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.

<table>
<thead>
<tr>
<th>Date</th>
<th>Dest</th>
<th>A/C</th>
<th>Gas</th>
<th>Bombs</th>
<th>Am</th>
<th>Gas used</th>
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<tr>
<td>9/23</td>
<td>Bron</td>
<td>26</td>
<td>51,720</td>
<td>26</td>
<td>1,100</td>
<td>15,535</td>
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<tr>
<td>9/24</td>
<td>Bron</td>
<td>26</td>
<td>50,095</td>
<td>26</td>
<td>16,430</td>
<td>14,090</td>
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<tr>
<td>9/25</td>
<td>Bron</td>
<td>20</td>
<td>50,905</td>
<td>30</td>
<td>20,140</td>
<td>13,525</td>
</tr>
<tr>
<td>9/26</td>
<td>Bron</td>
<td>25</td>
<td>46,010</td>
<td>30</td>
<td>20,010</td>
<td>13,275</td>
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<tr>
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<td>48</td>
<td>151,275</td>
<td>12,525</td>
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<td>22</td>
<td>31,715</td>
<td>30</td>
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<td>11,075</td>
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<tr>
<td>9/28</td>
<td>DiJon</td>
<td>2</td>
<td>2,115</td>
<td>10</td>
<td>6,890</td>
<td>1,450</td>
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<tr>
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<td>Bron</td>
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<td>24</td>
<td>37,570</td>
<td>60</td>
<td>20,405</td>
<td>18,200</td>
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<tr>
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<td>Tavaux</td>
<td>26</td>
<td>41,160</td>
<td>60</td>
<td>18,000</td>
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<td>Bron</td>
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<td>24,025</td>
<td>48</td>
<td>116,600</td>
<td>13,650</td>
</tr>
</tbody>
</table>

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 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 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 Riekert
  - 1st Lt. Wilbur R Priess
  - 2nd Lt. Harold N Wells
  - Capt. Lowell K Davi
  - 1st Lt. Arthur T S Shak
  - 1st Lt. Davld M Barlow
  - T/Sgt. George W Rand
  - 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 Tissing
  - 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 Flippin
  - S/Sgt. William L Newsom
  - S/Sgt. Arthur R Hautala
  - 2nd Lt. Paul J Schiapacasse
  - Capt. Max E Duncan