OP 50

MILITARY AIR TRANSPORT SERVICE COMMAND
AIR TRANSPORT SQUADRON SIX
513th TROOP CARRIER GROUP (SP)
APO 57, c/o PM, New York, N.Y.

VR-6/A7-1/A9-3
MBJ:sz

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30 MAY 1949

From: Commanding Officer, Air Transport Squadron SIX.
To : The Chief of Naval Operations (Op-50).

Subject: Historical Report of Air Transport Squadron Six for period 1 March 1949 to 31 March 1949.

Reference: (a) Aviation C/L 22-46.

Enclosure: (A) History of Air Transport Squadron Six for period 1 March 1949 to 31 March 1949.

1. In accordance with reference (a), enclosure (A) is transmitted herewith.

H. P. BADGER

cc:
ComMATS

H-I-S-T-O-R-Y

of the

MILITARY AIR TRANSPORT SQUADRON SIX

CHAIN OF COMMAND

USAFE

CALTF

7497th AIR LIFT WING

513th TROOP CARRIER GROUP

MILITARY AIR TRANSPORT SQUADRON SIX

from

1 March 1949 to 31 March 1949

Military Air Transport Squadron Six

APO 57 U.S. Army

31 March 1949

T-A-B-L-E O-F C-O-N-T-E-N-T-S

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FOREWORD

The primary purpose of this history is to provide a factual account of the problems met by Military Air Transport Squadron SIX, their solutions, and the lessons learned from them. Secondly, it is a source of documented material for historical writers and a prime factor for the analysis of the varied tribulations of a military occupation.

Sources have been verified wherever possible and stated in text of footnotes. Generally, these sources have been official orders, Strength Reports, and personal interviews.

Maurice B. Jackson
Maurice B. Jackson,
Lieutenant, U. S. Navy,
Squadron Public Information Officer.

Headquarters Military Air Transport Squadron SIX
31 March 1949.

I. ORGANIZATION

A. PAST DATA (See January Historical Report)

B. PRESENT DATA

1. The full name of this organization is Military Air Transport Squadron SIX.

2. Commander Harry P. BADGER, USN, Commanding.

3. Staff:

(a) Lieutenant Commander Lawrence H. REAGAN, USN, Administrative Officer.

(b) Lieutenant Commander James B. CANNON, USN, Operations Officer.

(c) Lieutenant Doron M. WARREN, USN, Personnel Officer.

(d) Lieutenant Russell I. HAAG, USN, Supply Officer.

(e) Lieutenant (jg) Richard D. NAUMAN (MC) USN, Medical Officer.

(f) Lieutenant William H. JONES, USN, Engineering Officer.

4. This Unit is at present stationed at Rhein/Main Air Force Base, Frankfurt, Germany.

5. At the present time, this unit is served by APO 57, U.S. Army.

6. Statement of Mission: The Mission of VR-6 in its operations with the Combined Air Lift Task Force is to provide the maximum lift of supplies to Blockaded Berlin with the highest possible efficiency by fully utilizing the aircraft and personnel it has assigned.[1]

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[1]Personal interview with Commanding Officer.

II. STRENGTH REPORT

MARCH 1949	Authorized					Actual				
	EM	OFF	CIV	OTHER	TOTAL	EM	OFF	CIV	OTHER	TOTAL
Beginning of month						317	92			409
End of month						314	94			408
Gains						0	2			2
Losses						3	0			0

III. LOSSES BY ACCIDENT OR ILLNESS DURING PERIOD

A. NEGATIVE REPORT.

IV. AWARDS AND DECORATIONS DURING PERIOD.

A. Lieutenant Donald (n) ALLISON, Distinguished Flying Cross presented by Commander Harry P. BADGER, USN.

B. Raymond H. GILL, ADC, Air Medal presented by Commander Harry P. BADGER, USN.

V. NARRATIVE OF VR-6 HISTORY FROM 1 MARCH 1949 TO 31 MARCH 1949

Lieutenant (jg) Leo M. "Smokey" SABOTA of VR-6 became the first Navy pilot to complete 100 round trips to Tempelhof at 2233 on 4 March 1949. "Smokey" flew his first mission to Berlin on 24 November 1948 when the Squadron started operating with the Air Lift and just 100 days later he topped the century mark. Close behind him was Lieutenant (jg) Phillip R. SIMMONS, who flew his 100th mission on 13 March. Third to complete 100 missions was Lieutenant Herbert E. BAILEY, USN, who flew his final trip on 15 March. He had the distinction of completing this number without an engine failure. All were recommended for the Air Medal.

On 10 March Lieutenant (jg) Wayne L. BROOKS, plane commander, Lieutenant (jg) Loren L. FLOREY, co-pilot, and AD3 Bernard N. CARLOCK, flight mechanic, were practically stampeded by the unloading crew at Tempelhof as they disembarked from the plane for a snack at the chow wagon. Suspecting something unusual, BROOKS asked what the reason was for so much hustle. He was told the crew was attempting to establish a new unloading record, and they did so by clearing the aircraft in six minutes flat. Just twenty-seven minutes elapsed between landing and take-off, and this was close to a record in spite of the fact that the VR-6 aircraft had to wait upon several others at the end of the runway.

Twelve officers were detached from the Squadron on 16 March, thereby initiating the rotation program. They were Lieutenant Herman P. BUERGEY, Lieutenant Vernon L. BROWN, Lieutenant Herbert E. BAILEY, Lieutenant Alfred D. RUSK, Lieutenant (jg) James G. ZOWARKA, Lieutenant (jg) Wallace J. JOHNSON, Ensign Alfred N. CAVE, Ensign Richard S. JACKSON, Ensign Harry W. KRUEGER, Ensign Reynald V. KEIM, and Ensign L. REINHARD.[1]

Lieutenant Doron M. WARREN, USN, was named Squadron Personnel Officer on 20 March, relieving Lieutenant Robert G. "Judge" WISSMAN, who returned to the States for duty with VR-1.

On 24 March Ensigns John L. ZENT, Richard D. MURRAY, and Glenn E. TREWET were notified that they had been recommended by the Selection Board, convened by the Secretary of the Navy, for permanent appointment in the U.S. Navy as commissioned officers.

About midnight on the night of 31 March Commander BADGER, Squadron Skipper, was preparing to depart on his second hop to Berlin when ADC Thomas H. FLOWERS, assistant operations officer, remarked, "Captain, you are grounded for flight time this month!" Commander BADGER replied, "What, I haven't flown that much!" A quick check of his log book revealed that he had 98.3 hours up to that moment in 28 trips. Since the hop he was preparing to fly would go in the April record, squadron operations decided that he could fly that night.

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[1]Squadron Orders dated 16 March 1949.

March was another record month for Air Transport Squadron SIX in its operations with the Air Lift. Squadron records in efficiency, total trips, total tons, hours flown and utilization all were broken. The Squadron percent of accomplishment or efficiency figure was computed to be 135.5 percent, second only to VR-8 in the entire Air Lift Task Force. For March this figure was determined by comparing actual trips flown with those the Squadron was expected to fly with its assigned aircraft. After making allowances for weather and maintenance, CALTF had determined that the quota should be 2.12 trips per day per assigned aircraft. The Squadron figure was 2.87 trips.

In establishing this excellent showing VR-6 flew 901 sorties to the blockaded city carrying a total of 9,161 tons. The Squadron flight time for the month was 3234 hours or 500 hours above the previous high in January.[1]

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[1] CALTF Statistical Summary for March 1949

Officers completing 100 Air Lift Missions in March and date completed 100th trip:

Lieut. (jg) Leo M. SABOTA	3-4-49
Lieut. (jg) Phillip R. SIMMONS	3-13-49
Lieut. Herbert E. BAILEY	3-15-49
Lieut. Comdr. David H. MINTON	3-21-49
Lieut. Robert A. KIMENER	3-22-49
Lieut. Doron M. WARREN	3-22-49
Lieut. (jg) Wayne T. BROOKS	3-23-49
Ensign James R. LANGHOFER	3-24-49
Ensign Abraham L. BIRD	3-25-49
Lieut. (jg) Fred (n) BARR	3-28-49
Lieut. Comdr. Norman T.D. GRAY	3-30-49
Lieut. (jg) Kenneth L. COLE	3-30-49
Ensign George F. BAUER	3-30-49
Ensign Vernon C. WHITMAN	3-31-49
Lieut. (jg) Gerald P. CORRIGAN	3-31-49

Flight Mechanics who completed 100 Missions during March and date of 100th Mission:

HAYDEN, J. C., AD1	3-14-49
SONDERBY, I. A., AD3	3-15-49
WILSON, R. E., AD3	3-20-49
CARLOCK, B. N., AD3	3-28-49
EDMAN, C. F., AD2	3-28-49
BABCOCK, M. A., AD1	3-30-49
BETTS, C. L., AD3	3-31-49

H. P. BADGER,
Commander, U. S. Navy,
Commanding Air Transport Squadron SIX.