Also dealt with were: 13 props, 13 signs, one status board, two boxes, two cabinets, one oxygen bottle holder, one generator painted as was the squadron barber's chair.

Fabric work was completed on the group L-4B and C-78, while upholstery was undertaken on one B-17. Finally were six aprons, one set of shower curtains and three sets of drawings made.

In the Welding Shop 235 work orders were received which included: 66 exhaust stacks, 33 carburettor air scoops and 25 blast tubes repaired. An inboard wing jack was made and also a tire removing apparatus for one of the squadrons. Gun mounts were also made for the gunnery training school and a barber's chair was made between this shop and the machine shop, the balance of work made up of small miscellaneous jobs for different shops and squadrons.

The Parachute Shop packed 885 'chutes and modified 210; sewd on 165 insignia on flying clothing, 41 heated suits modified; 38 zippers sewn on jackets, 16 jackets repaired; made 100 oxygen mask holders, 200 covers for pilots' mike button, 15 mission bags, 40 bomb bay motor covers and six relay box covers; repaired two jeep tops and one for as weapons carrier.

As usual the Machine Shop was very busy with 544 bolts cut and rethreaded for the sheet metal shop; 15 exhausts studs removed; four waste gates drilled for cotter pins; eight landing gear struts reamed; 30 taper pins rethreaded; two bomb bay crank extensions made; five supercharger rod ends rebushed; 82 B-10 bomb shackles modified; four outboard wings and stabiliser reamed; three waist windows cut; 27 oil hoppers modified; 1,000 B-7 shackle retainers made; 50 bolts cut for 881st Chemical Co.; seven armature commutators turned down; 12 plunger rods for put-puts; five bombardier seat assemblies made; 10 gears for D-1 heaters; 10 high pressure valves for prop feathering along with 134 elbows with drain cock and 173 governor dump valves modified with steel seats.

A handle was made for the Studebaker truck; one C-3 bomb hoist modified; pressure plate for Cletrac resurfaced; 126 Goodyear engine mounts checked for wear; nozzle made for gas pump; two camera lens fronts made; as were glycol core puller; Shroeder valve top for tubes; radar radio disc; tool for retrieving bomb bay motor made, two floodlight brackets; two pulleys for electric shop and a washing machine repaired.

The Fuel Cell Repair Shop completed the following during the month: six main tanks repaired after battle damage; two fittings installed; eight feeder tanks; repaired battle damage on #2 engine main tank; reinforced fittings on #3; 14 Tokyo tanks repaired while several plates were condemned and one tank removed due to deterioration. 75% less methyl ethyl was used due to covered container used.

R.D.Jolicouer,
Major, Air Corps,
Commanding.

March 1945

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

March 1945

DURING March conversion training occupied top place among events in the sub-depot, as limited assignment men, formerly of the infantry, were transferred in for the first time. Due to the physical condition of these men, particular care had to be used in assigning them.

After a careful survey, seven were received: two to the motor pool, four to supply and one to engineering. With the expected imminent approach of VE Day, a survey was conducted and plans made for immediate I & E program at the cessation of hostilities.

A squadron party was held on the 17th in the station theater with music furnished by the base orchestra and refreshments of beer and food being served.

On the 1st of the month S/Sgt Eugene J.Hoffman was transferred to the 9th Reinforcement Depot to attend infantry Officer Candidate School; the following day T/Sgt Robert H.Frink was transferred to the Department of patients, 4207, US Hospital, to return to the States; on the 5th Sgt Russell Smith departed for AAF #582 for a one week course in Drivers Maintenance, and Sgt Morehead moved in from the 381st BG; on the 8th Pfc Adams transferred to 381st BG and Pvt Brudno (limited assignment) made the reverse move, as did Sgt Daniels the following day. On the 12th Cpl Raley was reclassified from 055 to 405; 13th Sgt Edwards and Cpl Gnerre transferred from 381st BG, and six limited assignment men joined this unit; on the 17th Cpl Robertson was granted a seven day furlough to attend funeral service of his father, held at Banstead, Surrey; the next day S/Sgt Negelspach moved in from the 381st BG, as did Sgt Huie and Pfc Baker on the 22nd.

Lt Neel was appointed Squadron Savings Officer on the 26th and a savings program initiated; the next day Pfc Davis joined from the 532nd BS; on the 30th T/Sgt Kenny was transferred to Detachment of Patients, 65th General Hospital, prior to going home and on the last day of the month Sgt Carpenter, Cpl Garson and Pfc Adair were transferred in.

The following were promoted during month: to S/Sgt: Sgts Eugene E. Bledsoe, James M. Carpenter, Patrick C. McRee, Arthur L. Morehead, Richard R. Pinckney and Benjamin Vigoda.

To Sgt: Cpl Edward S. Pietrzyk, Padraig P. Sullivan and Russell L. Walters.

To Cpl: Pfc Francis J. Burke, John C. Gardner, Roy Hamady, Adolph J. Rivera, Arthur E. Hodgetts, Ralph S. Kroshus, Keith G. Norton, Jack F. Viscardi, Wandell E. Messenger and Kenneth H. Robertson.

A breakdown of the unit manpower as outlined in 8th Air Force letter 'Manpower' as of March 31 is: Total of Enlisted Men - 234; EM over 31 - 52 22.2%; EM under 31 possessing highly specialised skills - 103 44%; EM on TD - 8 03.4%; EM P.D - 48 20.5%; EM eligible for transfer to conversion training, grades 1,2,3 - 7; grade 4 - 5; grade 5 - 10; grade 6 - 1; total 23.

Cumulative total of physically qualified EM reassigned to Ground Force Reinforcement Command since January 1st is ten, with seven replacement received since same date.

Supply section dealt with 94% of requisitions on the spot, while over 300 teletypes for critical items were dispatched, nearly 2,000,000 gallons of 100 octane gas were issued and four B-17s are MIA.....these are some of the 'vital' statistics of the 448th section's March operation.

But perhaps one of the most notable event to members of this organisation was the start of another round of furloughs, which to most supply men, meant another seven days of heaven in Scotland.

March was the busiest month in Supply's memory. And most of the business was reflected in the hub of supply - T/Sgt DiSanza's shipping and receiving department. A total of 105 incoming truckloads of serviceable aircraft equipment (everything from Studebaker engines to cotter pins) were unloaded by this department; 92 of these trucks were then re-loaded, this time with repairable property which had been turned in by the bomb squadrons on the line, and sent back to 2nd Strategic Air Depot.

Twelve truckloads of British property were received during the month. Flyers must have oxygen at high altitude and to that end Sub-Depot Supply contributed its share by obtaining a total of 912 breathing oxygen cylinders with a capacity of 456,000 cu ft.

The fuel with which to fly B-17s of the 381st BG was supplied in almost astronomical figures by supply. 1,9066,000 British Imperial gallons (well over 2,000,000 American gallons) of 100 octane gasoline were received from British gas pools and stored in our two gas installations located at strategic positions near our aircraft hardstands, from which 1,965,620 British gallons were distributed to the four bomb squadrons for immediate re-fuelling of their aircraft.

Lubricating oil issues and receipts came very close to matching each other in March, 32,400 galls were received and 32,390 gallons were issued.

The variety of 30 different classes of property was applied for in 346 requisitions, the majority were submitted by special carrier to the 2nd SAD and were repeats for normal items consumed at a fast rate, needed to replenish supply's fast dwindling stocks.

Teletypes came to 361, for items needed to immediately make planes operational. while 4,936 separate items were requested and 4,651, or 94% immediately issued. The balance of 285 NIS were ordered from the depot and supplied later.

How many aircraft are now assigned to the group? What ship went down three missions ago? Did it have an A-11 clock when it went down, and if so, what happened to it? The answers to these questions, and a thousand like it concerning the status of aircraft, their engines and propellers, were supplied on request by a capable Aircraft Records Section.

Forts assigned to this field included five previously listed as 'AOG' - abandoned on the Continent - and two scheduled for disposal via salvage action. Eight ships were actually salvaged for parts during the month and four were abandoned on the continent.

S/Sgt Eugene Hoffman, 448th Tech Supply head, who volunteered and was accepted for Infantry Officer Candidate School, was replaced by T/Sgt Russell Glendenen. Former infantry EM assigned to the unit were: Pvt Leonard V. Brudno, Pfc Zigmund Szalanski, Pfc William Collins and Pfs Sam Coombs.

Supply's head, Major Olan D. Miller, took sick during the month and was admitted to hospital, and Capt William J. Muckerman, assistant supply officer, took over and had things running smoothly by the end of the month.

M/Sgt Harry Emans' warehouse section did its usual good job, its chief claim to fame was the complete and efficient transfer of all Class 01-F items from their former location to the warehouse.

Admin section will long remember March. Sub-Depot Supply took over Signal Supply for the station, which necessitated the setting up of new OEL property books for all organisations on the field, all sorts of inventorying of signal equipment, auditing of record books, forwarding of special requisitions, and return of surplus signal equipment to signal depots.

EM with the biggest headache of all was S/Sgt Joseph P. George, who supervised the entire transfer and set up a new paper work system at the Signal Office, installing new binning facilities, etc. In connection with the signal shuffle, Pfc Bernard Davis was transferred into the supply section from a bomb squadron.

Stock record card clerks Sgts Gregory and Smith made out more new cards during the month than they care to estimate and carried out their duties with their usual efficiency.

The number of aircraft worked on was 254: maintenance - 100; battle damage - 90; modifications 64. Most outstanding aircraft repair job was on a 534th BS ship 43-38771, badly damaged last month and the work carried on to March. Repairs on this aircraft took 28 days to complete and consumed 1,312 man hours, thus putting back in the air an aircraft which been written off as salvage. The hangar crews also modified 29 aircraft for the propeller feathering system and six more for the hand retracting system of the landing gear.

The Engine Build-up Section had a big rush building up 77 engines. In order to do this and to keep up with the schedule it was necessary to draw men from other shops and work two 12 hour shifts. A system has been set up so one man from each shop works in Engine Build-up for two weeks and six from the hangars for a month at a time, while six engine men make the reverse journey to avoid work monotony.

The Welding Shop completed 244 work orders, including the modification of 29 oil sumps according to TOO1-20E-106, and 11 bombardier seats and eight gun mounts as TO-11-10-31.

The unit also repaired 63 sections of exhaust stacks and 30 carburettor elbow air ducts. A floor was installed in the bomb bay of ship #557, two ships were cut up to be shipped for salvage, the balance of the work being miscellaneous jobs for other shops and organisations of the field. T/Sgt Lemire, the shop foreman, spent two weeks in hospital while another man was working in Engine Build-up.

Activity at the Dope & Fabric and Paint Shop consisted of 108 work orders, most being the repair of battle damage. Other jobs included manufacturing curtains for the Post Theater and painting signs.

Over at the Parachute Shop 1,050 'chutes were inspected or re-packed, in addition to the usual sewing of insignia and chevrons on, and the repair of flying clothing.

The Accessory Shop had the usual run of business repairing cables, small power plants and glycol heaters; then came repairs to oil, hydraulic and fuel lines, which meant personnel being called on all hours of the day or night.

The Electric Shop stands very high in the completion of work orders, for apart from working on 29 aircraft they cleaned, checked, repaired and tested 105 starters, 99 generators and adjusted 110 voltage regulators.

Due to ill health T/Sgy Kenny was replaced by S/Sgt Richter, who received best of luck from his colleagues in his new job and is well capable of upholding the splendid record of T/Sgt Kenny.

Machine Shop activity was about the busiest in the whole organisation, completing a wide variety of jobs, both large and small. Among these were: modifying 29 oil sumps and the manufacture of the plugs; three landing gear struts in accordance with TO01-20E-118, while an engine head was planed down for the Ordnance Shop. For the Instrument Shop who are building a fluxgate compass mock up, a small gear box was made which on a test put out 10,000 rpms. For the two inboard wings that were changed the machine shop reamed the yokes, a job which could be called nothing but precision work.

The Propellor Shop overhauled 200 prop governors and repaired 21 props, 17 of them also overhauled.

The Instrument Shop also completed some work which could hardly be called instrument work. One such job was the construction of portable constant oxygen flow equipment for the Station Hospital to be used in ambulances or wherever required. Having a man in the shop who before coming into the army, was a typewriter repairman, looked after the typewriters on the station. Another big item of repair are watches and clocks, with 98 repaired in March. In addition to this 'non flying' work 266 aircraft instruments were repaired.

R.D.Jolicouer,
Major, Air Corps,
Commanding

April 1945

HEADQUARTERS - 448th SUB DEPOT WAR DIARY

April 1945

DURING the period of 1st-15th, rumors were hot and heavy and one proved to be true when a General Order was received from Eighth Air Force HQ, disbanding the squadron and assigning various officers and EM to the three squadrons forming the 432nd Air Service Group.

Since its activation the 448th has been at or near the top in First Air Division standings in all phases of operations. In summing up the following awards have been received by this unit and its men during its period of operation: Awarded Stitt Trophy for proficiency, permanently; first unit of First Air Division to receive Meritorious Service Ward; one Soldier's Medal;

one Purple Heart; two Bronze Stars as well as commendations from the local Commander to various members of the squadron.

In addition many hundreds of aircraft were repaired and tons of supplies delivered throughout the 448th Sub-Depot. With the assignment completed, it will have been a great source of pride to say, I was a member of the 448th.

On the 5th new of the promotion of the commanding officer, Raymond D. Jolicouer, to Lt Col was received. A beer party was held in honor of the event in the squadron area during one of the premature summer evenings.

Two men were assigned to Ground Reinforcement Command Forces during the month; four limited assignment EM assigned; on 2nd Pfc Schaffer on TD at AAF Station #72 for Drivers Maintenance School for six days; T/Sgt Kenny to 65th General Hospital, to return to United States; S/Sgt Leichty to London to I & E School; on 5th Pvt Hawkins (612) to 535th BS; 9th Cpl Haschke and Pfc Anderson assigned; 13th Sgt Bouley and Cpl H.R. Smith to 12th Reinforcement Command; and 15th the 448th Sub-Depot (01-1) disbanded as per Section 1, GO #52, Eighth Air Force, HQ, dated 12 April 1945.

On the 1st April it was 'Sub-Depot Supply', but after 15th it was 'Air Corps Supply'. To Supply men it was the end of the 448th and the start of the 682nd Air Material Squadron which meant little; their work to supply the parts to 'Keep 'em Flying' went on as usual.

To say that the first 15 days of April were busy ones for the Sub-Depot was strictly an understatement. A total of 2,129 items were requested across the counter and of these, 2,029 (96%) were immediately supplied. The remaining 110 were procured from higher supply echelons and supplied as quickly as possible.

The requisition section sent out 196 separate requisitions to the 2nd SAD for 564 different items to replenish warehouse stocks; 131 teletypes were dispatched which included 124 urgent items.

The Aircraft Record Section reports that two new ships were assigned and two were salvaged. One ship was listed as MIA and one was re-assigned after landing in Europe.

Some 826,000 imperial gallons of 100 octane fuel were received and 825,820 issued; 9,600 gallons of oil were received with 9,550 issued.

Forty trucks carrying 50 tons of air corps property were unloaded and 37 of them were re-loaded with critical repairable property to return to Air Depots for overhaul and salvage. Four trucks of reverse lend-lease British equipment were received.

A total of 328 oxygen cylinders with a capacity of 456,000 cu ft were obtained during the month. Supply acquired a mimeograph machine just before the big change-over and is now able to reproduce its own blank forms, letters, etc.

The job for the first part of the month that took up most of the men's time was the changing of B-17G 44-6975 of the 535th BG MS-K into a 'luxury liner' for Gen Gross of the First Combat Wing. This embodied the removal of all armament and installation of such things as bunks and extra seats, tables and lights. This ship was even complete with a galley, and hot and cold running water, and needed 956 man hours to accomplish, the general being very pleased with his aircraft.

One man who had a big job indirectly with this project was our draftsman, Sgt Nelson Lee. He had the job of making a drawing of the aircraft after all the changes had been made. No accurate drawings of the equipment installation were available so Sgt Lee had to draw in every piece in its proper place and a B-17 has a lot of equipment.

Over in the Machine Shop it was one of the busiest months, one job requiring considerable ingenuity was a screwdriver attachment for screwing up stress plates. Upon the suggestion of Lt McGhehey, T/Sgt Peloquin and Sgt West designed an attachment for use with an electric drill which has a slipping clutch so that the heads of the screws will not be torn off when they become tight. It is possible to adjust this clutch to be a desired torque.

The section built another gear box for the instrument shop which will turn up some 10,000 rpms and that is really moving. M/Sgt Grose, foreman of the shop, is making himself a 12 gauge shotgun in his spare time while T/Sgt Peloquin is building a model of an English train in a 3/4 inch scale, both men are turning out some very fine work.

The ship, FRENCHY'S FOLLY, is back in the hangar again, but instead of battle damage or the like it was given the 1,000 hr Sub-Depot inspection. It has now completed 93 missions over enemy territory since she was re-built here in the depot. At present she has 123 missions and some 1,200 odd hours in the air and still going strong. Not bad for a plane that was once destined for the salvage dump.

Captain Hall and his Engineering Office had to move their office down to Hangar #1 when their building was taken over by a Flying Equipment Pool. After things were all straightened out it was business as usual in the same smooth manner.

T/Sgt Hall of the Accessory Shop has completed another ingenious device, this time for testing Engine Primers so fuel will not be pumped directly into the cylinders by the Fuel Booster Pump.

For the first 15 days of the month the Engine Build-up Section was not rushing for a change and took business in their stride building up 26 engines.

Addendum

The 1142nd M.P. Co (Avn) disbanded per Section 1, G.O. #52, Eighth Air Force HQ, dated 12 April 1945. All of the EM and officers, with the exception of 1st Sgt John T. Briscoe, were transferred to 432nd HQs & Base Service Sq, Air Service Group. 1st Sgt Briscoe was transferred to 682nd Air Material Sq, 432nd Air Service Group and made first sgt of that organisation.

All the personnel will continue to do the same work as was done in the 1142nd M.P. Co. and will be the guard section of the 432nd Air Service Group.

Practically the whole of the personnel were very depressed because of the disbandment, the majority having been with the Company since its activation in January 1943. All the men knew each other very well and worked harmoniously together and it was one big happy family, so to speak, which had a great effect on morale.

Detachment 'A' of 1142nd M.P. Co, which was stationed at Station #131 was also disbanded and incorporated into the 426th Air Service Group.

Gains for April 1945 - nil.

Losses for April 1945 - 51 EM and one officer, Capt Rueben W. Porter, Commanding.

Duties of a Sub-Depot

DUTIES of a Sub-Depot (C1-1) on a heavy bomb group are divided among three main sections: administration, engineering and air corps supply.

The admin section is charged with administering personnel records, finance matters, correspondence, punishment, company fund, welfare and recreation, filing of records and publications, classification and living conditions. The adjutant is in charge of this section and directly responsible to the CO, as well as being his representative in routine matters. This section has six EM consisting of 1st Sgt, clerk typist, filing clerk, personnel clerk, duty Sgt and officers orderly.

The function of the Engineering Section is to perform insofar as is possible all maintenance and repair of aircraft and auxiliary equipment which cannot normally be done by the tactical unit without removing the aircraft from the station. This includes the fabrication of small parts, repair of aircraft and equipment which require the use of heavy or non-portable machinery, replacement and repair of parts requiring the service of highly specialised personnel or equipment, reclamation of damaged

aircraft including repair of major battle damage, accomplishes Technical Order changes and those directed by other Theater directives.

Included under the Engineering Section are 11 shops, a Technical Administrative section and a Motor Pool for Special Purpose Vehicles, such shops as welding, machine, parachute and engine build-up along with both hangars operated by the Sub-Depot.

Sub-Depot Supply is charged with the responsibility of maintaining a knowledge of control, procurement, storage and distributions of all classes of Air Force, Signal, and Corps of Engineering property. It is an intermediate supply point between the depots and the squadron controlling the flow of supplies of all classes to squadron. It maintains an adequate reserve of all the above property, using prescribed storage methods. It is a re-filling point for the airdrome area, setting up and maintaining systems of requisitioning, following up of requisitions, receipt and shipment of equipment, binning and distributing to units. It provides administrative supervision of all supply points of its classes of property. There are two officers and 48 EM in this section.