

HOW THE BERLIN "AIRLIFT" — an "around the clock" COMBINED OPERATION of the Air Force, Navy and Army — functions in keeping the "Island City" of Berlin supplied with the necessities of life

THIS CHART shows the scope and magnitude of Operation "Vittles." It presents graphically the vast support activities required to keep Airlift planes landing in Berlin on split-second schedules.

While one group of planes is flying the corridors into Berlin, others are spanning the Atlantic and the North American continent in Pipeline operations. Every plane must return to a home base within the United States after each thousand hours of flying time for cycle reconditioning.

It also shows, in perspective, just how each bit and piece fits into the complex support pattern which has made Operation "Vittles" a Herculean achievement; the transporting of an endless stream of aeronautical parts and supplies so vital to "keep 'em flying"; and the coordination of military and civilian activities to insure maximum operational efficiency.

The Berlin Airlift actually begins in the United States. The continued success of the operation rests on an unbroken flow of reconditioned aircraft from the civilian contractor's plants in this country; of aircraft parts and electronic equipment; of trained replacement personnel to fly the aircraft and provide maintenance, to man the air traffic control centers and weather stations. This long range support of the intensive Airlift operation in a distant theater accounts for the growing tonnages lifted across the Atlantic by MATS.

AVIATION OPERATIONS
April, 1949

AVIATION INDUSTRY

- 1 In our West, we find "Vittles" planes undergoing 1000 hour cycle reconditioning at Oakland, Moffett Field, and Burbank, California, and Dallas, Texas; engines being overhauled at Alameda, California, and San Antonio, Texas; and replacement crews receiving training at Great Falls, Montana.
- 2 In the Middle-West is the nerve center for maintenance and supplies at Headquarters, USAF Air Materiel Command, Dayton, Ohio. In the South, the home base for C-74 transports is at Mobile, Alabama.
- 3 The East Coast is a scene of intense activity. Here we have the receiving center for Air Force overseas supply requisitions at Middletown, Pennsylvania; Navy Aviation Supply Office in Philadelphia; and 1000 hour cycle reconditioning base for "Vittles" planes at Sayville, New York.
- 4 Jumping-off for "Vittles" transatlantic traffic is at Headquarters, Atlantic Division, MATS, at Westover, Massachusetts. Intermediate stops on the Atlantic run are in Newfoundland and the Azores.
- 5 In England, "Vittles" planes receive 200 hour inspections at Burtonwood. In Germany, major European terminal for "Vittles" traffic is at Frankfurt.
- 6 In the three corridors supplying Berlin, "Vittles" traffic is heaviest and activity most intense.
- 7 In the U. S. Zone of the Frankfurt-Berlin route, Airlift planes keep radio contact with their traffic controllers.
- 8 In the Frankfurt-Berlin Corridor, Airlift planes must traverse the Russian Zone without benefit of any radio facilities whatsoever.
- 9 Within range of the Tempelhof "beam," all "Vittles" aircraft descend to 2000' to enter the approach traffic pattern.
- 10 In Berlin, Airlift planes land under Tempelhof GCA instruction.

