

MILITARY AIR TRANSPORT SERVICE COMMAND
AIR TRANSPORT SQUADRON SIX

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

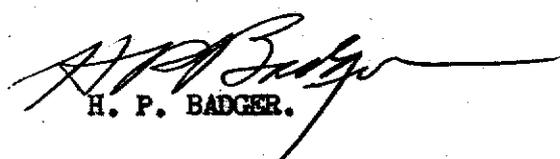
513th TROOP CARRIER GROUP (SP)
APO 57, c/o PM, New York, N.Y.

Serial: 942

13 JUL 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 June to 30 June 1949.
Reference: (a) Aviation C/L 22-46.
Enclosure: (A) History of Air Transport Squadron Six for period
1 June 1949 to 30 June 1949.

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


H. P. BADGER.

cc:
ComMATS

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H I S T O R Y
for the
MILITARY AIR TRANSPORT SQUADRON SIX

CHAIN OF COMMAND
USAFE
CALTF
7497TH AIR LIFT TASK FORCE WING
513TH TROOP CARRIER GROUP (SP)
MILITARY AIR TRANSPORT SQUADRON SIX

From

1 June 1949 to 30 June 1949

by

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

Military Air Transport Squadron Six

APO 57

U.S. Army

30 June 1949

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,
Lieutenant, U. S. Navy,
Squadron Public Information Officer.

Headquarters Military Air Transport Squadron Six

30 June 1949.

I. ORGANIZATION

A. PAST DATA (SEE JANUARY THROUGH MAY HISTORICAL REPORTS)

B. PRESENT DATA

1. The full name of this organization is Military Air Transport Squadron SIX. Short name is VR-6.
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, USNR, Personnel Officer.
 - d. Lieutenant Russell I. Haag (SC), USN, Supply Officer.
 - e. Lieutenant (jg) Wayne L. Erdbrink (MC), USN, Medical Officer.
 - f. Lieutenant Commander Vincent G. Sanborn, USNR, 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 Air Transport Squadron SIX in its operations with the Combined Air Lift Task Force is to provide the maximum lift of supplies to Berlin with the highest possible efficiency by utilizing the aircraft and personnel it has assigned.¹

II. STRENGTH REPORT ²

: June :	Authorized				Actual						
	: 1949 :	EM :	OFF :	CIV :	OTHER :	TOTAL :	EM :	OFF :	CIV :	OTHER :	TOTAL :
: Beginning :	:	:	:	:	:	:	:	:	:	:	:
: of month :	:	:	:	:	:	:	365:	111:	:	:	476 :
: End of :	:	:	:	:	:	:	:	:	:	:	:
: month :	:	F :	:	:	:	:	321:	94:	:	:	415 :
: Gains :	:	:	:	:	:	:	:	:	:	:	:
: Losses :	:	:	:	:	:	:	44:	17:	:	:	61 :

III. LOSSES BY ACCIDENT OR ILLNESS DURING PERIOD

A. NEGATIVE REPORT

IV. AWARDS AND DECORATIONS DURING PERIOD

A. NONE DURING THIS PERIOD

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1. Personal Interview with Commanding Officer
 2. Squadron Strength Reports for the month of June

V. NARRATIVE OF VR-6 HISTORY FROM 1 JUNE 1949 TO 30 JUNE 1949

Between the first and fifteenth of June the Squadron detached eighteen of its most venerable pilots. Collectively they had completed 2,547 missions on the Lift. All of them had arrived with the squadron when it landed at Rhein-Main last November. Fifteen of these old-timers were with the Squadron on Guam and came with the Squadron to Europe when the maintenance of the Lift was at its most critical stage last winter. The nine ensigns in the group had been checked out as Vittles plane commanders and their exodus left the Squadron with only five one-strippers remaining. This illustrious group with their total missions included: LCDR David H. MINTON, 158, LCDR Donald R. SCHOONOVER, 111, LCDR Franklin B. MC MILLAN, 139, LCDR Robert G. LOWRIE, 110, LT Ormond C. FOWLER, 131, LT Robert J. HAGGERTON, 137, LT Harold V. BRYANT, 105, LTJG Fred BARR, 155, LTJG Robert R. SWEET, 125, ENS Charles E. DEVONSHIRE, 142, ENS John R. EATON, 153, ENS Robert S. HURLEY, 142, ENS Harry V. MADSEN, 139, ENS Howard A. SHAW, 133, ENS Glenn E. TREWET, 132, ENS Carl WESENEBERG, 162, ENS Edward E. YOUNG, 142, and ENS John L. ZENT, 152.¹

On June 3rd Lieutenant Russell I. HAAG, Squadron Supply Officer, received six large maintenance stands of the hydraulic lift type and a blower for testing aircraft heaters. June 5th Supply started procuring aircraft spare parts through the 513th Group Service Stock Warehouse.

Four aircraft were returned to the States for heavy maintenance during the month of June. BuNo 50852 commanded by Lieutenant Edgar B. ROPER departed from Rhein-Main on the 13th. It was followed by 56524 piloted by Alan R. FUNKEY on the 15th.

1. Official Records - Operations Department.

On the 22nd and 28th Bunos 56541 and 56492 left for Moffett's production plant with Lieutenant William C. KERBER and Ensign Bruce W. VAN ATTA at the controls.

On the 15th Ensign Richard E. CASE relieved Ensign Carl WESENBERG as Squadron Navigation Officer. Because of the imminence of the Squadron's exodus from Rhein-Main, CASE initiated a class for officers who felt that they needed refreshing in Navigation. His first class included Lieutenant Harold STANG, LTJG Steven W. DOBAY, and LTJG Andrew R. SACKETT.

A compilation of flight time for all VR-6 pilots on June 18th revealed that collectively they have over 31 years and 9 months total time in the air. The squadrons 90 pilots had accumulated a grand total of 278,239.7 hours through that date.

Leading the forty-six plane commanders, who had flown 176,966.7 of the total, was Lieutenant Commander Raphael A. NEALE with 7718.6 hours of logged time. Closely following was ICDR Vincent G. SANBORN, Squadron Engineering Officer. "Sandy" acquired most of his total since he started flying Naval Transport Aircraft in February 1943. Commander Charles J. EASTMAN, USN, was third high with 6040.7 hours. About four thousand hours was the average P.C. time. The Squadron's forty-four co-pilots averaged approximately 2500 hours per pilot, and accounted for 101,273.0 hours of the total. This aggregation of such experienced men has been one of the most important factors in keeping VR-6 at the top in delivering its quota to Berlin.¹

Lieutenant Joseph J. RUZAK relieved LT Archie R. SAWYER as assistant engineering officer on the 22nd of the month. SAWYER was the last of the Squadrons original engineering officers to be rotated.

On the 27th of June the VR-6 baseball team defeated the
1. Survey of individual Flight Logs.

7371st Station Complement Nine 17 to 2 and tightened its hold on 1st place in the Atterberry-Betts league. Six errors by the VR-6 team resulted in the two 7371st runs.

The uncertain future of the Lift and an aircraft crash at Stephenville, Newfoundland collaborated in delaying the arrival of the Squadron's officer reliefs for June. They received their orders late in the month, and once they got underway, they were delayed when the aircraft in which they were traveling met with an accident at Stephenville. Although they lost much of their personal gear in the accident and fire, LCDR Charles G. MC DARIS, LT Theodore H. STEARNS, LT Carver E. MORRISON, LTJG Harry E. CHLER, LTJG Vaun G. SHORT, and ENS Eugene G. HARRIS arrived at Rhein-Main on the 28th. Contribution of uniforms by Squadron Officers helped to replenish their wardrobes depleted by the fire.

Following these men was another group which arrived on the 30th with their personal gear intact. They included: Lieutenant Commander Rowland E. WALKER, Lieutenant Wayne F. KINSEL, Lieutenant Ronald P. SOLIE, LTJG Carroll O. BERGER, and LTJG William A. ROOKE.

June found the Squadron continuing its outstanding pace in its operation with the Lift. In spite of many rumors concerning the Squadron's return to the Z.I., SIX continued to meet its daily quota. June missions amounted to 916 and brought the Squadron's Vittles total to 6,292. The Squadron added 9379.4 tons of supplies to Berlin's stockpiles during the month and increased its total Lift tonnage to 64,471 tons. Time flown to Tempelhof rose to 22,955.6 hours after June's 3346.0 figure was included.¹

Since the elimination of the efficiency percentage in May,

1. CALTF Statistical Summary for June 1949.

the only comparative achievement figure determined during June was the average utilization of aircraft. VR-6 and VR-8 tied for first place during the month by utilizing their aircraft an average of 12.0 hours per day during the month.¹

THE FOLLOWING VR-6 PERSONNEL COMPLETED THEIR 100 TRIPS DURING JUNE:

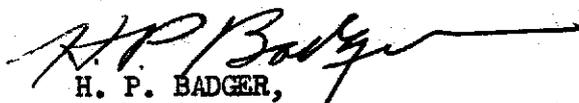
	DATE COMPLETED 100th MISSION
LT Lester L. HEWITT	6-2-49
LTJG Meyer A. MINCHEN	6-8-49
AD2 Charles H. SIMMS	6-10-49
ADAN Vernon E. SIMPSON	6-13-49
LT Donald ALLISON	6-14-49
LT Thurston W. GRUBBS	6-17-49
ICDR Robert E. PINE	6-19-49
AD2 John H. MOSHER	6-22-49
LT Maurice B. JACKSON	6-28-49

The Engineering Department ended the month of June with another noteworthy decrease in engine failures. A review of failures for the past five months illustrates the enormous progress made.

MONTH	NO. ENG. FAILURES	FLIGHT HOURS FOR MONTH	AVE. ENG. HRS. PER FAILURE
FEBRUARY	9	2532	1136.4
MARCH	15	3234	862.4
APRIL	11	4221	1534.9
MAY	6	3436	2306.3
JUNE	3	3346	4461.3

1. CALTF Statistical Summary for June 1949.

Engine operating hours per failure almost doubled during June. Added to the factors contributing to this situation - - pilot care, preventive maintenance, and RB 19R-2 platinum spark plug - - was the installation of the new waterproof ground leads.¹



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

1. Personal Interview with Engineering Officer.