

29 June 48 to 30 July 1948
My tenure as commander Vittelso.

July 1, 1948

1st C-54 landed Rhein-Main at 09:40 (Local time)

A-1 (Col. Raybold) requested to order pilots, by name, on TDY to 60th T.C. at Y-80.

Duty officer schedule. Duty officers to be available from 17:00 until 08:00 next morning (in office until approximately 22:00 - thereafter at his quarters).

1720 hours. Major Tilley called stating that Press wanted a conference with General Smith. Referred to General Smith. (Col. White)

Col. Clark says Birchard has some suggestions on traffic. He should attend Traffic Meeting in Frankfurt 2 July. (Col. White)

Flying suspended at 23:30 because of weather throughout American & British zones below minimums.

Two weapons Carriers to Y-80 from Hq Command.

Arranged with A-1 for 4 mechanics per attached aircraft.

A-1 USAFE ordered 16 Fork Lift operators to Rhein Main

2 July 1948

5 C-54 aircraft on the ground at Rhein-Main

1 C-54 down at Bordeaux with 2 engines out.

Y-80 weather will phone weather at 11:30 and 16:30 each day. Operations Officer (this office) will request weather at 07:55.

1st C-54 departed for Templehof 10 hours and 40 minutes after arrival from U.S.A. Grounded upon return to Rhein-Main with oil leak.

Flying resumed at 07:00 with aircraft departing at 15 minute intervals.

Expect 20- C-54's to be present by the end of the day.

4 10-passenger busses to Rhein-Main for use of C-54 squadron at Rhein Main

Col. Stone (EUCOM) requested availability of 2 C-47 (Spray) to carry fuel to Berlin. - Told we could do same.

Maj Wilson USAFE A-3 Comm. called stating that VHF and 6440-4220 Rec would be installed in General Smith's quarters this afternoon, 2 July (Col. White)

Col. Reybold in answer to query about returning crews released from Flight Planning Course says he is contacting all Base C.O.'s in reference to rounding up all available crews (Col. White.)

2 July 1948 (Cont)

Col. Harrison wants 44 crews from Wiesbaden area on Saturday and Sunday (this weekend). Col. Necrasen and Col. Avery are lining up crews (Col. White) on handling crews. Col. Reybold suggests we adjust assignment of crews made available by A-1 between WSBN and RM. (White)

Lt. Col. Smith, USAFE Provost Marshall, reported that General Weems was concerned about security of food etc at RM between railhead and on plane loading. Smith was asked to contact Lt. Col. Stone EUCOM G-4 for proper remedy. (White)

Col. Harrison gave following verbal report at 1200 hours 2 July: (1)137 aircraft mechanics from Kaufburen on hand at Wiesbaden.

(2) Only two aircraft out for maintenance left at Kaufburen.

(3) All available mechanics and specialists now at Wiesbaden.

(4) 6 aircraft with crews in Palestine

(5) Has 20 mechanics from Erding.

(6) WSBN assisting on Maintenance

(7) Needs 4 mechanics per aircraft for 24 hour operations (Col White)

Walt Lee called in reference Berlin loading C-54's. He asked that C-54s be left out of Berlin loadings to better utilize C-54s, and unloading conditions, at RM. No action because of USAFE Conference this morning deciding otherwise (Col. White)

Maj Powell, Rhein Main called wanting 2 operations clerks (2791) for C-54's. Capt Morrison USAFE A-1 agreed to obtain from Erding. (Col White)

2 July: Col Birchard is anxious to start new schedule.

Says he will need 14-16 hours advance notice to start. (White)

Col Walter Bryte called saying that meeting with airline and CAA people probably would not take place until tomorrow.

Gen Hall here and will probably attend. (Col White)

Capt Allbright USAFE A-4, calling for Gen Schneider asks that 15 plane loads of reparable and/or excess AF property at Berlin be lifted to Erding at convenience.

Crews to be furnished by USAFE and Hq Comd to 60th Gp over weekend as follows:

	Sat	Sun	Mon
Hq Comd *	12	12	- (est)
USAFE **	5	6½	7 (final)

* in addition to crews already provided.

** in addition to 15 pilots already provided. (Col White)

Col Coiner called at 1555 saying 18 acft in stock over Frankfurt. Called Crimmins at Templehof at 1600 asked to hold further departures. Called Trueblood, ATC Frankfurt, at 1620 who said everything OK with BASC. Called adj at 1635 to lift ban.

Capt Helms of Rhein Main 269-291 called desiring to know if we had info on priority for 1800 lbs of cleat track parts for Templehof. Said he received a shipment from Wienheim marked to be sent by VOCQ USAFE. Was told to check with priority officer at Rhein Main. (Col White)

Lt Col Hartwig said he received word that Berlin freight was coming in to Wiesbaden tonight. He set up limited facilities to handle. I suggested he contact EUCOM people at Wiesbaden and submit the problem to them. (Col White)

Called Col Mashmeier and asked that he give us a stat report by day and month of anticipated weather to be used for planning and as ammunition to justify request for more C-54's. Said he will have something by Monday. (Col White)

2 July:1948

Talked with Birchard re checking off some of Lee's crews on C-54's. Said he would get together with Lee on Tuesday. (Col White)

C-54's: 17 at Rhein Main. 3 in service made 4 trips to Berlin carrying 72651 lbs by 1830 hours. 2 in bad mechanical condition; 12 undergoing routine inspection - expected out in 10 or 12 hours. 1 Enroute from Goose Bay; 5 from Lagens; 1 from Bermuda; 2 from Meeks; 1 down at Bordeaux. (Col White)

3 July 1948

Meeting between following people determined position of commercial airlines with respect to airlift operations (see NOTAM dispatched 2300 hours 3 July):

- Mr Nelson David AOA
- Rodenbaugh AOA
- PAA
- KLM
- BEA
- Scandinavian AL

- Col Walter Bryte USAFE
- Col Feldmann Task Force
- Col White " "
- Magness CAA
- Hilford CAA
- Tom Johnson OMGUS
- Merhling OMGUS
- Capt Trueblood ATC (Air Traffic Control Fkd)
- Col Lee Rhein Main

4 July 1948

Col Birchard directed to install IFF on C-54's as they go out for 100 hour inspections.

Three Group Operations directed to assign emergency altitudes during VFR conditions to be used in case unexpected IFR conditions are encountered enroute. Frankfurt ATC notified and requested to advise BASC.

5 July 1948

Col Birchard called at approx 1000 saying that C-54 crews enroute west on Bucheburg corridor reported three C-47 type a/c headed opposite direction, alt 9-12,000 feet, time 0700-0800. I called Door asking he contact Capt Gookin in BASC (Berlin Air Safety Center) to work out solution with British. Also called Capt Trueblood ATC Frankfurt to contact Gookin and Bucheburg. (White)

Trueblood suggested he brief new C-54 crews on instrument procedure letdown. Difficulty encountered this a.m. I called C-54 Ops and paved the way. (White)

Trueblood reported two Czech acft and one British passing thru Frankfurt area IFR this morning. I asked that he check on NOTAM dispatched 2300 2 July and call me back. (White)

Liaison Operations officer sent to duty at Frankfurt ATC - 24 hour duty rotated among the 3 Groups.

Lt Col Dunn 5 AACCS called and assured us that controller officer would be on duty 24 hours at Frankfurt ATC office.

Lt Col Stone EUCOM said Gen Palmer is setting up office in Frankfurt tomorrow to handle supplies. Will call telephone number and address when known. (White)

5 July 1948

Lt Col Stone also said Templehof needed additional C-54 hatch or baggage compartment wrenches. Info given to Col Lee to handle. (White)

6 July 1948

Major Curtis (A-3 USAFE) contacted re installation of beacon to facilitate letdown at Rhein Main. After conference with ATC decided not to try it. Too dangerous.

One C-47 (from Erding) to return to station and haul engines and supplies (without crew).

61 TC Gp to send two C-47's to 60th TC Gp to make up their losses.

One 60th TC Gp C-47 cracked up last night - complete washout.

Evers called saying trucks with diesel oil had arrived at Rhein Main. Said he knew they were to come eventually but did not know exact date, hence C-47's are not ready. Stone (EUCOM) said diesel oil will arrive each Tuesday and Friday commencing 9 July. Evers informed of this and is getting acft ready. (White)

Director Operations officer sent to art.

7 July 1948

Coal haul started today. Carried in coffee sacks. Tarp on floor of ships.

All C-47's at Rhein-Main oxygen installation inoperative. All C-54 installation OK.

Study begun on possibility of working out of Braunschweig, Bremen or Hamburg.

NOTAM published on 5 July regarding civil carriers coming in to Frankfurt Control Area during IFR conditions.

We are to start carrying German Industrial products out of Berlin tomorrow (approximately 500 tons a month).

8 July 1948

One express car to depart Erding each evening, to arrive at V-80 each morning with supply (Aircraft).

Reports indicate runway at Tempelhof will not stand up more than 60 days longer.

Tele-com with WA last night. Very good possibility of 50 C-54's from MATS being transferred to this theatre for use on "Vittles".

Meeting at 11:00 with ATC. Col Burchard, Col Lee, Col Harrison, PIO and this staff on all our problems. ATC problems. Operations officer at ATC Frankfurt - 24 hours duty.

Meeting with Gen McBlain, Gen Smith, Col Clark, Maj Williford on C-54 units coming over. Following decided:

1. 1st unit of 25 would go into Rhein-Main and be fed into existing 54 squadrons there.
2. Additional C-54's (30) would be fed into 60th TC(Y-80).
3. Engine buildup for C-54's will stay at Rhein-Main.
4. All C-54 supplies will be concentrated at Rhein-Main.
5. Further correspondence with Washington regarding additional personnel for C-54's will be handled by Gen Kissner and will stress the urgent need for this personnel.
6. As additional C-54's arrive, attached C-47's (less crews) will be returned to their home bases.
7. 1st unit of C-54's will replace 61st TC Group.

One C-47 (Y-80) landed at Hof gear up. Unknown damage to ship. No injury to crew.

9 July 1948

C-47 crashed at 0930. Total loss crew and aircraft. Weather at time of crash overcast 2300. Light rain. Visibility 8 miles.

Capt Parker from USAFE A-3. (Flying Safety) assigned to Task Force Hq.

Construction of 2nd runway at Templehof authorized.

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9 Jul 48 (Cont)

Harrison asked to contact Maj O'Neal, Base Operations Wsbn AF Base relative to placing a B-17 weather ship in the corridor to watch and advise on thunder storm activity this afternoon. Birchard and Lee advised. Weather ship will fly altitude above all other traffic. Maj Dunkelburg and Col Stanley in B-17 #9295; took off at approx 1300 local.

1000 local. Received thunderstorm warning from Air Weather Central thru Wiesbaden. Notified Groups of forecast turbulence and instructed commanders to caution pilots to make sure all cargo is tied down securely. Notified following persons: Col Birchard, Rhein Main 1010 local; Major Schneider, Y-80 1015 local; Col Evers, Rhein Main 1025 local.

It Col Steadman of Gen Hall's office in Berlin desires ⁽¹⁾ each day by TWX our standard stat report in order for General Hall to use at 1330 daily week day meeting and at 1500 Saturday and Sunday meeting. (2) Also wants report of aircraft accidents and (3) info in detail on any unusual rumors. Lt Engle takes (1); Capt Parker (2), entire staff (3).

Stenog in Tilley's office (PIO) phoned in the following: Mr Clinton Reynolds of Collier's Magazine and Mr William Wise, General Manager of New York Herald Tribune (both VIP newsmen) and Lt Grimm and M Sgt Hatch of Hq USAF newsreel cameramen and Mr and Mrs Kenneth Downs accredited news correspondents from Col Hawley's Berlin OMCUS office, authorized air lift to Berlin this afternoon through Birchard on C-54's.

- All C-54 supplies will be concentrated at Rhein Main.

One C-47 (Y-80) landed at Hof gear up - unknown damage to ship. No injury to crew. -

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9 Jul 48 (Cont)

Further correspondence with Washington re additional personnel for C-54's will be handled by Gen Kissner and will stress the urgent need for this personnel.

As additional C-54's arrive, attached C-47's (less crews) will be returned to their home bases.

Following are items upon which Majors Stovall and Gregory, Air Traffic Control officers, were briefed on Friday morning.

1. Orders to Ops officer.
2. Guiding principles.
3. Letdown procedures.
4. Coordinate Wsbn-R/M traffic pattern.
5. Other traffic in and out of Frankfurt.
6. Additional beacons.
7. Letdown and climbout at Templehof.
8. Climb-out procedure at Wsbn.
9. Missed approach procedures.
10. Use of corridors - alt and time separation.
11. GCA.
12. Communications.
13. Weather reports and weather a/p briefing.
14. Briefing.
15. Maps aboard a/c. Radio facilities charts and pilots handbook.
16. Altimeter settings.

Majors Stovall and Gregory briefed at 1030 on duties at Frankfurt ATC - also given details on present Air Traffic Control problems insofar as known, and asked to commence study of a better solution than exists at present.

Re message from BAFO on British using southern boundary of Buckeburg corridor for eastbound flights and northern boundary for westbound, Maj Gregory informed of this and in turn contacted BAFO and BASC. Gregory was informed that this message was for BAFO stations only and did not affect previous agreement to permit us to use upper altitudes on the corridor.

9 Jul 48 (cont)

Re the NOTAL dispatched at 2300 hours on 3 July restricting traffic in Frankfurt area, following additional action taken.

From ATC it was determined that following violations have occurred:

	Czech	French	British	Belgium	Dutch
6 July	5	-	-	-	-
7 July	4	1	4	1	-
8 July	11	1	-	-	2
9 July	3	-	-	-	-

Above is a resume of the number of times aircraft of countries listed have passed through Frankfurt area during instrument weather - some incidentally, were 500' on top of overcast. Col Valentine at Paris, Col Keefer at London and Col Moore at Brussels were contacted and situation explained. They were requested to be sure that NOTAM got to the proper people. All assured cooperation. Calls to Prague and Amsterdam not completed as offices closed and not able to reach Air Attaches at home. Called Mr Rodenbaugh AOA at Rhein Main and asked that he again check info to airlines concerned. He agreed to do so.

10 Jul 48.

Re above - call completed to Col Ware at 0945 and call completed to a Mr Lucas US Embassy at Prague for transmission of message.

Project started with Col Moody to provide overnight and weekend rooms for wives of officers and EM from Kaufbeuren on TDY Wiesbaden. Turned over to Maj Howell.

Following officers set up as permanent operations officers on duty in Air Traffic Control Center in Frankfurt:

Maj Stovall

Maj Gregory

Capt Powell

Capt McCullough

10 July (cont'd)

Following information was received on 9 July from A-3 USAFE and from Colonel Steadman of General Hall's office in Berlin: Russian element of the BASC filed notice that the Russians intended to engage in instrument flying in vicinity of ZERBST during hours 0600 to 1900 local altitudes up to 3500 meters (11500 ft) and at KOTHEN from 0600 to 2000 local at altitudes up to 3000 meters (10000 ft). Meeting on the above was held with General Kissner, General Smith, Colonel Coiner and Colonel White and message dispatched to AF Washington declaring an intent and asking their comment.

Meeting at Rhein-Main to refine the block system and eliminate dead periods in order to reduce the number of C-47s which are unable to takeoff because of insufficient time allotted. General Smith, Colonel Lee, Colonel White, Colonel Feldmann, Colonel Birchard, Colonel Clark and Colonel Harrison attended.

Agreement disseminated to all concerned by TWX.

CLASSIFIED:

At Telecon conference advance information indicated that 9 C-54s (MATS) would arrive Tuesday to replace one squadron of 61st T.C. Group which would be sent to Cyprus to evacuate American citizens.

Disseminated rules and regulations on carrying press representatives in cargo planes.

Air Traffic Control given the problem to recommend location of Homer beacons which would be employed as a safety measure in event too many planes were stacked over Frankfurt range.

Air Traffic Control still the major difficulty.

10 July (cont'd)

Major Gregory briefed 60th T.C. Group pilots. C-54 Group pilots will be briefed on the 11th.

11 July 48:

ATC Frankfurt report alleged traffic violation on the part of Capt. Newton in NC9902 (AOA) at approx. 1839Z 10 July. Newton is alleged to have approached R/M IFR after having been given a VFR clearance to descend on IFR. Investigation by Capt Parker with AOA sitting in has been started.

General McBlain agreed to send R/M squadron on mission to south instead of 60th squadron. Harrison to furnish Shumake and other key personnel. Lee to transfer remaining approx. 10 C-47s to Harrison.

General McBlain approved assignment of up to 100 C-54s to R/M involving construction of approx. 24 additional hardstands at R/M.

12 July 48:

General Smith briefed General LeMay on the current situation. He agreed to R/M being restricted to C-54 operation assuming 61st T.C. Group provides one squadron on the Cyprus detail. Remaining C-47s (about ten) to be transferred to Y-80. Thus, Y-80 is exclusively a C-47 field and R/M for C-54s. This will simplify the scheduling.

Report that 6 C-54s from MATS are enroute to Azores. Expected at Rhein-Main late 13th.

Birchard instructed not to lay hardstands until he is further advised. He is, however, to go ahead with the planning and laying the ground work. General LeMay stated that he would speak to Colonel DuHaze reference COGNAC.

13 July:

Advised that only 6 C-47s would be sent to Cyprus.
(17 originally scheduled).

2 C-54s from MATS arrived--each with triple flight
crews and 9 maintenance men.

Study on feasibility of transferring 60th T.C.
Group to Bremen.

Steps were taken to increase number of flight
crews particularly at Y-80. Crews to be obtained
initially from Hq Command Wing and Rhein-Main AB.

Report from "Gunpost" that airplanes are
straying from the corridor. Units notified verbally
to caution flight crews.

13 July 48:

Colonel Justice will be "part time" A-1.

Arranged for more fuel servicing at Rhein-Main--
3 more tractors and 2 F-1 trailers.

USAFE making survey of pilots at Rhein-Main.

14 July 48:

Majors Stoval and Gregory submitted study on GCA
approaches to Berlin clockwise through Bucheburg.
Pilots showing signs of overwork--2 went to the hospital.

15 July 48:

USAFE dispatched TWX to C/S USAF Washington
requesting 71 additional C-54s to bring total C-54s
to 125. General Clay sending same request to Dept
of Army.

USAFE set up special mission C-47 to go to Marham,
England--departing R/M at 0900 16 July.

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15 July 48: (cont'd)

Established SOP with USAFE A-4 for transporting urgently needed Air Force supplies to Berlin. They will call this headquarters with a tonnage request which we will in turn request from Colonel Winton.

16 July 48:

All units and ATC notified to route all traffic through Bucheburg corridor on way back from Berlin (even in VFR).

Approval obtained from General McBlain to proceed with installation of beacon in Bucheburg corridor in the vicinity of Braunschweig--Major Wilson called and asked to proceed.

Col. Dorr called stating that 60-ton airlift for French from TF to Wiesbaden requested by General Gailly was to start Monday 19 July--Col. DuHaze notified.

Decision made and memorandum sent to 60th and 61st Troop Carrier Group that maximum gross load for C-47s is to be 30,300 pounds.

Letter sent to CG, USAFE, requesting approval of use of 500 ft. altitude separation between aircraft in emergencies when 1000 ft separation places two or more aircraft at same altitude, place, and time. Approved VOCC granted ATC--pending written approval. Carrier Sheet to USAFE Communications asking that airdrome approach control for Wiesbaden and Rhein-Main be installed in new tower at Rhein-Main.

Letter from ATC re accelerated approach forwarded to USAFE by 1st Indorsement recommending approval of accelerated multiple let down at Rhein-Main and Wiesbaden during weather with ceilings 1500 ft and viz 3 miles or better for daytime and 2000 ft and 3 miles or better at night.

17 July 48:

Report that 4-engine aircraft down just inside Russian Zone at VACHA. Apparently, no basis to this report--none of our a/c missing.

C-54 reported being fired upon 5 min. E of Bucheburg later 5 min S of Bucheburg. No confirmation.

18 July 48: Nothing to report.

19 July 48:

Lt. Murphy USAFE A-1 reported that 1st Lt. P.D. Sacco is being transferred to ZI on emergency return. Lt. Sacco is on TDY to 60th TCW from Landsberg. USAFE says Landsberg will not be able to replace him. Colonel Harrison notified that Lt. Sacco is being transferred.

Report sent to Berlin at 2300 on past operations: aircraft available, aircraft in commission, tonnage carried to date, and projected future operations.

Details completed on transporting materials for new runway at Tempelhof. Daily allocation of 50 tons at present.

20 July 48:

It will be necessary to start cost control for "Vittles."

21 July 48:

Meeting at Rhein-Main with unit and squadron commanders concerning let-down procedures and traffic control. Agreement in principle was ~~not~~ obtained and charts will be issued to all pilots.

Request was made to improve beacon at Tempelhof to make arrangements for AFN Berlin to broadcast all night in order to give the positive fix on radio compass.

22 July 48:

Col. Birchard reported that he received instructions on advance information from Captain Towson, Frankfurt Military Post that DPs would be transported from Berlin starting at 0520 tomorrow morning.

A check was made with Colonel Coiner, Hqs USAFE, and he stated that this project was still in the planning stage.

Col. Birchard and Col. Dorr were instructed to continue the planning but not to execute until proper orders are issued from this headquarters.

Copy of instructions for DP lift received at 1700.

Lift will start tomorrow.

23 July 48:

First load of DPs this morning.

Beacon at Berlin to be moved 7 miles North of TF to facilitate landing in poor weather.

Major Wilson relayed complaint of AACS people that pilots were cluttering up radio frequencies with wise cracks and facetious remarks in the Berlin area.

Conference with G/C Clark RAF who stated RAF would be very happy to ground their C-47s--and allow us to use their fields at FASSBURG, WUNSDORF, or GUTSRSLO. Further conference on this at Bucheburg Monday.

24 July 48:

Major Willeford and Captain Parker reported to Gen. Kissner to receive schedule of additional C-54 aircraft to be transferred to USAFE from ZI. Dates of departure and numbers of aircraft to be classified as "Confidential" until further notice.

24 July 48: (cont'd)

Group Operations people requested to brief all pilots to cease using radio for wisecracks and facetious remarks. Information given to following people:

- | | |
|----------------|---------------|
| 60th T.C. Gp | Major Houick |
| 61st T.C. GP | Lt. Burns |
| C-54 Prov. Gp. | Capt. Proctor |

25 July 48:

C-47 from Y-80 cracked up at TF last night-- no further reports on accident or crew as yet.

26 July 48:

Col. Birchard reports that twelve engine changes account for loss of lift in the past few days.

Major Wilson, USAFE Communications, requested to have LPF antennae reinstalled on GCA equipment to facilitate control--agreed to do so.

Wilson also approached with idea of using code names for GCA calls--is checking into this.

Wilson further asked to consider limited approach control by having GCA take over from ATC below 4000 ft. Majors Stoval and Gregory working up a plan and test for this.

New beacon being installed in French Sector of Berlin to aid in GCA approaches and for use as an alternate stack.

26 July 48:

Major Wilson asked to install new beacon at STADEN about 7 miles east of Bad Nauheim to assist in approaches to R/M--agreed to do so.