

AMERICUS DEPOT

MISSION

LINEAGE

STATIONS

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

When World War I came to a close with the signing of the armistice on November 11, 1918, the Army Air Service was operating a number of supply depots in the continental United States. These depots were located at Americus, Georgia; Buffalo, New York; Detroit, Michigan; Fairfield, Ohio; Garden City, Long Island, New York; Houston, Texas; Little Rock, Arkansas; Los Angeles, California; Middletown, Pennsylvania; Morrison, Virginia; Richmond, Virginia; San Antonio, Texas; Sacramento, California; San Francisco, California; and Washington, D.C.

The depots, with a complement of about a dozen officers and a few hundred enlisted men, received, stored, and issued all supplies and equipment to the airfields in the United States. Three aviation repair depots were responsible for the repair and maintenance of aircraft. These depots were at Dallas, Texas; Indianapolis, Indiana; and Montgomery, Alabama. The Air Service also

operated an experimental laboratory at McCook Field, Dayton, Ohio, and one at Langley Field, Virginia. At first, the laboratory at McCook Field was called the Airplane Engineering Division and, later, just the Engineering Division. Both laboratories reported directly to the Chief of the Air Service.

The Air Service consolidated its repair activities at three locations-Fairfield; San Antonio; and Rockwell Field, North Island, San Diego, California--in 1920 and 1921. In 1920, it transferred the repair facilities at Indianapolis to the depot at Fairfield, erected new repair facilities at Rockwell Field, and moved the supply depot at Los Angeles to Rockwell. It transferred the repair facilities at Dallas to San Antonio in the spring of 1921. Middletown did not become both a repair and supply depot until 1925.

In January 1921, the depots at San Antonio, Middletown, Rockwell Field, Fairfield, Little Rock, Richmond, Montgomery, and Americus became air intermediate depots. Seven months later, in July, the Air Service transferred control of the depot system from Washington, D.C., to Wilbur Wright Field, Ohio, and established a new organization consisting of six military and 55 civilian employees to supervise all supply and maintenance activities at the depots. This new organization was called the Property Maintenance and Cost Compilation Section and its first chief was Captain Elmer E. Adler.

The Air Service made a number of changes in its depot structure between 1921 and 1923. During this period, it established a depot at Scott Field, Illinois, and deactivated the depots at Richmond, Montgomery, and Americus. The depot at Scott Field became the air intermediate depot for airship and balloon equipment.

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