

VT 17

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

28 October 1947

From: Commanding Officer, Attack Squadron SIX BAKER.
To: The Chief of Naval Operations (Aviation History Unit, OP-519B).
Subject: Squadron History - Submission of..
Reference: (a) Aviation C/L 71-46.
Enclosure: (A) Squadron History between dates 2 September 1945 through 30 June 1946.

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


W. N. JAMES, LCDR, USN,
Commanding Officer.

ATTACK SQUADRON-SIX BAKER

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VT-17 Squadron History

Chronology

2 September 1945 through 30 June 1946.

1. Date of Origin:
VT-17 reformed 21 August 1945 at NAS, Alameda, California.
2. Commanding Officers.
 - (a) Full name: William N. JANES
Rank and file No. - Lieutenant Commander , ██████████, USN.
Dates of acting Command:
21 August to 11 October 1945.
 - (b) Rubin H. KONIG, Lieutenant Commander, ██████████, USN, became
Commanding Officer as of 11 October 1945 with Lt.Comdr. W. N. JANES
as Executive Officer.
3. Transfer from one command to another.
From: ComAirPac, NAAS, Fallon, Nevada.
To: ComAirLant, NAS, Brunswick, Maine.
Date: 1 February 1946:
4. Important changes in type and number of aircraft:
During the month of March, SB2C-4E type aircraft were received to
replace TBM-3E. By the end of June the squadron had 26 SB2C-4E type
aircraft and 1 TBM-3E.

PART II

Narrative

2 September to 1 October 1945

Officers reported for duty - 27

Men reported for duty - 63

During the period the squadron was in the process of reforming and
moving to NAAS, Fallon, Nevada.

1 October to 1 November 1945

Officers reported for duty - 6

Officers detached - 11

Men reported for duty - 7

Men transferred - 12

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PART II

Narrative (Cont'd)

During the period the tactical organization of the squadron was set up and routine training begun. On 11 October 1945, our new skipper, Lieutenant Commander Rubin H. KONIG reported for duty. Lt. Comdr. W. N. JANES became our Executive Officer.

1 November to 1 December 1945

Officers reported for duty - 5
Officers detached - 3
Men reported for duty - 4
Men transferred - 25

On 5 November 1945 our skipper, R. H. KONIG was promoted to rank of Commander. Routine training was conducted during this period ie. Rockets, gunnery, bombing, and navigation, which included several ferrying hops between Hollister, Livermore, Alameda, California and Fallon, Nevada.

1 December 1945 to 1 January 1946

Officers reported for duty - 0
Officers detached - 1
Men reported for duty - 0
Men transferred - 5

Most of the above period was spent rotating the holiday leave period. Very little training was accomplished due to leave and inclement weather.

1 January to 1 February 1946

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

During this period the squadron was making ready to move to NAS, Brunswick, Maine. Most of the pilots were checking-out in SB2C-5 type aircraft for ferry to NAS, Memphis, Tenn. from San Diego, California. It was during these check-outs, on 30 January 1946 when Ensign Robert Bion KINNEY, Al(L), 414714 was killed while flying SB2C-5, BuNo 83225. Ensign KINNEY's plane was seen to enter into a spin, approximately five miles north of NAS, Fallon, Nevada and crashed after three or four partial recoveries were effected. The pilot and plane were burned beyond recognition.

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PART II

Narrative (cont'd)

1 June to 1 July 1946

Officers reported for duty - 5
Officers detached - 1
Men reported for duty - 1
Men transferred - 11

On 28 June 1946 the air group departed for Cleveland, Ohio to participate in the air races. Upon landing at Cleveland, LTJG [REDACTED] while flying SBW-4E BuNo 60207 taxied into the tail of SB2C-4E BuNo 83059, piloted by Ensign [REDACTED] ENS [REDACTED] had to stop at a converging runway to await the take off of an airliner. At the end of his landing run LTJG [REDACTED] taxied into the tail of ENS [REDACTED]'s aircraft, which was stopped on the runway awaiting the airliner's take-off on a converging runway. Neither pilot was injured. SB2C-4E BuNo 83059 suffered class A material damage. SBW-4E BuNo 60207 required an engine change.

Total number of officers on board 2 September 1945 - 27
Total number of officers gained between 2 September 1945 to 30 June 1946 - 34
Total number of officers detached between 2 September 1945 to 30 June 1946 - 21
Total number of officers on board as of 30 June 1946 - 40
Total number of men on board 2 September 1945 - 63
Total number of men gained between 2 September 1945 to 30 June 1946 - 19
Total number of men transferred between 2 September 1945 to 30 June 1946 - 61
Total number of men on board as of 30 June 1946 - 21

JUL 46 - JUN 48

ATTACK SQUADRON-SIX BAKER
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29 October 1947

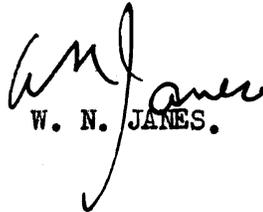
From: Commanding Officer, Attack Squadron SIX BAKER.
To : The Chief of Naval Operations
(Aviation History Unit OP-519B).

Subject: Squadron History Supplement No. 1 - Submission of.

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

Enclosure: (A) Squadron History Supplement No. 1 for quarter ending
30 September 1946.

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


W. N. JAMES.

ATTACK SQUADRON-SIX BAKER

CARE OF FLEET POST OFFICE
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PART I

Supplement No. 1

Chronology

1 July 1946 to 30 September 1946.

1. Physical Movement of Unit.
 - (a) From: NAS Brunswick, Maine.
To : NAS Norfolk, Va.
Date: 15 August 1946.
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-1; Class D-1.
Accidents (material) - Class B-0; Class C-0; Class D-0.
 - (b) No change in type and number of aircraft assigned was effected during the period of this report.

PART II

Narrative

1 July 1946 to 1 August 1946.

Officers reported for duty - 0
Officers detached - 5
Men reported for duty - 3
Men transferred - 0

On 19 July 1946 Ensign [REDACTED], [REDACTED] while flying SB2C-4, BuNo. 83078 made an emergency landing due to loss of power caused by a faulty prop governor, while making a landing approach to N.A.S., Brunswick, Maine. Ensign [REDACTED] was not injured and his passenger, [REDACTED]. [REDACTED], ARM3 suffered only a slight abrasion of his left arm.

1 August 1946 to 1 September 1946

Officers reported for duty - 0
Officers detached - 6
Men reported for duty - 13
Men transferred - 0

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PART II

Narrative (Cont'd)

On 12 August 1946 seven planes departed for N.A.S., Seattle, Washington.

On 13 August 1946 twenty planes departed for N.A.S., Seattle, Washington. Orders were received changing home port from Seattle Washington to N.A.S., Norfolk, Virginia. Had planes in Minn, Minasota; Glenview, Ill.; and Rapid City, North Dakota.

On 15 August home port was officially changed to N.A.S., Norfolk, Va. Commander R. H. Konig arrived N.A.S., Norfolk, Va.

On 16 August 1946 planes began arriving from Cross Country. By 20 August 1946 all planes arrived N.A.S., Norfolk, Va.

2 September to 1 October 1946

Officers reported for duty - 9
Officers detached - 4
Men reported for duty - 17
Men transferred - 0

On 9 September 1946 LTJG [REDACTED], [REDACTED] crashed immediately after take-off from the Southwest course from East Field, Norfolk, Va. due to sudden engine failure. The pilot by skillful handling of his aircraft managed to avoid numerous obstacles and landed in a dirt field. LTJG [REDACTED] was not injured although material damage was Class A. Nineteen faulty spark plugs were found to be the contributing cause of engine failure.

Total number of officers on board as of 1 July 1946 - 40
Total number of officers gained between 1 July to 31 September 1946 - 9
Total number of officers detached between 1 July to 31 September 1946 - 15
Total number of officers on board as of 31 September 1946 - 34
Total number of men on board as of 1 July 1946 - 21
Total number of men gained between 1 July to 31 September 1946 - 33
Total number of men transferred between 1 July to 31 September 1946 - 0
Total number of men on board as of 31 September 1946 - 54

Rec.

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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. 2 - Submission of.

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

Enclosure: (A) Squadron History Supplement No. 2 for quarter ending
31 December 1946.

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

W. N. Janes
W. N. JANES

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PART I

Supplement No. 2

Chronology

1 October 1946 to 31 December 1946

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-4.
Accidents (material) - Class A-0; Class B-0; Class C-4; Class D-0.
 - (b) During the month of November, SB2C-4 type aircraft were exchanged for SB2C-5.

PART II

Narrative

1 October 1946 to 1 November 1946

Officers reported for duty - 0
Officers detached - 3
Men reported for duty - 12
Men transferred - 1

1 November to 1 December 1946

Officers reported for duty - 1
Officers detached - 1
Men reported for duty - 21
Men transferred - 4

Most of this period was spent checking out in SB2C-5 type aircraft.

1 December 1946 to 1 January 1947

Officers reported for duty - 0
Officers detached - 1
Men reported for duty - 13
Men transferred - 3

This time was spent in carrier qualifications aboard CVB Franklin D. Roosevelt and CVE Salerno Bay.