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818 - Engr - Avn - Bn.

ENG-818-41 H.C.H.	FT H 10 -RESERVE SERIES INSTITUTE U. S. A. F. HISTORICAL DIVISION ARCHIVES BRANCH
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RSI Cont'l No
S11378

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MICROFILMED

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HEADQUARTERS
818TH ENGINEER AVIATION BATTALION

ENGR-818-H
DEC 1944
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Auth: CO-818 EAB
Init: *WJ*
Date: 6 Jan 1945

APC 126, U.S. Army
6 January 1945

UNIT HISTORY

December 1944

1. Organization - Negative.
2. Strength, commissioned and enlisted - 32 Officers, 755 EM.
3. Movement: Company C departed station at Hamoir, Belgium, by MT and established CP at Awirs, Belgium, on 9 Dec 1944. Company C returned to Hamoir from Awirs on 19 Dec 1944.

Headquarters departed station at Esneux, Belgium, by MT on 26 Dec 1944, for permanent change of station to Herderen, Belgium, arriving same date.

Company B departed station at Esneux, Belgium, by MT on 26 Dec 1944, for permanent change of station to Fallet Mneer, Belgium, arriving same date.

Headquarters & Service Company and Company A departed station at Tilff, Belgium, by MT 26 Dec 1944, for permanent change of station to Herderen, Belgium and Nothberg, Germany, respectively, arriving same date.

Company C departed station at Hamoir, Belgium, by MT, for permanent change of station to Millen, Belgium, arriving same date.

4. Casualties - None.
5. Decorations - None.

[Signature]
JAMES L. CORRAL
Capt, CE
Historian

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RSI Cont No
S 11378

S E C R E THEADQUARTERS
818TH ENGINEER AVIATION BATTALION

UNIT HISTORY

December 1944

The month of December contained almost every possible form of activity for the battalion. The mission at Liers was completed during the month. Toward the end of the month a new mission was assigned to the unit, the construction of the first airdrome in Germany proper. The new mission, together with the break-through by the German army through Bastogne toward the Meuse, necessitated the movement of the battalion from Esneux, Belgium, and vicinity. Other enemy activity, such as the dropping of parachutists, robot bombs, bombing, had effects on the operations of the unit. In general, December proved to be a full month in every respect.

The mission at Liers, Belgium, the winterizing of the IX Engineer Command North Dump Area, was the only construction mission on which the battalion worked during the month. Originally assigned as a minor task in November, the job assumed proportions that had not been anticipated. By 15 December, a total of 5 officers and 220 enlisted men were employed on the project. It was found advisable to assign almost all of Company C to the mission, in addition to detachments from all other companies, and Lt. Henry moved his company from Hamoir to Liers on 9 December, leaving only a small detachment in the chateau at Hamoir. With the mission completed on 19 December, all detachments returned to their units, and Company C returned to station at Hamoir.

When the mission at Liers was completed, work accomplished there included the surfacing of 2,789 linear feet of 10' to 14' road with base rock, the surfacing of roads with 1,650 cubic yards with crushed rock, the drilling, crushing and hauling of 612 cubic yards of rock, 456 cubic yards of which was placed on roads and 156 cubic yards stock piles for maintenance, and the laying of 150 feet of 4' C-1 pipe laid for drainage. Hand drainage was carried out continually to prepare sub-grade for road surfacing.

Following the completion of the mission at Liers, the military situation became the most important influence on the battalion. Prior to 19 December 1944, only robot bombs, which passed over the area toward Liege continually, and reports of possible enemy parachutists in the area were the only contact which the unit had with the tactical situation. One robot bomb landed in the Motor Pool of Headquarters & Service Company at Tilff on 16 December, damaging considerable equipment. On 19 December, however, the Wehrmacht counter-offensive and break-through in the vicinity of Bastogne materially effected the unit. The guard was more than doubled, all personnel were placed on an alert status. Motorized patrols were sent out daily to obtain information as to the situation. As the German army continued to advance and approached Marche, all equipment which was immobile was evacuated to St Trond, where the Motor Pool of the 816th Engineer Aviation Battalion was located. All units of the command were instructed to load all possible organizational supplies and equipment in order to facilitate possible evacuation. In conjunction with First Army Engineers, the bridges in the

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vicinity crossing the Ourthe river were prepared for demolition and placed under guard. All possible measures for defense and evacuation consistent with the situation were taken.

No evacuation became necessary. On 23 December, the 922nd Engineer Aviation Regiment, notified Lt Col. Cutter that the battalion was to move to Germany. A mission had been assigned to the unit in the vicinity of Luchem, Germany, between Eschweiler and Duren - the construction of a fighter bomber strip on an existing autobahn (highway). The project, known as the Autobahn Airfield, the first strip to be opened in Germany proper, was a long term project, necessitating much preparation in the way of hauling concrete and aggregate to the site, as well as other materials.

Lt Col. Cutter in accordance with instructions, with an advance detail of one platoon from each company and necessary personnel from headquarters sections, departed for Germany on 24 December. A site for the battalion was chosen among the deserted ruins of the town of Nothberg, near Eschweiler. Preparations were made for the movement of the rest of the battalion.

The remainder of the battalion never moved to Germany. During the night, Christmas Eve, information as to the tactical situation in the area made a change of plans adviseable. A service battery commander advised Lt Col. Cutter that he was short handed in men and weapons, that he had been informed of possible enemy parachutist attack in the area that night, and requested Lt Col. Cutter to assist in case of that eventuality. Plans were made for employment of the 70 men in the advanced party and the few weapons on hand. A visit was made to the Divisional G-2 in the area to ascertain the exact status of the military situation. The Divisional G-2 advised against any activity in connection with the building of the airdrome. The site for the drome was under enemy observation, and any construction there would inevitably draw artillery and mortar fire. He further stated that enemy activity behind their lines indicated that an attack was probable, that it was expected that the attack would occur after the offensive to the south had come to a halt. If and when the expected attack came, the area could be easily overrun by panzer troops supported by parachutists. He further advised Lt Col. Cutter to refer the matter of activities concerning the airdrome to his immediate superior for reconsideration in the light of the tactical situation. A messenger, Capt. Hill, was dispatched immediately to regimental headquarters to inform Col. Kumpke, the regimental commander, of the situation, with a request that the entire battalion not be moved into Germany. Capt. Hill returned the following morning with the information that previous instructions concerning movement of the battalion to Germany were rescinded, that one company would suffice for the preparation work until the situation was relieved. The remainder of the unit, however, was to depart from the vicinity of Esneux, because of the tactical situation, that it was to find billets to the northwest of Liege, where it was to remain until it was necessary and feasible to enter Germany.

On 25 December, billets were located as directed, and movement of the battalion from Esneux was accomplished the following day. Company A left Tilff and took station at Nothberg, Germany, as the advanced company of the battalion designated to make preparations for construction on the Autobahn Airfield.

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S E C R E T

Company C and Company B moved to Millen, Belgium, and Fallet Mheer, Belgium, where they were quartered in schools and other available buildings. Headquarters and Headquarters & Service Company moved to Herderen, Belgium. Some difficulty was encountered in locating sufficient billets in Herderen. Schools and all other available space were utilized, but it was nevertheless found necessary to quarter many of the enlisted men and all officers in private homes. The cooperation of the local Flemish population made it possible to get all personnel under cover.

In other respects, the battalion remained static. The strength of the unit did not decrease as markedly as in other months, although only one new soldier, Pvt. Dexter R. Stemple, 35384654, joined the unit from the 826th Engineer Aviation Battalion.

Among the officer personnel of the organization, there was likewise little change. On 6 December, Lt. Fulmer left the battalion and was assigned to 70th Replacement Depot, to await shipment to the Zone of the Interior. And on 15 December, Lt. Kilpatrick was reassigned from Company B to Headquarters & Service Company, where he assumed the duties of Transportation Officer. Lt. Wingo, who had been Transportation Officer, was moved over as Repair Officer.

On 7 December, a decoration was presented to a member of the unit for the third time. Tec 3. Franklin Arnold, 37113835, was presented the Bronze Star at a battalion ceremony in the yard of St Michel School, Esneux. Col. Schilling, Commanding IX Engineer Command, made the presentation of the decoration, which had been awarded to the soldier by General Orders #41, Headquarters, IX Engineer Command, 7 Oct 1944.

In affairs non-military, the battalion fared well during the month. The town of Esneux proved to be one of the finest stations in the history of the unit as far as recreational facilities were concerned. The program of dances and other functions initiated in November was expanded as friendships were made between the soldiers and the local population. Members of the unit participated in the local St. Nicholas party for the orphans of the village and, in turn, were the hosts at a Christmas party given for the children. Many ties were formed in Esneux, and, when the unit departed, both the battalion and civilians were sorry to see it go.

The holiday season was somewhat marred by the movement of the unit and by the cancellation of all pass privileges by IX Engineer Command on 25 December. With the unit alerted for movement to Germany, the attendance at midnight mass in Esneux, where a choir of the battalion rendered the singing, was the only function that could be attended. New Year's Eve was passed at the new stations, where recreational facilities were at a minimum, and the restriction of pass privileges prevented any form of celebration. The old year literally went out with a "bang" when, at 11:30 P.M. the night of 31 December, a Jerry plane dropped a bomb barely 50 feet away from the school in which Headquarters & Service Company was installed. Fortunately, Tec 4. Hans C. Anderson, 36227644 and Pvt. Edward G. Hoellman, 35255751, both only slightly injured, were the only casualties.

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~~MICROFILMED~~

SECRETHEADQUARTERS
818TH ENGINEER AVIATION BATTALIONSECRET ENGR-818-MT

Auth: CO 818 JAN 1945

Init: *ede*

Date: 31 Jan 45

(G-C-2)

APO 126, U.S. Army
31 January 1945UNIT HISTORYJANUARY 1945

1. Organization - Negative.
2. Strength, commissioned and enlisted - 31 Officers, 726 EM.
3. Movement - Company "A" departed Nothberg, Germany, by organization MT, for permanent change of station, to Busback, Germany, on 1 January 1945, arriving same date.

Battalion Headquarters departed Herderen, Belgium, by organization MT, for permanent change of station, to Eschweiler, Germany, on 14 January 1945, arriving same date.

Medical Detachment departed Herderen, Belgium, by organization MT, for permanent change of station, to Eschweiler, Germany, on 16 January 1945, arriving same date.

Company "C" departed Millen, Belgium, by organization MT, for permanent change of station, to Eschweiler, Germany, on 16 January 1945, arriving same date.

Company "B" departed Fallet Mheer, Belgium, by organization MT, for permanent change of station, to Durwiss, Germany, on 20 January 1945, arriving same date.

4. Casualties - None.

5. Decorations - Private Edward G. Hoellman, 35255751, Headquarters & Service Company, awarded the Purple Heart by Section II, General Orders No. 3, Headquarters, IX Engineer Command, 11 January 1945.

Technician Fourth Grade Hans C. Anderson, 36227644, Headquarters & Service Company, awarded the Purple Heart by Section II, General Orders No. 4, Headquarters, IX Engineer Command, 21 January 1945.

[Signature]
Capt, CE
Historian

ASI Cont etc

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S E C R E THEADQUARTERS
818TH ENGINEER AVIATION BATTALIONUNIT HISTORYJANUARY 1945

The month of January saw the battalion in a fluid situation. The mission of constructing an ALG, Y-43, on the Autobahn near Eschweiler, Germany, was assigned to the unit. The site of construction, however, was still under direct enemy observation and artillery fire, and no construction could be initiated. The activities of the battalion, therefore, centered around the stockpiling of material on the site, so that construction on the mission could commence immediately that the situation permitted. As the situation in and about Eschweiler did not change materially during the first two weeks of the month, it was not feasible to station the entire unit near the site. As a result, collecting and stockpiling of materials had to be accomplished over long distances, with detachments of the battalion stationed in Belgium, Holland and Germany. Personnel of the command were in a continual state of movement to and from the various detachments. Not until the middle of the month, when all units of the battalion moved to the vicinity of Eschweiler, was the situation corrected.

The greater portion of initial hauling of materials was assigned to Company "A", with attached personnel from all other units of the command. A quarry with rock suitable for use as base rock was located near Busback, Germany, and on 1 January, Company "A" and attached personnel moved to Busback from station at Nothberg, Germany. The hauling of rock by truck to the stock pile commenced immediately after the site had been swept for mines. Besides hauling, the activities of the unit included the drilling, blasting and crushing of the rock in the quarry.

No suitable pit for obtaining ballast for concrete aggregate could be located in the vicinity of Eschweiler. It was necessary, therefore, to make use of a pit in Hilleslagen, Holland. For the purpose of operation and hauling, a detachment of Company "B" under Captain Pearson, with attached equipment operators and trucks, and vehicle operators attached from 167th Chemical Smoke Generating Detachment, took station at Lemers, Holland. The detachment operated in Lemers, Holland, until 18 January, when the pit was closed. The haul to the work site proved to be too long for efficient operation, and a suitable pit was located at Broich, Germany.

As operations of this type got under way, it was decided to establish an advance headquarters in Eschweiler for purpose of control. On 9 January, Lt Col. Cutter, Major Denney, Lt. Angle and Lt. McClain, together with a detachment of personnel consisting in the main of the S-3 Section, established an advanced headquarters in the railroad station at Eschweiler. A detachment of Headquarters & Service Company, consisting of the Headquarters & Service Company Motor Pool under Lt. Harris, also established itself in Eschweiler. In addition to duties incidental to the control of operations, the advance headquarters made preparations for the movement of the remainder of the unit to Germany.

S E C R E T

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Movement of the battalion began on 14 January, when the remainder of battalion headquarters moved to the railroad station in Eschweiler. The remainder of Headquarters & Service Company followed on 15 January. Company "C" and the Medical Detachment executed movement to Eschweiler on 16 January. Company "B" did not depart from Fallet Mheer, Belgium until 20 January. The unit was assigned the duties of hauling cement from Maastricht, Holland to the site at Y-43, and on 18 January, Lt. Wood and a detachment were stationed at Maastricht. On 20 January, the remainder of Company "B", plus the detachment at Lemers with attached personnel, moved to Durwiss, north of Eschweiler, in the vicinity of the pit at Broich. The detachment remained at Maastricht until 30 January, when it rejoined the company at Durwiss.

Information was received from 922nd Engineer Aviation Regiment on 29 January that all activity on Y-43 had been deferred. The unit was instructed to commence construction on Y-46, a standard ALG, on the site of the "Flughafen Aachen," between Eschweiler and Aachen. The new assignment entailed no movement for the battalion. It did, however, make a conversion of activity necessary. All preparations for Y-43 were stopped immediately, and all efforts were directed to the new assignment.

Among the enlisted personnel of the battalion, the same tendency toward decrease in strength continued. It was more marked during January, however, when a total of 29 enlisted men were lost to the unit. In addition to the normal losses through transfer to other units, an exceptionally large number of men were lost through evacuation via hospitals. No enlisted replacements were received during the month.

Among the officers, there was considerable change. 1st Lt. Robert D. Reynolds, O1111328, CE, was assigned to the organization from 816th Engineer Aviation Battalion, in exchange for 1st Lt. Lawrence A. Widowski, O1100391, CE, (par. 7 and 8, SO #6, Hq IX Engr Comd, 6 Jan 1945). Lt. Reynolds was assigned to Company "A" as a platoon commander. Lt. Dewanap became the Company "A" Administrative Officer and Second in Command. On 8 January, Lt. Brown was relieved from assignment to Headquarters & Service Company and became the Assistant Battalion S-4. Chaplain Arnold was lost to the battalion on 24 January, when he was injured in a vehicle accident and was transferred to 76th General Hospital.

There was little activity of a non-military nature during the month. Although passes were again authorized while members of the unit were still in Herderen, there was little transportation for recreational facilities. In Germany, recreational facilities were at a minimum. The necessity for non-fraternization with German civilians precluded the issuance of passes. Except for the limited number of personnel who were able to visit Paris under the supervision of IX Engineer Command, the unit had to be content with the nightly movie that was shown in Eschweiler.

The unit was fortunate in being the subject of little enemy action during the period. On the night of 11 January, strafing by planes was believed to have occurred, for 3 shell holes were found in the ramp of the stock pile. Enemy artillery, including air bursts, were seen on the Autobahn whenever unusual activity occurred, but no casualties were inflicted. On another occasion, the site was strafed by planes identified as U.S. P47's. Two of the drivers attached from the 167th Chemical Smoke Generating Detachment were wounded.

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HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
11 January 1945

GENERAL ORDERS)
NUMBER 3)

E X T R A C T

SECTION II

By direction of the President, under the provisions of Army Regulations 600-45, 22 September 1943, as amended, and in accordance with authority delegated by the War Department, a PURPLE HEART MEDAL is awarded to each of the following named officer and enlisted men:

Edward G. Hoellman, 35255751, Private, Corps of Engineers, United States Army, for wounds received as a result of enemy action on 31 December 1944.

By order of Colonel SCHILLING:

H. W. EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
t/ J. E. STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
21 January 1945

GENERAL ORDERS)
NUMBER 4)

E X T R A C T
SECTION II

By direction of the President, under the provisions of Army Regulations 600-45, 22 September 1943, as amended, and in accordance with authority delegated by the War Department, a PURPLE HEART MEDAL is awarded to each of the following named enlisted men:

Hans C. Anderson, 36227644, Technician Fourth Grade, Corps of Engineers, United States Army, for wounds received as a result of enemy action on 31 December 1944.

By order of Colonel SCHILLING:

H. W. EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
t/ J. E. STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
6 January 1945

SPECIAL ORDERS)
NUMBER 6)

E X T R A C T

7. 1ST LT ROBERT D. REYNOLDS, 0111328, CE, is reld fr asgmt to 816th
Engr Avn Bn, is asgd, WP 818th Engr Avn Bn. TDN by MT.

8. 1ST LT LAWRENCE A. WIDOWSKI, 01100391, CE, is reld fr asgmt to 818th
Engr Avn Bn, is asgd, WP 816th Engr Avn Bn. TDN by MT.

By order of Colonel SCHILLING:

H. W. EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
t/ J. E. STEPHENSON
Major, IGD
Adjutant General

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HEADQUARTERS
818TH ENGINEER AVIATION BATTALIONENC 818-41
SECRETAuth: CO 818 EAB
Init: *W*
Date: 28 Feb 45Feb 45
APO 126, U.S. Army
28 February 1945UNIT HISTORYFEBRUARY 1945

1. Organization - Negative.
2. Strength, commissioned and enlisted - 31 Officers, 698 EM.
3. Movement - Negative.
4. Casualties - None.
5. Decorations: 1st Lt. Michael J. Brändt, Jr., 01110394, CE, Headquarters, 818th Engineer Aviation Battalion, awarded Soldier's Medal for heroism at Esneux, Belgium, per GO #5, Headquarters, IX Engineer Command, 28 January 1945.
Pvt. Frederick C. Mehr, 12057707, Company B, awarded Soldier's Medal for heroism at Esneux, Belgium, per GO #13, Headquarters, IX Engineer Command, 15 February 1945.
Tec 5. William L. Duncan, 11063185, Headquarters & Service Company, awarded Bronze Star Medal per GO #12, Headquarters, IX Engineer Command, 11 February 1945.
Tec 3. Chester L. DeFreese, 35171591, Headquarters & Service Company, awarded Bronze Star Medal per GO #4, Headquarters, IX Engineer Command, 23 February 1945.

James J. DePaul
JAMES J. DEPAUL
Capt, CE
Historian

SECRET

RSI Cont. No.
11380

SECRETHEADQUARTERS
818TH ENGINEER AVIATION BATTALIONUNIT HISTORYFEBRUARY 1945 1944

For the first month since April 1944, no movement was made by the battalion or any subordinate unit. All units of the battalion remained at their stations in and near Eschweiler, Germany, and worked on the assigned mission, Y-46, between Eschweiler and Aachen.

At the end of the month, Y-46, Aachen, was 32% complete. It was expected to be operational by 13 March 1945 at the latest. In spite of the thaw that occurred during the earlier part of the month and intermittent rain for two weeks, thereafter, progress on the field went ahead satisfactorily. 33% of the runway was completed, involving the laying of 1600 cubic yards of rock as fill for proper grading, 418,988 square feet of SMT, 378,347 square feet of Hessian, and 298,157 square feet of PSP. Taxiways and hardstands, 30 of the latter finished, were 26% complete. This entailed the laying of 1000 cubic yards of rock and gravel, 300 bales of straw, 279,525 square feet of SMT, 243,330 square feet of Hessian and 188,240 square feet of PSP. Access roads were 26% complete, involving the laying of 5120 linear feet of rock and 46,800 square feet of SMT. In addition, 1260 linear feet of drainage ditch, 1300 linear feet of 10 inch pipe and 600 linear feet of conduit pipe were installed for necessary drainage. Four (4) petrol storage tanks, 250 bbl, were completed.

The unfavorable weather was not the only element which retarded construction on the field. The hauling of rock and other materials presented a problem. Aachen was the closest railhead where construction supplies could be hauled. The battalion had to furnish the necessary equipment for the hauling of these materials from Aachen. Using prime movers, trailers and trucks from 167 Chemical Smoke Generating Detachment, 211 railroad cars were unloaded and the materials hauled to the site. The necessity for hauling of the material proved a drain on the already critical manpower shortage in the battalion.

Considerable change took place in the enlisted personnel of the unit. The enlisted strength of the unit was decreased by 29 men. In addition to the usual losses due to hospitalization, 54 men were transferred to the Ground Force Reinforcement system for training as combat infantrymen. On 6 February, 42 men left for that purpose for the 12th Reinforcement Depot in the UK and on 24 February, 12 additional men departed for the same destination. Nor was the end in sight, for the battalion was notified that more were to be transferred in the near future.

In exchange, 21 reinforcements, former combat infantrymen classified as limited assignment, were received from 922nd Engineer Aviation Regiment on 16 February. They were especially welcomed at this period, when the manpower of the battalion was short indeed.

In spite of this shortage, the fact that the unit was stationed in Eschweiler, where no recreational facilities were present, made a pass policy necessary. On 18 February, 15 enlisted men departed from

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S E C R E T

Eschweiler, having been granted a well earned 30 day furlough in the U.S. Passes to Paris, to the IX Engineer Command rest home, were available for 13 men weekly. In order to take care of those who could not be included on the limited quotas going to the U.S. and Paris, the battalion set up its own rest home in a Chateau in Esneux, Belgium. Although facilities in the Chateau had to be kept at a bare minimum, an opportunity was given to all to visit Esneux, where most had acquaintances, for two days each month.

Among the officers, promotions were the only changes noted. Lt. Brandt, Lt. Wohead and Lt. Wood all received promotions to First Lieutenant (per par 13 and 14, SO 32, Hq Ninth Air Force, 1 Feb 1945 and par 5, SO 46, Hq Ninth Air Force, 15 Feb 1945), under the new policy established for the promotion of Second Lieutenants. Lt. Henry received his Captaincy during the month (per par 8, SO 32, Hq Ninth Air Force, 1 Feb 1945).

In general, the month of February was one of the most uneventful for the unit since arrival on the continent. During most of the month, the 9th and 1st Army sector around Eschweiler was uneventful. The only item of interest was the preparations made by the 1st Army for its attack at the close of the month and the artillery barrage laid down immediately prior to the attack. All was not quiet, however, by any means. Considerable air activity, both friendly and otherwise, continued during the entire month. One bomb was dropped in the close vicinity of battalion headquarters, but no casualties were caused. The crash landing of two P47 fighter bombers on Y-46 during the month also proved a reminder that the fighting was not far away.

A change in the status by the battalion with regards to higher echelons of command occurred during the month. On 13 February, the unit was relieved of assignment to the Ninth Air Force and was assigned directly to IX Engineer Command by USSTAF (par. 2, ltr, Hq USSTAF, 13 Feb 1945, file 322, subject: "Assignment of Units (No 12)"). No immediate effects could be noted as a result of the change.

S E C R E T

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HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
28 January 1945

GENERAL ORDERS)
NUMBER 5)

SECTION I: AWARD OF SOLDIER'S MEDAL

E X T R A C T

By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Bulletin 8, War Department, 1926) and in accordance with authority delegated by the War Department, a SOLDIER'S MEDAL is awarded to MICHAEL J. BRANDT, JR., 01110394, Second Lieutenant, Corps of Engineers, United States Army, for heroism displayed on 25 December 1944 near Esneux, Belgium. Observing a four-ton truck overturn into a canal, Second Lieutenant Brandt unhesitatingly leaped into the icy water and swam to the aid of nine soldiers trapped underneath the truck. Upon reaching the side of the overturned vehicle, Second Lieutenant Brandt, with the help of three other men, cut the canvas tarpaulin so that the trapped men could be reached. Though his fingers were freezing and his whole body numb from the chill of the water, Second Lieutenant Brandt dropped each of the drowning soldiers within reach of the other men, who held them above water. Each of the drowning men was then pulled ashore by means of a rope which Second Lieutenant Brandt tied around their waists. Though suffering from the extreme cold and fully cognizant of the danger, Second Lieutenant Brandt continued his efforts in the freezing canal until all but one of the bodies were recovered. His display of devotion to duty, tireless energy and his courageous action on this occasion resulted in saving the lives of three fellow soldiers and are representative of the highest traditions of the Armed Forces of the United States. Entered military service from Wisconsin.

By Order of Colonel SCHILLING:

H. W. EHRICOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
J. E. STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

AFO 126, U.S. Army
15 February 1945

GENERAL ORDERS)
NUMBER 13)

E X T R A C T

Section I

Award of Soldier's Medal

By direction of the President under the provisions of the Act of Congress approved 2 July 1926 (Bulletin 8 War Department 1926) and in accordance with authority delegated by the War Department a Soldier's Medal is awarded to the following enlisted men:

Private Frederick C Mehr, 12057707, Corps of Engineers, United States Army. For heroism displayed on 25 December 1944 near Esneux, Belgium. On the evening of 25 December 1944 a four-ton truck carrying a load of soldiers overturned in a canal near Esneux, Belgium. Without regard for his personal safety Private Mehr entered the freezing water and saved two of the drowning soldiers. Learning that at least nine other soldiers were trapped under the overturned truck, he obtained a wrecker, re-entered the canal to attach a chain to the axel, and righted the truck. His courage and quick action were instrumental in saving the lives of three other soldiers and exemplify the highest qualities of the soldier. Entered military service from New York.

By command of Brigadier General NEWMAN:

H W EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ Paul J. Abbott
t/ PAUL J. ABBOTT
Captain, AC
Asst Adj Gen

HEADQUARTERS
IX ENGINEER COMMAND

APC 126, U.S. Army
11 February 1945

GENERAL ORDERS)
NUMBER 12)

E X T R A C T

SECTION II: AWARDS OF BRONZE STAR MEDAL

SECTION II

By direction of the President, under the provisions of Executive Order 9419, 4 February 1944 (Section II, Bulletin 3, War Department, 1944), and in accordance with authority delegated by the War Department, a BRONZE STAR MEDAL is awarded to each of the following named officers and enlisted men:

William L. Duncan, 11063185, Technician Fifth Grade, Corps of Engineers, United States Army. For meritorious service in connection with military operations from 10 August 1944 and 2 October 1944.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

H. W. EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
t/ J. E. STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
23 February 1945

GENERAL ORDERS)
NUMBER 14)

E X T R A C T

Section I

Awards of Bronze Star Medal

By direction of the President under the provisions of Executive Order 9419, 4 February 1944 (Section II Bulletin 3 War Department 1944) and in accordance with authority delegated by the War Department a Bronze Star Medal is awarded to each of the following officers and enlisted men:

Technician Third Grade Chester-L DeFreese 35171591 Corps of Engineers, United States Army. For meritorious service in connection with military operations from 1 July 1942 to 1 September 1944.

BY COMMAND OF BRIGADIER GENERAL NEUMAN:

H W EHRGOTT
Colonel, CE
Chief of Staff

OFFICIAL:

s/ J. E. Stephenson
t/ J. E. STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
NINTH AIR FORCE

APO 696, U.S. Army
1 February 1945

SPECIAL ORDERS)
:
NUMBER.....32)

E X T R A C T

8. DP, under the provisions of AR 605-12, 17 Aug 1944, and pursuant to the auth contained in Cir 90, Hq, European TO USA, 17 Aug 1944, the fol named Officers are promoted to the temp gr indicated, in the AUS, w/ rank fr date of this order.

FIRST LIEUTENANT TO CAPTAIN
BEVERLY Z. HENRY, JR. 0462788 CE

13. DP, under the provisions of Par 4d (4), AR 605-12, 17 Aug 1944, and pursuant to the auth contained in Cir 90, Hq, European TO USA, 17 Aug 1944, and Ltr, Hq, European TO USA, file 210.2 subj: "Promotion of Second Lieutenants", 16 Dec 1944, the fol named Officers are promoted to the temp gr indicated in the AUS, w/ rank fr date of this order.

SECOND LIEUTENANT TO FIRST LIEUTENANT
MICHAEL J. BRANDT, JR. 01110394 CE

14. DP, under the provisions of Par 4d (4), AR 605-12, 17 Aug 1944, and pursuant to the auth contained in Cir 90, Hq, European TO USA, 17 Aug 1944, and Ltr, Hq, European TO USA, file 210.2 subj: "Promotion of Second Lieutenants", 16 Dec 1944, the fol named Officers are promoted to the temp gr indicated in the AUS, w/ rank fr date of this order.

SECOND LIEUTENANT TO FIRST LIEUTENANT
MICHAEL J. NOHEAD 02041068 CE

By command of Major General VANDENBERG:

W W MILLARD
Col G S C
C of S

OFFICIAL:

s/ Harold L. Carter
w/ HAROLD L. CARTER
Lt Col A G D
Asst Adj Gen

HEADQUARTERS
NINTH AIR FORCE

AFPO 696, U.S. Army
15 February 1945

SPECIAL ORDERS)
NUMBER.....46)

E X T R A C T

5. DP, under the provisions of Par 4d.(4), AR 605-12, 17 Aug 1944, and pursuant to the auth contained in Cir 90, Hq, European TO USA, 17 Aug 1944, and Ltr, Hq, European TO USA, file 210.2, subj: "Promotion of Second Lieutenants", 16 Dec 1944, the fol named Officers are promoted to the temp gr indicated in the AUS, w/ rank fr date of this order.

SECOND LIEUTENANT TO FIRST LIEUTENANT
WILLIAM G. WOOD 01116038 CE

By command of Major General VANDENBERG:

W. W. MILLARD
Colonel, GSC
C of S

OFFICIAL:

s/ F. H. Monahan
t/ F. H. MONAHAN
Lt Col, AGD
Asst Adj Gen

S E C R E T

HEADQUARTERS
 UNITED STATES STRATEGIC AIR FORCES IN EUROPE
 Office of the Commanding General

SECRET
 : AUTH: CG, USSTAF
 : DATE: 13 Feb 1944
 : INITIALS: 978

APC 633, US Army,
 13 February 1945.

322.

SUBJECT: Assignment of Units (No.12)

TO : Commanding General, Ninth Air Force, APO 696.
 Commanding General, Air Technical Service Command in Europe,
 APO 633.
 Commanding General, IX Engr Command, APO 126.

1. Hq & Hq Sq, IX Engineer Command is relieved from assignment to the Ninth Air Force, effective 0001 hours, 20 Feb 1945.

2. The following listed units are relieved from assignment to the Ninth Air Force and are assigned to the IX Engineer Command, effective 0001 hours, 20 Feb 1945:

922nd Engr Avn Regt	843rd Engr Avn Bn
924th Engr Avn Regt	846th Engr Avn Bn
925th Engr Avn Regt	850th Engr Avn Bn
926th Engr Avn Regt	852nd Engr Avn Bn
816th Engr Avn Bn	862nd Engr Avn Bn
818th Engr Avn Bn	471st Engr Maint Co
819th Engr Avn Bn	475th Engr Maint Co
820th Engr Avn Bn	937th Engr Avn Camouflage Bn
825th Engr Avn Bn	902nd Engr AB Hq Co
826th Engr Avn Bn	208th Mod Disp Avn
830th Engr Avn Bn	209th Mod Disp Avn
832nd Engr Avn Bn	215th Mod Disp Avn
833rd Engr Avn Bn	218th Mod Disp Avn
834th Engr Avn Bn	220th Mod Disp Avn
840th Engr Avn Bn	1294th LP Co Avn
395th Sig Co Avn	

3. The following listed units are relieved from assignment to Air Technical Service Command in Europe, and are assigned to IX Engineer Command, effective 0001 hours, 20 Feb 1945:

923rd Engr Avn Regt	851st Engr Avn Bn
827th Engr Avn Bn	859th Engr Avn Bn
829th Engr Avn Bn	861st Engr Avn Bn
831st Engr Avn Bn	876th A/B Engr Avn Bn
844th Engr Avn Bn	877th A/B Engr Avn Bn
847th Engr Avn Bn	878th A/B Engr Avn Bn
973rd Engr Maint Co	

4. Present attachment of 827th Engr Avn Bn, 844th Engr Avn Bn and 861st Engr Avn Bn to UK Base Section will not be affected by this re-assignment.

- 1 -

S E C R E T

S E C R E T

By command of Lieutenant General SPATZ:

/s/ J.B.Gordon,
/t/ J.B.GORDON,
Colonel, AGD,
Asst Adj Gen.

DISTRIBUTION: A Plus

TAG (Att: Opns Branch)
CG, A F (Att: Air AG Pub Branch) (10)
CG, European T of Opns (6)
CG, Ninth Air Force (10)
CG, Air Technical Service Command in Europe (5)
CG, Base Air Depot Area, ASC, US Strategic Air Forces in Europe (10)
CG, Central Air Depot Area (Prov) ASC US Strategic Air Forces in
Europe (10)
CG, IX Engineer Command (10)
CC; each unit concerned (3)
CC, 93rd IRU

Reproduced by Hq, IX EngR Comd.

- 2 -

S E C R E T

SECRET

MAR 45
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Mar 45

818-Eng-Adv Bn

SECRET

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SECRET

MICROFILMED

6803-10

RSI Cont. No
S11381

SECRETSECRET

Auth: CG IX BC

Init: *W*

Date: 13 Apr 45

HEADQUARTERS
616TH ENGINEER AVIATION BATTALION

G

APO 126, U.S. Army
13 April 1945UNIT HISTORY

MARCH 1945

1. Organization - Negative.
2. Strength, commissioned and enlisted 30 Officers, 703 EM.
3. Movement - Negative.
4. Casualties - a. Tec 4. Oliver E. McClister, 35250100, Company B, was a non-battle casualty on 13 March, when he was killed on Airfield T-46 by the accidental explosion of a tire from a German plane.
b. Sgt. Merle L. Dillie, 35254981, Company C and Tec 5. Gerald M. Sullivan, 32757116, Medical Section, were battle casualties on 29 March when they were seriously wounded in a mine-field near Heelrath, Germany.
5. Decorations - a. Sgt. Francis Schmid, 36045669, Tec 4. Oliver E. McClister, 35250100, Cpl. Anthony J. Ree, 32198419, all of Company B, were awarded the Soldier's Medal for heroism near Eschweiler, Germany on 2 Feb 1945, per Sec I, General Orders 15, Headquarters, IX Engineer Command, 1 March 1945.
b. Unit was cited for battle participation credit campaign "Northern France" per letter, Headquarters, EADUNA, AG 200.6 OpGA, 30 March 1945.

JAMES J CORRAL
Capt, CE
HistorianRSI Cont. 10
S11381SECRET

961 NTS - 18

6803 - 40

SECRETHEADQUARTERS
81ST ENGINEER AVIATION BATTALIONUNIT HISTORY

MARCH 1945

For the second month in succession, movement was not a part of the battalion's history. Neither the battalion nor any portion thereof moved from its station. In all other forms of activity, however, the battalion was busy.

The primary activity of the unit, of course, was bent toward the assigned mission, Airfield Y-46. As the weather cleared during the month, construction was speeded. On 14 March 1945, the field was declared operational, the first airdrome constructed in Germany by U.S. Engineers. Two squadrons of P47's came onto the field two days later and, on that same day, the first mission was flown.

For the first time since arrival on the continent, members of the organization were afforded the opportunity of watching operations on a airdrome constructed by them. On all previous fields, the unit had been ordered to another task before the Air Forces could get into operations.

There had been items of interest during the month, to be sure. Y-46 had been a crash strip while it was being constructed, and not a few fighter planes had been forced in due to enemy action. A Major LaRoque made the first official non-crash landing in a P47 on 10 March. A C47 had landed on the field carrying blood plasma for field hospitals and a Ju88 had crashed on the runway with no one aboard. But there were things of minor interest compared to seeing actual operations against the enemy from the drome, compared to seeing planes of every type, from small Cubs to Liberators coming and going regularly.

When the field was completed at the end of the month, it was the typical ALG, except that much had been added. Total materials used on the field included 1,557,233 square feet of PSP, 2,152,908 square feet of SMT and 1,658,508 square feet of Hessian material. 34,868 cubic yards of rock and slag, 9,855 cubic yards of cinders, 5,514 cubic yards of ballast and 2,563 bales of straw were hauled and laid. 2,400 linear feet of drain pipe and 600 linear feet of conduit pipe (cable) were installed. 10,486 cubic yards of earth had to be moved. In addition, a Butler hanger and four bolted steel tanks, 42,000 gallons capacity, were erected. All materials for the job had to be hauled by the unit from Aschen.

The unit received much deserved recognition for the construction of Y-46. As the first field to be constructed in the Reich, it received attention from many correspondents. When the field was turned over to the Army Air Force, a ceremony was held on the runway when Lt Col. Cutter presented the drome to the station commander, Col. Ray Stecker, AC.

Two other minor missions of interest were assigned to the battalion by the regiment. On 17 March, the road and shoulders between Eschweiler and Langerweke were cleared of mines. And on 25 March, mines were cleared from the road and shoulders between Eschweiler and Kirchberg.

-1-

SECRET

S E C R E T

Basic: Page 2 of Unit History, Hq. 818th Engr Avn Bn, March 1945.

Among enlisted personnel of the battalion, many changes occurred. For the first time in many months, the unit showed an increase in strength, in spite of continued losses, including some 20 reinforcements detailed to the infantry. To offset the decrease, 34 reinforcements, limited assignment, were received during the month, all former infantrymen.

More changes occurred among the officers. On 17 March Major John E. Minahan, 022949, CE, joined the battalion from IX Engineer Command (par 8, SO 71, Hq IX Engr Comd, 14 Mar 1945). Lt Col. Lloyd A. Cutter, 0237183, CE, was relieved from assignment to the battalion and was assigned to Headquarters, 63rd Fighter Wing (par 6, SO 73, Hq IX Engr Comd, 16 Mar 1945). When Col. Cutter departed on 19 March, Major Minahan assumed command of the organization. 2nd Lt. Walter J. O'Malley, 01108214, CE, Assistant Battalion S-4, was also relieved from assignment to the unit and was assigned to the 10th Reinforcement Depot on 23 March as a result of reclassification (par 31, SO 82, Hq ETOUSA, 23 Mar 1945).

On 29 March, a battalion ceremony was held in Eschweiler. Col. Karl B. Schilling was the reviewing officer and presented the Soldier's Medal to Lt. Brandt and Sgt. Schmid, and the Bronze Star Medal to Tec 3. DeFreese. Headquarters & Service Company of the 922nd Engineer Aviation Regiment also participated in the ceremony as well as in the decorations.

In recreation, the situation changed little although civilians returned to the Eschweiler area after the advance of the combat elements, the non-fraternization policy prevented any social activity with them. Nightly movies were the main source of every-day recreation. Officers and men were given leaves and passes, however, in accordance with allotments granted. A limited number of officers and men were given leave to England. A few personnel were granted leaves to the French Riviera. Allotments were more generous for passes to Paris and Esneux, Belgium, where more personnel enjoyed passes.

-2-

S E C R E T

HEADQUARTERS
IX ENGINEER COMMAND

AGO 126, U.S. Army
1 March 1945

GENERAL ORDERS
NUMBER 15

EXTRACT

Section I

Awards of Soldier's Medal

2. By direction of the President under the provisions of the Act of Congress approved 2 July 1926 (Bulletin 8 War Department 1926) and in accordance with authority delegated by the War Department a Soldier's Medal is awarded to each of the following enlisted men for heroism displayed on 2 February 1945 near Eschweiler, Germany. Upon learning that a soldier had been wounded in a nearby mine field these men went to his rescue without hesitation. The wounded man's leg had been blown off and in his delirium he was firing his carbine in all directions. Fully cognizant of the danger the men entered the field, carefully picked their way to the wounded soldier and carried him to safety. Their courageous action on this occasion is representative of the highest traditions of the military service and resulted in saving the life of a fellow soldier.

Technician Fourth Grade Oliver E. McClister, 35256100, Corps of Engineers, United States Army. Entered military service from Kentucky.

Corporal Anthony J. Rec, 32198419, Corps of Engineers, United States Army. Entered military service from New York.

Sergeant Francis Schmid, 36045669, Corps of Engineers, United States Army. Entered military service from Illinois.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W EHRGOTT
Colonel, CE
Chief of Staff

s/t/

J E STEPHENSON
Major, AGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APC 126, U.S. Army
23 February 1945

GENERAL ORDERS
NUMBER 14

EXTRACT

Section I

Awards of Bronze Star Medal

By direction of the President under the provisions of Executive Order 9419, 4 February 1944 (Section II Bulletin 3 War Department 1944) and in accordance with authority delegated by the War Department a Bronze Star Medal is awarded to each of the following officers and enlisted men:

Technician Third Grade Chester L DeFreese 35171591 Corps of Engineers, United States Army. For meritorious service in connection with military operations from 1 July 1942 to 1 September 1944.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W EHRGOTT
Colonel, CE
Chief of Staff

s/t/

J E STEPHENSON
Major, IGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, US Army
14 March 1945

SPECIAL ORDERS
NUMBER 71

EXTRACT

8. Pol C in asgmt dir. TDN by MT.

Name
MAJ JOHN E MINAHAN
022949 CE

Reid fr
Hq IX Engr Comd

Asrd and RP
818th Engr Avn Bn

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W EHRGOTT
Colonel, CE
Chief of Staff

s/t/

J E STEPHENSON
Major, AGD
Adjutant General

HEADQUARTERS
IX ENGINEER COMMAND

APO 126, U.S. Army
16 March 1945

SPECIAL ORDERS
NUMBER 73

EXTRACT

6. LT COL LLOYD A CUTLER 0237183, CE, is reld fr asgmt to 818th Engr Avn Bn, asgd to Hq 63rd Ftr Wg APO 374, placed on DS and WP Hq First Tactical AF, APO 374 for dy as engr. Upon compl DS will ret proper orgn. TDN by MT mil acft or rail 60-114 P 431, 432-02 A 212/50425. Auth VCGG US Strategic Air Forces in Europe this date.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W EHRGOTT
Colonel, CE
Chief of Staff

s/t/
J E STEPHENSON
Major, AGD
Adjutant General

SECRET

Apr 45

818-Engr-Arm-Pn.

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SECRET

RSI Cont No
S11382

MICROFILMED

529
 : SECRET
 :Auth: CG IX BC
 :Init:
 :Date: 14 May 1945
 :.....
 G

HEADQUARTERS
 818TH ENGINEER AVIATION BATTALION

APO 126, U.S. Army
 13 May 1945

UNIT HISTORY

APRIL 1945

1. Organization - Negative.
2. Strength, commissioned and enlisted 31 Officers, 740 EM.
3. Movement:

Company C departed Eschweiler, Germany, by MT for permanent change of station to Keltz, Germany, at 0930 hours, 2 April 1945. Arrived at Keltz 1045 hours same date. Distance travelled 25 miles.

Company A departed Busbach, Germany, by MT, for permanent change of station to Sinsig, Germany, at 1000 hours, 9 April 1945. Arrived Sinsig 1300 hours same date. Distance travelled 75 miles.

Advance Detachment Battalion Headquarters departed Eschweiler, Germany, by MT, for permanent change of station to Sinsig, Germany, at 0800 hours 12 April 1945. Arrived Sinsig 1100 hours same date. Distance travelled 75 miles.

Company B departed Durwiss, Germany, by MT, at 0300 hours, 12 April 1945, for permanent change of station to Knickhagen, Germany. Arrived Knickhagen 2000 hours same date. Distance travelled 235 miles.

Advance Detachment Battalion Headquarters departed Sinsig, Germany, by MT, at 0900 hours 15 April 1945, for permanent change of station to Merseburg, Germany. Arrived Gottingen, Germany, 1800 hours same date. Departed Gottingen 1300 hours 16 April 1945, arrived Merseburg 1800 hours same date. Distance travelled 325 miles.

Battalion Headquarters and Medical Detachment departed Eschweiler, Germany, by MT, at 0400 hours 15 April 1945, for permanent change of station to Merseburg, Germany. Arrived Gottingen 2300 hours same date. Departed Gottingen for Merseburg at 0800 hours 17 April 1945, arrived Merseburg at 1400 hours same date. Distance travelled 360 miles.

Company C departed Keltz, Germany, by MT, for permanent change of station to Merseburg, Germany, at 0630 hours, 18 April 1945. Arrived Gottingen, Germany, at 2200 hours same date. Departed Gottingen at 0800 hours 19 April 1945 and arrived Merseburg at 1700 hours same date. Distance travelled 350 miles.

SECRET

SECRET

Company B departed Knickhagen, Germany, by MT, for permanent change of station to Winterburen, Germany, at 1300 hours, 19 April 1945. Arrived Winterburen 1300 hours same date. Distance travelled 2 miles.

Headquarters & Service Company, less detachment, departed Eschweiler, Germany, by MT, for permanent change of station to Merseburg, Germany, at 0900 hours, 20 April 1945. Arrived Winterburen at 1500 hours same date. Departed Winterburen at 0800 hours 21 April 1945, arrived Merseburg 1500 hours same date. Distance travelled 380 miles.

Company B departed Winterburen, Germany, by MT, for permanent change of station to Cassel-Waldau at 1300 hours, 27 April 1945. Arrived Cassel-Waldau 1340 hours same date. Distance travelled 10 miles.

Battalion Headquarters departed Merseburg, Germany, by MT, for permanent change of station to Cassel-Waldau, Germany, at 0830 hours, 28 April 1945. Arrived Cassel-Waldau 1500 hours same date. Distance travelled 150 miles.

Headquarters & Service Company and Medical Detachment departed Merseburg, Germany, by MT, for permanent change of station to Cassel-Waldau, Germany, at 0830 hours 29 April 1945. Arrived Cassel-Waldau 1130 hours same date. Distance travelled 150 miles.

4. Casualties - None.

5. Decorations - a. Unit cited for battle participation credit, campaign "Normandy", per ltr, Hq ETOUSA, AG 200.6 OpGA, 17 March 1945.

b. Unit cited for battle participation credit, campaign "Germany", per ltr, Hq ETOUSA, AG 200.6 OpGA, 16 April 1945.

JAMES J. CORRAL
Capt, CE
Historian

SECRET

HEADQUARTERS
816TH ENGINEER AVIATION BATTALION

UNIT HISTORY

APRIL 1945

The month of April 1945 brought an abrupt end to the period of relative inactivity of the battalion. In direct contrast to the permanence of the two preceding months, the coming of April brought with it an unprecedented series of movements, resulting in the scattering of units of the command into various sections of Germany on many diverse missions. At no other time during the history of the unit had movement been so frequent and over such distances as during this month.

On 2 April the battalion was relieved of further responsibility for Y-56. Only the construction of a Butler Hangar and routine maintenance prior to turning over of the field to the 862nd Engr Avn Bn continued. On the same date that the battalion was relieved Company C was on the move. The battalion had been assigned the completion of Y-54 at Duren. Company C was given the task and assumed responsibility for the field, 97% complete, from the 826th Engr Avn Bn. The field was completed on 8 April but Company C remained at the station on maintenance.

One week later Company A was ordered to leave Busbach. The regiment had decided to establish a railhead at Sinzig, Germany, on the Rhine, to supply construction materials for fields east of the river. When this organization was assigned the responsibility for operation of the railhead, Company A was designated for the task. The company moved from Busbach to Sinzig on 9 April.

In order to better coordinate the operation of the railhead and to improve communications with the regiment on the other side of the Rhine, it was decided to establish an advanced CP for the battalion at Sinzig. On 12 April, Major Minahan, Major Bauer, Capt. Corral and Capt. Hill, with a detachment of message center, S-3 and S-4 personnel, established the planned CP in the Reinischer Hof in Sinzig. Only operations were conducted from the location, with administrative functions continuing from battalion headquarters at Eschweiler.

On the same date Company B was also on the move. The company had been ordered to R-12, near Kassel, for construction on the field, then assigned to the 820th Engr Avn Bn. Company B was attached to the 820th Engr Avn Bn for operations only and moved to its new station on 12 April.

Shortly thereafter, the battalion, except for Company B and Company A, began a movement of almost 400 miles to Merseburg, Germany. Amidst changes of orders and plans and a critical transportation situation, on 15 April Battalion Headquarters, the Medical Detachment and available detachments of Headquarters & Service Company commenced the move. Considerable confusion was encountered. Most units found their way to overnight shelter at Göttingen, Germany, where Capt. Younie, Headquarters & Service Company Commander, had located quarters under previous orders and plans. The following day battalion headquarters and the Medical Detachment, plus a platoon of Company C, took station at the

SECRET

- 1 -

RSI Cont. No.
S11382

Basic: Page 2 of Unit History, Hq, 818th Engr Avn Bn, April 1945.

Merseburg Airdrome. The field was marked as R-31 and made operational on 16 April. Battalion Headquarters was established and was occupied in coordinating the scattered units of the command. Company C's platoon was immediately put to the task of marking and maintaining S & E fields in the vicinity.

By 21 April, Headquarters & Service Company, less the heavy equipment section which remained in Eschweiler, and Company C were also established in Merseburg. Headquarters & Service Company was limited to routine duties. Company C, however, was assigned duties of marking and maintaining S & E strips over a wide area. R-32 at Kothen and R-52 at Leipzig/Mockau were marked and became operational 18 April and 27 April 1945. A field in the vicinity of Chemnitz could not be marked as ordered as the field was still in enemy hands. Company C was also assigned the mission of maintaining R-18 - Kollada, R-19 - Nordhausen, R-20 - Esperstedt, R-23 - Altenburg, R-2 - Langensalza, R-4 - Gotha, R-7 - Weimar, R-11 - Eschwege, R-22 - Rodigen, which was accomplished by stationing small detachments on the fields.

Orders for further movement were received on 27 April. The Battalion was assigned the mission of taking over the construction of a TAD at Y-96, Cassel-Waldau, from the 816th Engr Avn Bn. On 27 April Company B, stationed at Winterburen, moved to the site. Battalion Headquarters followed on 28 April and Headquarters & Service Company and the Medical Detachment moved on the following day. One platoon from Company A was also ordered to Y-96 from Sinzig to work on the TAD. The remainder of Company A and Company C remained on assigned duties. The 816th Engr Avn Bn was relieved of construction by the battalion on 27 April.

Other minor missions were also accomplished during the month. Such assignments as the making of reconnaissance reports on certain S & E strips, the reconnoitering of two German cement plants and the guarding of 10 ME 262, jet planes, at Merseburg were also carried out by the unit.

Among personnel changes continued as previously. While the usual losses were sustained, the transfer of enlisted men to infantry units was discontinued. Only three men, special cases, were lost in this fashion. The change in this policy is reflected in an increase of enlisted strength of 37 over the previous month. Besides replacements received from combat units, others were also received direct from the United States. They consisted, in general, of limited assignment personnel from overhead installations in the states.

More than normal changes occurred among the officers. On 11 April, Capt. Leo G. Moench, 0490949, ChC, was received on DS from the 843rd Engr Avn Bn (par 5, SO 5, Hq Engr Cgd (Prov), 7 Apr 1945). He assumed the duties of Chaplain. 1st Lt. Bohdan Zobkiw, 01100407, CE, reported to the unit on DS from the 826th Engr Avn Bn (par 5, SO 101, Hq 922nd Engr Avn Regt, 19 April 1945). He was temporarily assigned the duties of Platoon Commander in Company A, pending his permanent transfer to the unit to replace 1st Lt. Harris, who was to be reassigned to the 826th Engr Avn Bn. On 30 April the services

SECRET

- 2 -

Basic: Page 3 of Unit History, Hq, 818th Engr Avn Bn, April 1945.

of two other officers were lost to the battalion. Capt. Hill, Battalion S-4, was detailed on DS with the Office of the Director of Intelligence, Hq USSTAF (par 3, SO 23, Hq Engr Cnd (Prov), 28 Apr 1945), and Lt. Werbitz, of Company A, was sent on DS with the 3rd Engr Avn Brig (Prov) (par 3, SO 108, Hq 922nd Engr Avn Regt, 26 Apr 1945). Lt. Brown assumed the duties of Battalion S-4.

A new officer, 2nd Lt. Stephen E. Graham, O8272008, CE, joined the unit on 4 April (par 1, SO 89, Hq IX Engr Cnd, 1 Apr 1945). He was assigned to Company C as a platoon commander and Lt. Betts became the company's administrative officer.

2nd Lt. Joe V. Wingo, O1111448, CE, and 2nd Lt. James C. Reid, O2048753, MAC, received promotions to 1st Lt. (par 8, SO 82, Hq, USSTAF (Main), 1 Apr 1945)

The events during the month were of a nature to keep the morale of the unit at a satisfactory level. Despite the policy of non-fraternization, the decrease in quotas of passes to Brussels, Paris, and leaves to the Riviera, the general lack of recreational facilities in Germany, penetration of Germany itself presented many items of interest. First contact with German civilians, foreign laborers in the Reich, the observation of Nazi Germany at first hand, plus such items as the new jet planes compensated somewhat for the lack of facilities. Once again, movement to new places, especially closer to the scene of action, had its advantages. Generally comfortable quarters, of the permanent type, with facilities that had not been abundant in previous months, also tended to make life more pleasant.

SECRET
-3-

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

SPECIAL ORDERS

7 April 1945

NUMBER 2

EXTRACT

5. CH (CAPT) LEO G MOENCH 0490949, 843d Engr Avn Bn is placed on DS and WP 818th Engr Avn Bn for dy as Ch. Upon compl DS will ret proper orgn. TDN by MT. EDGME 11 Apr 45.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W BURGOTT
Colonel, CE
Chief of Staff

s/J E Stephenson
t/J E STEPHENSON
Major, AGD
Adjutant General

HEADQUARTERS
922ND ENGINEER AVIATION REGIMENT

SPECIAL ORDERS
NUMBER 101

APO 126, U. S. Army
19 April 1945

E X T R A C T

5. 1ST LT BOHDAN ZOBKIW 91100407 826th Engr Avn Bn is placed on DS and WP 818th Engr Avn Bn and upon comple of DS will ret proper orgn. EDCMR 20 Apr 45.

BY ORDER OF LIEUTENANT COLONEL ARMSTRONG:

OFFICIAL:

MURRAY M JANOFF
Captain, 922nd Engr Avn Regt
Adjutant

s/Murray M Janoff
t/MURRAY M JANOFF
Captain, 922nd Engr Avn Regt
Adjutant

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

SPECIAL ORDERS
NUMBER 23

28 April 1945

EXTRACT

3. Fol officers orgn indicated are placed on DS for 90 days and WP Hq US Strategic Air Forces in Europe reporting upon arrival thereat to Dir of Intelligence. Officers will carry full field equip. Upon compl DS will ret proper orgn. TDW by MT or rail 60-114 P 432-02 A 212/50425. Auth VCCG US Strategic Air Forces in Europe 27 Apr 45. EDCMR 30 Apr 45.

CAPT LANDON P HILL O412355 CE 818th Engr Avn Bn

BY COMMAND OF BRIGADIER GENERAL NETMAN:

OFFICIAL:

H W EHRGOTT
Colonel, CE
Chief of Staff

s/R D Zentaire
t/R D ZENTMIRE
Captain, AGD
Asst Adj Gen

HEADQUARTERS
922ND ENGINEER AVIATION REGIMENT

SPECIAL ORDERS
NUMBER 108

APO 126, U. S. Army
26 April 1945

EXTRACT

3. WOCO IX Engr Comd the fol Off and EM orgns indicated are placed on
DS w/ 3rd Engr Avn Brig (Prov) WP 2nd Airfield Maint Regt. Each Off will
bring vehicle for use while on DS. URGENT: 26 Apr 45.

316TH ENGR AVN BN

1ST LT CARL W MERBITZ OA61112

Travel dir is pursuant to auth contained in ltr Hq European TO USA
22 Nov 44 file 30014 MPM and 1st Ind thereto Hq US Strategic Air Forces in
Europe 2 Dec 44.

The above C in asgmt and/or attachment are off this date unless
otherwise indicated.

BY ORDER OF LIEUTENANT COLONEL ARMSTRONG:

OFFICIAL:

MURRAY M. JANOFF
Captain, 922nd Engr Avn Regt
Adjutant

s/Murray M. Janoff
t/MURRAY M. JANOFF
Captain, 922nd Engr Avn Regt
Adjutant

HEADQUARTERS
IX ENGINEER COMMAND

SPECIAL ORDERS
NUMBER 89

APC 126, US Army
1 April 1945

EXTRACT

1. Pol officers are reld fr asgmt to Hq IX Engr Cmd are asgd orgns indicated and WP regts indicated to await T to unit to which asgd. TDN by MT or rail 60-114 P 431-02 A 212/50425. EDCMR: 3 Apr 45.

WP 922d Engr Avn Regt

2D LT STEPHEN E GRAHAM JR 0872006 CE 818th Engr Avn Bn

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W SHROTT
Colonel, CE
Chief of Staff

s/R D Zentaire
t/R D ZENTMIRE
Captain, AGD
Asst Adj Gen

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE (MAIN)
OFFICE OF THE COMMANDING GENERAL

1 April 1945

SPECIAL ORDERS)

NO.....32)

EXTRACT

S. C, 1A Engineer Command, listed below are DP, temporarily promoted to the gr indicated in AUS w/rank fr date of this order. (Auth: Cir 90, Hq, European TO, USA, 17 Aug 44).

2nd Lt To 1st Lt

JAMES C. REID, 02048753 MAC

JOE V WINGO, 0111128 CE

By command of General SPARTZ:

L. P. CURTIS,
Brigadier General, U.S.A.,
Chief of Staff.

OFFICIAL:

s/Harris F. Scherer,
t/HARRIS F. SCHERER
Colonel, AGD.,
Adjutant General.

SECRET

May 45

818 - Eng. Avn. Bn.

EX-101-818-71
MAY-45
RETURN TO
RESEARCH STUDIES
INSTITUTE
U. S. A. F.
HISTORICAL DIVISION
ARCHIVES BRANCH

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RSI Cont No
S11383

SECRET

MICROFILMED

7376-83

SECRET

HEADQUARTERS
818TH ENGINEER AVIATION BATTALIONENGR-818-H1
MAY 1945
SECRET
AUTH: CG IX EC.
INIT: *WZ*
DATE: 13 Jun 1945
4700APO 126, U.S. Army
13 Jun 1945

UNIT HISTORY

May 1945

1. Organization - Battalion relieved from attachment to 922nd Engineer Aviation Regiment and attached to 924th Engineer Aviation Regiment, 13 May 1945. (Assignment and Attachment Orders (No.14) Hq. Engr Comd (Prov), USSTAF in Europe, 12 May 1945)

2. Strength, commissioned and enlisted - 32 Officers, 714 EM.

3. Movement - Company A departed Sinzig, Germany, by MT, for permanent change of station to Cassel Waldau, Germany at 0730 hours 7 May 1945. Arrived new station at 1300 hours, same date. Distance travelled 188 miles.

Company C departed Merseburg, Germany, by MT, for permanent change of station to Cassel Waldau, Germany at 1000 hours, 22 May 1945. Arrived new station at 1800 hours same date. Distance travelled 150 miles.

4. Casualties - None.

5. Decorations - The Bronze Star Medal for meritorious service was awarded the following personnel per General Orders No. 11, Hq. Engr Comd (Prov), USSTAF in Europe, 9 May 1945:

1st Lt William E Betts, Jr, 0301787, CE
T/Sgt Merton H Roemhildt, 39301178, Hq & Serv Co
Sgt Charles J Gallo, 32198658, Company C
Sgt Francis C Spayd, 35255419, Company C

The Soldier's Medal awarded to following personnel for heroism near Heilrath, Germany on 29 March 1945, per Section II, General Orders No. 12, Hq. Engr Comd (Prov), USSTAF in Europe, 13 May 1945:

Sgt Merle L Dillie, 35254981, Company C
Tec 5 Ignatius J Steinbugl, 33131295, Company C
Tec 5 Joseph Latulippe, 32217764, Company C
Tec 5 Gerald M Sullivan, 32757116, Med Det
Pfc James J O'Hara, 32198640, Med Det

James J. Sorral
JAMES J. SORRAL
Captain, CE
Historian

SECRET

RSI Cont No
S 11383

SECRETHEADQUARTERS
818TH ENGINEER AVIATION BATTALIONUNIT HISTORY

May 1945

The month of May, though not an active one as far as the primary mission of the organization is concerned, was replete with events of every kind. Of primary importance was the announcement of V-E Day on 9 May, followed shortly thereafter by the announcement that the unit was to return to the US when transportation became available. Some movement continued, and the battalion was once again gathered together. The battalion was relieved from attachment to 922nd Engineer Aviation Regiment, to which it had been attached for a year, and was attached to 924th Engineer Aviation Regiment. Decorations and ceremonies were comparatively numerous, and the program of post V-E Day activities such as discussion groups, athletics, etc., was under way.

The battalion, less most of Company A and all of Company C, was engaged on the construction of a TAD at Airfield Y-96, Cassel Waldau. Before the end of the month, the dump at Sinzig was liquidated, Company A rejoined the unit. Company C was relieved of maintenance of the many S&E Strips by the 877th Engineer Aviation Battalion Airborne and also was assigned tasks at Y-96. The mission at Y-96, as originally assigned, was completed on 28 May 1945 and the field was put on a maintainance status. The work consisted of the repairing of one small hanger and complete reconstruction of a larger hanger and a flight control building, requiring the sheathing of 12,661 square feet of wall space and 55,200 square feet of roof space; the widening of the taxiway with 1,330 cubic yards of concrete and the grading incidental thereto; the extension of runway and taxiway with 194,625 square feet of PSP and the erection of one 250bb gas tank.

Presentation ceremonies were the order of the month. On 2 May, detachments of the battalion participated in a regimental presentation ceremony at Airfield R-12, Cassel-Rothweston. T/Sgt Merton H Roemhildt, Tec 5 William L Duncan were presented with the Bronze Star Medal, and Cpl Anthony J Reo with the Soldier's Medal by Brig Gen. James B Newman at a regimental ceremony at Airfield Y-90, Frankfurt, on 10 May. At a battalion ceremony at Y-96, Col. Eric Dougan, Commanding Officer, 1st Engineer Aviation Brigade, presented the Soldier's Medal to Tec 5 Joseph Latallippe, Tec 5 Ignatius Steinbugl, and Pfc James J O'Hara, and the Bronze Star Medal to 1st Lt William E Betts, Jr., Sgt Charles J Gallo, Sgt Francis C Spayd, Sgt Albert DeGregory and Pfc Vincent A DiCarlo.

The enlisted strength of the battalion decreased during the month. Twenty men on furlough in the ZI were dropped from the rolls of the unit when it was learned that they would not return. An additional 10 men were returned to the ZI on the basis of their Adjusted Service ratings. It was expected that further losses would occur as quotas for return of personnel with high point scores were assigned to the battalion.

The strength of the officers, however, increased during the month with the assignment of Capt. John W Koning, O491451, Ch C as Battalion Chaplain (par 2, SO 48, Hq. Engr Comd (Prov), USSTAF in Europe, 23 May 1945). Chaplain Moench was relieved from DS and returned to 843rd Engineer Aviation Battalion.

-1-

SECRET

S E C R E T

It Zobkiew was permanently assigned to Headquarters & Service Company and assumed the duties of Administrative Officer.

The morale of the unit received tremendous impetus with the announcement that the unit was to return to the ZI for demobilization. This information following the announcement of V-E Day, was the one thing that could materially effect the morale of the command in a favorable manner. Although over 500 members of the battalion had accumulated better than the necessary 85 points for return and discharge, the previous announcement that the unit was destined for direct shipment to the CBI had hung like a cloud over the personnel. Morale was high, in spite of the lack of recreational facilities, chiefly caused by the non-fraternization policy. Passes and furloughs were allowed for only 15% of the personnel. They included visits to Paris, the Riviera, Brussels and the battalion rest home in Esneux, Belgium. The facilities at these areas were all that could be desired, but the quotas allowed were not sufficient under the circumstances.

For personnel not on pass, recreation was limited. There were daily movies. A program of athletics, swimming, fishing, etc., plus the construction of a day room and bar for the EM, was installed, consistent with construction duties. Every attempt was made to decrease the handicaps to recreation caused by the non-fraternization policy.

-2-

S E C R E T

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

322.

12 May 1945

SUBJECT: Assignment and Attachment Orders (No 14).

TO : See Distribution.

1. Effective 13 May 1945, the 818th Engineer Aviation Battalion and the 820th Engineer Aviation Battalion are relieved from further attachment to the 922d Engineer Aviation Regiment and are attached to the 924th Engineer Aviation Regiment.

2. Effective 13 May 1945, the 830th Engineer Aviation Battalion is relieved from further attachment to the 924th Engineer Aviation Regiment and is attached to the 922d Engineer Aviation Regiment.

3. Effective 13 May 1945, the 876th Airborne Engineer Aviation Battalion is relieved from further attachment to the 2d Airfield Maintenance Regiment (Prov) and is attached to the Engineer Command (Prov), US Strategic Air Forces in Europe, but remains under the operational control of the 3d Engineer Aviation Brigade (Prov).

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

S/R D Zentmire
E/R D ZENTMIRE
Captain, AGD
Asst Adj Gen

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

GENERAL ORDERS
NUMBER 11

9 May 1945

EXTRACT

AWARDS OF BRONZE STAR MEDAL

FIRST LIEUTENANT WILLIAM E BETTS JR 0301787 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For meritorious service in connection with military operations from 1 April 1945 to 23 April 1945.

Sergeant Charles J Gallo 32198658 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For meritorious service in connection with military operations from 1 April 1945 to 26 April 1945.

Technical Sergeant Merton H Roemhildt 39301178 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For meritorious service in connection with military operations from 1 April 1945 to 25 April 1945.

Sergeant Francis C Spayd 35255419 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For meritorious service in connection with military operations from 1 April 1945 to 26 April 1945.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H W EHECOFF
Colonel, CE
Chief of Staff

s/R D Zentadre
t/R D ZENTADRE
Captain, AGD
Asst Adj Gen

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

GENERAL ORDERS
NUMBER 12

13 May 1945

EXTRACT

Section II

Awards of Soldier's Medal

By direction of the President under the provisions of the act of Congress approved 2 July 1926 (Bulletin 8 War Department 1926) and in accordance with authority delegated by the War Department a Soldier's Medal is awarded to the following enlisted men:

Sergeant Merle L Dillie 35254981 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For heroism displayed on 29 March 1945 near Healrath, Germany. Sergeant Dillie, with the help of another soldier, succeeded in rescuing a wounded civilian from a heavily mined field. Though fully cognizant of the danger involved and without regard for his own life, Sergeant Dillie and a fellow soldier cleared a path 100 yards long to reach two civilians, one of whom was wounded. After successfully carrying one wounded civilian to safety, Sergeant Dillie returned to rescue another wounded civilian from the field and in doing so stepped on a mine and fell severely wounded. The courageous action displayed by Sergeant Dillie is representative of heroism and devotion to duty in keeping with the highest traditions of the armed forces of the United States. Entered military service from Indiana.

Technician Fifth Grade Joseph Latulippe 32217764 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For heroism displayed on 29 March 1945 near Healrath, Germany. Technician Fifth Grade Latulippe without regard for his own life or safety succeeded, with the help of another soldier in rescuing a wounded soldier from a heavily mined field. Although fully aware of the great danger involved after seeing two of his comrades wounded by mines while attempting rescue, Technician Fifth Grade Latulippe nevertheless entered the field and with the help of another soldier, carried the wounded man to safety. The courageous action displayed by Technician Fifth Grade Latulippe is representative of heroism and devotion to duty in keeping with the highest traditions of the armed forces of the United States. Entered military service from New York.

Private First Class James J O'Hara Jr 32198640 Medical Corps, 818th Engineer Aviation Battalion, United States Army. For heroism displayed on 29 March 1945 near Healrath, Germany. Private First Class O'Hara, without regard for his own life or safety succeeded with another soldier in rescuing a wounded soldier from a heavily mined field. Although fully aware of the great danger involved after seeing two of his comrades wounded by mines while attempting rescue, Private First Class O'Hara nevertheless entered the field and after applying a tourniquet to the wounded soldier's legs, carried him to safety with the help of another soldier. The courageous action displayed by Private First Class O'Hara is representative of heroism and devotion to duty in keeping with the highest traditions of the armed forces of the United States. Entered military service from New York.

/over

Technician Fifth Grade Ignatius J Steinbugl 33131295 Corps of Engineers, 818th Engineer Aviation Battalion, United States Army. For heroism displayed on 29 March 1945 near Healrath, Germany. Technician Fifth Grade Steinbugl, with the help of another soldier, succeeded in rescuing a wounded civilian from a heavily mined field. Though fully cognizant of the danger involved and without regard for his own life, Technician Fifth Grade Steinbugl and a fellow soldier cleared a path 100 yards long to reach two civilians one of whom was wounded. After one civilian had been rescued, the soldier with Technician Fifth Grade Steinbugl stepped on a mine and fell severely wounded. Aware of his danger of extra weight which would easily set off deeply buried mines, Technician Fifth Grade Steinbugl lifted the wounded soldier on his back and carried him to safety. The courageous action displayed by Technician Fifth Grade Steinbugl is representative of heroism and devotion to duty in keeping with the highest traditions of the armed forces of the United States. Entered military service from Pennsylvania.

Technician Fifth Grade Gerald M Sullivan 32757116 Medical Corps, 818th Engineer Aviation Battalion, United States Army. For heroism displayed on 29 March 1945 near Healrath, Germany. Technician Fifth Grade Sullivan, without regard for his own life or safety, succeeded in caring for a wounded soldier who had stepped on a mine while attempting to rescue a wounded civilian from a heavily mined field. Although fully cognizant of the danger involved, Technician Fifth Grade Sullivan nevertheless walked through the mine field to administer first aid to his wounded comrade. After applying a tourniquet and placing the wounded soldier on a stretcher, Technician Fifth Grade Sullivan himself stepped on a mine, sustaining severe injury. The courageous action displayed by Technician Fifth Grade Sullivan is representative of heroism and devotion to duty in keeping with the highest traditions of the armed forces of the United States. Entered military service from New Jersey.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:

H. H. BURCOTT
Colonel, CE
Chief of Staff

s/R D Zentaire
t/R D ZENTAIPE
Captain, AGD
Asst Adj Gen

HEADQUARTERS
ENGINEER COMMAND (PROV)
US STRATEGIC AIR FORCES IN EUROPE
APO 126, US ARMY

23 May 1945

SPECIAL ORDERS
NUMBER 48

EXTRACT

2. CAPT (CH) JOHN W KONING 0491451 is reld fr asgmt to 937th Engr Avn
Cam Bn and DS w/ 816th Engr Avn Bn, asgd and WP 818th Engr Avn Bn. TDN by MT
mil acft or rail 60-114 P 431-02 A 212/50425. EDCMR 26 May 45.

BY COMMAND OF BRIGADIER GENERAL NEWMAN:

OFFICIAL:


R D ZENTMIRE
Captain, AGD
Asst Adj Gen

s/R D Zentmire
t/R D ZENTMIRE
Captain, AGD
Asst Adj Gen

SECRET

Jun 45

818 - Engr - Avn Bn.

RETURN TO RESEARCH STUDIES INSTITUTE U. S. A. F. HISTORICAL DIVISION ARCHIVES BRANCH	<i>Jun 45</i> 
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SECRET

RSI Cont No
S11384

MICROFILMED

7375-530

SECRET

SECRET ENGR-812-H1
AUTH: CO IX EC JUNE 1945
INIT: *W.E.B.*
DATE: 15 Jul 45

HEADQUARTERS
81ST ENGINEER AVIATION BATTALION

APC 126, U.S. Army
15 July 1945

UNIT HISTORY

JUNE 1945

1. Organization - Negative.
2. Strength, commissioned and enlisted - 32 Officers, 696 EM.
3. Movement - Company B departed Cassel Waldau, Germany, by MT for permanent change of station to Rothwesten, Germany, at 0800 hours, 20 June 1945. Arrived new station at 0900 hours same date. Distance travelled 11 miles.
4. Casualties - Pfc. Abraham Margolin, 32427322, Headquarters & Service Company was a non-battle casualty on 6 June 1945, when he died from injuries received by the overturning of a captured enemy vehicle.
5. Decorations - None.



W. E. Betts Jr.
W E BETTS JR.
1st Lt, CE
Historian

SECRET

RSI Card No
S 11384
Incl 5

S E C R E THEADQUARTERS
818TH ENGINEER AVIATION BATTALIONUNIT HISTORYJUNE 1945

The month of June found the battalion together again, and situated in quarters of comparative luxury. Only Company B moved and then towards the latter part of the month for the short distance of eleven miles to Airfield R-12, Rothwesten, Germany. For a period of one week, each afternoon was devoted to organized athletics and intra-company as well as inter-company competition in baseball, softball, and volleyball. Only after additional work commitments were scheduled for the battalion, was the athletic and educational program lasting for the full afternoon each day discontinued. Swimming facilities were provided at the nearby river and each evening found many men partaking of this pleasure.

An enlisted men's club was authorized by Major Minahan and the Enlisted Men's Council was selected to operate the club and make any suggestions to the Battalion Commander which might benefit the men of the battalion. The club was planned and constructed solely by enlisted personnel and proved to meet the requirements of a club in every respect. The bar with tables and chairs was most spacious. The club also included table tennis for the parlor athletes.

The entire battalion was at the first of the month engaged in the construction of the TAD at Airfield Y-96, Cassel Waldau, but before the end of the month Company B together with the necessary heavy equipment from Headquarters & Service Company moved to Airfield R-12, Rothwesten, Germany, to take over the maintenance and repair of the airfield to meet ACP standards. Also two men of Company B were sent to R-17, Göttingen, Germany, to supervise civilians on routine maintenance of the airfield. Work at Y-96 included covering 28,980 square feet of roof and 6,750 square feet of wall with sheathing on Hanger B-3. Also repairs were effected on Hanger B-6 but this project was later abandoned as the laying of Hessian and PSP on 19 hard-standings took priority. 77,400 square feet of PSP and an equal amount of Hessian were laid on this project. The placing of 42,767 square feet of concrete was also accomplished which included the widening and construction of new taxiways. Routine maintenance was carried on simultaneously with the work mentioned above as well as new road construction.

On Airfield R-12, Company B very nearly completed the construction of a control tower and the access road to the tower was completed. Hanger repair involving the covering of 13,362 square feet of roof with sheathing and 564 square feet with Hessian was accomplished. Deterioration of PAP at the northwest end of runway, R-12, necessitated the closing down of the runway for four days in order to effect repairs. Construction at this point was hampered by rain. The work consisted of the rolling back of 450 feet of PAP, the full width of runway, the excavation of soft spots and backfilling with rock; the placing of a 3 inch rolled blanket of added ballast, and covering with Hessian and relaying of PAP. Grading of the shoulders, establishment of better drainage facilities, and repairs to fencing on R-12 was also accomplished.

S E C R E T

Basic: Unit History, 818th Engr Avn Bn, 15 July 1945, contd.

There were no presentation ceremonies during the month nor were any decorations or awards made to the unit or individuals.

The enlisted strength of the battalion decreased during the month as the first stages of redistribution of men within the IX Engineer Command began. Thirteen men were returned to the Zone of Interior on the basis of their Adjusted Service Ratings and an additional three men were returned for overage. It is expected that further losses will occur among personnel with high point scores, however, distribution of personnel from other organizations should offset this loss.

The strength of officers remained unchanged with no officer personnel either being assigned or relieved of assignment with the battalion.

First Lieutenant William E. Betts, Jr., 0301787, was relieved of assignment with Company C and assigned the primary duty of Battalion Adjutant in anticipation of a transfer from the organization for Captain James J. Corral, 01100056. Captain Corral was relieved of duties as Adjutant on 30 June 1945.

The morale of the unit was excellent with the thought always in mind that the battalion is destined for return to the Zone of Interior for demobilization and discharge. Passes and furloughs also played their part in keeping morale high as did the nightly movies, swimming, and the athletic programs. The pass quotas remained unchanged and seemed insufficient under the circumstances. Another factor to stimulate morale was the published information that shipping is considerably ahead of schedule which should reflect in the time of departure of the organization. The policy of non-fraternization was much discussed but there were no violations by members of the battalion reported.

S E C R E T