

direct from Torretta, Italy to Istres, France. Twenty other B-24 airplanes were flown from Torretta to Bron airdrome at Lyon , France, where they unloaded gasoline, bombs, and ammunition, and 375 five gallon cans of 1120 aviation oil, and then proceeded to Istres.

For the first eight days, an average of 25 airplanes transported gasoline, ammunition, bombs, and empty drums to Bron. For the next two days supplies were ferried to Dole-Tavaux, and on the final day, 2 October 1944, supplies were again taken to Bron.

A total of 422,630 gallons of 100 octane gasoline, 370 five hundred pound bombs, fins and fuses, 494,830 rounds of 50 caliber ammunition, 1876 gallons of engine oil, and 4,5569 empty drums were transported in ten days. Gasoline consumed by our aircraft totaled 142,690 gallons.

Date	Dest	Total Gallons of Gas				
		A/C	Gas	Bombs	Am	Gas used
9/23	Bron	26	51,720	26	1,100	15,535
9/24	Bron	26	50,095	26	16,430	14,090
9/25	Bron	20	50,905	30	20,140	13,525
9/26	Bron	25	46,010	30	20,010	13,275
9/27	Bron	26	41,645	48	151,275	12,525
9/28	Bron	22	31,715	30	109,975	11,075
9/28	DiJon	2	2,115	10	6,890	1,450
5/29	Bron	24	45,680	30	32,005	11,385
9/30	Tavaux	24	37,570	60	20,405	18,200
10/1	Tavaux	26	41,160	60		18,000
10/2	Bron	24	24,025	48	116,600	13,650

The foregoing table of figures does not include the following supplies ferried from Torretta, Italy to Bron, France by 20 aircraft on 22 September 1944. 23,285 gallons aviation fuel, 28,150 rounds of 50 caliber ammunition, 40 five hundred pound bombs, fins and fuses, 375 five gallon cans of grade 1120 aviation motor oil, 196 gas drums. These ships consumed, along with the 12 that flew direct to Istres, a total of 39,695 gallons of 100 octane aviation fuel.

A total of 37 B-24s were used in the operations, one of the original 38 airplanes being wrecked when its landing gear collapsed while preparing a take off from Bron. Another ship was ferried from Torretta to Istres as a replacement. Parts of the wrecked airplane were used to repair other ships.

Adequate medical facilities were established both on the airfield and in the billeting area. French civilians were employed to assist in the mess hall and in cleaning barracks.

A brief description of how the operation was carried out follows; 55 gallon drums of 100 octane gasoline, 500 pound bombs and 50 caliber were delivered to the airplanes at Istres by the 41st Service Group. Aircrews and ground personnel of our group loaded the bombs and ammunition and pumped gas from the drums into the airplane wing and bomb bay tanks with auxiliary pumping units. As many empty drums as was possible were stacked in each airplane. Then the ships were flown to their destination, the supplies unloaded and the ships flown back to Istres where they were refueled and reloaded by our crews. Several attempts were made to make two trips per day with the bomb carrying airplanes but because of inclement weather in the afternoons, this was possible only one day. Twenty one ships usually carried gasoline and ammunition exclusively, while five airplanes took gas, bombs and ammunition. However the load was varied as the demand for different items

changed from day to day.

Four jeeps were transported on a C-47 airplanes from Torretta to Istres. These and three trucks loaned from the Service Group, plus motorcycles purchased by members of our group, furnished transportation. While the 466 men participated in this assignment were in Istres, they received their pay, PX rations and mail. A C-47, loaned to the group by the 49th wing, was used as a courier plane. Two tents were set up on the line, one housing operations, the other tech supply and engineering. Each aircraft was guard each night under supervision of an officer of the day, and interior guards were posted at the billeting area under supervision of another O. D.

Lack of sufficient auxiliary pumping units to facilitate loading and refueling our aircraft slowed down this operation to some extent.

Distinguished Flying Cross Awards in General Orders for September 1944

824 Squadron Awards

2nd Lt. Allen K McDill
 2nd Lt. Corliss J Roll
 2nd Lt. Fred C Alfred Jr
 Sgt. Frederick L. Grear
 Maj. Benjamin W Milam
 1st Lt. Reinold Rlckert
 1st Lt. Wilbur R Priess
 2nd Lt. Harold N Wells
 Capt. Lowell K Davls
 1st Lt. Arthur T S Shak
 1st Lt. Davld M: Bartow
 T/Sgt. George W Rands
 Capt. Ernest F Nance
 1st Lt. Edward K Williamson
 1st Lt. Jack Gittleman
 2nd Lt. Ray B Williams
 Maj. Eugene C Darby
 1st Lt. Robert C Bedwell
 2nd Lt. John C Brown
 2nd Lt. Billy Burke
 1st Lt. Leo J Prone
 1st Lt. Myron A Manhart
 1st Lt. William L Adams
 1st Lt. Duane D Powers
 1st Lt. Robert W T Issing
 1st Lt. Edward H Johnson
 1st Lt. Thomas J Merch
 1st Lt. Dennis W Posten
 1st Lt. John T Miller
 T/Sgt. Raymond E Adler
 1st Lt. John E Trechter
 1st Lt. George E Hays

825 Squadron.

2nd Lt. Leonard D Bloomfield
 T/Sgt. Robert J Flippen
 S/Sgt. William L Newsom
 S/Sgt. Arthur R Hotalen
 2nd Lt. Paul J Schiappacasse
 Capt. Max E Duncan