

04-5017

MILITARY AIR TRANSPORT SERVICE COMMAND
AIR TRANSPORT SQUADRON SIX

VR-6/A7-1/A9-3 513th TROOP CARRIER GROUP (SP)
MBJ:sz APO 57, c/o PM, New York, N.Y.

Serial: 765

4 JUN 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 April 1949 to 30 April 1949.

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

Enclosure: (A) History of Air Transport Squadron Six for period
1 April 1949 to 30 April 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 April 1949 to 30 April 1949

by

Lieutenant Maurice B. Jackson, USN, Public Information Officer

Military Air Transport Squadron Six

APO 57

U.S. Army

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

Headquarters Military Air Transport Squadron SIX

30 April 1949.

I ORGANIZATION

A. PAST DATA (See January through March Historical Reports)

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, USNR, Personnel Officer.
 - d. Lieutenant Russell I. HAAG (SC) USN, Supply Officer.
 - e. Lieutenant (jg) Richard D. NAUMAN (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 VR-6 is to provide the maximum lift of supplies to Blockaded Berlin with the highest possible efficiency by utilizing the aircraft and personnel it has assigned.¹

¹ Personal interview with Commanding Officer.

II STRENGTH REPORT 1

: APRIL :	Authorized					Actual					
	: 1949 :	EM	OFF	CIV	OTHER	TOTAL	EM	OFF	CIV	OTHER	TOTAL
: Beginning	:	:	:	:	:	:	:	:	:	:	:
: of month:	:	:	:	:	:	:	314	94	:	:	408
: End of	:	:	:	:	:	:	:	:	:	:	:
: month	:	:	:	:	:	:	350	100	:	:	450
:	:	:	:	:	:	:	:	:	:	:	:
: Gains	:	:	:	:	:	:	36	06	:	:	42
:	:	:	:	:	:	:	:	:	:	:	:
: Losses	:	:	:	:	:	:	0	0	:	:	0

III LOSSES BY ACCIDENT OR ILLNESS DURING PERIOD

A. NEGATIVE REPORT.

IV AWARDS AND DECORATIONS DURING PERIOD

A. NEGATIVE REPORT.

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

Three U.S. Navy GCA Units moved into Rhein/Main on the first of April and reported to VR-6 for administrative purposes. GCA Unit 21 arrived from NAS Squantum, Massachusetts, Unit 28 from NAS Grosse Ile, Michigan, and Unit 31 from NAS Willow Grove, Penna. Six Officers and 34 men were included in the three units. The officers were: Lieutenant Robert M. REPLOGLE, Lieut.(jg) Stanley M. SHERWEN, Lieutenant Harry A. MCPHERRON, Lieutenant Phillip H. JONES, Lieutenant Thermond E. ROBERTSON, and Lieut.(jg) Joseph F. SOWAR. The units were checked out on the Rhein/Main GCA equipment by the Air Force crews who had been operating it.

Plane Commander Lieutenant Doron M. WARREN, flying with Commander Harry P. BADGER as co-pilot and ADC Thomas H. FLOWERS as flight mechanic, established the Squadron record for turn-around time at Rhein/Main on 5 April. From the time their aircraft blocked until it started taxiing out for take-off only twelve minutes elapsed. In this short time the aircraft was gassed and received its ten tons of cargo. At the same time the crew made a landing to take-off record of 27 minutes.

On the 12th of April VR-6 equalled the record for number of trips flown during a 24-hour period by completing 51 missions by noon of that day. VR-8 had established the 51-trip record on the 16th of December 1948.¹

¹ CALTF Daily Statistical record for 12 April 1949.

While other Air Lift Squadrons were recovering from the "all-out" effort of 16 April during which the Lift delivered 12,940.9 tons to Berlin in 1398 flights, VR-6 bounced right back with 60 missions in the 24 hour period ending at noon on the 18th. In establishing the new squadron record the Squadron carried 517 tons with a utilization of 214 percent, and each of the Squadron's twelve aircraft flew an average of 16.8 hours during the period. Such a record was made possible by excellent ground organization and maintenance. At Tempelhof flight crews speeded up unloading by working side by side with the regular German and D.P. unloading teams.¹

Commander BADGER, Skipper of the Squadron, commended all personnel who made the record possible with the following: "I take great pleasure in congratulating you on your excellent cooperation in completing 60 flights on 18 April 1949. This outstanding performance shows the results which can be accomplished with teamwork and merits the highest praise and congratulations. I am proud to be a part of such an organization."

The Squadron's 4000th trip to Berlin was flown by Lieut.(jg) Kenneth L. COLE, Plane Commander; Lieutenant Harold E. GOUGH, Co-Pilot, and ADC Louis F. ISENBERG, Flight Mechanic. They blocked into Rhein/Main after completing the mission at 1422 on 19 April 1949.²

¹ CALTF Daily Statistical Report for 18 April 1949.

² Squadron Daily Flight Log for 19 April 1949.

During April the Engineering Department initiated several organizational changes which have paid substantial dividends in aircraft maintenance. Special check crews were organized, all checks were made during daylight working hours, and RB19-R2 platinum spark plugs were installed in all engines. The average time for major 200 hour inspections has been reduced from 36 to 6 to 8 hours, and the intermediate checks were cut from 10 to 6½ or 7 hours. One aircraft was given a first Intermediate check by crew number III in 2 hours. All times are computed from the time the aircraft is pulled into the nose bay to the time it is loaded, pre-flighted, and all discrepancies have been worked off. These improvements paid off with more sorties flown per day per aircraft.¹

¹ Personal interview with Squadron Engineering Officer.

Squadron SIX came in a close second when the percentage of accomplishment figures were released for April by the Combined Air Lift Task Force. VR-8 was first with 158%, VR-6 second with 153%, and the 15th Troop Carrier Squadron third with 135%. The final reckoning as published by CALTF in the official April Statistical Summary was:

<u>Squadron</u>	<u>% of Accompl.</u>	<u>Ave. daily Utilization</u>	<u>Ave. daily trips/ass.A/C</u>	<u>Ave. daily Tons/A/C.</u>	<u>Standing</u>
VR-6	153%	12.8 hrs.	3.57	36.3	Second
VR-8	158%	13.5	3.70	39.1	First
15th T.C. Squadron	135%	11.9	3.17	32.0	Third

The Squadron's statistics for April and the cumulative total through the 30th of April as released by CALTF. Cumulative

Trips to Berlin	1,174	4,414
Tons carried	11,938.3	45,245.2
Hours flown	4,221.0	16,173.6

¹ CALTF Statistical Summary for the month of April.

OFFICERS WHO COMPLETED 100 AIR LIFT MISSIONS DURING APRIL

AND DATE OF THEIR 100th MISSION

<u>RANK & NAME</u>	<u>DATE 100th MISSION COMPLETED</u>
Lieutenant Robert J. HAGGERTON	1 April 1949
Ensign Edward E. YOUNG	1 April 1949
Lieutenant Ormond C. FOWLER	2 April 1949
Lieutenant (junior grade) Gordon W. BAILEY	3 April 1949
Lieutenant Earl (n) JACK	3 April 1949
Lieutenant Ivan (n) EDWARDS	3 April 1949
Ensign Carl E. WESENEBERG	4 April 1949
Ensign Emerson E. MOORE	4 April 1949
Ensign Richard J. EATON	4 April 1949
Ensign Harry F. MADSEN	5 April 1949
Ensign Richard (n) FULLER	5 April 1949
Lieutenant Commander Dwight F. JOHNSON	5 April 1949
Ensign Donald (n) ROGERS	6 April 1949
Ensign Charles E. DEVONSHIRE	7 April 1949
Lieutenant Commander Edward N. ROBERTS	8 April 1949
Lieutenant Commander Franklin B. Mc MILLAN	8 April 1949
Lieutenant (junior grade) Robert R. SWEET	9 April 1949
Lieutenant (junior grade) Kenneth C. GUNDEL	10 April 1949
Lieutenant John L. POWERS	11 April 1949
Ensign Richard D. MURRAY	11 April 1949
Ensign John L. ZENT	12 April 1949
Lieutenant (junior grade) Connor M. PETRIE	14 April 1949
Ensign Cyril W. PETERSON	14 April 1949
Lieutenant Commander Hubert F. NEWMAN	15 April 1949

OFFICERS WHO COMPLETED 100 AIR LIFT MISSIONS DURING APRIL

AND DATE OF THEIR 100th MISSION:

(Continued)

<u>RANK & NAME</u>	<u>DATE 100th MISSION COMPLETED</u>
Ensign Robert S. HURLEY	16 April 1949
Lieutenant Ulrich L. NEIDLINGER	18 April 1949
Ensign Howard A. SHAW	22 April 1949
Lieutenant Commander Harold R. THOMPSON	24 April 1949
Ensign Glenn E. TREWET	27 April 1949
Lieutenant Commander Dennis W. INGRAM	27 April 1949
Lieutenant Harold V. BRYANT	28 April 1949
Lieutenant Corwin F. JENNINGS	28 April 1949



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