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MILITARY AIR TRANSPORT SERVICE COMMAND
AIR TRANSPORT SQUADRON SIX
513th TROOP CARRIER GROUP (SP)
APO 57, c/o PM, New York, N.Y.

VR-6/A7-1/A9-3
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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 May 1949 to 31 May 1949.
Reference: (a) Aviation C/L 22-46.
Enclosure: (A) History of Air Transport Squadron Six for period
1 May 1949 to 31 May 1949.

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

H. P. Badger
H. P. BADGER.

cc:
ComMATS

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

CHAIN OF COMMAND

USAF

CALTF

7497th AIR LIFT TASK FORCE WING

513th TROOP CARRIER GROUP

MILITARY AIR TRANSPORT SQUADRON SIX

From

1 May 1949 to 31 May 1949

by

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

Military Air Transport Squadron Six

APO 57

U.S. Army

31 May 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

31 May 1949.

1. ORGANIZATION

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

B. PRESENT DATA

1. The full name of this organization is Military Air Transport Squadron SIX. Short title is VR-6.
2. Commander Harry P. Badger, USN, Commanding
3. Staff:
 - a. Commander Charles J. Eastman, USN, Executive Officer Acting.
 - b. Lieutenant Commander Lawrence H. Reagan, USN, Administrative Officer.
 - c. Lieutenant Commander James B. Cannon, USN, Operations Officer.
 - d. Lieut. Doron M. Warren, USNR, Personnel Officer.
 - e. Lieut. Russell I. Haag (SC), USN, Supply Officer.
 - f. Lieut. (jg) Wayne L. Erdbrink (MC), USN, Medical Officer.
 - g. 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 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

: May :	Authorized					Actual					
	: 1949 :	EM :	OFF :	CIV :	OTHER :	TOTAL :	EM :	OFF :	CIV :	OTHER :	TOTAL :
: Beginning :	:	:	:	:	:	:	:	:	:	:	:
: of month :	:	:	:	:	:	:	350:	100:	:	:	450:
: End of :	:	:	:	:	:	:	:	:	:	:	:
: month :	:	:	:	:	:	:	364:	103:	:	:	467:
: Gains :	:	:	:	:	:	:	14:	3:	:	:	17:
: Losses :	:	:	:	:	:	:	0:	0:	:	:	0:

III. LOSSES BY ACCIDENT OR ILLNESS DURING PERIOD

A. NEGATIVE REPORT

IV. AWARDS AND DECORATIONS DURING PERIOD

A. David L. Williams, ALC, Air Medal presented by Commander Harry P. Badger, USN, 5 May 1949.

V. NARRATIVE OF VR-6 History from 1 May 1949 to 31 May 1949

On May 5 Commander Harry P. Badger, Squadron Skipper, completed his 100th mission to Berlin and joined the ever growing list of VR-6 Airmen who have passed the century mark. Commander Charles J. Eastman, acting Squadron executive officer, was close behind the skipper, for he completed his 100th mission just four days later on May 9.

Lieutenant (jg) Wayne L. Erdbrink (MC), USN, reported for duty with the Squadron on May 6, relieving Lieutenant (jg) Richard D. Nauman (MC), USN, as Squadron Medical Officer. Doctor Erdbrink arrived in Germany from the Naval School of Aviation Medicine & Research at Pensacola, Florida.

The new R5D prefabricated overhaul and maintenance dock was completed on hardstand 115 on the 7th of May. The first aircraft was towed into it for maintenance work on May 8, 1949. Its construction relieved the congestion in nosebays I and II, which had been used for minor inspections since the Squadron arrived at Rhein/Main.

When the Soviet Government officially lifted its land blockade of Western Berlin on 12 May the little town of Halmstedt on the border between the Russian and British Occupation Zones was skyrocketed into prominence. For it was at Halmstedt that this historic event took place. Lieut. Maurice B. Jackson, USN, Squadron Historical Officer, was one of four Rhein/Main

Airman who were chosen to witness this event and to take the first train from the West into Berlin.

At exactly 0001 on the morning of 12 May the British opened their road block on the Autobahn to Berlin, and the first automobile proceeded across the area separating the British block from the Russian block. Without incident the Russians made momentary examination of the driver's papers and he continued on down the autobahn toward Berlin.

The first train, containing journalists, photographers, military and civilian officials, departed from the Helmsstedt bahnhof at 0123 on the morning of the 12th and after an uneventful journey through the Russian Zone arrived at Charlottenburg Station in Western Berlin at 0630.

Although land travel had been resumed to the city, Squadron SIX, along with the remainder of the Combined Air Lift Task Force, continued its operations.

On the 13th of May Lieutenant Commander Harold R. Thompson, USN, was named Squadron Training Officer, replacing Lieutenant Ormond G. Fowler, who returned to line operations.

The Squadron's 5000th mission with the Lift turned out to be a combined Navy-Air Force operation. Flying 56526 Lieutenant (jg) Wayne L. Brooks, plane commander, 2nd Lieutenant W. V. Shanski, USAF, co-pilot, and Piero P. Lucarelli, AD3, flight

mechanic, blocked into Rhein/Main after the 5000th round trip to Tempelhof at 0627 on the 18th of May.

The first VR-6 officers with permanent duty orders to welcome their families to Germany were Lieutenants William G. Pace and Elton L. Tatsman of the engineering department. Their families arrived in Frankfurt on the 18th of May.

By maintaining the form it had displayed all winter, the VR-6 Bowling Team captured the Atteberry-Betts bowling championship on the 26th of May by defeating the 61st Maintenance Squadron twice in a three-game elimination series. A special trophy will be presented to the captain of the team, Donald G. Santoni, YN3. The other champions are: E. A. Smith, AD1; D. H. Eickhoff, ADC; A. E. Davey, AD3; D. O. Cross, AE3; and R. F. Deblin, ALC.

The Vittles rotation was resumed with the arrival of fourteen replacements from Air Transport Squadron Three on the 30th and 31st of May. Those arriving on the 30th were: LCDR Raphael Neale Jr., LCDR Edward R. Patterson, IT Maruce C. Barrett, IT Joseph J. Ruzak, ITJG Leadore G. Boston, ITJG John T. McGee, ITJG LeRoy McArthur. Those reporting on the 31st were: IT Marvell E. Kide, IT Howell G. Ervian, IT James W. Goody, IT Martin A. Weiss, ITJG James Concannon, ITJG Billie P. Anderson, ITJG Demetrios

Peltikis, and LTJG John E. Hayes.¹

During the month of May Ensign Carl E. Wesenberg, Squadron navigation officer, assembled complete sets of Navigation Gear for all Squadron Aircraft. Ship's equipment also was provided so that all Squadron aircraft could go any place in the world at a moment's notice.

The percent of accomplishment figure was eliminated from the statistical summary after the lifting of the blockade on May 12. The only competitive figure determined for operations during the month was the average hourly utilization per aircraft during each 24 hour period. Squadron SIX led the field during May utilizing its aircraft an average of 12.5 hours per day. VR-8 was second with 12.1 hours utilization and the 331st Troop Carrier Squadron was third with 10.8 hours utilization.

Squadron Statistics for May and the cumulative totals through the 31st of May are:

	May	Cumulative
Trips to Berlin	962	5376
Tons carried	9847.4	55092.6
Hours flown	3436	19609.6 ²

1 Daily Personnel Diary for 30 and 31 May 1949
2 CANTF Statistical Summary for May 1949.

The following VR-6 officers and men completed their 100 trips to Berlin during May:

	Date completed 100th trip
Lieut. Comdr. James B. Cannon	5-9-49
Lieut. Comdr. Robert G. Lowrie	5-9-49
Lieut. (jg) Loren L. Florey	5-9-49
Lieut. Comdr. Donald L. Schoonover	5-9-49
Lieut. Comdr. Edgar G. Barnes	5-20-49
R. G. Blackner, ADC	5-17-49
B. G. Matthews, ADAA	5-20-49

During the month of May Engineering reported a decided decrease in the number of squadron engine failures, and a compilation of comparative figures for the past four months revealed the following facts:

<u>Month</u>	<u>No. Eng. Failures</u>	<u>Time flown during month</u>	<u>Engine hours per failure</u>
February	9	1925	855.5
March	15	3400	906.6
April	11	4161	1512.8
May	6	3436	2290.1

This steady increase in average engine hours per failure has been attributed to the following:

1. Reorganization of check crews so that the most qualified men were in the responsible positions.
2. A policy of preventive maintenance rather than corrective maintenance.
3. Correction of discrepancies when they occur rather than

carrying them over until the next check.

4. The availability of ample spare parts.

5. Better engine care by Squadron pilots; especially the use of 45 inches rather than full power on take-off. ¹

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

1. Personal interview with Squadron Engineering Officer.