

3 MOTOR TRANSPORT SQUADRON



MISSION

3 Motor Transport Squadron mission was the delivery of transient vehicles, conveyance of subsistence and other supplies to UK bases from Sealand and handling spare parts and general cargo between Sealand and all UK bases.

LINEAGE

3 Motor Transport Squadron

STATIONS

Robins AFB, GA, 7 Jun 1951-17 Jan 1952

Burtonwood, England,

Sealand, Wales

ASSIGNMENTS

COMMANDERS

Capt Jean H. Arnold

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

On a bleak February morning in 1952, the Third Motor Transport Sq., marched down the gang-plank of the MSTS General Alexander M. Patch, onto English soil. For most of the men a new experience was about to begin. An experience and a mission to perform that would take them over the Land of Kings and Queens from stem to stern. Now, three years later, the men of Third Motor look back on the early days in the UK with a feeling of pride in accomplishment. Being based at Sealand Air Depot in Wales, the unit is separated from its assigned Group, the 7559 Transportation Group, at Burtonwood. Its reason for existence in the UK was a special 3 AF emergency plan, but pending this project it has been given many varied tasks to perform.

Fuel servicing and platform semi-trailers were the first equipment to go into action for the squadron. Two million gallons of gasoline were hauled from Purton to Sandy Depot in Southern England. An entire Group was moved 150 miles in a few days. Currently, refrigeration vans deliver 50 tons of frozen foods to various installations each week. Medical supplies are distributed monthly. Strategic Air Command stations receive many spare parts via 3 Motor Heavy transport.

Routine tasks occupy much of the squadron's time. Over a two year period, 3 Motor personnel have delivered better than 3000 transient vehicles. Conveyance of subsistence and innumerable supplies to outlying bases is a daily job. Maintaining a state of readiness at all times; continuous training and alertness, to be immediately available at a moment's notice, engage the remaining brief time.

Bearing the weight of motor pool activity, organizational and field maintenance, crews are constantly pressed to keep the vehicle rolling.

Technical supply often has to scour stock bins for spare parts or resort to "scrounging" materials in remote places. Headquarters section keeps the paperwork moving. Each unit works as an integral part of a team with all units occupied only with keeping the big trucks on the road. Handling cargo tarps and ropes is not the only achievement of the squadron. Recently winning a guidon standard for the best appearance in a Sealand parade, the outfit showed off some of its touted marching prowess. The squadron's men are kept in top condition by training periods every Saturday morning when everything from drill to combat formation is given a thorough going over.

The unit can also boast of a drill team to round out its militarily sharp demeanor. In conjunction with base vehicles, the 3 Motor Squadron also won the UK Rodeo contest held at Burtonwood on May 15.

Beyond transport commitments, dead-lines and back order releases, the men have managed a place in the English picture. Stopping at wayside inns for rest-stops, they have made themselves known from Edinburgh to Southampton.

Britons on a sedate Bedford thoroughfare no longer stop and stare as a five-ton tractor changes gear with a muffled roar. Third motor trucks are accepted as commonly as are British Road Service lorries, or double-decker buses. After rolling up over two million miles over British roads, the drivers have inured themselves to all types of conditions and driving hazards.

Refueling aircraft in freezing temperatures, that especial brand of English fog, or the picturesqueness of a half-board country house jutting into the middle of the road. All becomes part of the task ; a part of the rule of supply and demand. When the demand for the 3 Motor Transport Squadron no longer exists, then the brief will read: Operations ran smoothly; units returned with mission accomplished.



Operations Office, Sealand, Wales, 1954.



First Sergeant Borman, Airman First Class Vacekonis at Maintenance Section Sealand, Wales, 1954.



A1C Metzger and Austin Healy, Sealand, Wales, 1954



Gun Room, Sealand, Wales, 1954



Vehicle Maintenance, Sealand, Wales, 1954



Tech supply, Sealand, Wales, 1954



Checkpoint, Sealand, Wales, 1954



First Sergeant Bormann, Sealand, Wales, 1954



A1C McConnell and A1C Hart in Diamond T, Sealand Wales, 1954



Orderly room, Sealand, Wales, 1954.



3 Motor Transport Squadron Drill Team Sealand, Wales, 1954.



Airman First Class Bowers and Airman Third Class Taylor, Operation, Sealand, Wales, 1954.



Master Sergeant Hill and Staff Sergeant Gresham, Dispatch, Sealand, Wales, 1954



Lt Zuniga, Lt Dunn and Capt Sneed, Motor Pool, Sealand, Wales, 1954



Truck maintenance, Sealand, Wales, 1954



Check point, Sealand, Wales, 1954



Motor pool, Sealand, Wales, 1954



Maintenance Office, Sealand, Wales, 1954

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Unit yearbook, *Sealand, Wales, 1954*, J. Pazen, Pictorial Press, Wallasey, Cheshire, England, 1954.