

# 10 AIRDROME SQUADRON

## MISSION

## LINEAGE

10 Airdrome Squadron

## STATIONS

Heston, England

## COMMANDERS

## HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

## EMBLEM

## MOTTO

## OPERATIONS

The 10th Airdrome Squadron, commanded by Major Arthur Kline, moved its force with the detachment then headed by Lt Col Callahan to rebuilding the field to receive the remaining units of the 27th Air Transport Group.

The group using the 10th Airdrome Squadron, the 86th Transport and the 325th Ferrying Squadron operated Heston airdrome until after the first six months of the Continental invasion. In August 1944, the pilots of the 86th Transport Squadron averaged over 100 flying hours each; the 310th Ferrying Squadron made over 3,000 deliveries; Lt Harry Oberholtzer drew a secret assignment carry him to Teheran, Bari, Cairo, Casa Blanca and Russia; and the 325th Ferrying Squadron was still operating traffic detachments all over the United Kingdom.

The 370th Air Service Group wasn't even a month old when the Russian and allied armies met at the Elbe River but it wouldn't be fair to tell of the performances of this group of men who were the other half of the Continental forces of the 302d Transport Wing for only this short period. Formed on 12 April 1945, this service organization was attached to the 27th Air Transport Group, to support it in maintenance of aircraft and automotive vehicles and supply it with everything from soup to nuts. It took over the housekeeping duties of Villacoublay and operated the traffic and freight section which handled close to a million pounds of freight and 15,000 passengers each month.

Just when the organizations which formed the 370th Air Service Group were first melded together to form one team in support of the flying organization would be hard to say. The 520th Service Squadron had behind it a great record of receiving replacement and combat aircraft from, the United States while at Prestwick, Scotland from August 1942 to the Spring of 1944, when it went to Warton to play its part in the Service Section and later the provisional 1001st Service Group. The 10th Airdrome Squadron, though changed little upon the activation of the group, had operated Heston airdrome near London and shared in the manning of Querqueville and Le Bourget. The 1988th Quartermaster Truck Company, since it departed from Jefferson Barracks September of 1942, had seen service at Burton on Trent, throughout Cornwall, Warton and Heston and Le Bourget. The 312th Station Compliment was one of the original units of the Wing. The 1385th Military Police Company came to the command at half strength in March. The 2127th Engineer Fire Fighting Platoon had stood guard over airdromes at Querqueville and Istres. The 20th Mobile Repair and Reclamation Squadron had in seven short months, made a place for itself on the rolls by supporting the "petrol to Patton" line of B-17s and B-24s at Lyneham and Chipping Ongar and by dispatching its mobile teams throughout the United Kingdom and France, It was hard to get used to the lack of individuality and to the required team play that the organization of the service group brought, but soon the esprit de corps was the same as that found formerly in any of these service units.

The 10th Airdrome Squadron remained a separate squadron under the new group. Between the covers of its morning reports nearly half the names of personnel in service units throughout the 302d Transport Wing will be found for it had furnished personnel for the operation of Heston under Major Arthur B. Kline, Querqueville under Majors Ralph Pickering and L. F. Smithers, Istres under Major Harold White, and Le Bourget and Villacoublay under Captain Jay A. Shroyer. The squadron sent a detachment to Brussels headed by Lt M. G. Smith, Jr, to expedite the handling of freight and passengers transported there by the command. Before the formation of the group it was the squadron's duty to operate the base quartermaster and ordnance, however the main task became the operation of special aircraft and the traffic terminal which was the largest air passenger terminal in the theater. This was operated under the guidance of Captains J. L. Dingel and Carl Neisweinder. Strong in operation on V-E Day, the squadron had seen many changes and locations since the day 1st Sgt Richard Walsh reported at Heston to reorganize the unit.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

Created: 4 Sep 2012

Updated:

Sources

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

Unit history. *302 Transport Wing*. Nd.