

THE SECOND WAS
ALWAYS

first



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ALWAYS FIRST

CAMPAIGNS



WESTERN PACIFIC—G. O. 33 W. D. 45

GROUND COMBAT—IWO JIMA—C. O. 33 W. D. 45

AIR OFFENSIVE JAPAN—G. O. 22 W. D. 45

2ND AIRCRAFT REPAIR UNIT (FLOATING)

*USAAFSS "Rebecca Lukens"—
Later Designated "Major General Herbert A. Dargue"*

FUNCTION: This organization performs depot inspection, overhaul and 4th echelon repair of airplane accessories, photographic equipment, tires, rubber goods, aircraft armament, radar and radio equipment; also separates breathing oxygen. It provides personnel for above activities and for unit command, administration, mess, supply, laundry and communications, including unit chaplain, finance and medical services. Has administrative control of attached aircraft maintenance units (floating) which perform 2nd echelon of aircraft repair.



REBECCA LUKENS WATCHES A STAFF MEETING

"I visited many Army and Navy installations during the war in both Europe and the Pacific areas, but the ten days spent aloft with Colonel McCraw's ARU were the most enjoyable and amazing. I was astounded at the precision work being turned out in the machine shops to keep the Iwo Jima-based planes in the air at so critical a stage when every hour of combat in the skies over Japan shortened the war. I found the morale higher than any other unit I ever visited. Those days on the ship will always stand out in my memory."—Wick Fowler.

NOTE: Fowler was and is a feature writer with the Dallas Morning News. He covered the final stages of the Pacific War. He had previously covered the European campaigns of the 36th Division. As one of the many correspondents who visited the 2nd ARU this command remembered him because of his broad knowledge of the war and his keen appreciation of the American soldier.



TO ALL WHO SERVED WITH THE 2ND ARU (F):

Fortunate circumstances gave the 2nd Aircraft Repair Unit the opportunity to become the first "floating maintenance depot" to engage in an extended operation in a combat zone. To its entire personnel the successful performance of this precedent-setting service shall always be a source of great satisfaction and pride. No more novel experiment was dared by the Army Air Forces during World War II. The plan of maintaining land-based combat planes from a sea-based depot had been only a dream in the minds of the most advanced strategists in the War Department until the 2nd ARU made the project a proven and practical fact.

I am extremely proud of having been a part of the 2nd ARU and I treasure the recollection of my association with the resourceful, diligent and faithful soldiers who served in my command. It is my hope that the pictures and text printed herein may prove to be a pleasant souvenir to all of you. The first story was released by the PRO of MOATSC during the tour of the 2nd ARU at Saipan and it marked the end of the days when the ARU's were "top secret" and coded as the "Ivory Soap Project." The second story by Bob Peck of MOATSC follows the course of the 2nd up to its decommissioning.

Again I extend my thanks to the men who made "the 2nd" always first.

WILLIAM McCRAW.

FACTORIES THAT GO TO SEA

ENOUGH AND ON TIME has been the keynote of America in World War II. It's been a war of speed in every phase with the Air Technical Service Command evolving one technique after another to keep pace with the fast moving Army Air Forces' combat units.

That seriously-damaged aircraft had to be repaired, and repaired fast, was an AAF problem that the ATSC took in its stride.

First were the repair depots constructed in the various theaters of operations similar to the depots located at strategic places in this country. Ships and trains and planes would transport ton upon ton of heavy equipment to construct a depot in a theater of operations and short weeks later, the depot might be a thousand miles away from the front lines.

This happened in North Africa, where a repair depot was located behind the El Alamein line. Effective, indeed, was the work of this depot until the Allies chased the Germans across North Africa past El Guetar. An entire



TRANSFER OPERATION - SAIPAN



PROPELLER SHOP

continent separated the repair depot from the front lines and the damaged combat planes.

Came next the compaks used in the invasion of Normandy. These were the 200-pound crates of vital machinery and supplies brought with the invading troops to the beachhead. Extensive conferences designed these compaks or pack-ups with only vitally necessary equipment and tools after the experience gained at Salerno and Anzio.

Twenty-four hours after the invasion of Normandy, these crates were knocked apart and the machinery and equipment were in use getting battered planes back into action.

It was a great improvement—but there was still that 24-hour time lag.

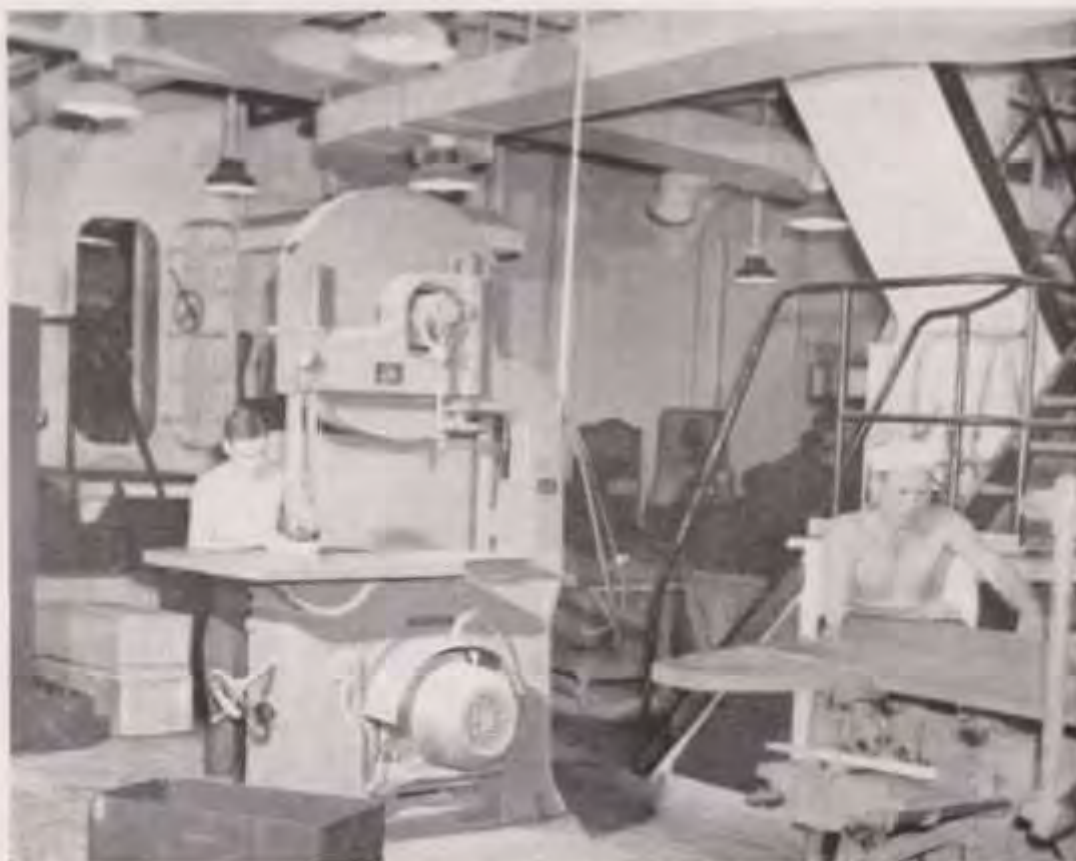
Cut out those 24-hours! Was it possible? With an eye on the extremely mobile type warfare being waged in the South Pacific, Gen. H. H. Arnold and his staff came up with the answer—floating depots, aircraft repair factories that literally go to sea! Set the machinery up on board a ship, sail the ship in with the invasion troops. No need here to unload crates and set up shops on the beach. Here indeed was the answer.

A floating factory actually dropping anchor offshore! Shops fully equipped with drill presses, lathes, electric furnaces, grinders, jointers, sanders and scores of other precision instruments and testing apparatus on a ship manned by skilled ATSC craftsmen ready and capable of making over an entire bomber if necessary.

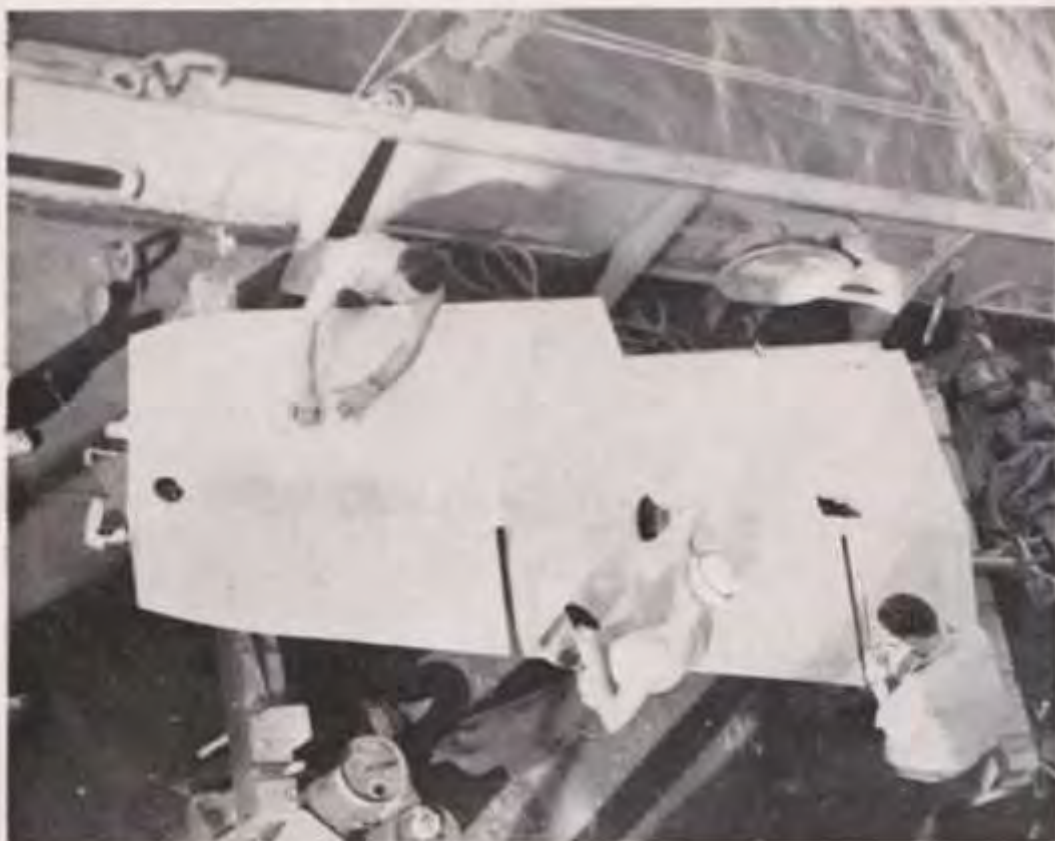
General Arnold turned the project over to the AAF's handy man, the Air Technical Service Command, for completion and things started humming in March 1944.

Because of its strategic location on the Gulf Coast, its deep-water ocean terminal and its accessibility to Mobile and New Orleans shipyards, ATSC headquarters at Wright Field, O., chose its subordinate installation, Mobile Air Technical Service Command, with headquarters at Brookley Field, Mobile, Ala., to be responsible for the Army Air Force's A-1 priority project—the floating aircraft repair depots.

Upon the capable and willing shoulders of Gen. James A. Mollison, MOATSC commanding general, and his command, fell the responsibility of carrying out General Arnold's project with speed and dispatch. Despite



WOOD WORKING SHOP



FABRIC WORK ON THE DECK

difficulties encountered in so unique a task, the project was completed with remarkable efficiency.

Two types of ships are used for these factories of the sea. For the larger Aircraft Repair Units, long, slick converted Liberty ships, 440 footers with a beam of 57-feet, are used. The Liberty ships are manned by 344 officers and enlisted men of the Army Air Forces.

The smaller Aircraft Maintenance Unit ships carry an Army complement of 48 officers and enlisted men. These ships, 180 feet six inches in length, are set up to do the same work as the larger ships but do not have the same elaborate facilities.

Primary purpose of the ships is to provide heavy maintenance personnel and equipment in the forward area until permanent facilities can be set up ashore.

One large ship may be used as a single unit or it may be accompanied by one or more of the smaller ships depending upon the particular mission to be accomplished.

The large ships, the Liberty ships, have the following shops: Machine

Shop; Sheet Metal and Radiator and Tank Shop; Wood and Pattern; Blue Print; Electrical; Fabric and Dope; Paint; Air-conditioned Instrument and Camera; Radio; Battery; Propeller; Tires and Fuel Cells; Armament and Turrets; Plating; Oxygen Plant; Radar; Carburetor and Turbo-supercharger.

Skilled designers were called in for the rush job of converting ships into floating factories. Shops had to be installed in the ships and the varied machinery spotted to make the utmost use of the space available. Despite the need for speed, but one thought prevailed—the greatest factory efficiency in the space available.

Standard equipment on each Liberty ship of two motor launches with which to maintain ship to shore contact were later supplanted with LSVPS. In addition, there are two of the well-known "Ducks," an amphibious truck that takes to the water as well as it does to terra firma. Each Liberty ship also carries three helicopters. Every possible means of transportation between ship and shore to ferry supplies or repaired parts back and forth is provided.



SUPERCHARGER SHOP



INSTRUMENT SHOP

Even a shallow water diver is included among the ship's varied personnel. Perhaps a plane downed in the ocean may be salvaged through the efforts of a diver. Every possible emergency must be foreseen and taken care of—if humanly possible.

Helicopter pilots, divers, airplane mechanics, precision instrument mechanics, cooks—the list of personnel necessary to man an Aircraft Repair Unit aboard one of the Liberty ships seemed endless. Sections of this Army Unit include: Chaplain, Finance, Medical, Ordnance, Communications, Airborne Radar and Radio, Ground Radar, Gun crew, Photographic, Technical Supply, Flight, Airplane Woodwork, Electrical specialist, Airplane Engine Repair, Airplane mechanic, Propeller Repair, Sheet Metal, Instrument specialist, Machinist, Welder, Transportation and Service Repair.

Training of the crews necessarily had to be of the best—for there was no room for mistakes when a ship was lying off a beachhead with enemy troops a few miles away and AAF combat planes awaiting quick repairs to get back into action against the enemy.

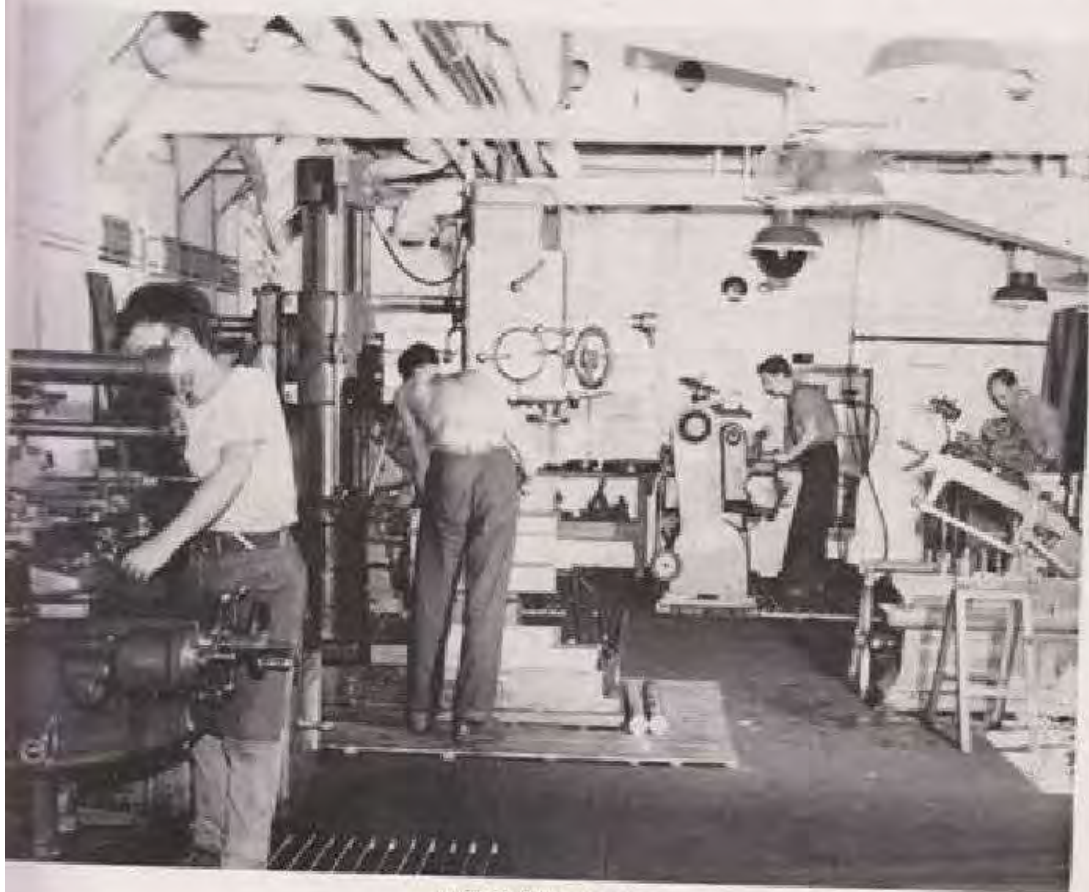
That the "letter perfect" training of these men posed a problem cannot be

denied. But the problem was solved by utilizing the facilities of Army technical schools, factory schools and MOATSC post schools. Supplementing the work of civilian instructors in the MOATSC post schools, 56 noncommissioned officers from all parts of the country, each a specialist in his line whether machinist, instrument or camera repair man or aircraft mechanic, were assigned here during the training period. The huge hangars at Brookley Field in which all types of aircraft are overhauled and repaired proved perfect on the job class rooms for the soldier students.

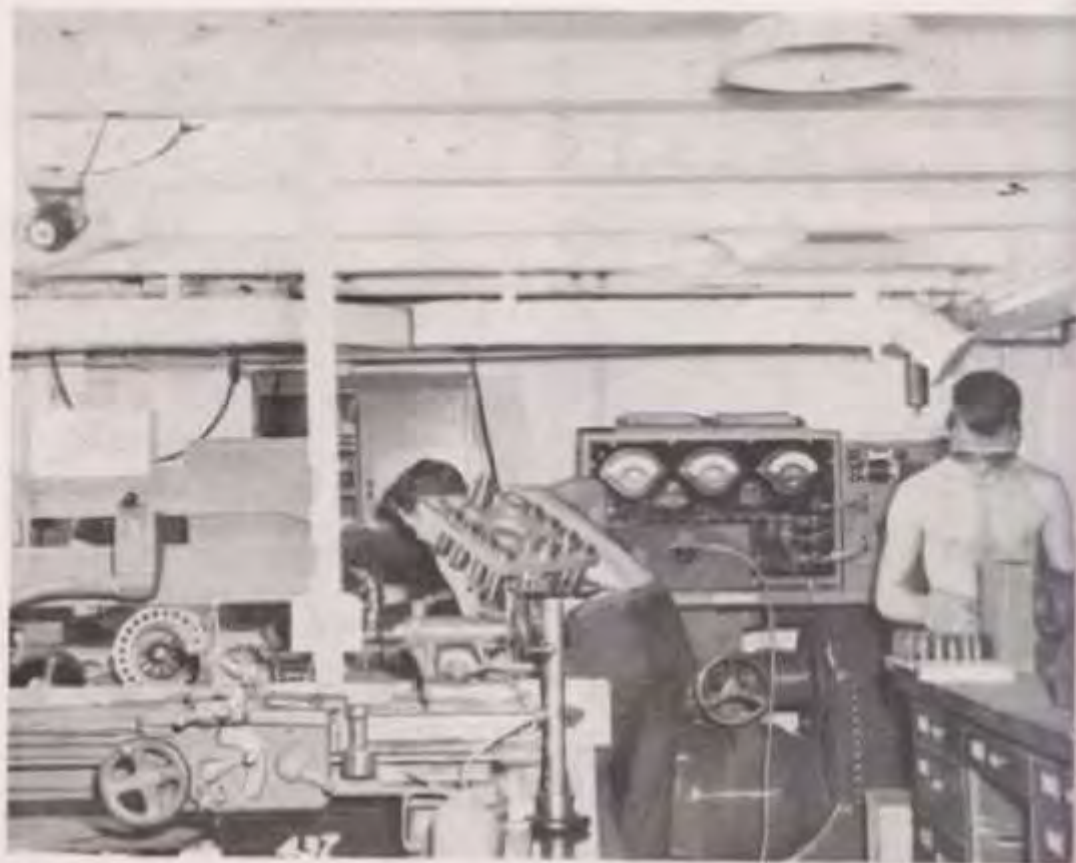
Probably the most unusual training for a soldier was the two weeks training in seamanship at the MOATSC Marine Training School at Point Clear, Ala. A ship was to be their home for months and they must at least know the elements of seamanship in case of mishap.

Five miles south of the little town of Fairhope, Ala., the Grand Hotel located on Mobile Bay was taken over for the express purpose of training men for these units. Officers and enlisted men took the same course in seamanship at this school.

When the blue dungaree clad "Sailjers" arrived at the Grand Hotel it



MACHINE SHOP



ELECTRICAL ACCESSORIES SHOP

was similar to embarking aboard a ship. Their time was sea time as they had reveille at four bells in the morning (6:00 a. m.) and retired before Taps at four bells at night (10:00 p. m.). The mess sergeant became the ship's steward while the men had to keep the decks (floors) well scrubbed and swabbed. The Officer of the Day dropped the Army term and became Officer of the Deck.

The men were on the go from dawn to dusk, and after dark they still had more classes or school activities. It was rugged but they had much to learn in a short time.

Following were the courses of instruction:

Swimming

Elementary Seamanship—Sea Terms; Sea Time and Ship's Bells; Principles of Navigation; Compass; Rules of the Road; Signalling; Ship and Plane Identification; Ship Sanitation; Ship Nomenclature and Gear; Safety at Sea; and Knots and Splices.

Life Saving Equipment—Lifeboat Launching; Lifeboat Handling; Life Rafts, Preservers and Nets; Ship Drills; First Aid; Artificial Respiration; Emergency Sea Rescue and Lifeboat Gear.

Advanced Seamanship—Amphibious Boats; Small Boat Operation; Auxiliary Deck Equipment and Cargo Handling and Storage.

The men did not come out of the school as experienced seamen but they absorbed enough of the fundamentals to take care of themselves at sea.

Merchant Marine mates and six seamen, the equivalent of Chief Petty Officers, were the instructors. Many of these men were old salts, who had sailed about the world for 40 years or more, who had the sea in their blood and imparted the lore of the sea to the soldiers from their wealth of experience. Some had run away to sea when 15 or 16 years old, had served in the navies of other countries. Here indeed, was a rich background from which to draw to teach these soldiers.

Prime emphasis of the school was placed on swimming and handling of lifeboats.



BOMBSIGHT SHOP



IWO JIMA FROM THE 2ND'S BERTH

Every officer and enlisted man spent two hours a day in the water, where endurance swimming was stressed. Almost 40 per cent of the classes were either non-swimmers or poor swimmers. Particular care was taken with these men until they learned to keep themselves afloat in the water for a minimum of 45 minutes and were able to swim 100 yards.

There were abandon ship drills. A platform 30-feet above the water was constructed and it was the school's proud boast that no man was ever ordered to jump off this platform. Every man voluntarily made his jump.

This 30-foot jump was not always easy for men unaccustomed to water, but it was necessary for it simulated the jump that would have to be made from the deck of a ship, if an "abandon ship" order were given.

Heavy lifeboats, with their 15-foot oars, were rowed by the "Sailjers." These boats with a capacity of 50 men blistered the hands of the men as they rowed under the hot Alabama sun. But these lessons had to stick with the men in case their own ship might be sunk. This was the type of training they would not soon forget.

After two weeks at the Marine Training School, the men went to Bates Field, a unit of MOATSC fifteen miles west of Mobile, for what might be termed their post graduate course. Here a huge hangar housed shops similar to the ones aboard ship. The men plied their trades under simulated ship-board conditions.

The sheet metal shops, the machine shops, the fabric shops, all were just as they would be aboard ship. So complete was the make-up at Bates Field that it included a landing platform for take-off and landing practice by the helicopter pilots.

This was the final testing. Then the arrival of the first converted Liberty ship at MOATSC's ocean terminal—and time to shove off! In late September, 1944, the first of the AAF's floating factories cast off her lines, steamed down Mobile Bay and pointed her bow toward the fighting fronts—it was the 2nd ARU(F) with the USAAFSS "Rebecca Lukens."

Undoubtedly General Arnold's idea of an aircraft repair factory that would go to sea may have sounded fantastic to many—but the ships have proven their worth. Already the 2nd ARU has won the Distinguished Unit



SAIPAN FROM THE BERTH OF THE 2ND

Citation, while the silhouette in red against a rising sun on her bridge show that her gunners have shot down two enemy aircraft.

The Air Technical Service Command, every man and woman at the Mobile Air Technical Service Command headquarters from Gen. James A. Mollison, MOATSC commanding general, on down may well be proud of the part they played in carrying out General Arnold's project.

A GALLANT SHIP ARRIVES HOME

By BOB PECK

IT WAS OCTOBER 1, 1944, that the 440-foot Liberty ship, Maj. Gen. Herbert A. Dargue, cast her lines off from Brookley Field's ocean terminal and began her voyage to the Pacific. She was under the command of then Lt. Col. William McCraw, twice attorney-general of Texas, and well known military figure at Brookley.

With the entry "mission completed" in her log book, Colonel McCraw brought his ship back to Mobile on December 11, 1945, her sides and bow spotted with rust, but with her stack sporting two Rising Sun flags and the silhouette of two Jap Betties.

FIRST SHIP OUT

Officially designated the Second Floating Air Depot, the General Dargue



CARBURETOR SHOP



SHIPPING WAREHOUSE

was the first of six such 440-foot ships converted into floating aircraft repair units to leave Mobile for the Pacific, and she has a story to tell.

During an uneventful voyage via Guantánamo Bay, Cuba, Balboa, Panama and on to Eniwetok, the 22 officers and 345 web-footed soldiers who had received their training at the Mobile Air Technical Service Command's Marine Training School at Point Clear, tried out their sealegs, set up shop, organized and re-worked all classes of technical supply. This sometimes tedious work proved its worth in gold, for once active operations began no time was lost.

OFF SAIPAN

On November 19, 1944, the General Dargue dropped anchor off Saipan, and her crew of highly trained soldiers went into action.

Pending construction of a shore installation and setting up of land transportation facilities at the B-29 base, helicopters hustled parts to and from the ship to the island air-strips.

Soon after the B-29's had flown their first mission the soldiers on the General Dargue learned the part they were to play in the ensuing months of aerial bombardment of Japan.

SUPPLIED OXYGEN

Breathing oxygen, a "must" for high flying B-29 crew members, received top priority. Since there were no generating plants in the Marianas at this time, the General Dargue was the sole source of supply for this vital necessity. The average daily quota for the oxygen section was 100 cylinders.

Propellers, propeller governors, superchargers, and all types of instruments and carburetors were added to the critical item list. Difficulties too numerous to relate were encountered, but the "Sail-jers" pitched in and accomplished the impossible.

Additional test equipment was added to the various shops as demands increased. Deck houses for carburetor, paint, dope and fabric, and hydraulic shops were constructed forward on the main deck by ship welders.



THE BAND



FIRST ANNIVERSARY SHOW

ON 24-HOUR DUTY

At the beginning of the night incendiary raids in February, the soldier specialists went on a 24-hour schedule for 13 days. A tough schedule to maintain in the safety of a factory at home—but the men on the floating factory in the face of air raids and alerts—not only kept pace with the program, but requested additional work.

Here are a few figures that give an idea of the work flooding the shops: The propeller shop was overhauling 90 propeller governors a week, 65 turbo-superchargers were being run up, checked or overhauled per week, and the instrument shop was turning out 20 to 40 instruments per week. These are only a few of the shop figures but are characteristic of all.

AT IWO JIMA

By April the Guam Air Depot was set up and ready to accept fourth echelon work from Saipan. Reports from Iwo Jima showed that B-29's and P-51 Mustangs were grounded due to the lack of fourth echelon organiza-

tions. On April 14, the General Dargue received sailing orders. Within 48 hours all equipment was loaded and the ship was proceeding in convoy to Iwo Jima.

Twenty-four hours after anchoring off Iwo Jima the first carburetor for a P-51 Mustang was delivered to the airstrip by "flying windmill."

The General Dargue's crew's greatest contribution toward winning the air war against Japan was the volume of critical items repaired or overhauled by the soldier specialists.

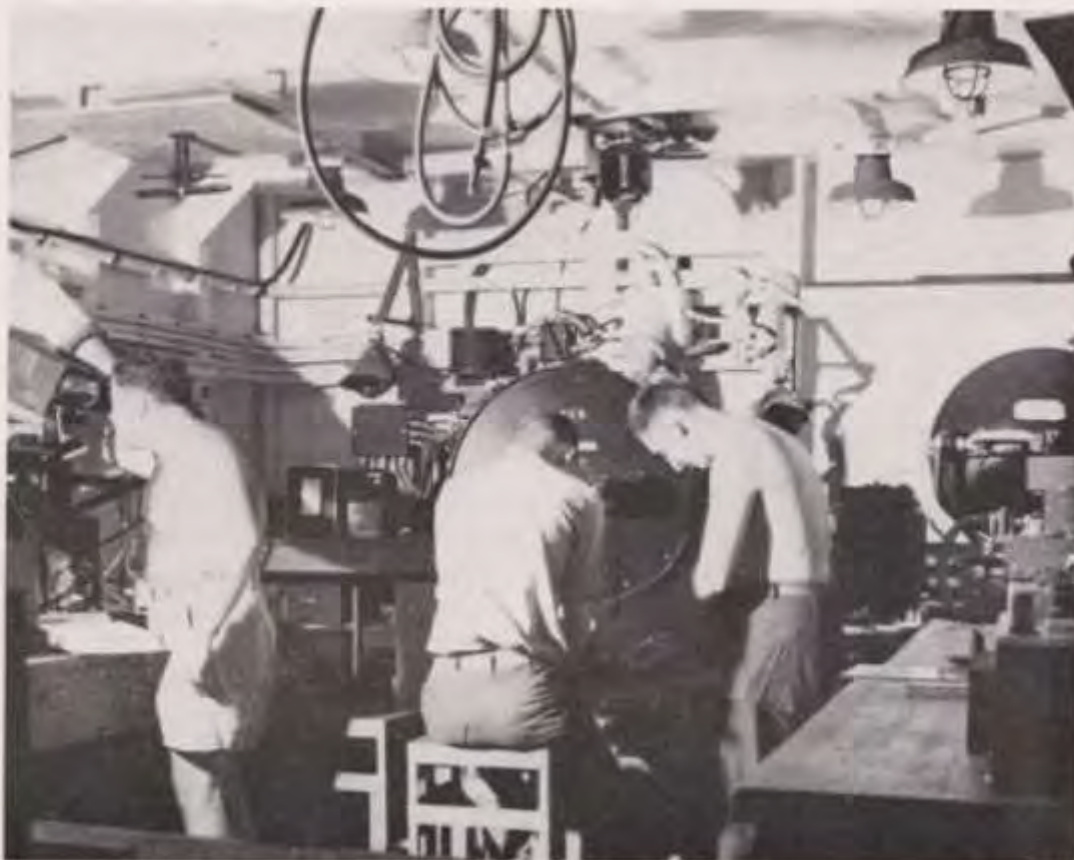
SUPPLIES VITAL PARTS

From November, 1944, to September 1, 1945, aircraft units and parts for B-29's and P-51's ranging from spark plugs and airborne radar to the deadly B-29 central fire control rose well over the 38,000 mark.

The General Dargue was under attack fourteen times and nine other times leary Jap pilots stayed out of her guns' range. Lucky? Well, yes and no. Part of the credit can go to her gunners who off Saipan on December 6,



ELECTRICAL ACCESSORIES SHOP



RADAR SHOP

caught a Jap Betty in their sights and blasted the plane out of the sky. Again at Iwo Jima on May 22, 1945, her gunners split honors with the ground ack-ack for another Betty.

HIGH POINT MEN

With most of her crew high point men, the General Dargue touched at California long enough to land them, and then proceeded to Mobile where she tied up at her old berth to await de-commissioning.

Colonel McCraw, who in addition to serving in the Pacific served a tour of duty in England and Africa, will be well remembered in Mobile as he was once assigned to the air inspector's office at MOATSC.

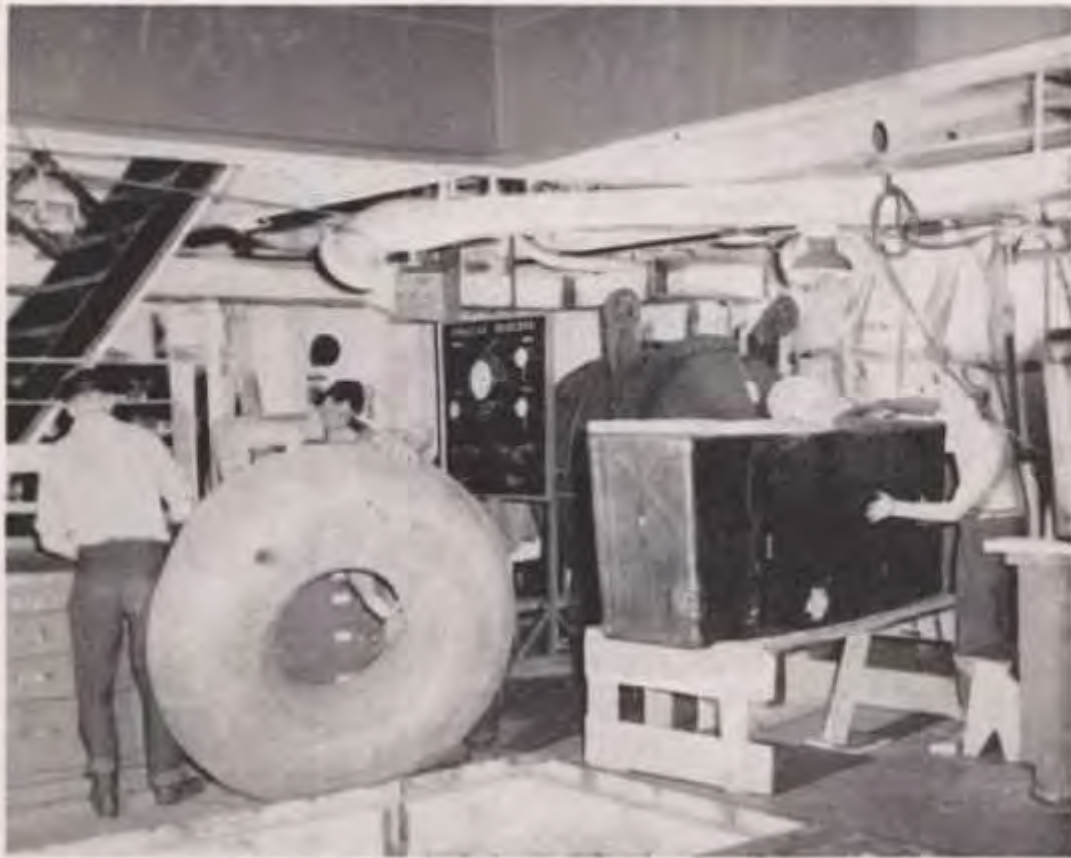
ROSTER

OFFICERS

- Colonel William McCraw, A.C., Commanding Officer
Lt. Col. Melvin P. Levy, Q.M.C., Executive Officer
Major William P. Evans, A.C., Executive Officer
Major Thomas B. Case, A.C., Intelligence and Supply Officer
Major Llewellyn R. Duffield, A.C., Engineering Officer
Captain Wallace D. Wheat, A.C., Adjutant
Captain Frederick R. Hillsley, Ord., Ordnance Officer
Captain Carl Touhey, A.C., Engineering Officer
Captain Burton W. Eckhardt, A.C., Special Services
Captain Ward F. McNair, F.D., Finance Officer
Captain Leslie G. Heuston, Ch.C., Chaplain
Captain Dante J. Pellettieri, D.C., Dental Officer
Captain Harold L. Keiser, M.C., Medical Officer
First Lt. Stanley R. Harrison, A.C., Ass't. Eng. Officer



SHEET METAL SHOP



RUBBER SHOP

First Lt. William B. Gassaway, A.C., Gunnery Officer
 First Lt. Francis S. Heath, Jr., S.C., Radar Maint. and Rep. Officer
 First Lt. Herman J. O'Brien, A.C., Communications Officer
 First Lt. Henry L. Pernick, S.C., Air Borne Radar Officer
 First Lt. Frank S. Cockrell, Jr., A.C., Mess and Supply Officer
 First Lt. Jack F. Brookbank, A.C., Stat. Control Officer
 First Lt. Norman Servis, A.C., Technical Supply Officer
 First Lt. John R. Halpin, A.C., Pilot—Helicopter
 First Lt. Daniel A. Nigro, A.C., Pilot—Helicopter
 First Lt. Warren W. Castle, A.C., Technical Supply Officer
 First Lt. George W. Muller, A.C., Photographic Officer

ENLISTED MEN

Harvey L. Voelker, First Sergeant

MASTER SERGEANTS

Delp, Douglas K.	Ehrlich, Sidney	Hodges, Heddy A.
Roberts, Eugene M.	Russell, Carl K.	

TECHNICAL SERGEANTS

Bourgeois, Joseph P.
Clauder, Otto H., Jr.
Conlee, Lake R.
Donkin, James C.
Hallberg, Raymond W.

Hamm, Maurice E.
Hill, Harold L.
Metzger, Warren H.
Miller, Charles

Osborne, Joe
Peoples, Paul K.
Rellinger, Oscar A.
Robertson, Jesse J.
Zielinski, John F.

STAFF SERGEANTS

Aprea, Albert
Bailey, Ernest
Balounas, Stanley
Brown, James C.
Edens, Raymond M.
Farmer, Glenn R.
Farrell, Bobby
Ferraiolo, Lawrence T.
Flynn, Joseph L.
Fowler, James W.
Franklin, Thomas B.
Freed, Sterlen S.
Grim, Raymond E.

Haddow, Joseph P.
Himmelwright, Robert L., Jr.
Houchin, Charles A.
Knight, Thomas O.
Lauenstein, Philip R.
Lesnew, Albert T.
Merz, Donald E.
Miles, Frederick D.
Nelson, Robert N.
Nevins, Ray J.
Olson, Arthur O.
Owens, Orville B.
Rhoades, Otto E.

Rohrer, Walter B.
Samko, John, Jr.
Shelden, Millard P.
Simpler, Edgar L., Jr.
Smith, Walter H.
Stripling, Roy E.
Spennato, Luigi G.
Steiling, Charles F.
Taskey, Russell E., Sr.
Van Rosendale, Samuel C.
Witt, Richard J.
Wyatt, Kenneth D.
Zeigler, Ezra L.



INSPECTION



LOADING OXYGEN

SERGEANTS

Achorn, Richard A.
 Alfonsi, Lawrence
 Allen, George C.
 Benjamin, Paul V.
 Beseris, Daniel
 Bills, Jesse L., Jr.
 Boynton, Edwin A.
 Browne, Seldon D.
 Browne, William J.
 Bruce, Eugene R.
 Busanic, Albert
 Campbell, Ray L.
 Clark, Raleigh B.
 Cole, Joseph E.
 Danahey, John H.
 De Gear, Dwain W.
 Durkin, John
 Elkins, John L.
 Epstein, Nathan
 Ferguson, Robert E.

Finnegan, Paul V.
 Fleming, Samuel M.
 Frank, Wilbur
 Frink, Howard G.
 Gardner, Stephen W.
 Greer, Guy
 Groeschner, Francis N.
 Haral'dson, Quinten L.
 Heinzelman, George M.
 Heitshu, Robert M.
 Hemberger, Frank E., Jr.
 Holcombe, Leo C.
 Hurdle, Kenneth H.
 Hyden, Gus T.
 Jackson, Gilbert H., Jr.
 Jones, Everett
 Kafer, Frank
 Kaufman, Stanley
 Kilbreath, Kenneth C.
 King, Claud J.

Kinkade, William H.
 Koehler, Robert F.
 Kowaleski, Peter J.
 Langlois, Jack D.
 Leary, Thomas
 Lee, Eugene F.
 Leonard, Stanley A.
 Leppa, George
 Lerner, Isaac
 Levin, Edward J.
 Levy, Vincent G.
 Lim, Orvil D.
 Loftus, Henry A.
 Lohr, Franklin H., Jr.
 Lynd, James B.
 Marooney, Vern T.
 Marshall, Ray W.
 McKinzie, Rolla E.
 Medlin, James S.
 Mersch, Eugene J.

SERGEANTS (Continued)

Miazgowiez, Walter S.
 Morgan, John J.
 Morrison, Stuart M., Sr.
 Mott, Allan C., Jr.
 Myrick, Walter F.
 Nelson, Ralph H.
 Olsen, Russell H.
 Padavic, Milo J.
 Palmer, Wesley H.
 Pearson, Robert O.
 Perry, Jack D.
 Philbin, Thomas F.
 Pisano, Vito
 Pitcock, Charles W.
 Podlosinski, Casimir L.

Rasmussen, Thomas W.
 Rawlings, Thomas C.
 Ridenour, Grant A.
 Robinson, Burnard
 Roesler, Oliver M.
 Rolins, Hugh W.
 Rosenbaum, David
 Ruscoe, William K.
 Sanford, James A.
 Schieber, Abraham N.
 Schultz, Carl J.
 Schultz, Robert A.
 Semkowech, Charles
 Senatore, Salvatore S.
 Shaw, David W., Jr.
 Stanton, Thomas E.

St. John, John B.
 Stidham, Eulishes E.
 Stroberg, Emory G.
 Treppa, Eugene F.
 Vancleave, George W.
 Vannice, Leslie E.
 Virkus, Harold J.
 Ward, George J., Jr.
 Warwick, Edward A.
 Welsh, Nicholas T., Jr.
 Werner, James A.
 West, Harry D.
 Witherspoon, Louis H.
 Witters, Karl H.
 Young, Edward W.

CORPORALS

Arzopol, Jacob
 Ausdemore, Clarence C.

Batta, Steve J., Jr.
 Bean, Harold I.

Bettinger, Alfred G.
 Bork, Arthur F.



GREETING THE ARRIVAL OF 9TH A. M. U.



JEWISH SERVICES

CORPORALS (Continued)

Bossin, Davic
 Brandrup, Maris D., Jr.
 Bruns, Bernard M.
 Brownson, Edward C., Jr.
 Bryan, Jack M.
 Bryant, Raymond G., Jr.
 Clark, John R.
 Collins, John W.
 Cwiklinski, John E.
 Daugherty, John W., Jr.
 Davis, Adrian E.
 De Nigris, Victor L.
 Devall, Leonard R.
 Dyer, Morris K.
 Erskine, Leon E.
 Essary, William F.
 Fancher, Dudley H.
 Fagnoli, Angelo, Jr.
 Fischer, Wilbert E.
 Flaaten, Orton A.
 Ford, William L.

Gallensky, Howard D.
 Gallsath, Joe P.
 Goodread, Edward
 Hammack, Robert S.
 Harn, Ovington R.
 Haverly, Curtis W.
 Holtz, Marlatte E.
 Hunt, Marvin W.
 Jarvis, John H.
 Jewell, Earle E.
 Johnson, Donald T.
 Jones, Tommy E.
 Kennedy, Bryce O.
 Kimzey, Charles H.
 Klosinski, Joseph
 Knapper, Charles M.
 Lancaster, Horace F.
 Landorno, August D.
 Laurizio, Daniel V.
 Lyeon, Arion A.
 Machala, Joseph A.

Mackay, Thomas G.
 Mackovic, Steve
 Magurn, Thomas J.
 Mankiewicz, William C.
 Martin, Billy D.
 Matthews, Clell R.
 Mayrand, Hubert J., Jr.
 McCrary, John I.
 Medina, Vicente M.
 Mitchell, James C.
 Moskowitz, Maurice
 Nagle, Franklin E.
 Nasta, Anthony R.
 Nelson, Zan A.
 Neubauer, Edward C., Jr.
 Newton, Leonard T.
 Nielson, Wilbur E.
 Noble, Russell A.
 Osborne, John J., Jr.
 Ostrander, Jess A.
 O'Sullivan, John W.

CORPORALS (Continued)

Page, Gerald D.
Patterson, James G.
Pesavento, John
Purdy, Edgar V., Jr.
Pyle, James M.
Randolph, Harvey C.
Renne, Warren E.
Riddell, Allen G.
Robertson, Douglas W.
Rogers, Roy N.
Rosen, Joseph S.
Ruble, Robert R.
Sacks, Victor J.
Sagarese, Joseph W.
Salvatori, Ignazio T.
Setteventemie, Ralph

Sevast, Christopher B.
Shankweiler, Hiram F.
Sharpe, William H.
Shepard, Jesse E.
Shurtleff, Howard L.
Sillman, Carl R.
Simonini, Vincent
Sisk, Albert P.
Smith, Elwood G.
Smith, Francis R.
Smith, William E.
Spadone, Samuel J.
Speelhoffer, Francis H.
Springer, Harold A.
Stout, Charlie H.
Stroschein, William C., Jr.

Thayer, Clarence M.
Tidwell, George F.
Tiffany, Joseph A.
Tomlinson, William H.
Verdrager, Eli
Wagenman, Edwin
Waldrep, James A., Jr.
Walker, Martin F., Jr.
Walker, Robert M., Jr.
Walsh, John P.
Whitney, Kenneth B.
Wilder, Vernon O., Jr.
Winkos, Joseph L.
Wulchak, Nicholas
Zimney, Raymond L.

PRIVATES FIRST CLASS

Berretta, Patsy J.
Brown, Bill

Cavender, Joe B.
Clark, Virgil S.

Clavis, Herman, Jr.
Cook, Joseph W.



CATHOLIC MASS



EASTER SERVICE—PROTESTANT

PRIVATES FIRST CLASS (Continued)

Dorio, Aniello M.
 Durbin, Loye E.
 Eskelson, Keith L.
 Ewing, Robert, Jr.
 Fill, Peter
 Fry, Elam E.
 Grace, Jack N.
 Green, Johnnie O.
 Grimes, Harry L.
 Herman, Engelbert W.
 Hoffer, Earl C.
 Hudak, Thomas J.
 Hudson, Gerald E.
 Jannino, William A.
 Jennings, William V.
 Kamin, Robert J.

Kamm, Joseph E.
 Knudson, Arnold E.
 Larsen, George O., Jr.
 Lee, Warren D.
 Magruder, Guyler
 Mazmanian, William
 McLennan, Charles J.
 McMahon, Bill B.
 McMahon, Edward A.
 Morgan, James E.
 Murphy, Gilbert D.
 Neill, Paul V.
 Nixon, Douglas L.
 Pearrow, Jerry E.
 Preuss, Arthur W.

Ramsay, James E.
 Schanzer, Theodore
 Schiavi, Edward C.
 Schultz, Arthur F.
 Springer, Burns V.
 Stone, Emory C.
 Tate, Isaac C.
 Thomas, Robert J.
 Thomas, Trueman B.
 Tiberie, Daniel N.
 Trask, Vernard R.
 Trupiano, Joseph
 Wilson, Roderick
 Wisdom, Jessie R.
 Wright, Joseph C., Jr.
 Zagorski, John P.

AIR RAIDS
As of 18 August, 1945

24 Nov.	0015	Saipan	*Attack	6 May	1900	Iwo	Alert
27 Nov.	1215	Saipan	Attack	10 May	1730	Iwo	Attack
1 Dec.	0020	Saipan	**Alert	21 May	2200	Iwo	Alert
6 Dec.	0400	Saipan	Attack	22 May	2000	Iwo	Attack
			<i>One Betty shot down by forward guns</i>				<i>One-half credit for Betty shot down by starboard guns</i>
23 Dec.	1200	Saipan	Alert	1 June	0300	Iwo	Attack
25 Dec.	2000	Saipan	Attack	6 June	2130	Iwo	Attack
26 Dec.	2000	Saipan	Attack	24 June	0100	Iwo	Alert
	2230	Saipan	Attack	4 Aug.	0400	Iwo	Attack
2 Jan.	0400	Saipan	Attack	6 Aug.	2200	Iwo	Attack
14 Feb.	2100	Saipan	Alert	10 Aug.	1345	Iwo	Alert

*Attack—Designates raids during which enemy aircraft attacked either island or ships in the harbor and were fired on by guns of some.

**Alert—Designates alerts during which planes did not come within range of ship or shore guns.



MEMORIAL DAY SERVICE

COMMENDATIONS

HEADQUARTERS XXI BOMBER COMMAND
Office of the Commanding General
APO 234, c/o Postmaster
San Francisco, California

2 July 1945

SUBJECT: Letter of Commendation

TO: Commanding Officer
Air Depot
APO 246

1. This headquarters is aware of the excellent service rendered by 2nd ARU and it is desired to express appreciation to the officers and crew of this vessel for such service.

2. It is requested that Colonel McCraw, Commanding Officer, and Major Duffield, Engineering Officer, be personally commended for the fine contribution that unit has made toward the successful operation of XXI Bomber Command Staging Center.

/s/ A. W. Kissner,
A. W. KISSNER,
Brigadier General, USA,
Commanding.

1st Ind.

HEADQUARTERS AIR DEPOT, APO 246

3 July 1945

TO: Commanding Officer, 2d Aircraft Repair Unit (Floating),
(Maj. Gen. Herbert A. Dargue), APO 341.

1. I wish to commend you, Colonel McCraw, Major Duffield, and the rest of the officers and men responsible for the excellent work which earned this letter of commendation.

2. It is also desired to express appreciation for your part in helping to build a tradition of service, not only for your own organization but also for this depot.

3. Your actions and accomplishments go far in developing the high standard of prompt and efficient service that helps the tactical units to carry the offensive to the enemy.

/s/ Leroy Hudson
LEROY HUDSON,
Colonel, Air Corps,
Commanding.

NOTE: The 2nd ARU(F) was designed to serve the 29's and sailed from the states direct to Saipan to support the initial efforts of the 20th Air Force in the Western Pacific. It is pleasing to recall that from the initial operation under General Hansell until the close of the operation at Iwo under General LeMay there was no moment when the effective work of the 2nd was not highly appreciated by this "primary customer."

COMMENDATIONS

HEADQUARTERS TWENTIETH AIR FORCE APO 234, c/o Postmaster San Francisco, California

GENERAL ORDERS)
NO. 79)

1 October 1945

Under the provisions of Section I, Circular 345, WD, 1944, as amended by Section II, Circular 421, WD, 1944, and Section III, Circular 137, WD, 1945, Announcement is made of the award of the Meritorious Service Unit Plaque to the following listed organizations for superior performance of duty of exceptionally difficult tasks during the periods indicated:

2nd Aircraft Repair Unit (Floating), from 17 April 1945 to 28 August 1945.

BY COMMAND OF LIEUTENANT GENERAL TWINING:

R. K. TAYLOR,
Brigadier General, USA,
Chief of Staff.

HEADQUARTERS VII FIGHTER COMMAND AAF Office of the Commanding General APO 86

25 August 1945

SUBJECT: Letter of Commendation.

To: Commanding Officer, 2d ARU, APO 86.

1. I desire to commend you and the officers and men of your command for an important contribution to VLR operations against the Japanese Empire. You provided the maximum service to the Air Service Groups, and repaired parts for both fighters and bombers, thereby contributing toward keeping the maximum number of combat airplanes operating.

2. The efficiency and wholehearted cooperation of your command are deeply appreciated by the undersigned.

E. MOORE,
Brigadier General, U. S. Army,
Commanding.

NOTE: General "Mickey" Moore and his excellent 7th Fighter Command may be recalled from the following excerpt from "Newest Jap Killers" in the March, 1944, issue of BRIEF—the AAF magazine for the Pacific Ocean Area. The story was by S/Sgt. George Solleck and will awaken the recollection of the 2d ARU of General Moore's great and efficient command.

"The first Mustang to land on Iwo was piloted by General E. (Mickey) Moore, Commanding General of the 7th Fighter Command and newly named Air Defense Commander of Iwo itself. That was on D-Plus-15.

"Today the 7th Fighter Command pulled a fast, quick stab against Chichi with a sizeable formation of P-51s in the first flight of a round-the-clock bombing campaign which will likely equal in intensity any air offensive to date in the Pacific Theater."

COMMENDATIONS

HEADQUARTERS 874TH BOMBARDMENT SQUADRON A.P.O. 237

22 December 1944

Lt Col William McCraw,
2nd Air Repair Unit,
A.P.O. 341

Dear Col. McCraw:

I wish to express my appreciation to you and your Unit for your co-operation and assistance in furnishing skilled technicians to complete the emergency modification on air craft of this organization.

This modification permitted these air craft to complete a maximum effort strike against the enemy, eliminating possible operational hazards. Reports from Commanders of these modified air craft have been extremely favorable.

The promptness in which this assistance was rendered and the efficiency of the work accomplished is commendable.

Very sincerely,

D. W. SAUNDERS,
Col., Air Corps.

CONFIDENTIAL

HEADQUARTERS 318TH FIGHTER GROUP, AAF A.P.O. 244

13 April 1945

Subject: Letter of Appreciation.

To: Commanding Officer, Second Aircraft Repair Unit, (Floating)

Thru: Commanding General, Island Command, A.P.O. No. 244.

1. The deep appreciation of each officer and man of this Group is hereby extended to your organization for the assistance rendered us in equipping our aircraft with rocket launchers.

2. Despite a heavy schedule facing your organization, twenty men were assigned and in cooperation with CASU 15, installed twenty-nine rocket launchers on our planes during the period 8 April 1945 and 13 April 1945. Because of such cooperation we will sooner create a greater opposition to our enemy at a saving of American lives.

/s/ L. M. Sanders,
/t/ L. M. SANDERS,
Colonel, Air Corps,
Commanding.

COMMENDATIONS

HEADQUARTERS AIR DEPOT, APO 246

27 April 1945

TO: Commanding Officer, 2d Aircraft Repair Unit (F), A.P.O. 341.

1. It is my desire to add my appreciation to that already expressed for the cooperation which you have given to the 318th Fighter Group.

2. By this type of cooperation it is possible for this Depot, together with the organizations assigned to it, to move further ahead in achieving a high standard of service to the combat organizations.

/s/ O. F. Carlson
/t/ O. F. CARLSON,
Colonel, Air Corps,
Commanding.

HEADQUARTERS ISLAND COMMAND, SAIPAN

19 April 1945

THRU: Commanding General, 73d Bomb Wing, APO 237.

TO: Commanding Officer, Second Aircraft Repair Unit
(Floating), APO 244.

The spirit of cooperation and the technical skill of the officers and men of your unit are both to be commended. The Commanding General wishes to express his pleasure and his appreciation of a job well done.

/s/ E. B. Colladay,
E. B. COLLADAY,
Brigadier General, USA,
Commanding.