ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

29 October 1947

From: Commanding Officer, Attack Squadron SIX BAKER.
To : The Chief of Naval Operations
(Aviation History Unit OP-519B).

Subject: Squadron History Supplement No. 3 - Submission of.

Reference: (a) Aviation C/L No. 71-46.

Enclosure: (A) Squadron History Supplement No. 3 for quarter ending 31 March 1947.

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

W. N. Janes
W. N. JANES

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

PART I

Supplement No. 3 — Chronology

1 January 1947 to 31 March 1947

1. Physical Movement of Unit.
   (a) From: N.A.S., Norfolk, Va.
   To : USS Valley Forge (CV-45).
   Date: 23 January 1947.

   (b) From: USS Valley Forge (CV-45).
   To : N.A.S., Norfolk, Va.
   Date: 21 March 1947

2. Loss of Personnel:
   Operationally: None (0)

3. Important Changes in type and number of aircraft.
   (a) Accidents (personnel) - Class A-0; Class B-0; Class C-0; Class D-5.
   Accidents (material) - Class A-2; Class B-1; Class C-1; Class D-1.

   (b) In the early part of January 1947 two (2) TBM3E type aircraft were received by the squadron to be used as tow planes aboard the USS Valley Forge Shakedown Cruise.

PART II

Narrative

1 January 1947 to 1 February 1947.

Officers reported for duty - 0
Officers detached - 3
Men reported for duty - 36
Men transferred - 13

The early part of the above period was spent practicing feild carrier landings and developing break-up and rendezvous technique prior to boarding the USS Valley Forge (CV-45) on 23 January 1947, and sailing to Guantanamo Bay, Cuba.

On 17 January 1947 Ensign John Warlick after effecting a normal landing in SB2C-5, BuNo. 89406 turned off to the left of the duty runway to clear himself of landing planes behind him. In so doing he taxied into an F6F, BuNo. 80084.

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

PART II

Narrative (Cont'd)

1 February 1947 to 1 March 1947.

Officers reported for duty - 0
Officers detached - 0
Men reported for duty - 1
Men transferred - 0

This period was spent on board the USS Valley Forge during its Shakedown Cruise.

During the cruise the following accidents occurred:

On 5 February 1947 Ensign A.C. Shaw while landing aboard in SB2C-5, BuNo. 83378 bounced and crashed into the barrier. Engsin Shaw was not injured and the plane suffered repairable damage.

On 8 February 1947 Ensign F.C. Richards while practicing field carrier landings at NAAS, Leeward Pt., Guantanamo, Cuba, ground looped causing class A material damage to SB2C-5, BuNo. 89405. Ensign Richards was uninjured.

On 10 February 1947 Ensign W.J. Kuehn while landing aboard in TBM3E, BuNo. 91674 crashed heavily into the deck, collapsing the landing gear prior to running into the barriers. Ensign Kuehn was not injured, but class A material damage was caused to the aircraft.

1 March to 1 April 1947.

Officers reported for duty - 5
Officers detached - 0
Men reported for duty - 21
Men transferred - 2

On 17 March 1947 Annual Military Inspection was held aboard the USS Valley Forge. Inspecting Officers were Admiral Blandy (CinClant), Vice Admiral Bogan (ComAirLant), Rear Admiral Holden (ComTraLant) and their Staffs. All three had words of praise for the ship and the air-group and commented on the fine showing of the ship for inspection.

The ship returned to Norfolk, Va. on 21 March 1947, two weeks earlier than scheduled. One of the Steering Control Engines was out of order, and the other one was in bad condition.

Rec'd

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

29 October 1947

From: Commanding Officer, Attack Squadron SIX BAKER.
To : The Chief of Naval Operations
(Aviation History Unit OP-519B).

Subject: Squadron History Supplement No. 4 - Submission of.

Reference: (a) Aviation C/L No. 71-46.

Enclosure: (A) Squadron History Supplement No. 4 for quarter ending 30 June 1947.

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

W N Janes
W. N. JANES

OT-17
VA-6B

ATTACK SQUADRON-SIX BAKER

CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

1 October 1947

From: Commanding Officer, Attack Squadron SIX BAKER.
To: The Chief of Naval Operations.
(Aviation History Unit Op-519B).

Subject: Squadron History Supplement No. 5. - Submission of.

Reference: (a) Aviation C/L 71-46.

Enclosure: (A) Squadron History Supplement No. 5 for quarter ending 31 September 1947.

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

R. H. Konig
R. H. KONIG.

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

PART I

Supplement No. 3 — Chronology

1 July 1947 to 30 September 1947.

1. Physical Movement of Unit.
   (a) None.

2. Loss of personnel:
   Operationally: None (0)

3. Important changes in type and number of aircraft.
   (a) Accidents (personnel) - Class A-0; Class B-0; Class C-0; Class D-2.
   Accidents (material) - Class B-0; Class C-1; Class D-0; Class A-1.

   (b) On 8 August 1947 one (1) SNJ-6 was received by this command for purpose of instrument training.
   On 11 August 1947 three (3) SB2C-5 type aircraft were transferred.
   On 12 August 1947 one (1) SB2C-5 type aircraft was transferred.
   On 14 August 1947 two (2) SB2C-5 type aircraft were transferred.
   On 23 September 1947 one (1) AD-1 type aircraft was received.
   On 25 September 1947 six (6) AD-1 type aircraft were received.
   On 28 September 1947 one (1) AD-1 type aircraft was received.
   On 29 September 1947 five (5) SB2C-5 type aircraft were transferred.

PART II

Narrative

1 July 1947 to 1 August 1947.

Officers reported for duty - 1
Officers detached - 0
Men reported for duty - 6
Men transferred - 2

On 7 July 1947 Lieutenant Richard D. Greer, USN, 0124279 while flying SB2C-5, BuNo. 89464, collided with a gasoline truck while taxiing to the parking area upon completion of a routine training flight. Damage to the plane and truck were slight and no one was injured.

1 August 1947 to 1 September

Officers reported for duty - 1
Officers detached - 1
Men reported for duty - 10
Men transferred - 5

ATTACK SQUADRON-SIX BAKER

CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

PART II

Narrative (Cont'd)

On 11 August 1947 Ensign Miles L. Lacey, 0455937, while piloting a SB2C-5, BuNo. 89439 crashed at the downwind end of runway #6 at NAAS, Fentress Field, Virginia while practicing field-carrier landings. It was found that Ensign Lacey had been flying on his fifty-five (55) gallon fuselage tank since time of take-off from N.A.S., Norfolk, Va. and he had forgotten to switch tanks prior to running out of gas in this tank.

Ensign Lacey was not injured although class "A" material damage occurred to the aircraft.

1 September to 1 October 1947.

Officers reported for duty - 2
Officers detached - 1
Men reported for duty - 7
Men transferred - 17

On 15 September all planes at East Field, Norfolk, Virginia were evacuated to northern states to avoid possibility of being damaged in a hurricane heading up from the east coast of Florida. Our planes were evacuated to Rome, N.Y. with the first night spent at Floyd Bennett, New York, New York. On 16 September the flight continued to Rome, N.Y.

On 17 September all planes were recalled to East Field because Norfolk, Virginia was out of danger of being struck by the hurricane which swept accross Florida and struck New Orleans.

Total number of officers on board as of 1 July 1947 - 33
Total number of officers gained between 1 July - 30 September 1947 - 4
Total number of officers detached between 1 July - 30 September 1947 - 2
Total number of officers on board as of 30 September 1947 - 35
Total number of men on board as of 1 July 1947 - 142
Total number of men gained between 1 July - 30 September 1947 - 23
Total number of men transferred between 1 July - 30 September 1947 - 24
Total number of men on board as of 30 September 1947 - 141

ATTACK SQUADRON-SIX BAKER
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NEW YORK, NEW YORK

PART II

Narrative (Cont'd)

The period reported on was spent mainly in dive bombing and rocket training with all pilots looking forward to the change from SB2C-5 aircraft to the AD-1. Near the end of the period all pilots attended the AD-1 Mobile Training Unit. All pilots in the squadron who are expected to participate in the "shake down" cruise of the USS CORAL SEA were familiarized in the AD-1 aircraft and qualified in FCLP.

R. H. KONIG.

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

VA6B/A9-4 (bsh)

1 January 1948

From: Commanding Officer.
To : The Chief of Naval Operations
(Aviation History Unit Op-519B).

Subject: Squadron History Supplement No. 6 - Submission of.

Reference: (a) Aviation Cir. Ltr. 71-46.

Enclosure: (a) Squadron History Supplement No. 6 for quarter ending 31 December 1947.

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

Glen B. Butler

Glen B. BUTLER,
LCDR, USN,
Commanding Officer.

ATTACK SQUADRON-SIX BAKER
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK (bsh)

PART I

Supplement No. 6 Chronology

1 October 1947 to 31 December 1947.

1. Change of Command:

(a) At change of command ceremony on 31 October 1947 Lieutenant Commander Glen B. BUTLER, 0079629, 1310, USN, of St. Paul, Minnesota, took command of the squadron.

2. Physical Movement of Unit:

(a) None

3. Loss of Personnel:

(a) Operationally; None (0).

4. Important Changes in Type and Members of Aircraft:

(a) Accidents (Personnel) - Class A-0; Class B-0; Class C-0; Class D-4.
Accidents (Material) - Class A-2; Class B-0; Class C-1; Class D-1.

(b) On 1 October the squadron had one (1) SNJ-6 aircraft; eight (8) AD-1 aircraft; and nineteen (19) SB2C-5 aircraft. During the three (3) month period covered by this supplement, the SB2C-5 aircraft were transferred and AD-1 aircraft were received steadily until the new AD-1 squadron complement of twenty-four (24) AD-1 aircraft and one (1) SNJ-6 aircraft was reached on 23 December 1947.

PART II

Narrative

1 October 1947 to 1 November 1947.

Officers reported for duty - 8
Officers detached - 1
Enlisted men reported for duty - 8
Enlisted men transferred - 11

ATTACK SQUADRON-SIX BAKER

CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK (bsh)

PART II

Narrative (Cont'd)

On 1 October 1947 Attack Squadron SIX BAKER reported aboard the U.S.S. CORAL SEA (CVB-43) for commissioning exercises at the Norfolk Naval Shipyard, Portsmouth, Virginia.

On the morning of 17 October 1947, Ensign Charles C. Brown, Jr., USNR pilot of AD-1 Bureau No. 09278 inadvertently landed wheels up at NAAS, Creeds Field, Virginia while making familiarization landings. Ensign Brown was not injured. The aircraft suffered class "C" material damage.

On the afternoon of 17 October 1947, Lieutenant (junior grade) Everett W. Herman, USN pilot of SB2C-5 Bureau No. 89434 stalled and ground looped on take off following a momentary cutting out of the engine. A small fire developed which was immediately extinguished by the crash crew. Neither the pilot or the passenger, Mahone, Lawrence L., Jr., ACOM, USN were injured. The aircraft was a strike.

1 November 1947 to 1 December 1947

Officers reported for duty - 2
Officers detached - 5
Enlisted men reported for duty - 5
Enlisted men transferred - 14

On 4 November 1947, Lieutenant Harvey (n) Broadbent, Jr., USN, flying AD-1 Bureau No. 09291 was rendezvousing after take off from NAAS, Creeds Field, Virginia when the manifold pressure dropped to about 10". He succeeded in returning to the field and touched down about half way down the runway. Severe application of the brakes was not quite sufficient to stop the aircraft and it nosed up gently in the grass about thirty (30) feet beyond the end of the runway. There was no injury to the pilot. Class "D" material damage was sustained by the aircraft.

On 12 November 1945, Ensign Frederick H. Mann, USN pilot of SB2C-5 Bureau No. 89360 ditched his aircraft in Pokomoke Sound near bombing target No. 25 after experiencing engine failure at about 1000'. The pilot was able to turn cross wind before landing in heavy seas. Neither Ensign Mann nor the rear seat man, Gerke, M. D., AOM1, USN were injured and both swam ashore safely. They were picked up and flown back to Norfolk by a PBY rescue plane. The SB2C-5 aircraft was a strike.

PART II

Narrative (Cont'd)

During the last week of this month all pilots attended air support school conducted by officers of the U. S. Army from Camp Pickett, Virginia.

1 December 1947 to 1 January 1948

Officers reported for duty - 0
Officers detached - 10
Enlisted men reported for duty - 26
Enlisted men transferred - 10

During the first two (2) weeks of December Air Group FIVE engaged in close air-ground support exercises in cooperation with units of the U. S. Army at the Blackstone Army Air Field Bombardment Area near Camp Pickett, Virginia. Glide bombing, rocket firing and straffing runs were made with live ammunition as directed by the Army observation and control unit.

During this training period the squadron began the adaptation of fighter type tactics to the AD-1 aircraft. This tactical revision was necessitated by the superior performance characteristics of the new AD-1 aircraft and the loss of the protection afforded by a rear seat gunner. During the latter part of the month flight operations were curtailed to a considerable extent by the absence of personnel on holiday leave and engaged in shipboard operations preparatory to embarkation of the Air Group for shakedown cruise in January 1948.

Total number of officers on board as of 1 October 1947 - 35
Total number of officers gained between 1 October and 31 December 1947 - 10
Total number of officers detached between 1 October and 31 December 1947 - 16
Total number of officers on board as of 31 December 1947 - 29

Total number of enlisted men on board as of 1 October 1947 - 141
Total number of enlisted men gained between 1 October and 31 December 1947 - 39
Total number of enlisted men transferred between 1 October and 31 December 1947 - 35
Total number of enlisted men on board as of 31 December 1947 - 145