

519th SERVICE SQUADRON

MISSION

LINEAGE

519th Service Squadron

STATIONS

Warton, England

ASSIGNMENTS

COMMANDERS



LTC Matt G. Carpenter and Maj Allen C. Russell, first and second commanders. (USAAF photo)

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

With the move of the 31st Transport Group back to Grove, the 1001st Service Group was disbanded and the 519th Service Squadron was assigned to that organization, and also returned to England.

In April when the group was activated, the title, 86th Transport Squadron, was given to that unit at Hendon. The ferry organization at Warton was activated as the 87th Transport Squadron. The unit in Cornwall was named the 519th Service Squadron, and that at Prestwick the 520th Service Squadron. No sooner were they officially named, than each went far over its authorized strength. In the winter of 1943, additional units were added to the group. These included the 320th and 321st Transport Squadrons and the 311th, 312th and 325th Ferrying Squadrons. These added to the units already in operation went to compose a strong service organization capable of performing almost any mission in the field of transport or aircraft ferrying.

Under Colonel Arnold, Lt Col Carpenter was named Deputy Commander. He was succeeded as Commanding Officer of the 519th Service Squadron by Major Allen R. Russell. Major Joe Stenglein was placed in command of the 310th Ferrying Squadron at Warton and took over from the 87th Transport Squadron the ferrying duties.

A production line maintenance was initiated, primarily manned by the 519th Service Squadron but supplemented by engineering personnel from each flying squadron.

The 519th Service Squadron was activated in Cornwall near Land's End at RAF Station Portreath in April 1943. It was one of two service squadrons organized and assigned to support transport activities which ranged from handling freight and passengers at air terminals and repair combat aircraft in the field by use of mobile units, to the dispatching of replacement aircraft and tactical units to North Africa during that campaign.

The commanding officers of this unit read like a who's who list in the 27th Air Transport Group. The first was Lt Col Matt G. Carpenter , who later became Deputy Commander of the group. He

was followed in turn by Major Allen G. Russell, who was the first officer of the command to receive the distinguished service cross. Captain Dale C. L. Honeycutt followed the Major, and was in turn followed by Captain Timothy A. DaEulis, who remained in command until the disbandment of the squadron.

In Cornwall the squadron was split for a time into three elements. One unit, containing the headquarters section, was located at Portreach, dispatching fighter aircraft to Africa in connection with the "Torch" movement and assisting tactical units of the Eighth Fighter Command in refueling and maintaining thunderbolts used on sorties in support of bombers pounding the U-Boat pens at Brest and St Lezair. Second unit was located at St Eval, north of Newquay, receiving heavy replacement aircraft, B-17s and B-24s from the US over the South Atlantic route. The third unit was a small number of air corps personnel with a detachment of the 1988th QM Truck Co at Predannack, dispatching fighter aircraft to North Africa. Among those performing duty at first one station and then another, as required, were then Captain James Briggs, Lieutenants Posie Clinton, Merton Crockett, William Buhler, Richard Flemming, H.Q. Johnson, Jr, M Sgt Clifton Mellott, 1st Sgt George Mettey, Sgt John De Luca, Cpl Robert Gorey.

From Cornwall, the squadron moved into the service section at Warton and later became a part of the 1st and 1001st Service Groups (Provisional). The squadron furnished the headquarters personnel for this group. It was then Pfc Elmer Banners and Pvt John Darling beyond the call of normal duties, assisted in the evacuating of children from a British school destroyed when a B-24 crashed blindly into the building. From Warton the squadron moved to Le Bourget, crossing the channel on LSTs and landing at Utah Beach after a rough trip that turned nearly every member's stomach and made them soon forget about the next meal but worry a bit over the last. When the move back to England was made, the squadron transferred all of its equipment to the 520th Service Squadron and started in again at Grove to reassemble tools, machines, vehicles, etc. The order from then on was "PLM", or "production line maintenance".

Air Force Order of Battle

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Sources

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

Unit history. *302 Transport Wing*. Nd.