

SECRET

HEADQUARTERS
818TH ENGINEER AVIATION BATTALIONENGR-818-N1
JULY 1944
: SECRET :
: Auth: CG, 818th EAB :
: Init: *gc* :
: Date: 6 Aug 1944 :W APC 126, U.S. Army
6 August 1944

01-818126

UNIT HISTORY

JULY 1944

59

1. Organization - Authority given to reorganize under T/O and E 5-415, 5-416, 5-417, 15 May 1944, and reorganization commenced.

2. Strength, commissioned and enlisted - 32 Officers, 790 Enlisted Men.

3. Movement - left St Mere Eglise at 0700 hours, 2 July 1944, en route to Cerisy-la-Foret, arrived 1200 hours same date.

Departed Cerisy-la-Foret at 1750 hours, 4 July 1944, for permanent change of station to Tournieres, arriving at 1830 hours.

Departed Tournieres, en route to LaVieille, at 1400 hours, 31 July 1944, arrived at 1540 hours same date.

For other movements of subordinate units see text.

4. Casualties - None.

5. Decorations - None.

[Signature]
1st Lt, CE
Adjutant

RSI Cont No
S11370

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S E C R E THEADQUARTERS
818TH ENGINEER AVIATION BATTALION

UNIT HISTORY

JULY 1944

The morning of the first of July found the battalion, that is, the 18 officers and 569 enlisted men, who had disembarked, in Field 30, the dewaterproofing area for Ninth Air Force Units, about three miles from St Mere Eglise. There was considerable confusion as to who was present and exactly what action was to be taken next. As the various craft loads had unloaded on "UTAH" beach, individually in darkness, and had moved from the beach to Field 30 individually, the confusion was to be expected. Personnel of the battalion settled down to await developments, plentifully supplied with prepared rations. Meanwhile, vehicle operators busied themselves de-waterproofing their vehicles.

Late in the morning of 1 July, Major Cutter succeeded in making contact with the 922nd Engineer Aviation Regiment. The same afternoon, a representative from regimental headquarters, Lt. Kirven, arrived at Field 30. He brought instructions that the unit had been assigned the mission of constructing an advanced landing ground at Herouville, in the vicinity of Cerisy-la-Foret, within three miles of the front. It was decided to have an advanced party consisting of Major Cutter and Lt. Batchelder with a mine clearing group to reconiter and clear possible bivouac sites for units of the battalion.

At 0700 hours, 2 July 1944, the unit formed a convoy and left Field 30, en route to its new station. The long convoy passed through towns and cities that had been mentioned in news bulletins and newspapers, St Mere Eglise, Carentan, Isigny, and finally arrived at Cerisy-la-Foret at noon of the same day. Major Cutter was located at Cerisy and informed the unit that the assigned mission had been indefinitely postponed. No battalion mission was at that time available.

Headquarters & Service Company and Company "E" were led to bivouac sites and began settling down. Company "A" did not remain at Cerisy long enough to pitch camp, but was instructed to move to Le Molay to assist the 834th Engineer Aviation Battalion in the construction of the ALG A9D, while Company "C" moved immediately to Balleroy to supplement the 820th Engineer Aviation Battalion in the construction of AL2.

The following day, 3 July 1944, Capt. Denney, Lt. Brown and Lt. Dewsnap, with 45 men, reported at battalion headquarters. Other craft loads reported on 6 July, when six officers and 146 men rejoined the unit. The final craft load that had not reported consisting of Lt. O'Malley and 9 enlisted men reported on 9 July.

Detachment 2, the residue of 9 men and certain equipment left in the United Kingdom, and Lt. Betts joined the battalion at Tournieres on 31 July, making the unit complete.

Elements of the battalion did not remain long in Cerisy-la-Foret. The units were bivouaced in the Artillery area, which was continually firing on German positions, and the proximity of the front always held

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the chances of counter-fire from enemy guns. On 4 July, the units at Cerisy moved back to a bivouac in an apple orchard about a mile south of the town of Tournieres in an area known as Cottun. With no battalion mission in sight, the Headquarters and Headquarters & Service Company began settling down in more permanent installations.

Nor were the other companies of the battalion to remain any less mobile. On 5 July, Company "B" departed from Tournieres and was assigned at Colleville, to assist the 816th Engineer Aviation Battalion in the construction of T-2. Company "A" joined Company "B" at Colleville, having completed its tasks at A9D. On 8 July, Company "C" moved from Balleroy and set up at Chippelle, to do maintenance work on A5, badly damaged by the bad weather.

Company "B" remained at Colleville only three days and was then assigned the maintenance of A2 at Criqueville, which entailed damage due to the bad weather, the rolling up of square mesh and work on sub-grade and other such maintenance tasks. The unit remained at A2 until 23 July, when two platoons were dispatched to A5 at Chippelle to assist Company "C" in extensive maintenance work there, while the third platoon and company headquarters joined elements at Tournieres.

Company "A" completed its construction on T2 by the 12th of July, and on the next day moved from Colleville to A5, to perform maintenance work at A5.

The battalion remained in this status until the end of the month. Considerable movement, nevertheless continued, necessitated by the exchange of personnel and equipment between A5 and Headquarters & Service Company at Tournieres.

Towards the end of the month, the regiment advised the unit that at last it had been assigned the construction of an advanced landing ground in the vicinity of LaVieille. A preliminary reconnaissance, made through regimental headquarters, was turned over to the battalion. Preparation for construction commenced without delay and, within a few days, the layout for A19 at LaVieille was made, submitted to regimental headquarters and approved (FO #8, Hq 922nd Engr Avn Regt, 24 July 1944). All that was necessary for the commencement of construction activities was the release of the real estate by V Corps of the First Army, which occupied the site, but the release was not obtained until the last day of the month.

Meanwhile, the construction duties of the organization centered chiefly around the strip at A5. Considerable work was accomplished in drainage, which was badly needed because of heavy rains. Damaged portions of the runway and taxiway were repaired by rolling back the square mesh and repairing of the sub-grade. The crash strip was repaired and regraded. Access roads were widened and graded. Two petrol tanks were installed. In short, the entire installation was overhauled and improved before the units of the battalion were relieved from further duties on the field.

On 30 July, the unit received verbal consent from V Corps to take over the site at LaVieille. Early the following day, the units at A5 and Tournieres moved to the new site, less a few elements that were to make the move the following day. No time was lost after the move before equipment was put to work on 31 July to construct the ALG A19 at LaVieille.

During the first month in France, little enemy action was seen by the unit.

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A group of enemy planes were seen over the bivouac area at Cerisy, but no action was taken by the planes against the unit. At Balleroy, Company "C" was close by during strafing and artillery attacks by the enemy. No casualties were suffered, and, on one occasion, Cpl. Eli H. Kraman was believed to have shot down a FW 190 during an attack, with a Cal .50 anti-aircraft weapon. At A5, the units were subjected to enemy aircraft action at night, which increased considerably toward the latter part of the month. Even at Tournieres, the action of enemy planes coupled with our anti-aircraft barrage disturbed the sleep of members of the unit considerably. No direct action, other than air, was taken on or near the unit by the enemy, and no casualties were suffered.

Among personnel, considerable reassignment within the battalion was necessitated by directions received to reorganize under the new T/O for Engineer Aviation Battalions, T/O and E 5-415, 5-416 and 5-417, 15 May 1944. The reassignment was mainly directed toward furnishing the letter companies with equipment operators newly authorized from Headquarters & Service Company, and the concentration of utilities personnel within Headquarters & Service Company. By the end of the month, reorganization was almost completed, lacking only reclassification of personnel and the placing of the reorganization on paper.

The enlisted strength of the unit continued to rise, despite the fact that all personnel hospitalized were immediately dropped from assignment upon evacuation from the unit dispensary. Enlisted replacements were furnished in all grades, which added to the difficulties of reorganization. Among the replacements received were Pvt. Joseph L. Wanser, 12012066, Pvt. George J. Frank, 32943491, Cpl. Landry J. Guillot, 38195127, Tec 4. Herman W. Hess, 32457950, S/Sgt. Thomas K. MacComb, 32141000, Sgt. Mike Billy, 33023497, Cpl. Dominic J. Lammendola, 33583861, Tec 5. Elmer G. Laube, 32112244, Tec 5. Frederico Specca, 33054356, Pvt. Gerald E. Adams, 37480963, Cpl. Peter T. Maggiore, 32112234, S/Sgt. Robert J. Carlin, 13004933, Tec 4. Lawrence W. Moyer, 33123037, Tec 5. Philip Greco, 33033154, Tec 5. Walter Walck, 33022344, Tec 5. Stephen P. Krull, 63023360 and Pvt. Charles E. Fales, 7001236, Pvt. Marshall D. Beard, 6359951, Pvt. James E. Welchel, 6973614, Pvt. Kenneth E. Sickles, 15110529 and Pvt. Alfred Cotugno, 32198641.

Badly needed replacements in officers were received during the month. 1st Lt. Edison K. Hamilton, 01104187, CE, joined the unit on 18 July (par 4, SO #94, Hq IX Engr Cmd, 16 July 1944), and was assigned to the S-3 Section as Assistant Engineering Officer. On 29 July 1944, 2nd Lt. Michael J. Brandt, Jr., 01110393, CE, reported (par 3, SO #106, Hq IX Engr Cmd, 29 July 1944) and was assigned as a platoon leader in Company "E". On 31 July, 2nd Lt. Donald J. Garrat, 0528058, CE, joined the command, (par 1, SO #107, Hq IX Engr Cmd, 30 July 1944) and became a platoon leader in Company "C". 2nd Lt. James C. Reid, 02048753, MAC, was assigned to the battalion (par 3, SO #213, Hq Ninth Air Force, 31 July 1944), but had not reported at the end of the month.

Capt. Carl G. Uppman, who had been a member of the battalion almost since its activation, was called away from his duties on 26 July and ordered to report for assignment to IX Engineer Command. No information was received as to his future assignment. Lt. McClain assumed the command of Headquarters & Service Company. The loss of Capt. Uppman and the reorganization under the new T/O necessitated further changes among the officers of the battalion. Lt. Harris became the Service Platoon Commander in Headquarters & Service Company, and Lt. Wingo took over the duties of the transportation officer.

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Lt. Brown became the company Administrative Officer, having been relieved of duties as Assistant Engineering Officer. Lt. Merbitz was reassigned from Transportation Officer in Headquarters & Service Company and joined Company "A" as a platoon commander. Lt. Betts was relieved of duties in Company "A" and became a platoon commander in Company "C".

Lt. Lund received a promotion to First Lieutenant during the month (par 4, SO #183, Hq ETOUSA, 1 July 1944).

The battalion had now been in Normandy a month, but little was seen of the country. The organization was destined to be bivouaced in fields, quite distant from towns, which were declared off-limits by the First Army. There was little in the way of recreation, except for the moving pictures that again were shown. Nevertheless, with a seven day work week, the battalion was kept busy and morale was excellent.

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HEADQUARTERS
922nd ENGINEER AVIATION REGIMENT
UNITED STATES ARMY

E/K/awm

AFC 126

241200B July 1944

F.O. No. 8

Maps: Sheet 6F/2 GS, GS 4250, RF 1:50,000

1. Tactical Situation.

a. Enemy Troops

(1) Ground

- (a) Elements 266 Infantry Division in vicinity of St. Lo T-4963.
- (b) 3rd Airborne Division and 2nd Panzer Division along line Caumont T-7059 to St. Lo.

(2) Air

- (a) Medium activity both day and night.

(3) Shelling

- (a) Light to medium. At present under mortar fire.

b. Friendly Troops

- (1) 2nd Infantry Division along line St. Germain d'Elle T-6364 St. Georges d'Elle T-5966 La Barre T-5463;
- (2) 29th Infantry Division flanking 2nd Infantry Division, and extending to boundary 3/4 mile NW St. Lo.

2. The 922nd Engineer Aviation Regiment has been charged with the construction of landing facilities to support Ninth Air Force in sector prescribed by IX Engineer Command..

3. The 818th Engineer Aviation Battalion is assigned the mission of constructing an AIG in the vicinity of La Vieille at approximately T-585680.

a. Specifications

- (1) The runway will be graded 5000 feet plus 450 feet overruns on each end.

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- (2) Surfacing and construction details will be as per drawing Number 44-C2, this headquarters.
- (3) Further construction details and standards as follows:
- (a) Annex 12, IX Engineer Command Plan-Construction Standards.
 - (b) Memorandum 55-1 thru 55-19, this headquarters.
 - (c) The specifications for PHS on runway and marshalling areas only are amended as follows:
 - 1 Asphalt cement will not be used for sealing the joints.
 - 2 After the PHS is laid it will be rolled so as to eliminate wrinkles. The surface will then be thoroughly swept with rotary brooms followed by an application of RC3 cut-back asphalt at the rate of between 0.15 and 0.20 gallons per square yard. The bituminous material will be covered with 2 to 4 pounds of sand per square yard. The sand will be broomed to provide a uniform cover and will then be rolled with rubber tired rollers; all excess sand will then be swept off the finished surface. Rolling and sweeping will continue as necessary. Any spots not covered with bitumen or sand will be covered by hand.
- b. ALG will be marked A-19 and known as La Vieille.
- c. Reconnaissance survey will be made within 24 hours. Reference Memorandum 50-3, Headquarters, IX Engineer Command, 25 May 1944.
- d. Construction will not be started until written approval of preliminary layout has been received from this headquarters.
- e. Starting and completion dates will be set by this headquarters based on data in paragraph 3d and the tactical situation in the vicinity.
4. a. Supplies.
- (1) All supplies will be procured through regular established supply channels.
 - (2) Battalion will submit at once to this headquarters, complete requisition of all construction materials needed for project.
- b. Reports.
- (1) Reconnaissance report will be submitted in accordance with paragraph 3, letter this headquarters, 22 June 1944, subject: Construction Reports and Maps.

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- (2) Daily Report of Operations on Form 171 in accordance with instructions contained in letter referred to in paragraph 4b (1).
- (3) Unit Periodic Report in conformity with Memorandum 15-4, Headquarters, IX Engineer Command, 16 May 1944.
- (4) Five copies of map giving data called for in Memorandum 55-7, this headquarters, 24 June 1944, will be submitted immediately upon completion of preliminary survey and drafting of map.
- (5) Five copies of map showing final layout will be submitted to this headquarters within 24 hours after completion of AIG.
- (6) Reports and Maps will be submitted as called for in Memorandum 55-7, this headquarters, 24 June 1944.

5. Signal Orders.

- a. See Index Number 1-4 to Signal Operation Instructions, Headquarters, IX Engineer Command.
- b. See Annex Number 1 Signal Order, this headquarters.
- c. Command Post.
 - (1) Location of Regimental C.P. unchanged.
 - (2) This headquarters will be advised immediately of change of Battalion C.P.

LITTLE
Commanding

OFFICIAL:

s/ GOTTLIEB
S-3

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HEADQUARTERS
IX ENGINEER COMMAND

AFC 126, U.S. Army
16 July 1944

SPECIAL ORDERS)
NUMBER 94)

E X T R A C T

* * *
4. 1st Lt EDISON K. HAMILTON, O1104187, CE, is reld of asgmt to 816th
Engr Avn Bn, is asgd, WP 816th Engr Avn Bn, TDM by MT.
* * *

By Command of Brigadier General NEWMAN

W. L. BERCOTT
Colonel, C.E.
Chief of Staff

OFFICIAL:

s/t/ PAUL J ABBOTT
Captain, A.C.
Asst Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
29 July 1944

SPECIAL ORDERS)
NUMBER 106)

E X T R A C T

* * * * *

3. The following named O are reld fr asgmt to 922nd Engr Avn Regt, are
asgd, WF orgn indicated. TDN by LT.

2d Lt MICHAEL J BRANDT, JR. 01110394 CE 816th Engr Avn Bn

* * * * *

By Command of Brigadier General NEWMAN:

H. W. BERGOTT
Colonel, C.E.
Chief of Staff

OFFICIAL:

s/t/ J. H. GOODLOE
Lt. Colonel,
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

AFG 126, U.S. Army
30 July 1944

SPECIAL ORDERS)
NUMBER 107)

E X T R A C T

1. The following named O are reld fr asgmt to 922nd Engr Avn Regt, are
asgd, WP orgn indicated. TDM by MT.

<u>NAME</u>		<u>ASGD, WP</u>
2d Lt DONALD J GARROT	0528085 CE	818th Engr Avn Bn

* * * * *

By command of Brigadier General NEWMAN:

M. W. EBERGOTT
Colonel, C.E.
Chief of Staff

OFFICIAL:

s/t/ J. H. GOODLOE
Lt. Colonel, A.C.
Adjutant General

C O N F I D E N T I A L

HEADQUARTERS
NINTH AIR FORCE

AFO 696, U.S. Army
31 July 1944

SPECIAL ORDERS)
NUMBER.....213)

E X T R A C T

* * * * *

3. The following named Officers who reported to this Hq in compliance w/ Par 39, SO No 135, Hq, 11th Repl Depot, dated 27 Jul 1944, are asgd, to orgns indicated on Par Shore. Complete fld equip w/ rat and water will accompany them. TDN by MT, mil acft, rail or water. 60-136 P 431-02 A 212/50425.

2D LT JAMES C. REID 02048753 MAC 818th Engr Bn

* * * * *

By command of Lieutenant General KERRITON:

V H STRAHL
Brig Gen USA
C of S

OFFICIAL:

s/t/ HARRY E KOCH
Major, AC
Asst Adj Gen

R E S T R I C T E D

SO 183

Hq ETOUSA

1 Jul 1944

E X T R A C T

4. C, Ninth AF, listed below, are temporarily promoted to the grade indicated in AUS w/rank fr date of this order:

2d Lt to 1st Lt

CARL A. LUND, O1115332, CE

By command of General EISENHOWER:

R. B. LORD,
Brigadier General, GSO,
Deputy Chief of Staff

OFFICIAL:

R. B. LORD
Brigadier General, USA, Adjutant General

TRUE COPY:

JAMES J CORRAL
1st Lt, CE
Adjutant

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REF ID: A-23-7014-44	Periodic Reports
RESEARCH STUDIES INSTITUTE U. S. A. F. HISTORICAL DIVISION AIR FORCE HEADQUARTERS	

9-16 Jul 44
17-23 JUL 44

818-Engr-Av-Bn

"Periodic Report"

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POST Card No
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UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT 818th Engr Avn Bn

C.P. Tournieres
1 Mi S T6274 Lambert Zone 1

Report for period 9 July to 16 July 1944 17 July 1944

1. In compliance with Memo 15-4, Hq, IX Engineer Command, dated 16 May 1944, Unit Periodic Report for period 9 July 1944 to 16 July 1944 inclusive, is submitted herewith.

a. Operations (S-3)

- (1). Company A was on detached service with the 816th Engr Avn Bn at T-2 until 13 July 1944, when the company moved to A-5 for construction and maintenance at that station. During the period, the following work was accomplished by the unit:
 - (a). At T-2, one mile of road was widened to 20 ft including the removal of 1 1/4 mi. of hedgerows, placing of 1000 yds. of rock, and laying of 3000 ft of pierced steel plank.
 - (b). At A-5, Co A completed the following
 1. 8000 ft of hedgerows were cleared and grubbed in preparation for widening of access roads.
 2. 675 ft of access roads were constructed, involving the placing of 65 yds of gravel and 40 ft of 12" culvert.
 3. 750 ft of SMT was removed, regraded and replaced on the taxiway.
- (2). Co B assumed the maintenance of A-2 from 876th Engr Avn Bn (AB) at 1200 hours, 11 July 1944. A patrol of 11 men has been continuously on the runway between the hours of 0600 and 2300 each day.
 - (a). One 500 gal petrol storage tank was started on 10 July and is complete, except for the installation of a few plumbing fittings which were not available at the time of erection.
 - (b). Maintenance and repair of the runway and taxiways has been carried out.
 - (c). In addition to the above, the company has assumed the maintenance and repair of strip at Grand Camp les Bains. Rough work on road net was commenced 15 July and the removal of hedgerows and placing of gravel fill is in progress. During work on the strip, Teller mines were detected and removed.

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- (3). Co C has been stationed at A-5 during the period of this report, and has carried out the following maintenance and operations:
- (a). Repair of SMT at NE end of strip, damaged when a P-47 made a "belly" landing.
 - (b). Crimping of billows from mesh and providing of emergency drainage on the taxiway.
 - (c). Removal of mud and placing of gravel under SMT at intersection of SE stub of taxiway and runway.
 - (d). Removal of mud on runway.
 - (e). Construction of hardstands on SW part of taxiway.
 - (f). SMT rolled back, mud removed, gravel placed and SMT replaced at intersection of NE end of runway with taxiway.
 - (g). Bulges eliminated and clips checked on runway.
 - (h). Laying of mesh for airplane servicing parks.
 - (i). Drainage provided, mud removed, and replaced with gravel prior to laying SMT connecting SW Marshalling Area with the end of the runway.
 - (j). SMT rolled back, mud removed, gravel placed and SMT replaced on southern part of taxiway.
 - (k). Grading of crash strip and providing of drainage.
 - (l). Erection of one 250 bbl. Petrol Storage Tank, started 11 July and completed 15 July.

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UNIT PERIODIC REPORT

UNIT 818TH ENGINEER AVIATION BATTALION IX ENGINEER COMMAND C.P. Tournieres, T6274,
Lambert Zone 1.

Report for period 9 July to 16 July 1944

17 July 1944

2. Intelligence (S-2).

a. Summary of S-2 activities and general observations covered in Unit Daily Reports:

Situation Maps have been moved from the S-3 Section of this organization and are now being maintained by this section.

b. Status of Map Supply: No change.

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UNIT PERIODIC REPORT

UNIT 818th Engr Avn Bn IX ENGINEER COMMAND C.P. Tourieres, France
1 Mi S T 6274 Lambert Zone

Report covering 9 July 1944 to 16 July 1944 17 July 1944

3. Personnel (S-1)

- a. The effective strength of Command as of last day of period covered 29 O & 775 EM.
- b. There were no grave registrations.
- c. There were 6 replacements received and none are expected.
- d. There were no prisoners of war captured or evacuated.
- e. There were no stragglers on hand.
- f. Morale was excellent.
- g. There were no incidents regarding civilian population.
- h. There were no awards or decorations.
- i. Movies were held; a Bn Day Room is in operation, Stars and Stripes and Yank are given distribution.
- j. There were no casualties during period.

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UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

Tournieres, 1 Mi S, T6274

UNIT: 818th Engr Avn Bn

C.P. : Lambert Zone 1
(Location)

Report for Period 9th to 16th July 1944

17 July 1944
(Date)4. Supply and Transportation (S-4)a. Status of Supply(1) Class I

- (a) Class I supply point is near Formigny at T-6586.
(b) Supply is adequate and available.

(2) Class II

- (a) (1) Class II QM supply dump is near Longueville,
at T-6187.
(2) Class II Ord. Supply point is near Cardonville,
at T-5388.
(3) Class II Engineer dump is near Longueville,
at T-6187.
(4) Class II Signal dump is near Isigny, at T-4985.
(5) Class II CWS dump is near Longueville, at T-6187.
(6) All dumps are accessible, and supplies are

readily available.

(3) Class II and Class IV - Vehicles and Construction equipment.(a) Ordnance Vehicles.

- (1) No dump or vehicle park has been specifically
designated as supply point for this organization.
(2) There are no T/E shortages.
(3) There have been no receipts and/or issues of
vehicles during the period covered by this report.

(b) Construction equipment.

- (1) There are no T/E shortages.
(2) There have been no receipts and/or issues of
construction equipment during period covered by this report.
(3) No special equipment is required.
(4) No additional equipment is required during
the next period.
(5) There is no surplus equipment on hand.

(4) Class III.

- (a) Class III items are drawn from dump near le Cambe,
at T-5988.
(b) The supply is adequate and no difficulties have
been encountered.

(5) Class IV (other than Engineer)

- (a) A Class IV dump is located near Longueville, at T-6187.
(b) No Class IV supplies, other than engineer, have been
required to date.

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(6) Class IV - Engineer (excluding equipment)

(a) Supplies are drawn from dump near Longueville, at T-6187. Gravel and crushed stone are obtained from pits located at T-6175, and T-5672.

(b) Inability to obtain release of gravel from Army pits may affect operations during the next period. Demands on Army operated dumps are heavy. Satisfactory arrangements are expected to be worked out in two to three days.

(c) Several gravel pits are accessible to the organization but difficulties shown in (b) above have been encountered. Approximately 6000 yds gravel will be required during next period.

(d) There are no excess supplies on hand.

(e) For contemplated operations, approximately 6000 yds of gravel and/or crushed stone are estimated to be required.

(7) Class V.

(a) Class V items are drawn from ASP1901, at T-5381

(b) The supply is adequate, and readily available.

(c) One batch of .50 Cal. MLB ammo. has been found partially unserviceable due to bent rounds. No lot number is available since the batch had been rebelled by the depot. Defective rounds were returned to depot.

b. Maintenance.

(1) Engineer Equipment.

(a) No equipment is deadlined and under unit repair.

(b) The maintenance unit servicing the organization is the 475th Engineer Maintenance Co., located near Vaubadon, at T-6372.

(c) One grader is under repair by maintenance unit.

Reg. No; W-88197

Make; Caterpillar

Cause; Malfunctioning transmission flywheel brake.

Date; 10 July 1944.

Date of completion is unknown. In disassembling the transmission assembly, two bearings were broken. The bearings are not available in France.

(d) No particular difficulties are encountered in obtaining maintenance.

(2) Ordnance Vehicles and Weapons.

(a) No vehicles or weapons are deadlined and under unit repair,

(b) The maintenance unit servicing the organization is the 1814th Ordnance Medium Maintenance Company, located near Cardonville, at T-5388.

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(c) No vehicles or weapons are deadlined and under repair by maintenance unit.
 (d) No special difficulties are encountered in obtaining maintenance.

(3) Equipment of other Arms and Services.
 (a) No special problems are encountered in maintenance of Signal, Quartermaster, or Chemical Warfare equipment.

c. Captured equipment and supplies
 (1) No enemy equipment or supplies have been captured by this organization during current period.

d. Salvage.
 (1) Salvage dumps for T/E and T/BA equipment are located within the various supply dumps as listed in par (a) (2) above.
 (2) Only T/E and T/BA equipment is being salvaged, including major assemblies or sub-assemblies of vehicles and equipment.

e. Transportation and Traffic Circulation.
 (1) Organic transportation is adequate for current and proposed operations.
 (2) No supplemental transportation has been furnished during the past period.
 (3) See (2) above.
 (4) No difficulties in convoy movement and clearance have been encountered.
 (5) There are no special difficulties to bring to attention.

f. Evacuation.
 (1) No comment.

g. There are no special supply problems which should be brought to the attention of a higher headquarters. Only normal difficulties, i.e. those peculiar to current operations are encountered, and these are readily overcome.

L. A. Cutter
 L. A. CUTTER
 Major, 818th Engr Avn Bn
 Commanding.

8 Incls:
 Incl 1. Annex 1 - Rpt of Officers
 Incl 2. " 4 - Counterintelligence Summary.
 Incl 3. " 6 - Monthly Material Status Report.
 Incl 4. " 7 - QM Activity Report.
 Incl 5. " 8 - Ordnance Activity Report.
 Incl 6. " 9 - Medical Activity Report.
 Incl 7. " 10 - Chemical Warfare Activity Report.
 Incl 8. " 11 - Signal Activity Report.

SECRET

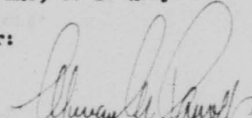
-3-

SECRET

HEADQUARTERS, 922ND ENGR. AVN. REGT., APO 126, U. S. Army, 18 July 1944. G/J/jsu
1st ind.

TO: Commanding General, IX Engineer Command, APO 126, U. S. Army.

For the Commanding Officer:


MURRAY M. JANOFF
Captain, CE
Adjutant

8 incls: n/c

SECRET

SECRET

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

Tournieres, 1 Mi S,
C.P.: T6274, Lambert Zone 1
(Location)

Report for period 9th to 16th July 1944.

17 July 1944
(Date)

ANNEX 7

QUARTERMASTER ACTIVITY

1. Supply and maintenance.
 - a. Status of Supply.
 - (1) Class I.
(a) Rations are drawn from Class I dump near Formigny (T-6586) and to date, the supply has been found adequate and readily available.
 - (2) Class II.
(a) Class II items are supplied by depot near Longueville (T-6187) after requisitions have been approved by 1st Army Quartermaster. No particular difficulties have been encountered.
2. It has been indicated by current and past activities, that the supply of T/E and/or T/BA items of equipment is adequate.
3. It is thought desirable to call attention to the fact that the portion of an immersion type water heater which is submerged oxidizes rapidly and replacement will be required after about four or five months operation. No suitable means of preventing the rapid oxidation (rusting) has been found by this organization, and advice on the matter would be appreciated.

SECRET

SECRET

UNIT PERIODIC REPORT

LX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

Tournieres, 1 Mi S, T6274,
C.P.: Lambert Zone 1
(Location)

Report for period 9th to 16th July 1944

17 July 1944
(Date)

ANNEX 8

ORDNANCE ACTIVITY

1. Supply and maintenance.

a. Status of Supply.

(1) Class II

(a) Class II Ordnance items have been drawn through
1814th Ordnance Co. near Cardonville, at T-5388.

(b) Supply is generally adequate, and dump is readily
available.

b. Maintenance

(1) Vehicles and weapons.

No vehicles have been deadlined during the previous period,
but full use has been made of facilities of 1814th in repair of weapons (small
arms).

2. Technical Activities.

a. It is desired to call attention to the fact that commercial
tread tires are unsuitable for prime movers. Vehicles not equipped with
mud and snow type tires are helpless when pulling heavy trail loads off
hard surface roads. The two types of tires are interchangeable without
wheel modification, and changeover of all prime mover tires to mud and
snow type will prove an asset to field units.

3. Tactical Information.

(1) No comment.

4. No specific data is requested, concerning ordnance material, but
it is desired to call attention to the fact that what is seemingly
unnecessary delay is incurred in obtaining some class II items of Ordnance.
Service Command units are not set up to serve Engineer units, apparently,
or else are unable to procure the necessary items. For example, watches
are neither easily replaced nor quickly repaired. In most cases, "off the
record" repairs by Army units have proved to be the most expeditious means
of obtaining instrument repairs, and while the results are the same, the
system of supply is necessarily side stepped.

SECRET

SECRET
UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT 819th Engr. Avn. Bn.
APO 126, U. S. ARMY.

Tournieres, Lmi. S,
T 6274, Zone 1

Report for period 9 to 16 July 1944.

16 July 1944.

ANNEX 9
MEDICAL ACTIVITY

1. Supply and Maintenance.
 - (a) There is no assigned source of supply.
 - (b) There have been no supplies requisitioned by this unit since arrival in France.
2. The following Medical units and installations in local evacuation chain are the Battalion aid station, 209 Medical dispensary (AWM) La moley, and the 39 Field hospital.
3. Medical activity during period.
 - (a) There have been no cases hospitalized during this period.
 - (b) There have been no men returned to duty during this period.
 - (c) There have been no men evacuated, etc. during this period.
4. Transportation.
 - (a) There are no suggested changes of transportation.
 - (b) There are no solutions of transport problems.
 - (c) There are no evacuation problems.
 - (d) There are no remarks.
5. General Medical Problems.
 - (a) There are no general medical problems.
 - (b) There are no new methods and diagnosis of treatment to offer during this period.
 - (c) New VD posters were placed on all bulletin boards and condoms and V packets are available.
 - (d) There were no chemical warfare casualties.
 - (e) There are no remarks.
6. Water Supply.
 - (a) The water supply is adequate and potable.
 - (b) Bathing facilities are available in companies A,B, and C, but as yet there are no bathing facilities in Headquarters and Service Co.
 - (c) There are no laundry facilities.
 - (d) Kitchen waste is buried, edible garbage is given to local farmers, and slit trench latrines are used for human waste.
 - (e) There are no remarks.
7. There is no other data to be reported during this period.

SECRET

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UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

C.P.:

Tournieres, 1 Mi S, T6274
Lambert Zone 1
(Location)

Report for period 9th to 16th July 1944

17 July 1944
(Date)

ANNEX 10

CHEMICAL WARFARE ACTIVITY

1. Supply and Maintenance.
 - a. Status of Supply.
 - (1) Class II.
 - (a) Class II items are supplied by dump near Langueville,
at T-6187.
 - (b) No difficulty has been encountered in obtaining
supplies.
2. This organization has not been equipped with a power driven
decontaminating apparatus.
3. Unit Gas Personnel.
 - a. There has been no change since last monthly report.
4. Training.
 - a. Training program and schedule is listed in monthly report.
5. No special problems or hindrances regarding CWS activities have
been encountered.
6. There has been no chemical warfare action by or against the
unit.

SECRET

SECRET
UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn
 C.P.: Lambert Zone 1
 (Location)
 Report for period 9th to 16th July 1944.
 17 July 1944
 (Date)

ANNEX 11

SIGNAL ACTIVITY

1. Supply and maintenance.
 - a. Status of Supply.
 - (1) Class II.
 - (a) Class II Signal supplies are obtained from Depot S-850 near Isigny (T-4985). The depot is readily accessible and no difficulties have been encountered.
 2. Radio.
 - a. Present equipment consists of 5 - SCR-193 sets. One (1) of which is on temporary loan from 922 Engr Avn Reg't.
 - b. Radiated power from all sets is approximately 75 watts.
 - c. All installations are mobile, 4 sets being installed in M2 Half-tracks, and 1 in a 1 Ton Cargo trailer. Power is supplied to the latter by means of a separate battery and charger system.
 - d. Some difficulty is obtained in securing proper maintenance. Necessary tools for replacement of minor assemblies such as volume controls, switches, etc. are not authorized equipment, and such equipment is controlled to the extent that it is unobtainable without authorization of higher headquarters. Instances have occurred in which an exchange of a complete receiver has been necessary in order to get a volume control replaced.
 - e. A higher frequency for operation of SCR-193 sets is desired.
 3. Wire.
 - a. Telephone facilities.
 - (1) One external circuit terminates in ground force switchboard, at Powerhouse (T-6175)
 - (2) There are no external connections to Air Force Switchboards.
 - (3) There are no external connections to British unit switchboards.
 - b. There are no immediately available teletype facilities.
 4. Courier Service.
 - A. Courier service is adequate. Two routes are used to service the organization. One route (Regimental) supplies service to higher echelons, and the other (Battalion) services lower echelons.
 5. Security.
 - a. Necessary security measures are enforced in accordance with current directives.
 - b. The following documents have been destroyed during the past period;

SOI 20-5, 5 May	IX EC	1 Cy.
SOI 20-6, 14 Jul	IX EC	2 Cys
SOI 264-2, 21 Jun	Ninth AF	1 Cy.

SECRET

6. Radio communication within the battalion is proving to be an expeditious means of handling administrative, and some operational matters. Operators in general are improving and it has been found, that the greatest cause of message transit time length is encoding and decoding time. With continued experience, it is expected that encoding and decoding time will be decreased to a certain point.

7. It has been found difficult to impress officers of the organization with the adequacy of a properly regulated radio net, notwithstanding delay incurred in coded messages. Full use is not made of existing facilities and any suggestions which will provide a solution to the problem will be appreciated. While radio communication is much more effective than was previously expected, a greater degree of efficiency is possible within the technical limits of the equipment utilized.

SECRET

SECRET

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

ENG-818-111
17 JUL 1944
9611818-256

.....
: SECRET :
: Auth: CG, IX-EC :
: Init: lee :
: Date: 25 July '44 :
:.....

UNIT 818th Engr Avn Bn

C. P. Tournieres
1 Mi S T6274 Lambert Zone 1

Report for period 17 July to 23 July 1944

25 July 1944

1. In compliance with Memo 15-4, Hq, IX Engineer Command, dated 16 May 1944, Unit Periodic Report for period 17 July 1944 to 23 July 1944 inclusive is submitted herewith.

a. Operations (S-3)

(1) "A" Company stationed at A-5 with assigned mission of maintaining and repairing taxiways, widening of existing, and constructing additional, access roads. Work completed by this unit for the period covered by this report is as follows.

(a) 500 feet of 20 foot road, constructed, requiring the placing of 60 yards of gravel and approximately 10 yards of rock fill for culvert.

(b) Mud and muck removed from shoulders of approximately 5500 feet of access road and replaced with rock.

(c) S.M.T. rolled back, mud removed, rock placed and S.M.T. replaced on approximately 1250 feet of taxiway.

(2) "C" Company stationed at A-5 with the primary mission of maintaining and repairing the runway. A-5 became non-operational on 21/7/44 and 22/7/44 due to heavy rains and bad flying weather. All work on the runway was shut down and heavy equipment placed on the access roads. Work accomplished by the unit for the period is as follows.

(a) Grading and drainage of runway shoulders.

(b) Crimping bulges and policing runway for loose clips.

(c) Collection and stock piling of S.M.T., pickets and clips.

(d) Installation of second petrol tank (250 bbl) completed 17/7/44. No leaks encountered when tested.

(e) Policing of entire area, trimming of felled trees and dressing up of dirt piles.

(f) Clearing and grubbing for access roads around runway.

(g) Removing mud from S.M.T. on taxiway.

(h) Barricades were constructed at all possible entrances to runway shoulders to prevent vehicles driving on graded portions.

RSI
S11369

(3) "B" Company stationed at A-2 with the primary mission of maintaining and repairing the A.L.C. at that place and in addition maintaining and repairing the E.L.S. at Grand Camp Les Baines. A-2 non-operational on 21/7/44 due to heavy rain. Operational on 22/7/44 but field was too muddy and wet to make repairs. Unit relieved of repair and maintenance work at A-2 by 820 E.A.B. on 23/7/44 at 0700 hours and effected move. One half of company reporting to A-5 and one half to Battalion Headquarters. Work accomplished by the unit for the period is as follows.

(a) Crimping bulges and policing runway for loose clips.

(b) S.M.T. rolled back, mud removed, gravel placed and rolled and S.M.T. replaced on approximately 240 feet of runway.

(c) Installation of second Petrol Storage Tank (250 bbl) completed 17/7/44. Developed leak when tested. Repairs waiting on Air Corp to draw off gasoline from tank.

(d) S.M.T. rolled back, mud removed, gravel placed and rolled, and S.M.T. replaced on 1500 feet of taxiway.

(e) 900 feet of access road, rough and fine graded, and gravel placed.

(f) Work accomplished at I-2, Grand Camp Les Baines is as follows.

1 150 feet of hedgerow and one large tree removed at South-east corner of runway.

2 "V" marker ditch on both of runway and on south end filled with original top soil and rolled.

3 High spots on runway graded off and low spots filled in with gravel, graded and rolled.

UNIT PERIODIC REPORT

UNIT 818TH ENGR AVN BN

IX ENGINEER COMMAND

C.P. Tournieres, T 6274,
Lambert Zone 1
24 July 1944

Report for period 17 July 1944 to 23 July 1944

2. Intelligence (S-2).

- a. There has been no change in S-2 activities and general observation not covered in Unit Daily Reports as previously reported.
- b. There was no change in the status of map supply during the period of this report. No additional maps have been received.

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UNIT PERIODIC REPORT

UNIT 818th Engr Avn Bn IX ENGINEER COMMAND C.P. Tournieres, France
1 M1 S T 6274, Lambert Zone 1

Report covering 17 July 1944 to 23 July 1944 24 July 1944

3. Personnel (S-1)

- a. The effective strength of Command as of last day of period covered is 30 O & 787 EM.
- b. There were no grave registrations.
- c. There were 6 EM and 1 Off. replacements received and none are expected. This does not include men reassigned from hospital.
- d. There were no prisoners of war captured or evacuated.
- e. There were no stragglers on hand.
- f. Morale was excellent.
- g. There were no incidents regarding civilian population.
- h. There were no awards or decorations.
- i. Movies were held; Stars and Stripes and Yank are given distribution.
- j. There were no casualties during period.

Checked unit

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

Tournieres, 1 Mi S, T6274
C.P.: Lambert Zone 1

Report for Period 17th to 23rd July 1944

26 July 1944

4. Supply and Transportation (S-4)a. Status of Supply

- (1) Class I
(a) Class I supply point is near Formigny at T-6586.
(b) Supply is adequate and available.

- (2) Class II
(a) Class II QM supply dump is near Longueville, at T6187.
(2) Class II Ord. Supply point is 1814th Ord S&M Co.
at T5388.
(3) Class II Engineer dump is near Longueville,
at T6187.
(4) Class II Signal dump is S-850 near Isigny, at
T4985.
(5) Class II CWS dump is near Longueville, at T6187
(6) All dumps are accessible, and supplies are
generally available.

(3) Class II and Class IV - Vehicles and Construction equipment.

- (a) Ordnance Vehicles.
(1) No dump or vehicle park has been specifically
designated as supply point for this organization.

- (2) There are no T/E shortages.
(3) (a) One vehicle has been received during period.

Item: Truck, 2½ ton, GMC, 6x6, W/P-3 (Army Air Force) refueling unit.
Model: CCKW353

Reg. No.: 4545951
Ser. No.: 309375-2

- (b) There have been no vehicles issued during
the period.

(b) Construction equipment.

- (1) There are no T/E shortages.
(2) (a) No vehicles have been received during the
period.

(b) The following vehicles have been transferred out
to 922nd Engr Avn Reg't.

Item: Stamp licker, new type - 5 ea.
Make: W.A. Pullman & Co.
Serial Nos.: 9700-35, 36, 37, 9753-66, 69.

- (3) No special equipment is required.
(4) No additional equipment is required during the
next period.

- (5) There is no surplus equipment on hand.

(4) Class III.
(a) Class III items are drawn from dump near le Cambe,

at T-5988.

-2-

(b) The supply is adequate and no difficulties have been encountered.

(5) Class IV (other than Engineer)

(a) A Class IV dump is located near Longueville, at T-6187.
 (b) No Class IV supplies, other than Engineer, have been required to date.

(6) Class IV - Engineer (excluding equipment)

(a) Supplies are drawn from dump near Longueville, at T6187. Gravel and crushed stone are obtained from pits located at T6175 and T5672.

(b) There are no critical shortages.
 (c) Gravel and crushed stone are available locally. Approximately 2500 yards will be required during next period.
 (d) There are no excess supplies on hand.
 (e) For contemplated maintenance operations, approximately 2500 yds of crushed stone are required.

(7) Class V.

(a) Class V items are drawn from ASP1901, at T5381.
 (b) The supply is adequate, and readily available.
 (c) One batch of .50 Cal. MLB ammo. has been found partially unserviceable due to bent rounds. No lot number is available since the batch had been rebelted by the depot. Defective rounds were returned to depot.

b. Maintenance.

(1) Engineer Equipment.

(a) No equipment is deadlined and under unit repair.
 (b) The maintenance unit servicing the organization is the 475th Engineer Maintenance Co., located near Vaubadon, at T-6872.
 (c) No equipment is deadlined and under repair by maintenance unit.
 (d) No particular difficulties are encountered in obtaining maintenance.

(2) Ordnance Vehicles and Weapons.

(a) No vehicles or weapons are deadlined and under unit repair.
 (b) The maintenance unit servicing the organization is the 1814th Ordnance Medium Maintenance Company, located near Cardonville at T5388.
 (c) No vehicles or weapons are deadlined and under repair by maintenance unit.
 (d) No special difficulties are encountered in obtaining maintenance.

(3) Equipment of other Arms and Services.

(a) No special problems are encountered in maintenance of Signal, Quartermaster, or Chemical Warfare equipment.

c. Captured equipment and supplies.

No enemy equipment or supplies have been captured by this organization during current period.

-2-

-3-

d. Salvage.
 (1) Salvage dumps for T/E and T/BA equipment are located within the various supply dumps as listed in par (a) (2) above.
 (2) Only T/E and T/BA equipment is being salvaged, including major assemblies or sub-assemblies of vehicles and equipment.

e. Transportation and Traffic Circulation.
 (1) Organic transportation is adequate for current and proposed operations.
 (2) No supplemental transportation has been furnished during the past period.
 (3) See (2) above.
 (4) No difficulties in convoy movement and clearance have been encountered.
 (5) There are no special difficulties to bring to attention.

f. Evacuation.
 No Comment.

g. T/O & E 5-415, 15 May 1944 which supercedes T/O 5-415, 1 Apr '44 and T/BA #6, w/changes, has brought about overages and shortages in equipment. Since some items now authorized would materially increase the efficiency of pending operations, it is requested that such information as is available, concerning issue of newly authorized equipment be forwarded to this headquarters.

L. A. Cutter
 L. A. CUTTER
 Major, 813th Engr Avn Bn
 Commanding.

7 Incls:
 Incl 1. Roster of Officers.- Annex 1.
 Incl 2. Counter-Intelligence Summary - Annex 4.
 Incl 3. QM Activity Report - Annex 7.
 Incl 4. Ordnance Activity Report - Annex 8.
 Incl 5. Medical Activity Report - Annex 9.
 Incl 6. Chemical Warfare Activity Report - Annex 10.
 Incl 7. Signal Activity Report - Annex 11.

1st Ind. G/J/sr
 HQ., 922ND ENGR. AVN. REGT., APO 126, U. S. Army, 26 July 1944.
 TO: Commanding General; IX Engineer Command, APO 126, US Army.

For the Commanding Officer:

Murray M. Janoff
 MURRAY M. JANOFF
 Captain, CE
 Adjutant

Incl 7/c

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

C.P.:

Tournieres, 1 Mi S, T6274
Lambert Zone 1

Report for period 17th to 23rd July 1944

26 July 1944

ANNEX 8

ORDNANCE ACTIVITY

1. Supply and maintenance.
 - a. Status of Supply.
 - (1) Class II
(a) Class II Ordnance items have been drawn through 1814th Ordnance Co. near Cardonville, at T5388.
(b) Supply is generally adequate, and dump is readily available.
 - b. Maintenance.
 - (1) Vehicles and weapons.
No vehicles have been deadlined during the previous period, but full use has been made of facilities of 1814th in repair of weapons (small arms).
2. Technical Activities.

It is desired to call attention to the fact that commercial tread tires are unsuitable for prime movers. Vehicles not equipped with mud and snow type tires are helpless when pulling heavy trail loads off hard surface roads. The two types of tires are interchangeable without wheel modification, and changeover of all prime mover tires to mud and snow type will prove an asset to field units.
3. Tactical Information.

No comment.
4. No specific data is requested, concerning ordnance material.

*ck mlt
Mud grip tires
have been requested
thru Engr Command*

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT 813th Engr. Avn. Bn.
APO 126, U. S. Army.

Tournieres, 1 mi S,
T6274, Zone 1.

Report for period 17 to 23 July 1944.

24 July 1944.

ANNEX 9
MEDICAL ACTIVITY

- ck*
msc
1. Supply and Maintenance.
 - a. The source of supply is the Medical Supply Platoon, T 650785.
 - b. The supply is adequate and readily available.
 2. The following Medical units and installations in local evacuation chain for the unit are the Battalion Aid Station, 209 Medical Dispensary (AWN) Le Moley, and the 39 Field Hospital.
 3. Medical activity during period.
 - a. There have been no cases hospitalized during this period.
 - b. There have been no men returned to duty during this period.
 - c. There have been no men evacuated, etc. during this period.
 4. Transportation.
 - a. There are no suggested changes of transportation.
 - b. There are no solutions of transport problems.
 - c. There are no evacuation problems.
 - d. There are no remarks.
 5. General Medical Problems.
 - a. There are no general medical problems.
 - b. There are no new methods and diagnosis of treatment to offer during this period.
 - c. Condoms and V packets are available in orderly rooms, and battalion aid station.
 - d. There were no chemical warfare casualties.
 - e. There are no remarks.
 6. Water Supply.
 - a. The water supply is adequate and potable.
 - b. Shower baths are now available to all members of this command.
 - c. There are no laundry facilities.
 - d. Kitchen waste is buried, edible garbage is given to local farmers, and slit trenches latrines are used for human waste.
 - e. There are no remarks.
 7. There is no other data to be reported during this period.

UNIT PERIODIC REPORT

IX ENGINEER COMMAND (PROV)

UNIT: 818th Engr Avn Bn

C.P. Tournieres Lambert
1 Mi S T6274 Zone 1
(Location)
25 July 1944
(Date)

Report for period 17th to 23rd July 1944

ANNEX 10

CHEMICAL WARFARE ACTIVITY

1. Supply and Maintenance.
 - a. Status of Supply.
 - (1) Class II
(a) Class II items are supplied by dump near Longueville,
at T-6187.
(b) No difficulty has been encountered in obtaining
supplies.
 2. This organization has not been equipped with a power driven decontaminating apparatus.
3. Unit Gas Personnel.
 - a. There has been no change since last monthly report.
4. Training program and schedule is listed in last monthly report.
5. No special problems or hindrances regarding CWS activities have been encountered.
6. There has been no chemical warfare action by or against the unit.

UNIT PERIODIC REPORT

IX ENGINEER COMMAND

Tournieres, 1 mi S
T6274, Lambert Zone 1

Report for period 17 Jul to 23 Jul 1944

24 July 1944

ANNEX 11

SIGNAL ACTIVITY

1. Supply and Maintenance.

a. Status of Supply.

(1) Class II Class II Signal supplies are obtained from Depot S-850 near Isigny (T4985). The depot is readily accessible and no difficulties have been encountered.

2. Radio.

a. Present equipment consists of 5 SCR-193 sets, one of which is on temporary loan from 922nd Engr Avn Regt.

b. Radiated power from all sets is approximately 75 watts.

c. All installations are mobile. Four sets are installed in half-tracks, M2, the remaining one in a 1-ton Cargo Trailer. Power is supplied to the latter by means of a separate battery and charger system.

d. Some difficulty is obtained in securing proper maintenance. Necessary tools for replacement of minor assemblies such as volume controls, switches, etc., are not authorized equipment. Such equipment is controlled to the extent that it is unobtainable without authorization of higher headquarters. Instances have occurred in which an exchange of a complete receiver has been necessary in order to get a volume control replacement.

e. A higher frequency for operation of the SCR-193 sets is desirable.

3. Wire.

a. Telephone facilities.

(1) The external circuit to Powerhouse (T6175) has been taken out due to the movement of that unit.

(a) Arrangements are now being made for possible external circuits to Marco at LeMolay or A-5 at Chippelle. There is question as to the advisability of such a set-up, inasmuch as both switchboards are over three miles from this unit, and there is no indication that this unit will remain at this station for a sufficient time to warrant the laying of such wires.

(b) There is no external connection to an Air Force switchboard.

-2-

(c) There is no external connection to a British unit switchboard.

b. There are no immediately available teletype facilities.

4. Courier Service.

a. Courier service is adequate. Courier service to higher echelons is furnished by the 922nd Engr Avn Regt. Couriers to subordinate units of this command are furnished by this headquarters.

5. Security.

a. Necessary security are enforced as far as possible in accordance with current directives.

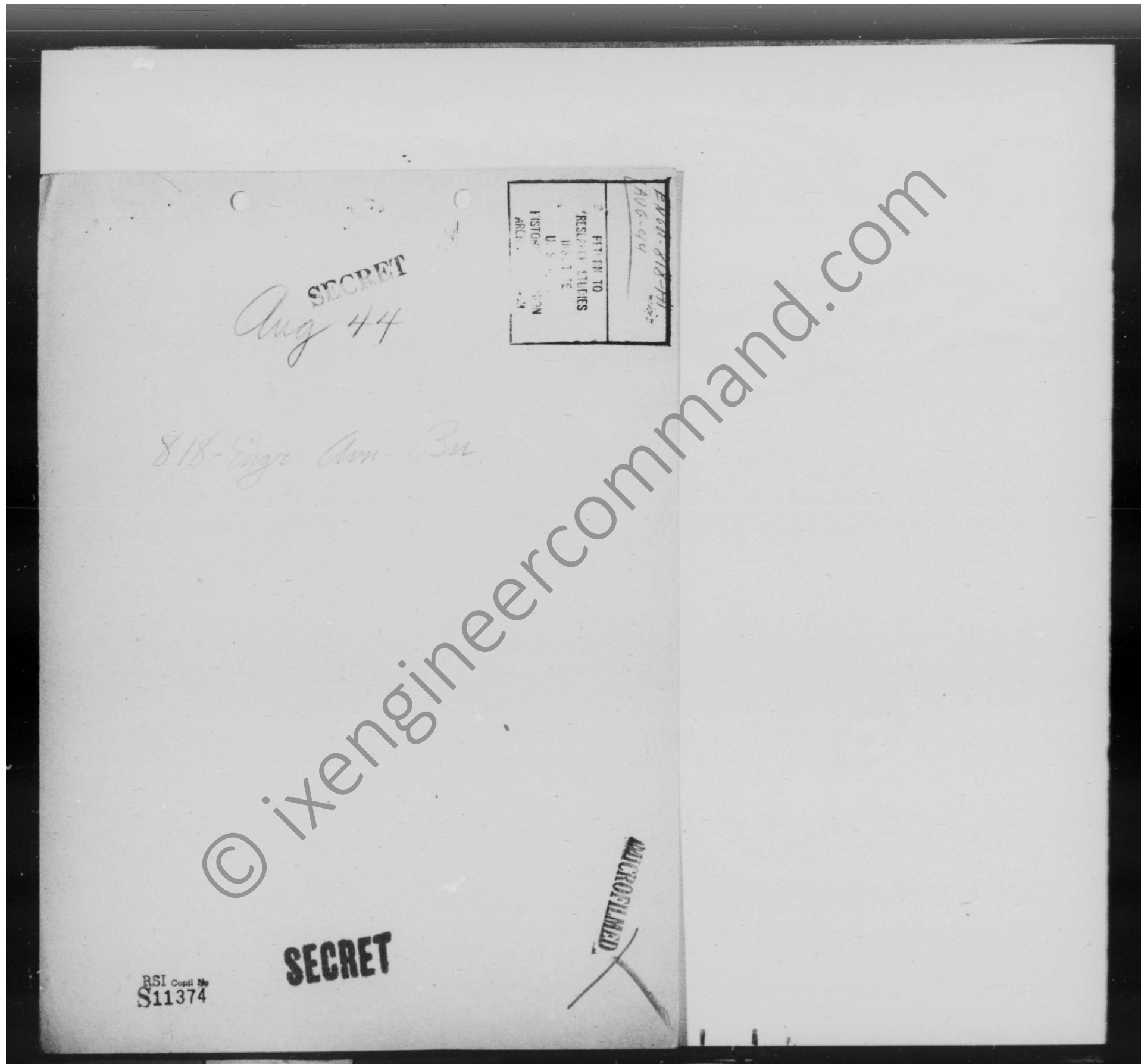
b. The following documents were destroyed during the period covered by this report:

SOI 1-4, IX Engr Cmd, 29 Apr 1944 (1 cy)
 " 2-4, IX Engr Cmd, 29 Apr 1944 (1 cy)
 " 10-7, IX Engr Cmd, 23 May 1944 (3 cys)
 " 20-6, IX Engr Cmd, 14 July 1944 (1 cy)
 " 20-5, IX Engr Cmd, 5 May 1944 (2 cys)
 " 21-2, IX Engr Cmd, 12 Apr 1944 (1 cy)
 " 23-2, IX Engr Cmd, 1 Apr 1944 (1 cy)
 " 24-2, IX Engr Cmd, 10 Apr 1944 (1 cy)
 " 25-2, IX Engr Cmd, 1 May 1944 (1 cy)
 " 30-3, IX Engr Cmd, 19 May 1944 (1 cy)
 " 34-1B, IX Engr Cmd, 1 May 1944 (1 cy)
 " 34-3D, IX Engr Cmd, 19 May 1944 (1 cy)
 " 37-1, IX Engr Cmd, 17 May 1944 (1 cy)
 " 44-1, IX Engr Cmd, 15 May 1944 (3 cys)
 Memo 100-1, IX Engr Cmd, 1 Apr 1944 (1 cy)
 " 101-1A, IX Engr Cmd, 19 June 1944 (1 cy)
 " 101-1C, IX Engr Cmd, 1 Apr 1944 (1 cy)
 " 101-3B, IX Engr Cmd, 10 Apr 1944 (1 cy)
 " 101-4A, IX Engr Cmd, 30 Apr 1944 (1 cy)
 " 101-9, IX Engr Cmd, 31 Mar 1944 (1 cy)
 " 101-10, IX Engr Cmd, 9 Apr 1944 (1 cy)
 " 101-11, IX Engr Cmd, 14 May 1944 (1 cy)
 " 101-31, Ninth Air Force, 1 Apr 1944 (1 cy)
 " 101-35, Ninth Air Force, 9 Apr 1944 (1 cy)
 " 101-42, Ninth Air Force, 21 Apr 1944 (1 cy)
 " 101-61, Ninth Air Force, 28 May 1944 (1 cy)
 " 101-15, Ninth Air Force, 29 May 1944 (1 cy)
 SOI 264-3, Ninth Air Force, 28 Jun 1944 (1 cy)
 " 241-2, Ninth Air Force, 25 Jun 1944 (1 cy)
 " 228-1, Ninth Air Force, 18 Jun 1944 (1 cy)
 " 243-2, Ninth Air Force, 24 Jun 1944 (1 cy)
 " 251-4, Ninth Air Force, 16 Jun 1944 (1 cy)
 " 101-54, Ninth Air Force, 31 May 1944 (1 cy)
 " 100-54A, Ninth Air Force, 12 Jun 1944 (1 cy)
 " 101-55, Ninth Air Force, 28 May 1944 (1 cy)
 " 101-53, Ninth Air Force, 28 May 1944 (1 cy)
 " 101-57, Ninth Air Force, 28 May 1944 (1 cy)

(Annex 11, Unit Periodic Rpt, contd)

6. Radio communication is the chief source of communication between this headquarters and both higher and lower echelons. It has proved to be an efficient means of handling administrative matters and some operational matters. The chief difficulty in the transmission of messages is the time necessary for the coding and decoding of messages causing considerable delay in their receipt. The coding and decoding time is gradually being improved, but it will always remain the chief obstacle to speed in transmission.

7. No data has been specifically requested.



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 HEADQUARTERS
 818TH ENGINEER AVIATION BATTALION

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 :Auth: CO, 818th EAB :
 :Init: WZ :
 :Date: 6 Sep 1944 :

11-8181796
 APO 126, U.S. Army
 6 September 1944

UNIT HISTORY

AUGUST 1944

1. Organization - Reorganization under T/O and E 5-415, 5-416, 5-417, 15 May 1944, completed 5 August 1944.

2. Strength, commissioned and enlisted - 33 Officers, 787 Enlisted Men.

3. Movement - Battalion departed LaVieille at 0830 hours 15 August 1944 by MT for permanent change of station to Louplande St Leonard. Arrived Louplande St Leonard at 2030 hours same date.

Battalion departed Louplande St Leonard at 0830 hours 27 August 1944, by MT, for permanent change of station at Villacoublay. Arrived Villacoublay at 1530 hours same date.

4. Casualties - Tec 5 Howard W. Baker, 31041591, and Pfc Joseph J. Kazwara, 36304227, fatally injured in vehicle accident at Linas, France, on 30 August 1944.

5. Decorations: None.

James J. Corral
 JAMES J. CORRAL
 1st Lt, CE
 Adjutant

RSI Cont No
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 HEADQUARTERS
 818TH ENGINEER AVIATION BATTALION

UNIT HISTORY

AUGUST 1944

The activities of the battalion during the month were a new experience. Besides the completion of one ALG and partial completion of another, the organization was assigned four other separate missions. With the offensive of the First and Third Armies gaining enormous success, the battalion, like others of its kind, jumped from mission to mission, packing and unpacking, doing its part to afford landing facilities for close support of the ground forces.

The first mission completed by the unit was the ALG A-19 at LaVieille, near Saint Lo. Work had started on the strip on the 31 August and was in full swing by the first of the month. The ALG was operational 13 August, was completed 15 August, when the 852nd Engr Avn Bn assumed maintenance of the field.

The construction of A-19 was the standard ALG prescribed for the Normandy operations. The work consisted of clearing dense hedgerows and numerous trees and grading the necessary land for the installation. A strip 3600 ft by 120 ft and 4 marshalling areas 300 ft by 100 ft were surfaced with Hessian mat. A taxiway, 3 miles long, with 75 hardstandings, half Hessian mat and half square mesh, encircled the field. Two 250-barrel gasoline storage tanks and 7 miles of access roads completed the mission.

On 15 August the battalion, less Co A, which remained at LaVieille until 18 August, moved to the site of its new mission, the construction of ALG A-36, at Louplande Saint Leonard, near LeMans. The first unit to arrive at the new site, Co C, was immediately assigned a priority mission, the clearing and marking of an ELS, A-49C, at Belle, for use by transport aircraft. The unit left Louplande Saint Leonard upon arrival at 150800B August and work commenced at noon of the same day. By 1400 hours, the installation was operational and was completed on 161500B August.

The work accomplished by Co C on A-49C included the clearing of 700 ft of hedgerows, 20 trees, the rolling of the turf for the strip and the marking of the field according to specifications.

Meanwhile, work on the main mission, A-36, was started on 15 August. The mission was the same type as that completed at LaVieille. Conditions, both weather and terrain, were not as favorable as at the former station, however, intermittent rain, particularly, proved to be a problem in the progress of construction. The installation was approximately 60% complete when, on 26 August, the battalion was ordered to proceed to Villacoublay, near Versailles, and the mission of completing the field was assigned to the 843rd Engineer Aviation Battalion.

One other mission was assigned to and completed by the battalion during its stay at Louplande Saint Leonard. At 201500B, the battalion received orders to send a detachment to repair and mark a field near Chartres. The detachment, 3 officers and 70 enlisted men from Co A, under Capt. Wiedeman, left Louplande Saint Leonard late on the same day and commenced construction on the mission at 210530B August. Temporary patching was done on 5 bomb craters and two other

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holes. A strip 120 ft by 3600 ft was marked, and the mission completed at 1500 hours the afternoon of the same date.

At 2000 hours 26 August orders were received from the 922nd Engineer Aviation Regiment to proceed without delay to Villacoublay. An advance detachment was immediately dispatched and the battalion moved as rapidly as possible within the next two days.

The airdrome at Villacoublay was a new type mission for the unit. The installation was a large airdrome, abandoned by the German Air Force only five days before the unit arrived. The drome had been subjected to heavy bombing by U. S. bombers, and installations not damaged by bombing, had been destroyed by demolition by the Germans on evacuation.

Work on A-42, as the Villacoublay airdrome was designated, began on 27 August. By 30 August the field was operational and fighter planes came into the field. With preliminary help from Co C of the 843rd Engineer Aviation Battalion and the hiring of French civilian labor, 35 bomb craters were filled on the concrete runway, 38 on the taxiway, and 8 on access roads. The runway, taxiway and roads were swept and cleared of rubble and debris. The clearing of hangars and buildings and the layout of a Tactical Air Depot on the field were in progress.

While the battalion was at Villacoublay, Co A was dispatched on yet another mission. On 29 and 30 August, a grass field at Toussus-le-Noble, A-46, was made operational for transport aircraft. The work consisted in the filling of 75 bomb craters and the marking of the strip 3600 ft x 120 ft.

The battalion was not only kept on the move from the tactical standpoint, but administratively as well. The arrival of new officers, in addition to completion of reorganization under new T/O and E on 5 August necessitated frequent changes. Among the officers, 2nd Lt. James C. Reid, O2048753, MAC, joined the unit from Hq, Ninth Air Force and was assigned to the Medical Section. 2nd Lt. William G. Wood, O1116038 and 1st Lt. Charles E. Kilpatrick, O1106674, CE, joined the battalion from the 922nd Engr Avn Regt and were assigned to Co B. Lt. Batchelder and Lt. Brandt were relieved from duties in Co B and became the Heavy Equipment officer and Personnel officer of the battalion, respectively. Lt. O'Malley was appointed Assistant Supply Officer and was relieved of duties with Co C. Losses to the battalion during the month were the placing of Lt. Hamilton on a period of indefinite detached service with Hq, 1st Engineer Aviation Brigade (Prov) for reconnaissance work, and the transfer of Captain Perrine to the 852nd Engineer Aviation Battalion.

Capt. Bauer was promoted to Major during the month, and Lt. Wiedeman to Captain.

The strength of enlisted personnel decreased during the period. While many were being carried as transferred to hospitals, only 3 replacements, Pfc Paul F. Kelly, 32941528, Pvt. Robert E. Remy, 35037646, and Pfc Billie R. Duree, 37522488, were received.

The first contact with the enemy occurred during the month. On the 10th and 11th of August, three reconnaissance parties were sent to the Regiment to reconnoitre territory recently taken from the enemy. The party under Lt. Hamilton killed two enemy motorcyclists on 14 August while on reconnaissance up at the front. The reconnaissance party under Lt. Dewsnap captured a prisoner on 12 August.

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and on 14 August, the day before the battalion moved into the area, captured 14 others. On 27 August, the advance party of the unit assisted members of the 843rd Engineer Aviation Battalion in taking 7 prisoners at Villacoublay.

The advance of the two armies was so rapid, that the aviation engineers were being moved forward into territory which although evacuated by the German Army had not been occupied by Allied forces. At Louplande Saint Leonard, the battalion was moved into an area where no American troops had been stationed. The troops of the battalion were the first seen by the local population, except for the rapidly moving armored spearheads that had pushed through in the vicinity. The same was true of Villacoublay, where elements of the unit, together with Co C of the 843rd Engineer Aviation Battalion, moved into an area which had only seen the advance armored columns pass through.

While stationed at Villacoublay, the organization was quartered in permanent type buildings for the first time since January 1944. Headquarters was established in a former French seminary which had been used by the German Air Force as officers quarters. Hq & S and Co A were billeted in a chateaux near the drome. Co B took over portions of the barracks on the field, which Co C was put up in a school in nearby Selizy, which had been occupied by German troops.

Though only a few miles from Versailles and Paris, members of the command were not able to enjoy visits to the cities. In addition to the work that had to be done, the cities were off limits, as all others on the continent were. Fortunate members of the battalion were able to get fleeting glimpses of Paris and Versailles while travelling on official business through the towns. One memorable occasion, which was enjoyed by all who were able to attend, was a performance given by the company of the "Folies Bergere," especially for members of IX Engineer Command in the vicinity, in a theater in the suburbs of Paris. It was the first performance given by the "Folies Bergere" since the liberation of the city.

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