

UNITED STATES ATLANTIC FLEET  
AIR FORCE  
UTILITY SQUADRON SIX (K)  
U. S. Naval Air Station  
Norfolk 11, Virginia

DW:cy

VU-6(K)/A12

Serial: 360

6 AUG 1952

**From:** Commanding Officer, Utility Squadron SIX (K)  
**To:** Chief of Naval Operations (Aviation History and Research Section)  
**Subj:** Historical Report (OPNAV Report 575-1) for period 1 March 1952 to 30 June 1952  
**Ref:** (a) OPNAV INSTRUCTION 5750.2  
**Encl:** (1) Historical Report for Utility Squadron SIX (K), Period 1 March 1952 to 30 June 1952

1. In compliance with reference (a), enclosure (1) is submitted.

*G. H. Belk*  
G. H. BELK  
Acting

HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 MARCH 1952 TO 30 JUNE 1952

I CHRONOLOGY

1. Lieutenant Commander Richardson W. SAYLER, 99749, U. S. Navy, Commanding Officer during the period 1 March 1952 to 30 June 1952.

2. Directly under the Commander Utility Wing, U. S. Atlantic Fleet

3. Utility Squadron SIX (K), U. S. Atlantic Fleet, at Naval Air Station, Norfolk, Virginia.

4. Target Pilotless Aircraft Units of Utility Squadron SIX (K) were deployed as follows during the period 1 March 1952 to 30 June 1952:

Unit #1	1 Mar - 8 Mar 19 May - 21 May	USS SIERRA (AD-18) USS TIMBALIER (AVP-54)
Unit #2	1 Mar - 30 June	F.A.D.T.C. Dam Neck, Va.
Unit #3	5 Apr - 19 Apr	USS GREENWICH BAY (AVP-41)
Unit #4	21 Apr - 17 May 23 May - 30 June	USS WASP (CV-18) USS WASP (CV-18)
Unit #5	19 May - 23 May 23 June - 26 June	USS ORION (AS-18) USS ROBERT L. WILSON (DDE-847)
Unit #6	1 Mar - 9 May 9 May - 31 May 31 May - 11 June	USS PITTSBURGH (CA-72) USS BALTIMORE (CA-68) USS TARAWA (CV-40)
Unit #7	1 May - 14 May 19 June - 27 June	USS HOWARD W. GILMORE (AS-16) Camp LeJeune, North Carolina
Unit #8	10 Mar - 13 Mar 28 May - 15 June	USS ORION (AS-18) Camp LeJeune, North Carolina
Unit #9	1 Mar - 30 June	Guantanamo Bay, Cuba
Experimental	29 Mar - 4 Apr 8 June - 30 June	USS SHENANDOAH (AD-26) USS DES MOINES (CA-134)

5. The area of geographic responsibility regarding small drone services is the Atlantic Ocean, Mediterranean Sea, and Caribbean Seas.

6. Utility Squadron SIX (K) was commissioned on 1 March 1952 from T P/A Units, Utility Wing, U. S. Atlantic Fleet.

Enclosure (1)

HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 MARCH 1952 TO 30 JUNE 1952 (CONT')

II NARRATIVE

1. The post commissioning period was an extremely busy one since the task of organizing the departments of the squadron had to be carried on without interfering with a heavy schedule of fleet operations. The task was complicated because the squadron was a small one with only seventeen (17) officers. All reports and functions required of larger squadrons were maintained in addition to those items peculiar to target pilotless aircraft.

2. Considerable favorable comment has been received from fleet units participating in target pilotless aircraft exercises during this period. The services rendered have been generally excellent and have resulted in ever increasing requests for small drone services. In addition to a sharp increase in services provided to the Chesapeake Training Group, services not heretofore provided were furnished to the Key West Training Group and to the USMC anti-aircraft units at Camp Lejuene, North Carolina.

3. Simultaneous two plane attacks were furnished on an experimental basis to the USS SHENANDOAH (AD-26) on 3 April, and to the USS HOWARD W. GILMORE (AS-16) on 6 May. Two targets were launched and controlled simultaneously on separate radio control frequencies. Simultaneous attacks were made by both targets from various elevation angles and bearings. These exercises were highly praised by the participating ships as the most realistic training ever conducted by them. COMTRALANT has established a project to evaluate this type operation as an advanced training exercise for other units of the Atlantic Fleet.

4. Target pilotless aircraft operations in the Norfolk area were considerably hampered when the KDC C-77445 went into the yard for overhaul on 11 June. All requests for local services have been met by embarking the KD Unit on ships requesting services. Efficient utilization of KD Units, however, is not possible under these conditions since the unit is usually embarked for an entire week in order to provide one or two days of KD services.

5. The KDC has not proven entirely satisfactory as a launching craft for small drone operations since adequate deck space is not available for assembly and storage of targets, and operations cannot be conducted from its decks with seas running over five feet in height. A study is now being conducted by the Bureau of Ships to locate a launching craft more suitable for the purpose. An LSIL is presently being used by KD Units of the Pacific Fleet for this purpose and is considered by them to be highly satisfactory.

Enclosure (1)

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
FOR PERIOD 1 MARCH 1952 TO 30 JUNE 1952 (CONT')

6. This command has a KD Unit stationed permanently at each of the following places at present time:

- (a) Sixth Fleet, Mediterranean Sea
- (b) Guantanamo Bay, Cuba
- (c) Fleet Air Defense Training Center, Dam Neck, Virginia

7. Future requirements indicate that an additional unit will be required at each of the following locations:

- (a) NAS Key West, Florida
- (b) NAS Quonset Point, Rhode Island
- (c) USMCS Camp LeJeune, North Carolina

8. Optimum operations from Guantanamo Bay, Cuba, Quonset Point, Rhode Island, and Key West, Florida will require that a suitable KD launching craft be available at these locations.

G. H. BELK  
Commanding Officer (Acting)

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UNITED STATES ATLANTIC FLEET  
AIR FORCE  
UTILITY SQUADRON SIX (K)  
U. S. Naval Air Station  
Norfolk 11, Virginia

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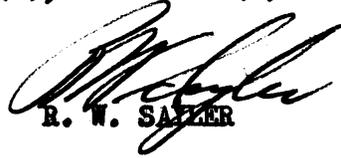
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20 MAR 1953

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DECLASSIFIED - OPNAV INST 5500.30  
BY 91C DATE 1-12-87

From: Commanding Officer, Utility Squadron SIX (K)  
To: Chief of Naval Operations (Aviation History and Research Section)  
Subj: Historical Report (OPNAV Report 575.1) for period 1 July 1952 to 31 December 1952  
Ref: (a) OPNAV INSTRUCTION 5750.2  
Encl: (1) Historical Report for Utility Squadron SIX (K), Period 1 July 1952 to 31 December 1952  
1. In compliance with reference (a), enclosure (1) is submitted.

  
R. W. SALLER

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 JULY 1952 TO 31 DECEMBER 1952

## I CHRONOLOGY

1. Target Pilotless Units of Utility Squadron SIX (K) and the KDC-C-77445 were deployed as follows:

Unit # 1	7 July - 10 July 4 August - 8 August	LST 344 LST 521
Unit # 2	1 July - 5 August 9 August - 4 September 29 September - 10 October 19 November - 26 November 5 December - 31 December	F.A.D.T.C., Dam Neck, Va. USS PITTSBURGH (CA-72) Camp LeJeune, North Carolina USS PALAU (CVE-122) F.A.D.T.C., Dam Neck, Va.
Unit # 3	7 July - 9 July 21 July - 25 July 20 August - 11 October 20 October - 24 October 24 November - 26 November	USS SALERNO BAY (CVE-110) USS SIERRA (AO-18) USS FORT MANDAN (LSO-21) USS VALCOUR (AVP-55) USS KULA GULF (CVE-108)
Unit # 4	1 July - 3 October 3 October - 12 October 28 November - 5 December	USS BALTIMORE (CA-68) USS CORAL SEA (CVB-43) Camp LeJeune, North Carolina
Unit # 5	18 July - 5 September	USS ROANOKE (CL-145)
Unit # 6	1 August - 31 December	F.A.D.T.C., Dam Neck, Va.
Unit # 7	13 July - 18 July 28 July - 29 July 25 August - 31 December	USS BLOCK ISLAND (CVE-106) USS MALABAR (AF-37) USS QUINCY (CA-71)
Unit # 8	14 July - 17 July 23 July - 8 August	USS MEGARA (ARVA-6) Camp LeJeune, North Carolina
Unit # 9	1 July - 31 December	Guantanamo Bay, Cuba
Experimental	1 July - 4 August 28 August - 5 September 10 September - 20 September	USS DES MOINES (CA-134) Camp LeJeune, North Carolina Camp LeJeune, North Carolina
KDC-C-77445	1 July - 5 August 5 August - 31 December	Norfolk Naval Shipyard, Portsmouth, Virginia 38 KD operational and training exercises in the Chesapeake Bay and Virginia Capes areas.

2. KD Unit TEN was established on 1 December 1952.

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 JULY 1952 TO 31 DECEMBER 1952 (CONT'D)

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II NARRATIVE

1. During the period of this report there was a sharp increase in the number of requests from units of the U.S. Atlantic Fleet for drone services. It is considered that this was a direct result of fleet recognition of the greatly improved services rendered by our units since commissioning of the squadron on 1 March 1952. December was a "record-breaking" month during which 2799 minutes of drone flight were logged. A total of 12,294 minutes of drone flight were logged from 1 July to 31 December.

2. These increased services to the Atlantic Fleet so augmented the administrative and operational duties of officer controllers that it was requested that Chief Petty Officers from this command be trained as controllers. Assigned as KD Unit Chief Petty Officers they would reduce the operational burden by acting as controllers in lieu of the officers on training or short operational T/PA exercises. Multiple target exercises could be conducted without immobilizing a second KD unit, and on long operations, sometimes consuming a whole day, the Chief could relieve the officer for short periods during each flight, thereby reducing the officer's fatigue and increasing his efficiency. In July this was authorized by the Chief of Naval Operations (1) and on 18 August two Chief Petty Officers were ordered to the Target Drone School (Class C), Naval Air Technical Training Unit, El Centro, California. They successfully completed training and were designated as controllers on 28 October. It is considered that this policy has proven highly satisfactory in practice, and two more Chief Petty Officers from this command are scheduled to be trained as controllers at El Centro.

3. In the meantime it became apparent that increasing requests for services were creating a demand for still more controllers. In addition, there was an increased utilization of certain exercises which required the services of two controllers. These exercises were: Air to Air gunnery; Multiple Target Pilotless Aircraft attacks; two hour flight duration of such targets as the KD6G-1; and gunnery exercises of long uninterrupted periods. Training facilities at this command being adequate to train new controllers, at negligible additional expense to the government, on 23 September authorization was requested of the Chief of Naval Personnel to train, qualify, and designate selected on board officers and chief petty officer personnel as KD controllers. The purpose of this training was to meet a presently existing need and was not intended, in any sense, to replace the Target Drone School (Class C), El Centro, California. This request was granted on 21 October (2) and training was commenced thereafter, with the first such controller being designated on 25 November. The need still exists, and two more controllers are presently undergoing training. This program has already proven to be of great value.

Enclosure (1)

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 JULY 1952 TO 31 DECEMBER 1952 (CONT'D)

4. As the result of earlier experiments conducted aboard the USS SHENANDOAH and the USS HOWARD W. GILMORE (mentioned in the preceding historical report) Multiple Target Pilotless Aircraft exercises were approved by CinCLantFlt (3). This highly realistic type of operation is now available to the Atlantic Fleet as an advanced training exercise.
5. The best method for recovery of TPA by destroyers was the subject of a joint study by this command and ComDesFlotTWO. The study was completed in September. ComDesLant Instruction 3541.9 of 8 September 1952, established a standard destroyer recovery technique stressing speed of recovery and safety of personnel balanced against possible damage to the TPA or the ship itself. A copy of this instruction is included in the appendix.
6. A project to determine the operational suitability of the K-3 Remote Pilot Kit on KD2R-3 drones was assigned to this command on 30 June (4). During the process of evaluation seven flight failures occurred. Five were believed to be directly attributable to the use of the Model 9-41A gyro-servo. Further flight tests were discontinued and all affected components were returned to the contractor (5). The project was not cancelled and will be reactivated when satisfactory equipment is available from the contractor.
7. On 10 October it was requested that a VF Squadron of the U. S. Atlantic Fleet be designated to conduct air-to-air, radar controlled gunnery firing exercises, utilizing KD provided by this command as targets, in order to evaluate potentialities of this type exercise. This squadron had completed the training of a pilot-controller team qualified to conduct such exercises. The request was approved on 15 October (6), and the evaluation was completed with highly satisfactory results. It is expected that this type of operation will soon be approved for use by aircraft squadrons of the Atlantic Fleet, and training of additional pilot-controller teams is being continued.
8. In order to support training requirements of the Fleet Marine Force, Atlantic Fleet, authorization of an additional KD unit was requested on 15 August. The request was approved by the Chief of Naval Operations (7) and on 1 December 1952, KD Unit TEN was established. Personnel for this unit was supplied entirely from the squadron on-board complement. The bulk of the basic material necessary for the logistic support of the unit was available as the result of the disestablishment of the only Marine KD unit on the Atlantic coast.

Enclosure (1)

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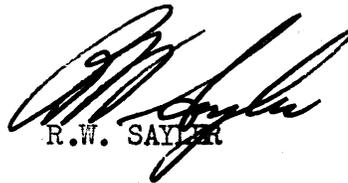
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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD: 1 JULY 1952 TO 31 DECEMBER 1952 (CONT'D)

9. Further experience with the KDC-77445 has only emphasized the conclusion stated in the preceding historical report - i.e. the KDC is not adequate as a launching craft for small drone operations. It is understood that a continuing study is being carried out in the Navy Department to determine the suitability of replacing the KDC with a vessel more suitable as a launching platform. Working level conferences between the various commands concerned have been carried on and it is expected that this situation will be resolved in the near future.

10. An intensified educational and training program has contributed much to the proficiency of the officers and men. This program has embraced correspondence courses, educational films, recognition training, communications, navigation, flight safety and survival, and aerology as well as on the job training of the various enlisted rates aboard. Since October this command has been on the ComAirLant Educational Training Honor Roll with a score of 100 percent or higher. In addition, an exceedingly lively intramural athletic program is achieving nearly 100 percent participation by both officers and men. This is of great benefit to morale, as well as to physical fitness.

11. This command has a KD Unit stationed permanently at each of the following places at the present time: Sixth Fleet, Mediterranean Sea; Guantanamo Bay, Cuba; and the Fleet Air Defense Training Center, Dam Neck, Virginia.

  
R.W. SAYLER

Enclosure (1)

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 JULY 1952 TO 31 DECEMBER 1952 (CONT'D)

Footnotes:

- (1) CNO ltr OP-542E/ped ser 1315P542 of 17 July 1952
- (2) CNO ltr OP-542E/jl ser 1924P542 of 21 October 1952
- (3) CinCLantFlt Conf Instr 03550.2 of 14 November 1952
- (4) CNO Project FL/E4/KD, Remote Pilot Kit and ComUtWingLant  
Restricted ltr FF12/VU/A1/KD/2 ser 510 of 30 June 1952
- (5) BuAer ltr Aer-EL-4202 175609 of 19 December 1952
- (6) ComAirLant Conf ltr FF4-2/A5 ser 12B 01753 of 15 October 1952
- (7) CNO ltr OP-502C2/pmc ser 2545P50 of 7 October 1952

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HISTORICAL REPORT FOR UTILITY SQUADRON SIX (K)  
PERIOD 1 JULY 1952 TO 31 DECEMBER 1952 (CONT'D)

Target Pilotless Aircraft operational flight data statistics for the  
period 1 July 1952 to 31 December 1952:

	MINUTES FLOWN			
	KD2R-3	KD2G-2	KD6G-1	TOTAL
Services Afloat	3969	40	1005	5014
Services Ashore	1846	2349		4195
Training/Evaluation	<u>2161</u>	<u>      </u>	<u>924</u>	<u>3085</u>
Total	7976	2389	1929	12294
	KD FLIGHTS			
Launched	322	146	57	525
Expended	108	57	29	194
Percent recovered	66.5%	61.0%	49.1%	63.7%
	LIFE OF TYPE			
Minutes/expenditure	73.8	41.9	65.8	63.4

Enclosure (1)

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